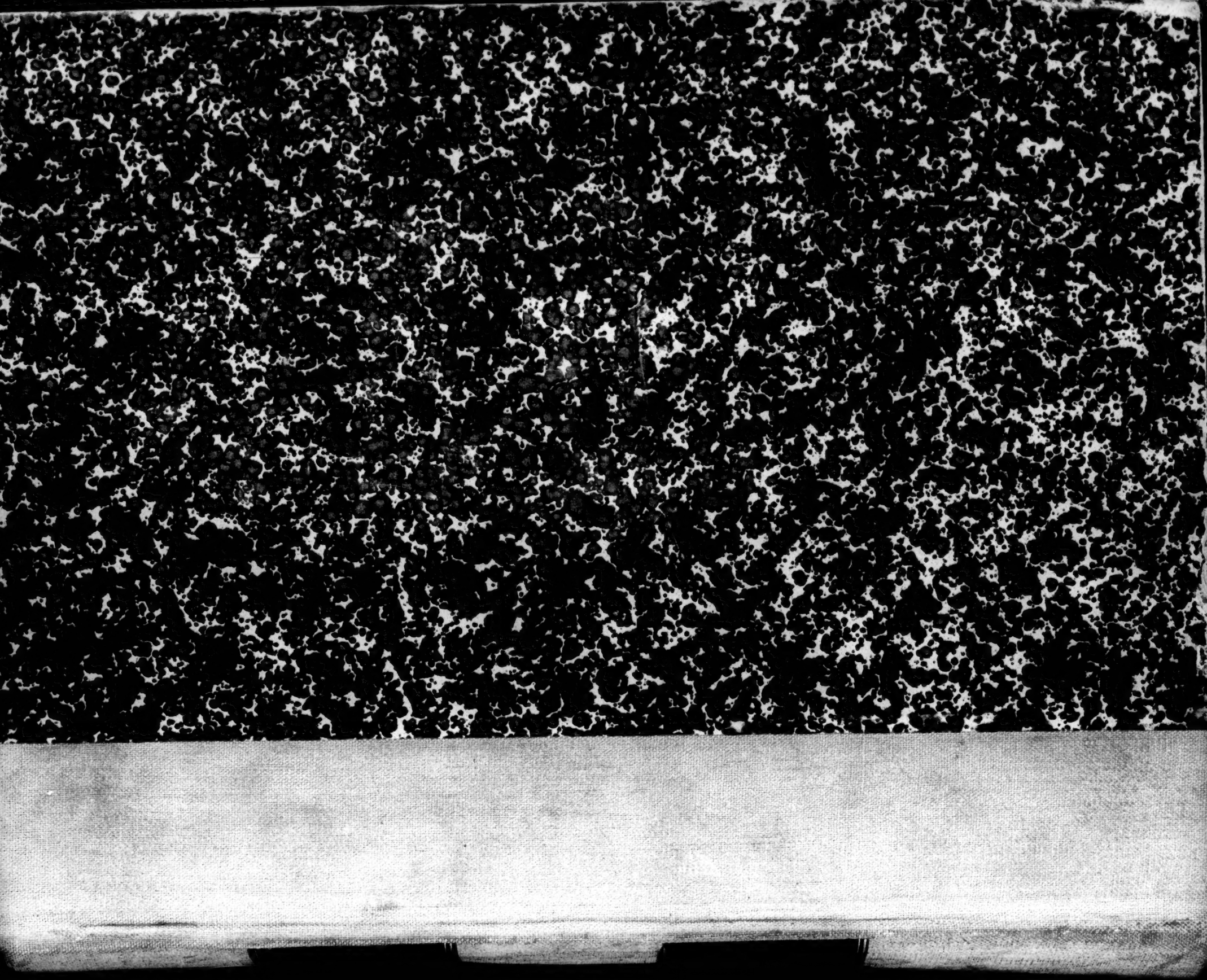
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American Railroad Journal.

New York, Saturday, January 3, 1874.

Union Pacific Railroad.

The Government Directors of the Union Pacific Railroad have presented their report to the Secretary of the Interior. They say that during the month of September, the entire line was visited and examined by two of the directors, and that the result was in many respects gratifying. The road is in excellent condition, and has improved since the annual report of 1872 was made. Several large cuts are being widened, and the earth removed is used to fill trestles. Sixty miles of new iron have been laid. The value of the engines owned by the road is $1,682,500. The value of the rolling stock is $1,923,250. The report recommends new buildings for the road at Ogden. A list of the water stations on the line is given, from which it appears they are 75 in number, averaging one to every 13¼ miles of road between Omaha and Ogden. Seven of the stations are supplied by Artesian wells, the aggregate cost of which was $52,113 74. At seven stations the water supplied is self-feeding, that twenty eight wind-mills are used for raising water. At thirty-eight stations steam power is used, and at one the supply is raised by hand.

The gross earnings of the road for the year ending June 30, 1873, were $9,633,965, an increase over the preceding year of $1,680,950. The net earnings for the year were $4,935,965. A large increase in both the gross and net earnings is anticipated for the next year. The floating debt of the company is about $2,000,000 mostly, incurred in aiding new connecting and branch roads. A statement of the business relations of the Union Pacific with each of these other roads is given in the report. The new developments which the building of the road has caused, are instanced by the statement that within twelve miles of Salt Lake City, eleven furnaces are engaged in the reduction of ores containing precious metals, and more than thirty similar furnaces are in operation throughout Utah Territory, which have been established since the building of the Pacific Railroad.

Of the land granted to the company by the United States, to aid in constructing its road and telegraph line, there has been sold up to Oct. 1, 1873, an aggregate of 799,788 71-100 acres, at an average price of $4 50 per acre, or a total of $3,598,869 19. The original issue of land grant bonds was for 10,400,000 acres. Through the sales of land there had been, on the 1st of September, 1873, 1,389,000 of these bonds entered, leaving an outstanding balance, at that date, of 9,011,000 acres. The land granted will, beyond reasonable doubt, ultimately retire the whole issue of land grant bonds and leave a considerable surplus in the hands of the company.

Several difficulties have arisen in relation to the lands of the company. In the State of Nebraska the lands have been placed on the tax lists of the counties in which they lie. The company has enjoined the collection, and the decision of the courts will undoubtedly be with the company with respect to the lands, the titles to which have not passed from the United States to the company. The matter will then stand in this singular position: The Government has stopped certifying lands to the company. The company is selling uncertified lands to settlers and others, at prices averaging $4 50 per acre. Some of the lands thus sold are paid for in the land grant bonds of the company. The bonds when thus received are canceled, and the debt of the company reduced in a corresponding amount. Some are sold for part of the price paid in cash, with the balance on time, bearing interest. In either case the company gets a present pecuniary benefit. Yet the lands thus sold cannot be taxed. The report suggests that some remedy be provided for this anomalous case, and it points out as one remedy that until the Government decides upon its permanent policy relative to the certification of lands to the company, that all lands which have been, or may hereafter be, sold in good faith, shall be certified to the company, in order that the titles to purchasers may be made complete, and the lands become subject to taxation. This action by the Government would favor the sales of lands, and expedite the improvement of the country.

The report recommends a more liberal management of the affairs of the company, especially in the freight department, as calculated to increase the gross earnings of the road, which, in a short time, may be made to reach $12,000,000 annually. The directors think this may be brought about in the space of two years. When this point shall have been reached it is not difficult to see that the company will be competent to protect fully the interests of the Government.

Cleveland, Mt. Vernon and Delaware R. R.

The Pittsburg *Chronicle*, of December 24th, says that at a meeting of the Pennsylvania Company, operating a number of railroads west of Pittsburg, the Cleveland, Mount Vernon and Delaware Railroad, which has just been completed from Hudson to Columbus, the controlling interest in which was owned by the Pennsylvania Railroad Company, and which has been controlled as an independent concern, was formally turned over to the company, and will hereafter be operated by the P., C. and St. L. Railway.

The object of this purchase is to give the Pennsylvania Company a western connection with Cleveland. This they have not had heretofore over lines controlled by the company. They have had a western connection with Toledo, but travel east of that point toward St. Louis would naturally take the Lake Shore and Michigan Southern route.

The new road purchased, extending from Hudson to Columbus, is 145 miles long. At Hudson it connects with the Cleveland and Pittsburg Railroad, and at Columbus it makes direct connection with St. Louis. The distance by the new route, which this will give, from Cleveland to St. Louis, is 597 miles. The distance from Cleveland to St. Louis by the Lake Shore and Michigan Southern route is 636 miles. This makes the new route 39 miles

shorter, and gives the most direct communication between Cleveland and St. Louis.

New York, New Haven and Hartford R. R.

The directors of the New York, New Haven and Hartford Railroad Company respectfully submit the following report of the business and condition of the company for the fiscal year, terminating September 30th, 1873.

Income:

From transportation of passengers		$2,899,163 15
From transportation of freight		1,468,578 48
From transportation of mails and express		182,141 43
From interest		151,352 49
		$4,701,235 55

Expenses:

Repairs of road and renewals	$539,811 19	
Repairs of bridges	70,997 29	
Repairs of buildings	89,659 79	
Repairs of fences	2,665 63	
Repairs of engines	186,055 91	
Repairs of passenger and baggage cars	169,973 80	
Repairs of freight cars	102,194 35	
Repairs of tools and machinery	15,540 50	
Coal and wood for engines	273,518 40	
Oil	23,246 44	
Waste	10,739 17	
General expenses	108,212 41	
Wages and incidentals chargeable to passenger department	504,744 61	
Wages and incidentals chargeable to freight department	422,357 03	
Switchmen & signalmen	96,424 71	
Damages and gratuities	17,612 99	
Insurance and telegraph expenses	7,262 08	
		2,641,016 33
Balance		$2,060,219 22
Deducting taxes	$213,247 85	
Deducting coupon interest	83,168 55	
Deducting *H. and N. H. bonds	37,000 00	
		333,416 40
		$1,726,802 82

* NOTE—Owing to a clerical error in the accounts of the H. & N. H. Railroad Company the consolidated company redeemed $37,000 more of the bonds of the former company on the 1st of January last, than appeared by said accounts to be outstanding. This excess has therefore been deducted from the net earnings of the year.

The resources for the past year, and the disposition of the same, have been as follows:

RESOURCES FOR 1872-3.

Balance of cash assets, Oct. 1, 1872	$3,228,675 40
Materials on hand, Oct. 1, 1872	622,859 35
Materials on hand, S. L. Div. Oct. 1, 1872	142,452 67
General transportation earnings and receipts	4,701,235 55
Bills payable	545,084 48
Bond and mortgage	65,000 00
Real estate, sold Harlem Railroad and others	234,590 00
Contingent account, (assessments, taxes and rents refunded by Harlem Railroad)	138,026 06
Contingent account, (fractional shares)	160 00
Increase current accounts payable	29,057 60
Total resources	$9,707,141 11

PAYMENTS.

For transportation expenses	$2,641,016 33
Coupon interest	83,168 55
Taxes	213,247 85
Hartford and New Haven Railroad bonds paid	617,000 00
Dividends [2 of five per cent each]	1,550,000 00
New engines	90,089 42
Passenger and baggage cars, brakes, platforms, &c.	98,400 00
Freight cars	38,750 00
Tools and machinery, brass foundry, &c.	7,500 00
Westport and Greenwich depots, engine house and turntable, Port Chester	15,000 00
Steel rails [3,4721 tons at cost over $80, price of new iron]	139,648 58
New signal house Hartford	785 64
New shops, Hartford and New Haven	22,116 78
New Haven passenger depot and lands	238,843 10
New lands at Mamaroneck, Meriden and Springfield	83,893 35
Materials for coming season	657,670 18
Materials for coming season, Shore Line Division	106,833 99
Debit balance, Shore Line Division	79,661 80
Cash and due from agents, corporations and others, October 1, 1873	3,023,515 59
Total, as above	$9,707,141 11

DETAILED STATEMENTS OF ITEMS OF CASH ASSETS.

Due from agents	$227,848 42
Due from connecting roads	48,432 33
Due from Hartford, Providence and Fishkill Railroad tunnel account	66,503 45
Advances to Harlem River and Port Chester Railroad	1,894,387 01
Loans and bills receivable	533,874 03
Cash	252,470 35
Total amount	$3,023,515 59

In addition to the above the company owns two thousand shares of its own stock.

The following is an exhibit in condensed form of the business for the past year:

Receipts from transportation, &c.		$4,701,235 55
Transport'n expenses	$2,641,016 33	
Taxes	213,247 85	
Coupon interest	83,168 55	
H. & N. H. R.R. bonds charged to profit and loss	37,000 00	
Net earnings	1,726,802 82	
		$4,701,235 55

The capital expenditure accounts have been increased during the past year $500,437 37 as follows:

Increase in account, cost of road	$416,394 10
Increase in account, equipment	234,739 42
	$651,133 52
Less decrease in account, real estate	150,696 15
Increase as above	$500,437 37

New York, New Haven and Hartford Railroad statistics for the year ending September 30th, 1873:

Miles run by passenger trains	1,143,978
Miles run by freight trains	481,100
Miles run by gravel trains	223,123
Miles run by all the trains	1,848,201
Total number of passengers	3,892,674
Number of passengers moved one mile	122,604,308
Number of tons of freight moved	895,985
Number of tons of freight moved one mile	38,892,498
Number of engines	88
Number of passenger cars	171
Number of mail and baggage cars	59
Number of freight cars	1,074
Number of gravel and other cars	250

SHORE LINE DIVISION.

The receipts on this Division for the year ending September 30th, 1873, have been—

From transportation of passengers	$311,824 13
From transportation of freight	79,026 82
From transportation of mails	7,566 96
From transportation of express, &c.	14,663 72
Total income	$413,081 18

The expenses have been—

For permanent improvements, additions, betterments and repairs other than ordinary repairs	$98,200 00	
For operating expenses	320,322 83	
Paid rent	100,000 00	
		518,522 83
Deficit for the year		$105,441 70

The income of the road for the year terminating September 30th, 1873, was $4,701,235 55, and the net earnings, after payment of transportation expenses, taxes, coupon interest, &c., $1,726,802 82, thus making the net earnings a little more than eleven per cent upon the $15,500,000, capital stock of the company.

The operating expenses of the road for the year are larger in proportion to the gross receipts than they were for the preceding year. This is due mainly to the advance in the price of nearly all materials used in repairs of the road and equipment; to increased terminal expenses in New York city, and to the increased mileage of passenger trains.

In order to meet the demands of the public, it has been deemed necessary to put on several additional passenger trains, which thus far have not yielded a corresponding increase of passenger receipts. The occupation by this company of the new passenger station in New York city has very materially added to the terminal expenses at that point. This item of expense cannot be expected to diminish in the future, but, on the other hand, is likely to increase with the increase of business. It is, however, confidently expected that the saving which can hereafter be made in the repairs of road and bridges will be more than sufficient to offset the increased terminal expenses. The main line of road between New York and Springfield, with the exception of about twelve miles of single track on the Hartford division, is now laid with steel rails. The roadway and bridges are in excellent condition, and can for many years hereafter be maintained and kept in repair at much less cost than heretofore.

During the year 1869 the Harlem River and Portchester Railroad Company entered upon the construction of a parallel and competing line of railroad, with the intention of opening up a new route between New York City and New Haven. They had become possessed of all the necessary legislative authority required in the State of New York, and would beyond doubt, have soon been able to obtain like authority within the State of Connecticut. This enterprise was then in the hands of prominent and wealthy parties. Owing to the pecuniary embarrassments of that company, growing out of the financial troubles of the fall of 1869, an opportunity was furnished your company to take the control and management of this road, then in process of construction. A considerable population, situated between New Rochelle and the Harlem River, were without railroad facilities, and your directors, after careful reflection, became fully convinced that unless these facilities were furnished by this company, by means of the charter of the Harlem River and Portchester Railroad, of which it had become possessed, that a railroad hostile to your interests would have been constructed by other parties, and would have been extended through to New Haven, thus forming a parallel and competing line for all the business between New York and New Haven. The ease with which the bonds of purely speculative railroads were then negotiated, and the facility with which towns and cities, through the flattering exhibits and zealous efforts of contractors and

speculators, could be persuaded to lend their financial aid to almost any new railroad scheme, satisfied your directors that it was their duty, in the interests of the stockholders of your company, to proceed with the construction of that part of the Harlem River and Portchester Railroad between Harlem River and New Rochelle, which is the only section of country, through which the contemplated opposition road was to pass, that was not already supplied with the very best of railroad facilities. For these reasons arrangements were made with the Harlem River and Portchester Railroad Company, by which this company should advance the necessary means to construct a first-class double-track road, with steel rails, from the Harlem River to New Rochelle, and there to connect with the tracks of the New York, New Haven and Hartford Railroad Company. This road is now completed, and trains commenced running over it on the 24th day of November last.

This company has taken a perpetual lease of the road, at a rent which is to be equal to 7 per cent interest upon its cost. The cost of the road with the real estate and extensive wharves and water-rights on the Harlem and East Rivers up to the 30th of September last, was about $2,000,000.

It will require an additional outlay for barges, steam-tugs, &c., to make the new road available as a route for freight between New York City and stations on the main line. Your directors have no reason to expect that this new road will earn more than enough to pay its running expenses for some time to come, and that it will be several years before it can earn sufficient beyond its operating expenses to meet the interest upon its cost. It will be seen, therefore, that the road was not constructed with the idea that it would prove, for the present a source of profit to the old line, but for the purpose of preventing the construction of an opposition line, which, though reasonably certain to become bankrupt, would still have resulted in depriving the old line of all profits upon its business for many years to come.

The new road, however, will enable the company to increase its freighting business between New York and stations on the main line, which could not well be done with only the former entrance into New York.

We have now the shortest and best practical railroad route between New Haven and New York city, with two lines of entrance into the latter city.

But, notwithstanding this, certain adventurers and speculators are at this time organizing another corporation for the purpose of constructing an additional road between New York City and New Haven, within an average distance of one-half of a mile of the present road. As the execution of this scheme must depend upon the negotiation of bonds to an amount sufficient to cover the cost of the road, and as such a road, if constructed, could by no possibility earn sufficient to pay its operating expenses, it is hardly reasonable to suppose that persons either in this country or in Europe, who have money to invest, will, after the lessons taught by the recent financial troubles, risk their capital in an enterprise of this kind, which excels in absurdity any railroad scheme whose worthless bonds have ever been foisted upon a credulous public.

The money used for the construction of the Harlem River and Portchester Railroad has been advanced by the New York, New Haven and Hartford Railroad Company. It is the purpose of your directors to reimburse the treasury for these advances by the avails of $2,000,000 of the first mortgage bonds of the Harlem River and Portchester Railroad Company, guaranteed principal and interest by this company. These bonds are dated October 1st, 1873, bear 7 per cent interest, are payable 30 years from date, and are issued as coupon or registered bonds, at the option of the purchaser.

Your directors with confidence recommend them to stockholders of this company and others seeking investments, as one of the very best securities in the country.

SHORE LINE RAILWAY.

For the fiscal year terminating September 30th, 1873, the ordinary and extraordinary expenses and rent of the Shore Line Railway exceed the gross earnings by the sum of $105,441 70. From the date of the lease to the 30th of September last the apparent loss in operating this road has been $79,661 30. By reference to the report of the New York and New Haven Railroad, in May, 1871, it will be seen that your directors expressed the opinion, that for the first five years of this lease the rent and expenses would exceed the receipts of the road, for the reason that the road, bridges and equipment would require large expenditures, in order to place them in safe and proper condition for such a line. During the past year large expenditures have been made on the road, the most important of which were the following:

Ballasting with gravel a large part of the roadway.

Constructing new approaches to Connecticut River Bridge.

Rebuilding entirely new the long truss bridge at Fairhaven.

Rebuilding nearly all the pile-bridges on the line.

Laying about one-sixth of the line with steel rails.

New freight and passenger stations and water-tank at Saybrook Junction.

In order to make the road what it should be, some further permanent improvements will be required upon this line during the year 1874, but by no means as extensive as those made during the year past. If there is no diminution in the gross receipts of the road, and the usual freedom from accidents continues, we have reason to believe that for the year 1874 the expenditures, including the rent, can be kept within the receipts; and that thereafter the road will yield a moderate annual profit to your company.

CONDENSED BALANCE SHEET, Oct. 1st, 1873.

Cost of railroad		$12,577,627 10
Equipment: engines and cars		2,075,711 42
Real estate		549,544 82
Materials and supplies on hand		657,670 13
Materials and supplies on Shore Line Division		106,833 99
Debit balance Shore Line Division		79,661 30
New York, New Haven and Hartford Railroad stock held by Co. [2,000 shares]		200,000 00
Cash, cash assets, loans, due from agents and connecting roads		3,023,515 59
		$19,270,564 35
Capital stock: 15,500 shares	$15,500,000 00	
Bonds, past due	$2,000	
Bonds, due 1875	1,059,500	
	1,061,500 00	
Coupon interest and divid'ds unpaid	11 418 80	
Bond and mortgage	65,000 00	
Bills payable	545,084 48	
Accounts payable: Sept. pay roll and balances due connecting roads	394,984 88	
Contingent account	138,186 06	
Profit and loss	1,554,395 13	
	$19,270,564 35	

President.—WM. D. BISHOP.

Vice President.—WM. P. BURRALL.

Directors.—Wm. D. Bishop, Bridgeport, Conn.; Wm. P. Burrall, Hartford, Conn.; Wilson G. Hunt, C. Vanderbilt, Geo. N. Miller, New York; Chester W. Chapin, Springfield, Mass.; A. R. Van Nest, New York; Henry C. Robinson, Hartford, Conn.; E. H. Trowbridge, E. C. Read, New Haven, Conn.; Nathaniel Wheeler, Bridgeport, Conn.; C. M. Pond, Hartford, Conn.; Augustus Schell, New York.

Treasurer.—JOHN T. SHELTON.

Secretary.—EDWARD I. SANFORD.

General Sup't.—EDWARD M. REED.

Canada Southern Railway.

The directors of the Canada Southern Railway Company have issued the following circular to the bondholders, asking that they fund their coupons up to, and inclusive of, January 1, 1875, into a three years' bond bearing seven per cent interest:

OFFICE CANADA SOUTHERN RAILWAY CO., 13 WILLIAM ST., NEW YORK, Dec. 20, 1873.

To the Bondholders:

Owing to the financial difficulties growing out of the late panic, whereby a large amount of the funds of this company became tied up, and though secure, are now unavailable, and the impossibility of negotiating the securities which are sufficient, at a fair valuation, to meet all the obligations of the company, it becomes necessary to ask the bondholders to fund (in a new bond, having three years to run from Jan. 1, 1874, and bearing seven per cent interest) the three coupons falling due Jan. 1, 1874, July 1, 1874, and Jan. 1, 1875, from each of the company's first mortgage bonds; the exchange to be made by the Union Trust Company of New York, who are to hold in trust the three coupons uncanceled until the interest bond is paid, thereby giving the bondholder all his original security in case of non-payment of the interest bond. The interest on the registered bonds will be arranged in a similar manner, with such variations only as are rendered necessary by the form of the bond.

You will observe that the new bond bears interest from Jan. 1, 1874, although it includes the funding of a coupon due July, 1874, and one due January, 1875, thus offering an average bonus of six months' interest.

The expectations of the managers as to the earnings of the line have not been realized thus far, owing to the delay of nearly a year (beyond their control) in the completion of the International Bridge at Buffalo, New York, which has only been open for traffic within the last month, and unfortunately at a time of general prostration in business. The managers have no reason to change their views heretofore entertained as to the success and ultimate value of the property.

To pay the interest out of the securities of the company at this time could only be done at a ruinous sacrifice, which would still further paralyze its operations. Funding the interest as proposed, thereby leaving in the hands of the company its assets and earnings, will enable it to meet its maturing obligations without sacrifice, and to efficiently work the railway and develop the traffic, and is believed to be for the best interest of all concerned.

For any further information apply at the office of the company, in the City of New York; and for the funding of interest to the Union Trust Company, No. 73 Broadway, New York.

By order of the Board of Directors.

M. COURTRIGHT, President.

☞ The earnings of the Northern Central Railway for the eleven months ending November 30, 1873, were $4,620,004 72; the expenses $3,422,155 38, and the net earnings $1,197,849 34. For the corresponding period of the previous year the earnings were $4,114,240 71, the expenses $3,209,744 18, and the net earnings $904,496 53—showing an increase in earnings of $505,764 01, in expenses of $212,411 20, and in net earnings of $293,352 81.

☞ The Southern Maryland Railroad Company has been awarded the balance ($81,500) of the State appropriation of $163,000 towards internal improvements in St. Mary's county. Forty-two miles of the Southern Maryland Railroad are now graded between the point of its connection with the Baltimore and Potomac Railroad and its southern terminus. This portion, it is said, will be in operation during the summer of 1874.

Lake Superior and Mississippi Railroad.

On the first of May, 1872, the Lake Superior and Mississippi Railroad Company leased their railroad and branches, then fully completed, to the Northern Pacific Railroad Company, for the term of nine hundred and ninety-nine years. The lessees took possession at that date, provided additional rolling stock, and have operated the same ever since, and, under the covenants of the lease have heretofore paid the interest on the first mortgage bonds. The lessees having given notice that they will not pay the interest falling due on the first of January, 1874, propose to surrender the lease. The directors believe it will be best to accept the surrender and resume the management of the road. The non-payment of the rent makes it necessary for the company to provide rolling stock for the efficient operation of the road. This will probably absorb the earnings of three years, and creates a necessity for the suspension of interest during that period. The company propose to issue to the holders of the first mortgage bonds, in payment of the coupons due, for three years from the first of January, 1874, a certificate of indebtedness for the coupons of each year, payable in six years from their maturity, bearing 7 per cent interest, payable annually, from April first of each year, with the condition that no dividend on the stock, interest upon income bonds, or indebtedness for which certificates are now outstanding, shall be paid until the principal and interest of said first mortgage certificates shall be fully paid; and cash payment shall be resumed of the coupons of the first mortgage bonds as they fall due, the coupons thus detached to be placed with the Fidelity Insurance, Trust and Safe Deposit Company of Philadelphia as security for the scrip; the conditions being, that should the Lake Superior and Mississippi Railroad Company fail to pay the interest annually, and principal at maturity, then all unpaid coupons to be returned to holders, with the right to proceed against the company. The net receipts of the company in the past have not been sufficient to meet the interest on bonds, the deficiency having been advanced by the lessees. The directors are now of opinion that the earnings will be sufficient to equip the road and make such improvements as will secure a largely increased income, which, with the revenue from its landed estate, will supply ample means to pay interest in cash after January, 1877, and the coupon scrip as it matures. The proposition is simply to compound the interest for a limited time. For the purpose of considering the foregoing proposition, which is approved and recommended by the trustees, J. Edgar Thomson and Wm. G. Moorhead, a meeting of the first mortgage bondholders is to be held at the Continental Hotel, in this city, on the 14th of January. The gross receipts of the company for the current year, partly estimating for December, are $885,839, against $731,612 in 1872, and $457,702 in 1871.—*Phila. Ledger.*

☞ A bridge is to be built over the Firth of Forth, Scotland, which when completed will be the largest in the world. Edinburgh is separated from direct communication with a large portion of the north of Scotland by the Firth of Forth, which makes a deep indentation in the coast line. The bridge will be 150 feet high, and will have nearly 100 spans. The smaller spans will be larger than those of ordinary bridges—150 feet in width, but the great span in the centre is to be 1,500 feet, or nearly one third of a mile in width. The entire cost of the bridge will be at least ten millions of dollars.

☞ The earnings of the Erie Railway Company for the week ending Dec. 28, 1873, were $435,769, and since Oct. 1, $4,707,115—an increase compared with the corresponding period of the previous year of $77,712.

A new Railway in Canada.

A new railway project was submitted to the members of the Montreal Corn Exchange by Mr. Baylis, President of the Montreal, Chambly and Sorel Railway. When the projected road is built, it will, by connection with United States Railways, give Montreal greatly increased transportation facilities to and from Boston and Portland. The terminal points of this line are at Sorel in the east, and at the Province line. Some miles of it are already constructed and operated. According to Mr. Baylis:—

"The American connection from the Province line would be made by a short line of nine miles to Sheldon, touching there the Portland and Ogdensburg Railway, which has 130 miles of road now running—sixty in Vermont and seventy in Maine and New Hampshire—and there is only ten miles to complete the Notch at the White Mountains, upon which men are now at work, which could be completed in one year. At North Conway there is direct communication with Boston with the Eastern Railroad, through which and its branches there will be direct communication with every seaport east of Boston to St. John, N. B., opening up 1000 miles of railroad under one management."

Mr. Baylis hoped the City of Montreal would subsidize this line to the extent of a quarter million dollars, and that Montreal merchants would help it, as likely to benefit their trade, by taking a hundred thousand dollars worth of stock in it. The Corn Exchange passed a resolution commending the project to the favor and support of the merchants and people of Montreal.

Washington and Ohio Railroad.

The receipts from operations of this road for the years ending September 30, 1872 and 1873, were as follows:

	1872.	1872.
From passengers.....	$36,752 08	$41,998 08
" freight.....	40,960 28	47,602 36
" mails.....	2,812 50	2,250 00
" express.....	760 59	1,032 54
	$81,285 45	$92,882 98
Expenses:		
Repairs of engines.....	$6 180 23	$4,481 25
" cars.....	5,500 40	2,447 49
" bridges.....	6,130 13	4,292 52
" road.....	18,268 11	14,892 24
" depots, etc...	864 25	1,031 85
" tools, etc.....	726 08	718 76
Depot expenses.....	10.923 47	11,155 74
Train expenses.....	18,884 40	20,114 59
Salaries.....	5,833 65	5,470 00
Taxes.....	.....	453 70
Lost goods.....	27 05	42 90
	$73,337 77	$65,096 04
Net earnings.....	$7,947 68	$27,786 94

Of the expenses of 1872, $10,237 68 was for permanent improvements and repairs, and are fairly chargeable as annual. Deducting this amount from the above expenditures, leaves $63,100 09 as the current expenses properly chargeable to that year. Deducting this sum from the receipts as above, will give a net revenue of $18,185 86, and a ratio of expenses to receipts of 77 per cent. In 1873 the ratio of expenses to earnings was 70 per cent. The president, in his report for 1873, says:

A general meeting of the stockholders of the company was held on the 16th of April, 1873, under the provisions of the Code, upon the written call of parties holding more than one-tenth of the capital stock, after thirty days' notice, duly published.

The regular day for the annual general meeting this year would have been on the 5th day of November. This was one day after the general State elections, and the day on which the exhibition of the Loudoun Agricultural Fair commenced. Under these circumstances, it was deemed advisable to postpone the meeting, and to communicate with the stockholders by means of this report, a copy of which will be sent to each of them.

Ever since the execution of the contract of July 2, 1869, the purport of which the stockholders were generally advised of, the president was desirous of being able to report that the road was in course of construction to Winchester, in pursuance of its provisions; but from causes well known to the stockholders, and notwithstanding the strenuous efforts made to induce the parties to that contract to carry out their engagements to that end, nothing has yet been done. This having been fully explained to and understood by the April meeting, it was thought best to elect a new board of directors, in the hope that, under their management, a better state of affairs might be brought about; and that the then existing board would cheerfully co-operate in all proper measures for extending the road to Winchester. Before the meeting in April was held, the president, with the approval of a part of the directors, entered into a contract with W. B. McClure for the grading and masonry of six miles of the road next west of Hamilton, on terms deemed satisfactory. Under this contract, five miles have been completed; but in consequence of a disagreement between our engineer and the contractor, both as to measurements of work and classification of material on these five sections, it was decided to proceed no further under the contract; and in pursuance of its provisions, notice to that effect was duly given to the contractor. Since then, the present board authorized a contract to be made with Adams, Hamner & Co., of Lynchburg, for the grading and masonry of the residue of the line to Winchester, a distance of twenty five miles, on terms considered fair and reasonable; the work to be commenced on the first day of January next, and prosecuted as fast as the means can be provided. It is hoped that the present condition of affairs in the money market will not continue much longer; and that there will soon be a demand for our first mortgage bonds. We have always met our interest promptly—(a *sine qua non* with bond-buyers)—and are able to continue this punctuality—an ability which is increased with every extension of our road. We believe that the people of this vicinity will have confidence in our continuing this regularity of payment in the future, as the receipts from our traffic are sufficient to pay running expenses, and all our interest, both upon our bonded and floating debt.

Immediately after the organization of the present board of directors, steps were taken to negotiate the first mortgage bonds of the company to an amount sufficient to complete the line to Winchester, which we have every reason to think would have proved a success, but for the existing financial crisis, and delays for which others than this company are responsible. We are not without hope of still effecting the negotiation. The best efforts of the board will be continued to that end.

We hope soon to complete the laying of the rails to Purcellville. The price of iron is declining; and, so soon as we can obtain the requisite means, we shall lose no time in doing so, and as at that point we shall get a considerable increase of freight and passenger business, by several important roads centering there, after passing through a very populous and productive country.

Our receipts for the years 1872 and 1873, ending September 30, from passengers, freight, mails, and express, were—

In 1872..... $80,722 95
In 1873..... 92,882 98

During the last year two new bridges were erected—one over the Alexandria Canal, and one over the Washington and Alexandria Turnpike—besides five smaller ones over Four Mile Run, in

the vicinity of Carlin's Spring; and we are about erecting one over Goose Creek, which we hope to have in position during the coming winter.

Our cars now run twice a day into Washington City, by the Washington and Alexandria and the Baltimore and Potomac Railroad, making close connections with trains to Baltimore. The only difficulty we meet with here is the high rate of charge upon heavy freights for the use of the Long Bridge. The matter is, however, beyond our control, and must, of course, be left to those to whom the bridge belongs, the Baltimore and Potomac Company.

The road is in good condition, as is also our rolling stock, which consists of 4 locomotive engines, 7 passenger cars, 3 mail and baggage cars, 27 box cars, 8 gondolas, 25 flats, and 5 stock cars—all except two passenger cars, built in our own shops.

It will doubtless be interesting to the stockholders, as well as to those who hold our bonds, to know how the company stands financially, and whether it would be prudent for parties seeking investments to purchase our securities. We have quietly gone along, hoping that our people in Alexandria and along the line of our road would cooperate with us in the extension of it, not only to Winchester, but to the coal and iron fields, and ultimately to the Ohio River. With the view of disseminating information of the value and importance of our line, we have published two thousand copies of a pamphlet, giving, with much other matter, a glance at the country through which our road is intended to pass. It has been widely circulated, and we trust will do good. The company stands as follows:

First mortgage bonds, A., L. & H. Co.	$47,000
First mortgage bonds, W. & O. Co. 7 per cent gold interest	123,000
Ten-years bonds	4,800
Bills payable	99,915
Due contractors, under contract of July 2, 1869	222,001
Due United States	5,000
Due State of Virginia, (of which $12,454 14 and int. is now payable)	45,500
Due sundry parties	26,977
	$574,173

Against which we offset the following:

Already spent on engineering to the Ohio river, right of way, iron rails, and work done west of Hamilton	$84,450	
Leesburg town bonds and interest due	13,241	
Clarke County bonds	66,700	
		164,391
		$409,782

If all our indebtedness were funded in our mortgage bonds at 80 cents on the dollar, the mortgage on the 44 miles to Hamilton would be a little under $12,000 per mile; and on the completion of the road to Winchester, it would be about $25,000 per mile—perhaps a little less.

We have no doubt that the receipts of the road, on its completion to Winchester, will net sufficient to meet the interest on the bonds to be issued.

The company have 4 locomotives, 7 passenger, 3 mail and baggage, 27 box, 25 flat, 8 gondola and 5 stock cars. The mileage for passenger trains for the year was 54,400; and for freight trains, 29,316.

During the summer of 1872 an arrangement was made with the Alexandria and Fredericksburg Railroad Company for a connection at Swann's with the Washington and Alexandria Railroad whereby passengers and freight were carried to and from Washington without change of cars. During the past summer further arrangements were made by which double daily connections is now had with that city, with convenient arrangements for passengers and their baggage.

The receipts and expenditures of the company from commencement to September 30, 1873, were as follows:

RECEIPTS.

Capital stock, including 4,500 shares issued under contract of July 2, 1869, as security for advances to company		$901,229 69
State of Virginia, paid on her stock transferred to company		1,017,248 00
Tolls—passenger, freight, mails and express		609,269 47
Sales of company's mort. bonds:		
Washington and Ohio	$113,499 78	
Alex., Loudoun & Hamp	41,326 40	
Ten-year bonds	4,222 00	
		159,058 18
Bills payable		99,915 22
Advanced by contractors under contract of July 2, 1869		222,001 25
Due sundry persons		26,957 71
Corporation of Leesburg, on account of interest		1,400 00
		$3,037,079 52

EXPENDITURES.

Salaries, and directors' expenses	$65,221 22
Engineering	99,956 74
Right of way	74,879 22
Construction	1,194,837 28
Depots and station houses and shops	127,010 28
Rolling stock	132,027 94
Interest and discount	244,289 13
Running expenses and taxes	255,165 58
Repairs of road, rolling stock, etc.	264,748 92
Incidental expenses	40,729 15
Paid Board of Public Works	4,500 00
Fuel, materials and supplies on hand	5,454 40
Clarke Co. bonds held by Co	52,859 35
Leesburg town bonds do.	10,000 00
Bills receivable	1,729 44
Exchange Bank notes held by Co.	1,311 90
Company's stock do. do.	1,430 00
Premium on gold	1,456 00
Paid on account of telegraph line	215 94
Due from Washington and Alexandria Railroad Company	3,816 34
Profit and loss	974 69
Sundry individual account	1,312 61
Due by First National Bank	3,153 49
Stock issued under contract July 2, 1869	450,000 00
	$3,037,079 52

President.—Lewis McKenzie, Alexandria.

Directors.—Cassius F. Lee, Fairfax County; F. W. M. Holliday, Frederick County; Benjamin Morgan, Richard H. Lee, Clarke County; Charles B. Ball, Henry Heaton, Loudoun County; Andrew Jamieson, Alexandria.

Clerk and Treasurer.—R. Johnston.

Chief Engineer—Washington Blythe.

General Superintendent—R. H. Havener.

☞ The Philadelphia *Ledger* says that business is steadily improving in all the leading interests, as is evidenced in the fact that in the Schuylkill region, where there are seventy-three works connected with the manufacture of iron, fifty-three are in full operation, and of the remaining twenty, eight are new and have never yet been in operation. The other twelve are out from various causes, and in number are little if any above the usual average unemployed for repairs, etc. It says that the orders for iron are numerous, though in some instances the price is below what the manufacturers consider as affording fair profits; but, as the orders imply a want of iron, it is fair to presume that the parties will not be long in coming to terms.

Northern Pacific Railroad Company.

Treasurer's Office, 23 Fifth Avenue,
New York, December 17, 1873.

To the Bondholders of the Northern Pacific Railroad Company:

This company submits for your consideration the following statement:

1. The company has five hundred and fifty-eight miles of road constructed and in operation, of which five hundred and eighteen miles have already been approved by Government, well built and thoroughly equipped with 75 locomotives, 6 first-class passenger cars, 13 second-class passenger cars, 509 box cars, 1,130 platform cars.

Both the Eastern and Pacific Divisions are practically completed roads, having valuable commercial connections at either terminus, with the control of four hundred miles of navigation of the Columbia river, in Oregon.

2. The outstanding floating debt of the company, unsecured or unprovided for, will not exceed four hundred and thirty-seven thousand dollars ($437,000.)

3. The road built entitles the company to about eleven million acres of valuable land. It has already received patents from Government for seven hundred and forty-three thousand nine hundred and forty-one 34-100 acres.

4. The company being unable, at present, to pay the interest maturing on its bonds, the following proposition is made to its bondholders, viz:

1st. To fund its interest due January 1, 1874, July 1, 1874, and January 1, 1875, in a five-year interest land warrant coupon bond, bearing seven per cent currency interest, payable semi-annually, January 1 and July 1 of each year, the first coupon, however, to mature January 1, 1875.

2d. To make the interest land warrant bonds receivable at any time before April 1, 1877, par, in payment for any of the company's lands (along its present finished road) east of the Missouri river, and north of the Columbia river; the price of the lands for this purpose to be twenty-five per cent less than the regular cash or bond prices; they will also be received at par, and accrued interest, in exchange for the first mortgage bonds of the company at par, and accrued interest at any time before April 1, 1877.

3d. To deposit in escrow, uncancelled, with S. Kennedy Cass, Trustee, all coupons and orders for interest, which may be funded in the proposed five year interest land warrant bonds; but if this company shall make default in payment of interest or principal of said interest land warrant bonds, as it matures, the holders of the said bonds may, at their option, surrender them (with all coupons attached) to the trustee named above, and receive back the coupons or orders for interest, of the same class as surrendered, for which said interest land warrant bonds were given. Bond scrip will be given for amounts less than one hundred dollars, convertible into interest land warrant bonds, when aggregated in amounts of one hundred dollars and multiples thereof.

The denominations of the said interest land warrant bonds are one hundred, five hundred and one thousand dollars each. Coupons may be presented in person, or sent by mail to this office, and exchanges and returns will be promptly made as above stated.

A. L. Pritchard.
Treasurer Northern Pacific Railroad Company.

☞ The extension of the Wilmington and Reading Railroad from Birdsboro to Reading, a distance of nine miles, has been completed, thus making the road in reality what it has long been only in name—the Wilmington and Reading Railroad. In a few months the Berks County Railroad, another extension of the Wilmington and Reading, will be finished to Slatington, on the Lehigh Valley Railroad, and then the city of Wilmington will have a direct communication with the great coal fields of Pennsylvania.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,431	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,360,707
1869	212,604	218,982	391,306	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,369	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720,920	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285 567	1,299,900	1,007,125	12,900,126
1873	852,860	694,015	974,460	1,132,920	1,256,378	1,313,790	1,211,765	1,258,500	1,302,125	1,423,875	1,296,812	.....	.....
Chicago and Alton:													
1867	248,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	500,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	388,964	461,290	466,097	533,655	554,163	507,617	473,227	455,607	377,687	5,278,910
1872	371.708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	421,315	352,004	5,156 326
1873	352,568	402,477	424,614	412,218	426,315	482,205	481,569	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	425,945	407,686	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,509	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,350	9,299,430
1867	606,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,261,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305,673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,491	12,203,403
1871	655,423	602,482	774,994	787,841	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873	752,468	765,249	967,258	1,034,023	1,256,072	1,309,578	1,240,987	1,284,094	1,071,448	1,451,827	1,039,306	.....	.....
Cleveland, Col. Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,966
1870	208,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,278,719
1871	270,204	278,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,422,625
1873	358,612	408,849	465,517	432,928	394,485	340,675	351,576	426,283	432,139	406,922	311,935	.....	.....
Erie.													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417 211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743 752	1,704,374	1,392,616	18,094,096
1873	1,316,831	1 329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,685,384	1,774,570	1,918,247	1,882,421	1,560,023	.....	.....
Illinois Central:													
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,727	738,530	823,901	727,510	613,529	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,481
1870	623,383	661,789	601,220	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,436	531,627	575,393	559,871	648,954	669,363	609,846	783,255	744,782	881,693	696,475	698,063	8,026,764
1873	580,499	562,949	651,962	544,035	687,630	724,983	672,917	748,634	876,413	763,673	622,433	.....	.....
Kansas Pacific:													
1871	133,673	152,264	267,411	303,915	306,944	266,056	282,723	332,555	365,446	387,990	303,305	210,197	3,321 518
1872	189,606	191,738	300,783	322,875	341,843	322,359	329,838	357,302	349,468	449,418	314,513	223,240	3,993,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	325,231	328,189	333,785	392,510	2.5.217	.....	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1 312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,300	1 368,948	1,402,597	1,345.316	1,235,285	14,797,975
1872	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459,360	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873	1,412,368	1,549,285	1,735,736	1,694,545	1,680,968	1,585,368	1,451,762	1,582,531	1,776,420	1,742,516	1,375,556	.....	.....
Marietta and Cincinnati:													
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,860
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	127,341	166,191	175,436	172,567	169,820	1,690,714
1872	152,577	142,408	160,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873	170,022	162,585	180,467	190,562	185,683	185,953	181,865	173,469	203,514	.....	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,080	406,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,065	486,980	470,703	480,547	427,096	422,015	529,890	628,660	582,802	547,434	507,050	5,940,102
1872	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873	379,836	440,261	567,314	556,181	542,050	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1868	309,228	321,203	353,508	436.412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 830	6,577,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801.195	496,564	7,250 069
1870	396,171	382,823	377,571	443,133	730,700	755,737	636,434	661,020	866,318	906,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,986	387,565	426,223	474,198	580,432	594,760	488,348	565,729	811,961	950,945	702 838	513,787	6,957,771
1873	334,715	423,716	555,005	569,236	805,799	925,210	834,341	767,803	1,193,209	1,012,669	771,809	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	348,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,065	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	335,103	299,552	3,630,696
1872	254,319	238,823	303,594	305,755	269,560	304,512	265,406	315,699	338,497	384,193	337,920	360,404	3,678,682
1873	227,897	261,346	344,632	321,047	301,521	272,600	267,734	325,093	382,098	353,168	308,632	.....	.....
Philadelphia and Reading:													
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,063
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,129,489	1,241,903	1,190,094	1,143,300	899,258	9,642,177
1871	506,367	423,045	644,504	688,578	1,063,002	1,510,088	1,213,363	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167,098	1,071.407	1,142,241	1,193,695	1,222,847	1,127,03)	.....	.....
St. Louis, Alton and Terre Haute:													
1868	127,593	133,392	149,164	155,388	130,545	140,408	142,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,396	154,133	144,164	186,889	202,236	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,027	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
1872	164 525	137,678	162,336	156,134	148,279	133,503	123,904	169,450	179,457	216,171	177,327	168,700	1,927,471
1873	144,209	169,454	177,517	167,729	170,218	165,200	151,532	166,931	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	128,775	124,988	123,948	1,372,256
1871	126,218	122,375	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,788
1872	173,707	156,292	181,065	178,886	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	163,254	229,260	208,140	230,300	195,480	179,261	201,190	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	434,209	450,203	429,896	323,270	339,439	4,013,206
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,880	323,377	434,284	4,242,343
1870	257,664	293,645	295,279	318,690	340,592	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365,176	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,926	5,736,666
1872	439,780	434,949	460,648	447,311	510,792	462,898	434,465	614,175	565,811	621,351	489,241	466,081	5,944,570
1873	370,290	405,110	471,301	446,527	470,598	541,191	483,399	642 209	593,504	538,251	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,945	706,602	22,500	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528,529	500,139	539,228	706,603	802,586	746,450	643,658	864 061	726,521	710,698	670.165	506,053	7,664,094
1871	479,573	375,925	499,509	584,540	724,466	728,174	673,998	681,805	800,403	777,302	708,142	449,932	7,521,683
1872	313,936	384,115	565,861	741,802	980,442	855,459	743,382	789,567	883,754	980,706	915,727	767,851	8,892,609
1873	583,975	481,783	708,260	861,286	1,007,951	969,963	876,833	837,277	1,008,937	1,170,586	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'72	8.00	114	40	Albany.....N.Y.	163,000	111,400	40,000		92,241	29,165	11	100	100	....
Sept. 30, '72	1.04	....	—	Albany st. Freight (B'ton).Mass.	48,709	75,000			3,407	1,050		100	100	....
Oct. 31, '72	3.64	13	5	Allentown.....Pa	33,426	36,000	5,000	5,000			6	100	100	....
Sept. 30,'72	23.00	440	78	Atlantic Avenue (Bklyn)..N. Y.	1,010,000	650,000	460,000		133,634	24,250	—	100	100	....
Sept. 30,'72	11.52	344	46	Avenue C (N. Y. City.....N. Y.	534,264	500,000	900,000	133,634	289,133	89,887	—	100	100	....
Sept. 30,'72	22.00	400	50	Bleeck. st. & F.P. (N.Y.C.)N.Y.	1,777,048	900,000	694,000	4,000	308,671	60,728	—	100	100	....
Sept. 30,'72	4.63			Boston and Chelsea.....Mass.	110,000	110,000			8,800	7,653	6.8	50	50	....
Sept. 30,'72	1.39	—	—	Boston & West Roxbury. Mass.	56,133	41,000			2,500	2,500	—	100	100	....
Sept. 30,'72	10.76	239	47	Broadway (Brooklyn).....N.Y.	327,000	200,000	100,000	12,361	163,711	45,226	12	100	100	....
Sept. 30,'72	10.38	1098	135	B'dway & 7th Av.(N.Y.C.)N.Y.	3,806,668	2,100,000	1,500,000	200,000	906,812	357,33[illegible]	6	100	100	....
Sept. 30,'72	7.00	8	22	Brooklyn, Bath & Coney I.N.Y.	219,137		80,000		47,591	18,140			100	....
Sept. 30,'72	31.50	1866	378	Brooklyn City.....N.Y.	2,313,003	1,991,032	300,000		1,448,461	241,567	12	100	100	....
Sept. 30,'72	22.00	235	68	Brooklyn City & Newtown.N.Y.	650,603	200,000	400,000	11,856	165,939	45,081	—	100	100	....
Sept. 30,'72	19.53	180	43	Brooklyn, Cross-Town.....N.Y.	637,003	300,000	300,000	15,470	169,799	42,412	—	100	100	....
Sept. 30,'72	15.51	202	83	Buffalo street.....N.Y.	493,174	73,000	352,214	68,745	240,627	44,042	—	100	100	....
Sept. 30,'72	11.00	131	21	Bushwick (Brooklyn).....N.Y.	336,005	302,000	52,000	4,178	88,897	8,255	—	100	100	....
Sept. 30,'72	28.31	—	—	Cambridge (Boston).....Mass	740,000	740,000	150,000		69,681	69,641	9	100	100	100
Sept. 30,'72	4.93	23	4	Central City (Syracuse).....N.Y.	29,092	21,130	6,000		19,961	6,441	12	100	100	....
Oct. 31, '72	72.00	960	128	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,846,175	1,175,700	838,000	116,303	639,304	39,487	—	100	100	....
Oct. 31, '72	7.25	350	50	Citizens' (Phila.).....Pa.	212,320	192,750			284,291	88,046	7	50	50	....
Oct. 31, '72	5.50	206	40	Citizens' (Pittsburg).....Pa.	270,671	184,000	50,000	4,000	184,299	78,695	16	50	50	....
Oct. 31, '72	2 87	12	3	Coalville.....Pa.	45,436	53,500		1,000	10,993	3,348	—	100	100	....
Sept. 30,'72	14.83	....	....	Coney Island (Brooklyn)..N.Y.	698,806	500,000	307,000	33,065	267,449	118,139	—	100	100	....
Sept. 30,'72	10.73	361	122	Dry Dock,E.B.&B.(N.Y.C)N.Y.	1,016,798	1,200,000	700,000		777,995	221,219	8	100	100	....
Oct. 31, '72	1.63	14	3	Easton and S. Easton.....Pa.	25,962	29,582			10,946	3,321	5	25	25	....
Sept. 30,'72	18.00	960	110	Eighth Avenue (N.Y.City)N.Y.	1,586,034	1,000,000	203,000	65,300	804,283	150,720	12	100	100	....
Oct. 31, '72	7.75	—	—	Empire.....Pa.	192,000	600,000	150,000	3,200	102,704	13,120	—	50	50	....
Oct. 31, '72	2.04	24	6	Erie City.....Pa.	36,957	19,807	20,242	2,100	13,188	2,185	—	50	20	....
Oct. 31, '72	5.50	60	23	Federal St. & Pl. Val.(Pbg.)Pa.	132,842	64,250	75,000	15,000	45,737	2,603	—	25	25	....
Sept. 30,'72	10.26	434	57	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,064 679	748,000	208,000		377,675	99,165	10	100	100	....
Oct. 31, '72	17.04	389	56	Frankford & Southwark(Ph.)Pa.	844,171	492,200	255,500	35,000	368,135	91,187	7	50	50	52
Sept. 30,'72	9.00	133	30	Gr'd st. & Newtown (Bk'n)N.Y.	320,467	170,000	90,000	24,571	97,135	13,539	—	100	100	....
Sept. 30,'72	8.00	123	24	Gr'd St. Prosp. Pk.& Flatb. N.Y.	419,185	200,000	200,000	33,407	74,057		7	100	100	....
Oct. 31, '72	33.75	360	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000		370,775	124,179	6	50	50	35
Oct. 31, '72	7.25	200	42	Green and Coates st. (Phila.)Pa.	244,441	150,000	150,000		180,268	43,700	26½	50	15	43
Oct. 31, '72	2.01	10	4	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	7,185	Loss.	—	25	25	....
Sept. 30,'72	11.75	122	17	Harlm.Br.,Morr. & F'dham.N.Y.	275,729	298,100	138,500		95,737	21,637	—	100	100	....
Oct. 31, '72	11.00	378	60	Hest., Mant. & F'mount (Ph.)Pa.	388,467	299,423	127,100		272,610	71,442	2.2	50	50	21
Oct. 31, '72	5.01	117	20	Lombard and South st. (Ph.).Pa.	170,402	105,000	62,500		99,164	35,904	11½	25	10½	....
Sept. 30,'72	4.03	55	22	Lowell Horse.....Mass.	81,704	56,000		3,500	34,979	3,138	—	100	100	....
Sept. 30,'72	11.62	235	35	Lynn and Boston.....Mass.	277,581	200,000	50,000	43,697	182,774	2,562	—	100	100	....
Sept. 30,'72	3.60	—	—	Malden and Melrose (Btn).Mass.	60,246	165,000	75,000				—	100	100	....
Sept. 30,'72	3.46	—	—	Medford & Charlest. (Btn).Mass.	34,600	21,000	4,000		2,240	1,886	—	50	50	....
Sept. 30,'72	5.41	50	7	Merrimac Valley.....Mass.	63,000	80,000	—	589,390	37,446	9,521	—	100	100	....
Sept. 30,'72	46.29	1220	358	Metropolitan (Boston) ....Mass.	2,219,747	1,500,000			986,041	174,384	10	50	50	48
Sept. 30,'72	26.06	300	53	Middlesex (Boston).....Mass.	603,702	400,000	184,500	158,822	234,306	43,497	6	100	100	....
Sept. 30,'72	3.31	20	8	New Bed'd & Fairhaven. Mass.	64,949	38,000		16,353	5,475	1,815	—	100	100	....
Sept. 30,'72	3.75	2	5	New York Elevated.....N.Y.	.....	350,000		25,000	13,744	501	—	100	100	....
Sept. 30,'72	12.20	201	20	Ninth Avenue (N. Y. City)N.Y.	994,842	797,320	187,000	19,209	108,030	Loss.	—	100	100	....
Sept. 30,'72	8.37	99	24	North 2d St. & Middle Vil.N.Y.	173,075	134,600	25,000	13,368	70,579	14,167	—	100	100	....
Sept. 30,'72	3.20	11	2	Northampton & Wmburg. Mass.	300,000	300,000		6,499	7,421		—	100	100	....
Dec. 31, '72	11.71	172	33	Orange and Newark .....N.J.	1,073,555	290,000	700,000	109,852	208,734	30,273	—	100	100	....
Sept. 30,'72	14.40	90	31	Park Avenue (Brooklyn)..N.Y.	337,343	200,000	200,000	20,000	55,555	6,044	—	100	100	....
Dec. 31, '72	4.91	101	18	Passenger (Cin.).....O.	200,000	150,000	50,000	67,209	71,812	33,111	—	100	100	....
Oct. 31, '72	9.50	40	17	Peoples' street (Scranton)...Pa.	140,387	125,500			36,447	13,556	2	100	100	....
Oct. 31, '72	9.04	40	10	Peoples' (Lucerne Co.).....Pa.	140,387	125,500			36,448	13,972	5	100	100	....
Oct. 31, '72	3.00	396	73	Philadelphia City (C. & W.)Pa.	454,397	225,000	200,000	29,397	347,283	107,633	37½	50	15	58
Oct. 31, '72	1.09	—	116	Philadelphia and Darby.....Pa.	257,000	200,000	57,000				4	20	20	....
Oct. 31, '72	13.17	144	23	Philadelphia & Gray's Ferry.Pa.	299,126	290,175	6,500		124,473	38,750	11	30	25	23½
Oct. 31, '72	8.75	116	27	Pbg., Allegheny & Manchest.Pa.	161,752	200,000	23,000	25,330	149,066	54,721	33½	50	50	....
Oct. 31, '72	6.50	100	17	Pittsburg and Birmingham..Pa.	136,289	120,000	13,600	47,949	71,132	720	—	50	50	....
Oct. 31, '72	7.25	72	14	Pbg, Oakland & E. Liberty..Pa.	125,449	130,000	67,000	5,636	42,596	6,359	—	50	50	....
Oct. 31, '72	4.43	91	18	Pittsburg and Ormsby.....Pa.	83,487	100,000	28,500	13,116	37,238	Loss.	—	25	25	....
Sept. 30,'72	2.50	35	11	Poughkeepsie City.....N.Y.	59,367	31,500	15,500	14,088	18,920	1,402	—	100	100	....
Oct. 31, '72	13.70	254	40	Ridge Avenue.....Pa.	414,572	336,000	59,000	20,772	244,658	65,484	15½	50	28	....
Sept. 30,'72	10.00	108	26	Rochester and Brighton ...N.Y.	135,989	70,000	30,000	17,560	72,545	7,074	5	100	100	....
Sept. 30,'72	6.03	54	20	Salem street.....Mass.	203,734	150,000	35,900	1,800	51,253	Loss.	—	100	100	....
Oct. 31, '72	3.31	....	....	Schuylkill River (Phila.) ....Pa	47,463	50,000	(Lease. by Phila. & Gray's Fer.)				10	50	50	....
Sept. 30,'72	20.00	295	120	Second Avenue (N.Y. City)N.Y.	2,376,131	1,099,500	1,163,500	88,161	626,782	163,300	8	100	100	....
Oct. 31, '72	39.50	560	86	2d and 3d street (Phila.).....Pa.	736,255	621,676	109,300		506,545	143,274	10	100	100	60
Oct. 31, '72	6.75	248	40	17th and 19th street (Phila.)..Pa.	186,694	160,000	75,000	35,307	152,406	36,467	—	50	16	....
Oct. 31, '72	9.50	196	31	13th and 15th streets (Phila.).Pa.	227,326	334,629			155,697	42,601	12	50	16½	20
Sept. 30,'72	8.37	797	87	Sixth Avenue (N.Y. City)..N.Y.	1,904,754	750,000	250,000	90,000	744,758	106,928	8½	100	100	145
Sept. 30,'72	4.08	—	—	Somerville horse (Boston).Mass.	98,000	98,000				5,650	5½	100	100	....
Sept. 30,'72	7.68	300	52	South Boston.....Mass.	440,323	450,000			296,572	46,701	10	100	100	....
Sept. 30,'72	6.50	80	21	South Brooklyn & Park.....N.Y.	253,414	150,000	100,000	11,741	45,051	985	—	100	100	....
Sept. 30,'72	3.02	22	6	Springfield street.....Mass.	66,356	50,000		2,400	24,262	1,605	—	100	100	....
Sept. 30,'72	8.00	35	13	Staten Island Shore.....N.Y.	31,600	(Sold $31,000 '72.)			18,666	Loss.	—			....
Sept. 30,'72	2.53	20	5	Stoneham street (Boston)..Mass.	41,969	33,000		750	15,399	1,494	—	100	100	....
Sept. 30,'72	2.76	19	7	Syracuse and Geddes.....N.Y.	26,478	25,000	25,000		17,784	7,521	7	100	100	....
Sept. 30,'72	2.89	16	3	Syracuse and Onondaga ...N.Y.	38,620	37,000			14,019	5,476	8	100	100	....
Sept. 30,'72	4.82	35	8	Taunton street.....Mass.	53,414	40,000		7,500	20,346	5,797	—	100	100	....
Sept. 30,'72	18.00	1939	263	Third Avenue (N.Y. City).N.Y.	3,450,939	1,170,000	2,000,000	161,856	1,621,992	439,774	12	100	100	....
Sept. 30,'72	6.50	35	8	Troy and Albia.....N.Y.	71,532	44,700	35,410		20,728	6,873	—	100	100	....
Sept. 30,'72	4.79	—	—	Troy and Cohoes.....N.Y.	50,000	50,000	(Lease. by Troy & Lansingburg.)				—	100	100	....
Sept. 30,'72	11.63	226	51	Troy and Lansingburg.....N.Y.	280,287	250,000	75,000	75,805	176,432	39,372	—	100	100	....
Oct. 31, '72	30.00	687	118	Union (Phila.).....Pa.	1,032,514	400,000	500,000		622,509	125,207	25	50	20	....
Sept. 30,'72	—	693	97	Union street (Boston).....Mass.	445,494	555,500	17,500	132,108	484,663	40,571	7½	100	100	....
Oct. 31, '72	—	4	2	Union street (Phila.).....Pa.	16,187	16,187	(Under construction.)				—	100	100	75
Sept. 30,'72	—	—	—	Union (Freight) street....Mass.	.....	150,000	(Under construction.)				—	100	100	....
Sept. 30,'72	15.50	81	15	Utica, Clinton & Bingham.N.Y.	320,398	121,400	200,000	1,200	69,203	14,163	—	100	100	....
Sept. 30,'72	2.75	5	14	Van Brant st (Brooklyn)..N.Y.	87,000	75,000	12,000		20,456	4,690	8½	100	100	....
Sept. 30,'72	3.11	12	3	Waltham and Newtown..Mass.	32 158	23,500		13,316	7,791	989	—	100	100	....
Sept. 30,'72	7.25	150	25	Watervliet (Albany).....N.Y.	331,425	240,000	130,000		118,827	30,180	7	100	100	....
Oct. 31, '72	15.50	507	74	West Philadelphia.....Pa.	501,596	400,000	100,000		443,477	102,289	15	50	50	....
Sept. 30,'72	3.00	—	—	Winnisimmet (Boston)....Mass.	62,152	50,100			3,600	3,077	4	50	50	....
Oct. 31 '72	4.37	16	6	Wilkesbarre and Kingston..Pa.	94,833	100,000			23,551	8,934	4	50	50	....
Sept. 30,'72	8.02	76	15	Williamburg & Flatbush..N.Y.	474,100	300,000	175,000	6,000	28,104	Loss.	—	100	100	....
Sept. 30,'72	4.38	45	17	Worcester street.....Mass.	99,968	400,000	33,000	37,987	26,171	Loss	—	100	100	....
Oct. 31, '72	2.24	51	14	Williamsport.....Pa.	41,452	40,000	—	4,705	13,824	6,035	....	25	25	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Payable.	Interest pc	Principal Payable.	Market Price.
	$		pc		
Albany: 1st Mortgage	40,000	J. & J.	7	1883	....
Avenue C: 1st Mortgage	500,000	A.&O.	7	1896	....
Atlantic (Bklyn) Ave.: 1st Mortgage	100,000	M.&N	7	1890	....
Bleecker St. & Fulton Ferry: 1st Mortgage	600,000	J.&D.	7	1880	....
Broadway (Brooklyn): 1st Mortgage	100,000	J.&D.	5	1882	....
Broadway and 7th Avenue: 1st Mortgage	1,000,000	J.& J.	7	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	J.& J	7	1890	....
Brooklyn City: 1st Mortgage	300,000	J.& J	7	1883	....
Brooklyn City & Newtown: 1st Mortgage	400,000	J.&D.	7	1879	....
Brooklyn Cross-Town: 1st Mortgage	352,000	.....	7	1883	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	J.& J.	6	1881	....
Central Park, N & E. River: 1st Mortgage	550,000	F& A	7	1882	....
2d Mortgage	338,000	M&N	7	1890	....
Coney Island & Brooklyn: 1st Mortgage	307,000	J.& J.	7	1879	....
D. Dock, E.Bdw. & Battery: 1st Mortgage	700,000	M&S	7	1876	....
Eighth Avenue (N. Y.): 1st Mortgage	306,000	J.& J.	7	1881	....
Empire: 1st Mortgage guar.	150,000	J.& J.	7	1890	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	200,000	A.&O	7	1873	....
Federal St. & Pleasant Val.: 1st Mortgage	75,000	A&O.	7	1877	....
2d Mortgage	50,000	J.& J.	7	1881	....
Frankford and Southwark: 1st Mortgage	185,500	J.& J.	7	1877	....
2d Mortgage	100,000	M&N	7	1891	....
Grand st. P. P. & Flatbush: 1st Mortgage	200,000	J.&D.	7	....	....
Grand St. & Newtown: 1st Mortgage	90,000	A.&O	7	1887	....
Germantown: 1st Mortgage	250,000	J.&D.	7	1879	....
2d mortgage	100,000	.....	7	1884	....
Green and Coates street: 1st Mortgage	100,000	J.& J	7	1878	....
Harl. Br., Morris's & Fordh.: 1st Mortgage	138,500	.....	7	....	....
Hestonv., Mantua & Fairm.: 1st Mortgage	125,000	J.&D.	7	1874	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	J.&D.	7	1883	....
Malden and Melrose: 1st Mortgage	75,000	A&O.	6	1885	....
Middlesex (Boston): 1st Mortgage sinking fund	99,500	.....	6	1884	....
2d Mortgage	60,000	.....	6	1880	....
3d Mortgage	25,000	.....	7	1874	....
Ninth Avenue (N. Y.): 1st Mortgage	187,000	J.& J.	7	1876	....
Orange and Newark: 1st Mortgage	200,000	J.& J.	6	1881	....
2d Mortgage	500,000	J.& J.	7	1883	....
Park Avenue (Bkly): 1st Mortgage	200,000	M&N	7	1887	....
Philadelphia City: 1st Mortgage	200,000	J.& J.	7	1881	....
Second Avenue (N. Y.): 1st Mortgage	350,000	J.&D.	7	1877	....
2d Mortgage	200,000	F.&A	7	1876	....
3d Mortgage	150,000	A.&O	7	1885	....
Conv. bonds	563,500	M&N	7	1888	....
Second and Third st. (Ph.): 1st Mortgage	83,700	J.& J.	7	1878	....
2d Mortgage	15,800	A.&O	7	1876	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	J.& J.	7	1890	....
South Brooklyn and Park: 1st Mortgage	100,000	J.& J.	7	1892	....
Third Avenue (N. Y.): 1st Mortgage	2,000,000	J.& J.	7	1890	....
Troy and Lansingburg: 1st Mortgage	75,000	J.& J.	7	1883	....
Union (Phila.): 1st Mortgage	300,000	J.& J.	6	1885	....
General Mortgage	200,000	J.& J.	7	1881	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	J.& J.	7	1892	....
Watervliet: 1st Mortgage	130,000	A&O.	7	1887	....
West Philadelphia: 1st Mortgage	100,000	J.&D.	7	1873	....
Williamsburg & Flatbush: 1st Mortgage	175,000	M&S.	7	1890	....
Worcester: 1st Mortgage	28,000	J.& J.	7	1879	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3,280,000	J. & J.	Jan. '74 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point. 100	1,232,200	J. & J.	July '73 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " pref. 100	838,976	J. & J.	July '71 3½
Atlantic and St. Law*... 100	39,494,900	M. & S.	Sept. '73 2
" " new 1870. 100	1,500,000	— & —	.....
Avon, Genesco & Mt. M.* 100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio..... 100	13,151,962	M. & N	Nov. '73 5
Washington Br..... 100	1,650,000	A. & O.	Oct. '73 5
Parkersburg Br. pref... 50	5,680,685	— & —	.....
Berkshire* 100	600,000	J. A. J. & O	Oct. '73 0
Blossburg & Corning.* ... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N.	Nov. '73 5
Bos., Clin. & Fitchb. pref. 100	633,200	— & —	.....
Agricultural Br. guar.... 100	60,000	J. & D.	Dec. '73 3
Bost., Conc. & Mont.* pref 100	800,000	M. & N.	Nov. '73 5
Boston and Lowell..... 500	2,852,900	J. & J.	Jan. '74 4
Boston and Maine..... 100	6,816,807	M. & N.	Dec. '73 4
Boston and Providence. 100	3,950,000	M. & N.	Nov. '73 5
Buffalo, N. Y. and Erie*. 100	960,000	F. & A.	Aug. '73 3½
Burlington and Mo. Riv. 100	5,636,000	M. & S.	Sept. '73 5
" " prof. 100	1,485,900	M. & S.	Sept. '73 5
Camden and Amboy* ... 100	5,847,800	J. A. J. O.	Jan. '74 2½
Camden and Atlantic... 50	379,020	— & —	.....
" " pref. 50	752,760	— & —	Nov. '73 3½
Cape Cod 50	1,020,330	J. & J.	Jan. '72 2½
Cape May and Millville* 50	447,000	J. & D.	Dec. '73 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa* 50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	Nov. '73 3½
Cayuga and Susq.* 50	589,110	J. & J.	Jan. '74 4½
Cedar Rapids & Mo. R.* 100	6,850,400	M. & N.	Nov. '73 1½
" " pref. 100	769,600	F. & A.	Aug. '73 3½
Central of Georgia..... 100	4,666,800	J. & J.	July '73 5
Central of New Jersey. 100	20,000,000	J. & J.	Jan. '74 4
Central Ohio*..... 50	2,425,000	J. & J.	Jan. '74 3
" pref..... 50	400,000	J. & J.	Jan. '74 3
Central Pacific 100	54,275,500	.....	Sept. '73 5
Chemung*..... 100	380,000	J. A. J. & O	Oct. '73 1½
Cheshire, preferred 100	2,100,000	J. & J.	July '73 2
Chicago and Alton..... 100	8,929,900	M. & S.	Sept. '73 5
" " pref. 100	2,425,400	M. & S.	Sept. '73 5
Chicago, Burl. & Quincy. 100	18,652,910	M. & S.	Sept. '73 5
Chicago, Iowa & Nebras* 100	3,916,300	J. & J.	Jan. '74 4
Chicago & N. Western. 100	15,033,480	J. & D.	Dec. '72 3½
" pref. 100	21,259,563	J. & J.	July '73 3½
Chicago, R. I. & Pacific. 100	19,000,000	A. & O.	Nov. '73 4
Cin., Ham. & Dayton.... 100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.* ... 50	2,980,550	— & —	Apl. '72 10s
" " pref.. 50	429,046	M. & N	Nov. '73 2
Clev., Col., Cin. & Ind.... 100	14,991,275	F. & A.	Aug. '73 3½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '73 3½
Cleveland & Pittsburg*. 50	11,236,150	F. M. A. N	Nov. '73 1½
Col., Chic. & Ind. Cen.*. 100	13,000,000	.....	.....
Columbus and Xenia*... 50	1,786,800	M. J. S. D.	Dec. '73 2
Colum. & Hocking Val.. 100	2,500,000	F. & A.	Aug '73 5
Concord 50	1,500,000	M. & N.	Nov. '73 5
Concord and Ports.* 100	350,000	J. & J.	Jan. '74 3½
Conn. & Passum p. Riv.. 1 0	2,100,000	F. & A.	Aug. '73 3
Connecticut River 100	1,850,000	J. & J.	Jan. '74 5
Cumberland Valley..... 100	1,494,250	A. & O.	Oct. '73 4
Danbury and Norwalk.. 50	400,000	M. J. S. D.	Dec. '71 4
Delaware*..... 50	1,230,941	J. & J.	Jan. '74 3
Del., Lackaw. & Westn. 50	18,568,850	J. & J.	Jan. '74 5
Detroit & Milwaukee *.. 50	822,140	— & —	.....
" " pref. 50	2,096,900	J. & J.	Dec. '69 7
Dubuque & Sioux City* 100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania* 50	1,509,200	J. & J.	Jan. '74 3
East Mahanoy* 50	392,950	J. & J.	Jan. '74 3
Easton (Mass.)..... 100	4,262,600	J. & J.	July '73 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*.. 100	500,000	F. & A.	Aug. '73 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '73 2½
" " pref. 50	500,000	J. & J.	Jan. '74 3½
Erie Railway 100	78,000,000	.....	Oct. '73 1
" pref..... 100	8,536,910	.....	Oct. '73 3½
Erie and Pittsburg*..... 50	1,090,250	M. J. S. D.	Sept. '73 1½
Fitchburg..... 100	4,000,000	J. & J.	Jan. '74 4
Georgia 100	4,155,000	J. & J.	Apl. '74 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.)..... 100	14,367,946	— & —	.....
Great Western, (Ca.)... 100	19,237,404	A. & O.	Oct. '73 2½
Hannibal & St. Joseph. 100	4,151,700	F. & A.	Aug. '70 3½
" " pref. 100	5,078,224	Annual.	Aug. '70 7
Hanover Branch, (Pa.). 50	116,850	M. & N.	Nov. '73 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '74 3½
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '74 4
Huntingdon & Bd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. & J.	July '68 3½
Illinois Central..... 100	25,280,510	F. & A.	Feb. '74 4
Indianapolis, Cin. & Laf. 50	7,885,497	M. & S.	Sept. '67 4
Iowa Falls & Sioux City* 100	4,825,000	— & —	Jan. '74 3
Jeffersonv., Mad. & Ind.. 100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*..... 100	1,500,000	J. A. J. O.	Jan. '74 1½
Joliet & North. Indiana* 100	360,000	J. & J.	Jan. '74 4
Lake Shore & Mich. So.. 100	40,466,500	F. & A.	Aug. '73 4
" " (guar.). 100	533,500	F. & A.	Aug. '73 5
Lawrence*..... 50	260,200	— & —	.....
Leeds and Farmington* 100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	3,739,300	M. & N.	May '67 5
Lehigh Valley 50	21,463,800	J. A. J. O.	Jan. '74 2½
Little Miami.*..... 50	6,871,450	J. A. J. O.	Oct. '73 2
Little Schuylkill*..... 50	2,646,10[illegible]	J. & J.	Jan. '74 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island..... 50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref. 100	848,700	J. & J.	Jan. '74 4½
Louisville & Nashville.. 100	8,980,600	F. & A.	Aug. '73 4
Louisv., N. Alb. & Chi... 100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ... 100	200,000	A. & O.	Oct. '73 3
Lykens Valley 20	600,000	F. M. A. N	Feb. '73 2½
Macon and Western..... 100	2,500,000	J. & J.	July '73 5
Maine Central..... 100	3,400,500	— & —	.....
Manchester and Law.... 100	1,000,000	M. & N.	Nov. '73 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	3,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*..... 100	400,000	F. & A.	Aug. '73 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	18,738,204	J. & J.	Jan. '73 4s
Mill Creek & Minehl l*. 50	323,375	J. & J.	Jan. '74 5
Milwaukee and St. Paul.. 100	13,398,550	J. & J	Dec. '70 7s
" " pref..... 100	10,825,777	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '74 3½
Morris and Essex*..... 50	14,008,100	J. & J	Jan. '74 5½
Nashua and Lowell..... 100	800,000	M. & N.	Nov. '73 5
Naugatuck 100	1,881 900	F. & A.	Aug. '73 3
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept. '72 5
Newark and N. York*... 100	977,400	J. & J.	Jan. '74 3½
N. Bedford & Taunton. 100	500,000	M. & N.	May '73 4
N. Castle & Beaver Val.* 50	1,800,000	J. A. J. O.	Oct. '73 2½
N Haven & Northamp... 100	605,000	J. A. J. O.	Sept. '72 3
New Jersey*..... 100	7,295,200	J. A. J. O.	Jan. '74 2½
New London Northern* 100	1,418,800	J. & J	Jan. '74 5
N. Y. Cen. & Hudson R... 100	89,428,330	A. & O	Oct. '73 4
New York and Harlem.. 100	8,500,000	J. & J.	Jan. '74 4
" " pref. 100	1,500,000	J. & J.	Jan. '74 4
N. Y., N. H. & Hartf.... 100	15,500,000	J. & J.	Jan. '74 5
N. Y., Provid. & Boston. 100	2,000,000	J. A. J. O.	Jan. '74 2½
Niag. Bridge & Canand* 100	1,000,000	J. & J	Jan. '74 3
North Carolina*..... 100	4,000,000	irregular.	Jan. '73 5
N. Eastern (N. C.) pref.. 100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '73 3s
Northern Central 50	5,842,000	M. & N.	Nov. '72 3
Northern N. Hampsh... 100	3,068,400	J. & D.	Dec. '73 4
Northern New Jersey*.. 100	1,000,000	J. & J.	Jan. '74 4
Norwich & Worcester*.. 100	2,823,400	J. & J.	Jan. '74 5
Ogdensb. & L. Champl.* 100	3,077,800	J. & J.	Jan. '73 5
" pref. 100	2,000,000	A. & O.	Oct. '73 4
Ohio and Mississippi.... 100	19,995,847	J. A. J. O.	.....
" " pref. 100	4,024,474	J. & D.	Dec '72 3½s
Oil Cr. & Allegheny R.... 50	4,259,450	J. A. J. O.	July '73 3
Old Colony & Newport.. 100	6,297,900	J. & J.	Jan. '74 5½
Oswego and Syracuse*.. 100	482,400	F. & A.	Aug. '73 4
Pacific of Missouri..... 100	8,635,750	— & —	July '73 1½
Panama..... 100	7,000,000	J. A. J. O.	Jan. '74 3
Paterson and Hudson*.. 100	630,000	J. & J.	July '73 4
Paterson and Newark*.. 100	500,000	J. & J.	.....
Paterson and Ramapo*.. 100	249,000	J. & J.	July '73 3
Pember. & Hightstown*. 50	342,150	J. & J.	July '73 3
Pennsylvania 50	72,000,000	M. & N.	Dec. '73 6s
Peoria & Bureau Val.*.. 100	1,200,000	F. & A.	Aug. '73 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	July '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M. J. S. D.	Dec. '73 3
Philadelphia & Reading 50	32,684,375	J. & J.	Jan. '74 5
" " pref.... 50	1,551,800	J. & J.	Jan. '74 5
Phila. and Trenton*..... 100	1,259,100	J. A. J. O.	Jan. '74 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	Jan. '74 4
Pittsb., Ft. W. & Chi.*... 100	19,714,285	J. A. J. O.	Jan '74 1½
" Special Imp. 100	2,000 000	J. A. J. O.	Jan '74 1½
Pittsfield & N. Adams.. 100	400,000	J. & J.	July '73 3
Portland and Kennebec. 100	616,700	J. & J.	Jan. '74 3
Yarmouth certificates. 100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm... 100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces... 100	2,000,000	J. & J.	Jan. '74 5
Raleigh and Gaston..... 100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '74 4
Roch. & Genesee Val.*.. 110	557,600	— & —	.....
Rome, Watert. and Ogd.. 100	2,998,900	J. & J.	.....
Rutland*..... 100	2,700,000	— & —	Jan. '74 3½
" preferred..... 100	4,300,000	F. & A.	Aug '73 3½
St. Croix and Penobscot. 100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.. 100	2,300,000	— & —	.....
" " " pref. 100	2,040,000	May.	May '68 7
St. Louis and Iron Mt.. 100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North. 100	12,000,000	.....	.....
" " pref. 100	12,000,000	.....	Nov. '72 1½
Saratoga and Schenec.*. 100	300,000	A. & O.	Oct. '73 3½
Schuylkill Valley*..... 50	576,050	J. & J.	Jan. '74 2½
Seaboard and Roanoke.. 100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '73 3
Shore Line*..... 100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*.. 100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.. 100	3,939,900	F. & A.	Feb. '73 4
Staten Island..... 100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.. 100	448,700	J. & J.	Jan. '72 3½
Stony Brook*..... 100	267,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '73 3
Sussex (N. J.)..... 100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham & N.Y.*.. 100	1,670,150	— & —	July '73 3
Taunton Branch 100	500,000	J. & J.	July '73 4
Terre Haute & Indiana.. 100	1,988,150	J. & J.	Jan. '73 6
Tol., Peo. & War. 1st pref.. 100	1,799,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref. 100	1,000,000	M. & N.	Nov. '73 3½
Troy and Greenbush*.. 100	274,400	J. & D.	Dec. '71 3½
Union and Black River... 100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*... 100	2,500,000	J. & D.	Dec. '72 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$2,860,000	M. & N.	May '73 2
Warren (N. J.)..... 100	1,800,000	J. & D.	Dec. '71 3½
Warwick Valley..... 100	225,000	A. & O.	Apl. '72 2½
West Jersey..... 100	1,200,000	F. & A.	Aug. '73 4
Winchester & Potomac* 100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg* 100	500,000	J. & J.	July '73 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	Jan. '74 $5
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	..... 2½
Baltimore City..... 100	800,000	— & —	Jan. '74 3
Bleecker st. & F Fy. (NY) 100	900,000	— & —	.....
Boston and Chelsea..... 100	110,000	A. & O.	Apl. '73 4
Broadway (Brooklyn)..... 100	200,000	J. A. J. O.	Apl. '73 3
Broadw. & 7th Av. (N Y) 100	2,100,000	J. & D.	Jan. '70
Brooklyn City 100	1,500,000	F. M. A. N	May '73 3
Brooklyn City & Newt.. 100	600,000	J. & J.	July '70
Brooklyn and Jamaica... 100	488 100	— & —	.....
Bushwick (Brooklyn)..... 100	302,000	J. & J.	July '71 3½
Jambridge..... 100	727,800	A. & O.	Oct. '73 4½
Cen. Park, N. & E. Riv. 100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	500,000	J. & J.	July '73 7
Citizens' (Pbg.)..... 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brook].. 100	800,000	— & —	.....
D. Dock, E. B'dw. & Bat.. 100	1,200,000	F. M. A. N	Aug '73 2
Eighth Avenue (N.Y.)... 100	1,000,000	J. A. J. O.	Oct. '71 3
Elizabeth and Newark .. 100	200,000	— & —	 3
42nd St. & G. St. Ferry.. 100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Ph.) 50	491,750	J. & J.	July '73 5
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '73 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton... 100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	600,000	J. & J.	Jan. '73 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '74 1½
Lomb. & South Sts. (Ph.) 25	105,000	A. & O	Oct. '71 6
Lynn and Boston..... 100	200 000	— & —	.....
Malden and Melrose..... 100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	M. & N.	Nov. '73 5
Middlesex (Boston)..... 100	400,000	A. & O.	Apl. '73 4
Ninth Avenue (N. Y.)... 100	797,320	— & —	.....
Orange and Newark..... 100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '73 4
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '73 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)... 100	888,100	J. A. J. O.	Oct. '73 2
Second & Third St. (Ph.) 50	982,100	J. & J.	July '73 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '73 2
Sixth Avenue (N. Y.)..... 100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)... 100	1,170,000	F. M. A. N	May '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '74 2
Somerville (Boston) 100	75,000	M. & N.	Nov. '73 3
South Boston 50	400,000	J. A. J. O.	Jan. '74 2½
Union (Boston)..... 100	200,000	.....	July '72 7½
Union (Phila.)..... 50	400,000	J. & J.	July '72 6
West Philadelphia..... 50	400,000	J. & J.	July '73 3
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '73 3
Cheesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug. '73 4
Delaware and Hudson... 100	15 000,000	F. & A	Aug. '73 5
Delaware and Raritan*.. 100	5,847,400	J. A. J. O.	Jan. '74 2½
Erie of Pennsylvania.... 80	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated).... 100	1,025,000	F. & A.	Aug. '72 2
" (preferred)..... 100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb '73 30c
" " (pref.). 50	2,888,977	F. & A.	Feb '73 60c
Susq. and Tide Water... 50	2,002,740	— & —	.....
Union..... 50	2,007,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 —
MISCELLANEOUS.			
Adams Express..... 100	10,000,000	M. J. S. D.	Dec. '73 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp.. 100	15,000,000	J. & J.	July '73 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship 100	4,000,000	M. J. S. D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec '69 85c
Canton..... 100	731,250	— & —	.....
Consolidation (Md.) Coal. 100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron. 100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	.....
" certif..... 100	6,663,400	— & —	.....
" certif..... 100	2,324,000	J. & J.	.....
Pacific Mail Steamship.. 100	20,000,000	M. J. S. D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F. M. A. N	Nov. '73 5
Pullman Palace Car..... 100	4,000,000	F. M. A. N	Nov. '73 3
Quicksilver, common 100	5,700,000	— & —	.....
" preferred ... 100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,350,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000,000	— & —	.....
United States Express... 100	6,000,000	F. M. A. N	Nov '73 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '74 4
West. Union Telegraph.. 100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ... 100	1,250,000	F. & A.	Aug. '66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Dec. 1, 1873.					
Loan of June 14, 1858 .....registered	$6,255,000	5	Jan. & July.	1874	112¼
.. .. coupon	13,745,000	5	" "	1874	....
Loan of February 8, 1861 .....registered	18,762,000	6	Jan. & July.	1880	115¼
.. .. coupon	4,658,000	6	" "	1880	120½
Oregon War Bonds of March 2, 1861...coupon	945 000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861....registered	125,671,500	6	Jan. & July	1881	115½
.. .. coupon	63,649,850	6	" "	1881	120½
Loan of Feb. 25, 1862 (5-20s).....registered	16,879,000	6	May & Nov.	1882	113½
.. .. .. (5-20s).....coupon	155,779,350	6	" "	1882	113
Loan of March 3, 1863.....registered	53,608,900	6	Jan. & July.	1881	115½
.. .. coupon	21,391,100	6	" "	1881	120½
Loan of March 3, 1864 (5-20s).....registered	946,600	6	May & Nov.	1884	114½
Loan of June 30, 1864 (5-20s).....registered	24,821,150	6	May & Nov.	1884	114½
.. .. .. (5-20s).....coupon	33,260,050	6	" "	1884	114½
Loan of March 3, 1865 (5-20s).....registered	33,858,950	6	May & Nov.	1885	115
.. .. .. (5-20s).....coupon	118,852,400	6	" "	1885	114½
.. .. 2d series (5-20s).....registered	55,871,450	6	Jan. & July.	1885	115
.. .. .. (5-20s).....coupon	146,761,650	6	" "	1885	119
.. .. 3d series (5-20s).....registered	87,210,450	6	Jan. & July.	1887	116
.. .. .. (5-20s).....coupon	223,443,750	6	" "	1887	119½
.. .. 4th series (5-20s).....registered	13,750,000	6	Jan. & July.	1888	115
.. .. .. (5-20s).....coupon	28,724,000	6	" "	1888	117½
Loan of March 3, 1864, (10-40s).....registered	140,682,300	5	Mar. & Sept.	1904	111½
.. .. .. (10-40s).....coupon	53,385,000	5	" "	1904	113½
Consols of July 14, '70 & Jan. 20, '71.registered	164,404,450	5	F. M. A. & N.	1881	108
.. .. coupon	118,829,650	5	" "	1881	111½
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '57, and July 25, '68.(cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623.512	6	Jan. & July.	'95-'99	114½
U. S. Notes and Fractional Currency.....	315,043,025	mat.	.....	.....	...
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72...	2,582,800	5	May & Nov.	'85-'92	46
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	84½
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90-'91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,000,0 0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'90-'00	38
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	117
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'86	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,300):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s).....	936,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($,728,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R. R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	73
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R. R., '58, '59, '60 & '61	600,000	6	Feb. & Aug	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,900,' 00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870....	4,880,000	7	Various.	1890	90
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	84
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):			Jan.		
.. State Bonds (various) 1863 to 1864.....	110,675	6	". & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	" "	'76-'89	....
Kentucky—($2,750,510):					
.. State Bonds 1836 and '48.....	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	49
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	50
.. .. .. 1866	1,000,000	8	Various.	1886	57
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds (N. O., Mob. & Chat. R. R.)'70 '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866...	259,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869..	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78	...
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"	'83-'89	98
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889	98
Maryland—$12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	95
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1868.....	511,355	6	J. A. J. & O.	1888	102
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72	706,000	5	Various.	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,300,000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	94½
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	91½
.. Bounty Loan, 1864.....	4,379,560	5	May & Nov.	1894	98
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'95	92½
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445,000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863.....	431,000	6	" "	1878	96
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1858.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($360,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	94
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	11,496,000	7	" "	'74-'90	99
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	98½
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	97½
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'76	98½
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	104½
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free.....	684,400	6	" "	'97-'02	....
New York—($38,121,608):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock.....	1,106,429	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'73	107
.. Canal Stock.....	2,572,000	6	" "	'74-'75	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20,676,000	7	Jan. & July.	1877	103½
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	104½
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'9.	25
.. State (old) Bonds 1848 to 1860.....	3,639,900	6	April & Oct.	'72-'9.	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	15
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'9.	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	17
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	15½
.. Special Tax Bonds.....	11,407,000	6	" "	'93-'99	14
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, skg f'd.....	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, skg f'd.....	1,495,369	6	" "	1881	102
.. Loan of 1856 Bonds, skg f'd.....	2,400,000	6	" "	1886	103
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($24,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	100
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s).....	7,890,550	6	" "	'77-'82	107
.. Loan of Feb. 1867 (15-20s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	109½
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,019,000	6	Mar. & Sept.	1882	97½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '58-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	....
.. .. .. '66.-'69.....	2,262,714	6	Jan. & July.	'87-'97	7
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R Bonds 1854.....	970,000	6	" "	'74-'78	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1889	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	80
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	81
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	85
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'76	100
.. .. .. registered	201,000	6	" "	'71-'76	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'00	35
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'00	35
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'86-'00	....
.. Funded Interest, 1866-'67.....	6,692,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	466,250	5	" "	'86-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,500,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	103½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	95½
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	90
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	...
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S. A. & G. R. R.) bonds	310 000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R. gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	883,250	6	Jan. & July.	Baltimore.	1875	98
Loan of 1860-'80	579,500	6	" "	"	1880	95
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	95
Loan of 1855-'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'96 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N. W. Va. R. R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	....
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	" "	"	1885	95
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	60?,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	90
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. &	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage } A. Co. and	499,500	6	March & Sept.	Princeton.	1885	77
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.		1887	77
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	102½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	82
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90½
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200 000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	31½
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	....
Mass. L. (rec'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct	Boston.	1879	95
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	101

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	92
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	23
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	94
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,567,971	8	Jan. & July.	Boston.	1894	92
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1894	50
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	...
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	91½
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	8,700,000	7*	Jan. & July.	N. Y. L. & F.	1906	(0
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	96½
Chattel Mortgage	158,350	5	" "	"	'80-'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	82½
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,352,000	7	May & Nov.	" "	1916	84½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p. m.	3,248,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	1,725,000	7	" "	" "	1902	....
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	106
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O	Philadelphia.	1897	....
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	86½
Central Pacific of California:						
1st Mortgage, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	96
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	100½
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	100
1st Mort. (Western Pacific) gold	2,736,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.)	500,000	5*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	4,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,490	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1890	90
1st Mort. (Va. Con.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	82½
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1884	....
Funded Interest, coupon	160,500	8	" "	" "	1876	90½
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75-'80	91½
Chester Creek:						
1st Mortgage guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
*1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	104
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	103½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	90½
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (" ") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	110
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....
2d *Mort.* (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,953,225	7	Jan. & July.	Boston.	1896	88½
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	95
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	97
1st Mort. (O., O. & Fox Rv.) guar.	1,200,000	8	" "	" "	1900	92
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	97½
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p.m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	71½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C. & NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C. & NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	90
Funded coupons (193 m.)	780,000	7	May & Nov.	" "	1883	85
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	100
Appleton Ext. (23 m. & 76,000 ac.)	174,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	284 000	7	" "	" "	1885	....
Equipm't (Engs & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,775,000	7	Feb. & Aug.	" "	1882	99
2d Mort. (Gal. & Chic. 248 m.)	938,000	7	May & Nov.	" "	1876	95
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line (")	129,500	7	" "	" "	1878	....
1st Mort. (Peninsula 70m. & land)	831,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C. & N.W. R'y	3,105,000	7	F. M. A. & N.	" "	1915	88
Consol. gold bonds for $48,000,000	4,534,000	7*	June & Dec	" "	1902	85
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil. R.R.) guar.	889,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi. R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	9.500	7	June & Dec.	" "	1898	....
1st Mort. (Chic. & Mil. R.W.) guar	1,141,000	7	Jan. & July.	" "	1898	93½
1st Mort. (Bel. & Mad. R.R.) guar.	306,000	7	"	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000 pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000 pm	1,350,000	8	May & Nov.	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $3,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $1,000,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I. & Pac.)	8,000,000	7	" "	" "	1896	105½
Chi. & Southwes'n (C., R.I. & Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St. L. K. C. & W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1858	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	793,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	70
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	71½
1st Mort. (San., Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1890	99½
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa. Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	94
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	88
Consol. sinking fund guar.	528,000	7	May & Nov.	" "	1900	92
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	84
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	61
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300,000	7	Jan. & July.	" "	1889	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1850	....
Connecticut and Passumpsic Rav.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	92½
Notes payable, conv. at par	594,000	7	" "	"	1876	94
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1880	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1873	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1, 2, 3, 4,	87
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1906	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	428,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1870	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	101½
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	100
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	96
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1890	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y. L. & Ama.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	70½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1906	70
Detroit and Milwaukee:						
1st Mortgage, (D. & M. R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D. & M. R. R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	94
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	95
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1903	....
East Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia (E.T.V. & G.:						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V. & Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., sk'g fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	91½
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	97½
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	84
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	March & Sept.	"	1882	97½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	97
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	59
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	98
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	99
3d Mortgage	4,582,000	7	" "	" "	1883	96½
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	95
5th Mortgage convertible	700,500	7	June & Dec.	" "	1888	90
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,600,000) conv.	4,437,470	6*	March & Sept.	London.	1875	...
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	NY&London.	1920	95
Convertible bonds	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1893	....
Equipmen t Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M. (& 1st on 50, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	67
Evansville and Crawfordsville:						
1st Mortgage (main line) sk'g fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1892	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.)	221,000	7	Jan. & July.	" "	1887	....
" 3d series (52,091) tx. f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease, (R.R. 25 000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1889	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov.	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20.000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	Jan. & July	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	89½
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union (C. & N. W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1892	89
2d Mortgage	948,000	7	May & Nov.	" "	1875	95
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1876	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1883	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1896	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,509,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838,395	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1890	....
Hannibal and Naples (T. W. & W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1896	85½
2d Mortgage	125,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	92
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds (22m)	500,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1895	80
1st Mort. (Q. & Palm. R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R R 55m)	1,200,000	10	Jan. & July.	" "	1895	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1893	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1893	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	94
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) sk'g fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) sk'g f d.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F. & P. M.):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1869	....
Houston and Texas Central:						
1st Mortgage L. G. sk'g fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen. & H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	101
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (N.Y. & O. Mid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	98
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	90
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1896	68
Illinois Central:						
Construction bonds, cur. sk'g f'd.	3,058,500	7	April & Oct.	New York.	1870	101½
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1900	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	97
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	61
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, sk'g. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1883	....
1st Mortgage(L. C.& L. F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,600,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	600,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	85
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	96½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	6	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol.	2,068,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (JeffersonvilleR.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	100½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	83
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	34
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by L.S.& M.So.	640,000	8	Jan. & July.	New York.	1868	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1869	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB.78 m)ex.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Morts (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	667,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,068,000	6*	June & Dec.	" "	1896	86
1st M.(3d D.244.86m.& 3,000,000s)	8,455,000	7*	May & Nov.	N. Y., L. & F.	1899	102½
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,921,000	7*	Jan. & July.	N. Y., L. & F.	1895	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	90
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.		1916	....
Kent County (Del.):						
1st Mortgage for $300,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1868	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	98
Lackawanna & Bloomsb(D.L.&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	600,000	7	April & Oct.	" "	1890	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N. W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,200,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y Bn.&Ph.	1899	88
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1879	4,152,000	7	J. A. J. & O.	" "	1890	92
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	90
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore)Ap. 1, '69	1,500,000	7	" "	" "	1899	91
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	99½
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	90
Sk'gFund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	102
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	....
1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	100½
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	94½
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	....
1st Mort. Aug. 1, 1856(D.M.&Tol.)	924,000	7	Feb. & Aug.	" "	1876	97
1st Mort. Sept. 1, 1862(K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct. 1, 1867(Sch&Tbk.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M.July 1, '68(Kal. Ait.& Gr.R.)	840,000	8	" "	" "	1888	98
1st Mort. July 1, 1863(J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philad lphia	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	94½
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	104
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	38½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	92
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	93
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol. M. for $8,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	86½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'01	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	660,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.		1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,090,00 0	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1893	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oc	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	102½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	85
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	91
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	89½
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1880	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	....
Michigan Central:						
1st Mortgage, convertible	556,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	107
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	91
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	99½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (" ") guar.	70,000	8	" "	" "	1880	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,514,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	80
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,808,000	7	Jan. & July.	" "	1897	80
1st Mortgage (Minn. Cent)	192,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	75
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	107
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	94
Milwaukee City Loan	233,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $18,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	— & —	.....	....	....
1st Mort. Land Grant gold	1,060,000	7*	— & —	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600.000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866	1,181,600	8	Jan. & July.	" "	'81-'98	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,800,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	— & —	" "	....	....
Income Mortgage	700,000	7	— & —	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept	New York.	1886	...
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	103½
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	100
Convertible bonds	1,616,000	7	Jan. & July.	" "	1900	92½
Consolidation bonds of 1877	2,900,000	7	Feb. & Aug.	" "	1899	83

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	91
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	800,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $500,000	.....	7	Jan. & July.	New York.	1888	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1893	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie'd bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan'a						
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	...
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	40½
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, go'd	1,500,000	6*	Jan. & July	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 237 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	91½
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	102
Bonds for B.& N. R.'s(")	76,000	6	May & Nov.	" "	1883	85
Bonds for R.R.stocks(")	502,000	6	" "	" "	1883	81
Bonds for real estate (")	162,000	6	" "	" "	1883	86
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	88
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(NYC&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103½
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,069,500	7	April & Oct.	New York.	1875	94
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1896	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1896	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'88	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1890	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,850	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1888	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	320,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225 000	6	Jan. & July.	Philadelphia.	1885	100
2d Mortgage	5,000,000	7	May & Nov.	"	1896	100
Chattel Mortgage	360,000	10	April & Oct.	"	1877	105
North Shore (L. I.)						
1st Mortgage	136,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	89
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	94
2d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	82
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1890	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	30
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston	1878	92½
Equipment Mortgage	200,000	8	" "	"	1879	92½
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage	6,684,000	7	Jan. & July.	New York.	1898	90
Consolidated 1st Mortgage, stg..		7*	" "	London.	1898	....
Consolidated 2d Mortgage	3,529,000	7	April & Oct.	New York.	1911	....
2d Mortgage, (W. Div.)	433,000	7	Jan. & July.	" "	1874	74
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bonds	50,000	7	May & Nov.	" "	1883	91
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	71
1st Mortgage (War. & Pkin.)	580,000	7	April & Oct.	"	1882	83
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	61½
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	97
Plain Bonds	485,000	6	April & Oct.	"	1875	95
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm		7.2	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	64½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	78
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	80
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	74½
Consolidated Mort.	1,615,500	7	Jan. & July.	New York.	1882	80½
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,200,000	8	Jan. & July.	Boston.	1900	92
Owensboro' and Russellville:						
1st Mortgage for $1,500,000		8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	84
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	70
Income Bonds	1,500,000	7	"	" "	1892	56
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lex. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,305,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £567,800.	3,869,230	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Lind. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1890	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	100
2d Mortgage (")...	2,594,000	6	April & Oct.	"	1875	98
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	18,604,500	6	J. & J. & J. & O.	Philadelphia.	1910	91
State lien for $17,500,000, skg Fd	5,758,908	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	340,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	90
1st Mortgage guaranteed	1,500,000	7	" "	" "	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	6	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	90
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	80
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	90
Gen'l M. for $20,000,000, gold mr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1907	80½
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1893	80
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	96,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	97
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	102
Mortgage Loan of 1836 stg	182,400	6*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1890	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	100
	Dollar registered	3,414,000	7	" "	"	1911	101
	Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	96
	Gold or stg reg.	624,000	6*	" "	" "	1911	97½
	Dollar coupon	376,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv.		2,305,630	7	Jan. & July.	"	1893	103½
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible		345,800	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866		400,000	6	April & Oct.	"	1876	95
Loan of 1867		1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed		330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.		6,212,000	7	Feb. & Aug.	Philadelphia.	1900	70
1st Mort. (Steub. & Ind.) conv..		3,000,000	6	monthly.	New York.	1894	70
1st Mort.(Ct.& New'k 33m)conv		775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free...		4,000,000	7	Jan. & July.	Baltimore.	1898	91½
2d Mort. (Balt. Loan) of 1886...		1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)		400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)		875,000	7	Jan. & July.	New York.	1912	104
1st Mortgage (Series B)		875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)		875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)		875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)		875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)		875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)		860,000	7	Jan. & July.	" "	1912	101
2d Mortgage (Series H)		860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)		860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)		860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)		860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)		860,000	7	June & Dec.	" "	1912	....
3d Mortgage		2,000,000	7	April & Oct.	" "	1912	89
Bridge (O. & P. R. R.) bonds...		153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869		1,000,000	8	March & Sept.	" "	1874	101
Construction bonds of Jan. 1,'70		100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000		.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000		.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold..		800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000		.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000		.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863		250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg Fd		700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)		350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000		.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd		1,500,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.		1,000,000	7*	" "	"	1889	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free..		800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage		300,000	6	Jan. & July.	Providence.	18	....
Quincy, Alton and St. Louis:						
1st Mortgage gold		830,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T.,W.& W.):						
1st Mortgage, guaranteed		500,000	7	May & Nov.	New York.	1890	83½
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed		800,000	8	Jan. & July.	Boston.	1890	97
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed		350,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed		350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage		150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage		300,000	7	" "	"	1880	....
3d Mortgage		150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitch.)		400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)		500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)		125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..		600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds		157,800	6	" "	"	1875	....
Consolidated Mortgage		1,722,000	6	May & Nov.	New York.	'75-'99	69
Rich., Fredericksburg & Potomac							
Sterling Loan		67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan		295,500	6	" "	Richmond.	1861	....
Dollar Loan		172,800	7	" "	"	1875	....
Richmond and Petersburg:							
1st Mortgage		130,500	7	June & Dec.	Richmond.	1875	....
1st Mortgage		175,000	8	April & Oct.	"	....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Sk'g Fund	799,900	7	March & Sept.	New York.	1890	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Sk'g Fund...	924,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m..	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	79
Equipment Mortgage	500,000	8	March & Sept.	"	1880	93
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (L. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1890	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) s&g f'd.	1,100,000	7	Jan. & July.	New York.	1894	99½
1st Mortgage (Series B) s&g f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	88½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	73
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	96
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	92½
2d Mortgage May 1, 1868 guar..	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	83
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold s&g fund conv....	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold s&g f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1895	....
St. Louis, Van.& T. H.(T.H.&I.):						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1895	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold s&g f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N. Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) s&g.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. &Lands..	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands..	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000.....	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	90½
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1900	....
San Fran., Oakland & Alameda:						
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds.....	167,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.& H.Can.):						
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1890	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage.....	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension.....	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.).						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold.....	500,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold.....	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold.....	500,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency.....	907,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds.....	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	.....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000.....	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	93
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va.(A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds.....	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, s&g fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	2,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $23,000,000.	5,750,000	6*	.....	.....	.....	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold.....	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.....	391,060	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv..	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed.....	196,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free.....	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, s&g fund....	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, s&g fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage.....	174,000	8	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.....	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000.....	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L&W):						
1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage.....	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, s&g fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m....	1,600,000	7	June & Dec.	New York.	1894	69
1st Mortgage (W. Div.) 117 m..	1,800,000	7	Feb. & Aug.	" "	1896	70
2d Mortgage (W. Div.) 117 m..	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund..	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $2,500,000..	1,400,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	....
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed.....	80,300	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage s&g fund, uar....	100,500	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1886	....
3d Mortgage.....	650,000	7	May & Nov.	" "	1878	....
Convertible Bonds.....	643,000	7	"	" "	1893	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	94½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	95
1st Mort. (Quincy & Tol 34 m)	600,000	7	May & Nov.	" "	1890	83
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	90½
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	87
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	79
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	70½
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	75
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	85
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	85½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1899	75½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	75
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1890	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	92
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1876	....
Loan of 1883 (" " ").	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	88
Loan of 1889 " "	800,000	6	June & Dec.	Princeton.	1889	89
Consolidated(mort.)Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	93
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	"	1888	....
Bond to State of New J.(NJ Co)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq. Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	23
2d Mortgage consolidated	1,500,000	7	" "	"	1891	7½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	67½
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.		....	66½
Equipment Mortgage	1,000,000	8	May & Nov.		'76-'77	75
Equipment Mortgage	1,000,000	8	" "		1880	75
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1870	99½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	295,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,378,000	7	April & Oct.	"	1890	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	71½
4th Mortgage	846,000	8	March & Sept.	" "	1900	83
Registered Certificates	128,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	6	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1886	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& Allis.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	83
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,800	7	April & Oct.	"	1891	100
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	613,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	94
2d Mort. " "	300,000	6	" "	"	1890	94
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	85
2d Mortgage preferred	600,000	6	" "	"	1895	70
3d Mortgage endor. by Balt	575,000	6	" "	"	1900	93
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	85
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 23 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.&A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869	998,000	7	April & Oct.	"	1899	101½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	72
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	85
2d Mortgage coupon or regis	723,600	7	Jan. & July.	"	1902	70
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	82½
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G. gold S. F. $25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,097,872	6	Jan. & July.	Philadelphia.	1896	88
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	100
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1876	89
Delaware and Hudson:						
1st Mortgage registered — 1st series, Nov. 1, 1867	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered — 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	101½
1st Mortgage registered — 3d series, Jan. 1, 1871	6,000,000	7	" "	" "	1891	102
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	90
Mortgage Loan reg	2,0 0,000	6	F. M. A. & N.	"	1897	90
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	90½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	92½
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	71
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	92
2d Mortgage	285,000	6	" "	"	1876	93
Boat Loan, sinking fund	236,965	7	" "	"	1885	90
Preferred Stock Dividend Scrip	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	65
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1885	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	71
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	260,000	6	May & Nov.	"	1870	75
Boat and Car Loan	756,650	6	" "	"	1898	72
Boat and Car Loan	628,100	7	" "	"	1880	75
Coupon Bonds	1,079,000	6	Jan. & July.	"	1895	71
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	71
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1896	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	2	106	Adirondac.....New York.	2,728,692	•	.....	7,000,000	3,763,000	930,000	1,963,756	—	60.2	.....	.....	.....	160,425	.....	—	100	....
May 31, 1872	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	•	.....	.....	2,700,000	7,893,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central †.....Alabama	3,600,000	•	.....	.....	2,000,000	1,600,000	.....	—	92.8	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	142.0	—	67.1	—	21	24	12	749	Albany and Susq. (D. & H.)....New York.	7,463,572	•	.....	.....	6,000,000	4,467,000	.....	.....	164.0	(Del. &	Hud.Canal Co.)		1,841,228	423,821	7	100	86
Sept. 30, 1872	51.0	—	2.0	—	3	4	1	21	Alexandria and Fredericksburg †.....Va.	2,500,000		.....	.....	.....	1,000,000	.....	—	51.0	.....	.....	.....	.....	.....	—	100	....
Jan. 31, 1873	132.0	—	44.9	112.0	.....	.....	.....	.....	Allegheny Valley.....Pennsylvania.	13,200,000	•	.....	.....	2,256,300	12,389,000	.....	—	132.0	.....	.....	.....	2,239,158	960,664	—	50	....
Nov. 30, 1872	55.8	—	1.6	—	.....	.....	.....	.....	Allentown.....Pennsylvania.	1,147,225		.....	.....	567,544	.....	579,681	—	55.8	.....	(Phila.&Reading R.		R.)		—	50	....
Dec. 31, 1872	20.5	—	2.0	—	5	10	2	43	Annapolis and Elkridge.....Maryland.	445,000	•	.....	.....	350,000	.....	.....	95,000	20.5	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1872	57.0	—	2.8	28.0	.....	.....	.....	.....	Arkansas Central (3 ft.) †.....Arkansas.	.....	.....	.....	.....	.....	15,000pm	.....	—	.....	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1873	23.6	—	1.9	—	.....	.....	.....	.....	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	—	.....	.....	.....	.....	.....	7,500	—	100	....
Nov. 30, 1872	465.0	—	23.3	200.0	.....	.....	.....	.....	Atchison, Topeka & Santa Fe.....Kansas.	20,000,000	•	.....	.....	8,615,000	10,564,500	570,000	—	.....	(In progress to N. Mexico.)					—	100	15½
Sept. 30, 1872	30.4	—	0.9	—	3	2	1	17	Athol and Enfield.....Massachusetts.	805,873	7,555	44,400	.....	520,000	293,400	44,605	3,814	20.4	44,320	26,778	17,193	59,032	10,555	—	100	....
June 30, 1872	86.7	—	3.9	—	19	6	5	119	Atlanta and West Point.....Georgia.	1,200,129	•	.....	.....	1,232,200	22,000	.....	—	86.7	.....	.....	.....	.....	.....	8	100	....
Sept. 30, 1872	387.3	38.2	149.4	—	166	52	26	3,117	Atlantic and Great West.N.Y. Penn.& O.	30,992,240	•	.....	.....	24,000,000	56,992,240	.....	—	565.8	.....	.....	.....	8,451,229	855,670	—	100	....
Dec. 31, 1872	287.0	110.0	16.3	165.0	26	19	6	338	Atlantic and Gulf †.....Georgia.	7,592,283	•	162,887	.....	4,479,077	3,294,700	350,991	—	347.5	635,350	98,234	.....	983,966	339,539	—	100	....
Sept. 30, 1872	406.0	20.0	31.0	160.0	78	29	18	832	Atlantic, Mississippi and Ohio...Virginia.	17,765,914		8,718,937	.....	6,921,900	14,889,843	.....	—	428.0	1,427,688	282,576	530,583	1,969,053	734,328	—	100	....
May 31, 1872	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina †.N.Carolina.	2,200,000	•	.....	.....	1,600,000	200,000	.....	—	95.0	.....	(No returns furnished.)					—	100	....
Dec. 31, 1872	364.0	—	18.2	200.0	.....	.....	.....	.....	*Atlantic and Pacific* †.Missouri & Ind.Ter.	.....	.....	.....	.....	15,000,000	12,500,000	.....	—	328.2	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	149.5	1.5	16.2	—	.....	.....	.....	.....	Atlantic and St. Lawrence.Me., N.H.& Vt.	7,664,089		.....	.....	3,994,900	3,483,848	201,089	—	.....	.....	.....	.....	.....	.....	4	100	....
Nov. 30, 1872	58.0	—	2.7	—	.....	.....	.....	.....	Augusta and Savannah.....Georgia.	1,082,200		.....	.....	733,700	129,000	.....	—	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Geneseo and Mount Morris..N. Y.	245,000	•	.....	.....	194,250	20,000	20,000	—	19.1	21,302	43,209	4,901	83,299	6,001	—	100	....
Nov. 30, 1872	57.2	2.0	4.1	—	.....	.....	.....	.....	Bald Eagle Valley.....Pennsylvania.	1,050,000	•	.....	.....	550,000	471,200	.....	—	58.2	.....	(Leased to	Pennsylvania.)	.....	.....	—	100	....
Sept. 30, 1872	379.6	—	502.7	—	383	205	52	7,904	Baltimore and Ohio †.....Md. & W. Va.	31,170,756	7,995,856	13,423,332	3,424,536	16,704,762	12,466,639	700,873	26,162,269	464.6	9,172,997	.....	.....	10,654,472	4,582,072	8	100	158½
Sept. 30, 1872	30.0	—	39.9	—	.....	.....	.....	.....	Washington Branch †.....Maryland.	1,650,000		.....	642,300	1,650,000	20,000	—	622,300	30.0	476,800	.....	.....	480,645	335,736	10	100	160
Sept. 30, 1872	103.5	—	21.8	—	.....	.....	.....	.....	Parkersburg Branch.....W. Virginia.	10,000,000		.....	.....	5,680,685	893,500	.....	—	103.5	1,008,407	.....	.....	526,803	114,541	—	100	11
Dec. 31, 1872	32.0	—	3.2	89.0	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	32.2	(Opened	to Washington, May 1, 1872.)		.....	.....	—	100	7
Dec. 31, 1872	33.4	—	2.7	—	.....	.....	.....	.....	Belfast and Moosehead Lake.....Maine.	900,000		.....	.....	650,000	250,000	.....	—	—	(Operated by Maine Central.)			35,000		—	50	....
Dec. 31, 1872	67.0	—	6.7	—	30	21	8	967	Belvidere Delaware.....New Jersey.	3,876,842	•	.....	.....	995,300	2,244,500	1,228,128	—	67.0	.....	.....	.....	835,380	218,608	—	100	....
Sept. 30, 1872	22.0	—	2.0	—	.....	.....	.....	.....	Berkshire.....Mass.	600,000		8,000	.....	600,000	.....	.....	—	22.0	58,408	80,192	174,29	120,291	42,045	7	100	72½
Sept. 30, 1872	15.6	—	5.7	—	.....	.....	.....	.....	Blossburg and Corning.....New York.	582,346		.....	.....	468,000	.....	.....	—	.....	.....	.....	.....	.....	.....	5	100	....
Sept. 30, 1872	201.6	48.0	316.8	—	206	181	46	4,113	Boston and Albany.... Mass. & N. York.	19,890,414	4,411,338	1,071,646	2,106,488	19,664,100	3,087,000	846,724	4,237,012	268.3	4,883,071	5,247,576	2,732,907	9,259,599	2,362,615	10	100	140
Sept. 30, 1872	25.2	—	2.0	0.8	4	4	2	50	Boston, Barre and Gardner.....Mass.	768.114	104,775	30,824	4,023	736,240	—	153,849	12,147	28.0	82,064	85,157	17,499	69,356	7,550	—	100	....
Sept. 30, 1872	42.9	—	9.0	—	21	22	12	434	Boston, Clinton and Fitchburg.....Mass.	1,430,328	646,062	110,250	95,736	872,000	1,250,000	62,588	97,180	90.2	441,745	467,966	317,043	576,413	192,795	—	100	....
Mar. 31, 1873	93.5	—	12.8	—	22	24	19	473	Boston, Concord and Montreal.....N. H.	2,850,000	•	218,300	327,759	1,800,000	1,050,000	29,608	516,456	139.0	.....	171,511	92,186	670,349	131,715	6p	100	....
Sept. 30, 1872	26.8	16.0	45.8	—	37	46	20	940	Boston and Lowell.....Mass.	2,469,965	252,345	2,565,759	253,142	2,852,900	1,771,024	542,960	374,417	71.8	741,981	1,949,688	620,053	1,298,969	241,016	8	500	107
Sept. 30, 1872	80.3	8.5	84.9	38.0	61	102	28	975	Boston and Maine.....Mass., N. H. & Me.	6,728,332	1,144,587	775,992	525,480	6,816,834	—	1,341,862	1,016,686	153.8	1,215,998	4,135,469	520,722	2,004,672	504,116	10	100	106
Sept. 30, 1872	44.0	14.5	65.0	—	38	67	11	482	Boston and Providence.....Mass. & R. I.	3,691,138	207,400	573,542	253,320	3,950,000	—	356,478	427,922	66.5	289,132	762,246	765,733	1,716,899	495,347	10	100	146
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa.....Canada.	2,647,004	•	.....	.....	424,704	1,687,200	.....	—	85.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	171	Brunswick and Albany†.....Georgia.	10,548,000	•	.....	.....	4,898,000	5,650,000	350,000	—	.....	(Company in bankruptcy.)					—	100	....
Sept. 30, 1872	26.0	—	2.0	—	.....	.....	.....	.....	Buff., Bradford and Pittsburg..New York.	2,869,500		.....	.....	2,286,000	583,500	.....	—	—	(Erie	Railway Co.)		.....	40,600	—	100	....
Sept. 30, 1872	43.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.....N. Y. & Penn.	1,546,930	•	.....	.....	428,717	700,000	548,229	—	43.2	.....	.....	.....	228,099	.....	—	100	....
Sept. 30, 1872	142.0	—	12.7	—	.....	.....	.....	.....	Buffalo, New York & Erie...N.Y.& Penn.	3,339,000		.....	.....	950,000	2,380,000	.....	—	—	(Erie	Railway Co.)		.....	233,100	7	500	....
Sept. 30, 1872	117.0	—	5.9	—	.....	.....	.....	.....	Buff., New York and Phila.N.Y. & Penn.	3,064,271	•	.....	.....	1,600,707	1,876,500	430,605	—	88.0	(Opened	to Emporium, Pa.)		139,145	17,300	—	100	....
Dec. 31, 1872	219.0	79.0	14.0	—	24	16	7	525	Burl., Cedar Rapids and Minnesota..Iowa.	7,000,000	•	.....	.....	5,400,000	2,200,000	.....	—	332.0	.....	.....	.....	995,129	283,802	—	100	....
Dec. 31, 1872	120.0	—	6.0	100.0	.....	.....	.....	.....	Burlington and Southwestern..Iowa & Mo.	3,000,000	•	.....	.....	1,200,000	1,750,000	.....	—	....	.....	(In progress.)		.....	.....	—	100	....
Feb. 28, 1873	158.0	—	....	143.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	10,000,000	•	.....	.....	12,000,000	8,000,000	.....	—	....	(Completed to Mo. Line May, 1873.)			.....	.....	—	100	....
Dec. 31, 1872	160.0	—	8.0	—	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	•	.....	.....	4,000,000	3,500,000	.....	—	160.0	(Recently completed.)			.....	.....	—	100	....
Dec. 31, 1872	61.2	—	92.9	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	9,458,328		.....	.....	5,847,800	.....	.....	—	—	(Pennsylvania R. R. Co.)			.....	.....	10	100	....
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	160	Camden and Atlantic.....New Jersey.	1,790,623	376,196	138,364	32,388	1,215,870	1,058,400	54,907	9,884	67.0	218,639	417,196	69,224	467,086	212,119	3½p	50	60
Dec. 31, 1872	28.0	7.2	3.9	—	.....	.....	.....	.....	Camden and Burlington Co..New Jersey.	715,362		.....	.....	332,925	338,000	44,437	—	—	(Pennsylvania R. R. Co.)			.....	.....	6	100	....
Dec. 31, 1872	28.5	—	4.8	61.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	•	.....	5,888	.....	683,467	3,776	3,800	28.5	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1873	229.0	63.0	29.2	—	.....	.....	.....	.....	Canada Southern.....Canada.	.....	.....	.....	.....	8,000,000	8,760,000	.....	—	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	71.6	22.4	7.8	18.0	10	23	12	160	Cape Cod.....Mass.	1,245,594	237,393	46,392	16,547	1,022,330	349,000	132,591	43,985	94.0	210,684	288,417	75,147	321,798	86,737	8	100	80
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2	—	31	Carbondale and Shawneestown.....Illinois.	562,656	•	.....	.....	355,000	200,000	7,150	—	18.0	(Opened	Dec. 30, 1871.)		.....	.....	—	100	....
Sept. 30, 1872	18.0	—	0.5	10.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	561,139	•	.....	.....	455,482	150,000	.....	—	18.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	20.0	4.0	8.0	—	6	8	2	517	Catasauqua and Fogelsville.....Penn.	742,151	•	.....	.....	426,000	.....	.....	—	24.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1872	94.0	4.5	8.5	—	21	9	5	602	Catawissa.....Penn.	6,098,850	•	.....	.....	4,359,500	1,739,350	.....	—	—	(Leased	Nov.'72 to	Ph.&Rdg.)	672,104	183,169	6	25	....
Sept. 30, 1872	14.8	—	1.3	—	2	2	2	14	Cazenovia and Canastota.....New York.	538,006	•	.....	.....	294,529	250,000	29,250	—	14.8	.....	.....	.....	25,835	4,391	7 p.	50	37
Dec. 31, 1872	75.6	—	3.8	—	.....	.....	.....	.....	Cedar Falls and Minnesota.....Iowa.	3,174,000		.....	.....	1,587,000	1,587,000	.....	—	—	(Illinois	Central.)		128,646	113,400	—	100	....
Dec. 31, 1872	271.6	2.4	22.1	—	.....	.....	.....	.....	*Cedar Rapids and Missouri River*...Iowa.	11,233,000		.....	.....	7,619,000	3,614,000	.....	—	—	(Chic.&	North Western R. R.)		.....	.....	—	100	....
Dec. 31, 1872	100.0	—	15.0	260.0	6	6	3	131	Central Br., Union Pacific R.R....Kansas.	3,723,700	•	.....	.....	1,000,000	3,200,000	.....	—	101.0	(No returns furnished.)			.....	.....	—	100	....
Nov. 30, 1872	192.0	—	29.7	—	53	44	27	792	Central of Georgia.....Georgia.	5,000,000	•	1,628,457	1,022,692	5,000,000	1,389,000	341,663	—	284.0	.....	169,119	.....	1,656,154	680,308	10	100	....
Dec. 31, 1872	202.0	—	16.6	24.0	22	8	6	801	Central of Iowa.....Iowa.	10,000,000	•	.....	.....	6,000,000	4,000,000	.....	—	202.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	22.0	4.0	3.3	—	3	7	—	22	Central of Long Island.....New York.	1,459,616	•	.....	.....	297,800	687,000	479,598	—	—	(Flushing & N. Side R. R.)			.....	.....	—	100	....
Dec. 31, 1872	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey.....New Jersey.	12,424,985	7,882,235	7,649,492	4,310,442	20,000,000	9,209,000	3,068,154	—	291.0	4,889,891	4,478,513	1,490,689	7,120,718	1,967,538	10	100	102
Dec. 31, 1872	137.0	—	31.2	—	40	28	24	787	Central Ohio.....Ohio.	5,499,999	•	.....	.....	2,845,500	2,500,000	.....	—	137.0	.....	.....	.....	989,327	170,721	6	50	66
Dec. 31, 1872	883.0	339.0	110.4	600.0	187	168	40	3,307	*Central Pacific*†.....Cal. Nev. & Utah.	130,485,693	5,622,602	5,458,198	2,513,287	54,283,190	81,939,680	422,041	7,433,960	1,158.0	.....	588,838	746,153	11,963,641	6,952,362	—	100	....
Dec. 31, 1872	194.6	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta....S.Car.	5,512,000	•	256,090	.....	2,578,000	3,100,000	.....	—	194.6	.....	.....	.....	652,107	439,718	—	100	....
Dec. 31, 1872	22.8	—	5.0	—	.....	.....	.....	.....	Chartiers.....Pennsylvania.	1,127,318		.....	13,807	628,060	606,000	3,150	—	22.8	39,140	.....	.....	60,440	20,440	—	50	....
Sept. 30, 1872	428.0	—	42.8	72.0	45	27	18	761	Chesapeake and Ohio.....Va. & W. Va.	26,542,490	•	789,785	2,836,883	13,398,407	18,624,958	3,387,461	—	227.0	511,475	141,973	115,473	777,632	288,687	—	100	....
Jun. 30, 1872	40.7	0.8	2.0	—	2	.....	.....	.....	Chester and Tamaroa.....Illinois.	1,690,000	•	.....	.....	1,000,000	660,000	30,000	—	41.5	(Opened	March 187	2.)	.....	.....	—	100	....

Sept. 30, 1872	53.6	—	11.2	—	28	22	10	400	Cheshire	New Hampshire.	2,837,707	351,600	160,000	260,554	2,153,300	809,200	28,902	116,370	88.1	622,256	192,234	412,432	824,763	183,851	5	100	....
Dec. 31, 1872	21.5	—	3.1	—	—	—	—	—	Chester Valley	Pennsylvania.	1,371,900	—	.....	.....	871,900	500,000	955,000	—	—	(Phila. a	nd Reading	R. R. Co	mpany.)	—	—	50	....
Dec. 31, 1872	242.0	117.4	92.1	—	144	74	24	2,918	Chicago and Alton	Illinois.	14,027,712	*	4,348,918	1,348,501	11,355,300	5,446,630	3,255,428	803,773	649.1	5,902,102	772,506	1,601,798	5,156,326	1,879,147	10	100	102½
Dec. 31, 1872	693.8	552.4	287.2	—	283	127	62	5,409	Chicago, Burlington and Quincy	Illinois.	56,648,400	*	4,556,731	—	26,080,583	26,221,642	602,466	8,329,470	1,469.2	(8 month	hs on 825	miles.)	7,554,575	2,839,866	10	100	95½
Dec. 31, 1872	60.0	—	6.0	—	6	4	2	320	Chicago, Clinton and Dubuque	Iowa.	2,460,000	*	.....	.....	960,000	1,500,000	.....	.....	60.0	(Opene	d in Fall o	f 1872.)	.....	.....	—	100	....
Dec. 31, 1872	110.0	76.0	12.0	20.0	24	10	5	955	Chicago, Danville and Vincennes	Ill.	6,675,565	*	221,107	.....	2,975,000	3,325,000	345,066	.....	110.0	.....	.....	.....	627,980	277,853	—	100	....
Dec. 31, 1872	73.0	—	3.7	—	5	4	2	168	Chic., Cincinnati and Louisville	Indiana.	2,500,000	156,000	10,000	.....	1,500,000	1,000,000	.....	.....	73.0	(No inf	ormation	furnished.)	.....	.....	—	100	....
Dec. 31, 1872	117.0	14.0	21.5	—	14	5	3	410	Chic., Dubuque and Minnesota	Io. & Minn.	6,500,000	*	.....	.....	2,500,000	4,425,000	.....	.....	151.0	(No inf	ormation	furnished.)	.....	.....	—	100	....
Dec. 31, 1872	80.0	—	8.0	30.0	15	6	3	—	Chicago and Iowa	Illinois.	4,100,000	*	.....	.....	1,350,000	1,750,000	1,000,000	.....	—	(Chic., B	url. & Quin	cy R. R. C	o.)	140,000	—	100	....
Chicago, Iowa and Nebraska	Iowa.	5,000,000	*	.....	.....	4,200,000	810,000	.....	.....	—	(Chic. &	Northwes	tern R. R	Co.)	—	8	100	81½												
Dec. 31, 1872	170.0	25.0	19.6	55.0	25	12	7	605	Chicago and Michigan Lake Shore	Mich.	6,583,400	*	.....	.....	1,188,400	5,350,000	.....	.....	170.0	482,640	240,169	128,665	500,985	218,500	—	100	....
May 31, 1872	1,383	—	200.0	120.0	269	277	83	5,983	Chicago and N. West'n. Ill., Wis. & Mich.	56,199,718	*	2,343,919	.....	.....	35,878,644	20,474,000	724,299	1,465,694	1,271.0	.....	2,224,705	2,510,016	11,402,161	4,592,185	—	100	87½
Dec. 31, 1872	67.0	—	....	103.0	—	—	—	—	Chicago and Paducah	Illinois.	1,800,000	*	.....	.....	1,350,000	540,000	.....	.....	—	(Operat	ed by con	tractor—N	o report.)	—	—	100	....
Dec. 31, 1872	60.0	—	6.0	100.0	—	—	—	—	Chicago, Pekin & South-Western	Ill. & Mo.	(No information.)								—		(Being co	nstructed.)			—	100	....
Mar. 31, 1873	493.0	120.5	142.8	—	197	66	36	3,940	Chicago, Rock Island & Pacific	Ill. & Iowa.	25,716,723	*	7,859,906	2,109 406	25,000,000	8,972,000	154,851	4,589,683	660.0	4,340,995	956,734	1,289,590	6,957,050	3,139,267	8	100	100½
Mar. 31, 1873	35.0	—	—	167.0	—	—	—	—	Chicago and Southern Illinois	Ill. & Ind.		(Under	construct	ion—no	informati	on)			—							—		
Dec. 31, 1872	269.0	32.0	16.9	—	—	—	—	—	Chicago and South Western	Iowa & Mo.	13,500,000	*	.....	.....	7,000,000	5,000,000	1,668,551	.....	—	(Chic., R	ock Islan	d and Paci	fic R. R.	Co.)	—	—	100	....
Dec. 31, 1872	36.5	—	2.1	—	—	—	—	—	Chillicothe and Brunswick	Mo.	865,000	—	—	—	365,000	500,000	—	—	—	(St. Lou	is K. City	and North	ern R. R	Co.)	—	—	100	....
Dec. 31, 1872	7.0	—	3.0	....	—	—	—	—	Cincinnati and Baltimore	Ohio.	1,105,453	—	—	—	673,000	314,000	118,453	—	—	(Mariett	a and Cin	cinnati R.	R. Co.)	—	—	100	....
Mar. 31, 1873	60.0	—	118.2	—	33	30	18	429	Cincinnati, Hamilton and Dayton	Ohio.	3,974,655	1,127,261	1,889,230	262,965	3,500,000	2,032,000	1,062,450	660,651	60.0	549,574	750,687	564,542	1,204,865	495,373	8	100	....
Mar. 31, 1873	98.0	25.0	7.2	—	19	9	6	358	Cin., Hamilton and Indianapolis	O. & Ind.	6,187,645	*	.....	.....	(Sold un	der forec	lose. for	$1,000,000	123.0	.....	.....	.....	312,358	L. 17,967	—	100	....
Dec. 31, 1872	39.0	—	1.9	—	....	....	....	....	Cincinnati and Martinsville	Indiana.	800,000	—	—	—	400,000	400,000	—	—	39.0	(Until re	cently lea	sed to Ind.	Cin. & La	fayette.)	—	100	....
Dec. 31, 1872	148.4	—	12.8	—	16	12	4	370	Cincinnati and Muskingum Valley	Ohio.	5,472,977	*	.....	109,316	3,996,610	1,500,000	31,360	84,326	148.0	424,240	141,450	148,249	439,888	156,087	—	100	....
Mar. 31, 1873	36.0	—	2.6	—	5	1	4	167	Cin., Richmond and Chicago	Ohio & Ind.	828,733	184,562	700	56,965	382,600	565,000	61,350	.....	42.0	.....	.....	.....	229,635	70,974	—	100	....
Dec. 31, 1872	91.5	—	4.5	—	—	—	—	—	Cincinnati, Rich. & Ft. Wayne	Indiana.	3,756,952	—	—	—	2,000,000	1,800,000	.....	.....	91.5	.....	90,118	72,204	167,252	61,470	—	100	....
Jun. 30, 1872	155.0	15.5	24.9	—	25	27	12	662	Cincinnati, Sandusky & Cleveland	Ohio.	7,982,936	*	.....	.....	4,729,037	3,261,330	18,108	.....	215.5	741,280	254,436	283,393	850,755	339,244	—	50	21
Dec. 31, 1872	25.0	—	....	270.0	4	2	1	110	Cincinnati and Terre Haute	Ohio & Ind.		(Under	construct	ion—no	report.)				25.0	20,360	4,032	.....	7,047	—	—	100	....
Dec. 31, 1872	340.5	49.9	75.0	—	118	47	17	3,025	Cleveland, Col. Cin. & Ind	Ohio & Ind	16,395,579	*	1,929,844	1,427,549	14,991,275	3,005,000	1,446,285	310,412	471.4	3,877,159	572,396	1,444,354	4,593,171	1,379,526	7	100	72½
Dec. 31, 1872	67.8	12.4	10.3	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,147,934	—	—	—	2,059,200	1,164,000	—	—	—	(Atl. & G	t. Wtn. Ra	ilway Co.)	274,907	260,946	7	50	....
Jun. 30, 1872	102.0	—	5.0	42.0	11	6	4	460	Clev., Mt. Vernon and Delaware	Ohio.	2,575,125	*	.....	.....	1,200,000	2,300,000	.....	.....	114.5	133,000	135,607	176,909	300,347	126,728	—	100	....
Nov. 30, 1872	167.0	32.0	76.4	—	83	41	22	2,519	Cleveland and Pittsburg	Ohio & Penn.	12,490,700	2,538,644	659,162	219,062	11,286,150	2,834,344	396,663	440,411	225.0	2,316,159	654,758	1,881,912	Pa. R. R.	1,053,283	7	50	85½
Dec. 31, 1872	681.0	—	68.0	—	168	54	27	1,632	Col., Chic. & Ind. Cent	Ohio, Ind & Ill	37,014,719	*	.....	.....	13,328,589	23,655,174	130,974	.....	681.0	4,590,845	646,459	1,390,597	4,411,095	783,881	—	100	27½
Dec. 31, 1872	76.0	4.0	....	161.0	3	2	2	12	Colorado Central (3 ft.)	Colorado.	1,999,300	—	—	—	1,474,300	525,000	—	—	40.0	.....	.....	.....	99,216	14,967	—	100	....
Dec. 31, 1872	76.0	13.0	12.6	—	25	8	4	1,601	Columbus and Hocking Valley	Ohio.	2,578,037	1,672,739	268,658	59,094	1,208,810	2,148,000	291,499	330,219	89.0	499,522	134,999	681,819	854,892	442,663	25	50	....
Dec. 31, 1872	45.0	—	3.4	—	—	—	—	—	Columbus, Springfield & Cin	Ohio.	2,000,000	—	—	—	1,000,000	1,000,000	—	—	—	(Leased	to Cin., Sa	nd. & Clev	. R. R. C	o.)	—	—	100	....
Mar. 31, 1873	35.0	7.0	49.0	—	33	36	18	811	Concord	New Hampshire	1,500,000	*	187,390	104,436	1,500,000	—	111,357	180,169	145.5	802,162	613,842	692,768	1,040,115	150,759	10	50	168
Mar. 31, 1873	41.0	—	6.0	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	1,108,859	—	—	—	350,000	—	—	—	—	(Concor	d R. R. Co	mpany.)	25,000	25,000	7	100	....
Jun. 30, 1872	110.3	—	15.2	—	22	15	7	746	Connecticut and Passump. Riv	Vermont.	3,385,436	*	261,151	123,946	2,127,273	1,357,100	39,767	246,371	143.7	458,581	167,112	171,923	312,768	308,902	6	100	80
Sept. 30, 1872	50.0	5.9	23.5	—	15	24	10	311	Connecticut River	Massachusetts.	2,055,527	225,814	138,686	510,977	1,850,000	250,000	415,226	405,778	55.9	324,053	985,504	383,770	729 311	215,481	10	100	127½
Sept. 30, 1872	45.0	—	4.7	—	6	12	5	140	Connecticut Valley	Connecticut.	2,463,589	246,175	.....	.....	1,033,500	998,000	973,000	7,390	45.0	66,293	205,441	16,077	144,851	7,390	—	100	....
Sept 30, 1872	66.7	—	7.0	—	8	10	2	170	Connecticut Western	Connecticut.	3,797,665	295,321	.....	.....	1,504,028	2,436,500	96,328	.....	68.3	146,880	151,638	60,467	223,565	65,612	—	100	....
Dec. 31, 1872	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	—	—	—	1,278,300	1,000,000	.....	.....	—	(Phila.	and Trent	on R. R. C	ompany.)	.....	6	50	....
Sept. 30, 1872	16.0	1.0	1.6	—	2	2	1	17	Cooperstown and Susquehanna	N. York.	458,914	*	.....	.....	308,405	100,000	22,240	.....	17.0	.....	.....	.....	39,611	14,727	—	100	....
Dec. 31, 1872	74.0	7.0	26.0	—	19	17	6	371	Cumberland Valley	Penn.	1,725,143	*	656,432	187,732	2,094,250	352,300	72,174	600,583	141.6	275,889	258,817	322,017	581,064	287,989	8	50	....
Dec. 31, 1872	45.0	—	2.5	—	5	2	2	17	Danv., Hazleton & Wilkesbarre	Penn.	1,102,600	—	.....	.....	684,235	1,400,000	.....	.....	—	(Leased	to Pennsy	lvania R.	R. Co.)	—	—	50	....
Sept. 30, 1872	23.8	10.0	4.5	—	6	6	2	72	Danbury and Norwalk	Connecticut	1,108,448	145,383	.....	.....	600,000	407,500	86,050	25,681	33.8	101,553	159,330	44,653	172,120	69,796	10	50	....
Mar. 31, 1873	20.0	32.0	....	20.0	.....	.....	.....	.....	Davenport and St. Paul	Iowa & Minn.	5,000,000	*	.....	.....	9,000,000	2,440,000	.....	.....	90.0	(Recenti	y opened	—No repo	rt.)	—	—	100	....
Mar. 31, 1873	142.0	—	21.3	—	23	16	4	686	Dayton and Michigan	Ohio.	6,038,363	777,401	78,671	149,269	2,398,785	4,102,700	382,741	158,468	142.0	.....	.....	.....	1,034,567	279,623	3½	100	....
Jun. 30, 1872	31.8	—	1.8	—	4	4	3	68	Dayton and Union	Ohio.	612,015	*	.....	.....	86,000	527,445	.....	.....	31.8	116,316	64,344	94,955	134,148	52,209	—	100	....
Jun. 30, 1872	41.5	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	1,011,276	—	—	—	Sunk.	701,000	—	—	—	(Operat	ed by Pitt	sb'g, St. L.	& Cinc. C	o.)	—	—	100	....
Oct. 31, 1872	83.0	16.2	5.6	—	—	—	—	—	Delaware [1]	Delaware.	2,114,184	—	76,154	71,622	1,317,390	370,000	—	74,470	99.3	317,068	.....	.....	448,841	121,046	6	100	....
Dec. 31, 1872	45.0	—	65.0	—	46	3	1	4,259	Delaware and Hudson	Penn.	4,621,411	*	24,313,589	955,845	16,000,000	13,083,385	—	1,804,460	62.0	(Owned	& operate	d by Del. &	Hud. Can	al Co.)	10	100	....
Dec. 31, 1872	115.0	—	119.0	—	128	20	9	10389	Delaware, Lack. and Western	Penn.	15,512,767	*	.....	.....	20,000,000	5,394,000	4,239,545	.....	115.0	3,254,260	249,378	3,247,071	4,746,678	2,867,965	10	100	104
Dec. 31, 1872	106.0	15.0	5.1	—	6	4	2	84	*Denver Pacific*	Colorado.	5,000,000	*	.....	.....	2,500,000	2,500,000	.....	.....	121.0	.....	19,795	43,862	371,908	196,997	—	100	....
Dec. 31, 1872	118.0	31.0	6.6	732.0	10	11	2	292	Denver and Rio Grande	Col. & N. Mex.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	155.0	(Operati	ons by Co.	commence	d Jan. 1, 1	873.)	—	—	100	....
Dec. 31, 1872	250.0	—	20.0	—	27	10	10	540	Des Moines Valley	Iowa.	13,803,285	*	.....	.....	6,523,600	5,070,000	930,009	.....	250.0	447,679	108,599	198,360	776,254	127,223	—	100	....
Aug. 31, 1872	63.0	—	3.8	28.0	6	4	4	145	Detroit, Eel River and Illinois	Michigan.	2,386,000	*	.....	.....	1,000,000	1,500,000	.....	.....	—	(R	ecently op	ened—no	returns.)	—	—	100	....
Aug. 31, 1872	65.0	—	3.2	—	4	2	2	50	Detroit, Hillsdale and Indiana	Michigan.	1,318,150	*	.....	.....	343,150	1,470,000	.....	.....	65.0	(R	ecently op	ened—no	returns.)	—	—	100	....
Dec. 31, 1872	189.0	—	26.0	—	34	37	20	502	Detroit and Milwaukee	Michigan.	10,213,528	*	.....	.....	2,917,140	7,296,388	—	19,259	189.0	775,746	438,074	330,559	1,381,603	442,155	—	100	....
Aug. 31, 1872	164.0	2.0	2.0	22.0	....	....	....	....	Detroit, Lansing & Lake Michigan	Mich.	5,777,000	*	.....	.....	1,707,000	4,070,000	.....	.....	166.0	.....	.....	.....	610,000	.....	—	100	....
Dec. 31, 1872	14.0	—	2.0	—	—	—	—	—	Dexter and Newport	Maine.	300,000	—	—	—	122,000	175,000	—	—	—	(Leased	to Maine	Central.)	—	18,000	6	100	....
Oct. 31, 1872	33.5	—	3.4	—	2	—	—	—	Dorcester and Delaware	Del. & Md.	.....	.....	.....	.....	.....	.....	.....	.....	33.5	.....	12,836	7,781	22,792	7,175	—	100	....
Sept. 30, 1872	29.0	—	2.8	—	—	—	—	—	Dover and Winnipisseogee	New Hamp.	825,000	—	—	—	490,000	—	—	—	—	(Boston	and Maine	R. R. Co.)	—	29,000	6	100	....
Dec. 31, 1872	142.9	—	15.4	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,893,200	—	—	—	5,000,000	880,000	—	—	—	(Leased	by Illinois	Central.)	—	—	6	100	67
Dec. 31, 1872	54.7	—	2.8	—	4	4	5	76	Dubuque and South Western	Iowa.	1,719,977	40,161	.....	.....	1,174,977	550,000	12,247	63,057	54.7	.....	.....	.....	161,458	72,488	—	100	....
Dec. 31, 1872	54.8	—	4.2	—	6	7	3	81	Dunkirk, Warren & Pittsburg	N. York.	2,770,565	*	.....	.....	1,266,600	1,400,000	189,907	.....	54.8	.....	.....	.....	109,262	2,064	—	100	....
Sept. 30, 1872	58.0	—	7.4	—	7	6	5	92	Dutchess and Columbia Counties	N. Y.	2,796,877	*	.....	.....	1,488,487	1,500,000	554,407	.....	58.0	.....	.....	.....	210,546	L. 26,996	—	100	....
Sept. 30, 1872	17.5	—	1.1	—	—	—	—	—	Duxbury and Cohasset	Mass.	384,519	—	—	9,870	360,000	—	42,239	2,150	17.5	.....	100,711	6,262	34,048	1,484	—	100	....
Oct. 31, 1872	17.5	—	0 6	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	—	—	—	89,800	175,000	—	—	—	(Pennsy	lvania R. R	Co.)	.....	.....	—	50	....
Oct. 31, 1872	36.0	—	16.5	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,484,290	—	—	—	1,309,200	496,900	—	—	—	(Phila. &	Reading	Co.)	.....	.....	6	50	....
Jun. 30, 1872	242.0	28.0	27.0	—	43	33	8	606	East Tenn., Va., & Georgia [1]	Tenn. & Ga.	9,167,861	*	84,750	661.293	1,970,024	3,886,900	168,593	3,735,377	270.0	.....	172,395	1,201,492	366,692	—	100	....
Sept. 30, 1872	41.4	71.7	61.6	—	73	133	35	854	Eastern	Massachusetts.	7,486,949	1,767,261	1,232,235	1,579,678	4,262,600	6,746,100	701,841	405,582	264.6	1,403,179	5,000,392	424,320	1,973,623	574,201	—	100	68½
Dec. 31, 1872	23.0	5.0	3.1	—	3	2	—	86	Eastern Kentucky	Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	23.0	49,312	22,107	41,308	129,305	21,728	—	100	....
Dec. 31, 1872	40.0	—	1.7	—	2	—	—	—	Eastern Shore [1]	Maryland.	995,000	*	.....	.....	295,000	600,000	.....	.....	40.0	.....	(No state	ment furni	shed.)	.....	—	100	....
Dec. 31, 1872	185.0	—	9.7	—	....	....	....	....	Elizabeth and Paducah	Kentucky.	6,000,000	*	.....	.....	3,000,000	3,000,000	.....	.....	185.0	(R	ecently o	pened—no	returns.)	—	—	100	....
Dec. 31, 1872	46.8	—	3.3	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	500,000	—	—	—	—	(Northe	rn Central	R. R. Co.)	25,000	25,000	5	100	....
Dec. 31, 1872	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620,000	—	—	—	1,000,000	1,620,000	—	—	—	(Northe	rn Central	R. R. Co.)	165,000	162,000	5	50	....
Sept. 30, 1872	489.0	496.0	505.5	—	488	302	76	10698	Erie	New Jersey, N. York & Pa.	97,048,084	11,191,472	568,131	1,138,257	86,536,910	26,398,800	2,517,201	—	964.0	12,318,564	3 596,988	5,664,274	18,371,885	4,720,285	1½	100	464
Sept. 30, 1872	12.3	—	0.8	8.7	—	—	—	—	Erie and Genesee Valley	New York.	191,302	—	.....	.....	144,900	120,000	.....	.....	12.3	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	66.0	—	3.0	109.0	5	4	3	81	Erie and Louisville	Ohio.	2,828,636	*	96,300	47,046	1,045,450	890,000	536,502	.....	66.0	52,000	30,160	38,344	74,404	27,338	—	100	....
Dec. 31, 1872	81.5	3.7	11.3	—	29	10	4	1,819	Erie and Pittsburg	Pennsylvania.	5,397,000	*	.....	.....	2,000,000	3,297,000	.....	.....	114.0	749,260	265,985	1,141,437	(Pa. Co.)	385,987	7	50	....
Dec. 31, 1872	114.0	3.0	6.0	—	15	15	5	802	European and North American [1]	Maine.	8,725,907	*	.....	.....	1,272,550	4,753,773	3,230,360	.....	114.0	154,290	298,082	.....	367,574	165,289	—	100	....
Aug. 31, 1872	109.0	23.0	16.0	—	17	10	6	340	Evansville and Crawfordsville	Indiana.	2,879,748	*	24,449	92,188	1,144,288	1,127,000	20,630	704,462	132.0	389,515	146,036	.....	366,379	218,648	—	100	....
Dec. 31, 1872	55.0	—	3.1	—	8	5	3	222	Evansville, Terre Haute & Chi.	Ind. & Ill.	1,500,000	*	.....	.....	750,000	750,000	.....	.....	—	(Chicag	o, Danville	& Vincenn	es R. R. C	o.)	—	—	100	....
Sept. 30, 1872	5.8	—	—	—	—	—	—	—	Fall River, Warren & Prov	R. I. & Mass.	331,107	4,200	71,504	469,159	150,000	234,698	271,986	218,261	5.8	11,988	106,787	.....	42,378	15,608	—	100	....
Oct. 31, 1872	12.7	—	0.8	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	—	—	107,400	—	—	—	—	(Pbg. &	Connells	v. RR. Co.)	.....	.....	7½	50	....
Sept. 30, 1872	50.3	43.2	84.7	—	36	46	12	876	Fitchburg	Massachusetts.	3,503,372	560,000	227,503	.....	4,000,000	—	.....	511,300	93.3	716,246	1,869,427	740,123	1,350,289	323,985	8	100	125
Dec. 31, 1872	18.5	—	1.0	—	—	—	—	—	Flemington	New Jersey.	394,096	—	—	—	150,000	—	244,095	—	—	(Belv. Delaware R.	R. Co.)	—	16,217	L. 16,186	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1872	205.0	28.0	33.7	55.0	53	36	8	607	*Flint and Pere Marquette*.....Michigan.	8,765,602	1,135,131	694,565	384,284	3,297,300	5 389,000	1,048,609	1,244,673	233.3	888,227	509,975	344,559	1,133,612	455,118	—	100	...
Sept. 30, 1872	11.8	6.3	5.8	16.2	5	19	5	8	Flushing and North Side .....New York.	952.158	284,371	.....	.....	281,010	1,281,200	81,027	.....	18.1	176,515	1,256,278	.....	281,844	86,495	—	100	...
Sept. 30, 1872	10.0	—	1.0	—	3	2	1	10	Fonda, Johnstown and Gloversville. N. Y.	493,732	*			300,000	300,000	41,382	.....	10.0	35,056	99,890	25,897	78,023	38,198	—	100	...
Dec. 31, 1872	100.0	—	5.2	—	8	6	3	237	Ft. Wayne, Jack. & Saginaw. Ind. & Mich.	3,000,000	313,000	25,000	.....	1,056,000	2,000,000	.....	.....	100.0	.....	.....	.....	280,647	128,591	—	100	...
Jun. 30, 1872	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	(Sold January 1, 1872.)				1,000,000	2,300,000	.....	.....	109.0	.....	.....	.....	224,815	28,574	—	100	...
Sept. 30, 1872	26.0	—	3 3	—	3	1	—	90	Framingham and Lowell.....Mass.	1,021,792	182,062	.....	58,170	499,896	650,000	112,698	30	—	(Boston, Clinton & Fitchb'g.)			21,580	21,580	—	100	...
Dec. 31, 1872	11.5	—	1.3	—	2	3	—	21	Freehold and Jamesburg.....N. Jersey.	283,745				283,745				22.0	67,460	171,400	43,411	57,773	14,152	—	100	...
Feb. 28, 1873	85.0	—	9.0	150.0	9	6	4	126	Galv., Harrisburg & San Antonio..Texas.	2,255,402	287,906	.....	61,000	2,051,468	552,840	.....	.....	85.0	36,210	8,664	27,637	160,424	93,422	—	100	...
Dec. 31, 1872	50.0	—	10.0	—	15	9	4	284	Galveston, Houston & Henderson. Texas.	2,522,063	398,639	234.423	14,796	1,000,000	1,500,000	360,658	311.091	50.0	198,167	86,845	179,666	751,054	366,017	—	100	...
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Georgia.	4,156,000	*	1,385,369	415,005	4,200,000	676,500	137,240	853,238	232.0	1,103,551	.....	.....	1,623,454	490,196	8	100	...
Jun. 30, 1872	131.0	—	5.5	—	8	4	4	302	Gilman, Clinton & Springfield.....Illinois.	4,000,000	*	.....	.....	2,000,000	2,000,000	.....	.....	111.0	87,808	.....	67,361	158,750	33,525	—	100	...
Sept. 30, 1872	11.6	—	0.3	3.1	—	—	—	—	Goshen and Deckertown .....New York.	290,901				105,000	246,500	8,000		—	(Leased to Erie)			21,500	21,500	6	100	...
Dec. 31, 1872	263.7	26.0	13.2	35.0	34	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	4,807,993	1,114,214	128,797	4,748,995	2,800,000	8,000,000	.....	.....	289.7	.....	491,910	311,670	949,781	505,640	—	100	...
Mar. 31, 1873	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000				492,000	1,500,000			—	(Leased	by Michigan Central	R. R. Co.)			—	100	...
Dec. 31, 1872	857.0	52.0	371.0	—	361	260	80	4,636	Grand Trunk ¶.....Canada.	106,900,746	*	5,197,218	1,348 999	16,977,803	91,597,296	4,870,346	1,515	1,377.0	6,754,570	1,718,273	1,535,298	8,935,970	1,803,921	—	100	...
Jan. 31, 1873	229.0	216.0	102.0	—	177	146	39	3,136	Great Western ¶.....Canada.	33,941,675	*	.....	.....	24,167,4 7	10,816,000	.....	.....	569.0	4,416,442	.....	.....	5,732,870	2,989,050	6½	100	...
Sept. 30, 1872	8.0	—	0 5	—	—	—	—	—	Greene.....New York.	348,877				200,000				8.0	20,824	37,778	151,848	35,718	5,611	6	100	...
Feb. 28, 1873	151.0	—	5.0	49.0	9	5	3	300	Green Bay and Lake Pepin....Wisconsin.	3,400,000	*	.....	.....	1,500,000	2,400,000	.....	.....	—	(Not regularly operated.)					—	100	...
Sept. 30, 1872	14.0	—	0.8	—	—	—	—	—	Greenwich and Johnsonville...New York.	304,415		.....	.....	130,098	185,500	11,086	.....	14.0	17,528	17,488	9,553	30,358	12,528	—	100	...
Mar. 31, 1873	66.0	—	4.0	180.0	7	3	1	72	Gulf, Western Texas and Pacific ¶..Texas.	2,500,000	*	.....	.....	.....	1,386,000	.....	.....	....	68,000	9,505	35,874	232,979	128,161	—	100	...
Dec. 31, 1872	4.9	0.8	0.3	—	2	9	3	6	Hackensack and New York..New Jersey.	191,246		.....	.....	99,700	62,000	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)		—	100	...
Dec. 31, 1872	28.0	—	1.4	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600		.....	.....	560,000	299,600	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)		—	100	...
Jun. 30, 1873	70.0	—	4.0	—	—	—	—	—	Hannibal and Central Missouri. Missouri	2,000,000		.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	...
Jun. 30, 1873	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000		.....	.....	750,000	675,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	...
Aug. 31, 1872	206.0	68.5	27.7	22.0	79	61	62	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	23,397,728	*	.....	.....	14,250,828	9,146,900	.....	.....	274.5	1,648,638	320,838	415,363	2,484,670	670,529	—	100	27½
Sept. 30, 1872	7.9	—	1.0	—	2	3	2	13	Hanover Branch.....Mass.	170,130	40,445	.....	21,126	128 550	.....	40,000	68,151	7.9	21,096	79,998	14,397	71,032	20,295	—	100	...
Oct. 31, 1872	12.2	—	0.9	—	6	5	2	30	Hanover Branch.....Penn.	201,372	68,000	.....	.....	116,850	.....	.....	.....	12.2	48,150	34,401	123 424	82,388	24.356	10	50	...
Sept 30, 1872	116.0	2.0	7.2	—	9	5	1	146	Harlem Extension .....New York.	3,000,000	*	.....	.....	4,000,000	4,000,000	40,509	.....	118.0	277,969	137,337	105,349	317,748	Loss.	—	100	...
Oct. 31, 1872	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,182,550		.....	.....	1,182,550	700,000	.....	.....	54.0	(Leased	by Pennsy	lvania R.R.	Co.)		7	50	102
Sept. 30, 1872	62.0	16.5	87 0	—	37	33	16	703	Hartford and New Haven..Conn. & Mass.	4,729,381	872,197	1,452,042	1,120,651	6,500,000	580,000	50,547	1,043,724	78.5	782,172	1,303,158	721,848	2,106,674	752,702	4½	100	...
Sept. 30, 1872	122.4	0.8	18.7	—	28	36	16	361	Hartford, Prov. & Fishkill ¶. R.I., Ct. & N.Y.	4,201.486	598,875	.....	.....	2,037,940	2,055,500	100,000	200,519	130.0	541,442	1,207,771	266,912	1,004,040	347,533	—	100	...
Aug. 31, 1872	75.0	—	4.0	125.0	13	6	3	81	*Hastings and Dakota*.....Minn.	(Purchased July 1, 1872 by			Mil. & St.	Paul C	o. for $2,1	00,000.)		75.0	.....	10,928	20,640	21,415	Loss.	—	...	...
Dec. 31, 1872	5.5	—	0.6	—	2	—	—	100	Hibernia Mine.....New Jersey.	148,638	*		1,862	150,000				5.5	.....	148,638	100,379	54,401	35,629	40	100	...
Dec. 31, 1872	63.3	—	4.9	—	—	—	—	—	Holly, Wayne and Monroe .....Mich.	2,000,000				1,000,000	1,000,000			—	(Leased	by Flint &	Pere Mar	quette R.	R. Co.)	—	100	...
Sept 30, 1872	10.3	—	0.8	—	—	—	—	—	Holyoke and Westfield.....Mass.	427,946			86	200,000	200,000	1,667	26,365	—	(New H	aven & N	orthamp.)	14,000	14,000	—	100	...
Sept. 30, 1872	74.0	—	7.0	—	16	16	8	389	Housatonic .....Connecticut.	1,864,871	340,687	.....	.....	2,000,000	400,000	335,213	42.248	162.2	274,980	282,741	242.218	528,115	117,529	—	100	...
Nov. 30, 1872	115.0	8.0	11.4	215.0	14	14	7	278	Houston and Great Northern ¶.....Texas.	3,361,361	*	731,494	539,503	2,400,000	1 925.915	45,956	260,487	123.0	123,257	24,819	36,583	260,767	81,329	—	100	...
Dec. 31, 1872	387.0	115.0	16.9	—	45	25	14	916	Houston and Texas Central ¶.....Texas.	15,000,000	*	.....	.....	820,000	10,040,000	.....	.....	349.0	.....	.....	.....	2,675,234	1,345,134	—	100	...
Oct. 31, 1872	45.0	29.5	15.5	—	23	6	5	116	Huntingdon and Broad Top Mt.....Penn.	3,169,769	*	.....	.....	1,330,750	2,153,500	117,441	.....	74.5	238,167	59,126	449,748	301,957	17,451	—	50	21
Dec. 31, 1872	705.5	—	130.4	—	197	117	45	4,586	*Illinois Central* .....Illinois.	34,061,196	*	10,248,460	614,081	25,500,000	19,423,707	.....	.....	1,107.0	5,888,226	1,352,156	2,039,321	8,026,784	2,103,197	10	100	99
Dec. 31, 1872	62 8	—	3.2	—	—	—	—	—	Illinois Grand Trunk.....Illino's.	1,451,737		.....	.....	960,000	960,000	.....	.....	—	(Leased	by Chicag	o, Burl. &	Quincy	Co.)	—	100	...
Jun. 30, 1872	85.0	—	2.9	67.0	5	✕	.....	.....	Indiana and Illinois Central.....Ind. & Ill.	3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	.....	—	(Not operated by Company.)					—	100	...
Dec. 31, 1872	202.5	10.0	38.0	—	65	23	9	1,752	Ind., Bloomington & Western..Ind. & Ill.	15,500,000	*	.....	.....	7,000,000	8,560,000	.....	.....	212.5	.....	.....	.....	1,359,091	.....	—	100	...
Dec. 31, 1872	179.0	—	21.2	—	58	40	12	1,121	Indianapolis, Cin. and Lafayette. Indiana.	13,988,000	*	.....	.....	5,500,000	8,700,000	.....	.....	179.0	1,211,206	.....	.....	1,754,369	592,056	—	100	...
Dec. 31, 1872	75.0	—	4.8	—	12	10	6	287	Indianapolis, Peru and Chicago..O. & Ind.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1872	72.0	—	12.0	—	58	34	16	1,407	Indianapolis and St. Louis.....Indiana.	3,927,197	*	241,216	424.409	600.000	3.338.000	654,822		261.0	1,732,260	291,787	690,971	2,110,681	730,239	—	100	...
Dec. 31, 1872	117.0	—	18.0	—	6	7	3	197	Indianapolis and Vincennes.....Illinois.	4,613,436	*	51,118	164,475	1,402,000	3,150,000	277,029		117.0	212,294	.....	.....	284,390	90,205	—	100	...
Dec 31, 1872	183.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000		.....	.....	4,625,000	2,960,000	.....	.....	183.7	(Leased	by Ill. Cen	R. R. Co.)	387,462	118,112	—	100	...
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000		.....	.....	1,314,000	1,314,000	.....	.....	73.0	(Leased	to Chicag	o & N. W	estern.)		—	100	...
Sept. 30, 1872	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,236,150	*	.....	.....	494,162	600,000	103.302		35.6	82,960	20,367	121,600	110,942	51,708	—	100	...
Dec. 31, 1872	13.0	1.0	1.3	—	3	2	1	146	Iron .....Ohio.	288,237	57,000	49,403	.....	129,550	.....	13,398	251.692	14.0	27,500	34,266	133,100	102,274	55,330	—	100	...
Oct. 31, 1872	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	.....	.....	400,000	100,000	.....	.....	11.0	11,350	.....	115,876	48,865	15,041	—	50	...
May 31, 1872	212.0	—	15.9	76.0	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	6,500,000		.....	.....	1,976,100	4,195,000	.....	.....	156.0	(Leased	by Michig	an Centra	l.)		—	100	...
Dec. 31, 1872	36.5	—	7.2	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700		.....	.....	2,095,700	2,300,000	.....	.....	—	(Leased	by Erie R	ailway Co.)		140,000	—	100	...
Dec. 31, 1872	108.0	116.0	22.6	—	41	37	12	744	Jeffersonville, Madison and Ind..Indiana.	6,888,000	*	1,059,864	162,891	2,000,000	4,888,000	1,214,013	7,858	224.0	1,061,102	658,633	468,236	1,287,280	469,670	7	100	...
Dec. 31, 1872	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago .....Illinois.	1,849,000		.....	.....	1,500,000	349,000	.....	.....	—	(Leased	to Chicag	o & Alton	R.R. Co.)		7	100	85
May 31, 1872	44.5	—	3.7	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind	1,100,000		.....	.....	300,000	800,000	.....	.....	—	(Leased	to Michig	an Centra	l. R. R. C	o.)	8	100	...
Oct. 31, 1872	4.6	—	9.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324		.....	.....	185,250	800,000	.....	.....	—	24,937	215,230	.....	132,384	55,157	—	50	...
Dec. 31, 1872	42.0	—	2.1	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(No	returns f	urnished.)			—	100	...
Dec. 31, 1872	58.0	—	3.1	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000		.....	.....	610,000	840,000	.....	.....	—	(Leased	to Lake S	.& M. So.)	103 800	103,800	6	100	...
Mar. 31, 1873	40.0	—	2.7	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000		.....	.....	250,000	640,000	.....	.....	—	(Leased	by Michig	an Central	R.R.Co.)	61,200	—	100	...
Mar. 31, 1872	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Joseph & Co. Bl. Mo. & Ia.	3,628,158	*	.....	.....	2,789,413	6,131,500	.....	.....	200.2	.....	.....	.....	1,242,270	.....	—	100	...
Jun. 30, 1872	31.9	—	1.6	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000		.....	.....	720,000	720,000	.....	.....	—	(Leased	by Leav. L	awr. & Gal.	R.R.Co.)	72,000	—	100	...
Dec. 31, 1872	638.6	34.0	22.6	—	88	53	18	1,074	Kansas Pacific.....Kansas & Col.	35,183,274	*	2,423,543	2,563,182	9,688,950	16,925,000	2,706,480		672.6	2,475,270	179,182	348,966	3,732,713	1,494,447	—	100	...
Aug. 31, 1872	49.0	—	2.4	—	6	10	4	59	Knox and Lincoln .....Maine.	2,725,798	*	.....	138,306	361,492	2,395,000	.....	107,611	49.0	(Com	pleted Oct.	19, 1871.)	87.612	35,973	—	100	...
Oct. 31, 1872	80.0	—	3.0	—	25	10	4	1,515	Lackawanna and Bloomsburg .....Penn	3,396,452	722,792	.....	.....	1,335,000	2,250,000	193,261	.....	80.0	436,208	362,294	2,213,010	1 083,505	471,764	—	50	...
Dec. 31, 1872	30.3	—	2.5	93.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,360,000		.....	.....	1,000,000	1,300,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	...
Dec. 31, 1872	36.0	—	1.8	79.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073		3,716,927	.....	3,000,000	1,500,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	...
Sept. 20, 1872	16.0	—	....	124.0	—	—	—	—	Lake Ontario Shore Line.....New York.	1,541,456		.....	.....	1.727,553	792,000	96,097	.....	—	(Not yet	in operatio	n.)			—	100	...
Dec. 31, 1872	513.3	595.2	533.2	—	418	160	69	8,640	Lake Shore & Mich. S.....P., O. Ind. & Ill.	63,047,176	12,384,187	7,315,307	1,515,979	50,000,000	26,495,000	6,350,020	1,417,630	1,136.5	13,477,534	2,112,833	4,382,243	17,591,629	3,118,598	8	100	77½
Jan. 30, 1872	37.0	—	....	68.0	6	—	—	35	Lake Shore and Tuscarawas Valley. Ohio.	2,539,669	87,519	138,142	72,922	744,038	2.000 000	93,314		—	(Opened	through to	July, 187	3.)		—	100	...

Dec. 31, 1872 156.0 — 28.0 — 24 14 7 797 Lake Superior and Mississippi.....Minn. 7,891,200 * 42,017 103,148 5,121,777

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1872	74.0	—	4 8	76.0	7	9	3	121	N. Y., Kingston & Syracuse..New York.	3,058,856	190,066	.....	.....	2,662,921	583,000	92,692	.....	74 0	101,685	163,267	69,137	219,368	60,974	—	100	....
Sept. 30, 1872	5.4	—	0.4	54.6	1	1	—	—	N. Y., Housatonic & North.N.Y. & Conn.	604,626	12,737	.....	.....	261,000	183,500	156,475	.....	—	(Leased	by Housatonic R. R.	Co.)	3,010	—	100	....
Sept. 30, 1872	7 0	—	0.4	0.2	—	—	—	—	New York and Mahopac.....New York.	264,912	.....	.....	.....	265,000	.....	.....	.....	—	(Leased	by New York & Harlem R. R.	Co.)	—	—	100	....
Sept. 30, 1872	124.0	16.8	164.0	—	84	129	41	1,010	N. Y., N. H. & Hartford..N.Y., Ct. & Ma.	12,861,474	1,840,536	1,465,553	3,428,675	15,500,000	1,641,500	377,341	1,377,502	190.8	1,700,891	3,925,765	592,579	4,483,554	1,769,809	10	100	122½
Sept. 30, 1872	62.5	—	27.5	—	20	19	7	99	N. Y., Providence and Boston..C. & R. I.	3,101,400	*	.....	.....	1,887,400	1,214,000	.....	.....	67.5	441,485	614,211	229,677	911,021	401,914	9	100	....
Jun. 30, 1872	35.3	—	3.3	—	5	1	1	134	Niagara Bridge and Canandaigua.N. York.	3,210,616	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	by New York Cent.	R.R. Co.)	60,000	6	100	....
Sept. 30, 1872	223.0	—	11.2	—	24	18	10	271	Niles and New Lisbon .....Ohio.	1,047,364	108,287	.....	.....	500,000	500,000	59,584	96,067	35.3	112,067	48,584	336,167	179,553	88,216	—	100	....
Feb. 28, 1873	102.0	—	9.0	—	14	14	5	142	North Carolina ¶.....North Carolina.	4,947,741	*	844,672	337,271	4,000,000	558,413	592,030	483,241	223.0	478,580	140,397	113,126	(Rl'hm.&	Danv.)	—	100	....
Jun. 30, 1873	72.0	—	3.6	118.0	—	—	—	—	North-Eastern ¶.....South Carolina.	2,148,131	*	88,720	37,364	979,850	1,101,500	188,977	53,380	102.0	293,721	82,719	.....	395,463	159,695	—	100	....
Oct. 31, 1872	55.6	12.1	66.7	—	39	36	20	908	North Louisiana and Texas.....La.		(No a	ccounts o	btainable.)					72.0						—	100	....
Dec. 31, 1872	95.0	45.3	33.3	—	30	21	10	689	North Pennsylvania.....Pennsylvania.	7,086,930	1,208,779	1,524,750	.....	8,473,500	4,042,500	63,394	.....	67.7	617,092	889,571	880,119	1,836,938	592,322	5a	50	93
Dec. 31, 1872	138.0	4.0	137.0	—	141	69	22	6,284	Northern, of Canada.....Canada.	5,465,410	*	78,964	610,683	.....	5,819,963	231,561	3,533	140.3	748,838	212,080	313.664	894,774	180,541	—	100	....
Mar. 31, 1872	69.2	13.4	17.6	—	27	16	6	540	Northern Central ¶.....Md. and Penn.	11,666,630	3,228,438	2,750,000	928,678	5,842,000	11,040,602	1,464,215	222,099	317.0	3,288,463	1,110,110	4,769,895	4,598,820	1,161,769	6	50	60
Dec. 31, 1872	21.3	—	4.6	—	—	—	—	—	Northern New Hampshire ..New Hamp.	3,068,400	*	209,618	212,958	3,068,400	102,000	266,800	154,576	82.6	506,848	195,406	411,888	706,355	217,103	8	100	105
May 31, 1873	153.0	106.0	....	1,441	72	16	6	1,554	Northern New Jersey.....New Jersey.	527,452	*	272,548	.....	1,000,000	400,000	.....	.....		(Leased	to Erie Railway Co.)		278,954	37,604	8	100	....
Sept. 30, 1872	59.4	7.0	13.1	—	20	15	6	642	Northern Pacific.....Minn., Dak. &c.	13,292,142	1,908,688	601,394	.....	.....	50,000p.m	.....	.....	559.0		(No statement published.)				—	100	....
Jun. 30 1872	113.0	32.0	14.6	—	21	27	12	894	Norwich and Worcester ¶..Conn. & Mass.	2,483,983	*	84,706	109,188	2,364,400	759,000	35,526	731,947	66.4	410,089	372,841	346,367	771,602	293,328	10	100	128½
Sept. 30, 1872	118.0	4.0	18.0	—	34	19	4	1,026	Nova Scotia.....Nova Scotia.	6,976,268	*	110,464	.....	.....	6,976,268	110,464	.....	145.0	.....	194,167	242,210	328,841	Loss.	—	100	....
Dec. 31, 1872	10.0	2.0	3.8	—	2	—	—	96	Ogdensburg and Lake Champlain...N. Y.	4,048,510	1,748,411	.....	.....	3,077,000	1,012,000	.....	.....	122.0	636,755	171,894	417,373	1,005,979	263,867	6	100	85½
Jun. 30, 1872	340.0	53.0	24.0	—	122	57	24	2,422	Ogden Mine.....New Jersey.	452,994	*	.....	.....	450,000	.....	.....	.....	12.0	.....	.....	54,479	47,459	25,656	6	100	....
Oct. 31, 1872	120.0	3.0	53.7	—	32	19	5	328	Ohio and Mississippi ....Ohio, Ind. & Ill.	24,470,752	*	.....	.....	24,030,000	10,111,850	328,902	.....	393.0	2,852,763	404,765	708,799	3,343,845	984,008	—	100	30½
Sept. 30, 1872	131.5	19.4	50.6	15.0	45	95	16	607	Oil Creek and Allegheny River.....Penn.	8,554,547	1,008,331	.....	.....	4,959,450	3,680,000	.....	.....	123.0	749,668	* 559,926	676,500	1,285,554	461,531	6½	50	38½
Dec. 31, 1872	9.9	2.0	3.1	—	...	38	—	—	Old Colony and Newport..Massachusetts.	8,095,654	*	441,553	586,443	5,103,506	3,521,000	467,989	581,156	150.7	1,110,675	3,711,345	510,434	1,397,438	630,249	6½	100	110½
Sept. 30, 1872	282.6	10.0	9.6	—	25	21	12	882	Orange, Alex. and Manassas Gap ¶.....Va.	9,180,634	*	.....	.....	290,300	736,000	78,852	.....	11.9		2,984 817		203,094	24,633	—	100	....
Dec. 31, 1872	25.0	—	1.7	200.0	—	—	—	—	Osage Valley and Southern Kansas...Mo.	600,000	.....	.....	.....	2,692,540	5,622,664	865,431	.....	292.6	713,252	196,894	161,434	988,371	403,598	—	100	....
Sept. 30, 1872	28.6	—	3.8	—	—	—	—	—	Oswego and Rome.....New York.	950,953	.....	.....	.....	375,000	209,000	25,000	.....		(Leased	by Pacific	(of Mo.)R.	R. Co.)	35 p.c.	—	100	....
Sept. 30, 1872	35.0	—	46.7	—	11	12	4	258	Oswego and Syracuse .....New York.	1,114,844	330,276	.....	.....	300,000	612,100	27	.....		(Leased	by Rome,	Watertown	& Ogd.	RR.Co.)	—	100	....
Dec. 31, 1872	25.0	—	1.6	100.0	2	1	1	10	Owensboro and Russellville...Kentucky.	.....	.....	.....	.....	1,144,400	180,000	.....	.....	35.0	232,069	171,932	232,801	354,880	73,878	9	100	....
Dec. 31, 1872	283.5	15.5	39.1	—	...	...	...	...	*Pacific* of Missouri ¶.....Missouri.	.....	.....	.....	.....	1,500,000	1,500,000	.....	.....	35.0	(In cour	se of construction:	no return	s.)		—	100	....
Dec. 31, 1872	63.5	—	3.6	101.5	7	4	2	77	Paducah and Gulf .....Kentucky.	2,261,312	*	980,220	89,430	7,000,000	(Assumed by Lessees.)				(Leased	by Atlantic & Pacific	R. R. Co.)			—	100	....
Jun. 30, 1872	11.0	—	0.5	53.4	2	1	1	25	Painesville and Youngstown.....Ohio.	234,608	21,389	.....	.....	2,924,150	1,000,000	406,812	.....	63.5	469,289	22,920	21,589	95,261	35,845	5	100	30
Dec. 31, 1872	47.6	—	11.8	—	20	26	4	486	Panama.....New Granada.	10,000,000	*	.....	.....	255,997	.....	.....	.....	11.6	(Under	construction:	no returns.)			—	100	....
Dec. 31, 1872	76.0	33.0	6.2	—	7	5	3	246	Paris and Decatur.....Illinois.	2,800,000	*	.....	.....	7,000,000	2,998,177	.....	.....	47.6	.....	.....	.....	1,718,680	1,232,602	10½	100	110
Dec. 31, 1872	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	600,000	.....	.....	.....	1,600,000	1,200,000	.....	.....	109.0		(No statement furnished.)				—	100	....
Dec. 31, 1872	12.0	—	2.6	—	—	—	—	—	Paterson and Newark.....New Jersey.	896,162	.....	.....	.....	630,000	.....	.....	.....		(Leased	by Erie Rail'y Co.)		53,400	53,400	8½	100	....
Dec. 31, 1872	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	.....	.....	.....	250,000	500,000	.....	.....		(Leased	by Erie Rail'y Co.)			35 p. c.	—	100	....
Feb. 28, 1873	67.3	—	3.9	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,576,000	.....	.....	.....	248,000	100,000	.....	.....		(Leased	by Erie Rail'y Co.)		30,173	30,173	6	100	....
Dec. 31, 1872	22.0	—	1.8	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,692	*	.....	.....	1,500,000	1,076,000	.....	.....		(Leased	byTol.Wab. & Wtn.	Co.)	—	—	—	100	....
Dec. 31, 1872	18.0	—	1.1	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	*	.....	.....	342,150	160,000	36,542	.....		(Leased	by United Co.)		31,729	31,729	6	100	....
Dec. 31, 1872	165.0	—	10.0	40.0	4	4	2	45	Peninsular.....Mich. Ind. & Ill.	4,016,268	*	.....	.....	500,000	375,000	.....	.....		(Leased	by N. Jer. 8th'nR.R.	Co.)	—	—	—	100	....
Dec. 31, 1872	354.9	69.0	546.9	—	593	292	112	11429	Pennsylvania.....Pennsylvania.	31,283,395	11,154,353	53,506,985	20,413,980	1,995,000	2,779,000	142,262	.....	165.0	.....	83,491	46,333	109,918	Loss.	—	100	....
Dec. 31, 1872	47.0	15.9	57.0	—	23	8	—	2,540	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,967,500	.....	53,271,937	35,072,309	19,395,422	8,919,154	787 7	13,389,957	5,250,393	7,844,779	22,012,525	8,247,852	10	50	94½
Dec. 31, 1872	22.5	—	1.2	—	—	—	—	—	Pennsylvania and Delaware..Penn. & Del.	1,200,000	.....	.....	.....	4,000,000	536,500	375,000	.....	47.0	.....	3,486	1,376.772	23,033	.....	20	50	250
Dec. 31, 1872	104.3	12.1	35.9	—	18	2	—	1,218	Pennsylvania and N. York..N.Y. & Penn.	5,086,426	628,814	.....	.....	483,297	700,000	.....	.....		(Leased	to Penna.	R.R. Co.:	recently	opened.)	—	50	....
Dec. 31, 1872	46.0	—	6.6	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	*	.....	.....	3,061,700	3,000,000	.....	.....	145.6	.....	190,309	1,268,527	1,608,287	437,135	—	50	....
Dec. 31, 1872	83.0	—	11.6	—	12	7	4	181	Peoria, Pekin and Jacksonville....Illinois.	3,239,700	*	.....	.....	1,200,000	600,000	.....	.....		(Leased	by Chic.R. I. & Pac.	Co.)	125,000	8	100	....
Dec. 31, 1872	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge..N. Jersey.	214,581	.....	.....	.....	1,239,700	2,000,000	.....	.....	83.0	260,093	77,372	124,505	302,552	.....	—	50	....
Dec. 31, 1872	64.0	18.0	8.0	—	12	9	5	120	Petersburg ¶.....Virginia.	1,817,985	*	.....	.....	57,200	100,000	57,381	.....		(Oper.by	Penna.	R. R. Co.)	.....	.....	—	100	....
Oct. 31, 1872	46.0	—	6.0	—	9	7	3	95	Philadelphia and Balt. Cent..Penn. & Md.	1,906,209	177,474	323,905	43,388	1,324,200	500,000	361,083	.....	82.0	228,000	44,892	57,238	283,944	133,851	—	100	....
Dec. 31, 1872	287.6	—	114.3	—	130	38	20	2,955	Philadelphia and Erie ¶.....Pennsylvania.	21,922,990	*	2,248,693	.....	220,606	2,600,000	58,413	.....	58.1	176,312	315,515	134,307	295,594	105,205	—	100	....
Dec. 31, 1872	17.1	8.1	13.7	21.0	24	45	13	192	Phila., Germantown and Norristown..Pa.	1,146,538	368,202	500,793	.....	8,448,000	14,750,000	892,983	.....	287.6	2,912,351	839,798	2,028,568	3,980,753	846,319	—	50	47
Dec. 31, 1872	98.4	172.1	421.7	—	377	202	53	14132	Philadelphia and Reading...Pennsylvania.	45,922,674	*	24,888,327	2,675,996	2,231,900	.....	.....	.....	23.6	(Leased	by Phila.	& Read'g.)	287,816	271,179	12	50	168
Dec. 31, 1872	26.6	—	36.3	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,534,479	.....	329,626	.....	34,236,175	33,120,804	4,172,014	1,968,004	708.0	7,248,778	6,883,991	9,573,405	12,125,038	4,822,300	10	50	115
Dec. 31, 1872	96.3	3.8	139.1	—	64	103	40	1,295	Philadelphia, Wilm. and Baltimore..Penn.	11,890,736	*	2,318 306	175,395	1,269,100	.....	.....	275,408	87.5	.....	1,561,080	1,124,640	1,759,758	.....	10	100	118½
Oct. 31, 1872	7.0	—	1.0	—	2	3	2	22	Pithole Valley.....Pennsylvania.	100,000	*	225,000	.....	11,485,750	1,990,500	455,321	660,478	197.7	1,248,818	1,747,195	449,780	2,814,274	1,188,614	8	50	106½
Dec. 31, 1872	193.0	8.0	46.0	—	119	34	19	1,606	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	15,095,349	3,740,438	1,960,109	1,812,268	225,000	100,000	17,132	.....	7.0	.....	9,900	12,854	20,483	Loss.	—	50	....
Dec. 31, 1872	468.3	—	156.3	—	248	96	64	5,559	Pittsburg, Ft. W. and Chic...P., O., L. & L.	35,835,286	*	.....	.....	8,433,550	10,011,740	5,461,173	.....	201.0	3,160,500	606,902	1,429,116	3,856,649	799,501	—	50	....
Dec. 31, 1872	14.0	—	3.1	16.0	3	2	—	45	Pittsburg, Virginia & Charleston.....Pa.	654,068	55,243	.....	.....	22,214,286	13,011,000	17,230	.....	508.6	7,313,148	2,106,152	2,408,162	9,780,310	4,807,465	10	100	88½
Oct. 31, 1872	149.6	1.9	17.2	—	57	26	9	430	Pittsb'g, Washington & Dalton..Pa.&Md.	11,598,236	687,192	83,196	.....	618,564	.....	.....	.....	14.0		(In operation only three months.)				—	50	....
Sept.30, 1872	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	450,000	.....	.....	.....	1,960,682	4,780,000	3,463,204	.....	173.8	1,703,600	781,994	980,780	1,437,392	Loss.	—	50	....
Jun. 30, 1872	—	—	—	178.0	—	—	—	—	Plymouth, Kankaka & Pacific..Ind. & Ill.	.....	.....	.....	.....	450,000	.....	.....	.....		(Leased	by Boston & Albany	R.R. Co.)	27,000	6	100	....
Oct. 31, 1871	66.0	—	2.7	24.0	7	6	3	315	Port Huron and Lake Michigan.....Mich.	3,000,000	*	.....	.....	719,300	450,000	.....	.....		(Leased	by Pennsylvania Co.)		—	—	—	100	....
Nov. 30, 1872	60.0	—	3.5	50.0	5	13	3	92	Portland and Ogdensburg....Me. & N. H.	1,945,560	161,149	(To completion.)		1,200,000	1,800,000	.....	.....	41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Dec. 31, 1872	65.0	—	2.1	93.0	5	4	3	85	Portland and Ogdensburg.....Vermont.	1,662,000	*	97,165	29,230	1,039,095	906,000	259,132	28,859	60.0	118,100	55,592	37,856	116,484	40,361	—	100	....
Dec. 31, 1872	27.8	—	2.8	—	2	1	1	22	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	.....	2,840,000	.....	.....		(Earnings	used in construction.)				—	100	....
Aug 31, 1872	52.5	—	3.3	—	6	10	4	118	Portland and Rochester.....Me. & N. H.	1,9 0,854	*	.....	.....	250,000	218,500	.....	.....	27.5	17,215	2,880	6,375	14,221	.....	—	100	....
May 31, 1872	51.3	—	7.4	—	19	—	7	167	Portland, Saco and Portsmouth ....N. H.	1,500,000	.....	45,000	10,296	656,097	1,120,000	200,053	.....	52.5	141,640	120,009	60.790	131,561	38,078	—	100	....
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	110	Port Royal.....South Carolina.	5,500,000	*	.....	.....	1,500,000	.....	.....	.....			(Leased by Eastern	R.R. Co.)			10	100	140
May 31, 1873	..	—	4.9	39.0	—	—	—	—	Portsmouth, Gt. Falls and Conway..N. H.	3,500,000	*	.....	.....	3,000,000	2,800,000	.....	.....	110.0		(Operated for benefit of contractors.)				—	25	....
Sept.30, 1872	..	—	2.5	3.4	4	5	—	60	Poughkeepsie and Eastern....New York.	1,391,372	*	.....	.....	770,000	2,000,000	.....	.....		(Leased by Eastern	R.R. Co.)				6	100	87
														524,464	508,200	506,079	.....	41.8	53.514	70,013	10,4 0	53,079	14,038	—	100	....

Sept. 30, 1872	43.4	1.0	44.1	—	27	29	6	919	Providence and Worcester..R. I. & Mass.	1,909,636	666,566															
Nov. 30, 1872	13.6	—	3.1	—	3	8	1	11																		

Sept. 30, 1872	43.4	1.0	44.1	—	27	29	6	919	Providence and Worcester..R. I. & Mass.	1,909,636	666,568	125,566	107,861	2,000,000	500,000	224,612	84,019	47.6	507,586	1,605,257	521,866	895,997	239,926	10	100	....
Nov. 30, 1872	13.6	—	3.1	—	3	3	3	11	Providence, Warren and Bristol.R. I. & M.	645,079	73,026	.....	.....	437,917	50,006	68,611	.....	13.6	44,096	415,776	16,367	105,555	51,456	3	100	....
Dec. 31, 1872	21.0	—	2.0	—	1	3	2	—	Queen Anne and Kent Co.....Md.	351,000	*	32,200	.....	260,000	269,000	2,600	.....	21.0	38,850	12,560	38,231	27,437	9,989	—	50	....
Dec. 31, 1872	41.7	—	1.4	88.3	3	2	2	45	Quincy, Alton and St. Louis.....Ill.	1,950,000	*	.....	.....	1,000,000	860,000	.....	.....	41.7	.....	.....	.....	96,000	.....	—	100	....
May 31, 1872	97.0	—	9.7	—	12	11	4	94	Raleigh and Gaston †.....North Carolina.	1,500,000	*	155,300	102,935	1,500,000	.....	92,150	166,085	97.0	.....	31,226	64,096	359,277	154,400	—	100	....
Jan. 31, 1873	44.0	—	3.0	66.0	4	3	3	46	Raleigh and Augusta Air-Line.....N. Car.	1,134,211	89,785	.....	.....	876,000	350,000	.....	.....	44.0	.....	.....	.....	76,037	.....	—	100	....
Sept. 30, 1872	71.0	110.0	41.5	—	39	68	19	974	Rensselaer and Saratoga.....N. Y.	7,489,628	*	.....	.....	6,000,000	1,925,000	.....	.....	181.0	861,480	664,000	556,934	1,748,916	604,224	7	100	100‡
Sept. 30, 1872	140.5	55.2	16.7	—	26	17	10	272	Richmond and Danville †.....Virginia.	5,109,406	*	2,046,460	211,461	4,000,000	2,621,090	510,171	236,066	295.9	626,732	134,485	176,708	832,092	363,846	—	100	....
Sept. 30, 1872	75.5	11.4	6.2	—	12	6	4	139	Richmond, Frederick and Potomac †...Va.	2,622,927	*	116,539	263,282	1,509,826	889,899	43,417	559,604	89.9	200,899	.....	.....	351,919	145,919	—	100	....
Sept. 30, 1872	22.5	2.8	4.2	—	8	10	4	169	Richmond and Petersburg †.....Va. N.C.	1,188,213	*	85,833	30,224	847,100	326,296	93,377	37,528	46.8	107,159	118,189	42,228	160,319	48,945	—	100	....
Sept. 30, 1872	38.3	—	2.2	26.0	3	3	2	42	Richmond and York River.....Va.	1,265,640	*	.....	.....	650,000	615,640	.....	.....	38.3	(No returns obtained.)					—	100	....
Sept. 30, 1872	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,803	*	.....	.....	557,560	.....	.....	.....	(Leased by Erie Railway Co.)					34,012	6	100	....
Jun. 30, 1872	251.9	25.6	27.0	—	33	15	7	915	Rockford, Rock Island and St. Louis..Ill.	15,490,570	*	.....	.....	6,490,579	9,000,000	.....	.....	316.5	.....	.....	.....	1,067,749	243,534	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	*	.....	.....	250,844	.....	.....	.....	20.0	.....	(No information.)	.....	.....	.....	16	100	....
Sept. 30, 1872	141.1	48.6	25.8	—	40	31	15	779	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	*	.....	.....	2,998,900	1,735,606	38,359	.....	215.2	675,016	441,909	338,440	1,150,764	282,106	7	100	76
Jan. 31, 1873	120.0	—	26.0	—	—	—	—	—	Rutland.....Vermont.	5,787,902	*	1,286,719	.....	6,641,300	1,701,000	1,180,628	.....	239.0	(Leased to Central Vermont.)			484,740	405,381	—	100	8
Jun. 30, 1873	225.0	—	24.0	34.0	19	.....	.....	.....	St. Joseph and Denver City..Kan.& Neb.	11,188,220	420,925	279,044	3,203	4,000,000	7,000,000	784,425	157,067	225.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	84.0	5.0	6.1	—	9	15	6	93	St. Lawrence and Ottawa.....Canada.	1,050,000	*	.....	.....	.....	250,000	.....	.....	59.0	.....	70,295	34,692	161,771	45,953	—	100	....
Dec. 31, 1872	189.0	18.0	29.0	—	13	9	7	553	St. Louis, Alton and Terre Haute.Illinois.	11,768,400	*	.....	238,001	4,768,400	6,700,000	218,001	.....	56.0	360,130	149,499	416,215	507,019	220,002	—	100	15
Dec. 31, 1872	195.5	15.3	37.6	—	91	20	13	1,651	*St. Louis and Iron Mountain* †...Missouri.	14,585,951	1,951,989	1,088,796	163,783	10,000,000	5,461,000	.....	.....	210.8	938,393	557,576	683,574	2,146,639	687,639	3	100	49
Dec. 31, 1872	310.0	48.0	25.0	50.0	46	26	12	1,170	St. Louis & S. Eastern...Ill., Ky. & Tenn.	11,089,000	1,725,000	3,993,000	.....	11,000,000	5,807,000	.....	.....	220.0	.....	.....	.....	822,601	169,779	—	100	....
Dec. 31, 1872	150.0	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill	5,040,100	*	.....	.....	2,324,100	3,477,000	.....	.....	.....	(Leased by Chicago & Alton R.R.Co.)				240,000	—	100	....
Jan. 31, 1873	353.0	—	17.6	—	38	38	19	1,531	St. L., Kansas City & Northern..Mo & Ia.	28,134,445	*	2,369,76	439,708	24,000,000	6,000,000	943,928	.....	581.7	2,893,281	428,957	517,628	2,780,920	748,139	—	100	....
Oct. 31, 1872	158.4	—	23.0	—	30	14	5	824	St. Louis, Vandalia & Terre Haute....Ill.	7,984,227	*	.....	203,201	2,377,778	5,499,000	250,548	60,101	158.4	862,806	.....	.....	1,180,273	354,082	—	100	....
Dec. 31, 1872	287.0	176.0	16.0	251.0	30	14	9	289	*St. Paul and Pacific* (1st Div.)..Minnesota.	18,188,853	*	8,723,033	229,522	1,968,600	16,197,000	589,333	.....	283.0	462,489	238,279	152,356	682,566	.....	—	100	....
Dec. 31, 1872	121.0	—	8.0	—	13	6	4	194	St. Paul and Sioux City.....Minn.	4,550,960	*	179,795	54,019	4,000,000	.....	784,777	.....	121.0	344,883	75,461	186,127	424,398	99,668	—	100	....
Dec. 31, 1872	116.0	—	16.0	—	21	18	9	309	Sandusky, Mansfield and Newark ..Ohio.	3,244,500	*	.....	.....	937,500	2,307,000	.....	.....	160.0	.....	178,651	153,505	574,951	37,802	—	50	....
Dec. 31, 1872	287.0	110.0	15.4	61.0	27	19	6	342	Savannah, Albany and Gulf.....Ga.	7,592,283	*	525,789	1,171,804	4,479,677	3,242,200	1,571,999	.....	347.0	635,300	98,234	.....	1,033,000	339,539	—	100	....
Dec. 31, 1872	104.0	—	4.9	—	10	9	5	80	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	.....	.....	1,000,000	1,427,800	.....	.....	104.0	(No statement furnished: very small.)					—	100	....
Feb. 28, 1873	80.0	—	8.0	—	15	7	5	208	Seaboard and Roanoke.Va. & N. Carolina.	1,488,400	*	.....	105,689	1,278,400	210,000	107,000	.....	80.0	235,679	26,309	162,582	566,619	266,336	8	100	....
Apr. 30, 1872	237.0	—	11.9	—	39	17	9	412	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	*	.....	.....	3,760,000	9,230,000	large	.....	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	.....	.....	1,389,000	1,423,000	10,000	.....	80.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Nov. 30, 1872	32.0	—	2.0	—	2	2	2	70	Shenango and Allegheny ..Pennsylvania.	590,335	78,945	20,000	.....	199,000	780,000	.....	.....	32.0	40,500	16,170	56,220	58,850	32,393	—	50	....
Jun. 30, 1872	109.6	—	11.3	—	11	8	5	153	*Sioux City and Pacific*.....Neb. & Iowa.	5,696,400	*	.....	.....	2,068,400	1,628,000	.....	.....	157.8	.....	.....	.....	162,406	10,314	—	100	....
Dec. 31, 1872	122.4	—	6.6	26.1	9	6	3	232	Sioux City and St. Paul....Iowa & Minn.	4,422,132	*	568,362	.....	2,800,000	1,740,000	450,494	.....	.....	(Run by contractors: no returns.)					—	100	....
Sept. 30, 1872	183.0	—	9.2	—	—	—	—	—	South and North Alabama.....Ala.	7,481,764	*	.....	.....	3,488,067	4,906,000	.....	.....	131.0	.....	41,327	74,837	199,051	60,286	—	100	....
Dec. 31, 1872	137.0	106.0	30.0	—	42	37	*	507	South Carolina †.....South Carolina.	9,594,328	*	2,019,176	306,026	5,819,275	4,730,346	236,736	71,474	243.0	856,782	207,344	266,707	1,401,211	545,105	—	100	....
Sept. 30, 1872	116.0	—	5.8	—	11	7	4	401	Southern Central.....New York.	3,450,068	287,305	.....	.....	1,783,021	2,288,000	59,881	.....	116.0	302.744	161,821	178,099	307,280	104,978	—	100	....
Sept. 30, 1872	57.0	20.0	20.0	—	19	35	7	114	South Side (L. I.) .....New York.	3,166,551	648,925	.....	.....	1,000,000	2,250,000	386,782	.....	57.0	238,990	617,899	83,701	501,871	226,637	—	100	....
Aug. 31, 1872	167.5	—	9.5	—	12	5	3	243	Southern Minnesota .....Minnesota.	9,424,958	*	.....	.....	3,825,000	4,592,000	1,007,958	.....	165.5	.....	46,349	92,661	493,438	190,021	—	100	....
Dec. 31, 1872	170.0	—	5.5	562.0	14	23	8	245	Southern Pacific.....California.	11,500,000	*	.....	.....	6,404,800	5,750,000	.....	.....	170.0	.....	314,150	121,960	932,725	481,664	—	100	....
Jun. 30, 1872	228.0	—	11.2	—	12	10	4	260	Springfield & Ill. So. Eastern.....Illinois.	8,176,500	*	.....	.....	4,000,000	4,460,000	140,000	.....	.....	(Not in operation at date.)					—	100	....
Sept. 30, 1872	51.0	—	17.0	—	16	13	3	378	Syracuse, Binghamton and N. York..N.Y.	3,936,297	*	.....	.....	2,004,000	1,670,000	129,414	.....	51.0	449,520	186,606	583,358	713,585	216,481	4	100	....
Sept. 30, 1872	26.0	1.0	3.1	16.0	3	6	2	40	Syracuse and Chenango Valley....N. Y.	1,165,962	61,985	.....	.....	1,063,400	500,000	229,997	.....	26.0	23,548	49,219	29,914	23,199	loss.	—	100	....
Nov. 30, 1872	79.7	26.6	30.0	—	36	21	9	782	Terre Haute and Indianapolis....Indiana.	2,807,213	*	1,583,484	191,840	1,388,150	800,000	616,244	1,178,143	99.8	.....	190,997	834,850	1,010,854	128,448	—	100	....
Apr. 30, 1873	66.0	—	6.6	1,741	12	6	—	73	Texas and Pacific.....Texas.	4,200,000	*	.....	.....	200,000	4,000,000	.....	.....	66.0	.....	.....	.....	344,001	85,042	—	100	....
Dec. 31, 1872	227.3	10.2	29.0	—	45	13	9	1,109	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	3,450,000	204,794	.....	237.5	1,192,831	.....	.....	1,316,106	368,098	—	100	....
Dec. 31, 1872	473.6	153.6	60.5	—	182	71	42	4,207	Toledo, Wabash and Western..O. I. & Ill.	34,983,000	*	.....	.....	16,900,000	18,683,000	.....	.....	955.7	5,196,661	637,050	1,349,052	6,008,978	1,578,182	—	100	49‡
Sept. 30, 1872	34.9	—	9.0	—	11	12	6	222	Troy and Boston.....New York.	1,934,146	378,415	.....	.....	1,594,000	1,899,000	65,369	.....	55.8	190,548	262,763	191,122	516,563	212,097	2	100	....
Dec. 31, 1872	1 032	—	100.0	—	151	93	36	2,469	*Union Pacific* ....Nebr. Utah Nev. & Cal.	111,948,812	*	.....	.....	36,762,300	75,179,512	.....	.....	1,032.0	.....	165,688	.....	8,862,605	4,092,032	—	100	30‡
Dec. 31, 1872	165.0	—	160.0	—	242	281	3	1,764	United Companies of New Jersey..N. Jer.	22,450,328	*	13,216,919	427,638	18,900,627	17,615,608	797,081	472,455	455.9	3,905,741	7,580,795	2,536,304	8,266,226	2,261,060	10	100	116‡
Apr. 30, 1872	37.0	—	4.0	91.0	6	6	1	28	Utah Central.....Utah.	1,500,000	*	.....	.....	800,000	1,000,000	.....	.....	37.0	.....	.....	.....	360,612	206,858	—	100	....
Dec. 31, 1872	31.0	—	2.1	44.0	3	3	2	11	Utah Southern .....Utah.	1,000,000	*	.....	.....	400,000	660,000	.....	.....	31.0	.....	.....	.....	126,884	63,442	—	100	....
Sept. 30, 1872	74.8	—	13.4	12.2	14	15	7	125	Utica and Black River.....New York.	2,200,444	258,703	.....	.....	1,754,020	775,500	.....	.....	92.2	201,688	184,533	52,064	337,299	111,309	3	100	....
Sept. 30, 1872	98.0	22.0	14.0	—	17	15	7	62	Utica, Chenango and Susq. Valley..N. Y.	3,186 344	488,131	.....	.....	2,908,000	.....	.....	.....	120.0	228,887	246,101	173,749	424,792	34,246	6	100	....
May 31, 1872	47.0	25.5	9.3	—	—	—	—	—	Vermont and Canada .....Vermont.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	.....	Leased by Vermont Central R. R. Co. at 8 p.c.)					8	100	45
May 31, 1872	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	*	.....	.....	5,000,000	6,500,000	.....	.....	773.0	.....	.....	(2 yrs.	8,497,442	493,487	—	100	....
Sept. 30, 1872	56.0	24.1	9.2	—	13	19	8	274	Vermont and Massachusetts..Mass. & Vt.	2,703,966	*	90,785	191,899	2,860,000	900,000	68,899	157,751	58.1	24 ,299	275,181	131,458	557,196	169,523	2	100	75
Feb. 29, 1872	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	245,588	193,945	454,072	2,922,236	86,869	.....	140.0	181 288	82,372	49,431	408,220	102,913	—	100	....
Dec. 31, 1872	46.0	—	2.3	—	3	*	*	50	Vineland.....New Jersey.	1,826,191	*	.....	.....	998,000	750,000	78,187	.....	.....	(Leased to N. Jer. Southern R. R Co.)					—	100	....
Dec. 31, 1872	18.3	—	6.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	.....	.....	.....	1,800,000	1,261,400	.....	.....	.....	(Leased to D. L. & W. R. R.)			525,749	215,353	7	100	83
Sept. 30, 1872	44.0	—	2.0	281.0	4	6	3	65	Washington and Ohio .....Virginia.	1,435,176	128,577	128,778	.....	900,706	130,400	321,248	340,178	44.0	81,361	27,693	19,418	81,285	7,948	—	100	....
Aug. 31, 1872	132.0	28.0	15.5	—	26	16	8	247	Western Alabama.....Alabama.	4,822,628	538,272	342,800	662,535	2,008,324	3,149,900	561,508	626,504	160.0	421,880	101,742	.....	626,504	150,534	—	100	....
Dec. 31, 1872	133.0	—	11.0	—	59	18	12	921	Western and Atlantic.....Georgia.	(Owned by State of Georgia & leased to a company for $300,000 a year.)								138.9	.....	.....	125,932	1,590,245	66,587	—	100	....
Sept. 30, 1872	60.0	—	3.9	13.0	10	10	6	128	Western Maryland †.....Maryland.	2,366,892	*	208,500	17,069	682,593	1,800,000	109,069	.....	60.0	217,760	134,655	73,841	197,707	7,038	—	100	....
Dec. 31, 1872	57.1	27.0	14.6	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,846,005	*	.....	.....	1,022,450	1,800,000	1,023,555	.....	.....	(Leased by Pennsylvania R. R. Co.)					—	50	....
Dec. 31, 1872	60.7	—	16.2	—	18	63	8	171	West Jersey.....New Jersey.	2,255,355	*	1,486,466	178,462	1,359,700	2,398,000	162,683	.....	128.9	380,555	642,728	28,442	664,777	291,363	8	100	164
Mar. 31, 1873	197.0	—	10.0	—	26	14	10	660	West Wisconsin.....Wisc.	8,640,000	*	.....	.....	4,000,000	4,640,000	.....	.....	165.0	.....	.....	.....	549,645	263,329	—	100	....
Dec. 31, 1872	32.0	—	1.0	25.0	3	5	2	24	Wheeling, Pbg. & Balt.....W. Va. & Pa.	579,642	*	.....	.....	500,000	79,642	.....	.....	32.0	39,328	53,176	11,638	48,164	480	—	50	....
Sept. 30, 1872	189.0	—	6.0	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	3,971,781	381,117	51,244	.....	300,000	3,800,000	304,142	.....	172.0	.....	.....	.....	591,046	226,498	—	100	....
Oct. 31, 1872	63.6	—	9.5	—	11	6	5	124	Wilmington and Reading...Pennsylvania.	2,644,078	255,151	82,892	.....	750,063	2,332,300	108,610	.....	63.6	230,554	132,365	264,573	228,773	21,667	—	50	....
Sept. 30, 1872	162.0	19.0	9.5	—	32	31	—	324	Wilmington and Weldon †....N. Carolina.	3,004,044	*	61,436	296,393	1,456,200	1,619,100	77,042	299,531	181.0	519,184	124,995	.....	635,871	230,883	—	100	....
Dec. 31, 1872	130.6	—	3.0	201.0	15	6	2	300	Wisconsin Central .....Wisconsin.	4,120,000	*	.....	.....	1,667,500	1,591,500	.....	.....	.....	.....	.....	.....	131,793	63,778	—	100	....
Sept. 30, 1872	45.7	—	11.8	—	17	11	5	411	Worcester and Nashua.....N. H.& Mas.	2,212,144	*	55,701	48,143	1,424,400	310,300	36,515	573,774	45.7	359,041	381,954	368,042	587,359	195,453	12	100	128
									CANALS, &c.																						
May 31, 1872	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,816	*	258,067	.....	1,880,800	1,997,872	.....	.....	12.5	.....	.....	.....	419,222	281,715	4	50	....
Dec. 31, 1872	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	.....	.....	8,229,594	8,065,500	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Dec. 31, 1872	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	*	.....	.....	1,633,350	800,000	.....	.....	.....	(Leased to Lehigh Coal and Nav. Company.)					8	50	97
Dec. 31, 1872	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,339,210	725,561	20,935,209	.....	15,000,000	13,000,000	.....	.....	108.0	.....	.....	1,869,557	86,970	loss.	10	100	119
Dec. 31, 1872	43.0	23.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	*	.....	.....	5,847,400	.....	.....	.....	65.5	.....	.....	.....	957,557	385,170	10	100	....
Dec. 31, 1872	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,900	*	.....	.....	8,784,450	15,767,656	.....	.....	108.0	.....	.....	1,041,391	506,060	32,570	—	50	85‡
Dec. 31, 1872	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,146,089	*	.....	.....	1,004,150	110,000	8,054	.....	85.0	.....	.....	2,059,934	196,149	159,121	9	50	....
Feb. 28, 1873	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,432,474	*	.....	.....	2,200,000	1,125,128	.....	.....	103.0	.....	.....	.....	322,762	30,194	7	50	90
Dec. 31, 1872	73.0	64.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	8,093,350	*	.....	.....	4,457,150	2,588,000	1,043,200	.....	360.0	.....	.....	967,573	556,164	loss.	50	8	
Dec. 31, 1872	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,547,126	2,285,573	271,467	.....	4,885,798	3,576,382	267,196	.....	108.3	(Leas.to Ph.&R'g.)		1,200,181	549,352	634,169	1	50	6
Dec. 31, 1872	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	*	.....	.....	2,092,706	2,757,310	165,811	.....	45.0	(Leas.to Ph.&R'g.)		426,393	90,151	51,241	—	50	12
Dec. 31, 1872	77.0	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,856	*	.....	.....	2,907,850	900,000	34,000	.....	84.0	.....	.....	194,969	44,862	200	—	50	....
Dec. 31, 1872	122.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	3,030,344	*	.....	.....	1,100,000	743,000	295,219	.....	....	(Leased to Pennsylvania.)					—	50	....

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Dividend Rate.	Dividend Paid.	Market Price.
Railroad Stocks:	$	p c	p c	p. c.
Atlantic and Great Western, pref...	10,000,000	7	....	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	....	....
" " " guar.	276,200	7	....	....
Atlantic and Pacific, preferred	10,000,000	7	....	12
Atlantic and St. Lawrence,* guar...	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,562,800	6	5	105
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar.....	1,159,500	7	7	85
Camden and Amboy,* guaranteed..	5,847,800	10	10	118½
Camden and Atlantic, preferred.....	763,549	7	3½	78
Cayuga and Susquehanna,* guar....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,600	7	7	....
Central of New Jersey,* guar.....	20,060,000	10	10	102
Central Ohio,* preferred	411,550	6	6	80
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	70
Chicago and Alton, † preferred.....	2,425,400	....	10	104
Chicago, Iowa & Nebraska,* guar..	3,916,300	....	8	81½
Chicago and North-Western, pref...	21,289,563	7	7	70
Cinc., Sand. and Cleveland, pref....	429,000	6	6	....
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	85½
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred...	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	....	....
Dubuque and Sioux City,* guar....	5,000,000	....	3	57
Dubuque South-Western, pref.....	590,315	8	....	....
Eastern (N. H.) * † guaranteed.....	492,500	....	6	....
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	76
" " com.& *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	71
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	....	....	....
Hannibal and St. Joseph, pref.....	2,167,700	7	7	35
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred.....	1,180,000	8	8	100
Huntington & Broad Top Min, pref.	190,750	7	....	30
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	35
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref...	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	3,101,650	6	....	....
" " 2d pref.....	4,436,250	6	....	....
Mich. Southern, (Lake Shore) guar..	533,500	10	10	....
Mill Creek,* guaranteed.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	10,825,777	7	7	66½
Mine Hill,* guaranteed.....	3,854,450	8	8	103
Montclair,* guaranteed.....	2,000,000	7	....	....
Morris and Essex,* guar.....	15,000,000	7	7	89
Nesquehoning Valley,* guar.....	2,000,000	10	10	105
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,295,200	10	10	116½
New London Northern,* guar.....	971,400	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	121
" " *com.& guar.	8,500,000	8	8	120
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	128½
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	55½
" " pf.& *guar.	2,000,000	8	8	95
Ohio and Mississippi, preferred....	4,030,000	7	7	58
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama,* guaranteed.....	7,000,000	12	12	110
Paterson and Hudson,* guar.....	630,000	—	8½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	....	....	....
Phila., Germant'n & Norrist'n,*guar.	2,231,900	12	12	108
Philadelphia and Reading, † pref....	1,551,687	—	10	....
Philadelphia and Trento..* guar....	1,259,100	10	10	116½
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	88½
Pittsfield and North Adams,* guar.	400,000	5	5	....
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	140
Rochester & Genesee Valley,* guar.	557,560	....	....	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	59
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	....	34½
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	—	....
St. Louis, Kansas City & Nor., pref.	12,000,000	....	—	31
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	800,460	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	—	....
" " 2d pref..	1,000,000	7	—	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	71½
Warren,* guaranteed.....	1,800,000	7	7	....
Canal Stocks.				
Delaware Division,* guar.....	1,936,350	8	8	....
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	118
" com. and * guar.....	1,990,000	4	4	45
Sacramento Navigation preferred....	2,306,977	6	6	24½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness.....per ton	45	— @	— —
Gartsherrie.....	—	— @	47 —
Glengarnock.....	42	— @	43 —
Eglinton.....	42	— @	42 50
Pig, American, No. 1.....	36	— @	37 —
Pig, American, No. 2.....	32	— @	34 —
Pig, American, Forge.....	29	— @	31 —
Bar, Refined, English and American.....	—	— @	— —
Bar, Swedes, assorted sizes.....(gold).	—	— @	137 50
	—Store Prices.—		
Bar, Swedes, ordinary sizes	162	50 @	— —
Bar, Swedes, Plow sizes.....	172	50 @	— —
Bar, Refined, ¾ to 2 in. rd. & sq. 1 to 6 inch x ¾ to 1 in.....	72	50 @	75 —
Bar Refined, 1½ to 6 by ¼ & 5-16 in.....	—	— @	80 —
Bar Refined, 1 & 1½ by ¼ & 5-16.....	—	— @	80 —
Large Rounds, 2¼@2½ to 3¾ @4 in.....	80	— @	100 —
Scroll.....	100	— @	135 —
Ovals and Half-round.....	100	— @	115 —
Band, 1 to 6 in. by 3-16 to No. 12.....	95	— @	— —
Horse Shoe.....	107	50 @	110 —
Rods, ¾@1-16 inch.....	80	— @	130 —
Hoop, ¾ by No. 22 to 1 & 1½ by 13 & 14...	110	— @	155 —
Nail Rod..... per lb.	—	9 @	— 9½
Sheet Russia, as to assortment.....(gold)	—	17 @	— 17½
Sheet, Single, D. and T. Common.....	—	4¼@	— 5½
Sheet, Doubles and Trebles, Charcoal....	—	6¾@	— 8
Sheet Galvanized.....List 10 per ct. disc.			
Rails, English.....(gold)....per ton.	55	— @	60 —
Rails, American, at Works in Penna...c'y.	62	50 @	65 —
Anvils (Eagle)..... per lb. currency.	—	9 @	— —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3¾ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)..per lb.	—	17 @	— 21
English Spring (2d and 1st quality).....	—	9½@	— 10½
English Blister (2d and 1st quality).....	—	14 @	— 18½
English Machinery	—	— @	— 14½
English German (2d and 1st quality).....	—	12½@	— 14½
American Blister.....	—	— @	— 11½
American, Cast, Tool.....	—	— @	— 17
American, Cast Spring.....	—	— @	— 11
American Machinery.....	—	11½@	— 12
American German Spring.....	—	9 @	— —

NAILS—Duty: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common.....per keg.	—	— @	4 25
8d. and 9d. "	—	— @	4 75
6d. and 7d. "	—	— @	5 —
4d. and 5d. "	—	— @	5 75
3d. "	—	— @	6 50
2d. and 3d. Fine.....	—	— @	8 25
Cut Spikes, all sizes.....	—	— @	4 50

TIN—Duty: Pig, Bars and Block, free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca.....(gold). per lb.	—	32 @	— 32½
Straits.....(gold).	—	28½@	— 28¾
English .....(gold).	—	26½@	— 26¾

Plates—Fair to good brands.	—Gold.—		—Currency.—	
I. C. Charcoal...per box.	10 25	@10 50	11 50	@ 12 —
I. C. Coke.....	8 25	@ 8 50	9 87½	@ 9 75
Coke Terne	6 75	@ 8 25	7 75	@ 9 50
Charcoal Terne.....	9 25	@10 —	10 37½	@ 11 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)	—	5½@	— 5¾
Crude 40@47 gravity (in shipping order)..	—	10 @	— 10½
Refined, Standard White (in ship'g order).	—	13½@	— 13¾
Refined, S. W. (in jobbing lots).....	—	13¾@	— 14
Refined, S. W. (in tin).....	—	18½@	— 22
Naptha, Refined (65@73 gravity).....	—	— @	— 8½
Residuum....(in shipping order).per gall.	—	8½@	— 9½

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.) per lb.	—	— @	33
Copper, Bolts.....	—	— @	35
Copper, Braziers' (over 16 oz.)	—	— @	35
Copper, Nails	—	— @	40
Copper, Old Sheathing, &c., mixed lots.....	—	20 @	23
Copper, American Ingot.....	—	— @	25
Copper, English Pig.....	—	— @	—
Yellow Metal, New Sheathing & Bronze...	—	— @	26
Yellow Metal, Bolts.....	—	— @	32
Yellow Metal, Nails, Sheathing & Slating ..	—	— @	26

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary.....(gold) per 100 lb.	6	75 @	6 87½
German Ordinary.....(gold)	6	75 @	6 87½
English.....(gold)	6	87½@	7 —
Bar.....	—	— @	9 25
Pipe.....	—	— @	10 50
Sheet.....	—	— @	10 50

Colwells, Shaw & Willard Tin-Lined Lead Pipe 16c. pr.lb.
Tatham's improved Tin-Lined Lead Pipe.....16½c.

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 50 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 50 lb. to the bushel.

Liverpool Gas Cannel.....	—	— @	— —
Liverpool House Cannel.....	11	— @	— —
Anthracite (by cargo) ... per ton of 2000 lb.	6	50 @	6 50

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 31.

	Th. 25.	F. 26.	Sat. 27.	M. 29.	Tu. 30.	W. 31
Boston, Hart. & Erie.....	3	3	3¼	3¼	3¼	3
Canton Co.....	....	....	69	69	69	69½
Central Pacific 6s.....	95	95¾	96	96	96	96
Central of N. Jersey.....	100¾	102	102	102	....	....
Chicago & Alton.....	102	101¾	101¾	102¾	....	....
" pref.....	....	....	....	....	....	....
" 1 M.....	....	....	....	....	....	....
" S. F.....	....	....	....	....	....	....
" Inc. bds.....	....	....	....	....	....	....
Chicago, Burl. & Q.....	....	....	95¾	95¾	....	....
" 8s, 1883.....	....	....	110	....	....	....
Chic. & Northwestern	54¾	55¼	56¼	57	57¼	....
" pref.....	68¾	69¼	70	69	70	....
" 1st M.....	99	....	....	100	....	....
" S. F.....	....	....	....	....	....	....
" Consol.....	....	....	88	88	....	....
Chic., Rock Isl. & Pac.....	98	99¾	99¾	100	100¼	....
Chi., R. I. & Pa. 7s, 1896.....	105	105	105	....	105¼	....
Clev., Col., C. and Ind.....	72¼	....	....	....	....	....
Clev. & Pittsburg guar.....	85	85	....	85¼	85¼	....
" 2 M.....	....	....	....	....	....	....
" 3 M.....	....	....	....	....	....	....
" 4 M.....	....	....	....	....	....	....
Clev. and Toledo.....	....	....	....	....	....	....
" S. F. 7s.....	102	....	....	....	....	....
Col., Chi., & Ind. C.....	27¼	27¼	27¼	27¼	27¼	....
" 1 M.....	84¼	84	84	....	84	....
" 2 M.....	....	....	....	61	61	....
Del. & Hudson Canal	....	....	....	....	....	....
Del. Lack. & Western.....	103¾	103¾	104	104	104	....
" 1 M. 7s.....	....	....	....	....	....	....
" 2 M 7s.....	....	....	....	....	....	....
Erie Railway.....	44¼	....	44¼	....	46¼	....
" pref.....	....	....	71	....	....	....
" 1 M. 7s, 1897.....	....	....	....	....	....	....
" 2 M. 7s, 1879.....	....	....	....	....	....	....
" 3 M. 7s, 1883.....	....	....	....	....	....	....
" 4 M. 7s, 1880.....	....	....	....	....	....	....
" 5 M. 7s, 1888.....	....	....	....	....	....	....
" 7s, con. gold.....	....	....	....	....	....	....
Great Western 2d mort.....	....	....	....	....	....	....
Hannibal & St. Joseph.....	26¼	27	27¼	27¾	27¼	....
" pref.....	35½	35	....	....	....	....
" 8s, conv.....	78	....	....	80	....	....
Hudson River.....	....	....	....	....	....	....
" 2 M. S. F.....	....	....	....	....	....	....
" 3 M 7s, 1875.....	....	....	....	....	....	....
Illinois Central	99	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th.....	75¼	76	76¼	76¼	77¼	....
Marietta & Cin. 1st pref.....	....	....	....	....	....	....
" 2d pref.....	....	....	....	....	....	....
Michigan Central.....	....	75¼	76	....	77¼	....
" S. F. 8s, 1882.....	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.....	....	....	....	....	....	....
" 2 M.....	....	94¼	....	94¼	94¼	....
Mariposa Mining Co.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
Milw. and St. Paul.....	40¾	41¼	41¾	41¾	41¼	....
" pref.....	63¾	65	65	66	66¼	....
" 1st mort.....	....	....	....	....	....	....
" 2d mort.....	80	....	....	....	....	....
" 8s.....	....	....	107	....	....	....
" 7 3-10s con.....	....	....	....	....	....	....
" 7s, gold.....	....	84	....	....	....	85
Missouri 6s.....	....	....	....	....	....	94
" H. & St. J. 8s.....	....	....	....	....	....	92
Morris and Essex.....	89	89	....	88¾	89	....
" 1st mort.....	....	103¾	....	....	....	....
" 2d mort.....	....	....	....	100	....	....
N. Y. Cen. & Hud. Riv.....	99¾	97¾	98¾	99¼	99	....
" 7s, S. F. 1876.....	....	....	102	....	....	....
" 6s, S. F. 1883.....	....	91¼	....	....	....	....
" 6s, S. F. 1887.....	....	....	88	....	....	....
N. York and Harlem.....	119	....	119¾	119¾	120	....
" pref.....	....	....	....	....	....	....
" 1 M. 7s, 1873.....	....	....	....	....	....	....
N. York, N. Hav. & Hart.....	....	122	122	122	122¾	....
N. Carolina 6s, old.....	....	....	....	25	....	....
" new	....	....	....	15	....	....
Ohio and Miss.....	30	30¼	30¾	30¼	30¾	....
" pref.....	57¼	....	58	....	....	....
" 2d M.....	....	....	....	74	....	....
Pacific Mail S. S. Co.....	38¼	38¼	38¾	38¾	38¾	....
Panama	104¾	106	106¾	109	110	....
Pitts., Ft. W. & Chi. gtd.....	88¾a	....	....	....	....	....
" 1 M.....	....	....	....	....	....	....
" 2 M.....	100	....	101	....	....	....
" 3 M.....	....	....	....	....	....	....
Quicksilver Mining Co.....	....	28	....	28	....	....
St. L., Alton & T. H.....	15¾	16	14¾	15	....	....
" pref.....	34¾	....	....	....	....	....
" 1 M.....	....	....	....	....	....	....
" 2 M. pref.....	....	....	....	....	....	....
" Income bds.....	73	....	....	....	....	....
Tennessee 6s, old.....	....	....	....	....	....	....
" new.....	....	81	....	81	....	....
Tol., Wab. & Western.....	49¾	49¾	48¾	49¾	49¾	....
" pref.....	....	....	....	....	....	....
" 1 M.....	94¾	....	....	....	....	....
" 2 M.....	....	....	87	....	87	....
" Equipment.....	....	....	....	....	....	....
" St. Lou. Div.....	....	....	....	85	85	....
Union Pacific.....	29¾	30¾	30¾	30¾	30¾	....
" 1st mort.....	84¾	84¾	86	86	85¾	....
" L. Gt. 7s.....	....	74¾	76	75¾	75¾	....
" Inc. 10s.....	71¾	76¾	74¾	75	....	....
Virginia 6s, old.....	....	....	....	....	....	....
" new.....	....	....	....	....	....	....
" consol.....	50	....	....	....	....	....
" def. cert.....	....	....	11	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 31.

	Th.25.	F.26.	Sat.27.	M.29.	Tu.30.	W.31
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, reg.	110¾	111	111	111¼	111¼	
U. S. 5s, 10-40s, coup.	111¼	....	112¼	....	113¼	
U. S. 5s, 1881, reg.	....	....	....	....	....	....
U. S. 5s, 1881, coup.	111	113¾	111	111¾	111¼	
U. S. 6s, 1881, reg.	....	115½	116⅜	115½	....	
U. S. 6s, 1881, coup.	....	119¾	120¼	....	....	
U. S. 6s, 5-20s, reg. '62	....	....	....	....	113¼	
U. S. 6s, 5-20s, c. 1862.	113¾	....	....	113	....	
U. S. 6s, 5-20s, reg. '64.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '65.	....	....	....	....	115	
U. S. 6s, 5-20s, c. 1865.	113¾	115	....	114¾	....	
U. S. 6s, 5-20s, r. n. '65.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n '65.	117¼	117¾	118¼	117¾	119	
U. S. 6s, 5-20s, reg. '67.	113¾	....	116¼	....	116	
U. S. 6s, 5-20s, c. 1867.	118¼	118¼	119	117¾	119¼	
U. S. 6s, 5-20s, reg. '68.	....	....	....	115	....	
U. S. 6s, 5-20s, c. '68.	117¾	....	....	....	....	
U. S. 6s, Pac.R.R issue.	....	113¾	....	112¾	114¾	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 30.

	W.24.	Th.25.	F.26.	Sat.27.	M.29	Tu.30
Catawissa preferred	....	....	43	42¼	42¼	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	....	....	92	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	....	41¾	....	41¾	42	41¾ 42¼
" 6s, 1884	....	....	....	90	....	....
" Gold L.	....	90¼	....	91	90¾	....
" R. R. L.	....	....	....	....	....	....
" Conv. L. '77	....	....	....	....	....	....
Lehigh Valley R. R.	....	57¼	....	57¼	57¾	57¾ 58
" 6s new coup.	....	....	....	....	....	94¾ ....
" 6s new reg.	....	....	....	....	....	....
Little Schuylkill R.R.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Minehill	....	....	....	....	....	....
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1885	....	....	100	100	....	....
" 7s 100	....	....	....	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	 30
Oil Creek & Allcg. Riv.	19	....	19	20	19¼	19¼
" 7s	....	....	....	....	....	....
Pennsylvania R. R.	47	....	47¼	48¾	48¼	47¼
" 1st M.	....	....	....	....	100	....
" 2d M.	97½	....	....	98	....	....
" Gen. mort.	....	....	....	....	91	91
" reg.	....	....	....	....	92	....
Penn. State 6s. 1st series.	....	....	....	....	....	....
" 6s, 2d series.	....	....	....	107	107	....
" 6s, 3d series.	....	....	....	....	....	109¼
Philadelphia City, 6s.	....	....	....	....	....	....
" new 100	....	....	101	101	101	101
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	56	....	56¼	57	57¼	57¼
Philadelphia and Erie	24	....	24	23¾	....	....
" 6s.	....	....	....	....	....	....
" 7s.	90	....	90	90	....	....
Phila., Wilm. & Balt.	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	12¼	12¾	....	....	12¼	12¼
" 6s, 1882	....	....	....	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey	....	....	116	117	116¾	
Hestonville, (Horse)	....	22	....	21	....	
Chestnut & Wal.	....	....	....	58	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	60	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 30.

	W.24.	Th.25.	F.26	Sat.27.	M.29.	Tu.30
Baltimore City 6s, 1875.	95¼	....	96	....	....	....
" 1886	....	....	....	....	....	....
" 1890	....	....	....	....	....	....
" 1894	....	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio.	158¼	....	158¾	....	....	....
" bonds, 1875.	....	....	....	....	....	....
" " 1880.	....	....	....	....	....	....
" " 1885.	....	....	....	....	....	....
Marietta & Cin. 1st M.	102¼	....	....	....	102¼	....
" 2d M.	87¼	....	....	....	....	88
" 3d M. 8s.	81	....	....	....	....	81
Northern Central.	....	....	30	....	....	....
" bonds, 1885.	....	....	....	....	....	....
" " 1900.	....	....	....	....	....	....
Pitts. & Connellsv. 7s.	91¾	....	....	....	....	....
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	....	....	....	....	....	....
" Defer. Certif.	....	....	....	10	....	10¼
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 31.

	Th.25.	F 26.	Sat.27.	M 29.	Tu.30.	W.31
Boston and Albany	136¼	137	....	140	139¼	
Boston and Lowell	....	....	....	107	....	
Boston and Maine.	105¼	105½	105	106	106	
Boston and Providence.	....	....	145	146	146	
Boston, Hartford & Erie.	....	....	....	....	....	....
" 7s.	29½	29¼	31½	31½	31	
Cheshire, pref.	....	....	....	....	....	....
Chi., Burl. & Quincy.	95¾	95	95½	95¼	97	
Concord.	....	....	....	....	....	....
Connecticut River.	....	....	....	....	....	....
Eastern.	88½	....	....	....	....	....
Fitchburg.	....	....	....	125	125	
Manchester & Lawr'ce.	....	....	....	....	....	....
Michigan Central.	....	76	77	77	77¾	
Northern, N. H.	105	....	....	....	107	
Ogdens. & Lake Champ.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
Old Colony	109¾	....	110½	110¼	110½	
Ph., Wil. & Baltimore.	....	53½	53½	53¼	53⅜	
Portl'd, Saco & Ports.	....	128	140	....	....	
Union Pacific	....	....	....	....	....	....
" 6s.	....	....	....	82	82⅝	
" Land Grant 7s.	....	....	73¼	....	....	
" Income 10s.	69¼	70	71¾	71¼	71½	
Vermont & Canada.	....	....	....	....	....	....
Vermont & Mass.	....	....	75	75	75	
South Boston (Horse)	....	....	....	....	....	....
Cambridge "	100	....	....	....	....	....
Metropolitan "	48¼	48	48	....	....	....
Middlesex "	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls "	22¾	....	23¼	24	24¼	
Franklin "	....	....	4	4¼	....	
National "	....	....	3¼	....	....	
Quincy " 39	....	....	40	40	....	

London Stock Exchange.

	Closing Prices. Dec. 5.	Dec. 12.
Atlantic & Gt. W. 1st mort., $1,000	70 — 72	69 — 71
Do. 2d mort., $1,000	53 — 55	52 — 54
Do. Con. mort. B'nds Bisch's Cert.	25¼— 29¼	24 — 25
Do. Reorg. Scrip	95 —100	95 —100
Do. Leas. Lines, Rental Bonds	88 — 90	88 — 90
Detroit & Milwaukee 1st mort. Bonds	65 — 70	65 — 70
Do. 2d do.	65 — 70	65 — 70
Erie shares 100 dol. all paid	38 — 38¼	37½— 37⅝
Do. 6 per cent Convertible Bonds	94 — 96	92 — 94
Cons Mort. amount autho. to be issued for conv. of existing bonds.	— —	— —
Illinois Central $100 shares all paid	82 — 84	82 — 84
Do. Redemption mort. bonds 6 p.c.	99 —101	98 —100
Illinois & St. Louis Bridge 1st mort.	97 — 99	97 — 99
Marietta and Cincinnati Rail. Bonds	83 — 86	83 — 86
Michigan Central 8s 1882, conv.	80 — 90	80 — 90
Panama 2d mort.	68¼— 69¼	73 — 75
Panama General mort.	96 — 98	96 — 98
Pennsylvania, 2d mort.	97 — 99	97 — 99
Do. General mort.	97½— 98¼	97½— 98¼
Do. $50 shares	37¼— 38¼	36 — 39
Philadelphia and Erie 1st mort.	96 — 98	96 — 98
Do. with option to be paid in Phila.	97 — 98	97 — 99

American Railroad Journal.

Saturday, January 3, 1874.

Stock Exchange and Money Market.

Money has been in better supply, both on call and for mercantile purposes. There has been less pressure for accommodation on all accounts. The speculative demand has been fairly active, but not remarkably urgent. The inqury, in the discount line, for aid, has been on a somewhat restricted scale. Rates on call have been comparatively steady on the basis of the legal figure of 7 per cent to the best class of borrowers, as the ruling quotation. Discounts have been rated at 8@10 per cent on choice to prime, and up to 12 per cent per annum, on very good grades of business paper. The year generally closed up much more satisfactorily and encouragingly than had been anticipated a few months ago. The City banks made further headway last week in strengthening their reserves, increasing their average of gold last week to $23,676,000, as against $22,-651,000 the preceding week; and their green back average to $44,182 500, as against $14,086,-200, on the previous return. Their deposits stood at 195¼ millions, giving an increase of about a million. The loan item was 257¾ millions, against 257⅛ millions on the former exhibit. The circulation was 27¼ millions, against 27⅛ millions the week before.

The cash balances in the Treasury Department, at Washington, on Tuesday were as follows: Currency, $1,714 589; special deposits of legal tenders for redemption of certificates of deposit, $35,060,000; coin, $89,814,514; including coin certificates outstanding, $33,466,900; outstanding legal tenders, $377 692,602.

The U. S. Sub-Treasury, last week, enlarged its currency balance $1,512,168, and its coin reserve $1,040,036. Its currency balance at the close of the week was $24,584,863; and its coin reserve $52,196,059.

Gold has been less active, and the price has been quoted lower, fluctuating frequently. The speculative dealings have been on a restricted scale. The customs demand has been limited, and the export drain unimportant. The extremes of the price have been 109¼@110¾, closing at 110⅛ as against 110⅛ on Wednesday of the preceding week. The specie outflow, last week, was $448,041. The imports of specie at this port last week were $56,687; and since Jan. 1, have been $18,695,443 as against $5,529,320 same time last year.

The Sub-Treasury began the payments of the January interest on the public debt on Monday, and disbursed on that day $3,440,000 in Gold and $330,000 in Currency—the latter on account of the Pacific Roads on what are known as United States currency 6 per cents.

The customs demand for Gold last week averaged $302,432 a day. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1873, has been $119,112,450, against $143-353,813 during the same time in 1872. Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1873, $63,821,-175, against $80,421,194 during the same time in 1872. The export drain of specie since January 1, 1873, has been $48,307,085 against $71 969 037 during the same portion of 1872.

Foreign Exchange has been moderately active, and quoted higher, but closed buoyantly. Bankers' sixty day bills on London closed on Wednesday at 108¼@109; sight bills on London, at 109⅝@109⅞. The week's exports of Domestic Produce have been to the currency value of about 6⅛ millions.

A more active demand has been noted for Government securities, which closed with an upward tendency. The inquiry has been mostly on investment account, partly for shipment to Europe.

U. S. sixes of 1881 closed on Wednesday of this week at 120@120½; U. S. Five-Twenties of 1862, 113@113½; U. S. Five-Twenties of 1864 at 115@115½; U. S. Five-Twenties of 1865 115½@115¾; U. S. Five-Twenties of 1865 consolidated 118¾@119; U. S. Five-Twenties of 1867, 119¼@119½; U. S. Five-Twenties of 1868, 119@119½; U. S. Ten-forties at 112⅛@112⅜; U. S. Fives of 1881 (Funding Loan) 111@111⅛; Six per cent. currency Sixes from 113⅜@113⅝.

Business has been quite active in the line of Railway and Miscellaneous securities; prices, however, have been very irregular, closing with more firmness.

State and Railway bonds have been in much better demand, and quoted higher. Central Pa-

cific first mortgage six per cents closed firmly at 96@96¼.

There has been some business doing by private sale in the Northern Pacific Bonds at 29@30 with 31⅛@32 per cent now asked.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $3,919,882, as compared with $4,575,759 same week last year. The exports of domestic produce are $6,075,750, as against $4,107,280 last year. The exports of Gold and Silver, $448,081, as against $1,980,824 last year. The customs in Gold deposited during the week in the New York Office of the Treasury amounted to $1,161,495, comparing with $1,246,000 same week last November.

The outstanding amount of U. S. legal tender notes on Wednesday was 377⅝ millions.

General business has been on a moderate scale since our last. Breadstuffs, Provisions, and Cotton have been quoted higher. Groceries also rather firmer. Tobacco, Wool, Seed, Hops, Hemp, Hides, and Leather, steady as a rule. Metals have been quiet at about firmer rates, with the exception of Ingot Copper, which sold freely, mainly for forward delivery, closing firmly at 25ct per lb. Naval Stores, and Petroleum, dull and somewhat easier in price. The Ocean freight market has been rather brisker; Grain rates quoted stronger, with Provisions and general cargo weaker. At the Live Stock markets, trade in horned cattle has been fair; prices by the head ranged from $25@$75, and from 9c.@12½c. per lb., weight from 6 cwt. to 8¼ cwt.; nearly all of the herds were cleared off. Quality ranged from coarse to choice; prices from 10c.@13c. per lb.; Steers, by the head, from $105@$125@$156@$184, weight from 6 cwt. to 15 cwt., on 55 lbs. to 80 lbs. to the cwt., net. There were no sales in Milch Cows. Smooth quality Veals sold at 10c. per lb.; coarse quality Grass Calves sold from $11@$15 per head. Sheep and Lambs were in fair demand; quality ranged from fair to good; Sheep sold from 5⅜c. @7¾c. per lb.; Lambs from 7½c.@8c. per lb.; mixed lots of Sheep and Lambs at 8c. per lb. There being no commission Hogs to hand, Live Hogs were not quoted; City Dressed quoted at 6⅜ @7⅝. Late on Saturday, Live Hogs sold at 5¼c. per lb.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Boston, Hartford and Erie 1st mort., 84¼; Chicago and Northwestern consol. gold bonds, 85; Albany and Susq. 2d mort., 95¾; Michigan Central 7s, 91; Central of New Jersey 1st mort., new 106; Ohio and Miss. consol., 90; do. consol. S. F., 91; St. Louis and Iron Mt. R. R., 49; do., 1st mort., 98; do. 2d mort., 76½; Cedar Falls and Minnesota 1st mort, 75; Pittsburg Ft. Wayne and Chicago Equip. 8s, 101; Iowa Midland 1st mort., 8s, 85; Detroit, Monroe and Toledo 1st mort. 97; Canada Southern 1st mort., 60; Milwaukee and St. Paul 1st mort. LaC. div., 92; Toledo, Canada Southern and Detroit 1st mort., 50; Cleveland and Pittsburg 7s, consol., 92; North Missouri 1st mort., 83; Louisville and Nashville R. R., 53; do. 7s, consol., 1898, 86½; Atlantic and Pacific pref., 12; Pacific R. R. of Mo., 30; Rensselaer and Saratoga R. R., 100¼; New Jersey Southern R. R. 9; Western Union Telegraph, 78; do. 7s, 91½; Quicksilver pref., 33; U. S. Exp. 67½; Am. Exp., 58; Adams Exp., 92; Wells Fargo Exp., 68½; Consol. Coal of Md., 50; Spring Mt. Coal, 39¾; South Carolina 6s, new, Jan. and July, 7; N. Y. State 7s, B. L. reg. 103¼; Brooklyn 6s, W. L., 92.

Philadelphia.—Pennsylvania R. R. div. scrip, 92¼; Huntington and Broad Top Mt. pref. 15; Catawissa R. R., 18½; Nesqueboning R. R., 52¾; Camden and Atlantic pref. 39; Allegheny Valley 7 3-10s, 90; Pittsburg, Cincinnati and St. Louis 7s, 70; Philadelphia and Reading 6s, 1844-'80, 97; do. Gen'l mort., 7s, reg., 101; do. coupon, 100; do., 7s, 1893, 102; do. 7s, new conv., 103½; West Jersey 7s, 101¼; Pennsylvania and New York 7s, 99; Pittsburg City 6s, 70½. The latest quotations are: City 6s, 95@95¼; do. free of tax, 101@101¼; Pennsylvania State 6s, 1st series, 100@100; do. 2d series, 107@107¼; do. 3d series, 110@111; Philadelphia and Reading 57⅛@57⅝; do. Gen'l mort. 7s, coup., 99⅛100; do. reg., 100@100¾; do. mort. 6s, 1880, 96@98; do. 7s, new, conv., 103⅛@104; United New Jersey R. R. and Canal Co., 115½@116; Camden and Amboy mort. 6s, 1889, 93@—; do. 1888, 86@91; do. 1889, 83@87; Pennsylvania R. R., 47@47⅛; do. div scrip, 92¾@93; do. 1st mort., 100@101; do. 2d mort., 97½@98; do. General mort. coupon, 91@91⅛; do. reg., 91@92; Little Schuylkill R. R., 47@47½; Morris Canal, 48@52; do. pref. 115@122; do. 6s, 90@—; Susquehanna Canal, 5@9; do. 6s, 65@75; Schuylkill Nav., 6@6¼; do. pref., 12@12⅜; do. 6s, 1882, 70@70½; do. 1872, 78@81; Elmira and Williamsport pref., 36@40; do. 7s, 1873, 96@97; do. 5s, 50@60; Lehigh Coal and Navigation, 42¾@42⅞; do. 6s, 1884, 90¼@91; do. R. R. Loan, 90½@90⅝; do. Gold Loan, 90¼@91; North Pennsylvania, 46@47; do. 6s, 100@100½; do., 7s, 100@102; do. Chattle 10s, 105@106; Philadelphia and Erie, 22@23; do. 6s, 88@90; Minehill, 50@51½; Catawissa, 18⅛@19½; do. pref. 42@42½; do. 7s, 1900, 98⅛@99½; Lehigh Valley, 58@58½; do. 6s, new coupon, 93@94⅛; do. reg., 94@95½; do. 7s, 103@104; Fifth and Sixth streets, (horse,) 52@55 Second and Third, 58@60; Thirteenth and Fifteenth, 20@22; Spruce and Pine, 28½@34; Green and Coates 43@—; Chestnut and Walnut, 57@—; Hestonville, 19¾@21; Germantown, 35@35.

Boston.—Chicago, Burlington and Quincy 7s, 88½; Burlington and Missouri River R.R in Iowa, 91; do. 8s, in Nebraska, new, 88; do. old, 92; Atchison, Topeka and Santa Fe 1st mort., 49; Boston and Maine 7s, 1892, 101; Eastern R. R. 7s, 1887, 97⅞; do. 1882, 97¼; Lamoille Valley R. R. 1st mort. 6s, gold, 65; Vermont Central 1st mort., 23; Michigan Central R.R. 8s, 1890, 99½; Marquette and Ontonagon R. R. 1st mort. 8s, 89½; Rutland pref., 50; do. scrip. No. 4, 80¼; do. No. 3, 82; Cincinnati, Sandusky and Cleveland R. R., 10½; Norwich and Worcester R. R., 128⅜; Connecticut and Passumpsic Rivers R. R., 80; Chicago, Iowa and Nebraska R. R., 81¼; Marginal Freight Railway, 2½; Boston Water Power Co., 12; Cary Imp., 7¾; New Hampshire 6s, 98; Chicago 7s, 94½; Cambridge 6s, 1882, 94; Boston 5s, reg., 92¾; do., 1876, currency, 97½; Cook Co., (Ills.,) 7s, 95; Charlestown 6s, 1893, 94; Lawrence 6s, 1893, 92; Cincinnati 7s, 1882, 98⅞; Salem 6s, 1891, 91¾; Allouez Mining Co., 2½; Calumet and Hecla, 140; Humboldt, 65c.; Mesnard, 1⅛; Petherick, 75c.; Pewabic, 7¼; Star, 75c.

Baltimore.—Northern Central 6s, 1900, gold, 92; Orange, Alex. and Manassas 7s, 80⅛; Virginia consols, coupons, 75. The latest quotations are: Wilmington, Columbia and Augusta bonds, 70@72; Pittsburg and Connellsville 7s, 1898, 92@93½; Baltimore and Ohio, 157¾@160; do. 6s, 1875, 97@100; do., 1880, 97@—; do., 1885, 95@95; Parkersburg Branch, 9@11; Northern Central, 26@30; do. 6s, 1885, 90½@92; do. 1900, 86@90; do., 6s, 1900 gold, 92¼@92½; N. W. Va. 8d mort., 1885, 93@96; Marietta and Cincinnati 1st mort. 7s, 1892, 101½@102⅜; do., 2d mort., 7s, 87¾@88; do., 3d mort., 8s, 80¾@81⅛; Central Ohio, 35@—; do. pref., 30@40; do. 1st mort., 86@87¼; Western Md. 1st mort. 6s, 1890, 80@86; do. 1st mort. guar., 95@95; do. 2d mort. guar., 95@96; do. 3d mort., guar., 95@96; do. 2d mort. pref., 60@77; do., 2d mort. guar. by Washington Co., 80@83½; Richmond and Danville 1st mort., 62@70; Orange and Alexandria 1st mort. 6s, 80@93; do., 2d mort. 6s, 78@85; do., 3d mort. 8s, 75@80; do., 4th mort. 8s, 75@78; Orange, Alex. and Manassas 7s, 80@81; Virginia and Tennessee 1st mort. 6s, 95@—; do., 2d mort. 6s, 60@74⅞; do. 8s, 82@85; Baltimore 6s, 1875, 96@96⅛; do., 1884, 95⅛@—; do. 1886, 96½@98; do. 1890, 96⅛@97; do., 1893, 95@97; do. 1893, exempt, 100¾@102; do., 1900, exempt, 95@—; do. 1900, new, 95⅛@96; do. 1902, 95@96; Memphis City 6s, 40@47; Maryland Defense Loan, 1883, 103@104; Virginia 6s, old, 30@35; do. coupon old, 32@33; do. consol. 6s, 49¾@50¼; do. coupons, 80@80; West Virginia, 10¼@10⅝; City Passenger R. R., 18@20½; George's Creek Coal, 124⅛@135.

☞ The directors of the Wilmington and Reading Railroad Company, being unable to meet the interest on their second mortgage bonds, maturing Jan. 1, have authorized a mortgage on the Reading branch for $500,000, the bonds secured by which will be applied to the funding of the defaulting interest, so far as the holders choose to avail themselves of it. Scrip receipts will be issued for the eight coupons maturing in 1874, 1875, 1876 and 1877, which will entitle the holder to bonds, when presented in sums of $100, $500 or $1000. The bonds at the rate of 6 per cent per annum, will commence with the average of the coupons for which they are exchanged.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending December 20, at 249,390 tons, and for the coal year 19,391,007 tons, against 18,669,987 tons to corresponding time last year, being an increase of 721,020 tons. The bituminous tonnage for the week is 54,009 tons, and for the year 8,281,898 tons, giving a total of all kinds for the week of 370,697 tons, and for the year of 22,672,905 tons, against 21,396,165 to same time last year, being an increase of 1,270,740 tons.

☞ The grading on the Towsontown branch of the Baltimore and Swann Lake Railroad has been completed.

☞ The proposed line of the Riviere du Loup Railway from Woodstock along the banks of the St. John River is declared impracticable.

Atchison, Topeka and Santa Fe Railroad.

The Boston *Journal* says that the directors of the Atchison, Topeka and Santa Fe Railroad have recently concluded the sale of a large tract of land on the line of their road to the Memnonites, who have already arrived in this country, for the purpose of forming a colony to be peopled by the large delegations of their peculiar faith that are expected to arrive in this country in the spring. The present purchase covers 19,000 acres, situated in the vicinity of the town of Halsted, Kansas, which is located at the point where the railroad crosses the Little Arkansas river, and the intention of the purchasers is to eventually secure the control of a tract six miles in width across the entire belt of forty miles which is covered by the land grant of the railroad, and thus bring the town of Halsted under their control. The Memnonites are an industrious, enterprising people, possessed of ample means, and their location on the line of this road will bring to it a large and constantly increasing business.

☞ At the recent annual meeting of the stockholders of the Richmond and Petersburg Railroad Company, held in Richmond, Va., Fred. R. Scott was elected president, and Messrs. D. W. Lassiter of Petersburg, H. K. Ellyson of Richmond, Bolling W. Hazall of Albemarle, W. T. Walters of Baltimore, and R. R. Bridgers of Wilmington, were elected directors for the ensuing year. The receipts of the road for the past year were $160,227 80; expenditures, with interest and discount, $145,407 65.

☞ The annual report of the Librarian of Congress shows that during the year ending the 1st of December, 12,407 volumes were added to the collection, making the total number in the library 258,752 volumes, and about 50,000 pamphlets. There were 15,352 copyrights entered during the year, the fees from which amounted to $13,404.

☞ At a meeting of the creditors of the Chesapeake and Ohio Railroad Company, held in this city on the 29th ult., a large representation being present, it was unanimously resolved to accept the proposition of the company to fund the floating debt and coupon indebtedness into income bonds.

☞ The Allouez Mining Company have determined to increase the capital from $500,000 to $1,000,000, thereby enabling the managers to make further assessments to the amount of $25 per share. The present indebtedness is about $77,000, and the estimated requirements to bring the mine to a paying position, including what they now owe, is $170,000, or about $8 per share.

☞ The Tenth and Eleventh Streets and Seventeenth and Nineteenth Streets (Phil.) Passenger Railway Companies have leased the Empire, or Twelfth and Sixteenth Streets line, for a term of 999 years.

☞ The coupons on the bonds of the Central Pacific Railroad of California, Western Pacific Railroad of California, and California and Oregon Railroad Company, due January 1, 1874, will be paid in gold at the banking office of Messrs. Fisk & Hatch, No. 5 Nassau street, on and after the 2d of January.

OFFICE OF THE ILLINOIS CENTRAL R. R. Co.,
NEW YORK, December 20, 1873.

A DIVIDEND OF FOUR PER CENT. HAS BEEN declared by this Company, payable on the 2d day of February next, to the holders of full-paid shares, registered at the close of the 15th day of January next, after which and until the 5th day of February the transfer books will be closed.

L. V. F. RANDOLPH,
Assistant Treasurer.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, No. 31 NASSAU ST.,
NEW YORK, Dec. 10, 1873.

INTEREST FOR SIX MONTHS TO 1ST JANuary next, on the Seven per Cent. Certificates of this Company will be paid at this office on the 2d proximo. The transfer-books for said certificates to be closed after the 15th inst. and until the 5th proximo.

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67,112 miles of Railroad in the United States use annually over twenty-six million Ties for renewing those destroyed by decay.

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This Company, benefiting by the thirty years' practical experience in the use of creosote oil abroad, offer to the public a system of application which is adapted to the wants of our own country, in that green wood can be rapidly and thoroughly treated, even better than dry, and the application of the oil, in connection with the use of moderate heat, be made more uniform and effective than is possible by any other means.

Experience has demonstrated that creosote or dead oil is the only substance by which wood can be treated so as to certainly resist the attacks of marine worms.

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The economy in the use of creosoted wood, where the term of service is trebled, is measured by adding to the wood used, the cost of the labor expended in construction, and the loss of time spent in replacing the structure, when either decay or attacks of marine worms destroy it.

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It has been used by the U. S. Government upon the Dykes of the St. Clair Flats, and upon Gun Platforms for the fortifications on the Atlantic coast; upon pavements in New York and Pittsburgh, by the Department of Docks of the City of New York and the Board of Public Works of the District of Columbia.

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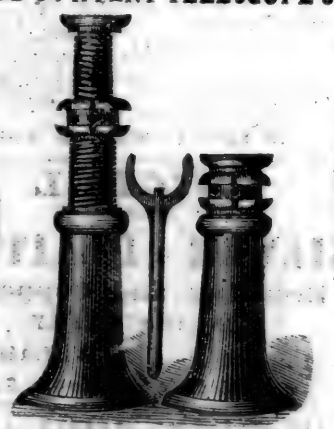
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American Railroad Journal.

New York, Saturday, January 10, 1874.

Trans-Continental Railways.

The readers of this JOURNAL, under the head of "Monthly Railroad Earnings," must have observed the immense earnings of the Union and Central Pacific Companies, during the last year. Estimating the balance of the year as no greater than in 1872—and they will probably be larger—the gross earnings foot up $24,114,913; the net earnings are fully fifty five per cent, and therefore amount to $13,263,202. This is six thousand dollars per mile, or in other words the interest on one hundred thousand dollars per mile at six per cent.

One of the most amazing features of this traffic is its increase from year to year. Although passing through a country that was apparently a barren waste, almost from Omaha to Sacramento, when the roads were projected, yet each annual report shows an increase of at least twenty per cent on its predecessor. If, when this great Continental Railway was projected, any capitalist or over-sanguine railroad man had predicted that in less than five years after its completion it would show a gross income of nearly twenty-five millions, and a net income equal to the interest on two hundred millions of dollars, twice its cost, he would have been pronounced a visionary, as the project itself was declared to be, "in advance of the times."

The history of the Union Pacific is one of the marvels of the age. It demonstrates that railways build up traffic; and the favorite theory of some that Pacific Railways are in advance of the times, is shown to be a fallacy, by the magnificent success of the Union and Central Pacific Companies.

Large Purchases of Coal Lands.

Allusion has heretofore been made as to certain large purchases by the Central Railroad Company of New Jersey of coal properties, and lease of the Lehigh Coal and Navigation Company's Works. We now learn from the Philadelphia *Ledger* that the Honeybrook Coal Company, whose stock is principally owned by the Central Railroad Company of New Jersey, have purchased all the coal lands of the Lehigh Coal and Navigation Company in the Wyoming region, amounting to about 7,000 acres; also, the Hanover and other coal lands from Mr. Charles Parrish and others, amounting to about 2,000 acres more. They have also leased all of the Lehigh Coal and Navigation Company's mines and fixtures at and about the Summit Hill, in Carbon and Schuylkill counties. They have also agreed to merge with the Wilkesbarre Coal and Iron Company. The Central Railroad Company of New Jersey will then hold about 25,000 acres in fee and 8,000 acres on lease, making in all about 33,000 acres of the best and most productive coal lands in the State. The name of the company, we are informed, will be changed, most probably, to either "Lehigh and Wilkesbarre Coal Company" or "Lehigh and Wyoming Coal Company," so as to designate both coal fields. A very heavy tonnage can be sent from the property. The Central Railroad Company of New Jersey have leased both canals and fixtures of the Lehigh Coal and Navigation Company, which, together with the former lease made of their railroad and branches, will secure them a very heavy tonnage with probable great advantage to the Lehigh Coal and Navigation Company by the large amount of rents which are guaranteed to it. The relative strength of the larger coal companies now stands about as follows: Philadelphia and Reading Coal and Iron Company, with 90,000 acres to an annual yield of 6,500,000 tons of coal. The Lehigh Valley second. The Central Railroad Company of New Jersey, and works in its control, will stand third, with its 33,000 acres and a yield of 4,000,000 tons. The Delaware and Hudson Canal Company stands fourth, bringing out nearly 3,000,000 tons per year. The Delaware, Lackawanna and Western Railroad Company comes fifth, with nearly the same tonnage as the Delaware and Hudson Canal, and the Pennsylvania Coal Company sixth, carrying per year about a million and a quarter tons of Scranton coal.

Debt of Baltimore.

From the Message of the Mayor of Baltimore we learn that the gross receipts into the city treasury for the year ending October 31, 1873, were $7,889,948 16, and the disbursements $7,724,585, leaving a cash balance of $165,413 16. The funded debt of the city at that date was $27,108,925 77; an increase of $1,144,500 for the year. The guaranteed debt was $1,995,000; a decrease of $553,500. The aggregate funded and guaranteed debt was $29,103,925 77. In this total are included the loan to the Baltimore and Ohio Railroad Company, the water and park stock, the guaranteed debts of the York and Cumberland and the Union Railroad Companies, all of which regularly pay the interest to the city on the loans, stocks, and guarantees. These amount to $11,172,560 25, which shows that in reality the city has to provide only for the payment of interest on $17,931,559 52. Against this aggregate funded and guaranteed debt, the city has securities, available assets, etc., amounting to $27,252,514 68. The floating debt of the city was $878,415 20, an increase of $264,884 44.

☞ The Boston *Journal* says that the report of the Bridge Commissioners in relation to the rebuilding of Cragie's bridge recommends the rebuilding of the structure at a uniform width of sixty-four feet, with a new draw 132 feet in length, fifty six feet wide, with draw-piers of thirty-six feet wide in the clear. The draw will be worked by steam, and will be constructed similar to that in the West Boston bridge. The entire

cost of the new bridge will be about $180,000, and the work will be commenced early in the spring.

Boston and Lowell Railroad.

The receipts from operations of this road for the years ending September 30, 1872 and 1873, were as follows:

	1872.	1873.
From passengers....	$558,590 09	$582,622 46
" freight.....	712,452 03	758,878 63
" mails.....	6,503 46	6,405 86
" expresses.....	21,334 09	21,537 42
" miscellaneous..	....	55,870 00
	$1,293,969 67	$1,420,314 47
Expenses:		
Repairs of road.....	$191,825 00	$204,542 18
" engines....	53,643 65	58,162 17
" cars.....	86,922 98	95,087 94
" bridges....	38,118 67	87,602 59
" depots, etc.	52,721 24	46,457 41
Fuel	125,082 12	144,305 84
Freight department & watch.....	113,093 98	124,337 61
Conductors, etc.....	37,855 16	42,023 05
Engine and firemen...	57,152 08	64 816 14
Stationmen	26,298 08	28 481 07
Switch and gatemen...	24,397 51	29,778 18
Office expenses.....	13,757 79	14,114 72
Advertising, etc.....	10,380 52	11,836 23
Gratuities & damages.	26,796 36	12,476 62
Taxes and insurance..	52,601 31	....
Oil and waste.....	20 909 33	20,178 88
Removing ice and snow	978 95	7,287 77
Miscellaneous.....	29,781 93	33,806 26
	$962,316 66	$974 289 86
Net receipts.....	$331,653 01	$446,024 61
To which add accumulation of interest upon the sinking fund....		44,627 38
Net income		$490,651 99
From which deduct—		
Rents	$58,774 94	
Interest.....	123,086 48	
Taxes and insurance..	49,760 78	
Dividends, 8 per cent.....	209,920 00	
Amount of interest added to sinking fund.....	44,627 38	
		481,169 58
Balance carried to contingent fund....		$9,482 41

The increase of traffic revenue over last year is $126,344 80, and the increase in traffic expenses $64,574 51. The report says:

The road and its equipment has been kept in thorough repair, and renewals provided for, from current earnings. The outlays for this purpose, from traffic earnings, exceed those of last year by about twenty-five thousand dollars.

The fixed capital and debt of the corporation has been increased during the year, as follows:

Increase of stock.....	$140,100 00
Increase of bonds	277,000 00
Increase of notes.....	120,276 26
Total increase.....	$537,376 26

The funds derived from this increase of capital stock and debt, have been expended as follows:

For new equipment and construction about.....	$98,000 00
For walling and filling flats at East Cambridge, about.....	24,000 00
For grading and improving the Mystic River Quay, about.....	68,000 00
For land damages and construction, on Mystic River Railroad, about...	40,000 00
For land damages and construction on connection with the Lexington Branch, about.....	43,000 00
For Boston station, and lands and approaches, about	264,000 00
	$537,000 00

The lands taken for the new station in Boston have all been paid for and conveyed by deed to the corporation, with the exception of the Hooper Foundry lot; the owner of which has appealed from the award of the commissioners. The station itself has been mostly paid for as the work progressed, and the unsettled bills of construction are comparatively small.

On the Lexington and Arlington Connection, but one land claim remains unsettled.

On the Mystic River Branch there are unsettled claims for lands taken of the Asylum, and two or three small proprietors.

The Mystic River Quay is in condition to lie without further expenditure, until such time as more capital can advantageously be placed there.

For the settlements above enumerated, it is estimated that a sum not exceeding $200,000 may be required in the coming year.

At the annual meeting of January 8, 1872, the stockholders voted, "That the capital stock of this corporation be increased three hundred and seventy-two thousand dollars, or, to an amount not exceeding three million three hundred and eighty thousand dollars, as authorized by law; and that the directors be empowered to issue and dispose of the same in such amounts and at such times as they may judge best for the interests of the corporation."

The established credit of the corporation having enabled it to borrow money upon easy terms, to meet its investments in branches and new works, the directors have not issued any of the stock authorized by this vote, nor quite all that was authorized previously. The amount remaining to be disposed of is three hundred and eighty seven thousand dollars. The rate of interest paid by the corporation on borrowed money, has not at any time exceeded seven per cent per annum. At this rate of interest, there is no special inducement to convert notes into stock, except to provide against the possibility of being unable to carry loans at all times on as favorable terms. The directors will exercise their power to sell stock, as authorized by the stockholders, whenever it may seem to them advantageous to the corporation.

In explanation of the seemingly large amount of our present capital and debt, we give below a statement of investments in Branch Roads and property outside of the location of our main line; all of which has a present value equal to its cost, and on much of the property a large increase of value may be reasonably anticipated.

The Mystic River Railroad has cost to the present time.....	$152,916 00
The Lexington & Arlington Branch has cost	297,206 85
The Stoneham Branch has cost.....	50,000 00
The Woburn Branch has cost.....	80,000 00
The investments of this company in stocks of the Salem and Lowell, and Lowell and Lawrence Railroads, amount to.....	345,674 00
Total investments in Branch Roads.	$875,796 85
The assessors tax valuations of the past year on property of the company lying outside of the location of the road, and liable to local taxation, are as follows:—	
In the City of Boston.....	$1,008,000 00
" " Cambridge.....	873,300 00
" " Charlestown.....	314,900 00
" " Lowell	82,164 00
In towns on the line.....	129,250 00
Total local tax valuation of outside property.....	$2,407,614 00
Total of investments in branches and outside property.....	$3,283,410 85
Amount now invested in sinking fund	150,000 00
Amount now invested in working materials	180,698 82
Aggregate of outside investments..	$3,614,109 67

If the aggregate of these investments be deducted from the amount of capital and debt there remains only $1,547,190 33, to represent the cost of our double track road between Boston and Lowell, including its large equipment, its buildings within the location, and nineteen miles of distributing tracks and sidings at Lowell and elsewhere.

The equipment now owned separately by this corporation consists of forty locomotives, sixty-three passenger and baggage cars, and nine hundred and fifty three freight cars.

The accumulation of the sinking fund, in the custody of the Massachusetts Hospital Life Insurance Company, had amounted, on the first of July last to $581,721 39. The scrip dividend of twenty per cent on the old stock, falling due October 1, 1873, amounting to $366,000 00 was paid in cash from this fund to the stockholders. There was also paid from this source $15,000 00 of the bonds of 1853 remaining unconverted into stock July 1, 1873. The sum of $721 39 has been paid into the Treasury, leaving a remainder in the fund of $150,000 00. This sum it is proposed to allow to accumulate at interest, to liquidate the $200,000 00 of bonds maturing in 1879. The accumulation, if reckoned at 6 per cent per annum, will take up the bonds at maturity, and leave a small surplus.

Our relations to connecting roads, are, without exception, of a friendly character. With the Concord Railroad, a contract for joint traffic, made in 1865, for thirteen years, continues to be the basis for settlement, and is likely to continue unimpaired for the five remaining years of its term, unless changed by mutual agreement.

The Northern Railroad of New Hampshire, the Boston, Concord and Montreal Railroad, the Passumpsic Railroad, the Central Vermont Railroad, and the Ogdensburg Railroad, all have amicable traffic arrangements with us, and the "Through Line" between Boston and Ogdensburg, with its connecting steam fleet on the lakes, is worked as heretofore, in our common interest. We have also valuable joint relations with connecting roads through the Stony Brook and Lowell and Lawrence Branches.

The rival lines of road projected to Lowell and to Nashua, have not proved especially injurious to our interests, and, judging from the disastrous results already happening to the Nashua enterprise, their prospects are not such as to cause us any present anxiety. The Nashua, Acton and Boston Road, was projected and built for the avowed purpose of diverting from us the local and through business of Nashua and the Northern Roads. It was opened for travel in July last. The distance from Boston to Nashua by that line is six or more miles longer than by ours, but trains were expressed through to equal our time, and their local fares were reduced fifteen per cent below ours. Notwithstanding these inducements, no material amount of business has been diverted from us, and the attempted rivalry has only resulted in disaster to its projectors.

The proposed road from Lowell to Andover, to connect with the Boston and Maine Road at that point, and make a new line for Boston business, has been the subject of some local agitation during the past year: but as yet, no actual commencement of work upon it has been undertaken.

A corporation has been formed to construct a short piece of road, less than three miles, over an almost level plain, to connect the Boston and Lowell Road with its Salem and Lawrence Branches, thus making a direct route by our roads between Boston and Lawrence. At the last annual meeting your directors were authorized to lease this connection when built. The stock is all taken by responsible parties, and the road will be built whenever it may appear for our interest to open a line to and beyond Lawrence.

The roads now operated by this company, in connection with the Nashua and Lowell Railroad Company, have an aggregate length of one hundred and thirty-five miles, viz.:—

The main line, Boston to Nashua	40 miles.
Mystic River Branch	2 "
Lexington Branch	16 "
Woburn Branch	2 "
Stoneham Branch	3 "
Lowell and Lawrence Railroad	18 "
Salem and Lowell Railroad	20 "
Stony Brook Railroad	13 "
Wilton Railroad, as extended	26 "
Total	135 miles.

Since the closing of our yearly accounts, to October, the general depression of business has produced some falling off in the receipts of the road. Efforts have been made and are being continued to reduce operating expenses as far as practicable to meet the emergency. A reduction has been made in the number of trains run, and it is in contemplation to take off some others. Wages have been reduced to a limited extent, and some of the shops are run on short time. By these means it is hoped, in some measure at least, to counteract the diminution of income.

TREASURER'S BALANCE SHEET, Sept. 30, 1873.

Construction and equipment	$2,820,465 59
East Cambridge Flats	98,593 37
Mystic River Quay	271,862 16
Mystic River Railroad	152,916 00
Stoneham Branch Railroad	50,000 00
Lexington and Arlington Railroad and Bedford extension	297,206 85
Improvements in Boston	1,072,742 44
Improvements in Winchester	39,277 50
Trustee of stock in Salem and Lowell, and Lowell and Lawrence Railroads	345,674 00
Sinking Fund	150 000 00
Working materials	180,698 82
Nashua and Lowell Railroad account, Mystic River Quay	42,625 00
Suspense account	9,968 41
Cash	596,594 18
	$6,128,624 27
Capital stock	$2,993,000 00
Bonds due 1879	200,000 00
" " 1892	999,500 00
Notes payable	968,800 00
Contingent fund	428,526 41
Salem and Lowell Railroad	2,187 50
Unclaimed dividends and coupons	1,672 86
Scrip dividend, due October 1, 1873	366,000 00
Coupons No. 18, bonds of 1879, due October 1, 1873	6,000 00
Coupons No. 8, bonds of 1892, due October 1, 1873	34,982 50
Dividend No. 74, due January 1, 1874	119,720 00
Interest on scrip	8,235 00
	$6,128,624 27

President.—F. B. CROWNINSHIELD.

Directors.—Francis B. Crowninshield, Josiah G. Abbott, Hocum Hosford, T. Jefferson Coolidge.

General Manager.—GEORGE STARK.

Superintendent.—JOHN B. WINSLOW.

Treasurer.—C. E. A BARTLETT.

The Loughridge Engineer's Brake.

The Sandusky (Ohio) *Register*, of 27th ult., gives the following account of the application of the new air brake of Mr. Loughridge, of Baltimore, on the Sandusky division of the Baltimore and Ohio Railroad:

"A test of the above brake took place on Wednesday morning, the 24th instant, on this division of the Baltimore and Ohio Railroad, on which road the brake has been adopted. The train consisted of four cars and engine, and has been equipped during the past two weeks, and was taken out of the shops merely to test the general mechanical parts of the contrivance. The train made a run of about eight miles, making six stops, at an average speed of thirty miles per hour, each stoppage being effected within a distance of four hundred feet, and that too, under some disadvantages, among them a rather ill conditioned and frosty track.

"This invention was patented April 11th and 19th, 1864, and February 11, 1873, and is remarkable for its extreme simplicity and strict adherence to the most philosophic scientific principles, as regards the uniformity of the whole and the small number of mechanical parts, as compared with the Westinghouse or other air brakes. The utmost possible uniformity is observed in stopping a train under different speeds; for instance, a train running at sixty miles per hour can be brought to a complete rest in as short a time as one running at only thirty miles, and distances proportionate to the velocity. The train in question was equipped by entire strangers, and indeed we were convinced of the fact that even a child could manipulate one of the brakes with perfect ease and safety. The trial Wednesday was simply a test, and though it worked to a charm, nothing comes of it more than the satisfaction of convincing those interested of the superiority of this brake over all others. This was effectually done, that, too, under the supervision of one of our foremost artisans, Mr. W. Y. Johnson, the master mechanic of the Sandusky division of the Baltimore and Ohio Railroad. The almost marvelous working of this brake is indeed a worthy subject of consideration, and the eulogistic letters and indorsements which Mr. W. Loughridge holds from some of the most learned scientists of the country are nothing more than a just tribute to his inventive genius. Mr. Loughridge is a resident of Baltimore, Md., and was formerly a member of the House of Representatives from Washington county, that State."

Baltimore, Pittsburg and Chicago Railroad.

The Baltimore and Ohio Railroad Company formally announce the opening of the first division of their Chicago extension to-day. This embraces the road from Centreton, on the Lake Erie division, to Deshler, on the Cincinnati, Hamilton and Dayton Railroad, sixty-three miles in length. By means of this extension the extensive grain business centering in Toledo, together with the traffic drained by the Cincinnati, Hamilton and Dayton Railroad, are made tributary to Baltimore, and will no doubt prove a most valuable addition to the already rapidly increasing traffic with that section. The line just opened passes through the flourishing towns of Republic, Tiffin and Fostoria. At Tiffin it intersects with the Cincinnati, Sandusky and Cleveland Railway, and at Fostoria with the Lake Erie and Louisville Railway, both of which will prove valuable feeders. During the past summer, notwithstanding the panic, the Baltimore and Ohio Company have continuously and vigorously pushed this work, and besides the division now open for traffic it has completed the graduation and masonry of the remainder of the line to Chicago, two hundred and six miles. In the construction of the line the company's main object has been to secure the shortest and best route to Chicago, to accomplish which neither time nor expense in location or construction has been spared. Between the Lake Erie division and the head of Lake Michigan; a distance of two hundred and fifty-five miles, the road as located varies but two and a half miles from an air-line. The maximum grade is only twenty-six and a half feet to the mile, of which however there are but thirty miles, the remainder being below twenty feet. It is represented that the superstructure of the portion just opened is of the most substantial character. The rails, sixty-four pounds to the yard, were manufactured by the company at its works at Cumberland. The bridges are of the "Bollman Iron Truss" pattern, placed upon the most substantial stone masonry. Three thousand cross ties have been used to the mile and the whole line thoroughly ballasted.

The Baltimore and Ohio Railroad Company has, it is known, notwithstanding the recent great financial stringency, been enabled to prosecute this important work, requiring the outlay of large sums of money, without placing upon the new road any mortgage or soliciting aid in the way of stock subscriptions. The contractors have all been paid promptly, thus enabling them to give steady employment to several thousand men at a time when most corporations found it necessary not only to entirely abandon projected work, but to reduce the wages of those engaged in their regular service. The chief engineer estimates that the entire cost of the line, with a full equipment, will not exceed $30,000 to the mile, a sum less than one half the bonded and stock debt represented by the Pittsburg, Fort Wayne, and Chicago, and the Lake Shore and Michigan Southern railways, with which it will come in competition.

It is proposed in the spring to resume operations, with a view to the completion of the entire line to Chicago early in the fall, by which the Baltimore and Ohio Railroad will secure a continuous line between this city and Chicago, eight hundred and eleven miles in length.—*Balt. Sun*, Jan. 1.

Debt of the State of New York.

The following extract from the Message of the Governor shows the amount of the State debt on the 30th September, 1873, after deducting the unapplied balances of the sinking funds at that date:

	Debt September 30th, 1873.	Balance of sinking funds, September 30th, 1873.	Balance of debt after applying sinking funds.
General fund	$3,988,526 40	$4,244,400 39	.....
Contingent	68,000 00	30,187 21	$37,812 79
Canal	11,362,880 00	1,530 241 21	9,822,638 79
Bounty	21,121,000 00	9,790,072 24	11,330,927 76
Total	$36,530,406 40	$15,594,901 05	$21,191,379 34

The general fund debt sinking fund includes $1,500,000, received since the close of the fiscal year, and from the bounty debt sinking fund, the interest accrued to October 1, 1873, payable January 1, 1874, has been deducted.

The entire funded debt of the State on the 30th September, 1872, after deducting unapplied balances of sinking funds, amounted to	$25,886,725 84
On the 30th September, 1873, the entire funded debt of the State, after a like deduction, amounted to	21,191,379 84
Showing a reduction of the debt of	$4,195,346 50

This reduction of the State debt is apparent only—not real, as the redemptions of stocks, which fell due in the year 1873, were provided for by new loans. The stock outstanding on the 30th September, 1873, and to be hereafter redeemed, is, therefore, only a few hundred thousand dollars less than on the 30th September, 1872.

The following amounts of the State canal debt fell due in 1873:

January 1	$847,500
July 1	2,328,000
November 1	1,974,600
Total	$5,150,100

Provision was made for the redemption of this portion of the State debt by deficiency loans, under section 3, article 7 of the constitution.

The State tax levy for the current year amounted to 6 95-100 mills. The total amount of the tax will be $14,800,903 38—about five millions less than the amount levied during the preceding fiscal year.

☞ The total value of the exports from Baltimore to foreign countries in 1873 was $22,387,812, against $17,381,594 in 1872, $18,244,783 in 1871, and $12,755,012 in 1870. The value of the imports in 1873 was $32,116,721, against $29,687,282 in 1872. The receipts of customs in 1873 were $6,903,288, against $7,869,823 in 1872, and $8,901,194 in 1871.

Debt of Boston, Mass.

The following extract from the Message of the Mayor exhibits the total funded and unfunded debt of the city, December 31, 1873, compared with the debt at the close of the year 1872:

	Dec. 31, 1873.	Dec. 31, 1872.
Funded debt	$35,527,293 45	$29,718,677 91
Unfunded debt, being loans authorized but not negotiated	3,961,379 27	4,020,781 12
	$39,488,672 72	$33,739,459 03

Increase of the total debt during the municipal year 1873, $5,749,213 69.

The means on hand December 31, 1873, for the payment of this debt of $39,488,672 72, compared with those of 1872, were as follows:

	Dec. 31, 1873.	Dec. 31, 1872.
Funds in the hands of the Board of Commissioners of the sinking funds	$13,213,494 17	$12,328,300 63
Public Land and other bonds in the hands of the City Treasurer pledged for the payment of the debt	1,137,401 15	1,223,948 70
	$14,350,895 32	$13,552,249 33

Increase of means during the municipal year 1873, $798,645 99.

The gross debt Dec. 31, 1873, was	$39,488,672 72
The means on hand for the payment of the same Dec. 31, 1873, were	14,350,895 32
Net debt Dec. 31, 1873, was	$25,137,777 40

The net debt of the city Dec. 31, 1872, was $20,187,209 70, which shows that there was an increase of the net debt amounting to $4,950,567 70 during the year 1873, while the gross debt was increased in the same year $5,749,213 69.

The following statement shows the increase to the debt this day (Jan. 5,) by the annexation of Charlestown, West Roxbury and Brighton:

Charlestown	$2,747,181 46
Brighton	705,450 00
West Roxbury	525,000 00
To which add the debt of the city as given above	39,488,672 72
We have the total gross debt of the consolidated city of Boston at this date	$43,466,304 18
Less redemption means—	
City of Boston	$14,350,895 32
City of Charlestown	176,418 49
	14,527,313 81
Net debt of the consolidated city of Boston at this date	$28,938,990 37

The Auditor of Accounts classifies the gross debt of the consolidated city as follows:

	Dec. 31, 1873.	Dec. 31, 1872
City debt proper	$26,070,666 48	$21,323,808 29
Water debt (net cost of works)	10,811,956 24	9,702,950 74
War loans (outstanding)	1,914,500 00	1,914,500 00
Roxbury loans (outstanding)	539,050 00	630,700 00
Dorchester loans (outstanding)	152,500 00	167,500 00
Charlestown debt	2,747,181 46	
Brighton debt	705,450 00	
West Roxbury debt	525,000 00	
	$43,466,304 18	$33,739,459 03

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of December, were:

ENTERED FOR CONSUMPTION.

	1872.	1873.
Manufactures of wool	$882,584	$399,698
" cotton	663,712	493,384
" silk	711,887	454,860
" flax	528,955	185,998
Miscellaneous dry goods	417,871	297,192
Total entered for consump.	$3,203,959	$1,771,122

WITHDRAWN FROM WAREHOUSE.

	1872.	1873.
Manufactures of wool	$535,484	$699,914
" cotton	211,772	346,424
" silk	224,105	264,381
" flax	326,675	347,038
Miscellaneous dry goods	79,623	102,533
Total withdrawn from warehouse	$1,377,659	$1,760,290
Add entered for consump	3,203,959	1,771,122
Tot. thrown on the market.	$4,581,618	$3,531,412

ENTERED FOR WAREHOUSING.

	1872.	1873.
Manufactures of wool	$832,221	$626,780
" cotton	536,418	237,307
" silk	460,453	186,884
" flax	403,121	232,138
Miscellaneous dry goods	140,264	96,709
Total entered for wareh'g.	$2,372,477	$1,879,818
Add entered for consump	3,203,959	1,771,122
Total entered at the port.	$5,576,436	$3,150,940

The imports of foreign dry goods at New York for each month of the years 1872 and 1873, were as follows:

	1872.	1873.
January	$12,967,922	$12,777,993
February	17,559,528	16,882,878
March	17,917,463	14,936,595
April	11,231,677	8,594,831
May	9,821,272	6,151,043
June	5,721,641	4,131,241
July	10,667,923	9,163,691
August	21,055,838	15,345,539
September	11,519,654	10,909,897
October	7,152,865	6,612,745
November	5,649,893	5,503,072
December	5,576,436	3,150,940
Total	$136,831,612	$114,160,465

The following will show the relative proportion of the different classes of fabrics:

	1872.	1873.
Manufactures of wool	$42,794,336	$37,999,047
" cotton	28,345,694	25,143,673
" silk	35,094,096	26,182,541
" flax	19,085,811	16,191,011
Miscellane's dry goods.	11,511,675	8,694,193
Total, as above	$136,831,612	$114,160,465

The value of foreign dry goods entered directly for consumption at the port of New York, is as follows:

	1872.	1873.
January	$8,151,308	$7,584,770
February	13,222,511	11,781,497
March	13,730,875	11,014,986
April	7,993,045	5,696,098
May	5,956,678	4,185,091
June	2,641,816	2,609,670
July	3,631,988	5,581,370
August	13,172,942	10,950,503
September	7 575,162	7,757,651
October	4,587,155	3,427,593
November	3,561,540	2,826,879
December	3,203,959	1,771,122
Total	$87,378,979	$74,687,130

The value of foreign dry goods entered for warehousing at the port of New York, is as follows:

	1872.	1873.
January	$4,816,614	$5,193,223
February	4,337,017	5,101,381
March	4,186,588	3,921,609
April	3,238,632	2,898,733
May	3,864,594	1,965,952
June	3,079,825	1,521,671
July	7,025,935	3,582,321
August	7 882,896	4,395,036
September	3,944,492	3,152,246
October	2,615,210	3,185,152
November	2,088,353	3,176,193
December	2,372,477	1,379 818
Total	$49,452,633	$39,478,385

The value of foreign dry goods withdrawn from warehouse at the port of New York, is as follows:

	1872.	1873.
January	$3,746,689	$3,777,683
February	4,669,182	4,910,068
March	4,869,621	5,997,980
April	2,999,688	3,269,948
May	2,432,527	3,025,980
June	1,177,210	1,586,513
July	1,454,534	2,451,337
August	10,679,771	6,630,061
September	6,061,532	4,173,048
October	3,063,010	2,136,473
November	2,420,515	2,077,935
December	1,877,659	1,760,290
Total	$44,951,887	$40,801,216

The total imports of foreign dry goods at New York from 1849, compare as follows:

Year.	Invoiced value.	Year.	Invoiced value.
1849	$44,485,571	1862	$56,121,227
1850	60,106,876	1863	67,274,547
1851	62,846,781	1864	71,589,752
1852	61,654,144	1865	91,985,138
1853	93,704,211	1866	126,222 855
1854	80,842,936	1867	86,263,648
1855	64,974,062	1868	80,905 834
1856	93,362,893	1869	94,726,417
1857	90,534,129	1870	109,498,523
1858	60,154,509	1871	132,480,777
1859	113,152,624	1872	136,831,612
1860	103,927,100	1873	114,160,465
1861	43,636,689		

All the above figures represent only the foreign gold cost of these goods, freight and duty not included.

The Pneumatic Despatch.

The London *Times* of November 15th has an article which gives an account of the origin and development of the pneumatic despatch system in England, and then goes on to describe the great pneumatic despatch tube in the heart of London. It says:

The pneumatic tube extends from the London and Northwestern Railway Station at Euston Square to the General Postoffice in St. Martin's le-Grand. The general station is in Holborn, where is also the machinery for effecting the transit of the trains. Here the tube is divided, so that in effect there are two tubes opening into the station, one from Euston to Holborn, and the other from the Postoffice. The length of the tube between Holborn and Euston is 8,080 yards, or exactly a mile and three-quarters, a greater length than was originally contemplated, but which was rendered necessary by the avoidance of certain property on the route. The tube is of a flattened horse-shoe section 5 feet wide and 4 feet 6 inches high at the centre, having a sectional area of 17 square feet. The straight portions of the line are formed of a continuous cast iron tube, the curved lengths being constructed in brickwork, with a facing of cement. The gradients are easy: the two chief are 1 in 45 and 1 in 60, some portions of the line being on the level. The sharpest

curve is that near the Holborn Station, which is 70 feet radius. The tube between Holborn and the Postoffice is 1,658 in length, or 102 yards less than a mile, and is of the same section and similarly constructed to the first length. Two gradients of one in fifteen occur on the Postoffice section, but this steep inclination is in no way inimical to the working of the system. The Holborn Station is situated at right angles to the line of the tubes, which, are, therefore, turned towards the station, into which each opens. All through trains, therefore, have to reverse there, and this is effected in a very simple manner by a self-acting arrangement. A train, upon its arrival, runs by virtue of its acquired momentum up a short incline, at the summit of which it momentarily stops, and then quickly descends by gravity. In its descent it is turned on to a pair of rails leading to the other tube, into which it enters and through which it continues its journey, the whole process of reversing occupying barely thirty seconds. Trains containing goods for Holborn Station are simply run down from the top of the incline on to a siding.

The wagons, or carriers, as they are termed, weigh 22 hundred weight, are 10 feet 4 inches in length, and have a traverse contour conforming to that of the tube. They are, however, of a slightly smaller area than the tube itself, the difference—about an inch all round—being occupied by a flange of indian rubber, which causes the carrier to fit the tube exactly, and so to form a piston upon which the air acts. The machinery for propelling the carrier consists of a steam engine having a pair of 24-inch cylinders, and with 20-inch stroke. This engine drives a fan 22 feet 6 inches in diameter, and the two are geared together in such a manner that one revolution of the former gives two of the latter, or, in technical terms, the engine is geared at two to one with the fan. The trains are drawn from Euston and the Postoffice by exhaustion, and are propelled to those points by pressure. The working of the fan, however, is not reversed to suit these constantly varying conditions; it works continuously, the alternate action of pressure and exhaustion being governed by valves. The engine takes steam from three Cornish boilers, each 30 feet long and 6 feet 6 inches in diameter. Telegraphic signalling is carried on between the three stations by means of needle instruments.

Journal of Railroad Law.

RAILROAD COMPANIES—POWER OF THE COURT TO REFUSE NEW TRIAL WHEN PART OF EXCESSIVE DAMAGES ARE REMITTED.

The recent case of The Pendleton Street Railroad Company *vs.* John Rahman, (22 Ohio, 446), was an appeal from an action commenced by John Rahman *vs.* The Pendleton Street Railroad Company, to recover damages for serious and permanent personal injuries caused by negligence in running one of its cars. The cause was three times tried, to as many juries, and verdicts returned for the plaintiff below, the last for $10,000.

The court overruled a motion for a new trial, on condition that the plaintiff remit $5,000 on the amount of the verdict, and the plaintiff consenting to the remittitur, judgment was ordered accordingly.

The following is the opinion of the court, delivered by—

WEST, J.—We have considered the several matters assigned on the record as ground of reversal. Only one merits notice and extended discussion.

1. Section 297 of the civil code enacts as follows:

"The former verdict, report or decision shall be vacated, and a new trial granted, on the application of the party aggrieved, for any of the following causes materially affecting the substantial rights of such party."

"4. Excessive damages appearing to have been given under the influence of passion or prejudice."

Does the record under review present a case within the operation of this statute?

In actions, the subject of which has a contract commercial, or other established standard of valuation, the amount of the verdict, when the facts are shown, becomes generally mere matters of computation. In actions, the subject of which is without such standard of valuation, the amount of verdict is not matter of computation, but of opinion. Of this character are actions for personal injuries, defamation, and false imprisonment.

It seems to be well settled that in the first mentioned class of actions, any excess in the verdict above what the evidence satisfactorily establishes, may, with the assent of the party in whose favor it is rendered, be eliminated by remittitur, and judgment entered by the residue. The exercise of such power is sanctioned on the theory that the excess arises from mis-apprehension of the law or the facts, or error in computation, not necessarily permeating and validating the entire verdict, and which it is competent to correct with the assent of the party whom alone the correction could prejudice, by striking therefrom any distinct item, or excess in the computation of its value, appearing to be unsupported by the evidence.

This rule is a salutary one, and when employed with discretion, terminates litigation while promoting justice. It was applied in the Averill Coal and Oil Company *vs.* Verner, decided at the present term, wherein this court made the remitting of erroneous interest the condition of affirmance. It is recognized in Smith *vs.* Paul, 8 Port., 502; King *vs.* Howard, Cush., 137, and in many other cases, some of which are collected in Graham & Waterman on New trials, vol. 3, p. 1162, ch. 9, sec. 8.

2. But in the class of actions in which the opinion of the jury, unaided by any known standard of valuation, determines the magnitude of the recovery, the power of the court over an excessive finding is, in some instances, controlled by statutory conditions. Although the verdict, if purged of any supposed excess, might, in the opinion of the court, be well sustained as to the residue by the facts disclosed, yet the presence and influence of passion or prejudice, introducing the excess vitiates the verdict in toto, and excludes the power of the court to validate, or save, any part of it against the concurrence of either party. Without the consent of both to a remittitur and judgment, the verdict, in such case, must be vacated.

The terms of the statute are unambiguous and peremptory. For damages materially excessive, appearing to have been given under the influence of passion or prejudice, the verdict "shall be vacated and a new trial granted."

This statute merely enacts the pre-existing rule of the common law. Its theory undoubtedly is that individual opinions, which depend on, and vary with mental and moral constitution, are extremely eccentric and uncertain; that the money value of personal wrongs, which can have no certain standard of measurement, and hence must of necessity be determined by this, shall not, however, be committed by the arbitrament of a single mind, but it shall be measured by the average of impartial opinion, of which the concurrence of twelve minds, uninfluenced by passion, resentment, or corruption, is supposed to be a fair expression. When, therefore, a verdict is attained by the presence of these statutory infirmities, the law will not, against the consent of either party, substitute the opinion of the court for that of the twelve triers provided by the constitution. For if recklessness has controlled in measuring the extent, it is not improbable that it may have controlled in determining the right of recovery; which another panel, unbiased by improper influences, may greatly modify, or wholly reverse. Lambert *vs.* Craig, 22 Pick., 199; Long *vs.* Hopkins, 10 Geo., 37; Howlet *vs.* Cruchley, 5 Taunt., 277. But the rule of common law was not inflexible, as many cases are reported in which the doctrine of remittitur was applied in actions of this class.

The presence of the conditions, necessary to bring the case at bar clearly within the operation and peremptory rule of the statute, is not disclosed in the record. The amount of the verdict is not such that the influence of passion or prejudice is inferable from its magnitude. It is not deducible from the facts spread upon the record. It is not shown by the finding of the court. We are not put in possession of any circumstances imposing the statutory obligation to vacate.

It is probable, as is often the case, that in the opinion of the judge who heard the cause, the verdict was larger than he would have given as a juror, but not such as, in the absence of statutory infirmities, excluded his discretionary power to confirm or vacate it. We cannot presume the existence of such infirmities, for it is not competent to presume a state of facts repugnant to the judgment of the court.

So far as appears, then, the entering of judgment upon the verdict for its entire amount, would not have been disturbed by this court. But, with the consent of the plaintiff, judgment was entered for a smaller sum. If this had been done arbitrarily, without his assent, it might have been ground of exception and revereal at his instance. But can the defendant object? The only consequence to him is the substitution of a less for a larger sum, which might have been legally exacted, and cannot be held to prejudicially affect him.

It may be supposed that a reasonable doubt existed in the mind of the court in regard to the vacation and awarding of a new trial. In the exercise of a sound discretion, with which the courts are necessarily clothed, the question presented by the motion might have been determined either way, without constituting ground of exception. Wherefore it results, that as confirmation of the entire verdict could not have made available ground of error by the defendant, judgment for a part thereof, instead of the whole, the residue being relinquished, cannot.

The action of the common pleas will be affirmed.

☞ The Texas Pacific Railroad was completed to Texarcana, the proposed junction with the Cairo and Fulton Railroad, on the 30th ult.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold).	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,668
1868	64,468	86,967	81,396	96,481	106,835	164,729	259,500	251,832	262,770	294,423	286,562	342,743	2,300,707
1869	212,604	218,982	891,806	485,043	568,270	558 080	532,657	511,854	609,783	579,642	535,309	467,659	5,670,883
1870	413,104	394,176	488,382	633,758	768,720	729,274	783,100	807,816	787,184	823,447	777,513	583,692	7,995,116
1871	536,499	495,490	614,447	720,999	892,341	795,176	869,297	1,005,373	995,922	981,006	897,234	672,358	9,467,072
1872	592 223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285 567	1,299,900	1,037,992	12,734,720
1873	852,860	691,015	974,409	1,132,920	1,356,378	1,313,790	1,211,765	1,258,500	1,392,125	1,423,876	1,296,812	1,072,750	13,938,930
Chicago and Alton:													
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,989	426,752	389,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4.508.643
1869	343,182	315,099	388,727	326,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	406,686	403,659	415,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,236	342,369	384,999	388,964	461,290	466,097	535,666	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	371,708	332,902	373,217	379,879	409,254	419,196	488,352	569,882	497,261	540,756	431,315	352,004	5,156 326
1873	352,568	402,477	424,614	413,218	426,315	482,206	481,569	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1868	... .	.. ....	.....	.....	.....	366.100	281,334	296,169	473,186	551,122	435,945	407.685	2,811,544
1864	273,876	317,839	390,354	421,363	466,630	566,145	480,710	519,306	669,605	729,759	718,378	568.400	6,114,566
1865	541,005	482,164	499,296	468,358	585,622	747,942	702,691	767,503	946,707	932,683	754,671	547,842	7,976,490
1866	622,566	599,917	628,845	587,519	868,943	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,480
1867	696,147	674,664	765,398	774,280	896,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,800	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,064	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,491	12,203,408
1871	655,428	602,482	774,994	787,641	1,094,101	962,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,894	900,376	1,074,779	1,070,460	1,029,958	1,195,700	1,303,304	1,433,948	1,067,387	859,780	12.272,545
1873	752,468	765,249	967,258	1,034,023	1,256,072	1,309,578	1,240,987	1,284,091	1,071,448	1,451,827	1,039,306	1,019,501	13,783,951
Cleveland, Col. Cin. and Indianapolis:													
1868	242,206	226,160	242,509	236,435	193,969	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	298,615	271,555	242,021	3,095,966
1870	203,060	226,897	244,182	245,046	260,169	274,021	249,255	319,012	347,887	339,289	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,766,343
1872	340,791	320,022	372,974	381,113	373,619	341,104	326,266	401,252	417,328	439,581	389,850	358,743	4,422,625
1873	358,612	408,840	465,517	432,928	394,485	340,675	351,576	425,283	432,139	406,922	311,935	.....	.....
Erie:													
1871	1,055,468	971,198	1,201,500	1,253,955	1,443,372	1,656,415	1,720,078	1,364,554	1,794,397	1,694,651	1,483,464	1,417 211	17,398,327
1872	1,332,994	1,284,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525 243	1,643,464	1,743 752	1,704,374	1,392,615	18,694,096
1873	1,316,831	1 329,432	1,515,282	1,541,956	1,764,821	1,717,593	1,685,284	1,774,570	1,918,247	1,882,421	1,560,023	1,635,129	19,831,781
Illinois Central:													
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709 727	738,550	823,901	727,810	613,329	7,160,992
1868	587,443	586,166	444,443	518,800	572,551	626,249	549,714	794,826	889,967	931,530	685,401	681,041	7,817,629
1869	559,138	524,693	709,645	668,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,320	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,965
1871	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	783,184	755,486	668,131	8,401,142
1872	637,430	581,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698,063	8,026,754
1873	680,497	562,949	651,962	644,085	687,630	724,958	672,917	748,634	876,413	763,678	622,433	.....	.....
Kansas Pacific:													
1871	188,678	152,264	267,411	303,913	306,944	286,086	282,723	332,555	364,446	387,999	303 303	210,197	3,321 513
1872	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314.513	223,240	3,993,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,765	392,510	2.5.217	.....	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295.360	1.368,943	1,402,597	1,343,316	1,235,285	14,797,973
1872	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459 360	1,635,691	1,764,788	1,568,424	1,485,480	17,591,629
1873	1,412,268	1,549,285	1,735,736	1,694,543	1,680,963	1,585,389	1,451,762	1,582,531	1,776,420	1,742,516	1,375,566	.....	.....
Marietta and Cincinnati:													
1868	92,433	81,590	98,482	108,461	95,416	96,924	108,413	126,556	121,519	125,065	119,169	121,403	1,294,096
1869	96,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,823
1870	90,177	96,276	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,860
1871	130,858	126,224	140,740	113,173	119,650	115,115	118,573	137,341	166,191	175,498	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,855	158,717	164,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873	170,023	162,585	180,467	190,592	185,683	185,953	181,869	173,469	203,514	.....	.....	.....	.....
Michigan Central:													
1869	354,120	320,636	386,527	411,514	403,646	366,623	329,960	353 569	473,546	490,772	448,419	374,542	4,744,164
1870	387,992	329,128	384,431	412,030	405,283	368,187	326,891	376,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	486,980	470,703	480,547	427,096	422,015	529,890	628,660	582,802	547,434	507,050	5,940,102
1872	411,113	384,058	449,453	486,550	487,282	398,300	402,084	460,101	536,008	641,807	487,608	464,163	5,668,117
1873	379,836	440,261	567,814	556,181	542,050	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1868	389,226	321,206	383,506	436,412	585,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801 195	496,563	7,250 069
1870	396,171	382,823	377,571	443,132	780,700	755,787	636,434	661,020	868,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	606,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,986	387,565	426,222	474,188	580,432	594,769	488,348	566,729	811,961	960,945	702 858	613,787	6,957,771
1873	394,715	423,716	555,005	562,236	505,790	926,210	834,341	767,803	1,193,209	1,012,650	771,500	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,340	184,411	262,615	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	230,617	294,874	289,550	283,221	263,328	230,449	343,195	353,677	341,373	321,859	236,108	3,438,930
1871	212,095	219,504	319,765	285,416	284,782	275,351	287,540	329,270	364,128	369,887	336,108	299,552	3,630,696
1872	254,319	238,823	308,594	303,754	269,560	264,512	285,406	316,699	338,497	384,193	337,920	360,404	3,678,582
1873	227,897	261,346	344,632	321,047	301,521	272,600	267,734	325,093	382,098	353,168	305,632	.....	.....
Philadelphia and Reading:													
1867	500,488	534,561	703,618	626,603	965,258	998,974	964,637	693,104	873,158	956,658	837,351	586,779	9,236,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	814,472	631,143	1,006,631	1,159,726	1,113,398	889,924	8,735,062
1869	479,226	625,490	755,433	904,884	999,463	639,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	814,493	998,966	617,068	869,697	1,129,459	1,241,908	1,199,094	1,143,809	899,256	9,642,177
1871	506,367	423,045	644,506	638,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423.278	837,080	12,500,664
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,522,847	1,127,037	.....	.....
St. Louis, Alton and Terre Haute:													
1868	127,598	133,292	149,164	155,388	150,545	140,408	143,987	204,567	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,960	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,247	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,510	154,697	140,302	134,890	139,761	153,571	166,197	188,442	186,489	152,515	102,995	1,786,547
1872	164,525	137,678	162,386	156,134	148,279	133,508	123,994	169,459	179,457	216,177	177,327	158,700	1,927,471
1873	144,209	169,456	177,517	167,729	170,218	165,260	151,532	165,931	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	96,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,763
1872	173,707	156,292	181,055	178,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	168,284	229,260	208,140	230,200	195,480	179,261	201,190	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1868	278,712	265,137	257,900	286,825	260,529	293,644	263,833	454,209	450,206	429,808	323,270	399,439	4,013,208
1869	284,193	240,396	342,705	311,833	312,530	348,891	310,800	450,248	4:0,720	422,369	323,377	434,284	4,242,343
1870	257,664	298,645	295,279	318,699	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,818	4,454,464
1871	365,175	328,791	393,455	443,611	453,909	439,515	553,994	552,079	558,817	600,205	531,080	516,965	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,588	434,465	614,175	585,811	621,351	489,341	466,051	5,944,570
1873	370,290	405,110	471,301	446,527	470,696	541,191	483,369	642,209	593,504	538,251	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	708,802	22,550	617,585	758,467	909,665	867,338	716,929	5,709,185
1870	626,539	600,130	699,238	706,008	802,686	746,450	643,058	664 051	728,521	719,693	670.168	506,053	7,654,094
1871	479,513	573,925	699,339	684,540	724,466	728,174	673,998	681,356	800,402	777,362	708,142	469,932	7,521,682
1872	778,996	864,116	966,861	741,802	880,443	836,450	743,883	769,567	863,764	880,706	916,727	767,851	9,992,906
1873	883,976	491,768	708,250	661,256	1,007,851	999,563	876,833	837,277	1,068,937	1,170,886	.....	.....	.....

Movements of Produce at New York.

Receipts of certain articles of domestic produce at the port of New York for the year:

	1872.	1873.
Ashes, bbls.	6,769	6,984
Breadstuffs—		
Wheat flour, bbls.	3,030,771	3,546,568
Cornmeal, bbls.	201,733	228,498
Wheat, bush.	16,229,418	33,559,870
Rye, bush.	491,668	992,447
Oats, bush.	12,486,348	11,235,420
Barley and malt, bush.	3,117,351	2,448,528
Peas, bush.	195,379	173,075
Corn, bush.	40,769,698	24,589,345
Cotton, bales.	776,579	994,529
Naval Stores—		
Crude turp., bbls.	9,686	10,954
Spirits turp., bbls.	76,056	69,036
Rosin, bbls.	582,063	534,439
Tar, bbls.	29,382	39,297
Pitch, bbls.	1,827	2,293
Provisions—		
Pork, pkgs.	145,071	180,163
Beef, bbls.	58,585	39,468
Cutmeats, pkgs.	331,288	562,702
Butter, pkgs.	680,688	951,932
Cheese, pkgs.	1,714,210	2,032,289
Lard, tcs. and bbls.	355,092	406,579
Do., kegs	28,021	31,901
Whiskey, bbls.	186,042	200,886

Exports from New York to foreign ports of certain leading articles of domestic produce for the year:

	1872.	1873.
Ashes—Pots, bbls.	1,682	1,930
Do. pearls, bbls.	150	149
Beeswax, lbs.	267,044	191,241
Breadstuffs—		
Wheat flour, bbls.	1,179,050	1,655,331
Rye flour, bbls.	6,399	8,249
Cornmeal, bbls.	189,877	176,756
Wheat, bush.	13,144,956	27,801,829
Rye, bush.	668,547	1,069,148
Oats, bush.	31,804	49,710
Barley, bush.	22,656	19,376
Peas, bush.	156,363	143,518
Corn, bush.	25,292,156	15,587,527
Candles, bxs.	62,647	60,850
Coal, tons	89,224	51,577
Cotton, bales.	404,702	601,971
Hay, bales	24,344	23,387
Hops, bales.	6,593	8,965
Naval Stores—		
Crude turp., bbls.	529	362
Spirits turp., bbls.	21,246	19,935
Rosin, bbls.	436,819	396,358
Tar, bbls.	15,940	27,090
Pitch, bbls.	3,503	3,459
Oils—whale, galls.	78,375	64,878
Do., sperm, galls.	691,072	445,094
Do., lard, galls.	170,207	218,432
Do., linseed, galls.	7,451	20,984
Provisions—		
Pork, bbls.	158,194	197,445
Beef, bbls.	36,054	41,455
Do., tcs.	49,085	57,364
Cutmeats, lbs.	209,356,144	319,854,801
Butter, lbs.	4,814,497	3,586,108
Cheese, lbs.	67,109,248	88,860,349
Lard, lbs.	173,736,353	184,175,568
Rice, tcs.	81	651
Do., bbls.	27,174	30,194
Tallow, lbs.	55,866,902	61,649,800
Tobacco, crude, pkgs.	177,486	159,561
Do., manf., lbs.	8,910,683	8,630,468
Whalebone, lbs.	183 542	143,582
Petroleum, galls.	84,570,393	140,553,958

Cumberland Coal Trade.

The production of the Cumberland Mines, in Maryland, during the year 1873, as compared with 1872, shows a steady increase in the aggregate. The amount forwarded in 1873, by Chesapeake and Ohio Canal to Georgetown and Washington was 779,868 tons, and by Baltimore and Ohio Railroad to Baltimore, 1,972,319 tons—a total of 2,752,178, against 2,268,694 in 1872, a net increase the past year of 483,484 tons. There was a decrease via the canal of 86,286 tons, but by the Baltimore and Ohio Railroad an increase of 519,770 tons.

Since the introduction of Cumberland coals in the West Indies, as a substitute for the English, there appears to be a steadily growing appreciation of them as will be seen by the increased exportation in 1873. We give the foreign exports as follows for the past two years:

	1873. tons.	1872. tons.
To Pacific Coast	6,021	12,665
Aspinwall	600	8,101
Brazil	898	1,940
British North American Provinces	1,518	1,465
West Indies	60,509	30,188
Total	69,546	54,363

Statement of the Public Debt of the United States January 1, 1874.

DEBT BEARING COIN INTEREST.

	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1859	$18,987,000 00	$474,675 00
6 per cent. 1881 bonds, 1861	18,415,000 00	552,450 00
6 per cent. 1881 bonds, (Oregon,) 1861	945,000 00	28,350 00
6 per cent. 1881 bonds, 1861	189,821,350 00	5,679,640 50
6 per cent. 5-20 bonds, 1862	172,658,350 00	1,728,583 50
6 per cent. 1881 bonds, 1863	75,000,000 00	2,250,000 00
5 per cent. 10-40 bonds, 1864	194,567,300 00	3,242,788 33
6 per cent. 5-20 bonds, 1864	946,600 00	9,466 00
6 per cent. 5-20 bonds, 1864	59,046,200 00	580,462 00
6 per cent. 5-20 bonds, 1865	152,694,350 00	1,526,343 50
6 per cent. consols, 1865	202,683,100 00	6,078,993 00
6 per cent. consols, 1867	310,654,200 00	9,319,626 00
6 per cent. consols, 1868	37,474,000 00	1,124,220 00
5 per cent. funded loan of 1881	2-9,924,500 00	2,416,037 50
Aggregate of debt bearing coin interest	$1,722,206,950 00	$36,009,635 33
Interest due and unpaid		6,987,477 02

DEBT BEARING INTEREST IN LAWFUL MONEY.

3 per cent. navy pension fund, 1868	$14,000,000 00	$210,000 00
4 per cent. certificate of indebtedness of 1870	678,000 00	9,040 00
Aggregate of debt bearing interest in lawful money	$14,678,000 00	$219,040 00
Interest due and unpaid		40 00

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,865 00	$84,174 81
5 per cent. Mexican indemnity stock, 1846	1,104 91	85 74
6 per cent. bonds, 1847	1,650 00	22 00
5 per cent. bounty land scrip, 1847	3,500 00	228 00
5 per cent. Texas indemnity bonds, 1850	174,000 00	9,450 00
5 per cent. bonds, 1860	10,000 00	625 00
6 per cent. 5-20 bonds, called 1862	9,778,200 00	102,313 04
1-10 to 6 per cent. treasury notes, prior to 1846	82,575 35	2,670 76
1-10 to 6 per cent. treasury notes, 1846	6,000 00	206 00
6 per ct. treasury notes, 1847	950 00	57 00
3 to 6 per cent. treasury notes, 1857	2,000 00	108 00
6 per ct. treasury notes, 1861	3,150 00	378 00
7 3-10 per cent. 3 years' treasury notes, 1861	19,250 00	1,428 23
5 per cent. 1 year notes, 1863	79,685 00	3,986 35
5 per cent. 2 year notes, 1868	55,200 00	3,715 92
6 per cent. compound interest notes, 1863-64	446,890 00	89,206 01
7 3-10 per cent. 3 years' treasury notes, 1864-65	260,500 00	21,444 20
6 per cent. certificates of indebtedness, 1862-63	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864	78,560 00	7,343 80
3 per cent. certificates called	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$11,070,880 26	$308,168 25

DEBT BEARING NO INTEREST.

Demand notes, 1861-62	$79,627 50	
Legal tender notes, 1862-63	378,401,702 00	
Certificates of deposit	36,720,000 00	
Fractional currency, 1862-3-4	49,544,792 40	
Coin certificates, 1863	87,543,300 00	
Unclaimed interest		22,661 84
Aggregate of debt bearing no interest	$501,289,431 90	$22,661 84

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.	$1,218,728,150 00	
Bonds at 5 per cent.	503,478,800 00	
	$1,722,206,950 00	$41,997,112 35
Debt bearing interest in lawful money, viz:		
Certificates at 4 per cent.	678,000 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$14,678,000 00	219,040 00
Debt on which interest has ceased since maturity	11,070,880 26	308,168 25
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$378,481,339 50	
Certificates of deposit	36,720,000 00	
Fractional currency	49,544,792 40	
Coin Certificates	87,543,300 00	
	$501,289,431 90	
Unclaimed interest		22,661 84
	$2,249,245,262 16	$42,547,025 44
Total debt, principal and interest, to date, including interest due and unpaid		$2,291,792,287 60

AMOUNT IN TREASURY.

Coin	$91,479,199 45
Currency	4,277,861 96
Special deposit held for redemption of certificates of deposit as provided by law	36,720,000 00
	$132,476,961 43
Debt, less amount in Treasury, Jan. 1, 1873	$2,159,315,326 17
Debt, less amount in Treasury, on the 1st ult.	2,150,862,053 45
Increase of debt during the past month	$8,453,272 71
Increase of debt since June 30, 1873	11,496,612 60

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES. INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$776,553 60
Kansas Pacific bonds, 1862-64	6,303,000 00	189,090 00
Union Pacific bonds, 1862-64	27,236,512 00	$17,095 34
Central Branch Union Pacific bonds, 1862-64	1,600,000 00	48,000 00
Western Pacific bonds, 1862-4	1,970,560 00	59,116 80
Sioux City and Pacific bonds, 1862-64	1,623,320 00	48,849 00
Totals	$64,622,512 00	$1,988,705 26

Interest paid by United States, $20,447,988 26; interest repaid by transportation of mails, &c., $4,666,054 73; balance of interest paid by United States, $15,781,933 53.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, December 31, 1873.

WILLIAM A. RICHARDSON,
Secretary of the Treasury.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending December 27, at 233,666 tons, and for the coal year 19,673,615 tons, against 18,827,365 tons to corresponding time last year, being an increase of 846,250 tons. The bituminous tonnage for the week is 82,918 tons, and for the year 3,315,877 tons, giving a total of all kinds for the week of 267,644 tons, and for the year of 22,989,492 tons, against 21,573,187 to same time last year, being an increase of 1,416,305 tons.

☞ The Southern Maryland Railroad will, it is said, be in working order by next May from Brandywine Station. Col. Allabach is contractor for laying the rails and ties and ballasting the road. Joseph Thornton, of Virginia has a large contract for grading, and Mr. S. Smoot has contracted for the rails. Mr. Geo. Dower is the engineer in charge.

☞ Lord Aberdeen, in a letter to the London *Times*, points out that, according to Capt. Tyler's report for 1872, 238 train accidents occasioned the death of 19 passengers and 34 railway servants. The remaining deaths, which make up the entire number of 1,145, did not result from train accidents, properly so called.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,280,000	J. & J.	Jan. '74 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point.100	1,282,200	J. & J.	July '73 4
Atlantic and Gulf 100	3,893,200	— & —	.....
" " pref.100	833,976	J. & J.	July '71 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Sept.'73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Genesee & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	Nov.'73 5
Washington Br.....100	1,650,000	A. & O.	Oct. '73 5
Parkersburg Br. pref... 50	5,680 685	— & —	.....
Berkshire*.....100	600,000	J.A.J&O	Jan. '74 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 3½
Boston and Albany 100	19,684,100	M. & N.	Nov. '73 5
Bos., Clin. & Fitchb.pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & D	Dec. '73 3
Bost., Conc. & Mont.*pref100	800,000	M. & N.	Nov. '73 3
Boston and Lowell.....500	2,852,900	J. & J.	Jan. '74 4
Boston and Maine.....100	6,814,807	M. & N.	Dec. '73 4
Boston and Providence..100	3,950,600	M. & N.	Nov. '73 5
Buffalo, N. Y. and Erie*.100	980,000	F. & A.	Aug. '73 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Sept.'73 5
" " pref.100	1,486,900	M. & S.	Sept.'73 5
Camden and Amboy* ...100	5,347,300	J.A. J.O.	Jan. '74 2½
Camden and Atlantic.... 50	879,020	— & —	.....
" " pref. 50	752,700	— & —	Nov. '73 3½
Cape Cod 50	1,020,330	J. & J.	Jan.'73 $2½
Cape May and Millville* 50	447,000	J. & D.	Dec. '73 3
Catasauqua & Fogelsv.. 50	425,980	Novemb.	Nov.'71 6
Catawissa*..... 50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	Nov. '73 3½
Cayuga and Susq.*..... 50	589,116	J. & J.	Jan. '74 4½
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	Nov. '73 1½
" " pref.100	769,600	F. & A	Aug. '73 3½
Central of Georgia.....100	4,666,800	J. & J.	July '73 5
Central of New Jersey..100	20,000,000	J. & J.	Jan. '74 4
Central Ohio*..... 50	2,425,000	J. & J.	Jan. '74 3
" pref..... 50	400,000	J. & J.	Jan. '74 3
Central Pacific 100	51,275,500	.....	Sept.'73 3
Chemung*..... 100	280,000	J.A.J&O	Oct. '73 1½
Cheshire, preferred 100	2 100,000	J. & J.	Jan. '74 3
Chicago and Alton.....100	8,929,900	M. & S.	Sept.'73 6
" " pref...100	2,425,400	M. & S.	Sept.'73 5
Chicago, Burl. & Quincy.100	18,652,910	M. & S.	Sept.'73 5
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	Jan. '74 4
Chicago & N. Western..100	15,033,480	J. & D.	Dec. '72 3½
" " pref.100	21,259,563	J. & J.	July '73 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Nov.'73 4
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.* ... 50	2,980,550	— & —	Apl.'72 10s
" " pref... 50	429,046	M. & N	Nov. '73 3
Clev., Col., Cin. & ind...100	14,991,275	F. & A.	Aug.'73 3½
Cleveland & Mahoning*. 50	2,057,588	M. & N.	May '73 3½
Cleveland & Pittsburg*.. 50	11,286,150	F.M.A.N	Nov. '73 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*.... 50	1,786,800	M.J.S.D.	Dec. '73 2
Columbus and Hocking Val.100	2,500 000	F. & A.	Aug '73 5
Colum. & Hocking Val..100	1,500,000	M. & N.	Nov.'73 5
Concord..... 50	550,000	J. & J.	Jan. '74 3½
Concord and Ports.*.....100	2,100,000	F. & A.	Aug. '73 3
Conn. & Passum p Riv..1 0	1,850,000	J. & J.	Jan. '74 5
Connecticut River..... 100	1,494,250	A. & O.	Oct. '73 4
Cumberland Valley..... 5	600,000	M.J.S.D.	Dec. '71 4
Danbury and Norwalk . 50	1,230,941	J. & J.	Jan. '74 3
Delaware*..... 50	18,668,750	J. & J.	Jan. '74 5
Del., Lackaw. & Westn.	822,140	— & —	.....
Detroit & Milwaukee*.. 50	2,095,000	J. & J.	Dec. '69 7
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania* 50	1,500,200	J. & J.	Jan. '74 3
East Mahanoy* 50	392,950	J. & J.	Jan. '74 3
Eastern (Mass.).....100	4,262,500	J. & J.	July '73 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*.100	500,000	F. & A.	Aug. '73 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '73 2½
" " pref. 50	500,000	J. & J.	Jan. '74 3½
Erie Railway 100	78,000,000	.....	Oct. '73 1
" preferred.....100	8,536,910	.....	Oct. '73 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Sept.'73 1½
Fitchburg.....100	4,000,000	J. & J.	Jan. '74 4
Georgia 100	4,156,000	J. & J.	Apl. '74 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.)...100	19,237,404	A. & O.	Oct. '73 2½
Hannibal & St. Joseph.100	4,151,700	F. & A.	Aug.'70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.). 50	110,850	M. & N.	Nov. '73 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '71 3½
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '74 4
Huntingdon & Bd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. & J.	July '68 3½
Illinois Central.....100	25,280,510	F. & A.	Feb. '74 4
Indianapolis, Cin. & Laf. 50	7,635,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	Jan. '74 3
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Jan. '74 1½
Joliet & North. Indiana*100	800,000	J. & J.	Jan. '74 4
Lake Shore & Mich. So..100	49,466,500	F. & A.	Aug.'73 4
" " (guar.)100	533,500	F. & A.	Aug.'73 5
Lawrence*..... 50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna. 50	3,739,800	M. & N.	May '67 5
Lehigh Valley 50	21,468,800	J.A. J.O.	Jan. '74 2½
Little Miami*..... 50	5,871,450	J.A. J.O.	Oct. '73 2
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. '74 3½
Long Island..... 50	3,000,000	M. & S.	May'73 10s
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '74 4½
Louisville & Nashville..100	8,980,600	F. & A.	Aug.'73 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Oct. '73 3
Lykens Valley 20	600,000	F.M.A.N	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July'73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	Nov.'73 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 2s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 2s
Massawippi*.....100	400,000	F. & A.	Aug. '73 3
Memphis & Charleston* 25	5,812,725	J. & D.	Jan. '69 3
Michigan Central 100	18,738.204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323,375	J. & J.	Jan. '74 5
Milwaukee and St. Paul..100	13,398,550	J. & J	Dec. '70 7s
" " pref.....100	10,825,777	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '74 4
Morris and Essex*..... 50	14,008,100	J. & J	Jan. '74 3½
Nashua and Lowell.....100	800.000	M. & N.	Nov.'73 5
Naugatuck.....100	1,381 900	F. & A.	Aug. '73 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'73 5
Newark and N. York*...100	977,400	J. & J.	Jan. '74 3½
N. Bedford & Taunton..100	600,000	M. & N.	May '73 4
N. Castle & Beaver Val.* 50	1,800,000	J.A. J.O.	Oct. '73 2½
N. Haven & Northamp...100	605,000	J.A. J.O.	Sept.'73 3
New Jersey*.....100	7,295,300	J.A. J.O.	Jan. '74 2½
New London Northern*100	1,418,800	J. & J.	Jan. '74 4
N.Y. Cen. & Hudson R..100	99,428,330	A. & O	Oct. '73 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '74 4
" " pref.100	1,500,000	J. & J.	Jan. '74 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '74 5
N. Y. Provid. & Boston.100	2,000,000	J.A. J.O.	Jan. '74 2½
Niag. Bridge & Canand*100	1,000,000	J. & J	Jan. '74 3
North Carolina*.....100	4,800,000	Irregular.	Jan. '73 3
N. Eastern (S.C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3,150,150	January.	Jan. '72 5s
Northern Central 50	5,542,000	M. & N.	Nov.'72 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '73 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '74 4
Norwich & Worcester*..100	2,823,400	J. & J.	Jan. '74 5
Ogdensb. & L. Champl.*100	3,077,300	J. & J.	Jan. '74 3
" " pref.100	2,000,000	A. & O.	Oct. '73 4
Ohio and Mississippi....100	19,995,847	J.A. J.O.	.....
" " pref.100	4,024,474	J. & D.	Dec'72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	July '73 3
Old Colony & Newport..100	6,297,900	J. & J.	Jan. '74 4½
Oswego and Syracuse*..100	482,400	F. & A.	Aug. '73 4
Pacific of Missouri.....100	3,635,750	— & —	July '72 1½
Panama.....100	7,000,000	J.A. J.O.	Jan. '74 3
Paterson and Hudson*..100	630,000	J & J.	July'73 4½
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	245,000	J. & J.	Jan. '74 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '74 3
Pennsylvania 50	72,000,000	M. & N.	Dec. '73 3s
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug.'73 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	July '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D.	Dec. '73 3
Philadelphia & Reading 50	32,684,375	J. & J.	Jan. '74 5
" " pref.. 50	1,551,800	J. & J.	Jan. '74 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Jan. '74 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	Jan. '74 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Jan. '74 1½
" Special Imp..100	2,000,000	J.A. J.O.	Jan. '74 1½
Pittsfield & N. Adams..100	400,000	J. & J.	Jan. '74 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '74 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '73 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '74 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '74 4
Roch. & Genesee Val.*.110	557,500	— & —	.....
Rome, Watert. and Ogd.100	2,998,900	J. & J.	Jan. '74 3½
Rutland*..... 100	2,700,000	— & —	.....
" preferred..... 100	4,300,000	F. & A.	Aug'73 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " " pref.100	2,040,000	May.	May '68 7
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" " pref.100	12,000,000	.....	Nov. '72 $2
Saratoga and Schenec.*.100	800,000	A. & O.	Oct. '73 3½
Schuylkill Valley* 50	676,050	J. & J.	Jan. '74 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '73 3
Shore Line*..... 100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	2,939,900	F. & A.	Feb. '73 4
Staten Island..... 100	600,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	445,700	J. & J.	Jan. '74 3½
Stony Brook*..... 100	267,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '73 3
Sussex (N. J.)..... 100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,150	— & —	July '73 3
Taunton Branch 100	500,000	J. & J.	Jan. '74 5
Terre Haute & Indianap. 100	1,988,150	J. & J.	Jan. '73 6
Tol., Peo. & War. 1st pref.100	1,797,000	— & —	Ja.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	Nov.'73 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '73 3
Vermont & Canada*.....100	2,500,000	J. & D.	Dec. '72 3
Vermont and Mass 100	$2,880,000	M. & N.	May '73 2
Warren (N. J.).....100	1,800,000	J. & D.	Dec.'71 2½
Warwick Valley 100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,200,000	F. & A.	Aug. '73 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*100	800,000	J. & J.	July '73 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	Jan. '74 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	..... 2½
Baltimore City.....100	800,000	— & —	Jan. '74 3
Bleecker st. & F Fy.(N Y)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl. '73 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Apl. '73 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jan. '70
Brooklyn City 100	1,500,000	F.M.A.N	May '73 3
Brooklyn City & Newt..100	800,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Oct. '73 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '74 8
Citizens' (Phg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..100	500,000	— & —	.....
D. Dock, R. Bdw. & Bat..100	1,200,000	F.M.A.N	Aug '73 2
Eighth Avenue (N.Y.)....100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Ph.) 50	491,750	J. & J.	July '73 5
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. '74 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '74 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '74 1½
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	M. & N.	Nov.'73 5
Middlesex (Boston).....100	400,000	A. & O.	Apl.'73 4
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	Jan. '74 5
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '74 2½
Phg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	Oct. '73 2
Second & Third Sts.(Ph.) 50	962,100	J. & J.	Jan. '74 6
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '73 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '74 2
Somerville (Boston) 100	75,000	M. & N.	Nov.'73 3
South Boston 50	400,000	J.A. J.O.	Jan. '74 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	600,000	J. & J.	Jan. '74 5½
West Philadelphia..... 50	400,000	J. & J.	July '73 3
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'73 3
Chesapeake and Ohio ... 25	3,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug.'73 4
Delaware and Hudson....100	15 000,000	F. & A	Aug. '73 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	Jan. '74 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	3,739,800	M. & N.	May '67 3
Monongahela Navigat.... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 176,000	F. & A.	Aug '72 5
Pennsylvania 50	4,837,950	— & —	.....
Schuyl. Nav. (common)* 50	1,906,207	F. & A.	Feb'73 30c
" " (pref.). 50	2,888,977	F. & A.	Feb'73 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express..... 100	10,000,000	M.J. S.D.	Dec. '73 2
American Coal 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton..... 16½	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,800	— & —	.....
" pref.....100	8,608,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamship.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Nov.'73 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Nov.'73 3
Quicksilver, common 100	5,700,000	— & —	.....
" preferred 100	4,300,000	— & —	.....
Spring Mountain Coal.... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000,000	— & —	.....
United States Express.... 100	6,000,000	F.M.A.N	Nov '73 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp.100	5,000,000	J. & J.	Jan. '74 4
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal.....100	2,400,000	M. & N.	Nov. 69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Jan. 1, 1874.					
Loan of June 14, 1858 ..... registered	$5,680,000	5	Jan. & July.	1874	112¼
.. .. coupon	13,307,000	5	" "	1874	....
Loan of February 8, 1861 ..... registered	13,762,000	6	Jan. & July.	1880	116
.. .. coupon	4,653,000	6	" "	1880	117
Oregon War Bonds of March 2, 1861 ... coupon	945 000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861 .... registered	125,671,500	6	Jan. & July	1881	116
.. .. coupon	63,649,850	6	" "	1881	117
Loan of Feb. 25, 1862 (5-20s) ..... registered	16,879,500	6	May & Nov.	1882	113½
.. .. .. (5-20s) ..... coupon	155,760,850	6	" "	1882	113½
Loan of March 3, 1863 ..... registered	53,603,900	6	Jan. & July.	1881	116
.. .. coupon	21,391,100	6	" "	1881	117
Loan of March 3, 1864 (5-20s) ..... registered	964,600	6	May & Nov.	1884	114½
Loan of June 30, 1864 (5-20s) ..... registered	24,817,150	6	May & Nov.	1884	114½
.. .. .. (5-20s) ..... coupon	33,229,050	6	" "	1884	114½
Loan of March 3, 1865 (5-20s) ..... registered	33,886,650	6	May & Nov.	1885	115
.. .. .. (5-20s) ..... coupon	118,747,700	6	" "	1885	115½
.. .. 2d series (5-20s) ..... registered	55,873,950	6	Jan. & July.	1885	114½
.. .. .. (5-20s) ..... coupon	146,759,150	6	" "	1885	115½
.. .. 3d series (5-20s) ..... registered	87,237,650	6	Jan. & July.	1887	116
.. .. .. (5-20s) ..... coupon	223,416,550	6	" "	1887	116½
.. .. 4th series (5-20s) ..... registered	13,750,500	6	Jan. & July.	1888	115
.. .. .. (5-20s) ..... coupon	23,723,500	6	" "	1888	116
Loan of March 3, 1864, (10-40s) ..... registered	140,732,750	5	Mar. & Sept.	1904	112½
.. .. .. (10-40s) ..... coupon	53,834,550	5	" "	1904	113
Consols of July 14, '70 & Jan. 20, '71. registered	165,990,550	5	F. M. A. & N.	1881	111½
.. .. coupon	123,933,650	5	" "	1881	112½
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,623,512	6	Jan. & July.	'95-'99	114½
U. S. Notes and Fractional Currency	427,024,132	nil.	.....	.....	...
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72 ...	2,582,300	5	May & Nov.	'86-'92	46
.. Bonds (new), 1866, '68 and '72	2,386,000	8	Jan. & July.	'86-'92	84½
.. Railroad Aid Bonds, 1870 and '71	2,020,000	8	" "	'00 '01	....
.. Railroad Bonds endorsed, 1870 and '71 ..	13,000,000	8	" "	'90-'91	....
Arkansas—($ 0,800,0 0):					
.. Funded Bonds, 1869 and 70	2,850,000	6	Jan. & July.	'99-'00	38
.. Levee Bonds, 1871	2,185,000	7	" "	1901	...
.. Deficiency Bonds, 1872	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	117
.. Bounty and Relief Bonds, 1863 and '64 ..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,300):					
.. War Loan, July 1, 1861, (10-20s)	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s)	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s)	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free	1,741,100	6	" "	1885	....
Florida—($5,728,565):					
.. Convention Bonds 1868	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69	191,000	6	Various.	'98-'99	....
.. Bonds, 1871	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R.R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	73
.. Bonds for W. & Atl. R. R. 1842 and 1845.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R.R. '58, '59, '60 & '61	600,000	6	Feb. & Aug.	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1866	209,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866	3,900,000	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870	4,880,000	7	Various.	1890	90
.. Railroad endorsements, to July 1872	12,000,000	7	Various.	'90-'92	84
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861	102,000	6	" "	1880	....
.. War Loan Bonds, 1861	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871	250,000	6	May & Nov.	1881	....
Kansas—($1,886,675):			Jan.		
.. State Bonds (various) 1863 to 1864	110,675	6	" & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869	1,226,000	7	"	'76-'89	....
Kentucky—($2,750,510):					
.. State Bonds 1835 and '43	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs)	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	40
.. Deficiency (Treasury) Bonds 1853	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	50
.. .. .. 1866	1,000,000	8	Various.	1886	57
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869	500,000	7	Mar. & Sept.	1899	....
.. State B'ds (N.O., Mob. & Ohat. R.R.) '70 '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866 ...	250,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869 ..	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61	271,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1863 and '64 ...	3,632,500	6	"	'83-'89	98
.. Municipal Equalization Bonds	3,084,400	6	April & Oct.	1889	98
Maryland—$12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47	1,537,229	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838 ...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39	590,040	6	" "	1890	95
.. Bonds to Ches. & Ohio Canal 1870	3,630,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1868	511,355	6	J. A. J. & O.	1883	104

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72	706,000	5	Various.	'72-'80	....
.. State (public works) scrip	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861	2,800,000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862	600,000	5	" "	'77-'78	94½
.. Coast Defense Loan, 1863	888,000	5	" "	1883	91½
.. Bounty Loan, 1864	4,379,500	5	May & Nov.	1894	98
.. Bounty Loan, 1864, £826,000 stg	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,443,700 stg.	7,175,461	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar ...	1,166,500	5	" "	'90-'93	92½
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,832,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1870	....
.. $2,000,000 Loan Bonds, 1863	415,000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863	431,000	6	" "	1878	97
.. $2,000,000 Loan Bonds, 1863	718,000	6	" "	1883	....
.. Renewal Bonds, 1868	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865	160,000	6	Jan. & July.	1875	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69 ..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	91½
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	99
.. State Bonds, funding, 1867-68	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,406,400):					
.. War Loan Bonds, July 1, 1861	812,000	6	Jan. & July.	'71-'78	98½
.. War Loan Bonds, July 1, 1864	606,000	6	Mar. & Sept.	'84-'89	97½
.. War Loan Bonds, Oct. 1, 1866	750,000	6	April & Oct.	'72-'76	98½
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free	1,200,000	6	Jan. & July.	'73-'84	104½
.. War Loan Bonds, 1863, tax free	1,002,000	6	" "	'86-'98	....
.. War Loan Bonds, 1864, tax free	584,400	6	" "	'97-'02	....
New York—($38,121,600):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1876	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock	1,105,420	5	" "	1874	....
.. Canal Stock	7,408,000	6	" "	72-'73	107
.. Canal Stock	2,572,000	6	" "	'74-'76	106
.. Canal Stock	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered ...	20,675,000	7	Jan. & July.	1877	104½
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	104½
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860	4,738,000	6	Jan. & July.	'72-'92	25
.. State (old) Bonds 1848 to 1860	3,639,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	16
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866	2,417,400	6	Jan. & July.	1900	17
.. Funding (Interest) Bonds 1868	1,821,400	6	April & Oct.	1878	15½
.. Special Tax Bonds	11,407,000	6	" "	'98-'99	14
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, stg f'd	882,894	6	Jan. & July.	1870	....
.. Loan of 1860 Bonds, stg f'd	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, stg f'd	1,495,309	6	" "	1881	102
.. Loan of 1856 Bonds, stg f'd	2,400,000	6	" "	1886	103
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($23,272,956):					
.. Loan of Feb. 1867 (5-10s)	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s)	3,786,550	6	" "	'72-'77	100
.. Loan of Feb. 1867 (5-10s)	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	77-'82	104½
.. Loan of Feb. 1867 (15-25s)	728,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15-25s)	9,271,850	6	" "	'82-'92	106
.. Inclined Plane Loan, of April 1849	400,000	6	April & Oct.	1870	....
.. State Stocks (old)	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old)	.....	6	" "	'77-'78	....
.. .. (old)	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862	1,049,000	6	Mar. & Sept.	1882	97½
.. .. of Jan. 1863	200,000	6	April & Oct.	1893	....
.. .. of June 1863	602,000	6	Jan. & July.	1893	....
.. .. of May 1864	839,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66 ...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68	1,750,000	6	April & Oct.	1888	....
.. .. .. '66.-'09	2,202,714	6	Jan. & July.	'87-'97	9
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R. Bonds 1854	970,000	6	" "	'74-'76	....
.. Conversion Bonds 1869	7,371,700	6	" "	1888	....
.. .. .. 1870	500,000	6	April & Oct.	1899	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds	31,300,417	6	Jan. & July.	long.	80
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	4,000,000	6	" "	"	80
Texas—($3,307,325):					
.. Frontier Protection Bonds, gold, 1870 ...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871	357,000	10	Mar. & Sept.	1876	85
Vermont—($822,000):					
.. War Loan Bonds, coupons	621,000	6	June & Dec.	'71-'76	100
.. .. .. registered	201,000	6	" "	'71-'76	....
Virginia—($46,926,268):					
.. State Stock (old) registered	22,081,302	6	Jan. & July.	'86-'90	35
.. State Bonds (old) coupon	11,106,000	6	" "	'86-'90	35
.. State Bonds, sterling coupon	1,866,000	6	" "	'86-'90	....
.. Funded Interest, 1866-'67	6,092,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867	468,250	5	" "	'86-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,800,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	100
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	96
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	90
Special Mortgage to Penn.	3,500,000	6	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	...
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	....
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(285 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R.R.)gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1853 '75	863,250	6	Jan. & July.	Baltimore.	1875	98
Loan of 1850–'90	579,500	6	" "	"	1890	95
Loan of 1853–'85	1,710,500	6	April & Oct.	"	1885	95
Loan of 1855–'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870–'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort.(N.W.Va.R.R.)assumed	485,500	6	Jan. & July.	Baltimore.	1873	....
3d Mort.(N.W.Va.R.R.)assumed	140,000	6	" "	"	1885	95
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	...
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	90
Beloit and Madison (C. & N.W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Princeton.	1885	80
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	75
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	102½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	82
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90½
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	98
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	.. .
Boston, Hartford and Erie:						
1st Mortgage (old)	60,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	29½
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	40
Mass. Issue (sec'd by $4,000,000 Bar.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct	Boston.	1879	95
Bonds of 1872 for $1,000,000	696,000	7	" "	"	1892	101
Brunswick and Albany:						
1st Mort.(gold)end. by Ga.tax fr.	$3,680,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1898	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	600,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1836	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	92
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	23
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	95
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,877,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	6,587,971	8	Jan. & July.	Boston.	1894	94½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1896	50
Cairo and Fulton (Arkansas):						
1st Mort. (R.R.& lands) S.F.gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	...
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1890	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	91½
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70–'97	89
Canada, Michigan and Chicago:						
1st Mort. (sk g fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (sk g fd)g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1908	63½
Carthage & Burlington(C.B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	69½
Chattel Mortgage	168,350	6	" "	"	'80–'82	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	72
Cedar Rapids & Mo.Riv.(C&NW):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	82½
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,382,000	7	May & Nov.	" "	1916	84½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m.	612,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	1,725,000	7	" "	" "	1902	....
New Mortgage for $5,000,000	5 000,000	7	Feb. & Aug.	" "	1890	107
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	87
Central Pacific of California:						
1st Mortgage, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95–'99	94
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	106½
State Aid B'ds(1st.by State)gold	1,500,000	7*	" "	" "	1885	100
1st Mort. (Western Pacific) gold	2,736,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88–'92	....
1st Mort. (S. Fr., Okld & Ala.)	500,000	8*	" "	San Francisco	1890	....
1st Mort.(San Joaquin V.D.)gold	6,050,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	...
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	.. .
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M.(gold) sk g fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	90
1st Mort. (Va. Con.) guar. by Va.	100,000	6	Jan. & July.	" "	1889	82½
3d Mort. (" ") coupon	918,000	6	" "	" "	1884	....
Income (" ") coupon	300,000	8	" "	" "	1876	66½
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75–'80	91½
Chester Creek:						
1st Mortgage guar. by P.W.& B.	185,000	6	Jan. & July.	Philadelphia	1903	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default).....	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	104
1st Mortgage.....	2,409,000	7	Jan. & July.	" "	1893	103½
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	90½
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,592,000	8	Jan. & July.	New York.	1883	110
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold..	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872.....	6,963,225	7	Jan. & July.	Boston.	1896	92½
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar....	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul)guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han).guar	800,000	8	Jan. & July.	" "	1889	95
1st Mort. (Car. & Burl.) guar....	600,000	8	May & Nov.	" "	1879	95
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	97
1st Mort. (O., O. & Fox Rv.)guar.	1,260,000	8	" "	" "	1900	92
1st Mort. (Ill. Gr. Trunk) guar..	980,000	8	April & Oct.	" "	1890	97½
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.....	1,800,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold....	2,800,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold...	1,600,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $10,000 p. m...	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000.....	1,750,000	8	Jan. & July.	New York.	1900	71½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar.C&NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar.C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	90
Funded coupons (193 m.).....	790,000	7	May & Nov.	" "	1883	85
General 1st Mortgage (193 m.) ..	3,558,000	7	Feb. & Aug.	" "	1886	100½
Appleton Ext. (23 m.& 76,000 ac.)	174,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	284 000	7	" "	" "	1885	....
Equipm't (Engs.& Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)..	1,775,000	7	Feb. & Aug.	" "	1882	103
2d Mort. (Gal. & Chic. 248 m.)..	938,000	7	May & Nov.	" "	1875	95
Miss. Riv. Bridge (").....	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(").....	129,503	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	831,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y	8,105,000	7	F. M. A. & N.	" "	1915	89½
Consol. gold bonds for$48,000,000	4,634,000	7*	June & Dec	" "	1902	85
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	389,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	9.500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.)guar	1,141,000	7	Jan. & July.	" "	1898	93½
1st Mort. (Bel.& Mad. R.R.)guar.	306,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.1, '69, $16,000pm	1,850,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000.....	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $25,000 p. m. gold..	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C&Q):						
1st Mortgage for $1,000,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C.,R.I.& Pac.)	8,000,000	7	" "	" "	1895	101½
Chi. & Southwes'n(C.,R.I.& Pac.):						
1st Mort. gold, tax free, guar....	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold, Atchison Br..	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for$41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar.by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1858.....	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865.....	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867.....	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage.....	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.) ..	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville(I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1991	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed.....	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	" "	'77-'87	70
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.).....	1,067,421	7	June & Dec.	New York.	1890	71½
1st Mort. (San., Day. & Cin.,S.F.	988,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000,000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m...	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	2,214,000	7	May & Nov.	New York.	1889	101
1st Mort. (C., C. and C. R. R.)..	272,000	7	June & Dec.	" "	'78-'84	....
1st Mort. (Bell. and Ind. R.R.)..	514,000	7	Jan. & July	" "	1895	....
Clev. & Mahoning(A.& Gt.Wtn.):						
1st Mortgage 1853.....	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.....	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.....	1,358,000	7	May & Nov.	" "	1875	93
4th (now 3d) Mortgage guar.....	1,096,060	6	Jan. & July	" "	1892	86½
Consol. sinking fund guar.....	528,000	7	May & Nov	" "	1900	92
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	15,344,750	7	April & Oct.	New York.	1908	84½
2d Mortgage Consol. skg fund..	3,679,900	7	Feb. & Aug.	" "	1909	61
Columbus, Springfield and Cin.:						
1st M.(assumed by Clnn.,S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch).....	200,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co...	302,000	6	March & Sept.	New York.	1880	....
Connecticut and Passumpsic Rv.:						
1st Mortgage sinking fund.....	448,100	6	June & Dec.	Boston.	1876	92½
Notes payable, conv. at par	594,000	7	" "	"	1876	9.
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1880	....
Connecticut River:						
1st Mortgage skg fund.....	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7*	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000.....	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	1,000,000	6	March & Sept	Philadelphia.	1,2,3,4.	87
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York	1899	....
Cowanesque Valley:						
1st Mortgage, gold.....	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	8	" "	"	1908	....
Plain bonds.....	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of July 1, 1860....	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870....	200,000	7	" "	" "	1890	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.....	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.....	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage.....	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage.....	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.....	100,000	6	" "	"	1875	....
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware State Loan.....	170,000	6	" "	"	1870	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	104½
2d Mort. (Del., Lack. & Wtn)...	1,633,000	7	March & Sept.	" "	1881	100
Convertible b'ds(Del.Lack.& W.)	5,000,000	7	June & Dec.	" "	1892	99½
Denver Pacific:						
1st Mortgage gold, land grant...	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.&Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant.....	4,620,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1876	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	74
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	95
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1893	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1893	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	6	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia (E.T.V.&G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., sks. fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	91½
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	97½
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	March & Sept.	"	1882	97½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	....
2d Mortgage	150,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	97
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	59
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	102½
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	99½
3d Mortgage	4,582,000	7	" "	" "	1883	97
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	93½
5th Mortgage convertible	709,500	7	June & Dec.	" "	1888	90
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	...
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	NY& London.	1920	95
Convertible bonds	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1893	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L. M. (& 1st on 59, & 2d on 55 m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line) sks. fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1891	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1892	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series (52,091) t.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease. S.F. 2% 000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,200,000	7*	Jan. & July	New York.	1889	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & N	& Y. & Lond.	1900	..
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20,000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1892	....
2d Mortgage	500,00	8	Jan & July	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	89½
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1863	103
2d Mortgage	948,000	7	May & Nov.	" "	1875	95
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1902	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1896	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	.....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838,385.	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £8,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'78	....
Common (") Bonds	2,993,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,087	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,860,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples (T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1896	85½
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	92
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds (222m)	5?,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	80½
1st Mort. (Q. & Palm. R.R. 15 m)	690,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. RR 55 m)	1,200,000	10	Jan. & July.	" "	1888	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1888	94
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) sks fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) sks f d.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F.& PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. sks fund, gold.	6,820,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	101
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (N Y & O Mid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	98
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	90
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	65
Illinois Central:						
Construction bonds, cur. sks f'd.	3,058,500	7	April & Oct.	New York.	1875	101½
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, sks. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L. F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	85
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1888	96½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	100½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	88
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	84
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1868	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& C B.78 m)ex.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" " ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (L.L.& G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,068,000	6*	June & Dec.	" "	1896	86
1st M.(3d D.244.66m.& 3,000,000a)	6,455,000	7*	May & Nov.	N. Y., L. & F.	1899	102½
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y., & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,321,000	7*	Jan. & July.	N. Y., L. & F.	1895	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	300,000	7	May & Nov.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.		1916	....
Kent County (Del.):						
1st Mortgage for $300,000	400,000	6	Jan. & July.	Philadelphia.	1890	55
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	98
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y. Ba.& Ph.	1899	88
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1879	4,138,000	7	J. A. J. & O.	" "	1890	94
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	90
Bonds of Oct. 1, 1872	236,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore)Ap. 1, '69	1,500,000	7	" "	" "	1890	91
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	99½
3d Mort. Oct.1, '67	1,000,000	7	April & Oct.	" "	1892	90
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	102
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	....
1st Mort. May1, 1855M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	102
2d Mort. Oct 31, 1857 "	2,683,000	7	" "	" "	1877	95
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	97
1st Mort. Aug.1, 1856(D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	97
1st Mort. Sept. 1, 1869(K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct 1, 1867(Sch.& Thr.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M.July1,'68(Kal.Ail.& Gr.R.)	840,000	8	" "	" "	1888	95
1st Mort.July 1, 1862(J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun.1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	256,000	7	Feb. & Aug.	New York.	1890	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	94½
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	104½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1882	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	31½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1902	93½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	93
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1903	....
General Mortgage	775,000	7	" "	" "	1908	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York,	1907	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'72-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol. M. for $6,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	86
Louisv., N. Al. & St. Lo. Air-Line						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'01	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.		1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00 0	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,380	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'01	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oc	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1886	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	200,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (R.C.& F.):						
1st Mortgage, guaranteed	200,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	102½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1890	89
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	74½
1st Mort. (Scioto & H. Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	89½
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1889	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)	$15,000pm.	.....	8	Jan. & July.	Boston.	1890	....
Michigan Central:						
1st Mortgage, convertible	556,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	107
Trust Mortgage	7,000,000	7	Jan. & July.	" "	1902	92
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	99½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (" ") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling	£235,000..	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1890	....
Milwaukee and St. Paul:						
1st Mortgage	5,514,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	85
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,808,000	7	Jan. & July.	" "	1897	80
1st Mortgage (Minn. Cent)	192,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	75
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	108
2d Mortgage (P du Chien)	1,315,080	7.3	" "	" "	1898	94
Milwaukee City Loan	238,500	7	March & Sept.	" "	1878	....
1st Mort. (Milw. & Win.)	234,080	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $14,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St. L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'60-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	....	....
1st Mort. Land Grant gold	1,020,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,560,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1890	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1890	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6*	May & Nov.	Mob. & Lond.	1882	....
		8*				
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	108
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	100
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	92½
Construction bonds of 1871	2,999,000	7	Feb. & Aug.	" "	1889	83

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	91
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1888	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1861	....
Newburg & New York (Erie):						
1st Mortgage for $400,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1888	....
New Haven & Northampton:						
1st Mortgage	1,000,000	7	Jan. & July.	N. Y. & N. H.	1890	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfield bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan'a						
New Jersey Midland (N.Y.& O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1893	....
2d Mortgage currency	1,500,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	10½
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1891	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.)						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1880	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	93
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	102
Bonds for B.& N. R'r.(")	76,000	6	May & Nov.	" "	1883	85
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	81
Bonds for real estate (")	162,000	6	" "	" "	1883	85
Bonds of 1854 renew'd(")	2,800,000	6	June & Dec.	" "	1887	89
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103½
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1880	....
New York and New Haven:						
1st Mortgage	1,959,500	7	April & Oct.	New York.	1875	94
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1880	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1896	....
New York, Providence & Boston:						
1st Mortgage	152,000	6	Feb. & Aug.	New York.	'78-'98	....
Improvement Bonds	140,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	752,000	7	" "	" "	1890	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	332,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225 000	6	Jan. & July.	Philadelphia.	1858	100
2d Mortgage	5,000,000	7	May & Nov.	"	1896	101
Chattel Mortgage	360,000	10	April & Oct.	"	1877	100
North Shore (L. I)						
1st Mortgage	155,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	80
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	84
3d Mortgage(Y'k & Cumb.)guar.	600,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	85
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	36
Norwich & Worcester(B.H.& N.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston	1878	92½
Equipment Mortgage	200,000	8	" "	"	1879	92½
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage	6,694,000	7	Jan. & July.	New York.	1898	86
Consolidated 1st Mortgage, stg.		7*	" "	London.	1898	....
Consolidated 2d Mortgage	3,529,000	7	April & Oct.	New York.	1911	....
2d Mortgage, (W. Div.)	433,000	7	Jan. & July.	" "	1874	78
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bond	50,000	7	May & Nov.	" "	1883	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	71
1st Mortgage (War. & Frkln)	530,000	7	April & Oct.	"	1882	83
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	61½
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	97
Plain Bonds	485,000	6	April & Oct.	"	1875	95
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm		7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	84½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	78
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	80
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	74½
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	78
Orange and Newark:						
1st Mortgage	546,000	8	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	185,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,200,000	8	Jan. & July.	Boston.	1900	92
Owensboro' and Russellville:						
1st Mortgage for $1,500,000		8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	84
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	70
Income Bonds	1,500,000	7	" "	" "	1892	56
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1886	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	800,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Highta.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.R.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,500,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	99
2d Mortgage (" ")	2,594,000	6	April & Oct.	"	1875	98
2d Mortgage (" " stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	85
State lien for $17,500,000, skg Fd	5,758,908	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	350,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	310,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	99½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C.B. & Q.):						
1st Mortgage, traffic guarantee	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	99½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	80
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	90
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	80½
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	806,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,130,500	6	Jan. & July.	Philadelphia.	1893	80
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	96,000	6	" "	"	1886	....
Mort. Loans of 1843-44-45 & 49.	1,521,000	6	" "	"	1880	95
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	102
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1856 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	99½
	Dollar registered	3,414,000	7	" "	"	1911	101½
	Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	98
	Gold or stg reg	624,000	6*	" "	" "	1911	97½
	Dollar coupon	376,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv		2,306,630	7	Jan. & July.	"	1893	101
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible		345,800	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866		400,000	6	April & Oct.	"	1876	93
Loan of 1867		1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed		330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.		6,212,000	7	Feb. & Aug.	Philadelphia.	1900	69½
1st Mort. (Steub. & Ind.) conv.		3,000,000	6	monthly.	New York.	1884	70
1st Mort.(Ct.& New'k 23m)conv		775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free		4,000,000	7	Jan. & July.	Baltimore.	1898	91½
2d Mort. (Balt. Loan) of 1886		1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)		400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)		875,000	7	Jan. & July.	New York.	1912	104½
1st Mortgage (Series B)		875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)		875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)		875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)		875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)		875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)		860,000	7	Jan. & July.	" "	1912	101
2d Mortgage (Series H)		860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)		860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)		860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)		860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)		860,000	7	June & Dec.	" "	1912	....
3d Mortgage		2,000,000	7	April & Oct.	" "	1912	89
Bridge (O. & P. R. R.) bonds		155,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869		1,000,000	8	March & Sept.	" "	1874	101
Construction bonds of Jan. 1,'70		100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000		.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000		.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold		800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000		.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000		.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863		250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd		700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)		350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000		.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd		1,500,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.		1,000,000	7*	" "	"	1889	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free		800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage		300,000	6	Jan. & July.	Providence.	18	....
Quincy, Alton and St. Louis:						
1st Mortgage gold		880,000	7*	May & Nov.	Philadelphia.	1892	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed		600,000	7	May & Nov.	New York.	1890	86½
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed		600,000	8	Jan. & July.	Boston.	1890	97
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed		850,000	7	March & Sept.	New York.	1883	....
2d Mortgage, guaranteed		350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage		150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage		300,000	7	" "	"	1880	....
3d Mortgage		150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitsh.)		400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)		500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)		125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund		600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds		157,800	6	" "	"	1875	....
Consolidated Mortgage		1,722,000	6	May & Nov.	New York.	'79-'90	60
Rich., Fredericksb'g & Potomac							
Sterling Loan		$7,777	6*	Jan. & July.	London.	1875	....
Dollar Loan		295,500	6	" "	Richmond.	1881	....
Dollar Loan		172,800	7	" "	"	1875	....
Richmond and Petersburg:							
1st Mortgage		180,500	7	June & Dec	Richmond.	1875	....
1st Mortgage		175,000	8	April & Oct		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin".

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	70
Equipment Mortgage	500,000	8	March & Sept.	"	1880	98
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	...
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	90
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	75
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	96
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	92½
2d Mortgage May 1, 1868 guar.	648,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1991	82
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands).	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands.	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1876	92½
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	90½
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1866	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.)						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1906	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	688,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.):						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	600,000	7*	Jan. & July.	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	550,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,200	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1886	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	98
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	60
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	8,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1888	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewisten:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1879	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	168,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,168,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,600,000	7	June & Dec.	New York.	1894	69
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	70
2d Mortgage (W. Div.) 117 m.	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000	1,466,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	....
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,500	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, unr.	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1888	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	"	" "	1883	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	97
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M.(Gt. W.Rwy of '59, 161m.)	2,500,000	7	Feb. & Aug.	" "	1888	95
1st Mort. (Quincy & Tol. 34 m.)	500,000	7	May & Nov.	" "	1890	83
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1892	90½
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab.& Wt. 167 m.)	1,500,000	7	" "	" "	1871	87
2d M. (Gt. W.Rwy of '59, 161m.)	2,500,000	7	" "	" "	1893	79
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	70½
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	77
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	86
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	83½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	77½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	74
Omaha Bridge B'ds, stg.£250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	92
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	88
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	89
Consolidated(mort.)Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	94½
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £380,000	1,800,000	6*	" "	" "	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1875	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	25
2d Mortgage consolidated	1,500,000	7	" "	"	1891	7½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	442,800	7	Jan. & July.	"	1887	67½
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.		....	65½
Equipment Mortgage	1,000,000	8	May & Nov.		'76-'77	75
Equipment Mortgage	1,000,000	8	" "		1889	75
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,429	8	Jan. & July.	"	1890	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee('A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	71½
4th Mortgage	846,000	8	March & Sept.	" "	1900	83
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	83
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	100
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1868	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	613,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	92
2d Mort. " "	300,000	6	" "	"	1890	92
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	80
2d Mortgage preferred	600,000	6	" "	"	1895	75
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	98
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	85
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1936	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	101½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	72
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	85
2d Mortgage coupon or regis	723,600	7	Jan. & July.	"	1902	70
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (O. & N. W.):						
1st Mortgage $20,000 p. m.	2,750,000	7	Jan. & July.	New York.	1890	82½
2d Mortgage $12,000 p. m.	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G. gold S. F. $25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	88
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	6*	" "	London.	1890	....
Preferred Bonds (next lien)	1,999,500	6	Jan. & July.	Baltimore.	1885	100
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage registered — 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered — 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1884	101½
1st Mortgage registered — 3d series, Jan. 1, 1871.	5,000,000	7	" "	" "	1891	101
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg.	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	91
Mortgage Loan reg.	2,000,000	6	F. M. A. & N.	"	1897	91
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	91
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	92½
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	88
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	92
2d Mortgage	285,000	6	" "	"	1876	98
Boat Loan, sinking fund	236,965	7	" "	"	1885	90
Preferred Stock Dividend Scrip	103,164	7	Feb. & Aug.		1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	65
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	71
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	260,000	6	May & Nov.	"	1870	75
Boat and Car Loan	756,650	6	" "	"	1888	72
Boat and Car Loan	628,100	7	" "	"	1889	75
Coupon Bonds	1,079,000	6	Jan. & July.	"	1896	71
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	71
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1893	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1896	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	pc.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	3	106	Adirondac ..... New York.	2,728,692	*	.....	7,000,000	3,763,000	930,000	1,963,756	—	60.2	.....	.....	.....	.....	.....	—	100	.....
May 31, 1872	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga..... Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central †..... Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	142.0	—	87.1	—	21	24	12	749	Albany and Susq. (D. & H.)...New York.	7,463,572	*	.....	.....	5,000,000	4,467,000	.....	.....	164.0	(Del. &	Hud. Cana	l Co.)	1,341,228	423,821	7	100	66
Sept. 30, 1872	51.0	—	2.0	—	3	4	1	21	Alexandria and Fredericksburg † ..... Va.	2,500,000	*	.....	.....	.....	1,000,000	.....	—	51.0	.....	.....	.....	.....	.....	—	100	.....
Jan. 31, 1873	132.0	—	44.9	112.0	.....	.....	.....	.....	Allegheny Valley..... Pennsylvania.	13,200,000	*	.....	.....	2,256,300	12,389,000	.....	—	132.0	.....	.....	.....	2,239,158	960,684	—	50	.....
Nov. 30, 1872	35.8	—	1.6	—	.....	.....	.....	.....	Allentown ..... Pennsylvania.	1,147,225	—	.....	.....	567,544	—	579,681	—	35.8	.....	(Phila. & R	eading R.	R.)	.....	—	50	.....
Dec. 31, 1872	20.5	—	2.0	—	5	10	2	43	Annapolis and Elkridge..... Maryland.	445,000	*	.....	.....	350,000	.....	.....	95,000	20.5	.....	.....	.....	.....	.....	—	50	.....
Dec. 31, 1872	57.0	—	2.8	28.0	.....	.....	.....	.....	Arkansas Central (3 ft.) †..... Arkansas.	.....	.....	.....	.....	.....	15,000pm	.....	—	—	.....	.....	.....	.....	.....	—	100	.....
Mar. 31, 1873	23.6	—	1.9	—	.....	.....	.....	.....	Ashuelot..... New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	—	—	.....	.....	.....	.....	.....	—	100	.....
Nov. 30, 1872	465.0	—	23.3	200.0	.....	.....	.....	.....	Atchison, Topeka & Santa Fe.... Kansas.	20,000,000	—	.....	.....	8,615,000	10,564,500	570,000	—	—	(In prog	ress to N.	Mexico.)	.....	7,500	—	100	15½
Sept. 30, 1872	30 4	—	0.9	—	3	2	1	17	Athol and Enfield..... Massachusetts.	605,573	7,555	44,400	.....	520,000	293,400	44,605	3,514	30.4	44,320	26,778	17,193	39,082	10,555	4	100	.....
June 30, 1872	86.7	—	8.9	—	19	6	5	119	Atlanta and West Point ..... Georgia.	1,200,129	*	.....	.....	1,232,200	22,000	.....	—	86.7	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	387.3	58.2	149.4	—	166	52	26	3,117	Atlantic and Great West. N.Y. Penn. & O.	60,992,240	*	.....	.....	24,000,000	66,992,240	.....	—	565.8	.....	.....	.....	5,451,229	855,670	8	100	.....
Dec. 31, 1872	237.0	110.0	16.3	165.0	26	19	6	338	Atlantic and Gulf †..... Georgia.	7,592,283	*	162,387	.....	4,479,677	3,294,700	380,991	—	347.5	635,350	98,234	.....	983,966	339,589	—	100	.....
Sept. 30, 1872	408.0	20.0	31.0	100.0	78	29	18	882	Atlantic, Mississippi and Ohio... Virginia.	17,765,914	*	8,718,937	.....	6,921,900	14,889,848	.....	—	428.0	1,427,688	232,575	530,583	1,969,053	734,328	—	100	.....
May 31, 1872	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina †. N. Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	—	95.0	.....	(No retur	ns furnish	ed.)	.....	.....	—	100	.....
Dec. 31, 1872	364.0	—	18.2	200.0	.....	.....	.....	.....	*Atlantic and Pacific* †..... Missouri & Ind. Ter.	.....	—	.....	.....	15,000,000	12,500,000	.....	—	328.2	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	149.5	1.5	16.2	—	.....	.....	.....	.....	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,089	*	.....	.....	3,994,900	3,433,848	201,089	—	—	.....	.....	.....	.....	.....	4	100	.....
Nov. 30, 1872	53.0	—	2.7	—	.....	.....	.....	.....	Augusta and Savannah..... Georgia.	1,032,200	—	.....	.....	733,700	129,000	.....	—	—	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Genesco and Mount Morris .. N. Y.	245,000	*	.....	.....	194,250	20,000	20,000	—	19.1	21,302	43,209	4,901	33,299	6,001	—	100	.....
Nov. 30, 1872	57.2	2.0	4.1	—	.....	.....	.....	.....	Bald Eagle Valley ..... Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	—	53.2	.....	(Leased to	Pennsylv	ania.)	.....	.....	—	100	.....
Sept. 30, 1872	379.6	—	502.7	—	388	205	52	7,904	Baltimore and Ohio † .... Md. & W. Va.	31,170,756	7,995,856	13,423,332	3,424,536	16,704,762	12,466,639	700,878	26,152,269	454.6	9,172,997	.....	.....	10,654,472	4,532,072	8	100	158½
Sept. 30, 1872	30.0	—	39.9	—	.....	.....	.....	.....	Washington branch † ..... Maryland.	1,650,000	—	—	642,300	1,650,000	20,000	—	622,300	30.0	476,800	.....	.....	480,645	335,735	10	100	160
Sept. 30, 1872	103.8	—	21.8	—	.....	.....	.....	.....	Parkersburg Branch..... W. Virginia.	10,000,000	—	—	—	5,680,685	893,500	.....	—	103.5	1,003,407	.....	.....	826,803	114,541	—	100	11
Dec. 31, 1872	32.0	—	3.2	89.0	.....	.....	.....	.....	Baltimore and Potomac..... Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	32.2	(Opened	to Washi	ngton, May	1, 1872.)	.....	—	100	7
Dec. 31, 1872	33.4	—	2.7	—	.....	.....	.....	.....	Belfast and Moosehead Lake..... Maine.	900,000	—	—	—	650,000	250,000	.....	—	—	(Operat	ed by Ma	ine Centr	al.)	36,000	—	50	.....
Dec. 31, 1872	67.0	—	6.7	—	30	21	6	867	Belvidere Delaware ..... New Jersey.	3,876,842	*	.....	.....	995,300	2,244,500	1,228,128	.....	67.0	.....	.....	.....	835,380	218,608	—	100	.....
Sept. 30, 1872	22.0	—	2.0	—	.....	.....	.....	.....	Berkshire..... Mass.	600,000	—	8,000	.....	600,000	.....	.....	—	22.0	58,408	80,192	174,297	120,291	42,045	7	100	72½
Sept. 30, 1872	15.6	—	5.7	—	.....	.....	.....	.....	Blossburg and Corning..... New York.	582,346	—	.....	.....	468,000	.....	.....	—	—	.....	.....	.....	.....	.....	5	100	.....
Sept. 30, 1872	201.6	48.0	316.8	—	206	181	46	4,118	Boston and Albany.... Mass. & N. York.	19,890,414	4,411,338	1,071,646	2,106,488	19,664,100	3,037,000	646,724	4,237,012	268.3	4,883,071	5,247,576	2,732,907	9,259,599	2,362,615	10	100	138
Sept. 30, 1872	25.2	—	2.0	0.8	4	4	2	50	Boston, Barre and Gardner..... Mass.	763,114	104,775	30,324	4,028	736,240	—	153,849	12,147	28.0	82,064	65,157	17,499	69,356	7,550	—	100	.....
Sept. 30, 1872	42.9	—	9.0	—	21	22	12	434	Boston, Clinton and Fitchburg ..... Mass.	1,430,328	646,052	110,250	95,736	872,000	1,250,000	62,586	97,180	90.2	441,745	467,966	317,043	576,413	192,795	—	100	.....
Mar. 31, 1873	93.5	—	12.8	—	22	24	19	478	Boston, Concord and Montreal ..... N. H.	2,850,000	—	218,300	327,759	1,800,000	1,050,000	29,603	316,456	139.0	.....	174,511	92,186	670,349	131,715	6p	100	.....
Sept. 30, 1872	23.8	16.0	45.8	—	37	46	20	940	Boston and Lowell..... Mass.	2,469,955	252,345	2,566,759	253,142	2,852,900	1,771,024	542,860	374,417	71.8	741,981	1,949,688	620,053	1,293,969	241,016	8	500	106½
Sept. 30, 1872	80.3	8.5	84.9	38.0	61	102	28	975	Boston and Maine..... Mass., N. H. & Me.	6,728,332	1,144,587	775,992	525,480	6,816,834	—	1,341,862	1,016,686	153.8	1,215,996	4,185,469	520,722	2,004,672	504,116	10	100	102
Sept. 30, 1872	44.0	14.5	65.0	—	38	67	11	482	Boston and Providence..... Mass. & R. I.	3,691,188	207,400	573,542	253,320	3,950,000	—	356,478	427,922	66.5	239,132	762,246	765,733	1,716,399	465,347	10	100	147½
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa..... Canada.	2,647,004	*	.....	.....	424,704	1,657,200	.....	—	85.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	171	Brunswick and Albany †..... Georgia.	10,548,000	*	.....	.....	4,898,000	5,650,000	350,000	—	—	(Com	pany in ba	nkruptcy.	)	.....	—	100	.....
Sept. 30, 1872	28.0	—	2.0	—	.....	.....	.....	.....	Buff., Bradford and Pittsburg.. New York.	2,869,500	—	.....	.....	2,286,000	583,500	.....	—	—	(Erie	Railway	Co.)	.....	40,600	—	100	.....
Sept. 30, 1872	48.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.... N. Y. & Penn.	1,546,930	*	.....	.....	428,717	700,000	548,229	—	43.2	.....	.....	.....	228,099	.....	—	100	.....
Sept. 30, 1872	142.0	—	12.7	—	.....	.....	.....	.....	Buffalo, New York & Erie...N.Y. & Penn.	3,339,000	—	.....	.....	960,000	2,380,000	.....	—	—	(Erie	Railway	Co.)	.....	233,100	7	500	.....
Sept. 30, 1872	117.0	—	5.9	—	.....	.....	.....	.....	Buff., New York and Phila. N.Y. & Penn.	3,064,271	*	.....	.....	1,600,707	1,876,500	430,605	—	88.0	(Opened	to Empor	ium, Pa.)	139,145	17,300	—	100	.....
Dec. 31, 1872	219.0	79.0	14.0	—	24	16	7	625	Buri., Cedar Rapids and Minnesota. Iowa.	7,000,000	*	.....	.....	5,400,000	2,200,000	.....	—	332.0	.....	.....	.....	995,129	283,802	—	100	.....
Dec. 31, 1872	120.0	—	6.0	100.0	.....	.....	.....	.....	Burlington and Southwestern. Iowa & Mo.	3,000,000	*	.....	.....	1,200,000	1,750,000	.....	—	.....	.....	(In progr	ess.)	.....	.....	—	100	.....
Feb. 28, 1873	158.0	—	....	143.0	.....	.....	.....	.....	*Cairo and Fulton*..... Arkansas.	10,000,000	—	.....	.....	12,000,000	8,000,000	.....	—	....	(Compl	eted to Mo.	Line May,	1873.)	.....	—	100	.....
Dec. 31, 1872	160.0	—	8.0	—	.....	.....	.....	.....	Cairo and Vincennes..... Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	—	160.0	.....	(Recently	completed	.)	.....	—	100	.....
Dec. 31, 1872	61.2	—	92.9	—	.....	.....	.....	.....	Camden and Amboy..... New Jersey.	9,458,328	—	.....	.....	5,847,800	.....	.....	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	10	100	.....
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	100	Camden and Atlantic..... New Jersey.	1,790,623	376,196	138,364	32,358	1,215,870	1,058,400	54,907	9,384	67.0	213,639	417,186	69,324	467,036	212,119	3½p	50	60
Dec. 31, 1872	23.0	7.2	3.9	—	.....	.....	.....	.....	Camden and Burlington Co.. New Jersey.	715,262	—	—	—	332,925	338,000	44,437	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	6	100	.....
Dec. 31, 1872	28.5	—	4.8	81.0	.....	.....	.....	.....	Canada Central..... Canada.	685,156	*	—	5,888	.....	683,467	3,776	3,800	28 5	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1873	229.0	63.0	29.2	—	.....	.....	.....	.....	Canada Southern..... Canada.	.....	—	—	.....	5,000,000	8,760,000	.....	—	—	(Recently	completed	.)	.....	—	100	.....
Sept. 30, 1872	71.6	22.4	7.8	18.0	10	23	12	160	Cape Cod..... Mass.	1,245,594	237,393	46,392	16,547	1,022,330	349,000	132,591	43,985	94.0	210,684	286,417	75,147	521,798	86,737	8	50	.....
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2	—	31	Carbondale and Shawneetown.... Illinois.	662,650	*	.....	.....	855,500	200,000	7,150	—	18.0	(Opened	Dec. 30, 1	871.)	.....	.....	—	100	.....
Sept. 30, 1872	18.0	—	0.5	10.0	2	—	—	3	Carthage, Water'n & Sack. Harbor.. N.Y.	561,139	*	.....	.....	455,433	150,000	.....	—	18.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	20.0	4.0	3.0	—	6	3	2	517	Catasauqua and Fogelsville..... Penn.	742,151	*	.....	.....	426,000	.....	.....	—	24.0	.....	.....	.....	.....	.....	—	100	.....
Oct. 31, 1872	94.0	4.5	5.5	—	21	9	5	602	Catawissa..... Penn.	6,098,850	*	.....	.....	4,359,500	1,739,350	.....	—	—	(Leased	Nov. '72 to	Ph. & Bdg.	)	572,104	183,169	6	25	.....
Sept. 30, 1872	14.8	—	1.3	—	2	2	2	14	Cazenovia and Canastota..... New York.	538,906	*	.....	.....	294,529	250,000	29,250	—	14.8	.....	.....	.....	25,895	4,391	7 p.	50	37
Dec. 31, 1872	75.6	—	3.8	—	.....	.....	.....	.....	Cedar Falls and Minnesota ..... Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	—	—	(Illinois	Central.	)	.....	128,646	113,400	—	100	.....
Dec. 31, 1872	271.6	2.4	22.1	—	.....	.....	.....	.....	*Cedar Rapids and Missouri River*... Iowa.	11,233,000	—	.....	.....	7,619,000	3,614,000	.....	—	—	(Chic. &	North We	stern R. R.	)	.....	.....	—	100	.....
Dec. 31, 1872	100.0	—	15.0	250.0	8	6	3	181	Central Br., Union Pacific R.R.... Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	101.0	(No re	turns furn	ished.)	.....	.....	—	100	.....
Nov. 30, 1872	192.0	—	29.7	—	53	44	27	792	Central of Georgia..... Georgia.	5,000,000	—	1,628,457	1,022,692	5,000,000	1,389,000	341,963	—	284.0	.....	169,119	.....	1,656,154	689,308	10	100	...
Dec. 31, 1872	202.0	—	16.6	24.0	22	8	6	301	Central of Iowa..... Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	—	202.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	22.0	4.0	8.3	—	3	7	—	22	Central of Long Island..... New York.	1,459,616	*	.....	.....	297,800	687,000	479,598	—	—	(Flushi	ng & N. Side R. R.)		.....	.....	—	100	.....
Dec. 31, 1872	74.0	0.7	211.8	—	227	128	47	9,062	Central of New Jersey..... New Jersey.	12,424,935	7,882,235	7,049,492	4,310,442	20,000,000	9,209,000	3,058,154	—	291.0	4,889,891	4,478,513	1,400,689	7,120,718	1,957,538	10	100	99½
Dec. 31, 1872	137.0	—	31.2	—	49	28	24	787	Central Ohio..... Ohio.	5,499,999	*	.....	.....	2,845,500	2,500,000	.....	—	137.0	.....	.....	.....	989,327	170,721	6	50	66
Dec. 31, 1872	583.0	339.0	110.4	600.0	187	168	40	3,367	*Central Pacific* †..... Cal. Nev. & Utah.	130,485,698	5,022,698	5,458,198	2,513,287	54,283,190	81,939,680	422,041	7,433,960	1,158.0	.....	588,533	746,153	11,963,641	6,952,362	—	100	.....
Dec. 31, 1872	194.6	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta.... S. Car.	5,512,000	*	256,000	.....	2,578,600	3,100,000	.....	—	194.6	.....	.....	.....	652,107	439,718	—	100	.....
Dec. 31, 1872	22.5	—	5.0	—	.....	.....	.....	.....	Chartiers..... Pennsylvania.	1,127,313	—	—	18,897	628,060	500,000	5,150	—	22.8	99,140	.....	.....	60,440	20,440	—	50	.....
Sept. 30, 1872	428.0	—	42.8	72.0	45	27	18	761	Chesapeake and Ohio..... Va. & W. Va.	26,542,490	*	789,785	2,836,883	13,398,407	18,624,953	3,387,461	—	227.0	511,475	141,873	115,473	777,632	288,687	—	100	.....
Jun. 30, 1872	40.7	0.8	2.0	—	2	.....	.....	.....	Chester and Tamaroa..... Illinois.	1,690,000	*	.....	.....	1,000,000	660,000	30,000	—	41.5	(Opened	March 187	2.)	.....	.....	—	100	.....

Sept. 30, 1872	53.6	—	11.2	—	28	22	10	409	Cheshire	New Hampshire.	2,337,707	351,600	160,000	260,554	2,153,300	809,200	28,992	118,370	88.1	622,256	192,234	412,432	824,763	183,851	5	100	....
Dec. 31, 1872	21.5	—	3.1	—					Chester Valley	Pennsylvania.	1,371,900	*	.....	.....	871,900	500,000	955,000	.....	—	(Phila. a	nd Readin	g R. R. Co	mpany.)		—	50	....
Dec. 31, 1872	242.0	117.4	92.1	—	144	74	24	2,012	Chicago and Alton	Illinois.	14,627,712	*	4,348,918	1,848,501	11,355,300	5,446,630	3,255,428	303,773	649.1	5,902,102	772,506	1,601,798	5,156,326	1,879,147	10	100	103½
Dec. 31, 1872	242.0	117.4	92.1	—	144	74	24	2,012	Chicago, Burlington and Quincy	Illinois.	56,648,400	*	4,555,731	—	26,050,583	26,221,642	602,466	8,329,470	1,469.2	(8 mont	hs on 825	miles.)	7,564,575	2,839,866	10	100	99½
Dec. 31, 1872	698.8	552.4	287.2	—	288	127	62	5,409	Chicago, Clinton and Dubuque	Iowa.	2,460,000	*	.....	.....	960,000	1,500,000	.....	.....	60.0	(Opene	d in Fall o	f 1872.)	.....	.....	—	100	....
Dec. 31, 1872	60.0	—	6.0	—	6	4	2	320	Chicago, Danville and Vincennes	Ill.	6,675,565	*	221,107	.....	2,975,000	3,325,000	345,068	.....	110.0	.....	.....	.....	627,930	277,553	—	100	....
Dec. 31, 1872	110.0	76.0	12.0	20.0	24	10	5	955	Chic., Cincinnati and Louisville	Indiana.	2,500,000	156,000	10,000	.....	1,500,000	1,000,000	.....	.....	73.0	(No inf	ormation	furnished.	)	.....	—	100	....
Dec. 31, 1872	78.0	—	3.7	—	5	4	2	168	Chic., Dubuque and Minnesota	Io. & Minn.	6,500,000	*	.....	.....	2,500,000	4,425,000	.....	.....	131.0	(No inf	ormation	furnished.	)	.....	—	100	....
Dec. 31, 1872	117.0	14.0	21.5	—	14	6	3	410	Chicago and Iowa	Illinois.	4,100,000	*	.....	.....	1,350,000	1,750,000	1,000,000	.....	—	(Chic., B	url. & Quin	cy R. R. C	o.)	140,000	—	100	....
Dec. 31, 1872	80.0	—	8.0	30.0	15	6	3	—	Chicago, Iowa and Nebraska	Iowa.	5,000,000	*	.....	.....	4,200,000	810,000	.....	.....	—	(Chic. &	Northwes	tern R. R.	Co.)		8	100	81½
May 31, 1873	81.3	1.1	16.9	—					Chicago and Michigan Lake Shore	Mich.	6,538,400	*	.....	.....	1,188,400	5,350,000	.....	.....	170.0	482,640	240,169	128,662	500,985	218,500	—	100	....
Dec. 31, 1872	170.0	25.0	19.6	55.6	25	12	7	606	Chicago and N. West'n.	Ill., Wis. & Mich.	56,199,718	*	2,343,919	.....	35,878,644	20,474,000	724,299	1,465,694	1,271.0	.....	2,224,705	2,510,016	11,402,161	4,592,135	—	100	61½
May 31, 1872	1,388	—	200.0	120.0	269	277	88	5,983	Chicago and Paducah	Illinois.	1,800,000	—	—	—	1,350,000	540,000	.....	.....	—	(Operat	ed by con	tractor—N	o report.)		—	100	....
Dec. 31, 1872	67.0	—	....	193.0					Chicago, Pekin & South-Western	Ill. & Mo.		(No infor	mation.)								(Being co	nstructed.)				—	100	....
Dec. 31, 1872	60.0	—	6.0	100.0					Chicago, Rock Island & Pacific	Ill. & Iowa.	28,716,723	*	7,889,906	2,109,406	25,000,000	8,972,000	154,351	4,589,683	660.0	4,340,995	956,734	1,289,890	6,657,050	3,139,267	8	100	104½
Mar. 31, 1873	498.0	120.5	142.8	—	197	66	36	3,940	Chicago and Southern Illinois	Ill. & Ind.		(Under	construct	ion—no	information.)										—	100	....
Mar. 31, 1873	35.0	—	—	167.0	—	—	—	—	Chicago and South Western	Iowa & Mo.	13,500,000	—	.....	.....	7,000,000	5,000,000	1,658,551	.....	—	(Chic., R	ock Islan	d and Pac	ific R. R.	Co.)		—	100	....
Dec. 31, 1872	269.0	92.0	16.9	—					Chillicothe and Brunswick	Mo.	865,000	—	—	—	365,000	500,000	.....	.....	—	(St. Lou	is K. City	and North	ern R. R.	Co.)	—	100	....
Dec. 31, 1872	36.3	—	2.1	—					Cincinnati and Baltimore	Ohio.	1,105,453	—	—	—	673,000	314,000	118,458	.....	—	(Mariett	a and Cin	cinnati R.	R. Co.)		—	100	....
Dec. 31, 1872	7.0	—	3.0	....					Cincinnati, Hamilton and Dayton	Ohio.	3,974,655	1,127,251	1,889,230	262,965	3,500,000	2,032,000	1,052,450	669,651	60.0	549,574	750,687	564,542	1,204,565	495,373	8	100	....
Mar. 31, 1873	60.0	—	118.2	—	88	30	13	429	Cin., Hamilton and Indianapolis	O. & Ind.	6,187,645	*	.....	.....	(Sold un	der forec	lose. for	$1,000,000	123.0	.....	.....	.....	312,358	L. 17,967	—	106	....
Mar. 31, 1873	98.0	25.0	7.2	—	19	9	6	358	Cincinnati and Martinsville	Indiana.	800,000	—	—	—	400,000	400,000	.....	.....	39.0	(Until re	cently lea	sed to Ind.	Cin. & La	fayette.)	—	100	....
Dec. 31, 1872	39.0	—	1.9	—	.....	.....	.....	.....	Cincinnati and Muskingum Valley	Ohio.	5,472,977	*	—	109,315	3,996,610	1,500,000	31,360	84,326	148.0	424,240	141,450	148,249	439,838	156,087	—	100	....
Dec. 31, 1872	148.4	—	12.8	—	16	12	4	370	Cin., Richmond and Chicago	Ohio & Ind.	826,738	184,552	700	56,965	382,600	565,000	61,350	.....	42.0	.....	.....	.....	229,635	70,974	—	100	....
Mar. 31, 1873	36.0	—	2.6	—	5	1	1	167	Cincinnati, Rich. & Ft. Wayne	Indiana.	3,756,952	—	—	—	2,000,000	1,800,000	.....	.....	91.5	.....	90,118	72,204	187,252	61,470	—	100	....
Dec. 31, 1872	91.5	—	4.5	—					Cincinnati, Sandusky & Cleveland	Ohio.	7,982,936	*	.....	.....	4,729,037	3,261,330	18,108	.....	215.5	741,280	254,436	283,398	850,755	339,244	—	50	21½
Jun. 30, 1872	155.0	15.5	24.9	—	28	27	12	662	Cincinnati and Terre Haute	Ohio & Ind.		(Under	construct	ion—no	report.)				25.0	20,360	4,032	.....	7,047	.....	—	100	....
Dec. 31, 1872	25.0	—	....	270.0	4	2	1	110	Cleveland, Col. Cin. & Ind	Ohio & Ind.	16,895,579	*	1,929,844	1,427,549	14,961,275	3,005,000	1,446,285	310,412	471.4	3,877,159	572,396	1,444,354	4,593,171	1,379,526	7	100	76
Dec. 31, 1872	340.5	49.9	75.0	—	118	47	17	3,025	Cleveland and Mahoning	Ohio.	3,147,934	—	.....	.....	2,059,200	1,164,000	.....	.....	—	(Atl. & G	t. Wtn. Ra	ilway Co.)	274,907	260,946	7	50	....
Dec. 31, 1872	67.8	12.4	10.3	—					Clev., Mt. Vernon and Delaware	Ohio.	2,575,125	*	.....	.....	1,200,000	2,300,000	.....	.....	114.5	133,000	135,607	176,909	300,347	126,728	—	100	....
Jun. 30, 1872	102.0	—	5.0	42.0	11	6	4	460	Cleveland and Pittsburg	Ohio & Penn.	12,490,700	2,538,644	659,162	219,662	11,236,150	2,834,344	396,663	440,411	225.0	2,316,159	654,758	1,881,912	Pa. R. R.	1,053,283	7	50	86
Nov. 30, 1872	167.0	32.0	76.4	—	83	41	22	2,619	Col., Chic. & Ind. Cent	Ohio, Ind & Ill	37,014,719	*	.....	.....	13,328,566	23,555,174	180,974	.....	681.0	4,590,845	646,459	1,390,597	4,411,095	783,881	—	100	29½
Dec. 31, 1872	681.0	—	68.0	—	168	54	27	1,662	Colorado Central (3 ft.)	Colorado.	1,999,300	*	.....	.....	1,474,300	525,000	.....	.....	40.0	.....	.....	.....	90,216	14,967	—	100	....
Dec. 31, 1872	76.0	4.0	....	161.0	3	2	2	12	Columbus and Hocking Valley	Ohio.	2,578,037	1,072,739	268,658	59,094	1,208,810	2,148,000	291,499	330,219	89.0	499,522	134,999	681,819	854,892	442,663	25	50	....
Dec. 31, 1872	76.0	13.0	12.6	—	25	8	4	1,601	Columbus, Springfield & Cin	Ohio.	2,000,000	—	—	—	1,000,000	1,000,000	—	—	—	(Leased	to Cin., Sa	nd. & Clev	. R. R. C	o.)	—	100	....
Dec. 31, 1872	45.0	—	3.4	—					Concord	New Hampshire.	1,500,000	*	187,390	104,436	1,500,000	—	111,357	180,169	145.5	802,162	613,842	692,768	1,040,115	150,759	10	50	158
Mar. 31, 1873	35.0	7.0	49.0	—	33	36	18	811	Concord and Portsmouth	N. Hampshire.	1,108,859	—	—	—	350,000	—	—	—	—	(Concor	d R. R. Co	mpany.)	25,000	25,000	7	100	....
Mar. 31, 1873	41.0	—	6.0	—					Connecticut and Passump. Riv.	Vermont.	3,385,486	*	261,151	128,946	2,127,273	1,357,100	39,767	246,371	143.7	458,581	167,112	171,923	812,768	308,902	6	100	80
Jun. 30, 1872	110.3	—	15.2	—	22	15	7	746	Connecticut River	Massachusetts.	2,055,527	225,814	138,686	510,977	1,850,000	250,000	415,226	405,778	55.9	324,053	985,504	383,770	729,311	215,481	10	100	133
Sept. 30, 1872	50.0	5.9	23.5	—	18	24	10	311	Connecticut Valley	Connecticut.	2,403,589	246,175	—	.....	1,033,500	998,000	973,000	7,390	45.0	66,293	205,441	16,077	144,851	7,390	—	100	....
Sept. 30, 1872	45.0	—	4.7	—	6	12	5	140	Connecticut Western	Connecticut.	3,797,665	295,321	.....	.....	1,504,026	2,436,500	96,323	.....	68.3	146,880	151,638	60,467	223,565	65,612	—	100	....
Sept 30, 1872	66.7	—	7.0	—	8	10	2	170	Connecting (Phila.)	Pennsylvania.	2,278,300	—	—	—	1,278,300	1,000,000	.....	.....	—	(Phila.	and Trent	on R. R. C	ompany.)	.....	6	50	....
Dec. 31, 1872	66	—	9.5	—					Cooperstown and Susquehanna	N. York.	458,914	*	.....	.....	308,405	100,000	22,240	.....	17.0	.....	.....	.....	39,611	14,727	—	100	....
Sept. 30, 1872	16.0	1.0	1.6	—	2	2	1	17	Cumberland Valley	Penn.	1,725,143	*	656,432	137,782	2,094,250	352,300	72,174	600,583	141.6	275,889	288,817	322,017	581,064	287,989	8	50	....
Dec. 31, 1872	74.0	7.0	26.0	—	19	17	6	371	Danv., Hazleton & Wilkesbarre	Penn.	1,102,600	*	.....	.....	684,235	1,400,000	.....	.....	—	(Leased	to Pennsy	lvania R.	R. Co.)		—	50	....
Dec. 31, 1872	45.0	—	2.3	—	5	2	2	17	Danbury and Norwalk	Connecticut	1,108,445	145,383	.....	.....	600,000	407,500	86,050	25,681	33.8	101,553	159,330	44,653	172,120	69,796	10	50	....
Sept. 30, 1872	23.8	10.0	4.5	—	6	6	2	72	Davenport and St. Paul	Iowa & Minn.	5,000,000	—	—	—	9,000,000	2,440,000	.....	.....	90.0	(Recentl	y opened	—No repo	rt.)		—	100	....
Mar. 31, 1873	90.0	32.0	....	20.0	....	....	....	....	Dayton and Michigan	Ohio.	6,038,363	777,401	78,671	149,269	2,398,785	4,102,700	382,741	158,468	142.0	.....	.....	.....	1,084,567	279,623	3½	100	....
Mar. 31, 1873	142.0	—	21.3	—	23	15	4	686	Dayton and Union	Ohio.	612,015	*	.....	.....	86,000	527,445	.....	.....	31.8	116,316	64,344	94,955	134,148	52,209	—	100	....
Jun. 30, 1872	31.8	—	1.8	—	4	4	3	68	Dayton and Western	Ohio.	1,011,276	—	—	—	Sunk.	701,000	.....	.....	—	(Operat	ed by Pitt	sb'g, St. L.	& Cinc. C	o.)	—	100	....
Jun. 30, 1872	41.5	—	3.0	—					Delaware	Delaware.	2,114,184	—	76,154	71,522	1,317,390	870,000	.....	74,470	99.3	317,068	.....	.....	448,841	121,046	6	100	....
Oct. 31, 1872	83.0	16.3	5.6	—					Delaware and Hudson	Penn.	4,621,411	*	24,313,589	955,845	15,000,000	13,088,385	—	1,804,460	62.0	(Owned	& operate	d by Del. &	Hud. Can	al Co.)	10	100	....
Dec. 31, 1872	45.0	—	66.0	—	46	3	1	4,259	Delaware, Lack. and Western	Penn.	15,512,767	*	.....	.....	20,000,000	5,394,000	4,239,545	.....	115.0	3,254,260	249,578	3,347,671	4,746,678	2,867,985	10	100	99½
Dec. 31, 1872	115.0	—	119.0	—	128	20	9	10389	*Denver Pacific*	Colorado.	5,000,000	*	.....	.....	2,500,000	2,500,000	.....	.....	121.0	.....	19,795	43,862	371,903	196,997	—	100	....
Dec. 31, 1872	106.0	15.0	5.1	—	6	4	2	64	Denver and Rio Grande	Col. & N. Mex.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	155.0	(Operati	ons by Co.	commence	d Jan. 1, 1	873.)	—	100	....
Dec. 31, 1872	118.0	31.0	5.5	732.0	10	11	2	292	Des Moines Valley	Iowa.	13,808,285	*	.....	.....	6,523,600	5,070,000	930,000	.....	250.0	447,679	108,599	198,360	776,254	127,223	—	100	....
Dec. 31, 1872	250.0	—	20.0	—	27	10	10	540	Detroit, Eel River and Illinois	Michigan.	2,386,000	*	.....	.....	1,000,000	1,500,000	.....	.....	—	(R	ecently op	ened—no	returns.)		—	100	....
Aug. 31, 1872	63.0	—	3.8	28.0	6	4	4	145	Detroit, Hillsdale and Indiana	Michigan.	1,318,150	*	.....	.....	343,150	1,470,000	.....	.....	65.0	(R	ecently op	ened—no	returns.)		—	100	....
Aug. 31, 1872	65.0	—	3.2	—	4	2	2	50	Detroit and Milwaukee	Michigan.	10,218,628	*	.....	.....	2,917,140	7,296,388	.....	19,259	189.0	775,746	438,074	330,559	1,381,603	442,155	—	100	....
Dec. 31, 1872	189.0	—	26.0	—	34	37	20	502	Detroit, Lansing & Lake Michigan	Mich.	5,777,000	*	.....	.....	1,707,000	4,070,000	.....	.....	166.0	.....	.....	.....	610,000	.....	—	100	....
Aug. 31, 1872	164.0	2.0	2.0	22.0	....	....	....	....	Dexter and Newport	Maine.	300,000	—	—	—	122,000	175,000	.....	.....	—	(Leased	to Maine	Central.)		18,000	6	100	....
Dec. 31, 1872	14.0	—	2.0	—					Dorcester and Delaware	Del. & Md.	.....	.....	.....	.....	.....	.....	.....	.....	33.5	.....	12,338	7,781	22,792	7,175	—	100	....
Oct. 31, 1872	33.5	—	3.4	—	2	—	—	—	Dover and Winnipisseogee	New Hamp.	825,000	—	—	—	480,000	.....	.....	.....	—	(Boston	and Maine	R. R. Co.)		29,000	6	100	....
Sept. 30, 1872	29.0	—	2.8	—					*Dubuque and Sioux City*	Iowa.	5,893,200	—	—	—	5,000,000	880,000	.....	.....	—	(Leased	by Illinois	Central.)		.....	6	100	57
Dec. 31, 1872	142.9	—	15.4	—					Dubuque and South Western	Iowa.	1,719,977	40,161	—	—	1,174,977	550,000	12,247	63,057	54.7	.....	.....	.....	161,458	72,488	—	100	....
Dec. 31, 1872	54.7	—	2.8	—	4	4	5	76	Dunkirk, Warren & Pittsburg	N. York.	2,770,565	*	.....	.....	1,266,000	1,400,000	189,907	.....	54.8	.....	.....	.....	109,262	2,064	—	100	....
Dec. 31, 1872	54.8	—	4.2	—	6	7	3	81	Dutchess and Columbia Counties	N. Y.	2,796,377	*	.....	.....	1,488,487	1,500,000	554,407	.....	58.0	.....	.....	.....	210,545	L. 26,996	—	100	....
Sept. 30, 1872	58.0	—	7.4	—	7	6	3	92	Duxbury and Cohasset	Mass.	384,519	*	—	9,870	360,000	—	42,239	2,150	17.5	.....	100,711	6,262	34,048	1,434	—	100	....
Sept. 30, 1872	17.5	—	1.1	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	—	—	—	89,800	175,000	.....	.....	—	(Pennsy	lvania R. R	Co.)	.....	.....	—	50	....
Oct. 31, 1872	17.5	—	0.6	—					East Pennsylvania	Pennsylvania.	1,484,290	—	—	—	1,309,200	495,900	.....	.....	—	(Phila. &	Reading	Co.)		.....	6	50	....
Oct. 31, 1872	36.0	—	15.5	—					East Tenn., Va., & Georgia	Tenn. & Ga.	2,167,851	*	34,750	661,293	1,970,024	3,889,900	168,593	3,735,377	270.0	.....	.....	172,395	1,201,492	366,692	—	100	....
Jun. 30, 1872	242.0	28.0	27.0	—	43	38	8	605	Eastern	Massachusetts.	7,436,949	1,767,261	1,382,285	1,579,676	4,262,600	6,746,100	701,841	405,582	264.6	1,403,179	5,000,000	424,320	1,973,623	574,201	—	100	81
Sept. 30, 1872	41.4	71.7	61.6	—	73	133	35	864	Eastern Kentucky	Kentucky.	.....	—	—	—	—	—	—	—	28.0	49,312	22,107	41,808	129,305	21,728	—	100	....
Dec. 31, 1872	23.0	5.0	3.1	—	3	2	—	86	Eastern Shore	Maryland.	895,000	*	.....	.....	295,000	600,000	.....	.....	40.0	.....	(No state	ment furni	shed.)	.....	—	100	....
Dec. 31, 1872	40.0	—	1.7	—	2	....	....	....	Elizabeth and Paducah	Kentucky.	6,000,000	—	—	—	3,000,000	3,000,000	.....	.....	185.0	(R	ecently o	pened—no	returns.)		—	100	....
Dec. 31, 1872	185.0	—	9.7	—	....	....	....	....	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	500,000	—	—	—	—	(Northe	rn Central	R. R. Co.)	25,000	25,000	5	100	....
Dec. 31, 1872	46.8	—	3.3	—					Elmira and Williamsport	Penn. & N. Y.	2,620,000	—	—	—	1,000,000	1,620,000	.....	.....	—	(Northe	rn Central	R. R. Co.)	165,000	162,000	5	50	....
Dec. 31, 1872	78.0	—	14.0	—					Erie	New Jersey, N. York & Pa.	97,048,084	11,191,478	868,131	1,183,787	86,586,910	26,388,800	2,517,301	.....	954.0	12,318,504	3,595,988	5,564,274	18,371,886	4,720,285	1½	100	47½
Sept. 30, 1872	469.0	466.0	506.5	—	488	302	76	10838	Erie and Genesee Valley	New York.	191,302	—	.....	.....	144,900	120,000	.....	.....	12.3	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	12.3	—	0.8	8.7	—	—	—	—	Erie and Louisville	Ohio.	2,328,636	*	96,300	47,046	1,045,450	890,000	526,502	.....	66.0	52,000	30,160	38,344	74,404	27,338	—	100	....
Dec. 31, 1872	66.0	—	3.0	109.0	5	4	3	61	Erie and Pittsburg	Pennsylvania.	5,397,000	*	.....	.....	2,000,000	3,297,000	.....	.....	114.0	749,260	265,985	1,141,437	(Pa. Co.)	385,937	7	50	....
Dec. 31, 1872	81.5	8.7	11.3	—	29	10	4	1,319	European and North American	Maine.	8,725,907	*	.....	.....	1,272,550	4,763,773	3,220,360	.....	114.0	154,290	298,082	.....	367,574	165,289	—	100	....
Dec. 31, 1872	114.0	3.0	6.0	—	15	15	5	302	Evansville and Crawfordsville	Indiana.	2,879,748	*	24,449	92,138	1,144,258	1,127,000	20,630	704,452	132.0	359,515	146,036	.....	566,679	218,648	—	100	....
Aug. 31, 1872	109.0	23.0	16.0	—	17	10	6	340	Evansville, Terre Haute & Chi.	Ind. & Ill.	1,500,000	*	—	—	750,000	750,000	.....	.....	—	(Chicag	o, Danville	& Vincenn	es R. R. C	o.)	—	100	....
Dec. 31, 1872	55.0	—	3.1	—	8	5	3	222	Fall River, Warren & Prov.	R. I. & Mass.	331,107	4,200	71,804	460,159	150,000	234,633	271,986	213,251	5.8	11,988	106,787	.....	.....	.....	—	100	....
Sept. 30, 1872	5.8	—	—	—	—	—	—	—	Fayette County	Pennsylvania.	180,000	—	—	—	107,400	—	—	—	—	(Pbg. &	Connells	v. R. R. Co.)	.....	.....	7½	50	....
Oct. 31, 1872	12.7	—	0.6	—					Fitchburg	Massachusetts.	3,508,372	560,000	227,608	.....	4,000,000	.....	.....	511,300	98.3	716,246	1,869,427	740,123	1,350,289	323,935	8	100	125
Sept. 30, 1872	50.9	43.3	84.7	—	38	46	12	876	Flemington	New Jersey.	394,095	—	—	—	150,000	—	244,095	—	—	(Belv. Delaware R.	R. Co.)		16,217	L. 16,186	—	100	....
Dec. 31, 1872	11.8	—	1.0	—																											

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Year ending.	Railroad. Main Line.	Branch Line.	2d Track and Siddings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1872	205.0	28.0	33.7	55.0	33	36	8	607	*Flint and Pere Marquette*.....Michigan.	8,765,602	1,135,131	694,565	384,284	3,297,300	5 389,000	1,048,609	1,244,673	233.3	888,227	509,975	344,559	1,133,612	455,118	—	100	...
Sept. 30, 1872	11.8	6.3	5.3	16.2	5	19	5	8	Flushing and North Side .....New York.	952,158	284,371	.....	.....	281,010	1,281,200	81,027	.....	18.1	176,515	1,256,278	.....	281,844	86,495	—	100	...
Sept. 30, 1872	10.0	—	1.0	—	3	2	1	10	Fonda, Johnstown and Gloversville. N. Y.	493,732	*	.....	.....	300,000	300,000	41,282	.....	10.0	35,056	99,890	25,897	78,023	38,198	—	100	...
Dec. 31, 1872	100.0	—	5.2	—	8	6	3	237	Ft. Wayne, Jack. & Saginaw. Ind.& Mich.	3,000,000	313,000	25,000	.....	1,050,000	2,000,000	.....	.....	100.0	.....	.....	.....	280,647	123,591	—	100	...
Jun. 30, 1872	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	(Sold J	anuary	1, 1872.)	.....	1,000,000	2,300,000	.....	.....	109.0	.....	.....	.....	224,515	28,574	—	100	...
Sept. 30, 1872	26.0	—	3.3	—	3	1	—	90	Framingham and Lowell.....Mass.	1,021,792	182,062	.....	58,170	499,896	650,000	112,698	30	—	(Boston,	Clinton &	Fitchb'g.)	21,580	21,580	—	100	...
Dec. 31, 1872	11.5	—	1.3	—	2	3	—	21	Freehold and Jamesburg.....N. Jersey.	283,745	.....	.....	.....	283,745	.....	.....	.....	22.0	67,460	171,400	43,411	57,773	14,152	—	100	...
Feb. 28, 1873	85.0	—	9.0	150.0	9	6	4	126	Galv., Harrisburg & San Antonio..Texas.	2,255,402	287,906	.....	61,000	2,051,468	552,840	.....	.....	85.0	36,210	8,664	27,637	160,424	93,422	—	100	...
Dec 31, 1872	50.0	—	10.0	—	15	9	4	284	Galveston, Houston & Henderson.Texas.	2,522,063	398,639	234,423	14,796	1,000,000	1,500,000	360,653	311,091	50.0	198,167	86,845	179,666	751,054	366,017	—	100	...
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Georgia.	4,156,000	*	1,385,369	415,005	4,200,000	676,500	137,240	852,233	232.0	1,103,551	.....	.....	1,623,454	490,196	8	100	...
Jun. 30, 1872	111.0	—	5.5	—	8	4	4	302	Gilman, Clinton & Springfield.....Illinois.	4,000,000	.....	.....	.....	2,000,000	2,000,000	.....	.....	111.0	87,808	.....	67,361	156,750	33,525	—	100	...
Sept. 30, 1872	11.6	—	0.3	3.1	—	—	—	—	Goshen and Deckertown .....New York.	290,901	.....	.....	.....	105,000	246,500	8,000	.....	—	(Leased	to Erie)	.....	21,500	21,500	6	100	...
Dec. 31, 1872	263.7	26.0	13.2	35.0	34	17	8	1,004	*Grand Rapids and Indiana*....Mich. & Ind.	4,807,993	1,114,214	128,797	4,748,995	2,800,000	8,000,000	.....	.....	289.7	.....	491,910	311,670	949,781	505,640	—	100	...
Mar. 31, 1873	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	—	(Leased	by Michig	an Centra	l R. R. C	o.)	—	100	...
Dec. 31, 1872	857.0	52.0	371.0	—	361	260	80	4,636	Grand Trunk †.....Canada.	106,909,746	*	5,197,215	1,846 999	16,977,803	91,597,296	4,870,346	1,515	1,277.0	6,754,570	1,718,273	1,535,296	8,935,970	1,803,921	—	100	...
Jan. 31, 1873	229.0	216.0	102.0	—	177	146	39	3,136	Great Western †.....Canada.	33,941,675	*	.....	.....	24,167,467	10,816,000	.....	.....	569.0	4,416,442	.....	.....	5,732,870	2,989,050	6½	100	...
Sept. 30, 1872	8.0	—	0.5	—	—	—	—	—	Greene.....New York.	348,877	.....	.....	.....	200,000	.....	.....	.....	8.0	20,824	37,773	151,848	35,718	5,611	6	100	...
Feb. 28, 1873	151.0	—	5.0	49.0	9	5	3	300	Green Bay and Lake Pepin....Wisconsin.	3,400,000	*	.....	.....	1,500,000	2,400,000	.....	.....	—	(Not r	egularly o	perated.)	—	—	—	100	...
Sept. 30, 1872	14.0	—	0.8	—	—	—	—	—	Greenwich and Johnsonville...New York.	304,415	.....	.....	.....	180,098	185,500	11,086	.....	14.0	17,528	17,488	9,553	30,358	12,528	—	100	...
Mar. 31, 1873	66.0	—	4.0	180.0	7	3	1	72	Gulf Western Texas and Pacific†..Texas.	2,500,000	*	.....	.....	.....	1,886,000	.....	.....	.....	68,000	.....	9,505	35,874	282,970	128,161	—	100	...
Dec. 31, 1872	4.9	0.8	0.3	—	2	9	3	6	Hackensack and New York..New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)	—	—	100	...
Dec. 31, 1872	28.0	—	1.4	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	.....	.....	.....	560,000	299,600	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)	—	—	100	...
Jun. 30, 1873	70.0	—	4.0	—	—	—	—	—	Hannibal and Central Missouri..Missouri.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	...
Jun. 30, 1873	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,000	675,000	.... ..	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	...
Aug. 31, 1872	206.0	68.5	27.7	22.0	79	61	62	1,442	*Hannibal and St. Joseph* †.....Missouri.	23,297,728	*	.....	.....	14,250.828	9,146,900	.....	.....	274.5	1,648,638	320,838	415,363	2,484,670	670,529	—	100	29½
Sept. 30, 1872	7.9	—	1.0	—	2	3	2	13	Hanover Branch.....Mass.	170,130	40,445	.....	21,126	123,550	.....	40,000	68,151	7.9	21,096	79,998	14,397	71,032	20,295	—	100	...
Oct. 31, 1872	12.2	—	0.9	—	6	5	2	30	Hanover Branch.....Penn.	201,372	68,000	.....	.....	116,850	.....	.....	.....	12.2	48,150	34,401	123,424	82,388	24,356	10	50	...
Sept 30, 1872	116.0	2.0	7.2	—	9	5	1	146	Harlem Extension .....New York.	8,000,000	*	.....	.....	4,000,000	4,000,000	40,509	.....	118.0	277,969	137,337	105,349	317,748	Loss.	—	100	...
Oct. 31, 1872	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,182,550	.....	.....	.....	1,182,550	780,000	.....	.....	54.0	(Leased	by Pennsy	lvania R.R.	Co.)	—	7	50	102
Sept. 30, 1872	62.0	16.5	87.0	—	37	33	16	703	Hartford and New Haven..Conn.& Mass.	4,729,381	872,197	1,452,042	1,120,651	6,500,000	580,000	50,547	1,043,724	78.5	782,172	1,303,158	721,348	2,106,674	752,702	4½	100	...
Sept. 30, 1872	122.4	0.8	18.7	—	26	36	16	361	Hartford, Prov. & Fishkill†.R.I.,Ct &N.Y.	4,201 486	598,875	.....	.....	2,037,940	2,055,500	100,000	200,519	130.0	541,442	1,207,771	266,912	1,004,040	367,533	—	100	...
Aug. 31, 1872	75.0	—	4.0	125.0	13	6	3	81	*Hastings and Dakota*.....Minn.	(Purchas	ed July	1, 1872 by	Mil. & S	t. Paul C	o. for $2,1	00,000.)	.....	75.0	.....	10,928	20,640	21,415	Loss.	—	100	...
Dec. 31, 1872	5.5	—	0.6	—	2	—	—	100	Hibernia Mine..... .....New Jersey.	148,638	*	.....	1,362	150,000	.....	.....	.....	5.5	.....	100,379	54,401	33,629	40	100	...
Dec. 31, 1872	63.3	—	4.9	—	—	—	—	—	Holly, Wayne and Monroe .....Mich.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Flint &	Pere Mar	quette R.	R. Co.)	—	100	...
Sept. 30, 1872	10.3	—	0.8	—	—	—	—	—	Holyoke and Westfield.....Mass.	427,946	.....	.....	86	200,000	200,000	1,667	26,365	—	(New H	aven & N	orthamp.)	14,000	14,000	—	100	...
Sept. 30, 1872	74.0	—	7.0	—	16	16	8	389	Housatonic .....Connecticut.	1,864,871	340,687	.....	.....	2,000,000	400,000	335,213	42,248	162.2	274,960	282,741	242,218	528,118	117,529	—	100	...
Nov. 30, 1872	115.0	8.0	11.4	215.0	14	14	7	278	Houston and Great Northern†.....Texas.	3,361,361	*	731,494	539,503	2,400,000	1,925,915	45,956	260,487	123.0	123,257	24,819	36,583	290,767	81,329	—	100	...
Dec. 31, 1872	387.0	115.0	16.9	—	45	25	14	916	Houston and Texas Central †.....Texas.	15,000,000	*	.....	.....	820,000	10,040,000	.....	.....	349.0	.....	.....	.....	2,675,234	1,345,134	—	100	...
Oct. 31, 1872	45.0	29.5	15.5	—	23	6	5	116	Huntingdon and Broad Top Mt.....Penn.	3,159,769	*	.....	.....	1,330,750	2,153,500	117,441	.....	74.5	238,167	59,126	449,748	301,957	17,451	—	50	21
Dec. 31, 1872	705.5	—	130.4	—	197	117	45	4,585	*Illinois Central* .....Illinois.	34,061,196	*	10,248,460	614,081	25,500,000	19,423,707	.....	.....	1,107.0	5,888,226	1,352,156	2,039,321	8,026,754	2,103,107	10	100	102
Dec. 31, 1872	62.8	—	3.2	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	1,451,737	.....	.....	.....	960,000	960,000	.....	.....	—	(Leased	by Chicag	o, Buri. &	Quincy	Co.)	—	100	...
Jan. 30, 1872	85.0	—	2.9	67.0	5	.....	.....	.....	Indiana and Illinois Central....Ind. & Ill.	3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	.....	—	(No	t operated	by Compa	ny.)	—	—	—	100	...
Dec. 31, 1872	202.5	10.0	38.0	—	66	23	9	1,752	Ind., Bloomington & Western..Ind. & Ill.	15,500,000	*	.....	.....	7,000,000	8,500,000	.....	.....	212.5	.....	.....	.....	1,359,691	.....	—	100	...
Dec. 31, 1872	179.0	—	21.2	—	58	40	12	1,121	Indianapolis, Cin. and Lafayette.Indiana.	13,988,000	*	.....	.....	5,500,000	8,700,000	.....	.....	179.0	1,211,206	.....	.....	1,754,389	502,056	—	100	...
Dec. 31, 1872	75.0	—	4.8	—	12	10	6	287	Indianapolis, Peru and Chicago..O.&Ind.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1872	72.0	—	12.0	—	58	34	16	1,407	Indianapolis and St. Louis.....Indiana.	3,927,197	*	241,216	424,409	600,000	3,338,000	664,822	.....	261.0	1,732,260	291,787	690,971	2,110,681	730,239	—	100	...
Dec. 31, 1872	117.0	—	18.0	—	6	7	3	197	Indianapolis and Vincennes.....Illinois.	4,613,436	*	51,118	164,475	1,402,000	3,150,000	277,029	.....	117.0	212,294	.....	.....	264,390	90,205	—	100	...
Dec 31, 1872	188.7	—	5.2	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	183.7	(Leased	by Ill.Cen	. R.R.Co.)	337,462	118,112	—	100	...
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	.....	.....	.....	1,314,000	1,314,000	.....	.....	73.0	(Leased	to Chicag	o & N. W	estern.)	—	—	100	...
Sept. 30, 1872	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,236,150	*	.....	.....	494,162	600,000	103,302	.....	35.6	82,960	20,367	121,600	110,942	51,708	—	100	...
Dec. 31, 1872	13.0	1.0	1.3	—	3	2	1	146	Iron .....Ohio.	288,237	57,000	49,403	.....	129,550	.....	13,398	251,692	14.0	27,500	84,266	133,100	102,274	55,359	—	100	...
Oct. 31, 1872	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	.....	.....	400,000	100,000	.....	.....	11.0	11,350	.....	115,876	48,866	15,641	—	50	...
May 31, 1872	212.0	—	18.9	76.0	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	6,500,000	.....	.....	.....	1,976,100	4,195,000	.....	.....	156.0	(Leased	by Michig	an Centra	l.)	—	—	100	...
Dec. 31, 1872	36.5	—	7.2	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	.....	.....	.....	2,095,700	2,300,000	.....	.....	—	(Leased	by Erie &	RailwayCo.)	—	140,000	—	100	...
Dec. 31, 1872	108.0	116.0	22.6	—	41	37	12	744	Jeffersonville, Madison and Ind..Indiana.	6,888,000	*	1,059,864	162,891	2,000,000	4,888,000	1,214,013	7,858	224.0	1,061,102	658,633	468,236	1,787,280	469,670	7	100	65
Dec. 31, 1872	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago .....Illinois.	1,849,000	.....	.....	.....	1,500,000	349,000	.....	.....	—	(Leased	to Chicag	o & Alton	R.R. Co.)	—	7	100	...
May 31, 1872	44.5	—	3.7	—	—	—	—	—	Joliet and Northern Indiana....Ill. & Ind	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased	to Michig	an Centra	l R. R. C	o.)	8	100	...
Oct. 31, 1872	4.6	—	0.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	.....	.....	.....	185,250	800,000	.....	.....	—	24,937	215,230	.....	132,384	55,157	—	50	...
Dec. 31, 1872	42.0	—	2.1	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(No	returns f	urnished.)	.....	.....	—	100	...
Dec. 31, 1872	58.0	—	3.1	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	—	(Leased	to Lake S	.& M. So.)	103,800	103,800	6	100	...
Mar. 31, 1873	40.0	—	2.7	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	.....	.....	.....	250,000	640,000	.....	.....	—	(Leased	by Michig	an Central	.R.R.Co.)	61,200	—	100	...
Mar. 31, 1873	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Joseph & Co. Bl. Mo.& Ia.	8,626,158	*	.....	.....	2,789,413	6,131,500	.....	.....	200.2	.....	.....	.....	1,242,270	.....	—	100	...
Jun. 30, 1872	31.9	—	1.8	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	.....	.....	.....	720,000	720,000	.....	.....	—	(Leased	by Leav.L	awr.&Gal.	R.R.Co.)	72,000	—	100	...
Dec. 31, 1872	688.6	34.0	22.6	—	88	53	18	1,974	Kansas Pacific.....Kansas & Col.	35,183,274	*	2,428,546	2,563.182	9,688,950	16,925,000	2,706,480	.....	672.6	2,475,270	179,183	348,966	3,732,718	1,494,447	—	100	...
Aug. 31, 1872	49.0	—	2.4	—	6	10	4	59	Knox and Lincoln .....Maine.	2,725,798	*	.....	138,305	361,492	2,395,000	.....	107,611	49.0	(Com	pleted Oct.	19, 1871.)	87,612	35,973	—	100	...
Oct. 31, 1872	80.0	—	3.0	—	25	19	4	1,515	Lackawanna and Bloomsburg.....Penn	3,398,452	722,792	.....	.....	1,335,000	2,250,000	193,261	.....	80.0	436,206	362,294	2,218.010	1 083,505	471,764	—	50	...
Dec. 31, 1872	98.3	—	2.6	98.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	.....	.....	.....	1,000,000	1,300,000	.....	.....	—	(Leased	by Tol. W	ab. & We	stern R.R.	Co.)	—	100	...
Dec. 31, 1872	36.0	—	1.8	79.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	.....	3,716,927	.....	3,000,000	1,500,000	.....	.....	—	(Leased	by Tol. W	ab. & We	stern R.R.	Co.)	—	100	...
Sept. 30, 1872	16.0	—	....	124.0	—	—	—	—	Lake Ontario Shore Line.....New York.	1,541,456	.....	.....	.....	1,727,558	792,000	96,097	.....	—	(Not yet i	n operatio	n.)	—	—	—	100	...
Dec. 31, 1872	541.3	595.2	538.2	—	418	160	69	8,640	Lake Shore & Mich. S.....P.,O. Ind.& Ill.	43,047,176	12,384.187	7,315,307	1,515,979	50,000,000	26,495,000	6,350,020	1,417,630	1,136.5	13,477.534	2,112,883	4,982,243	17,591,629	3,118,598	8	100	81½
Jan. 30, 1872	37.0	—	....	68.0	6	—	—	35	Lake Shore and Tuscarawas Valley..Ohio.	2,599,669	87,519	138,142	72,922	744,938	2.000 000	93,314	.....	—	(Opened t	hrough to		July, 1873.)		—	100	...

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1872	74.0	—	4.8	76.0	7	9	3	121	N. Y., Kingston & Syracuse..New York.	3,055,856	190,066	.....	.....	2,662,921	583,000	92,692	—	74.0	101,685	168,267	69,137	219,368	60,974	—	100	.....
Sept. 30, 1872	5.4	—	0.4	54.6	1	1	—	—	N. Y., Housatonic & North.N.Y. & Conn.	604,626	12,787	.....	.....	261,000	183,500	156,475	—	—	(Leased	by Housat	onic R. R.	Co.)	5,010	—	100	.....
Sept. 30, 1872	7.0	—	0.4	0.2	—	—	—	—	New York and Mahopac.....New York.	264,912	—	.....	.....	265,000	—	—	—	—	(Leased	by New Y	ork & Har	lem R. R.	Co.)	—	100	.....
Sept. 30, 1872	124.0	16.8	164.0	—	84	129	41	1,010	N. Y., N. H. & Hartford†N.Y., Ct. & Ma.	12,861,474	1,840,535	1,465,553	3,428,675	15,500,000	1,641,500	377,341	1,377,592	190.2	1,700,891	3,925,765	592,679	4,483,554	1,769,809	10	100	126
Sept. 30, 1872	62.5	—	27.5	—	20	19	7	99	N. Y., Providence and Boston..C. & R. I.	3,101,400	*	.....	.....	1,887,400	1,214,000	.....	.....	67.5	441,485	614,211	229,677	911,021	401,914	9	100	.....
Sept. 30, 1872	99.0	—	8.6	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	3,210,616	—	.....	.....	1,000,000	—	—	—	72.0	(Leased	by New Y	ork Cent.	R.R. Co.)	60,000	6	100	.....
Jun. 30, 1872	35.3	—	3.3	—	5	1	1	134	Niles and New Lisbon .....Ohio.	1,047,364	108,287	.....	.....	500,000	500,000	59,584	96,067	35.3	112,067	48,554	336,167	179,553	88,216	—	100	.....
Sept. 30, 1872	223.0	—	11.2	—	24	18	10	271	North Carolina †.....North Carolina.	4,947,741	*	344,672	337,271	4,000,000	553,418	592,030	483,241	223.0	478,580	140,397	113,126	(R'hm.&	Danv.)	—	100	.....
Feb. 28, 1873	102.0	—	9.0	—	14	14	5	142	North-Eastern † .....South Carolina.	2,148,131	*	88,720	37,364	979,850	1,101,500	138,977	53,380	102.0	293,721	82,719	.....	395,463	159,695	—	100	.....
Jun. 30, 1873	72.0	—	3.6	118.0	—	—	—	—	North Louisiana and Texas.....La.	—	(No a	ccounts o	btainabl	e.)	—	—	—	72.0	(No accou	nts.)	—	—	—	—	100	.....
Oct. 31, 1872	55.6	12.1	66.7	—	39	36	20	906	North Pennsylvania.....Pennsylvania.	7,086,930	1,208,779	1,524,750	.....	3,473,500	4,042,500	63,394	—	67.7	617,092	889,571	880,119	1,336,938	592,322	5s	50	94
Dec. 31, 1872	95.0	45.3	33.3	—	30	21	10	689	Northern, of Canada.....Canada.	5,465,410	*	78,964	610,683	—	5,819,963	261,561	3,533	140.3	748,838	212,080	318,664	894,774	180,541	—	100	.....
Dec. 31, 1872	188.0	4.0	137.0	—	141	69	22	6,284	Northern Central †.....Md. and Penn.	11,666,836	3,223,438	2,750,000	928,678	5,842,000	11,040,602	1,464,215	222,099	317.0	3,288,463	1,110,110	4,769,895	4,598,820	1,161,769	6	50	60
Mar. 31, 1872	69.2	13.4	17.6	—	27	16	6	540	Northern New Hampshire ..New Hamp.	3,068,400	*	309,618	212,955	3,068,400	102,000	266,800	154,576	82.6	506,848	195,402	411,888	706,358	217,103	8	100	108
Dec. 31, 1872	21.3	—	4.6	—	—	—	—	—	Northern New Jersey.....New Jersey.	527,452	*	872,548	.....	1,000,000	400,000	.....	.....	—	(Leased	to Erie Ra	ilway Co.)	273,054	37,604	8	100	.....
May 31, 1873	153.0	106.0	....	1,441	72	16	6	1,554	Northern Pacific.....Minn., Dak. &c.	13,292,142	1,908,838	601,394	.....	.....	50,000p.m	.....	.....	559.0	—	(No sta	tement pu	blished.)	—	—	100	.....
Sept. 30, 1872	59.4	7.0	13.1	—	30	15	6	642	Norwich and Worcester †.Conn. & Mass	2,463,983	*	84,706	109,188	2,364,400	759,000	35,526	731,947	66.4	410,089	372,841	346,367	771,602	293,228	10	100	123
Jun. 30 1872	113.0	32.0	14.5	—	21	27	12	394	Nova Scotia.....Nova Scotia.	6,976,268	*	110,464	.....	—	6,976,268	110,464	—	145.0	.....	194,167	242,210	328,841	Loss.	—	100	.....
Sept. 30, 1872	118.0	4.0	18.0	—	34	19	4	1,026	Ogdensburg and Lake Champlain...N. Y.	4,048,510	1,748,411	.....	.....	3,077,000	1,012,000	.....	.....	122.0	636,755	171,894	417,373	1,005,979	263,867	6	100	123
Dec. 31, 1872	10.0	2.0	3.8	—	2	—	—	96	Ogden Mine.....New Jersey.	452,994	*	.....	.....	450,000	—	—	—	12.0	.....	.....	54,479	47,459	25,556	6	100	55½
Jun. 30, 1872	340.0	53.0	24.0	—	122	57	24	2,422	Ohio and Mississippi ....Ohio, Ind. & Ill.	34,470,752	*	.....	.....	24,080,000	10,111,850	328,902	—	393.0	2,852,763	404,765	708,799	3,343,845	984,008	—	100	32½
Oct. 31, 1872	120.0	3.0	53.7	—	32	19	5	328	Oil Creek and Allegheny River.....Penn.	8,554,547	1,008,331	.....	.....	4,959,450	3,680,000	.....	.....	123.0	749,668	559,926	676,500	1,285,554	461,531	6½	50	36
Sept. 30, 1872	131.3	19.4	50.6	15.0	45	95	16	607	Old Colony and Newport..Massachusetts.	8,095,654	*	441,553	586,443	5,103,506	3,521,000	467,989	581,156	150.7	1,110,675	3,711,345	510,434	1,897,438	630,249	6½	100	111½
Dec. 31, 1872	9.9	2.0	3.1	—	...	33	—	—	Orange and Newark.....New Jersey.	1,073,555	*	.....	.....	290,300	736,000	73,852	—	11.9	—	2,984 817	—	203,094	24,633	—	100	.....
Sept. 30, 1872	282.6	10.0	9.6	—	25	21	12	382	Orange, Alex. and Manassas Gap †....Va.	9,180,634	*	.....	.....	2,692,540	5,622,664	865,431	—	292.6	713,252	196,394	161,434	988,271	403,598	—	100	.....
Dec. 31, 1872	25.0	—	1.7	200.0	—	—	—	—	Osage Valley and Southern Kansas...Mo.	600,000	—	.....	.....	375,000	200,000	25,000	—	—	(Leased	by Pacific	(of Mo.)R.	R. Co.)	35 p. c.	—	100	.....
Sept. 30, 1872	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	960,953	—	.....	.....	300,000	612,100	27	—	—	(Leased	by Rome,	Watertow	n & Og.	RR.Co.)	—	100	.....
Sept. 30, 1872	35.0	—	46.7	—	11	12	4	258	Oswego and Syracuse .....New York.	1,114,844	330,270	.....	.....	1,144,400	180,000	.....	.....	35.0	232,069	171,932	232,801	354,880	73,878	9	100	.....
Dec. 31, 1872	35.0	—	1.6	100.0	2	1	1	10	Owensboro and Russellville...Kentucky.	.....	*	.....	.....	1,500,000	1,500,000	.....	.....	35.0	(In cour	se of cons	truction:	no return	s.)	—	100	.....
Dec. 31, 1872	283.5	15.5	30.1	—	—	—	—	—	*Pacific* of Missouri †.....Missouri.	—	—	—	—	7,000,000	(Assume	d by Le	ssees.)	—	(Leased	by Atlant	ic & Pacif	ic R. R. C	o.)	5	100	32½
Dec. 31, 1872	63.5	—	3.6	101.5	7	4	2	77	Paducah and Gulf .....Kentucky.	3,261,312	*	980,220	89,430	2,924,150	1,000,000	408,812	—	63.5	469,289	22,920	21,589	95,261	35,845	—	100	.....
Jun. 30, 1872	11.0	—	0.5	53.4	2	1	1	25	Painesville and Youngstown.....Ohio.	234,608	21,389	.....	.....	255,997	—	—	—	11.5	(Under	construct	ion: no re	turns.)	—	—	100	.....
Dec. 31, 1872	47.6	—	11.8	—	20	26	4	486	Panama.....New Granada.	10,000,000	*	.....	.....	7,000,000	2,993,177	.....	.....	47.6	.....	.....	.....	1,718,680	1,232,602	10½	100	111
Dec. 31, 1872	76.0	33.0	6.2	—	7	5	3	246	Paris and Decatur.....Illinois.	2,800,000	*	.....	.....	1,600,000	1,200,000	.....	.....	109.0	(No	statement	furnished	.)	—	100	.....
Dec. 31, 1872	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	600,000	—	.....	.....	630,000	—	—	—	—	(Leased	by Erie R	ail'y Co.)	53,400	53,400	8½	100	.....
Dec. 31, 1872	12.0	—	2.6	—	—	—	—	—	Paterson and Newark.....New Jersey.	896,162	—	.....	.....	250,000	500,000	—	—	—	(Leased	by Erie R	ail'y Co.)	—	35 p. c.	—	100	.....
Dec. 31, 1872	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	—	.....	.....	248,000	100,000	—	—	—	(Leased	by Erie R	ail'y Co.)	30,178	30,178	6	100	.....
Feb. 28, 1873	67.3	—	3.9	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,576,000	*	.....	.....	1,500,000	1,076,000	.....	.....	—	(Leased	byTol. Wa	b. & Win.	Co.)	.....	—	100	.....
Dec. 31, 1872	22.0	—	1.8	—	—	—	—	—	Pemberton and Hightstown.....N. Jersey.	538,692	—	.....	.....	342,150	160,000	36,542	—	—	(Leased	by United	Co.)	31,729	31,729	6	100	.....
Dec. 31, 1872	18.0	—	1.1	—	—	—	—	—	Pemberton and New York...New Jersey.	375,000	—	.....	.....	500,000	375,000	.....	.....	—	(Leased	by N. Jer.	Sth'n R R.	Co.)	.....	—	100	.....
Dec. 31, 1872	165.0	—	10.0	40.0	4	4	2	45	Peninsular.....Mich. Ind. & Ill.	4,916,283	*	.....	.....	1,995,000	2,779,000	142,262	—	165.0	—	33,491	46,333	109,913	Loss.	—	100	.....
Dec. 31, 1872	354.9	69.0	546.9	—	593	292	112	11429	Pennsylvania .....Pennsylvania.	31,283,395	11,154,533	53,506,985	20,413,980	53,271,937	35,072,309	19,395,428	8,919,154	787.7	13,380,957	5,250,393	7,844,779	22,012,525	8,247,852	10	50	97
Dec. 31, 1872	47.0	15.9	57.0	—	28	8	—	2,540	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,967,500	.....	4,000,000	536,500	375,000	—	47.0	—	3,486	1,376,772	23,033	—	20	50	250
Dec. 31, 1872	22.5	—	1.2	—	—	—	—	—	Pennsylvania and Delaware..Penn. & Del.	1,200,000	—	.....	.....	483,297	700,000	.....	.....	—	(Leased	to Penna.	R.R. Co.:	recently	opened.)	—	50	.....
Dec. 31, 1872	104.3	12.1	35.9	—	18	2	—	1,218	Pennsylvania and N. York..N.Y. & Penn.	5,086,426	628,814	.....	.....	3,061,700	3,000,000	.....	.....	145.6	—	190,309	1,268,527	1,608,237	437,135	—	50	.....
Dec. 31, 1872	46.0	—	6.6	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	*	.....	.....	1,200,000	600,000	.....	.....	—	(Leased	by Chic.R	. I. & Pac	Co.)	125,000	8	100	.....
Dec. 31, 1872	83.0	—	11.6	—	12	7	4	161	Peoria, Pekin and Jacksonville...Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....	.....	83.0	260,093	77,372	124,505	302,552	.....	—	50	.....
Dec. 31, 1872	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge. N. Jersey.	214,581	—	.....	.....	57,200	100,000	57,381	—	—	(Oper. b	y Penna.	R. R. Co.)	.....	.....	—	100	.....
Dec. 31, 1872	64.0	18.0	8.0	—	12	9	6	120	Petersburg †.....Virginia	1,817,985	*	323,905	43,388	1,324,200	500,000	361,088	—	82.0	228,000	44,392	57,238	289,944	133,851	—	100	.....
Oct. 31, 1872	46.0	—	6.0	—	9	7	3	95	Philadelphia and Balt. Cent. Penn. & Md.	1,806,209	177,474	.....	.....	220,606	2,600,000	53,413	—	58.1	176,312	315,515	134,307	295,594	105,205	—	100	.....
Dec. 31, 1872	287.6	—	114.3	—	130	88	20	2,955	Philadelphia and Erie †.....Pennsylvania.	21,822,990	*	2,248,693	.....	8,448,000	14,750,000	892,988	—	287.6	2,912,351	839,793	2,028,568	3,980,753	846,319	—	50	46
Dec. 31, 1872	17.1	3.1	13.7	21.0	24	45	13	192	Phila., Germantown and Norristown..Pa.	1,146,538	368,202	500,793	.....	2,231,900	—	—	—	23.6	(Leased	by Phila.	& Read'g.)	287,816	271,179	12	50	174
Dec. 31, 1872	98.4	172.1	421.7	—	377	202	68	14139	Philadelphia and Reading..Pennsylvania.	45,922,674	*	24,888,327	2,675,996	34,236,178	33,120,804	4,172,014	1,958,004	708.0	7,248,778	6,383,991	9,573,405	12,125,038	4,823,300	10	50	111
Dec. 31, 1872	26.6	—	36.3	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,534,479	—	329,626	.....	1,259,100	—	—	275,408	37.5	.....	1,561,080	1,124,640	1,759,758	.....	10	100	113½
Dec. 31, 1872	95.3	3.6	139.1	—	64	103	49	1,295	Philadelphia, Wilm. and Baltimore. Penn.	11,990,736	*	2,318 306	175,895	11,485,750	1,990,500	455,321	660,478	197.7	1,248,818	1,747,195	449,780	2,814,274	1,188,614	8	50	107
Oct. 31, 1872	7.0	—	1.0	—	2	3	2	22	Pithole Valley.....Pennsylvania.	100,000	*	225,000	.....	225,000	100,000	17,132	—	7.0	.....	9 800	12,854	20,483	Loss.	—	50	.....
Dec. 31, 1872	103.0	8.0	46.0	—	119	84	19	1,606	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	15,095,349	3,740,438	1,950,109	1,812,268	8,433,550	10,011,740	5,461,173	—	201.0	3,160,500	606,902	1,429,115	3,856,649	799,501	—	50	.....
Dec. 31, 1872	468.3	—	156.3	—	243	96	54	5,559	Pittsburg, Ft. W. and Chic..P., O., L. & I.	35,835,286	*	.....	.....	22,214,286	13,621,000	17,230	—	503.6	7,313,148	2,106,152	2,408,162	9,780,310	4,507,465	10	100	88½
Dec. 31, 1872	14.0	—	3.1	16.0	3	2	1	45	Pittsburg, Virginia & Charleston.....Pa.	654,068	55,243	.....	.....	618,564	—	—	—	14.0	—	(In operat	ion only t	hree mon	ths.)	—	50	.....
Oct. 31, 1872	149.6	1.9	17.2	—	57	26	9	430	Pittsb'g, Washington & Dalton..Pa.&Md.	11,598,236	687,192	88,196	.....	1,960,682	4,780,000	3,463,294	—	173.8	1,703,600	761,994	980,780	1,437,392	Loss.	—	50	.....
Sept.30, 1872	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	450,000	—	.....	.....	450,000	—	—	—	—	(Leased	by Boston	& Albany	R.R. Co.)	27,000	6	100	.....
Jun. 30, 1872	—	—	—	178.0	—	—	—	—	Plymouth, Kankaka & Pacific. Ind. & Ill.	.....	*	.....	.....	719,290	450,000	.....	.....	—	(Leased	by Pennsy	lvania Co.	.)	—	—	100	.....
Oct. 31, 1871	66.0	—	2.7	24.0	7	6	3	315	Port Huron and Lake Michigan.....Mich.	3,000,000	*	(To com	pletion.)	1,200,000	1,800,000	.....	.....	41.0	.....	41,996	55,029	142,580	92,102	—	100	.....
Nov. 30, 1872	60.0	—	3.5	50.0	5	13	3	92	Portland and Ogdensburg....Me. & N. H.	1,945,560	161,149	97,155	29,230	1,039,095	906,000	259,132	28,859	60.0	118,100	55,592	37,856	115,484	40,361	—	100	.....
Dec. 31, 1872	65.0	—	2.1	93.0	5	4	3	86	Portland and Ogdensburg.....Vermont.	1,652,000	*	.....	.....	.....	2,340,000	.....	.....	—	(Earnings	used in co	nstructio	n.)	—	—	100	.....
Dec. 31, 1872	27.5	—	2.8	—	2	1	1	22	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	.....	250,000	218,500	.....	27.5	17,215	2,880	6,375	14,221	.....	—	100	.....
Aug. 31, 1872	52.5	—	3.3	—	6	10	4	113	Portland and Rochester.....Me. & N. H.	1,930,854	*	.....	.....	636,097	1,120,000	200,053	—	52.5	141,040	120,009	60,790	131,561	38,078	—	100	.....
May 31, 1872	51.3	—	7.4	—	19	—	7	167	Portland, Saco and Portsmouth ....N. H.	1,500,000	*	45,000	10,296	1,500,000	—	—	—	—	(Leased b	y Eastern	R.R. Co.)	—	—	100	.....
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	110	Port Royal.....South Carolina.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	110.0	—	(Operated	for benefi	of contra	ctors.)	—	—	100	.....
May 31, 1873	71	—	4.9	39.0	—	—	—	—	Portsmouth, Gt. Falls and Conway..N. H.	2,270,000	*	.....	.....	770,000	2,000,000	.....	.....	—	(Leased b	y Eastern	R.R. Co.)	—	10	100	123
Sept.30, 1872	—	—	2.5	3.4	4	5	—	60	Poughkeepsie and Eastern....New York.	1,391,372	*	.....	.....	524,464	508,200	506,079	—	41.8	63,514	19,013	10,40	53,079	14,038	—	25	25
																								6	100	87
																								—	100	.....

Sept. 30, 1872	43.4	1.0	44.1	—	27	29	6	919	Providence and Worcester..R. I. & Mass.	1,909,636	666,568		125,566	107,861	2,000,000	500,000	224,612	84,019	47.6	507,586	1,605,257	521,866	895,897	239,926	10	100	....
Nov. 30, 1872	13.6	—	3.1	—	3	3	3	11	Providence, Warren and Bristol.R. I. & M.	645,079	73,026				437,917	50,000	63,611		13.6	44,096	415,776	16,367	105,555	51,456	3	100	....
Dec. 31, 1872	21.0	—	2.0	—	1	3	2	—	Queen Anne and Kent Co.....Md.	351,000	*		32,200		260,000	260,000	2,600		21.0	38,850	12,560	38,351	27,437	9,986	—	50	....
Dec. 31, 1872	41.7	—	1.4	88.8	3	2	2	45	Quincy, Alton and St. Louis.....Ill.	1,850,000	*				1,000,000	350,000			41.7				96,000		—	100	....
May 31, 1872	97.0	—	9.7	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*		155,300	102,935	1,500,000		92,150	166,085	97.0		31,226	64,096	359,277	154,400	—	100	....
Jan. 31, 1873	44.0	—	3.0	66.0	4	3	3	46	Raleigh and Augusta Air-Line....N. Car.	1,184,211	89,785				876,000	350,000			44.0				76,037		—	100	....
Sept. 30, 1872	71.0	110.0	41.5	—	89	65	19	974	Rensselaer and Saratoga.....N. Y.	7,489,628	*				6,000,000	1,925,000			181.0	861,480	664,000	556,934	1,748,915	604,224	7	100	100‡
Sept. 30, 1872	140.5	55.2	16.7	—	26	17	10	272	Richmond and Danville ¶.....Virginia.	5,109,406	*		2,046,460	211,461	4,000,000	2,621,090	510,171	236,066	295.9	526,732	134,485	176,708	832,092	363,846	—	100	....
Sept. 30, 1872	75.5	11.4	6.2	—	12	6	4	189	Richmond, Frederick and Potomac ¶..Va.	2,622,927	*		116,539	263,282	1,509,826	889,899	43,417	559,604	89.9	200,899			351,919	145,919	—	100	....
Sept. 30, 1872	22.6	2.8	4.2	—	8	10	4	160	Richmond and Petersburg ¶.....Va. N.C.	1,188,213	*		85,833	30,224	847,100	326,296	93,377	37,528	48.8	107,189	118,189	42,228	160,319	45,945	—	100	....
Sept. 30, 1872	32.3	—	2.2	26.0	3	3	2	42	Richmond and York River.....Va.	1,265,640	*				650,000	615,640			38.3		(No returns obtained.)				—	100	....
Sept. 30, 1872	18.5	—	1.7	—				—	Rochester and Genesee Valley..N. York.	671,303	*				557,560				(Leased	by Erie Railway Co.)			34,012	6	100	....
Jun. 30, 1872	251.9	25.5	27.0	—	33	15	7	915	Rockford, Rock Island and St. Louis..Ill.	15,490,570	*				6,490,579	9,000,000			316.5				1,067,749	243,534	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	236,235	*				250,844				20.0		(No information.)				16	100	....
Sept. 30, 1872	141.1	48.5	25.8	—	40	31	15	779	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	*				2,998,900	1,735,606	38,359		218.2	675,016	441,909	336,440	1,150,764	282,106	7	100	72
Jan. 31, 1873	120.0	—	26.0	—				—	Rutland.....Vermont.	6,787,902			1,286,719		6,641,300	1,701,000	1,180,528		239.0	(Leased	to Central	Verm't.)	434,740	405,331	—	100	8
Jun. 30, 1873	225.0	—	24.0	34.0	19	....	....	—	St. Joseph and Denver City..Kan.& Neb.	11,158,220	420,925		279,044	3,203	4,000,000	7,000,000	734,425	157,067	225.0						—	100	....
Dec. 31, 1872	54.0	5.0	6.1	—	9	15	6	93	St. Lawrence and Ottawa.....Canada.	1,050,000	*					250,000			59.0		70,265	33,592	161,771	45,953	—	100	....
Dec. 31, 1872	189.0	18.0	29.0	—	13	9	7	553	St. Louis, Alton and Terre Haute.Illinois.	11,768,400	*			238,001	4,768,400	6,700,000	218,001		56.0	360,130	149,499	416,215	507,179	220,002	—	100	164
Dec. 31, 1872	195.5	15.3	37.0	—	91	20	18	1,661	*St. Louis and Iron Mountain* ¶...Missouri.	14,553,951	1,951,989		1,088,796	158,733	10,000,000	5,461,000			210.8	933,393	567,575	633,574	2,146,639	687,639	3	100	50
Dec. 31, 1872	310.0	48.0	25.0	50.0	46	26	12	1,170	St. Louis & S. Eastern...Ill., Ky. & Tenn.	11,089,000	1,725,000		3,993,000		11,000,000	5,807,000			220.0				822,601	169,779	—	100	....
Dec. 31, 1872	150.0	—	7.5	—				—	St. Louis, Jacksonville and Chicago...Ill	5,040,100					2,324,100	3,477,000				(Leased	by Chicago & Alton	R.R.Co.)	240,000	—	100	....
Jan. 31, 1873	353.0	—	17.6	—	88	38	19	1,531	St. L., Kansas City & Northern..Mo & Ia.	28,134,445	*		2,369,763	489,708	24,000,000	6,000,000	943,928		581.7	2,893,281	428,957	517,528	2,780,820	748,139	—	100	....
Oct. 31, 1872	158.4	—	23.0	—	30	14	8	824	St. Louis, Vandalia & Terre Haute....Ill.	7,984,227	*			203,201	2,377,779	5,499,000	250,548	60,101	158.4	862,806			1,180,273	354,082	—	100	....
Dec. 31, 1872	267.0	175.0	16.6	251.0	80	14	9	289	*St. Paul and Pacific* (1st Div.).Minnesota.	15,188,653	*		3,728,033	229,522	1,968,800	10,197,000	589,333		283.0	462,489	235,279	152,356	682,566		—	100	....
Dec. 31, 1872	121.0	—	8.0	—	13	6	4	194	St. Paul and Sioux City.....Minn.	4,550,960	*		179,798	54,019	4,000,000		784,777		121.0	344,883	75,461	136,127	424,398	99,668	—	100	....
Dec. 31, 1872	116.0	—	16.0	—	21	18	9	309	Sandusky, Mansfield and Newark ..Ohio.	3,244,500	*				937,500	2,307,000			160.0		178,661	153,505	574,951	37,802	—	50	....
Dec. 31, 1872	237.0	110.0	15.4	61.0	27	19	6	342	Savannah, Albany and Gulf.....Ga.	7,592,283	*		529,789	1,171,504	4,479,677	3,242,200	1,571,999		347.0	635,300	98,234		983,966	339,539	—	100	....
Dec. 31, 1872	104.0	—	4.9	—	10	9	5	80	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*				1,000,000	1,427,800			104.0	(No	statement	furnished	: very s	mall.)	—	100	....
Feb. 28, 1873	80.0	—	8.0	—	15	7	5	203	Seaboard and Roanoke.Va. & N. Carolina.	1,488,400	*			105,689	1,278,400	210,000	107,000		80.0	235,679	26,309	162,582	566,619	266,385	8	100	....
Apr. 30, 1872	237.0	—	11.9	—	39	17	9	412	*Selma, Rome and Dalton*...Ala. & Georgia.	12,980,000	*				3,780,000	9,200,000	large		237.0				800,000		—	100	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*				1,389,000	1,423,000	10,000		80.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Nov. 30, 1872	32.0	—	2.0	—	2	2	2	70	Shenango and Allegheny ..Pennsylvania.	890,335	78,945		20,000		199,000	780,000			32.0	40,500	16,170	56,220	58,850	32,393	—	53	....
Jun. 30, 1872	106.8	—	11.3	—	11	8	5	153	*Sioux City and Pacific*.....Neb. & Iowa.	5,696,400	*				2,068,400	1,628,000			157.8				162,405	10,344	—	100	....
Dec 31, 1872	122.4	—	6.6	26.1	9	6	3	232	Sioux City and St. Paul....Iowa & Minn.	4,422,132	*		568,362		2,800,000	1,740,000	450,494				(Run by c	ontractors	: no retu	rns.)		—	100	....
Sept. 30, 1872	183.0	—	9.2	—				—	South and North Alabama.....Ala.	7,481,764	*				3,458,067	4,906,000			131.0		41,327	74,837	199,051	60,285	—	100	....
Dec. 31, 1872	137.0	106.0	30.0	—	42	37	*	507	South Carolina ¶.....South Carolina.	9,594,328	*		2,019,176	306,086	5,819,275	4,730,346	236,736	71,474	243.0	856,732	207,344	266,707	1,401,211	545,105	—	100	....
Sept. 30, 1872	116.0	—	5.8	—	11	7	4	401	Southern Central.....New York.	3,450,058	287,305				1,783,021	2,288,000	89,881		116.0	302,744	161,821	178,099	307,280	104,978	—	100	....
Sept. 30, 1872	57.0	20.0	20.0	—	19	35	7	114	South Side (L. I.) .....New York.	3,166,551	648,925				1,000,000	2,250,000	386,782		57.0	233,990	617,899	83,701	501,871	226,637	—	100	....
Aug. 31, 1872	167.5	—	9.5	—	12	5	3	243	Southern Minnesota .....Minnesota.	9,424,953	*				3,825,000	4,592,000	1,007,953		165.5		46,349	92,661	493,438	190,021	—	100	....
Dec. 31, 1872	170.0	—	8.5	552.0	14	28	8	245	Southern Pacific.....California.	11,500,000	*				8,404,800	5,750,000			170.0		314,150	121,660	932,725	481,664	—	100	....
Jun. 30, 1872	228.0	—	11.2	—	12	16	4	260	Springfield & Ill. So. Eastern.....Illinois.	8,176,500	*				4,000,000	4,480,000	140,000				(Not in o	peration a	t date.)		—	100	....
Sept. 30, 1872	81.0	—	17.0	—	16	18	3	373	Syracuse, Binghamton and N. York..N.Y.	3,906,297	*				2,004,000	1,670,000	129,414		81.0	449,520	186,606	583,355	713,585	216,491	4	100	....
Sept. 30, 1872	26.0	1.0	3.1	16.0	3	6	2	40	Syracuse and Chenango Valley.....N. Y.	1,165,962	61,985				1,063,400	500,000	229,997		26.0	23,548	49,219	29,914	23,199	lo-s.	—	100	....
Nov. 30, 1872	79.7	26.6	30.0	—	26	21	9	782	Terre Haute and Indianapolis.....Indiana.	2,807,218	*		1,583,484	191,840	1,288,150	800,000	616,344	1,173,143	99.3		190,997	834,850	1,070,354	128,443	—	100	....
Apr. 30, 1873	66.0	—	0.6	1,741	12	6	—	73	Texas and Pacific.....Texas.	4,200,000	*				200,000	4,000,000			66.0				346,001	85,042	—	100	....
Dec. 31, 1872	227.3	10.2	29.0	—	45	13	9	1,109	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*				5,700,000	3,450,000	204,794		237.5	1,192,831			1,316,106	388,093	—	100	....
Dec. 31, 1872	473.5	153.0	60.5	—	182	71	42	4,207	Toledo, Wabash and Western..O. I. & Ill.	34,683,000	*				16,000,000	18,683,000			955.7	5,196,661	637,050	1,349,052	6,008,978	1,578,182	—	100	54
Sept. 30, 1872	34.9	—	9.0	—	11	12	6	222	Troy and Boston.....New York.	1,934,146	378,415				1,592,000	1,899,000	65,369		55.3	190,548	262,763	191,122	516,563	212,097	2	100	....
Dec. 31, 1872	1 032	—	100.0	—	151	93	36	2,409	*Union Pacific* ....Nebr. Utah Nev. & Cal.	111,948,812	*				36,762,300	75,179,512			1,032.0		165,688		8,862,605	4,092,032	—	100	31‡
Dec. 31, 1872	165.0	—	160.0	—	242	281	81	1,762	United Companies of New Jersey..N. Jer.	22,450,328	*		13,216,919	427,838	18,990,627	17,615,608	797,681	472,455	455.9	3,905,741	7,580,795	2,536,304	8,266,226	2,261,060	10	100	116
Apr. 30, 1872	37.0	—	4.0	91.0	6	6	1	28	Utah Central.....Utah.	1,500,000	*				500,000	1,000,000			37.0				360,612	206,358	—	100	....
Dec. 31, 1872	31.0	—	2.1	44.0	3	3	2	11	Utah Southern .....Utah.	1,060,000	*				400,000	660,000			31.0				126,884	63,442	—	100	....
Sept. 30, 1872	74.8	—	13.4	12.2	14	15	7	125	Utica and Black River.....New York.	2,200,444	258,703				1,754,020	775 500			92.2	201,688	184,533	62,064	337,299	111,309	3	100	....
Sept. 30, 1872	98.0	22.0	14.0	—	17	15	7	62	Utica, Chenango and Susq. Valley..N. Y.	3,186,344	438,131				2,908,600				120.0	228,887	246,161	173,749	424,792	32,246	6	100	....
May 31, 1872	47.0	25.5	9.3	—				—	Vermont and Canada .....Vermont.	3,000,000	*				3,000,000					(Leased	by Vermo	nt Central	R. R. Co.	at 8 p.c.)	8	100	45
May 31, 1872	118.0	—	108.0	—	176	125	51	5,189	Vermont Central.....Vermont.	11,500,000	*				5,000,000	6,500,000			773.0			(2 yrs.	8,497,442	493,487	—	100	....
Sept. 30, 1872	56.0	24.1	9.2	—	18	19	8	274	Vermont and Massachusetts...Mass. & Vt.	2,703,966	*		90,785	191,899	2,860,000	900,000	68,899	157,751	88.1	24 299	275,181	131,458	557,196	169,523	2	100	75
Feb. 29, 1872	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*		245,588	193,945	454,072	2,929,236	86,869		140.0	181,288	82,872	49,431	408,220	102,913	—	100	....
Dec. 31, 1872	46.0	—	2.8	—	3	*	*	50	Vineland.....New Jersey.	1,826,191					998,005	750,000	78,187			(Leased	to N. Jer.	Southern	R. R. Co.)		—	100	....
Dec. 31, 1872	18.3	—	6.0	—				—	Warren.....New Jersey.	3,061,400					1,800,000	1,261,400				(Leased	to D. L. &	W. R. R.)	525,749	215,358	7	100	63
Sept. 30, 1872	44.0	—	2.0	281.0	4	6	3	65	Washington and Ohio .....Virginia.	1,435,176	128,577		128,778		900,700	130,400	321,248	340,178	44.0	81,361	27,693	19,418	81,285	7,948	—	100	....
Aug. 31, 1872	132.0	28.0	15.5	—	26	16	8	247	Western Alabama.....Alabama.	4,822,628	538,272		342,800	662,535	2,008,324	3,169,900	561,508	626,504	160.0	421,880	101,742		626,504	150,584	—	100	....
Dec. 31, 1872	133.0	—	11.0	—	69	18	12	921	Western and Atlantic.....Georgia.	(Owned by State			of Georgia & leased to a company for $300,000 a year.)						138.0			125,932	1,690,245	66,587	—	100	....
Sept. 30, 1872	60.0	—	5.9	13.0	10	10	6	128	Western Maryland ¶.....Maryland.	2,366,392	*		208,500	17,069	682,893	1,800,000	109,069		60.0	217,760	134,655	73,841	197,707	7,038	—	100	....
Dec. 30, 1872	57.1	27.6	14.6	—				—	Western Pennsylvania.....Pennsylvania.	3,846,005	*				1,022,450	1,800,000	1,023,555			(Leased	by Pennsylvania R.	R. Co.)			53	....
Dec. 31, 1872	60.7		16.2	—	18	63	8	171	West Jersey.....New Jersey.	2,255,355	*		1,486,466	178,462	1,359,700	2,398,000	162,583		128.9	330,555	642,728	28,443	664,777	291,363	8	100	104
Mar. 31, 1873	197.0		10.0	—	26	14	10	660	West Wisconsin.....Wisc.	8,640,000	*				4,000,000	4,640,000			165.0				549,645	268,329	—	100	....
Dec. 31, 1872	32.0		1.0	28.0	3	5	2	24	Wheeling, Pbg. & Balt.....W. Va. & Pa.	579,642					500,000		79,642		32.0	39,328	53,175	11,638	48,164	480	—	53	....
Sept. 30, 1872	189.0		6.0	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	3,971,781	381,117		51,244		800,000	3,800,000	304,142		172.0				591,046	226,498	—	100	....
Oct. 31, 1872	68.6		9.5	—	11	6	5	124	Wilmington and Reading...Pennsylvania.	2,644,078	255,151		32,892		750,063	2,382,300	108,610		63.6	230,554	132,366	264,573	228,778	21,667	—	50	....
Sept. 30, 1872	162.0	19.0	9.5	—	42	31	—	324	Wilmington and Weldon ¶...N. Carolina.	3,004,044	*		61,436	296,398	1,456,200	1,619,100	77,042	299,531	181.0	519,184	124,995		635,871	230,833	—	100	....
Dec. 31, 1872	130.0		3.0	201.0	15	6	2	300	Wisconsin Central .....Wisconsin.	4,120,000	*				1,657,500	1,591,500							131,793	63,778	—	100	....
Sept. 30, 1872	45.7	—	11.8	—	17	11	5	411	Worcester and Nashua.....N. H.& Mas.	2,212,144	*		55,701	48,143	1,426,400	310,300	36,518	573,774	45.7	359,641	381,964	368,042	587,359	195,453	12	100	126
									CANALS, &c.																						
May 31, 1872	12.5		—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	*		255,907		1,880,800	1,997,872			12.5				419,222	281,715	4	50	....
Dec. 31, 1872	184.5		—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*				5,229,594	8,065,500			184.5						—	25	....
Dec. 31, 1872	60.0		—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	*				1,633,350	800,000				(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	97
Dec. 31, 1872	108.0		—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,339,210	725,561	20,935,209			15,000,000	13,000,000			108.0			1,869,557	86,970	loss.	10	100	116
Dec. 31, 1872	43.0	22.6	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	*				5,847,400				55.5				957,557	385,170	10	100	....
Dec. 31, 1872	48.0		—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	*				8,784,850	15,767,656			108.0			1,041,891	566,060	32,570	—	50	86
Dec. 31, 1872	85.0		—	—	—	—	—	—	Monongahela Navigation Canal.....Penn.	1,146,039	*				1,004,150	110,000	8,064		85.0			2,059,984	196,149	159,121	9	50	....
Feb. 28, 1873	103.0		—	—	—	—	—	—	Morris Canal.....New Jersey.	3,432,474	*				2,200,000	1,125,129			103.0				332,762	30,194	7	50	90
Dec. 31, 1872	73.0	64.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	8,093,350	*				4,457,150	2,588,000	1,048,200		360.0			967,573	566,164	loss.	1	50	24
Dec. 31, 1872	108.3		—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,285,573	271,467			4,855,796	8,576,232	287,198		108.3	(Leas.to	Ph.&R'g.)	1,200,181	649,352	634,169	1	50	12
Dec. 31, 1872	45.0		—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	*				2,092,706	2,757,310	165,811		45.0	(Leas.to	Ph.&R'g.)	426,398	99,151	51,241	—	50	12
Dec. 31, 1872	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,350	*				2,907,350	300,000	35,000		84.0			124,989	44,862	200	—	50	....
Dec. 31, 1872	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	3,030,344	*				1,100,000	748,000	295,219		....	(Leased	to Pennsylvania.)					50	....

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:	$	p c	p c	p. c.
Atlantic and Great Western, pref...	10,000,000	7	...	....
Atlantic, Mississippi and Ohio, pref.	806,000	7	...	....
" " " guar.	276,200	7	...	....
Atlantic and Pacific, preferred	10,000,000	7	...	13
Atlantic and St. Lawrence,* guar...	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,552,800	6	5	105
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar.....	1,159,500	7	7	55
Camden and Amboy,* guaranteed..	5,847,800	10	10	116
Camden and Atlantic, preferred.....	763,549	7	3½	78
Cayuga and Susquehanna,* guar....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,600	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	99½
Central Ohio,* preferred	411,550	6	6	80
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	70
Chicago and Alton, † preferred.....	2,425,400	...	10	104
Chicago, Iowa & Nebraska,* guar..	3,916,300	...	8	81½
Chicago and North-Western, pref...	21,289,563	7	7	73½
Cinc., Sand. and Cleveland, pref....	429,000	6	6	....
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	86
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred....	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	....	....
Dubuque and Sioux City,* guar.....	5,000,000	...	3	57
Dubuque South-Western, pref.....	590,315	8	....	....
Eastern (N. H.) * † guaranteed.....	492,500	....	6	....
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	76
" " com.& *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	72
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	....	....	....
Hannibal and St. Joseph, pref.....	2,167,700	7	7	39
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred.....	1,180,000	8	8	100
Huntington & Broad Top Mtn, pref.	190,750	7	...	36½
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	85
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref...	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	3,101,650	6	....	....
" " 2d pref....	4,436,250	6	....	....
Mich. Southern, (Lake Shore) guar..	533,500	10	10	....
Mill Creek,* guaranteed.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	10,825,777	7	7	72
Mine Hill,* guaranteed.....	3,856,450	8	8	104
Montclair,* guaranteed.....	2,000,000	7	....	....
Morris and Essex,* guar.....	15,000,000	7	7	91
Nesquehoning Valley,* guar.....	2,000,000	10	10	105
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,295,200	10	10	116
New London Northern,* guar.....	971,400	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	117
" " *com.& guar.	8,500,000	8	8	118½
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	123
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	55½
" " pf.& *guar.	2,000,000	8	8	95
Ohio and Mississippi, preferred.....	4,030,000	7	7	63½
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama, guaranteed.....	7,000,000	12	12	111
Paterson and Hudson,* guar.....	630,000	—	8½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	—	—	....
Phila., Germant'n & Norrist'n,*guar.	2,231,900	12	12	174
Philadelphia and Reading, † pref....	1,551,687	—	10	....
Philadelphia and Trenton,* guar....	1,259,100	10	10	116
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	90½
Pittsfield and North Adams,* guar.	450,000	5	5	....
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	123
Rochester & Genesee Valley,* guar.	557,560	....	....	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	50
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	....	39
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	....	....
St. Louis, Kansas City & Nor., pref..	12,000,000	...	—	30
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	369,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	—	....
" " 2d pref..	1,000,000	7	—	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	71½
Warren,* guaranteed.....	1,800,000	7	7	....
Canal Stocks.				
Delaware Division,* guar.....	1,633,350	8	8	....
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	118
" com. and * guar.....	1,695,000	4	4	45
Schuylkill Navigation preferred....	2,808,977	6	6	24½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	45 — @ — —	
Gartsherrie		47 — @ 48 —	
Glengarnock		42 — @ 43 —	
Eglinton		40 — @ 41 —	
Pig, American, No. 1		35 — @ 36 —	
Pig, American, No. 2		32 — @ 34 —	
Pig, American, Forge		24 — @ 30 —	
Bar, Refined, English and American		— — @ — —	
Bar, Swedes, assorted sizes	(gold).	— — @187 50	
		Store Prices.	
Bar, Swedes, ordinary sizes		162 50 @ — —	
Bar, Swedes, Plow sizes		172 50 @ — —	
Bar, Refined, ⅜ to 2 in. rd. & sq. 1 to 6 inch x ⅜ to 1 in		72 50 @ 75 —	
Bar Refined, 1½ to 6 by ⅜ & 5-16 in		— — @ 80 —	
Bar Refined, 1 & 1½ by ⅜ & 5-16		— — @ 80 —	
Large Rounds, 2½@2¾ to 3¾ @4 in		80 — @100 —	
Scroll		100 — @135 —	
Ovals and Half-round		100 — @115 —	
Band, 1 to 6 in. by 3-16 to No. 12		95 — @ — —	
Horse Shoe		107 50 @110 —	
Rods, ⅜@1-16 inch		80 — @130 —	
Hoop, ⅜ by No. 22 to 1 & 1½ by 13 & 14		110 — @155 —	
Nail Rod	per lb.	— 9 @ — 9½	
Sheet Russia, as to assortment	(gold)	— 17 @ — 17½	
Sheet, Single, D. and T. Common		— 4½@ — 5½	
Sheet, Doubles and Trebles, Charcoal		— 6½@ — 8	
Sheet Galvanized	List 10 per ct. disc.		
Rails, English	(gold) per ton.	55 — @ 60 —	
Rails, American, at Works in Penna. c'y.		62 50 @ 65 —	
Anvils (Eagle)	per lb. currency.	— 9 @ — —	

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)	per lb.	— 17 @ — 21	
English Spring (2d and 1st quality)		— 9½@ — 10½	
English Blister (2d and 1st quality)		— 14 @ — 18½	
English Machinery		— - @ — 14½	
English German (2d and 1st quality)		— 12½@ — 14½	
American Blister		— — @ — 11½	
American, Cast, Tool		— — @ — 17	
American, Cast Spring		— — @ — 11	
American Machinery		— 11½@ — 12	
American German Spring		— 9 @ — —	

NAILS—Duty: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common	per keg.	4 15 @ 4 25	
8d. and 9d.	"	— — @ 4 75	
6d. and 7d.	"	— — @ 5 —	
4d. and 5d.	"	— — @ 5 75	
3d.	"	— — @ 6 50	
2d. and 3d. Fine		— — @ 8 25	
Cut Spikes, all sizes		— — @ 4 50	

TIN—Duty: Pig, Bars and Block, Free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca	(gold). per lb.	— 32 @ — —	
Straits	(gold).	— 28 @ — 28½	
English	(gold).	— 27½@ — 27½	
Plates—Fair to good brands.	Gold.	Currency.	
I. C. Charcoal	per box. 10 25 @10 50	11 50 @ 12 —	
I. C. Coke	8 25 @ 8 50	9 37½@ 9 75	
Coke Terne	6 75 @ 8 25	7 75 @ 9 50	
Charcoal Terne	9 25 @10 —	10 37½@ 11 25	

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)		— 5½@ — 5½	
Crude 40@47 gravity (in shipping order)		— 10 @ — 10½	
Refined, Standard White (in ship'g order)		— 13½@ — 13½	
Refined, S. W. (in jobbing lots)		— 13½@ — 14	
Refined, S W. (in tin)		— 18½@ — 22	
Naptha, Refined (65@73 gravity)		— 8½@ — 8½	
Residuum (in shipping order)	per gall.	— 8½@ — 9	

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.)	per lb.	— @— 33	
Copper, Bolts		— — @— 35	
Copper, Braziers' (over 16 oz.)		— @— 35	
Copper, Nails		— @— 40	
Copper, Old Sheathing, &c., mixed lots		— @— 24	
Copper, American Ingot		24½@ — 25	
Copper, English Pig		— @— —	
Yellow Metal, New Sheathing & Bronze		— @— 26	
Yellow Metal, Bolts		— — @— 32	
Yellow Metal, Nails, Sheathing & Slating		— @— 26	

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb.	6 75 @ 6 87½	
German Ordinary	(gold)	6 75 @ 6 87½	
English	(gold)	6 87½@ 7 —	
Bar		— — @ 9 25	
Pipe		— — @10 50	
Sheet		— — @10 50	

Colwells, Shaw & Willard Tin-Lined Lead Pipe 16½c. pr. lb.
Tatham's improved Tin-Lined Lead Pipe 16½c.

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel		— — @— —	
Liverpool House Cannel		— — @20 —	
Anthracite (by cargo)	per ton of 2000 lb.	5 50 @ 6 50	

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 7.

	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.	W.7
Boston, Hart. & Erie	3½	3½	3½	3½	3	
Canton Co	78½	76	77	76	76	
Central Pacific 6s	93x	92½	93½	94	....	
Central of N. Jersey	102½	99x	....	99½	99	
Chicago & Alton	105	104	104½	....	103	
" pref	....	....	....	....	....	
" 1 M	....	....	....	....	....	
" S. F	....	....	....	....	....	
" Inc. bds	....	....	....	....	....	
Chicago, Burl. & Q	97	96½	99	99½	....	
" 8s, 1883	....	....	....	....	....	
Chic. & Northwestern	58½	59½	60½	60	61	
" pref	71½	74½	74½	72½	73	
" 1st M	....	....	100	100½	....	
" S. F	....	....	....	....	....	
" Consol	88½	....	89½	89½	89	
Chic., Rock Isl. & Pac	102½	104	104½	104	104	
Chi., R. I. & Pa. 7s, 1890	....	....	102x	101½	....	
Clev., Col., C. and Ind	....	77	....	76	....	
Clev. & Pittsburg guar	86	85½	87	86½	86	
" 2 M	....	....	....	....	....	
" 3 M	....	....	....	....	....	
" 4 M	....	....	86½	....	....	
Clev. and Toledo	....	....	....	....	....	
" S. F. 7s	....	....	....	....	....	
Col., Chi., & Ind. C	28½	29	29¾	29½	29	
" 1 M	84	84	84½	84½	....	
" 2 M	....	61	....	....	....	
Del. & Hudson Canal	....	115½	....	116	116	
Del. Lack. & Western	99½x	99½	99½	99½	99	
" 1 M. 7s	....	....	....	....	....	
" 2 M 7s	....	....	....	....	....	
Erie Railway	47½	47½	48½	49	47	
" pref	....	....	72	....	....	
" 1 M. 7s, 1897	....	102	101½	102	102	
" 2 M. 7s, 1879	....	99	99½	99½	99	
" 3 M. 7s, 1883	....	....	....	97	....	
" 4 M. 7s, 1880	....	....	....	95½	....	
" 5 M. 7s, 1888	....	....	....	....	....	
" 7s, con. gold	....	....	....	....	....	
Great Western 2d mort	....	....	79	79	....	
Hannibal & St. Joseph	28	29½	30	29½	29	
" pref	....	39	40	39½	39	
" 8s, conv	....	....	80	80½	....	
Hudson River	....	....	....	....	....	
" 2 M. S. F	101	....	....	....	....	
" 3 M 7s, 1875	....	....	....	....	....	
Illinois Central	....	100	101	....	103	
" 7s	....	....	....	....	....	
Lake Shore & Mich. S'th	79½	80½	81½	81	81½	
Marietta & Cin. 1st pref	....	....	....	....	....	
" 2d pref	....	....	....	....	....	
Michigan Central	78	80	80½	81	80½	
" S.F. 8s, 1882	....	....	....	....	....	
M. S. and N. I, 1 M. S. F	....	102	....	....	....	
" 2 M	....	....	95	....	....	
Mariposa Mining Co	....	....	....	....	....	
" pref	....	....	....	....	....	
Milw. and St. Paul	43½	44½	45½	45½	47½	
" pref	67½	70	71½	71½	72	
" 1st mort	....	....	....	....	....	
" 2d mort	....	....	....	82	....	
" 8s	108	107	108	....	....	
" 7 3-10s con	....	....	....	....	....	
" 7s, gold	81½x	....	....	82½	83½	
Missouri 6s	90½x	90½	91½	91½	91½	
" H. & St. J. 1s	....	....	....	....	....	
Morris and Essex	....	90	90½	90½	91	
" 1st mort	104	105	104½	....	106	
" 2d mort	100	....	....	....	....	
N. Y. Cen. & Hud. Riv	100½	100½	100½	100½	100½	
" 7s, S.F. 1876	....	....	....	102	....	
" 6s, S.F. 1883	....	92	92	92	93	
" 6s, S.F. 1887	....	....	....	....	....	
N. York and Harlem	120	119½	120	119	118½	
" pref	119½	....	117	....	....	
" 1 M. 7s, 1873	....	....	....	....	....	
N. York N. Hav. & Hart	122½	123	123½	125½	126	
N. Carolina 6s, old	....	....	....	....	....	
" new	....	....	....	16	....	
Ohio and Miss	30½	31½	32	32	32½	
" pref	60	60	....	62	63½	
" 2d M	....	....	....	....	78	
Pacific Mail S. S. Co	40	40½	41½	41½	43½	
Panama	112	116	122½	110x	111	
Pitts., Ft. W. & Chi. gtd	....	90	....	....	90½	
" 1 M	....	....	....	....	104½	
" 2 M	....	....	....	....	....	
" 3 M	....	....	....	....	....	
Quicksilver Mining Co	....	28½	30	30½	30½	
St. L., Alton & T. H	15	20	20	....	16½	
" pref	35½	....	39	....	....	
" 1 M	....	....	100	....	....	
" 2 M. pref	....	....	88	....	90	
" Income bds	74½	75	....	75	....	
Tennessee 6s, old	80	....	....	80	....	
" new	80	....	80	....	....	
Tol., Wab. & Western	51	53½	53½	52½	54	
" pref	....	71½	....	....	....	
" 1 M	....	....	....	....	97	
" 2 M	....	....	....	....	....	
" Equipment	....	....	70½	....	....	
" St. Lou. Div	86	86	....	86	....	
Union Pacific	32	32½	30½	31½	31½	
" 1st mort	82½x	82½	83½	83½	83½	
" L. Gt. 7s	....	75½	76½	77	77½	
" Inc. 10s	74½	74½	74½	74	74	
Virginia 6s, old	....	....	....	....	....	
" new	....	....	....	....	....	
" consol	....	....	....	50	....	
" def. cert	....	....	11	....	....	

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 7.

	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.	W.7
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	111¼	....	113	112½	....	
U. S. 5s, 10-40s, coup	113½	....	114¼	113	....	
U. S. 5s, 1881, reg	....	....	....	....	111¼	....
U. S. 5s, 1881, coup	111	111¼	....	112½	112½	
U. S. 6s, 1881, reg	116¼	115½	....	116	....	
U. S. 6s, 1881, coup	117¼a	117	117½	117	117	
U. S. 6s, 5-20s, reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	113¼	113½	113¼	112¼	113½	
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	115	114¼	114¼	114	114¼	
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	116	115	115½	115½	115½	
U. S. 6s, 5-20s, r. n. '65	115	....	114¼	....	....	
U. S. 6s, 5-20s, c. n '65	....	115¼x	115½	115½	115½	
U. S. 6s, 5-20s, reg. '67	115½	115½	115¼	116	116	
U. S. 6s, 5-20s, c. 1867	115½x	115½	116½	116½	116¼	
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	....	116x	....	116	
U. S. 6s, Pac. RR issue	....	114¼	....	114	114¼	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 6.

	W.31.	Th.1.	F.2.	Sat.3.	M.5.	Tu.6
Catawissa preferred	....	....	....	45	42¼	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	....	....	....	....	94¼	....
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	42¼	....	42¼	42¼	42¼	43
" 6s, 1884	....	....	....	....	91	....
" Gold L	90¼	....	91	....	91	....
" R. R. L	....	....	....	....	91	....
" Conv. L. '77	....	....	....	88	88	....
Lehigh Valley R. R	58¼	....	58¼	59	59	59
" 6s new coup	....	....	....	....	94¼	....
" 6s new reg	....	....	95	95¼	....	....
Little Schuylkill R.R	....	..	....	....	....	....
" 7s	....	....	....	....	....	....
Minehill	....	....	....	....	....	....
Morris Canal	....	....	....	52	....	52
" pref.	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	47
" 6s, 1885	....	....	....	....	....	....
" 7s	....	....	....	100½	101	....
" 10s, 1887	....	....	....	....	....	106
Northern Central	....	....	30	....	....	29½
Oil Creek & Alleg. Riv. 1st	....	....	....	19	17½	18
" 7s	....	....	....	....	....	....
Pennsylvania R. R	47¼	....	48¼	49	48¼	48¼
" 1st M	100¼	....	....	....	99	....
" 2d M	....	....	....	....	....	91¼
" Gen. mort	....	....	88a	....	....	....
" " reg	....	....	....	....	....	....
Penn. State 6s. 1st series	....	....	....	....	....	....
" 6s, 2d series	....	....	....	104¼a	....	104¼
" 6s, 3d series	....	....	....	106½a	....	106
Philadelphia City, 6s	96	....	....	96½	....	97¼
" new	101	....	101¼	101¼	102	101¼
Philad., Germ. & Nor	....	....	....	87	....	....
Phila. & Reading	57	....	55a	55½	55½	55½
Philadelphia and Erie	23	....	22¼	....	22¼	23
" 6s	90	....	....	....	....	....
" 7s	....	....	....	86¼a	....	86¼
Phila., Wilm. & Balt	....	....	....	....	....	53¼
Schuylkill Navigation	....	....	....	....	6	....
" pref.	....	....	....	12¼	12¼	12½
" 6s, 1882	....	....	70	....	70	71
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	79	80
United Co. of N. Jersey	116	....	116	115¾	116	116
Hestonville, (Horse)	....	....	21	21	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 6.

	W.31.	Th.1.	F.2.	Sat.3.	M.5.	Tu.6
Baltimore City 6s, 1875	....	....	96	96½	96¼	97
" 1886	....	....	....	96	....	....
" 1890	....	....	96¼	96¼	96¼	97
" 1894	....	....	....	....	....	....
" 1900	96¼	....	....	....	96	96
Balt and Ohio	....	....	158	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	95	....
" " 1885	....	....	....	....	....	....
Marietta & Cin. 1st M	102¼	....	102¼	102¼	102¼	....
" 2d M	....	....	....	....	89	....
" 3d M. 8s	....	....	....	....	77¼	....
Northern Central	....	....	....	....	....	....
" bonds, 1885. 90¼	....	....	....	....	....	....
" " 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	....	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	50	....	50	50	50¼	....
" Defer. Certif	....	....	....	10	....	....
City Passenger R R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 7.

	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.	W.7
Boston and Albany	139	....	....	138½	138	
Boston and Lowell	107	106½	106¾	....	....	
Boston and Maine	106½	....	103	102	....	
Boston and Providence	....	....	....	147½	....	
Boston, Hartford & Erie	....	....	....	....	....	
" 7s	80½	29½	29½	29½	28½	
Cheshire, pref	....	....	....	....	....	
Chi., Burl. & Quincy	97½	97½	98½	99½	99¼	
Concord	....	....	....	....	....	
Connecticut River	....	....	....	....	133	
Eastern	82	84	84	82½	81	
Fitchburg	....	125	125	125	....	
Manchester & Lawr'ce	....	....	....	....	....	
Michigan Central	78½	79	80½	81	80¾	
Northern, N. H	107	....	....	108	....	
Ogdens. & Lake Champ	....	....	....	....	....	
" pref.	....	....	....	....	....	
Old Colony	110½	....	111	....	111½	
Ph., Wil. & Baltimore	53¾	53¾	53¾	....	53½	
Portl'd, Saco & Ports	....	123	....	....	....	
Union Pacific	31¼	....	....	....	....	
" 6s	82½	....	....	83	83	
" Land Grant 7s	....	74	....	74	....	
" Income 10s	71	71½	71¾	70	70	
Vermont & Canada	....	....	....	....	....	
Vermont & Mass	76	....	80	80	80	
South Boston (Horse)	....	....	....	....	....	
Cambridge "	100½	....	....	....	....	
Metropolitan "	47	....	45	45	44¾	
Middlesex "	....	....	55	....	55	
Central Mining Co	....	....	....	....	....	
Copper Falls "	24	24¼	24¼	24¼	24¼	
Franklin "	....	5	....	....	....	
National "	....	....	....	....	....	
Quincy "	40	40¼	41	....	43¼	

London Stock Exchange.

	Closing Prices. Dec. 19.	Dec. 12.
Atlantic & Gt. W. 1st mort., $1,000	69 — 71	69 — 71
Do. 2d mort., $1,000	53 — 55	52 — 54
Do. Con. mort. B'nds Bisch's Cert.	24 — 25	24 — 25
Do. Reorg. Scrip	95 —100	95 —100
Do. Leas. Lines, Rental Bonds	88 — 90	88 — 90
Detroit & Milwaukee 1st mort. Bonds	65 — 70	65 — 70
Do. 2d do.	65 — 70	65 — 70
Erie shares 100 dol. all paid	36¼— 37	37¼— 37¾
Do. 6 per cent Convertible Bonds	94 — 96	92 — 94
Cons. Mort. amount autho. to be issued for conv. of existing bonds	— —	— —
Illinois Central $100 shares all paid	82 — 84	82 — 84
Do. Redemption mort. bonds 6 pc.	98 —100	98 —100
Illinois & St. Louis Bridge 1st mort.	98 —100	97 — 99
Marietta and Cincinnati Rail. Bonds	83 — 86	83 — 86
Michigan Central 8s 1882, conv	80 — 90	80 — 90
Panama 2d mort	68½— 69½	73 — 75
Panama General mort	96 — 98	96 — 98
Pennsylvania, 2d mort	97 — 99	97 — 99
Do. General mort	98 — 99	97½— 98½
Do. $50 shares	36½— 37½	38 — 39
Philadelphia and Erie 1st mort	96 — 98	96 — 98
Do. with option to be paid in Phila.	97 — 98	97 — 99

American Railroad Journal.

Saturday, January 10, 1874.

Stock Exchange and Money Market.

Money has been in much better supply in the open market, chiefly through the remarkably liberal January interest and dividend disbursements, estimated variously at from sixty-five to one hundred millions, as the aggregate. The demand, though active, largely on speculative account, has not kept pace with the increasing offerings of capital. Rates have been favoring responsible borrowers, throughout the week, call loans having been quoted generally at 6@7, and choice mercantile credits at 7@9 per cent per annum. The inquiry for money, for Stock and Gold Exchange purposes, has been most urgent, in view of the increased activity and buoyancy at both centres. The U. S. Sub Treasury, as well as the City Banks, reports an increase of its cash reserves. The City banks made very encouraging headway last week in strengthening their reserves, increasing their average of gold last week to $28,557,300, as against $28,676,000 the preceding week; and their green back average to $45,976,600, as against $44,182,500, on the previous return. Their deposits stood at 205⅛ millions, giving an increase of about 10¼ millions. The loan item was 260¾ millions, against 257¾ millions on the former exhibit. The circulation was 27¼ millions, against 27¼ millions the week before.

The cash balances in the Treasury Department, at Washington, on Wednesday were as follows: Currency, $2,748,538; special deposits of legal tenders for redemption of certificates of deposit, $37,790,000; coin, $83,325,597; including coin certificates outstanding, $39,187,700; outstanding legal tenders, $379,089,102.

The U. S. Sub-Treasury, last week, enlarged its currency balance $626,988, and its coin reserve $834,079. Its currency balance at the close of the week was $25,211,801; and its coin reserve $53,030,138.

Gold has been quite freely dealt in at advanced, though variable figures. The speculative inquiry has been more confident, as a rule, through from importers, for custom house purposes, and from shippers, the demand has been very moderate. The extremes of the price have been 110¼@111⅞, closing at 111¼ as against 110⅛ on Wednesday of the preceding week. The specie outflow, last week, was $611,899. The imports of specie at this port last week were $82,263.

The customs demand for Gold last week averaged $270,400 a day. The total customs revenue of the Government, in coin, at this port, in 1873, was $119,820,806, against $148 817,045 in 1872. Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, in 1873, $68,582,885 against $81,265,672 during 1872. The export drain of specie in 1873, has been $48,908,484 against $71,959,042 in 1872.

Foreign Exchange has been firmer and fairly active, quotations are now given uniformly, in harmony with the requirements of the Act of Congress, in dollars and cents. Bankers' sixty day bills on London closed on Wednesday at $4 82@$4 82½; sight bills on London, at $4 86@$4 86⅛ The week's exports of Domestic Produce have been to the currency value of about 4⅞ millions.

Government securities, have been in more request, chiefly on investment account, at higher prices. The last public debt statement exhibited an increase of $8,453,000 in December.

U. S. sixes of 1881 closed on Wednesday of this week at 117@117¼; U. S. Five-Twenties of 1862, 113½@113⅞; U.S. Five-Twenties of 1864 at 114@114½; U. S. Five-Twenties of 1865 115¼@115¾; U. S. Five-Twenties of 1865 consolidated 115⅛@115¾; U. S. Five-Twenties of 1867, 116¾@117; U. S. Five-Twenties of 1868, 115⅝@115⅞; U. S. Ten-forties at 112¾@113; U. S. Fives of 1881 (Funding Loan) 111⅞@112¼; Six per cent. currency Sixes from 113½@114.

An unusually spirited business has been reported in the line of Railway and Miscellaneous securities; prices of which have been quoted much higher, though irregular.

An improved demand has been noted for State and Railway bonds which have also been quoted higher. Central Pacific first mortgage six per cents closed firmly at 93¾@94, ex the January coupon of three per cent.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $2,776,449, as compared with $6,286,904 same week last year. The exports of do-

mestic produce are $4,908,685, as against $3,513,906 last year. The exports of Gold and Silver, $601,899, as against $831,919 last year. The customs in Gold deposited during the week in the New York Office of the Treasury amounted to $1,353,000, comparing with $2,207,264 same week last January.

The outstanding amount of U. S. legal tender notes on Wednesday was 379⅛ millions.

General business has been very satisfactory, for the season, in the leading kinds of Produce, prices of which have shown more firmness. In foreign merchandise, trade has been rather moderate. Groceries have been quoted higher. At the Live Stock markets, a moderate inquiry has been noted for supplies, on a steady basis as to values, for the better grades of stock. The Metal trade has been comparatively tame. Copper has been quiet, but quoted steady. Lake, 25. per lb. Iron has been held firmly on comparatively moderate offerings of stock, but has been quiet throughout, no important dealings in any descriptions having been made public. We quote: Eglinton Pig at $41@$42; Glengarnock, $42@$43; Coltness, $45@$46; Gartsherrie $47; No. 1 American Pig at $35@$36 50; No. 2 do. at $32@$34; Gray Forge, $28@$31; English Rails at $57 50@$60, gold; American Rails at works, $62 50@$65; Old Rails, $40; Wrought Scrap, $38 50. Pig-lead has been dull, but steady, with foreign quoted at 6¾c.@6⅞c., gold, for ordinary, and domestic at 6c.@6⅛c., gold; Bar, 9¼c.; Sheet and Pipe, 10c. Spelter has been inactive at 7⅜c.@7⅝c., gold, for foreign, and 8c.@11c. for domestic. Pig-tin has been more active, but somewhat weaker as to values; sales, 250 slabs Straits at 27⅞c.@28⅛c., gold, cash and 30 days' credit, and rumored, 1,200 slabs do., in Boston, (bought on New York account,) on private terms; Straits at 27⅞c.@28⅛c., gold; English at 26¼c., and Banca at 32c.@32½c., gold. Tin Plates have been quiet, but steady, with sales reported of 1,500 bxs. Charcoal at $10 50, part for February delivery; and 500 bxs. Charcoal Terne at $9 75, gold. Charcoal Plates quoted at $10 25@$10 50; Charcoal Terne, $9 25@$10; Coke, $8 25@$9; Coke Terne 6 75@$8 50, gold, per box. Zinc dull and nominal. Ocean freights have been less active, and rates have favored shippers.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Albany and Susq. 1st, mort., 100; do. 2d mort., 96; Ohio and Miss. consol., 88; do. consol. S. F., 90; Long Dock bonds, 93½; Michigan Central 7s, 92; Chicago and Northwestern consol. gold bonds, c. & r. 85; Gt. Western 1st mort., 1888, 95; St. Louis and Iron Mt. R. R., 50; do., 2d mort., 80; Delaware and Hudson Canal reg. 7s, 1891, 101; Canada Southern 1st mort., 68½; Lake Shore and Michigan Southern 7s, consol. reg., 94; Del., Lack. and Western 7s, conv., 99⅛; Quincy and Toledo 1st mort., 86½; Galena and Chicago 1st mort., 103; Central of New Jersey 1st mort., 107; Milwaukee and St. Paul 1st mort. LaC. div., 89½; do. H. and D. div. 76; Boston, Hartford and Erie 1st mort., 29½; do. guar., 40; North Missouri 1st mort., 82; Am. Dock and Imp. 7s, 90; Bellville and Southern Ills. 1st mort., 90; Toledo, Wabash and Western 7s. consol., 77; Clev., Col., Cin and Ind. 1st mort., 101; Cedar Falls and Minnesota 1st mort., 72; Louisville and Nashville 7s, consol. 1898, 86; New Jersey Southern R. R. 8; Pacific R. R. of Mo, 82½; Atlantic and Pacific pref., 13; Rome, Watertown and Ogdensburg R. R., 72; Joliet and Chicago R. R., 85; St. Louis, Kansas City and Northern pref., 30; Consol. Coal of Md., 50; Pennsylvania Coal, 250; U. S. Exp. 71; Adams Exp., 93¼; Am. Exp., 59¾; Wells Fargo Exp., 69; Western Union Telegraph, 76¼; do. 7s, 94; Quicksilver pref., 34; North Carolina 6s, special tax, 3d class, 7; South Carolina 6s, new, Jan. and July, 9; Michigan 6s, 1878, 97; N. Y. State 7s, B. L. reg., 104⅛; Brooklyn 6s, W. L., 92.

Philadelphia.—Pittsburg, Cincinnati and St. Louis 7s, 69¾; Philadelphia and Reading Gen'l mort., 7s, reg., 101½; do. coupon, 99½; do., 7s, new conv., 101; do. 6s, 1844-'80, 95; Huntington and Broad Top Mt. pref., 18⅜; do. 7s, consol., 65; Pennsylvania and New York 7s, 99¼; Lehigh Valley 7s, 104½; Belvidere Delaware 3d mort., 78; Catawissa new pref., 35; do. 7s, new, 99½; Northern Pacific 7-30s, 86; Pennsylvania R. R. div. scrip., 93¼; Camden and Atlantic pref., 39; Nesquehoning R. R., 52½. The latest quotations are: City 6s, 97¼@97½; do. free of tax, 101⅞@102; Pennsylvania State 6s, 1st series, 100@100; do. 2d series, 104@104½; do. 3d series, 106@106½; Philadelphia and Reading 55¼@55¾; do. Gen'l mort. 7s, coup., 99@99½; do. reg., 101¼@101¾; do. mort. 6s, 1880, 94½@96; do. 7s, new, conv., 101@102; United New Jersey R. R. and Canal Co., 116@116½; Camden and Amboy mort. 6s, 1889, 94@95; do. 1883, 89@91; do. 1889, 83@90; Pennsylvania R. R., 48⅜@48½; do. div. scrip, 93¼@93½; do. 1st mort., 99@99½; do. 2d mort., 97¼@99; do. General mort. coupon, 85@90; do. reg., 91@92; Little Schuylkill R. R., 47@47; Morris Canal, 48@52; do. pref. 120@126; do. 6s, 90@—; Susquehanna Canal, 5@9; do. 6s, 60@72; Schuylkill Nav., 6¼@6¼; do. pref., 12¼@12¾; do. 6s, 1882, 71@72; do. 1872, 79¾@80; Elmira and Williamsport pref., 36@40; do. 7s, 1873, 93@97; do. 5s, 55@60; Lehigh Coal and Navigation, 42⅞@43; do. 6s, 1884, 91@92; do. R. R. Loan, 91@91½; do. Gold Loan, 91@91½; North Pennsylvania, 47@47½; do. 6s, 96@98; do., 7s, 100¾@101; do. Chattle 10s, 106@106; Philadelphia and Erie, 22@23⅛; do. 6s, 89@90; Minehill, 52@52½; Catawissa, 17@18; do. pref. 42½@43; do. 7s, 1900, 100@100; Lehigh Valley, 59@59¼; do. 6s new coupon, 94½@95; do. reg., 95@97; do. 7s, 104@105; Fifth and Sixth streets, (horse,) 53½@55 Second and Third, 65@—; Thirteenth and Fifteenth, 21@22; Spruce and Pine, 28@34; Green and Coates 43@—; Chestnut and Walnut, 58@—; Hestonville, 21@22; Germantown, 35@35.

Boston.—Rutland R. R. scrip, No. 4, 80¼; do. 8s, new, 80; Chicago, Burlington and Quincy 7s, 92½; Burlington and Missouri River R.R. in Iowa, 95; do. in Nebraska, 55; do. 8s, in Nebraska, 94¼; do. L. G. 7s, 95; Boston and Maine 7s, 1892, 100½; do. 6s, 99½; Atchison, Topeka and Santa Fe 7s, 52½ Michigan Central 7s, 92; Vermont Central 1st mort., 25; Cincinnati, Sandusky and Cleveland R. R., 10⅞; Norwich and Worcester 123; Cary Imp., 8½; Boston Water Power 12¼; Brookline Land, 4½; Maine 6s, 99; New Hampshire 6s, 98½; Boston 6s, 1874, 98; do. 1882@1887, 97½; Chicago 7s, 95½; Cook Co., (Ills.,) 7s, 94½; Allouez Mining Co., 8; Calumet and Hecla, 144; Dana, 60c,; Mesnard, 1⅜; Petherick, 1⅜; Ridge, 8; Star, 1.

Baltimore.—Maryland Defense 6s, 104; Virginia consols, coupons, 76; Orange, Alex. and Manassas 7s, 78; Northern Central 6s, 1900, gold, 88; Central Ohio 1st mort., 87; Western Maryland 6s, guar. by Wash. Co., 80. The latest quotations are: Wilmington, Columbia and Augusta bonds, 70@72; Pittsburg and Connellsville 7s, 1898, 90¾@91; Baltimore and Ohio, 156@159; do. 6s, 1875, 95¼@—; do., 1880, 94@94½; do., 1885, 95@97⅞; Parkersburg Branch, 9@11; Northern Central, 28¼@30; do. 6s, 1885, 87½@90; do. 1900, 86@89; do., 6s, 1900 gold, 87@89: N. W. Va. 3d mort., 1885, 91½@94; Marietta and Cincinnati 1st mort. 7s, 1892, 102¼@102⅜; do., 2d mort., 7s, 89¼@89¾; do., 3d mort., 8s, 77@80; Central Ohio, 35½@40; do. pref., 30@40; do. 1st mort., 86¼@87¼; Western Md. 1st mort. 6s, 1890, 80@86; do. 1st mort. guar., 92@93; do. 2d mort. guar., 92@—; do. 3d mort., guar., —@93¼; do. 2d mort. pref., —@75; do., 2d mort. guar. by Washington Co., —@83; Richmond and Danville 1st mort., 62@70; Orange and Alexandria 1st mort. 6s, 80@92; do., 2d mort. 6s, 78@80; do., 3d mort. 8s, 75@80; do., 4th mort. 8s, 75@78; Orange, Alex. and Manassas 7s, 77½@79; Virginia and Tennessee 1st mort. 6s, 95@—; do., 2d mort. 6s, 60@74⅞; do. 8s, 82@85; Baltimore 6s, 1875, 97@98; do., 1884, 95⅛@—; do. 1886, —@96; do. 1890, 96½@97; do., 1893, 95@97; do. 1893, exempt, 101@102; do., 1900, exempt, 96@96⅛; do. 1900, new, 96¾@—; do. 1902, 95@96; Memphis City 6s, 40@47; Maryland Defense Loan, 1883, 103½@104; Virginia 6s, old, 30@35; do. coupon old, 32@33; do. consol. 6s, 50@50⅛; do. coupons, 76@—; West Virginia, 10¼@10¾; City Passenger R. R., 18@21; George's Creek Coal, 124½@135.

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☞ The earnings of the Erie Railway Company for the week ending Dec. 31, 1873, were $370,458, and since Oct. 1, $5,077,573—an increase compared with the corresponding period of the previous year of $76,192.

Central Pacific Railroad.

Messrs. FISK & HATCH have issued a circular to the bondholders of the Central Pacific Railroad Company, in which the earnings for 1873 (the earnings for the month of December being estimated at the very low figure of $1,000,000) are stated at $13,871,089 82, and the expenses for the same time (November and December being estimated at $400,000 each) at $5,589,440 15—leaving the earnings over operating expenses $8,281,649 67. The earnings in 1872 were $12,784,729 88; the operating expenses, $5,527,445 25; the earnings over operating expenses, $7,207,284 63. The total interest liabilities are not far from $3,514,857, leaving as surplus earnings over operating expenses and interest on bonded debt for 1873 $4,767,292—equal to over eight per cent upon the outstanding capital stock of the company ($54,275,700.) In September last the first dividend on the capital stock of the company, of three per cent gold, was declared and paid. The company now own and operate of main line and branches 1,219 miles of road; and, including second and side track, 1,329 miles. On the 30th of June, 1873, the equipment of the road was as follows: 184 locomotives, 93 first class and 52 second-class passenger, 21 sleeping, 19 mail and express, 21 baggage, 55 caboose, 1 directors', 1 superintendent's, 1 paymaster's, and 4,134 freight, etc., cars, and 7 snow plows; the whole costing—together with depots, shops and machinery, 1300 miles of telegraph lines, 36 steamers, etc.—$139,746,311 14. The circular contains much other information of value to the holders of the securities of the company, and can be obtained upon application to Messrs. FISK & HATCH, 5 Nassau St., New York.

☞ We have been favored by Messrs. BOWEN & FOX, 13 Merchants Exchange, Philadelphia, with a copy of their Circular for December, 1873, and also their annual circular showing the fluctuations in the Philadelphia Stock Market during the year 1873. The highest and lowest prices, with the date of the same, and the amount sold, is given. These statements are issued monthly by the above house, and will doubtless be sent free to any address when applied for.

☞ The earnings of the Central Pacific Railroad for the month of December, 1873, were $1,072,750, against $1,037,992 in December, 1872, and $672,358 in December, 1371. For the twelve months of 1873 the earnings have been $13,988,969, against $12,784,729 for the twelve months of 1872, and $9,467,072 for the twelve months of 1871—an increase this year over 1872 of $1,204,240, and over 1871 of $4,471,897.

☞ The Hampshire and Baltimore Coal Company on the 30 instant paid a dividend of 3 per cent on its capital stock, and also a balance of dividend scrip amounting to 2 per cent with interest.

☞ The Westchester and Philadelphia Railroad Company have declared a dividend of four per cent on the preferred and consolidated preferred stock, payable on and after January 10.

☞ The Georges Creek Coal and Iron Company, Baltimore has declared a semi-annual dividend of $6 per share, payable on and after 9th instant, free of taxes.

☞ The Warren (Va.) *Sentinel* says that the contractors on the Shenandoah Valley Railroad have been notified to hold themselves in readiness to commence operations in January. In accordance with this understanding the contractors are retaining and feeding their stock. Those who have the right to speak are perfectly confident that the Shenandoah Valley Railroad will be built, and that pretty soon.

☞ Track laying on the Muscatine Western Railroad has been completed to Riverside, thirty-two miles west of Muscatine.

OFFICE OF THE ILLINOIS CENTRAL R. R. Co.,
NEW YORK, December 20, 1873.

A DIVIDEND OF FOUR PER CENT. HAS BEEN declared by this Company, payable on the 2d day of February next, to the holders of full-paid shares, registered at the close of the 15th day of January next, after which and until the 5th day of February the transfer books will be closed.

L. V. F. RANDOLPH,
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67,112 miles of Railroad in the United States use annually over twenty-six million Ties for renewing those destroyed by decay.

The preservation of wood from decay and the attacks of marine worms, has been largely practiced in Europe for thirty years; and with such success that the use of natural wood is now the exception; and of all the various methods that have been employed, that in which creosote oil was used, has best endured the test of time.

This Company, benefiting by the thirty years' practical experience in the use of creosote oil abroad, offer to the public a system of application which is adapted to the wants of our own country, in that green wood can be rapidly and thoroughly treated, even better than dry, and the application of the oil, in connection with the use of moderate heat, be made more uniform and effective than is possible by any other means.

Experience has demonstrated that creosote or dead oil is the only substance by which wood can be treated so as to certainly resist the attacks of marine worms.

Creosoted wood exposed in Charleston Harbor was not attacked by the teredo, while natural wood attached to it was completely honey-combed.

It is confidently asserted that Railroad Ties creosoted will outlast three sets of ordinary Ties, and that creosoted Paving Blocks being beyond the reach of decay, will last as long as stone, with all the advantages of an elastic roadway, beauty and economy of construction.

The economy in the use of creosoted wood, where the term of service is trebled, is measured by adding to the wood used, the cost of the labor expended in construction, and the loss of time spent in replacing the structure, when either decay or attacks of marine worms destroy it.

The system of Seely and Pelton, employed by this Company, has been fully examined and indorsed by Gen. McClellan, Gen. Barnes, Gen. Babcock, Rob't Harris, C. B. & Q. R. R., Prof. Silliman, Capt. Rade, Gen. Cram, Gen Humphreys, Gen. Meigs, Gen. Belknap, Prof. Chandler, Gen. Gilmore, Gen. Newton, A. B. Mullet, C. H. Haswell.

It has been used by the U. S. Government upon the Dykes of the St. Clair Flats, and upon Gun Platforms for the fortifications on the Atlantic coast; upon pavements in New York and Pittsburgh, by the Department of Docks of the City of New York and the Board of Public Works of the District of Columbia.

Detailed information can be obtained and specimens of creosoted wood examined at the office of the Company.

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American Railroad Journal.

New York, Saturday, January 17, 1874.

An Interesting Railway Decision.

An important case was tried in the Somerset County Court, New Jersey, recently, the result of which will be of particular interest to railroad companies and to passengers who may meet with accidents. John Knable, the plaintiff, received injuries on December 21st 1871, while riding in the rear car of a train on the Connellsville Railroad, a bruised rail having thrown the car down an embankment into the river. It was shown to the Court that the repair-master of the division on which the accident had occurred had been notified of the defective rail. In the instruction to the jury the Court held that when an accident happens and a passenger is injured, the presumption is against the carrier, and that the defendant must remove it by showing that there was no negligence. On the question as to what the law requires in regard to the structure of railroads, the Court substantially charged as follows:

The road must be constructed of the best materials, in the best known manner. It must be safe and sufficient beyond question in view of the business to be done upon it. The ties must be sound and strong, the rails strong, well laid and well fastened. The road in its structure must be up to the standard of the best roads, and it must be kept up to that standard. The utmost care and vigilance is required of the company in keeping it in repair. It must be kept in the best condition. It must not be suffered to be out of repair for a moment longer than the utmost diligence requires. It must be always as good as new, as good as the best. The railroad company is bound to keep hands enough, and of such quality as to keep the road in the best order. Not to have the road up to the standard indicated is negligence. The slightest neglect to keep it in this condition, if hurt or loss occurs to any one, will render the company liable. If injury results from a defect in the road the carrier can relieve himself from responsibility only by showing that the defect was one which could not be discovered or cured by any attainable skill, foresight or intelligence.

On the question of damage the Court affirmed the point of counsel to plaintiff in this regard, which is to the effect that the plaintiff can only recover such compensation for loss and damage as the evidence clearly proves him to have sustained not exceeding $3,000. The jury rendered a verdict for the plaintiff for $1,400.

Eastern (Mass.) Railroad.

INTRODUCTION OF VALUABLE SIGNALS.

The Eastern Railroad is about to place in position at each station a signal of such reliability and simplicity as will surpass all others which have heretofore attracted the attention of railroad men. The invention consists of a large wooden box upon which is firmly set a tin case inclosing a lamp, the whole being attached to the depot at such a height as to be plainly visible to approaching trains. On opposite sides of the tin box, or the sides designed to face up and down the track, are immovably fixed white glass bull's eyes of a diameter of five inches, upon which the light from the lamp inside is thrown, and is in turn powerfully reflected upon the track. Inside both the tin and wooden boxes are concealed signals of different colors, which by a simple arrangement of shafts and pulleys may be so simultaneously raised or lowered as to give at a moments' warning the desired signal. The signals contained in the wooden box are made of tin, are painted red or blue as the case may be, and are lowered through an opening at the bottom of the box. These are designed mainly for use by day. Those contained in the tin box are designed for night use, and consist of colored glasses so arranged as to be brought between the lamp and bull's eye. A powerful colored light is by this means thrown up and down the track.

The object of having both connected and so arranged as to be raised and lowered at the same time is to provide a double safeguard in case of the failure of one or the other to act. To the shafts and pulleys by which the signals are operated is connected a strong iron chain, which is introduced through the outside of the depot and attached to a heavy weight on the inside, thus preserving an equilibrium. The weights are within arm's length of the telegraph operators, who upon receiving a train order may instantly raise or lower the desired signal without leaving his seat. The night signal is said to be visible three miles.

The arrangement of signals above described is the invention of Mr. A. C. Harvey of St. Johnsbury, Vt., at which place it has been in successful operation for some time. The attention of Mr. H. N. Rowell, the Superintendent of the Eastern Railroad Telegraph Department, being directed to the new invention, Superintendent Prescott was induced to give it a trial. Accordingly two weeks ago a signal box was erected at the Ipswich depot, which has given such satisfaction that orders have been given for its introduction at each station on the Eastern Railroad. During the coming spring the new signals are to be introduced on the Northern New Hampshire Railroad and the Connecticut and Passumpsic Rivers Railroad. A model was exhibited at the Superintendent's office of the Old Colony Railroad, which gave such satisfaction that a signal box was immediately ordered for trial.

☞ Messrs. CLARK, REEVES & Co., proprietors of the Phœnixville Bridge Works, Phœnixville, Pa., propose to construct a wrought iron tower, one thousand feet in height, to be completed for the American Centennial Exhibition in 1876. The tower is to be circular in section, one hundred and fifty feet in diameter at the base, diminishing to thirty feet at the top. It is proposed to have spiral staircases winding around the centre tube for those preferring to walk up; but elevators will be provided, which are calculated to ascend to the top in three minutes.

Exports of Railway Iron.

The exports of railway iron from the United Kingdom in November amounted to 70,781 tons, as compared with 81,792 tons in November, 1872, and 73,284 tons in November, 1871. In the total for November this year Russia figured for 12,029 tons, the United States for 17,919 tons, and Australia for 6,127 tons. In the eleven months ending November 30th this year the aggregate exports were 737,250 tons, as compared with 881,610 tons in the corresponding period of 1872, and 919,890 tons in the corresponding period of 1871. In the total relating to the first eleven months of this year Russia figured for 160,401 tons, the United States for 177,955 tons, British America for 54,584 tons, and Australia for 27,788 tons. The exports have increased this year to Russia, Sweden and Norway, Holland, France, Spain, the Spanish West Indies, Chili, British India and Australia; but they have decreased to Germany, Austria, Egypt, the United States, Brazil, Peru, and British America. The value of the railway iron exported in November was £953,203, as compared with £979,428 in November, 1872, and £679,965 in November, 1871; and in the eleven months ending November 30, this year, £9,748,283, as compared with £9,428,082 in November, 1872, and £7,557,749 in November 1871.—*Herapath, Dec. 27.*

Boston and Albany Railroad.

The receipts and expenditures of this road for the financial years which terminated September 30, 1872 and 1873 have been as follows:

Receipts:	1872.	1873.
From passengers	$2,880,888 85	$3,011,562 19
" freight	5,846,768 11	6,221,183 26
" mails, etc	531,946 85	565,287 07
	$9,259,598 81	$9,798,032 52
Expenses:		
Repairs of roadway	$1,458,315 22	$1,862,618 49
Repairs of engines	601,605 04	765,283 37
Repairs of passenger and freight cars	995,000 00	701,949 48
Repairs of buildings, ferry, etc	237,531 28	98,194 14
Transportation exp	3,487,060 74	3,975,693 42
General expenses	117,471 84	137,420 73
	$6,896,984 12	$7,561,159 68
Net income	$2,362,614 69	$2,236,872 89
From this deduct—		
Interest	$218,908 67	
Loss received from Baring Bros. in final settlement	9,088 59	
	$209,870 08	
Ten per cent dividends	1,976,410 00	
Dividends on Pittsfield and North Adams R. R., six per cent	27,000 00	
		2,213,280 08
Surplus not divided		$23,592 81
Add surplus at commencement of year		3,240,307 18
Total surplus		$3,263,899 99

The auditor reports the amount of uncollected bills at all the stations, for business prior to October 1st, to be $44,021 76. The amount reported as probably worthless, last year, has been reduced to $10,980 87, which has not been charged off as more payments are expected in settlements of estates. The president in his report says:

The past year has been marked by unusual activity, both in the regular operations of the road and in prosecuting works of permanent improvement to the property of the company. The total number of tons moved the past year has been 2,884,520, against 2,782,907 in 1872, showing an increase of 151,613 tons, or about 6 per cent, and equivalent to a gain of 27,605,787 tons moved a mile, a gain of 10 per cent.

In 1872 we transported 1,525,517 barrels of flour. This year 1,963,507, an increase of 437,990 barrels, or 21 per cent.

Our passenger traffic also shows a large gain; the total number of passengers carried this year being 5,757,664, against 5,247,576 in 1872, or a gain of 510,048 passengers, or about 10 per cent.

Among the works of permanent improvement, the largest share of attention has perhaps been bestowed upon the bridges. At Springfield the iron superstructure for one track has been finished and put to use, and that for the second track is being rapidly pushed forward to completion. The upper bridge over the Hudson River at Albany has been thoroughly reconstructed with iron, in place of the former wood superstructure, to which we have paid our proportion, in connection with the New York Central and Hudson River Railroad Company. Five wooden bridges at various points have given place to iron, and four to stone, the latter being constructed of the most substantial granite masonry.

Five wooden bridges have also been thoroughly rebuilt with heavier material. Wherever the water way is sufficient, it has been our policy to substitute stone arches, in preference both to iron and wood structures.

About 6,000 tons of steel rails have been laid, and an additional 6,000 tons would have been now in the track, had it not been for the failure of certain parties to fulfill their contract, calling for a delivery of that amount in the months of May, June, July and August. In consequence of this default we have been compelled to resort to re-rolled iron rails at a considerable disadvantage. Since the close of the year, however, we have entered into negotiations for a supply of steel rails, a portion of which have already been delivered, and others are now in the rolls.

The Union Passenger Station at Worcester is fairly under way, and a new station has been established with convenient depot buildings erected at Janesville, which will afford better accommodation for the business of Leicester, Cherry Valley and the surrounding district.

The contemplated improvement in the depot accommodations at Springfield still awaits the decision of the county commissioners of Hampden County, before whom a joint petition of the city government and this company for a change of the grade at Main and Chestnut street crossings is now pending. Both at Springfield and Worcester new and commodious freight depots have been erected during the year, and large additions have been made to the freight yard accommodations. New machine shops have been built at Boston and Albany, and a large amount of new machinery added.

The property referred to in our last report as having been purchased at Brighton, has been graded and drained, and will, when completed, afford accommodations for our live stock business second to none in the country.

Work upon the East Boston elevator has been steadily progressing, and it will be finished and ready for the fall traffic of 1874.

In the appendix will be found an Act of the Legislature, passed at the last session, authorizing a change of location of our road in the towns of Russell and Montgomery. By this change we do away entirely with three wooden bridges, and avoid the danger and expense to which structures of this character must necessarily subject us.

The graduation on this alteration is under way, and when completed, it is believed, the result accomplished will demonstrate the wisdom of the expenditure.

Since April 1st, under a temporary arrangement, we have been operating the Ware River Railroad as far as completed, and have found it a valuable tributary to our business. Nearly all the coal for the manufacturing towns in the Ware Valley, has been supplied from Hudson, giving us a haul of about 130 miles, and the manufactured goods destined to the Boston market have been transported on a through bill of lading, at rates which it is believed are entirely satisfactory to the shippers.

Two new express trains have, during the year, been added to our time table for the accommodation of our increasing passenger traffic, one equipped with sleeping cars, and making a quick night run to Rochester and the West, and the other running to and from New York, upon a time table which it is expected to reduce to seven hours as soon as the alterations and improvements below the Harlem River are so far completed as to permit of increasing, with safety, the speed of running on that portion of the line.

Large additions to the rolling stock of the road have been made. Eighteen locomotives have been built in our own shops, and 12 purchased from other makers. Twenty-five of them are additions to the permanent power of the road, and 5 have taken the numbers of old engines broken up. Twenty passenger and baggage cars have been built and purchased, and 851 freight cars have been built in our own shop. Ninety-nine of them have taken the place of old cars destroyed, and 752 added to the property of the company. The whole of our equipment is in thorough repair.

We have thus briefly alluded to some of the largest and most expensive outlays which have been made. In all departments of work the year has been one of exceptional demands upon our treasury, but it is confidently believed by your directors, that the money expended in the improvements alluded to, will prove to be a wise investment. How far we should be justified in making engagements for such extraordinary outlays another year, with the experience of recent financial disturbances fresh in memory, may well be questioned.

From present indications, a more healthy current of public sentiment than has for some time prevailed, seems now to be setting in the direction of retrenchment, recognizing the necessity of greater economy and prudence in the administration of private as well as public trusts.

We beg to submit whether, as public servants, the great corporations of the country may not render effectual aid in reinstating public confidence, and restoring a more healthy condition of affairs, by exercising a judicious system of retrenchment; and in this connection we cannot refrain from congratulating you that your property was never in a condition so well fitted to meet such an emergency, without hazard to our obligations to the public, as at the present time.

The company have 58 passenger and 173 freight locomotives; 161 passenger 44 baggage and postal, 4,523 merchandise, and 528 other cars. Also, 98 23-4ths of 53 passenger, 2 express, 5 post office, and 11 baggage cars of the New York and Boston Express Line.

The number of miles run by locomotives with passenger trains, was 1,299,412; with freight trains, 4,224,050; with gravel trains, etc., 138,092—total, 5,661,554.

The number of through passengers carried, was 71,752; way do. 5,685,872—total, 5,757,624. Number of passengers carried one mile, 120,662,660.

The total number of tons moved was 2,884,520, of which 750,754 went west, and 2,133,766 east. The through tonnage westward amounted to 116,861; do. eastward, 652,478. All other tonnage westward, 633,893; do. eastward, 1,481,293. Equivalent number of tons carried one mile, 817,670,752—equal to 1,588,534 tons carried over the whole road.

An aggregate of 433,338,412 passengers or tons of freight carried one mile in 1873, against 403,112,296 passengers or tons of freight carried one mile in 1872.

The cost of transportation of each passenger and each ton of freight one mile this year has been 1.725 cents, against 1.711 cents in 1872.

BALANCE SHEET, September 30, 1873.

Cost of road and equipment		$26,329,795 26
Cost of South Boston property		442,722 73
Hudson River bridges		475,485 00
Notes receivable		245,724 74
Materials		1,141,898 78
Real estate and land		119,678 96
Ledger balances due from individuals and corporations		275,075 71
Trustees Albany sinking fund		123,404 42
West Stockbridge Railroad stock		13,000 00
Cash		546,039 43
		$29,713,820 03
Capital stock, 198,641 shares		$19,864,100 00
Albany city bonds	$106,000	
W. R. R. bonds	666 000	
Seven per cent bonds	3,547,000	
		4,319,000 00
Unclaimed dividends and interest		17,642 65
Contingent fund	$1,596,430 04	
Accumulated sinking fund, profits	1,667,469 95	
		3,263 899 99
Dividend No. 12		993,205 00
Dividend No. 55, P. & N. A. R. R., January 1, 1874		13,500 00
Premium on sales stock and bonds		226,785 59
Notes payable		1,015,686 80
		$29,713,820 03

President.—C. W. CHAPIN, Springfield.

Vice President.—D. WALDO LINCOLN, Boston.

Directors.—C. W. Chapin, Ignatius Sargent, Moses Kimball, Ginery Twitchell, E. P. Carpenter, D. Waldo Lincoln, Henry Colt, George O. Crocker, James M. Beebe, Edward B. Gillett, Isaac N. Rose, J. H. Chadwick, W. H. Murray.

General Manager.—WM. BLISS, Boston.

Gen'l Sup't.—C. O. RUSSELL, Springfield.

Ass't Sup't.—WALTER H. BARNES, Boston.

Ass't Sup't.—J. B. CHAPIN, Albany.

Treasurer.—C. E. STEVENS, Boston.

Cumberland Coal Trade.

A statement compiled from official sources by C. Slack, Mount Savage, Maryland, shows the following details of production: To Baltimore and Ohio Railroad, 1,745,429 tons: Chesapeake and Ohio Canal 778,802; Cumberland and Pennsylvania Railroad, 114,589; local, 35,281; total, 2,674,101 tons, an increase of 318,630 on 1872. Of the amount of 114,589 tons sent over the Cumberland and Pennsylvania road, a comparatively new outlet, having been in operation in the business for the past two years only, 99,445 were by the Consolidation company, 744 by the American Coal company, 14,315 by the Borden Mining company, and 85 tons by the Hampshire and Baltimore company. A recapitulation of the shipments from 1842 to 1873, inclusive, foot up Baltimore and Ohio Railroad 15,936,993; Chesapeake and Ohio canal 7,818,902; Cumberland and Pennsylvania 136,610; total, 23,927,786.

☞ The Philadelphia *Ledger* says that the supply of coal of all kinds for the year 1873, as far as reported to the 31st of December, foots up 22,549,968 tons, against 21,162,731 tons in 1872, showing an increase of 1,386,687 tons, of which increase 861,912 tons are anthracite and 526,725 tons bituminous.

☞ The Lucy Furnace, at Pittsburgh, Pa., produced 475 tons of Bessemer pig iron in one week recently, which its owners claim to have been the largest amount of this kind of iron ever made by one furnace in this country during the same time.

Debt of the City and County of New York.

The report of the Comptroller shows that during the month of December, 1873, the total amount of warrants drawn on city account was $9,916,615 69, and the total amount drawn during the year $55,747,241 20.

The amount of warrants drawn during December on county account was $2,322,401 39, and during the whole of 1873, $13,549,746 75.

The city and county debt on the 31st of December, 1872 and 1873, compare as follows:

City account—	Dec. 31, 1872.	Dec. 31, 1873.
Funded debt, payable from taxation and sinking fund	$63,786,255 51	$69,624,054 49
Temporary debt payable from assessments	16,927,372 30	21,927,372 30
Revenue bonds issued to pay old debts, chaps. 9, 29 & 375, laws 1872	6,446,497 55	6,615,697 55
Revenue bonds, special, chap. 625, laws 1871	.....	2,034 53
Revenue bonds, anticipating taxes 1873	.....	1,472,547 12
County account—		
Funded debt payable from taxation	29,987,404 46	29,868,165 23
Revenue bonds, issued to pay old debts, ch. 1, 9, 29 & 375, laws 1872	1,667,700 00	1,694,700 00
Total	$118,815,229 82	$131,204,571 22
Less sinking fund	23,348,074 89	24,832,617 50
Balance	$95,467,154 93	$106,371,953 71
Cash in City and County treasury	$2,260,861 82	
Cash in sink'g funds	303,791 80	

The amount of stock and bonds issued during the year was $31,583,174 25.

☞ The time for the completion of the Cairo and East St. Louis Narrow Gauge Railway has been extended to the 1st of July. The road is now finished and running from St. Louis to Murphysborough, the county seat of Jackson county, a distance of ninety-one miles. From thence to Cairo is less than fifty miles. It is all graded, and the iron for most of it is ready.

☞ The receipts of lead at St. Louis in 1873 were 389,589 pigs, weighing 31,132,030 pounds, against 277,794 pigs in 1872, weighing 20,911,880 pounds—an increase of 111,745 pigs, or 10,220,190 pounds. The exports were 228,683 pigs, weighing 18,917,885 pounds, against 65,650 pigs in 1872, weighing 4,950,000 pounds—an increase of 163,033 pigs, or 13,967,885 pounds.

☞ The Schuylkill Navigation Company have declared a dividend of sixty cents per share on the preferred stock and thirty cents per share on the common stock. Said dividends will be payable in scrip, on and after Monday, Feb. 2d, 1874, and will be convertible into the six per cent mortgage loans of the company of the years 1872, 1897, on and after Wednesday, March 4th, 1874, in sums of $100 and upwards.

☞ The product of Quincy mine for the month of December was 246¼ tons, and for the year ending December 31, 1873, 1,711 tons.

From Herapath's Railway Journal, Dec. 20, 1873.

Detroit and Milwaukee Railroad.

The following circular, issued during the week, formally announces the suspension of the bond interest, which, however, is likely to be but temporary. We cannot but think that the 1st and 2d bonds are safe:

To the Bondholders of the Detroit and Milwaukee Railroad Company:

The directors regret their inability to promptly meet the interest on bonds due this day. The company finds itself embarrassed at the present time from several causes.

1st. Owing to the severity of the last winter the lake navigation was entirely suspended for between two and three months, during which time the through traffic had to be stopped altogether.

2d. Owing to the rapid failure of the re-rolled iron rails, an experience shared in by many of the Western railroads, considerably larger renewals of rails than usual had to be made, and these renewals having to be made in steel, at double the expense of iron rails, a very large sum was required, in fact, one-third of the entire line has been renewed in steel rails during the past six months, the extra cost having been much more than the entire bond interest.

3d. The calamitous financial panic which has visited the country has curtailed the receipts in the past two months by about sixty-five thousand dollars, while there was every reason to have expected an increase of at least thirty-five thousand dollars, at the rate receipts were increasing when the panic commenced.

The company has also had the misfortune to have its traffic largely affected by the loss of one of the steamers connecting the line with Milwaukee. Up to this date the directors had reason to expect that the Great Western Railway of Canada, the owners of a controlling interest in the shares of the company, would provide means to pay the coupons due this day. They are informed that measures to this end, and for the general improvement of the property, recently submitted to the shareholders of that company, have been postponed. While further negotiations are pending, it is thought that you will agree with the directors of the Detroit and Milwaukee road, that friendly co-operation on the part of bondholders is desirable. They recommend to all interested the expediency of keeping the property intact, with a view to seize the first favorable moment to relieve the line from embarrassment, an event to which this board look forward with confidence. By order of the board of the Detroit and Milwaukee Railroad Company.

JAMES H. MUIR, Secretary.

Detroit and Milwaukee Railroad Offices, Detroit, Michigan, U. S., Nov. 15, 1873.

Railroads of Ohio.

The Commissioner of Railroads and Telegraphs of the State of Ohio, writes to the Ohio State Journal, under date January 9, 1874, as follows:

The official reports of the several companies to this office for the year ending June 30, 1873, give us 4,280 miles main line and branches, and 1,044 miles second track, sidings, etc., making total length of track in the State 5,324 miles, June 30.

Since June 30 and prior to January 1, the Ohio division of the Baltimore, Pittsburg and Chicago railway had laid 62¼ miles from near Centreton, on the Lake Erie division, Baltimore and Ohio, to Deshler, on the Dayton and Michigan Railroad; the Painesville and Youngstown 23 miles; the Marietta and Pittsburg 9¼—a total of 95 miles (besides additional track laid by other companies, exact length not known), which gives us in the State on 1st January, 4,375 miles.

☞ The "Hall Railway Signal Company," with a capital of $150,000, has been organized in Meriden, Conn., to manufacture Hall's automatic railway signals. Charles Parker is president of the company.

The Hoosac Tunnel Railway Route.

EXTRACT FROM THE MESSAGE OF THE GOVERNOR OF MASSACHUSETTS.

The contractors of the Hoosac Tunnel have prosecuted their work with reasonable energy during the year just closed, and you do not need to be informed that they opened a passage through the mountain on the 27th of November last. I feel that we should fail of our duty in the premises if we did not recognize the remarkable skill and unwearied patience of the engineers in charge of this great undertaking. The scientific men of Europe were highly elated on the opening of the Mont Cenis Tunnel, when it was ascertained that the working lines thereof varied only half a yard at the junction of the headings. But the largest error found in the lines at the opening of our Tunnel was but nine-sixteenths of an inch, being less than one-sixteenth of an inch per thousand feet of advance. Such perfection of engineering is without parallel in works of this nature, and our engineers and contractors have a right to exult in the success of their arduous labors.

The first step in this enterprise was taken in 1848. From the beginning the history of the work is a story of struggle, imminent failure, skillful pluck and unexampled perseverance. The friends of the undertaking have pushed it with a valor that would not be defeated, while its opponents have fought it with an obstinacy worthy a better cause. Now that it is so near its completion we may concede that it would scarcely have been entered upon if the immense difficulties to be overcome had been clearly foreseen. To reach the point we now occupy has taken four times as long and cost three times as much in labor and money as was anticipated.

In the early stages of the enterprise the towns along the Tunnel line taxed themselves heavily to provide means for its prosecution, and the strong men of that entire section gave their whole energy to its promotion. But the solid mountain was too vast a barrier for private capital and labor, and in 1862 the State was obliged to assume the work or see it come to an utter failure. New plans were adopted, new methods organized, and new energy infused into the project. This phase of the undertaking continued five years, at the end of which time the mountain had been penetrated nine thousand three hundred and forty-one feet. Then came the final crisis. There was a lack of harmony in the administration of affairs, the people had become tired of State management, and strong efforts were made to secure an abandonment of the enterprise. But the Commonwealth was determined to have a Tunnel, and those efforts signally failed. Thereupon a contract was made with the Shanlys to complete the Tunnel by the first of March next, at a cost of $4,594,268. From this point dates assured success. Notwithstanding the peculiar and vexatious obstacles encountered, the contractors have made steady and continuous progress.

To-day we have every reason for believing that the remaining work will be advanced with such rapidity that in eight months the tunnel may be ready for use as a part of the through railway line. When completed it will be four and three-quarters miles long, of sufficient size for a double track, and to allow cars of the largest dimensions to pass each other without difficulty. With this prospect for the year on which we have just entered, it behooves you, as the immediate representatives of the people who have put their money and their hopes into the enterprise, to weigh well the action you must take to secure the advantages they expect to derive therefrom.

The State's consulting engineer has made a careful examination and survey of the railway from Greenfield to the tunnel, and will present his report at an early day, accompanied with estimates and a map, indicating such alterations in the line, to diminish the curves, improve the grades and strengthen the embankments as he deems necessary to place the road in good condition for the traffic that must pass over it. The execution of his plans will make it fully equal to the mountain division of the Boston and Albany line. If it should be deemed advisable hereafter to change the location of the road, in order to shorten the distance and meet the demands of increased business, the present line will be required for freight purposes, and no loss will accrue by reason of the suggested improvements. Provision has been made for the construction of the necessary bridges and the laying of the track between North Adams and the tunnel, and also for the extension of the track east of the mountain from the present depot to the end of the tunnel, so that if you decide to adopt the recommendations of the engineer, and furnish the means at an early date for carrying them into effect, it is believed the entire line west of Greenfield can be made ready for business by the first of September next. The alterations requisite on the road from Fitchburg to Greenfield are much greater, and a much longer time will be required to make them, but the existing line can be used till these needful changes and improvements are consummated.

The most important question pressing upon us for answer at the present session of the General Court is, What shall the State do with its forty-four miles of railway and Tunnel? The benefit which the people of the Commonwealth are to derive from the undertaking now so nearly finished, depends in a very large degree upon the proper solution of this problem. Conflicting interests, rival railroads and personal considerations naturally divide popular sentiment in regard to this subject. While there is such variance in the views of the people, no one need wonder that there is some difficulty in harmonizing the views of their representatives.

The original purpose with respect to the Tunnel was to open, in conjunction with roads then in operation, a new and competing line between Boston and the Hudson River. The situation has somewhat changed with the lapse of years since the work was begun. The objective point is still a point reached over the Boston and Albany, but consolidation and concentration of business have altered the conditions of competition. The Boston and Albany has now a double track, fully equipped road, and, by its connections and contracts, is measurably enabled to control freight to the Lakes. That the population along its line requires and sustains frequent and rapid passenger trains, by which it can without much additional expense meet the demands of through travelers, must for many years to come give it decided advantage as a passenger route. In other words, its facilities for every kind of transportation are such that it can offer great inducements to the Western roads to turn their business to its line.

A strong corporation is essential to fair prospect of successful competition with it. The physical superiority of the new route cannot be relied upon to accomplish everything. Nor will it be possible to succeed if the Tunnel line is in the hands of several boards of management, each of which has a special interest in the section of road it particularly represents. But in order to secure an energetic and effective operation of the line it ought to be placed in the direct control of a single board, thoroughly comprehending the magnitude of its task, able to equip the whole road in the best possible manner, and capable of appreciating the opportunity now offered. Thus and thus only, in my judgment, can the new route be made to realize the seasonable expectations of the public.

Shall the State undertake this work? I am aware that numbers of our best citizens believe she should, but I confess that I have had strong misgivings from the first, and doubt the expediency of such a course as much to day as ever. I know it is said that other governments have tried the experiment and brought it to a successful issue. But we must not forget that our government is different from any other. It seems to me that our annual change of administration, our sudden political revolutions, and the too prevalent idea that spoils necessarily belong to victors, would essentially interfere with the stable and economical management of a railway. Furthermore, it would be impossible for the State itself to operate a railroad, for the reason that a State cannot be sued, and questions are constantly arising between the customers and the management of railways that require judicial investigation. Hence the experiment which it is demanded that we should try seems to me practicable only through a board of trustees organized as a corporation, capable of suing and being sued, and with full power to manage the line.

In considering this aspect of the matter perhaps we may draw a profitable lesson from our experience in undertaking as a State through a commission to excavate the Tunnel. The annual appeals to the General Court for new legislation and further appropriations, the tedious and repeated hearings before the Governor and Council and legislative committees, so wearied the different branches of government that they finally determined to endure the perplexity no longer, and thereupon the contract was given to the Shanlys, in the conviction that private enterprise could carry on the work more economically and with far less trouble. Even now claims that were settled by the Tunnel officials during the period of State management are annually presented to the Legislature, on the ground that the Commissioners were simple agents whose accounts should be re-adjusted by the higher tribunal; and as the hearings on these memorials are mostly *ex parte*, the petitioners frequently secure the favorable report of bills making further allowance in respect to claims that no one would attempt to bring before a tribunal of persons acting in a private business capacity. If we embark the State on this new enterprise of railway management, we invite manifold enlargement of difficulties and perplexities from which our predecessors were glad to escape, and bring upon the Commonwealth an expenditure and indebtedness the magnitude of which no human foresight can predict.

But while I am opposed to engaging the State in any business that can better or as well be prosecuted by private enterprise, and believe the management of a railway wholly outside its legitimate province, yet if the experiment must be tried, perhaps the present may be considered as favorable an opportunity as can be expected to occur. It would seem preferable to lease the connecting roads rather than to buy them, because in case of failure it would be easier to relet than to sell.

The popular demand that the Tunnel shall be retained by the State is too evident to be overlooked or ignored. Just at present the general sentiment appears to be that it must never become part of a consolidated line. While I do not fully sympathize with this sentiment, but believe a different view will ultimately prevail, yet we must accept the situation as it is presented to us, and apply ourselves to the wisest solution of the problem that is practicable under this aspect of affairs.

Since the Tunnel was begun additional railways have been projected that seek a connection with the new line and demand equal facilities therewith. These side, and to some extent conflicting, interests increase the difficulty of deciding how to dispose of the Tunnel so as to bring the greatest benefit to the whole body of our people. It is a fairly settled result of railway experience that it is dangerous and highly inexpedient to allow independent lines to operate the same section of road. Hence, if there must be reserved to those other companies the right of equal advantage through the Tunnel with the main line, the State may retain its ownership of the Tunnel and the Greenfield road, and make provision for their management through agents or trustees. It would not be advisable to retain the Tunnel and sell the road, for the connection is such that in this event the State would be at the mercy of the parties operating the road. It would be bottled up in the Tunnel, without power to extricate itself, except upon such terms as the railroads dictated.

The wisest solution now possible of the grave

problem before us may be to place the entire interest of the State in the hands of a board of trustees. The duties of such a board would be limited and simple. They could either operate what the State owns by furnishing the motive power themselves or, so long as there exists but one road on either side the mountain that connects with the tunnel, they might contract with this road for the operation of the State's interest. The objection to the management by the State of the section which it owns lies in the danger that the line would be weakened by dissipating the business and severing the through connection. For it is not alone the community directly served that will derive benefit from building up a strong through line in connection with this route. The tunnel can be made of advantage to the Commonwealth far beyond the amount of business actually passing through it, by its power to control or regulate business that will continue to flow in its own channels on existing lines between the East and the West. But to maintain this power and render it effective, the tunnel line must be directed and managed by a strong organization of some kind. If the plan I have suggested is adopted, the trustees of the State should be appointed for a term of years, that there may not be sudden and frequent changes of management, and that the line may be beyond the influence of political upheavals.

The corporations entering this new field must have broad and far-reaching views of the work before it. It must possess the strength requisite to make the necessary improvements and equip the whole line in the most thorough manner. It must be in active sympathy with the people of the State, and alert to bring business to the line, as well as prompt in the accommodation of what naturally seeks it. It must be wise enough to deal judiciously and patiently with local rivalries and jealousies, and not over anxious to make large dividends at once to the prejudice of future prosperity. Thus seeing and meeting its opportunity, it will eventually give us what has so long been desired, a shorter and quicker route than now exists between the tide waters of our State and the great lakes of the West. With the realization of this desire we should be compelled to say that the gain and profit of the Tunnel outweigh all its cost.

Post Office Statistics.

Some interesting statistics can be gathered by the annual statement for 1873, issued by the Carriers' Department of the Post Office in this City. An idea can be formed of the large amount of correspondence which passes through the Post Office in this City by the following figures:

Number of mail letters delivered by carriers	31,402,855
Number of local letters	19,014,030
Number of newspapers	6,736,764
Total	57,153,649
Number of letters deposited in stations and collected from lamp-post boxes, intended for the outgoing mails	47,558,816
Number of letters deposited in stations and collected from lamp post boxes, intended for City delivery	35,231,595
Number of newspapers deposited in stations and collected from lamp post boxes	10,826,950
Total	93,617,361
Amount of postage on matter deposited in stations and collected from lamp-post boxes, intended for City delivery	$680,226 72

☞ The President has appointed Edward R. Geary, of Albany, Oregon; George H. Hurlburt, of Belvidere, Ill., and Stephen P. Lee, of Damascus, Oregon, Commissioners to examine the Northern Pacific Railroad, from near Tenino to Tacoma, Washington Territory.

Mansfield, Coldwater and Lake Michigan Railroad.

At the annual meeting of the stockholders of this company held at Mansfield on the 5th inst., the following Directors were elected: S. B. Sturgis, R. F. Smith, V. H. Collier, H. C. Lewis, F. A. Gorham, W. Swayne, H. C. Hedges, W. Sheffield, Jas. Fisk, D. D. Hughes, J. Twing Brooks, F. V. Smith and William Sheffield. On the Michigan division, (100 miles in length) 12 miles of the northern end are completed. Upon the balance of the line, (eighty-eight miles to the Ohio State line,) $604,552 have been paid, the main portion for grading, engineering and right of way. The work remaining to be done is estimated at $18,545; indebtedness, $62,492 76; assets and subscriptions unpaid, $70,217. On the Ohio division, the total subscriptions to all branches amounts to $1,180,890 90; total paid, $770,601 04; leaving a balance of $369,289 41 unpaid. The total amount expended on the line is $821,109 44.

☞ At the annual meeting of the Boston and Lowell Railroad Company, held in Boston on the 7th inst., Francis B. Crowninshield, Josiah G. Abbott, Hocum Hosford, George Stark, and William A. Burke were elected directors for the ensuing year. Additional information being required by one of the stockholders concerning the Mystic River corporation to that given in the report, President Crowninshield replied that the amount filled in was seven acres, and the wharf had been so far completed as to be leased to the Iron Company and ready to receive a large amount of freight. It is expected to enter into negotiations with an European line of steamers for the construction and use of an elevator, and all the water shipments to the Boston, Lowell and Nashua Railroad are received at, and the coal from above had been brought to Mystic wharf.

☞ At the annual meeting of the stockholders of the Montpelier and Wells River Railroad held at Montpelier, Vt., on the 6th inst., the following gentlemen were elected directors: J. N. Hall, J. G. French, Joel Foster, Jr., C. H. Heath, J. W. Brooks, S. C. Shurtleff, George Wooster, Geo. B. Fessenden and C. M. Weeks. The year, owing to the financial crisis, has been a hard one for the directors, but they have brought their young road thus far with commendable prudence. The total receipts of the Treasurer for the year are $338,604, and the total disbursements $388,924. The line began business in a modest way in September, and its receipts to Jan. 1 are $8,135 and the expense of operating it $7,289. It is at present run only to do a little local business.

☞ It is proposed to run a line of railway from Key West through Florida, crossing at right angles the railroad which extends from Cedar Keys on the Gulf of Fernandina on the ocean, thus making connection with Savannah and the great network of railways going north, south, east and west. To carry out the project it will be necessary to locate the road over more than 100 miles of islands, or keys, as they are there called, and the engineers report that this can be done without an extravagant outlay. The profit would be expected in the immensely increased travel and trade between Cuba, Jamaica, Santo Domingo and the Bahamas and the continental cities.

Watches for Locomotives.

For years the Pennsylvania Railroad have made a first-class watch a part of the engine equipment. Every engine upon the road has its watch numbered to correspond with the number on the engine. The watches are purchased by the company and controlled by the proper officers. In the office of each division superintendent hangs a watchwaker's board with numbered hooks for all the engines belonging to that division. When the engine goes out upon a trip, the watch is taken from the hook. When it returns, the watch is replaced, and while in the office is run with the regulator. As a consequence, all the engines upon the road are being run upon a uniform time, and no record has yet been made of an accident resulting from a discrepancy of watches.

☞ The earnings of the Union Pacific Railroad for November, 1873, were $970,660 35, the expenses $438,087 08, and the net earnings $532,573 27. In November, 1872, the earnings were $915,727 08, the expenses, $362,443 03, and the net earnings $553,384 20—showing an increase in earnings of $54,933 12, with an increase in expenses of $75,744 05, making a decrease in net earnings of $20,810 93. From January 1 to November 30, 1873, the earnings were $9,507,271 37, the expenses $4,725,733 50, and the net earnings $4,781,537 87—showing an increase in gross earnings compared with 1872 of $1,372,516 76, and an increase in net earnings of $1,095,527 51.

☞ The Chicago and Northern Pacific Airline Railroad runs in a straight line from Chicago to Duluth, and when completed will be 406 miles in length. Forty-seven miles of the road in Wisconsin are graded, and the iron will shortly be put on. The following persons are the officers of the road: George E. Wheeler, President; Nelson Ludington, Vice President; H. A. Warren, Secretary; J. C. Barnes, Treasurer. Most of the directors are wealthy New York capitalists.

☞ The Pittsburg *Chronicle* says that Hon. H. J. Jewett has been appointed General Manager of the Pittsburg, Cincinnati and St. Louis Railway, that arrangements are making to run the road in a manner independent, and that the general offices of the company will be removed from Pittsburg to Columbus.

☞ At the annual election of the Rutland and Whitehall Railroad Company, W. W. Cooke was chosen President, A. Allen, Vice President, and Ira C. Allen, Treasurer and Transfer Agent. The road is now in a prosperous condition, its business having been increased largely within the year.

☞ Five hundred shares of Boston and Providence Railroad stock, being the balance of the stock authorized by act of the Legislature, was sold at auction on the 10th inst. for $147½ per share, at which price the entire lot was taken by one purchaser.

☞ The stockholders of the Boston and Albany Railroad Company have ratified the lease of the Ware River Railroad by a vote of 104,000 to 77.

☞ The balance in the Minnesota State Treasury is $218,398. The recognized bonded indebtedness is $465,000.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold).	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	209,550	212,100	128,160	75,871	1,470,648
1868	64,463	86,937	81,896	96,451	106,835	164,729	259,690	261,852	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,369	467,650	5,670,882
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	823,447	777,513	583,692	7,995,116
1871	536,199	485,490	614,447	720.929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285 567	1,299,900	1,037,992	12,784,729
1873	852,360	694,015	974,460	1,132,920	1,356,378	1,613,790	1,211,765	1,258,500	1,292,125	1,423,875	1,206,912	1,072,750	13,988,950
Chicago and Alton:													
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,962	408,990	428,752	359,102	330,160	3,892,861
1868	276,117	275,140	287,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,987	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,403
1871	353,255	342,360	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	371,708	332,902	373,217	379,879	409,264	419,196	488,352	559,882	497,261	540,766	431,215	352,604	5,156 326
1873	352,568	402,477	424,614	412,218	426,315	482,205	481,569	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	566,100	261,384	296,169	473,186	551,122	435,948	407.666	2,811,544
1864	273,876	317,839	390,355	421,363	466,880	565,145	480,710	519,806	669,606	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585.623	747,942	702,691	767,508	946,707	982,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,004,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,087,974	1 305 673	1,371,780	1,140,146	845,708	13,355.467
1870	706,025	753,782	858,350	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,491	12,203,403
1871	655,428	602,482	774,994	787,641	1,094,101	952,899	951,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,804	1,433,948	1,067,387	859,780	12,272,645
1873	752,468	765,249	967,258	1,034,023	1,256,072	1,309,578	1,240,987	1,284,094	1,071,448	1,451,827	1,039,306	1,019,501	13,783,051
Cleveland, Col. Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,455	193,950	203,696	218,347	271,425	287,451	293,296	262,796	230,061	2,918,342
1869	204,112	180,840	239,822	247,661	241,456	259,408	253,367	341,785	320,025	296,815	271,555	242,021	3,095,966
1870	203,069	226,897	244,182	246,046	260,160	274,021	249,355	319,012	317,887	329,289	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,551	389,830	358,743	4,442,625
1873	358,612	408,849	465,817	432,928	394,486	340,675	351,676	426,283	432,139	406,922	311,935	.....	.....
Erie.													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,272	1,656,415	1,720,078	1,864,554	1,704,397	1,694,651	1,483,454	1,417 211	17,398,327
1872	1,382,994	1,294,076	1,460,174	1,548,818	1,775,824	1,463,961	1 559,023	1,525 243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1873	1,316,831	1 329,422	1,515,282	1,541,958	1,754,821	1,717,598	1,685,284	1,774,570	1,918,247	1,882,421	1,560,023	1,685,129	19,831,781
Illinois Central:													
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,337	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,998	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,481
1870	623,383	661,789	601,526	555,087	684,530	712,647	627,216	899,062	901,235	903,226	811,703	667,751	8,678,958
1871	624,744	529,617	563,598	620,228	718,162	718,722	707,992	836,041	890,287	753,184	755,436	658,131	8,401,142
1872	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698,063	8,026,784
1873	580,499	562,949	651,962	544,035	687,630	724,983	672,917	748,634	876,413	763,678	622,488	.....	.....
Kansas Pacific:													
1871	138,673	152,264	267,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303,305	210,197	3,321,518
1872	189,606	191,788	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,893,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265.217	201,462	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1,368,945	1,402,597	1,845.816	1,235,285	14,797,975
1872	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459,360	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873	1,412,368	1,549,285	1,735,736	1.694,543	1,630,963	1,585,363	1,451,762	1,582,531	1,776,420	1,742,516	1,375,556	1,546,983	.....
Marietta and Cincinnati:													
1868	92,433	81,590	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,160	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129.388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	163,531	144,023	141,376	1,418,869
1871	130,883	126,224	140,740	113,178	119,650	115,115	115,572	127,341	166,191	175,498	172,567	169,920	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	206,977	207,911	204,196	3,029,927
1873	170,023	162,585	180,467	190,562	185,683	186,953	181,868	173,469	203,514	.....	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,514	403,646	356,623	329,950	353,569	473,546	450,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,080	405,283	363,187	326.891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	436,980	470,703	480,547	427,096	422,015	529,890	628,660	582,802	537,434	502,050	5,940,102
1872	411,113	384,068	449,453	486,550	487,282	396,300	402,084	460,101	536,608	641,807	487,603	464,163	5,608,117
1873	379,836	440,261	567,314	556,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1868	309,228	321,206	333,508	436,412	565,718	458,191	423,395	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801.195	496,566	7,250 069
1870	396,171	382,823	377,571	443,133	730,700	755,737	636,434	661,020	868,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	606,557	815,346	841,150	644,825	478,295	6,590,695
1872	460,986	387,565	426,223	474,188	580,432	594,769	488,343	565,729	811,961	950,945	702 838	513,787	6,957,771
1873	334,715	425,716	555,005	569,286	805,790	925,210	834,341	767,803	1,193,200	1,012,669	771,800	813,200	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,249	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,106	3,438,930
1871	212,065	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	305,754	269,560	304,512	265,406	315,699	338,497	384,193	337,920	360,404	3,678,582
1873	227,897	261,346	344,632	321,047	301,521	272,600	267,734	325,093	382,098	353,168	308,632	306,100	.....
Philadelphia and Reading:													
1867	500,488	534,561	703,618	836,903	965,358	903,974	864,637	693,104	873,153	956,668	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	814,472	631,143	1,006,631	1,159,726	1,113,396	889,924	8,785,083
1869	479,286	525,490	755,433	904,334	899,463	830,680	1,232,903	1,454,026	1,294,621	1,236,366	1,476,405	828,447	11,816,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,129,450	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,806	1,359,633	1,418,141	1,418,643	1,423,278	837,080	12,500,664
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,497	1,142,241	1,193,695	1,822,847	1,127,031	.....	.....
St. Louis, Alton and Terre Haute:													
1868	127,503	133,392	149,164	155,388	130,545	140,408	143,937	204,507	194,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	176,950	171,868	157,398	154,133	144,164	186,889	202,238	206,750	189,351	160,085	2,008,265
1870	152,396	158,788	172,216	172,847	155,081	150,719	129,567	167,305	158,627	163,285	152,900	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
1872	164 525	137,678	162,386	156,134	148,279	133,503	123,994	169,459	179,457	216,171	177,327	158,700	1,927,471
1873	144,209	169,464	177,617	167,729	170,218	165,260	151,532	165,931	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	108,716	117,625	116,242	107,524	126,012	127,412	128,775	124,983	123,943	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	178,707	156,292	181,055	178,686	187,625	180,786	181,240	194,450	189,204	213,826	226,503	207,967	2,270,840
1873	146,160	163,254	229,260	208,140	220,300	195,480	179,264	201,190	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,625	260,529	293,344	283,882	454,209	450,203	429,896	323,270	399,430	4,013,206
1869	284,193	240,395	242,705	311,333	312,530	348,891	310,800	450.246	470,720	422,360	328,377	434,264	4,242,343
1870	257,604	293,645	295,279	318,699	340,892	348,633	322,756	466,431	503,043	451,294	425,687	516,618	4,454,464
1871	395,175	323,791	393,455	443,611	453,009	439,515	363,994	552,079	556,817	600,205	531,080	514,963	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,868	434,465	614,175	565,811	621,351	480,341	466,081	5,944,570
1873	370,290	405,110	471,301	446,527	470,598	541,191	452,599	642,209	593,506	539,251	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,943	706,606	23,560	617,585	738,467	999,005	837,388	716,329	5,709,183
1870	528,829	500 139	539,288	706,603	902,886	746,450	643,058	664,051	728,831	719,696	570,169	506,053	7,654,094
1871	479,513	373,925	499,899	584,540	724,466	723,174	673,696	681,855	800,402	777,362	708,142	469,932	7,521,683
1872	573,936	534,115	606,861	741,802	890,443	835,450	743,382	769,567	885,754	930,706	915,727	757,951	8,992,606
1873	632,975	481,783	709,250	861,264	1,007,851	969,863	876,833	837,277	1,066,987	1,170,586	970,660	.....	.....

Movements of Produce at Milwaukee.

The following table shows the total receipts of the leading articles of produce by lake and rail at Milwaukee for the year 1873, as compared with those of 1872:

Articles.	1873.	1872.
Flour, bbls	1,229,696	814,202
Wheat, bus	27,918,512	13,281,473
Oats, bus	1,584,928	1,597,726
Corn, bus	920,864	2,140,178
Rye, bus	376,964	409,673
Barley, bus	1,210,111	1,532,078
Beans, bus	13,479	13,080
Peas, bus	65,782	82,873
Potatoes, bus	67,024	95,429
Cranberries, bbls	7,246	37,803
Clover seeds, lbs	468,821	732,480
Timothy seeds, lbs	767,620	1,095,000
Hops, bales	8,752	14,055
Hides, No	172,924	186,903
Cattle, No	14 154	14,173
Live hogs, No	235,670	138,106
Dressed hogs, No	153,325	163,327
Butter, lbs	3,454,384	4,280,096
Eggs, bbls	32,100	32,123
Wool, lbs	2,198,508	1,677,968
Tobacco, lbs	4,650,880	6,418,000
Pork, bbls	3,784	4,105
Tallow, lbs	483,940	844,679
Lumber, feet	134,118,000	91,803,000
Shingles, M	89,885,000	25,524,000
Lath, feet	13,020,000	4,299,000
Wood, cords	56,700	43,303
Sugar, bbls	102,320	104,070
Sugar, hhds	521	1,001
Coffee, sks	29,179	32 168
Salt, bbls	238,921	178,098
Pig iron, tons	10,202	16,090
Iron ore, tons	90,008	112,889
Coal, tons	210,640	210,194

The following table will show the total shipments of the undermentioned articles from Milwaukee by lake and rail, during the year 1873, as compared with those for 1872:

Articles.	1873.	1872.
Flour, bbls	1,775,129	1,235,001
Wheat, bus	25,022,476	11,570,575
Oats, bus	990,230	1,323,284
Corn, bus	197,990	1,557,953
Rye, bus	255,928	209,751
Barley, bus	689,388	938,725
Beans, bus	22,448	19,540
Peas, bus	62,737	32 832
Potatoes, bus	53,530	32,861
Timothy seeds, lbs	560,855	296,332
Clover seeds, lbs	942,810	1,315,265
Hops, bales	3,591	9,011
Hides, No	52,980	42,380
Cattle, No	10,628	9,939
Live hogs, No	18,569	10,785
Dressed hogs, No	4,009	5,983
Butter, lbs	2,827,540	2,880,152
Eggs, bbls	10,595	14,958
Wool, lbs	3,807,311	2,218,360
Tobacco, lbs	4,019 000	
Pork, bbls	82,998	90,038
Pork, tcs	21,297	20,115
Beef, bbls	5,458	4,757
Beef, tcs	277	1,500
Lard, bbls	4,552	6,276
Lard, tcs	25,577	27,765
Tallow, lbs	648,000	497,870
Bacon, boxes	40,877	80,209
Bulk meats, lbs	3,817,980	4,557,900
Shingles	2,560,000	7,791,000
Feed, lbs	26,975,085	23,560,000
Pig iron, tons	6 012	8,160
Iron ore, tons	31,691	30,992
Cranberries, bus	8,602	28,485

☞ The gross earnings of the Philadelphia and Erie Railway, official for eleven months of 1873, and estimated for the month of December, amounts to $4,045,209, against $3,980,752 in 1872.

Finances of Ohio.

The following is a brief summary of the present financial condition of the State:

On the 15th day of November, 1872, the public funded debt of the State was $8,583,546 37

The redemptions during the year were—

Loan of 1860	$100 00	
Loan of 1870	358,784 27	
Loan of 1875	13,100 00	
Loan of 1881	500 00	
		372,484 27
Outstanding Nov. 15, 1873		$8,211,062 10

Of the amount outstanding on the 15th of November, the sum of $64,215 had ceased to draw interest, the holders thereof having been notified to surrender their stock for redemption, so that the interest-bearing funded debt of the State is $8,146,847.

The funded debt is divided as follows:

Foreign debt, payable in New York City	$8,209,397 10
Domestic debt, payable in Columbus	1,665 00
Total	$8,211,062 10

The total indebtedness of the State on the 1st day of September, 1873, was as follows:

Net debt of counties	$3,125,537 27
Net debt of townships, including debts created by boards of education other than for separate school districts	401,510 18
Net debt of cities (first and second class)	14,527,108 78
Net debt of incorporated villages	780,582 88
Net debt of school districts (special)	1,248,389 71
Total	$20,033,123 32

The amount of reimbursable debt, therefore, is—

State	$8,211,062 10
Local	20,033,123 32
Total	$28,244,285 42
Irreducible debt	4,070,420 96
Aggregate debts in the State	$32,314,656 38

The local indebtedness in this statement is reckoned to September 1, 1873, and the State debt to November 15, 1873.

The balance in the State Treasury on the 15th day of November, 1872, was	$447,588 84
The receipts, including transfers of $1,676,149 85, for the fiscal year ending November 15, 1873, was	6,366,778 66
Total amount of funds in the treasury for the year	$6,814,317 50
The disbursements, including transfers, during the year have been	6,684,731 08
Balance in the treasury November 15, 1873	$129,586 42
The Auditor of State estimates the receipts, including balance on hand November 15, 1873, for the current year, from all sources, at	$5,744,024 70
And the disbursements at	5,241,232 60
Leaving estimated balance in treasury Nov. 15, 1874	$502,792 11

The taxes levied in 1872, collectible in 1873, were—

State taxes	$4,414,557 25
County and local	18,834,422 49
Delinquencies and forfeitures	661,992 23
Total	$23,810,971 97

The taxes levied in 1873, collectible in 1874, were—

State taxes	$5,477,859 26
County and local taxes	20 653,493 98
Delinquencies and forfeitures	843,106 75
Total	$26,474,459 98

It will be observed by reference to the above figures, that while the State debt has during the past year been reduced $372 484 27, the local indebtedness has increased $2,442,575 85.

Debt of Massachusetts.

The Governor in his recent Message to the Legislature states that during the past year the Troy and Greenfield Railroad and Hoosac Tunnel Loan has been necessarily increased by further issues of scrip, amounting to nearly $1,200,000: but the extinguishment of other maturing liabilities leaves the net increase of the funded debt less than $800,000. The following statement exhibits the amount and character of the State debt at present:

Funded debt, January 1, 1873		$27,692,704
Retired during the year:		
Union fund loan	$298,500	
Almshouse loan	60,000	
State House enlargement loan	65,000	
		418,500
Balance outstanding		$27,274,204
Additions during the year:		
Tunnel loan—		
Sterling scrip	$798,600	
Dollar bonds	400,000	
New State Prison loan	5,000	
		1,203,600
Present funded debt		$28,477,804
Classification of outstanding liabilities:		
Railroad loans		$14,501,616
War loans		13,226,188
Ordinary loans		750,000
Total		$28,477,804

Installments of the funded debt amounting to $554,000 will mature during the present year, viz: Of the Union Fund loan, $300,000; State House Enlargement loan, $100,000; Almshouse loan, $50,000; and the Taunton Lunatic Hospital loan, $94,000. All these are payable from their several sinking funds, the last three being the only outstanding instalments of the loans they represent.

With the exception of floating liabilities, consisting mainly of sums due and uncalled for, the whole of comparatively small aggregate and fully provided for, the State has now no debt whose liquidation is not contemplated by established sinking funds and their large and increasing accumulations.

The ordinary revenues of the present year may be fairly estimated at	$2,586,000
Cash in the treasury applicable on the same account, about	1,387,000
The ordinary expenses of the year will be nearly or quite	5,245,000

To meet the apparent deficit in resources for the payment of estimated expenses, a State tax of from one and a half to two millions of dollars will probably be required.

☞ The Emmittsburg Railroad is about seven miles long, and extends from Emmittsburg to Rocky Ridge, a station on the Western Maryland Railroad, about five miles east of Mechanicstown. It has been graded and bridged, ready for the crossties and rails, at a cost of $50,000. A sufficient amount of first mortgage bonds will be issued at an early day to complete the road. The officers are determined to finish and put it in operation during the ensuing Spring. Joshua Motter is President of the company.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Par	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*	100	$3,280,000	J. & J.	Jan. '74 3½
Allegheny Valley	50	2,256 350	— & —	---- ----
Atlanta and West Point	100	1,232,200	J. & J.	July '73 4
Atlantic and Gulf	100	3,693,200	— & —	---- ----
" " pref.	100	838,976	J. & J.	July '71 3½
Atlantic and St. Law*	100	39,494,900	M. & S.	Sept. '73 2
" " new 1870.	100	1,500,000	— & —	---- ----
Avon, Genesee & Mt. M.*	100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio	100	13,151,962	M. & N	Nov. '73 5
Washington Br.	100	1,650,000	A. & O.	Oct. '73 5
Parkersburg Br. pref.	50	5,680 686	— & —	---- ----
Berkshire*	100	600,000	J. A. J. & O	Jan. '74 1½
Blossburg & Corning.*	50	250,000	J. & D.	Dec. '72 2½
Boston and Albany	100	19,684,100	M. & N.	Nov. '73 5
Boa., Clin. & Fitchb. pref.	100	633,200	— & —	---- ----
Agricultural Br guar.	100	60,000	J. & D	Dec. '73 3
Bost., Conc. & Mont.* pref.	100	800,000	M. & N.	Nov. '73 3
Boston and Lowell	500	2,852,900	J. & J.	Jan. '74 4
Boston and Maine	100	6,816,807	M. & N.	Dec. '73 4
Boston and Providence	100	3,950,000	M. & N.	Nov. '73 5
Buffalo, N. Y. and Erie*	100	950,000	F. & A.	Aug. '73 3½
Burlington and Mo. Riv.	100	5,636,000	M. & S.	Sept. '73 5
" pref.	100	1,485,900	M. & S.	Sept. '73 5
Camden and Amboy*	100	5,847,800	J. A. J. O.	Jan. '74 2½
Camden and Atlantic	50	379,020	— & —	---- ----
" " pref.	50	752,700	— & —	Nov. '73 3½
Cape Cod	50	1,020,330	J. & J.	Jan. '72 $2½
Cape May and Millville*	50	447,000	J. & D.	Dec. '73 3
Catasauqua & Fogelsv.	50	426,900	Novemb.	Nov. '71 5
Catawissa*	50	1,189,800	— & —	---- ----
" pref.	50	2,200,000	M. & N.	Nov. '73 3½
Cayuga and Susq.*	50	589,110	J. & J.	Jan. '74 1½
Cedar Rapids & Mo. R.*	100	6,350,400	M. & N.	Nov. '73 1½
" " pref.	100	709,600	F. & A	Aug. '73 3½
Central of Georgia	100	4,666,800	J. & J.	July '73 5
Central of New Jersey	100	20,000,000	J. & J.	Jan. '74 4
Central Ohio*	50	2,425,000	J. & J.	Jan. '74 3
" pref.	50	400,000	J. & J.	Jan. '74 3
Central Pacific	100	54,275,500	----------	Sept. '73 3
Chemung*	100	880,000	J. A. J. & O	Oct. '73 1½
Cheshire, preferred	100	2 100,000	J. & J.	Jan. '74 3
Chicago and Alton	100	8,929,900	M. & S.	Sept. '73 5
" pref.	100	2,425,400	M. & S.	Sept. '73 5
Chicago, Burl. & Quincy	100	18,662,910	M. & S.	Sept. '73 5
Chicago, Iowa & Nebras*	100	3,916 300	J. & J.	Jan. '74 4
Chicago & N. Western	100	15,033,480	J. & D.	Dec. '73 2
" pref.	100	21,259,568	J. & J.	July '73 3½
Chicago, R. I. & Pacific	100	19,000,000	A. & O.	Nov. '73 4
Cin., Ham. & Dayton	100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.*	50	2,980,550	— & —	Apl. '72 10s
" " pref.	50	429,046	M. & N	Nov. '72 2
Clev., Col., Cin. & Ind.	100	14,991,275	F. & A.	Aug. '72 3½
Cleveland & Mahoning*	50	2,057,569	M. & N.	May '73 3½
Cleveland & Pittsburg*	50	11 236,150	F. M. A. N	Nov. '73 1½
Col., Chic. & Ind. Cen.*	100	13,000,000	----------	----------
Columbus and Xenia*	50	1,788,800	M. J. S. D.	Dec. '73 2
Colum. & Hocking Val.	100	2,600,000	F. & A	Aug '73 5
Concord	50	1,600,000	M. & N.	Nov. '73 5
Concord and Ports.*	100	350,000	J. & J.	Jan. '74 3½
Conord and Ports. pref.	100	2,100,000	F. & A.	Aug. '73 3
Conn. & Passum p Riv.	100	1,850,000	J. & J.	Jan. '74 5
Connecticut River	100	1,494,250	A. & O.	Oct. '73 4
Cumberland Valley		400,000	M. J. S. D.	Dec '71 4
Danbury and Norwalk	50	1,230,941	J. & J.	Jan. '74 3
Delaware*	50	18,868,850	J. & J.	Jan. '74 5
Del., Lackaw. & Westn.	50	822,140	— & —	---- ----
Detroit & Milwaukee*	50	2,095,000	J. & J.	Dec. '69 7
" " pref.	50	6,000,000	J. & J.	Oct. '72 3
Dubuque & Sioux City*	100	1,509,300	J. & J.	Jan. '74 3
East Pennsylvania*	50	392,950	J. & J.	Jan. '74 3
East Mahanoy*	50	4,282,800	J. & J.	July '73 3
Eastern (Mass.)	100	492,500	J. & J.	July '73 3
Eastern (N. H.)	100	800,000	F. & A.	Aug. '73 2½
Elmira, Jef. & Canand*	100	500,000	M. & N.	Nov. '73 2½
Elmira & Williamsport*	50	800,000	J. & J.	Jan. '74 3½
" " pref.	50	18,000,000	----------	Oct. '73 1
Erie Railway	100	8,539,916	----------	Oct. '73 3½
" pref.	100	1,000,250	M. J. S. D.	Sept. '73 1½
Erie and Pittsburg*	50	4,000,000	J. & J.	Jan. '74 4
Fitchburg	100	4,166,000	J. & J.	Apl. '74 4
Georgia	100	1,000,000	— & —	---- ----
Grand River Val.* guar	100	14,367,946	— & —	---- ----
Grand Trunk, (Ca.)	100	19,287,404	A. & O.	Oct. '73 2½
Great Western, (Ca.)	100	4,151,700	F. & A.	Aug. '70 3½
Hannibal & St. Joseph.	100	5,078,224	Annual	Aug. '70 7
" " pref.	100	116,850	M. & N.	Nov. '73 5
Hanover Branch, (Pa.)	50	4,000,000	— & —	---- ----
Harlem Extension	100	1,182,500	J. & J.	Jan. '74 3
Harrisburg & Lancaster*	50	1,180,000	J. & J.	Jan. '74 4
Housatonic, pref.	100	880,000	— & —	---- ----
Huntingdon & Bd Top.	50	450,750	J. @ J.	July '69 2½
" pref.	50	25,280,510	F. & A.	Feb. '74 4
Illinois Central	100	7,685,697	M. & S	Sept. '67 4
Indianapolis, Cin. & Laf.	50	4,025,000	— & —	Jan. '74 3
Iowa Falls & Sioux City*	100	2,000,000	I. & J.	Jan. '66 5
Jeffersonv., Mad. & Ind.	100	1,500,000	J. A. J. O.	Jan. '74 1½
Joliet and Chicago*	100	300,000	J. & J.	Jan. '74 4
Joliet & North. Indiana*	100	49 466,500	F. & A.	Aug. '73 4
Lake Shore & Mich. So.	100	833,500	F. & A.	Aug. '73 5
" " (guar.)	100	269,200	— & —	---- ----
Lawrence*	50	600,000	J. & J.	Jan. '72 3
Leeds and Farmington*	100	2,789,800	M. & N.	May '67 5
Lehigh & Susquehanna	50	21,468 400	J. A. J. O.	Jan. '74 1½
Lehigh Valley	50	5,871,450	J. A. J. O.	Oct. '73 3
Little Miami*	50	2,846,100	J. & J.	Jan. '74 3½
Little Schuylkill*	50			
Long Island	50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex	50	1,623,483	J. & J.	July '69 3
" " pref.	100	848,700	J. & J.	Jan. '74 4½
Louisville & Nashville	100	8,980,800	F. & A.	Aug. '73 4
Louisv., N. Alb. & Chi	100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence	100	200,000	A. & O.	Oct. '73 3
Lykens Valley	20	600,000	F. M. A. N	Feb. '73 2½
Macon and Western	100	2,500,000	J. & J.	July '73 5
Maine Central	100	3,460,500	— & —	---- ----
Manchester and Law	100	1,000,000	M. & N.	Nov. '73 5
Marietta & Cincinnati	50	1,372,891	— & —	---- ----
" " 1st pref.	50	3,130,719	M. & S.	Sep. '66 3s
" " 2d pref.	50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*	100	400,000	F. & A.	Aug. '73 3
Memphis & Charleston*	25	5,312,725	J. & D.	Jan. '69 3
Michigan Central	100	18,788 204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*	50	323.375	J. & J.	Jan. '74 5
Milwaukee and St. Paul.	100	13,398,550	J. & J	Dec. '70 7s
" " pref.	100	10,825,777	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.*	50	3,856,450	J. & J.	Jan. '74 4
Morris and Essex*	50	14,008,100	J. & J	Jan. '74 3½
Nashua and Lowell	100	800.000	M. & N.	Nov. '73 5
Naugatuck	100	1,881 900	F. & A.	Aug. '73 5
Nesquehoning Valley*	50	1,000,000	M. & S.	Sept. '73 5
Newark and N. York*	100	977,400	J. & J.	Jan. '74 3½
N. Bedford & Taunton	100	500,000	M. & N.	May '73 4
N. Castle & Beaver Val.*	50	1,800,000	J. A. J. O.	Oct. '73 1½
N Haven & Northamp	100	605,000	J. A. J. O.	Sept '72 3
New Jersey*	100	7,295,200	J. A. J. O.	Jan. '74 2½
New London Northern*	100	1,418,800	J. & J	Jan. '74 4
N. Y. Cen. & Hudson R.	100	89,428,330	A. & O	Oct. '73 4
New York and Harlem	100	3,500,000	J. & J.	Jan. '74 4
" " pref.	100	1,500,000	J. & J.	Jan. '74 4
N. Y., N. H. & Hartf	100	15,500,000	J. & J.	Jan. '74 6
N. Y., Provid. & Boston	100	2,000,000	J. A. J. O.	Jan. '74 2½
Nisg. Bridge & Canand*	100	1,000,000	J. & J	Jan. '74 3
North Carolina*	100	4,000,000	irregular.	Jan. '73 3
N. Eastern (N. C.) pref.	100	111,000	M. & N.	May '67 4
North Pennsylvania	50	3 160,150	January.	Jan. '74 5s
Northern Central	50	5,842,000	M. & N.	Nov. '72 3
Northern N. Hampsh	100	3,068,400	J. & D.	Dec. '73 4
Northern New Jersey*	100	1,000,000	J. & J.	Jan. '74 4
Norwich & Worcester*	100	2,823,400	J. & J.	Jan. '74 5
Ogdensb. & L. Champl.	100	3,077,800	J. & J.	Jan. '74 3
" " pref.	100	2,000,000	A. & O.	Oct. '73 4
Ohio and Mississippi	100	19,995,847	J. A. J. O.	----------
" " pref.	100	4,024,474	J. & D.	Dec '72 3½s
Oil Cr. & Allegheny R.	50	4,259,450	J. A. J. O.	July '73 3
Old Colony & Newport	100	6,297,900	J. & J.	Jan. '74 3½
Oswego and Syracuse*	100	482,400	F. & A.	Aug. '73 4
Pacific of Missouri	100	3,635,750	— & —	July '72 1½
Panama	100	7,000,000	J. A. J. O.	Jan. '74 3
Paterson and Hudson*	100	630,000	J. & J.	Jan. '74 4½
Paterson and Newark*	100	500,000	J. & J.	----------
Paterson and Ramapo*	100	243,000	J. & J.	Jan. '74 4
Pember. & Hightstown*	50	342,150	J. & J.	Jan. '74 3
Pennsylvania	50	72,000,000	M. & N.	Dec. '73 5s
Peoria & Bureau Val.*	100	1,200,000	F. & A.	Aug. '73 4
Philadelphia and Erie*	50	6,004,300	J. & J.	----------
" " pref.	50	2,400,000	J. & J.	July '72 4
Phil., Ger. & Norristwn*	50	1,626 250	M. J. S. D	Dec. '73 3
Philadelphia & Reading	50	32,684,375	J. & J.	Jan. '74 5
" " pref.	50	1,551,800	J. & J.	Jan. '74 5
Phila. and Trenton*	100	1,250,100	J. A. J. O	Jan. '74 3½
Phila., Wil. & Balt.	100	11,485,750	J. & J.	Jan. '74 4
Pittsb., Ft. W. & Chi.*	100	19,714,285	J. A. J. O.	Jan '74 1½
" Special Imp.	100	2,000 000	J. A. J. O.	Jan. '74 1½
Pittsfield & N. Adams	100	400,000	J. & J.	Jan. '74 3
Portland and Kennebec	100	616,700	J. & J.	Jan. '74 3
Yarmouth certificates	100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm	100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces.	100	2,000,000	J. & J.	Jan. '74 5
Raleigh and Gaston	100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga	100	6,000,000	J. & J.	Jan. '74 4
Roch. & Genesse Val.*	110	557,600	— & —	---- ----
Rome, Watert. and Ogd.	100	2,998,900	J. & J.	Jan. '74 3½
Ruttland*	100	2,700,000	— & —	---- ----
" preferred	100	4,300,000	F. & A.	Aug '73 3½s
St. Croix and Penobscot	100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute	100	2,300,000	— & —	---- ----
" " " pref.	100	2,040,000	May.	May '68 7
St. Louis and Iron Mt.	100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North.	100	12,000,000	---- ----	----------
" " pref.	100	12,000,000	---- ----	Nov. '72 $2
Saratoga and Schenec.	100	300,000	A. & O.	Oct. '73 3½
Schuylkill Valley*	100	876,050	J. & J.	Jan. '74 2½
Seaboard and Roanoke	100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.	50	869,450	F. & A.	Aug. '73 3
Shore Line*	100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*	100	438,300	J. & J.	Jan. '72 3
South Carolina	100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.)	100	3,939,900	F. & A.	Feb. '73 4
Staten Island	100	600,000	J. & J.	July '67 4
Stockbridge and Pitts*	100	445,700	J. & J.	Jan. '74 3½
Stony Brook*	100	287,300	M. & N.	May '72 3
Summit Branch*	50	2,502,250	F. & A.	Feb. '73 3
Sussex (N. J.)	100	317,850	J. & J.	Jan. '72 1½
Syr., Bingham. & N. Y.*	100	1,670,139	— & —	July '73 3
Taunton Branch	100	500,000	J. & J.	Jan. '74 5
Terre Haute & Indiana	100	1,988,150	J. & J	Jan. '73 6
Tol., Peo. & War. 1st pref.	100	1,777,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.	100	1,000,000	M. & N.	Nov. '73 3½
Troy and Greenbush*	100	274,400	J. & D.	Dec. '71 3½
Union and Black River	100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*	100	2,500,000	J. & D.	Dec. '73 2
Vermont and Mass	100	$1,880,000	M. & N.	May '73 2
Warren (N. J.)	100	1,800,000	J. & D.	Dec. '71 3½
Warwick Valley	100	225,000	A. & O.	Apl. '72 2½
West Jersey	100	1,209,000	F. & A.	Aug. '73 4
Winchester & Potomac*	100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*	100	500,000	J. & J.	July '73 3½
Worcester and Nashua	100	1,400,555	J. & J.	Jan. '74 $5
HORSE-POWER R. R.				
Albany City	100	110,300	— & —	---- ---- 2½
Baltimore City	100	800,000	— & —	Jan. '74 3
Bleecker st. & F Fy. (NY)	100	900,000	— & —	---- ----
Boston and Chelsea	100	110,000	A. & O.	Apl. '73 4
Broadway (Brooklyn)	100	200,000	J. A. J. O.	Apl. '73 3
Broadw. & 7th Av. (N Y)	100	2,100,000	J. & D.	Jun. '70
Brooklyn City	100	1,500,000	F. M. A. N	May '73 3
Brooklyn City & Newt.	100	600,000	J. & J.	July '70
Brooklyn and Jamaica	100	488.100	— & —	---- ----
Bushwick (Brooklyn)	100	302,000	J. & J.	July '71 3½
Cambridge	100	727,800	A. & O.	Oct. '73 4½
Cen. Park, N. & E. Riv.	100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)	50	500,000	J. & J.	Jan. '74 3
Citizens' (Pbg.)	50	200,000	M. & S.	Nov. '71 7
Coney Island & Brookl.	100	500,000	— & —	---- ----
D. Dock R. R'w. & Bat.	100	1,200,000	F. M. A. N	Aug '70 2
Eighth Avenue (N. Y.)	100	1,000.000	J. A. J. O.	Oct. '71 3
Elizabeth and Newark	100	200,000	— & —	---- ---- 3
42nd St. & G. St. Ferry	100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Ph.)	50	491,750	J. & J.	Jan. '74 5
Germantown (Ph.)	50	1,000,000	J. & J.	Jan. '74 3
Girard College (Ph.)	50	500,000	J. & J.	July '71 3
Grand St. and Newton	100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.)	50	500,000	J. & J.	Jan. '74 4
Heston, Mantau & Fairm.	50	2,050 000	J. & J.	Jan. '74 1½
Lomb. & South Sts. (Ph.)	25	105.000	A. & O	Oct. '71 6
Lynn and Boston	100	200 000	— & —	---- ----
Malden and Melrose	100	200,000	— & —	---- ----
Metropolitan (Boston)	50	1,509,000	M. & N.	Nov. '73 5
Middlesex (Boston)	100	400,000	A. & O.	Apl. '73 4
Ninth Avenue (N. Y.)	100	797,320	— & —	---- ----
Orange and Newark	100	282,555	— & —	---- ----
Philadelphia City	50	750,000	J. & J.	Jan. '74 5
Philadelphia and Darby	20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry	50	284,775	J. & J.	Jan. '74 2½
Pbg, Alleg. & Manchester	50	200,000	M. & N.	Nov. '69 8
Second Avenue (N. Y.)	100	888,100	J. A. J. O.	Oct. '73 2
Second & Third St. (Ph.)	50	962,100	J. & J.	Jan. '74 6
17th & 19th streets (Ph.)	50	500,000	J. & J.	Jan. '74 2
Sixth Avenue (N. Y.)	100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)	100	1,170,000	F. M. A. N	May '73 3
13th & 15th street (Ph.)	50	1,000,000	J. & J.	Jan. '74 2
Somerville (Boston)	100	75,000	M. & N.	Nov. '73 3
South Boston	50	400,000	J. A. J. O.	Jan. '74 2½
Union (Boston)	100	200,000	----------	July '72 7½
Union (Phila.)	50	400,000	J. & J.	Jan. '74 3½
West Philadelphia	50	400,000	J. & J.	July '73 3
CANALS.				
Chesapeake & Delaware	50	1,983,563	J. & D.	June '73 3
Chesapeake and Ohio	25	8,229,594	— & —	---- ----
Delaware Division	50	1,633,350	F. & A.	Aug. '73 4
Delaware and Hudson	100	15 000 000	F. & A.	Aug. '73 5
Delaware and Raritan*	100	5,847,400	J. A. J. O.	Jan. '74 2½
Erie of Pennsylvania	50	64,000	— & —	---- ----
Lehigh Coal & Navigat.	50	8,739,800	M. & N.	May '67 3
Monongahela Navigat.	50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)	100	1,025,000	F. & A.	Aug. '72 2
" (preferred)	100	1 175,000	F. & A.	Aug '72 5
Pennsylvania	50	4,337,950	— & —	---- ----
Schuyl. Nav. (common)*	50	1,908,207	F. & A.	Feb '74 30c
" " (pref.)	50	2,898,977	F. & A.	Feb '74 60c
Susq. and Tide Water	50	2,002,746	— & —	---- ----
Union	50	2,907,850	— & —	---- ----
" preferred	50		— & —	---- ----
W. Branch and Susq.	50	1,100,000	J. & J.	Jan. '66 -
MISCELLANEOUS.				
Adams Express	100	10,000,000	M. J. S. D.	Dec. '73 2
American Coal	25	1,500,000	M. & S.	Mar '72 3
Am. Merch. Union Exp.	100	18,000,000	J. & J.	July '73 5
Ashburton Coal	50	2,500,000	J. & D.	Dec. '69 4
Atlantic Mail Steamship	100	4,000,000	M. J. S. D.	Dec. '67 2½
Brunswick City	100	1,000,000	— & —	---- ----
Butler Coal	25	500,000	J. & D.	Dec '69 35c
Canton	100	731,250	— & —	---- ----
Consolidation (Md.) Coal.	100	10,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron.	100	500,000	— & —	Apl. '73 6
Maryland Coal	100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold	100	2,836,660	— & —	---- ----
" pref.	100	5,693,400	— & —	---- ----
" certif.	100	2,324,000	J. & J.	----------
Pacific Mail Steamsh p.	100	20,000,000	M. J. S. D.	Sep. '69 3
Pacific and Atlantic Tel.	25	5,000,000	----------	---------- 2½
Pennsylvania Coal	50	4,000,000	F. M. A. N	Nov. '73 5
Pullman Palace Car	100	4,000,000	F. M. A. N	Nov. '73 3
Quicksilver, common	100	4,700 000	— & —	---- ----
" preferred	100	4,300,000	— & —	---- ----
Spring Mountain Coal	50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal	10	1,000 000	— & —	---- ----
United States Express	100	6,000,000	F. M. A. N	Nov '73 2
United States Trust	100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp	100	5,000,000	J. & J.	Jan. '74 4
West. Union Telegraph	100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal	100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal	100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Jan. 1, 1874.					
Loan of June 14, 1858 ..... registered	$5,680,000	5	Jan. & July.	1874	112¼
.. .. coupon	13,307,000	5	" "	1874	....
Loan of February 8, 1861 ..... registered	18,762,000	6	Jan. & July.	1880	116¾
.. .. coupon	4,658,000	6	" "	1880	117¼
Oregon War Bonds of March 2, 1861 ... coupon	945 000	6	Jan. & July.	1881	109¾
Loan of July 17, and Aug. 5, 1861 .... registered	125,671,500	6	Jan. & July	1881	116¾
.. .. coupon	63,649,850	6	" "	1881	117¼
Loan of Feb. 25, 1862 (5-20s) .... registered	16,879,500	6	May & Nov.	1882	113¾
.. .. .. (5-20s) ..... coupon	155,760,850	6	" "	1882	113¾
Loan of March 3, 1863 ..... registered	53,608,900	6	Jan. & July.	1881	116¾
.. .. coupon	21,391,100	6	" "	1881	117¼
Loan of March 3, 1864 (5-20s) .... registered	964,600	6	May & Nov.	1884	115¾
Loan of June 30, 1864 (5-20s) .... registered	24,817,150	6	May & Nov.	1884	115¾
.. .. .. (5-20s) ..... coupon	33,229,050	6	" "	1884	115¾
Loan of March 3, 1865 (5-20s) .... registered	33,886,650	6	May & Nov.	1885	115¾
.. .. .. (5-20s) ..... coupon	118,747,700	6	" "	1885	116¾
.. .. 2d series (5-20s) .... registered	55,872,950	6	Jan. & July.	1885	115¾
.. .. .. (5-20s) ..... coupon	146,759,150	6	" "	1885	115¾
.. .. 3d series (5-20s) .... registered	87,237,650	6	Jan. & July.	1887	116¾
.. .. .. (5-20s) ..... coupon	223,416,550	6	" "	1887	116¾
.. .. 4th series (5-20s) .... registered	13,750,500	6	Jan. & July.	1888	115¾
.. .. .. (5-20s) ..... coupon	28,723,500	6	" "	1888	116
Loan of March 3, 1864, (10-40s) .... registered	140,732,750	5	Mar. & Sept.	1904	112¾
.. .. .. (10-40s) ..... coupon	53,334,550	5	" "	1904	113¾
Consols of July 14, '70 & Jan. 20, '71 .registered	165,990,550	5	F. M. A. & N.	1881	111¾
.. .. coupon	123,933,650	5	" "	1881	113
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,623,512	6	Jan. & July.	'95-'99	114¾
U. S. Notes and Fractional Currency	427,024,132	nil.	.....	.....	...
State Securities, latest dates.					
Alabama—($16,42 ,000):					
.. Bonds (old and extended), 1866 and '72 ..	2,582,800	5	May & Nov.	'86-'92	....
.. Bonds (new), 1866, '68 and '72	2,386,000	8	Jan. & July.	'86-'92	....
.. Railroad Aid Bonds, 1870 and '71	2,620,000	8	" "	'90 '91	....
.. Railroad Bonds endorsed, 1870 and '71 ..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,800,0.0):					
.. Funded Bonds, 1869 and 70	2,850,000	6	Jan. & July.	'89-'00	....
.. Levee Bonds, 1871	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	117
.. Bounty and Relief Bonds, 1863 and '64 ..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,590):					
.. War Loan, July 1, 1861, (10-20s)	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s)	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s)	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free	1,741,100	6	" "	1885	....
Florida—($3,728,866):					
.. Convention Bonds 1868	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69	191,000	6	Various.	'98-'99	....
.. Bonds, 1871	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	....
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R.R., '58, '59, '60 & '61	600,000	6	Feb. & Aug	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1866	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866	3,900,000	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870	4,880,000	7	Various.	1890	....
.. Railroad endorsements, to July 1872	12,000,000	7	Various.	'90-'92	...
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	77-'78	....
.. Thornton Loan Bonds, 1861	102,000	6	" "	1880	....
.. War Loan Bonds, 1861	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871	250,000	6	May & Nov.	1881	....
Kansas—($1,336,676):			Jan		
.. State Bonds (various) 1863 to 1864	110,676	6	" & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869	1,226,000	7	"	'76-'89	....
Kentucky—($2,750,510):					
.. State Bonds 1835 and '43	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs)	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	49
.. Deficiency (Treasury) Bonds 1853	758,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	50
.. .. .. 1866	1,000,000	8	Various.	1886	57
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869	600,000	7	Mar. & Sept.	1899	....
.. State B'ds (N.O., Mob. & Chat. R.R.) '70 '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866	259,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1896	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61	271,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1863 and '64 ..	3,332,500	6	"	'83-'89	98
.. Municipal Equalization Bonds	2,084,400	6	April & Oct.	1889	98
Maryland—($12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838 ..	6,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39	590,040	6	" "	1890	95
.. Bonds to Ches. & Ohio Canal 1870	3,330,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1866	511,355	6	J. A. J. & O.	1889	104¼

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72	706,000	5	Various.	'72-'80	....
.. State (public works) scrip	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861	2,800,000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862	600,000	5	" "	'77-'78	94
.. Coast Defense Loan, 1863	888,000	5	" "	1883	91
.. Bounty Loan, 1864	4,379,560	5	May & Nov.	1894	93
.. Bounty Loan, 1864, £826,000 stg	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1860	2,551,500	6	Mar. & Sept.	1888	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,178,451	5	April & Oct.	'68-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'93	92½
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,590,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863	445,000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863	431,000	6	" "	1878	97
.. $2,000,000 Loan Bonds, 1863	718,000	6	" "	1883	....
.. Renewal Bonds, 1868	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865	160,000	6	Jan. & July.	1875	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1893	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	93
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'80	89
.. State Bonds, funding, 1867-68	2,727,000	6	" "	'76-'81	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861	812,000	6	Jan. & July.	'71-'73	98
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	97
.. War Loan Bonds, Oct. 1, 1866	760,000	6	April & Oct.	'72-'74	98
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free	1,200,000	6	Jan. & July.	'78-'84	104¾
.. War Loan Bonds, 1863, tax free	1,002,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free	684,400	6	" "	'97-'02	....
New York—($38,121,600):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock	1,106,420	5	" "	1874	....
.. Canal Stock	7,406,000	6	" "	'72-'73	107
.. Canal Stock	2,572,000	6	" "	'74-'75	106
.. Canal Stock	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered ...	10,675,000	7	Jan. & July.	1877	104¾
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	106
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860	4,738,000	6	Jan. & July.	'72-'92	25
.. State (old) Bonds 1848 to 1860	3,639,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'96	10
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'96	....
.. Funding (Debt) Bonds, 1866	2,417,400	6	Jan. & July.	1900	17
.. Funding (Interest) Bonds 1868	1,821,400	6	April & Oct.	1878	15½
.. Special Tax Bonds	11,407,000	6	" "	'98-'99	14
Ohio—($9,022,721):					
.. Loan of 1850 Bonds, stg f'd	882,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, stg f'd	1,600,000	6	" "	1876	99
.. Loan of 1860 Bonds, stg f'd	1,495,809	6	" "	1881	102
.. Loan of 1856 Bonds, stg f'd	2,400,000	6	" "	1886	103
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864	90,527	7	Jan. & July.	'76-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($23,272,966):					
.. Loan of Feb. 1867 (5-10s)	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s)	3,786,550	6	" "	'72-'77	100
.. Loan of Feb. 1867 (5-10s)	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	104¾
.. Loan of Feb. 1867 (15-25s)	723,950	6	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s)	9,271,850	6	" "	'82-'92	100
.. Inclined Plane Loan, of April 1849	400,000	6	April & Oct.	1879	....
.. State Stocks (old)	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old)	.....	5	" "	'77-'79	....
.. .. (old)	.....	4½	Jan. & July.	1893	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862	1,049,000	6	Mar. & Sept.	1882	97½
.. .. of Jan. 1863	300,000	6	April & Oct.	1893	....
.. .. of June 1863	802,000	6	Jan. & July.	1893	....
.. .. of May 1864	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '58-'66..	1,233,186	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68	1,750,000	6	April & Oct.	1888	....
.. .. .. '66-'69	2,202,714	6	Jan. & July.	'87-'97	10
.. Funding Stocks and Bonds	890,000	7	" "	1888	....
.. Blue Ridge R. R. Bonds 1854	970,000	6	" "	'74-'76	....
.. Conversion Bonds 1869	7,271,700	6	" "	1888	....
.. .. .. 1870	500,000	6	April & Oct.	1899	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds	31,300,417	6	Jan. & July.	long.	80
.. State Bonds (direct)	4,819,644	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	79½
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870 ...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871	857,000	10	Mar. & Sept.	1876	85
Vermont—($822,000):					
.. War Loan Bonds, coupons	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,600	6	" "	'71-'78	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'00	35
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'00	35
.. State Bonds, sterling coupon	1,865,000	5	" "	'86-'00	....
.. Funded Interest, 1866-'67	6,692,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867	466,280	5	" "	'86-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	5*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	100
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	97
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	90
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	....
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	....
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S. A. & G. R. R.) bonds	810,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R. R.)	484,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,982	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	883,250	6	Jan. & July.	Baltimore.	1875	93
Loan of 1850–'80	579,500	6	" "	"	1880	95
Loan of 1853–'85	1,710,500	6	April & Oct.	"	1885	95
Loan of 1855–'90 (Balt.) skg fd	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870–'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N. W. Va. R. R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	....
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	" "	"	1885	95
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	90
Beloit and Madison (C. & N. W.):						
1st Mortgage	833,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. &	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (A. Co. and	498,500	6	March & Sept.	Princeton.	1885	80
2d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	80
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1893	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	103
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	82
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90½
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	96
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	634,000	6	Jan. & July.	Boston.	1889	98
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	300,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	800,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	23½
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	35
Mass. Loan (rec'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	95
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	101

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,680,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1896	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	92
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	93
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	96
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,877,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	98
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1894	80
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,220,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	91½
Camden and Burlington County:						
Consolidated 1st Mortgage	333,000	6	Feb. & Aug.	Philadelphia.	'70–'97	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1908	85
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	99½
Chattel Mortgage	155,350	6	" "	"	'80–'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	72
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1901	82½
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,232,000	7	May & Nov.	" "	1916	84½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	780,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	1,725,000	7	" "	" "	1902	....
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	107
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	87
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95–'99	98½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	106½
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	102
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88–'92	....
1st Mort. (S. Fr., Oakl & Ala.)	500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,050,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,183,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	60
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1889	....
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	6	" "	" "	1876	....
Funded Interest, coupon	160,600	6	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75–'80	91½
Chester Creek:						
1st Mortgage guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	104
1st Mortgage	2,409,000	7	Jan. & July.	" "	1893	103
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	90½
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (" ") "	188,000	7	Jan. & July.	" "	1895	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	109½
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	650,000	7	April & Oct.	" "	1890	....
2d *Mort.* (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,983,225	7	Jan. & July.	Boston.	1896	94½
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	95
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	97
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	96
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	97½
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $10,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,760,000	8	Jan. & July.	New York.	1900	71½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C.&NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	98
Funded coupons (193 m.)	750,000	7	May & Nov.	" "	1883	95½
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	100½
Appleton Ext. (23 m.& 76,000 ac.)	174,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	284 000	7	" "	" "	1885	....
Equipm't (Engs & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,775,000	7	Feb. & Aug.	" "	1882	103
2d Mort. (Gal. & Chic. 248 m.)	938,000	7	May & Nov.	" "	1875	95
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line (")	129,500	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	331,000	7	March & Sept.	" "	1896	95
Consol. skg fund (C.& N.W.R'y)	3,105,000	7	F. M. A. & N.	" "	1915	91
Consol. gold bonds for $48,000,000	4,534,000	7*	June & Dec	" "	1902	84
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	389,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	9,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.) guar	1,141,000	7	Jan. & July.	" "	1898	93½
1st Mort. (Bel.& Mad. R.R.) guar.	306,000	7	"	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.1, '69, $16,000pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C.,R.I.& Pac.)	8,600,000	7	" "	" "	1905	103
Chi. & Southwes'n (C., R.I.& Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1880	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd.skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.& C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1895	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1901	....
Cin. & Martinsville (I.C. & L.V.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	560,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La. F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	70
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1900	71½
1st Mort. (San., Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	77
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	80½
Cincinnati and Springfield:						
1st Mortgage for $2,000 000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	—— & ——	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1901	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	101
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'78-'84	....
1st Mort. (Bell. and Ind. R. R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning (A.& Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	92
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	87½
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	92
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1888	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	55
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	65
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1901	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Rav.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	92½
Notes payable, conv. at par	594,000	7	" "	"	1876	97
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1890	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7*	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1.2.3.4.	87
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1901	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1899	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1903	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York.	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1937	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1894	....
2d Mortgage, guar.	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81-'84	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1878	102
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1891	100
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	99½
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y. L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,620,000	8	" "	" "	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Unkl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	...
Detroit, Mon. & Tol. (L.Sh.& M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	94
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	95
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia (E.T.V.&G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., sks fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	91½
Eastern (Mass.):						
English Loan, July 1, 1862	333,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	97½
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	March & Sept.	"	1882	97½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N. Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	97
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	59
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	102½
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	99½
3d Mortgage	4,582,000	7	" "	" "	1883	99
4th Mortgage convertible	2,987,000	7	April & Oct.	" "	1880	96
5th Mortgage convertible	709,500	7	June & Dec.	" "	1888	90
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	...
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	NY & London.	1920	95
Convertible bonds	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	672,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1895	....
Equipmen t Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M. (& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line) sks fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1880	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Fnt and Pere Marquette:						
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.)	221,000	7	Jan. & July.	" "	1887	....
" 3d series (52,091) ex.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease, S.F. 25 000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,200,000	7*	Jan. & July	New York.	1920	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20,000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	30,000	8	April & Oct	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct	Boston.	1899	....
2d Mortgage	500,000	8	Jan & July	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	89½
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1892	103
2d Mortgage	948,000	7	May & Nov.	" "	1875	95
Elgin and State Line Purchase	135,000	8	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	6*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1885	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1896	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838,385	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'78	....
Common (") Bonds	2,993,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	876,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples (T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	85½
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	90½
Missouri State Loan	1,500,000	6	" "	" "	'67-'68	....
Six years Mortgage bonds (222m)	53,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	...
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	84½
1st Mort. (Q. & Palm. R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R R 55m)	1,200,000	10	Jan. & July.	" "	1896	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	94
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) sks fund	481,000	7	Jan. & July.	Providence.	1873	....
1st Mort. (Conn. 96.04 m.) sks f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F.& P.M.):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. sks fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	102½
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (N Y & O Mid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	98
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	90
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1896	64
Illinois Central:						
Construction bonds, cur. sks f'd.	3,058,500	7	April & Oct.	New York.	1875	101½
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1876	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1906	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1900	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, sks. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,600,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $10,000 guar.		8	Feb. & Aug.	New York.	1900	90
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	97
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	96½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mid.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	600,000	8	Jan. & July.	New York.	1882	100½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	88
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	84
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1888	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1880	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.&CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.		1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,068,000	6*	June & Dec.	" "	1896	86
1st M.(3d D.244.66m.& 3,000,000a)	6,455,000	7*	May & Nov.	N. Y., L. & F.	1899	102½
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,321,000	7*	Jan. & July.	N. Y., L. & F.	1895	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,250	7	March & Sept.		1916	....
Kent County (Del.):						
1st Mortgage for $300,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1838.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1878	96
Lackawanna & Bloomsb(D.L.&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,600,000	10	— & —	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y B'n.&Ph.	1899	88
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	[Due.]	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1862	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,182,000	7	J. A. J. & O.	" "	1890	96½
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	96
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	" "	" "	1899	94
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	97
3d Mort. Oct. 1, '67	1,000,000	7	April & Oct.	" "	1892	94
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	102
Mort. April 1, 1866 "	880,000	7	April & Oct.	" "	1886	....
1st Mort. May 1, 1856 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	102
2d Mort. Oct 31, 1857 "	2,698,000	7	" "	" "	1877	96
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1896	97
1st Mort. Aug. 1, 1856 (D. M. & Tol.)	924,000	7	Feb. & Aug.	" "	1876	97
1st Mort. Sept. 1, 1869 (K. & W. P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct 1, 1867 (Sch. & Th R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal. & Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. Al. & Gr. R.)	840,000	8	" "	" "	1868	96
1st Mort. July 1, 1863 (J. & Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1890	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold.	5,000,000	10	Jan. & July.	N. Y. & Bost.	1890	55
Lehigh and Lackawanna:						
1st Mortgage tax free	900,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,646,000	6	June & Dec.	"	1898	96
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	104½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	8	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	31½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	6*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1893	94
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	93
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1880	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'86	....
Consol. M. for $5,000,000(302 m.)	6,647,000	7	April & Oct.	" "	1898	87½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.		1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1893	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oc	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	103½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	90
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	76½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	6	June & Dec.	Boston.	1875	89½
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1889	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.) $15,000pm.	.....	8	Jan. & July.	Boston.	1890	....
Michigan Central:						
1st Mortgage, convertible	556,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	107
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	93½
1st Mort. (M. Air L.W.D.) assu'd	1,900,000	8	May & Nov	" "	1890	99½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	6	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100½
1st Mort. (Kal. & So. Hav. Jt. f. guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (" ") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv. & W.Gap(E)						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,514,000	7	Jan. & July.	New York.	1898	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	81
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,808,000	7	Jan. & July.	" "	1897	83
1st Mortgage (Minn. Cent)	192,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	75
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	108
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	97
Milwaukee City Loan	233,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Win.)	234,080	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $13,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, sk'g fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,854,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	....	....
1st Mort. Land Grant gold	1,000,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000 p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) sk'g fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho) S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, sk'g fd gold	7,333,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land sk'g fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost	....	74½
Mobile and Girard:						
1st Mortgage	377,800	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st Mortgage Sterling	6,000,000	6* 5*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	...
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	...
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	105
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	101
Convertible bonds	1,810,000	7	Jan. & July.	" "	1900	92½
Construction bonds of 1871	2,990,000	7	Feb. & Aug.	" "	1889	83
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,846,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur (L. & Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	85
2d Mortgage gold	600,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1878	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie d bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan'a.						
New Jersey Midland (N.Y. & O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	...
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1899	39
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1891	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern (Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, go'd	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N O to T 227 m) sk'g fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold sk'g fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La.	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	...
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	91½
Bonds for debts ass'd (N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	102
Bonds for B.& N. S't. (")	76,000	6	May & Nov.	" "	1883	85
Bonds for R.R. stocks (")	502,000	6	" "	" "	1883	81
Bonds for real estate (")	162,000	6	" "	" "	1883	85
Bonds of 1854 renew'd (")	2,900,000	6	June & Dec.	" "	1887	90
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1876	....
Bonds of '71, tax free (N Y C & H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	...
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103½
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1903	....
Sinking Fund mortgage of 1861	111,850	7	Jan. & July.	" "	1881	....
1st Mortgage, 1858, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	100
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	782,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg (A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	822,000	7	" "	"	1899	...
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	97
2d Mortgage	5,000,000	7	May & Nov.	"	1896	102
Chattel Mortgage	360,000	10	April & Oct.	"	1877	106
North Shore (L. I.)						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage sk'g fd.	2,500,000	6	Jan. & July.	"	1885	80
3d Mortgage sk'g fd.	1,225,000	6	April & Oct.	"	1900	87
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,495,000	6*	" "	"	1905	87½
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1890	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage sk'g fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	36
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston	1878	92½
Equipment Mortgage	200,000	8	" "	"	1879	92½
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage	6,694,000	7	Jan. & July.	New York.	1898	91
Consolidated 1st Mortgage, stg.		7*	" "	London.	1898	....
Consolidated 2d Mortgage	3,529,000	7	April & Oct.	New York.	1911	....
2d Mortgage, (W. Div.)	433,000	7	Jan. & July.	" "	1874	79½
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bond	50,000	7	May & Nov.	" "	1883	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	71
1st Mortgage (War. & Fkln)	590,000	7	April & Oct.	"	1882	83
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	63½
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	97
Plain Bonds	485,000	6	April & Oct.	"	1875	95
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	84½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	78
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	80
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	75
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	77½
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (8-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L. & W.):						
1st Mortgage, guaranteed	163,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(O.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	96
Owensboro' and Russellville.						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	84
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	70
Income Bonds	1,500,000	7	"	" "	1892	56
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort.(Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lex. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	8*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1880	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	99½
2d Mortgage (" ")	2,594,000	6	April & Oct.	"	1875	99½
3d Mortgage (" ")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	88
State lien for $17,600,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,600	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	310,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	99½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(O.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	96½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	90
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	86½
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	80½
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	$41,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1898	80
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv.	96,000	6	" "	"	1866	....
Mort. Loans of 1843-44-45 & 49.	1,521,000	6	" "	"	1880	95
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1898	102
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	101
	Dollar registered	3,414,000	7	" "	"	1911	101½
	Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	96
	Gold or stg reg.	624,000	6*	" "	" "	1911	97½
	Dollar coupon	376,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv		2,306,630	7	Jan. & July.	"	1896	102½
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible		345,000	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866		400,000	6	April & Oct.	"	1876	96
Loan of 1867		1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed		330,200	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.		6,212,000	7	Feb. & Aug.	Philadelphia.	1900	99½
1st Mort. (Steub. & Ind.) conv.		3,000,000	6	monthly.	New York.	1884	70
1st Mort.(Ct.& New'k 85m)conv		775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free		4,000,000	7	Jan. & July.	Baltimore.	1898	90½
2d Mort. (Balt. Loan) of 1866		1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)		400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)		875,000	7	Jan. & July.	New York.	1912	104½
1st Mortgage (Series B)		875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)		875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)		875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)		875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)		875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)		860,000	7	Jan. & July.	" "	1912	101
2d Mortgage (Series H)		860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)		860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)		860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)		860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)		860,000	7	June & Dec.	" "	1912	....
3d Mortgage		2,000,000	7	April & Oct.	" "	1912	86
Bridge (O. & P. R. R.) bonds		153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869		1,000,000	8	March & Sept.	" "	1874	101
Construct'on bonds of Jan. 1,'70		100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,000,000	.....		7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....		7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold		800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....		6*	May & Nov.	"	1901	....
Portland and Ogdensburg(Vt.):						
1st Mortgage gold, for $2,800,000	.....		6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863		250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd		700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)		350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....		7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd		1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.		1,000,000	7*	" "	"	1889	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free		600,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage		300,000	6	Jan. & July.	Providence.	18	....
Quincy, Alton and St. Louis:						
1st Mortgage gold		850,000	7*	May & Nov.	Philadelphia.	1883	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed		500,000	7	May & Nov.	New York.	1890	86½
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed		500,000	8	Jan. & July.	Boston.	1890	97
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed		850,000	7	March & Sept.	New York.	1883	....
2d Mortgage, guaranteed		350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage		150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage		300,000	7	" "	"	1889	....
3d Mortgage		150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitch.)		400,000	7	March & Sept.	New York	1896	....
1st Mort. (Troy, Salem & Rutl.)		500,000	7	May & Nov.	"	1900	....
1st Mortgage (Glenn's Falls)		125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund		600,000	6	Jan. & July.	Richmond.	.....	....
Virginia State guar. bonds		157,800	6	" "	"	1875	....
Consolidated Mortgage		1,722,000	6	May & Nov.	New York.	'76-'90	99
Rich., Fredericksburg & Potomac							
Sterling Loan		97,777	6*	Jan. & July.	London.	1875	....
Dollar Loan		295,500	6	" "	Richmond.	1861	....
Dollar Loan		172,800	7	" "	"	1876	....
Richmond and Petersburg:							
1st Mortgage		180,500	7	June & Dec	Rich'mond	1875	....
1st Mortgage		175,000	8	April & Oct		.....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage (W. & R.) Stg Fund	799,900	7	March & Sept.	New York.	1886	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Stg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen. & Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	79
Equipment Mortgage	500,000	8	March & Sept.	"	1880	93
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N. Y. or Lond.	1899	....
1st M. (W. D) land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	90
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	76
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	99½
St. Louis, Jacksonv. & Chic. (C. & A.):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	92½
2d Mortgage May 1, 1868 guar.	848,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	88
St. Louis, Lawr. & Denv. (Pacific):						
1st Mortgage gold, guaranteed	1,000,000	8*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York.	1894	....
1st M. (Evans. D.) gold skg f'd, con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van. & T. H. (T. H. & L.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M. & St. P.):						
1st M. land gr. gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (St. Paul to Wab.) 70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M. (N. Line) 80 m. & 1st land gr.	1,200,000	7	June & Dec.	" "	1893	....
General Mort. (R. R. & Lands)	2,020,000	7	Jan. & July.	" "	....	....
General Mort. (R. R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M. (W. Line) R. R. & Landa.	6,000,000	7	— & —	New York.	....	....
2d M. (W. Line) R. R. & Landa.	3,000,000	7	— & —	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1898	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage	226,000	6	Feb. & Aug.	Boston.	1878	90½
Sand., Mansfield & Newark (C. & O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage (Sav. & Char.) bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C. & S.) bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1880	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq. (D. & H. Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M. gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv. (N. C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	95
Sheboygan and Fond du Lac						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	604,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.).						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	600,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'68-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,200	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16,000pm	.....	8			....	....
South Georgia & Florida (A. & G):						
1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron (Cumb. Val):						
1st Mortgage guaranteed	300,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,159,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1889	91
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A. M. & O.):						
1st preferred bonds	676,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	548,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1909	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Con. of Ga):						
Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'88	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,270	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1868	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc. (Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N. Y. (D. L. & W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,600,000	7	June & Dec.	New York.	1894	69
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	71
2d Mortgage (W. Div.) 117 m.	1,800,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	....
Tom's River & Watert. (N. J. So.):						
1st Mortgage guaranteed	80,000	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar.	100,000	7	Jan. & July.	Troy.	1873	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1886	....
3d Mortgage	650,000	7	May & Nov.	" "	1895	....
Convertible Bonds	648,000	7	"	" "	1893	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	97
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1898	95½
1st Mort. (Quincy & Tol 84 m)	500,000	7	May & Nov.	" "	1890	83
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	90½
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	89
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	84
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	75
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	77
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	85½
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	84½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	2,193,000	7	April & Oct.	" "	1899	78
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	75
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1896	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	92
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	90½
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	89
Consolidated(mort.)Loan of 1859	5,000,000	6	May & Nov.	Philadelphia.	1889	95½
Sterling Loan £569,200	1,844,000	5*	March & Sept.	London.	1894	....
Sterling Loan £380,000	1,800,000	6*	" "	" "	....	....
Loan of 1888	154,000	6	" "	" "	1888	....
Bond to State of New J.(NJCo)	109,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	....	....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq. Val.(D&HC):						
1st Mortgage	.....	7	....	....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	25
2d Mortgage consolidated	1,500,000	7	" "	"	1891	7½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	67½
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.		....	66½
Equipment Mortgage	1,000,000	8	May & Nov.		'76-'77	75
Equipment Mortgage	1,000,000	8	" "		1889	75
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	71½
4th Mortgage	846,000	8	March & Sept.	" "	1900	83
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1886	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& A.R.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	83
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	100
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	613,400	....	....	....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	92½
2d Mort. " "	300,000	6	" "	"	1890	92
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	80
2d Mortgage preferred	600,000	6	" "	"	1895	60
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	92
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	85
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869	998,000	7	April & Oct.	"	1869	102
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1883	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	71
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	85
2d Mortgage coupon or regis	723,600	7	Jan. & July.	"	1902	79
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1900	82½
2d Mortgage $12,000 p. m	1,585,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	88
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	100
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mort- gage re- gistered. — 1st series, Nov. 1, 1867	1,500,000	7	May & Nov.	New York.	1877	....
1st Mort- gage re- gistered. — 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	100½
1st Mort- gage re- gistered. — 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	101
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	94
Mortgage Loan reg	2,0 0,000	6	F. M. A. & N.	"	1897	93
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	93½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	98
Convertible Bonds	1,496,870	6	June & Dec.	"	1877	88
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1857	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	92
2d Mortgage	285,000	6	" "	"	1876	93
Boat Loan, sinking fund	236,965	7	" "	"	1885	90
Preferred Stock Dividend Scrip	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar	2,205,000	6	Jan. & July.	Philadelphia.	1857	65
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	73½
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	260,000	6	May & Nov.	"	1870	75
Boat and Car Loan	756,650	6	" "	"	1888	72
Boat and Car Loan	628,100	7	" "	"	1880	75
Coupon Bonds	1,079,000	6	Jan. & July.	"	1896	71
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	71
2d Mortgage	700,000	6	" "	"	1886	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,610	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	200,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1875	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	206,000	6	May & Nov.	"	1896	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in *Italics*." State-aid Railroads are distinguished by a "†."

Years ending	Railroad. Main Line.	Branch Line.	Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. R.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	3	106	Adirondac.....New York.	2,728,692	*	.....	7,000,000	3,763,000	930,000	1,963,756	—	60.2	.....	.....	.....	160,425	.....	—	100	....
May 31, 1872	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,898,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central †.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	.....	92.8	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	142.0	—	87.1	—	21	24	12	749	Albany and Susq. (D. & H.)...New York.	7,463,572	*	.....	.....	6,000,000	4,467,000	.....	.....	164.0	(Del. &	Hud. Canal Co.)		1,341,228	428,821	7	100	86
Sept. 30, 1872	51.0	—	2.0	—	3	4	1	21	Alexandria and Fredericksburg †.....Va.	2,500,000	*	.....	.....	.....	1,000,000	.....	.....	51.0	.....	.....	.....	.....	.....	—	100	....
Jan. 31, 1873	132.0	—	44.9	112.0	.....	.....	.....	.....	Allegheny Valley.....Pennsylvania.	13,200,000	*	.....	.....	2,256,300	12,389,000	.....	.....	132.0	.....	.....	.....	2,239,158	960,684	—	50	....
Nov. 30, 1872	35.8	—	1.6	—	—	—	—	—	Allentown.....Pennsylvania.	1,147,225	—	.....	.....	567,544	—	579,681	—	35.8	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1872	20.5	—	2.0	—	5	10	2	43	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	95,000	20.5	.....	(Phila. & R	eading R.	R.)	.....	—	50	....
Dec. 31, 1872	57.0	—	2.8	28.0	.....	.....	.....	.....	Arkansas Central (3 ft.) †.....Arkansas.	.....	.....	.....	.....	.....	15,000pm	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1873	23.6	—	1.9	—	.....	.....	.....	.....	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1872	465.0	—	23.3	200.0	.....	.....	.....	.....	Atchison, Topeka & Santa Fe....Kansas.	20,000,000	*	.....	.....	8,615,000	10,564,500	570,000	.....	—	.....	.....	.....	.....	7,500	—	100	....
Sept. 30, 1872	30.4	—	0.9	—	3	2	1	17	Athol and Enfield.....Massachusetts.	905,873	7,555	44,400	.....	520,000	293,400	44,605	3,814	30.4	(In prog	ress to N.	Mexico.)	.....	.....	—	100	15½
June 30, 1872	86.7	—	8.9	—	19	6	5	119	Atlanta and West Point.....Georgia.	1,200,129	*	.....	.....	1,232,200	22,000	.....	.....	86.7	44,320	26,778	17,193	39,032	10,585	—	100	....
Sept. 30, 1872	387.3	38.2	149.4	—	166	52	26	3,117	Atlantic and Great West. N.Y. Penn. & O.	30,992,240	*	.....	.....	24,000,000	56,992,240	.....	.....	565.8	.....	.....	.....	.....	.....	8	100	....
Dec. 31, 1872	237.0	110.0	16.3	165.0	26	19	6	338	Atlantic and Gulf †.....Georgia.	7,592,283	*	162,387	.....	4,479,677	3,294,700	380,991	.....	347.5	635,350	98,234	.....	983,986	339,539	—	100	....
Sept. 30, 1872	408.0	20.0	31.0	100.0	78	29	16	832	Atlantic, Mississippi and Ohio...Virginia.	17,765,914	*	8,718,937	.....	6,921,900	14,889,843	.....	.....	428.0	1,427,688	232,575	630,583	1,969,053	734,328	—	100	....
May 31, 1872	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina †.N. Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	.....	(No retur	ns furnish	ed.)	.....	.....	—	100	....
Dec. 31, 1872	364.0	—	18.2	200.0	.....	.....	.....	.....	*Atlantic and Pacific* †.Missouri & Ind. Ter.	.....	.....	.....	.....	15,000,000	12,500,000	.....	.....	328.2	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	149.5	1.5	16.2	—	.....	.....	.....	.....	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	201,089	.....	—	.....	.....	.....	.....	.....	4	100	....
Nov. 30, 1872	53.0	—	2.7	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	733,700	129,000	.....	.....	—	.....	.....	.....	.....	73,000	7	100	....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Geneseo and Mount Morris ..N. Y.	245.000	*	.....	.....	194,250	20,000	20,000	.....	19.1	21,302	43,209	4,901	88,299	6,001	—	100	....
Nov. 30, 1872	57.2	2.0	4.1	—	.....	.....	.....	.....	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	53.2	(Leased to	Pennsylv	ania.)	.....	.....	—	100	....
Sept. 30, 1872	379.6	—	502.7	—	388	204	52	7,904	Baltimore and Ohio †.....Md. & W. Va.	31,170,756	7,995,856	13,423,333	3,424,536	16,704,762	12,466,639	700,573	26,152,269	454.6	9,172,997	.....	.....	10,654,472	4,582,072	8	100	157
Sept. 30, 1872	30.0	—	39.9	—	.....	.....	.....	.....	Washington branch †.....Maryland.	1,650,000	—	.....	642,300	1,650,000	20,000	.....	622,300	30.0	476,800	.....	.....	480,645	335,735	10	100	160
Sept. 30, 1872	108.5	—	21.8	—	.....	.....	.....	.....	Parkersburg Branch.....W. Virginia.	10,000,000	—	.....	.....	5,680,685	893,500	.....	.....	103.5	1,003,407	.....	.....	826,803	114,541	—	100	11
Dec. 31, 1872	82.0	—	3.2	89.0	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	.....	32.2	(Opened	to Washi	ngton, May	1, 1872.)	.....	.....	100	7
Dec. 31, 1872	33.4	—	2.7	—	.....	.....	.....	.....	Belfast and Moosehead Lake.....Maine.	900,000	—	.....	.....	650,000	250,000	.....	.....	—	(Operat	ed by Ma	ine Centr	al.)	36,000	—	50	....
Dec. 31, 1872	67.0	—	6.7	—	30	21	8	867	Belvidere Delaware .....New Jersey.	3,876,842	*	.....	.....	995,300	2,244,500	1,228,128	.....	67.0	.....	.....	.....	835,380	218,608	—	100	....
Sept. 30, 1872	22.0	—	2.0	—	—	—	—	—	Berkshire.....Mass.	600,000	—	8,000	.....	600,000	.....	.....	.....	22.0	58,408	80,192	174,297	120,291	42,04*	7	100	124
Sept. 30, 1872	15.6	—	5.7	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	.....	.....	468,000	.....	.....	.....	—	.....	.....	.....	.....	.....	5	100	....
Sept. 30, 1872	201.6	48.0	316.8	—	206	161	46	4,118	Boston and Albany.... Mass. & N. York.	19,890,414	4,411,338	1,071,646	2,106,438	19,664,100	3,037,000	546,724	4,237,012	268.3	4,883,071	5,247,576	2,732,907	9,259,599	2,362,615	10	100	139
Sept. 30, 1872	25.2	—	2.0	0.8	4	4	2	50	Boston, Barre and Gardner.....Mass.	763,114	104,775	30,324	4,023	736,240	—	153,849	12,147	28.0	82,064	85,157	17,495	69,356	7,550	—	100	....
Sept. 30, 1872	42.9	—	9.0	—	21	22	12	434	Boston, Clinton and Fitchburg .....Mass.	1,430,328	646,052	110,250	95,738	872,000	1,250,000	62,586	97,180	90.2	441,745	467,966	317,043	576,413	192,795	—	100	....
Mar. 31, 1873	93.5	—	12.8	—	22	24	19	478	Boston, Concord and Montreal .....N. H.	2,850,000	*	216,300	327,759	1,800,000	1,060,000	29,603	516,456	139.0	.....	171,511	92,186	670,349	131,715	6p	100	....
Sept. 30, 1872	26.8	16.0	45.8	—	37	46	20	940	Boston and Lowell.....Mass.	2,469,955	252.345	2,565,759	253,142	2,852,900	1,771,024	542,560	374,417	71.8	741,981	1,949,688	620,053	1,293,969	241,016	8	500	107
Sept. 30, 1872	80.3	8.5	84.9	38.0	61	102	28	975	Boston and Maine.....Mass., N. H. & Me.	6,728,332	1,144,587	775,992	525,480	6,816,834	—	1,341,962	1,016,686	153.8	1,215,996	4,135,469	520,722	2,004,672	504,116	10	100	105
Sept. 30, 1872	44.0	14.5	65.0	—	38	67	11	482	Boston and Providence.....Mass. & R. I.	3,691,188	207,400	578,542	253,320	3,950,000	—	356,478	427,922	66.5	289,132	762,246	765,733	1,716,399	465,347	10	180	149
Dec. 31, 1872	75.0	12.0	4.4	65.0	9	6	2	197	Brockville and Ottawa.....Canada.	2,647,004	*	.....	.....	424,704	1,667,200	.....	.....	85.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	171	Brunswick and Albany†.....Georgia.	10,548,000	*	.....	.....	4,898,000	5,650,000	350,000	.....	—	(Com	pany in ba	nkruptcy.	)	.....	—	100	....
Sept. 30, 1872	24.0	—	2.0	—	.....	.....	.....	.....	Buff., Bradford and Pittsburg..New York.	2,869,500	—	.....	.....	2,286,000	583,500	.....	.....	—	(Erie	Railway	Co.)	.....	40,600	—	100	....
Sept. 30, 1872	43.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.....N. Y. & Penn.	1,546,930	*	.....	.....	425,717	700,000	546,229	.....	43.2	.....	.....	.....	228,099	.....	—	100	....
Sept. 30, 1872	142.0	—	12.7	—	—	—	—	—	Buffalo, New York & Erie...N.Y. & Penn.	3,338,000	—	.....	.....	950,000	2,380,000	.....	.....	—	(Erie	Railway	Co.)	.....	233,100	7	500	....
Sept. 30, 1872	117.0	—	5.9	—	.....	.....	.....	.....	Buff., New York and Phila. N.Y. & Penn.	3,064,271	*	.....	.....	1,600,707	1,876,500	430,605	.....	88.0	(Opened	to Empor	ium, Pa.)	139,145	17,300	—	100	....
Dec. 31, 1872	219.0	79.0	14.0	—	24	16	7	525	Burl., Cedar Rapids and Minnesota. Iowa.	7,600,000	*	.....	.....	5,400,000	2,200,000	.....	.....	332.0	.....	.....	.....	995,129	283,802	—	100	....
Dec. 31, 1872	120.0	—	6.0	100.0	.....	.....	.....	.....	Burlington and Southwestern. Iowa & Mo.	3,000,000	*	.....	.....	1,200,000	1,750,000	.....	.....	.....	.....	(In progr	ess.)	.....	.....	—	100	....
Feb. 28, 1873	158.0	—	.....	143.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	10,000,000	*	.....	.....	12,000,000	8,000,000	.....	.....	.....	(Compl	eted to Mo	. Line May	, 1873.)	.....	—	100	....
Dec. 31, 1872	160.0	—	8.0	—	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	.....	160.0	.....	(Recently	completed	.)	.....	—	100	....
Dec. 31, 1872	61.2	—	92.9	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	9,458,328	—	.....	.....	5,847,800	.....	.....	.....	—	(Pennsy	lvania R.	R. Co.)	.....	.....	10	100	....
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	100	Camden and Atlantic.....New Jersey.	1,790,623	376,196	138,354	32,388	1,216,870	1,058,400	54,907	9,384	67.0	213,639	417,196	69,224	467,036	212,119	3½p	50	60
Dec. 31, 1872	23.0	7.2	3.9	—	.....	.....	.....	.....	Camden and Burlington Co..New Jersey.	715,362	—	—	—	332,925	388,000	44,437	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	6	100	....
Dec. 31, 1872	28.5	—	4.8	61.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	—	—	5,888	.....	683,467	3,776	3,800	28.5	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1873	229.0	63.0	29.2	—	.....	.....	.....	.....	Canada Southern.....Canada.	.....	.....	.....	.....	8,000,000	8,760,000	.....	.....	.....	(Recently	completed	.)	.....	.....	—	100	....
Sept. 30, 1872	71.6	22.4	7.8	18.0	10	22	12	160	Cape Cod.....Mass.	1,245,594	237,393	46,392	16,547	1,022,330	349,000	122,591	43,985	94.0	210,684	286,417	75,147	321,798	86,737	8	50	....
Jun. 30, 1872	17.8	0.5	0.8	40.0	1	2	—	31	Carbondale and Shawneetown....Illinois.	562,650	—	—	—	355,500	200,000	7,150	—	18.0	(Opened	Dec. 30, 1	871.)	.....	.....	—	100	....
Sept. 30, 1872	18.0	—	0.5	10.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	561,139	*	—	—	455,433	150,000	.....	.....	18.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	20.0	4.0	8.0	—	6	3	2	517	Catasauqua and Fogelsville.....Penn.	742,151	*	—	—	426,000	.....	.....	.....	24.0	.....	.....	.....	.....	.....	6	25	....
Oct. 31, 1872	94.0	4.5	8.9	—	21	9	5	602	Catawissa.....Penn.	6,098,850	*	—	—	4,359,500	1,739,350	.....	.....	—	(Leased	Nov. '72 to	Ph. & Rdg.	)	572,104	183,169	7 p.	50	37
Sept. 30, 1872	14.8	—	1.3	—	2	2	2	14	Cazenovia and Canastota.....New York.	538,006	*	—	—	294,529	250,000	29,250	—	14.8	.....	.....	.....	.....	25,886	4,391	—	100	....
Dec. 31, 1872	75.6	—	3.8	—	.....	.....	.....	.....	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	.....	.....	—	(Illinois | Central.)		.....	128,646	113,400	—	100	....
Dec. 31, 1872	271.6	2.4	22.1	—	.....	.....	.....	.....	*Cedar Rapids and Missouri River*...Iowa.	11,233,000	—	—	—	7,619,000	3,614,000	.....	.....	—	(Chic. &	North We	stern R. R.	)	.....	—	100	....
Dec. 31, 1872	100.0	—	15.0	250.0	6	6	3	131	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	—	—	1,000,000	3,200,000	.....	.....	101.0	(No re	turns furn	ished.)	.....	.....	—	100	....
Nov. 30, 1872	192.0	—	29.7	—	53	44	27	792	Central of Georgia.....Georgia.	5,000,000	*	1,628,457	1,022,692	6,000,000	1,382,000	341,663	.....	284.0	.....	169,119	.....	1,656,154	689,308	10	100	....
Dec. 31, 1872	202.0	—	16.6	24.0	22	8	6	301	Central of Iowa.....Iowa.	10,000,000	*	—	—	6,000,000	4,000,000	.....	.....	202.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	22.0	4.0	3.8	—	3	7	—	22	Central of Long Island.....New York.	1,489,616	*	—	—	297,800	687,000	479,598	.....	—	(Flushi	ng & N. S	ide R. R.)	.....	.....	—	100	....
Dec. 31, 1872	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey.....New Jersey.	12,424,935	7,882,235	7,649,492	4,310,442	20,000,000	9,209,000	3,068,154	.....	291.0	4,889,891	4,478,513	1,490,689	7,120,718	1,957,538	10	100	99½
Dec. 31, 1872	137.0	—	31.2	—	40	28	24	737	Central Ohio.....Ohio.	5,499,999	*	—	—	2,845,500	2,500,000	.....	.....	137.0	.....	.....	.....	489,327	170,721	6	50	66
Dec. 31, 1872	883.0	339.0	110.4	600.0	187	168	40	3,307	*Central Pacific*†.....Cal. Nev. & Utah.	130,485,693	5,622,693	5,458,198	2,513,287	64,283,190	81,939,680	422,041	7,433,960	1,158.0	.....	.....	588,533	746,153	11,963,641	6,952,362	—	100	71
Dec. 31, 1872	194.6	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta....S. Car.	5,512,000	*	256,000	.....	2,578,000	3,100,000	.....	.....	194.6	.....	.....	.....	652,107	439,718	—	100	....
Dec. 31, 1872	22.8	—	5.0	—	.....	.....	.....	.....	Chartiers.....Pennsylvania.	1,127,313	—	—	13,897	628,060	500,000	3,150	—	22.8	39,140	.....	.....	60,440	20,440	—	50	....
Sept. 30, 1872	428.0	—	42.8	72.0	45	27	18	761	Chesapeake and Ohio.....Va. & W. Va.	26,542,490	*	789,785	2,836,883	13,398,407	18,624,958	3,387,461	—	227.0	511,475	141,873	115,472	777,632	288,687	—	100	....
Jun. 30, 1872	40.7	0.8	2.0	—	2	.....	.....	.....	Chester and Tamaroa.....Illinois.	1,690,000	*	.....	.....	1,000,000	660,000	30,000	.....	41.5	(Opened	March 187	2.)	.....	.....	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) *occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "¶."*

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Siddings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. & E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$ p.c.	p.c.
Dec. 31, 1872	205.0	28.0	33.7	55.0	33	36	9	607	*Flint and Pere Marquette*.....Michigan.	6,766,602	1,135,131	694,565	384,284	3,297,300	5 389,000	1,048,609	1,244,673	233.3	888,227	509,975	344,559	1,133,612	455,118	—	100	...
Sept. 30, 1872	11.8	6.3	5.3	16.2	5	19	5	8	Flushing and North Side.....New York.	952.158	284,371	.....	.....	281,010	1,281,200	81,027	.....	18.1	178,515	1,256,278	.....	281,844	86,495	—	100	...
Sept. 30, 1872	10.0	—	1.0	—	3	2	1	10	Fonda, Johnstown and Gloversville..N. Y.	493,732	*	.....	.....	300,000	300,000	41,382	.....	10.0	35,056	99,890	25,897	78,023	38,198	—	100	...
Dec. 31, 1872	100.0	—	5.2	—	8	6	3	237	Ft. Wayne, Jack. & Saginaw..Ind. & Mich.	3,000,000	313,000	25,000	.....	1,056,000	2,000,000	.....	.....	100.0	.....	.....	.....	280,647	123,591	—	100	...
Jun. 30, 1872	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	(Sold J	anuary	1, 1872.)	.....	1,000,000	2,200,000	.....	.....	109.0	.....	.....	.....	224,815	28,574	—	100	...
Sept. 30, 1872	26.0	—	3 3	—	3	1	—	90	Framingham and Lowell.....Mass.	1,021,792	182,062	.....	58,170	499,896	650,000	112,698	30	—	(Boston	,Clinton &	Fitch'b'g.)	21,580	21,580	—	100	...
Dec. 31, 1872	11.5	—	1.3	—	2	3	—	21	Freehold and Jamesburg.....N. Jersey.	283,745	.....	.....	.....	283,745	.....	.....	.....	22.0	67,460	171,400	43,411	57,773	14,152	—	100	...
Feb. 28, 1873	85.0	—	9.0	150.0	9	6	4	126	Galv., Harrisburg & San Antonio..Texas.	2,254,402	287,906	.....	61,000	2,051,468	552,840	.....	.....	85.0	36,210	8,664	27,637	160,424	98,422	—	100	...
Dec. 31, 1872	50.0	—	10.0	—	15	9	4	284	Galveston, Houston & Henderson..Texas.	2,522,063	398,639	234,423	14,796	1,000,000	1,500,000	360,653	311,091	50.0	198,167	86,845	179,666	751,054	366,017	—	100	...
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Georgia.	4,166,000	*	1,336,369	415,006	4,200,000	676,500	137,240	853,233	232.0	1,103,551	.....	.....	1,623,454	490,196	8	100	...
Jun. 30, 1872	111.0	—	5.5	—	8	4	4	302	Gilman, Clinton & Springfield.....Illinois.	4,000,000	*	.....	.....	2,000,000	2,000,000	.....	.....	111.0	87,808	.....	67,361	156,750	33,525	—	100	...
Sept. 30, 1872	11.6	—	0.3	3.1	—	—	—	—	Goshen and Deckertown.....New York.	290,901	.....	.....	.....	105,000	246,500	8,000	.....	—	(Leased	to Erie)	.....	21,500	21,500	6	100	...
Dec. 31, 1872	263.7	20.0	13.2	35.0	34	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	4,807,993	1,114,214	128,797	4,748,995	2,800,000	8,000,000	.....	.....	289.7	.....	491,910	311,670	949,781	505,640	—	100	...
Mar. 31, 1873	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	—	(Leased	by Michig	an Central	R. R. Co.)	...	...	...	...
Dec. 31, 1872	857.0	52.0	371.0	—	361	260	89	4,686	Grand Trunk ¶.....Canada.	106,900,746	*	5,197,215	1,348 999	16,977,603	91,597,296	4,870,346	1,515	1,377.0	6,754,570	1,718,273	1,535,290	8,935,970	1,803,921	—	100	...
Jan. 31, 1873	229.0	216.0	102.0	—	177	146	39	3,136	Great Western ¶.....Canada.	33,941,675	*	.....	.....	24,167,4-7	10,816,000	.....	.....	569.0	4,416,442	.....	.....	5,732,870	2,989,050	6½	100	...
Sept. 30, 1872	8.0	—	0.5	—	—	—	—	—	Greene.....New York.	348,877	.....	.....	.....	200,000	.....	.....	.....	8.0	20,824	37,773	151,848	35,718	5,611	6	100	...
Feb. 28, 1873	151.0	—	5.0	40.0	9	5	3	300	Green Bay and Lake Pepin....Wisconsin.	3,400,000	*	.....	.....	1,500,000	2,400,000	.....	.....			(Not r	egularly o	perated.)			—	...
Sept. 30, 1872	14.0	—	0.8	—	—	—	—	—	Greenwich and Johnsonville.....New York.	304,415	*	.....	.....	120,098	185,500	11,086	.....	14.0	17,528	17,488	9,563	50,368	12,528	—	100	...
Mar. 31, 1873	66.0	—	4.0	180.0	7	3	1	72	Gulf Western Texas and Pacific.¶..Texas.	2,500,000	*	.....	.....	.....	1,386,000	.....	.....	....	68,000	9,505	35,87-	232,979	123,161	—	100	...
Dec. 31, 1872	4.9	0.8	0.3	—	2	9	3	6	Hackensack and New York..New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)			—	...
Dec. 31, 1872	23.0	—	1.4	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	.....	.....	.....	560,000	299,600	.....	.....	—	(Leased	by Erie at	55 p. c. of	earnings.)			—	...
Jun. 30, 1873	70.0	—	4.0	—	—	—	—	—	Hannibal and Central Missouri..Missouri	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)		—	...
Jun. 30, 1873	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,090	675,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)		—	...
Aug. 31, 1872	206.0	68.5	27.7	22.0	79	61	62	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	23,297,728	*	.....	.....	14,260,828	9,146,900	.....	.....	274.5	1,648,638	320,838	415,363	2,484,670	670,529	—	100	33
Sept. 30, 1872	7.9	—	1.0	—	2	3	2	13	Hanover Branch.....Mass.	170,130	40,445	.....	21,126	123 550	.....	40,000	68,151	7.9	21,096	79,998	14,397	71,032	20,295	—	100	...
Oct. 31, 1872	12.2	—	0.9	—	6	5	2	30	Hanover Branch.....Penn.	201,372	68,000	.....	.....	116,850	.....	.....	.....	12.2	48,150	34,401	123 424	82,388	24,356	10	50	...
Sept 30, 1872	116.0	2.0	7.2	—	9	5	1	146	Harlem Extension.....New York.	8,000,000	*	.....	.....	4,000,000	4,000,000	40,500	.....	118.0	277,969	137,337	105,349	317,748	Loss.	—	100	...
Oct. 31, 1872	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,182,550	.....	.....	.....	1,182,550	790,000	.....	.....	54.0	(Leased	by Pennsy	lvania R.R.	Co.)		7	50	102
Sept. 30, 1872	62.0	16.6	87.0	—	37	33	16	703	Hartford and New Haven..Conn. & Mass.	4,729,381	872,197	1,452,042	1,120,661	6,500,000	580,000	50,547	1,043,724	78.5	782,172	1,363,158	721.348	2,106,674	752,702	44	100	...
Sept. 30, 1872	122.4	0.8	18.7	—	26	36	16	861	Hartford, Prov. & Fishkill..R.I., Ct & N.Y.	4,201 486	598,875	.....	.....	2,037,910	2,055,500	100,000	200,519	130.0	841,442	1,207,771	266,912	1,004,040	367,533	—	100	...
Aug. 31, 1872	75.0	—	4.0	125.0	13	6	3	81	*Hastings and Dakota*.....Minn.	(Purchas	ed July	1, 1872 by	Mil. & S	t. Paul C	o. for $2,1	00,000.)	.....	75.0	.....	10,928	20,640	21,415	Loss.	—	...	...
Dec. 31, 1872	5.5	—	0.6	—	2	—	—	100	Hibernia Mine.....New Jersey.	148,638	*	.....	1,362	150,000	.....	.....	.....	5.5	.....	.....	100,379	54,401	38,629	40	100	...
Dec. 31, 1872	62.3	—	4.9	—	—	—	—	—	Holly, Wayne and Monroe.....Mich.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Flint &	Pere Mar	quette R.	R. Co.)	—	100	...
Sept. 30, 1872	10.2	—	0.8	—	—	—	—	—	Holyoke and Westfield.....Mass.	427,946	.....	.....	86	200,000	200,000	1,667	26,366	—	(New H	aven & N	orthamp.)	14,000	14,000	—	100	...
Sept. 30, 1872	73.0	—	7.0	—	16	16	8	369	Housatonic.....Connecticut.	1,864,871	340,687	.....	.....	2,000,000	400,000	335,213	42.248	162.2	274,960	282,741	242,218	528,115	117.529	—	100	...
Nov. 30, 1872	115.0	8.0	11.4	215.0	14	14	7	278	Houston and Great Northern¶.....Texas.	3,361,361	*	731,494	539,503	2,400,000	1 925.915	45,956	260,487	123.0	123,257	24,819	36,583	260,767	81,329	—	100	...
Dec. 31, 1872	367.0	115.0	16.9	—	45	25	14	916	Houston and Texas Central ¶.....Texas.	15,000,000	*	.....	.....	820,000	10,040,000	.....	.....	349.0	.....	.....	.....	2,675,234	1,345,134	—	100	...
Oct. 31, 1872	45.0	29.5	15.5	—	23	6	5	116	Huntingdon and Broad Top Mt.....Penn.	3,159,769	*	.....	.....	1,330,750	2,153,500	117,441	.....	74.5	238,167	59,126	449,748	301,957	17,451	—	50	22½
Dec. 31, 1872	705.5	—	130.4	—	197	117	45	4,585	*Illinois Central*.....Illinois	34,061,196	*	10,248,460	614,081	25,500,000	19,423,707	.....	.....	1,107.0	5,388,226	1,352,156	2 039,321	8,026,754	2,013,107	10	100	102½
Dec. 31, 1872	62.8	—	3.2	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	1,451,737	.....	.....	.....	960,000	960,000	.....	.....	—	(Leased	by Chicag	o, Burl. &	Quincy	Co.)	—	100	...
Jun. 30, 1872	85.0	—	2.9	67.0	5	...	...	...	Indiana and Illinois Central....Ind. & Ill.	3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	.....	—	(No	t operated	by Compa	ny.)			—	100	...
Dec. 31, 1872	202.5	10.0	38.0	—	86	23	9	1,252	Ind., Bloomington & Western..Ind. & Ill.	15,500,000	*	.....	.....	7,000,000	8,500,000	.....	.....	212.5	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1872	179.0	—	21.2	—	58	40	12	1,121	Indianapolis, Cin. and Lafayette..Indiana.	13,988,000	*	.....	.....	5,500,000	8,700,000	.....	.....	179.0	1,211,206	.....	.....	1,359,691	.....	—	100	...
Dec. 31, 1872	75.0	—	4.8	—	32	10	6	267	Indianapolis, Peru and Chicago..O. & Ind.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	1,754,369	592,056	—	100	...
Dec. 31, 1872	72.0	—	12.0	—	58	34	16	1,407	Indianapolis and St. Louis.....Indiana.	3,927,197	*	241,216	424.409	600,000	3,338,000	654,822	.....	261.0	1,732,260	291,787	690,971	2,110,681	730,239	—	100	...
Dec. 31, 1872	117.0	—	18.0	—	66	7	3	197	Indianapolis and Vincennes.....Illinois.	4,613,436	*	51,118	164,475	1,402,000	3,150,000	277,029	.....	117.0	212,294	.....	.....	284,390	90,205	—	100	...
Dec. 31, 1872	183.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,686,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	183.7	(Leased	by Ill. Cen	. R.R. Co.)	337,462	118,112	—	100	...
Dec. 31, 1871	73.0	—	3.6	277.0	...	...	...	...	Iowa Midland.....Iowa.	2,028,000	.....	.....	.....	1,314,000	1,314,000	.....	.....	73.0	(Leased	to Chicag	o & N. W	estern.)			—	100	...
Sept. 30, 1872	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,236,150	*	.....	.....	494,162	600,000	103.302	.....	35.6	82,960	20,367	121,600	110,942	51,708	—	100	...
Dec. 31, 1872	13.0	1.0	1.3	—	3	2	1	146	Iron .....Ohio.	288,237	57,000	49,403	.....	129,550	.....	13,398	251,692	14.0	27,500	34,266	133,100	102,274	55,359	—	100	...
Oct. 31, 1872	14.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	.....	.....	400,000	100,000	.....	.....	11.0	11,350	.....	115,870	48,865	15,641	—	50	...
May 31, 1872	212.0	—	15.9	76.0	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	6,500,000	.....	.....	.....	1,976,100	4,195,000	.....	.....	156.0	(Leased	by Michig	an Centra	l.)			—	...
Dec. 31, 1872	26.5	—	7.2	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,396,700	.....	.....	.....	2,096,700	2,300,000	.....	.....	—	(Leased	by Erie R	ailway Co.)		140,000	—	100	...
Dec. 31, 1872	106.0	116.0	22.6	—	41	37	12	744	Jeffersonville, Madison and Ind..Indiana.	6,898,000	*	1,059,864	162,891	2,000,000	4,888,000	1,214,013	7,855	224.0	1,061,102	658,633	468,236	1,267,280	469,670	7	100	...
Dec. 31, 1872	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago.....Illinois.	1,849,000	.....	.....	.....	1,500,000	349,000	.....	.....	—	(Leased	to Chicag	o & Alton	R.R. Co.)		7	100	85
May 31, 1872	44.5	—	3.7	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind	1,400,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased	to Michig	an Centra	l R. R. C	o.)	6	100	...
Oct. 31, 1872	4.6	—	0.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	.....	.....	.....	185,250	800,000	.....	.....	—	24,937	215,230	.....	132,384	55,157	—	50	...
Dec. 31, 1872	42.0	—	24	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(No	returns f	urnished.)			—	100	...
Dec. 31, 1872	58.0	—	3.1	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	—	(Leased	to Lake S	.& M. So.)	103,800	103,800	6	100	...
Mar. 31, 1873	40.0	—	2.7	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	.....	.....	.....	260,000	640,000	.....	.....	—	(Leased	by Michig	an Central	R.R. Co.)	51,200	—	100	...
Mar. 31, 1872	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Joseph & Co. Bl. Mo. & Ia.	8,626,156	*	.....	.....	2,789,413	6,131,500	.....	.....	260.2	.....	.....	.....	1,242,270	.....	—	100	...
Jun. 30, 1872	31.9	—	1.6	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	.....	.....	.....	720,000	720,000	.....	.....	—	(Leased	by Leav. L	awr. & Gal.	R.R. Co.)	72,000	—	100	...
Dec. 31, 1872	638.6	24.0	22.6	—	88	56	18	1,074	Kansas Pacific.....Kansas & Col.	35,183,274	*	2,428,546	2,563,182	9,638,950	16,925,000	2,706,480	.....	672.6	2,475,270	179,192	348,966	3,732,713	1,494,447	—	100	...
Aug. 31, 1872	49.0	—	2.4	—	6	10	4	59	Knox and Lincoln.....Maine.	2,725,798	*	.....	136,305	361,492	2 395,000	.....	107,611	49.0	(Com	pleted Oct.	19, 1871.)	87,612	35,978	—	100	...
Oct. 31, 1872	80.0	—	3.0	—	25	10	4	1,515	Lackawanna and Bloomsburg.....Penn	3,398,452	722,792	.....	.....	1,335,000	2,250,000	193,261	.....	80.0	436,206	362,294	2,213,010	1 083,505	471,764	—	50	...
Dec. 31, 1872	80.5	—	2.5	98.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	.....	.....	.....	1,000,000	1,300,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	...
Dec. 31, 1872	36.0	—	1.8	79.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	.....	2,716,927	.....	3,000,000	1,500,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	...
Sept. 30, 1872	16.0	—	...	124.0	—	—	—	—	Lake Ontario Shore Line.....New York.	1,541,456	.....	.....	.....	1,727,553	792,000	96,097	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	...
Dec. 31, 1872	541.3	595.2	538.2	—	418	160	69	8,640	Lake Shore & Mich. S.....P. O. Ind. & Ill.	63,047,176	12,384,187	7,315,307	1,515,979	50,000,000	26,495,000	6,350,020	1,417,630	1,136.5	13,477,534	(Not yet i	n operatio	n.)			—	100	...
Jun. 30, 1872	37.0	—	.....	68.0	6	—	—	35	Lake Shore and Tuscarawas Valley..Ohio.	2,539,669	87,519	135,142	72,922	744,934	2.000 000	93,314	.....	▲		2,112,833	4,382,243	17.591,629	3,118,598	8	100	85½
																				(Opened t | hrough in | July, 187 | 3.)					

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Siddings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Tons Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1872	74.0	—	4.8	76.0	7	9	3	121	N. Y., Kingston & Syracuse..New York.	3,055,856	190,066	.....	.....	2,662,921	583,000	92,692		74.0	101,685	163,267	69,127	219,368	60,974	—	100	....
Sept. 30, 1872	5.4	—	0.4	54.6	1	1	—	—	N. Y., Housatonic & North.N.Y. & Conn.	604,626	12,737	.....	.....	261,000	183,500	156,475		—	(Leased	by Housatonic R. R.	Co.)	3,010	—	—	100	....
Sept. 30, 1872	7.0	—	0.4	0.2					New York and Mahopac.....New York.	264,912				265,000				—	(Leased	by New York & Harlem R. R.	Co.)	—	—	—	100	....
Sept. 30, 1872	124.0	16.8	164.0	—	84	129	41	1,010	N. Y., N. H. & Hartford..N.Y., Ct. & Ma.	12,861,474	1,840,536	1,465,553	3,428,675	15,500,000	1,641,500	377,341	1,377,592	190.2	1,700,891	3,925,765	892,679	4,483,564	1,769,809	10	100	120
Sept. 30, 1872	62.5	—	27.5	—	20	19	7	99	N. Y., Providence and Boston..C. & R. I.	3,101,400	*	.....	.....	1,887,400	1,214,000	.....	.....	67.5	441,486	614,211	229,677	911,021	401,914	9	100	125
Sept. 30, 1872	99.0	—	3.6	—					Niagara Bridge and Canandaigua.N. York.	3,210,616				1,000,000				—	(Leased	by New York Cent.	R.R. Co.)	60,000	6	100	....
Jun. 30, 1872	35.3	—	3.3	—	5	1	1	134	Niles and New Lisbon .....Ohio.	1,047,364	108,287	.....	.....	500,000	500,000	50,584	96,067	35.3	112,067	48,564	336,167	179,553	88,216	—	100	....
Sept. 30, 1872	223.0	—	11.2	—	24	18	10	271	North Carolina †.....North Carolina.	4,947,741	*	344,672	337,271	4,000,000	553,413	592,030	483,241	223.0	478,580	140,397	113,126	(R'hm.&	Danv.)	—	100	....
Feb. 28, 1873	102.0	—	9.0	—	14	14	6	142	North-Eastern † .....South Carolina.	2,148,131	*	88,720	37,364	979,850	1,101,500	138,977	53,380	102.0	293,721	82,719	.....	395,463	159,695	—	100	....
Jun. 30, 1873	72.0	—	3.6	118.0					North Louisiana and Texas.....La.		(No accounts obtainable.)							72.0		(No accounts.)				—	100	....
Oct. 31, 1872	55.6	12.1	66.7	—	39	36	20	906	North Pennsylvania.....Pennsylvania.	7,086,930	1,208,779	1,524,750	.....	3,473,500	4,042,500	63,394		67.7	617,092	889,571	880,119	1,836,938	592,322	5a	50	92
Dec. 31, 1872	95.0	45.3	33.3	—	30	21	10	689	Northern, of Canada.....Canada.	5,465,410	*	78,964	610,683	.....	5,819,963	261,561	3,533	140.3	748,838	212,080	313,664	894,774	180,541	—	100	....
Dec. 31, 1872	138.0	4.0	137.0	—	141	69	22	6,284	Northern Central †.....Md. and Penn.	11,666,830	3,223,438	2,750,000	928,676	5,842,000	11,040,602	1,464,215	222,099	317.0	3,288,463	1,110,110	4,769,895	4,598,820	1,161,769	6	50	80
Mar. 31, 1872	69.2	13.4	17.6	—	27	16	6	540	Northern New Hampshire ..New Hamp.	3,068,400	*	309,618	212,958	3,068,400	102,000	266,800	154,576	82.6	506,848	195,406	411,888	706,355	217,103	3	100	107½
Dec. 31, 1872	21.3	—	4.6	—					Northern New Jersey.....New Jersey.	527,452	*	872,548	.....	1,000,000	400,000	.....			(Leased	to Erie Railway Co.)		278,054	37,604	3	100	....
May 31, 1873	153.0	106.0	....	1,441	72	16	6	1,554	Northern Pacific.....Minn., Dak. &c.	13,292,142	1,908,838	601,394	.....	.....	50,000p.m	.....		559.0		(No statement published.)				—	100	....
Sept. 30, 1872	59.4	7.0	13.1	—	20	15	6	642	Norwich and Worcester †.Conn. & Mass.	2,463,983	*	84,706	109,188	2,364,400	759,000	35,526	731,947	66.4	410,089	372,841	346,367	771,602	293,228	10	100	126½
Jun. 30, 1872	113.0	32.0	14.5	—	21	27	12	394	Nova Scotia.....Nova Scotia.	6,976,268	*	110,464	.....	.....	6,976,268	110,464		145.0	.....	194,167	242,210	328,841	Loss.	—	100	....
Sept. 30, 1872	118.0	4.0	18.0	—	34	19	4	1,026	Ogdensburg and Lake Champlain....N. Y.	4,048,510	1,748,411	.....	.....	3,077,000	1,012,000	.....		122.0	636,755	171,894	417,373	1,005,979	263,867	6	100	89½
Dec. 31, 1872	10.0	2.0	3.8	—	2			96	Ogden Mine.....New Jersey.	452,994	*	.....	.....	450,000	.....	.....		12.0	.....	.....	54,479	47,459	25,656	6	100	....
Jun. 30, 1872	340.0	53.0	24.0	—	122	57	24	2,422	Ohio and Mississippi ....Ohio, Ind. & Ill.	34,470,752	*	.....	.....	24,030,000	10,111,850	328,902		393.0	2,852,763	404,765	708,799	3,343,845	984,008	—	100	....
Oct. 31, 1872	120.0	3.0	53.7	—	32	19	5	326	Oil Creek and Allegheny River.....Penn.	3,554,547	1,008,331	.....	.....	4,959,450	3,680,000	.....		123.0	749,668	559,926	676,500	1,285,554	461,531	6½	50	34½
Sept. 30, 1872	131.2	19.4	50.6	15.0	45	95	16	607	Old Colony and Newport..Massachusetts.	8,095,654	*	441,553	586,443	5,103,506	3,521,000	467,989	581,156	150.7	1,110,675	3,711,345	510,434	1,897,438	630,249	6½	100	111½
Dec. 31, 1872	9.9	2.0	3.1	—	...	33	—	—	Orange and Newark.....New Jersey.	1,073,555	*	.....	.....	290,300	736,000	73,852		11.9		2,984,317		203,094	24,633	—	100	....
Sept. 30, 1872	282.6	10.0	9.6	—	25	21	12	382	Orange, Alex. and Manassas Gap †....Va.	9,180,634	*	.....	.....	2,692,540	5,622,864	865,431		292.6	713,252	196,394	161,434	988,371	403,598	—	100	....
Dec. 31, 1872	25.0	—	1.7	200.0					Osage Valley and Southern Kansas...Mo.	600,000		.....	.....	375,000	200,000	25,000		—	(Leased	by Pacific	(of Mo.)R.	R. Co.)	35 p. c.	—	100	....
Sept. 30, 1872	28.6	—	3.3	—					Oswego and Rome.....New York.	950,953		.....	.....	200,000	612,100	27		—	(Leased	by Rome,	Watertown & Ogd.	R.R.Co.)		—	100	....
Sept. 30, 1872	35.0	—	46.7	—	11	12	4	258	Oswego and Syracuse .....New York.	1,114,844	330,276	.....	.....	1,144,400	180,000	.....		35.0	232,069	171,932	232,801	354,880	73,878	9	100	....
Dec. 31, 1872	35.0	—	1.6	100.0	2	1	1	10	Owensboro and Russellville....Kentucky.	.....	*	.....	.....	1,500,000	1,500,000	.....		35.0	(In course of construction: no returns.)					—	100	....
Dec. 31, 1872	283.5	15.5	39.1	—					*Pacific* of Missouri †.....Missouri.	.....	*	.....	.....	7,000,000	(Assumed by Lessees.)			—	(Leased	by Atlantic & Pacific R. R. Co.)				5	100	31½
Dec. 31, 1872	63.5	—	3.6	101.5	7	4	2	77	Paducah and Gulf .....Kentucky.	2,261,312	*	980,220	89,430	2,924,150	1,000,000	406,812		63.5	469,289	22,920	21,589	95,261	35,845	—	100	....
Jun. 30, 1872	11.0	—	0.5	53.4	2	1	1	25	Painesville and Youngstown.....Ohio.	234,608	21,389	.....	.....	255,997	.....	.....		11.5	(Under construction: no returns.)					—	100	....
Dec. 31, 1872	47.6	—	11.6	—	20	26	4	486	Panama.....New Granada.	10,000,000	*	.....	.....	7,000,000	2,993,177	.....		47.6	.....	.....	.....	1,718,630	1,232,602	10½	100	115
Dec. 31, 1872	76.0	33.0	6.2	—	7	5	3	246	Paris and Decatur.....Illinois.	2,800,000	*	.....	.....	1,600,000	1,200,000	.....		109.0		(No statement furnished.)				—	100	....
Dec. 31, 1872	14.5	—	14.5	—					Paterson and Hudson.....New Jersey.	600,000				630,000				—	(Leased	by Erie Rail'y Co.)		53,400	53,400	8½	100	....
Dec. 31, 1872	12.0	—	2.6	—					Paterson and Newark.....New Jersey.	896,162				250,000	500,000			—	(Leased	by Erie Rail'y Co.)			35 p. c.	—	100	....
Dec. 31, 1872	15.1	—	15.1	—					Paterson and Ramapo.....New Jersey.	350,000				248,000	100,000			—	(Leased	by Erie Rail'y Co.)		30,173	30,173	6	100	....
Feb. 28, 1873	67.8	—	3.9	—					Pekin, Lincoln and Decatur.....Illinois.	2,576,000				1,500,000	1,076,000			—	(Leased	by Tol. Wab. & Wtn.	Co.)			—	100	....
Dec. 31, 1872	22.0	—	1.8	—					Pemberton and Hightstown....N. Jersey.	538,692				342,150	160,000	36,542		—	(Leased	by United Co.)		31,729	31,729	6	100	....
Dec. 31, 1872	18.0	—	1.1	—					Pemberton and New York...New Jersey.	875,000				500,000	375,000			—	(Leased	by N. Jer. Sth'n R.R.	Co.)			—	100	....
Dec. 31, 1872	165.0	—	10.0	40.0	4	4	2	46	Peninsular.....Mich. Ind. & Ill.	4,916,263	*	.....	.....	1,995,000	2,779,000	.....		165.0	.....	83,491	46,333	109,913	Loss.	—	100	....
Dec. 31, 1872	364.9	69.0	546.9	—	593	292	112	11439	Pennsylvania .....Pennsylvania	31,283,395	11,154,553	53,506,985	20,412,980	53,271,937	35,072,309	19,395,428	8,919,154	787.7	13,380,937	5,250,393	7,844,779	22,012,525	8,247,852	10	50	96½
Dec. 31, 1872	47.0	15.9	57.0	—	23	8	—	2,540	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,967,500	.....	4,000,000	536,500	375,000		47.0	.....	3,486	1,376,772	23,033		20	50	270
Dec. 31, 1872	22.5	—	1.2	—					Pennsylvania and Delaware..Penn. & Del.	1,200,000	*	.....	.....	483,297	700,000	.....		—	(Leased	to Penna.	R.R. Co.:	recently	opened.)	—	50	....
Dec. 31, 1872	104.3	12.1	35.9	—	18	2	—	1,218	Pennsylvania and N. York..N.Y. & Penn.	5,086,426	628,814	.....	.....	3,061,700	3,000,000	.....		145.6	.....	190,309	1,268,527	1,608,287	437,135	—	50	....
Dec. 31, 1872	46.0	—	6.6	—					Peoria and Bureau Valley.....Illinois.	1,800,000	*	.....	.....	1,200,000	600,000	.....		—	(Leased	by Chic. R. I. & Pac.	Co.)	125,000	8	100	....
Dec. 31, 1872	83.0	—	11.6	—	12	7	4	181	Peoria, Pekin and Jacksonville....Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....		83.0	260,093	77,372	124,505	302,552	.....	—	50	....
Dec. 31, 1872	6.5	—	1.0	—					Perth Amboy and Woodbridge..N. Jersey.	214,581	*	.....	.....	57,200	100,000	57,381		—	(Oper. by Penna.	R. R. Co.)		.....	.....	—	100	....
Dec. 31, 1872	64.0	18.0	8.0	—	12	9	5	120	Petersburg †.....Virginia	1,817,985	*	323,905	43,388	1,324,200	500,000	361,083		82.0	228,000	44,392	57,238	289,944	133,851	—	100	....
Oct. 31, 1872	46.0	—	6.0	—	9	7	3	95	Philadelphia and Balt. Cent. Penn. & Md.	1,806,209	177,474	.....	.....	220,806	2,600,000	53,413		58.1	176,312	315,515	134,307	295,594	105,205	—	100	....
Dec. 31, 1872	287.6	—	114.3	—	130	38	20	2,955	Philadelphia and Erie †....Pennsylvania.	21,822,990	*	2,248,693	.....	2,448,000	14,760,000	892,983		287.6	2,012,351	839,793	2,028,568	3,980,753	846,319	—	50	46
Dec. 31, 1872	17.1	3.1	13.7	21.0	24	45	13	192	Phila., Germantown and Norristown..Pa.	1,146,538	368,262	500,793	.....	2,231,900				23.6	(Leased	by Phila.	& Read'g.)	287,816	271,179	12	50	176
Dec. 31, 1872	98.4	172.1	421.7	—	377	202	53	14132	Philadelphia and Reading..Pennsylvania.	45,922,674	*	24,888,327	2,675,996	34,236,175	33,120,804	4,172,014	1,958,004	706.0	7,248,778	6,383,991	9,573,405	12,125,038	4,823,300	10	50	111
Dec. 31, 1872	26.6	—	36.3	—					Philadelphia and Trenton..Pennsylvania.	1,534,479	*	329,626	.....	1,259,100	.....	.....	275,408	37.5	.....	1,561,080	1,124,646	1,759,758	.....	10	100	112½
Dec. 31, 1872	95.3	3.8	139.1	—	64	103	49	1,296	Philadelphia, Wilm. and Baltimore..Penn.	11,890,736	*	2,318,306	175,595	11,485,750	1,990,500	455,321	660,478	197.7	1,248,818	1,747,195	449,780	2,814,274	1,188,614	8	50	109
Oct. 31, 1872	7.0	—	1.0	—	2	3	2	22	Pithole Valley.....Pennsylvania.	100,000	*	225,000	.....	225,000	100,000	17,132		7.0	.....	9,800	12,854	20,483	Loss.	—	50	....
Dec. 31, 1872	193.0	8.0	46.0	—	119	34	10	1,606	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	15,095,349	3,740,438	1,950,109	1,812,268	8,433,550	10,011,740	5,461,173		201.0	3,160,560	606,902	1,429,116	3,856,649	799,501	—	50	....
Dec. 31, 1872	468.3	—	156.3	—	243	96	54	5,559	Pittsburg, Ft. W. and Chic..P., O., L. & I.	35,835,286	*	.....	.....	22,214,286	13,621,000	17,280		503.6	7,313,148	2,106,152	2,408,162	9,780,310	4,507,465	10	100	91½
Dec. 31, 1872	14.0	—	3.1	16.0	3	2	1	45	Pittsburg, Virginia & Charleston.....Pa.	654,068	55,243	.....	.....	618,564	.....	.....		14.0		(In operation only three months.)				—	50	....
Oct. 31, 1872	149.6	1.9	17.2	—	57	26	9	430	Pittsb'g, Washington & Dalton...Pa. & Md.	11,598,236	687,192	83,190	.....	1,960,682	4,780,000	3,463,204		173.8	1,708,600	781,994	980,780	1,437,392	Loss.	—	50	....
Sept. 30, 1872	18.6	—	1.4	—					Pittsfield and North Adams.....Mass.	450,000				450,000				—	(Leased	by Boston & Albany	R.R. Co.)	27,000	6	100	....
Jun. 30, 1872				178.0					Plymouth, Kankaka & Pacific..Ind. & Ill.	.....	*	.....	.....	719,200	450,000	.....		—	(Leased	by Pennsylvania Co.)				—	100	....
Oct. 31, 1871	66.0	—	2.7	24.0	7	6	3	316	Port Huron and Lake Michigan.....Mich.	3,000,000	*	(To completion.)		1,200,000	1,800,000	.....		41.0	.....	41,958	55,029	142,580	92,102	—	100	....
Nov. 30, 1872	60.0	—	3.5	50.0	5	13	3	92	Portland and Ogdensburg.....Me. & N. H.	1,945,560	161,149	97,155	29,230	1,039,095	906,000	259,132	28,859	60.0	118,100	55,592	37,856	115,484	40,361	—	100	....
Dec. 31, 1872	65.0	—	2.1	93.0	5	4	3	85	Portland and Ogdensburg.....Vermont.	1,652,000	*	.....	.....	.....	2,340,000	.....				(Earnings used in construction.)				—	100	....
Dec. 31, 1872	27.5	—	2.8	—	2	1	1	22	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	218,500	.....		27.5	17,215	2,880	6,375	14,221	.....	—	100	....
Aug 31, 1872	52.5	—	3.3	—	6	10	4	113	Portland and Rochester.....Me. & N. H.	1,900,854	*	45,000	10,296	636,097	1,120,000	200,053		52.5	141,640	120,009	60,790	131,561	38,078	—	100	....
May 31, 1872	51.3	—	7.4	—	19	—	—	167	Portland, Saco and Portsmouth ....N. H.	1,500,000	*	.....	.....	1,500,000	.....	.....				(Leased by Eastern R.R. Co.)				10	100	125
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	110	Port Royal.....South Carolina.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....		110.0		(Operated for benefit of contractors.)				—	25	....
May 31, 1873	71	—	4.9	39.0					Portsmouth, Gt. Falls and Conway..N. H.	2,270,000	*	.....	.....	770,000	2,000,000	.....	.....			(Leased by Eastern R.R. Co.)				6	100	87
Sept. 30, 1872	4.8	—	2.8	3.4	4	3	—	60	Poughkeepsie and Eastern....New York.	1,291,372	*	.....	.....	524,464	508,200	506,079		41.8	53,514	70,018	10,40	83,079	14,033	—	100	....

Sept. 30, 1872	43.4	1.0	44.1	—	27	29	6	919	Providence and Worcester..R. I. & Mass.	1,909,636	666,568	125,566	107,863	2,000,000	800,000	224,612	84,619	47.6	(507,586	1,605,257	521,866	895,807	239,228	10	100	....
Nov. 30, 1872	13.6	—	3.1	—	3	3	3	11	Providence, Warren and Bristol.R. I. & M.	645,079	73,026	.....	.....	437,917	50,000	63,611	.....	13.6	44,096	415,776	16,367	105,586	51,458	3	100	....
Dec. 31, 1872	21.0	—	2.0	—	1	3	2	—	Queen Anne and Kent Co.....Md.	351,000	"	32,200	.....	260,000	269,000	2,000	.....	21.0	38,850	12,560	38,231	27,437	9,989	—	8	....
Dec. 31, 1872	41.7	—	1.4	88.3	3	2	2	45	Quincy, Alton and St. Louis.....Ill.	1,850,000	"	.....	.....	1,000,000	850,000	.....	.....	41.7	.....	.....	.....	96,000	.....	—	100	....
May 31, 1872	97.0	—	9.7	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	"	165,300	102,935	1,500,000	.....	92,150	166,085	97.0	.....	31,226	64,096	359,277	154,400	—	100	....
Jan. 31, 1873	44.0	—	3.0	66.0	4	3	3	46	Raleigh and Augusta Air-Line....N. Car.	1,134,211	89,785	.....	.....	876,000	350,000	.....	.....	44.0	.....	.....	.....	76,037	.....	—	100	....
Sept. 30, 1873	71.0	110.0	41.5	—	39	68	19	974	Rensselaer and Saratoga.....N. Y.	7,489,628	"	.....	.....	6,000,000	1,925,000	.....	.....	181.0	861,480	664,000	556,934	1,748,916	604,224	7	100	104
Sept. 30, 1872	140.5	55.2	16.7	—	26	17	10	272	Richmond and Danville ¶.....Virginia.	5,109,406	"	2,046,460	211,461	4,000,000	2,621,000	510,171	236,056	296.9	526,782	134,485	176,708	832,092	363,846	—	100	....
Sept. 30, 1872	75.5	11.4	6.2	—	12	6	4	139	Richmond, Frederick and Potomac ¶..Va.	2,622,927	"	116,539	263,282	1,509,826	882,899	43,417	559,604	89.9	200,899	.....	.....	351,919	145,914	—	100	....
Sept. 30, 1872	22.5	2.8	4.2	—	8	10	4	160	Richmond and Petersburg ¶.....Va. N.C.	1,188,218	"	85,833	30,224	847,100	326,296	93,377	37,528	46.8	107,159	118,159	42,228	160,319	45,945	—	100	....
Sept. 30, 1872	33.3	—	2.2	26.0	3	3	2	42	Richmond and York River.....Va.	1,265,640	"	.....	.....	650,000	615,640	.....	.....	38.3		(No returns obtained.)				—	100	....
Sept. 30, 1872	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,363	"	.....	.....	557,560	.....	.....	.....		(Leased	by Erie Railway Co.)			34,012	6	100	....
Jun. 30, 1872	251.9	25.5	27.0	—	33	15	7	915	Rockford, Rock Island and St. Louis..Ill.	15,490,570	"	.....	.....	6,490,579	9,000,000	.....	.....	316.5	.....	.....	.....	1,067,740	243,584	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	236,235	"	.....	.....	250,844	.....	.....	.....	20.0		(No information.)				16	100	....
Sept. 30, 1872	141.1	48.5	25.3	—	40	31	15	779	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	"	.....	.....	2,998,900	1,735,606	38,359	.....	215.2	675,016	441,909	336,440	1,150,764	282,166	7	100	72
Jan. 31, 1873	120.0	—	26.0	—	—	—	—	—	Rutland .....Vermont.	5,767,902	—	1,286,719	.....	6,641,360	1,701,000	1,180,628	.....	239.0	(Leased	to Central Verm't.)		434,740	405,381	—	100	8
Jun. 30, 1873	225.0	—	24.0	34.0	19	....	....	....	St. Joseph and Denver City..Kan.& Neb.	11,188,220	420,925	279,044	3,203	4,000,000	7,000,000	734,425	157,067	225.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	54.0	5.0	6.1	—	9	15	6	93	St. Lawrence and Ottawa.....Canada.	1,050,000	"	.....	.....	.....	250,000	.....	.....	59.0	.....	70,265	34,592	161,771	45,953	—	100	....
Dec. 31, 1872	152.0	18.0	29.0	—	13	9	7	553	St. Louis, Alton and Terre Haute.Illinois.	11,768,400	"	.....	238,001	4,763,400	6,700,000	218,001	.....	86.0	360,130	149,499	416,215	507,619	220,092	—	100	13
Dec. 31, 1872	195.5	15.8	37.0	—	91	20	13	1,651	St. Louis and Iron Mountain ¶....Missouri.	14,555,951	1,951,989	1,088,786	153,733	10,000,000	6,461,000	.....	.....	210.8	933,393	557,575	633,574	2,146,639	687,639	8	100	514
Dec. 31, 1872	310.0	48.0	25.0	50.0	46	26	12	1,179	St. Louis & S. Eastern...Ill., Ky. & Tenn.	11,089,000	1,725,000	3,993,000	.....	11,000,000	5,807,000	.....	.....	220.0				822,601	169,779	—	100	....
Dec. 31, 1872	15.0	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill	5,040,100	—	.....	.....	2,324,100	3,477,000	.....	.....	—	(Leased	by Chicago & Alton	R.R. Co.)	240,000	.....	—	100	....
Jan. 31, 1873	353.0	—	17.6	—	88	38	19	1,531	St. L., Kansas City & Northern..Mo & Ia.	28,134,445	"	2,369,765	439,708	24,000,000	6,000,000	943,928	.....	581.7	2,893,281	428,957	517,628	2,780,830	748,139	—	100	....
Oct. 31, 1872	168.4	—	23.0	—	30	14	8	824	St. Louis, Vandalia & Terre Haute....Ill.	7,984,227	"	.....	203,201	2,877,779	5,499,000	250,548	60,101	168.4	862,806	.....	.....	1,180,273	364,082	—	100	....
Dec. 31, 1872	201.0	175.0	16.0	251.0	30	14	9	289	St. Paul and Pacific (1st Div.)..Minnesota.	16,186,653	"	8,723,033	229,522	1,968,600	16,197,000	589,333	.....	283.0	462,489	235,279	152,356	682,566	.....	—	100	....
Dec. 31, 1872	121.0	—	8.0	—	13	6	4	194	St. Paul and Sioux City.....Minn.	4,550,960	"	179,798	54,019	4,000,000	.....	784,777	.....	121.0	344,883	75,461	136,127	424,398	99,668	—	100	....
Dec. 31, 1872	116.0	—	16.0	—	21	18	9	309	Sandusky, Mansfield and Newark ..Ohio.	3,244,500	"	.....	.....	937,500	2,307,000	.....	.....	160.0	.....	178,661	153,505	574,951	37,802	—	50	....
Dec. 31, 1872	237.0	110.0	15.4	61.0	27	19	6	342	Savannah, Albany and Gulf.....Ga.	7,592,283	"	529,789	1,171,804	4,479,677	3,242,200	1,571,909	.....	247.6	635,300	98,234	.....	963,966	339,539	—	100	....
Dec. 31, 1872	104.0	—	4.6	—	10	9	5	80	Savannah & Charleston.....S. Car. & Ga.	2,288,966	"	.....	.....	1,000,000	1,427,800	.....	.....	104.0	(No	statement	furnished:	very small.		—	100	....
Feb. 28, 1873	89.0	—	8.0	—	15	7	5	203	Seaboard and Roanoke..Va. & N. Carolina.	1,488,400	"	.....	105,689	1,278,400	210,000	107,000	.....	80.0	235,679	26,309	162,582	566,619	266,335	8	100	....
Apr. 30, 1872	287.0	—	11.9	—	39	17	9	412	Selma, Rome and Dalton..Ala. & Georgia.	12,980,000	"	.....	.....	3,750,000	9,230,000	large	.....	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	"	.....	.....	1,389,000	1,423,000	10,000	.....	80.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Nov. 30, 1872	32.0	—	2.0	—	2	2	2	70	Shenango and Allegheny ..Pennsylvania.	890,335	78,945	20,000	.....	199,000	780,000	.....	.....	32.0	40,500	16,170	56,220	58,850	32,395	—	50	....
Jun. 30, 1872	106.8	—	11.3	—	11	8	5	153	Sioux City and Pacific.....Neb. & Iowa.	3,696,400	"	.....	.....	2,068,400	1,628,000	.....	.....	167.5	.....	.....	.....	162,406	10,314	—	100	....
Dec 31, 1872	122.4	—	6.6	26.1	9	6	3	232	Sioux City and St. Paul.....Iowa & Minn.	4,422 132	"	568,362	.....	2,800,000	1,740,000	450,494	.....			(Ran by contractors:		no returns.)		—	100	....
Sept. 30, 1872	183.0	—	9.2	—	....	....	....	....	South and North Alabama.....Ala.	7,481,764	"	.....	.....	3,458,067	4,906,000	.....	.....	131.0	.....	41,327	74,837	199,051	60,286	—	100	....
Dec. 31, 1872	137.0	106.0	30.0	—	42	37	*	507	South Carolina ¶.....South Carolina.	9,594,328	"	2,019,176	306,086	5,819,275	4,730,346	236,736	71,474	243.0	856,732	207,344	266,707	1,401,211	545,105	—	100	....
Sept. 30, 1872	116.0	—	5.8	—	11	7	4	401	Southern Central.....New York.	3,450,058	287,305	.....	.....	1,783,021	2,288,000	89,881	.....	116.0	302,744	161,821	178,099	307,28.	104,978	—	100	....
Sept. 30, 1872	57.0	20.0	20.0	—	19	35	7	174	South Side (L. I.).....New York.	3,164,551	648,925	.....	.....	1,000,000	2,250,000	386,782	.....	57.0	233,990	617,899	83,701	501,871	226,637	—	100	....
Aug. 31, 1872	167.5	—	9.5	—	12	5	3	243	Southern Minnesota .....Minnesota.	9,424,953	"	.....	.....	3,825,000	4,592,000	1,007,953	.....	165.5	.....	46,340	92,661	493,438	190,021	—	100	....
Dec. 31, 1872	170.0	—	8.5	552.0	14	23	3	245	Southern Pacific.....California.	11,500,000	"	.....	.....	8,404,800	5,750,000	.....	.....	170.0	.....	314,150	121,660	932,725	481,664	—	100	....
Jun. 30, 1872	228.0	—	11.2	—	12	10	4	260	Springfield & Ill. So. Eastern.....Illinois.	8,176,500	"	.....	.....	4,000,000	4,490,000	140,000	.....			(Not in operation at date.)				—	100	....
Sept. 30, 1872	81.0	—	17.0	—	16	13	3	373	Syracuse, Binghamton and N. York..N.Y.	3,906,297	"	.....	.....	2,004,000	1,670,000	129,414	.....	81.0	449,520	188,606	538,355	713,585	216,481	4	100	....
Sept. 30, 1872	26.0	1.0	3.1	16.0	3	6	2	40	Syracuse and Chenango Valley....N. Y.	1,165,062	61,985	.....	.....	1,063,400	500,000	229,997	.....	26.0	23,548	49,219	29,914	23,199	lo-s.	—	100	....
Nov. 30, 1872	79.7	20.6	30.0	—	36	21	9	782	Terre Haute and Indianapolis....Indiana.	2,807,218	"	1,583,484	191,840	1,988,150	800,000	616,344	1,178,143	99.3	.....	190,997	834,850	1,070,354	128,443	—	100	....
Apr. 30, 1872	66.0	—	6.6	1,741	12	6	—	73	Texas and Pacific.....Texas.	4,200,000	"	.....	.....	200,000	4,000,000	.....	.....	66.0	.....	.....	.....	346,001	85,042	—	100	....
Dec. 31, 1872	227.3	10.2	29.0	—	45	1:	9	1,109	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	"	.....	.....	5,700,000	3,450,000	204,794	.....	237.5	1,192,831	.....	.....	1,316,106	368,093	—	100	....
Dec. 31, 1872	473.6	153.6	60.5	—	182	71	42	4,207	Toledo, Wabash and Western..O. I. & Ill.	34,683,000	"	.....	.....	16,000,000	18,683,000	.....	.....	955.7	5,196,961	637,050	1,349,052	6,008,978	1,578,182	—	100	534
Sept. 30, 1872	34.9	—	9.0	—	11	12	(	2:2	Troy and Boston.....New York.	1,934,146	378,418	.....	.....	1,599,000	1,899,000	65,369	.....	55.3	190,548	262,763	191,122	516,563	212,097	2	100	....
Dec. 31, 1872	1 032	—	100.0	—	151	93	36	2,409	Union Pacific ....Nebr. Utah Nev. & Cal.	111,948,312	"	.....	.....	36,762,300	75,179,512	.....	.....	1,032.0	.....	.....	165,688	.....	8,862,606	4,092,082	100	344
Dec. 31, 1872	165.0	—	60.0	—	242	281	8	1,762	United Companies of New Jersey..N. Jer.	22,450,328	"	13,216,919	427,838	18,990,627	17,615,608	797,681	472,455	455.9	3,906,741	7,580,795	2,536,304	8,266,226	2,261,986	10	100	1178
Apr. 30, 1872	37.0	—	4.0	91.0	6	6	1	28	Utah Central.....Utah.	1,500,000	"	.....	.....	500,000	1,000,000	.....	.....	37.0	.....	.....	.....	380,612	206,358	—	100	....
Dec. 31, 1872	31.0	—	2.1	44.0	3	3	2	11	Utah Southern .....Utah.	1,060,000	"	.....	.....	400,000	660,000	.....	.....	31.0	.....	.....	.....	126,884	68,442	—	100	....
Sept. 30, 1872	74.8	—	13.4	12.2	14	15	7	125	Utica and Black River.....New York.	2,200,444	258,703	.....	.....	1,754,020	775,600	.....	.....	92.2	201,688	184,533	62,064	337,299	111,209	3	100	....
Sept. 30, 1872	98.0	22.0	14.0	—	17	15	7	62	Utica, Chenango and Susq. Valley..N. Y.	3,186 344	438,131	.....	.....	2,908,600	.....	.....	.....	120.0	228,887	246,101	178,749	424,792	82,246	6	100	....
May 31, 1872	47.0	25.5	9.3	—	—	—	—	—	Vermont and Canada .....Vermont.	3,000,000	—	.....	.....	3,000,000	.....	.....	.....	—	(Leased	by Vermont Central	(2 yrs.	R. R. Co. at 8 p.c.)		8	100	45
May 31, 1872	118.0	—	108.0	—	176	125	51	5,189	Vermont Central.....Vermont.	11,500,000	"	.....	.....	5,000,000	6,500,000	.....	.....	778.0	.....	.....	.....	8,497,442	496,487	—	100	....
Sept. 30, 1872	56.0	24.7	9.2	—	13	19	5	274	Vermont and Massachusetts..Mass. & Vt.	2,703,966	"	90,785	191,892	2,880,000	900,000	63,899	157,751	88.1	24 ,299	275,181	131,458	557,196	169,523	2	100	75
Feb. 29, 1872	140 0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	"	246,588	193,948	454,072	2,922,236	86,869	.....	140.0	181 288	82,372	49,431	206,820	102,913	—	100	....
Dec. 31, 1872	46 0	—	3.3	—	3	*	*	50	Vineland.....New Jersey.	1,826,191	"	.....	.....	998,005	750,000	78,181	.....	—	(Leased	to N. Jer.	Southern	R. R Co.)		—	100	....
Dec. 31, 1872	18.3	—	6.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	"	.....	.....	1,800,000	1,251,400	.....	.....	—	(Leased	to D. L. &	W. R. R.)	525,749	215,333	7	100	83
Sept. 30, 1872	44.0	—	2.0	281.0	4	6	3	65	Washington and Ohio .....Virginia.	1,436,178	128,577	128,773	.....	900,700	130,400	321,248	340,178	44.0	81,361	27,693	19,418	81,285	7,948	—	100	....
Aug. 31, 1872	132.0	28.0	15.5	—	26	16	5	247	Western Alabama.....Alabama.	4,822,628	538,272	342,800	662,535	2,008,324	3,169,900	561,608	626,504	160.0	421,880	101,742	.....	626,504	150,584	—	100	....
Dec. 31, 1872	183.0	—	11.0	—	59	18	12	921	Western and Atlantic.....Georgia.	(Owned by State		of Georgia & leased to a company for				$300,000 a year.)		138.0	.....	.....	126,932	1,590,245	66,587	—	—	....
Sept. 30, 1872	66.0	—	5.5	18.0	10	10	6	123	Western Maryland ¶.....Maryland.	2,866,392	"	208,500	17,060	682,593	1,800,000	109,069	.....	60.0	217,760	134,655	73,841	197,707	7,038	—	100	....
Dec. 30, 1872	57.1	27.0	14.6	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,846,005	—	.....	.....	1,022,450	1,800,000	1,028,555	.....	—	(Leased	by Pennsylvania R.	R. Co.)	.....	.....	—	50	....
Dec. 31, 1872	60 7	—	16.2	—	18	63	8	171	West Jersey.....New Jersey.	2,255,358	"	1,486,466	178,462	1,359,700	2,398,000	162,583	.....	123.9	330,555	642,728	28,443	664,777	291,363	8	100	104
Mar. 31, 1873	197.0	—	10.0	—	26	14	10	660	West Wisconsin.....Wisc.	8,640,000	"	.....	.....	4,000,000	4,640,000	.....	.....	165.0	.....	.....	.....	549,645	263,329	—	50	....
Dec. 31, 1872	32.0	—	1.0	28.0	3	5	2	24	Wheeling, Pbg. & Balt.....W. Va. & Pa.	579,642	"	.....	.....	500,000	.....	79,642	.....	32.0	39,328	53,175	11,638	48,184	480	—	10	....
Sept. 30, 1872	189.0	—	6.0	—	18	14	6	226	Wilm. Colum. and Augusta..N. C. & S. C.	3,971,781	381,117	51,244	.....	800,000	3,800,000	204.142	.....	172.0	.....	.....	.....	591,046	226,498	—	100	....
Oct. 31, 1872	63.6	—	9.5	—	11	6	5	124	Wilmington and Reading...Pennsylvania.	2,644,078	255,151	32,892	.....	750,963	2,382,300	108,610	.....	63.6	230,554	132,365	264,573	224,773	21,667	—	50	....
Sept. 30, 1872	162.0	19.0	9.5	—	31	—	—	324	Wilmington and Weldon ¶....N. Carolina.	3,004,044	"	61,436	296,393	1,456,200	1,619,100	77,042	299,581	181.0	519,184	124,995	.....	635,871	230,533	—	100	....
Dec. 31, 1872	130.9	—	3.0	201.0	15	6	2	300	Wisconsin Central .....Wisconsin.	4,120,000	"	.....	.....	1,657,500	1,991,500	.....	.....					131,793	63,778	—	100	....
Sept. 30, 1872	45.7	—	11.8	—	17	11	8	411	Worcester and Nashua.....N. H.& Mas.	2,212,144	"	85,701	48,143	1,425,400	310,300	36,515	573,774	45.7	359,641	381,964	368,042	587,389	195,458	12	100	125
									CANALS, &c.																											
May 31, 1872	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	"	258,967	.....	1,880,800	1,997,872	.....	.....	12.5	.....	.....	.....	419,222	281,715	4	50	....
Dec. 31, 1872	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	"	.....	.....	8,229,594	8,065,300	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Dec. 31, 1872	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,438,350	"	.....	.....	1,638,350	800,000	.....	.....	—	(Leased	to Lehigh	Coal and	Nav. Company.)		8	50	97
Dec. 31, 1872	168.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,339,210	725,581	20,936,209	.....	15,000,000	13,000,000	.....	.....	108.0	.....	.....	1,860,557	86,970	loss.	10	100	113
Dec. 31, 1872	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	"	.....	.....	6,847,400	.....	.....	.....	95.5	.....	.....	.....	957,567	385,170	10	100	....
Dec. 31, 1872	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,900	"	.....	.....	8,784,450	15,767,656	.....	.....	108.0	.....	.....	1,041,891	606,060	82,570	—	50	85
Dec. 31, 1872	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,146,039	—	.....	.....	1,004,150	110,000	8,054	.....	85.0	.....	.....	2,059,934	196,149	159,121	9	50	....
Dec. 28, 1872	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,432,474	"	.....	.....	2,200,000	1,125,129	.....	.....	103.0	.....	.....	.....	322,762	30,194	7	50	90
Dec. 31, 1872	73.0	64.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,093,350	"	.....	.....	4,457,150	2,588,000	1,048,300	.....	360.0	.....	.....	967,573	556,164	loss.	—	50	24
Dec. 31, 1872	108.8	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,285,573	271,467	.....	4,355,798	3,576,232	267,198	.....	108.8	(Leas. to	Ph. & R'g.)	1,200,181	649,362	634,169	1	50	12
Dec. 31, 1872	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	"	.....	.....	2,002,706	2,757,310	165,811	.....	45.0	(Leas. to	Ph. & R'g.)	426,393	99,151	51,241	—	50	12
Dec. 31, 1872	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	"	.....	.....	2,907,850	300,000	35,000	.....	84.0	.....	.....	124,969	44,862	200	—	50	....
Dec. 31, 1872	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	3,630,344	"	.....	.....	1,100,000	748,000	296,219	.....	....	(Leased	to Pennsylvania.)	.....	.....	.....	—	50	....

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:	$	p. c	p. c	p. c.
Atlantic and Great Western, pref.	10,000,000	7	....	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	....	....
" " " guar.	276,200	7	....	....
Atlantic and Pacific, preferred	10,000,000	7	....	14½
Atlantic and St. Lawrence,* guar.	3,994,900	4	4	....
Baltimore and Ohio,* preferred	3,552,800	6	5	105
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar.	1,159,500	7	7	85½
Camden and Amboy,* guaranteed	5,847,800	10	10	117½
Camden and Atlantic, preferred	763,549	7	3½	78
Cayuga and Susquehanna,* guar.	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed	700,600	7	7	....
Central of New Jersey,* guar.	20,000,000	10	10	99½
Central Ohio,* preferred	411,550	6	6	80
Chemung,* guaranteed	380,000	6	6	....
Cheshire, preferred	2,153,200	7	5	70
Chicago and Alton, † preferred	2,425,400	...	10	110½
Chicago, Iowa & Nebraska,* guar.	3,916,300	...	8	90
Chicago and North-Western, pref.	21,289,563	7	7	73½
Cinc., Sand. and Cleveland, pref.	429,000	6	6	....
Cleveland and Mahoning,* guar.	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.	11,236,150	7	7	87½
Cumberland Valley, 1st preferred	241,900	8	8	....
" " 2d preferred	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	...	....
Dubuque and Sioux City,* guar.	5,000,000	...	3	56
Dubuque South-Western, pref.	590,315	8	...	....
Eastern (N. H.) * † guaranteed	492,500	...	6	78
Elmira, Jeff. and Canad. * guar.	500,000	5	5	....
Elmira & Williamsp't, pref. & *guar.	500,000	7	7	76
" " com. & *guar.	500,000	5	5	....
Erie Railway, preferred	8,536,910	7	7	78½
Erie and Pittsburg,* guar.	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	...	...	....
Hannibal and St. Joseph, pref.	2,167,700	7	7	42
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	8	100
Huntington & Broad Top Min, pref.	190,750	7	...	34½
Jeff., Mad. & Indianapolis,* guar.	2,000,000	7	7	....
Joliet and Chicago,* guar.	1,500,000	7	7	85
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref.	851,000	9	9	....
Marietta and Cincinnati, 1st pref.	3,101,550	6	....	....
" " 2d pref.	4,436,250	6	....	....
Mich. Southern, (Lake Shore) guar.	533,500	10	10	....
Mill Creek,* guaranteed	323,375	10	10	....
Milwaukee and St. Paul, preferred	10,826,777	7	7	73
Mine Hill,* guaranteed	3,856,450	8	8	100
Montclair,* guaranteed	2,000,000	7	....	....
Morris and Essex,* guar.	15,000,000	7	7	91½
Nesquehoning Valley,* guar.	2,000,000	10	10	108½
Newark and New York,* guar.	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed	7,295,200	10	10	117½
New London Northern,* guar.	971,400	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	117
" " *com. & guar.	8,500,000	8	8	126
Niagara Br. & Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.), preferred	105,000	8	8	....
Northern New Jersey,* guar.	1,000,000	8	8	....
Norwich and Worcester,* guar.	2,823,400	10	10	126½
Ogdensburg & Lake Champ.,* guar.	3,077,000	7	7	59½
" " pf. & *guar.	2,000,000	8	8	93
Ohio and Mississippi, preferred	4,030,000	7	7	65
Oswego and Syracuse,* guar.	1,144,400	9	9	....
Panama, guaranteed	7,000,000	12	12	115
Paterson and Hudson,* guar.	630,000	—	8½	....
Pemberton and Hightstown,* guar.	342,000	6	6	....
Peoria and Bureau Valley,* guar.	1,200,000	8	8	....
Philadelphia and Erie, preferred	2,400,000	...	...	....
Phila., Germant'n & Norrist'n,*guar.	2,231,900	12	12	170
Philadelphia and Reading, † pref.	1,951,687	...	10	....
Philadelphia and Trenton,* guar.	1,459,100	10	10	117½
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	91½
Pittsfield and North Adams,* guar.	400 000	5	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	125
Rochester & Genesee Valley,* guar.	557,580	....	....	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	49
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	....	36
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	....	....
St. Louis, Kansas City & Nor., pref.	12,000,000	...	....	32
Schuylkill Valley,* guaranteed	576,000	5	5	....
Shamokin V. & Pottsville,* guar.	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref.	1,700,000	7	....	....
" " 2d pref.	1,000,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	71½
Warren,* guaranteed	1,800,000	7	7	....
Canal Stocks.				
Delaware Division,* guar.	1,833,350	8	8	....
Delaware and Raritan,* guar.	5,847,500	10	10	....
Morris, preferred and * guaranteed.	1,176,000	10	10	118
" com. and * guar.	1,695,000	4	4	45
Schuylkill Navigation preferred	2,808,977	6	6	25

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lbs.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $3 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	44 —	@ 45 —
Gartsherrie		47 —	@ — —
Glengarnock		42 —	@ 43 —
Eglinton		40 —	@ 41 —
Pig, American, No. 1		35 —	@ 36 —
Pig, American, No. 2		32 —	@ 33 —
Pig, American, Forge		29 —	@ 31 —
Bar, Refined, English and American		— —	@ — —
Bar, Swedes, assorted sizes	(gold)	— —	@137 50
	—Store Prices.—		
Bar, Swedes, ordinary sizes		162 50	@ — —
Bar, Swedes, Plow sizes		172 50	@ — —
Bar, Refined, ¾ to 2 in. rd. & sq. 1 to 6 inch x ¾ to 1 in		72 50	@ 75 —
Bar Refined, 1¼ to 6 by ¾ & 5-16 in		— —	@ 80 —
Bar Refined, 1 & 1¼ by ¾ & 5-16		— —	@ 80 —
Large Rounds, 2¼@2¾ to 3¾ @4 in		80 —	@100 —
Scroll		100 —	@135 —
Ovals and Half-round		100 —	@115 —
Band, 1 to 6 in. by 3-16 to No. 12		95 —	@ — —
Horse Shoe		107 50	@110 —
Rods, ¼@1-16 inch		80 —	@130 —
Hoop, ¾ by No. 22 to 1 & 1¼ by 13 & 14		110 —	@155 —
Nail Rod	per lb.	— 9	@ — 9½
Sheet Russia, as to assortment	(gold)	— 17	@ — 17½
Sheet, Single, D. and T. Common		— 4½	@ — 5½
Sheet, Doubles and Trebles, Charcoal		— 6½	@ — 8
Sheet Galvanized		List 10 per ct. disc.	
Rails, English	(gold) per ton.	55 —	@ 60 —
Rails, American, at Works in Penna. c'y.		62 50	@ 65 —
Anvils (Eagle)	per lb. currency.	— 9	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)	per lb.	— 17	@ — 21
English Spring (2d and 1st quality)		— 9½	@ — 10½
English Blister (2d and 1st quality)		— 14	@ — 18½
English Machinery		— —	@ — 14½
English German (2d and 1st quality)		— 12½	@ — 14½
American Blister		— —	@ — 11½
American, Cast, Tool		— —	@ — 17
American, Cast Spring		— —	@ — 11
American Machinery		— 11½	@ — 12
American German Spring		— 9	@ — —

NAILS—Duty: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common	per keg.	4 15	@ 4 25
8d. and 9d.	"	— —	@ 4 75
6d. and 7d.	"	— —	@ 5 —
4d. and 5d.	"	— —	@ 5 75
3d.	"	— —	@ 6 50
2d. and 3d. Fine		— —	@ 8 25
Cut Spikes, all sizes		— —	@ 4 50

TIN—Duty: Pig, Bars and Block, free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Blanca	(gold) per lb.	— 32	@ — 32½
Straits	(gold)	— 28	@ — 28½
English	(gold)	— 26½	@ — 26½

Plates—Fair to good brands.	—Gold.	—Currency.
I. C. Charcoal per box.	10 25 @10 75	11 50 @ 12 —
I. C. Coke	8 25 @ 8 75	9 37½@ 10 —
Coke Terne	6 75 @ 7 25	7 75 @ 9 50
Charcoal Terne	9 25 @10 —	10 37½@ 11 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)		— 5½	@ — 5½
Crude 40@47 gravity (in shipping order)		— 10½	@ — 10½
Refined, Standard White (in ship'g order)		— 13½	@ — 13½
Refined, S. W. (in jobbing lots)		— 13½	@ — 13½
Refined, S. W. (in tin)		— 18½	@ — 22
Naptha, Refined (65@73 gravity)		— 7½	@ — 8
Residuum (in shipping order)	per gall.	— 8½	@ — 9

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.)	per lb.	— —	@ — 33
Copper, Bolts		— —	@ — 35
Copper, Braziers' (over 16 oz.)		— —	@ — 35
Copper, Nails		— —	@ — 40
Copper, Old Sheathing, &c., mixed lots		— —	@ — 24
Copper, American Ingot		— —	@ — 24½
Copper, English Pig		— —	@ — —
Yellow Metal, New Sheathing & Bronze		— —	@ — 26
Yellow Metal, Bolts		— —	@ — 32
Yellow Metal, Nails, Sheathing & Slating		— —	@ — 26

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb.	6 75	@ 6 87½
German Ordinary	(gold)	6 75	@ 6 87½
English	(gold)	6 87½	@ 7 —
Bar		— —	@ 9 25
Pipe		— —	@10 50
Sheet		— —	@10 50

Colwells, Shaw & Willard Tin-Lined Lead Pipe 16½c. pr. lb.
Tatham's improved Tin-Lined Lead Pipe 16½c.

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel		11 —	@— —
Liverpool House Cannel		— —	@20 —
Anthracite (by cargo)	per ton of 2,000 lb.	5 50	@ 6 50

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 14.

	Th. 8.	F. 9.	Sat. 10.	M. 12.	Tu. 13.	W. 14
Boston, Hart. & Erie	3½	3½	3½	3½	3	3
Canton Co.	77½	77	76½	76	....	....
Central Pacific 6s	95½	98½	95½	96½	96½	96½
Central of N. Jersey	100	100	99½	99½	100	99½
Chicago & Alton	110	109	109½	109	108½	109
" pref.	....	110	112	....	....	110½
" 1 M.	....	....	103	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	100	100½	101½	102½	....	....
" 8s, 1883	....	109½	....	....	110	....
Chic. & Northwestern	60½	61½	61½	61½	60½	61½
" pref.	72½	73½	73½	73	73	73½
" 1st M.	....	....	....	....	....	....
" S. F.	....	98	....	....	....	....
" Consol.	....	90	90	91	....	91
Chic., Rock Isl. & Pac.	104½	104½	104½	105	104½	105½
Chi., R. I. & Pa. 7s, 1896	....	101½	....	102	102½	103
Clev., Col., C. and Ind.	....	78	....	....	....	80
Clev. & Pittsburg guar.	86	86½	86½	87	86½	87½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	87½
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	29½	30½	31½	32½	32	32½
" 1 M.	....	85	85	....	....	85
" 2 M.	....	....	....	....	....	65
Del. & Hudson Canal	117	....	....	....	118½	118
Del. Lack. & Western	99½	99½	99½	100½	100½	100½
" 1 M. 7s	....	....	....	101	102	....
" 2 M 7s	....	....	....	....	....	....
Erie Railway	47½	47½	50	47½	47½	....
" pref.	....	73½	....	....	....	....
" 1 M. 7s, 1897	....	....	....	102½	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	99	....	99	....
" 4 M. 7s, 1880	....	....	....	....	....	96
" 5 M. 7s, 1888	....	....	....	....	....	....
" 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort.	80	81	....	....	84	....
Hannibal & St. Joseph.	30	30½	32½	33½	33½	33
" pref.	39½	39½	42	43½	42½	42
" 8s, conv.	85	....	85	84½	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	102½
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	103	102½	....	....	....	....
" 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th.	81½	82½	83	83	82½	83½
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	80½	81½	82	85	86	....
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	....	....	....	....	....
" 2 M.	....	96	....	....	....	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
Milw. and St. Paul	47½	49½	48½	48½	48½	48½
" pref.	72½	72½	72½	72½	72½	73
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	....	....	....	....
" 7 3-10s con.	95½	....	....	97	....	....
" 7s, gold	85	....	....	....	....	86
Missouri 6s	91½	92½	92½	92½	....	....
" H. & St. J. 1ss.	....	90	90½	....	....	....
Morris and Essex	....	....	91½	91½	....	91½
" 1st mort.	....	....	....	105½	105	105
" 2d mort.	....	....	100	101½	101½	101½
N. Y. Cen. & Hud. Riv.	100½	100½	101½	101½	101½	103½
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s, S.F. 1883	92	....	....	92	....	91½
" 6s, S.F. 1887	89½	90	....	90	....	90
N. York and Harlem	120	121½	120	125½	126	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1875	....	....	....	....	....	....
N. York, N. Hav. & Hart.	128	128½	128	....	....	130
N. Carolina 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss.	33½	34½	35½	35½	34½	34½
" pref.	65	65	....	65	....	....
" 2d M.	....	....	....	....	79½	....
Pacific Mail S. S. Co.	43½	43½	43½	42½	42½	40½
Panama	115	116	115½	117½	116½	115
Pitts., Ft. W. & Chi. gtd.	93	....	....	91½	....	91½
" 1 M.	104½	....	104½	....	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	94	....	95	95
Quicksilver Mining Co.	30½	30	30	....	....	....
St. L., Alton & T. H.	16	16½	15	15½	13	13
" pref.	39	36	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	....
" Income bds.	....	....	....	75	75½	76
Tennessee 6s, old	79	79½	79½	....	79½	80
" new	....	79	79½	....	79½	79½
Tol., Wab. & Western	55½	54½	53½	54	53	53½
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	89
" Equipment	....	72½	....	....	75	....
" St. Lou. Div.	86½	87	....	88½	....	....
Union Pacific	31½	32½	33½	34½	34	34½
" 1st mort.	83½	83½	84	85½	85	84½
" L. Gt. 7s	77	78	77	77½	77½	78
" Inc. 10s	74	73½	75½	75½	76½	75
Virginia 6s, old	....	40	....	....	....	....
" new	....	....	....	....	....	....
" consol	....	....	....	....	....	50½
" def. cert.	....	11	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 14.

	Th.8.	F.9.	Sat.10.	M.12	Tu.13.	W.14
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	112¼	....	....	112¼	112¼	
U. S. 5s, 10-40s, coup	113¼	113¼	....	....	113¼	
U. S. 5s, 1881, reg	....	....	....	....	....	
U. S. 5s, 1881, coup	112	....	112¼	113	113	....
U. S. 6s, 1881, reg	116¼	116¼	116¼	117	....	114¼
U. S. 6s, 1881, coup	117¼	117	117¼	117¼	117¼	117¼
U. S. 6s, 5-20s, reg. '62	....	....	....	113¼	....	113¼
U. S. 6s, 5-20s, c. 1862	113¼	113¼	113¼	....	113¼	113¼
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	115¼
U. S. 6s, 5-20s, c. 1864	115	....	116	116¼	....	115¼
U. S. 6s, 5-20s, reg. '65	115	....	....	....	116	115¼
U. S. 6s, 5-20s, c. 1865	115¼	116¼	116¼	115¼	....	115¼
U. S. 6s, 5-20s, r. n. '65	....	....	....	116	115¼	115¼
U. S. 6s, 5-20s, c. n '65	115¼	116	116	116	115¼	115¼
U. S. 6s, 5-20s, reg. '67	116	116¼	116¼	116¼	....	
U. S. 6s, 5-20s, c. 1867	116¼	116¼	116¼	116¼	116¼	
U. S. 6s, 5-20s, reg. '68	116	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	116¼	116¼	116¼	....	116	
U. S. 6s, Pac.R.R.issue	114¼	114¼	....	114¼	114¼	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 13.

	W.7.	Th.8.	F.9.	Sat.10.	M.12.	Tu.13
Catawissa preferred	....	....	....	42¼	....	42¼
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	90¼	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	95	96¼	....	97	....	96¼
Elmira & Williamsport	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	42¼	43	42¼	42¼	42¼	42¼
" 6s, 1884	....	....	....	92¼	94	....
" Gold L	91¼	....	92	93	93	93¼
" R. R. L	....	....	....	....	93	....
" Conv. L. '77	....	88	....	....	....	....
Lehigh Valley R. R	58¼	58¼	58¼	58¼	58¼	59
" 6s new coup	95	....	95	....	....	96
" 6s new reg	....	96¼	....	....	....	....
Little Schuylkill R.R	45¼	....	....	46	....	46
" 7s	....	....	....	....	....	....
Minehill	....	....	....	....	....	....
Morris Canal	....	....	....	50	50	....
" pref	....	....	....	....	....	....
North Pennsylvania	46¼	46	....	....	....	....
" 6s, 1885	....	....	....	....	97	....
" 7s	....	....	102	....	....	102
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	30	....	....	30
Oil Creek & Alleg. Riv.	17	....	17	....	17¼	17¼
" 7s	63¼	63¼	....	....	....	....
Pennsylvania R. R	48¼	48¼	48¼	48¼	48¼	48¼
" 1st M	100	....	....	....	99¼	....
" 2d M	....	....	99	....	99¼	99¼
" Gen. mort	....	....	88	....	88	....
" " reg.	91¼	....	....	91¼	....	....
Penn. State 6s. 1st series	....	....	....	....	....	....
" 6s, 2d series	....	104¼	104¼	....	....	....
" 6s, 3d series	....	....	....	....	....	....
Philadelphia City, 6s	97¼	97¼	97¼	97¼	....	98
" new	102	102	101¼	102	101¼	101¼
Philad., Germ. & Nor	....	....	....	....	....	88
Phila. & Reading	55¼	56¼	56¼	56¼	57	56¼
Philadelphia and Erie	....	....	....	....	....	....
" 6s	....	....	90	....	90	....
" 7s	....	....	86¼	86¼	86¼	....
Phila., Wilm. & Balt	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref	12¼	12¼	12¼	....	12¼	....
" 6s, 1882	71	71¼	72	....	....	73¼
" 6s, 1870	....	....	....	....	....	....
" 6s, 1872	....	79¼	....	80	81	....
United Co. of N. Jersey	116¼	117¼	....	....	....	....
Hestonville, (Horse)	21¼	21¼	21¼	21¼	22	....
Chestnut & Wal.	....	....	....	....	56	56
Green & Coates	....	....	....	....	....	....
2d and 3d streets	63	....	60	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 13.

	W.7.	Th.8.	F.9.	Sat.10.	M.12.	Tu.13
Baltimore City 6s, 1875	97	....	97¼	....	97¼	98¼
" 1886	96	96	....	....	....	97
" 1890	97	97¼	97¼	98	....	98¼
" 1884	96	97	....	....	....	....
" 1900	....	96	96¼	....	....	....
Balt and Ohio	....	....	156	156	157	157
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	....	....	....	....	....
Marietta & Cin. 1st M	....	102¼	103¼	....	103¼	....
" 2d M	89¼	89¼	....	....	90	90
" 6d M. 8s	77	....	....	....	76¼	78¼
Northern Central	....	....	29¼	....	....	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	87	....	....	....
Pittsb. & Connellsv. 7s	90¼	90¼	....	90¼	90¼	....
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	51¼	50	50¼	....	51	51¼
" Defer. Certif	....	....	....	....	....	....
City Passenger R R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 14.

	Th.8.	F.9.	Sat.10.	M.12	Tu.13.	W.14
Boston and Albany	139	139	138¼	138¼	139	....
Boston and Lowell	106¼	....	....	....	107	....
Boston and Maine	101	102¼	102¼	103¼	104¼	105
Boston and Providence	....	....	....	....	148	149
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s	28¼	28	28¼	28¼	28¼	28¼
Cheshire, pref	....	....	....	....	....	....
Chl., Burl. & Quincy	100	101	102	103	103	90¼
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	79	71¼	74¼	75	78¼	....
Fitchburg	124¼	....	124	124	125	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	81	81	....	84	85¼	83¼
Northern, N. H	....	107¼	....	....	....	....
Ogdens. & Lake Champ	....	....	....	....	59¼	....
" pref	93¼	....	....	....	....	93
Old Colony	111	111¼	111	111	111	111¼
Ph., Wil. & Baltimore	54	54	....	54¼	54¼	54¼
Portl'd, Saco & Ports	124	....	125	....	....	....
Union Pacific	....	....	....	....	....	....
" 6s	83¼	83¼	....	84	....	....
" Land Grant 7s	....	76	75¼	75¼	....	75¼
" Income 10s	70	69¼	70¼	72	71¼	71¼
Vermont & Canada	....	....	....	....	45	....
Vermont & Mass	....	76	....	....	....	79¼
South Boston (Horse)	....	....	....	....	....	....
Cambridge	100¼	....	....	....	....	....
Metropolitan	44¼	....	....	48	....	48
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	25	25¼	25	....	25¼	25¼
Franklin	....	....	....	....	....	....
National	4	4	....	4¼	....	....
Quincy	44¼	44¼	....	45¼	45¼	46

London Stock Exchange.

	—Closing Prices.— Jan. 2.	Dec. 24.
Atlantic & Gt. W. 1st mort., $1,000	73 — 75x	68 — 70
Do. 2d mort., $1,000	57 — 59	51 — 53
Do. Con. mort. B'nds Bisch's Cert.	27¼— 28¼	23 — 24
Do. Reorg. Scrip	— — —	95 —100
Do. Leas. Lines, Rental Bonds	— — —	87 — 89
Detroit & Milwaukee 1st mort. Bonds	73 — 78	65 — 70
Do. 2d do.	55 — 65	50 — 60
Erie shares 100 dol. all paid	44¼— 44¾	36¼— 37
Do. 6 per cent Convertible Bonds	93 — 95	92 — 94
Cons. Mort. amount autho. to be issued for conv. of existing bonds	— — —	— — —
Illinois Central $100 shares all paid	89 — 91	82 — 84
Do. Redemption mort. bonds 6 p.c.	98 —100	98 —100
Illinois & St. Louis Bridge 1st mort.	98 —100	97 — 99
Marietta and Cincinnati Rail. Bonds	94 — 97	83 — 86
Michigan Central 8s 1882, conv.	90 — 100	80 — 90
Panama 2d mort	68¼— 69¼	73 — 75
Panama General mort	95 — 97	96 — 98
Pennsylvania, 2d mort	97 — 99	97 — 99
Do. General mort	96 — 97	98 — 99
Do. $50 shares	43¼— 44¼	— — —
Philadelphia and Erie 1st mort	96 — 98	96 — 98
Do. with option to be paid in Phila.	97 — 98	97 — 99

American Railroad Journal.

Saturday, January 17, 1874.

Stock Exchange and Money Market.

The working of the Money market has been favorable to borrowers. The supply of funds seeking profitable forms of investment has been liberal. Lenders have been quite prompt in making advances to responsible parties on satisfactory collaterals. The demand for accommodation has been fairly active, mostly from speculative sources, especially for use at the Stock and Gold Boards. The rates on call loans have been from 5@7, generally @ 6@7; and on mercantile credits, 7@10 per cent per annum. The accumulation of means at this point is indicated by the last City bank exhibit. The deposits show an increase of over 14 millions; the item of legal tender notes, of nearly four and a half millions; and the specie reserve of over 2¼ millions. The banks enlarged their loan and discount average, 4½ millions; and contracted their circulation slightly. The U. S. Sub Treasury, reports an addition of over two millions to its currency reserve, with a loss of nearly a million of Gold, as the result of the week's business. The City banks increased their average of gold last week to $32,679,100, as against $28,557,200 the preceding week; and their greenback average to $50,926,600, as against $45,976,600, on the previous return. Their deposits stood at 219⅝ millions, giving an increase of about 14¼ millions. The loan item was 265⅝ millions, against 260¾ millions on the former exhibit. The circulation was 27⅛ millions, against 27¼ millions the week before.

The U. S. Sub-Treasury, last week, enlarged its currency balance $2,058,940, and reduced its coin reserve $960,016. Its currency balance at the close of the week was $27,270,740; and its coin reserve $52,070,122.

The cash balances in the Treasury Department, at Washington, on Wednesday were as follows: Currency, $4,335,676; special deposits of legal tenders for redemption of certificates of deposit, $40,780,000; coin, $80,058,023; including coin certificates outstanding, $44,655,000; outstanding legal tenders, $381,536,315.

Gold has been more active, the speculative demand having been quite brisk, while the custom call has been increasing, and the export drain moderate. The price has been ruling higher, though closing irregularly. The extremes of the price have been 111⅛@112⅛, closing at 111⅜ as against 111¼ on Wednesday of the preceding week. The specie outflow, last week, was $540,447. The imports of specie at this port last week were $17,084, and since Jan. 1, $99,847, against $15,590 same time last year.

The customs demand for Gold last week averaged $377,283 a day. The total customs revenue of the Government, in coin, at this port, since July 1, 1873, has been $58,762,195, against $71,909 01 same time in 1872-'3. Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since July 1, 1873, $35,027,046 against $50,329,518 same time in 1872-'3. The export drain of specie since July 1, 1873, has been $22,329,039 against $38,371,262 in 1872-'3.

Foreign Exchange has been comparatively quiet, having been held with more firmness. The demand has been less urgent from nearly all sources. Bankers' sixty day bills on London closed on Wednesday at $4 82@$4 83; sight bills on London, at $4 85⅛@$4 86⅛. The week's exports of Domestic Produce have been to the currency value of about 4½ millions.

Government securities, have been in active request, on investment account, at advancing prices.

U. S. sixes of 1881 closed on Wednesday of this week at 117¼@117½; U. S. Five-Twenties of 1862, 113¾@114⅛; U.S. Five-Twenties of 1864 at 115@115½; U. S. Five-Twenties of 1865 116@116½; U. S. Five-Twenties of 1865 consolidated 115¾@116; U. S. Five-Twenties of 1867, 116½@117; U. S. Five-Twenties of 1868, 116@116½; U. S. Ten-forties at 113@113½; U. S. Fives of 1881 (Funding Loan) 112½@113; Six per cent. currency Sixes from 114⅜@114⅝.

The dealings in the line of Railway and Miscellaneous securities have been very extensive, and the market generally buoyant, prices having been again quoted much higher, though closing less firmly.

An unusually good demand has been noted for State and Railway bonds which have been advancing in price. Central Pacific first mortgage six per cents closed firmly at 96¼@96½, ex the

January coupon of three per cent. Chesapeake and Ohio First Mortgage Bonds, Six per cents, 60@60½.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $7,254,124, as compared with $5,848,106 same week last year. The exports of domestic produce are $4,505,705, as against $4,454,423 last year. The exports of Gold and Silver, $540,447, as against $2,695,283 last year. The customs in Gold deposited during the week in the New York Office of the Treasury amounted to $2,263,400, comparing with $2,616,173 same week last January.

The outstanding amount of U. S. legal tender notes on Wednesday was 381⅛ millions. Showing an increase, during the week, of 2⅜ millions.

There has been an improvement in the foreign trade of the port, during the week. The customs paid in, $2,263,000, indicate over seven millions of foreign merchandise of all descriptions marketed. The exports of produce from this port were partially affected by the bad shipping weather and the effect of the late holiday interruption. But further South the clearances of cotton direct to Europe were larger—95,000 bales. The receipts at the ports 143,000, against 132,000 bales the same week last year. In foreign dry goods and domestic commission goods the trade of the week was light, but not more so than was expected of the second week in the New Year. In most kinds of domestic produce in the local market, business has been quite active for the season. Breadstuffs advanced; Cotton was also dearer; Provisions less firm; Petroleum and Naval Stores, about steady. Tobacco and Wool were in moderate demand. Seed attracted more attention at firmer rates. Hides. Oils, Hemp and Hops quiet. Leather and Skins, in good request. The Metal trade shows rather more animation. Copper has been sought after, with sales reported of 125,090 lbs.; Lake, at 24½c.@24¾c. Iron continues very quiet, but quoted comparatively firm; holders are not pressing stocks on the market; Scotch Pig is in light supply. We quote: Eglinton Pig at $40@$41; Glengarnock, $42; Coltness, $45; Gartsherrie $47; No. 1 American Pig at $35@$36; No. 2 do. at $32@$33; Forge, $28@$31; English Rails at $55 @$60, gold; American Rails at works, $62 50@$65; Old Rails, $40; Wrought Scrap, $38 50. Pig-lead has been in slack demand, with foreign quoted at 6¾c.@6⅞c., gold, for ordinary, and domestic at 6c., gold; Bar, 9¼c.; Sheet and Pipe, 10c. Spelter has been slow of sale at 7⅜c.@7⅝c., gold, for foreign, and 8c.@11c. for domestic. Pig-tin has been quoted easier as to values on a moderate trade, with Straits quoted at 27½c.@27¾c., gold; English at 26c.@26¼c., and Banca at 32c.@32½c., gold; sales, 350 slabs Straits at 27½c.@28¼c., gold; 15 tons English at 26c.,@26¼c., gold. There has been rather more doing in Tin Plates, sales having been reported of 2,000 bxs. Charcoal, to arrive, at $10 50@$10 62½; 1,000 bxs. do. Terne, on private terms; 500 boxes I X do., do., at $10 75; 1,500 boxes Coke on private terms; and 500 boxes B. C. Coke at $8 62½, gold. Charcoal Plates quoted at $10 50 $10 75; Charcoal Terne, $9 25@$10; Coke $8 25@9; Coke Terne 6 75@$8 50, gold, per box. Zinc dull and unsettled. The Ocean freight market has been less active and rates have been rather lower, generally. A better inquiry has been noted for Live Stock, prices of which have been quoted somewhat stronger.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Ohio and Miss. 7s consol., 91; do. S, F., 91⅛; Delaware and Hudson Canal reg. 7s, 1891, 101; do. 1884, 100⅛; Toledo, Wabash and Western 7s. consol., 77; Canada Southern 1st mort., 65; Clev., Col., Cin and Ind. 1st mort., 101; Albany and Susq. 1st, mort., 100; do. 2d mort., 97; Toledo, Peoria and Warsaw 1st mort. W. D., 71; Michigan Central 7s, 93⅛; Chicago and Northwestern Int. bonds, 95¾; do. consol. gold bonds 84; Lake Shore and Michigan Southern 7s, consol. coupon, 96; do. reg., 96½; Nashville and Decatur 1st mort., 85; Illinois and Southern Iowa 1st mort., 90; Milwaukee and St. Paul 1st mort. LaC. div., 90¾; do. H. & D. div., 80; do. I. & M. div., 83; Lake Shore div. bonds, 94; Gt. Western 1st mort., 1888, 95¼; Louisville and Nashville R. R., 58; do. 7s, consol. 1898, 87⅛; Boston, Hartford and Erie 1st mort., 28½; do. guar., 35; Chesapeake and Ohio 1st mort., 60; Long Dock bonds, 94; New Jersey Southern R. R. 8; do. 1st mort., 39; Central Pacific R. R., 71; do. State-aid bonds, 102; Del., Lack. and Western 7s, conv., 99⅛; New York and New Haven 6s, 100; Clev., Paines. and Ash. 7s, new, 94; do. old, 97; Iowa Midland 1st mort., 90; St. Louis and Iron Mt. R. R., 54½; do. 1st mort., 99¼; do., 2d mort., 86⅛; Pacific R. R. of Mo., 81⅜; Stonington R. R. 125; Atlantic and Pacific pref., 14¼; Rensselaer and Saratoga R. R., 104; St. Louis, Kansas City and Northern pref., 32; Dubuque and Sioux City R. R., 56; Western Union Telegraph, 77¼; do. 7s, 96; Quicksilver pref., 34¾; Consol. Coal of Md., 44; Maryland Coal, 28; Pennsylvania Coal, 270; Am. Exp., 60⅜; U. S. Exp. 71¾; Wells Fargo Exp., 70; Adams Exp., 92½; North Carolina 6s, special tax, 9½; South Carolina 6s, new, Jan. and July, 10½; Arkansas 7s, issued to Central R. R., 16; N. Y. State 7s, B. L. reg., 104⅝; do. coupon, 105; Brooklyn 6s, W. L., 92¼.

Philadelphia.—Ithaca and Athens 7s, 97; Philadelphia and Reading Gen'l mort., 7s, coupon, 101; do. reg., 101¾; do. 7s, new conv., 102½; Lehigh Nav. conv. gold loan, 98; Shamokin Valley and Pottsville 7s, 95; Lehigh Valley 7s, 104¾; Allegheny Valley 7 3-10s, 90; Philadelphia Coal and Iron deben. bonds, 85½; Pittsburg, Cincinnati and St. Louis 7s, 69½; Belvidere Delaware 3d mort., 80; Schuylkill Nav. 6s, 1895, 71; Susq. Canal 6s, 71; Elmira and Williamsport 5s, 59; Northern Pacific 7-30s, 36; West Jersey R. R. 7s, 102; Pennsylvania and New York 7s, 99¼; East Pennsylvania R. R., 40; Pennsylvania div. scrip, 94⅛; Nesquehoning R. R., 54¼; Catawissa 18; do. new pref., 35; West Philadelphia R. R., 100; Huntingdon and Broad Top Mt. 11¼; do. pref. 17⅜; do. 7s, consol. 64; Camden City 7s, 103. The latest quotations are: City 6s, 98@—; do. free of tax, 101¾@102; Pennsylvania State 6s, 1st series, 100@100; do. 2d series, 104@104¼; do. 3d series, 106@107; Philadelphia and Reading 56⅛@56¾; do. Gen'l mort. 7s, coup., 100¾@101¼; do. reg., 101½@102; do. mort. 6s, 1880, 95@97; do. 7s, new, conv., 102½@102¾; United New Jersey R. R. and Canal Co., 118@120; Camden and Amboy mort. 6s, 1889, 95½@—; do. 1883, 89@91; do. 1889, 83@90; Pennsylvania R. R., 48¼@48¼; do. div. scrip, 94¼@94¾; do. 1st mort., 99½@100; do. 2d mort., 99@100; do. general mort. coupon, 86@88; do. reg., 91@92; Little Schuylkill R. R., 46@46½; Morris Canal, 48@53; do. pref. 120@126; do. 6s, 94@—; Susquehanna Canal, 5@9; do. 6s, 72@72½; Schuylkill Nav., 6¼@6¼; do. pref., 12¾@13; do. 6s, 1882, 78¼@—; do. 1872, 81½@85; Elmira and Williamsport pref., 35@42½; do. 7s, 1873, 94@97; do. 5s, 57@59; Lehigh Coal and Navigation, 42½@42¾; do. 6s, 1884, 94@—; do. R. R. Loan, 93@93¼; do. Gold Loan, 93½@94; North Pennsylvania, 44@46¼; do. 6s. 95@98; do., 7s, 101@102; do. Chattle 10s, 106@106; Philadelphia and Erie, 23@24; do. 6s, 90@91; Minehill, 50@50¼; Catawissa, 17½@18¼; do. pref. 42½@43; do. 7s, 1900, 103@104½; Lehigh Valley, 58¾@—; do. 6s, new coupon, 96@96½; do. reg., 97@—; do. 7s, 104½@105; Fifth and Sixth streets, (horse,) 53½@55; Second and Third, 60@—; Thirteenth and Fifteenth, 21@22; Spruce and Pine, 28@34; Green and Coates 43@—; Chestnut and Walnut, 55⅝@—; Hestonville, 21½@22; Germantown, 88@—.

Boston.—Boston and Albany 7s, 103; Burlington and Missouri River R. R. in Iowa, 100; do. in Nebraska, 56¾; do. 8s, in Nebraska, old, 98; do. L. G. 7s, 96; Ottawa, Oswego and Fox River Valley R. R. 8s, 96; Chicago, Burlington and Quincy 7s, 94½; Atchison, Topeka and Santa Fe 7s, 55; do. L. G. 7s, 58; Old Colony 7s, 101; Boston and Maine R. R. 7s, 101; Cheshire R. R. 6s, 91¾; Vermont Central 1st mort., 25; Norwich and Worcester R.R., 126¼; Cincinnati, Sandusky and Cleveland R. R., 11; Rutland pref., 49; do. scrip, No. 4, 81¾; Worcester and Nashua R. R., 125; Union Railway, 110; Boston Water Power 15⅝; Brookline Land, 5¼; Cary Imp., 8⅜; Waverly Land, 3¾; Maine 6s, 99¾; New Hampshire 6s, 98¼; Boston 5s, 1884, gold, 96; do. 6s, 1881, reg., 97¼; Cambridge 6s, 94; Norwich 7s, 100; Allouez Mining Co., 8½; Calumet and Hecla, 142½; Hanover, 50c.; Madison, 25c.; Petherick, 1⅜; Star, 1⅛; Superior, 20c.

Baltimore.—Maryland 6s, exempt, 104; Virginia consols, coupons, 73¾; Orange, Alex. and Manassas 7s, 77½; Wilmington, Columbia and Augusta 7s, 71; Northern Central 6s, 1900, gold, 87⅛; Chesapeake and Ohio 6s, 55; Western Maryland 3d mort. guar., 92; do. 1st mort. guar., 92½; do. 2d mort. pref., 60; Orange and Alexandria 4th mort. 8s, 76. The latest quotations are: Wilmington, Columbia and Augusta bonds, 70@71½; Pittsburg and Connellsville 7s, 1898, 90@90⅛; Baltimore and Ohio, 157@158; do. 6s, 1875, 95@100; do., 1880, 95@96; do., 1885, 96@97⅝; Parkersburg Branch, 9@11; Northern Central, 29¾@30; do. 6s, 1885, 87½@90; do. 1900, 86@89; do., 6s, 1900 gold, 87@89; N. W. Va. 3d mort., 1885, 92@95; Marietta and Cincinnati 1st mort. 7s, 1892, 103@104; do., 2d mort., 7s, 89¾@89⅞; do., 3d mort., 8s, 76¾@76⅞; Central Ohio, 37@40; do. pref., 30@40; do. 1st mort., 86½@87¼; Western Md. 1st mort. 6s, 1890, 80@86; do. 1st mort. guar., 92@92½; do. 2d mort. guar., 92@—; do. 3d mort., guar., 90@92; do. 2d mort. pref., 60@—; do., 2d mort. guar. by Washington Co., —@83; Richmond and Danville 1st mort., 66@70; Orange and Alexandria 1st mort. 6s, 80@91; do., 2d mort. 6s, 75@80; do., 3d mort.

8s, 75@80; do., 4th mort. 8s, 75@76½; Orange, Alex. and Manassas 7s, 77½@78½; Virginia and Tennessee 1st mort. 6s, 95@—; do., 2d mort. 6s, 60@75; do. 8s, 70@84⅞; Baltimore 6s, 1875, 97⅛@98; do., 1884, 97@—; do. 1886, 96¼@96½; do. 1890, 98⅛@99; do., 1893, 95@97; do. 1893, exempt, 101@102; do., 1900, exempt, 97@98; do. 1900, new, 95⅝@96; do. 1902, 95@96; Memphis City 6s, 40@47; Maryland Defense Loan, 1883, 104¼@106; Virginia 6s, old, 30@35; do. coupon old, 32@38; do. consol. 6s, 50@51; do. coupons, 78@74; West Virginia, 10@11; City Passenger R. R., 18@20; George's Creek Coal, 12C@130.

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☞ The directors of the North Pennsylvania Railroad Company have declared a dividend of five per cent, clear of taxes, payable in scrip, bearing no interest, and convertible into the capital stock of the company, when presented in sums of fifty dollars. The dividend will be credited to the stockholders as they stood registered on the books of the company, Dec. 31st, 1873. The scrip so issued will be deliverable on February 1st, and convertible at any time thereafter.

☞ The gross earnings of the main line (118 miles) of the Denver and Rio Grande Railway for the year 1873 were $392,504, and the net earnings $197,438. For the year 1872 the gross earnings were $274,422, and the net earnings $104,067. This shows an increase of net earnings for the year 1873, notwithstanding the panic, of 90 per cent, while the number of miles operated increased only 18 per cent. The operating expenses for the year were 49⅔ per cent of the gross earnings, leaving 50⅓ per cent net.

☞ The receipts of the Philadelphia and Reading Railroad company for the year ending November 30, 1873, were $14,832,661, the expenses $9,474,895, and the net profits $5,357,766. In 1872, the receipts were $12,125,038, the expenses $8,063,542, and the net profits $4,061,496—showing an increase in receipts of $2,707,623, in expenses of $1,411,353, and in net profits of $1,296,270.

☞ The estimated earnings of the Erie Railway company for the week ending January 7, 1874, were $300,966, against $294 778 for the corresponding week of 1873—an increase of $6,188.

Office of the Illinois Central R. R. Co.,
New York, December 20, 1873.

A DIVIDEND OF FOUR PER CENT. HAS BEEN declared by this Company, payable on the 2d day of February next, to the holders of full-paid shares, registered at the close of the 15th day of January next, after which and until the 5th day of February the transfer books will be closed.

L. V. F. RANDOLPH,
Assistant Treasurer.

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Is organized for the purpose of Creosoting Timber for Docks, R. R. Ties, Fence-Posts, Pavements, and all other uses where Timber is exposed to the action of water or air. This Company also proposes to License R. R. Companies and others who desire to erect their own apparatus.

Drawings and specifications of apparatus, either stationary or portable, will be furnished on application.

67,112 miles of Railroad in the United States use annually over twenty-six million Ties for renewing those destroyed by decay.

The preservation of wood from decay and the attacks of marine worms, has been largely practiced in Europe for thirty years; and with such success that the use of natural wood is now the exception; and of all the various methods that have been employed, that in which creosote oil was used, has best endured the test of time.

This Company, benefiting by the thirty years' practical experience in the use of creosote oil abroad, offer to the public a system of application which is adapted to the wants of our own country, in that green wood can be rapidly and thoroughly treated, even better than dry, and the application of the oil, in connection with the use of moderate heat, be made more uniform and effective than is possible by any other means.

Experience has demonstrated that creosote or dead oil is the only substance by which wood can be treated so as to certainly resist the attacks of marine worms.

Creosoted wood exposed in Charleston Harbor was not attacked by the teredo, while natural wood attached to it was completely honey-combed.

It is confidently asserted that Railroad Ties creosoted will outlast three sets of ordinary Ties, and that creosoted Paving Blocks being beyond the reach of decay, will last as long as stone, with all the advantages of an elastic roadway, beauty and economy of construction.

The economy in the use of creosoted wood, where the term of service is trebled, is measured by adding to the wood used, the cost of the labor expended in construction, and the loss of time spent in replacing the structure, when either decay or attacks of marine worms destroy it.

The system of Seely and Felton, employed by this Company, has been fully examined and indorsed by Gen. McClellan, Gen. Barnes, Gen. Babcock, Rob't Harris, C. B. & Q. R. R., Prof. Silliman, Capt. Eads, Gen. Cram, Gen Humphreys, Gen. Meigs, Gen. Belknap, Prof. Chandler, Gen. Gilmore, Gen. Newton, A. B. Mullet, C. H. Haswell.

It has been used by the U. S. Government upon the Dykes of the St. Clair Flats, and upon Gun Platforms for the fortifications on the Atlantic coast; upon pavements in New York and Pittsburgh, by the Department of Docks of the City of New York and the Board of Public Works of the District of Columbia.

Detailed information can be obtained and specimens of creosoted wood examined at the office of the Company.

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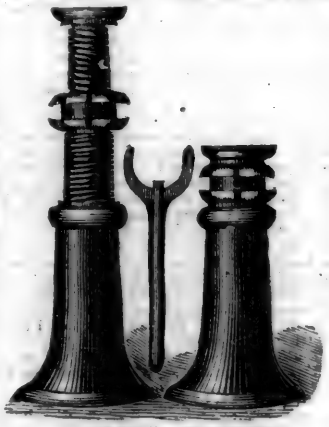
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SECOND QUARTO SERIES, VOL. XXX., No. 4.] SATURDAY, JANUARY 24, 1874. [WHOLE No. 1,970, VOL. XLVII.

☞ Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, January 24, 1874.

A Perfect Protection against Fraudulent Alterations.

The "National Safety Paper," manufactured only by Messrs. CAMPBELL, HALL & Co., the well known Paper Dealers of this city, is proved of great importance to the Mercantile Community, as affording *perfect security* against fraudulent alterations of every kind. It is the only means yet known that will stand every test and fully meet every requirement. The tests to which it has been subjected should convince the most skeptical of its value—every other means offered and claimed to afford protection against alterations upon trial having been found unreliable, while the National Safety Paper has been demonstrated an *absolute security*. We have no doubt it will come into general use for Checks, Bonds, &c., and for all Legal documents and written evidences of value; then we shall hear no more of "check raising," or erasures in papers of value.

☞ The first passenger train over the extension of the Boston, Barre and Gardner Railroad to Winchendon, was run on the 1st inst. All the arrangements have now been completed for connection with the Cheshire and Monadnock Railroad at Winchendon, running north.

Frederick and Pennsylvania Line Railroad.

From a letter to the Baltimore *Sun*, dated Frederick, Md., Jan. 17, we learn that the building of this road was commenced some five years ago, and that it has been in operation about one year. The road is about twenty-eight miles in length, and traverses the beautiful valley of the Monocacy to the Western Maryland Railroad, 17½ miles from Frederick, where it enters Carroll county, and penetrates that county to the Pennsylvania State line, connecting with the Northern Central Railway, via the Littlestown and Hanover branch railroad.

The aid rendered to this enterprise consists of the following subscriptions: Frederick city, $250,000; individuals about $70,000. In addition to this the company have issued $250,000 first mortgage bonds, and $250,000 second mortgage bonds, making a grand total of $820,000. Frederick city issued bonds for the amount of her subscription ($250,000) and turned them over to the company, and the directors issued and it is supposed sold the first mortgage bonds to the same amount. They also issued $250,000 of the second mortgage bonds, but what amount of these were sold is not well understood by the public. It is said the floating debt of the company is between $75,000 and $100,000.

The road has been built, and ordinarily well equipped. The floating debt it is supposed was created in part for construction and in part for equipment. Some of the rolling stock is owned by the company, some by Frederick City, some is said to be owned by individuals, and the balance is rented from the United States Rolling Stock Company.

☞ The Milwaukee and St. Louis Air Line Railroad Company is securing the right of way in Illinois from the Legislature of that State. An arrangement has been effected with the Chicago, Burlington, and Quincy by which the line from Shabbona to Paw-Paw will be used by the new road, as Peru is the first point where coal is reached. The urgent call for fuel from the Wisconsin portion of the line will urge forward the work to a speedy completion and cheap fuel for Milwaukee will be the order of things when all is in running order.

New York and Harlem Railroad.

The annual report of the New York and Harlem Railroad Company for the year ending the 30th of September, 1873, furnished to the State Engineer, shows the following results: The amount of capital stock of the company as by charter is $8,000,000; amount of subscribed stock, $9,000,000; total amount paid in of capital stock, $9,000,000; total amount of funded debt, $7,035,069. Real estate and mortgages not included in these figures amount to $697,375. Cost of road and equipment, $18,269,168 95. The length of the road worked by the company, from New York to Chatham Corners, is 130.75 miles, with a double track of 45½ miles. The number of passengers carried during the year was 1,962,970, and the freight reached 430,055 tons. The rates of fare for passengers per mile is: First class, through, 2 cents; for first class, way, 2½ cents. The cost of maintaining the road was $526,900 66; repairs of machinery, $317,503. Operating the road for the year cost $1,083,955 28. The tota earnings of the road from all sources were $3,369,169 86 for the fiscal year ending Sept. 30, 1873.

Chesapeake and Ohio Railroad.

The Chesapeake and Ohio Railroad First Mortgage Gold Bonds have been added to the New York Stock Exchange list. The official statement of the company shows that the road is 421 miles in length from Richmond, Va., to Huntington, on the Ohio River, in West Virginia, the whole road being fully in operation. The financial condition of the company is given as follows:

Authorized capital stock, $30,000,000; amount of capital stock issued, $15,852,087 52; amount of capital stock unissued, $14,147,912 48; bonds of the Virginia Central Railroad Company secured by mortgage on portions of the Virginia Central Railroad assumed by the Chesapeake and Ohio Railroad Company, and now outstanding, $1,318,000; first mortgage six per cent gold bonds of the Chesapeake and Ohio Railroad Company—5,000 for $100 each, Nos. 1 to 5,000, $500,000; 4,000 for $500 each, Nos. 5,001 to 9,000, $2,000,000 12,500 for $1,000 each, Nos. 9,001 to 21,500, $21,500, $12,500,000; total, $15,000,000; cost of road April 1, 1873, $39,293,314 21.

☞ John Cessna has been elected President of the Bedford and Bridgeport (Pa.) Railroad Co

New York Central and Hudson River R. R.

The earnings and operating expenses of this road for the years ending September 30, 1872 and 1873, were as follows:

	1872.	1873.
Earnings	$25,580,676	$29,126,851
Expenses	16,446,436	17,641,987
Net	$9,134,240	$11,484,864

The receipts and payments the past two years have been as follows:

Receipts:	1872.	1873.
Passenger earnings	$6,662,007	$6,999,456
Freight earnings	16,259 646	19,616,018
From other sources	2,659,022	2,511,377
Total	$25,580,675	$29,126,851
Payments:		
Maintaining road, real estate, &c.	$5,153,498	$4,233,489
Repairs of machinery	4,150,599	3,353,376
Operating road	7,142,339	10,055,122
Total operat'g expenses	$16,446,436	$17,641,987
Roadway, grading, bridging, &c.	712,237	*2,364,747
Interest	1,030,872	1,218,422
Dividends	7,244,832	7,136,790
Rent of leased lines	131,996	743,384
Leaving cash on hand	14,802	21,521
Total	$25,580,675	$29,126,851

* The surplus of 1873, and the proceeds of additional loans, (first mortgage,) devoted to third and fourth tracks and increased equipment, &c.

ROAD AND EQUIPMENT.

	1872.	1873.
Miles road owned	740.17	740.17
Miles road leased	104.46	118.17
Miles road oporated	844.63	858.34
Miles single track	1,621 47	1,716.37
Locomotive engines	447	511
Dummy engines	8	8
First class passenger cars	321	351
Second class passenger cars	70	70
Baggage, mail, and express cars	158	177
Freight (8-wheel) cars	10,983	13,745

OPERATIONS OF ROAD.

Train mileage, passenger	4,076,800	4,311,884
Train mileage, freight	7,911,257	9,666,344
Passengers carried	7,138,779	7,630,741
Passenger mileage	319,150,860	339,122,621
Freight (tons) carried	4,393,965	5,522,724
Freight mileage	1 020,908,885	1,246,650,063

FINANCIAL CONDITION AT CLOSE OF EACH YEAR.

	1872.	1873.
Capital stock	$84,699,300	$84,699,300
Stock certificates	4,729,000	4,729,000
Funded debt	16,496,020	27,725,533
Floating debt	1,167	1,167
Total	$105,925,487	$117,155,000
Cost of road, &c	63,299,924	78,014,954

☞ The report of the Boston, Clinton and Fitchburg Railroad Company says that the net earnings of the road, after paying operating expenses, are $197,500; deducting the amount paid for dividends on guaranteed stock, interest and rents to Mansfield and Framingham and Framingham and Lowell roads, there is placed to surplus account the sum of $21,662 23. The gross earnings of the year, in round numbers, were $677,500; the report further shows the gain of the main road and its several branches over the preceding year to be as follows; $21,894 32 on the Boston, Clinton and Fitchburg Railroad; $31,959 08 on the Mansfield and Framingham division; and $42,826 45 on the Framingham and Lowell division, a total increase of $96,679 85, on the line from freight and passengers; or, with mails, express, rentals, etc., $4,346 90, a total of $101,026 75 over 1872.

Philadelphia and Reading Railroad.

At the Annual Meeting of the Stockholders of this Company, held in Philadelphia on the 12th inst., the following Report was presented:

To the Stockholders of the Philadelphia and Reading Railroad Company:

The Managers submit the following Report of the receipts and expenditures for the year ending November 30th, 1873, together with the Treasurer's general balance sheet, exhibiting the financial condition of the company at that date:

The following tabular statement in detail, for each branch of traffic, shows the comparative results of the year's business:

1872.

Travel, 6,383,991, equal to 791,478 through passengers	$1,786,962
Mdse., 2,891,399 11-20 tons	2,688,030
Coal, 4,866,520 19-20 "	7,513,115
Mail	39,918
Miscellaneous	97,015
Gross receipts	$12,125,038
Gross expenses	8,063,542
Net profits	$4,061,496

1873.

Travel, 6,790,088, equal to 866,829 through pa-sengers	$1,976,645
Mdse., 3,331.193 16-20 tons	3,603,177
Coal, 5,318,897 15-20 "	9,104,095
Mail	60,903
Miscellaneous	87,841
Gross receipts	$14,832,661
Gross expenses	9,474,895
Net profits	$5,357,766

		Per cent.
Travel	Increase,	$189,683—10 6-10
Merchandise	Increase,	915,147—34
Coal	Increase,	1,590,980—21 2-10
Mail	Increase,	20,990—25 6-10
Miscellaneous	Decrease,	9,177— 9 5-10
Gross receipts	Increase,	2,707,623—22 3-10
Gross expenses	Increase,	1,411,353—17 5 10
Net profits	Increase,	1,296,270—31 9 10

Gross expenses, including renewal fund, rents of lateral roads, taxes, &c., in the year 1872, were 66 5-10 per cent of gross receipts.

Year 1873, were 53 9 10 per cent of gross receipts.

The receipts and expenses, per through passenger and per ton, including renewal fund, rents of laterals, taxes, interest, &c., and based upon the coal tonnage of Main Line only, have been as follows

1872.

Per passenger. Cost,	$1 78 2-10	Rec'd,	$2 25 8 10
Merchandise, per ton	" 65 8-10	"	93
Coal, per ton	" 1 36 4-10	"	1 54 4-10

1873.

Per passenger. Cost,	$1 99 6-10	Rec'd,	$2 29 6 10
Merchandise, per ton	" 76 3-10	"	1 08 2 10
Coal, per ton	" 1 35 1-10	"	1 71 2 10

Including renewal fund, rents of laterals, taxes, interest, &c., and based upon entire coal tonnage of the company, on the Main Line and on the branches or laterals;

1872.

Per passenger. Cost,	$1 78 2-10	Rec'd,	$2 25 8 10
Merchandise, per ton	" 65 8 10	"	93
Coal, per ton	" 1 07 3 10	"	1 21 5-10

1873.

Per passenger. Cost,	$1 99 6-10	Rec'd,	$2 29 6 10
Merchandise, per ton	" 76 3-10	"	1 08 2 10
Coal, per ton	" 1 09 7-10	"	1 39 1 10

The result of the year's business, as condensed from transportation and income account, may be stated thus:

Receipts over cost of working the road		$5,357,765 77
Profit on steam colliers		107,186 29
		$5,464,951 06
Add balance of interest account, including interest and dividends on stocks and bonds held by the company, receipts from the Philadelphia and Reading Coal and Iron Company, first deducting drawbacks on traffic of 1872, loss upon the business of the Schuylkill and Susquehanna Canals, United States taxes of former years, paid under recent decision of the United States Supreme Court, and interest on instalments on new convertible loan		957,930 99
		$6,422,882 05
From which deduct—		
Inter't on bonded debt	$1,781,802 50	
Taxes on interest on bonded debt	68,797 61	
	$1,850,600 11	
Interest on bonds and mortgages	117,525 92	
Debit balance of renewal fund	107,876 19	
Sinking fund, loans 1874-77	25,000 00	
Sinking fund, consolidated mortgage loan 1911	191,100 00	
		2,292,102 22
		$4,130,779 83
Amount to credit of reserved fund, 1872		160,604 46
Dividend fund, 1873		$4,291,384 29
Out of which has been paid in July, 1873, five per cent dividend on $34,270,075 28	$1,713,503 76	
State tax on dividend	85,675 19	
		1,799,178 95
		$2,492,205 34
There has been declared a dividend, payable in cash on the 26th day of January, 1874, of five per cent on the preferred and common stock, $34,270,575 28	$1,713,528 76	
State tax on dividend	85,676 44	
		1,799,205 20
Balance of reserved fund		$693,000 14

The tonnage, gross receipts and net profits of the company during the year just closed have been greater than those of any previous year; and although the interest account is larger than that ever before paid, the net result of the year's business, after paying interest, sinking funds, and dividends, shows an increase in the reserve fund of over half a million of dollars; the amount carried to that fund for 1874 being $693,000 14, against $160,604 46 to its credit at the beginning of the year. This result has been obtained notwithstanding the fact that extraordinary expenses, amounting in the aggregate to over five hundred thousand

dollars, have been met and charged to expense account during the year. These extraordinary expenses were composed principally of three items, viz:

United States taxes paid on previous year's business in consequence of the adverse decision of the Supreme Court of the United States, which reversed its previous decision and made the company liable for	$205,592 01
Expense of relaying the greater portion of the Catawissa Railroad with new railroad iron and otherwise improving its roadway	200,483 41
Expense of repairing damage done by the ice freshet of last winter to the works of the Susquehanna Canal	95,672 88
Total	$501,748 30

all of which has been charged to the expenses and deducted from the profits of the company, before the balance carried to reserve fund was struck.

The total coal tonnage of the company for the year was 6,546,553 08 tons, against 6,185,483 16 tons for the previous year. The increase of coal tonnage has not been so great as was expected, owing principally to the three following causes:

First. To the industrious opposition, during the earlier months of the year, by the coal middlemen and factors, to the new system of direct intercourse between producer and consumer, inaugurated by the Philadelphia and Reading Coal and Iron Company; which opposition, manifesting itself in constant attempts to prevent purchases of coal being made, and in repeated predictions of failure of the new scheme, had a very perceptible effect in inducing consumers and dealers to withhold orders during the spring and summer months.

Second. To the unusual scarcity of vessels at Port Richmond during many months, caused, it is believed, to a great extent, by systematic attempts on the part of the displaced middlemen to prejudice vessel owners and captains against the company, under the belief that an inability to procure vessels would induce the Coal and Iron Company to withdraw from the trade and surrender it to the hands of the former factors of the coal operators. For several months the coal tonnage of the company was reduced from twenty to forty thousand tons per week, owing to the scarcity of vessels; from 5,000 to 7,000 loaded cars standing over at Port Richmond at the end of each day.

Third. To the falling off in the demand for coal for manufacturing purposes, in consequence of the stoppage of so many iron and other manufacturing establishments, caused by the financial panic of last September.

Notwithstanding all the difficulties referred to, and the bitter personal opposition of the very many influential firms and individuals who formerly intervened between the producer and consumer and absorbed all the profits of the coal trade, the new system of direct intercourse between the miner and consumer has been most successfully introduced and established; and it is not expected that any difficulty will be experienced in disposing, at fair rates, of the entire coal product of the Schuylkill and Mahanoy regions for the year 1874.

The aggregate traffic of the company for the past year, as compared with that of the previous year, is shown in the following table:

	1872.	1873.
Number of passengers carried	6,383,991	6,790,088
Number of tons of coal, 2,240 pounds	6,185,484	6,546,553
Number of tons of merchandise, 2,000 pounds	2,891,400	3,331,194
Number of tons of company's materials	497,571	651,648
Total tonnage of company (2,000 lbs.), including weight of passengers and company's materials	10,961,657	11,932,262

The same gratifying increase in the local trade of the company, which was referred to in the last annual report, has been maintained throughout the year; and the rapid development of the territory traversed by the company's lines is exhibited in the largely increased merchandise and passenger receipts, which together amounted to $5,579,822, against $4,474,992 for the previous year; a very large per centage of increase over and above that portion of it which is due to the business of the Catawissa Branch. A continuation of the table published in last year's report, showing the consumption of coal at local points and in the city of Philadelphia, exhibits a very satisfactory increase for the past year.

Shipments by railroad distributed between Pottsville and Philadelphia, excluding each of the places named:

Year.	Tons.
1868	643,188
1869	838,178
1870	854,345
1871	1,079,463
1872	1,503,732
1873	1,860,271

During the same period the shipments by railroad to the city of Philadelphia, excluding the deliveries to Port Richmond for shipment, have been as follows:

Year.	Tons.
1868	763,113
1869	816,168
1870	793,088
1871	922,748
1872	1,067,215
1873	1,154,376

During the year the Perkiomen Railroad has been extended and opened for business from Green lane to Pennsburg, and contracts for the entire line between Pennsburg and the connection with the East Pennsylvania Railroad at Emaus have been made, and the work will be rapidly pushed forward to completion.

To provide the means for the completion of this road, the Perkiomen Railroad Company, on June 2, 1873, created a loan of $2,500,000 six per cent gold coupon sterling or dollar bonds, secured by a mortgage upon its entire line, made to the Pennsylvania Company for Insurances on Lives and Granting Annuities, as trustees, of which amount the sum of eight hundred thousand dollars were set aside to provide for the outstanding first mortgage loan. Five hundred thousand dollars was retained to furnish means for future extensions on branch lines, and the remainder, $1,200,000, was guaranteed by the Philadelphia and Reading Railroad Company, and disposed of by subscription in London in the month of June last at 90 per cent in gold.

A new branch railroad, called the Moselem branch, has been commenced, leaving the main line near Leesport, crossing the river Schuylkill to connect with the furnace of the Leesport Iron Company, and eventually designed to connect with the hematite iron ore mines at Moselem. The bridge and the connection with the works of the Leesport Iron Company have already been constructed, and the remainder of the line will be extended whenever the business of the region to be developed will justify the expenditure required for its completion.

The Philadelphia, Wilmington and Baltimore Railroad Company having constructed a new line of railway from Gray's Ferry to Chester *via* Darby, and having offered to dispose of the old line to the company for the sum of $350,000, the offer was accepted and a perpetual lease of the line taken by the company. This new road will be known as the Philadelphia and Chester Branch, and as it is connected with the main line by the Junction Railroad will not only furnish an outlet for coal and iron from the Schuylkill Valley to the many industrial works of Chester and Wilmington, but it is believed will eventually add to the business of the company by attracting to its line many ship building and other iron manufacturing establishments, which can be located upon the navigable waters of the Delaware and in direct railroad connection with the iron and coal districts of Pennsylvania.

For a more detailed statement of the new work constructed by the company, and an analysis of the mileage of the various lines of railway now operated and controlled by it, the stockholders are referred to the accompanying report of the chief engineer.

The following table shows the production of rails at the company's rolling mill for the year, and exhibits in detail the number of tons of every year's production removed from the track since 1868, the year in which the first rails were rolled:

	YEARS.						
	1868.	1869.	1870.	1871.	1872.	1873.	Total.
Prod.	8,971	17,087	17,557	19,113	20,043	18,948	101,669
Worn out.							
1868.	5						5
1869.	175	.....	.....	.....	.....	.....	175
1870.	904	2¾	.....	.....	.....	.....	906¾
1871.	1,416	164¼	11	.....	.....	.....	1,591¼
1872.	1,067	614	240	81	.....	.....	2,002
1873.	522¼	887¼	494	97¼	34	.....	2,035¼
	1,384	1,684	825	178¼	34	.....	4,105¼
Total worn out.	4,091¼	2,816¼	1,560¼	560¼	157	34	9,189
Per cent.	45	6-10	8 5 10	2 9-10	78 100	17 1000	9

In view of the very large tonnage passing over the road, the small per centage of rails removed from the tracks shows the great superiority of the iron. Notwithstanding their good quality, the policy of laying steel rails at all exposed positions has been continued with very great success.

The receipts of the six steam colliers for the year have been	$309,296 33
And the expenses, including $25,950 carried to credit of insurance fund,	202,111 04
Leaving a net profit of	$107,185 29

The insurance fund of the line is now in credit $35,867 62.

The following table shows the comparative result of the business of the steam colliers for the year, as compared with that of the previous season:

	Tons Coal Carried.	Total Receipts.	Total Expenses.	Net Profit.
1872.	127,275	$355,460 03	$237,818 26	$117,641 77
1873.	135,673	309,296 33	202,111 04	107,185 29

The two new steam colliers contracted to be built by the Delaware River Iron Ship-building and Engine Works, to which reference was made in the last report, are yet unfinished, notwithstanding the builders were under contract to have them ready for the machinery by the month of June last, and the engines (built at the company's shops, in Reading) have been ready for months. As these vessels were to be pioneers of a new line, the delay in their construction is very annoying.

Six other vessels, of 1,500 tons each, are being built under contract by the William Cramp & Sons Ship and Engine Building Company, of Philadelphia, made in June last. The first of these vessels was launched on December 16th, and it is probable that the entire six will be engaged in trade before the expiration of the present year.

A ship yard for the construction of new vessels and the repairs of existing ones is being built at Port Richmond, and will be ready for operation

within five months; when it is completed, it is believed a saving can be accomplished in the cost of repairing and renewing vessels, and that the force necessary for such purposes can (in the absence of work upon repairs) be profitably employed in the construction of new colliers—all the machinery for which can be made at the company's shops at Reading.

A reference to the transportation and income accounts will show, in detail, the result of the operations of the Schuylkill Canal and the Susquehanna and Tide water Canal; the first showing a net loss of $61,605 22, after paying rent and sinking funds, and including in the receipts the sum of $100,000, paid by the city of Philadelphia, in settlement of the claim of the Schuylkill Navigation Company, for the interference with the navigation during the drought of 1869, and the latter exhibiting a loss of $257,790 48, which, with the former amount, has been charged to expense account. The loss upon the Susquehanna Canal is due, to a great extent, to the interruption of business during the early part of the year, caused by the destruction of the Columbia dam, and the washing away of the banks of the canal by the ice-freshet of last winter, and to the cost of replacing and rebuilding the works so destroyed. The report of the Chief Engineer of Canals, herewith submitted, will exhibit, in detail, all the expenditures and show the present condition of the works.

At the average rates of tolls, it will require a business of from 900,000 to 1,000,000 of tons per annum, upon the Schuylkill Canal, to realize a profit sufficient to pay the cost of working it, including the rent account and sinking fund; and though such a business could be thrown upon it at any time, it is manifestly to the interest of the company to keep as much tonnage upon the railroad as possible, and use the canal as a dripping-pan, to catch whatever may overflow from the railroad, which will doubtless soon be enough to make the canal profitable *per se*. In the meantime, the annual loss sustained by working the canal is not nearly so great as the amount which would have to be paid to the Schuylkill Navigation Co. under the old contract, which was cancelled by the execution of the lease.

The traffic of the Germantown and Norristown branch exhibits a satisfactory increase; the number of passengers carried being 4,064,530, against 3,712,316 for the previous year.

The traffic upon the Catawissa Branch for the year has been very good; but as more than $200,000 was expended upon the line in relaying over fifty miles of track, and as the roadway expenses were exceedingly heavy in consequence of work done in improving the condition of the road, and as a large amount was expended in extraordinary repairs of rolling stock, the net result of the year's operation, after paying rents, renewals and all expenses, shows a loss of $346,986 64, which has been charged to the expenses of the company. It will probably require an additional expenditure of $100,000 to place the entire line of the Catawissa Railroad in as good condition as that of the other lines of the company; after which it is believed that the receipts upon the leased line will be sufficient to cover rent and all expenses apart from the benefit derived by the company from securing perpetually the traffic of the branch for its main line.

During the year the West Reading Railroad Company was merged into the Philadelphia and Reading Railroad company; and, as the latter owned all the stock of the former, no increase of capital was made on account of the merger.

Since the last report, the stock of the company has been increased to the extent of $34,400, as follows:

By the conversion of 6 per cent mortgage convertible bonds of 1886	$9,500 00
By exchange of 498 shares (for 966 shares of the stock) of the Mill Creek and Mine Hill Navigation and Railroad Company	24,900 00
Total	$34,400 00

The express business continues to justify the expectations formed by the managers at the time it was commenced. The net profits for the year were $41,915 60 (after charging to expenses over $6000 for equipment account, required by the increase of the business,) an amount largely in excess of that received in any previous year from the Adams Express Company.

This result has been secured, notwithstanding the continued bitter opposition of the Adams Express Co., which manifests itself in a reduction of rates to all competitive points, and in sending all money and other valuable packages over the line, in the care of agents, who travel and pay fare as passengers, thus withholding from the company all receipts from what is generally the most profitable business.

The company now does an express business over 794 miles of railway, and has 143 offices. The entire amount of capital required to organize and equip the line has been $57,408 68.

The Philadelphia and Reading Coal and Iron Company now owns and controls about 90,000 acres of anthracite coal-lands. The tonnage from these lands last year was 3,218,376 tons, and the rent account amounted to $1,117,262 24.

The investment of the Philadelphia and Reading Railroad Company, represented by the property of the Philadelphia Coal and Iron Company, is now $26,366,116 04, against $18,825,964 89 at the close of the previous year; and in addition to this amount, which has been paid in cash on account of the purchase and development of the lands, the Coal and Iron Company has issued its own bonds, which are guaranteed by the Philadelphia and Reading Railroad Company to the extent of $12,413,500.

At the present market value of anthracite coal lands in Pennsylvania, according to sales recently made to other companies, the lands of the company would be worth at least double the amount paid for them.

Owing to the causes heretofore referred to, which reduced the quantity of coal sent to market during the past year, the tonnage from the lands was not so great as had been expected, but the managers have every reason to expect that it will exceed four millions of tons in 1874.

In addition to the amount advanced to the Coal and Iron Company during the year, a reference to the statement of items added to capital account will show an additional expenditure of over three and a half millions of dollars, as follows:

Real estate	$856,621 30
New railroads	416,306 19
New workshops, depots, &c, including new ship yard	378,451 92
New wharves	121,578 57
New engines and cars	1,252,055 39
New steam colliers	521,342 14
New coal barges	8,916 94
Total	$3,556,267 45

The entire amount of instalments upon the convertible loan received during the year were $4,295,855, leaving a balance due in future instalments of $3,899,015.

On the first of October last a new improvement mortgage loan of ten millions of dollars in gold was created, and coupon bonds to that amount, payable October 1, 1897, bearing interest at six per cent gold, payable in gold dollars or sterling, at the holders' option, secured by a mortgage upon the property of the company, and protected by a cumulative sinking fund of two per cent per annum, were issued. This loan was all disposed of in London, in the month of October last, at the rate of eighty seven and a half per cent in gold, and up to this date $6,631,615 58 have been drawn for by the company on its account. A copy of the mortgage securing the bonds is herewith submitted.

The annexed table will account for the manner in which all of the money obtained by the company upon its different loans during the last five years has been expended;

LOANS.	
Loan 1870-'90, convertible	$5,000,000 00
Loan 1871-1911, consolidated mortgage	19,110,000 00
Loan 1873-'03, convertible	6,600,985 00
Loan 1873-'97, improvement mortgage	6,631,615 58
	$37,342,600 58
Expended as follows:	
Account Philadelphia and Reading Coal and Iron Company	$26,366,116 04
Real estate	2,352,825 43
Engines and cars	3,510,263 91
New railroads	2,119,390 30
Stocks and bonds	853,707 53
Steam colliers and barges	1,038,069 77
Wharves	239,402 34
Workshops, &c	459,695 15
Loan of 1871 and 1872 paid off	212,000 00
Materials—increase in amount since 1869	902,707 28
	$38,054,167 75

It is believed that all of this money has been well spent, and though the annual interest account has been very greatly increased, the net revenues of the company are sufficient to meet all interest, provide for sinking funds, and continue the usual dividends to the stockholders. The following table will show in detail carefully prepared estimates of the present value of the property of the company, as compared with that at which it is represented on the balance sheet. The great increase in value of most of it since it was acquired, and the fact that much of it was paid for out of the surplus earnings of the company without any increase of capital account, will explain the difference between its present value and that at which it appears upon the books of the company:

	Charged in Balance sheet at	Present Market Value.
Railroads, 759 m.	$25,583,747 08	$36,096,000 00
Depots	3,594,473 98	4,901,110 00
Real estate	7,408,852 94	10,801,500 00
Engines and cars, including 400 locomotives, 7,765 eight wheeled coal cars, 7,427 four wheeled coal cars, 4,659 freight cars, 281 passenger cars, &c., &c.	8,732,774 89	1,3622,340 00
Stock and bonds held by the company	5,033,650 22	5,981,837 47
Steam colliers and coal barges	1,352,704 15	1,758,704 15
Materials on hand	1,904,512 50	1,904,512 50
Debts due to the company, cash and uncollected bills	3,548,210 59	3,429,713 45
Coal lands of Philadelphia and Reading Coal and Iron Co., say 90,000 acres, including collieries, houses and all improvements thereon.	26,366,116 04	
Estimated at $600 per acre ($54,000,000), less Coal and Iron Co's bonds ($13,487,500)		40,562,500 00
	$84,825,551 18	$119,053,222 56
		84,825,551 18
		$34,227,671 38

The above, which is believed to be a moderate estimate of the present value of the property, shows a surplus of $34,227,671 38 over and above all the debts and capital accounts of the company, equal to a premium of $44 94 per share above the par value of its stock.

By order of the Board of Managers.

FRANKLIN B. GOWEN, President.

Philadelphia, January 9, 1874.

At the annual meeting of the stockholders of the Philadelphia and Reading Railroad Company, held January 12, 1874, the following resolutions were adopted:

Resolved, That the report of the board of managers, this day presented and read, be, and the same is, hereby approved, accepted, and adopted, and that the action of the board in relation to the several matters therein mentioned are ratified and approved.

2. Resolved, That the action of the Board of Managers in reference to the issue of the bonds of this company, dated October 1, 1873, to the amount of $10,000,000, and securing the same by mortgage, and in reference to guaranty by this company of the bonds of the Perkiomen Railroad Company, secured by the mortgage of June 2, 1873; the first mortgage bonds of the Ringgold Iron and Coal Company; the first mortgage bonds of the Danville Iron Company; the first mortgage bonds of the Kutztown Iron Company; the first mortgage bonds of C. M. Atkins and James Lanigan, and the leasing of the section of the old line of the Philadelphia, Wilmington and Baltimore Railroad Company between Gray's Ferry and Ridley Junction, are hereby ratified and confirmed.

3. Resolved, That the Board of Managers be, and they are hereby authorized, at their discretion, to carry into effect any of the measures proposed in their report, and, if in their opinion needful, to enter into any contracts or agreements for that purpose.

4. Resolved, That the powers and authorities conferred upon and granted to the Board of Managers by the resolutions passed at prior annual meetings be and the same are hereby continued.

5. Resolved, That a vote of thanks be and the same is hereby presented to the President and Board of Managers for the able manner in which the business of the road has been conducted during the past year.

At the annual meeting of the stockholders of the Philadelphia and Reading Railroad Company, held January 12, 1874, the following gentlemen were unanimously elected officers for 1874:

President.—FRANKLIN B. GOWEN.

Managers.—H. Pratt McKean, A. E. Borie, R. B. Cabeen, J. B. Lippincott, John Ashhurst, Charles E. Smith.

Treasurer.—SAMUEL BRADFORD.

Superintendent.—DAVID J. BROWN.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending January 10, at 181,811 tons, and for the coal year 718,726 tons, against 750,122 tons to corresponding time last year, being an increase of 31,396 tons. The bituminous tonnage for the week is 21,255 tons, and for the year 29,757 tons, giving a total of all kinds for the week of 202,061 tons, and for the year of 749,482 tons, against 775,364 tons to same time last year, being an increase of 1,416,805 tons.

☞ Hon. J. R. Swan has been appointed General Solicitor of the Pittsburg, Cincinnati and St. Louis Railway Company, with the general direction of all the legal business of the company.

☞ The debt of the city of Petersburg, Va., is $1,033,000 78, the annual interest being $78,780 78, ranging from 6, to 10 5-8 per cent.

Chicago and Lake Huron Railroad.

At a meeting of the newly elected Board of directors of the Chicago and Lake Huron Railroad Company, held at Bay City, Mich., the following executive officers were chosen:

President.—W. Bailey Lang, of New York.

Vice President and General Manager.—Wm. L. Bancroft, of Port Huron.

Treasurer.—Sidney W. Hopkins, of New York.

Secretary and General Superintendent.—E. B. Taylor, of Port Huron.

Chief Engineer.—Charles Palmer, of Imlay City.

Counsel.—L. D. Dibble, of Battle Creek.

The report of the directors shows that the road is now being operated between Port Huron and Flint, a distance of sixty six miles and between Lansing and Valparaiso, a distance of 165 miles, at which point a connection is made with the Pittsburg, Fort Wayne and Chicago Railway, over which trains run to Chicago. Arrangements are now being perfected to complete the line between Port Huron and Chicago by finishing the link between Lansing and Flint, a distance of forty seven miles, which the directors expect to accomplish at an early day.

☞ The yield of the precious metals for 1873 is stated in the California papers, on the authority of the report of Wells, Fargo & Co's Express, at $72,258,693, an increase of $10,000,000 over the previous year. Nearly one half the product is from Nevada, which sent eastward during the year over $35,000,000, chiefly in silver. Of the balance, California produced one half, $18,000,000. Utah produced nearly $5,000,000, Colorado $4,000,000, Montana nearly $4,000,000, Idaho more than $2,000,000. Oregon $1,500,000, Washington $250,000, and Arizona $47,778. There were also shipped $1,250,000 from British Columbia, and nearly $1,000,000 from Mexico.

☞ The earnings of the Missouri, Kansas and Texas Railroad for the last six months of 1873—July to December, inclusive—were $1,961,775, the expenses $943,367, and the net earnings $1,108,408, or $1,295 per mile. In the corresponding six months of 1872, the earnings were $1,216,910, the expenses $735,155, and the net earnings $481,754, an average of $819 per mile. The traffic over the through line of 786 miles was conducted the last six months at an expense of 48 per cent. The previous year over an average of 588 miles at an expense of 60 per cent.

☞ The Towsontown Union says: "A considerable force of workmen are engaged on the grading of the road near the point at which it intersects the Northern Central road, and it will require but a comparatively short time to complete the grading of the entire road-bed from Towsontown to the connecting point, and place it in condition for the reception of the cross ties and rails. It will then only remain to grade the short portion of the line embraced between the York road and Stansbury's Gap to complete an unbroken road-bed from the Gunpowder river to the Northern Central Railroad, a distance of nearly nine miles."

☞ James S. Hagerty has been elected President of the Citizens (Baltimore) Passenger Railway Company.

Statistics of the Tobacco Trade.

Comparative statement of revenue collected on cigar, smoking and chewing tobacco, and export stamps for the years 1872 and 1873:

Plug tobacco	$2,250,470 42	$2,843,202 60
Smoking tobacco	220,878 36	230,373 90
Cigars	15,542 25	15,404 70
Export	11,994 15	2,549 10
Total	$2,498,885 18	$3,091,530 30

The amount of manufactured tobacco held by manufacturers on the 1st of January, 1874, was about 8,000,000 pounds. The amount of cigars held by manufactures on the 1st of January, 1874, was about 700,000.

☞ Arrangements have been completed for the consolidation of the Montreal, Chambly and Sorel and the Missisquoi Junction Railway Companies into one company by the name of the Southern Railway Company of Canada. The road will extend from Montreal, Can., east by south to Chambly, on the Richelieu River, and thence southeast to Franklin or Sheldon, Vt. The rails are laid from Montreal to Chambly, some twelve miles.

☞ It is reported from St. Albans, Vt., that a compromise has been effected between the Presidents of the Central Vermont and the Vermont and Canada Railroads in regard to their financial difficulties. It is said that the terms laid before the directors of the latter company are the sale of the Vermont and Canada road to the Central Vermont for $3,000,000, payable in twenty years, secured by first mortgage in trust at 6 per cent.

☞ The extension of the Cairo and Fulton Railroad was finished to Texarkana on the 15th inst., at which point connection is made with the Texas and Pacific Railroad and the entire system of railroads. The opening of this road shortens the distance from St. Louis to Northern Texas over 150 miles, and gives Texas a line to the East via Cairo, 240 miles shorter than by any other route.

☞ Work on the Illinois River Railroad, which is to connect Chicago with the coal fields of Will county, is being pushed rapidly. All the grading has been finished; track laying will begin in a month, and by next May the road will be completed, and Chicago have access to a cheaper coal market than any it now has.

☞ The manufacture of copper from ores found in Pennsylvania, has, for a year past, been successfully conducted at Phœnixville. About 25,000 pounds of fine copper are produced monthly. This is a new industry in that State that deserves every encouragement.

☞ Alexander Rieman has been elected President, and John M. Wood Vice President and General Superintendent, of the Western Maryland Railroad.

☞ The terminus of the Portland, Dallas and Salt Lake Railroad has been located at Corinne, and the leading men of Corinne and Malad have agreed to grade and tie fifty miles of the road.

☞ The first rail on the Des Moines Narrow-Gauge Road was laid at Des Moines on the 12th inst., Governor Carpenter driving the first spike and clinching it with a short speech.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	96,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,390	96,451	106,835	164,729	259,590	251,332	262,770	293,422	286,562	242,743	2,300,767
1869	212,904	218,982	291,308	486,048	568,270	556 080	532,557	511,854	509,788	579,642	535,369	467,659	5,670,882
1870	413,104	394,176	488,382	633,758	768,720	729,274	788,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720.929	892,341	795,176	869,297	1,006,373	995,922	981,806	897,234	672,356	9,467,072
1872	592,228	571,836	675,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285 567	1,299,900	1,037,992	12,734,729
1873	852,860	691,015	974,460	1,132,920	1,356,378	1,313,790	1,211,765	1,258,500	1,392,125	1,423,875	1,296,812	1,072,750	13,983,960
Chicago and Alton:													
1867	248,787	157,832	285,961	282,166	335,510	342,358	354,244	415,962	408,990	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	308,342	384,504	404,012	458,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	495,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	388,964	461,290	466,097	533,655	554,163	507,617	473,227	455,607	377,687	5,278,910
1872	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,315	352,604	5,156 326
1873	352,568	402,477	424,614	412,218	426,315	482,205	481,569	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	... ...	.. ....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,686	2,811,544
1864	273,876	317,339	390,355	421,363	406,830	566,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,471	547,542	7,976,490
1866	523,566	399,917	523,845	537,519	558,948	925,963	808,524	797,475	1,000,080	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,898	774,280	895,712	888,658	888,214	1,065,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,938	1,076,674	1,251,940	1,507,479	1,570,067	1,107,094	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140,145	845,708	13,356,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,084,398	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,403
1871	655,423	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,438,948	1,067,887	859,780	12,272,645
1873	752,468	765,249	967,258	1,084,023	1,256,972	1,309,578	1,240,987	1,284,094	1,071,448	1,451,827	1,039,306	1,019,501	13,783,951
Cleveland, Col. Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	295,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,681	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,985
1870	203,069	226,697	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	329,022	372,974	381,113	373,619	341,104	326,268	401,252	417 328	439,581	399,830	358,743	4,492,625
1873	358,612	408,849	465,517	432,923	394,485	340,675	351,576	426,283	432,139	406,922	311,985	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,272	1,656,415	1,720,078	1,861,554	1,794,397	1,694,651	1,483,454	1,417 211	17,398,327
1872	1,382,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,625,243	1,643,474	1,748 752	1,704,374	1,392,615	18,091,996
1873	1,316,831	1 329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,685,384	1,774,570	1,918,247	1,882,421	1,560,023	1,635,129	19,831,781
Illinois Central:													
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,310	613,329	7,160,993
1868	587,443	536,166	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,133	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,780	601,326	555,087	684,539	712,647	627,216	899,052	901,235	905,225	811,708	697,751	8,678,953
1871	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,430	531,627	575,396	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696 475	698,063	8,026,754
1873	580,493	562,949	651,962	644,035	687,630	724,983	672,917	748,634	876,413	763,673	622,433	.....	.....
Kansas Pacific:													
1871	133,673	152,264	267,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303,305	210,197	3,321 518
1872	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	419,418	314,513	223,740	3,693,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265,217	201,462	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1 312,617	1,217,339	1,100,033	1,140,916	1,130,847	1,295,360	1,368,943	1,402,597	1,345,316	1,235,285	14,797,975
1872	1,339,380	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459,360	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873	1,412,368	1,549,285	1,755,736	1,694,643	1,680,968	1,585,363	1,451,762	1,582,531	1,776,420	1,742,516	1,575,556	1,546,983	.....
Marietta and Cincinnati:													
1868	92,433	81,599	98,482	108,461	96,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,569	131,019	109,629	1,390,522
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,860
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,436	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873	170,023	162,585	189,467	190,562	185,683	185,953	181,868	173,469	203,514	.....	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	409,283	363,187	326,891	378,880	457,900	511,447	453,873	387,827	4,755,968
1871	418,755	442,665	486,980	470,703	480,847	427,096	422,015	529,890	628,660	582,802	547,434	507,050	5,940,102
1872	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,003	641,807	487,603	464,163	5,608,117
1873	379,836	440,261	567,314	556,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1868	369,228	321,208	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 850	6,517,616
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,581	525,547	724,732	1,040,102	801 195	496,569	7,250 669
1870	396,171	382,823	377,571	443,133	730,700	755,737	636,434	661,020	868,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	453,884	662,868	668,017	481,113	506,557	815,346	841,150	644,625	478,295	6,690,695
1872	460,986	387,585	428,223	474,183	580,432	594,769	488,348	565,729	811,961	950,945	702 838	513,787	6,957,771
1873	334,715	423,716	555,005	569,236	805,799	925,210	834,341	767,803	1,193,209	1,012,669	771,800	843,200	.....
Pacific of Missouri:													
1860	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,106	3,438,930
1871	212,085	219,504	319,765	285,410	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,996
1872	254,319	238,923	303,594	305,755	269,560	304,512	265,406	315,699	338,497	384,193	337,920	360,404	3,678,883
1873	227,897	261,346	344,632	321,047	301,521	272 600	267,734	325,093	382,008	353,168	308,612	206,100	.....
Philadelphia and Reading:													
1867	500,488	534,561	703,615	836,003	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	814,472	631,145	1,006,681	1,159,726	1,113,398	689,924	8,735,083
1869	479,236	525,490	755,433	904,834	999,463	630,680	1,232,903	1,454,026	1,294,621	1,235,866	1,476,405	828,447	11,816,904
1870	479,872	574,706	679,382	614,493	593,966	617,058	569,697	1,129,489	1,241,908	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,503	688,578	1,066,002	1,510,088	1,213,308	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,864
1872	667,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071.407	1,142,241	1,190,695	1,522,847	1,127,031	.....	.....
St. Louis, Alton and Terre Haute:													
1868	127,593	133,392	149,164	155,388	180.545	140,408	143,987	204,597	199,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,808	157,398	154,133	144,164	186,889	202,288	205,750	189,351	160,085	2,008,256
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
1872	164,525	137,678	162,836	156,134	148,279	133,508	123,994	169,459	179,457	216,177	177,827	158,700	1,927,471
1873	144,209	169,454	177,517	167,729	170,218	165,260	151,582	165,931	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,025	116,242	107,524	126,012	127,412	126,775	124,986	123,943	1,372,236
1871	126,218	122,373	144,538	125,212	117,664	114,786	118,016	131,464	141,165	175,792	154,427	169,607	1,845,768
1872	173,707	156,292	181,055	178,686	187,625	180,786	181,240	194,450	188,204	213,825	226,503	207,967	2,270,840
1873	146,160	163,254	229,260	208,140	230,300	195,480	179,261	201 190	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	454,209	450,202	429,898	328,270	369,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	4 0,720	422,369	323,377	434,284	4,242,343
1870	257,664	293,645	295,279	318,699	340,892	348,635	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,985	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,868	434,465	614.175	566,811	621,351	489,341	466,081	5,944,570
1873	370,290	405,110	471,301	446,527	470,598	541,191	483,399	642 209	593,504	53[illegible],251	.....	.....	.....
Union Pacific:													
1866	.....	.....	.....	.....	797,948	706,602	23,500	617,585	758,467	909,065	837,288	716,929	5,709,183
1870	528,529	500 139	539,238	706,603	802,586	746,450	643,052	694 [illegible]61	728,521	719,608	570.168	506,065	7,654,094
1871	479,513	373,925	499,809	484,540	724,466	728,174	678,698	681,865	800,402	777,362	706,142	469,932	7,521,082
1872	573,936	534,115	586,861	741,802	880,442	865,459	748,383	759,567	863,754	980,706	916,727	757,351	9,902,606
1873	633,975	481,782	708,259	681,266	1,007,851	909,865	876,833	837,277	1,068,937	1,170,586	970,660	.....	.....

Finances of Rhode Island.

The following statement of the financial condition of this State is from the recent address of the governor

The balance in the Treasury, April 30, 1873, was	$161,759 94
The receipts from the usual sources of revenue from April 30, 1873, till November 30, 1873, were	191,358 32
Total	$353,118 26
Total payments till Nov. 30, 1873	323,020 72
Leaving a balance in the Treasury Dec. 1, 1873	$30,097 54

THE STATE DEBT.

The coupon bonds and certificates of indebtedness, outstanding April 30, 1873, were payable as follows:

Bonds of October 1, 1861, payable 1881.	$500
Bonds of Sept. 1, 1862, payable 1882..	1,019,000
Bonds of April 1, 1863, payable 1883..	205,000
Bonds of July 1, 1863, payable 1893 ..	668,000
Bonds of Aug. 1, 1864, payable 1894...	746,000
	$2,638,500

The General Treasurer has purchased during the year State bonds to the amount of $75,000, reducing the State debt to $2,563,500.

Valuation of Massachusetts.

The total valuation of Massachusetts by counties is as follows:

	1872.	1873.
Barnstable	$15,269,520	$14,455,468
Berkshire	39,817,625	38,218,508
Bristol	96,960,718	108,007,086
Dukes	3,391,777	3,374,734
Essex	155,165,056	159,564,494
Franklin	15,871,556	16,488,031
Hampden	65,008,915	70,677,755
Hampshire	27,735,536	27,109,732
Middlesex	295,879,158	324,400,562
Nantucket	2,211,157	2,364,282
Norfolk	112,028,618	112,191,837
Plymouth	34,581,744	34,864,478
Suffolk	701,705,593	714,088,934
Worcester	131,022,998	137,629,086
	$1,696,599,969	$1,763,429,990

Bullion Yield for 1873.

Mr. Jno. J. Valentine, General Superintendent of Wells, Fargo & Co's Express, furnishes us with the following statement of precious metals produced in the States and Territories west of the Missouri River, during 1873:

WELLS, FARGO & CO'S EXPRESS,
GENERAL SUPERINTENDENT'S OFFICE,
San Francisco, December 31, 1873.

DEAR SIR: We hand you herewith a copy of our annual statement of precious metals produced in the States and Territories west of the Missouri River—including British Columbia—during 1873. A comparison with the statement for 1872, published in the *Alta* of January 3d, will show that the aggregate exceeds that of 1872 more than $10,000,000. Arizona, California, British Columbia, Oregon, Washington, Idaho, and Montana decrease. Nevada, Utah, and Colorado increase. The increase in Nevada alone is nearly $10,000,000, the total product of which about equals all the others. As stated in our report for 1872, we only touch the borders of Arizona; therefore the figures given do not furnish a correct basis for estimating the product of that Territory; but it is inappreciable as compared with the others. Mexico is represented in silver only, and the amount named will not give a correct idea of the product of the Pacific or West Mexican Coast, as the Pacific Mail Steamship Company carry independent of Wells, Fargo & Co., in addition to which large amounts are conveyed by British war-vessels to Panama or San Francisco, of which we make no record.

The combined product of all shows—for 1872, $62,236,913; for 1863, $72,258,693—undoubtedly the largest yield for one year in the history of the Pacific Coast. Yours truly,

JNO. J. VALENTINE, Genl. Supt.

STATEMENT.

STATES AND TERRITORIES.	Gold Dust and Bullion by Express.	Gold Dust and Bullion by other Conveyances.	Silver Bullion by Express.	Ores and Base Bullion by Freight.	TOTAL.
California	$15,709,958	$1,570,996	$264,771	$480,000	$18,025,722
Nevada	219 141	48,828	30,185,921	4,807,617	85,254,507
Oregon	1,146,991	229,398	.....	.....	1,376,389
Washington	171,951	34,390	.....	.....	209,396
Idaho	1,171,181	284,226	988,297	.....	2,843,654
Montana	3,241,288	648,247	3,325	.....	3,892,810
Utah	112,008	22,400	1,210,234	3,561,500	4,906,337
Arizona	37,074	7,415	3,289	.....	47,778
Colorado	1,856,639	.....	899,862	1,886,767	4,088,268
Mexico	.....	.....	868,798	.....	868,798
British Columbia	1,041,696	208,389	.....	.....	1,250,085
Grand total					$72,258,693

This statement compares with the year 1872 as follows:

California	$19,049,089 24
Nevada	25 548,801 09
Oregon	1,905,034 92
Washington	226,051 06
Idaho	2,514,089 78
Montana	4,442,134 90
Utah	3,521,020 09
Arizona	143,777 00
Colorado	3,001,750 85
Mexico (west coast)	535,071 80
British Columbia	1,350,064 16
Total	$62,236,913 89

This shows an increase for 1873 of $10,021,780. The total yield for 1871 was $58,284,029, or nearly $4,000,000 less than for 1872. Wells, Fargo & Co.'s statements are considered the most accurate of any given, yet they do not embrace the total yield, as considerable gold bullion finds its way to this city through private hands. As, for instance, the Hite Mine, of Mariposa County—one of the large bullion-producing mines of this State—ships nine-tenths of its bullion in this way, much of it being carried by Mr. Hite himself. So with many smaller claims. Yet these private shipments would not bring the aggregate up, perhaps, more than a million of dollars; but if they were added to the amounts sent through the channels mentioned in Mr. Valentine's letter, the grand aggregate for 1873 would foot up, perhaps, $80,000,000.

This increase of 1873 over 1872 is marked and very encouraging, it being about two-thirds greater than the increase for 1872 over 1871. From the developments now being made in many of our prominent mines in this State and in Nevada, we should not be surprised to see the yield of 1874 foot up $90,000,000. We stated last February that we anticipated a yield for 1873 of $10,000,000 in excess of 1872, basing our opinion upon the fact of a more extended field and more skillful operations; and the same facts confirm us in our opinion as to the result of 1874.

The State of Nevada, as shown by these figures, presents the singular anomaly of an annual production in excess of the value of its taxable property—that being only about twenty-seven or twenty-eight million dollars. Estimating its population at 50,000, its bullion product for 1873 was $705 for each inhabitant. Can any other section of the Union excel this "sage-brush State?" Another remarkable fact is, that about two fifths of its bullion yield was from two mines—Belcher and Crown Point.—*San Francisco Jour. of Com.*

Minnesota State Bonds.

Judge Dillon, of the United States Circuit Court of Minnesota, has rendered a decision respecting the State railroad bonds, in which he declared that justice and honor alike require that the State should recognize these bonds as binding upon it. The St. Paul *Pioneer* describes the case in which the decision was given as follows:

"The suit in the United States District Court was brought by Selah Chamberlain, the holder of $500,000 State bonds, not against the old companies to which they were issued, but against the present new companies, to which the State granted the lands, property, and franchises of the old companies to recover from them the value of the bonds, charging them with a trust for the payment thereof. Judge Dillon decides that the present railroad companies received from the State their roads, lands, and franchises, free from any incumbrance whatever, and are not subject to any trust in favor of the creditors of the State, or of the former companies. The bonds are no lien on the new companies, as the State guaranteed a clear title. The most important feature of Judge Dillon's opinion is the explicit, direct decision that the Minnesota Railroad bonds, issued under the amendment to the State Constitution of April 15, 1858, were legally issued, and are valid and binding against the State itself. He truthfully asserts that the bonds have been repeatedly recognized as valid by subsequent Legislatures, and affirms that 'if the State were sueable in the courts, there can be no doubt the bonds would be legally enforceable against it.' And in another place he says: 'A State with such a future before it as the State of Minnesota cannot afford to bear the odium of reputation.' Doubtless, this case will go up to the Supreme Court of the United States, on an appeal, and the result must, unquestionably, be the same as in the Circuit Court. The bondholders have been for a long time defeated of their claims from defeat of remedy, but their claims must be paid in some form, and the present Legislature will act wisely if the percentage on gross earnings of the railroads, in addition to the internal improvement bonds, shall be set apart and funded to meet the emergency that will be sure to arise, for no one will dare to lisp repudiation if the highest judicial authority in the land shall affirm the decision of the Circuit Court.

☞ The Supreme Court of the United States has given a decision in favor of Mr. Geo. O. Marcy, 75 State street, Boston, confirming the validity of $40,000 Illinois Registered Town Bonds, issued in aid of the Illinois Grand Trunk Railroad. The town attempted to avoid paying the interest on the bonds alleging that they were illegally issued. The basis of the Court's decision was that no irregularity precedent to issue, not even fraud on the part of the agents of the town, can vitiate the bonds in the hands of an innocent holder. The same rules are applied to these bonds as are applied to commercial paper.

☞ It is asserted that English car-builders consider American car-wheels superior to any others. Their excellence is attributed to the peculiar manner of manufacture and to the use of iron smelted by charcoal. In 1871 there were 2,819 wheels exported; in 1872, 4,660; and in 1873, 7,715. The other day the steamer Ohio, on her trip from Philadelphia to Liverpool, took out 1,200.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3 280,000	J. & J.	Jan. '74 3½
Allegheny Valley 50	2,246 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '73 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " pref..100	838 976	J. & J.	July '71 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Sept.'73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Genesee & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	Nov. '73 5
Washington Br.....100	1,650,000	A. & O.	Oct. '73 5
Parkersburg Br. pref... 50	5,680,685	— & —	.....
Berkshire*.....100	600,000	J. A J &O	Jan. '74 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N.	Nov. '73 5
Bos., Clin. & Fitchb.pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & D	Dec. '73 3
Bost., Conc. & Mont.*pref.100	800,000	M. & N.	Nov. '73 3
Boston and Lowell.....500	2,852,900	J. & J.	Jan. '74 4
Boston and Maine.....100	6,816,807	M & N.	Dec. '73 4
Boston and Providence..100	3,950,000	M & N.	Nov. '73 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A.	Aug. '73 3½
Burlington and Mo. Riv.100	5,636,000	M. & S.	Sept.'73 5
" " pref..100	1,485,900	M & S.	Sept.'73 5
Camden and Amboy* 100	5,847,800	J.A. J.O.	Jan. '74 2½
Camden and Atlantic.... 50	379,020	— & —	.....
" " pref. 50	752,760	— & —	Nov.'73 3½
Cape Cod 50	1,020,330	J. & J.	Jan.'72 $2½
Cape May and Millville* 50	447,000	J. & D.	Dec. '73 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa*..... 50	1,189,500	— & —	.....
" pref. 50	2,200,000	M. & N.	Nov. '73 2½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '74 4½
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	Nov. '73 1½
" " pref..100	769,600	F. & A	Aug. '73 3½
Central of Georgia.....100	4,666,800	J. & J.	July '73 5
Central of New Jersey..100	20,000,000	J. & J.	Jan. '74 4
Central Ohio*..... 50	2,425,000	J. & J.	Jan. '74 3
" pref..... 50	400,000	J. & J.	Jan. '74 3
Central Pacific 100	54,275,500	.....	Sept.'73 3
Chemung*.....100	380,000	J.A.J&O	Oct. '72 1½
Cheshire, preferred 100	2,100,000	J. & J.	Jan. '74 2
Chicago and Alton.....100	8,929,900	M. & S.	Sept. '73 5
" " pref.....100	2,425,400	M. & S.	Sept.'73 5
Chicago, Burl. & Quincy.100	18,652,910	M. & S.	Sept.'73 5
Chicago, Iowa & Nebras*100	3,916 300	J. & D.	Jan. '74 4
Chicago & N. Western..100	15,033,480	J. & D.	Dec. '72 3½
" pref.100	21,2?9,563	J. & J.	July '73 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Nov.'73 4
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.*.. 50	2,980,550	— & —	Apl. '72 10s
" " pref.... 50	429,046	M. & N	Nov. '73 2
Clev., Col., Cin. & ind...100	14,991,275	F. & A.	Aug.'73 3½
Cleveland & Mahoning*. 50	2,067,569	M. & N.	May '73 3½
Cleveland & Pittsburg*. 50	11,236,150	F.M.A.N	Nov. '73 1½
Col., Chic. & Ind. Cen.*100	13,000,000	.....	.....
Columbus and Xenia*.... 50	1,786,800	M.J.S.D.	Dec. '73 2
Columb. & Hocking Val..100	2,500 000	F. & A	Feb '74 5
Concord 100	1,500,000	M. & N.	Nov. '73 5
Concord and Ports.*.....100	350,000	J. & J.	Jan. '74 3½
Conn & Passm p Riv..1 0	2,100,000	F. & A	Aug. '73 3
Connecticut River..... 100	1,850,000	J. & J.	Jan. '74 5
Cumberland Valley.....	1,494,250	A. & O.	Oct. '73 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec '71 4
Delaware*..... 50	1,230,941	J. & J.	Jan. '74 3
Del., Lackaw. & Westn. 50	18,868,850	J. & J.	Jan. '74 5
Detroit & Milwaukee*.. 50	822,140	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania*..... 50	1,309,200	J. & J.	Jan. '74 3
East Mahanoy *..... 50	392,950	J. & J.	Jan. '74 3
Eastern (Mass.).....100	4,262,800	J. & J.	July '73 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*.100	600,000	F. & A.	Aug. '73 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '73 2½
" " pref. 50	500,000	J. & J.	Jan. '74 3½
Erie Railway 100	78,000,000.	.....	Oct. '73 1
" pref.....100	8,539,910	.....	Oct. '73 2½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Sept. '73 1½
Fitchburg 100	4,000,000	J. & J.	Jan. '74 4
Georgia 100	4,150,000	J. & J.	Apl. '74 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.)....100	19,237,404	A. & O.	Oct. '73 2½
Hannibal & St. Joseph.100	4,151,700	F. & A.	Aug. '70 2½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,950	M. & N.	Nov. '73 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '74 3½
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '74 4
Huntingdon & Bd Top. 50	890,000	— & —	.....
" " pref. 50	450,750	J. & J.	July '68 2½
Illinois Central 100	25,230,510	F. & A.	Feb. '74 4
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City* 100	4,625,000	— & —	Jan. '74 3
Jeffersonv., Mad. & Ind.100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Jan. '74 1½
Joliet & North. Indiana*100	300,000	J. & J.	Jan. '74 4
Joliet & Mich. So...100	49,466,500	F. & A.	Aug.'73 4
" " (guar.).100	638,500	F. & A.	Aug.'73 5
Lawrence*..... 50	280,200	— & —	.....
Leeds and Farmington*.100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna. 50	3,789,800	M. & N.	May '67 5
Lehigh Valley 50	21,468,800	J.A. J.O.	Jan. '74 2½
Little Miami*..... 50	5,871,450	J.A. J.O.	Oct. '73 3
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. '74 3½
Long Island..... 50	3,000,000	M. & S.	May'73 10s
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '74 4½
Louisville & Nashville...100	8,980,600	F. & A.	Aug. '73 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200,000	A. & O.	Oct. '73 3
Lykens Valley 20	600,000	F.M.A N	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law...100	1,000,000	M. & N.	Nov.'73 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Aug. '73 3
Memphis & Charleston* 25	5,812,725	J. & D.	Jan. '69 2
Michigan Central 100	18,733,204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323,375	J. & J.	Jan. '74 5
Milwaukee and St. Paul..100	13,398,550	J. & J	Dec. '70 7s
" " pref.....100	10,825,777	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '74 4
Morris and Essex*..... 50	14,008,100	J. & J	Jan. '74 3½
Nashua and Lowell.....100	800,000	M. & N.	Nov.'73 5
Naugatuck.....100	1,881 900	F. & A.	Aug. '73 6
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'73 5
Newark and N. York*..100	977,400	J. & J.	Jan. '74 3½
N. Bedford & Taunton..100	500,000	M. & N.	May '73 4
N. Castle & Beaver Val.* 50	1,800,000	J. A. J.O.	Oct. '73 2½
N. Haven & Northamp..100	605,000	J.A. J.O.	Sept '73 3
New Jersey*.....100	7,295,200	J.A. J.O.	Jan. '74 2½
New London Northern*100	1,413,800	J. & J.	Jan. '74 4
N.Y. Cen. & Hudson R...100	89,428,330	A. & O	Oct. '73 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '74 4
" " pref.100	1,500,000	J. & J.	Jan. '74 4
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	Jan. '74 6
N. Y., Provid. & Boston.100	2,000,000	J.A. J.O.	Jan. '74 2½
Ning. Bridge & Canand*100	1,000,000	J. & J	Jan. '74 3
North Carolina*.....100	4,000,000	irregular.	Jan. '73 3
N. Eastern (N.C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3,150,150	January.	Jan. '74 5s
Northern Central 50	5,842,000	M. & N	Nov. '72 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '73 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '74 4
Norwich & Worcester*..100	2,823,400	J. & J.	Jan. '74 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '74 3
" " pref.100	2,000,000	A. & N.	Oct. '73 4
Ohio and Mississippi....100	19,995,847	J.A. J.O.	.....
" " pref.100	4,024,474	J. & D.	Dec'72 3½s
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	July '73 3
Old Colony & Newport..100	6,297,900	J. & J.	Jan. '74 5½
Oswego and Syracuse*..100	482,400	F. & A.	Aug. '73 4
Pacific of Missouri.....100	3,635,750	— & —	July '72 1½
Panama.....100	7,000,000	J.A. J.O.	Jan. '74 3
Paterson and Hudson*..100	630,000	J. & J.	Jan. '74 4½
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	743,000	J. & J.	Jan. '74 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '74 3
Pennsylvania 100	72,000,000	M. & N.	Dec. '73 5s
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug. '73 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	July '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D	Dec. '73 3
Philadelphia & Reading 50	32,684,375	J. & J.	Jan. '74 5
" " pref... 50	1,551,800	J. & J.	Jan. '74 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Jan. '74 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	Jan. '74 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Jan. '74 2½
" Special Imp..100	2,000 000	J.A. J.O.	Jan. '74 1½
Pittsfield & N. Adams..100	400,000	J. & J.	Jan. '74 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '74 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '74 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 d
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '74 4
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	Jan. '74 3½
Ruttland*..... 100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Aug.'73 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,040,000	May.	May '68 7
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" " pref..100	12,000,000	.....	Nov. '72 $3
Saratoga and Schenec*..100	300,000	A. & O.	Oct. '73 3½
Schuylkill Valley* 50	576,050	J. & J.	Jan. '74 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Potts.* 50	869,450	F. & A.	Aug. '73 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	488,800	J. & J.	Jan. '72 3
South Carolina 100	6,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '73 4
Staten Island.....100	600,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	443,700	J. & J.	Jan. '74 2½
Stony Brook*.....100	287,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '73 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,189	— & —	July '73 3
Taunton Branch 100	500,000	J. & J.	Jan. '74 5
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '73 6
Tol., Peo. & War. 1st pref.100	1,777,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	Nov.'73 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Union and Black River...100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*...100	3,500,000	J. & D.	Dec. '72 2
Vermont and Mass 100	$2,800,000	M. & N.	May '73 2
Warren (N. J.).....100	1,500,000	J. & D.	Dec.'71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,209,000	F. & A.	Aug.'73 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*100	500,000	J. & J.	July '73 3½
Worcester and Nashua. 7s	1,400,555	J. & J.	Jan. '74 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....2½
Baltimore City.....100	800,000	— & —	Jan. '74 3
Bleecker st. & F Fy.(N Y)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl.'73 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Apl. '73 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jan.'70
Brooklyn City 100	1,500,000	F.M.A.N	Feb. '74 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn).....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Oct. '73 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	600,000	J. & J.	Jan. '74 3
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl.'10	500,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Aug '73 2
Eighth Avenue (N. Y.)....100	1,000,000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	3
42nd St. & G. St. Ferry....100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw.(Ph.) 50	491,760	J. & J.	Jan. '74 5
Germantown (Ph.)..... 50	1,500,000	J. & J.	Jan. '74 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '74 4
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. '74 1½
Lomb. & South Sts.(Ph.) 25	105 000	A. & O	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	M. & N.	Nov.'73 5
Middlesex (Boston).....100	400,000	A. & O.	Apl.'73 4
Ninth Avenue (N. Y.)....100	197,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	Jan. '74 5
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '74 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 6
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	Oct. '73 2
Second & Third St.(Ph.) 50	992,100	J. & J.	Jan. '74 6
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '74 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 3
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.)..50	1,000,000	J. & J.	Jan. '74 2
Somerville (Boston) 100	75,000	A. & N.	Nov. '73 5
South Boston 100	400,000	J.A. J.O.	Jan. '74 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan. '74 5½
West Philadelphia..... 50	400,000	J. & J.	Jan. '74 3
CANALS.			
Chesapeake & Delaware 50	1,983,568	J. & D.	June'73 3
Chesapeake and Ohio ... 25	8,229,500	— & —	.....
Delaware Division..... 50	1,653,350	F. & A.	Aug.'73 4
Delaware and Hudson....100	15 000 000	F. & A	Feb. '74 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	Jan. '74 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,068,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 100	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,297	F. & A.	Feb'74 90c
" " (pref.). 50	2,898,977	F. & A.	Feb'74 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union.....		— & —	.....
" preferred 50	2,907,850	— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 —
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Dec. '73 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 8
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City.....	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton..... 100	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron..	500,000	— & —	Apl. '73 6
Maryland Coal.....	4,400,000	J. & D	Dec. '70 3
Mariposa Gold.....100	2,836,800	— & —	.....
" pref.....100	8,898,400	— & —	.....
" certif...100	3,324,000	J. & J.	.....
Pacific Mail Steamship..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	2,000,000	.....	.....2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Nov.'73 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Nov.'73 3
Quicksilver, common ...100	8,740,000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
United States Express....100	6,000,000	F.M.A.N	Feb. '74 3
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '74 4
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 6
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. '68

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities Jan. 1, 1874.					
Loan of June 14, 1858 .....registered	$5,680,000	5	Jan. & July.	1874	112¼
.. ..coupon	13,307,000	5	" "	1874	....
Loan of February 8, 1861 .....registered	13,762,000	6	Jan. & July.	1880	117¼
.. ..coupon	4,653,000	6	" "	1880	118
Oregon War Bonds of March 2, 1861...coupon	945 000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861....registered	125,671,500	6	Jan. & July	1881	117½
.. ..coupon	63,649,850	6	" "	1881	118
Loan of Feb. 25, 1862 (5-20s).....registered	16,879,500	6	May & Nov.	1882	113½
.. .. .. (5-20s).....coupon	155,760,850	6	" "	1882	114½
Loan of March 3, 1863.....registered	53,008,900	6	Jan. & July.	1881	117½
.. ..coupon	21,391,100	6	" "	1881	118
Loan of March 3, 1864 (5-20s).....registered	964,600	6	May & Nov.	1884	115½
Loan of June 30, 1864 (5-20s).....registered	24,817,150	6	May & Nov.	1884	115½
.. .. .. (5-20s).....coupon	33,229,050	6	" "	1884	116½
Loan of March 3, 1865 (5-20s).....registered	33,886,650	6	May & Nov.	1885	115½
.. .. .. (5-20s).....coupon	118,747,700	6	" "	1885	117
.. .. 2d series (5-20s).....registered	55,873,950	6	Jan. & July.	1885	116
.. .. .. (5-20s).....coupon	146,759,150	6	" "	1885	116½
.. .. 3d series (5-20s).....registered	87,237,650	6	Jan. & July.	1887	117
.. .. .. (5-20s).....coupon	223,416,550	6	" "	1887	117½
.. .. 4th series (5-20s).....registered	13,750,500	6	Jan. & July.	1888	116½
.. .. .. (5-20s).....coupon	28,723,500	6	" "	1888	117½
Loan of March 3, 1864, (10-40s)....registered	140,732,750	5	Mar. & Sept.	1904	113
.. .. .. (10-40s).....coupon	53,834,550	5	" "	1904	114
Consols of July 14, '70 & Jan. 20, '71.registered	165,990,850	5	F. M. A. & N.	1881	111½
.. .. coupon	128,983,660	5	" "	1881	112½
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	114½
U. S. Notes and Fractional Currency.....	427,026,132	nil.	.....	.....	....
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72..	2,582,800	5	May & Nov.	'86-'92	....
.. Bonds (new), 1866, '68 and '72.....	2,386,000	5	Jan. & July.	'86-'92	....
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'-0 '91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,800,0.0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'90-'00	....
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872.....	300,000	7	" "	1892	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,466,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	110
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'82-'86	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,500):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($5,728,865):					
.. Convention Bonds 1868.....	90,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	868,000	6	Various.	'72-'74	....
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R. R., '58, '59, '60 & '61	600,000	6	Feb. & Aug	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,900,'00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,890,000	7	Various.	1890	....
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	....
Illinois—($2,183,681):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):			Jan		
.. State Bonds (various) 1863 to 1864.....	110,675	6	". & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	"	'76-'89	....
Kentucky—($2,750,510):					
.. State Bonds 1838 and '43.....	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	40
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	50
.. .. .. 1866	1,000,000	8	Various.	1886	57
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds(N.O., Mob. & Chat. R.R.)'70 '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866...	259,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.)Bonds 1869	480,000	7.3	Mar. & Sept.	1899	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1908	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	" "	'83-'89	98
.. Municipal Equalization Bonds.....	3,064,400	6	April & Oct.	1889	98
Maryland—$12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	95
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1885	96
.. Bounty War Bonds, 1868.....	511,855	6	J. A. J. & O.	1889	104½

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	PAYABLE.	Market Price.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.	706,000	5	Various.	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800,000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	94½
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	91½
.. Bounty Loan, 1864.....	4,379,560	5	May & Nov.	1894	98
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (6-20) cur. 1865.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'85-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'93	92½
.. Loan (R., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445,000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863...	431,000	6	" "	1878	97
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1858.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1873	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	93
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	97
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($360,000):					
.. State Bonds, for floating debt	360,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	98½
.. War Loan Bonds, July 1, 1864	800,000	6	Mar. & Sept.	'84-'89	97½
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	98½
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	104½
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'83-'00	....
.. War Loan Bonds, 1864, tax free.....	694,400	6	" "	'97-'02	....
New York—($38,121,606):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	plens.	....
.. General Fund Stock	1,189,780	6	" "	plens.	....
.. Canal Stock.....	1,106,428	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	72-'73	107
.. Canal Stock.....	2,572,000	6	" "	'74-'75	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	0,675,000	7	Jan. & July.	1877	105
.. Bounty Loan Bonds, 1867, coupon	1,272,000	...	" "	1877	105
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	28½
.. State (old) Bonds 1848 to 1860.....	3,689,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	16
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	28
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	17
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	15½
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	....
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, stg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1860 Bonds, stg f'd.....	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, stg f'd.....	1,495,300	6	" "	1881	102
.. Loan of 1856 Bonds, stg f'd.....	2,400,000	6	" "	1886	103
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($2,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'17	....
.. Loan of Feb. 1867 (5-10s).....	3,786,650	6	" "	'72-'77	100
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	106
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	106½
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	"	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1862	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	97½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '58-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1868	....
.. .. .. '66.-'69.....	2,262,714	6	Jan. & July.	'87-'97	9½
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R Bonds 1854.....	970,000	6	" "	'74-'78	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. 1870.....	500,000	6	April & Oct.	1889	....
Tennessee—($30,062,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	80½
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	80
Texas—($8,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	257,000	10	Mar. & Sept.	1876	85
Vermont—($322,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,268):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'00	35
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'00	35
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'86-'00	....
.. Funded Interest, 1866-'67.....	6,393,423	6	" "	'76-'87	....
.. Funded Interest sterling, 1847.....	466,200	6	" "	'85-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,000,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	100
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	96½
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1890	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	90
Special Mortgage to Penn.	3,500,000	6	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	...
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(285 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R.R.)gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1856 '75	863,250	6	Jan. & July.	Baltimore.	1875	98
Loan of 1850-'80	579,500	6	" "	"	1880	95
Loan of 1853-'95	1,710,500	6	April & Oct.	"	1885	97
Loan of 1855-'90 (Balt.) sktg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) sktg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort.(N.W.Va.R.R.)assumed	485,500	6	Jan. & July.	Baltimore.	1873	....
3d Mort.(N.W.Va.R.R.)assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,400,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort. guar. by St.L.A. & T.H.	1,100,000	8	April & Oct.	New York.	1896	90
Beloit and Madison (C. & N.W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. &	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage } A. Co. and	499,500	6	March & Sept.	Princeton.	1885	80
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	80
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	108
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	92
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90½
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	98
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1890	29½
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1890	35
Mass. Loan(sec'd by $4,000,000 Bds.)	3,000,000	7*	" "	" "	1890	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	95
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	101

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort.(gold)end. by Ga.tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec'	New York.	1877	92
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg sktg f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	80
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	98
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,587,971	8	Jan. & July.	Boston.	1894	98
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1894	50
Cairo and Fulton (Arkansas):						
1st Mort. (R.R.& lands) S.F.gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1864	500,000	7	April & Oct.	Camden.	1879	91½
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	80
Canada, Michigan and Chicago:						
1st Mort. (sktg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (sktg fd)g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	64½
Carthage & Burlington(C.B.& Q.):						
1st Mortgage guar. and tax free.	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,200,000	7	" "	"	1900	103½
Chattel Mortgage	158,350	6	" "	"	'80-'89	64
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	72
Cedar Rapids & Mo.Riv.(C&NW):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	82½
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	64½
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	1,725,000	7	" "	" "	1902	....
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	106
Loan of Leh.C. & Nav.Co.(assu'd)	2,310,000	6	J. A. & J. C.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	87
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'96-'99	96
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	106½
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	" "	1885	102
1st Mort. (Western Pacific) gold	2,736,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.)	500,000	8*	" "	San Francisco	1890	....
1st Mort.(San Joaquin V.D.)gold	6,090,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,155,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1893	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1893	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1893	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M.(gold)sktg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	61
1st Mort. (Va. Con.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	....
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1878	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75-'80	91
Chester Creek:						
1st Mortgage guar. by P.W.& B.	135,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	104
1st Mortgage	2,408,000	7	Jan. & July.	" "	1893	103
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	90½
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (" ") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	109½
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	660,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,983,225	7	Jan. & July.	Boston.	1896	96½
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	95
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	97
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	96
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	97½
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	71½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C. & N.W.	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C. & N.W.	218,000	7	Feb. & Aug.	New York.	1894	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	98
Funded coupons (193 m.)	750,000	7	May & Nov.	" "	1883	96
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	100
Appleton Ext. (23 m. & 76,000 ac.)	174,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	284 000	7	" "	" "	1885	....
Equipm't (Engs & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,775,000	7	Feb. & Aug.	" "	1892	103
2d Mort. (Gal. & Chic. 248 m.)	938,000	7	May & Nov.	" "	1875	95
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line (")	129.500	7	" "	" "	1878	....
1st Mort. (Peninsula 79m. & land)	331,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C. & N.W. R'y)	3,105,000	7	F. M. A. & N.	" "	1915	91
Consol. gold bonds for $48,000,000	4,534,000	7*	June & Dec	" "	1902	85½
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil. R.R.) guar.	389,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi. R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	9.500	7	June & Dec.	" "	1896	....
1st Mort. (Chic. & Mil. R.W.) guar	1,141,000	7	Jan. & July.	" "	1898	92½
1st Mort. (Bel. & Mad. R.R.) guar.	306,000	7	" "	" "	1883	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000 pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000 pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $1,000,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I. & Pac.)	8,600,000	7	" "	" "	1896	102½
Chi. & Southwes'n (C., R.I. & Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C. & W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis June.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	798,000	7	March & Sept.	" "	1898	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	70
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	71½
1st Mort. (San., Day. & Cin. S.R.	988,000	6	Feb. & Aug.	Boston.	1900	77
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000 000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	101
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'78-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	92
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July	" "	1892	87½
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	92
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1883	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344.750	7	April & Oct.	New York.	1908	85½
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	68
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1901	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	92½
Notes payable, conv. at par	594,000	7	" "	"	1876	9.
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. ABCD & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1, 2, 3, 4.	87
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York.	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,981,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	102
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	102
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	100
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,620,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	5*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	94
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	95
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1903	....
East Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia(E.T.V.&G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	91½
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	97½
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	March & Sept.	"	1882	96½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	97
Income Mortgage guaranteed	570,000	6	April & Oct.	"	1872	59
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	102½
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	101½
3d Mortgage	4,582,000	7	" "	" "	1883	98
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	96½
5th Mortgage convertible	709,500	7	June & Dec.	" "	1888	90
Buffalo Branch, 1st mortgage	182,000	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	...
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	NY&London.	1920	96
Convertible bonds	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1893	....
Equipmen t Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L M.(& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1890	67
Evansville and Crawfordsville:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1861	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease, S.F. 25 000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1920	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	6	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,860,000	7*	April & Oct	Boston.	1899	....
2d Mortgage	600,000	8	Jan & July	"	1899	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	89½
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	103
2d Mortgage	948,000	7	May & Nov.	" "	1875	95
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	631,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1846	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,938,385.	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,428,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1896	85½
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	91½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	53,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	5	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	81
1st Mort. (Q. & Palm.R.R. 15 m)	600,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City&Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	95
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	102½
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (N Y&O Mid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia	1890	102
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	90
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	64
Illinois Central:						
Construction bonds, cur. skg f'd.	3,058,500	7	April & Oct.	New York.	1875	101½
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1900	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1900	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1857	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,900,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	92
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	97
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	96½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	6	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1 897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R. R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	100½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	793,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	83
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	84
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1868	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB.78 m)ex.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,800,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL.& G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,068,000	6*	June & Dec.	" "	1896	86
1st M.(2dD.244.66m.& 3,000,000a)	6,455,000	7*	May & Nov.	N. Y., L. & F.	1899	102½
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,921,000	7*	Jan. & July.	N. Y., L. & F.	1886	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $500,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Gov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
2d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C. & Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	96
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,200,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,800,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y. B'n.& Ph.	1899	88
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,132,000	7	J. A. J. & O.	" "	1890	96½
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	96½
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore)Ap. 1, '69	1,500,000	7	" "	" "	1899	94½
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	96½
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	94
Sk'g Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	102
Mort. April 1, 1856 "	550,000	7	April & Oct.	" "	1886	94
1st Mort. May1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	103
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	96
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	96
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	....
1st Mort. Aug.1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	97
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct. 1, 1867 (Sch.& Th.R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. Ait.& Gr.R.)	840,000	8	" "	" "	1888	95
1st Mort. July 1, 1865 (J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1860 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philad. lphia	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	855,000	7	Feb. & Aug.	New York.	1800	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold.	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	96
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	105
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	38
Land Grant sinking fund	6,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	94
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	93
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol.M.for $8,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	90
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	680,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00 0	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	317,300	6	April & Oc	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	103½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	90
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	76½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	89½
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1880	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	....
Michigan Central:						
1st Mortgage, convertible	356,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	107
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	94
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	99½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (" ") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown,Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,067	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,514,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	85
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,808,000	7	Jan. & July.	" "	1897	83
1st Mortgage (Minn. Cent.)	192,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	75
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	100
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	97
Milwaukee City Loan	233,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Win.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $13,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1900	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St. L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	....	....
1st Mort. Land Grant gold	1,060,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000 p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,860	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	...
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	105
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	101½
Convertible bonds	1,810,000	7	Jan. & July.	" "	1900	92½
Construction bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	63

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur (L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	85
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1875	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1901	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	500,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie'd bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (NY.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	...
2d Mortgage currency	1,500,000	7	" "	" "	1851	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	43
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1886	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1888	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1896	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, go'd	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N Oto T 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	93
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	102
Bonds for R.& N. S't.(")	76,000	6	May & Nov.	" "	1883	85
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	81
Bonds for real estate (")	162,000	6	" "	" "	1883	85
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	90
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C & H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	108½
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	100
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	182,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1870	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	782,000	7	" "	" "	1890	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	900,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	468,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	97
2d Mortgage	5,000,000	7	May & Nov.	"	1900	101½
Chattel Mortgage	860,000	10	April & Oct.	"	1877	100
North Shore (L. I.)						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	1rred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	80
3d Mortgage skg fd	1,225,000	6	April & Oct.	"	1900	87
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	88
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1890	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	35
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston	1878	92½
Equipment Mortgage	200,000	8	" "	"	1879	92½
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage	6,694,000	7	Jan. & July.	New York.	1898	92½
Consolidated 1st Mortgage, stg.		7*	" "	London.	1898	....
Consolidated 2d Mortgage	3,529,000	7	April & Oct.	New York.	1911	....
2d Mortgage, (W. Div.)	433,000	7	Jan. & July.	" "	1874	80
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bond	50,000	7	May & Nov.	" "	1883	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	71
1st Mortgage (War. & Fkln.)	580,000	7	April & Oct.	"	1882	83
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	68½
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	97
Plain Bonds	485,000	6	April & Oct.	"	1875	95
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	102½
Omaha and Northwestern:						
1st M. land grant, gold	$16,000pm	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	84½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	78
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	80
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	75
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	78
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,200,000	8	Jan. & July.	Boston.	1900	96
Owensboro' and Russellville.						
1st Mortgage for $1,500,000		8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	84
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	66
Income Bonds	1,500,000	7	" "	" "	1892	56
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(T.W.& W.):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(U.C of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	100
2d Mortgage (")	2,594,000	6	April & Oct.	"	1875	99½
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	88
State lien for $17,500,000, skg f'd	5,755,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	310,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	99½
1st Mortgage guaranteed	1,500,000	7	" "	" "	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	96½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	93
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	85
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	80½
Perth Amboy & Woodbr.(C& A):						
1st Mortgage	100,000	6	Feb. & Aug	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1893	80
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	96,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	97
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	102½
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	101
	Dollar registered	3,414,000	7	" "	"	1911	103
	Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	98
	Gold or stg reg.	624,000	6*	" "	" "	1911	97½
	Dollar coupon	376,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv		2,305,630	7	Jan. & July.	"	1893	103½
Philadelphia, Wilmington & Balt.:							
Mortgage Loan, convertible		345,600	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866		400,000	6	April & Oct.	"	1876	95
Loan of 1867		1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):							
1st Mortgage, guaranteed		330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):							
Consol. Mortgage for $10,000,000.		6,212,000	7	Feb. & Aug.	Philadelphia.	1900	69
1st Mort. (Steub. & Ind.) conv.		3,000,000	6	monthly.	New York.	1884	70
1st Mort.(Ct.& New'k 33m)conv		775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:							
1st Mortgage of 1868, tax free		4,000,000	7	Jan. & July.	Baltimore.	1898	90½
2d Mort. (Balt. Loan) of 1866		1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)		400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:							
1st Mortgage (Series A)		875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage (Series B)		875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)		875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)		875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)		875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)		875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)		860,000	7	Jan. & July.	" "	1912	101
2d Mortgage (Series H)		860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)		860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)		860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)		860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)		860,000	7	June & Dec.	" "	1912	....
3d Mortgage		2,000,000	7	April & Oct.	" "	1912	96
Bridge (O. & P. R. R.) bonds		153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869		1,000,000	8	March & Sept.	" "	1874	101
Construction bonds of Jan. 1,'70		100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:							
1st Mortgage for $2,000,000		.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:							
1st Mortgage gold, for $1,800,000		.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):							
1st Mort. (Maine Section) gold..		800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000		.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):							
1st Mortgage gold, for $2,300,000		.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:							
1st Mortgage of 1868		250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:							
1st Mort.(Portland Loan)skg f'd		700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)		350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for $450,000		.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):							
1st Mortgage gold, skg f'd		1,500,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.		1,000,000	7*	" "	"	1889	....
Pougkeepsie and Eastern:							
1st Mort. gold, conv. & tax free		800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:							
1st Mortgage		300,000	6	Jan. & July.	Providence.	18	....
Quincy, Alton and St. Louis:							
1st Mortgage gold		850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):							
1st Mortgage, guaranteed		500,000	7	May & Nov.	New York.	1890	88
Quincy & Warsaw (C. B. & Q.):							
1st Mortgage, guaranteed		800,000	8	Jan. & July.	Boston.	1890	97
Reading and Columbia (P.& R):							
1st Mortgage, guaranteed		850,000	7	March & Sept.	New York.	1883	....
2d Mortgage, guaranteed		360,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:							
1st Mortgage		150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage		300,000	7	" "	"	1880	....
3d Mortgage		150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitehall)		400,000	7	March & Sept.	New York	1906	....
1st Mort. (Troy, Salem & Rutl.)		500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)		125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:							
Virginia State Loan, skg fund..		600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds		157,800	6	" "	"	1875	....
Consolidated Mortgage		1,722,000	6	May & Nov.	New York.	'78-'96	69
Rich., Fredericksbg & Potomac							
Sterling Loan		67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan		295,500	6	" "	Richmond.	1881	....
Dollar Loan		172,800	7	" "	"	1875	....
Richmond and Petersburg:							
1st Mortgage		130,500	7	June & Dec	Richmond	1875	....
1st Mortgage		176,000	8	April & Oct		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund...	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m..	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	....
Equipment Mortgage	500,000	8	March & Sept.	"	1880	80
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").....	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,600pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	90
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	76
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	99½
St. Louis, Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	92½
2d Mortgage May 1, 1868 guar..	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	80½
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,800,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands..	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands..	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1898	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000.....	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	90½
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1900	....
San Fran., Oakland & Alameda:						
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds.....	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar...	152,000	7	Jan. & July.	Macon.	1991	....
Savannah and Memphis:						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.& H.Can.):						
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage.....	230,000	10	" "	" "	1881	.. ..
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	95
Sheboygan and Fond du Lac:						
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension.....	691,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.).						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold.....	600,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold.....	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	242,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds.....	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000.....	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	93
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va.(A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds.....	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,780,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold.....	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv..	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed.....	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free.....	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.....	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000.....	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage.....	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1891	....
Tioga:						
1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m....	1,600,000	7	June & Dec.	New York.	1894	69
1st Mortgage (W. Div.) 117 m..	1,800,000	7	Feb. & Aug.	" "	1896	75
2d Mortgage (W. Div.) 117 m..	1,300,000	7	April & Oct.	" "	1886	55
Equipment Mort. sinking fund..	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000..	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	....
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed.....	80,000	7	.....	New York.	1888	.. ..
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar....	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May & Nov.	" "	1876	....
Convertible Bonds.....	648,000	7	" "	" "	1883	.. ..

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	98
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1893	96
1st Mort. (Quincy & Tol. 84 m)	500,000	7	May & Nov.	" "	1890	84
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	90½
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T. Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	89½
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	84
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	75
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	77
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	90
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	85½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	81
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	77½
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1890	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	92
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883(Camden & Amb'y)	1,700,000	6	" "	Philadelphia.	1883	91½
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	89
Consolidated(mort.)Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	98½
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	" "	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(N.J.Co)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq. Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	25
2d Mortgage consolidated	1,500,000	7	" "	"	1891	7½
1st Mort.(Stan., Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	67½
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.		....	80
Equipment Mortgage	1,000,000	8	May & Nov.		'76-'77	75
Equipment Mortgage	1,000,000	8	" "		1889	75
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	336,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	238,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	71½
4th Mortgage	846,000	8	March & Sept.	" "	1900	85
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& All.R.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	83
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7	April & Oct.	New York.	1891	....
Watertown & Rome(R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	101½
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consol) guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	513,600	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	72½
1st Mort. endor. by Balt	200,000	6	" "	"	1890	92
2d Mort. " "	300,000	6	" "	"	1890	92
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	80
2d Mortgage preferred	600,000	6	" "	"	1895	60
3d Mortgage endor. by Balt	675,000	6	" "	"	1900	92
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	87½
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1890	....
West Jersey:						
Loan of Mar. 1, 1863, gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	102
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1898	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	71
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	87
2d Mortgage coupon or regis	723,600	7	Jan. & July.	"	1902	79
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1898	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	80
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G. gold S. F. $25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	88
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	100
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage registered — 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered — 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	100½
1st Mortgage registered — 3d series, Jan. 1, 1871	6,000,000	7	" "	" "	1891	100½
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan rpg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	94
Mortgage Loan reg	2,000,000	6	F. M. A. & N.	"	1897	95
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	93½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	97½
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	88
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	92
2d Mortgage	285,000	6	" "	"	1876	93
Boat Loan, sinking fund	236,986	7	" "	"	1885	90
Preferred Stock Dividend Scrip	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar	2,205,000	6	Jan. & July.	Philadelphia.	1887	85
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,554	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,980	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	74
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	260,000	6	May & Nov.	"	1870	75
Boat and Car Loan	756,650	6	" "	"	1888	72
Boat and Car Loan	628,100	7	" "	"	1880	85
Coupon Bonds	1,079,000	6	Jan. & July.	"	1896	71
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	72½
2d Mortgage	700,000	6	" "	"	1888	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1906	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*), occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years Ending.	Railroad. Main Line.	Branch Line.	Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	3	106	Adirondac.....New York.	2,728,692	*	.....	7,000,000	3,763,000	930,000	1,963,756	—	60.2	.....	.....	.....	160,425	.....	—	100	.....
May 31, 1872	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	81.3	—	4.6	—	18	8	2	101	Alabama Central †.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	142.0	—	87.1	—	21	24	12	749	Albany and Susq. (D. & H.)...New York.	7,468,572	*	.....	.....	5,000,000	4,467,000	.....	.....	164.0	(Del. &	Hud. Cana	l Co.)	1,841,228	428,821	7	100	86
Sept. 30, 1873	51.0	—	2.0	—	3	4	1	21	Alexandria and Fredericksburg †.....Va.	2,500,000	*	.....	.....	.....	1,000,000	.....	—	51.0	.....	.....	.....	.....	.....	—	100	.....
Jan. 31, 1873	132.0	—	44.9	112.0	.....	.....	.....	.....	Allegheny Valley.....Pennsylvania.	13,200,000	*	.....	.....	2,256,300	12,389,000	.....	—	132.0	.....	.....	.....	2,239,158	960,684	—	50	.....
Nov. 30, 1872	35.8	—	1.6	—	.....	.....	.....	.....	Allentown.....Pennsylvania.	1,147,225	*	.....	.....	567,544	.....	579,681	—	35.8	.....	.....	.....	.....	.....	—	50	.....
Dec. 31, 1872	20.5	—	2.0	—	5	10	2	43	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	95,000	20.5	.....	(Phila. & R	eading R.	R.)	.....	—	50	.....
Dec. 31, 1872	57.0	—	2.8	28.0	.....	.....	.....	.....	Arkansas Central (3 ft.) †.....Arkansas.	.....	.....	.....	.....	.....	15,000pm	.....	—	.....	.....	.....	.....	.....	.....	—	100	.....
Mar. 31, 1873	23.6	—	1.9	—	.....	.....	.....	.....	Ashuelot.....New Hampshire.	506,000	*	.....	.....	246,018	150,000	.....	—	—	.....	.....	.....	.....	.....	—	100	.....
Nov. 30, 1872	465.0	—	23.3	200.0	.....	.....	.....	.....	Atchison, Topeka & Santa Fe....Kansas.	20,000,000	*	.....	.....	8,615,000	10,564,500	570,000	—	—	(In prog	ress to N.	Mexico.)	.....	7,500	—	100	18½
Sept. 30, 1872	30 4	—	0.9	—	5	2	1	17	Athol and Enfield.....Massachusetts.	905,878	7,555	44,400	.....	520,000	293,400	44,605	3,814	30.4	44,820	26,778	17,198	39,032	10,555	—	100	.....
June 30, 1872	86.7	—	8.9	—	19	6	5	119	Atlanta and West Point.....Georgia.	1,200,129	*	.....	.....	1,232,200	22,000	.....	—	86.7	.....	.....	.....	.....	.....	8	100	.....
Sept. 30, 1872	387.3	38.2	149.4	—	166	52	26	3,117	Atlantic and Great West. N.Y. Penn. & O.	60,992,240	*	.....	.....	24,000,000	56,992,240	.....	—	565.8	.....	.....	.....	5,451,229	355,670	—	100	.....
Dec. 31, 1872	287.0	110.0	16.3	165.0	26	19	6	338	Atlantic and Gulf †.....Georgia.	7,592,283	*	162,387	.....	4,479,677	3,294,700	330,991	—	347.5	635,350	98,234	.....	983,966	339,539	—	100	.....
Sept. 30, 1872	405.0	20.0	21.0	100.0	78	39	18	832	Atlantic, Mississippi and Ohio....Virginia.	17,765,914	*	8,718,937	.....	6,921,900	14,889,843	.....	—	428.0	1,427,688	282,575	530,583	1,969,053	734,328	—	100	.....
May 31, 1872	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina †.N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	—	95.0	.....	(No return	ns furnish	ed.)	.....	—	100	.....
Dec. 31, 1872	364.0	—	18.2	200.0	.....	.....	.....	.....	*Atlantic and Pacific* †..Missouri & Ind. Ter.	.....	.....	.....	.....	15,000,000	12,500,000	.....	—	328.2	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	149.5	1.5	16.2	—	.....	.....	.....	.....	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,089	.....	.....	.....	3,994,900	3,433,848	201,089	—	—	.....	.....	.....	.....	.....	4	100	.....
Nov. 30, 1872	55.0	—	2.7	—	.....	.....	.....	.....	Augusta and Savannah.....Georgia.	1,032,200	.....	.....	.....	733,700	129,000	.....	—	—	.....	.....	.....	.....	73,000	7	100	.....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Genesee and Mount Morris..N. Y.	245,000	*	.....	.....	194,250	20,000	20,000	—	19.1	21,302	43,209	4,901	83,299	6,001	—	100	.....
Nov. 30, 1872	57.2	2.0	4.1	—	.....	.....	.....	.....	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	—	53.2	.....	(Leased to	Pennsylv	ania.)	.....	—	100	.....
Sept. 30, 1872	379.6	—	502.7	—	383	205	62	7,904	Baltimore and Ohio †.....Md. & W. Va.	81,170,756	7,995,856	13,423,332	3,424,536	16,704,762	12,466,689	700,873	26,152,260	454.6	9,172,997	.....	.....	10,654,472	4,582,072	8	100	158
Sept. 30, 1872	30.0	—	39.9	—	.....	.....	.....	.....	Washington Branch †.....Maryland.	1,650,000	.....	.....	642,300	1,650,000	20,000	.....	622,300	30.0	476,800	.....	.....	480,645	335,735	10	100	160
Sept. 30, 1872	103.5	—	21.8	—	.....	.....	.....	.....	Parkersburg Branch.....W. Virginia.	10,000,000	.....	.....	.....	5,680,685	593,500	.....	—	103.5	1,008,407	.....	.....	826,803	114,541	—	100	11
Dec. 31, 1872	32.0	—	3.2	80.0	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	32.2	(Opened	to Washi	ngton, May	1, 1872.)	.....	—	100	7
Dec. 31, 1872	38.4	—	2.7	—	.....	.....	.....	.....	Belfast and Moosehead Lake.....Maine.	900,000	.....	.....	.....	650,000	250,000	.....	—	—	(Operat	ed by Ma	ine Centr	al.)	36,000	—	50	.....
Dec. 31, 1872	67.0	—	6.7	—	30	21	8	967	Belvidere Delaware.....New Jersey.	3,876,842	*	.....	.....	995,300	2,244,500	1,228,128	—	67.0	.....	.....	.....	835,380	218,608	—	100	.....
Sept. 30, 1872	22.0	—	2.0	—	.....	.....	.....	.....	Berkshire.....Mass.	600,000	—	8,000	.....	600,000	.....	.....	—	22.0	58,408	80,102	174,297	120,291	42,045	7	100	72½
Sept. 30, 1872	15.6	—	5.7	—	.....	.....	.....	.....	Blossburg and Corning.....New York.	582,346	.....	.....	.....	468,000	.....	.....	—	—	.....	.....	.....	.....	.....	5	100	.....
Sept. 30, 1872	261.6	48.0	316.8	—	206	181	46	4,113	Boston and Albany.....Mass. & N. York.	19,890,414	4,411,338	1,071,646	2,106,438	19,664,100	3,637,000	546,724	4,237,012	268.3	4,883,071	5,247,576	2,732,907	9,269,599	2,362,615	10	100	139
Sept. 30, 1872	25.2	—	2.0	0.8	4	4	2	50	Boston, Barre and Gardner.....Mass.	763,114	104,775	30,324	4,028	736,240	—	153,849	12,147	28.0	82,064	85,157	17,499	69,356	7,550	—	100	.....
Sept. 30, 1872	42.9	—	9.0	—	21	22	12	434	Boston, Clinton and Fitchburg.....Mass.	1,430,828	646,052	110,250	95,786	872,000	1,250,000	62,586	97,180	90.2	441,746	467,966	317,048	576,413	192,795	—	100	.....
Mar. 31, 1873	93.5	—	12.8	—	22	24	10	473	Boston, Concord and Montreal.....N. H.	2,850,000	*	218,300	327,759	1,800,000	1,050,000	29,603	516,456	139.0	.....	171,511	92,186	670,342	181,715	6p	100	.....
Sept. 30, 1872	26.8	16.0	45.8	—	37	46	20	940	Boston and Lowell.....Mass.	2,469,955	252,345	2,565,759	253,142	2,852,900	1,771,024	542,860	374,417	71.8	741,981	1,949,688	620,053	1,288,969	241,016	8	500	109
Sept. 30, 1872	80.3	8.5	94.9	38.0	61	102	28	976	Boston and Maine.....Mass., N. H. & Me.	6,728,332	1,144,587	775,992	525,480	6,816,834	.....	1,341,862	1,016,686	153.8	1,215,996	4,135,469	520,722	2,004,672	504,116	10	100	106
Sept. 30, 1872	44.0	14.5	65.0	—	38	67	11	482	Boston and Providence.....Mass. & R. I.	3,691,138	207,400	573,542	253,320	3,950,000	—	356,478	427,922	66.5	289,132	762,246	765,733	1,716,399	465,347	10	100	149
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa.....Canada.	2,647,004	*	.....	.....	424,704	1,687,200	.....	—	85.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	171	Brunswick and Albany †.....Georgia.	10,548,000	*	.....	.....	4,898,000	5,650,000	350,000	—	—	(Com	pany in ba	nkruptcy.	)	.....	—	100	.....
Sept. 30, 1872	28.0	—	2.0	—	.....	.....	.....	.....	Buff., Bradford and Pittsburg..New York.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	—	—	(Erie	Railway	Co.)	.....	40,600	—	100	.....
Sept. 30, 1872	43.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.... N. Y. & Penn.	1,546,930	*	.....	.....	428,717	700,000	548,229	—	43.2	.....	.....	.....	228,099	.....	—	100	.....
Sept. 30, 1872	142.0	—	12.7	—	.....	.....	.....	.....	Buffalo, New York & Erie...N.Y. & Penn.	3,338,000	.....	.....	.....	950,000	2,380,000	.....	—	—	(Erie	Railway	Co.)	.....	233,100	7	500	.....
Sept. 30, 1872	117.0	—	5.9	—	.....	.....	.....	.....	Buff., New York and Phila. N.Y. & Penn.	3,064,271	*	.....	.....	1,600,707	1,876,500	430,606	—	88.0	(Opened	to Emporium, Pa.)		139,145	17,300	—	100	.....
Dec. 31, 1872	219.0	79.0	14.0	—	24	16	7	625	Burl., Cedar Rapids and Minnesota. Iowa.	7,600,000	*	.....	.....	5,400,060	2,200,000	.....	—	332.0	.....	.....	.....	995,129	283,802	—	100	.....
Dec. 31, 1872	120.0	—	6.0	100.0	.....	.....	.....	.....	Burlington and Southwestern. Iowa & Mo.	3,000,000	*	.....	.....	1,200,000	1,750,000	.....	—	—	.....	(In progr	ess.)	.....	.....	—	100	.....
Feb. 28, 1873	158.0	—	.....	143.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	10,000,000	*	.....	.....	12,000,000	8,000,000	.....	—	.....	(Compl	eted to Mo	. Line Ma	y, 1873.)	.....	—	100	.....
Dec. 31, 1872	160.0	—	8.0	—	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	—	160.0	.....	(Recently	completed	.)	.....	—	100	.....
Dec. 31, 1872	61.2	—	92.9	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	9,458,328	.....	.....	.....	5,847,300	.....	.....	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	10	100	.....
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	100	Camden and Atlantic.....New Jersey.	1,790,623	876,196	138,354	32,388	1,215,870	1,056,400	54,907	9,384	67.0	213,689	417,186	69,224	467,036	212,119	3½p	50	60
Dec. 31, 1872	28.0	7.2	3.9	—	.....	.....	.....	.....	Camden and Burlington Co...New Jersey.	715,362	.....	.....	.....	332,925	338,000	44,437	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	6	100	.....
Dec. 31, 1872	28.5	—	4.8	81.0	.....	.....	.....	.....	Canada Central.....Canada.	685,166	*	.....	5,888	.....	683,467	3,776	3,800	28.5	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1873	229.0	63.0	29.2	—	.....	.....	.....	.....	Canada Southern.....Canada.	.....	.....	.....	.....	8,000,000	8,760,000	.....	—	—	.....	(Recently	completed	.)	.....	—	100	.....
Sept. 30, 1872	71.6	22.4	7.8	18.0	10	23	12	160	Cape Cod.....Mass.	1,245,594	237,393	46,892	16,547	1,022,330	349,000	132,591	43,985	94.0	210,684	286,417	75,147	321,798	86,737	8	50	.....
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2	—	31	Carbondale and Shawneetown....Illinois.	562,850	*	.....	.....	355,500	200,000	7,150	—	18.0	(Opened	Dec. 30, 1	871.)	.....	.....	—	100	.....
Sept. 30, 1872	18.0	—	0.5	10.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	661,139	*	.....	.....	455,433	150,000	.....	—	18.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	20.0	4.0	8.0	—	6	3	2	517	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	426,000	.....	.....	—	24.0	.....	.....	.....	.....	.....	6	25	.....
Oct. 31, 1872	94.0	4.5	8.5	—	21	9	5	602	Catawissa.....Penn.	6,098,850	*	.....	.....	4,359,500	1,739,350	.....	—	—	(Leased	Nov. '72 to	Ph. & Rdg.	)	572,104	183,169	7 p.	50	36½
Sept. 30, 1872	14.8	—	1.3	—	2	2	2	14	Cazenovia and Canastota.....New York.	538,006	*	.....	.....	294,529	250,000	29,250	—	14.8	.....	.....	.....	25,885	4,391	—	100	.....
Dec. 31, 1872	75.6	—	3.8	—	.....	.....	.....	.....	Cedar Falls and Minnesota.....Iowa.	3,174,000	.....	.....	.....	1,587,000	1,587,000	.....	—	—	(Illinois	Central.)		128,646	113,400	—	100	.....
Dec. 31, 1872	271.6	2.4	22.1	—	.....	.....	.....	.....	*Cedar Rapids and Missouri River*...Iowa.	11,233,000	.....	.....	.....	7,619,000	3,614,000	.....	—	—	(Chic. &	North We	stern R. R.	)	.....	—	100	.....
Dec. 31, 1872	160.0	—	15.0	250.0	6	6	3	131	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	101.0	(No re	turns furn	ished.)	.....	.....	—	100	.....
Nov. 30, 1872	192.0	—	29.7	—	58	44	27	792	Central of Georgia.....Georgia.	5,000,000	*	1,028,457	1,022,692	5,000,000	1,389,000	841,068	—	284.0	.....	169,119	.....	.....	.....	—	100	.....
Dec. 31, 1872	202.0	—	16.6	24.0	22	6	6	301	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	—	202.0	.....	.....	.....	1,656,154	689,308	10	100	.....
Sept. 30, 1872	22.0	4.0	3.8	—	3	7	—	22	Central of Long Island.....New York.	1,459,616	*	.....	.....	297,800	687,000	479,598	—	—	(Flushi	ng & N. S	ide R. R.)	.....	.....	—	100	.....
Dec. 31, 1872	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey.....New Jersey.	12,424,935	7,882,236	7,649,492	4,310,442	20,000,000	9,209,000	3,058,154	—	291.0	4,889,891	4,478,513	1,490,689	7,120,718	1,967,538	10	100	100
Dec. 31, 1872	137.0	—	31.2	—	40	28	24	737	Central Ohio.....Ohio.	5,499,998	*	.....	.....	2,845,500	2,500,000	.....	—	137.0	.....	.....	.....	989,327	170,721	6	50	66
Dec. 31, 1872	883.0	330.0	110.4	660.0	187	168	40	3,307	*Central Pacific* †.....Cal. Nev. & Utah.	130,485,693	5,622,693	5,458,198	2,513,287	64,283,190	81,939,680	422,041	7,433,960	1,158.0	.....	588,833	746,153	11,963,641	6,952,362	—	100	71
Dec. 31, 1872	194.6	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta....S.Car.	5,512,000	*	256,090	.....	2,578,900	3,100,000	.....	—	194.6	.....	.....	.....	852,107	439,718	—	100	.....
Dec. 31, 1872	22.8	—	5.0	—	.....	.....	.....	.....	Chartiers.....Pennsylvania.	1,127,312	.....	.....	13,897	628,060	500,000	3,150	—	22.8	39,140	.....	.....	60,440	20,440	—	50	.....
Sept. 30, 1872	428.0	—	42.8	72.0	45	27	18	761	Chesapeake and Ohio.....Va. & W. Va.	26,542,490	*	789,785	2,836,683	13,398,407	18,624,958	3,387,461	—	227.0	511,475	141,578	116,472	777,632	288,687	—	100	.....
Jun. 30, 1872	40.7	0.8	2.0	—	2	.....	.....	.....	Chester and Tamaroa.....Illinois.	1,690,000	*	.....	.....	1,000,000	660,000	30,000	—	41.5	(Opened	March 187	2.)	.....	.....	—	100	.....

Sept. 30, 1872	33.0	—	11.2	—	28	23	10	409	Cheshire	New Hampshire.	2,337,707	351,600	160,000	260,554	2,153,300	909,200	28,992	118,370	88.1	622,256	192,234	412,432	824,763	183,851	8	100	....										
Dec. 31, 1872	21.5	—	3.1	—				—	Chester Valley	Pennsylvania.	1,371,900	—	....	....	871,900	500,000	956,000	—	—	(Phila. a	nd Reading	R. R. Co	mpany.)			50	....									
Dec. 31, 1872	242.0	117.4	92.1	—	144	76	26	2,912	Chicago and Alton	Illinois.	14,627,712	*	4,348,918	1,348,501	11,355,300	5,446,630	3,255,428	308,773	649.1	5,902,102	772,506	1,601,796	5,156,326	1,879,147	10	100	108									
Dec. 31, 1872	698.8	552.4	287.2	—	283	127	62	5,409	Chicago, Burlington and Quincy	Illinois.	56,948,400	*	4,556,731	—	26,050,583	26,221,842	602,466	8,329,470	1,469.2	(8 mont	hs on 825	miles.)	7,554,575	2,839,866	10	100	105									
Dec. 31, 1872	60.0	—	6.0	—	6	4	2	320	Chicago, Clinton and Dubuque	Iowa.	2,460,000	*	....	....	960,000	1,500,000	....	....	60.0	(Opene	d in Fall o	f 1872.)	....	....	—	100	....									
Dec. 31, 1872	110.0	76.0	12.0	20.0	24	10	5	955	Chicago, Danville and Vincennes	Ill.	6,675,565	*	221,107	....	2,975,000	3,325,000	345,066	....	110.0	....	....	....	627,930	277,553	—	100	....									
Dec. 31, 1872	73.0	—	3.7	—	5	4	2	168	Chic., Cincinnati and Louisville	Indiana.	2,500,000	156,000	10,000	....	1,500,000	1,000,000	....	....	73.0	(No inf	ormation	furnished.	)	....	—	100	....									
Dec. 31, 1872	217.0	14.0	21.5	—	14	8	3	410	Chic., Dubuque and Minnesota	Io. & Minn.	6,500,000	*	....	....	2,500,000	4,425,000	....	....	131.0	(No inf	ormation	furnished.	)	....	—	100	....									
Dec. 31, 1872	80.0	—	8.0	30.0	15	6	3	—	Chicago and Iowa	Illinois.	4,100,000	*	....	....	1,350,000	1,750,000	1,000,000	—	—	(Chic., B	uri. & Quin	cy R. R. C	o.)	140,000	—	100	....									
May 31, 1873	61.3	1.1	16.9	—				—	Chicago, Iowa and Nebraska	Iowa.	5,000,000	*	....	....	4,200,000	810,000	....	....	—	(Chic. &	Northwes	tern R. R.	Co.)	....	8	100	81½									
Dec. 31, 1872	170.0	25.0	19.6	55.0	25	12	7	605	Chicago and Michigan Lake Shore	Mich.	6,538,400	*	....	....	1,188,400	5,350,000	....	....	170.0	482,640	240,169	128,662	500,985	218,500	—	100	....									
May 31, 1872	1,383	—	200.0	120.0	269	277	83	5,983	Chicago and N. West'n.	Ill., Wis. & Mich.	56,199,718	*	2,343,919	....	35,878,644	20,476,000	724,299	1,465,694	1,271.0	....	....	....	2,224,705	2,510,016	11,402,161	4,592,135	—	100	61¼								
Dec. 31, 1872	67.0	—	....	193.0	—	—	—	—	Chicago and Paducah	Illinois.	1,800,000	—	—	—	1,350,000	540,000	....	....	—	(Operat	ed by con	tractor—N	o report.)	....	—	100	....									
Dec. 31, 1872	60.0	—	6.0	100.0	—	—	—	—	Chicago, Pekin & South-Western	Ill. & Mo.	—	(No infor	mation.)	—	—	—	—	—	—	(Being co	nstructed.)	—	—	—	—	100	....									
Mar. 31, 1873	493.0	120.5	142.8	—	197	46	36	3,940	Chicago, Rock Island & Pacific	Ill. & Iowa.	28,716,723	*	7,889,906	2,109 406	25,000,000	8,972,000	164,351	4,589,683	660.0	4,340,998	956,734	1,289,890	6,657,050	3,139,267	8	100	106½									
Mar. 31, 1873	35.0	—	—	167.0	—	—	—	—	Chicago and Southern Illinois	Ill. & Ind.	—	(Under	construct	ion—no	information.)	—	—	—	—	—	—	—	—	—	—	100	....									
Dec. 31, 1872	269.0	32.0	16.9	—	—	—	—	—	Chicago and South Western	Iowa & Mo.	13,500,000	—	....	....	7,000,000	5,000,000	1,658,551	—	—	(Chic., R	ock Islan	d and Paci	fic R. R.	Co.)	—	100	....									
Dec. 31, 1872	36.3	—	2.1	—	—	—	—	—	Chillicothe and Brunswick	Mo.	866,000	—	—	—	365,000	500,000	—	—	—	(St. Lou	is K. City	and North	ern R. R.	Co.)	—	100	....									
Dec. 31, 1872	7.0	—	3.0	....	—	—	—	—	Cincinnati and Baltimore	Ohio.	1,105 453	—	—	—	673,000	314,000	118,453	—	—	(Mariett	a and Cin	cinnati R.	R. Co.)	—	—	100	....									
Mar. 31, 1873	60.0	—	118.2	—	33	30	13	429	Cincinnati, Hamilton and Dayton	Ohio.	3,974,655	1,127,251	1,889,230	262,965	3,500,000	2,032,000	1,052,450	669,651	60.0	549,574	750,687	564,542	1,204,865	495,373	8	100	....									
Mar. 31, 1873	98.0	25.0	7.2	—	19	9	6	358	Cin., Hamilton and Indianapolis	O. & Ind.	6,187,645	*	....	....	(Sold un	der forec	lose, for	$1,000,000	123.0	....	....	....	312,358	L. 17,967	—	100	....									
Dec. 31, 1872	39.0	—	1.9	—	....	....	....	....	Cincinnati and Martinsville	Indiana.	800,000	—	—	—	400,000	400,000	—	—	39.0	(Until re	cently lea	sed to Ind.	Cin. & La	fayette.)	—	100	....									
Dec. 31, 1872	148.4	—	12.8	—	16	12	4	370	Cincinnati and Muskingum Valley	Ohio.	5,472,977	*	....	109,315	3,996,610	1,500,000	31,360	84,326	148.0	424,240	141,450	148,249	439,538	156,087	—	100	....									
Mar. 31, 1873	36.0	—	2.6	—	5	1	4	167	Cin., Richmond and Chicago	Ohio & Ind.	826,733	184,552	700	56,965	382,600	566,000	61,350	—	42.0	....	....	....	229,635	70,974	—	100	....									
Dec. 31, 1872	91.5	—	4.5	—	—	—	—	—	Cincinnati, Rich. & Ft. Wayne	Indiana.	3,756,952	—	....	....	2,000,000	1,800,000	....	....	91.5	....	90,118	72,204	187,252	61,470	—	100	....									
Jun. 30, 1872	155.0	15.5	24.9	—	28	27	12	662	Cincinnati, Sandusky & Cleveland	Ohio.	7,982,936	*	....	....	4,729,037	3,261,330	18,108	—	215.5	741,280	254,436	283,393	860,755	339,244	—	50	20‡									
Dec. 31, 1872	25.0	—	....	270.0	4	2	1	110	Cincinnati and Terre Haute	Ohio & Ind.	—	(Under	construct	ion—no	report.)	—	—	—	25.0	20,360	4,052	....	7,047	....	—	100	....									
Dec. 31, 1872	340.5	49.9	75.0	—	118	47	17	3,025	Cleveland, Col. Cin. & Ind	Ohio & Ind	16,395,579	*	1,929,844	1,427,549	14,991,275	3,005,000	1,446,285	310,412	471.4	5,877,159	572,396	1,444,384	4,593,171	1,379,526	7	100	78½									
Dec. 31, 1872	67.8	12.4	10.3	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,147,934	—	—	—	2,059,200	1,164,000	—	—	—	(Atl. & G	t. Wn. Ra	ilway Co.)		274,907	260,946	7	50	....									
Jun. 30, 1872	102.0	—	5.0	42.0	11	6	4	460	Clev., Mt. Vernon and Delaware	Ohio.	2,575,125	*	....	....	1,200,000	2,300,000	....	....	114.5	133,000	135,607	176,909	300,347	126,728	—	100	....									
Nov. 30, 1872	167.0	32.0	76.4	—	83	41	22	2,619	Cleveland and Pittsburg	Ohio & Penn.	12,490,760	2,538,644	659,162	219,062	11,236,150	2,834,344	396,663	440,411	225.0	2,316,159	654,758	1,881,912	Pa. R. R.	1,053,283	7	50	89½									
Dec. 31, 1872	681.0	—	68.0	—	158	54	27	1,652	Col., Chic. & Ind. Cent	Ohio, Ind & Ill	37,014,719	*	....	....	13,328,569	23,555,174	130,974	—	681.0	4,590,845	646,459	1,390,597	4,411,095	783,881	—	100	31‡									
Dec. 31, 1872	76.0	4.0	....	161.0	3	2	2	12	Colorado Central (3 ft.)	Colorado.	1,999,300	—	—	—	1,474,300	525,000	—	—	40.0	....	....	....	90,216	14,967	—	100	....									
Dec. 31, 1872	76.0	13.0	12.6	—	25	8	4	1,001	Columbus and Hocking Valley	Ohio.	2,578,037	1,072,739	268,668	59,094	1,208,810	2,148,000	291,199	330,219	89.0	496,522	134,999	681,819	854,892	442,663	25	50	....									
Dec. 31, 1872	45.0	—	3.4	—	—	—	—	—	Columbus, Springfield & Cin	Ohio.	2,000,000	—	—	—	1,000,000	1,000,000	—	—	—	(Leased	to Cin., Sa	nd. & Clev	. R. R. C	o.)	—	100	....									
Mar. 31, 1873	35.0	7.0	49.0	—	33	36	13	811	Concord	New Hampshire.	1,500,000	*	187,390	104,436	1,500,000	—	111,357	180,169	145.5	802,162	615,842	692,768	1,040,115	150,759	10	50	158									
Mar. 31, 1873	41.0	—	6.0	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	1,108,859	—	—	—	350,000	—	—	—	—	(Concor	d R. R. Co	mpany.)		25,000	25,000	7	100	....									
Jun. 30, 1872	110.3	—	15.2	—	22	15	7	746	Connecticut and Passump. Riv.	Vermont.	3,385,436	*	261,151	123,946	2,127,273	1,357,100	39,767	246,371	143.7	458,581	167,112	171,923	812,768	308,902	6	100	79½									
Sept. 30, 1872	80.0	5.9	23.5	—	18	24	10	311	Connecticut River	Massachusetts.	2,065,527	225,814	138,686	510,977	1,850,000	250,000	415,226	405,778	55.9	324,053	985,504	383,770	729,311	215,481	10	100	136									
Sept. 30, 1872	45.0	—	4.7	—	6	12	5	140	Connecticut Valley	Connecticut.	2,403,589	246,175	—	....	1,033,500	998,000	973,000	7,390	45.0	66,293	205,441	16,077	144,851	7,390	—	100	....									
Sept 30, 1872	66.7	—	7.0	—	8	10	2	170	Connecticut Western	Connecticut.	3,797,665	295,321	—	....	1,504,028	2,436,500	96,323	—	68.3	146,880	151,638	60,467	223,665	65,612	—	100	....									
Dec. 31, 1872	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	—	—	—	1,278,300	1,000,000	....	—	—	(Phila.	and Trent	on R. R. C	ompany.)	....	....	6	50	....									
Sept. 30, 1872	16.0	1.0	1.6	—	2	2	1	17	Cooperstown and Susquehanna	N. York.	458,914	*	....	....	308,406	100,000	22,240	—	17.0	....	....	....	39,611	14,727	—	100	....									
Dec. 31, 1872	74.0	7.0	26.0	—	19	17	6	371	Cumberland Valley	Penn.	1,725,143	*	656,432	157,732	2,094,250	362,300	72,174	600,583	141.6	275,889	288,817	322,017	581,664	287,989	8	50	....									
Dec. 31, 1872	45.0	—	2.5	—	5	2	2	17	Danv., Hazleton & Wilkesbarre	Penn.	1,102,600	—	....	....	684,215	1,400,000	....	—	—	(Leased	to Penney	lvania R.	R. Co.)	....	—	50	....									
Sept. 30, 1872	23.8	10.0	4.5	—	6	6	2	72	Danbury and Norwalk	Connecticut	1,108,448	145,383	—	....	600,000	407,500	86,050	25,631	23.8	101,553	159,330	44,653	172,120	69,796	10	50	....									
Mar. 31, 1873	90.0	32.0	....	20.0	—	—	—	—	Davenport and St. Paul	Iowa & Minn.	5,000,000	*	—	—	9,000,000	2,440,000	....	....	90.0	(Recently	opened	—No repo	rt.)	....	—	100	....									
Mar. 31, 1873	142.0	—	21.3	—	23	15	4	686	Dayton and Michigan	Ohio.	6,038,363	777,401	78,671	149,269	2,398,785	4,102,700	382,741	158,468	142.0	....	....	....	1,034,567	279,623	34	100	....									
Jun. 30, 1872	31.8	—	1.8	—	4	4	3	68	Dayton and Union	Ohio.	612,015	*	....	....	86,000	527,445	....	—	31.8	116,316	64,344	94,955	134,148	52,209	—	100	....									
Jun. 30, 1872	41.5	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	1,011,276	—	—	—	Sunk.	701,000	—	—	—	(Operat	ed by Pitt	sb'g, St. L.	& Cinc. C	o.)	—	100	....									
Oct. 31, 1872	88.0	16.3	5.6	—	—	—	—	—	Delaware ¶	Delaware.	2,114,184	—	76,154	71,522	1,317,390	870,000	—	74,470	99.3	317,068	....	....	448,841	121,046	6	100	....									
Dec. 31, 1872	45.0	—	65.0	—	46	3	1	4,259	Delaware and Hudson	Penn.	4,621,411	*	24,313,589	955,845	15,000,000	13,088,386	—	1,804,466	62.0	(Owned	& operate	d by Del. &	Hud. Can	al Co.)	10	100	....									
Dec. 31, 1872	115.0	—	119.0	—	128	20	9	10389	Delaware, Lack. and Western	Penn.	15,512,767	*	....	....	20,000,000	5,394,000	4,239,545	....	115.0	3,254,260	249,578	3,347,671	4,746,678	2,867,905	10	100	101‡									
Dec. 31, 1872	106.0	15.0	5.1	—	6	4	2	64	*Denver Pacific*	Colorado.	5,000,000	—	....	....	2,500,000	2,500,000	....	....	121.0	....	19,795	43,862	371,903	196,997	—	100	....									
Dec. 31, 1872	118.0	31.0	5.6	732.0	16	11	2	292	Denver and Rio Grande	Col. & N. Mex.	5,000,000	*	....	....	2,000,000	3,000,000	....	....	165.0	(Operati	ons by Co.	commence	d Jan. 1,	1873.)	—	100	....									
Dec. 31, 1872	250.0	—	20.0	—	27	10	10	540	Des Moines Valley	Iowa.	13,903,285	*	....	....	6,523,600	5,070,000	930,000	—	250.0	447,679	108,599	198,360	776,254	127,223	—	100	....									
Aug. 31, 1872	63.0	—	3.8	28.0	6	4	4	145	Detroit, Eel River and Illinois	Michigan.	2,386,000	*	....	....	1,000,000	1,500,000	....	—	—	(Recently	opened	—no	returns.)	....	—	100	....									
Aug. 31, 1872	65.0	—	3.2	—	4	2	2	50	Detroit, Hillsdale and Indiana	Michigan.	1,318,150	*	....	....	343,150	1,470,000	....	—	65.0	(Recently	opened	—no	returns.)	....	—	100	....									
Dec. 31, 1872	189.0	—	26.0	—	34	37	20	502	Detroit and Milwaukee	Michigan.	10,213,528	*	....	....	2,917,140	7,296,388	—	19,259	189.0	775,746	438,074	350,559	1,581,603	442,155	—	100	....									
Aug. 31, 1872	164.0	2.0	2.0	22.0	....	....	....	....	Detroit, Lansing & Lake Michigan	Mich.	5,777,000	*	....	....	1,707,000	4,070,000	....	....	169.0	....	....	....	610,000	....	—	100	....									
Dec. 31, 1872	14.0	—	2.0	—	—	—	—	—	Dexter and Newport	Maine.	300,000	—	—	—	122,000	175,000	....	—	—	(Leased	to Maine	Central.	)	18,000	6	100	....									
Oct. 31, 1872	33.5	—	3.4	—	2	—	—	—	Dorcester and Delaware	Del. & Md.	....	—	—	—	—	—	—	—	33.5	....	12,338	7,781	22,792	7,175	—	100	....									
Sept. 30, 1872	29.0	—	2.8	—	—	—	—	—	Dover and Winnipisseogee	New Hamp.	825,000	—	—	—	480,000	—	—	—	—	(Boston	and Maine	R. R. Co.)		29,000	6	100	....									
Dec. 31, 1872	142.9	—	15.4	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,893,200	—	—	—	5,000,000	880,000	—	—	—	(Leased	by Illinois	Central.	)	....	6	100	56									
Dec. 31, 1872	54.7	—	2.8	—	4	4	5	76	Dubuque and South Western	Iowa.	1,719,977	40,161	—	....	1,174,977	550,000	12,247	63,057	54.7	....	....	....	161,458	72,488	—	100	....									
Dec. 31, 1872	54.8	—	4.2	—	6	7	3	81	Dunkirk, Warren & Pittsburg	N. York.	2,770,505	*	....	....	1,266,000	1,400,000	189,907	....	54.8	....	....	....	109,282	2,064	—	100	....									
Sept. 30, 1872	58.0	—	7.4	—	7	6	3	92	Dutchess and Columbia Counties	N. Y.	2,796,377	*	....	....	1,488,487	1,500,000	554,407	....	58.0	....	....	....	210,548	L. 26,996	—	100	....									
Sept. 30, 1872	17.5	—	1.1	—	—	—	—	—	Duxbury and Cohasset	Mass.	384,519	*	....	9,870	350,000	—	42,289	2,150	17.5	....	100,711	6,262	34,048	1,434	—	100	....									
Oct. 31, 1872	17.5	—	0 6	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	—	—	—	89,800	175,000	—	—	—	(Penney	lvania R. R	Co.)	....	....	—	50	....									
Oct. 31, 1872	36.0	—	15.5	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,484,290	—	—	—	1,308,200	495,000	—	—	—	(Phila. &	Reading	Co.)		....	6	50	80									
Jun. 30, 1872	242.0	28.0	27.0	—	43	33	8	605	East Tenn., Va., & Georgia	Tenn. & Ga.	9,167,851	*	24,750	661,293	1,976,024	3,889,000	168,593	3,735,377	270.0	....	....	172,395	1,201,492	366,692	—	100	....									
Sept. 30, 1872	41.4	71.7	61.6	—	73	133	35	854	Eastern	Massachusetts.	7,436,949	1,767,261	1,332,235	1,579,678	4,262,000	6,746,100	701,841	405,582	264.6	1,403,179	5,000,396	424,320	1,973,623	574,201	—	100	75									
Dec. 31, 1872	23.0	5.0	3.1	—	3	2	—	86	Eastern Kentucky	Kentucky.	....	—	—	—	—	—	—	—	23.0	49,312	22,107	41,308	129,305	21,728	—	100	....									
Dec. 31, 1872	40.0	—	1.7	—	2	....	....	....	Eastern Shore ¶	Maryland.	895,000	*	....	....	296,000	600,000	....	....	40.0	....	(No state	ment furn	ished.)	....	—	100	....									
Dec. 31, 1872	185.0	—	9.7	—	—	—	—	—	Elizabeth and Paducah	Kentucky.	6,000,000	—	—	—	3,000,000	3,000,000	....	....	185.0	(R	ecently o	pened—no	returns.)	....	—	100	....									
Dec. 31, 1872	46.8	—	3.3	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	500,000	—	—	—	—	(Northe	rn Central	R. R. Co.)		25,000	5	100	....									
Dec. 31, 1872	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620,000	—	—	—	1,000,000	1,620,000	—	—	—	(Northe	rn Central	R. R. Co.)		162,000	5	50	....									
Sept. 30, 1872	459.0	496.0	505.6	—	488	302	76	10638	Erie	New Jersey, N. York & Pa.	97,048,084	11,191,471	568,131	1,133,257	86,558,910	26,398,800	2,517,301	—	964.0	12,318,504	3 598,988	5,564,274	13,271,885	4,720,285	14	100	48‡									
Sept. 30, 1872	12.3	—	0.8	8.7	—	—	—	—	Erie and Genesee Valley	New York.	191,302	—	—	—	144,900	120,000	—	—	12.3	....	....	....	....	....	—	100	....									
Dec. 31, 1872	66.0	—	3.0	109.0	5	4	3	81	Erie and Louisville	Ohio.	2,328,636	*	96,300	47,046	1,045,450	890,000	536,502	—	66.0	52,000	30,160	38,344	74,404	27,338	—	100	....									
Dec. 31, 1872	81.5	3.7	11.3	—	29	10	4	1,319	Erie and Pittsburg	Pennsylvania.	5,397,000	*	—	—	2 000,000	3,297,000	—	—	114.0	749,260	265,985	1,141,437	(Pa. Co.)	385,937	7	50	....									
Dec. 31, 1872	114.0	3.0	6.0	—	15	15	5	302	European and North American ¶	Maine.	8,725,907	*	....	....	1,272,550	4,753,773	3,230,360	—	114.0	154,290	298,082	....	367,574	165,289	—	100	....									
Aug. 31, 1872	109.0	23.0	16.0	—	17	10	6	340	Evansville and Crawfordsville	Indiana.	2,879,748	*	24,449	92,138	1,144,253	1,127,000	20,630	704,452	132.0	359,515	146,036	....	566,679	218,645	—	100	....									
Dec. 31, 1872	65.0	—	3.1	—	8	6	3	222	Evansville, Terre Haute & Chi.	Ind. & Ill.	1,500,000	*	....	....	750,000	750,000	....	....	—	(Chicag	o, Danville	& Vincenn	es R. R. C	o.)	—	100	....									
Sept. 30, 1872	5.8	—	—	—	—	—	—	—	Fall River, Warren & Prov.	R. I. & Mass.	331,107	4,200	71,804	408,159	180,000	284,633	271,986	218,351	5.8	11,988	106,787	....	42,378	15,608	—	100	....									
Oct. 31, 1872	12.7	—	0.8	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	—	—	107,400	—	—	—	—	(Phg. &	Connella	v. R. R. Co.)		....	....	7½	50	....									
Sept. 30, 1872	50.3	43.3	84.7	—	38	46	12	876	Fitchburg	Massachusetts.	3,503,372	560,000	227,503	....	4,000,000	—	—	511,300	93.3	716,246	1,869,427	740,123	1,350,289	323,935	8	100	125									
Dec. 31, 1872	18 5	—	1.0	—	—	—	—	—	Flemington	New Jersey.	394,095	—	—	—	150,000	—	244,095	—	—	(Belv. D	elaware R.	R. Co.)		16,217	L. 16,186	—	100	....									

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Explanation: (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. E. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1872	205.0	28.0	33.7	55.0	33	36	8	607	*Flint and Pere Marquette*.....Michigan.	8,765,602	1,135,131	694,565	384,284	3,297,300	5 389,000	1,048,609	1,244,673	233.3	888,227	509,975	344,550	1,133,612	455,118	—	100	...
Sept. 30, 1872	11.8	6.3	5.3	16.2	5	19	5	8	Flushing and North Side .....New York.	952,158	284,371	.....	.....	251,010	1,281,200	81,027	.....	18.1	176,515	1,256,278	.....	281,844	86,495	—	100	...
Sept. 30, 1872	10.0	—	1.0	—	3	2	1	10	Fonda, Johnstown and Gloversville. N. Y.	493,732	*	.....	.....	360,000	360,000	41,382	.....	10.0	35,056	99,890	25,897	78,023	38,198	—	100	...
Dec. 31, 1872	100.0	—	5.2	—	8	6	3	237	Ft. Wayne, Jack. & Saginaw. Ind. & Mich.	3,000,000	313,000	25,000	.....	1,056,000	2,000,000	.....	.....	100.0	.....	.....	.....	280,647	123,591	—	100	...
Jun. 30, 1872	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	(Sold January 1, 1872.)				1,000,000	2,300,000	.....	.....	109.0	.....	.....	.....	224,815	28,574	—	100	...
Sept. 30, 1872	28.0	—	3.3	—	3	1	—	90	Framingham and Lowell.....Mass.	1,021,792	182,062	.....	58,170	499,896	650,000	112,898	30	—	(Boston, Clinton & Fitchb'g.)			21,580	21,580	—	100	....
Dec. 31, 1872	11.5	—	1.3	—	2	3	—	21	Freehold and Jamesburg.....N. Jersey.	283,745	.....	.....	.....	283,745	.....	.....	.....	22.0	67,480	171,400	43,411	57,773	14,152	—	100	....
Feb. 28, 1873	85.0	—	9.0	150.0	9	6	4	126	Galv., Harrisburg & San Antonio..Texas.	2,265,402	287,906	.....	61,000	2,051,468	852,840	.....	.....	85.0	36,210	8,664	27,637	160,624	93,422	—	109	....
Dec. 31, 1872	50.0	—	10.0	—	15	9	4	284	Galveston, Houston & Henderson. Texas.	2,522,063	398,639	234,423	14,796	1,000,000	1,500,000	360,653	311,091	50.0	198,167	86,845	179,666	751,054	366,017	—	100	....
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Georgia.	4,156,000	*	1,335,369	415,006	4,200,000	676,500	137,240	553,233	232.0	1,103,551	.....	.....	1,023,454	490,196	8	100	....
Jun. 30, 1872	111.0	—	5.5	—	8	4	4	302	Gilman, Clinton & Springfield.....Illinois.	4,000,000	*	.....	.....	2,000,000	2,000,000	.....	.....	111.0	87,808	.....	67,361	159,750	33,525	—	100	....
Sept. 30, 1872	11.6	—	0.3	3.1	—	—	—	—	Goshen and Deckertown .....New York.	290,901	.....	.....	.....	105,000	246,500	8,000	.....	—	(Leased to Erie.)			21,500	21,500	6	100	....
Dec. 31, 1872	263.7	26.0	13.2	35.0	34	17	5	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	4,807,993	1,114,214	128,797	4,748,995	2,800,000	8,000,000	.....	.....	289.7	.....	491,910	311,670	949,781	505,640	—	100	....
Mar. 31, 1873	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	—	(Leased by Michigan Central R. R. Co.)					—	100	....
Dec. 31, 1872	857.0	52.0	371.0	—	361	260	80	4,636	Grand Trunk ¶ .....Canada.	106,900,746	*	5,197,215	1,348 999	16,977,803	91,597,296	4,870,346	1,515	1,377.0	6,754,570	1,718,273	1,535,296	8,935,970	1,803,921	—	100	....
Jan. 31, 1873	229.0	216.0	102.0	—	177	146	39	3,136	Great Western ¶.....Canada.	33,941,675	*	.....	.....	24,167,467	10,816,000	.....	.....	569.0	4,416,442	.....	.....	5,732,870	2,989,050	6¼	100	....
Sept. 30, 1872	8.0	—	0.5	—	—	—	—	—	Greene.....New York.	348,877	.....	.....	.....	200,000	.....	.....	.....	8.0	20,824	37,773	151,848	35,718	5,611	6	100	....
Feb. 28, 1873	151.0	—	5.0	49.0	9	5	3	300	Green Bay and Lake Pepin.....Wisconsin.	3,400,000	*	.....	.....	1,500,000	2,400,000	.....	.....	—	(Not regularly operated.)					—	100	....
Sept. 30, 1872	14.0	—	0.8	—	—	—	—	—	Greenwich and Johnsonville...New York.	304,415	.....	.....	.....	130,098	185,500	11,086	.....	14.0	17,528	17,488	9,553	30,358	12,528	—	100	....
Mar. 31, 1873	68.0	—	4.0	180.0	7	3	1	72	Gulf Western Texas and Pacific ¶..Texas.	2,500,000	*	.....	.....	.....	1,386,000	.....	.....	....	68,000	9,506	35,874	232,979	128,161	—	100	....
Dec. 31, 1872	4.9	0.8	0.3	—	2	2	3	6	Hackensack and New York..New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	.....	—	(Leased by Erie at 35 p. c. of earnings.)					—	100	....
Dec. 31, 1872	28.0	—	1.4	—	—	—	—	—	Hackensack Extension.....New Jersey.	852,600	.....	.....	.....	560,000	299,600	.....	.....	—	(Leased by Erie at 35 p. c. of earnings.)					—	100	....
Jun. 30, 1873	70.0	—	4.0	—	—	—	—	—	Hannibal and Central Missouri..Missouri.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased by Tol., Wab. & Western R. R. Co.)					—	100	....
Jun. 30, 1873	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,000	675,000	.....	.....	—	(Leased by Tol., Wab. & Western R. R. Co.)					—	100	....
Aug. 31, 1872	206.0	68.5	27.7	22.0	79	61	62	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	23,297,728	*	.....	.....	14,250,828	9,146,900	.....	.....	274.5	1,648,638	320,838	415,363	2,484,670	670,529	—	100	32½
Sept. 30, 1872	7.9	—	1.0	—	2	3	2	13	Hanover Branch.....Mass.	170,130	40,445	.....	21,126	123,550	.....	40,000	68,151	7.9	21,096	79,998	14,397	71,032	20,295	—	100	....
Oct. 31, 1872	12.2	—	0.9	—	6	5	2	30	Hanover Branch.....Penn.	201,372	68,000	.....	.....	116,850	.....	.....	.....	12.2	48,150	34,401	123,424	82,388	24,356	10	50	....
Sept 30, 1872	116.0	2.0	7.2	—	9	5	1	146	Harlem Extension.....New York.	8,000,000	*	.....	.....	4,000,000	4,000,000	40,509	.....	118.0	277,969	137,337	105,349	317,748	Loss.	—	100	....
Oct. 31, 1872	30.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,182,550	.....	.....	.....	1,182,550	700,000	.....	.....	54.0	(Leased by Pennsylvania R. R. Co.)					7	50	102
Sept. 30, 1872	62.0	16.5	67.0	—	37	33	16	703	Hartford and New Haven..Conn. & Mass.	4,729,381	872,197	1,452,042	1,120,651	6,500,000	580,000	50,647	1,043,724	78.5	782,172	1,303,158	721,348	2,106,674	752,702	44	100	....
Sept. 30, 1872	122.4	0.8	18.7	—	26	36	16	361	Hartford, Prov. & Fishkill ¶..R. I., Ct. & N. Y.	4,201 486	598,875	.....	.....	2,037,940	2,055,500	100,000	200,519	130.0	541,442	1,207,771	266,912	1,004,040	367,533	—	100	....
Aug. 31, 1872	75.0	—	4.0	125.0	13	6	3	81	*Hastings and Dakota*.....Minn.	(Purchased July 1, 1872 by Mil. & St. Paul Co. for $2,100,000.)								75.0	.....	10,928	20,640	21,415	Loss.	—	...	....
Dec. 31, 1872	5.5	—	0.6	—	2	—	—	100	Hibernia Mine.....New Jersey.	148,638	*	.....	1,362	150,000	.....	.....	.....	5.5	.....	.....	100,879	54,401	33,629	40	100	....
Dec. 31, 1872	63.3	—	4.9	—	—	—	—	—	Holly, Wayne and Monroe .....Mich.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased by Flint & Pere Marquette R. R. Co.)					—	100	....
Sept 30, 1872	10.3	—	0.8	—	—	—	—	—	Holyoke and Westfield.....Mass.	427,946	.....	.....	86	200,000	200,000	1,667	26,365	—	(New Haven & Northamp.)			14,000	14,000	—	100	....
Sept. 30, 1872	74.0	—	7.0	—	16	16	8	389	Housatonic .....Connecticut.	1,864,871	340,687	.....	.....	2,000,000	400,000	335,218	42,248	162.2	274,960	282,741	242,218	528,115	117,529	—	100	....
Nov. 30, 1872	115.0	8.0	11.4	215.0	14	14	7	278	Houston and Great Northern ¶.....Texas.	3,561,361	*	751,494	559,503	2,460,000	1 925.915	45,956	260,487	123.0	123,257	24,819	36,583	260,767	81,329	—	100	....
Dec. 31, 1872	387.0	115.0	16.9	—	45	25	14	916	Houston and Texas Central ¶.....Texas.	15,000,000	*	.....	.....	820,000	10,040,000	.....	.....	349.0	.....	.....	.....	2,675,234	1,345,134	—	100	....
Oct. 31, 1872	45.0	29.5	15.5	—	23	6	5	110	Huntingdon and Broad Top Mt.....Penn.	3,159,769	*	.....	.....	1,330,150	2,153,500	117,441	.....	74.5	238,167	59,126	449,748	301,957	17,451	—	50	22½
Dec. 31, 1872	705.5	—	130.4	—	197	117	45	4,585	*Illinois Central* .....Illinois.	34,061,196	*	10,218,460	614,081	25,500,000	19,423,707	.....	.....	1,107.0	5,988,226	1,352,156	2,039,321	8,026,754	2,103,107	10	100	102½
Dec. 31, 1872	62.6	—	3.2	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	1,451,727	.....	.....	.....	960,000	960,000	.....	.....	—	(Leased by Chicago, Burl. & Quincy Co.)					—	100	....
Jun. 30, 1872	85.0	—	2.9	67.0	5	.....	.....	.....	Indiana and Illinois Central....Ind. & Ill.	3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	.....	—	(Not operated by Company.)					—	100	....
Dec. 31, 1872	202.5	10.0	38.0	—	65	23	9	1,752	Ind., Bloomington & Western..Ind. & Ill.	15,500,000	*	.....	.....	7,000,000	8,500,000	.....	.....	212.5	.....	.....	.....	1,359,601	.....	—	100	....
Dec. 31, 1872	179.0	—	21.2	—	58	40	12	1,121	Indianapolis, Cin. and Lafayette. Indiana.	13,988,000	*	.....	.....	5,500,000	8,700,000	.....	.....	179.0	1,211,206	.....	.....	1,754,369	592,056	—	100	....
Dec. 31, 1872	75.0	—	4.8	—	12	10	6	287	Indianapolis, Peru and Chicago..O. & Ind.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	72.0	—	12.0	—	58	34	16	1,407	Indianapolis and St. Louis.....Indiana.	3,927,197	*	241,216	424,409	660,060	3,338,000	654,822	.....	261.0	1,732,260	291,757	690,971	2,110,661	780,289	—	100	....
Dec. 31, 1872	117.0	—	16.0	—	6	7	3	197	Indianapolis and Vincennes.....Illinois.	4,613,436	*	51,118	164,475	1,402,000	3,150,000	277,029	.....	117.0	212,294	.....	.....	264,390	90,205	—	100	....
Dec. 31, 1872	183.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	183.7	(Leased by Ill. Cen. R. R. Co.)			337,462	118,112	—	100	85
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	*	.....	.....	1,314,000	1,314,000	.....	.....	73.0	(Leased to Chicago & N. Western.)					—	100	...
Sept. 30, 1872	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,236,150	*	.....	.....	494,162	600,000	103,302	.....	35.6	82,960	20,367	121,600	110,942	51,708	—	100	....
Dec. 31, 1872	13.0	1.0	1.3	—	3	2	1	146	Iron .....Ohio.	288,237	57,000	49,403	.....	129,550	.....	13,398	251,692	14.0	27,500	34,266	133,100	102,274	55,350	—	100	....
Oct. 31, 1872	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	.....	.....	400,000	100,000	.....	.....	11.0	11,350	.....	115,876	48,865	15,041	—	50	....
May 31, 1872	212.0	—	15.9	76.0	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	6,500,000	.....	.....	.....	1,976,100	4,195,000	.....	.....	156.0	(Leased by Michigan Central.)					—	100	....
Dec. 31, 1872	36.5	—	7.2	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	.....	.....	.....	2,095,700	2,300,000	.....	.....	—	(Leased by Erie Railway Co.)				140,000	—	100	....
Dec. 31, 1872	108.0	116.0	22.6	—	41	37	12	744	Jeffersonville, Madison and Ind..Indiana.	6,888,000	*	1,059,964	162,891	2,000,000	4,888,000	1,214,013	7,853	224.0	1,061,102	658,633	468,236	1,287,280	469,670	7	100	85
Dec. 31, 1872	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago .....Illinois.	1,849,000	.....	.....	.....	1,500,000	349,000	.....	.....	—	(Leased to Chicago & Alton R. R. Co.)					7	100	85
May 31, 1872	44.5	—	8.7	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind	1,100,000	.....	.....	.....	.....	800,000	.....	.....	—	(Leased to Michigan Central R. R. Co.)					8	100	....
Oct. 31, 1872	4.6	—	0.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	.....	.....	.....	185,250	600,000	.....	.....	—	24,937	215,230	.....	132,384	55,157	—	50	....
Dec. 31, 1872	42.0	—	2.1	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(No returns furnished.)					—	100	....
Dec. 31, 1872	55.0	—	3.1	—	—	—	—	—	Kalamazoo, Allegan & Gd Rapids..Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	—	(Leased to Lake S. & M. So.)			103,800	103,800	6	100	....
Mar. 31, 1873	40.0	—	2.7	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	.....	.....	.....	250,000	640,000	.....	.....	—	(Leased by Michigan Central R. R. Co.)			51,200	.....	—	100	....
Mar. 31, 1872	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Joseph & Co. Bl. Mo. & Ia.	8,626,158	*	.....	.....	2,789,413	6 131,500	.....	.....	260.2	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1872	31.8	—	1.8	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	.....	.....	.....	720,000	720,000	.....	.....	—	(Leased by Leav. Lawr. & Gal. R. R. Co.)			72,000	.....	—	100	....
Dec. 31, 1872	638.6	34.0	22.6	—	68	53	18	1,074	Kansas Pacific.....Kansas & Col.	35,183,274	*	2,428,540	2,563,182	9,638,950	16,925,000	2,706,480	.....	672.6	2,475,270	179,182	348,906	3,732,713	1,494,447	—	100	....
Aug. 31, 1872	49.0	—	2.4	—	6	10	4	59	Knox and Lincoln .....Maine.	2,725,798	*	.....	138,305	361,492	2,395,000	.....	107,611	49.0	(Completed Oct. 19, 1871.)			87,612	35,973	—	100	....
Oct. 31, 1872	80.0	—	3.0	—	25	10	4	1,515	Lackawanna and Bloomsburg .....Penn	3,398,452	722,792	.....	.....	1,335,000	2,250,000	193,261	.....	80.0	436,506	362,294	2,213,010	1 083,505	471,764	—	50	....
Dec. 31, 1872	80.3	—	2.5	93.0	—	—	—	—	Lafayette, Bloomington & Mis...Illinois.	2,300,000	.....	.....	.....	1,000,000	1,300,000	.....	.....	—	(Leased by Tol. Wab. & Western R. R. Co.)					—	100	....
Dec. 31, 1872	36.0	—	1.8	79.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	.....	3,716,927	.....	3,000,000	1,500,000	.....	.....	—	(Leased by Tol. Wab. & Western R.R. Co.)					—	100	....
Sept. 30, 1872	16.0	—	.....	124.0	—	—	—	—	Lake Ontario Shore Line.....New York.	1,641,468	.....	.....	.....	1,727,553	792,000	96,097	.....	—	(Not yet in operation.)					—	100	....
Dec. 31, 1872	541.3	595.2	833.2	—	418	160	69	8,640	Lake Shore & Mich. S.....P., O. Ind. & Ill.	63,047,170	12,384,187	7,315,397	1,515,979	50,000,000	26,495,000	6,350,020	1,417,630	1,136.6	13,477,394	2,112,883	4,382,243	17,601,029	5,118,508	8	100	80
Jun. 30, 1872	37.0	—	.....	68.0	6	—	—	35	Lake Shore and Tuscarawas Valley. Ohio.	2,539,669	87,519	138.142	72,922	744,938	2.000 000	93,314	.....	—	(Opened through in July, 1873.)					—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Tons Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1872	74.0	—	4 8	76.0	7	9	3	121	N. Y., Kingston & Syracuse..New York.	3,055,856	190,066	.....	.....	2,662,921	583,000	92,692		74.0	101,685	163,267	69,137	219,368	60,974	—	100	....
Sept. 30, 1872	5.4	—	0.4	64.6	1	1	—	—	N. Y., Housatonic & North.N.Y. & Conn.	604,626	12,737	.....	.....	261,000	183,500	156,475		—	(Leased	by Housat	onic R. R.	Co.)	3,010	—	100	....
Sept. 30, 1872	7 0	—	0.4	0.2	—	—	—	—	New York and Mahopac.....New York.	284,912	.....	.....	.....	265,000	.....	.....		—	(Leased	by New Y	ork & Har	lem R. R.	Co.)	—	100	....
Sept. 30, 1872	124.0	16.8	164.0	—	84	129	41	1,010	N. Y., N. H. & Hartford.N.Y., Ct. & Ma.	12,861,474	1,840,586	1,465,553	3,428,675	15,500,000	1,641,500	377,341	1,377,592	190.2	1,700,891	3,925,765	582,579	4,483,554	1,769,809	10	100	129½
Sept. 30, 1872	62.5	—	27.5	—	20	19	7	99	N. Y., Providence and Boston..C. & R. I.	3,101,400	*	.....	.....	1,887,400	1,214,000	.....	.....	67.5	441,485	614,211	229,677	911,021	401,914	9	100	125
Sept. 30, 1872	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	3,210,616	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	by New Y	ork Cent.	R.R. Co.)	60,000	6	100	....
Jun. 30, 1872	35.3	—	3.3	—	5	1	1	134	Niles and New Lisbon .....Ohio.	1,047,364	108,287	.....	.....	500,000	500,000	59,584	96,067	35.3	112,067	48,554	336,167	179,553	88,216	—	100	....
Sept. 30, 1872	223.0	—	11.2	—	24	18	10	271	North Carolina †.....North Carolina.	4,947,741	*	344,672	387,271	4,000,000	553,413	592,030	483,241	223.0	478,580	140,397	113,126	(Rl'hm.&	Danv.)	—	100	....
Jun. 30, 1872	142.0	—	9.0	—	14	14	5	142	North-Eastern †.....South Carolina.	2,148,131	*	88,720	37,364	979,850	1,101,500	138,977	53,380	102.0	298,721	82,719	.....	395,468	159,095	—	100	....
Jun. 30, 1872	72.0	—	3.6	118.0	—	—	—	—	North Louisiana and Texas.....La.		(No a	ccounts o	btainabl	e.)				72.0		(No accou	nts.)				—	100	....
Oct. 31, 1872	55.6	12.1	66.7	—	39	36	20	908	North Pennsylvania.....Pennsylvania.	7,086,930	1,208,779	1,524,750	.....	3,473,500	4,042,500	63,394		67.7	617,092	889,571	880,119	1,836,938	592,322	5a	50	92
Dec. 31, 1872	95.0	45.3	33.3	—	30	21	10	689	Northern, of Canada.....Canada.	5,465,410	.....	78,964	610,683	.....	5,819,983	261,561	3,533	140.3	748,838	212,080	313,664	894,774	180,541	—	100	....
Dec. 31, 1872	138.0	4.0	137.0	—	141	69	22	6,284	Northern Central †.....Md. and Penn.	11,666,830	3,223,438	2,750,000	928,678	5,842,000	11,040,602	1,464,215	222,099	317.0	3,288,463	1,110,110	4,769,895	4,598,820	1,161,769	6	50	71½
Mar. 31, 1872	69.2	13.4	17.6	—	27	16	6	540	Northern New Hampshire ..New Hamp.	3,068,400	*	309,618	212,958	3,068,400	102,000	286,800	154,576	82.6	506,848	195,406	411,888	706,355	217,103	3	100	107½
Dec. 31, 1872	21.3	—	4.6	—	—	—	—	—	Northern New Jersey.....New Jersey.	527,452	*	872,548	.....	1,000,000	400,000	.....		(Leased	to Erie Ra	ilway Co.)		273,054	37,604	3	100	....
May 31, 1873	158.0	106.0	....	1,441	72	16	6	1,554	Northern Pacific.....Minn., Dak. &c.	13,292,142	1,908,838	601,394	.....	.....	50,000p.m.	.....		550.0		(No sta	tement pu	blished.)			—	100	....
Sept. 30, 1872	59.4	7.0	13.1	—	20	15	6	642	Norwich and Worcester †.Conn. & Mass.	2,463,983	*	84,706	109,188	2,364,400	759,000	35,526	731,947	66.4	410,089	372,841	346,367	771,602	298,328	10	100	127½
Jun. 30, 1872	113.0	32.0	14.5	—	21	27	12	894	Nova Scotia.....Nova Scotia.	6,976,268	*	110,464	.....	.....	6,976,268	110,464		145.0	.....	194,167	242,210	328,841	Loss.	—	100	....
Sept. 30, 1872	118.0	4.0	18.0	—	34	19	4	1,026	Ogdensburg and Lake Champlain...N. Y.	4,048,510	1,748,411	.....	.....	3,077,000	1,012,000	.....		122.0	636,755	171,894	417,273	1,006,979	263,867	6	100	56½
Dec. 31, 1872	10.0	2.0	3.8	—	2	—	—	96	Ogden Mine.....New Jersey.	452,994	*	.....	.....	450,000	.....	.....		12.0	.....	.....	54,479	47,459	25,656	6	100	....
Jun. 30, 1872	340.0	53.0	24.0	—	122	57	24	2,422	Ohio and Mississippi ....Ohio, Ind. & Ill.	34,470,752	*	.....	.....	24,030,000	10,111,850	328,902		393.0	2,852,763	404,765	708,799	3,343,845	984,008	—	100	84½
Oct. 31, 1872	120.0	3.0	53.7	—	32	19	5	328	Oil Creek and Allegheny River.....Penn.	8,554,547	1,008,331	.....	.....	4,959,450	3,880,000	.....		123.0	749,668	559,926	676,500	1,285,554	461,531	6½	50	33
Sept. 30, 1872	131.3	19.4	50.6	15.0	45	95	16	—607	Old Colony and Newport..Massachusetts.	8,095,654	*	441,553	586,443	5,103,506	3,521,000	467,939	581,156	150.7	1,110,675	3,711,345	510,434	1,897,438	630,249	6½	100	111
Dec. 31, 1872	9.9	2.0	3.1	—	...	33	—	—	Orange and Newark.....New Jersey.	1,078,555	*	.....	.....	290,300	736,000	73,852		11.9		2,984,817		203,094	24,633	—	100	....
Sept. 30, 1872	282.6	10.0	9.6	—	25	21	12	382	Orange, Alex. and Manassas Gap †...Va.	9,180,634	*	.....	.....	2,692,540	5,622,664	865,431		292.6	713,252	196,394	161,434	988,371	403,598	—	100	....
Dec. 31, 1872	25.0	—	1.7	200.0	—	—	—	—	Osage Valley and Southern Kansas...Mo.	600,000	.....	.....	.....	375,000	200,000	25,000		—	(Leased	by Pacific	(of Mo.)R.	R. Co.)	35 p. c.	—	100	....
Sept. 30, 1872	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	950,963	.....	.....	.....	300,000	612,100	27		—	(Leased	by Rome,	Watertown	& Ogd.	RR.Co.)	—	100	....
Sept. 30, 1872	35.0	—	46.7	—	11	12	4	258	Oswego and Syracuse .....New York.	1,114,844	380,276	.....	.....	1,144,400	180,000	.....		35.0	232,069	171,932	232,801	354,880	73,878	9	100	....
Dec. 31, 1872	35.0	—	1.6	100.0	2	1	1	10	Owensboro and Russellville...Kentucky.	.....	.....	.....	.....	1,500,000	1,500,000	.....		35.0	(In cour	se of cons	truction:	no return	s.)	—	100	....
Dec. 31, 1872	283.5	15.5	39.1	—	—	—	—	—	*Pacific* of Missouri †.....Missouri.	.....	.....	.....	.....	7,000,000	(Assume	d by Le	sees.)	—	(Leased	by Atlant	ic & Pacif	ic R. R. C	o.)	—	100	....
Dec. 31, 1872	63.5	—	3.6	101.5	7	4	2	77	Paducah and Gulf .....Kentucky.	3,261,312	*	980,220	59,420	2,924,150	1,000,000	405,812		63.5	469,289	22,920	21,589	95,261	35,845	5	100	31½
Jun. 30, 1872	11.0	—	0.5	53.4	2	1	1	25	Painesville and Youngstown.....Ohio.	234,606	21,389	.....	.....	255,997	.....	.....		11.5	(Under	construcli	on: no ret	urns.)		—	100	....
Dec. 31, 1872	47.6	—	11.8	—	20	26	4	486	Panama.....New Granada.	10,000,000	*	.....	.....	7,000,000	2,993,177	.....		47.6	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	76.0	33.0	6.2	—	7	5	3	246	Paris and Decatur.....Illinois.	2,800,000	*	.....	.....	1,600,000	1,200,000	.....		109.0	.....	.....	.....	1,718,630	1,262,602	20½	100	126
Dec. 31, 1872	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	600,000	.....	.....	.....	630,000	.....	.....		—	(No	statement	furnished	.)		—	100	....
Dec. 31, 1872	12.0	—	2.6	—	—	—	—	—	Paterson and Newark.....New Jersey.	896,162	.....	.....	.....	250,000	500,800	.....		—	(Leased	by Erie R	ail'y Co.)	53,400	53,400	8½	100	....
Dec. 31, 1872	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	.....	.....	.....	248,000	100,000	.....		—	(Leased	by Erie R	ail'y Co.)		35 p. c.	—	100	....
Feb. 28, 1873	67.3	—	3.9	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,576,000	.....	.....	.....	1,500,000	1,076,000	.....		—	(Leased	by Erie R	ail'y Co.)	30,178	30,178	6	100	....
Dec. 31, 1872	22.0	—	1.8	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,692	.....	.....	.....	342,150	160,000	36,542		—	(Leased	byTol.Wa	b. & Wtn.	Co.)		—	100	....
Dec. 31, 1872	16.0	—	1.1	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	.....	.....	.....	500,000	375,000	.....		—	(Leased	by United	Co.)	31,729	31,729	6	100	....
Dec. 31, 1872	165.0	—	10.0	40.0	4	4	2	45	Peninsular.....Mich. Ind. & Ill.	4,916,268	*	.....	.....	1,995,000	2,779,000	142,262		165.0	(Leased	by N. Jer.	Sth'n R.R.	Co.)		—	100	....
Dec. 31, 1872	354.9	69.0	546.9	—	593	292	112	11429	Pennsylvania .....Pennsylvania.	31,283,396	11,154,553	58,506,985	10,413,980	53,271,937	35,072,309	19,395,422	8,919,154	787.7	19,380,957	83,491	46,333	109,918	Loss.	—	100	....
Dec. 31, 1872	47.0	15.9	57.0	—	23	8	—	2,540	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,967,500	.....	4,000,000	536,500	875,000		47.0	.....	5,250,393	7,844,779	22,012,525	8,347,852	10	50	96
Dec. 31, 1872	22.5	—	1.2	—	—	—	—	—	Pennsylvania and Delaware. Penn. & Del.	1,200,000	.....	.....	.....	483,297	700,000	.....		—	.....	3,486	1,376,772	23,033	.....	20	50	270
Dec. 31, 1872	104.3	12.1	35.9	—	18	2	—	1,218	Pennsylvania and N. York.N.Y. & Penn.	5,086,426	628,814	.....	.....	3,061,700	3,000,000	.....		145.6	(Leased	to Penna.	R.R. Co.:	recently	opened.)	—	50	....
Dec. 31, 1872	46.0	—	6.6	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	*	.....	.....	1,200,000	600,000	.....		—	.....	190,309	1,268,527	1,608,287	437,135	—	50	....
Dec. 31, 1872	83.0	—	11.6	—	12	7	4	161	Peoria, Pekin and Jacksonville...Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....		83.0	(Leased	by Chic.R.	I. & Pac.	Co.)	125,000	8	100	....
Dec. 31, 1872	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge. N. Jersey.	214,581	.....	.....	.....	57,200	100,000	57,381		—	260,093	77,372	124,505	302,552	.....	—	100	....
Dec. 31, 1872	64.0	18.0	8.0	—	12	9	5	120	Petersburg †.....Virginia	1,817,985	*	323,905	45,388	1,324,200	500,000	361,083		82.0	(Oper.b	y Penna.	R. R. Co.)	.....	.....	—	100	....
Oct. 31, 1872	46.0	—	6.0	—	9	7	3	95	Philadelphia and Balt. Cent.Penn. & Md.	1,806,209	177,474	.....	.....	220,606	2,600,000	53,413		58.1	228,000	44,392	57,238	288,944	133,851	—	100	....
Dec. 31, 1872	287.6	—	114.3	—	130	88	20	2,955	Philadelphia and Erie †.....Pennsylvania.	21,822,990	.....	2,248,698	.....	8,448,000	14,750,000	892,988		287.6	176,312	315,515	134,307	295,594	105,206	—	100	....
Dec. 31, 1872	17.1	3.1	13.7	21.0	24	45	13	192	Phila., Germantown and Norristown..Pa.	1,146,536	368,262	500,793	.....	2,231,900	.....	.....		2,912,351	839,793	2,028,568	3,980,753	846,319	—	50	46
Dec. 31, 1872	98.4	172.1	421.7	—	377	202	53	14132	Philadelphia and Reading..Pennsylvania.	45,922,674	*	24,888,327	2,675,996	34,236,175	33,120,804	4,172,014	1,958,004	23.6	(Leased	by Phila.	& Read'g.)	287,816	271,179	12	50	176
Dec. 31, 1872	26.6	—	36.3	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,534,479	.....	329,626	.....	1,259,100	.....	.....	275,408	708.0	7,248,778	6,383,991	9,573,405	12,125,038	4,823,200	10	100	111½
Dec. 31, 1872	95.3	3.8	139.1	—	64	103	49	1,295	Philadelphia, Wilm. and Baltimore. Penn.	11,890,736	*	2,318 806	175,396	11,485,750	1,990,500	455,321	660,478	37.5	.....	1,561,080	1,124,640	1,759,758	.....	10	100	117
Oct. 31, 1872	7.0	—	1.0	—	2	3	2	22	Pithole Valley.....Pennsylvania.	100,000	*	225,000	.....	225,006	100,000	17,132		197.7	1,248,818	1,747,195	449,780	2,814,274	1,188,614	8	50	107½
Dec. 31, 1872	193.0	8.0	46.0	—	119	34	19	1,605	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	15,095,349	3,740,438	1,950,109	1,812,268	8,433,550	10,011,740	5,461,173		7.0	.....	9,800	12,864	20,483	Loss.	—	50	....
Dec. 31, 1872	468.3	—	156.3	—	243	96	54	5,559	Pittsburg, Ft. W. and Chic..P., O., I. & I.	35,835,286	*	.....	.....	22,214,286	13,621,000	17,230		201.0	3,160,500	606,902	1,429,115	3,856,649	799,501	—	50	....
Dec. 31, 1872	14.0	—	3.1	16.0	3	2	1	45	Pittsburg, Virginia & Charleston.....Pa.	654,088	55,243	.....	.....	618,564	.....	.....		503.6	7,313,148	2,106,152	2,408,162	9,780,310	4,607,465	10	100	91½
Oct. 31, 1872	149.6	1.9	17.2	—	57	26	9	430	Pittsb'g, Washington & Dalton..Pa.&Md.	11,598,236	687,192	83,196	.....	1,960,682	4,780,000	3,463,204		14.0		(In operat	ion only t	hree mon	ths.)	—	50	....
Sept.30, 1872	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	450,000	.....	.....	.....	450,000	.....	.....		178.8	1,703,600	781,994	980,780	1,487,892	Loss.	—	50	....
Jun. 30, 1872	—	—	—	178.0	—	—	—	—	Plymouth, Kankaka & Pacific. Ind. & Ill.	.....	.....	.....	.....	719,390	450,000	.....		—	(Leased	by Boston	& Albany	R.R. Co.)	27,009	6	100	....
Oct. 31, 1871	66.0	—	2.7	24.0	7	6	3	315	Port Huron and Lake Michigan.....Mich.	3,000,000	*	(To com	pletion.)	1,200,000	1,800,000	.....		—	(Leased	by Pennsy	lvania Co.	.)		—	100	....
Nov. 30, 1872	60.0	—	3.5	50.0	5	13	3	92	Portland and Ogdensburg.....Me. & N. H.	1,945,560	161,149	97,155	29,230	1,039,095	906,000	259,132	28,859	41.0	.....	41,983	55,029	142,580	62,162	—	100	....
Dec. 31, 1872	65.0	—	2.1	93.0	5	4	3	85	Portland and Ogdensburg.....Vermont.	1,652,000	*	.....	.....	.....	2,340,000	.....		60.0	118,100	55,592	37,856	115,484	40,361	—	100	....
Dec. 31, 1872	27.5	—	2.8	—	2	1	1	22	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	218,500	.....				(Earnings	used in co	nstruction	n.)		100	....
Aug. 31, 1872	52.5	—	3.3	—	6	10	4	113	Portland and Rochester.....Me. & N. H.	1,900,854	*	45,000	10,296	636,097	1,120,000	200,063		27.5	17,215	2,880	6,375	14,221	.....	—	100	....
May 31, 1872	51.3	—	7.4	—	19	—	7	167	Portland, Saco and Portsmouth .....N. H.	1,500,000	*	.....	.....	1,500,000	.....	.....		52.5	141,640	120,099	60,790	131,561	38,078	—	100	....
Apl. 20, 1873	111.8	—	8.0	—	9	6	4	110	Port Royal.....South Carolina.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....		110.0		(Leased b	y Eastern	R.R. Co.)		10	100	126
May 31, 1873	71	—	4.9	39.0	—	—	—	—	Portsmouth, Gt. Falls and Conway. N. H.	2,270,000	*	.....	.....	770,000	2,000,000	.....				(Operated	for benefit	of contra	ctors.)		25	....
Sept.30, 1872	—	—	2.5	3.4	4	5	—	60	Poughkeepsie and Eastern....New York.	1,391,372	*	.....	.....	524,464	508,200	506,079		41.8	53,514	(Leased b	y Eastern	R.R. Co.)		6	100	87
																				70,018	10,440	53,079	14,038		100	....

Sept. 30, 1872	43.4	1.0	44.1	—	27	29	6	919	Providence and Worcester..R. I. & Mass.	1,909,636	666,568	125,566	107,861	2,000,000	500,000	224,612	84,019	47.6	507,586	1,605,257	521,866	895,897	239,926	10	100	....
Nov. 30, 1872	13.6	—	3.1	—	3	8	3	11	Providence, Warren and Bristol.R. I. & M.	645,079	73,026	.....	.....	437,917	50,000	63,611	.....	13.6	44,096	415,776	16,367	105,555	51,456	3	100	....
Dec. 31, 1872	21.0	—	2.0	—	1	3	2	—	Queen Anne and Kent Co.....Md.	351,000	*	22,200	.....	260,000	269,000	2,000	.....	21.0	38,850	12,560	38,231	27,437	9,989	—	50	....
Dec. 31, 1872	41.7	—	1.4	88.3	3	2	2	45	Quincy, Alton and St. Louis.....Ill.	1,850,000	*	.....	.....	1,000,000	850,000	.....	.....	41.7	.....	.....	.....	96,000	.....	—	100	....
May 31, 1872	97.0	—	9.7	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	155,300	102,935	1,500,000	.....	92,150	166,085	97.0	.....	31,226	64,096	359,277	154,400	—	100	....
Jan. 31, 1873	44.0	—	3.0	66.0	4	3	3	46	Raleigh and Augusta Air-Line....N. Car.	1,134,211	89,786	.....	.....	876,000	350,000	.....	.....	44.0	.....	.....	.....	76,037	.....	—	100	....
Sept. 30, 1873	71.0	110.0	41.5	—	39	68	19	974	Rensselaer and Saratoga.....N. Y.	7,489,628	*	.....	.....	6,000,000	1,925,000	.....	.....	181.0	861,480	654,000	556,934	1,748,915	604,224	7	100	104
Sept. 30, 1872	140.5	55.2	16.7	—	26	17	10	272	Richmond and Danville ¶.....Virginia.	5,109,406	*	2,046,460	211,461	4,000,000	2,621,090	510,171	236,066	295.9	526,732	134,485	176,708	852,092	363,846	—	100	....
Sept. 30, 1872	75.5	11.4	6.2	—	12	6	4	139	Richmond, Frederick and Potomac ¶..Va.	2,622,927	*	116,589	263,282	1,509,826	889,899	43,417	559,604	89.9	209,899	.....	.....	351,919	145,919	—	100	....
Sept. 30, 1872	22.5	2.8	4.2	—	8	10	4	160	Richmond and Petersburg ¶.....Va. N.C.	1,168,213	*	85,833	30,224	847,100	326,296	93,377	37,528	46.8	107,159	42,228	160,319	45,945	.....	—	100	....
Sept. 30, 1872	38.3	—	2.2	26.0	3	3	2	42	Richmond and York River.....Va.	1,265,640	*	.....	.....	650,000	615,640	.....	.....	38.3	.....	(No returns obtained.)	.....	.....	.....	—	100	....
Sept. 30, 1872	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	.....	.....	.....	557,560	.....	.....	.....	—	(Leased	by Erie Railway Co.)	.....	.....	34,012	6	100	....
Jun. 30, 1872	251.9	25.5	27.0	—	33	15	7	915	Rockford, Rock Island and St. Louis..Ill.	15,490,570	*	.....	.....	6,490,579	9,000,000	.....	.....	316.5	.....	.....	.....	1,067,749	243,534	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	*	.....	.....	250,844	.....	.....	.....	20.0	.....	(No information.)	.....	.....	.....	16	100	....
Sept. 30, 1872	141.1	48.5	25.3	—	40	31	15	779	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	*	.....	.....	2,998,900	1,735,606	38,359	.....	215.2	675,016	441,909	336,440	1,150,764	282,106	7	100	72
Jan. 31, 1873	120.0	—	26.0	—	—	—	—	—	Rutland .....Vermont.	8,787,902	—	1,286,719	.....	6,641,300	1,701,000	1,180,628	—	239.0	(Leased	to Central Verm't.)	.....	434,740	405,281	—	100	8
Jun. 30, 1873	225.0	—	24.0	34.0	19	.....	.....	.....	St. Joseph and Denver City..Kan.& Neb.	11,188,220	420,925	279,044	3,203	4,000,000	7,000,000	734,425	157,067	225.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	64.0	5.0	6.1	—	9	15	6	93	St. Lawrence and Ottawa.....Canada.	1,050,000	*	.....	.....	.....	250,000	.....	.....	59.0	.....	70,265	38,592	161,771	45,953	—	100	....
Dec. 31, 1872	189.0	18.0	29.0	—	13	9	7	553	St. Louis, Alton and Terre Haute.Illinois.	11,768,400	*	.....	238,001	4,768,400	6,700,000	218,001	.....	56.0	360,130	149,499	416,215	507,019	220,002	—	100	12
Dec. 31, 1872	195.5	15.8	37.0	—	91	20	13	1,651	*St. Louis and Iron Mountain* ¶...Missouri.	14,555,951	1,951,989	1,088,796	153,733	10,000,000	5,461,000	.....	.....	210.8	983,393	557,576	683,574	2,146,639	687,639	3	100	544
Dec. 31, 1872	310.0	48.0	25.0	50.0	46	26	12	1,170	St. Louis & S. Eastern...Ill., Ky. & Tenn.	11,089,000	1,725,000	3,993,000	.....	11,000,000	5,807,000	.....	.....	220.0	.....	.....	.....	822,601	169,779	—	100	....
Dec. 31, 1872	150.0	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill	5,040,100	.....	.....	.....	2,324,100	3,477,000	.....	.....	—	(Leased	by Chicago & Alton R.R.Co.)	.....	240,000	.....	—	100	....
Jan. 31, 1873	353.0	—	17.6	—	38	38	19	1,531	St. L., Kansas City & Northern..Mo & Ia.	28,134,445	*	2,369,765	439,708	24,000,000	6,000,000	943,028	.....	581.7	2,893,281	428,957	517,628	2,780,820	748,189	—	100	....
Oct. 31, 1872	158.4	—	23.0	—	30	14	8	824	St. Louis, Vandalia & Terre Haute....Ill.	7,984,227	*	.....	202,201	2,377,779	5,499,000	250,548	60,101	158.4	862,806	.....	.....	1,180,273	354,082	—	100	....
Dec. 31, 1872	207.0	175.0	16.0	251.0	30	14	9	289	*St. Paul and Pacific* (1st Div.)..Minnesota.	15,188,653	*	3,723,033	229,522	1,968,800	16,197,000	589,333	.....	283.0	462,489	235,279	152,356	682,566	.....	—	100	....
Dec. 31, 1872	121.0	—	8.0	—	18	6	4	194	St. Paul and Sioux City.....Minn.	4,560,960	*	179,793	54,019	4,000,000	.....	784,777	.....	121.0	344,883	75,461	136,127	424,398	99,668	—	100	....
Dec. 31, 1872	116.0	—	16.0	—	21	18	9	309	Sandusky, Mansfield and Newark ..Ohio.	3,244,500	*	.....	.....	937,500	2,307,000	.....	.....	160.0	.....	178,661	153,505	574,951	37,802	—	50	....
Dec. 31, 1872	237.0	110.0	15.4	61.0	27	19	6	342	Savannah, Albany and Gulf.....Ga.	7,592,283	*	529,789	1,171,804	4,479,677	3,242,200	1,571,999	.....	347.0	635,300	98,234	.....	983,966	339,539	—	100	....
Dec. 31, 1872	104.0	—	4.9	—	10	9	5	80	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	.....	.....	1,000,000	1,427,800	.....	.....	104.0	(No	statement	furnished :	very small.)	.....	—	100	....
Feb. 28, 1873	80.0	—	8.0	—	15	7	5	203	Seaboard and Roanoke..Va. & N. Carolina.	1,488,400	*	.....	105,689	1,278,400	210,000	107,000	.....	80.0	235,679	26,309	162,832	566,619	266,335	8	100	....
Apr. 30, 1872	237.0	—	11.9	—	39	17	9	412	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	*	.....	.....	3,750,000	9,230,000	large	.....	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	.....	.....	1,389,000	1,428,000	10,000	.....	80.5	60,500	32,313	34,321	79,481	28,624	—	100	....
Nov. 30, 1872	32.0	—	2.0	—	2	2	2	70	Shenango and Allegheny ..Pennsylvania.	890,335	78,945	20,000	.....	199,000	780,000	.....	.....	32.0	40,500	16,170	56,220	58,850	32,393	—	50	....
Jun. 30, 1872	106.8	—	11.3	—	11	8	5	153	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,400	*	.....	.....	2,068,400	1,628,000	.....	.....	157.8	.....	.....	.....	162,405	10,344	—	100	....
Dec 31, 1872	122.4	—	6.6	26.1	9	6	3	232	Sioux City and St. Paul....Iowa & Minn.	4,422 182	*	568,362	.....	2,800,000	1,740,000	450,494	.....	—	(Run by c	ontractors :	no returns.)	.....	.....	—	100	....
Sept. 30, 1872	183.0	—	9.2	—	.....	.....	.....	.....	South and North Alabama.....Ala.	7,481,764	*	.....	.....	3,458,067	4,906,000	.....	.....	131.0	.....	41,327	74,837	199,051	60,285	—	100	....
Dec. 31, 1872	137.0	106.0	30.0	—	42	37	*	507	South Carolina ¶.....South Carolina.	9,594,328	*	2,019,176	306,086	5,819,275	4,730,346	236,736	71,474	243.0	856,732	207,344	266,707	1,401,211	545.105	—	100	....
Sept. 30, 1872	116.0	—	5.8	—	11	7	4	401	Southern Central.....New York.	3,450,058	287,805	.....	.....	1,783,021	2,288,000	89,881	.....	116.0	302,744	161,821	178,099	307,280	104,978	—	100	....
Sept. 30, 1872	57.0	20.0	20.0	—	19	35	7	114	South Side (L. I.) .....New York.	3,166,551	648,925	.....	.....	1,000,000	2,260,000	386,782	.....	57.0	233,990	617,899	83,701	501,871	226,637	—	100	....
Aug. 31, 1872	167.5	—	9.5	—	12	5	3	243	Southern Minnesota .....Minnesota.	9,424,953	*	.....	.....	3,825,000	4,592,000	1,007,953	.....	166.5	.....	46,349	92,661	493,438	190,021	—	100	....
Dec. 31, 1872	170.0	—	8.5	582.0	14	23	8	245	Southern Pacific.....California.	11,500,000	*	.....	.....	8,404,800	5,750,000	.....	.....	170.0	.....	314,150	121,660	932,725	481,664	—	100	....
Jun. 30, 1872	228.0	—	11.2	—	12	16	4	260	Springfield & Ill. So. Eastern.....Illinois.	8,176,500	*	.....	.....	4,000,000	4,460,000	140,000	.....	—	(Not in o	peration at	date.)	.....	.....	—	100	....
Sept. 30, 1872	81.0	—	17.0	—	16	13	3	373	Syracuse, Binghamton and N. York..N.Y.	3,906,297	*	.....	.....	2,004,000	1,670,000	129,414	.....	81.0	449,520	186,606	533,355	713,585	216,481	4	100	....
Sept. 30, 1872	26.0	1.0	3.1	16.0	3	6	2	40	Syracuse and Chenango Valley.....N. Y.	1,165,062	61,985	.....	.....	1,063,400	500,000	229,997	.....	26.0	23,548	49,219	29,914	23,199	loss.	—	100	....
Nov. 30, 1872	79.7	26.6	30.0	—	36	21	9	782	Terre Haute and Indianapolis....Indiana.	2,807,218	*	1,583,484	191,840	1,988,150	800,000	616,344	1,178,143	99.8	.....	190,997	834,350	1,070,354	128,448	—	100	....
Apr. 30, 1873	66.0	—	6.6	1,741	12	6	—	73	Texas and Pacific.....Texas.	4,200,000	*	.....	.....	200,000	4,000,000	.....	.....	66.0	.....	.....	.....	346,001	85,042	—	100	....
Dec. 31, 1872	227.3	10.2	29.0	—	45	13	9	1,109	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	3,450,000	204,794	.....	237.5	1,192,831	.....	.....	1,316,106	368,093	—	100	....
Dec. 31, 1872	473.6	163.6	60.5	—	182	71	42	4,207	Toledo, Wabash and Western..O. I. & Ill.	34,683,000	*	.....	.....	16,000,000	18,683,000	.....	.....	955.7	5,196,661	637,050	1,349,052	6,008,978	1,578,182	—	100	537
Sept. 30, 1872	34.9	—	9.0	—	11	12	6	222	Troy and Boston.....New York.	1,934,146	378,415	.....	.....	1,599,000	1,899,000	65,369	.....	55.3	190,548	262,763	191,122	516,563	212,097	2	100	....
Dec. 31, 1872	1 032	—	100.0	—	151	93	36	2,409	*Union Pacific* ....Nebr. Utah Nev. & Cal.	111,948,812	*	.....	.....	36,762,300	75,179,512	.....	.....	1,032.0	.....	165,688	.....	8,862,605	4,092,032	—	100	354
Dec. 31, 1872	165.0	—	160.0	—	242	281	3	1,762	United Companies of New Jersey..N. Jer.	22,450,328	*	13,216,919	427,838	18,990,627	17,615,608	797,681	472,466	455.9	3,905,741	7,580,796	2,536,304	8,266,228	2,261,060	10	100	121
Apr. 30, 1872	37.0	—	4.0	91.0	6	6	1	28	Utah Central.....Utah.	1,500,000	*	.....	.....	500,000	1,000,000	.....	.....	37.0	.....	.....	.....	360,612	206,358	—	100	....
Dec. 31, 1872	31.0	—	2.1	44.6	3	3	2	11	Utah Southern .....Utah.	1,000,000	*	.....	.....	400,000	660,000	.....	.....	31.0	.....	.....	.....	126,884	63,442	—	100	....
Sept. 30, 1872	74.5	—	13.4	12.2	14	15	7	125	Utica and Black River.....New York.	2,200,444	258,703	.....	.....	1,754,020	775,500	.....	.....	92.2	201,688	184,533	62,064	337,299	111,309	3	100	....
Sept. 30, 1872	98.0	22.0	14.0	—	17	15	7	62	Utica, Chenango and Susq. Valley..N. Y.	3,186 344	438,131	.....	.....	2,908,600	.....	.....	.....	120.0	228,887	246,101	173,749	424,792	32,246	6	100	....
May 31, 1872	47.0	25.5	9.3	—	—	—	—	—	Vermont and Canada .....Vermont.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	—	(Leased	by Vermont Central	R. R. Co.	at 8 p.c.)	8	100	45
May 31, 1872	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	*	.....	.....	5,000,000	6,500,000	.....	.....	773.0	.....	.....	.....	8,497,442	493,487	—	100	....
Sept. 30, 1872	56.0	24.1	9.2	—	18	19	8	274	Vermont and Massachusetts..Mass. & Vt.	2,703,956	*	90,785	191,899	2,860,000	900,000	68,899	157,751	88.1	24 ,299	275,181	131,458	557,196	169,523	2	100	794
Feb. 29, 1872	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	245,586	193,945	464,072	2,929,236	86,869	.....	140.0	181,288	82,372	49,431	408,220	102,918	—	100	....
Dec. 31, 1872	46.0	—	2.3	—	3	*	*	50	Vineland.....New Jersey.	1,926,191	*	.....	.....	998,005	750,000	78,187	.....	—	(Leased	to N. Jer.	Southern	R. R Co.)	.....	—	100	....
Dec. 31, 1872	18.3	—	6.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	.....	.....	.....	1,800,000	1,261,400	.....	.....	—	(Leased	to D. L. &	W. R. R.)	525,749	215,363	7	100	88
Sept. 30, 1872	44.0	—	2.0	281.0	4	6	3	65	Washington and Ohio .....Virginia.	1,435,176	128,577	128,773	.....	900,700	180,400	321,248	340,178	44.0	81,361	27,693	19,418	81,285	7,948	—	100	....
Aug. 31, 1872	132.0	28.0	15.5	—	26	16	8	247	Western Alabama.....Alabama.	4,822,628	538,272	342,800	662,535	2,008,324	3,169,900	561,508	626,504	160.0	421,880	101,742	.....	626,504	150,534	—	100	....
Dec. 31, 1872	133.0	—	11.0	—	59	18	12	921	Western and Atlantic.....Georgia.	(Owned b	y State	of Georgi	a & leas	ed to a co	mpany fo	r $300,00	0 a year.)	138.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	60.0	—	3.3	13.0	10	10	6	123	Western Maryland ¶.....Maryland.	2,366,392	*	208,500	17,069	682,593	1,800,000	109,069	.....	60.0	217,760	184,655	73,841	197,707	7,038	—	100	....
Dec. 30, 1872	57.1	27.6	14.6	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,846,005	.....	.....	.....	1,022,450	1,800,000	1,023,555	.....	—	(Leased	by Pennsylvania	R. Co.)	.....	.....	—	53	....
Dec. 31, 1872	60.7	—	16.2	—	18	63	8	171	West Jersey.....New Jersey.	2,255,355	*	1,486,466	178,462	1,359,700	2,398,000	162,583	.....	128.9	330,555	642,728	28,443	664,777	291,363	8	100	164
Mar. 31, 1873	197.0	—	10.0	—	20	14	10	660	West Wisconsin.....Wisc.	8,640,000	.....	.....	.....	4,000,000	4,640,000	.....	.....	165.0	.....	.....	.....	549,645	263,329	—	100	....
Dec. 31, 1872	32.0	—	1.0	28.0	3	5	2	24	Wheeling, Pbg. & Balt.....W. Va. & Pa.	579,642	.....	.....	.....	500,000	.....	79,642	.....	32.0	39,328	53,175	11,638	48,164	480	—	50	....
Sept. 30, 1872	189.0	—	6.0	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	3,971,781	381,117	51,244	.....	300,000	3,800,000	304,142	.....	172.0	.....	.....	.....	591,046	226,496	—	100	....
Oct. 31, 1872	63.6	—	9.5	—	11	6	5	124	Wilmington and Reading...Pennsylvania.	2,644,078	255,151	32,892	.....	750,663	2,332,300	108,610	.....	63.6	230,554	182,365	264,573	228,778	21,667	—	50	....
Sept. 30, 1872	162.0	19.0	9.5	—	32	31	—	324	Wilmington and Weldon ¶....N. Carolina.	8,004,644	*	61,436	296,393	1,456,200	1,619,100	77,042	299,581	181.0	519,184	124,995	.....	635,871	280,883	—	100	....
Dec. 31, 1872	130.0	—	3.0	301.0	15	6	2	309	Wisconsin Central .....Wisconsin.	4,120,000	*	.....	.....	1,657,500	1,591,500	.....	.....	.....	.....	.....	.....	131,793	63,778	—	100	....
Sept. 30, 1872	45.7	—	11.8	—	17	11	5	411	Worcester and Nashua.....N. H.& Mas.	2,212,144	*	85,701	48,143	1,425,400	310,300	36,515	573,774	45.7	359,641	381,954	368,042	587,359	195,458	12	100	125
									CANALS, &c.																						
May 31, 1872	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	*	258,997	.....	1,880,800	1,997,872	.....	.....	12.5	.....	.....	.....	419,222	281,715	4	50	....
Dec. 31, 1872	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	.....	.....	8,229,594	8,065,500	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Dec. 31, 1872	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	*	.....	.....	1,633,350	800,000	.....	.....	—	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	97
Dec. 31, 1872	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,389,210	725,581	20,935,209	.....	15,000,000	13,000,000	.....	.....	108.0	.....	.....	1,869,567	86,970	loss.	10	100	121
Dec. 31, 1872	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	*	.....	.....	5,847,400	.....	.....	.....	65.5	.....	.....	.....	957,557	385,170	10	100	....
Dec. 31, 1872	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,900	*	.....	.....	5,784,850	15,767,666	.....	.....	108.0	.....	.....	1,041,891	506,060	32,570	50	82	
Dec. 31, 1872	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,146,039	.....	.....	.....	1,004,150	110,000	8,054	.....	85.0	.....	.....	2,059,984	196,149	159,121	9	50	....
Feb. 28, 1873	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,432,474	*	.....	.....	2,200,000	1,125,129	.....	.....	103.0	.....	.....	.....	322,762	30,194	7	50	90
Dec. 31, 1872	78.0	64 0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	8,093,360	*	.....	.....	4,457,150	2,588,000	1,048,200	.....	360.0	.....	.....	967,573	556,164	loss.	—	50	24
Dec. 31, 1872	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,285,873	271,467	.....	4,355,798	8,576,332	267,198	.....	108.3	(Leas.to	Ph.&R'g.)	1,300,181	649,382	634,169	1	50	12
Dec. 31, 1872	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	*	.....	.....	2,092,706	2,757,310	165,811	.....	45.0	(Leas.to	Ph.&R'g.)	426,393	99,161	51,241	—	50	12
Dec. 31, 1872	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	*	.....	.....	2,907,350	300,000	35,000	.....	84.0	.....	.....	124,969	44,862	200	—	50	
Dec. 31, 1872	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	3,630,344	*	.....	.....	1,100,000	748,000	295,219	.....	....	(Leased	to Pennsylvania.)	.....	.....	.....	—	50	

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:	$	p c	p c	p. c.
Atlantic and Great Western, pref...	10,000,000	7	...	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	...	....
" " guar.	276,200	7	...	....
Atlantic and Pacific, preferred	10,000,000	7	...	18¼
Atlantic and St. Lawrence,* guar...	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,552,800	6	5	106
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar.....	1,159,500	7	7	85½
Camden and Amboy,* guaranteed..	5,847,300	10	10	121
Camden and Atlantic, preferred.....	763,549	7	5½	78
Cayuga and Susquehanna,* guar....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,600	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	100
Central Ohio,* preferred	411,550	6	6	80
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,163,200	7	5	70
Chicago and Alton, † preferred.....	2,425,400	...	10	111
Chicago, Iowa & Nebraska,* guar..	3,916,300	...	8	90
Chicago and North-Western, pref...	21,289,563	7	7	72½
Cinc., Sand. and Cleveland, pref....	429,000	6	6	....
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	89½
Cumberland Valley, 1st preferred....	241,900	8	8	....
" " 2d preferred....	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	....	....
Dubuque and Sioux City,* guar....	5,000,000	...	3	56
Dubuque South-Western, pref.....	590,315	8	....	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	78
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	76
" " com.& *guar.	500,000	5	5	....
Erie Railway, preferred.....	3,586,910	7	7	75
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	....	....	....
Hannibal and St. Joseph, pref.....	2,167,700	7	7	42
Harrisburg and Lancaster,* guar....	1,182,650	7	7	....
Housatonic, preferred.....	1,180,000	8	8	100
Huntington & Broad Top Mtn, pref.	190,750	7	...	35
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	85
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref....	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	3,101,650	6	....	....
" " 2d pref....	4,436,250	6	....	....
Mich. Southern, (Lake Shore) guar..	538,500	10	10	....
Mill Creek,* guaranteed.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	10,825,777	7	7	72¾
Mine Hill,* guaranteed.....	3,856,450	8	8	102
Montclair,* guaranteed.....	2,000,000	7	....	....
Morris and Essex,* guar.....	15,000,000	7	7	91½
Nesquehoning Valley,* guar.....	2,000,000	10	10	109
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,295,200	10	10	117
New London Northern,* guar.....	971,400	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	117
" " *com.& guar.	8,500,000	8	8	124½
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred.....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	127½
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	56½
" " pf.& *guar.	2,000,000	8	8	93¾
Ohio and Mississippi, preferred.....	4,039,000	7	7	65
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama, guaranteed.....	7,000,000	12	12	116
Paterson and Hudson,* guar.....	680,000	—	8½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	...	....	....
Phila., Germant'n & Norristt'n,*guar.	2,221,900	12	12	176
Philadelphia and Reading, † prof....	1,551,687	—	10	....
Philadelphia and Trenton,* guar....	1,259,100	10	10	117
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	91½
Pittsfield and North Adams,* guar.	450 000	5	5	....
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	121½
Rochester & Genesee Valley,* guar.	557,560	....	....	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	49
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	...	36
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	—	....
St. Louis, Kansas City & Nor., pref..	12,000,000	...	—	31
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	—	....
" " 2d pref..	1,000,000	7	—	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	71¼
Warren,* guaranteed.....	1,800,000	7	7	....
Canal Stocks.				
Delaware Division,* guar.....	1,633,350	8	8	....
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	118
" com. and * guar.....	1,695,000	4	4	45
Schuylkill Navigation preferred....	2,808,977	6	6	26

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 21.

	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.	W.21
Boston, Hart. & Erie.... 3	3½	3	3	3	2½	
Canton Co.....	....	....	....	....	....	
Central Pacific 6s..... 90½	96½	96½	96½	96	96	
Central of N. Jersey....100	100½	100½	....	100½	100	
Central Pacific..... 71½	71½	71½	....	....	71½	
Chesapeake & Ohio 1 m. 60	61	61	60½	61	61	
Chicago & Alton.....100	....	109½	....	....	108½	
" pref.....	....	....	....	111	....	
" 1 M.....	....	....	....	....	....	
" S. F.....	....	....	....	....	....	
" Ins. bds.....	....	....	....	....	....	
Chicago, Burl. & Q.....	104½	105	....	....	105	
" 8s, 1883	....	....	....	....	....	
Chic. & Northwestern . 61½	60½	60½	60½	61½	61½	
" pref..... 73	73	72½	71½	73½	72½	
" 1st M.....	....	....	100	....	....	
" S. F.....	....	....	....	....	....	
" Consol.....	....	....	....	....	....	
Chic., Rock Isl. & Pac..106½	105½	104½	104½	105	105½	
Chi , R. I. & Pa. 7s,1896.103½	....	....	....	....	102½	
Clev., Col., C. and Ind.....	78½	....	....	....	....	
Clev. & Pittsburg guar.. 89	88½	....	88	88½	89½	
" 2 M.....	....	....	....	....	....	
" 3 M.....	....	....	....	....	....	
" 4 M.....	....	....	....	....	....	
Clev. and Toledo.....	....	....	....	....	....	
" S. F. 7s.....	....	....	....	....	....	
Col., Chi., & Ind. C..... 32½	31½	31½	31½	31½	31½	
" 1 M.....	86	85	85	85	85½	
" 2 M.....	67½	67½	....	....	68	
Del. & Hudson Canal	....	119	119½	120	121	
Del. Lack. & Western..101½	101½	100½	100½	100	101½	
" 1 M. 7s.....	....	102	....	101	102	
" 2 M 7s.....	102	....	....	....	....	
Erie Railway..... 50½	50½	48½	48½	49½	48½	
" pref..... 75	....	....	....	....	....	
" 1 M.7s, 1897.102½	....	....	....	....	....	
" 2 M. 7s, 1879....	....	....	....	....	101½	
" 3 M. 7s, 1883 99½	98	....	....	....	....	
" 4 M. 7s, 1880....	96½	....	....	....	96½	
" 5 M. 7s, 1888....	....	....	....	....	....	
" 7s, con. gold.....	....	....	....	....	....	
Great Western 2d mort.....	....	....	....	....	84	
Hannibal & St. Joseph. 33	32½	31½	31½	33	32½	
" pref..... 42½	42	41½	40½	42½	42	
" 8s, conv.....	....	82	....	....	84	
Hudson River.....	....	....	....	....	....	
" 2 M. S. F.....	....	....	....	....	....	
" 3 M 7s, 1875.....	....	....	....	....	....	
Illinois Central	....	....	....	....	....	
" 7s	....	....	....	....	....	
Lake Shore & Mich.S'th. 83½	82½	80½	80½	80	80	
Marietta & Cin. 1st pref.....	....	....	....	....	....	
" 2d pref.....	....	....	....	....	....	
Michigan Central..... 86½	86½	86½	86½	86	86½	
" S.F. 8s,1882.....	....	....	....	....	....	
" 300,000 8s,1883.....	....	....	....	....	....	
M. S. and N. I. 1 M. S. F.....	103	....	....	....	....	
" 2 M.....	....	....	....	....	....	
Milw. and St. Paul..... 48½	48½	48	48	48½	48½	
" pref..... 72½	72½	72	72	72½	72½	
" 1st mort.....	....	....	....	....	....	
" 2d mort.....	....	....	....	....	....	
" 8s.....	....	....	....	....	109	
" 7 3-10s con.....	....	....	....	....	....	
" 7s, gold.....	....	....	86½	87	....	
Missouri 6s..... 93½	93½	....	93½	93	....	
" H. & St. J. iss. 92	91½	....	....	....	....	
Morris and Essex..... 91½	....	91½	91	91½	91½	
" 1st mort.....	105	....	....	105	....	
" 2d mort.....	....	....	....	101½	....	
N. Y. Cen. & Hud. Riv.104½	103½	102½	102½	103½	104½	
" 7s, S.F.1876.....	....	....	....	....	....	
" 6s, S.F. 1883 91½	92	....	....	....	92	
" 6s, S.F. 1887.....	....	89	....	....	90	
N. York and Harlem....126½	125	....	125	125	124½	
" pref.....	....	....	....	....	....	
" 1 M.7s, 1873.....	....	....	....	....	....	
N. York N. Hav. & Hart.....	129	129	129½	129½	129½	
N. Carolina 6s, old.....	....	....	....	28½	....	
" new	....	....	....	....	....	
Ohio and Miss..... 35	34½	33½	34	34½	34½	
" pref.....	....	65	65	....	....	
" 2d M.....	80	....	80	....	....	
Pacific Mail S. S. Co.... 43	41	40½	42	42½	42½	
Panama 115	116	115	115½	116	....	
Pitts., Ft. W. & Chi. gtd.....	....	....	91½	....	....	
" 1 M.....	....	....	....	....	105	
" 2 M.....	....	....	....	....	....	
" 3 M.....	....	....	....	....	....	
Quicksilver Mining Co.. 29½	30½	29½	28	30	....	
St. L., Alton & T. H.... 14	12	....	....	....	....	
" pref.	....	....	....	....	....	
" 1 M.....	....	....	....	....	....	
" 2 M. pref.....	....	....	....	....	....	
" Income bds. 76	....	77	76	....	....	
Tennessee 6s, old.....	80½	....	79½	80½	....	
" new.....	80	....	....	....	....	
Tol., Wab. & Western.. 54½	54½	53½	54	53½	....	
" pref.....	....	....	....	....	....	
" 1 M.....	....	98	....	....	....	
" 2 M.....	....	89½	89½	....	....	
" Equipment.....	....	....	....	....	....	
" St. Lou. Div. 88½	89	90	89½	....	90	
Union Pacific..... 34½	34½	33½	34½	35	35½	
" 1st mort... 85½	85	84½	85	85½	85½	
" L. Gt. 7s.....	78½	80	80	81	81	
" Ins. 10s.... 75½	75½	75	....	76½	77½	
Virginia 6s, old.....	....	....	....	....	....	
" new.....	....	....	....	....	....	
" consol.....	51½	....	....	....	53	
" def. certs.....	....	11	....	....	11½	

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 21.

	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.	W.21
Federal Stocks:—						
U. S. 6s, 1874, reg.....	....	....	....	....	....	
U. S. 5s, 1874, coup.....	....	....	....	....	....	
U. S. 5s, 10-40s, reg...112½	....	112½	....	112½	113	
U. S. 5s, 10-40s, coup..114	113½	113½	113½	113½	114	
U. S. 6s, 1881, reg.....	....	....	111½	....	....	
U. S. 5s, 1881, coup....113	112½	112½	112½	....	112½	
U. S. 6s, 1881, reg.....116½	116	116½	116½	116½	117½	
U. S. 6s, 1881, coup....117½	....	118	117½	118	....	
U. S. 6s, 5-20s, reg. '62 113½	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1862.....	....	....	113½	....	114½	
U. S. 6s, 5-20s, reg. '64.115½	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1864.115½	116	....	115½	....	116½	
U. S. 6s, 5-20s, reg. '65.....	....	....	115½	....	....	
U. S. 6s, 5-20s, c. 1865.....	116½	....	116½	116½	117	
U. S. 6s, 5-20s, r. n. '65.115½	....	115½	....	116	....	
U. S. 6s, 5-20s, c. n '65.115½	116	116½	115½	115½	116½	
U. S. 6s, 5-20s, reg. '67.116½	116½	116½	116½	....	117	
U. S. 6s, 5-20s, c. 1867.116½	117	117½	117½	117½	117½	
U. S. 6s, 5-20s, reg. '68.....	....	....	....	....	116½	
U. S. 6s, 5-20s, c. '68...116½	116½	117	116½	114	117½	
U. S. 6s, Pac.RR issue.114½	114½	....	114½	....	114½	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 20.

	W.14.	Th.15.	F.16.	Sat.17.	M.19.	Tu.20
Catawissa preferred	....	....	....	....	....	
Camden and Amboy.....	....	....	....	....	....	
" 6s, 1875	....	....	....	....	....	
" 6s, 1883	91	....	....	90½	....	
" 6s, 1889	....	....	....	....	....	
" mort. 6s, '89.....	....	....	96	98½	98½	
Elmira & Williamsport.....	....	....	....	....	....	
" pref.	....	....	....	....	....	
" 7s.....	....	....	....	....	....	
Lehigh Navigation.....	42½	42½	42	41½	41½	
" 6s, 1884	....	....	....	....	....	
" Gold L..... 93½	94	....	94½	93½	....	
" R. R. L..... 95	....	....	....	....	....	
" Conv. L. '77.....	....	....	....	....	88	
Lehigh Valley R. R..... 59	59	59	59	58½	58½	
" 6s new coup.....	....	....	....	97	....	
" 6s new reg.....	....	....	....	....	....	
Little Schuylkill R.R.....	46	....	....	....	....	
" 7s.....	....	....	....	....	46	
Minehill	....	....	....	....	....	
Morris Canal.....	....	....	51	....	....	
" pref.....	....	....	....	....	....	
North Pennsylvania	....	....	....	....	....	
" 6s, 1885	....	....	....	....	....	
" 7s.....	....	....	101½	....	....	
" 10s, 1887	....	....	....	....	....	
Northern Central	30	30	31	35	35½	
Oil Creek & Alleg. Riv.....	17½	17½	17	16½	16½	
" 7s..... 63½	....	....	....	....	....	
Pennsylvania R. R..... 48½	48½	48½	48	48	48	
" 1st M.....	....	....	....	100	100	
" 2d M.....	....	99½	....	....	....	
" Gen. mort.. 88	....	88	....	....	....	
" " reg.....	91½	....	91½	....	....	
Penn. State 6s. 1st series.....	....	....	....	....	....	
" 6s, 2d series.....	....	....	105	....	106	
" 6s, 3d series.....	....	....	106½	....	....	
Philadelphia City, 6s.... 98	....	....	98	98	....	
" new 102	102	102	102	101½	101½	
Philad., Germ. & Nor.....	....	....	....	....	....	
Phila. & Reading 56½	56½	55½	56	55½	55½	
Philadelphia and Erie.. 23	....	....	....	23½	23	
" 6s.....	....	....	....	....	90	
" 7s.....	....	....	....	....	85	
Phila., Wilm. & Balt.....	....	....	....	....	....	
Schuylkill Navigation.....	....	....	....	....	....	
" pref.....	12½	....	....	13	....	
" 6s, 1882	74	....	74	74	74	
" 6s, 1876	....	....	....	....	....	
" 6s, 1872	....	83	....	....	....	
United Co. of N. Jersey.120	120½	120	120	120	121	
Hestonville, (Horse).....	....	....	....	....	....	
Chestnut & Wal.	....	....	....	....	....	
Green & Coates	....	....	....	....	....	
2d and 3d streets	....	....	....	60	60	
Spruce and Pine	....	....	....	....	....	
13th and 15th sts. 21½	21½	....	....	....	....	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 20.

	W.14.	Th.15.	F.16.	Sat.17.	M.19.	Tu.20
Baltimore City 6s, 1875.....	99	98½	....	98½	98½	
" 1886 97	97½	97½	....	....	....	
" 1890 99	99	98½	....	98	97½	
" 1884	....	....	....	....	....	
" 1900 96	....	....	....	....	....	
Balt and Ohio.....	....	....	....	....	158	
" bonds, 1875.....	....	....	....	....	....	
" " 1880.....	....	....	....	....	....	
" " 1885.....	....	97	....	....	....	
Marietta & Cin. 1st M.....	....	103½	103½	....	....	
" 2d M..... 90	....	89½	....	90	....	
" 3d M. 8s..... 76½	....	....	....	....	76½	
Northern Central.....	....	30	....	35	36½	
" bonds, 1885.....	....	88	....	....	....	
" " 1900.....	....	....	....	87½	....	
Pittsb. & Connellsv. 7s.....	90½	....	90½	....	90½	
N. W. Va. 1st mort.....	....	....	....	....	....	
" 2d mort.....	....	....	....	....	....	
" 3d mort.....	....	92	....	....	....	
Virginia 6s, Consol.....	....	52½	51½	53	52½	
" Defer. Certif.....	....	....	11	....	....	
City Passenger R R.....	....	....	....	20	....	

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 21.

	Th. 16.	F 17.	Sat. 18.	M. 19.	Tu. 20.	W. 21
Boston and Albany	....	138¾	139	....	139½	139
Boston and Lowell	107½	108	108½	....	109	....
Boston and Maine	106	107	106¾	105½	....	106
Boston and Providence	....	....	....	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s	28½	29½	....	....	....	29¾
Cheshire, pref	....	....	....	....	....	....
Chi., Burl. & Quincy	103½	104½	105	104¾	106	104¾
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	136
Eastern	84½	80½	75	76¾	77	75
Fitchburg	....	124	....	124	....	124
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	86½	87	86½	86	86	86½
Northern, N. H.	....	107	107	107½	....	....
Ogdens. & Lake Champ.	....	59	....	....	56½	....
" pref.	....	....	....	93½	....	....
Old Colony	111½	111	111½	....	111	111
Ph., Wil. & Baltimore	54½	54	54	52½	53½	53½
Portl'd, Saco & Ports.	123	122	122	122	....	121¾
Union Pacific	....	....	....	....	....	....
" 6s	85	84½	84½	....	84½	84½
" Land Grant 7s	....	76	76	....	77	....
" Income 10s	72	72	....	....	....	72½
Vermont & Canada	....	....	....	....	....	....
Vermont & Mass.	79	79¾	80	79¾	79¾	....
South Boston (Horse)	66	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	46	46	....	....	....	45
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	26	26	27	27	27	28
Franklin	5	5½	....	....	....	....
National	....	....	....	....	....	....
Quincy	46	46	46	46	46	46

London Stock Exchange.

	Closing Prices. Jan. 2.	Dec. 24.
Atlantic & Gt. W. 1st mort., $1,000	73 — 75x	68 — 70
Do. 2d mort., $1,000	57 — 59	51 — 53
Do. Con. mort. B'nds Bisch's Cert.	27½ — 28½	23 — 24
Do. Reorg. Scrip	— — —	96 —100
Do. Leas. Lines, Rental Bonds	— — —	87 — 89
Detroit & Milwaukee 1st mort. Bonds	73 — 78	65 — 70
Do. 2d do.	55 — 65	50 — 60
Erie shares 100 dol. all paid	44½ — 44¾	36½ — 37
Do. 6 per cent Convertible Bonds	93 — 95	92 — 94
Cons. Mort. amount autho. to be issued for conv. of existing bonds	— — —	— — —
Illinois Central $100 shares all paid	89 — 91	82 — 84
Do. Redemption mort. bonds 6 p.c.	98 —100	98 —100
Illinois & St. Louis Bridge 1st mort.	98 —100	97 — 99
Marietta and Cincinnati Rail. Bonds	94 — 97	83 — 86
Michigan Central 8s 1882, conv.	90 — 100	80 — 90
Panama 2d mort.	68½ — 69½	73 — 75
Panama General mort.	95 — 97	96 — 98
Pennsylvania, 2d mort.	97 — 99	97 — 99
Do. General mort.	96 — 97	98 — 99
Do. $50 shares	43½ — 44½	— — —
Philadelphia and Erie 1st mort.	96 — 98	96 — 98
Do. with option to be paid in Phila.	97 — 98	97 — 99

American Railroad Journal.

Saturday, January 24, 1874.

Stock Exchange and Money Market.

Money has been in unusually liberal supply since our last, both at bank and in private channels, and borrowers have been enabled to make very favorable terms, especially as compared with recent experience. Call loans have been quoted down to 4@6 per cent, with a fairly active demand noted, on speculative account, chiefly from Stock and Gold Board operators. Choice to very good grades of commercial paper have been in more favor and quoted at from 7@9 per cent per annum. The last city bank exhibit was an extremely strong and encouraging statement—probably the most satisfactory that has been made within a year. The banks appear to increase their loans quite moderately, as compared with their present ability. The deposits of the City banks show an increase of over 11½ millions; the item of legal tender notes, of nearly four and a half millions; and the specie reserve of nearly 1⅝ millions. The banks enlarged their loan and discount average, nearly three millions; and again contracted their circulation slightly. The U. S. Sub Treasury, reports an addition of about 2⅞ millions to its currency reserve, and of a small amount of Gold, as the result of the week's business. The City banks increased their average of gold last week to $34,810,000, as against $32,679,100 the preceding week; and their greenback average to $54,417,900, as against $50,926,000, on the previous return. Their depos its stood at 231¼ millions, giving an increase of $11,573,900. The loan item was 268⅝ millions, against 265⅝ millions on the former exhibit. The circulation was under 27⅛ millions, against a little over 27⅛ millions the week before.

The U. S. Sub-Treasury, last week, enlarged its currency balance $2,873,451, and reduced its coin reserve $46,967. Its currency balance at the close of the week was $30,144,192; and its coin reserve $52,117,083.

The cash balances in the Treasury Department, at Washington, on Wednesday were as follows: Currency, $3,500,000; special deposits of legal tenders for redemption of certificates of deposit, $40,730,000; coin, $86,500,000; including coin certificates outstanding, $45,500,000; outstanding legal tenders, $382,739,837.

The Gold movement has been moderately active since our last The speculative dealings have been on a restricted scale. The export drain has been less than half a million. The custom call has shown some increase The extremes of the price have been 111⅛@111⅞, closing at 111⅝ as against 111⅜ on Wednesday of the preceding week. The specie outflow, last week, was $482,945. The imports of specie at this port last week were $6,000, and since Jan. 1, $105,347, against $53,609 same time last year.

The customs demand for Gold last week averaged $436,500 a day. The total customs revenue of the Government, in coin, at this port, since July 1, 1873, has been $61,381,195, against $74,825,017 same time in 1872-'3. Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since July 1, 1873, $37,093,543 against $52,238,642 same time in 1872-'3. The export drain of specie since July 1, 1873, has been $22,811,584 against $38,699,417 in 1872-'3.

There has been a moderate inquiry noted for foreign exchange, with prices ruling weak and and irregular. Bankers' sixty day bills on London closed on Wednesday at $4 82½@$4 83⅛; sight bills on London, at $4 85½@$4 86⅛. The week's exports of Domestic Produce have been to the currency value of nearly six millions.

Government securities, have been in very good request, especially for investment purposes, and the market has been ruling strong and buoyant. The more favorable revenue reports have tended to stimulate the demand.

U. S. sixes of 1881 closed on Wednesday of this week at 117⅞@118; U. S. Five-Twenties of 1862, 113⅞@114⅛; U. S. Five-Twenties of 1864 at 115⅞@116; U. S. Five-Twenties of 1865 116¾@117; U. S. Five-Twenties of 1865 consolidated 115¾@116; U. S. Five-Twenties of 1867, 117⅛@117⅜; U. S. Five-Twenties of 1868, 117@117¼; U. S. Ten-forties at 113⅝@114; U. S. Fives of 1881 (Funding Loan) 112½@113; Six per cent. currency Sixes from 114¾@115.

Business in Railway and Miscellaneous securities has been quite active. The market has been more than usually influenced by the manipulations of operators of conflicting views as to values, and fluctuations have been frequent. The market closed more firmly.

There has been an improved demand noted for State and Railway bonds which have been strong and buoyant in price. Central Pacific first mortgage six per cents closed firmly at 96⅜@96½, ex the January coupon of three per cent. Chesapeake and Ohio First Mortgage Bonds, Six per cents, 61.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $7,712,254, as compared with $11,282,162 same week last year. The exports of domestic produce are $5,960,132, as against $4,586,333 last year. The exports of Gold and Silver, $482,495, as against $328,155 last year. The customs in Gold deposited during the week in the New York Office of the Treasury amounted to $2,619,000, comparing with $2,915,975 same week last January.

The outstanding amount of U. S. legal tender notes on Wednesday was 382½ millions, showing an increase, during the week, of one million.

An improved trade has been noted in Produce and Merchandise. The demand has been more active for the leading articles. Cotton, Breadstuffs, and Provisions closed rather less firmly Groceries, somewhat stronger in price. Petroleum and Naval Stores held higher. Tobacco and Wool, steady. The Live Stock markets have been moderately active, with prices comparatively well supported. Copper has been in good request, with sales reported of 500,000 lbs., including Lake, at 24½c.@25c., and Baltimore at 24@24½. Iron has been in limited demand as a rule but quoted firm; stocks offered moderately; Scotch Pig is scarce. We quote: Eglinton Pig at $40@41; Glengarnock, $42@$42 50; Coltness, $45; Gartsherrie $47; No. 1 American Pig at $35@$36; No. 2 do. at $32@$33; Forge, $28@$31; English Rails at $55@$60, gold; American Rails at works, $62 50@$65; Old Rails, $40; Wrought Scrap, $38 50. Sales 5,000 tons Old Rails Western delivery, and 10,000 tons Steel Rails on p. t. Pig-lead has been in very quiet, with foreign quoted at 6¾c.@6¾c., gold, for ordinary, and domestic at 6c., gold; Bar, 9¼c.; Sheet and Pipe, 10c. Spelter has been rather inactive at 7⅜c.@7⅝c., gold, for foreign, and 8c.@11c. for domestic. Pig-tin has been very quiet with Straits quoted at 28c.@28¼c., gold; English at 26c.@26¼c., and Banca at 32c.@32½c., gold. There has been a fair inquiry noted for Tin Plates, with Charcoal Plates quoted at $10 50@$10 75; Charcoal Terne, $9 25@$10; Coke $8 25@9; Coke Terne 6 75@$8 50, gold, per box. Zinc wholly unsettled. Ocean freight, stronger, and business brisker.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Ohio and Miss. 7s consol., S. F., 92½; Central of New Jersey 1st mort. new, 106; New Jersey Southern R. R., 7; do. 1st mort., 43; Mil. and St. Paul 1st mort., I. & M. div., 83; do. H. & D. div., 80; do. LaC. div., 91½; Lake Shore div. bonds, 94½; Albany and Susquehanna 1st mort., 100; do., 2d mort., 96¾; Clev., Paines. and Ash. 7s, old, 96½; Central Pacific State-aid bonds, 102; North Mo. 1st mort., 80¼; Chicago and Northwestern Int. bonds, 96; do. consol. gold bonds, 85¼; Boston, Hartford and

Erie 1st mort., 29½; Canada Southern 1st mort., 64½; Toledo, Peoria and Warsaw 1st mort., W. D., 75; do. 2d mort., 55; Delaware and Hudson Canal reg. 7s, 1891, 100½; do. 1884, 100½; Am. Dock and Imp. 7s, 94¾; St. Louis and Iron Mt R. R., 55; do. 1st mort., 99⅛; Louisville and Nashville 7s consol., 1898, 90; Michigan Central 7s, 94; Clev. and Toledo 7s new, 94; Gt. Western 1st mort., 1888, 96; Pacific R. R. 7s, guar. by Mo., 97; Western Pacific bonds, 87½; Lake Shore and Michigan Southern consol., 96½; Chicago and Milwaukee 1st mort., 92½; Winona and St. Peter 1st mort., 80; Long Dock bonds, 93; Quincy and Toledo 1st mort., 88; Burlington, Cedar Rapids and Minnesota 1st mort., 80; Del., Lack. and Western 7s. consol., 100; Buffalo and State Line 7s, 95; Toledo, Canada Southern and Detroit 1st mort., 66; Iowa Midland 1st mort., 92; Pacific R. R. of Mo., 33; do., 2d mort., 66; St. Louis, Kansas City and Northern pref., 31; Atlantic and Pacific pref., 13½; New Jersey R. R., 117; Western Union Telegraph, 76⅝; do. 7s, 96; Quicksilver pref., 84; Am. Exp., 60⅜; Adams Exp., 93¾; U. S. Exp., 68½; Consol. Coal of Md., 44⅝; Spring Mt. Coal, 50; Maryland Coal, 21½; American Coal, 63; North Carolina 6s, new, Apl. and Oct., 28; do. 6s, F. A. 1866, 28; do. 6s, special tax, 2d class, 9; do. 3d class, 8¾; Tenn. 6s, n. s., 62¼; South Carolina 6s, new, Jan. and July, 9¼; California 7s, 110; Aakansas 7s, issued to Central R. R., 17; N. Y. State 6s, B. L. reg., 105; Brooklyn 6s, W. L., 92.

Philadelphia.—Philadelphia and Reading 7s,new, conv., 103½; do Gen'l mort. 7s, coupon, 101; do. reg., 103; do. 6s, 1844-'80, 97; Harrisburg and Lancaster 6s, 95; Allegheny Valley 7 3-10s, 90; Susq. Canal 6s, 72½; Northern Pacific 7-30s, 35; Huntingdon and Broad Top Mt. pref., 17½; do. 1st mort., 102; Pittsburg, Cincinnati and St. Louis 7s, 69; Lehigh Nav. conv. gold loan, 97⅛; Westchester and Philadelphia 7s, 101⅝; Wilmington and Reading 1st mort., 87; Lehigh Valley 7s, 105; West Jersey 7s, 102; Schuylkill Nav. 7s. B. L., 85; Pennsylvania div. scrip, 94¾; Nesquehoning R. R., 54½; Catawissa R. R., 18¼; do. new pref., 35; do. 7s, new, 103½; Camden and Atlantic pref., 39; West Philadelphia R. R., 100; Germantown Pass. R. R., 38. The latest quotations are: City 6s, 97⅛@98½; do. free of tax, 101⅞@102; Pennsylvania State 6s, 2d series, 106@—; do. 3d series, 107@111; Philadelphia and Reading 55⅝@56; do. Gen'l mort. 7s, coup., 100@101¼; do. reg., 102¾@103⅛; do. mort. 6s, 1880, 97@97; do. 7s, new, conv., 103½@103¾; do. 7s, 1893, 102⅛@—; United New Jersey R. R. and Canal Co., 120½@—; Camden and Amboy mort. 6s, 1889, 95¾@96¼; Pennsylvania R. R., 47⅞@48; do. div. scrip, 94⅛@94¾; do. 1st mort., 99¾@100; do. 2d mort., 99½@100; do. general mort. coupon, 88¼@90; do. reg., 91@92; Little Schuylkill R. R., 46@46; Morris Canal, —@—; do. pref. 123@126; do. 6s, 94@—; Susquehanna Canal, 5@9; do. 6s, 72@73; Schuylkill Nav., 6⅜@6¾; do. pref., 12⅜@13; do. 6s, 1882, 73@74; do. 1872, 82@83; Elmira and Williamsport pref., 35@40; do. 7s, 1873, 95@97; do. 5s, 57@59; Lehigh Coal and Navigation, 41¼@42; do. 6s, 1884, 94@95; do. R. R. Loan, 95@96; do. Gold Loan, 93@94; North Pennsylvania, 44@44; do. 6s, 97¼@98; do., 7s, 101@102; do. Chattle 10s, 107@—; Philadelphia and Erie, 22½@23⅛; do. 6s, 90@91; Minehill, 51@—; Catawissa, 17@18; do. pref. 42½@42⅞; do. 7s, 1900, 103½@104; Lehigh Valley, 58⅛@58⅞; do. 6s, new coupon, 96⅛@96⅛; do. reg., 98@—; do. 7s, 104@105; Fifth and Sixth streets, (horse,) 50½@—; Second and Third, 60@60; Thirteenth and Fifteenth, 21½@22; Spruce and Pine, 28@30; Green and Coates 43@50; Chestnut and Walnut, 55⅝@—; Hestonville, 21@22½; Germantown, 35@39.

Boston.—Old Colony 7s, 102⅛; Atchison, Topeka and Santa Fe 7s, 58⅛; do. 7s, L. G., 61; Rutland R. R. pref., 49; do. 8s, 80; do. scrip, No. 4, 82; Boston and Maine 7s, 102; Vermont and Canada 8s, 80; Eastern R. R. 7s, 96¼; Boston and Albany R. R. 7s, 103; Chicago, Burlington and Quincy 7s, 96⅛; Cincinnati, Sandusky and Cleveland R. R., 10⅜; Burlington and Missouri River R. R. in Iowa, 100; do. in Nebraska, 60; do. 8s, new, 91; do. old, 98; Connecticut and Passumpsic River R. R., 79¼; Norwich and Worcester R.R., 127½; Iowa Falls and Sioux City R. R., 85; Worcester and Nashua R. R., 125; Nashua and Lowell R. R., 131½; Boston Water Power, 18; Cary Imp., 8⅝; Waverly Land, 3¾; Brookline Land, 5¾; Maine 6s, 100; New Hampshire 6s, 94½; Cook Co., Ills., 7s, 96¾; Boston 6s, currency, reg., 97½; Cambridge 6s, 96; Cincinnati 7-30s, 103; St. Louis 6s, 88; Allouez Mining Co., 10; Calumet and Hecla, 144; Dana, 70c.; Hanover, 50c.; Humboldt, 75c.; International, 20c.; Madison, 50c.; Mesnard, 1½; Pewabic, 9½; Pontiac, 75c.; Ridge, 8½; Rockland, 2¾; South Side, 40c.; Star, 1¾.

Baltimore.—Chesapeake and Ohio 6s, 61; Northern Central 6s, 1900, gold, 88½; Western Maryland 1st mort. guar., 92; do. 8d mort. guar., 92; Central Ohio 1st mort., 87; Orange and Alexandria 4th mort. 8s, 75; Orange, Alex. and Manassas 7s, 78; Wilmington, Columbia and Augusta 1st mort. 7s, 71; George's Creek coal, 127; Maryland Defense 6s, 104⅜; Virginia consols, coupons, 74¼. The latest quotations are: Wilmington, Columbia and Augusta bonds, 70½@71; Pittsburg and Connellsville 7s, 1898, 87½@90½; Baltimore and Ohio, 157@160; do. 6s, 1875, 96@100; do., 1880, 95@96½; do., 1885, 96@97; Parkersburg Branch, 5@—; Northern Central, 31¼@34⅞; do. 6s, 1885, 88@90; do. 1900, 87@88; do., 6s, 1900 gold, 88⅜@88⅝; N. W. Va. 3d mort., 1885, 92@95; Marietta and Cincinnati 1st mort. 7s, 1892, 102½@103½; do., 2d mort., 7s, 89⅝@90; do., 3d mort., 8s, 76@77; Central Ohio, 37¼@40; do. pref., 35@39; do. 1st mort., 87@87¼; Western Md. 1st mort. 6s, 1890, 72½@—; do. 1st mort. guar., 91⅞@92¼; do. 2d mort. guar., 92@—; do. 3d mort., guar., 90@93; do. 2d mort. pref., 60@—; do., 2d mort. guar. by Washington Co., —@82; Richmond and Danville 1st mort., 69@70; Orange and Alexandria 1st mort. 6s, —@93; do., 2d mort. 6s, 75@80; do., 3d mort. 8s, 75@80; do., 4th mort. 8s, 74@75; Orange, Alex. and Manassas 7s, 76¾@77½; Virginia and Tennessee 1st mort. 6s, 65@—; do., 2d mort. 6s, 65@77; do. 8s, 75@85; Baltimore 6s, 1875, 98¼@98¾; do., 1884, 96@97⅜; do. 1886, 96¾@97⅛; do. 1890, 97¼@97¾; do., 1893, 95@97; do. 1893, exempt, 101@102; do., 1900, exempt, 98@98¼; do. 1900, new, 96½@97; do. 1902, 96@96½; Memphis City 6s, 49½@—; Maryland Defense Loan, 1883, 104@104⅜; Virginia 6s, old, 34@35; do. coupon old, 32@33; do. consol. 6s, 50½@52⅝; do. coupons, 73½@75; West Virginia, 10½@12; City Passenger R. R., 18¼@20½; George's Creek Coal, 125@129.

☞ We Buy and Sell Government Bonds, Gold, and Gold Coupons at current market rates.

We buy and sell Investment Stocks and Bonds at the Stock Exchange on commission for cash.

We make Collections for merchants and others at all points in the United States and Canada.

We receive Deposits subject to draft at sight and allow interest at the rate of four per cent per annum.

We issue Certificates of Deposit available in all parts of the country, and in case of Special Deposits allow interest at rates to be agreed upon.

We Collect Dividends, Coupons, Interest on United States Registered Bonds, and attend to Banking Business generally for out-of-town Banks, Bankers, and Correspondents on reasonable terms.

We call attention to the present favorable opportunity for investment in Central Pacific and Western Pacific Gold Bonds, which are actively dealt in, both in this country and Europe, and which, at current prices, are every way desirable.

We offer for sale, at 85 and accrued interest, a limited amount of the Six per Cent. Land Grant Mortgage Bonds of the Central Pacific Railroad Company.

Interest payable April 1 and Oct. 1. Principal and interest payable, in gold, in New York City.

Secured by a first mortgage on the entire Land Grant of the company, amounting to over 11,000,000 acres, and valued at nearly $30,000,000.

The Central Pacific Railroad Company now own and operate over 1,200 miles of completed railroad, the Net Earnings of which, over Operating Expenses, are now paying the interest on their entire bonded debt and semi-annual dividends of Three per cent. in gold on their paid-up Capital Stock of $54,275,500, and are constantly increasing.

FISK & HATCH,
Bankers and Dealers in Government Securities.

☞ The total receipts of the Western Maryland Railroad for fifteen months preceding January 1, 1874, were $254,585 71. The disbursements, irrespective of interest on funded coupons and loans, was $229,040 88; balance $25,544 83. This balance is expended in interest, materials, equipments, &c.

☞ Francis T. King has been elected a director of the Baltimore and Ohio Railroad Company *vice* Johns Hopkins, deceased. It is stated that the receipts of the road for December, 1873, amounted to $1,086,986 53—showing an increase over the corresponding month of 1872 of $51,640 27.

☞ W. D. Washburn, has been elected President of the Minneapolis and St. Louis Railroad Company.

☞ Joseph Keeling has been elected President of the Ormsby street (Pittsburg) Passenger Railway Co.

☞ The Calumet and Hecla Mining Company has declared a dividend of $5 per share, payable February 16th.

Southern Maryland Railroad.

The Upper Marlboro' *Gazette*, Prince George's county, Md., says that Colonel Smoot has just closed a contract for 5,500 tons of iron rails from Pottsville, Pa., to be delivered by the 15th of March, and five locomotives, from the Baldwin (Pa.) works. In the purchase of the iron and the locomotives at this time the company save about $120,000, as the market now is some 30 or 40 per cent lower for these articles than it has been for years. The road is now graded the entire distance from Brandywine to Point Lookout, except about thirteen miles, and Messrs. P. H. Alderbaugh and G. W. Smoot, contractors to lay the rails have been notified to be ready at a moment's warning to begin their work, and it is predicted that the cars will run from Brandywine to Point Lookout before the next summer shall have ended.

☞ Mr. Enoch Pratt has been chosen President of the Baltimore City Passenger Railway Company. It is not definitely known what changes will be inaugurated in the affairs of the company, but a well authenticated report states that it is the intention to secure a practical working superintendent, who will control the operations of the lines under the supervision of the Board of Directors.

☞ The largest sale of land that has probably ever taken place in the West has just been made by the Atchison, Topeka and Santa Fe Railroad Company to the leaders of the Mennonite colony, by which 18,000 acres near Halsted, Harvey county, have actually been purchased and 26,000 more are engaged to be taken during the coming season.

☞ The basis of consolidation proposed between the New Bedford and Taunton and Taunton Branch Railroads is that four shares of New Bedford and Taunton are to be equal to three shares of the Taunton Branch, and the holders of the shares of the Taunton Branch in exchanging their shares for consolidated shares, are to receive $33 33 on each share.

☞ The statement of the Lake Shore and Michigan Southern Railroad Company for the fiscal year ending September 30, 1873, as rendered to the New York State Engineer at Albany, shows that the earnings for the year were $19,355,385, against $17,591,620 during the preceding year.

☞ Since the three-foot narrow gauge railroad system came into vogue, no less than 1,445½ miles have been built in this country and in Canada, which roads, when completed, will have a mileage of 4,562½ miles, while there are 1,291 miles under construction.

☞ Asa Packer has been re-elected president of the Lehigh Valley Railroad Company. The total coal tonnage for the year was 4,172,866 tons; total receipts, $7,424,895; expenses, $3,884,859; net income, $3,540,035.

☞ A *Herald* special from the City of Mexico, dated 15th, says the grant to the Mexican Railroad Company has been approved by Congress. The grant to the Tehuantepec Company has been suspended for a year.

☞ The capital stock of the Marietta, Pittsburg and Cleveland Railroad Company has been increased from $4,000,000 to $4,500,000.

OFFICE OF THE ILLINOIS CENTRAL R. R. Co., NEW YORK, December 20, 1873.

A DIVIDEND OF FOUR PER CENT. HAS BEEN declared by this Company, payable on the 2d day of February next, to the holders of full-paid shares, registered at the close of the 15th day of January next, after which and until the 5th day of February the transfer books will be closed.

L. V. F. RANDOLPH,
Assistant Treasurer.

RAILROAD IRON.

ENGLISH and AMERICAN RAILROAD IRON for delivery in New York and other markets in the United States. For sale by

WM. H. PETIT & PIKE,
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RAILROAD IRON.

THE undersigned agents for the manufacturers, are prepared to contract to deliver best quality **American or Welsh Rails**, and of any required weight and pattern

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NEW YORK.

RAILROAD IRON.

THE undersigned, agents for the manufacturers are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States.

M. K. JESUP & COMP'Y,
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RIEHLE BROS.,
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LATEST IMPROVED STANDARD.



Our Patented Double Beam Iron Lever Rail Road Track Scale acknowledged the BEST.
MAKERS of the NEW TESTING MACHINE.

PHELPS, DODGE & CO.,

CLIFF ST., between John and Fulton,
New York,
IMPORTERS AND DEALERS IN
Tin and Roofing Plates
OF ALL SIZES AND KINDS.
PIG TIN, RUSSIA SHEET IRON,
Charcoal and Common Sheet Iron,
LEAD, SHEET ZINC, COPPER,
SPELTER, SOLDER, ANTIMONY, &c.
MANUFACTURERS OF
Copper, Brass and Wire.

YORK CAR WORKS.

ESTABLISHED IN 1852.
Billmeyer & Smalls,
YORK, PENN.
This old established firm continue to build all kinds of Freight Cars to order.
Narrow Gauge Cars
having received their special attention, they are prepared to receive orders and to deliver promptly.
They have furnished the following Roads with Narrow Gauge freight cars, viz: Denver and Rio Grande, Kansas Central, North and South R. R. of Ga., Iowa Eastern, Painesville and Youngstown, Ripley R. R. of Miss., Utah and Northern, Costa Rica R. R., C. A., and others.
Photographs of Narrow Gauge cars sent by mail.
C. Billmeyer. D. E. Small. J. H. Small.

The American Wood Carbolizing Co.

Is organized for the purpose of Creosoting Timber for Docks, R. R. Ties, Fence-Posts, Pavements, and all other uses where Timber is exposed to the action of water or air. This Company also proposes to License R. R. Companies and others who desire to erect their own apparatus.
Drawings and specifications of apparatus, either stationary or portable, will be furnished on application.
67,112 miles of Railroad in the United States use annually over twenty-six million Ties for renewing those destroyed by decay.
The preservation of wood from decay and the attacks of marine worms, has been largely practiced in Europe for thirty years; and with such success that the use of natural wood is now the exception; and of all the various methods that have been employed, that in which creosote oil was used, has best endured the test of time.
This Company, benefiting by the thirty years' practical experience in the use of creosote oil abroad, offer to the public a system of application which is adapted to the wants of our own country, in that green wood can be rapidly and thoroughly treated, even better than dry, and the application of the oil, in connection with the use of moderate heat, be made more uniform and effective than is possible by any other means.
Experience has demonstrated that creosote or dead oil is the only substance by which wood can be treated so as to certainly resist the attacks of marine worms.
Creosoted wood exposed in Charleston Harbor was not attacked by the teredo, while natural wood attached to it was completely honey-combed.
It is confidently asserted that Railroad Ties creosoted will outlast three sets of ordinary Ties, and that creosoted Paving Blocks being beyond the reach of decay, will last as long as stone, with all the advantages of an elastic roadway, beauty and economy of construction.
The economy in the use of creosoted wood, where the term of service is trebled, is measured by adding to the wood used, the cost of the labor expended in construction, and the loss of time spent in replacing the structure, when either decay or attacks of marine worms destroy it.
The system of Seely and Pelton, employed by this Company, has been fully examined and indorsed by Gen. McClellan, Gen. Barnes, Gen. Babcock, Rob't Harris, C. B. & Q. R. R., Prof. Silliman, Capt. Eads, Gen. Cram, Gen Humphreys, Gen. Meigs, Gen. Belknap, Prof. Chandler, Gen. Gilmore, Gen. Newton, A. B. Mullet, C. H. Haswell.
It has been used by the U. S. Government upon the Dykes of the St. Clair Flats, and upon Gun Platforms for the fortifications on the Atlantic coast; upon pavements in New York and Pittsburgh, by the Department of Docks of the City of New York and the Board of Public Works of the District of Columbia.
Detailed information can be obtained and specimens of creosoted wood examined at the office of the Company.

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59 Liberty St., New York.

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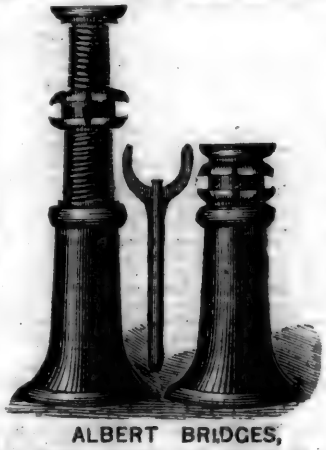
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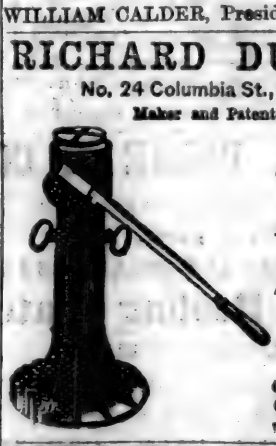
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

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American Railroad Journal.

New York, Saturday, January 31, 1874.

The Past and Future of our Trunk Railroads.

In order to accurately appreciate the growth of industry and the wealth of the generation in which we live it is proper to look backward at the past. A distinguished English statesman has recently remarked that England accumulated more wealth in the last 150 years of its history than in all the previous period; and that the greater part of this accumulation was within the past 50 years, "or since the yoking of steam as the servant of man." Reckoning in smaller measures of time, the same rule may be applied to the growth of our own country. The accumulation of the past 35 years far outrun all the previous accumulations since the settlement of the country, and of this accumulation the greater part has been within the past 15 years, notwithstanding the ravages of war in the interval. Measured either by the activity of our adult population, as revealed by the census, or by the conditions of living and our habits of expenditure, there has been an enormous multiplication of our physical powers, and an immense saving of human efforts in nearly every branch of industry. In 1830 we had scarcely a mile of railroad in operation, operated by steam; in 1835 we had upwards of 1,100 miles; in 1845 we had nearly 5,000; in 1855 nearly 20,000; in 1865 over 35,000 miles, and in 1874 we have more than 74,000 miles; or more miles of rail route than all Europe, though not quite as much as the total track mileage. Only 20 years ago a single company ventured to run its weekly steamer between a single port of this continent and Liverpool; now there are twenty lines, averaging a departure for each day of the week, between United States ports and Western Europe. A few years ago there was not a single steamship plying between any of our Pacific Ports and the Great Indian and Chinese Empires of Eastern Asia. Now there are a dozen; and it is the opinion of all who are familiar with it, that the trade with those teeming regions of the earth has but just begun. Ten years ago letters for the Pacific States and Territories were sent from the Missouri River by Pony Express, in from 14 to 20 days, while the newspaper and heavy mails were sent by steamer *via* the Isthmus of Panama, in from 20 to 25 days. The territory west of the Missouri River, excepting a narrow strip of Eastern Kansas, was a desert, dotted only here and there by a military post or mining camp; now the mails and passengers are wheeled safely and luxuriously over this tract at the rate of six hundred miles a day, or in 6½ days from New York to San Francisco.

Judging by the past, whoever lives to see the close of the century will, without doubt, see a nation of a hundred million people, with our railroad mileage swollen to ten times its present dimensions, and the productive industry of the country increased in similar ratio; while the transportation interests of the country will have grown from their present babyhood to dimensions which it would be accounted visionary to reduce to figures. The importance in the function of our great East and West Trunk Lines must be magnified, (even more than mere local lines,) and especially those reaching to the Pacific. It is not too much to expect that a mighty fleet of steamers at New York, Boston, Portland and the much talked of new central port of call on the Chesapeake, will be connecting with the several trunk lines leading to the Mississippi and beyond; while at San Francisco, the dominant port on our Pacific Coast, a similar fleet will be bearing to and fro the merchandise of Asia in multiplied exchanges for the manufactures and wares of our own unrivalled workshops. By casting a look backward to the past generation, and a look forward to the next, we may comprehend how the enterprises, which are now struggling into success, are the beginnings of the vast consolidated and irresistible institutions which it will be the fortune of our children to enjoy.

Brooklyn Steam Transit Co.

On the 2d of December last Mr. I. C. Buckhout, Engineer of the Fourth Avenue Improvement, New York, reported to the directors of the Brooklyn Steam Transit Company the result of a survey with a view to ascertain the cost of an underground railroad to commence at the Bridge pier and run to the intersection of Flatbush, Atlantic and Fourth avenues, and from that point run two lines to East New York, through such streets easterly of Prospect Park as seem likely to furnish the most feasible and desirable route; also, to commence at the same point of intersection of Flatbush, Atlantic and Fourth avenues, and thence run on the westerly side of Prospect Park, through or in the vicinity of Fourth avenue, to the best point for diverging to the city line, and then diverge and run to the city line upon the best route to accommodate the passenger and freight traffic which the company may expect to have. The report estimates as follows the cost of the three routes selected as most feasible:

Butler Street Route—Construction and tracks, complete, $4,034,900; sewers, water and gas, $155,425; right of way, $521,600; depots, $500,000; equipment, engine house, &c., $475,000; engineering and contingencies, $175,000; total, 6.41 miles, $5,861,925; cost per mile, complete, $914,496 88.

Flatbush Line—Construction, tracks, &c., $3,599,830; right of way, $400,400; sewers, water and gas, $156,550; depots, $485,000; equipment, engine house, $475,000; engineering and contingencies, $175,000; total, 6.03 miles, $5,241,780; cost per mile, $756,389 62.

South Brooklyn Line—Construction $3,470,000; right of way, $310,400; depots, $485,000; sewer, water and gas, $179,530; equipment, engine-house, etc., $475,000; engineering and contingencies, $175,000; total, 5.37 miles, $5,094,930; cost per mile, $948,776 53.

The directors have as yet taken no action on this report. The president of the company, Mr. S. B. Chittenden, says:

"For the trifle of five millions of dollars, transit between Fulton Ferry and East New York can be secured by regular train on a double track of street rails, by tunnel open cut and surface way, without loss of more than fifteen minutes! And our further belief is that no one (having properly investigated the subject) can deny that the work finished would be worth to Brooklyn and its citizens more than twice that sum. But, just at the moment, we do not know where to put hands on the five millions."

Railroads of the United States, 1874.

It has been usual for the Editors of the AMERICAN RAILROAD JOURNAL to publish at the commencement of each succeeding year a detailed list of all the Railroads in the United States, whether projected or completed, showing their length, cost, &c. To give such details was more a labor of love than utility, and served simply to verify the general results summarized from them. The list has now, however, become so extensive that if published this year it would occupy some ten pages, more usefully devoted to other subjects; and hence we have decided to give only the general summary—the crystalization—in our usual form. The details, however, will be found almost complete in our standing stock tables, which represent about 800 roads, large and small, and to these we refer those who care for minutiæ.

The first table we present to our readers is the mileage and cost of the railroads, existing in the States and Territories severally, at the opening of 1874. The results of our enquiries show the status of this great interest to be as follows:

States, &c.	—Length in Miles.— Total.	Completed.	Cost of Road & equipm't.
Maine	1,062.71	947.18	$39,872,126
New Hampshire	1,169.22	982.31	31,315,912
Vermont	937.71	813.92	43,718,974
Massachusetts	1,897.57	1,739.82	90,307,291
Rhode Island	207.19	168.31	8,217,339
Connecticut	1,076.39	917.49	47,411,987
	6,350.79	5,568.98	$260,843,629
New York	6,842 39	5,316.09	$352,729,308
New Jersey	1,699.81	1,497.22	137,319,405
Pennsylvania	7,941.87	6,188.78	361,222,798
Delaware	297.62	288.61	8,712,921
Maryland & D.C.	1,206 53	989.17	56,819,752
West Virginia	1,121.78	493.30	58,310,017
	19,109.85	14,668.17	$974,214,201
Virginia	2,897.88	1,545.91	$70,807,218
North Carolina	1,749.46	1,401.74	35,719,222
South Carolina	1,591.26	1,388.94	38,341,652
Georgia	2,966.27	2 226.82	58,814,711
Florida	775.70	475.70	17,691,654
	9,480.02	7,038.61	$220,384,457
Alabama	2,846.87	1,916.09	$67,311,729
Mississippi	2,319.77	1,017.28	41,319 876
Louisiana	1,218.00	560.00	27,841,316
Texas	4,922.00	1,582.38	54,918,892
Arkansas	1,857.68	789.07	42,927,801
Tennessee	2,898.17	1 681.29	57,318,729
Kentucky	2,375.98	1,397.23	61,102,709
	17,937.87	8,843.24	$352,740,052
Ohio	5,629.31	4,121.68	$248,915,215
Michigan	4,817.39	3,211.16	157,914,098
Indiana	5,622.19	3,849.97	187,827,512
Illinois	10,315.68	7,029.81	346,817,212
Wisconsin	4,317.29	2,871.13	91 811,777
	30,701.81	20,583.75	$1,082,285,814
Minnesota	3,107.17	1,992 06	$92,177,379
Dakota Ter.	1,800.00	322.00	16,107,812
Montana Ter.	489.00	....	48,900
Idaho	120.00	....	12,000
Iowa	5,703.00	4,129.07	166,392,222
Nebraska	2,108.79	1,323.92	89,727,833
Wyoming Ter.	679.29	454.00	42,817,922
Missouri	5,611.31	3,079.08	156,313,713
Kansas	3,555.29	2,132.77	87,111,937
Colorado Ter.	1,692.42	679.18	28,993,169
N. Mexico Ter.	1,000.00	....	10,000
Indian Ter.	1,722.73	359.88	17,598,329
	27,589.00	14,471.96	$582,810,756
California	3,897.00	1,713.24	$91,817,945
Nevada	1,461.00	598 02	52,312,017
Utah Ter	813.60	478.62	37,896,522
Oregon	2,784.00	337.09	16,201,737
Washington Ter.	777.00	106.00	5,316,979
Arizona Ter.	879.00	....	87,900
	10,611.60	3,227.97	$203,133,100

General Recapitulation by Sections.

N. E. States	6,350.79	5,568.98	$260,843,629
Middle States	19,109.85	11,668.17	974,214,201
S. E. States	9,480.02	7,038.61	220,384,457
G'lf & S.W.St's	17,937.87	8,843.24	352,740,052
Interior, East	30,701.81	20,583.75	1,032,285,814
Interior, West	27,589.00	14,471.96	582,811,756
Pacific Slope	10,611.60	3,227.97	203,133,100
Grand total	121,780.44	74,402.68	$3,626,413,009

The following exhibit makes a statement of the increase of mileage and cost in the several sections, as deduced from a comparison of the statistics of the previous year and those of the present year:

	—Length in Miles.— Total.	Completed.	Cost of Road & equipm't.
N. E. States	393.52	422.01	$18,571,419
Middle States	1,204.14	1,125.83	93,862,882
S. E. States	290 95	198.12	9,186,928
G'lf & S.W.St's	1,826.26	810.13	47,904 082
Interior, East	853.80	975.10	59,457,080
Interior, West	3,212.37	1,273.72	82,700,823
Pacific Slope	675.80	439.67	33,860,100
Total increase	8,456.84	5,244.58	$290,543,264

From the above tabulation it appears that there were in the United States, at the opening of 1874, no less than 74,403 miles of railroad, which has been built at a cost of $3,626,413,009, or at an average cost of $48,740 per mile; and that there were constructed during the year 1873 5,245 miles, at a cost of $290,543,264, or at an average cost of $55,180 per mile. It is probable that a considerable share—say, 10 per cent of this average—belongs to sections of road not yet completed, and hence we may calculate that the average cost of railroads is in the neighborhood of $50,000 per mile. Yet again another large per centage may be taken from the average as having been expended on improvements, double tracking and steel railing previously existing railroads, and in adding to rolling stock, &c. Say, that 10 per cent ought to be deducted for these, and the average price is reduced to $45,000. But the cost of roads in different sections and over different surfaces is so diverse that to generalize is of little positive use. It is evident, however, that the roads built in 1873 have been built at a larger cost than is shown on the full average. It ought also, to be stated that in the aggregate of 74,403 miles are included 1,250 miles to represent mining and manufacturing roads, not otherwise designated, and for roads so near completion at latest reports that their absolute completion by December 31, 1873, was all but certain. The first class are chiefly in Pennsylvania, and the latter class scattered over the Northern States, from the Atlantic to the Pacific. Other compilers ignore these and hence give a smaller aggregate. Deducting these, the apparent aggregate would be 73,153 miles. The *Railway Monitor* gives the total of 71,565 miles, which we assume to be too low an estimate. The same authority gives only 4,191 miles as the construction in 1873—evidently an error.

The double-tracking of roads and the extension of side-tracks has been very actively carried on within the last few years; and we have every reason to believe that the length of these now in use is at least one-fourth that of the railroads themselves. If this be the case we have, besides the main and branch lines, 18,600 miles of these auxiliary tracks or a total length on the basis of single track of 93,000 miles. We have also at least 7,000 miles of city and suburban passenger tracks, which with the steam tracks now in use makes up the round 100,000 miles of track of all kinds.

The progress of railroad construction in the United States from the opening of the Granite Railroad at Quincy, Mass., in 1827, to the commencement of 1874, is shown in the following statement:

Year.	Miles open.	Yearly Increase.	Year.	Miles open.	Yearly Increase.
1827	3		1851	8,589	1,114
1828	3		1852	11,027	2,438
1829	28	25	1853	13,497	2,470
1830	41	13	1854	15,672	2,175
1831	54	13	1855	17,398	1,726
1832	131	77	1856	19,251	1,853
1833	576	445	1857	22,625	3,374
1834	762	186	1858	25,090	2,465
1835	918	156	1859	26,755	1,665
1836	1,102	184	1860	28,771	2,016
1837	1,431	329	1861	30,593	1,822
1838	1,843	412	1862	31,769	1,176
1839	2,220	477	1863	32,471	702
1840	2,797	577	1864	33,860	1,389
1841	3,319	522	1865	32,442	582
1842	3,877	558	1866	35,351	909
1843	4,174	297	1867	36,696	1,545
1844	4,311	137	1868	38,822	1 926
1845	4,522	211	1869	42,272	3,460
1846	4,870	348	1870	48,860	6,588
1847	5,336	466	1871	55,535	6 675
1848	5,682	346	1872	62,647	7,112
1849	6,350	668	1873	69 158	6,511
1850	7,475	1,125	1874	74,403	5,245

This table shows a large falling off in construction. This phase of circumstances has been brought about chiefly by the continued stringency in the money market; and the wilderness railroads, built to secure land-grants, have proved in the main to be illusory in their character, non-productive and ruinous to both stockholders and bondholders. Several thousands of miles of such roads have been built within the past five years, only a small moeity of which are able to earn interest on their bonds. Hundreds of miles beyond the Missouri are still waiting for population to use them.

The financial crash of last September, however, has been the sorest cut of all; and from that date very little has been done in railroad building—no new enterprise has been inaugurated. The Great Northern Pacific and the Chicago and Canada Southern—two of the most promising lines then in course of construction have been forced to stop work; and scores of roads of less pretentions have been swamped in their inception or early career.

It is not probable, therefore, that 1874 will advance greatly the mileage now in existence. A few roads in forward progress will probably be brought to completion, and possibly a few of the projected connecting roads finished. But as to any great work being commenced—that is out of the question.

The high price of iron and steel and the dearness of labor will also militate largely against further progress. Iron, however, must be obtained for repairs; the annual quantity required can be approximately calculated. On the basis of a life of ten years the 74,403 miles of road now in existence would call for 654,746 tons of 56 pound iron per annum. On the same basis the total iron now in railroads in the United States is 6,547,464 tons.

Fitchburg Railroad.

At the annual meeting of the stockholders of this company held in Boston on the 27th inst., the following gentlemen were unanimously elected directors for the ensuing year: Wm. B. Stearns, Charlestown; Alvah Crocker, Fitchburg; P. B. Brigham, Boston; Seth Bemis, Newton; Robert Codman, Boston. The annual report of the directors for the year ending September 30, 1873, was presented and accepted, and ordered to be placed on file.

The next business was to determine whether the stockholders will accept the act of the Legislature, approved March 19, 1872, to increase the capital stock of the company, and to determine whether the stockholders will authorize the issue of stock and bonds, or either, as provided by said act, and to take all such action as may be deemed necessary in reference to the same.

Mr. Stearns stated that the capital stock of the company in 1851 was $3,540,000, and that in twenty-three years it was increased $460,000, making a capital of $4,000,000. During this time great improvements have been made and valuable additions made to the real estate of the corporation.

Mr. Seth Barnes, of Watertown, offered the following resolution:

Voted, That the company accept an act of the Legislature of Massachusetts approved March 19, 1872, entitled "an act to increase the capital stock of the Fitchburg Railroad Company," and that the directors be, and they are hereby, authorized to issue in their discretion stock of the company to the extent of one million of dollars, as provided by said act of the Legislature of Massachusetts.

Provided, however, that the directors may as a substitute for all or any part of said stock issue bonds of the company payable in not exceeding twenty years after date, with interest at a rate not exceeding seven per centum per annum payable semi annually; provided that the whole amount of stock and bonds so issued shall not exceed the sum of one million dollars.

Mr. Welch of Boston moved to amend the motion of Mr. Barnes by adding the words "or to dispose of the stock in such other way as the Directors may think most for the benefit of the stockholders and agreeable to law."

The amendment was accepted.

Mr. Derby rose to endorse the amendment as well as the original motion. He favored the increase of stock and congratulated the stockholders that the tunnel had been perforated and that the consolidation had been completed. Mr. Derby spoke at length upon the future prospects of the road. He thought that if the State could be satisfied that this company, which had been frugal and was now strong, was prepared to run the Hoosac Tunnel line they would allow the stockholders to retain this increased capital.

The motion was further supported by Col. Needham and Mr. Crocker, and as amended was adopted by a unanimous vote.

The meeting then adjourned without day.

The Central Pacific Railroad Land Grant.

From a recent statement of the Financial Agents of this company, we gather the following particulars in regard to the Farming and Timber Lands granted by Congress:

The total grant of Lands by the U. S. Government to the Central Pacific Railroad Company (including the grant to the California and Oregon Railroad Co., now the property of the Central Pacific, by consolidation) amounts to over 13,000,000 acres. After making allowance for reservations, pre-emptions, &c., the company will realize from their grants about 11,700,000 acres.

The policy of the company as stated in their last Annual Report with regard to their farming lands has been "to sell them at low prices and on easy terms to actual settlers. This course of action invites an industrious agricultural population, whose improvements and productions tend to increase the business of the roads and enhance the value of the still vacant lands. Most of the lands that have been sold were purchased for gold on a credit of five years; a payment of 20 per cent being made at the time of sale, and the remainder in equal annual instalments, with interest at the rate of 10 per cent per annum, payable in advance on all sums remaining unpaid.

Of these lands there were sold previous to October 1, 1870, 127,635 55 acres, which brought the sum of $295,065 50, being an average of $2 21 per acre. From October 1, 1870, to December 31, 1872, there were sold 122,765 09 acres for $484,227 97, being an average of $3 93 per acre. From December 31, 1872 to June 30, 1873, there were sold 20,638 71 acres for, $132,337 54, or $6 41 per acre. These sales were made to 1,446 individual purchasers, being an average of about 187 acres to each buyer.

The annual advance in the average price of land sold indicates the increasing value of the unsold lands, and when viewed in connection with the annual increase of the road business, fully justifies the policy of selling, as far as practicable, to the actual settlers for cultivation. Immigration promises to be more than double that of any year since the junction of the roads at Ogden. The wealth of the soil, as exhibited in its great wool, grain and wine productions, and the advantages of climate are attracting attention that must each year largely increase the inflow of population."

It will be seen, from the foregoing statements that the Central Pacific Railroad exhibits a constantly increasing importance and success in its career as the great artery of trans-continental travel and traffic, connecting the Atlantic States with the principal seaport of the Pacific coast—the gateway to the commerce of Eastern Asia—and is carrying off the immense crops from the broad and fertile grain and fruit fields of California, and the precious metals from the clustering mines of California, Nevada and Utah, while at the same time it conveys a corresponding volume of merchandise, wares, &c., to the growing sites of industry along its whole length.

The Central Pacific Railroad Company, having passed, with unimpaired credit and resources through the great convulsion of the past six months, it is safe to predict for it a still more prosperous and successful result in the year just commenced, and to expect that its securities will continue to maintain their place among the most substantial and desirable in the investment markets of the world.

Finances of Wisconsin.

From the Message of the Governor of Wisconsin we learn that the total receipts into the State Treasury for the year ending September 30, 1873, including all sources of income, were $1,774,558 55. The total disbursements, for all purposes, were $1,798,023 14. The balance in the treasury at the commencement of the fiscal year was $239,109 11. The excess of total disbursements over total receipts during the year was $23,464 59, thus leaving in the treasury, to the credit of all funds, $215,644 52. The excess of total disbursements over total receipts was due to an excess of expenditure from the general fund, as will be seen by facts hereinafter stated.

The total receipts of the general fund during the fiscal year were $1,095,872 29. Of this sum, the amount of $781,8.5 60 was derived from direct state tax upon the assessed valuation of property, $210,874 99 from taxes on gross receipts of railroad companies, $68,299 98 from taxes on fire and life insurance companies, and the balance from miscellaneous sources.

The total disbursements from the general fund during the fiscal year were $1,991,966 01, an excess of $96,093 72 above the receipts. Deducting from this excess of expenditure the balance in the general fund at the commencement of the fiscal year—September 30, 1872—and the deficiency in this fund for the year ending September 30, 1873, is found to be $66,923 80. The total disbursements were divided among the several classes of current expenditure as follows: Salaries and permanent appropriations, $261,572 36; legislative expenses, $103,730 22; state prison and charitable institutions, $501,246 83; miscellaneous, $325,416 60.

The deficiency in the general fund, of $66,928 80, is an overpayment, in excess of all proper resources for current expenditures, from the trust funds of the State, and is, in fact, an increase of the State debt to the precise amount of the sum thus abstracted from those funds.

The legal debt of the State, denominated the "bonded and irreducible debt," at the close of the fiscal year, was $2,252,057. Of this sum $9,238,900 consists of certificates of indebtedness to the various trust funds, $18,100 of outstanding bonds, and $57 of currency certificates.

The total productive accumulations of all the trust funds of the State, on the 30th of September, 1873, were $3,870,653 71, showing an increase during the last fiscal year of $94,468 56. At the same date these funds were thus divided:

School Fund	$2,510,181 12
University Fund	216,519 38
Agricultural College Fund	225,809 73
Normal School Fund	918,643 48

The State tax levied for 1871 was $629,143 10; for 1872, $765,291 55; for 1873, $671,582 38. The rate per cent of this tax upon the assessed valuation for the three years named, respectively, is as follows: 1871, 1 38-100 mills; 1872, 1 96-100 mills; 1873, 1 72-100 mills. The assessed valuation for 1873 was $390,454,875.

☞ The directors of the Portland (Me.) Horse Railroad Company, recently elected, are: H. O. Wheeler, H. J. Libby, J. T. McCobb, E. Norton and Charles Holden. An annual dividend of five per cent was declared. The company has a cash balance on hand of almost $4000.

Grand Trunk Railway of Canada.

REPORT OF THE DIRECTORS FOR THE HALF YEAR ENDING JUNE 30, 1873.

The gross receipts upon the whole undertaking, including the Buffalo and Champlain lines, have been		£898,700
Deduct—		
The ordinary working expenses (being at the rate of 73.21 per cent, against 68.48 of the corresponding half of last year)	£667,951	
The renewals, &c., of the permanent way and works in the half-year debited to revenue	63,698	
		721,649
Leaving an available balance earned in the half year of		£177,050
Deduct loss on American currency		9,903
Leaving a sum of		£167,147
From which, however, has to be deducted the amount of postal and military revenue due for the half-year to the postal bondholders of		15,990
Which leaves the balance of		£151,157
Applicable for the following payments, viz.:—		
Interest on hired cars		£9,630
Honorarium to Mr. Grant, late secretary		1,050
Interest, &c., paid on lands	£1,768	
Interest on mortgage to bank of Upper Canada	4,424	
Interest on temporary loans, bankers' balances, promissory notes, European exchange, &c.	1,075	
Interest on British American Land Company's debentures	616	
Interest on Montreal Seminary debenditures	616	
Interest on Island Pond debentures	2,700	
Half yearly instalment on Portland sinking funds	2,568	
		13,767
Atlantic and St. Lawrence lease (in full)	42,451	
Detroit line lease (in full)	11,250	
Montreal and Champlain bond interest	12,081	
Buffalo and Lake Huron rent	30,000	
		95,782
1st Equipment bond interest	15,000	
2nd " " "	15,000	
		30,000
Balance		926
		£151,157

In the terms of the Arrangements Acts of this year the sum of £200,000 has been appropriated out of the proceeds of the new issue of ordinary stock towards the payments of dividends on the first and second preference stocks for the current year, which, with the balance of £926 shown in the preceding statement, makes the amount available for dividend £200,926. The directors have been advised that the full dividend on the First Preference Stock for the whole year is secured under the Act, and the amount required for that purpose is £160,907, of which one moiety has been applied to the payment of dividend on First Preference Stock on 1st September last, and the remaining moiety (£80,454) has to be reserved in trust to meet the dividend payable on 1st March next. Out of the balance remaining of £40 019, the sum of £38,408 has been applied in the payment on 1st September last of a dividend on the Second preference Stock at the rate of £1 18s. per cent for the half year, leaving a balance of £1,611 to be carried to next account. Comparing this half-year with the corresponding period of 1872, the gross receipts show an increase of £29,220, or 3.36 per cent. There was an increase in the passenger receipts of £24,608, or 9.19 per cent, and in the freight receipts of £3,-885, or 0.65 per cent. The total number of passengers carried was 761,741, against 783,748, and the quantity of freight was 772,572, against 787,361 tons. The average receipts per passenger was 6s. 9d., against 6s, 5d., and per ton of freight 15s. 8d., against 16s. 3d.

Half year.	Passengers. Nos.	Average per passenger. s. d.	Freight Tons.	Average per ton. s. d.
1873, June.	761,741	6 9	772,572	15 8
1872, Dec.	984,525	6 6	797,935	15 4
" June.	783,748	6 5	787,361	16 3
1871, Dec.	961,432	6 1	789,231	15 5
" June.	764,376	6 0	666,092	15 5
1870, Dec.	937,879	5 11	691,301	14 0
" June.	700,334	6 5	612,959	14 6
1869, Dec.	898,697	6 3	611,809	15 7
" June.	655,850	6 9	520,881	16 0
1868, Dec.	804,815	6 9	657,157	16 3
" June.	619,298	6 8	505,987	16 1
1867, Dec.	794,213	6 10	627,227	15 4
" June.	623,227	6 8	489,647	15 1
1866, Dec.	792,487	7 2	523,685	15 5
" June.	638,708	7 0	497,292	15 4
1865, Dec.	781,846	7 2	523,830	15 5
" June.	596 501	6 3	477,837	16 11
1864, Dec.	722 446	6 6	443,930	16 1
" June.	523,284	6 0	430,034	16 3
1863, Dec.	529,783	6 5	372,984	15 1
" June.	395,056	6 0	339,484	17 3

The expenses for the half-year amounted, including the renewals as charged in the ordinary revenue account, to £721,649, or 80.30 per cent of the gross receipts, as against £672,197, or 77.31 per cent for the corresponding six months of 1872. Excluding the renewals, the ordinary working expenses were 73.21 per cent against 68.48. There was an increase of expenditure for the half-year of £62,585, at the rate of 10 50 per cent, against an increase of 3.36 per cent in the receipts. This additional expenditure was wholly due to the enhanced cost of fuel and other materials used in the working of the railway, to the rise in wages, and the extra cost of clearing snow caused by the exceptionally severe weather in the early part of the year. The total train miles run were 3,292,-746 against 3,280,362, showing an increase of 12,-384 miles; and there was a decrease in the car mileage of 541,906. The cost per train mile in the locomotive department was 38.11 cents against 33.36 cents. The increase in the item of fuel in this department was no less than £20,651, and the increase in the wages amounted to £8,171. These two items alone represent very nearly the increased cost of the working of the locomotive department in the half-year. The capital account has been increased during the half-year by £6,031,-962. Out of the authorised issue of £10,000,000 of new ordinary stock £7,500,000 has been offered to the shareholders and the public, and the whole amount subscribed for. The discount and commission allowed thereon amounts to £6,075,000, and there is also the further charge of £200,000, being the amount specially appropriated under the Arrangement Act of this year towards the payment of dividend on the 1st and 2nd preference stocks, making a total sum of £6,275,000. The expenditure on new works, new rolling stock, and narrowing the guage, &c., and which is shown in detail in the accounts, amounts to £147,248, making the charge against capital for the half-year £6,422,248, from which, however, has to be deducted a credit of £390,286, principally arising from the issue of securities of the Atlantic and St. Lawrence Railway, which reduces the total charge against capital for the half year to £6,031,-962. The receipts in American currency during the half-year amounted to $2,074,856, as against $1,902,431, of which $551,800 was converted into gold, against $617,240, entailing a loss of £9,903 against £10,635 for the corresponding period of 1872. The change of gauge of 421 miles of the main line between Stratford and Montreal was completed on the 3rd and 4th October. The International Bridge across the Niagara River was opened for traffic by the president, on the 3rd of November last. The president returned from Canada on the 29th of December last, and he will at the adjourned meeting to be held on Thursday, the 22nd inst., render an account of his recent prolonged visit. The directors have, since the last half-yearly meeting in April, 1873, lost the invaluable co operation of two of the oldest and most respected of their colleagues, Lord Wolverton and Mr. Thomas Baring,. M P., men whose places in the councils of the company it is almost impossible to supply. They have elected Mr. Newmarch to succeed Lord Wolverton, and they will in due course propose a successor to Mr. Thomas Baring. By Mr. Newmarch's selection the office of auditor has become vacant, and Mr. Albert Creak has signified his intention of seeking election to this important office at the approaching meeting.

RICHARD POTTER, President.

Providence and Worcester Railroad.

The income of this company for the years ending September 30, 1872 and 1873, was as follows:

	1872.	1873.
From passengers	$367,060 54	$411,746 98
" freight	508,552 66	534,739 47
" mails	3,989 95	3,874 52
" rents	4,303 55	7,464 37
" express	11,990 49	12,984 18
	$895,897 19	$970,809 52
Expenses, viz:		
Maintenance of way	$156,818 25	$170,329 21
Repairs of locomotives.	50,168 00	42,855 00
Repairs of cars	42,055 00	65,620 00
Fuel	77,954 72	79,371 05
Oil	7,807 09	7,935 98
Passenger department	65,632 74	72 803 60
Freight department	150,189 64	162,187 90
Taxes	38,601 09	36,513 65
Rent to Milford and Woonsocket R. R. Co.	5,000 00	5,000 00
All other expenses	61,749 57	71,089 78
	$655,971 10	$713,706 17
Net earnings	$239,926 09	$257,103 35

The receipts and payments, other than those for operating the road during the year ending September 30, 1873, are as follows;

Received for the company's notes		$200,000 00
Net income, as above		257,103 35
Total		$457,103 35
Paid and charged to construction and equipment		$136,568 59
Interest		45,892 56
Dividends January 1 and July 1, 1873, five per cent each		200,000 00
Back dividends paid		750 00
Materials on hand September 30, 1873	$129,969 18	
Cash on deposit at bank	140,789 34	
Interest due on deposits.	502 84	
Note	280 00	
Advanced for elevator	21,252 53	
	$292,793 89	
Less due other roads	21,526 65	
	$271,267 24	
Less property on hand September 30, 1872	197,375 04	
		73,892 20
Total, as above		$457,103 35

The length of road in Massachusetts is 25.51 miles; do., in Rhode Island, 17,90 miles—total, 43.41 miles. Length of double track, 28.15 miles. Length of branch, 1 mile, single track. Length of sidings 27 miles. Length of roads belonging to other companies operated by this company, 15.43 miles. Total miles of road operated by this company, 58.84 miles. The report says:

The general condition of the road and its equipment is very satisfactory, indicating that a proper care has been exercised to keep it up to a high standard of excellence.

The winter of 1872-'3 was one of unusual severity, and in consequence the expense of maintaining the way has been in excess of other years, but economy has not been lost sight of in repairing the damage that resulted from a condition of things which human agency could not control.

Progress has been made with the second track and it will be completed as early as practicable.

There has been an addition to the equipment during the year, of three first-class locomotives, four passenger, one baggage, and thirty-three coal cars; extensive turnouts and commodious and substantial platforms and cattle pens have been built in North Providence, thereby enabling the road to relieve the City of Providence of the numerous cattle trains, long a source of annoyance.

During the year the bridges in Massachusetts, and Orms street bridge, in Rhode Island, constructed in 1872, have been completed and finished in the most thorough manner.

The numerous highway bridges between Providence and Pawtucket becoming unsafe from age and exposure, it is deemed necessary to rebuild, and so construct and enlarge them that four tracks will be accommodated, giving increased facility to the large and growing business of the road. Branch Avenue bridge, in North Providence, the first to receive attention, is nearly completed.

It is a matter of regret that the stone work originally laid on the line, was so poorly done as to require rebuilding in almost every instance, thereby adding greatly to the cost of all new work.

The Hopkinton Railroad, completed with the year 1872, has been operated the past season under lease, bearing date May, 1873, and serves to bring into close connection that region and the Blackstone Valley.

The question of reaching tide water by some route outside the city, has finally resolved itself into the building of a branch road by this company, independent of all alliance, from Valley Falls, following the east side of the Pawtucket river to Bold Point. The road is under contract and the work rapidly progressing; with the completion of this branch, affording as it will, unsurpassed facilities for handling our heavy freights, we can confidently look for a marked reduction in the expense of working our freight department.

Upon the whole, the road enters upon the new year in excellent condition, and, notwithstanding the financial panic that has swept over the country, vigorous and hopeful for the future.

The company have 29 locomotives, 40 passenger, mail and baggage cars, and 1,027 freight and other cars, and 2 snow plows.

Miles run by passenger trains, 218,975; by freight trains, 269,968; by other trains, 87,455—total, 526,128. Number of passenger carried, 1,785,967; do., carried one mile, 16,070,376. Tons of merchandise carried, 530,620; do., carried one mile, 15,888,480.

BALANCE SHEET, September 30, 1873.

Construction		$1,976,024 55
Cars		472,409 20
Locomotives		263,339 35
Total construction and equipment		$2,711,773 10
Materials for operating and maintaining the road	$129,969 18	
Cash on hand	140,789 34	
Note on hand	280 00	
Advanced for elevator	21,252 53	
Interest on deposits due from bank	502 84	
	$292,793 89	
Deduct balances due to other roads, &c.	21,526 65	
		271,276 24
		$2,988,040 34
Capital stock		$2,000,000 00
Bonds payable		500,000 00
Notes payable		385,000 00
Total		$2,885,000 00
Dividends unpaid		2,810 00
Surplus, (balance income account,)		95,230 34
		$2,988,040 34

President.—WILLIAM S. SLATER.

Directors.—William S. Slater, Earl P. Mason, Paul Whitin, Isaac Davis, Henry Chapin, John Carter Brown, Gideon L. Spencer, Elijah B. Stoddard, Lyman A. Cook, Estus Lamb, John C. Whitin, James Y. Smith, George A. Leete, Eben B. Phillips, John R. Balch.

Treasurer and Clerk.—JOHN R. BALCH.

Superintendent.—WILLIAM D. HILTON.

Central Pacific Railroad.

The stock of the Central Pacific Railroad Company has been admitted to the Stock Exchange list. The following is the report of the Committee on Stock List approved by the Governing Committee:

Official statement of the Central Pacific Railroad Company, organized under charters from the United States and State of California.

Main line and branches now built and in operation:

	Miles.
Main line from San Francisco to Ogden	882.89
California and Oregon branch from Junction to Redding	151.48
San Joaquin Valley branch from Lathrop to Goshen	146.80
San Jose branch from Niles to San Jose	17.54
Alameda branch from Alameda wharf to Hayward's	14.75
Oakland branch from Oakland wharf to Brooklyn	5.55
Total	1,218.51
Second and side track	110.40
Aggregate mileage, main line, branches and sidings	1,328.91

Bonded debt of the company, less bonds in sinking funds		$53,411,210 65
United States Subsidy Bonds		27,855,680 00
Floating debt		3,244,136 60
		$84,511,027 25
The amount of authorized capital stock is	$100,000,000	
In shares of $100 each.		
The amount of capital stock subscribed is	$62,608,800	
The amount of capital stock issued is	54,275,500	
Represented by 542,755 shares of $100 each, all full paid.		
Total cost of road and branches, including equipment		$139,746,811 14

Total number of acres of land grant, upwards of 13,000,000.

Earnings:	Gross.	Net.
1871	$9,467,072 15	$5,171,192 95
1872	12,734,729 88	7,207,284 63
First six months of 1873, gross	6,325,408 49	
First six months of 1872, gross	5,508,616 66	

☞ We learn from Cincinnati that the trustees of the Cincinnati Southern Railroad have purchased the railroad from Lexington to the Kentucky River, twenty-three miles, thirteen miles of which, to Nicholasville, are now in operation, the remaining ten miles being graded to Kentucky River, where piers for a bridge are ready for the superstructure. The price paid for the road, depots and yards was $300,000 of Cincinnati seven per cent currency bonds.

Metropolitan Railroad.

At the annual meeting of the stockholders of this company, held in Boston on the 14th inst., the following directors were chosen: John W. Draper, President; Wm. Hendry, Silas Potter, Liberty Bigelow, George H. Vincent, Harvey Jewell, William T. Hart, Nathan Cushing and Dexter N. Richards.

From the report which was presented we learn that the income from all sources was $1,015,369 59, and the expenses $954,253 35—leaving net earnings $61,116 24. To which add surplus from 1872—making a total of $186,628 40; from which dividends amounting to $185,000 have been paid—leaving a surplus of $1,628 40.

The company have 201 cars and 1,269 horses. The cars and other vehicles of the company have run during the year ending Nov. 30, 1873, 452,562 round trips, a total distance of 2,600,623 miles, and have carried in all 18,973,456 passengers; being an average of 7,125 miles run and 51,982 passengers carried for each day in the year.

The assets and liabilities of the company are as follows:

ASSETS.

Road		$1,108,015 86
Real estate and buildings		808,190 18
201 cars		189,956 94
1,269 horses		165,819 69
Sleighs and coaches		59,323 35
General equipment		58,106 50
Railroad iron		22,928 85
Hay, straw and grain		12,837 41
Notes receivable		7,520 76
Amount paid on contract for Bartlett street car-house and stable		35,000 00
Sundry accounts		63,254 85
Cash		9,529 93
Tremont street land account		71,078 14
		$2,601,562 46

LIABILITIES.

Capital stock	$1,500,000 00	
Notes payable	604,020 27	
Mortgage notes on Guild Estate, due in 1877	257,137 87	
Sundry accounts	51,875 84	
Outstanding tickets	18,676 10	
		2,431,710 08
Excess over liabilities		$169,852 38

Prince Edward Island Railway.

One-third of the entire length of this line, viz., from Charlottetown to Summerside, is now in running order, this section being fifty miles in length. It will be remembered that this is a 3 ft. 6 in. road; runs from Tignish on the northeast to Souris on the south-east, the main trunk extending from Georgetown to Alberton. The entire length of the road when completed will be nearly 200 miles. We believe the road is being constructed at a very moderate cost, and must, therefore, prove a most excellent investment for the inhabitants of Prince Edward Island.

☞ The amount of interest in arrears on the State debt of Virginia and due on the first of January and the first of July, 1874, is, according to the report of the second auditor of the State, about $2,242,083 98.

☞ The total valuation of the State of Rhode Island, as reported by the Board of State Valuation, is: real estate, $243,658,190; personal, $84,872,369—total, $328,530,559.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold).	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,612	181,297	200,550	212,109	128,166	75,871	1,470,568
1868	64,463	86,987	81,396	96,431	106,835	164,729	259,690	251,833	262,770	298,423	286,562	342,743	2,306,767
1869	212,604	218,983	391,308	455,048	568,270	556 080	532,557	511,854	509,788	579,642	535,369	467,659	5,670,882
1870	413,104	394,176	488,332	633,756	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	435,490	614,447	720 929	892,341	795,176	889,297	1,006,373	906,922	981,006	897,234	672,353	9,467,072
1872	592 223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,610	1,271,629	1,254,669	1,286 567	1,299,900	1,087,992	12,734,729
1873	852,860	691,015	974,460	1,132,920	1,356,378	1,313,790	1,211,765	1,258,500	1,392,125	1,423,875	1,296,812	1,072,760	13,983,960
Chicago and Alton:													
1867	243,787	157,832	235,961	282,165	335.510	342,358	354,244	415,982	408,990	428.782	359,102	230,189	3,892,861
1868	276,117	275,140	267,094	279,121	308,342	284,504	406,012	558,101	486,196	503,746	409,569	361 701	4,506,643
1869	343,182	315,099	388,727	328,390	345,333	402,854	351,045	493,232	506 622	468,212	397,515	340,851	4,681,562
1870	281,109	316,037	342,897	346,039	406,686	408,650	418,709	506,681	497,519	475,606	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	388,964	461,290	466,097	533,645	554,163	507,617	478,227	455.607	377,687	5,278,910
1872	371,708	332,902	378,217	379,879	409,264	419,196	488,352	559,882	497,261	540,755	431,815	362,604	5,166 826
1873	352,568	402,477	424,614	412,218	426,315	482,205	491,569	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	... ...	.. ....	.....	.....	306,100	261,334	296,169	473,156	551,122	435.945	407.686	3,811,544
1864	273,676	317,889	390,355	421,363	466,830	565,145	480,710	519,306	569,605	720,799	716,378	563,400	6,114,556
1865	541,006	482,164	499,296	468,358	555,622	747,942	702,891	767,506	946,707	932,683	754,671	647,843	7,976,490
1866	523,566	399,917	523,845	537,519	858,943	925,953	808,524	797,479	1,000,086	1,200,216	1,010,892	712,359	9,299,499
1867	696,147	574,864	765,393	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,004,597	1,211,160	1,180,963	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,066	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13,356,467
1870	706,025	753,782	858,369	929,077	1,177,897	1,139,284	1,034,898	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,403
1871	655,423	602,182	774,994	787,641	1,004,101	952,899	861,846	1,099,337	1,281,574	1,047,218	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	1,070,450	1,029,963	1,196,700	1,305,304	1,438,948	1,067,387	859,780	12,272,645
1873	752,408	765,249	967,258	1,024,022	1,256,072	1,209,578	1,240,987	1,284,094	1,071,446	1,451,827	1,089,206	1,019,501	13,753,051
Cleveland, Col. Cin. and Indianapolis:													
1868	242,205	236,190	242,509	236,438	193,940	203,696	216,347	271,425	287,451	293.296	262,798	220,061	2,918,342
1869	204,112	180,840	239,523	247,661	241,456	259,403	253,367	341,782	320,025	293,616	271,555	242,621	3,096,965
1870	203,089	226,897	244,182	246,646	260,169	274,021	249,355	319,012	317,887	329,239	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,769	374,671	338,723	340,625	317,723	3,765,343
1872	346,791	320,023	372,974	381,113	373,619	341,104	326,208	401,252	417 328	439,581	392,830	358,743	4,472,625
1873	358,612	408,849	465,517	432,928	394,489	340,675	361,576	426,283	432,139	406,922	311,986	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,253,966	1,443,372	1,656,415	1,720,078	1,864,554	1,794,397	1,694.651	1,483,454	1,417 211	17,306,327
1872	1,352,994	1,294,076	1,460,174	1,548.813	1,775,324	1,463,961	1,550,023	1,525 243	1,643,474	1,743 752	1,704,374	1,392,615	18,694,096
1873	1,316,831	1 329,422	1,515,382	1,541,958	1,764,821	1,711,503	1,685,884	1,774,570	1,918,247	1,882,421	1,560,023	1,635,129	19,831,781
Illinois Central:													
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,737	788,530	823,901	727,510	613,329	7,160.992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,698	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	901,826	555,087	684,539	712,647	627,216	890,052	901,235	908,225	811,708	697,751	8,678,958
1871	624 744	529,617	563,598	620,228	713,152	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	687,430	531,027	575,393	559,871	643,956	659,363	609,846	783,255	744,782	881,693	696 475	698,063	8,026,764
1873	580,499	502,949	651,962	544,035	687,680	724,985	672,917	748,634	876,413	763,678	622,433	.....	.....
Kansas Pacific:													
1871	123,878	152,264	267,411	303.915	306.944	256,086	282,723	332,555	365,445	287,999	303 305	210,187	3,321 518
1872	189,606	191,738	300,783	322,875	341,843	322,539	329,838	357,302	349,468	449,418	314 513	223,240	3,993,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	328,231	328,189	333,785	392,510	285.217	201,452	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,016	1,180,847	1,295.309	1,368,948	1,402,597	1,345.316	1,236,285	14,797.975
1872	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459 360	1,635,691	1,764,788	1,568.424	1,483,480	17,591,629
1873	1,412,348	1,549,285	1,735,736	1,694,543	1,650,963	1,585,865	1,451,762	1,582,531	1,776,420	1,742,516	1,375,556	1,546,983	.....
Marietta and Cincinnati:													
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	123,556	121,519	125,065	119,169	121,408	1,294,695
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,823
1870	90,177	96,275	101,379	106,246	110.213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
1871	130,883	126,224	140,740	113,173	119,650	115,116	118,572	127,341	136,191	175,418	172,567	169,820	1,690,774
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,199	2,029 927
1873	170,023	162,585	189,467	190,562	185,683	185,963	181,866	173,469	203,514	.....	.....	.....	.....
Michigan Central:													
1859	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353 509	473,546	490,772	443,419	374,542	4,744,164
1870	337,902	329,128	384,431	412,030	406,283	363,187	326 891	378,880	467,990	511,447	458,878	387,827	4,755,958
1871	418,755	442,665	488,980	470.703	480,647	427,096	422.015	529,890	638,660	582,802	547,434	507,050	5,940,102
1872	411,113	384,058	449,452	485,550	487,282	498,309	402,084	460,191	536,603	641,807	487,603	464,163	5,608,117
1873	379,836	440,261	567,314	556,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1868	389,228	321,203	383,808	436.412	385,718	458,191	423,398	522,662	1,024,045	1,037,464	856,917	468 880	6,517,646
1869	454.590	330,400	420,961	460,288	630 244	678.923	586,531	525,547	724,732	1,040,102	801 126	496,566	7,250 060
1870	396,171	382,823	377,571	443,132	780,700	755,737	636,434	661,020	966,318	908,313	791,014	529,768	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,986	387,566	426,223	474,188	550,432	591,709	488,348	565,729	811,961	960,945	702 858	513,787	6,957,771
1873	334,715	423,716	555,005	560,236	805,799	925,210	834,341	767,903	1,183,209	1,012,659	771,800	843,200	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	962,815	350,613	329,243	298,708	271,207	3,184,283
1870	202,447	260,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,378	321,659	236,108	3,438,930
1871	212,085	219,504	319,765	285,416	284,732	275,351	237,540	329,270	364,128	329,387	285,168	229,552	3,630,696
1872	254,319	238,823	303,594	305,755	269,560	304,512	285,406	315,699	338,497	384,193	337,928	360,404	3,678,682
1873	227,897	261,346	344,632	321,047	301,521	272 600	267,734	325,988	382,098	353,168	308,632	306,100	.....
Philadelphia and Reading:													
1867	500,488	534,551	706,518	836,603	965,556	903,974	864,637	863,104	873,153	956,658	837,351	836,772	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	714,472	681,142	1,006,631	1,159,726	1,113,896	889,924	8,736,082
1869	479,236	525,490	755,453	904,834	999,463	630,680	1,232,903	1,454,026	1,294,621	1,235,866	1,476,405	818,447	11,816,904
1870	479,872	574,706	679,332	814,493	893,966	617,058	866,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	623,045	644,504	688,578	1,063,002	1,510,086	1,218,308	1,859,632	1,418,141	1,413,643	1,423,278	837,080	12,500,644
1872	657,318	645,099	823,683	1,044,261	1,116,387	1,167,008	1,071 407	1,142,241	1,190,695	1,522,847	1,127,031	.....	.....
St. Louis, Alton and Terre Haute:													
1868	127,503	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,478	174,500	168,696	1,935,753
1869	132,623	127,817	176,950	171,868	157,398	154,133	144,164	186,889	202,238	206,760	189,251	160,985	2,008,285
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,870	154,697	140,202	134,390	139,781	153,571	165,107	188,442	186,489	152,515	162,906	1,786,547
1872	164 525	137,678	162,886	156,184	148,279	133,503	123,994	169,459	179,457	216,171	177,327	168,700	1,927,471
1873	144,200	169,454	177,517	137,729	170,218	165,280	151,582	155,931	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	106,033	103,716	117,625	116,242	107,524	129,912	127,412	128,775	124,988	123,943	1,372,239
1871	126,218	122,373	144,533	125,212	117,664	114,786	116,016	131,484	141,165	178,792	154,427	162,607	1,545,768
1872	178,707	156,292	181,055	176,686	181,625	180,786	181,240	194,450	188,204	213,325	226,563	207,967	2,270,840
1873	146,100	168,254	229,290	208,140	230,300	195,480	179,261	201,190	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1868	278,712	266,187	267,800	266,823	260,529	298,344	283,833	434,909	440,203	429,806	325,270	399,429	4,013,306
1869	284,198	240,395	242,765	311,833	312,530	348,891	310,800	450,246	470,720	422,369	323,377	434,784	4,242,343
1870	257,664	238,645	295,270	318,699	340,892	348,633	322,764	466,431	508,042	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,985	5,786,666
1872	439,780	431,949	460,646	447,311	510,792	462,866	484,465	614,175	565,811	621,351	489,241	466,061	5,944,576
1873	370,290	405,110	471,301	446,527	470,598	541,191	483,299	642 209	568,504	538,251	.....	.....	.....
Union Pacific:													
1866	.....	.....	.....	.....	737,948	709,602	23,860	627,884	786,467	909,665	867,883	716,829	5,709,138
1870	528,530	500,139	589,233	706,606	802,586	744,450	642,058	694 051	728,521	719,698	670,165	606,053	7,664,094
1871	479,573	371,925	499,599	584,540	724,493	733,174	673,606	681,345	800,402	777,268	708,143	689,932	7,521,632
1872	573,936	594,115	565,361	541,902	660,442	655,409	748,382	789,547	866,754	980,706	915,727	767,351	8,392,606
1873	522,975	481,783	708,260	681,266	1,007,881	969,863	876,893	837,277	1,063,937	1,170,586	970,600	.....	.....

Finances of New Jersey.

The Governor of new Jersey in his annual Message gives the following statement of receipts and disbursements on account of the various funds, for the year ending October 31, 1873:

	Receipts.	Disbursements.
Agricultural College Fund	$6,960 00	$6,960 00
Library Fund	3,550 00	279 62
War fund	864,778 00	863,028 62
School Fund (including State School tax)	1,340,912 25	1,337,303 08
State Fund	1,218,134 84	1,154,669 48
Total	$2,934,335 09	$2 862,740 80

It will be seen that the receipts exceeded the disbursements $71,504,29. This excess of receipts over expenditures added to the amount in hand at the commencement of the fiscal year, left the balance in bank to the credit of all the funds, on the 31st of October, 1873, $178,043 54.

The ordinary receipts and expenses of the Government did not vary much in amount from those of the last preceding year. The disbursements were largely increased by payments out of the State fund on special appropriations. The payments of this character amounted to about $470,000, of which sum $383,000 went towards the erection of the new Lunatic Asylum, and $57,000 to reimburse the commissioners having in charge the S ate House extension for money which had been advanced by them in former years.

To provide for such unusual drain upon the Treasury the ordinary revenue was inadequate, and the financial officers of the State were, therefore, obliged to avail themselves of the law authorizing them to dispose of any securities held by the State Fund, whenever expedient or necessary to do so, to prevent embarrassment to the Treasury. $159,000 were thus raised by the transfer of railroad stock, which will be redeemed during the next month. The treasurer will also be obliged to make a temporary loan of $50,000.

The probable disbursements of the present fiscal year are estimated at about $1,250,000. The income is estimated at $1,500,000, leaving a surplus of over $250,000.

The debt of the State, all of which was contracted during the late war, principally for the support of families of volunteers, is now about $2,600,000, represented by war bonds, of which about $100,000 will fall due annually. These bonds, as they mature, together with interest on the whole amount unpaid, will be extinguished by a part of the money derived from the yearly taxes, together with the income of the sinking fund. No additional tax need be raised for this purpose. There are now in the sinking fund securities worth over $1,300,000. If to these the securities in the State fund be added, it will be seen that the debt might at once be reduced to a small amount should the holders of the bonds that have not matured consent to accept payment and surrender them.

☞ E. P. Jones has been elected President, C. P. Duff Secretary, and W. H. Hagan Superintendent of the Central Passenger Railway of Pittsburg Pa. The earnings of the road to December 31, 1873 (10 months and 19 days) were $24,038 94, and the expenses $17,843 42—an excess of receipts of $6,190 .

Boston, Barre and Gardner Railroad.

From the report of the directors of this company it appears that the total income for the year ending September 30, 1873 was $95,796 70; total expenses, $80,535 37. The increase in earnings for the year was $20,807 09, and the increase in expenses, $10 844 85. The road was opened from Worcester to Gardner Sept. 4, 1871. It is hoped that during the present year the road, which now terminates a mile from its intended termination in Worcester, may by an amicable arrangement with the Worcester and Nashua Railroad be carried to completion in that direction. Contracts for the extension of the road from Gardner to Winchendon were made over a year ago, the road to be completed and connection made with the Monadnock Railroad Jan. 1, 1875. The contractor, however, was allowed to give up his contract, and the company has done what it could to complete the extension, carrying it to within less than a mile of its destination and completing the connection at present by the use of the Cheshire Railroad. The total assessments made and paid on the stock subscriptions thus far are $838,800. The cost of the road and equipment has been $1,182,550. The indebtedness is $307,360. Bonds to the amount of $400,000 have been issued, of which only $55 000 have been sold.

Providence, Warren and Bristol Railroad.

The stockholders of this road held their annual meeting at Providence, R. I., on the 26th inst. The report of the directors shows that large expenditures have been made under the new management to place the road in a safe condition, an expenditure of $20,182 51 having been made for new iron. The equipment of the road has been increased by one new locomotive, two new passenger cars and six new freight cars. During the year there has been a falling off in the number of through passengers, and an increase in the number of passengers carried short distances. The report of the Treasurer gives the total income of the road at $113,504 76, and the total expenses at $104,421 76. The following gentlemen were elected directors for the ensuing year: John H. Clifford, New Bedford; Samuel W. Church, Bristol; Thomas G. Turner, Warren; T. P. I. Goddard, Providence; William R. Robeson, Boston; Henry A. Whitney, Boston: William Gooddard, Warwick.

☞ The new London Northern Railroad Company are making improvements to the extent of $300,000 at East New London, on which the lessees of the road, Gov. Smith and Mr. B. P. Cheney of the Central Vermont, will pay ten per cent. The improvements include a round house for 20 engines, now in process of construction, a machine shop, and a dock 1,125 feet long.

☞ The estimated earnings of the Erie Railway company for the week ending January 15, are $401,769; and since January 1, $702,735—an increase over the corresponding period of the previous year of $64,048.

☞ The Portland Company (Portland, Me.) have declared a semi-annual dividend of 5 per cent, payable Feb. 1. The company is understood to be in a very prosperous condition.

☞ The Summit Branch Railroad will pay a dividend of 8 per cent Feb. 16.

Debt of Boston.

The board of commissioners on the sinking funds for the redemption of the debt of the city of Boston have presented their sixth semi annual report, for the six months ending December 31, 1873, from which we learn that the gross funded debt at that date was $35,486,395 71, against $30,543,616 80 on the 30th of June—an increase of $4,942,778 91. The total amount of redemption funds on the 31st of December was $13,213,494 17; on the 30th of June the amount was $12,710,304 18—an increase of $503,189 99. The net debt December 31, 1873, was $22,272,901 54, against $17,833,312 62 on the 30th of June—an increase of $4,439,588 92. The amount of debt redeemed at maturity and cancelled with revenue bonds, during the six months was $210,397 74.

☞ The Eastern (Mass.) Railroad, connecting Boston and Portland, is about to add to some of its first-class engines a feed water heater, by which a great saving is made in the amount of coal consumed. The apparatus consists of a coil of pipe placed inside the smoke-stack, and connected with the pipe which supplies the boiler. The cold water from the tender passes through this pipe, and is heated by the exhaust steam and the heat spent from the flues. It has been in operation on the Boston and Maine locomotives for some time, and makes a saving of one thousand three hundred pounds of coal daily.

☞ Manager Brydges of the Grand Trunk Railroad announces that the gauge of that road between Portland and Montreal will be changed by September 1. The whole line will then be uniform with the other railroads and through trains can be run between the West and Portland and Boston, via the Grand Trunk, and no breakage in bulk be made in freight.

☞ The Cheshire (N. H.) *Republican* says that the long talked of project of a railroad connecting Keene with Hillsboro' by way of the 'Branch' Valley of the Ashuelot River is being revived, and that there is now considerable local enthusiasm being manifested along the route in regard to the same.

☞ The gross receipts of the Portland and Ogdensburg Railroad for twelve months ending November 30, 1873, were $144,982 26: expenditures, $95,907 28; leaving income account, $49,074 98. The amount charged to construction and equipment account for the year was $391,946.63.

☞ The new railroad from Grafton Station, on the Boston and Albany road, to Milford, is in process of construction. Several miles of the road have been graded, and the rails are being laid. It is expected the road will be completed the coming season.

☞ The annual report of Lloyd Tilghman, president of the Queen Anne's and Kent Railroad Company, shows the earnings of the road for the past year to have been $24,276 01, and the total cost of operating the road $20 437 64.

☞ The Philadelphia *Ledger* says that a mass convention of the members of all the associations of iron and steel manufacturers in the United States, will be held in that city on the 5th of February next.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3 280,000	J. & J.	Jan. '74 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '73 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " pref.100	838,976	J. & J.	July '71 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Sept.'73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Genesee & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	Nov. '73 5
Washington Br.....100	1,650,000	A. & O.	Oct. '73 5
Parkersburg Br. pref... 50	5,680,685	— & —	.....
Berkshire* 100	600,000	J.A J&O	Jan. '74 1½
Bossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N.	Nov. '73 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & D	Dec. '73 3
Bost., Conc. & Mont.*pref100	800,000	M. & N.	Nov. '73 2
Boston and Lowell.....500	2,852,900	J. & J.	Jan. '74 4
Boston and Maine.....100	6,816,807	M. & N.	Dec. '73 4
Boston and Providence..100	3,950,000	M. & N.	Nov. '73 5
Buffalo, N. Y. and Erie*.100	980,000	F. & A.	Aug. '73 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Sept.'73 5
" " pref.100	1,485,900	M. & S.	Sept.'73 5
Camden and Amboy* ...100	5,847,800	J.A. J.O.	Jan. '74 2½
Camden and Atlantic... 50	379,020	— & —	.....
" " pref. 50	752,760	— & —	Nov.'73 1½
Cape Cod 50	1,020,330	J. & J.	Jan.'72 2½
Cape May and Millville* 50	447,000	J. & D.	Dec. '73 5
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa*..... 50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	Nov. '73 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan, '74 4½
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	Nov. '73 1½
" " pref.100	709,900	F. & A	Aug. '73 3½
Central of Georgia.....100	4,666,800	J. & J.	July '73 5
Central of New Jersey..100	20,000,000	J. & J.	Jan '74 4
Central Ohio*..... 50	2,425,000	J. & J.	Jan. '74 3
" pref..... 50	400,000	J. & J.	Jan. '74 3
Central Pacific 100	54,275,500	.....	Sept. '73 3
Chemung*..... 100	380,000	J.A.J&O	Oct. '72 1½
Cheshire, preferred 100	2 100,000	J. & J.	Jan. '74 2
Chicago and Alton.....100	8 929,900	M. & S.	Sept. '73 5
" " pref...100	2,425,400	M. & S.	Sept. '73 5
Chicago, Burl. & Quincy.100	18,652,910	M. & S.	Sept. '73 5
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	Jan. '74 4
Chicago & N. Western.100	15,033,480	J. & D.	Dec. '72 3½
pref.100	21,259,563	J. & J.	July '73 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Nov.'73 4
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.*... 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	429,046	M. & N	Nov. '73 2
Clev., Col., Cin. & ind...100	14,991,275	F. & A.	Aug. '72 3½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '73 3½
Cleveland & Pittsburg*.. 50	11,236,150	F.M.A N	Nov. '73 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*... 50	1,786,800	M.J.S.D.	Dec. '73 2
Columbus and Hocking Val.100	2,800 000	F. & A.	Feb '74 5
Colum. & Hocking Val.100	1,400,000	M. & N.	Nov. '73 5
Concord..... 50	350,000	J. & J.	Jan. '74 3½
Concord and Ports.*.....100	1,400,000	J. & J.	Jan. '74 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A	Feb. '74 3
Connecticut River 100	1,850,000	J. & J.	Jan. '74 5
Cumberland Valley..... 1	1,494,250	A. & O.	Oct. '73 4
Danbury and Norwalk... 50	400,000	M.J.S.D.	Dec '71 4
Delaware*..... 50	1,230,941	J. & J.	Jan. '74 3
Del., Lackaw. & Westn. 50	18,868,850	J. & J.	Jan. '74 5
Detroit & Milwaukee *.. 50	822,140	— & —	.....
" " pref. 50	2,000,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania*..... 50	1,509,300	J. & J.	Jan. '74 3
East Mahanoy *..... 50	392,950	J. & J.	Jan. '74 3
Eastern (Mass.).....100	4,262,600	J. & J.	July '72 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*.100	600,000	F. & A.	Aug. '73 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '73 2½
" " pref. 50	500,000	J. & J.	Jan. '74 3½
Erie Railway 100	78,000,00.	.....	Oct. '73 1
" pref.....100	8,586,910	.....	Oct. '73 2½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Sept. '73 1½
Fitchburg 100	4,000,000	J. & J.	Jan. '74 4
Georgia 100	4,156,000	J. & J.	Apl. '74 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.)..... 100	14,367,946	— & —	.....
Great Western, (Ca.) ..100	12,237,404	A. & O.	Oct. '73 2½
Hannibal & St Joseph..100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	Nov. '73 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '74 3½
Housatonic, pref.....100	1,188,000	J. & J.	Jan. '74 4
Huntingdon & B'd Top. 50	880,000	— & —	.....
" pref. 50	450,750	J. & J.	July '68 2½
Illinois Central 100	25,280,510	F. & A.	Feb. '74 4
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,025,000	— & —	Jan. '74 3
Jeffersonv., Mad. & Ind.100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Jan. '74 1½
Joliet & North. Indiana*100	300,000	J. & J.	Jan. '74 4
Lake Shore & Mich. So..100	49 466,500	F. & A.	Aug. '73 4
" " (guar.).100	533,500	F. & A.	Aug. '73 5
Lawrence*..... 50	260,200	— & —	.....
Leeds and Farmington*100	000,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna. 50	3,739,800	M & N.	May '67 5
Lehigh Valley 50	21,468 800	J.A. J.O.	Jan. '74 2½
Little Miami.*..... 50	5,871,45.	J.A. J.O.	Oct. '73 2
Little Schuylkill*..... 50	2,646,10.	J. & J.	Jan. '74 3½
Long Island..... 50	6,000,000	M. & S.	May'73 10s
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '74 4½
Louisville & Nashville..100	8,980,600	F. & A.	Aug. '73 4
Louisv., N. Alb. & Chi...100	5,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200,000	A. & O.	Oct. '73 3
Lykens Valley 20	600,000	F.M.A N	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	Nov.'73 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	5,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 2s
Massawippi*..... 100	400,000	F. & A.	Aug. '73 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	16,738,204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323,375	J. & J.	Jan. '74 5
Milwaukee and St. Paul..100	13,398,550	J. & J	Dec. '70 7s
" " pref.....100	10,825,777	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,856,480	J. & J.	Jan. '74 4
Morris and Essex*..... 50	14,008,100	J. & J.	Jan. '74 3½
Nashua and Lowell.....100	800,000	M. & N.	Nov.'73 5
Naugatuck.....100	1,881 900	F. & A.	Aug. '73 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'73 5
Newark and N. York*...100	977,400	J. & J.	Jan. '74 2½
N. Bedford & Taunton..100	500,000	M. & N.	May '73 4
N. Castle & Beaver Val.* 50	1,800,000	J.A. J.O.	Oct. '73 3½
N Haven & Northamp...100	605,000	J.A. J.O.	Sept '73 3
New Jersey*.....100	7,295,200	J.A. J.O.	Jan. '74 2½
New London Northern*100	1,418,800	J. & J	Jan. '74 4
N.Y. Cen. & Hudson R...100	89,428,330	A. & O	Oct. '73 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '74 4
" " pref.100	1,500,000	J. & J.	Jan. '74 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '74 5
N. Y., Provid. & Boston.100	2,000,000	J.A. J.O.	Jan. '74 2½
Niag. Bridge & Canand*100	1,000,000	J. & J	Jan. '74 3
North Carolina*.....100	4,000,000	Irregular.	Jan. '73 5
N. Eastern (S. C.) pref...100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '74 5s
Northern Central 50	5,842,000	M. & N.	Nov. '72 3
Northern N. Hampsh...100	3,058,400	J. & D.	Dec. '73 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '74 4
Norwich & Worcester*..100	2 323,400	J. & J.	Jan. '74 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '74 3
" " pref.100	2,000,000	A. & O.	Oct. '73 4
Ohio and Mississippi....100	19,996,947	J.A. J.O.	.....
" " pref.100	4,024,474	J. & D.	Dec '72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	July '73 3
Old Colony & Newport...100	6,297,900	J. & J.	Jan. '74 5½
Oswego and Syracuse*..100	482,400	F. & A.	Aug. '73 4
Pacific of Missouri.....100	3,635,750	— & —	July '72 1½
Panama.....100	1,000,000	J.A. J.O.	Jan. '74 3
Paterson and Hudson*..100	630,000	J & J.	Jan. '74 4½
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	149,000	J. & J.	Jan. '74 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '74 3
Pennsylvania 50	72,000,000	M. & N.	Dec. '73 4s
Peoria & Bureau Val.*.100	1,200,000	F. & A.	Aug. '73 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	July '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D	Dec. '73 3
Philadelphia & Reading 50	32,684,375	J. & J.	Jan. '74 5
" " pref... 50	1,551,800	J. & J.	Jan. '74 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Jan. '74 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	Jan. '74 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Jan. '74 1½
" Special Imp..100	2,000 000	J.A. J.O.	Jan. '74 1½
Pittsfield & N. Adams...100	400,000	J. & J.	Jan. '74 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '74 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '73 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '74 6
Raleigh and Gaston 100	1,500,000	J. & J.	July '71 d
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '74 4
Roch. & Genesee Val.*..110	567,400	— & —	.....
Rome, Water. and Ogd..100	2,998,900	J. & J.	Jan. '74 3½
Rutland*..... 100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Aug '73 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,040,600	May.	May '68 7
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" pref. 100	12,000,000	.....	Nov. '72 2
Saratoga and Schenec.*..100	800,000	A. & O.	Oct. '73 3½
Schuylkill Valley* 50	576,050	J. & J.	Jan. '74 2½
Seaboard and Roanoke..100	1,151,400	M & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '73 3
Shore Line*..... 100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '73 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	2,939,900	F. & A.	Feb. '73 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	445,700	J. & J.	Jan. '74 3½
Stony Brook* 100	267,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '73 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	July '73 3
Taunton Branch 100	500,000	J. & J.	Jan '74 5
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '73 6
Tol., Peo. & War. 1st pref.100	1,777,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	Nov. '73 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Union and Black River...100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 2
Vermont and Mass 100	$2,880,000	M. & N.	May '73 3
Warren (N. J.).....100	1,800,000	J. & D.	Dec.'71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,200,000	F. & A.	Aug. '73 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*100	500,000	J. & J.	July '73 3½
Worcester and Nashua. 75	1,400,555	J. & J.	Jan. '74 4s
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	..... 2½
Baltimore City 100	803,006	— & —	Jan. '74 3
Bleecker st. & F'y. (N.Y.)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl. '73 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Apl. '73 3
Broadw. & 7th Av. (N.Y.)100	2,100,000	J. & D.	Jun. '70
Brooklyn City 100	1,500,000	F.M.A.N	Feb. '74 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica....100	488 100	— & —	.....
Bushwick (Brooklyn).....100	302,000	J. & J.	July '71 3½
Cambridge.....100	737,800	A. & O.	Oct. '73 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 7½
Citizens' (Phil.)..... 5	500,000	J. & J.	Jan. '74 3
Citizens' (Phg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..100	500,000	— & —	.....
D. Dock, E. B'dw. & Bat.100	1,200,000	F.M.A.N	Aug '73 2
Eighth Avenue (N.Y.)...100	1,000,000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Ph.) 50	491,750	J. & J.	Jan. '74 5
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. '74 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newtown...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '74 4
Hoston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. '74 1½
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	M. & N.	Nov.'73 5
Middlesex (Boston).....100	400,000	A. & O.	Apl.'73 4
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	Jan. '74 5
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,77.	J. & J.	Jan. '74 2½
Phg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J. A. J.O.	Oct. '73 2
Second & Third St.(Ph.) 50	962,100	J. & J.	Jan. '74 6
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '74 2
Sixth Avenue (N. Y.).....100	750,000	M. & N.	Mar '71 5
Third Avenue (N. Y.).....100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '74 2
Somerville (Boston) 100	75,000	M. & N.	Nov.'73 3
South Boston 50	400,000	J.A. J.O.	Jan. '74 2½
Union (Boston).....100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan. '74 8½
West Philadelphia..... 50	400,000	J. & J.	Jan. '74 9
CANALS.			
Chesapeake & Delaware 50	1,983,562	J. & D.	June'73 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug '73 4
Delaware and Hudson....100	15 000,000	F. & A	Feb. '74 5
Delaware and Raritan*.100	5,847,400	J.A. J.O.	Jan. '74 2½
Erie of Pennsylvania..... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat.... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,900	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '73 5
Pennsylvania..... 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'74 30c
" " (pref.) 50	2,898,977	F. & A.	Feb'74 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50	.....	— & —	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan '65 -
MISCELLANEOUS.			
Adams Express..... 100	10,000,000	M.J. S.D.	Dec. '73 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Mereh. Union Exp.100	18,000,000	J. & J.	July '73 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J.S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 35c
Canton..... 164	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,586,600	— & —	.....
" pref.....100	8,698,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Nov.'73 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Nov.'73 3
Quicksilver, common ...100	5,700,000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal.... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
United States Express....100	6,000,000	F.M.A.N	Feb. '74 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp.100	8,000,000	J. & J.	Jan. '74 4
West. Union Telegraph.100	25,000,000	J. & J.	July '70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal .100	1,250,000	F. & A.	Aug. '66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Jan. 1, 1874.					
Loan of June 14, 1858 ..... registered	$5,680,000	5	Jan. & July.	1874	112¼
.. .. coupon	13,307,000	5	" "	1874	....
Loan of February 8, 1861 ..... registered	13,762,000	6	Jan. & July.	1880	117¾
.. .. coupon	4,653,000	6	" "	1880	118¾
Oregon War Bonds of March 2, 1861 ... coupon	945 000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861 .... registered	125,671,500	6	Jan. & July	1881	117¾
.. .. coupon	63,649,850	6	" "	1881	118¾
Loan of Feb. 25, 1862 (5-20s) .... registered	16,879,500	6	May & Nov.	1882	115
.. .. (5-20s) .... coupon	155,760,850	6	" "	1882	114¾
Loan of March 3, 1863 ..... registered	53,608,900	6	Jan. & July.	1881	117¾
.. .. coupon	21,391,100	6	" "	1881	118¾
Loan of March 3, 1864 (5-20s) .... registered	964,600	6	May & Nov.	1884	116¾
Loan of June 30, 1864 (5-20s) .... registered	24,817,150	6	May & Nov.	1884	116¾
.. .. .. (5-20s) .... coupon	33,229,050	6	" "	1884	116¾
Loan of March 3, 1865 (5-20s) .... registered	33,386,650	6	May & Nov.	1885	116¾
.. .. .. (5-20s) .... coupon	118,747,700	6	" "	1885	117¾
.. .. 2d series (5-20s) .... registered	55,873,950	6	Jan. & July.	1885	116¾
.. .. .. (5-20s) .... coupon	146,759,150	6	" "	1885	116¾
.. .. 3d series (5-20s) .... registered	87,237,650	6	Jan. & July.	1887	117¾
.. .. .. (5-20s) .... coupon	223,416,550	6	" "	1887	118
.. .. 4th series (5-20s) .... registered	13,750,500	6	Jan. & July.	1888	117¾
.. .. .. (5-20s) .... coupon	23,723,500	6	" "	1888	118
Loan of March 3, 1864, (10-40s) .... registered	140,732,750	5	Mar. & Sept.	1904	113
.. .. .. (10-40s) .... coupon	53,834,550	5	" "	1904	114¼
Consols of July 14, '70 & Jan. 20, '71 .. registered	165,990,850	5	F. M. A. & N.	1881	111¾
.. .. coupon	123,933,650	5	" "	1881	113¼
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,623.512	6	Jan. & July.	'95-'99	115¼
U. S. Notes and Fractional Currency	427,025,132	mil.	.....	.....	...
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72 ..	2,582,500	5	May & Nov.	'85-'92	....
.. Bonds (new), 1866, '68 and '72	2,386,000	8	Jan. & July.	'86-'92	....
.. Railroad Aid Bonds, 1870 and '71	2,620,000	8	" "	'90 '91	....
.. Railroad Bonds endorsed, 1870 and '71 ..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 6,800,0 0):					
.. Funded Bonds, 1869 and 70	2,850,000	6	Jan. & July.	'99-'00	....
.. Levee Bonds, 1871	2,186,000	7	" "	1901	....
.. Deficiency Bonds, 1872	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71	6,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	110
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,500):					
.. War Loan, July 1, 1861, (10-20s)	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s)	2,286,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s)	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free	1,741,100	6	" "	1885	....
Florida—($,728,866):					
.. Convention Bonds 1868	80,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69	191,000	6	Various.	'98-'99	....
.. Bonds, 1871	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	666,000	6	Various.	'72-'74	....
.. Bonds for W. & Atl. R. R. 1842 and 1843.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R. R., '58, '59, '60 & '61	600,000	6	Feb. & Aug	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866	3,900,' 00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1890	....
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	....
Illinois—($2,133,631):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	....
.. War Loan Bonds, 1861	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):			Jan		
.. State Bonds (various) 1863 to 1864.....	110,675	6	" & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	"	'76-'80	....
Kentucky—($2,750,810):					
.. State Bonds 1839 and '43	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	40
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'88-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	50
.. .. .. 1866	1,000,000	8	Various.	1886	57
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000 000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds (N.O., Mob. & Chat. R.R.) '70 '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866..	259,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1866...	546,000	8	April & Oct.	1893	....
Maine—($7,227,000):					
.. Civil Loans Bonds, 1856-'61	271,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1863 and '64..	3,832,500	6	"	'85-'89	98
.. Municipal Equalization Bonds.....	3,044,400	6	April & Oct.	1889	98
Maryland—($12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,986,544	6	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39....	590,040	6	" "	1890	95
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1866.....	611,366	6	J. A. J. & O.	1883	104¼

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.	706,000	5	Various.	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,000.000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	94¾
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	91¾
.. Bounty Loan, 1864.....	4,379,580	5	May & Nov.	1894	93
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar....	1,166,500	5	" "	'90-'93	92¾
.. Loan (B., H. & Erie R. R.) £743,600 stg.	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,832,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445,000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863.....	431,000	6	" "	1878	97
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	....	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	93¾
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	96¾
.. State Bonds, funding, 1867-68.....	3,727,000	6	" "	'76-'91	....
Nevada—($656,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	98¾
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	96-'98	97¾
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	98¾
New Jersey—($2,898,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	104¾
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'93-'93	....
.. War Loan Bonds, 1864, tax free.....	681,400	6	" "	'97-'02	....
New York—($38,121,604):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1876	....
.. General Fund Stock	800,000	6	" "	1876	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	7,406,000	6	" "	'72-'78	107
.. Canal Stock.....	2,572,000	6	" "	'74-'76	105
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered....	6,675,000	7	Jan. & July.	1877	105¼
.. Bounty Loan Bonds, 1867, coupon	1,272,000	....	" "	1877	106
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'78-'92	29¾
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'9	....
.. State (new) Bonds, 1867 to 1870	5,009,045	6	Jan. & July.	'92-'98	18
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	25
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	23
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	....
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	....
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, stg f'd.....	882,804	6	Jan. & July.	1870	....
.. Loan of 1860 Bonds, stg f'd.....	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, stg f'd.....	1,495,309	6	" "	1881	102
.. Loan of 1856 Bonds, stg f'd.....	2,400,000	6	" "	1886	103
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($24,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	106
.. Loan of Feb. 1867 (15-25s).....	728,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	106½
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	6	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,040,000	6	Mar. & Sept.	1882	97¾
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	828,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66...	1,283,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	....
.. .. .. '66-'69.....	2,282,714	6	Jan. & July.	'87-'97	9
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R. Bonds 1854.....	970,000	6	" "	'74-'78	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1899	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	81¾
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	81
Texas—($3,297,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	85
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'76	100
.. .. .. registered	201,000	6	" "	'71-'76	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,061,392	6	Jan. & July.	'86-'00	55
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'0	55
.. State Bonds, sterling coupon.....	1,866,000	6	" "	'88-'00	....
.. Funded Interest, 1866-'67.....	6,092,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867	436,380	6	" "	'85-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	100
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	98
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1898	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	90½
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	3,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	...
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(285 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G.R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla.R.R.)	464,000	7	May & Nov.	" "	1893	....
2d Mortgage (S. Ga. & Fla. R.R.)	300,000	7	" "	" "	1899	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (422 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R.R.)gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	863,250	6	Jan. & July.	Baltimore.	1875	98
Loan of 1850-'80	579,500	6	" "	"	1880	95
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	97
Loan of 1855-'90 (Balt.) stg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) stg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort.(N.W.Va.R.R.)assumed	485,500	6	Jan. & July.	Baltimore.	1873	....
3d Mort.(N.W.Va.R.R.)assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	80?,000	6	April & Oct.	Bangor.	1890	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	95
Beloit and Madison (C. & N.W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage { guar by C. &	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage { A. Co. and	499,500	6	March & Sept.	Princeton.	1885	81
3d Mortgage { Penn. R. R. Co.	745,000	6	Feb. & Aug.	"	1887	80
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1893	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. & Aug.	Boston.	1892	104
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	82
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90½
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200 000	7	" "	New York.	1870	...
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	...
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	30½
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	43
Mass. L. (sec'd by $4,000,000 Her.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	95
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1893	102

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Brunswick and Albany:						
1st Mort.(gold)end. by Ga.tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,250,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	880,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1896	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	92
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage coin or stg skg f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	70
Burlington and Missouri River:						
Land and R. R. Mortgage	6,058,350	7	April & Oct.	Boston.	1893	96
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	990,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	96½
Stock (common) Bonds	1,377,840	8	" "	"	1880	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,567,971	8	Jan. & July.	Boston.	1894	98½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1894	50
Cairo and Fulton (Arkansas):						
1st Mort. (R.R.& lands) S.F.gold	3,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1909	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1864	500,000	7	April & Oct.	Camden.	1879	91½
Camden and Burlington County:						
Consolidated 1st Mortgage	253,000	6	Feb. & Aug.	Philadelphia.	'70-'97	80
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd)g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	69
Carthage & Burlington(C.B & Q.):						
1st Mortgage guar. and tax free.	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	220,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	103½
Chattel Mortgage	168,850	5	" "	"	'80-'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	74½
Cedar Rapids & Mo.Riv.(C&NW):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	82½
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	84½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1896	....
Central of Georgia:						
1st Mortgage	780,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174 000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	1,725,000	7	" "	" "	1902	....
New Mortgage for $5,000,000	5 000,000	7	Feb. & Aug.	" "	1890	100
Loan of Leh. C. & Nav. Co.(assu'd)	2,340,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	88
Central Pacific of California:						
1st Mortgage, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	96½
Convertible 20 years bonds, gold	1,482,000	7*	" "	" "	1883	100½
State Aid B'ds(int. by State) gold	1,500,000	7*	" "	" "	1885	102
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.)	500,000	6*	" "	San Francisco	1890	....
1st Mort.(San Joaquin V.D.)gold	6,000,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,183,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M.(gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	60½
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1889	....
3d Mort. (")coupon	918,000	6	" "	" "	1884	....
Income (")coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75-'80	91½
Chester Creek:						
1st Mortgage guar by P.W.& B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	600,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	600,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	104
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	103
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	90½
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (" ") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	109½
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	850,006	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,988,225	7	Jan. & July.	Boston.	1898	95
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1880	95
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	95
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	97
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	96
1st Mort. (Ill. Gr. Trunk) guar.	980,000	8	April & Oct.	" "	1890	97½
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	71½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C. & NW	892,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C. & NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	98
Funded coupons (193 m.)	700,000	7	May & Nov.	" "	1883	96
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	102
Appleton Ext. (23 m. & 76,000 ac.)	174,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	284 000	7	" "	" "	1885	....
Equipm't (Engs & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,775,000	7	Feb. & Aug.	" "	1882	105
2d Mort. (Gal. & Chic. 248 m.)	938,000	7	May & Nov.	" "	1875	95
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line (")	129,500	7	" "	" "	1876	....
1st Mort. (Peninsula 79m. & land)	331,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C. & N.W.R'y)	3,106,000	7	F. M. A. & N.	" "	1915	91½
Consol. gold bonds for $18,000,000	4,534,000	7*	June & Dec	" "	1902	86½
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil. R.R.) guar.	389,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi. R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" " ") guar.	9 500	7	June & Dec.	" "	1898	....
1st Mort. (Chic. & Mil. R.W.) guar	1,141,000	7	Jan. & July.	" "	1898	92½
1st Mort. (Bel. & Mad. R.R.) guar.	306,000	7	" "	" "	1885	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $26,000 pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $10,000 pm.	1,250,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000 pm.	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $20,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C. B. & Q.):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I. & Pac.)	8,600,000	7	" "	" "	1896	103
Chi. & Southwes'n (C., R.I. & Pac.)						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1880	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St. L. K. C. & W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1866	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	252,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1901	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1886	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1893	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	70
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1880	71½
1st Mort. (San., Day. & Cin.) S.F.	958,000	6	Feb. & Aug	Boston.	1909	77½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	80½
Cincinnati and Springfield:						
1st Mortgage for $2,000 000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1900	101
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'83-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1898	....
Clev. & Mahoning (A. & Gt. Wtn.)						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa. Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1876	97
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July	" "	1892	88½
Consol. sinking fund guar.	628,000	7	May & Nov	" "	1900	92
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1966	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund.	15,344,750	7	April & Oct.	New York.	1906	85½
2d Mortgage Consol. skg fund.	3,679,900	7	Feb. & Aug.	" "	1909	68
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1900	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	9
Notes payable, conv. at par	594,000	7	" "	"	1876	16½
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1880	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1876	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1.2.3.4.	87
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York	1880	....
Cowanesque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	908,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,600	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,300	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv. Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,981,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81-'84	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York,	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1870	101½
2d Mort. (Del., Lack. & Wtn.)	1,633,000	7	March & Sept.	" "	1881	101
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	100½
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y. L. & Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,620,000	8	" "	" "	1886	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	....
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Detk. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1850	924,000	7	Feb. & Aug.	New York.	1876	84
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	95
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1893	101
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., akg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	91½
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	97½
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	84
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	March & Sept.	"	1882	96½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1890	97
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1873	59
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	102½
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	101½
3d Mortgage	4,582,000	7	" "	" "	1883	99
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	97
5th Mortgage convertible	709,500	7	June & Dec.	" "	1888	90
Buffalo Branch, 1st mortgage	182,500	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,900,000) conv.	4,437,470	6*	March & Sept.	London.	1875	....
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	NY & London.	1920	95
Convertible bonds	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1883	....
2d Mortgage	116,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L. M.(& 1st on 50, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	57
Evansville and Crawfordsville:						
1st Mortgage (main line)akg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1893	....
Fint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	321,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease, R.F. 25 000 p. a.)	476,000	10	May & Nov.	" "	1885	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1899	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1880	....
2d Mortgage (Equipment)	500,000	8	April & Oct	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct	Boston.	1899	....
2d Mortgage	600,000	8	Jan & July.	.....	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	99½
Frederick and Pennsylvania Line:						
1st Mortgage gold	240,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,788,000	7	Feb. & Aug.	New York.	1882	108
2d Mortgage	948,000	7	May & Nov.	" "	1876	95
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1902	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1896	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,800	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838 335.	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765.	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	....	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'78	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	876,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1896	80
2d Mortgage	425,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	92
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	5,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1886	85
1st Mort. (Q. & Palm.R.R. 15 m.	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City&Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1886	99
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1893	....
General Mortgage conv. (277 m.)	5,500	7	Jan. & July.	" "	1885	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	95
Hartford and New Haven:						
1st Mortgage	500,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)akg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)akg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1860	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. akg fund, gold.	6,620,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	102½
3d Mortgage	180,000	7	May & Nov.	" "	1886	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	102½
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	90
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	64
Illinois Central:						
Construction bonds, cur. akg f'd.	3,058,500	7	April & Oct.	New York.	1875	101½
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	8	May & Nov.	" "	1900	72
International (Texas						
1st Mort. gold, akg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,600,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	92
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	97
Jackson, Lansing & Saginaw (MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	96½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1880	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (JeffersonvilleR.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	100½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	88
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	87
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1868	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(St.Jo.&CB.78 m)ex.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" " ")	639,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (L.L.& G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,068,000	6*	June & Dec.	" "	1896	86
1st M.(3d D.244.66m.& 3,000,000a)	6,455,000	7*	May & Nov.	N. Y., L. & F.	1899	102½
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,321,000	7*	Jan. & July.	N. Y., L. & F.	1895	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.		1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1890	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1902	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	98
Lackawanna & Bloomsb.(D.L.& W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N. W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y B'n.&Ph.	1890	88
2d Mort. gold tax free and conv.	820,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,134,000	7	J. A. J. & O.	" "	1890	96½
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	96
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	" "	" "	1890	94½
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	96
3d Mort. Oct.1, '67 "	1,000,000	7	April & Oct.	" "	1892	94
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	101
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	98
1st Mort. May1, 1856 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	103
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	97½
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	97
1st Mort. Aug.1, 1856(D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	97
1st Mort. Sept. 1, 1869(K. & W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct 1, 1867(Sch.& Th.R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. Al. & Gr. R.)	840,000	8	" "	" "	1868	95
1st Mort. July 1, 1863(J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia.	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1890	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold.	5,000,000	10	Jan. & July.	N. Y. & Bost.	1900	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	.....	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	99
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	105
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1860	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1863	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	58
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	6*	F. M. & A. N.	New York.	1900	90
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1880	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	94½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	93
1st Mortgage (Extension)	175,600	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	344,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'76	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'86	....
Consol. M. for $6,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1869	90
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.		1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00 0	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	748,380	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1878	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oc	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec	"	1874	....
2d Mortgage (")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1880	99½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	103
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	89
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	76½
1st Mort. (Scioto & H. Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	81½
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1900	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	80
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	....
Michigan Central:						
1st Mortgage, convertible	556,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	107
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	98¾
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	99¼
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1870	100¾
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1869	100
2d Mort. (") guar	70,000	8	" "	" "	1869	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1880	....
Milwaukee and St. Paul:						
1st Mortgage	5,514,000	7	Jan. & July.	New York.	1898	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	82
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,308,000	7	Jan. & July.	" "	1897	82
1st Mortgage (Minn. Cent.)	192,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	75
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	103
2d Mortgage (P. du Chien)	1,315,000	7.3	" "	" "	1898	90
Milwaukee City Loan	233,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $18,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St. L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	— & —	.....	....	....
1st Mort. Land Grant gold	1,000,000	7*	— & —	.....	....	....
State (Ark.) subsidy $10,000pm.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866	1,181,600	8	Jan. & July.	" "	'81-'98	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74¼
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st Mortgage Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	— & —	" "	....	....
Income Mortgage	700,000	7	— & —	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept	New York.	1886	...
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	...
Montucello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	105¼
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	101¾
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	92¼
Construction bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	83

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	85
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st Mortgage, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1880	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1890	....
Holyoke and Westfie d bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (NY.&O M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	...
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	43
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	800,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, go'd	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N OtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La.	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	...
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,026	6	May & Nov.	New York.	1883	91¾
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	102
Bonds for B.& N. S'l.(")	76,000	6	May & Nov.	" "	1883	85
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	81
Bonds for real estate (")	152,000	6	" "	" "	1883	85
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	90
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	...
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103¼
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	105,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1880	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	100
New York & Oswego Midland:						
1st Mortgage gold, tax free	3,000,000	7	Jan. & July.	New York.	1880	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1698	....
New York, Provulence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	150,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'76-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	...
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1898	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1890	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	...
North Pennsylvania:						
1st Mortgage	2,235,000	6	Jan. & July.	Philadelphia.	1885	100
2d Mortgage	5,000,000	7	May & Nov.	"	1896	102
Chattel Mortgage	360,000	10	April & Oct.	"	1879	107
North Shore (L. I.)						
1st Mortgage	155,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	89
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	87¼
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,495,080	6*	" "	"	1900	88¾
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	85
Norwich & Worcester(B.H.& N.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	92½
Equipment Mortgage	200,000	8	" "	"	1879	92½
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage	6,604,000	7	Jan. & July.	New York.	1898	92
Consolidated 1st Mortgage, stg..		7*	" "	London.	1898	....
Consolidated 2d Mortgage	3,529,000	7	April & Oct.	New York.	1911	....
3d Mortgage, (W. Div.)	433,000	7	Jan. & July.	" "	1874	79
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bonds	50,000	7	May & Nov.	" "	1883	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	71
1st Mortgage (War. & Fkln)	590,000	7	April & Oct.	"	1882	83
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	63½
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	97
Plain Bonds	485,000	6	April & Oct.	"	1875	95
Plain Bonds	1,460,000	7	Feb. & Aug.	"	1877	102½
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	84½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	77½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	77½
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	76½
Consolidated Mort	1,645,500	7	Jan. & July.	New York.	1882	76½
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1883	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	96
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	84
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	66
Income Bonds	1,500,000	7	" "	" "	1892	55
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,505,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £507,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	100,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1890	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	100½
2d Mortgage (")	2,594,000	6	April & Oct.	"	1875	100
2d Mortgage (")stg.	2,232,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	89½
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	340,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	99½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	99½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1891	90
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	85½
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	80½
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'83	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1898	78
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	96,000	6	" "	"	1886	....
Mort. Loans of 1843-44-46 & 49.	1,521,000	6	" "	"	1880	97
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	102½
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1890	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	101½
	Dollar registered	3,414,000	7	" "	"	1911	104
	Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	98
	Gold or stg reg..	624,000	6*	" "	" "	1911	97½
	Dollar coupon	376,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv		2,305,630	7	Jan. & July.	"	1893	103½
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible		345,000	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866		400,000	6	April & Oct.	"	1876	95
Loan of 1867		1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):							
1st Mortgage, guaranteed		330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):							
Consol. Mortgage for $10,000,000.		6,212,000	7	Feb. & Aug.	Philadelphia.	1900	70
1st Mort. (Steub. & Ind.) conv..		3,000,000	6	monthly.	New York.	1884	70
1st Mort.(Ct.& New'k 33m)conv		776,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:							
1st Mortgage of 1868, tax free...		4,000,000	7	Jan. & July.	Baltimore.	1898	89½
2d Mort. (Balt. Loan) of 1866...		1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)		400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:							
1st Mortgage (Series A)		875,000	7	Jan. & July.	New York.	1912	104
1st Mortgage (Series B)		875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)		875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)		875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)		875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)		875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)		860,000	7	Jan. & July.	" "	1912	98½
2d Mortgage (Series H)		860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)		860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)		860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)		860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)		860,000	7	June & Dec.	" "	1912	....
3d Mortgage		2,000,000	7	April & Oct.	" "	1912	90
Bridge (O. & P. R. R.) bonds		153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869		1,000,000	8	March & Sept.	" "	1874	101
Construct'on bonds of Jan. 1,'70		100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:							
1st Mortgage for $3,600,000		.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:							
1st Mortgage gold, for $1,800,000		.....	7*	May & Nov.	New York.	1899	80
Portland & Ogdensb.(Me.& N.H.):							
1st Mort. (Maine Section) gold..		800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000		.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg(Vt.):							
1st Mortgage gold, for $2,300,000		.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:							
1st Mortgage of 1863		250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:							
1st Mort.(Portland Loan)skg f'd		700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)		350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000		.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):							
1st Mortgage gold, skg f'd		1,500,000	7*	May & Nov.	N. Y. & Lond.	1869	....
1st Mort. gold, guar. by Ga. Co.		1,000,000	7*	" "	"	1869	....
Pougkeepsie and Eastern:							
1st Mort. gold, conv. & tax free..		800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:							
1st Mortgage		300,000	6	Jan. & July.	Providence.	18	....
Quincy, Alton and St. Louis:							
1st Mortgage gold		850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):							
1st Mortgage, guaranteed		500,000	7	May & Nov.	New York.	1890	98½
Quincy & Warsaw (C. B. & Q.):							
1st Mortgage, guaranteed		800,000	8	Jan. & July.	Boston.	1890	97
Reading and Columbia (P.& R.):							
1st Mortgage, guaranteed		850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed		350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:							
1st Mortgage		150,000	7	Jan. & July.	Troy.	1878	....
2d Mortgage		300,000	7	" "	"	1880	....
3d Mortgage		150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitch.)		400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)		500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)		125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:							
Virginia State Loan, skg fund..		660,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds		157,800	6	" "	"	1875	....
Consolidated Mortgage		1,722,000	6	May & Nov.	New York.	'78-'98	70
Rich., Fredericksburg & Potomac							
Sterling Loan		$7,777	6*	Jan. & July.	London.	1875	....
Dollar Loan		295,500	8	" "	Richmond.	1861	....
Dollar Loan		172,800	7	" "	"	1875	....
Richmond and Petersburg:							
1st Mortgage		130,500	7	June & Dec	Richmond.	1875	....
1st Mortgage		175,000	8	April & Oct		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund...	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	600,000	7	May & Nov.	Boston.	1880	....
Equipment Mortgage	500,000	8	March & Sept.	"	1880	90
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1890	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	...
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	90
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	77½
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	99½
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	92½
2d Mortgage May 1, 1868 guar..	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	85½
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Landa..	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Landa..	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage	228,900	6	Feb. & Aug.	Boston.	1878	90½
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	167,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.)						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	220,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	95
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	668,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.).						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	Jan. & July.	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	842,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,400	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,200	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	93
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,000,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	250,000	7	Jan. & July.	Charleston.	1870	....
1st Mortgage not endorsed	196,270	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1888	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewisten:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1878	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L.&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m	1,000,000	7	June & Dec.	New York.	1894	69
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	75
2d Mortgage (W. Div.) 117 m.	1,300,000	7	April & Oct.	" "	1886	55
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,560,000.	1,406,000	7	May & Nov.	" "	1910	55
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	....
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,000	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar.	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	800,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1886	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	"	" "	1882	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	98½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	Feb. & Aug.	" "	1888	95½
1st Mort. (Quincy & Tol. 34 m.)	500,000	7	May & Nov.	" "	1890	84
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	90½
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	91
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	83½
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	78
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	82½
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	90½
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7½	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Boat.	'96-'99	86½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	82½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	80½
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1890	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1890	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	95½
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	91½
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	89
Consolidated(mort.)Loan of 1859	5,000,000	6	May & Nov.	Philadelphia.	1889	96½
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1886	154,000	6	" "		1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7			....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage		7			....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	26,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	25
2d Mortgage consolidated	1,506,000	7	" "	"	1891	7½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	67½
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.		....	80
Equipment Mortgage	1,000,000	8	May & Nov.		'76-'77	75
Equipment Mortgage	1,000,000	8	" "		1889	75
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage: 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage: 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage: 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage: 4th series (not end.)	1,273,000	7	April & Oct.	"	1890	....
Special Loan 1871	225,489	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1900	....
Virginia & Tennessee('A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.&Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	71½
4th Mortgage	846,000	8	March & Sept.	" "	1900	86
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& All.R.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	83
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000		7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	101½
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1868	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	613,400	....	....	....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	72½
1st Mort. endor. by Balt	200,000	6	" "	"	1890	92
2d Mort. " "	300,000	6	" "	"	1890	92
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	81
2d Mortgage preferred	600,000	6	" "	"	1895	60
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	92
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	87½
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m.)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1936	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	83
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	102
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1898	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Turboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	71
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	87½
2d Mortgage coupon or regis.	723,600	7	Jan. & July.	"	1902	79
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1893	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.	2,750,000	7	Jan. & July.	New York.	1890	80
2d Mortgage $12,000 p. m.	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm		7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	88
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	6*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	107
Delaware Division (L.O. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	80
Delaware and Hudson:						
1st Mortgage registered: 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered: 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1884	101
1st Mortgage registered: 3d series, Jan. 1, 1871.	5,000,000	7	" "	" "	1891	102
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	94½
Mortgage Loan reg	2,0 0,000	6	F. M. A. & N.	"	1897	95
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	94½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	97½
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	88
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1867	....
Morris (and Essex):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	92
2d Mortgage	285,000	6	" "	"	1876	93
Boat Loan, sinking fund	236,965	7	" "	"	1885	90
Preferred Stock Dividend Scrip	103,104	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	65
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1830	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1883	73
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	260,000	6	May & Nov.	"	1870	75
Boat and Car Loan	756,650	6	" "	"	1888	72
Boat and Car Loan	628,100	7	" "	"	1889	85
Coupon Bonds	1,079,000	6	Jan. & July.	"	1896	71
Susquehanna (S. & Tide Water):						
1st Mortgage	227,600	6	Jan. & July.	Philadelphia.	1894	72½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,510	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1876	....
2d Mortgage	298,000	6	May & Nov.	"	1896	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroads.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	3	106	Adirondac.....New York.	2,728,692	*	.....	7,000,000	3,763,000	930,000	1,963,756	—	60.2	.....	.....	.....	.....	.....	—	100	.....
May 31, 1872	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central †.....Alabama	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	142.0	—	57.1	—	21	24	12	749	Albany and Susq. (D. & H.)...New York.	7,463,572	*	.....	.....	5,000,000	4,467,000	.....	.....	164.0	(Del. &	Hud. Cana	l Co.)	1,841,228	423,821	7	100	92
Sept. 30, 1872	51.0	—	2.0	—	3	4	1	21	Alexandria and Fredericksburg †.....Va.	2,500,000	*	.....	.....	.....	1,000,000	.....	—	51.0	.....	.....	.....	.....	.....	—	100	.....
Jan. 31, 1873	132.0	—	44.9	112.0	.....	.....	.....	.....	Allegheny Valley.....Pennsylvania.	13,200,000	*	.....	.....	2,256,300	12,389,000	.....	—	132.0	.....	.....	.....	.....	.....	—	50	.....
Nov. 30, 1872	35.8	—	1.6	—	.....	.....	.....	.....	Allentown.....Pennsylvania.	1,147,225	—	.....	.....	567,544	—	579,681	—	35.8		(Phila. & R	eading R.	R.)		—	50	.....
Dec. 31, 1872	20.5	—	2.0	—	5	10	2	43	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	—	—	95,000	20.5	.....	.....	.....	.....	.....	—	50	.....
Dec. 31, 1872	57.0	—	2.8	28.0	.....	.....	.....	.....	Arkansas Central (3 ft.) †.....Arkansas.	.....	.....	.....	.....	.....	15,000pm	.....	—	—	.....	.....	.....	.....	.....	—	100	.....
Mar. 31, 1873	23.6	—	1.9	—	.....	.....	.....	.....	Ashuelot.....New Hampshire.	506,000	—	.....	.....	.....	.....	.....	—	—	.....	.....	.....	.....	.....	—	100	.....
Nov. 30, 1872	465.0	—	23.3	200.0	.....	.....	.....	.....	Atchison, Topeka & Santa Fe....Kansas.	20,000,000	*	.....	.....	246,018	150,000	.....	—	—	.....	.....	.....	.....	7,500	—	100	.....
Sept. 30, 1872	30.4	—	0.9	—	3	2	1	17	Athol and Enfield.....Massachusetts.	805,878	7,555	44,400	.....	8,615,000	10,554,500	670,000	—	—	(In prog	ress to N.	Mexico.)	.....	.....	—	100	15½
June 30, 1872	86.7	—	8.9	—	19	6	5	119	Atlanta and West Point.....Georgia.	1,200,129	*	.....	.....	520,000	293,400	44,605	3,814	30.4	44,320	26,778	17,193	39,032	10,555	—	100	.....
Sept. 30, 1872	387.3	38.2	149.4	—	166	52	26	3,117	Atlantic and Great West. N.Y. Penn. & O.	80,992,240	*	.....	.....	1,232,200	22,000	.....	—	86.7	.....	.....	.....	.....	.....	8	100	.....
Dec. 31, 1872	287.0	110.0	16.8	165.0	26	19	6	338	Atlantic and Gulf †.....Georgia.	7,592,283	*	.....	.....	24,000,000	56,992,240	.....	—	565.8	.....	.....	.....	8,451,229	855,670	—	100	.....
Sept. 30, 1872	406.0	20.0	31.6	100.0	78	29	18	832	Atlantic, Mississippi and Ohio...Virginia.	17,765,914	*	8,718,937	.....	4,479,677	3,294,700	330,991	—	347.5	635,350	98,234	.....	983,966	339,589	—	100	.....
May 31, 1872	95.0	—	4.6	—	9	10	4	79	Atlantic and North Carolina †.N. Carolina.	2,200,000	*	.....	.....	6,921,900	14,889,843	.....	—	428.0	1,427,688	232,576	530,583	1,969,053	734,328	—	100	.....
Dec. 31, 1872	344.0	—	18.2	200.0	.....	.....	.....	.....	*Atlantic and Pacific* †..Missouri & Ind. Ter.	.....	.....	.....	.....	1,600,000	200,000	.....	—	95.0	.....	(No retur	ns furnish	ed.)		—	100	.....
Dec. 31, 1872	149.5	1.5	16.2	—	.....	.....	.....	.....	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,089	—	.....	.....	15,000,000	12,500,000	.....	—	328.2	.....	.....	.....	.....	.....	—	100	.....
Nov. 30, 1872	53.0	—	2.7	—	.....	.....	.....	.....	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	3,994,900	3,483,848	201,089	—	—	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Genesco and Mount Morris..N. Y.	245,000	*	.....	.....	733,700	129,000	.....	—	—	.....	.....	.....	.....	73,000	7	100	.....
Nov. 30, 1872	57.3	2.0	4.1	—	.....	.....	.....	.....	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	194,250	20,000	20,000	—	19.1	21,302	43,209	4,901	33,299	6,001	—	100	.....
Sept. 30, 1872	379.6	—	502.7	—	393	208	52	7,964	Baltimore and Ohio †.....Md. & W. Va.	31,170,758	7,995,856	13,423,332	3,424,536	16,704,762	12,466,639	700,878	26,152,269	454.6	9,172,997	.....	.....	10,664,472	4,532,072	8	100	160
Sept. 30, 1872	30.0	—	39.9	—	.....	.....	.....	.....	Washington branch †.....Maryland.	1,650,000	—	.....	642,300	1,650,000	20,000	—	622,300	30.0	476,800	.....	.....	480,645	335,735	10	100	160
Sept. 30, 1872	108.5	—	21.8	—	.....	.....	.....	.....	Parkersburg Branch.....W. Virginia.	10,000,000	—	.....	.....	5,680,685	593,500	.....	—	103.5	1,008,407	.....	.....	826,803	114,541	—	100	11
Dec. 31, 1872	32.0	—	3.2	89.0	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	32.2	(Opened	to Washi	ngton, Ma	y 1, 1872.)	.....	—	100	7
Dec. 31, 1872	33.4	—	2.7	—	.....	.....	.....	.....	Belfast and Moosehead Lake.....Maine.	900,000	—	.....	.....	650,000	250,000	.....	—	—	(Operat	ed by Ma	ine Centr	al.)	36,000	—	50	.....
Dec. 31, 1872	67.0	—	6.7	—	30	21	8	567	Belvidere Delaware.....New Jersey.	3,876,842	*	.....	.....	995,300	2,244,500	1,228,128	.....	67.0	.....	.....	.....	835,380	218,608	—	100	.....
Sept. 30, 1872	22.0	—	2.0	—	.....	.....	.....	.....	Berkshire.....Mass.	600,000	—	6,000	.....	600,000	—	.....	—	22.0	56,406	80,192	174,297	120,291	42,046	7	100	72½
Sept. 30, 1872	15.6	—	5.7	—	.....	.....	.....	.....	Blossburg and Corning.....New York.	582,346	—	.....	.....	468,000	—	.....	—	—	.....	.....	.....	.....	.....	5	100	.....
Sept. 30, 1872	201.6	48.0	316.8	—	206	161	46	4,118	Boston and Albany.....Mass. & N. York.	19,890,414	4,411,338	1,071,646	2,106,438	19,664,100	3,037,000	546,724	4,237,012	268.8	4,883,071	5,247,576	2,732,907	9,259,599	2,362,615	10	100	139½
Sept. 30, 1872	28.2	—	2.0	0.8	67	4	2	50	Boston, Barre and Gardner.....Mass.	763,114	104,775	30,324	4,028	736,240	—	153,849	12,147	28.0	82,064	85,157	17,499	69,356	7,550	—	100	.....
Sept. 30, 1872	42.9	—	9.0	—	37	22	12	434	Boston, Clinton and Fitchburg.....Mass.	1,430,328	646,052	110,250	95,786	872,000	1,250,000	62,586	97,180	90.2	441,745	467,966	317,043	576,413	192,795	—	100	.....
Mar. 31, 1873	83.5	—	12.8	—	23	24	19	473	Boston, Concord and Montreal.....N. H	2,850,000	*	218,300	327,759	1,800,000	1,060,000	29,603	516,456	139.0	.....	171,511	92,186	670,849	131,715	6p	100	.....
Sept. 30, 1872	98.8	16.0	45.8	—	37	46	20	940	Boston and Lowell.....Mass.	2,469,955	252,345	2,566,759	253,142	2,852,900	1,771,024	542,860	374,417	71.8	741,981	1,949,688	620,053	1,293,969	241,016	8	500	108
Sept. 30, 1872	80.3	8.5	84.8	38.0	61	102	28	975	Boston and Maine.....Mass., N. H. & Me.	6,728,333	1,144,587	775,992	325,480	6,816,834	—	1,341,862	1,016,686	153.8	1,216,996	4,136,469	520,722	2,004,672	504,116	10	100	106½
Sept. 30, 1872	44.0	14.5	65.0	—	38	67	11	482	Boston and Providence.....Mass. & R. I.	3,691,138	207,400	573,542	253,320	3,960,000	—	356,478	427,922	66.5	239,132	702,246	765,733	1,716,399	466,347	10	100	149
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa.....Canada.	2,647,004	*	.....	.....	424,704	1,657,200	.....	—	85.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	171	Brunswick and Albany†.....Georgia.	10,548,000	*	.....	.....	4,898,000	5,650,000	350,000	—	—	(Com	pany in ba	nkruptcy.	)	.....	—	100	.....
Sept. 30, 1872	24.0	—	2.0	—	.....	.....	.....	.....	Buff., Bradford and Pittsburg..New York.	2,869,500	—	.....	.....	2,286,000	583,500	.....	—	—	(Erie	Railway	Co.)	.....	40,600	—	100	.....
Sept. 30, 1872	43.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.....N. Y. & Penn.	1,546,930	*	.....	.....	428,717	700,000	548,229	—	43.2	.....	.....	.....	228,099	.....	—	100	.....
Sept. 30, 1872	142.0	—	12.7	—	.....	.....	.....	.....	Buffalo, New York & Erie...N.Y. & Penn.	3,338,000	—	.....	.....	950,000	2,380,000	.....	—	—	(Erie	Railway	Co.)	.....	233,100	7	500	.....
Sept. 30, 1872	117.0	—	5.9	—	.....	.....	.....	.....	Buff., New York and Phila. N.Y. & Penn.	3,064,271	*	.....	.....	1,600,707	1,876,500	430,605	—	88.0	(Opened	to Empor	ium, Pa.)	189,145	17,300	—	100	.....
Dec. 31, 1872	219.0	79.0	14.0	—	24	16	7	925	Burl., Cedar Rapids and Minnesota. Iowa.	7,600,000	*	.....	.....	5,400,000	2,200,000	.....	—	332.0	.....	.....	.....	995,129	282,802	—	100	.....
Dec. 31, 1872	120.0	—	6.0	100.0	.....	.....	.....	.....	Burlington and Southwestern. Iowa & Mo.	3,000,000	*	.....	.....	1,200,000	1,750,000	.....	—	.....	.....	(In progr	ess.)	.....	.....	—	100	.....
Feb. 28, 1873	158.0	—	.....	143.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	10,000,000	*	.....	.....	12,000,000	8,000,000	.....	—	—	(Compl	eted to Mo	. Line Ma	y, 1873.)	.....	—	100	.....
Dec. 31, 1872	160.0	—	8.0	—	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,520,000	.....	—	160.0	.....	(Recently	completed	.)	.....	—	100	.....
Dec. 31, 1872	61.2	—	92.9	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	9,456,328	—	.....	.....	5,847,800	—	.....	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	10	100	.....
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	908	Camden and Atlantic.....New Jersey.	1,790,623	376,196	138,364	52,388	1,216,870	1,058,400	54,907	9,384	67.0	213,639	417,186	69,324	467,036	212,119	3½p	50	60
Dec. 31, 1872	22.0	7.2	3.8	—	.....	.....	.....	.....	Camden and Burlington Co..New Jersey.	715,362	—	.....	.....	332,926	338,000	44,437	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	6	100	.....
Dec. 31, 1872	28.5	—	4.8	81.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	.....	5,888	.....	683,467	5,776	3,800	28.5	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1873	229.0	63.0	29.2	—	.....	.....	.....	.....	Canada Southern.....Canada.	.....	.....	.....	.....	8,000,000	8,760,000	.....	—	—	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	71.6	22.4	7.8	18.0	10	23	12	160	Cape Cod.....Mass.	1,245,594	237,393	46,392	16,547	1,022,330	349,000	132,501	43,985	94.0	210,684	286,417	75,147	321,798	66,737	8	60	.....
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2	—	31	Carbondale and Shawneetown....Illinois.	562,650	*	.....	.....	355,500	200,000	7,150	—	18.0	(Opened	Dec. 30, 1	871.)	.....	.....	—	100	.....
Sept. 30, 1872	16.0	—	0.5	10.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	561,139	*	.....	.....	455,433	150,000	.....	—	18.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	20.0	4.0	6.0	—	6	8	2	317	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	426,000	.....	.....	—	24.0	.....	.....	.....	.....	.....	—	100	.....
Oct. 31, 1872	94.0	4.5	8.0	—	21	9	5	602	Catawissa.....Penn.	6,098,850	*	.....	.....	4,359,500	1,739,350	.....	—	—	.....	.....	.....	.....	.....	6	25	.....
Sept. 30, 1872	14.8	—	1.8	—	2	2	2	14	Cazenovia and Canastota.....New York.	538,006	*	.....	.....	294,529	250,000	29,250	—	14.8	(Leased	Nov. '72 to	Ph. & Rdg.	)	572,104	183,169	7 p.	50	35
Dec. 31, 1872	75.6	—	3.8	—	.....	.....	.....	.....	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	—	—	.....	.....	.....	25,885	4,391	—	100	.....
Dec. 31, 1872	271.6	2.4	22.1	—	.....	.....	.....	.....	*Cedar Rapids and Missouri River*...Iowa.	11,233,000	—	.....	.....	7,619,000	3,614,000	.....	—	—	(Illinois	Central.)		128,646	113,400	—	100	.....
Dec. 31, 1872	160.0	—	15.0	256.0	6	6	3	131	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	101.0	(Chic. &	North We	stern R. R.	)	.....	—	100	.....
Nov. 30, 1872	192.0	—	29.7	—	53	44	27	792	Central of Georgia.....Georgia.	5,000,000	*	1,628,457	1,022,692	5,000,000	1,389,000	341,663	—	284.0	(No re	turns furn	ished.)		.....	—	100	.....
Dec. 31, 1872	202.0	—	16.6	24.0	22	6	6	301	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	—	202.0	.....	169,119	.....	1,656,154	689,308	10	100	.....
Sept. 30, 1872	22.0	4.0	3.2	—	3	7	—	22	Central of Long Island.....New York.	1,459,616	*	.....	.....	297,800	687,000	479,598	—	—	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	74.0	4.7	211.8	—	227	126	47	9,082	Central of New Jersey.....New Jersey.	12,424,935	7,882,236	7,649,492	4,310,442	20,000,000	9,209,000	3,056,154	—	291.0	(Flushi	ng & N. S	ide R. R.)		.....	—	100	.....
Dec. 31, 1872	137.0	—	31.2	—	40	28	24	787	Central Ohio.....Ohio.	5,499,999	*	.....	.....	2,845,500	2,500,000	.....	—	137.0	.....	.....	.....	598,583	746,153	10	100	102½
Dec. 31, 1872	683.0	389.0	110.4	600.0	187	168	40	3,307	*Central Pacific*†.....Cal. Nev. & Utah.	130,485,693	5,622,693	5,458,198	2,513,287	54,283,190	81,939,680	422,041	7,433,960	1,158.0	.....	.....	.....	11,963,641	6,952,362	—	100	71
Dec. 31, 1872	194.6	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta....S.Car.	5,512,000	*	256,090	.....	2,578,000	3,100,000	.....	—	194.6	.....	.....	.....	652,107	439,718	—	100	.....
Dec. 31, 1872	22.8	—	5.0	—	.....	.....	.....	.....	Chartiers.....Pennsylvania.	1,127,313	—	.....	13,897	628,060	500,000	3,150	—	22.8	39,140	.....	.....	60,440	20,440	—	50	.....
Sept. 30, 1872	428.0	—	42.8	72.0	45	27	12	761	Chesapeake and Ohio.....Va. & W. Va.	26,542,490	*	789,785	2,836,883	13,398,407	18,624,953	3,387,461	—	227.0	511,475	141,873	115,472	777,632	288,687	—	100	.....
Jun. 30, 1872	40.7	0.8	2.0	—	2	.....	.....	.....	Chester and Tamaroa.....Illinois.	1,690,000	*	.....	.....	1,000,000	660,000	30,000	—	41.5	(Opened	March 187	2.)	.....	.....	—	100	.....

Sept. 30, 1872	63.6	—	11.2	—	28	22	10	409	Cheshire	New Hampshire.	2,337,707	351,600	160,000	200,554	2,153,300	809,200	28,992	118,370	88.1	622,256	192,224	412,432	824,763	183,851	5	100	....
Dec. 31, 1872	21.5	—	3.1	—	—	—	—	—	Chester Valley	Pennsylvania.	1,371,900	—	—	—	871,900	500,000	955,000	—	—	(Phila. a	nd Readin	g R. R. Co	mpany.)	—	—	50	....
Dec. 31, 1872	242.0	117.4	92.1	—	144	74	24	2,912	Chicago and Alton	Illinois.	14,627,712	*	4,348,918	1,348,501	11,355,300	5,446,630	3,255,425	303,773	649.1	5,902,102	772,506	1,601,798	5,156,326	1,879,147	10	100	108½
Dec. 31, 1872	698.8	552.4	287.2	—	283	127	62	5,409	Chicago, Burlington and Quincy	Illinois.	56,648,400	*	4,555,731	—	26,050,583	26,221,642	602,466	8,329,470	1,469.2	(8 mont	hs on 825	miles.)	7,564,575	2,839,866	10	100	106
Dec. 31, 1872	60.0	—	6.0	—	6	4	2	320	Chicago, Clinton and Dubuque	Iowa.	2,460,000	*	—	—	960,000	1,500,000	—	—	60.0	(Opene	d in Fail	o f 1872.)	—	—	—	100	....
Dec. 31, 1872	110.0	76.0	12.0	20.0	24	10	5	955	Chicago, Danville and Vincennes	Ill.	6,675,565	*	221,107	—	2,975,000	3,325,000	345,068	—	110.0	—	—	—	627,930	277,853	—	100	....
Dec. 31, 1872	78.0	—	3.7	—	5	4	2	168	Chic., Cincinnati and Louisville	Indiana.	2,500,000	150,000	10,000	—	1,500,000	1,000,000	—	—	73.0	(No inf	ormation	furnished.	)	—	—	100	....
Dec. 31, 1872	117.0	14.0	21.5	—	14	8	3	410	Chic., Dubuque and Minnesota	Io. & Minn.	6,500,000	*	—	—	2,500,000	4,425,000	—	—	131.0	(No inf	ormation	furnished.	)	—	—	100	....
Dec. 31, 1872	80.0	—	8.0	30.0	15	6	3	—	Chicago and Iowa	Illinois.	4,100,000	*	—	—	1,350,000	1,750,000	1,000,000	—	—	(Chic., B	url. & Quin	cy R. R. C	o.)	140,000	—	100	....
May 31, 1873	81.3	1.1	16.9	—	—	—	—	—	Chicago, Iowa and Nebraska	Iowa.	5,000,000	—	—	—	4,200,000	810,000	—	—	—	(Chic. &	Northwes	t'n R. R.	Co.)	—	8	100	81½
Dec. 31, 1872	170.0	25.0	19.6	55.0	25	12	7	605	Chicago and Michigan Lake Shore	Mich.	6,538,400	*	—	—	1,188,400	5,350,000	—	—	170.0	482,640	240,169	128,662	500,985	218,500	—	100	....
May 31, 1872	1,383	—	200.0	120.0	269	277	83	5,983	Chicago and N. West'n. Ill., Wis. & Mich.		56,199,718	*	2,343,919	—	35,878,644	20,474,000	724,290	1,465,694	1,271.0	—	2,224,705	2,510,016	11,402,161	4,592,185	—	100	59½
Dec. 31, 1872	67.0	—	....	193.0	—	—	—	—	Chicago and Paducah	Illinois.	1,800,000	—	—	—	1,350,000	540,000	—	—	—	(Operat	ed by con	tractor—N	o report.)	—	—	100	....
Dec. 31, 1872	60.0	—	6.0	100.0	—	—	—	—	Chicago, Pekin & South-Western	Ill. & Mo.	—	(No information.)	—	—	—	—	—	—	—	—	(Being co	nstructed.	)	—	—	100	....
Mar. 31, 1873	493.0	120.5	142.8	—	197	66	36	3,940	Chicago, Rock Island & Pacific	Ill. & Iowa.	28,716,723	*	7,889,906	2,109 406	25,000,000	8,972,000	154,351	4,589,683	660.0	4,340,995	956,734	1,289,890	6,667,050	3,139,267	8	100	105½
Mar. 31, 1873	35.0	—	—	167.0	—	—	—	—	Chicago and Southern Illinois	Ill. & Ind.	—	(Under	construct	ion—no	informati	on.)	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1872	269.0	32.0	16.9	—	—	—	—	—	Chicago and South Western	Iowa & Mo.	13,500,000	—	—	—	7,000,000	5,000,000	1,658,551	—	—	(Chic., R	ock Islan	d and Pac	ific R. R.	Co.)	—	—	100	....
Dec. 31, 1872	36.3	—	2.1	—	—	—	—	—	Chillicothe and Brunswick	Mo.	865,000	—	—	—	365,000	500,000	—	—	—	(St. Lou	is K. City	and North	ern R. R.	Co.)	—	—	100	....
Dec. 31, 1872	7.0	—	3.0	....	—	—	—	—	Cincinnati and Baltimore	Ohio.	1,105,453	—	—	—	673,000	314,000	118,453	—	—	(Mariett	a and Cin	cinnati R.	R. Co.)	—	—	100	....
Mar. 31, 1873	60.0	—	118.2	—	33	30	13	429	Cincinnati, Hamilton and Dayton	Ohio.	3,974,655	1,127,251	1,689,230	262,965	3,500,000	2,032,000	1,052,450	669,651	60.0	549,574	750,687	564,542	1,204,865	495,373	8	100	....
Mar. 31, 1873	98.0	25.0	7.2	—	19	9	6	358	Cin., Hamilton and Indianapolis	O. & Ind.	6,187,645	*	—	—	(Sold un	der forec	lose. for	$1,000,000	123.0	—	—	—	312,358	L. 17,967	—	100	....
Dec. 31, 1872	39.0	—	1.9	—	—	—	—	—	Cincinnati and Martinsville	Indiana.	800,000	—	—	—	400,000	400,000	—	—	39.0	(Until re	cently lea	sed to Ind.	Cin. & La	fayette.)	—	100	....
Dec. 31, 1872	148.4	—	12.8	—	16	12	4	370	Cincinnati and Muskingum Valley	Ohio.	5,472,977	*	—	109,315	3,996,610	1,500,000	31,360	84,326	148.0	424,240	141,450	148,249	439,838	156,087	—	100	....
Mar. 31, 1873	36.0	—	2.6	—	5	1	4	167	Cin., Richmond and Chicago	Ohio & Ind.	826,733	184,552	700	56,965	382,600	565,000	61,350	—	42.0	—	—	—	229,635	70,974	—	100	....
Dec. 31, 1872	91.5	—	4.5	—	—	—	—	—	Cincinnati, Rich. & Ft. Wayne	Indiana.	3,756,952	—	—	—	2,000,000	1,800,000	—	—	91.5	—	90,118	72,204	187,252	61,470	—	100	....
Jun. 30, 1872	155.0	15.5	24.9	—	28	27	12	662	Cincinnati, Sandusky & Cleveland	Ohio.	7,982,936	*	—	—	4,729,037	3,261,330	18,108	—	215.5	741,280	254,436	283,393	850,755	339,244	—	50	20½
Dec. 31, 1872	25.0	—	....	270.0	4	2	1	110	Cincinnati and Terre Haute	Ohio & Ind.	—	(Under	construct	ion—no	report.)	—	—	—	25.0	20,360	—	4,032	—	7,047	—	100	....
Dec. 31, 1872	340.5	49.9	75.0	—	118	47	17	3,025	Cleveland, Col. Cin. & Ind.	Ohio & Ind	16,395,579	*	1,929,844	1,427,649	14,991,275	3,005,000	1,446,285	310,412	471.4	3,877,159	572,396	1,444,554	4,593,171	1,379,526	7	100	77
Dec. 31, 1872	67.8	12.4	10.3	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,147,934	—	—	—	2,059,200	1,164,000	—	—	—	(Atl. & G	t. Wtn. Ra	ilway Co.)	274,907	260,946	7	50	....
Jun. 30, 1872	102.0	—	5.0	42.0	11	6	4	460	Clev., Mt. Vernon and Delaware	Ohio.	2,875,125	*	—	—	1,200,000	2,300,000	—	—	114.5	133,000	135,607	176,909	300,347	126,728	—	100	....
Nov. 30, 1872	167.0	32.0	76.4	—	83	41	22	2,519	Cleveland and Pittsburg	Ohio & Penn.	12,490,700	2,588,644	659,162	219,062	11,226,150	2,834,344	396,663	440,411	225.0	2,316,159	654,758	1,881,912	Pa. R. R.	1,053,283	7	50	88½
Dec. 31, 1872	681.0	—	98.0	—	168	54	27	1,552	Col., Chic. & Ind. Cent	Ohio, Ind & Ill	37,014,719	—	—	—	13,828,569	23,555,174	180,974	—	681.0	4,690,845	646,459	1,390,597	4,411,095	783,881	—	100	30†
Dec. 31, 1872	76.0	4.0	....	161.0	3	2	2	12	Colorado Central (3 ft.)	Colorado.	1,999,300	*	—	—	1,474,300	525,000	—	—	40.0	—	—	—	99,216	14,967	—	100	....
Dec. 31, 1872	76.9	13.0	12.6	—	25	8	4	1,001	Columbus and Hocking Valley	Ohio.	2,578,037	1,072,739	268,658	59,094	1,208,810	2,148,000	291,199	330,219	89.0	499,522	134,999	681,819	854,892	442,663	25	50	....
Dec. 31, 1872	45.0	—	3.4	—	—	—	—	—	Columbus, Springfield & Cin	Ohio.	2,000,000	—	—	—	1,000,000	1,000,000	—	—	—	(Leased	to Cin., Sa	nd. & Clev	R. R. Co.)	—	—	100	....
Mar. 31, 1873	35.0	7.0	49.0	—	32	36	13	811	Concord	New Hampshire.	1,500,000	*	187,390	104,436	1,500,000	—	111,357	186,169	145.5	802,162	613,842	692,768	1,040,115	150,759	10	50	158
Mar. 31, 1873	41.0	—	6.0	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	1,108,859	—	—	—	350,000	—	—	—	—	(Concor	d R. R. Co	mpany.)	25,000	25,000	7	100	....
Jun. 30, 1872	110.3	—	15.2	—	22	16	7	746	Connecticut and Passump. Riv.	Vermont.	3,385,436	*	261,151	123,946	2,127,273	1,357,100	39,767	246,371	143.7	458,581	167,112	171,923	812,768	308,902	6	100	77
Sept. 30, 1872	50.0	5.9	23.5	—	18	24	10	311	Connecticut River	Massachusetts.	2,055,527	225,814	188,686	510,977	1,850,900	250,000	415,226	405,778	55.9	324,053	985,504	383,770	729 311	215,481	16	100	135
Sept. 30, 1872	45.0	—	4.7	—	6	12	5	140	Connecticut Valley	Connecticut.	2,403,589	246,175	—	—	1,033,500	998,000	973,000	7,390	45.0	66,293	205,441	16,077	144,851	7,390	—	100	....
Sept 30, 1872	66.7	—	7.0	—	8	10	2	170	Connecticut Western	Connecticut.	3,797,666	296,321	—	—	1,504,028	2,436,500	96,323	—	68.3	146,880	151,638	60,467	223,565	65,612	—	100	....
Dec. 31, 1872	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	—	—	—	1,278,300	1,000,000	—	—	—	(Phila.	and Trent	on R. R. C	ompany.)	—	6	50	....
Sept. 30, 1872	16.0	1.0	1.6	—	2	2	1	17	Cooperstown and Susquehanna	N. York.	458,914	*	—	—	308,405	100,000	22,240	—	17.0	—	—	—	39,611	14,727	—	100	....
Dec. 31, 1872	74.0	7.0	26.0	—	19	17	6	371	Cumberland Valley	Penn.	1,725,143	*	656,432	137,782	2,094,250	352,300	72,174	600,583	141.6	275,889	288,817	322,017	581,084	287,989	8	50	....
Dec. 31, 1872	45.0	—	2.5	—	5	2	2	17	Danv., Hazleton & Wilkesbarre	Penn.	1,102,600	—	—	—	684,235	1,400,000	—	—	—	(Leased	to Penns	ylvania R.	R. Co.)	—	—	50	....
Sept. 30, 1872	23.8	10.0	4.5	—	6	6	2	72	Danbury and Norwalk	Connecticut	1,108,448	145,383	—	—	600,000	407,500	86,050	25,681	33.8	101,553	159,330	44,653	172,120	69,796	10	50	....
Mar. 31, 1873	90.0	32.0	....	20.0	—	—	—	—	Davenport and St. Paul	Iowa & Minn.	5,000,000	*	—	—	2,000,000	2,440,000	—	—	90.0	(Recentl	y opened	—No repo	rt.)	—	—	100	....
Mar. 31, 1873	142.0	—	21.3	—	28	15	4	686	Dayton and Michigan	Ohio.	6,038,363	777,401	78,671	149,269	2,398,785	4,102,700	382,741	158,468	142.0	—	—	—	1,034,567	279,023	3½	100	....
Jun. 30, 1872	31.8	—	1.8	—	4	4	3	68	Dayton and Union	Ohio.	612,015	*	—	—	86,000	527,445	—	—	31.8	116,816	64,544	94,958	134,148	52,209	—	100	....
Jun. 30, 1872	41.5	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	1,011,276	—	—	—	Sunk.	701,000	—	—	—	(Operat	ed by Pitt	sb'g, St. L.	& Cinc. C	o.)	—	100	....
Oct. 31, 1872	83.0	14.3	5.6	—	—	—	—	—	Delaware †	Delaware.	2,114,184	—	76,184	71,522	1,317,390	870,000	—	74,470	99.3	317,068	—	—	448,841	121,046	6	100	....
Dec. 31, 1872	45.0	—	65.0	—	46	3	1	4,264	Delaware and Hudson	Penn.	4,621,411	*	24,313,589	955,845	15,000,000	13,088,385	—	1,804,460	62.0	(Owned	& operate	d by Del. &	Hud. Can	al Co.)	10	100	....
Dec. 31, 1872	115.0	—	119.0	—	128	20	9	10389	Delaware, Lack. and Western	Penn.	15,512,767	*	—	—	20,000,000	5,394,000	4,239,545	—	115.0	3,254,260	249,378	3,247,671	4,746,678	2,867,965	10	100	105
Dec. 31, 1872	115.0	15.0	5.1	—	6	4	2	64	*Denver Pacific*	Colorado.	5,000,000	*	—	—	2,500,000	2,500,000	—	—	121.0	—	19,795	43,862	371,903	196,997	—	100	....
Dec. 31, 1872	118.0	31.0	6.6	782.0	10	11	2	292	Denver and Rio Grande	Col. & N. Mex.	5,000,000	*	—	—	2,000,000	3,000,000	—	—	156.0	(Operati	ons by Co.	commence	d Jan. 1, 1	873.)	—	100	....
Dec. 31, 1872	250.0	—	20.0	—	27	10	10	540	Des Moines Valley	Iowa.	13,803,285	*	—	—	6,523,600	5,070,000	930,000	—	250.0	447,679	108,599	198,360	776,254	127,223	—	100	....
Aug. 31, 1872	63.0	—	3.8	28.0	6	4	4	145	Detroit, Eel River and Illinois	Michigan.	2,386,000	*	—	—	1,000,000	1,500,000	—	—	—	(R	ecently op	ened—no	returns.)	—	—	100	....
Aug. 31, 1872	55.0	—	3.2	—	4	2	2	50	Detroit, Hillsdale and Indiana	Michigan.	1,318,150	*	—	—	343,150	1,470,000	—	—	65.0	(R	ecently op	ened—no	returns.)	—	—	100	....
Dec. 31, 1872	189.0	—	26.0	—	34	37	20	502	Detroit and Milwaukee	Michigan.	10,213,628	*	—	—	2,917,140	7,296,388	—	19,259	189.0	775,746	438,074	330,559	1,381,603	442,153	—	100	....
Aug. 31, 1872	104.0	2.0	2.0	22.0	....	....	....	....	Detroit, Lansing & Lake Michigan	Mich.	5,777,000	—	—	—	1,707,000	4,070,000	—	—	166.0	—	—	—	610,000	—	—	100	....
Dec. 31, 1872	14.0	—	2.0	—	—	—	—	—	Dexter and Newport	Maine.	300,000	—	—	—	122,000	175,000	—	—	—	(Leased	to Maine	Central.)	—	18,000	6	100	....
Oct. 31, 1872	33.5	—	3.4	—	2	—	—	—	Dorcester and Delaware	Del. & Md.	—	—	—	—	—	—	—	—	33.5	—	12,338	7,781	22,792	7,175	—	100	....
Sept. 30, 1872	29.0	—	2.8	—	—	—	—	—	Dover and Winnipisseogee	New Hamp.	825,000	—	—	—	480,000	—	—	—	—	(Boston	and Maine	R. R. Co.)	—	29,000	6	100	....
Dec. 31, 1872	142.9	—	15.4	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,893,200	—	—	—	5,000,000	820,000	—	—	—	(Leased	by Illinois	Central.)	—	—	6	100	56
Dec. 31, 1872	54.7	—	2.8	—	4	4	5	76	Dubuque and South Western	Iowa.	1,719,977	40,161	—	—	1,174,977	550,000	12,247	63,057	54.7	—	—	—	161,458	72,488	—	100	....
Dec. 31, 1872	54.8	—	4.2	—	6	7	3	81	Dunkirk, Warren & Pittsburg	N. York.	2,770,565	*	—	—	1,266,000	1,400,000	189,907	—	54.8	—	—	—	109,262	2,064	—	100	....
Sept. 30, 1872	58.0	—	7.4	—	7	6	3	92	Dutchess and Columbia Counties	N. Y.	2,796,377	*	—	—	1,488,487	1,500,000	554,407	—	58.0	—	—	—	210,546	L. 26,996	—	100	....
Sept. 30, 1872	17.5	—	1.1	—	—	—	—	—	Duxbury and Cohasset	Mass.	384,519	—	—	9,870	350,000	—	42,239	2,150	17.5	—	100,711	6,262	34,048	1,434	—	100	....
Oct. 31, 1872	17.5	—	0 6	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	—	—	—	89,800	175,000	—	—	—	(Pennsy	lvania R. R	Co.)	—	—	—	50	....
Oct. 31, 1872	36.0	—	15.5	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,484,200	—	—	—	1,309,200	495,000	—	—	—	(Phila. &	Reading	Co.)	—	—	6	50	80
Jun. 30, 1872	242.0	28.0	27.0	—	43	33	8	605	East Tenn., Va., & Georgia †	Tenn. & Ga.	9,167,851	*	34,750	661,293	1,970,024	3,889,900	168,593	3,735,377	270.0	—	—	172,395	1,201,492	366,692	—	100	....
Sept. 30, 1872	61.4	71.7	61.6	—	73	133	35	854	Eastern	Massachusetts	7,436,949	1,767,261	1,382,235	1,579,678	4,262,600	6,746,100	701,841	405,582	264.6	1,403,179	6,000,399	424,320	1,973,623	574,201	—	100	77
Dec. 31, 1872	23.0	5.0	3.1	—	3	2	—	86	Eastern Kentucky	Kentucky.	—	—	—	—	—	—	—	—	23.0	49,312	22,107	41,308	129,305	21,728	—	100	....
Dec. 31, 1872	40.0	—	1.7	—	2	—	—	....	Eastern Shore †	Maryland.	895,000	*	—	—	295,000	600,000	—	—	40.0	—	(No state	ment furni	shed.)	—	—	100	....
Dec. 31, 1872	185.0	—	9.7	—	—	—	—	....	Elizabeth and Paducah	Kentucky.	6,000,000	*	—	—	3,000,000	3,000,000	—	—	185.0	(R	ecently o	pened—no	returns.)	—	—	100	....
Dec. 31, 1872	46.8	—	3.3	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	800,000	—	—	—	500,000	—	—	—	—	(Northe	rn Central	R. R. Co.)	25,000	25,000	5	100	....
Dec. 31, 1872	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620 000	—	—	—	1,000,000	1,620,000	—	—	—	(Northe	rn Central	R. R. Co.)	165,000	162,000	5	50	....
Sept. 30, 1872	459.0	495.0	505.5	—	488	302	76	16638	Erie	New Jersey, N. York & Pa.	97,048,084	11,181,472	568,121	1,133,257	86,536,910	20,398,800	2,517,301	—	954.0	12,318,400	3 598,988	5,564,274	18,371,885	4,720,285	1½	100	47½
Sept. 30, 1872	12.3	—	0.8	8.7	—	—	—	—	Erie and Genesee Valley	New York.	191,302	—	—	—	144,900	120,000	—	—	12.3	—	—	—	—	—	—	100	....
Dec. 31, 1872	66.0	—	3.0	109.0	8	4	3	81	Erie and Louisville	Ohio.	2,328,636	*	96,300	47,046	1,045,450	890,000	536,502	—	66.0	52,000	30,160	38,344	74,404	27,338	—	100	....
Dec. 31, 1872	31.5	8.7	11.3	—	29	10	4	1,319	Erie and Pittsburg	Pennsylvania.	5,397,000	*	—	—	2,000,000	3,297,000	—	—	114.0	749,260	265,935	1,141,437	(Pa. Co.)	385,937	7	50	....
Dec. 31, 1872	114.0	2.0	6.0	—	15	15	5	302	European and North American †	Maine.	3,725,907	*	—	—	1,272,550	4,753,778	3,220,360	—	114.0	154,290	298,082	—	367,574	165,289	—	100	....
Aug. 31, 1872	109.0	33.0	16.0	—	17	10	6	340	Evansville and Crawfordeville	Indiana.	2,879,748	*	24,449	92,138	1,144,253	1,127,000	20,630	704,452	132.0	359,515	146,036	—	566,979	218,648	—	100	....
Dec. 31, 1872	55.0	—	3.1	—	8	8	3	222	Evansville, Terre Haute & Chi	Ind. & Ill.	1,500,000	*	—	—	750,000	750,000	—	—	(Chicag	o, Danville	& Vincenn	es R. R. C	o.)	—	—	100	....
Sept. 30, 1872	5.8	—	—	—	—	—	—	—	Fall River, Warren & Prov	R. I. & Mass.	331,107	4,200	71,604	469,159	160,000	224,633	271,966	218,351	5.8	11,986	106,787	—	42,378	15,608	—	100	....
Oct. 31, 1872	12.7	—	0.8	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	—	—	107,400	—	—	—	—	(Pbg. &	Connells	v. R. R. Co.)	—	—	7½	50	....
Sept. 30, 1872	80.3	42.3	84.7	—	38	40	12	876	Fitchburg	Massachusetts.	3,503,372	560,000	227,603	—	4,000,000	—	—	511,200	98.8	716,246	1,860,427	740,123	1,350,289	323,935	8	100	120
Dec. 31, 1872	12.6	—	1.0	—	—	—	—	—	Flemington	New Jersey.	394,096	—	—	—	150,000	—	244,096	—	—	(Belv. Delaware R.		R. Co.)	16,217	L. 16,186	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$		$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1872	205.0	28.0	33.7	55.0	33	36	8	607	*Flint and Pere Marquette*.....Michigan.	8,765,602	1,135,131	694,565	384,284	3,297,300	5 389,000	1,048,609	1,244,673	233.3	888,227	509,975	344,559	1,133,612	455,118	—	100	...
Sept. 30, 1872	11.8	6.3	5.3	16.2	5	19	5	8	Flushing and North Side .....New York.	952,158	284,371	.....	.....	281,010	1,281,200	81,027	.....	18.1	176,515	1,256,278	.....	281,844	86,495	—	100	...
Sept. 30, 1872	10.0	—	1.0	—	3	2	1	10	Fonda, Johnstown and Gloversville. N. Y.	493,732	*	.....	.....	300,000	300,000	41,382	.....	10.0	35,056	99,890	25,397	78,023	38,198	—	100	...
Dec. 31, 1872	100.0	—	5.2	—	3	6	3	237	Ft. Wayne, Jack. & Saginaw. Ind. & Mich.	3,000,000	313,000	25,000	.....	1,050,000	2,000,000	.....	.....	100.0	.....	.....	.....	280,647	123,591	—	100	...
Jun. 30, 1872	109.6	—	2.7	—					Ft. Wayne, Muncie and Cin.....Indiana.	(Sold J	anuary	1, 1872.)	.....	1,000,000	2,300,000	.....	.....	109.0	.....	.....	.....	224,815	28,574	—	100	...
Sept. 30, 1872	26.0	—	3 3	—	3	1	—	90	Framingham and Lowell.....Mass.	1,021,792	182,062	.....	58,170	499,896	650,000	112,698	30	—	(Boston	,Clinton &	Fitchb'g.)	21,580	21,580	—	100	...
Dec. 31, 1872	11.5	—	1.8	—	2	3	—	21	Freehold and Jamesburg.....N. Jersey.	283,745	.....	.....	.....	283,745	.....	.....	.....	22.0	67,460	171,400	43,411	57,773	14,152	—	100	...
Feb. 28, 1873	95.0	—	9.0	150.0	9	6	4	126	Galv., Harrisburg & San Antonio..Texas.	2,255,402	287,906	.....	61,000	2,051,468	552,840	.....	.....	85.0	36,210	8,664	27,637	160,424	93,422	—	100	...
Dec 31, 1872	50.0	—	10.0	—	15	9	4	284	Galveston, Houston & Henderson. Texas.	2,522,063	398,639	234.423	14,796	1,000,000	1,500,000	360,653	311,091	50.0	198,167	86,845	179,666	751,054	366,017	1	100	...
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Georgia.	4,156,000	*	1,335,369	415,005	4,200,000	676,500	137,240	853,233	232.0	1,103,551	.....	.....	1,623,454	490,196	8	100	...
Jun. 30, 1872	111.0	—	5.5	—	8	4	4	302	Gilman, Clinton & Springfield.....Illinois.	4,000,000	*	.....	.....	2,000,000	2,000,000	.....	.....	111.0	87,808	.....	67,361	156,750	33,525	—	100	...
Sept. 30, 1872	11.6	—	0.3	3.1					Goshen and Deckertown .....New York.	290,901	.....	.....	.....	105,000	246,500	8,000	.....	—	(Leased	to Erie)	.....	21,500	21,500	6	100	...
Dec. 31, 1872	263.7	26.0	13.2	35.0	34	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	4,807,993	1,114,214	128,797	4,748,995	2,800,000	3,000,000	.....	.....	289.7	.....	491,910	311,670	949,781	505,640	—	100	...
Mar. 31, 1873	94.0	—	4.7	—					Grand River Valley.....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	—	(Leased	by Michig	an Central	R. R. C	o.)	—	100	...
Dec. 31, 1872	857.0	52.0	371.0	—	361	260	80	4,686	Grand Trunk ¶.....Canada.	106,900,746	*	5,197,215	1,348 999	16,977,503	91,597,296	4,870,346	1,515	1,377.0	6,754,570	1,718,273	1,535,296	8,935,970	1,803,921	—	100	...
Jan. 31, 1873	229.0	216.0	102.0	—	177	146	39	3,136	Great Western ¶.....Canada.	33,941,675	*	.....	.....	24,167,+ 7	10,816,000	.....	.....	569.0	4,416,442	.....	.....	5,732,870	2,989,050	6½	100	...
Sept. 30, 1872	8.0	—	0 5	—					Greece.....New York.	348,877	.....	.....	.....	200,000	.....	.....	.....	8.0	20,824	37,773	151,848	35,718	5,611	6	100	...
Feb. 28, 1873	151.0	—	5.0	49.0	9	5	3	300	Green Bay and Lake Pepin....Wisconsin.	3,400,000	*	.....	.....	1,500,000	2,400,000	.....	.....			(Not r	egularly o	perated.)		—	100	...
Sept. 30, 1872	14.0	—	0.8	—					Greenwich and Johnsonville...New York.	304,415	.....	.....	.....	130,098	185.500	11,086	.....	14.0	17,528	17,488	9,553	30,358	12.528	—	100	...
Mar. 31, 1873	66.0	—	4.0	180.0	7	3	1	72	Gulf Western Texas and Pacific.¶...Texas.	2,500,000	*	.....	.....	.....	1,386,000	.....	.....	....	68,000	9,505	35,874	232,979	128,161	—	100	...
Dec. 31, 1872	4.9	0.8	0.3	—	2	9	3	6	Hackensack and New York..New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)		—	100	...
Dec. 31, 1872	28.0	—	1.4	—					Hackensack Extension.....New Jersey.	559,600	.....	.....	.....	560,000	299,600	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)		—	100	...
Jun. 30, 1873	70.0	—	4.0	—					Hannibal and Central Missouri. Missouri.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	...
Jun. 30, 1873	46.0	6.0	2.3	—					Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,000	675,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	...
Aug. 31, 1872	206.0	68.5	27.7	22.0	79	61	62	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	23,297,728	*	.....	.....	14,250,828	9,146,900	.....	.....	274.5	1,648,638	320,838	415,363	2,464,670	670,529	—	100	31½
Sept. 30, 1872	7.9	—	1.0	—	2	3	2	13	Hanover Branch.....Mass.	170,130	40,445	.....	21,126	133 550	.....	40,000	68,151	7.9	21,096	79,998	14,397	71,032	20,295	—	100	...
Oct. 31, 1872	12.2	—	0.9	—	6	5	2	30	Hanover Branch.....Penn.	201,372	68,000	.....	.....	116,850	.....	.....	.....	12.2	48,150	34,401	128 424	82,388	24,356	10	50	...
Sept 30, 1872	116.0	2.0	7.2	—	9	5	1	146	Harlem Extension .....New York.	3,000,000	*	.....	.....	4,000,000	4,000,000	40,509	.....	118.0	277,969	137,337	105,849	317,748	Loss.	—	100	...
Oct. 31, 1872	36.0	18.0	17.6	—					Harrisburg and Lancaster..Pennsylvania.	1,182,550	.....	.....	.....	1,182,550	780,000	.....	.....	54.0	(Leased	by Pennsy	lvania R.R.	Co.)		7	50	102
Sept. 30, 1872	62.0	16.5	87.0	—	37	33	16	703	Hartford and New Haven..Conn. & Mass.	4,729,381	872,197	1,452,042	1,120,651	6,500,000	580,000	50,547	1,043,724	78.5	782,172	1,303,158	721,348	2,106,674	752,702	4½	100	...
Sept. 30, 1872	122.4	0.8	18.7	—	26	36	16	361	Hartford, Prov. & Fishkill¶.R.I., Ct & N.Y.	4,201 486	598,875	.....	.....	2,037,910	2,055,500	100,000	200,519	130.0	541,442	1,207,771	266,912	1,004,040	367,533	—	100	...
Aug. 31, 1872	75.0	—	4.0	125.0	13	6	3	81	*Hastings and Dakota*.....Minn.	(Purchase	d July	1, 1872 by	Mil. & S	t. Paul C	o. for $2,1	00,000.)		75.0	.....	10,928	20,640	21,415	Loss.	—	...	...
Dec. 31, 1872	5.5	—	0.6	—	2	—	—	100	Hibernia Mine..... .....New Jersey.	148,638	*	.....	1,362	150,000	.....	.....	.....	5.5	.....	.....	100,379	54,401	35,629	40	100	...
Dec. 31, 1872	68.3	—	4.9	—					Holly, Wayne and Monroe .....Mich.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Flint &	Pere Mar	quette R.	R. Co.)	10	...	...
Sept 30, 1872	10.2	—	0.8	—					Holyoke and Westfield.....Mass.	427,946	.....	.....	86	200,000	200,000	1,667	26,365	—	(New H	aven & N	orthamp.)	14,000	14,000	10	100	...
Sept. 30, 1872	74.0	—	7.0	—	16	16	8	389	Housatonic .....Connecticut.	1,864,871	340,687	.....	.....	2,000,000	400,000	335,213	42,248	162.2	274,960	232,741	242,218	528,115	117,529	—	100	...
Nov. 30, 1872	115.0	8.0	11.4	215.0	14	14	7	278	Houston and Great Northern¶.....Texas.	3,361,361	*	781,494	539,503	2,400,000	1 925.915	45,956	260,487	123.0	123,257	24,819	36,583	260,767	81,329	—	100	...
Dec. 31, 1872	387.0	115.0	16.9	—	45	25	14	916	Houston and Texas Central ¶.....Texas.	15,000,000	*	.....	.....	820,000	10,040,000	.....	.....	349.0	.....	.....	.....	2,675,234	1,345,134	—	100	...
Oct. 31, 1872	45.0	29.5	15.5	—	23	6	5	116	Huntingdon and Broad Top Mt.....Penn.	3,159,769	*	.....	.....	1,330,750	2,153,500	117,441	.....	74.5	238,167	59,126	449,748	301,967	17,451	—	50	22½
Dec. 31, 1872	705.5	—	130.4	—	197	117	45	4,565	*Illinois Central* .....Illinois.	34,061,196	*	10,248,460	614,081	23,500,000	19,423,707	.....	.....	1,107.0	5,588,226	1,352,156	2,039,321	8,026,754	2,103,107	10	100	101½
Dec. 31, 1872	62.8	—	3.2	—					Illinois Grand Trunk.....Illinois.	1,451,737	.....	.....	.....	960,000	960,000	.....	.....	—	(Leased	by Chicag	o, Buri. &	Quincy	Co.)	—	100	...
Jun. 30, 1872	85.0	—	2.9	67.0	5	...	...	...	Indiana and Illinois Central....Ind. & Ill.	3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	.....	—	(No	t operated	by Compa	ny.)		—	100	...
Dec. 31, 1872	202.5	10.0	38.0	—	65	23	9	1,762	Ind., Bloomington & Western..Ind. & Ill.	15,500,000	*	.....	.....	7,000,000	8,500,000	.....	.....	212.5	.....	.....	.....	1,359,691	.....	—	100	...
Dec. 31, 1872	179.0	—	21.2	—	58	40	12	1,121	Indianapolis, Cin. and Lafayette..Indiana.	13,986,000	*	.....	.....	5,500,000	8,700,000	.....	.....	179.0	1,211,206	.....	.....	1,754,869	592,056	—	100	...
Dec. 31, 1872	75.0	—	4.8	—	12	10	6	287	Indianapolis, Peru and Chicago..O. & Ind.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1872	72.0	—	12.0	—	58	34	16	1,407	Indianapolis and St. Louis.....Indiana.	3,927,197	*	241,216	424,409	600,000	3,338,000	654,822	.....	261.0	1,732,260	291,787	690,971	2,110,681	730,239	—	100	...
Dec 31, 1872	117.0	—	18.0	—	6	7	3	197	Indianapolis and Vincennes.....Illinois.	4,613,436	*	51,118	164,475	1,402,000	3,150,000	277,029	.....	117.0	212,294	.....	.....	264,390	90,205	—	100	...
Dec 31, 1872	183.7	—	6.2	—					*Iowa Falls and Sioux City*.....Iowa.	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	183.7	(Leased	by Ill. Cen	. R.R. Co.)	337,462	118,112	—	100	85
Dec. 31, 1871	78.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	.....	.....	.....	1,314,000	1,314,000	.....	.....	78.0	(Leased	to Chicag	o & N. W	estern.)		—	100	...
Sept.30, 1872	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,236,150	*	.....	.....	494,162	600,000	103.302	.....	35.6	82.960	20,367	121,600	110,942	51,708	—	100	...
Dec. 31, 1872	13.0	1.0	1.3	—	3	2	1	146	Iron .....Ohio.	288,237	57,000	49,403	.....	129,550	.....	13,398	251,692	14.0	27,500	34,266	138,100	102,274	55,359	—	100	...
Oct. 31, 1872	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	.....	.....	400,000	100,000	.....	.....	11.0	11,350	.....	115,876	48,865	15,041	—	50	...
May 31, 1872	232.0	—	15.9	76.0					*Jackson, Lansing and Saginaw*..Michigan.	6,500,000	.....	.....	.....	1,976,100	4,195,000	.....	.....	156.0	(Leased	by Michig	an Central	R.)		—	100	...
Dec. 31, 1872	36.5	—	7.2	—					Jefferson (Erie).....Pennsylvania.	4,295,700	.....	.....	.....	2,095,700	2,300,000	.....	.....	—	(Leased	by Erie R	ailway Co.)		140,000	—	100	...
Dec. 21, 1872	108.0	116.0	22.6	—	41	37	12	744	Jeffersonville, Madison and Ind..Indiana.	6,888,000	*	1,058,864	102,891	2,000,000	4,888,000	1,214,013	7,858	224.0	1,061,102	658,633	468,236	1,287,280	469,670	7	100	...
Dec. 31, 1872	37.7	—	4.2	—					Joliet and Chicago .....Illinois.	1,849,000	.....	.....	.....	1,500,000	349,000	.....	.....	—	(Leased	to Chicag	o & Alton	R.R. Co.)		7	100	85
May 31, 1872	44.5	—	3.7	—					Joliet and Northern Indiana...Ill. & Ind	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased	to Michig	an Centra	l. R. R. C	o.)	8	100	...
Oct. 31, 1872	4.6	—	9.8	—					Junction (Phila.).....Pennsylvania.	898,324	.....	.....	.....	185,250	800,000	.....	.....		24,937	215,230	.....	132,384	55,157	—	50	...
Dec. 31, 1872	42.0	—	2.1	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(No	returns f	urnished.)			—	100	...
Dec. 31, 1872	58.0	—	3.1	—					Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	—	(Leased	to Lake S	.& M. So.)	103,800	103,800	6	100	...
Mar. 31, 1873	40.0	—	2.7	—					Kalamazoo and South Haven.....Mich.	890,000	.....	.....	.....	250,000	640,000	.....	.....	—	(Leased	by Michig	an Central	.R.R.Co.)	51,200	—	100	...
Mar. 31, 1872	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Joseph & Co. Bl. Mo. & Ia.	8,626,158	*	.....	.....	2,789,413	6.131,500	.....	.....	260.2	.....	.....	.....	1,242,270	.....	—	100	...
Jun. 30, 1872	31.9	—	1.8	—					Kansas City and Santa Fe.....Kansas.	1,440,000	.....	.....	.....	720,000	720,000	.....	.....	—	(Leased	by Leav. L	awr. & Gal.	R.R.Co.)	72,000	—	100	...
Dec. 31, 1872	638.6	34.0	22.6	—	88	53	18	1,074	Kansas Pacific.....Kansas & Col.	35,183,274	*	2,428,546	2,563,182	9,688,950	16,925,000	2,706,480	.....	672.6	2,475,270	179,182	348,966	3,782,718	1,494,447	—	100	...
Aug. 31, 1872	49.0	—	2.4	—	6	10	4	56	Knox and Lincoln ..... Maine.	2,725,798	*	.....	138,305	361,492	2.395.000	.....	107,611	49.0	(Com	pleted Oct	. 19, 1871.)	87,612	35,978	—	100	...
Oct. 31, 1872	80.0	—	3.0	—	26	10	4	1,515	Lackawanna and Bloomsburg.....Penn	3,398,452	722,702	.....	.....	1,335,000	2,250,000	193,261	.....	80.0	436,506	362,294	2,213,010	1 083,505	471,764	—	50	...
Dec. 31, 1872	80.3	—	2.5	93.0					Lafayette, Bloomington & Miss...Illinois.	2,300,000	.....	.....	.....	1,000,000	1,300,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	...
Dec. 31, 1872	36.0	—	1.8	79.0					Lafayette, Muncie & Bloomington ...Ind.	783,073	.....	.....	3,716,927	3,000,000	1,500,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	...
Sept. 30, 1872	16.0	—	.....	124.0					Lake Ontario Shore Line.....New York.	1,541,456	.....	.....	.....	1.727,553	792,000	96,097	.....	—	(Not yet i	n operatio	n.)			—	100	...
Dec. 31, 1872	541.3	595.2	532.2	—	418	160	62	8,640	Lake Shore & Mich. S.....P., O. Ind. & Ill.	54,047,176	12,364,387	7,315,307	1,515,979	50,000,000	25,495,000	6,350,020	1,417,630	1,136.5	13,477,534	2,112 833	4,382,243	17,691,629	3,118,598	8	100	81½
Jan. 30, 1872	37.0	—	.....	68.0	6	—	—	35	Lake Shore and Tuscarawas Valley. Ohio.	2,539,660	87,519	138,142	72,922	744,938	2.000 000	93,314	.....	—		(Opened t	hrough in	July, 187 3.)		—	100	...

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad. progress.	Railroad. In	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. R. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.							$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1872	74.0	—	4.8	76.0	7	9	3	121	N. Y., Kingston & Syracuse..New York.	3,055,856	190,066	.....	.....	2,662,921	583,000	92,692		74.0	101,685	133,267	69,137	219,369	60,974	—	100	....
Sept. 30, 1872	5.4	—	0.4	84.6	1	1	—	—	N. Y., Housatonic & North.N.Y. & Conn.	604,626	12,737	.....	.....	261,000	183,500	156,475		—	(Leased	by Housat	onic R. R.	Co.)	3,010	—	100	....
Sept. 30, 1872	7.0	—	0.4	0.2	—	—	—	—	New York and Mahopac.....New York.	264,912	*	.....	.....	265,000	*	*		—	(Leased	by New Y	ork & Har	lem R. R.	Co.)	—	100	....
Sept. 30, 1872	124.0	16.8	164.0	—	84	129	41	1,010	N. Y., N. H. & Hartford..N.Y., Ct. & Ma.	12,861,474	1,840,530	1,465,553	3,428,675	15,500,000	1,641,500	377,341	1,377,592	190.2	1,700,591	3,925,765	892,579	4,483,554	1,769,809	10	100	129½
Sept. 30, 1872	62.5	—	27.5	—	20	19	7	99	N. Y., Providence and Boston..C. & R. I.	3,101,400	*	.....	.....	1,887,400	1,214,000	.....	.....	67.5	441,485	614,211	229,677	911,021	401,914	9	100	125
Sept. 30, 1872	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	3,210,616	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	by New Y	ork Cent.	R.R. Co.)	60,000	6	100	....
Jun. 30, 1872	35.3	—	3.3	—	5	1	1	134	Niles and New Lisbon .....Ohio.	1,047,364	108,287	.....	.....	500,000	500,000	59,564	96,067	35.3	112,067	93,564	336,267	179,553	88,216	—	100	....
Sept. 30, 1872	223.0	—	11.2	—	24	18	10	271	North Carolina †.....North Carolina.	4,947,741	*	344,672	337,271	4,000,000	553,418	592,080	483,241	223.0	478,580	140,297	113,129	(Rl'hm.&	Danv.)	—	100	....
Feb. 28, 1873	102.0	—	9.0	—	14	14	5	142	North-Eastern †.....South Carolina.	2,148,131	*	88,720	37,364	979,850	1,101,500	138,977	53,380	102.0	293,721	82,718	.....	395,463	159,695	—	100	....
Jun. 30, 1873	72.0	—	3.6	118.0	—	—	—	—	North Louisiana and Texas.....La.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	(No accou	nts.)	.....	.....	—	100	....
Oct. 31, 1872	55.6	12.1	66.7	—	39	36	20	908	North Pennsylvania.....Pennsylvania.	7,086,930	1,208,779	1,524,750	.....	3,473,500	4,042,500	63,394		67.7	617,092	889,571	980,119	1,586,938	592,322	5s	50	59
Dec. 31, 1872	96.0	45.3	83.3	—	30	21	10	689	Northern, of Canada.....Canada.	5,465,410	*	78,964	610,682	.....	5,819,968	261,561	3,538	140.3	748,838	212,080	313,664	894,774	180,541	—	100	....
Dec. 31, 1872	138.0	4.0	137.0	—	141	69	22	6,284	Northern Central †.....Md. and Penn.	11,666 830	3,223,438	2,750,000	228,678	5,842,000	11,040,602	1,464,215	222,099	317.0	3,288,463	1,110,110	4,769,895	4,898,820	1,161,760	6	50	69½
Mar. 31, 1872	60.2	13.4	17.6	—	27	16	6	549	Northern New Hampshire..New Hamp.	3,068,400	*	309,618	212,958	2,068,400	102,000	266,800	154,576	82.6	506,848	195,402	411,838	706,358	217,103	8	100	106
Dec. 31, 1872	21.3	—	4.6	—	—	—	—	—	Northern New Jersey.....New Jersey.	527,452	*	872,548	.....	1,000,000	400,000	.....		(Leased	to Erie Ra	ilway Co.)	278,054	37,604	8	100	106
May 31, 1872	153.0	106.0	.....	1,441	72	16	6	1,554	Northern Pacific.....Minn., Dak. &c.	13,292,142	1,908,838	601,394	.....	.....	50,000p.m	.....		559.0		(No state	ment pu	blished.)		—	100	....
Sept. 30, 1872	59.4	7.0	13.1	—	20	15	6	642	Norwich and Worcester †.Conn. & Mass.	2,463,983	*	84,706	189,188	2,364,400	759,000	35,526	731,947	66.4	416,089	372,841	346,367	771,602	29,528	10	100	138½
Jun. 30, 1872	118.0	32.0	14.6	—	21	27	12	394	Nova Scotia.....Nova Scotia.	6,976,268	*	110,464	.....	.....	6,976,268	110,464		145.0	.....	194,167	242,210	328,841	Loss.	—	100	....
Sept. 30, 1872	118.0	4.0	18.0	—	34	19	4	1,026	Ogdensburg and Lake Champlain...N. Y.	4,048,510	1,748,411	.....	.....	3,077,000	1,612,000	.....		122.0	636,755	171,694	417,373	1,006,979	263,86	6	100	86
Dec. 31, 1872	10.0	2.0	3.8	—	2	—	—	96	Ogden Mine.....New Jersey.	452,994	*	.....	.....	450,000	.....	.....		12.0	.....	.....	54,479	47,459	25,656	6	100	....
Jun. 30, 1872	840.0	53.0	24.0	—	122	57	24	2,422	Ohio and Mississippi ....Ohio, Ind. & Ill.	34,470,752	*	.....	.....	24,030,000	10,111,860	528,902		893.0	2,852,763	404,765	708,799	3,343,845	984,008	—	100	34½
Oct. 31, 1872	120.0	3.0	53.7	—	32	19	5	328	Oil Creek and Allegheny River.....Penn.	8,554,547	1,008,331	.....	.....	4,959,450	3,680,000	.....		123.0	749,668	559,926	676,500	1,285,554	461,531	6½	50	33½
Sept. 30, 1872	131.3	19.4	50.6	15.0	45	95	16	607	Old Colony and Newport..Massachusetts.	8,095,654	*	441,553	586,443	5,103,506	3,521,000	467,989	581,156	150.7	1,110,675	3,711,345	610,434	1,897,438	630,249	6½	100	110½
Dec. 31, 1872	9.9	2.0	3.1	—	33	—	—	—	Orange and Newark.....New Jersey.	1,073,555	*	.....	.....	290,300	736,000	73,852		11.9	.....	2,984,317	.....	203,094	24,633	—	100	....
Sept. 30, 1872	282.6	10.0	9.6	—	26	21	12	382	Orange, Alex. and Manassas Gap †....Va.	9,180,634	*	.....	.....	2,692,540	5,622,664	865,431		292.6	713,252	196,894	161,484	988,371	403,598	—	100	....
Dec. 31, 1872	25.0	—	1.7	200.0	—	—	—	—	Osage Valley and Southern Kansas...Mo.	600,000	.....	.....	.....	375,000	200,000	25,000		—	(Leased	by Pacific	(of Mo.)R.	R. Co.)	35 p. c.	—	100	....
Sept. 30, 1872	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	950,953	.....	.....	.....	300,000	612,100	27		35.0	(Leased	by Rome,	Watertow	n & Ogd.	RR. Co.)	—	100	....
Sept. 30, 1872	35.0	—	46.7	—	11	12	4	258	Oswego and Syracuse.....New York.	1,114,844	530,270	.....	.....	1,144,400	180,000	.....		35.0	232,069	171,982	232,801	354,380	73,878	9	100	....
Dec. 31, 1872	35.0	—	1.6	100.0	2	1	1	10	Owensboro and Russellville...Kentucky.	.....	.....	.....	.....	1,500,000	1,500,000	.....		35.0	(In cour	se of cons	truction:	no return	s.)	—	100	....
Dec. 31, 1872	283.5	15.5	39.1	—	—	—	—	—	*Pacific* of Missouri †.....Missouri.	.....	*	.....	.....	7,000,000	(Assume	d by Le	sees.)	—	(Leased	by Atlant	ic & Pacif	c R. R. C	o.)	—	100	....
Dec. 31, 1872	63.5	—	3.6	101.5	7	4	2	77	Paducah and Gulf .....Kentucky.	3,261,312	*	960,220	89,430	2,924,150	1,000,000	408,812		63.5	469,289	22,920	21,589	95,261	35,845	5	100	35
Jun. 30, 1872	11.0	—	0.5	53.4	2	1	1	25	Painesville and Youngstown.....Ohio.	234,608	21,389	.....	.....	255,997	.....	.....	.....	11.5	(Under	construct	on: no re	turns.)		—	100	....
Dec. 31, 1872	47.6	—	11.3	—	20	26	4	486	Panama.....New Granada.	10,000,000	*	.....	.....	7,000,000	2,998,177	.....	.....	47.6	.....	.....	.....	1,718,630	1,232,602	10½	100	117
Dec. 31, 1872	76.0	35.0	6.2	—	7	5	3	246	Paris and Decatur.....Illinois.	2,800,000	*	.....	.....	1,600,000	1,200,000	.....	.....	109.0		(No	statement	furnished	.)	—	100	....
Dec. 31, 1872	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	600,000	.....	.....	.....	630,000	.....	.....	.....	—	(Leased	by Erie R	ail'y Co.)	53,400	53,460	8½	100	....
Dec. 31, 1872	12.0	—	2.6	—	—	—	—	—	Paterson and Newark.....New Jersey.	896,162	.....	.....	.....	250,000	500,000	.....	.....	—	(Leased	by Erie R	ail'y Co.)		35 p. c.	—	100	....
Dec. 31, 1872	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	.....	.....	.....	248,000	100,000	.....	.....	—	(Leased	by Erie R	ail'y Co.)	30,173	30,173	6	100	....
Feb. 28, 1873	67.3	—	3.9	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,576,000	.....	.....	.....	1,500,000	1,076,800	.....	.....	—	(Leased	by Tol. Wa	b. & Win.	Co.)		—	100	....
Dec. 31, 1872	22.0	—	1.8	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	533,692	.....	.....	.....	342,159	166,000	36,842	.....	—	(Leased	by United	Co.)	31,729	31,729	6	100	....
Dec. 31, 1872	18.0	—	1.1	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	.....	.....	.....	500,000	375,000	.....	.....	—	(Leased	by N. Jer	Sth'n R.R.	Co.)	.....	—	100	....
Dec. 31, 1872	165.0	—	10.0	40.0	4	4	2	48	Peninsular.....Mich. Ind. & Ill.	4,926,263	*	.....	.....	1,995,000	2,779,000	142,262		165.0	.....	83,491	46,333	109,913	Loss.	—	100	....
Dec. 31, 1872	354.9	99.0	546.9	—	593	292	112	11439	Pennsylvania .....Pennsylvania.	31,283,395	11,154,553	53,506,985	20,413,980	53,271,937	35,072,309	19,395,422	8,919,154	787.7	13,380,937	5,250,398	7,844,779	22,012,525	8,247,852	10	50	96½
Dec. 31, 1872	47.0	15.9	57.0	—	23	8	—	2,540	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,967,500	.....	4,000,000	536,500	375,000		47.0	.....	3,486	1,326,772	23,033		20	50	270
Dec. 31, 1872	22.5	—	1.2	—	—	—	—	—	Pennsylvania and Delaware. Penn. & Del.	1,200,000	.....	.....	.....	483,297	200,000	.....	.....	—	(Leased	to Penna.	R.R. Co.:	recently	opened.)	—	50	....
Dec. 31, 1872	104.3	12.1	35.9	—	18	2	—	1,218	Pennsylvania and N. York. N.Y. & Penn.	5,086,426	628,814	.....	.....	3,061,700	3,000,000	.....	.....	145.6	.....	190,309	1,268,527	1,608,287	437,135	—	50	....
Dec. 31, 1872	46.0	—	6.6	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	*	.....	.....	1,200,000	680,000	.....	.....	—	(Leased	by Chic. R.	I. & Pac.	Co.)	125,000	8	100	....
Dec. 31, 1872	83.0	—	11.6	—	12	7	4	181	Peoria, Pekin and Jacksonville...Illinois.	3,289,700	*	.....	.....	1,239,700	2,000,000	.....	.....	83.0	260,093	77,372	124,505	302,552	.....	—	50	....
Dec. 31, 1872	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge. N. Jersey.	214,581	.....	.....	.....	57,200	100,000	57,381	.....	—	(Oper. b	y Penna.	R. R. Co.)	.....	.....	—	100	....
Dec. 31, 1872	64.0	16.0	8.0	—	12	9	5	120	Petersburg †.....Virginia.	1,817,985	*	323,905	42,388	1,324,200	500,000	361,063		82.0	228,000	44,292	57,238	238,944	133,551	—	100	....
Oct. 31, 1872	46.0	—	6.0	—	9	7	3	95	Philadelphia and Balt. Cent. Penn. & Md.	1,806,209	177,474	.....	.....	220,606	2,600,000	58,413		58.1	176,312	316,515	134,307	295,594	105,205	—	100	....
Dec. 31, 1872	287.6	—	114.3	—	130	38	20	2,965	Philadelphia and Erie †....Pennsylvania.	21,822,990	.....	2,248,603	.....	8,448,000	14,750,000	892,963		287.6	2,012,351	339,793	2,028,568	3,980,753	846,319	—	50	46
Dec. 31, 1872	17.1	3.1	13.7	21.0	24	45	18	192	Phila., Germantown and Norristown..Pa.	1,146,538	368,262	500,793	.....	2,251,900	.....	.....		22.6	(Leased	by Phila.	& Read'g.)	287,816	271,179	12	50	174
Dec. 31, 1872	98.4	172.1	421.7	—	377	202	58	14133	Philadelphia and Reading..Pennsylvania.	45,922,674	*	24,888,327	2,675,996	34,236,175	33,129,804	4,172,614	1,968,004	708.0	7,248,778	6,383,991	9,573,405	12,125,038	4,823,300	10	50	114½
Dec. 31, 1872	26.6	—	36.3	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,534,479	*	329,626	.....	1,259,100	.....	.....		87.5	.....	1,561,080	1,124,640	1,759,758	.....	10	100	122
Dec. 31, 1872	95.3	3.8	139.1	—	64	103	49	1,295	Philadelphia, Wilm. and Baltimore. Penn	11,890,736	*	2,318 306	175,395	12,485,750	1,980,500	455,321	660,478	197.7	1,248,818	1,747,195	449,780	2,814,274	1,188,614	8	50	107½
Oct. 31, 1872	7.0	—	1.0	—	2	3	2	22	Pithole Valley.....Pennsylvania.	100,000	*	225,000	.....	225,000	100,000	17,132		7.0	.....	9,800	12,854	20,483	Loss.	—	50	....
Dec. 31, 1872	193.0	8.0	46.0	—	119	34	19	1,605	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	15,026,349	3,740,438	1,950,109	1,812,288	8,433,550	10,011,740	5,661,173		201.9	3,160,506	606,902	1,429,115	3,356,649	799,501	—	50	....
Dec. 31, 1872	468.3	—	156.3	—	243	96	54	5,559	Pittsburg, Ft. W. and Chic..P., C., I. & L.	35,835,286	*	.....	.....	22,214,286	13,621,000	17,290		503.6	7,313,148	2,106,152	2,408,162	9,780,310	4,507,485	10	100	92
Dec. 31, 1872	14.0	—	3.1	16.0	3	2	1	45	Pittsburg, Virginia & Charleston.....Pa.	654,068	55,243	.....	.....	618,564	.....	.....		14.0		(In opera	tion only t	hree mon	ths.)	—	50	....
Oct. 31, 1872	149.6	1.9	17.2	—	57	26	9	430	Pittsb'g, Washington & Dalton..Pa. & Md.	11,598,238	687,192	83,196	.....	1,960,682	4,780,000	3,463,204		173.8	1,703,680	781,994	980,780	1,437,392	Loss.	—	50	....
Sept. 30, 1872	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	450,000	.....	.....	.....	450,000	.....	.....		—	(Leased	by Boston	& Albany	R.R. Co.)	27,000	6	100	....
Jun. 30, 1872	—	—	—	178.0	—	—	—	—	Plymouth, Kankaka & Pacific. Ind. & Ill.	.....	.....	.....	.....	719,290	450,000	.....		—	(Leased	by Pennsy	lvania Co.	.)		—	100	....
Oct. 31, 1871	66.0	—	2.7	24.0	7	6	3	315	Port Huron and Lake Michigan.....Mich.	3,000,000	*	(To com	pletion.)	1,200,000	1,800,000	.....		41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Nov. 30, 1872	60.0	—	3.5	60.0	5	13	3	92	Portland and Ogdensburg....Me. & N. H.	1,945,560	161,149	97,155	29,230	1,039,095	906,000	259,132	28,859	60.0	118,100	55,592	37,856	115,484	40,261	—	100	....
Dec. 31, 1872	65.0	—	2.1	93.0	5	4	3	85	Portland and Ogdensburg.....Vermont.	1,652,000	*	.....	.....	.....	2,340,000	.....				(Earnings	used in co	nstructio	n.)	—	100	....
Dec. 31, 1872	27.5	—	2.6	—	2	1	1	22	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	.....	.....	.....		27.5	17,215	2,880	6,375	14,221	.....	—	100	....
Aug. 31, 1872	52.5	—	3.3	—	6	10	4	113	Portland and Rochester.....Me. & N. H.	1,900,854	*	.....	.....	250,000	218,500	.....		52.5	141,640	120,009	60,790	131,561	38,078	—	100	....
May 31, 1872	51.3	—	7.4	—	19	—	—	167	Portland, Saco and Portsmouth ....N. H.	1,500,000	*	45,000	10,296	636,097	1,120,000	200,053				(Leased b	y Eastern	R.R. Co.)		10	100	121½
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	110	Port Royal.....South Carolina.	5,500,000	*	.....	.....	1,500,000	.....	.....		110.0		(Operated	for benefit	of contra	ctors.)	—	100	....
May 31, 1873	71	—	4.9	30.0	—	—	—	—	Portsmouth, Gt. Falls and Conway. N. H.	2,270,000	*	.....	.....	3,000,000	2,500,000	.....	.....			(Leased b	y Eastern	R.R. Co.)		6	100	60
Sept. 30, 1872	41.8	—	2.5	3.4	4	5	—	60	Poughkeepsie and Eastern....New York.	1,391,372	*	.....	.....	770,000	2,000,000	.....	.....	41.8	53,514	70,013	10,40	53,079	14,038	—	100	....
															524,464	506,200	506,079										

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PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate	Div'ds Paid.	Market Price.
Railroad Stocks:	$	p c	p c	p. c.
Atlantic and Great Western, pref...	10,000,000	7	....	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	....	....
" " " guar.	276,200	7	....	....
Atlantic and Pacific, preferred	10,000,000	7	....	17½
Atlantic and St. Lawrence,* guar...	3,934,900	4	4	....
Baltimore and Ohio,* preferred.....	3,552,800	6	5	105
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar.....	1,169,500	7	7	85½
Camden and Amboy,* guaranteed..	5,847,800	10	10	121½
Camden and Atlantic, preferred....	763,549	7	3½	78
Cayuga and Susquehanna,* guar....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,600	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	102½
Central Ohio,* preferred	411,550	6	6	80
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	76
Chicago and Alton, † preferred.....	2,425,400	...	10	111
Chicago, Iowa & Nebraska,* guar..	3,916,300	...	8	90
Chicago and North-Western, pref...	21,289,563	7	7	72½
Cinc., Sand. and Cleveland, pref....	429,000	6	6	....
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	88½
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred....	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	....	....
Dubuque and Sioux City,* guar....	5,000,000	...	3	56
Dubuque South-Western, pref.....	590,315	8	....	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	75
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	76
" " com.& *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	75
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	....	....	....
Hannibal and St. Joseph, pref	2,167,700	7	7	41½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred.....	1,180,000	8	8	100
Huntington & Broad Top Mtn, pref.	190,750	7	...	34
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	85
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref...	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	3,101,660	6	...	....
" " 2d pref.....	4,436,250	6	...	....
Mich. Southern, (Lake Shore) guar..	533,500	10	10	....
Mill Creek,* guaranteed.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	10,825,777	7	7	71½
Mine Hill,* guaranteed.....	3,856,450	8	8	104
Montclair,* guaranteed.....	2,000,000	7	....	....
Morris and Essex,* guar.....	15,000,000	7	7	92
Nesquehoning Valley,* guar.....	2,000,000	10	10	109½
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,295,200	10	10	122
New London Northern,* guar.....	971,400	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	117
" " *com.& guar.	8,500,000	8	8	125
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred.....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	128½
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	56½
" " pf.& *guar.	2,000,000	8	8	92½
Ohio and Mississippi, preferred.....	4,030,000	7	7	65
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama, guaranteed.....	7,000,000	12	12	117
Paterson and Hudson,* guar.....	630,000	....	8½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	....	....	....
Phila., German't'n & Norrist'n,*guar.	2,231,900	12	12	174
Philadelphia and Reading, † pref....	1,551,687	10	....	....
Philadelphia and Trenton,* guar....	1,259,100	10	10	122
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	92
Pittsfield and North Adams,* guar.	450 000	5	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	121½
Rochester & Genesee Valley,* guar.	557,560	....	....	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	49
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	....	35
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	....	....
St. Louis, Kansas City & Nor., pref..	12,000,000	...	....	31
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	389,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	....	....
" " 2d pref..	1,000,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	71½
Warren,* guaranteed.....	1,800,000	7	7	....
Canal Stocks.				
Delaware Division,* guar.....	1,633,350	8	8	....
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	125
" com. and * guar.....	1,695,000	4	4	52½
Schuylkill Navigation preferred....	2,808,977	6	6	25

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 28.

	Th.22.	F.23.	Sat.24.	M.26.	Tu.27.	W.28
Boston, Hart. & Erie.... 3	....	2½	3	....	....
Canton Co.....	....	....	75	76½	....
Central Pacific.....	....	....	....	....	....
Central Pacific 6s..... 98	....	98½	....	....	98½
Central of N. Jersey.... 96	....	100½	101½	102½	102½
Chesapeake & Ohio 1 m. 60½	60½	....	....	60½	60½
Chicago & Alton.....109	....	....	....	109	108½
" pref..... ...111	111	....	....	....	....
" 1 M.....	....	....	....	....	....
" S. F.....	....	....	....	....	....
" Inc. bds.....	....	....	....	....	....
Chicago, Burl. & Q.....	....	....	104½	....	106
" 8s, 1883	....	....	....	....	....
Chic. & Northwestern . 60½	60½	60½	60½	60½	58½
" pref..... 72½	72½	72½	72½	72½	72½
" 1st M.....100	101	....	....	102	....
" S. F.....	....	....	....	....	....
" Consol..... 92	92	....	92½	....	91½
Chic., Rock Isl. & Pac..104½	105	104½	105½	105½	105½
Chi., R. I. & Pa. 7s, 1896.....	....	....	103	....	....
Clev., Col., C. and Ind.. 78	....	76½	....	77½	77
Clev. & Pittsburg guar.....	88½	88½	....	....	88½
" 2 M.....	....	....	....	....	....
" 3 M.....	....	....	....	....	....
" 4 M.....	....	....	....	....	88½
Clev. and Toledo.....	....	....	....	....	....
" S. F. 7s.....	....	....	....	101½	101
Col., Chi., & Ind. C..... 31½	31½	31½	31½	31½	30½
" 1 M.....	....	86½	....	87½	....
" 2 M..... 67½	....	....	....	66½	....
Del. & Hudson Canal ..116s	....	....	....	115½	....
Del. Lack. & Western..101½	101½	102½	104½	104½	105
" 1 M. 7s.....	....	....	....	101½	....
" 2 M 7s.....	....	....	....	....	101½
Erie Railway..... 47½	48½	48½	47½	46½	47½
" pref.....	78	....	....	....	....
" 1 M.7s, 1897.....	....	....	....	....	102½
" 2 M. 7s, 1879.....	....	....	....	....	....
" 3 M. 7s, 1883 99	....	....	....	....	....
" 4 M. 7s, 1880 97	....	....	....	....	....
" 5 M. 7s, 1888.....	....	....	....	....	....
" 7s, con. gold.....	....	....	....	....	....
Great Western 2d mort.....	83½	....	....	....	....
Hannibal & St. Joseph. 32	32	32½	31½	31½	31½
" pref..... 42	41½	41½	41½	41½	....
" 8s, conv.....	....	....	....	85	....
Hudson River.....	....	....	....	....	....
" 2 M. S. F.....	....	....	....	....	....
" 3 M 7s, 1875.....	....	....	....	....	....
Illinois Central	....	....	101½	101½	....
" 7s	....	....	....	....	....
Lake Shore & Mich.S'th. 79½	81	81½	82½	82½	81½
Marietta & Cin. 1st pref.....	....	....	....	....	....
" 2d pref.....	....	....	....	....	....
Michigan Central.....	86	86½	91½	91	90½
" S.F. 8s, 1882.....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.....	....	....	....	....	....
" 2 M.....	....	....	97½	....	....
Milw. and St. Paul..... 48	48	48	47½	46	46½
" pref..... 72½	72½	72½	72½	71½	71½
" 1st mort.....	....	....	....	....	....
" 2d mort.....	....	....	....	....	....
" 8s.....	103	....	109	....	....
" 7 3-10s con.....	....	....	99	....	....
" 7s, gold.....	....	....	....	....	....
Missouri 6s.....	93½	94	....	93½	....
" H. & St. J. 8s.....	92	....	....	92	....
Morris and Essex.....	91½	91½	92½	....	92
" 1st mort....105	105½	....	105½	....	....
" 2d mort.....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.104½	103½	103½	103½	103½	103½
" 7s, S.F.1876.....	....	....	....	....	....
" 6s. S.F. 1883.....	....	....	....	....	91½
" 6s. S.F. 1887 90	....	....	....	....	90
N. York and Harlem...125½	125	....	125	125½	125
" pref.....	....	....	....	....	....
" 1 M. 7s, 1873.....	....	....	....	....	....
N. York N. Hav. & Hart.129	.....	129½	....	129½	129½
N. Carolina 6s. old.....	....	29½	....	....	....
" new	....	78	....	....	....
Ohio and Miss..... 34½	34½	34½	34½	34½	34½
" pref.....	....	....	65	....	....
" 2d M.....	....	79½	....	....	79
Pacific Mail S. S. Co..... 42	42	41½	41½	41½	41½
Panama 116	114½	116½	116½	117	....
Pitts., Ft. W. & Chi. gtd. 92	....	....	....	....	....
" 1 M.....	....	....	....	104	....
" 2 M.....	....	98½	....	....	....
" 3 M.....	....	....	....	....	....
Quicksilver Mining Co.....	....	....	29½	....	....
St. L., Alton & T. H.... 14	....	....	....	....	....
" pref. 31	....	35	....	....	....
" 1 M.....	....	....	100	100	....
" 2 M. pref.....	....	....	....	....	....
" Income bds.....	....	....	....	....	77½
Tennessee 6s, old.....	....	80½	80½	81	81½
" new.....	....	....	80½	81	....
Tol., Wab. & Western.. 54	54½	54	54	53½	53½
" pref.....	....	....	....	....	....
" 1 M.....	....	....	....	....	95½
" 2 M.....	....	91	....	....	....
" Equipment.....	....	....	....	....	78
" St. Lou. Div.....	90	90	....	91	90½
Union Pacific..... 34½	35½	35	35½	34½	34½
" 1st mort... 85½	85½	85½	85½	85½	86½
" L. Gt. 7s... 81½	....	82	82	82½	....
" Inc. 10s.... 79	79½	79½	79½	80	80½
Virginia 6s, old.....	....	....	....	....	....
" new.....	....	....	....	....	....
" consol.....	....	....	....	53½	....
" def. certs.....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 28.

	Th.22.	F.23.	Sat.24.	M.26.	Tu.27.	W.28
Federal Stocks:—						
U. S. 5s, 1874, reg.....	....	....	....	....	....	....
U. S. 5s, 1874, coup.....	....	....	....	....	....	....
U. S. 5s, 10-40s, reg...113	....	113	113	113	113
U. S. 5s, 10-40s, coup...114	114½	114½	....	....	....
U. S. 5s, 1881, reg.....	....	....	....	....	111½
U. S. 5s, 1881, coup....112	112½	112½	113½	113	113½
U. S. 6s, 1881, reg.....	117½	117½	117½	117½	117½
U. S. 6s, 1881, coup....118	118½	118½	....	....	118½
U. S. 6s, 5-20s, reg. '62 114	....	....	....	....	115
U. S. 6s, 5-20s, c. 1862.....	114½	....	114½	....	....
U. S. 6s, 5-20s, reg. '64.116	....	....	....	116½	....
U. S. 6s, 5-20s, c. 1864. 116½	....	....	116½	116½	....
U. S. 6s, 5-20s, reg. '65.....	116½	....	116½	....	....
U. S. 6s, 5-20s, c. 1865. 117½	117½	....	117½	117½	....
U. S. 6s, 5-20s, r. n. '65.....	....	....	....	116½	116½
U. S. 6s, 5-20s, c. n '65. 116½	116½	116½	116½	116½	116½
U. S. 6s, 5-20s, reg. '67.....	117½	....	....	117½	....
U. S. 6s, 5-20s, c. 1867. 117½	117½	....	117½	117½	118
U. S. 6s, 5-20s, reg. '68.....	....	....	....	117½	....
U. S. 6s, 5-20s, c. '68.....	117½	....	117½	....	118
U. S. 6s, Pac. R.R issue. 115	116	....	116	116½	115½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 27.

	W.21.	Th.22	F.23	Sat.24.	M.26.	Tu.27
Catawissa preferred	42½	42½	....	42½	42½
Camden and Amboy.....	....	....	....	....	....	....
" 6s, 1875	99½	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89....	96½	....	....	....	....	96½
Elmira & Williamsport.....	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s.....	....	....	....	....	....	....
Lehigh Navigation..... 42½	42½	42½	42½	43½	43
" 6s, 1884 94	....	....	....	94½	....
" Gold L..... 93½	94	....	....	....	94½
" R. R. L.....	....	....	....	....	....	....
" Conv. L. '77.....	....	....	....	....	....	....
Lehigh Valley R. R..... 59	59	58½	59	59½	59½
" 6s new coup 98	98	98½	....	99	....
" 6s new reg.....	....	99	....	99½	99½
Little Schuylkill R.R.....	46	46	....	46	....
" 7s.....	....	....	....	....	....	....
Minehill	52	52	52	52	52
Morris Canal.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	44½
" 6s, 1886	98	....	....	99	100
" 7s.....	....	....	....	102	102
" 10s, 1887	....	....	....	....	....	....
Northern Central 34½	....	....	....	....	34
Oil Creek & Alleg. Riv.....	16½	....	....	....	....	....
" 7s..... 63½	....	....	....	....	....	....
Pennsylvania R. R..... 47½	48	48½	48½	48½	48½
" 1st M.....	....	....	100½	100½	100½
" 2d M..... 99½	....	100	....	....	100
" Gen. mort.. 90	90	89½	....	....	....
" " reg.. 92½	92	....	92	92	....
Penn. State 6s. 1st series.....	....	....	....	....	....	....
" 6s, 2d series.....	....	....	....	....	....	....
" 6s, 3d series.....	....	....	....	....	....	....
Philadelphia City, 6s.... 98	98½	....	98½	....	....	....
" new 102	102	102	102	101½	101½
Philad., Germ. & Nor.....	88	....	....	87	....
Phila. & Reading 55½	55½	56½	56½	57	57½
Philadelphia and Erie.. 23	....	23	....	....	....	....
" 6s.....	....	....	....	....	....	....
" 7s..... 85	85	....	85½	....	....	....
Phila., Wilm. & Balt.....	....	....	....	....	....	....
Schuylkill Navigation.....	....	....	....	....	....	....
" pref.....	13	13	....	12½	....	....
" 6s, 1882	....	....	....	73	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey.121	120½	120½	121½	121	121½
Hestonville, (Horse).....	....	....	....	....	....	....
Chestnut & Wal. 56½	56½	....	56½	....	57
Green & Coates	....	....	....	....	....	....
2d and 3d streets 60½	....	60½	....	60½	60½
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts. 22	....	....	22	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 27.

	W.21.	Th.22	F.23	Sat.24.	M.26.	Tu.27
Baltimore City 6s, 1875. 98½	....	98½	....	99½	98½
" 1886 97	....	....	....	....	97
" 1890 ..... 97½	97	97½	97½	98	98½
" 1884	....	....	96½	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio.....	....	....	....	....	158½	160
" bonds, 1875.....	....	....	....	....	....	....
" " 1880.....	....	....	....	....	....	....
" " 1885.....	97	97	....	....	97	....
Marietta & Cin. 1st M..103½	102½	....	103½	103	....
" 2d M.....	89½	....	....	89½	89
" 3d M. 8s.... 76½	76½	....	76½	76½	....
Northern Central..... 34	33½	33½	....	....	34½
" bonds, 1885.....	....	....	....	....	....	....
" " 1900.....	....	....	87½	....	....	....
Pittsb. & Connellsv. 7s.....	....	....	89½	....	....	....
N. W. Va. 1st mort.....	....	....	....	....	....	....
" 2d mort.....	....	....	....	....	....	....
" 3d mort.....	....	....	....	....	....	....
Virginia 6s, Consol..... 53½	53½	53½	53	52½
" Defer. Certif.....	....	....	....	....	....	....
City Passenger R. R.....	15	....	16½	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 23.

	Th. 22.	F 23.	Sat. 24.	M. 26.	Tu. 27.	W. 28
Boston and Albany	139¼	....	138¾	....	139¼	139¼
Boston and Lowell	....	108	108	....	....	....
Boston and Maine	105¼	105	105	105¼	106	106¾
Boston and Providence	....	....	....	....	140	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s	29¼	29¾	30¼	30¼	30¾	30¼
Cheshire, pref	75¼	....	....	....	....	76
Chi., Burl. & Quincy	104¾	....	104¾	....	104¾	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	135
Eastern	76¾	77¼	79	78	77¼	77
Fitchburg	123	....	122¼	....	....	120
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	86	86	85¾	91¼	91	90
Northern, N. H	....	....	....	108	....	....
Ogdens. & Lake Champ	....	....	....	....	56	....
" pref	....	....	93¼	93	92¼	....
Old Colony	111	110¾	110¾	....	110¾	110¾
Ph., Wil. & Baltimore	53¾	53¾	53¾	54	53¾	53¾
Portl'd, Saco & Ports	121¾	121¾	121¾	....	....	....
Union Pacific	....	....	....	....	....	....
" 6s	85	....	85¼	85¾	85¾	85¾
" Land Grant 7s	78¾	....	79	....	79¾	79¾
" Income 10s	....	....	75¾	....	76	76¾
Vermont & Canada	60¾	....	....	....	....	....
Vermont & Mass	79¼	....	....	....	....	....
South Boston (Horse)	66	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	45	....	46	46	....	46
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	35
Copper Falls	27¾	27¼	28	27	26¾	26
Franklin	....	....	....	....	....	....
National	4¾	....	....	....	....	....
Quincy	45¾	47¼	48¼	47¾	46¾	47

London Stock Exchange.

	Closing Prices. Jan. 2.	Jan. 9.
Atlantic & Gt. W. 1st mort., $1,000	73 — 75x	69 — 71
Do. 2d mort., $1,000	57 — 59	55 — 57
Do. Con. mort. B'nds Bisch's Cert.	27¼ — 28¼	25¼ — 26¼
Do. Reorg. Scrip	— — —	96 —100
Do. Leas. Lines, Rental Bonds	— — —	85 — 87
Detroit & Milwaukee 1st mort. Bonds	73 — 78	73 — 78
Do. 2d do.	55 — 65	55 — 65
Erie shares 100 dol. all paid	44¼ — 44¾	43 — 43¾
Do. 6 per cent Convertible Bonds	93 — 95	91¼ — 95¼
Cons. Mort. amount autho. to be issued for conv. of existing bonds	— — —	— — —
Illinois Central $100 shares all paid	89 — 91	89 — 91
Do. Redemption mort. bonds 6 p.c.	98 —100	98 —100
Illinois & St. Louis Bridge 1st mort.	98 —100	99 —101
Marietta and Cincinnati Rail. Bonds	94 — 97	94 — 97
Michigan Central 8s 1882, conv.	90 — 100	90 —100
Panama 2d mort	68¼ — 69¼	73 — 75
Panama General mort	95 — 97	95 — 97
Pennsylvania, 2d mort	97 — 99	97 — 99
Do. General mort	96 — 97	96 — 97
Do. $50 shares	43¼ — 44¼	44 — 45
Philadelphia and Erie 1st mort	96 — 98	96 — 98
Do. with option to be paid in Phila.	97 — 98	97 — 99

American Railroad Journal.

Saturday, January 31, 1874.

Stock Exchange and Money Market.

The offerings of Money have been gaining on the demand for accommodation, from all sources, and rates have been working more and more in favor of responsible borrowers, whose wants have been less urgent, and, as a rule, very promptly met, within the range of 3@6, mainly at 4@5 per cent on call, and 6@9, mostly at 6@7 per cent per annum, in the best discount form. The last weekly bank exhibit was a very strong one, showing that the banks held 27⅝ millions more than the 25 per cent of legal tender reserve, as to liabilities, required by the National banking law. The corresponding week of last year they so held 5¼ millions and in 1872 9¼ millions. The deposits of the City banks show nearly 1½ millions; the item of legal tender notes, nearly 2½ millions; and the specie reserve nearly half a million. The banks enlarged their loan and discount average, ⅞ths of a million; and again contracted their circulation slightly. The U. S. Sub Treasury reports an addition of about 1⅜ millions to its currency reserve, and about ¼ million of Gold, as the result of the week's business. The City banks increased their average of gold last week to $34,729,100 as against $34,310,000 the preceding week; and their greenback average to $57,883,300, as against $55,418,500, on the previous return. Their deposits stood at 232⅝ millions, giving an increase of $1,450,700. The loan item was 269⅝ millions, against 268½ millions on the former exhibit. The circulation was under 27⅛ millions.

The U. S. Sub-Treasury, last week, enlarged its currency balance $1,316,680, and reduced its coin reserve $209,813. Its currency balance at the close of the week was $31,460,872; and its coin reserve $52,226,902.

The cash balances in the Treasury Department, at Washington, on Wednesday were as follows: Currency, $2,652,363; special deposits of legal tenders for redemption of certificates of deposit, $44,845,000; coin, $86,586,398; including coin certificates outstanding, $45,459,100; outstanding legal tenders, $381,910,787.

While Gold has been maintained on a comparatively firm basis as to price, the dealings have been on a restricted scale, and the market has been devoid of features of special interest. Speculation has been less confident. The customs call has been increasing. The export drain has been moderate. The extremes of the price have been 111⅛@111⅞, closing at 111⅝ as against 111⅝ on Wednesday of the preceding week. The specie outflow, last week, was $1,027,079. The imports of specie at this port last week were $20,406, and since Jan. 1, $125,753, against $86,049 same time last year.

The customs demand for Gold last week averaged $408,747 a day. The total customs revenue of the Government, in coin, at this port, since July 1, 1873, has been $63,679,395, against $77,261,167 same time in 1872-'3. Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since July 1, 1873, $38,169,543 against $53,637,251 same time in 1872-'3. The export drain of specie since July 1, 1873, has been $23,589,789 against $41,655,263 in 1872-'3.

Foreign Exchange has been more active, but variable as to price, closing with rather more firmness. Bankers' sixty day bills on London closed on Wednesday at $4 83½@$4 84⅛; sight bills on London, at $4 86½@$4 87⅛. The week's exports of Domestic Produce have been to the currency value of nearly 5⅛ millions.

Government securities have met with a very ready market at generally firm and buoyant prices, on restricted offerings of the leading issues.

U. S. sixes of 1881 closed on Wednesday of this week at 118⅜@118⅝; U. S. Five-Twenties of 1862, 114¾@115; U. S. Five-Twenties of 1864 at 116⅛@116¾; U. S. Five-Twenties of 1865 116¾@117⅞; U. S. Five-Twenties of 1865 consolidated 116¾@116⅞; U. S. Five-Twenties of 1867, 117⅞@118⅛; U. S. Five-Twenties of 1868, 117¾@118; U. S. Ten-forties at 114⅛@114⅜; U. S. Fives of 1881 (Funding Loan) 113@113⅛; Six per cent. currency Sixes from 115⅛@115¼.

There has been a less active business noted in Railway and Miscellaneous securities, prices of which have been unsettled, and, at the close, rather weak.

A fairly active inquiry has been noted for State and Railway bonds which have been held with increasing firmness. Central Pacific first mortgage six per cents closed at 95¾@96. Chesapeake and Ohio First Mortgage Bonds, Six per cents, 60⅛@61.

The outstanding amount of U. S. legal tender notes on Wednesday was about 382 millions, showing a slight decrease, during the week.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $4,794,247, as compared with $10,106,398 same week last year. The exports of domestic produce are $5,406,967, as against $4,856,819 last year. The exports of Gold and Silver, $1,027,078, as against $2,955,846 last year. The customs in Gold deposited during the week in the New York Office of the Treasury amounted to $2,298,200, comparing with $2,487,110 same week last January.

Messrs. Fisk & Hatch are offering for sale a limited amount of the Six per cent Land Grant First Mortgage Bonds of the Central Pacific Railroad Company at the rate of 85 and accrued interest. The Loan, which bears date Oct. 1, 1870, and has twenty years to run, is secured by a first mortgage on the entire land grants of the United States Government to the Central Pacific and the California and Oregon Railroad Companies, the latter having become the property of the Central Pacific Railroad Company by consolidation. The company will realize from these grants between eleven and twelve millions of acres, which, at a very low estimate, are valued at nearly $30,000,000, while the total amount of land grant mortgage is $10,000,000. As the lands are marketed, the proceeds of the sales will be devoted to the purchase and redemption of the land grant bonds until all the loan shall have been retired. The bonds, which are recommended as an excellent form of investment, are of the denomination of $1,000 each, with interest payable April 1 and Oct. 1, and both principal and interest payable in gold in the City of New York.

Activity in general business increases, as the season advances, and, on the whole, quite encouragingly. Breadstuffs have been in fair demand, but with more liberal supplies of the leading kinds, prices closed in favor of purchasers. Cotton and Provisions have been more freely dealt in, but at irregular figures. A moderate inquiry has been noted for Tobacco, Live Stock, and Wool at firm rates. Copper has been in fair request, including Lake, at 24½c.@25c., and Baltimore at 24@24½. Iron has been in rather slack demand as a rule, with Eglinton Pig quoted at $40@41; Glengarnock, $42@$43; Coltness, $45; Gartsherrie $47; No. 1 American Pig at $35@$36; No. 2 do. at $30@$33; Forge, $27@$31; English Rails at $55@$60, gold; American Rails at works, $62 50@$65; Old Rails, $40; Wrought Scrap, $38@50. Pig-lead has been more sought after, with foreign quoted at 6¾c.@6¾c., gold, for ordinary, and domestic at 6c.@6½c. gold; Bar, 9½c.; Sheet and Pipe, 10c. Spelter has been rather quite at 7⅜c.@7⅝c., gold, for foreign, and 8c.@11c. for domestic. Pig-tin has been in limited request, with Straits quoted at 28c.@28¼c., gold; English at 26c.@26¼c., and Banca at 32c.@32½c., gold. There has been a moderate movement noted for Tin Plates, with Charcoal Plates quoted at $10 50@$10 75; Charcoal Terne, $9 25@$10; Coke $8 25@9; Coke

Terne 6 75@$8 50, gold, per box. Naval Stores and Petroleum has been more inquired for and quoted firmer. Ocean freights, have been more active, but at variable rates.

At the auction sale of Scranton Coal on Wednesday 50,000 tons were sold at a slight advance on some kinds, the range having been from $4 35 @$5 27½, as against $4 20 to $5 87½ in December.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Atlantic and Pacific pref., 17¼; St. Louis and Iron Mt. R. R., 65; do. 1st mort., 99¼; do. 2d mort., 84⅝; Pacific R. R. of Mo., 35; St. Louis, Kansas City and Northern pref., 31; New Jersey R. R., 122; Missouri, Kansas and Texas R. R., 15; Rensselaer and Saratoga R. R., 108; Boston, Hartford and Erie 1st mort., 30⅜; do. guar., 43; Toledo, Wabash and Western 7s, consol., 82½; Ohio and Miss. 7s consol., 92; do. consol. S. F., 93; Chicago and Northwestern consol. gold bonds, 86⅝; do. Canada Southern 1st mort., 69; Delaware and Hudson Canal reg. 7s, 1884, 101; do. 1891, 102; Mil. and St. Paul 1st mort., LaC. div., 92; do. I. & M. dvi., 82; Albany and Susquehanna R. R., 92; do., 2d mort., 98; Long Dock bonds, 94½; Michigan Central 7s, 96¾; Clev., Paines. and Ash. 7s, old, 98; Pacific R. R. 7s, guar. by Mo., 96½; North Missouri 1st mort., 83½; Toledo, Peoria and Warsaw 7s, consol., 55; Central of New Jersey 1st mort. new, 106; Quincy and Toledo 1st mort., 88½; Lake Shore and Michigan Southern consol., coupon, 96; Del., Lack. and Western 7s. conv., 100⅛; Gt. Western 1st mort., 1888, 95¾; Cedar Falls and Minnesota 1st mort., 74½; Lake Shore div. bonds, 94½; Hannibal and Naples 1st mort, 80; Am. Dock and Imp. 7s, 95; Belleville and Southern Ills. 1st mort., 95; Burlington, Cedar Rapids and Minnesota 1st mort., 70; Central Pacific State-aid bonds, 102; Nashville and Decatur 1st mort., 85; Western Union Telegraph, 76⅜; Quicksilver pref., 35; Consol. Coal of Md., 46⅝; Maryland Coal, 21⅛; Spring Mt. Coal, 50; Am. Exp., 62½; Adams Exp., 95; U. S. Exp., 70; Wells-Fargo Exp., 70; North Carolina 6s, special tax, 3d class, 9½; do. F. A. 1868. 23; South Carolina 6s, new, Jan. and July, 9; N. Y. State 6s, B. L. reg., 105½; Tenn. 6s, new, ex-coupon, 63; do. old, ex-coupon, 63.

Philadelphia.—Pennsylvania div. scrip, 95, Huntingdon and Broad Top Mt. pref., 17; do. 1st mort., 102½; do. consol., 64; Nesquehoning R. R., 54¾; Ridge Avenue R. R., 40; Harrisburg and Lancaster 6s, 95; Pennsylvania Canal 6s, 95; Belvidere Delaware 2d mort., 81; Catawissa R. R., 17½; do. new pref., 34¾; do. 7s, new, 103½; Northern Pacific 7-30s, 85; West Jersey 6s, 1883, 83; Philadelphia and Reading Gen'l mort. 7s, coupon, 101⅜; do. reg., 104; do. 7s, new, conv., 103½; do. deben. bonds, 78; Wilmington and Reading 1st mort., 87½; Lehigh Valley 7s, 105; Allegheny Valley 7 3-10s, 90¼; Sunbury and Erie 7s, 99⅜; Pittsburg, Cincinnati and St. Louis 7s, 70; Lehigh Nav. conv. gold loan, 97¼; Philadelphia and Reading C. & I. mort., 87½; do. deben., 84¼; Junction R. R. 2d mort., 87; Pennsylvania State coupon 5s, 101. The latest quotations are: City 6s, 98¼@98¾; do. free of tax, 101⅝@101¾; Pennsylvania State 6s, 2d series, 106@—; do. 3d series, 106¼@—; Philadelphia and Reading 57⅛@57¼; do. Gen'l mort. 7s, coup., 100¼@101½; do. reg., 103¼@104⅛; do. mort. 6s, 1880, 96¾@97; do. 7s, new, conv., 103½@104; do. 7s, 1893, 103@—; United New Jersey R. R. and Canal Co., 121@121½; Camden and Amboy mort. 6s, 1889, 96@97; Pennsylvania R. R., 48⅜@48½; do. div. scrip, 94⅝@94¾; do. 1st mort., 99½@100½; do. 2d mort., 99¾@100⅛; do. general mort. coupon, 89½@90; do. reg., 91¾@92⅛; Little Schuylkill R. R., 45¾@46½; Morris Canal, 50¼@52½; do. pref. 125@126; do. 6s, 95@—; Susquehanna Canal, 5@9; do. 6s, 70@72¼; Schuylkill Nav., 6@6¾; do. pref., 12½@13; do. 6s, 1882, 73@74; do. 1872, 82@83; Elmira and Williamsport pref., 37½@39; do. 7s, 1873, 97@100; do. 5s, 57@60; Lehigh Coal and Navigation, 43@43⅛; do. 6s, 1884, 94@95; do. R. R. Loan, 94@96; do. Gold Loan, 94@94; North Pennsylvania, 44@45; do. 6s, 99¾@100¼; do., 7s, 102@102½; do. Chattle 10s, 107@—; Philadelphia and Erie, 22½@23; do. 6s, 85@—; do. 7s, 86@87½; Minehill, 51½52@; Catawissa, 17@17½; do. pref. 42½@42¾; do. 7s, 1900, 103½@103¾; Lehigh Valley, 59¼@59½; do. 6s, new coupon, 99@99; do. reg., 99¼@99½; do. 7s, 104⅞@105¼; Fifth and Sixth streets, (horse,) 52@—; Second and Third, 60@60¼; Thirteenth and Fifteenth, 22@23; Spruce and Pine, 28@30; Green and Coates 43½@50; Chestnut and Walnut, 56½@58; Hestonville, 20@21½; Germantown, 34@38.

Boston.—Burlington and Missouri River R. R. in Iowa, 101; do. in Nebraska, 64¾; do. 8s, in Nebraska, 1894, 98¼; do. 1888, conv., 90¾; do. Land Grant 7s, 96½; Boston and Albany 7s, 104; Eastern R. R. 6s, 1883, 96⅛; Atchison, Topeka and Santa Fe R. R., 12½; do. 7s, L. G., 65; do. 1st mort., 60; Jackson, Lansing and Saginaw 8s, 96¼; Chicago, Burlington and Quincy 7s, 95; Vermont Central 8s, ind., 80; Boston and Lowell 7s, 1892, reg., 102; Taunton Branch R. R., 137; Boston and Maine 7s, 1893, 101⅞; Pacific R. R. of Mo. 7s, 1892, 55; Eastern (N. H.) R. R., 75; Cincinnati, Sandusky and Cleveland R. R., 10¼; Connecticut and Passumpsic Rivers R. R., 77; Portsmouth, Gt. Falls and Conway R. R., 60; Norwich and Worcester R. R., 128½; Worcester and Nashua R. R., 125; Rutland pref., 49; do. 1st mort. 1902, 80; do. scrip, No. 4, 82½; Boston Water Power, 17¼; Brookline Land, 6⅜; Cary Imp., 8⅛; Waverly Land, 4; New Hampshire 6s, 99¾; Maine 6s, 100; Cambridge 6s, 96; Boston 5s, 30 years, 97; Chicago 7s, 96½; Allouez Mining Co., 9¼; Calumet and Hecla, 137½; Duncan, 1; Dana, 75c.; International, 25c.; Hanover, 50c.; Humboldt, 90c.; Menard, 1⅝; Madison, 35c.; Petherick, 2¼; Pontiac, 1; Ridge, 10; Star, 1⅝; Superior, 30c.; St. Clair, 1; Winthrop, 40c.

Baltimore.—Central Ohio R. R., 40; do. pref., 40; do. 1st mort., 88; Richmond and Danville 1st mort., 70; Western Maryland 1st mort. guar. by Baltimore, 92; do. 2d mort. guar. by Washington Co., 81; Orange and Alexandria 2d mort. 6s, 77½; do. 3d mort. 8s, 77½; do. 4th mort. 8s, 76½; Chesapeake and Ohio Canal pref. bonds, 107; Orange, Alex. and Manassas 7s, 76⅝; Northern Central 6s, 1900, gold, 88⅞; Chesapeake and Ohio 6s, 60¾; Atlantic Coal, 2.50; Maryland Defense 6s, 104⅛; Virginia consols, coupons, 76½; do. Peelers, new, 48¼. The latest quotations are: Wilmington, Columbia and Augusta bonds, 70@71; Pittsburg and Connellsville 7s, 1898, 89¼@89½; Baltimore and Ohio, 160½@—; do. 6s, 1875, 96@—; do., 1880, 95⅝@96; do., 1885, 97@97¼; Parkersburg Branch, 5@—; Northern Central, 85@85½; do. 6s, 1885, 88¼@90; do. 1900, 87@88; do., 6s, 1900 gold, 88½@89½; N. W. Va. 3d mort., 1885, 92@95; Marietta and Cincinnati 1st mort. 7s, 1892, 103@103½; do. 2d mort., 7s, 89¼@89¾; do., 3d mort., 8s, 76⅛@76½; Central Ohio, 40@40; do. pref., 39@40; do. 1st mort., 89@85¼; Western Md. 1st mort. 6s, 1890, 72½@—; do. 1st mort. guar., 91¾@92¼; do. 2d mort. guar., 92@—; do. 3d mort., guar., 90@93; do. 2d mort. pref., 60@—; do., 2d mort. guar. by Washington Co., 80@81; Richmond and Danville 1st mort., 70@71; Orange and Alexandria 1st mort. 6s, 85@93; do., 2d mort. 6s, 77@80; do., 3d mort. 8s, 77½@80; do., 4th mort. 8s, 73½@76; Orange, Alex. and Manassas 7s, 76@76¼; Virginia and Tennessee 1st mort. 6s, —@—; do., 2d mort. 6s, 65@77; do. 8s, 75¼@85; do. 8s, 4th mor.t, —@80; Baltimore 6s, 1875, 98½@99; do., 1884, 97@97½; do. 1886, 96¾@97⅛; do. 1890, 98¼@99; do., 1893, 95@97; do. 1893, exempt, 101@102; do., 1900, exempt, 97@98; do. 1900, new, 96¾@97; do. 1902, 97@98; Memphis City 6s, 50@51; Maryland Defense Loan, 1883, 104@104¾; Virginia 6s, old, 34@35; do. coupon old, 32@33; do. consol. 6s, 52¾@52⅞; do. coupons, 75@78; West Virginia, 11@11½; City Passenger R. R., 17½@19; George's Creek Coal, 125@150.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending January 17, at 158,991 tons, and for the coal year 994,933 tons, against 1,085,840 tons to corresponding time last year, being a decrease of 140,917 tons. The bituminous tonnage for the week is 34,234 tons, and for the year 77,259 tons, giving a total of all kinds for the week of 193,255 tons, and for the year of 1,022,192 tons, against 1,160,056 tons to same time last year, being a decrease of 137,864 tons.

☞ The Bureau of Statistics reports that the exports of wheat from the United States to Great Britain, from 1860 to 1878 inclusive, were 274,657,182 bushels. Exports of the same article from Russia to Great Britain during the same period were 238,343,547 bushels.

☞ The Boston *Advertiser* says that Alexander Wallace, a Danbury (Conn.) contractor, has just taken a $250,000 contract on the New York and Canada Railroad. The work he has to do will occupy the better part of two years.

☞ The estimated cost of the branch railroad from Stillwater, on the Providence and Springfield Railroad, to Greenville, is $70,000, and of this amount $22,000 has been pledged by private subscription.

☞ The Ohio Falls Car Company at Jeffersonville, Ind., which suffered by the late panic, has perfected satisfactory arrangements with their creditors and will resume work.

☞ Hon. Odin Bowie has been elected President and General Manager of the Baltimore City Passenger Railway Company, Vice Mr. Enoch Pratt resigned.

BANKING HOUSE OF FISK & HATCH.

NEW YORK, Jan. 27, 1874.

The CENTRAL PACIFIC RAILROAD COMPANY own and operate over 1,200 miles of first class, finished railroad, which is earning over operating expenses the interest on their entire bonded debt and semi-annual dividends of three per cent., gold, on their paid-up capital stock of $54,000,000, with a considerable surplus over, and the earnings are constantly increasing from year to year.

The gross and net earnings of the road, the interest on bonded debt, and surplus for the last three years, have been as follows, viz:

	Gross Earnings.	Net over operating expenses.	Interest payments.	Surplus after paying interest.
1871.	$9,467,072	$5,171,192	$2,884,414	$2,286,778
1872.	12,734,729	7,207,284	3,554,299	3,652,985
1873.	13,871,089	8,281,649	3,514,357	4,767,292

We have for sale a limited amount of the Land Grant Mortgage Bonds of the Company at 85 and accrued interest.

These bonds were issued Oct. 1, 1870, and have twenty years to run from that date.

They are secured by a first mortgage on the land grants of the United States Government to the Central Pacific and California and Oregon Railroad Companies, the latter having become the property of the Central Pacific Railroad Company by consolidation.

The company will realize from these grants between eleven and twelve millions of acres, which, at a low estimate, are valued at nearly $30,000,000.

The total amount of the Land Grant Bonds is $10,000,600, of which the unsold balance is less than $1,000,000.

The bonds are $1,000 each; interest payable April 1 and Oct. 1; principal and interest payable in gold in the City of New York.

The proceeds of sales of lands will be devoted to the purchase and redemption of the Land Grant Bonds until all are retired.

We buy and sell Government Bonds and Gold at current market rates; buy Gold Coupons; receive Deposits, and allow interest at the rate of four per cent; make collections; buy and sell Stocks and Bonds at the Stock Exchange on commission for cash, and transact a general banking and financial business.

FISK & HATCH.

☞ The annual meeting of the stockholders of the Pennsylvania Railroad Company will be held on the 10th of March. The election for officers will take place on the 23d of the same month.

☞ R. E. Robbins has been re-elected President, and Thomas Kirke Clerk and Treasurer of the Newton and Waltham Street Railway Company.

☞ The Central Mining Company of Lake Superior has declared an annual dividend of $8 per share ($160,000) payable Feb. 9 in New York.

☞ The Quincy Mining Company has declared a dividend of eight dollars per share, payable Feb. 20.

☞ The Portsmouth and Dover Railroad will be opened for business about the 1st of February.

OFFICE OF THE ILLINOIS CENTRAL R. R. Co., NEW YORK, December 20, 1873.

A DIVIDEND OF FOUR PER CENT. HAS BEEN declared by this Company, payable on the 2d day of February next, to the holders of full-paid shares, registered at the close of the 15th day of January next, after which and until the 5th day of February the transfer books will be closed.

L. V. F. RANDOLPH,
Assistant Treasurer.

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Is organized for the purpose of Creosoting Timber for Docks, R. R. Ties, Fence-Posts, Pavements, and all other uses where Timber is exposed to the action of water or air. This Company also proposes to License R. R. Companies and others who desire to erect their own apparatus.

Drawings and specifications of apparatus, either stationary or portable, will be furnished on application.

67,112 miles of Railroad in the United States use annually over twenty-six million Ties for renewing those destroyed by decay.

The preservation of wood from decay and the attacks of marine worms, has been largely practiced in Europe for thirty years; and with such success that the use of natural wood is now the exception; and of all the various methods that have been employed, that in which creosote oil was used, has best endured the test of time.

This Company, benefiting by the thirty years' practical experience in the use of creosote oil abroad, offer to the public a system of application which is adapted to the wants of our own country, in that green wood can be rapidly and thoroughly treated, even better than dry, and the application of the oil, in connection with the use of moderate heat, be made more uniform and effective than is possible by any other means.

Experience has demonstrated that creosote or dead oil is the only substance by which wood can be treated so as to certainly resist the attacks of marine worms.

Creosoted wood exposed in Charleston Harbor was not attacked by the teredo, while natural wood attached to it was completely honey-combed.

It is confidently asserted that Railroad Ties creosoted will outlast three sets of ordinary Ties, and that creosoted Paving Blocks being beyond the reach of decay, will last as long as stone, with all the advantages of an elastic roadway, beauty and economy of construction.

The economy in the use of creosoted wood, where the term of service is trebled, is measured by adding to the wood used, the cost of the labor expended in construction, and the loss of time spent in replacing the structure, when either decay or attacks of marine worms destroy it.

The system of Seely and Pelton, employed by this Company, has been fully examined and indorsed by Gen. McClellan, Gen. Barnes, Gen. Babcock, Rob't Harris, C. B. & Q. R. R., Prof. Silliman, Capt. Eads, Gen. Cram, Gen Humphreys, Gen. Meigs, Gen. Belknap, Prof. Chandler, Gen. Gilmore, Gen. Newton, A. B. Mullet, C. H. Haswell.

It has been used by the U. S. Government upon the Dykes of the St. Clair Flats, and upon Gun Platforms for the fortifications on the Atlantic coast; upon pavements in New York and Pittsburgh, by the Department of Docks of the City of New York and the Board of Public Works of the District of Columbia.

Detailed information can be obtained and specimens of creosoted wood examined at the office of the Company.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

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☞ Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, February 7, 1874.

Railroad Movements in 1874.—The Trunk Lines.

One of the first effects of the financial break down of last year was to stop railroad construction, especially of new lines; and, as was shown in our last number, there will be far less railroad building in 1874 than in 1873. The new lines were, for the most part, competing lines, or branch tributaries of existing roads. So far as the former class are concerned their interruption will tend only to strengthen and promote the older roads; and so far as the branches are concerned, their stoppage is not of vital consequence. The business of the completed roads will be larger, their profits larger, and inasmuch as the money markets are swept clear of a multitude of small borrowers, their facilities for obtaining money will be, for some years, better than before.

We look, therefore, for an early impetus to be given to the construction of such roads as are under the protection of the great trunk roads. As examples we may mention that the Pennsylvania Company is constructing a new low-grade freight line between Pittsburg and Harrisburg, following the valleys of the Allegheny and Susquehanna, whereon the maximum grades are said to be 28 feet per mile. The same company (now absolved from any compact of not entering the territory of its great rival) is pushing a line through West Virginia, from a point west of Pittsburg, to Wheeling, and will probably extend it to Charleston on the Kanawha. At the eastern end the company will no doubt complete its third track between Jersey City and New Brunswick for the accommodation of freights on its over-crowded rails on that portion. The Baltimore and Ohio Company, fresh with the inspiration of a new loan in the London market, negotiated before the panic, is pushing out its independent feeder between the Sandusky and Newark line and the city of Chicago.

At the eastern end are important symptoms. The Philadelphia, Wilmington and Baltimore Company, having preserved its independence in spite of the tremendous pressure of its two great antagonist neighbors, is interested with the Baltimore and Ohio in procuring a choice of routes to New York. We are not surprised to hear, therefore, that the first steps have been taken to complete the missing link in the chain, the route being over the Central of New Jersey to Flemington for the present, (the ultimate point of departure for a short through line will be to leave the latter road two miles west of Elizabeth) thence to the Delaware river by a new piece of road, partly graded, and thence to Philadelphia by the North Pennsylvania. Such a line will be of about the same length as the old road, with grades quite as low, and capable of making the trip in less time. The great advantage of this combination is in the magnificent water front and access which its eastern terminus will have near this city. Further south the Baltimore and Ohio (like the Pennsylvania) is carrying a line up the Shenandoah Valley to an intersection with the Chesapeake and Ohio at Staunton.

The Chesapeake and Ohio Company, although somewhat crippled last year, has since been completed between the salt water wharves below Richmond and Huntington on the Ohio River, and is now carrying a fair amount of through merchandize from one navigation to the other. The Louisville connection of 87 miles *via* Lexington will doubtless be made at an early day, as it connects two finished roads, having ample equipment and constituting an important through line between the seaboard and the Mississippi. The extension to deep water near the entrance of the Chesapeake Bay, can be built in six months and at a cost of $1,500,000, whenever the western connections and the European lines of steamers are ready for it.

The Erie Company will probably be content to acquire, if possible, the control of the Cleveland, Columbus, Chicago and Indianapolis system of roads as their own western connection; to assist the Canada Southern, and to straighten and relay portions of their main line, without venturing into new lines. A new mortgage of $30,000,000 is talked of in London, with the net avails ($10,000,000) of which they may alter the gauge of the line from New York to Buffalo. This movement would draw with it a similar change on the part of the Atlantic and Great Western.

The New York Central in like manner will probably be content to add to such portions of its route as readily admit of it, a third or even fourth track for freight traffic. The load its managers have had to carry for similar purposes on behalf of the Lake Shore Road, will probably prevent any bold or aggressive campaign in taking in new territory. The Boston and Albany and Troy and Greenfield will come into the use of the Hoosac tunnel, doubtless by midsummer. The long talked of Portland and Ogdensburg line, is still lacking some of its mountain links. When completed, it will be a sharp competitor with the Canada Grand Trunk.

On the whole, therefore, we may expect a revival of the more solid and healthy enterprises in railroad construction; a consequent demand for iron and steel, and corresponding improvement in our coal and iron industries.

☞ The surveys for the extension of the Piscataquis branch of the European and North American Railroad have been completed. The river route has been selected. The heaviest grade will be 75 feet. The road will run to within a quarter of a mile of Abbot village, thence following the river to about one-half mile from Blanchard village, thence through Shirley to the West Cove in Greenville. A branch to Monson will afford facilities for the trans-shipment of immense freights from the State granaries. It is expected to extend the

road to the lake. This would open a through line by Lake Megantic to Montreal and the West.

Philadelphia, Wilmington and Baltimore Railroad.

The earnings of this road for the years ending October 31, 1872 and 1873, were as follows:

	1872.	1873.
From passengers	$1,608,214 74	$1,728,957 71
" freight and exp.	1,088,676 36	1,225,801 15
" rents	9,476 47	7,733 22
" mails	39,891 24	89,891 24
" miscellaneous	68,015 17	72,498 49
	$2,814,273 98	$3,074,882 81
Add earnings of New Castle and Frenchtown Line	85,634 60	84,237 91
Total of both roads	$2,899,908 58	$3,159,120 72
Expenses:		
Repairs of road	$190,038 76	$203,682 75
" bridges	21,040 60	26,276 83
" locomotives	124,022 77	128,827 50
" cars	283,064 53	260,365 62
" stations, etc	63,887 28	90,571 47
Passenger department	266,734 67	325,403 59
Freight department	261,663 84	308,890 64
Susquehanna Bridge	11,135 01	20,974 97
Fuel for locomotives	118,370 83	154,359 46
Oil, tallow, waste, etc.	45,428 18	38,287 96
Insurance	5,734 29	8,212 95
Salaries	50,760 87	57,055 02
Tools	19,782 07	22,182 97
Switch, watchmen, etc.	49,839 98	61,189 40
Real estate, rents, repairs, etc	13,495,56	14,404 50
Law	4,501 97	10,532 89
Casualties, gratuities, damages, etc	8,130 04	13,419 23
Office, stationery, etc.	1,591 76	1,987 74
Removing ice & snow	1,254 54	8,175 45
Taxes—State & local	70,232 70	80,140 90
Accident near Edge Moor		56,604 29
Break at Bridge over C. & D. Canal		28,078 90
Operating New Castle & Frenchtown line	66,018 28	62,651 27
	$1,691,678 38	$2,042,269 90
Earnings less exp.	$1,208,235 20	$1,116,850 82
Deduct for interest on bonded debt, ground rents, etc		120,050 62
		$996,800 20
Add gain from Delaware Railroad		6,153 61
Net earnings		$1,002,953 81
Add balance to credit of revenue, November 1, 1872		510,478 43
Total		$1,513,432 24
From which deduct—		
Dividend Jan. 8, 1873, four per cent	$460,070 00	
Dividend July 8, 1873, four per cent	460,310 00	
		920,380 00
		$593,052 24
Deduct for amount taken to Renewal Fund		75,000 00
Leaving balance to credit of revenue October 31, 1873		$518,052 24

The gross receipts as compared with those of 1872, show an increase of 8.98 per cent, while the expenses were in excess of those of 1872 by 20.85 per cent.

The receipts of the last nine years were in the aggregate $25,480,011, while the operating expenses, including taxes, but excluding interest, were $16,316,745, or 64.04 per cent of the receipts.

The receipts of the last year were $3,159,120 72, while the operating expenses, including taxes but excluding interest, were $2,042,269 90, or 64.64 per cent of the receipts.

Our last Annual Report showed that extraordinary repairs and expenses were foreseen for 1873, and that a Renewal Fund of $150,000 was set aside from the net earnings of 1872 to meet them; but in view of the necessity of gradually replacing the wooden bridge over the Susquehanna by an iron structure, a portion of which work is now being done, it was thought best to let the expense account of 1873 bear the unusual expense of the year; and also to add $75,000 of the net earnings of 1873 to the Renewal Fund, which now amounts to $225,000.

During the past year your road and leased roads sustained serious injuries by freshets. The double arched stone bridge over the Christiana was destroyed, although deemed a very substantial structure, which was coeval with the construction of your road. It has been replaced by an iron bridge of most approved construction; but only a portion of the cost thereof was paid in the year ending 31st October, 1873. The breaking of a reservoir of the Chesapeake and Delaware Canal, swept away about one-half of the Delaware Railroad bridge over the Canal, together with one abutment and an embankment of 300 feet long and 30 feet high. The same freshet destroyed thirteen culverts upon the same road; the cost of repairs falls entirely upon this company as lessee. A portion of the work was done in 1873, and the cost thereof (viz; $28,078 90) was charged to expenses of 1873. By these accidents the traffic of the Delaware Railroad was closed for eight working days, and as the break occurred in the height of the peach season, not only did the revenue of the Delaware Railroad suffer, but there was a heavy loss of income upon the P., W. & B. and N. C. and Frenchtown Railroads.

All claims for damages growing out of the accident near Edge Moor, in November, 1872, have been settled, without resort to the courts, excepting three of minor importance, where the claims put forward are so unreasonable, in view of the facts, that the company has decided to abide the decision of the courts rather than to settle with the claimants.

The amount charged to expenses of the fiscal year 1873, in payment of these damages, was $56,604 29, and one claim was settled in December, 1873. This company has uniformly preferred to settle claims which are not preposterous in the extreme, rather than to contest them.

The mileage performed by your locomotives in 1873 was 19 per cent in excess of that of 1872, and 35 per cent in excess of that of 1871. Much of this was due to the competition between the Pennsylvania Railroad Company and the Baltimore and Ohio Railroad Company: and to this company's policy of accommodating those companies and the public, even at a present sacrifice.

During the year the sum of $165,616 28 was expended for new and additional locomotives, cars and station buildings, and charged to repairs.

The renewals of rails have been made altogether with steel, upwards of twenty miles of track have been thus relaid in steel in 1873, although a portion of this material was charged to expenses of 1872. We have now 110 miles of track in steel. It is the practice of this company to charge all such outlay to operating expenses, to fully offset any possible depreciation in the company's property generally.

The new road from Gray's Ferry to the vicinity of Chester, about 10 miles in length, rendered unnecessary the maintenance of the old line between those points; and the latter was leased to the Philadelphia and Reading R. R. Co. in July last, on a satisfactory basis, for a long term.

Your directors egret to say that this company, notwithstanding our persistent attempts to obtain reasonable compensation for mail service, have to this date utterly failed so to do so. This company was not paid so much in 1873, for mail service on main line, as in 1858, viz; $37,500 in 1873, and $38,250 in 1850. Then, we carried the mail in baggage cars, twice per day, at low speed; now, we carry the mails in expensive Postal cars, as travelling post offices, six times per day, at high speed, besides being required to carry free, numerous agents and friends of the Post Office Department, whose fares, if paid, would amount to over $17,000 per annum. In 1850 we were paid in funds equivalent to gold, and wages were low. Now, we are paid in depreciated currency, and wages are high.

Toward the close of the session of Congress in the spring of 1873, pending the consideration of an amendment of the Postal Acts, several railroad companies who are forced to apply the money of their stockholders to the transportation of mails, to an extent far in excess of their mail pay, notified the Post Office Department, that unless payment could be made for the use of postal cars (first introduced in 1864 on this company's road, and since that date placed upon many of the principal railroads) they should withdraw them on 1st May, 1873, and carry the mails as they were formerly carried, i. e., in bulk in baggage cars. Our letter giving this notice was read in the Senate, and a Senate Committee was charged with the investigation of the subject of mail service on railroads. Pending this investigation, the railroad companies deemed it respectful to the Senate, to suspend our proposed action, and to continue to give our service and bear our losses. That committee gave the companies four days hearing in April last, and we are encouraged to expect their report this month. Our testimony showed that this company was paid at the rate of thirteen cents only per 30 foot per mile, for expensive postal cars, lighted and warmed at our cost, and carrying a large number of post office servants, while on the same train, the express companies pay us sixty cents per car per mile for 30 feet freight cars. The companies claim for mail transportation only two-thirds of what the public pay for commensurate service: and inasmuch as two-thirds of railroad receipts are generally consumed in expenses, this claim is tantamount to our waiving all profit from mail transportation.

With singular inconsistency, our Republican form of Government, considered, the railroad companies have no voice in fixing the rates for mail service, but Congress alone dictates them.

In England, since 1837, the rates paid railway companies for mail service, are the subject of negotiation between the parties interested, and the Act of Parliament (2d Victoria, 1838) provides a commission, mutually chosen, to settle cases of dispute as to rates.

It is confidently hoped that Congress will either adopt the English method of establishing reasonable rates of pay for mail service, or will permit the Post Office Department to pay us at least two-thirds as much as the public will pay us for the use of the cars now employed in the mail service.

Your directors, from personal observation, are enabled to report that all depreciation of any portion of the property of the company has been compensated by the general improvement of other portions, and that the whole property is in a sound and wholesome condition.

The earnings of the New Castle and Frenchtown Railroad were:

	1872.	1873.
Passengers	$25,000 00	$28,686 51
Freight	59,753 32	54,970 16
Mail	881 24	881 24
	85,634 60	$84,237 91

The company have 70 locomotives. The number of miles run by engines over the Philadelphia, Wilmington and Baltimore Railroad, including service on Port Deposit Branch was 1,437,207

Miles run on Delaware Division, between Wilmington and Delmar, 340,966.

The car equipment consists of 16 twelve-wheel passenger, 2 twelve-wheel chair, 1 twelve-wheel baggage car, 1 twelve-wheel postal car; and 4 twelve-wheel smoking and baggage cars; 79 eight-wheel passenger, 18 baggage, 4 chair 10 smoking and baggage, 7 baggage and mail, 13 express, 1 postal, 3 milk, 1 pay, 621 house, 77 stock, 318 platform, 98 dump, 81 truck, 50 lime, and 12 tool, construction, etc., cars.

CONDENSED BALANCE SHEET.

Railroad		$8,090,535 35
Construction second track		453,872 12
Susquehanna bridge		1,641,049 68
Post Deposit Branch Railroad		217,536 65
Tramway, Washington avenue		18,855 15
Terminus on the Delaware at Washington avenue		76,400 06
Darby improvement		1,316,516 88
		$11,814,765 89
Canton Improvement		36,065 32
Canton and Locust Point Ferry		32,185 57
Stock, New Castle and Frenchtown T. & R. R. Company		150,000 00
Real estate at Philadelphia, Chester Wilmington, Paschallville, and Havre-de-Grace, including a portion for the Susquehanna Bridge and Port Deposit Branch Railroad—also at New Castle, Del.		241,579 03
Stock and other securities at cost	$1,452,968 14	
Agents' balances	48,156 54	
Sundry accounts	340,677 65	
Other roads and lines	44,030 46	
Post office department	15,198 89	
Wood lands in Richmond Co., Va.	18,758 24	
Materials	198 315 04	
Fuel	28,565 93	
Cash	158,674 99	
		2,293,325 88
Advances to connecting roads		190,501 29
		$14,758,422 98
Capital stock, 230,155 shares		$11,507,750 00
Mortgage loan (convertible) due 1st July, 1884		318,500 00
Bonds 1st April, 1876	$400,000 00	
Bonds, 1st April, 1887	1,000,000 00	
Bonds 1st Oct., 1892	500,000 00	
		1,900,000 00
Ground rent		10,000 00
		$13,726,250 00
Dividends and interest	$5,824 00	
Sundry accounts	181,537 59	
Other roads and lines	28,312 89	
Interest—balances accrued on all liabilities to October 31, 1873	20,210 01	
Delaware R. R. lease, for interest accrued from 1st July to Oct. 31, 1873, payable 1st January, 1874	43,236 25	
		279,120 74
Renewed Fund		225,000 00
Balance to credit of revenue October 31, 1873		518,052 24
		$14,758,422 98

President.—ISAAC HINCKLEY.

Vice President.—ENOCH PRATT.

Directors.—Isaac Hinckley, Samuel M. Felton, William Sellers, Samuel Welsh, Jesse Lane, Joseph Bringhurst, Samuel Harlan, Jr., Thomas Kelso, Enoch Pratt, Thomas Donaldson, Thomas Whitridge, Samuel M. Shoemaker, Jacob Tome, Nathaniel Thayer, William Minot.

Secretary and Treasurer.—ALFRED HORNER.

Philadelphia and Reading Railroad.

The following information in reference to this road is in addition to that given in the annual Report of the President, published in our issue of the 24th ult:

The extension of the Reading machine shop cost $3,247, and the work, so far on the depot, is estimated at $103,808.

During the year 750 eight-wheeled coal cars were built; 9 express cars, 195 house cars, 412 gondolas, 50 lime cars, 50 four-wheeled cars and 16 new first-class passenger cars, 1,489 in all, at a cost of $1,017,591.

For the same period 14 new freight engines were built, 4 new passenger engines, 2 new wharf engines and 2 snow ploughs at a cost of $324,464.

Also 8 steam colliers and 5 coal barges for Susquehanna canal, and 49 for Schuylkill canal.

The Superintendent says: "The number of locomotives now owned by the company—400 in all—makes it necessary that some additional shop facilities be provided for their renewal and repair."

The mining account shows that $1,302,424 were paid to engineers, conductors, firemen and brakemen last year for wages; 9,409 cords of wood were burned, and 187,435 gallons of oil were used. The tallow, lard, grease and cotton waste cost $66,157, and the locomotives and engines burned 266,794 tons of coal. The magnetic telegraph cost $51,863.

The wages paid machinists, blacksmiths, carpenters, mechanics and shop hands, were $897,999. Paid to depot hands, $191,708; salaries of all officers, clerks and agents under control of Superintendent, $319,517; office account, printing, etc., $98,780.

At present the company own 344 first-class engines, 48 second class do., 2 third do., do., and 6 fourth do. do.; total, 400. They have 3 eight wheeled iron coal cars, 7,762 eight wheeled wooden cars, 1,993 four wheeled iron coal cars, and 5,434 four wheeled wooden coal cars, 15,192 coal cars in all.

In freight cars they have 1 sixteen wheeled platform gun car, 1,103 eight wheel house cars, 114 cattle cars, 2,047 gondolas, 221 lime cars, 40 four wheel house cars, 26 do. gondolas, 21 do. sand cars, and 253 do. lime cars, 3,826 in all.

Passenger cars they own 220, 44 baggage, 15 mail and baggage, 1 four wheel passenger car for small express engines, 280 in all.

In addition to the above there are 102 mixed open cars, 104 cabooses, 59 stationary engines, 18 snow plows, 34 carts, 44 express wagons, 208 horses and mules, 64 express horses, 41 extra tenders for locomotives, 3 dirt scows, and 1 sweeping car for snow.

In the roadway department there are 10 eight wheel wreck cars, 90 platform cars, 97 four wheel platform cars, 22 crane cars, and 308 dumping cars, total 527. Making a grand total of 31,694 four wheel cars.

As the engines stood at last report, 348 were in daily use, 26 in the shops, 16 ready for use, and 10 out of service.

To take a loaded coal train of 623 tons from the mines down to Philadelphia, and bring back the empty cars, the cost is as follows:

$6.62 for engineer, $4.70 for fireman, $4.72 for conductor, $12.38 for brakemen and signalmen, $29.16 coal for engine (9 tons), $1.79, oil, &c., $8.14 grease for cars, $93 repairs on engine, tender and cars; supplying water, kindling wood, assistant engineers, car couplers, time keeper, &c., making in all $166.64.

A daily round trip of 98 miles for a passenger train costs about $41.26, equal to about 76 cents per through passenger, at 54 passengers per train.

A daily trip of 93 miles for a freight train conveying through loads of 208 tons of merchandise costs about $55.14, equal to $26.48 per ton, or 60.7 cents per ton carried through.

The Chief Engineer, in his report, says that 8,874 tons of steel rails have been laid in all. At one of the most trying places in Reading, 41 tons of steel rails were laid in 1867, and did excellent service for 6 years to date. An iron rail never lasted more than four months at that place.

Of the Port Clinton tunnel the report says: The great expense of widening it and the necessity of re-arching it the whole length, made it advisable to locate a new line. The tunnel will remain its present width, single track. Work is now under progress, masonry of the bridges finished, and the new line will be open for trade early in the autumn.

The new depot can be occupied during the early part of the present year; and it is believed will give all required facilities.

Pittsburg, Virginia and Charleston Railroad.

At the annual meeting of the stockholders of this company, held in Pittsburg on the 13th ult., the following gentlemen were elected directors: John Scott, B. F. Jones, Geo. V. Lawrence, Moses Thompson, Joseph Walton, Wm. J. Howard, Henry B. Hays, J. C. Risher, and Alex. Patton. John Scott was elected President, and B. F. Jones vice President. The report of D. P. Corwin, Secretary and Treasurer, shows the total receipts for the year 1873 to have been: from passengers, $36,702 33; from freight, $16,543 94; from rents, $5,895 68; and from miscellaneous $7,995 16—a total of $67,137 11. The operating expenses during the same time were: for conducting transportation, $11,008 75; maintenance of way, $17,825 09; motive power, $12,142 09; and maintenance of cars, $1,082 22—a total of $41,558 15; showing a gain of $25,578 96. The number of passengers carried during the year was 140,788; tons of freight, 56,328. The rolling stock of the road consists of two first class passenger engines, two shifting engines, three first class and three second-class passenger cars; three baggage, five box, fifty gondola, five construction and seven hand cars. The report describes in detail the condition of the road, which is excellent.

Perry's Railway Station Indicator.

This simple, but effective device, is one which has been long needed, and whenever it shall be adopted, it will be greatly for the convenience of passengers, and for the advantage of the road. The passenger will not be obliged to hesitate, perhaps not hearing the name of the station distinctly, but knowing sometime before hand, will be ready to leave the cars the moment the train stops. This will, without doubt, cause a great saving of time, especially to accommodation trains. The INDICATOR is operated by either the conductor or brakeman, and can be changed in a moment, bringing the name of any desired station to view, and, at the same time, a bell strikes, calling the attention of the passengers to the change. This indicator is manufactured by V. D. PERRY & SON, Hartford, Conn.

☞ The bids for the new seven per cent twenty-year bonds of the Boston and Maine Railroad Company, for which sealed proposals were advertised about the first of the month, were opened Saturday, and all were found to be above par. The total amount of the bonds subscribed for was about $500,000, or about $200,000 in excess of what the proposals called for. These bonds, dated January 1, 1874, with interest payable July 1 and January 1, each year, will be issued in denominations of $1,000 or $500 each, and can be registered or coupon, as the purchaser may desire. It is understood that the award was mostly made at about 101@101½.

New Snow Scraper.

The Citizens Passenger Railway Company of Baltimore have in use a new and ingenious scraper for the purpose of keeping the tracks clear of snow. It is the invention of Mr. Hagerty, of the firm of Keen & Hagerty, of that city, and is said to have done its work very effectually during the recent storm. The following is an accurate description of the scraper: A bar of cast iron is fixed to the car immediately over the front wheels; to this is attached an arm screwed to a steel scraper. This scraper is carried in the car and can be affixed to the arm in a moment. The scraper works upon a hinge so as to allow the car to back. The scraper cleans the rails immediately in front of the wheels, and weighs only seventeen pounds. It avoids all salting, and in this way preserves the horses' feet from the suffering inflicted by using salt on the track.

Statement of the Public Debt of the United States February 1, 1874.

DEBT BEARING COIN INTEREST.

	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1853	$995,000 00	$4,145 83
6 per cent. 1881 bonds, 1861	18,415,000 00	92,075 00
6 per cent. 1881 bonds, (Oregon,) 1861	945,000 00	4,725 00
6 per cent. 1881 bonds, 1861	139,321,350 00	546,606 75
6 per cent. 5-20 bonds, 1862	172,658,490 00	2,589,875 25
6 per cent. 1881 bonds, 1863	75,000,000 00	375,000 00
6 per cent. 10-40 bonds, 1864	194,567,300 00	4,053,455 42
6 per cent. 5-20 bonds, 1864	946,600 00	14,199 00
6 per cent. 5-20 bonds, 1864	58,046,200 00	870,693 00
6 per cent. 5-20 bonds, 1865	152,634,350 00	2,289,515 25
6 per cent. consols, 1865	202,633,100 00	1,013,165 50
6 per cent. consols, 1867	310,854,200 00	1,553,271 00
6 per cent. consols, 1868	37,474,000 00	187,370 00
5 per cent. funded loan of 1881	295,458,750 00	3,730,734 37
Aggregate of debt bearing coin interest	$1,712,749,200 00	$17,724,861 27
Interest due and unpaid		12,220,936 07

DEBT BEARING INTEREST IN LAWFUL MONEY.

3 per cent. navy pension fund, 1868	$14,000,000 00	$35,000 00
4 per cent. certificate of indebtedness of 1870	678,000 00	11,300 00
Aggregate of debt bearing interest in lawful money	$14,678,000 00	$46,300 00
Interest due and unpaid		40 00

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 51
5 per cent. Mexican indemnity stock, 1846	1,104 91	85 74
6 per cent. bonds, 1847	1,250 00	22 00
6 per cent. bounty land scrip, 1847	3,400 00	226 80
5 per cent. Texas indemnity bonds, 1850	174,600 00	9,450 00
5 per cent bonds of 1853	5,719,000 00	103,775 00
6 per cent. bonds, 1860	10,000 00	825 00
6 per cent. 5-20 bonds, called 1862	3,178,950 00	83,000 71
1-10 to 6 per cent. treasury notes, prior to 1846	62,575 25	2,670 76
1-10 to 6 per cent. treasury notes, 1846	6,000 00	206 00
6 per ct. treasury notes, 1847	950 00	57 00
3 to 6 per cent. treasury notes, 1857	2,000 00	108 00
6 per ct. treasury notes, 1861	3,150 00	378 00
7 3-10 per cent. 3 years' treasury notes, 1861	19,250 00	1,436 41
5 per cent. 1 year notes, 1863	78,225 00	3,923 25
5 per cent. 2 year notes, 1863	64,350 00	3,677 71
6 per cent. compound interest notes, 1863-64	440,470 00	87,959 50
7 3-10 per cent. 3 years' treasury notes, 1864-65	265,150 00	20,936 95
6 per cent. certificates of indebtedness, 1862-63	5,000 00	313 48
6 per cent. temporary loan, 1864	78,560 00	7,343 30
3 per cent. certificates called	5,000 00	894 51
Aggregate of debt on which interest has ceased since maturity	$15,176,550 26	$400,774 04

DEBT BEARING NO INTEREST.

Demand notes, 1861-62	$378,932 50	
Legal tender notes, 1862-63	381,715,437 00	
Certificates of deposit	45,560,000 00	
Fractional currency, 1862-3-4	47,783,333 35	
Coin certificates, 1863	45,004,000 00	
Unclaimed interest		22,664 84
Aggregate of debt bearing no interest	$520,151,362 85	$22,664 84

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent	$1,218,728,150 00	
Bonds at 5 per cent	494,021,050 00	
	$1,712,749,200 00	$29,945,797 44
Debt bearing interest in lawful money, viz:		
Certificates at 4 per cent	678,000 00	
Navy pension fund, 3 per cent	14,000,000 00	
	$14,678,000 00	46,340 00
Debt on which interest has ceased since maturity	15,176,550 26	400,774 04
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$381,794,029 50	
Certificates of deposit	45,560,000 00	
Fractional currency	47,793,333 35	
Coin Certificates	45,004,000 00	
	$520,151,362 85	
Unclaimed interest		22,664 84
	$2,262,753,113 11	$30,415,576 32
Total debt, principal and interest, to date, including interest due and unpaid		$2,293,170,689 43

AMOUNT IN TREASURY.

Coin	$85,350,369 34
Currency	4,781,306 68
Special deposit held for redemption of certificates of deposit as provided by law	45,560,000 00
	$135,700,375 02
Debt, less amount in Treasury, Feb. 1, 1874	$2,157,470,114 41
Debt, less amount in Treasury, on the 1st ult.	2,159,315,326 17
Decrease of debt during the past month	$1,845,211 76
Increase of debt since June 30, 1873	9,651,409 84

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES. INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$129,425 60
Kansas Pacific bonds, 1862-64	6,303,000 00	31,515 00
Union Pacific bonds, 1862-64	27,236,512 00	136,182 56
Central Branch Union Pacific bonds, 1862-64	1,600,000 00	8,000 00
Western Pacific bonds, 1862-4	1,970,560 00	9,852 80
Sioux City and Pacific bonds, 1862-64	1,628,320 00	8,141 60
Totals	$64,623,512 00	$323,117 56

Interest paid by United States, $22,886,691 26; interest repaid by transportation of mails, &c., $4,800,055 21; balance of interest paid by United States, $17,856,636 41.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, January 31, 1874.

WILLIAM A. RICHARDSON,
Secretary of the Treasury.

Railroads of the State of Maine.

The Railroad Commissioners of this State, Messrs. S. H. Blake, A. W. Wildes and John F. Anderson, in their Annual Report to the Legislature for 1873, say that the railroads, after careful and repeated examinations, are found to be in very fair condition, and tolerably well managed; and then add:

The Androscoggin has 70½ miles of railroad; Atlantic and St. Lawrence, 82 miles; Bangor and Piscataquis, 48 miles; Bath Branch, 9 miles; Belfast and Moosehead Lake, 33½ miles; Boston and Maine, 44 miles; European and North American, 114 miles; Houlton Branch, 8 miles; Knox and Lincoln, 48½ miles; Maine Central, 127½ miles; Newport and Dexter, 14 miles; Portland and Kennebec, 100 miles; Portland and Ogdensburg, 51 miles; Portland and Oxford Central, 27½ miles; Portland and Rochester, 49¾ miles; Portland, Saco and Portsmouth, 52 miles; Portsmouth, Great Falls and Conway, 4½ miles; St. Croix and Penobscot, 22 miles; total, 900½ miles. No new roads have been opened for passenger travel this year, excepting the Boston and Maine extension to Portland. The Somerset road from West Waterville has been opened for freight thirteen miles to the south side of the river at Norridgewock. The Lewiston and Auburn Branch is nearly graded. The Bucksport and Bangor Railroad is well under way, and will be completed in another year. It is to connect with the European and North American Railway at Bangor. Projects for other railroads are being agitated.

BOSTON AND MAINE RAILROAD.

Since the date of the last annual report the extension of this road has been completed to Portland, 44 miles in Maine. The amount expended upon the extension up to September 30, 1873, was $3,941,822 66. Much yet remains to be done in and about the city of Portland.

The bonded debt of the Boston and Maine is $1,227,500; stock paid in, $6,921,274 52; gross earnings for year ending September 30, 1873, $2,300,093 68; net earnings for year ending September 30, 1873, $572,268 68; earnings from passengers, $1,302,190 55; earnings from freight, $850,512 44; number of passengers carried (equal to 61,760,456 for one mile), 5,008,074; number of tons of freight carried, 520,720.

There has been added to the rolling stock the past year 18 passenger and 3 parlor cars, 1 baggage and 117 freight cars, and 1 snow plow. Total, 1,400 freight, 120 passenger and 3 parlor cars and 69 locomotives.

There has been laid (including that laid on the extension) 5,000 tons of iron and 1,700 tons of steel rails. There have been six passenger depots and four freight houses built in Maine.

EUROPEAN AND NORTH AMERICAN RAILWAY.

By the lease of the Bangor and Piscataquis road the consolidated European and North American Railroad embraces 250 miles of railroad, 162 of which are in Maine. Its road and rolling stock are in good condition. Freight and travel have largely increased. When the Piscataquis road is extended to reach Canadian travel and traffic, as is said to be in early contemplation, and the Riviere du Loup when opened as far as Tobique, if no farther, already completed to Woodstock, and already making its contributions to the consolidated European and North American sensibly felt, will, more than any individual enterprises, swell the volume of business upon the main line.

The European and North American Railway Company still retains the lands donated to it by the State, being about 700,000 acres. The road claims about 260,000 acres more, which the State land agent thinks it is not entitled to under the legislative resolve of March 3, 1868.

The bonded indebtedness of the road Jan. 20, 1869, is $1,000,000 from Bangor to Winn; March 1, 1869, $2,000,000 from Bangor to Vanceboro'; $2,000,000 debentures from Vanceboro' to St. John; $822,000 from Bangor to Guilford on the Piscataquis road. The $2,000,000 of March 1, 1869, are secured by mortgage upon the lands donated by the State.

The earnings of the consolidated European and North American were in 1872 about $536,000; in 1873, $652,000; estimating a portion of December—increase $116,000.

GRAND TRUNK RAILWAY.

The road is reported in good condition, great improvements having been made during the last two or three years, and greater ones are proposed the coming summer. The gauge of the Canadian portion of the road has been changed the past season from 5 feet 6 inches to the prevailing gauge of the country 4 feet 8½ inches, and it is understood that the gauge will be changed between Montreal and Portland some time during this year.

The capital stock of the division between Island Pond and Portland is $5,000,000; funded debt, $3,484,000.

HOULTON BRANCH.

This is a branch of the New Brunswick and Canada Railroad, embracing three miles in Maine. The branch is a good piece of road, but the main road needs more gravel and ballast.

KNOX AND LINCOLN RAILROAD.

The cost of the road, including extension to tide water at Rockland, is about $2,705,502 85; bonded debt, $2,395,000; stock paid, $961,655. Liabilities are more than balanced by bills receivable and cash on hand.

CONSOLIDATED MAINE CENTRAL RAILROAD.

On the Portland and Kennebec division the road has been repaired and improved. On the Somerset and Kennebec division the track is in fair condition. Improvements and repairs have been made on the Maine Central division. Nothing has been done in the way of repairs and improvements on the Belfast and Moosehead Lake branch. This road is leased by the Maine Central. Its cost was about $850,000; bonded debt, $150,000; its liability beyond is upon stock. The Dexter and Newport branch is a pecuniary success. It is leased by the Maine Central, 6 per cent being paid on its entire cost, which was $300,000; town of Dexter bonds, $125,000; town of Corinna bonds, $50,000; stock, $125,000. That portion of the Androscoggin division between Crowley's Station and Leeds is not in so good order as the other portion of the line, and will require extensive repairs the coming season.

In consequence of the burning of the Kendall's Mills bridge, a new line has been built from Winslow (at the easterly end of Waterville bridge) to a point of junction with the line of the old Maine Central road in Benton, four miles in length. A new iron bridge is being built near Holland's Brook across the Kennebec, one and a half miles above Waterville, which is expected to be ready for the crossing of trains by the 10th of March.

The rolling stock of the road now consists of 57 locomotives, 88 passenger and baggage cars, and 1,119 freight cars.

The bonded debt is $7,674,108; stock paid in, $3,634,520; liabilities (floating debt), $983,747 12; gross earnings (estimate), $2,052,000; net earnings, after paying working expenses, $695,000.

PORTLAND AND OGDENSBURG RAILROAD.

This road is steadily and surely advancing toward completion. The receipts from passengers, freight, &c., have been $144,982 26; expense of operating (estimated), $95,907 28, say 66 15-100 per cent of earnings. Mileage—passenger trains, 78,464; freight and mixed trains, 45,698; ballast trains, 6,064; construction trains, moved by contractors, 17,510.

PORTLAND AND OXFORD RAILROAD.

This road still remains in a dilapidated and neglected condition, with unsuitable rolling stock. The Commissioners regard it as being unsafe. The Legislature has declared the charter of the road forfeited for manifest abuses of its rights and privileges. It may require further legislation to make the forfeiture practically effective. The Commissioners say that it is due to the officials of the road to state that they have always expressed a desire to have it repaired and put in good condition, but they seem not to have the necessary funds.

PORTLAND AND ROCHESTER RAILROAD.

The Commissioners report the continued improvement of this road and its increasing value as one of the important avenues of business to and from the city of Portland. The road is also assuming a prospective importance as one of the through lines from Portland to New York.

The gross earnings of the year have been $142,573 89, an increase over 1872 of $11,009 61. The expense accounts have been $101,595 46; net, $49,975 48. The capital stock of the road is $636,111 80; city of Portland bonds, A, $700,000; city of Portland bonds, B, $357,500; Portland and Rochester bonds, $350,000; bills payable, $188,460 74; total, $2,177,072 60.

Passengers carried, 142,846; tons of freight carried, 64,490.

PORTLAND, SACO AND PORTSMOUTH RAILROAD.

This road is in its usual good and safe condition. It is now operated by the Eastern Railroad Company. The rolling stock is first-class in every respect, and no pains have been spared in keeping it up to the highest demands of usefulness, safety and comfort.

PORTSMOUTH, GREAT FALLS AND CONWAY RAILROAD.

This road is also controlled by the Eastern, and its length of track in Maine is 4¼ miles.

ST. CROIX AND PENOBSCOT RAILROAD.

The track of this road is in fair condition, but needs gravel and new ties, which deficiencies are being supplied. An effort is making to extend the road to Grand Lake stream, or to a connection with the European and North American road. The principal business of the road is in transporting manufactured lumber from Baring to tidewater at Calais. No report of the finances of the road has been made.

New "Chain Bridge" at Washington.

The new wrought iron bridge over the Potomac river, near the Little Falls, says the Washington *Star*, will be completed before May, 1874. The style of the bridge is what is known as the "Murphy-Whipple Truss." It is divided into eight spans; two of 160 feet and six of 172 feet each. The entire length is 1,352 feet. The spans are separate and independent of each other, resting on cast-iron bridge seats, securely anchored to stone coppings; one end of each span is fixed, and the other rests upon friction rollers provided for the expansion and contractions of the iron. The trusses are 28 feet in depth and placed 22 feet apart from centre to centre. Each truss of 172 feet is divided into twelve panels, and each truss of 160 feet into eleven panels of 14½ feet each. The upper cords, main and intermediate posts, are formed of Phœnix column iron, and the lower cords, main and intermediate ties of the forged links, without welds. The posts are fitted to cast iron caps and seats, the bottoms of the former and the tops of the latter being truly turned for that purpose. Turned wrought iron pins, three inches in diameter, lock in one connection the caps of the columns and the diagonal tier, also the bottom cords, the seats of the columns, the diagonal ties, and the floor beam suspenders. The floor beams are fifteen inch Phœnix rolled beams, and the floor joists and flooring are to be of the best North Carolina pine, three inches thick and not over six inches wide, with edges sawed straight, laid close, and securely spiked. There will be no sidewalks, but an iron railing four feet high is to be placed on either side of the carriage way. The width of the roadway is twenty feet, and the bridge is proportioned so as to safely carry, in addition to the weight of the structure, 100 pounds for each square foot of roadway, and the maximum strain produced by this load is 10,000 pounds per square inch of section, or about one-sixth of its ultimate strength. The contract price for the entire work is $94,000.

The Trans-Allegheny Canal.

The engineers who surveyed the proposed routes for the extension of the Chesapeake and Ohio Canal from Cumberland, Md., to the waters west of the Alleghenies, have completed their labors, and are now engaged in preparing a report for transmission to Congress. The survey of last season presents a route different in many points from previous surveys, leading along the Potomac to Savage river, up which it leads to a point selected for the summit level, which requires a tunnel six miles in length, to connect on the west side with the Castleman river feeder of the Youghiogheny. The advantages claimed for the new line are, first, the fact that it leads from Cumberland, Md., directly through the Cumberland coal basin, thirty miles west from the present point of coal shipments, by water, and would thus make a reduction of some eighty cents per ton in cost of handling, and, second, it would open up for operation and use the great coal basin on the west slope of the Allegheny mountain, crossing what is known as the Salisbury coal fields, which are not now extensively worked, because of want of facilities for transportation to a market. The estimated cost of the Savage and Castleman river line, including the tunnels, is twenty millions, and would extend the canal from its present terminus at Cumberland, to Connellsville, on the Youghiogheny, a distance of 120 miles, from which point there is slack water and river navigation to Pittsburg. The water supply is sufficient to fill the proposed reservoirs thirteen times each season, and each time the reservoirs are filled the supply would be amply sufficient to furnish water, allowing for every waste, for one hundred and seventy boats per day for one hundred and ten working days, or a capacity of six millions of tonnage each season of ten months' navigation.

Texas and Mississippi Railroad.

By an act of Congress, approved June 3, 1856, public lands to the amount of six sections to the mile was granted to the State of Louisiana to aid in the construction of a railroad from the Texas State line, via Greenwood, Shreveport and Monroe, in that State, to a point on the Mississippi river, opposite, Vicksburg, Miss. The length of the road when completed will be one hundred and ninety miles. During the first five years of the ten years allowed by the act for the completion of the road, ninety-four miles, or about one-half of the road, was constructed. The late civil war then intervened, during which time the road was almost completely destroyed by military forces of the United States and of the confederate States. Since the war that portion of the road completed prior to the war has been reconstructed and restocked.

An official letter of the commissioner of the general land office, recently transmitted to Congress, shows that more than two thirds of the land granted by the original act lies opposite the uncompleted one half of the road, there being but comparatively a small amount of public land opposite the completed one half of the road. The completion of this road will give to the entire system of railroads east of the Mississippi river a direct connection with the railroads of Texas and the Texas and Pacific Railroad, of which this is the direct eastern prolongation. The House committee on public lands therefore recommend the passage of the bill reviving the grant of lands heretofore made. The grant covered 858,211 acres. The quantity which has not reverted is 100,652 acres, leaving 252,559 acres which have reverted to the United States, and which the bill lately reported by the House committee on public lands would reinstate.

☞ The annual meeting of the Rutland Railroad Company was held in Rutland on the 27th ult. The directors's report showed the affairs of the road to be in a favorable condition. The election of directors was deferred for six months, and the time for the annual meetings of the corporation was changed to the fourth Tuesday in July.

☞ The damage to the large wheel at the Boonton Iron Works has been repaired and the works are in full operation again with large orders. The prospect for steady work is good, and, if no accident occurs to prevent it, full time will be made hereafter.

☞ We learn that the Erie Railway Company are engaged in making a survey of a short cut from Corning to Olean, running nearer to the Pennsylvania line and saving nearly forty miles distance between the two points.

☞ The revenues of the Washington and Georgetown Railroad for the year ending December 31, 1873, were $399,334 92. The cost for carrying each passenger was 4.56 cents.

☞ The Brazilian Parliament has authorized the Government to construct railways and to raise a loan of 40,000,000 milreis for the purpose. This loan may be raised either at Rio Janeiro or abroad, as the Government may think fit; and it is further empowered either to construct the various lines and sections for itself or to accord subventions or guarantees of interest of 7 per cent to contractors. It may be possible for railroad builders in this country to acquire part of this work, as the American system of construction is better adapted for this continent than any other.

☞ The gross revenue of the Atlantic, Mississippi and Ohio R. R. for the past year was $2,193,757 39; the current expenses were $1,279,722 22; leaving a balance as net revenue of $914,035 17; while the corresponding results of the previous year were: gross revenue, $1,969,053 06; current expenses, $1,284,725 14; net revenue, $734,327 92.

Commerce of New York.

We give below, from the *New York Journal of Commerce*, a statement of the Commerce of New York, for 1873, in comparison with that for the five preceding years. The following is a comparative table showing the relative totals imported at New York in each year since 1850:

Year.	Dutiable.	Free Goods.	Specie.	Total.
1851.	$119,592,264	$9,719,771	$2,049,543	$131,361,578
1852.	115,336,052	12,105,342	2,408,225	129,849,619
1853.	179,512,412	12,156,387	2,429,083	194,097,652
1854.	163,494,984	15,768,916	2,107,572	181,371,472
1855.	142,900,661	14,103,946	855,631	157,860,238
1856.	193,839,646	17,902,578	1,814,425	213,556 649
1857.	196,279,362	21,440,794	12,898,033	230,618,129
1858.	128,578,256	22,024,691	2,264,120	152,867,067
1859.	213,640,363	28,708,732	2,816,421	245,165 516
1860.	201,401,693	28,006,447	8,852,330	238,260,460
1861.	95,326,459	30,353,918	37,088,413	162,768,790
1862.	149,970,415	23,291,625	1,390,277	174,652,317
1863.	174,521,766	11,567,000	1,525,811	187,614,577
1864.	204,128,236	11,731,902	2,265,622	218,125,760
1865.	212,208,301	10,410,837	2,123,281	224,742,419
1866.	284,033,567	13,001,583	9,578,029	306,613,184
1867.	238,297,955	11,044,181	3,306,339	252 648,475
1868.	232,344,418	11,764,027	7,085,389	251,193,834
1869.	275,779,976	14,789,235	15,788,462	306,357,673
1870.	289,618,878	13,716,500	11,864,644	315,200,022
1871.	349,635,398	28,878,294	6,348,608	384,862,300
1872.	369,083,458	57,429,020	5,594,208	432,106,686
1873.	293,035,348	86,924,877	18,605,611	398,565,836

Under the head of dutiable, in the above table, are included the goods entered directly for consumption which are subjected to duty, and also those entered in bond for warehousing. These, with the free goods and the specie, make the total landed at the port. Including the specie, the imports for 1873 are $33,540,860 below the total for 1872; but deducting the specie in both years, the falling off in merchandise imports for the twelve months amounts to $46,552,253—a decline of almost one million per week.

The following table will show the classification of imports at New York for the years—

	1871.	1872.	1873.
Dry goods.	$132,480,777	$136,831,612	$114,160,465
Gen. mdze.	246,032,915	289,680,866	265,799,760
Specie....	6,348,608	5,594,208	18,605,611
Total	$384,862,300	$432,106,686	$398,565,836

The following is a quarterly statement of the exports from New York to foreign ports, exclusive of specie, for the years named:

Quarter.	1871.	1872.	1873.
1st.....	$59,716,950	$53,396,192	$63,171,761
2d.....	55 344,997	58,082,291	76,316,120
3d.....	58,243,492	60,209,529	75,764,054
4th	61,360,798	70,191,285	84,993,470
Total....	$234,666,237	$236,859,297	$300,245,405

Foreign imports entered at New York during the years 1868, 1869, 1870, 1871, 1872 and 1873:

ENTERED FOR CONSUMPTION.

	1868.	1869.	1870.	1871.	1872.	1873.
January	$7,855,830	$11,698,755	$11,970,771	$14,189,556	$17,940,512	$17,270,231
February	10,386,053	14,205,473	13,739,351	16,995,041	21,033,566	20,711,242
March	11,999,520	17,890,058	14,447,776	22,639,471	20,779,299	18,625,391
April	9,652,649	13,836.593	14,423,458	18,516,940	22,863,493	14,768,239
May	10,244,318	12,514,151	13,027,399	16,544,919	16,368,458	12,716,218
June	8,786 471	10,510,444	12,267,273	14,778,135	9,769,316	10,797,542
July	12,193,589	12,560,232	13,579,723	16,410,318	9,885,624	14,528,180
August	14,005,112	15,895,735	18,722,322	23,609,684	23,353,773	18,383,799
September	14,152,546	12,938,666	17,745,075	21,432,482	17,298,016	15,552,471
October	11,294,439	10,288,541	14,087,056	17,432,743	15,342,844	11,589,174
November	9,707,521	11,015,790	14,004,294	13,123,708	10,395,475	7,311,918
December	7,458,965	9,080,463	12,716,366	11,643,251	11,929,042	7,890,802
Total	$127,737,013	$152,434,901	$170,730,863	$207,287,248	$196,959,418	$170,145,207

ENTERED WAREHOUSE.

January	$6,647,871	$9,378,719	$10,122,477	$11,058,118	$14,904,602	$10,956,219
February	9,297,632	8,548,655	9,334,667	13,046,484	14,570,487	10,263,357
March	12,391,956	13,428,973	11,826,891	13,271,955	15,585.953	12,697,010
April	10,780,668	16,497,691	13,137,232	12,023,501	20,310,346	14,189,071
May	10,541,079	12,876,131	10,474,170	14,842,869	23,002,975	12,930,999
June	10,063,867	12,380,145	10,484,645	13,382,176	17,913,638	10,936,539
July	10,573,083	10,705,702	10,042,048	12,468,220	20,318,307	10,882,627
August	8,280,600	10.008,548	9,965,682	12,389,931	12,239,624	8,961,397
September	6,804,640	8,840,059	7,748,840	8,869,861	9,143,531	8,554,041
October	6,850,498	5,841,349	7,163,067	10,315,541	8,446,254	9,188,567
November	7,050,229	6,913,527	9,886,963	9,371,091	7,679,647	7,819,080
December	5,325,282	7,925,576	8,701,333	11,308,353	8,008,676	5,511,234
Total	$104,607,405	$123,345,075	$118,888,015	$142,348,150	$172,124,040	$122,890,141

FREE GOODS.

January	$778,296	$1,243,777	$1,108,271	$3,355,702	$2,729,060	$9,463,302
February	718,777	1,190,397	757,538	2,951,198	2,424,389	7,751,965
March	821,682	1,702,591	979,288	2,577,244	2,561,827	11,303,532
April	964,488	1,202,080	1,006,584	2,094,332	3,206,479	7,639,863
May	887,657	1,256,112	1,115,039	2,756,231	3,111,784	8,772,153
June	783,149	1,277,514	1,475,026	2,086,100	3,926,874	6,463,404
July	1,094,543	1,214,472	988,444	1,985,993	5,890,400	5,612,362
August	828,188	1,322,924	1,141,295	2,067,145	7,298,732	5,287,413
September	1,421,652	1,200,764	1,409,353	2,708,233	7,849,413	5,666,223
October	1,294,991	879,329	1,193,348	2,300,611	6,867,654	6,498,173
November	1,323,254	1,151,880	1,491,905	1,609,142	5,574,918	5,653,953
December	847,350	1,147,395	1,050,409	2,384,363	6,987,490	6,812,534
Total	$11,764,027	$14,789,235	$13,716,500	$28,878,294	$57,429,020	$86,924,877

SPECIE.

January	$136,574	$221,278	$1,523,856	$208,686	$105,332	$113,939
February	415,875	1,882,755	1,536,442	2,498,601	177,701	133,953
March	1,299,776	1,771,668	2,441,679	207,394	291,189	814,688
April	871,079	4,818,287	805,025	332,888	63,619	582,253
May	477,485	403,267	667,807	142,477	96,023	196,821
June	838,111	914,005	188,150	1,352,006	43,724	950 051
July	126,442	202,487	194,990	176,640	2,041,904	149,957
August	846,821	159,927	430,726	336,395	94,956	83,559
September	906,558	1,364,904	592,496	331,679	2,088,045	876,261
October	554,862	3,580,817	417,860	605.862	262,946	9,869,869
November	220,316	156,286	2,734,075	33,779	155,482	3,366,460
December	891,490	312,731	331,538	122,201	173,297	1,467,790
Total.	$7,085,389	$15,788,462	$11,864,644	$6,348,608	$5,594,208	$18,605,611

TOTAL IMPORTS.

	1868.	1869.	1870.	1871.	1872.	1873.
January	$15,418,571	$22,542,529	$24,725,375	$28,792,062	$35,679,496	$37,803,691
February	20,818,337	25,827,280	25,367,998	35,491,324	38,206,143	38,860,517
March	26,512,934	34,793,290	29,695,633	38,696,064	39,218,268	43,440,621
April	22,268,884	36,354,651	29,372,299	32,967,661	46,443,937	37,179,426
May	22,150,539	27,049,661	25,284,415	34,288,496	42,579,240	34,616,191
June	20,471,598	25,082,108	24,415,094	31,598,417	30,653,552	29,147,536
July	23,987,657	24,682,893	24,805.205	31,041,171	38,136,235	31,173,126
August	23,960,721	27,387,134	30,260,025	38,403,205	42,987,085	32,716,178
September	23,295,396	24,344,393	27,495,764	33,342,255	36,379,005	30,648,996
October	19,994,790	20,590,036	22,861,331	30,645,557	30,919,698	37,145,783
November	18,301,320	19,237,483	28,117,237	24,137,720	23,805,522	24,151,411
December	14,023,087	18,466,215	22,799,646	25,458,168	27,098,505	21,682,360
Total	$251,193,834	$306,357,673	$315,200,022	$384,862,300	$432,106,686	$398,565,836

WITHDRAWN FROM WAREHOUSE.

January	$6 731,624	$8,506,630	$8,674,238	$13,006,264	$12,399,012	$9,567,918
February	19,049,339	9,880,388	9,981,615	9,685,252	11,734,891	11,061,672
March	10,296,124	9,661,447	9,985,981	11,695,478	10,998,307	12,192,307
April	10,140,834	8,954,512	12,822,634	10,029,482	11,136,280	11,241,194
May	9,045,351	8,379,918	10,615,377	10,070,612	10,199,829	10,806,601
June	6,658,943	7,604,330	8,354,527	8,711,237	7,584,971	8,972,554
July	6,829,796	8,151,534	8,463,853	9,940,489	25,779,161	10,033,598
August	9,676,657	11,706,296	11,305,475	12,596,633	22,874,347	12,321,225
September	10,935,659	11,121,143	10,732,135	12,889,575	15,156,684	10,643,181
October	8,892,665	10,704,752	8,902,588	10,862,097	11,699,337	7,961,494
November	6,104,542	7,818,234	6,325,530	9,005,491	8,374,885	7,496,162
December	5,675,429	5,509,480	5,506,030	7,168,756	6,146,201	8,364,148
Total.	$100,036,963	$107,998,664	$111,659,983	$125,661,366	$154,083,905	$120,562,054

RECEIPTS OF CUSTOMS AT NEW YORK.

	1869.	1870.	1871.	1872.	1873.
January	$9,615,894 43	$9,840,502 99	$12,010,020 67	$13,317,086 82	$10,763,626 44
February	11,996,628 46	11,750,424 06	12,258,147 69	14,710,928 08	12,893,637 69
March	13,027,672 02	11,977,323 42	15,305,799 14	14,096,994 24	12,101,274 64
April	10,727,099 86	12,799,598 49	12,535,090 06	13,948,999 00	9,826,491 32
May	9,698,820 34	11,473,412 25	11,490,140 42	10,806,468 92	5,862,528 38
June	8,411,294 83	9,740,549 89	10,092,909 95	6,943,232 70	7,533,957 98
July	10,045,078 14	10,592,841 37	11,934,957 33	7,251,160 35	10 008,929 55
August	13,845,030 69	15,078,512 90	16,932,839 65	19,335,156 81	13,023,085 73
September	11,975,804 75	14,182,516 12	15,733,891 86	13,274,126 81	10,959,722 11
October	10,554,660 92	11,161,364 60	12,066,671 28	10,655,390 80	7,656,384 95
November	8,540,788 60	9,017,823 32	9,365,044 55	7,274,100 46	5,588,338 86
December	6,590,945 65	7,696,126 44	8,044,777 08	6,603,157 70	6,298,957 85
Total	$125,019,718 69	$135,310,995 85	$147,770,289 68	$138,216,802 69	$115,516,935 70

Exports from New York to foreign ports during the years 1868, 1869, 1870, 1871, 1872, and 1873:

DOMESTIC PRODUCE.

	1868.	1869.	1870.	1871.	1872.	1873.
January	$13,766,496	$12,672,824	$11,833,151	$18,370,758	$18,179,488	$19,379,497
February	13,543,674	10,507,041	11,180,695	18,259,723	16,746,878	20,474,949
March	12,882,808	11,942,672	14,965,213	21,211,713	15,602,687	21,045,792
April	13,976,761	14,671,026	13,741,650	17,923,694	16,118,266	24,522,926
May	14,297,029	15,443,499	14,167,414	17,066,928	14,746,837	24,754,461
June	10,634,544	16,555,107	16,811,500	17,432,767	19,048,152	23,225,558
July	10,538,848	18,450,323	15,965,557	17,147,740	19,140,248	24,828,308
August	12,750,918	17,975,524	12,599,436	18,800,769	19,567,529	23,435,700
September	11,316,492	16,510,324	15,157,390	20,100,569	18,950,574	25,089,449
October	13,954,602	18,419,645	16,018,569	21,755,792	24,374,195	30,609,745
November	13,881,126	16,836,617	24,125,836	18,603,795	22,462,482	27,132,751
December	14,523,280	17,828,174	19,173,650	18,778,999	20,536,351	24,208,221
Total	$156,075,578	$187,812,776	$185,740,061	$225,553,247	$225,475,687	$288,707,357

FOREIGN FREE.

January	$12,680	$7,965	$63,623	$43,412	$86,642	$242,121
February	36,387	4,941	46,162	29,805	272,341	155,079
March	24,761	31,102	50,590	121,098	120,905	331,644
April	113,489	4,600	45,157	97,823	64,958	197,907
May	183,986	49,261	29,879	169,250	36,977	222,853
June	82,946	59,001	38,395	71,712	97,264	106,465
July	37,975	27,020	24,522	121,536	61,906	107,178
August	18,192	54,356	23,116	148,519	325,153	99,313
September	80,593	16,960	11,451	193,707	81,297	155,607
October	10,822	71,862	1,905	15,092	108,660	103,781
November	9,763	44,159	1,963	64,464	180,202	291,264
December	39,330	37,433	15,721	56,845	161,805	94,041
Total	$600,924	$408,660	$352,034	$1,133,263	$1,598,010	$2,107,253

FOREIGN DUTIABLE.

January	$669,151	$472,228	$996,392	$423,706	$684,874	$428,932
February	441,528	312,830	713,289	450,214	895,950	508,974
March	655,881	615,121	927,292	806,521	806,427	604,773
April	648,960	733,461	911,018	908,557	906,560	898,935
May	852,544	583,846	918,306	783,607	1,097,133	1,275,712
June	641,409	605,608	851,088	890,659	946,144	1,111,303
July	444,735	604,923	727,794	600,377	858,934	686,017
August	558,078	594,339	808,944	461,249	569,061	808,496
September	803,255	699,680	923,627	569,026	652,927	553,986
October	740,477	577,743	638,930	585,343	641,894	533,312
November	517,907	512,226	735,553	564,328	982,532	1,071,867
December	415,675	693,260	651,405	936,140	743,164	948,488
Total	$7,389,600	$7,005,270	$9,853,638	$7,979,727	$9,785,600	$9,430,795

SPECIE AND BULLION.

January	$7,349,825	$3,214,380	$2,683,392	$2,149,211	$1,540,362	$7,127,989
February	4,203,825	3,232,083	2,194,256	4,022,066	972,657	3,670,444
March	3,694,912	2,389,968	1,521,601	7,569,880	2,713,604	3,570,432
April	6,095,179	1,767,601	1,698,616	9,593,029	4,499,518	3,850,840
May	15,936,231	2,512,330	4,485,373	9,615,698	14,850,556	2,943,583
June	11,823,628	2,335,531	4,257,362	8,604,738	12,538,202	6,655,996
July	10,584,558	6,474,624	16,922,451	11,233,695	17,248,688	10,038,643
August	4,690,989	3,027,940	10,548,076	2,701,287	2,586,148	2,198,549
September	1,954,723	1,763,171	4,616,856	2,130,320	1,432,635	1,502,625
October	1,608,739	2,531,076	2,416,356	2,086,891	4,729,143	2,107,447
November	1,181,085	1,126,845	4,896,257	2,124,539	4,863,953	2,545,842
December	1,717,905	1,732,899	1,950,879	2,034,192	3,983,576	2,447,271
Total	$70,841,599	$32,108,448	$58,191,475	$63,865,546	$71,959,042	$48,659,661

TOTAL EXPORTS.

January	$21,798,152	$16,367,397	$15,576,558	$20,987,087	$20,491,366	$27,178,539
February	18,225,414	14,056,895	14,134,402	22,761,808	18,887,826	24,809,446
March	17,258,362	14,978,863	17,464,696	29,709,212	19,243,623	25,552,641
April	20,834,389	17,176,688	16,396,441	28,523,103	21,589,302	29,470,608
May	31,269,790	18,588,936	19,600,972	27,635,483	30,731,503	29,196,609
June	23,132,527	19,555,247	21,958,345	26,999,876	32,629,762	31,099,322
July	21,606,116	25,556,890	33,640,324	29,103,348	37,309,676	35,660,146
August	18,018,177	21,652,159	23,979,572	22,211,824	23,049,891	26,542,058
September	14,155,063	18,990,135	20,709,324	22,993,622	21,117,433	27,301,667
October	16,314,640	21,600,331	19,075,760	24,443,118	29,853,892	33,354,285
November	15,589,881	18,519,847	29,809,609	21,357,126	28,489,169	31,041,724
December	16,705,190	20,291,766	21,791,205	21,806,176	25,424,896	27,698,021
Total	$234,907,701	$227,335,154	$254,137,208	$298,531,783	$308,818,339	$348,905,066

Australian Railways.

The proposed new railway lines consist of one from Melbourne to Sale—the Gippsland railway, 120 miles at a cost of £882,000; a branch line from Wangaratta to Beechworth, 22 miles, at a cost of £126,500; a line from Ararat to Stawell, 18 miles, at a cost of £106,575; a line from Ararat to Hamilton, 64 miles, at a cost of £368,520; a line from Sandhurst to Inglewood, 30 miles, at a cost of £172,500; a line from Maryborough to Avoca, 15 miles, at a cost of £86,250; a line from Leigh Road, on the Geelong and Ballarat railway, to Colac, 42 miles, at a cost of £241,500; and a line from Portland to Hamilton, 55 miles, at a cost of £316,250. For this purpose £2,250,675 will be required, and the Government will have to borrow £1,000,000, and take the rest, as appropriated by Act of Parliament from the Land Fund.—*Herapath.*

☞ The Huntingdon and Broad Top Railroad Company, in its annual report of business for 1873, shows a coal tonnage of 474,178 tons, against 318,372 tons in 1872, an increase of 155,806 tons. Of this tonnage 350,246 tons were Broad Top coal and 123,932 tons Cumberland coal. The report shows what may be expected from the opening of this interior route for Cumberland coal to the New York and Philadelphia markets. The tonnage by this route from the Cumberland mines is expected to steadily increase, thus improving the business of the Huntingdon and Broad Top Railroad Company until that long depressed company may be, and at no distant day, fully re-established in credit.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending January 24, at 163,517 tons, and for the coal year 1,145,883 tons, against 1,285,687 tons to corresponding time last year, being a decrease of 139,754 tons. The bituminous tonnage for the week is 38,747 tons, and for the year 113,140 tons, giving a total of all kinds for the week of 201,264 tons, and for the year of 1,259,023 tons, against 1,390,461 tons to same time last year being a decrease of 131,438 tons.

☞ The sales of the Land Department of the Flint and Pere Marquette Railroad during the past year were 7,407 acres, amounting to $67,797, or an average $9.15 per acre. This is the smallest quantity sold in any one year since 1869, when the first sale was made. The total sales of the department to January 1st were 252,284 acres, amounting to $2,006,897, or an average of $7.95 per acre. About half of the land grant has been disposed of.

☞ Articles incorporating the Rising Sun, Aurora and Hardintown railway have been filed at Indianapolis, Ind. The length of the road is fifteen miles, all in Ohio and Dearborn county, Ind. The capital is $150,000. The Directors are A. C. Downey, J. W. Talbott, R. L. Davis, H. G. Dodd, T. T. Williams, D. J. Rabb, H. O. Espy. The line will connect with the Indianapolis, Cincinnati and Lafayette Railroad.

☞ The directors of the Worcester and Nashua Railroad Company, recently elected, are: F. H. Kinnicutt, Stephen Salisbury, Francis H. Dewey, Isaac Davis, Alexander H. Bullock, Worcester; Calvin B. Hill, Thos. Chase, Nashua; Jacob Fisher of Lancaster, J. E. Smith of Barre. F. H. Kinnicutt was re-elected President, and T. W. Hammond Clerk and Treasurer.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,280,000	J. & J.	Jan. '74 3½
Allegheny Valley 50	2,286 350	— & —	....
Atlanta and West Point.100	1,232,200	J. & J.	July '73 4
Atlantic and Gulf 100	3,693,200	— & —	....
" " pref.100	838,976	J. & J.	July '71 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Sept.'73 2
" " new 1870.100	1,500,000	— & —	....
Avon, Genesee & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,131,962	M. & N	Nov. '73 5
Washington Br.....100	1,650,000	A. & O.	Oct. '73 5
Parkersburg Br. pref...50	5,630,635	— & —	....
Berkshire*.....100	600,000	J. A. J. & O	Jan. '74 1½
Blossburg & Corning.*...50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,984,100	M. & N.	Nov. '73 5
Bos., Clin. & Fitchb. pref.100	$33,200	— & —	....
Agricultural Br guar...100	60,000	J. & D	Dec. '73 3
Bost., Conc. & Mont.*pref100	800,000	M. & N.	Nov. '73 3
Boston and Lowell.....500	2,852,900	J. & J.	Jan. '74 4
Boston and Maine.....100	6,816,807	M & N.	Dec. '73 4
Boston and Providence..100	3,950,000	M & N.	Nov. '73 6
Buffalo, N. Y. and Erie*..100	950,000	F. & A.	Feb. '74 2½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Sept.'73 5
" " prof.100	1,485,900	M & S.	Sept.'73 6
Camden and Amboy* ...100	5,847,800	J.A. J.O.	Jan. '74 2½
Camden and Atlantic.....50	379,020	— & —	....
" " pref. 50	762,700	— & —	Nov. '73 3½
Cape Cod 50	1,020,330	J. & J.	Jan.'72 $2½
Cape May and Millville* 50	447,000	J & D.	Dec. '73 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 0
Catawissa*.....50	1,159,500	— & —	....
" pref. 50	2,200,000	M. & N.	Nov. '73 3½
Cayuga and Susq.* 50	589,110	J. & J.	Jan. '74 4½
Cedar Rapids & Mo. R.*100	6,350,400	M. & N.	Nov. '73 1½
" " pref.100	769,600	F. & A.	Feb. '74 3½
Central of Georgia.....100	4,666,300	J. & J.	July '73 5
Central of New Jersey..100	20,000,000	J. & J.	Jan. '74 4
Central Ohio*.....50	2,425,000	J. & J.	Jan. '74 3
" pref.....50	400,000	J. & J.	Jan. '74 3
Central Pacific 100	54,275,500	.....	Sept. '73 5
Chemung*.....100	330,000	J.A.J&O	Oct. '73 1½
Cheshire, preferred 100	2,100,000	J. & J.	Jan. '74 3
Chicago and Alton.....100	3,929,900	M. & S.	Sept. '73 6
" " pref...100	2,425,400	M. & S.	Sept.'73 5
Chicago, Burl. & Quincy.100	18,652,910	M. & S.	Sept.'73 5
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	Jan. '74 4
Chicago & N. Western..100	15,033,480	J. & D.	Dec. '72 2½
" pref.100	21,259,563	J. & J.	July '73 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Nov. '73 4
Cin., Ham. & Dayton...100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.* ... 50	2,980,550	— & —	Apl. '73 10s
" " pref... 50	429,046	M. & N	Nov. '73 2
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Aug.'73 3½
Cleveland & Mahoning*. 50	2,057,580	M. & S.	May '73 3½
Cleveland & Pittsburg*.. 50	11,236,150	F.M.A.N	Nov. '73 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	....
Columbus and Xenia*... 50	1,788,800	M.J.S.D.	Dec. '73 2
Colum. & Hocking Val..100	2,500,000	F. & A.	Feb '74 5
Concord.....100	1,500,000	M. & N.	Nov. '73 5
Concord and Ports.*.....100	350,000	J. & J.	Jan. '74 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A.	Feb. '74 3
Connecticut River..... 100	1,850,000	J. & J.	Jan. '74 5
Cumberland Valley..... 1	400,000	A. & O.	Oct. '73 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec. '71 4
Delaware*..... 50	1,230,941	J. & J.	Jan. '74 3
Del., Lackaw. & Westn. 50	18,868,850	J. & J.	Jan. '74 6
Detroit & Milwaukee *.. 50	822,140	— & —	....
" pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania* 50	1,509,200	J. & J.	Jan. '74 3
East Mahanoy *..... 50	892,950	J. & J.	Jan. '74 3
Eastern (Mass.).....100	4,262,600	J. & J.	July '73 3
Eastern (N. H.).....100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*.100	500,000	F. & A.	Feb. '74 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '73 2½
" " pref. 50	500,000	J. & J.	Jan. '74 3½
Erie Railway 100	78,000,000	.....	Oct. '73 1
" pref.....100	8,536,910	.....	Oct, '73 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Sept. '73 1½
Fitchburg 100	4,000,000	J. & J.	Jan. '74 4
Georgia 100	4,156,000	J. & J.	Apl. '74 4
Grand River Val.* guar.100	1,000,000	— & —	....
Grand Trunk, (Ca.).....100	14,367,946	— & —	....
Great Western, (Ca.)...100	19,237,400	A. & O.	Oct. '73 2½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug.'70 3½
" " pref.100	5,078,224	Annual.	Aug. '70 7
Hanover Branch, (Pa.)- 50	116,850	M. & N.	Nov. '73 5
Harlem Extension.....100	4,000,000	— & —	....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '73 3½
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '74 4
Huntingdon & B'd Top.* 50	880,000	— & —	....
" " pref. 50	450,750	J. & J.	July '68 3½
Illinois Central.....100	25,280,510	F. & A.	Feb. '74 4
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S.	Sept. '67 4
Iowa Falls & Sioux City*100	4,025,000	— & —	Jan. '74 3
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Jan. '74 1½
Joliet & North. Indiana*100	300,000	J. & J.	Jan. '74 4
Lake Shore & Mich. So...100	49,466,500	F. & A.	Aug.'73 4
" " (guar.)100	583,500	F. & A.	Aug.'73 5
Lawrence*..... 50	260,200	— & —	....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 5
Lehigh & Susquehanna. 50	3,739,800	M & N.	May '67 5
Lehigh Valley 50	21,468 300	J.A. J.O.	Jan. '74 2½
Little Miami*.....	6,871,460	J.A. J.O.	Oct. '73 2
Little Schuylkill*..... 50	2,646,10v	J. & J .	Jan. '74 3½

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Long Island..... 50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,623,493	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '74 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '74 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200,000	A. & O.	Oct. '73 3
Lykens Valley 20	600,000	F.M.AN	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	....
Manchester and Law....100	1,000,000	M. & N.	Nov.'73 5
Marietta & Cincinnati... 50	1,372,891	— & —	....
" " 1st pref. 50	3,130,719	M. & S.	Sep. '66 3s
" " 2d pref.. 50	1,460,368	M. & S.	Sep. '66 3s
Massawippi*..... 100	400,000	F. & A.	Feb. '74 3
Memphis & Charleston* 25	5,812,725	J. & D.	Jan. '69 3
Michigan Central 100	18,733,204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323,375	J. & J.	Jan. '74 5
Milwaukee and St. Paul..100	13,398,560	J. & J	Dec. '70 7s
" " pref.....100	10,825,777	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '74 4
Morris and Essex*..... 50	14,008,100	J. & J.	Jan. '74 3½
Nashua and Lowell.....100	800.000	M. & N.	Nov.'73 5
Naugatuck 100	1,881 900	F. & A.	Feb. '74 3
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'73 5
Newark and N. York*...100	977,400	J. & J.	Jan. '74 3½
N. Bedford & Taunton..100	800,000	M. & N.	May '73 4
N. Castle & Beaver Val.* 50	1,500,000	J. A. J. O.	Oct. '73 2½
N. Haven & Northamp...100	605,000	J. A. J. O.	Sept '72 3
New Jersey*.....100	7,295,300	J. A. J. O.	Jan. '74 2½
New London Northern*100	1,418,800	J. & J.	Jan. '74 4
N. Y. Con. & Hudson R..100	89,428,330	A. & O	Oct. '73 4
New York and Harlem..100	8,000,000	J. & J.	Jan. '74 4
" " pref.100	1,500,000	J. & J.	Jan. '74 4
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	Jan. '74 5
N. Y., Provid. & Boston.100	2,000,000	J. A. J. O.	Jan. '74 2½
Nisg. Bridge & Canand*100	1,000,000	J. & J	Jan. '74 3
North Carolina*.....100	4,000,000	Irregular.	Jan. '73 5
N. Eastern (N. C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3,150,150	January.	Jan. '74 5s
Northern Central 50	5,842,000	M. & N.	Nov.'72 3
Northern N. Hampsh....100	3,068,400	J. & D.	Dec. '73 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '74 4
Norwich & Worcester*..100	2,823,400	J. & J.	Jan. '74 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '74 3
" " pref.100	2,000,000	A. & O.	Oct. '73 4
Ohio and Mississippi.....100	19,995,847	J. A. J. O.	....
" " pref.100	4,024,474	J. & D.	Dec'72 3½
Oil Cr. & Allegheny R.... 50	4,259,450	J. A. J. O.	July '73 3
Old Colony & Newport..100	6,297,900	J. & J.	Jan. '74 2½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '74 4
Pacific of Missouri.....100	5,635,750	— & —	Jan. '74 1½
Panama.....100	7,000,000	J. A. J. O.	Jan. '74 3
Paterson and Hudson*..100	630,000	J & J.	Jan. '74 4½
Paterson and Newark*..100	500,000	J. & J.	....
Paterson and Ramapo*..100	243,000	J. & J.	Jan. '74 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '74 3
Pennsylvania 50	72,000,000	M. & N.	Dec. '73 5s
Peoria & Bureau Val.*..100	1,300,000	F. & A.	Feb. '74 4
Philadelphia and Erie*.. 50	6,004,800	J. & J.	....
" " " pref. 50	2,400,000	J. & J.	July '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Dec. '73 3
Philadelphia & Reading 50	32,684,375	J. & J.	Jan. '74 5
" " pref... 50	1,551,800	J. & J.	Jan. '74 5
Phila. and Trenton*.....100	1,250,100	J. A. J. O.	Jan. '74 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	Jan. '74 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	J. A. J. O.	Jan. '74 1½
" Special Imp.100	2,000,000	J. A. J. O.	Jan. '74 1½
Pittsfield & N. Adams..100	480,000	J. & J.	Jan. '74 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '74 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '74 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '74 4
Roch. & Genesee Val.*..110	557,500	— & —	....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	Jan. '74 3½
Rutland*.....100	2,700,000	— & —	....
" preferred.....100	4,300,000	F. & A.	Feb '74 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	....
" " pref.100	2,040,000	May.	May '68 7
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North.100	12,000,000	.....	....
" " pref.100	12,000,000	.....	Nov. '72 $2
Saratoga and Schenec.*..100	380,000	A. & O.	Oct. '73 3½
Schuylkill Valley* 50	876,050	J. & J.	Jan. '74 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov.'70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '74 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 4½
South Branch (N. J.)*..100	433,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '73 4
Staten Island.....100	600,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	443,100	J. & J.	Jan. '74 3½
Stony Brook*.....100	287,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '74 3
Sussex (N. J.) 100	317,870	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	July '73 3
Taunton Branch 100	500,000	J. & J.	Jan. '74 5
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '74 5
Tol., Peo. & War. 1st pref..100	1,797,000	— & —	Jn.'70 11-4s
Tol., Walt. & West. pref.100	1,000,000	M. & N.	Nov.'73 3½
Troy and Greenbush*..100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '73 3
Vermont 3d Guaran*...100	2,500,000	J. & D.	Dec. '73 3

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$2,866,000	M. & N.	May '73 3
Warren (N. J.).....100	1,900,000	J. & D.	Dec. '71 3½
Warwick Valley 100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,208,000	F. & A.	Aug. '73 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*100	600,000	J. & J.	July '73 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	Jan. '74 1½
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	..... 2½
Baltimore City.....100	800,000	— & —	Jan. '74 3
Bleecker st. & F Fy.(NY)100	900,000	— & —	....
Boston and Chelsea.....100	110,000	A. & O.	Apl. '73 4
Broadway (Brooklyn)....100	200,000	J. A. J. O.	Apl. '73 3
Broadw. & 7th Av. (N Y.)100	2,100,000	J. & D.	Jun. '70
Brooklyn City.....100	1,500,000	F.M.A.N	Feb. '74 3
Brooklyn City & Newt..100	800,000	J. & J.	July '70
Brooklyn and Jamaica....100	488 100	— & —	....
Bushwick (Brooklyn).....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Oct. '73 4½
Cen. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	800,000	J. & J.	Jan. '74 3
Citizens' (Phg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..'00	800,000	— & —	....
D. Dock, R. Bldw. & Bat.100	1,200,000	F.M.A.N	Feb. '74 2
Eighth Avenue (N.Y.)....100	1,000,000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry ...100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw.(Ph.) 50	491,750	J. & J.	Jan. '74 5
Germantown (Ph.).....50	1,000,000	J. & J.	Jan. '74 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '74 4
Hoston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '74 1½
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	....
Malden and Melrose.....100	200,000	— & —	....
Metropolitan (Boston)..... 50	1,500,000	M. & N.	Nov.'73 5
Middlesex (Boston).....100	400,000	A. & O.	Apl.'73 4
Ninth Avenue (N. Y.)...100	797,320	— & —	....
Orange and Newark 100	282,556	— & —	....
Philadelphia City 50	750,000	J. & J.	Jan. '74 5
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '74 2½
Phg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 3
Second Avenue (N.Y.)...100	888,100	J.A. J.O.	Oct. '73 2
Second & Third St.(Ph.) 40	962,100	J. & J.	Jan. '74 6
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '74 2
Sixth Avenue (N. Y.).....100	750,000	M. & N.	May '71 6
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.) 50	1,000,000	J. & J.	Jan. '74 2
Somerville (Boston) 100	75,000	M. & N.	Nov.'73 3
South Boston 50	400,000	J.A. J.O.	Jan. '74 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan. '74 8½
West Philadelphia..... 50	400,000	J. & J.	Jan. '74 2
CANALS.			
Chesapeake & Delaware 50	1,983,568	J. & D.	June'73 3
Chesapeake and Ohio ... 25	9,229,594	— & —	....
Delaware Division..... 50	1,633,350	F. & A.	Aug.'73 4
Delaware and Hudson....100	15 000,000	F. & A	Feb. '74 5
Delaware and Raritan*.100	5,847,400	J.A. J.O.	Jan. '74 2½
Erie of Pennsylvania.... 50	64,000	— & —	....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat.. 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug.'72 5
Pennsylvania 50	4,337,950	— & —	....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'74 80c
" " (pref.) 50	2,888,977	F. & A.	Feb'74 60c
Susq. and Tide Water... 50	2,002,740	— & —	....
Union..... 50	2,007,850	— & —	....
" preferred 50		— & —	....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '55 -
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Dec. '73 2
American Coal 25	1,500,000	M. & S.	Mar. '72 8
Am. Mersh. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '68 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton..... 184	731,250	— & —	....
Consolidation(Md.)Coal.100	10,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron.100	400,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	....
" pref..... 100	2,898,400	— & —	....
" certif..... 100	2,324,000	J. & J.	....
Pacific Mail Steamsh p.100	22,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Nov.'73 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Nov.'73 3
Quicksilver, common 100	3,700,000	— & —	....
" preferred 100	4,300,000	— & —	....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	....
United States Express....100	6,000,000	F.M.A.N	Feb. '74 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	6,000,000	J. & J.	Jan. '74 4
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal..... 100	2,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. '66

NATIONAL AND STATE SECURITIES.

		Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Feb. 1, 1874.						
Loan of June 14, 1858	registered	$995,000	5	Jan. & July.	1874	112¼
.. .. ..	coupon	.....	5	" "	1874	....
Loan of February 8, 1861	registered	18,762,000	6	Jan. & July.	1880	117½
.. .. ..	coupon	4,653,000	6	" "	1880	118
Oregon War Bonds of March 2, 1861	coupon	945 000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861	registered	125,651,650	6	Jan. & July	1881	117½
.. .. ..	coupon	65,639,700	6	" "	1881	118½
Loan of Feb. 25, 1862 (5-20s)	registered	16,932,650	6	May & Nov.	1882	115
.. .. (5-20s)	coupon	155,725,700	6	" "	1882	115½
Loan of March 3, 1863	registered	53,611,100	6	Jan. & July.	1881	117½
.. .. ..	coupon	21,388,900	6	" "	1881	118½
Loan of March 3, 1864 (5-20s)	registered	964,600	6	May & Nov.	1884	116½
Loan of June 30, 1864 (5-20s)	registered	24,964,100	6	May & Nov.	1884	116½
.. .. (5-20s)	coupon	33,082,100	6	" "	1884	116½
Loan of March 3, 1865 (5-20s)	registered	33,887,750	6	May & Nov.	1885	116½
.. .. (5-20s)	coupon	118,746,600	6	" "	1885	118
.. .. 2d series (5-20s)	registered	56,538,900	6	Jan. & July.	1885	116½
.. .. (5-20s)	coupon	146,094,200	6	" "	1885	116½
.. .. 3d series (5-20s)	registered	87,540,550	6	Jan. & July.	1887	117½
.. .. (5-20s)	coupon	223,113,650	6	" "	1887	118
.. .. 4th series (5-20s)	registered	13,798,000	6	Jan. & July.	1888	117½
.. .. (5-20s)	coupon	23,676,(0)	6	" "	1888	117½
Loan of March 3, 1864, (10-40s)	registered	140,747,050	5	Mar. & Sept.	1904	110½
.. .. (10-40s)	coupon	53,820,250	5	" "	1904	114½
Consols of July 14, '70 & Jan. 20, '71	registered	169,742,000	5	F. M. A. & N.	1881	111½
.. .. ..	coupon	128,716,750	5	" "	1881	111½
Consols	registered	.....	4½	F. M. A. & N.	1886	...
.. .. ..	coupon	.....	4½	" "	1886	....
Consols	registered	.....	4	F. M. A. & N.	1901	....
.. .. ..	coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.	(cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868	(cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870	(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds	(currency)	64,623,512	6	Jan. & July.	'95-'99	115½
U. S. Notes and Fractional Currency		429,587,363	nil.	.....	.....	...
State Securities, latest dates.						
Alabama—($15,42 ,000):						
.. Bonds (old and extended), 1866 and '72		2,582,800	5	May & Nov.	'86-'92	....
.. Bonds (new), 1866, '69 and '72		2,386,000	8	Jan. & July.	'86-'92	....
.. Railroad Aid Bonds, 1870 and '71		2,620,000	8	" " "	'90 '91	....
.. Railroad Bonds endorsed, 1870 and '71		13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,800,0 0):						
.. Funded Bonds, 1869 and 70		2,850,000	6	Jan. & July.	'00-'00	....
.. Levee Bonds, 1871		2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872		300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71		5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):						
.. Civil Bonds 1857 and '60		2,108,000	7	Jan. & July.	'77-'80	110
.. Bounty and Relief Bonds, 1863 and '64		954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871		250,000	7	" "	1891	....
Connecticut—($5,767,500):						
.. War Loan, July 1, 1861, (10-20s)		706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s)		2,386.000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s)		935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free		1,741,100	6	" "	1885	....
Florida—($3,728,865):						
.. Convention Bonds 1868		30,000	6	April & Oct.	1888	....
.. Bonds, 1868-'69		191,000	6	Various.	'98-'99	....
.. Bonds, 1871		210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R. R., 1870		4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):						
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48		866,000	6	Various.	'72-'74	....
.. Bonds for W. & Atl. R. R. 1842 and 1848.		276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R. R., '56, '59, '60 & '61		600,000	6	Feb. & Aug	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1866		200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866		3,900,' 00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870		4,880,000	7	Various.	1890	....
.. Railroad endorsements, to July 1872		12,000,000	7	Various.	'90-'92	....
Illinois—($2,133,634):						
.. Interest Bonds, inscribed stock, 1847		971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859		348,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861		102,000	6	" "	1880	....
.. War Loan Bonds, 1861		417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871		250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):				Jan.		
.. State Bonds (various) 1863 to 1864		110,675	6	" & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869		1,226,000	7	"	'76-'89	....
Kentucky—($2,750,510):						
.. State Bonds 1833 and '43		160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851		683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs)		309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):						
.. State Bonds, to R. R. Co's, 1840 to 1856.		1,830,000	6	Various.	'93-'46	49
.. Deficiency (Treasury) Bonds 1853		750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68		997,000	6	" "	'86-'88	....
.. Levee Bonds 1867		4,000,000	6	May & Nov.	1907	60
.. 1868		1,000,000	8	Various.	1886	57
.. 1870		3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870		8,000 000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869		600,000	7	Mar. & Sept.	1890	....
.. State B'ds (N. O., Mob. & Chat. R. R.) '70 '71		3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866		259,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869		490,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. Rs.) Bonds 1869		546,000	8	April & Oct.	1898	....
Maine—($7,227,900):						
.. Civil Loans Bonds, 1856-'61		271,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1863 and '64		3,882,500	6	"	'83-'89	98
.. Municipal Equalization Bonds		3,084,400	6	April & Oct.	1889	98
Maryland—($12,436,718):						
.. Bonds to R. R. and Canals, 1827-'47		1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838		5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39		590,040	6	" "	1890	95
.. Bonds to Ches. & Ohio Canal 1870		3,630,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1868		511,365	6	J. A. J. & O.	1882	104½
Massachusetts—($30,712,882):						
.. State (public works) scrip, '72		706,000	5	Various.	'72-'80	....
.. State (public works) scrip		564,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861		2,800,000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862		600,000	5	" "	'77-'78	94
.. Coast Defense Loan, 1863		888,000	5	" "	1883	91½
.. Bounty Loan, 1864		4,279,580	5	May & Nov.	1894	99½
.. Bounty Loan, 1864, £826,600 stg		4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866		2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.		7,175,461	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar		1,166,500	5	" "	'96-'93	92½
.. Loan (B., H. & Erie R. R.) £743,600 stg		3,599,024	5	Jan. & July.	1900	....
Michigan—($2,382,293):						
.. Canal Bonds, 1859		81,000	6	Jan. & July.	1870	....
.. $2,000,000 Loan Bonds, 1863		445.000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863		431,000	6	" "	1878	97
.. $2,000,000 Loan Bonds, 1863		718,000	6	" "	1883	....
.. Renewal Bonds, 1858		463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865		160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):						
.. Sioux War Bonds, 1862		100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69		250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858		2,275,000	....	June & Dec.	1888	....
Missouri—($17,669,000):						
.. State Bonds, proper, 1845-'68		439,000	6	Jan. & July.	'92-'90	83½
.. Railroad Loans Bonds, 1854-'60		1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar.		14,496,000	7	" "	'94-'90	97
.. State Bonds, funding, 1867-68		3,727,000	6	" "	'76-'91	....
Nevada—($360,000):						
.. State Bonds, for floating debt		360,000	10	Mar. & Sept.	'78-'87	....
New Hampshire—($2,405,400):						
.. War Loan Bonds, July 1, 1861		812,000	6	Jan. & July.	'71-'78	99½
.. War Loan Bonds, July 1, 1864		800,000	6	Mar. & Sept.	'84-'90	97½
.. War Loan Bonds, Oct. 1, 1866		760,000	6	April & Oct.	'72-'74	99½
New Jersey—($2,896,200):						
.. War Loan Bonds, 1861, tax free		1,200,000	6	Jan. & July.	'73-'81	104½
.. War Loan Bonds, 1863, tax free		1,002,000	6	" "	'83-'90	....
.. War Loan Bonds, 1864, tax free		584,400	6	" "	'97-'00	....
New York—($38,121,606):						
.. General Fund Stock ..		900,000	6	J. A. J. & O.	1876	....
.. General Fund Stock		800,000	6	" "	1878	....
.. General Fund Stock		348,107	6	" "	plean.	....
.. General Fund Stock		1,189,780	6	" "	plean.	....
.. Canal Stock		1,106,420	6	" "	1874	....
.. Canal Stock		7,408,000	6	" "	'72-'78	107
.. Canal Stock		2,572,000	6	" "	'74-'75	106
.. Canal Stock		880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered		0,675,000	7	Jan. & July.	1877	105½
.. Bounty Loan Bonds, 1867, coupon		1,872,000	....	" "	1877	105
North Carolina—($29,900,045):						
.. State (old) Bonds 1848 to 1860		4,738,000	6	Jan. & July.	'72-'92	29½
.. State (old) Bonds 1848 to 1860		3,639,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870		3,009,045	6	Jan. & July.	'92-'98	18
.. State (new) Bonds, 1867 to 1870		1,859,000	6	April & Oct.	'92-'98	18
.. Funding (Debt) Bonds, 1866		2,417,400	6	Jan. & July.	1900	23
.. Funding (Interest) Bonds 1868		1,821,400	6	April & Oct.	1878	....
.. Special Tax Bonds		11,407,000	6	" "	'98-'99	....
Ohio—($9,022,721):						
.. Loan of 1850 Bonds, skg f'd		682,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, skg f'd		1,600,000	6	" "	1876	99
.. Loan of 1860 Bonds, skg f'd		1,496,309	6	" "	1881	102
.. Loan of 1856 Bonds, skg f'd		2,400,000	6	" "	1886	103
Oregon—($290,527):						
.. Bounty and Relief Bonds of 1864		90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870		200,000	7	" "	1890	....
Pennsylvania—($24,272,956):						
.. Loan of Feb. 1867 (5-10s)		92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s)		3,786,550	6	" "	'72-'77	....
.. Loan of Feb. 1867 (5-10s)		90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)		1,890,550	6	" "	'77-'82	103
.. Loan of Feb. 1867 (15-25s)		723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s)		9,271,850	6	" "	'82-'92	106½
.. Inclined Plane Loan, of April 1849		400,000	6	April & Oct.	1879	....
.. State Stocks (old)		1,997,050	6	Feb. & Aug.	1877	....
.. .. (old)		.....	5	" "	'77-'78	....
.. .. (old)		.....	4½	Jan. & July.	1883	...
Rhode Island—($2,770,000):						
.. War Bonds of Aug. 1862		1,040,000	6	Mar. & Sept.	1882	97½
.. .. of Jan. 1863		200,000	6	April & Oct.	1883	....
.. .. of June 1863		602,000	6	Jan. & July.	1893	....
.. .. of May 1864		829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):						
.. State House, Stock and Bonds '58-'66		1,283,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68		1,750,000	6	April & Oct.	1888	....
.. .. .. '66..'69		2,262,714	6	Jan. & July.	'87-'97	94
.. Funding Stocks and Bonds		899,000	7	" "	1886	....
.. Blue Ridge R. R. Bonds 1854		970,000	6	" "	'74-'79	....
.. Conversion Bonds 1869		7,371,700	6	" "	1888	....
.. 1870		500,000	6	April & Oct.	1890	....
Tennessee—($30,962,166):						
.. Railroad Loan Bonds		21,300,417	6	Jan. & July.	long.	61½
.. State Bonds (direct)		4,819,644	6	April & Oct.	"	....
.. Endorsements		2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds		5,000,000	6	" "	"	61
Texas—($3,397,325):						
.. Frontier Protection Bonds, gold, 1870		700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871		357,000	10	Mar. & Sept.	1876	85
Vermont—($823,000):						
.. War Loan Bonds, coupons		621,000	6	June & Dec.	'71-'78	100
.. .. .. registered		201,000	6	" "	'71-'78	....
Virginia—($46,926,208):						
.. State Stock (old) registered		23,061,202	6	Jan. & July.	'88-'90	55
.. State Bonds (old) coupon		11,105,000	6	" "	'88-'90	55
.. State Bonds, sterling coupon		1,865,000	6	" "	'88-'90	....
.. Funded Interest, 1866-'67		6,662,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867		486,280	5	" "	'86-'91	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,000,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1883	102
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	98
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	91½
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	...
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U. S tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $6,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $16,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1895	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1894	....
Baltimore and Ohio:						
Loan of 1853 '75	883,250	6	Jan. & July.	Baltimore.	1875	98
Loan of 1850–'80	$79,500	6	" "	"	1880	96
Loan of 1853–'85	1,710,500	6	April & Oct.	"	1885	97½
Loan of 1855–'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870–'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N. W. Va. R. R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	....
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	123,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	96
Beloit and Madison (C. & N. W.):						
1st Mortgage	883,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage	499,500	6	March & Sept.	Princeton.	1885	83½
3d Mortgage	745,000	6	Feb. & Aug.	"	1887	80
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	104½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	92
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90½
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	96
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	98
1st Mortgage (71 m.)	76,000	8	Feb. & Aug.	New York.	1856	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (Bardell)	15,000,000	7	Jan. & July.	"	1900	81½
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	43
Mass. Loan (sec'd by $4,000,000 Erie)	3,000,000	7*	" "	" "	1900	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	95
Bonds of 1873 for $1,000,000	686,000	7	" "	"	1893	102

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1899	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	92
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	70
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,380	7	April & Oct.	Boston.	1893	96
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	96
Stock (common) Bonds	1,377,849	8	" "	"	1880	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	99
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1891	80
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	91½
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70–'97	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	3,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	70
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	104½
Chattel Mortgage	158,350	5	" "	"	'80–'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	74½
Cedar Rapids & Mo. Riv. (C. & N. W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	82½
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1910	84½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	46
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	5,000,000	7	" "	" "	1902	99½
New Mortgage for $5,000,000	3,000,000	7	Feb. & Aug.	" "	1890	102½
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	88
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95–'99	95½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	100½
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	102
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88–'92	....
1st Mort. (S. Fr., Okld & Ala.)	500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,090,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,155,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1883	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1883	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p. m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	60
1st Mort. (Va. Con.) guar. by Va.	100,000	6	Jan. & July.	" "	1890	....
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75–'80	42
Chester Creek:						
1st Mortgage guar. by P. W. & B.	135,000	6	Jan. & July.	Philadelphia.	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaros:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, prof. sinking fund.	256,000	7	May & Nov.	New York.	1877	104
1st Mortgage	2,408,000	7	Jan. & July.	" "	1893	103
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	90½
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	110?
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	660,000	7	April & Oct.	" "	1890	....
2d *Mort.* (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,953,225	7	Jan. & July.	Boston.	1896	95
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	95
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	97
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	96
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	97½
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,800,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	73½
Chicago and Illinois Southern:						
1st Mortgage for $10,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	71½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C&NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (198 m.)	1,245,500	7	Feb. & Aug.	New York.	1885	95
Funded coupons (198 m.)	750,000	7	May & Nov.	" "	1883	96
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	95½
Appleton Ext. (23 m.& 76,000 ac.)	174,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	284 000	7	" "	" "	1885	....
Equipm't (Engs & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,775,000	7	Feb. & Aug.	" "	1882	103
2d Mort. (Gal. & Chic. 248 m.)	938,000	7	May & Nov.	" "	1876	95
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	129,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	331,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y	3,105,000	7	F. M. A. & N.	" "	1915	92
Consol. gold bonds for $48,000,000	4,534,000	7*	June & Dec	" "	1902	87½
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	389,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	9,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.)guar	1,141,000	7	Jan. & July.	" "	1898	92½
1st Mort. (Bel.& Mad. R.R.)guar.	306,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-l.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.1, '69, $16,000pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $3,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $1,000,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C.,R.I.& Pac.)	8,600,000	7	" "	" "	1896	103½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1901	....
Cin. & Martinsville(I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	800,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1882	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'72-'85	70
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1800	71½
1st Mort. (San., Day. & Cin.)S.F.	988,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.)	250,000	7	March & Sept.	"	1877	80½
Cincinnati and Springfield:						
1st Mortgage for $2,000 000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	—— & ——	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1991	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1900	101
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning(A.& Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1876	93
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	88½
Consol. sinking fund guar.	628,000	7	May & Nov.	" "	1900	92
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1880	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1880	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	86½
2d Mortgage Consol. skg fund	3,670,900	7	Feb. & Aug.	" "	1909	64½
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1860	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	97½
Notes payable, conv. at par	594,000	7	" "	"	1876	90½
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1900	....
Connecting (Philadelphia):						
1st Mort. ABCD&E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1.2.3.4.	67
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1880	....
Cowanesque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1898	....
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	6	" "	"	1906	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	90
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1876	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	101½
2d Mort. (Del., Lack. & Wtn.)	1,633,000	7	March & Sept.	" "	1861	101½
Convertible b'ds(Del.Lack.& W.)	5,000,000	7	June & Dec.	" "	1892	102½
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y.L.&Ama.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,620,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Kel River and Illinois:						
1st Mortgage for $22,000 p.m.	$	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1890	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	3,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1878	....
Detr. & Pontiac R. R. bonds.....	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds.....	250,000	8	Feb. & Aug.	" "	1890	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	94
Dubuque and Sioux City:						
1st Mortgage tax free.....	894,000	7	Jan. & July.	New York.	1893	96
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen..	450,000	7	April & Oct.	New York.	1863	....
1st Mortgage, preferred & guar..	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free.....	1,100,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1866.....	1,500,000	7	Jan. & July.	New York.	1906	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.	.....	8	Jan. & July	.....	1890	....
East Brandywine & Waynesburg.						
1st Mortgage.....	140,000	7	Jan. & July	Philadelphia.	1886	....
2d Mortgage.....	35,000	8	" "	"	1878	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage.....	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.)						
1st Mortgage, endorsed.....	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., sks fund for $3 600,000	2,519,000	7	Jan. & July.	New York.	1890	91½
Eastern (Mass.):						
English Loan, July 1, 1862.....	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	97½
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85.....	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88.....	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89.....	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82.....	1,500,000	7	March & Sept.	"	1882	96½
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1886	97
Income Mortgage guaranteed ..	570,000	6	April & Oct.	"	1872	60
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	102½
2d Mortgage convertible.....	2,174,000	7	March & Sept.	" "	1879	101½
3d Mortgage.....	4,582,000	7	" "	" "	1883	99½
4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	97½
5th Mortgage convertible.....	709,500	7	June & Dec.	" "	1888	90
Buffalo Branch. 1st mortgage...	182,800	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	...
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	N Y & London.	1020	96
Convertible bonds.....	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871.....	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage.....	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1899	....
Equipmen (Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 50, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1891	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1907	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage..	200,000	7	Jan. & July.	Providence.	1882	....
Fint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	188,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	321,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease, S.F. 2½ 000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan.....	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1890	....
Flushing & North Side (L. I.):						
1st Mortgage.....	1,025,000	7	May & Nov	N Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20,000 p. m.....	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee...	1,500,000	8	Jan. & July.	New York.	1888	....
2d Mortgage (Equipment).....	500,000	8	April & Oct	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,900,000	7*	April & Oct	Boston.	1899	....
2d Mortgage.....	500,000	8	Jan & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage.....	$477,683	7	May & Nov.	Boston.	1891	89½
Frederick and Pennsylvania Line:						
1st Mortgage gold.....	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union(C.&N.W.):						
1st Mortgage.....	1,785,000	7	Feb. & Aug.	New York.	1863	103
2d Mortgage.....	948,000	7	May & Nov.	" "	1875	95
Elgin and State Line Purchase..	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)...	681,000	7	Jan. & July.	Augusta.	'72-'80	....
Gilman, Clinton & Springfield:						
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage.....	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	" "	1899	....
Grand River Valley (Mich. C.).						
1st Mort., assumed by Lessees..	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees...	500,000	8	March & Sept.	" "	1879	96½
Grand Trunk (Ca.):						
Equipment Bonds £500,000.....	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838 385.	14,191,675	6*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765 .	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock....	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds....	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds....	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds....	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds....	4 867	5	" "	"	1881	....
Common (") Bonds....	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	New York	'81-'86	....
1st Mortgage not guaranteed....	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage.....	120,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.....	300,000	7	May & Nov.	New York.	1890	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage.....	675,000	7	May & Nov.	New York.	1896	80
2d Mortgage	125,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free.....	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage.....	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	'71-'77	92
Missouri State Loan.....	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	53,000	10	" "	" "	1872	....
Five years' notes (277 m.).....	139,300	8	Various.	" "	1874	...
Fifteen years' bonds (277 m.)...	3,476,000	8	March & Sept.	" "	1885	85
1st Mort. (Q. & Palm.R.R. 16 m.	800,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City&Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1889	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1968	....
Harlem Extension:						
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co...	700,000	6	Jan. & July.	Philadelphia.	1889	85½
Hartford and New Haven:						
1st Mortgage.....	580,000	6	Jan. & July.	Hartford.	1879	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 26.04 m.)skg f d.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free.....	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage.....	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage.....	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869.....	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund,gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag.....	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	" "	1885	102½
3d Mortgage.....	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (N Y & O Mid):						
1st Mortgage gold.....	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia.	1890	102½
2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	90
3d Mortgage (Consol).....	1,251,000	7	April & Oct.	"	1890	64
Illinois Central:						
Construction bonds, cur. skg f'd.	3,058,500	7	April & Oct.	New York.	1875	102
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency....	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling.....	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1900	91
2d Mortgage.....	1,500,000	8	Jan. & July.	" "	1909	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co...	1,700,000	7	Feb. & Aug.	New York.	1906	....
2d Mortgage guar. by Pa. Co....	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) of 1858	$1,599,500	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C. & L. F.) of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapol's and St. Louis:						
1st Mor gage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	92
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	97
Jackson, Lansing & Saginaw (M.C.):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	96½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	100½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1886	....
2d Mortgage	793,000	7	March & Sept.	" "	1886	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,300	6	Jan. & July.	Philadelphia.	1882	83
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	87
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1868	96
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1869	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " " ")	150,000	10	" "	" "	1878	....
1st Mort. (St Jo. & CB. 78 m) ex. t. fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" " " ")	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1896	....
1st Mort. (" " ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL.& G):						
1st Mortgage guar. by Lessees.	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	90
1st Mort. (2d Div. 253.94 m.)gold	4,068,000	6*	June & Dec.	" "	1896	90
1st M.(3d D. 244.66m. & 3,000,000a)	6,455,000	7*	May & Nov.	N. Y., L. & F.	1899	....
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,321,000	7*	Jan. & July.	N. Y., L. & F.	1895	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'96-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.		1916	....
Kent County (Del.):						
1st Mortgage for $800,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Kook., Iowa, C. & Minn. (TW & W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1902	....
Kookuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1870	98
Lackawanna & Bloomsb. (D.L.& W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1891	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N. W.	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming. & Miss. (TW & W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1901	....
Laf., Muncie & Bloom. (TW & W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y. Ph.& Ph.	1909	88
3d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1860	$1,000,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,132,000	7	J. A. J. & O.	" "	1890	94
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	96
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore) Ap. 1, '60	1,000,000	7	" "	" "	1890	94½
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A.R.R.	1,000,000	7	" "	" "	1890	93
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	94
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	101
Mort. April 1, 1856 "	880,000	7	April & Oct.	" "	1886	94
1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	103½
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	97½
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	96
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	97
1st Mort. Aug. 1, 1856 (D. M. & Tol.)	924,000	7	Feb. & Aug.	" "	1876	97
1st Mort. Sept. 1, 1869 (K. & W. P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct. 1, 1867 (Sch. & Th R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal. & Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. A.R. & Gr.R.)	840,000	8	" "	" "	1868	95
1st Mort. July 1, 1863 (J. & Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1860 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philad. lphia	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1890	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold.	5,000,000	10	Jan. & July.	N. Y. & Bost.	1900	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)		6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	99
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	105½
Lexington & St. Louis (P. of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1904	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	53
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	90½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	6*	F. M. & A. N.	New York.	1900	60
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1893	96
Long Island:						
1st Mortgage main line	600,000	6	Jan. & July.	New York.	1875	90
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	175,000	7	" "	" "	1893	....
Louisville & Miss. Riv. (Ch. & Al):						
1st Mortgage	4,500,000	7	Feb. & Aug.	New York.	1908	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	945,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	854,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br. 46.37 m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol. M. for $8,000,000 (392 m.)	6,647,000	7	April & Oct.	" "	1898	90
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. (" ")	800,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.		1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00 0	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,360	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oc	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1878	....
1st Mortgage (L. & F.)	433,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1901	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1869	89½
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	100½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1895	90
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	76
1st Mort. (Scioto & H. Val. R.R.)	800,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	67½
Mississippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	8	Feb. & Aug.	Boston.	1889	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$350,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,200,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	100½
Michigan Central:						
1st Mortgage, convertible	356,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	107
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	96
1st Mort. (M. Air L.W.D.)assu'd	1,908,000	8	May & Nov	" "	1890	103½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	96½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv. & W.Gap(E)						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	4,514,000	7	Jan. & July.	New York.	1868	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	85
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,808,000	7	Jan. & July.	" "	1897	82
1st Mortgage (Minn. Cent.)	192,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	75
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	106
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	98½
Milwaukee City Loan	223,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $13,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1863	230,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	6*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1896	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $3,000,000 gold	.....	7*	May & Nov.	" "	1913	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	1899	19½
1st Mort. Land Grant gold	1,000,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866	1,181,500	8	Jan. & July.	" "	'81-'98	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1890	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,838,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	6,600,000	10	Jan. & July.	New York.	1889	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	3,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st Mortgage Sterling	6,000,000	6* & 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	871,500	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
3d Mort. (Income Liquidation)	945,121	6	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	105½
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	101½
Convertible bonds	1,810,000	7	Jan. & July.	" "	1900	92½
Consumption bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	98½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	85
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Con. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1888	....
New Brunswick and Canada:						
1st Mortgage, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1888	....
New H., Middlet'n & Willimans.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1909	....
Convertible	400,000	6	April & Oct.	" "	1889	....
Holyoke and Westfie'd bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1896	....
2d Mortgage currency	1,500,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1899	45
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1882	....
Income Mortgage	750,000	7	April & Oct.	" "	1891	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Con.)						
1st Mortgage	800,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1836	....
2d Mortgage 1860, for $3,000,000	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, go'd	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N O to T 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.( )gold skg fd.			" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La.	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1909	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,836,626	6	May & Nov.	New York.	1883	91½
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	102
Bonds for R.& N. S'k(")	76,900	6	May & Nov.	" "	1883	85
Bonds for R.R.stocks(")	892,000	6	" "	" "	1886	81
Bonds for real estate (")	162,000	6	" "	" "	1883	85
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	90½
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" S. F.	1,804,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1876	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1903	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103½
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1903	....
Sinking Fund mortgage of 1861	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1866, unsecured	106,000	7	" "	" "	1876	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1880	....
New York and New Haven:						
1st Mortgage	1,050,500	7	April & Oct.	New York.	1875	109
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1880	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1896	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1896	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1.000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1903	....
Niles and New Lisbon:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	6	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1873	....
2d Mortgage	458,000	8	" "	Norfolk.	1888	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	" "	1899	....
North Pennsylvania:						
1st Mortgage	2,226 000	6	Jan. & July.	Philadelphia.	1935	99½
2d Mortgage	5,000,000	7	May & Nov.	" "	1896	101½
Chattel Mortgage	350,000	10	April & Oct.	" "	1877	107
North Shore (L. I.)						
1st Mortgage	125,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	89
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	83
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,493,000	6*	" "	"	1900	90
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1890	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	84¼
Norwich & Worcester(B.H.& L.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	92½
Equipment Mortgage	200,000	8	" "	"	1879	92½
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage	6,694,000	7	Jan. & July.	New York.	1898	90½
Consolidated 1st Mortgage, stg..		7*	" "	London.	1898	....
Consolidated 2d Mortgage	3,529,000	7	April & Oct.	New York.	1911	....
2d Mortgage, (W. Div.)	433,000	7	Jan. & July.	" "	1874	80
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bond	50,000	7	May & Nov.	" "	1883	....
Ohl Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	71
1st Mortgage (War. & Frkln)	580,000	7	April & Oct.	"	1882	85
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1896	65
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	97
Plain Bonds	435,000	6	April & Oct.	"	1875	95
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	102½
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	67½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	300,000	6	May & Nov.	New York.	1873	80
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	77½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	77½
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	74
Consolidated Mort.	1,648,500	7	Jan. & July.	New York.	1883	76
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	300,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1886	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	96
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	.....	6	Feb. & Aug.	New York.	1897	....
Pacific of Missouri (Atl. & Pac.)						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	84
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	65
Income Bonds	1,500,000	7	"	" "	1893	55
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lex. Atch & Nev.)	400,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,500,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	96,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £507,800	2,989,330	7*	" "	" "	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	150,000	7	Jan. & July.	Philadelphia.	1880	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1900	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	100½
2d Mortgage (")	2,504,000	6	April & Oct.	"	1875	100
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage,(coup.& reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	89½
State lien for $17,500,000, skg Fd	6,758,208	5	April & Oct.	Harrisburg.	'75-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	300,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	310,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	90½
1st Mortgage guaranteed	1,500,000	7	" "	" "	1900	....
Peoria & Bureau Val(O.R.I.& P.)						
1st Mortgage guaranteed	600,000	6	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	99½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	91
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	88½
Gen'l M. for $20,000,000, gold av.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$512,000	6	April & Oct.	Philadelphia.	1897	94½
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'78-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¼ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1901	....
2d Mortgage (Pa. & Md. 45 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1866	1,139,500	6	Jan. & July.	Philadelphia.	1893	78
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	96,000	6	" "	"	1886	....
Mort. Loans of 1842-44-46 & 49.	1,421,000	6	" "	"	1880	97
Mortgage Loan of 1866	2,700,000	7	April & Oct.	"	1893	102½
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	1,696,600	7	June & Dec.	Philadelphia.	1911	101½
	Dollar registered	3,414,000	7	" "	"	1911	105
	Gold or stg coup.	7,090,000	6*	" "	Phil. or Lond.	1911	98
	Gold or stg reg.	634,000	6*	" "	" "	1911	97½
	Dollar coupon	276,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv		2,305,620	7	Jan. & July.	"	1893	104
Philadelphia, Wilmington & Balt.:							
Mortgage Loan, convertible		345,680	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866		400,000	6	April & Oct.	"	1876	96
Loan of 1867		1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):							
1st Mortgage, guaranteed		320,200	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):							
Consol. Mortgage for $10,000,000.		4,212,000	7	Feb. & Aug.	Philadelphia.	1900	70
1st Mort. (Steub. & Ind.) conv.		2,000,000	6	monthly.	New York.	1886	70
1st Mort.(Ct.& New'k 33m)conv		775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:							
1st Mortgage of 1866, tax free		4,000,000	7	Jan. & July.	Baltimore.	1896	89½
2d Mort. (Balt. Loan) of 1866		1,000,000	6	" "	"	1896	....
1st Mort. (Turtle Cr. Div.10¼ m)		400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:							
1st Mortgage (Series A)		875,000	7	Jan. & July.	New York.	1912	104
1st Mortgage (Series B)		875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)		875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)		875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)		875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)		875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)		860,000	7	Jan. & July.	" "	1912	100
2d Mortgage (Series H)		860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)		860,000	7	March & Sept.	" "	1912	....
2d Mortgage (series K)		860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)		860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)		860,000	7	June & Dec.	" "	1912	....
3d Mortgage		2,000,000	7	April & Oct.	" "	1912	88
Bridge (O. & P. R. R.) bonds		153,000	7	May & Nov.	" "	1878	....
Equipment Mort. of Mar. 1, 1869		1,000,000	6	March & Sept.	" "	1874	101
Construction bonds of Jan. 1,'70		100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:							
1st Mortgage for $2,000,000		.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:							
1st Mortgage gold, for $1,500,000		.....	7*	May & Nov.	New York.	1889	90
Portland & Ogdensb.(Me.& N.H.):							
1st Mort. (Maine Section) gold		900,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,500,000		.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):							
1st Mortgage gold, for $2,200,000		.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:							
1st Mortgage of 1863		250,000	6	Jan. & July.	Portland.	1893	....
Portland and Rochester:							
1st Mort.(Portland Loan)skg fd		700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)		250,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000		.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):							
1st Mortgage gold, skg fd		1,200,000	7*	May & Nov.	N. Y. & Lond.	1899	....
1st Mort. gold, guar. by Ga. Co.		1,000,000	7*	" "	"	1899	....
Poughkeepsie and Eastern:							
1st Mort. gold, conv. & tax free.		800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:							
1st Mortgage		300,000	6	Jan. & July.	Providence.	18	....
Quincy, Alton and St. Louis:							
1st Mortgage gold		840,000	7*	May & Nov.	Philadelphia.	1883	....
Quincy and Toledo (T., W. & W.):							
1st Mortgage, guaranteed		600,000	7	May & Nov.	New York.	1890	85½
Quincy & Warsaw (C. B. & Q.):							
1st Mortgage, guaranteed		800,000	8	Jan. & July.	Boston.	1890	97
Reading and Columbia (P.& R.):							
1st Mortgage, guaranteed		850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed		250,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:							
1st Mortgage		150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage		300,000	7	" "	"	1880	....
3d Mortgage		150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitehall)		400,000	7	March & Sept.	New York	1906	....
1st Mort. (Troy, Salem & Rutl.)		500,000	7	May & Nov.	" "	1900	....
1st Mortgage (Glenn's Falls)		125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:							
Virginia State Loan, skg fund		600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds		157,800	6	" "	"	1875	....
Consolidated Mortgage		1,723,000	6	May & Nov.	New York.	'78-'82	70
Rich., Fredericksburg & Potomac							
Sterling Loan		67,771	6*	Jan. & July.	London.	1875	....
Dollar Loan		296,500	6	" "	Richmond.	1881	....
Dollar Loan		172,800	7	" "	"	1875	....
Richmond and Petersburg:							
1st Mortgage		150,000	7	June & Dec.	Richmond.	1871	....
1st Mortgage		175,000	8	April & Oct.	"	....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$2,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage (W. & R.) Sk'g Fund	799,000	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Sk'g Fund	924,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen. & Can.):						
Equipment Mortgage, tax free	300,000	7	May & Nov.	Boston.	1880	....
Equipment Mortgage	500,000	8	March & Sept.	"	1880	80
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	8	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1870	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M. (W. D.) land grant, g'd tax fr	15,600pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) s'kg f'd	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) s'kg f'd	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	84½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	77½
Equipment Mortgage	900,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	95½
St. Louis, Jacksonv. & Chic. (C. & A.):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	92½
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & North:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	84½
St. Louis, Lawr. & Denv. (Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold s'kg fund conv.	2,250,000	7	May & Nov.	New York.	1894	....
1st M. (Evans. D.) gold s'kg f'd, con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van. & T. H. (T.H. & I.):						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,000,000	7	May & Nov.	" "	1896	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1896	....
Income Mortgage	790,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M. & St. P.):						
1st M. land gr. gold s'kg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (St. Paul to Wab.) 70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M. (N. Line) 80 m. & 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)	2,000,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'da) sig.	1,000,000	7*	" "	London.	....	....
1st M. (W. Line) R.R. & Lands.	6,000,000	7	—— & ——	New York.	....	....
2d M. (W. Line) R. R. & Lands.	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1906	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J. & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	90½
Sand., Mansfield & Newark (C. & O.):						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	5*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	600,000	7	March & Sept.	New York.	1896	....
Savannah and Charleston:						
1st Mortgage (Sav. & Char.) bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C. & S.) bonds	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1880	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq. (D. & H. Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000 pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M. gold gr. by Ala. $16,000 pm.	.....	8*	March & Sept.	New York.	1890	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv. (N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	96
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	7	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.):						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1890	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	600,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold	$300,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,370	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,478,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,200	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16,000 pm	.....	8	.....	.....	.....	....
South Georgia & Florida (A. & G.):						
1st Mort. assumed by Atl. & Gulf	434,000	7	May & Nov.	New York.	1888	....
2d Mort.	200,000	7	" "	" "	1859	....
South Mountain Iron (Cumb. Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	170,000	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mortgage gold, assumed	7,180,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	90
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A. M. & O.):						
1st preferred bonds	875,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, s'kg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,000,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $23,000,000	5,750,000	6*	.....	.....	.....	....
Southern Pennsylvanin:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'88	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, s'kg fund	20,000 pm	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1888	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1876	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, s'kg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1876	90
Sunbury and Lewisten:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	.....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	.....	....
Suspens. Brid. & Erie Junc. (Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C. & T.):						
1st Mortgage gold, s'kg fund	1,163,000	7*	June & Dec.	New York.	1900	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1878	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,800,000	7	June & Dec.	New York.	1894	....
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	83
2d Mortgage (W. Div.) 117 m.	1,800,000	7	April & Oct.	" "	1886	55
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort, 227 m. $6,500,000	1,400,000	7	May & Nov.	" "	1910	55
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	....
Tom's River & Watert. (N.J.So.):						
1st Mortgage guaranteed	80,000	7	.....	New York.	1883	....
Troy & Bennington (T. &):						
1st Mortgage s'kg fund, gar.	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1886	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	643,000	7	"	" "	1882	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	95
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1893	96½
1st Mort. (Quincy & Tol. 84 m)	500,000	7	May & Nov.	" "	1890	84
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	90½
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
3d Mort. (T.Wab.& Wt. 167 m.)	1,500,000	7	" "	" "	1871	91
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	83½
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	78
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	79½
1st M. (Dec. & East St. L.100m.)	2,700,000	7	" "	" "	1900	90½
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1880	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	85½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	81½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	81
Omaha Bridge B'ds, stg £250,000	2,500,000	6*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'95-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1890	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	97
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ").	450,000	6	" "	" "	1883	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	91½
Loan of 1889 " "	966,000	6	June & Dec.	Princeton.	1889	85
Consolidated(mort.)Loan of 1899	5,000,000	6	May & Nov.	Philadelphia.	1899	90
Sterling Loan £369,900	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £380,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	103,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	8	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	251,500	7	Jan. & July.	N. Y.& Utica.	1876	....
Utica, Chen. & Susq. Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	25
2d Mortgage consolidated	1,500,000	7	" "	"	1891	7½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	67½
Guar. Stock (Vt. & Ca.R.R.)	795,500	8	June & Dec.	....	....	30
Equipment Mortgage	1,000,000	8	May & Nov.		'76-'77	74
Equipment Mortgage	1,000,000	8	" "		1880	74
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1889	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	90½
Vermont Valley (Rutland):						
1st Mortgage	336,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	228,200	7	" "	New York.	1850	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1890	....
Special Loan 1871	225,429	8	Jan. & July.	"	1890	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	71½
4th Mortgage	846,000	6	March & Sept.	" "	1900	83
Registered Certificates	123,298	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	113,509	8	" "	" "	1894	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1900	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,900	7	April & Oct.	Philadelphia.	1882	75½
Warwick Valley (Erie):						
1st Mortgage	86,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	700,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,200	7	April & Oct.	"	1891	101½
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1886	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	812,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	72½
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97½
2d Mort. " "	300,000	6	" "	"	1890	92
2d Mort. endor. by Wash. Co	200,000	6	" "	"	1890	81
2d Mortgage preferred	600,000	6	" "	"	1895	60
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	92
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,736,000	6*	Jan. & July.	New York.	1899	67
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	900,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 26 m.)	1,000,000	6	Jan. & July.	"	1900	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863, gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	92½
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869	998,000	7	April & Oct.	"	1899	102
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	70
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	87
2d Mortgage coupon or regis	723,600	7	Jan. & July.	"	1902	79
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	80
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1888	80
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	107
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	80
Delaware and Hudson:						
1st Mort. (1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
gage re- (2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	101½
gistered. (3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	102½
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	94½
Mortgage Loan reg	2,000,000	6	F. M. A. & N.	"	1897	95
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	95½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	97½
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	99½
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1857	....
Morris (and Essex):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	92
2d Mortgage	285,000	6	" "	"	1870	93
Boat Loan, sinking fund	226,966	7	" "	"	1885	90
Preferred Stock Dividend Scrip	106,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	65
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1845	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1883	73½
Plain Bonds	85,222	6	" "	"	1876	76
Improvement bonds	266,000	6	May & Nov.	"	1870	75
Boat and Car Loan	756,650	6	" "	"	1888	72
Boat and Car Loan	628,100	7	" "	"	1880	85
Coupon Bonds	1,079,000	6	Jan. & July.	"	1896	71
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1884	72½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,510	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1863	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	296,000	6	May & Nov.	"	1894	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years Ending.	Railroad. M. to Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	3	106	Adirondac.....New York.	2,728,692	*	.....	7,000,000	3,763,000	980,000	1,963,750	—	60.2	.....	.....	.....	160,425	.....	—	100	.....
May 31, 1872	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central †.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	142.0	—	37.1	—	21	24	12	749	Albany and Susq. (D. & H.)...New York.	7,468,572	*	.....	.....	5,000,000	4,467,000	.....	.....	164.0	(Del. &	Hud. Canal	Co.)	1,241,228	422,821	7	100	94
Sept. 30, 1872	51.0	—	2.0	—	3	4	1	21	Alexandria and Fredericksburg †.....Va.	2,500,000	*	.....	.....	.....	1,000,000	.....	—	51.0	.....	.....	.....	.....	.....	—	100	.....
Jan. 31, 1873	132.0	—	44.9	112.0	.....	.....	.....	.....	Allegheny Valley.....Pennsylvania.	13,200,000	*	.....	.....	2,266,300	12,389,000	.....	—	132.0	.....	.....	.....	.....	.....	—	50	.....
Nov. 30, 1872	35.8	—	1.6	—	.....	.....	.....	.....	Allentown.....Pennsylvania.	1,147,225	*	.....	.....	567,544	.....	579,681	—	35.8	.....	.....	.....	2,239,168	960,684	—	50	.....
Dec. 31, 1872	20.5	—	2.0	—	5	10	2	43	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	95,000	20.5	.....	(Phila. & R	eading R.	R.)	.....	.....	—	50	.....
Dec. 31, 1872	57.0	—	2.8	28.0	.....	.....	.....	.....	Arkansas Central (3 ft.) †.....Arkansas.	.....	.....	.....	.....	.....	15,000pm	.....	—	.....	.....	.....	.....	.....	.....	—	100	.....
Mar. 31, 1873	23.6	—	1.9	—	.....	.....	.....	.....	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	—	.....	.....	.....	.....	.....	.....	—	100	.....
Nov. 30, 1872	465.0	—	23.3	200.0	.....	.....	.....	.....	Atchison, Topeka & Santa Fe.....Kansas.	20,000,000	*	.....	.....	8,615,000	10,564,500	570,000	—	.....	.....	.....	.....	.....	7,500	—	100	.....
Sept. 30, 1872	30 4	—	0.2	—	3	2	1	17	Athol and Enfield.....Massachusetts.	306,873	7,555	44,400	.....	520,000	293,400	44,605	3,814	30.4	(In prog	ress to N.	Mexico.)	.....	.....	—	100	14
June 30, 1872	86.7	—	8.9	—	19	6	5	119	Atlanta and West Point.....Georgia.	1,200,129	*	.....	.....	1,233,200	22,000	.....	—	86.7	.....	.....	.....	.....	.....	5	100	.....
Sept. 30, 1872	367.3	88.2	149.4	—	166	52	26	3,117	Atlantic and Great West. N.Y. Penn. & O.	80,992,240	*	.....	.....	24,000,000	56,992,240	.....	—	565.8	.....	.....	.....	6,451,229	855,670	—	100	.....
Dec. 31, 1872	237.0	110.0	16.3	165.0	28	19	6	338	Atlantic and Gulf †.....Georgia.	7,592,283	*	162,387	.....	4,479,677	3,294,700	339,091	—	347.5	635,350	93,234	.....	963,906	339,439	—	100	.....
Sept. 30, 1872	408.0	20.0	31.0	160.0	78	29	18	832	Atlantic, Mississippi and Ohio...Virginia.	17,765,914	*	8,718,937	.....	6,921,900	14,882,843	.....	.....	428.0	1,427,688	232,576	530,863	1,960,053	734,328	—	100	.....
May 31, 1872	95.6	—	4.8	—	9	10	4	78	Atlantic and North Carolina †.N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	—	95.0	.....	(No returns furnished.)		.....	.....	—	100	.....
Dec. 31, 1872	364.0	—	18.2	200.0	.....	.....	.....	.....	*Atlantic and Pacific* †.....Missouri & Ind. Ter.	.....	.....	.....	.....	15,000,000	12,500,000	.....	—	328.2	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	149.8	1.5	16.2	—	.....	.....	.....	.....	Atlantic and St. Lawrence.Me., N.H. & Vt.	7,654,060	.....	.....	.....	3,994,900	3,483,848	201,089	—	.....	.....	.....	.....	.....	.....	4	100	.....
Nov. 30, 1872	53.0	—	2.7	—	.....	.....	.....	.....	Augusta and Savannah.....Georgia.	1,082,200	.....	.....	.....	733,700	129,000	.....	—	.....	.....	.....	.....	.....	73,900	7	100	.....
Sept. 30, 1872	19.1	—	0.2	—	2	2	1	6	Avon, Genesee and Mount Morris..N. Y.	345,000	*	.....	.....	194,250	20,000	20,000	—	19.1	21,302	43,209	4,901	83,299	6,001	—	100	.....
Nov. 30, 1872	57.2	2.0	4.1	—	.....	.....	.....	.....	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	555,000	471,200	.....	—	58.2	(Leased to	Pennsylv	ania.)	.....	.....	—	100	.....
Sept. 30, 1872	379.8	—	502.7	—	388	206	52	7,904	Baltimore and Ohio †.....Md. & W. Va.	31,170,756	7,996,856	13,423,332	3,424,536	14,704,762	12,466,639	709,873	20,152,269	454.6	9,172,997	.....	.....	10,654,472	4,532,072	8	100	165
Sept. 30, 1872	30.0	—	38.9	—	.....	.....	.....	.....	Washington Branch †.....Maryland.	1,650,000	.....	.....	642,300	1,650,000	20,000	.....	622,300	30.0	478,800	.....	.....	480,648	335,735	10	100	160
Sept. 30, 1872	103.5	—	21.8	—	.....	.....	.....	.....	Parkersburg Branch.....W. Virginia.	10,000,000	.....	.....	.....	5,630,685	493,500	.....	—	103.5	1,008,407	.....	.....	826,803	114,841	—	100	11
Dec. 31, 1872	32.0	—	3.2	99.0	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	32.2	(Opened	to Washi	ngton, May	1, 1872.)	.....	.....	—	100	7
Dec. 31, 1872	33.4	—	2.7	—	.....	.....	.....	.....	Belfast and Moosehead Lake.....Maine.	900,000	.....	.....	.....	650,000	250,000	.....	—	(Operat	ed by Ma	ine Centr	al.)	.....	36,000	—	50	.....
Dec. 31, 1872	87.0	—	6.7	—	30	21	8	967	Belvidere Delaware.....New Jersey.	3,878,842	*	.....	.....	995,300	2,244,500	1,228,128	.....	67.0	.....	.....	.....	836,880	218,606	—	100	.....
Sept. 30, 1872	22.0	—	2.0	—	.....	.....	.....	.....	Berkshire.....Mass.	600,000	.....	8,000	.....	600,000	.....	.....	.....	22.0	58,408	80,192	176,297	120,291	42,045	7	100	72½
Sept. 30, 1872	15.6	—	5.7	—	.....	.....	.....	.....	Blossburg and Corning.....New York.	582,346	.....	.....	.....	456,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	5	100	.....
Sept. 30, 1872	201.6	46.6	316.8	—	206	161	46	4,113	Boston and Albany.....Mass. & N. York.	19,880,414	4,411,338	1,071,646	2,108,438	19,664,100	2,037,000	546,724	4,237,012	268.3	4,883,071	5,247,576	2,782,907	9,259,599	2,862,615	10	100	129
Sept. 30, 1872	25.2	—	2.0	0.8	4	4	2	50	Boston, Barre and Gardner.....Mass.	763,114	104,775	30,324	4,928	736,240	—	153,849	12,147	28.0	82,064	35,157	17,499	69,356	7,550	—	100	.....
Sept. 30, 1872	42.9	—	9.0	—	21	22	12	434	Boston, Clinton and Fitchburg.....Mass.	1,430,328	646,052	110,250	25,736	872,000	1,250,000	62,586	97,180	99.2	441,745	467,906	317,043	876,413	192,795	—	100	.....
Mar. 31, 1873	93.5	—	12.8	—	22	24	19	473	Boston, Concord and Montreal.....N. H.	2,850,000	*	218,300	327,759	1,300,000	1,050,000	29,608	516,456	139.0	.....	171,511	92,186	670,342	131,715	6p	100	.....
Sept. 30, 1872	26.8	16.0	45.8	—	37	46	20	940	Boston and Lowell.....Mass.	2,469,955	252,345	2,566,759	258,142	2,862,900	1,771,024	542,860	374,417	71.8	741,961	1,949,688	620,053	1,293,969	241,016	8	100	104
Sept. 30, 1872	30.3	8.5	84.9	38.0	61	102	28	975	Boston and Maine.....Mass., N. H. & Me.	6,728,333	1,144,687	775,992	525,480	6,816,824	—	1,341,862	1,016,686	158.8	1,215,996	4,135,460	520,722	2,004,672	504,116	10	100	110
Sept. 30, 1872	44.0	14.8	65.0	—	38	67	11	482	Boston and Providence.....Mass. & R. I.	3,691,138	207,460	573,542	253,320	3,950,000	—	356,478	427,922	66.5	239,132	762,346	765,733	1,716,399	465,347	10	100	143
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa.....Canada.	2,647,004	*	.....	.....	.....	424,704	1,687,200	.....	86.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	172.0	—	12.0	70.0	18	12	6	171	Brunswick and Albany†.....Georgia.	10,548,000	*	.....	.....	4,898,000	5,650,000	350,000	.....	.....	(Com	pany in ba	nkruptcy.)	.....	.....	—	100	.....
Sept. 30, 1872	26.0	—	2.0	—	.....	.....	.....	.....	Buff., Bradford and Pittsburg..New York.	2,389,500	.....	.....	.....	2,286,000	585,500	.....	—	—	(Erie	Railway	Co.)	.....	40,400	—	100	.....
Sept. 30, 1872	43.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.....N. Y. & Penn.	1,546,930	*	.....	.....	426,717	700,000	548,299	.....	43.2	.....	.....	.....	228,099	.....	—	100	.....
Sept. 30, 1872	142.0	—	12.7	—	.....	.....	.....	.....	Buffalo, New York & Erie...N.Y. & Penn.	3,338,000	.....	.....	.....	950,000	2,380,000	.....	—	.....	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	117.0	—	5.9	—	.....	.....	.....	.....	Buff., New York and Phila. N.Y. & Penn.	3,064,271	*	.....	.....	1,600,707	1,376,500	430,605	—	88.0	(Erie	Railway	Co.)	.....	238,109	7	500	.....
Dec. 31, 1872	219.0	79.0	14.0	—	24	16	7	625	Burl., Cedar Rapids and Minnesota. Iowa.	7,600,000	*	.....	.....	3,400,000	2,200,000	.....	—	332.0	(Opened	to Empor	ium, Pa.)	139,145	17,300	—	100	.....
Dec. 31, 1872	120.0	—	6.0	100.0	.....	.....	.....	.....	Burlington and Southwestern. Iowa & Mo.	3,000,000	*	.....	.....	1,200,000	1,750,000	.....	—	.....	.....	(In prog	ress.)	.....	.....	—	100	.....
Feb. 28, 1873	156.0	—	.....	148.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	10,000,000	*	.....	.....	12,000,000	8,000,000	.....	—	.....	(Compl	eted to Mo	Line May,	1873.)	.....	—	100	.....
Dec. 31, 1872	160.0	—	8.0	—	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,600,000	3,500,000	.....	—	160.0	(Recently	completed	R. Co.)	.....	.....	—	100	.....
Dec. 31, 1872	61.2	—	92.9	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	9,458,328	.....	.....	.....	5,847,800	.....	.....	—	.....	(Pennsy	lvania R.	R. Co.)	.....	.....	10	100	.....
Dec. 31, 1872	60.0	7.0	5.6	—	11	46	7	100	Camden and Atlantic.....New Jersey.	1,790,623	376,195	188,354	32,388	1,215,870	1,058,400	54,907	9,584	67.0	218,630	417,196	69,324	467,036	212,119	3p	50	60
Dec. 31, 1872	28.0	7.2	3.9	—	.....	.....	.....	.....	Camden and Burlington Co..New Jersey.	715,362	.....	.....	.....	332,925	338,000	44,437	.....	.....	(Pennsy	lvania R.	R. Co.)	.....	.....	6	100	.....
Dec. 31, 1872	28.5	—	4.8	81.0	.....	.....	.....	.....	Canada Central.....Canada.	686,156	*	.....	5,888	.....	683,467	3,776	3,800	28.5	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1873	229.0	63.0	29.2	—	.....	.....	.....	.....	Canada Southern.....Canada.	.....	.....	.....	.....	8,000,000	8,760,000	.....	—	.....	(Recently	completed	.)	.....	.....	—	100	.....
Sept. 30, 1872	71.6	22.4	7.8	18.0	10	23	12	160	Cape Cod.....Mass.	1,245,594	237,393	46,392	16,547	1,022,330	349,000	132,591	43,985	94.0	210,684	286,417	75,147	321,798	86,737	6	60	.....
Jun. 30, 1872	17.5	0.8	0.8	40.0	1	2	—	31	Carbondale and Shawnectown....Illinois.	562,650	*	.....	.....	355,000	200,000	7,150	—	18.0	(Opened	Dec. 30, 1	871.)	.....	.....	—	100	.....
Sept. 30, 1872	18.0	—	0.5	10.0	2	—	—	3	Carthage, Water'n & Sack. Harbor..N.Y.	561,139	*	.....	.....	455,433	150,000	.....	—	18.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	20.9	4.0	8.0	—	6	3	2	517	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	426,000	.....	.....	—	24.0	.....	.....	.....	.....	.....	—	100	.....
Oct. 31, 1872	94.0	4.5	8.5	—	21	9	5	602	Catawissa.....Penn.	6,098,850	*	.....	.....	4,369,500	1,739,350	.....	—	.....	.....	.....	.....	.....	.....	6	25	.....
Sept. 30, 1872	14.8	—	1.5	—	2	2	2	14	Cazenovia and Canastota.....New York.	538,000	*	.....	.....	294,529	250,000	29,250	—	14.8	(Leased	Nov. '72 to	Ph. & Rdg.	) 572,104	183,169	7p.	50	35
Dec. 31, 1872	75.6	—	3.8	—	.....	.....	.....	.....	Cedar Falls and Minnesota.....Iowa.	3,174,000	.....	.....	.....	1,587,000	1,587,000	.....	—	.....	.....	.....	.....	25,885	4,391	—	100	.....
Dec. 31, 1872	271.6	2.4	22.1	—	.....	.....	.....	.....	*Cedar Rapids and Missouri River*...Iowa.	11,233,000	.....	.....	.....	7,619,000	3,614,000	.....	—	.....	(Illinois	Central.)		128,646	113,400	—	100	.....
Dec. 31, 1872	100.0	—	15.0	250.0	6	6	3	131	Central Br., Union Pacific R.R...Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	101.0	(Chic &	North We	stern R. R.	)	.....	—	100	.....
Nov. 30, 1872	192.0	—	29.7	—	53	44	27	792	Central of Georgia.....Georgia.	5,000,000	*	1,628,467	1,022,692	5,000,000	1,389,000	241,663	—	284.0	(No re	turns furn	ished.)	.....	.....	—	100	.....
Dec. 31, 1872	302.0	—	16.6	24.0	22	6	6	801	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	—	202.0	.....	169,119	.....	1,656,154	689,308	10	100	.....
Sept. 30, 1872	22.0	4.0	3.9	—	3	7	—	22	Central of Long Island.....New York.	1,459,616	*	.....	.....	297,800	687,000	479,598	—	.....	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	74.0	6.7	211.8	—	227	126	47	9,082	Central of New Jersey.....New Jersey.	12,424,936	7,882,236	7,649,402	4,810,442	20,000,000	9,299,000	2,058,154	—	291.0	(Flushi	ng & N. Si	de R. R.)	.....	.....	—	100	.....
Dec. 31, 1872	137.0	—	31.2	—	46	28	24	737	Central Ohio.....Ohio.	5,499,939	*	.....	.....	2,845,500	2,500,000	.....	—	137.0	.....	.....	.....	988,327	170,721	6	50	81
Dec. 31, 1872	888.0	339.0	110.4	600.0	187	168	40	8,307	*Central Pacific*†.....Cal. Nev. & Utah.	130,485,691	5,622,693	5,458,198	2,513,287	54,283,190	81,989,680	422,041	7,433,960	1,168.6	.....	588,533	746,153	11,963,641	6,952,362	—	100	71
Dec. 31, 1872	194.6	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta....S. Car.	5,512,000	*	256,000	.....	2,578,600	3,100,000	.....	—	194.6	.....	.....	.....	652,107	439,718	—	100	.....
Dec. 31, 1872	22.8	—	5.9	—	.....	.....	.....	.....	Chartiers.....Pennsylvania.	1,127,313	.....	.....	13,897	628,060	500,000	3,150	—	22.8	39,140	.....	.....	60,440	20,440	—	50	.....
Sept. 30, 1872	428.0	—	42.8	72.0	45	27	18	761	Chesapeake and Ohio.....Va. & W. Va.	26,542,490	*	789,785	2,836,883	13,398,407	18,624,963	3,387,461	—	227.0	511,475	141,873	118,473	777,632	288,687	—	100	.....
Jun. 30, 1872	40.7	0.8	2.0	—	—	2	—	.....	Chester and Taunton.....Illinois.	1,690,000	*	.....	.....	1,000,000	690,000	30,000	—	41.5	(Opened	March 187	2.)	.....	.....	—	100	.....

Sept. 30, 1872	53.0	—	11.2	—	28	22	10	409	Cheshire	New Hampshire.	2,337,707	351,600	160,000	260,554	2,153,300	309,200	28,992	118,370	88.1	622,256	192,234	412,432	824,763	183,851	5	100	....
Dec. 31, 1872	21.5	—	3.1	—	—	—	—	—	Chester Valley	Pennsylvania.	1,371,900	—	—	—	871,900	500,000	955,000	—	—	(Phila. a	nd Readin	g R. R. Co	mpany.)	—	—	50	....
Dec. 31, 1872	242.0	117.4	92.1	—	144	74	24	2,912	Chicago and Alton	Illinois.	14,627,712	*	4,348,918	1,348,501	11,355,300	5,446,630	3,256,428	303,773	649.1	5,902,102	772,506	1,601,798	5,158,326	1,879,147	10	100	108
Dec. 31, 1872	698.8	552.4	287.2	—	283	127	62	5,409	Chicago, Burlington and Quincy	Illinois.	56,648,400	*	4,555,731	—	26,050,588	26,221,642	602,466	8,329,470	1,469.2	(8 month	hs on 825	miles.)	7,554,575	2,339,866	10	100	104½
Dec. 31, 1872	60.0	—	0.0	—	6	4	2	320	Chicago, Clinton and Dubuque	Iowa.	2,460,000	*	—	—	960,000	1,500,000	—	—	60.0	(Opene	d in Fall o	f 1872.)	—	—	—	100	....
Dec. 31, 1872	110.0	76.0	12.0	20.0	24	10	5	955	Chicago, Danville and Vincennes	Ill.	6,675,565	*	221,107	—	2,975,000	3,325,000	345,068	—	110.0	—	—	—	627,980	277,553	—	100	....
Dec. 31, 1872	73.0	—	3.7	—	5	4	2	168	Chic., Cincinnati and Louisville	Indiana.	2,500,000	156,000	10,000	—	1,500,000	1,000,000	—	—	73.0	(No inf	ormation	furnished.)	—	—	—	100	....
Dec. 31, 1872	117.0	14.0	21.5	—	14	5	3	410	Chic., Dubuque and Minnesota	Io. & Minn.	6,500,000	*	—	—	2,500,000	4,425,000	—	—	131.0	(No inf	ormation	furnished.)	—	—	—	100	....
Dec. 31, 1872	80.0	—	8.0	30.0	15	6	3	—	Chicago and Iowa	Illinois.	4,100,000	*	—	—	1,350,000	1,750,000	1,000,000	—	—	(Chic., B	url. & Quin	cy R. R. C	o.)	140,000	—	100	....
May 31, 1873	81.3	1.1	16.9	—	—	—	—	—	Chicago, Iowa and Nebraska	Iowa.	5,000,000	—	—	—	4,200,000	810,000	—	—	—	(Chic. &	Northwes	tern R. R.	Co.)	—	8	100	81½
Dec. 31, 1872	170.0	25.0	19.6	55.0	25	12	7	605	Chicago and Michigan Lake Shore	Mich.	6,538,400	*	—	—	1,188,400	5,350,000	—	—	170.0	482,640	240,169	128,662	500,985	218,500	—	100	....
May 31, 1872	1,388	—	200.0	120.0	269	277	83	5,983	Chicago and N. West'n.	Ill., Wis. & Mich.	56,199,718	*	2,342,919	—	35,878,644	20,474,000	724,299	1,465,694	1,271.0	—	2,224,705	2,510,016	11,402,161	4,592,135	—	100	59½
Dec. 31, 1872	67.0	—	....	193.0	—	—	—	—	Chicago and Paducah	Illinois.	1,800,000	—	—	—	1,350,000	540,000	—	—	—	(Operat	ed by con	tractor—N	o report.)	—	—	100	....
Dec. 31, 1872	60.0	—	6.0	100.0	—	—	—	—	Chicago, Pekin & South-Western	Ill. & Mo.	—	(No info	rmation.)	—	25,000,000	—	—	—	—	—	(Being co	nstructed.)	—	—	—	100	....
Mar. 31, 1873	498.0	120.5	142.8	—	197	66	36	3,940	Chicago, Rock Island & Pacific	Ill. & Iowa.	28,716,723	*	7,889,906	2,109 406	25,000,000	8,972,000	154,351	4,589,683	660.0	4,340,995	956,734	1,289,890	6,657,050	3,139,207	8	100	106½
Mar. 31, 1873	35.0	—	—	167.0	—	—	—	—	Chicago and Southern Illinois	Ill. & Ind.	—	(Under	construct	ion—no	information)	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1872	269.0	32.0	16.9	—	—	—	—	—	Chicago and South Western	Iowa & Mo.	13,500,000	—	—	—	7,000,000	5,000,000	1,658,551	—	—	(Chic., R	ock Islan	d and Paci	fic R. R.	Co.)	—	100	....
Dec. 31, 1872	36.3	—	2.1	—	—	—	—	—	Chillicothe and Brunswick	Mo.	865,000	—	—	—	365,000	500,000	—	—	—	(St. Louis	s K. City	and North	ern R. R.	Co.)	—	100	....
Dec. 31, 1872	7.0	—	3.0	....	—	—	—	—	Cincinnati and Baltimore	Ohio.	1,105,453	—	—	—	673,000	314,000	118,453	—	—	(Marietta	a and Cin	cinnati R.	R. Co.)	—	—	100	....
Mar. 31, 1873	60.0	—	118.2	—	33	20	13	429	Cincinnati, Hamilton and Dayton	Ohio.	3,974,665	1,127,251	1,889,230	262,965	3,500,000	2,032,000	1,052,450	669,651	60.0	549,574	750,687	564,542	1,204,865	495,373	8	100	....
Mar. 31, 1873	98.0	25.0	7.2	—	19	9	6	358	Cin., Hamilton and Indianapolis	O. & Ind.	6,187,645	*	—	—	(Sold un	der torec	lose. for	$1,000,000	123.0	—	—	—	312,358	L. 17,967	—	100	....
Dec. 31, 1872	39.0	—	1.9	—	—	—	—	—	Cincinnati and Martinsville	Indiana.	800,000	—	—	—	400,000	400,000	—	—	39.0	(Until re	cently lea	sed to Ind.	Cin. & La	fayette.)	—	100	....
Dec. 31, 1872	148.4	—	12.8	—	16	12	4	370	Cincinnati and Muskingum Valley	Ohio.	5,472,977	*	—	109,315	3,996,610	1,500,000	31,360	84,326	148.0	424,240	141,450	148,249	439,888	166,087	—	100	....
Mar. 31, 1873	36.0	—	2.6	—	5	1	4	167	Cin., Richmond and Chicago	Ohio & Ind.	826,783	184,552	700	56,966	382,600	565,000	61,360	—	42.0	—	—	—	229,685	70,974	—	100	....
Dec. 31, 1872	91.5	—	4.5	—	—	—	—	—	Cincinnati, Rich. & Ft. Wayne	Indiana.	3,756,952	—	—	—	2,000,000	1,800,000	—	—	91.5	—	90,118	72,204	187,252	61,470	—	100	....
Jun. 30, 1872	155.0	15.5	24.9	—	25	21	12	662	Cincinnati, Sandusky & Cleveland	Ohio.	7,982,936	*	—	—	4,729,087	3,261,330	18,108	—	215.5	741,280	254,436	283,893	850,755	339,244	—	50	21½
Dec. 31, 1872	25.0	—	....	270.0	4	2	1	110	Cincinnati and Terre Haute	Ohio & Ind.	—	(Under	construct	ion—no	report.)	—	—	—	25.0	20,360	4,032	—	7,047	—	—	100	....
Dec. 31, 1872	340.5	49.9	75.0	—	118	47	17	3,025	Cleveland, Col. Cin. & Ind.	Ohio & Ind	16,395,579	*	1,929,844	1,427,649	14,981,275	3,005,000	1,446,295	310,412	471.4	3,877,559	572,396	1,444,364	4,593,171	1,879,528	7	100	82½
Dec. 31, 1872	67.8	12.4	10.3	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,147,934	—	—	—	2,959,200	1,164,000	—	—	—	(Atl. & G	t. Wm. Ra	ilway Co.)	274,907	260,946	7	50	....
Jun. 30, 1872	102.0	—	5.0	42.0	11	9	4	460	Clev., Mt. Vernon and Delaware	Ohio.	2,575,125	*	—	—	1,200,000	2,300,000	—	—	114.5	133,000	135,607	176,909	300,347	126,728	—	100	....
Nov. 30, 1872	167.0	32.0	76.4	—	83	41	22	2,618	Cleveland and Pittsburg	Ohio & Penn.	13,406,760	2,538,644	659,162	212,062	11,236,150	2,834,344	306,666	440,411	225.0	2,316,159	654,758	1,681,912	Pa. R. R.	1,053,283	7	50	89½
Dec. 31, 1872	681.0	—	68.0	—	158	54	27	1,652	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill	37,014,719	*	—	—	18,328,569	23,555,174	130,974	—	681.0	4,590,845	646,459	1,390,597	4,411,095	783,881	—	100	31½
Dec. 31, 1872	76.0	4.0	....	161.0	3	2	2	12	Colorado Central (3 ft.)	Colorado.	1,999,300	*	—	—	1,474,300	525,000	—	—	40.6	—	—	—	90,216	14,967	—	100	....
Dec. 31, 1872	76.9	13.0	12.6	—	25	8	4	1,601	Columbus and Hocking Valley	Ohio.	2,578,037	1,672,739	268,658	59,094	1,208,810	2,148,000	291,499	330,219	89.6	498,522	134,999	681,819	854,892	442,663	25	50	....
Dec. 31, 1872	45.0	—	3.4	—	—	—	—	—	Columbus, Springfield & Cin	Ohio.	2,000,000	—	—	—	1,000,000	1,000,000	—	—	—	(Leased	to Cin., Sa	ud. & Clev	. R. R. C	o.)	—	100	....
Mar. 31, 1873	36.0	7.0	49.0	—	33	36	13	811	Concord	New Hampshire	1,500,000	*	187,390	104,436	1,500,000	—	111,357	180,169	145.5	862,162	618,842	692,768	1,040,115	180,759	10	50	102
Mar. 31, 1873	41.0	—	6.0	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	1,106,859	—	—	—	350,000	—	—	—	—	(Concor	d R. R. Co	mpany.)	25,000	25,000	4	100	....
Jun. 30, 1872	110.3	—	15.2	—	22	15	7	746	Connecticut and Passump. Riv.	Vermont.	3,385,436	*	261,151	128,946	2,127,278	1,257,100	39,767	246,371	143.7	458,681	167,112	171,923	812,766	308,902	6	100	77½
Sept. 30, 1872	50.0	5.9	23.5	—	18	24	10	311	Connecticut River	Massachusetts.	2,085,527	225,814	188,686	510,977	1,850,600	250,000	415,226	405,778	56.9	324,032	988,504	382,770	729 811	215,481	10	100	135
Sept. 30, 1872	46.0	—	4.7	—	6	12	6	140	Connecticut Valley	Connecticut.	2,403,589	248,175	—	—	1,038,500	998,000	973,000	7,300	45.0	66,292	206,441	14,077	144,851	7,390	—	—	..
Sept 30, 1872	66.7	—	7.0	—	8	10	2	170	Connecticut Western	Connecticut.	3,797,665	295,321	—	—	1,504,028	2,488,500	96,323	—	68.2	146,880	151,688	80,487	223,565	65,612	—	100	....
Dec. 31, 1872	6.6	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	—	—	—	1,278,300	1,000,000	—	—	—	(Phila.	and Trent	on R. R. C	ompany.)	—	6	50	....
Sept. 30, 1872	16.0	1.0	1.6	—	2	2	1	17	Cooperstown and Susquehanna	N. York.	455,914	*	—	—	308,408	100,000	22,240	—	17.0	—	—	—	32,611	14,727	—	100	....
Dec. 31, 1872	74.0	7.0	26.0	—	19	17	6	371	Cumberland Valley	Penn.	1,725,143	*	656,432	187,782	2,094,250	352,300	72,174	600,583	141.6	275,889	288,617	322,017	581,064	287,989	8	50	....
Dec. 31, 1872	46.0	—	2.5	—	5	2	2	17	Danv., Hazleton & Wilkesbarre	Penn.	1,102,600	*	—	—	684,280	1,400,000	—	—	—	(Leased	to Pennsy	lvania R.	R. Co.)	—	—	50	....
Sept. 30, 1872	23.8	10.0	4.5	—	6	6	2	72	Danbury and Norwalk	Connecticut	1,108,448	145,383	—	—	600,000	407,500	86,050	25,681	33.8	101,558	159,350	44,658	172,120	69,796	10	50	..
Mar. 31, 1873	90.0	32.0	....	20.0	—	—	—	—	Davenport and St. Paul	Iowa & Minn.	5,000,000	*	—	—	2,000,000	2,440,000	—	—	90.0	(Recently	opened	—No repo	rt.)	—	—	..
Mar. 31, 1873	142.0	—	21.3	—	23	15	4	680	Dayton and Michigan	Ohio.	6,088,363	777,401	78,071	149,269	2,398,785	4,162,780	382,741	158,468	142.0	—	—	—	1,034,567	279,623	3½	100	..
Jun. 30, 1872	31.8	—	1.8	—	4	4	3	68	Dayton and Union	Ohio.	612,015	*	—	—	86,000	527,445	—	—	31.8	116,316	64,344	94,955	134,148	52,209	—	100	....
Jun. 30, 1872	42.5	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	1,011,276	—	—	—	Sunk.	701,000	—	—	—	(Operat	ed by Pitt	sb'g, Ft. L	& Chic. C	o.)	—	100	....
Oct. 31, 1872	88.0	16.8	5.6	—	—	—	—	—	Delaware [4]	Delaware.	2,114,184	—	76,154	71,522	1,317,300	370,000	—	74,470	99.3	317,068	—	—	448,841	121,046	6	100	....
Dec. 31, 1872	65.0	—	65.0	—	46	3	1	4,260	Delaware and Hudson	Penn.	4,021,411	*	24,313,589	955,845	16,000,000	13,038,285	—	1,804,460	62.0	(Owned	& operate	d by Del. &	Hud. Can	al Co.)	10	100	....
Dec. 31, 1872	115.0	—	119.0	—	128	20	9	10389	Delaware, Lack. and Western	Penn.	15,512,767	*	—	—	20,000,000	3,394,000	4,239,545	—	115.0	3,254,260	249,376	3,347,671	4,746,878	2,867,966	10	100	108
Dec. 31, 1872	121.0	—	5.1	—	6	4	2	64	*Denver Pacific*	Colorado.	5,000,000	*	—	—	2,500,000	2,500,000	—	—	121.0	—	19,795	43,863	371,903	199,997	—	100	....
Dec. 31, 1872	118.0	31.0	5.6	732.0	10	11	2	292	Denver and Rio Grande	Col. & N. Mex.	5,000,000	*	—	—	2,660,000	3,000,000	—	—	155.0	(Operati	ons by Co.	commenced	Jan. 1, 1	873.)	—	100	....
Dec. 31, 1872	250.0	—	20.0	—	27	10	10	840	Des Moines Valley	Iowa.	13,803,295	*	—	—	6,528,000	5,070,000	930,000	—	250.0	447,079	168,599	198,366	776,264	127,223	—	100	..
Aug. 31, 1872	63.0	—	8.8	28.0	6	4	4	145	Detroit, Rel River and Illinois	Michigan.	2,386,000	*	—	—	1,000,000	1,500,000	—	—	—	(R	ecently op	ened—no	returns.)	—	—	100	..
Aug. 31, 1872	65.0	—	3.2	—	4	2	2	50	Detroit, Hillsdale and Indiana	Michigan.	1,318,150	*	—	—	343,150	1,470,000	—	—	65.0	(R	ecently op	ened—no	returns.)	—	—	100	..
Dec. 31, 1872	189.0	—	26.0	—	34	37	20	602	Detroit and Milwaukee	Michigan.	10,213,528	*	—	—	2,917,140	7,296,388	—	19,259	189.0	775,746	438,074	380,869	1,381,693	442,155	—	100	....
Aug. 31, 1872	164.0	2.0	2.0	22.0	....	....	....	....	Detroit, Lansing & Lake Michigan	Mich.	6,777,000	*	—	—	1,707,000	4,070,000	—	—	166.0	—	—	—	610,000	—	—	—	—
Dec. 31, 1872	14.0	—	2.0	—	—	—	—	—	Dexter and Newport	Maine.	300,000	—	—	—	122,000	175,000	—	—	—	(Leased	to Maine	Central.)	—	18,000	6	100	....
Oct. 31, 1872	36.5	—	3.4	—	2	—	—	—	Dorcester and Delaware	Del. & Md.	....	—	—	—	....	....	—	—	33.5	....	12,888	7,781	22,792	7,178	—	100	....
Sept. 30, 1872	29.0	—	2.8	—	—	—	—	—	Dover and Winnipissoogee	New Hamp.	625,000	—	—	—	480,000	—	—	—	—	(Boston	and Maine	R. R. Co.)	—	29,000	6	100	....
Dec. 31, 1872	142.9	—	15.4	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,890,200	—	—	—	5,000,000	880,000	—	—	—	(Leased	by Illinois	Central.)	—	—	6	100	36
Dec. 31, 1872	84.7	—	2.8	—	4	4	3	76	Dubuque and South Western	Iowa.	1,719,977	40,161	—	—	1,174,977	550,000	12,247	63,057	84.7	—	—	—	161,458	72,488	—	100	....
Dec. 31, 1872	54.8	—	4.2	—	6	7	3	51	Dunkirk, Warren & Pittsburg	N. York.	4,770,565	*	—	—	1,266,000	1,400,000	189,907	—	54.8	—	—	—	109,282	2,064	—	100	....
Sept. 30, 1872	68.0	—	7.4	—	7	6	3	92	Dutchess and Columbia Counties	N. Y.	2,796,377	*	—	—	1,488,487	1,500,000	554,407	—	58.0	—	—	—	210,546	L. 26,996	—	100	....
Sept. 30, 1872	17.5	—	1.1	—	—	—	—	—	Duxbury and Cohasset	Mass.	354,519	—	—	9,870	350,000	—	42,230	2,150	17.5	—	100,711	6,262	34,046	1,434	—	100	....
Oct. 31, 1872	17.5	—	0.6	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,500	—	—	—	89,800	175,000	—	—	—	(Pennsy	lvania R. R	Co.)	—	—	—	50	....
Oct. 31, 1872	36.0	—	18.5	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,486,290	—	—	—	1,306,200	495,000	—	—	—	(Phila. &	Reading	Co.)	—	—	6	50	50
Jun. 30, 1872	282.0	28.0	27.0	—	43	38	6	606	East Tenn., Va. & Georgia	Tenn. & Ga.	9,167,851	*	24,750	661,293	1,970,024	3,689,908	126,593	3,735,877	276.0	—	—	172,396	1,201,492	366,692	—	100	....
Sept. 30, 1872	214.1	71.7	61.6	—	73	133	35	854	Eastern	Massachusetts	7,488,949	1,767,561	1,532,235	1,579,678	4,262,000	6,746,100	701,841	406,582	264.6	1,408,179	5,000,399	424,320	1,978,823	574,201	—	100	75½
Dec. 31, 1872	23.6	5.0	3.1	—	3	2	—	86	Eastern Kentucky	Kentucky.	—	—	—	—	—	—	—	—	23.0	49,312	22,107	41,306	129,305	21,726	—	100	....
Dec. 31, 1872	40.0	—	1.7	—	2	....	....	....	Eastern Shore [4]	Maryland.	896,000	*	—	—	296,000	600,000	—	—	40.0	—	(No state	ment furni	shed.)	—	—	100	....
Dec. 31, 1872	185.0	—	8.7	—	—	—	—	—	Elizabeth and Paducah	Kentucky.	6,000,000	*	—	—	2,000,000	3,000,000	—	—	185.0	—	(R	ecently o	pened—no	returns.)	—	—	100	....
Dec. 31, 1872	46.8	—	3.3	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	500,000	—	—	—	—	(Northe	rn Central	R. R. Co.)	—	25,000	5	100	....
Dec. 31, 1872	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620,000	—	—	—	1,620,000	1,020,000	—	—	—	(Northe	rn Central	R. R. Co.)	—	165,000	5	50	....
Sept. 30, 1872	459.0	486.0	506.5	—	488	302	70	16038	Erie	New Jersey, N. York & Pa.	97,048,084	11,191,478	866,131	1,183,267	86,636,910	26,398,800	2,617,301	—	954.0	12,318,500	3,696,988	5,564,274	18,871,886	4,720,288	12	100	40½
Sept. 30, 1872	12.3	—	0.5	5.7	—	—	—	—	Erie and Genesee Valley	New York.	191,302	—	—	—	144,900	128,000	—	—	12.3	—	—	—	—	—	—	100	....
Dec. 31, 1872	66.0	—	3.0	109.0	5	4	3	61	Erie and Louisville	Ohio.	2,328,686	*	96,300	47,046	1,042,456	390,000	536,502	—	66.0	52,000	36,160	38,344	76,404	27,338	—	100	....
Dec. 31, 1872	31.5	8.7	11.3	—	29	10	4	1,319	Erie and Pittsburg	Pennsylvania.	5,397,000	*	—	—	2,000,000	3,297,000	—	—	114.0	749,260	285,988	1,141,407	(Pa. Co.)	285,987	7	50	....
Dec. 31, 1872	114.0	3.0	6.0	—	15	15	5	302	European and North American	Maine.	5,725,907	*	—	—	1,272,550	4,753,778	3,250,380	—	114.0	154,290	298,082	—	367,574	165,289	—	100	....
Aug. 31, 1872	109.0	23.0	16.0	—	17	16	6	340	Evansville and Crawfordsville	Indiana.	2,879,748	*	24,449	92,138	1,144,258	1,127,000	20,680	704,442	152.0	350,416	146,026	—	566,978	215,049	—	100	....
Dec. 31, 1872	55.0	—	8.1	—	8	5	3	222	Evansville, Terre Haute & Chi	Ind. & Ill.	1,500,000	*	—	—	750,000	780,000	—	—	—	(Chicag	o, Danville	& Vincenn	es R. R. C	o.)	—	100	....
Sept. 30, 1872	5.8	—	—	—	—	—	—	—	Fall River, Warren & Prov	R. I. & Mass.	231,161	4,900	71,544	469,169	150,000	234,686	271,896	218,261	5.6	11,068	106,727	—	42,679	15,608	—	100	....
Oct. 31, 1872	12.7	—	0.8	—	—	—	—	—	Fayette County	Pennsylvania	130,000	—	—	—	107,400	—	—	—	—	(Pitts. &	Connells	v. R. R. Co.)	—	—	74	50	....
Sept. 30, 1872	80.3	43.2	84.7	—	88	46	12	876	Fitchburg	Massachusetts.	3,503,372	560,000	227,503	—	4,000,000	—	—	511,300	93.3	716,246	1,369,427	740,125	1,350,289	323,935	8	100	121
Dec. 31, 1872	18.5	—	1.0	—	—	—	—	—	Flemington	New Jersey.	394,095	—	—	—	150,000	—	244,095	—	—	(Belv. Delaware R.	R. Co.)	—	16,217	L. 16,186	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	pc.
Dec. 31, 1872	205.0	26.0	33.7	55.0	53	36	8	607	*Flint and Pere Marquette*.....Michigan.	8,765,002	1,135,131	694,565	384,284	3,297,800	5 389,000	1,048,609	1,244,673	233.3	888,227	509,975	344,559	1,133,612	455,118	—	100	...
Sept. 30, 1872	11.8	6.3	5.8	16.2	5	19	5	8	Flushing and North Side.....New York.	962,158	284,371	.....	.....	281,010	1,281,200	31,027	.....	18.1	176,515	1,256,278	.....	281,844	86,495	—	100	...
Sept. 30, 1872	10.0	—	1.0	—	3	2	1	10	Fonda, Johnstown and Gloversville. N. Y.	493,782	*			300,000	300,000	41,382	.....	10.0	35,056	99,890	25,597	78,023	33,196	—	100	...
Dec. 31, 1872	100.0	—	5.2	—	8	6	3	287	Ft. Wayne, Jack. & Saginaw. Ind. & Mich.	3,000,000	318,000	25,000	.....	1,695,000	2,000,000	.....	.....	100.0	.....	.....	.....	289,647	123,591	—	100	...
Jun. 30, 1872	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	(Sold J	anuary	1, 1872.)	.....	1,000,000	2,300,000	.....	.....	109.0	.....	.....	.....	224,815	28,574	—	100	...
Sept. 30, 1872	26.0	—	3 8	—	3	1	—	90	Framingham and Lowell.....Mass.	1,021,792	162,062	.....	58,170	499,896	660,000	112,698	30	—	(Boston	,Clinton &	Fitchb'g.)	21,580	21,580	—	100	70½
Dec. 31, 1872	11.5	—	1.3	—	2	3	—	21	Freehold and Jamesburg.....N. Jersey.	283,745	.....	.....	.....	283,745	.....	.....	.....	22.0	67,460	171,400	43,411	57,773	14,152	—	100	...
Feb. 28, 1873	85.0	—	9.0	150.0	9	6	4	126	Galv., Harrisburg & San Antonio..Texas.	2,255,402	287,906	.....	61,000	2,051,468	552,840	.....	.....	85.0	36,210	8,664	27,637	160,424	93,422	—	100	...
Dec. 31, 1872	50.0	—	10.0	—	15	9	4	284	Galveston, Houston & Henderson. Texas.	2,522,063	398,639	234,423	14,796	1,000,000	1,500,000	360,653	311,091	50.0	198,167	86,845	179,666	751,054	366,017	—	100	...
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Georgia.	4,156,000	*	1,335,369	415,005	4,200,000	676,500	137,240	853,233	232.0	1,103,551	.....	.....	1,623,464	490,196	8	100	...
Jun. 30, 1872	111.0	—	5.5	—	8	4	4	302	Gilman, Clinton & Springfield.....Illinois.	4,000,000	*	.....	.....	2,000,000	2,000,000	.....	.....	111.0	87,808	.....	67,361	156,750	63,525	—	100	...
Sept. 30, 1872	11.0	—	0.3	3.1	—	—	—	—	Goshen and Deckertown.....New York.	290,901	.....	.....	.....	105,000	246,500	8,000	.....	—	(Leased	to Erie.)		21,500	21,500	6	100	...
Dec. 31, 1872	283.7	26.0	13.2	35.0	34	17	6	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	4,807,993	1,114,214	128,797	4,748,995	2,800,000	3,000,000	.....	.....	289.7	.....	491,910	311,670	949,781	505,640	—	100	...
Mar. 31, 1873	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	—	(Leased	by Michig	an Centra	l R. R. Co.)		—	100	...
Dec. 31, 1872	857.0	52.0	371.0	—	361	260	80	4,686	Grand Trunk ¶.....Canada.	106,900,746	*	5,197,215	1,348 999	16,977,803	91,897,296	4,870,346	1,515	1,877.0	6,754,570	1,718,273	1,585,286	8,935,970	1,803,921	—	100	...
Jan. 31, 1873	329.0	216.0	102.0	—	177	146	39	3,186	Great Western ¶.....Canada.	33,941,675	*	.....	.....	24,167,447	10,816,000	.....	.....	569.0	4,416,442	.....	.....	5,732,870	2,989,060	6½	100	...
Sept. 30, 1872	6.0	—	0 5	—	—	—	—	—	Greene.....New York.	348,877	.....	.....	.....	200,000	.....	.....	.....	8.0	20,824	37,773	151,845	35,718	5,611	6	100	...
Feb. 28, 1873	151.0	—	5.0	49.0	9	5	5	300	Green Bay and Lake Pepin.....Wisconsin.	3,400,000	*	.....	.....	1,500,000	2,400,000	.....	.....	—	(Not r	egularly o	perated.)	1,242,270	.....	—	100	...
Sept. 30, 1872	14.0	—	0.8	—	—	—	—	—	Greenwich and Johnsonville...New York.	304,415	.....	.....	.....	180,098	185,500	11,080	.....	14.0	17,528	17,488	9,553	30,358	12,526	—	100	...
Mar. 31, 1873	66.0	—	4.0	180.0	7	3	1	72	Gulf Western Texas and Pacific.¶...Texas.	2,500,000	*	.....	.....	.....	1,386,000	.....	.....	....	68,000	9,506	35,874	232,979	128,161	—	100	...
Dec. 31, 1872	4.9	0.8	0.3	—	2	9	3	6	Hackensack and New York..New Jersey.	191,246	.....	.....	.....	99,700	62,000	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)		—	100	...
Dec. 31, 1872	23.0	—	1.4	—	—	—	—	—	Hackensack Extension.....New Jersey.	339,600	.....	.....	.....	560,000	299,600	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)		—	100	...
Jun. 30, 1873	70.0	—	4.0	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	...
Jun. 30, 1873	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,000	675,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	...
Aug. 31, 1872	206.0	68.5	27.7	22.0	79	61	62	1,462	*Hannibal and St. Joseph* ¶.....Missouri.	23,297,728	*	.....	.....	14,250,828	9,146,900	.....	.....	274.5	1,648,638	320,838	416,363	2,484,670	670,529	—	100	31½
Sept. 30, 1872	7.9	—	1.0	—	2	3	2	13	Hanover Branch.....Mass.	170,130	40,445	.....	21,126	123,550	.....	40,000	68,151	7.9	21,096	79,998	14,397	71,082	20,296	—	100	...
Oct. 31, 1872	12.2	—	0.9	—	6	5	2	30	Hanover Branch.....Penn.	201,372	68,000	.....	.....	116,850	.....	.....	.....	12.2	48,150	34,401	123,424	82,388	24,356	10	50	...
Sept 30, 1872	116.0	2.0	7.2	—	9	5	1	146	Harlem Extension.....New York.	3,000,000	*	.....	.....	4,000,000	4,000,000	40,509	.....	118.0	277,969	137,337	105,349	317,748	Loss.	—	100	...
Oct. 31, 1872	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster...Pennsylvania.	1,182,550	.....	.....	.....	1,182,550	790,000	.....	.....	54.0	(Leased	by Pennsy	lvania R.R.	Co.)		7	50	102
Sept. 30, 1872	62.0	16.5	87.0	—	37	33	16	708	Hartford and New Haven..Conn. & Mass.	4,729,361	872,197	1,452,042	1,120,651	6,500,000	580,000	80,547	1,043,724	78.5	782,172	1,303,158	721,548	2,106,674	752,702	44	100	...
Sept. 30, 1872	122.4	0.8	18.7	—	26	36	16	361	Hartford, Prov. & Fishkill¶, R.I., Ct & N.Y.	4,201,486	598,875	.....	.....	2,037,940	2,055,500	100,000	200,519	130.0	541,442	1,207,771	266,912	1,004,040	367,533	—	100	...
Aug. 31, 1872	75.0	—	4.0	125.0	13	6	3	81	*Hastings and Dakota*.....Minn.	(Purchase	d July	1, 1872 by	Mil. & St.	Paul Co.	for $2,1	00,000.)	.....	75.0	.....	10,928	20,640	21,416	Loss.	—	.....	.....
Dec. 31, 1872	5.5	—	0.6	—	2	—	—	100	Hibernia Mine.....New Jersey.	148,638	*	.....	1,362	150,000	.....	.....	.....	5.5	.....	.....	100,379	54,401	38,630	40	100	...
Dec. 31, 1872	63.3	—	4.9	—	—	—	—	—	Holly, Wayne and Monroe.....Mich.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Flint &	Pere Mar	quette R.	R. Co.)	—	100	...
Sept 30, 1872	10.3	—	0.8	—	—	—	—	—	Holyoke and Westfield.....Mass.	427,946	.....	.....	86	200,000	200,000	1,667	26,365	—	(New H	aven & N	orthamp.)	14,000	14,000	—	100	...
Sept. 30, 1872	74.0	—	7.0	—	16	16	6	389	Housatonic.....Connecticut.	1,864,871	340,687	.....	.....	2,000,000	400,000	335,218	42,248	162.2	274,960	283,741	242,218	628,116	117,229	—	100	...
Nov. 30, 1872	115.0	8.0	11.4	215.0	14	14	7	278	Houston and Great Northern¶.....Texas.	3,361,361	*	731,494	539,503	2,400,000	1,925,915	45,956	260,487	123.0	123,257	24,819	36,583	260,767	61,329	—	100	...
Dec. 31, 1872	387.0	115.0	16.9	—	45	25	14	916	Houston and Texas Central ¶.....Texas.	15,000,000	*	.....	.....	820,000	10,040,000	.....	.....	849.0	.....	.....	.....	2,678,254	1,345,134	—	100	...
Oct. 31, 1872	45.0	29.5	15.5	—	23	6	5	116	Huntingdon and Broad Top Mt.....Penn.	3,159,769	*	.....	.....	1,330,750	2,158,500	117,441	.....	74.5	238,167	59,126	449,748	301,957	17,451	—	50	21
Dec. 31, 1872	705.5	—	130.4	—	197	117	45	4,586	*Illinois Central*.....Illinois.	34,061,196	*	10,248,460	614,081	25,500,000	19,423,707	.....	.....	1,107.0	5,888,226	1,262,166	2,039,821	8,026,764	2,103,107	10	100	105½
Dec. 31, 1872	62.8	—	3.2	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	1,451,787	.....	.....	.....	960,000	960,000	.....	.....	—	(Leased	by Chicag	o, Burl. &	Quincy	Co.)	—	100	...
Jun. 30, 1872	85.0	—	2.9	67.0	5	...	...	...	Indiana and Illinois Central....Ind. & Ill.	3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	.....	—	(No	t operated	by Compa	ny.)		—	100	...
Dec. 31, 1872	202.5	10.0	38.0	—	65	23	9	1,752	Ind., Bloomington & Western..Ind. & Ill.	15,500,000	*	.....	.....	7,000,000	8,500,000	.....	.....	212.5	.....	.....	.....	1,359,691	.....	—	100	...
Dec. 31, 1872	179.0	—	21.2	—	58	40	12	1,121	Indianapolis, Cin. and Lafayette..Indiana.	13,988,000	*	.....	.....	5,500,000	8,700,000	.....	.....	179.0	1,211,206	.....	.....	1,754,369	892,056	—	100	...
Dec. 31, 1872	75.0	—	4.8	—	12	10	6	287	Indianapolis, Peru and Chicago..O. & Ind.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1872	72.0	—	12.0	—	58	34	16	1,407	Indianapolis and St. Louis.....Indiana.	3,927,197	*	241,216	424,409	600,000	3,338,000	654,822	.....	261.0	1,782,260	291,787	690,971	2,110,681	730,230	—	100	...
Dec 31, 1872	117.0	—	16.0	—	6	7	3	197	Indianapolis and Vincennes.....Illinois.	4,618,486	*	51,118	164,475	1,402,000	3,150,000	277,029	.....	117.0	212,294	.....	.....	264,390	90,205	—	100	...
Dec 31, 1872	183.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	183.7	(Leased	by Ill. Cen	R.R. Co.)	337,462	118,112	—	100	85
Dec. 31, 1871	73.0	—	3.0	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	.....	.....	.....	1,314,000	1,314,000	.....	.....	73.0	(Leased	to Chicag	o & N. W	estern.)		—	100	...
Sept. 30, 1872	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,236,150	*	.....	.....	494,162	600,000	103,302	.....	35.6	82,960	20,367	121,600	110,942	51,708	—	100	...
Dec. 31, 1872	13.0	1.0	1.3	—	3	2	1	146	Iron.....Ohio.	288,237	57,000	49,403	.....	129,550	.....	13,898	251,692	14.0	27,500	34,266	133,100	102,274	55,359	—	100	...
Oct. 31, 1872	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	.....	.....	400,000	100,000	.....	.....	11.0	11,350	.....	115,876	48,865	15,641	—	50	...
May 31, 1872	212.0	—	15.9	76.0	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	6,500,000	.....	.....	.....	1,976,100	4,195,000	.....	.....	156.0	(Leased	by Michig	an Centra	l.)		—	100	...
Dec. 31, 1872	36.5	—	7.2	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	.....	.....	.....	2,095,700	2,300,000	.....	.....	—	(Leased	by Erie R	ailway Co.	)		—	100	...
Dec. 31, 1872	108.0	116.0	22.6	—	41	37	12	744	Jeffersonville, Madison and Ind..Indiana.	6,888,000	*	1,059,864	162,891	2,000,000	4,888,000	1,214,013	7,853	224.0	1,061,102	658,633	468,.36	1,287,280	469,070	7	100	85
Dec. 31, 1872	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago.....Illinois.	1,849,000	.....	.....	.....	1,500,000	349,000	.....	.....	—	(Leased	to Chicag	o & Alton	R.R. Co.)		7	100	85
May 31, 1872	44.5	—	3.7	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased	to Michig	an Centra	l. R. R. Co.)		8	100	...
Oct. 31, 1872	4.6	—	9.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	.....	.....	.....	185,250	800,000	.....	.....	—	24,937	215,230	.....	132,384	55,157	—	50	...
Dec. 31, 1872	42.0	—	2.1	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(No	returns f	urnished.)			—	100	...
Dec. 31, 1872	58.0	—	3.1	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	—	(Leased	to Lake S	.& M. So.)	103,800	103,800	6	100	...
Mar. 31, 1873	40.0	—	2.7	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	.....	.....	.....	250,000	640,000	.....	.....	—	(Leased	by Michig	an Central	R.R. Co.)	51,200	—	100	...
Mar. 31, 1872	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Joseph & Co. Bl. Mo. & Ia.	3,626,158	*	.....	.....	2,789,413	6.131,500	.....	.....	260.2	.....	.....	.....	1,242,270	.....	—	100	...
Jun. 30, 1872	31.9	—	1.8	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	.....	.....	.....	720,000	720,000	.....	.....	—	(Leased	by Leav. L	awr. & Gal.	R.R. Co.)	72,000	—	100	...
Dec. 31, 1872	638.6	34.0	22.6	—	88	58	18	1,076	Kansas Pacific.....Kansas & Col.	35,183,274	*	2,428,546	2,563,182	9,638,950	16,925,000	2,706,480	.....	672.6	2,475,270	179,182	348,966	3,782,718	1,494,447	—	100	...
Aug. 31, 1872	49.0	—	2.4	—	6	10	4	59	Knox and Lincoln.....Maine.	2,725,798	*	.....	138,305	361,492	2,395,000	.....	107,611	49.0	(Com	pleted Oct.	19, 1871.)	87,612	35,973	—	100	...
Oct. 31, 1872	80.0	—	3.0	—	25	10	4	1,616	Lackawanna and Bloomsburg.....Penn	3,398,452	722,792	.....	.....	1,335,000	2,250,000	193,261	.....	80.0	436,206	362,294	2,213,010	1 083,505	471,704	—	50	...
Dec. 31, 1872	80.3	—	2.5	98.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	.....	.....	.....	1,000,000	1,300,000	.....	.....	—	(Leased	by Tol. W	ab. & We	stern R.R.	Co.)	—	100	...
Dec. 31, 1872	36.0	—	1.8	79.0	—	—	—	—	Lafayette, Muncie & Bloomington...Ind.	783,073	—	3,716,927	.....	3,000,000	1,500,000	.....	.....	—	(Leased	by Tol. W	ab. & We	stern R.R.	Co.)	—	100	...
Sept. 30, 1872	16.0	—	.....	124.0	—	—	—	—	Lake Ontario Shore Line.....New York.	1,841,456	.....	.....	.....	1,727,553	792,000	96,097	.....	—	(Not yet i	n operatio	n.)			—	100	...
Dec. 31, 1872	541.3	595.2	533.2	—	418	160	69	8,640	Lake Shore & Mich. S.....P., O. Ind. & Ill.	63,047,176	12,384,187	7,315,307	1,515,979	50,000,000	26,495,000	6,350,020	1,417,630	1,136.5	13,477,534	2,112,833	4,382,243	17,891,629	5,118,598	8	100	82½
Jan. 30, 1872	37.0	—	.....	58.0	6	—	—	35	Lake Shore and Tuscarawas Valley. Ohio.	2,539,669	87,519	138,142	72,922	744,038	2.000 000	93,314	.....	.....	(Opened t	hrough in	July, 187	3.)		—	100	...

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. H. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Property and Assets. Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.
Sept. 30, 1872	74.0	—	4.6	76.0	7	9	3	121	N. Y., Kingston & Syracuse..New York.	3,055,856	180,000	.....	.....	2,662,921	583,000	92,692	.....	74.0	101,685	163,267	69,137	219,368	60,974	—	100	.....
Sept. 30, 1872	5.4	—	0.4	64.6	1	1	—	—	N. Y., Housatonic & North.N.Y. & Conn.	604,926	12,737	.....	.....	281,000	183,500	156,475	.....	—	(Leased	by Housat	onic R. R.	Co.)	3,010	—	100	.....
Sept. 30, 1872	7.0	—	0.4	0.2	—	—	—	—	New York and Mahopac.....New York.	284,912	.....	.....	.....	265,000	.....	.....	.....	—	(Leased	by New Y	ork & Har	lem R. R.	Co.)	—	100	.....
Sept. 30, 1872	124.0	16.8	164.0	—	84	129	41	1,010	N. Y., N. H. & Hartford..N.Y., Ct. & Ma.	12,961,474	1,845,536	1,485,553	3,423,675	15,500,000	1,641,500	377,341	1,377,502	190.2	1,709,891	3,925,765	892,879	4,483,544	1,769,809	10	100	129½
Sept. 30, 1872	62.5	—	27.5	—	20	19	7	99	N. Y., Providence and Boston..C. & R. I.	3,101,400	*	.....	.....	1,887,400	1,214,000	.....	.....	67.5	441,485	614,211	229,677	911,021	401,914	9	100	125
Sept. 30, 1872	99.0	—	3.0	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	3,210,616	.....	.....	.....	1,900,000	.....	.....	.....	—	(Leased	by New Y	ork Cent.	R.R. Co.)	60,060	6	100	.....
Jun. 30, 1872	38.2	—	3.3	—	5	1	1	134	Niles and New Lisbon .....Ohio.	1,047,864	106,287	.....	.....	500,000	500,000	59,584	96,067	35.3	112,067	43,554	336,167	179,553	83,216	—	100	.....
Sept. 30, 1872	228.0	—	11.2	—	24	18	10	271	North Carolina †.....North Carolina.	4,947,741	*	.....	344,672	337,271	4,000,000	553,418	592,030	483,241	228.0	478,580	140,397	118,126	(R'hm. & | Danv.)	—	100	.....
Feb. 28, 1873	102.0	—	9.0	—	14	14	8	142	North-Eastern † .....South Carolina.	2,148,181	*	.....	88,720	57,864	979,350	1,101,500	138,977	52,380	102.0	293,721	82,719	.....	395,463	159,695	—	100	.....
Jun. 30, 1872	72.0	—	3.6	116.0	—	—	—	—	North Louisiana and Texas.....La.	.....	(No a	ccounts o	btainabl	e.)	.....	.....	.....	72.0	.....	(No accou	nts.)	.....	.....	—	100	.....
Oct. 31, 1872	55.6	12.1	66.7	—	30	38	20	908	North Pennsylvania.....Pennsylvania.	7,086,980	1,208,779	1,524,780	.....	3,473,500	4,042,500	63,394	.....	67.7	617,092	389,571	880,110	1,336,936	592,322	5a	50	90
Dec. 31, 1872	98.0	45.3	33.3	—	30	21	10	689	Northern, of Canada.....Canada.	3,465,410	*	78,964	610,683	.....	5,219,963	261,561	3,533	140.3	749,838	212,080	313,664	894,774	180,541	—	100	.....
Dec. 31, 1872	138.6	4.0	137.0	—	141	69	22	6,284	Northern Central †.....Md. and Penn.	11,666,880	3,223,438	2,750,000	923,678	5,842,000	11,040,302	1,464,215	222,099	317.0	3,238,463	1,110,110	4,769,896	4,598,820	1,161,769	8	50	69
Mar. 31, 1872	69.2	13.4	17.6	—	27	16	6	849	Northern New Hampshire ..New Hamp.	3,068,400	*	209,618	212,958	3,068,400	102,000	206,800	154,676	82.6	606,848	196,406	411,888	796,355	217,103	8	100	107½
Dec. 31, 1872	21.3	—	4.6	—	—	—	—	—	Northern New Jersey.....New Jersey.	927,462	*	372,548	.....	1,000,000	400,000	.....	.....	—	(Leased	to Erie Ra	ilway Co.)	273,054	87,604	8	100	.....
May 31, 1872	158.0	106.0	.....	1,441	72	16	6	1,554	Northern Pacific.....Minn., Dak. &c.	13,292,142	1,908,838	801,394	.....	.....	50,000 p.m	.....	.....	559.0	.....	(No sta	tement pu	blished.)	—	100	.....
Sept. 30, 1872	59.4	7.0	13.1	—	20	15	6	642	Norwich and Worcester †.Conn. & Mass.	2,468,963	*	84,706	109,188	2,364,400	759,000	35,526	731,947	66.4	410,089	372,841	246,567	771,602	293,528	10	100	127
Jun. 30, 1872	113.0	32.0	14.6	—	21	27	12	394	Nova Scotia.....Nova Scotia.	6,976,268	*	110,464	.....	.....	6,976,268	110,464	.....	145.0	.....	194,167	242,210	328,641	Loss.	—	100	.....
Sept. 30, 1872	118.0	4.0	18.0	—	34	19	4	1,028	Ogdensburg and Lake Champlain...N. Y.	4,048,510	1,745,411	.....	.....	3,077,000	1,012,000	.....	.....	122.0	636,750	171,894	417,373	1,006,979	263,867	6	100	55
Dec. 31, 1872	10.0	2.0	3.3	—	2	—	—	99	Ogden Mine.....New Jersey.	452,994	*	.....	.....	450,000	.....	.....	.....	12.0	.....	.....	54,479	47,459	25,656	6	100	55
Jun. 30, 1872	340.0	63.0	24.0	—	122	57	24	2,422	Ohio and Mississippi ....Ohio, Ind. & Ill.	34,479,752	*	.....	.....	24,030,000	10,111,850	328,902	.....	893.0	2,852,765	404,765	708,799	3,343,845	984,008	—	100	34½
Oct. 31, 1872	120.0	3.0	33.7	—	32	19	5	628	Oil Creek and Allegheny River.....Penn.	3,564,547	1,008,331	.....	.....	4,959,450	3,680,000	.....	.....	123.0	749,668	559,926	676,500	1,285,554	461,581	6½	50	35
Sept. 30, 1872	131.8	19.4	60.6	15.0	45	96	16	607	Old Colony and Newport..Massachusetts.	8,098,654	*	441,553	586,443	5,103,506	3,521,000	467,989	581,156	150.7	1,110,675	3,711,345	910,484	1,897,436	630,249	6½	100	110
Dec. 31, 1872	9.9	2.0	3.1	—	—	—	—	33	Orange and Newark.....New Jersey.	1,078,556	*	.....	.....	290,300	736,000	78,862	.....	11.9	.....	2,984,817	.....	.....	.....	—	100	.....
Sept. 30, 1872	282.6	10.0	9.6	—	25	21	12	382	Orange, Alex. and Manassas Gap †....Va.	9,180,634	*	.....	.....	2,692,540	5,622,664	866,431	.....	292.6	713,252	196,894	161,484	983,371	403,598	—	100	.....
Dec. 31, 1872	25.0	—	1.7	200.0	—	—	—	—	Osage Valley and Southern Kansas...Mo.	600,000	.....	.....	.....	375,000	200,000	25,000	.....	—	(Leased	by Pacific	(of Mo.)R.	R. Co.)	35 p. c.	—	100	.....
Sept. 30, 1872	28.6	—	3.8	—	—	—	—	—	Oswego and Rome.....New York.	950,963	.....	.....	.....	300,000	612,100	27	.....	—	(Leased	by Rome,	Watertow	n & Osd.	R.R. Co.)	—	100	.....
Sept. 30, 1872	35.0	—	46.7	—	11	12	4	258	Oswego and Syracuse .....New York.	1,114,844	330,270	.....	.....	1,144,400	180,000	.....	.....	35.0	232,069	171,932	232,801	354,880	73,878	2	100	.....
Dec. 31, 1872	35.0	—	1.6	100.0	2	1	1	10	Owensboro and Russellville...Kentucky.	.....	.....	.....	.....	1,500,080	1,500,000	.....	.....	35.0	In cour	se of cons	truction:	no return	s.)	—	100	.....
Dec. 31, 1872	283.5	15.5	39.1	—	—	—	—	—	*Pacific* of Missouri †.....Missouri.	.....	.....	.....	.....	7,000,000	(Assume	d by Le	ssees.)	—	(Leased	by Atlant	ic & Pacif	c R. R. Co.)	—	100	.....
Dec. 31, 1872	63.5	—	3.6	161.5	7	4	2	77	Paducah and Gulf .....Kentucky.	3,261,312	*	980,220	89,430	2,924,150	1,000,000	406,812	.....	63.5	469,289	22,920	21,589	95,261	35,845	5	100	42½
Jun. 30, 1872	11.0	—	0.5	53.4	2	1	1	25	Painesville and Youngstown.....Ohio.	234,608	21,389	.....	.....	255,997	.....	.....	.....	11.5	(Under	construct	on: no ret	urns.)	—	100	.....
Dec. 31, 1872	47.6	—	11.8	—	20	26	4	486	Panama.....New Granada.	10,000,000	*	.....	.....	7,000,000	2,993,177	.....	.....	47.6	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	76.0	33.0	6.2	—	7	5	3	246	Paris and Decatur.....Illinois.	2,800,000	*	.....	.....	1,600,000	1,200,000	.....	.....	109.0	.....	.....	.....	1,718,680	1,232,602	10½	100	116
Dec. 31, 1872	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	600,000	.....	.....	.....	830,000	.....	.....	.....	—	(No	statement	furnished	.)	—	100	.....
Dec. 31, 1872	15.0	—	2.6	—	—	—	—	—	Paterson and Newark.....New Jersey.	896,162	.....	.....	.....	250,000	500,000	.....	.....	—	(Leased	by Erie R	ail'y Co.)	53,400	53,400	8½	100	.....
Dec. 31, 1872	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	.....	.....	.....	248,000	100,000	.....	.....	—	(Leased	by Erie R	ail'y Co.)	.....	35 p. c.	—	100	.....
Feb. 28, 1873	67.3	—	3.9	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,576,000	.....	.....	.....	1,500,000	1,076,000	.....	.....	—	(Leased	by Erie R	ail'y Co.)	20,178	20,178	6	100	.....
Dec. 31, 1872	22.0	—	1.8	—	—	—	—	—	Pemberton and Hightstown.....N. Jersey.	538,692	.....	.....	.....	342,150	160,000	36,542	.....	—	(Leased	by Tol.Wa	b. & Wtn.	Co.)	.....	—	100	.....
Dec. 31, 1872	18.0	—	1.1	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	.....	.....	.....	500,000	375,000	.....	.....	—	(Leased	by United	Co.)	31,729	31,729	6	100	.....
Dec. 31, 1872	165.0	—	10.0	40.0	4	4	2	45	Peninsular.....Mich. Ind. & Ill.	4,916,263	*	.....	.....	1,995,000	2,779,000	142,292	.....	—	(Leased	by N. Jer.	Sth'n R.R.	Co.)	.....	—	100	.....
Dec. 31, 1872	354.9	69.0	646.9	—	593	292	112	11429	Pennsylvania .....Pennsylvania.	31,283,895	11,154,533	53,506,985	10,413,980	53,271,937	55,072,309	19,395,428	8,919,154	165.0	.....	83,491	46,333	109,913	Loss.	—	100	.....
Dec. 31, 1872	47.0	15.9	67.0	—	23	8	—	2,940	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	.....	.....	787.7	13,380,457	5,250,893	7,844,779	22,012,526	8,247,852	10	50	98
Dec. 31, 1872	22.5	—	1.2	—	—	—	—	—	Pennsylvania and Delaware. Penn. & Del.	1,200,000	.....	2,987,500	.....	4,000,000	536,500	375,000	.....	47.0	.....	3,486	1,376.772	23,033	.....	—	50	.....
Dec. 31, 1872	104.3	12.1	35.9	—	18	2	—	1,218	Pennsylvania and N. York. N.Y. & Penn.	5,086,426	628,814	.....	.....	483,297	700,000	.....	.....	—	(Leased	to Penna.	R.R. Co.:	recently	opened.)	20	50	272
Dec. 31, 1872	46.0	—	6.6	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	.....	.....	.....	3,081,700	3,000,000	.....	.....	146.6	.....	190,309	1,265,527	1,608,237	437,135	—	50	.....
Dec. 31, 1872	83.0	—	11.6	—	12	7	4	181	Peoria, Pekin and Jacksonville...Illinois.	3,239,700	*	.....	.....	1,200,000	600,000	.....	.....	—	(Leased	by Chic.R.	I. & Pac.	Co.)	125,000	8	100	.....
Dec. 31, 1872	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge. N. Jersey.	214,581	.....	.....	.....	1,239,700	2,000,000	.....	.....	83.0	260,083	77,372	124,505	302,552	.....	—	50	.....
Dec. 31, 1872	64.0	18.0	8.0	—	12	9	5	120	Petersburg †.....Virginia	1,817,985	*	.....	.....	57,200	100,000	57,381	.....	—	(Oper.b	y Penna.	R. R. Co.)	.....	.....	—	100	.....
Oct. 31, 1872	46.0	—	6.0	—	9	7	3	95	Philadelphia and Balt. Cent. Penn. & Md.	1,806,209	177,474	323,905	43,388	1,324,200	500,000	361,083	.....	82.0	228,000	44,292	57,238	288,944	133,851	—	100	.....
Dec. 31, 1872	287.6	—	114.3	—	130	38	20	2,955	Philadelphia and Erie †....Pennsylvania.	21,822,990	*	2,248,693	.....	220,606	2,600,000	53,413	.....	58.1	176,812	315,515	134,307	295,594	105,205	—	100	.....
Dec. 31, 1872	17.1	3.1	18.7	21.0	24	45	18	192	Phila., Germantown and Norristown..Pa.	1,146,538	368,262	500,793	.....	8,448,000	14,750,000	892,983	.....	287.6	2,912,351	839,793	2,028,568	3,080,753	846,319	—	50	45
Dec. 31, 1872	98.4	172.1	421.7	—	377	202	53	14132	Philadelphia and Reading..Pennsylvania.	45,922,674	*	24,888,327	2,675,906	34,236,175	33,120,804	4,172,014	1,958,004	28.6	(Leased	by Phila.	& Read'g.)	287,816	271,179	12	50	174
Dec. 31, 1872	26.6	—	36.3	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,534,479	.....	529,626	.....	1,259,100	.....	.....	.....	87.5	.....	1,551,080	1,124,640	1,759,758	.....	10	100	122
Dec. 31, 1872	95.3	3.8	139.1	—	64	103	49	1,295	Philadelphia, Wilm. and Baltimore. Penn.	11,890,736	*	2,318 306	175,395	11,485,750	1,990,500	455,321	660,478	197.7	1,248,818	1,747.195	449,780	2,814.274	1,188,614	8	50	108½
Oct. 31, 1872	7.0	—	1.0	—	2	3	2	22	Pithole Valley.....Pennsylvania.	100,000	*	225,000	.....	225,000	100,000	17,132	.....	7.0	.....	9 800	12,854	20,483	Loss.	—	50	.....
Dec. 31, 1872	193.0	8.0	46.0	—	119	84	19	1,606	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	15,095,349	3,740,438	1,950,109	1,812,268	8,433,550	10,011,740	5,461,173	.....	201.0	3,160,500	606,902	1,429,115	3,856,649	799,501	—	50	.....
Dec. 31, 1872	468.3	—	166.3	—	243	96	54	5,559	Pittsburg, Ft. W. and Chic...P., O., I. & I.	35,835,286	*	.....	.....	22,214,286	13,621,000	17,230	.....	503.6	7,313,148	2,106,152	2,408,162	9,780,310	4,507,465	10	100	92½
Dec. 31, 1872	14.0	—	3.1	16.0	3	2	1	45	Pittsburg, Virginia & Charleston.....Pa.	654,068	55,243	.....	.....	618,564	.....	.....	.....	14.0	.....	(In opera:	ion only t	hree mon	ths.)	—	50	.....
Oct. 31, 1872	149.6	1.9	17.2	—	57	26	9	430	Pittsb'g, Washington & Dalton...Pa. & Md.	11,598,236	687,192	83,196	.....	1,960,682	4,780,000	3,463,204	.....	173.8	1,703,600	781,994	980,780	1,437,392	Loss.	—	50	.....
Sept. 30, 1872	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	450,000	.....	.....	.....	450,000	.....	.....	.....	—	(Leased	by Boston	& Albany	R.R. Co.)	27,000	6	100	.....
Jun. 30, 1872	—	—	—	178.0	—	—	—	—	Plymouth, Kankaka & Pacific. Ind. & Ill.	.....	.....	.....	.....	719,390	450,000	.....	.....	—	(Leased	by Pennsy	lvania Co.	.)	.....	—	100	.....
Oct. 31, 1871	66.0	—	2.7	24.0	7	6	3	315	Port Huron and Lake Michigan.....Mich.	3,000,000	*	(To com	pletion.)	1,200,000	1,800,000	.....	.....	41.0	.....	41,988	55,629	142,580	92,102	—	100	.....
Nov. 30, 1872	60.0	—	3.5	50.0	5	13	3	92	Portland and Ogdensburg....Me. & N. H.	1,945,560	161,149	97,155	29,230	1,039,095	906,000	259,132	28,859	60.0	118,100	55,592	37,856	115,484	40,361	—	100	.....
Dec. 31, 1872	65.0	—	2.1	93.0	5	4	3	85	Portland and Ogdensburg.....Vermont.	1,662,000	*	.....	.....	.....	2,340,000	.....	.....	.....	.....	(Earnings	used in co	nstructio	n.)	—	100	.....
Dec. 31, 1872	27.5	—	2.8	—	2	1	1	22	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	218,500	.....	.....	27.5	17,215	2,880	6,375	14,221	.....	—	100	.....
Aug 31, 1872	52.5	—	3.3	—	6	10	4	118	Portland and Rochester.....Me. & N. H.	1,900,854	*	45,000	10,296	656,097	1,120,000	200,053	.....	52.5	141,640	120,009	60,790	131,561	38,078	—	100	.....
May 31, 1872	51.3	—	7.4	—	19	—	—	167	Portland, Saco and Portsmouth ....N. H.	1,500,000	*	.....	.....	1,500,000	.....	.....	.....	.....	.....	(Leased b	y Eastern	R.R. Co.)	.....	10	100	125
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	110	Port Royal.....South Carolina.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	110.0	.....	(Operated	for benefit	of contra	ctors.)	—	25	.....
May 31, 1873	—	—	4.9	39.0	—	—	—	—	Portsmouth, Gt. Falls and Conway. N. H.	2,270,000	*	.....	.....	770,000	2,000,000	.....	.....	—	.....	(Leased b	y Eastern	R.R. Co.)	.....	6	100	60
Sept. 30, 1872		—	2.5	3.4	4	5	—	60	Poughkeepsie and Eastern....New York.	1,391,372	*	.....	.....	524,464	508,200	506,079	.....	41.8	53,514	70,018	10, 40	53,079	14,038	—	100	.....

Sept. 30, 1872	43.4	1.0	44.1	—	27	29	6	910	Providence and Worcester	R. I. & Mass.	1,009,636	666,666	125,666	107,661	2,000,000	500,000	224,612	84,019	47.6	507,586	1,605,257	521,866	895,897	239,926	10	100	....						
Nov. 30, 1872	18.6	—	3.1	—	3	3	3	11	Providence, Warren and Bristol	R. I. & M.	645,079	73,026	....	....	437,917	50,000	63,611	....	18.6	44,096	415,776	16,367	105,555	51,456	3	100	....						
Dec. 31, 1872	21.0	—	2.0	—	1	3	2	—	Queen Anne and Kent Co.	Md.	351,000	*	32,200	....	260,000	260,000	2,600	—	21.0	38,850	12,560	38,231	27,437	9,989	—	50	....						
Dec. 31, 1872	41.7	—	1.4	88.3	3	2	2	45	Quincy, Alton and St. Louis	Ill.	1,850,000	*	....	....	1,000,000	860,000	....	....	41.7	....	....	....	96,000	....	—	100	....						
May 31, 1872	97.0	—	9.7	—	12	11	4	94	Raleigh and Gaston	North Carolina.	1,500,000	*	155,300	102,935	1,500,000	—	92,150	166,085	97.0	....	31,226	64,096	359,277	154,400	—	100	....						
Jan. 31, 1873	44.0	—	3.0	66.0	4	3	3	46	Raleigh and Augusta Air-Line	N. Car.	1,134,211	89,785	....	....	876,000	350,000	....	....	44.0	....	....	....	76,027	....	—	100	....						
Sept. 30, 1873	71.0	110.0	41.5	—	39	68	19	974	Rensselaer and Saratoga	N. Y.	7,489,628	*	....	....	6,000,000	1,925,000	....	....	151.0	361,430	664,000	556,934	1,748,915	604,224	7	100	105						
Sept. 30, 1872	140.5	55.2	16.7	—	26	17	16	272	Richmond and Danville	Virginia.	5,109,406	*	2,046,460	211,461	4,000,000	2,621,090	510,171	236,056	295.9	526,752	134,435	176,708	832,092	363,846	—	100	....						
Sept. 30, 1872	76.5	11.4	6.2	—	12	6	4	139	Richmond, Frederick and Potomac	Va.	2,622,927	*	116,539	263,282	1,509,826	889,899	43,417	559,604	89.9	200,899	....	....	351,919	145,919	—	100	....						
Sept. 30, 1872	22.5	2.8	4.2	—	8	10	4	160	Richmond and Petersburg	Va. N.C.	1,158,213	*	85,833	30,224	847,100	326,296	93,377	37,528	46.8	107,159	118,189	42,223	160,319	45,915	—	100	....						
Sept. 30, 1872	38.3	—	2.2	26.0	3	3	2	42	Richmond and York River	Va.	1,265,640	*	....	....	650,000	615,640	....	....	38.3	....	(No returns obtained.)		....	....	—	100	....						
Sept. 30, 1872	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley	N. York.	671,303	....	....	....	557,560	....	....	....	....	(Leased	by Erie Railway Co.)		34,012	6	100	....						
Jun. 30, 1872	251.9	25.5	27.0	—	33	15	7	915	Rockford, Rock Island and St. Louis	Ill.	15,490,570	*	....	....	6,490,579	9,000,000	....	....	816.5	....	....	....	1,067,749	243,634	—	100	....						
Jun. 30, 1872	20.0	—	1.5	—	3	1	1	26	Rome	Georgia.	235,235	*	....	....	250,844	....	....	....	20.0	....	(No information.)		....	....	16	100	....						
Sept. 30, 1872	141.1	48.5	25.3	—	40	31	15	779	Rome, Watertown and Ogdensburg	N. Y.	4,000,000	*	....	....	2,998,900	1,735,606	38,359	....	215.2	675,016	441,909	336,440	1,150,764	282,106	7	100	72						
Jan. 31, 1873	120.0	—	23.0	—	—	—	—	—	Rutland	Vermont.	5,787,902	—	1,236,719	....	6,641,300	1,701,000	1,180,628	....	239.0	(Leased	to Central	Verm't.)	434,740	405,381	—	100	8						
Jun. 30, 1873	225.0	—	24.0	34.0	19	....	....	....	St. Joseph and Denver City	Kan. & Neb.	11,185,220	420,925	279,044	3,203	4,000,000	7,000,000	734,425	157,067	225.0	....	....	....	....	....	—	100	....						
Dec. 31, 1872	54.0	5.0	6.1	—	9	15	9	93	St. Lawrence and Ottawa	Canada.	1,050,000	*	....	....	....	250,000	....	....	59.0	....	70,265	37,592	161,771	45,953	—	100	....						
Dec. 31, 1872	189.0	18.0	29.0	—	13	9	7	553	St. Louis, Alton and Terre Haute	Illinois.	11,768,400	*	....	238,001	4,768,400	6,700,000	218,001	....	58.0	360,130	149,499	416,215	507,019	220,002	—	100	16						
Dec. 31, 1872	195.5	15.3	37.0	—	21	20	13	1,661	St. Louis and Iron Mountain	Missouri.	14,588,951	1,951,989	1,088,796	153,738	10,000,000	5,461,000	....	....	210.5	933,398	557,575	633,574	2,146,639	687,639	3	100	71						
Dec. 31, 1872	310.6	48.0	25.0	50.0	46	26	12	1,170	St. Louis & S. Eastern	Ill., Ky. & Tenn.	11,089,000	1,725,000	3,993,000	....	11,000,000	6,807,000	....	....	220.0	....	....	....	922,601	169,772	—	100	....						
Dec. 31, 1872	150.0	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago	Ill.	3,040,100	....	....	....	2,324,100	3,477,000	....	....	....	(Leased	by Chicago & Alton	R. R. Co.)	340,000	....	—	100	....						
Jan. 31, 1873	358.0	—	17.6	—	88	38	19	1,531	St. L., Kansas City & Northern	Mo. & Ia.	28,134,445	*	2,369,765	439,708	24,000,000	6,000,000	943,923	....	661.7	2,893,281	428,957	517,528	2,780,820	748,139	—	100	....						
Oct. 31, 1872	158.4	—	23.0	—	30	14	8	924	St. Louis, Vandalia & Terre Haute	Ill.	7,984,227	*	....	203,201	2,877,178	5,499,000	250,548	60,101	158.4	862,806	....	....	1,180,278	354,082	—	100	....						
Dec. 31, 1872	207.0	175.0	16.0	251.0	30	14	9	289	St. Paul and Pacific (1st Div.)	Minnesota.	15,188,653	*	3,723,063	329,522	1,966,800	16,197,000	589,333	....	285.0	462,489	285,279	152,356	982,589	....	—	100	....						
Dec. 31, 1872	121.0	—	8.0	—	18	6	4	194	St. Paul and Sioux City	Minn.	4,350,980	*	176,798	54,019	4,000,000	—	784,777	—	121.0	344,883	75,461	138,127	424,398	99,668	—	100	....						
Dec. 31, 1872	116.0	—	16.0	—	21	18	9	309	Sandusky, Mansfield and Newark	Ohio.	3,244,500	*	....	....	937,500	2,307,000	....	....	160.0	....	178,661	158,506	574,951	37,802	—	50	....						
Dec. 31, 1872	237.0	110.0	15.4	61.0	27	19	6	342	Savannah, Albany and Gulf	Ga.	3,592,283	*	529,769	1,171,804	4,479,677	3,242,200	1,571,999	....	243.0	635,300	98,234	....	983,966	239,639	—	100	....						
Dec. 31, 1872	104.0	—	4.8	—	10	9	5	80	Savannah & Charleston	S. Car. & Ga.	2,285,966	*	....	....	1,000,000	1,427,800	....	....	104.0	(No	statement	furnished:	very small.)	....	—	100	....						
Feb. 28, 1873	60.0	—	8.6	—	16	7	5	203	Seaboard and Roanoke	Va. & N. Carolina.	1,485,400	*	....	105,686	1,278,400	210,000	107,000	....	80.0	235,679	26,309	162,582	566,619	266,385	8	100	....						
Apr. 30, 1872	237.0	—	11.8	—	32	17	9	412	Selma, Rome and Dalton	Ala. & Georgia.	12,980,000	....	....	....	3,750,000	9,230,000	large	....	237.0	....	....	....	800,000	....	—	100	....						
Dec. 31, 1871	80.5	—	5.5	—	8	6	4	120	Sheboygan and Fond du Lac	Wisconsin.	2,000,000	....	....	....	1,389,000	1,423,000	10,000	....	80.5	60,500	32,313	34,321	79,481	23,624	—	100	....						
Nov. 30, 1872	32.0	—	2.0	—	2	2	2	70	Shenango and Allegheny	Pennsylvania.	390,335	78,945	20,000	....	199,900	780,000	....	....	32.0	40,500	16,179	56,220	58,850	32,392	—	50	....						
Jun. 30, 1872	106.8	—	11.3	—	17	8	5	158	Sioux City and Pacific	Neb. & Iowa.	5,696,400	*	....	....	2,068,400	1,623,000	....	....	157.8	....	....	....	162,405	10,344	—	100	....						
Dec 31, 1872	122.4	—	5.6	26.1	9	6	3	232	Sioux City and St. Paul	Iowa & Minn.	4,422,132	*	568,362	....	2,800,000	1,740,000	450,494	....	....	(Run by	contractors:	no returns.)	....	—	100	....						
Sept. 30, 1872	183.0	—	9.2	—	....	....	....	....	South and North Alabama	Ala.	7,481,764	*	....	....	5,458,067	4,908,000	....	....	131.0	....	41,827	74,837	199,061	60,285	—	100	....						
Dec. 31, 1872	137.0	106.0	30.0	—	42	37	*	607	South Carolina	South Carolina.	9,894,326	*	2,019,176	306,086	5,819,275	4,730,346	236,756	71,474	243.9	856,782	207,344	266,707	1,401,211	545,103	—	100	....						
Sept. 30, 1872	116.0	—	5.8	—	11	7	4	401	Southern Central	New York.	3,450,058	287,805	....	....	1,783,021	2,288,000	89,881	....	116.0	302,744	161,821	178,099	807,280	104,978	—	100	....						
Sept. 30, 1872	57.0	20.0	20.0	—	19	35	7	114	South Side (L. I.)	New York.	3,166,551	648,925	....	....	1,000,000	2,250,000	386,782	....	57.0	233,990	617,899	83,701	501,871	226,687	—	100	....						
Aug. 31, 1872	167.5	—	9.5	—	12	5	3	248	Southern Minnesota	Minnesota.	9,424,953	*	....	....	3,825,000	4,592,000	1,007,953	....	168.5	....	46,849	92,661	493,438	190,021	—	100	....						
Dec. 31, 1872	170.0	—	8.5	552.0	14	22	5	246	Southern Pacific	California.	11,509,000	*	....	....	8,404,800	5,750,000	....	....	176.0	....	314,150	121,660	932,725	481,604	—	100	....						
Jun. 30, 1872	228.0	—	11.2	—	12	10	4	260	Springfield & Ill. So. Eastern	Illinois.	5,176,500	*	....	....	4,000,000	4,490,000	140,000	....	....	(Not in	operation at	t date.)	....	....	—	100	....						
Sept. 30, 1872	81.0	—	17.0	—	16	13	8	278	Syracuse, Binghamton and N. York.	N.Y.	3,906,297	*	....	....	2,904,000	1,670,000	129,414	....	81.0	449,320	183,666	533,358	713,585	216,481	4	100	....						
Sept. 30, 1872	26.0	1.0	3.1	16.0	3	6	2	40	Syracuse and Chenango Valley	N. Y.	1,165,082	61,965	....	....	1,068,400	500,000	229,997	....	26.0	23,548	49,219	29,914	23,199	loss.	—	100	....						
Nov. 30, 1872	79.7	26.6	30.0	—	36	21	9	782	Terre Haute and Indianapolis	Indiana.	2,807,213	*	1,583,484	191,840	1,988,150	800,000	616,344	1,173,143	99.3	....	190,997	334,850	1,070,354	128,443	—	100	....						
Apr. 30, 1873	68.0	—	5.6	1,741	12	6	—	78	Texas and Pacific	Texas.	4,200,000	*	....	....	200,000	4,000,000	....	....	68.0	....	....	....	346,001	85,042	—	100	....						
Dec. 31, 1872	227.3	10.2	29.0	—	45	13	9	1,109	Toledo, Peoria and Warsaw	Illinois.	12,150,000	*	....	....	5,700,000	3,450,000	204,794	....	237.5	1,192,331	....	....	1,316,106	368,093	—	100	....						
Dec. 31, 1872	473.6	168.6	60.5	—	182	71	42	4,207	Toledo, Wabash and Western	O. L. & Ill.	34,668,000	*	....	....	16,000,000	18,683,000	....	....	955.7	5,196,861	637,050	1,349,052	6,008,978	1,578,182	—	100	53						
Sept. 30, 1872	34.9	—	9.0	—	11	12	6	222	Troy and Boston	New York.	1,934,146	278,418	....	....	1,599,000	1,899,000	66,309	....	56.3	190,542	292,763	191,122	516,563	212,097	2	100	....						
Dec. 31, 1872	1,082	—	100.0	—	151	93	36	2,409	Union Pacific	Near. Utah Nev. & Cal.	111,948,519	*	....	....	36,762,300	75,179,512	....	....	1,082.0	....	165,688	....	3,862,606	4,092,032	—	100	34						
Dec. 31, 1872	165.0	—	160.0	—	242	281	85	1,762	United Companies of New Jersey	N. Jer.	23,450,328	*	13,216,919	427,838	13,990,627	17,615,608	797,681	472,466	455.9	3,905,741	7,680,795	2,536,304	4,266,228	2,361,060	10	100	121						
Apr. 30, 1872	37.0	—	4.0	91.0	6	6	1	28	Utah Central	Utah.	1,500,000	*	....	....	500,000	1,000,000	....	....	37.0	....	....	....	360,612	206,258	—	100	....						
Dec. 31, 1872	31.0	—	2.1	44.0	3	2	2	11	Utah Southern	Utah.	1,060,000	*	....	....	400,000	660,000	....	....	31.0	....	....	....	126,884	63,442	—	100	....						
Sept. 30, 1872	74.5	—	13.4	12.2	14	15	7	125	Utica and Black River	New York.	2,200,444	258,703	....	....	1,754,020	775,500	....	....	92.2	201,688	184,538	62,064	237,299	111,307	3	100	....						
Sept. 30, 1872	98.0	22.0	14.0	—	17	15	7	62	Utica, Chenango and Susq. Valley	N. Y.	3,186,344	488,181	....	....	1,906,600	—	—	—	120.0	228,887	246,101	173,749	424,792	82,366	6	100	....						
May 31, 1872	47.6	25.5	9.3	—	—	—	—	—	Vermont and Canada	Vermont.	3,000,000	....	....	....	3,000,000	....	....	....	....	(Leased	by Vermont	Central	R. R. Co.	at 8 p.c.)	8	100	60						
May 31, 1872	118.0	—	108.0	—	170	125	513	3,189	Vermont Central	Vermont.	11,800,000	*	....	....	5,000,000	6,500,000	....	....	773.0	....	....	(2 yrs.	3,497,442	493,487	—	100	....						
Sept. 30, 1872	56.0	24.1	9.2	—	18	19	8	274	Vermont and Massachusetts	Mass. & Vt.	2,703,966	*	90,785	191,599	2,800,000	900,000	63,899	157,751	58.1	24,299	275,181	131,458	557,196	169,523	2	100	79						
Feb. 29, 1872	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian	Miss.	3,036,644	*	245,588	193,945	454,072	2,929,286	86,569	....	140.0	181,286	82,372	49,481	408,220	102,913	—	100	....						
Dec. 31, 1872	46.0	—	2.3	—	3	*	*	50	Vineland	New Jersey.	1,826,191	....	....	....	995,005	760,000	78,187	....	....	(Leased	to N. Jer.	Southern	R. R Co.)	....	—	100	....						
Dec. 31, 1872	18.3	—	6.0	—	—	—	—	—	Warren	New Jersey.	3,061,400	....	....	....	1,800,000	1,261,400	....	....	....	(Leased	to D. L. &	W. R. R.)	525,749	215,353	7	100	83						
Sept. 30, 1872	44.0	—	2.0	281.0	4	6	3	65	Washington and Ohio	Virginia.	1,488,176	128,577	128,778	....	900,700	130,400	321,248	340,178	44.0	81,361	27,698	19,418	81,285	7,948	—	100	....						
Aug. 31, 1872	132.0	28.0	16.5	—	26	16	8	247	Western Alabama	Alabama.	4,822,622	838,272	342,800	662,535	2,008,324	3,169,900	561,508	626,504	160.0	421,880	101,742	....	626,504	150,534	—	100	....						
Dec. 31, 1872	133.0	—	11.0	—	30	18	12	921	Western and Atlantic	Georgia.	(Owned by State	of Georgia	& leased	to a company for	$300,000 a year.)	—	—	—	138.0	....	....	....	1,590,246	66,587	—	100	....						
Sept. 30, 1872	60.0	—	3.9	13.0	10	10	6	123	Western Maryland	Maryland.	2,366,892	*	208,500	17,060	682,893	1,800,000	109,089	....	60.0	217,760	134,656	73,841	197,707	7,038	—	100	....						
Dec. 30, 1872	57.1	27.6	14.6	—	—	—	—	—	Western Pennsylvania	Pennsylvania.	3,846,905	....	....	....	1,022,450	1,800,000	1,023,555	....	....	(Leased	by Pennsylvania	R. R. Co.)	....	....	—	100	....						
Dec. 31, 1872	60.7	—	16.2	—	18	63	8	171	West Jersey	New Jersey.	2,255,355	*	1,484,466	178,462	1,359,700	2,398,000	162,583	....	128.9	330,555	642,729	28,443	664,777	291,368	8	100	164						
Mar. 31, 1873	197.0	—	10.0	—	26	14	10	660	West Wisconsin	Wisc.	8,640,000	*	....	....	4,000,000	4,640,000	....	....	165.0	....	....	....	549,645	263,929	—	100	....						
Dec. 31, 1872	32.0	—	1.0	28.0	8	5	2	84	Wheeling, Pkg. & Balt	W. Va. & Pa.	579,642	....	....	....	500,000	....	....	....	32.0	30,328	53,175	11,638	48,164	480	—	50	....						
Sept. 30, 1872	189.0	—	5.0	—	18	14	6	286	Wilm. Colum. and Augusta	N. C. & S. C.	3,971,781	331,117	51,244	....	300,000	3,800,000	304,142	....	172.0	....	....	....	891,044	226,498	—	100	....						
Oct. 31, 1872	63.6	—	9.5	—	11	6	5	124	Wilmington and Reading	Pennsylvania.	2,644,079	265,151	32,892	....	750,963	2,832,300	108,610	....	63.6	230,564	132,358	204,573	223,772	21,667	—	50	....						
Sept. 30, 1872	162.0	19.0	9.5	—	62	31	—	324	Wilmington and Weldon	N. Carolina.	3,004,644	*	61,436	206,393	1,456,200	1,610,100	77,042	299,551	181.0	519,184	124,906	....	635,871	230,833	—	100	....						
Dec. 31, 1872	130.9	—	3.0	201.0	16	6	2	300	Wisconsin Central	Wisconsin.	4,120,000	*	....	....	1,657,500	1,591,500	....	....	....	....	....	....	131,703	63,778	—	100	....						
Sept. 30, 1872	45.7	—	11.5	—	17	11	5	411	Worcester and Nashua	N. H. & Mass.	2,212,144	*	85,701	48,143	1,425,400	310,300	36,518	573,774	45.7	259,641	381,954	368,042	587,359	195,458	12	100	125						
									CANALS, &c.																								
May 31, 1872	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal	Del. & Md.	3,662,316	*	258,967	....	1,880,300	1,907,372	....	....	12.5	....	....	....	419,222	231,715	4	50	....						
Dec. 31, 1872	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal	Md. & Va.	10,506,309	*	....	....	8,229,594	8,065,800	....	....	184.5	....	....	....	....	....	—	25	....						
Dec. 31, 1872	66.0	—	—	—	—	—	—	—	Delaware Division Canal	Pennsylvania.	2,433,359	*	....	....	1,633,350	800,000	....	....	....	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	97						
Dec. 31, 1872	166.0	—	—	—	—	—	—	—	Delaware & Hudson Canal	Penn. & N.Y.	6,339,216	725,581	20,935,209	....	13,000,000	13,000,000	....	....	108.0	....	....	1,869,547	86,970	loss.	10	100	118						
Dec. 31, 1872	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal	New Jersey.	4,888,740	*	....	....	4,847,400	—	—	—	85.5	....	....	....	957,557	385,170	10	100	....						
Dec. 31, 1872	48.0	—	—	—	—	—	—	—	Lehigh Navigation	Pennsylvania.	4,455,600	*	....	....	3,784,950	15,767,856	....	....	108.0	....	....	1,041,891	508,060	32,670	—	50	864						
Dec. 31, 1872	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal	Penn.	1,146,086	....	....	....	1,004,150	110,000	8,054	....	85.0	....	....	2,059,984	196,149	159,121	9	50	....						
Feb. 28, 1873	103.0	—	—	—	—	—	—	—	Morris Canal	New Jersey.	3,432,474	*	....	....	3,200,000	1,126,129	....	....	103.0	....	....	....	322,762	30,194	7	50	104						
Dec. 31, 1872	78.0	64.6	—	—	—	—	—	—	Pennsylvania Canal	Pennsylvania.	8,088,350	*	....	....	4,487,150	2,588,000	1,045,900	....	360.0	....	....	957,573	556,164	loss.	—	50	24						
Dec. 31, 1872	108.2	—	—	—	—	—	—	—	Schuylkill Navigation	Pennsylvania.	10,587,128	2,295,573	271,467	....	4,385,798	3,576,382	287,196	....	198.3	(Leased to	Ph. & R'g'.)	1,290,181	649,259	624,160	1	50	12						
Dec. 31, 1872	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal	Penn. & Md.	4,857,108	*	....	....	2,692,706	2,757,313	166,811	....	45.0	(Leased to	Ph. & R'g'.)	436,368	99,151	51,341	—	50	13						
Dec. 31, 1872	77.6	7.0	—	—	—	—	—	—	Union Canal	Pennsylvania.	3,907,856	*	....	....	2,997,860	300,000	25,000	....	84.0	....	....	124,960	44,362	200	—	50	....						
Dec. 31, 1872	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna	Penn.	3,630,344	*	....	....	1,100,000	768,000	296,219	....	....	(Leased to	Pennsylvania.)	....	....	....	....	—	50	....						

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
	$	p c	p c	p. c.
Railroad Stocks:				
Atlantic and Great Western, pref...	10,000,000	7	....	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	....	....
" " " guar.	276,200	7	....	....
Atlantic and Pacific, preferred	10,000,000	7	....	15½
Atlantic and St. Lawrence,* guar...	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,562,800	6	6	105
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar.....	1,159,500	7	7	85½
Camden and Amboy,* guaranteed..	5,847,800	10	10	121½
Camden and Atlantic, preferred.....	763,549	7	3½	78
Cayuga and Susquehanna,* guar....	599,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,600	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	104
Central Ohio,* preferred	411,550	6	6	80
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	81
Chicago and Alton, † preferred.....	2,425,400	...	10	112
Chicago, Iowa & Nebraska,* guar..	3,916,300	...	8	90
Chicago and North-Western, pref...	21,289,563	7	7	72
Cinc., Sand. and Cleveland, pref....	429,000	6	6	....
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	89½
Cumberland Valley, 1st preferred....	241,900	8	8	....
" " 2d preferred....	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	....	....
Dubuque and Sioux City,* guar....	5,000,000	...	3	56
Dubuque South-Western, pref.....	590,315	8	....	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	75
Elmira, Jeff. and Canad. * guar.....	500,000	6	6	....
Elmira & Williamsp't, pref. & *guar.	500,000	7	7	76
" " com. & *guar.	500,000	6	6	....
Erie Railway, preferred.....	8,536,910	7	7	75
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	....	....	....
Hannibal and St. Joseph, pref	2,167,700	7	7	40½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred.....	1,180,000	8	8	100
Huntington & Broad Top Min, pref.	190,750	7	...	25
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	85
Joliet and Northern Indiana,* guar.	800,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref....	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	3,101,650	6	....	....
" " 2d pref....	4,436,250	6	....	....
Mich. Southern, (Lake Shore) guar..	533,500	10	10	....
Mill Creek,* guaranteed.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	10,825,777	7	7	71½
Mine Hill,* guaranteed.....	3,856,450	8	8	103½
Montclair,* guaranteed.....	2,000,000	7	....	....
Morris and Essex,* guar.....	15,000,000	7	7	92½
Nesquehoning Valley,* guar.....	2,000,000	10	10	109½
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	606,000	10	10	....
New Jersey,* guaranteed.....	7,295,200	10	10	120½
New London Northern,* guar.....	971,400	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	117
" " com. & guar.	8,500,000	8	8	125
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred....	106,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	127
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	55
" " pf. & *guar.	2,000,000	8	8	92
Ohio and Mississippi, pref.....	4,038,000	7	7	65½
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama, guaranteed.....	7,000,000	12	12	116½
Paterson and Hudson,* guar.....	630,000	—	8½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	....	....	....
Phila., Germant'n & Norrist'n,*guar.	2,231,900	12	12	174
Philadelphia and Reading, † pref....	1,551,687	—	10	....
Philadelphia and Trenton,* guar....	1,288,100	10	10	120½
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	92½
Pittsfield and North Adams,* guar.	450 000	5	5	....
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	125
Rochester & Genesee Valley,* guar.	557,560	...	....	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	49
St. Louis, Alton & Terre Haute,* guar.	2,468,400	7	...	35
St. Louis, Jacksonv. & Ch., pf.* & guar.	1,054,100	7	....	....
St. Louis, Kansas City & Nor., pref.	12,000,000	—	—	31½
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	599,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	—	....
" " 2d pref..	1,000,000	7	—	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	71½
Warren,* guaranteed.....	1,800,000	7	7	....
Canal Stocks.				
Delaware Division,* guar.....	1,533,350	8	8	....
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	125
" com. and * guar.....	1,800,000	6	6	104
aylkill Navigation preferred....	2,808,977	6	6	25

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 4.

	Th.29.	F.30.	Sat.31.	M.2.	Tu.3.	W.4
Boston, Hart. & Erie.... 2½	....	....	....	2½	....	....
Canton Co.....	75	....	....	....	76	75½
Central Pacific.....	....	....	....	....	....	....
Central Pacific 6s..... 96½	96	....	95	95½	96½	95½
Central of N. Jersey....102	....	102½	103½	....	60	60
Chesapeake & Ohio 1 m. 60½	60½	....	....	....	60	60
Chicago & Alton.....105½	....	....	....	....	103	....
.. pref..... ...111	....	....	....	....	112	....
.. 1 M.....	....	....	....	....	....	....
.. S. F.....	....	....	....	....	....	....
.. Inc. bds.....	....	....	....	....	....	....
Chicago, Burl. & Q..... 105½	....	....	105	....	....	....
.. 8s, 1883	....	....	110	....	....	....
Chic. & Northwestern . 58½	59½	58½	59	59½	59½	
.. pref..... 71	71½	72	72	72	....	
.. 1st M.....	....	....	97½	98½	....	
.. S. F.....	....	....	....	....	....	
.. Consol. 92	....	....	....	....	92	
Chic., Rock Isl. & Pac..104½	104½	105	105	105½	106½	
Chi., R. I. & Pa. 7s, 1896.....	....	....	103	....	103½	
Clev., Col., C. and Ind.....	77½	77	82½	82½	82½	
Clev. & Pittsburg guar.. 88½	....	....	88½	87½	89½	
.. 2 M.....	....	....	....	....	....	
.. 3 M.....	....	....	....	....	....	
.. 4 M.....	....	....	....	....	....	
Clev. and Toledo.....	....	....	....	....	....	
.. S. F. 7s.....	....	101	101	....	....	
Col., Chi., & Ind. C.... 30½	31½	31½	31½	31½	31½	
.. 1 M..... 86½	86½	86½	86½	86½	86½	
.. 2 M..... 67½	....	....	....	....	64½	
Del. & Hudson Canal ..113	116	115	115	115½	115½	
Del. Lack. & Western..105	105	105½	106½	107	108	
.. 1 M. 7s.....	....	....	....	101½	....	
.. 2 M 7s..... 101½	....	....	....	....	....	
Erie Railway..... 48½	50½	50½	49½	48½	49½	
.. pref..... 75	....	....	....	....	....	
.. 1 M. 7s, 1897.....	....	....	....	102½	....	
.. 2 M. 7s, 1879.....	....	....	....	....	....	
.. 3 M. 7s, 1883 99½	99½	99½	....	....	....	
.. 4 M. 7s, 1880 97	....	97½	....	....	....	
.. 5 M. 7s, 1888.....	....	....	....	....	....	
.. 7s, con. gold.....	....	....	....	....	....	
Great Western 2d mort.....	....	....	....	....	....	
Hannibal & St. Joseph. 31	31½	31½	31½	31½	31½	
.. pref..... 39½	40	40½	....	....	....	
.. 8s, conv. 85½	85½	85	....	....	85½	
Hudson River.....	....	....	....	....	....	
.. 2 M. S. F.....	....	....	....	....	....	
.. 3 M 7s, 1875.....	....	....	....	....	....	
Illinois Central 101½	101½	....	103	102½	105½	
.. 7s	....	....	....	102	....	
Lake Shore & Mich. S'th. 80½	81½	81½	81½	81½	82½	
Marietta & Cin. 1st pref.....	....	....	....	....	....	
.. 2d pref.....	....	....	....	....	....	
Michigan Central..... 91½	92½	95	94½	92½	94	
.. S. F. 8s, 1882.....	....	....	....	....	....	
M. S. and N. I. 1 M. S. F.....	....	....	....	103½	....	
.. 2 M..... 97½	....	....	97½	....	....	
Milw. and St. Paul..... 45½	48½	46½	46½	46½	47½	
.. pref..... 71	71	71	71½	71	71½	
.. 1st mort.....	....	....	....	....	....	
.. 2d mort.....	....	....	....	....	....	
.. 8s..... 110	....	....	....	106s	108	
.. 7 3-10s con.....	....	99½	....	95½s	....	
.. 7s, gold..... 87	....	86½	....	....	87½	
Missouri 6s.....	....	....	92½	92	92½	
.. H. & St. J. 8s.....	....	....	....	....	....	
Morris and Essex..... 92½	92	....	92½	92½	92½	
.. 1st mort.....	....	....	....	....	....	
.. 2d mort.....	....	....	....	....	....	
N. Y. Cen. & Hud. Riv..102½	103½	103½	103½	103½	104½	
.. 7s, S.F. 1876.....	....	....	....	....	....	
.. 6s, S.F. 1883..... 91½	91½	91½	91½	91½	91½	
.. 6s, S.F. 1887.....	....	90½	....	....	....	
N. York and Harlem..... 124½	....	124½	125	125	....	
.. pref.....	....	....	....	....	....	
.. 1 M. 7s, 1873.....	....	....	....	....	....	
N. York N. Hav. & Hart. 129½	....	129½	129	129½	....	
N. Carolina 6s, old.....	....	....	....	....	....	
.. new	....	....	....	....	....	
Ohio and Miss..... 34½	34½	34½	34½	34½	34½	
.. pref..... 65½	....	....	....	....	....	
.. 2d M.....	79½	80	80	....	....	
Pacific Mail S. S. Co.... 42½	41½	41	41½	42½	42½	
Panama 116	117	117½	117½	117½	116½	
Pitts., Ft. W. & Chi. gtd. 91½	....	....	92½	....	....	
.. 1 M.....	....	....	....	....	....	
.. 2 M..... 98	....	99	99	98	100	
.. 3 M.....	....	....	....	....	....	
Quicksilver Mining Co.. 28½	....	29½	....	....	34	
St. L., Alton & T. H.... 18	....	....	....	16	....	
.. pref.....	....	33	....	....	....	
.. 1 M.....	....	....	....	....	....	
.. 2 M. pref.....	....	....	....	....	84½	
.. Income bds.....	....	....	....	....	77½	
Tennessee 6s, old.....	....	81	81½	....	....	
.. new.....	....	....	....	....	....	
Tol., Wab. & Western.. 53½	53½	53	52½	52½	53½	
.. pref.....	....	....	....	....	....	
.. 1 M.....	....	....	....	94s	95	
.. 2 M.....	....	....	....	90	....	
.. Equipment.....	....	....	....	....	78½	
.. St. Lou. Div.....	90½	90	....	86½s	....	
Union Pacific..... 34	34½	35	35	35½	34½	
.. 1st mort... 86	85½	85½	85½	....	85½	
.. L. Gt. 7s... 82	81½	81½	82	....	81½	
.. Inc. 10s.... 80	80	....	80½	....	81	
Virginia 6s, old.....	42	....	....	....	....	
.. new.....	....	....	....	....	....	
.. consol.....	52	53	....	52½	....	
.. def. cert.....	....	....	....	11½	....	

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 4.

	Th.29.	F.30.	Sat.31.	M.2.	Tu.3.	W.4
Federal Stocks:—						
U. S. 5s, 1874, reg.....	....	....	....	....	....	....
U. S. 5s, 1874, coup.....	....	....	....	....	....	....
U. S. 5s, 10-40s, reg...112½	....	....	110½s	....	....	....
U. S. 5s, 10-40s, coup..114½	....	....	114	....	114½	
U. S. 6s, 1881, reg.....	....	....	....	....	....	....
U. S. 5s, 1881, coup.....	....	113½	111½s	111½	111½	
U. S. 6s, 1881, reg.....117½	117½	117	117½	....	117½	
U. S. 6s, 1881, coup.....	118½	118½	118½	118½	118½	
U. S. 6s, 5-20s, reg. '62.....	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1862.....	114½	114½	....	....	115½	
U. S. 6s, 5-20s, reg. '64.....	116½	116½	116½	116½	....	
U. S. 6s, 5-20s, c. 1864. 116½	116½	....	116½	116½	....	
U. S. 6s, 5-20s, reg. '65. 116½	....	....	116½	....	....	
U. S. 6s, 5-20s, c. 1865.....	....	....	....	....	118	
U. S. 6s, 5-20s, r. n. '65.....	....	116½	....	....	116½	
U. S. 6s, 5-20s, c. n '65. 116½	116½	116½	116½	116½	116½	
U. S. 6s, 5-20s, reg. '67. 117½	117½	....	117½	....	....	
U. S. 6s, 5-20s, c. 1867. 117½	117½	117½	....	117½	118	
U. S. 6s, 5-20s, reg. '68.....	....	....	....	....	....	
U. S. 6s, 5-20s, c. '68...117½	117½	....	117½	....	117½	
U. S. 6s, Pac. R.R issue. 115½	115½	....	115½	....	115½	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 3.

	W.28.	Th.29.	F.30.	Sat.31.	M.2.	Tu.3
Catawissa preferred	....	42½	....	....	....	....
Camden and Amboy.....	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	97
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889	....	....	....	....	85	....
.. mort. 6s, '89....	96½	....	....	96½	96½	....
Elmira & Williamsport.....	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s.....	....	....	....	....	....	....
Lehigh Navigation..... 42½	43	43	43½	43½	43½	
.. 6s, 1884	....	....	....	94½	....	....
.. Gold L.....	95	....	....	95½	96	95½
.. R. R. L.....	....	....	....	....	....	....
.. Conv. L. '77 89½	....	....	....	....	....	....
Lehigh Valley R. R..... 60½	60½	60	60	....	59½	59½
.. 6s new coup 99½	99½	....	....	....	99½	....
.. 6s new reg.....	....	100	....	....	....	100
Little Schuylkill R.R... 46	....	....	....	....	....	....
.. 7s.....	....	....	....	....	....	....
Minehill	....	....	....	....	52	51½
Morris Canal.....	52	....	....	....	....	....
.. pref.....	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	45	45
.. 6s, 1885 .... 99½	99½	....	....	....	....	....
.. 7s..... 101½	....	....	....	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central 35	....	....	34½	....	34½	
Oil Creek & Alleg. Riv. 16½	17	17½	18	17½	17½	
.. 7s..... 65	....	....	....	....	....	....
Pennsylvania R. R..... 48½	48½	48½	48½	49	49	
.. 1st M.....100½	....	....	100	....	....	
.. 2d M.....	....	100	....	....	....	
.. Gen. mort.. 89½	....	....	....	....	89½	
.. .. reg.....	92½	....	92½	....	92½	
Penn. State 6s, 1st series.....	....	....	....	....	....	....
.. 6s, 2d series.....	....	....	....	....	....	....
.. 6s, 3d series.....	....	....	....	....	....	....
Philadelphia City, 6s.....	99	99	99½	....	99½	
.. new 101½	101½	102	102	102	101½	
Philad., Germ. & Nor.....	57	....	....	....	....	....
Phila. & Reading 57	57½	57½	57	57	57½	
Philadelphia and Erie.. 23	22½	....	22½	22½	22½	
.. 6s.....	91	....	....	....	....	....
.. 7s..... 86½	86½	....	....	....	....	....
Phila., Wilm. & Balt.....	....	....	....	....	....	....
Schuylkill Navigation.....	....	....	....	....	....	....
.. pref.....	....	....	....	....	....	12½
.. 6s, 1882	73	73½	....	....	....	....
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey.121½	122	121½	121½	121½	....	
Hestonville, (Horse).....	....	....	....	....	....	....
Chestnut & Wal.	57	....	....	57½	....	
Green & Coates	50	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
15th and 16th sts. 22	....	....	....	22	....	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 3.

	W.28.	Th.29.	F.30.	Sat.31.	M.2.	Tu.3
Baltimore City 6s, 1875.....	99	....	....	99½	....	
.. 1886	....	....	....	....	....	
.. 1890	98½	98½	....	98½	....	
.. 1884 ..... 97½	....	....	....	98	....	
.. 1900	....	....	....	98½	....	
Balt and Ohio.....160½	....	....	....	165	....	
.. bonds, 1875.....	....	....	....	....	....	
.. .. 1880. 96	....	....	....	....	....	
.. .. 1885. 97½	....	97½	97½	....	....	
Marietta & Cin. 1st M.....	103½	103½	....	100½s	100½	
.. 2d M..... 89½	89½	89½	89½	89½	90	
.. 3d M. 8s.... 76½	....	76½	76½	....	76	
Northern Central..... 35	34½	....	....	....	....	
.. bonds, 1885.....	....	....	....	....	....	
.. .. 1900.....	....	....	....	....	88	
Pittsb. & Connellsv. 7s. 89½	....	89½	....	....	....	
S. W. Va. 1st mort.....	....	....	....	....	....	
.. 2d mort.....	....	....	....	....	....	
.. 3d mort.....	....	....	....	....	....	
Virginia 6s, Consol..... 52½	52½	52½	....	52½	53½	
.. Defer. Certif.....	....	....	....	....	....	
City Passenger R. R.....	....	....	....	....	....	

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 4.

	Th. 29.	F 30.	Sat. 31.	M 2.	Tu. 3.	W. 4
Boston and Albany	140	140	140	140	140	139½
Boston and Lowell	....	105	102	103½	103½	104
Boston and Maine	106½	106½	106½	110	111	110
Boston and Providence	....	....	148	....	148	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s	29½	30	29½	30½	31	31½
Cheshire, pref.	78	80	81	....	....	....
Chi., Burl. & Quincy	....	105½	105½	....	....	104½
Concord	81	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	77½	80	81	84½	81	75½
Fitchburg	120	121	....	....	....	....
Manchester & Lawr'ce	....	....	....	121	....	....
Michigan Central	91	91½	94	94½	93	93
Northern, N. H.	....	....	....	108	....	107½
Ogdens. & Lake Champ.	....	55	55	55	....	55
" pref.	....	93½	....	92½	....	92
Old Colony	....	110½	110½	110½	....	....
Ph., Wil. & Baltimore	53½	54	54½	54	54½	54½
Portl'd, Saco & Ports.	122	....	....	....	....	125
Union Pacific	....	....	....	....	....	....
" 6s	85½	....	....	....	....	....
" Land Grant 7s	79½	....	....	79½	....	79½
" Income 10s	76½	....	76	....	....	76½
Vermont & Canada	....	....	....	....	....	....
Vermont & Mass.	78	78	....	....	79½	79½
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	45	....	....	....	45½	....
Middlesex	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	26
Copper Falls	26	26½	27½	26½	....	....
Franklin	....	....	....	....	....	....
National	....	....	....	....	....	....
Quincy	47	46½	40	41	....	....

London Stock Exchange.

	—Closing Prices.— Jan. 16.	Jan. 9.
Atlantic & Gt. W. 1st mort., $1,000	71 — 73	69 — 71
Do. 2d mort., $1,000	56 — 58	55 — 57
Do. Con. mort. B'nds Bisch's Cert.	27 — 28	25½ — 26½
Do. Reorg. Scrip	95 — 100	95 — 100
Do. Leas. Lines, Rental Bonds	85 — 87	85 — 87
Detroit & Milwaukee 1st mort. Bonds	73 — 78	73 — 78
Do. 2d do.	55 — 65	55 — 65
Erie shares 100 dol. all paid	45½ — 46	43 — 43½
Do. 6 per cent Convertible Bonds	96 — 98	91½ — 95½
Cons. Mort. amount autho. to be issued for conv. of existing bonds	— — —	— — —
Illinois Central $100 shares all paid	91 — 93	89 — 91
Do. Redemption mort. bonds 6 p.c.	99 — 101	98 — 100
Illinois & St. Louis Bridge 1st mort.	100 — 102	99 — 101
Marietta and Cincinnati Rail. Bonds	94 — 97	94 — 97
Michigan Central 8s 1882, conv.	90 — 100	90 — 100
Panama 2d mort.	68½ — 69½	73 — 75
Panama General mort.	95 — 97	95 — 97
Pennsylvania, 2d mort.	97 — 99	97 — 99
Do. General mort.	96 — 97	96 — 97
Do. $50 shares	44 — 45	44 — 45
Philadelphia and Erie 1st mort.	96 — 98	96 — 98
Do. with option to be paid in Phila.	97 — 98	97 — 99

American Railroad Journal.

Saturday, February 7, 1874.

Stock Exchange and Money Market.

Money has been unusually abundant in the open market through the past week, and borrowers in good standing have had the advantage as to rates in all new negotiations. Call loans have been quoted down to 4@5 per cent to the leading Street houses; and strictly prime discounts have been quoted at 6@7 per cent per annum. The demand has been less active from speculative sources; and fair for mercantile purposes. The comparatively tame movements at the Stock and Gold Boards have had the effect of lessening the inquiry for speculative use. The last weekly bank exhibit shows that the banks hold 27¼ millions more than the 25 per cent of legal tender reserve, as to liabilities, required by the National banking law. The deposits of the City banks show an increase of nearly half a million; and the item of legal tender notes, of nearly a million; while the specie reserve indicates a reduction of about 1⅜ millions. The banks enlarged their loan and discount average, 2⅜th millions, and contracted their circulation abont ⅛th of a million. The U. S. Sub-Treasury reports an addition of about 1⅞ millions to its currency reserve, and over 1⅝ millions to its specie hoard. The City banks reported their average of gold last week at $28,342,100 as against $34,739,100 the preceding week; and their greenback average at $58,877,700, as against $57,883,300, on the previous return. Their deposits stood at 233⅛ millions, giving an increase of $428,000. The loan item was nearly 270 millions, against 269⅝ millions on the former exhibit. The circulation was about 26⅞ millions.

The U. S. Sub-Treasury, last week, enlarged its currency balance $1,890,980, and its coin reserve $1,574,510. Its currency balance at the close of the week was $33,851,811; and its coin reserve $53,901,413. The aggregate receipts of the office in January were $72,485,911, including $10,195,296 from customs; payments on all accounts, $68,757,184, including $9,752,291 of coin interest.

The Gold movement has been very tame and of little interest, during the week. Speculation has shown little, if any, spirit. A moderate inquiry has been noted for customs; with a very light export drain. The extremes of the price have been 111⅛@111¾, closing at 111¾ as against 111⅝ on Wednesday of the preceding week. The specie outflow, last week, was only $297,491. The imports of specie at this port last week were $20,406, and since Jan. 1, $125,753, against $86,049 same time last year.

The customs demand for Gold last week averaged $393,833 a day. The total customs revenue of the Government, in coin, at this port, since July 1, 1873, has been $66,049,091, against $78,820,789 same time in 1872-'3. Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since July 1, 1873, $39,990,314 against $54,676,948 same time in 1872-'3. The export drain of specie since July 1, 1873, has been $24,089,789 against $42,246,842 in 1872-'3.

Foreign Exchange has been in moderate request, and somewhat firmer in price. Bankers' sixty day bills on London closed on Wednesday at $4 84@$4 85; sight bills on London, at $4 87@$4 88. The week's exports of Domestic Produce have been to the currency value of nearly 5¾ millions.

The offerings of the Public Funds have been on a limited scale, while the demand has been moderate, mainly on investment account, with prices generally well maintained. The Public Debt exhibit for January shows a decrease of $1,845,212.

U. S. sixes of 1881 closed on Wednesday of this week at 118⅛@118⅝; U. S. Five-Twenties of 1862, 115¼@115½; U. S. Five-Twenties of 1864 at 116⅝@116¾; U. S. Five-Twenties of 1865 117⅝@117⅞; U. S. Five-Twenties of 1865 consolidated 116¾@116⅞; U. S. Five-Twenties of 1867, 117⅞@118¼; U. S. Five-Twenties of 1868, 117¾@118; U. S. Ten-forties at 114¼@114½; U. S. Fives of 1881 (Funding Loan) 111⅝@111⅞; Six per cent. currency Sixes from 115¼@115½.

Business in Railway and Miscellaneous securities, has been devoid of animation and prices have been somewhat irregular, closing with some show of steadiness, on the reduced volume of dealings.

The investment demand for State and Railway bonds has been good, especially for the latter, which have been quite firm in price. Central Pacific first mortgage six per cents closed at 95¼@95½. Chesapeake and Ohio First Mortgage Bonds, Six per cents, 60@60½.

The outstanding amount of U. S. legal tender notes on Wednesday was about 381¾ millions, showing a further slight decrease during the week.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $5,888,972, as compared with $9,661,598 same week last year. The exports of domestic produce are $5,672,206, as against $5,611,700 last year. The exports of Gold and Silver, $297,491, as against $591,579 last year. The customs in Gold deposited during the week in the New York Office of the Treasury amounted to $2,369,696, comparing with $2,138,000 same week last January.

In the way of general business, a comparatively moderate movement has been reported with values, in several instances, quoted easier and irregular. Breadstuffs, Provisions, Cotton, Hides and Naval Stores, cheaper. Wool, Tobacco, Hemp, Leather and Seeds, steady; Petroleum, dearer; Coffee, much lower. The Metal trade shows a moderate degree of animation in a few specialties, but nothing like general activity. Holders are firm in their views, and do not press supplies on the market. Of Ingot Copper, 800,000 lbs. sold, on private terms, with early deliveries quoted at 25½c.@25⅝c., and future options at 26c. Iron has been in rather more demand on the basis of previous quotations. Sales include 150 tons Coltness Pig, 100 tons Glengarnock do., and 400 tons Wrought Scrap, on private terms. We quote: Eglinton Pig at $41; Glengarnock, $41 50@$42 50; Coltness, $45@$46; Gartsherrie $48; No. 1 American Pig at $35@$36; No. 2 do. at $30@$33; Forge, $29@$31; English Rails at $55@$60, gold; American Rails at works, $62 50@$65; Old Rails, $40@41; Wrought Scrap, $42 50@45. Lead in less demand, with Foreign quoted at 7c., gold, for ordinary, and domestic at 6½c.@6⅝c., gold; Bar, 9¼c.; Sheet and Pipe, 10c. Spelter has been quite dull at 7⅜c.@7⅝c., gold, for foreign, and 8c.@11c. for domestic. Pig-tin has been inactive, but quoted about as before in price, with Straits 27¾c.@28c., gold; English at 26c., and Banca at 32c.@32½c., gold. Tin Plates, have been held in quite moderate demand. We quote: Charcoal Plates at $10 50@$11; Charcoal Terne, $9 25@$10 12½; Coke $8 25@9; Coke Terne 7@$8 75, gold, per box. No important dealings reported. Zinc neglected and nominal. At the Live Stock, Markets, trade has been fairly active, with rates quoted somewhat firmer. Ocean freights, lower, and without notable activity.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Illinois Central Scrip, 98; Pacific R. R. of Mo., 42¼; St. Louis and Iron Mt. R. R., 71½; do. 1st mort. 95½; do. 2d mort., 84; Rensselaer and Saratoga R. R., 105; Atlantic and Pacific pref., 18½; Missouri, Kansas and Texas R. R., 16½; New Jersey R. R., 120½; St. Louis, Kansas City and Northern pref., 31½; New Jersey Southern R. R., 6; Albany and Susquehanna R. R., 91½; Chicago and Northwestern consol. gold bonds, 87¼; Delaware and Hudson Canal reg. 7s, 1891, 102⅛; do. 1884, 101¼; Long

Dock bonds, 96; Michigan Central 7s, 96; Del., Lack. and Western 7s. conv., 102⅜; Central of New Jersey 1st mort. new, 102¾; do., 7s, 1902, conv., 99¾; Toledo, Wabash and Western 7s, consol., 79½; Toledo, Peoria and Warsaw 7s, W. D., 83; Mil. and St. Paul 1st mort., H. & D. div., 80; do. LaC. div., 91; Boston, Hartford and Erie 1st mort., 31⅛; Morris and Essex 7s, 1871, 93½; Albany and Susq. 1st mort., 102; Western Pacific bonds, 87; North Missouri 1st mort., 84⅝; Ohio and Miss. 7s consol., 90½; do. S. F., 92½; Am. Dock and Imp. 7s, 94; Canada Southern 1st mort., 70; St. Louis, Jacksonville and Chicago 1st mort., 92½; Lake Shore and Michigan Southern consol., reg., 94; Hannibal and Naples 1st mort., 80; Pacific R. R. 7s, guar. by Mo., 97; Belleville and Southern Ills. 1st mort., 96½; Gt. Western 1st mort., 1888, 96½; Lake Shore div. bonds, 94¾; New York and New Haven 6s, 100; Long Island R. R. 1st mort., 90; Western Union Telegraph, 76⅜; do. 7s, 95½; Atlantic and Pacific Tel., 19¼; Quicksilver pref., 38½; Wells-Fargo Exp., 73½; Am. Exp., 63¾; U. S. Exp., 70½; Adams Exp., 95¼; Consol. Coal of Md., 45½; Pennsylvania Coal, 272½; Spring Mt. Coal, 53; Maryland Coal, 22; Tenn. 6s, new, ex-coupon, 63¾; Arkansas 7s, issued to Central R. R., 17; do. to L. R., P. B. & N. O. R. R., 19; South Carolina 6s, new, Jan. and July, 9½; N. Y. State 7s, B. L. reg., 105¾; North Carolina 6s, special tax, 2d class, 12½; do. 3d class, 12½; Brooklyn 6s, W. L., 92.

Philadelphia.—North Pennsylvania scrip, 90; Nesquehoning R. R., 54¾; Huntingdon and Broad Top Mt. R. R., 10½; do. pref., 17½; do. 7s, consol., 64; Schuylkill Nav. div. scrip, 80; Pennsylvania div. scrip, 96; Catawissa R. R., 17½; do. new pref., 35; do. 7s, new, 104½; Philadelphia and Reading Gen'l mort. 7s, reg., 105; do. coupon, 101¼; do. 7s, new, conv., 104; do. deben. bonds, 78; Northern Pacific 7-30s, 84¾; Perkiomen R. R. Bonds, 84⅝; Warren and Franklin 1st mort., 75¼; Wilmington and Reading 1st mort., 87; Lehigh Valley 7s, 105½; Allegheny Valley 7 3-10s, 91½; Philadelphia and Reading C. & I. mort., 87; Pittsburg, Cincinnati and St. Louis 7s, 70; Belvidere Delaware 2d mort., 82¼; Kansas Pacific 6s, gold, 60; Sunbury and Erie 7s, 99⅝; West Jersey 6s, 1883, 82¾. The latest quotations are: City 6s, 99@99½; do. free of tax, 101⅞@102; Pennsylvania State 6s, 2d series, 105½@—; do. 3d series, 107@—; Philadelphia and Reading 57@57⅛; do. Gen'l mort. 7s, coup., 101¾@102; do. reg., 104¾@105½; do. mort. 6s, 1880, 97@—; do. 7s, new, conv., 104@104; do. 7s, 1893, 103@—; United New Jersey R. R. and Canal Co., 121½@121⅞; Camden and Amboy mort. 6s, 1889, 96½@97; Pennsylvania R. R., 48⅛@49; do. div. scrip, 96@96⅛; do. 1st mort., 100@100⅜; do. 2d mort., 99⅛@100½; do. general mort. coupon, 88⅛@89¾; do. reg., 92@92½; Little Schuylkill R. R., 45@46; Morris Canal, 48@—; do. pref. 120@—; do. 6s, 96@—; Susquehanna Canal, 5@9; do. 6s, 71½@72½; Schuylkill Nav., 6¼@6¾; do. pref., 12½@13; do. 6s, 1882, 73@74; do. 1872, 82@83; Elmira and Williamsport pref., 38@39; do. 7s, 1873, 97@100; do. 5s, 57@59; Lehigh Coal and Navigation, 43⅛@43¼; do. 6s, 1884, 94@95; do. R. R. Loan, 93⅛@96; do. Gold Loan, 95@95½; North Pennsylvania, 45@45¼; do. 6s, 98@99; do., 7s, 101@101¾; do. Chattle 10s, 107¼@—; Philadelphia and Erie, 22⅛@22¾; do. 6s, 91@—; do. 7s, 85¼@86½; Minehill, 51⅝@51⅞; Catawissa, 17⅛@17½; do. pref. 42½@43; do. 7s, 1900, 100@102; Lehigh Valley, 59¾@59¾; do. 6s, new coupon, 99@100; do. reg., 99½@100½; do. 7s, 105¼@105½; Fifth and Sixth streets, (horse,) 50@—; Second and Third, 60@60¼; Thirteenth and Fifteenth, 21@22; Spruce and Pine, 27@30; Green and Coates 48@50; Chestnut and Walnut, 57@58; Hestonville, 20¼@21¼; Germantown, 35@38.

Boston.—Rutland R. R., pref., 49; do. 8s, 80, do. scrip, No. 4, 83; do. No. 5, 80; Burlington and Missouri River R. R. in Nebraska, 62¾; do. in Iowa, 102¼; Cincinnati, Sandusky and Cleveland R. R., 10¾; Connecticut and Passumpsic Rivers R. R., 77½; Norwich and Worcester R. R., 127; Union Horse R.R., 110; Framingham and Lowell R. R., 70; Taunton Branch R. R., 136½; Chicago, Burlington and Quincy 7s, new, 95; Burlington and Missouri River R. R. 8s, in Nebraska, old, 99; do. new, 98¼; Atchison, Topeka and Santa Fe R. R, 14½; do. 1st mort., 65; Eastern R. R. 7s, 1887, 97; Boston and Albany 7s, 1892, 104⅞; Boston and Maine 7s, 1893, 102; Vermont Central Equip. 8s, 74; do. Extension 8s, 65; Cheshire 6s, 1880, 92; Portsmouth, Gt. Falls and Conway 7s, 1892, guar., 93¼; Michigan Central 8s, 1890, 103½; Jackson, Lansing and Saginaw 8s, guar., 97¼; Michigan Air-line 8s, 1890, 100½; Omaha and Southwestern 8s, 1896, 87¼; Central R. R. of Iowa 7s, 1899, 46; Miss., Onachita and Red River R. R. 7s, 1899, 19⅞; Boston and Lowell 7s, 1893, reg., 102¼; Grand River Valley 8s, guar., 96¾; Boston Water Power, 17¼; Cary Imp., 8¼; Waverly Land, 3⅞; Brookline Land, 6¾; New Hampshire 6s, 1878, 99¼; Massachusetts 5s, 1894, gold, 99⅜; Norwich, Ct., 7s, 1893, 100¾; Manchester, N. H. 6s, 1892, 93¼; Cleveland 7s, 1878, 98½; Charlestown 6s, 1893, 94½; Cincinnati 7s, 1892, 101¾; Springfield, Mass., 6s, 1889, 95; Chicago 7s, 1888, 97¾; Lowell 7s, 94½; Boston 6s, 1883, gold, 93⅞; do. 6s, 1893@1903, currency, 97; Calumet and Hecla Mining Co., 141; Duncan, 70c.; International, 80c.; Petherick, 2⅝; Star, 1⅝; Superior, 80c.; St. Clair, 2½; Tremont, 62½c.

Baltimore.—Central Ohio R. R., 40⅛; do. pref., 40; do. 1st mort., 89¾; Richmond and Atlanta R. R., 60¼; Northern Central 6s, 1900, gold, 90; Pittsburg and Connellsville 7s, 89¾; Orange and Alexandria 4th mort. 8s, 74; Wilmington, Columbia and Augusta 7s, 70; Orange, Alex. and Manassas 7s, 76½; Western Maryland 1st mort. guar., 92⅛; do. 3d mort. guar. 92; Virginia consols, coupons, 76; Baltimore 5s, 80; Memphis City 6s, 50¼. The latest quotations are: Wilmington, Columbia and Augusta bonds, 69¾@70; Pittsburg and Connellsville 7s, 1898, 89½@89¾; Baltimore and Ohio, 164@170; do. 6s, 1875, 97⅛@—; do., 1880, 96@96; do., 1885, 97¾@—; Parkersburg Branch, 5@—; Northern Central, 34⅛@36; do. 6s, 1885, 89@91; do. 1900, 87¾@88; do., 6s, 1900 gold, 88½@90; N. W. Va. 3d mort., 1885, 92@95; Marietta and Cincinnati 1st mort. 7s, 1892, 100@101; do. 2d mort., 7s, 90@90½; do., 3d mort., 8s, 76@76½; Central Ohio, 40½@—; do. pref., 40¼@40½; do. 1st mort., 89¼@90; Western Md. 1st mort. 6s, 1890, 72½@—; do. 1st mort. guar., 91⅝@92¼; do. 2d mort. guar., 92@—; do. 3d mort., guar., 91½@93; do. 2d mort. pref., 60@—; do., 2d mort. guar. by Washington Co., 80@81; Richmond and Danville 1st mort., 68@75; Orange and Alexandria 1st mort. 6s, 85@93; do., 2d mort. 6s, 77@80; do., 3d mort. 8s, 78@80; do., 4th mort. 8s, 74@75; Orange, Alex. and Manassas 7s, 76@77; Virginia and Tennessee 1st mort. 6s, —@—; do., 2d mort. 6s, 60@77; do. 8s, 75¼@84; do. 8s, 4th mort., —@80; Baltimore 6s, 1875, 99¼@99¼; do., 1884, 97½@98; do. 1886, 97½@98; do. 1890, 98½@99; do., 1893, 95@97; do. 1893, exempt, 101@102; do., 1900, exempt, 97@98; do. 1900, new, 96¼@97½; do. 1902, 97½@98; Memphis City 6s, 50¼@51; Maryland Defense Loan, 1883, 104@104⅜; Virginia 6s, old, 39@—; do. new, 39¼@—; do. consol. 6s, 52⅝@52¾; do. coupons, 75½@77; West Virginia, 11@11½; City Passenger R. R., 17⅝@18; George's Creek Coal, 125¼@150.

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☞ Messrs Knoblauch & Lichtenstein, 37 Broad St., N. Y., have for sale, at 87½ and accrued interest, a limited amount of the First Mortgage 7 per cent coupon bonds of the Central Railroad Extension Company of Long Island. These bonds are of the denominations of $500 and $1000 each, due in 1893, with interest payable 1st May and 1st November in each year. The road is an extension of Mr. A. T. Stewart's Central Railroad of Long Island, and is in full operation.

☞ The Dividend (yearly) on the Preferred Stock of the Milwaukee and St. Paul Railway, 7 per cent, is payable March 2, in the new Consolidation Mortgage Bonds of the company at par value. The transfers close Feb. 14. The Consolidated Mortgage for $35,000,000 with L. P. Morton and Russell Sage as Trustees, has been confirmed by the board of directors.

☞ The estimated earnings of the Erie Railway Company for the week ending January 23, are $380,548, and since January 1, $1, 088,283—an increase over the corresponding period of the previous year of $100,687.

☞ It is stated that a plan has been made of the contemplated railroad which is to run from Oak Grove, on the Boston and Maine Railroad through Malden and Saugus, to Lynn. The work involved will be the construction of seven miles of road from Oak Grove to Lynn, by which a new avenue of communication will be opened from Lynn to Boston, by the way of the Boston and Maine Railroad.

☞ A project is being matured for the immediate building of a railroad from a central point in Winthrop, across Breed's Island (now owned by the Boston Land Company) and over the property of the Cary Improvement Company, connecting with the Eastern Railroad near Broadway in the City of Chelsea. This road is intended to take the place of the proposed Boston, Revere Beach and Lynn Railroad.

☞ The officers of the Granite Railway Company, recently elected are: President John S. Tyler; Vice President, John C. Pratt; Clerk and Treasurer, George Lewis.

☞ The Fredericton (N. B.) *Express* says that the New Brunswick Railway Construction Company have decided to proceed with the road as far as Tobique this year. Preparation will also be made for the construction of the bridge at Woodstock. Work will be continued through the winter in the neighborhood of Hartland, Moquart and Muniac. The traffic over the road between St. Mary's and Woodstock is steadilyi ncreasing.

☞ At the annual meeting of the stockholders of the Providence and Worcester Railroad Company, held in Providence, R. I., on the 2d inst., the following gentlemen were unanimously re-elected directors for the ensuing year: Earl P. Mason, Paul Whitin, Isaac Davis, Henry Chapin, William S. Slater, John Carter Brown, Gideon L. Spencer, Elijah B. Stoddard, Lyman A. Cook, Estes Lamb, John C. Whitin, James Y. Smith, George A. Leete, Eben B. Phillips, John R. Balch.

☞ The Louisville and Nashville Railroad Company, in conjunction with the Pullman Palace Car Company, have recently leased the Mammoth Cave property, and will build a branch road from Glasgow Junction to a point near the cave.

☞ At a meeting of the Southern Maryland Railroad Company, held in Washington on the 27th ult., it was announced that before the close of the summer trains would be running from that city to Point Lookout. The work of construction is going on busily. Col. S. S. Smoat was re-elected president, with John C. McKelden, for treasurer, Chas. H. Winder, secretary, and Hon. B. G. Harris and Geo. T. T. Crittenden, solicitors.

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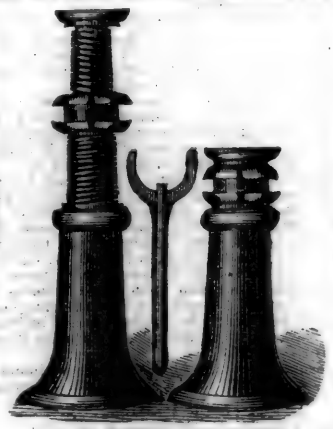
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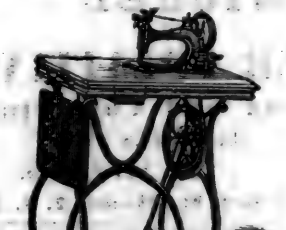
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American Railroad Journal.

New York, Saturday, February 14, 1874.

Who Shall Control the Union Pacific Railroad?

There are reasons for believing that the proprietorship of the Union Pacific Railroad is not very tenaciously held, and that the road is now, as it has been for some time, subject to changes of ownership. The stock has been buffeted up and down in the markets; the arm of the government being invoked to aid one or other of the competitors for its control. A renewed contest is now said to be imminent. The parties, or interests who see an advantage in securing the largest ownership of this road, may be roughly described as three several combinations of trunk lines of roads which connect with the Union Pacific at its Eastern extremity, but which have different homes, or bases, on the Atlantic seaboard. They may be styled, respectively, the Boston, the New York, and the Philadelphia parties. Certain Boston capitalists, who early made investments in western roads, of which Mr. J. F. Joy is the prominent and central executive figure, own, or are in close alliance with, the links of a line reaching from Boston to Omaha, *via* Niagara Falls, Detroit, Chicago and Burlington. Between Niagara Falls and Albany there is a choice of routes, which ensures nearly all the advantages of direct control. This combination is rich and powerful; but a large part of their profit, of late years, has been expended in constructing branch lines. Some years ago this party succeeded, through Oakes Ames, in wresting from the hands of the speculators who then held the franchises of the Union Pacific Company, (for there was then but little of the road built) the control of the line. Adverse influences seem to have overcome the captors; for a short time after its completion the Pennsylvania interests were in the ascendant. This Philadelphia combination, the largest, (and by some regarded as the strongest) on the continent—possessing by lease or ownership the control of a continuous line from New York to Omaha *via* Philadelphia, Pittsburg, Chicago and Rock Island—seems either to have been weak-handed, and could not grip so much as they could temporarily grasp; or otherwise to have become enamored of some new and less burdened projected line to the Pacific; for after a very short enjoyment of their victory, we find the Union Pacific resigned back into the hands of the Boston and New York parties combined.

There it remains. The Vanderbilt or New York system, who are now mentioned as the probable successors to the control, are the holders of the New York Central and Lake Shore line to Chicago, and thence, by close alliance with the Chicago and Northwestern, to Omaha. These three rich and energetic combinations are each interested in (1) either securing the control for themselves, or (2) failing that, in preventing its passing exclusively into the hands of the others. It is noticeable in this connection that none of them have thus far entertained designs on the Central Pacific Railroad (the western half of the great overland line,) although that is the most profitable and valuable portion of the whole. It is obviously for the advantage of the Union Pacific to maintain its independence, distributing its through business over each of the three or four eastern lines with which it connects, as a free competition for both freights and passengers shall require; as it is also obviously for the interest of the connecting roads that no favoritism or discriminating policy should be adopted. But the Union Pacific in spite of bad management and reckless financing, has demonstrated its ability to outgrow these legacies of difficulty.

The interests which the government has in the Union Pacific Railroad have been judicially decided to be insufficient to create a trust or authority to interfere with its management or control, except under such circumstances as are not likely to occur—*i. e.*, refusal to carry troops, mails, &c., at ordinary rates. How, then, is the independence of this great and growing trunk line of a thousand miles to be preserved?

It is important to note that the Southern Pacific, or, as it is styled, the "Texas and Pacific" Railroad, or so much of it as lies east of the California boundary, is under the control of the Pennsylvania combination; the Vice President of the parent road being President of the western extension. It is stated that, recently, the Baltimore and Ohio have secured, by lease or otherwise, a through line to Saint Louis, and a diversion to Cairo. At the former point it will have an opportunity to unite with lines to Leavenworth, and thence over the Kansas Pacific to the Rocky Mountains; and at the latter point with the Cairo and Fulton to the Indian territory, whence to the Pacific we perceive a new charter under the name of the "Trans-continental" is being pushed through Congress in the interest of this and other southern lines. The Atlantic and Pacific Railroad which is finished about as far westward as the other projected roads—the Northern Pacific, Texas and Pacific and Trans-continental—is already under the influence of the Pennsylvanians, though apparently held chiefly as an alternative or tributary local line. None of these latter are built; from 1,500 to 2,000 miles are required to give any of them access to the Pacific ports. Many years, probably, must elapse before they can be built. In the meantime the Union Central route is in regular, effective operation, and settlement and trade are growing up along its line. Before any new line can be put in operation to the Pacific, the first one will be so strengthened and built up as to be a formidable competitor.

The organization which is powerful enough, and has given evidence of sagacity and ability to hold

and operate the Union Pacific Railroad, so as to deal impartially with the eastern rival connections is manifestly the Central Pacific Company. The original Pacific Railroad act of Congress authorizes a consolidation of these two portions of this through line without further legislation. Overtures of the kind have been made at times by the Union managers, but uniformly declined. There is no insuperable difficulty about such an union. The basis of agreement is one of terms merely. The Central Pacific, which has a very valuable local traffic besides the through business (which is guaranteed to it by the charter, in any event) has been expending its surplus earnings in the construction of branch lines in California, but might possibly be induced to extend their protecting arm over the Union. The increased value thereby given to the stock and bonds of the Union should be made good to the Central Pacific in some way, in the scheme of amalgamation. At any rate, whether the stockholders of the respective companies come to a common agreement in the matter or not, it is for the public interest that the new lines to the Pacific should be pushed through so as to open the overland business to free competition. But the interesting question remains, "who is to control the Union Pacific?"

Michigan Central Railroad.

Mr. James F. Joy, the President of this corporation, has issued a circular to the stockholders, from which we gather the following facts:

Competition compelling, large reductions of rates have made necessary a great increase of facilities in order to keep up the net amount of earnings. Double tracks, steel rails, enlarged grounds at terminal stations, increased equipment, and extensive repair shops being demanded have been provided, and the work is nearly finished the double track is all steel. The road is in excellent condition, prepared to meet the demands upon it for years to come.

The business for the past six months has not come up to reasonable expectations, owing to various causes, yet the increase in the business for the six months ending with November, 1873, has been $152,418 55. In this period earnings on local freight and west bound through freight fell off $131,494 42, the increase being on through eastern business, and amounting to $283,912 97. The months of December and January show a reviving business, the increase for seven weeks being $212,889 98. The gross increase of business from January 1 to December 31, 1873, was $526,291 03. A balance against the branch roads, amounting to $174,131 98, for the six months, is deducted from the net earnings of the road in the Treasurer's statement. These roads are held as a measure of defence. Improvements upon the Great Western Railway, which connects the Michigan Central with the New York Central and the Erie, have been fully as extensive as upon the Michigan Central, so that both roads are prepared for a heavy traffic. There has never been so heavy a tonnage passing over the line as at the present time, and the prospects are very encouraging for an access of business when the prosperity of the country is once more established.

The Treasurer's statement gives the operating expenses of the road for six months ending December 1, 1873, as $2,162,089 41; interest account, $194,422 33; balance against branch roads, $174,185 98; total, $2,530,647 67; per contra, receipts from June 2 to December 1, $3,119,570 60; balance of income account, $724,965 91; total, $3,844 586 51. The balance carried to new account is $1,313,888 84, the surplus of earnings and balance over expenses, &c. The whole of this balance has been expended upon permanent improvements. The net bonded debt of the road is $8,269,600. Capital stock, $18,788,204. Floating debt, $1,341,368 15. Construction account, $26,316,100 53.

In consideration of the facts above presented the stockholders have voted to pass the usual semi-annual dividend.

Fitchburg Railroad.

The receipts and expenditures of this road for the years ending September 30, 1872 and 1873, have been as follows:

Receipts:	1872.	1873.
From passengers	$524,420 28	$536,645 78
" freight	769,936 20	788,554 55
" expresses.....	30,301 68	29,466 27
" mails	9,391 65	11,165 34
" rents	15,978 01	21,965 86
" interest	261 48	11,514 95
	$1,350,298 35	$1,399,312 75
Expenditures:		
Repairs of road	$141,123 95	$148,957 83
" bridges.. ..	22,158 60	8,434 31
" locomotives	90,701 15	74,661 35
" cars	62,474 69	109,894 84
" structures.	75,818 44	53,846 22
" tools, etc..	5,837 77	6,724 15
Renewals of iron	88,543 80	90,419 32
Fuel.	119 275 63	131,527 14
Oil and waste	9,081 71	9,980 46
Salaries, etc., passenger department....	96,422 61	99,391 47
Salaries, freight department	155,408 39	159,603 38
Wages, switchmen..	21,200 77	25,286 19
Removing ice & snow	2,282 57	10,115 15
Gratuities and damages	20,249 50	16,062 30
Taxes, insurance, etc	88,494 53	78,699 68
General salaries, office and other expenses	27,380 37	35,630 31
	$1,026,354 48	$1,059,234 10
Net earnings	$323 934 87	$340,078 65

The company have 39 locomotives, 48 passenger, 13 mail and baggage, 540 eight-wheel and 244 four-wheel merchandise, and 85 gravel and coal cars, and 8 snow plows. Number of miles run by passenger trains, 384,429; by freight trains, 331,461; by other trains, 13,191—total, 759,081. Number of passengers carried, 2,040,558; do. carried one mile, 25,706,375. Tons of merchandise carried, 777,268; do carried one mile, 20,908,492. Length of main line, (double track) 50.68 miles; length of Watertown Branch Railroad, 6.60 miles; length of Lancaster and Sterling Branch Railroad, 12.42 miles; length of Peterboro' and Shirly Railroad, 22.62 miles; length of side and other tracks, 39.27 miles—total length of road belonging to the company, 93.32 miles; total length of tracks belonging to the company, 183.27 miles. The report says:

The gross revenue for the year has been $1,399,312 75. The same receipts for 1872 amounted to $1,350,289 35, and the increase for the year is therefore $49,023 40.

The expenses amount to $1,059,234 10, which sum is $32,879 62 more than the like expenditures in 1872. The net earnings for the year are $340,078 65; an increase of $16,143 78, as compared with last year.

After severe storms, or a long succession of adverse winds, large fleets of vessels loaded with coal frequently arrive on the same day, so that we sometimes have from ten to twenty vessels at our wharf awaiting their turn to discharge, and it is impossible for them all to do this without considerable demurrage. To relieve our customers as much as possible from loss on this account, and to increase our facilities for transacting this business, we have constructed substantial coal pockets at Charlestown, and the success attending their operation has exceeded our expectations and greatly reduced the payments made for demurrage.

We have also thoroughly dredged out the channel in front of our coal wharves, and made other improvements for the better accommodation of this branch of our business.

In accordance with the vote passed by the stockholders at the annual meeting in January last, the directors early entered into negotiations with the parties named in said vote, and agreed upon a form of consolidation with the Boston and Lowell Railroad Company which promised the most favorable results. We appeared before the Railroad Committee of the Legislature in aid of the petition presented by the Boston and Lowell Railroad Company, for authority to make such consolidation. We desired consolidation with this corporation, and were also willing to consolidate on equitable terms with the Vermont and Massachusetts Railroad Company, but were finally compelled to remonstrate against and oppose the passage of the bill reported by the committee, as it was designed to force us to amalgamate with a road out of the State not subject to our laws, and forming a broken line by leaving the tunnel and State road between the two roads to be united. This bill was objectionable in many particulars, and although endorsed by the majority of the committee was rejected by the Legislature, as also was the plan reported by the minority of the committee for the State management of the line.

Your directors considered it very important that some arrangement should be made with the Vermont and Massachusetts Railroad Company, by which the two railroads could be operated together or at least in one interest, and after several meetings with the directors of that corporation, we appointed from the stockholders (as requested by the terms of the said vote passed at the annual meeting) a committee, of an equal number with the directors, to act with them as a Committee of Conference. This committee consisted of Messrs. C. A. Welch, of Waltham, E. Murdock, Jr., of Winchendon, Robert Codman, of Boston, Daniel French, of Waltham, and G. W. Gill of Worcester, all of whom are largely interested in our stock. This committee, acting with the directors, have had a number of meetings, and will, we hope, devise some plan to effect the desired object.

The Hoosac Tunnel, now opened through the mountain, will certainly be completed during the coming summer. Although the circumstances and conditions existing at the time of commencing this enterprise have changed in a wonderful degree by the construction of bridges across the Hudson river, and the opening of through routes to the West, a large business must soon begin to flow through the Tunnel, to accommodate which, quite extensive alterations and improvements must be made upon the Troy and Greenfield Railroad, and considerable expenditures will also be required, during the next few years, for the increase of our equipment, the laying down of new tracks, the erection of new buildings, and in the increase of our terminal facilities at Boston. The amount and quality of this business, and the terms upon which it may be transported, will very largely depend upon the action of the Legislature, and the manner in which the line shall be operated, and also, until an independent railroad connection is made with Oswego and beyond, upon arrangements which may be made with the New York Central Railroad. These matters are of the utmost importance, and upon a wise and judicious settlement of them must depend, in a great measure, the success of the line.

On the 8th of October, 1866, our corporation, jointly with the Vermont and Massachusetts Railroad Company, leased the Troy and Greenfield Railroad from the State of Massachusetts, agreeing to keep the same in good repair, and to pay an annual rent of thirty thousand dollars, from the time the road was finished until the completion of the Hoosac Tunnel. This lease will terminate during the present year. The operation of the road, including the stage line necessarily main-

tained over the mountain, while it has been of local benefit to that part of the Commonwealth, has always been unprofitable to us; but as the making of this lease induced the Commonwealth to complete the road, we believe the transaction will ultimately prove remunerative.

As stated in our last report, our Corporation united with the Worcester and Nashua Railroad Company, and leased the Lancaster Railroad for the term of fifty years. The Lancaster Railroad Company did not, however, finish their road at the time (July 1st, 1873,) fixed by agreement for its completion, and on the 12th of July, 1873, the Worcester and Nashua Railroad Company gave us notice, that as the contract for the completion of the Lancaster Railroad has not been fulfilled on the part of the Lancaster Railroad Company, they should wholly abandon the contract, and would proceed no further under the same.

TRIAL BALANCE, September 30, 1873.

Construction accounts	$4,160,209 07
Real estate	225,837 41
Cash and cash funds	228 869 71
Stock materials	122,555 18
Fuel	41,933 25
Suspense account	22,172 22
	$4,791,576 79
Capital stock	$4,000,000 00
Profit and loss	531,378 70
Unclaimed dividends	5,784 00
Unclaimed State tax	2 81
Due connecting roads	79,411 28
Notes payable	175,000 00
	$4,791,576 79

President.—WM. B. STEARNS.

Directors.—Wm B. Stearns, Charlestown; Alvah Crocker, Fitchburg; P. B. Brigham, Boston; Seth Bemis, Newton; Robert Codman, Boston.

Treasurer.—M. D. BENSON.

Superintendent.—C. L. HEYWOOD.

American Iron and Steel Association.

A convention of the various Iron and Steel Associations of the United States was held at the Continental Hotel, Philadelphia, on the 5th inst. The call of the convention was signed by the secretaries of the American Iron and Steel Association, the National Association of Iron Manufacturers, the American Pig Iron Association, the Eastern Iron Masters' Association, the National Association of Nail Manufacturers and the National Association of Crucible Steel Manufacturers. There were delegates from all these associations present, together with delegates from the Western Rail Association.

At a meeting held on the 4th inst. of the American Pig Iron Association, National Association of Iron Manufacturers and the American Iron and Steel Association, for the purpose of effecting a consolidation of the three associations, the following resolutions were adopted:

Whereas, The business of collecting and publishing statistics of production and information concerning new inventions and processes in all branches of iron and steel manufacture, and of caring for the general interests of the whole trade and contributing and dependent industries can best be performed by a single association, which shall be national in name and character; therefore,

Resolved, That the several associations of iron and steel manufactures be asked to commit to the American Iron and Steel Association the general duties above referred to, and that their members are cordially invited to become members of the American Iron and Steel Association, with the understanding that the reorganized body will be made generally representative of all iron and steel interests.

Resolved, That the union of the National Association of Iron Manufacturers, the American Pig Iron Association and the American Iron and Steel Association be now formally declared to be complete under the name of the American Iron and Steel Association.

Resolved, That the Secretary of the National Association of Iron Manufacturers and the Secretary of the American Pig Iron Association be requested to give to the Secretary of the American Iron and Steel Association the names of members in good standing in their respective associations to be entered as members of the American Iron and Steel Association.

Resolved, That the constitution of the American Iron and Steel Association be formally adopted as the constitution of the reorganized body.

At the general convention held on the 5th inst., Hon. David Thomas, of the Thomas Iron Works, Catasauqua, presided, Mr. James W. Shwank was elected Secretary.

On motion of Mr. James I. Bennett, of Pittsburg, the following committee were appointed to represent the manufacturers of bar iron, plate iron, iron rails and pig iron:

Bar Iron—James C. Lewis, Pittsburg; Oliver Williams, Catasauqua; Robert McCarthy, Syracuse, N. Y.; Nathan Rowland, Philadelphia; Geo. L. Reis, Newcastle, Pa.

Pig Iron—W. Firmstone, Easton, Pa.; G. Fuller, Boonton, N. J.; J. H. Moxon, Missouri; C. J. Nourse, Columbia, Pa.; C. B. Herron, Pittsburg; A. B. Cornell, Albany, N. Y.; H. W. Braeme, Poughkeepsie, N. Y.

Plate Iron—James I. Bennett, Pittsburg; Dr. Charles Huston, Coatesville; C. H. Ashburner, Baltimore; C. L. Bailey, Pottstown, Pa.; W. R. McIlvaine, Reading.

Rail Iron—Daniel J. Morrell, Cambria Iron Co.; Captain E. B. Ward, Detroit, Mich.; I. A. Fuller, Cleveland Iron Co.; Chester Griswold, Troy, N. Y.; W. E. C. Coxe, Reading, Pa.

On motion of Mr. Joseph M. Wharton, the officers of the American Iron and Steel Association were declared the officers of the convention. The officers are:

President—Samuel J. Reeves, of Philadelphia.

Vice Presidents—E. B. Ward, of Detroit; A. S. Hewitt, of New York; S. M. Felton, of Philadelphia; James I. Bennett, of Pittsburg; James Park, Jr., of Pittsburg.

Secretary—James M. Shwank, of Philadelphia.

Treasurer—Charles Wheeler, of Philadelphia.

Mr. Samual J. Reeves took the chair.

On motion of Mr. Joseph M. Wharton, the committee appointed to represent the iron and steel manufacturers were constituted the executive committee of the convention.

A memorial to Congress, read in committee on the previous evening, was called up by Hon. D. J. Morrell. The memorial sets forth, that the iron manufacturers were seriously embarrassed by the financial panic, being obliged partially or wholly to suspend operations; and, though business is reviving, the iron and steel industries continue to be gravely embarrassed. The memorialists endure patiently the season of general calamity, and await with confidence such measures of general relief as Congress may devise for the benefit of the country. Believing that Congress is willing to be aided in this important labor, they express their views touching certain projects of legislation.

Therefore they urge the repeal of the second section of the act of June 6th, 1872, which made a reduction of ten per cent in the duties on a large number of staple articles, and which tended to discourage home production. This repeal is urged, not so much as a protective measure, as for the benefit of the National Treasury; as by the reduction the public revenue has been injuriously affected. The memorialists do not favor the proposition to amend the tariff laws by excluding the cost of packages and shipping charges from the invoice value of foreign goods upon which duties are to be assessed.

Relative to the bankrupt act, the memorialists believe that the power given to a single creditor, under the present bankrupt law, to force a debtor into bankruptcy against the will and to the injury of all others having claims upon the estate, is unjust in principle and disastrous in practice. The law should be so amended as to give to three-fourths of the creditors in interest the right to control the settlement of the affairs of an insolvent.

The memorialists further express their anxiety concerning the revised and codified laws of the United States, having learned that it is not an exact transcript of existing statutes, and they fear that the slightest changes in the schedules of customs duties may be most injurious to the business interests and the public revenue.

They suggest the creation of a Department of Industry, having a cabinet officer at its head, to be entitled Secretary of Industry. Under it every business question which becomes a subject of national concern might have appropriate reference, and commercial committees thus relieved of onerous labors, while there would be less danger, also, of partial or negligent legislation.

After discussing financial topics the memorialists recommend the following measures:

"First. Limitation of the issue of legal tender notes to $400,000,000. Second. Repeal of the limitation upon the currency and freedom of bank circulation under the National Banking laws, subject to such regulations as will tend to afford at all times an adequate supply of currency for the needs of legitimate business, and to prevent such periodical gluts as lead to injurious speculations. Third. Consolidation of the national debt in a loan bearing a low rate of interest, which shall be the sole basis of banking, and may be redeemed and retired only by purchase in the open market by the Government."

A resolution, offered by Mr. G. B. Stebbens, recommending a more careful assortment of kinds and a more critical classification of qualities and per centage of iron in the ore as of great importance to producer and consumer, was agreed to.

Mr. Z. S. Durfee, of New York, offered a resolution that a committee be appointed to consider whether the iron makers of the country, as a whole, can do anything to develop new railroads and cheapen the cost of their construction, which was referred to the Executive Committee.

Mr. W. E. C. Coxe offered the following, which was adopted:

Resolved, That we cordially approve the proposed exhibition of iron ores and products at the Centennial Exhibition, and promise our individual co-operation to the American Iron and Steel Association in securing a just representation of the iron resources of the country.

The following resolution offered by Mr. James I. Bennett, of Pittsburg, was also adopted:

Resolved, That the satisfactory progress of shipbuilding in the United States, and the especial activity in the construction of iron vessels for ocean commerce, is satisfactory evidence of the beneficial operation of the Registry laws, which should not be changed so as to allow free trade in ships, to the serious detriment of this growing industry, without conferring upon the carrying trade any real or permanent advantage.

☞ The following gentlemen have been elected directors of the Baltimore and Ohio Railroad Company on the part of the City of Baltimore: James Webb, Simon Kemp and Charles H. Nicolai, of the eastern section, and Robert T. Banks, Thomas White, John F. Wiley and A. R. May, of the western section of the city.

Des Moines and Ft. Dodge Railroad.

The Des Moines Valley Railroad Company, Western Division, has been reorganized under the name of the Des Moines and Fort Dodge Railroad Company, and the following gentlemen elected directors: George Bliss, John L. Ludlum, F. C. M. Paton, David E. Green, Charles Dana, Charles E Whitehead, George B. Smythe, John A. Elliott and C. C. Nourse.

At a meeting of the Board, at the office of Morton, Bliss & Co., Charles E. Whitehead was chosen president.

The President was authorized to immediately issue the stock of the company, and bonds to the amount of $2,400,000 secured by a first mortgage on the whole line of the road.

The Effects of the Panic upon the American Iron Trade.

The following is an extract from the Report of the Secretary of the American Iron and Steel Association read at a special meeting held at their rooms, No. 265 South Fourth St., Philadelphia, on the 4th inst.:

Since the opening of the new year the efforts of this office have been largely directed toward the collection of accurate information showing the effect of the panic upon the home iron trade. At the beginning of the panic, in September last, no industry in the country was so injuriously affected as the manufacture of iron and steel. Later in the year other industries partly revived, but no signs of a revival in the iron trade were apparent until near the close of December, when large quantities of pig iron changed hands at very low figures, some of them certainly not representing the cost of manufacture. Many of these sales were entirely speculative. These transactions gave encouragement to the belief in some minds that the effects of the panic upon the trade had been spent, and the business in the future would continue steadily to improve. These anticipations have not been realized. January was a very dull month in every branch of the iron business, and February opens with no brighter promise. At the end of almost five months of panic, the general iron trade of the country is very little nearer to a condition of health and prosperity than at the beginning. The reasons for this unfavorable situation will appear at a glance.

The quantity of iron of all kinds—railroad, bar, and pig—which has annually been required by the railroads of the country during the past few years has been more than one-half of the total iron production and importation of the country. This quantity has been required for new track, for relaying old track, for locomotives, cars, car-wheels, bridges, &c. The panic almost stopped the construction of new railroads and repairs to existing roads, and it compelled railroad companies to be so economical of their resources that few orders for new locomotives, cars, and bridges have since been given out. Here is the principal cause of the continued dullness in the iron market, and until railroad companies re-enter the market for the supply of all kinds of railway material there can be no general improvement in any branch of the iron business. How soon they will do this does not now appear. Other but subordinate causes of the continued dullness of the iron trade may be found in the interruption caused by the panic to all business operations largely requiring iron, such as the construction of iron buildings, agricultural implements, sewing-machines, stoves, ranges and heaters, mill-machinery, &c., and to the enforced economy of the people in dispensing with minor articles of iron manufacture which they could temporarily do without.

Having in general terms stated the effects of the panic upon the iron trade of the country we now proceed to present detailed information showing the condition of the trade at the beginning of January. This information has been derived directly from correspondence with the manufacturers of pig-iron and railroad iron, the two most important branches of the trade. The figures which we shall present concerning these branches will serve as a correct index to the situation of the merchant bar manufacture, the next most important branch.

BLAST FURNACES.

At the close of 1873 there were 650 blast furnaces in the country which were either making pig-iron or were prepared to make it. Returns have been received during the month of January from 385 of these furnaces, or about three-fifths of the whole number, showing the number of stacks in blast, the number out of blast, the number of tons of pig-iron on hand and unsold on the 1st of January, and the number of hands then out of employment. These returns are tabulated below:

ANTHRACITE BLAST FURNACES.

States.	Stacks heard from.	Stacks in blast.	Stacks out of blast.	Stock on hand, net tons.	Hands unemployed.
Massachusetts	1	1	0	298	45
New Jersey	11	5	6	12,332	60
New York	24	19	5	27 592	336
Penn., Lehigh	26	15	11	14,822	793
" Schuylkill	19	12	7	7,275	435
" Upper Susq	16	9	7	7,220	293
" Lower Susq	24	17	7	9,398	354
Maryland	4	4	0	3,703	320
Virginia	1	1	0	700	50
Total	126	83	43	83,340	2,686

BITUMINOUS COAL AND COKE FURNACES.

Penn., Shenango Val.	21	13	8	38,143	291
" Miscellaneous.	27	20	7	8 594	663
Maryland	3	1	2	2,366	50
West Virginia	2	2	0	3,675	79
Kentucky	2	1	1	3,114	....
Ohio, Hanging Rock.	6	4	2	4 879	115
" Mahoning Val.	15	6	9	15,729	741
" Miscellaneous.	11	7	4	9,953	860
Indiana	7	0	7	10,378	502
Illinois	5	1	4	11,710	200
Michigan	1	0	1	None.	None.
Missouri	5	1	4	8,966	285
Total	105	56	49	117,414	3,287

CHARCOAL FURNACES.

Maine	1	1	0	400	None.
Vermont	2	1	1	500	80
Massachusetts	1	0	1	238	None.
Connecticut	7	6	1	3,632	78
New York	9	7	2	3,524	46
Pennsylvania	19	14	5	6,382	590
Maryland	8	7	1	4,732	303
West Virginia	3	3	0	580	100
Virginia	17	7	10	5,070	642
North Carolina	1	0	1	None.	60
Georgia	3	3	0	778	50
Alabama	8	6	2	6,219	210
Kentucky	9	7	2	9,036	300
Tennessee	12	6	6	9,615	500
Ohio	16	15	1	17,236	1,679
Michigan	16	11	5	16,254	601
Wisconsin	10	6	4	3,805	370
Missouri	5	5	0	10,500	600
Total	147	105	42	99,076	6,209

ANTHRACITE COAL AND COKE FURNACES.

Wisconsin	3	1	2	3,000	100
Michigan	1	1	0	5,000	65
Total	4	2	2	8,000	165

BITUMINOUS COAL AND CHARCOAL FURNACES.

Virginia	3	1	2	600	175

COMPLETE TABLE BY STATES.

Maine	1	1	0	400	None
Vermont	2	1	1	500	80
Massachusetts	2	1	1	536	45
Connecticut	7	6	1	3,632	78
New York	33	26	7	31,116	382
New Jersey	11	5	6	12,382	60
Pennsylvania	152	100	52	91,681	3,419
Maryland	15	12	3	10,801	673
Virginia	21	9	12	6,970	867
West Virginia	5	5	0	4,255	179
North Carolina	1	0	1	None.	60
Georgia	3	3	0	778	50
Alabama	8	6	2	6,249	219
Kentucky	11	8	3	12,150	800
Tennessee	12	6	6	9,615	500
Ohio	48	32	16	47,797	2,898
Indiana	7	0	7	10,378	500
Illinois	5	1	4	11,710	200
Michigan	18	12	6	21,254	666
Wisconsin	13	7	6	6,805	470
Missouri	10	6	4	19,476	885
Total	385	247	138	208,430	12,522

RECAPITULATION.

Charcoal	147	105	42	99,076	6,209
Anthracite	126	83	43	83,340	2,686
Bituminous coal and coke	105	56	49	117,414	3,287
Coke and anthracite coal	4	2	2	8,000	165
Bituminous coal and charcoal	3	1	2	600	175
Total	385	247	138	308,430	12,522

Assuming that a proportionate number of the furnaces not heard from were out of blast, and had a proportionate quantity of tons of pig iron on hand and unsold Jan. 1, the total number of stacks out of blast at that date would be 233, thirty-six per cent of the whole number; the total quantity of pig iron on hand and unsold would be 520,726 net tons; the number of hands out of employment would be 21,141.

RAIL MILLS.

Of fifty-seven rail mills in the country which are prepared to make rails of heavy sections, returns have been received during January from fifty. Of the seven not heard from, one is certainly known to be idle, leaving only six from which no information has been received. Of these six, four are mills of small capacity. From the fifty reporting mills the following information has been received:

Whole number of rail mills	57
Number of mills making returns	50
Number of mills running Dec. 31, 1873	17
Number running full time	10
Number running half time	7
Number standing	33
Number proposing to resume in January	10
Number uncertain about resuming	23
Number of hands wholly unemployed	11,490
Number of hands employed half time	10,150
Number of mills selling rails	13
Number of mills not selling rails	37
Net tons of rails on hand and unsold Dec. 31	86,744

From the foregoing tables it will be seen how severely the two leading branches of the iron trade were affected by the panic at the beginning of the new year. Over 30,000 hands were wholly unemployed, and over 10,000 were employed only a part of their time. These figures it must be understood, do not include many ore and coal miners not directly connected with furnaces and rail mills, but who are out of employment in consequence of the general interruption to the iron business. Half a million tons of pig iron were unsold and in the makers' hands, and over 86,000 tons of rails were awaiting a purchaser. From a trustworthy source we also learn that there were in New York at the beginning of the year over 40,000 tons of foreign rails unsold. Statistics in our possession also show that the wages of all iron workers had been largely reduced, and that

such few mills as had been able to make sales of rails had been compelled to accept offers averaging twenty-five per cent below the prices which had prevailed before the panic. These figures do not require comment at our hands, but they should receive the careful consideration of Congress and the country.

IRON ORE STATISTICS.

The quantity of iron ore shipped from the Lake Superior region during the year 1873, according to the Marquette *Mining Journal*, was 1,163 057 gross tons, against 952,055 gross tons in 1872. Increase, 211,002 tons. These figures only represent shipments, and do not include the ore consumed in the production of 63,195 gross tons of pig iron in the district in 1872, and 74,507 tons in 1873. It should not be inferred that the difference between the ore product of 1872 and 1873 is correctly expressed by the figures above given; for nearly all of the ore produced in 1872 was shipped to greedy buyers, so great was the demand for pig iron, but much of the ore actually mined in 1873 was not shipped, owing to the panic and other causes. In December last the *Mining Journal* estimated that nearly one third of the ore which had been mined with the expectation of realizing on it in the season of 1873, was still in the hands of the mining companies.

Four mines unitedly shipped over 500,000 gross tons of ore in 1873; Lake Superior, 166,666 tons; Cleveland, 132 082 tons; Jackson, 113,892 tons, and Republic, 105,452 tons. These were closely followed by the Champion mine, 72,882 tons, and the New York mine, 70,982 tons. Shipments were made from 42 mines during the year. The estimated value at the ports of shipment of all the ore shipped was $8,141,000.

The price at Cleveland of first-class Lake Superior specular ore at the beginning of 1873 was about $12. After the panic the price fell to $10. The probability is that the price for 1874 will be about $9.

The statistics of the production of Missouri ore are withheld by the operators. The price of Iron Mountain ore delivered at St. Louis was $10 in 1870 prior to the panic. It is announced that the price of the same ore for 1874 has been fixed at $8, delivered at St. Louis.

Utilization of Mineral Waste Products.

"There are numerous useful applications of mineral waste that might be cited. Immense heaps of refuse, or 'tailings,' as they are technically termed, accumulate where mining operations are carried on upon a large scale, as in Australia and California. These contain a good deal of metal, which is now frequently economically recovered. The Chinese especially manage to make profits out of old waste-heaps. A mine-owner at the Sandhurst gold field, in Victoria, sold the right to wash a large heap of tailings to the Chinese three times, and each time the men seemed satisfied with the result of their labors. There are immense heaps of tailings containing auriferous pyrites in Victoria, which, if properly stacked and operated upon on a large scale, would yield nearly all the gold they contain, at but little cost of money or labor. The yield of gold thus obtained in Victoria from 1869 to 1871, by operating on about 8,200 tons, was at the rate of rather more than two ounces fourteen pennyweights per ton. At one large establishment twenty-five tons of pyrites on the average are now treated per week, the yield being at the rate of more than three ounces six pennyweights of gold per ton.

"Some few years ago, the Greek Government sold for a mere trifle to two foreigners their right over the rubbish heaps at the Laurium mines, which were first worked several thousand years ago, by the King of Athens, from the profits of which Pericles is said to have built the Parthenon. A company was formed to rework them, for it was soon found that even the *debris*, which had been cast aside by the ancients as worthless, possessed great value. Extensive beds of scoriæ, the refuse of the silver and lead mines worked during eight centuries by the Athenians, now yield to modern metallurgic skill some 7,000 to 8,000 tons of lead annually, which contains silver in the proportion of about one-half per cent. The company now conduct their operations on so large a scale, that a town containing 4 000 inhabitants has sprung up on what was formerly a solitude; a railway has been constructed to the nearest port, and a small vessel plies twice a week between Argosteria and Piræus, for the transport of the argentiferous tailings to the roasting furnaces, of which there are twelve at work.

"When sulphur became scarce and dear, owing to the monopoly in Sicily, our manufacturers who depend so much upon sulphuric acid, looked about where they could supply the demand, and pyrites, a waste mineral substance, was seized hold of, and now we import upwards of half a million tons annually from abroad, of the value of more than £1,400,000, besides a quantity obtained at home. The residue of the iron pyrites, after extracting the sulphur, is used in blast and puddling furnaces.

"There exist in various parts of the globe sea-beaches and beds of titaniferous iron-sand, a material formerly valueless. Now it has begun to be utilized in various ways as a molding sand, for making paint, and the manufacture of high-class steel.

"Other instances of the useful application of formerly waste substances that might be cited, are the petroleum oils, now forming so extensive an article of commerce, the asphalts, ozokerit, asbestos, etc., to say nothing of the immense trade in old scrap iron, old lead, and copper, and the recovery of tin from tin clippings. The slag and scoriæ of metals have now many industrial applications. The alkali and other wastes recovered from our chemical manufactures form now very profitable industries."—*From "No Waste in Manufactures," in* AMERICAN ARTIZAN *for February.*

Lehigh and Wilkesbarre Coal Company.

In the year 1820 the Lehigh Coal Mine Company (incorporated in 1793) and the Lehigh Navigation Company (formed in 1818) amalgamated, assuming the title of the Lehigh Navigation and Coal Company. Subsequently, in 1821, the title was changed to Lehigh Coal and Navigation Company, and this corporation, says a correspondent of the *N. Y. Times*, writing from Philadelphia under date February 7, 1874, was the only one that operated in the region until 1825. The mines were located nine miles from Mauch Chunk, and in 1827 a railroad was completed between the two points. The Lehigh slack water navigation was opened in 1829, and in 1837 the company began the construction of the Lehigh and Susquehanna Railroad, which connected the waters of the Lehigh at White Haven and the Susquehanna at Wilkesbarre. This was the foreshowing of a connection of the wonderful coal interest of the Lehigh and Wyoming regions, which has been fully consummated within the last few days, by the consolidation of the Honey Brook Coal Company with that of the Wilkesbarre Coal and Iron Company under the title of the Lehigh and Wilkesbarre Coal Company. The Wilkesbarre Coal and Iron Company was organized in 1864, its base of operations centering in the very heart of the rich coal district of Luzerne County. This corporation began business with nearly $4,000,000, and included in its property 6,000 acres of coal territory together with many thousands of acres of timber lands. The company has developed into a gigantic concern, the stockholders, it seems, preferring to invest their profit in new purchases and improvements rather than to declare a dividend.

The majority of the stockholders of the Honey Brook Company are composed of the same capitalists as those identified with the Wilkesbarre Coal and Iron Company.

The new combination has also taken up the collieries of the Lehigh Coal and Navigation Company, whose property is situated in the Lehigh and Wyoming region. The newly organized company now owns the subjoined valuable and extensive properties:

The Lehigh Basin, running from Mauch Chunk to Tamaqua, equal to nine square miles; the Honey Brook Basin, from Andenried to the Girard estate, equal to six square miles; the Wilkesbarre Basin, extending from Wilkesbarre to Newport, equal to ten square miles. One great advantage possessed is, that the land in each district lies together, not being in detached portions like that of the other large operating corporations, and contains the large amount of 900,000,000 of tons, calculated from surface indications alone.

The new combination is an adjunct of the Central of New Jersey, the largest proportion of the stock being held by the parties controlling the railway company. John Taylor Johnston, President of the latter company, being a director of the Lehigh and Wilkesbarre Coal Company, which will give the New Jersey Central a voice in the management. As regards the annual amount of production, the yields of the Wyoming and Lehigh regions, which are almost exclusively controlled by the recently formed consolidation, was 12,701,845 tons in 1872; but these figures were largely augmented in the operations last year, and will be still further increased by business of the present year.

The great leading spirit of this new company, is Charles Parrish, of Wilkesbarre, and the late President of the Wilkesbarre Coal and Iron Company. They possess every facility for transportation as well as excellently well adapted and located points of shipment at Elizabethport, Port Johnson, and Hoboken, N. J.

As has already been announced, no anthracite will be mined or shipped by the new organization at any of their collieries until March 1.

Illinois Central Railroad.

The statement of this Company for the month of January, 1874, is s follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	1,936.01 for	$14,119 93
Acres Free Lands Sold	119.40 for	1,194 60
Total sales during the m'th of January, 1874	2 055.41 for	$15,314 53
Cash collected in Jan., 1874		$37,143 02

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois. 707 Miles.	In Iowa. 402 Miles.	Total. 1,109 Miles.
Freight	$317,067 00	$78,894 00	$395 961 00
Passengers	98,746 55	26,013 45	124,760 00
Mails	6,375 00	3,059 32	9,434 32
Other sources	78,625 00	2,710 68	81,335 68
Tot'l Jan. '74	$500,813 55	$110,677 45	$611,491 00
Total actual earn'gs, Jan., 1873	$523,531 79	$78,708 83	$602,240 62

The Iowa Lines are leased by this Company for a term of twenty years from October 1st, 1867, at an annual rental of 35 per cent. of the gross earnings for the first ten, and 36 per cent. for the second ten years, for the D. & S. C. R. R. and I. F. & S. C. R. R., and $1,500 per mile per annum for the C. F. & M. R. R.

☞ The officers of the Lehigh and Wilkesbarre Coal Company (recently formed by the union of the Wilkesbarre Coal and Iron Company and the Honeybrook Coal Company) are: President, Charles Parrish; Directors, John Taylor Johnston, J. P. McCreary, Samuel Bonnell, Jr., L. Mumber, Charlemagne Tower and James P. Johnston; Treasurer, Wm. H. Tillinghast; Secretary S. Mc Henry.

☞ The earnings of the Philadelphia and Erie Railroad Company in 1873 were $3,842,067; expenses, $3,413,310, leaving a net profit of $428,756.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold)	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,556	212,109	123,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,451	106,535	164,729	259,590	251,883	262,770	293,422	286,562	342,743	2,300,767
1869	212,604	218,983	291,308	485,048	568,270	556 080	532,057	511,854	609,788	579,642	535,366	467,650	5,070,883
1870	413,104	394,176	488,382	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,602	7,995,116
1871	536,490	495,490	614,447	720.929	892,341	795,176	869,297	1,006,873	995,922	981,006	897,234	672,358	9,467,072
1872	592,223	571,886	575,768	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,264,689	1,285 567	1,299,900	1,067,992	12,734,729
1873	852,860	691,015	974,460	1,132,920	1,356,378	1,313,790	1,211,765	1,258,500	1,392,125	1,423,875	1,296,812	1,072,750	13,938,949
Chicago and Alton:													
1869	343,182	315,099	388,727	328,390	345,838	402,854	351,045	493,282	506 622	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506.681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	481,315	352,604	5,156 926
1873	352,568	402,477	424,614	412,218	426,315	482,205	481,569	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366.100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,630	390,355	421,363	466,880	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,006	482,164	490,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	599,917	523,845	537,619	658,948	925,983	808,524	797,475	1,000,085	1,200,216	1,010,892	712,350	9,299,436
1867	606,147	574,064	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,476	850,192	1,094,597	1,211,150	1,180,983	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	960,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,066	1,037,974	1 305 673	1,371,750	1,140,145	845,708	13,355,467
1870	706,025	753,782	868,369	929,077	1,177,897	1,139,284	1,034,393	1,227,518	1,259,282	1,306,338	1,037,964	773,491	12,203,403
1871	655,423	602,782	774,994	787,641	1,094,101	952,899	851,848	1,099,387	1,281,574	1,047,318	1,006,235	852,422	11,008,217
1872	774,856	714.122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873	752,468	765,249	967,258	1,084,023	1,256,072	1,309,578	1,240,987	1,284,094	1,071,448	1,461,827	1,039,305	1,019,501	13,516,465
1874	993,490	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col. Cin. and Indianapolis:													
1869	204,112	180,840	239.522	247.661	241,456	259,408	253,367	341,788	320,025	296.615	271,555	242.621	3,096,963
1870	263,069	226,897	244,182	248,646	230,169	274.021	249,355	319.012	317,887	289,239	319,578	284,156	3,276,719
1871	270,204	278,751	315,149	295,490	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,778	3,765,343
1872	340,791	320,922	372,974	381,118	373,019	341,104	326,266	401,252	417 328	439,581	389,830	358,743	4,442,625
1873	358,612	408,849	465,517	432,923	394,480	340,675	351,576	426,288	432,139	406,922	311,935	304,612	4,634,523
1874	348,053	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,560	1,288,965	1,443,872	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417.211	17,396,327
1872	1,332,924	1,294,076	1 460,174	1,648 813	1,775,324	1,463,961	1,560,023	1,525 243	1,643,474	1,743 752	1,704.374	1,392,615	18,694,096
1873	1,326 505	1 329,422	1,515,382	1,541,959	1,754,821	1,717,593	1,685,884	1,774,570	1,918,247	1,882,421	1,560,023	1,625,129	19,631,781
1874	1,462,660	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	704,525	889,967	931,550	635,401	681.041	7,817,629
1869	669,133	524,693	709,643	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696 677	8,823,482
1870	623,383	661,780	601,326	556,087	684,589	712,647	627,216	899.052	901,235	903,226	811,708	697,751	8,678,958
1871	624 744	579,617	563,598	620,228	718,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	687,436	531,627	575.393	559,871	648,953	659,383	609,846	783,255	744,782	881,693	696 475	698,063	8,026,754
1873	602,241	562,949	651,902	544,035	687,630	724,983	672,917	748,634	876,413	763,673	822,438	617,943	.....
1874	611,491	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	188,873	152,264	267,411	303.915	306.944	266,056	282,725	332,555	368,446	357,999	303 305	210,197	3,321 516
1872	189.606	191,738	300,783	322,875	341,842	322,359	329,838	367,302	349,468	449,418	314,513	223.240	3,663,183
1873	150,507	194,780	300,719	352,300	322,764	312,614	323,231	325,189	333,785	392,510	286.217	201,452	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1 312,617	1,217,339	1,190,023	1,140,916	1,130,547	1,295 360	1.368,943	1,402,597	1,345.316	1,235,285	14,797,975
1872	1,339,589	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459 380	1,635,691	1,764,788	1,558.424	1,483.480	17,591,620
1873	1,412,368	1,549,285	1,705,786	1,694,543	1,650,963	1,585,365	1,461,702	1,582,631	1,776,420	1,742,510	1,375,556	1,546,983	19,184,186
1874	1,519,243	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1869	98,517	91,666	103,558	109,526	111,083	115,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	118,407	132,998	153,531	144,023	141.376	1,418,889
1871	130,882	126,224	140,740	113,173	119,650	115,115	118,572	127,341	166,191	175,498	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158.717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873	170 022	162,586	180,467	190,562	185,683	185,953	181,863	173,469	203,514	.....	.....	.....	.....
1874	171,026	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1869	334.120	320,636	386,527	411,514	403,646	366,623	329,950	363 569	473,546	490,772	448,419	374,542	4,744,164
1870	357,992	329,128	384,431	442.030	405,283	363,187	326 891	378,880	457,990	511.447	458,873	387.827	4,755,958
1871	418,755	442,666	484,980	470,708	480,847	427,096	422,015	529,890	628,660	562,802	547,434	507,050	5,940,102
1872	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873	379,836	440,261	567,314	556,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1869	454,590	330,400	420,951	460,238	630,844	673,923	586,531	525,547	724,732	1,040,102	801.195	496,561	7,250 069
1870	396,171	382,823	377,571	443,132	780,700	755,737	636,434	661,020	866,316	908,313	791,014	529,758	7,420,421
1871	396,780	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,966	387,565	426,223	474,183	580,432	591,769	488,348	565,729	811,961	950,945	702 858	513,787	6,967,771
1873	834 715	423,716	555,005	569,230	805,799	929,210	834,320	767,803	1,193,209	1,012,704	771,800	843,200	9,040.717
1874	654,400	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1868	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	363,677	341,378	321,659	256.106	3,488,930
1871	212,065	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,125	369,857	385,103	299,552	3,630,696
1872	264,319	238,825	308,594	305,758	269,560	304,512	265,406	315,699	338,497	384,193	337,920	360,404	3,678,683
1873	227,897	261,346	344,632	321,047	301,521	272 600	267,734	325,093	382,095	353,168	308,632	306,100	.....
Philadelphia and Reading:													
1868	427,437	518,174	651,019	617,750	761,220	744,188	514,472	631,143	1,006,631	1,159,726	1,113,398	889,924	8,735,062
1869	479,236	525,490	755,433	904,834	999,463	630,680	1,232,903	1,454,026	1,294,021	1,235.366	1,476,406	828,447	11,316,904
1870	479,872	574,706	679,332	814,493	993,966	617,058	569,697	1,1?9,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,504	688,578	1,063,002	1,610,088	1,213,308	1,359,333	1,418,141	1,413,642	1,423,278	837,090	12,500,874
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167,098	1,071,407	1,142,241	1,190,695	1,222,847	1,127,030	.....	.....
St. Louis, Alton and Terre Haute:													
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,035	2,008,265
1870	152,393	158,788	172,216	172,847	155,081	150.719	129,567	167.305	158,627	168,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	166,107	188,442	186,489	152,515	102,995	1,786,547
1872	161,525	137,678	162,396	156,134	148,279	138,503	123,994	169,459	179,457	216,171	177,327	158,700	1,927,471
1873	144,209	159,464	177,514	170,218	161,300	165,260	151,532	165,610	178,302	200,646	132,892	182,752	1,942,689
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	128,775	124,988	123,948	1,372,236
1871	126,218	122,378	144,638	125,212	117,064	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,786
1872	173,707	156,292	181,055	175,686	187,625	180,786	181,240	194,450	189,294	213,325	226,503	207,967	2,270,840
1873	146,160	153,254	229,260	208,140	230,300	195,480	179,261	206,190	205,500	186,645	160,800	122,857	2,233,647
Toledo, Wabash and Western:													
1868	278,712	265,137	267,800	286,825	260,529	293,344	283,833	454,209	450,203	429,808	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,369	323,377	434,284	4,242,343
1870	257,964	295,645	295,270	318,690	340,892	348,638	322,756	466.481	508,043	451,291	425,697	515,618	4,454,164
1871	365,175	328,791	393,456	443,611	453,009	439,515	553,994	552,079	558,817	600,295	531,080	516,985	5,726,666
1872	439,780	431,949	480,646	447,311	510,792	462,868	434,465	614,175	566,811	621,351	489,341	466,081	5,944 570
1873	370,290	405,110	471,301	446,527	470,696	541,191	483,399	642 209	593,504	535,251	415,938	482.767	5,864,076
1874	428,343	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,943	706,602	23,560	617,585	758,467	999,665	887,988	716.829	5,709,133
1870	528,529	500,139	589,288	706,603	802,586	748,450	643.058	664 061	728,531	719,696	570.163	505.053	7,654,094
1871	479,573	373,928	479,809	584,540	724,466	728,174	672,696	681,866	800,402	777,262	708,142	469,932	7,521,682
1872	273,936	534,115	566,861	741,802	880,442	885,459	742,382	759,567	863,754	980,706	915,727	757,851	8,892,606
1873	583,976	431,783	709,259	881,286	1,007,551	939,863	876,833	837,277	1,068,937	1,170,586	970,660	756,832	10,256,104

☞ The Central Railroad Company of New Jersey for the year ending December 31, 1873, carried 3,089,697 tons of coal over the Lehigh and Susquehanna Division, being an increase of 22 26 per cent on their tonnage for the previous year. Of the above amount there was forwarded east by rail from Mauch Chunk 2,118,462 tons, being an increase of 22.51 per cent on the tonnage of 1872.

Product of the Lake Superior Mines and Furnaces.

ORE SHIPMENTS FOR 1873.

The following table exhibits in gross and net tons the amount of iron ore shipped from the Lake Superior mines during the season of 1873, together with its total value of $7 per ton, gross:

Mines.	Gross tons.	Pounds.	Amount.
Jackson	113,892	740	$797,246 81
New York	70,882	600	496,170 80
Cleveland	182,082	820	924,576 56
Lake Superior	166,666	600	1,166,663 87
Champion	72,782	1,210	509,477 78
Washington	38,015	1,530	266,102 78
Republic	105,452	2,160	738,170 75
Kloman	21,065	590	147,456 84
Cascade	20,507	760	143,551 37
Barnum	48,076	1,260	336,535 98
Foster	27,372	440	191,605 38
Rowland	1,404	1,390	9 882 84
Lake Angeline	43,933	1,360	307,535 25
Pittsb'g & LakeS.	21,498	1,400	150,400 87
Edwards	31,730	350	222,111 09
Spurr	31,933	1,540	223,535 87
Michigamme	28,966	1,230	202,765 84
Mich. (Clarksb'g)	3,212	.....	22 484 00
Keystone	10,426	700	72 984 18
McComber	38,969	1,680	272,788 09
Himrod	2,074	800	14 519 21
Marquette	2,148	210	15,036 61
Winthrop	33,546	1,370	234,826 29
Shenango	8,658	910	60,608 85
Albion	1,188	1,870	8,320 29
Carr	1,655	2,140	11,591 59
Bagaley	2,276	1,100	8,735 55
Howell Hoppock	1,239	1,500	8,676 69
Green Bay	949	1,800	6,648 91
Emma	7,137	1,740	49,964 44
Rolling Mill	11,319	740	79,235 81
Saginaw	37,139	60	259 973 18
Smith	9,328	1,860	65,801 81
Grand Central	6,629	1,150	46,406 59
Gribben	4,517	1,350	31,623 22
New England	180	410	1,268 28
Allen	510	.....	3,570 00
Goodrich	3,258	830	22,808 59
Home	1,090	2,000	7,086 25
Magnetic	78	1,560	550 87
Iron Mountain	112	1,510	788 72
Hungerford	145	440	1,016 87
Total	1,163,057	88,160	$8,141,398 98

PRODUCTION OF THE FURNACES FOR 1873.

The following table shows the aggregate production of the several furnaces in the district for 1873, together with the value of the iron ($45) at furnace:

Furnaces.	Gross tons.	Value.
Pioneer	7,098	$319,440
Collins	2,000	90,000
Michigan	4,467	201,015
Greenwood	4,416	198,720
Bancroft	4,100	184,500
Morgan	6,324	284,580
Champion	3,949	177,705
Deer Lake	3,447	155,115
Fayette	10,696	481,320
Bay	8,760	394,200
Munising	2,337	100,665
Grace	7,800	351,000
Beecher	710	31,950
Beecher (muck bar)	428	25,680
Lake Superior Company's peat furnace	500	22,500
Escanaba (shipped to Nov. 19).	2,175	97,875
Menominee	2,400	108,090
Total	71,507	$3,224,235

TOTAL PRODUCT OF THE MINES.

The following table exhibits in gross tons the aggregate product of each mine from 1856 to 1873, inclusive of both:

	Gross tons.
Jackson	1,311,117
New York	521,662
Cleveland	1,157,343
Lake Superior	1,442,585
Marquette	55,146
Champion	307,649
Washington	346,934
Republic	116,477
Kloman	21,065
Cascade	59,747
Barnum	175,053
Foster	101,158
Rowland	2,278
Lake Angeline	339 980
Pittsburg and Lake Superior	22,658
Edwards	152,807
Spurr	31,933
Michigamme	29,107
Keystone	10,426
McComber	83,122
Himrod	2,074
Winthrop	58,578
Shenango	8,855
Albion	2 288
Carr	1,673
Bagaley	5,702
Howell Hoppock	1,239
Green Bay	8,582
Emma	7,137
Rolling Mill	18,091
Saginaw	56 299
Smith	22,773
Grand Central	21,384
Gribben	4,517
New England	108,990
Allen	9,217
Goodrich	3,258
Home	1,090
Magnetic	78
Iron Mountain	16,706
Hungerford	145
Parsons	1,896
Negaunee	11,687
Mather	2,288
Franklin	2,007
Michigan	4,489
Quartz	718
Excelsior	756
Williams	447
Other small mines	217
Total	6,671,067

TOTAL PRODUCT OF THE FURNACES.

The following table shows the total product of the Lake Superior furnaces from 1858 to 1873, inclusive:

	Gross tons.
Pioneer	72,695
Northern	16,068
Collins	43,949
Michigan	31,812
Greenwood	33,768
Morgan	43,315
Bancroft	43,351
Champion	29,515
Fayette	46,181
Munising	12,294
Deer Lake	14,000
Bay	20,755
Grace	7,800
Beecher	6,652
Beecher (muck bar and merchant iron)	4,427
Lake Superior Company's peat furnace	700
Escanaba	2,175
Menominee	2,400
Total	428,857

TRAFFIC OVER THE RAILROADS.

The iron traffic for 1873 was divided between our two railways as follows:

IRON ORE.

Over Marquette, Houghton and Ontonagon Railroad	659,894
Over the Chicago and Northwestern Railroad	503,932
Difference in favor of Marquette, Houghton and Ontonagon Railroad	155,162

PIG IRON.

Over Marquette, Houghton and Ontonagon Railroad	21,999
Over the Chicago and Northwestern Railroad	9,248
Difference in favor of Marquette, Houghton and Ontonagon Railroad	12,751
Total ore and pig iron over the Chicago and Northwestern Railroad	513,180
Total ore and pig iron over Marquette, Houghton and Ontonagon Railroad	681 893
Total shipments by rail	1,194,304

With a difference of 168,713 tons in favor of the Marquette, Houghton and Ontonagon Railroad.

The small excess in our table showing the product of the district is accounted for by ore teamed from one or two mines to local furnaces.

AGGREGATE YIELD OF MINES AND FURNACES.

The following is a statement in gross tons of the aggregate yield of the mines and furnaces in this district from 1856 to 1873, inclusive, together with the value of the same:

	Iron Ore.	Pig Iron.	Ore and Pig Iron.	Value.
1856	7,000	.....	7,000	$28,000
1857	21,000	.....	21,000	63,000
1858	81,035	1,620	82,664	249,202
1859	65,679	7,258	72,937	575,529
1860	116,908	5,660	122,568	783,496
1861	45,480	7,970	53,450	419,501
1862	115,721	8,590	124,311	984,977
1863	185,257	9,813	195,070	1,416,985
1864	235,128	13,832	248,955	1,867,215
1865	996,256	12,283	208,589	1,590,480
1866	296,972	18,437	15,409	2,405,960
1867	466,076	30,911	496,987	3,475,820
1868	607,813	38,246	646,059	3,992,413
1869	633,288	39,003	672,241	4,968,435
1870	856,471	49,298	905,769	6,300,170
1871	813,879	51,225	864,604	6,115,895
1872	952,055	63,195	1,015,250	9,188,055
1873	1,163,057	71,507	1,284,564	11,366,633
Total	6,708,470	428 857	7,137,327	$55,748,666

—*Marquette Mining Journal.*

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending January 31, at 255,529 tons, and for the coal year 1,377,827 tons, against 1,538,825 tons to corresponding time last year, being a decrease of 160,998 tons. The bituminous tonnage for the week is 87,311 tons, and for the year 140,451 tons, giving a total of all kinds for the week of 298,840 tons, and for the year of 1,528,278 tons, against 1,678,842 tons to same time last year being a decrease of 150,564 tons.

☞ The estimated earnings of the Erie Railway Company for the week ending January 31, are $379,367, and since January 1, $1,462,650—an increase over the corresponding period of the previous year of $136,147.

☞ Mr. Ashbel Welch, of Lambertville, N. J., has been elected President of the Belvidere Delaware, the Mercer and Somerset, and the Flemington Railroad Companies.

☞ The Camden, Gloucester and Mount Ephraim Railroad has been completed, between Keighn's Point and Gloucester, N. J.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* ... 100	$8,280,000	J. & J.	Jan. '74 3½
Allegheny Valley ... 50	2,256,350	— & —	... ...
Atlanta and West Point. 100	1,232,200	J. & J.	July '73 4
Atlantic and Gulf ... 100	3,693,200	— & —	... ...
" " pref. 100	838,976	J. & J.	July '71 3½
Atlantic and St. Law* ... 100	39,494,900	M. & S.	Sept. '73 2
" " new 1870. 100	1,500,000	— & —	... ...
Avon, Geneseo & Mt. M.* 100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio ... 100	13,151,962	M. & N	Nov. '73 5
Washington Br. ... 100	1,650,000	A. & O.	Oct. '73 5
Parkersburg Br. pref... 50	5,680,685	— & —	... ...
Berkshire* ... 100	600,000	J. A. J. & O	Jan. '74 1½
Blossburg & Corning.* ... 50	250,000	J. & D.	Dec. '72 3½
Boston and Albany ... 100	19,664,100	M. & N.	Nov. '73 5
Bos., Clin. & Fitchb. pref. 100	633,200	— & —	... ...
Agricultural Br guar... 100	60,000	J. & D	Dec. '73 3
Bost., Conc. & Mont.* pref 100	800,000	M. & N.	Nov. '73 3
Boston and Lowell ... 100	2,852,900	J. & J.	Jan. '74 4
Boston and Maine ... 100	6,816,807	M. & N.	Dec. '73 4
Boston and Providence. 100	3,950,600	M. & N.	Nov. '73 5
Buffalo, N. Y. and Erie* 100	950,000	F. & A.	Feb. '74 11
Burlington and Mo. Riv. 100	5,536,000	M. & S.	Sept. '73 5
" " prof. 100	1,485,900	M. & S.	Sept. '73 5
Camden and Amboy* ... 100	4,847,800	J. A. J. O.	Jan. '74 2½
Camden and Atlantic... 50	379,020	— & —	... ...
" " pref. 50	752,700	— & —	Nov. '73 3½
Cape Cod ... 50	1,020,330	J. & J.	Jan. '72 2½
Cape May and Millville* 50	447,000	J. & D.	Dec. '73 3
Catasauqua & Fogelsv... 50	426,900	Novemb.	Nov. '71 6
Catawissa* ... 50	1,159,500	— & —	... ...
" pref. ... 50	2,200,000	M. & N.	Nov. '73 2½
Cayuga and Susq.* ... 50	589,110	J. & J.	Jan. '74 4½
Cedar Rapids & Mo. R.* 100	6,850,400	M. & N.	Nov. '73 1½
" " pref. 100	769,600	F. & A.	Feb. '74 3½
Central of Georgia ... 100	4,666,800	J. & J.	July '73 5
Central of New Jersey. 100	20,000,000	J. & J.	Jan. '74 4
Central Ohio* ... 50	2,425,000	J. & J.	Jan. '74 3
" pref. ... 50	400,000	J. & J.	Jan. '74 3
Central Pacific ... 100	54,275,500	... ...	Sept. '73 3
Chemung* ... 100	850,000	J. A. J. & O	Oct. '72 1½
Cheshire, preferred ... 100	2,100,000	J. & J.	Jan. '74 3
Chicago and Alton ... 100	5,929,900	M. & S.	Sept. '73 5
" " pref. 100	2,425,400	M. & S.	Sept. '73 5
Chicago, Burl. & Quincy. 100	18,052,910	M. & S.	Sept. '73 5
Chicago, Iowa & Nebras* 100	3,916,800	J. & J.	Jan. '74 4
Chicago & N. Western. 100	15,033,480	J. & D.	Dec. '73 3½
" pref. 100	21,259,563	J. & J.	July '73 3½
Chicago, R. I. & Pacific. 100	19,000,000	A. & O.	Nov. '73 4
Cin., Ham. & Dayton ... 100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.* ... 50	2,980,550	— & —	Apl. '72 10s
" pref... 50	429,046	M. & N	Nov. '73 3½
Clev., Col., Cin. & Ind ... 100	14,991,275	F. & A.	Aug. '73 3½
Cleveland & Mahoning*. 50	2,067,589	M. & N.	May '73 3½
Cleveland & Pittsburg*. 50	11,236,150	F. M. A. N	Feb. '74 1½
Col., Chic. & Ind. Cen.*. 100	13,000,000	... ...	... ...
Columbus and Xenia* ... 50	1,786,800	M. J. S. D.	Dec. '73 2
Colum. & Hocking Val. 100	2,500,000	F. & A	Feb '74 5
Concord ... 50	1,000,000	M. & N.	Nov. '73 5
Concord and Porta.* ... 100	350,000	J. & J.	Jan. '74 3½
Conn. & Passum p Riv. 100	2,100,000	F. & A.	Feb. '74 3
Connecticut River ... 100	1,359,000	J. & J.	Jan. '74 5
Cumberland Valley. ... 100	1,494,250	A. & O.	Oct. '73 4
Danbury and Norwalk ... 50	400,000	M. J. S. D.	Dec. '71 4
Delaware* ... 50	1,230,941	J. & J.	Jan. '74 3
Del., Lackaw. & Westn. 50	18,868,850	J. & J.	Jan. '74 5
Detroit & Milwaukee* ... 50	822,140	— & —	... ...
" pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City* 100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania* ... 50	1,509,300	J. & J.	Jan. '74 3
East Mahanoy* ... 50	392,950	J. & J.	Jan. '74 3
Eastern (Mass.) ... 100	4,262,600	J. & J.	July '73 3
Eastern (N. H.) ... 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand* 100	500,000	F. & A.	Feb. '74 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '73 2½
" " pref. 50	500,000	J. & J.	Jan. '74 3½
Erie Railway ... 100	78,000,000	... ...	Oct. '73 1
" pref ... 100	8,536,910	... ...	Oct. '73 3½
Erie and Pittsburg* ... 50	1,090,250	M. J. S. D.	Sept. '73 1½
Fitchburg ... 100	4,000,000	J. & J.	Jan. '74 4
Georgia ... 100	4,156,000	J. & J.	Apl. '74 4
Grand River Val.* guar 100	1,000,000	— & —	... ...
Grand Trunk, (Ca.) ... 100	14,367,946	— & —	... ...
Great Western, (Ca.) ... 100	19,237,404	A. & O.	Oct. '73 2½
Hannibal & St. Joseph. 100	4,151,700	F. & A.	Aug. '70 3s
" " pref. 100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.). 50	116,850	M. & N.	Nov. '73 5
Harlem Extension ... 100	4,000,000	— & —	... ...
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '74 3½
Housatonic, pref. ... 100	1,180,000	J. & J.	Jan. '74 4
Huntingdon & B'd Top. 50	880,000	— & —	... ...
" " pref. 50	456,750	J. & J.	July '68 3½
Illinois Central ... 100	25,230,510	F. & A.	Feb. '74 4
Indianapolis, Cin. & Laf. 50	7,635,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City* 100	4,695,000	— & —	Jan. '74 3
Jeffersonv., Mad. & Ind. 100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago* ... 100	1,500,000	J. A. J. O.	Jan. '74 1½
Joliet & North. Indiana* 100	300,000	J. & J	Jan. '74 4
Lake Shore & Mich. So. 100	49,466,500	F. & A.	Aug. '73 4
" " (guar.) 100	683,500	F. & A.	Aug. '73 5
Lawrence* ... 50	260,200	— & —	... ...
Leeds and Farmington* 100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna. 50	8,739,800	M. & N.	May '67 5
Lehigh Valley ... 50	21,468,800	J. A. J. O.	Jan. '74 7½
Little Miami* ... 50	5,871,459	J. A. J. O.	Oct. '73 2
Little Schuylkill* ... 50	2,646,100	J. & J.	Jan. '74 4½
Long Island ... 50	8,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref. 100	848,700	J. & J.	Jan. '74 4½
Louisville & Nashville. 100	8,980,600	F. & A.	Feb. '74 4
Louisv., N. Alb. & Chi... 100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ... 100	200,000	A. & O.	Oct. '73 3
Lykens Valley ... 20	600,000	F. M. A. N	Feb. '73 2½
Macon and Western ... 100	2,500,000	J. & J.	July '73 5
Maine Central ... 100	3,400,500	— & —	... ...
Manchester and Law... 100	1,000,000	M. & N.	Nov. '73 5
Marietta & Cincinnati ... 50	1,372,891	— & —	... ...
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi* ... 100	400,000	F. & A.	Feb. '74 3
Memphis & Charleston* 25	5,812,725	J. & D.	Jan. '69 3
Michigan Central ... 100	18,738 204	J. & J.	Jan. '73 4s
Mill Creek & Mitchill*. 50	323.375	J. & J.	Jan. '74 5
Milwaukee and St. Paul. 100	13,398,550	J. & J	Dec. '70 7s
" " pref. ... 100	10,825,777	F. & A	Feb 74 3½b
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '74 4
Morris and Essex* ... 50	14,008,100	J. & J	Jan. '74 3½
Nashua and Lowell ... 100	800,000	M. & N.	Nov. '73 5
Naugatuck ... 100	1,881 900	F. & A.	Feb. '74 5
Nesquehoning Valley*... 50	1,060,000	M. & S.	Sept. '73 6
Newark and N. York*... 100	977,400	J. & J.	Jan. '74 3½
N. Bedford & Taunton. 100	500,000	M. & N.	May '73 4
N. Castle & Beaver Val.* 50	1,500,000	J. A. J. O.	Oct. '73 2½
N Haven & Northamp... 100	605,000	J. A. J. O.	Sept '72 3
New Jersey* ... 100	7,295,200	J. A. J. O.	Jan. '74 2½
New London Northern* 100	1,418,800	J. & J.	Jan. '74 4
N. Y. Cen. & Hudson R... 100	99,428,330	A. & O	Oct. '73 4
New York and Harlem... 50	8,500,000	J. & J.	Jan. '74 4
" " pref. 100	1,500,000	J. & J.	Jan. '74 4
N. Y., N. H. & Hartf... 100	15,500,000	J. & J.	Jan. '74 5
N. Y., Provid. & Boston. 100	2,000,000	J. A. J. O.	Jan. '74 2½
Nisg. Bridge & Canand* 100	1,000,000	J. & J	Jan. '74 3
North Carolina* ... 100	4,600,000	irregular.	Jan. '73 3
N. Eastern (N. U.) pref... 100	111,000	M. & N.	May '67 4
North Pennsylvania ... 50	3,150,150	January.	Jan. '74 5s
Northern Central ... 50	5,842,000	M. & N	Nov. '72 3
Northern N. Hampsh... 100	3,068,400	J. & D.	Dec. '73 4
Northern New Jersey*... 100	1,000,000	J. & J.	Jan. '74 4
Norwich & Worcester* 100	2,823,400	J. & J.	Jan. '74 5
Ogdensb. & L. Champl.* 100	3,077,300	J. & J.	Jan. '74 3
" " pref. 100	2,000,000	A. & O.	Oct. '73 4
Ohio and Mississippi ... 100	19,995,847	J. A. J. O.	... ...
" " pref. 100	4,024,474	J. & D.	Dec '73 3½s
Oil Cr. & Allegheny R... 50	4,259,450	J. A. J. O.	July '73 3
Old Colony & Newport. 100	6,297,900	J. & J.	Jan. '74 3½
Oswego and Syracuse*. 100	432,400	F. & A.	Feb. '74 4
Pacific of Missouri ... 100	3,635,750	— & —	Jan. '74 1½
Panama ... 100	7,000,000	J. A. J. O.	Jan. '74 3
Paterson and Hudson*. 100	630,000	J. & J.	Jan. '74 4½
Paterson and Newark*. 100	500,000	J. & J.	... ...
Paterson and Ramapo*. 100	243,000	J. & J.	Jan. '74 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '74 3
Pennsylvania ... 50	72,000,000	M. & N.	Dec. '73 5s
Peoria & Bureau Val.*. 100	1,200,000	F. & A.	Feb. '74 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	... ...
" " " pref. 50	2,400,000	J. & J.	July '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M. J. S. D	Dec. '73 3
Philadelphia & Reading 50	32,684,375	J. & J	Jan. '74 5
" " pref... 50	1,551,800	J. & J	Jan. '74 5
Phila. and Trenton* ... 100	1,259,100	J. A. J. O.	Jan. '74 2½
Phila., Wil. & Balt. ... 50	11,485,750	J. & J.	Jan. '74 4
Pittsb., Ft. W. & Chi.* ... 100	19,714,286	J. A. J. O.	Jan. '74 1½
" Special Imp. 100	2,000 000	J. A. J. O.	Jan. '74 1½
Pittsfield & N. Adams. 100	400,000	J. & J.	Jan. '74 3
Portland and Kennebec. 100	616,700	J. & J.	Jan. '74 3
Yarmouth certificates. 100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm... 100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces... 100	2,000,000	J. & J.	Jan. '74 5
Raleigh and Gaston ... 100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga* 100	6,000,000	J. & J.	Jan. '74 4
Roch. & Genesee Val.*. 110	557,500	— & —	... ...
Rome, Watert. and Ogd. 100	2,998,900	J. & J.	Jan. '74 3½
Rutland* ... 100	2,700,000	— & —	... ...
" preferred. ... 100	4,300,000	F. & A.	Feb '74 3½
St. Croix and Penobscot. 100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute. 100	2,300,000	— & —	... ...
" " " pref. 100	2,040,000	May.	May '68 7
St. Louis and Iron Mt... 100	10,000,000	F. & A.	Feb. '74 3
St. L., Kan. C. & North. 100	12,000,000	... ...	... ...
" " pref. 100	12,000,000	... ...	Nov. '72 6?
Saratoga and Schenec.*. 100	300,000	A. & O.	Oct. '73 3½
Schuylkill Valley* ... 50	576,050	J. & J.	Jan. '74 2½
Seaboard and Roanoke. 100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '74 3
Shore Line* ... 100	295,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*... 100	438,300	J. & J.	Jan. '72 3
South Carolina ... 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *. 100	2,939,900	F. & A.	Feb. '73 4
Staten Island ... 100	600,000	J. & J.	July '67 4
Stockbridge and Pitts.*. 100	443,700	J. & J.	Jan. '74 3½
Stony Brook* ... 100	267,300	M. & N.	May '72 3
Summit Branch* ... 50	2,502,250	F. & A.	Feb. '74 3
Sussex (N. J.) ... 100	317,350	J. & J.	Jan. '72 2½
Syr., Bingham. & N. Y.* 100	1,670,139	— & —	July '73 3
Taunton Branch ... 100	500,000	J. & J.	Jan. '74 5
Terre Haute & Indiana. 100	1,988,150	J. & J	Jan. '74 5
Tol., Peo. & War. 1st pref. 100	1,797,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref. 100	1,000,000	M. & N.	Nov. '73 2½
Troy and Greenbush*... 100	274,400	J. & D.	Dec. '71 3½
Union and Black River... 100	1,666,000	J. & J.	Jan. '73 3
Vermont and Mass ... 100	2,500,000	J. & D.	Dec. '72 3
Warren (N. J.) ... 100	1,800,000	J. & D.	Dec. '71 3½
Warwick Valley ... 100	225,000	A. & O.	Apl. '72 2½
West Jersey. ... 100	1,209,000	F. & A.	Feb. '74 4
Winchester & Potomac* 100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg* 100	500,000	J. & J.	July '73 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	Jan. '74 1s
HORSE-POWER R. R.			
Albany City ... 100	110,200	— & —	... ... 2½
Baltimore City ... 100	800,000	— & —	Jan. '74 3
Bleecker st. & F Fy. (N Y) 100	900,000	— & —	... ...
Boston and Chelsea ... 100	110,000	A. & O.	Apl. '73 4
Broadway (Brooklyn)... 100	200,000	J. A. J. O.	Apl. '73 3
Broadw. & 7th Av. (N Y) 100	2,100,000	J. & D.	Jun. '70
Brooklyn City ... 100	1,500.000	F. M. A. N	Feb. '74 3
Brooklyn City & Newt. 100	600,000	J. & J.	July '70
Brooklyn and Jamaica... 100	458 100	— & —	... ...
Bushwick (Brooklyn)... 100	302,000	J. & J.	July '71 3½
Cambridge ... 100	727,700	A. & O.	Oct. '73 4½
Cen. Park, N. & E. Riv. 100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.) ... 50	500,000	J. & J.	Jan. '74 3
Citizens' (Phg.) ... 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl. 100	500,000	— & —	... ...
D. Dock E. Bway. & Bat. 100	1,200,000	F. M. A. N	Feb. '74 2
Eighth Avenue (N. Y.)... 100	1,000 000	J. A. J. O.	Oct. '71 3
Elizabeth and Newark ... 100	200,000	— & —	 3
42nd St. & G. St. Ferry ... 100	743,000	M. & N.	Nov. '71 6
Frankf. & Southw. (Ph.) 50	491 750	J. & J.	Jan. '74 5
Germantown (Ph.) ... 50	1 00.000	J. & J.	Jan. '74 3
Girard College (Ph.) ... 50	500,000	J. & J.	July '71 3
Grand St. and Newton... 100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '74 4
Heston, Mantau & Fairm. 50	2,050.000	J. & J.	Jan. '74 1½
Lomb. & South Sts. (Ph.) 25	105.000	A. & O	Oct. '71 6
Lynn and Boston ... 100	200 000	— & —	... ...
Malden and Melrose ... 100	200,000	— & —	... ...
Metropolitan (Boston)... 50	1,500,000	M. & N.	Nov. '73 5
Middlesex (Boston) ... 100	400,000	A. & O.	Apl. '73 4
Ninth Avenue (N. Y.)... 100	797,820	— & —	... ...
Orange and Newark ... 100	282,555	— & —	... ...
Philadelphia City ... 50	750,000	J. & J.	Jan. '74 5
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,776	J. & J.	Jan. '74 2½
Phg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N. Y.)... 100	888,100	J. A. J. O.	Oct. '73 2
Second & Third St. (Ph.) 50	962,100	J. & J.	Jan. '74 6
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '74 2
Sixth Avenue (N. Y.)... 100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)... 100	1,170,000	F. M. A. N	May '73 3
13th & 15th street (Ph.). 50	1,000,000	J. & J.	Jan. '74 2
Somerville (Boston) ... 100	75.000	M. & N.	Nov. '73 3
South Boston ... 100	400,000	J. A. J. O.	Jan. '74 2½
Union (Boston) ... 100	200,000	... ...	July '72 7½
Union (Phila.) ... 50	400,000	J. & J.	Jan '74 3½
West Philadelphia ... 50	400,000	J. & J.	Jan. '74 9
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '73 3
Chesapeake and Ohio ... 25	8,229,594	— & —	... ...
Delaware Division ... 50	1,633,350	F. & A.	Feb. '74 4
Delaware and Hudson... 100	15 000.000	F. & A.	Feb. '74 5
Delaware and Raritan* 100	5,847,400	J. A. J. O.	Jan. '74 2½
Erie of Pennsylvania ... 50	64,000	— & —	... ...
Lehigh Coal & Navigat. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)... 100	1,025,000	F. & A.	Aug. '72 2
" (preferred) ... 100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	... ...
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb '74 30c
" " (pref.). 50	2,898,977	F. & A.	Feb '74 60c
Susq. and Tide Water... 50	2,002,746	— & —	... ...
Union ... 50	2,907,850	— & —	... ...
" preferred ... 50		— & —	... ...
W. Branch and Susq... 50	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express ... 100	10,000,000	M. J. S. D.	Dec. '73 2
American Coal ... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp. 100	18,000,000	J. & J.	July '73 3
Ashburton Coal ... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship 100	4,000,000	M. J. S. D.	Dec. '67 2½
Brunswick City. ... 100	1,000,000	— & —	... ...
Butler Coal ... 25	500,000	J. & D.	Dec '69 85c
Canton ... 100	731,250	— & —	... ...
Consolidation (Md.) Coal. 100	10,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron. 100	500,000	— & —	Apl. '73 6
Maryland Coal ... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold ... 100	2,836,600	— & —	... ...
" pref ... 100	8,693,400	— & —	... ...
" certif ... 100	2,324,000	J. & J.	... ...
Pacific Mail Steamsh p. 100	20,000,000	M. J. S. D.	Sep. '69 3
Pacific and Atlantic Tel. 25	2,000,000	... ...	... ... 2½
Pennsylvania Coal ... 50	4,000,000	F. M. A. N	Nov. '73 5
Pullman Palace Car ... 100	4,000.000	F. M. A. N	Nov. '73 3
Quicksilver, common ... 100	5,700,000	— & —	... ...
" preferred ... 100	4,300,000	— & —	... ...
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	... ...
United States Express... 100	6,000,000	F. M. A. N	Feb. '74 2
United States Trust ... 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '74 4
West. Union Telegraph. 100	35,000,000	J. & J.	July '70 3
Wilkesbarre Coal 100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ... 100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amount outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Feb. 1, 1874.					
Loan of June 14, 1858 ..... registered	$995,000	5	Jan. & July.	1874	112¼
.. .. coupon	.....	5	" "	1874	....
Loan of February 8, 1861 ..... registered	13,762,000	6	Jan. & July.	1880	120
.. .. coupon	4,653,000	6	" "	1880	120½
Oregon War Bonds of March 2, 1861... coupon	945 000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861....registered	125,681,650	6	Jan. & July	1881	120
.. .. coupon	63,689,700	6	" "	1881	120½
Loan of Feb. 25, 1862 (5-20s).....registered	16,932,650	6	May & Nov.	1882	116½
.. .. .. (5-20s).....coupon	155,725,700	6	" "	1882	117½
Loan of March 3, 1863.....registered	53,611,100	6	Jan. & July.	1881	120
.. ..coupon	21,388,900	6	" "	1881	120½
Loan of March 3, 1864 (5-20s).....registered	964,600	6	May & Nov.	1884	118½
Loan of June 30, 1864 (5-20s).....registered	24,964.100	6	May & Nov.	1884	118½
.. .. .. (5-20s).....coupon	33,082,100	6	" "	1884	118½
Loan of March 3, 1865 (5-20s).....registered	33,887.750	6	May & Nov.	1885	118½
.. .. .. (5-20s).....coupon	118,746,600	6	" "	1885	119½
.. .. 2d series (5-20s).....registered	56,538,900	6	Jan. & July.	1885	117
.. .. .. (5-20s).....coupon	146,094.200	6	" "	1885	118½
.. .. 3d series (5-20s).....registered	87,540,550	6	Jan. & July.	1887	119½
.. .. .. (5-20s).....coupon	223,113,650	6	" "	1887	119½
.. .. 4th series (5-20s).....registered	13,798,000	6	Jan. & July.	1888	119
.. .. .. (5-20s).....coupon	28,676,000	6	" "	1888	119½
Loan of March 3, 1864, (10-40s)....registered	140,747,050	5	Mar. & Sept.	1904	112
.. .. .. (10-40s).....coupon	55,820,250	5	" "	1904	115½
Consols of July 14, '70 & Jan. 20, '71.registered	169,742.000	6	F. M. A. & N.	1881	113½
.. .. .. coupon	128,716,750	5	" "	1881	113
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623.512	6	Jan. & July.	'95-'99	116½
U. S. Notes and Fractional Currency.....	429,687,863	*nil.*	.....	.....	...
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72..	2.582,300	5	May & Nov.	'82-'92	....
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	....
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90 '91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,000,0 0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'99-'00	....
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	...
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	110
.. Bounty and Relief Bonds, 1863 and '61..	954.500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,300):					
.. War Loan, July 1, 1861, (10-20s).....	766,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386.000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-20s).....	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1886	....
Florida—($,7 8,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pens., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '45	$66,000	6	Various.	'72-'74	....
.. Bonds for W. & Atl. R. R. 1842 and 1843.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R. R., '58, '59, '60 & '61	600,000	6	Feb. & Aug	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1866.....	300,000	6	" "	'81-'86	....
.. Bonds of Act of, March 12, 1866.....	3,900, 00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870....	4,880,000	7	Various.	1890	....
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	....
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	848,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,326,675):			Jan.		
.. State Bonds (various) 1863 to 1864.....	110,675	6	" & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	"	'76-'89	....
Kentucky—($2,750,510):					
.. State Bonds 1835 and '43.....	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	809,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'96	49
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	50
.. .. .. 1866	1,000,000	8	Various.	1886	57
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000 000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds (N.O., Mob. & Chat. R.R.) '70 '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866....	259,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	450,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"	'83-'89	93
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889	93
Maryland—$12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,587,222	6	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838....	6,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	690,040	6	" "	1890	95
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1868.....	511,355	6	J. A. J. & O.	1888	104½

	Amount outstanding.	Interest. Rate.	Interest. Payable.	Pay-able.	Market Price.
Massachusetts—($30,712,862):					
.. State (public works) scrip, '72.	705,000	5	Various.	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800.000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	6	" "	'77-'78	94½
.. Coast Defence Loan, 1863.....	888,000	5	" "	1883	91½
.. Bounty Loan, 1864.....	4,379,500	5	May & Nov.	1894	99½
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,561,800	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'92	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'93	92½
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,295):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445 000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863.....	437,000	6	" "	1878	97
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1876	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,699,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	93½
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	..
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74- 90	97½
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($680,000):					
.. State Bonds, for floating debt	680,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,406,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	99½
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'90	97½
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	98½
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	104½
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'90	....
.. War Loan Bonds, 1864, tax free.....	684,400	6	" "	'97-'02	...
New York—($38,121,600):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1876	....
.. General Fund Stock	800,000	6	" "	1876	....
.. General Fund Stock	348.107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock.....	1,108,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'75	107
.. Canal Stock.....	2,572,000	6	" "	'74-'76	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	0,675,000	7	Jan. & July.	1877	105½
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	106
North Carolina—($29,900,045):					
.. State (old) Bonds 1818 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	29½
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	16
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	28
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	25½
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	....
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	...
Ohio—($9,022,721):					
.. Loan of 1840 Bonds, skg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, skg f'd.....	1,800,000	6	" "	1876	99
.. Loan of 1860 Bonds, skg f'd.....	1,495,309	6	" "	1881	102
.. Loan of 1856 Bonds, skg f'd.....	2,400,000	6	" "	1896	103
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($2 ,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	106
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	108
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	97½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '58-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1886	20
.. .. .. '66-'69.....	2,262,714	6	Jan. & July.	'87-'99	10½
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R. Bonds 1854.....	970,000	6	" "	'74-'76	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1889	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	82½
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	82½
Texas—($3,597,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	857,000	10	Mar. & Sept.	1879	85
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'76	100
.. .. .. registered	201,000	6	" "	'71-'76	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	86-'00	35
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'00	35
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'86-'00	....
.. Funded Interest, 1866-'67.....	6,692,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1847.....	466,250	5	" "	'85-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1836	....
Alabama Central:						
1st Mortgage	1,000,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	101½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	98½
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1890	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	91
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	...
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	60
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (235 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R. R.)	404,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	494,000	6*	May & Nov.	London.	1873	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	343,250	6	Jan. & July.	Baltimore.	1875	98
Loan of 1850-'80	579,500	6	" "	"	1880	98
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	99
Loan of 1855-'90 (Balt.) skg fd.	3,045,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,788,762	6	March & Sept.	London.	1895	....
2d Mort. (N. W. Va. R. R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	....
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	93
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Princeton.	1885	83½
3d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	80
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	104½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	82
1st Mortgage (Equalization)	248,000	7	" "	"	1880	89
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1866	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	...
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	31½
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	43
Mass. Loan (secured by $4,000,000 Bds.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	900,000	6	April & Oct.	Boston.	1879	95
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	102

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	92
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd	30,000pm	7*	May & Nov.	N. Y. & Lond.	1899	70
Burlington and Missouri River:						
Land and R. R. Mortgage	5,056,350	7	April & Oct.	Boston.	1893	96
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	96½
Stock (common) Bonds	1,377,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	6,557,971	8	Jan. & July.	Boston.	1894	99
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1894	90
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	85
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	91½
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	70
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	220,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,200,000	7	" "	"	1900	100
Chattel Mortgage	158,350	6	" "	"	'80-'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	74
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	82½
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	84½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p. m.	3,248,000	7*	Jan. & July.	New York.	1899	48
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1951	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	5,000,000	7	" "	" "	1902	101½
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	104½
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	90½
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	90½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	102
State Aid B'ds (int. by State) gold	1,600,000	7*	" "	" "	1885	102
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'83-'92	....
1st Mort. (S. Fr., Okld & Alm.)	600,000	6*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,050,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,163,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	605,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1889	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p. m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1890	69½
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	....
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	800,400	6	Jan. & July.	Boston.	'75-'80	....
Chester Creek:						
1st Mortgage guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	104
1st Mortgage	2,408,000	7	Jan. & July.	" "	1893	107
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	95
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	110*
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	44	July.	Frankfort.	1890	....
Loan of 1872	6,958,225	7	Jan. & July.	Boston.	1896	95½
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	95
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	97
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	96
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	97½
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold.	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold.	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	37½
Chicago and Illinois Southern:						
1st Mortgage for $10,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	71½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C. & NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C. & NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (198 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	100
Funded coupons (193 m.)	760,000	7	May & Nov.	" "	1883	97½
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	100
Appleton Ext. (23 m. & 76,000 ac.)	174,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 78,000 a.)	894,000	7	" "	" "	1885	86½
Equipm't (Engs & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,775,000	7	Feb. & Aug.	" "	1842	101
2d Mort. (Gal. & Chic. 248 m.)	938,000	7	May & Nov.	" "	1875	97
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	129,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m. & land)	331,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C. & N.W. R'y)	3,105,000	7	F. M. A. & N.	" "	1915	97
Consol. gold bonds for $48,000,000	4,634,000	7*	June & Dec	" "	1902	87½
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil. R.R.) guar.	389,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi. R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" " ") guar.	9,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic. & Mil. R.W.) guar	1,141,000	7	Jan. & July.	" "	1898	94
1st Mort. (Bel. & Mad. R.R.) guar.	206,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B & Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I. & Pac.)	5,600,000	7	" "	" "	1896	104½
Chi. & Southwes'n (C., R.I. & Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1880	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $11,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St. L. K. C. & W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	70
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	71½
1st Mort. (San., Day. & Cin.) S.F.	988,000	6	Feb. & Aug	Boston.	1900	77½
1st Mort. (San. City and Ind.)	360,000	7	March & Sept.	"	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000 000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	101
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July	" "	1895	....
Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,368,000	7	May & Nov.	" "	1876	98½
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	89
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	92
Colebrookdale:						
1st Mort. guar. by Phe and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	90
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	66½
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	8	March & Sept.	New York.	1880	....
Connecticut and Passumpsic Rav.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	97½
Notes payable, conv. at par	300,000	7	" "	"	1876	90½
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7*	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1800	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1, 2, 3, 4.	51
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1860	....
Cowaneseque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1850	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,600	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1870	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	278,000	7	Jan. & July.	New York.	1906	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	102
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	103
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	104½
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1890	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y.L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1924	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1890	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	875,784	7	" "	" "	1875	....
Detr. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	...
Detroit, Mon. & Tol. (L.Sh.& M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	98
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	95
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,100,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,600,000	7	Jan. & July.	New York.	1903	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia(E.T.V.&G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	91½
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	97½
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,600,000	7	March & Sept.	"	1882	97½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	97
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	59
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	102½
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	102
3d Mortgage	4,582,000	7	" "	" "	1883	100
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	98½
5th Mortgage convertible	709,500	7	June & Dec.	" "	1888	97½
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,900,000) conv.	4,437,470	6*	March & Sept.	London.	1875	...
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	NY & London.	1920	95
Convertible bonds	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1895	....
Equipment Mortgage	300,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L. M.(& 1st on 50, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1890	87
Evansville and Crawfordsville:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Fint and Pere Marquette:						
Land Mort. 1st series (55,241 a.)	188,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.)	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease,(R.R. 25 000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1889	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N. Y. & Lond.	1st 0	...
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct	Boston.	1899	....
2d Mortgage	600,000	8	Jan & July.	"	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	89½
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	103
2d Mortgage	948,000	7	May & Nov.	" "	1875	95
Elgin and State Line Purchase	185,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	96½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350 000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £1,838 385	14,191,6 5	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £8,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,278	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'75	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'75-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York	'81-'86	....
1st Mortgage not guaranteed	570,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage	675.000	7	May & Nov.	New York.	1896	80
2d Mortgage	125,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	90½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	5 ,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	"	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	85½
1st Mort. (St. & Palm.R.R. 15 m)	500.000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City & Cam.R.R 55m)	1,200,000	10	Jan. & July.	" "	1886	99
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	95½
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	103
3d Mortgage	180,000	7	May & Nov.	" "	1895	101
Hudson Connecting (N Y&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	102½
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	90
3d Mortgage (Consol)	1,261,000	7	April & Oct.	"	1895	65
Illinois Central:						
Construction bonds, cur. skg f'd.	3,058,500	7	April & Oct.	New York.	1875	102
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	3,000,000	7*	April & Oct.	New York.	1900	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1899	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(L. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1915	....
1st Mortgage	2,600,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	91
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	97
Jackson, Lansing & Saginaw (MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1888	98½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	98½
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1939	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol.	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol.	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	897,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1875	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	100½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	860,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	793,000	7	March & Sept.	" "	1898	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	88
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	87
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by LS& MSo.	840,000	8	Jan. & July.	New York.	1888	96½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.&CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	60
1st Mort. (2d Div. 253.94 m.)gold	4,068,000	6*	June & Dec.	" "	1896	60
1st M.(3dD.244.66m.& 3,000,000a)	6,455,000	7*	May & Nov.	N. Y., L. & F.	1899	....
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,321,000	7*	Jan. & July.	N. Y., L. & F.	1895	....
2d Mortgage On do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....
3d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,360	7	March & Sept.	....	1916	....
Kent County (Del.):						
1st Mortgage for $300,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	344,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1868.	237,000	7	June & Dec.	" "	1885	....
Kook., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	96
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	200,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N. W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,200,000	7*	Feb. & Aug.	New York.	1901	....
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	6,500,000	7*	Jan. & July.	N. Y. B'k & Ph.	1890	88
1d Mort. gold tax free and conv.	838,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,133,000	7	J. A. J. & O.	" "	1890	96½
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	97
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	" "	" "	1899	96½
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A.R.R.	1,000,000	7	" "	" "	1880	95
3d Mort. Oct.1, '67 "	1,000,000	7	April & Oct.	" "	1892	95
Sk'g Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	102
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	95½
1st Mort. May1, 1865 M. S. & N.I.	8,256,000	7	May & Nov.	" "	1885	104½
2d Mort. Oct 31, 1857 "	2,695,000	7	" "	" "	1877	96
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	92
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1869 "	3,000,000	7	April & Oct.	" "	1896	91
1st Mort. Aug.1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	98
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct.1, 1867 (Sch.& Th.R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M.July1,'68 (Kal.Ali.& Gr.R.)	840,000	8	" "	" "	1888	104½
1st Mort.July 1, 1863 (J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun.1, 1869 "	600,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philad lphia	1905	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	855,000	7	Feb. & Aug.	New York.	1900	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold.	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	85
Lehigh and Lackawanna:						
1st Mortgage tax free	800,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	.....	6	May & Nov.	Philadelphia.	1872	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	99
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	105½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1882	....
Street Connection Bonds	600,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	81½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	98
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1880	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1893	98
Long Island:						
1st Mortgage main line	800,000	6	Jan. & July.	New York.	1875	90
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1880	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	2,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	846,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 78.2m.)	66,000	7	" "	" "	'80-'85	....
Consol.M.for $5,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	90
Lonisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'85-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	680,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	....	1890	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,380	7*	Jan. & July.	"	1898	99
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oc	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1921	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	800,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	101½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	91½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	78
1st Mort. (Scioto & H.Val. R.R.)	800,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	88½
Mississippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1900	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	100½
Michigan Central:						
1st Mortgage, convertible	356,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	108
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	97½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	104
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1870	96½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (" ") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv. & W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1890	....
Milwaukee and St. Paul:						
1st Mortgage	5,514,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	85
1st Mortgage (R. Riv. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	5,808,000	7	Jan. & July.	" "	1897	83
1st Mortgage (Minn. Cent.)	192,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	75
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	105
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	93
Milwaukee City Loan	283,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $18,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1863	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	6*	Jan. & July.	New York.	1911	....
Minneapolis & St. L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	1890	19½
1st Mort. Land Grant gold	1,060,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000 p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866	1,181,600	6	Jan. & July.	" "	'81-'98	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jan. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1880	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* / 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	304,400	8	" "	Mobile.	1877	....
Interest bonds	371,500	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	...
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	...
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1880	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	107
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	100
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	92½
Construction bonds of 1871	2,999,000	7	Feb. & Aug.	" "	1889	98½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	85
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	000,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	500,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1880	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie d bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan'a						
New Jersey Midland (NY.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	43
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Can.)						
1st Mortgage	300,000	6	March & Sept.	New York.	1888	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000	2,000,000	8	April & Oct	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, go'd	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N Oto T 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1880	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,986,626	6	May & Nov.	New York.	1883	94½
Bonds for debts ass'd(N.Y. Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	99½
Bonds for B.& N. St.(")	76,000	6	May & Nov.	" "	1883	90
Bonds for R. R.stocks(")	892,000	6	" "	" "	1883	90
Bonds for real estate (")	162,000	6	" "	" "	1883	90
Bonds of 1864 renew'd(")	2,900,000	6	June & Dec.	" "	1887	93
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. P.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,960,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $10,000,000	.....	7	.....	.....	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	108½
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1903	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1880	....
New York and New Haven:						
1st Mortgage	1,050,500	7	April & Oct.	New York.	1875	101
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1859	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1896	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1698	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	782,000	7	" "	" "	1890	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	" "	1899	....
North Pennsylvania:						
1st Mortgage	2,225 000	6	Jan. & July.	Philadelphia.	1885	99½
2d Mortgage	5,000,000	7	May & Nov.	"	1896	101½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	107
North Shore (L. I.)						
1st Mortgage	125,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	89
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	90
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,485,000	6*	" "	"	1900	90½
Income Mortgage conv.	1,300,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	85
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	92½
Equipment Mortgage	200,000	8	" "	"	1870	92½
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage	6,694,000	7	Jan. & July.	New York.	1898	93
Consolidated 1st Mortgage, stg.		7*	" "	London.	1898	....
Consolidated 2d Mortgage	3,529,000	7	April & Oct.	New York.	1911	81
2d Mortgage, (W. Div.)	433,000	7	Jan. & July.	" "	1874	80
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bond	50,000	7	May & Nov.	" "	1893	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	71
1st Mortgage (War. & Pkln)	590,000	7	April & Oct.	"	1882	83
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1896	65
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	97
Plain Bonds	456,000	6	April & Oct.	"	1875	95
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	102½
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	77½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	77½
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	70
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1883	78½
Orange and Newark:						
1st Mortgage	548,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome(R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1918	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.	1,200,000	8	Jan. & July.	Boston.	1900	96
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	84
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	66
Income Bonds	1,500,000	7	"	" "	1892	66
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1888	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lex. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,880,530	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(T W & W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	800,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	100½
2d Mortgage (")	2,504,000	6	April & Oct.	"	1875	100
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	89½
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	380,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	310,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	102½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	99½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	91
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	86
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	84½
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug	New York.	1874	....
Petersburg:						
1st Mortgage (Instalments)	341,500	8	Jan. & July.	New York.	'79-'85	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1893	80
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	95,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	97
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	105
Mortgage Loan of 1838 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1856 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	7,596,000	7	June & Dec.	Philadelphia.	1911	102
	Dollar registered	3,414,000	7	" "	"	1911	105
	Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	99
	Gold or stg reg.	624,000	6*	" "	" "	1911	97½
	Dollar coupon	376,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv.		2,305,680	7	Jan. & July.	"	1893	104
Philadelphia, Wilmington & Balt.:							
Mortgage Loan, convertible		345,600	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866		400,000	6	April & Oct.	"	1876	96
Loan of 1867		1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):							
1st Mortgage, guaranteed		330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):							
Consol. Mortgage for $10,000,000.		6,212,000	7	Feb. & Aug.	Philadelphia.	1900	68½
1st Mort. (Steub. & Ind.) conv.		3,000,000	6	monthly.	New York.	1884	70
1st Mort.(Ct.& New'k 33m)conv		775,000	7	Jan. & July.	Philadelphia.	1860	....
Pittsburg & Connellsville:							
1st Mortgage of 1868, tax free		4,000,000	7	Jan. & July.	Baltimore.	1898	91
2d Mort. (Balt. Loan) of 1866		1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)		400,000	6	Feb. & Aug.	Pittsburg.	1880	....
Pittsburg, Ft. Wayne & Chicago:							
1st Mortgage (Series A)		875,000	7	Jan. & July.	New York.	1912	104½
1st Mortgage (Series B)		875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)		875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)		875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)		875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)		875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)		860,000	7	Jan. & July.	" "	1912	100
2d Mortgage (Series H)		860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)		860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)		860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)		860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)		860,090	7	June & Dec.	" "	1912	....
3d Mortgage		2,000,000	7	April & Oct.	" "	1912	90
Bridge (O. & P. R. R.) bonds		153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869		1,000,000	8	March & Sept.	" "	1874	101
Construction bonds of Jan. 1,'70		100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:							
1st Mortgage for $2,000,000		.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:							
1st Mortgage gold, for $1,500,000		.....	7*	May & Nov.	New York.	1889	90
Portland & Ogdensb.(Me.& N.H.):							
1st Mort. (Maine Section) gold.		800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000		.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):							
1st Mortgage gold, for $2,200,000		.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:							
1st Mortgage of 1868		250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:							
1st Mort.(Portland Loan)skg f'd		700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)		850,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000		.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):							
1st Mortgage gold, skg f'd		1,500,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.		1,000,000	7*	" "	"	1880	....
Poughkeepsie and Eastern:							
1st Mort. gold, conv. & tax free		800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:							
1st Mortgage		300,000	6	Jan. & July.	Providence.	19	....
Quincy, Alton and St. Louis:							
1st Mortgage gold		850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):							
1st Mortgage, guaranteed		500,000	7	May & Nov.	New York.	1890	88
Quincy & Warsaw (C. B. & Q.):							
1st Mortgage, guaranteed		800,000	8	Jan. & July.	Boston.	1890	97
Reading and Columbia (P.& R.):							
1st Mortgage, guaranteed		850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed		350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:							
1st Mortgage		150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage		300,000	7	" "	"	1880	....
3d Mortgage		150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitehall)		400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)		500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)		125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:							
Virginia State Loan, skg fund		600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds		157,800	6	" "	"	1875	....
Consolidated Mortgage		1,725,000	6	May & Nov.	New York.	'70-'90	70
Rich., Fredericksbg. & Potomac							
Sterling Loan		87,777	6*	Jan. & July.	London.	1875	....
Dollar Loan		996,500	6	" "	Richmond.	1881	....
Dollar Loan		172,800	7	" "	"	1875	....
Richmond and Petersburg:							
1st Mortgage		150,500	7	June & Dec	Richmond.	1875	....
1st Mortgage		175,000	6	April & Oct		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1888	....
Equipment Mortgage	500,000	8	March & Sept.	"	1880	80
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1900	....
1st M.(W.D)land grant, g'd tax fr	16,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	57½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	78
Equipment Mortgage	$90,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	97
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 10, 1864 guar.	2,928,000	7	April & Oct.	New York.	1894	94
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1900	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	87
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N. Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1893	....
General Mort. (R. R. & Lands).	2,000,000	7	Jan. & July.	" "	....	....
General Mort. (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands.	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	6	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	90½
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500.000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	95
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1890	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.).						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	500,000	7*	June & Dec.	Boston.	1901	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	6*	Jan. & July.	London.	'62-'88	....
1st Mortgage (L.) currency	897,500	7	" "	New York.	'62-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'72-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	74,000	6	Jan. & July.	"	'60-'92	....
Domestic (special) Bonds	71,250	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1880	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	" "	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	93
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	66
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.	1,600,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,000,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $23,000,000	6,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Gen. of Ga):						
Plain Bonds, various conv.	321,060	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,870	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1880	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	8	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	60
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1900	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,800,000	7	June & Dec.	New York.	1894	88½
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	83
2d Mortgage (W. Div.) 117 m.	1,800,000	7	April & Oct.	" "	1886	65
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	67
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	....
Tom's River & Waterf.(N.J.So.):						
1st Mortgage guaranteed	80,500	7	.....	New York.	1868	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, nar.	100,000	7	Jan. & July.	Troy.	1873	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1897	....
2d Mortgage	300,000	7	April & Oct.	" "	1886	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	"	" "	1883	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	96
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M.(Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	92¼
1st Mort. (Quincy & Tol 34 m)..	500,000	7	May & Nov.	" "	1890	84
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	90½
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab.& Wt. 167 m.)	1,500,000	7	" "	" "	1871	91¼
2d M.(Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	84½
Equipment (Tol. & Wab. 75m.).	600,000	7	" "	" "	1883	76
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	80
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	88
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	86½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	82½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	83½
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'95-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, stg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000.	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	97
Loan of 1875 (New Jersey Co.).	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ").	450,000	6	" "	" "	1883	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	91½
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	86
Consolidated(mort.)Loan of 1839	5,000,000	6	May & Nov.	Philadelphia.	1889	98
Sterling Loan £360,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	580,000	7	....	....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, stg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	25
2d Mortgage consolidated	1,500,000	7	" "	"	1891	7½
1st Mort.(Stan.,Sheff.& Cb.R.R.)	443,800	7	Jan. & July.	"	1887	67½
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.		....	80
Equipment Mortgage	1,000,000	8	May & Nov.		'76-'77	74
Equipment Mortgage	1,000,000	8	" "		1889	74
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston	1860	....
2d Mortgage	298,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	8	Jan. & July.	N.Y.&Lynch.	1873	95
Enlarged Mortgage	980,000	6	" "	" "	1884	71½
4th Mortgage	846,000	8	March & Sept.	" "	1900	83
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1886	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1860	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	77
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1878	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	101½
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1883	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	513,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	72½
1st Mort. endor. by Balt	200,000	6	" "	"	1890	92½
2d Mort. " "	300,000	6	" "	"	1890	92
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	81
2d Mortgage preferred	600,000	6	" "	"	1895	60
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	92
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	57
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	82½
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	102
West Wisconsin:						
1st Mort. land gr., gold stg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1883	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	70
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	87½
2d Mortgage coupon or regis	728,300	7	Jan. & July.	"	1902	70
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.	2,750,000	7	Jan. & July.	New York.	1890	80
2d Mortgage $12,000 p. m.	1,585,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, stg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125.000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	65
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,600,500	6	Jan. & July.	Baltimore.	1885	107
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	90
Delaware and Hudson:						
1st Mortgage — 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage — 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1884	101½
1st Mortgage registered — 3d series, Jan. 1, 1871.	5,000,000	7	" "	" "	1891	102
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,706,277	6	J. A. J. & O.	Philadelphia.	1884	94½
Mortgage Loan reg	2,000,000	6	F. M. A. & N.	"	1897	98
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	96½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	97½
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	90
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	93
2d Mortgage	286,000	6	" "	"	1876	93
Boat Loan, sinking fund	236,966	7	" "	"	1866	90
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage stg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	95
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1885	....
Interest Bonds (Erie Canal) 1860	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,987	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	73½
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	280,000	6	May & Nov.	"	1870	75
Boat and Car Loan	756,450	6	" "	"	1888	72
Boat and Car Loan	628,100	7	" "	"	1889	87
Coupon Bonds	1,079,000	6	Jan. & July.	"	1890	73
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	72½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,510	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	456,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1896	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years existing.	Railroad. Main Line.	Double Lines.	Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. &c.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	3	106	Adirondac.....New York.	2,728,692	*	.....	7,000,000	3,763,000	980,000	1,963,756	—	60.2	.....	.....	.....	.....	.....	—	100	.....
May 31, 1872	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central †.....Alabama	3,600,000	*	.....	.....	2,000,000	1,600,000	—	—	92.8	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	142.0	—	87.1	—	21	24	12	749	Albany and Susq. (D. & H.)...New York.	7,463,572	*	.....	.....	5,000,000	4,467,000	.....	.....	164.0	(Del. &	Hud. Cana	l Co.)	1,341,228	423,821	7	100	93½
Sept. 30, 1872	51.0	—	2.0	—	2	4	1	21	Alexandria and Fredericksburg †.....Va.	2,500,000	*	.....	.....	.....	1,000,000	.....	.....	51.0	.....	.....	.....	.....	.....	—	100	.....
Jan. 31, 1873	132.0	—	44.9	112.0	.....	.....	.....	.....	Allegheny Valley.....Pennsylvania.	13,200,000	*	.....	.....	2,256,300	12,389,000	.....	.....	132.0	.....	.....	.....	.....	.....	—	50	.....
Nov. 30, 1872	35.8	—	1.6	—	—	—	—	—	Allentown.....Pennsylvania.	1,147,225	—	.....	.....	567,544	—	579,681	—	35.8	.....	.....	.....	2,259,158	900,684	—	50	.....
Dec. 31, 1872	20.5	—	2.0	—	5	10	2	43	Annapolis and Elkridge.....Maryland.	446,000	*	.....	.....	350,000	—	.....	96,000	20.5	.....	(Phila. & R	eading R.	R.)	.....	—	50	.....
Dec. 31, 1872	57.0	—	2.8	28.0	—	—	—	—	Arkansas Central (3 ft.) †.....Arkansas.	.....	.....	.....	.....	.....	15,000pm	.....	.....	—	.....	.....	.....	.....	.....	—	100	.....
Mar. 31, 1873	23.6	—	1.9	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	.....
Nov. 30, 1872	465.0	—	23.3	200.0	.....	.....	.....	.....	Atchison, Topeka & Santa Fe....Kansas.	20,000,000	*	.....	.....	8,615,000	10,564,500	570,000	.....	—	(In prog	ress to N.	Mexico.)	.....	7,500	—	100	13½
Sept. 30, 1872	30.4	—	0.9	—	3	2	1	17	Athol and Enfield.....Massachusetts.	805,873	7,555	44,400	.....	520,000	293,400	44,605	3,814	30.4	44,820	26,778	17,193	89,082	10,555	3	100	.....
June 30, 1872	86.7	—	8.9	—	19	6	5	119	Atlanta and West Point.....Georgia.	1,200,129	*	.....	.....	1,282,200	22,000	.....	.....	86.7	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	387.3	38.2	149.4	—	166	52	26	3,117	Atlantic and Great West. N.Y. Penn. & O.	30,992,240	*	.....	.....	24,000,000	56,992,240	.....	.....	565.8	.....	.....	.....	1,451,229	855,670	—	100	.....
Dec. 31, 1872	237.0	110.0	16.3	165.0	26	19	6	338	Atlantic and Gulf †.....Georgia.	7,592,283	*	162,387	.....	4,479,677	3,294,700	330,991	.....	247.5	635,350	98,234	.....	983,968	339,539	—	100	.....
Sept. 30, 1872	408.0	20.0	31.0	100.0	78	29	16	832	Atlantic, Mississippi and Ohio...Virginia.	17,765,914	*	8,718,937	.....	6,921,900	14,889,848	.....	.....	428.0	1,427,688	232,576	830,583	1,969,083	734,328	—	100	.....
May 31, 1872	95.0	—	4.8	—	9	10	4	76	Atlantic and North Carolina †.N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	.....	(No return	s furnish	ed.)	.....	—	100	.....
Dec. 31, 1872	364.0	—	18.2	200.0	.....	.....	.....	.....	*Atlantic and Pacific* †.Missouri & Ind.Ter.	.....	*	.....	.....	15,000,000	12,500,000	.....	.....	328.2	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	149.5	1.8	16.2	—	—	—	—	—	Atlantic and St. Lawrence.Me., N.H.& Vt.	7,654,089	—	—	—	3,994,900	3,483,848	201,089	—	—	.....	.....	.....	.....	.....	4	100	.....
Nov. 30, 1872	53.0	—	2.7	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	—	—	783,700	129,000	—	—	—	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Geneseo and Mount Morris ..N. Y.	245.000	*	.....	.....	194,250	20,000	20,000	—	19.1	21,302	43,209	4,901	33,299	6,001	7	100	.....
Nov. 30, 1872	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	58.2	(Leased to	Pennsylv	ania.)	.....	.....	—	100	.....
Sept. 30, 1872	379.6	—	502.7	—	383	205	52	7,904	Baltimore and Ohio †.....Md. & W. Va.	31,170,756	7,995,856	13,423,832	8,424,586	16,704,762	12,466,639	700,873	26,152,269	454.6	9,172,997	.....	.....	10,684,472	4,632,072	8	100	170
Sept. 30, 1872	30.0	—	39.9	—	—	—	—	—	Washington branch †.....Maryland.	1,650,000	—	—	642,300	1,650,000	20,000	—	622,300	30.0	476,800	.....	.....	480,645	285,735	10	100	160
Sept. 30, 1872	103.5	—	21.8	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	10,000,000	—	—	—	5,680,685	893,500	—	—	103.5	1,008,407	.....	.....	826,803	114,541	—	100	11
Dec. 31, 1872	32.0	—	3.2	80.0	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	.....	32.2	(Opened	to Washi	ngton, Ma	y 1, 1872.)	.....	—	100	7
Dec. 31, 1872	33.4	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	—	—	650,000	250,000	—	—	—	(Operat	ed by Ma	ine Centr	al.)	—	36,000	—	50	.....
Dec. 31, 1872	67.0	—	6.7	—	30	21	8	967	Belvidere Delaware.....New Jersey.	3,876,842	*	—	—	995,300	2,244,500	1,228,128	.....	67.0	.....	.....	.....	335,380	218,608	—	100	.....
Sept. 30, 1872	22.0	—	2.0	—	—	—	—	—	Berkshire.....Mass.	600,000	—	8,000	—	600,000	—	—	—	22.0	58,408	80,192	174,297	120,291	42,045	7	100	72½
Sept. 30, 1872	15.6	—	5.7	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	468,000	—	—	—	—	.....	.....	.....	.....	.....	5	100	.....
Sept. 30, 1872	201.6	48.0	316.8	—	206	161	46	4,118	Boston and Albany.....Mass. & N. York.	19,890,414	4,411,338	1,071,646	2,106,438	19,664,100	3,037,000	546,724	4,237,012	268.3	4,863,071	5,247,576	2,732,907	9,259,599	2,362,616	10	100	140
Sept. 30, 1872	25.2	—	2.0	0.8	4	4	2	50	Boston, Barre and Gardner.....Mass.	763,114	104,775	30,324	4,028	736,240	—	163,849	12,147	28.0	62,064	85,157	17,499	69,356	7,550	—	100	.....
Sept. 30, 1872	42.0	—	9.0	—	21	22	12	434	Boston, Clinton and Fitchburg.....Mass.	1,430,328	646,052	110,250	95,736	872,000	1,250,000	62,586	97,180	90.2	441,745	467,966	317,043	576,413	192,795	—	100	.....
Mar. 31, 1873	93.5	—	12.8	—	22	24	19	473	Boston, Concord and Montreal.....N. H.	2,850,000	*	218,300	327,759	1,800,000	1,050,000	29,603	516,466	139.0	—	171,511	92,186	670,349	121,715	6p	100	.....
Sept. 30, 1872	26.8	16.0	45.8	—	37	46	20	940	Boston and Lowell.....Mass.	2,469,955	252,345	2,565,759	253,142	2,852,900	1,771,024	542,860	374,417	71.8	741,981	1,949,688	620,053	1,238,969	241,016	5	500	104
Sept. 30, 1872	80.3	8.5	84.9	38.0	61	102	28	975	Boston and Maine.....Mass., N. H. & Me.	6,728,333	1,144,587	775,992	325,480	6,816,834	—	1,341,862	1,016,686	158.8	1,215,996	4,135,469	520,722	2,004,672	504,116	10	100	106½
Sept. 30, 1872	44.0	14.5	66.0	—	38	67	11	482	Boston and Providence.....Mass. & R. I.	3,691,138	207,400	573,542	252,320	3,990,000	—	356,478	427,922	66.5	239,132	762,246	765,733	1,716,399	465,347	10	100	147
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa.....Canada.	2,647,004	*	.....	.....	424,704	1,657,200	.....	.....	85.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	172.0	—	12.6	70.0	13	12	6	171	Brunswick and Albany†.....Georgia.	10,548,000	*	.....	.....	4,898,000	5,650,000	350,000	.....	—	(Com	pany in ba	nkruptcy.	)	.....	—	100	.....
Sept. 30, 1872	24.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	—	—	—	2,286,000	583,500	—	—	—	(Erie	Railway	Co.)	.....	40,600	—	100	.....
Sept. 30, 1872	43.2	—	4.5	—	7	7	4	67	Buff., Corry and Pittsb.... N. Y. & Penn.	1,546,930	*	.....	.....	428,717	700,000	548,229	.....	43.2	.....	.....	.....	228,099	.....	—	100	.....
Sept. 30, 1872	142.0	—	12.7	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,339,000	—	—	—	950,000	2,380,000	—	—	—	(Erie	Railway	Co.)	.....	233,100	7	500	.....
Sept. 30, 1872	117.0	—	5.9	—	.....	.....	.....	.....	Buff., New York and Phila. N.Y. & Penn.	3,064,271	*	.....	.....	1,600,707	1,876,508	430,603	.....	68.0	(Opened	to Empor	ium, Pa.)	159,145	17,300	—	100	.....
Dec. 31, 1872	219.0	79.0	14.0	—	24	16	7	525	Burl., Cedar Rapids and Minnesota. Iowa.	7,600,000	*	.....	.....	5,400,000	2,200,000	.....	.....	332.0	.....	.....	.....	995,129	283,802	—	100	.....
Dec. 31, 1872	120.6	—	6.6	100.0	.....	.....	.....	.....	Burlington and Southwestern. Iowa & Mo.	3,000,000	*	.....	.....	1,200,000	1,750,000	.....	.....	.....	(In prog	ress.)	.....	.....	.....	—	100	.....
Feb. 28, 1873	158.0	—	.....	143.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	10,000,000	*	.....	.....	12,000,000	8,000,000	.....	.....	.....	(Compl	eted to Mo	. Line Ma	y, 1873.)	.....	—	100	.....
Dec. 31, 1872	160.0	—	8.0	—	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	.....	160.0	(Recently	completed	.)	.....	.....	—	100	.....
Dec. 31, 1872	61.2	—	92.0	—	—	—	—	—	Camden and Amboy.....New Jersey.	9,458,328	—	—	—	5,847,800	—	—	—	—	(Pennsy	lvania R.	R. Co.)	—	—	10	100	.....
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	100	Camden and Atlantic.....New Jersey.	1,790,623	376,195	138,354	32,388	1,215,870	1,058,400	54,907	9,384	67.0	213,639	417,185	69,824	467,036	212,119	3½p	50	60
Dec. 31, 1872	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Pennsy	lvania R.	R. Co.)	—	—	6	100	.....
Dec. 31, 1872	28.5	—	4.8	81.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	—	5,888	.....	683,467	3,776	3,800	28.5	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1873	2.9.0	63.0	29.2	—	.....	.....	.....	.....	Canada Southern.....Canada.	.....	.....	.....	.....	8,000,000	8,760,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	71.6	22.4	7.8	18.0	10	23	12	160	Cape Cod.....Mass.	1,245,594	237,393	46,892	16,647	1,022,330	349,000	132,591	43,985	94.0	210,684	286,417	75,147	321,798	86,787	8	60	.....
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2	—	31	Carbondale and Shawneetown....Illinois.	562,650	*	.....	.....	355,500	200,000	7,150	.....	18.0	(Opened	Dec. 30, 1	871.)	.....	.....	—	100	.....
Sept. 30, 1872	18.0	—	0.5	10.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	561,139	*	.....	.....	455,433	150,000	.....	.....	18.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	20.0	4.0	8.0	—	6	3	2	517	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	426,000	.....	.....	.....	24.0	.....	.....	.....	.....	.....	—	100	.....
Oct. 31, 1872	94.0	4.5	6.0	—	21	9	6	602	Catawissa.....Penn.	6,093,850	*	.....	.....	4,359,600	1,739,350	.....	.....	—	.....	.....	.....	.....	.....	6	25	.....
Sept. 30, 1872	14.8	—	1.3	—	2	2	2	14	Cazenovia and Canastota.....New York.	588,006	*	.....	.....	294,529	250,000	29,250	.....	14.8	(Leased	Nov. '72 to	Ph. & Rdg.	)	572,104	183,169	7 p.	50	36½
Dec. 31, 1872	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	—	—	—	.....	.....	.....	25,885	4,391	—	100	.....
Dec. 31, 1872	271.6	2.4	22.1	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,233,000	—	—	—	7,619,000	3,614,000	—	—	—	(Illinois	Central.)	—	128,646	113,400	—	100	.....
Dec. 31, 1872	100.0	—	15.0	256.0	6	6	3	131	Central Br., Union Pacific R.R....Kansas.	3,725,700	*	.....	.....	1,000,000	3,200,000	.....	.....	101.0	(Chic &	North We	stern R. R	.)	.....	—	100	.....
Nov. 30, 1872	192.0	—	29.7	—	53	44	27	792	Central of Georgia.....Georgia.	5,000,000	*	1,628,457	1,022,692	5,000,000	1,389,000	341,683	.....	284.0	.....	(No re	turns furn	ished.)	.....	—	100	.....
Dec. 31, 1872	202.0	—	16.6	24.0	22	8	6	301	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	5,000,000	4,000,000	.....	.....	202.0	.....	169,119	.....	1,656,154	689,308	10	100	.....
Sept. 30, 1872	22.0	4.0	3.3	—	3	7	—	22	Central of Long Island.....New York.	1,459,616	*	.....	.....	297,800	687,000	479,598	.....	—	(Flushi	ng & N. S	ide R. R.)	.....	.....	—	100	.....
Dec. 31, 1872	74.0	6.7	211.8	—	227	128	45	9,082	Central of New Jersey.....New Jersey.	12,424,936	7,882,238	7,649,492	4,310,442	20,000,000	9,209,000	3,658,154	.....	291.0	4,389,891	4,478,513	1,490,689	7,120,718	1,957,538	10	100	108½
Dec. 31, 1872	137.0	—	31.2	—	40	28	24	737	Central Ohio.....Ohio.	5,493,999	*	.....	.....	2,845,500	2,500,000	.....	.....	137.0	.....	.....	.....	989,327	170,721	6	50	81
Dec. 31, 1872	883.0	332.0	110.4	600.0	187	168	49	3,307	*Central Pacific* †.....Cal. Nev. & Utah.	139,485,693	5,622,693	5,468,198	2,515,287	54,283,190	81,939,680	422,041	7,483,960	1,155.6	.....	588,533	746,153	11,963,641	6,952,362	—	100	72
Dec. 31, 1872	194.6	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta....S.Car.	5,512,000	*	256,090	.....	2,578,000	3,100,000	.....	.....	194.6	.....	.....	.....	652,107	439,718	—	100	.....
Dec. 31, 1872	22.8	—	5.0	—	.....	.....	.....	.....	Chartiers.....Pennsylvania.	1,127,313	—	—	13,897	628,060	500,000	3,150	—	22.8	39,140	.....	.....	60,440	20,440	—	50	.....
Sept. 30, 1872	428.0	—	42.8	72.0	45	27	16	761	Chesapeake and Ohio.....Va. & W. Va.	26,542,490	*	789,785	2,836,883	13,398,467	18,024,953	3,387,461	—	227.0	511,475	141,873	115,472	777,632	288,687	—	100	.....
Jun. 30, 1872	40.7	0.8	2.0	—	2	.....	.....	.....	Chester and Tamaroa.....Illinois.	1,690,000	*	.....	.....	1,000,000	680,000	30,000	—	41.5	(Opened	March 187	2.)	.....	.....	—	100	.....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Siddings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$ p.c.	
Dec. 31, 1872	205.0	28.0	33.7	55.0	33	30	8	607	*Flint and Pere Marquette*.....Michigan.	5,765,602	1,135,131	694,565	384,284	3,297,300	5 389,000	1,048,609	1,244,673	233.0	888,227	509,975	344,559	1,128,612	455,118	—	100	
Sept. 30, 1872	11.8	0.3	5.3	16.2	5	19	5	8	Flushing and North Side .....New York.	952,158	284,371	.....	.....	281,010	1,281,200	81,027	.....	18.1	176,515	1,256,278	.....	281,844	86,495	—	100	
Sept. 30, 1872	10.0	—	1.0	—	3	2	1	10	Fonda, Johnstown and Gloversville. N. Y.	493,782	*	.....	.....	300,000	300,000	41,382	.....	10.0	85,056	99,890	25,897	78,023	33,198	—	100	
Dec. 31, 1872	100.0	—	5.2	—	8	6	3	237	Ft. Wayne, Jack. & Saginaw. Ind. & Mich.	3,000,000	313,000	25,000	.....	1,056,000	2,000,000	.....	.....	100.0	.....	.....	.....	280,647	123,591	—	100	
Jun. 30, 1872	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	(Sold January 1, 1872.)				1,000,000	2,300,000	.....	.....	109.0	.....	.....	.....	224,815	28,374	—	100	
Sept. 30, 1872	26.0	—	3 3	—	3	1	—	90	Framingham and Lowell.....Mass.	1,021,792	182,062	.....	58,170	499,896	650,000	112,698	20	—	(Boston, Clinton & Fitchb'g.)			21,580	21,580	—	100	70
Dec. 31, 1872	11.8	—	1.8	—	2	3	—	21	Freehold and Jamesburg.....N. Jersey.	283,745	.....	.....	.....	283,745	.....	.....	.....	22.0	67,460	171,400	43,411	57,773	14,152	—	100	
Feb. 28, 1873	85.0	—	9.0	150.0	9	6	4	126	Galv., Harrisburg & San Antonio..Texas.	2,255,402	287,906	.....	61,000	2,051,468	852,840	.....	.....	85.0	36,210	8,064	27,637	160,424	93,422	—	100	
Dec 31, 1872	50.0	—	10.0	—	15	9	4	284	Galveston, Houston & Henderson. Texas.	2,522,063	398,639	234,423	14,796	1,000,000	1,500,000	360,653	311,091	50.0	198,167	86,846	179,666	751,054	366,017	—	100	
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Georgia.	4,156,000	*	1,335,369	415,006	4,200,000	676,500	137,240	853,233	232.0	1,103,551	.....	.....	1,623,454	490,196	8	100	
Jun. 30, 1872	111.0	—	5.5	—	8	4	4	302	Gilman, Clinton & Springfield.....Illinois.	4,000,000	*	.....	.....	2,000,000	2,000,000	.....	.....	111.0	87,808	.....	67,361	156,750	33,525	—	100	
Sept. 30, 1872	11.6	—	0.3	3.1	—	—	—	—	Goshen and Deckertown .....New York.	290,901	.....	.....	.....	105,000	246,500	8,000	.....	—	(Leased	to Erie)		21,500	21,500	6	100	
Dec. 31, 1872	263.7	26.0	13.2	35.0	34	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	4,807,993	1,114,214	128,797	4,748,995	2,800,000	3,000,000	.....	.....	289.7	.....	491,910	311,670	949,781	505,640	—	100	
Mar. 31, 1873	24.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	—	(Leased	by Michig	an Central	R. R. Co.)		—	100	
Dec. 31, 1872	857.0	52.0	371.0	—	261	260	80	4,636	Grand Trunk †.....Canada.	106,900,746	*	5 197,215	1,348 999	16,977,803	91,097,296	4,870,346	1,515	1,377.0	6,754,570	1,718,273	1,535,286	8,935,970	1,803,921	—	100	
Jan. 31, 1873	229.0	216.0	102.0	—	177	146	39	3,136	Great Western †.....Canada.	33,941,675	*	.....	.....	24,167,+ 7	10,816,000	.....	.....	569.0	4,416,442	.....	.....	5,732,870	2,989,050	6	100	
Sept. 30, 1872	8.0	—	0 5	—	—	—	—	—	Greene.....New York.	348,877	.....	.....	.....	200,000	.....	.....	.....	8.0	20,824	37,773	151,848	35,718	5,611	6	100	
Feb. 28, 1873	151.0	—	5.0	49.0	9	5	3	300	Green Bay and Lake Pepin....Wisconsin.	3,400,000	*	.....	.....	1,500,000	2,400,000	.....	.....	—	(Not r	egularly o	perated.)	—	—	—	100	
Sept. 30, 1872	14.0	—	0.8	—	—	—	—	—	Greenwich and Johnsonville...New York.	304,415	.....	.....	.....	130,098	185,500	11,086	.....	14.0	17,528	17,488	9,553	30,358	12,528	—	100	
Mar. 31, 1873	66.0	—	4.0	180.0	7	3	1	72	Gulf Western Texas and Pacific.†..Texas.	2,500,000	*	.....	.....	.....	1,386,000	.....	.....	....	68,000	.....	36,874	232,970	128,161	—	100	
Dec. 31, 1872	4.9	0.8	0.3	—	2	2	3	6	Hackensack and New York..New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)		—	100	
Dec. 31, 1872	28.0	—	1.4	—	—	—	—	—	Hackensack Extension.....New Jersey.	359,600	.....	.....	.....	360,000	299,600	.....	.....	—	(Leased	by Erie at	55 p. c. of	earnings.)		—	100	
Jun. 30, 1873	70.0	—	4.0	—	—	—	—	—	Hannibal and Central Missouri..Missouri.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	
Jun. 30, 1873	46.0	5.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,000	675,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	
Aug. 31, 1872	206.0	68.5	27.7	22.0	79	61	62	1,442	*Hannibal and St. Joseph* †.....Missouri.	23,297,728	*	.....	.....	14,250,628	9,146,900	.....	.....	274.5	1,648,638	320,838	415,363	2,484,670	670,529	—	100	314
Sept. 30, 1872	7.9	—	1.0	—	2	3	2	13	Hanover Branch.....Mass.	170,130	40,445	.....	21,126	133 550	.....	40,000	68,151	7.9	21,096	79,998	14,397	71,032	20,295	—	100	
Oct. 31, 1872	12.2	—	0.9	—	6	5	2	30	Hanover Branch.....Penn.	201,372	68,000	.....	.....	116,850	.....	.....	.....	12.2	48,150	34,401	173 424	82,388	24,356	10	50	
Sept 30, 1872	116.0	2.0	7.2	—	9	5	1	146	Harlem Extension .....New York.	3,000,000	*	.....	.....	4,000,000	4,000,000	40,509	.....	118.0	277,969	137,337	105,349	317,748	Loss.	—	100	
Oct. 31, 1872	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster...Pennsylvania.	1,182,550	.....	.....	.....	1,182,550	700,000	.....	.....	54.0	(Leased	by Pennsy	lvania R.R.	Co.)		7	50	102
Sept. 30, 1872	62.0	16.5	37.0	—	37	33	16	703	Hartford and New Haven..Conn. & Mass.	4,729,381	872,197	1,452,042	1,120,651	6,500,000	580,000	50,547	1,043,724	78.5	782,172	1,303,168	721,348	2,106,674	762,702	44	100	
Sept. 30, 1872	122.4	0.8	18.7	—	26	36	16	361	Hartford, Prov. & Fishkill*, R.I., Ct & N.Y.	4,201 486	598,876	.....	.....	2,037,910	2,055,800	100,000	200,519	130.0	641,442	1,207,771	266,212	1,004,040	367,533	—	100	
Aug. 31, 1872	76.0	—	4.0	125.0	13	6	3	81	*Hastings and Dakota*.....Minn.	(Purchased July 1, 1872 by Mil. & St. Paul Co. for $2,100,000.)								75.0	.....	10,928	20,640	21,415	Loss.	—	....	
Dec. 31, 1872	5.5	—	0.6	—	2	—	—	100	Hibernia Mine.....New Jersey.	148,638	*	.....	1,262	150,000	.....	.....	.....	5.5	.....	.....	100,379	34,401	33,629	40	100	
Dec. 31, 1872	62.3	—	4.9	—	—	—	—	—	Holly, Wayne and Monroe .....Mich.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Flint &	Pere Mar	quette R. R.	Co.)	—	100	
Sept. 30, 1872	10.3	—	0.8	—	—	—	—	—	Holyoke and Westfield.....Mass.	427,946	.....	.....	86	200,000	200,000	1,667	26,365	—	(New H	aven & N	orthamp.)	14,000	14,000	—	100	
Sept. 30, 1872	74.0	—	7.0	—	16	16	8	389	Housatonic .....Connecticut.	1,864,871	340,687	.....	.....	2,000,000	400,000	335,213	42.248	162.2	274,960	282,741	242,218	528,115	117,529	—	100	
Nov. 30, 1872	115.0	8.0	11.4	215.0	14	14	7	278	Houston and Great Northern†.....Texas.	3,361,361	*	731.494	539,503	2,400,000	1 925 915	45,956	260,487	123.0	123,257	24,819	36,583	260,767	81,329	—	100	
Dec. 31, 1872	387.0	115.0	16.9	—	45	25	14	916	Houston and Texas Central †.....Texas.	15,000,000	*	.....	.....	820,000	10,040,000	.....	.....	349.0	.....	.....	.....	2,675,234	1,345,184	—	100	
Oct. 31, 1872	45.0	29.5	15.5	—	23	6	5	116	Huntingdon and Broad Top Mt.....Penn.	3,159,769	*	.....	.....	1,230,750	2,153,500	117,441	.....	74.5	238,167	59,126	449,748	891,957	17,451	—	50	22†
Dec. 31, 1872	705.5	—	130.4	—	197	117	45	4,385	*Illinois Central* .....Illinois.	34,061,196	*	10,248,460	614,081	25,500,000	19,422,707	.....	.....	1,107.0	5,388,226	1,352,156	2 039,321	8,026,754	2,103,107	10	100	107½
Dec. 31, 1872	62.8	—	3.2	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	1,451,737	.....	.....	.....	960,000	960,000	.....	.....	—	(Leased	by Chicag	o, Burl. &	Quincy	Co.)	—	100	
Jun. 30, 1872	85.0	—	2.9	67.0	5	.....	.....	.....	Indiana and Illinois Central....Ind. & Ill.	3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	.....	—	(No	t operated	by Compa	ny.)		—	100	
Dec. 31, 1872	202.5	10.0	38.0	—	66	28	9	1,752	Ind., Bloomington & Western...Ind. & Ill.	15,500,000	*	.....	.....	7,000,000	8,500,000	.....	.....	212.5	.....	.....	.....	1,359,691	.....	—	100	
Dec. 31, 1872	179.0	—	21.2	—	58	40	12	1,171	Indianapolis, Cin. and Lafayette..Indiana.	13,988,090	*	.....	.....	5,500,000	8,700,000	.....	.....	179.0	1,211,206	.....	.....	1,764,869	502,056	—	100	
Dec. 31, 1872	75.0	—	4.8	—	12	10	6	287	Indianapolis, Peru and Chicago..O. & Ind.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	
Dec. 31, 1872	72.0	—	12.0	—	58	34	16	1,407	Indianapolis and St. Louis.....Indiana.	3,927,197	*	241,216	424.409	600,000	3,338,000	654,822	.....	261.0	1,732,260	291,787	690,971	2,110,681	730,239	—	100	
Dec. 31, 1872	117.0	—	18.0	—	6	7	3	197	Indianapolis and Vincennes.....Illinois.	4,613,436	*	51,118	164,475	1,402,000	3,150,000	277,029	.....	117.0	212,294	.....	.....	264,390	90,206	—	100	
Dec 31, 1872	188.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	188.7	(Leased	by Ill. Cen.	R.R. Co.)	337,462	116,112	—	100	85
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Mid-And.....Iowa.	2,628,000	.....	.....	.....	1,314,000	1,314,000	.....	.....	73.0	(Leased	to Chicag	o & N. W	estern.)		—	100	
Sept. 30, 1872	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,236,180	*	.....	.....	494,162	600,000	103 802	.....	35.6	82,960	20,367	121,800	110,942	51,708	—	100	
Dec. 31, 1872	13.0	1.0	1.3	—	3	2	1	146	Iron .....Ohio.	288,237	57,000	49,403	.....	129,550	.....	13,398	251,092	14.0	27,500	34,266	133,100	102,274	55,359	—	100	
Oct. 31, 1872	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	.....	.....	400,000	100,000	.....	.....	11.0	11,350	.....	115,876	48,865	15,041	—	50	
May 31, 1872	212.0	—	15.9	76.0	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	6,500,000	.....	.....	.....	1,976,100	4,196,000	.....	.....	156.0	(Leased	by Michig	an Central	R.)		—	100	
Dec. 31, 1872	36.5	—	7.2	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	.....	.....	.....	2,095,700	2,300,000	.....	.....	—	(Leased	by Erie K	ailway Co.)		140,000	—	100	
Dec. 31, 1872	108.0	116.0	22.6	—	41	37	12	744	Jeffersonville, Madison and Ind..Indiana.	6,858,000	*	1,059.864	102,891	2,000,000	4,888,000	1,214,013	7,853	224.0	1,061,102	658,633	468,486	1,287,280	469,070	7	100	
Dec. 31, 1872	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago .....Illinois.	1,849,000	.....	.....	.....	1,500,000	349,000	.....	.....	—	(Leased	to Chicag	o & Alton	R.R. Co.)		7	100	85
May 31, 1872	44.5	—	3.7	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased	to Michig	an Centra	l R. R. Co.)		8	100	
Oct. 31, 1872	4.6	—	0.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	.....	.....	.....	185,250	800,000	.....	.....	—	24,937	215,230	.....	132,384	55,157	—	50	
Dec. 31, 1872	42.0	—	2.1	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(No	returns f	urnished.)			—	103	
Dec. 31, 1872	58.0	—	3.1	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	—	(Leased	to Lake S	.& M. So.)	103,800	103,800	6	100	
Mar. 31, 1873	40.0	—	2.7	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	.....	.....	.....	250,000	640,000	.....	.....	—	(Leased	by Michig	an Central	R.R. Co.)	51,200	—	100	
Mar. 31, 1872	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Joseph & Co. Bl. Mo. & Ia.	3,626,158	*	.....	.....	2,789,413	6 131,500	.....	.....	260.2	.....	.....	.....	1,242,270	.....	—	100	
Jun. 30, 1872	31.9	—	1.3	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	.....	.....	.....	720,000	720,000	.....	.....	—	(Leased	by Leav. L	awr. & Gal.	R.R. Co.)	72,000	—	100	
Dec. 31, 1872	638.6	34.0	22.6	—	88	53	18	1,074	Kansas Pacific.....Kansas & Col.	35,183,274	*	2,428,546	2,563,182	9,638,950	16,925,000	2,706,480	.....	672.6	2,475,270	179,182	348,966	3,732,713	1,404,447	—	100	
Aug. 31, 1872	49.0	—	2.4	—	6	10	4	59	Knox and Lincoln .....Maine.	2,725,798	*	.....	138,305	361,492	2 395,000	.....	107,611	49.0	(Com	pleted Oct.	19, 1871.)	87,612	35,973	—	100	
Oct. 31, 1872	80.0	—	3.0	—	25	10	4	1,515	Lackawanna and Bloomsburg.....Penn	3,398,452	722,792	.....	.....	1,335,000	2,250,000	193,261	.....	80.0	436,506	362,294	2,218,010	1 083,505	471,764	—	50	
Dec. 31, 1872	80.3	—	2.5	93.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	.....	.....	.....	1,000,000	1,300,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	
Dec. 31, 1872	36.0	—	1.8	79.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	.....	3,716,927	—	3,000,000	1,500,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	
Sept. 20, 1872	16.0	....	....	124.0	.....	.....	.....	.....	Lake Ontario Shore Line.....New York.	1,841,456	.....	.....	.....	1 727,553	792,000	96,097	.....	—	(Not yet	in operatio	n.)	.....	.....	—	100	
Dec. 31, 1872	541.3	595.2	133.2	—	418	160	69	8,640	Lake Shore & Mich. S.....P., O. Ind. & Ill.	63,047,176	12,384,187	7,315,307	1,515,979	60,000,000	26,495,000	6,350,020	1,417,630	1,136.5	13,477,534	2,112 883	4,382,243	17,891,629	4,118,599	8	100	82†
Jan. 30, 1872	37.0	—	....	68.0	6	—	—	35	Lake Shore and Tuscarawas Valley..Ohio.	2,589,669	87,519	138,142	72,922	744,938	2 000 000	93,314	.....	—	(Opened t	hrough in	July, 1873.)	.....	.....	—	100	

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending	Railroad. Main Line.	Branch Line.	Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$			
Sept. 30, 1872	74.0	—	4.8	76.0	76	92	3	121	N. Y., Kingston & Syracuse..New York.	3,055,856	190,066	.....	.....	2,662,921	583,000	92,692	—	74.0	191,685	163,267	69,137	219,368	60,974	—	100	.....
Sept. 30, 1872	5.4	—	0.4	84.6	1	1	—	—	N. Y., Housatonic & North.N.Y. & Conn.	604,626	12,737	.....	.....	261,000	183,500	156,475	—	—	(Leased	by Housat	onic R. R.	Co.)	3,010	—	100	.....
Sept. 30, 1872	7.0	—	0.4	0.2	—	—	—	—	New York and Mahopac.....New York.	264,912	.....	.....	.....	265,000	.....	.....	—	—	(Leased	by New Y	ork & Har	lem R. R.	Co.)	—	100	.....
Sept. 30, 1872	124.0	16.8	164.0	—	84	129	41	1,010	N. Y., N. H. & Hartford..N.Y., Ct. & Ma.	12,861,474	1,840,535	1,465,553	3,428,675	15,500,000	1,641,500	877,341	1,377,592	190.2	1,700,891	3,925,765	892,579	4,483,554	1,769,809	10	100	129
Sept. 30, 1872	62.5	—	37.5	—	20	19	7	99	N. Y., Providence and Boston..C. & R. I.	3,101,400	*	.....	.....	1,887,400	1,214,000	.....	.....	67.5	441,485	614,211	229,677	911,021	401,914	9	100	125
Sept. 30, 1872	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	3,210,616	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	by New Y	ork Cent.	R.R. Co.)	60,000	6	100	.....
Jun. 30, 1872	35.2	—	3.3	—	5	1	1	134	Niles and New Lisbon .....Ohio.	1,047,364	108,287	.....	.....	500,000	500,000	59,684	96,067	35.3	112,067	48,554	336,167	179,553	88,216	—	100	.....
Sept. 30, 1872	228.0	—	11.2	—	24	18	10	271	North Carolina †.....North Carolina.	4,947,741	*	244,672	337,271	4,000,000	553,413	592,030	483,241	223.0	478,580	140,897	113,126	(Rl'hm.&	Danv.)	—	100	.....
Feb. 28, 1873	102.0	—	9.0	—	14	14	5	142	North-Eastern †.....South Carolina.	2,148,181	*	88,720	37,364	979,850	1,101,500	138,977	53,380	102.0	293,721	82,719	.....	395,463	159,695	—	100	.....
Jun. 30, 1873	12.0	—	3.6	118.0	—	—	—	—	North Louisiana and Texas.....La.	.....	(No a	ccounts o	btainabl	e.)	.....	.....	.....	12.0	.....	.....	.....	.....	.....	—	100	.....
Oct. 31, 1872	55.6	12.1	66.7	—	39	36	20	906	North Pennsylvania.....Pennsylvania.	7,086,930	1,208,779	1,524,750	.....	3,473,500	4,042,500	63,304	.....	67.7	617,092	(No accounts.)		889,671	850,119	1,336,938	592,322	5s	50	90
Dec. 31, 1872	95.0	45.3	33.3	—	30	21	10	689	Northern, of Canada.....Canada.	5,465,410	*	78,964	610,683	.....	5,212,963	261,561	3,633	140.3	748,888	212,080	313,664	894,774	180,541	—	100	.....
Dec. 31, 1872	188.0	4.0	137.0	—	141	69	22	6,284	Northern Central †.....Md. and Penn.	11,636,830	3,223,438	2,750,000	928,678	5,842,000	11,040,602	1,464,216	222,099	317.0	3,288,463	1,110,110	4,769,895	4,698,820	1,161,769	6	50	71
Mar. 31, 1872	69.2	13.4	17.6	—	27	16	6	540	Northern New Hampshire ..New Hamp.	3,068,400	*	309,618	212,958	3,068,400	102,000	266,800	164,676	82.6	506,848	195,406	411,888	706,356	217,103	8	100	107½
Dec. 31, 1872	21.8	—	4.6	—	—	—	—	—	Northern New Jersey.....New Jersey.	527,452	*	872,548	.....	1,000,000	400,000	.....	.....	—	(Leased	to Erie Ra	ilway Co.)	273,064	37,604	8	100	.....
May 31, 1872	153.0	106.0	....	1,441	72	16	6	1,584	Northern Pacific.....Minn., Dak. &c.	13,292,142	1,908,838	601,394	.....	.....	50,000p.m	.....	.....	559.0	.....	(No sta	tement pu	blished.)	.....	.....	—	100	.....
Sept. 30, 1872	59.4	7.0	13.1	—	20	15	6	642	Norwich and Worcester †.Conn. & Mass.	2,463,983	*	84,706	109,188	2,364,400	759,000	55,526	731,947	66.4	410,089	372,841	346,367	771,602	293,528	10	100	127
Jun. 30 1872	113.0	32.0	14.6	—	21	27	12	894	Nova Scotia.....Nova Scotia.	6,976,268	*	110,464	.....	.....	6,976,268	110,464	.....	145.0	.....	194,167	242,210	328,841	Loss.	—	100	.....
Sept. 30, 1872	118.0	4.0	18.0	—	34	19	4	1,026	Ogdensburg and Lake Champlain...N. Y.	4,048,510	1,748,411	.....	.....	3,077,000	1,012,000	.....	.....	122.0	636,755	171,894	417,373	1,005,979	263,867	6	100	55
Dec. 31, 1872	10.0	2.0	3.8	—	8	—	—	96	Ogden Mine.....New Jersey.	452,994	*	.....	.....	450,000	.....	.....	.....	12.0	.....	.....	54,479	47,459	25,656	5	100	.....
Jun. 30, 1872	340.0	53.0	24.0	—	122	57	24	2,422	Ohio and Mississippi ....Ohio, Ind. & Ill.	34,470,752	*	.....	.....	24,030,000	10,111,856	328,902	.....	393.0	2,852,765	404,765	708,799	3,343,845	984,008	—	100	34½
Oct. 31, 1872	120.0	3.0	53.7	—	82	19	5	528	Oil Creek and Allegheny River.....Penn.	8,554,547	1,008,331	.....	.....	4,959,450	3,680,000	.....	.....	123.0	749,668	559,926	676,500	1,285,554	461,531	6½	50	41
Sept. 30, 1872	131.3	19.4	50.6	15.0	45	95	16	607	Old Colony and Newport..Massachusetts.	8,095,654	*	441,558	586,443	5,103,506	3,521,000	467,989	581,156	150.7	1,110,675	3,711,345	510,434	1,897,438	630,249	6½	100	111
Dec. 31, 1872	9.9	2.0	3.1	—	—	33	—	—	Orange and Newark.....New Jersey.	1,073,555	*	.....	.....	290,300	736,000	73,852	.....	11.9	.....	2,984 817	.....	203.094	24,633	—	100	.....
Sept. 30, 1872	282.6	10.0	9.6	—	25	21	12	382	Orange, Alex. and Manassas Gap †....Va.	9,180,634	*	.....	.....	2,602,540	5,622,634	865,431	.....	292.6	713,252	196,894	161,434	988,371	403,698	—	100	.....
Dec. 31, 1872	25.0	—	1.7	200.0	—	—	—	—	Osage Valley and Southern Kansas...Mo.	600,000	.....	.....	.....	375,000	200,000	25,000	.....	—	(Leased	by Pacific	(of Mo.)R.	R. Co.)	35 p. c.	—	100	.....
Sept. 30, 1872	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	950,953	.....	.....	.....	300,000	612,100	27	.....	—	(Leased	by Rome,	Watertow	n & Osd.	RR.Co.)	—	100	.....
Sept. 30, 1872	55.0	—	46.7	—	11	12	4	258	Oswego and Syracuse .....New York.	1,114,844	330,270	.....	.....	1,144,400	180,000	.....	.....	35.0	232,069	171,932	232,801	354,880	73,878	2	100	.....
Dec. 31, 1872	35.0	—	1.6	100.0	2	1	1	10	Owensboro and Russellville...Kentucky	.....	.....	.....	.....	1,500,000	1,500,000	.....	.....	35.0	(In cour	se of cons	truction:	no return	s.)	—	100	.....
Dec. 31, 1872	288.5	15.5	39.1	—	.....	.....	.....	.....	*Pacific* of Missouri †.....Missouri.	.....	.....	.....	.....	7,000,000	(Assume	d by Le	sseea.)	—	(Leased	by Atlanf	ic & Pacif	c R. R. C	o.)	5	100	43
Dec. 31, 1872	63.5	—	3.6	101.5	7	4	2	77	Padu ah and Gulf .....Kentucky.	2,261,312	*	980,220	89,430	2,924,150	1,000,000	406,812	.....	68.5	469,289	22,920	21,589	95,261	35,845	—	100	.....
Jun. 30, 1872	11.0	—	0.5	53.4	2	1	1	25	Painesville and Youngstown.....Ohio.	234,608	21,369	.....	.....	255,997	.....	.....	.....	11.5	(Under	construct	ion: no re	turns.)	.....	—	100	.....
Dec. 31, 1872	47.6	—	11.8	—	20	26	4	486	Panama.....New Granada	10,000,000	*	.....	.....	7,000,000	2,908,177	.....	.....	47.6	.....	.....	.....	1,718,650	1,232,802	10½	100	110
Dec. 31, 1872	76.0	33.0	6.2	—	7	5	3	246	Paris and Decatur.....Illinois.	2,800,000	*	.....	.....	1,600,000	1,200,000	.....	.....	109.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	600,000	.....	.....	.....	630,000	.....	.....	.....	—	(No	statement	furnished	.)	.....	—	100	.....
Dec. 31, 1872	12.0	—	2.6	—	—	—	—	—	Paterson and Newark.....New Jersey.	896,162	.....	.....	.....	250,000	500,000	.....	.....	—	(Leased	by Erie R	ail'y Co.)	53,400	53,400	5½	100	.....
Dec. 31, 1872	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	.....	.....	.....	248,000	100,000	.....	.....	—	(Leased	by Erie R	ail'y Co.)	.....	35 p. c.	—	100	.....
Feb. 28, 1873	67.3	—	3.9	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,576,000	.....	.....	.....	1,500,000	1,076,000	.....	.....	—	(Leased	by Erie R	ail'y Co.)	30,173	30,173	6	100	.....
Dec. 31, 1872	22.0	—	1.8	—	—	—	—	—	Pemberton and Hightstown...N. Jersey.	638,692	*	.....	.....	342,150	160,000	36,542	.....	—	(Leased	by Tol.Wa	b. & Win.	Co.)	.....	—	100	.....
Dec. 31, 1872	18.0	—	1.1	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	.....	.....	.....	500,000	375,000	.....	.....	—	(Leased	by United	Co.)	31,729	31,729	6	100	.....
Dec. 31, 1872	165.0	—	10.0	40.0	4	4	2	45	Peninsular.....Mich. Ind. & Ill.	4,916,263	*	.....	.....	1,996,000	2,779,000	142,262	.....	—	(Leased	by N. Jer	Sth'n R.R.	Co.)	.....	—	100	.....
Dec. 31, 1872	354.9	69.0	546.9	—	593	292	112	11429	Pennsylvania.....Pennsylvania.	31,283,395	11,154,553	53,506,985	20,413,980	43,271,937	35,072,309	19,305,481	8,919,154	165.0	.....	83,491	46,333	109,918	Loss.	—	100	.....
Dec. 31, 1872	47.0	15.9	57.0	—	23	8	—	2,640	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,987,500	.....	4,000,000	586,500	875,000	.....	787 7	13,389,937	5,250,393	7,844,779	22,012,525	8,247,852	10	50	101
Dec. 31, 1872	22.5	—	1.2	—	—	—	—	—	Pennsylvania and Delaware. Penn. & Del.	1,200,000	.....	.....	.....	488.297	700,000	.....	.....	47.0	.....	3,486	1,376,772	23,033	.....	20	50	272
Dec. 31, 1872	104.3	12.1	35.9	—	18	2	—	1,216	Pennsylvania and N. York..N.Y. & Penn.	5,086,426	628,814	.....	.....	3,061,700	3,000,000	.....	.....	145.6	(Leased	to Penna.	R.R. Co.:	recently	opened.)	—	50	.....
Dec. 31, 1872	46.0	—	6.6	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,300,000	.....	.....	.....	1,200,000	600,000	.....	.....	—	.....	190,309	1,268,527	1,608,287	437,135	—	50	.....
Dec. 31, 1872	83.0	—	11.6	—	12	7	4	181	Peoria, Pekin and Jacksonville...Illinois.	3,239,700	*	.....	.....	1,229,700	2,000,000	.....	.....	83.0	(Leased	by Chic.R	. I. & Pac	Co.)	126,000	8	100	.....
Dec. 31, 1872	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge..N. Jersey.	214,581	.....	.....	.....	57,200	100,000	57,381	.....	—	260,093	77,372	124,505	302,552	.....	—	50	.....
Dec. 31, 1872	64.0	18.0	8.0	—	12	9	5	120	Petersburg †.....Virginia	1,817,995	*	323,905	43,388	1,324,200	500,000	361,083	.....	82.0	228,000	(Oper.b	y Penna.	R. R. Co.)	.....	—	100	.....
Oct. 31, 1872	46.0	—	6.0	—	9	7	3	95	Philadelphia and Balt. Cent. Penn. & Md.	1,806,209	177,474	.....	.....	220,606	2,600,000	53,418	.....	58.1	176,312	44,392	57,238	28,944	133,351	—	100	.....
Dec. 31, 1872	287.0	—	114.3	—	130	38	20	2,966	Philadelphia and Erie †....Pennsylvania.	21,822,990	*	2,248,603	.....	8,448,000	14,750,000	892,983	.....	287.6	2,912,351	815,515	1,028,568	3,980,753	846,319	—	50	43
Dec. 31, 1872	17.1	3.1	13.7	21.0	24	46	18	192	Phila., Germantown and Norristown..Pa.	1,146,538	368,262	500.793	.....	2,231,900	.....	.....	.....	23.6	(Leased	by Phila.	& Read'g.)	287,616	271,179	12	50	174
Dec. 31, 1872	98.4	172.1	421.7	—	377	202	53	14139	Philadelphia and Reading..Pennsylvania.	45,922,674	*	24,888,827	2,675,996	34,236,175	33,120,804	4,172,014	1,958,004	708.0	7,248,778	6,383,991	9,573,405	12,125,038	4,823,300	10	50	114½
Dec. 31, 1872	26.6	—	36.3	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,534,479	*	329,626	.....	1,259,100	.....	.....	275,408	37.5	.....	1,561,080	1,124,640	1,759,758	.....	10	100	122
Dec. 31, 1872	95.8	3.8	139.1	—	64	103	49	1,295	Philadelphia, Wilm. and Baltimore..Penn.	11,890.736	*	2,318 306	175,395	11,485,750	1,990.500	456,321	660,478	197.7	1,248,818	1,747.195	449,780	2,814,274	1,188,614	8	50	106
Oct. 31, 1872	7.0	—	1.0	—	2	3	2	22	Pithole Valley.....Pennsylvania.	100,000	*	225,000	.....	225,000	100,000	17,132	.....	7.0	.....	9 800	12,854	20,483	Loss.	—	50	.....
Dec. 31, 1872	193.0	8.0	45.0	—	119	34	19	1,606	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	15,095,349	3,740,488	1,950,109	1,812,268	8,433,550	10,011,740	5,461,178	.....	201.0	3,160,500	606,902	1,429,115	3,856,649	799,501	—	50	.....
Dec. 31, 1872	468.3	—	156.3	—	243	96	54	5,559	Pittsburg, Ft. W. and Chic...P., O., I. & I.	35,835,286	*	.....	.....	22,214,286	13,621,000	17,280	.....	502.6	7,313,148	2,106,152	2,408,162	9,780,310	4,507,455	10	100	93½
Dec. 31, 1872	14.0	—	3.1	16.0	3	2	1	45	Pittsburg, Virginia & Charleston.....Pa.	654,068	55,243	.....	.....	618,564	.....	.....	.....	14.0	.....	(In opera	tion only t	hree mon	ths.)	—	50	.....
Oct. 31, 1872	149.6	1.9	17.2	—	57	26	9	430	Pittsb'g, Washington & Dalton,.Pa.& Md.	11,598,236	687,192	68,196	.....	1,960,682	4,780,000	3,463,204	.....	173.8	1,703,600	781.994	980,780	1,437,392	Loss.	—	50	.....
Sept.30, 1872	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	450,000	.....	.....	.....	450,000	.....	.....	.....	—	(Leased	by Boston	& Albany	R.R. Co.)	27,000	6	100	.....
Jun. 30, 1872	.....	.....	.....	178.0	.....	.....	.....	.....	Plymouth, Kankaka & Pacific..Ind. & Ill.	.....	.....	.....	.....	719,290	450,000	.....	.....	—	(Leased	by Pennsy	lvania Co.	.)	.....	—	100	.....
Oct. 31, 1871	66.0	—	2.7	24.0	7	6	3	316	Port Huron and Lake Michigan.....Mich.	3,000,000	*	(To com	pletion.)	1,200,000	1,800,000	.....	.....	41.0	.....	41.988	55,029	142,580	92,102	—	100	.....
Nov. 30, 1872	60.0	—	3.5	50.0	5	13	3	92	Portland and Ogdensburg....Me. & N. H.	1,945.560	161,149	97,155	29,230	1,039,095	906,000	259,132	28,859	60.0	118,100	55,592	37,856	115,484	40,361	—	100	.....
Dec. 31, 1872	65.0	—	2.1	93.0	5	4	8	85	Portland and Ogdensburg.....Vermont.	1,652,000	*	.....	.....	.....	2,340,000	.....	.....	—	(Earnings	used in co	nstruction	.)	.....	—	100	.....
Dec. 31, 1872	27.5	—	2.8	—	2	1	1	22	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	218,600	.....	.....	27.5	17,215	2,880	6,376	14,221	.....	—	100	.....
Aug 31, 1872	52.5	—	3.3	—	6	10	4	113	Portland and Rochester.....Me. & N. H.	1,0 0,854	*	45,000	10,296	636,097	1,120,000	200,053	.....	52.5	141,640	120,009	60,790	131,561	38,078	—	100	.....
May 31, 1873	51.3	—	7.4	—	19	—	7	167	Portland, Saco and Portsmouth ....N. H.	1,500,000	*	.....	.....	1,500,000	.....	.....	.....	—	(Leased	by Eastern	R.R. Co.)	.....	10	100	124½
Apl. 30, 1873	111.6	—	8.0	—	9	6	4	110	Port Royal.....South Carolina.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	110.0	.....	(Operated	for benefi	of contra	ctors.)	.....	—	25	.....
May 31 1873	.....	.....	4.9	39.0	.....	.....	.....	.....	Portsmouth, Gt. Falls and Conway..N. H.	2,270,000	*	.....	.....	770 000	2,000,000	.....	.....	—	(Leased	by Eastern	R.R. Co.)	.....	6	100	62½
Sept.30, 1872	.....	.....	2.5	3.4	4	5	—	60	Poughkeepsie and Eastern....New York.	1,391,372	*	.....	.....	524,464	508,200	506,079	.....	41.8	53,514	70,013	10,40	53,079	14,036	—	100	.....

Sept. 30, 1872	43.4	1.6	44.1	—	27	29	6	919	Providence and Worcester	R. I. & Mass.	1,902,636	666,568	128,566	107,861	2,000,000	500,000	224,612	84,019	47.6	507,586	1,608,257	521,866	695,927	239,926	19	100	....
Nov. 30, 1872	13.6	—	3.1	—	3	8	3	41	Providence, Warren and Bristol	R. I. & M.	645,079	78,026	....	....	437,917	50,006	63,611	....	13.6	44,096	415,776	16,367	105,555	51,456	3	100	....
Dec. 31, 1872	21.0	—	2.0	—	1	3	2	—	Queen Anne and Kent Co.	Md.	351,000	"	32,200	....	260,000	269,000	2,600	....	21.0	38,860	12,860	38,251	27,437	9,989	—	50	....
Dec. 31, 1872	41.7	—	1.4	88.3	3	2	2	45	Quincy, Alton and St. Louis	Ill.	1,850,000	"	....	....	1,000,000	850,000	....	....	41.7	....	....	....	96,000	....	—	100	....
May 31, 1872	97.0	—	9.7	—	12	11	4	94	Raleigh and Gaston	North Carolina.	1,500,000	"	155,200	102,936	1,500,000	....	92,150	166,065	97.0	....	31,226	64,006	359,277	151,400	....	100	....
Jan. 31, 1873	44.0	—	3.0	60.0	4	3	3	46	Raleigh and Augusta Air-Line	N. Car.	1,134,213	89,785	....	....	876,000	350,000	....	....	44.0	....	....	....	76,037	....	—	100	....
Sept. 30, 1873	71.0	110.0	41.5	—	39	68	19	674	Rensselaer and Saratoga	N. Y.	7,489,628	"	....	....	6,000,000	1,925,000	....	....	161.6	861,486	664,000	556,934	1,748,916	604,224	7	100	105
Sept. 30, 1872	140.5	55.2	16.7	—	26	17	10	272	Richmond and Danville	Virginia.	5,102,406	"	2,046,460	211,461	4,000,000	2,621,090	510,171	236,056	296.9	526,732	134,485	176,708	832,092	363,546	—	100	....
Sept. 30, 1872	75.5	11.4	6.2	—	12	6	4	139	Richmond, Frederick and Potomac	Va.	2,622,927	"	116,539	263,282	1,509,825	889,399	43,417	559,604	89.9	200,899	....	....	851,919	146,919	—	100	....
Sept. 30, 1872	22.5	2.8	4.2	—	8	10	4	160	Richmond and Petersburg	Va. N.C.	1,188,218	"	85,833	30,224	847,100	326,296	93,377	37,528	46.8	107,169	118,189	42,228	169,319	45,945	—	100	....
Sept. 30, 1872	38.3	—	2.2	26.0	3	3	2	42	Richmond and York River	Va.	1,265,640	"	....	....	650,000	615,640	....	....	38.3	....	(No returns obtained.)				—	100	....
Sept. 30, 1872	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley	N. York.	671,303	"	....	....	557,560	....	....	....	—	(Leased	by Erie Railway Co.)		34,012	6	100	....
Jun. 30, 1872	251.9	25.6	27.0	—	33	15	7	915	Rockford, Rock Island and St. Louis	Ill.	15,490,570	"	....	....	6,490,579	2,000,000	....	....	316.5	....	....	....	1,067,749	243,534	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	26	Rome	Georgia.	235,285	"	....	....	250,844	....	....	....	20.0	....	(No information.)				16	100	....
Sept. 30, 1872	141.1	48.5	25.5	—	40	31	15	779	Rome, Watertown and Ogdensburg	N. Y.	4,000,000	"	....	....	2,998,900	1,736,606	38,359	....	215.2	675,016	441,909	336,440	1,150,764	282,106	7	100	72
Jan. 31, 1873	120.0	—	26.0	—	—	—	—	—	Rutland	Vermont.	5,787,902	—	1,286,719	....	6,641,800	1,701,000	1,180,628	....	239.0	(Leased	to Central	Verm't.	434,740	405,381	—	100	8
Jun. 30, 1873	225.9	—	24.0	24.0	19	....	....	....	St. Joseph and Denver City	Kan. & Neb.	11,188,220	429,925	279,044	3,203	4,000,000	7,000,000	734,426	157,067	225.0	....	....	....	....	....	—	100	....
Dec. 31, 1872	54.0	5.0	6.1	—	9	15	6	93	St. Lawrence and Ottawa	Canada.	1,050,000	"	....	....	....	250,000	....	....	59.0	....	70,256	34,592	161,771	45,953	—	100	....
Dec. 31, 1872	169.0	18.0	29.0	—	13	9	7	553	St. Louis, Alton and Terre Haute	Illinois.	11,768,400	"	....	238,001	4,768,400	6,700,000	218,001	....	56.0	360,130	149,499	416,216	507,019	220,002	—	100	15
Dec. 31, 1872	195.5	15.3	37.0	—	91	20	18	1,651	*St. Louis and Iron Mountain*	Missouri.	14,555,951	1,951,869	1,088,796	163,733	10,000,000	5,461,000	....	....	210.8	933,393	557,575	633,574	2,146,639	687,639	3	100	68
Dec. 31, 1872	310.0	48.0	25.0	50.0	48	26	12	1,179	St. Louis & S. Eastern	Ill., Ky. & Tenn.	11,089,000	1,725,000	3,923,000	....	11,000,000	5,807,000	....	....	220.0	....	....	....	822,601	169,779	—	100	....
Dec. 31, 1872	150.0	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago	Ill.	5,040,100	—	....	....	2,324,100	3,477,000	....	....	—	(Leased	by Chicago & Alton	R. R. Co.)	240,000	—	100	....
Jan. 31, 1873	353.0	—	17.6	—	88	38	19	1,531	St. L., Kansas City & Northern	Mo & Ia.	28,134,445	"	2,260,765	489,708	24,000,000	6,000,000	943,928	....	681.7	2,893,281	428,957	517,628	2,780,820	748,139	—	100	....
Oct. 31, 1872	158.4	—	23.0	—	30	14	8	824	St. Louis, Vandalia & Terre Haute	Ill.	7,984,227	"	....	205,201	2,377,779	5,499,000	250,548	60,101	158.4	862,806	....	....	1,180,273	354,082	—	100	....
Dec. 31, 1872	207.0	175.0	16.0	251.0	30	14	9	289	*St. Paul and Pacific* (1st Div.)	Minnesota.	15,188,653	"	3,723,033	229,522	1,968,600	16,197,000	589,333	....	283.0	462,489	236,279	152,356	682,566	....	—	100	....
Dec. 31, 1872	121.0	—	8.0	—	13	6	4	194	St. Paul and Sioux City	Minn.	4,550,960	"	179,798	54,019	4,000,000	....	784,777	....	121.0	344,883	75,461	136,127	424,398	99,668	—	100	....
Dec. 31, 1872	116.0	—	16.0	—	21	18	9	309	Sandusky, Mansfield and Newark	Ohio.	3,244,500	"	....	....	937,500	2,307,000	....	....	160.0	....	178,661	153,505	574,951	37,802	—	50	....
Dec. 31, 1872	237.0	110.0	15.4	61.0	27	19	6	842	Savannah, Albany and Gulf	Ga.	7,592,288	"	....	529,789	1,171,804	4,479,677	3,242,200	1,571,999	347.0	625,300	98,234	....	983,966	339,539	—	100	....
Dec. 31, 1872	104.0	—	4.9	—	10	9	5	80	Savannah & Charleston	S. Car. & Ga.	2,288,986	"	....	....	....	1,000,000	1,427,800	....	104.0	(No	statement	furnished:	very small.)		—	100	....
Feb. 28, 1873	80.0	—	8.0	—	15	7	5	208	Seaboard and Roanoke	Va. & N. Carolina.	1,488,400	"	....	106,639	1,278,400	210,000	107,000	....	80.0	235,679	26,309	162,582	566,619	266,338	8	100	....
Apr. 30, 1872	237.0	—	11.9	—	39	17	9	412	*Selma, Rome and Dalton*	Ala. & Georgia.	12,980,000	"	....	....	3,750,000	9,230,000	large	....	237.0	....	....	....	800,000	....	—	100	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac	Wisconsin.	2,000,000	"	....	....	1,289,000	1,423,000	10,000	....	80.5	60,500	32,318	34,321	79,481	23,624	—	50	....
Nov. 30, 1872	32.0	—	2.0	—	2	2	2	70	Shenango and Allegheny	Pennsylvania.	890,335	78,945	20,000	....	199,000	780,000	....	....	32.0	40,500	16,170	36,220	58,850	32,392	—	50	....
Jun. 30, 1872	106.8	—	11.3	—	11	8	5	188	*Sioux City and Pacific*	Neb. & Iowa.	3,098,400	"	....	....	2,068,400	1,623,000	....	....	157.8	....	....	....	162,405	19,344	—	100	....
Dec. 31, 1872	122.4	—	6.6	26.1	9	6	3	232	Sioux City and St. Paul	Iowa & Minn.	4,422 132	"	568,362	....	2,800,000	1,740,000	450,494	....	....	....	....	....	....	....	—	100	....
Sept. 30, 1872	188.0	—	9.2	—	....	....	....	....	South and North Alabama	Ala.	7,481,761	"	....	....	3,458,067	4,906,000	....	....	131.0	....	41,327	74,837	199,051	60,236	—	100	....
Dec. 31, 1872	137.0	106.0	30.0	—	42	37	*	507	South Carolina	South Carolina.	9,594,328	"	2,019,176	806,086	5,819,275	4,730,346	236,736	71,474	243.0	556,732	207,344	266,707	1,401,211	545,103	—	100	....
Sept. 30, 1872	116.0	—	5.8	—	11	7	4	401	Southern Central	New York.	3,450,058	287,806	....	....	1,783,021	2,288,000	89,881	....	116.0	302,744	161,821	178,099	307,280	104,978	—	100	....
Sept. 30, 1872	57.0	20.0	20.0	—	19	35	7	114	South Side (L. I.)	New York.	3,166,551	648,925	....	....	1,000,000	2,250,000	386,782	....	57.0	238,990	617,899	83,701	501,871	226,637	—	100	....
Aug. 31, 1872	167.5	—	9.5	—	12	5	3	243	Southern Minnesota	Minnesota.	9,424,953	"	....	....	3,825,000	4,592,000	1,007,953	....	165.5	....	46,349	92,661	493,438	190,021	—	100	....
Dec. 31, 1872	170.0	—	8.5	562.0	14	23	8	245	Southern Pacific	California.	11,500,000	"	....	....	8,404,800	5,750,000	....	....	170.9	....	314,150	121,680	932,725	481,864	—	100	....
Jun. 30, 1872	228.0	—	11.2	—	12	10	4	260	Springfield & Ill. So. Eastern	Illinois.	8,176,500	"	....	....	4,000,000	4,490,000	140,000	....	....	....	(Not in operation at date.)				—	100	....
Sept. 30, 1872	17.0	—	17.0	—	16	13	3	378	Syracuse, Binghamton and N. York	N. Y.	3,906,297	"	....	....	2,004,000	1,670,000	129,414	....	81.0	449,520	186,606	533,355	713,585	216,481	4	100	....
Sept. 30, 1872	26.0	1.0	3.1	16.0	3	6	2	40	Syracuse and Chenango Valley	N. Y.	1,165,062	61,985	....	....	1,063,400	500,000	229,997	....	26.0	23,548	49,219	29 914	23,199	loss.	—	100	....
Nov. 30, 1872	79.7	26.6	30.0	—	36	21	9	782	Terre Haute and Indianapolis	Indiana.	2,807,218	"	1,683,434	191,840	1,988,150	800,000	616,344	1,178,143	99.3	....	190,997	634,850	1,070,354	128,443	—	100	....
Apr. 30, 1873	66.0	—	6.6	1,741	12	6	—	73	Texas and Pacific	Texas.	4,200,000	"	....	....	200.000	4,000,000	....	....	66.0	....	....	....	846,001	85,042	—	100	....
Dec. 31, 1872	227.3	10.2	29.0	—	45	13	9	1,109	Toledo, Peoria and Warsaw	Illinois.	12,160,000	"	....	....	5,700,000	3,450,000	204,794	....	237.5	1,192,831	....	....	1,316,106	368,093	—	100	....
Dec. 31, 1872	478.6	158.6	60.5	—	182	71	42	4,207	Toledo, Wabash and Western	O. I. & Ill.	34,653,000	"	....	....	16,000,000	18,683,000	....	....	955.7	5,196,661	637,050	1,349,052	6,008,978	1,578,182	—	100	63
Sept. 30, 1872	34.9	—	2.0	—	11	12	6	222	Troy and Boston	New York.	1,934,146	378,418	....	....	1,599,000	1,899,000	65,369	....	55.3	190,548	262,763	191,122	516,668	212,097	2	100	....
Dec. 31, 1872	1 082	—	100.0	—	151	98	36	2,409	*Union Pacific*	Nebr. Utah Nev. & Cal.	111,948,812	"	....	....	36,762,300	75,179,512	....	....	1,032.0	....	165,688	....	8,862,605	4,092,032	—	100	35
Dec. 31, 1872	165.0	—	60.0	—	242	261	8	1,762	United Companies of New Jersey	N. Jer.	22,450,328	"	13,216,919	427,838	18,990,627	17,615,608	797,681	472,455	455.9	3,906,741	7,580,795	2,536,304	8,266,226	2,261,060	10	100	122
Apr. 30, 1872	37.0	—	4.0	91.6	6	6	1	28	Utah Central	Utah.	1,500,000	"	....	....	500,000	1,000,000	....	....	37.0	....	....	....	360.612	206,358	—	100	....
Dec. 31, 1872	31.0	—	2.1	44.0	3	3	2	11	Utah Southern	Utah.	1,080,000	"	....	....	400,000	660,000	....	....	31.0	....	....	....	126,884	63,442	—	100	....
Sept. 30, 1872	74.8	—	13.4	12.2	14	15	7	125	Utica and Black River	New York.	2,200,444	258,703	....	....	1,754,920	775,500	....	....	92.2	201,688	184,533	62,064	337,299	111,309	3	100	....
Sept. 30, 1872	98.0	22.0	14.0	—	17	15	7	62	Utica, Chenango and Susq. Valley	N. Y.	3,186 344	488,131	....	....	2,908,600	....	....	....	120.0	228,887	246,101	173,749	424,792	32,246	6	100	....
May 31, 1872	47.0	23.5	9.3	—	—	—	—	—	Vermont and Canada	Vermont.	3,000,000	"	....	....	3,000,000	....	....	....	—	(Leased	by Vermont	Central	R. R. Co.	at 8 p.c.)	8	100	60
May 31, 1872	118.0	—	108.0	—	170	125	51	5,189	Vermont Central	Vermont.	11,500,000	"	....	....	5,000,000	6,500,000	....	....	773.0	....	....	(2 yrs.	8,497,442	493,487	—	100	....
Sept. 30, 1872	56.0	24.1	9.2	—	13	19	8	274	Vermont and Massachusetts	Mass. & Vt.	2,703,966	"	90,735	191,899	2,860,000	900,000	68 899	157,751	88.1	24 ,299	275,181	131,458	557,196	189,523	2	100	79
Feb. 29, 1872	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian	Miss.	3,036,644	"	245,588	193,945	454,072	2,923,236	86,869	....	140.0	181 288	82,372	49,451	408,220	102,913	—	100	....
Dec. 31, 1872	46.0	—	2.8	—	3	*	*	50	Vineland	New Jersey.	1,826,191	"	....	....	995,006	750,000	78,187	....	—	(Leased	to N. Jer.	Southern	R. R Co.)		—	100	....
Dec. 31, 1872	18.3	—	6.0	—	—	—	—	—	Warren	New Jersey.	3,061,400	—	....	....	1,800,000	1,261,400	....	....	—	(Leased	to D. L. &	W. R. R.)	525,749	215,353	7	100	68
Sept. 30, 1872	44.0	—	2.9	281.0	4	6	3	65	Washington and Ohio	Virginia.	1,435,176	128,577	128,773	....	900,700	130,400	321,248	340,178	44.0	81,361	27,693	19,415	81,285	7,948	—	100	....
Aug. 31, 1872	132.0	28.0	15.5	—	26	16	5	247	Western Alabama	Alabama.	4,822,628	538,272	342,800	662,536	2,008,324	3,169,900	561,508	626,504	160.0	421,880	101,742	....	626,504	150,534	—	100	....
Dec. 31, 1872	183.0	—	11.0	—	69	18	12	921	Western and Atlantic	Georgia.	Owned by State of Georgia & leased to a company for $300,000 a year.)				682,593	1,800,000	109,089	....	188.0	....	....	125.932	1,590,245	66,587	—	100	....
Sept. 30, 1872	60.0	—	3.9	13.0	10	10	6	123	Western Maryland	Maryland.	2,366,392	"	208,500	17,069	1,022,450	1,800,000	1,023,555	....	60.0	217,760	134,655	73,841	197,707	7,038	—	100	....
Dec. 31, 1872	57.1	27.6	14.6	—	—	—	—	—	Western Pennsylvania	Pennsylvania.	3,846,005	—	....	....	1,800,000	1,023,555	....	....	—	(Leased	by Pennsylvania	R. R Co.)			—	55	....
Dec. 31, 1872	60.7	—	16.2	—	18	63	8	171	West Jersey	New Jersey.	2,255,355	"	1,436,466	178,462	1,256,700	2,398,000	162,683	....	128.9	330,555	642,728	28,443	664,777	291,363	8	100	100
Mar. 31, 1873	197.0	—	10.0	—	26	14	10	660	West Wisconsin	Wisc.	8,640,000	"	....	....	4,000,000	4,640,000	....	....	165.0	....	....	....	549,045	268,329	—	100	....
Dec. 31, 1872	32.0	—	1.0	26.0	3	5	2	24	Wheeling, Pbg. & Balt	W. Va. & Pa.	579.642	"	....	....	500,000	....	79,642	....	32.0	39,328	53,175	11,638	45,164	480	—	50	....
Sept. 30, 1872	189.0	—	6.0	—	15	14	6	236	Wilm. Colum. and Augusta	N. C. & S. C.	3,971,781	381,117	51,244	....	300,000	3,800,000	304,142	....	172.0	....	....	....	591,046	226,498	—	100	....
Oct. 31, 1872	63.6	—	9.5	—	11	6	5	124	Wilmington and Reading	Pennsylvania.	2,644,078	255,151	82,892	....	750 663	2,332,300	108,610	....	63.6	280,554	182,366	264,573	238,773	21,667	—	50	....
Sept. 30, 1872	162.0	19.0	9.5	—	42	31	—	324	Wilmington and Weldon	N. Carolina.	3,004,044	"	61,436	206,398	1,456,200	1,618,100	77,042	299,581	181.0	519,184	124,995	....	635,871	230,833	—	100	....
Dec. 31, 1872	130.9	—	3.0	201.0	15	6	2	300	Wisconsin Central	Wisconsin.	4,120,000	"	....	....	1,667,300	1,591,500	....	....	....	....	....	....	131,793	63,778	—	100	....
Sept. 30, 1872	45.7	—	11.8	—	17	11	5	411	Worcester and Nashua	N. H. & Mass.	2,212,144	"	85,701	48,143	1,425,400	316,200	36,515	573,774	45.7	359,641	381,964	368,042	587,359	195,453	12	100	125
									CANALS, &c.																							
May 31, 1872	12.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal	Del. & Md.	3,662,316	"	256,967	....	1,880,600	1,997,372	....	....	12.6	....	....	....	419,222	281,715	4	50	25
Dec. 31, 1872	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal	Md. & Va.	10,506,309	"	....	....	3,229,594	5,065,500	....	....	184.5	....	....	....	....	....	—	50	97
Dec. 31, 1872	60.0	—	—	—	—	—	—	—	Delaware Division Canal	Pennsylvania.	2,433,350	"	....	....	1,633,350	800,000	....	....	—	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	119
Dec. 31, 1872	166.0	—	—	—	—	—	—	—	Delaware & Hudson Canal	Penn. & N.Y.	6,339,210	725,581	20,936,209	....	15,006,000	13,000,000	....	....	166.0	....	....	1,641,891	866,060	32,570	—	50	99
Dec. 31, 1872	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal	New Jersey.	4,888,749	"	....	....	3,847,400	....	....	....	65.5	....	....	2,059,934	196,149	159,121	9	50	164
Dec. 31, 1872	45.0	—	—	—	—	—	—	—	Lehigh Navigation	Pennsylvania.	4,455,600	"	....	....	3,784,450	15,767,666	....	....	108.0	....	....	....	322,762	30,194	7	50	64
Dec. 31, 1872	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal	Penn.	1,146,089	"	....	....	1,004.150	110.000	8,054	....	85.0	....	....	....	567,573	556,164	loss.	50	4
Dec. 31, 1872	45.0	—	—	—	—	—	—	—	Morris Canal	New Jersey.	3,432,474	"	....	....	2,200.000	1,125,129	....	....	103.0	....	....	....	322,762	30,194	7	50	64
Dec. 31, 1872	73.0	64.0	—	—	—	—	—	—	Pennsylvania Canal	Pennsylvania.	8,093,350	"	....	....	4,467,150	2,588,000	1,048,200	....	360.0	....	....	967,573	566,164	loss.	—	50	4
Dec. 31, 1872	108.3	—	—	—	—	—	—	—	Schuylkill Navigation	Pennsylvania.	10,547,126	2,285,573	271,467	....	4,885,796	8,576,282	267,198	....	108.3	(Leas. to	Ph. & R'g.)	1,200,181	649,352	634,160	1	50	12
Dec. 31, 1872	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal	Penn. & Md.	4,857,105	"	....	....	2,092,706	2,751,310	165,511	....	45.0	(Leas. to	Ph. & R'g.)	426,393	99,151	51,241	—	50	12
Dec. 31, 1872	77.6	7.0	—	—	—	—	—	—	Union Canal	Pennsylvania.	5,907,850	"	....	....	2,907,850	300,000	35,000	....	84.0	....	....	124,969	44,862	200	—	50	....
Dec. 31, 1872	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna	Penn.	3,650,344	"	....	....	1,100,000	765,000	296,219	....	....	(Leased	to Pennsylvania.)	....	....	....	—	50	....

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:	$	p c	p c	p. c.
Atlantic and Great Western, pref...	10,000,000	7	...	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	...	....
" " " guar.	276,200	7	...	....
Atlantic and Pacific, preferred	10,000,000	7	...	20½
Atlantic and St. Lawrence,* guar...	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,552,800	6	5	105
Berkshire,* guaranteed.....	600,000	7	7	....
Bloesburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar.....	1,159,500	7	7	86
Camden and Amboy,* guaranteed..	5,947,800	10	10	122
Camden and Atlantic, preferred....	763,549	7	3½	78
Cayuga and Susquehanna,* guar....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,600	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	108½
Central Ohio,* preferred	411,550	6	6	81
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	80
Chicago and Alton, † preferred.....	2,425,400	...	10	114½
Chicago, Iowa & Nebraska,* guar..	3,916,300	...	8	90
Chicago and North-Western, pref...	21,289,563	7	7	77
Cinc., Sand. and Cleveland, pref....	429,000	6	6	....
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	89½
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred...	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,300	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	...	....
Dubuque and Sioux City,* guar....	5,000,000	...	3	56
Dubuque South-Western, pref.....	590,315	8	...	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	75
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	76
" " com.& *guar.	500,000	5	5	....
Erie Railway, preferred.....	3,536,910	7	7	75
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	...	...	....
Hannibal and St. Joseph, pref	2,167,700	7	7	41½
Harrisburg and Lancaster,* guar.....	1,182,550	7	7	....
Housatonic, preferred.....	1,180,000	8	8	100
Huntington & Broad Top Mtn, pref.	190,750	7	...	37½
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	95
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref...	881,000	9	9	....
Marietta and Cincinnati, 1st pref....	3,101,650	6	...	....
" " 2d pref.....	4,436,250	6	...	....
Mich. Southern, (Lake Shore) guar..	533,500	10	10	....
Mill Creek,* guaranteed.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	10,825,777	7	7	73½
Mine Hill,* guaranteed.....	3,856,450	8	8	103½
Montclair,* guaranteed.....	2,000,000	7	...	....
Morris and Essex,* guar.....	15,000,000	7	7	92½
Nesquehoning Valley,* guar.....	2,000,000	10	10	109½
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,293,200	10	10	122
New London Northern,* guar.....	971,490	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	117
" " *com.& guar.	8,500,000	8	8	130½
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	127
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	55
" " pf.& *guar.	2,000,000	8	8	92½
Ohio and Mississippi, preferred.....	4,030,000	7	7	65
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama, guaranteed.....	7,000,000	12	12	116
Paterson and Hudson,* guar.....	630,000	—	8½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	...	...	....
Phila., German'n & Norristn,*guar.	2,231,900	12	12	174
Philadelphia and Reading, † pref....	1,551,687	—	10	....
Philadelphia and Trenton,* guar....	1,259,100	10	10	122
Pittsburg, Ft. Wayne & Chic,*guar.	22,914,285	7	7	93½
Pittsfield and North Adams,* guar.	450 000	5	6	....
Portland, Saco & Portsmouth,* guar.	1,800,000	10	10	123½
Rochester & Genesee Valley,* guar.	557,560	...	...	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	48
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	...	34
St. Louis, Jacksonv. & Ch., pf.* & guar.	1,054,100	7	...	....
St. Louis, Kansas City & Nor., pref.	12,000,000	—	—	34
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	...	....
" " 2d pref..	1,000,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	71½
Warren,* guaranteed.....	1,800,000	7	7	....
Canal Stocks.				
Delaware Division,* guar.....	1,633,330	8	8	—
Delaware and Raritan,* guar.....	6,347,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	125
" com. and * guar.....	1,695,000	4	4	52
Schuylkill Navigation preferred....	2,808,977	6	6	25

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 11.

	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11
Boston, Hart. & Erie....	2½	2¼	....	3¼	3	2¾
Canton Co.....	76	....	80	82½	82½	80½
Central Pacific.....	....	....	....	....	....	72
Central Pacific 6s.....	95½	....	96¼	96	96¼	96½
Central of N. Jersey....	105½	106	108	109	108½	109¾
Chesapeake & Ohio 1 m.	59½	....	59¾	....	....	....
Chicago & Alton.....	110	113	112¾	112	111¾	....
" pref.....	....	115	....	....	....	114½
" 1 M.....	....	....	....	....	....	....
" S. F.....	....	....	....	....	....	....
" Ins. bds.....	....	....	....	....	....	....
Chicago, Burl. & Q.....	....	110	112	111½	110½	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern .	59½	59¾	60	60¼	60	59¾
" pref.....	73	74½	76¾	77¾	77½	77
" 1st M.....	....	99¼	....	99¾	100	....
" S. F.....	....	....	....	....	....	....
" Consol.	92	....	....	....	....	94
Chic., Rock Isl. & Pac..107½		107¾	108¾	108¾	107¾	108¼
Chi., R. I. & Pa. 7s, 1896.....		104	104	104	104¾	....
Clev., Col., C. and Ind..	82¾	82¾	82¾	83	82¾	82¾
Clev. & Pittsburg guar..	89½	89¾	89¾	89¾	....	....
" 2 M.....	....	....	....	....	....	....
" 3 M.....	....	....	....	....	....	....
" 4 M.....	89	....	....	....	....	....
Clev. and Toledo.....	....	....	....	....	....	....
" S. F. 7s.....	....	....	....	....	....	....
Col., Chi., & Ind. C.....	31¾	31¾	31¾	32	31¾	31¾
" 1 M.....	87	....	87¾	88¾	....	90
" 2 M.....	....	....	....	68¾	....	....
Del. & Hudson Canal	116	117¾	119¼	119¾	119	....
Del. Lack. & Western...108¾		110	111¾	112¾	111¾	111¾
" 1 M. 7s.....	....	102	....	....	....	....
" 2 M 7s.....	....	....	....	....	....	....
Erie Railway.....	49¼	49¾	48¾	49	48¾	48¾
" pref.....	....	....	75	....	....	....
" 1 M. 7s, 1897.102¾		102¾	....	102¾	102¾	....
" 2 M. 7s, 1879....	101¼	101¼	....	....	....	102
" 3 M. 7s, 1883....	....	100	....	....	....	100
" 4 M. 7s, 1880....	97¼	....	....	98	98¾	....
" 5 M. 7s, 1888....	....	....	97¾	....	....	....
" 7s, con. gold.....	....	....	....	....	....	....
Great Western 2d mort....	84	84¼	....	84¾	84¾	....
Hannibal & St. Joseph.	32¾	31¾	32¾	32¾	31¾	....
" pref.....	41¾	....	40¾	41¾	41¾	....
" 8s, conv.	85	85¼	....	85¾	....	86¾
Hudson River.....	....	....	....	....	....	....
" 2 M. S. F.....	....	....	....	....	105	....
" 3 M 7s, 1875.....	....	....	....	....	....	....
Illinois Central 105¾		105	108¾	108¾	108	107¾
" 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th.	82¾	82¾	82¾	83	82¾	82¾
Marietta & Cin. 1st pref....	....	....	....	....	....	....
" 2d pref.....	....	....	....	....	....	....
Michigan Central.....	94	91	91¾	93	94	93
" S.F. 8s, 1882. ...	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F....	....	....	....	....	....	104¾
" 2 M.....	97¼	....	97¾	....	98	....
Milw. and St. Paul.....	47¾	47¾	48	48¼	47¾	47¾
" pref.....	72	73	73	74¼	73¾	73¾
" 1st mort.....	....	....	....	....	....	....
" 2d mort.....	....	....	....	....	....	....
" 8s.....	....	....	105¾	106¾	106	....
" 7 3-10s con.....	....	....	....	....	98	....
" 7s, gold.....	....	....	....	87¾	87¾	....
Missouri 6s.....	92¾	93	....	92¾	93	93¼
" H. & St. J. 8s....	....	....	....	90¾	....	....
Morris and Essex.....	92¾	92¾	92¾	92¾	92¾	92¾
" 1st mort.....	105¾	105¾	106¼	106¼	106¼	107
" 2d mort.....	98¼	....	....	100	....	....
N. Y. Cen. & Hud. Riv.103¾		104	104¾	105¾	104¾	104¾
" 7s, S.F.1876.....	....	....	....	....	....	....
" 6s, S.F. 1883....	92¾	93	93¾	....	93¾	94¾
" 6s, S.F. 1887....	....	....	92¾	93	93	93
N. York and Harlem...125¾		127¼	125¾	130¼	130¼	130¼
" pref.....	....	....	....	....	....	....
" 1 M. 7s, 1873.....	....	....	....	....	....	....
N. York, N. Hav. & Hart.129¾		129	....	129¾	129¾	....
N. Carolina 6s, old.....	....	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss.....	34¾	34¾	34¾	34¾	34¾	34¾
" pref.....	....	....	....	68¾	68	....
" 2d M.....	80	....	79¾	80	80	....
Pacific Mail S. S. Co....	42¾	42¾	43¾	43¾	43¾	43¼
Panama	116¾	....	116	116	116¾	116
Pitts., Ft. W. & Chi. gtd.	94	....	94¼	....	93¾	....
" 1 M.....	....	....	....	....	....	....
" 2 M.....100		....	....	....	....	....
" 3 M.....	....	....	....	....	....	....
Quicksilver Mining Co..	34	34	34¼	34¼	34	34
St. L., Alton & T. H....	16	....	16	....	....	....
" pref.....	35	34	....	....	....	....
" 1 M.....	....	....	....	....	....	....
" 2 M. pref.....	....	....	....	....	86¾	87¼
" Income bds.....	....	77	....	78	....	....
Tennessee 6s, old.....	....	82¼	82¼	82¾	....	....
" new.....	82¼	....	82¾	83	82¾	....
Tol., Wab. & Western..	53¾	52¾	53¾	54¼	53¾	53¾
" pref.....	....	....	....	....	....	....
" 1 M.....	....	....	....	96¼	96¼	96
" 2 M.....	....	....	....	91¼	....	....
" Equipment.....	....	....	....	....	....	....
" St. Lou. Div.....	....	....	88¾	87¾	87¾	88
Union Pacific.....	34¼	34¼	34¾	35¾	35¼	35¾
" 1st mort...	85¾	85¾	85¾	86	86¼	86¼
" L. Gt. 7s.....	81¼	81¼	81¾	82	82¼	82¼
" Ins. 10s....	81	81¼	81¼	82	82¼	83¼
Virginia 6s, old.....	....	....	....	....	....	....
" new.....	....	....	....	....	....	....
" consol.....	....	....	....	51¾	52	....
" def. cert.....	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 11.

	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11
Federal Stocks:—						
U. S. 5s, 1874, reg.....	....	....	....	....	....	....
U. S. 5s, 1874, coup.....	....	....	....	....	....	....
U. S. 5s, 10-40s, reg...110¾		110¾	111¼	111¼	112	112
U. S. 5s, 10-40s, coup.....	....	....	115¼	....	....	115¾
U. S. 5s, 1881, reg.....	....	....	....	....	....	113¼
U. S. 5s, 1881, coup.....	112¼	112¾	113¾	113	113	113
U. S. 6s, 1881, reg.....118		118¼	119¼	119¼	119¾	120
U. S. 6s, 1881, coup.....	....	....	....	....	120	120¼
U. S. 6s, 5-20s, reg. '62.....	....	....	....	....	116¼	....
U. S. 6s, 5-20s, c. 1862..115¾		116¼	116¾	117	....	117¼
U. S. 6s, 5-20s, reg. '64.....	....	....	....	....	....	118¼
U. S. 6s, 5-20s, c. 1864. 116¾		117¼	117¾	118¼	118¾	119¼
U. S. 6s, 5-20s, reg. '65.....	117	117	....	118	118¾	118¾
U. S. 6s, 5-20s, c. 1865. 118		....	118¼	118¾	119¼	....
U. S. 6s, 5-20s, r. n. '65.116¾		117	....	....	....	....
U. S. 6s, 5-20s, c. n '65.117		117¼	117¾	118	118¾	118¾
U. S. 6s, 5-20s, reg. '67.117¾		117¾	118¼	118¾	....	119¼
U. S. 6s, 5-20s, c. 1867. 118¾		118¼	118¾	119¼	119¾	119¾
U. S. 6s, 5-20s, reg. '68. 117¾		....	....	....	119	....
U. S. 6s, 5-20s, c. '68....118¾		....	118¾	118¾	119¼	119¾
U. S. 6s, Pac. RR issue.....	116	116¼	116¾	116¾	116¾	116¾

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 10.

	W.4.	Th.5.	F.6.	Sat.7.	M.9.	Tu.10
Catawissa preferred	43	....	43	....	....	....
Camden and Amboy.....	....	....	....	....	....	....
" 6s, 1875 97	....	....	....	....	....	....
" 6s, 1883	....	88	....	....	....	....
" 6s, 1889 86	....	....	....	....	....	....
" mort. 6s, '89 96¼	96¼	....	98	....	....	....
Elmira & Williamsport.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
" 7s.....	....	....	....	....	....	....
Lehigh Navigation.....	43¼	44¼	44¼	44¼	44¼	45
" 6s, 1884	94¼	94¼	....	....	....	....
" Gold L.....	95¼	95¾	96¼	....	96¾	96¾
" R. R. L.....	95	....	....	....	....	95
" Conv. L.'77....	90	....	....	....	....	....
Lehigh Valley R. R.....	60	60	59¾	59¾	60	60
" 6s new coup...	....	....	99¼	....	....	....
" 6s new reg.....	100	100	....	....	....	....
Little Schuylkill R.R.....	....	46	....	....	....	....
" 7s.....	....	....	....	....	....	....
Minehill	....	....	....	....	51¼	....
Morris Canal.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
North Pennsylvania	45¼	45¼	45	....	....	....
" 6s, 1885	99	99¼	99¾	....	....	99¼
" 7s.....101¾	101¾	....	....	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	35	....	....	....	....	....
Oil Creek & Alleg. Riv.....	18¼	19	20	20¼	20¼	....
" 7s.....	....	....	....	....	....	....
Pennsylvania R. R.....	49¼	49¾	49¼	49¾	49¾	50¼
" 1st M.....100¾		100¾	100¾	100¾	....	....
" 2d M.....	....	....	....	....	....	....
" Gen. mort.. 89¾		89¾	....	89¾	....	....
" reg.. 92¼		....	....	....	92¾	....
Penn. State 6s, 1st series....	....	....	....	....	....	....
" 6s, 2d series.....	105¼	....	106	....	106	106
" 6s, 3d series.....	....	....	....	....	103	....
Philadelphia City, 6s.... 99¼		99¼	99¾	100	100	100
" new 102		102	102	102	102	102
Philad., Germ. & Nor.....	....	....	....	....	....	....
Phila. & Reading	56¾	56¾	57	57	57	57¼
Philadelphia and Erie.....	23¼	23¾	23¾	22¾	23¼	....
" 6s..... 90¼	....	91	....	....	....	....
" 7s.....	....	....	86	85	86	....
Phila., Wilm. & Balt.....	53¼	....	....	....	....	....
Schuylkill Navigation.....	....	....	....	....	....	....
" pref..... 12¾	12¾	12¾	....	13	12¾	....
" 6s, 1882	....	....	....	....	73¾	....
" 6s, 1870	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	83
United Co. of N. Jersey.121¾	....	....	121¼	122	....	....
Hestonville, (Horse).....	....	20¾	21	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts. 22	....	....	....	21¾	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 10.

	W.4.	Th.5.	F.6.	Sat.7.	M.9.	Tu.10
Baltimore City 6s, 1875. 99¼		....	99¼	99	....	100¼
" 1886	....	....	98	....	....	....
" 1890 99	99	....	99	99	99	99¼
" 1884	....	98	....	....	....	98¾
" 1900	98	....	....	....	....	99¼
Balt and Ohio.....	....	....	....	....	170	....
" bonds, 1875.....	....	....	....	....	....	....
" " 1880.....	....	....	....	....	....	98
" " 1885.....	....	....	....	....	99	....
Marietta & Cin. 1st M..101	101¼	....	101	101¼	....	....
" 2d M..... 90¾	90¾	90¾	....	91¼	....	....
" 3d M. 8s.... 76	76¼	....	76¼	77	78	....
Northern Central.....	....	....	....	35¾	35¼	....
" bonds, 1885.....	....	....	....	....	....	....
" " 1900. 90	....	....	....	....	....	....
Pittsb. & Connellsv. 7s. 89¾	90	....	90¾	91	....	....
N. W. Va. 1st mort.....	....	....	....	....	....	....
" 2d mort.....	....	....	....	....	....	....
" 3d mort.....	....	....	....	....	....	....
Virginia 6s, Consol.....	53¾	53	....	52	52¾	....
" Defer. Certif.....	....	....	....	....	....	....
City Passenger R. R.....	17¼	....	....	....	....	17¾

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 11.

	Th. 5.	F 6.	Sat. 7.	M 9.	Tu. 10.	W. 11
Boston and Albany	139¼	139½	139¼	139½	140	140
Boston and Lowell	104	....	104	104	....	....
Boston and Maine	106½	107½	107½	....	106½	....
Boston and Providence	146½	147	....	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s	31	30½	30½	30½	30½	30½
Cheshire, pref	80	....	....	....	....	....
Chi., Burl. & Quincy	106½	105½	109	110½	111	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	76	78	81	78	78½	79
Fitchburg	....	....	....	....	124	124½
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	94	93	91½	95	93	92½
Northern, N. H.	....	....	....	....	....	....
Ogdens. & Lake Champ	55	....	55	....	....	....
" pref.	....	....	92	92½	....	....
Old Colony	111	111	....	111½	....	111
Ph., Wil. & Baltimore	54½	54½	54½	54½	55	54½
Portl'd, Saco & Porta	....	....	....	123½	123½	....
Union Pacific	....	....	....	....	....	....
" 6s	85	85½	86	85½	85½	85½
" Land Grant 7s	....	....	79½	80	....	....
" Income 10s	76½	77	77½	....	78½	
Vermont & Canada	....	....	....	....	....	....
Vermont & Mass	79½	....	79½	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	47	47	....	....	....	....
Middlesex	....	....	....	....	....	....
Central Mining Co	29	....	....	....	....	29
Copper Falls	26½	28	27	26½	....	....
Franklin	5½	....	....	....	....	....
National	....	....	....	....	....	4½
Quincy	40	....	40	39½	39	38½

London Stock Exchange.

	Closing Prices. Jan. 16.	Jan. 9.
Atlantic & Gt. W. 1st mort., $1,000	71 — 73	69 — 71
Do. 2d mort., $1,000	56 — 58	55 — 57
Do. Con. mort. B'nds Bisch's Cert.	27 — 28	25½ — 26½
Do. Reorg. Scrip	95 —100	95 —100
Do. Leas. Lines, Rental Bonds	85 — 87	85 — 87
Detroit & Milwaukee 1st mort. Bonds	73 — 78	73 — 78
Do. 2d do.	55 — 65	55 — 65
Erie shares 100 del. all paid	45½ — 46	43 — 43½
Do. 6 per cent Convertible Bonds	96 — 98	91½ — 95½
Cons. Mort. amount autho. to be issued for conv. of existing bonds	— — —	— — —
Illinois Central $100 shares all paid	91 — 93	89 — 91
Do. Redemption mort. bonds 6 p.c.	99 —101	98 —100
Illinois & St. Louis Bridge 1st mort. 100	—102	99 —101
Marietta and Cincinnati Rail. Bonds	94 — 97	94 — 97
Michigan Central 8s 1882, conv.	90 — 100	90 —100
Panama 2d mort.	68½ — 69½	73 — 75
Panama General mort.	95 — 97	95 — 97
Pennsylvania, 2d mort.	97 — 99	97 — 99
Do. General mort.	96 — 97	96 — 97
Do. $50 shares	44 — 45	44 — 45
Philadelphia and Erie 1st mort.	96 — 98	96 — 98
Do. with option to be paid in Phila.	97 — 98	97 — 99

American Railroad Journal.

Saturday, February 14, 1874.

Stock Exchange and Money Market.

The offerings of Money have been largely in excess of the requirements of responsible borrowers, for speculative, as well as mercantile purposes, since our last; and lenders have been much more accommodating in their views as to rates, especially on advances, in a temporary, controllable form. Call loans have been quoted at from 2 @5 per cent to the prominent Government Stock Exchange firms; while choice to good commercial credits were quoted from 6@8 per cent per annum. On the basis of these figures, the demand for aid was quite promptly met, in nearly all instances. Very liberal balances were carried over from day to day, without having found employment, in anything like a lucrative form. From owners of such balances, an increasing demand was noted for the public funds, which were scarce, and high in price, and for the better class of railway mortgage bonds, in which the recent dealings have been on an extensive scale. The last weekly bank exhibit shows that the banks held 25¼ millions more than the 25 per cent of legal tender reserve, as to liabilities, required by the National banking law. The deposits of the City banks show an increase of 6⅞ millions; and the item of legal tender notes, of over ⅛th of a million; while the specie reserve indicates a reduction of ess than ⅛ of a million. The banks enlarged their loan and discount average, 7¼th millions, and contracted their circulation slightly. The U. S. Sub-Treasury reports an addition of about ⅝ths of a million to its currency reserve, and of nearly an equal amount to its specie hoard. The City banks reported their average of gold last week at $33,220,700 as against $33,342,100 the preceding week; and their greenback average at $59,-052,000, as against $58,877,700, on the previous return. Their deposits stood at 239⅞ millions, giving an increase of $6,839,000. The loan item was nearly 277¼ millions, against 239⅞ millions on the former exhibit. The circulation was about 26⅞ millions.

The U. S. Sub-Treasury, last week, enlarged its currency balance $635,100 and its coin reserve $662,733. Its currency balance at the close of the week was $33,986,914; and its coin reserve $54,564,146.

The cash balances in the Treasury Department, at Washington, on Monday were as follows: Currency, $4,876,886; special deposits of legal tenders for redemption of certificates of deposit, $47,235,000; coin, $84,565,085; including coin certificates, $44,852,400; outstanding legal tenders, $381,696,899.

The Gold speculation has been more active, stimulated, to some extent, by the unsatisfactory reports from Washington relative to the national finances, and the prospect of financial legislation. The customs demand has been moderate and the export drain limited. The extremes of the price have been 111⅜@112⅜, closing at 112¼ as against 111¾ on Wednesday of the preceding week. The specie outflow, last week, was $847,617. The imports of specie at this port last week were $10,-792, and since Jan. 1, $178,539, against $126,525 same time last year.

The customs demand for Gold last week averaged $514,000 a day. The total customs revenue of the Government, in coin, at this port, since July 1, 1873, has been $69,136,191, against $82,107,743 same time in 1872-'3. Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since July 1, 1873, $42,181,334 against $56,137,884 same time in 1872-'3. The export drain of specie since July 1, 1873, has been $24,-734 405 against $13,889,217 in 1872 '3.

Government has received $59,935,616 from internal revenue sources, thus far, in the current fiscal year, commencing with July 1st 1873.

Foreign Exchange has been generally quoted firm, though not notably active. Bankers' sixty day bills on London closed on Wednesday at $4 84@$4 84½; sight bills on London, at $4 87½ @$4 88. The week's exports of Domestic Produce have been to the currency value of nearly 6¼ millions.

Government securities have been in very good demand, on home and foreign investment account, and prices have further advanced rather sharply, on quite moderate offerings of nearly all issues, which operated against free purchases.

U. S. sixes of 1881 closed on Wednesday of this week at 120½@120¼; U. S. Five-Twenties of 1862, 117@117¼; U. S. Five-Twenties of 1864 at 119½@119¼; U. S. Five-Twenties of 1865 119¼ @119½; U. S. Five-Twenties of 1865 consolidated 118⅞@118⅝; U. S. Five-Twenties of 1867, 119¼ @119⅞; U. S. Five-Twenties of 1868, 119¼@ 119½; U. S. Ten-forties at 115⅜@115⅝; U. S. Fives of 1881 (Funding Loan) 113@113¼; Six per cent. currency Sixes from 116⅝@116¾.

There has been a moderately active business noted in Railway and Miscellaneous securities, and prices have been quoted steadier, as a whole.

The dealings in State and Railway bonds have been unusually liberal of late, especially in the latter, which have been quoted stronger in price. Central Pacific first mortgage six per cents closed at 96@96¼. Chesapeake and Ohio First Mortgage Bonds, Six per cents, 59@60. The investment purchases of the better class of Railway bonds have been on an unusually extensive scale, stimulated, in part, by the scarcity and very high prices of Government securities.

The outstanding amount of U. S. legal tender notes on Wednesday was about 381⅝ millions. The outstanding National Bank circulation amounted to $348,637,504.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $7,929,642, as compared with $5,-929,842 same week last year. The exports of domestic produce are $6,219,713, as against $5,357,-750 last year. The exports of Gold and Silver, $847,616, as against $1,642,370 last year. The customs in Gold deposited during the week in the New York Office of the Treasury amounted to $3,087,100, comparing with $3,286,954 same week last February.

General business, has been moderately active, with prices of Breadstuffs, Provisions, and Cotton, quoted easier; Naval Stores, and Petroleum, firmer. Metals, in rather more request. Of Ingot Copper, 1,000,000 lbs. sold, with early deliveries quoted at 23¾c.@24½c.; closing from 24½c.@24¾c. Iron has been in moderate demand on the basis of previous quotations. We quote: Eglinton Pig at $41; Glengarnock, $41 50@$42 50; Coltness, $45@$46; Gartsherrie $48; No. 1 American Pig at $35@$36; No. 2 do. at $30@$33; Forge, $29@$31; English Rails at $55@$60, gold; American Rails at works, $62 50@$65; Old Rails, $40@41; Wrought Scrap, $42 50@45. Lead more active, but less firm, with Foreign quoted at 6¾c., gold, for ordinary, and domestic at 6⅜c., gold; Bar, 9½c.; Sheet and Pipe, 10c. Spelter has been in slack request at 7½c.@7c., gold, for foreign, and 8c.@ 11c. for domestic. Pig-tin has been more sought after with Straits 27¾c.@28c., gold; English at 25¾c.@26c., and Banca at 32c., gold. Tin Plates, have been inquired for, with Charcoal Plates at $10 75@$11 25; Charcoal Terne, $9 25 @$10 12½; Coke $8 25@9; Coke Terne 7@$8 75, gold, per box. Zinc quite nominal. Live Stock, have been more active at about former rates. Ocean freights, lower, leading to more liberal shipments, chiefly of Grain and Petroleum.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Atlantic and Pacific pref., 20¼; Pacific R. R. of Mo., 43; do. 1st mort., 79½; Missouri, Kansas and Texas R. R., 16; Illinois Central Scrip, 104; St. Louis, Kansas City and Northern pref., 34; New Jersey Southern R. R.,

6; Rensselaer and Saratoga R. R., 105; Albany and Susquehanna 1st mort., 101¾; do. 2d mort., 98½; Am. Dock and Imp. 7s, 95; Western Pacific bonds, 87¼; Delaware and Hudson Canal reg. 7s, 1891, 102; do. 1884, 101¼; St. Louis and Iron Mt. R. R., 68½; do. 1st mort., 97; do. 2d mort., 84½; Mil. and St. Paul 1st mort., LaC. div., 92; do. H. & D. div., 80; do. C. & M. div., 81: do. I. & M. div., 83; Lake Shore and Michigan Southern 7s, consol., coup., 97; do. reg., 96½; Del., Lack. and Western 7s. conv., 104¼; Clev., Paines, and Ash. 7s, old, 99; Central of New Jersey 1st mort. new, 104¼; do., 7s, 1902, conv., 101½; Michigan Central 7s, 97⅛; Detroit, Monroe and Toledo 1st mort., 98; Chicago and Northwestern consol. gold bonds, 87⅛; do. int. bonds, 97½; Toledo, Peoria and Warsaw 1st mort., W. D., 83; Toledo, Wabash and Western 7s, consol., 80; Ohio and Miss. 7s consol., 92; do. consol. S. F., 93½; Boston, Hartford and Erie 1st mort., 31¾; Cairo and Fulton 1st mort., 85; Gt. Western 1st mort., 1888, 92½; Long Dock bonds, 98; Long Island R. R., 1st mort., 90; North Missouri 1st mort., 87; St. Louis, Jacksonville and Chicago 1st mort., 94; Canada Southern 1st mort., 70; Louisville and Nashville 7s, consol., 1898, 90; Western Union Telegraph, 77; do. 7s, 96; Atlantic and Pacific Tel., 18⅝; Am. Dist. Tel., 55; Wells-Fargo Exp., 78¼; Adams Exp., 99; U. S. Exp., 72; Am. Exp., 65; Consol. Coal of Md., 49½; Spring Mt. Coal, 60; Maryland Coal, 24½; Am. Coal, 70; Quicksilver pref., 40½; Arkansas 7s, issued to Central R. R., 17½; South Carolina 6s, new, Apl. and Oct., 20; do. Jan. and July, 10¾; Tenn. 6s, old, ex-coupon, 64; North Carolina 6s, special tax, 2d class, 12; do. 3d class 11¾; do. Fund Act 1866, 25⅛; Brooklyn 6s, W. L., 92¼.

Philadelphia.—Northern Pacific 7-30s, 85; Wilmington and Reading 1st mort., 87½; Philadelphia and Reading 7s, new, conv., 104; do. Gen'l mort. 7s, coupon, 102; do. deben. bonds, 80; do. 7s, 1893, 105; Schuylkill Nav. div. scrip, 81; do. 7s, B. L., 87; do. 6s, 1895, 72; Cape May and Millville 7s, 95; Pittsburg, Cincinnati and St. Louis 7s, 68½; Shomokin Valley and Pottsville 7s, 92; Chesapeake and Del. Canal 6s, 85; Warren Franklin 7s, 77; Susq. Canal 6s, 72½; Pennsylvania and New York 7s, 102½; Pennsylvania R. R. div. scrip, 97; Catawissa R. R., 18¼; do. new pref., 34¾; do. 7s, new, 100; Huntingdon and Broad Top Mt. R. R., 11⅜; do. pref., 18⅞; do. 7s, consol., 65; do. 2d mort., 90; West Jersey R. R., 50; LeHigh Valley 7s, 105½; Connecting R. R. bonds, 85; North Pennsylvania scrip, 90; Pennsylvania Canal 6s, 65; Nesquehoning R. R., 64¾; Camden and Atlantic pref., 39; West Chester and Philadelphia 7s, 101⅝; Steubenville and Indiana 7s, 70; Allegheny Valley 7 3-10, 91; Sunbury and Erie 7s, 99¾; Belvidere Delaware 3d mort., 80. The latest quotations are: City 6s, 100@100½; do. free of tax, 101⅞@102; Pennsylvania State 6s, 2d series, 105¾@106½; do. 3d series, 107½@108¼; Philadelphia and Reading 57¼@57½; do. Gen'l mort. 7s, coup., 102½@102⅝; do. reg., 104@105; do. mort. 6s, 1880, 97@—; do. new, conv., 104@104½; do. 7s, 1893, 104@—; United New Jersey R. R. and Canal Co., 122½@122¼; Camden and Amboy mort. 6s, 1889, 96½@97; Pennsylvania R. R., 50⅜@50½; do. div. scrip, 97@97; do. 1st mort., 100¼@101; do. 2d mort., 100@101; do. general mort. coupon, 89½@90½; do. reg., 92@92½; Little Schuylkill R. R., 46@46¾; Morris Canal, 50@—; do. pref. 123@—; do. 6s, 96@—; Susquehanna Canal, 5@9; do. 6s, 72@75; Schuylkill Nav., 6½@6¾; do pref., 12⅝@12⅞; do. 6s, 1882, 73@74; do. 1872, 82¾@83; Elmira and Williamsport pref., 37@40; do. 7s, 1873, 97@100; do. 5s, 56@59; Lehigh Coal and Navigation, 45@45½; do. 6s, 1884, 94½@96; do. R. R. Loan, 95@95½; do. Gold Loan, 96½@97½; North Pennsylvania, 45@45½; do. 6s, 99½@100; do., 7s, 102@102¼; do. Chattle 10s, 107@—; Philadelphia and Erie, 22@23; do. 6s, 91@—; do. 7s, 85¾@86¼; Minehill, 51½@52; Catawissa, 18@18½; do. pref. 43@43½; do. 7s, 1900, 100@101; Lehigh Valley, 60@60¼; do. 6s, new coupon, 99@100; do. reg., 10@101; do. 7s, 105½@106; Fifth and Sixth streets, (horse,) 52@—; Second and Third, 60@60¼; Thirteenth and Fifteenth, 21@22; Spruce and Pine, 28@30; Green and Coates 48@50; Chestnut and Walnut, 57@58; Hestonville, 20½@21 Germantown, 35@40.

Boston.—Chicago, Burlington and Quincy 7s, 95½; Atchison, Topeka and Santa Fe R. R, 13⅞; do. 1st mort., 62; do. 7s, L. G., 64¾; Burlington and Missouri River R. R. 8s, in Nebraska, old, 99; Jackson, Lansing and Saginaw 8s, 1892, 98½; Boston and Albany 7s, 1892, 104⅞; Eastern R.R 7s, 1882, 97½; Framingham and Lowell R. R., 49¼; do. 8s, 1882, 90¾; Boston and Maine 7s, 1893, 103; Boston, Clinton and Fitchburg 7s, 1889, 89; Michigan Central 8s, 1890, 104; Chicago, Dubuque and Minnesota 8s, 1896, 37½; Kalamazoo, Allegan and Grand Rapids 8s, 96½; Cheshire R. R. 6s, 1880, 92¼; do. 1877, 95¼; do. 1875, 97; Central Pacific 7s, 1888, 102; Summit Branch, 33; Rutland pref., 48; do. scrip, No. 3, 87; do. No. 4, 84½; do. No. 5, 81½; Connecticut and Passumpsic Rivers R. R. pref., 77¾; Norwich and Worcester R. R., 127; Burlington and Missouri River R. R. in Nebraska, 63; do. in Iowa, 110⅞; Portsmouth, Gt. Falls and Conway R. R., 62½; Cincinnati, Sandusky and Cleveland R. R., 10½; Worcester and Nashua R. R., 125; Boston Water Power, 18⅜; Cary Imp., 8½; Waverly Land, 4⅜; New Hampshire 6s, 1879, 99¼; Massachusetts 6s, 1876, gold, 109; St. Albans 6s, 1892, 87; Boston 6s, 1894, currency, 98½; do. 1880, 97½; Albany 6s, 1876, 98⅜; Cheshire 6s, 1892, 95; St. Louis 6s, 1887, 89¾; Louisville 6s, 1887, 82; Chicago 7s, 1895, 98¾; do. 1898, 99¾; do. 6s, 1880, 94½; Lowell 6s, 1890, 95⅛; Cincinnati 7 3-10s, 1878, 102¼; do. 7s, 1892, 101⅜; Portsmouth 6s, 1893, 92; Haverhill 6s, 1887, 93¼; Springfield, (Mass.,) 6s, 1889, 95¼; Charlestown 6s, 1891, 96; Hartford 6s, 1879, 96¼; Lowell 6s, 1890, 95½; Allouez Mining Co., 9½; Calumet and Hecla, 139½; Duncan, 75c.; Mesnard, 1⅝; Petherick, 2½; Star, 1⅞; Superior, 27½; St. Clair, 3.

Baltimore.—Orange, Alex. and Manassas 7s, 78¾; Orange and Alexandria 4th mort. 8s, 70¾; Northern Central 6s, 1900, gold, 90⅝; Central Ohio 1st mort., 90¼; Atlanta and Richmond Air Line 8s, 60; Wilmington, Columbia and Augusta 7s, 70; Western Maryland 3d mort. guar., 92; Virginia consols, coupons, 77; Maryland Defense, 6s, 104½; Richmond City 6s, 79; Atlantic Coal, 2.30. The latest quotations are: Wilmington, Columbia and Augusta bonds, 70@71; Pittsburg and Connellsville 7s, 1898, 91@92; Baltimore and Ohio, 170@175; do. 6s, 1875, 99@—; do. 1880, 98¾@99; do., 1885, 99@99½; Parkersburg Branch, 5@11; Northern Central, 85¼@86; do. 6s, 1885, 90@92½; do. 1900, 88½@—; do., 6s, 1900 gold 90½@91; N. W. Va. 3d mort., 1885, 92@95; Marietta and Cincinnati 1st mort. 7s, 1892, 101¼@101¾; do. 2d mort. 7s, 92@92⅜; do. 3d mort., 8s, 78½@79; Central Ohio, 41@41½; do. pref., 40½@41½; do. 1st mort., 90⅜@90⅞; Western Md. 1st mort. 6s, 1890, 72½@—; do. 1st mort. guar., 93@94; do. 2d mort. guar., 92@—; do. 3d mort., guar., 93@93, do. 2d mort. pref., 60@—; do., 2d mort. guar. by Washington Co., 80@81; Richmond and Danville 1st mort., 68@78; Orange and Alexandria 1st mort. 6s, 85@90; do., 2d mort. 6s, 77@80; do., 3d mort. 8s, 79@85; do., 4th mort, 8s, 74@75; Orange, Alex. and Manassas 7s, 78¾@79; Virginia and Tennessee 1st mort. 6s, —@—; do., 2d mort. 6s, 65@77; do. 8s, 74@84; do. 8s, 4th mort., —@80; Baltimore 6s, 1875, 99¾@100¼; do., 1884, 98½@99; do. 1886, 98@98¼; do. 1890, 99@99¼; do., 1893, 99½@—; do. 1893, exempt, 101@102; do., 1900, exempt, 98½@—; do. 1900 new, 98@98½; do. 1902, 98@98; Memphis City 6s, 50@51; Maryland Defense Loan, 1883, 104½@105; Virginia 6s, old, —@42; do. new, —@—; do. consol. 6s, 51⅞@52; do. coupons, 76⅝@77; West Virginia, 11@11; City Passenger R. R., 17¼@17¾; George's Creek Coal, 125½@150.

NEW YORK, Feb. 9, 1874.

BANKING-HOUSE OF FISK & HATCH.

No. 5 NASSAU ST.

We buy and sell GOVERNMENT BONDS and GOLD at current market rates; buy Gold Coupons; buy and sell Stocks and Bonds at the Stock Exchange on Commission for cash; receive Deposits, and allow interest at the rate of four per cent; make Collections, and transact a general Banking and Financial business.

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FISK & HATCH.

Union Pacific Railroad.

The earnings of the Union Pacific Railroad for December, 1873, were $758,882 29, the expenses $317,478 86, and the net earnings $441,353 43. In December, 1872, the earnings were $757,850 92, the expenses, $351,829 28, and the net earnings $406,021 69—showing an increase in earnings of $981 37, with a decrease in expenses of $34,350 37, making an increase in net earnings of $35,331 74. From January 1 to December 31, 1873, the earnings were $10,266,103 66, the expenses $5,043,212 36, and the net earnings $5,222,891 30—showing an increase in gross earnings compared with 1872 of $1,873,498 03, and an increase in net earnings of $1,130,985 15.

Central Railroad of New Jersey.

The following is an official statement of the receipts, expenses, and net earnings of the Central Railroad Company of New Jersey for the year 1873 compared with 1872:

	1873.	1872.
Receipts.....	$8,881,365 98	$7,120,717 99
Expenses	4,215,584 20	4,236,806 31
Net earnings....	$4,665,781 78	$2,883,911 68

After deducting dividend, 8 per cent., interest, taxes, and rent Lehigh and Susquehanna Road, there remains a surplus of $977,323 41; of this surplus, $305,812 96 has been applied to the reduction of the valuations of equipment, leaving $671,510 45 remaining to the credit of profits.

☞ Robert F. Stockton, the receiver of the New Jersey Southern Railroad, has executed a lease of the road and rolling stock to the Long Branch and Sea Shore Railroad Company for a term of nine months, or to November 1, 1874. It is understood that the Sea Shore Company will open the whole line during the coming week, and trains will probably be running by the 11th or 12th.

☞ The Union Pacific Company report from their land department that 16,715 acres were sold in December for $66,893. The total sales from the land grant amounted on the 31st of December, 1873, to 848,692 acres, for $3,840,585, or an average of $4 52 per acre. Of the land grant bonds, originally $10,400,000, the sum of $1,822,000 have been redeemed, and land notes receivable are now on hand to the amount of $2,042,000.

☞ The Portsmouth and Dover Railroad was formally opened on the 9th inst. It has been leased to the Eastern Railroad Company for fifty years, the latter company guaranteeing semi-annual interest at six per cent on the cost of construction, and one-half the net proceeds from freight, passenger traffic, &c. The road is eleven miles in length.

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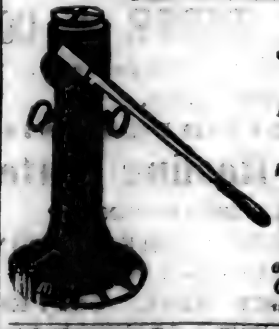

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☞ Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the Journal.

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American Railroad Journal.

New York, Saturday, February 21, 1874.

American Railroad Securities in Europe.

There can be no accurate account kept of the amount of American indebtedness to Europe for borrowed capital; indeed if we had statistics of the amount of bonds and shares sent abroad similar to those of specie and bullion shipments, we should still be at a loss, for there is a continual movement backward and forward of both stocks and bonds, corporate and national, which cannot be ascertained, such paper securities being carried by travelers and merchants, much as bills of exchange are. There have been printed estimates, at various times, of the amount of government and railroad bonds held in England and on the continent, based upon the amount of the interest remittances, as ascertained by the coupons sent hither; in 1865 the amount was estimated at five hundred millions; in 1867 at seven hundred and fifty millions; in 1869 at a thousand millions; and in 1873 at fifteen hundred millions. Reckoning the securities at their face value, we owe a much larger sum to Europe at this date; probably not less than two thousand millions; although the amount received for these evidences of debt has been scarcely more than half that amount, in gold value. This enormous aggregate calls for annual interest payment of not less than a hundred million dollars a year; part of which has, no doubt, been liquidated by the produce of our mines; but the greater part of it has unquestionably been reinvested in the same classes of securities, and in this way, as well as by fresh remittances of capital, the foreign ownership in American property is yearly growing larger.

There are good, bad and indifferent varieties among the securities offered at home; and those held abroad have the same general features. Some of our best and some of our very worst have been sold on the other side. The investments by the Germans in our National bonds, during the civil war, have proved to be enormously profitable to the holders, having been first taken at from 30 to 90 per cent of their face value. Some of the Five-Twenty issue of 1862, bought at the lower price, after yielding 6 per cent gold interest for the 10 years interval, have been redeemed in full: a return equal to 160 per cent in ten years, or a profit of over 12 per cent per annum, without reckoning any advantage by compounding. The net gain on State securities has not been so large; those of the Southern States, in many instances, resulting so far in positive loss. Municipal bonds have not yielded on the average nearly so much as the Government bonds; but a few years may make an important difference with this class—one way or the other. Of corporate obligations, mining shares have had a peculiar fascination for the English, and to a less extent for the Hollanders, in spite of the repeated warnings from such hazardous enterprises; and there appears to be a perennial (though small) crop of capitalists whose cupidity is tempted by the offer of tremendous profits from the mining of gold and silver.

Railroad corporations have been widely welcomed on the continent, as well as in Great Britain; all the great money markets—London, Amsterdam, Frankfort, Berlin, Vienna, Paris and Basle—sharing in dealings in American bonds; Paris, perhaps, less than the rest, by reason of the exclusive policy of the Empire, which permitted only such admittances to the Bourse as could secure the favor of those high in authority. By a singular coincidence, the American loans which gained that favor, proved to be unusually worthless—the Trans-continental and Honduras, for examples. London has long held large amounts of our best railroad stocks and bonds, as well as a few of our worst. The result of English investments in our railroad system must, on the whole, have been very satisfactory. Below is a list of the principal railroad loans dealt in at the London Stock Exchange, and the latest rates in sterling:

Allegheny Valley Mtge 6 per cent Bonds.	90 @ 91
Atlantic and Great Western Ry. Stock.	27 @ 29
Atlantic and Great Western Ry. 1st Mtge Bonds	68 @ 70
Atlantic, Mississippi and Ohio new 7 per cent Bonds	40 @ 45
Baltimore and Ohio, Main Line 6 per cent Bonds	100 @102
Baltimore and Ohio, Potomac Branch 6 per cent Bonds	91 @ 92
Central Pacific, Main Line Mtge 6 per cent Bonds	88 @ 90
Central Pacific, C. & O. Branch 6 per cent Bonds	84 @ 86
Chicago and Alton, Cons. Mtge. 6 per cent Bonds	95 @ 96
Erie Railway Stock	43½ @ 44
Erie Railway, 1904 7 per cent Bonds	78 @ 80
Illinois Central Stock	91 @ 93
Illinois Central, 7 per cent Bonds	84 @ 89
New York Central Stock	95 @ 96
New York Central 6 per cent Bonds	100 @101
Michigan Central 8 per cent Bonds	90 @100
Pennsylvania R. R. Stock	88 @ 90
Pennsylvania R. R. 6 per cent Bonds	88 @ 92
Philadelphia and Reading Stock	100 @104
Philadelphia and Reading Cons. 6 per cent Bonds	100 @102
United Co's of N. J. 1901 6 per cent Bonds	101 @103
Union Pacific Bridge 8 per Bonds	91 @ 92
Union Pacific 7 per cent Land Grant Bonds	75 @ 77

Beside these are several more recent issues of other roads, such as the bonds of the Louisville and Nashville, Missouri, Kansas and Texas, Marietta and Cincinnati, and Oregon and California Companies, which command lower prices. It will be noticed that of the roads which have turned out badly, the Erie, Atlantic and Great Western, Grand Trunk, and Great Western of Canada, a large proportion of the stock has been held by the British, and the control has, for the most part, been dictated from abroad. Only one line, in which the English have furnished the means and inspired

the management, has been a conspicuous success and that was a land grant road—the Illinois Central—whose excellent management is due as much to native as to foreign agencies. On the Continental Bourses, there is a large representation of our best roads, including more of our newer lines. In Amsterdam the Chicago and Northwestern Co's shares are largely dealt in; as also are Erie shares, to a less extent. Some of our Northwestern local lines are large debtors there; and (wonder of wonders) some of the poorest of New Mexican mining ventures. With these exceptions, the great bulk of the German and Dutch holdings are in coupon bonds. Next to United States six per cents, in point of popularity and volume, must be ranked the Central Pacific Gold Bonds, which were at an early period of the company's career taken by the German and Continental Bankers, and have been long and favorably known on the Bourses of Amsterdam, Frankfort, Berlin, Vienna, Hamburg and Brussels, and are also dealt in in all the more considerable trade-centres of Europe, such as Paris, Florence and Glasgow. The fact that at the outbreak of the Franco-German war, and again during the monetary convulsion in London and here, the bonds of this Company could readily be sold, while for most of the other American bonds no satisfactory bids could be obtained.

The following is a list of the leading American R. R. loans on the Frankfort Exchange, with the latest quotations attached:

Buffalo, New York & Philadelphia 6s,	@62½
Lexington & St. Louis 6s, 1899	@48
Central Pacific 6s, 1898	@33
do. (Western Br.) 6s, 1899	74 @..
do. (San Joaq. Valley Br.) 6s, 1900	66½@..
do. California & Oregon 6s, 1888	66½@..
Missouri Pacific 6s, 1888 v. J. 1868	@65½
South (Missouri) Pacific 6s, 1888	@48½
Union Pacific (E. D.) 6s, 1898	@52½
do. (Omaha) 8s, 1896	@84½
California Pacific 7s, 1887 v. J. 1868	@57½
do. Extension 7s, 1889	@48
Chicago & South Western 7s, 1899	70 @..
Grand Rapids & Indiana 7s, 1899	@89½
Kansas Pacific 7s, 1899	@46
Mobile & Ohio 6s, 1901	80 @79½
Montclair (New Jersey) 7s, 1900	@46
New York & Oswego Midland 7s, 1894	@47
Oregon & California 7s, 1. Mort. 1890	@19½
Rockf. R. Isl. & St. Louis 7s, Gold 1918	@18½
St. Louis & South Eastern 7s, 1894	@45½
Alabama & Chattanooga 8s, 1889	@26½
Chicago, Burlington & Quincy 4½s	@68½
Morris & Essex 7s, 1901	77½@..
New York & Erie, 2. 7s, 1879	85½@85½
South Georgia & Florida 7s, 1. Mtg. v. St. gar. 1899	@50½

The Amsterdam market has the above list and more than twice as many roads in addition. A lively interchange of these securities is kept up between the London and Continental markets as the current rates or the loaning rate of money requires.

The market for new and unknown issues of railroad bonds abroad, as well as at home, is for the time closed; not so, however, with the older and more familiar classes. The process of reinvestment above noticed, continues; the interest being reinvested in the same class of bonds, or in cases where they are high and scarce, then in other bonds of the same companies, or of roads under their protection.

Human nature is at bottom the same, regardless of the flag which floats over it. Those whose experience with American securities has been fortunate, will continue to place more capital in the same enterprises; others, whose experience differs, may not. Among the most successful borrowers of late have been the New York Central, the Pennsylvania and the Baltimore and Ohio Railroads, all of them trunk lines from Atlantic ports to the West, and the Central Pacific the trunk line from the Pacific port Eastward. With the plethora of capital awaiting investment in Europe, it is altogether likely that the attention of its owners and lenders will be called to some of the opportunities now offering for finishing up (not enlarging) the system of roads already built to completion and nearly in readiness for traffic, which also awaits the services of the roads.

Oil Creek and Allegheny River Railroad.

At the annual meeting of the stockholders of this company, held in Pittsburg, Pa., on the 11th inst., Mr. E. D. Whitney, presided, and Mr. F. A. Phillips acted as Secretary. The annual report was presented showing the earnings for the year to have been $1,067,733 96, the operating expenses $678,014 79, and the net earnings $389,719 17. The earnings show a decrease in all the items from those of the previous year. The Treasurer's report shows the receipts to have been $1,067,733 96, and the disbursements $1,176,465 65, a deficit of $108,731 69.

The following gentlemen were elected Directors for 1874; Messrs. Wm. Phillips, Wm. M. Lyon, Wm. K. Nimick, Joseph S. Morrison, Wm. S. Lane, Levi N. Wagner and John N. Shriver.

Eastern (Mass.) Railroad.

The Directors respectfully submit to the Stockholders their annual report for the year ending November 30, 1873.

Following the plan initiated last year, we include in our statement of receipts and expenditures those not only of the Eastern Railroad, but also of all the lines of railway controlled and operated by it.

Statement of the Receipts and expenditures of the Eastern Railroad, its branches and the connecting railroads operated by it for the year ending November 30, 1873, (with the statement for the preceding year.)

Receipts:	1873.	1872.
Passengers	$1,773,909 52	$1,822,855 10
Freight	1,027,785 23	863,789 70
Expresses	50,118 64	65,875 31
Mails	25,856 35	24,936 40
Miscellaneous	66,063 85	50,185 35
Total	$2,948,733 79	$2,827,641 86
Expenditures:		
Fuel	$408,076 75	$331,811 98
Maintenance of way	566,682 80	434,175 10
Locomotive power	355,477 08	315,283 80
Train expenses	466,080 81	435,462 55
Station expenses	370,386 67	286,090 47
General expenses	104,796 60	108,445 41
Insurance and taxes	79,006 43	98,526 97
Total	$2,350,457 14	$2,004,746 28
Balance	$598,276 65	$822,895 58

From a comparison of the foregoing statements it will be seen that, while the total earnings from all the business of all our roads show an increase this year over last of $115,091 98, the receipts from passengers have fallen off $48,945 58. This loss arises from the loss of passenger travel on the Portland, Saco and Portsmouth Road by reason of the completion of the Boston and Maine Extension as an independent line into Portland and would appear greater than it is if the falling off here were not in part compensated by an increase in our local travel. This loss in passenger travel we have not been able to follow by a proportionate reduction in the number of our passenger trains and our train expenses, because the competition between the Eastern and Boston and Maine Railroads has compelled the Directors to continue the same number of passenger trains as heretofore, when we were carrying all the passengers.

The receipts of our freight business for the same period have increased $163,995 53. The growth of our freight business has compelled us to add to our freight trains, which accounts for the increase in the train expenses while the amount paid to the Boston and Lowell Road for the use of their freight grounds in Boston, an expense which can be saved whenever we get into our own freight grounds in Charlestown, accounts in part for the increase in our station expenses.

The cost of operating our roads during the year has been about 75 per cent of the gross receipts. This increased percentage is to be ascribed to the extraordinarily heavy expenses of last winter, caused by its very severe storms; to the diminished business, the effect of the great fire; the severe winter, and the prevalence of the small pox, and to a general rise in wages and the price of supplies.

During the past year we have built six and one-half miles of new sidings, have laid 2,392 tons of iron rails and 2,507 tons of steel rails, making in all nearly fifty miles of new rails. We have now on our main line, between Boston and Portsmouth, forty-three miles of steel rails, and all our track is in very good condition.

During this year new passenger stations have been built at Caryville, on the main line, at Raddin's and Faulkner's, on the Saugus Branch, at North Beverly and Cape Elizabeth, and we have enlarged and thoroughly repaired and refitted the stations at Salem and Portland, and the wharves and shops at East Boston. We have also purchased land at Gloucester, Beverly Farms, Newburyport and Portsmouth, for the purpose of enlarging our terminal facilities for both freight and passengers at these places.

The Conway Road was completed and opened for its entire length in the summer of 1872. All the work upon this road was done under the direction and according to the plans of the engineer in charge of its construction, and it was not to be supposed that any extensive repairs would be necessary upon it for the present; but it was ascertained early in the spring that several of the bridges upon this line were already insecure on account of their defective construction, and large expenditures have been required for the repairs and in some instances for the practical reconstruction of these bridges. In accordance with an act of the Legislature, new, wide and expensive draws have been built on the bridges over Charles and Millers Rivers; and we have rebuilt bridges at Revere, Carltonville, on the Lawrence Branch, Rowley and Gloucester, and a street bridge in Newburyport, and thoroughly repaired the bridges at Portsmouth and Kennebunk; and about twenty-five miles of new fences have been built during the year.

We have added to our equipment during the year four new locomotives, two of which were built in our own shops, have bought seven passenger cars, and built three baggage cars, and four snow plows, and increased our freight cars, by the addition of two hundred and forty two cars of which eighty-two were platform cars, twenty-two of which were built in our shops. We have made the necessary repairs upon all our equipment and it is all in good order.

There have been some accidents to the freight trains on our roads during the past year, but none to any passenger train by which any passenger has been hurt.

A new branch from Swampscott to Marblehead was opened early in October; it gives railroad facilities to a portion of the sea-shore hitherto dif-

ficult of access, and will doubtless do a large business. The Dover and Portsmouth Railroad is not yet completed, but will probably be open about the first of February.

The Directors have made an agreement with the Maine Central Railroad, uniting the business interest of the entire line between Boston and Bangor, a copy of which is submitted with this report. It requires the sanction of the stockholders, and the directors recommend it to their approval. It has already increased our freight business beyond the present capacity of our freight grounds, and compelled us until we can get the use of those recently secured at Charlestown, which are spoken of later, to avail ourselves of the Boston and Lowell freight grounds.

The basis of a traffic contract, which is believed to be mutually advantageous, has been agreed upon between this company and the railroads comprising the Portland and Ogdensburg Railway Line. The final agreement is not yet ready for action, but a memorandum embodying the substance of it has been executed by the directors.

Negotiations have been in progress for several months between a committee of our directors and a committee of the Directors of the Boston and Maine Railroad, for the purpose of endeavoring to perfect some plan on which both parties could agree, which would stop the present competition between these two companies. Your directors are known to be in favor of any equitable settlement, and they are not without hope that some such adjustment may at last be reached.

The Legislature, at its last session, passed an act authorizing us to take for freight purposes land in Charlestown, lying between Austin Street and the Waverly House, near Warren Bridge, and giving us authority to connect this with our present main track by a new bridge and tracks from a point near our Somerville Station. Under this authority we have taken substantially the whole of the property named in the statute, and have purchased and paid for a very large part of it, and have also nearly constructed our bridge. A question has unexpectedly arisen as to the place and manner of our crossing the Commonwealth's lands at the State Prison, which has caused some delay, but is believed to be near a satisfactory solution. The lands are absolutely necessary for our freight business, and the sooner we can get their use the better it will be for us and for the public whom we serve. The bridge we have partially built is directly in the line of the bridge required by the change of passenger stations in Boston between the different lines of railroads on the north side of the city, proposed in the Legislature last winter, and would serve for our main tracks should this change be hereafter brought about.

For the large sums of money required for the extensive improvements of the last two years, we have in part effected and are now perfecting, through Messrs. Baring Brothers & Co., a permanent sterling loan, secured by an issue of bonds, and we believe that the Eastern Railroad, with the acquisition of its Charlestown lands, has substantially reached the end of the heavy expenditure, necessary for permanent improvements, for many years to come; and that no material outlay for any such purposes will be soon again required.

Appended to the report is the contract between the Eastern and Maine Central roads. The contract is for 999 years and provides that the roads of either party and those controlled by them shall be operated as one road and upon the following basis, to wit:

"The net earnings of all the business of both companies after deducting expenses, all payments of interest, taxes, salaries, the rents of the leased roads of both companies, and all other authorized disbursements, shall be divided between the two companies, so that the Maine Central Railroad Company shall receive for dividends four-fifths as much for each share of its stock as the Eastern Railroad Company receives for dividends for each share of its stock and that of the Eastern Railroad of New Hampshire and the Portsmouth, Great Falls and Conway Railroad.

"And whenever a consolidation of these companies can be legally effected it shall be done upon the basis of values above stated, a share of the Maine Central stock being put into the consolidated corporation at four-fifths of the value of a share of the stock of the other railroads named above."

CONDENSED BALANCE SHEET, November 30, 1878.

Roadway	$8,540,527 27
Equipment	2,447,386 89
Property	2,722,821 44
Materials on hand	317,910 32
Cash	4,007 41
Suspense account and balances	784,939 25
	$14,817,592 08
Capital stock	$4,997,600 00
Bonds	4,410,400 00
Long notes	2,447,000 00
Notes payable	2,108,277 43
Unclaimed interest and dividends	51,564 50
Bills audited	497,742 73
Profit and loss	150,049 94
Balances	154,957 48
	$14,817,592 08

President.—JOHN WOOLDREDGE.

Directors.—Samuel Hooper, Franklin Haven, Thornton K. Lothrop, Henry L. Williams, John Wooldredge, Benjamin F. Stevens, Frank Jones, James W. Johnson, Anson P. Morrill.

General Manager.—CHARLES F. HATCH.

Treasurer.—JOHN B. PARKER.

Auditor—JOHN COLGATE.

Superintendent.—J. PRESCOTT.

Chesapeake and Ohio Railroad.

The following is a copy of the Report of the President of this company presented at a meeting of the stockholders held in Richmond, Va., on the 19th of December, 1878:

OFFICE OF THE CHESAPEAKE AND OHIO R.R. Co.,
No. 9 Nassau Street.
NEW YORK, November, 1878.

GENTLEMEN: Your President and Board of Directors respectfully submit the following Report of the business of the company for the fiscal year which ended the thirtieth of September last.

The statement of the Treasurer submitted herewith, will show in detail the receipts and disbursements during the year, and the financial condition of the company at its close.

About a year since, the Board of Directors authorized the issue of seven per cent mortgage bonds, the principal and interest payable in gold, and secured by a first mortgage, on the extension of the main line from Richmond down the Peninsula to deep water, and on the contemplated branch road from the mouth of the Scary to the mouth of the Kanawha, and also on the contemplated bridge across the Ohio River at Huntington; and by a second mortgage on all the property included in the mortgage by which the fifteen millions six per cent loan is secured. These seven per cent bonds were intended to be used in retiring the five millions of debenture bonds, to which reference was made in the last annual report, and in providing means for the completion and equipment of the road between Richmond and the Ohio River, and for the construction and equipment of the extensions and branches above named. The financial condition of the country during the year was not favorable for the negotiation of new railroad securities in any considerable quantities, and as the work to be done was heavy, and consequently very expensive, the company had to resort to short-time loans to raise the money to complete the road from Richmond to Huntington. The two New River divisions have cost your company largely in excess of the original estimates caused in part by slides from the mountains and in part from the small amount of work obtained for the price of a day's labor, but chiefly by the work being of a much more substantial character than was at first contemplated.

There are about seven miles of tunnels on your line of road, all completed, except the one under Church Hill, in the City of Richmond, the actual cost of all of which has been much greater than the engineer's estimate. These large additions to the estimated cost of your road, with the inability of the company to make sales of its securities, put it out of the power of the company to meet its obligations and to protect its credit through the late financial panic; and on the first of November, to the great regret of your President and Board of Directors, it was unable to pay the interest then due on its mortgage bonds.

The months of September and October 1873, will doubtless be long remembered for the general financial disturbance which carried disappointment and disaster to the remotest parts of the country. After a careful review of the situation, your President and Board of Directors were forced to the conclusion that they must ask accommodation from the holders of the floating debt and from the owners of its mortgage bonds.

The character of the accommodation required has been the subject of much and careful consideration, the paramount desire being to so arrange the affairs of the company as to secure the ultimate payment to every creditor of the full amount due, principal and interest; and at the same time re-establish the credit of the company on a permanent basis.

These deliberations resulted in the unanimous conclusion, that the objects desired could only be secured by measures which would allow the earnings of the road to be used for a limited time, to assist in completing and equipping the road, so as to give it the capacity to earn sufficient to pay the interest on the cost of construction, and take care of the sinking funds provided in the mortgages, as in the end all of this must come from the earnings.

Your President and Board of Directors have, therefore, authorized the issue of seven per cent twenty-year income bonds, to the extent of twelve millions of dollars, to be used at the rate of eighty-five cents on the dollar in retiring the floating debt of the company, except that portion of it which is secured by six per cent bonds; and in funding the interest due, and to become due, on its six per cent mortgage bonds to and including May 1, 1875, and on its seven per cent bonds to and including July 1, 1876. It is at the date of this report, highly probable that the propositions of the company, which are more particularly set forth in the circulars of October 16th and 31st, and November 21st, which are submitted herewith, will be acceded to by those to whom they are addressed.

If these propositions are generally acceded to, the success of this great enterprise is, in the opinion of your President and Board of Directors, only a question of time. They have lost none of their confidence in the merits of the enterprise itself; on the contrary, they believe that when their original plan is carried out that the road can earn the interest on all its cost, and that, too, at tariff rates as low as those of any road in this country, as its grades and curves are very favorable and its line the shortest from St. Louis (in the heart of the great West) out to where it meets the deep-sea commerce on the lower Chesapeake, with a local business of coal, iron, salt and timber, as fully shown by development along the line, beyond any other road in this country or probably in the world. But to give the road its full earning capacity, new money must be had to complete the extension to deep water, and to establish connections by rail from its western terminus with the systems of roads already established in the lower Ohio and Mississippi Valleys, and also to fully equip the road and provide the warehouses, machine-shops, depots, etc., that the business of the road will require. That the money

necessary for these purpose can be secured after the company is relieved from its present financial difficulties, your President and Board of Directors entertain no doubt. You now have a road of 421 miles, which will compare favorably, as regards its grades and curvatures and the durable character of its construction, with any other in this country. The investigations made during the past year in relation to the quality and extent of coal, iron ores, timber, etc., existing on the line of your road have been so satisfactory as to lead to the formation of numerous well-organized companies, with ample capital, who will engage in the business of sending forward large quantities of these products to the markets of the east and the west, and who will also establish furnaces, rolling-mills, saw-mills, and kindred industries on the line of the road, giving assurance of a large and profitable local traffic in addition to the through business which your road is sure to command as soon as the necessary extensions and connections are completed for its accommodation. One of the most important of these connections is the Elizabethtown, Lexington, and Big Sandy Railroad, which is already completed and in operation from the city of Lexington to Mount Sterling, and with the Louisville, Cincinnati and Lexington Road, forms a continuous line from Louisville to the latter place, a distance of 127 miles. Eighty-eight miles between Mount Sterling and the Big Sandy remains to be built, and when that is done, these roads, with the Chesapeake and Ohio, will all be operated in one general interest, as they are controlled by substantially the same parties, and will form a continuous line from Richmond to Louisville, there to connect with the system of western roads.

At the commencement of the late financial troubles, an amount nearly sufficient to grade the remaining portion of the E. L. & B. S. R. R., and prepare the road-bed for the iron, had been pledged, and your President and Board of Directors believe that as soon as the immediate effects of the late panic have passed, it will not be difficult to secure sufficient means to complete this very important connection, and they would urge the stockholders, and in fact, all who are interested in the success of the C. & O. R. R. Co., to invest in the securities of the E. L. & B. S. R. R. Co., for in so doing they will not only get a good security, but will also largely benefit those they now hold in the C. & O. R. R. Co.

You are respectfully referred to the report of the Chief Engineer, submitted herewith, for details in relation to construction, and to the report of the General Superintendent, also submitted herewith, for a full statement of the operations of the transportation department, which shows very satisfactory results, as the New River division was not turned over to this department until the 1st of September, and the earnings were mostly from what may be classed as miscellaneous business, the development of the coal and iron interests not being sufficiently advanced up to this time to add materially to the receipts of the road.

C. P. HUNTINGTON, *President.*

The following will show the financial condition of the company at the beginning of the present fiscal year:

Capital stock	$15,854,188
Preferred stock	44,264
Funded debt—	
First mortgage 6 per cent gold bonds	$15,000,000
Seven per cent gold bonds	2,124,000
Debenture bonds convertible into above	8,426,000
Virginia Central mort., miscellaneous	1,318,000
Virginia Central (old) unsecured miscellaneous	186,212
Floating debt, temporary loans, &c.	7,238,768
Total funded and floating obligations	$29,292,975
Cost of road, including, stock in connecting roads, ($1,466,380) coal lands, water fronts, buildings and C. & O. bonds on hand ($2,427,100)	$45,382,522

REPORT OF THE GENERAL SUPERINTENDENT.

CHESAPEAKE AND OHIO RAILROAD CO.,
GENERAL SUPERINTENDENT'S OFFICE,
RICHMOND, VA., October 21, 1873.

C. P. HUNTINGTON, ESQ., *President:*

DEAR SIR—The result of the business of the road for the year ending September 30, is:

Earnings:

From passengers		$449,488 21
From freight		710,384 97
From express		14,024 05
From mails		34,165 67
From miscellaneous		2,446 02
Total		$1,210,508 92
Expenses:		
Train expenses	$244,687 12	
Depot expenses	87,907 26	
General expenses	19,579 16	
Losses and damages	21 881 73	
Maintenance of way	290,125 03	
Repairs of machinery	141,113 33	
Salaries	52,802 98	
Miscellaneous	21,603 40	
		879,700 01
Net earnings		$330,808 91

The expenses are 72 per cent of the earnings, the increased per centage over the previous year being due to the opening of new road, on which no business was developed previous to the completion of the road. The receipts for the last three months were $452,000, and expenses $279,000, showing 62 per cent for expenses, which can be reduced with increased business.

Passenger receipts have increased $100,000 over the previous year, and during a portion of the year at a reduced tariff. It is but reasonable to suppose that the travel between the East and West, as well as to the summer resorts on the line from Western cities, will be largely increased next season.

Freight receipts have increased $317,000, or 80 per cent.

There have been but three collieries delivering their products to the road during the year, and the fact of seven more being nearly ready to ship will give an idea of what this traffic will increase in a few months. In addition to this, several ore-beds are now being opened on the line, and will soon be shipping, not only to furnaces on the line, but also for shipment to other points. With the completion of the tunnel through Richmond, our traffic in these articles and in lumber seeking tide-water (and now prohibited by cost of transfer) will be largely increased.

By purchase, and manufacturing at the company's shops, the rolling-stock of the road has been increased, and now consists of 70 locomotives; 838 box, 85 stock, 229 flats, 128 gondolas, 561 eight wheel coal, 280 four-wheel coal, 130 gravel, 17 baggage, mail, and express, 34 passenger, 1 pay, 7 caboose, and 3 sleeping cars.

The usual repairs of machinery have been made, including the rebuilding of such cars as were unfit for further service, and they are generally in good condition.

There has been laid 97,000 cross ties, and twenty-five and a half miles of rails (mostly steel), in addition to other materials used, and the track is in excellent condition. Ballasting, costing $15,000, has been done.

A stone arch has been built in place of the trestle near Staunton.

The iron bridge across Rivanna river was completed early in the year. The repairs of tunnels are largely increased by the burning of the timbering in Cady's tunnel, near Millboro'.

The temporary tracks requiring assistant engines have been done away with by the completion of the Lewis tunnel. There are several temporary tracks on the New river, but none requiring assistant engines.

New water-tanks have been erected at Beaver Dam, Bumpass', Mechum's River, Afton, and Waynesboro'. Steam-pumps have been put in operation at Mechum's River, Waynesboro', Craigsville, Dunlap's Creek, Tolersville, St. Alban's, Hurricane and Charleston.

New depots have been built at Anderson's, Bumpass', Waynesboro', Elizabeth, Pond Gap, White Sulphur Springs, and other buildings on the line have received the necessary repairs.

The details of receipts, expenditures, and tonnage, are fully shown in accompanying tables.

The road was opened for passenger trains April 1.

Very respectfully,
A. H. PERRY,
General Superintendent.

REPORT OF CHIEF ENGINEER.

ENGINEER'S OFFICE, CHESAPEAKE AND OHIO RAILROAD, RICHMOND, October 1, 1873.

C. P. HUNTINGTON, Esq., *President:*

Sir—The following report of operations in the Engineer's Department, during the past fiscal year, is respectfully submitted.

At the date of the last annual report a considerable amount of graduation and fifty six miles of track remained unfinished on the New River Divisions, which it was hoped would be completed by the last of December. The force employed was weakened in November, and still more so in December; the winter set in early and the weather was unfavorable for such work. So far as practicable, the graduation at delayed points was carried on night and day, but in several places the track had to be laid over or around unfinished excavations and embankments on the lower New river, and the connecting rail was not laid until the 29th of January last.

The junction was made about three-fourths of a mile east of the New River bridge, and seven miles west of the point expected last year.

As it was desirable to open the road for business at the earliest practicable day, a large force was employed, working at many points night and day at that inclement season, reducing the unfinished cuts and removing the slides which are common on new roads at that season of the year. Some of the slides were of considerable size, and the material difficult to move. Some of the cuts to be reduced were in solid rock, where at every blast the track had to be removed and then relaid to allow the passage of trains. The road was opened for business in March, but until June the trains could not be run with regularity. Since then there has been no serious interruption. It is scarcely necessary to say that work done under such circumstances is not done at a minimum cost. It is, perhaps, within the truth to say that the materials which for the most part compose the slopes on New river can be moved at half the cost in the dry season, while during the past winter and ensuing spring, which was very late, we were compelled to work in this material night and day, and frequently to the point of exhaustion, in order to keep the trains running. The large mass of these slides is now removed, and it is not probable that the troubles of the past year will occur again. For the most part the material was deposited in embankments where it was needed, and it is proper to say that when all the slides which are likely to occur are removed, there will be no surplus, certainly not enough to complete the double track which on this part of the line was intended to be, and should be for the most part on the river or lower side. There are yet a few unfinished cuts and embankments, which are avoided by curves, or crossed by trestles, in most cases on the regular grade. The cost of completing the road bed will not be large, and the work can be done without inconvenience during the current fiscal year.

The Greenbrier Division was transferred to the Transportation Department, August 1st, and the remainder of the line September 1st.

There was one considerable rise in New river during the year—the heaviest observed since the surveys by this company were commenced. The rise was by no means such a flood as occurred in 1861, and no damage worthy of mention was occasioned by it.

The Lewis tunnel was completed so that the temporary track over it was dispensed with in July. This tunnel is about 4,000 feet long, and is driven through solid rock.

The car shop at Huntington, 300 by 90 feet, is completed; the foundation walls for the remaining portion of the smith's shop have been laid. A portion of the round house for locomotives (13 stalls) at Staunton is completed, and the walls for that at Hinton (15 stalls) are ready for the roof.

THE WORK WEST OF HUNTINGTON.

The line has been definitely located and connected with that of the E. L. and B. S. R. R, at the Kentucky line. One of the two river piers for the Big Sandy bridge has been built to six feet above low water, and the foundation of the other laid. These piers rest on a compact bed of boulders which lie from twelve to fourteen feet below low water. The foundations for the pier of Twelve Pole bridge are in progress, with the hope of having the masonry built above low water the present season. The earthwork of this section of line is inconsiderable; the grades and alignment are very favorable.

THE CONNECTION WITH TIDE WATER AT RICHMOND.

This important work has been pressed forward during the year, and is nearly completed. The tunnel with its eastern approach has proved to be more troublesome and expensive than was anticipated.

The tunnel is driven through a very firm and compact clay, which contains no springs of water, and in which the excavation can be carried on rapidly and at a low cost.

After the tunnel had been driven a few feet, the material seemed to be so firm that, with a view to economy and a more rapid prosecution of the work, the spaces between the wooden ribs, which were designed to support the roof temporarily, were increased. No trouble occurred from this change between the western portal and Shaft No. 2, or about 1,500 feet; but between No. 2 and No. 3, the timber proved to be insufficient at a few points. The first indication of this was observed in the settling of the walls of buildings over the tunnel, while for several days afterwards, even after close examination we could perceive no serious disturbance in the timber supports beneath. Additional timbers were at once introduced wherever any settling was observed, and in the remainder of the tunnel the spaces between the ribs were shortened and proved to be sufficient. The settling referred to is attributed to vertical seams which in parts of the tunnel appear to reach entirely through the clay, and which may have been opened by the blasts used in loosening the material taken from the tunnel.

Every effort had been used to induce the contractors to hurry forward the masonry lining, but very little had been accomplished. With a view to aiding in this matter a force of masons were employed on company account on the 1st of November; last year; but with all the force we could get, the excavation proceeded much faster than the arching, the latter being further hindered by lack of materials.

In January a serious accident occurred a few feet east of Shaft No. 2. While removing, or rather changing the position of certain timbers preparatory to arching, a section of the tunnel about one hundred feet long fell in, leaving a rectangular pit at the surface, one hundred feet above, of the same length, and of about the breadth and depth of the tunnel excavation. This process of shifting the timbers had been carried on for several weeks in other parts of the tunnel without trouble of any kind, and at this point there had been but a slight disturbance observed, and on part of it none at all. One of the sections of Shaft No. 2, within the tunnel, was injured and blockaded; the other was not injured, and was used immediately afterwards. In order to promote progress, it had been previously determined to sink another shaft intermediate between No. 2 and No. 3, and this was now pressed forward as rapidly as possible, as the only practicable means of reaching the eastern part of the breach and securing the timbers so as to prevent a further fall. An attempt was made to tunnel the fallen mass, but the water from above had penetrated it, rendering it semi fluid and very slippery. It was soon found that any material excavated below was replaced by slips which started from the very top. As the friction of this moving mass tended to bring down more of the tunnel, the attempt was abandoned. Drifts were then run on the sides at grade where the foundation was good, and these drained the mass, and allowed the introduction of the walls of the tunnel. A pit was sunk from the surface at each end of the fallen mass, the full width of the tunnel excavation, to the walls built as stated, and the arches turned. The pits aided in further drainage, and no serious difficulty was encountered in tunneling the remainder of the mass.

The tunnel as originally designed was completely arched, except where interrupted by Shafts Nos. 1, 2½, and 3, in September. It was intended to be 2,560 feet long, with its eastern portal in a ravine a short distance east of Twenty-ninth street, where the cutting was 40 feet in depth. The approach cut was intended to be of single track width, the tunnel being for double track, 26 feet 8 inches wide at the spring of the arch. During the spring, slides of an extraordinary character occurred on both sides, in the lower part of the approach cut, where the cuttings was inconsiderable, the material sliding wherever an excavation had been made. Under this state of things it was thought prudent to extend the tunnel, and to arch a portion of the proposed cut where the depth was not enough to tunnel; about 400 feet has thus been added, and about 300 feet of the approach cut has been widened to double track and securely walled.

It was intended to pack the space between the walls and the sides and roof of the tunnel with earth excavated from it. It was found impracticable to break the clods of clay with rammers, and as these clods would be softened in time and occupy less space, and thus leave cavities, it was thought necessary to pack with brick and stone instead. This appeared more important in this than in other earth tunnels constructed on your line. In other tunnels there were falls from the roof, but they were gradual and progressive, and not in masses of sufficient size to endanger the arch. In the Church Hill tunnel the material falls in a solid mass from the surface. The packing was laid in mortar, and there can be no sensible settling hereafter from shrinkage.

The accident mentioned—the extension of the tunnel—the increase in the amount of masonry, and the heavy slides in the valley of Bloody Run, have increased the cost of this work. This will be reported to you in detail at an early day.

The wharves mentioned in the last report have been completed, and an additional wharf for lumber and other heavy articles will be finished in November.

This connection with tide-water passing through the city of Richmond, without any grade crossings which will seriously embarrass its operations, will prove to be invaluable to this company, and perhaps to other companies, and will be worth all that it cost.

BRANCH LINES.

Besides the extensive sidings for coal mines immediately adjacent to your line, four branch lines have been completed, or are in progress. The first going West is at Goshen, seven miles long, four of which are under construction, several beds of iron ore are reached by this line. The second is at "Lowmoor," between Jackson's River Depot and Covington, and is two and a half miles long; this is completed, and large shipments of iron ore are promised at an early day. The third is at Quinnemont, on New river, and is one and a half miles long, nearly completed, and leads to a coal mine which is the nearest to tide-water of any yet opened on the line of the road. A large iron furnace has been erected at this point, which will go into blast next spring. The fourth branch is at St. Albans, one and a quarter miles long, connecting the railroad and the navigation of Coal river, and enables the Peytona Cannel Coal Company, and certain lumber companies, to send their products by the line, both to the Chesapeake and to the Ohio.

At the opening of your line there were but two coal mines tributary to the line. There are now, either in operation or nearly ready, eight, and three others are in preparation and will be opened soon. Two iron furnaces are being built at and near Clifton Forge; others will no doubt be built next year.

These operations are encouraging, although feeble in comparison with those of which your road is capable of sustaining; and if these are successful, as we cannot doubt they will be, must be followed by many others.

Large and remunerative as we may hope and reasonably expect the through business of the line to be, the way business, due to the vast deposits of iron ore and coal contiguous to your line, must be even more valuable.

CONNECTIONS WEST AND NORTH OF THE OHIO RIVER.

The surveys for this important connection are completed, but no definite location is yet determined upon. In point of grades, alignment, and cost, the routes both to Cincinnati and Dayton are eminently favorable.

THE PENINSULAR EXTENSION.

This line, intended to connect your road with the beautiful harbor of Yorktown, has been located during the summer; the distance from Richmond is about 58½ miles; the maximum grade is 30 feet per mile, except near the proposed wharves at Yorktown, where 40 feet per mile, for a short distance, may be used. The alignment is superior and the estimated cost per mile very light. In a short time the plans for improvements on the harbor front, together with a detailed estimate of the whole cost from Richmond, will be submitted for your inspection and approval.

ENGINEER CORPS.

As the several divisions of the road were completed or put in charge of the Transportation Department, the engineer parties were disbanded, and very few now remain in your employment.

I take pleasure in mentioning the fidelity and care which have characterized the acts of the division and assistant engineers while associated with me in your service.

Very respectfully, your obedient servant,
H. D. WHITCOMB, Chief Engineer.

☞ A new company has been formed, called the New England Rolling Stock Company, with the following named gentlemen as incorporators: John Lynch, R. E. Wood, J. S. Ricker, W. G. Ray, H. J. Libby, A. K. Shurtleff, F. Robie, E. G. Wallace, G. E. B. Jackson, A. W. H. Clapp, W. H. Conant, P. Barker, G. P. Wescott, S. Hanson, A. M. P. Lord. The object is to own and loan locomotives and cars, the capital stock not to exceed $500,000.

☞ Articles of incorporation of the Des Moines and Fort Dodge Railroad Co. have been filed in the Recorder's office at Des Moines, Iowa. This is the northern part of the Des Moines Valley Railroad.

☞ W. O. Hughart, Esq., of Pittsburg, has been chosen President of the Grand Rapids and Indiana Railroad.

☞ Mr. John Wooldredge has been elected President of the Eastern (Mass.) Railroad Company vice Mr. Thornton K. Lothrop resigned.

☞ Thomas D. Messler has been elected President, and F. M. Hutchinson Secretary and Treasurer of the Massillon and Cleveland Railroad Co.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,851	60,029	85,156	95,828	121,702	174,612	181,297	200,550	212,109	128,166	75,871	1,470,563
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	295,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,305	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,389	467,659	5,670,882
1870	418,104	394,176	488,382	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,409	485,490	614,447	720 929	892,341	795,176	869,297	1,006,873	995,922	981,006	807,284	672,858	9,467,072
1872	592 223	571,836	575,763	949,568	1,380,923	1,138,278	1,272,510	1,271,629	1,254,689	1,285 567	1,299,900	1,037,992	12 734,720
1873	852,860	691,015	974,460	1,132,920	1,350,378	1,313,790	1,211,765	1,253,500	1,392,125	1,423,875	1,296,812	1,072,750	13,938,950
Chicago and Alton:													
1869	343,182	315,099	388,727	328,390	345,833	402,864	361,045	496,232	506 623	468,212	397,615	340,851	4,681,563
1870	281,109	316,037	342 897	348,039	408,688	408,659	418.709	506.681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342 369	384,999	388,964	461,290	466,097	533,658	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	371.708	332,902	378,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,315	352,604	5,156,326
1873	352,568	402,477	424,614	412,218	426,315	482,205	481,569	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366.100	281,334	296,169	478,136	551,122	435,945	407,688	2.811,544
1864	273,876	317,389	390,355	421,363	466,830	565.145	480,710	519,306	569,605	729,759	716,378	563,400	6.114,566
1865	541,005	452,164	499,296	468,358	585.623	747.942	702,691	767,508	946.707	932.683	754,671	647.842	7.978,490
1866	523,566	399,917	523,845	537,510	858,943	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9.299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,261,940	1,507,478	1,570,067	1,107,064	1,001,987	13,384,471
1869	892,008	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,167,056	1,087,974	1,305 673	1,371,750	1,140.145	845,708	13.356.467
1870	706,026	753,782	858,359	929,077	1,177,897	1,139,254	1,034,393	1,227,513	1,239,282	1,306,338	1,037,964	773,491	12,208,403
1871	655,428	602,482	774,904	787,641	1,084,101	992,899	851,846	1,099,337	1,281,574	1,047,218	1,006,235	852,422	11,908,277
1872	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,945	1,057,387	859,780	12,272,645
1873	752,408	765,249	967,258	1,034,023	1,256,072	1,309,578	1,240,987	1,284,091	1,071,448	1,461,827	1,039,306	1,010,501	13,916,465
1874	693,480	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col. Cin. and Indianapolis:													
1869	204,112	180,840	239,522	247,661	241,456	259,408	258,367	341,783	320,025	293,615	271,555	242,621	3,095,964
1870	203,069	2.6,697	244,152	240,646	240,169	274,021	249,356	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	260,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,462,625
1873	358,612	408,840	468,517	432 928	394,488	340,675	351,576	426,283	432,139	406,923	311,935	304,612	4,634,533
1874	363,053	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie.													
1871	1,055,409	971 193	1,201,500	1,283,955	1,443,272	1,656,415	1,720,078	1,561,554	1,794,397	1,694,651	1,483,454	1,417 211	17,398,327
1872	1,332 994	1 294,076	1 460,174	1,548,813	1 776,324	1,463,961	1,540,023	1,525 243	1,643,474	1,743 762	1,704,374	1,392,615	18,694,096
1873	1,323 505	1 324,422	1,515 352	1,541,958	1,764,821	1,717,593	1,685,384	1,774,570	1,918,247	1,682,421	1,560,023	1,623,129	19,651,781
1874	1,462,650	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,188	521 693	709,645	568,282	640,975	778,261	696,228	841,383	979,401	914,406	814,413	696,677	8,823,487
1870	623,083	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,285	903,225	811,708	697,751	8,978,958
1871	624 744	5 9,617	563,598	620,228	718,162	718,727	707,992	836,041	890,287	758,184	755,436	688,131	8,401,142
1872	637,436	531,627	575,398	559,871	648,956	659,363	609,846	783,255	744,782	851,693	696 475	698,063	8,028,754
1873	602,241	562,949	651,862	544,035	687,630	724,983	672,917	748,634	876,413	763,673	622,433	617,943	.....
1874	611,491	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	158,673	152.264	267,411	303.915	306.944	246,088	282,723	332,555	365,446	337,999	303 305	210,197	3,321 518
1872	189.606	191,788	300,783	322,875	341,843	322,559	323,838	357,302	349.468	449,418	314.513	223,240	3,693,133
1873	150,567	194,756	300,719	352,300	332,764	312,614	323,231	325,189	333,786	392,510	295.217	201,452	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1 312,617	1,217,389	1,190,033	1,140,916	1,130,847	1,295 869	1,368,043	1,402,697	1,345.816	1,235,265	14,797,975
1872	1,330,589	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459 360	1,635,691	1,764,788	1,558.424	1,483.480	17,591,629
1873	1,412,388	1,549,285	1,756,736	1.694,543	1,680,965	1,585,365	1,461,762	1,582,531	1,776,420	1,742,516	1,375,556	1,546,983	19,134,130
1874	1,519,249	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,522
1870	90,177	98,275	101,379	108,246	110.218	111,117	111,127	118,407	132,996	153,531	144,023	141,376	1,418,869
1871	130,883	126,224	140.740	118,173	119,650	115,115	118,672	127,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	160,784	146,858	158.717	164,587	149,550	162,521	191,641	208,977	207,911	204,198	2,029,927
1873	170 023	162,585	180,467	160,562	185,683	185,953	181,863	173,469	203,514	.....	.....	.....	.....
1874	171,028	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,514	403,646	366,623	320,960	353 569	472,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,080	405,283	363,187	326 891	378,880	487,990	511,447	453,873	387,827	4,755,958
1871	418.756	442.665	488,980	470.703	480,547	427,096	422,016	529,890	628,660	582,802	547,434	507,050	5,940,102
1872	411,113	384,053	449,453	435,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,606,117
1873	379,836	440,261	567,314	556,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1869	454,590	320,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801.195	495,843	7,230 069
1870	366,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	488,884	662,368	668,017	481,118	506,557	815,346	841,150	644,625	473,295	6,890,695
1872	460,986	387,566	426,223	474,183	580,432	594,769	488,348	565,729	811,961	950,945	702 858	513,787	6,957,771
1873	334 715	423,716	555,005	569,236	805,799	929,210	834,320	767,803	1,193,209	1,012,704	771,800	848,200	9,040,717
1874	654,400	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1860	194,112	207,302	294.302	278,247	264,273	249,349	184,411	262,515	350,618	329,243	298,708	271,207	3,184,293
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,378	321,659	286 108	3,436,930
1871	212,085	219,504	319,765	285,416	264,732	275,351	287,540	329,270	364,128	369,887	385,108	292,552	3,630,696
1872	254,319	238,823	303,594	305,755	289,560	304,512	265,406	315,699	338,497	384,193	337,920	360 404	3,678,682
1873	227,897	261,346	344,632	321,047	301,521	272 600	267,784	325,093	382,098	353,168	308,632	306,100	.....
Philadelphia and Reading:													
1868	427,437	518,174	651,019	817,750	761,220	744,188	814,472	631,143	1,006,631	1,159,726	1,113,395	589,924	8,735,062
1869	479,256	525,490	755,433	904,834	899,463	830,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,382	814,493	803,966	617,058	899,607	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,503	688,578	1,063,062	1,510,088	1,215,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,604
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167,006	1,071,407	1,142,241	1,190,695	1,522,847	1,127,080	.....	.....
St. Louis, Alton and Terre Haute:													
1869	132,623	127,817	175,950	171,868	167,398	164,133	144,164	186,889	202,236	205,750	189,351	160,085	2,008,265
1870	152,398	158,788	172,216	172,347	165,081	160,719	129,567	167,305	168,627	163,285	152,900	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	168,442	186,489	152,515	102,995	1,786,547
1872	164,625	137,678	162,336	156,134	148,279	133,503	123,994	169,459	178,457	226,177	177,327	168,700	1,927,471
1873	144,209	159,454	177,514	170,216	164,300	165,260	151,583	165,610	178,302	200,646	182,892	132,752	1,942,659
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	120,775	124,988	125,948	1,372,236
1871	126,218	122,378	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,065	175,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	183,254	229,260	208,140	230,300	195,480	179,261	208,190	205,500	188,645	180,800	122,857	2,223,647
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	298,344	283,833	454,209	450,206	429,898	323,270	399,459	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	4 0,720	422,869	328,877	434,284	4,242,343
1870	257,664	293,645	295,279	318,699	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	398,455	448,611	458,009	439,515	553,994	552,079	558,817	600,206	531,080	516,965	5,736,666
1872	439,780	431,949	460 646	447,311	510,792	462,868	434,455	614,176	565,811	621,351	489.341	466,051	5,944,570
1873	370,290	405,110	471,301	446,527	470,498	541,191	483,399	642 209	593,504	585,251	418,923	482,767	5,864,070
1874	423,343	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	28,560	617,585	788,467	909,685	837,378	716,829	5,702,182
1870	528,529	500,139	539,236	706,603	802,586	746,450	643,058	664 041	728,521	719,698	570.168	505,053	7,054,094
1871	479,578	373,925	492,509	584 540	724,466	728,174	675,698	681,866	800,402	777,362	708,142	489,932	7,521,652
1872	378,986	434,116	566,861	741,802	880,442	835,459	742,382	759,567	863,784	980,706	915,727	767,851	8,892,606
1873	523,976	481,783	708,259	881,266	1,007,851	930,868	676,833	827,277	1,068,927	1,170,586	970,660	758,833	10,206,104

West Jersey Railroad.

From the Annual Report of the directors of this company, presented at the annual meeting of the stockholders held in the new building of the company, at Camden, N. J., on the 10th inst., we learn that, notwithstanding the financial troubles that have swept over our country during the past year, this company has continued to prosper, and shows an increase of business over any previous year. The receipts from passengers, freights, mails, &c., were $680,856 28. The road, including its leased lines, was operated at $405,129 43, about 59½ per cent of its receipts. Two cash dividends of four per cent each have been paid during the year, viz: February and August, 1873.

The following Directors were elected:

Thomas Jones Yorke, Samuel A. Whitney, Horatio J. Mulford, Charles E. Elmer, Coleman F. Leaming, Lewis Mulford, John M. Moore, Strickland Kneass, Josiah Bacon, George B. Roberts, Samuel T. Bodine, George Wood, Thos. H. Dudley.

Subsequently, T. Jones Yorke was elected President, and George J. Robbins, Secretary and Treasurer.

Trade of Pittsburg.

The Annual Report of the Trade and Commerce of Pittsburg, Pa., in 1873, shows that the city came through the financial revulsion with a comparatively small falling off from former years. Strikes of workmen have had an effect in retarding different industries. The total receipts of iron ore and pig metal for 1873 were 631,182 tons, an increase of 134,564 tons over 1872. There are in the city eleven blast furnaces, with a capacity of 3 200 tons per week. The total receipts of coal were 115,065,146 bushels, being a decrease of 8,518,807 bushels as compared with 1872. The falling off in receipts was caused by the strike of the miners, many of the men having been idle for months. The total receipts of coke were 24,280,500 bushels, against 43,927,965 in 1872. Of crude petroleum 25,035,182 barrels were received, an increase of 848,682 barrels over the preceding year. The exports of refined petroleum were 869,946 barrels, being an increase of 126,436 barrels. The amount of gain and produce received was much larger than in 1872. The prospects for spring trade are brightening daily.

☞ At a meeting of the holders of the first mortgage bonds of the Atlanta and Richmond Air Line Railroad Company, recently held in this city, a resolution was adopted to proceed to a foreclosure, in consequence of the interest not having been paid. The following committee was appointed to carry out the resolution: G. H. Mumford, O. H. Palmer, H. W. Sibley, Eugene Kelly, Adrian Iselin, L. Tuckerman, and John H. Fisher. It was stated that there was a likelihood of a compromise with the Pennsylvania Railroad Company, as most of the stock of the Air Line was owned by this company. It was resolved to deposit the bonds with the Farmers' Loan and Trust Company, receiving certificates therefor.

☞ The trustees of the Southern Railroad have located a line from a point twenty-two miles south of Cincinnati to the city, by what is known as the Ludlow route, making necessary a new bridge over the Ohio at the west part of the city.

Vermont and Massachusetts Railroad.

At the annual meeting of the stockholders of this company held in Fitchburg on the 11th inst., the old board of directors, consisting of Daniel S. Richardson of Lowell, William H. Hill of Boston, Jas. A. Dupee of Walpole, George F. Fay of Fitchburg, Francis Goodhue of Brattleboro', Vt., Wendell T. Davis of Greenfield, and Thornton K. Ware of Fitchburg, were elected. The annual report, which was submitted, shows the receipts of the company from all sources for the year ending September 30, 1873, to have been $555,234 46; gross expenses, including taxes, $468,965 03; interest on debt, $62,363 70; net earnings, $28,905,-03. On motion, it was voted to set aside ten per cent of the $3000 annually paid the Vermont and Massachusetts Railroad by the Fitchburg Railroad Company, as required by the lease, as a sinking fund. On a motion, providing for the amendment of the by-laws, the stockholders voted to hold their regular annual meeting on the first Wednesday in June, each year, beginning in 1875. The directors have decided to publish no printed report of the affairs of the corporation until the accounts can be made up to January 1, 1874, at which time the Fitchburg Railroad took possession.

☞ The first railroad in India was completed and the first train of cars started in 1852. Since that time, over five thousand miles of railways have been built and put into operation. The East Indian Railway, northwest from Calcutta, extends fifteen hundred miles, and the Great Indian Peninsula Railway, northwest from Bombay, with its branches, is about the same length. Passengers by this line are now less than three days between Calcutta and Bombay, thus saving the long sea voyage around Cape Comorin.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending February 7, at 187,160 tons, and for the coal year 1,487,674 tons, against 1,690,797 tons to corresponding time last year, being a decrease of 203,123 tons. The bituminous tonnage for the week is 35,628 tons, and for the year 186,281 tons, giving a total of all kinds for the week of 222,788 tons, and for the year of 1,673,955 tons, against 1,863,501 tons to same time last year being a decrease of 189,546 tons.

☞ A despatch to the Chicago *Tribune* from Peoria, Ill., says that owing to the default in payment of interest on its bonds, the Toledo, Peoria and Warsaw Railroad has passed into the hands Messrs. James F. Secor and William Tracy of New York, the trustees under the mortgage bonds. They took possession of the entire road February 3, and have appointed Jno. Newall, of the Illinois Central Railroad, as their agent to operate the road.

☞ The production of coal on the Pacific coast is rapidly increasing. The Mount Diablo mines have averaged 175,000 tons a year for two years past, and the lowest prices are $6 25 for fine and $8 25 for coarse.

☞ The estimated earnings of the Erie Railway Company for the week ending February 7, are $334,453, and since January 1, $1,797,103—an increase over the corresponding period of the previous year of $139,622.

Pacific Mail Steamship Co.

The gross receipts of this company for the quarter ending October 31, 1873, were $1,305,-184 84; expenses, including repairs, during the same time $1,342,411 37; deficit, $37,226 53. The financial condition of the company November 1, 1873, was as follows:

Liabilities—Capital stock, $20,000,000. Sundry accounts, $38,549 79; Panama Railroad Company, $317,571 28; coal freights, $84,581 28; sundry claims, $206,700. Total liabilities, $20,-647,402 35.

Assets—Cash, $26,115 66; bills receivable, $400,000; cash with agents and pursers, $43,983 68; California dry-dock stock (2,085 shares), $100,335 96; sundry accounts, $30,490 42; coal (59,418 tons), $778,202 58; outfits and supplies, $331,469 84; payments on new iron steamers, $3,123,122 91 (of these the Acapulco, Granada, Colon, Colima and City of Panama are completed; the city of Callao, City of Yeddo and City of Peking are building); steamers and lighters, $1,556,-500; real estate, $835,000; balance to debit of profit and loss, $13,422,181 27. Total, $20,647,-402 35.

Increase in Exports.

The four Atlantic ports of Boston, New York, Philadelphia and Baltimore all show a large increase in the value of goods shipped in January, 1874, over January, 1873. The exhibit is as follows:

	1874.	1873.
Baltimore	$2,709,486	$1,677,746
Boston	2,817,124	2,203,445
New York	23,455,638	20,050,550
Philadelphia	2,584,207	1,312,741
Total of the four ports.	$31,566,455	$25,244,482

This shows a clear gain of more than six and a quarter million dollars, or twenty-five per cent over January of last year.

Bessemer Steel Rails.

Bessemer steel rails are now manufactured by eight establishments in the United States, producing 150,000 tons annually, which will soon be increased to 200,000 tons. The first Bessemer steel rail was rolled at the Victoria iron works, England, and laid on the Midland Railway at Derby, where traffic was heaviest, early in 1857. This rail lasted until June 6, 1873, having lived sixteen years and carried a total traffic in that time of probably 1,252,000 trains and 1,252,000 detached engines and tenders. It is claimed that an iron rail would probable have lasted not more than six months in that place, so that the steel rail was equivalent to thirty-two iron ones.

☞ It is stated that the Ohio and Mississippi Railway Company has negotiated all its mortgage bonds which remained unsold, and that the company is free from floating debt. The amount of these bonds are about $800,000.

☞ The contract for building the new wharf of the New London Northern Railway Company from Winthrop's Neck to the Isle of Rocks, New London, Conn., has been awarded to Danson Fauk & Co. of that city.

☞ The product of the Calumet Mine for January was 967 tons 1,700 lbs., Copper Falls 85½ tons, Pewabic and Franklin 40 tons.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*	3 280,000	J. & J.	Jan. '74 3½
Allegheny Valley	2 2 6 350	— & —	
Atlanta and West Point.	1,232,200	J. & J.	July '73 4
Atlantic and Gulf	3,693,200	— & —	
" " pref.	838,976	J. & J.	July '71 3½
Atlantic and St. Law*	39,464,900	M. & S.	Sept. '73 2
" " new 1870.	1,500,000	— & —	
Avon, Geneseo & Mt. M.*	194,250	A. & O.	Oct '72 1½
Baltimore and Ohio.	13,151,962	M. & N	Nov. '73 5
Washington Br.	1,650,000	A. & O.	Oct. '73 5
Parkersburg Br. pref.	5,680 685	— & —	
Berkshire*	600,000	J. A J. & O	Jan. '74 1½
Blossburg & Corning*	250,000	J. & D.	Dec. '72 2½
Boston and Albany	19,984,100	M. & N.	Nov. '73 5
Bos., Clin. & Fitchb. pref.	633,200	— & —	
Agricultural Br guar.	60,000	J. & D	Dec. '73 3
Bost., Conc. & Mont.* pref	800,000	M. & N.	Nov. '73 3
Boston and Lowell	2,852,900	J. & J.	Jan. '74 4
Boston and Maine	6,816,807	M & N.	Dec. '73 4
Boston and Providence	2,950,600	M & N.	Nov. '73 5
Buffalo, N. Y. and Erie*	950,000	F. & A.	Feb. '74 2½
Burlington and Mo. Riv.	5,636,000	M. & S.	Sept. '73 5
" pref.	1,485,900	M & S.	Sept. '73 5
Camden and Amboy*	6,347,800	J. A J. O.	Jan. '74 2½
Camden and Atlantic	879,020	— & —	
" " prof.	752,700	— & —	Nov. '73 3½
Cape Cod	1,020,330	J. & J.	Jan. '72 2½
Cape May and Millville*	447,000	J & D.	Dec. '73 3
Catsauqua & Fogelsv.	426,900	Novemb.	Nov. '71 6
Catawissa	1,159,600	— & —	
" pref.	2,200,800	M. & N.	Nov. '73 3½
Cayuga and Susq*	589,116	J. & J.	Jan, '74 4
Cedar Rapids & Mo. R.*	6,850,400	M. & N.	Nov. '73 1½
" " pref.	700,000	F. & A.	Feb. '74 3½
Central of Georgia	4,666,800	J & J.	July '73 5
Central of New Jersey	20,000,000	J & J.	Jan. '74 4
Central Ohio*	2,425,000	J. & J.	Jan. '74 3
" pref.	400,000	J. & J.	Jan. '74 3
Central Pacific	54,275,500		Sept. '73 3
Chemung*	380,000	J.A J.& O	Oct. '72 1½
Cheshire, preferred	2 100,000	J. & J.	Jan. '74 3
Chicago and Alton	8 929,900	M. & S.	Mar. '74 5
" pref.	2,425,400	M. & S.	Mar. '74 5
Chicago, Burl. & Quincy.	18 652,910	M. & S.	Sept. '73 5
Chicago, Iowa & Nebras*	3,916 300	J. & J.	Jan. '74 4
Chicago & N. Western	15,033,480	J. & D.	Dec. '72 3½
" pref.	21,2?9,568	J. & J.	July '73 3½
Chicago, R. I. & Pacific	19,000,000	A. & O.	Nov. '73 4
Cin., Ham. & Dayton	3,000,000	A. & O.	Apl. '73 4
Cin., Saud. and Clev.*	2,980,550	— & —	Apl. '72 10c
" " pref.	429,048	M. & N	Nov. '73 2
Clev., Col., Cin. & Ind.	14,991,275	F. & A.	Aug. '72 3½
Cleveland & Mahoning*	2,057,569	M. & N.	May '73 3½
Cleveland & Pittsburg*	11,236,150	F.M.A.N	Feb. '74 1½
Col., Chic. & Ind. Cen.*	13,000,000		
Columbus and Xenia*	1,786,800	M.J.S.D.	Dec. '73 2
Colum. & Hocking Val.	2,500 000	F. & A	Feb '74 5
Concord	1,500,000	M. & N.	Nov. '73 5
Concord and Ports.*	350,000	J. & J.	Jan. '74 3½
Conn. & Passum p Riv.	2,100,000	F. & A	Feb. '74 3
Connecticut Riv	1,850,000	J. & J.	Jan. '74 5
Cumberland Valley	1,494,250	A. & O.	Oct. '73 4
Danbury and Norwa.	400,000	M.J.S.D.	Dec '71 4
Delaware*	1,230,941	J. & J.	Jan. '74 3
Del., Lackaw & Westn.	18,868,850	J. & J.	Jan. '74 5
Detroit & Milwaukee*	822,140	— & —	
" " pref.	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania*	1,309,200	J. & J.	Jan. '74 3
East Mahanoy*	392,950	J. & J.	Jan. '74 3
Eastern (Mass.)	4,262,600	J. & J.	July '73 3
Eastern (N. H.)	492,500	J. & J.	July '73 3
Elmira, Jef & Canand*	500,000	F. & A.	Feb. '74 2½
Elmira & Williamsport*	500,000	M. & N.	Nov. '73 2½
" " pref.	500,000	J. & J.	Jan. '74 3½
Erie Railway	78,000,00		Oct. '73 1
" pref.	8,536,916		Oct. '73 3½
Erie and Pittsburg*	1,090,250	M.J.S.D.	Sept. '73 1½
Fitchburg	4,000,000	J. & J.	Jan. '74 4
Georgia	4,166,000	J. & J.	Apl. '74 4
Grand River Val.* guar	1,000,000	— & —	
Grand Trunk, (Ca.)	14,347,946	— & —	
Great Western, (Ca.)	19,237,404	A. & O.	Oct. '73 2½
Hannibal & St. Joseph	4,151,700	F. & A.	Aug. '70 3½
" pref.	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.)	116,850	M. & N.	Nov. '73 5
Harlem Extension	4,000,000	— & —	
Harrisburg & Lancaster*	1,182,500	J. & J.	Jan. '74 3½
Housatonic, pref.	1,130,000	J. & J.	Jan. '74 4
Huntingdon & Bd Top.	880,000	— & —	
" " pref.	450,750	J. & J	July '68 2½
Illinois Central	25,280,510	F. & A.	Feb. '74 4
Indianapolis, Cin. & Laf.	7,885,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*	4,625,000	— & —	Jan. '74 3
Jeffersonv., Mad. & Ind.	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*	1,500,000	J.A. J.O.	Jan. '74 1½
Joliet & North. Indiana*	800 000	J. & J.	Jan. '74 4
Lake Shore & Mich. So.	49 466,500	F. & A.	Aug. '73 4
" " (guar.)	533,500	F. & A.	Aug. '73 5
Lawrence*	250,200	— & —	
Leeds and Farmington*	600,000	J. & J.	Jan. '73 3
Lehigh & Susquehanna	6,739,800	M & N.	May '67 5
Lehigh Valley	21,463 800	J.A. J.O.	Jan. '74 2½
Little Miami*	5,871,450	J.A. J.O.	Oct. '73 2
Little Schuylkill*	2,648,10-	J. & J	Jan. '74 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island	3,000,000	M. & S.	May '73 10c
Louisv., Cin. and Lex	1,623,483	J. & J.	July '69 3
" " pref.	848,700	J. & J.	Jan. '74 4½
Louisville & Nashville	8,980,600	F. & A.	Feb. '74 4
Louisv., N. Alb. & Chi.	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence	200 000	A. & O.	Oct. '73 3
Lykens Valley	600,000	F.M.A.N	Feb. '75 2½
Macon and Western	2,500,000	J. & J.	July '73 5
Maine Central	3,400,500	— & —	
Manchester and Law.	1,000,000	M. & N.	Nov. '73 5
Marietta & Cincinnati	1,372,891	— & —	
" " 1st pref.	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref.	4,460,368	M. & S.	Sep. '66 3s
Massawippi*	400,000	F. & A.	Feb. '74 3
Memphis & Charleston*	5,312,725	J. & D.	Jan. '69 3
Michigan Central	18,738 204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*	323,375	J. & J.	Jan. '74 5
Milwaukee and St. Paul.	13,398,550	J & J	Dec. '70 7s
" " pref.	10,825,777	F. & A	Feb 74 3½b
M. Hill & Schuyl. Hav.*	3,856,452	J. & J.	Jan. '74 4
Morris and Essex*	14,008,100	J. & J	Jan. '74 3½
Nashua and Lowell	800,000	M. & N.	Nov. '73 5
Naugatuck	1,881 900	F. & A.	Feb. '74 5
Nesquehoning Valley*	1,000,000	M. & S.	Sept. '73 6
Newark and N. York*	977,400	J. & J.	Jan. '74 3½
N. Bedford & Taunton	500,000	M. & N.	May '73 4
N. Castle & Beaver Val.*	1,500,000	J. A. J. O.	Oct. '73 2½
N. Haven & Northamp.	605,000	J. A. J. O.	Sept '72 3
New Jersey*	7,295,200	J. A. J. O.	Jan. '74 2½
New London Northern*	1,418,800	J. & J	Jan. '74 4
N. Y. Cen. & Hudson R.	89,428,330	A. & O	Oct. '73 4
New York and Harlem.	6,500,000	J. & J.	Jan. '74 4
" " pref.	1,500,000	J. & J.	Jan. '74 4
N. Y., N. H. & Hartf.	15,500,000	J. & J.	Jan. '74 5
N. Y., Provid. & Boston	2,000,000	J. A. J. O.	Jan. '74 2½
Nisg Bridge & Canand*	1,000,000	J. & J	Jan. '74 3
North Carolina*	4,800,000	Irregular.	Jan. '73 5
N. Eastern (N. C.) pref.	111,000	M. & N.	May '67 4
North Pennsylvania	3 150,180	January.	Jan. '74 5s
Northern Central	6,842,000	M. & N	Nov. '72 3
Northern N. Hampsh.	5,068,400	J. & D.	Dec. '73 4
Northern New Jersey*	1,000,000	J. & J.	Jan. '74 4
Norwich & Worcester*	2 823,400	J. & J.	Jan. '74 5
Ogdensb. & L. Champl.*	3,077,800	J. & J.	Jan. '74 3
" " pref.	2,000,000	A. & O.	Oct. '73 4
Ohio and Mississippi	19,995,847	J.A. J.O.	
" " pref.	4,024,474	J. & D.	Dec '72 3½
Oil Cr. & Allegheny R.	4,259,450	J.A. J.O.	July '73 3
Old Colony & Newport	6,297,900	J. & J.	Jan. '74 2½
Oswego and Syracuse*	482,400	F. & A.	Feb. '74 4
Pacific of Missouri	3,635,750	— & —	Jan. '74 1½
Panama	7,000,000	J.A. J.O.	Jan. '74 3
Paterson and Hudson*	630,000	J & J.	Jan. '74 4½
Paterson and Newark*	500,000	J. & J.	
Paterson and Ramapo*	241,000	J. & J.	Jan. '74 4
Pember. & Hightstown*	342,150	J. & J.	Jan. '74 3
Pennsylvania	72,000,000	M. & N.	Dec. '73 5s
Peoria & Bureau Val.*	1,200,000	F. & A.	Feb. '74 4
Philadelphia and Erie*	6,004,300	J. & J.	
" " pref.	2,400,000	J. & J.	July '72 4
Phil., Ger. & Norristown*	1,626,250	M.J.S.D	Dec. '73 3
Philadelphia & Reading	32,684,375	J. & J.	Jan. '74 5
" " pref.	1,551,300	J. & J.	Jan. '74 6
Phila. and Trenton*	1,259,100	J.A. J.O.	Jan. '74 2½
Phila., Wil. & Balt.	11,485,750	J. & J.	Jan. '74 4
Pittsb., Ft. W. & Chi.*	19,714,285	J A. J. O.	Jan. '74 1½
" Special Imp.	2,000 000	J.A. J.O.	Jan. '74 1½
Pittsfield & N. Adams.	410,000	J. & J.	Jan. '74 3
Portland and Kennebec.	616,700	J. & J.	Jan. '74 3
Yarmouth certificates.	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm.	1,500,000	J. & J.	Jan. '74 5
Providence & Worces.	2,000,000	J. & J.	Jan. '74 5
Raleigh and Gaston	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga*	6,000,000	J. & J.	Jan. '74 4
Roch. & Genesse Val.*	557,500	— & —	
Rome, Watert. and Ogd.	2,998,900	J. & J.	Jan. '74 3½
Rutland*	2,700,000	— & —	
" preferred	4,300,000	F. & A.	Feb '74 3½
St. Croix and Penobscot.	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.	2,300,000	— & —	
" " pref.	2,040,000		
St. Louis and Iron Mt.	10,000,000	May.	Nov '65 7
St. L., Kan. C. & North.	12,000,000	F. & A.	Feb. '74 3
" pref.	12,000,000		
Saratoga and Schenec.*	300,000	A. & O.	Nov. '72 2½
Schuylkill Valley*	576,050	J. & J.	Oct. '73 3½
Seaboard and Roanoke	1,151,400	M & N.	Jan. '74 2½
Shamokin V. & Pottsv.*	809,450	F. & A.	Nov. '70
Shore Line*	995,800	J. & J.	Feb. '74 3
South Branch (N. J.)*	438,300	J. & J.	Jan. '74 5
South Carolina	5,819,275	J. & J.	Jan. '72 3
South Western, (Ga.) *	3,959,900	F. & A.	Feb '72 1
Staten Island	660,000	F. & A.	Feb. '73 4
Stockbridge and Pitts.*	443,700	J. & J.	July '67 4
Stony Brook*	267,300	J. & J.	Jan. '74 3½
Summit Branch*	2,502 250	M. & N.	May '72 3
Sussex (N. J.)	317,850	F. & A.	Feb. '74 3
Syr., Bingham. & N.Y.*	1,670,139	J. & J.	Jan. '72 2½
Taunton Branch	500,000	— & —	July '72 3
Terre Haute & Indiana	1,988,150	J. & J	Jan. '74 5
Tol., Peo. & War. 1st pref.	1,797,000	J & J	Jan. '70 11-4s
Tol., Wab. & West. pref.	1,000,000	— & —	Jan. '73 3½
Troy and Greenbush*	274,400	M. & N.	Nov. '73 3½
Union and Black River	1,666,000	J. & D.	Dec. '71 2½
Vermont and Canada*	2,500,000	J. & J.	Jan. '73 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass	$2,800,000	M. & N.	May '73 2
Warren (N. J.)	1,800,000	J. & D.	Dec. '71 3½
Warwick Valley	225,000	A. & O.	Apl. '72 2½
West Jersey	1,200,000	F. & A.	Feb. '74 4
Winchester & Potomac*	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*	500,000	J. & J.	July '73 3½
Worcester and Nashua.	1,400,555	J. & J.	Jan. '74 3½
HORSE-POWER R. R.			
Albany City	110,300	— & —	2½
Baltimore City	800,000	— & —	Jan '74 3
Bleecker st. & F Fy. (N Y)	900,000	— & —	
Boston and Chelsea	110,000	A. & O.	Apl. '73 4
Broadway (Brooklyn)	200,000	J. A. J. O.	Apl. '73 3
Broadw. & 7th Av. (N Y)	2,100,000	J. & D.	Jan. '70
Brooklyn City	1,500,000	F.M.A.N	Feb. '74 3
Brooklyn City & Newt.	600,000	J. & J.	July '70
Brooklyn and Jamaica	488 100	— & —	
Bushwick (Brooklyn)	802,000	J. & J.	July '71 3½
Cambridge	727,800	A. & O.	Oct. '73 4½
Cen. Park, N & E. Riv.	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)	500,000	J. & D.	Jan. '70
Citizens' (Pbg.)	200,000	M. & S.	Nov. '71 7
Coney Island & Brookl'n	500,000	— & —	
D. Dock, E. B'dw. & Bat.	1,200,000	F.M.A.N	Feb. '74 2
Eighth Avenue (N.Y.)	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark	200,000	— & —	
42nd St. & G St. Ferry	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Ph.)	401 750	J. & J.	Jan. '74 5
Germantown (Ph.)	1,000,000	J. & J.	Jan. '74 3
Girard College (Ph.)	500,000	J. & J.	July '71 3
Grand St. and Newton	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.)	500,000	J. & J.	Jan. '74 4
Hester, Mantau & Fairm.	2,050,000	J. & J.	Jan. '74 1½
Lomb. & South Sts. (Ph.)	105 000	A. & O	Oct. '71 6
Lynn and Boston	200 000	— & —	
Malden and Melrose	200 000	— & —	
Metropolitan (Boston)	1,500,000	M. & N.	Nov. '73 5
Middlesex (Boston)	400,000	A. & O.	Apl. '73 4
Ninth Avenue (N. Y.)	797,320	— & —	
Orange and Newark	282,555	— & —	
Philadelphia City	750,000	J. & J.	Jan. '74 5
Philadelphia and Darby	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry	284,775	J. & J.	Jan. '74 2½
Phg, Alleg. & Manchester	300,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)	888,100	J.A. J.O.	Oct. '73 2
Second & Third St. (Ph.)	962,100	J. & J.	Jan. '74 6
17th & 19th streets (Ph.)	500,000	J. & J.	Jan. '74 2
Sixth Avenue (N. Y.)	750,000	M & N.	May '71 5
Third Avenue (N. Y.)	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.)	1,000,000	J. & J.	Jan. '74 2
Somerville (Boston)	75,000	M. & N.	Nov. '73 3
South Boston	400,000	J.A. J.O.	Jan. '74 2½
Union (Boston)	200,000		July '72 7½
Union (Phila.)	600,000	J. & J.	Jan '74 3½
West Philadelphia	400,000	J. & J.	Jan. '74 2
CANALS.			
Chesapeake & Delaware	1,933,565	J. & D.	June '73 3
Chesapeake and Ohio	8,229,591	— & —	
Delaware Division	1,633,350	F. & A.	Feb '74 4
Delaware and Hudson	15 000 000	F. & A	Feb. '74 5
Delaware and Raritan*	6,847,400	J.A. J.O.	Jan. '74 2½
Erie of Pennsylvania	64,000	— & —	
Lehigh Coal & Navigat.	8,739,800	M. & N.	May '67 3
Monongahela Navigat.	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)	1,025,000	F. & A.	Aug. '72 2
" (preferred)	1 175,000	F. & A.	Aug '72 5
Pennsylvania	4,337,950	— & —	
Schuyl. Nav. (common)*	1,908,207	F. & A.	Feb '74 30c
" " (pref.)	2,838,977	F. & A.	Feb '74 60c
Susq. and Tide Water	2,002,746	— & —	
Union	2,907,860	— & —	
" preferred		— & —	
W. Branch and Susq	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express	10,000,000	M.J. S.D.	Mar. '74 2
American Coal	1,500,000	M. & S.	Mar. '72 5
Am. Merch. Union Exp.	18,000,000	J. & J.	July '73 3
Ashburton Coal	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City	1,000,000	— & —	
Butler Coal	600,000	J. & D.	Dec'69 85c
Canton	731,250	— & —	
Consolidation (Md.) Coal.	10,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron.	600,000	— & —	Apl. '73 6
Maryland Coal	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold	2,336,800	— & —	
" pref.	6,693,400	— & —	
" certif.	2,324,000	J. & J.	
Pacific Mail Steamsh p.	20,000,000	M.J. S.D.	Sept. '69 3
Pacific and Atlantic Tel.	5,000,000		2½
Pennsylvania Coal	4,000,000	F.M.A.N	Nov. '73 5
Pullman Palace Car	4,000,000	F.M.A.N	Feb '74 3
Quicksilver, common	5,700,000	— & —	
" preferred	4,300,000	— & —	
Spring Mountain Coal	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal	1,000 000	— & —	
United States Express	6,000,000	F.M.A.N	Feb. '74 2
United States Trust	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp	6,000,000	J. & J.	Jan. '74 4
West. Union Telegraph.	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Prices.
National Securities Feb. 1, 1874.					
Loan of June 14, 1858 ..... registered	$995,000	5	Jan. & July.	1874	112¼
.. .. coupon	.....	5	" "	1874	....
Loan of February 8, 1861 ..... registered	13,762,000	6	Jan. & July.	1880	120¼
.. .. coupon	4,653,000	6	" "	1880	120¼
Oregon War Bonds of March 2, 1861 ... coupon	945 000	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861 .... registered	125,681.650	6	Jan. & July	1881	120¼
.. .. coupon	63,639,700	6	" "	1881	120¼
Loan of Feb. 25, 1862 (5-20s) ..... registered	16 932,650	6	May & Nov.	1882	117½
.. .. .. (5-20s) ..... coupon	156,725,700	6	" "	1882	117½
Loan of March 3, 1863 ..... registered	53,611,100	6	Jan. & July.	1881	120½
.. .. coupon	21,388,900	6	" "	1881	120½
Loan of March 3, 1864 (5-20s) ..... registered	964,600	6	May & Nov.	1884	119½
Loan of June 30, 1864 (5-20s) ..... registered	24,964.100	6	May & Nov.	1884	119½
.. .. .. (5-20s) ..... coupon	33,082,100	6	" "	1884	120½
Loan of March 3, 1865 (5-20s) ..... registered	33,887,750	6	May & Nov.	1885	119¾
.. .. .. (5-20s) ..... coupon	118,746,600	6	" "	1885	121
.. .. 2d series (5-20s) ..... registered	56,538,900	6	Jan. & July.	1885	118½
.. .. .. (5-20s) ..... coupon	146,094,200	6	" "	1885	119½
.. .. 3d series (5-20s) ..... registered	87,540,550	6	Jan. & July.	1887	119½
.. .. .. (5-20s) ..... coupon	223,113,650	6	" "	1887	120
.. .. 4th series (5-20s) ..... registered	13,798,000	6	Jan. & July.	1888	119
.. .. .. (5-20s) ..... coupon	23.676,000	6	" "	1888	119
Loan of March 3, 1864, (10-40s) .... registered	140,747,050	5	Mar. & Sept.	1904	112¾
.. .. .. (10-40s) ..... coupon	53,820,250	5	" "	1904	115½
Consols of July 14, '70 & Jan. 20, '71. registered	169,742.000	5	F. M. A. & N.	1881	113½
.. .. coupon	128,716,750	5	" "	1881	114
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 28, 1868..... (cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds..... (currency)	64,623.512	6	Jan. & July.	'95-'99	116¼
U. S. Notes and Fractional Currency.....	429,587,363	nil.	.....	.....	...
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72...	2.582,900	5	May & Nov.	'87-'92	....
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	....
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90-'91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,000,000	8	" "	'90-'91	....
Arkansas—($ 0,800,0 0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'99-'00	....
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	...
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71,...	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'86	110
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,500):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,286 000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-20s).	935.500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($,728,865):					
.. Convention Bonds 1868.....	30.000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	8	Various.	'93-'98	....
.. Bonds, 1871.....	210.000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R.R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	....
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R.R., '55, '59, '60 & '61	600,000	6	Feb. & Aug	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1860.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,900, 00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1890	....
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	...
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	...
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	...
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):			Jan		
.. State Bonds (various) 1863 to 1864.....	110,675	6	". & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	"	'76-'89	....
Kentucky—($2,750,610):					
.. State Bonds 1834 and '43.....	160.000	6	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	49
.. Deficiency (Treasury) Bonds 1863.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	50
.. .. .. 1866	1,000,000	8	Various.	1885	67
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds (N.O., Mob. & Chat. R.R.) '70 '71	3,250,000	8	Jan. & July.	10-'11	....
.. Redemption (certificates) Bonds 1866...	259,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1899	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"	'83-'89	98
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889	98
Maryland—($12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,637,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1858...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	95
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,546	6	Jan. & July.	1885	96
.. Bounty War Bonds, 1868.....	511,355	6	J. A. J. & O.	1893	104¼

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	Pay-able.	Market Prices.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72	706,000	5	Various.	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2.800 000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	94¼
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	91¼
.. Bounty Loan, 1864.....	4,379,500	5	May & Nov.	1894	99¼
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R & Hoosac T. bonds, £1.448,700 stg.	7,175,461	5	April & Oct.	'88-'93	...
.. R. R. & Hoosac Tunnel bonds, dollar...	1,106,500	5	" "	'90-'92	92¼
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1870	....
.. $2,000,000 Loan Bonds, 1863.....	445 000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863.....	431,000	6	" "	1878	97
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1895	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	94¼
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	...
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	18¼
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	...
Nevada—($860,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	99¼
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	97¼
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	96¼
New Jersey—($2,596,700):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	104¼
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'83-'96	....
.. War Loan Bonds, 1864, tax free.....	584,400	6	" "	'87-'02	...
New York—($38,121,690):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	plens.	....
.. General Fund Stock	1,189,780	6	" "	plens.	....
.. Canal Stock.....	1,108,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'78	107
.. Canal Stock.....	2,572,000	6	" "	'74-'76	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	0,675,000	7	Jan. & July.	1877	106
.. Bounty Loan Bonds, 1867, coupon	1,874,000	...	" "	1877	106
North Carolina—($29,000,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	29¼
.. State (old) Bonds 1848 to 1860.....	3,039,000	6	April & Oct.	'72-'92	...
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	18
.. State (new) Bonds, 1867 to 1870	1,869,000	6	April & Oct.	'92-'98	28
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	25¼
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	....
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	...
Ohio—($9,022,721):					
.. Loan of 1850 Bonds, stg'd'd.....	882,894	6	Jan. & July.	1870	...
.. Loan of 1850 Bonds, stg'd'd.....	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, stg'd'd.....	1,495,369	6	" "	1881	102
.. Loan of 1856 Bonds, stg'd'd.....	2,400,000	6	" "	1886	103
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90 527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	...
Pennsylvania—($2,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92.850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	106
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15-25s).....	9,271 550	6	" "	'82-'92	108¼
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	...
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	97¼
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	329,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66...	1,333,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,760,000	6	April & Oct.	1888	15
.. .. .. '68-'69.....	2,262,714	6	Jan. & July.	'87-'97	9½
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R. Bonds 1854.....	970,000	6	" "	'74-'75	....
.. Conversion Bonds 1869.....	7,371,200	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1889	...
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	57
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	...
.. Endorsements	2,197,000	6	Jan. & July.	"	...
.. Funded Interest Bonds	9,000,000	6	" "	"	85¼
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	857,000	10	Mar. & Sept.	1876	85
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621.000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'00	36
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'00	36
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'86-'00	....
.. Funded Interest, 1866-'67.....	6,692.425	6	" "	'76-'87	....
.. Funded Interest sterling, 1887.....	466,280	5	" "	'85-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,800,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	101½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	99½
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1890	....
Allegheny Valley:						
General Mortgage	4,000,000	7-3	Jan. & July.	New York.	1900	92
Special Mortgage to Penn.	3,600,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	...
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	60
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G.R.R.) bonds	310 000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $6,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R.R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	857,250	6	Jan. & July.	Baltimore.	1875	99½
Loan of 1850-'80	679,500	6	" "	"	1880	99
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	100
Loan of 1855-'90 (Balt.) stg fd.	3,461,143	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) stg fund.	3,020,320	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	2,493,016	6	" "	"	1902	....
3d Mort. (N.W. Va. R.R.) assumed	140,000	6	Jan. & July.	Baltimore.	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	60',000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	600,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	93
Beloit and Madison (C. & N.W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	495,500	6	March & Sept.	Princeton.	1885	83½
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	78
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	104½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	82
1st Mortgage (Equalization)	248,000	7	" "	"	1889	89
1st Mortgage (consolidated)	163,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	96
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1880	98
1st Mortgage (71 m.)	76,000	8	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200 000	7	" "	New York.	1870	.. .
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	...
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	82
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	46
Mass. L. (sec'd by $4,000,000 Ber.)	8,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	95
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	102

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,680,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,360,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	92
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage coin or stg skg f'd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	61
Burlington and Missouri River:						
Land and R. R. Mortgage	5,056,350	7	April & Oct.	Boston.	1893	99
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,587,971	8	Jan. & July.	Boston.	1894	100
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1894	60
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. & lands) s. f. gold	8,000,000	7*	Jan. & July.	New York.	1891	85
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,260,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	91½
Camden and Burlington County:						
Consolidated 1st Mortgage	338,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1908	70
Carthage & Burlington (C.B & Q.):						
1st Mortgage guar. and tax free.	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	101½
Chattel Mortgage	158,350	5	" "	"	'80-'89	91
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	74
Cedar Rapids & Mo. Riv. (C & N W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	82½
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	84½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	46
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174 000	7	May & Nov.	New York.	1875	120
Convertible bonds of 1872	5,000,000	7	" "	" "	1902	101½
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	105
Loan of Leh. C. & Nav. Co. (ass'd)	2,310,000	6	J. A. & J. O	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	91½
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	96½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	102
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	103
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.)	500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V.D.) gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,158,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	...
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	57
1st Mort. (Va. Con.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	....
3d Mort. (")coupon	918,000	6	" "	" "	1884	....
Income (")coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	309,400	6	Jan. & July.	Boston.	'75-'80	....
Chester Creek:						
1st Mortgage guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1908	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	104
1st Mortgage	2,408,000	7	Jan. & July.	" "	1893	107
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	100
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (" ") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	110
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	650,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	241,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,983,225	7	Jan. & July.	Boston.	1896	95½
1st Mort. (Am. Cen. R.R.) guar.	736,000	6	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	96
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	97
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	96
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	97½
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,800,000	8	Jan. & July.	Boston.	1956	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1936	37½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	92½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C&NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	100
Funded coupons (193 m.)	760,000	7	May & Nov.	" "	1883	98
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	100½
Appleton Ext. (23 m. & 76,000 ac.)	174,000	7	" "	" "	1885	89
Green Bay Ext. (26m & 76,000 a.)	284,000	7	" "	" "	1885	89
Equipm't (Engs & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,775,000	7	Feb. & Aug.	" "	1892	102
2d Mort. (Gal. & Chic. 248 m.)	978,000	7	May & Nov.	" "	1875	97
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line (")	129,500	7	" "	" "	1878	....
1st Mort. (Peninsula 79m. & land)	331,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y	3,105,000	7	F. M. A. & N.	" "	1915	94
Consol. gold bonds for $48,000,000	4,534,000	7*	June & Dec	" "	1902	86
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil.R.R.) guar.	389,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" " ") guar.	9,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.) guar	1,141,000	7	Jan. & July.	" "	1898	84
1st Mort. (Bel.& Mad. R.R.) guar.	306,000	7	"	" "	1868	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000 pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000 pm	1,350,000	8	May & Nov.	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I. & Pac.)	8,600,000	7	" "	" "	1896	104½
Chi. & Southwes'n (C.,R.I. & Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1880	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.& C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1863	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	796,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1901	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1898	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	70
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	71½
1st Mort. (San., Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	75½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	86½
Cincinnati and Springfield:						
1st Mortgage for $2,000 000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	—— & ——	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	101½
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'78 '84	....
1st Mort. (Bell. and Ind. R. R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1878	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	...
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,368,000	7	May & Nov.	" "	1875	98
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July	" "	1892	88½
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	85
Coiebrookdale:						
1st Mort. guar. by Ph. and Rdg	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (5 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	90
2d Mortgage Consol. skg fund	3,679,000	7	Feb. & Aug.	" "	1909	68
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	97½
Notes payable, on demand	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1860	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1.2.3.4.	95
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	963,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	700,000	7	May & Nov.	" "	1883	....
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia	1904	....
2d Mortgage	109,500	6	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext)	1,111,000	7	April & Oct.	New York.	1876	102
2d Mort. (Del., Lack. & Wtn.)	1,633,000	7	March & Sept.	" "	1881	104
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	104
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y. L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,000,000	8	" "	" "	1859	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	...
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	9½
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	94½
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia(E.T.V.&G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., sky fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	91½
Eastern (Mass.):						
English Loan, July 1, 1862	283,000	6*	Jan. & July.	London.	1872	...
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	99½
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1874-'82	1,500,000	7	March & Sept.	"	1882	97
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	97
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	58
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	103
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	101½
3d Mortgage	4,582,000	7	" "	" "	1883	100½
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	98½
5th Mortgage convertible	709,500	7	June & Dec.	" "	1888	93
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	...
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	NY & London.	1920	....
Convertible bonds	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L M.(& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line) sky fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1892	....
Fint and Pere Marquette:						
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.)	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tax f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease, S.F. 25 000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1889	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N. Y. & Lond.	1900	...
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & St. L.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct	Boston.	1909	....
2d Mortgage	600,000	8	Jan & July	"	1893	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	89½
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	102
2d Mortgage	948,000	7	May & Nov.	" "	1875	97
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	...
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	96½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,310,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,828 335.	14,191,675	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,695,765	8,478,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	...
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	...
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	6½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York	'81-'86	...
1st Mortgage not guaranteed	576,705	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	80
2d Mortgage	425,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	91½
Missouri State Loan	1,600,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	5,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	...
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	84½
1st Mort. (Q. & Palm.R.R. 15 m)	190,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City & Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,000	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	95½
Hartford and New Haven:						
1st Mortgage	550,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) sky fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) sky f d.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(P&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	109,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. sky fund, gold.	6,620,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104
3d Mortgage	180,000	7	May & Nov.	" "	1875	102
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	102½
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	93
2d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	66½
Illinois Central:						
Construction bonds, cur. sky f'd.	3,058,500	7	April & Oct.	New York.	1875	103
Construction bonds, coin	832,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	...
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1900	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1899	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	8	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, sky. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,600,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,900,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	91
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	97
Jackson, Lansing & Saginaw (MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	99
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	98½
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	104½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	88
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	87
Junction and Brenkwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.& M.So.	840,000	8	Jan. & July.	New York.	1868	96½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" ").	150,000	10	" "	" "	1878	....
1st Mort.(St.Jo.& C.B.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	6	March & Sept.	" "	1892	....
Kansas City & Santa Fe (L.L.& G.):						
1st Mortgage guar. by Lessees.	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	60
1st Mort. (2d Div. 253.94 m.)gold	4,068,000	6*	June & Dec.	" "	1896	60
1st M.(3d D.244.66m.& 3,000,000a)	6,455,000	7*	May & Nov.	N. Y., L. & F.	1899	....
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,921,000	7*	Jan. & July.	N. Y., L. & F.	1886	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.		1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1858.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865.	287,000	7	June & Dec.	" "	1885	....
Keok., Iowa C. & Minn.(T W & W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	98
Lackawanna & Bloomsb.(D.L.& W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	200,000	7	Jan. & July.	" "	1891	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N. W.	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming. & Miss.(T W & W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(T W & W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. sky fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y B's.& Ph.	1909	88
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,132,000	7	J. A. J. & O.	" "	1900	96½
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1900	96½
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore)Ap. 1, '69	1,500,000	7	" "	" "	1890	96½
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	100
3d Mort. Oct. 1, '67	1,000,000	7	April & Oct.	" "	1892	97
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1886	100
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	97
1st Mort. May 1, 1865 M. S. & N. I.	5,256,000	7	May & Nov.	" "	1885	103½
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	99½
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1863 "	3,000,000	7	April & Oct.	" "	1893	95
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1878	99½
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct 1, 1867 (Sch.& Th R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. A.& Gr. R.)	840,000	8	" "	" "	1868	98½
1st Mort. July 1, 1863 (J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia	1905	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	$56,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. sky fund conv., gold	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	.....	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	99½
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	105½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	53½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1880	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	98½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	90
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	344,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (" ")	88,000	7	" "	" "	'80-'85	....
Consol. M. for $5,000,000 (392 m.)	6,647,000	7	April & Oct.	" "	1898	90
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,200,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	660,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.		1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	101½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	92½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	79½
1st Mort. (Scioto & H. Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	87½
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	8	Feb. & Aug.	Boston.	1900	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	100½
Michigan Central:						
1st Mortgage, convertible	356,000	8	April & Oct.	New York	1882	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	109
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	58½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	104½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	96½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv.& W.Gap(E)						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,514,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	80
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,808,000	7	Jan. & July.	" "	1897	82
1st Mortgage (Minn. Cent)	192,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	82
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	105½
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	95
Milwaukee City Loan	233,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Win.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $15,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1863	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St. L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,854,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	— & —	.....	1899	19½
1st Mort. Land Grant gold	1,060,000	7*	— & —	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jan. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,533,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st Mortgage Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,600	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	948,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	— & —	" "	....	....
Income Mortgage	700,000	7	— & —	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	...
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.)						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	107
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	99½
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	92½
Construction bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	93½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	85
2d Mortgage gold	500,000	6*	April & Oct	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st Mortgage, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1860	....
Holyoke and Westfield bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	...
2d Mortgage currency	1,500,000	7	" "	" "	1851	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1892	43
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1889	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.)						
1st Mortgage	300,000	6	March & Sept.	New York.	1855	....
1st Mortgage	200,000	7	Jan. & July.	" "	1886	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, go'd	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOto T 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La.	2,825,000	8	" "	New York.	1914	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	...
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,986,626	6	May & Nov.	New York.	1883	94½
Bonds for debts ass'd(N.Y. Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	100
Bonds for B.& N. R'l.(")	76,000	6	May & Nov.	" "	1883	90
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	91
Bonds for real estate (")	162,000	6	" "	" "	1883	91
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	94½
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C& H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1863	3,000,000	7	May & Nov.	New York.	1873	....
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	99
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	101
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225 000	6	Jan. & July.	Philadelphia.	1885	100
2d Mortgage	5,000,000	7	May & Nov.	"	1896	102½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	107
North Shore (L. I.)						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	90
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	89½
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	95
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	91½
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1870	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	35¼
Norwich & Worcester(B.H.& L.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	....	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1900	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	308,000	8	Jan. & July.	Boston.	1878	93
Equipment Mortgage	200,000	6	" "	"	1879	93
Sinking Fund Bonds	600,000	8	March & Sept.	"	1900	....
Ohio and Mississippi:						
Consolidated 1st Mortgage	6,694,000	7	Jan. & July.	New York.	1898	92
Consolidated 1st Mortgage, stg..		7*	" "	London.	1898	....
Consolidated 2d Mortgage	3,529,000	7	April & Oct.	New York.	1911	81½
2d Mortgage, (W. Div.)	433,000	7	Jan. & July.	" "	1874	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bond	50,000	7	May & Nov.	" "	1883	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	71
1st Mortgage (War. & Fkln)	580,000	7	April & Oct.	"	1882	88
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	65
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	97
Plain Bonds	485,000	6	April & Oct.	"	1875	95
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	102½
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm		7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1878	86
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	77½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1878	80
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	79½
Consolidated Mort.	1,632,500	7	Jan. & July.	New York.	1882	81
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	800,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	96
Owensboro' and Russellville:						
1st Mortgage for $1,500,000		8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	84
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	66
Income Bonds	1,500,000	7	"	" "	1892	55
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg. £19,350	93,947	7*	April & Oct.	London.	1875	....
General Mortgage, stg £567,800.	3,889,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	86
Pemberton & Hights.(UC.of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.R.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,070,000	7	Jan. & July.	Philadelphia.	1880	102
2d Mortgage (")	2,553,800	6	April & Oct.	"	1875	101
3d Mortgage (")stg.	2,232,240	6*	" "	London.	1878	....
General Mortgage (coup.& reg.)	19,498,700	6	J. A. J. & O.	Philadelphia.	1910	89½
State lien for $17,500,000, skg Pd	5,851,700	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	340,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	102½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(O.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	85
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	99½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	91
2d Mortgage(" " ")	3,000,000	7	Jan. & July.	"	1888	87
Gen'l M. for $20,000,000, gold gr.	4,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$519,000	6	April & Oct.	Philadelphia.	1897	84½
Perth Amboy & Woodbr.(C&A)						
1st Mortgage	100,000	6	Feb. & Aug	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79 '88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¼ m.)	800,000	7	Jan. & July	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9¼ m.)	309,000	6	April & Oct	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,138,900	6	Jan. & July.	Philadelphia.	1893	80
Loan of 1870, convertible	28,000	7	" "	"	1893	....
Mortgage Loan of 1857, conv.	85,500	6	" "	"	1886	....
Mort. Loans of 1842-44-46 & 49.	1,521,000	6	" "	"	1880	97
Mortgage Loan of 1862	2,700,000	7	April & Oct.	"	1893	105
Mortgage Loan of 1856 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,500	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871. { Dollar coupon	7,096,000	7	June & Dec.	Philadelphia.	1911	102½
Consolidated Mortgage June 1, 1871. { Dollar registered	3,414,000	7	" "	"	1911	105
Consolidated Mortgage June 1, 1871. { Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond	1911	98
Consolidated Mortgage June 1, 1871. { Gold or stg reg.	663,000	6*	" "	"	1911	97½
Consolidated Mortgage June 1, 1871. { Dollar coupon	332,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv.	6,600,986	7	Jan. & July.	"	1893	104½
New improvement Mort. loan	6,231,615	6*	April & Oct.	Phila.or Lond	1897	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,900	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866	400,000	6	April & Oct.	"	1876	95
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia	1900	69½
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	monthly.	New York.	1884	70
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	91½
2d Mort. (Balt. Loan) of 1866	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10¼ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	104½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	90
Bridge (O. & P. R. R.) bonds	150,000	7	May & Nov.	" "	1876	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,000,000		7	Jan. & July.		1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000		7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold..	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000		6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000		6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for $450,000		7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	" "	1899	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	18	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1892	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed	600,000	7	May & Nov.	New York.	1890	90
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	97
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.)	400,000	7	March & Sept.	New York	1900	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.		1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'76-'90	68
Rich., Fredericksb'g & Potomac						
Sterling Loan	$7,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	6	" "	Richmond.	1881	....
Dollar Loan	$12,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	130,500	7	June & Dec	Richmond.	1875	....
1st Mortgage	175,000	8	April & Oct.		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$2,000,000	7*	Feb. & Aug	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund..	624,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	....
Equipment Mortgage	500,000	8	March & Sept.	"	1880	80
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").....	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1889	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	99
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	...
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	86½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)..	1,700,000	7	" "	" "	1884	78
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	96½
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	94½
2d Mortgage May 1, 1868 guar..	648,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	87½
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands..	6,000,000	7	— & —	New York.	....	....
2d M. (W.Line) R. R. & Lands..	3,000,000	7	— & —	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000.....	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	90½
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed.....	2,625,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1880	....
State guaranteed (C.& S.)bonds.	506,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds.....	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.& H.Can.):						
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage.....	250,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	92
Sheboygan and Fond du Lac:						
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension.....	691,000	8	April & Oct.	" "	1866	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	688,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.).						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1889	....
Sioux City and St. Paul:						
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold.....	600,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold.....	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency.....	907,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds.....	1,470,500	7	April & Oct.	"	'88-'91	....
Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds.....	71,300	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	290,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000.....	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold..	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	93
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	66
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,500,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant...	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $25,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold.....	85,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.....	891,000	7	various.	Macon.	'72-'88	....
1st Mortgage (Muscogee) conv..	800,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed.....	196,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free.....	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	99½
Sunbury and Lewiston:						
1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.....	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000.....	.....	8	.....	.....	....	....
Suspens. Brid. & Erie June.(Erie):						
1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L.&W):						
1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage.....	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1900	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m....	1,600,000	7	June & Dec.	New York.	1894	88½
1st Mortgage (W. Div.) 117 m..	1,800,000	7	Feb. & Aug.	" "	1896	63
2d Mortgage (W. Div.) 117 m..	1,800,000	7	April & Oct.	" "	1886	67
Equipment Mort. sinking fund..	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $8,500,000.	1,400,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	....
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed.....	80,500	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar....	100,000	7	Jan. & July.	Troy.	1879	....
Troy and Boston:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	"	" "	1882	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	94½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1898	94
1st Mort. (Quincy & Tol. 34 m).	500,000	7	May & Nov.	" "	1890	88
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	90½
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	91½
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	85
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	78
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	79½
1st M. (Dec. & East St. L.100m.)	2,700,000	7	" "	" "	1900	87½
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	85½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1890	82½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	82
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1895	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,695,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	97½
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	91½
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	86
Consolidated(mort.)Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	98½
Sterling Loan £309,200	1,648,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	....	....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq. Val.(D&HC):						
1st Mortgage	.....	7	....	....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	30
2d Mortgage consolidated	1,500,000	7	" "	"	1891	7½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1857	67½
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.		....	80
Equipment Mortgage	1,000,000	8	May & Nov.		'76-'77	74
Equipment Mortgage	1,000,000	8	" "		1889	74
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1890	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	71½
4th Mortgage	846,000	8	March & Sept.	" "	1900	63
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1886	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	77
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	103,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	101½
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	513,400	....	....	....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	72½
1st Mort. endor. by Balt	200,000	6	" "	"	1890	94
2d Mort. " "	300,000	6	" "	"	1890	92
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	80½
2d Mortgage preferred	600,000	6	" "	"	1895	60
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	94
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	87
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	82½
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	96
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	103
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	71½
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	87½
2d Mortgage coupon or regis	723,600	7	Jan. & July.	"	1902	79
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	80
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1910	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	85
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	107
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage, 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage, 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	102½
1st Mortgage, 3d series, Jan. 1, 1871	5,000,000	7	" "	"	1891	102
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,166,277	6	J. A. J. & O.	Philadelphia.	1884	98
Mortgage Loan reg	2,0 0,000	6	F. M. A. & N.	"	1897	95½
Mortgage (equip.) Loan, gold	6,944,000	6*	June & Dec.	"	1897	98
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	98
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	90
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Essex):						
1st Mortgage	800,000	6	April & Oct.	Philadelphia.	1876	96
2d Mortgage	285,000	6	" "	"	1876	96
Boat Loan, sinking fund	236,965	7	" "	"	1885	90
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	66
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	73½
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	260,000	6	May & Nov.	"	1870	75
Boat and Car Loan	756,650	6	" "	"	1888	72
Boat and Car Loan	628,100	7	" "	"	1889	87
Coupon Bonds	1,079,000	6	Jan. & July.	"	1896	73
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	74
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1883	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. M. in Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	3	106	Adirondac.....New York.	2,728,692	*	.....	7,000,000	3,763,000	930,000	1,963,756	—	60.2	.....	.....	.....	160,425	.....	—	100	.....
May 31, 1872	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	81.3	—	4.6	—	18	8	2	101	Alabama Central ¶.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	142.0	—	87.1	—	21	24	12	749	Albany and Susq. (D. & H.)...New York.	7,463,572	*	.....	.....	5,000,000	4,467,000	.....	.....	164.0	(Del. &	Hud.Cana	l Co.)	1,341,228	423,821	7	100	91½
Sept. 30, 1872	51.0	—	2.0	—	3	4	1	21	Alexandria and Fredericksburg ¶.....Va.	2,500,000	*	.....	.....	.....	1,000,000	.....	—	51.0	.....	.....	.....	.....	.....	—	100	.....
Jan. 31, 1873	132.0	—	44.9	112.0	.....	.....	.....	.....	Allegheny Valley.....Pennsylvania.	13,200,000	*	.....	.....	2,256,300	12,389,000	.....	—	132.0	.....	.....	.....	2,289,188	960,684	—	50	.....
Nov. 30, 1872	35.8	—	1.6	—	.....	.....	.....	.....	Allentown.....Pennsylvania.	1,147,225	—	.....	.....	567,544	—	579,681	—	35.8	.....	(Phila.&R	eading R.	R.)	.....	—	50	.....
Dec. 31, 1872	20.5	—	2.0	—	5	10	2	43	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	95,000	20.5	.....	.....	.....	.....	.....	—	50	.....
Dec. 31, 1872	57.0	—	2.8	28.0	.....	.....	.....	.....	Arkansas Central (3 ft.) ¶.....Arkansas.	.....	.....	.....	.....	.....	15,000pm	.....	—	—	.....	.....	.....	.....	.....	—	100	.....
Mar. 31, 1873	23.6	—	1.9	—	.....	.....	.....	.....	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	—	—	.....	.....	.....	.....	.....	—	100	.....
Nov. 30, 1872	465.0	—	23.3	200.0	.....	.....	.....	.....	Atchison, Topeka & Santa Fe....Kansas.	20,000,000	*	.....	.....	8,615,000	10,564,500	570,000	—	—	.....	.....	.....	7,500	.....	—	100	.....
Sept. 30, 1872	30 4	—	0.9	—	3	2	1	17	Athol and Enfield.....Massachusetts.	805,873	7,555	44,400	.....	520,000	293,400	44,605	3,814	30.4	(In prog	ress to N.	Mexico.)	.....	.....	—	100	18½
June 30, 1872	86.7	—	8.9	—	19	6	5	119	Atlanta and West Point.....Georgia.	1,200,129	*	.....	.....	1,232,200	22,000	.....	—	86.7	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	387.3	88.2	149.4	—	166	52	26	3,117	Atlantic and Great West. N.Y. Penn.& O.	80,992,240	*	.....	.....	24,000,000	56,992,240	.....	—	565.8	.....	.....	.....	.....	.....	8	100	.....
Dec. 31, 1872	237.0	110.0	16.3	165.0	26	19	6	338	Atlantic and Gulf ¶.....Georgia.	7,592,283	*	162,387	.....	4,479,677	3,294,700	330,991	—	347.5	635,350	98,284	.....	5,451,229	855,670	—	100	.....
Sept. 30, 1872	408.0	20.0	31.0	160.0	78	29	16	832	Atlantic, Mississippi and Ohio...Virginia.	17,765,914	*	8,718,937	.....	6,921,900	14,889,843	.....	.....	428.0	1,427,688	232,575	530,583	1,969,053	734,828	—	100	.....
May 31, 1872	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina ¶.N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	.....	(No retur	ns furnish	ed.)	.....	—	100	.....
Dec. 31, 1872	364.0	—	18.2	200.0	.....	.....	.....	.....	*Atlantic and Pacific* ¶..Missouri & Ind.Ter.	.....	.....	.....	.....	15,000,000	12,500,000	.....	.....	328.2	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	149.5	1.5	16.2	—	.....	.....	.....	.....	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	201,089	—	—	.....	.....	.....	.....	.....	4	100	.....
Nov. 30, 1872	53.0	—	2.7	—	.....	.....	.....	.....	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	733,700	129,000	—	—	—	.....	.....	.....	.....	73,000	7	100	.....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Genesee and Mount Morris ..N. Y.	245.000	*	.....	.....	194,250	20,000	20,000	—	19.1	21,302	43,209	4,901	33,299	6,001	—	100	.....
Nov. 30, 1872	57.2	2.6	4.1	—	.....	.....	.....	.....	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	—	58.2	.....	(Leased to	Pennsylv	ania.)	.....	—	100	.....
Sept. 30, 1872	379.6	—	502.7	—	383	205	52	7,904	Baltimore and Ohio ¶.....Md. & W. Va.	31,170,756	7,995,856	13,423,332	8,424,536	16,704,762	12,466,639	700,873	26,152,269	454.6	9,172,997	.....	.....	10,654,472	4,532,072	8	100	170
Sept. 30, 1872	80.0	—	39.9	—	.....	.....	.....	.....	Washington Branch ¶.....Maryland.	1,650,000	—	.....	642,300	1,650,000	20,000	—	622,300	80.0	476,800	.....	.....	480,645	335,735	10	100	160
Sept. 30, 1872	103.5	—	21.8	—	.....	.....	.....	.....	Parkersburg Branch.....W. Virginia.	10,000,000	—	.....	.....	5,680,685	593,500	.....	—	103.5	1,003,407	.....	.....	826,803	114,541	—	100	11
Dec. 31, 1872	32.0	—	3.2	89.0	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	32.2	(Opened	to Washi	ngton, Ma	y 1, 1872.)	.....	—	100	7
Dec. 31, 1872	33.4	—	2.7	—	.....	.....	.....	.....	Belfast and Moosehead Lake.....Maine.	900,000	—	.....	.....	650,000	250,000	.....	—	—	(Operat	ed by Ma	ine Centr	al.)	36,000	—	50	.....
Dec. 31, 1872	67.0	—	6.7	—	30	21	8	967	Belvidere Delaware .....New Jersey.	3,876,842	*	.....	.....	995,300	2,244,500	1,228,128	—	67.0	.....	.....	.....	.....	835,380	218,608	10	100	.....
Sept. 30, 1872	22.0	—	2.0	—	.....	.....	.....	.....	Berkshire.....Mass.	600,000	—	8,000	.....	600,000	.....	.....	—	22.0	58,406	80,192	174,297	120,291	42,046	7	100	72½
Sept. 30, 1872	15.6	—	5.7	—	.....	.....	.....	.....	Blossburg and Corning.....New York.	582,346	—	.....	.....	468,000	.....	.....	—	—	.....	.....	.....	.....	.....	5	100	.....
Sept. 30, 1872	201.6	48.0	316.8	—	206	181	46	4,118	Boston and Albany.... Mass. & N. York.	19,860,414	4,411,338	1,071,646	2,106,438	19,664,100	3,037,000	546,724	4,287,012	268.3	4,883,071	5,247,576	2,732,907	9,259,599	2,362,615	10	100	139½
Sept. 30, 1872	25.2	—	2.0	0.8	4	4	2	50	Boston, Barre and Gardner.....Mass.	763,114	104,775	30,324	4,023	736,240	—	153,849	12,147	28.0	82,064	85,157	17,499	69,356	7,550	—	100	.....
Sept. 30, 1872	42.9	—	9.0	—	21	22	12	434	Boston, Clinton and Fitchburg .....Mass.	1,430,328	646,052	110,250	95,736	872,000	1,250,000	62,586	97,180	90.2	441,745	467,966	317,043	576,413	192,795	—	100	.....
Mar. 31, 1873	93.5	—	12.8	—	22	24	19	473	Boston, Concord and Montreal .....N. H.	2,850,000	*	218,300	327,759	1,800,000	1,050,000	29,603	516,456	139.0	.....	171,511	92,186	670,349	131,715	6p	100	.....
Sept. 30, 1872	26.8	16.0	45.8	—	37	46	20	940	Boston and Lowell.....Mass.	2,469,955	252,345	2,566,759	263,142	2,852,900	1,771,024	542,860	374,417	71.8	741,931	1,949,688	620,053	1,293,969	241,016	8	500	106
Sept. 30, 1872	80.3	8.5	84.9	38.0	61	102	28	975	Boston and Maine.....Mass., N. H. & Me.	6,728,333	1,144,587	775,992	525,480	6,816,834	—	1,341,862	1,016,686	158.8	1,216,996	4,135,469	520,722	2,004,672	504,116	10	100	108½
Sept. 30, 1872	44.0	14.5	66.0	—	38	67	11	452	Boston and Providence.....Mass. & R. I.	3,691,138	207,400	578,542	253,320	3,950,000	—	356,478	427,922	66.5	239,132	762,246	765,733	1,716,399	465,347	10	100	146½
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa.....Canada.	2,647,004	*	.....	.....	.....	424,704	1,657,200	—	85.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	171	Brunswick and Albany¶.....Georgia.	10,548,000	*	.....	.....	4,898,000	5,650,000	350,000	—	—	(Com	pany in ba	nkruptcy.	)	.....	—	100	.....
Sept. 30, 1872	26.0	—	2.0	—	.....	.....	.....	.....	Buff., Bradford and Pittsburg..New York.	2,869,500	—	.....	.....	2,286,000	583,500	—	—	—	(Erie	Railway	Co.)	.....	40,000	—	100	.....
Sept. 30, 1872	43.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.... N. Y. & Penn.	1,546,930	*	.....	.....	428,717	700,000	548,229	—	43.2	.....	.....	.....	228,009	.....	—	100	.....
Sept. 30, 1872	142.0	—	12.7	—	.....	.....	.....	.....	Buffalo, New York & Erie..N.Y.& Penn.	3,338,000	—	.....	.....	950,000	2,380,000	.....	—	—	(Erie	Railway	Co.)	.....	233,100	7	500	.....
Sept. 30, 1872	117.0	—	5.9	—	.....	.....	.....	.....	Buff., New York and Phila. N.Y. & Penn.	3,064,271	*	.....	.....	1,600,707	1,876,500	430,605	—	88.0	(Opened	to Empor	ium, Pa.)	139,145	17,300	—	100	.....
Dec. 31, 1872	219.0	79.0	14.0	—	24	16	7	525	Burl., Cedar Rapids and Minnesota. Iowa.	7,600,000	*	.....	.....	5,400,000	2,200,000	.....	—	332.0	.....	.....	.....	995,129	283,802	—	100	.....
Dec. 31, 1872	120.0	—	6.0	100.0	.....	.....	.....	.....	Burlington and Southwestern. Iowa & Mo.	3,000,000	*	.....	.....	1,200,000	1,750,000	.....	—	.....	(In progr	ess.)	.....	.....	.....	—	100	.....
Feb. 28, 1873	158.0	....	....	143.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	10,000,000	*	.....	.....	12,000,000	8,000,000	.....	—	.....	(Compl	eted to Mo	Line Ma	y, 1873.)	.....	—	100	.....
Dec. 31, 1872	160.0	—	8.0	—	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	—	160.0	(Recently	completed	.)	.....	.....	—	100	.....
Dec. 31, 1872	61.2	—	92.9	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	9,458,328	—	.....	.....	5,847,800	—	—	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	10	100	.....
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	100	Camden and Atlantic.....New Jersey.	1,790,623	376,195	138,354	32,388	1,215,870	1,058,400	54,907	9,384	67.0	213,639	417,196	69,324	467,036	212,119	3½p	50	60
Dec. 31, 1872	23.0	7.2	3.9	—	.....	.....	.....	.....	Camden and Burlington Co..New Jersey.	715,362	—	.....	.....	352,925	338,000	44,437	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	6	100	.....
Dec. 31, 1872	28.5	—	4.8	81.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	.....	5,888	.....	683,467	3,776	3,800	28.5	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1873	229.0	63.0	29.2	—	.....	.....	.....	.....	Canada Southern.....Canada.	.....	.....	.....	.....	8,000,000	8,760,000	.....	—	—	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	71.6	22.4	7.8	18.0	10	23	12	160	Cape Cod.....Mass.	1,245,564	237,393	46,392	16,547	1,022,330	349,000	132,591	43,985	94.0	210,684	(Recently	completed	.)	.....	.....	—	100	.....
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2	—	31	Carbondale and Shawneetown....Illinois.	562,650	*	.....	.....	355,500	200,000	7,150	—	18.0	(Opened	Dec. 30, 1	871.)	.....	.....	—	100	.....
Sept. 30, 1872	18.0	—	0.5	10.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	561,139	*	.....	.....	455,433	150,000	.....	—	18.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	20.0	4.0	8.0	—	6	8	2	517	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	426,000	.....	.....	—	24.0	.....	.....	.....	.....	.....	—	100	.....
Oct. 31, 1872	94.0	4.5	8.5	—	21	9	5	602	Catawissa.....Penn.	6,698,850	*	.....	.....	4,359,500	1,739,350	.....	—	—	.....	.....	.....	.....	.....	6	25	.....
Sept. 30, 1872	14.8	—	1.3	—	2	2	2	14	Cazenovia and Canastota.....New York.	538,006	*	.....	.....	294,529	250,000	29,250	—	14.8	(Leased	Nov. '72 to	Ph.& R'ng.	)	572,104	183,169	7 p.	50	36
Dec. 31, 1872	75.6	—	3.8	—	.....	.....	.....	.....	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	—	—	.....	.....	.....	26,885	4,391	—	100	.....
Dec. 31, 1872	271.6	2.4	22.1	—	.....	.....	.....	.....	*Cedar Rapids and Missouri River*....Iowa.	11,233,000	—	.....	.....	7,619,000	3,614,000	.....	—	—	(Illinois	Central.)	.....	128,646	113,400	—	100	.....
Dec. 31, 1872	100.0	—	15.0	250.0	6	6	3	131	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	101.0	(Chic.&	North We	stern R. R	.)	.....	—	100	.....
Nov. 30, 1872	192.0	—	29.7	—	53	44	27	792	Central of Georgia.....Georgia.	5,000,000	*	1,628,457	1,022,692	5,000,000	1,389,000	241,663	—	284.0	(No re	turns furn	ished.)	.....	.....	—	100	.....
Dec. 31, 1872	202.0	—	16.6	24.0	22	8	6	301	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	—	202.0	.....	169,119	.....	1,656,154	689,308	10	100	.....
Sept. 30, 1872	22.0	4.0	3.9	—	3	7	—	22	Central of Long Island.....New York.	1,469,616	—	.....	.....	297,800	687,000	479,598	—	—	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey.....New Jersey.	12,424,935	7,882,235	7,049,492	4,810,442	20,000,000	9,209,000	3,068,154	—	—	(Flushi	ng & N. S	ide R. R.)	.....	.....	—	100	.....
Dec. 31, 1872	187.0	—	31.2	—	40	28	24	737	Central Ohio.....Ohio.	5,499,999	*	.....	.....	2,845,500	2,500,000	.....	—	187.0	.....	.....	.....	989,327	170,721	6	50	84
Dec. 31, 1872	883.0	339.0	110.4	600.0	187	168	40	3,307	*Central Pacific*¶.....Cal. Nev. & Utah.	130,485,693	5,622,693	5,458,198	2,513,287	64,283,190	81,939,680	422,041	7,433,960	1,158.0	4,889,891	4,478,513	1,490,689	7,120,718	1,957,538	10	100	107½
Dec. 31, 1872	194.6	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta....S.Car.	5,512,090	*	256,000	.....	2,578,000	3,100,000	.....	—	194.6	.....	.....	.....	588,833	746,153	11,963,641	6,962,362	—	100	72
Dec. 31, 1872	22.8	—	5.0	—	.....	.....	.....	.....	Chartiers.....Pennsylvania.	1,127,313	—	.....	13,897	628,060	500,000	3,150	—	22.8	39,140	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	428.0	—	42.8	72.0	45	27	18	761	Chesapeake and Ohio.....Va. & W. Va.	26,542,490	*	789,785	2,836,883	13,398,407	18,624,953	3,387,461	—	227.0	511,475	141,873	115,473	777,632	288,687	—	100	.....
Jun. 30, 1872	40.7	0.8	2.0	—	2	.....	.....	.....	Chester and Tamaroa.....Illinois.	1,690,000	—	.....	.....	1,000,000	660,000	30,000	—	41.5	(Opened	March 187	2.)	.....	.....	—	100	.....

Sept. 30, 1872	53.0	—	13.2	—	28	22	10	409	Chesshire	New Hampshire.	2,337,707	351,600	160,000	260,554	2,153,300	809,200	28,992	116,370	88.1	622,256	192,234	412,432	824,763	183,351	8	100	....										
Dec. 31, 1872	21.6	—	3.1	—	—	—	—	—	Chester Valley	Pennsylvania.	1,371,900	—	—	—	871,900	500,000	955,000	—	—	(Phila. a	nd Readin	g R. R. Co	mpany.)	—	—	50	....										
Dec. 31, 1872	242.0	117.4	92.1	—	144	74	24	2,912	Chicago and Alton	Illinois.	14,627,712	*	4,348,918	1,348,501	11,355,300	5,446,630	3,255,425	303,773	649.1	5,902,102	772,506	1,601,796	5,156,326	1,879,147	10	100	112½										
Dec. 31, 1872	996.8	552.4	287.2	—	283	127	62	5,400	Chicago, Burlington and Quincy	Illinois.	56,648,400	*	4,555,731	—	26,050,583	26,221,642	602,466	8,329,470	1,469.2	(8 mont	hs on 825	miles.)	7,554,575	2,889,866	10	100	111¾										
Dec. 31, 1872	60.0	—	6.0	—	6	4	2	320	Chicago, Clinton and Dubuque	Iowa.	2,460,000	*	—	—	960,000	1,500,000	—	—	60.0	(Opene	d in Fall o	f 1872.)	—	277,858	—	100	....										
Dec. 31, 1872	110.0	76.0	12.0	20.0	24	10	5	955	Chicago, Danville and Vincennes	Ill.	6,675,565	*	221,107	—	2,975,000	3,325,000	345,068	—	110.0	—	—	—	627,980	—	—	100	....										
Dec. 31, 1872	73.0	—	3.7	—	6	4	2	168	Chic., Cincinnati and Louisville	Indiana.	2,500,000	156,000	10,000	—	1,500,000	1,000,000	—	—	73.0	(No in	formation	furnished.)	—	—	—	100	....										
Dec. 31, 1872	117.6	14.0	21.5	—	14	8	3	410	Chic., Dubuque and Minnesota	Io. & Minn.	6,500,000	*	—	—	2,500,000	4,425,000	—	—	131.0	(No in	formation	furnished.)	—	—	—	100	....										
Dec. 31, 1872	80.0	—	8.0	30.0	15	6	3	—	Chicago and Iowa	Illinois.	4,100,000	*	—	—	1,350,000	1,750,000	1,000,000	—	—	(Chic., B	url. & Quin	cy R. R. C	o.)	140 000	—	—	100	....										
May 31, 1873	61.8	1.1	16.9	—	—	—	—	—	Chicago, Iowa and Nebraska	Iowa.	5,000,000	—	—	—	4,200,000	810,000	—	—	—	(Chic. &	Northwes	tern R. R.	Co.)	—	8	100	81½										
Dec. 31, 1872	170.0	25.0	19.6	55.0	25	12	7	605	Chicago and Michigan Lake Shore	Mich.	6,538,460	*	—	—	1,188,400	5,350,000	—	—	170.0	482,640	240,169	128,662	500,985	218,500	—	100	59										
May 31, 1872	1,388	—	200.0	120.0	269	277	83	5,963	Chicago and N. West'n. Ill., Wis. & Mich.	56,199,718	*	2,343,919	—	35,878 644	20,474,000	724,299	1,465,694	1,271.0	—	2,224,705	2,510,016	11,402,161	4,592,135	—	100	59										
Dec. 31, 1872	67.0	—	....	198.0	—	—	—	—	Chicago and Paducah	Illinois.	1,800,000	—	—	—	1,350,000	540,000	—	—	—	(Operat	ed by con	tractor—N	o report.)	—	—	100	....										
Dec. 31, 1872	60.0	—	6.0	100.0	—	—	—	—	Chicago, Pekin & South-Western	Ill. & Mo.	—	(No infor	mation.)	—	—	(Being co	nstructed.)	—	—	—	—	—	—	—	—	100	....										
Mar. 31, 1873	493.0	120.5	142.8	—	197	66	36	3,940	Chicago, Rock Island & Pacific	Ill. & Iowa.	28,716,723	*	7,889,906	2,109 406	25,000,000	8,972,000	154,351	4,589,683	660.0	4,340,995	956,734	1,289,890	6,657,050	3,139,267	8	100	107¾										
Mar. 31, 1873	35.0	—	—	167.0	—	—	—	—	Chicago and Southern Illinois	Ill. & Ind.	—	(Under	construct	ion—no	informati	on.)	—	—	—	—	—	—	—	—	—	100	....										
Dec. 31, 1872	269.0	32.0	16.9	—	—	—	—	—	Chicago and South Western	Iowa & Mo.	12,500,000	—	—	—	7,000,000	5,000,000	1,658,551	—	—	(Chic., R	ock Islan	d and Pacif	ic R. R.	Co.)	—	100	....										
Dec. 31, 1872	36.8	—	2.1	—	—	—	—	—	Chillicothe and Brunswick	Mo.	865,000	—	—	—	365,000	500,000	—	—	—	(St. Louis	K. City	and North	ern R. R	Co.)	—	100	....										
Dec. 31, 1872	7.0	—	3.0	....	—	—	—	—	Cincinnati and Baltimore	Ohio.	1,105,463	—	—	—	673,000	314,000	118,453	—	—	(Mariett	a and Cin	cinnati R.	R. Co.)	—	—	100	....										
Mar. 31, 1873	60.0	—	118.2	—	33	30	13	429	Cincinnati, Hamilton and Dayton	Ohio.	3,974,655	1,127,251	1,889,230	262,965	3,500,000	2,032,000	1,052,450	669,651	60.0	549,574	750,687	564,542	1,204,865	495,373	8	100	....										
Mar. 31, 1873	98.0	25.0	7.2	—	19	9	6	358	Cin., Hamilton and Indianapolis	O. & Ind.	6,187,646	*	—	—	(Sold un	der forec	lose. for	$1,000,000	123.0	—	—	—	312,358	L. 17,967	—	100	....										
Dec. 31, 1872	39.0	—	1.9	—	—	—	—	—	Cincinnati and Martinsville	Indiana.	800,000	—	—	—	400,000	400,000	—	—	39.0	(Until re	cently lea	sed to Ind.	Cin. & La	fayette.)	—	100	....										
Dec. 31, 1872	148.4	—	12.8	—	16	12	4	370	Cincinnati and Muskingum Valley	Ohio.	5,472,977	*	—	109,316	3,996,610	1,500,000	31,360	84,326	148.0	424,240	141,450	148,249	439,838	156,087	—	100	....										
Mar. 31, 1873	36.0	—	2.6	—	5	1	4	167	Cin., Richmond and Chicago	Ohio & Ind.	828,733	184,552	700	56,965	882,600	565,000	61,350	—	42.0	—	—	—	229,635	70,974	—	100	....										
Dec. 31, 1872	91.5	—	4.5	—	—	—	—	—	Cincinnati, Rich. & Ft. Wayne	Indiana.	3,756,952	—	—	—	2,000,000	1,800,000	—	—	91.5	—	90,118	72,204	187,252	61,470	—	100	....										
Jun. 30, 1872	155.0	15.5	24.9	—	28	27	12	662	Cincinnati, Sandusky & Cleveland	Ohio.	7,982,936	*	—	—	4,729,037	3,261,330	18,108	—	215.5	741,280	254,436	283,393	850,755	339,244	—	50	20½										
Dec. 31, 1872	25.0	—	....	270.0	4	2	1	110	Cincinnati and Terre Haute	Ohio & Ind.	—	(Under	construct	ion—no	informati	on.)	—	—	25.0	20,360	—	4,032	—	7,047	—	—	—	—										
Dec. 31, 1872	340.5	49.9	75.0	—	118	47	17	3,025	Cleveland, Col. Cin. & Ind	Ohio & Ind	16,895,579	*	1,929,844	1,427,549	14,991,275	3,005,000	1,446,255	310,412	471.4	3,877,159	572,396	1,444,354	4,593,171	1,379,526	7	100	87½										
Dec. 31, 1872	67.8	12.4	10.3	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,147,934	—	—	—	2,059,200	1,164,000	—	—	—	(Atl. & G	t. Wtn. Ra	ilway Co.)	274,907	260,946	7	50	....										
Jun. 30, 1872	102.0	—	5.0	42.0	11	6	4	460	Clev., Mt. Vernon and Delaware	Ohio.	2,575,125	*	—	—	1,200,000	2,300,000	—	—	114.5	133,000	135,607	176,909	300,347	126,728	—	100	....										
Nov. 30, 1872	167.0	32.0	76.4	—	83	41	22	2,519	Cleveland and Pittsburg	Ohio & Penn.	12,490,700	2,538,644	659,162	219,062	11,286,150	2,834,344	396,663	440,411	225.0	2,316,159	654,758	1,881,912	Pa. R. R.	1,053,283	7	50	87½										
Dec. 31, 1872	681.0	—	68.0	—	158	54	27	1,552	Col., Chic. & Ind. Cent	Ohio, Ind & Ill	37,014,719	*	—	—	13,328,569	23,555,174	130,974	—	681.0	4,590,845	646,459	1,390,597	4,411,095	783,881	—	100	31½										
Dec. 31, 1872	76.0	4.0	....	161.0	3	2	2	12	Colorado Central (3 ft.)	Colorado.	1,999,300	*	—	—	1,474,300	525,000	—	—	40.0	—	—	—	90,216	14,967	—	100	....										
Dec. 31, 1872	76.3	13.0	12.6	—	25	8	4	1,601	Columbus and Hocking Valley	Ohio.	2,578,037	1,072,739	288,658	59,094	1,208,810	2,148,000	291,499	330,219	89.0	499,522	134,999	681,819	854,892	442,668	25	50	....										
Dec. 31, 1872	46.0	—	3.4	—	—	—	—	—	Columbus, Springfield & Cin	Ohio.	2,000,000	—	—	—	1,000,000	1,000,000	—	—	—	(Leased	to Cin., Sa	nd. & Clev	. R. R. C	o.)	—	100	....										
Mar. 31, 1873	36.0	7.0	49.0	—	33	36	13	511	Concord	New Hampshire.	1,500,000	*	187,390	104,436	1,500,000	—	111,357	180,169	145.5	802,162	613,842	692,768	1,040,115	150,759	10	50	162										
Mar. 31, 1873	41.0	—	6.0	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	1,108,859	—	—	—	350,000	—	—	—	—	(Concor	d R. R. Co	mpany.)	25,000	25,000	7	100	....										
Jun. 30, 1872	110.8	—	15.2	—	22	15	7	746	Connecticut and Passump. Riv.	Vermont.	3,385,436	*	261,151	128,946	2,127,273	1,257,100	39,767	246,371	143.7	458,581	167,112	171,923	812,768	308,902	6	100	77½										
Sept. 30, 1872	50.0	5.9	23.5	—	18	24	10	811	Connecticut River	Massachusetts.	2,055,527	225,814	138,686	510,977	1,850,000	250,000	415,226	405,778	55.9	324,053	985,504	383,770	729,311	215,481	10	100	137½										
Sept. 30, 1872	45.0	—	4.7	—	6	12	5	140	Connecticut Valley	Connecticut.	2,463,589	246,175	—	—	1,033,500	998,000	973,000	7,380	45.0	66,293	205,441	16,077	144,851	7,390	—	100	....										
Sept 30, 1872	66.7	—	7.0	—	8	10	2	170	Connecticut Western	Connecticut.	3,797,665	206,321	—	—	1,504,028	2,436,500	96,323	—	68.3	146,880	151,638	60,467	228,565	65,612	—	100	....										
Dec. 31, 1872	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	—	—	—	1,278,300	1,000,000	—	—	—	(Phila.	and Trent	on R. R. C	ompany.)	—	6	50	....										
Sept. 30, 1872	16.0	1.0	1.6	—	2	2	1	17	Cooperstown and Susquehanna	N. York.	458,914	*	—	—	308,405	100,000	22,240	—	17.0	—	—	—	39,611	14,727	—	50	....										
Dec. 31, 1872	74.0	7.9	26.0	—	19	17	6	371	Cumberland Valley	Penn.	1,725,143	*	656,432	157,732	2,094,250	352,300	72,174	600,583	141.6	275,889	288,817	322,017	581,064	287,989	6	50	....										
Dec. 31, 1872	45.0	—	2.5	—	5	2	2	17	Danv., Hazleton & Wilkesbarre	Penn.	1,102,600	*	—	—	684,235	1,400,000	—	—	—	(Leased	to Pennsy	lvania R.	R. Co.)	—	—	50	....										
Sept. 30, 1872	23.8	10.0	4.5	—	6	6	2	72	Danbury and Norwalk	Connecticut	1,108,448	145,383	—	—	600,000	407,500	86,050	25,681	33.8	101,553	159,330	44,653	172,120	69,796	10	50	....										
Mar. 31, 1873	90.0	32.0	....	20.0	....	....	....	....	Davenport and St. Paul	Iowa & Minn.	5,000,000	*	—	—	9,000,000	2,440,000	—	—	90.0	(Recentl	y opened	—No repo	rt.)	—	—	100	....										
Mar. 31, 1873	142.0	—	21.3	—	23	15	4	686	Dayton and Michigan	Ohio.	6,088,363	777,401	78,671	149,269	2,398,785	4,102,700	382,741	168,468	142.0	—	—	—	1,034,567	279,628	8½	100	....										
Jun. 30, 1872	31.8	—	1.8	—	4	4	3	68	Dayton and Union	Ohio.	612,015	*	—	—	86,000	527,445	—	—	31.8	116,316	64,344	94,955	134,148	52,209	—	100	....										
Jun. 30, 1872	41.5	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	1,011,276	—	—	—	Sunk.	701,000	—	—	—	(Operat	ed by Pitt	sb'g, St. L.	& Cinc. C	o.)	—	100	....										
Oct. 31, 1872	83.0	16.3	5.6	—	—	—	—	—	Delaware	Delaware.	2,114,184	—	76,184	71,522	1,317,390	870,000	—	74,470	99.3	317,068	—	—	448,841	121,046	6	100	....										
Dec. 31, 1872	45.0	—	55.6	—	46	3	1	4,258	Delaware and Hudson	Penn.	4,621,411	*	24,313,589	955,845	16,000,000	13,088,385	—	1,804,460	62.0	(Owned	& operate	d by Del. &	Hud. Can	al Co.)	10	100	....										
Dec. 31, 1872	115.0	—	119.0	—	128	20	9	10389	Delaware, Lack. and Western	Penn.	15,512,767	*	—	—	20,000,000	5,394,000	4,239,545	—	115.0	3,254,260	249,578	3,347,671	4,746,678	2,867,966	10	100	111¾										
Dec. 31, 1872	106.0	15.0	5.1	—	6	4	2	64	*Denver Pacific*	Colorado.	5,000,000	*	—	—	2,500,000	2,500,000	—	—	121.0	—	19,795	43,863	371,903	196,997	—	100	....										
Dec. 31, 1872	118.0	31.0	5.6	782.0	10	11	2	292	Denver and Rio Grande	Col. & N. Mex.	5,000,000	*	—	—	2,000,000	3,000,000	—	—	155.0	(Operati	ons by Co.	commence d Jan. 1, 1873.)	—	—	100	....										
Dec. 31, 1872	250.0	—	20.6	—	27	19	10	540	Des Moines Valley	Iowa.	13,803,285	*	—	—	6,525,600	5,070,000	930,000	—	250.0	447,679	168,599	198,360	776,254	127,223	—	100	....										
Aug. 31, 1872	68.0	—	3.8	28.0	6	4	4	145	Detroit, Eel River and Illinois	Michigan.	2,386,000	*	—	—	1,000,000	1,500,000	—	—	—	(R	ecently op	ened—no	returns.)	—	—	100	....										
Aug. 31, 1872	65.0	—	3.2	—	4	2	2	50	Detroit, Hillsdale and Indiana	Michigan.	1,318,150	*	—	—	343,150	1,470,000	—	—	65.0	(R	ecently op	ened—no	returns.)	—	—	100	....										
Dec. 31, 1872	189.0	—	26.0	—	34	37	20	502	Detroit and Milwaukee	Michigan.	10,213,528	*	—	—	2,917,140	7,296,388	—	19,259	189.0	775,746	438,074	330,559	1,381,603	442,155	—	100	....										
Aug. 31, 1872	164.0	2.0	2.0	22.0	....	....	....	....	Detroit, Lansing & Lake Michigan	Mich.	5,777,000	*	—	—	1,707,000	4,070,000	—	—	166.0	—	—	—	610,000	—	—	100	....										
Dec. 31, 1872	14.0	—	2.0	—	—	—	—	—	Dexter and Newport	Maine.	300,000	—	—	—	122,000	175,000	—	—	—	(Leased	to Maine	Central.)	—	18,000	6	100	....										
Oct. 31, 1872	33.5	—	3.4	—	2	—	—	—	Dorcester and Delaware	Del. & Md.	—	—	—	—	—	—	—	—	33.5	—	12,838	7,781	22,792	7,175	—	100	....										
Sept. 30, 1872	29.0	—	2.8	—	—	—	—	—	Dover and Winnipiseogee	New Hamp.	825,000	—	—	—	480,000	—	—	—	—	(Boston	and Maine	R. R. Co.)	—	29,000	6	100	....										
Dec. 31, 1872	142.9	—	15.4	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,893,200	—	—	—	5,000,000	880,000	—	—	—	(Leased	by Illinois	Central.)	—	—	6	100	65										
Dec. 31, 1872	54.7	—	2.8	—	4	4	5	76	Dubuque and South Western	Iowa.	1,719,977	40,161	—	—	1,174,977	550,000	12,247	63,057	54.7	—	—	—	161,458	72,488	—	100	....										
Dec. 31, 1872	54.8	—	4.2	—	6	7	3	81	Dunkirk, Warren & Pittsburg	N. York.	2,770,565	*	—	—	1,266,000	1,400,000	189,907	—	54.8	—	—	—	109,262	2,064	—	100	....										
Sept. 30, 1872	58.0	—	7.4	—	7	6	3	92	Dutchess and Columbia Counties	N. Y.	2,796,377	*	—	—	1,488,487	1,500,000	554,407	—	58.0	—	—	—	210,546	L. 26,996	—	100	....										
Sept. 30, 1872	17.5	—	1.1	—	—	—	—	—	Duxbury and Cohasset	Mass.	384,519	*	—	9,870	350,000	—	42,239	2,150	17.5	—	100,711	6,262	34,048	1,434	—	100	....										
Oct. 31, 1872	17.5	—	0 6	—	—	—	—	—	East Brandywine and Waynesb	Penn.	284,800	—	—	—	89,800	175,000	—	—	—	(Pennsy	lvania R. R	Co.)	—	—	50	....										
Oct. 31, 1872	36.0	—	15.5	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,484,290	—	—	—	1,509,200	495,900	—	—	—	(Phila. &	Reading	Co.)	—	—	6	50	90										
Jun. 30, 1872	242.0	28.0	27.0	—	43	33	8	605	East Tenn., Va., & Georgia	Tenn. & Ga.	9,167,851	*	34,750	661,293	3,889,900	168,593	3,735,377	270.0	—	—	172,395	1,201,492	366,692	—	100	....											
Sept. 30, 1872	41.4	71.7	61.6	—	73	133	35	864	Eastern	Massachusetts.	7,436,949	1,767,261	1,332,235	1,579,678	4,262,600	6,746,100	701,841	405,582	264.6	1,408,179	5,000,399	424,320	1,973,623	574,201	—	100	76½											
Dec. 31, 1872	23.0	5.0	3.1	—	3	2	—	86	Eastern Kentucky	Kentucky.	—	—	—	—	—	—	—	—	28.0	49,312	22,107	41,308	129,306	21,728	—	100	....											
Dec. 31, 1872	40.0	—	1.7	—	2	....	....	....	Eastern Shore	Maryland.	895,000	*	—	—	295,000	600,000	—	—	40.0	—	(No state | ment furni | shed.)	—	—	100	....											
Dec. 31, 1872	185.0	—	9.7	—	—	—	—	—	Elizabeth and Paducah	Kentucky.	6,000,000	*	—	—	3,000,000	3,000,000	—	—	185.0	(R	ecently o	pened—no	returns.)	—	—	100	....											
Dec. 31, 1872	46.8	—	3.8	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	500 000	—	—	—	—	(North | ern Central | R. R. Co.)	25,000	25,000	5	100	....											
Dec. 31, 1872	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620 000	—	—	—	1,000,000	1,620,000	—	—	—	(North | ern Central | R. R. Co.)	165,000	162,000	5	50	....											
Sept. 30, 1872	459.0	495.0	505.5	—	488	302	76	10638	Erie	New Jersey, N. York & Pa.	97,048,084	11,191,478	568,181	1,133,257	86,536,910	26,398,800	2,517,301	—	954.0	12,318,504	3 596,988	5,564,274	18,371,885	4,720,285	1½	100	48½											
Sept. 30, 1872	12.3	—	0.8	8.7	—	—	—	—	Erie and Genesee Valley	New York.	191,302	—	—	—	144,900	120,000	—	—	12.3	—	—	—	—	—	—	—	....											
Dec. 31, 1872	66.0	—	3.0	109.0	5	4	3	81	Erie and Louisville	Ohio.	2,328,636	*	96,300	47,046	1,045,460	890,000	536,502	—	66.0	52,000	30,160	38,344	74,404	27,338	—	100	....											
Dec. 31, 1872	81.5	3.7	11.3	—	29	10	4	1,319	Erie and Pittsburg	Pennsylvania.	5,397,000	*	—	—	2 000,000	3,297,000	—	—	114.0	749,260	265,985	1,141,437	(Pa. Co.)	386,937	7	50	....											
Dec. 31, 1872	114.0	3.0	6.0	—	15	15	5	302	European and North American	Maine.	3,725,907	*	—	—	1,272,550	4,753,773	3,230,360	—	114.0	154,290	273,082	—	367,574	165,289	—	100	....											
Aug. 31, 1872	109.0	23.0	16.0	—	17	10	6	340	Evansville and Crawfordsville	Indiana.	2,879,748	*	24,449	92,138	1,144,253	1,127,000	20,630	704,452	132.0	359,515	146,036	—	566,679	218,645	—	100	....											
Dec. 31, 1872	55.0	—	3.1	—	8	8	3	222	Evansville, Terre Haute & Chi.	Ind. & Ill.	1,500,000	*	—	—	750,000	750,000	—	—	—	(Chicag	o, Danville	& Vincenn	es R. R. C	o.)	—	100	....											
Sept. 30, 1872	5.8	—	—	—	—	—	—	—	Fall River, Warren & Prov	R. I. & Mass.	331,107	4,200	71,504	469,159	150,000	234,633	271,986	213,351	—	11,985	106,787	—	42,378	15,008	—	100	....											
Oct. 31, 1872	12.7	—	0.8	—	—	—	—	—	Fayette County	Pennsylvania.	180,000	—	—	—	107.400	—	—	—	—	(Phg. &	Connella	v. R. R. Co.)	—	—	50	....											
Sept. 30, 1872	50.3	43.2	84.7	—	38	40	12	876	Fitchburg	Massachusetts.	3,503,372	560,000	227,508	—	4,000,000	—	511,360	98.3	716,246	1,560,427	140,128	—	1,350,289	323,935	8	100	124											
Dec. 31, 1872	17.5	—	1.0	—	—	—	—	—	Flemington	New Jersey.	394,095	—	—	—	150 000	—	244,095	—	—	(Belv. D | elaware R. | R. Co.)	16,217	L. 16,186	—	100	....											

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. &c.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1872	205.0	28.0	38.7	55.0	63	36	8	607	*Flint and Pere Marquette*.....Michigan.	8,765,602	1,135,131	694,565	384,284	3,297,300	5 389,000	1,048,609	1,244,673	233.3	888,227	509,975	344,559	1,133,612	455,118	—	100	...
Sept. 30, 1872	11.8	6.3	5.3	16.2	5	19	5	8	Flushing and North Side .....New York.	952,158	284,371	.....	.....	281,019	1,281,200	81,027	.....	18.1	176,515	1,256,278	.....	281,844	86,495	—	100	...
Sept. 30, 1872	10.0	—	1.0	—	3	2	1	10	Fonda, Johnstown and Gloversville. N. Y.	493,782	*			300,000	300,000	41,382		10.0	35,056	99,890	25,897	78,023	38,198	—	100	...
Dec. 31, 1872	100.0	—	5.2	—	8	6	3	237	Ft. Wayne, Jack. & Saginaw. Ind. & Mich.	3,000,000	313,000	25,000	.....	1,050,000	2,000,000	.....	.....	100.0	.....	.....	.....	280,647	123,591	—	100	...
Jun. 30, 1872	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	(Sold January 1, 1872.)				1,000,000	2,300,000	.....	.....	109.0	.....	.....	.....	224,815	28,574	—	100	...
Sept. 30, 1872	26.0	—	3.3	—	3	1	—	90	Framingham and Lowell.....Mass.	1,021,792	182,062	—	58,170	499,896	650,000	112,698	30	—	(Boston, Clinton & Fitchb'g.)			21,580	21,580	—	100	70½
Dec. 31, 1872	11.5	—	1.3	—	2	3	—	21	Freehold and Jamesburg.....N. Jersey.	283,745				283,745				22.0	67,460	171,400	43,411	57,773	14,152	—	100	....
Feb. 28, 1873	85.0	—	9.0	150.0	9	6	4	126	Galv., Harrisburg & San Antonio..Texas.	2,255,402	287,906	.....	61,090	2,051,468	552,840	.....	.....	85.0	36,210	8,664	27,637	160,424	93,422	—	100	....
Dec. 31, 1872	50.0	—	10.0	—	15	9	4	284	Galveston, Houston & Henderson. Texas.	2,522,063	398,639	234,423	14,796	1,000,000	1,500,000	360,658	311,091	50.0	198,167	86,845	179,666	751,054	366,017	—	100	....
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Georgia.	4,156,000	*	1,335,369	415,005	4,200,000	676,500	137,240	853,233	232.0	1,103,551	.....	.....	1,623,454	490,196	8	100	....
Jun. 30, 1872	111.0	—	5.5	—	8	4	4	302	Gilman, Clinton & Springfield.....Illinois.	4,000,000	*	.....	.....	2,000,000	2,000,000	.....	.....	111.0	87,808	.....	67,361	156,750	33,525	—	100	....
Sept. 30, 1872	11.6	—	0.3	3.1	—	—	—	—	Goshen and Deckertown .....New York.	290,901				105,000	246,500	8,000		—	(Leased	to Erie)		21,500	21,500	6	100	....
Dec. 31, 1872	263.7	26.0	13.2	35.0	34	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	4,807,993	1,114,214	128,797	4,748,995	2,800,000	8,000,000	.....	.....	289.7	.....	491,910	311,670	949,781	505,640	—	100	....
Mar. 31, 1873	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000				492,000	1,500,000			—	(Leased	by Michig	an Central	R. R. Co.)		—	100	....
Dec. 31, 1872	857.0	52.0	371.0	—	361	260	89	4,686	Grand Trunk ¶.....Canada.	106,900,746	*	5,197,215	1,348,999	16,977,803	91,597,296	4,870,346	1,515	1,377.0	6,754,570	1,718,273	1,535,286	8,935,970	1,803,921	—	100	....
Jan. 31, 1873	229.0	216.0	102.0	—	177	146	39	3,136	Great Western ¶.....Canada.	33,941,675	*	.....	.....	24,167,467	10,816,000	.....	.....	569.0	4,416,442	.....	.....	5,732,870	2,989,050	6½	100	....
Sept. 30, 1872	8.0	—	0.5	—	—	—	—	—	Greene.....New York.	348,877				200,000				8.0	20,824	37,778	151,848	35,718	5,611	6	100	....
Feb. 28, 1873	151.0	—	5.0	49.0	9	6	3	300	Green Bay and Lake Pepin....Wisconsin.	3,400,000	*	.....	.....	1,500,000	2,400,000	.....	.....	—	(Not r	egularly o	perated.)	.....	.....	—	100	....
Sept. 30, 1872	14.0	—	0.8	—	—	—	—	—	Greenwich and Johnsonville...New York.	394,415				130,098	185,500	11,086		14.0	17,528	17,488	9,553	30,358	12,528	—	100	....
Mar. 31, 1873	66.0	—	4.0	180.0	7	3	1	72	Gulf Western Texas and Pacific.¶..Texas.	2,500,000	*	.....	.....	.....	1,356,000	.....	.....	....	68,000	9,505	35,874	232,979	128,161	—	100	....
Dec. 31, 1872	4.9	0.8	0.3	—	2	9	3	6	Hackensack and New York..New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)		—	100	....
Dec. 31, 1872	28.0	—	1.4	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600		.....	.....	560,000	299,600	.....	.....	—	(Leased	by Erie at	55 p. c. of	earnings.)		—	100	....
Jun. 30, 1873	70.0	—	4.0	—	—	—	—	—	Hannibal and Central Missouri..Missouri.	2,000,000		.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	....
Jun. 30, 1873	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000		.....	.....	750,000	675,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	....
Aug. 31, 1872	206.0	68.5	27.7	22.0	79	61	62	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	23,297,728	*	.....	.....	14,250,828	9,146,900	.....	.....	274.5	1,648,638	320,838	415,363	2,484,670	670,529	—	100	32½
Sept. 30, 1872	7.9	—	1.0	—	2	3	2	13	Hanover Branch.....Mass.	170,130	40,445	.....	21,126	123,550	—	40,000	68,151	7.9	21,096	79,998	14,397	71,032	20,295	—	100	....
Oct. 31, 1872	12.2	—	0.9	—	6	5	2	30	Hanover Branch.....Penn.	201,872	68,000	.....	.....	116,850	.....	.....	.....	12.2	48,150	34,401	123,424	82,388	24,356	10	50	....
Sept 30, 1872	116.0	2.0	7.2	—	9	5	1	146	Harlem Extension .....New York.	8,000,000	*	.....	.....	4,000,000	4,000,000	40,509	.....	118.0	277,969	137,337	105,349	317,748	Loss.	—	100	....
Oct. 31, 1872	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,182,550		.....	.....	1,182,550	780,000	.....	.....	54.0	(Leased	by Pennsy	lvania R.R.	Co.)		7	50	102
Sept. 30, 1872	62.0	16.5	87.0	—	37	33	16	703	Hartford and New Haven..Conn. & Mass.	4,729,381	872,197	1,452,042	1,120,651	6,500,000	580,000	50,547	1,043,724	78.5	782,172	1,303,158	721,348	2,106,674	752,702	4½	100	....
Sept. 30, 1872	122.4	0.8	18.7	—	26	36	16	361	Hartford, Prov. & Fishkill¶..R.I., Ct. & N.Y.	4,201,486	698,876	.....	.....	2,087,940	2,055,500	100,000	200,519	130.0	541,442	1,207,771	266,912	1,004,040	367,583	—	100	....
Aug. 31, 1872	75.0	—	4.0	125.0	13	6	3	81	*Hastings and Dakota*.....Minn.	(Purchased July 1, 1872 by Mil. & St. Paul Co. for $2,100,000.)								75.0	.....	10,928	20,640	21,415	Loss.	—	...	...
Dec. 31, 1872	5.5	—	0.6	—	2	—	—	100	Hibernia Mine.....New Jersey.	148,638	*	.....	1,362	150,000	.....	.....	.....	5.5	.....	.....	100,379	54,401	33,629	40	100	....
Dec. 31, 1872	63.3	—	4.9	—	—	—	—	—	Holly, Wayne and Monroe .....Mich.	2,000,000		.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Flint &	Pere Mar	quette R. R. Co.)		—	100	...
Sept 30, 1872	10.3	—	0.8	—	—	—	—	—	Holyoke and Westfield.....Mass.	427,946		.....	86	200,000	200,000	1,667	26,365	—	(New H	aven & N	orthamp.)	14,000	14,000	—	106	....
Sept. 30, 1872	74.0	—	7.0	—	16	16	8	389	Housatonic.....Connecticut.	1,864,871	340,687	.....	.....	2,000,000	400,000	335,213	42,248	162.2	274,960	282,741	242,218	528,115	117,529	—	100	....
Nov. 30, 1872	115.0	8.0	11.4	215.0	14	14	7	278	Houston and Great Northern¶.....Texas.	3,361,361	*	751,404	539,503	2,400,000	1,925,915	45,956	260,487	123.0	123,257	24,819	36,583	280,767	81,329	—	100	....
Dec. 31, 1872	387.0	115.0	16.9	—	45	25	14	916	Houston and Texas Central ¶.....Texas.	15,000,000	*	.....	.....	820,000	10,040,000	.....	.....	349.0	.....	.....	.....	2,675,284	1,345,134	—	100	....
Oct. 31, 1872	45.0	29.5	15.5	—	23	6	5	116	Huntingdon and Broad Top Mt.....Penn.	3,189,769	*	.....	.....	1,330,750	2,153,500	117,441	.....	74.5	238,167	59,126	449,748	301,957	17,451	—	50	23
Dec. 31, 1872	705.5	—	130.4	—	197	117	45	4,688	*Illinois Central*.....Illinois.	34,061,196	*	10,248,460	614,081	25,500,000	19,423,707	.....	.....	1,107.0	5,388,226	1,352,156	2,039,321	8,026,784	2,108,107	10	100	106½
Dec. 31, 1872	62.8	—	3.2	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	1,451,737		.....	.....	960,000	960,000	.....	.....	—	(Leased	by Chicag	o, Burl. &	Quincy	Co.)	—	100	....
Jun. 30, 1872	85.0	—	2.9	67.0	5	....	....	....	Indiana and Illinois Central....Ind. & Ill.	3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	.....	—	(No	t operated	by Compa	ny.)		—	100	....
Dec. 31, 1872	202.5	10.0	38.0	—	66	23	9	1,762	Ind., Bloomington & Western..Ind. & Ill.	15,500,000	*	.....	.....	7,000,000	8,500,000	.....	.....	212.5	.....	.....	.....	1,359,691	.....	—	100	....
Dec. 31, 1872	179.0	—	21.2	—	58	40	12	1,121	Indianapolis, Cin. and Lafayette..Indiana.	12,988,000	*	.....	.....	5,500,000	8,700,000	.....	.....	179.0	1,211,206	.....	.....	1,754,369	592,056	—	100	....
Dec. 31, 1872	75.0	—	4.8	—	12	10	6	287	Indianapolis, Peru and Chicago..O. & Ind.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	72.0	—	12.0	—	58	34	16	1,407	Indianapolis and St. Louis.....Indiana.	3,927,197	*	241,216	424,409	600,000	3,338,000	654,822	.....	261.0	1,732,260	291,787	690,971	2,110,681	730,289	—	100	....
Dec. 31, 1872	117.0	—	18.0	—	6	7	3	197	Indianapolis and Vincennes.....Illinois.	4,613,436	*	51,118	164,475	1,402,000	3,150,000	277,029	.....	117.0	212,294	.....	.....	284,390	90,205	—	100	....
Dec. 31, 1872	183.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000		.....	.....	4,625,000	2,960,000	.....	.....	183.7	(Leased	by Ill. Cen	R. R. Co.)	337,462	118,112	—	100	85
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000		.....	.....	1,314,000	1,314,000	.....	.....	73.0	(Leased	to Chicag	o & N. W	estern.)		—	100	...
Sept. 30, 1872	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,236,150	*	.....	.....	494,162	600,000	103,302	.....	35.6	82,960	20,367	121,600	110,942	51,708	—	100	....
Dec. 31, 1872	13.0	1.0	1.3	—	3	2	1	146	Iron .....Ohio.	288,237	57,000	49,403	.....	129,550	.....	13,396	251,692	14.0	27,500	34,266	133,100	102,274	55,359	—	100	....
Oct. 31, 1872	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	.....	.....	400,000	100,000	.....	.....	11.0	11,350	.....	115,876	45,865	15,641	—	50	....
May 31, 1872	212.0	—	15.9	76.0	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	6,500,000		.....	.....	1,976,100	4,195,000	.....	.....	156.0	(Leased	by Michig	an Central	R.)		—	100	....
Dec. 31, 1872	36.5	—	7.2	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700		.....	.....	2,095,700	2,300,000	.....	.....	—	(Leased	by Erie R	ailway Co.)		140,000	—	100	....
Dec. 31, 1872	108.0	116.0	22.6	—	41	37	12	744	Jeffersonville, Madison and Ind..Indiana.	6,888,000	*	1,059,864	162,891	2,000,000	4,888,000	1,214,013	7,853	224.0	1,061,102	658,633	468,236	1,287,280	469,670	7	100	....
Dec. 31, 1872	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago .....Illinois.	1,849,000		.....	.....	1,500,000	349,000	.....	.....	—	(Leased	to Chicag	o & Alton	R.R. Co.)		7	100	85
May 31, 1872	44.5	—	3.7	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind	1,100,000		.....	.....	300,000	800,000	.....	.....	—	(Leased	to Michig	an Centra	l. R. R. Co.)		8	100	....
Oct. 31, 1872	4.6	—	9.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324		.....	.....	185,250	800,000	.....	.....	—	24,837	215,230	.....	182,384	55,157	—	50	....
Dec. 31, 1872	42.0	—	2.1	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(No	returns f	urnished.)	.....	.....	—	100	....
Dec. 31, 1872	58.0	—	3.1	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000		.....	.....	610,000	840,000	.....	.....	—	(Leased	to Lake S	.& M. So.)	103 800	103,800	6	100	....
Mar. 31, 1873	40.0	—	2.7	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000		.....	.....	250,000	640,000	.....	.....	—	(Leased	by Michig	an Central	R.R.Co.)	51,200	—	100	....
Mar. 31, 1872	200.2	60.0	15.2	—	21	17	17	268	Kansas City, St. Joseph & Co. Bl. Mo. & Ia.	8,626,158	*	.....	.....	2,789,413	6,131,500	.....	.....	260.2	.....	.....	.....	1,242,270	.....	—	100	....
Jun. 30, 1872	31.9	—	1.3	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000		.....	.....	720,000	720,000	.....	.....	—	(Leased	by Leav. L	awr. & Gal.	R.R.Co.)	72,000	—	100	....
Dec. 31, 1872	638.6	34.0	22.6	—	88	53	18	1,074	Kansas Pacific.....Kansas & Col.	35,183,274	*	2,428,546	2,563,182	9,638,950	16,925,000	2,706,460	.....	672.6	2,475,270	179,182	348,966	3,732,718	1,494,447	—	100	....
Aug. 31, 1872	49.0	—	2.4	—	6	10	4	59	Knox and Lincoln .....Maine.	2,725,798	*	.....	138,305	361,492	2,395,000	.....	107,611	49.0	(Com	pleted Oct.	19, 1871.)	87,612	35,973	—	100	....
Oct. 31, 1872	80.0	—	33.0	—	25	10	4	1,515	Lackawanna and Bloomsburg.....Penn.	3,398,452	722,792	.....	.....	1,335,000	2,250,000	193,261	.....	80.0	436,206	362,294	2,213,010	1 083,505	471,764	—	50	....
Dec. 31, 1872	80.3	—	2.5	98.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000		.....	.....	1,000,000	1,300,000	.....	.....	—	(Leased	by Tol. W	ab. & We	stern R.R.	Co.)	—	100	....
Dec. 31, 1872	36.0	—	1.8	79.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073		3,716,927	.....	3,000,000	1,500,000	.....	.....	—	(Leased	by Tol. W	ab. & We	stern R.R.	Co.)	—	100	....
Sept. 30, 1872	16.0	—	....	124.0	—	—	—	—	Lake Ontario Shore Line.....New York.	1,541,456		.....	.....	1,727,553	792,000	96,097		—	(Not yet f	n operatio	n.)			—	100	....
Dec. 31, 1872	841.3	505.2	833.2	—	418	160	69	8,640	Lake Shore & Mich. S.....P., O. Ind. & Ill.	63,047,176	12,384,187	7,315,307	1,515,979	50,000,000	26,495,000	6,350,020	1,417,630	1,136.5	13,477,534	2,112,833	4,382,248	17,891,629	5,118,598	8	100	82½
an. 30, 1872	37.0	—	....	68.0	6	—	—	35	Lake Shore and Tuscarawas Valley..Ohio.	2,539,669	87,519	138,142	72,922	744,038	2.000 000	93,314		—	(Opened t	hrough in	July, 187 3.)			—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M						$	$	$		$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1872	74.0	—	4.8	76.0	7	9	3	121	N. Y., Kingston & Syracuse..New York.	3,055,856	190,066	.....	.....	2,662,921	583,000	92,692	.....	74.0	101,685	163,267	69,137	219,368	69,974	—	100	....
Sept. 30, 1872	5.4	—	0.4	54.6	1	1	—	—	N. Y., Housatonic & North.N.Y. & Conn.	604,626	12,737	.....	.....	261,000	183,500	156,475	.....	—	(Leased	by New Y	ork & Har	lem R. R.	Co.)	—	100	....
Sept. 30, 1872	7.0	—	0.4	0.2	—	—	—	—	New York and Mahopac.....New York.	284,912	.....	.....	.....	265,000	.....	.....	.....	—	(Leased	by New Y	ork & Har	lem R. R.	Co.)	—	100	....
Sept. 30, 1872	124.0	16.8	164.0	—	84	129	41	1,010	N. Y., N. H. & Hartford .N.Y., Ct. & Ma.	12,861,474	1,840,535	1,466,553	3,428,676	15,500,000	1,641,500	377,341	1,277,592	190.8	1,700,891	3,925,765	892,579	4,483,554	1,769,809	10	100	131
Sept. 30, 1872	62.5	—	27.5	—	20	19	7	99	N. Y., Providence and Boston..C. & R. I.	3,101,400	*	.....	.....	1,887,400	1,214,000	.....	.....	67.5	441,485	614,211	229,677	911,021	401,914	9	100	125
Sept. 30, 1872	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	3,210,616	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	by New Y	ork Cent.	R.R. Co.)	60,000	6	100	....
Jun. 30, 1872	35.3	—	3.3	—	5	1	1	134	Niles and New Lisbon .....Ohio.	1,647,364	108,287	.....	.....	500,000	500,000	59,584	96,067	35.8	112,067	48,554	836,167	179,553	88,216	—	100	....
Sept. 30, 1872	228.0	—	11.2	—	24	18	10	271	North Carolina ¶.....North Carolina.	4,947,741	*	344,672	337,271	4,000,000	553,418	592,030	483,241	223.0	478,580	140,397	113,126	(Rl'hm. &	Danv.)	—	100	....
Feb. 28, 1873	102.0	—	9.0	—	14	14	5	142	North-Eastern ¶ .....South Carolina.	2,148,131	*	88,720	37,364	979,350	1,101,500	138,977	53,380	102.0	293,721	82,719	.....	395,463	169,695	—	100	....
Jun. 30, 1873	72.0	—	3.6	118.0	—	—	—	—	North Louisiana and Texas.....La.	.....	(No a	ccounts o	btainabl	e.)	.....	.....	.....	72.0	(No accou	nts.)	.....	.....	.....	—	100	....
Oct. 31, 1872	55.6	12.1	68.7	—	39	36	20	908	North Pennsylvania.....Pennsylvania.	7,086,930	1,208,779	1,524,750	.....	3,473,500	4,042,500	68,394	.....	67.7	617,092	889,571	880,119	1,336,938	592,322	5s	50	92
Dec. 31, 1872	95.0	45.3	33.3	—	30	21	10	689	Northern, of Canada.....Canada.	5,465,410	*	78,964	610,683	.....	6,819,968	261,561	3,633	140.3	748,888	212,080	313,664	894,774	180,541	—	100	....
Dec. 31, 1872	138.0	4.0	137.0	—	141	69	22	6,284	Northern Central ¶.....Md. and Penn.	11,666,830	3,223,436	2,750,000	928,678	5,842,000	11,040,602	1,484,215	222,099	317.0	3,288,463	1,110,110	4,769,895	4,598,820	1,161,769	6	50	77
Mar. 31, 1872	69.2	13.4	17.6	—	27	16	6	540	Northern New Hampshire ..New Hamp.	3,068,400	*	309,618	212,958	3,068,400	102,000	286,800	154,576	82.6	506,848	195,406	411,888	766,355	217,103	8	100	107
Dec. 31, 1872	21.5	—	4.6	—	—	—	—	—	Northern New Jersey.....New Jersey.	527,452	*	872,548	.....	1,000,000	400,000	.....	.....	—	(Leased	to Erie Ra	ilway Co.)	273,054	37,604	8	100	....
May 31, 1872	153.0	106.0	....	1,441	72	36	6	1,554	Northern Pacific.....Minn., Dak. &c.	13,292,142	1,908,838	601,394	.....	.....	50,000 p.m	.....	.....	559.0	(No sta	tement pu	blished.)	.....	.....	—	100	....
Sept. 30, 1872	59.4	7.0	13.1	—	20	15	6	642	Norwich and Worcester ¶.Conn. & Mass.	2,463,983	*	84,706	109,188	2,364,400	759,000	35,526	731,947	66.4	410,089	372,841	346,367	771,602	293,528	10	100	127
Jun. 30, 1872	118.0	32.0	14.5	—	21	27	12	394	Nova Scotia.....Nova Scotia.	6,976,268	*	110,464	.....	.....	6,976,268	110,464	.....	145.0	.....	194,167	242,210	328,841	Loss.	—	100	....
Sept. 30, 1872	118.0	4.0	18.0	—	34	19	4	1,026	Ogdensburg and Lake Champlain...N. Y.	4,048,510	1,748,411	.....	.....	3,077,600	1,012,000	.....	.....	122.0	636,755	171,894	417,373	1,065,979	263,867	6	100	57
Dec. 31, 1872	10.0	2.0	3.8	—	2	—	—	96	Ogden Mine.....New Jersey.	452,994	*	.....	.....	450,000	.....	.....	.....	12.0	.....	.....	54,479	47,459	25,656	6	100	....
Jun. 30, 1872	340.0	53.0	24.0	—	122	57	24	2,422	Ohio and Mississippi ....Ohio, Ind. & Ill.	34,470,752	*	.....	.....	24,030,000	10,111,850	328,902	.....	393.0	2,852,763	404,765	706,799	3,343,845	984,008	—	100	39
Oct. 31, 1872	120.0	3.0	53.7	—	32	19	5	328	Oil Creek and Allegheny River.....Penn.	8,854,547	1,008,331	.....	.....	4,959,450	3,690,000	.....	.....	123.0	749,668	559,926	676,500	1,285,554	461,531	6½	50	35½
Sept. 30, 1872	131.3	19.4	50.6	15.0	45	95	16	607	Old Colony and Newport..Massachusetts.	8,095,654	*	441,563	586,443	5,108,500	3,521,000	467,989	581,156	150.7	1,116,675	3,711,345	510,434	1,897,438	630,249	6½	100	111
Dec. 31, 1872	9.9	2.0	3.1	—	...	33	—	—	Orange and Newark.....New Jersey.	1,073,555	*	.....	.....	290,300	786,000	78,852	.....	11.9	.....	2,984,817	.....	203,094	24,633	—	100	....
Sept. 30, 1872	282.6	10.0	9.6	—	25	21	12	382	Orange, Alex. and Manassas Gap ¶.....Va.	9,180,634	*	.....	.....	2,692,540	5,622,664	865,431	.....	292.6	713,252	196,394	161,434	988,371	403,598	—	100	....
Dec. 31, 1872	25.0	—	1.7	200.0	—	—	—	—	Osage Valley and Southern Kansas...Mo.	600,000	.....	.....	.....	375,000	200,000	25,000	.....	—	(Leased	by Pacific	(of Mo.)R.	R. Co.)	35 p. c.	—	100	....
Sept. 30, 1872	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	950,953	.....	.....	.....	300,000	612,100	27	.....	—	(Leased	by Rome,	Watertown	& Ogd. R	R. Co.)	—	100	....
Sept. 30, 1872	36.0	—	46.7	—	11	12	4	258	Oswego and Syracuse.....New York.	1,114,844	330,270	.....	.....	1,144,400	180,000	.....	.....	35.0	252,069	171,932	282,801	354,880	73,878	9	100	....
Dec. 31, 1872	35.0	—	1.6	100.0	2	1	1	10	Owensboro and Russellville...Kentucky.	.....	.....	.....	.....	1,500,000	1,500,000	.....	.....	35.0	(In cour	se of cons	truction:	no return	s.)	—	100	....
Dec. 31, 1872	283.5	15.5	39.1	—	—	—	—	—	*Pacific of Missouri* ¶.....Missouri.	.....	.....	.....	.....	7,000,000	(Assume	d by Le	ssees.)	—	(Leased	by Atlant	ic & Pacif	ic R. R. C	o.)	5	100	43
Dec. 31, 1872	63.5	—	3.6	101.5	7	4	2	77	Paducah and Gulf .....Kentucky.	3,261,312	*	980,220	59,430	2,924,150	1,000,000	406,812	.....	63.5	469,289	22,920	21,589	95,261	35,845	—	100	....
Jun. 30, 1872	11.0	—	0.5	53.4	2	1	1	25	Painesville and Youngstown.....Ohio.	234,608	21,389	.....	.....	255,997	.....	.....	.....	11.5	(Under	construct	on: no ret	urns.)		—	100	....
Dec. 31, 1872	47.6	—	11.8	—	20	26	4	486	Panama.....New Granada.	10,000,000	*	.....	.....	7,000,000	2,903,177	.....	.....	47.6	.....	.....	.....	1,718,630	1,232,802	10¼	100	116
Dec. 31, 1872	76.0	33.0	6.2	—	7	5	3	246	Paris and Decatur.....Illinois.	2,800,000	*	.....	.....	1,600,000	1,200,000	.....	.....	109.0	.....	(No	statement	furnished	.)	—	100	....
Dec. 31, 1872	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	600,000	.....	.....	.....	600,000	.....	.....	.....	—	(Leased	by Erie R	ail'y Co.)	53,400	53,400	8½	100	....
Dec. 31, 1872	12.0	—	2.6	—	—	—	—	—	Paterson and Newark.....New Jersey.	896,162	.....	.....	.....	250,000	500,000	.....	.....	—	(Leased	by Erie R	ail'y Co.)		35 p. c.	—	100	....
Dec. 31, 1872	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	.....	.....	.....	248,000	100,000	.....	.....	—	(Leased	by Erie R	ail'y Co.)	30,173	30,173	6	100	....
Feb. 28, 1873	67.3	—	3.9	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,676,000	.....	.....	.....	1,500,000	1,076,000	.....	.....	—	(Leased	byTol. Wa	b. & Wtn.	Co.)		—	100	....
Dec. 31, 1872	22.0	—	1.8	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,692	.....	.....	.....	342,150	160,000	36,542	.....	—	(Leased	by United	Co.)	31,729	31,729	6	100	....
Dec. 31, 1872	18.0	—	1.1	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	.....	.....	.....	500,000	375,000	.....	.....	—	(Leased	by N. Jer	Sh'n R.R.	Co.)	.....	—	100	....
Dec. 31, 1872	165.0	—	10.0	40.0	4	4	2	45	Peninsular.....Mich. Ind. & Ill.	4,916,263	*	.....	.....	1,995,000	2,779,000	142,262	.....	165.0	.....	83,491	46,333	109,913	Loss.	—	100	....
Dec. 31, 1872	364.9	69.0	546.9	—	593	292	112	11489	Pennsylvania .....Pennsylvania	31,283,395	11,154,553	53,506,985	20,413,980	53,271,937	35,072,309	19,395,422	8,919,154	787.7	13,380,952	5,250,396	7,844,779	22,012,525	8,247,852	10	50	103
Dec. 31, 1872	47.0	15.9	67.0	—	23	8	—	2,640	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,987,500	.....	4,000,000	836,500	875,000	.....	47.0	.....	3,486	1,376,772	23,033	.....	20	50	272
Dec. 31, 1872	22.5	—	1.2	—	—	—	—	—	Pennsylvania and Delaware..Penn. & Del.	1,200,000	.....	.....	.....	483,297	700,000	.....	.....	—	(Leased	to Penna.	R.R. Co.:	recently	opened.)	—	50	....
Dec. 31, 1872	104.3	15.1	35.9	—	18	2	—	1,218	Pennsylvania and N. York..N.Y. & Penn.	5,086,426	628,814	.....	.....	3,061,780	2,600,000	.....	.....	145.6	.....	190,309	1,268,527	1,608,287	437,135	—	50	....
Dec. 31, 1872	46.0	—	6.6	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	.....	.....	.....	1,200,000	600,000	.....	.....	—	(Leased	by Chic. R	. I. & Pac	Co.)	125,000	8	100	....
Dec. 31, 1872	33.0	—	11.6	—	12	7	4	161	Peoria, Pekin and Jacksonville...Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....	.....	33.0	260,993	77,372	124,505	302,552	.....	—	50	....
Dec. 31, 1872	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge. N. Jersey.	214,581	.....	.....	.....	57,200	100,000	57,381	.....	—	(Oper. b	y Penna.	R. R. Co.)	.....	.....	—	100	....
Dec. 31, 1872	64.6	18.0	8.0	—	12	9	5	120	Petersburg ¶.....Virginia	1,817,985	*	323,905	43,388	1,324,200	500,000	361,083	.....	82.0	228,000	44,392	57,238	288,944	133,851	—	100	....
Dec. 31, 1872	46.0	—	6.0	—	9	7	3	95	Philadelphia and Balt. Cent. Penn. & Md.	1,806,209	177,474	.....	.....	220,606	2,600,000	53,413	.....	58.1	176,312	815,515	134,307	295,594	105,205	—	100	....
Dec. 31, 1872	287.6	—	114.3	—	130	38	20	2,955	Philadelphia and Erie ¶....Pennsylvania.	21,822,990	.....	2,248,693	.....	8,448,000	14,750,000	892,983	.....	287.6	2,912,351	839,793	2,028,568	3,980,753	846,319	—	50	44
Dec. 31, 1872	17.1	3.1	13.7	21.0	24	45	13	192	Phila., Germantown and Norristown..Pa.	1,146,538	368,262	500,793	.....	2,231,900	.....	.....	.....	23.6	(Leased	by Phila.	& Read'g.)	287,816	271,179	12	50	174
Dec. 31, 1872	98.4	172.1	421.7	—	377	202	53	14138	Philadelphia and Reading..Pennsylvania.	45,922,674	*	24,888,327	2,675,996	34,236,175	28,120,804	4,172,014	1,958,004	708.0	7,248,778	6,383,991	9,578,405	12,125,038	4,823,300	10	50	115
Dec. 31, 1872	28.6	—	36.3	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,534,479	*	329,026	.....	1,259,100	.....	.....	275,408	37.5	.....	1,561,080	1,124,640	1,759,758	.....	10	100	122
Dec. 31, 1872	95.3	3.8	189.1	—	64	103	49	1,295	Philadelphia, Wilm. and Baltimore. Penn.	11,890.736	*	2,318 306	175,395	11,485,750	1,990,500	455,321	660,478	187.7	1,248,818	1,747,195	449,780	2,814,274	1,188,614	8	50	110
Oct. 31, 1872	7.0	—	1.0	—	2	3	2	22	Pithole Valley.....Pennsylvania.	100,000	*	225,000	.....	225,000	100,000	17,132	.....	7.0	.....	9,800	12,854	20,483	Loss.	—	50	....
Dec. 31, 1872	193.0	6.0	46.0	—	119	84	19	1,605	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	15,095,349	3,740,438	1,950,109	1,812,268	8,433,550	10,011,740	5,461,173	.....	201.0	3,160,590	606,902	1,429,115	3,856,649	799,501	—	50	....
Dec. 31, 1872	468.3	—	156.3	—	243	90	54	5,559	Pittsburg, Ft. W. and Chic...P., O., I. & I.	35,835,286	*	.....	.....	22,214,286	13,621,000	17,230	.....	503.6	7,313,148	2,106,152	2,408,162	9,780,310	4,507,465	10	100	93
Dec. 31, 1872	14.0	—	3.1	16.0	3	2	1	45	Pittsburg, Virginia & Charleston.....Pa.	654,068	55,243	.....	.....	618,564	.....	.....	.....	14.0	(In opera	tion only t	hree mon	ths.)		—	50	....
Oct. 31, 1872	149.6	1.9	17.2	—	57	26	9	430	Pittsb'g, Washington & Dalton...Pa. & Md.	11,598,236	687,192	83,196	.....	1,960,682	4,780,000	3,463,204	.....	173.8	1,703,600	781,994	980,780	1,437,392	Loss.	—	50	....
Sept. 30, 1872	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	450,000	.....	.....	.....	450,000	.....	.....	.....	—	(Leased	by Boston	& Albany	R.R. Co.)	27,000	6	100	....
Jun. 30, 1872	—	—	—	178.0	—	—	—	—	Plymouth, Kankaka & Pacific..Ind. & Ill.	.....	.....	.....	.....	719,290	456,000	.....	.....	—	(Leased	by Pennsy	lvania. Co	.)		—	100	....
Oct. 31, 1871	66.0	—	2.7	24.0	7	6	3	316	Port Huron and Lake Michigan.....Mich.	3,000,000	*	(To com	pletion.)	1,200,000	1,800,000	.....	.....	41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Nov. 30, 1872	60.0	—	3.5	50.0	5	13	3	92	Portland and Ogdensburg....Me. & N. H.	1,945,560	161,149	97,155	29,230	1,039,095	906,000	259,132	28,859	60.0	118,100	55,592	37,856	115,484	40,361	—	100	....
Dec. 31, 1872	85.0	—	2.1	93.0	5	4	3	85	Portland and Ogdensburg.....Vermont.	1,652,000	*	.....	.....	.....	2,340,000	.....	.....	.....	.....	(Earnings	used in co	nstruction	n.)		—	100	....
Dec. 31, 1872	27.5	—	2.8	—	2	1	1	22	Portland and Oxford Central.....Maine.	550,000	.....	.....	.....	250,000	218,500	.....	.....	27.5	17,215	2,880	6,375	14,221	.....	—	100	....
Aug 31, 1872	52.5	—	3.3	—	6	10	4	118	Portland and Rochester.....Me. & N. H.	1,900,854	*	.....	.....	656,097	1,120,000	200,053	.....	52.5	141,640	120,009	60,790	131,561	38,078	—	100	....
May 31, 1872	51.3	—	7.4	—	19	—	7	167	Portland, Saco and Portsmouth ....N. H.	1,500,000	*	45,000	10,296	1,500,000	.....	.....	.....	.....	.....	(Leased b	y Eastern	R.R. Co.)		10	100	121
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	110	Port Royal.....South Carolina.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	110.0	.....	(Operated	for benefit	of contra	ctors.)		25	....
May 31 1873	—	—	4.9	39.0	—	—	—	—	Portsmouth, Gt. Falls and Conway. N. H.	2,270,000	*	.....	.....	770,000	2,000,000	.....	.....	.....	.....	(Leased b	y Eastern	R.R. Co.)		6	100	65
Sept 30, 1872	—	—	2.5	3.4	4	5	—	60	Poughkeepsie and Eastern....New York.	1,391,372	*	.....	.....	524,494	508,200	506,079	.....	41.8	53.514	70,015	10,40	53,079	14,038	—	100	....

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PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
	$	p c	p c	p. c.
Railroad Stocks:				
Atlantic and Great Western, pref...	10,000,000	7	....	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	....	....
" " " guar.	276,200	7	....	....
Atlantic and Pacific, preferred	10,000,000	7	....	21
Atlantic and St. Lawrence,* guar....	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,552,800	6	6	105
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar.....	1,159,600	7	7	86
Camden and Amboy,* guaranteed..	5,847,800	10	10	123
Camden and Atlantic, preferred.....	763,649	7	3½	78
Cayuga and Susquehanna,* guar....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,000	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	107½
Central Ohio,* preferred	411,560	6	6	82
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	80
Chicago and Alton, † preferred.....	2,425,400	...	10	115
Chicago, Iowa & Nebraska,* guar..	3,916,300	...	8	90
Chicago and North-Western, pref...	21,289,563	7	7	75½
Cinc., Sand. and Cleveland, pref....	429,000	6	6	....
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	87½
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred....	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	....	....
Dubuque and Sioux City,* guar....	5,000,000	...	3	65
Dubuque South-Western, pref.....	590,315	8	....	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	75
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	76
" " com.& *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	75
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	....	....	....
Hannibal and St. Joseph, pref	2,167,700	7	7	41
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred.....	1,180,000	8	8	100
Huntington & Broad Top Mtn, pref.	190,750	7	...	36
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	86
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref....	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	3,101,650	6	...	16
" " 2d pref....	4,436,250	6	...	8
Mich. Southern, (Lake Shore) guar..	533,500	10	10	....
Mill Creek,* guaranteed.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	10,825,777	7	7	73¾
Mine Hill,* guaranteed.....	3,856,450	8	8	103
Montclair,* guaranteed.....	2,000,000	7	....	....
Morris and Essex,* guar.....	15,000,000	7	7	92½
Nesquehoning Valley,* guar.....	2,000,000	10	10	110½
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,295,200	10	10	123
New London Northern,* guar.....	971,400	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	117
" " *com.& guar.	8,500,000	8	8	134
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,822,400	10	10	127
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	57
" " pf.& *guar.	2,000,000	8	8	93½
Ohio and Mississippi, preferred.....	4,030,000	7	7	64
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama, guaranteed.....	7,000,000	12	12	116½
Paterson and Hudson,* guar.....	630,000	—	8½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	...	....	....
Phila., Germant'n & Norristt'n,*guar.	2,231,900	12	12	174
Philadelphia and Reading, † pref....	1,551,687	—	10	....
Philadelphia and Trenton,* guar....	1,259,100	10	10	123
Pittsburg, Ft. Wayne & Chic.,* guar.	22,214,285	7	7	93½
Pittsfield and North Adams,* guar.	450 000	5	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	121½
Rochester & Genesee Valley,* guar.	557,580	...	....	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	48
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	...	28
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	....	....
St. Louis, Kansas City & Nor., pref..	12,000,000	...	—	32½
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	....	....
" " 2d pref..	1,000,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	71½
Warren,* guaranteed.....	1,800,000	7	7	....
Canal Stocks.				
Delaware Division,* guar.....	1,633,350	8	8	....
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	125
" com. and * guar.....	1,000,000	4	4	52
Schuylkill Navigation preferred....	2,808,977	6	6	25

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 18.

	Th.12.	F.13.	Sat.14.	M.16.	Tu.17.	W.18
Boston, Hart, & Erie.... 2	3½	2	2	2½	2	
Canton Co..... 80	....	....	....	....	....	
Central Pacific.....	....	....	....	....	....	
Central Pacific 6s..... 96½	....	96½	96½	96½	96½	
Central of N. Jersey....107	108½	107½	107	106½	107½	
Chesapeake & Ohio 1 m. 68½	58	....	57	....	....	
Chicago & Alton.....111½	....	....	111½	....	112½	
" pref.....	....	....	116	....	....	
" 1 M.....	....	....	....	....	....	
" S. F.....	....	....	....	....	....	
" Ins. bds.....	....	....	....	....	....	
Chicago, Burl. & Q.....111	110	111	111	111½	111½	
" 8s, 1883	....	....	110	110	....	
Chic. & Northwestern . 58½	58½	58½	58½	58½	59	
" pref..... 76	76	76½	76	75	75½	
" 1st M.....100½	....	100	100	....	....	
" S. F.....	....	....	....	....	....	
" Consol.....	93	....	....	94	....	
Chic., Rock Isl. & Pac..108½	108½	108	107	107½	107½	
Chi , R. I. & Pa. 7s,1896.....	....	104½	....	104½	....	
Clev., Col., C. and Ind.. 83½	85½	86½	88½	87½	87½	
Clev. & Pittsburg guar.. 89½	89	88½	....	87½	....	
" 2 M.....	....	....	....	....	....	
" 3 M.....	....	....	....	....	....	
" 4 M.....	....	....	....	88½	....	
Clev. and Toledo.....	....	....	....	....	....	
" S. F. 7s..... 95	....	....	....	....	....	
Col., Chi., & Ind. C..... 32½	32½	32½	31½	31½	31½	
" 1 M..... 90½	....	90½	90½	90½	90	
" 2 M..... 68	67½	68	....	68	....	
Del. & Hudson Canal ..119	119	118½	....	118	118	
Del. Lack. & Western...110½	112	112	111½	111½	111½	
" 1 M. 7s.....	....	....	....	....	....	
" 2 M 7s.....	....	....	....	....	....	
Erie Railway..... 48½	48½	48½	48½	48½	48½	
" pref.....	....	....	....	....	....	
" 1 M.7s, 1897.....	....	103	103	....	....	
" 2 M. 7s, 1879.....	....	....	....	....	....	
" 3 M. 7s, 1883.....	....	100½	....	....	....	
" 4 M. 7s, 1880.....	....	....	....	98	98½	
" 5 M. 7s, 1888.....	....	....	....	....	....	
" 7s, con. gold.....	....	....	....	....	....	
Great Western 2d mort.....	....	85	85	85½	85	
Hannibal & St. Joseph. 31½	31½	31	31½	31½	32½	
" pref..... 41½	41	....	40	40	41	
" 8s, conv. 85	....	....	84½	....	....	
Hudson River.....	....	....	....	....	....	
" 2 M. S. F.....	....	....	....	....	....	
" 3 M 7s, 1875.....	....	....	....	....	....	
Illinois Central	....	....	105½	107	106½	
" 7s	....	....	....	....	....	
Lake Shore & Mich.S'th. 82½	82½	82½	82	81½	82½	
Marietta & Cin. 1st pref.....	....	....	....	....	....	
" 2d pref.....	....	....	....	....	....	
Michigan Central..... 92½	92½	....	91½	....	92	
" S.F. 8s,1882.109	....	....	....	....	....	
M. S. and N. I. 1 M. S. F.....	....	103½	....	....	....	
" 2 M.....	....	....	....	....	99½	
Milw. and St. Paul..... 47½	47½	47½	46½	46½	46½	
" pref..... 73½	73½	73½	73	73½	73½	
" 1st mort.....	....	....	....	....	....	
" 2d mort.....	....	80	....	80	....	
" 8s.....	....	....	....	105	105½	
" 7 3-10s con.....	....	....	95½	95	....	
" 7s, gold.....	....	....	....	....	89	
Missouri 6s..... 93½	....	93½	94	94½	94½	
" H. & St. J. 1s. 01½	....	....	....	....	....	
Morris and Essex..... 92½	92½	92½	92½	....	....	
" 1st mort....106½	....	....	....	106½	107	
" 2d mort.....	....	....	....	99	99½	
N. Y. Cen. & Hud. Riv.104½	104½	104½	104½	104½	104½	
" 7s, S.F.1876.....	....	....	....	100	....	
" 6s, S.F. 1883.....	94½	....	....	....	....	
" 6s, S.F. 1887.....	....	93½	94	94½	94½	
N. York and Harlem.....	130	133½	132	131½	134	
" pref.....	....	....	....	....	....	
" 1 M.7s, 1873.....	....	....	....	....	....	
N. York N. Hav. & Hart.130	130	130	130	131	131	
N. Carolina 6s, old.....	....	....	....	....	....	
" new	....	....	....	....	....	
Ohio and Miss..... 33½	33½	34	33½	32½	33	
" pref..... 65	....	64	....	....	....	
" 2d M.....	....	....	81½	82	81½	
Pacific Mail S. S. Co.... 43½	43½	43½	42½	42½	42½	
Panama	....	117	116	116½	....	
Pitts., Ft. W. & Chi. gtd. 93½	....	93½	93½	....	93½	
" 1 M.....	....	....	....	....	....	
" 2 M.....	100	....	....	....	....	
" 3 M.....	....	....	....	....	....	
Quicksilver Mining Co.....	34	34	34	33	33½	
St. L., Alton & T. H.....	....	....	....	....	14	
" pref.....	....	....	....	....	....	
" 1 M.....	....	....	....	....	....	
" 2 M. pref.....	....	....	....	....	86½	
" Income bds.....	....	79	....	....	....	
Tennessee 6s, old..... 83½	....	85½	86	....	87	
" new..... 83½	....	85	85½	....	....	
Tol., Wab. & Western.. 52½	52½	52½	51½	50½	51½	
" pref.....	....	....	....	....	....	
" 1 M.....	....	....	....	....	....	
" 2 M..... 91½	....	....	....	....	....	
" Equipment.....	....	....	....	....	....	
" St. Lou. Div.....	....	88	....	....	....	
Union Pacific..... 35½	35½	35½	35½	35½	35½	
" 1st mort... 86½	86½	86½	86	86	85½	
" L. Gt. 7s... 82½	83	82½	82½	....	....	
" Ins. 10s.... 84	83½	83½	83½	82½	82½	
Virginia 6s, old.....	....	....	....	....	....	
" new.....	....	....	....	....	....	
" consol.....	51½	....	50½	50	50½	
" def. cert.....	11½	....	....	11½	....	

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 18.

	Th.12.	F.13.	Sat.14.	M.16.	Tu.17.	W.18
Federal Stocks:—						
U. S. 6s, 1874, reg.....	....	....	....	....	....	
U. S. 5s, 1874, coup.....	....	....	....	....	....	
U. S. 5s, 10-40s, reg.....	112	....	....	111½	112½	
U. S. 5s, 10-40s, coup...115½	....	....	....	115½	115½	
U. S. 5s, 1881, reg.....	....	....	....	....	113½	
U. S. 5s, 1881, coup...113½	....	....	113½	113½	114	
U. S. 6s, 1881, reg.....	120½	120	120½	120½	120½	
U. S. 6s, 1881, coup....120½	120½	....	120½	120½	120½	
U. S. 6s, 5-20s, reg. '62 117½	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1862..117½	117½	....	118	....	117½	
U. S. 6s, 5-20s, reg. '64.....	....	....	....	....	119½	
U. S. 6s, 5-20s, c. 1864.....	119½	119½	119½	120	120½	
U. S. 6s, 5-20s, reg. '65.....	....	....	....	....	119½	
U. S. 6s, 5-20s, c. 1865.....	119½	120	120½	120½	121	
U. S. 6s, 5-20s, r. n. '65.....	118½	....	....	....	....	
U. S. 6s, 5-20s, c. n '65.118½	118½	119½	119½	119½	119½	
U. S. 6s, 5-20s, reg. '67.....	....	119½	119½	119½	119½	
U. S. 6s, 5-20s, c. 1867.119½	120	120½	120½	120	120	
U. S. 6s, 5-20s, reg. '68.....	....	....	....	....	....	
U. S. 6s, 5-20s, c. '68...119½	119½	119½	....	....	119	
U. S. 6s, Pac.RR.issue.....	....	116½	116½	....	116½	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 17.

	W.11.	Th.12.	F.13.	Sat.14.	M.16.	Tu.17
Catawissa preferred	....	....	....	....	....	
Camden and Amboy.....	....	....	....	....	....	
" 6s, 1875	....	....	....	....	97½	
" 6s, 1883	....	....	....	....	....	
" 6s, 1889	....	....	....	....	....	
" mort. 6s, '89 97	....	97½	....	98	98½	
Elmira & Williamsport.....	....	....	....	....	....	
" pref.....	....	....	....	....	....	
" 7s.....	....	....	....	....	....	
Lehigh Navigation..... 43½	46	45½	45½	46	46½	
" 6s, 1884	....	....	....	....	96	
" Gold L..... 95½	....	98	98	....	98	
" R. R. L.....	....	....	95	95½	....	
" Conv. L. '77.....	....	....	....	....	90	
Lehigh Valley R. R..... 60	59½	60	60	60	60	
" 6s new coup.....	....	....	....	....	....	
" 6s new reg.....	....	....	100½	....	....	
Little Schuylkill R.R... 46½	46½	....	....	....	....	
" 7s.....	....	....	....	....	....	
Minehill 51½	51½	51½	51½	51½	51½	
Morris Canal.....	....	....	....	....	....	
" pref.....	....	....	....	....	....	
North Pennsylvania.....	....	46	....	....	....	
" 6s, 1885	....	....	....	....	100	
" 7s..... 101½	....	....	....	102½	102½	
" 10s, 1887	....	....	....	....	....	
Northern Central 36	36	....	39	38½	....	
Oil Creek & Alleg. Riv. 18½	18½	18	18	17½	17½	
" 7s.....	....	....	....	....	....	
Pennsylvania R. R..... 51	51	50½	51	51	51½	
" 1st M.....100½	100½	101	102	....	....	
" 2d M.....	101	....	....	101	....	
" Gen. mort.....	....	....	89½	....	....	
" reg.....	92½	92½	....	....	92½	
Penn. State 6s. 1st series.....	....	....	....	....	....	
" 6s, 2d series.....	....	....	106	106	106	
" 6s, 3d series.....	....	108½	108½	108½	....	
Philadelphia City, 6s....100	100	100	....	100	100	
" new 102	102½	102½	102½	102½	102½	
Philad., Germ. & Nor.....	....	....	....	....	....	
Phila. & Reading 57½	57½	57½	57½	57½	57½	
Philadelphia and Erie.. 22	22	22½	22½	....	22	
" 6s.....	....	....	....	....	....	
" 7s..... 87½	87½	87	....	....	....	
Phila., Wilm. & Balt.....	....	....	....	....	....	
Schuylkill Navigation.....	....	....	....	....	....	
" pref..... 12½	....	12½	12½	....	12½	
" 6s, 1882 .... 73½	73½	73½	73½	73½	73½	
" 6s, 1876	....	....	....	....	....	
" 6s, 1872	....	....	....	83½	....	
United Co. of N. Jersey.123	123½	123	123	....	....	
Hestonville, (Horse).. 21	21	21	20½	....	21	
Chestnut & Wal.	60½	....	....	....	....	
Green & Coates	....	....	....	....	....	
2d and 3d streets 60½	....	....	60½	....	....	
Spruce and Pine	....	....	....	....	....	
13th and 15th sts.	21½	....	....	....	....	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 17.

	W.11.	Th.12.	F.13.	Sat.14.	M.16.	Tu.17
Baltimore City 6s, 1875.....	....	....	....	99½	....	99½
" 1886	....	....	....	....	....	
" 1890 ..... 99½	99½	....	....	....	99½	99½
" 1884 ..... 98½	....	....	....	....	....	
" 1900	....	99	99	....	....	99
Balt and Ohio.....	....	....	....	....	....	
" bonds, 1875.....	....	....	....	....	....	99½
" " 1880.....	....	99	....	....	....	
" " 1885. 99½	....	100	100	....	....	
Marietta & Cin. 1st M.....	....	....	102½	101½	101½	
" 2d M..... 92½	92½	....	....	....	92½	
" 3d M. 8s..... 79	79½	79½	....	....	79½	
Northern Central.....	35½	38	38½	....	38½	
" bonds, 1885.....	....	....	....	....	....	
" " 1900.....	....	....	89½	....	....	
Pittsb. & Connellsv. 7s. 91½	....	92	....	....	91½	
N. W. Va. 1st mort.....	....	....	....	....	....	
" 2d mort.....	....	....	....	....	....	
" 3d mort.....	....	....	....	....	....	
Virginia 6s, Consol..... 52	....	51½	....	52½	50½	
" Defer. Certif.. 11	....	11	....	....	....	
City Passenger R. R.....	....	17	....	17	....	

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 18.

	Th. 12	F 13.	Sat. 14.	M 16.	Tu. 17.	W. 18
Boston and Albany	139½	....	140	140	139½	
Boston and Lowell	103½	104	....	....	106	
Boston and Maine	106	106½	108	108½	108½	108½
Boston and Providence	146	....	....	146½	....	
Boston, Hartford & Erie	....	....	....	....	....	
" 7s	31	30½	....	31	31½	31½
Cheshire, pref.	....	....	....	....	....	
Chi., Burl. & Quincy	110½	110½	111½	111½	111½	
Concord	....	....	....	....	....	
Connecticut River	137	....	....	137½	....	
Eastern	78	78	77½	76	77	76½
Fitchburg	124½	....	....	124½	124	124
Manchester & Lawr'ce	....	....	....	....	....	
Michigan Central	92½	92½	92½	92	91½	91½
Northern, N. H.	108	....	....	....	....	
Ogdens. & Lake Champ	57	57	....	57	57	
" pref.	93½	....	93½	93½	....	93½
Old Colony	....	111	111	111	....	
Ph., Wil. & Baltimore	55	55	55	55	55	55½
Portl'd, Saco & Ports	122	....	122	....	121½	
Union Pacific	....	....	....	....	....	
" 6s	85½	86½	85½	....	....	85
" Land Grant 7s	....	....	....	....	....	
" Income 10s	....	....	....	....	....	78½
Vermont & Canada	....	....	....	....	....	55
Vermont & Mass	78	....	79½	....	79½	79½
South Boston (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	....	....	....
Metropolitan ..	47	....	....	46½	....	....
Middlesex ..	....	....	....	....	....	....
Central Mining Co.	....	....	28½	....	....	....
Copper Falls ..	26½	....	26	....	....	....
Franklin ..	....	....	....	5	....	....
National ..	....	....	....	....	....	....
Quincy ..	38	37	....	37	36½	

London Stock Exchange.

	—Closing Prices.— Jan. 16.	Jan. 9.
Atlantic & Gt. W. 1st mort., $1,000	71 — 73	69 — 71
Do. 2d mort., $1,000	56 — 58	55 — 57
Do. Con. mort. B'nds Bisch's Cert.	27 — 28	25½ — 26½
Do. Reorg. Scrip	95 —100	95 —100
Do. Leas. Lines, Rental Bonds	85 — 87	85 — 87
Detroit & Milwaukee 1st mort. Bonds	73 — 78	73 — 78
Do. 2d do.	55 — 65	55 — 65
Erie shares 100 dol. all paid	45½ — 46	43 — 43½
Do. 6 per cent Convertible Bonds	96 — 98	94½ — 95½
Cons. Mort. amount autho. to be issued for conv. of existing bonds	— — —	— — —
Illinois Central $100 shares all paid	91 — 93	89 — 91
Do. Redemption mort. bonds 6 p.c.	99 —101	98 —100
Illinois & St. Louis Bridge 1st mort.	100 —102	99 —101
Marietta and Cincinnati Rail. Bonds	94 — 97	94 — 97
Michigan Central 8s 1882, conv.	90 — 100	90 —100
Panama 2d mort.	68½ — 69½	73 — 75
Panama General mort.	95 — 97	95 — 97
Pennsylvania, 2d mort.	97 — 99	97 — 99
Do. General mort.	96 — 97	96 — 97
Do. $50 shares	44 — 45	44 — 45
Philadelphia and Erie 1st mort.	96 — 98	96 — 98
Do. with option to be paid in Phila.	97 — 98	97 — 99

American Railroad Journal.

Saturday, February 21, 1874.

Stock Exchange and Money Market.

Money has been very easy throughout the week, the offerings through bank and private channels having been unusually liberal; while the demand for accommodation has been moderately active, chiefly on speculative account, but not urgent, in any prominent instance. The leading Stock Exchange firms have had their wants promptly met at the ruling rates of 4@5 per cent, while to the large dealers in the public funds, advances have been made as low as even 2, but generally at 3@4 per cent per annum, in the call loan form. There has been more inquiry for the better grades of commercial paper within the range of 5½@7 per cent per annum. The last weekly bank exhibit shows that the banks held 23⅞ millions more than the 25 per cent of legal tender reserve, as to liabilities, required by the National banking law. The deposits of the City banks show a decrease of ¼th of a million; and the item of legal tender notes an increase of a million, while the specie reserve indicates a reduction of 2⅛ millions. The banks enlarged their loan and discount average, nearly a million, and again contracted their circulation slightly. The U. S. Sub-Treasury reports an addition of nearly three millions to its currency reserve, and of over a million to its specie hoard. The City banks reported their average of gold last week at $30,687,200 as against $33,220,700 the preceding week; and their greenback average at $59,872,100, as against $59,052,000, on the previous return Their deposits stood at 239⅝ millions, a decrease of $288,100. The loan item was nearly 278¼ millions, against 277¼ millions on the former exhibit. The circulation was about 26⅞ millions.

The U. S. Sub-Treasury, last week, enlarged its currency balance $2,995,662 and its coin reserve $1,065,677. Its currency balance at the close of the week was $36,982,574; and its coin reserve $55,629,823.

The cash balances in the Treasury Department, at Washington, on Wednesday were as follows: Currency, $3,438,086; special deposits of legal tenders for redemption of certificates of deposit, $49,710,000; coin, $82,487,815; including coin certificates, $44,371,600.

Gold has been fairly active and generally strong in price. The demand has been mainly speculative, though the customs and export drains have been somewhat heavier. The extremes of the price have been 112¼@113, closing at 112⅝ as against 112¼ on Wednesday of the preceding week. The specie outflow, last week, was $1,149,797. The imports of specie at this port since Jan. 1, have been $928,666, against $138,236 same time last. year.

The customs demand for Gold last week averaged $416,500 a day. The total customs revenue of the Government, in coin, at this port, since July 1, 1873, has been $71,636,381, against $86,197,500 same time in 1872-'3. Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since July 1, 1873, $42,718,334 against $57,204,781 same time in 1872-'3. The export drain of specie since July 1, 1873, has been $25,884 201 against $44,649,619 in 1872-'3.

Government has received about 61 millions from internal revenue sources, thus far, in the current fiscal year, commencing with July 1st 1873.

Foreign Exchange has been variable in price, on a restricted business, closing about steady as in our last. Bankers' sixty day bills on London closed on Wednesday at $4 84@$4 84½; sight bills on London, at $4 87½@$4 88. The week's exports of Domestic Produce have been to the currency value of nearly 4⅜ millions.

Government securities have been more active and generally firmer in price. The offerings of all issues have been comparatively limited. The demand from investment buyers has been quite brisk.

U. S. sixes of 1881 closed on Wednesday of this week at 120¼@120½; U. S. Five-Twenties of 1862, 117¾@118; U. S. Five-Twenties of 1864 at 119½@120; U. S. Five-Twenties of 1865 120¾@121; U. S. Five-Twenties of 1865 consolidated 119½@119¾; U. S. Five-Twenties of 1867, 120¼@120½; U. S. Five-Twenties of 1868, 120@120¼; U. S. Ten-forties at 115¾@116; U. S. Fives of 1881 (Funding Loan) 113½@113¾; Six per cent. currency Sixes from 116¾@117.

Business in Railway and Miscellaneous securities, has been less active, and prices have been unsettled and lower, closing, however, with more firmness. On Wednesday a communication was read from the President's desk at the Stock Exchange announcing that the Western Union Telegraph Company desired to give notice of its intention to increase its capital stock to the extent of ten millions of dollars or one hundred thousand shares, and a letter of similar purport from the Treasurer of the Wabash Railroad was also read, in which the intention also was expressed to increase its common stock 100,000 shares. This was the signal for a furious onslaught upon the general market, and holders of stocks threw overboard their ventures without regard to cost. Subsequently, the letters were pronounced forgeries, and the market rallied, under much excitement.

State and Railway bonds have been in unusually good demand and have been quoted stronger in price. The investment purchasers have been liberal. Central Pacific first mortgage six per cents closed at 96½@96¾. Chesapeake and Ohio First Mortgage Bonds, Six per cents, 57@58.

The outstanding amount of U. S. legal tender notes on Wednesday was about 381 millions.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $8,871,703, against $11,364,368 same week last year. The exports of domestic produce are $4,345,950, as against $5,641,326 last year. The exports of Gold and Silver, $1,149,796, as against $759,802 last year. The customs in Gold deposited during the week in the New York Office of the Treasury amounted to $2,500,190, as against $4,089,757 same week last February.

General business has been moderately active, since our last. Breadstuffs and Cotton have been dealt in to a fair extent, but at lower prices. Groceries have been less sought after, and buyers have had the advantage as to values. Petroleum, Naval Stores and Wool have been held with more confidence, and have been in good request. Provisions have been in less demand, as a rule, and irregular in price. Hides, dull and drooping. Leather, moderately inquired for at previous rates. Hardware has been more freely dealt in. Metals continued quiet, as a whole. Of Ingot Copper, 400,000 lbs. sold, at from 24½c.,@24⅞c. Iron has been quiet, but steady. We quote: Eglinton Pig at $41; Glengarnock. $41 50@$42 50; Coltness, $45@$46; Gartsherrie $48; No. 1 American Pig at $35@$36; No. 2 do. at $30@$33; Forge, $29@$31; English Rails at $55@$60, gold; American Rails at works, $62 50@$65; Old Rails, $40@41; Wrought Scrap, $42 50@45. Lead in limited demand with Foreign quoted at 6¾c., gold, for ordinary, and domestic at 6⅞c., gold; Bar, 9¼c.; Sheet and Pipe, 10c. Spelter has been very dull at 7½c.@7¾c., gold, for foreign, and 8c.@11c. for domestic. Pig-tin has been quiet, with Straits quoted down to 27c.@27¼c., gold; English at 25½c.@25¾c., and Banca at 30½c.@31c., gold. Tin Plates, have been less sought after, with Charcoal Plates at $10 75@$11 25; Charcoal Terne, $9 25@$10 12½; Coke $8 25@9; Coke Terne 7@$8 75, gold, per box. Zinc dull and nominal. Live Stock have been in moderate request at generally unchanged prices. Ocean freights have been rather brisker, with rates generally quoted steady.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New York Central 7s, 1st mort., reg., 105; do. coupon, 105¼; Delaware and Hudson Canal reg. 7s, 1884, 102½; do. 1891, 102; Albany and Susquehanna 1st mort., 101¾; do. 2d mort., 99½; Central of New Jersey 1st mort. new, 105; do., 7s, 1902, conv., 101⅞; Chicago and Northwestern consol. gold bonds, 86; Long Dock bonds, 98½; Michigan Central 7s, 98¼; Detroit, Monroe and Toledo 1st mort., 99½; Del., Lack. and Western 7s. conv., 104; Toledo, Wabash and Western 7s, consol., 79½; Ohio and Miss. 7s consol., 92; do. consol. S. F., 93¼; Mil. and St. Paul 1st mort., LaC. div., 92; do. I. & M. div., 82: Boston, Hartford and Erie 1st mort., 32; do. guar., 46; Canada Southern 1st mort., 70; Lake Shore and Michigan Southern 7s, consol., coup., 96½; do. reg. 96½, Pacific R. R. 7s, guar., by Mo., 98½; Gt. Western 1st mort., 1888-94: Toledo, Peoria and Warsaw 1st mort., W. D., 83; 2d mort., 67; Clev., Col. Cin. and Ind. 1st mort., 101¼; Am. Dock and Imp. 7s, 95; New York and New Haven 6s, 101; Toledo, Canada Southern and Detroit 1st mort., 88; North Missouri 1st mort, 87½; Clev., Paines. and Ash. 7s, old, 100; Bellville and Southern Ills. 1st mort., 93; St. Louis, Jacksonville and Chicago 1st mort., 94½; Illinois Central Scrip, 104; Ohio and Miss. scrip, 86; St. Louis and Iron Mt R. R., 66; do. 1st mort., 96½; do. 2d mort., 84¼; Atlantic and Pacific pref., 21; St. Louis, Kansas City and Northern pref., 32½; Pacific R. R. of Mo., 43¼; do. 1st mort., 80; Dubuque and Sioux City R. R., 65; New Jersey Southern R. R., 6; Rensselaer and Saratoga R. R., 106; New ersey R. R., 122; Western Union Telegraph, 76½; do. 7s, 96½; Am. Dist. Tel., 60¼; Atlantic and Pacific Tel., 17¾; Consol. Coal of Md., 49; Spring Mt. Coal, 58; Maryland Coal, 23½; Am. Coal, 49; Quicksilver Mining pref., 39; Am. Exp., 65; Adams Exp., 96; U. S. Exp., 72; Wells-Fargo Exp., 78; Tenn. 6s, old, ex-coupon, 67½; Geogia 7s, new, 87½; South Carolina 6s, new, Jan. and July 9½; do. Apl. and Oct., 18; North Carolina 6s, special tax, 1st class, 10¼; do. 2d class 10¼; do. 3d class, 10¾; N. Y. State 7s, B. L. reg., 106.

Philadelphia.—Allegheny Valley 7 3-10s, 92; Pennsylvania Canal 6s, 66; West Jersey R. R., 50; do., 1st mort., 6s, 96; do. 7s, 103; Cape May and Millville 7s, 95; Pittsburg, Cincinnati and St. Louis 7s, 69¾; Northern Pacific 7-30s, 35⅛; Wilmington and Reading 1st mort., 87½; Lehigh Valley 7s, 105¾; Philadelphia and Reading Gen'l mort. 7s, coupon, 102¼; do. 7s, new, conv., 104½; Susquehanna Canal 6s, 74; Shomokin Valley and Pottsville 7s, 92; Texas Pacific Land Grant 7s, 25; Elmira and Williamsport 5s, 58; Pennsylvania and New York 7s, 102¾; Belvidere Delaware 3d mort., 78; Philadelphia and Reading C. & I. mort., 89; Junction 2d mort., 6s, 87; Morris Canal 2d mort., 96; Pennsylvania R. R. div. scrip, 97¾; Schuylkill Nav. div. scrip, 81½; do. 6s, 1895, 73; Catawissa R. R., 18; do. new pref., 34⅞; do. 7s, new, 101½; Huntingdon and Broad Top Mt. 11½; do. pref., 18; do. consol., 66½; do. 2d mort., 93; Nesquehoning R. R., 55¼; Pittsburg 5s, 73. The latest quotations are: City 6s, 100@100⅛; do. free of tax, 102⅜@102½; Pennsylvania State 6s, 2d series, 105¾@106¼; do. 3d series, 108¼@109; Philadelphia and Reading 57⅛@57¾; do. Gen'l mort. 7s, coup., 102¼@102½; do. reg., 104@105; do. mort. 6s, 1880, 98@100; do. new, conv., 104½@104½; do. 7s, 1893, 104½@105; United New Jersey R. R. and Canal Co., 123@124; Camden and Amboy mort. 6s, 1889, 98¼@—; Pennsylvania R. R., 51⅝@51⅝; do. div. scrip, 97¾@98; do. 1st mort., 101@102; do. 2d mort., 100@101½; do. general mort. coupon, 89¾@90¼; do. reg., 92¼@92½; Little Schuylkill R. R., 46½@47; Morris Canal, 50@52; do. pref. 120@128; do. 6s, 96@—; Susquehanna Canal, 5@9; do. 6s, 78½@75; Schuylkill Nav., 6½@6¾; do pref., 12½@12¾; do. 6s, 1882, 73½@73¾; do. 1872, 83¾@—; Elmira and Williamsport pref., 37½@39; do. 7s, 1873, 97@100; do. 5s, 58@59; Lehigh Coal and Navigation, 46½@46⅝; do. 6s, 1884, 95@96; do. R. R. Loan, 95@95½; do. Gold Loan, 97½@98; North Pennsylvania, 46½@47½; do. 6s, 100@100¼; do., 7s, 102@103; do. Chattle 10s, 108@110; Philadelphia and Erie, 22@23¾; do. 6s, 90@—; do. 7s, 86@87; Minehill, 51½@51¼; Catawissa, 17¾@18; do. pref. 43@44; do. 7s, 1900, 101@102; Lehigh Valley, 59⅞@60; do. 6s, new coupon, 99@100; do. reg., 99⅞@100½; do. 7s, 105½@106; Fifth and Sixth streets (horse,) 52½@—; Second and Third, 61½@61½; Thirteenth and Fifteenth, 21⅝@22; Spruce and Pine, 25@30; Green and Coates 48@50; Chestnut and Walnut, 58@58; Hestonville, 21@21¼ Germantown, 36@48.

Boston.—Burlington and Missouri River R. R. in Iowa, 109; do. in Nebraska, old, 64½; Cincinnati, Sandusky and Cleveland R.R., 10⅛; do. 6s, 1900, 75¾; Rutland scrip, No. 4, 86¾; do. No. 5, 86¼; Worcester and Nashua R. R., 125; Norwich and Worcester R.R., 127; Summit Branch, 33; Nashua and Lowell R. R., 135¼; Portsmouth, Gt. Falls and Conway R. R., 65¼; Winthrop horse R. R., 20; Union horse R. R., 109; Eastern (N. H.) R. R., 67¼; Chicago, Burlington and Quincy 7s, 1896, 95½; Jackson, Lansing and Saginaw 8s, 99; Burlington and Missouri River Land Grant 7s, 99; do. 8s, in Nebraska, old, 100; do. new, 92¾; Vermont Central 1st mort., 30; Atchison, Topeka and Santa Fe 7s, L. G., 64½; Boston and Maine 7s, 1893, 103; Eastern R. R. 7s, 97; do. 6s, 1874, 99½; Connecticut and Passumpsic Rivers R. R., 77½; do. 7s, 100; Chicago and Iowa 1st mort. 8s, 92½; Ogdensburg and Lake Champlain Equip. 8s, 93; Michigan Central 8s, 1890, 104½; Old Colony 6s, 1884, 99½; Boston Water Power Co., 17⅛; Cary Imp., 8⅜; New Hampshire 6s, 1896, 99¼; do. 1879, 99½; Boston 6s, 1894, 99; do. 5s, 1882, 93; Cincinnati 7s, 102½; Chelsea 6s, 1892, 95; Lowell 6s, 7s, 1890, 95½; Chicago 7s, 99@99¼; Salem 5s, 1882, 90; Calumet and Hecla Mining Co., 141; Duncan, 60c.; Mesnard, 1½; Petherick, 2½; St. Clair, 2½.

Baltimore.—Virginia consols, coupons, 77¼; Virginia consols, ex-coupon, 49; Virginia consols reg., 48¾; Maryland 6s, exempt, 104; Orange, Alex. and Manassas 7s, 81; Orange and Alexandria 3d mort. 8s, 80; do. 4th mort. 8s, 79¾; Wilmington, Columbia and Augusta 7s, 71¼; Northern Central 6s, 1900, gold, 91½; Northern Pacific 7-30s, 34¼; Central Ohio R.R., 42; do. pref., 41; do. 1st mort., 91¼. The latest quotations are: Wilmington, Columbia and Augusta bonds, 71@72; Pittsburg and Connellsville 7s, 1898, 91@92; Baltimore and Ohio, 175@180; do. 6s, 1875, 99½@103; do. 1880, 99@100½; do., 1885, 99⅛@100½; Parkersburg Branch, 5@11; Northern Central, 37¼@39; do. 6s, 1885, 91@93; do, 1900, 89@91; do., 6s, 1900 gold, 91¼@91⅝; N. W. Va. 3d mort., 1885, 92@95; Marietta and Cincinnati 1st mort. 7s, 1892, 101½@102; do. 2d mort., 7s, 92@92¼; do., 3d mort., 8s, 79⅛@79¼; Central Ohio, 40½@42; do. pref., 40@41½; do. 1st mort., 90@91¼; Western Md. 1st mort. 6s, 1890, 75@—; do. 1st mort. guar., 92@95; do. 2d mort. guar., 92@—; do. 3d mort. guar., 94@95; do. 2d mort. pref., 60@—; do., 2d mort. guar. by Washington Co., 80@82; Richmond and Danville 1st mort., 68@73; Orange and Alexandria 1st mort. 6s, 85@90; do., 2d mort. 6s, 78@82; do., 3d mort. 8s, 80@81½; do., 4th mort. 8s, 76@80; Orange, Alex. and Manassas 7s, 80@81⅛; Virginia and Tennessee 1st mort. 6s, —@—; do., 2d mort. 6s, 65@77; do. 8s, 74@84; do. 8s, 4th mort., —@80; Baltimore 6s, 1875, 99¾@100; do., 1884, 98⅝@99; do. 1886, 98½@—; do. 1890, 99½@100; do., 1893, 99½@—; do. 1893, exempt, 101@102; do., 1900, exempt, 99@99½; do. 1900 new, 98¼@99; do. 1902, 98@98; Memphis City 6s, 50@50½; Maryland Defense Loan, 1883, 104@105; Virginia 6s, old, 38@40; do. new, 43@50; do. consol. 6s, 50¼@50⅜; do. coupons, 77¼@77⅜; West Virginia, 11@12; City Passenger R. R., 15¾@17; George's Creek Coal, 125@136.

NEW YORK, Feb. 16, 1874.

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☞ Messrs. Morton, Bliss & Co., of this city, have received advices by cable that the subscriptions to the £1,000,000 five per cent sterling loan of the Illinois Central Railroad Company, recently brought out in London by Messrs. Morton, Rose & Co., amounted to £2,100,000, or $10,500,000.

☞ By the annual report of the Pennsylvania Canal Company we learn that the gross receipts for the past year were $544,625, and the gross expenses $226,879, showing a surplus of $317,745, from which deducting interest and taxes leaves net $147,580. The transportation of the year was 870,121 tons. The old officers were re-elected.

Baltimore and Ohio Railroad Loan.

The second sterling loan of £2,000,000 of the Baltimore and Ohio Railroad Company recently brought out in the London market by Messrs. J. S. Morgan & Co., of that city, has been successfully negotiated—the subscriptions amounting to over £5,000,000, or more than $25,000,000. The loan is in the form of sterling bonds of £200 each, bearing 6 per cent from the first day of February, the bonds being redeemable in the year 1910. The interest is payable for the first three months on 1st May, 1874, and thereafter semi annually on the 1st of November and May of each year. These bonds are secured by a mortgage on the road from Baltimore to Wheeling, 379 miles, and the branch from Washington to Point of Rocks, 42 miles; also appurtenances, equipments, warehouses, elevators, piers, docks, &c., at the marine terminus. A sinking fund of £18,000 is applied half yearly for the extinguishment of the bonds. The proceeds of this loan, with the other resources of the company, will supply the means required for the completion of all the works in which the company is engaged. The price at which the bonds were taken is 96¼, or £193 per bond of £200, payable as follows: 20 per cent, or £40, per bond on allotment; 40 per cent., or £80, per bond March 2; 36¼ per cent., or £73, per bond April 1.

☞ E. H. Ludlow & Co. sold on the 18th inst., by order of trustees, the St. Louis and St. Joseph Railroad, 72 miles long, with all the real estate and rolling stock, machinery, tools, and other appurtenances, and all the rights, privileges and franchises of the company to Mr. Charles Hassler, for the bondholders of the said company, for the sum of $100,000. The bonds of the railroad amount to $18,000,000.

☞ The Salem and Lowell Railroad Company have declared a dividend of $1 per share, payable on the 16th inst.

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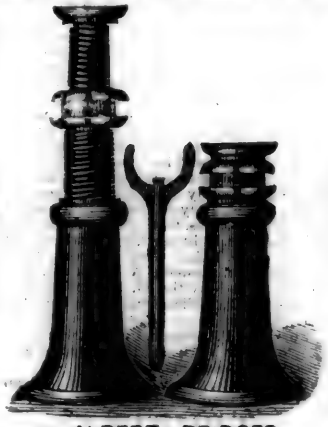
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ENGINEERING, BANKING, MINING, MANUFACTURES.

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American Railroad Journal.

New York, Saturday, February 28, 1874.

The Agrarians & the Railroad Corporations.

At first glance it would seem as if the United States was the last place wherein agrarian, or "communist," ideas should find lodgement. We have here no landed or hereditary aristocracy, no law of entail, no class of privilege by birth or possessions, no grinding despotism trampling on the rights and liberties of the people. On the contrary, here every man may aspire to the highest honors and dignities; the laws favor the ready and cheap transfer of land, and no man who is willing to work need be without a homestead of his own. Labor is better rewarded than elsewhere, and political and social equality are secured, so far as mere government and laws can secure them.

A small wave of agrarianism has recently swept over the country—that is to say a disposition among those who have little or none, to share among them the property of others more fortunate or more frugal—and it is surprising to discover with what readiness it has been welcomed. Such ideas are being propagated, both in newspapers, and in legislative, trade and political assemblages; and if these seeds of dishonesty have not yet blossomed and fruited into downright robbery and spoliation it is because the arguments have been so speciously advanced that their full significance has not dawned on the minds of the multitude, and because time enough has not yet elapsed.

It ought, however, to be more generally understood, and more explicitly expressed by our best newspapers, that when men band together to elect a Judge of the Supreme Court, as was done in Illinois, because they believe him to be pledged to decide partially a certain class of cases likely to come before him—not according to the law and the evidence, but according to the prejudices and the clamor of a certain class of the population—they have taken (whether they know it or not) the first step in agrarianism. Similarly when legislatures pass laws appointing commissioners whose declarations on certain matters shall be received as *prima facie* evidence of "reasonable rates" of transportation, for instance, then they are not only nullifying the dictates of the common law and equity, but also the constitutional guarantee of the integrity of contracts, and are teaching the people first lessons in robbery and violence, the consequences of which no man may forecast. Whenever it is attempted to enact into a law the maxim that two parties to a civil action shall stand before the court on unequal terms, the foundations of justice are broken up, the sanctity of contracts is invaded, the binding principle of ownership and security of possession is disturbed and the law of the strongest has been let loose. We notice that the legislature of Iowa, following the example of Illinois, has several bills before it assailing railroad corporations. One of them provides for a payment of $10,000 to the relicts of each passenger killed, with a penalty of the same amount to the State. Several of them contemplate measures for regulating the rates of freight and transit—as if the old law of common carriers and the prejudices of juries were not onerous enough. Similar movements are on foot in the legislatures of California and New York; and even in Congress itself—all aiming to take from the railroads more or less of their profits; and in some cases, where there are and can be, for years, no profits, to inflict further losses. The Congressional Committee having charge of a bill aiming to regulate by commission, the transportation rates on all the roads of the United States which may be used for inter-state traffic pretend to discover (1) that Congress has the power to take charge of the subject and (2) that it is competent for a commission to settle upon the rates regardless of the provisions of the charters.

Now it is easy to say that no reputable lawyer, no legislator unless he is pandering for selfish purposes to the prejudices of the dishonest portion of the community, upholds any such opinion; to say that the Supreme Court of almost any State (not excepting Illinois) and certainly the Supreme Court of the United States, when the case arises before it, will decide that all such enactments are violations of faith and are unconstitutional and void. Perhaps it is necessary that the holders of corporate property should be at the pains and expense to procure an authoritative declaration of the sanctity of this species of property from private or public spoliation, in order to stem the rising tide of communist sentiments.

The practical working of the new plan in Illinois, shows that the desired relief of shippers does not and cannot come in this way. But without reference to the outcome of this question under the laws of the land; a few suggestions may be addressed to the "grangers" and other classes who feel themselves agrieved, on the practical results which are immediately to flow from this crusade against corporations. These classes are loud in their denunciations of monopolists; they desire competition; and failing that, state interference. Now the first effect of their attempts at state control is to ignore the credit not only of the roads affected, but of all that kind of property. If it is competent for the State, or for any external authority, to compel railroads to carry freight at any given rate, they can reduce it to half that rate, or even less. If they can limit the rate of profit on railroad operations to seven per cent they can (and surely would) cut it down to six or five or one per cent. Who would put money into an enterprise of this nature—assuming all the risks of loss—with a prospect that the gains were to be confined to the average rate of interest on untaxed loans? How do these Western people expect competing railroads to be built on such terms? It is complained that railroads under the present system are loaded up with large debts and capital charges; but surely they are built as cheaply as the means of the promoters will allow; or if not, there is a fine opportunity for the western farmers to con-

struct cheaper lines between the same points, and thus get the business and the profit also! But how small is the proportion of home capital (actual cash) entering into our new roads!

This notion that the property of another may be taken or used without his consent, or without a fair bargain is one full of peril to the community; and the demagogues who are proclaiming it in thinly disguised arguments should be made to feel the enormity of their offense. With as much justice might it be contended that no farmer should be allowed to raise more than twenty bushels of wheat per acre; or that the frugal and the improvident farmer should share alike in the returns of labor. If an individual or a corporation is not to be allowed to own and control its property as it likes (so that no other man's liberty or property is invaded) all incentive for saving is swept away; if we are to divide the possessions on next Saturday, we shall have to do it every Saturday, and anarchy is come again. No man is debarred his privilege of using the common roads, or the navigable water-courses. If private capital has constructed better ways than these for commerce, why not leave it free to competition and the laws of trade? But all measures having for their aim the taking of corporate property or its use, without the consent of the owners, or for denying equal representation before the courts, are extra-constitutional, revolutionary, and dishonest; they will if persisted in bring about violence, bloodshed and widespread ruin; that is the necessary result of all such teaching.

Marietta and Cincinnati Railroad.

At the annual meeting of the stockholders of this company, held in Cincinnati, O., on the 18th inst., the following gentlemen were elected directors for the ensuing year: John King, Jr., of Baltimore, Md.; Thomas Whitridge, Baltimore, Md.; W. W. Scarborough, Cincinnati, Ohio; W. T. McClintick, Chillicothe, Ohio; John Donnell Smith, Baltimore, Md.; R. M. Bishop, Cincinnati, Ohio; J. N. Camden, Parkersburg, West Va.; James D. Lehmer, Cincinnati, Ohio; Nathaniel Wright, Cincinnati, Ohio; Allen A. Chapman, Baltimore, Md.; Wylie H. Oldham, Marietta, Ohio; Robert Garrett, Baltimore, Md.; William Waddle, Chillicothe, Ohio. John King, Jr., Vice President of the Baltimore and Ohio Railroad Company, was elected President. From the report of the President, which was presented at the meeting, we have the following statement of the earnings, expenses and net earnings for the year ending December 31,

	1872.	1873.
Earnings.....	$2,029,164 65	$2,126,874 73
Expenses	1,618,713 06	1,694,334 71
Earnings more than expenses.....	$410,451 59	$432 540 02
Working expenses...	79¾ per ct.	79⅔per ct.

The total revenue from passengers during the year was $503,816 91, an increase of $19,684 19; and from freight, $1,507,617 85, an increase of $98,050 14, as compared with the previous year. The revenue from miscellaneous sources amounted to $115,440 47, a decrease of $20,024 25 compared with 1872.

The ratio of working expenses is 79⅔ per cent, and the net earnings being $432,540 02, have increased $22,082 48, as compared with the year ending December 31, 1872. The increase in gross earnings for nine months, ending September 30, 1873, as compared with the similar period for the preceding year, was $218,805 06; but from that date a marked decrease is shown, until at the close of the year the total increase was only $97,710 58, or a decrease of $121,094 48 for the quarter ending 31st December, 1873.

The President says that the result for the last quarter is to be attributed to the financial panic alone, which affected to a very serious extent the movement of through and local traffic, but for which the reasonable expectation of $2,400,000 gross earnings for 1873 would have been realized. The company had ample equipment and facilities, and could have earned $200,000 additionally, with an increased expenditure of probably less than one third of that amount.

Three thousand two hundred and twenty tons of new and re-rolled iron and 109,948 new cross ties were laid during the year.

Seven miles of additional sidings were laid at a cost of $69,562 49; and there were expended $27,593 70 in ballasting; $59,186 54 in widening cuts and embankments; $104,147 19 for seven new locomotives and in rebuilding three engines; $11,056 72 in new passenger, baggage, and mail cars; and $86,481 52 for 95 box and 55 flat cars. The expenditure for the year for new bridges was $55,507 44.

The reduction of the temporary grade rising at the rate of 105 feet per mile, which has been used at Norwood, to 26½ feet per mile, the grade established for the place, was begun in June, and was so far advanced at the close of the year as to permit the laying of one track upon it. The excavation is being made for two tracks, and the material taken from the cut will complete the embankment west of it to the Cincinnati and Springfield junction for two tracks.

The arching of tunnels No. 1 and that near Moonville has been completed, and these tunnels are now securely arched for double track their entire length. The route between Cincinnati and Belpre via the Baltimore Short Line Railway will have on it but four short tunnels, all west of Athens; two of these are now arched for double track, and the other two have rock roofs and sides, which will not require arching. The entire expenditures for tunneling during the year were $63,951.

In June last all the buildings standing on the lots adjoining the property of the company on the square between Rose and Park streets and Second street and the White Water canal, in Cincinnati, were burned. The company has since purchased or leased the real estate on which those buildings stood, and, excepting one lot, is now in possession of the square. It has also, by exchange of lands with the Indianapolis, Cincinnati and Lafayette Railroad Company, obtained grounds west of Park street, which can be advantageously used in connection with the company's property west of Park street, and the company thus has, by its newly acquired property and its former acquisitions, extensive and valuable grounds in the heart of the city, which it is desirable and important speedily to improve and utilize.

CINCINNATI AND BALTIMORE COMPANY.

The double track on the Cincinnati and Baltimore road was completed in December, 1873. The M. and C. Company has advanced to the Cincinnati and Baltimore Company $306,005 45 above the subscription of $353,650. It was anticipated that this amount would have been reimbursed to a great extent from sales of bonds and stock, but the financial panic interfered with this plan. It is expected, however, that the present ease in the money market will enable the C. and B. Company, at fair rates, to dispose of these securities, which are a first-class and desirable investment.

BALTIMORE SHORT LINE RAILWAY.

The urgent necessity of the Baltimore Short Line Railway, by which the route between Belpre and Cincinnati will be reduced ten miles, thus avoiding the use for through business of that objectionable portion of the existing line between Warren and Belpre, induced the company vigorously to press the work during the entire year, and it is expected that in September next the road will be completed. Iron bridges will be erected over the Hocking river and all the principal streams, and it is designed to build it a strictly first-class road.

The Marietta and Cincinnati Company has advanced, in addition to its subscription of $250,000 to the stock of the Baltimore Short Line Company, $204,390 53 in cash. This sum, and the additional amounts which will yet be expended, it is believed can be repaid from the sale of the stock and bonds of the Baltimore Short Line Company, which will not, however, be placed upon the market until the road shall have been completed; $1,996,000 of the fourth mortgage bonds remain unsold.

Tennessee State Bonds.

The Comptroller of the State of Tennessee gives notice that the coupons due July 1, 1874, on the bonds of that State, will be paid now with rebate of interest, the 1st of July being the time at which, under the funding law of the last Legislature, the resumption of payment of interest by the State would take place. The Nashville Banner has the following:

"The State was never in so good a fix as now to pay. All the old Tennessee money, the retiring of which was a positive drawback to the State, has about been withdrawn. There are now not more than $300,000 of State warrants outstanding, and by July 1st it is believed all will have passed into the State Treasury. This and the withdrawal of the Tennessee money will bring about a new era in State finances. Warrants will rule at par for the very good reason that they will be redeemed on presentation, which has not been done for years past nor at present. Warrants will be as money. Taxes will be collected in the currency of the country instead of in warrants and old Tennessee money, and by receiving cash the treasurer will be enabled to pay out cash. There will be an immense amount of taxes paid in during the present month. The ten per cent penalty will be added after March 1st. Consequently all the revenue collectors' offices in the State are now daily crowded, in fact are overflowing with tax payers, eager to ascertain the amounts for which they are assessed, or to pay them at once."

☞ At the annual meeting of the Lehigh Coal and Navigation Company in Philadelphia on the 24th inst., a resolution approving the lease of the coal lands in Carbon, Luzerne, and Schuylkill Counties by the Honeybrook Coal Company, and also the contract with the Central Railroad Company of New Jersey to maintain the canals and slack-water navigation owned by the Navigation Company, was adopted. A resolution was also passed suggesting that the directors declare a dividend of four per cent, payable May 1. A board of managers was elected with E. W. Clark as president.

☞ The Pawtucket Valley Railroad, which is being built from River Point, on the Hartford, Providence and Fishkill Railroad, to Hope Village, R. I., through a manufacturing country, has been leased to the Hartford, Providence and Fishkill road for five years. There is a project for extending this road through Rhode Island to Danielsonville.

Baltimore and Ohio Railroad.

The following is a comparative statement of the earnings and working expenses of the Main Stem of the Baltimore and Ohio Railroad for the years ending September 30, 1872 and 1873—including the Winchester and Potomac, the Washington County, and the Winchester and Strasburg Branches, and the Metropolitan Branch road from May 25, 1873:

Earnings:	1872.	1873.
From passengers	$1,695,153 21	$1,593,844 63
" tonnage	8,959,318 41	10,658,999 15
Total	$10,654,471 62	$12,252,843 78
Working expenses:		
Transportation exp.	$1,948,247 86	$2,380,864 24
General expenses	89 617 73	104,130 83
Losses by accidents	63,151 21	63 445 63
Repairs of railway	1,697,739 10	1,974,408 14
" locomotives	662,427 26	659,091 63
" burden cars	433,318 38	598,688 96
" pass. cars	117,598 56	141,641 50
stationary machinery	198,429 68	212,281 78
depots	103,342 22	138,738 86
water stations	51,127 95	65,538 86
bridges	175,203 71	259,953 89
telegraph	15.429 22	29,772 67
Fuel, preparing, etc.	863,557 26	448,561 48
Cleaning engines and cars	103 501 41	131,984 47
Pumping water	27,175 96	31,350 78
Watching cuts, tunnels and bridges	64,465 62	69,426 70
Contingent expenses of machinery department	8,068 85	8,168 87
Total	$6,122,309 93	$7,318,047 79
Net earnings	$4,532,071 69	$4,934,795 99

The ratio of expenses to earnings was in 1872, 57.46, and in 1873, 59.72, showing an increase of 2.26 per cent.

It is shown that the earnings, in comparison with the fiscal year 1872, have increased $1,598,372 16, and the working expenses $1,195,647 86, making a comparative increase in the net profits of $402,724 30. Compared with the fiscal year 1871, the increase of earnings being $2,339,453 29, and of working expenses $1,411,160 11, the increase of net profits amounts to $928,293 18.

During the fiscal year, the sinking fund for the redemption of the city loan increased to $1,538,853 20, showing a gain of $89,300.

Under the action of the sinking fund for the redemption of the sterling loan of 1895, £52,000 of bonds have been purchased in London and cancelled; thus, at $4 84 per pound sterling, reducing that debt $251,680, and showing a gain during the fiscal year of £18,000, equivalent at $4.84 per pound sterling, to $87,120.

In accordance with the principles on which the sinking fund for the redemption of the sterling loan, which matures in 1902, is established, £37,600 of these bonds have been retired and cancelled; thus, at $4.84 per pound sterling, reducing this debt $181,984. £24,000 per annum are appropriated for this sinking fund, which, with the interest accruing from its accumulations, will, it is expected, redeem and cancel these bonds, prior to their maturity.

Semi-annual dividends of five per cent upon the capital stock were paid on the 1st of November, 1872, and on the 1st of May 1873, respectively.

The liabilities of the company, compared with the statement of September 30th, 1872, have decreased by the payment of the remainder of the second mortgage bonds, of the N. W. Va. R. R. Co., which were guaranteed by this company, and which matured January 1, 1873, $453,500; and by payment in advance on account of loan which will mature in 1875, $6,000—total, $459,500. The liabilities also show the following increase: Preferred stock, second series, 6 per cent currency, $15,100; sterling loan, redeemable in 1902, £1,700,000 at $4.84 gold, $8,228,000—total, $8,243,100.

The profit and loss account shows an increase for the past year of $2,880,861 82.

It will be seen by this account that the surplus fund, which represents capital derived from earnings invested in the various branch and connecting roads, and the great improvements that have been continuously constructed on the main line, and which is not represented by stock or bonds now amounts to $29,033,131 18.

The expansion of the traffic and revenues of the company has been very rapid, and has required annually heavy expenditures of capital for the increase of permanent structures, plant, tracks and essential facilities. During the three years ending September 30, 1872, the expenditures on these accounts were $4,718,300 73; and for the year ending September 30, 1873, $4,760,856 25—making a total in the four years of $9,479,156 98. There has also been expended for the construction of the Metropolitan Branch $3,583,497 63, and for the construction of the great bridges over the Ohio River at Benwood and Parkersburg to connect the Main Stem with the Central Ohio road and the Parkersburg Branch with the Marietta and Cincinnati road respectively, $2,382,480 04. Besides all this, the company has retired, by the use of its earnings, the first mortgage on the Northwestern Virginia Railroad, amounting to $1,500,000; paid the second mortgage on the same road of $1,000,000; and anticipated and retired of the $500,000 third mortgage on that road due in 1885, $360,000—making $2,860,000—and leaving of the whole amount of the mortgages unpaid for the construction of that road but $140,000. The company have also reduced, by the action of the sinking funds and by payments, the original mortgage indebtedness of their own road to the amount of $5,286,769 87—showing a total of investments of capital and payments of mortgage debts of $23,591,904 52.

In the autumn of 1872, £700,000, and in August last £1,000,000, being the remainder of the mortgage loan of 1902 for £2,000,000, were negotiated in London on satisfactory terms and at periods when the railway companies of America generally found it impracticable to effect loans in Europe.

It is shown by the report of the transportation department that there has been a continuous large expansion of tonnage of through merchandise East and West, viz: from 557,609 tons in the preceding year to 640,265 tons. For 1871 this traffic was 435,207 tons. 940,627 barrels of flour and 7,510,657 bushels of grain were brought to Baltimore during the fiscal year, showing an increase of 182,785 barrels and 1,461,227 bushels.

The coal trade shows an aggregate of 2,505,629 tons, which includes 485,911 tons for the company's supply. The increase in the quantity transported for the public is shown to be 858,459 tons.

Statement of profit and loss for the years ending September 30:

	1872.	1873.
Balance from previous year	$23,246,782 33	$26,152,269 86
Net earnings	4,532,071 69	4,934,795 99
Straitsville Divisi'n	.....	3,787 91
Dividends upon Washington Br. stock owned by the Main Stem	102,780 00	102,780 00
Increment from the sinking fund	95 236 53	89,300 00
House rents	15,321 86	14,229 67
	$27,992,142 41	$31,297,162 93
Dividends on stock	$1,182,879 00	$1,314,330 00
Interest and taxes, less int. received	588,132 80	173,943 60
Ground rents	29,436 72	42,056 16
Central Ohio Division	175 543 08	295,264 52
Lake Erie Division	77,691 65	88,972 23
Rent of Winchester & Potomac R.R.	27,000 00	27,000 00
Rent of Washington County Railroad	58,960 80	58,960 80
Additional loss on steamships	.....	258,275 44
Rent of Winchester & Strasburg RR.	5.229 00	5,229 00
Balance	26,152 269 86	29,033,131 18
	$27,992,142 41	$31,297,162 93

Statement of the liabilities and assets of the Baltimore and Ohio Railroad Company, September 30, 1873:

Liabilities.		
Stock		$14,143,400 00
Stock scrip not funded		8,562 00
Preferred stock, six per cent		8,567,900 00
Loan redeemable in 1875, with coupons payable in Jan. and July		857,250 00
Loan redeemable in 1880, with coupons payable in Jan. and July		579,500 00
Loan redeemable in 1885, with coupons payable in April and Oct		1,710,500 00
City loan	$5,000,000 00	
Less sinking fund in charge of the City of Baltimore	1,538,853 20	
		3,461,146 80
Sterling loan redeemable in 1895, coupons payable in March and Sept., £800,000 at $4.84 gold	$3,872,000 00	
Less for sinking fund £52,000 (paid and cancelled) at $4 84 gold	251,680 00	
		3,620,320 00
Sterling loan redeemable in 1902, coupons payable in March and Sept., £2,000,000	$9,680,000 00	
Less for sinking fund £37,600 at $4 84 gold, paid and cancelled	181,984 00	
		9,498,016 00
Bonds of the Northwestern Virginia R. R. Co., guaranteed by the Baltimore and Ohio R. R. Co., of which the payment, principal and interest, has been assumed by the Baltimore and Ohio R R. Co., under contract of July 18, 1864, viz:		
Third mort. endorsed bonds, originally $500,000, reduced to		140 000 00
Unclaimed dues		64,644 95
Washington Branch road		757,653 28
Profit and loss		29,088,131 18
		$66,442,024 16

Assets.		
Cost of road	$21,119,706 34	
Second, third and fourth tracks	4,797,773 90	
Rolling power	10,682,279 62	
Real estate	2,092,126 29	
Ohio River Bridges at Benwood and Parkersburg	2,382,480 04	
Metropolitan Branch Railroad	3,583,497 63	
		$44,657,863 82
Central Ohio first mortgage bonds.		194,246 67
Stock of the Central Ohio Railroad Co., as re-organized		424,822 88
Stock and bonds of the Pittsburg and Connellsville R. R. Co		248,123 23
Preferred stock of the Parkersburg Branch R. R. Co		5,680,684 94
Stock and bonds, including those of Municipal, Railroad and Steamship Corporations		4,094,159 91
Mortgage bonds of the Marietta and Cincinnati R. R. Co., as re-organized		2,358,200 00
Stock of the Washington County R. R. Co.		763,280 00
Stock and debt of the Winchester and Strasburg R. R. Co		591,866 19
Stock of the Washington Branch		1,027,800 00
Sinking fund for the redemption of the ground rents on Camden Station		101,191 66
Uncollected revenue		764,838 19
Materials on hand in the machinery department		949,611 45
Road department—materials on hand		335,153 86
Balance of outstanding accounts and loans after deducting obligations		2,132,461 96
Baltimore, Pittsburg and Chicago Railroad		1,554,578 52
Valley Railroad of Virginia		535,676 22
Treasurer—Balance on hand in the Treasury, after payment of $126,315 for interest on the Bonds of the Co., which matures October 1st, 1878		27,464 66
		$66,442,024 16

WASHINGTON BRANCH.

Statement of earnings and expenses for the years ending September 30:

Earnings:	1872.	1873.
Passengers	$363,124 00	$352,629 03
Tonnage	117,521 04	88,146 51
Total	$480,645 04	$440,775 54
Expenses:		
Repairs of railway	$128 253 27	$132,624 56
" depots	5,528 88	10,716 57
" water stations.	650 10	2,411 58
" bridges	5,579 55	5,065 57
Pumping water	4,898 23	6,008 39
Total	$144,910 03	$156,761 62
Net earnings	$335,735 01	$284,013 92

The earnings of 1873 show a decrease as compared with those of the previous year of $39,869 50; the expenditures charged are $11,851 59 more—showing a decrease in net earnings of $51,721 09.

A dividend of five per cent was paid on the 16th of October, 1872, and a similar dividend on the 17th of April, 1873.

Statement of profit and loss for the years ending September 30:

	1872.	1873.
Balance from prev. yr.	$452,700 09	$622,299 68
Net earnings	335,735 01	284,013 92
Total	$788,435 10	$906,313 60
Dividends on stock	$165,000 00	$165,000 00
Internal revenue tax	135 42	2,910 37
Payment on account of annuity	1,000 00	750 00
Balance carried to next year	622,299 68	737,653 23
Total	$788,335 10	$906,313 60

Statement of the liabilities and assets of the Washington Branch, Sept. 30:

Liabilities:	1872.	1873.
Stock	$1,650,000 00	$1,650,000 00
Annuity (principal).	20,000 00	20,000 00
Profit and loss	622,299 68	737,653 23
	$2,292,299 68	$2,407,653 23
Assets:		
Road, real estate, etc.	$1,650,000 00	$1,650,000 00
Amount due by the B. & O. R. R. Co.	642,299 68	757,653 23
	$2,292,299 68	$2,407,653 23

PARKERSBURG BRANCH RAILROAD.

The following is a comparative statement of the earnings and expenses for the years ending September 30:

Earnings:	1872.	1873.
Passengers	$204,757 03	$182,454 53
Tonnage	622,015 91	765,274 76
Total	$826,802 94	$947,729 29
Expenses:		
Transportation	$190 515 16	$283,664 59
Repairs of railway	280,443 19	335,741 48
" water stations.	8 888 28	6,384 45
" telegraph	9,575 56	1,639 86
" stationary machinery	5 999 35	7,038 29
" locomotives	54,187 36	62,280 78
" burden cars.	30,278 53	38,555 83
" passenger cars.	4,055 36	6,153 40
" bridges.	31,844 20	53,272 30
" depots.	18,244 43	11,111 48
Pumping water	3,265 48	3,235 62
Losses by accidents, etc.	12,867 12	2,395 49
Fuel, preparing, etc	36,787 56	47,455 67
General expenses.	3,022 09	6 355 60
Cleaning engines & cars.	7,770 02	8,784 87
Contingent expenses	56 18	103 18
Taxes.	19,481 85	7,595 10
Total	$712,261 74	$831,661 98
Net earnings.	$114,541 20	$116,067 31

It will be seen that the earnings were $120,926 25 more than in 1872, while the expenses increased $119,400 24—showing an improved result compared with 1872, of $1,526 11.

The aggregate earnings of the Main Stem, including the Winchester and Potomac, the Washington County, and the Winchester and Strasburg Branches, (and the Metropolitan Branch Road from May 25, 1873,) and of the Washington Branch and Parkersburg Branch, for the years ending September 30, 1872 and 1873, were as follows:

	1872.	1873.
Main Stem	$10,654,471 62	$12,262,843 78
Washington Branch	480,645 04	440,775 54
Parkersb'g Branch	826,802 94	947,729 29
Totals	$11,961,919 60	$13,641,348 61

The aggregate expenses of operating and repairs were as follows:

	1872.	1873.
Main Stem	$6,122,399 93	$7,318,047 79
Washington Branch.	144,910 03	156,761 62
Parkersburg Branch.	712,261 74	831,661 98
Totals.	$6,979,571 70	$8,306,471 39

And the aggregate net earnings, after deducting the cost of operating and repairs, as follows:

	1872.	1873.
Main Stem	$4,532,071 69	$4,934,795 99
Washington Branch.	335,735 01	284 013 92
Parkersburg Branch.	114,541 20	116,067 31
Totals	$4,982,347 90	$5,334,877 22

—showing an increase in the gross earnings of $1,679,429 01; with an increase in expenses of $1,326,899 69—making the increase in net earnings $352,529 32.

The earnings of the Central Ohio Division for the fiscal year were $1,046,434 78, the expenses $975,447 13, and the net earnings $70,987 65.

The earnings of the Lake Erie Division for the same time were $771,983 23, the expenses $685,555 46, and the net earnings $85,377 77.

The earnings of the Wheeling, Pittsburg and Baltimore Railroad were $47,364 79, the expenses $46,654 61, and the net earnings $710 18.

The earnings of the Newark, Somerset and Straitsville Railroad were $186,117 05, the expenses $126,494 03, and the net earnings $59,623 02.

The gross revenue of the Main Stem and Branches including the Central Ohio and Lake Erie Divisions, the Wheeling, Pittsburg and Baltimore Railroad, and the Newark, Somerset and Straitsville Railroad, is thus shown to be $15,693,198 46, the expenses $10,141,622 62, and the net earnings $5,551,575 84. The aggregate working expenses were 64.62 per cent of the whole gross revenues.

During the year 393,132 new cross ties, 8,637 tons of iron, and 11,012 tons of steel rails were used in repairing and constructing additional tracks on the Main Stem; 27,508 cross ties, and 878 tons of steel rail on the Washington Branch; 64,514 cross ties and 554 tons of steel and 2,863 tons of iron rails on the Parkersburg Branch; 2,620 tons of new rails 1,522 re-rolled rails, and 18 tons steel rails on the Central Ohio Division; 2,556 tons of new and repaired rails on the Lake Erie Division; and 202 tons of re-rolled rails on the Newark, Somerset and Straitsville division.

At the commencement of the fiscal year 1873 there were in service on the Main Stem and Branches 383 locomotives. During the year 90 first class locomotives were purchased and built, making the total number at the close of the year 473—of these 81 were passenger and 392 freight locomotives; 427 were first-class, 39 second-class and 7 third-class. On the Central Ohio Division there were 31, and on the Lake Erie Division 9—making a total of 513.

The number of cars in service at the commencement of the year on the Main Stem was 8,251; to which there were added in 1873, 2,302—making the total at the close of the year, 10,553; of these 182 were passenger, 36 mail, baggage, etc., 9 post-office, 1 pay, 10 officers', 6 palace, 1 compartment, 6 sleeping, 10 emigrant, and 10,292 tonnage, stock, coal and other cars. There were also on the Central Ohio Division 19 passenger, 8 mail, etc., and 841 freight cars; and on the Lake Erie division 10 passenger, 9 mail, etc., and 210 freight cars—making a total of 11,150.

The mileage of engines in 1872 and 1873 was as follows:

	1872.	1878.
Main Stem	9,172,997	10,292,259
Washington Branch	476,800	562,266
Parkersburg Branch	1,003,407	1,258,361
Total	10,653,204	12,112,886

☞ C. C. FULTON, Esq., Editor of the Baltimore American, in a recent letter to that paper from the West, says that Cincinnati, after many years of efforts, has at last secured from Kentucky an acceptable charter to construct a road direct from that city to Chattanooga, by an air line, which has already been located, and a portion of it is under contract. From Chattanooga it will be continued on to Birmingham, Alabama, and from stems will connect with the Southern Roads direct to Mobile and New Orleans. This road will shorten the distance to New Orleans fully twenty hours, and will also by way of Chattanooga, connect by the most direct routes with Atlanta, Savannah and Charleston. This road is to be pushed on to rapid completion, ten millions having been subscribed for the purpose.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending February 14, at 214,904 tons, and for the coal year 1,695,901 tons, against 1,998 545 tons to corresponding time last year, being a decrease of 292,644 tons. The bituminous tonnage for the week is 35,641 tons, and for the year 229,129 tons, giving a total of all kinds for the week of 251,545 tons, and for the year of 1,925,030 tons, against 2,205,214 tons to same time last year being a decrease of 280,184 tons.

☞ In pursuance of the adjournment of the convention held in Cumberland, Md., last September, the friends of the National Trans-Allegheny canal, via the Youghiogheny river, will convene at Lafayette Hall Pittsburg, Pa., March 19. Hon. Montgomery Blair, President of the Cumberland convention will preside. Able and efficient speakers from different parts of the country will address the meeting.

☞ The officers of the Cleveland, Mt. Vernon and Columbus Railroad Company, recently elected, are: President, Thomas D. Messler; General Superintendent, G. A. Jones; Secretary, J. A. Davis; Treasurer, J. D. Thompson; Engineer, J. N. Lewis.

☞ The Baltimore *Sun* says: "The plan for a new bridge over the Brandywine, at Wilmington, Del., has been accepted from the Baltimore Bridge Company of that city. The bridge is to cost from $75,000 to $80,000, the erection of which will occupy about three years."

☞ The estimated earnings of the Erie Railway Company for the week ending February 15, are $325,382, and since January 1, $2,122,485—an increase over the corresponding period of the previous year of $78,867.

☞ The old rails on the West Jersey Railroad, between Glassboro' and Millville are being replaced with new ones of a heavier pattern.

☞ M. D. Hays has been elected President of the Pittsburg and Castle Shannon Railroad Company.

☞ The Lynchburg and Danville Railroad has been completed to Pittsylvania Court House.

Cumberland Coal Trade.

The following statistics of the production of coal in the Cumberland (Md.) region during 1873, are compiled from official sources by Mr. C. SLACK, of Mt. Savage, Md.:

	To B. & O. R. R. Tons.	To C. & O. Canal. Tons.	Local. Tons.	Total. Tons.
American	135,422	129,383	.....	265,549
Atl. & George's Creek	113,838	.....	1,233	115,071
Blaen Avon	233	12,319	.....	12,552
Borden Mining	63,828	110,540	277	178,460
Consolidation	274,058	142,414	32,557	549,462
Franklin	110,982	.....	.....	110,982
George's Creek C. & I.	261,843	40,533	388	302,264
George's Creek Min'g.	72,151	.....	.....	72,151
Hamp. & Balt. (Md.)	20,221	41,330	72	
" (Nat'l M.)	4,159	23,242	25	197,927
" (Va. M.)	103,710	.....	83	
Maryland	153 058	151,063	.....	304,124
New Central	167,136	122,975	35	285,146
New Reading	1,337	.....	.....	1,337
Piedmont C. & I.	67,829	.....	.....	67,829
Potomac	79,845	.....	305	80,150
Swanton	54,239	.....	254	54,493
Virginia C. & I.	77,540	.....	42	77,582
	1,745,429	778,802	35,251	*2,674,101
Total for 1872				2,355,471
Increase for 1873				318,630

* Includes 114,589 tons to Pennsylvania Railroad.

RECAPITULATION.

	Tons.
By Cumberland and Pennsylvania Railroad to Baltimore and Ohio Railroad	1,478,733
By Cumberland and Pennsylvania Railroad to Chesapeake and Ohio Canal	641,220
By Cumberland and Pennsylvania Railroad to Pennsylvania Railroad	114,589
By Cumberland and Pennsylvania Railroad to Local	30,837
	2,265,379
By Cumberland Branch Road to Baltimore and Ohio Railroad	85,446
By Cumberland Branch Road to Chesapeake and Ohio Canal	137,582
By Cumberland Branch Road to Local	4,319
	227,347
By Hampshire and Balt. Co. (West Va.) to Baltimore and Ohio Railroad	103,710
By Hampshire and Balt. Co. (West Va.) to Local.	83
By Virginia Coal and Iron Co. (West Va.)	77,540
By Virginia Coal and Iron Co. (West Va.) Local.	42
Total tons in 1873	2,674,101

16,293 tons Gas Coal shipped during the year by Canal.

The following table shows the aggregate production of the mines from 1842 to 1873, inclusive—thirty-two years:

	C. & P. R. R. Tons.	C. C. & I. Co.'s R. R. Tons.	G. C. R. R. Tons.	Hamp. R. R. Tons.	Aggregate. Tons.
1842	757	951	.....	.....	1,708
1843	3,661	6 421	.....	.....	10.082
1844	5,156	9,734	.....	.....	14,890
1845	13.738	10,915	.....	.....	24,653
1846	11,240	18,555	.....	.....	29,795
1847	20,615	32,325	.....	.....	52.940
1848	36,571	43.000	.....	.....	79,571
1849	63,676	78,773	.....	.....	142.449
1850	76,950	119,898	.....	.....	196.848
1851	122 351	135.348	.....	.....	257,679
1852	174,891	159,287	.....	.....	334,178
1853	234,441	225,813	73,775	.....	533,979
1854	212,684	265,694	181,303	.....	659,681
1855	171,056	198,401	227,245	65,570	662,272
1856	167,881	227,094	269,210	42,765	706,450
1857	135,917	142,573	252,368	51,628	582,486
1858	214,730	153.548	218,318	63,060	649,656
1859	280,054	158,926	257,740	47,934	724.354
1860	302,947	144,100	289,298	52.564	788.909
1861	92 181	55,270	85 554	36,660	269,674
1862	146,951	64,574	69,482	36,627	317,634
1863	291,065	154,610	266,430	36,240	748,345
1864	481,246	132,198	.....	44 552	657,996
1865	669,592	162,558	.....	71,345	993,495
1866	883,957	104,410	.....	90.964	1,079,331
1867	1,008,280	113,010	.....	72,532	1,193,822
1868	1,083,521	156,264	.....	88,658	1,330,443
1869	1,590,020	208,925	.....	83,724	1,882,669
1870	1,429,707	198,345	28,035	60,988	1,717,075
1871	1,303,364	264,118	81,218	96,453	2,345,153
1872	1.918,514	230,152	85,441	121,364	2.355,471
1873	2,265 379	227,347	77,582	103,793	2,674,101
	15,992,573	4,204,843	2,462,939	1,267,421	23,927,786

☞ It is expected that the track will be laid and cars running on the Illinois, Missouri and Texas Railroad to the great banks, 28 miles from Cape Girardeau, by the 1st of April.

Central Railroad of Iowa.

At an adjourned meeting of the bondholders of this company, held in Boston on the 19th inst., the committee appointed at a previous meeting to investigate the affairs of the company, reported favorably to a project to lease the road to the Milwaukee and St. Paul Railway Company. The following is an abstract of the report, which was adopted by a vote of 15 to 14:

Bondholders, representing less than one half of the bonded debts, had agreed to the extension of two years, which the company asked for last summer. With this extension the company proposed to resume the payment of interest in 1875. It appeared that in 1873 the earnings of the road had fallen short of the anticipations of the directors, and the committee were of the opinion that the company would be unable to resume in 1875. They had, however, received an offer of a rental of 30 per cent of the gross earnings, with a guarantee, assuring the interest on the first mortgage debt from Vice President Sage of the Milwaukee and St. Paul Railway, and recommended an adjustment of the claims against the road for the purpose of effecting the lease. This plan was for all the creditors of the road to unite in a petition for a decree of foreclosure, giving the 1st mortgage bondholders the preference to which they are entitled, rating the 2d mortgage bonds and overdue coupons second, the floating debt third, and the stock last. The indebtedness of the company was set forth in a circular on June 10, 1873, as follows: First mortgage 7 per cent gold bonds, $3,700,000; second mortgage 7 per cent gold bonds, $925,000; floating debt, $950,000.

The same committee, consisting of John Brewster, H. J. Boardman, C. A. Alexander, A. V. Lynde and H. W. Richardson, were appointed to carry out the recommendations contained in their report.

☞ The officers of the Delaware, Lackawanna and Western Railroad Company, recently elected, are: President, Samuel Sloan; Treasurer, Andrew J. Odell; Secretary, Fred. F. Chambers; Managers, Wm. E. Dodge, Moses Taylor, George Bulkley, John I. Blair, Rufus R. Graves, Simeon B. Chittenden, John Brisbin, George Bliss, Percy R. Pyne, William Walter Phelps, James Blair, Wilson G. Hunt, Henry A. Kent, A. L. Dennis.

☞ It is now proposed to continue the Hopkinton road westerly through Westboro' to connect with the Providence and Worcester in Grafton, and another extension is projected from Ashland through Framingham, to connect with the Massachusetts Central at Wayland Centre. These lines, with one to Northboro', four miles, will give Westboro' new and short routes to Worcester, Boston and Providence.

☞ The Milwaukee and St. Louis Air Line Railroad is to be formed by consolidating the Fox River Railroad and the Northern Illinois Railroad with the Peoria, Pekin and Jacksonville Railroad, and building about 100 miles of new track. J. Stark, of Milwaukee, is President; T. D. Brewster, of Peru, Vice President; J. H. Johnson, of Woodstock, Ill., Managing Director.

☞ We are informed by Messrs. Heidelbach, Frank & Co., of 52 Exchange place, this city, representing the foreign and many of the domestic holders of the first mortgage bonds of the New York and Oswego Midland Railroad, that the holders of over $5,200,000 of the eight millions first mortgage have assented to their proposition to foreclose the mortgage.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,160	51,831	60,029	81,156	95,628	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,987	81,396	96,431	106,835	164,729	259,590	251,832	262,770	294,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,369	467,659	5,670,882
1870	413,104	394,176	488,382	633,758	768,720	729,274	788,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720 929	892,341	795,176	869,297	1,006,373	998,922	981,006	897,234	672,358	9,467,072
1872	542 223	571,836	875,763	949,668	1,380,923	1,138,273	1,272,510	1,271,629	1,254,659	1,285 667	1,299,900	1,037,992	12,734,729
1873	852,560	691,015	974,460	1,132,920	1,356,378	1,313,790	1,211,765	1,258,560	1,292,125	1,423,875	1,296,812	1,072,750	13,938,989
Chicago and Alton:													
1869	343.182	315,099	368,727	328,390	345,883	402.854	351,045	408,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506.681	497,519	475,608	441,197	404,264	4,849,405
1871	358,235	342,369	384,999	388,264	461,290	466,097	533,655	534,103	507,617	473,227	455,607	377,687	5,278,910
1872	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,815	352,004	5,156,326
1873	352,568	402,477	424,614	412,218	426,515	482,205	481,569	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.686	2,811,544
1864	278,876	317,839	390.355	421.363	466.830	566.145	480,710	519.306	569.605	729.759	716,378	663.400	6.114,566
1865	541.095	482,164	499.296	468.358	585,623	747,942	702,691	767.508	946,707	932,683	754.671	547.842	7.976,490
1866	522,566	399,917	523,845	527,519	858.948	925,963	808.524	797.475	1,000,086	1,200,216	1,010,892	712,359	9,298,430
1867	606,147	574,664	765,398	774,250	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	734,890	807,478	850,192	1,094,597	1,211,150	1,180,983	1,076,674	1,251,940	1,507,479	1,570,067	1,167,084	1,001,967	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1305 673	1,371,780	1,140.145	845,708	13,355.467
1870	706.025	753,782	858,369	929,077	1,177,897	1,139,284	1,084,893	1,227,513	1,269,282	1,306,338	1,037,964	773,494	12,208,403
1871	655,428	602,782	774,934	787,641	1,094,101	952,899	861,846	1,099,387	1,281,574	1,047,318	1,006,235	852,423	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,357	859,780	12,272,645
1873	752,468	768,249	967,253	1,034,023	1,256,072	1,309,578	1,240,987	1,284,094	1,071,448	1,451,627	1,039,206	1,019,501	13,816,465
1874	993,400	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col. Cin. and Indianapolis:													
1860	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,944
1870	203,069	226,897	244,182	246,646	220,169	274,021	249,355	319.012	317,887	339,239	319.573	284,156	3.273,719
1871	270,264	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,766,343
1872	340,791	320,922	372,974	381,113	373,619	341,104	323,288	401,252	417 328	439,581	399,830	358,743	4,492,625
1873	358,612	408,849	495,517	432 928	394,489	340,675	351,576	426,283	432,139	406,922	311,935	304,612	4,634,533
1874	366,053	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,252,955	1,443,272	1,656,415	1,720,078	1,681,554	1,704,397	1,694,651	1,483,454	1,417.211	17,398,827
1872	1,332 984	1,294,076	1,460,174	1,548.813	1 775.324	1,463,961	1,560,023	1,526 243	1,643,474	1,742 752	1,704.374	1,392,615	18,694.096
1873	1,326 505	1 329,422	1,515 382	1,541,958	1,764,821	1,717,593	1,656,384	1,774,570	1,918,247	1,582,421	1,560,023	1,625,129	19,631,781
1874	1,462,650	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1858	587,443	536,165	444,443	518,800	572,551	626.249	549,714	794.328	889,967	931.530	685,401	681,041	7,817,629
1860	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623.383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624 744	539,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,436	531,627	575,393	559,871	648,964	659,363	609,846	783,255	744,782	881.693	698 476	690,063	8,026,754
1873	602,241	562,949	661,962	544,065	687,630	724,983	622,917	748,634	876,413	768,673	622,433	617,943	.....
1874	611,491	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	138,673	152,264	267,411	303.915	306 944	266.086	282,723	332,555	365,446	387,999	308.305	210,197	3,321 518
1872	189.606	191,738	300.783	322,875	341,843	322,559	329,688	357,302	349,468	449,418	314.513	228.240	3,095,183
1873	150,367	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265.217	201,462	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1 312,617	1,217,339	1,190,033	1,140,916	1,130,947	1.295 869	1.368,943	1,402,597	1,345.316	1,235,285	14,797,975
1872	1,338,580	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,489,360	1,635,691	1,764,788	1,558.424	1,483.480	17,591,629
1873	1,412,368	1,549,285	1,735,736	1.694,543	1,680,968	1,585,369	1,451,762	1,582,531	1,776,420	1,742,516	1,375,556	1,546,983	19,184,136
1874	1,519,249	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1869	98,617	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	182,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	118,407	132,998	163,531	144,028	141,376	1,418,869
1871	130,883	126,224	140,740	113,173	119,650	115,116	118,572	137,341	166,191	175,438	172,567	169,820	1,590,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	197,841	208,977	207,911	204,196	2,029,927
1873	170 023	162,585	180,467	199,562	186,683	185,953	181,869	173,469	208,514	.....	.....	.....	.....
1874	171,028	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1859	384.120	320,636	386,527	411,514	403,646	366,623	329,950	353.569	473,546	490,772	443,419	374,642	4,744,164
1870	387,992	329,128	384.431	412.030	405,283	363,187	326 891	378,880	467,990	511.447	453,873	387.827	4,755,958
1871	418,755	442,665	486,980	470.708	480,547	427,096	422.015	529,890	628,660	582,802	547,434	507,050	5,940.102
1872	411,113	384,058	449,453	486,550	487,282	398,800	402,084	460,101	536,808	641,807	487,663	464,163	5,608,117
1873	379,856	440,261	567,314	556,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1869	454.590	330,400	420,951	460,288	630.844	678,923	586,581	525,547	724,732	1,040,102	801.195	496,563	7,250 069
1870	396.171	382,823	377,671	443,132	730,700	755,787	636,434	681,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400.149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,986	387,565	426,223	474,183	580,432	594,769	488,848	565,729	811,961	950,945	702 858	613,787	6,957,771
1873	384 715	423,716	556,005	569,236	805,799	929,210	834,320	767,803	1,193,209	1,012,704	771,500	813,200	9,040.717
1874	654,400	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,315	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,828	260,449	343,195	353.677	341,373	321,659	236,108	3,438,930
1871	212,065	219,604	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	335,103	299,552	3,630,606
1872	254,319	238,823	303,594	305,755	269,560	304,512	268,406	316,699	338,497	384,193	337,920	360,404	3,678,682
1873	227,897	261,346	344,632	321,047	301,521	272 600	267,734	325,093	382,093	353,163	308,632	296,100	.....
Philadelphia and Reading:													
1868	427,487	518,174	651,019	817,750	761,220	744,188	814,472	631,143	1,006,631	1,159,726	1,113,398	889,924	8,755,081
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,908	1,454,026	1,294,621	1,235.366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	814,493	593,966	617,058	589,697	1,119,459	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,504	688,578	1,003,002	1,510,088	1,218,303	1,359,333	1,418,141	1,413.643	1,423.278	837,080	12,500,864
1872	657,318	646,090	823,683	1,044,251	1,116,387	1,167,008	1,071.407	1,142,241	1,190,696	1,522,847	1,127,03)	.....	.....
St. Louis, Alton and Terre Haute:													
1869	132,023	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172.347	155,081	150,719	129,567	167,305	158,627	163,285	152,999	137,794	1,871,031
1871	143,408	124,810	154,697	140,303	134,890	130,761	135,571	165,107	188,442	186,489	152,515	102,995	1,786,547
1872	164 525	137,678	162,336	156,134	148,279	138,508	128,904	169,459	179,457	216,171	177,327	158,700	1,927,471
1873	144,209	159,454	177,514	170,218	164,300	165,260	151,582	166,610	178,392	200,646	132,892	132,762	1,942,659
St. Louis and Iron Mountain:													
1870	92,161	95,610	105,033	103,716	117,625	118,242	107,524	120,012	127.412	126,775	124,985	123,948	1,372,286
1871	126,218	122,373	144,688	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	153,254	229,260	208,140	230,300	195,480	179,261	209,190	205,550	186,645	160,800	122,657	2,235,047
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,883	454,209	450,236	429,898	323,270	399,439	4,013,206
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	459.246	4.0.720	422,869	323,377	434,284	4,242,843
1870	257,664	295.645	295,270	318,899	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	366,175	328,791	398,455	443,811	453,309	439,515	553,994	552,079	558,817	600,205	531,986	518,935	5,786,660
1872	439,780	431,949	460 646	447,311	510,792	462,868	434,465	614,175	565,811	621,351	489,341	468,091	5,944 570
1873	370,290	406,110	471,201	446,527	470.598	541,191	483,390	642,209	593,504	537,251	418,928	482.767	5,564,076
1874	425,343	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	23,560	617,685	758,467	999,665	837.388	716,929	5,709,183
1870	526.529	500.139	589,288	706,603	802,586	746,450	643,058	664 961	728,521	719,698	570.168	506,053	7,654,004
1871	470,573	373,925	499,509	584,540	724,466	728,174	673,696	681,865	800,402	777,362	708,142	469,932	7,521,682
1872	378,026	384,116	566,961	741,302	890,442	835,459	743,582	789,567	863,754	980,706	915,727	757,851	8,892,606
1873	533,975	481,783	708,250	881,266	1,007,891	969,863	876,833	837,277	1,068,987	1,170,584	970,660	758,832	10,206,104

Journal of Railroad Law.

RAILROAD COMPANIES—DUTY OF SERVANTS TO USE ORDINARY CARE TO AVOID INJURY TO DOMESTIC ANIMALS.

The facts in the recent case of The Cincinnati and Zanesville Railroad Company *vs.* Smith, (22 Ohio, 227,) are fully and clearly stated in the following opinion by—

WHITE, J.—The plaintiff below, Richard Smith, sues the defendant below, the Cincinnati and Zanesville Railroad Company, to recover the value of two horses alleged to have been killed through the negligence of the servants of the defendant in operating one of its trains. The inclosure of the plaintiff adjoined the railroad of the defendant; and from this inclosure, on the night on which the horses were killed, they escaped on to the railroad.

On the trial, questions arose as to the breachy character of the horses, and as to the insufficiency of the fence separating the inclosure from the railroad. The defendant claimed that considering the character of the horses, and the character of the fence, the plaintiff was guilty of contributory negligence, and therefore could not recover. But these questions were properly submitted to the jury, who must have found that the plaintiff was not guilty of the negligence imputed to him.

The whole charge is set out on the bill of exceptions. Considering its several parts in connection, and giving to the whole a fair construction, we deem it necessary only to notice two particulars, in which it is objected to.

These are: 1. Whether the fact that the horses were trespassing on the track excused the servants of the defendant from the exercise of ordinary care; and, 2. Whether that fact, and the additional one that the road was fenced, excused the engineer, as respects the owner of stray animals, from looking ahead to see whether such animals were on the track or not.

In regard to the first of these particulars, it is contended, on behalf of the railroad company, that, as the horses were trespassing on the railroad, the company was exempt from using ordinary care to save them, and that it was only liable for what is called gross negligence.

The court instructed the jury, that the defendant had the right to the free and unobstructed use of its railroad track, and that the paramount duty of its employees was the protection of the passengers and property of the train, and the train itself, But this being their paramount duty, they were bound to use ordinary care and diligence so as not unnecessarily to injure the property of others.

We think the charge stated the law correctly. We see no good reason, in principle, why a party, so far as may be consistent with the full enjoyment of his own rights, ought not to use ordinary care, so as not unnecessarily to injure the property of others.

It is true, the rule contended for by the counsel of the plaintiff in error, is sustained by a number of authorities. But the later and better considered cases, are to the contrary. Illinois Central R. R. Co. *vs.* Middlesworth, 46 Ill. 494; Bemis *vs.* Conn., etc., R. R., 42 Vt. 375; Isbul *vs.* N. Y. R. R. Co., 27 Conn. 393; Redfield's Amer. Railway Cases, 355, 356.

The rule contended for has never been adopted in this State. It is, moreover, as respects railroad companies, inconsistent with our statute law on the subject. S. & C. 331.

The facts in the case of the C., H. & D. R. R. Co. *vs.* Waterson & Kirk, 4 Ohio, St. 424, cited and relied upon by the counsel of the plaintiff in error, were different from those in the case now before us, and we do not regard the rule there laid down, as to the liability of the company in that case, as applicable to this.

From what has been said of the charge in the first particular named it would seem that it was unobjectionable as respects the second. If it was the duty of the servants of the company, so far as was consistent with their other and paramount duties, to use ordinary care to avoid injuring animals on the track, they were, of course, bound to adopt the ordinary precautions to discover danger, as well as to avoid its consequences after it became known.

The fact that the road was fenced, at the place of collision with the horses, was a circumstance to be considered in connection with the other circumstances of the case, in determining whether the engineer was guilty of negligence in not looking ahead and discovering the danger in time to avoid it. The fact that the road was fenced rendered it less probable that wandering animals would be on the track; but it cannot be said that the engineer, as a matter of law, by reason of the fences, was wholly excused from keeping a lookout ahead of the train.

If the servants of the company in charge of the train, having due regard to their duties for the safety of the persons and property in their charge could, by the exercise of ordinary care, have seen and saved the horses, we think they were bound to have done so. Bemis *vs.* Conn. etc., R. R., *supra* 381; Louis. and Nash. R. R. Co. *vs.* Wainscott, 3 Bush, 149.

John Millikan was called as a witness by the plaintiff below and was interrogated as an expert. He had been, prior to being called as a witness, in the employment of the defendant, several years, in different capacities, from brakeman to conductor of a passenger train; he was engineer on the day freight, and well acquainted with the defendant's road at the place where the horses were killed. After testifying as to the number of brakemen usually on the trains run by him on defendant's road, and in regard to the number of brakemen required on a train of ten or twelve cars, and their proper positions respectively, the plaintiff's counsel asked him the following question:

"If a loaded train of ten or twelve cars is running at the rate of twelve or fifteen miles per hour between stations, and two brakemen are all that are on and allowed to the train, and both of them are in the passenger car at the rear end of the train, what sort of a position is that for them be in, in order to have the proper use and benefit of the brakes in case of sudden danger, or emergency, requiring the train to be stopped or its speed checked?"

The answer was: "It is not the proper place."

We see no objection to this evidence, nor any substantial objection to the form of the question. What is a proper and improper place for a brakeman on the train, may be shown by a witness skilled in the business. The evidence tended to prove the state of fact assumed in the question. If the jury should find the facts to be as they were assumed, the testimony of an expert might be used to show that the brakemen, under the state of fact, were not in the proper place for the prompt and efficient discharge of their duty.

In regard to the claim that the verdict is against the evidence, it is only necessary to say, we find no sufficient ground to warrant our interfering with the action of the court below.

Judgment affirmed.

☞ The commissioners appointed for the construction of the International Railway will receive tenders at their office Ottawa, Ca., up to the 24th of March, for track laying and ballasting on about 73 miles of the line, from the Matapedia Road to the Bridge across Matapedia River, Section 18. Tenders to be for the whole distance. Tenders will also be received, at the same time and place, for 800 tons of Railroad Spikes, according to sample to be seen at the above office. Tenders to state price per ton of 2,240 lbs., delivered at Riviere du Loup in equal quantities in the months of May, June, and July next.

☞ The annual meeting of the stockholders of the Boston and Albany Railroad Company was held in Boston on the 11th inst., and the old board of directors, consisting of Chester W. Chapin, of Springfield, D. Waldo Lincoln, of Worcester, Ignatius Sargent, of Brookline, James M. Beebe, of Boston, George O. Crocker, of New Bedford, Ginery Twichell, of Brookline, Henry Colt, of Pittsfield and Edward B. Gillette, of Westfield, was elected. The annual report of the directors for the year ending September 30, 1873, an abstract of which was published in our issue of January 17th, was submitted and accepted.

☞ At a meeting of the bondholders of the Chesapeake and Ohio Railroad Company, held in Richmond, Va., on the 20th inst., at which there were holders of $207,000 seven per cent bonds by purchase, and open creditors secured and unsecured to the amount of $551,000, the proposition of the company to fund the debt into seven per cent bonds, as communicated in the circulars of Oct. 16 and 31st, and Feb. 3, 1874, was unanimously accepted, and the action of the meeting was communicated to the Baltimore creditors.

☞ The Grafton *Sentinel* says that the Baltimore and Ohio Company has given orders to put as many laborers at work in the next four weeks upon the double track that is being laid between Newburg and Cranberry Summit as can be worked to advantage. The growing business of the road demands the completion of the double track at the earliest day possible.

☞ A bill has been introduced in the New Jersey Senate incorporating a company for the construction of a suspension bridge across the Kill von Kull, from Staten Island to New Jersey. The capital is to be $1,000,000, with power to increase the amount to $4,000,000, and the work is to be commenced within three years.

☞ The commission to test the operation of steam on canals have decided to recommend the Legislature to pass an act giving Mr. Baxter $35,000 in consideration of his placing seven Baxter boats on the canal, and $15,000 to Mr. Dillon on his placing three of his boats on the canal.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,230,000	J. & J.	Jan. '74 3½
Allegheny Valley 50	2,266,350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '73 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " pref..100	838,976	J. & J.	July '71 3½
Atlantic and St. Law*..100	32,494,900	M. & S.	Sept.'73 2
" " new 1870.100	1,500,000	— & —	.....
Avon,Geneseo & Mt M.*100	194,250	A. & O.	Oct '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	Nov. '73 5
Washington Br.....100	1,650,000	A. & O.	Oct. '73 5
Parkersburg Br. pref... 50	5,680 685	— & —	.....
Berkshire*.....100	600,000	J.A J&O	Jan. '74 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,864,100	M. & N.	Nov. '73 5
Bos., Clin. & Fitchb.pref.100	633,200	— & —	.....
Agricultural Br guar...100	60,000	J. & D	Dec. '73 3
Bost.,Conc.& Mont.* pref100	800,000	M. & N.	Nov. '73 3
Boston and Lowell.....500	2,852,900	J. & J.	Jan. '74 4
Boston and Maine.....100	6,816,807	M & N.	Dec. '73 4
Boston and Providence..100	3,950,000	M & N.	Nov. '73 5
Buffalo, N. Y. and Erie*.100	960,000	F. & A.	Feb. '74 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Sept.'73 5
" " prof.100	1,486,900	M & S.	Sept.'73 5
Camden and Amboy* ...100	6,847,800	J.A. J.O.	Jan. '74 2½
Camden and Atlantic... 50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Nov.'73 3½
Cape Cod 50	1,020,330	J. & J.	Jan.'72 02½
Cape May and Millville* 50	447,000	J & D.	Dec. '73 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa*..... 50	1,159,800	— & —	.....
" pref. 50	2,200,000	M. & N.	Nov. '73 2½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '74 4½
Cedar Rapids & Mo. R.*100	6,850 400	M. & N.	Nov. '73 1½
" " pref.100	769,600	F. & A	Feb. '74 3½
Central of Georgia.....100	4,666,800	J & J.	July '73 5
Central of New Jersey.100	20,000,000	J. & J.	Jan. '74 4
Central Ohio*..... 50	2,425,000	J. & J.	Jan. '74 3
" pref..... 50	400,000	J. & J.	Jan. '74 3
Central Pacific 100	54,275,500	.....	Sept. '73 3
Chemung*.....100	380,000	J.A.J&O	Oct. '72 1½
Cheshire, preferred 100	2,100,000	J. & J.	Jan. '74 3
Chicago and Alton.....100	8,929,900	M. & S.	Mar. '74 5
" " pref...100	2,425,400	M. & S.	Mar. '74 5
Chicago,Burl. & Quincy.100	18,652,910	M. & S.	Mar. '74 5
Chicago,Iowa & Nebras*100	3,916,300	J. & J.	Jan. '74 4
Chicago & N. Western..100	15,033,480	J. & D.	Dec. '72 3½
" " pref.100	21,229,563	J. & J.	July '73 3½
Chicago, R I. & Pacific...100	19,000,000	A. & O.	Nov.'73 4
Cin , Ham. & Dayton....100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.* ... 50	2,980,550	— & —	Apl. '72 10½
" " pref... 50	429,046	M & N	Nov. '73 2
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Aug.'73 3½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '73 3½
Cleveland & Pittsburg*. 50	11,236,150	F.M.A.N	Feb. '74 1½
Col., Chic. & Ind. Cen.*100	13,000,000	.....	.....
Columbus and Xenia*... 50	1,786,800	M.J.S.D.	Dec. '73 2
Colum. & Hocking Val.100	2,500 000	F. & A	Feb '74 5
Concord 50	1,000,000	M. & N.	Nov. '73 5
Concord and Ports.*.....100	350,000	J. & J.	Jan. '74 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A	Feb. '74 3
Connecticut River..... 100	1,850,000	J. & J.	Jan. '74 5
Cumberland Valley.....	1,494,250	A. & O.	Oct. '73 4
Danbury and Norwalk... 50	400,000	M.J.S.D.	Dec '71 4
Delaware*..... 50	1,230,941	J. & J.	Jan. '74 3
Del., Lackaw. & Westn. 50	18,868,850	J. & J.	Jan. '74 5
Detroit & Milwaukee *.. 50	822,140	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania* 50	1,309,200	J. & J.	Jan. '74 3
East Mahanoy * 50	392,950	J. & J.	Jan. '74 3
Eastern (Mass.)..... 100	4,262,600	J. & J.	July '73 3
Eastern (N. H.) 100	492,600	J. & J.	July '73 3
Elmira, Jef & Canand*.100	500,000	F. & A.	Feb. '74 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '73 2½
" " pref. 50	500,000	J. & J.	Jan. '74 3½
Erie Railway 100	78,000,000	.....	Oct. '73 1
" pref.....100	8,536,916	.....	Oct. '73 3½
Erie and Pittsburg* 50	1,090,250	M.J.S.D.	Sept.'73 1½
Fitchburg 100	4,000,000	J. & J.	Jan. '74 4
Georgia 100	4,156,000	J. & J.	Apl. '74 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.) ...100	19,237,404	A. & O.	Oct '73 2½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug.'70 3½
" pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.). 50	116,850	M. & N.	Nov. '73 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '74 3½
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '74 4
Huntingdon & Bd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. & J.	July '68 3½
Illinois Central 100	20,280,510	F. & A.	Feb. '74 4
Indianapolis, Cin. & Laf. 50	7,085,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	Jan. '74 3
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Jan. '74 1½
Joliet & North. Indiana*100	300,000	J. & J.	Jan. '74 4
Lake Shore & Mich. So..100	49 466,500	F. & A.	Aug.'73 4
" " (guar.)100	533,500	F. & A.	Aug.'73 5
Lawrence*..... 50	200,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	3,739,500	M. & N.	May '67 5
Lehigh Valley 50	21,468,800	J.A. J.O.	Jan. '74 2½
Little Miami*..... 50	5,871,450	J.A. J.O.	Oct. '73 5
Little Schuylkill*..... 50	2,046,10-	J. & J.	Jan. '74 3½
Long Island..... 50	8,000,000	M. & S.	May'73 10s
Louisv., Cin. and Lex... 50	1,823,483	J. & J.	July '69 5
" " pref.100	848,700	J. & J.	Jan. '74 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '74 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 8
Lowell and Lawrence ...100	200.000	A. & O.	Oct. '73 3
Lykens Valley 20	600,000	F.M.A.N	Feb. '75 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	Nov.'73 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	3,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*..... 100	400,000	F. & A.	Feb.'74 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	18,738 204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	823.375	J. & J.	Jan. '74 5
Milwaukee and St. Paul..100	13,398,550	J. & J	Dec. '70 7s
" " pref.....100	10,825,777	F. & A	Feb 74 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '74 4
Morris and Essex*..... 50	14,008,100	J & J.	Jan. '74 3½
Nashua and Lowell.....100	800,000	M. & N.	Nov.'73 5
Naugatuck 100	1,881 900	F. & A.	Feb. '74 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'73 5
Newark and N. York*..100	977,400	J. & J.	Jan. '74 3½
N. Bedford & Taunton..100	500,000	M. & N.	May '73 4
N.Castle & Beaver Val.* 50	1,500,000	J.A. J.O.	Oct. '73 2½
N.Haven & Northamp...100	695,000	J.A. J.O.	Sept '73 3
New Jersey*.....100	7,295,200	J.A. J.O.	Jan. '74 2½
New London Northern*100	1,413,800	J. & J.	Jan. '74 4
N.Y. Cen. & Hudson R...100	89,428,330	A. & O	Oct. '73 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '74 4
" " pref.100	1,500,000	J. & J.	Jan. '74 4
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	Jan. '74 6
N. Y., Provid. & Boston.100	2,000,000	J.A. J.O.	Jan. '74 2½
Niag. Bridge & Canand*100	1,000,000	J. & J	Jan. '74 3
North Carolina*.....100	4,900,000	Irregular.	Jan. '74 5s
N. Eastern (N. C.) pref...100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3,150,150	January.	Jan. '74 5s
Northern Central 50	5,842,000	M. & N	Nov.'72 3
Northern N. Hampsh....100	3,068,400	J. & D.	Dec. '73 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '74 4
Norwich & Worcester*..100	2,823,400	J. & J.	Jan '74 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '74 3
" " pref.100	2,000,000	A. & O.	Oct. '73 4
Ohio and Mississippi....100	19,995,847	J.A. J.O.	.....
" " pref.100	4,024,474	J. & D.	Dec'72 3½s
Oil Cr. & Allegheny R... 50	4,259,450	J A. J.O.	July '73 3
Old Colony & Newport..100	6,297,950	J. & J.	Jan. '74 3½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '74 1
Pacific of Missouri.....100	3,635,750	— & —	Jan. '74 1½
Panama.....100	7,000,000	J.A. J.O.	Jan. '74 3
Paterson and Hudson*..100	630,000	J & J.	Jan. '74 4½
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	243,000	J. & J.	Jan. '74 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '74 3
Pennsylvania 50	72,000,000	M. & N.	Dec. '73 5s
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '74 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	July '72 4
Phil., Ger. & Norristwn* 50	1,626 250	M.J.S.D	Dec. '73 3
Philadelphia & Reading 50	32,684,375	J. & J.	Jan. '74 5
" " pref... 50	1,551,800	J. & J.	Jan. '74 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Jan. '74 2½
Phila., Wil. & Balt.... 50	11,485,750	J. & J.	Jan. '74 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J A. J.O.	Jan '74 1½
" Special Imp.100	2,000 000	J.A. J.O.	Jan. '74 1½
Pittsfield & N. Adams..100	410,000	J. & J.	Jan. '74 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '74 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '73 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces..100	2,000,000	J. & J.	Jan. '74 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '74 4
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	Jan. '74 3½
Rutland*..... 100	2,700,000	— & —	.....
" preferred.... 100	4,300,000	F. & A.	Feb '74 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,040,000	May.	May '68 7
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb, '74 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" pref. 100	12,000,000	.....	Nov. '72 3½
Saratoga and Schenec.*..100	300,000	A. & O.	Oct. '73 3½
Schuylkill Valley* 50	576,050	J. & J.	Jan. '74 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '74 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '74 3
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	443,700	J. & J.	Jan. '34 3½
Stony Brook*.....100	297,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '74 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	July '72 3
Taunton Branch 100	500,000	J & J.	Jan. '74 5
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '74 5
Tol., Peo.& War.1st pref.100	1,777,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	Nov. '73 3½
Troy and Greenbush*...100	374,400	J. & D.	Dec. '71 3½
Union and Black River...100	1,686,000	J. & J.	Jan. '73 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 3
Vermont and Mass 100	$2,860,000	M. & N.	May '73 2
Warren (N. J.).....100	1,800,000	J. & D.	Dec.'71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,209,000	F. & A.	Feb. '74 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*100	500,000	J. & J.	July '73 3½
Worcester and Nashua. 75	1,400,555	J. & J.	Jan. '74 $5
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	.....2½
Baltimore City 100	800,000	— & —	Jan. '74 3
Bleecker st.& F Fy.(NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl.'73 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Apl. '73 3
Broadw. & 7th Av. (NY)100	2,100,000	J. & D.	Jan.'70
Brooklyn City 100	1,500,000	F.M.A.N	Feb. '74 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Dambridge.....100	727,800	A. & O.	Oct. '73 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	500,000	J. & J.	Jan. '74 8
Citizens' (Pbg.)..... 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..100	500,000	— & —	.....
D. Dock,R. B'dw, & Bat..100	1,200,000	F.M.A.N	Feb. '74 2
Eighth Avenue (N.Y.)....100	1,000,000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw.(Ph.) 50	491,750	J. & J.	Jan. '74 5
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. '74 3
Girard College (Ph.) 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '74 4
Hester,Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '74 1½
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	M. & N.	Nov.'73 5
Middlesex (Boston).....100	400,000	A. & O.	Apl.'73 4
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark.....100	282,556	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	Jan. '74 5
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '74 2½
Pbg, Alleg.& Manchester 50	200,000	M. & N.	Nov.'69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	Oct. '73 2
Second & Third St.(Ph.) 50	962,100	J. & J.	Jan. '74 6
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '74 2
Sixth Avenue (N. Y.)....100	750,000	M & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.). 50	1,000,000	J. & J.	Jan. '74 2
Somerville (Boston) 100	75,000	M. & N.	Nov.'73 3
South Boston 100	400,000	J.A. J.O.	Jan. '74 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan '74 8½
West Philadelphia..... 50	400,000	J. & J.	Jan. '74 9
CANALS.			
Chesapeake & Delaware 50	1,983,562	J. & D.	June'73 3
Chesapeake and Ohio ... 25	8,229,593	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '74 4
Delaware and Hudson...100	15 000.000	F. & A	Feb. '74 6
Delaware and Raritan*.100	5,847,400	J A. J.O.	Jan. '74 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania.....100	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'74 50c
" " (pref.). 50	2,898,977	F. & A.	Feb'74 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '85 –
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J.S.D.	Mar. '74 2
American Coal..... 25	1,500,000	M. & S.	Mar. '74 4
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton..... 100	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref..... 100	8,893,400	— & —	.....
" certif..... 100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	.....2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Nov.'73 5
Pullman Palace Car.....100	4,080,000	F.M.A.N	Feb. '74 3
Quicksilver, common 100	5,700,000	— & —	.....
" preferred 100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,280,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
United States Express...100	6,000,000	F.M.A.N	Feb. '74 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '74 4
West. Union Telegraph.100	25,000,000	J. & J.	July '70 2
Wilkesbarre Coal 100	3,400,000	M. & N.	Nov. '68 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug '66

NATIONAL AND STATE SECURITIES.

		Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Feb. 1, 1874.						
Loan of June 14, 1858	registered	$995,000	5	Jan. & July.	1874	112½
.. .. ..	coupon	.....	5	" "	1874	....
Loan of February 8, 1861	registered	18,762,000	6	Jan. & July.	1880	120½
.. .. ..	coupon	4,653,000	6	" "	1880	120½
Oregon War Bonds of March 2, 1861	coupon	945 000	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861	registered	125,681,650	6	Jan. & July	1881	120½
.. .. ..	coupon	63,639,700	6	" "	1881	120½
Loan of Feb. 25, 1862 (5-20s)	registered	16,932,650	6	May & Nov.	1882	117½
.. .. (5-20s)	coupon	155,725,700	6	" "	1882	118½
Loan of March 3, 1863	registered	53,011,100	6	Jan. & July.	1881	120½
.. .. ..	coupon	21,388,900	6	" "	1881	120½
Loan of March 3, 1864 (5-20s)	registered	964,600	6	May & Nov.	1884	119½
Loan of June 30, 1864 (5-20s)	registered	24,964,100	6	May & Nov.	1884	119½
.. .. (5-20s)	coupon	33,082,100	6	" "	1884	119½
Loan of March 3, 1865 (5-20s)	registered	33,887,750	6	May & Nov.	1885	119½
.. .. (5-20s)	coupon	118,746,600	6	" "	1885	120½
.. .. 2d series (5-20s)	registered	56,538,900	6	Jan. & July.	1885	119½
.. .. (5-20s)	coupon	146,094,200	6	" "	1885	119½
.. .. 3d series (5-20s)	registered	87,540,550	6	Jan. & July.	1887	119½
.. .. (5-20s)	coupon	223,113,650	6	" "	1887	120½
.. .. 4th series (5-20s)	registered	13,798,000	6	Jan. & July.	1888	119½
.. .. (5-20s)	coupon	23,076,000	6	" "	1888	120½
Loan of March 3, 1864, (10-40s)	registered	140,747,050	5	Mar. & Sept.	1904	113½
.. .. (10-40s)	coupon	53,820,250	5	" "	1904	116½
Consols of July 14, '70 & Jan. 20, '71	registered	169,742,000	5	F. M. A. & N.	1881	113½
.. ..	coupon	128,716,750	5	" "	1881	114½
Consols	registered	.....	4½	F. M. A. & N.	1886	...
.. ..	coupon	.....	4½	" "	1886	....
Consols	registered	.....	4	F. M. A. & N.	1901	...
.. ..	coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)		.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868. (cur.)		14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870. (cur.)		678,000	4	.....	1875	....
Pacific R. R. Bonds. (currency)		64,623,512	6	Jan. & July.	'95-'99	116½
U. S. Notes and Fractional Currency		429,587,363	nil.	.....	.....	...
State Securities, latest dates.						
Alabama—($15,42 ,000):						
.. Bonds (old and extended), 1856 and '72		2,582,800	5	May & Nov.	'83-'92	....
.. Bonds (new), 1866, '68 and '72		2,386,000	8	Jan. & July.	'86-'92	....
.. Railroad Aid Bonds, 1870 and '71		2,620,000	8	" "	'90 '91	....
.. Railroad Bonds endorsed, 1870 and '71		13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,900,0 0):						
.. Funded Bonds, 1869 and 70		2,850,000	6	Jan. & July.	'89-'00	....
.. Levee Bonds, 1871		2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872		300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71		5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):						
.. Civil Bonds 1857 and '60		2,103,000	7	Jan. & July.	'77-'80	110
.. Bounty and Relief Bonds, 1863 and '64		954,500	7	" "	'83-'86	....
.. State Capital Bonds, 1871		250,000	7	" "	1891	....
Connecticut—($5,767,500):						
.. War Loan, July 1, 1861, (10-20s)		706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s)		2,286 000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s)		935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free		1,741,100	6	" "	1885	....
Florida—($5,7: 8,865):						
.. Convention Bonds 1868		30,000	8	April & Oct.	1888	....
.. Bonds, 1 '68-'69		191,000	6	Various.	'98-'99	....
.. Bonds, 1871		210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R. R., 1870		4,000,000	8	Jan. & July.	1900	....
Georgia—($10 494,500):						
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48		866,000	6	Various.	'72-'74	....
.. Bonds for W. & Atl. R. R. 1842 and 1843.		276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R. R., '58, '59, '60 & '61		600,000	6	Feb. & Aug	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1886		200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866		3,900,'00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870		4,880,000	7	Various.	1890	....
.. Railroad endorsements, to July 1872		12,000,000	7	Various.	'90-'92	....
Illinois—($2,133,634):						
.. Interest Bonds, inscribed stock, 1847		971,834	6	Jan. & July.	1873	....
.. Refunded Stock Bonds, 1859		348,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861		102,000	6	" "	1880	....
.. War Loan Bonds, 1861		417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871		250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):				Jan		
.. State Bonds (various) 1863 to 1864		110.675	6	" .. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869		1,226,000	7	" "	'76-'89	....
Kentucky—($2,750,510):						
.. State Bonds 1834 and '43		160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851		683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs)		309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):						
.. State Bonds, to R. R. Co's, 1840 to 1866.		1,930,000	6	Various.	'93-'98	49
.. Deficiency (Treasury) Bonds 1853		750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68		997,000	6	" "	'88-'85	....
.. Levee Bonds 1867		4,000,000	6	May & Nov.	1907	50
.. 1866		1,000,000	6	Various.	1886	57
.. 1870		3,000,000	6	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870		3,000 000	6	May & Nov.	1910	....
.. Penitentiary Bonds, 1869		500,000	7	Mar. & Sept.	1899	....
.. State B'ds (N. O., Mob. & Chat. R. R.) '70 '71		3,250,000	6	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866		250,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869		490,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869		540,000	8	April & Oct.	1898	....
Maine—($7,227,900):						
.. Civil Loans Bonds, 1856-'61		271,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1863 and '64		3,832,500	6	"	'82-'89	98
.. Municipal Equalization Bonds		2,004,400	6	April & Oct.	1889	98
Maryland—($12,434,718):						
.. Bonds to R. R. and Canals, 1827-'47		1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1828		5,965,541	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39		590,040	5	" "	1890	95
.. Bonds to Ches. & Ohio Canal 1870		3,630,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1868		511,365	6	J. A. J. & O.	1893	104½

		Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—($30,712,882):						
.. State (public works) scrip, '72		706,000	5	Various.	'72-'80	....
.. State (public works) scrip		364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861		2,800 000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862		600,000	5	" "	'77-'78	94½
.. Coast Defense Loan, 1863		888,000	5	" "	1883	97½
.. Bounty Loan, 1864		4,379,500	5	May & Nov.	1894	99½
.. Bounty Loan, 1864, £826,600 stg		4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866		2,551,600	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.		7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar		1,166,500	5	" "	'90-'95	92½
.. Loan (B., H. & Erie R. R.) £743,600 stg		3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):						
.. Canal Bonds, 1859		81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863		445 000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863		431,000	6	" "	1878	97
.. $2,000,000 Loan Bonds, 1863		718,000	6	" "	1883	....
.. Renewal Bonds, 1868		463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865		160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):						
.. Sioux War Bonds, 1862		100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69		250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858		2,276,000	...	June & Dec.	1885	....
Missouri—($17,669,000):						
.. State Bonds, proper, 1865-'68		439,000	6	Jan. & July.	'82-'90	96½
.. Railroad Loans Bonds, 1854-'66		1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar.		14,496,000	7	" "	'74-'90	68½
.. State Bonds, funding, 1867-68		2,727,000	6	" "	'76-'91	....
Nevada—($860,000):						
.. State Bonds, for floating debt		600,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):						
.. War Loan Bonds, July 1, 1861		812,000	6	Jan. & July.	'71-'78	99½
.. War Loan Bonds, July 1, 1864		600,000	6	Mar. & Sept.	'84-'89	97½
.. War Loan Bonds, Oct. 1, 1866		750,000	6	April & Oct.	'72-'74	98½
New Jersey—($2,896,200):						
.. War Loan Bonds, 1861, tax free		1,200,000	6	Jan. & July.	'73-'84	104½
.. War Loan Bonds, 1863, tax free		1,002,000	6	" "	'66-'90	....
.. War Loan Bonds, 1864, tax free		584,400	6	" "	'97-'02	....
New York—($38,121,600):						
.. General Fund Stock		900,000	5	J. A. J. & O.	1878	....
.. General Fund Stock		800,000	6	" "	1878	....
.. General Fund Stock		348,107	5	" "	pleas.	....
.. General Fund Stock		1,189,780	6	" "	pleas.	....
.. Canal Stock		1,106,420	5	" "	1874	....
.. Canal Stock		7,408,000	6	" "	'72-'73	107
.. Canal Stock		2,572,000	6	" "	'74-'75	106
.. Canal Stock		880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered		0,675,000	7	Jan. & July.	1877	107
.. Bounty Loan Bonds, 1867, coupon		1,372,000	...	" "	1877	109
North Carolina—($29,900,045):						
.. State (old) Bonds 1848 to 1860		4,738,000	6	Jan. & July.	'72-'92	29½
.. State (old) Bonds 1848 to 1860		3,630,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870		3,009,045	6	Jan. & July.	'92-'98	18
.. State (new) Bonds, 1867 to 1870		1,859,000	6	April & Oct.	'92-'98	28
.. Funding (Debt) Bonds, 1866		2,417,400	6	Jan. & July.	1900	25½
.. Funding (Interest) Bonds 1868		1,821,400	6	April & Oct.	1878	....
.. Special Tax Bonds		11,407,000	6	" "	'98-'99	....
Ohio—($9,022,721):						
.. Loan of 1860 Bonds, skg f'd		882,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, skg f'd		1,600,000	6	" "	1876	99
.. Loan of 1860 Bonds, skg f'd		1,495,369	6	" "	1881	102
.. Loan of 1856 Bonds, skg f'd		2,400,000	6	" "	1886	103
Oregon—($290,527):						
.. Bounty and Relief Bonds of 1864		90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870		200,000	7	" "	1890	....
Pennsylvania—($24,272,956):						
.. Loan of Feb. 1867 (5-10s)		92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s)		3,786,550	6	" "	'72-'77	....
.. Loan of Feb. 1867 (5-10s)		90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)		7,880,550	6	" "	'77-'82	106
.. Loan of Feb. 1867 (15-25s)		723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15-25s)		9,271,850	6	" "	'82-'92	109
.. Inclined Plane Loan, of April 1849		400,000	6	April & Oct.	1879	....
.. State Stocks (old)		1,997,050	6	Feb. & Aug.	1871	....
.. .. (old)		.....	5	" "	'77-'78	....
.. .. (old)		.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):						
.. War Bonds of Aug. 1862		1,049,000	6	Mar. & Sept.	1882	97½
.. .. of Jan. 1863		200,000	6	April & Oct.	1893	....
.. .. of June 1863		602,000	6	Jan. & July.	1893	....
.. .. of May 1864		829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):						
.. State House, Stock and Bonds '58-'66		1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68		1,750,000	6	April & Oct.	1888	18
.. .. '66-'69		2,262,714	6	Jan. & July.	'87-'97	9½
.. Funding Stocks and Bonds		899,000	7	" "	1888	....
.. Blue Ridge R. R. Bonds 1854		970,000	6	" "	'74-'76	....
.. Conversion Bonds 1869		7,371,700	6	" "	1888	....
.. 1870		500,000	6	April & Oct.	1890	....
Tennessee—($30,962,156):						
.. Railroad Loan Bonds		21,300,417	6	Jan. & July.	long.	90
.. State Bonds (direct)		4,918,544	6	April & Oct.	"	....
.. Endorsements		2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds		9,000,000	6	" "	"	91
Texas—($3,297,325):						
.. Frontier Protection Bonds, gold, 1870		700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871		257,000	10	Mar. & Sept.	1876	85
Vermont—($622,000):						
.. War Loan Bonds, coupons		621,000	6	June & Dec.	'71-'78	100
.. .. .. registered		201,000	6	" "	'71-'78	....
Virginia—($44,928,208):						
.. State Stock (old) registered		22,051,202	6	Jan. & July.	'86-'00	25
.. State Bonds (old) coupon		11,108,000	6	" "	'86-'00	24
.. State Bonds, sterling coupon		1,865,000	5	" "	'86-'00	....
.. Funded Interest, 1866-'67		6,952,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867		446,230	5	" "	'86-'01	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3,230,000	J. & J.	Jan. '74 3½
Allegheny Valley 50	2,256 350	— & —	---- ----
Atlanta and West Point..100	1,232,200	J. & J.	July '73 4
Atlantic and Gulf 100	3,663,200	— & —	---- ----
" " pref.100	838 976	J. & J.	July '71 3½
Atlantic and St. Law*..100	39,494,900	M. & S.	Sept.'73 2
" " new 1870.100	1,500,000	— & —	---- ----
Avon,Genesee & Mt M.*100	194,250	A. & O.	Oct '72 1½
Baltimore and Ohio.....100	13,151,982	M. & N	Nov.'73 5
Washington Br.....100	1,650,000	A. & O.	Oct. '73 5
Parkersburg Br. pref.. 50	5,680 635	— & —	---- ----
Berkshire* 100	600,000	J.A J&O	Jan. '74 1½
Bloomsburg & Corning.*.. 50	250,000	J. & D.	Dec. '72 1½
Boston and Albany 100	19,984,100	M. & N.	Nov. '73 5
Bos., Clin. & Fitchb.pref.100	633,200	— & —	---- ----
Agricultural Br guar...100	60,000	J. & D	Dec. '73 3
Bost.,Conc.& Mont.* pref100	800,000	M. & N.	Nov. '73 3
Boston and Lowell.....500	2,852,900	J. & J.	Jan. '74 4
Boston and Maine.....100	6,816,807	M. & N.	Dec. '73 4
Boston and Providence..100	3,950,000	M. & N.	Nov. '73 5
Buffalo, N. Y. and Erie*..100	950,000	F. & A.	Feb. '74 2½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Sept.'73 5
" pref.100	1,486,900	M. & S.	Sept.'73 5
Camden and Amboy* ...100	6,847,800	J.A. J.O.	Jan. '74 2½
Camden and Atlantic.... 50	379,020	— & —	---- ----
" " pref. 50	752,700	— & —	Nov.'73 3½
Cape Cod 50	1,020,330	J. & J.	Jan.'72 9½
Cape May and Millville* 50	447,000	J & D.	Dec. '73 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa*.....100	1,159,600	— & —	---- ----
" pref. 50	2,200,000	M. & N.	Nov. '73 5½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan, '74 4½
Cedar Rapids & Mo. R.*100	6,850 400	M. & N.	Nov. '73 1½
" " pref.100	769,600	F. & A.	Feb. '74 3½
Central of Georgia.....100	4,666,800	J & J.	July '73 5
Central of New Jersey..100	20,000,000	J. & J.	Jan. '74 4
Central Ohio* 50	2,425,000	J. & J.	Jan. '74 3
" pref..... 50	400,000	J. & J.	Jan. '74 3
Central Pacific 100	54,275,500	.....	Sept. '73 3
Chemung*.....100	380,000	J.A J&O	Oct. '73 1½
Cheshire, preferred 100	2 100,000	J. & J.	Jan. '74 3
Chicago and Alton.....100	5 929,900	M. & S.	Mar. '74 5
" pref...100	2,425,400	M. & S.	Mar. '74 5
Chicago,Buri. & Quincy.100	18 652,910	M. & S.	Mar. '74 5
Chicago,Iowa & Nebras*100	3,916,300	J. & J.	Jan. '74 4
Chicago & N. Western..100	15,633,480	J. & D.	Dec. '72 3½
" " pref.100	21,2?9,583	J. & J.	July '73 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Nov. '73 4
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.* .. 50	2,960,550	— & —	Apl. '72 10s
" " pref. 50	429,046	M. & N	Nov. '73 2
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Aug. '73 3½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '73 3½
Cleveland & Pittsburg*.. 50	11,236,150	F.M.AN	Feb. '74 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*.... 50	1,788,800	M.J.S.D.	Dec. '73 2
Colum. & Hocking Val..100	2,500,000	F. & A	Feb '74 5
Concord 66	1,500,000	M. & N.	Nov. '73 5
Concord and Porta.*.....100	350,000	J. & J.	Jan. '74 3½
Conn. & Passum p Riv..100	2,100,000	F. & A.	Feb. '74 3
Connecticut River..... 100	1,850,000	J. & J.	Jan. '74 5
Cumberland Valley..... 1	1,494,250	A. & O.	Oct. '73 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec '71 4
Delaware*..... 50	1,230,941	J. & J.	Jan. '74 3
Del., Lackaw. & Westn. 50	18,868,850	J. & J.	Jan. '74 5
Detroit & Milwaukee *.. 50	822,140	— & —	---- ----
" pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania*..... 50	1,509,200	J. & J.	Jan. '74 3
East Mahanoy *..... 50	392,950	J. & J.	Jan. '74 3
Eastern (Mass.)..... 100	4,262,600	J. & J.	July '73 3
Eastern (N. H.)..... 100	492,800	J. & J.	July '73 3
Elmira, Jef & Canand*.100	500,000	F. & A.	Feb. '74 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '73 2½
" " pref. 50	500,000	J. & J.	Jan. '74 3½
Erie Railway 100	73,000,00	.....	Oct. '73 1
" pref.....100	8,536,916	.....	Oct. '73 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Sept.'73 1½
Fitchburg 100	4,000,000	J. & J.	Jan. '74 4
Georgia 100	4,156,000	J. & J.	Apl. '74 4
Grand River Val.* guar 100	1,000,000	— & —	---- ----
Grand Trunk, (Ca.).....100	14,367,946	— & —	---- ----
Great Western, (Ca.)...100	19,237,404	A. & O.	Oct. '73 2½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug.'70 3½
" pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	Nov. '73 5
Harlem Extension 100	4,000,000	— & —	---- ----
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '74 3½
Housatonic, pref.....100	1,189,000	J. & J.	Jan. '74 4
Huntingdon & Bd Top. 50	880,000	— & —	---- ----
" pref. 50	450,750	J. & J.	July '68 3½
Illinois Central 100	26,280,510	F. & A.	Feb. '74 4
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S.	Sept.'67 4
Iowa Falls & Sioux City*100	4,825,000	— & —	Jan. '74 3
Jeffersonv.,Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Jan. '74 1½
Joliet & North. Indiana* 100	300,000	J. & J.	Jan. '74 4
Lake Shore & Mich. So..100	49 466,500	F. & A.	Aug.'73 4
" " (guar.).100	583,500	F. & A.	Aug.'73 5
Lawrence*..... 50	280,200	— & —	---- ----
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	3,739,800	M. & N.	May '67 5
Lehigh Valley 50	21,438,800	J.A. J.O.	Jan. '74 2½
Little Miami.*..... 50	5,871,450	J.A. J.O.	Oct. '73 3
Little Schuylkill*..... 50	2,646,10-	J. & J.	Jan. '74 4½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island..... 50	3,000,000	M. & S.	May'73 10s
Louisv., Cin. and Lex... 50	1,628,488	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '74 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '74 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 5
Lowell and Lawrence ...100	200.000	A. & O.	Oct. '73 3
Lykens Valley 20	600,000	F.M.AN	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	---- ----
Manchester and Law....100	1,000,000	M. & N.	Nov.'73 5
Marietta & Cincinnati... 50	1,372,891	— & —	---- ----
" " 1st pref. 50	3,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,366	M. & S.	Sep '66 3s
Massawippi*..... 100	400,000	F. & A.	Feb. '74 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	18,738 204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	823,875	J. & J.	Jan. '74 5
Milwaukee and St. Paul..100	13,398,550	J. & J	Dec. '70 7s
" " pref.....100	10,825,777	F. & J.	Feb 74 3½b
M. Hill & Schuyl. Hav.* 50	3,858,450	J. & J.	Jan. '74 4
Morris and Essex*..... 50	14,008,100	J. & J	Jan. '74 3½
Nashua and Lowell.....100	800,000	M. & N.	Nov.'73 5
Naugatuck.....100	1,881 900	F. & A.	Feb. '74 5
Nesquehoning Valley*.. 50	1,000,000	M. & S.	Sept.'73 5
Newark and N. York*..100	977,400	J. & J.	Jan. '74 3½
N. Bedford & Taunton..100	500,000	M. & N.	May '73 4
N.Castle & Beaver Val.* 50	1,800,000	J.A. J.O.	Oct. '73 2½
N Haven & Northamp..100	605,000	J.A. J.O.	Sept.'73 3
New Jersey*.....100	7,295,200	J.A. J.O.	Jan. '74 2½
New London Northern*100	1,418,800	J. & J.	Jan. '74 4
N.Y. Cen. & Hudson R..100	89,428,330	A. & O	Oct. '73 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '74 4
" " pref.100	1,500,000	J. & J.	Jan. '74 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '74 5
N. Y., Provid. & Boston.100	2,000,000	J.A. J.O.	Jan. '74 2½
Nlag. Bridge & Canand*100	1,000,000	J. & J	Jan. '74 3
North Carolina*..... 100	4,900,000	irregular.	Jan. '73 3
N. Eastern (N.C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '74 5s
Northern Central 50	6,842,000	M. & N	Nov.'72 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '73 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '74 4
Norwich & Worcester*.100	2,823,400	J. & J.	Jan '74 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '74 3
" " pref.100	2,000,000	A. & O.	Oct. '73 4
Ohio and Mississippi.....100	19,995,847	J.A. J.O.	....
" " pref.100	4,024,474	J. & D.	Dec'72 3½s
Oil Cr. & Allegheny R... 50	4,259,450	J A. J.O.	July '73 3
Old Colony & Newport..100	6,297,950	J. & J.	Jan. '74 3½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '74 4
Pacific of Missouri..... 100	3,635,750	— & —	Jan. '74 1½
Panama..... 100	7,000,000	J. & J.O.	Jan. '74 3
Paterson and Hudson*..100	630,000	J & J.	Jan. '74 4½
Paterson and Newark*..100	500,000	J. & J.	....
Paterson and Ramapo*..100	243,000	J. & J.	Jan. '74 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '74 3
Pennsylvania 50	72,000,000	M. & N.	Dec. '73 5s
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '74 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	....
" " " pref. 50	2,400,000	J. & J.	July '72 4
Phil., Ger. & Norristwn* 50	1,626 250	M.J.S.D	Dec. '73 3
Philadelphia & Reading 50	32,684,375	J. & J.	Jan. '74 5
" " pref.. 50	1,551,800	J. & J.	Jan. '74 6
Phila. and Trenton*.....100	1,259,100	J.A. J.O	Jan. '74 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	Jan. '74 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	J A. J.O.	Jan '74 1½
" Special Imp..100	2,000 000	J.A. J.O.	Jan. '74 1½
Pittsfield & N. Adams..100	400,000	J. & J.	Jan. '74 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '74 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '73 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '74 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '74 4
Roch. & Genesse Val.*..110	557,500	— & —	---- ----
Rome,Watert. and Ogd..100	2,998,900	J. & J.	Jan. '74 3½
Rutland*..... 100	2,700,000	— & —	---- ----
" preferred..... 100	4,300,000	F. & A.	Feb '74 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	---- ----
" " " pref.100	2,040,000	May.	May '68 7
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '74 3
St. L., Kan. C. & North.100	12,000,000	.....	....
" " pref. 100	12,000,000	.....	Nov. '72 3½
Saratoga and Schenec.*..100	300,000	A. & O.	Oct. '73 3½
Schuylkill Valley* 50	676,050	J. & J.	Jan. '74 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '74 3
Shore Line*..... 100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,800	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '73 4
Staten Island..... 100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	443,700	J. & J.	Jan. '74 3½
Stony Brook*..... 100	287,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '74 3
Sussex (N. J.)..... 100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,189	— & —	July '72 3
Taunton Branch 100	500,000	J & J.	Jan. '74 5
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '74 5
Tol., Peo.& War.1st prof.100	1,?00,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	Nov. '73 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '73 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$2,800,000	M. & N.	May '73 2
Warren (N. J.)..... 100	1,800,000	J. & D	Dec.'71 3½
Warwick Valley..... 100	225,000	A. & O.	Apl. '72 2½
West Jersey..... 100	1,209,000	F. & A.	Feb. '74 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 2
Winchester & Strasburg*100	500,000	J. & J.	July '73 3½
Worcester and Nashua. 75	1,400,555	J. & J.	Jan. '74 $5
HORSE-POWER R. R.			
Albany City..... 100	110,300	— & —	---- ---- 2½
Baltimore City..... 100	800,000	— & —	Jan. '74 3
Bleecker st. & F Fy.(NY)100	900,000	— & —	---- ----
Boston and Chelsea..... 100	110,000	A. & O.	Apl.'73 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Apl. '73 3
Broadw. & 7th Av. (NY)100	2,100,000	J. & D.	Jan.'70
Brooklyn City 100	1,500,000	F.M.A.N	Feb. '74 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	---- ----
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Jambridge..... 100	727,800	A. & O.	Oct. '73 4½
Cen. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '74 3
Citizens' (Phg.)..... 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..'00	500,000	— & —	---- ----
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Feb. '74 3
Eighth Avenue (N.Y.)....100	1,000.000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	---- ---- 3
42nd St. & G. St. Ferry ..100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw.(Ph.) 50	491,750	J. & J.	Jan. '74 6
Germantown (Ph.)..... 50	1,000.000	J. & J.	Jan. '74 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '74 4
Heston, Mantau & Fairm. 50	2,950,000	J. & J.	Jan. '74 1½
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '71 6
Lynn and Boston..... 100	200 000	— & —	---- ----
Malden and Melrose..... 100	200,000	— & —	---- ----
Metropolitan (Boston)... 50	1,500,000	M. & N.	Nov.'73 5
Middlesex (Boston)..... 100	400,000	A. & O.	Apl.'73 4
Ninth Avenue (N. Y.)....100	797,320	— & —	---- ----
Orange and Newark 100	282,555	— & —	---- ----
Philadelphia City..... 50	750,000	J. & J.	Jan. '74 5
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '74 2½
Phg, Alleg. & Manchester 50	200,000	M. & N.	Nov.'69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	Oct. '73 2
Second & Third St.(Ph.) 50	962,100	J. & J.	Jan. '74 6
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '74 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.). 50	1,000,000	J. & J.	Jan. '74 2
Somerville (Boston) 100	75,000	M. & N.	Nov.'73 3
South Boston 50	400,000	J.A. J.O.	Jan. '74 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.)..... 50	400,000	J. & J.	Jan '74 3½
West Philadelphia..... 50	400,000	J. & J.	Jan. '74 9
CANALS.			
Chesapeake & Delaware 50	1,983,565	J. & D.	June'73 3
Chesapeake and Ohio ... 25	8,229,693	— & —	---- ----
Delaware Division..... 50	1,633,350	F. & A.	Feb. '74 4
Delaware and Hudson....100	15 000.000	F. & A	Feb. '74 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	Jan. '74 2½
Erie of Pennsylvania.... 50	64,000	— & —	---- ----
Lehigh Coal & Navigat. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat.. 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania..... 50	4,337,950	— & —	---- ----
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'74 50c
" " (pref.) 50	2,828,977	F. & A.	Feb'74 50c
Susq. and Tide Water... 50	2,002,746	— & —	---- ----
Union..... 50	2,907,850	— & —	---- ----
" preferred 50		— & —	---- ----
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 —
MISCELLANEOUS.			
Adams Express..... 100	10,000,000	M.J. S.D.	Mar. '74 2
American Coal..... 25	1,500,000	M. & S.	Mar. '74 4
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 2
Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	---- ----
Butler Coal..... 25	500,000	J. & D.	Dec'69 50c
Canton..... 100	731,250	— & —	---- ----
Consolidation(Md.)Coal.100	10,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	---- ----
" pref..... 100	8,898,400	— & —	---- ----
" certif..... 100	2,324,000	J. & J.	---- ----
Pacific Mail Steamsh p..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	.... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Nov.'73 5
Pullman Palace Car..... 100	4,000,000	F.M.A.N	Feb.'74 3
Quicksilver, common 100	5,700 000	— & —	---- ----
" preferred 100	4,300,000	— & —	---- ----
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	---- ----
United States Express....100	6,000,000	F.M.A.N	Feb. '74 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '74 4
West. Union Telegraph.100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal .100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities Feb. 1, 1874.					
Loan of June 14, 1858 ..... registered	$995,000	5	Jan. & July.	1874	112¼
.. .. coupon	.....	5	" "	1874	....
Loan of February 8, 1861 ..... registered	13,762,000	6	Jan. & July.	1880	120¼
.. .. coupon	4,658,000	6	" "	1880	120¼
Oregon War Bonds of March 2, 1861 ... coupon	945 000	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861 ... registered	125,681,650	6	Jan. & July	1881	120¼
.. .. coupon	63,639,700	6	" "	1881	120¼
Loan of Feb. 25, 1862 (5-20s) ..... registered	16,932,650	6	May & Nov.	1882	117¼
.. .. (5-20s) ..... coupon	155,725,700	6	" "	1882	118¼
Loan of March 3, 1863 ..... registered	53,611,100	6	Jan. & July.	1881	120¼
.. .. coupon	21,388,900	6	" "	1881	120¼
Loan of March 3, 1864 (5-20s) ..... registered	904,600	6	May & Nov.	1884	119¼
Loan of June 30, 1864 (5-20s) ..... registered	24,964,100	6	May & Nov.	1884	119¼
.. .. .. (5-20s) ..... coupon	33,082,100	6	" "	1884	119¼
Loan of March 3, 1865 (5-20s) ..... registered	33,887,750	6	May & Nov.	1885	119¼
.. .. .. (5-20s) ..... coupon	118,746,600	6	" "	1885	120
.. .. 2d series (5-20s) ..... registered	56,538,900	6	Jan. & July.	1885	119¼
.. .. .. (5-20s) ..... coupon	146,094,200	6	" "	1885	119¼
.. .. 3d series (5-20s) ..... registered	87,540,550	6	Jan. & July.	1887	119¼
.. .. .. (5-20s) ..... coupon	223,113,650	6	" "	1887	120¼
.. .. 4th series (5-20s) ..... registered	18,798,000	6	Jan. & July.	1888	119¼
.. .. .. (5-20s) ..... coupon	23,676,000	6	" "	1888	120¼
Loan of March 3, 1864, (10-40s) ..... registered	140,747,050	5	Mar. & Sept.	1904	113¼
.. .. .. (10-40s) ..... coupon	53,820.250	5	" "	1904	114¼
Consols of July 14, '70 & Jan. 20, '71 ..registered	169,742,000	5	F. M. A. & N.	1881	113¼
.. .. coupon	128,716,750	5	" "	1881	114¼
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,623.512	6	Jan. & July.	'95-'99	116¼
U. S. Notes and Fractional Currency	429,587,363	nil.	.....	.....	...
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1856 and '72 ..	2.582,800	5	May & Nov.	'82-'92	....
.. Bonds (new), 1866, '68 and '72	2,386,000	8	Jan. & July.	'86-'92	....
.. Railroad Aid Bonds, 1870 and '71	2,620,000	8	" "	'90-'91	....
.. Railroad Bonds endorsed, 1870 and '71 ..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,800,0 0):					
.. Funded Bonds, 1869 and 70	2,850,000	6	Jan. & July.	'9-'00	....
.. Levee Bonds, 1871	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71	5,485,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500).					
.. Civil Bonds 1857 and '60	2.138,000	7	Jan. & July.	'77-'86	110
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,590):					
.. War Loan, July 1, 1861, (10-20s)	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s)	2,386 000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free	1,741,100	6	" "	1885	....
Florida—($,7:8,865):					
.. Convention Bonds 1868	30,000	8	April & Oct.	1868	....
.. Bonds, 1 68-'69	191,000	6	Various.	'98-'99	....
.. Bonds, 1871	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	....
.. Bonds for W. & Atl. R. R. 1842 and 1849.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R.R., '58, '59, '60 & '61	600,000	6	Feb. & Aug	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1860.....	300,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,900,' 00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1890	....
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	....
Illinois—($2,133,631):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):			Jan		
.. State Bonds (various) 1863 to 1864.....	110.675	6	"..& July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	"	'76-'89	....
Kentucky—($2,750,510):					
.. State Bonds 1836 and '43	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'83-'98	49
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	50
.. .. .. 1866	1,000,000	8	Various.	1886	57
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds (N.O., Mob. & Chat. R.R.) '70 '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866....	250,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78	...
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"	'83-'89	98
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889	98
Maryland—($12,436,718):					
.. Bonds to R. R. and Canals, 1837-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838....	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	95
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1885	96
.. Bounty War Bonds, 1868.....	511,355	6	J. A. J. & O.	1893	104¼

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	PAYABLE.	Market Price.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72	706,000	5	Various.	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800 000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	94¼
.. Coast Defense Loan, 1863.....	588,000	5	" "	1883	91¼
.. Bounty Loan, 1864.....	4,379,560	5	May & Nov.	1894	99¼
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,600	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'93	92¼
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,569,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	91,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445 000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863.....	431,000	6	" "	1878	97
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	89¼
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,466,000	7	" "	'74-'90	101
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'75	99¼
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	97¼
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	99¼
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	104¼
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'83-'96	....
.. War Loan Bonds, 1864, tax free.....	684,400	6	" "	'97-'02	....
New York—($38,121,600):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock.....	1,106,428	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'73	107
.. Canal Stock.....	2,572,000	6	" "	'74-'75	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	0,675,000	7	Jan. & July.	1877	107
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	105
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	29¼
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,945	6	Jan. & July.	'92-'98	15
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	23
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	25¼
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	....
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	....
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg f'd.....	882.894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, skg f'd.....	1,600,000	6	" "	1873	99
.. Loan of 1860 Bonds, skg f'd.....	1,496,369	6	" "	1881	102
.. Loan of 1856 Bonds, skg f'd.....	2,400,000	6	" "	1886	103
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($24,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	106
.. Loan of Feb. 1867 (15-20s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	109
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,060	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	...
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	97¼
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602.000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '52-'66...	1,233,186	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	18
.. .. .. '66.-'69.....	2,262,714	6	Jan. & July.	'87-'97	9¼
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R Bonds 1854.....	970,000	6	" "	'74-'76	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1890	....
Tennessee—($30,962,156):					
.. Railroad Loan Bonds.....	31,300.417	6	Jan. & July.	long.	90
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	91
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1878	85
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'75	100
.. .. .. registered	201,000	6	" "	'71-'75	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'90	36
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'90	36
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'86-'90	....
.. Funded Interest, 1866-'67.....	6,662.425	6	" "	'76-'77	....
.. Funded Interest sterling, 1867.....	466,250	5	" "	'85-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	102
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	99½
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1890	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	92
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	43½
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	...
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	60
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (255 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	...
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1853-'75	857,250	6	Jan. & July.	Baltimore.	1875	99½
Loan of 1850-'80	579,500	6	" "	"	1880	99
Loan of 1853-'95	1,710,500	6	April & Oct.	"	1885	100
Loan of 1855-'90 (Balt.) skg fd.	3,461,146	6	Jan. & July.	"	1890	....
Loan of 1870-'96 (stg.) skg fund.	3,820,320	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,498,018	6	" "	"	1902	....
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	Jan. & July.	Baltimore.	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	93
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Princeton.	1885	84
3d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	78
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	80½
1st Mortgage (Equalization)	248,000	7	" "	"	1889	89
1st Mortgage (consolidated)	163,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	476,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.)	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	...
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	32
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	46
Mass. I. (sec'r'd by $4,000,000 Bds.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	95
Bonds of 1872 for $1,000,000	699,000	7	" "	"	1892	103

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1880	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	92
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	61
Burlington and Missouri River:						
Land and R. R. Mortgage	6,068,350	7	April & Oct.	Boston.	1893	99
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,840	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,587,971	8	Jan. & July.	Boston.	1894	99½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	50
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	55
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	98½
Camden and Burlington County:						
Consolidated 1st Mortgage	288,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	70
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	100½
Chattel Mortgage	158,350	5	" "	"	'80-'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	74
Cedar Rapids & Mo. Riv. (C. & N. W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	82½
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $10,000 p. m.	2,382,000	7	May & Nov.	" "	1916	84½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p. m.	3,248,000	7*	Jan. & July.	New York.	1899	46
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	5,000,000	7	" "	" "	1902	101½
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	105½
Loan of Leh. C. & Nav. Co. (ass'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	90½
Central Pacific of California:						
1st Mortgage, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	96
Convertible 20 years bonds, gold	1,453,000	7*	" "	" "	1583	102
State Aid B'ds (int. by State) gold	1,500,000	7*	" "	" "	1885	103
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88-'92	....
1st Mort. (S. Fr., Okld & Als.)	500,000	5*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,000,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	56½
1st Mort. (Va. Con.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	....
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75-'80	....
Chester Creek:						
1st Mortgage guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1908	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (In default)	800,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund	256,000	7	May & Nov.	New York.	1877	104
1st Mortgage	2,408,000	7	Jan. & July.	" "	1893	107
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	100
1st Mort. (St.L.J. & C.) assumed	534,000	7	" "	" "	1894	90
2d Mort. (" ") "	188,600	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1888	110
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1888	....
Trust Mortgage (Burl. to Peoria)	660,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,9:3,225	7	Jan. & July.	Boston.	1896	95½
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	98½
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	96
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	99½
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	96
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	97½
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	99
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	37½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	92½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C.&NW	892,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.)	1,245,500	7	Feb. & Aug.	New York.	1885	100
Funded coupons (193 m.)	750,000	7	May & Nov.	" "	1885	98
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	100½
Appleton Ext. (23 m.& 76,000 ac.)	174,000	7	" "	" "	1885	89
Green Bay Ext. (26m & 76,000 a.)	264 000	7	" "	" "	1885	89
Equipm't (Engs & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,775,000	7	Feb. & Aug.	" "	1892	102
2d Mort. (Gal. & Chic. 248 m.)	958,000	7	May & Nov.	" "	1875	97
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	129,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	331,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y)	3,105,000	7	F. M. A. & N.	" "	1915	98
Consol. gold bonds for $48,000,000	4,534,000	7*	June & Dec	" "	1902	86
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	389,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
8d Mort. (" ") guar.	9 500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.) guar	1,141,000	7	Jan. & July.	" "	1898	94
1st Mort. (Bel.& Mad. R.R.) guar.	306,000	7	" "	" "	1898	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000 pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.1, '69, $16,000 pm	1,350,000	8	May & Nov.	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,00 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C.P.&Q.):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	...
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C.,R.I.& Pac.)	8,600,000	7	" "	" "	1896	103
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798.000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle-Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	86
Cin. & Martinsville(I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	...
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	70
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,500,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S & C.)	1,067,421	7	June & Dec	New York.	1890	714
1st Mort. (San., Day. & Cin.) S.F.	[illegible]	6	Feb. & Aug.	Boston.	1900	76½
1st Mort. (San. City and Ind.).	350,000	7	March & Sept.	"	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000 000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div.) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	102½
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July	" "	1895	....
Clev. & Mahoning(A.& Gt. Wtn):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,000	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July	" "	1873	....
Clev., Mt Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	...
Cleveland and Pittsburg (Pa.Co.)						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,558,000	7	May & Nov	" "	1876	98
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July	" "	1892	88½
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	95
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	90
2d Mortgage Consol. skg fund	3,679,000	7	Feb. & Aug.	" "	1909	68
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300 000	7	Jan. & July.	" "	1860	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1860	...
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	97½
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A BCD&E$200,000 each	1,000,000	6	March & Sept	Philadelphia.	1,2,3,4.	86
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York	1889	....
Cowanesque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumber'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	769,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesburre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	446,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	381,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	109,000	7	March & Sept.	" "	'81-'96	....
Dayton and Union:						
1st Mortgage, registered	130,000	7	March & Sep't.	New York.	1879	....
2d Mortgage	195,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500.000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100.000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	102
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	104
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	103½
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Ama.	1903	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage land grant	4,620,000	8	" "	" "	1895	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Finkl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds....	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds....	250,000	8	Feb. & Aug.	" "	1886	...
Detroit, Mon. & Tol. (L.Sh.& M.S.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	9½
Dubuque and Sioux City:						
1st Mortgage tax free.....	894,000	7	Jan. & July.	New York.	1893	94½
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen..	450,000	7	April & Oct.	New York.	1893	....
1st Mortgage, preferred & guar..	100,000	7	Jan. & July.	" "	1893	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free.....	1,100,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage.....	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia(E.T.V.&G.):						
1st Mortgage.....	970,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.)						
1st Mortgage, endorsed.....	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	91½
Eastern (Mass.):						
English Loan, July 1, 1862.....	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	99½
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85.....	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88.....	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89.....	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82.....	1,500,000	7	March & Sept.	"	1882	97
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	97
Income Mortgage guaranteed ..	570,000	6	April & Oct.	"	1872	59
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	103½
2d Mortgage convertible.....	2,174,000	7	March & Sept.	" "	1879	101½
3d Mortgage.....	4,582,000	7	" "	" "	1883	101
4th Mortgage convertible.....	2,987,000	7	April & Oct.	" "	1880	99
5th Mortgage convertible.....	709,500	7	June & Dec.	" "	1888	96
Buffalo Branch, 1st mortgage...	182,600	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	....
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	NY& London.	1920	....
Convertible bonds.....	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871.....	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage.....	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1893	....
Equipmen t Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L M.(& 1st on 50, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage..	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx.f.	2,946,000	8	March & Sept.	" "	1888	....
Ft. & Holly lease, S.F. 25 000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan.....	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1889	....
Flushing & North Side (L. I.):						
1st Mortgage.....	1,025,000	7	May & N.	N Y. & Lond.	1900	...
Fonda, Johnsto'n & Gloversville:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.....	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Stg.:						
1st Mortgage traffic guarantee...	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment).....	N.000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,300,000	7*	April & Oct.	Boston.	1893	....
2d Mortgage.....	500,000	8	Jan & July	"	1895	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage.....	$477,688	7	May & Nov.	Boston.	1891	89½
Frederick and Pennsylvania Line:						
1st Mortgage gold.....	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union (C.&N.W.):						
1st Mortgage.....	1,785,000	7	Feb. & Aug.	New York.	1882	102
2d Mortgage.....	948,000	7	May & Nov.	" "	1875	97
Elgin and State Line Purchase..	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)...	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage.....	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees..	1,500,000	8	Jan. & July.	New York.	1896	....
2d Mortgage, guar. by Lessees...	500,000	8	March & Sept.	" "	1879	96½
Grand Trunk (Ca.):						
Equipment Bonds £500,000.....	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,838 385.	14,191,675	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765 .	8,428,825	4*	" "	"	....	....
Provincial Debentu'e £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock....	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds....	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds....	2,998,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds....	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds....	4 867	5	" "	"	1881	....
Common (") Bonds....	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	New York	'81-'86	....
1st Mortgage not guaranteed....	876,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage.....	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.....	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage.....	675,000	7	May & Nov.	New York.	1896	80
2d Mortgage	425,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free.....	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage.....	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	'71-'77	91½
Missouri State Loan.....	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	5%,000	10	" "	" "	1872	....
Five years' notes (277 m.).....	139,300	8	Various.	" "	1874	...
Fifteen years' bonds (277 m.)....	3,476,000	8	March & Sept.	" "	1885	81
1st Mort. (Q. & Palm.R.R. 15 m.	600,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City&Cam.R.R55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co....	700,000	6	Jan. & July.	Philadelphia.	1883	96½
Hartford and New Haven:						
1st Mortgage.....	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f d.	1,674,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free....	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage.....	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage.....	109,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869.....	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund,gold.	6,520,000	7*	Jan. & July.	New York.	1891	...
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag'.....	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	" "	1885	104
3d Mortgage.....	180,000	7	May & Nov.	" "	1865	102
Hudson Connecting (N Y&O Mid):						
1st Mortgage gold.....	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia.	1890	103½
2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	93
3d Mortgage (Consol).....	1,251,000	7	April & Oct.	"	1895	66
Illinois Central:						
Construction bonds, cur. skg f'd.	3,058,500	7	April & Oct.	New York.	1875	103
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency....	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling.....	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	...
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1900	91
2d Mortgage.....	1,500,000	8	Jan. & July.	" "	1899	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co...	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co....	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	91
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	97
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	99½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	95½
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	498,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1875	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	104½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	88
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	87
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by L.S.&M.So.	840,000	8	Jan. & July.	New York.	1868	96½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" ").	150,000	10	" "	" "	1878	....
1st Mort.(St.Jo.& C.B.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (L.L.&G.):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	60
1st Mort. (2d Div. 253.94 m.)gold	4,006,000	6*	June & Dec.	" "	1896	60
1st M.(3d D.244.66m.& 3,000,000a)	6,455,000	7*	May & Nov.	N. Y., L. & F.	1899	....
1st Mortgage (1,000,000 acres)	245,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,921,000	7*	Jan. & July.	N. Y., L. & F.	1895	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov	N. Y. & St. Lo.	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,850	7	March & Sept.		1916	....
Kent County (Del.):						
1st Mortgage for $300,000	400,000	6	Jan. & July.	Philadelphia.	1890	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1855.	237,000	7	June & Dec.	" "	1885	....
Kook., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Kookuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	98½
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	600,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,800,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. sky fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y. & Ph.	1899	60
2d Mort. gold tax free and conv.	820,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,132,000	7	J. A. J. & O.	" "	1890	97
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	97
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	" "	" "	1890	97
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	100
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	98
Sky Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	100
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	97
1st Mort. May 1, 1855 M. S. & N.I.	5,255,000	7	May & Nov.	" "	1885	108½
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	99
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1896	97
1st Mort. Aug. 1, 1856 (D. M. & Tol.)	924,000	7	Feb. & Aug.	" "	1878	99½
1st Mort. Sept. 1, 1869 (K. & W. P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct. 1, 1867 (Sch. & Thr. R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal. & Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. Al. & Gr. R.)	840,000	8	" "	" "	1888	96½
1st Mort. July 1, 1868 (J. & Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage guaranteed	600,000	7	April & Oct.	Philad lphia	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	255,000	7	Feb. & Aug.	New York.	1890	....
Leaven., Lawrence & Galveston:						
1st Mort. sky fund conv., gold	5,000,000	10	Jan. & July.	N. Y. & Bost.	1890	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	.....	6	May & Nov.	Philadelphia.	1878	....
1st Mortgage (new loan) tax free	2,546,000	6	June & Dec.	"	1898	100½
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	100
Lexington & St. Louis (P. of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1882	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	81½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	6*	F. M. & A. N.	New York.	1900	99
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Br. and Sea Shore (N.J.So.):						
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	99
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1878	90
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1890	....
Louisville & Miss. Riv. (Ch. & Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1906	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1909	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	854,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br. 46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol. M. for $6,000,000 (392 m.)	6,647,000	7	April & Oct.	" "	1898	90
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,675,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1890	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00 0	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1898	98
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oc	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	102
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	92½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	70½
1st Mort. (Scioto & H. Val. R.R.)	300,000	7	May & Nov	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	61½
Mississippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1900	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	20
2d Mortgage	160,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1900	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.) $15,000pm.	.....	8	Jan. & July.	Boston.	1890	100½
Michigan Central:						
1st Mortgage, convertible	356,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	107
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	98½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	104½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1888	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	96½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (" ") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv. & W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,514,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	81
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,808,000	7	Jan. & July.	" "	1897	82
1st Mortgage (Minn. Cent)	192,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	82
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	105½
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	9.4
Milwaukee City Loan	238,500	7	March & Sept.	" "	1878	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $15,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St. L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,854,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	1899	19½
2st Mort. Land Grant gold	1,000,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,500	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept	New York.	1886	...
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1909	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	108½
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	99½
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	92½
Construction bonds of 187?	2,000,000	7	Feb. & Aug.	" "	1889	93½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur (L. & Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	85
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Con. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1947	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1879	....
Convertible	400,000	5	April & Oct.	" "	1880	....
Holyoke and Westfield bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N.Y.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	43
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1883	....
Income Mortgage	750,000	7	April & Oct.	" "	1891	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern (Vt. Cen.)						
1st Mortgage	800,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, go'd	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La.	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $2,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1880	...
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	95½
Bonds for debts ass'd (N.Y.Cen.)	1,614,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	90
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	91
Bonds for real estate (")	162,000	6	" "	" "	1883	91
Bonds of 1854 renew'd(")	2,000,000	6	June & Dec.	" "	1887	94
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	...
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free (NYC&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	....
Consolidated mortgage of 1868	1,754,000	6	Feb. & Aug.	" "	1893	90
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	108,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1899	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	101
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1893	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1893	....
New York, Providence & Boston:						
1st Mortgage	182,000	6	Feb. & Aug.	New York.	'78-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1890	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg (A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1860	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1860	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225 000	6	Jan. & July.	Philadelphia.	1885	100
2d Mortgage	5,000,000	7	May & Nov.	"	1896	102½
Chattel Mortgage	350,000	10	April & Oct.	"	1877	107
North Shore (L. I.)						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	90
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	89½
3d Mortgage (Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	95
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	91
Income Mortgage conv.	1,200,000	7	April & Oct.	"	1890	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	$0,000pm	7.3	Jan. & July.	New York.	1900	36
Norwich & Worcester(B.H.& N.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	93
Equipment Mortgage	200,000	8	" "	"	1879	93
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage	6,694,000	7	Jan. & July.	New York.	1898	93½
Consolidated 1st Mortgage, stg..		7*	" "	London.	1898	....
Consolidated 2d Mortgage	3,529,000	7	April & Oct.	New York.	1911	81
2d Mortgage, (W. Div.)	433,000	7	Jan. & July.	" "	1874	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bond	50,000	7	May & Nov.	" "	1883	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	71
1st Mortgage (War. & Fkln.)	580,000	7	April & Oct.	"	1882	83
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	70
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	97½
Plain Bonds	485,000	6	April & Oct.	"	1875	95
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	103½
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm		7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1878	85
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	78
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1878	80½
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	79½
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	81
Orange and Newark:						
1st Mortgage	548,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New Yor k.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	96
Owensboro' and Russellville:						
1st Mortgage for $1,500,000		8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	79½
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	66
Income Bonds	1,500,000	7	"	" "	1892	55
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lex. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	:*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	100,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1890	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,970,000	7	Jan. & July.	Philadelphia.	1880	101½
2d Mortgage (")...	2,563,600	6	April & Oct.	"	1875	101½
2d Mortgage (")stg.	2,232,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	19,490,760	6	J. A. J. & O.	Philadelphia.	1910	90½
State lien for $17,500,000, skg f'd	5,854,700	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	310,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	102½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(O.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	99½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	91
2d Mortgage(" ")	3,000,000	7	Jan. & July.	"	1888	87
Gen'l M. for $20,000,000, gold cr.	5,000,000	6*	" "	"	1920	...
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	54½
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,138,900	6	Jan. & July.	Philadelphia.	1898	60
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	83,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1893	67
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	105
Mortgage Loan of 1836 stg	152,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	7,096,000	7	June & Dec.	Philadelphia.	1911	102½
	Dollar registered	3,414,000	7	" "	"	1911	105
	Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	98
	Gold or stg reg.	663,000	6*	" "	" "	1911	97½
	Dollar coupon	332,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv		6,690,985	7	Jan. & July.	"	1893	104½
New improvement Mort. loan		6,631,615	6*	April & Oct.	Phila.or Lond.	1907	....
Philadelphia, Wilmington & Balt.:							
Mortgage Loan, convertible		946,600	6	Jan. & July.	Philadelphia.	1881	111½
Loan of 1866		400,000	6	April & Oct.	"	1876	95
Loan of 1867		1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):							
1st Mortgage, guaranteed		330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):							
Consol. Mortgage for $10,000,000.		6,212,000	7	Feb. & Aug.	Philadelphia.	1900	69
1st Mort. (Steub. & Ind.) conv.		3,000,000	6	monthly.	New York.	1894	70
1st Mort.(Ct.& New'k 33m)conv		775,000	7	Jan. & July.	Philadelphia.	1893	..
Pittsburg & Connellsville:							
1st Mortgage of 1868, tax free..		4,000,000	7	Jan. & July.	Baltimore.	1898	90½
2d Mort. (Balt. Loan) of 1866..		1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)		400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:							
1st Mortgage (Series A)		875,000	7	Jan. & July.	New York.	1912	105½
1st Mortgage (Series B)		875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)		875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)		875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)		875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)		875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)		860,000	7	Jan. & July.	" "	1912	101
2d Mortgage (Series H)		860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)		860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)		860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)		860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)		860,000	7	June & Dec.	" "	1912	....
3d Mortgage		2,000,000	7	April & Oct.	" "	1912	95
Bridge (O. & P. R. R.) bonds		153,000	7	May & Nov.	" "	1876	....
Construct'on bonds of Jan. 1,'70		100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:							
1st Mortgage for $3,600,000		.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:							
1st Mortgage gold, for $1,800,000		.....	7*	May & Nov.	New York.	1880	80
Portland & Ogdensb.(Me.& N.H.):							
1st Mort. (Maine Section) gold..		800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000		.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):							
1st Mortgage gold, for $2,300,000		.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:							
1st Mortgage of 1863		250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:							
1st Mort.(Portland Loan)skg f'd		700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)		350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000		.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):							
1st Mortgage gold, skg f'd		1,500,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.		1,000,000	7*	" "	"	1889	....
Poughkeepsie and Eastern:							
1st Mort. gold, conv. & tax free..		800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:							
1st Mortgage		300,000	6	Jan. & July.	Providence.	18	....
Quincy, Alton and St. Louis:							
1st Mortgage gold		850,000	7*	May & Nov.	Philadelphia.	1862	....
Quincy and Toledo (T., W.& W.):							
1st Mortgage, guaranteed		500,000	7	May & Nov.	New York.	1890	90
Quincy & Warsaw (C. B. & Q.):							
1st Mortgage, guaranteed		800,000	8	Jan. & July.	Boston.	1890	99½
Reading and Columbia (P.& R.):							
1st Mortgage, guaranteed		350,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed		350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:							
1st Mortgage		150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage		300,000	7	" "	"	1880	....
3d Mortgage		150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitch.)		400,000	7	March & Sept.	New York	1906	....
1st Mort. (Troy, Salem & Rutl.)		500,000	7	May & Nov.		1890	....
1st Mortgage (Glenn's Falls)		125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:							
Virginia State Loan, skg fund..		600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds		157,800	6	" "	"	1875	....
Consolidated Mortgage		1,722,000	6	May & Nov.	New York.	'76-'90	70
Rich., Fredericksburg & Potomac							
Sterling Loan		97,777	6*	Jan. & July.	London.	1870	....
Dollar Loan		995,500	6	" "	Richmond.	1881	....
Dollar Loan		172,800	7	" "	"	1875	....
Richmond and Petersburg:							
1st Mortgage		130,500	7	June & Dec	Rich'm'd	1878	....
1st Mortgage		175,000	8	April & Oct.		.....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	827,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund...	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	....
Equipment Mortgage	500,000	8	March & Sept.	"	1880	80
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").....	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)..	180,000	6	June & Dec.	"	1878	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	92
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	...
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	86½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1894	78
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	95½
St. Louis, Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	94½
2d Mortgage May 1, 1868 guar..	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	87½
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....
St Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N. Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort.(R. R. & Lands)..	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R. R. & Lands..	6,000,000	7	—— & ——	New York.	....	....
2d M. (W. Line) R. R. & Lands..	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000.....	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	90½
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds.....	157,460	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.& H.Can.):						
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage.....	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	92
Sheboygan and Fond du Lac:						
1st Mortgage.....	722,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension.....	694,000	8	April & Oct.	" "	1886	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.).						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage.....	700,000	8	May & Nov.	New York.	1904	....
Land Grant Mortgage gold.....	600,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold.....	$200,000	6*	Jan. & July.	Boston.	1886	....
Somerset (Me. Central):						
1st Mortgage gold.....	580,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*.....	1,407,270	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	8	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds.....	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16.000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G.):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1883	....
2d Mortgage for $200,000.....	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold..	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,139,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	93
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va.(A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant....	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold.....	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv.....	891,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv..	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed.....	196,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free.....	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1896	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1890	....
Sullivan and Erie:						
1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1876	90½
Sunbury and Lewistoh:						
1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.....	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000.....	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y.(DL&W):						
1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage.....	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m...	1,800,000	7	June & Dec.	New York.	1894	85½
1st Mortgage (W. Div.) 117 m...	1,800,000	7	Feb. & Aug.	" "	1896	83
2d Mortgage (W. Div.) 117 m...	1,300,000	7	April & Oct.	" "	1886	67
Equipment Mort.sinking fund..	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,408,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	....
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed.....	80,600	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar....	100,600	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1896	....
3d Mortgage.....	650,000	7	May & Nov.	" "	1876	....
Convertible Bonds.....	643,000	7	"	" "	1882	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	95½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	93½
1st Mort. (Quincy & Tol. 34 m)	500,000	7	May & Nov.	" "	1890	88
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	90½
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	91
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	84½
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	78
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	79½
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	87½
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	85½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	82
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	82½
Omaha Bridge B'ds, stg.£250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,006	6*	April & Oct.	Philadelphia.	1875	97½
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	89
Loan of 1880 " "	866,000	6	June & Dec.	Princeton.	1889	87
Consolidated(mort.)Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	99
Sterling Loan £360,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	30
2d Mortgage consolidated	1,500,000	7	" "	"	1891	7½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	67½
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	....	....	80
Equipment Mortgage	1,000,000	8	May & Nov.		'76-'77	74
Equipment Mortgage	1,000,000	8	" "		1889	74
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage (1st series (red))	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage (2d series (blue))	850,000	7	" "	"	1890	....
General Mortgage (3d series (black))	154,000	7	" "	"	1890	....
General Mortgage (4th series (not end.))	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,430	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.&Lynch.	1873	....
Enlarged Mortgage	990,000	6	" "	" "	1884	....
4th Mortgage	846,000	8	March & Sept.	" "	1900	....
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& All.R.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	77
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	101½
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	613,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	72½
1st Mort. endor. by Balt	200,000	6	" "	"	1890	95
2d Mort. " "	300,000	6	" "	"	1890	92
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	89½
2d Mortgage preferred	600,000	6	" "	"	1895	60
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	94
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	87½
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1890	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	82½
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	96
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	103
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	71
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	"	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	87½
2d Mortgage coupon or regis	723,600	7	Jan. & July.	"	1902	79
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,780,000	7	Jan. & July.	New York.	1890	80
2d Mortgage $12,000 p. m	1,585,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G. gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	85
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	6*	" "	London.	1890	....
Preferred Bonds (next lien)	1,090,500	6	Jan. & July.	Baltimore.	1885	107
Delaware Division (L.O. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage registered. (1st series, Nov. 1, 1867. 2d series, July 1, 1869. 3d series, Jan. 1, 1871.)	1,500,000 / 3,500,000 / 5,000,000	7	May & Nov. / Jan. & July. / " "	New York. / " " / "	1877 / 1884 / 1891	.... / 103 / 102
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	95½
Mortgage Loan reg	2,000,000	6	F. M. A. & N.	"	1897	95
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	97
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	96
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	90
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Essex):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	96
2d Mortgage	285,000	6	" "	"	1876	96
Boat Loan, sinking fund	236,965	7	" "	"	1885	60
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	98
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1862	74
Plain Bonds	85,222	6	" "	"	1870	75
Improvement bonds	260,000	6	May & Nov.	"	1870	75
Boat and Car Loan	756,650	6	" "	"	1888	72
Boat and Car Loan	628,100	7	" "	"	1880	87
Coupon Bonds	1,079,000	6	Jan. & July.	"	1896	73
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	74
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,610	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	286,000	6	May & Nov.	"	1894	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. M. in Line	Railroad. Branch Line	Railroad. 2d Track and Sidings.	Railroad. Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Property and Assets. Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	3	106	Adirondac.....New York.	2,728,692	*	.....	7,000,000	3,763,000	980,000	1,962,756	—	60.2	.....	.....	.....	160,425	.....	—	100	...
May 31, 1872	298.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central †.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1872	142.0	—	87.1	—	21	24	12	749	Albany and Susq. (D. & H.)...New York.	7,463,572	... .	.....	.....	8,000,000	4,467,000	.....	.....	164.0	(Del. &	Hud. Cana	l Co.)	1,341,228	423,821	7	100	94
Sept. 30, 1872	51.0	—	2.0	—	3	4	1	21	Alexandria and Fredericksburg †.....Va.	2,500,000	*	.....	.....	.....	1,000,000	.....	—	51.0	.....	.....	.....	.....	.....	—	100	...
Jan. 31, 1873	132.0	—	44.9	112.0	.....	.....	.....	.....	Allegheny Valley.....Pennsylvania.	13,200,000	.....	.....	.....	2,256,300	12,389,000	.....	.....	132.0	.....	.....	.....	.....	.....	—	100	...
Nov. 30, 1872	36.8	—	1.6	—	—	—	—	—	Allentown.....Pennsylvania.	1,147,225	—	—	—	567,544	—	579,681	—	35.8				2,239,168	960,684	—	50	...
Dec. 31, 1872	20.5	—	2.0	—	5	10	2	43	Annapolis and Elkridge.....Maryland.	448,000	*	.....	.....	350,000	—	—	96,000	20.5	.....	(Phila. & R	eading R.	R.)	.....	.....	—	50	...
Dec. 31, 1872	57.0	—	2.8	28.0	—	—	—	—	Arkansas Central (3 ft.) †.....Arkansas.	.....	.....	.....	.....	.....	.....	.....	—	—	.....	.....	.....	.....	.....	—	50	...
Mar. 31, 1873	23.6	—	1.9	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	246,018	15,000pm	.....	—	—	.....	.....	.....	.....	.....	—	100	...
Nov. 30, 1872	465.0	—	23.3	200.0	.....	.....	.....	.....	Atchison, Topeka & Santa Fe....Kansas.	20,000,000	*	.....	.....	8,615,000	10,564,800	570,000	—	—	(In prog	ress to N.	Mexico.)	.....	.....	—	100	...
Sept. 30, 1872	30 4	—	0.9	—	3	2	1	17	Athol and Enfield.....Massachusetts.	305,873	7,555	44,400	.....	520,000	293,400	44,605	3,814	30.4	44,320	26,778	17,193	39,082	10,555	3	100	13
June 30, 1872	86.7	—	8.9	—	19	6	5	179	Atlanta and West Point.....Georgia.	1,200,129	*	.....	.....	1,232,200	22,000	.....	—	86.7	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1872	387.3	38.2	149.4	—	166	52	26	3,117	Atlantic and Great West. N.Y. Penn. & O.	30,992,240	*	.....	.....	24,000,000	56,992,240	.....	—	565.8	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1872	237.0	110.0	16.3	165.0	26	19	6	336	Atlantic and Gulf †.....Georgia.	7,592,288	*	162,337	.....	4,479,677	3,294,700	330,991	—	347.5	635,350	98,234	.....	5,451,229	855,670	—	100	...
Sept. 30, 1872	406.0	20.0	31.0	100.0	78	29	18	832	Atlantic, Mississippi and Ohio....Virginia.	17,765,914	*	8,718,937	.....	6,921,900	14,889,843	.....	—	428.0	1,427,688	222,575	530,583	1,969,053	734,328	—	100	...
May 31, 1872	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina †.N.Carolina.	2,200,000	.....	.....	.....	1,600,000	200,000	.....	—	95.0	.....	(No retur	ns furnish	ed.)	.....	.....	—	100	...
Dec. 31, 1872	364.0	—	18.2	200.0	.....	.....	.....	.....	*Atlantic and Pacific* †..Missouri & Ind. Ter.	.....	*	.....	.....	15,000,000	12,500,000	.....	—	328.2	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1872	149.5	1.5	16.2	—	.....	.....	.....	.....	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	—	—	3,994,900	3,488,848	201,089	—	—	.....	.....	.....	.....	.....	—	100	...
Nov. 30, 1872	58.0	—	2.7	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	—	—	733,700	129,000	—	—	—	.....	.....	.....	.....	.....	4	100	...
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Genesee and Mount Morris ..N. Y.	245.000	*	.....	.....	194,250	20,000	20,000	—	19.1	21,302	43,209	4,901	33,299	6,001	7	100	...
Nov. 30, 1872	57.7	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	—	58.2		(Leased to	Pennsylv	ania.)			—	100	...
Sept. 30, 1872	379.6	—	502.7	—	383	205	52	7,904	Baltimore and Ohio †.....Md. & W. Va.	31,170,756	7,995,656	13,423,332	3,424,556	16,704,762	12,466,639	700,873	26,152,289	454.6	9,172,997	.....	.....	10,654,472	4,532,072	8	100	175
Sept. 30, 1872	30.0	—	39.9	—	—	—	—	—	Washington branch †.....Maryland.	1,650,000	—	—	642,200	1,650,000	20,000	—	622,500	30.0	476,800	.....	.....	480,645	335,735	10	100	160
Sept. 30, 1872	106.5	—	21.8	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	10,000,000	—	—	—	5,680,685	593,500	—	—	103.5	1,008,407	.....	.....	826,803	114,541	—	100	11
Dec. 31, 1872	32.0	—	3.2	89.0	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	32.2	(Opened	to Washi	ington, Ma	y 1, 1872.)	.....	.....	—	100	7
Dec. 31, 1872	33 4	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	—	—	650,000	250,000	—	—	—	(Operat	ed by Ma	ine Centr	al.)	35,000	—	—	50	...
Dec. 31, 1872	67.0	—	6.7	—	30	21	8	967	Belvidere Delaware .....New Jersey.	3,876,842	*	—	—	995,300	2,244,500	1,228,128	—	67.0	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1872	22 0	—	2.0	—	—	—	—	—	Berkshire.....Mass.	600,000	—	8,000	—	600,000	—	—	—	22.0	58,408	80,192	174,297	335,380	218,608	—	100	...
Sept. 30, 1872	15.6	—	5.7	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	.....	.....	.....	468,000	.....	.....	—	—	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1872	201.6	48.0	316.8	—	206	181	46	4,118	Boston and Albany.....Mass. & N. York.	19,890,414	4,411,338	1,071,646	2,106,438	19,664,100	3,087,000	546,724	4,237,012	268.3	4,883,071	5,247,576	2,732,907	9,259,699	2,362,615	10	100	140
Sept. 30, 1872	25.2	—	2.0	0.8	4	4	2	80	Boston, Barre and Gardner.....Mass.	763,114	104,775	30,324	4,028	736,240	—	168,849	12,147	28.0	82,064	85,157	17,499	69,358	7,550	—	100	...
Sept. 30, 1872	42.9	—	9.0	—	21	22	12	434	Boston, Clinton and Fitchburg.....Mass.	1,430,328	646,052	110,250	95,738	872,000	1,250,000	62,586	97,180	90.2	441,745	467,966	317,043	576,413	192,795	—	100	...
Mar. 31, 1873	93.5	—	12.8	—	22	24	19	473	Boston, Concord and Montreal.....N. H.	2,850,000	*	218,300	327,759	1,800,000	1,050,000	29,603	516,456	139.0	.....	171,511	92,186	670,349	181,715	6p	100	...
Sept. 30, 1872	26.8	16.0	45.8	—	37	46	20	940	Boston and Lowell.....Mass.	2,469,955	252,845	2,566,759	253,142	2,852,900	1,771,024	542,860	374,417	71.8	741,981	1,949,688	620,053	1,293,969	241,016	8	500	105½
Sept. 30, 1872	80.8	8.8	84.9	36.0	61	102	28	975	Boston and Maine.....Mass., N. H. & Me.	6,728,333	1,144,587	775,992	525,480	6,816,834	—	1,341,862	1,016,686	153.8	1,215,996	4,135,469	520,722	2,004,672	504,116	10	100	107
Sept. 30, 1872	44.0	14.6	66.0	—	38	67	11	482	Boston and Providence.....Mass. & R. I.	3,691,138	207,400	573,542	258,320	3,950,000	—	356,478	427,922	66.5	239,132	762,246	765,733	1,716,399	465,347	10	100	146½
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa.....Canada.	2,647,004	*	.....	.....	424,704	1,657,200	.....	—	85.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1872	172.0	—	12.0	70.0	18	12	6	171	Brunswick and Albany†.....Georgia.	10,548,000	*	.....	.....	4,898,000	5,650,000	350,000	—	—	(Com	pany in ba	nkruptcy.	)	.....	—	100	...
Sept. 30, 1872	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,889,500	*	.....	.....	2,286,000	583,500	.....	—	—	(Erie	Railway	Co.)	.....	40,600	—	100	...
Sept. 30, 1872	43.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.... N. Y. & Penn.	1,546,930	*	.....	.....	428,717	700,000	548,229	—	43.2	.....	.....	.....	228,099	.....	—	100	...
Sept. 30, 1872	142.0	—	12.7	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,339,000	.....	.....	.....	950,000	2,380,000	.....	—	—	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1872	117.0	—	5.9	—	.....	.....	.....	.....	Buff., New York and Phila. N.Y. & Penn.	3,064,271	*	.....	.....	1,600,707	1,876,500	430,605	—	88.0	(Opened	to Empor	ium, Pa.)	139,145	17,300	—	100	...
Dec. 31, 1872	219.0	79.0	14.0	—	24	16	7	525	Burl., Cedar Rapids and Minnesota. Iowa.	7,600,000	*	.....	.....	5,400,000	2,200,000	.....	—	332.0	.....	.....	.....	995,129	283,802	—	100	...
Dec. 31, 1872	120.0	—	6.0	100.0	—	—	—	—	Burlington and Southwestern. Iowa & Mo.	3,000,000	*	.....	.....	1,200,000	1,750,000	.....	—	—	.....	(In prog	ress.)	.....	.....	—	100	...
Feb. 28, 1873	158.0	—	.....	143.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	10,000,000	*	.....	.....	12,000,000	8,000,000	.....	—	.....	(Comp	leted to Mo	. Line Ma	y, 1873.)	.....	—	100	...
Dec. 31, 1872	160.0	—	8.0	—	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	—	160.0		(Recently	completed	.)	.....	—	100	...
Dec. 31, 1872	61.2	—	92.9	—	—	—	—	—	Camden and Amboy.....New Jersey.	9,458,328	—	—	—	5,847,800	—	—	—	—	(Pennsy	lvania R.	R. Co.)	10,000,000	—	10	100	...
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	100	Camden and Atlantic.....New Jersey.	1,790,623	376,196	139,354	32,388	1,215,870	1,088,400	54,907	9,364	67.0	213,639	417,186	69,324	467,036	212,119	3½p	50	60
Dec. 31, 1872	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Pennsy	lvania R.	R. Co.)	—	—	6	100	...
Dec. 31, 1872	28.5	—	4.8	51.0	.....	.....	.....	.....	Canada Central.....Canada.	685,166	*	—	5,888	.....	.....	683,467	3,776	3,890	28.5	.....	.....	.....	.....	—	100	...
Jun. 30, 1873	229.0	63.0	29.2	—	.....	.....	.....	.....	Canada Southern.....Canada.	.....	.....	.....	.....	5,000,000	8,760,000	.....	—	—	.....	(Recently	completed	.)	.....	—	100	...
Sept.30, 1872	71.6	22.4	7.8	18.0	19	23	12	160	Cape Cod.....Mass.	1,245,594	237,393	46,392	16,547	1,022,330	349,000	132,591	46,985	94.0	210,684	288,417	75,147	321,798	86,737	8	60	...
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2	—	31	Carbondale and Shawneetown....Illinois.	562,650	*	.....	.....	355,500	200,000	7,150	—	18.0	(Opened	Dec. 30, 1	871.)	.....	.....	—	100	...
Sept. 30, 1872	18.0	—	0.5	10.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	561,139	*	.....	.....	445,488	150,000	.....	—	18.0	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1872	20.0	4.0	8.0	—	6	3	2	517	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	426,000	.....	.....	—	24.0	.....	.....	.....	.....	.....	—	100	...
Oct. 31, 1872	94.0	4.5	8.5	—	21	9	5	602	Catawissa.....Penn.	6,098,850	*	.....	.....	4,359,500	1,739,350	.....	—	—	.....	.....	.....	.....	.....	6	25	...
Sept. 30, 1872	14.8	—	1.3	—	2	2	2	14	Cazenovia and Canastota.....New York.	538,006	*	.....	.....	294,529	250,000	29,250	—	14.8	(Leased	Nov. '72 to	Ph. & Rdg.	)	572,104	183,169	7 p.	50	34
Dec 31, 1872	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	—	—	—	(Illinois | Central.)			25,885	4,391	—	100	...
Dec. 31, 1872	271.6	2.4	22.1	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,233,000	—	—	—	7,619,000	3,614,000	—	—	—	(Chic. &	North We	stern R. R	.)	128,646	113,400	—	100	...
Dec. 31, 1872	100.0	—	15.0	250.0	6	6	3	131	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	101.0	(No re	turns furn	ished.)			—	100	...
Nov. 30, 1872	192.0	—	29.7	—	53	44	27	792	Central of Georgia.....Georgia.	5,000,000	*	1,628,457	1,022,692	5,000,000	1,389,000	341,663	—	284.0	.....	169,119	.....	1,656,154	689,308	10	100	...
Dec. 31, 1872	202.0	—	16.6	24.0	22	8	6	301	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	—	202.0	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1872	22.0	4.0	3.2	—	3	7	—	22	Central of Long Island.....New York.	1,459,616	*	.....	.....	297,800	687,000	470,598	—	—	(Flushi	ng & N. S	ide R. R.)			—	100	...
Dec. 31, 1872	74.0	6.7	211.8	—	227	128	47	9,062	Central of New Jersey.....New Jersey.	12,424,935	7,882,235	7,649,492	4,310,442	20,000,000	9,209,000	3,058,154	—	291.0	4,889,891	4,478,513	1,490,689	7,120,718	1,957,538	10	100	106
Dec. 31, 1872	137.0	—	31.2	—	40	28	24	737	Central Ohio.....Ohio.	5,499,939	*	.....	.....	.....	2,845,500	2,500,000	—	137.0	.....	.....	.....	989,327	170,721	6	50	82
Dec. 31, 1872	963.0	339.0	110.4	600 0	187	168	40	3,307	*Central Pacific*†.....Cal. Nev. & Utah.	139,485,693	5,622,693	5,458,198	2,513,287	54,283,190	81,939,680	422,041	7,483,960	1,158.0	.....	588,533	746,153	11,963,641	6,952,362	—	100	73
Dec. 31, 1872	194.8	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta....S.Car.	5,512,090	*	256,090	.....	2,578,000	3,100,000	.....	—	194.6	.....	.....	.....	652,107	439,718	—	100	...
Dec. 31, 1872	22.5	—	5.0	—	—	—	—	—	Chartiers.....Pennsylvania.	1,127,818	—	—	13,697	625,060	500,000	3,150	—	22.8	39,140	.....	.....	60,440	20.440	—	50	...
Sept. 30, 1872	428.0	—	42.8	72.0	45	27	18	761	Chesapeake and Ohio.....Va. & W. Va.	26,542,490	*	789,765	2,836,883	13,398,407	18,624,953	3,387,461	—	227.0	511,475	141,873	115,473	777,632	288,687	—	100	...
Jun. 30, 1872	40.7	0.8	2.0	—	2	.....	.....	.....	Chester and Tamaroa.....Illinois.	1,690,000	*	.....	.....	1,000,000	660,000	30,000	—	41.5	(Opened	March 187	2.)	.....	.....	—	100	...

Sept. 30, 1872	53.6	—	11.2	—	28	22	10	409	Cheshire	New Hampshire.	2,337,707	351,600	160,000	260,554	2,153,800	809,200	28,992	118,370	88.1	622,256	192,234	412,432	824,763	183,851	6	100	..	..	..	..	..
Dec. 31, 1872	21.5	—	3.1	—	—	—	—	—	Chester Valley	Pennsylvania.	1,371,900	—	—	—	871,900	500,000	955,000	—	—	(Phila. a	nd Readin	g R. R. Co	mpany.)	—	—	50	..	..	..	..
Dec. 31, 1872	242.0	117.4	92.1	—	144	74	24	2,912	Chicago and Alton	Illinois.	14,627,712	*	4,348,918	1,348,501	11,355,300	5,446,630	3,255,428	363,773	649.1	5,902,102	772,506	1,601,798	5,156,326	1,879,147	10	100	107	..	..	..	..
Dec. 31, 1872	698.8	552.4	287.2	—	283	127	62	5,409	Chicago, Burlington and Quincy	Illinois.	56,648,400	*	4,555,731	—	26,050,583	26,221,642	602,466	8,329,470	1,469.2	(8 mont	hs on 825	miles.)	7,564,575	2,839,866	10	100	110	..	..	..	..
Dec. 31, 1872	60.0	—	6.0	—	6	4	2	320	Chicago, Clinton and Dubuque	Iowa.	2,460,000	*	.....	.....	960,000	1,500,000	.....	.....	60.0	(Opene	d in Fall o	f 1872.)	.....	.....	—	100	..	..	..	..	..
Dec. 31, 1872	110.0	76.0	12.0	20.0	24	10	5	955	Chicago, Danville and Vincennes	Ill.	6,675,565	*	221,107	.....	2,975,000	3,325,000	345,068	.....	110.0	.....	.....	.....	627,930	277,853	—	100	..	..	..	..	..
Dec. 31, 1872	73.0	—	3.7	—	5	4	2	168	Chic., Cincinnati and Louisville	Indiana.	2,500,000	156,000	10,000	.....	1,500,000	1,000,000	.....	.....	73.0	(No inf	ormation	furnished.	)	.....	—	100	..	..	..	..	..
Dec. 31, 1872	117.0	14.0	21.5	—	14	8	3	410	Chic., Dubuque and Minnesota	Io. & Minn.	6,500,000	*	.....	.....	2,500,000	4,425,000	.....	.....	131.0	(No inf	ormation	furnished.	)	.....	—	100	..	..	..	..	..
Dec. 31, 1872	80.0	—	8.0	30.0	15	6	3	—	Chicago and Iowa	Illinois.	4,100,000	*	.....	.....	1,350,000	1,750,000	1,000,000	.....	—	(Chic., B	url. & Quin	cy R. R. C	o.)	140 000	—	100	..	..	..	..	..
May 31, 1873	81.3	1.1	16.9	—	—	—	—	—	Chicago, Iowa and Nebraska	Iowa.	5,000,000	—	—	—	4,200,000	810,000	—	—	—	(Chic. &	Northwes	tern R. R	Co.)	—	8	100	81	..	..	..	..
Dec. 31, 1872	170.0	25.0	19.6	55.0	25	12	7	605	Chicago and Michigan Lake Shore	Mich.	6,538,400	*	.....	.....	1,188,400	5,350,000	.....	.....	170.0	482,640	240,169	128,662	500,985	218,500	—	100	..	..	..	..	..
May 31, 1872	1,383	—	200.0	120.0	269	277	85	5,983	Chicago and N. West'n. Ill., Wis. & Mich.		56,199,718	*	2,343,919	.....	35,878,644	20,474,000	724,299	1,466,694	1,271.0	.....	2,224,708	2,510,016	11,402,161	4,592,135	—	100	58	..	..	..	..
Dec. 31, 1872	67.0	—	....	193.0	—	—	—	—	Chicago and Paducah	Illinois.	1,800,000	—	—	—	1,350,000	540,000	.....	.....	—	(Operat	ed by con	tractor—N	o report.)	—	—	100	..	..	..	..
Dec. 31, 1872	60.0	—	6.0	100.0	—	—	—	—	Chicago, Pekin & South-Western	Ill. & Mo.	—	(No inf	ormation.)	—	.....	.....	.....	.....	—	(Being	constructed.)	—	—	—	—	100	..	..	..	..
Mar. 31, 1873	493.0	120.5	142.8	—	197	66	36	3,940	Chicago, Rock Island & Pacific	Ill. & Iowa.	28,716,723	*	7,889,906	2,109 406	25,000,000	8,972,000	154,351	4,589,683	660.0	4,840,995	956,734	1,289,890	6,657,050	3,139,267	8	100	106	..	..	..	..
Mar. 31, 1873	35.0	—	—	167.0	—	—	—	—	Chicago and Southern Illinois	Ill. & Ind.	—	(Under	construct	ion—no	informati	on)	—	—	—	—	—	—	—	—	—	100	..	..	..	..	..
Dec. 31, 1872	269.0	32.0	16.9	—	—	—	—	—	Chicago and South Western	Iowa & Mo.	13,500,000	—	.....	.....	7,000,000	5,000,000	1,658,551	.....	—	(Chic., R	ock Islan	d and Paci	fic R. R.	Co.)	—	100	..	..	..	..	..
Dec. 31, 1872	36.3	—	2.1	—	—	—	—	—	Chillicothe and Brunswick	Mo.	865,000	—	—	—	365,000	500,000	.....	.....	—	(St. Lou	is K. City	and North	ern R. R.	Co.)	—	100	..	..	..	..	..
Dec. 31, 1872	7.0	—	3.0	....	—	—	—	—	Cincinnati and Baltimore	Ohio.	1,105,453	—	—	—	673,000	314,000	118,453	.....	—	(Mariett	a and Cin	cinnati R.	R. Co.)	—	—	100	..	..	..	..
Mar. 31, 1873	60.0	—	118.2	—	33	30	13	429	Cincinnati, Hamilton and Dayton	Ohio.	3,974,655	1,127,251	1,889,230	262,965	3,500,000	2,032,000	1,052,450	669,651	60.0	549,574	750,687	564,542	1,204,865	495,373	8	100	..	..	..	..	..
Mar. 31, 1873	98.0	25.0	7.2	—	19	9	6	358	Cin., Hamilton and Indianapolis	O. & Ind.	6,187,645	*	—	.....	(Sold un	der forec	lose. for	$1,000,000	123.0	.....	.....	.....	312,358	L. 17,967	—	100	..	..	..	..	..
Dec. 31, 1872	39.0	—	1.9	—	—	—	—	—	Cincinnati and Martinsville	Indiana.	800,000	—	—	—	400,000	400,000	.....	.....	39.0	(Until re	cently lea	sed to Ind.	Cin. & La	fayette.)	—	100	..	..	..	..	..
Dec. 31, 1872	148.4	—	12.8	—	16	12	4	370	Cincinnati and Muskingum Valley	Ohio.	5,472,977	*	.....	109,315	3,996,610	1,500,000	31,360	84,326	148.0	424,240	141,450	148,249	439,838	166,087	—	100	..	..	..	..	..
Mar. 31, 1873	36.0	—	2.6	—	5	1	4	167	Cin., Richmond and Chicago	Ohio & Ind.	826,733	184,552	700	56,965	382,600	566,000	61,350	.....	42.0	.....	.....	.....	229,636	70,974	—	100	..	..	..	..	..
Dec. 31, 1872	91.5	—	4.5	—	—	—	—	—	Cincinnati, Rich. & Ft. Wayne	Indiana.	3,756,952	—	—	—	2,000,000	1,800,000	.....	.....	91.5	.....	90,118	72,204	187,252	61,470	—	100	..	..	..	..	..
Jun. 30, 1872	155.0	15.5	24.9	—	28	27	12	662	Cincinnati, Sandusky & Cleveland	Ohio.	7,982,936	*	.....	.....	4,729,037	3,261,330	18,108	.....	215.5	741,280	254,436	283,393	850,755	339,244	—	50	204	..	..	..	..
Dec. 31, 1872	25.0	—	....	270.0	4	2	1	110	Cincinnati and Terre Haute	Ohio & Ind.	—	(Under	construct	ion—no	report.)	—	—	—	25.0	20,360	4,032	—	7,047	—	—	100	..	..	..	..	..
Dec. 31, 1872	340.5	49.9	75.0	—	118	47	17	3,025	Cleveland, Col. Cin. & Ind	Ohio & Ind	16,395,579	*	1,929,844	1,427,649	14,961,275	5,005,000	1,446,285	310,412	471.4	3,877,159	572,396	1,444,354	4,598,171	1,379,526	7	100	61	..	..	..	..
Dec. 31, 1872	67.8	12.4	10.3	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,147,934	—	.....	.....	2,059,200	1,164,000	.....	.....	—	(Atl. & G	t. Wtn. Ra	ilway Co.)	274,907	260,946	7	50	..	..	..	..	..
Jun. 30, 1872	102.0	—	5.0	42.0	11	6	4	460	Clev., Mt. Vernon and Delaware	Ohio.	2,575,125	*	.....	.....	1,200,000	2,300,000	.....	.....	114.5	133,000	135,607	176,909	300,347	126,728	—	100	..	..	..	..	..
Nov. 30, 1872	167.0	32.0	76.4	—	83	41	22	2,619	Cleveland and Pittsburg	Ohio & Penn.	12,490,700	2,538,644	659,162	219,062	11,236,150	2,834,344	396,663	440,411	225.0	2,316,159	654,758	1,881,912	Pa. R. R.	1,058,288	7	50	87	..	..	..	..
Dec. 31, 1872	681.0	—	68.0	—	158	54	27	1,652	Col., Chic. & Ind. Cent	Ohio, Ind & Ill	37,014,719	*	.....	.....	13,328,569	23,555,174	130,974	.....	681.0	4,590,845	646,459	1,390,597	4,411,095	788,881	—	100	305	..	..	..	..
Dec. 31, 1872	76.0	4.0	....	161.0	3	2	2	12	Colorado Central (3 ft.)	Colorado.	1,999,300	*	.....	.....	1,474,300	525,000	.....	.....	40.0	.....	.....	.....	90,216	14,967	—	100	..	..	..	..	..
Dec. 31, 1872	76.0	13.0	12.6	—	25	8	4	1,601	Columbus and Hocking Valley	Ohio.	2,578,037	1,072,739	268,658	59,094	1,268,810	2,148,000	291,499	330,219	89.0	499,522	134,999	681,819	854,892	442,663	25	50	..	..	..	..	..
Dec. 31, 1872	45.0	—	3.4	—	—	—	—	—	Columbus, Springfield & Cin	Ohio.	2,000,000	—	—	—	1,000,000	1,000,000	.....	.....	—	(Leased	to Cin., Sa	nd. & Clev	. R. R. C	o.)	—	100	..	..	..	..	..
Mar. 31, 1873	35.0	7.0	49.0	—	33	36	13	811	Concord	New Hampshire	1,500,000	*	187,390	104,436	1,500,000	—	111,357	180,169	145.5	802,162	613,842	692,768	1,040,115	150,759	10	50	102	..	..	..	..
Mar. 31, 1873	41.0	—	6.0	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	1,108,859	—	—	—	350,000	—	—	—	—	(Concor	d R. R. Co	mpany.)	25,000	25,000	7	100	..	..	..	..	..
Jun. 30, 1872	110.3	—	15.2	—	22	15	7	746	Connecticut and Passump. Riv.	Vermont.	3,386,486	*	261,151	123,946	2,127,273	1,257,100	39,767	246,371	143.7	458,581	167,112	171,923	812,768	308,902	6	100	77	..	..	..	..
Sept. 30, 1872	50.0	5.9	23.5	—	18	24	10	311	Connecticut River	Massachusetts.	2,055,527	225,814	188,686	510,977	1,850,000	250,000	415,226	405,778	55.9	324,053	985,504	383,770	729 311	215,481	10	100	137	..	..	..	..
Sept. 30, 1872	45.0	—	4.7	—	6	12	5	140	Connecticut Valley	Connecticut.	2,468,589	246,175	.....	.....	1,038,500	998,000	978,000	7,390	45.0	66,293	205,441	16,077	144,851	7,390	—	100	..	..	..	..	..
Sept 30, 1872	66.7	—	7.0	—	8	10	2	170	Connecticut Western	Connecticut.	3,797,665	295,321	.....	.....	1,504,025	2,436,500	96,323	.....	68.3	146,880	151,638	60,467	223,565	65,612	—	100	..	..	..	..	..
Dec. 31, 1872	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	—	.....	.....	1,278,300	1,000,000	.....	.....	—	(Phila.	and Trent	on R. R. C	ompany.)	.....	6	50	..	..	..	..	..
Sept. 30, 1872	16.0	1.0	1.6	—	2	2	1	17	Cooperstown and Susquehanna	N. York.	458,914	*	.....	.....	308,405	100,000	22,240	.....	17.0	.....	.....	.....	39,611	14,727	—	100	..	..	..	..	..
Dec. 31, 1872	74.0	7.0	26.0	—	19	17	6	371	Cumberland Valley	Penn.	1,725,143	*	656,432	157,782	2,094,250	352,300	72,174	600,583	141.6	276,889	288,817	322,017	581,064	287,989	8	50	..	..	..	..	..
Dec. 31, 1872	45.0	—	2.5	—	5	2	2	17	Danv., Hazleton & Wilkesbarre	Penn.	1,102,600	*	.....	.....	684,235	1,400,000	.....	.....	—	(Leased	to Pennsy	lvania R.	R. Co.)	—	—	50	..	..	..	..
Sept. 30, 1872	23.8	10.0	4.5	—	6	6	2	72	Danbury and Norwalk	Connecticut	1,108,448	145,383	.....	.....	600,000	497,500	86,050	25,681	33.8	101,553	159,330	44,653	172,120	69,796	10	50	..	..	..	..	..
Mar. 31, 1873	90.0	32.0	....	20.0	....	....	....	....	Davenport and St. Paul	Iowa & Minn.	5,000,000	*	.....	.....	2,000,000	2,440,000	.....	.....	90.0	(Recent	ly opened	—No repo	rt.)	.....	—	100	..	..	..	..	..
Mar. 31, 1873	142.0	—	21.3	—	23	15	4	686	Dayton and Michigan	Ohio.	6,038,363	777,401	78,671	149,269	2,398,785	4,102,700	382,741	158,468	142.0	.....	.....	.....	1,034,567	279,023	24	100	..	..	..	..	..
Jun. 30, 1872	31.8	—	1.8	—	4	4	3	68	Dayton and Union	Ohio.	612,015	*	.....	.....	86,000	527,445	.....	.....	31.8	116,316	64,344	94,955	134,148	52,209	—	100	..	..	..	..	..
Jun. 30, 1872	41.5	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	1,011,276	—	—	—	Sunk.	701,000	.....	.....	—	(Operat	ed by Pitt	sb'g, St. L	& Cinc. C	o.)	—	100	..	..	..	..	..
Oct. 31, 1872	83.0	16.3	5.6	—	—	—	—	—	Delaware	Delaware.	2,114,184	—	76,154	71,522	1,317,390	870,000	.....	74,470	99.3	317,068	.....	.....	448,841	121,046	6	100	..	..	..	..	..
Dec. 31, 1872	45.0	—	66.0	—	46	3	1	4,286	Delaware and Hudson	Penn.	4,621,411	*	24,313,589	955,845	15,000,000	13,088,385	—	1,804,460	62.0	(Owned	& operate	d by Del. &	Hud. Can	al Co.)	10	100	..	..	..	..	..
Dec. 31, 1872	115.0	—	119.0	—	128	20	9	10389	Delaware, Lack. and Western	Penn.	15,512,767	*	.....	.....	20,000,000	5,394,000	4,239,545	.....	115.0	3,254,260	249,578	3,347,671	4,746,678	2,867,966	10	100	110	..	..	..	..
Dec. 31, 1872	106.0	15.0	5.1	—	6	4	2	64	*Denver Pacific*	Colorado.	5,000,000	*	.....	.....	2,500,000	2,500,000	.....	.....	121.0	.....	19,795	48,862	371,903	196,997	—	100	..	..	..	..	..
Dec. 31, 1872	118.0	31.0	5.6	782.0	10	11	2	292	Denver and Rio Grande	Col. & N. Mex.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	155.0	(Operati	ons by Co.	commence	d Jan. 1, 1873.)	—	100	..	..	..	..	..
Dec. 31, 1872	250.0	—	20.0	—	27	10	10	840	Des Moines Valley	Iowa.	13,803,285	*	.....	.....	6,523,600	5,070,000	930,000	.....	250.0	447,679	108,599	198,360	776,254	127,223	—	100	..	..	..	..	..
Aug. 31, 1872	63.0	—	3.8	28.0	6	4	4	146	Detroit, Kel River and Illinois	Michigan.	2,386,000	*	.....	.....	1,000,000	1,500,000	.....	.....	—	(R	ecently op	ened—no	returns.)	—	—	100	..	..	..	..	..
Aug. 31, 1872	65.0	—	3.2	—	4	2	2	50	Detroit, Hillsdale and Indiana	Michigan.	1,318,150	*	.....	.....	343,150	1,470,000	.....	.....	65.0	(R	ecently op	ened—no	returns.)	—	—	100	..	..	..	..	..
Dec. 31, 1872	189.0	—	26.0	—	34	37	20	502	Detroit and Milwaukee	Michigan.	10,213,528	*	.....	.....	2,917,140	7,296,388	.....	19,259	189.0	775,746	438,074	330,559	1,381,603	442,155	—	100	..	..	..	..	..
Aug. 31, 1872	164.0	2.0	2.0	22.0	....	....	....	....	Detroit, Lansing & Lake Michigan	Mich.	6,777,000	*	.....	.....	1,707,000	4,070,000	.....	.....	166.0	.....	.....	.....	610,000	.....	—	100	..	..	..	..	..
Dec. 31, 1872	14.0	—	2.0	—	—	—	—	—	Dexter and Newport	Maine.	300,000	—	—	—	122,000	175,000	.....	.....	—	(Leased	to Maine	Central.)	—	18,000	6	100	..	..	..	..	..
Oct. 31, 1872	33.5	—	3.4	—	2	—	—	—	Dorcester and Delaware	Del. & Md.	.....	.....	.....	.....	.....	.....	.....	.....	33.5	.....	12,338	7,781	22,792	7,175	—	100	..	..	..	..	..
Sept. 30, 1872	29.0	—	2.8	—	—	—	—	—	Dover and Winnipisseogee	New Hamp.	825,000	—	—	—	480,000	—	—	—	—	(Boston	and Maine	R. R. Co.)	—	29,000	6	100	..	..	..	..	..
Dec. 31, 1872	142.9	—	15.4	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,893,200	—	—	—	5,000,000	880,000	—	—	—	(Leased	by Illinois	Central.)	—	.....	6	100	65	..	..	..	..
Dec. 31, 1872	54.7	—	2.8	—	4	4	5	76	Dubuque and South Western	Iowa.	1,719,977	40,161	.....	.....	1,174,977	550,000	12,247	63,057	54.7	.....	.....	.....	.....	.....	—	100	..	..	..	..	..
Dec. 31, 1872	54.8	—	4.2	—	6	7	3	81	Dunkirk, Warren & Pittsburg	N. York.	2,770,565	*	.....	.....	1,266,000	1,400,000	189,907	.....	54.8	.....	.....	.....	109,262	2,064	—	100	..	..	..	..	..
Sept. 30, 1872	58.0	—	7.4	—	7	6	3	92	Dutchess and Columbia Counties	N. Y.	2,796,377	*	.....	.....	1,488,487	1,800,000	554,407	.....	58.0	.....	.....	.....	210,546	L. 26,996	—	100	..	..	..	..	..
Sept. 30, 1872	17.5	—	1.1	—	—	—	—	—	Duxbury and Cohasset	Mass.	384,519	*	—	9,870	350,000	—	42,239	2,150	17.5	.....	100,711	6,262	34,048	1,484	—	100	..	..	..	..	..
Oct. 31, 1872	17.5	—	0.6	—	—	—	—	—	East Brandywine and Waynesb	Penn.	284,800	—	—	—	89,800	175,000	.....	.....	—	(Pennsy	lvania R. R	Co.)	.....	.....	—	50	..	..	..	..	..
Oct. 31, 1872	36.0	—	15.8	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,484,290	—	—	—	1,309,200	495,900	.....	.....	—	(Phila. &	Reading	Co.)	.....	—	6	50	80	..	..	..	..
Jun. 30, 1872	242.0	28.0	27.0	—	43	33	8	695	East Tenn., Va., & Georgia	Tenn. & Ga.	9,167,851	*	784,760	661,293	1,970,024	3,889,900	168,593	3,735,377	270.0	.....	.....	172,895	1,201,492	366,692	—	100	..	..	..	..	..
Sept. 30, 1872	41.4	71.7	61.6	—	73	133	35	854	Eastern	Massachusetts.	7,436,949	1,767,261	1,382,236	1,579,078	4,262,600	6,746,100	701,841	406,582	264.6	1,403,179	5,000,399	424,320	1,973,622	574,201	—	100	75	..	..	..	..
Dec. 31, 1872	23.0	5.0	3.1	—	3	2	—	86	Eastern Kentucky	Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	29.0	49,312	22,107	41,308	129,305	21,728	—	100	..	..	..	..	..
Dec. 31, 1872	40.0	—	1.7	—	2	....	....	....	Eastern Shore	Maryland.	895,000	*	.....	.....	295,000	600,000	.....	.....	40.0	.....	(No state	ment furni	shed.)	.....	—	100	..	..	..	..	..
Dec. 31, 1872	185.0	—	9.7	—	....	....	....	....	Elizabeth and Paducah	Kentucky.	6,000,000	—	—	—	3,000,000	3,000,000	.....	.....	185.0	(R	ecently o	pened—no	returns.)	—	—	100	..	..	..	..	..
Dec. 31, 1872	66.8	—	8.3	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	600,000	—	—	—	500,000	—	—	—	—	(Northe	rn Central	R. R. Co.)	25,000	25,000	5	100	..	..	..	..	..
Dec. 31, 1872	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620,000	—	—	—	1,000,000	1,620,000	.....	.....	—	(Northe	rn Central	R. R. Co.)	165,000	162,000	5	50	..	..	..	..	..
Sept. 30, 1872	459.0	495.0	505.5	—	438	302	76	10638	Erie	New Jersey, N. York & Pa.	97,048,084	11,191,472	868,131	1,133,257	86,586,910	26,896,800	2,517,801	.....	954.0	12,318,304	3,598,988	5,664,274	18,371,886	4,720,285	14	100	47	..	..	..	..
Sept. 30, 1872	12.3	—	0.8	3.7	—	—	—	—	Erie and Genesee Valley	New York.	191,502	—	.....	.....	144,900	120,000	.....	.....	12.3	.....	.....	.....	.....	.....	—	100	..	..	..	..	..
Dec. 31, 1872	66.0	—	3.0	109.0	6	4	3	81	Erie and Louisville	Ohio.	2,328,636	*	96,200	47,046	1,046,460	890,000	536,502	.....	66.0	52,000	30,160	38,344	74,404	27,338	—	100	..	..	..	..	..
Dec. 31, 1872	81.5	9.7	11.3	—	29	16	4	1,319	Erie and Pittsburg	Pennsylvania.	5,397,000	*	.....	.....	2 000,000	3,297,000	.....	.....	114.0	749,260	265,685	1,141,437	(Pa. Co.)	385,937	7	50	..	..	..	..	..
Dec. 31, 1872	114.0	3.0	6.0	—	16	15	5	302	European and North American	Maine.	8,725,907	*	.....	.....	1,272,550	4,753,778	3,230,860	.....	114.0	164,290	208,082	.....	367,474	145,289	—	100	..	..	..	..	..
Aug. 31, 1872	109.0	23.0	16.0	—	17	10	6	340	Evansville and Crawfordsville	Indiana.	2,879,748	*	24,449	92,138	1,144,253	1,127,000	20,650	704,452	132.0	359,515	146,036	.....	566,679	218,648	—	100	..	..	..	..	..
Dec. 31, 1872	58.0	—	3.1	—	8	5	3	222	Evansville, Terre Haute & Chi.	Ind. & Ill.	1,500,000	*	.....	.....	750,000	750,000	.....	.....	—	(Chicag	o, Danville	& Vincenn	es R. R. C	o.)	—	100	..	..	..	..	..
Sept. 30, 1872	5.8	—	—	—	—	—	—	—	Fall River, Warren & Prov.	R. I. & Mass.	331,107	4,200	71,504	169,159	180,000	234,633	271,986	218,351	5.8	11,988	106,787	.....	42,378	15,008	—	100	..	..	..	..	..
Oct. 31, 1872	12.7	—	0.8	—	—	—	—	—	Fayette County	Pennsylvania.	180,000	—	—	—	107,400	—	—	—	—	(Phg. &	Connells	v. R. R. Co.)	.....	.....	7½	50	..	..	..	..	..
Sept. 30, 1872	50.3	43.2	84.7	—	38	46	12	876	Fitchburg	Massachusetts.	3,503,372	500,000	227,808	.....	4,000,000	—	.....	511,300	93.3	716,246	1,869,427	740,123	1,350,289	323,935	6	100	124	..	..	..	..
Dec. 31, 1872	12.5	—	1.0	—	—	—	—	—	Flemington	New Jersey.	394,095	—	—	—	150,000	—	244,095	—	—	(Belv. D	elaware R.	R. Co.)	16,217	L. 16,186	—	100	..	..	..	..	..

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

The asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Year ending.	Railroad. Main Line.	Branch Line.	2d Track and Siddings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1872	205.0	28.0	33.7	55.0	33	30	8	607	*Flint and Pere Marquette*.....Michigan.	8,765,602	1,135,131	694,555	284,284	3,297,300	5 389,000	1,048,609	1,244,673	233.3	888,227	509,975	344,559	1,133,612	455,118	—	100	...
Sept. 30, 1872	11.8	6.3	5.3	16.2	5	19	5	8	Flushing and North Side .....New York.	952,158	284,371	.....	.....	281,010	1,281,200	81,027	.....	18.1	176,515	1,256,278	.....	281,844	86,495	—	100	...
Sept. 30, 1872	10.0	—	1.0	—	3	2	1	10	Fonda, Johnstown and Gloversville. N. Y.	493,782	*	.....	.....	300,000	300,000	41,382	.....	10.0	35,056	99,890	25,897	78,023	38,198	—	100	...
Dec. 31, 1872	100.0	—	5.2	—	8	6	3	237	Ft. Wayne, Jack. & Saginaw. Ind. & Mich.	3,000,000	313,000	25,000	.....	1,056,000	2,000,000	.....	.....	100.0	.....	.....	.....	280,647	128,591	—	100	...
Jun. 30, 1872	109.0	—	2.7	—					Ft. Wayne, Muncie and Cin.....Indiana.	(Sold January 1, 1872.)				1,000,000	2,300,000	.....	.....	109.0	.....	.....	.....	224,815	28,574	—	100	...
Sept. 30, 1872	26.0	—	3 3	—	3	1	—	90	Framingham and Lowell.....Mass.	1,021,792	182,062	.....	58,170	499,896	650,000	112,608	30	—	(Boston, Clinton & Fitchb'g.)			21,580	21,580	—	100	70½
Dec. 31, 1872	11.6	—	1.3	—	2	3	—	21	Freehold and Jamesburg.....N. Jersey.	283,745	.....	.....	.....	283,745	.....	.....	.....	22.0	67,460	171,400	43,411	57,773	14,152	—	100	...
Feb. 28, 1873	85.0	—	9.0	150.0	9	6	4	126	Galv., Harrisburg & San Antonio..Texas.	2,255,402	287,906	.....	61,000	2,051,468	552,840	.....	.....	85.0	86,210	8,664	27,637	160,424	93,422	—	100	...
Dec. 31, 1872	50.0	—	10.0	—	15	9	4	284	Galveston, Houston & Henderson. Texas.	2,522,063	398,639	234,423	14,796	1,000,000	1,500,000	360,658	311,091	50.0	198,167	86,845	179,666	751,054	366,017	—	100	...
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Georgia.	4,156,000	*	1,335,369	415,005	4,200,000	676,500	137,240	853,233	232.0	1,103,551	.....	.....	1,623,454	490,196	8	100	...
Jun. 30, 1872	111.0	—	5.5	—	8	4	4	302	Gilmen, Clinton & Springfield.....Illinois.	4,000,000	*	.....	.....	2,000,000	2,000,000	.....	.....	111.0	87,806	.....	67,361	156,750	33,525	—	100	...
Sept. 30, 1872	11.6	—	0.3	3.1					Goshen and Deckertown .....New York.	290,901	.....	.....	.....	105,000	246,500	8,000	.....	—	(Leased to Erie)			21,500	21,500	6	100	...
Dec. 31, 1872	263.7	26.0	13.2	35.0	34	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	4,807,993	1,114,214	128,797	4,748,996	2,800,000	8,000,000	.....	.....	289.7	.....	491,910	311,670	949,781	505,640	—	100	...
Mar. 31, 1873	94.0	—	4.7	—					Grand River Valley.....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	—	(Leased by Michigan Central R. R. Co.)						100	...
Dec. 31, 1872	857.0	52.0	371.0	—	361	260	80	4,636	Grand Trunk †.....Canada.	106,900,746	*	5,197,216	1,248 999	16,977,803	91,697,296	4,870,346	1,516	1,377.0	6,754,570	1,718,273	1,535,296	8,935,970	1,803,921	—	100	...
Jan. 31, 1873	229.0	216.0	102.0	—	177	146	39	3,186	Great Western †.....Canada.	33,941,675	*	.....	.....	24,167,477	10,816,000	.....	.....	569.0	4,416,442	.....	.....	5,732,870	2,989,050	6½	100	...
Sept. 30, 1872	8.0	—	0.5	—					Greene.....New York.	348,877	.....	.....	.....	200,000	.....	.....	.....	8.0	20,824	37,773	151,848	35,718	5,611	6	100	...
Feb. 28, 1873	151.0	—	5.0	49.0	9	5	3	300	Green Bay and Lake Pepin....Wisconsin.	3,400,000	*	.....	.....	1,500,000	2,400,000	.....	.....	—	(Not regularly operated.)						100	...
Sept. 30, 1872	14.0	—	0.8	—					Greenwich and Johnsonville...New York.	304,418	.....	.....	.....	130,098	185,500	11,086	.....	14.0	17,528	17,488	9,553	30,358	12,528	—	100	...
Mar. 31, 1873	66.0	—	4.0	180.0	7	3	1	72	Gulf Western Texas and Pacific †..Texas.	2,500,000	*	.....	.....	.....	1,386,000	.....	.....	....	68,000	9,505	35,874	232,979	128,161	—	100	...
Dec. 31, 1872	4.9	0.8	0.3	—	2	9	3	6	Hackensack and New York..New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	.....	—	(Leased by Erie at 35 p. c. of earnings.)						100	...
Dec. 31, 1872	28.0	—	1.4	—					Hackensack Extension.....New Jersey.	859,600	.....	.....	.....	560,000	299,600	.....	.....	—	(Leased by Erie at 55 p. c. of earnings.)						100	...
Jun. 30, 1873	70.0	—	4.0	—					Hannibal and Central Missouri..Missouri.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased by Tol., Wab. & Western R. R. Co.)						100	...
Jun. 30, 1873	46.0	6.0	2.3	—					Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,000	675,000	.....	.....	—	(Leased by Tol., Wab. & Western R. R. Co.)						100	...
Aug. 31, 1872	206.0	68.5	27.7	22.0	79	61	62	1,442	*Hannibal and St. Joseph* †.....Missouri.	23,297,728	*	.....	.....	14,250,828	9,146,900	.....	.....	274.5	1,648,638	320,838	415,363	2,464,670	670,529	—	100	31½
Sept. 20, 1872	7.9	—	1.0	—	2	3	2	13	Hanover Branch.....Mass.	170,130	40,445	.....	21,126	128,550	.....	40,000	68,151	7.9	21,096	79,998	14,397	71,032	20,295	—	100	...
Oct. 31, 1872	12.2	—	0.9	—	6	5	2	30	Hanover Branch.....Penn.	201,372	68,000	.....	.....	116,850	.....	.....	.....	12.2	48,150	34,401	123,424	82,388	24,356	10	50	...
Sept. 30, 1872	116.0	2.0	7.2	—	9	8	1	146	Harlem Extension .....New York.	8,000,000	*	.....	.....	4,000,000	4,000,000	40,509	.....	118.0	277,969	137,337	105,349	317,748	Loss.	—	100	...
Oct. 31, 1872	36.0	18.0	17.6	—					Harrisburg and Lancaster..Pennsylvania.	1,182,550	.....	.....	.....	1,182,550	790,000	.....	.....	54.0	(Leased by Pennsylvania R. R. Co.)					7	50	102
Sept. 30, 1872	62.0	16.5	37.0	—	37	33	16	703	Hartford and New Haven..Conn. & Mass.	4,729,381	872,197	1,452,042	1,120,651	6,500,000	580,000	50,547	1,043,724	78.5	782,172	1,303,158	721,348	2,106,674	752,702	4½	100	...
Sept. 30, 1872	122.4	0.8	18.7	—	26	36	16	361	Hartford, Prov. & Fishkill †. R. I., Ct. & N. Y.	4,201,486	598,875	.....	.....	2,037,940	2,055,500	100,000	200,519	130.0	541,442	1,207,771	266,912	1,004,040	367,533	—	100	...
Aug. 31, 1872	75.0	—	4.0	125.0	13	6	3	81	*Hastings and Dakota*.....Minn.	(Purchased July 1, 1872 by Mil. & St. Paul Co. for $2,100,000.)								75.0	.....	10,928	20,640	21,415	Loss.	—	...	...
Dec. 31, 1872	5.5	—	0.6	—	2	—	—	100	Hibernia Mine.....New Jersey.	148,638	*	.....	1,362	150,000	.....	.....	.....	5.5	.....	.....	100,379	54,401	33,629	40	100	...
Dec. 31, 1872	63.3	—	4.9	—					Holly, Wayne and Monroe .....Mich.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased by Flint & Pere Marquette R. R. Co.)						100	...
Sept. 30, 1872	60.3	—	0.8	—					Holyoke and Westfield.....Mass.	427,946	.....	.....	86	209,000	200,000	1,667	26,365	—	(New Haven & Northamp.)			14,000	14,000	—	100	...
Sept. 30, 1872	74.0	—	7.0	—	16	16	8	389	Housatonic .....Connecticut.	1,864,871	340,687	.....	.....	2,000,000	400,000	335,218	42,248	162.2	274,960	282,741	242,218	528,115	117,529	—	100	...
Nov. 30, 1872	115.0	8.0	11.4	216.0	14	14	7	278	Houston and Great Northern †.....Texas.	3,361,361	*	751,494	539,503	2,400,000	1 925.915	45,956	260,487	123.0	123,257	24,819	36,583	260,767	81,329	—	100	...
Dec. 31, 1872	387.0	115.0	16.9	—	45	25	14	916	Houston and Texas Central †.....Texas.	15,000,000	*	.....	.....	820,000	10,040,000	.....	.....	349.0	.....	.....	.....	2,675,234	1,345,134	—	100	...
Oct. 31, 1872	45.0	29.6	15.5	—	23	6	5	116	Huntingdon and Broad Top Mt.....Penn.	3,159,769	*	.....	.....	1,830,750	2,163,500	117,441	.....	74.5	238,167	59,126	449,748	301,957	17,451	—	50	23
Dec. 31, 1872	705.5	—	130.4	—	197	117	45	4,585	*Illinois Central* .....Illinois.	34,061,196	*	10,248,460	614,061	25,500,000	19,423,707	.....	.....	1,107.0	5,888,226	1,352,156	2,039,321	8,026,754	2,108,107	10	100	106½
Dec. 31, 1872	62.8	—	3.2	—					Illinois Grand Trunk.....Illinois.	1,451,737	.....	.....	.....	960,000	960,000	.....	.....	—	(Leased by Chicago, Burl. & Quincy Co.)						100	...
Jun. 30, 1872	85.0	—	2.9	67.0	5	.....	.....	.....	Indiana and Illinois Central....Ind. & Ill.	3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	.....	—	(Not operated by Company.)						100	...
Dec. 31, 1872	202.5	10.0	38.0	—	66	23	9	1,752	Ind., Bloomington & Western..Ind. & Ill.	16,500,000	*	.....	.....	7,000,000	8,500,000	.....	.....	212.5	.....	.....	.....	1,359,691	.....	—	100	...
Dec. 31, 1872	179.6	—	21.2	—	58	40	12	1,121	Indianapolis, Cin. and Lafayette. Indiana.	13,988,000	*	.....	.....	5,500,000	8,700,000	.....	.....	179.0	1,211,206	.....	.....	1,754,369	592,056	—	100	...
Dec. 31, 1872	75.0	—	4.8	—	12	10	6	267	Indianapolis, Peru and Chicago..O. & Ind.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1872	72.0	—	12.0	—	58	34	16	1,407	Indianapolis and St. Louis.....Indiana.	3,927,197	*	241,216	424,409	600,000	3,338,000	654,822	.....	261.0	1,732,260	291,787	690,971	2,110,681	730,239	—	100	6
Dec. 31, 1872	117.0	—	18.0	—	6	7	3	197	Indianapolis and Vincennes.....Illinois.	4,613,436	*	51,118	164,475	1,402,000	3,150,000	277,029	.....	117.0	212,294	.....	.....	.....	.....	—	100	...
Dec. 31, 1872	183.7	—	6.2	—					*Iowa Falls and Sioux City*.....Iowa.	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	183.7	(Leased by Ill. Cen. R. R. Co.)			337,462	118,112	—	100	85
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	.....	.....	.....	1,314,000	1,314,000	.....	.....	73.0	(Leased to Chicago & N. Western.)						100	...
Sept. 30, 1872	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,236,150	*	.....	.....	494,162	600,000	103.302	.....	35.6	82,960	20,367	121,600	110,942	51,708	—	100	...
Dec. 31, 1872	13.0	1.0	1.3	—	3	2	1	146	Iron .....Ohio.	288,237	57,000	49,403	.....	129,550	.....	13,398	251,692	14.0	27,500	34,266	133,100	102,274	55,359	—	100	50
Oct. 31, 1872	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	.....	.....	400,000	100,000	.....	.....	11.0	11,350	.....	115,876	48,865	15,641	—	100	...
May 31, 1872	212.0	—	15.9	76.0	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	6,500,000	.....	.....	.....	.....	.....	.....	.....	166.0	(Leased by Michigan Central.)					—	100	...
Dec. 31, 1872	36.5	—	7.2	—					Jefferson (Erie).....Pennsylvania.	4,395,700	.....	.....	.....	1,976,100	4,195,000	.....	.....	—	(Leased by Erie Railway Co.)				140,000	—	100	...
Dec. 31, 1872	108.0	146.0	22.6	—	41	37	12	744	Jeffersonville, Madison and Ind..Indiana.	6,888,000	*	1,059,864	162,891	2,000,000	4,888,000	1,214,013	7,853	224.0	1,061,102	658,633	468,736	1,287,280	469,670	7	100	...
Dec. 31, 1872	37.7	—	4.2	—					Joliet and Chicago .....Illinois.	1,849,000	.....	.....	.....	1,500,000	349,000	.....	.....	—	(Leased to Chicago & Alton R. R. Co.)					7	100	85
May 31, 1872	44.5	—	3.7	—					Joliet and Northern Indiana....Ill. & Ind	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased to Michigan Central R. R. Co.)					8	100	...
Oct. 31, 1872	4.6	—	0.8	—					Junction (Phila.).....Pennsylvania.	898,324	.....	.....	.....	185,250	800,000	.....	.....	—	24,937	215,230	.....	132,384	55,157	—	100	...
Dec. 31, 1872	42.0	—	2.1	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(No returns furnished.)					—	50	...
Dec. 31, 1872	58.0	—	3.1	—					Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	—	(Leased to Lake S. & M. So.)			103.800	103,800	6	100	...
Mar. 31, 1873	40.0	—	2.7	—					Kalamazoo and South Haven.....Mich.	890,000	.....	.....	.....	250,000	640,000	.....	.....	—	(Leased by Michigan Central R. R. Co.)			51,200		—	100	...
Mar. 31, 1872	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Joseph & Co. Bl. Mo. & Ia.	8,626,158	*	.....	.....	2,789,413	6,131,500	.....	.....	260.2	.....	.....	.....	1,242,270	.....	—	100	...
Jun. 30, 1872	31.9	—	1.8	—					Kansas City and Santa Fe.....Kansas.	1,440,000	.....	.....	.....	720,000	720,000	.....	.....	—	(Leased by Leav. Lawr. & Gal. R. R. Co.)			72,000		—	100	...
Dec. 31, 1872	638.6	34.0	22.6	—	88	53	18	1,074	Kansas Pacific.....Kansas & Col.	35,183,274	*	2,428,546	2,663,182	9,638,950	16,925,000	2,706,480	.....	672.6	2,475,270	179,182	348,966	3,732,713	1,494,447	—	100	...
Aug. 31, 1872	49.0	—	24	—	6	10	4	58	Knox and Lincoln .....Maine.	2,725,798	*	.....	138,305	361,492	2,395,000	.....	107,611	49.0	(Completed Oct. 19, 1871.)			87,612	35,973	—	100	...
Oct. 31, 1872	80.0	—	3.0	—	25	10	4	1,516	Lackawanna and Bloomsburg .....Penn.	3,398,452	722,792	.....	.....	1,335,000	2,250,000	193,261	.....	80.0	436,206	362,294	2,213,010	1 083,505	471,764	—	50	...
Dec. 31, 1872	80.3	—	2.5	93.0	—	—	—	—	*Lafayette, Bloomington & Miss.*..Illinois.	2,300,000	.....	.....	.....	1,000,000	1,300,000	.....	.....	—	(Leased by Tol. Wab. & Western R. R. Co.)					—	100	...
Dec. 31, 1872	36.0	—	1.8	79.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	.....	3,716,927	.....	3,000,000	1,500,000	.....	.....	—	(Leased by Tol. Wab. & Western R. R. Co.)					—	100	...
Sept. 30, 1872	16.0	.....	.....	124.0	—	—	—	—	Lake Ontario Shore Line.....New York.	1,541,456	.....	.....	.....	1,727,553	792,000	96,097	.....	—	(Not yet in operation.)					—	100	...
Dec. 31, 1872	511.3	695.2	533.2	—	418	160	69	8,660	Lake Shore & Mich. S.....P., O. Ind. & Ill.	63,047,176	12,384,187	7,316,807	1,515,979	50,000,000	26,495,000	6,350,020	1,417,630	1,136.5	13,477,534	2,112,833	4,382,243	17,591,629	5,118,598	8	100	81½
Jun. 30, 1872	37.0	—	.....	68.0	6	—	—	25	Lake Shore and Tuscarawas Valley. Ohio.	2,532,869	87,519	136,142	72,922	744,938	2.000 000	93,314	.....	—	(Opened through in July, 1873.)					—	100	...

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "§."

Years ending	Railroad. Main Line.	Branch Line.	Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.
Sept. 30, 1872	74.0	—	4.8	76.0	7	9	3	121	N. Y., Kingston & Syracuse..New York.	3,055,856	190,066	.....	.....	2,662,921	583,000	92,692		74.0	101,685	168,267	69,137	219,368	60,974	—	100	....
Sept. 30, 1872	5.4	—	0.4	64.6	1	1	—	—	N. Y., Housatonic & North.N.Y. & Conn.	604,626	12,737	.....	.....	281,000	183,500	156,475		—	(Leased	by Housat	onic R. R.	Co.)	3,010	—	100	....
Sept. 30, 1872	7.0	—	0.4	0.2					New York and Mahopac.....New York.	264,912		.....	.....	265,900				—	(Leased	by New Y	ork & Har	lem R. R.	Co.)	—	100	....
Sept. 30, 1872	124.0	16.8	164.0	—	84	129	41	1,010	N. Y., N. H. & Hartford..N.Y., Ct. & Ma.	12,861,474	1,840,586	1,466,563	3,428,675	15,500,000	1,641,500	877,341	1,377,592	190.2	1,700,891	3,925,765	692,579	4,483,554	1,769,809	10	100	130§
Sept. 30, 1872	62.5	—	27.5	—	20	19	7	99	N. Y., Providence and Boston..C. & R. I.	3,101,400	*	.....	.....	1,887,400	1,214,000	.....	.....	67.5	441,485	614,211	229,677	911,021	401,914	9	100	125
Sept. 30, 1872	99.0	—	3.6	—					Niagara Bridge and Canandaigua.N. York.	3,210,616		.....	.....	1,000,000				—	(Leased	by New Y	ork Cent.	R.R. Co.)	60,000	6	100	....
Jun. 30, 1872	35.3	—	3.3	—	5	1	1	134	Niles and New Lisbon .....Ohio.	1,047,364	108,287	.....	.....	500,000	500,000	59,584	96,067	35.3	112,067	48,554	336,167	179,553	88,216	—	100	....
Sept. 30, 1872	223.0	—	11.2	—	24	18	10	271	North Carolina §.....North Carolina.	4,947,741	*	344,672	337,271	4,000,000	553,413	592,030	483,241	223.0	478,580	140,397	113,126	(R'hm.&	Danv.)	—	100	....
Feb. 28, 1873	102.0	—	9.0	—	14	14	5	142	North-Eastern § .....South Carolina.	2,148,131	*	88,720	37,364	979,850	1,101,500	138,977	68,380	102.0	293,721	82,719	.....	395,463	159,695	—	100	....
Jun. 30, 1873	72.0	—	3.6	118.0	—	—	—	—	North Louisiana and Texas.....La.		(No a	ccounts o	btainabl	e.)				72.0		(No accounts.)					—	100	....
Oct. 31, 1872	55.6	12.1	66.7	—	39	36	20	908	North Pennsylvania.....Pennsylvania.	7,086,930	1,208,779	1,524,750	.....	3,473,500	4,042,500	63,394		67.7	617,092	889,571	880,119	1,336,938	592,322	5§	50	93
Dec. 31, 1872	95 0	45.3	33.3	—	30	21	10	689	Northern, of Canada.....Canada.	5,465,410	*	78,964	610,683	.....	5,819,983	261,561	3,533	140.5	748,838	212,080	313,664	894,774	180,541	—	100	....
Dec. 31, 1872	138.0	4.0	137.0	—	141	69	22	6,284	Northern Central §.....Md. and Penn.	11,6[illegible]6,830	3,223,438	2,750,000	928,678	5,842,000	11,040,602	1,464,215	222,099	317.0	3,288,463	1,110,110	4,769,895	4,598,820	1,161,769	6	50	76
Mar. 31, 1872	69.2	13.4	17.6	—	27	16	6	540	Northern New Hampshire ..New Hamp.	3,068,400	*	309,616	212,956	3,068,400	102,000	266,800	154,576	82.0	506,848	195,406	411,888	706,355	217,103	8	100	109§
Dec. 31, 1872	21.3	—	4.6	—	—	—	—	—	Northern New Jersey.....New Jersey.	527,452	*	872,548	.....	1,000,000	400,000	.....		559.0	(Leased	to Erie Ra	ilway Co.)	273,054	37,604	3	100	....
May 31, 1872	153.0	106.0	....	1,441	72	16	6	1,554	Northern Pacific.....Minn., Dak. &c.	13,292,142	1,908,838	601,394	.....	.....	50,000p.m	.....		—		(No sta	tement pu	blished.)			—	100	....
Sept. 30, 1872	59.4	7.0	13.1	—	20	15	6	642	Norwich and Worcester §.Conn. & Mass.	2,463,983	*	84,700	109,188	.....	6,976,268	110,464		66.4	410,089	372,841	346,367	771,602	293,228	10	100	126§
Jun. 30, 1872	113.0	32.0	14.6	—	21	27	12	394	Nova Scotia.....Nova Scotia.	6,976,268	*	110,464	.....	3,077,000	1,012,000	.....		145.0	.....	194,167	242,210	328,841	Loss.	—	100	....
Sept. 30, 1872	118.0	4.0	18.0	—	34	19	4	1,026	Ogdensburg and Lake Champlain...N. Y.	4,048,510	1,748,411	.....	.....	450,000				122.0	636,755	171,894	417,373	1,005,979	263,867	6	100	57
Dec. 31, 1872	10.0	2.0	3.8	—	2	—	—	96	Ogden Mine.....New Jersey.	452,994	*	.....	.....	24,030,000	10,111,850	328,902		12.0	.....	.....	54,479	47,459	25,656	6	100	....
Jun. 30, 1872	340.0	53.0	24.0	—	122	57	24	2,422	Ohio and Mississippi ....Ohio, Ind. & Ill.	34,470,752	*	.....	.....	4,959,450	3,680,000	.....		393.0	2,852,763	404,765	708,799	3,343,345	984,008	—	50	32§
Oct. 31, 1872	120.0	3.0	53.7	—	32	19	5	328	Oil Creek and Allegheny River.....Penn.	8,554,547	1,008,831	.....	.....	8,096,664	3,521,000	467,989	581,156	123.0	749,688	559,926	676,500	1,285,554	461,531	6§	50	34§
Sept. 30, 1872	131.3	19.4	50.6	16.0	45	95	16	607	Old Colony and Newport..Massachusetts.	8,096,664	*	441,552	586,443	5,108,508	3,521,000	467,989	581,156	150.7	1,110,675	3,711,345	510,434	1,897,436	630,249	6§	100	110§
Dec. 31, 1872	9.9	2.0	3.1	—	...	33	—	—	Orange and Newark.....New Jersey.	1,073,555	*	.....	.....	290,300	736,000	73,852		11.9		2,984 817		203,094	24,633	—	100	....
Sept. 30, 1872	282.6	10.0	9.6	—	25	21	12	382	Orange, Alex. and Manassas Gap §....Va.	9,180,634	*	.....	.....	2,692,540	5,622,664	865,431		292.6	713,252	196,394	161,434	988,371	403,598	—	100	....
Dec. 31, 1872	25.0	—	1.7	200.0	—	—	—	—	Osage Valley and Southern Kansas...Mo.	600,000		.....	.....	375,000	200,000	25,000		—	(Leased	by Pacific	(of Mo.)R.	R. Co.)	35 p. c.	—	100	....
Sept. 30, 1872	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	950,953		.....	.....	300,000	612,100	27		—	(Leased	by Rome,	Watertown & Ogd.		RR.Co.)	—	100	....
Sept. 30, 1872	35.0	—	46.7	—	11	12	4	258	Oswego and Syracuse .....New York.	1,114,844	330,270	.....	.....	1,144,400	180,000	.....		35.0	232,069	171,932	232,801	354,880	73,878	9	100	....
Dec. 31, 1872	35.0	—	1.6	100.0	2	1	1	10	Owensboro and Russellville...Kentucky.	.....	.....	.....	.....	1,500,000	1,500,000	.....		35.0	(In cour	se of cons	truction:	no return	s.)	—	100	....
Dec. 31, 1872	283.5	15.5	39.1	—	—	—	—	—	*Pacific* of Missouri §.....Missouri.	.....	.....	.....	.....	7,000,000	(Assumed	by Le	ssees.)	—	(Leased	by Atlanti	c & Pacifi	c R. R. C	o.)	5	100	42§
Dec. 31, 1872	63.5	—	3.6	101.5	7	4	2	77	Paducah and Gulf .....Kentucky.	3,261,312	*	980,220	89,430	2,924,150	1,000,000	405,812		63.5	469,289	22,920	21,589	95,261	35,845	—	100	....
Jun. 30, 1872	11.0	—	0.5	53.4	2	1	1	25	Painesville and Youngstown.....Ohio.	234,608	21,389	.....	.... ..	255,907				11.5	(Under	construct	ion: no re	turns.)		—	100	....
Dec. 31, 1872	47.6	—	11.8	—	20	26	4	486	Panama.....New Granada.	10,000,000	*	.....	.....	7,000,000	2,993,177	.....	.....	47.6	.....	.....	.....	1,718,630	1,232,602	10§	100	116§
Dec. 31, 1872	76.0	33.0	6.2	—	7	5	3	246	Paris and Decatur.....Illinois.	2,800,000	*	.....	.....	1,600,000	1,200,000	.....	.....	109.0		(No	statement	furnished	.)	—	100	....
Dec. 31, 1872	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	600,000		.....	.....	630,000				—	(Leased	by Erie R	ail'y Co.)	53,400	53,400	8§	100	....
Dec. 31, 1872	12.0	—	2.6	—	—	—	—	—	Paterson and Newark.....New Jersey.	896,162		.....	.....	250,000	500,000			—	(Leased	by Erie R	ail'y Co.)		35 p. c.	—	100	....
Dec. 31, 1872	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000		.....	.....	248,000	100,000			—	(Leased	by Erie R	ail'y Co.)	30,173	30,173	6	100	....
Feb. 28, 1873	67.8	—	3.9	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,576,000	*	.....	.....	1,500,000	1,076,000	.....	.....	—	(Leased	by Tol. Wa	b. & Wtn.	Co.)	.....	—	100	....
Dec. 31, 1872	22.0	—	1.8	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,892		.....	.....	342,150	160,000	36,542		—	(Leased	by United	Co.)	31,729	31,729	6	100	....
Dec. 31, 1872	18.0	—	1.1	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	*	.....	.....	500,000	375,000	.....	.....	—	(Leased	by N. Jer.	Sth'n R.R.	Co.)	.....	—	100	....
Dec. 31, 1872	165.0	—	10.0	40.0	4	4	2	45	Peninsular.....Mich. Ind. & Ill.	4,916,283	*	.....	.....	1,995,000	2,779,000	142,262		165.0		83,491	46,333	109,913	Loss.	—	100	....
Dec. 31, 1872	354.9	69.0	546.9	—	593	292	112	11439	Pennsylvania .....Pennsylvania.	31,283,395	11,154,553	53,506,985	20,413,980	58,271,987	35,072,309	19,393,422	8,919,154	787 7	13,380,937	5,250,393	7,844,779	22,012,525	8,247,852	10	50	103§
Dec. 31, 1872	47.0	15.9	57.0	—	23	8	—	2,640	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,987,500	.....	4,000,000	536,500	575,000		47.0	.....	3,486	1,376,772	23,032	.....	20	50	285
Dec. 31, 1872	22.5	—	1.2	—	—	—	—	—	Pennsylvania and Delaware..Penn. & Del.	1,200,000		.....	.....	483,297	700,000	.....		—	(Leased	to Penna.	R.R. Co.:	recently	opened.)	—	50	....
Dec. 31, 1872	104.3	12.1	35.9	—	18	2	—	1,218	Pennsylvania and N. York..N.Y. & Penn.	5,086,426	628,814	.....	.....	3,061,700	3,000,000	.....		145.6	.....	190,309	1,268,527	1,608,287	437,135	—	50	....
Dec. 31, 1872	46.0	—	6.6	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	*	.....	.....	1,200,000	600,000	.....		—	(Leased	by Chic. B	I. & Pac.	Co.)	125,000	8	100	....
Dec. 31, 1872	83.0	—	11.6	—	12	7	4	181	Peoria, Pekin and Jacksonville...Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....		83.0	260,098	77,372	124,505	302,552	.....	—	50	....
Dec. 31, 1872	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge. N. Jersey.	214,581		.....	.....	57,200	100,000	57,381		—	(Oper. b	y Penna.	R. R. Co.)	.....	.....	—	100	....
Dec. 31, 1872	64.0	18.0	8.0	—	12	9	5	120	Petersburg §.....Virginia.	1,817,985	*	322,905	43,388	1,324,200	500,000	361,083		82.0	228,000	44,392	57,238	288,944	133,851	—	100	....
Oct. 31, 1872	46.0	—	6.0	—	9	7	3	95	Philadelphia and Balt. Cent. Penn. & Md.	1,806,209	177,474	.....	.....	229,606	2,600,000	58,418		58.1	176,312	315,515	134,307	295,594	105,205	—	100	....
Dec. 31, 1872	287.6	—	114.3	—	130	38	20	2,956	Philadelphia and Erie §.....Pennsylvania.	21,822,990	*	2,248,693	.....	8,448,000	14,750,000	892,983		28.6	(Leased	by Phila.	& Read'g.)	287,816	271,179	12	50	174
Dec. 31, 1872	17.1	3.1	13.7	21.0	24	45	18	192	Phila., Germantown and Norristown..Pa.	1,146,538	368,262	500,793	.....	2,231,900				287.6	2,912,351	839,793	2,028,568	3,980,753	846,319	—	50	44
Dec. 31, 1872	98.4	172.1	421.7	—	377	202	53	14139	Philadelphia and Reading..Pennsylvania.	45,922,674	*	24,888,327	2,675,996	34,236,178	33,120,804	4,172,014	1,958,004	708.0	7,248,778	6,383,991	9,573,405	12,125,038	4,823,300	10	50	116
Dec. 31, 1872	26.6	—	36.3	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,534,479	*	329,626	.....	1,259,100			275,408	37.5	.....	1,561,080	1,124,640	1,759,758	.....	10	100	122
Dec. 31, 1872	95.3	3.8	139.1	—	64	103	49	1,295	Philadelphia, Wilm. and Baltimore. Penn.	11,890.738	*	2,318 306	175,895	11,485,750	1,990,500	455,321	660,478	197.7	1,248,818	1,747,195	449,780	2,814,274	1,188,614	8	50	110
Oct. 31, 1872	7.0	—	1.0	—	2	3	2	22	Pithole Valley.....Pennsylvania.	100,000	*	225,000	.....	225,000	100,000	17,132		7.0	.....	9,800	12,854	20,483	Loss.	—	50	....
Dec. 31, 1872	193.0	8.0	46.0	—	119	34	19	1,605	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	15,095,349	3,740,438	1,950,109	1,812,268	8,433,550	10,011,740	5,461,178		201.0	3,160,500	606,902	1,429,115	3,856,649	799,501	—	50	....
Dec. 31, 1872	468 3	—	156.3	—	243	96	54	5,559	Pittsburg, Ft. W. and Chic..P., O., I. & I.	35,835,286	*	.....	.....	22,214,286	13,621,000	17,230		503.6	7,313,148	2,106,152	2,408,162	9,780,310	4,507,465	10	100	93§
Dec. 31, 1872	14.0	—	3.1	16.0	3	2	1	45	Pittsburg, Virginia & Charleston.....Pa.	654,068	55,243	.....	.....	618,564				14.0		(In operat	ion only t	hree mon	ths.)	—	50	....
Oct. 31, 1872	149.6	1.9	17.2	—	57	26	9	430	Pitts'g, Washington & Dalton...Pa. & Md.	11,598,236	687,192	83,196	.....	1,960,682	4,780,000	3,463,294		173.8	1,703,600	781,994	980,780	1,437,392	Loss.	—	50	....
Sept. 30, 1872	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	450,000		.....	.....	450,000				—	(Leased	by Boston	& Albany	R.R. Co.)	27,000	6	100	....
Jun. 30, 1872	—	—	—	178.0	—	—	—	—	Plymouth, Kankaka & Pacific. Ind. & Ill.	.....		.....	.....	719,390	450,000	.....		—	(Leased	by Pennsy	lvania Co.	.)		—	100	....
Oct. 31, 1871	66.0	—	2.7	24.0	7	6	3	315	Port Huron and Lake Michigan.....Mich.	3,000,000	*	(To com	pletion.)	1,200,000	1,800,000	.....		41.0	.....	41,983	55,029	142,580	92,102	—	100	....
Nov. 30, 1872	60.0	—	3.5	50.0	5	13	3	92	Portland and Ogdensburg....Me. & N. H.	1,945,560	161,149	97,155	29,230	1,039,095	906,000	259,132	28,859	60.0	118,100	55,592	37,856	115,484	40,361	—	100	....
Dec. 31, 1872	65.0	—	2.1	93.0	5	4	3	85	Portland and Ogdensburg.....Vermont.	1,652,000	*	.....	.....	.....	2,340,000	.....		—	(Earnings	used in co	nstructio	n.)		—	100	....
Dec. 31, 1872	27.5	—	2.8	—	2	1	1	22	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	218,500	.....		27.5	17,215	2,880	6,375	14,221	.....	—	100	....
Aug 31, 1872	52.5	—	3.3	—	6	10	4	113	Portland and Rochester.....Me. & N. H.	1,9 0,854	*	45,000	10,296	636,097	1,120,000	200,053		52.5	141,640	120,009	60,790	131,561	38,078	—	100	....
May 31, 1872	51.3	—	7.4	—	19	—	7	167	Portland, Saco and Portsmouth ....N. H.	1,500,000	*	.....	.....	1,500,000				—	(Leased	by Eastern	R.R. Co.)		10	100	121
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	110	Port Royal.....South Carolina.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	110.0		(Operated	for benefit	of contra	ctors.)	—	25	....
May 31 1873		—	4.9	39.0	—	—	—	—	Portsmouth, Gt. Falls and Conway..N. H.	2,270,000	*	.....	.....	770,000	2,000,000	.....	.....	—	(Leased	by Eastern	R.R. Co.)		6	100	65§
Sept. 30, 1872		—	2.5	3.4	4	8	—	60	Poughkeepsie and Eastern....New York.	1,391,372	*	.....	.....	524,464	508,200	506,079		41.8	53,514	70,015	10,40[illegible]	53,079	14,088	—	100	....

Sept. 30, 1872	43.4	1.0	44.1	—	27	29	6	919	Providence and Worcester..R. I. & Mass.	1,909,636	666,568	125,566	107,861	2,000,000	500,000	224,612	84,019	47.6	1,507,586	1,606,257	621,866	395,697	229,926	10	100	....
Nov. 30, 1872	13.6	—	3.1	—	3	8	3	11	Providence, Warren and Bristol.R. I. & M.	645,079	73,026	....	....	437,917	50,006	63,611	....	13.6	44,096	415,776	16,367	105,585	51,456	3	100	....
Dec. 31, 1872	21.0	—	2.0	—	1	3	2	—	Queen Anne and Kent Co.....Md.	351,000	•	32,200	....	260,000	269,000	2,600	....	21.0	38,850	12,560	38,231	27,437	9,969	—	50	....
Dec. 31, 1872	41.7	—	1.4	88.3	3	2	2	45	Quincy, Alton and St. Louis.....Ill.	1,850,000	•	....	....	1,000,000	550,000	....	....	41.7	....	....	....	96,000	....	—	100	....
May 31, 1872	97.0	—	9.7	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	•	165,300	102,935	1,500,000	—	92,150	166,085	97.0	....	31,226	64,096	359,277	154,400	—	100	....
Jan. 31, 1873	44.0	—	3.0	66.0	4	3	3	46	Raleigh and Augusta Air-Line.....N. Car.	1,134,211	89,785	....	....	876,000	350,000	....	....	44.0	....	....	....	76,037	....	—	100	....
Sept. 30, 1873	71.0	110.0	41.5	—	39	68	19	974	Rensselaer and Saratoga.....N. Y.	7,459,628	•	....	....	6,000,000	1,925,000	....	....	181.0	861,480	664,000	556,934	1,748,915	604,224	7	100	106
Sept. 30, 1872	140.5	55.2	16.7	—	26	17	10	272	Richmond and Danville ¶.....Virginia.	5,109,406	•	2,046,460	211,461	4,000,000	2,621,090	510,171	236,056	295.9	528,732	134,485	176,708	832,092	363,846	—	100	....
Sept. 30, 1872	75.5	11.4	6.2	—	12	6	4	139	Richmond, Frederick and Potomac ¶..Va.	2,622,927	•	116,539	268,282	1,509,826	882,899	43,417	559,604	89.9	200,599	....	....	351,919	145,919	—	100	....
Sept. 30, 1872	22.5	2.8	4.2	—	8	10	4	160	Richmond and Petersburg ¶.....Va. N.C.	1,188,218	•	85,833	30,224	847,100	326,296	93,377	37,528	46.8	107,159	118,189	42,228	160,819	45,945	—	100	....
Sept. 30, 1872	38.3	—	2.2	26.0	3	3	2	42	Richmond and York River.....Va.	1,265,640	•	....	....	650,000	615,640	....	....	38.3	....	(No returns obtained.)	....	....	....	—	100	....
Sept. 30, 1872	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,308	•	....	....	557,560	....	....	....	—	(Leased	by Erie Railway Co.)	....	....	34,012	6	100	....
Jun. 30, 1872	251.9	25.5	27.0	—	33	15	7	915	Rockford, Rock Island and St. Louis..Ill.	15,490,570	•	....	....	6,490,579	9,000,000	....	....	316.5	....	....	....	1,067,749	243,534	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	•	....	....	250,844	....	....	....	20.0	....	(No information.)	....	....	....	16	100	....
Sept. 30, 1872	141.1	48.5	25.3	—	40	31	15	779	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	•	....	....	2,998,900	1,785,606	88,359	....	215.2	675,016	441,999	336,440	1,150,764	282,106	7	100	72
Jan. 31, 1873	120.0	—	26.0	—	—	—	—	—	Rutland .....Vermont.	8,787,902	—	1,286,719	....	6,641,300	1,701,000	1,180,628	....	239.0	(Leased	to Central Verm't.)	....	434,740	405,381	—	100	8
Jun. 30, 1873	225.0	—	24.0	34.0	19	....	....	....	St. Joseph and Denver City..Kan. & Neb.	11,188,220	420,925	279,044	3,203	4,000,000	7,000,000	734,425	157,067	225.0	....	....	....	....	....	—	100	....
Dec. 31, 1872	54.0	5.9	6.1	—	9	15	6	93	St. Lawrence and Ottawa.....Canada.	1,050,000	•	....	....	....	250,000	....	....	59.0	....	70,265	3,592	161,771	45,953	—	100	....
Dec. 31, 1872	159.0	16.0	29.0	—	13	9	7	553	St. Louis, Alton and Terre Haute.Illinois.	11,768,400	•	....	238,001	4,768,400	6,700,000	218,001	....	56.0	360,130	149,499	416,218	507,019	220,902	—	100	154
Dec. 31, 1872	195.5	15.3	37.0	—	91	20	13	1,651	*St. Louis and Iron Mountain* ¶...Missouri.	14,555,951	1,951,989	1,088,796	158,733	10,000,000	5,461,000	....	....	210.8	933,393	557,575	633,574	2,146,639	687,639	3	100	62
Dec. 31, 1872	310.0	48.0	25.0	50.0	46	26	12	1,170	St. Louis & S. Eastern...Ill., Ky. & Tenn.	11,089,000	1,725,000	3,993,000	....	11,000,000	5,807,000	....	....	220.0	....	....	....	822,601	169,779	—	100	....
Dec. 31, 1872	150.0	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill	5,040,100	•	....	....	2,324,100	3,477,000	....	....	—	(Leased	by Chicago & Alton R.R.Co.)	....	240,000	....	—	100	....
Jan. 31, 1873	353.0	—	17.6	—	88	35	19	1,631	St. L., Kansas City & Northern..Mo & Ia.	28,184,445	•	2,389,765	439,708	24,000,000	6,000,000	943,928	....	581.7	2,893,281	428,957	517,428	2,780,820	748,139	—	100	....
Oct. 31, 1872	158.4	—	23.0	—	30	14	5	824	St. Louis, Vandalia & Terre Haute....Ill.	7,984,227	•	....	203,201	2,377,779	5,499,000	250,548	60,101	158.4	862,806	....	....	1,180,273	354,082	—	100	....
Dec. 31, 1872	207.0	175.0	16.0	251.0	30	14	9	289	*St. Paul and Pacific* (1st Div.).Minnesota.	15,188,653	•	8,723,033	229,522	1,968,800	16,197,000	589,383	....	283.0	462,459	235,279	152,356	682,566	....	—	100	....
Dec. 31, 1872	121.0	—	8.0	—	13	6	4	194	St. Paul and Sioux City.....Minn.	4,550,960	•	179,798	54,019	4,000,000	—	784,777	....	121.0	344,883	75,461	136,127	424,398	99,668	—	100	....
Dec. 31, 1872	116.0	—	16.0	—	21	18	9	309	Sandusky, Mansfield and Newark ..Ohio.	3,244,500	•	....	....	937,500	2,307,000	....	....	160.0	....	178,681	153,505	574,951	37,802	—	50	....
Dec. 31, 1872	237.0	110.0	15.4	61.0	27	19	6	342	Savannah, Albany and Gulf.....Ga.	7,592,283	•	529,789	1,171,804	4,479,677	3,242,200	1,571,999	....	347.0	635,300	98,234	....	988,966	339,539	—	100	....
Dec. 31, 1872	104.0	—	4.9	—	10	9	5	80	Savannah & Charleston.....S. Car. & Ga.	2,288,966	•	....	....	1,000,000	1,427,800	....	....	104.0	(No	statement	furnished	: very s	mall.)	—	100	....
Feb. 28, 1873	80.0	—	8.0	—	15	7	5	203	Seaboard and Roanoke.Va. & N. Carolina.	1,488,400	•	....	105,689	1,278,400	210,000	107,000	....	80.0	256,679	26,209	162,532	566,619	266,335	8	100	....
Apr. 30, 1872	237.0	—	11.9	—	39	17	9	412	*Selma, Rome and Dalton*...Ala. & Georgia.	12,980,000	•	....	....	3,750,000	9,230,000	large	....	237.0	....	....	....	800,000	....	—	100	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	•	....	....	1,389,000	1,423,000	10,000	....	80.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Nov. 30, 1872	32.0	—	2.0	—	2	2	2	70	Shenango and Allegheny ..Pennsylvania.	890,335	78,945	20,000	....	199,000	780,000	....	....	32.0	40,500	16,170	56,220	58,850	32,393	—	50	....
Jun. 30, 1872	106.8	—	11.3	—	11	8	5	168	*Sioux City and Pacific*.....Neb. & Iowa.	6,696,400	•	....	....	2,068,400	1,624,000	....	....	157.8	....	....	....	162,405	10,344	—	100	....
Dec 31, 1872	122.4	—	6.6	26.1	9	6	3	232	Sioux City and St. Paul....Iowa & Minn.	4,422 132	•	568,362	....	2,800,000	1,740,000	450,494	....	—	....	(Run by c	ontractors	: no retu	rns.)	—	100	....
Sept. 30, 1872	183.0	—	9.2	—	—	—	—	....	South and North Alabama.....Ala.	7,481,764	•	....	....	3,458,067	4,906,000	....	....	131.0	....	41,327	74,837	199,051	60,285	—	100	....
Dec. 31, 1872	137.0	106.0	30.0	—	42	37	*	507	South Carolina ¶.....South Carolina.	9,594,328	•	2,019,176	306,086	5,819,275	4,730,346	236,736	71,474	243.0	856,732	207,344	266,707	1,401,211	545,165	—	100	....
Sept. 30, 1872	116.0	—	5.8	—	11	7	4	401	Southern Central.....New York.	3,450,058	287,305	....	....	1,783,021	2,288,000	89,881	....	116.0	302.744	161,821	178,099	307,280	104,978	—	100	....
Sept. 30, 1872	57.0	20.0	20.0	—	19	35	7	114	South Side (L. I.).....New York.	3,166,551	648,925	....	....	1,000,000	2,250,000	386,782	....	57.0	233,990	617,899	83,701	501,871	226,687	—	100	....
Aug. 31, 1872	167.5	—	9.5	—	12	5	3	248	Southern Minnesota .....Minnesota.	9,424,953	•	....	....	3,825,000	4,592,000	1,007,953	....	165.5	....	46,349	92,661	493,438	190,021	—	100	....
Dec. 31, 1872	170.0	—	8.5	552.0	14	28	6	245	Southern Pacific.....California.	11,500,000	•	....	....	8,404,800	5,750,000	....	....	170.0	....	314,150	121,660	932,725	481,664	—	100	....
Jun. 30, 1872	228.0	—	11.2	—	12	10	4	260	Springfield & Ill. So. Eastern.....Illinois.	8,176,500	•	....	....	4,000,000	4,430,000	140,000	....	—	....	(Not in o	peration a	t date.)	....	—	100	....
Sept. 30, 1872	81.0	—	17.0	—	16	13	3	378	Syracuse, Binghamton and N. York..N.Y.	3,906,297	•	....	....	2,004,000	1,670,000	129,414	....	81.0	449,520	186,608	533,855	713,585	216,461	4	100	....
Sept. 30, 1872	26.0	1.0	3.1	16.0	3	6	2	40	Syracuse and Chenango Valley.....N. Y.	1,165,062	61,985	....	....	1,063,400	500,000	229,997	....	26.0	23,548	49,219	29 914	23,199	loss.	—	100	....
Nov. 30, 1872	79.7	26.6	30.0	—	36	21	9	782	Terre Haute and Indianapolis....Indiana.	2,897,213	•	1,583,484	191,840	1,388,150	800,000	616,344	1,173,143	99.3	....	190,997	534,850	1,070,354	128,448	—	100	....
Apr. 30, 1873	66.0	—	6.6	1,741	12	6	—	78	Texas and Pacific.....Texas.	4,200,000	•	....	....	200,000	4,000,000	....	....	66.0	....	....	....	346,001	85,042	—	100	....
Dec. 31, 1872	227.3	10.2	29.0	—	45	15	9	1,109	Toledo, Peoria and Warsaw.....Illinois.	12,160,000	•	....	....	5,700,000	3,450,000	204,794	....	237.5	1,192,881	....	....	1,316,106	368,093	—	100	....
Dec. 31, 1872	478.6	188.6	60.5	—	182	71	42	4,207	Toledo, Wabash and Western..O. I. & Ill.	34,683,000	•	....	....	16,000,000	18,683,000	....	....	475.7	5,196,661	637,050	1,349,052	6,008,978	1,578,182	—	100	504
Sept. 30, 1872	84.9	—	9.0	—	11	12	6	222	Troy and Boston.....New York.	1,934,146	378,418	....	....	1,599,000	1,899,000	65,369	....	55.3	190,548	262,763	191,122	516,663	212,097	2	100	....
Dec. 31, 1872	1 032	—	100.0	—	151	93	36	2,409	*Union Pacific* ....Nebr. Utah Nev. & Cal.	111,948,812	•	....	....	36,762,300	78,179,512	....	....	1,032.0	....	....	165,688	....	8,862,605	4,092,032	—	100	341
Dec. 31, 1872	165.0	—	60.0	—	24	28	3	1,762	United Companies of New Jersey..N. Jer.	22,450,328	•	13,216,919	427,838	18,990,627	17,615,638	797,681	472,455	455.9	3,905,741	7,580,796	2,588,304	8,266,226	2,261,060	10	100	1284
Apr. 30, 1872	37.0	—	4.0	91.0	6	6	1	28	Utah Central.....Utah.	1,500,000	•	....	....	500,000	1,000,000	....	....	37.0	....	....	....	360,612	206,358	—	100	....
Dec. 31, 1872	31.0	—	2.1	44.0	3	3	2	11	Utah Southern .....Utah.	1,060,000	•	....	....	400,000	660,000	....	....	31.0	....	....	....	126,884	63,442	—	100	....
Sept. 30, 1872	74.8	—	13.4	12.2	14	15	7	125	Utica and Black River.....New York.	2,209,444	258,703	....	....	1,754,920	775,500	....	....	92.2	201,688	184,533	62,064	337,299	111,309	3	100	....
Sept. 30, 1872	98.0	22.0	14.0	—	17	16	7	62	Utica, Chenango and Susq. Valley..N. Y.	3,136 344	438,131	....	....	2,908,600	....	....	....	120.0	228,887	246,101	173,749	424,792	34,246	6	100	....
May 31, 1872	47.0	25.5	9.3	—	—	—	—	—	Vermont and Canada .....Vermont.	3,000,000	•	....	....	3,000,000	....	....	....	—	Leased	by Vermo	nt Central	R. R. Co.	at 8 p.c.)	8	100	55
May 31, 1872	118.0	—	108.0	—	176	125	51	5,189	Vermont Central.....Vermont.	11,500,000	•	....	....	5,000,000	6,500,000	....	....	773.0	....	....	(2 yrs.	8,497,442	493,487	—	100	....
Sept. 30, 1872	56.0	24.1	9.2	—	18	19	8	274	Vermont and Massachusetts..Mass. & Vt	2,703,966	•	90,785	191,899	2,860,000	900,000	68 899	157,751	88.1	24 ,299	275,181	131,458	557,196	169,523	2	100	79
Feb. 29, 1872	140 0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	•	245,588	193,946	454,072	2,929,236	86,869	....	140.0	181 288	82,372	49,431	408,220	102,913	—	100	....
Dec. 31, 1872	46.0	—	2.3	—	3	*	*	50	Vineland.....New Jersey.	1,826,191	•	....	....	998,005	750,000	78,187	....	—	(Leased	to N. Jer.	Southern	R. R Co.)	....	—	100	....
Dec. 31, 1872	18.3	—	6.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	....	....	....	1,800,000	1,261,400	....	....	—	(Leased	to D. L. &	W. R. R.)	525,749	215,353	7	100	83
Sept. 30, 1872	44.0	—	2.0	281.0	4	6	3	66	Washington and Ohio .....Virginia.	1,438,178	128,577	128,773	....	900,700	130,400	321,248	340,178	44.0	81,361	27,893	10,418	81,285	7,948	—	100	....
Aug. 31, 1872	132.0	26.0	15.5	—	26	16	5	247	Western Alabama.....Alabama.	4,822,628	538,272	342,809	662,585	2,008,324	3,169,900	561,508	626,504	160.0	421,880	101,742	....	626,504	150,454	—	100	....
Dec. 31, 1872	133.0	—	11.0	—	59	18	12	921	Western and Atlantic.....Georgia.	(Owned b	y State	of Georgi	a & lease	d to a co	mpany fo	r $300,00	0 a year.)	138.0	....	....	125,932	1,590,245	60,587	—	100	....
Sept. 30, 1872	60.0	—	3.3	13.0	10	10	6	123	Western Maryland ¶.....Maryland.	2,366,892	•	208,500	17,069	682,593	1,800,000	109,089	....	60.0	217,760	184,655	73,841	197,707	7,038	—	100	....
Dec. 30, 1872	57.1	27.6	14.6	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,846,005	....	....	....	1,022,450	1,800,000	1,023,555	....	—	(Leased	by Pennsylvania R.	R. Co.)	....	....	....	55	....
Dec. 31, 1872	60.7	—	16.2	—	18	63	8	171	West Jersey.....New Jersey.	2,256,855	•	1,486,466	178,462	1,368,700	2,398,000	162,582	....	123.9	330,565	642,728	28,443	664,777	291,363	8	100	190
Mar. 31, 1873	197.0	—	10.0	—	20	14	10	660	West Wisconsin.....Wisc.	8,640,000	•	....	....	4,000,000	4,640,000	....	....	166.0	....	....	....	549,645	263,329	—	100	....
Dec. 31, 1872	32.0	—	1.0	28.0	3	5	2	24	Wheeling, Pbg. & Balt.....W. Va. & Pa.	579,642	•	....	....	500,000	....	79,642	....	82.0	39,228	53,175	11,638	48,161	480	—	50	....
Sept. 30, 1872	189.0	—	6.0	—	18	14	6	286	Wilm. Colum. and Augusta..N. C. & S. C.	3,971,781	381,117	51,244	....	300,000	3,900,000	304.142	....	172.0	....	....	....	591,046	226,498	—	100	....
Oct. 31, 1872	63.6	—	9.5	—	11	6	5	124	Wilmington and Reading...Pennsylvania.	2,644,078	285,151	82,892	....	750,668	2,332,200	108,610	....	63.6	230,554	132,365	264,578	274,778	21,667	—	50	....
Sept. 30, 1872	162.0	19.0	9.5	—	32	31	—	324	Wilmington and Weldon ¶....N. Carolina.	3,004,944	•	61,436	296,393	1,456,200	1,619,100	77,042	299,531	181.0	519,184	124,995	....	535,871	230,833	—	100	....
Dec. 31, 1872	130.9	—	3.0	201.0	15	6	2	300	Wisconsin Central .....Wisconsin.	4,120,000	•	....	....	1,667,500	1,891,500	....	....	—	....	....	....	131,798	63,778	—	100	....
Sept. 30, 1872	45.7	—	11.8	—	17	11	5	411	Worcester and Nashua.....N. H. & Mas.	2,212,144	•	85,701	48,163	1,425,400	310,300	36,515	573,774	45.7	559,641	381,954	368,042	587,369	195,463	12	100	1254
									CANALS, &c.																					
May 31, 1872	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal..Del. & Md.	3,662,316	•	258,967	....	1,880,800	1,997,872	....	....	12.8	....	....	....	419,222	281,716	4	50	....
Dec. 31, 1872	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal..Md. & Va.	10,506,309	•	....	....	8,226,594	8,065,500	....	....	184.5	....	....	....	....	....	....	25	....
Dec. 31, 1872	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	•	....	....	1,633,350	800,000	....	....	—	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	97
Dec. 31, 1872	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,339,210	725,581	20,935,209	....	15,096,000	13,000,000	....	....	108.0	....	....	1,869,557	56,970	loss.	10	100	118
Dec. 31, 1872	43.0	29.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,898,749	•	....	....	4,847,400	....	....	....	95.6	....	....	....	967,557	385,170	10	100	....
Dec. 31, 1872	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,600	•	....	....	8,784,550	15,767,656	....	....	108.0	....	....	1,041,891	606,060	82,570	—	50	914
Dec. 31, 1872	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,166,039	....	....	....	1,004,150	110,000	8,064	....	85.0	....	....	2,059,284	196,149	169,121	9	80	....
Feb. 28, 1873	108.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,482,474	•	....	....	2,200,000	1,125,128	....	....	103.0	....	....	....	322,762	90,194	7	80	114
Dec. 31, 1872	73.0	64 0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	8,086,380	•	....	....	4,467,180	2,588,000	1,048,200	....	380.0	....	....	967,578	556,164	loss.	60	4
Dec. 31, 1872	106.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,128	2,285,673	271,467	....	4,385,798	8,576,288	287,198	....	106.3	(Lease to	Ph. & R'g.)	1,200,181	549,852	684,169	1	80	12
Dec. 31, 1872	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,106	•	....	....	2,092,706	2,757,310	165,611	....	45.0	(Lease to	Ph. & R'g.)	426,393	69,151	51,241	—	80	12
Dec. 31, 1872	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,007,850	•	....	....	2,907,850	380,000	35,000	....	84.0	....	....	124,900	44,862	200	—	50	....
Dec. 31, 1872	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna....Penn.	3,030,344	•	....	....	1,100,000	748,000	295,219	....	....	(Leased	to Pennsylvania.)	....	....	....	—	50	....

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
	$	p c	p c	p. c.
Railroad Stocks:				
Atlantic and Great Western, pref...	10,000,000	7	...	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	...	....
" " " guar.	276,200	7	...	....
Atlantic and Pacific, preferred	10,000,000	7	...	19½
Atlantic and St. Lawrence,* guar...	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,552,800	6	5	106
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar.....	1,159,500	7	7	56
Camden and Amboy,* guaranteed..	5,847,900	10	10	123½
Camden and Atlantic, preferred.....	763,549	7	3½	78
Cayuga and Susquehanna,* guar....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,600	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	106
Central Ohio,* preferred	411,550	6	6	82
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,158,200	7	5	75
Chicago and Alton, † preferred.....	2,425,400	...	10	109½
Chicago, Iowa & Nebraska,* guar..	3,916,300	...	8	90
Chicago and North-Western, pref...	21,289,563	7	7	76½
Cinc., Sand. and Cleveland, pref....	429,000	6	6	....
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	87½
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred....	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	...	....
Dubuque and Sioux City,* guar....	5,000,000	...	3	65
Dubuque South-Western, pref.....	590,315	8	...	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	70
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	76
" " com.& *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	75
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	...	...	....
Hannibal and St. Joseph, pref	2,167,700	7	7	39½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred.....	1,180,000	8	8	100
Huntington & Broad Top Mtn, pref.	190,750	7	...	36
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	85
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref...	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	3,101,650	6	...	16
" " 2d pref.....	4,486,250	6	...	8
Mich. Southern, (Lake Shore) guar..	533,500	10	10	....
Mill Creek,* guaranteed.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	10,825,777	7	7	72½
Mine Hill,* guaranteed.....	3,856,450	8	8	103
Montclair,* guaranteed.....	2,000,000	7	...	....
Morris and Essex,* guar.....	15,000,000	7	7	92½
Nesquehoning Valley,* guar.....	2,000,000	10	10	110½
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,295,200	10	10	123
New London Northern,* guar.....	971,400	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	117
" " *com.& guar.	8,500,000	8	8	132
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred.....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	126½
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	57
" " pf.& *guar.	2,000,000	8	8	94
Ohio and Mississippi, preferred.....	4,030,000	7	7	63
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama, guaranteed.....	7,000,000	12	12	116½
Paterson and Hudson,* guar.....	630,000	—	8½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	...	...	....
Phila., Germant'n & Norrist'n,*guar.	2,231,900	12	12	174
Philadelphia and Reading, † pref....	1,551,687	—	10	....
Philadelphia and Trenton,* guar....	1,259,100	10	10	122
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	93½
Pittsfield and North Adams,* guar.	450 000	5	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	121
Rochester & Genesee Valley,* guar.	557,580	...	...	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	47
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	...	33
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	—	....
St. Louis, Kansas City & Nor., pref..	12,000,000	...	—	30
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	369,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	—	....
" " 2d pref..	1,000,000	7	—	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	71½
Warren,* guaranteed.....	1,800,000	7	7	....
Canal Stocks.				
Delaware Division,* guar.....	1,633,350	8	8	....
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	125
" com. and * guar.....	1,695,000	4	4	52
Schuylkill Navigation preferred....	3,808,977	6	6	25

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 25.

	Th.19.	F.20.	Sat.21.	M.23.	Tu.24.	W.25
Boston, Hart. & Erie.... 2	2½	2	....	2	2	
Canton Co.....	....	....	....	....	....	
Central Pacific.....	....	....	....	73	....	
Central Pacific 6s..... 96½	....	96½	....	96	....	
Central of N. Jersey....107½	107½	107	....	....	106	
Chesapeake & Ohio 1 m. 56	57½	55½	....	55½	....	
Chicago & Alton.....	....	112½	....	107½	107	
" pref.....	....	....	....	....	109½	
" 1 M.....	....	....	....	....	....	
" S. F.....	....	....	....	....	....	
" Inc. bds.....	....	100	....	....	....	
Chicago, Burl. & Q.....111½	....	....	....	....	110	
" 8s, 1883	....	....	....	....	....	
Chic. & Northwestern . 59	58½	59	....	58½	58	
" pref..... 75½	75½	75½	....	75	75½	
" 1st M.....	....	....	....	....	....	
" S. F.....	....	....	....	....	....	
" Consol.....	93	....	....	....	....	
Chic., Rock Isl. & Pac..107½	107½	107½	....	107	106½	
Chi , R. I. & Pa. 7s,1896.103½	103½	103½	....	103½	103	
Clev., Col., C. and Ind.. 84½	84	84	....	....	81	
Clev. & Pittsburg guar.. 87½	87½	87½	....	87½	....	
" 2 M.....	....	....	....	....	....	
" 3 M.....	....	....	....	....	....	
" 4 M.....	....	....	....	....	....	
Clev. and Toledo.....	....	....	....	....	....	
" S. F. 7s.....	....	....	....	....	....	
Col., Chi., & Ind. C..... 32½	32	31½	....	31½	30½	
" 1 M..... 90	....	90½	....	....	....	
" 2 M.....	....	....	....	....	....	
Del. & Hudson Canal ..117½	....	117½	....	117½	118	
Del. Lack. & Western...112	111½	111½	....	110½	110½	
" 1 M. 7s.....	....	....	....	....	....	
" 2 M 7s.....	....	....	....	....	....	
Erie Railway..... 48½	....	....	....	48½	47	
" pref.....	....	....	....	....	....	
" 1 M. 7s, 1897.....	103	....	....	....	103½	
" 2 M. 7s, 1879.....	....	....	....	....	....	
" 3 M. 7s, 1883.....	101	....	....	....	....	
" 4 M. 7s, 1880.....	....	99	....	99	....	
" 5 M. 7s, 1888.....	....	....	....	96	....	
" 7s, con. gold.....	....	....	....	....	....	
Great Western 2d mort. 85	....	....	....	84½	84½	
Hannibal & St. Joseph. 32½	32½	32½	....	32	31½	
" pref..... 41½	....	41	....	....	39½	
" 8s, conv. 84½	....	84	....	84	....	
Hudson River.....	....	....	....	....	....	
" 2 M. S. F.....	....	....	....	....	....	
" 3 M 7s, 1875.....	....	....	....	....	....	
Illinois Central 106½	....	105½	....	....	....	
" 7s	....	....	....	....	....	
Lake Shore & Mich. S'th. 82½	82	82½	....	81½	51½	
Marietta & Cin. 1st pref....	....	....	....	....	....	
" 2d pref.....	....	....	....	....	....	
Michigan Central..... 91½	91½	91	....	90	90	
" S. F. 8s, 1882.....	....	....	....	....	....	
M. S. and N. I. 1 M. S. F.....	....	....	....	....	....	
" 2 M.....	99	....	....	....	....	
Milw. and St. Paul..... 47½	46½	45½	....	46½	46	
" pref..... 73½	73½	73	....	73	72½	
" 1st mort.....	....	....	....	....	....	
" 2d mort..... 81½	81	....	....	....	....	
" 8s.....105½	105½	....	....	....	....	
" 7 3-10s con.. 94½	94½	....	....	93½	....	
" 7s, gold..... 89	89	89	....	....	....	
Missouri 6s..... 96	96	....	....	95½	95½	
" H. & St. J. 1ss.....	....	....	....	....	....	
Morris and Essex..... 92½	92½	92½	....	92½	92½	
" 1st mort....106½	....	....	....	....	....	
" 2d mort..... 99½	....	....	....	99½	99½	
N. Y. Cen. & Hud. Riv.105	104½	104½	....	104½	104½	
" 7s, S.F.1876.....	....	....	....	....	100½	
" 6s, S.F. 1883 95	....	95½	....	....	....	
" 6s, S.F. 1887.....	....	94	....	....	....	
N. York and Harlem...132½	....	....	....	132½	132	
" pref.....	....	....	....	....	....	
" 1 M. 7s, 1873.....	....	....	....	....	....	
N. York, N. Hav. & Hart.131	....	....	....	130½	....	
N. Carolina 6s, old.....	....	....	....	....	....	
" new	....	....	....	....	....	
Ohio and Miss..... 33½	33	33½	....	32½	32½	
" pref..... 63	63	....	....	....	....	
" 2d M..... 82	81	81	....	81	....	
Pacific Mail S. S. Co.... 43	42½	42½	....	42½	41½	
Panama	....	116	....	116½	....	
Pitts., Ft. W. & Chi. gtd.....	93½	94	....	....	93½	
" 1 M.....	....	105½	....	....	....	
" 2 M.....100½	....	....	....	101	....	
" 3 M.....	....	....	....	....	....	
Quicksilver Mining Co.. 32	32½	32½	....	....	32½	
St. L., Alton & T. H.....	....	....	....	....	15	
" pref.....	....	33	....	....	....	
" 1 M.....	....	....	....	....	....	
" 2 M. pref.....	....	....	....	....	....	
" Income bds.....	78	....	....	....	....	
Tennessee 6s, old..... 86½	87½	91	....	91	90	
" new.....	....	91	....	91	....	
Tol., Wab. & Western.. 52	51½	51½	....	51½	50½	
" pref.....	....	....	....	....	....	
" 1 M..... 95½	96½	95½	....	....	....	
" 2 M.....	....	....	....	....	91	
" Equipment.....	....	....	....	....	....	
" St. Lou. Div.....	87½	....	....	....	87½	
Union Pacific..... 35½	35½	35	....	34½	34½	
" 1st mort... 85½	85½	85½	....	85½	85½	
" L. Gt. 7s.... 82½	....	....	....	82	82	
" Inc. 10s.... 82	81	81	....	82½	82½	
Virginia 6s, old.....	....	....	....	....	....	
" new.....	....	....	....	....	....	
" consol.....	51	51½	....	51½	51½	
" def. cert.....	11½	....	....	....	....	

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 25.

	Th.19.	F.20.	Sat.21.	M.23.	Tu.24.	W.25
Federal Stocks:—						
U. S. 5s, 1874, reg.....	....	....	....	....	....	
U. S. 5s, 1874, coup.....	....	....	....	....	....	
U. S. 5s, 10-40s, reg.....	....	....	....	....	....	113½
U. S. 5s, 10-40s, coup..110	116½	116	....	....	116½	116½
U. S. 5s, 1881, reg.....	....	....	....	....	....	
U. S. 5s, 1881, coup.....	114½	114½	....	....	....	114½
U. S. 6s, 1881, reg.....120½	120½	....	....	....	120½	
U. S. 6s, 1881, coup....120½	121	121	....	....	120½	120½
U. S. 6s, 5-20s, reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862.....	....	....	....	....	118½	....
U. S. 6s, 5-20s, reg. '64.....	....	....	....	....	....	119½
U. S. 6s, 5-20s, c. 1864.120½	120½	....	....	....	120½	119½
U. S. 6s, 5-20s, reg. '65.....	....	....	....	....	....	119½
U. S. 6s, 5-20s, c. 1865.121	121½	121	....	....	120½	120½
U. S. 6s, 5-20s, r. n. '65.....	119½	119½	....	....	....	....
U. S. 6s, 5-20s, c. n '65.119½	119½	....	....	....	119½	119½
U. S. 6s, 5-20s, reg. '67.....	....	....	119½	....	119½	....
U. S. 6s, 5-20s, c. 1867.120½	120½	120	....	....	120½	....
U. S. 6s, 5-20s, reg. '68.119½	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68...120	120	120½	....	....	....	....
U. S. 6s, Pac. R.R. issue.116½	116½	....	....	....	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 24.

	W.18.	Th.19.	F.20.	Sat.21.	M.23.	Tu.24
Catawissa preferred	43	43	....	....	....	43
Camden and Amboy.....	....	....	....	....	....	90
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	88½	....	....	....	89
" 6s, 1889	....	....	....	....	....	87
" mort. 6s, '89....	99	....	....	....	....	99
Elmira & Williamsport.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
" 7s.....	....	....	....	....	....	....
Lehigh Navigation..... 46½	46½	46½	45½	....	45½	
" 6s, 1884	....	95½	....	....	....	....
" Gold L..... 98	97½	97	98	....	97	
" R. R. L.....	95	....	95	....	....	
" Conv. L. '77.....	....	....	....	....	....	
Lehigh Valley R. R..... 60	60½	60	60½	....	60½	
" 6s new coup.....	....	....	....	....	....	
" 6s new reg.....	100½	....	....	....	....	
Little Schuylkill R.R.....	....	....	....	....	....	
" 7s.....	....	....	....	....	....	
Minehill 51½	51½	51½	51½	....	....	
Morris Canal.....	....	....	....	....	....	
" pref.....	....	....	....	....	....	
North Pennsylvania	....	46½	....	....	....	
" 6s, 1885 100	100	....	100	....	....	
" 7s.....	....	....	....	....	....	
" 10s, 1887	....	....	....	....	....	
Northern Central	36	....	38	....	....	
Oil Creek & Alleg. Riv. 18	17½	....	17	....	17½	
" 7s.....	70	....	....	....	....	
Pennsylvania R. R..... 51½	51½	51½	51½	....	51½	
" 1st M.....101½	....	....	....	....	....	
" 2d M.....	....	....	101½	....	....	
" Gen. mort.....	....	....	90½	....	....	
" " reg.....	....	92½	....	....	....	
Penn. State 6s, 1st series.....	....	....	....	....	....	
" 6s, 2d series.....	....	....	106	....	106	
" 6s, 3d series.....	....	....	....	....	109	
Philadelphia City, 6s.....	100½	....	....	....	100½	
" new 102½	102½	103	103	....	103	
Philad., Germ. & Nor.....	....	....	....	....	....	
Phila. & Reading 57½	57½	57½	57½	....	58	
Philadelphia and Erie.. 22	22½	22½	22	....	22	
" 6s.....	....	....	....	....	....	
" 7s..... 87	87	87	87	....	87	
Phila., Wilm. & Balt.....	....	....	....	....	....	
Schuylkill Navigation.....	....	....	....	....	....	
" pref..... 12½	....	12½	....	....	12½	
" 6s, 1882 74	74	....	74	....	....	
" 6s, 1876	....	....	....	....	....	
" 6s, 1872	....	....	....	....	....	
United Co. of N. Jersey.123	....	123½	123½	....	123½	
Hestonville, (Horse).....	21½	....	....	....	....	
Chestnut & Wal.	....	....	....	....	....	
Green & Coates	49½	....	....	....	49½	
2d and 3d streets	....	....	....	....	....	
Spruce and Pine	....	....	....	....	....	
13th and 15th sts.	....	22	....	....	....	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 24.

	W.15.	Th.19.	F.20.	Sat.21.	M.23.	Tu.24
Baltimore City 6s, 1875.100	....	100	....	....	....	....
" 1890	....	....	....	....	....	....
" 1890 ..... 99½	....	99½	99½	....	99½	
" 1884	....	....	....	....	....	....
" 1900 99	....	....	....	....	....	....
Balt and Ohio.....175	....	175½	176	....	175	
" bonds, 1875.....	....	....	....	....	....	....
" " 1880.....	....	....	....	....	....	....
" " 1885.....	....	....	....	....	....	100
Marietta & Cin. 1st M.....	....	101½	....	....	....	102
" 2d M..... 92½	....	92½	92½	....	92½	
" 3d M. 8s.... 79½	79½	....	....	....	79½	
Northern Central.....	....	....	....	....	....	36½
" bonds, 1885.....	....	....	....	....	....	....
" " 1900.....	....	....	....	....	....	....
Pittsb. & Connellav. 7s.....	90½	....	90½	....	....	....
N. W. Va. 1st mort.....	....	....	....	....	....	....
" 2d mort.....	....	....	....	....	....	....
" 3d mort.....	....	....	....	....	....	....
Virginia 6s, Consol..... 50½	50½	51½	....	....	51½	
" Defer. Certif.....	....	....	11½	....	11½	
City Passenger R R.....	16½	16½	....	....	....	

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 25.

	Th. 19.	F 20.	Sat. 21.	M. 23.	Tu. 24.	W. 25
Boston and Albany	140	140	140	....	140	140
Boston and Lowell	106¼	106¼	106⅜	....	106¼	105¼
Boston and Maine	108	....	....	....	107⅜	107
Boston and Providence	....	....	148	....	146½	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s	31¼	31¼	31¼	....	30¼	30¼
Cheshire, pref	....	....	78	....	78	....
Chi., Burl. & Quincy	111¼	111¼	111	....	110¼	105½
Concord	....	....	....	....	....	....
Connecticut River	137½	....	....	....	....	....
Eastern	77	76½	75¼	....	75	75
Fitchburg	124½	....	....	....	124¼	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	91½	90½	90	....	89½	....
Northern, N. H	....	....	109½	....	....	....
Ogdens. & Lake Champ	57	....	....	....	57¼	57
" pref	....	....	....	....	94	....
Old Colony	110¼	110¼	....	....	110¼	110¼
Ph., Wil. & Baltimore	55	54½	55	....	55	55
Portl'd, Saco & Ports	121	....	....	....	....	....
Union Pacific	....	....	....	....	....	....
" 6s	....	84½	....	....	....	84¼
" Land Grant 7s	....	....	....	....	....	....
" Income 10s	....	....	....	....	....	77½
Vermont & Canada	....	....	....	....	....	....
Vermont & Mass	79½	79½	....	....	....	79
South Boston (Horse)	....	....	....	....	....	....
Cambridge "	....	....	....	....	....	....
Metropolitan "	46	....	....	....	46	....
Middlesex "	....	....	....	....	....	....
Central Mining Co	....	28	....	....	....	....
Copper Falls "	....	....	....	....	....	25
Franklin "	....	....	....	....	....	....
National "	....	....	....	....	....	....
Quincy "	36¼	....	....	....	37¼	37¼

London Stock Exchange.

	—Closing Prices.— Jan. 30.	Feb. 6.
Atlantic & Gt. W. 1st mort., $1,000	68 — 73	68 — 70
Do. 2d mort., $1,000	52 — 58	55 — 54
Do. Con. mort. B'nds Bisch's Cert.	25½ — 26¼	25 — 26
Do. Reorg. Scrip	98 —102	100 —105
Do. Leas. Lines, Rental Bonds	83 — 85	82 — 84
Detroit & Milwaukee 1st mort. Bonds	73 — 75	73 — 75
Do. 2d do.	55 — 65	55 — 65
Erie shares 100 dol. all paid	44¼ — 45	44¼ — 45½
Do. 6 per cent Convertible Bonds	98 —100	98 —100
Cons. Mort. amount autho. to be issued for conv. of existing bonds	— — —	— — —
Illinois Central $100 shares all paid	92 — 94	96 — 97
Do. Redemption mort. bonds 6 p.c.	99 —101	99 —101
Illinois & St. Louis Bridge 1st mort.	100 —102	100 —102
Marietta and Cincinnati Rail. Bonds	94 — 97	94 — 97
Michigan Central 8s 1882, conv.	90 — 100	90 —100
Panama 2d mort	68¼ — 69¼	73 — 75
Panama General mort	96 — 98	95 — 96
Pennsylvania, 2d mort	97 — 99	97 — 99
Do. General mort	97 — 98	97 — 98
Do. $50 shares	44 — 45	45 — 46
Philadelphia and Erie 1st mort	96 — 98	96 — 98
Do. with option to be paid in Phila.	97 — 98	97 — 99

American Railroad Journal.

Saturday, February 28, 1874.

Stock Exchange and Money Market.

The supply of Money has been largely in excess fo the pressing wants of borrowers, whether for speculative or mercantile purposes, and rates have continued quite easy at 3@5 per cent on call, and 6@7 per cent per annum on the best grades of commercial paper. The comparative inactivity at both the Stock and Gold Exchanges has tended to lessen the chances for lenders of promptly placing their balances, to advantage, in a controllable form. The backwardness of the revival in the Spring trade in most lines has also operated against any important increase of the offerings of strictly desirable discount applications. The abundance of capital seeking profitable employment has, therefore, served to stimulate the demand for the public funds, as well as the better class of the railway mortgages. The last weekly bank exhibit shows that the banks held 21⅞ millions more than the 25 per cent of legal tender reserve, as to liabilities, required by the National banking law. The deposits of the City banks show a slight increase; and the item of legal tender notes an increase of about a fourth of a million, while the specie reserve indicates a further reduction of 2⅜ millions. The banks enlarged their loan and discount average, over five millions, and contracted their circulation about ⅛th of a million. The U. S. Sub-Treasury reports an addition of nearly ⅜ths of a million to its currency reserve, and of over 1⅛ millions to its specie hoard. The City banks reported their average of gold last week at $28,862,000, as against $30,687,200 the preceding week; and their greenback average at $60,150,600, as against $59,872,100, on the previous return. Their deposits stood at 289¾ millions, against 289⅝ millions the preceding week. The loan item was nearly 283¼ millions, against 278¼ millions on the former exhibit. The circulation was about 26¾ millions.

The U. S. Sub-Treasury, last week, enlarged its currency balance $291,843, and its coin reserve $1,598,625. Its currency balance at the close of the week was $37,274,466; and its coin reserve $57,228,448.

The cash balances in the Treasury Department, at Washington, on Monday were as follows: Currency, $2,860,000; special deposits of legal tenders for redemption of certificates of deposit, $48,325,000; coin, $86,500,000; including coin certificates, $43,630,000.

Gold has been in moderately active request and rather firmer in price. The customs call has been more urgent. The export drain has been limited. The extremes of the price have been 112¼@118, closing at 112¾ as against 112⅝ on Wednesday of the preceding week. The specie outflow, last week, was $446,878. The imports of specie at this port since Jan. 1, have been $928,666, against $138,236 same time last year.

The customs demand for Gold last week averaged $462,167 a day. The total customs revenue of the Government, in coin, at this port, since July 1, 1873, has been $74,111,286, against $89,045,817 same time in 1872-'3. Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since July 1, 1873, $43,106,334 against $57,646,660 same time in 1872-'3. The export drain of specie since July 1, 1873, has been $26,050 918 against $45,699,066 in 1872-'3.

Government has received about 63 millions from internal revenue sources, thus far, in the current fiscal year, commencing with July 1st, 1873.

There has been an unusually slow movement reported in foreign exchange, prices of which, however, have been comparatively steady. Bankers' sixty day bills on London closed on Wednesday at $4 84½@$4 85; sight bills on London, at $4 87½@$4 88½. The week's exports of Domestic Produce have been to the currency value of nearly 6½ millions.

Government securities have been in quite moderate supply, and generally good demand at firm prices. The purchases have been mostly on investment account.

Business in Railway and Miscellaneous share property has been unusually tame, during the week, with values quoted irregular, closing barely steady.

U. S. sixes of 1881 closed on Wednesday of this week at 120¾@121; U. S. Five-Twenties of 1862, 117¾@118; U. S. Five-Twenties of 1864 at 120@120½; U. S. Five-Twenties of 1865 120¾@121; U. S. Five-Twenties of 1865 consolidated 119½@119¾; U. S. Five-Twenties of 1867, 120⅛@120⅜; U. S. Five-Twenties of 1868, 119¾@120; U. S. Ten-forties at 116⅛@116½; U. S. Fives of 1881 (Funding Loan) 114⅜@114¾; Six per cent. currency Sixes from 116½@116¾.

State and Railway bonds have been in fair demand and have been held with much firmness, as a rule. Central Pacific first mortgage six per cents closed at 96¼@96½. Chesapeake and Ohio First Mortgage Bonds, Six per cents, 55¼@55½.

The outstanding amount of U. S. legal tender notes on Wednesday was about 381⅜ millions.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $9,623,667, against $9,983,315 same week last year. The exports of domestic produce are $6,458,305, as against $5,024,810 last year. The exports of Gold and Silver, $446,878, as against $733,183 last year. The customs in Gold deposited during the week in the New York Office of the Treasury amounted to $2,774,905, as against $2,841,317 same week last February.

General business has been on a moderate scale, as to actual dealings, though preparations for the Spring trade have been pushed forward with comparative vigor. The demand for Breadstuffs, Provisions, Cotton, Naval Stores and Petroleum has been less active and prices have been somewhat depressed; closing more steadily. Copper, has been in moderate demand at about steady rates. Sales include 400,000 lbs. Ingot at 24¾c.,@25c. Iron has been weak, and for Scotch Pig about $1 per ton lower on a restricted business; sales have been 150 tons Eglinton at $40. We quote: Eglinton Pig at $40@$41; Glengarnock, $41@$41 50; Coltness, $44; Gartsherrie, $47; No. 1 American Pig at $35@$36; No. 2 do. at $31@$33; Forge, $29@$31; English Rails at $55@$60, gold; American Rails at works, $62 50@$65; Old Rails, $40; Wrought Scrap, $40@42 50. A light demand has been noted for Pig lead, with Foreign quoted at 6¾c., gold, for ordinary, and domestic at $6 25@$6 37½, gold; sales 40 tons domestic at 6⅞c., gold; Bar, quoted at 9¼c.; Sheet and Pipe, 10c. Spelter has been dull at 7⅜c.@7⅝c., gold, for foreign, and 7½c.@11c. for domestic. Pig-tin has been inactive and depressed, with Straits at 27c., gold; English at 24¼c.@24½c., Refined do., 25½c., and Banca at 30c.@30½c., gold. Tin Plates have been in very moderate demand at steady prices; sales 350 bbls. Coke Terne on private terms. We quote: Charcoal Plates at $10 75@$10 25; Charcoal Terne, $9 25@$10 12½; Coke, $8 25@9; Coke Terne, 7@$8 75, gold, per box. Zinc dull and irregular. Tobacco, Hemp, Hogs, Seeds, and Groceries have been very moderately sought after; prices, in most instances, have favored purchasers. Wool has been held more firmly with a fair inquiry noted. The report from the London Colonial wool sales have been quite favorable. Hides have attracted more attention at late quotations. Leather, Fish, Fruit and spices, in moderate request. At the Live Stock markets, business has been slow, with values quoted essentially unchanged. Ocean freights have been rather more active, with rates fairly supported. At the auction sale of Scranton Coal on Wednesday, 60,000 tons were disposed of at easier prices; the range having been from $4 17½@$5 20 as against $4 35@$5 27½ in January.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—St. Louis and Iron Mt. R. R., 63¾; do. 1st mort., 95½; do. 2d mort., 83½; Atlantic and Pacific pref., 19½; Pacific R. R. of Mo., 42¼; do. 1st mort., 79¾; Albany and Susquehanna R. R., 94; do. 1st mort., 102; do. 2d mort., 99½; Illinois Central Scrip, 104; New Jersey Southern R. R., 4; St. Louis, Kansas City and Northern pref., 30; Mo., Kansas and Texas R. R., 15¼; Rensselaer and Saratoga R. R., 106; Michigan Central 7s, 98½; Chicago and Northwestern consol. gold bonds, 86; Gt. Western 1st mort., 1888, 93⅛; Lake Shore and Michigan Southern 7s, consol., coup., 97; do. reg. 97; New York Central 1st mort., 7s, coupon, 105¾; Lake Shore div. bonds, 97; Del., Lack. and Western 7s. conv., 103¼; Central of New Jersey 7s, 1902, conv., 101¼; do., 1st mort. new, 105½; Mil. and St. Paul 1st mort., LaC. div., 92; Canada Southern 1st mort., int. cer., 68; Louisville and Nashville 7s, 1898, consol., 90; Long Dock bonds, 99; Buffalo and Erie 7s, new, 97; Clev., Col., Cin. and Ind. 1st mort., 102¾; Ohio and Miss. 7s consol., S. F., 93½; Boston, Hartford and Erie 1st mort., 80¾; do. guar., 46; Cin., Laf. and Chi. 1st mort., 86; Pacific R. R. 7s, guar., by Mo., 98¼; North Missouri 1st mort., 87½; Chicago and Mil. 1st mort., 94; Delaware and Hudson Canal reg. 7s, 1884, 103; Western Pacific bonds, 87⅜; Clev., Paines. and Ash. 7s, new, 98; Dubuque and Sioux City 2d div., 90; Western Union Telegraph, 75⅞; Atlantic and Pacific Tel., 17¼; Am. Dist. Tel., 62; Quicksilver pref., 37½; Wells-Fargo Exp., 76¾; U. S. Exp., 72; Am. Exp., 64¼; Adams Exp., 97; Pennsylvania Coal, 285; Am. Coal, 71⅞; Consol. Coal of Md., 49½; Tenn. 6s, old, ex-coupon, 70; do. new, 69¼; N. Y. State 7s, B. L. reg., 107; South Carolina 6s, new, Jan. and July, 9½; North Carolina 6s, special tax, 3d class, 10.

Philadelphia.—Wilmington and Reading 1st mort. 87¼; Pittsburg, Cincinnati and St. Louis 7s, 69; Allegheny Valley 7 3-10s, 92; Philadelphia and Reading 7s, new, conv., 104½; do. Gen'l mort., 7s, reg., 105; do. coupon, 102½; Shamokin Valley and Pottsville 7s, 92; Cape May and Millville 7s, 95; Belvidere Delaware 2d mort., 84; Phila. and Reading C. & I. mort., 7s, 88; Lake Superior and Mississippi 1st mort., 50; Penn. and New York 7s, 102¾; Lehigh Valley 7s, 106; Northern Pacific 7-30s, 85¼; Elmira and Williamsport 5s, 59; Harrisburg and Lancaster 6s, 96½; Pennsylvania Canal 6s, 66; Schuylkill Nav. 6s, 1895, 73; Pennsylvania R. R. div. scrip, 97⅞; Catawissa R. R., 17; do. new pref., 34⅞; do. 7s, new, 100½; Camden and Atlantic pref., 39; do. 2d mort, 98½; West Jersey R. R., 50; Huntingdon and Broad Top Mt. pref., 18; do. 1st mort., 103½; do. 7s, consol., 36. The latest quotations are: City 6s, 100⅜@101; do. free of tax, 102⅞@103; Pennsylvania State 6s, 2d series, 105¾@106; do. 3d series, 108½@109; Philadelphia and Reading 57¾@57⅞; do. Gen'l mort. 7s, coup., 102½@103; do. reg., 104½@105¼; do. mort. 6s, 1880, 99@100; do. new, conv., 104@104⅛; do. 7s, 1893, 103¼@—; United New Jersey R. R. and Canal Co., 123¼@123¾; Camden and Amboy mort. 6s, 1889, 98¾@99¼; Pennsylvania R. R., 51¾@51⅞; do. div. scrip, 97¾@98; do. 1st mort., 101@102; do. 2d mort., 100¼@101¼; do. general mort. coupon, 89¾@90¼; do. reg., 92¼@92½; Little Schuylkill R. R., 46@47; Morris Canal, 50@52; do. pref. 120@128; do. 6s, 96@100½; Susquehanna Canal, 5@9; do. 6s, 78@75; Schuylkill Nav., 6¼@6½; do. pref., 12½@13; do. 6s, 1882, 74@74¼; do. 1872, 82@—; Elmira and Williamsport pref., 37@39; do. 7s, 1878, 95@100; do. 5s, 60@60; Lehigh Coal and Navigation, 45¾@45⅞; do. 6s, 1884, 95½@96; do. R. R. Loan, —@95; do. Gold Loan, 97@97¼; North Pennsylvania, 46@47 do. 6s, 99½@100¼; do., 7s, 102@103; do. Chattle 10s, 108@111; Philadelphia and Erie, 21⅞@22¼; do. 6s, 91@95; do. 7s, 87@87½; Minehill, 51½@51¼; Catawissa, 17@18; do. pref. 43@43¼; do. 7s, 1900, 101@102; Lehigh Valley, 60@60¼; do. 6s, new coupon, 99½@101; do. reg., 100@101; do. 7s, 102@103; Fifth and Sixth streets (horse,) 52¼@—; Second and Third, 60½@62; Thirteenth and Fifteenth, 21@22½; Spruce and Pine, 28@30; Green and Coates 49¼@50; Chestnut and Walnut, 58½@—; Hestonville, 21@22; Germantown, 35@39.

Boston.—Chicago, Burlington and Quincy 7s, 1903, 97; Ind., Cin. and Laf. scrip, equip., 95; Old Colony R. R. 6s, 1876, 97⅞; do. 7s, 103¾; do. 5s, 1884, 90½; Boston and Albany 7s, 105½; Boston and Maine 7s, 1893, 103½; Atchison, Topeka and Santa Fe 1st mort., 62; Detroit and Bay City 1st mort. 8s, 1903, 99; Jackson, Lansing and Saginaw 1st mort. 8s, 99⅝; Montpelier and Wells River 1st mort., 50; Quincy and Warsaw 8s, 99⅜; Keokuk and St. Paul 8s, 98¼; Atchison and Nebraska 8s, 43½; Chicago and Iowa 1st mort. 8s, 92⅜; Cincinnati, Sandusky and Cleveland R. R., 10¼; Norwich and Worcester R. R., 126½; Summit Branch, 35¼; Burlington and Missouri River R. R. in Iowa, 108½; do. in Nebraska, 63¾; do. 8s, in Nebraska, old, 99¾; Worcester and Nashua R. R., 125¼; Eastern (N. H.) R. R., 70; Rutland pref., 47; do. scrip, No. 5, 85½; Indianapolis and Cincinnati R. R., 6; Nashua and Lowell R. R., 136; Union horse R. R., 109; Connecticut and Passumpsic Rivers R. R., 77¼; Boston Water Power Co., 16½; Brookline Land, 5¾; Cary Imp., 8¼; Pullman Palace Car Co., 98½; New Hampshire 6s, 1896, 99¼; do. 1877, 99; Chicago 7s, 99½; St. Louis 6s, 90; Boston 5s, 1886, 95½; do. 6s, 1903, currency, 99¼; Lowell 6s, 1890, 95½; Chelsea 6s, 1892, 94⅞; Toledo, O., 8s, 1893, 102; Portland 6s, 1907, 90½; Charlestown 6s, 1892, 97¾; Albany 6s, 1879, 96; do. 1892, 93; do. 1895, 92½; Hartford 6s, 1877, ind., 95; Allouez Mining Co., 7½; Calumet and Hecla, 141; Duncan, 60c.; International, 20c.; Oceola, 37; Petherick, 2½; Superior, 20c.; St. Clair, 2½.

Baltimore.—Northern Central 6s, 1900, gold, 91; Orange and Alexandria 4th mort. 8s, 79½; Northern Pacific 7-30s, 36; Chesapeake and Ohio 6s, 57; Central Ohio pref., 41; do. 1st mort., 90½; Wilmington, Columbia and Augusta 7s, 71; Western Maryland 1st mort. guar. 95; Orange, Alex. and Manassas 7s, 81; Parkersburg R. R., 5¼; Virginia consols, coupon, 77¼; Baltimore City 5s, 80; Memphis City 6s, 49½. The latest quotations are: Wilmington, Columbia and Augusta bonds, 71@71; Pittsburg and Connellsville 7s, 1898, 89½@90; Baltimore and Ohio, 175@175; do. 6s, 1875, 99½@100; do. 1880, 99@100; do., 1885, 99½@100½; Parkersburg Branch, 5½@5⅝; Northern Central, 86¼@86½; do. 6s, 1885, 91@93; do. 1900, 90@92; do., 6s, 1900 gold, 91@92⅝; N. W. Va. 3d mort., 1885, 92@95; Marietta and Cincinnati 1st mort. 7s, 1892, 101¼@101¾; do. 2d mort., 7s, 92⅝@92⅞; do., 3d mort., 8s, 79¼@79½; Central Ohio, 40½@42; do. pref., 40@41½; do. 1st mort., 90¼@91; Western Md., 1@3⅞; do. 1st mort. 6s, 1890, 75@—; do. 1st mort. guar., 94@95; do. 2d mort. guar., 94@—; do. 3d mort., guar., 94@95; do. 2d mort. pref., 60@—; do., 2d mort. guar. by Washington Co., 80@82; Richmond and Danville 1st mort., 69@70; Orange and Alexandria 1st mort. 6s, 85@91; do., 2d mort. 6s, 78@81; do., 3d mort. 8s, 80¼@83; do., 4th mort. 8s, 78½@80; Orange, Alex. and Manassas 7s, 80@81; Virginia and Tennessee 1st mort. 6s, —@—; do., 2d mort. 6s, 60@—; do. 8s, 78@—; Baltimore 6s, 1875, 99½@100; do., 1884, 98@99¼; do. 1886, 98@99; do. 1890, 99¾@100; do., 1893, 99½@—; do. 1893, exempt, 101@102; do., 1900, exempt, 99@99½; do. 1900 new, 98@99; do. 1902, 98⅞@99; Memphis City 6s, 48@50; Maryland Defense Loan, 1883, 105@105; Virginia 6s, old, 37@40; do. new, 43@50; do. consol. 6s, 51¼@52; do. coupons, 77@77¼; West Virginia, 11½@12; City Passenger R. R., 16@18; George's Creek Coal, 125@136.

NEW YORK, Feb. 23, 1874.

BANKING-HOUSE OF FISK & HATCH.

No. 5 NASSAU ST.

We buy and sell GOVERNMENT BONDS and GOLD at current market rates; buy Gold Coupons; buy and sell Stocks and Bonds at the Stock Exchange on Commission for cash; receive Deposits, and allow interest at the rate of four per cent; make Collections, and transact a general Banking and Financial business.

We also deal in the CENTRAL PACIFIC and WESTERN PACIFIC GOLD BONDS, which, at present prices, are very desirable for investment.

We are also selling the CENTRAL PACIFIC GOLD SIX PER CENT. LAND BONDS at 85 and accrued interest.

The earnings of the Central Pacific Railroad reached last year $14,000,000, and its business is constantly increasing.

The continued scarcity of Government Bonds, with steadily advancing prices, is increasing the demand for the best class of railroad securities, and their relative advantage for interest-paying investment at current rates.

FISK & HATCH.

☞ Work on the double track of the New York Central Railroad, in the Mohawk Valley is progressing, and the contractors are pushing forward their jobs. It is stated that there are now 1,000 men employed on the new tracks between Schenectady and Utica.

☞ The directors of the Levis and Kennebec Railway Co., recently elected, are: J. G. Blanchet, Thos. McGreevy, A. R. C. DeLery, P. Garneau, E. Beaudet, F. X. Lemieux, L. P. Demers, J. Jobin, P. C. Dumontier.

☞ A dividend of eight dollars per share on the capital stock of the Quincy Mining Company has been declared, payable February 20.

☞ P. Garneau has been elected President and W. Withall Vice President of the Quebec Street Railway Co.

Chesapeake and Ohio Funding.

A large majority of the bondholders of the Chesapeake and Ohio Railroad having signified their acceptance of the proposition of the company, to fund the interest on the first mortgage bonds for two years, (the November 1873 coupon and three others) the Treasurer has given notice that he is prepared to issue the new income bonds bearing seven per cent interest therefor. This policy is preferable to litigation and foreclosure proceedings, as it is understood that the traffic of the road shows decided improvement of late, and at the expiration of the two years the company will be able to resume paying interest on the mortgage bonds and soon thereafter to repay the income bonds.

☞ W. S. Sneden, Esq., of Red Bank, N. J., has been appointed Receiver of the New Jersey Southern Railroad. Trips over the entire length of the road were resumed on the 19th inst. Trains to and from Bayside and New York now run every other day.

☞ The offer of the Chicago, Burlington and Quincy Railroad to receive proposals for $1,000,000 of their 7 per cent bonds, resulted in proposals being made to the amount of $3,000,000. A very few were taken at 100—95 11 100 being the lowest bid. The average a fraction under 96.

☞ In the Maine Senate, on the 19th inst., the bill authorizing the Maine Central Railroad Company to change its location and build a bridge across the Kennebec river was passed to be engrossed as amended by the house.

☞ The Governor of Wisconsin has issued a land certificate for that section of the Wisconsin Central road extending southward from Ashland, twenty miles. It covers 128,000 acres.

☞ Work is to be resumed at once on the Wisconsin Valley Railroad, and the track laid to Knowlton as speedily as possible.

THE ILLINOIS CENTRAL RAILROAD COMPANY offers par and a premium of one per cent. (101 per cent.), with accrued interest, for any of its construction mortgage bonds presented for prepayment prior to July 1, 1874, at its office in New York.

The outstanding balance of its Construction Mortgage Debt is about $3,000,000. These Bonds mature April 1, 1875.

L. V. F. RANDOLPH,
Assistant Treasurer.

RAILROAD IRON.

THE undersigned agents for the manufacturers, are prepared to contract to deliver best quality **American or Welsh Rails**, and of any required weight and pattern

PERKINS LIVINGSTON & POST,
31 New St., cor. of Exchange Place,
NEW YORK.

RAILROAD IRON.

THE undersigned, agents for the manufacturers are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States.

M. K. JESUP & COMP'Y,
59 Liberty St., New York.

EDWARD W. SERRELL,
CIVIL ENGINEER,
78 & 80 BROADWAY,
NEW YORK CITY.

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American Railroad Journal.

New York, Saturday, March 7, 1874.

Are Railroad Profits too Large?

Judging by the resolutions of the grangers, and the newspaper utterances on the subject of transportation, one would suppose that the railroads of the United States were reaping profits from their investments far above the average of the other great industries of the country. The stock and bondholders, if their voice could be heard, would have a different sound. What are the facts? Take the whole 70,000 miles of completed railroad lines in the United States, and we venture to say that it does not repay the same average profit, for a series of years, as an equal investment of capital in either farming, banking, or manufactures. Twenty per cent per annum is not an extraordinary profit for cotton mills, iron workers, or banking institutions to make for a single year; although but few of them are so fortunately placed as to make so high an average, for the obvious reason that such rates invariably engender competition in these pursuits, as they do in other industries. But fifteen and twenty per cent. are by no means unusual profits in mercantile pursuits, where competition is supposed to rage fiercest. Considering the magnitude of the capital involved, the exposed and extended nature of the property, and the ceaseless vigilance and high class labor and trusts necessary for their successful operation, is there any sound reason why railroads should not yield, at least as much average profit as a merchant's store, a fabricating mill, a forge, a farm, or a bank? We are not now declaring that they do so—for we shall presently show they do not—but merely ask why they should not reward their owners as fully as those other branches of industry? Indeed, several considerations might be advanced why they should yield *more* than these specified callings. A railroad, for example, is an adventure much too large for individual effort; it requires the collected capital of many individuals; somebody must be trusted to receive and disburse moneys, to make contracts and to bind the owners and the property; a large amount of money is at risk, put out of hand for an indefinite period, subject to far more chances of malversation, waste and destruction than if invested in merchandise, goods, machinery or raw material, all of which can be constantly supervised, or put under the ægis of the law and its officers. In the second place, by its very nature, a railroad involves time for construction and further time for growth; the invested capital not only loses the interest, but also interest upon interest; it is never really finished, but needs a perpetual enlargement and perfection; new mechanical devices (most of them covered by patent) have continually to be introduced, sometimes only after repeated and expensive experiments. It happens that railroads require more or less real estate for their convenience and operation; and whenever the companies are able to meet the outlay, they fore-thoughtfully provide enough for future wants. Now, it is one of the beneficent functions of railroads (too often overlooked) that they cause the values of the lands which they serve to rise in value. Is there any good reason why the instrument and the persons which confer values on the lands of others should be debarred from sharing any of that benefit themselves?

Right here we may note the preposterous notions of a clamorous set of needy legislators, and ignorant writers in search of an object of attack, in regard to the relations of the Government to the Pacific Railroad Companies. It is assumed that these corporations are merely recipients of Government bounty and that the national executive officers may, without due process of law and courts, interfere in the affairs of these companies and even withhold from them the stipulated compensation for services rendered. It is time that functionaries and extortioners alike should be taught authoritatively that this view of their relations is grossly wrong. The Pacific Railroad corporations stand in the attitude of bodies which have contracted with the United States to do and make certain things upon certain terms (and, in passing, we may say that nobody conceived these terms to be so very bountiful on the part of the government as to wish to partake of that bounty, by becoming part proprietors, until long after the apparently insurmountable obstacles of its construction had been overcome). These engagements, on their part, they claim to have done—not narrowly or grudgingly, but fully up to the spirit and letter of the contract; executing the work after great risks, enormous expenditures of money and persistent appeals to credit, and long before the charter stipulations, and have produced the best railroad, of its length, in the world. Is the United States commonly so served by its contracting agents? Not only this, but instead of being unworthy recipients of government bounty; they might, if so disposed, claim the reverse to be the truth. They have done all they undertook, and more; while the government has done less. Instead of being a loser by the arrangement, the nation is the greatest beneficiary of the two. It never made half so good an investment of money by contract with individuals since it was organized. It not only saves the amount of its annual disbursements for interest, in reduced mail and army transportation bills, but its lands, both within and without the reserved limits, are fully doubled in value, production is multiplied, and the whole task of the central government within the territories is simplified and cheapened. All the credit and money advanced to the companies will be repaid at the times and in the manner agreed upon. The United States might have given, with advantage; but it only loaned. This position of the companies is one they are ready to maintain before the courts, in law or equity; if the government officials feel the opposite view to be the correct one, they can do no greater service to the cause of truth and to the Pacific Railroad Companies than to furnish the occasion for a judicial examination of this question.

Reverting to our proper subject, lands, houses mills, good-will of stores, offices and institutions rise in value and (properly enough) continue to draw from the community returns upon these increased values; and yet it would seem from the arguments of these agrarians that of all industries railroads are the only ones which should be denied this increased valuation. The most unselfish, beneficial, progressive and wonderful of all combinations of human effort and capital, it is claimed, should be confined to a reasonable rate of profit on the original cost! Will the Western farmer-grumbler be content to abide by this test? Will he after having improved his drains, his fences, his culverts and roads be content with the old prices? Will the mill-owner, the miner, the ship-owner, the newspaper publisher be content to accept a fixed and unchanging rate of income on their several properties? If not; why then should railroad-owners? Very naturally they will claim that they have spent time and thought in the perfection of their methods of creating revenues; they have even invested, from time to time, part of the profits, as they were able, in their enterprises; population, trade and facilities have gathered round them so as to make their stands, their labors, or their properties, more valuable than before; why should they not draw a larger revenue from them? Every such argument in behalf of these several industries applies with stronger force to railroad property owners.

But the latter are also exposed to peculiar risks and abuses. The advocates of State interference in transportation matters keep their eyes so constantly on the roads which do pay profits that they ignore those which do not. Will they couple with their proposed plan of cutting down the profits of the more successful roads to the so called "reasonable" rate of seven or eight per cent, the complementary one of leveling up the less fortunate roads by direct State contribution to the same rate? And if not; why not?

At this moment fully twenty per cent of all the railroad mileage of the country is not able to meet the bonded debts incurred in its construction. The actual per centage of defaulting roads is something less; but it is known that several important roads, although paying the interest on their bonds, are eking out the deficiency of their net earnings by borrowing. Of course, most of them are new lines; but on the other hand, most of them are situated at the West, where the agrarian disposition toward railroads is fiercest. It will hardly be contended that these roads have cost less than they are mortgaged for. It may be that they have cost more than they ought to; but the builders would have got them constructed for less if they had had the necessary means and credit. They must have been built at their present onerous rates or have remained unbuilt.

Of the whole number of railroad companies in the United States only 135 now pay dividends on the stock at all; but one company pays 15 per cent; 20 pay 10 per cent; 22 pay eight per cent; 18 pay seven per cent; 20 pay six per cent and 30 pay from five down to one per cent. The New York Central Railroad, an old road, very efficiently managed, whose large landed possessions have risen in value, is an example of the more profitable railroads; much is said of its prosperity, its "watered" capital and the like, while nothing is said of the Erie Railway, which beside sinking all the original capital put into its stock has not yielded an average of one-half of one per cent on its stock capital since its first organization! A survey of the whole field would show that the profits of the railroads are much less than commonly supposed, and certainly are not exorbitant when compared with those yielded by other industries of like dimensions.

Illinois Central Railroad.

The receipts from operations of this road for the year ending December 31, 1873, were as follows:

From freight		$4,148,901 29
" passengers		1,260,581 47
" sleeping cars		23 340 00
" extra baggage		2,679 94
" mails		76,500 00
" express		232,220 42
" rent of property		332,052 82
" storage and dockage		14,165 23
		$5,890,441 17
Net earnings over Chicago, Burlington and Quincy Railroad		624,700 88
Net earnings over Toledo, Peoria and Warsaw Railroad		75,882 59
Total earnings in Illinois		$6,591,024 64
Earnings over leased lines in Iowa—		
Dubuque and Sioux City R. R	1,106,339 42	
Iowa Falls and Sioux City R. R	433,907 48	
Cedar Falls and Minnesota R. R	137,053 64	
Total		$8,268,325 18
Less operation expenses, viz:		
Salaries	$153,267 80	
General expenses	250,944 88	
Legal expenses	42,392 75	
Claims and damages	74,895 41	
Station expenses	711,189 60	
Freight train expenses	727,626 34	
Passenger "	299,706 19	
Repairs of engines	400,406 19	
" cars	413,204 56	
" tools, &c	44,095 87	
Cleaning engines	43,029 68	
" cars	20,787 12	
Equipment expenses	66,574 91	
Repairs of road	1,179,170 07	
" bridges	79,808 66	
" fencing	56,875 63	
Operating St. Charles Air Line	8,693 45	
Insurance	711 04	
Repairs of Lake Shore protection	8,913 21	
Cairo Ferry expenses	330 22	
Rent of cars	9,925 92	
Dunleith Elevator expenses	1,485 31	
Loss and damage by fire	6,574 46	
		4,600,108 77
Leaving net earnings		$3,668,216 41
Deduct—		
Charter tax paid State of Illinois	$428,574 00	
Charter tax paid State of Iowa	56,000 00	
Rent of leased lines	652,751 85	
		1,137,325 85
		$2,530,890 56
Add—		
Amount applicable to interest fund, as per land office report	$178,429 19	
Interest receipts at New York office	129,421 93	
Profit and loss	22,000 00	
		329,851 12
Net amount		$2,860,741 68

The gross earnings of the line in Illinois wer $6,591,024 64, and the net, $2,412,549 56, a decrease of $22,408 43 in gross, and an increase of $266,701 82 in net earnings, as compared with 1872.

The Iowa leased lines earned, gross, $1,677,300 54, and deducting working expenses $850,207 69, taxes $56,000, and rent $652.751 85, yield to this company $118,341 net, which is an increase of $263,979 88 in gross, and $161,081 91 in net earnings, compared with 1872.

The total gross earnings were $8,268,325 18, and the net, $2,530,890 56, an increase of $427,783 73, or 20.34 per cent in net earnings, as compared with 1872.

The Land Department holds $1,188,563 89 of uncollected notes, and 325,171.93 acres of unsold lands. The total sales have been 2,269,828.07 acres. 2,083,718.36 acres have been conveyed to purchasers; leaving 186,109.71 acres sold, not deeded. The sales in 1873 were 23,580 33 acres, for $204,644 29, and contracts for 4,384.27 acres sold previously were canceled for non payment.

The net collections from donated lands for the year were $468,429 19, of which $290,000 was added to the construction bond fund. The balance, $178,429 19, with $151,421 93 derived from interest, added to $2,530,890 56, net earnings of the railway, gives $2,860,741 68, from which $558,437 12, paid for interest and exchange, leaves $2,302,304 56 for division to shareholders. Five per cent paid August 1st, and four per cent declared payable February 2d, is $2,298,970. The president in his report to the directors, says:

During the first nine months of 1873, the earnings of the whole line exceeded those of the corresponding months of 1872, $380,949 76.

An abundant harvest of wheat gave promise of larger traffic and earnings for the last three months, but the financial panic supervening about the last of September, caused a temporary suspension of traffic, and largely diminished the receipts of the last quarter. Notwithstanding this drawback, the advantages due to a larger supply of vessels, and consequent lower freights on grain from Chicago to the seaboard, and a reduction in working expenses for the last quarter, enable us to show a gratifying increase in net earnings over those of 1872.

Our Southern connection, the Mississippi Central Railway Extension, was opened for traffic on the 24th of December last. It gives this railway the shortest route from the Northwestern States to New Orleans and Mobile, and to the cotton region east of the Mississippi river. Passenger cars are now run through between Chicago and St. Louis and New Orleans, and freight cars can be interchanged with all lines in the Southern States. This traffic, now fully inaugurated, will afford a large addition to the revenues of the company.

By the extension of the Cincinnati and Lafayette Railway to Kankakee, this road, between that station and Chicago, has become a part of the best and most direct route between the cities of Chicago and Cincinnati. A running arrangement, made with the Cincinnati line, is proving mutually advantageous and profitable. All similar arrangements existing with other companies at the date of the last annual report have been continued, with beneficial results.

The total charges to permanent expenses for the year, in Illinois and Iowa, were $502,496 06. New improvements were made at Cairo, to facilitate the transfer of cars to the Southern line, at an expense of $99,488 51. At Chicago, a new dock, 236×1,000 feet, has been completed, and an addition of 91,298 square feet of land was made in the lake opposite Madison street, to enable us to give the Michigan Central Company possession

of the land leased them in 1872. Additional sidings and other improvements have been made. 4,645 tons of steel rails were used in renewals, and the excess in cost over iron rails was charged to permanent expenses. About 68 miles of the road is now laid with steel rails. It is proposed to relay with steel rails as renewals are needed, all the track now laid with iron rails between Chicago and Gilman, Carbondale and Cairo, Forreston and Dunleith, and several shorter sections in Illinois, and between Dubuque and Farley, in Iowa; in all, about 230 miles. To do this will require 22,000 tons of steel rails in the next three years.

The Common Council of Chicago have now under consideration the question of transferring to the Illinois Central, the Michigan Central, and the Chicago, Burlington and Quincy Railroad Companies, the interest of the City in the Lake Front land east of Michigan avenue, and between Randolph and Monroe streets, for a passenger station. If this conveyance is made, this company will be required to pay the city $200,000, our share of the balance due for the land, and from $50,000 to $100,000 more will be required this year to commence the erection of a depot.

The report of the general superintendent shows a marked reduction in cost of maintenance of equipment, and that its condition has been fully maintained; and the chief engineer reports that the improvement of the permanent way was steadily continued during the year, at a small reduction of cost as compared with 1872.

REPORT OF THE DIRECTORS.

It is well known to the shareholders that the policy of the board has, for many years, limited as much as possible the outside engagements of the company, and applied the proceeds of the lands strictly to the extinction of the Mortgage Debt. The directors have the satisfaction to report that, with the exception of $2,074,000 bonds which the company is prepared to pay upon presentation, the original Construction Debt of $17,000,000 has been redeemed. The balance becomes payable April 1st, 1875. The company offers a premium upon bonds presented prior to the 1st of July next. The redemption of these bonds leaves only $5,000,000 of debt, bearing six per cent interest, namely: $2,500,000 due April 1st, 1875, and $2,500,000 due April 1st, 1890. The Share Capital is now $25,500,000 of full paid shares, and $1,750,000 half paid shares, upon which the remaining installment of fifty per cent falls due on the 1st of August next.

The Debt and Share Capital combined do not express the full cost of the property, and it should be noted that upon the plan of making up the construction account, followed by most railways, our charge to construction expenditures would be considerably increased, owing to the fact that, during the last ten years, extensive improvements and additions have been made to your property which might thus have been charged to capital account, but have been included among the working expenses. Your directors are satisfied that, if these were included, the cost of the property at the close of 1873, might be fairly stated at about $37,000,000.

The traffic of your railway was interrupted in the year 1872 by the extraordinary demand for vessels on the lakes, engaging an important share of the tonnage for the transportation of iron ores. The difficulties of that year rendered it imperative that the control of an independent outlet for our traffic should be obtained. Your board had previously requested three of its members to visit the South to report upon the condition of the railways to New Orleans and Mobile, thus recalling the original design of the General Government in conferring grants of land upon the States of Illinois, Mississippi, and Alabama, for the purpose of securing railway communication from the Lakes to the Gulf. These directors found that with an outlay of about $6,000,000, the direct connection from Cairo to New Orleans could be completed and the older portions of the line renewed. The board endeavored to accomplish this result with the least outlay, and secured a practical working agreement with the New Orleans, Jackson and Great Northern and Mississippi Central Railroad Companies, providing for a division of traffic by mileage with these two railways to New Orleans, thus constituting the shortest practicable route (only one tenth longer than the geographical distance), saving twelve hours time between St. Louis and New Orleans, and eighteen hours between Chicago and New Orleans over the previous communications by rail.

A small share of the immense commerce of the interior rivers, of this continent which fall into the Mississippi river at Cairo, will amply support the railways south of Cairo, which, with imperfect means, and insufficient equipment, have earned for three years past a surplus beyond the interest on their mortgages. The railway connection at Cairo was only completed the last day of the year, hence their net traffic which amounted to $1,543,028 32 in 1873, was derived from their local resources alone.

The entire bonded debt of the two companies is $16,000,000. The interest on this debt, being $1,200,000, is quite within the net traffic of the lines. Your board, at the request of the shareholders, at the last annual meeting, engaged to purchase six millions of these bonds by accepting annually tenders, if made, to the extent of $200,000 per annum at par. With this engagement the Southern Companies were able to negotiate their bonds. Subsequently, five millions of the Southern bonds, with our engagement to purchase attached, bearing seven per cent interest in gold, were offered in even exchange for one million sterling of our five per cent bonds of £200 each. Your board promptly accepted this offer, and have engaged that in any future mortgage that may be placed upon your property, this issue of five per cent bonds shall be included, limiting the mortgage, when made, to $15,000,000. It is also agreed that this company shall retain the five millions of the seven per cent Southern bonds and appropriate the interest therefrom to a fund to meet the interest and redeem the principal of our bonds. Two per cent per annum, gained by the exchange, applied in this way, establishes the sinking fund to retire all the five per cent bonds before maturity, and will then leave the five millions of Southern Bonds in your treasury, free of cost.

Our traffic has suffered for several years by the diversion of grain to the East direct by rail over the extensions of the Pennsylvania and New York systems of railway, and as these railways are perfecting and increasing their facilities for direct rail transportation, we have considered carefully the sources of income to which we may look for the future in substitution for this partial diversion of the grain business hitherto controlled by the cheaper water communication via the lakes.

The result of railway enterprises in the Western States is in direct ratio to their gain in population and wealth. The State of Illinois conspicuously leads the Western States in numbers and resources. The population in 1870 was 2,539,891. There were nineteen millions of acres of improved farms.

When our railway was projected across the open prairie to the timber lands of Southern Illinois, there were still Government lands open to purchase at 12½ cents per acre. The valuation of real and personal estate in Illinois in 1850 was $156,265,006. Only twenty years had elapsed, and in 1870, this valuation, as shown by the Government Report, had advanced to $2,121,180,579.

Your directors believe that the development of the manufactures of Illinois will, within a very few years, show a more remarkable progress even, than has been obtained from the cultivation of its soil. The coal measures of Illinois are said to cover an extent of 19,000 square miles. This abundant supply of coal is near at hand to the inexhaustible iron ores of Lake Superior and of Missouri. Already the transportation of coal, of iron ore, and of manufactured products, are important sources of revenue. The manufactures of Illinois, so insignificant in 1850 (only $16,584,272) are stated in the Ninth Census (1870) at $205,620,672.

Your directors look hopefully to the future of this property, and believe that the time has arrived to adopt a bolder policy in forming alliances with other lines to reach the larger interior towns of the State, which seem to be destined, in the next decade, to become the centres of manufacturing districts.

The directors will comply with the request of the shareholders and appoint an officer of the company, resident in London authorized to issue provisional receipts for shares sent to that office for transfer.

The annual meeting of the shareholders will be held the last Wednesday of May next, at Chicago.

GENERAL BALANCE SHEET.

Permanent expenditures, Illinois		$34,496,310 21
Permanent expenditures, Iowa		231,277 91
		$34,726,588 12
Net cash assets		1,609,294 19
Working stock of supplies		779,127 09
		$37,115,009 40
Capital stock		$27,250,000 00
Funded debt—		
Construction bonds due April 1, 1875, 7 per cent	$2,742,000	
Construction bonds due April 1, 1875, 6 per cent	332,000	
Sterling Redemption bonds, due April 1, 1875, 6 per cent	2,500,000	
Currency Redemption bonds, due April 1, 1890, 6 per cent	2,500,000	
	$8,074,000	
Less Construction Bond Fund	2,735,000	
		5,339,000 00
Surplus		4,526,009 40
		$37,115,009 40

CAPITAL STOCK.

Balance as per last annual report	$25,483,890 00
Conversion of Cancelled Bond Scrip in 1873	16,110 00
Fifty per cent installment, July 1, 1873, on subscription to new shares	1,750,000 00
Total, as above	$27,250,000 00

NET CASH ASSETS.

Cash assets, New York office		$1,507,277 84
Less liabilities, coupons, dividends, etc.		109,827 90
		$1,397,949 94
Assets, Chicago office	$771,272 39	
Less liabilities	559,928 14	
		211,344 25
Total, as above		$1,609,294 19

SURPLUS.

Bonds delivered Land Department, as per land report		$13,609,500 00
Added in 1873		316,500 00
Construction Bond Fund, credit as per last report		185,237 21
		$14,111,237 21
Interest and dividend account, debit as per last report	$9,339,602 37	
Interest and dividend account for 1873	3,106,367 12	
	$12,445,969 49	
Less avails of Interest Fund as shown	2,860,741 68	
		9,585,227 81
Total, as above		$4,526,009 40

INTEREST AND DIVIDEND ACCOUNT.

Construction Bond Coupons, April and Oct		$238,927 50
Currency Redemption bonds coupons, April and Oct		150,000 00
Sterling Redemption bonds coupons, April and Oct		150,000 00
Premium on sterling exchange to pay coupons in London		24,509 62
		$558,437 12
Dividend of Feb., 1873	$1,273,960	
Dividend of August, 1873	1,273,970	
		2,547,930 00
		$3,106,367 12
Total amount at debit of this account in last annual report		9,330,602 37
Total amount at debit, as shown above		$12,445,969 49

PERMANENT EXPENDITURES.

Construction	$429,845 48
Equipment	70,150 58
Engineering expenses	2,500 00
	$502,496 06
Add amount at debit of the account in last annual report	34,224,092 06
Total amount at debit in General Balance Sheet	$34,726,588 12

The working stock of supplies consists of wood, coal, etc., on Chicago, Northern and Iowa Divisions, $92,831,35; materials and tools in road department, $256,993 14; materials at shops, $425,755 93; stationery $3,546 67—total, $779,127 09.

The lands remaining unsold are located as follows: on Main Line—south of Ohio and Mississippi Railroad, 227,375.37 acres; between Scandoval and Decatur, 54,475.06 acres; between Decatur and Dixon 2,945.84 acres; between Dixon and Dunleith, 6,592.95 acres. On the Chicago branch—between Odin and Tolono, 32,700 11 acres; and between Tolono and Chicago, 1,082.60 acres—total, 325,171.93 acres.

The length of road is as follows; Main Line, Cairo to Dunleith, single track, 455.72 miles; Main Line Junction to Calumet, single track, 235. 23 miles; Calumet to Chicago, double track, 14. 55 miles; total in Illinois, 705.50 miles. Dubuque and Sioux City Railroad, 142.89 miles; Iowa Falls and Sioux City Railroad, 183.69 miles; Cedar Falls and Minnesota Railroad, 75.58 miles; total in Iowa, 402.16 miles. Track of Dunleith and Dubuque Bridge Company, 1.31 miles—total, 1,108.97 miles.

The number of engines owned by the company is the same as last year, 197; of these 40 were employed on passenger trains, 110 on freight trains, 27 switching, etc., and 20 undergoing repairs.

The number of miles run by engines with passenger trains, was 1,561,956; with freight trains, 3,333,486; with construction trains, 73,259; switching, 892,624—total, 5,861,325.

The company have 80 first-class passenger, 7 smokers', 1 officers', 1 pay, 47 baggage, mail and express, 18 sleeping, 2,781 grain and fruit, 21 grain and stock combined, 60 Continental and Blue Line, 350 stock, 271 flat, 1,188 coal, 4 powder, and 25 derrick, tool and tank cars, and large and small snow plows.

The total number of passengers carried was 1,472,005. Number carried one mile 48,503,682. Av. number of miles travelled by each passenger, 32.95. Av. fare of each passenger, $1 17.04. Revenue received per mile of road, $1,555 27.

Tons of freight transported 2,057,360. Tons carried one mile, 275,803,422. Tons carried one mile north, 114,432,163; do. south, 161,371,259. Tons of local freight carried one mile, 243,022,881; do., through do. 32,780,541. Av. distance each ton was carried 134.10 miles. Av. revenue per ton per mile, 2.15 cents. Revenue per mile of road, $5,478 83.

The amount of expenditures in road department, has been: for operation, $1,449,853 94; and for construction, $429,845 48. There were used in repairs of road, 304,865 cross ties, and 13,018.84 tons rails, of which 4,653 28 tons were steel. There are 67.88 miles of track now laid with steel rails.

President.—JOHN NEWELL.

Directors.—His Excellency, John L. Beveridge, Governor of Illinois, ex Officio; W. H. Gebhard, Wilson G. Hunt, Jonathan Sturges, until May, 1874; J. Pierpont Morgan, Louis A. Von Hoffmann, John Newall, until May, 1875; William Tracy, W. H. Osborn, L. V. F. Randolph, until May, 1876; Lucien Tilton, George Bliss, W. K. Ackerman, until May, 1877.

General Superintendent.—A. MITCHELL.

Land Commissioner.—PETER DAGGY.

Chief Engineer.—L. H. CLARK.

Secretary.—L. A. CATLIN.

New Wharves of the Chesapeake and Ohio.

Commodious wharves have been erected at Richmond, so that cars can be unloaded into vessels in a few minutes. On one day last week 1,000 bales of cotton from the Red River were waiting shipment; while lard, bacon, whiskey, &c., are sent from Cincinnati to Philadelphia and New York by the road. Sulphate of copper, from which sulphuric acid is made, is to be forwarded to the amount of 5 000 tons. Coal, iron and lumber will also contribute to swell the freight to a respectable tonnage; and taking into account the varied products and the wants of the regions tapped by the road, there can be little doubt of its prosperity. The Richmond *Dispatch*, in noticing the rapid increase of the business of the road, says:

We shall not undertake to run through the catalogue of the things that are shipped to and fro on this great highway, which has commenced with such bright promises, and which must become one of the very first railroads in the Union. When its western connections are finished all the predictions of its most enthusiastic advocates will be more than realized. We should not omit, however, the article of pig-iron, piles of which are upon the company's wharves. Coal and iron are the greatest of all elements of national wealth, as they are the sure basis of prosperity of a railroad. While the through business of the Chesapeake and Ohio is in such an encouraging condition, the local freights are also active and growing. As early in the season as it is, the depot of the company on Broad street is well blocked up with goods, and it requires great system and energy to keep the passages opening for the business of delivery. The citizen of Richmond will be elated by inspecting the addresses on barrels and packages. He will see many new names of cities and towns hundred of miles beyond the limit of the commercial intercourse of Richmond in days before the railroad reached the Ohio. We may well anticipate benefits of an extensive nature from this central line between the East and the West. It is the just middle line, freed from climatic obstructions and disabilities, direct, short and expeditious, and must excel its competitors in all things that attract freight and facilitate intercourse between the Atlantic and the Mississippi.

Richmond and Trans-Alleghany Railroad.

The Governor of Virginia has approved a charter for this company. It provides for the construction of a narrow gauge railway trunk line from Richmond through several counties to Pound Gap on the Kentucky line. The branches authorized are: First, from Bland into Washington county, passing the salt works and great plaster beds, and thence on to Cumberland Gap; second, a branch from Franklin to Grayson, which may be connected with the most direct line to Nashville and Memphis; third, an easterly branch through Charlotte to Norfolk, or a line further north via Petersburg to deep water at City Point. Under this charter a general system of narrow gauge roads, controlled by one management, is contemplated.

Statement of the Public Debt of the United States March 1, 1874.

DEBT BEARING COIN INTEREST.

	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858	$260,000 00	$2,166 67
6 per cent. 1881 bonds, 1861	18,415,000 00	184,150 00
6 per cent. 1881 bonds, (Oregon,) 1861	945,000 00	9,450 00
6 per cent. 1881 bonds, 1861	189,321,350 00	1,893,213 50
6 per cent. 5-20 bonds, 1862	168,593,150 00	3,371,863 00
6 per cent. 1881 bonds, 1863	75,000,000 00	750,000 00
5 per cent. 10-40 bonds, 1864	194,567,300 00	4,864,182 50
6 per cent. 5-20 bonds, 1864	946,600 00	18,932 00
6 per cent. 5-20 bonds, 1864	58,046,200 00	1,160,924 00
6 per cent. 5-20 bonds, 1865	152,634,350 00	3,052,687 00
6 per cent. consols, 1865	202,633,100 00	2,026,331 00
6 per cent. consols, 1867	310,654,400 00	3,106,544 00
6 per cent. consols, 1868	37,474,000 00	374,740 00
5 per cent. funded loan of 1881	310,870,250 00	1,295,292 71
Aggregate of debt bearing coin interest	$1,720,360,700 00	$22,110,476 28
Interest due and unpaid		5,561,153 85

DEBT BEARING INTEREST IN LAWFUL MONEY.

3 per cent. navy pension fund, 1868	$14,000,000 00	$70,000 00
4 per cent. certificate of indebtedness of 1870	678,000 00	13,560 00
Aggregate of debt bearing interest in lawful money	$14,678,000 00	$83,560 00
Interest due and unpaid		20 00

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846	1,104 91	85 74
6 per cent. bonds, 1847	1,250 00	22 00
6 per cent. bounty land scrip, 1847	3,400 00	223 60
5 per cent. Texas indemnity bonds, 1850	174,000 00	9,450 00
5 per cent bonds of 1858	330,000 00	.....
5 per cent. bonds, 1860	10,000 00	625 00
6 per cent. 5-20 bonds, called 1862	8,210,650 00	88,009 71
1-10 to 6 per cent. treasury notes, prior to 1846	82,575 35	2,670 76
1-10 to 6 per cent. treasury notes, 1846	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857	2,000 00	108 00
6 per ct. treasury notes, 1861.	3,150 00	378 00
7 3-10 per cent. 3 years' treasury notes, 1861	19,250 00	1,436 41
5 per cent. 1 year notes, 1863.	77,765 00	3,900 35
5 per cent. 2 year notes, 1863.	54,100 00	3,576 89
6 per cent. compound interest notes, 1863-64	436,970 00	87,280 47
7 3-10 per cent. 3 years' treasury notes, 1864-65	264,000 00	20,760 00
6 per cent. certificates of indebtedness, 1862-63	5,000 00	313 48
6 per cent. temporary loan, 1864	78,500 00	7,343 80
3 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$9,813,390 26	$291,025 33

DEBT BEARING NO INTEREST.

Demand notes, 1861-62	$78,592 50	
Legal tender notes, 1862-63	382,000,000 00	
Certificates of deposit	50,390,000 00	
Fractional currency, 1862-3-4.	48,640,494 95	
Coin certificates, 1863	40,562,800 00	
Unclaimed interest		18,824 84
Aggregate of debt bearing no interest	$521,673,887 45	$18,824 84

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent	$1,214,663,150 00	
Bonds at 5 per cent	505,697,550 00	
	$1,720,360,700 00	$27,661,635 23
Debt bearing interest in lawful money, viz:		
Certificates at 4 per cent	678,000 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$14,678,000 00	83,580 00
Debt on which interest has ceased since maturity	9,813,390 26	291,025 33
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$382,078,592 50	
Certificates of deposit	50,390,000 00	
Fractional currency	48,640,494 95	
Coin Certificates	40,569,800 00	
	$521,678,887 45	
Unclaimed interest		18,824 84
	$2,266,530,977 71	$28,055,065 40
Total debt, principal and interest, to date, including interest due and unpaid		$2,294,586,043 11

AMOUNT IN TREASURY.

Coin	$85,588,222 12
Currency	8,727,754 03
Special deposit held for redemption of certificates of deposit as provided by law	50,390,000 00
	$139,705,976 15
Debt, less amount in Treasury, Mar. 1, 1874	$2,154,880,066 96
Debt, less amount in Treasury, on the 1st ult.	2,157,470,114 41
Decrease of debt during the past month	$2,590,047 45
Increase of debt since June 30, 1873	7,061,353 39

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES. INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$258,851 20
Kansas Pacific bonds, 1862-64	6,303,000 00	63,030 00
Union Pacific bonds, 1862-64	27,236,512 00	272,365 12
Central Branch Union Pacific bonds, 1862-64	1,600,000 00	16,000 00
Western Pacific bonds, 1862-4	1,970,560 00	19,705 60
Sioux City and Pacific bonds, 1862-64	1,628,320 00	16,283 20
Totals	$64,623,512 00	$646,235 12

Interest paid by United States, $22,386,691 62; interest repaid by transportation of mails, &c., $5,034,347 61; balance of interest paid by United States, $17,352,344 01.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, February 28, 1874.

WILLIAM A. RICHARDSON,
Secretary of the Treasury.

Northern Central Railway.

A general meeting of the stockholders of this company was held in Baltimore on the 26th ult. Samuel M. Shoemaker, of Baltimore, called the meeting to order by proposing that J. N. Foster, of Harrisburg, be appointed chairman, and Robert S. Hollins, secretary. The nominations were affirmed. The chairman announced that at a meeting of the directors held on Wednesday night, the following had been chosen to act as judges of the election for directors of the Northern Central Railway Company: Phillip A. Small, James Young, and H. D. Mosher.

J. D. Cameron, president of the road, read the following report:

To the stockholders of the Northern Central Railway Company:

The following report of the operations of your road for the year ending December 31, 1873, together with the treasurer's statement, is herewith submitted for your consideration. The earnings were as follows:

From transportation of freight	$3,645,751 92
From transportation of passengers	897,149 32
From transportation of express	101,827 43
From transportation of mails	81,461 25
From miscellaneous sources	305,175 67
Total earnings for the year	$5,031,365 59

The operating expenses were:

For conducting transportation	$1,065,800 78
For motive power	1,106,182 24
For maintenance of way	801,779 64
For maintenance of cars	385,448 93
For general expenses	88,302 50
Total expenses	$3,447,514 09
Net earnings	$1,583,851 50

The earnings, as compared with 1872, were as follows:

Increase from freights	$323,607 76
Increase from passengers	1,984 66
Increase from mails	41,778 75
Increase from miscellaneous	73,810 13
Total increase of earnings	$141,181 30
Decrease from express earnings	$8,635 90
Increase of net earnings	$422,082 28

The net income of the road has been applied as follows:

To the interest on loans, gold premiums, taxes and interest on floating debt	$870,445 84
Rent of leased roads	242,167 00
Extraordinary expenses for maintenance of way, principally on E. and W. division	215,052 50
Increase of equipment	247,407 61
	$1,575,072 45

The price received for moving one ton of freight one mile was 1.61, being 1-40 per cent less than in 1872. The operating expenses were 68.52 per cent of the earnings, being 6.20 per cent less than in the previous year.

The sinking fund of the company now amounts to $1,128,243 88, an increase of $100,848 97.

The coal tonnage of the line has increased during the year, that of the main line being 795,449 tons in 1873, against 789,265 tons in 1872, an increase of 6 184 tons. The increase of this tonnage on this portion of the road was curtailed by the almost entire suspension of the manufacing establishments along the line during the last two months of the year.

The total amount of coal transported on the Elmira division was 823,807 tons in 1873, and 226,855 tons in 1872, an increase of 96,952 tons—of this increase 52,256 tons was anthracite, and 44,696 tons bituminous.

The total number of tons carried on the Shamokin division was 655,854 in 1873, and 585,608 tons in 1872, an increase of 69,746 tons. With a revival of the manufacturing interests of the country, and with increased facilities for the economical handling of coal, we anticipate a much more rapid growth of this trade in the near future than in the past, and hope to derive from it additional profit. At your last meeting a resolution was passed appointing a committee to negotiate with the Pennsylvania Railroad Company for the permanent lease of your property. Owing to the results of the operations of the road in 1872, the causes of which were referred to in our last report, the committee could not get an offer from the Pennsylvania Railroad such as they could recommend to your acceptance, and believing, after consultation with the officers of the company, that the business of the year just ended would result more favorably, concluded not to press any action until these results could be ascertained. This has only been done within a very short time, too short, indeed, to enable them to take any action in the matter. Your board, still inclining to the belief that your interests can be best served by a lease of the property, if made upon a just and equitable basis, ask you to adjourn this meeting for a reasonable time.

A. L. Snowden offered the following resolution:

Resolved, That the election for directors of this company be postponed until Thursday, 9th of April, at 2 P. M., and that the officers now serving as president and secretary, as well as the judges and tellers appointed to hold the election, be requested to retain their positions, and that when this meeting do adjourned, it shall be until the 9th of April next, at 2 P. M., and that the officers of the company provide a room for meeting large enough to accommodate stockholders.

Mr. Cameron said that since the last meeting of stockholders a conference between the directors of the Northern Central Railway Company and the managers of the Pennsylvania road had been held relative to the question of leasing the Northern Central Railway. The managers of the Pennsylvania road asked that an expert might be appointed to examine into the affairs of the Northern Central road and the request had been granted. The expert was appointed by the Pennsylvania road and came to Baltimore to enter upon the duties assigned him, but two weeks ago he was taken ill and compelled to return to Philadelphia; since which time he has not been able to resume his duties. Mr. Cameron then stated that the directors of the Northern Central Railway desire some satisfactory arrangement made for the benefit of the minority stockholders and favored the adoption of the resolution submitted by Mr. Snowden, in order that the expert can make his investigation and report to the Pennsylvania road.

Lambert Gittings did not think that the wishes of the minority had been consulted before, but now that the opportunity was offered, he favored the resolution of Mr. Snowden.

Mr. Ewing, of Philadelphia, said that there had been a large surplus unaccounted for, and when he had been satisfactorily informed as to the uses for which it had been applied, he was willing to lease the Northern Central Railway to the Pennsylvania road, or anybody else, who will make a good lease. He was of the opinion that the large surplus should be given as a dividend, and until stockholders obtained that he would not be satisfied. When he purchased stock in the Northern Central Railway he was assured that he would receive handsome dividends, but they have been falling off year by year, and if further underground roads are to be constructed the stock will be entirely absorbed. He was tired of being in front of the stage, he desired to get behind the curtain for the purpose of ascertaining if there is a surplus on hand.

Robert M. Dennison, of Baltimore, desired to know if the accounts to be made up by the expert employed by the Philadelphia Railroad will be reported to the adjourned meeting in April next. If they are to be reported to the stockholders, then those gentlemen can tell what to do, but if the report is to be submitted only to the managers of the Philadelphia Road, the Northern Central stockholders will not know the contents of said report.

The resolution of Mr. Snowden was then placed before the meeting and adopted without a dissenting voice.

After the resolution of Mr. Snowden had been adopted, the following resolution, offered by Mr. Dennison, was also adopted:

Resolved, That the accounts to be submitted to the Pennsylvania Railroad Company by the expert of the Pennsylvania Railroad Company, be submitted to an adjourned meeting of the stockholders of the Northern Central Railway Company, and all the information bearing upon the value of Northern Central Railway stock be also furnished.

The meeting then adjourned until April 9.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold)	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	161,297	200,550	212,109	128,166	75,871	1,470,683
1868	64,463	86,937	81,396	96,451	106,835	164,729	259,590	251,832	262,770	298,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,806	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,369	467,659	5,670,885
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720.929	892,341	795,176	869,297	1,006,373	995,922	981,006	807,224	672,358	9,467,072
1872	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285 567	1,299,900	1,037,992	12,734,729
1873	852,860	691,015	974,460	1,132,920	1,356,378	1,313,790	1,211,765	1,258,500	1,392,125	1,423,875	1,296,812	1,072,750	13,938,960
Chicago and Alton:													
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,100	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,869	391,959	388,964	461,290	466,097	533,655	554,163	507,617	473,227	455,607	377,687	5,278,910
1872	371,708	332,902	373,247	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,315	352,604	5,156,398
1873	352,568	402,477	424,614	412,218	426,315	482,205	481,569	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,368	466,830	565,145	480,710	519,306	669.605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702.691	767,506	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	623,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,098	880,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305,673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,327,513	1,259,282	1,306,338	1,087,964	773,494	12,203,408
1871	655,428	602,182	774,994	787,641	1,094,101	952,899	851,846	1,099,237	1,281,574	1,047,818	1,006,285	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873	752,468	765,249	967,258	1,034,023	1,256,072	1,309,578	1,240,987	1,284,094	1,071,448	1,451,827	1,039,306	1,019,501	13,816,465
1874	993,490	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col. Cin. and Indianapolis:													
1869	204,112	180,840	230,522	247,661	241,456	259,408	253,867	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226.597	244,182	246,646	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	296,460	281,491	288,775	314,850	366,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,022	372,974	351,113	373,619	341,104	326,268	401,252	417.328	439,581	389,830	358,743	4,492,625
1873	358,612	408,849	465,517	432,928	394,485	340,675	351,576	426,283	432,139	406,922	311,935	294,612	4,634,533
1874	303,053	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie.													
1871	1,055,469	971,193	1,201,500	1,263,955	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417.211	17,366,327
1872	1,332 994	1.294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525 243	1,643,464	1,743 752	1,704,374	1,392,615	18,694,096
1873	1,326 505	1 329,422	1,515,382	1,541,958	1,764,821	1,717,593	1,685,384	1,774,570	1,918,247	1,882,421	1,560,023	1,625,129	19,631,781
1874	1,462,650	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1868	587,448	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	908,225	811,708	697,751	8,678,958
1871	624.744	529,617	563,596	620,228	713,162	718,721	707,992	836,041	890,287	753,184	755,486	688,131	8,401,142
1872	637,436	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698,063	8,026,754
1873	662,241	597,429	660,759	553,912	635,459	742,600	648,840	769,748	884,485	797,121	636,089	703,692	8,266,325
1874	611,491	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	193,673	152,264	267,411	303,915	306,944	266,086	282,723	332,555	366,446	387,999	303,305	210,197	3,321 518
1872	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,488	449,418	314.513	223,240	3,693,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265.217	201,462	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1.312,617	1,217,339	1,190,083	1,140,916	1,130,847	1,295,369	1,368,948	1,402,597	1,345.316	1,235,285	14,797,975
1872	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,328,476	1,225,708	1,459,360	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873	1,412,368	1,549,286	1,735,736	1.694,543	1,680,988	1,585,368	1,451,762	1,582,531	1,776,420	1,742,516	1,575,556	1,516,983	19,134,136
1874	1,519,249	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1869	98,517	91,666	108,558	109,526	111,083	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,622
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	127,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	146,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873	170.023	162,585	180,467	190,562	185,683	185,963	181,863	173,469	203,514	.....	.....	.....	.....
1874	171,028	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1870	337,902	329,128	384,431	412,080	406,283	363,187	326.891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,755	442.665	488,980	470,703	480,847	427,096	422,015	529,890	628,660	582,802	547,434	507,050	5,940,102
1872	411,113	384,068	449,458	485,550	487,282	398,300	402,084	460,101	536,003	641,807	487,606	464,163	5,608,117
1873	379,836	440,261	567,314	556,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1869	454.590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801.195	496,563	7,250 069
1870	396,171	382,828	377,571	443,132	730,700	755,737	636,434	561,020	868,318	908,318	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,986	387,565	426,223	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702 858	513,787	6,957,771
1873	334.715	423,716	555,005	569,236	805,790	929,210	834,320	767,803	1,193,209	1,012,704	771,800	813,200	9,040.717
1874	564,400	657,500	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,278	249,349	184,411	262,515	350,613	329,243	298,706	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,085	219,504	319,765	285,416	284,732	275,351	287,540	329,276	364,128	369,887	335,103	299,552	3,630,604
1872	254,319	238,823	303,591	305,755	269,560	304,512	265.406	315,699	338,497	354,193	337,920	360,404	3,678,682
1873	227,397	261,346	344,632	321,047	301,521	272,600	267,734	325,093	382,098	353,168	308,632	206,100	.....
Philadelphia and Reading:													
1869	479,236	525,490	755,433	904,834	499,463	630,080	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	822,447	11,516,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,505	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167 008	1,071.407	1,142,241	1,190,695	1,522,847	1,127,031	891,791	12,199,748
1873	742,641	748,100	1,258,470	1,379,000	1,306,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,343	.....	.....
St. Louis, Alton and Terre Haute:													
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,219	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	187,794	1,971,081
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,671	165,107	188,442	186,489	152,515	162,995	1,786,547
1872	164,525	137,678	162,336	156,134	148,279	138,503	123,994	169,459	179,457	216,177	177,327	158,700	1,927,471
1873	144,209	159,454	177,514	170,218	164,300	165,200	151,532	165,610	178,302	200,646	132,892	132,752	1,942,689
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	120,012	127,412	128,775	124,068	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,763
1872	173,707	156,292	181,055	175,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	153,254	229,260	208,140	230,300	195,480	179,261	206 190	206,500	186,645	160,800	122,657	2,223,647
Toledo, Wabash and Western:													
1868	278,712	265,137	257,600	286,825	280,529	293,344	283,833	434,209	450,203	429,898	333,270	309,469	4,013,206
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,369	323,377	434,284	4,242,343
1870	257,664	293,645	295,279	318,699	340,892	348,033	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	385,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,965	5,736,666
1872	439,780	431,949	469,646	447,311	510,792	462,884	434,465	614,175	565,811	621,351	489,341	466,031	5,944,570
1873	370,290	405,110	471,301	446,527	470,598	541,191	483,399	642 209	593,504	538,251	415,923	482,767	5,864,076
1874	423,343	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	23,500	617,585	758,467	999,665	837,388	716,820	5,709,183
1870	528,529	500,159	539,238	706,608	802,586	746,450	643,038	664,061	728,521	719,698	570,168	505,053	7,854,094
1871	470,518	373,925	499,599	584,540	724,466	728,174	673,698	681,865	800,402	777,362	708,142	469,932	7,521,632
1872	373,936	464,115	566,861	741,302	890,442	835,459	743,382	789,567	883,754	980,706	915,727	757,851	8,892,606
1873	533,975	481,783	708,259	881,266	1,007,831	969,863	876,833	837,277	1,068,937	1,170,586	970,660	758,832	10,266,104

Iron Ores—their Development, Quantity and Quality.

The following paper was communicated by Mr. F. W. NOBLE, of Detroit, to the Convention of American Iron and Steel Associations held in Philadelphia on the 5th inst.:

It has been wisely said "Knowledge is power." On our intelligence, prudence, and industry will depend our welfare and the profit we may derive from the magnificent resources at our command. One of the greatest, if not the greatest, and most important industry of this country is iron. Our resources are unlimited and unequaled, and our ores in many instances are superior to any known to exist in any other country, in such quantities, with most favorable advantages for manipulating them. No other country has made such progress in developing their resources for the last few years. So far as our knowledge extends we possess more than double the quantity of coal and iron of all other countries combined, with still a large area of our mineral regions unexplored, but known to contain immense deposits of both coal and iron. Our resources are largely available, being located in close proximity to means of transportation, while in many localities coal and iron are contiguous to each other. With willing hands, backed by capital, one may (with such protection as Government has extended to manufacture) defy competition in this branch of industry. The experience of England has taught us what course to pursue in order that success must crown our efforts. Her policy has been to buy nothing that they could make themselves, to encourage no foreign trade which does not pay a profit, but to stimulate all manufacture, and every commercial transaction where profit can be realized and general prosperity at home produced. With our broad prairies and rich soil, agriculture can be pursued while the manufacturing interest may be multiplied, thus working each for the other, one furnishing a market, the other supplying it. Shall we make proper use of what a bountiful Providence has furnished us? The object of this paper is to call your attention to some of the ores only of this country. Their general distribution and the diversity of their deposits would require more time and ability to describe than I can claim. I shall therefore confine myself more particularly to certain localities with which I am more favorably acquainted, leaving other parts of our broad fields to those who are acquainted with their several localities.

THE LAKE SUPERIOR IRON.

There is not known to exist so extensive a deposit of rich ores as may be found in what is known as the Marquette or Lake Superior Iron District. The present outlet for the shipment of ores is Marquette and L'Anse, on Lake Superior, and Escanaba or Green Bay, Lake Michigan. Iron was known to exist in that region over forty years ago. Nothing was done, however, until the year 1845, when the Jackson Mine location, at Negannee was discovered. In 1846 the first ore was mined. Many unforeseen difficulties seemed at first to bar the development of these isolated districts, but energy and perseverence accomplished wonderful results. In a work entitled Lake Superior Iron District, Its Mines and Furnaces, by A. P. Swineford, editor of the *Mining Journal*, Marquette, he says:

"In the Summer or Fall of 1846, one year after the discovery of the Jackson Mountain by Mr. Everett and his party, the Jackson Company undertook the erection of a forge in the Cape River, about three miles from Negannee, but some unforeseen difficulties intervened between the commencement and completion of this forge, so that it was not put into operation until February, 1848. The first bloom was made on the 10th of February by Mr. Olds, and hammered into bar-iron by Mr. Barnug. To them belongs the credit of erecting the first manufacturing establishment and making of iron in that region. The first blooms made were sold to Capt. E. B. Ward, and from them was made the walking beam of the steamboat Ocean, so long and well known as one of the North Shore Line of steamers. Other forges were built and operated successfully in that portion of the country. The first pig iron from Lake Superior ore was made by S. R. Gay, at the Collier's Forge. It was made as an experiment in the forge chimney, which had been converted into a temporary stack. The result confirmed Mr. Gay in his determination to build a blast furnace, which he afterward did."

This was the incipient step of mining and of manufacturing ores of Lake Superior. No rapid progress was made toward developing that country until after the completion of the docks at Marquette in 1855, and the opening of the Ste. Marie Canal the 18th of June of same year. During the year 1855, 1,449 tons of ore were shipped by the Cleveland Company. Previous to this date, and from the date of the first opening of the mines, a period of about eight years, 28,000 tons of ore had been mined and used in the different forges in the vicinity. The attention of iron workers was called to the iron manufactured in the forges of Lake Superior, and various means were used to test its quality. The following comparatively tests of the strength per pound to the square inch are found in Prof. Johnson' report on the tensity of bar iron:

Salisbury, Conn., iron	58,000
Swedes' iron	58,100
Lancaster, Penn., iron	58,861
Centre County, Penn., iron	59,400
English cable bolt iron	59,105
Essex County, N. Y., iron	59,960
Russia iron	76,069
Lake Superior iron	89,682

A. B. Martin, Engineer in Chief, United States States Navy, in his report to the Secretary of the Navy, says:

"A piece was drawn down to half an inch in diameter, rounds made into a chain link, tested in the cable proving machine, and broke at 169,120 pounds. These scientific tests show that the Lake Superior iron possesses one-third greater tensity than the best Swedish, English, or other American irons. These facts coming to the knowledge of iron men they were anxious to obtain the ores. The country began to be developed, new mines discovered and opened and furnaces built. During the first ten years, from 1855 to 1865, inclusive, fourteen mines had been opened and 1,100,000 tons of ore mined. Seven furnaces were also built and 64,000 tons of pig iron (charcoal) manufactured, with a value approximating $8,000,000. From this date (1865) the increase was more rapid, averaging over 100,000 tons annually, with an addition of over thirty mines, making the total of mines now opened forty-four, with a capacity to mine 2,000,000 tons annually if demand were made for the ore. *Marquett's Mining Journal* gives the product of the mines for 1873 at 1,165,057 tons of ore and 71,507 tons of pig iron, valued at $11,865,633."

I find the total amount of ore produced from Lake Superior Mines to January, 1874, will not vary much from 7,500,000 tons. The total amount of pig iron produced in Upper Peninsula, mostly all charcoal, is 428,000 tons to Jan. 1, 1874, and the value of ore and iron produced approximates to $55,000,000.

VARIETY OF ORES.

The great variety of ores produced in that district, rich in metallic iron, and free from detrimental foreign matters, enables furnace men, with proper care in the mixture of ores, to produce a superior quality of pig metal, suitable for any and all purposes. The great demand for high grade ores, the last two or three years, has been beyond the ability of the mines to produce. The great anxiety on the part of the producers seemed to have led them into error, which unless corrected, must work to the injury of both producer and manufacturer. Formerly the standard of high grade ores of that region would yield from sixty-five to sixty-eight per cent metallic iron; recently the standard has fallen to below sixty per cent, not because there are less high grade ores, but, owing to the inability to supply the great demand for ores, less care has been exercised in selecting and shipping ores. The results are known to every furnace man, and not only to furnace men, but to the owners of mills using iron. It is well known that the impurities in an ore enter in a greater or less degree into the iron produced. Too much care cannot be taken in selecting and properly preparing the ores before charging the furnace. Maintain the high standard of the ores and the reputation of Lake Superior iron will remain as now, at the head of the list.

MISSOURI IRON.

Following Michigan, Missouri can lay claims as to quality of the ore produced, but in quantity she cannot compete. She is rapidly developing her iron and will supply largely the demand for high grade ores in the South and West. Virginia, Kentucky, Tennessee, and Alabama all have large deposits of both coal and iron. Virginia and North Carolina and New York have large deposits of magnetic oxydes, and are commanding the attention of manufacturers. Both iron and coal were known to exist in large quantities in some of the Southern States. It is doubtless true that they were not developed, because the habits of the old land and slave owners led them to have no relish for the busy conflict and strife by which the wealth and power of the Northern States has been so rapidly acquired. Since the close of the war, however, a change has come over the spirit of their dreams, and new life has been born in them. They are looking forward to a bright future, and capitalists are invited to invest in both iron and coal in the different States.

THE ALABAMA IRON.

None, so far as I can see, can compete with Alabama in producing cheap iron of good quality. I have in my possession samples of coal and iron of fine qualities; one specimen from lands owned by D. Thomas & Son, of Pennsylvania, on Red Mountain, near Cunningham, Ala.; also som every fine specimens of what is called needle ore, (which resembles the crystaline or grape, of Lake Superior,) which is said to contain fifty per cent metalic iron, comparatively free from impurities. They are from lands in Jefferson County, owned by the Alabama Coal and Navigation Company. This company own large chartered rights and several thousand acres of mineral lands, and propose operating on an extensive scale. It requires about two tons of ore as mined to work one ton of iron in the small furnaces of that region, which are said to be imperfect in their construction or much better results might be obtained. The territory of the Alabama Coal and Navigation Company counts portions of the Black Warrior and Cahabo coal and iron fields, where may be found in close proximity coal, iron and limestone, in inexhaustible quantities. The quality of iron produced is satisfactory, and rates high in Louisville and Cincinnati markets. The opening of navigation up the Black Warrior will enable them to develop the mineral region and make it accessible for the Mississippi Valley and Gulf coast by cheap water transit, and will tend to reduce the cost of coal and iron to manufacturers in that region. Several thousand tons of Alabama ore, which were shipped to Louisville and North in 1873, gave good satisfaction, and this will help to equalize prices by fair competition in the future. It has shut out the market for Lake Superior hematites in some parts of Southern Indiana and Ohio, and for the hard ores to some extent. The Gulf trade in coal and iron can be entirely supplied from this region. The utilizing of these vast mineral resources must be a matter of value and interest to the near future. English capitalists are investing in coal and iron lands in various localities. There never was a better opportunity than the present. Values have been much reduced by the great panic; the demand for iron has fallen off, but time will resuscitate these, and when reaction sets in prices may advance rapidly, and such opportunities as are now offered to the capitalist and the manufacturer may not occur again in our time.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3,280,000	J. & J.	Jan. '74 2½
Allegheny Valley 50	2,256 350	— & —	....
Atlanta and West Point.100	1,232,200	J. & J.	July '73 4
Atlantic and Gulf 100	3,698,200	— & —	....
" " pref..100	838,970	J. & J.	July '71 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Sept.'73 2
" " new 1870.100	1,500,000	— & —	....
Avon, Genesee & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	Nov. '73 5
Washington Br.....100	1,650,000	A. & O.	Oct. '73 5
Parkersburg Br. pref... 50	5,680,685	— & —	....
Berkshire* 100	600,000	J. A. J. & O.	Jan. '74 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N.	Nov. '73 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	....
Agricultural Br. guar....100	60,000	J. & D	Dec. '73 3
Bost., Conc. & Mont.* pref 100	800,000	M. & N.	Nov. '73 3
Boston and Lowell.....500	2,852,900	J. & J.	Jan. '74 4
Boston and Maine.....100	6,816,807	M. & N.	Dec. '73 4
Boston and Providence.100	8,950,000	M. & N.	Nov. '73 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A.	Feb. '74 2½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Mar. '74 5
" " pref.100	1,486,900	M. & S.	Mar. '74 5
Camden and Amboy* ...100	5,847,800	J. A. J. O.	Jan. '74 2½
Camden and Atlantic....50	379,020	— & —	....
" " pref. 50	752,700	— & —	Nov. '73 3½
Cape Cod 50	1,020,330	J. & J.	Jan. '72 2½
Cape May and Millville* 50	447,000	J. & D.	Dec. '73 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa* 50	1,159,500	— & —	....
" pref. 50	2,200,000	M. & N.	Nov. '73 2½
Cayuga and Susq.* 50	589,110	J. & J.	Jan. '74 4
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	Nov. '73 1½
" " pref..100	709,600	F. & A.	Feb. '74 3½
Central of Georgia.....100	4,666,800	J. & J.	July '73 5
Central of New Jersey.100	20,000,000	J. & J.	Jan. '74 4
Central Ohio* 50	2,425,000	J. & J.	Jan. '74 3
" pref..... 50	400,000	J. & J.	Jan. '74 2
Central Pacific 100	54,275,500	.....	Sept. '73 3
Chemung* 100	380,000	J. A. J. & O	Oct. '73 1½
Cheshire, preferred 100	2,100,000	J. & J.	Jan. '74 3
Chicago and Alton.....100	8,929,900	M. & S.	Mar. '74 5
" " pref..100	2,425,400	M. & S.	Mar. '74 5
Chicago, Burl. & Quincy.100	18,652,910	M. & S.	Mar. '74 5
Chicago, Iowa & Nebras*100	3,916 300	J. & J.	Jan. '74 4
Chicago & N. Western..100	15,033,480	J. & D.	Dec. '72 3½
" pref.100	21,259,563	J. & J.	July '73 2½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Nov. '73 4
Clin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.* .. 50	2,980,550	— & —	Apl. '72 10s
" pref.... 50	429,046	M. & N	Nov. '73 2
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Aug. '72 3½
Cleveland & Mahoning*. 50	2,057,589	M. & N.	May '73 3½
Cleveland & Pittsburg*.. 50	11,236,150	F. M. A. N	Feb. '74 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	....
Columbus and Xenia*... 50	1,786,800	M. J. S. D.	Dec. '73 2
Colum. & Hocking Val..100	2,500,000	F. & A	Feb '74 5
Concord..... 50	1,500,000	M. & N.	Nov. '73 5
Concord and Ports.*.....100	350,000	J. & J.	Jan. '74 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A.	Feb. '74 3
Connecticut River..... 100	1,850,000	J. & J.	Jan. '74 5
Cumberland Valley..... 5	1,494,250	A. & O.	Oct. '73 4
Danbury and Norwalk . 50	400,000	M. J. S. D.	Dec. '71 4
Delaware*..... 50	1,220,941	J. & J.	Jan. '74 3
Del., Lackaw. & Westn. 50	18,868,850	J. & J.	Jan. '74 5
Detroit & Milwaukee *.. 50	822,140	— & —	....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania* 50	1,500,200	J. & J.	Jan. '74 3
East Mahanoy* 50	392,950	J. & J.	Jan. '74 3
Eastern (Mass.).....100	4,282,600	J. & J.	July '72 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*.100	800,000	F. & A.	Feb. '74 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '73 2½
" " pref. 50	500,000	J. & J.	Jan. '74 3½
Erie Railway 100	78,000,000	.....	Oct. '73 1
" pref.....100	8,536,910	.....	Oct. '73 3½
Erie and Pittsburg*..... 50	1,090,250	M. J. S. D.	Sept. '73 1½
Fitchburg 100	4,000,000	J. & J.	Jan. '74 4
Georgia 100	4,156,000	J. & J.	Apl. '74 4
Grand River Val.* guar 100	1,000,000	— & —	....
Grand Trunk, (Ca.).....100	14,367,946	— & —	....
Great Western, (Ca.)...100	19,237,404	A. & O.	Oct. '73 2½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	Nov. '73 5
Harlem Extension 100	4,000,000	— & —	....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '74 3½
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '74 4
Huntingdon & Bd Top. 50	880,000	— & —	....
" " pref. 50	450,750	J. & J.	July '68 3½
Illinois Central 100	25,280,510	F. & A.	Feb. '74 4
Indianapolis, Cin. & Laf. 50	7,686,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,025,000	— & —	Jan. '74 3
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J. A. J. O.	Jan. '74 1½
Joliet & North. Indiana*100	300,000	J. & J.	Jan. '74 4
Lake Shore & Mich. So..100	49,466,500	F. & A.	Aug. '73 4
" " (guar.)100	583,500	F. & A.	Aug. '73 5
Lawrence*..... 50	260,200	— & —	....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	8,739,800	M & N.	May '67 5
Lehigh Valley 50	21,468,800	J. A. J. O.	Jan. '74 2½
Little Miami*..... 50	5,871,450	J. A. J. O.	Oct. '73 2
Little Schuylkill*..... 50	2,646,10-	J. & J	Jan. '74 5½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island..... 50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '74 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '74 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200,000	A. & O.	Oct. '73 3
Lykens Valley 20	600,000	F. M. A. N	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	....
Manchester and Law....100	1,000,000	M. & N.	Nov. '73 5
Marietta & Cincinnati... 50	1,372,891	— & —	....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,366	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '74 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	18,738,204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	823,375	J. & J.	Jan. '74 5
Milwaukee and St. Paul..100	13,398,550	J. & J	Dec. '70 7s
" " pref.....100	10,825,777	F. & A	Feb 74 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '74 4
Morris and Essex*..... 50	14,008,100	J. & J	Jan. '74 5½
Nashua and Lowell.....100	800.000	M. & N.	Nov. '73 5
Naugatuck 100	1,881 900	F. & A.	Feb. '74 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept. '73 5
Newark and N. York*..100	977,460	J. & J.	Jan. '74 5½
N. Bedford & Taunton..100	500,000	M. & N.	May '73 4
N. Castle & Beaver Val.* 50	1,800,000	J. A. J. O.	Oct. '73 2½
N. Haven & Northamp...100	605,000	J. A. J. O.	Oct. '73 2½
New Jersey*.....100	7,295,200	J. A. J. O.	Jan. '74 2½
New London Northern*100	1,418,800	J. & J.	Jan. '74 4
N. Y. Cen. & Hudson R..100	39,428,330	A. & O	Oct. '73 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '74 4
" " pref.100	1,500,000	J. & J.	Jan. '74 4
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	Jan. '74 5
N. Y., Provid. & Boston.100	2,000,000	J. A. J. O.	Jan. '74 2½
Nisg. Bridge & Canand*100	1,000,000	J. & J	Jan. '74 3
North Carolina*..... 100	4,900,000	Irregular.	Jan. '73 3
N. Eastern (N. C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3,150,150	January.	Jan. '74 5s
Northern Central 50	5,842,000	M. & N.	Nov. '72 3
Northern N. Hampsh....100	3,068,400	J. & D.	Dec. '73 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '74 4
Norwich & Worcester*..100	2,823,400	J. & J.	Jan. '74 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '74 3
" " pref.100	2,000,000	A. & O.	Oct. '73 4
Ohio and Mississippi....100	19,995,847	J. A. J. O.	....
" " pref.100	4,024,474	J. & D.	Dec '72 3s
Oil Cr. & Allegheny R... 50	4,259,450	J. A. J. O.	July '73 2
Old Colony & Newport..100	6,297,900	J. & J.	Jan. '74 2½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '74 4
Pacific of Missouri.....100	3,635,750	— & —	Jan. '74 1½
Panama.....100	7,000,000	J. A. J. O.	Jan. '74 2
Paterson and Hudson*..100	630,000	J. & J.	Jan. '74 4½
Paterson and Newark*..100	500,000	J. & J.	....
Paterson and Ramapo*..100	249,000	J. & J.	Jan. '74 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '74 3
Pennsylvania 50	72,000,000	M. & N.	Dec. '73 5s
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '74 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	....
" " " pref. 50	2,400,000	J. & J.	July '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M. J. S. D	Dec. '73 3
Philadelphia & Reading 50	32,684,375	J. & J.	Jan. '74 5
" " pref.. 50	1,551,800	J. & J.	Jan. '74 5
Phila. and Trenton*.....100	1,259,100	J. A. J. O.	Jan. '74 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	Jan. '74 4
Pittsb., Ft. W. & Chi.*...100	19,714,288	J. A. J. O.	Jan. '74 1½
" Special Imp.100	2,000,000	J. A. J. O.	Jan. '74 1½
Pittsfield & N. Adams..100	440,000	J. & J.	Jan. '74 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '74 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm....100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '74 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '74 4
Roch. & Genesee Val.*..110	557,500	— & —	....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	Jan. '74 3½
Rutland*.....100	2,700,000	— & —	....
" preferred.....100	4,300,000	F. & A.	Feb '74 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	....
" " pref.100	2,040,000	May.	May '68 7
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '74 3
St. L., Kan. C. & North.100	12,000,000	.....	....
" pref. 100	12,000,000	.....	Nov. '72 8½
Saratoga and Schenec.*..100	300,000	A. & O.	Oct. '73 3½
Schuylkill Valley* 50	576,050	J. & J.	Jan. '74 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '74 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 6½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb. '73 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	448,700	J. & J.	Jan. '74 3½
Stony Brook*.....100	267,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '74 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	July '72 3
Taunton Branch 100	500,000	J. & J.	Jan. '74 5
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '74 5
Tol., Peo. & War. 1st pref.100	1,700,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	Nov. '73 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Union and Black River...100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$2,480,000	M. & N.	May '73 3
Warren (N. J.).....100	1,800,000	J. & D	Dec. '71 8½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,209,000	F. & A.	Feb. '74 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*100	500,000	J. & J.	July '73 3½
Worcester and Nashua. 75	1,400,555	J. & J.	Jan. '74 4½
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.... 2½
Baltimore City.....100	800,000	— & —	Jan. '74 3
Bleecker st. & F Fy. (N Y)100	900,000	— & —	....
Boston and Chelsea.....100	110,000	A. & O.	Apl. '73 4
Broadway (Brooklyn)...100	200,000	J. A. J. O.	Apl. '73 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jan. '70
Brooklyn City 100	1,500,000	F. M. A. N	Feb. '74 2
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica....100	488 100	— & —	....
Bushwick (Brooklyn)....100	392,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Oct. '73 4
Cen. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '74 6
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..100	800,000	— & —	....
D. Dock, E. B'dw & Bat..100	1,200,000	F. M. A. N	Feb. '74 2
Eighth Avenue (N. Y.)...100	1,000,000	J. A. J. O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov. '71 6
Frankf. & Southw. (Phi.) 50	491,750	J. & J.	Jan. '74 5
Germantown (Ph.)..... 50	1,(00,000	J. & J.	Jan. '74 3
Girard College (Ph.).... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	800,000	J. & J.	Jan. '74 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '74 1½
Lomb. & South Sts. (Ph.) 25	105,000	A. & O	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	....
Malden and Melrose.....100	200,000	— & —	....
Metropolitan (Boston)... 50	1,500,000	M. & N.	Nov. '73 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '73 4
Ninth Avenue (N. Y.)...100	197,320	— & —	....
Orange and Newark 100	282,555	— & —	....
Philadelphia City..... 50	750,000	J. & J.	Jan. '74 5
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,778	J. & J.	Jan. '74 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N. Y.)...100	888,100	J. A. J. O.	Oct. '73 2
Second & Third St. (Ph.) 50	982,100	J. & J.	Jan. '74 6
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '74 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 6
Third Avenue (N. Y.)....100	1,170,000	F. M. A. N	May '73 3
13th & 15th street (Phi.).. 50	1,000,000	J. & J.	Jan. '74 2
Somerville (Boston) 100	75,000	M. & N.	Nov. '73 3
South Boston 100	400,000	J. A. J. O.	Jan. '74 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan. '74 5½
West Philadelphia..... 50	400,000	J. & J.	Jan. '74 5
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '73 3
Chesapeake and Ohio ... 25	8,229,594	— & —	....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '74 4
Delaware and Hudson....100	15 000,000	F. & A.	Feb. '74 5
Delaware and Raritan*..100	5,847,400	J. A. J. O.	Jan. '74 2½
Erie of Pennsylvania.... 50	64,000	— & —	....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 100	4,337,950	— & —	....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb '74 30c
" " (pref.). 50	2,888,977	F. & A.	Feb '74 60c
Susq. and Tide Water... 50	2,003,746	— & —	....
Union..... 50	2,007,350	— & —	....
" preferred 50	.....	— & —	....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M. J. S. D.	Mar. '74 2
American Coal 25	1,500,000	M. & S.	Mar. '74 4
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M. J. S. D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	....
Butler Coal..... 25	500,000	J. & D.	Dec '69 85c
Canton..... 16½	731,250	— & —	....
Consolidation (Md.) Coal.100	10,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	....
" pref..... 100	8,668,400	— & —	....
" certif..... 100	2,324,000	J. & J.	....
Pacific Mail Steamsh p.100	20,000,000	M. J. S. D.	Sep. '69 3
Pacific and Atlantic Tel. 25	8,000,000	.....	.... 2½
Pennsylvania Coal 50	4,000,000	F. M. A. N	Nov. '73 5
Pullman Palace Car.....100	4,000,000	F. M. A. N	Feb. '74 3
Quicksilver, common ...100	6,700,000	— & —	....
" preferred ...100	4,300,000	— & —	....
Spring Mountain Coal.. 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000,000	— & —	....
United States Express...100	6,000,000	F. M. A. N	Feb. '74 2
United States Trust.....100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '74 4
West. Union Telegraph.100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 69

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest: Rate.	Interest: Payable.	When payable.	Market Price.
National Securities Mar. 1, 1874.					
Loan of June 14, 1858 ..... registered	$260,000	5	Jan. & July.	1874	112½
.. .. coupon	.....	5	" "	1874	....
Loan of February 8, 1861 ..... registered	13,766,000	6	Jan. & July.	1880	118½
.. .. coupon	4,649,000	6	" "	1880	119½
Oregon War Bonds of March 2, 1861... coupon	945 000	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861....registered	125,767,050	6	Jan. & July	1881	118½
.. ..coupon	63,554,300	6	" "	1881	119½
Loan of Feb. 25, 1862 (5-20s).....registered	16,429,050	6	May & Nov.	1882	116
.. .. .. (5-20s).....coupon	152,164,100	6	" "	1882	116½
Loan of March 3, 1862.....registered	53,626,600	6	Jan. & July.	1881	118½
.. ..coupon	21,373,400	6	" "	1881	119½
Loan of March 3, 1864 (5-20s).....registered	946,600	6	May & Nov.	1884	119½
Loan of June 30, 1864 (5-20s).....registered	24,974,700	6	May. & Nov.	1884	119
.. .. .. (5-20s).....coupon	33,071,500	6	" "	1884	118
Loan of March 3, 1865 (5-20s).....registered	33,889,750	6	May & Nov.	1885	118
.. .. .. (5-20s).....coupon	118,744,600	6	" "	1885	120
.. .. 2d series (5-20s).....registered	56,618,550	6	Jan. & July.	1885	118½
.. .. .. (5-20s).....coupon	146,014,550	6	" "	1885	118
.. .. 3d series (5-20s).....registered	87,689,500	6	Jan. & July.	1887	118
.. .. .. (5-20s).....coupon	223,014,900	6	" "	1887	118½
.. .. 4th series (5-20s).....registered	13,814,000	6	Jan. & July.	1888	118½
.. .. .. (5-20s).....coupon	23,660,000	6	" "	1888	118½
Loan of March 3, 1864, (10-40s)....registered	140,778,550	5	Mar. & Sept.	1904	112½
.. .. .. (10-40s).....coupon	53,788,750	5	" "	1904	112½
Consols of July 14, '70 & Jan. 20, '71.registered	175,625,100	5	F. M. A. & N.	1881	114½
.. .. coupon	135,345,150	5	" "	1881	114½
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	116
U. S. Notes and Fractional Currency.....	430,719,087	nil.	.....	.....	....
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72..	2,582,800	5	May & Nov.	'86-'92	....
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	....
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90 '91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,800,0.0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'99-'00	....
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	110
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,590):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($3,728,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	....
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R. R., '58, '59, '60 & '61	000,000	6	Feb. & Aug	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,900, 00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1890	....
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	....
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	260,000	6	May & Nov.	1881	....
Kansas—($1,336,675):			Jan.		
.. State Bonds (various) 1863 to 1864.....	110,675	6	" & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	"	'76-'89	....
Kentucky—($2,750,510):					
.. State Bonds 1836 and '43.....	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	300,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	49
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867.....	4,000,000	6	May & Nov.	1907	50
.. .. .. 1866	1,000,000	8	Various.	1886	57
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds (N.O., Mob. & Chat. R.R.) '70 '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866...	259,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	221,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"	'83-'89	98
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1880	98
Maryland—($12,436,718):					
.. Bonds to R. R. and Canals, 1837-'47....	1,587,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	95
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1868.....	611,365	6	J. A. J. & O.	1883	104½

	Amounts outstanding.	Interest: Rate.	Interest: Payable.	When payable.	Market Price.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.	706,000	5	Various.	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800,000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	94½
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	91½
.. Bounty Loan, 1864.....	4,279,560	5	May & Nov.	1894	99½
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'93	92½
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,203):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445.000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863...	431,000	6	" "	1878	97
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1858.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	95½
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	98½
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	99½
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	97½
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	98½
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	104½
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free.....	684,400	6	" "	'97-'02	....
New York—($38,121,600):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'73	107
.. Canal Stock.....	2,572,000	6	" "	'74-'75	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1877	107
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	106
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	29½
.. State (old) Bonds 1845 to 1860.....	3,639,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	18
.. State (new) Bonds, 1867 to 1870	1,839,000	6	April & Oct.	'92-'98	23
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	25½
.. Funding (Interest) Bonds 1866.....	1,821,400	6	April & Oct.	1878	....
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	....
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg f'd.....	832,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, skg f'd.....	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, skg f'd.....	1,495,309	6	" "	1881	102
.. Loan of 1856 Bonds, skg f'd.....	2,400,000	6	" "	1886	103
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($23,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	106
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15-25s).....	9,271,850	6	" "	'82-'92	109½
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,950	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,040,000	6	Mar. & Sept.	1882	97½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	828,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,760,000	6	April & Oct.	1888	20
.. .. .. '66-'69.....	2,262,714	6	Jan. & July.	'87-'97	9½
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R. Bonds 1854.....	970,000	6	" "	'74-'78	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1899	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	89
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	88½
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	85
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'76	100
.. .. .. registered	201,000	6	" "	'71-'76	....
Virginia—($46,928,208):					
.. State Stock (old) registered	22,061,202	6	Jan. & July.	'86-'00	35
.. State Bonds (old) coupon	11,106,000	6	" "	'86-'00	35
.. State Bonds, sterling coupon.....	1,866,000	5	" "	'86-'00	....
.. Funded Interest, 1866-'67.....	6,092,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	466,280	5	" "	'86-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	102½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	99½
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	92
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	6	Jan. & July.	Boston.	1891	43½
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	...
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	61
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1883	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R.R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1858-'75	857,250	6	Jan. & July.	Baltimore.	1875	99½
Loan of 1850-'80	579,500	6	" "	"	1880	99
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	99½
Loan of 1855-'90 (Balt.) stg fd.	3,461,146	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) stg fund.	3,620,320	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,493,018	6	" "	"	1902	....
3d Mort. (N.W. Va. R.R.) assumed	140,000	6	Jan. & July.	Baltimore.	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	93
Beloit and Madison (C. & N.W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Princeton.	1885	84
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	78
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	80½
1st Mortgage (Equalization)	248,000	7	" "	"	1889	89
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	98
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	30
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	45
Mass. L. (sec'd by $4,000,000 Bor.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	500,000	6	April & Oct	Boston.	1879	95
Bonds of 1872 for $1,000,000	936,000	7	" "	"	1892	102

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	97
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg akg f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	61
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	99
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	6	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	6	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,840	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,567,971	8	Jan. & July.	Boston.	1894	99½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1894	50
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	85
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	95½
Camden and Burlington County:						
Consolidated 1st Mortgage	888,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (akg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (akg fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	70
Carthage & Burlington (C.B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	100½
Chattel Mortgage	158,350	6	" "	"	'80-'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	83
Cedar Rapids & Mo. Riv. (C. & N.W.):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1901	82½
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	82½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	46
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	5,000,000	7	" "	" "	1902	101½
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	105½
Loan of Leh. C. & Nav. Co. (ass'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	88½
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	95½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	102
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1895	103
1st Mort. (Western Pacific) gold	2,736,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88-'99	....
1st Mort. (S. Fr., Okld & Ala.)	500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V.D.) gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1900	....
Chesapeake and Ohio:						
1st M. (gold) akg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	56
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1890	....
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	6	" "	" "	1879	....
Funded Interest, coupon	160,500	6	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	800,400	6	Jan. & July.	Boston.	'75-'80	....
Chester Creek:						
1st Mortgage guar. by P.W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaron:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	104
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	106
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	100
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (" ") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	110
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	650,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,983,225	7	Jan. & July.	Boston.	1896	95½
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	98½
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	98½
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	99½
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	99½
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	97½
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque						
1st Mort. guar. C., B. & Q.	1,800,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1890	37½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	92½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C.&NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	100
Funded coupons (193 m.)	780,000	7	May & Nov.	" "	1883	98
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	101½
Appleton Ext. (23 m.& 76,000 ac.)	174,000	7	" "	" "	1885	89
Green Bay Ext. (26m & 76,000 a.)	284 000	7	" "	" "	1885	89
Equipm't (Engs & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,775,000	7	Feb. & Aug.	" "	1882	102
2d Mort. (Gal. & Chic. 248 m.)	938,000	7	May & Nov.	" "	1875	97
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	129,500	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	331,000	7	March & Sept.	" "	1896	95
Consol. skg fund (C.& N.W.R'y)	3,105,000	7	F. M. A. & N.	" "	1915	92
Consol. gold bonds for $48,000,000	4,584,000	7*	June & Dec	" "	1902	85½
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil.R.R.) guar.	389,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" " ") guar.	9,800	7	June & Dec.	" "	1896	....
1st Mort. (Chic.& Mil.R.W.)guar	1,141,000	7	Jan. & July.	" "	1898	95½
1st Mort. (Bel.& Mad. R.R.)guar.	306,000	7	" "	" "	1883	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.1, '69, $16,000pm	1,380,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $1,000,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C., R.I.& Pac.)	8,600,000	7	" "	" "	1896	104
Chi. & Southwes'n (C., R.I.& Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd.skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St. L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1863	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1901	83
Cin. & Martinsville(I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	860,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	70
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,471	7	June & Dec.	New York.	1860	71
1st Mort. (San., Day. & Cin.)S.F.	988,000	6	Feb. & Aug.	Boston.	1900	75½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000 000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div.) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	102½
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning(A.& Gt.Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	437,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,368,000	7	May & Nov.	" "	1875	100
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	89
Consol. sinking fund guar.	525,000	7	May & Nov	" "	1900	15
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	90½
2d Mortgage Consol. skg fund	3,679,000	7	Feb. & Aug.	" "	1909	68
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300,000	7	Jan. & July.	" "	1860	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpeic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	97½
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A BCD& E $200,000each	1,000,000	6	March & Sept.	Philadelphia.	1,2,3,4.	85
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York	1899	....
Cowanesque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	908,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81-'84	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	102
2d Mort. (Del., Lack. & Wtn.)	1,633,000	7	March & Sept.	" "	1881	104
Convertible b'ds(Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	103½
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free	16,000pm	7	May & Nov.	N.Y L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds....	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds....	250,000	8	Feb. & Aug.	" "	1886	...
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	19½
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	94½
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen..	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar..	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,510,000	7	Jan. & July.	New York.	1890	91½
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	99
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	March & Sept.	"	1882	97
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	97
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	1872	60
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	103½
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	101½
3d Mortgage	4,582,000	7	" "	" "	1883	101½
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	99
5th Mortgage convertible	709,500	7	June & Dec.	" "	1888	96
Buffalo Branch, 1st mortgage...	182,600	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	...
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	NY & London.	1920	....
Convertible bonds	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1893	....
Equipmen t Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 50, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,604,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	188,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease, R.F. 25 000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,800,000	7*	Jan. & uly.	New York.	1890	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & N.v	N. Y. & Lond.	1900	...
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20,000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Stg.:						
1st Mortgage traffic guarantee...	,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800.000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	800,000	8	Jan & July.	"	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	89½
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	102
2d Mortgage	948,000	7	May & Nov.	" "	1875	97
Elgin and State Line Purchase..	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)...	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	" "	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees..	1,500,000	8	Jan. & July.	New York.	1896	....
2d Mortgage, guar. by Lessees...	500,000	8	March & Sept.	" "	1879	96½
Grand Trunk (Ca.):						
Equipment Bonds £800,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838,335.	14,191,675	5*	Jan. & July.	"	....	....
2d *Preferenos Bonds* £1,685,765 .	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock....	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds....	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds....	2,993,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds....	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds....	4 867	5	" "	"	1881	....
Common (") Bonds....	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	New York	'81-'86	....
1st Mortgage not guaranteed....	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York	1889	....
Hannibal and Naples(T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	80
2d Mortgage	525,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	92½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	5?,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	"	1874	...
Fifteen years' bonds (277 m.)...	3,476,000	8	March & Sept.	" "	1885	79½
1st Mort. (Q. & Palm.R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K. City & Cam. R R55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co...	700,000	6	Jan. & July.	Philadelphia.	1883	99½
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	300,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	...
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104½
3d Mortgage	160,000	7	May & Nov.	" "	1895	102
Hudson Connecting (N Y&O Mid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	103½
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	93
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	66
Illinois Central:						
Construction bonds, cur. skg f'd.	2,742,000	7	April & Oct.	New York.	1875	103
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency....	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling.....	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	...
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1900	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1900	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co...	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co....	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,600,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	82½
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.	.....	8	Feb. & Aug.	New York.	1900	91
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	96
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	99½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	98½
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jameet'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1589	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,080,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (JeffersonvilleR.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	104½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	83
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	87
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by L.S&M.So.	840,000	8	Jan. & July.	New York.	1868	96½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	90
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	580,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(StJo.&CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1883	....
Consolidated Mort. (280m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL.&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	60
1st Mort. (2d Div. 253.94 m.)gold	4,068,000	6*	June & Dec.	" "	1896	60
1st M.(3dD.244.66m.& 3,0(0,000m)	6,455,000	7*	May & Nov.	N. Y., L. & F.	1899	....
1st Mortgage (1,000,000 acres)....	245,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,921,000	7*	Jan. & July.	N. Y., L. & F.	1886	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	98½
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,800,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW &W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y B'a.&Ph.	1890	60
3d Mort. gold tax free and conv.	830,000	7	April & Oct.	"	1909	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,132,000	7	J. A. J. & O.	" "	1890	97
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	97
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore)Ap. 1, '69	1,500,000	7	" "	" "	1890	97
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	100
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	99
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	100
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	97
1st Mort. May1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	108½
2d Mort. Oct 31, 1857 "	2,608,000	7	" "	" "	1877	100
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1896	97½
1st Mort. Aug. 1, 1856(D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1878	99½
1st Mort. Sept. 1, 1869(K.& W.P.)	400,000	7	Jan. & July.	" "	1870	90
1st Mort. Oct 1, 1867(Sch.&Th.R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.&Sch.)	100,000	8	" "	" "	1887	....
1st M.July1,'68(Kal.All.& Gr.R.)	840,000	8	" "	" "	1888	98½
1st Mort.July 1, 1868(J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun.1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philad. lphia	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	356,000	7	Feb. & Aug.	New York.	1890	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold.	5,000,000	10	Jan. & July.	N. Y. & Bost.	1890	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	.....	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	100½
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	102½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1896	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	51½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	6*	F. M. & A. N.	New York.	1900	90
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1880	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	99
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	98
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	346,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'76	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol. M. for $8,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	90½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00 0	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,360	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oc	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1880	90½
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	101½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	92½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	79½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	91½
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1920	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (R.D'v.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	101½
Michigan Central:						
1st Mortgage, convertible	358,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	100
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	98½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	104½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	96
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv.& W.Gap(E)						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,514,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	91½
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,808,000	7	Jan. & July.	" "	1897	82½
1st Mortgage (Minn. Cent)	192,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	82
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	105½
2d Mortgage (P du Uhien)	1,315,000	7.3	" "	" "	1898	94½
Milwaukee City Loan	233,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $18,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1866	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	1899	19½
1st Mort. Land Grant gold	1,080,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000 p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jan. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1880	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* / 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	...
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	106
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	99½
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	92½
Construction bonds of 1871	2,000,000	7	Feb. & Aug	" "	1889	93½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur (L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	85
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $500,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfield bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan'a						
New Jersey Midland (NY.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	43
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern (Vt. Cen.)						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	96
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	101½
Bonds for R.& N. S't.(")	76,000	6	May & Nov.	" "	1883	90
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	91
Bonds for real estate (")	162,000	6	" "	" "	1883	91
Bonds of 1864 renew'd(")	2,900,000	6	June & Dec.	" "	1887	95
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	...
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(NYC&H)	1,960,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	....
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	99
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,050,500	7	April & Oct.	New York.	1875	101
New York & Oswego Midland:						
1st Mortgage gold, tax free	3,000,000	7	Jan. & July.	New York.	1880	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'73-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225 000	6	Jan. & July.	Philadelphia.	1885	100
2d Mortgage	5,000,000	7	May & Nov.	"	1896	102
Chattel Mortgage	350,000	10	April & Oct.	"	1877	110
North Shore (L. I.)						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	90
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	89½
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	95
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	90½
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1890	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	37¼
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan.....	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds.....	200,000	...	" "	" "	1874	....
Machine shop &c., bonds.....	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1876	93
Equipment Mortgage	200,000	8	" "	"	1879	93
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage.....	6,694,000	7	Jan. & July.	New York.	1898	93¼
Consolidated 1st Mortgage, stg..		7*	" "	London.	1898	....
Consolidated 2d Mortgage.....	3,529,000	7	April & Oct.	New York.	1911	81¼
2d Mortgage, (W. Div.).....	438,000	7	Jan. & July.	" "	1874	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bond.....	50,000	7	May & Nov.	" "	1883	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	71
1st Mortgage (War. & Fkln)....	580,000	7	April & Oct.	"	1882	83
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	68
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	97¼
Plain Bonds	485,000	6	April & Oct.	"	1875	95
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	102¼
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.....	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	85
2d Mort. (Charlotte to Lynchb.)	1,166,500	6	Jan. & July.	" "	1875	78
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	82
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	75
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	80¼
Orange and Newark:						
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New Yor k.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed.....	163,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	99¼
Owensboro' and Russellville.						
1st Mortgage for $1,500,000.....	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug	New York.	1888	....
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	" "	1891	72
Income Bonds.....	1,500,000	7	"	" "	1892	....
St. Louis County Bonds.....	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold.....	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg).....	4,970,000	7	Jan. & July.	Philadelphia.	1880	101¼
2d Mortgage (").....	2,583,600	6	April & Oct.	"	1875	102¼
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	19,490,760	6	J. A. J. & O.	Philadelphia.	1910	90¼
State lien for $17,500,000, skg f'd	5,854,700	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage.....	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage.....	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage.....	310,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed.	1,500,000	7	June & Dec.	Philadelphia.	1896	103
1st Mortgage guaranteed.....	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free.....	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	99¼
1st Mortgage(whole road 287¼m)	5,000,000	6¼	" "	"	1881	93¼
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	87½
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed.....	$619,000	6	April & Oct.	Philadelphia.	1897	84½
Perth Amboy & Woodbr.(C&A):						
1st Mortgage.....	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments).	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.						
1st Mortgage (Penn. Div. 36¼ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9¼ m.)...	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)..	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868.....	1,138,900	6	Jan. & July.	Philadelphia.	1893	80
Loan of 1870, convertible.....	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv....	86,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1889	100
Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	105
Mortgage Loan of 1836 stg.....	132,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg.....	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg.....	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon...	7,696,000	7	June & Dec.	Philadelphia.	1911	103
	Dollar registered	3,414,000	7	" "	"	1911	105
	Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	98
	Gold or stg reg..	603,000	6*	" "	" "	1911	97¼
	Dollar coupon...	332,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv.....		6,690,986	7	Jan. & July.	"	1893	104½
New improvement Mort. loan..		6,631,615	6*	April & Oct.	Phila.or Lond.	1897	....
Philadelphia, Wilmington & Balt.						
Mortgage Loan, convertible		345,000	6	Jan. & July.	Philadelphia.	1884	111¼
Loan of 1866.....		400,000	6	April & Oct.	"	1876	95
Loan of 1867.....		1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):							
1st Mortgage, guaranteed.....		330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):							
Consol. Mortgage for $10,000,000.		6,212,000	7	Feb. & Aug.	Philadelphia.	1900	69
1st Mort. (Steub. & Ind.) conv..		3,000,000	6	monthly.	New York.	1884	70
1st Mort.(Ct.& New'k 33m)conv		776,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:							
1st Mortgage of 1868, tax free...		4,000,000	7	Jan. & July.	Baltimore.	1898	90¼
2d Mort. (Balt. Loan) of 1866...		1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10¼ m)		400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:							
1st Mortgage (Series A).....		875,000	7	Jan. & July.	New York.	1912	105½
1st Mortgage (Series B).....		875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C).....		875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D).....		875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E).....		875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F).....		875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G).....		860,000	7	Jan. & July.	" "	1912	101
2d Mortgage (Series H).....		860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I).....		860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K).....		860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L).....		860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M).....		860,000	7	June & Dec.	" "	1912	....
3d Mortgage		2,000,000	7	April & Oct.	" "	1912	98
Bridge (O. & P. R. R.) bonds...		153,000	7	May & Nov.	" "	1876	....
Construction bonds of Jan. 1,'70		100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:							
1st Mortgage for $3,600,000.....		.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:							
1st Mortgage gold, for $1,800,000		.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):							
1st Mort. (Maine Section) gold..		800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000		.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):							
1st Mortgage gold, for $2,800,000		.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:							
1st Mortgage of 1863		250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:							
1st Mort.(Portland Loan)skg f'd		700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien).....		350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000		.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):							
1st Mortgage gold, skg f'd.....		1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.		1,000,000	7*	" "	"	1889	....
Pougkeepsie and Eastern:							
1st Mort. gold, conv. & tax free..		800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:							
1st Mortgage.....		300,000	6	Jan. & July.	Providence.	18	....
Quincy, Alton and St. Louis:							
1st Mortgage gold.....		850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):							
1st Mortgage, guaranteed.....		500,000	7	May & Nov.	New York.	1890	90
Quincy & Warsaw (C. B. & Q.):							
1st Mortgage, guaranteed.....		800,000	8	Jan. & July.	Boston.	1890	99¼
Reading and Columbia (P.& R.):							
1st Mortgage, guaranteed.....		850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed.....		850,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:							
1st Mortgage.....		150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage.....		300,000	7	" "	"	1880	....
3d Mortgage.....		150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitehall)		400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)		500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)....		125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:							
Virginia State Loan, skg fund..		600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds.....		157,800	6	" "	"	1875	....
Consolidated Mortgage.....		1,722,000	6	May & Nov.	New York.	'75-'90	69¼
Rich., Fredericksburg & Potomac							
Sterling Loan		67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan		295,500	8	" "	Richmond.	1861	....
Dollar Loan		172,800	7	" "	"	1875	....
Richmond and Petersburg:							
1st Mortgage.....		130,500	7	June & Dec	Rich'mond	1875	....
1st Mortgage.....		175,000	8	April & Oct.		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Sk'g Fund	799,000	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Sk'g Fund...	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m..	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	75
Equipment Mortgage	500,000	8	March & Sept.	"	1880	80
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").....	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City :						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) sk'g f'd.	1,100,000	7	Jan. & July.	New York.	1894	99
1st Mortgage (Series B) sk'g f'd.	1,100,000	7	April & Oct.	" "	1894	...
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	87
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	78
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	95
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	95
2d Mortgage May 1, 1868 guar..	648,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	87½
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern :						
1st Mort.'gold sk'g fund conv....	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold sk'g f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph :						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold sk'g f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N. Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands..	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands..	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City :						
1st Mortgage $16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F. :						
1st Mortgage for $450,000.....	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	90½
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston :						
1st Mortgage(Sav.& Char.)bonds	500.000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	606,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds.....	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.)						
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage.....	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	92
Sheboygan and Fond du Lac:						
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension.....	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.).						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold.....	560,000	7*	Jan. & July.	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold.....	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold.....	500,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds.....	1,470,400	7	April & Oct.	"	'68-'91	....
Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds.....	71,200	7	various.	"	'72-'74	....
South Florida :						
1st M. endor.by State $16.000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000.....	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,180,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	93
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	6	Jan. & July.	New York.	'84-'90	....
2d preferred bonds.....	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, sk'g fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,000,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold.....	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.....	891,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv..	300,000	7	"	"	'72'-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	850,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed.....	196,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free.....	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern :						
1st Mortgage gold, sk'g fund....	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1898	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage.....	500,000	8	Jan. & July.	Boston.	1875	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1890	....
Sullivan and Erie :						
1st Mortgage, sk'g fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch :						
1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston :						
1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix :						
1st Mortgage, $16,000 p. m.....	.....	8	.....	.....	....	....
Superior and Northwestern :						
1st Mortgage, $16,000.....	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L.&W):						
1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage.....	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, sk'g fund....	1,168,000	7*	June & Dec.	New York.	1906	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Tioga :						
1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw :						
1st Mortgage (E. Div.) 110 m...	1,600,000	7	June & Dec.	New York.	1894	85
1st Mortgage (W. Div.) 117 m...	1,800,000	7	Feb. & Aug.	" "	1896	83
2d Mortgage (W. Div.) 117 m..	1,300,000	7	April & Oct.	" "	1886	67
Equipment Mort. sinking fund..	94,000	8	Jan. & July.	" "	1870	....
Consol. Mort. 227 m. $6,500,000..	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	....
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed.....	80,000	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage sk'g fund, uar....	100,000	7	Jan. & July.	Troy.	1876	....
Troy and Boston:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1886	....
3d Mortgage.....	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds.....	648,900	7	"	" "	1883	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	95
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1893	93
1st Mort. (Quincy & Tol. 24 m)	500,000	7	May & Nov.	" "	1890	88
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	90½
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	90½
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	84
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	78
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	78½
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	87½
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	85½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	81½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	77½
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000.	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	98
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1888 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	87½
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	87
Consolidated(mort.)Loan of 1859	5,000,000	6	May & Nov.	Philadelphia.	1889	98½
Sterling Loan £389,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	30
2d Mortgage consolidated	1,500,000	7	" "	"	1891	7½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	67½
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.		....	80
Equipment Mortgage	1,000,000	8	May & Nov.		'76-'77	74
Equipment Mortgage	1,000,000	8	" "		1880	74
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1890	....
Special Loan 1871	225,459	8	Jan. & July.	"	1890	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	....
Enlarged Mortgage	990,000	6	" "	" "	1884	....
4th Mortgage	846,000	8	March & Sept.	" "	1900	82
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren(D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	77
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	101½
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	813,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	72½
1st Mort. endor. by Balt	200,000	6	" "	"	1890	95
2d Mort. " "	300,000	6	" "	"	1890	92
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	84½
2d Mortgage preferred	600,000	6	" "	"	1895	60
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	95
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	87½
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1936	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	82½
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	95½
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	103
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	70½
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	87½
2d Mortgage coupon or regis	723,600	7	Jan. & July.	"	1902	79
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	80
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	85
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	6*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	107
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	80
Delaware and Hudson:						
1st Mortgage re-registered — 1st series, Nov. 1, 1867	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage re-registered — 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	103
1st Mortgage re-registered — 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	104
Delaware & Raritan Sec U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	94
Mortgage Loan reg	2,000,000	6	F. M. A. & N.	"	1897	95½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	96½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	98
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	89
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	96
2d Mortgage	285,000	6	" "	"	1876	96
Boat Loan, sinking fund	236,965	7	" "	"	1885	90
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	68
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	75
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	260,000	6	May & Nov.	"	1870	75
Boat and Car Loan	766,650	6	" "	"	1888	72
Boat and Car Loan	628,100	7	" "	"	1889	87
Coupon Bonds	1,079,000	6	Jan. & July.	"	1896	73
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	74
2d Mortgage	700,000	6	" "	"	1895	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,610	6	Jan. & July.	Baltimore.	1874	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1868	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years Ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	3	106	Adirondac.....New York.	2,728,692	*	.....	7,000,000	3,763,000	930,000	1,968,756	—	60.2	.....	.....	.....	160,425	.....	—	100	....
May 31, 1872	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central †.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	142.0	—	87.1	—	21	24	12	749	Albany and Susq. (D. & H.)...New York.	7,463,572	*	.....	.....	5,000,000	4,467,000	.....	.....	164.0	(Del. &	Hud. Cana	l Co.)	1,841,228	423,821	7	100	94
Sept. 30, 1872	51.0	—	2.0	—	3	4	1	21	Alexandria and Fredericksburg †.....Va.	2,500,000	*	.....	.....	.....	1,000,000	.....	.....	51.0	.....	.....	.....	.....	.....	—	100	....
Jan. 31, 1873	132.0	—	44.9	112.0	.....	.....	.....	.....	Allegheny Valley.....Pennsylvania.	13,200,000	*	.....	.....	2,256,300	12,389,000	.....	—	132.0	.....	.....	.....	2,239,158	960,684	—	50	....
Nov. 30, 1872	35.8	—	1.6	—	.....	.....	.....	.....	Allentown.....Pennsylvania.	1,147,225	—	.....	.....	567,544	—	579,681	—	35.8	.....	(Phila. & R	eading R.	R.)	.....	—	50	....
Dec. 31, 1872	20.5	—	2.0	—	5	10	2	43	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	—	.....	95,000	20.5	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1872	57.0	—	2.8	28.0	.....	.....	.....	.....	Arkansas Central (3 ft.) †.....Arkansas.	.....	.....	.....	.....	.....	15,000pm	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1873	28.6	—	1.9	—	.....	.....	.....	.....	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1872	455.0	—	23.3	200.0	.....	.....	.....	.....	Atchison, Topeka & Santa Fe....Kansas.	20,000,000	*	.....	.....	8,615,000	10,564,500	570,000	.....	.....	.....	.....	.....	.....	7,500	—	100	....
Sept. 30, 1872	30.4	—	0.9	—	3	2	1	17	Athol and Enfield.....Massachusetts.	905,873	7,555	44,400	.....	520,000	293,400	44,605	3,814	30.4	(In prog	ress to N.	Mexico.)	.....	.....	—	100	13½
June 30, 1872	86.7	—	8.9	—	19	6	5	119	Atlanta and West Point.....Georgia.	1,200,129	*	.....	.....	1,232,200	22,000	.....	.....	44,320	26,778	17,193	39,032	10,555	—	100	....
Sept. 30, 1872	387.3	38.2	149.4	—	166	52	26	3,117	Atlantic and Great West. N.Y. Penn. & O.	80,992,240	*	.....	.....	24,000,000	56,992,240	.....	.....	86.7	.....	.....	.....	.....	.....	8	100	....
Dec. 31, 1872	237.0	110.0	16.3	165.0	26	19	6	338	Atlantic and Gulf †.....Georgia.	7,592,283	*	162,387	.....	4,479,677	3,294,700	330,991	.....	565.8	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	408.0	20.0	31.0	100.0	78	29	18	832	Atlantic, Mississippi and Ohio....Virginia.	17,765,914	*	8,718,937	.....	6,921,900	14,389,843	.....	.....	347.5	635,350	98,234	.....	5,451,229	855,670	—	100	....
May 31, 1872	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina †.N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	428.0	1,427,688	232,575	530,583	963,966	339,539	—	100	....
Dec. 31, 1872	364.0	—	18.2	200.0	.....	.....	.....	.....	*Atlantic and Pacific* †..Missouri & Ind.Ter.	.....	.....	.....	.....	15,000,000	12,500,000	.....	.....	95.0	.....	(No retur	ns furnish	1,969,053	734,328	—	100	....
Dec. 31, 1872	149.5	1.6	16.2	—	.....	.....	.....	.....	Atlantic and St. Lawrence.Me., N.H.& Vt.	7,654,089	.....	.....	.....	3,994,900	3,483,848	201,089	.....	328.2	ed.)	.....	.....	.....	.....	—	100	....
Nov. 30, 1872	53.0	—	2.7	—	.....	.....	.....	.....	Augusta and Savannah.....Georgia.	1,032,200	.....	.....	.....	732,700	129,000	.....	.....	.....	.....	.....	.....	.....	.....	4	100	....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Geneseo and Mount Morris..N. Y.	245,000	*	.....	.....	194,250	20,000	20,000	—	19.1	21,302	43,209	4,901	33,299	6,001	—	100	....
Nov. 30, 1872	57.7	2.0	4.1	—	.....	.....	.....	.....	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	53.2	(Leased to	Pennsylv	ania.)	.....	.....	—	100	....
Sept. 30, 1872	379.6	—	502.7	—	383	205	52	7,904	Baltimore and Ohio †.....Md. & W. Va.	31,170,756	7,995,856	13,423,832	3,424,536	16,704,762	12,466,639	700,873	26,152,269	454.6	9,172,997	.....	.....	10,654,472	4,532,072	8	100	175
Sept. 30, 1872	30.0	—	39.9	—	.....	.....	.....	.....	Washington branch †.....Maryland.	1,650,000	—	—	642,300	1,650,000	20,000	—	622,300	30.0	476,800	.....	.....	480,648	335,735	10	100	160
Sept. 30, 1872	103.5	—	21.8	—	.....	.....	.....	.....	Parkersburg Branch.....W. Virginia.	10,000,000	.....	.....	.....	5,680,685	593,500	.....	.....	103.5	1,008,407	.....	.....	826,803	114,841	—	100	11
Dec. 31, 1872	32.0	—	3.2	89.0	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	.....	32.2	(Opened	to Washi	ngton, May	1, 1872.)	.....	—	100	7
Dec. 31, 1872	33.4	—	2.7	—	.....	.....	.....	.....	Belfast and Moosehead Lake.....Maine.	900,000	.....	.....	.....	650,000	250,000	.....	.....	.....	(Operat	ed by Ma	ine Centr	al.)	.....	—	50	....
Dec. 31, 1872	67.0	—	6.7	—	30	21	8	967	Belvidere Delaware.....New Jersey.	3,876,842	*	.....	.....	995,300	2,244,500	1,228,128	.....	67.0	.....	.....	.....	835,380	218,608	—	100	....
Sept. 30, 1872	22.0	—	2.0	—	.....	.....	.....	.....	Berkshire.....Mass.	600,000	—	8,000	.....	600,000	.....	.....	.....	22.0	58,408	80,192	174,297	120,291	42,045	7	100	72½
Sept. 30, 1872	15.6	—	5.7	—	.....	.....	.....	.....	Blossburg and Corning.....New York.	582,346	.....	.....	.....	468,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	5	100	....
Sept. 30, 1872	201.6	46.0	316.8	—	206	181	46	4,113	Boston and Albany.....Mass. & N. York.	19,890,414	4,411,338	1,071,646	2,106,438	19,664,100	3,037,000	546,724	4,237,012	268.3	4,883,071	5,247,576	2,732,907	9,259,599	2,362,615	10	100	140
Sept. 30, 1872	25.2	—	2.0	0.8	4	4	2	50	Boston, Barre and Gardner.....Mass.	763,114	104,775	30,324	4,023	736,240	—	153,849	12,147	28.0	82,064	85,157	17,499	69,356	7,550	—	100	....
Sept. 30, 1872	42.9	—	9.0	—	21	22	12	434	Boston, Clinton and Fitchburg.....Mass.	1,430,328	646,052	110,250	95,786	872,000	1,250,000	62,586	97,180	90.2	441,745	467,966	317,043	576,413	192,795	—	100	....
Mar. 31, 1873	93.5	—	12.8	—	22	24	19	473	Boston, Concord and Montreal.....N. H.	2,850,000	*	218,300	327,759	1,800,000	1,050,000	29,603	516,456	139.0	.....	171,511	92,186	670,349	131,715	6p	100	....
Sept. 30, 1872	26.8	16.0	45.8	—	37	46	20	940	Boston and Lowell.....Mass.	2,469,955	252,345	2,565,759	253,142	2,852,900	1,771,024	542,860	374,417	71.8	741,981	1,949,688	620,053	1,293,969	241,016	5	500	105
Sept. 30, 1872	80.3	8.5	84.9	38.0	61	102	28	975	Boston and Maine.....Mass., N. H. & Me.	6,728,332	1,144,587	775,992	525,480	6,816,834	—	1,341,862	1,016,686	153.8	1,215,996	4,135,469	520,722	2,004,672	504,116	10	100	110
Sept. 30, 1872	44.0	14.5	65.0	—	38	67	11	482	Boston and Providence.....Mass. & R. I.	3,691,138	207,400	573,542	253,320	3,950,000	—	356,478	427,922	66.5	259,132	762,246	765,733	1,716,399	465,347	10	100	146½
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa.....Canada.	2,647,004	*	.....	.....	424,704	1,657,200	.....	.....	85.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	171	Brunswick and Albany†.....Georgia.	10,548,000	*	.....	.....	4,898,000	5,650,000	350,000	.....	.....	(Com	pany in ba	nkruptcy.	)	.....	—	100	....
Sept. 30, 1872	26.0	—	2.0	—	.....	.....	.....	.....	Buff., Bradford and Pittsburg..New York.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	.....	(Erie	Railway	Co.)	.....	40,600	—	100	....
Sept. 30, 1872	43.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.... N. Y. & Penn.	1,646,980	*	.....	.....	428,717	700,000	548,229	.....	43.2	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	142.0	—	12.7	—	.....	.....	.....	.....	Buffalo, New York & Erie...N.Y.& Penn.	3,338,000	.....	.....	.....	950,000	2,380,000	.....	.....	.....	.....	.....	.....	228,000	.....	—	100	....
Sept. 30, 1872	117.0	—	5.9	—	.....	.....	.....	.....	Buff., New York and Phila. N.Y. & Penn.	3,064,271	*	.....	.....	1,600,707	1,876,500	430,605	.....	88.0	(Erie	Railway	Co.)	.....	233,100	7	500	....
Dec. 31, 1872	219.0	79.0	14.0	—	24	16	7	525	Buri., Cedar Rapids and Minnesota. Iowa.	7,600,000	*	.....	.....	5,400,000	2,200,000	.....	.....	332.0	(Opened	to Empor	ium, Pa.)	139,145	17,300	—	100	....
Dec. 31, 1872	120.0	—	6.0	100.0	.....	.....	.....	.....	Burlington and Southwestern. Iowa & Mo.	3,000,000	*	.....	.....	1,200,000	1,750,000	.....	.....	.....	.....	(In progr	ess.)	995,129	283,802	—	100	....
Feb. 28, 1873	158.0	—	.....	143.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	10,000,000	*	.....	.....	12,000,000	8,000,000	.....	.....	.....	(Compl	eted to Mo	. Line May	1, 1873.)	.....	—	100	....
Dec. 31, 1872	160.0	—	8.0	—	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	.....	.....	.....	4,000,000	3,570,000	.....	.....	160.0	(Recently	completed	.)	.....	.....	—	100	....
Dec. 31, 1872	61.2	—	92.9	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	9,458,328	.....	.....	.....	5,847,800	.....	.....	.....	.....	(Pennsy	lvania R.	R. Co.)	.....	.....	10	100	....
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	100	Camden and Atlantic.....New Jersey.	1,790,623	376,195	138,354	32,388	1,215,870	1,058,400	54,907	9,384	67.0	213,639	417,196	69,324	467,036	212,119	3p	50	60
Dec. 31, 1872	23.0	7.2	3.9	—	.....	.....	.....	.....	Camden and Burlington Co...New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	.....	(Pennsy	lvania R.	R. Co.)	.....	.....	6	100	....
Dec. 31, 1872	28.5	—	4.8	81.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	—	5,868	.....	683,467	3,776	3,800	28.5	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1873	220.0	63.0	29.2	—	.....	.....	.....	.....	Canada Southern.....Canada.	.....	.....	.....	.....	5,000,000	8,760,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	71.6	22.4	7.8	18.0	10	23	12	160	Cape Cod.....Mass.	1,245,594	127,393	46,392	16,647	1,022,330	349,000	132,591	43,985	94.0	210,684	286,417	75,147	321,798	86,737	8	60	....
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2	—	31	Carbondale and Shawneetown....Illinois.	562,650	*	.....	.....	355,500	200,000	7,150	.....	18.0	(Opened	Dec. 30, 1	871.)	.....	.....	—	100	....
Sept. 30, 1872	18.0	—	0.5	10.0	2	—	—	3	Carthage, Water'n & Sack. Harbor..N.Y.	561,139	*	.....	.....	455,433	180,000	.....	.....	18.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	20.0	4.0	8.0	—	6	3	2	517	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	.....	426,000	.....	.....	24.0	.....	.....	.....	.....	.....	6	25	....
Oct. 31, 1872	94.0	4.5	3.5	—	21	9	5	602	Catawissa.....Penn.	6,098,850	*	.....	.....	4,359,500	1,739,350	.....	.....	.....	(Leased	Nov. '72 to	Ph. & Rdg.	)	572,104	183,169	7 p.	50	35
Sept. 30, 1872	14.8	—	1.8	—	2	2	2	14	Cazenovia and Canastota.....New York.	538,006	*	.....	.....	294,529	250,000	29,250	.....	14.8	.....	.....	.....	25,885	4,391	—	100	....
Dec. 31, 1872	75.6	—	3.8	—	.....	.....	.....	.....	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	.....	.....	.....	(Illinois	Central.	)	128,646	113,400	—	100	....
Dec. 31, 1872	271.6	2.4	22.1	—	.....	.....	.....	.....	*Cedar Rapids and Missouri River*...Iowa.	11,233,000	.....	.....	.....	7,619,000	3,614,000	.....	.....	.....	(Chic. &	North We	stern R. R.	)	.....	—	100	....
Dec. 31, 1872	100.6	—	15.0	250.0	6	6	3	131	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	101.0	(No re	turns furn	ished.)	.....	.....	—	100	....
Nov. 30, 1872	192.0	—	29.7	—	53	44	27	702	Central of Georgia.....Georgia.	5,000,000	*	1,628,457	1,022,602	5,000,000	1,389,000	341,663	.....	284.0	.....	109,119	.....	1,656,154	689,308	10	100	....
Dec. 31, 1872	202.0	—	16.8	24.0	22	8	6	301	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	.....	202.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	22.0	4.0	3.8	—	3	7	—	22	Central of Long Island.....New York.	1,459,616	*	.....	.....	297,800	687,000	479,598	.....	.....	(Flushing & N. S	ide R. R.	)	.....	.....	—	100	....
Dec. 31, 1872	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey.....New Jersey.	12,424,935	7,882,235	7,649,492	4,310,442	20,000,000	9,209,000	3,068,154	.....	291.0	4,889,891	4,476,513	1,490,689	7,120,718	1,957,538	10	100	104½
Dec. 31, 1872	137.0	—	31.2	—	40	28	24	737	Central Ohio.....Ohio.	5,499,039	*	.....	.....	2,845,500	2,500,000	.....	.....	137.0	.....	.....	.....	989,327	170,721	6	50	82
Dec. 31, 1872	883.0	339.0	110.4	600.0	187	168	40	3,307	*Central Pacific*†.....Cal. Nev. & Utah.	130,485,623	5,622,693	5,468,198	2,512,287	54,283,190	81,939,680	422,041	7,433,960	1,158.0	.....	588,833	746,153	11,963,641	6,952,362	—	100	71½
Dec. 31, 1872	194.6	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta....S.Car.	5,512,090	*	256,090	.....	2,578,000	3,100,000	.....	.....	194.6	.....	.....	.....	652,107	439,718	—	100	....
Dec. 31, 1872	22.8	—	5.0	—	.....	.....	.....	.....	Chartiers.....Pennsylvania.	1,127,313	.....	.....	13,897	628,000	500,000	3,150	.....	22.8	39,140	.....	.....	60,440	20,440	—	50	....
Sept. 30, 1872	428.0	—	42.8	72.0	45	27	18	761	Chesapeake and Ohio.....Va. & W. Va.	26,542,490	*	789,785	2,836,888	18,398,407	18,624,953	3,387,461	.....	227.0	511,475	141,573	115,473	777,632	288,687	—	100	....
Jun. 30, 1872	40.7	0.8	2.0	—	2	.....	.....	.....	Chester and Tamaroa.....Illinois.	1,690,000	*	.....	.....	1,000,000	660,000	30,000	.....	41.5	(Opened	March 187	2.)	.....	.....	—	100	....

Sept. 30, 1872	53.6	—	11.2	—	28	22	10	409	Cheshire	New Hampshire.	2,337,707	351,600	160,000	260,554	2,153,300	809,200	28,992	118,370	88.1	622,256	192,234	412,432	824,763	183,851	5	100	....
Dec. 31, 1872	21.5	—	3.1	—	—	—	—	—	Chester Valley	Pennsylvania.	1,371,900	—	—	—	871,900	500,000	955,000	—	—	(Phila. a	nd Reading	R. R. Co	mpany.)	—	—	50	....
Dec. 31, 1872	242.0	117.4	92.1	—	144	74	24	2,912	Chicago and Alton	Illinois.	14,627,712	*	4,348,918	1,348,501	11,355,300	5,446,830	3,255,428	303,773	649.1	5,902,102	772,506	1,601,798	5,156,326	1,879,147	10	100	107
Dec. 31, 1872	898.8	552.4	287.2	—	283	127	62	5,409	Chicago, Burlington and Quincy	Illinois.	56,648,400	*	4,555,731	—	26,950,583	26,221,642	602,466	8,329,470	1,469.2	(8 mont	hs on 825	miles.)	7,554,575	2,839,866	10	100	104½
Dec. 31, 1872	60.0	—	6.0	—	6	4	2	320	Chicago, Clinton and Dubuque	Iowa.	2,460,000	*	—	—	960,000	1,500,000	—	—	60.0	(Opene	d in Fall o	f 1872.)	—	—	—	100	....
Dec. 31, 1872	110.0	76.0	12.0	20.0	24	10	8	955	Chicago, Danville and Vincennes	Ill.	6,675,565	*	221,107	—	2,975,000	3,325,000	345,068	—	110.0	—	—	—	627,930	277,853	—	100	....
Dec. 31, 1872	78.0	—	3.7	—	5	4	2	168	Chic., Cincinnati and Louisville	Indiana.	2,500,000	156,000	10,000	—	1,500,000	1,000,000	—	—	78.0	(No inf	ormation	furnished.)	—	—	—	100	....
Dec. 31, 1872	117.0	14.0	21.5	—	14	8	3	410	Chic., Dubuque and Minnesota	Io. & Minn.	6,500,000	*	—	—	2,600,000	4,425,000	—	—	131.0	(No inf	ormation	furnished.)	—	—	—	100	....
Dec. 31, 1872	80.0	—	8.0	30.0	15	6	3	—	Chicago and Iowa	Illinois.	4,100,000	*	—	—	1 350,000	1,750,000	1,000,000	—	—	(Chic., B	url. & Quin	cy R. R. C	o.)	140 000	—	100	....
May 31, 1873	81.3	1.1	16.9	—	—	—	—	—	Chicago, Iowa and Nebraska	Iowa.	5,000,000	—	—	—	4,200,000	810,000	—	—	—	(Chic. &	Northwes	tern R. R.	Co.)	—	8	100	81½
Dec. 31, 1872	170.0	25.0	19.6	55.0	25	12	7	606	Chicago and Michigan Lake Shore	Mich.	6,538,400	*	—	—	1,188,400	5,350,000	—	—	170.0	482,640	240,169	128,662	800,985	218,500	—	100	....
May 31, 1872	1,383	—	200.0	120.0	269	277	83	5,983	Chicago and N. West'n.	Ill., Wis. & Mich.	56,199,718	*	2,343,919	—	35,878,644	20,474,000	724,299	1,465,694	1,271.0	—	2,224,706	2,510,016	11,402,161	4,502,135	—	100	54½
Dec. 31, 1872	67.0	—	....	193.0	—	—	—	—	Chicago and Paducah	Illinois.	1,800,000	—	—	—	1,350,000	540,000	—	—	—	(Operat	ed by con	tractor—N	o report.)	—	—	100	....
Dec. 31, 1872	60.0	—	6.0	100.0	—	—	—	—	Chicago, Pekin & South-Western	Ill. & Mo.	—	(No infor	mation.)	—	—	—	—	—	—	(Being co	nstructed.)	—	—	—	—	100	....
Mar. 31, 1873	493.0	120.5	142.8	—	197	66	36	3,940	Chicago, Rock Island & Pacific	Ill. & Iowa.	28,716,723	*	7,889,906	2,109 406	25,000,000	8,972,000	154,351	4,589,683	660.0	4,340,995	956,734	1,289,890	6,657,050	3,139,267	8	100	104½
Mar. 31, 1873	35.0	—	—	167.0	—	—	—	—	Chicago and Southern Illinois	Ill. & Ind.	—	(Under	construct	ion—no	informati	on)	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1872	269.0	82.0	16.9	—	—	—	—	—	Chicago and South Western	Iowa & Mo.	13,500,000	—	—	—	7,000,000	5,000,000	1,658,551	—	—	(Chic., R	ock Islan	d and Paci	fic R. R.	Co.)	—	100	....
Dec. 31, 1872	36.3	—	2.1	—	—	—	—	—	Chillicothe and Brunswick	Mo.	865,000	—	—	—	365,000	500,000	—	—	—	(St. Lou	is K. City	and North	ern R. R	Co.)	—	100	....
Dec. 31, 1872	7.0	—	3.0	....	—	—	—	—	Cincinnati and Baltimore	Ohio.	1,105,453	—	—	—	673,000	314,000	118,453	—	—	(Marietta	a and Cin	cinnati R.	R. Co.)	—	—	100	....
Mar. 31, 1873	60.0	—	118.2	—	33	30	13	429	Cincinnati, Hamilton and Dayton	Ohio.	3,974,655	1,127,251	1,889,230	262,965	3,500,000	2,032,000	1,062,450	669,651	60.0	549,574	780,687	564,542	1,204,865	495,373	8	100	....
Mar. 31, 1873	98.0	25.0	7.2	—	19	9	6	358	Cin., Hamilton and Indianapolis	O. & Ind.	6,187,645	*	—	—	(Sold un	der forec	lose. for	$1,000,000	123.0	—	—	—	312,358	L. 17,967	—	100	....
Dec. 31, 1872	39.0	—	1.9	—	....	....	....	....	Cincinnati and Martinsville	Indiana.	800,000	—	—	—	400,000	400,000	—	—	39.0	(Until re	cently lea	sed to Ind.	Cin. & La	fayette.)	—	100	....
Dec. 31, 1872	148.4	—	12.8	—	16	12	4	370	Cincinnati and Muskingum Valley	Ohio.	5,472,977	*	—	109,315	3,996,610	1,500,000	31,360	84,326	148.0	424,240	141,450	148,249	439,838	158,067	—	100	....
Mar. 31, 1873	36.0	—	2.6	—	5	1	4	167	Cin., Richmond and Chicago	Ohio & Ind.	826,733	184,552	700	56,966	382,600	566,000	61,350	—	42.0	—	—	—	229,635	70,974	—	100	....
Dec. 31, 1872	91.5	—	4.5	—	—	—	—	—	Cincinnati, Rich. & Ft. Wayne	Indiana.	3,756,952	—	—	—	2,000,000	1,800,000	—	—	91.5	—	90,118	72,204	197,252	61,470	—	100	....
Jun. 30, 1872	155.0	15.5	24.9	—	25	27	12	662	Cincinnati, Sandusky & Cleveland	Ohio.	7,982,936	*	—	—	4,729,037	3,261,330	18,108	—	215.5	741,280	254,436	283,393	850,755	339,244	—	50	20½
Dec. 31, 1872	25.0	—	....	270.0	4	2	1	110	Cincinnati and Terre Haute	Ohio & Ind.	—	(Under	construct	ion—no	report.)	—	—	—	25.0	20,360	4,032	—	7,047	—	—	100	....
Dec. 31, 1872	340.5	49.9	75.0	—	118	47	17	3,025	Cleveland, Col. Cin. & Ind.	Ohio & Ind	16,395,579	*	1,929,844	1,427,649	14,961,275	3,005,000	1,446,285	310,412	471.4	3,877,159	572,396	1,444,354	4,593,171	1,379,526	7	100	80
Dec. 31, 1872	67.8	12.4	10.3	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,147,934	—	—	—	2,059,200	1,164,000	—	—	—	(Atl. & G	t. Wtn. Ra	ilway Co.)	274,907	260,946	7	50	....
Jun. 30, 1872	102.0	—	5.0	42.0	11	6	4	466	Clev., Mt. Vernon and Delaware	Ohio.	2,575,125	*	—	—	1,200,000	2,300,000	—	—	114.5	133,000	135,607	176,909	300,347	126,728	—	100	....
Nov. 30, 1872	167.0	32.0	76.4	—	83	41	22	2,619	Cleveland and Pittsburg	Ohio & Penn.	12,490,700	2,538,644	659,162	219,002	11,236,150	2,834,344	396,663	440,411	225.0	2,316,159	664,758	1,881,912	Pa. R. R.	1,053,283	7	50	87½
Dec. 31, 1872	681.0	—	68.0	—	158	54	27	1,652	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill	37,014,719	*	—	—	13,328,569	23,555,174	130,974	—	681.0	4,590,845	646,459	1,390,697	4,411,095	783,881	—	100	80
Dec. 31, 1872	76.0	4.0	....	161.0	3	2	2	12	Colorado Central (3 ft.)	Colorado.	1,999,300	*	—	—	1,474,300	525,000	—	—	40.0	—	—	—	90,216	14,967	—	100	....
Dec. 31, 1872	76.9	13.0	12.6	—	25	8	4	1,601	Columbus and Hocking Valley	Ohio.	2,578,037	1,672,739	268,658	59,094	1,208,810	2,148,000	291,499	330,219	89.0	499,522	134,999	681,819	854,892	442,663	25	50	....
Dec. 31, 1872	45.0	—	3.4	—	—	—	—	—	Columbus, Springfield & Cin	Ohio.	2,000,000	—	—	—	1,000,000	1,000,000	—	—	—	(Leased	to Cin., Sa	nd. & Clev	. R. R. C	o.)	—	100	....
Mar. 31, 1873	35.0	7.0	49.0	—	33	36	13	811	Concord	New Hampshire	1,500,000	*	187,390	104,436	1,500,000	—	111,357	180,169	145.5	802,162	613,842	692,768	1,040,118	150,759	10	50	162
Mar. 31, 1873	41.0	—	6.0	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	1,108,859	—	—	—	350,000	—	—	—	—	(Concor	d R. R. Co	mpany.)	25,000	25,000	7	100	....
Jun. 30, 1872	110.3	—	15.2	—	22	15	7	746	Connecticut and Passump. Riv.	Vermont.	3,385,436	*	261,151	123,946	2,127,273	1,257,100	39,767	246,371	143.7	468.581	167,112	177,923	812,768	308,902	6	100	77½
Sept. 30, 1872	60.0	5.9	23.5	—	18	24	10	311	Connecticut River	Massachusetts.	2,055,527	225,814	138,686	510,977	1,850,600	250,000	415,226	405,778	55.9	324,053	985,504	383,770	729 311	215,481	10	100	137½
Sept. 30, 1872	45.0	—	4.7	—	6	12	5	140	Connecticut Valley	Connecticut.	2,403,589	246,175	—	—	1,033,500	998,000	973.000	7,390	45.0	66,293	205,441	16,077	144,861	7,390	—	100	....
Sept. 30, 1872	66.7	—	7.0	—	8	10	2	170	Connecticut Western	Connecticut.	3,797,665	295,321	—	—	1,504,028	2,436,500	96,323	—	68.3	146,880	151,638	60,467	228,565	65,612	—	100	....
Dec. 31, 1872	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	—	—	—	1,278,300	1,000,600	—	—	—	(Phila.	and Trent	on R. R. C	ompany.)	—	6	50	....
Sept. 30, 1872	16.0	1.0	1.6	—	2	2	1	17	Cooperstown and Susquehanna	N. York.	458,914	*	—	—	308,405	100,000	22,240	—	17.0	—	—	—	39,611	14,727	—	100	....
Dec. 31, 1872	74.0	7.0	26.0	—	19	17	6	271	Cumberland Valley	Penn.	1,725,143	*	656,432	157,732	2,094,250	352,300	72,174	600,583	141.6	275,889	288,817	322,017	581,064	287,989	8	50	....
Dec. 31, 1872	45.0	—	2.5	—	5	2	2	17	Danv., Hazleton & Wilkesbarre	Penn.	1,102,600	*	—	—	684,235	1,400,000	—	—	—	(Leased	to Penns	ylvania R.	R. Co.)	—	—	50	....
Sept. 30, 1872	23.8	10.0	4.5	—	6	6	2	72	Danbury and Norwalk	Connecticut	1,108,448	145,383	—	—	600,000	407,500	86,050	25,681	23.8	101,553	169,330	44,653	172,120	69,796	10	50	....
Mar. 31, 1873	90 0	32.0	....	20.0	....	....	....	....	Davenport and St. Paul	Iowa & Minn.	5,000,000	*	—	—	2,440,000	—	—	—	90.0	(Recent	ly opened	—No repo	rt.)	—	—	100	....
Mar. 31, 1873	142.0	—	21.3	—	23	15	4	686	Dayton and Michigan	Ohio.	6,038,363	777,401	78,671	149,289	2,998,785	4,102,700	382,741	158,468	142.0	—	—	—	1,084,567	279,623	34	100	....
Jun. 30, 1872	31.8	—	1.8	—	4	4	3	68	Dayton and Union	Ohio.	612,015	*	—	—	86,000	527,445	—	—	31.8	116,316	64,344	94,955	134,148	52,209	—	100	....
Jun. 30, 1872	41.5	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	1,011,276	—	—	—	Sunk.	701,000	—	—	—	(Operat	ed by Pitt	sb'g, St. L.	& Cinc. C	o.)	—	100	....
Oct. 31, 1872	83.0	16.3	5.6	—	—	—	—	—	Delaware	Delaware.	2,114,184	—	76,154	71,522	1,317,390	870,000	—	74,470	99.3	317,068	—	—	448,841	121,046	6	100	....
Dec. 31, 1872	45.0	—	65.0	—	46	3	1	4,259	Delaware and Hudson	Penn.	4,621,411	*	24,313,589	955,845	16,000,000	13,088,385	—	1,804,460	62.0	(Owned	& operate	d by Del. &	Hud. Can	al Co.)	10	100	....
Dec. 31, 1872	115.0	—	119.0	—	128	20	9	10389	Delaware, Lack. and Western	Penn.	15,512,767	*	—	—	20,000,000	5,394,000	4,239,545	—	115.0	3,264,260	249,378	3,347,671	4,746,678	2,867,965	10	100	109½
Dec. 31, 1872	106.0	15.0	5.1	—	6	4	2	64	*Denver Pacific*	Colorado.	5,000,000	*	—	—	2,500,000	2,500,000	—	—	121.0	—	19,795	43,862	371,903	196,997	—	100	....
Dec. 31, 1872	118 9	31.0	5.6	732.0	10	11	2	292	Denver and Rio Grande	Col. & N. Mex.	5,000,000	*	—	—	2,000,000	3,000,000	—	—	155.0	(Operati	ons by Co.	commence	d Jan. 1, 1	873.)	—	100	....
Dec. 31, 1872	260.0	—	20.0	—	27	10	10	540	Des Moines Valley	Iowa.	13,803,285	*	—	—	6,523,600	5,070,000	930,000	—	250.0	447,679	108,599	198,360	776,254	127,223	—	100	....
Aug. 31, 1872	63.0	—	3.8	28.0	6	4	4	145	Detroit, Eel River and Illinois	Michigan.	2,386,000	*	—	—	1,000,000	1,500,000	—	—	—	(R	cently op	ened—no	returns.)	—	—	100	....
Aug. 31, 1872	66.0	—	3.2	—	4	2	2	50	Detroit, Hillsdale and Indiana	Michigan.	1,318,150	*	—	—	343,150	1,470,000	—	—	65.0	(R	cently op	ened—no	returns.)	—	—	100	....
Dec. 31, 1872	189.0	—	26.0	—	34	37	20	502	Detroit and Milwaukee	Michigan.	10,213,528	*	—	—	2,917,140	7,296,388	—	19,259	189.0	775,746	438,074	330,559	1,381,603	442,155	—	100	....
Aug. 31, 1872	194.0	2.0	2.0	22.0	....	....	....	....	Detroit, Lansing & Lake Michigan	Mich.	5,777,000	*	—	—	1,707,000	4,070,000	—	—	166.0	—	—	—	610,000	—	—	100	....
Dec. 31, 1872	14.0	—	2.0	—	—	—	—	—	Dexter and Newport	Maine.	300,000	—	—	—	122,000	175,000	—	—	—	(Leased	to Maine	Central.)	—	18,000	6	100	....
Oct. 31, 1872	38.5	—	3.4	—	2	—	—	—	Dorcester and Delaware	Del. & Md.	—	—	—	—	—	—	—	—	33.5	....	12,338	7,781	22,792	7,178	—	100	....
Sept. 30, 1872	29.6	—	2.8	—	—	—	—	—	Dover and Winnipiseogee	New Hamp.	825,000	—	—	—	480,000	—	—	—	—	(Boston	and Maine	R. R. Co.)	—	29,000	6	100	....
Dec. 31, 1872	142.9	—	15.4	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,893,200	—	—	—	5,000,000	880,000	—	—	—	(Leased	by Illinois	Central.)	—	—	6	100	65
Dec. 31, 1872	54.7	—	2.8	—	4	4	5	76	Dubuque and South Western	Iowa.	1,719,977	40,161	—	—	1,174,977	550,000	12,247	63,057	54.7	—	—	—	161,458	72,488	—	100	....
Dec. 31, 1872	54.8	—	4.2	—	6	7	3	81	Dunkirk, Warren & Pittsburg	N. York.	2,770,565	*	—	—	1,266,000	1,400,000	189,907	—	54.8	—	—	—	109,262	2,064	—	100	....
Sept. 30, 1872	58.0	—	7.4	—	7	6	3	92	Dutchess and Columbia Counties	N. Y.	2,796,377	*	—	—	1,488,487	1,500,000	554,407	—	58.0	—	—	—	210,546	L. 26,996	—	100	....
Sept. 30, 1872	17.5	—	1.1	—	—	—	—	—	Duxbury and Cohasset	Mass.	384,519	*	—	9,870	350,000	—	42,239	2,150	17.5	—	100,711	6,262	34,048	1,434	—	100	....
Oct. 31, 1872	17.5	—	0 6	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	—	—	—	89,800	175,000	—	—	—	(Pennsy	lvania R. R	Co.)	—	—	—	50	....
Oct. 31, 1872	36.0	—	15.5	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,484,290	—	—	—	1,309,200	495,900	—	—	—	(Phila. &	Reading	Co.)	—	—	6	50	80
Jun. 30, 1872	242.0	28.0	27.0	—	43	33	8	605	East Tenn., Va., & Georgia	Tenn. & Ga.	9,167,851	*	34,750	661,293	1,970,024	3,889,900	168,593	3,735,377	270.0	—	—	172,395	1,201,492	366,692	—	100	....
Sept. 30, 1872	41.4	71.7	61.6	—	78	133	35	854	Eastern	Massachusetts.	7,436,949	1,767,261	1,332,235	1,579,678	4,262,600	6,746,100	701,841	405,582	264.6	1,403,179	5,000,399	424,320	1,973,623	574,201	—	100	72
Dec. 31, 1872	23.0	5.0	3.1	—	3	2	—	86	Eastern Kentucky	Kentucky.	—	—	—	—	—	—	—	—	23.0	49,812	22,107	41,508	129,305	21,728	—	100	....
Dec. 31, 1872	40.0	—	1.7	—	2	....	....	....	Eastern Shore	Maryland.	695,000	*	—	—	295,000	600,000	—	—	40.0	—	(No state	ment furni	shed.)	—	—	—	100	....
Dec. 31, 1872	185.0	—	9.7	—	....	....	....	....	Elizabeth and Paducah	Kentucky.	6,000,000	*	—	—	3,000,000	3,000,000	—	—	185.0	(R	ecently o	pened—no	returns.)	—	—	—	100	....
Dec. 31, 1872	46.8	—	3.3	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	500,000	—	—	—	—	(Northe	rn Central	R. R. Co.)	25,000	25,000	5	100	....
Dec. 31, 1872	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620 000	—	—	—	1,000,000	1,620,000	—	—	—	(Northe	rn Central	R. R. Co.)	160,000	162,000	5	50	....
Sept. 30, 1872	459.0	496.0	505.5	—	488	302	76	10636	Erie	New Jersey, N. York & Pa.	97,048,084	11,191,478	568,131	1,133,257	86,536,910	26,398,800	2,517,801	—	964.0	12,318,504	3 596,988	5,564,274	18,371,885	4,720,285	14	100	48½
Sept. 30, 1872	12.3	—	0.8	8.7	—	—	—	—	Erie and Genesee Valley	New York.	191,302	—	—	—	144,900	120,000	—	—	12.3	—	—	—	—	—	—	100	....
Dec. 31, 1872	66.0	—	3.0	109.0	5	4	3	81	Erie and Louisville	Ohio.	2,328,636	*	96,300	47,046	1,045,450	890,000	536,502	—	66.0	52,000	30,150	38,344	74,404	27,338	—	100	....
Dec. 31, 1872	81.5	3.7	11.3	—	29	10	4	1,319	Erie and Pittsburg	Pennsylvania.	5,397,000	*	—	—	2 000,000	3,297,000	—	—	114.0	749,260	265,985	1,141,437	(Pa. Co.)	385,937	7	50	....
Dec. 31, 1872	114.0	3.0	6.0	—	15	15	5	302	European and North American	Maine.	8,725,907	*	—	—	1,272,550	4,783,773	3,230,360	—	114.0	154,290	28,082	—	367,574	185,289	—	100	....
Aug. 31, 1872	109.0	23.0	16.0	—	17	10	6	340	Evansville and Crawfordsville	Indiana.	2,879,748	*	24,449	92,138	1,144,258	1,127,000	20,630	704,462	132.0	359.515	146.036	—	566,879	218,645	—	100	....
Dec. 31, 1872	55.0	—	3.1	—	8	5	3	222	Evansville, Terre Haute & Chi.	Ind. & Ill.	1,500,000	*	—	—	750,000	750,000	—	—	—	(Chicag	o, Danville	& Vincenn	es R. R. C	o.)	—	100	....
Sept. 30, 1872	5.8	—	—	—	—	—	—	—	Fall River, Warren & Prov.	R. I. & Mass.	331.107	4,200	71,504	469,159	150,000	234,638	271,986	218,351	5.8	11,988	196,787	—	42,378	15,608	—	100	....
Oct. 31, 1872	12.7	—	0.8	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	—	—	107,400	—	—	—	—	(Pig. &	Connells	v. R. R. Co.)	—	—	71	50	....
Sept. 30, 1872	50.3	43.8	84.7	—	38	46	12	876	Fitchburg	Massachusetts.	3,503,372	560,000	237,503	—	4,000,000	—	—	511,300	93.3	716,246	1,869,427	740,123	1,350,289	323,935	8	100	124½
Dec. 31, 1872	12 5	—	1.0	—	—	—	—	—	Flemington	New Jersey.	394,095	—	—	—	150,000	—	244,095	—	—	(Belv. Delaware R.	R. Co.)	—	16,217	L. 16,186	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	R. M. &c.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Opened.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1872	205.0	28.0	33.7	55.0	33	36	8	607	*Flint and Pere Marquette*.....Michigan.	8,765,602	1,135,131	694,565	384,284	3,297,300	5 389,000	1,048,609	1,244,673	233.5	888,227	509,975	344,559	1,133,612	455,118	—	100	....
Sept. 30, 1872	11.8	6.3	5.3	16.2	5	19	5	8	Flushing and North Side.....New York.	952,158	284,371	.....	.....	281,010	1,281,200	81,027	.....	18.1	176,515	1,256,278	.....	281,844	86,495	—	100	....
Sept. 30, 1872	10.0	—	1.0	—	3	2	1	10	Fonda, Johnstown and Gloversville. N. Y.	493,732	*	.....	.....	300,000	300,000	41,382	.....	10.0	35,056	99,890	25,897	78,023	38,198	—	100	...
Dec. 31, 1872	100.0	—	5.2	—	8	6	3	237	Ft. Wayne, Jack. & Saginaw. Ind. & Mich.	3,000,000	313,000	25,000	.....	1,050,000	2,000,000	.....	.....	100.0	.....	.....	.....	280,647	123,591	—	100	....
Jun. 30, 1872	109.0	—	2.7	—					Ft. Wayne, Muncie and Cin.....Indiana.	(Sold J	anuary	1, 1872.)	.....	1,000,000	2,300,000	.....	.....	109.0	.....	.....	.....	224,815	28,574	—	100	....
Sept. 30, 1872	26.0	—	3.3	—	3	1	—	90	Framingham and Lowell.....Mass.	1,021,792	182,062	.....	58,170	499,896	650,000	112,698	30	—	(Boston	,Clinton &	Fitchb'g.)	21,580	21,580	—	100	70½
Dec. 31, 1872	11.5	—	1.3	—	2	3	—	21	Freehold and Jamesburg.....N. Jersey.	283,745	.....	.....	.....	283,745	.....	.....	.....	22.0	67,460	171,400	43,411	57,773	14,162	—	100	....
Feb. 28, 1873	85.0	—	9.0	150.0	9	6	4	126	Galv., Harrisburg & San Antonio..Texas.	2,255,402	287,906	.....	61,060	2,051,468	552,840	.....	.....	85.0	36,210	8,664	27,637	160,424	93,422	—	100	....
Dec. 31, 1872	50.0	—	10.0	—	15	9	4	284	Galveston, Houston & Henderson. Texas.	2,522,068	398,639	234,423	14,796	1,000,000	1,500,000	360,658	311,091	50.0	198,167	86,845	179,666	751,054	366,017	—	100	....
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Georgia.	4,156,000	*	1,335,369	415,005	4,200,000	676,500	137,240	853,238	232.0	1,103,551	.....	.....	1,623,454	490,196	8	100	....
Jun. 30, 1872	111.0	—	5.5	—	8	4	4	302	Gilman, Clinton & Springfield.....Illinois.	4,000,000	*	.....	.....	2,000,000	2,000,000	.....	.....	111.0	87,808	.....	67,361	156,750	33,525	—	100	....
Sept. 30, 1872	11.6	—	0.3	3.1	—	—	—	—	Goshen and Deckertown .....New York.	290,901	.....	.....	.....	105,000	246,500	8,000	.....	—	(Leased	to Erie)	.....	21,500	21,500	6	100	....
Dec. 31, 1872	263.7	26.0	13.2	35.0	34	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	4,807,993	1,114,214	128,797	4,748,995	2,800,000	8,000,000	.....	.....	289.7	.....	491,910	311,670	949,781	505,640	—	100	....
Mar. 31, 1873	94.0	—	4.7	—					Grand River Valley.....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	—	(Leased	by Michig	an Centra	l R. R. C	o.)	—	100	....
Dec. 31, 1872	857.0	52.0	371.0	—	361	260	80	4,636	Grand Trunk ¶.....Canada.	106,900,746	*	5,197,215	1,348 999	16,977,803	91,597,296	4,870,346	1,515	1,377.0	6,754,570	1,718,278	1,535,296	8,935,970	1,803,921	—	100	....
Jan. 31, 1873	229.0	216.0	102.0	—	177	146	39	3,136	Great Western ¶.....Canada.	33,941,675	*	.....	.....	24,167,457	10,816,000	.....	.....	569.0	4,416,442	.....	.....	5,732,870	2,989,050	6½	100	....
Sept. 30, 1872	8.0	—	0.5	—					Greene.....New York.	348,877	.....	.....	.....	200,000	.....	.....	.....	8.0	20,824	37,773	151,848	35,718	5,611	6	100	....
Feb. 28, 1873	151.0	—	5.0	49.0	9	5	3	300	Green Bay and Lake Pepin.....Wisconsin.	3,400,000	*	.....	.....	1,500,000	2,400,000	.....	.....	—	(Not r	egularly o	perated.)	—	—	—	100	....
Sept. 30, 1872	14.0	—	0.8	—					Greenwich and Johnsonville...New York.	304,415	.....	.....	.....	130,098	185,500	11,086	.....	14.0	17,528	17,488	9,553	30,358	12,528	—	100	....
Mar. 31, 1873	66.0	—	4.0	180.0	7	3	1	72	Gulf Western Texas and Pacific.¶..Texas.	2,500,000	*	.....	.....	.....	1,386,000	.....	.....	....	68,000	9,505	35,874	232,979	128,161	—	100	....
Dec. 31, 1872	4.9	0.8	0.3	—	2	9	3	6	Hackensack and New York..New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)	—	—	—	100	....
Dec. 31, 1872	28.0	—	1.4	—					Hackensack Extension.....New Jersey.	869,600	.....	.....	.....	560,000	299,600	.....	.....	—	(Leased	by Erie at	55 p. c. of	earnings.)	—	—	—	100	....
Jun. 30, 1873	70.0	—	4.0	—					Hannibal and Central Missouri. Missouri.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	....
Jun. 30, 1873	46.0	6.0	2.3	—					Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,000	675,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	....
Aug. 31, 1872	206.0	68.5	27.7	22.0	79	61	62	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	23,297,728	*	.....	.....	14,250,828	9,146,900	.....	.....	274.5	1,648,638	320,838	415,363	2,484,670	670,529	—	100	29½
Sept. 30, 1872	7.9	—	1.0	—	2	3	2	18	Hanover Branch.....Mass.	170,130	40,445	.....	21,126	123,550	.....	40,000	68,151	7.9	,21,096	79,998	14,397	71,032	20,295	—	100	....
Oct. 31, 1872	12.2	—	0.9	—	6	5	2	30	Hanover Branch.....Penn.	201,372	68,000	.....	.....	116,850	.....	.....	.....	12.2	48,150	34,401	123 424	82,388	24,356	10	50	....
Sept 30, 1872	116.0	2.0	7.2	—	9	5	1	146	Harlem Extension .....New York.	8,000,000	*	.....	.....	4,000,000	4,000,000	40,509	.....	118.0	277,969	137,337	105,349	317,748	Loss.	—	100	....
Oct. 31, 1872	36.0	18.0	17.6	—					Harrisburg and Lancaster..Pennsylvania.	1,182,550	.....	.....	.....	1,182,550	760,000	.....	.....	54.0	(Leased	by Pennsy	lvania R. R.	Co.)	—	7	50	102
Sept. 30, 1872	62.0	16.5	87.0	—	37	33	16	703	Hartford and New Haven..Conn. & Mass.	4,729,361	872,197	1,452,042	1,120,651	6,500,000	580,000	50,547	1,043,724	78.5	782,172	1,303,158	721,348	2,106,674	752,702	4½	100	....
Sept. 30, 1872	122.4	0.8	18.7	—	26	36	16	361	Hartford, Prov. & Fishkill. R.I., Ct & N.Y.	4,201,486	598,875	.....	.....	2,037,910	2,055,500	100,000	200,519	130.0	541,442	1,207,771	266,912	1,004,040	367,535	—	100	....
Aug. 31, 1872	75.0	—	4.0	125.0	13	6	3	81	*Hastings and Dakota*.....Minn.	(Purchas	ed July	1, 1872 by	Mil. & St.	Paul C	o. for $2,1	00,000.)	.....	75.0	.....	10,928	20,640	21,415	Loss.	—	...	....
Dec. 31, 1872	5.5	—	0.6	—	2	—	—	100	Hibernia Mine..... .....New Jersey.	148,638	*	.....	1,362	150,000	.....	.....	.....	5.5	.....	.....	100,379	54,401	35,629	40	100	....
Dec. 31, 1872	63.3	—	4.9	—	—	—	—	—	Holly, Wayne and Monroe .....Mich.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Flint &	Pere Mar	quette R.	R. Co.)	—	100	....
Sept 30, 1872	10.3	—	0.8	—	—	—	—	—	Holyoke and Westfield.....Mass.	427,946	.....	.....	86	200,000	200,000	1,667	26,365	—	(New H	aven & N	orthamp.)	—	14,000	14,000	—	100	....
Sept. 30, 1872	74.0	—	7.0	—	16	16	8	389	Housatonic .....Connecticut.	1,864,871	340,687	.....	.....	2,000,000	400,000	335,213	42,248	162.2	274,960	282,741	242,218	528,115	117,529	—	100	....
Nov. 30, 1872	115.0	8.0	11.4	215.0	14	14	7	278	Houston and Great Northern¶.....Texas.	3,361,361	*	731,494	539,503	2,400,000	1 925,915	45,956	260,487	123.0	123,257	24,819	36,583	260,767	81,329	—	100	....
Dec. 31, 1872	387.0	115.0	16.9	—	45	25	14	916	Houston and Texas Central ¶.....Texas.	15,000,000	*	.....	.....	320,000	10,040,000	.....	.....	349.0	.....	.....	.....	2,675,234	1,345,134	—	100	....
Oct. 31, 1872	45.0	29.5	16.5	—	23	6	5	116	Huntingdon and Broad Top Mt.....Penn.	3,159,769	*	.....	.....	1,330,750	2,153,500	117,441	.....	74.5	238,167	59,126	449,748	301,967	17,451	—	60	23
Dec. 31, 1872	705.5	—	130.4	—	197	117	45	4,585	*Illinois Central* .....Illinois.	34,061,196	*	10,248,460	614,081	25,500,000	19,423,707	.....	.....	1,107.0	5,888,226	1,352,156	2,039,321	8,026,754	2,103,107	10	100	104
Dec. 31, 1872	62.8	—	3.2	—					Illinois Grand Trunk.....Illinois.	1,451,737	.....	.....	.....	960,000	960,000	.....	.....	—	(Leased	by Chicag	o, Burl. &	Quincy	Co.)	—	100	....
Jun. 30, 1872	85.0	—	2.9	67.0	5	...	...	....	Indiana and Illinois Central.....Ind. & Ill.	3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	.....	—	(No	t operated	by Compa	ny.)	—	100	....
Dec. 31, 1872	202.5	10.0	38.0	—	65	23	9	1,762	Ind., Bloomington & Western..Ind. & Ill.	15,500,000	*	.....	.....	7,000,000	8,500,000	.....	.....	212.5	.....	.....	.....	1,359,691	.....	—	100	....
Dec. 31, 1872	179.0	—	21.2	—	58	40	12	1,121	Indianapolis, Cin. and Lafayette. Indiana.	13,988,000	*	.....	.....	5,500,000	8,700,000	.....	.....	179.0	1,211,206	.....	.....	1,754,360	502,056	—	100	....
Dec. 31, 1872	75.0	—	4.8	—	12	10	6	287	Indianapolis, Peru and Chicago..O. & Ind.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	72.0	—	12.0	—	58	34	16	1,407	Indianapolis and St. Louis.....Indiana.	3,927,197	*	241,216	424,409	600,000	3,338,000	654,822	.....	261.0	1,732,260	291,787	690,971	2,110,681	730,239	—	100	6
Dec. 31, 1872	117.0	—	18.0	—	6	7	3	197	Indianapolis and Vincennes.....Illinois.	4,613,436	*	51,118	164,475	1,402,000	3,150,000	277,029	.....	117.0	212,294	.....	.....	264,390	90,205	—	100	....
Dec 31, 1872	183.7	—	6.2	—					*Iowa Falls and Sioux City*.....Iowa.	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	183.7	(Leased	by Ill. Cen	. R. R. Co.)	337,462	118,112	—	100	85
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	.....	.....	.....	1,314,000	1,314,000	.....	.....	73.0	(Leased	to Chicag	o & N. W	estern.)	—	100	....
Sept. 30, 1872	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,236,150	*	.....	.....	494,162	600,000	103.302	.....	35.6	82,960	20,367	121,600	110,942	51,708	—	100	....
Dec. 31, 1872	13.0	1.0	1.3	—	3	2	1	146	Iron .....Ohio.	288,237	57,000	49,403	.....	129,550	.....	13,398	251,692	14.0	27,500	34,266	133,100	102,274	55,359	—	100	....
Oct. 31, 1872	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	.....	.....	400,000	100,000	.....	.....	11.0	11,350	.....	115,876	48,866	15,841	—	80	....
May 31, 1872	212.0	—	15.9	76.0	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	6,500,000	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	36.5	—	7.2	—					Jefferson (Erie).....Pennsylvania.	4,395,700	.....	.....	.....	1,976,100	4,195,000	.....	.....	156.0	(Leased	by Michig	an Centra	l.)	—	100	....
Dec. 21, 1872	108.0	116.0	22.6	—	41	37	12	744	Jeffersonville, Madison and Ind..Indiana.	6,888,000	*	1,059,864	162,891	2,000,000	4,888,000	1,214,013	7,853	224.0	1,061,102	658,633	468,236	1,287,280	469,670	7	100	....
Dec. 31, 1872	37.7	—	4.2	—					Joliet and Chicago .....Illinois.	1,849,000	.....	.....	.....	1,500,000	349,000	.....	.....	—	(Leased	to Chicag	o & Alton	R.R. Co.)	—	7	100	85
May 31, 1872	44.5	—	3.7	—					Joliet and Northern Indiana...Ill. & Ind	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased	to Michig	an Centra	l. R. R. C	o.)	8	100	....
Oct. 31, 1872	4.6	—	0.8	—					Junction (Phila.).....Pennsylvania.	898,324	.....	.....	.....	185,250	800,000	.....	.....	—	24,937	215,230	.....	182,384	55,157	—	50	....
Dec. 31, 1872	42.0	—	2.1	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(No	returns f	urnished.)	.....	.....	—	100	....
Dec. 31, 1872	58.0	—	3.1	—					Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	—	(Leased	to Lake S	.& M. So.)	103,800	103,800	6	100	....
Mar. 31, 1873	40.0	—	2.7	—					Kalamazoo and South Haven.....Mich.	890,000	.....	.....	.....	250,000	640,000	.....	.....	—	(Leased	by Michig	an Central	R.R. Co.)	51,200	—	100	....
Mar. 31, 1872	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Joseph & Co. Bl. Mo. & Ia.	8,626,158	*	.....	.....	2,789,413	6,131,500	.....	.....	260.2	.....	.....	.....	1,242,270	.....	—	100	....
Jun. 30, 1872	31.9	—	1.8	—					Kansas City and Santa Fe.....Kansas.	1,440,000	.....	.....	.....	720,000	720,000	.....	.....	—	(Leased	by Leav. L	awr. & Gal.	R.R. Co.)	72,000	—	100	....
Dec. 31, 1872	638.6	34.0	22.6	—	88	53	18	1,074	Kansas Pacific.....Kansas & Col.	35,183,274	*	2,428,546	2,563,182	9,638,950	16,925,000	2,706,480	.....	672.6	2,475,270	179,182	848,966	3,732,713	1,494,447	—	100	....
Aug. 31, 1872	49.0	—	2.4	—	6	10	4	59	Knox and Lincoln .....Maine.	2,725,798	*	.....	138,305	361,492	2,395,000	.....	107,611	49.0	(Com	pleted Oct.	19, 1871.)	87,612	35,978	—	100	....
Oct. 31, 1872	80.0	—	38.0	—	25	10	4	1,515	Lackawanna and Bloomsburg.....Penn	3,398,452	722,792	.....	.....	1,335,000	2,250,000	193,261	.....	80.0	436,206	362,294	2,213,010	1 083,505	471,764	—	50	....
Dec. 31, 1872	80.3	—	2.5	98.0					Lafayette, Bloomington & Miss...Illinois.	2,300,000	.....	.....	.....	1,000,000	1,300,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	....
Dec. 31, 1872	36.0	—	1.8	79.0					Lafayette, Muncie & Bloomington ...Ind.	783,073	.....	3,716,927	.....	3,000,000	1,500,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	....
Sept. 30, 1872	16.0	—	....	124.0					Lake Ontario Shore Line.....New York.	1,541,456	.....	.....	.....	1,727,553	792,000	96,097	.....	—	(Not yet	in operatio	n.)	—	—	—	100	....
Dec. 31, 1872	541.3	566.2	533.2	—	418	160	69	8,640	Lake Shore & Mich. S.....P., O. Ind. & Ill.	63,047,176	12,384,187	7,315,307	1,515,979	50,000,000	26,495,000	6,350,020	1,417,630	1,136.5	13,477,534	2,112,833	4,382,243	17,591,629	5,118,898	8	100	78½
Jan. 30, 1872	37.0	—	....	68.0	6	—	—	35	Lake Shore and Tuscarawas Valley. Ohio.	2,539,660	87,519	138,142	72,922	744,038	2,000 000	93,314	.....	—	(Opened t	hrough in	July, 187	3.)	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

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Years ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Cars. Pass.	Cars. B. M. & E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1872	74.0	—	4 8	76.0	7	9	3	121	N. Y., Kingston & Syracuse..New York.	3,055,856	100,066	.....	.....	2,662,921	583,000	92,692		74.0	101,685	163,267	69,137	219,368	60,974	—	100	.....
Sept. 30, 1872	5.4	—	0.4	54.6	1	1	—	—	N. Y., Housatonic & North.N.Y. & Conn.	604,626	12,737	.....	.....	261,000	183,500	156,475		—	(Leased	by Housat	onic R. R.	Co.)	3,010	—	100	.....
Sept. 30, 1872	7 0	—	0.4	0.2	—	—	—	—	New York and Mahopac.....New York.	264,912				266,000				—	(Leased	by New Y	ork & Har	lem R. R.	Co.)	—	100	.....
Sept. 30, 1872	124.0	16.8	164.0	—	84	129	41	1,010	N. Y., N. H. & Hartford..N.Y., Ct. & Ma.	12,861,474	1,840,538	1,465,553	3,428,675	15,500,000	1,641,500	377,341	1,377,592	190.2	1,700,891	3,925,765	592,579	4,483,564	1,769,809	10	100	131
Sept. 30, 1872	62.5	—	27.5	—	20	19	7	99	N. Y., Providence and Boston..C. & R. I.	3,101,400	*			1,887,400	1,214,000	.....	.....	67.5	441,485	614,211	229,677	911,021	401,914	9	100	125
Sept. 30, 1872	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	3,210,616				1,009,000				—	(Leased	by New Y	ork Cent.	R.R. Co.)	60,000	6	100	.....
Jun. 30, 1872	35.3	—	3.3	—	5	1	1	134	Niles and New Lisbon .....Ohio.	1,047,364	108,287	.....	.....	506,000	500,000	59,584	96,067	35.3	112,067	48,554	336,167	179,553	88,216	—	100	.....
Sept. 30, 1872	223.0	—	11.2	—	24	18	10	271	North Carolina §.....North Carolina.	4,947,741	*	344,672	337,271	4,000,000	553,413	592,030	483,241	223.0	478,580	140,397	113,126	(RPhm.&	Danv.)	—	100	.....
Feb. 28, 1873	102.0	—	9.0	—	14	14	5	142	North-Eastern §.....South Carolina.	2,148,131	*	88,720	37,264	979,850	1,101,500	138,977	53,380	102.0	203,721	82,719	.....	395,463	159,695	—	100	.....
Jun. 30, 1873	72.0	—	3.6	118.0	—	—	—	—	North Louisiana and Texas.....La.		(No a	ccounts o	btainable.)					72.0	(No accounts.)					—	100	.....
Oct. 31, 1872	55.6	12.1	66.7	—	39	36	20	908	North Pennsylvania.....Pennsylvania.	7,086,930	1,208,779	1,524,750	.....	8,473,500	4,042,500	63,394		61.7	617,092	889,571	880,119	1,336,938	592,322	5§	50	93
Dec. 31, 1872	95 0	45.3	33.3	—	30	21	10	689	Northern, of Canada.....Canada.	5,465,410	*	78,964	610,683		5,819,963	261,561	3,533	140.3	748,838	212,080	313,664	894,774	180,541	—	100	.....
Dec. 31, 1872	138.0	4.0	137.0	—	141	69	22	6,284	Northern Central §.....Md. and Penn.	11,666 830	3,223,438	2,750,000	928,678	5,842,000	11,040,602	1,464,215	222,099	317.0	3,288,463	1,110,110	4,769,895	4,598,820	1,161,769	6	50	77
Mar. 31, 1872	69.2	13.4	17.6	—	27	16	6	540	Northern New Hampshire ..New Hamp.	3,068,400	*	309,618	212,958	3,068,400	102,000	266,800	154,576	82.6	506,848	195,406	411,888	706,355	217,103	8	100	109
Dec. 31, 1872	21.3	—	4.6	—	—	—	—	—	Northern New Jersey.....New Jersey.	527,452	*	872,548	.....	1,000,000	400,000	.....			(Leased	to Erie Ra	ilway Co.)	273,054	37,604	8	100	.....
May 31, 1873	153.0	106.0	....	1,441	72	36	6	1,554	Northern Pacific.....Minn., Dak. &c.	12,292,142	1,908,838	601.394	.....	.....	50,000p.m	.....		559.0		(No sta	tement pu	blished.)		—	100	.....
Sept. 30, 1872	69.4	7.0	13.1	—	20	15	6	642	Norwich and Worcester §.Conn. & Mass.	2,463,983	*	84,706	109,188	2,364,400	759,000	35,526	731,947	66.4	410,089	372.841	346,367	771,602	293,528	10	100	126
Jun. 30, 1872	118.0	32.0	14.6	—	21	27	12	394	Nova Scotia.....Nova Scotia.	6,976,268	*	110,464	.....	.....	6,976,268	110,464		145.0	.....	194.167	242,210	328.841	Loss.	—	100	.....
Sept. 30, 1872	118.0	4.0	18.0	—	34	19	4	1,026	Ogdensburg and Lake Champlain...N. Y.	4,048,510	1,748,411	.....	.....	3,077,000	1,012,000	.....		122.0	636,755	171,894	417,373	1,066,979	263,867	6	100	85
Dec. 31, 1872	10.0	2.0	3.8	—	2	—	—	96	Ogden Mine.....New Jersey.	452,994	*	.....	.....	450,000	.....	.....		12.0	.....	.....	54.479	47,459	25,656	6	100	.....
Jun. 30, 1872	340.0	53.0	24.0	—	122	57	24	2,422	Ohio and Mississippi ....Ohio, Ind. & Ill.	34,470,752	*	.....	.....	24,030,000	10,111,850	328,902		393.0	2,852,763	404,765	708,799	3,343,845	984,008	—	100	30
Oct. 31, 1872	120.0	3.0	53.7	—	32	19	5	828	Oil Creek and Allegheny River.....Penn.	8,554,547	1,008,331	.....	.....	4,959,450	3,680,000	.....		123.0	749,668	559,926	676,500	1,285,554	461,531	6½	50	36½
Sept. 30, 1872	131.3	19.4	50.6	15.0	45	95	16	607	Old Colony and Newport..Massachusetts.	8,095,654	*	441,553	586,443	5,103,506	3,521,000	467,989	581,166	150.7	1,110,675	3,711,345	610,434	1,897,438	630,249	6½	100	110½
Dec. 31, 1872	9.9	2.0	3.1	—	...	33	—	—	Orange and Newark.....New Jersey.	1,073,555	*	.....	.....	280,360	736,000	73,852		11.9		2,984 817		203,094	24,633	—	100	.....
Sept. 30, 1872	262.6	10.0	9.6	—	25	21	12	382	Orange, Alex. and Manassas Gap §....Va.	9,180,634	*	.....	.....	2,692,540	5,622,664	865,431		292.6	713,252	196,394	161,434	988,371	403,598	—	100	.....
Dec. 31, 1872	25.0	—	1.7	200.0	—	—	—	—	Osage Valley and Southern Kansas...Mo.	600,000		.....	.....	376,000	200,000	25,000		—	(Leased	by Pacific	(of Mo.)R.	R. Co.)	35 p. c.	—	100	.....
Sept. 30, 1872	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	950,953		.....	.....	300,000	612,100	27		—	(Leased	by Rome,	Watertow	n & Ogd.	R.R.Co.)	—	100	.....
Sept. 30, 1872	35.0	—	46.7	—	11	12	4	258	Oswego and Syracuse .....New York.	1,114,844	330,270	.....	.....	1,144,400	180,000	.....		35.0	232,069	171,932	232,801	554,880	73,878	9	100	.....
Dec. 31, 1872	35.0	—	1.6	100.0	2	1	1	10	Owensboro and Russellville...Kentucky.	.....	.....	.....	.....	1,500,000	1,500,000	.....		35.0	(In cour	se of cons	truction:	no returns.)		—	100	.....
Dec. 31, 1872	283.5	15.5	39.1	—	—	—	—	—	*Pacific* of Missouri §.....Missouri.	.....	.....	.....	.....	7,000,000	(Assume	d by Le	ssees.)	—	(Leased	by Atlant	ic & Pacif	ic R. R. C	o.)	—	100	.....
Dec. 31, 1872	63.5	—	3.6	101.5	7	4	2	77	Paducah and Gulf .....Kentucky.	3,261,312	*	980,220	89,430	2,924,150	1,900,000	406,812		63.5	469,289	22,920	21,589	95,261	35,845	5	100	42½
Jun. 30, 1872	11.0	—	0.5	53.4	2	1	1	25	Painesville and Youngstown.....Ohio.	234,608	21,389	.....	.....	255,997	.....	.....		11.5	(Under	construct	ion: no re	turns.)		—	100	.....
Dec. 31, 1872	47.6	—	11.8	—	20	26	4	486	Panama.....New Granada.	10,000,000	*	.....	.....	7,000,000	2,998,177	.....		47.6	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	76.0	33.0	6.2	—	7	5	3	246	Paris and Decatur.....Illinois.	2,800,000	*	.....	.....	1,600,000	1,200,000	.....		109.0	.....	.....	.....	1,718,630	1,232,602	10§	100	114
Dec. 31, 1872	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	600,000		.....	.....	630,000	.....	.....		—	(No	statement	furnished	.)		—	100	.....
Dec. 31, 1872	12.0	—	2.6	—	—	—	—	—	Paterson and Newark.....New Jersey.	896,162				250,000	600,000			—	(Leased	by Erie R	ail'y Co.)	53,400	53,400	8§	100	.....
Dec. 31, 1872	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000				248,000	100,000			—	(Leased	by Erie R	ail'y Co.)		35 p. c.	—	100	.....
Feb. 28, 1873	67.8	—	3.9	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,576,000		.....	.....	1,500,000	1,076,000	.....		—	(Leased	by Erie R	ail'y Co.)	30,173	30,173	6	100	.....
Dec. 31, 1872	22.0	—	1.8	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,692		.....	.....	342,150	160,000	36,642		—	(Leased	byTol.Wa	b. & Wtn.	Co.)	.....	—	100	.....
Dec. 31, 1872	18.0	—	1.1	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000		.....	.....	500,000	375,000	.....		—	(Leased	by United	Co.)	31,729	31,729	6	100	.....
Dec. 31, 1872	165.0	—	10.0	40.0	4	4	2	46	Peninsular.....Mich. Ind. & Ill.	4,916,263	*	.....	.....	1,995,000	2,779,000	142.292		—	(Leased	by N. Jer.	Sth'n R.R.	Co.)	.....	—	100	.....
Dec. 31, 1872	384.9	69.0	546.9	—	593	292	112	11429	Pennsylvania .....Pennsylvania.	31,283,395	11,154,559	53,506,985	20,413,980	53,271,937	35,072,309	19,395,428	8,919,164	166.0	.....	83,491	46,333	109,913	Loss.	—	100	.....
Dec. 31, 1872	47.0	15.9	57.0	—	23	8	—	2,640	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,967,500	.....	4,000,000	536,500	376,000		787 7	12,380,957	5,250,393	7,844,779	22,012,525	8,247,852	10	50	103½
Dec. 31, 1872	22.5	—	1.2	—	—	—	—	—	Pennsylvania and Delaware..Penn. & Del.	1,200,000		.....	.....	483,297	700,000	.....		47.0	.....	3,486	1,376,772	23,033	.....	20	50	28½
Dec. 31, 1872	104.3	12.1	35.9	—	18	2	—	1,218	Pennsylvania and N. York..N.Y. & Penn.	5,086,426	628,814	.....	.....	3,061,700	3,000,000	.....		145.8	(Leased	to Penna.	R.R. Co.:	recently	opened.)	—	50	.....
Dec. 31, 1872	46.0	—	6.6	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000		.....	.....	1,200,000	600,000	.....		—		190.309	1,268,527	1,608,287	437,135	—	50	.....
Dec. 31, 1872	83.0	—	11.6	—	12	7	4	181	Peoria, Pekin and Jacksonville...Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....		—	(Leased	by Chic.R.	I. & Pac.	Co.)	125,000	8	100	.....
Dec. 31, 1872	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge..N. Jersey.	214,581		.....	.....	57,200	100,000	57,381		83.0	260,093	77,372	124,505	302,562	.....	—	50	.....
Dec. 31, 1872	64.0	18.0	8.0	—	12	9	5	120	Petersburg §.....Virginia.	1,817,985	*	.....	.....	1,224,200	500,000	361,083		82.0	(Oper.b	y Penna.	R. R. Co.)	.....	.....	—	100	.....
Oct. 31, 1872	46.0	—	6.0	—	9	7	3	95	Philadelphia and Balt. Cent..Penn. & Md.	1,800,209	177,474	323,906	43,388	220,606	2,600,000	53,418		58.1	176,312	315,515	134,307	295,594	105,295	—	100	.....
Dec. 31, 1872	287.6	—	114.3	—	130	38	20	2,965	Philadelphia and Erie §....Pennsylvania.	21,822,990	*	2,248,693	.....	8,448,000	14,750,000	892,983		287.6	2,912,351	839,793	2,028,568	3,980,753	846,319	—	50	42
Dec. 31, 1872	17.1	3.1	18.7	21.0	24	45	13	192	Phila., Germantown and Norristown..Pa.	1,146,538	368,292	500,793	.....	2,231,900				—	(Leased	by Phila.	&Read'g.)	287,816	271,179	12	50	175
Dec. 31, 1872	98.4	172.1	421.7	—	377	202	53	14131	Philadelphia and Reading..Pennsylvania.	45,922,674	*	24,888,327	2,675,996	34,236,175	33,120,804	4,172,014	1,958,004	708.0	7,248,778	6,383,991	9,573,405	12,125,038	4,823,300	10	50	115½
Dec. 31, 1872	26.6	—	36.3	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,534,479	*	329,626	.....	1,269,100			275,408	37.5	.....	1,561,080	1,124,640	1,759,758	.....	10	100	122
Dec. 31, 1872	95.3	3.8	139.1	—	64	103	49	1,295	Philadelphia, Wilm. and Baltimore..Penn.	11,890.736	*	2,318 306	175,395	11,485,750	1,990,500	455,331	660,478	197.7	1,248,618	1,747.195	449,780	2,814,274	1,188,614	8	50	109½
Oct. 31, 1872	7.0	—	1.0	—	2	3	2	22	Pithole Valley.....Pennsylvania.	100,000	*	225,000	.....	225,000	100,000	17,182		7.0	.....	9 800	12,854	20,483	Loss.	—	50	.....
Dec. 31, 1872	193.0	8.0	46.0	—	119	34	19	1,605	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	15,095,349	3,740,438	1,950,109	1,812,268	8,433,550	10,011,740	5,461,178		201.0	3,160,500	606,902	1,429,115	3,856,649	799,501	—	50	.....
Dec. 31, 1872	468 3	—	156.3	—	243	96	54	5,559	Pittsburg, Ft. W. and Chic..P., O., I. & I.	25,835,236	*			22,214,286	13,621,000	17,280		503.6	7,313,148	2,106,152	2,408,162	9,780,310	4,507,465	10	100	95
Dec. 31, 1872	14.0	—	3.1	16.0	3	2	1	45	Pittsburg, Virginia & Charleston.....Pa.	654,068	55,243	.....	.....	618,564				14.0		(In opera	tion only t	hree mon	ths.)	—	50	.....
Oct. 31, 1872	149.6	1.9	17.2	—	57	26	9	430	Pittsb'g, Washington & Dalton..Pa. & Md.	11,598,236	687,192	83,196	.....	1,960,682	4,780,000	3,463,204		173.8	1,703,000	781,994	980,780	1,437,392	Loss.	—	50	.....
Sept. 30, 1872	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	450,000		.....	.....	450,000				—	(Leased	by Boston	& Albany	R.R. Co.)	27,000	6	100	.....
Jun. 30, 1872	—	—	—	178.0	—	—	—	—	Plymouth, Kankaka & Pacific..Ind. & Ill.	.....	*	.....	.....	719,390	450,000	.....		—	(Leased	by Pennsy	lvania Co.	.)		—	100	.....
Oct. 31, 1871	66.0	—	2.7	24.0	7	6	3	315	Port Huron and Lake Michigan.....Mich.	3,000,000	*	(To com	pletion.)	1,200,000	1,800,000	.....		41.0	.....	41,988	55,029	142,580	92,102	—	100	.....
Nov. 30, 1872	60.0	—	8.5	50.0	5	13	3	92	Portland and Ogdensburg....Me. & N. H.	1,945.560	161,149	97,155	29,230	1,039,095	906,000	259,182	28,859	60.0	118,100	55,592	37,856	115,484	40,361	—	100	.....
Dec. 31, 1872	66.0	—	2.1	93.0	5	4	3	85	Portland and Ogdensburg.....Vermont.	1,652,000	*	.....	.....	.....	2,340,000	.....			(Earnings	used in co	nstruction.	)		—	100	.....
Dec. 31, 1872	27.5	—	2.8	—	2	1	1	22	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	218,500	.....		27.5	17,215	2,880	6,375	14,221	.....	—	100	.....
Aug 31, 1872	52.5	—	3.3	—	6	10	4	113	Portland and Rochester.....Me. & N. H.	1,0 0,854	*	45,000	10,296	636,097	1,120,000	200,053		52.5	141,640	120,009	60,790	131,561	38,078	—	100	.....
May 31, 1872	51.3	—	7.4	—	19	—	—	167	Portland, Saco and Portsmouth ....N. H.	1,500,000	*	.....	.....	1,500,000	.....	.....		—	(Leased b	y Eastern	R.R. Co.)	.....	.....	10	100	115
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	110	Port Royal.....South Carolina.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....		110.0		(Operated	for benefit	of contra	ctors.)	—	25	.....
May 31 1873		—	4.9	39.0	—	—	—	—	Portsmouth, Gt. Falls and Conway..N. H.	2,270,000	*	.....	.....	770 000	2,000,000	.....		—	(Leased b	y Eastern	R.R. Co.)	.....	.....	6	100	65½
Sept.30, 1872		—	2.5	3.4	4	5	—	60	Poughkeepsie and Eastern....New York.	1,391,372	*	.....	.....	524,484	508,200	606,079		41.8	53,514	70,018	10,40	53,079	14,038	—	100	.....

Sept. 30, 1872	43.4	1.0	44.1	—	27	29	9	919	Providence and Worcester..R. I. & Mass.	1,909,636	666,568	125,566	107,861	2,000,000	500,000	224,612	84,019	47.6	507,586	1,605,267	621,866	805,997	239,926	10	100	...
Nov. 30, 1872	13.6	—	3.1	—	3	3	3	11	Providence, Warren and Bristol.R. I. & M.	645,079	73,026	.....	.....	437,917	50,000	63,611	.....	13.6	44,096	416,776	16,367	105,555	61,456	3	100	...
Dec. 31, 1872	21.0	—	2.0	—	1	3	2	—	Queen Anne and Kent Co.....Md.	351,000	•	32,200	.....	260,000	269,000	2,600	.....	21.0	38,850	12,560	38,231	27,437	9,989	—	80	...
Dec. 31, 1872	41.7	—	1.4	88.3	3	2	2	45	Quincy, Alton and St. Louis.....Ill.	1,850,000	•	.....	.....	1,000,000	850,000	.....	.....	41.7	.....	.....	.....	96,000	.....	—	100	...
May 31, 1872	97.0	—	9.7	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	•	155,200	102,935	1,500,000	.....	92,150	166,085	97.0	.....	31,226	64,096	389,277	154,400	—	100	...
Jan. 31, 1873	44.0	—	3.0	66.0	4	3	3	46	Raleigh and Augusta Air-Line....N. Car.	1,134,211	89,785	.....	.....	876,000	350,000	.....	.....	44.0	.....	.....	.....	76,037	.....	—	100	...
Sept. 30, 1873	71.0	110.0	41.5	—	39	68	19	978	Rensselaer and Saratoga.....N. Y.	6,000,000	•	.....	.....	6,000,000	1,925,000	.....	.....	181.0	961,480	664,000	556,934	1,748,915	604,224	7	100	106
Sept. 20, 1872	140.5	55.2	16.7	—	26	17	10	272	Richmond and Danville ¶.....Virginia.	5,109,406	•	2,046,460	211,461	4,000,000	2,621,090	510,171	236,066	295.9	626,782	134,486	176,708	832,092	363,840	—	100	...
Sept. 30, 1872	75.5	11.4	6.2	—	12	6	4	139	Richmond, Frederick and Potomac ¶..Va.	2,622,927	•	116,539	263,282	1,509,826	889,899	43,417	559,604	89.9	900,899	.....	.....	351,919	145,919	—	100	...
Sept. 30, 1872	22.5	2.8	4.2	—	8	10	4	160	Richmond and Petersburg ¶.....Va. N.C.	1,188,213	•	85,833	30,224	847,100	326,296	93,377	37,528	46.8	107,159	118,189	42,223	160,519	45,945	—	100	...
Sept. 30, 1872	38.3	—	2.2	26.0	3	3	2	42	Richmond and York River.....Va.	1,265,640	•	.....	.....	650,000	616,640	.....	.....	38.3	(No returns obtained.)					—	100	...
Sept. 30, 1872	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	•	.....	.....	567,560	.....	.....	.....	—	(Leased by Erie Railway Co.)			34,012	6	100	...
Jun. 30, 1872	251.9	25.5	27.0	—	33	15	7	915	Rockford, Rock Island and St. Louis..Ill.	15,490,570	•	.....	.....	6,490,579	9,000,000	.....	.....	316.5	.....	.....	.....	1,067,749	243,534	—	100	...
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,236	•	.....	.....	250,844	.....	.....	.....	20.0	(No information.)					16	100	...
Sept. 30, 1872	141.1	48.5	25.5	—	40	31	15	779	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	•	.....	.....	2,998,900	1,735,606	38,359	.....	215.2	675,016	441,909	336,440	1,150,764	282,106	7	100	75
Jan. 31, 1873	120.0	—	26.0	—	—	—	—	—	Rutland .....Vermont.	8,787,902	—	1,286,719	.....	6,641,300	1,701,000	1,180,628	.....	289.0	(Leased to Central Verm't.)			434,740	405,381	—	100	6
Jun. 30, 1873	225.0	—	24.0	34.0	19	...	...	...	St. Joseph and Denver City..Kan. & Neb.	11,188,220	420,925	279,044	3,203	4,000,000	7,000,000	734,425	157,067	225.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1872	54.0	5.0	5.1	—	9	15	6	96	St. Lawrence and Ottawa.....Canada.	1,050,000	•	.....	.....	.....	250,000	.....	.....	59.0	.....	70,265	34,592	161,771	45,953	—	100	...
Dec. 31, 1872	189.0	18.0	29.0	—	13	9	7	558	St. Louis, Alton and Terre Haute.Illinois.	11,768,400	•	.....	238,001	4,768,400	6,700,000	218,001	.....	56.0	360,130	149,499	416,215	507,019	220,002	—	100	12
Dec. 31, 1872	195.5	15.3	37.0	—	91	20	13	1,651	*St. Louis and Iron Mountain* ¶...Missouri.	14,555,951	1,951,989	1,088,796	153,733	10,000,000	5,461,000	.....	.....	210.8	933,393	557,676	635,574	2,146,639	687,639	3	100	614
Dec. 31, 1872	316.0	48.0	25.0	50.0	46	26	12	1,179	St. Louis & S. Eastern...Ill., Ky. & Tenn.	11,089,000	1,725,000	2,993,000	.....	11,000,000	5,807,000	.....	.....	220.0	.....	.....	.....	822,601	169,779	—	100	...
Dec. 31, 1872	159.0	—	7.8	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill	5,040,100	•	.....	.....	2,324,100	3,477,000	.....	.....	—	(Leased by Chicago & Alton R.R. Co.)			240,000		—	100	...
Jan. 31, 1873	353.0	—	17.6	—	88	35	19	1,531	St. L., Kansas City & Northern..Mo & Ia.	28,134,445	•	2,369,765	439,708	24,000,000	6,000,000	943,028	.....	581.7	2,393,281	428,957	617,628	2,730,820	748,139	—	100	...
Oct. 31, 1872	168.4	—	23.0	—	30	14	5	824	St. Louis, Vandalia & Terre Haute....Ill.	7,984,227	•	.....	203,201	2,877,779	6,499,000	250,548	60,101	158.4	862,806	.....	.....	1,130,278	354,082	—	100	...
Dec. 31, 1872	201.0	175.0	16.0	251.0	30	14	9	289	*St. Paul and Pacific* (1st Div.)..Minnesota.	15,188,653	•	8,723,033	229,522	1,968,600	16,197,000	589,333	.....	283.0	462,489	236,379	152,856	682,568	.....	—	100	...
Dec. 31, 1872	121.0	—	8.0	—	13	6	4	194	St. Paul and Sioux City.....Minn.	4,550,960	•	179,798	54,019	4,000,000	.....	784,777	.....	121.0	344,883	75,461	136,127	424,398	99,668	—	100	...
Dec. 31, 1872	116.0	—	16.0	—	21	18	9	309	Sandusky, Mansfield and Newark ..Ohio.	3,244,500	•	.....	.....	937,500	2,307,000	.....	.....	160.0	.....	178,661	153,505	574,951	37,802	—	50	...
Dec. 31, 1872	237.0	110.0	15.4	61.0	27	19	6	342	Savannah, Albany and Gulf.....Ga.	7,592,283	•	525,789	1,171,804	4,479,677	3,242,200	1,571,999	.....	347.0	635,300	98,234	.....	983,966	339,539	—	100	...
Dec. 31, 1872	104.0	—	4.9	—	10	9	5	80	Savannah & Charleston.....S. Car. & Ga.	2,288,966	•	.....	.....	1,000,000	1,427,800	.....	.....	104.0	(No statement furnished: very small.)					—	100	...
Feb. 28, 1873	80.0	—	8.0	—	15	7	5	203	Seaboard and Roanoke..Va. & N. Carolina.	1,488,400	•	.....	106,669	1,278,400	210,000	107,000	.....	80.0	235,679	26,309	162,522	566,619	266,335	8	100	...
Apr. 30, 1872	237.0	—	11.9	—	39	17	9	412	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	•	.....	.....	3,750,000	9,230,000	large	.....	237.0	.....	.....	.....	800,000	.....	—	100	...
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	•	.....	.....	1,389,000	1,423,000	10,000	.....	80.5	60,500	32,518	34,321	79,481	23,624	—	100	...
Nov. 30, 1872	32.0	—	2.0	—	2	2	2	70	Shenango and Allegheny ..Pennsylvania.	890,335	78,945	20,000	.....	199,000	780,000	.....	.....	32.0	40,500	16,170	56,220	58,850	32,393	—	50	...
Jun. 30, 1872	106.8	—	11.3	—	11	5	5	158	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,400	•	.....	.....	2,068,400	1,628,000	.....	.....	157.8	.....	.....	.....	162,405	10,344	—	100	...
Dec. 31, 1872	122.4	—	6.6	26.1	9	6	3	232	Sioux City and St. Paul....Iowa & Minn.	4,422,132	•	568,362	.....	2,800,000	1,740,000	450,494	.....	—	(Run by contractors: no returns.)					—	100	...
Sept. 30, 1872	183.0	—	9.2	—	—	—	—	—	South and North Alabama.....Ala.	7,481,764	•	.....	.....	3,458,067	4,906,000	.....	.....	131.0	.....	41,327	74,837	199,051	60,285	—	100	...
Dec. 31, 1872	187.0	106.0	30.0	—	42	37	*	507	South Carolina ¶.....South Carolina.	9,594,328	•	2,019,176	806,086	5,819,275	4,730,346	236,736	71,474	243.0	856,782	207,344	266,707	1,401,211	545,105	—	100	...
Sept. 30, 1872	116.0	—	5.8	—	11	7	4	401	Southern Central.....New York.	3,450,058	287,305	.....	.....	1,783,021	2,288,000	89,881	.....	116.0	302,744	161,821	178,099	307,280	104,978	—	100	...
Sept. 30, 1872	57.0	20.0	20.0	—	19	35	7	114	South Side (L. I.).....New York.	3,166,551	648,925	.....	.....	1,000,000	2,250,000	386,782	.....	57.0	238,990	617,899	83,701	501,871	226,637	—	100	...
Aug. 31, 1872	167.5	—	9.5	—	12	5	3	243	Southern Minnesota .....Minnesota.	9,424,953	•	.....	.....	3,825,000	4,592,000	1,007,953	.....	165.5	.....	46,349	92,661	493,438	190,021	—	100	...
Dec. 31, 1872	170.0	—	8.5	552.0	14	28	8	245	Southern Pacific.....California.	11,500,000	•	.....	.....	8,404,800	5,750,000	.....	.....	170.0	.....	314,150	121,660	932,725	481,664	—	100	...
Jun. 30, 1872	228.0	—	11.2	—	12	10	4	260	Springfield & Ill. So. Eastern.....Illinois.	8,176,500	•	.....	.....	4,000,000	4,400,000	140,000	.....	—	(Not in operation at date.)					—	100	...
Sept. 30, 1872	81.0	—	17.0	—	16	13	3	373	Syracuse, Binghamton and N. York..N.Y.	3,906,297	•	.....	.....	2,904,000	1,670,000	129,414	.....	81.0	449,520	186,606	533,355	713,585	216,481	4	100	...
Sept. 30, 1872	26.0	1.0	3.1	16.0	3	6	2	40	Syracuse and Chenango Valley....N. Y.	1,165,062	61,985	.....	.....	1,068,400	500,000	229,997	.....	26.0	23,548	49,219	29,914	23,199	loss.	—	100	...
Nov. 30, 1872	79.7	26.6	30.0	—	36	21	9	782	Terre Haute and Indianapolis....Indiana.	2,807,213	•	1,583,484	191,840	1,988,150	800,000	616,344	1,178,143	99.3	.....	190,997	834,850	1,070,354	128,443	—	100	...
Apr. 30, 1873	66.0	—	6.6	1,741	12	6	—	78	Texas and Pacific.....Texas.	4,200,000	•	.....	.....	200,000	4,000,000	.....	.....	66.0	.....	.....	.....	346,001	85,042	—	100	...
Dec. 31, 1872	227.3	10.2	29.0	—	45	13	9	1,109	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	•	.....	.....	5,700,000	3,450,000	204,794	.....	237.5	1,192,831	.....	.....	1,316,106	368,093	—	100	...
Dec. 31, 1872	473.6	153.6	60.5	—	182	71	42	4,207	Toledo, Wabash and Western..O. I. & Ill.	34,653,000	•	.....	.....	16,000,000	18,653,000	.....	.....	955.7	5,196,661	637,050	1,349,052	6,008,978	1,578,182	—	100	478
Sept. 30, 1872	34.9	—	9.0	—	11	12	6	222	Troy and Boston.....New York.	1,934,146	378,418	.....	.....	1,599,900	1,899,000	65,309	.....	55.3	190,548	262,763	191,122	516,563	212,097	2	100	...
Dec. 31, 1872	1,032	—	100.0	—	151	93	36	2,409	*Union Pacific* ....Nebr. Utah Nev. & Cal.	111,948,812	•	.....	.....	36,762,300	75,179,512	.....	.....	1,032.0	.....	.....	165,688	8,862,605	4,092,032	—	100	344
Dec. 31, 1872	165.0	—	160.0	—	242	281	3	1,762	United Companies of New Jersey..N. Jer.	22,450,328	•	13,216,919	427,838	18,990,627	17,615,608	797,681	472,455	455.9	3,905,741	7,580,795	2,536,304	8,266,226	2,261,060	10	100	124
Apr. 30, 1872	37.0	—	4.0	91.0	6	6	1	28	Utah Central.....Utah.	1,500,000	•	.....	.....	500,000	1,000,000	.....	.....	37.0	.....	.....	.....	360,612	206,358	—	100	...
Dec. 31, 1872	31.0	—	2.1	44.0	3	3	2	11	Utah Southern .....Utah.	1,000,000	•	.....	.....	400,000	660,000	.....	.....	31.0	.....	.....	.....	126,884	63,442	—	100	...
Sept. 30, 1872	74.8	—	13.4	12.2	14	15	7	125	Utica and Black River.....New York.	2,200,444	258,703	.....	.....	1,754,020	775,500	.....	.....	92 2	201,688	184,533	62,064	337,299	111,309	3	100	...
Sept. 30, 1872	98.0	22.0	14.0	—	17	15	7	62	Utica, Chenango and Susq. Valley..N. Y.	3,186,344	438,181	.....	.....	2,908,600	.....	.....	.....	120.0	228,887	246,101	175,749	424,792	32,246	6	100	...
May 31, 1872	47.0	25.5	9.3	—	—	—	—	—	Vermont and Canada .....Vermont.	3,000,000	•	.....	.....	3,000,000	.....	.....	.....	—	(Leased by Vermont Central R. R. Co. at 8 p.c.)					8	100	52
May 31, 1872	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	•	.....	.....	5,000,000	6,500,000	.....	.....	773.0	.....	.....	(2 yrs.	8,497,442	493,487	—	100	...
Sept. 30, 1872	56.0	24.1	9.2	—	13	19	8	274	Vermont and Massachusetts..Mass. & Vt.	2,703,966	•	90,785	191,899	2,860,000	900,000	68,899	157,751	88.1	24 2,299	275,181	131,458	557,196	169,523	2	100	794
Feb. 29, 1872	140 0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	•	245,588	193,945	454,072	2,922,236	86,869	.....	140.0	181,288	82,372	49,431	408,220	102,913	—	100	...
Dec. 31, 1872	46.0	—	2.3	—	3	*	*	50	Vineland.....New Jersey.	1,826,191	•	.....	.....	998,005	750,000	78,187	.....	—	(Leased to N. Jer. Southern R. R Co.)					—	100	...
Dec. 31, 1872	18.3	—	6.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	—	.....	.....	1,800,000	1,261,400	.....	.....	—	(Leased to D. L. & W. R. R.)			525,749	215,353	7	100	83
Sept. 30, 1872	44.0	—	2.0	281.0	4	6	3	65	Washington and Ohio .....Virginia.	1,438,176	128,577	128,773	.....	900,700	180,400	321,248	340,178	44.0	81,361	27,693	19,418	81,285	7,948	—	100	...
Aug. 31, 1872	132.0	28.0	16.5	—	26	16	5	247	Western Alabama.....Alabama.	4,822,628	538,272	342,800	662,585	2,008,324	3,189,900	561,508	626,504	160.0	421,880	101,742	.....	626,504	150,534	—	100	...
Dec. 31, 1872	138.0	—	11.0	—	59	18	12	921	Western and Atlantic.....Georgia.	(Owned by State of Georgia & leased to a company for $300,000 a year.)								138.0	.....	.....	125,932	1,590,245	66,587	—	100	...
Sept. 30, 1872	60.0	—	3.0	13.0	10	10	6	123	Western Maryland ¶.....Maryland.	2,366,892	•	208,500	17,069	682,993	1,800,000	109,069	.....	60.0	217,760	134,655	73,841	197,707	7,038	—	100	...
Dec. 30, 1872	57.1	27.6	14.6	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,846,095	—	.....	.....	1,022,450	1,800,000	1,023,555	.....	—	(Leased by Pennsylvania R. R. Co.)					—	50	...
Dec. 31, 1872	60.7	—	16.2	—	15	63	8	171	West Jersey.....New Jersey.	2,255,355	•	1,486,466	178,462	1,358,700	2,398,000	162,583	.....	123.9	380,555	642,728	28,443	664,777	291,363	8	100	100
Mar. 31, 1873	197.0	—	10.0	—	26	14	10	660	West Wisconsin.....Wisc.	8,640,000	•	.....	.....	4,000,000	4,640,000	.....	.....	165.0	.....	.....	.....	549,645	263,329	—	100	...
Dec. 31, 1872	82.0	—	1.0	28.0	3	5	2	24	Wheeling, Pbg. & Balt.....W. Va. & Pa.	579,642	—	.....	.....	500,000	.....	79,642	.....	32.0	39,328	53,175	11,638	45,161	480	—	50	...
Sept. 30, 1872	189.0	—	6.0	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	3,971,781	381,117	51,244	.....	300,000	3,800,000	304,142	.....	172.0	.....	.....	.....	501,046	226,498	—	100	...
Oct. 31, 1872	63.6	—	9.5	—	11	6	5	124	Wilmington and Reading...Pennsylvania.	2,644,078	255,151	32,892	.....	750,963	2,332,300	108,610	.....	63.6	230,554	132,365	264,573	228,773	21,667	—	50	...
Sept. 30, 1872	162.0	19.0	9.5	—	22	31	—	324	Wilmington and Weldon ¶....N. Carolina.	3,004,044	•	61,436	296,393	1,456,200	1,619,100	77,042	299,581	181.0	519,184	124,995	.....	635,871	230,833	—	100	68
Dec. 31, 1872	130.9	—	3.0	201.0	15	6	2	300	Wisconsin Central .....Wisconsin.	4,120,000	•	.....	.....	1,657,500	1,691,500	.....	.....	.....	.....	.....	.....	131,793	63,778	—	100	...
Sept. 30, 1872	45.7	—	11.5	—	17	11	5	411	Worcester and Nashua.....N. H. & Mass.	2,212,144	•	85,701	48,143	1,425,400	310,300	86,515	573,774	45.7	359,641	381,954	368,042	587,359	195,458	12	100	124
									CANALS, &c.																						
May 31, 1872	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal..Del. & Md.	3,662,316	•	258,967	.....	1,880,800	1,997,672	.....	.....	12.5	.....	.....	.....	419,222	281,715	4	50	...
Dec. 31, 1872	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	•	.....	.....	8,229,594	8,065,500	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	...
Dec. 31, 1872	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	•	.....	.....	1,633,350	800,000	.....	.....	—	(Leased to Lehigh Coal and Nav. Company.)					8	50	97
Dec. 31, 1872	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,339,210	725,581	20,935,209	.....	15,000,000	13,000,000	.....	.....	108.0	.....	.....	1,869,557	86,970	loss.	10	100	117
Dec. 31, 1872	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	•	.....	.....	3,847,400	.....	.....	.....	66.5	.....	.....	.....	957,587	388,170	10	100	...
Dec. 31, 1872	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,465,000	•	.....	.....	3,784,350	15,787,656	.....	.....	108.6	.....	.....	1,041,691	506,060	32,570	—	50	89
Dec. 31, 1872	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,146,039	•	1,004,150	.....	110,000	8,054	.....	.....	85.0	.....	.....	2,059,984	196,149	159,121	9	50	...
Feb. 28, 1873	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,432,474	•	2,200,000	.....	1,125,129	.....	.....	.....	103.0	.....	.....	.....	322,762	30,194	7	50	104
Dec. 31, 1872	78.0	64.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	5,093,350	•	4,457,150	.....	2,588,000	1,048,200	.....	.....	360.0	.....	.....	967,573	556,164	loss.	—	50	24
Dec. 31, 1872	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,286,573	271,467	.....	4,385,798	8,576,232	267,198	.....	108.3	(Lease to Ph. & R'g.)		1,200,181	649,352	634,169	1	50	12
Dec. 31, 1872	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	•	.....	.....	2,092,706	2,767,813	165,811	.....	44.9	(Lease to Ph. & R'g.)		426,393	99,151	51,241	—	50	12
Dec. 31, 1872	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	3,907,850	•	.....	.....	2,907,850	300,000	35,000	.....	84.0	.....	.....	124,969	44,862	200	—	50	...
Dec. 31, 1872	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	3,030,844	•	.....	.....	1,100,000	748,000	295,219	.....	.....	(Leased to Pennsylvania.)					—	50	...

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:	$	p c	p c	p. c.
Atlantic and Great Western, pref...	10,000,000	7	....	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	....	....
" " " guar.	276,200	7	....	....
Atlantic and Pacific, preferred	10,000,000	7	....	17½
Atlantic and St. Lawrence,* guar...	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,552,800	6	5	105
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar.....	1,159,500	7	7	85½
Camden and Amboy,* guaranteed..	5,847,800	10	10	124
Camden and Atlantic, preferred.....	763,549	7	3½	78
Cayuga and Susquehanna,* guar....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	789,600	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	104½
Central Ohio,* preferred	411,550	6	6	82
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	78
Chicago and Alton, † preferred.....	2,425,400	...	10	109½
Chicago, Iowa & Nebraska,* guar..	3,916,300	...	8	90
Chicago and North-Western, pref...	21,289,563	7	7	72½
Cinc., Sand. and Cleveland, pref....	429,000	6	6	....
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	87½
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred....	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	....	....
Dubuque and Sioux City,* guar....	5,000,000	...	3	65
Dubuque South-Western, pref.....	590,315	8	....	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	70
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	76
" " com.& *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	73½
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	....	....	....
Hannibal and St. Joseph, pref	2,167,700	7	7	33
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred.....	1,180,000	8	8	100
Huntington & Broad Top Mtn, pref.	190,750	7	...	35
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	35
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref....	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	3,101,650	6	...	16
" " 2d pref.....	4,436,250	6	...	8
Mich. Southern, (Lake Shore) guar..	533,500	10	10	....
Mill Creek,* guaranteed.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	10,825,777	7	7	69½
Mine Hill,* guaranteed.....	3,856,450	8	8	104
Montclair,* guaranteed.....	2,000,000	7	...	....
Morris and Essex,* guar.....	16,000,000	7	7	92½
Nesquehoning Valley,* guar.....	2,000,000	10	10	110½
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,296,200	10	10	123
New London Northern,* guar.....	971,400	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	129
" " *com.& guar.	8,500,000	8	8	130
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	128
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	55
" " pf.& *guar.	2,000,000	8	8	94
Ohio and Mississippi, preferred.....	4,030,000	7	7	63
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama, guaranteed.....	7,000,000	12	12	114
Paterson and Hudson,* guar.....	630,000	—	5½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	...	—	....
Phila., Germant'n & Norrist'n,*guar.	2,231,900	12	12	175
Philadelphia and Reading, † pref....	1,551,687	—	10	....
Philadelphia and Trenton,* guar....	1,259,100	10	10	128
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	95
Pittsfield and North Adams,* guar.	400,000	5	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	115
Rochester & Genesee Valley,* guar.	557,560	...	—	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	47
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	...	33
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	—	....
St. Louis, Kansas City & Nor., pref..	12,000,000	...	—	30
Schuylkill Valley,* guaranteed.....	676,000	5	5	....
Shamokin V. & Pottsville,* guar....	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	—	....
" " 2d pref..	1,000,000	7	—	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	71½
Warren,* guaranteed.....	1,800,000	7	7	....
Canal Stocks.				
Delaware Division,* guar.....	1,638,350	8	8	....
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	....
" com. and * guar.....	1,000,000	4	4	52
Schuylkill Navigation preferred....	2,808,977	6	6	25

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 4.

	Th.26.	F.27.	Sat.28.	M.2.	Tu.3.	W.4
Boston, Hart. & Erie.....	1½	1½	2	2	....	
Canton Co.....	....	....	....	....	....	
Central Pacific.....	....	....	....	....	71½	
Central Pacific 6s..... 96	95½	95½	....	95½	95½	
Central of N. Jersey....106	106	104½	104	105½	104½	
Chesapeake & Ohio 1 m. 55½	....	....	57	56½	56	
Chicago & Alton.....	....	....	....	....	....	
" pref.....	....	....	....	....	....	
" 1 M.....	106	....	....	....	....	
" S. F.....	....	....	....	....	....	
" Inc. bds.....	....	....	....	....	....	
Chicago, Burl. & Q.....	105½a	....	104½	....	104½	
" 8s, 1883	....	....	....	....	....	
Chic. & Northwestern . 58½	57½	56½	55½	54½	54½	
" pref..... 75½	75½	73½	73½	71	72½	
" 1st M.....	101½	....	....	....	....	
" S. F.....	....	....	....	....	....	
" Consol.....	....	....	....	....	92	
Chic., Rock Isl. & Pac..107½	106½	106½	107	106½	104½	
Chi., R. I. & Pa. 7s,1896.103½	104	....	....	....	....	
Clev., Col., C. and Ind.....	82½	....	80	80	80	
Clev. & Pittsburg guar.. 87½	87½	87½	....	....	87½	
" 2 M.....	....	....	....	....	....	
" 3 M.....100	....	....	....	....	....	
" 4 M.....	....	....	....	89	....	
Clev. and Toledo.....	....	....	....	97	....	
" S. F. 7s.....	....	....	....	....	....	
Col., Chi., & Ind. C..... 31½	31	30½	30½	30½	30	
" 1 M..... 90	....	....	90	90½	....	
" 2 M.....	....	....	....	....	....	
Del. & Hudson Canal ..118	118	....	117½	117½	....	
Del. Lack. & Western...111½	110½	109½	110	110	109½	
" 1 M. 7s.....	....	....	....	....	....	
" 2 M 7s.....	....	....	....	....	....	
Erie Railway..... 47½	47½	47½	46½	46½	45½	
" pref.....	73½	....	....	....	....	
" 1 M.7s, 1897.....	....	....	....	....	....	
" 2 M. 7s, 1879.....	....	....	....	....	....	
" 3 M. 7s, 1883101½	101½	....	....	....	....	
" 4 M. 7s, 1880 99	....	....	....	....	....	
" 5 M. 7s, 1888.....	....	....	....	....	....	
" 7s, con. gold.....	....	....	....	....	....	
Great Western 2d mort. 84½	....	....	84½	....	84	
Hannibal & St. Joseph. 31½	31½	30½	30½	30	29½	
" pref..... 39½	39½	....	38½	....	38	
" 8s, conv.....	83½	83½	79a	....	79½a	
Hudson River.....	....	....	....	....	....	
" 2 M. S. F.....	....	....	104½	....	....	
" 3 M 7s, 1875.....	....	....	....	....	....	
Illinois Central 104½	104	104	....	104		
" 7s	....	....	....	....	....	
Lake Shore & Mich.S'th. 81½	81	80½	80½	79½	78½	
Marietta & Cin. 1st pref.....	....	....	....	....	....	
" 2d pref.....	....	....	....	....	....	
Michigan Central..... 89½	89	....	87	89½	88	
" S.F. 8s,1882.....	....	....	....	....	....	
M. S. and N. I. 1 M. S. F.....	....	....	....	....	....	
" 2 M.....	99½	....	99½	100	100	
Milw. and St. Paul..... 46½	45½	43½	43	42½	43½	
" pref..... 72½	70½	69½	69½	69½	....	
" 1st mort.....	....	....	....	....	....	
" 2d mort.....	....	81½	....	....	....	
" 8s.....105½	....	....	....	....	....	
" 7 3-10s con.. 94	94½	....	94½	94½	....	
" 7s, gold..... 89	....	....	....	....	88½	
Missouri 6s..... 90½	....	95½	96	95½	95½	
" H. & St. J. 1as. 92½	....	92½	....	....	....	
Morris and Essex..... 92½	92½	93	92½	....	92½	
" 1st mort....106	....	....	....	....	....	
" 2d mort.....	....	....	....	99½	....	
N. Y. Cen. & Hud. Riv.104½	104½	104½	104½	103½	103½	
" 7s, S.F.1876.100½	101	....	101½	101½	....	
" 6s, S.F. 1883.....	96	96	96	....	....	
" 6s, S.F. 1887.....	....	94½	95	....	....	
N. York and Harlem....133	133	132	130½	130½	130	
" pref.....	....	....	128	129	....	
" 1 M.7s, 1873.....	....	....	....	....	....	
N. York, N. Hav. & Hart.....	131	131	131	....	....	
N. Carolina 6s, old.....	....	....	....	....	....	
" new	....	....	....	....	....	
Ohio and Miss..... 32½	32½	31½	31½	30½	30	
" pref.....	....	....	....	....	....	
" 2d M.....	....	81½	....	....	....	
Pacific Mail S. S. Co.... 42½	42	42½	42½	42½	42½	
Panama	116½	116½	116	115½	114	
Pitts., Ft. W. & Chi. gtd. 93½	....	94	94	95	....	
" 1 M.....	....	105½	....	....	105½	
" 2 M.....	....	101	....	....	....	
" 3 M.....	....	....	....	....	98	
Quicksilver Mining Co.. 32	32	....	32½	32	....	
St. L., Alton & T. H.....	....	....	12	....	....	
" pref.....	....	....	....	....	....	
" 1 M.....	....	....	....	....	....	
" 2 M. pref.....	37	....	....	....	....	
" Income bds. 78	78	....	..	..	....	
Tennessee 6s, old.....	....	....	....	89	....	
" new..... 89½	89½	....	88½	....	....	
Tol., Wab. & Western.. 50½	50½	49½	48	48	47½	
" pref.....	....	....	....	....	....	
" 1 M.....	95	....	....	....	....	
" 2 M..... 90	....	90½	....	90½	90½	
" Equipment.....	....	....	....	....	....	
" St. Lou. Div. 87½	....	....	87½	....	....	
Union Pacific..... 35	34½	34½	34½	34½	34½	
" 1st mort... 85	85½	85	84½	85½	85½	
" L. Gt. 7s.... 82	82½	....	82½	82½	81½	
" Inc. 10s.... 82½	82½	82	....	....	77½a	
Virginia 6s, old.....	....	....	....	....	....	
" new.....	....	....	....	....	....	
" consol..... 51½	....	....	....	....	....	
" def. cert.....	....	....	....	....	....	

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 4.

	Th.26.	F.27.	Sat.28.	M.2.	Tu.3.	W.4
Federal Stocks:—						
U. S. 5s, 1874, reg.....	....	....	....	....	....	....
U. S. 5s, 1874, coup.....	....	....	....	....	....	....
U. S. 5s, 10-40s, reg.....	113½	....	112½	....	....	112½
U. S. 5s, 10-40s, coup..116	....	116½	112½a	112½	....	
U. S. 5s, 1881, reg....114½	....	....	....	....	....	....
U. S. 5s, 1881, coup....114½	114½	114½	....	114½	114½	
U. S. 6s, 1881, reg.....	119½	....	119½	....	....	118½
U. S. 6s, 1881, coup....120½	120½	....	120	119½	119½	
U. S. 6s, 5-20s, reg. '62....	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862..118	117½	117½	117½	....	116½	
U. S. 6s, 5-20s, reg. '64....	119	119½	119	....	....	....
U. S. 6s, 5-20s, c. 1864.119½	119½	119½	....	....	118	
U. S. 6s, 5-20s, reg. '65....	119	....	....	....	....	118
U. S. 6s, 5-20s, c. 1865.120½	120½	121	120½	120½	120	
U. S. 6s, 5-20s, r. n. '65....	....	....	119½	....	....	....
U. S. 6s, 5-20s, c. n '65.119½	119½	119½	118½	118½	118	
U. S. 6s, 5-20s, reg. '67....	119½	....	119½	....	....	118
U. S. 6s, 5-20s, c. 1867.119½	119½	119½	119½	119	118½	
U. S. 6s, 5-20s, reg. '68....	....	....	118½	....	....	....
U. S. 6s, 5-20s, c. '68...119½	119½	119½	118½	118½	....	
U. S. 6s, Pac.R.R.issue.116½	116½	....	116½	116	....	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 3.

	W.25.	Th.26.	F.27.	Sat.28.	M.2.	Tu.3
Catawissa preferred ... 43	....	43	42½	....	....	
Camden and Amboy.....	....	....	....	....	....	....
" 6s, 1875	....	....	98	....	....	
" 6s, 1883	....	....	....	....	....	87½
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89 99½	....	98½	....	....	98½	
Elmira & Williamsport.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
" 7s.....	....	....	....	....	....	....
Lehigh Navigation..... 45½	45½	45½	44½	44½	44½	
" 6s, 1884 95	....	94½	....	....	94½	
" Gold L..... 97	97	....	....	....	96½	
" R. R. L.....	....	....	....	....	95½	
" Conv. L. '77....	....	....	....	89	....	
Lehigh Valley R. R..... 60½	60½	60½	60½	61	61	
" 6s new coup....	....	....	....	....	....	
" 6s new reg..101	101	101	....	....	....	
Little Schuylkill R.R.....	....	....	....	....	46½	
" 7s.....	....	....	....	....	....	
Minehill 52	52	....	52	52	....	
Morris Canal.....	....	....	....	....	....	
" pref.....	....	....	122	....	....	
North Pennsylvania	....	....	....	....	46½	
" 6s, 1885	....	....	....	....	....	
" 7s.....	....	....	102	102	....	
" 10s, 1887 ...109	....	110	....	....	....	
Northern Central 38½	....	....	37	37	38½	
Oil Creek & Alleg. Riv. 17½	18	....	18½	19½	18½	
" 7s.....	....	....	....	68	....	
Pennsylvania R. R..... 51½	52½	52½	52½	52½	51½	
" 1st M.....	....	....	....	....	101½	
" 2d M.....	....	102	102½	....	....	
" Gen. mort.....	....	....	....	....	90½	
" " reg.. 92½	....	....	93	93	....	
Penn. State 6s. 1st series....	....	....	....	....	....	
" 6s, 2d series.....	....	....	106	....	....	
" 6s, 3d series.....	....	109½	....	109½	....	
Philadelphia City, 6s.....100½	100½	100½	....	100½	....	
" new 102½	103	103	103	102½	102½	
Philad., Germ. & Nor... 87½	....	....	....	....	....	
Phila. & Reading 58	57½	57½	57½	57½	57½	
Philadelphia and Erie.....	....	21½	....	....	21	
" 6s.....	....	....	....	....	93½	
" 7s..... 87	....	....	87½	87½	87½	
Phila., Wilm. & Balt.....	....	....	....	....	....	
Schuylkill Navigation.....	....	....	....	....	....	
" pref.....	12½	12½	....	....	12½	
" 6s, 1882	....	74½	75	75	75	
" 6s, 1876	....	....	....	....	....	
" 6s, 1872	....	....	....	85	....	
United Co. of N. Jersey.123½	123½	124	124	124	....	
Hestonville, (Horse).....	....	....	....	....	21½	
Chestnut & Wal.	60	60	....	....	....	
Green & Coates	....	....	....	....	....	
2d and 3d streets	....	....	....	....	....	
Spruce and Pine	....	....	....	....	....	
13th and 15th sts.	....	....	....	....	....	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 3.

	W.25.	Th.26.	F.27.	Sat.28.	M.2.	Tu.3
Baltimore City 6s, 1875.....	....	99½	....	100	....	
" 1886	....	....	....	....	....	
" 1890 ..... 99½	99½	....	99½	....	99½	
" 1884	....	....	....	....	....	
" 1900	....	....	....	....	....	
Balt and Ohio.....174½	175	....	....	....	....	
" bonds, 1875.....	99½	....	....	....	....	
" " 1880.....	....	....	....	....	....	
" " 1885.....	....	99½	....	....	99½	
Marietta & Cin. 1st M..102½	101½	101½	....	....	....	
" 2d M..... 92½	....	92½	....	....	....	
" 3d M. 8s..... 79½	....	79½	79½	79½	....	
Northern Central..... 37	....	....	....	....	36½	
" bonds, 1885.....	....	....	....	....	....	
" " 1900.....	....	....	....	....	....	
Pittsb. & Connellsv. 7s. 90	90½	90½	....	....	....	
N. W. Va. 1st mort.....	....	....	....	....	....	
" 2d mort.....	....	....	....	....	....	
" 3d mort.....	....	....	....	....	....	
Virginia 6s, Consol..... 53	52	52½	52	....	....	
" Defer. Certif.. 11½	....	....	....	....	....	
City Passenger R. R.....	....	....	....	....	....	

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 4.

	Th. 26.	F. 27.	Sat. 28.	M 2.	Tu. 3.	W. 4
Boston and Albany	139¼	....	139¼	139⅝	140	....
Boston and Lowell	105¼	....	105	105	....	....
Boston and Maine	108	108¼	....	108¼	109	110
Boston and Providence	146¼	....	....	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s	....	30¼	30	29¼	29¼	28¼
Cheshire, pref.	....	....	....	78	78	....
Chi., Burl. & Quincy	....	....	....	104¼	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	137½	....	....	....
Eastern	72¼	73	73¼	72	72¼	72
Fitchburg	....	....	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	89	89	88¼	87¼	88	....
Northern, N. H.	....	109¼	....	....	....	....
Ogdens. & Lake Champ.	....	57	57	57	55	....
" pref.	....	....	....	....	....	....
Old Colony	110¼	110	110¼	110¼	110¼	....
Ph., Wil. & Baltimore	54¼	55	....	....	54⅞	54¼
Portl'd, Saco & Ports.	....	....	117	....	115	....
Union Pacific	....	55¼	....	....	....	....
" 6s	....	84¼	....	84	84	84
" Land Grant 7s	....	....	....	....	....	....
" Income 10s	77	....	77¼	76	76¼	....
Vermont & Canada	....	55	52	....	....	....
Vermont & Mass.	....	79	79½	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	104	....	104	....	....
Metropolitan	46	....	....	....	....	....
Middlesex	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls	25	25	....	24¼	....	24¼
Franklin	4	....	4¼	....	....	....
National	....	....	....	....	....	....
Quincy	37¼	37¼	38	39	39	38

London Stock Exchange.

	—Closing Prices.— Feb. 13.	Feb. 6.
Atlantic & Gt. W. 1st mort., $1,000	66 — 68	68 — 70
Do. 2d mort., $1,000	50 — 52	55 — 51
Do. Con. mort. B'nds Bisch's Cert.	27 — 29	27 — 29
Do. Reorg. Scrip	100 —105	100 —105
Do. Leas. Lines, Rental Bonds	82 — 84	82 — 84
Detroit & Milwaukee 1st mort. Bonds	73 — 75	65 — 70
Do. 2d do.	55 — 65	50 — 55
Erie shares 100 dol. all paid	44¼— 45	44¼— 45
Do. 6 per cent Convertible Bonds	98 —100	98 —100
Cons. Mort. amount autho. to be issued for conv. of existing bonds	— —	— —
Illinois Central $100 shares all paid	92 — 94	95¼— 96¼
Do. Redemption mort. bonds 6 p.c.	99 —101	99 —101
Illinois & St. Louis Bridge 1st mort.	100 —102	101 —103
Marietta and Cincinnati Rail. Bonds	94 — 97	94 — 97
Michigan Central 8s 1882, conv.	90 — 100	90 —100
Panama 2d mort.	68¼— 69¼	73 — 75
Panama General mort.	96 — 98	96 — 98
Pennsylvania, 2d mort.	97 — 99	97 — 99
Do. General mort.	97 — 98	97 — 98
Do. $50 shares	44 — 45	46 — 47
Philadelphia and Erie 1st mort.	96 — 98	96 — 98
Do. with option to be paid in Phila.	97 — 98	97 — 99

American Railroad Journal.

Saturday, March 7, 1874.

Stock Exchange and Money Market.

The last public debt statement shows a liquidation in February of $2,590,087, with cash reserves in the National Treasury of $85,538,222 in coin (including nearly 51 millions on deposit on private account), and $4,727,754 of currency. The U. S. Sub Treasury at this port disbursed in February $85,476,583 on all accounts, against receipts of $41,251,582 from all sources. The customs revenue at this port in February were $10,386,566, against $13,112,129 same month last year. The outstanding amount of legal tender notes on Wednesday was 382 millions. In view of the increased coin reserve in the Treasury Department, Secretary Richardson has decided to sell three millions of Gold in March, as follows: March, 5, $1,000,000; March 12, $500,000; March, 19, $1,000,000; March, 26, $500,000. Money in the local market has been offered with even more freedom to responsible borrowers at from 3@4 per cent on call, and 5@6 per cent per annum on the best grades of mercantile paper. The demand for accommodation has been unusually tame for the season. From the Stock Exchange firms the inquiry has been checked by the prevalent dullness and depression at the Stock Boards, pending definite Congressional action on the various financial projects now up for consideration. The discount applications have also been quite moderate. The deposits of the City banks show a further slight increase; and the item of legal tender notes an increase of 1¾ millions; while the specie reserve indicates a further reduction of 1⅞ millions. The banks enlarged their loan and discount average, over five millions, and contracted their circulation about ⅝th of a million. The U. S. Sub-Treasury reports an addition of nearly ¾ths of a million to its currency reserve, and a loss of about 1⅝ths millions in its specie hoard. The City banks reported their average of gold last week at $26⅛ millions; and their greenback average at $61,915,000, Their deposits stood at 239⅝ millions. The loan item was about 282¼ millions. The circulation was over 26¾ millions.

Gold has been less confidently dealt in, even on speculative account, and has been quoted lower, closing weak. The extremes of the price have been 111¾@112¾, closing at 112 as against 112¾ on Wednesday of the preceding week. The specie outflow, last week, was $431,231. The imports of specie at this port since Jan. 1, have been $991,072, against $194,719 same time last year. The customs demand for Gold last week ave aged $837,000 a day. Foreign Exchange has been less sought after, closing dull, with Bankers' sixty day bills on London quoted on Wednesday at $4 83¾@$4 84¼; sight bills on London, at $4 86¾@$4 87½. The week's exports of Domestic Produce have been to the currency value of only $3,934,686.

Government securities have been held with firmness, with limited offerings reported of most issues. The demand for investment purposes has been fairly active. Toward the close, the decline in Gold operated against values. U. S. sixes of 1881 closed on Wednesday of this week at 119⅜@119⅝; U. S. Five-Twenties of 1862, 117@117¼; U. S. Five-Twenties of 1864 at 118¾@119; U. S. Five-Twenties of 1865 120⅛@121; U. S. Five-Twenties of 1865 consolidated 118½@118¾; U. S. Five-Twenties of 1867, 119@119½; U. S. Five-Twenties of 1868, 118½@119; U. S. Ten-forties at 112⅝@113; U. S. Fives of 1881 (Funding Loan) 114¼@114½; Six per cent. currency Sixes from 116@116½.

State and Railway bonds have been moderately active, since our last, and held with confidence as a rule. Central Pacific first mortgage six per cents closed at 95¾@96. Chesapeake and Ohio First Mortgage Bonds, Six per cents, 57. In Railway and miscellaneous share property, there has been a restricted business reported at the Stock Board at lower range of prices, in most instances.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $9,672,000, against $9,394,736 same week last year. The exports of domestic produce are $3,934,686, as against $5,252,908, last year. The exports of Gold and Silver, $431,331, as against $625,486 last year. The coin interest disbursements on the public debt at this point last week were $1,596,000. The customs in Gold deposited during the week in the New York Office of the Treasury amounted to $2,024,000, as against $3,245,156, same week last February.

General business has been without remarkable animation. More inquiry has been noted for Breadstuffs, Groceries, and Provisions, but at variable prices; while in most other articles, trade has been on a restricted scale. Cotton closed weak. Metals attracted less attention. Pig Iron and Pig Tin were quoted lower. We now quote: Eglinton Pig Iron at $37@$38 50; Glengarnock, $39@$40; Coltness, $44; Gartsherrie, $46; No. 1 American Pig at $35; No. 2 do. at $31@$33; Forge, $29@$31; English Rails at $55@$60, gold; American Rails at works, $62 50@$65; Old Rails, $40; Wrought Scrap, $40@42 50. Some 2,000 tons American Iron Rails were sold at $63, cash, at the works. Ocean freights have been quiet, as a rule, though toward the close more activity was apparent, and rates were hardening somewhat.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—St. Louis and Iron Mt. R. R., 61¼; do. 1st mort., 95; do. 2d mort., 84; Atlantic and Pacific R. R. pref., 17⅜; Missouri, Kansas and Texas R. R., 15; Pacific R. R. of Mo., 42⅞; do. 1st mort., 72; Rome, Watertown and Ogdensburg R. R., 75; Louisville and Nashville R. R., 58½; do. 7s, consol., 1898, 90¼; Michigan Central 7s, 98½; Clev., Paines. and Ash. 7s, new, 99; Albany and Susquehanna R. R., 94; 1st mort., 102½; 2d mort., 99½; Buffalo, New York and Erie 1st mort., 97; Chicago and Northwestern consol. gold bonds, 85½; Mil. and St. Paul 1st mort., C. & M. div., 81; do. LaC. div., 91½; do. H. & D. div. 79½; do. I. & M. div., 82½; Ohio and Miss. consol., S. F., 93¼; Kalamago and White Pigeon 1st mort., 90; Toledo, Wabash and Western 7s, consol., 78¼; Buffalo and Erie 7s, new, 97½; Lake Shore and Michigan Southern 7s, consol., coupon, 97; do. 2d do., reg., 97; Gt. Western 1st mort., 1888, 93; Cedar Falls and Minnesota 1st mort., 83; Pacific R. R. 7s, guar., by Mo., 98½; Delaware and Hudson Canal reg. 7s, 1891, 104; Long Island R. R. 1st mort., 93; Central of New Jersey 7s, 1902, conv., 101½; do., 1st mort. 105½; Boston, Hartford and Erie 1st mort, 80; do. guar., 45; Toledo, Peoria and Warsaw 1st mort, E D., 95; St. Louis, Jacksonville and Chicago 1st mort., 85; Cin., Laf. and Chi. 1st mort., 83; Central Pacific R. R. State-aid bonds, 103; Clev., Col., Cin. and Ind. 1st mort., 102¾; Chicago and Mil. 1st mort., 95½; Lake Shore div. bonds, 97; North Missouri 1st mort., 87½; Western Pacific R. R. bonds, 87½; Western Union Telegraph, 74⅛; do. 7s, 97¼; Atlantic and Pacific Tel., 16½; Am. Dist. Tel., 58; Am. Exp., 63¾; U. S. Exp., 72¼; Quicksilver pref., 38½; Consol. Coal of Md., 47½; Am. Coal, 72; N. Y. State 7s, B. L. reg., 107; Tenn. 6s old, ex-coupon, 69⅞; North Carolina 6s, special tax, 3d class, 9½; do. 1st class, 10; South Carolina 6s, new, Jan. and July, 9½; do. Apl. and Oct., 20.

Philadelphia.—Shamokin Valley and Pottsville 7s, 92; Northern Pacific 7-30s, 87½; Susq. Canal bonds, 74; Penn. and New York 7s, 103; Philadelphia and Reading Gen'l mort., 7s, reg., 105; do. coupon, 103; do. 6s, 1848-'80, 100; do. 7s, new, conv., 104½; do. 7s, 1893, 105; Allegheny Valley 7 3-10s, 92; Pittsburg, Cincinnati and St. Louis 7s, 69; Lehigh Valley 7s, 102½; Wilming-

ton and Reading 7s, 87¼; West Jersey R. R., 50; do. 1st mort. 6s, 95¾; Elmira and Williamsport 5s, 60; Cape May and Millville 7s, 95; Ithaca and Athens 7s, 96; Huntingdon and Broad Top Mt. pref., 17½; 2d mort., 93; Pennsylvania R. R. div. scrip, 99¼; Catawissa R. R., 17½; do. new pref., 84¾; Schuylkill Nav. div., scrip., 82; Pennsylvania State 5s, 100½. The latest quotations are: City 6s, 100⅛@100½; do. free of tax, 102⅞@103; Pennsylvania State 6s, 2d series, 105¾@106; do. 3d series, 109½@110; Philadelphia and Reading 57⅝@57⅞; do. Gen'l mort. 7s, coup., 102¾@102¾; do. reg., 104@105; do mort. 6s, 1880, 98@100; do. new, conv., 104¼@104½; do. 7s, 1893, 105@—; United New Jersey R. R. and Canal Co., 124@124½; Camden and Amboy mort. 6s, 1889, 97¾@98½; Pennsylvania R. R., 51⅝@51⅞; do. div. scrip, 99@99¼; do. 1st mort., 101½@102; do. 2d mort., 102@102¼; do. general mort. coupon, 89½@90¼; do. reg., 92¾@93¼; Little Schuylkill R. R., 46½@46¾; Morris Canal, 50@52; do. pref. 120@122; do. 6s, 96@—; Susquehanna Canal, 5@9; do. 6s, 73½@76; Schuylkill Nav., 6@6½; do. pref., 12⅝@13; do. 6s, 1882, 74¾@75¼; do. 1872, 84@—; Elmira and Williamsport pref., 37½@39; do. 7s, 1873, 97@100; do. 5s, 60@60; Lehigh Coal and Navigation, 45⅝@45¾; do. 6s, 1884, 94@95; do. R. R. Loan, 95@96; do. Gold Loan, 96½@97; North Pennsylvania, 46¼@46¾; do. 6s, 99@100; do., 7s, 102@102½; do. Chattle 10s, 109@112; Philadelphia and Erie, 20¾@21¼; do. 6s, 92@93; do. 7s, 87¼@87½; Minehill, 51½@52; Catawissa, 17@17⅞; do. pref. 42½@43; do. 7s, 1900, 101@102; Lehigh Valley, 61@61½; do. 6s, new coupon, 99@100; do. reg., 100@101; do. 7s, 102@102½; Fifth and Sixth streets (horse,) 52½@—; Second and Third, 62@62; Thirteenth and Fifteenth, 21@22; Spruce and Pine, 28@30; Green and Coates 48@52; Chestnut and Walnut, 59½@60½; Hestonville, 21½@22 Germantown, 30@38.

Boston.—Cincinnati, Sandusky and Cleveland R. R., 97⅛; Atchison Topeka and Santa Fe R. R., 12½; do. 1st mort. gold, 61¾; Rutland scrip, No. 5, 83; do. 7s, 75; Norwich and Worcester R. R., 128; Summit Branch, 36½; Worcester and Nashua R. R., 125½; Ind., Cin. and Laf. R. R., 7; do. scrip, equip., 95; Middlesex Central R. R., 85; Eastern (N. H.) R. R., 70; Concord and Portsmouth R. R. 112; Burlington and Missouri River R. R. in Iowa, 101½; do. in Nebraska, 63½; do. 8s, in Nebraska, old, 1894, 99½; do. new, 96; Chicago, Burlington and Quincy 7s, 1903, 96½; Boston and Maine 7s, 1893, 103½; Detroit and Bay City 1st mort. 8s, guar., 99; Ottawa, Oswego and Fox River 8s, 99¼; Boston and Albany 7s, 105½; Grand River Valley 2d mort. 8s, 1879, guar., 96; Michigan Central 8s, 1890, 104¼; Old Colony 7s, 1877, reg., 102½; Greenville and Columbia 7s, 1887, 65; Cedar Rapids and Missouri 7s, 1916, 82½; Michigan Air-Line 8s, 1890, 101¼; Carthage and Burlington 8s, 98¼; Jackson, Lansing and Saginaw 8s, guar., 99⅝; Eastern R. R., 6s, 1874, 99; Iowa Falls and Sioux City 7s, 1917, 82⅜; Caty Imp., 8½; Boston Water Power Co., 15½; Brookline Land, 5½; Waverly Land, 4; New Hampshire 6s, 1901, 99⅛; Massachusetts 5s, 1893, gold, 100¼; Boston 6s, 1879, reg., 98; do. 1876, currency, 99; do. 1874, 99⅛; do. 5s, 1885, gold, 94¼; Chicago 7s, 99¼; do. 6s, 92¾; Hartford 6s, 1879, 97; Fitchburg 6s, 1893, 94; Portland 6s, 1882, 95; St. Louis 6s, 1888, 88⅞; Cincinnati 7 3-10s, 1878, 101½; Lowell 6s, 1890, 95½; Charlestown 6s, 1888, 97; Brooklyn 6s, 1891, 92⅞; Allouez Mining Co., 7; Calumet and Hecla, 141; Oceola, 37; Phœnix, 15; Pontiac, 50c.; Pewabic, 7¾; Petherick, 2⅜; Rockland, 1¾; St. Clair, 2¾; Star, 1½; Superior, 20c.

Baltimore.—Virginia and Tennessee 8s, 82; Orange, Alex. and Manassas 7s, 80½; Northern Central 6s, 1900, gold, 90⅞; Central Ohio 1st mort., 88½; Richmond and Danville 1st mort., 69¾; Atlanta and Richmond Air-line 8s, 61; Orange and Alexandria 3d mort. 8s, 82; do. 4th mort. 8s, 75; Western Maryland 3d mort. guar. 95; Wilmington, Columbia and Augusta 7s, 70¾; Virginia Central 6s, 66; Wilmington and Weldon R. R., 68. The latest quotations are: Wilmington, Columbia and Augusta bonds, 69@71; Pittsburg and Connellsville 7s, 1898, 90@90½; Baltimore and Ohio, 173@175; do. 6s, 1875, 99¾@101; do. 1880, 99@100; do., 1885, 99½@100½; Parkersburg Branch, 5½@5½; Northern Central, 88⅜@88¾; do. 6s, 1885, 91½@93; do. 1900, 89@91; do., 6s, 1900 gold, 90⅞@91; N. W. Va. 3d mort., 1885, 92@95; Marietta and Cincinnati 1st mort. 7s, 1892, 101½@101¾; do. 2d mort., 7s, 89@91; do., 3d mort., 8s, 79@80; Central Ohio, 40½@42; do. pref., 40@41½; do. 1st mort., 88@88¼; Western Md., 1@8⅞; do. 1st mort. 6s, 1890, 75@—; do. 1st mort. guar., 95¾@—; do. 2d mort. guar., 95@—; do. 3d mort., guar., 95@95; do. 2d mort. pref., 60@69; do., 2d mort. guar. by Washington Co., 80@82; Richmond and Danville 1st mort., 69@69¾; Orange and Alexandria 1st mort. 6s, 85@90; do., 2d mort. 6s, 78@82; do., 3d mort. 8s, 82@84; do., 4th mort. 8s, 75@77; Orange, Alex. and Manassas 7s, 80@81; Virginia and Tennessee 1st mort. 6s, —@—; do., 2d mort. 6s, 68½@—; do. 8s, 82@—; Baltimore 6s, 1875, 99½@100½; do., 1884, 98¾@99; do. 1886, 98¾@99; do. 1890, 99⅜@99½; do., 1893, 99½@—; do. 1893, exempt, 101@102; do., 1900, exempt, 99@99½; do. 1900 new, 98@99; do. 1902, 98¾@99; Memphis City 6s, 50@50; Maryland Defense Loan, 1883, 105@105¾; Virginia 6s, old, 35@40; do. new, 43@50; do. consol. 6s, 51¾@52; do. coupons, 77@77½; West Virginia, 11½@12; City Passenger R. R., 16@17¾; George's Creek Coal, 125@140.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending February 21, at 206,422 tons, and for the coal year 1,911,988 tons, against 2,131,024 tons to corresponding time last year, being a decrease of 220,036 tons. The bituminous tonnage for the week is 41,898 tons, and for the year 271,064 tons, giving a total of all kinds for the week of 248,320 tons, and for the year of 2,203,052 tons, against 2,386,004 tons to same time last year, being a decrease of 122,952 tons.

☞ A circular from the president's office states that in order to simplify the accounts and perfect the organization, the Canada Southern, Chicago and Canada Southern, Toledo, Canada Southern and Detroit, and Michigan Midland and Canada Railways will hereafter be known as the Canada Southern Railway Line, and will be operated under one organization.

BANKING-HOUSE OF FISK & HATCH.
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We buy and sell Government Bonds and Gold at current market rates; buy Gold Coupons; buy and sell Stocks and Bonds at the Stock Exchange on Commission for cash; receive Deposits, and allow interest at the rate of four per cent; make Collections, and transact a general Banking and Financial business.

We also deal in the Central Pacific and Western Pacific Gold Bonds, which, at present prices, are very desirable for investment.

We are also selling the Central Pacific Gold Six Per Cent. Land Bonds at 85 and accrued interest.

The continued scarcity of Government Bonds, with steadily advancing prices, is increasing the demand for the best class of railroad securities for investment at current rates.

FISK & HATCH.

☞ The following gentlemen have been elected directors of the Cleveland, Columbus, Cincinnati and Indianapolis Railroad Company: J. H. Devereaux, H. B. Hurlbut, R. P. Ranney, L. M. Hubby, W. S. Otis, R. M. Shoemaker, W. H. Upson, H. E. Parsons, P. H. Watson, S. L. M. Barlow, William Butler Duncan, Stillman Witt, and F. Schuchardt. Very nearly the entire capital stock was voted, there being $13,500,000 out of $15,000,000.

☞ The estimated earnings of the Erie Railway Company for the week ending February 23, are $383,881, and since January 1, $2,506,366 an increase over the corresponding period of the previous year of $131,772.

☞ An extra half-yearly dividend of two per cent has been declared by the New York and Harlem Railroad Company on their city traffic below 42nd Street, payable April 1.

☞ Thomas D. Messler has been re elected President, and F. M. Hutchinson Secretary and Treasurer of the Lawrence Railroad Company. The business for the past year has been very satisfactory to the stockholders, enabling the company to lay aside a surplus of 2¾ per cent on the stock, after having paid quarterly dividends at the rate of ten per cent per annum.

☞ The corporators of the Air Line Railroad from Annapolis to Baltimore are: I. M. Denson, General R. H. Carr, F. C. Crowley, and Thomas Coburn of Baltimore; Charles L. Nicolai, of Baltimore county; A. W. Wells, and Thomas C. Boone, of Anne Arundel county, and Lester Hitchcock, W. D. Colt, and C. J. R. Thorpe, of New York.

☞ The officers of the Baltimore, Pittsburg and Chicago Railroad Company, recently elected, are: President, Walter C. Quincy; treasurer, H. J. James; secretary, Wm. Wing; chief engineer, James L. Randolph; directors, Wm. Keyser, John Tyrell, and James Walsh.

☞ The officers of the Lehigh Coal and Navigation Company, recently elected, are: President, E. W. Clark. Managers—Francis R. Cope, Francis C. Yarnall, Fisher Hazard, Charles Parrish, George F. Tyler, Philip C. Garret, Charles Wheeler, George Whitney, Alexander Biddle, John Leisenring, Samuel Thomas.

☞ The Lake Erie, Alliance and Wheeling Railroad Company, with a capital stock of $2,000,000, has filed a certificate of incorporation with the Secretary of State of Ohio. The route is from Painesville, through Lake, Geauga, Trumbull, Portage, Mahoning, Stark, Carroll, Harrison and Belmont counties, to Bridgeport, opposite Wheeling. The corporators are Hugh Blakely, Samuel Brooks, O. N. Heckman, L. L. Sanborn and Isaac N. Ross.

☞ The Pawtucket Valley Railroad, which is being built from River Point, on the Hartford, Providence and Fishkill Railroad, to Hope Village, R. I., through a manufacturing country, has been leased to the Hartford, Providence and Fishkill road for five years. There is a project for extending this road through Rhode Island to Danielsonville.

☞ The contractor has commenced to lay the tracks of the Watchung, Railroad, which runs from Orange to Woodside, and there connects with the Midland Railroad. The road will be completed by April 1.

☞ The Pennsylvania Company gives notice that the third and final instalment of 25 per cent, being $12 50 per share upon the new stock of 1873, will be due and payable between May 1st and 18th next.

THE ILLINOIS CENTRAL RAILROAD COMpany offers par and a premium of one per cent. (101 per cent.), with accrued interest, for any of its construction mortgage bonds presented for prepayment prior to July 1, 1874, at its office in New York.

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Assistant Treasurer.

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They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

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Drawings and specifications of apparatus, either stationary or portable, will be furnished on application.

67,112 miles of Railroad in the United States use annually over twenty-six million Ties for renewing those destroyed by decay.

The preservation of wood from decay and the attacks of marine worms, has been largely practiced in Europe for thirty years; and with such success that the use of natural wood is now the exception; and of all the various methods that have been employed, that in which creosote oil was used, has best endured the test of time.

This Company, benefiting by the thirty years' practical experience in the use of creosote oil abroad, offer to the public a system of application which is adapted to the wants of our own country, in that green wood can be rapidly and thoroughly treated, even better than dry, and the application of the oil, in connection with the use of moderate heat, be made more uniform and effective than is possible by any other means.

Experience has demonstrated that creosote or dead oil is the only substance by which wood can be treated so as to certainly resist the attacks of marine worms.

Creosoted wood exposed in Charleston Harbor was not attacked by the teredo, while natural wood attached to it was completely honey-combed.

It is confidently asserted that Railroad Ties creosoted will outlast three sets of ordinary Ties, and that creosoted Paving Blocks being beyond the reach of decay, will last as long as stone, with all the advantages of an elastic roadway, beauty and economy of construction.

The economy in the use of creosoted wood, where the term of service is trebled, is measured by adding to the wood used, the cost of the labor expended in construction, and the loss of time spent in replacing the structure, when either decay or attacks of marine worms destroy it.

The system of Seely and Pelton, employed by this Company, has been fully examined and indorsed by Gen. McClellan, Gen. Barnes, Gen. Babcock, Rob't Harris, C. B. & Q. R. R., Prof. Silliman, Capt. Eads, Gen. Cram, Gen Humphreys, Gen. Meigs, Gen. Belknap, Prof. Chandler, Gen. Gilmore, Gen. Newton, A. B. Mullet, C. H. Haswell.

It has been used by the U. S. Government upon the Dykes of the St. Clair Flats, and upon Gun Platforms for the fortifications on the Atlantic coast; upon pavements in New York and Pittsburgh, by the Department of Docks of the City of New York and the Board of Public Works of the District of Columbia.

Detailed information can be obtained and specimens of creosoted wood examined at the office of the Company.

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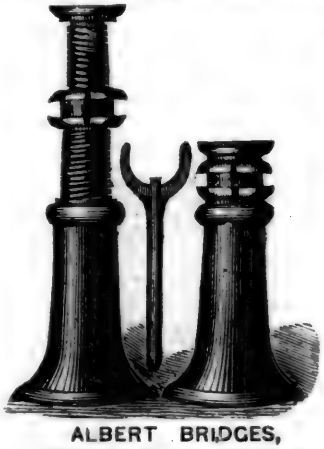
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American Railroad Journal.

New York, Saturday, March 14, 1874.

Shall the Government go into the Railroad Business?

Over a large portion of the country, territorially considered, there is considerable discontent, because the resident population are so far from market. It is a matter of complaint with the inhabitants of the Upper Mississippi basin, that what they raise has to be sold, for the most part, on the Atlantic Coast, or in Europe; and in either case, has to be carried to Eastern seaports at a cost very heavy in proportion to its first or its ultimate value; and the same people have their shoes, their clothing, their groceries, and a large part of their implements and machinery made in the Eastern States or in Europe, which, in their turn, have to be carried back long distances to the same producers whose products pass them in a return current. Land carriage must be relied on, more or less, to keep up this continual system of long range exchanges; for the Lake water-course, on the North, is frozen up, or hazardous, for full half the year; while the natural drainage down the Mississippi stream to the Gulf leads to the tropical climes where, between the heat and the circuitous delay, many of these field products are spoiled. The farmers, and through them their politicians, complain of this dispensation of the geography and climates and call upon government to provide, out of general taxation, a special artificial remedy for this untoward state of things.

It is true the seasons have not changed much, nor have the rivers changed their course since these complainants settled in that fertile valley. They went there invited and tempted by the rich soil and cheap lands, expecting to be able to undersell, or at any rate compete in the same markets on the seaboard, with the owners of higher-priced lands to the eastward of them. They have in a measure failed in this speculation, and now ask that the people at large come to their rescue with some appliance which shall counteract the barriers of distance and climate which they deliberately imposed upon themselves. In the words of Senator Ramsey, of Minnesota:

"The annual products of Minnesota were over 22,000,000 bushels of wheat, upon which the average freight to New York was about fifty-seven cents per bushel in Winter, and forty cents per bushel in Summer. If grain could be moved at half these rates, it would add nearly $8,000,000 to the annual income of his State. The same might be said in regard to all States of the Mississippi Valley."

Shall the government undertake to put these settlers on lands bought at $1.25 per acre, on the same footing, in the grain markets of the world, as the farmers of the Genesee Valley who have to pay $125 per acre for wheat lands? If yes; then how long will it be before the New York State farmer will be appealing for a government railroad to carry *his* grain also? The stock-raisers of Kansas and Missouri want a government railroad so that their herded steers will sell for as much on the plains, as the Kentucky blue-grass farmer can get for his steers fattened on land which cost $100 per acre, and within fences which cost $20 per acre in addition.

Now the true remedy for the distress of the far-western farmer does not lie, as he supposes, through an act of Congress, or from getting the government to carry his wares back and forth at less than public competition will do it—the difference, of course, to come out of the pockets of the taxpayers. That only increases the difficulty, since every other community will naturally put forward a claim for government help. If Chicago and Milwaukee get any benefits from a government road, then Indianapolis and Saint Louis will want one; and if they get it, Cincinnati and Louisville will want another; and so on. The ultimate solution of the difficulty is to be found in increasing the home consumption at the West. This can only be done by encouraging manufactures; and this takes time. But it will have to be done, or the people of the far-West must migrate, or else live much more frugally. There is a natural absurdity in raising products which have to be sold four thousand miles away; and buying at a similar distance, every species of commodity. The hides of Iowa beasts should be tanned and turned into shoes where they grow; and since food of all kinds is cheapest there, if anything must be shipped over long distances by land carriage it should be the finished fabric—not the raw material. So of the cotton, the hemp and the implements. No nation can afford the continual waste and loss of so much cartage backward and forward; it ought not to repay profit—and considering that we are pitting high labor and rich, virgin soil against the ill paid and ill fed labor of the old world, it is not surprising that it breaks down in the attempt.

Competition, if left free, may be depended upon to reduce the cost of carriage to the lowest profitable point. Can government go lower? Not without recourse to taxation. But does the government do anything cheaper than private parties? The query needs no answer. A government railroad would speedily resolve itself into a political machine; its officers would degenerate into a set of plunderers, and the opportunities for corruption and favoritism would surpass anything which the custom house or post office service have developed. Is there any reasonable doubt of this?

But aside from the injustice of the measure in taxing all for the benefit of one section; its partiality in enabling the people of one State to compete against and damage the property of those of other States; the inevitable corruption and favoritism it would engender; the fact that when once embarked upon this scheme there is no assignable end to it, until government has run a public railroad into every man's back-yard, is reason enough why government in this matter, as in telegraphs and manufactures, should keep hands off. The

amount of benefit which may accrue to a portion of the country is at best conjectural, and slight; but the amount of injury, evil and ruin to be wrought is positive and appalling.

☞ The James River and Kanawha Canal Company have determined to extend the canal from Buchanan to Clifton forge, a station on the Chesapeake and Ohio Railroad, in Alleghany county. For this purpose they are now applying to the Legislature for authority to issue bonds to the amount of $2,000,000.

Lehigh Coal and Navigation Company.

The Board of Managers respectfully submit their report for the year 1873, as follows, viz:

Revenue from railroads	$1,174,081 04
Revenue from canals	326,753 19
Net profit on 561,240 tons Lehigh coal	200,546 89
Net profit on 157,680 tons Wyoming coal	67,056 59
Net profit on 190,938 tons Plymouth coal	19,890 32
Royalty on coal mined by lessees	46,787 02
Net profit on real estate sold	21,150 12
Net profit from rents	72,123 40
Miscellaneous receipts	18,114 60
Total	$1,946,503 17
Less general expenses	$98,095 92
Less rent and taxes Nesquehoning Valley Railroad	136,500 00
Less rent and taxes Delaware Division Canal	188,701 40
Taxes chargeable to canals, $6,273 85	
Taxes chargeable to coal and coal lands	79,966 73
Taxes on interest	40,310 93
Taxes on capital stock	12,717 15
Taxes on landed property and improvements	14,138 00
	153,406 66
Balance of interest account for 1873	1,405,180 14
Total	$1,981,884 12
	1,946,503 17
Deficit	$35,380 95

The coal tonnage on the Lehigh and Susquehanna Railroad and Lehigh Canal, compared with that of 1872, was as follows, viz:

From the	1873. Tons.	1872. Tons.
Wyoming region	1,812,021	1,497,304
Upper Lehigh region	200,381	205,018
Hazleton region	207,723	241,700
Beaver Meadow region, via Nesquehoning Valley R. R.	346,752	168,094
Beaver Meadow region, via Lehigh Valley Railroad	53,594	109,787
Mahanoy region	20,891	13,331
Lehigh Coal and Navigation Company's Lehigh mines	523,071	549,115
Sundry shippers	11,847	8,400
Total	3,176,280	2,792,705
Distributed as follows:		
Delivered east of Mauch Chunk by railroad	2,062,878	1,672,832
Delivered east of Mauch Chunk by canal	736,253	767,094
Consumed along the line above Mauch Chunk	85,591	75,259
Delivered to connecting lines in Wyoming Valley	248,414	232,104
Delivered to Lehigh Valley Railroad at Packerton	25,054	15,801
Increased stock at Hazardville	18,091	29,615
	3,176,280	2,792,605
Showing an increase of	383,575	

The production of the company's mines was as follows:

From the	1873. Tons.	1872. Tons.
Summit Mines	451,540	498,866
Room Run Mines	74,074	67,858
Newport Mines	157,195	102,263
Plymouth Mines	190,938	130,667
Greenwood Mines	35,617	.....
Total	909,373	799,654
Shipped by railroad	549 524	434,883
Shipped by canal	325,945	309,534
Sold at mines & Mauch Chunk, used at planes, etc	10,524	22,844
In stock at Hazardville and elsewhere	23,380	32,393
Total	909,373	799,654
Showing an increase of	109,719	
From mines under lease:		
From Sugar Notch mines, Wilkesbarre Coal and Iron Company lessee	124,467	112,667
From Cook estate, Wilkesbarre Coal & Iron Company lessee	47,313	41,973
From Greenwood mines, E. Borda lessee	.....	60,596
Total	171,780	215,236

The foregoing statements show an increased volume of business compared with the previous year, and at more remunerative prices.

The gain in revenue has been $518,073 96, while the charges have increased $277,528 57, the interest account having been very heavy during the past year.

The revenue from the company's railroads show a very gratifying increase over the previous year.

The receipts from passengers have but slightly increased, and there has been a considerable loss in freight earnings, but the gain in receipts from the transportation of coal amounted to $1,043,358 14, or over 56 per cent. This is due partly to an increase in rate per ton charged and partly to a gain in tonnage. The gain from the Wyoming region was 314,717 tons, and from the Beaver Meadow region 178,658 tons, and the total increase was 562,629 tons, and would have been much larger if the market could have taken the coal.

The transportation charge during the last 5 years has been:

	Per ton.	Per mile.
1869 an average of 64.17 miles	1.28	0.02
1870 an average of 63.75 miles	1.05	.01 65-100
1871 an average of 66.07 miles	1.13	.01 71-100
1872 an average of 60.55 miles	.78	.01 29-100
1873 an average of 59.19 miles	.99-44	.01 68-100

The lessee has expended, with our concurrence, a large sum in double tracking the road, and in otherwise increasing its capacity for business.

A portion of the double track is now in use, and before the close of the present year nearly the whole line from Penobscot to Easton, excepting the sixteen miles between Penn Haven and White Haven, will have been double tracked.

The canals opened for business on the 1st of April and were closed by ice on the 5th of December.

Navigation was suspended for ten days in August by a break in the Delaware Division Canal, and seven days in October by high water in the river Delaware. The amount of coal transported was 4,481 tons less than in the previous year, but as tolls were higher than during that year, the net earnings show an increase of $36,084 68.

The production of our Summit mines shows a small decrease from 1872. There was an unexpected delay in completing improvements, and some of the old mines gave out in the Spring before new ones were ready to supply their places, and this was not remedied until October, when the demand fell off, owing to the prostration of the iron and other industries using hard coal, so that during that and the following month we were unable to work our Lehigh mines more than half time. We operated during the year but one of our Newport breakers, with a production of 157,680 tons, and the very satisfactory profit of $67,056 59.

The leased mines at Plymouth operated by the company were in much better condition than in 1872, and yielded a profit of $19,890 32 over the rent paid to the land owners.

The demand for the softer anthracites continued until the close of navigation, and the October and November production of our Newport and Plymouth mines was large, and the shipments of coal from these and other mines in the Wyoming region made the receipts of the railroad very heavy in the last quarter of the year. They would have been still larger if the demand for Lehigh coal had not suddenly fallen off.

During the greater part of the year the company was compelled to pay very high rates on its floating debt. The competition among borrowers, principally railroad companies, for money offered for tempoary loan, forced rates up very high during the winter and spring; and while rates were comparatively low in the summer, the supply did not at any time during the year exceed the wants of borrowers. When the panic checked negotiations in the middle of September our floating debt was at its maximum, and great difficulty was experienced in meeting maturing obligations.

The cash resources of the company, the large revenue from the very profitable business of September, and the still large but greatly reduced business of October, supplemented by the sale of over 9,000 shares of stock owned by the company, with partial renewals of maturing obligations, carried us forward for some weeks, and when these means were exhausted the board resolved to present no obstacle to the conversion into stock of the convertible loan due in 1882, of which a large amount was pledged for maturing and demand obligations. Some conversions were made and the stock sold by parties to whom we were indebted, when the board deemed it best to control the conversions and sales were practicable, and succeeded generally in doing so. The total amount of loan converted was $595,000 into 12,110 shares of stock of which 10,700 shares were sold at an average of about $25 50. The remaining 1,340 shares were redeemed and are now held by the company. The 9,417 shares held in the contingent fund and first sold, cost in 1867 and previously about $57 50 per share. The total loss on all the stock sold was $567,634 64, and the amount of stock now outstanding is 187,807 shares, of the par value of $9,390,350. The panic caught us in the midst of a large and very profitable business and materially checked it, thereby reducing the profits of the year. The high rates for money all the year, particularly in the spring and fall, added largely to the interest charge, which on the floating debt exceeded half a million of dollars. Notwithstanding these drawbacks the revenue very nearly met the interest and expenses of the year. The board has been at all times anxious to fund the floating debt, always a source of danger to the company. The policy inaugurated many years ago of keeping the amount of stock smaller than the indebtedness was profitable during prosperous periods, but a source of embarrassment when coal interests were depressed. While the interest on existing indebtedness was earned with difficulty, it was not practicable either to increase the stock basis or to sell more bonds at reasonable prices. The property of the company was large and valuable, but its very magnitude was a source of danger, as large expenditures were necessary to make it remunerative. Bonds could not be sold until the payment of interest was certain, and this could not be established until the property was developed. This required large expenditures of money, and as a necessity a floating debt was incurred, which continued to increase as our expectations of revenue were disappointed by floods or the frequent disturbance of the money market and business interests during the past five or six years. At the time of the recent panic the busi-

ness of our railroads seemed well established, and the revenue therefrom likely to meet fully our expectations. After long delays our mines were at last in condition to make ample returns, but the utter prostration of business by the panic threatened to defer prosperity to another year, and the board, feeling the importance of retiring the floating debt without further delay, determined to seek relief by the sale of the company's coal lands in the Wyoming region, which not being largely developed, were producing but a small revenue. After long negotiations a sale was finally effected to the Honey Brook Coal Company (controlled by the Central Railroad Company of New Jersey) at the rate of $700 per acre for the coal area, the improvements and personal property to be taken at a valuation. This sale was followed so soon by the lease of our Lehigh coal lands, and a contract for the maintenance and operation of our canals, that it was substantially one negotiation. As the Central Railroad Company were already operating our railroads, the control they had just acquired of our canals and of our coal lands by their coal organization put them in possession of nearly all of our property. For the railroad they pay us, under the lease executed March 31, 1871, one-third of the gross receipts. The Wyoming lands, improvements, leases, and personal property were sold for $4,728,803 63, and the proceeds will be applied to the reduction of our funded and floating debt.

From the lease of our coal lands we are to receive a minimum rent of $500,000 under any and all circumstances, also $18,000 a year rent of miners' houses, also five cents per ton on coal and other freights, and five cents on each passenger passing through the Nesquehoning tunnel. All taxes on the property, rents, coal and business are to be paid by the lessees, but not the State tax on this company as a transporting company owning coal lands. They are required to press forward vigorously the mining improvements now in progress, and to commence others, so that there shall be mined 900,000 tons in 1877, and 1,000,000 tons in 1878 and thereafter, and the royalty on that tonnage is to be paid whether the coal is mined or not. The royalty agreed upon is 21 per cent of the price realized at Mauch Chunk from sales of the coal, and when the amount of rent at this rate exceeds the previous payments under the minimum clause, the excess must be paid to us. During the first two or three years of the lease the payments will probably be in excess of the rent credited to us, but when the property is more fully developed there should be a considerable excess over the minimum coming to us.

From the canal, including water rents not heretofore credited to canal earnings, we are to receive a net revenue of $200,000 per annum, without liability on our part to loss from freshets. The amount of water rents collected in 1873 was $18,530, credited to rents.

We estimate the revenue for 1874 as follows:

Railroad 1873, $1,150,000; say 1874	$1,200,000
Coal lands	500,000
Canals	200,000
Rent of houses, tunnel tolls, etc., at least	75,000
	$1,975,000
The interest on funded and floating debt and rent of Nesquehoning Valley Railroad, taxes on rent, and interest are not likely to exceed	1,000,000
From this balance of	$975,000

must be deducted the general expenses, taxes, a sinking fund of perhaps 10 cents a ton to represent the exhaustion of the Lehigh coal property, and the remainder will be available to pay dividends, which may with propriety be resumed at an early date at eight (8) per cent per annum, with a prospect of an increased rate before many years. As the stockholders fixed by the authority of a special act of the Legislature the fourth Tuesdays of May and November as the days for declaring dividends, the retiring board cannot with propriety take any action on the subject.

In the near future the reserve of the company ought to increase largely. There has been a regular increase in the receipts of the railroad since the opening of the Lehigh and Susquehanna road in 1868, excepting in 1872, when rates of transportation were unreasonably low.

The receipts were:

In 1868	$1,352,239 94
In 1869	2,000,488 27
In 1870	2,157,690 22
In 1871	2,573,806 51
In 1872	2,431,366 50
In 1873	3,450,910 89

The mining improvements in progress on the properties in the Wyoming, Beaver Meadow and Lehigh regions tributary to the railroad ensure a continued increase in coal tonnage and with it an increase in gross receipts. The minimum rent of the Lehigh coal property will exceed $500,000 in 1877, and thereafter by the operation of the lease, without an increased price for coal; and as the amount of anthracite in this country is limited, and we are rapidly approaching the maximum production, we may reasonably look for an increase in price within a few years.

The profit and loss per cent was, on Jan. 1, 1873		$3,479,415 63
We have deducted the amount credited in the revaluation of the Wyoming lands in 1871	892 111 49	
Leaving to the credit of what we will call the old profit and loss per cent		$2,587,304 14
The cost to the company of the Wyoming lands at the time of the sale (after deducting the estimated but not realized profit in the revaluation in 1871) was		$2,070,037 45
Add improvements, leases, personal property, etc.	1,192,667 10	
		$3,262,704 55
Sold for	4,728,803 63	
Profit realized		$1,466,099 08
which includes the profit on Wilkesbarre Coal and Iron stock sold in 1869, and is a return to the company of the amount expended in interest on the purchase money paid out in 1869 and previously.		
From this profit we have deducted the loss on stock sold during the panic	$567,634 64	
Loss on the business of 1873	35,380 95	
	603,015 59	
		$863,083 49

A large amount of mining and canal equipment and other personal property has been sold to the Central Railroad Company and to the coal company, the returns for which are not all in. We have closed our coal business in midwinter with a large stock on hand. We must pay the accrued interest to January 1, 1874, on obligations assumed by the railroad and coal company. These settlements will result in an aggregate loss of perhaps $250,000, which it is proposed to deduct from the above balance, and the remainder will constitute a dividend fund to which the revenue of the year will be credited and the interest and dividends charged and the balance carried forward to next year.

The purchase money of the coal property		$4,729,330 23
was to be paid in short notes	$500,000	
Lehigh Coal and Navigation Co. bonds assumed, old gold loan, 1897	500,000	
Lehigh Coal and Navigation convertible gold loan, 1894	856,000	
	1,856,000 00	
The balance of		$2,873,330 26

is payable in bonds of the coal company, interest at 7 per cent, endorsed principal and interest by the Central Railroad Company of New Jersey at 90 per cent.

We have agreed to pay the Central Railroad Company in these bonds at the same price, $750 000, on accoun of advances on construction account, and there will remain $2,359,000 in bonds, which it is proposed to sell and apply the proceeds towards the extinguishment of the floating debt. There will then remain less than a million of dollars of this date, which will be funded by the sale of some of the company's bonds, of which we hold:

Convertible loan due 1882	$1,194,000
And there will be available of the consolidated 7 per cent bonds about	2,800,000

after the cancellation by the trustee of over two millions to be purchased with part of the proceeds of the sale of the Wyoming lands.

After closing all of these important negotiations and paying the floating debt, there will remain very little business to be done except the collection of rents and the payment of interest and dividends.

By order of the Board of Managers of the Lehigh Coal and Navigation Company.

E. W. CLARK, President.

Improved Shifting Engine.

A new improvement on the shifting engines on the Pennsylvania Railroad has been introduced, and are in great favor with those running them, and fully meet the expectations of the company at whose shops in Altoona they were constructed. The ordinary tankless "dinkey" has to be supplied three times a day with coal and water, while enough fuel can be stored in the tank of the improved engine to last three days, and water enough to supply the necessary steam for a day and a half. The engine is also supplied with the steam bell, an invention perfected at the shops of the Pennsylvania Railroad Company. By pulling an apparatus in the cabin by the engineer the bell rings and continues to do so until he pushes it back to its natural position. The tank of the tender connected with the engine has a capacity of 1,200 gallons of water and about three tons of coal. The engineer is also enabled from his position to see the brakeman while coupling, which has a tendency to diminish accidents.

Financial Condition of Texas.

According to a recent statement of the Governor, the entire bonded debt of Texas is put at $1,661,131; due to school fund, $806,306; floating debt, $500,000, while there is a claim in New York, on bonds deposited as collaterals, to the amount of about $400,000, and unadjusted railroad claims for subsidies that will not exceed $3,000,000. The estimates for the year are $80,700 for March and September interest, $108,616 for frontier defenses, $500,000 to cover unpaid appropriations of last year, and as much more to meet the ordinary expenses of this year. The treasury has a trifle over $36,000 in cash, while the remainder is to be made up from $802,790 of unpaid taxes for the present year.

☞ Two hundred and twenty-five tons of semi-bituminous coal are consumed every twenty-four hours at the rolling mill of the Baltimore and Ohio Railroad Company in Cumberland, Md., and 600 men are now at work on full time in and about the same mill.

☞ The Kansas Legislature has passed a bill authorizing railroad companies in that State to issue preferred stock.

Northern (Canada) Railway.

From the report of the directors of this company, which was presented at the annual meeting of the shareholders held in Toronto on the 18th ult., we learn that the gross receipts for the year ending December 31, 1873, of the Main Line, have been $841,588 62 (£172,929 3s 4d stg.) against $857,954 09 (£176,291 18s 8d stg.) in 1872, showing a decline of $16,365 47 (£3,362 15s 4d stg.) or at the rate of 1.90 per cent. The earnings of the Leased Lines for the year have amounted to $60,222 91 (£12,374 11s 5d stg.) which, added to the receipts of the Main Line, as above, gives an aggregate gross revenue of $901,811 53 (£185,303 14s 9d stg.). The ordinary working expenses of the year have been $590,023 90 (£121,237 15s 9d stg.) as against $528,509 88 (£108,597 18s 4d stg.) in 1872, giving for the year 1873 a rate on gross receipts of 64.42 per cent., being an increase of 6.86 per cent on the rate of 1872. The expenditure upon works of extension in buildings, rolling stock and general equipments, ordinarily charged to capital, has amounted to $186,092 02 (£38,238 2s 8d stg.) of which $114,800 47 (£23,589 2s 9d stg.) has been charged against 1873, and $71,291 55 (£14,648 18s 10d stg.) has been carried forward to 1874. The net revenue carried to the account of interest of the company's debentures has amounted to $196,987 16 (£40,476 16s 8d stg.), which, with balance brought forward from last year, &c., made an available sum of $200,573 55 (£41,213 14s 10d stg.), of which $199,466 47, (£40,986 5s 4d stg.) was appropriated to payment of all dividends accruing due, leaving a balance of $1,107 08, (£227 9s 6d stg.) to be carried forward to 1874. The report continues:

The leased lines of the Northern Extension Railways Company now in traffic operation, represent a mileage of 56 miles, viz: from Collingwood to Meaford 20.30 miles, and from Barrie to Washago 35.50 miles. The traffic upon these lines has sensibly increased, while their contributions in freight and passengers to the main line have been very satisfactory, notwithstanding that the system is yet incomplete, and the objective and most valuable point (Gravenhurst) 16 miles from Washago, has yet to be reached, and, notwithstanding also, that as lessee, this company has been unable to afford to the branches such a supply of rolling stock and train service as their traffic requires. Upon this point your directors have received very pressing and earnest appeals from the directors of the Extensions Company, for as, under the terms of the lease, a direct financial interest in the earnings of their lines, (thirty-five per cent of which belong to them), they urge that the inability of the Northern fully to stock and run their lines necessarily results in loss of revenue to the proprietors, a condition of things which they declare to be an infraction of the terms of the lease, and for which, if it continues, they intimate a claim.

Under the powers of Act 35 Vic. cap. 66, and with a view to expediting the completion of the line to Gravenhurst, this company has recently enlarged its guarantee of interest upon the authorized issue of debentures made on the security of the extension lines, and the works between Washago and Gravenhurst (a length of 16 miles) are now in progress. The importance of carrying railway service to a connection with the waters of Muskoka District, and thus with its great timber territory, cannot be over estimated, whether in relation to the development and settlement of that district, to the commerce of the country, or to the interests of this railway. Your directors accordingly learn with regret that the present resources of the Extension Company are not such as ensure an early completion of the division in question, although there seems to be no doubt that the road-bed will be ready for track-laying during the ensuing season. It is, however, at present beyond both legal and financial powers of this company to extend aid to that important and promising undertaking, however beneficially its completion would affect the interests of this railway. Your directors are, nevertheless, not without hope that measures may be devised for affording the very moderate assistance required to complete this last link of but sixteen miles without injurious delay; and, certainly, if the distribution of the Railway Subsidy Fund is to be re-opened and enlarged, there is no railway in the country which, in Provincial interests, has such undeniable claims to additional aid.

In their last annual report, the directors in view of their responsibilities to the public, drew attention to the inadequacy of the equipments of the line in the following language:

"There is scarcely an item in the equipment service in which (relatively with the trade and revenues offering), serious deficiencies ought not at once to be supplied, whilst the directors only await additional financial powers to engage, as they propose to do, without delay, in changing the gauge of the line necessary to put it and the District in unbroken connection with the Western Peninsula of the Province, and with the American railway system.

"But with a capital account, constituted as is that of this company, it is simply impossible to keep pace with the demands upon the resources of the line, or to undertake the change of gauge."

The description of the position—true and accurate as it was at the time—has received additional force by the experience of the past year, during which it has been found that the carrying power of the line has more than ever been proved to be below the trade necessities of the District. At this moment, notwithstanding that the crop is but partially out, the grain trade in the County of Simcoe, and of the City of Toronto, is suspended. Every storehouse in every town, and at every station along the line of this railway, is full of grain, by reason of the inability of this company to move it; partly because of the insufficiency of rolling stock, and partly because its elevator and storage capacity at Toronto is wholly inadequate to the trade. Thus the farmer is unable to find a market for his produce; the merchant is embarrassed in his operations; and business which ought to be transacted, and the profits which ought to be realized during the winter, are postponed until summer (for the movement of grain in the spring is impossible), to the obvious injury of every interest.

And these observations apply with even more force to the timber and lumber trades, during the season of navigation, which is the only period in which they can reach the markets; for it follows that if, by reason of insufficient equipment, this railway is unable to find transport for those trades during the season of open waters, the timber which should reach Quebec in August, for fall export, and the lumber which should reach the eastern markets before the close of the canals must be "wintered over" at the loss of a year, and at all the risks and financial burthens which such a loss implies.

The transport power of the company in its own interest, as well as in that of the public, ought to be equal to the heaviest demand upon it at any season by the local trade; for even supposing (which is improbable) that the total transport of the year should not be increased or the aggregate revenues augmented, the equalizing of the summer and winter traffic and receipts, due to a sufficient equipment, would greatly promote economy; for, instead of the grain being held back in winter by inability (as at present) to carry and store it, and instead of thus bringing it into competition for transport with the lumber traffic of the summer, to the injury of both the stock and staff of the line, would be graduated on a steady and continuous service, whilst the operations of commerce both in grain and lumber, would be greatly helped and strengthened.

But with a capital account practically closed since 1859 (fifteen years) it has been, and is, and will be, impossible for this company to keep pace with the growing demands of the trades, and, although the directors have exhausted every effort to secure the efficiency of the line, and have even ventured upon creating temporary loans in order to avert injury to the commercial interests, the embarrassments are more than ever oppressive, and are the cause of great and continuous dissatisfaction to the community.

The change of the gauge of the line cannot long be delayed without injury to the district, and the directors assume it to be conceded that it is expedient and desirable that the gauge of all the lines tributary to the leading railways of the country should be assimilated without delay.

The only possible corrective of these existing evils seems to be the re-opening of the capital account, and the only way in which this can be done with financial fitness or success is so to rearrange and consolidate the present capital account as to admit of such new issues as may be sufficient to provide the services of prime importance to the commercial interests.

With this view the directors propose to negotiate with the holders of the respective ranks of existing capital, and to ask at the ensuing session of the Dominion Legislature such financial powers as may enable them to meet the demands of the trade of the district, and to establish the railway on a basis of permanent sufficiency and of sound credit; and they invite the Proprietors to sanction and authorize their proposed action, subject of course, to ultimate approval and adoption.

Lake Erie, Evansville and Southwestern Railroad.

To the Editor of the Railroad Journal:

The Lake Erie, Evansville and Southwestern Railroad of Indiana and Ohio, 280 miles long, when completed, must become a line of national importance. There are 17 miles of the road made and equipped. This undertaking will be one of the best paying trunk roads in the States, from the enormous coal and iron fields it will pass over. In Indiana, the area covered by coal measures has been estimated at 7,700 square miles. Along the Ohio river are beds of cannel coal which have proved of great value for supplying steamboats and factories. At Cannelton, on the Ohio river, cannel coal is found in a bed from 3 to 5 feet in thickness, at an elevation of 70 feet above the river. Few States have so little unavailable land; and even if they are wet and marshy, are already being bought under successful cultivation. The forests contain all the trees natural to the climate of the Middle Zone of the Union; oak and beach, however, preponderate. Next in order are the sugar maple, hickory, ash, black walnut, polar elm, sycamore, &c. Indiana ranks 4th in the relative amount of Indian corn product, 6th as to wheat, and 6th as to wool. Indiana has also a large number of flour, grist, oil, saw and other mills. Indiana has no direct foreign commerce, but it has a vast domestic and interstate trade, by means of its navigable waters, and magnificent systems of railroads and canals. Its geographical position is such that the whole land commerce between the manufacturing States of the East and the country west of the Mississippi must pass through its territory. In Ohio, the lower portion of the coal measures contains several valuable beds of bituminous coal, and also strata of iron ore and limestone; and it has been estimated that the resources of this portion of the State in coal and iron ore cannot be exhausted for many thousand years. Though the thickness of the coal

beds are not great, ranging only from 2 to 9½ feet, the quantity of coal they contain is enormous from the extent of the surface they cover—the whole formation overspreading in eastern Ohio about 10,000 square miles. The iron ores are worked very extensively in the Hanging Rock district, near the Ohio river, in Lawrence County. Space will not now admit of my referring in detail as to the agricultural products of these States; it is sufficient to say that they raise Indian corn, wheat, oats, potatoes, hogs, horses, mules, cattle, sheep and swine to a very large extent. This road has a tributary of 50,000 hogsheads of tobacco annually, all of which will be required to be forwarded over this line of railroad for consumption to the leading markets. The population of this section are much in want of the road. The statistics are only given up to the year 1860, which shows the rapid advance of those States, which up to the time named, were only half developed; and it may be fairly admitted that Indiana and Ohio have made enormous way both in population and productions within the last fourteen years. It is estimated that this road can be made and equipped for $20,000 per mile, and that the gross earnings will be $6,000 per mile the first year, $7,000 the second, $8,000 the third, $9,000 the fourth and $10,000 the fifth year.

This road is under the management of our popular president, Geo. H. Ellery, Esq.

T. A. CARPENTER.

Illinois Central Railroad.

The statement of this Company for the month of February, 1874, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	2,761.37 for	$22,994 12
Acres Free Lands Sold	120.00 for	1,432 00
Total sales during the m'th of February, 1874	2,881.37 for	$24,426 12
To which add Town Lot Sales	for	50 00
Total of all	for	$24,476 12
Cash collected in Feb., 1874		$88,793 16

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois. 707 Miles.	In Iowa. 402 Miles.	Total. 1,109 Miles.
Freight	$283,531 00	$59,592 00	$343,123 00
Passengers	86,633 60	26,811 40	113,445 00
Mails	6,375 00	3,059 32	9,434 32
Other sources	69,925 00	2,740 68	72,665 68
Tot'l Feb.'74.	$446,664 60	$92,203 40	$538,668 00
Total actual earn'gs, Feb., 1873	$506,347 17	$91,081 71	$597,428 88

The Iowa Lines are leased by this Company for a term of twenty years from October 1st, 1867, at an annual rental of 35 per cent. of the gross earnings for the first ten, and 36 per cent. for the second ten years, for the D. & S. C. R. R. and I. F. & S. C. R. R., and $1,500 per mile per annum for the C. F. & M. R. R.

☞ The citizens of Canaan, Vt., recently held a meeting and appointed a committee to confer with the officers of the Boston, Concord and Montreal Railroad Company, with reference to the extension of that road along the river northward from its present terminus at Groveton Junction. It is claimed that great advantages would ensue to the people of the upper Connecticut Valley by the proposed extension.

The Iron Export Trade.

American car wheels have now become a permanent and reliable item in our domestic export trade In the year 1871, the number exported was 2,317; in 1872 it was 4,760, and in 1873 it rose to 7,515 despite the stagnation of the last four months. This is of much more importance to American industrial interests than the question whether our raw iron can be profitably exported to England. As regards the latter the exports of pig iron for the fiscal year ending June 30, 1873, were $140,683 against only $69,331 for the previous year, and of bar iron, $33,767, against $4,532 for the preceding year. But these are small matters compared with the exports of our manufactured articles, such as machinery, $3,120,984; locomotives, $952,655; nails and spikes, $356,990; steam boilers, $232,546; castings, $159,234; rails, $104,054; stoves, $115,792; stationary engines, $111,507; general iron manufactures, $3,262,170; edge tools, $846,452; firearms, $1,181,869; general manufactures of steel, $297,541. This is what the report of the American Iron and Steel Association referred to when speaking of the surplus iron for export. The exportation of raw products is of far less profit to a country than the shipment of the manufactures in which these products are used. Hence it is desired that the estimated surplus of one million tons of iron above domestic needs, supposing all the mills to be worked to their full capacity, should be exported in the shapes noted rather than to find shipment in their raw forms. As regards the tariff duties, the necessities for revenue must keep them up to a protective standard.—*Philadelphia North American.*

Durability of Steel Rails.

The Grand Trunk Railway Company of Canada have 520 of the 1,377 miles of their line laid with steel rails, concerning the durability of which, Mr. Potter, the President, spoke as follows at the late annual meeting:

"Let me tell you a very curious little incident respecting the life of a steel rail. We have got, on our line near Kingston, half a mile of steel rails, on the most crowded part of our line—laid down in 1865—therefore, over which eight summers and seven winters have passed. Now, not one single rail of that sixty or seventy tons has been changed, nor is there any appreciable sign of damage or wear and tear, except that the whole surface is smooth. We had those rails carefully examined and measured by a very delicate instrument. There is no sign of any wear of any kind whatever—none of them have broken—none of them are in any way touched, except that they have a perfectly smooth and even surface; and this instrument shows that, if the wear and tear of the rail continues as it has done for the last seven or eight years, these rails will last for 180 years. I tell you what the instrument shows—of course you must not suppose that I mean to tell you that they will last that time; but that is the simple fact—there is no appreciable wear and tear."

☞ United States engineers of the coast survey have for some time been engaged in making a survey for a canal from the James to the Appomattox, in order to shorten the line of navigation between Richmond and City Point, Va. They have surveyed from Richmond to Trent's Reach, via Dutch Gap, and are now progressing in their labors from this last named point to the Appomattox, just below Port Walthall. This line, if adopted, will shorten the distance to Richmond twenty-one miles, and will be of decided advantage to that port.

☞ The act extending the time for completion of the Green Bay, Sturgeon Bay and Lake Michigan Ship Canal, has been signed by the president.

KNICKERBOCKER
Life Insurance Co.,
239 Broadway, N. Y.

TWENTY-FIRST ANNUAL REPORT.

JANUARY 1, 1874.

Net Assets, January 1, 1873		$7,064,137 67
Income, 1873:		
From Premiums	$2,219,042 05	
From Interest, Rents, Etc.	465,277 75	
		2,684,319 80
		$9,748,457 47
DISBURSEMENTS:		
Paid Death Claims	$778,647 53	
Paid Matured Endowments Dividends, Surrendered and Lapsed Policies	1,631,024 40	
Total Paid Policy-Holders	$2,410,271 93	
Dividend on Stock	7,000 00	
Commissions, Taxes, Legal and Medical Fees	228,654 61	
Rent, Furniture, Re-Insurance, Stationery and Office Expenses	68,517 89	
Salaries	57,371 56	
		$2,771,815 99
Net Assets January 1, 1874		$6,976,641 48
As follows:		
Real Estate—cost	$412,097 11	
Stocks and Bonds—cost	468,224 65	
Loans on Collaterals	171,355 00	
Loans on Bonds and Mortgages	2,886,657 12	
Cash on Hand	2,743 15	
Cash in Banks and Trust Companies at Interest	63,625 08	
Premium Loans	3,444,105 58	
Furniture and all other Assets in possession	25,833 79	
		$6,976,641 48
Add:		
Accrued Interest and Rents	$219,117 49	
Unpaid and Deferred Semi-annual and Quarterly Premiums	646,814 37	
Commuted Commissions	202,825 96	
Due from Agents	3,915 56	
Profit on Investments	37,896 25	
		$1,110,569 54
Gross Assts, Jan. 1, 1874		**$8,087,211 02**
LIABILITIES:		
Reserve on all outstanding Policies, Dec. 31, 1873	$6,678,418 29	
Losses reported not yet due	131,550 00	
		$6,809,968 29
Surplus		**$1,177,242 73**

From the surplus, as above, a Dividend will be apportioned to each Policy, in proportion to its contribution to such surplus, which will be available on settlement of the annual premium falling due in 1874.

CHAS. STANTON, President.
GEO. F. SNIFFEN, Secretary.
JOHN A. NICHOLS, Vice President,
CHAS. M. HIBBARD, Actuary.

☞ The terms of the sale of the North Shore (Canada) Railway contract by the American firm of Keith, Dunlop & Smith to Mr. McGreevy are said to be a total amount of $225,000, payable $25,000 cash down, and the balance in bills for $50,000 payable on the 15th of each month till all is paid, Mr. McGreevy to procure a resolution of all the directors discharging the Americans from all liability as regards said contract.

☞ The stockholders of the Boston, Clinton and Fitchburg Railroad Company have unanimously confirmed the lease of the New Bedford Railroad for a term of forty-nine years and two months, taking effect Feb. 1, 1874, paying annually therefor eight per cent on its capital stock.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold)	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	69,029	81,156	95,628	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,380	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720,929	892,341	795,176	869,297	1,006,373	998,922	981,006	897,234	672,358	9,467,072
1872	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,275,510	1,271,629	1,254,689	1,285 567	1,299,900	1,037,992	12,734,729
1873	852,860	691,015	974,460	1,132,920	1,356,378	1,313,790	1,211,765	1,258,500	1,392,125	1,423,875	1,296,812	1,072,750	13,938,969
1874	848,558	794,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	403,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	371,708	332,902	[illegible]	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,315	352,404	5,156 328
1873	352,568	402,477	424,614	412,218	426,315	432,205	481,569	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366.100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317.839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	389,917	523,845	537,519	858,948	925,983	908,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,729
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140,145	845,708	13,355.467
1870	706,025	753,782	858,350	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,984	773,494	12,203,409
1871	655,423	602,182	774,934	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,804	1,433,948	1,067,387	859,780	12,272,645
1873	752,468	765,249	967,258	1,034,023	1,256,072	1,309,578	1,240,987	1,284,094	1,071,448	1,451,827	1,039,306	1,019,601	13,816,465
1874	903,490	903,021	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col. Cin. and Indianapolis:													
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,986
1870	203,069	226,897	244,182	248,646	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,422,625
1873	358,612	408,849	465,517	434,928	394,486	340,675	351,576	426,283	432,139	406,922	311,935	304,612	4,634,533
1874	363,053	276,099	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie.													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417.211	17,396,327
1872	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,560,023	1,525 243	1,643,464	1,743 752	1,704,374	1,392,615	18,694,096
1873	1,326 505	1 329,422	1,515,382	1,541,958	1,764,821	1,717,593	1,685,384	1,774,570	1,918,247	1,882,421	1,560,023	1,625,129	19,631,781
1874	1,462,650	1,273,775	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931.530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,481
1870	623,383	661,789	601,326	555,087	684,589	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624.744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	765,184	755,436	688,131	8,401,142
1872	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881.693	696.475	698,063	8,026,754
1873	602,241	597,429	660,759	563,912	635,459	742,600	648,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874	611,491	538,668	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	153,673	152.264	267,411	303.915	306,944	266,056	282,723	332,555	365,446	387,999	303.305	210,197	3,321,518
1872	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314.513	223.240	3,993,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	295.217	201,462	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295 369	1,368,948	1,402,597	1,345.316	1,235,285	14,797.975
1872	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459,360	1,635,091	1,764,788	1,558,424	1,483,480	17,591,629
1873	1,412,368	1,549,285	1,735,736	1,694,543	1,680,968	1,585,369	1,451,762	1,582,531	1,776,420	1,742,516	1,375,556	1,546,983	19,184,136
1874	1,510,249	1,305,132	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1871	130,883	126,224	140,740	113,173	119,650	115,115	118,572	127,341	166,191	175,436	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873	170,023	162,585	180,467	190,562	185,683	185,953	181,868	173,469	203,514	.....	.....	.....	.....
1874	171,028	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	406,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	486,980	470,703	480,547	427,096	422,015	529,890	628,660	582,802	547,434	507,050	5,940.102
1872	411,113	384,058	440,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873	379,836	440,261	567,314	556,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801.195	496,566	7,230 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	868,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,868	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,986	387,565	426,223	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702 838	518,787	6,957,771
1873	334,715	423,716	555,005	569,236	805,799	929,210	834,320	767,803	1,193,209	1,012,704	771,800	843,200	9,040.717
1874	664,400	657,500	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,703	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,323	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,085	219,504	319,765	285,416	284,732	275,351	287,540	329,270	344,128	369,887	385,103	299,552	3,630,606
1872	254,319	238,823	303,591	305,755	269,560	304,512	265,406	315,699	338,497	384,193	337,920	360,404	3,678,682
1873	227,897	261,346	344,632	321,047	301,521	272 600	267,784	325,093	382,093	353,168	308,632	306,100	.....
Philadelphia and Reading:													
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,866	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,532	514,493	593,966	617,058	580,697	1,129,489	1,241,903	1,199,094	1,143,309	890,258	9,642,177
1871	506,367	423,045	644,505	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071 407	1,142,241	1,190,695	1,522,847	1,127,037	891,791	12,199,748
1873	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	.....	.....
St. Louis, Alton and Terre Haute:													
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,055	2,008,285
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
1872	164,525	137,678	162,336	156,134	148,279	133,503	123,994	169,459	179,457	216,171	177,327	158,700	1,927,471
1873	144,209	159,454	177,514	170,218	161,300	166,260	151,532	165,610	178,302	200,646	132,892	132,752	1,942,689
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,633	103,716	117,625	116,242	107,524	126,012	127,412	128,775	124,965	123,943	1,372,236
1871	126,218	122,373	144,583	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	176,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	153,264	229,260	208,140	230,300	195,480	179,261	206,190	205,500	186,645	160,800	122,657	2,233,647
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	293,344	288,833	454,209	450,203	429,893	325,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,369	323,377	434,284	4,242,343
1870	257,664	293,645	295,270	318,699	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,935	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,868	434,465	614,175	565,811	621,351	489,341	466,081	5,944.570
1873	370,290	405,110	471,301	446,527	470,598	541,191	483,399	642,209	593,504	538,251	418,926	482,767	5,864,076
1874	423,343	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	23,560	617,585	758,467	999,665	837,388	716,829	5,709,152
1870	528,529	500,139	539,228	706,603	802,586	746,450	643,058	644 051	728,521	719,606	570.168	506,053	7,684,094
1871	479,513	373,925	499,599	584,540	724,466	728,174	673,696	681,805	800,402	777,362	708,142	469,932	7,521,682
1872	378,936	364,115	565,861	741,802	880,442	835,459	743,382	789,567	863,754	980,706	915,727	757,851	8,892,606
1873	523,975	491,784	708,250	881,266	1,007,851	989,863	876,888	837,277	1,068,987	1,170,598	970,660	758,832	10,286,104
1874	620,715	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Manhattan Life Insurance Company.

This company, among the soundest and best conducted in the world, is again before the public with its annual statement of business for 1873 and its condition at the close of that year. The assets in hand exceed now nine million dollars; but, gratifying as that large aggregate is, compared with the liabilities of the company, even better is the showing in respect to the year's current business, from which it appears that the losses by death, bonuses and annuities paid have been less than 42½ per cent of the premiums received. This is a close test of the strength and endurance of a company, taken in connection with another important element—in respect to which all the companies will "bear watching"—to wit, the annual expenses. These latter prove in the Manhattan Company to amount to but little over 13 per cent of the gross income. What it costs to get business, to do it, and (in life insurance) to pay the annual losses, these form the test of the profit of a concern. Thus tested, it appears that the Manhattan does its business and pays its losses for 42½ per cent of its premium receipts and 13 per cent of its general income—the aggregate of these two items being equal to little over 41½ per cent of gross income, or about 62 per cent of the receipts from premiums. This leaves 58½ per cent of gross income available for dividends, contingencies, and to add to surplus assets. This is a healthy showing, and gives assurance of enduring and robust life in a company thus conducted. No aggregate of constructive or even actual assets, whatever millions they may reach, can assure the permanent solvency of a company wherein the proportion to income of annual expenses and losses is not kept down to its ratio.

Properly, therefore, and not in the spirit of vain boasting, but with just confidence, may the Manhattan Company invite comparison as to the following particulars:

The large proportion of its assets to liabilities.

The small ratio of expenses to income.

Care in the selection of risks.

Prudence and skill of administration.

Justice and liberality in the payment of losses and dividends.

The even and uninterrupted success of its operation for a quarter of a century.

The offices of the company are in their building, Nos. 156 and 158 Broadway. The officers are Messrs. Henry Stokes, president; C. Y. Wemple, vice president; J. L. Halsey, secretary; S. N. Stebbins, actuary.

☞ Work continues to progress on the Port Deposit (Md.) and Columbia (Pa.) Railroad. The Elkton Whig says: "The heaviest part of the work is done except a portion between Fite's Eddy and McCall's Ferry. Messrs. Keavenny & Buck have contracted to complete a portion of the road in that vicinity and have commenced work in earnest. It is the intention of the company to lay the track as far as Peach Bottom this Spring."

☞ Charles M. Pond of Hartford has been elected Vice President *pro tem.* of the New York, New Haven and Hartford Railroad, to succeed Mr. Burrall, to act until the return of President Bishop, and a permanent election.

The Home Iron Trade.

The prospects for the Spring trade, so far as the manufacturing interests of our city are concerned, are upon the whole, of a promising and encouraging nature. Nearly all the iron and nail mills are running double turn. The daily consumption of pig iron is estimated at about fifteen hundred tons; although, if all our foundries, machine shops, &c., were in full operation, the consumption would, it is computed, reach two thousand tons daily. The manufacturers of steel are well supplied with orders, the machine shops having perhaps less work than any other branch of the iron trade of our city, owing to the fact that less new machinery is being built at present than for some years past. The products of our different manufacturers are being shipped as fast as they are turned out, and the stock of manufactured goods on hand is light, the general disposition being to produce only sufficient to meet the current wants of the trade. The total product of iron, nails and steel in our city from the first of last September to the first of February of this year will probably equal that of the corresponding period of 1872-'3.—*Pittsburg Commercial.*

☞ The following gentlemen have been chosen to manage the affairs of the Central Railroad Company of Long Island for the ensuing year; Loomis L. White, Flushing; Herman Funke, Hugo Funke, H. C. Poppenhusen, A Poppenhusen, Henry Karstedt, College Point; E. B. Hinsdale, Flushing; Carl Victor, New York; John D. Locke, White stone; Charles A. Hoyt, Iwan Van Awan, F. A. Boker, New York. It is almost useless to call any meeting of the stockholders for the election of directors, for the reason that of the 2,900 shares, Mr. Conrad Poppenhusen alone owns 1,500, while Loomis L. White own 250. The form has to be gone through with, however, simply for legal reasons.

☞ At Annapolis, Md., on the 5th inst., the Court of Appeals decided the case of the State against the Cumberland and Pennsylvania Railroad Company, involving the constitutionality of the act of 1872, chapter 274, as to the taxation of coal mining companies, affirming the judgment of the court below, Judge Pearre, which decided the tax was in contravention of the bill of rights. The opinion was delivered by Judge Alvey—Chief Justice Bartol, Judges Grason and Miller concurring. Judges Stewart, Bowie and Robinson dissented.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending February 28, at 192,221 tons, and for the coal year 2,014,839 tons, against 2,351,961 tons to corresponding time last year, being a decrease of 337,122 tons. The bituminous tonnage for the week is 39,952 tons, and for the year 311,368 tons, giving a total of all kinds for the week of 232,173 tons, and for the year of 2,326,207 tons, against 2,661,930 tons to same time last year, being a decrease of 335,723 tons.

☞ During the Winter Mr. O'Brien has taken about 1,500 tons of iron ore from the Ellingwood mines at the Clove road, and it has been delivered on the dock at Stapleton, S. I., for shipment this Spring to the Pennsylvania and other furnaces. Most of the ore averages from fifty to seventy-five per cent.

☞ It is stated that the Delaware, Lackawanna and Western Railroad Company are about to construct a branch to Paterson.

To Banks and Bankers.

The great number of frauds committed by raising the amounts of checks and other vouchers of value by removing the original writing and filling in larger sums, has suggested the necessity of some means of preventing such consequences.

THE NATIONAL SAFETY PAPER has been thoroughly tested by eminent chemists and experts, and pronounced

A Perfect Security Against Fraudulent Alterations.

For Checks, Drafts, Notes, Exchanges, Certificates of Deposit, Letters of Credit, Bonds, Legal Documents, and all written evidences of value, this invention affords a protection that cannot be overestimated.

This paper is manufactured only by

CAMPBELL, HALL & CO.,
110 & 112 Nassau St., N. Y.

For sale by all the leading Stationers.

RIEHLE BROS.,
650 North Ninth St., Philadelphia,
New York Store, 93 Liberty Street,
Pittsburg Store, 56 Wood Street.

LATEST IMPROVED STANDARD.



Our Patented Double Beam Iron Lever Rail Road Track Scale acknowledged the BEST.

MAKERS of the NEW TESTING MACHINE.

THE ILLINOIS CENTRAL RAILROAD COMPANY offers par and a premium of one per cent. (101 per cent.), with accrued interest, for any of its construction mortgage bonds presented for prepayment prior to July 1, 1874, at its office in New York.

The outstanding balance of its Construction Mortgage Debt is about $3,000,000. These Bonds mature April 1, 1875.

L. V. F. RANDOLPH,
Assistant Treasurer.

RAILROAD IRON.

THE undersigned agents for the manufacturers, are prepared to contract to deliver best quality **American or Welsh Rails**, and of any required weight and pattern

PERKINS LIVINGSTON & POST,
31 New St., cor. of Exchange Place,
NEW YORK.

RAILROAD IRON.

THE undersigned, agents for the manufacturers are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States.

M. K. JESUP & COMP'Y,
59 Liberty St., New York.

RAILROAD IRON.

ENGLISH and AMERICAN RAILROAD IRON for delivery in New York and other markets in the United States. For sale by

WM. H. PETIT & PIKE,
72 Wall-st., New York.

PHELPS, DODGE & CO.,

CLIFF ST., between John and Fulton,

New York,

IMPORTERS AND DEALERS IN

Tin and Roofing Plates

OF ALL SIZES AND KINDS.

PIG TIN, RUSSIA SHEET IRON,

Charcoal and Common Sheet Iron,

LEAD, SHEET ZINC, COPPER,
SPELTER, SOLDER, ANTIMONY, &c.

MANUFACTURERS OF

Copper, Brass and Wire.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,280,000	J. & J.	Jan. '74 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '73 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " pref.100	838,976	J. & J.	July '71 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Sept.'73 2
" " new 1870.100	1,500,000	— & —	.....
Avon,Geneseo & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	Nov. '73 5
Washington Br.....100	1,650,000	A. & O.	Oct. '73 5
Parkersburg Br. pref...50	5,680 685	— & —	.....
Berkshire*.....100	600,000	J.A J&O	Jan. '74 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N.	Nov. '73 5
Bos., Clin. & Fitchb.pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & D	Dec. '73 3
Bost.,Conc.& Mont.*pref100	800,000	M. & N.	Nov. '73 3
Boston and Lowell.....500	2,852,900	J. & J.	Jan. '74 4
Boston and Maine.....100	6,816,807	M & N.	Dec. '73 4
Boston and Providence..100	3,950,600	M & N.	Nov. '73 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A.	Feb. '74 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Mar. '74 5
" " pref.100	1,485,900	M & S.	Mar. '74 5
Camden and Amboy* ...100	5,847,800	J.A. J.O.	Jan. '74 2½
Camden and Atlantic.... 50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Nov.'73 3½
Cape Cod 60	1,020,330	J. & J.	Jan.'72 $24
Cape May and Millville* 50	447,000	J & D.	Dec. '73 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa*..... 50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	Nov. '73 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '74 4½
Cedar Rapids & Mo. R.*100	6,860,400	M. & N.	Nov. '73 1½
" " pref..100	769,600	F. & A.	Feb. '74 3½
Central of Georgia.....100	4,666,800	J. & J.	July '73 5
Central of New Jersey..100	20,000,000	J. & J.	Jan. '74 4
Central Ohio*..... 50	2,425,000	J. & J.	Jan. '74 3
" pref..... 50	400,000	J. & J.	Jan. '74 3
Central Pacific 100	54,275,500	.....	Sept. '73 3
Chemung*.....100	380,000	J.A.J&O	Oct. '73 1½
Cheshire, preferred 100	2,100,000	J. & J.	Jan. '74 3
Chicago and Alton.....100	8 929,900	M. & S.	Mar. '74 5
" " pref...100	2,425,400	M. & S.	Mar. '74 5
Chicago,Buri. & Quincy.100	19,897,000	M. & S.	Mar. '74 5
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	Jan. '74 4
Chicago & N. Western..100	15,033,480	J. & D.	Dec. '72 3½
" pref.100	21,289,563	J. & J.	July '73 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Nov. '73 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.* ... 50	2,980,550	— & —	Apl. '72 10s
" " pref.... 50	429,046	M. & N	Nov. '73 2
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Aug.'73 3½
Cleveland & Mahoning*. 50	2,057,589	M. & N.	May '73 3½
Cleveland & Pittsburg*. 50	11,236,150	F.M.AN	Feb. '74 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*... 50	1,786,800	M.J.S.D.	Dec. '73 2
Colum. & Hocking Val..100	2,500,000	F. & A	Feb '74 5
Concord..... 50	1,500,000	M. & N.	Nov. '73 5
Concord and Ports.*.....100	350,000	J. & J.	Jan. '74 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A.	Feb. '74 3
Connecticut River..... 100	1,850,000	J. & J.	Jan. '74 5
Cumberland Valley..... 50	1,494,250	A. & O.	Oct. '73 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec. '71 4
Delaware*..... 50	1,230,941	J. & J.	Jan. '74 3
Del., Lackaw. & Westn. 50	18,868,850	J. & J.	Jan. '74 5
Detroit & Milwaukee *.. 50	822,140	— & —	.....
" pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania* 50	1,309,200	J. & J.	Jan. '74 3
East Mahanoy *..... 50	392,950	J. & J.	Jan. '74 3
Eastern (Mass.).....100	4,262,600	J. & J.	July '73 3
Eastern (N. H.).....100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*.100	500,000	F. & A.	Feb. '74 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '73 2½
" " pref. 50	500,000	J. & J.	Jan. '74 3½
Erie Railway 100	78,000,000	.....	Oct. '73 1
" pref.....100	8,536,910	.....	Oct. '73 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Sept. '73 1½
Fitchburg.....100	4,000,000	J. & J.	Jan. '74 4
Georgia 100	4,156,000	J. & J.	Apl. '74 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.)...100	19,237,404	A. & O.	Oct. '73 2½
Hannibal & St. Joseph.100	4,151,700	F. & A.	Aug.'70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	Nov. '73 5
Harlem Extension..... 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '74 3½
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '74 4
Huntingdon & Bd Top. 50	380,000	— & —	.....
" pref. 50	450,750	J. & J.	July '68 3½
Illinois Central 100	25,280,510	F. & A.	Feb. '74 4
Indianapolis, Cin. & Laf. 50	7,885,497	M. & S.	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	Jan. '74 3
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Jan. '74 1½
Joliet & North. Indiana*100	300,000	J. & J.	Jan. '74 4
Lake Shore & Mich. So..100	49,466,500	F. & A.	Aug.'73 4
" " (guar.).100	533,500	F. & A.	Aug.'73 5
Lawrence*..... 50	280,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna. 50	8,789,800	M & N.	May '67 5
Lehigh Valley 50	21,468 800	J.A. J.O.	Jan. '74 2½
Little Miami*..... 50	5,871,450	J.A. J.O.	Oct. '73 2
Little Sanuykill*..... 50	2,646,10-	J. & J.	Jan. '74 5½
Long Island..... 50	3,000,000	M. & S.	May'73 10s
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '74 4½
Louisville & Nashville...100	8,980,600	F. & A.	Feb. '74 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200,000	A. & O.	Oct. '73 3
Lykens Valley 20	600,000	F.M.AN	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	Nov.'73 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 5s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 5s
Massawippi*..... 50	400,000	F. & A.	Feb. '74 3
Memphis & Charleston* 25	5,812,725	J. & D.	Jan. '69 3
Michigan Central 100	18,728,204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	823,375	J. & J.	Jan. '74 5
Milwaukee and St. Paul..100	13,398,550	J. & J	Dec. '70 7s
" " pref.....100	10,825,777	F. & A	Feb 74 3½b
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '74 4
Morris and Essex*..... 50	14,008,100	J. & J	Jan. '74 3½
Nashua and Lowell.....100	800,000	M. & N.	Nov.'73 5
Naugatuck 100	1,881 900	F. & A.	Feb. '74 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'73 6
Newark and N. York*...100	977,400	J. & J.	Jan. '74 3½
N. Bedford & Taunton..100	600,000	M. & N.	May '73 4
N.Castle & Beaver Val.* 50	1,800,000	J.A. J.O.	Oct. '73 2½
N.Haven & Northamp...100	695,000	J.A. J.O.	Sept'72 3
New Jersey*.....100	7,295,200	J.A. J.O.	Jan. '74 2½
New London Northern*100	1,418,800	J. & J.	Jan. '74 4
N.Y. Cen. & Hudson R..100	89,428,330	A. & O	Apl. '74 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '74 4
" " pref.100	1,500,000	J. & J.	Jan. '74 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '74 5
N. Y.,Provid. & Boston.100	2,000,000	J.A. J.O.	Jan. '74 2½
Nisg. Bridge & Canand*100	1,000,000	J. & J	Jan. '74 3
North Carolina*..... 100	4,900,000	Irregular.	Jan. '73 5
N. Eastern (N.C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3,150,150	January.	Jan. '74 5s
Northern Central 50	5,842,000	M. & N.	Nov.'72 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '73 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '74 4
Norwich & Worcester*..100	2,823,400	J. & J.	Jan. '74 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '74 3
" " pref.100	2,000,000	A. & O.	Oct. '73 4
Ohio and Mississippi.....100	19,995,847	J.A. J.O.	.....
" " pref.100	4,024,474	J. & D.	Dec'72 3½s
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	July '73 3
Old Colony & Newport..100	6,297,900	J. & J.	Jan. '74 5½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '74 4
Pacific of Missouri.....100	3,635,750	— & —	Jan. '74 1½
Panama.....100	7,000,000	J.A. J.O.	Jan. '74 3
Paterson and Hudson*..100	630,000	J & J.	Jan. '74 4½
Paterson and Newark*..100	600,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	Jan. '74 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '74 3
Pennsylvania 50	72,000,000	M. & N.	Dec. '73 5s
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '74 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	July '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D	Dec. '73 3
Philadelphia & Reading 50	32,684,375	J. & J.	Jan. '74 5
" " pref.. 50	1,551,800	J. & J.	Jan. '74 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Jan. '74 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	Jan. '74 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Jan '74 1½
" Special Imp.100	2,000 000	J.A. J.O.	Jan. '74 1½
Pittsfield & N. Adams..100	400,000	J. & J.	Jan. '74 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '74 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces..100	2,000,000	J. & J.	Jan. '74 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '74 4
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome,Watert. and Ogd..100	2,998,900	J. & J.	.....
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Feb '74 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " " pref.100	2,040,000	May.	May '68 7
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '74 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" " pref.100	12,000,000	.....	Nov. '72 $2
Saratoga and Schenec.*..100	300,000	A. & O.	Oct. '73 3½
Schuylkill Valley* 50	576,050	J. & J.	Jan. '74 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov.'70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '74 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	8,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '73 4
Staten Island.....100	600,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	448,700	J. & J.	Jan. '74 3½
Stony Brook*..... 50	267,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '74 3
Sussex (N. J.)	317,800	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	July '73 3
Taunton Branch 100	500,000	J. & J.	Jan. '74 5
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '74 5
Tol.,Peo.& War.1st pref.100	1,770,000	— & —	Jn.'70 11-4s
Tol., Walt. & West. pref.100	1,000,000	M. & N.	Nov.'73 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Union and Black River...100	1,066,000	J. & J.	Jan. '73 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 3
Vermont and Mass 100	$2,860,000	M. & N.	May '73 2
Warren (N. J.).....100	1,800,000	J. & D.	Dec.'71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey*.....100	1,200,000	F. & A.	Feb. '74 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*100	500,000	J. & J.	July '73 3½
Worcester and Nashua. 75	1,400,555	J. & J.	Jan. '74 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....2½
Baltimore City.....100	800,000	— & —	Jan. '74 3
Bleecker st.& F Fy.(NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl.'73 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Apl. '73 3
Broadw. & 7th Av. (NY)100	2,100,000	J. & D.	Jan.'70
Brooklyn City 100	1,500,000	F.M.A.N	Feb. '74 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Jambridge.....100	727,800	A. & O.	Oct. '73 4½
Cen. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	600,000	J. & J.	Jan. '74 3
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl.'10	500,000	— & —	.....
D. Dock,E. B'dw. & Bat..100	1,200,000	F.M.A.N	Feb. '74 2
Eighth Avenue (N.Y.)....100	1,000,000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw.(Ph.) 50	491,760	J. & J.	Jan. '74 5
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. '74 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '74 4
Heston,Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '74 1½
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	M. & N.	Nov.'73 5
Middlesex (Boston).....100	400,000	A. & O.	Apl.'73 4
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City..... 50	760,000	J. & J.	Jan. '74 5
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,778	J. & J.	Jan. '74 2½
Pbg, Alleg.& Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	Oct. '73 2
Second & Third St.(Ph.) 50	962,100	J. & J.	Jan. '74 6
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '74 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '74 2
Somerville (Boston) 100	75,000	M. & N.	Nov.'73 3
South Boston 50	400,000	J.A. J.O.	Jan. '74 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan '74 8½
West Philadelphia..... 50	400,000	J. & J.	Jan. '74 9
CANALS.			
Chesapeake & Delaware 50	1,983,566	J. & D.	June'73 3
Chesapeake and Ohio ... 25	8,229,591	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '74 4
Delaware and Hudson....100	15 000,000	F. & A	Feb. '74 5
Delaware and Raritan*.100	6,847,400	J.A. J.O.	Jan. '74 2½
Erie of Pennsylvania..... 50	64,000	— & —	.....
Lehigh Coal & Navigat. 50	9 390,350	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 176,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'74 30c
" " (pref.). 50	2,888,977	F. & A.	Feb'74 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,880	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Mar. '74 2
American Coal..... 25	1,500,000	M. & S.	Mar. '74 4
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton..... 100	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,838,600	— & —	.....
" pref..... 100	8,868,400	— & —	.....
" certif..... 100	2,324,000	J. & J.	.....
Pacific Mail Steamship..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	.....2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Nov.'73 5
Pullman Palace Car..... 100	4,000,000	F.M.A.N	Feb. '74 3
Quicksilver, common 100	8,760,000	— & —	.....
" preferred 100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000,000	— & —	.....
United States Express....100	6,000,000	F.M.A.N	Feb. '74 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '74 4
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug '69

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE	Market Price.
National Securities Mar. 1, 1874.					
Loan of June 14, 1858 ..... registered	$260,000	5	Jan. & July.	1874	112½
.. .. coupon	.....	5	" "	1874	....
Loan of February 8, 1861 ..... registered	13,766,000	6	Jan. & July.	1880	119½
.. .. coupon	4,649,000	6	" "	1880	119½
Oregon War Bonds of March 2, 1861... coupon	945 000	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861....registered	125,767,050	6	Jan. & July	1881	119½
.. .. coupon	63,554,300	6	" "	1881	119½
Loan of Feb. 25, 1862 (5-20s).....registered	16,429.050	6	May & Nov.	1882	116
.. .. .. (5-20s).....coupon	152,164,100	6	" "	1882	117½
Loan of March 3, 1863.....registered	53,626,600	6	Jan. & July.	1881	119½
.. .. coupon	21,373.400	6	" "	1881	119½
Loan of March 3, 1864 (5-20s).....registered	946,600	6	May & Nov.	1884	119½
Loan of June 30, 1864 (5-20s).....registered	24,974,700	6	May & Nov.	1884	119
.. .. .. (5-20s).....coupon	33,071,500	6	" "	1884	119
Loan of March 3, 1865 (5-20s).....registered	33,889.750	6	May & Nov.	1885	119
.. .. .. (5-20s).....coupon	118,744,600	6	" "	1885	120½
.. .. 2d series (5-20s).....registered	56,618,550	6	Jan. & July.	1885	118½
.. .. .. (5-20s).....coupon	146,014,550	6	" "	1885	118½
.. .. 3d series (5-20s).....registered	87,639,500	6	Jan. & July.	1887	118½
.. .. .. (5-20s).....coupon	223,014,900	6	" "	1887	119½
.. .. 4th series (5-20s).....registered	13,814,000	6	Jan. & July.	1888	118½
.. .. .. (5-20s).....coupon	23,660,000	6	" "	1888	119
Loan of March 3, 1864, (10-40s)....registered	140,778,550	5	Mar. & Sept.	1904	113½
.. .. .. (10-40s).....coupon	53,788,750	5	" "	1904	113½
Consols of July 14, '70 & Jan. 20, '71.registered	175,525,100	5	F. M. A. & N.	1881	114½
.. .. coupon	135,345,150	5	" "	1881	114½
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623.512	6	Jan. & July.	'95-'99	116½
U. S. Notes and Fractional Currency.....	430,719,087	nil.	.....	.....	...
State Securities, latest dates.					
Alabama—($16,42 ,000):					
.. Bonds (old and extended), 1866 and '72..	2,582,800	5	May & Nov.	'83-'92	....
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	....
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90-'91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,*00,0 0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'90-'00	....
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'86	112½
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,300):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-20s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($5,728,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	....
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R. R., '58, '59, '60 & '61	600,000	6	Feb. & Aug	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,900,'00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1890	....
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	....
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):			Jan		
.. State Bonds (various) 1863 to 1864.....	110,675	6	". & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	" "	'76-'89	....
Kentucky—($2,750,510):					
.. State Bonds 1836 and '43.....	160,000	6	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'96	49
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	50
.. .. .. 1866	1,000,000	8	Various.	1886	57
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds(N.O., Mob. & Chat. R.R.)'70 '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866...	259,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.8	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"	'83-'89	98
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889	98
Maryland—($12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	95
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1868.....	511,355	6	J. A. J. & O.	1883	105½

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	PAYABLE.	Market Price.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.	708,000	5	Various.	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800.000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	94½
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	91½
.. Bounty Loan, 1864.....	4,379,500	5	May & Nov.	1894	99½
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'93	92½
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445.000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863...	431,000	6	" "	1878	97
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	....	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	95
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	98½
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	99½
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	97½
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	98½
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	104½
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'88-'98	....
.. War Loan Bonds, 1864, tax free.....	584,400	6	" "	'97-'02	....
New York—($38,121,606):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	plens.	....
.. General Fund Stock	1,189,780	6	" "	plens.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'78	107
.. Canal Stock.....	2,572,000	6	" "	'74-'75	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	10,675,000	7	Jan. & July.	1877	107
.. Bounty Loan Bonds, 1867, coupon	1,372,000	....	" "	1877	107½
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	28½
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	28
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	20
.. State (new) Bonds, 1867 to 1870	1,839,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	25½
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	....
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	....
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg fd.....	882.894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, skg fd.....	1,600,000	6	" "	1876	99
.. Loan of 1860 Bonds, skg fd.....	1,495,309	6	" "	1881	102
.. Loan of 1856 Bonds, skg fd.....	2,400,000	6	" "	1886	103
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($24,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,690,550	6	" "	'77-'82	106
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	109½
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	97½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	822,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	20
.. .. .. '66-'69.....	2,262,714	6	Jan. & July.	'87-'97	9½
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R Bonds 1854.....	970,000	6	" "	'74-'75	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1889	....
Tennessee—($30,962,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	89
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	88½
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	95
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,061,202	6	Jan. & July.	'86-'00	35
.. State Bonds (old) coupon	11,105,008	6	" "	'86-'00	35
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'86-'00	....
.. Funded Interest, 1866-'67.....	6,692,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	466,250	5	" "	'65-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,800,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	102½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	99½
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1896	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1890	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	92
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	43½
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	...
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	61
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R. R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $6,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	857,250	6	Jan. & July.	Baltimore.	1875	99½
Loan of 1850-'80	579,500	6	" "	"	1880	99
Loan of 1853-'95	1,710,500	6	April & Oct.	"	1885	100
Loan of 1865-'90 (Balt.) skg fd	3,461,146	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund	3,620,320	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,498,016	6	" "	"	1902	....
3d Mort. (N.W. Va. R. R.) assumed	140,000	6	Jan. & July.	Baltimore.	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	93
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Princeton.	1885	84
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	78
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	80½
1st Mortgage (Equalization)	248,000	7	" "	"	1889	89
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	91½
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	...
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	29½
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	45
Mass. Loan (sec'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct	Boston.	1879	95
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	102

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	97
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	61
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1908	98½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	98½
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	960,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,587,971	8	Jan. & July.	Boston.	1894	98
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1901	50
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	85
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	98½
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	70
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	220,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	100½
Chattel Mortgage	168,350	6	" "	"	'80-'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan. & July.	" "	1907	83
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	83
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	82½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1890	46
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	5,000,000	7	" "	" "	1902	101½
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	103
Loan of Leh. C. & Nav. Co. (ass'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	89½
Central Pacific of California:						
1st Mortgage, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'96-'99	94½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	100½
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	102½
1st Mort. (Western Pacific) gold	2,736,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.)	800,000	6*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,050,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,158,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1908	66
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	....
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75-'80	....
Chester Creek:						
1st Mortgage guar. by P. W. & B.	195,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	800,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	104
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	105
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	100
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (" ") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	110
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	44	July.	Frankfort.	1890	....
Loan of 1872	6,913,225	7	Jan. & July.	Boston.	1896	96¼
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	98½
1st Mort. (Dix., Peo. & Han.) guar.	800,000	8	Jan. & July.	" "	1889	95
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	98½
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	99½
1st Mort. (O., O. & Fox Rv.) guar.	1,200,000	8	" "	" "	1900	99½
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	97½
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1898	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	37½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	92½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C.& N W	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.& N W	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	100
Funded coupons (193 m.)	750,000	7	May & Nov.	" "	1883	98
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	102
Appleton Ext. (23 m.& 76,000 ac.)	174,000	7	" "	" "	1885	89
Green Bay Ext. (26m & 76,000 a.)	284 000	7	" "	" "	1885	89
Equipm't (Engs & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,775,000	7	Feb. & Aug.	" "	1882	102
2d Mort. (Gal. & Chic. 248 m.)	938,000	7	May & Nov.	" "	1875	97
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line (")	129,500	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	331,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y	3,105,000	7	F. M. A. & N.	" "	1915	92
Consol. gold bonds for $48,000,000	4,534,000	7*	June & Dec	" "	1902	86
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil.R.R.) guar.	389,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	9.500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.) guar	1,141,000	7	Jan. & July.	" "	1898	93
1st Mort. (Bel.& Mad. R.R.) guar.	306,000	7	"	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.1, '69, $16,000pm	1,350,000	8	May & Nov.	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	...
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C.,B.I.& Pac.)	8,600,000	7	" "	" "	1896	105
Chi. & Southwes'n(C.,R.I.& Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd,skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.& C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1901	83
Cin. & Martinsville(L.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77–'87	70
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1899	71½
1st Mort. (San., Day. & Cin.)S.F.	988,000	6	Feb. & Aug	Boston.	1900	75½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000 000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	—— & ——	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	103½
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73–'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning(A.& Gt.Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	101
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July	" "	1892	89½
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	98
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	6	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund.	15,344,750	7	April & Oct.	New York.	1908	91
2d Mortgage Consol. skg fund.	3,679,900	7	Feb. & Aug.	" "	1909	68
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	98
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7*	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1899	....
Connecting (Philadelphia):						
1st Mort. ABCD&E $200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1.2.3.4.	85
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowaneaque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	" "	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	103½
2d Mort. (Del., Lack. & Wtn.)	1,633,000	7	March & Sept.	" "	1881	104
Convertible b'ds(Del.Lack.& W.)	5,000,000	7	June & Dec.	" "	1892	103½
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds....	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds....	250,000	8	Feb. & Aug.	" "	1886	...
Detroit, Mon. & Tol. (L.Sh.& M.S):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	19½
Dubuque and Sioux City:						
1st Mortgage tax free.....	894,000	7	Jan. & July.	New York.	1893	94½
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen..	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar..	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free.....	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage.....	35,000	8	" "	" "	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage.....	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.)						
1st Mortgage, endorsed.....	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., stg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	91½
Eastern (Mass.):						
English Loan, July 1, 1862.....	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	99
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85.....	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88.....	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89.....	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82.....	1,500,000	7	March & Sept.	"	1882	95½
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	97
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	1872	60
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	103½
2d Mortgage convertible.....	2,174,000	7	March & Sept.	" "	1879	100
3d Mortgage.....	4,582,000	7	" "	" "	1883	98
4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	99
5th Mortgage convertible.....	709,500	7	June & Dec.	" "	1888	96
Buffalo Branch, 1st mortgage...	182,500	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,600,000) conv.	4,437,470	6*	March & Sept.	London.	1875	...
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	NY& London.	1920	....
Convertible bonds.....	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871.....	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage.....	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1899	....
Equipmen t Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 50, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage..	200,000	7	Jan. & July.	Providence.	1882	....
Fint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3.' series(52,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
R. & Holly lease.(S.F. 25 000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan.....	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & uly	New York.	1899	....
Flushing & North Side (L. I.):						
1st Mortgage.....	1,025,000	7	May & N ov	N Y. & Lond.	1900	...
Fonda, Johnsto'n & Gloversville:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20.000 p. m.....	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Stg.:						
1st Mortgage traffic guarantee...	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment).....	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800.000	7*	April & Oct.	Boston.	1899	....
2d Mortgage.....	500,000	8	Jan & July.	"	1895	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage.....	$477,683	7	May & Nov.	Boston.	1891	90
Frederick and Pennsylvania Line:						
1st Mortgage gold.....	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union (C.& N.W.):						
1st Mortgage.....	1,785,000	7	Feb. & Aug.	New York.	1882	102
2d Mortgage.....	948,000	7	May & Nov.	" "	1876	97
Elgin and State Line Purchase..	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)....	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage.....	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort not guar. gold, tax free	4,000,000	7*	April & Oct.	" "	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees..	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees...	500,000	8	March & Sept.	" "	1879	96½
Grand Trunk (Ca.):						
Equipment Bonds £500,000.....	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,938 385.	14,191,675	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765 .	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock....	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds....	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds....	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds....	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds....	4 867	5	" "	"	1881	....
Common (") Bonds....	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	New York	'81-'86	....
1st Mortgage not guaranteed....	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage.....	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.....	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.& W.):						
1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	80
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free.....	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage.....	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	'71-'77	92½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	53,000	10	" "	" "	1872	....
Five years' notes (277 m.).....	139,300	8	Various.	" "	1874	...
Fifteen years' bonds (277 m.)...	3,476,000	8	March & Sept.	" "	1885	79½
1st Mort. (Q. & Palm.R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City& Cam.R R55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co....	700,000	6	Jan. & July.	Philadelphia.	1883	98
Hartford and New Haven:						
1st Mortgage.....	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free.....	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage.....	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage.....	109,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869.....	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund,gold.	6,520,000	7*	Jan. & July.	New York.	1891	...
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag.....	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	" "	1885	106
3d Mortgage.....	180,000	7	May & Nov.	" "	1875	102
Hudson Connecting (NY&OMid):						
1st Mortgage gold.....	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia.	1890	104½
2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	94
3d Mortgage (Consol).....	1,251,000	7	April & Oct.	"	1895	66
Illinois Central:						
Construction bonds, cur. skg f'd.	2,742,000	7	April & Oct.	New York.	1875	103
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency....	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling.....	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	...
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1900	91
2d Mortgage.....	1,500,000	8	Jan. & July.	" "	1899	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co....	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co....	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(L. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mor gage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	82½
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	91
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	95½
Jackson, Lansing & Saginaw(MO):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	99½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	98½
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (JeffersonvilleR.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	104½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	795,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	83
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	87
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1888	96½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	90
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(StJo.&CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1895	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	60
1st Mort. (2d Div. 253.94 m.)gold	4,008,000	6*	June & Dec.	" "	1896	60
1st M.(3d D.244.66m.& 3,000,000m.)	6,455,000	7*	May & Nov.	N. Y., L. & F.	1899	....
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,921,000	7*	Jan. & July.	N. Y., L. & F.	1896	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.		1916	....
Kent County (Del.):						
1st Mortgage for $500,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	98½
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,200,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y. B'n.&Ph.	1899	50
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,132,000	7	J. A. J. & O.	" "	1890	97
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	96½
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore)Ap. 1, '69	1,500,000	7	" "	" "	1890	97
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	100
3d Mort. Oct.1, '67 "	1,000,000	7	April & Oct.	" "	1892	99
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	100
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	99
1st Mort. May1, 1855M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	104½
2d Mort. Oct 31,1857 "	2,693,000	7	" "	" "	1877	100
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1,1868 "	3,000,000	7	April & Oct.	" "	1898	97½
1st Mort. Aug.1,1856(D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	96½
1st Mort. Sept. 1,1869(K.& W.P.)	400,000	7	Jan. & July.	" "	1870	90
1st Mort. Oct 1, 1867(Sch.&Th.R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M.July1,'68(Kal.Ali.& Gr.R.)	840,000	8	" "	" "	1868	96½
1st Mort.July 1, 1863(J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun.1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philad. lphia	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	256,000	7	Feb. & Aug.	New York.	1890	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold.	5,000,000	10	Jan. & July.	N. Y. & Bost.	1890	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	.....	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,846,000	6	June & Dec.	"	1898	100½
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	103½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	31½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,800	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1890	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	100
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	93
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1880	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol. M. for $8,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	80½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.		1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00 0	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,380	7*	Jan. & July.	"	1898	94
Bangor (P. & R.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	85
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oc	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1880	80½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	101½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	92½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1900	70½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	81½
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1889	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	101½
Michigan Central:						
1st Mortgage, convertible	556,000	8	April & Oct.	New York.	1852	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1862	109
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	98¼
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	103½
1st Mort. (Gr. Riv. Valley) guar.	1,000.000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500.000	8	March & Sept.	" "	1879	96
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1869	100
2d Mort. (") guar.	70,000	8	" "	" "	1869	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown,Unionv.& W.Gap(E)						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1890	....
Milwaukee and St. Paul:						
1st Mortgage	5,514.000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	81½
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,808,000	7	Jan. & July.	" "	1897	82½
1st Mortgage (Minn. Cent.)	192,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008.000	7	" "	" "	1870	82
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	106½
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	95
Milwaukee City Loan	233,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Win.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $15,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1863	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	1899	19½
2st Mort. Land Grant gold	1,060,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,560,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600.000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250.000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,600,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1898	...
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	107
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	99¼
Convertible bonds	1,510,000	7	Jan. & July.	" "	1900	92½
Construction bonds of 1871	2,200,000	7	Feb. & Aug.	" "	1889	93½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	85
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1909	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie'd bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (NY.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	...
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	43
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.)						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La.	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	...
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	96
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	102
Bonds for B.& N. St.(")	76,000	6	May & Nov.	" "	1883	90
Bonds for R.R.stocks(")	592,000	6	" "	" "	1888	91
Bonds for real estate (")	162,000	6	" "	" "	1883	91
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	95
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	...
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(NYC&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	...
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	....
Consolidated mortgage of 1865	1,754,000	6	Feb. & Aug.	" "	1893	99
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	101
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1898	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225 000	6	Jan. & July.	Philadelphia.	1885	91½
2d Mortgage	5,000,000	7	May & Nov.	"	1896	102½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
North Shore (L. I.)						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	— "	1885	91½
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	90
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	95
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	91
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	36
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1876	93
Equipment Mortgage	200,000	8	" "	" "	1879	93
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage	6,694,000	7	Jan. & July.	New York.	1898	93¼
Consolidated 1st Mortgage, stg.		7*	" "	London.	1898	....
Consolidated 2d Mortgage	3,529,000	7	April & Oct.	New York.	1911	80
2d Mortgage, (W. Div.)	433,000	7	Jan. & July.	" "	1874	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bond	50,000	7	May & Nov.	" "	1883	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	71
1st Mortgage (War. & Fkln)	580,000	7	April & Oct.	"	1882	83
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	67
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	97¼
Plain Bonds	485,000	6	April & Oct.	"	1875	95
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	102
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	85
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	81
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	82
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	75
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	80½
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New Yor k.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	99½
Owensboro' and Russellville.						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	....
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	72
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,380	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	100,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,970,000	7	Jan. & July.	Philadelphia.	1880	101
2d Mortgage (")	2,588,600	6	April & Oct.	"	1875	102
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	19,490,760	6	J. A. J. & O.	Philadelphia.	1910	90
State lien for $17,580,000, skg f'd	5,854,700	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	310,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	103
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	99½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	94
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1885	87½
Gen'l M. for $20,000,000, gold str.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	84½
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'86	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,138,900	6	Jan. & July.	Philadelphia.	1893	80
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1867, conv	86,500	6	" "	"	1886	....
Mort. Loans of 1843-44-45 & 49.	1,521,000	6	" "	"	1880	101
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	105
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon.. 7,696,000	7	June & Dec.	Philadelphia.	1911	103½
	Dollar registered 3,414,000	7	" "	"	1911	105½
	Gold or stg coup. 7,000,000	6*	" "	Phil. or Lond.	1911	98
	Gold or stg reg.. 663,000	6*	" "	" "	1911	97½
	Dollar coupon... 332,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv	6,690,985	7	Jan. & July.	"	1893	104½
New improvement Mort. loan	6,631,615	6*	April & Oct.	Phila.or Lond.	1897	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,800	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866	400,000	6	April & Oct.	"	1876	95
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	68½
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	monthly.	New York.	1884	72
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free...	4,000,000	7	Jan. & July.	Baltimore.	1898	89½
2d Mort. (Balt. Loan) of 1866...	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	101½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	98
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,000,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold..	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1889	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free..	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	18	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	90
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	99½
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.)	400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'78-'90	70
Rich., Fredericksburg & Potomac						
Sterling Loan	87,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	6	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	130,500	7	June & Dec	Rich'mond	1875	....
1st Mortgage	175,000	8	April & Oct.		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	75
Equipment Mortgage	500,000	8	March & Sept.	"	1880	80
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	99
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	...
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	87
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1894	76
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Conn. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	95
St. Louis, Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	95½
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	86½
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N. Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands).	2,000,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands.	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	90½
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	92
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1898	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.).						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1900	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	500,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	.....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	80
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	66
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	.....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,168,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,600,000	7	June & Dec.	New York.	1894	85
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	83
2d Mortgage (W. Div.) 117 m.	1,300,000	7	April & Oct.	" "	1886	67
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	....
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,800	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar.	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	643,000	7	"	" "	1883	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	94
1st M. (L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	93½
1st Mort. (Quincy & Tol. 34 m)	500,000	7	May & Nov.	" "	1890	88
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	90½
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	90½
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	84
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	78
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	78½
1st M. (Dec. & East St. L. 109m.)	2,700,000	7	" "	" "	1900	87½
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	85
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	83
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	75½
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'90-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1890	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £282,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	100
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	89
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	87
Consolidated(mort.)Loan of 1839	5,000,000	6	May & Nov.	Philadelphia.	1889	99
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	30
2d Mortgage consolidated	1,500,000	7	" "	"	1891	7½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	67½
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.		....	80
Equipment Mortgage	1,000,000	8	May & Nov.		'76-'77	74
Equipment Mortgage	1,000,000	8	" "		1889	74
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1890	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	....
Enlarged Mortgage	990,000	6	" "	" "	1884	....
4th Mortgage	846,000	8	March & Sept.	" "	1900	82
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	77
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	101½
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	613,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July	Baltimore.	1890	72½
1st Mort. endor. by Balt	200,000	6	" "	"	1890	95
2d Mort. " "	300,000	6	" "	"	1890	92
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	89½
2d Mortgage preferred	600,000	6	" "	"	1895	62
3d Mortgage endor. by Balt	575,000	6	" "	"	1900	95½
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	67
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	82½
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	95½
Consolidated mort. Apr. 1, 1869.	995,000	7	April & Oct.	"	1899	103
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	70½
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	87½
2d Mortgage coupon or regis	723,600	7	Jan. & July.	"	1902	79
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1898	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	80
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	85
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	107
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage registered — 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered — 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1884	103
1st Mortgage registered — 3d series, Jan. 1, 1871.	5,000,000	7	" "	" "	1891	104
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	94½
Mortgage Loan reg	2,000,000	6	F. M. A. & N.	"	1897	95
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	96½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	96
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	89
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	96
2d Mortgage	285,000	6	" "	"	1876	96
Boat Loan, sinking fund	236,965	7	" "	"	1885	90
Preferred Stock Dividend Scrip	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	66
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	75
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	260,000	6	May & Nov.	"	1870	75
Boat and Car Loan	756,650	6	" "	"	1888	72
Boat and Car Loan	628,100	7	" "	"	1889	87
Coupon Bonds	1,079,000	6	Jan. & July.	"	1896	73
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	74
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1893	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1876	....
2d Mortgage	208,000	6	May & Nov.	"	1896	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years having.	Railroad. Main Line.	Branch Line.	Sidings, 2d Track and	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroads.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	3	106	Adirondac.....New York.	2,728,692	*	.....	7,000,000	3,763,000	930,000	1,963,756	—	60.2	.....	.....	.....	160,425	.....	—	100	.....
May 31, 1872	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	.....	92.8	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	142.0	—	87.1	—	21	24	12	749	Albany and Susq. (D. & H.)...New York.	7,463,572	.....	.....	.....	5,000,000	4,467,000	.....	.....	164.0	(Del. &	Hud.Canal Co.)		1,341,228	423,821	7	100	94
Sept. 30, 1872	51.0	—	2.0	—	3	4	1	21	Alexandria and Fredericksburg ¶.....Va.	2,500,000	*	.....	.....	.....	1,000,000	.....	.....	51.0	.....	.....	.....	.....	.....	—	100	.....
Jan. 31, 1873	132.0	—	44.9	112.0	.....	.....	.....	.....	Allegheny Valley.....Pennsylvania.	13,200,000	.....	.....	.....	2,256,300	12,389,000	.....	.....	132.0	.....	.....	.....	2,239,158	960,684	—	50	.....
Nov. 30, 1872	85.8	—	1.6	—	—	—	—	—	Allentown.....Pennsylvania.	1,147,225	.....	.....	.....	567,544	—	579,681	—	35.8	.....	(Phila.&Reading R.		R.)	.....	—	50	.....
Dec. 31, 1872	20.5	—	2.0	—	5	10	2	48	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	95,000	20.5	.....	.....	.....	.....	.....	—	50	.....
Dec. 31, 1872	57.0	—	2.8	28.0	—	—	—	—	Arkansas Central (3 ft.) ¶.....Arkansas.	.....	.....	.....	.....	.....	15,000pm	.....	.....	—	.....	.....	.....	.....	.....	—	100	.....
Mar. 31, 1873	23.6	—	1.9	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	.....
Nov. 30, 1872	465.0	—	23.3	200.0	.....	.....	.....	.....	Atchison, Topeka & Santa Fe....Kansas.	20,000,000	*	.....	.....	8,615,000	10,564,500	570,000	.....	—	.....	.....	.....	.....	7,500	—	100	.....
Sept. 30, 1872	30 4	—	0.9	—	3	2	1	17	Athol and Enfield.....Massachusetts.	805,873	7,555	44,400	.....	520,000	293,400	44,605	3,814	30.4	(In prog	ress to N. Mexico.)		.....	.....	—	100	124
June 30, 1872	86.7	—	8.9	—	19	6	5	119	Atlanta and West Point.....Georgia.	1,200,129	*	.....	.....	1,232,200	22,000	.....	.....	30.4	44,320	26,778	17,193	39,032	10,555	8	100	.....
Sept. 30, 1872	387.3	38.2	149.4	—	166	52	26	3,117	Atlantic and Great West.N.Y. Penn.& O.	80,992,240	.....	.....	.....	24,000,000	56,992,240	.....	.....	86.7	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	287.0	110.0	16.3	165.0	26	19	6	338	Atlantic and Gulf ¶.....Georgia.	7,592,283	*	162,387	.....	4,479,677	3,294,700	330,991	—	565.8	.....	.....	.....	5,451,229	855,670	—	100	.....
Sept. 30, 1872	406.0	20.0	31.0	100.0	78	29	18	832	Atlantic, Mississippi and Ohio...Virginia.	17,765,914	*	8,718,937	.....	6,921,900	14,889,843	.....	.....	347.5	635,350	98,284	.....	983,966	389,539	—	100	.....
May 31, 1872	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina ¶.N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	428.0	1,427,688	282,575	530,583	1,969,053	734,328	—	100	.....
Dec. 31, 1872	364.0	—	18.2	200.0	.....	.....	.....	.....	*Atlantic and Pacific* ¶.Missouri & Ind.Ter.	.....	.....	.....	.....	15,000,000	12,500,000	.....	.....	95.0	.....	(No retur	ns furnish	ed.)		—	100	.....
Dec. 31, 1872	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	.....	.....	.....	3,994,900	3,483,848	201,089	.....	328.2	.....	.....	.....	.....	.....	—	100	.....
Nov. 30, 1872	53.0	—	2.7	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	.....	.....	.....	733,700	129,000	.....	.....	—	.....	.....	.....	.....	.....	4	100	.....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Geneseo and Mount Morris ..N. Y.	245.000	*	.....	.....	194,250	20,000	20,000	.....	—	.....	.....	.....	.....	73,000	7	100	.....
Nov. 30, 1872	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley .....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	19.1	21,302	43,209	4,901	33,299	6,001	—	100	.....
Sept. 30, 1872	379.6	—	502.7	—	383	205	52	7,904	Baltimore and Ohio ¶.....Md. & W. Va.	31,170,756	7,996,856	13,423,332	3,424,536	16,704,762	12,466,689	700,873	26,152,269	53.2	(Leased to	Pennsylv	ania.)	.....	.....	—	100	.....
Sept. 30, 1872	30.0	—	39.9	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	—	—	642,300	1,650,000	20,000	—	622,300	454.6	9,172,997	.....	.....	10,654,472	4,532,072	8	100	175
Sept. 30, 1872	103.5	—	21.8	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	10,000,000	—	—	—	5,680,685	593,500	—	—	30.0	476,800	.....	.....	480,645	335,735	10	100	160
Dec. 31, 1872	32.0	—	3.2	89.0	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	.....	103.5	1,003,407	.....	.....	826,803	114,541	—	100	11
Dec. 31, 1872	33 4	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	—	—	650,000	250,000	.....	.....	32.2	(Opened	to Washi	ngton, May	1, 1872.)	.....	—	100	7
Dec. 31, 1872	67.0	—	6.7	—	30	21	8	967	Belvidere Delaware .....New Jersey.	3,876,842	*	.....	.....	995,300	2,244,500	1,228,128	.....	—	(Operat	ed by Ma	ine Centr	al.)	36,000	—	50	.....
Sept. 30, 1872	22.0	—	2.0	—	—	—	—	—	Berkshire.....Mass.	600,000	—	8,000	—	600,000	—	—	—	67.0	.....	.....	.....	835,380	218,608	7	100	.....
Sept. 30, 1872	15.6	—	5.7	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	.....	.....	.....	468,000	.....	.....	.....	22.0	58,408	80,192	174,297	120,291	42,045	7	100	72
Sept. 30, 1872	201.6	48.0	316.8	—	206	181	46	4,113	Boston and Albany.... Mass. & N. York.	19,890,414	4,411,338	1,071,646	2,106,488	19,664,100	3,037,000	646,724	4,237,012	268.3	4,883,071	5,247,576	2,732,907	9,259,599	2,362,615	10	100	139½
Sept. 30, 1872	25.2	—	2.0	0.8	4	4	2	50	Boston, Barre and Gardner.....Mass.	768,114	104,775	30,324	4,023	736,240	—	153,849	12,147	28.0	82,064	85,157	17,499	69,356	7,550	—	100	.....
Sept. 30, 1872	42.9	—	9.0	—	21	22	12	434	Boston, Clinton and Fitchburg .....Mass.	1,430,328	646,052	110,250	95,786	872,000	1,250,000	62,586	97,180	90.2	441,745	467,966	317,043	576,413	192,795	—	100	.....
Mar. 31, 1873	93.5	—	12.8	—	22	24	19	473	Boston, Concord and Montreal .....N. H.	2,850,000	*	218,300	327,759	1,800,000	1,060,000	29,603	516,456	189.0	.....	171,511	92,186	670,349	131,715	6p	100	.....
Sept. 30, 1872	26.8	16.0	45.8	—	37	46	20	940	Boston and Lowell.....Mass.	2,469,955	252,345	2,565,759	253,142	2,852,900	1,771,024	542,860	374,417	71.8	741,981	1,949,688	620,053	1,293,969	241,016	8	500	104½
Sept. 30, 1872	80.3	8.5	84.9	38.0	61	102	28	975	Boston and Maine.....Mass., N. H. & Me.	6,728,333	1,144,587	775,992	525,480	6,816,834	—	1,341,862	1,016,686	153.8	1,215,996	4,135,469	520,722	2,004,672	504,116	10	100	109½
Sept. 30, 1872	44.0	14.5	65.0	—	38	67	11	462	Boston and Providence.....Mass. & R. I.	3,691,138	207,400	573,542	258,320	3,950,000	—	356,478	427,922	66.5	239,132	762,246	765,733	1,716,399	465,347	10	100	147½
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa.....Canada.	2,647,004	*	.....	.....	424,704	1,657,200	.....	.....	85.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	171	Brunswick and Albany¶.....Georgia.	10,548,000	*	.....	.....	4,898,000	5,650,000	350,000	.....	.....	(Com	pany in ba	nkruptcy.	)	.....	—	100	.....
Sept. 30, 1872	28.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	—	(Erie	Railway	Co.)	.....	40,600	—	100	.....
Sept. 30, 1872	43.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.... N. Y. & Penn.	1,546,930	*	.....	.....	428,717	700,000	548,229	.....	43.2	.....	.....	.....	228,099	.....	—	100	.....
Sept. 30, 1872	142.0	—	12.7	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,336,000	.....	.....	.....	960,000	2,380,000	.....	.....	—	(Erie	Railway	Co.)	.....	233,100	7	500	.....
Sept. 30, 1872	117.0	—	5.9	—	.....	.....	.....	.....	Buff., New York and Phila.N.Y. & Penn.	3,064,271	*	.....	.....	1,600,707	1,876,500	430,605	.....	88.0	(Opened	to Empor	ium, Pa.)	189,145	17,300	—	100	.....
Dec. 31, 1872	219.0	79.0	14.0	—	24	16	7	525	Burl., Cedar Rapids and Minnesota.Iowa.	7,000,000	*	.....	.....	5,400,000	2,200,000	.....	.....	332.0	.....	.....	.....	995,129	283,802	—	100	.....
Dec. 31, 1872	120.0	—	6.0	100.0	.....	.....	.....	.....	Burlington and Southwestern.Iowa & Mo.	3,000,000	*	.....	.....	1,200,000	1,750,000	.....	.....	.....	(In progr	ess.)		.....	.....	—	100	.....
Feb. 28, 1873	158.0	—	....	143.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	10.000,000	*	.....	.....	12,000,000	8,000,000	.....	.....	.....	(Compl	eted to Mo	. Line Ma	y, 1873.)	.....	—	100	.....
Dec. 31, 1872	160.0	—	8.0	—	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	.....	.....	.....	4,000,000	3,500,000	.....	.....	160.0	.....	(Recently	completed	.)	.....	—	100	.....
Dec. 31, 1872	61.2	—	92.9	—	—	—	—	—	Camden and Amboy.....New Jersey.	9,458,328	.....	.....	.....	5,847,800	.....	.....	.....	—	(Pennsy	lvania R.	R. Co.)	.....	10	100	.....
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	160	Camden and Atlantic.....New Jersey.	1,790,623	376,195	138,354	32,388	1,215,870	1,058,400	54,907	9,384	67.0	213,639	417,196	69,224	467,036	212,119	3½p	50	60
Dec. 31, 1872	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	332,925	388,000	44,437	—	—	(Pennsy	lvania R.	R. Co.)	—	—	6	100	.....
Dec. 31, 1872	28.5	—	4.8	61.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	—	5,888	.....	683,467	3,776	3,800	28.5	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1873	229.0	63.0	29.2	—	.....	.....	.....	.....	Canada Southern.....Canada.	.....	.....	.....	.....	8,000,000	3,760,000	.....	.....	.....	(Recently	completed	.)	.....	.....	—	100	.....
Sept. 30, 1872	71.6	22.4	7.8	18.0	10	23	12	160	Cape Cod.....Mass.	1,245,594	237,393	46,392	16,547	1,022,330	349,000	132,591	43,965	94.0	210,684	286,417	75,147	321,798	86,737	8	60	.....
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2	—	31	Carbondale and Shawneetown.....Illinois.	562,650	*	.....	.....	355,500	200,000	7,150	.....	18.0	(Opened	Dec. 30, 1	871.)	.....	.....	—	100	.....
Sept. 30, 1872	18.0	—	0.5	10.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	561,139	*	.....	.....	455,433	150,000	.....	.....	18.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	20.0	4.0	8.0	—	6	3	2	517	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	426,000	.....	.....	.....	24.0	.....	.....	.....	.....	.....	—	100	.....
Oct. 31, 1872	94.0	4.5	8.5	—	21	9	5	602	Catawissa.....Penn.	6,098,850	*	.....	.....	4,359,500	1,739,350	.....	.....	.....	.....	.....	.....	.....	.....	6	25	.....
Sept. 30, 1872	14.8	—	1.3	—	2	2	2	14	Cazenovia and Canastota.....New York.	538,006	*	.....	.....	294,529	250,000	29,250	.....	—	(Leased	Nov.'72 to	Ph.&Rdg.	)	572,104	183,169	7 p.	50	35
Dec. 31, 1872	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	—	—	14.8	.....	.....	.....	25,885	4,391	—	100	.....
Dec. 31, 1872	271.6	2.4	22.1	—	.....	.....	.....	.....	*Cedar Rapids and Missouri River*...Iowa.	11,233,000	.....	.....	.....	7,619,000	3,614,000	.....	.....	—	(Illinois	Central.)		128,646	113,400	—	100	.....
Dec. 31, 1872	100.0	—	15.0	250.0	6	6	3	181	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	101.0	(Chic.&	North We	stern R. R	.)	.....	—	100	.....
Nov. 30, 1872	192.0	—	29.7	—	53	44	27	792	Central of Georgia.....Georgia.	5,000,000	*	1,628,457	1,022,692	5,000,000	1,389,000	341,663	.....	284.0	(No re	turns furn	ished.)		.....	—	100	.....
Dec. 31, 1872	202.0	—	16.6	24.0	22	8	6	301	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	.....	202.0	.....	.....	.....	169,119	.....	—	100	.....
Sept. 30, 1872	22.0	4.0	3.2	—	3	7	—	22	Central of Long Island.....New York.	1,459,616	*	.....	.....	297,800	687,000	479,598	.....	—	(Flushi	ng & N. S	ide R. R.)	.....	.....	—	100	.....
Dec. 31, 1872	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey.....New Jersey.	12,424,935	7,882,238	7,649,492	4,310,442	20,000,000	9,209,000	3,058,154	.....	291.0	4,889,891	4,478,513	1,490,689	7,120,718	1,957,538	10	100	105½
Dec. 31, 1872	137.0	—	31.2	—	40	28	24	737	Central Ohio.....Ohio.	5,499,999	*	.....	.....	2,845,500	2,500,000	.....	.....	137.0	.....	.....	.....	989,327	170,721	6	50	82
Dec. 31, 1872	883.0	339.0	110.4	600 0	187	168	40	3,307	*Central Pacific*¶.....Cal. Nev. & Utah.	130,485,693	5,622,693	5,458,198	2,518,287	54,283,190	81,939,680	422,041	7,433,960	1,158.0	.....	588,533	746,153	11,963,641	6,952,362	—	100	72
Dec. 31, 1872	194.6	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta....S.Car.	5,512,000	*	256,000	.....	2,578,000	3,100,000	.....	.....	194.6	.....	.....	.....	652,107	439,718	—	100	.....
Dec. 31, 1872	22.8	—	5.0	—	—	—	—	—	Chartiers.....Pennsylvania.	1,127,318	.....	.....	13,897	628,060	500,000	3,150	.....	22.8	39,140	.....	.....	60,440	20,440	—	50	.....
Sept. 30, 1872	428.0	—	42.8	72.0	45	27	18	761	Chesapeake and Ohio.....Va. & W. Va.	26,542,490	*	789,785	2,836,883	13,398,407	18,624,953	3,387,461	—	227.0	511,475	141,873	115,472	777,632	288,687	—	100	.....
Jun. 30, 1872	40.7	0.8	2.0	—	2	.....	.....	.....	Chester and Tamaroa.....Illinois.	1,690,000	*	.....	.....	1,000,000	660,000	30,000	—	41.5	(Opened	March 187	2.)	.....	.....	—	100	.....

Sept. 30, 1872	33.5	—	11.2	—	28	22	10	409	Chestnut re	New Hampshire.	2,337,707	351,600	160,000	260,554	2,158,800	809,200	28,992	116,370	38.1	(Phila.a	nd Readin	g R. R. Co	162,284	413,432	624,768	188,851	5	100	50	.....						
Dec. 31, 1872	21.5	—	3.1	—					*Chester Valley*	Pennsylvania.	1,371,900				871,900	500,000	955,000							mpany.)				100	50	.....					
Dec. 31, 1872	242.0	117.4	92.1	—	144	74	24	2,912	Chicago and Alton	Illinois.	14,627,712	*	4,348,916	1,546,501	11,355,300	5,446,630	3,255,428	303,778	649.1	5,902,102	772,508		1,601,708	miles.)	5,186,826	1,879,147	10	100	106						
Dec. 31, 1872	698.8	552.4	287.2	—	288	127	62	5,409	Chicago, Burlington and Quincy	Illinois.	56,648,400	*	4,555,731		26,056,583	20,221,642	602,466	8,329,470	1,469.2	(8 mont	hs on	825			7,584,575	2,839,366	10	100	1034						
Dec. 31, 1872	60.0	—	6.0	—	6	4	2	320	Chicago, Clinton and Dubuque	Iowa.	2,460,000	*			960,000	1,500,000			60.0	(Opene	d in Fall o	f 1872.)						100		.....					
Dec. 31, 1872	110.0	76.0	12.0	20.0	24	10	5	955	Chicago, Danville and Vincennes	Ill.	6,675,565	*	221,107	.....	2,975,000	3,325,000	345,068	.....	110.0	.....	.....	.....	.....	.....	.....	.....		100		.....					
Dec. 31, 1872	73.0	—	3.7	—	5	4	2	168	Chic., Cincinnati and Louisville	Indiana.	2,500,000	156,000	10,000	.....	1,500,000	1,000,000	.....		73.0	(No inf	ormation	furnished.)						100		.....					
Dec. 31, 1872	117.0	14.0	21.5	—	14	8	3	419	Chic., Dubuque and Minnesota	Io. & Minn.	6,500,000	*	.....	.....	2,500,000	4,425,000	.....		131.0	(No inf	ormation	furnished.)						100		.....					
Dec. 31, 1872	80.0	—	8.0	30.0	15	6	3	—	Chicago and Iowa	Illinois.	4,100,000	*			1,350,000	1,750,000	1,000,000		—	(Chic., B	url.& Quin	cy R. R. C	o.)	140 000			8	100							
May 31, 1873	81.3	1.1	16.9	—				—	Chicago, Iowa and Nebraska	Iowa.	5,000,000				4,200,000	810,000			—	(Chic. &	Northwes	tern R. R.	Co.)				8	100	81					
Dec. 31, 1872	170.0	25.0	19.6	55.0	25	12	7	605	Chicago and Michigan Lake Shore	Mich.	6,638,400	*			1,188,400	5,350,000			170.0	482,640	240,169	128,662	500,985	218,500		100								
May 31, 1872	1,388	—	200.0	120.0	269	277	83	5,983	Chicago and N. West'n. Ill., Wis. & Mich.		56,199,718	*	2,343,919	.....	35,878,644	20,474,000	724,299	1,455,694	1,271.0	.....	2,224,705	2,510,016	11,402,161	4,592,135		100	54						
Dec. 31, 1872	67.0	—	....	193.0	—	—	—	—	Chicago and Paducah	Illinois.	1,800,000				1,350,000	540,000	.....		—	(Operat	ed by con	tractor—N	o report.)					100							
Dec. 31, 1872	60.0	—	6.0	100.0	—	—	—	—	Chicago, Pekin & South-Western	Ill. & Mo.		(No info	rmation.)						—		(Being co	nstructed.)						100							
Mar. 31, 1873	493.0	120.5	142.8	—	197	66	36	3,940	Chicago, Rock Island & Pacific	Ill. & Iowa.	28,716,723	*	7,889,906	2,109,406	25,000,000	8,972,000	154,351	4,589,683	660.0	4,340,995	956,734	1,289,890	6,657,050	3,139,267	8	100	1064							
Mar. 31, 1873	35.0	—	—	167.0	—	—	—	—	Chicago and Southern Illinois	Ill. & Ind.		(Under	construct	ion—no	informati	on.)			—	(Chic., R	ock Islan	d and Pacl	fic R. R.	Co.)				100							
Dec. 31, 1872	269.0	32.0	16.9	—	—	—	—	—	Chicago and South Western	Iowa & Mo.	13,500,000				7,000,000	5,000,000	1,658,551		—	(St. Lou	is K. City	and North	ern R. R.	Co.)				100							
Dec. 31, 1872	36.5	—	2.1	—	—	—	—	—	Chillicothe and Brunswick	Mo.	865,000				365,000	500,000			—	(Mariett	a and Cin	cinnati R.	R. Co.)					100							
Dec. 31, 1872	7.0	—	3.0	....	—	—	—	—	Cincinnati and Baltimore	Ohio.	1,105,453				673,000	314,000	118,453		60.0	549,574	750,687	564,542	1,204,865	495,373	8	100								
Mar. 31, 1873	60.0	—	118.2	—	33	30	13	429	Cincinnati, Hamilton and Dayton	Ohio.	3,974,655	1,127,251	1,889,230	262,965	3,500,000	2,032,000	1,052,450	669,651	60.0	549,574	750,687	564,542	1,204,865	495,373	8	100								
Mar. 31, 1873	98.0	25.0	7.2	—	19	9	6	358	Cin., Hamilton and Indianapolis	O. & Ind.	6,187,645	*			(Sold un	der forec	lose. for	$1,000,000	123.0	.....	.....	.....	312,358	L. 17,967		100								
Dec. 31, 1872	39.0	—	1.9	—	...	...	...	....	Cincinnati and Martinsville	Indiana.	800,000				400,000	400,000			39.0	(Until re	cently lea	ed to Ind.	Cin.& La	fayette.)				100							
Dec. 31, 1872	148.4	—	12.8	—	16	12	4	370	Cincinnati and Muskingum Valley	Ohio.	5,472,977	*		109,315	3,996,610	1,500,000	31,360	64,326	148.0	424,240	141,450	148,249	439,838	156,087		100								
Mar. 31, 1873	36.0	—	2.6	—	5	1	4	167	Cin., Richmond and Chicago	Ohio & Ind.	826,733	184,552	700	58,965	382,600	565,000	61,350		42.0	.....	.....	.....	229,635	70,974		100								
Dec. 31, 1872	91.5	—	4.5	—	—	—	—	—	Cincinnati, Rich. & Ft. Wayne	Indiana.	3,756,952	*	.....	.....	2,000,000	1,800,000	.....		91.5	.....	90,118	72,204	187,252	61,470		100								
Jun. 30, 1872	155.0	15.5	24.9	—	28	27	12	662	Cincinnati, Sandusky & Cleveland	Ohio.	7,982,936	*	.....	.....	4,729,037	3,261,330	18,108		215.5	741,280	254,436	253,893	850,755	339,244		50	194							
Dec. 31, 1872	25.0	—	....	270.0	4	2	1	110	Cincinnati and Terre Haute	Ohio & Ind.		(Under	construct	ion—no	report.)				25.0	20,360	4,052	.....	7,047	.....		100								
Dec. 31, 1872	340.5	49.9	75.0	—	118	47	17	3,025	Cleveland, Col. Cin. & Ind.	Ohio & Ind	16,395,579	*	1,929,844	1,427,549	14,991,275	3,005,000	1,446,285	810,412	471.4	3,877,159	572,396	1,444,354	4,593,171	1,379,526	7	100	81							
Dec. 31, 1872	67.8	12.4	10.3	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,147,934				2,059,200	1,164,000			—	(Atl.& G	t. Wtn. Ra	ilway Co.)		274,907	260,946	7	50								
Jun. 30, 1872	102.0	—	5.0	42.0	11	6	4	460	Clev., Mt. Vernon and Delaware	Ohio.	2,575,125	*	.....	.....	1,200,000	2,300,000	.....		114.5	123,000	135,607	176,909	300,347	126,728		100								
Nov. 30, 1872	167.0	32.0	76.4	—	83	41	22	2,519	Cleveland and Pittsburg	Ohio & Penn.	12,490,700	2,538,644	659,162	219,062	11,236,150	2,834,344	396,663	440,411	225.0	2,316,159	654,758	1,881,912	Pa. R. R.	1,053,283	7	50	87							
Dec. 31, 1872	681.0	—	68.0	—	158	54	27	1,652	Col., Chic. & Ind. Cent	Ohio, Ind & Ill	37,014,719	*	.....	.....	13,328,569	23,555,174	130,974		681.0	4,590,845	646,459	1,390,597	4,411,095	783,881		100	31							
Dec. 31, 1872	76.0	4.0	....	161.0	3	2	2	12	Colorado Central (3 ft.)	Colorado.	1,999,300	*			1,474,300	525,000			40.0	.....	.....	.....	90,216	14,967		100								
Dec. 31, 1872	76.9	13.0	12.6	—	25	8	4	1,601	Columbus and Hocking Valley	Ohio.	2,578,037	1,072,739	268,658	59,094	1,208,810	2,148,000	291,499	330,219	89.0	499,522	134,999	681,819	854,892	442,663	25	50								
Dec. 31, 1872	45.0	—	3.4	—	—	—	—	—	Columbus, Springfield & Cin	Ohio.	2,000,000				1,000,000	1,000,000			—	(Leased	to Cin., Sa	nd.& Clev	. R. R. C	o.)				100							
Mar. 31, 1873	35.0	7.0	49.0	—	33	30	13	811	Concord	New Hampshire	1,500,000	*	187,390	104,436	1,500,000		111,357	180,169	145.5	802,162	613,842	692,768	1,040,115	150,759	10	50	162							
Mar. 31, 1873	41.0	—	6.0	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	1,108,859				350,000				—	(Concor	d R. R. Co	mpany.)		25,000	25,000	7	100								
Jun. 30, 1872	110.3	—	15.2	—	22	15	7	746	Connecticut and Passump. Riv.	Vermont.	3,383,486	*	261,151	123,946	2,127,278	1,357,100	39,767	246,371	143.7	458,581	167,112	171,923	812,788	808,902	6	100	77							
Sept. 30, 1872	50.0	5.9	23.5	—	18	24	10	311	Connecticut River	Massachusetts.	2,055,527	225,814	138,686	510,977	1,850,600	250,000	415,226	405,778	55.9	324,053	985,504	383,770	729 311	215,481	10	100	137							
Sept. 30, 1872	45.0	—	4.7	—	6	12	5	140	Connecticut Valley	Connecticut.	2,403,589	246,175	.....	.....	1,033,500	998,000	973,000	7,390	45.0	66,293	205,441	16,077	144,861	7,390		100								
Sept30, 1872	66.7	—	7.0	—	8	10	2	170	Connecticut Western	Connecticut.	3,797,665	295,321	.....	.....	1,504,028	2,436,500	96,323		68.3	146,880	151,638	60,467	223,565	65,612		100								
Dec. 31, 1872	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300				1,278,300	1,000,600	.....		—	(Phila.	and Trent	on R. R. C	ompany.)	.....	39,611	14,727	6	50							
Sept. 30, 1872	16.0	1.0	1.6	—	2	2	1	17	Cooperstown and Susquehanna	N. York.	456,914	*			308,405	100,000	22,240		17.0	.....	.....	.....	.....	.....	.....	100								
Dec. 31, 1872	74.0	7.0	26.0	—	19	17	6	371	Cumberland Valley	Penn.	1,725,143	*	656,432	157,782	2,094,250	352,300	72,174	600,583	141.6	275,889	288,817	322,017	581,064	287,989	8	50								
Dec. 31, 1872	45.0	—	2.5	—	5	2	2	17	Danv., Hazleton & Wilkesbarre	Penn.	1,102,600	*	.....	.....	684,235	1,400,000	.....		—	(Leased	to Pennsy	lvania R.	R. Co.)					50							
Sept. 30, 1872	23.8	10.0	4.5	—	6	6	2	72	Danbury and Norwalk	Connecticut	1,108,448	145,383	.....	.....	600,000	407,500	86,050	25,681	33.8	101,553	159,330	44,633	172,120	69,796	10	50								
Mar. 31, 1873	90.0	32.0	....	20.0	...	...	...	....	Davenport and St. Paul	Iowa & Minn.	5,000,000	*	.....	.....	9,000,000	2,440,000	.....		90.0	(Recentl	y opened	—No repo	rt.)					100							
Mar. 31, 1873	142.0	—	21.3	—	23	15	4	686	Dayton and Michigan	Ohio.	6,038,393	777,401	78,671	149,269	2,398,785	4,102,700	382,741	158,468	142.0	.....	.....	.....	.....	1,034,567	279,623	8	100								
Jun. 30, 1872	31.8	—	1.8	—	4	4	3	68	Dayton and Union	Ohio.	612,015	*	.....	.....	86,000	527,445	.....		31.8	116,316	64,344	94,955	134,148	52,209		100								
Jun. 30, 1872	41.5	—	8.0	—	—	—	—	—	Dayton and Western	Ohio.	1,011,276				Sunk.	701,000			—	(Operat	ed by Pitt	sb'g, St. L.	& Cinc. C	o.)				100							
Oct. 31, 1872	83.0	16.3	5.6	—	—	—	—	—	Delaware	Delaware.	2,114,184		76,154	71,522	1,317,390	870,000	.....	74,470	99.3	317,068	.....	.....	448,841	121,046	6	100								
Dec. 31, 1872	45.0	—	65.0	—	46	3	1	4,269	Delaware and Hudson	Penn.	4,621,411	*	24,318,589	955,845	15,000,000	13,088,385	.....	1,804,460	62.0	(Owned	& operate	d by Del.&	Hud. Can	al Co.)		10	100							
Dec. 31, 1872	115.0	—	119.0	—	128	20	9	1039	Delaware, Lack. and Western	Penn.	15,512,767	*	.....	.....	20,000,000	5,394,000	4,239,545	.....	115.0	3,254,260	249,578	3,347,671	4,746,678	2,867,965	10	100	110							
Dec. 31, 1872	106.0	15.0	5.1	—	6	4	2	64	*Denver Pacific*	Colorado.	5,000,000	*	.....	.....	2,500,000	2,500,000	.....		121.0	.....	19,795	45,868	371,903	196,997		100								
Dec. 31, 1872	118.0	31.0	5.6	782.0	10	11	2	292	Denver and Rio Grande	Col. & N. Mex.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....		155.0	(Operati	ons by Co.	commence	d Jan.1, 1	873.)				100							
Dec. 31, 1872	250.0	—	20.0	—	27	10	10	540	Des Moines Valley	Iowa.	13,803,285	*	.....	.....	6,523,600	5,070,000	930,000		250.0	417,679	108,599	198,360	776,284	127,223		100								
Aug. 31, 1872	63.0	—	3.8	28.0	6	4	4	145	Detroit, Kel River and Illinois	Michigan.	2,386,000	*	.....	.....	1,000,000	1,500,000	.....		—	(R	ecently op	ened—no	returns.)					100							
Aug. 31, 1872	65.0	—	3.2	—	4	2	2	50	Detroit, Hillsdale and Indiana	Michigan.	1,318,150	*	.....	.....	343,150	1,470,000	.....		65.0	(R	ecently op	ened—no	returns.)					100							
Dec. 31, 1872	189.0	—	26.0	—	34	37	20	502	Detroit and Milwaukee	Michigan.	10,213,528	*	.....	.....	2,917,140	7,296,388	.....	19,259	189.0	775,746	438,074	330,559	1,381,063	442,155		100								
Aug. 31, 1872	164.0	2.0	2.0	22.0	...	...	...	....	Detroit, Lansing & Lake Michigan	Mich.	5,777,000	*	.....	.....	1,707,000	4,070,000	.....		166.0	.....	.....	.....	.....	610,000	.....	100								
Dec. 31, 1872	14.0	—	2.0	—	—	—	—	—	Dexter and Newport	Maine.	300,000				122,000	175,000	.....		—	(Leased	to Maine	Central.)					18,000	6	100							
Oct. 31, 1872	33.5	—	3.4	—	2	—	—	—	Dorcester and Delaware	Del. & Md.	.....	.....	.....	.....	.....	.....	.....	.....	33.5	.....	12,338	7,751	22,792	7,175		100								
Sept. 30, 1872	29.0	—	2.8	—	—	—	—	—	Dover and Winnipisseogee	New Hamp.	825,000				480,000				—	(Boston	and Maine	R. R. Co.)					29,000	6	100							
Dec. 31, 1872	142.9	—	15.4	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,983,200				5,000,000	980,000			—	(Leased	by Illinois	Central.)						6	100	65							
Dec. 31, 1872	54.7	—	2.8	—	4	4	5	76	Dubuque and South Western	Iowa	1,719,977	40,161	.....	.....	1,174,977	550,000	12,247	63,057	54.7	.....	.....	.....	161,458	72,488		100								
Dec. 31, 1872	54.8	—	4.2	—	6	7	3	81	Dunkirk, Warren & Pittsburg	N. York.	2,770,665	*	.....	.....	1,266,000	1,400,000	189,907	.....	54.8	.....	.....	.....	109,262	2,064		100								
Sept. 30, 1872	58.0	—	7.4	—	7	6	3	92	Dutchess and Columbia Counties	N. Y.	2,796,377	*	.....	.....	1,488,487	1,500,000	554,407	.....	58.0	.....	.....	.....	210,548	L. 26,996		100								
Sept. 30, 1872	17.5	—	1.1	—	—	—	—	—	Duxbury and Cohasset	Mass.	384,519	*		9,870	350,000		42,230	2,150	17.5	.....	100,711	6,202	34,048	1,434		100								
Oct. 31, 1872	17.5	—	0 6	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800				89,800	175,000			—	(Pennsy	lvania R.R	Co.)						6	50	80							
Oct. 31, 1872	86.0	—	15.5	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,484,290				1,809,200	495,800			—	(Phila.&	Reading	Co.)						6	50	80							
Jun. 30, 1872	242.0	28.0	27.0	—	43	33	8	605	East Tenn., Va., & Georgia	Tenn. & Ga.	9,167,851	*	.....	84,750	661,298	1,970,024	3,889,900	168,593	3,735,377	270.0	.....	.....	172,395	1,201,492	366,692		100								
Sept. 30, 1872	41.4	71.7	61.6	—	73	133	35	854	Eastern	Massachusetts.	7,436,949	1,767,261	1,382,235	1,579,678	4,262,600	6,746,100	701,841	405,582	264.6	1,403,179	5,000,399	424,320	1,973,623	574,201		100	72							
Dec. 31, 1872	28.0	5.0	3.1	—	3	2	—	86	Eastern Kentucky	Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	28.0	49,312	22,107	41,308	129,305	21,728		100								
Dec. 31, 1872	40.0	—	1.7	—	2	.....	.....	.....	Eastern Shore	Maryland.	895,000	*	.....	.....	295,000	600,000	.....		40.0	.....	(No state	ment furni	shed.)	.....	.....	.....		100							
Dec. 31, 1872	185.0	—	9.7	—	...	...	...	....	Elizabeth and Paducah	Kentucky.	6,000,000	*	.....	.....	3,000,000	3,000,000	.....		185.0	(R	ecently o	pened—no	returns.)					100							
Dec. 31, 1872	46.8	—	3.3	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000				500,000				—	(North	ern Central	R. R. Co.)		25,000	25,000	5	100								
Dec. 31, 1872	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620 000				1,000,000	1,620,000			—	(North	ern Central	R. R. Co.)		165,000	162,000	5	50								
Sept. 30, 1872	459.0	496.0	505.5	—	488	302	76	10638	Erie	New Jersey, N. York & Pa.	97,048,084	11,191,478	568,131	1,183,257	86,536,910	26,898,800	2,517,301		954.0	12,318,504	3 598,988	5,564,274	18,371,885	4,720,286	11	100	44							
Sept. 30, 1872	12.3	—	0.8	8.7	—	—	—	—	Erie and Genesee Valley	New York.	191,302				144,900	120,000			12.3	.....	.....	.....	.....	.....	.....	100								
Dec. 31, 1872	66.0	—	3.0	109.0	5	4	3	81	Erie and Louisville	Ohio.	2,328,636	*	96,300	47,046	1,045,450	890,000	536,502		66.0	52,000	30,160	38,344	74,404	27,338		100								
Dec. 31, 1872	81.5	3.7	11.3	—	29	10	4	1,319	Erie and Pittsburg	Pennsylvania.	5,297,000	*	.....	.....	2 000,000	3,297,000	.....		114.0	749,260	265,985	1,141,437	(Pa. Co.)	386,937	7	50								
Dec. 31, 1872	114.0	3.0	6.0	—	15	15	5	302	European and North American	Maine.	8,725,907	*	.....	.....	1,272,550	4,753,773	3,230,360		114.0	154,290	298,082	.....	387,574	165,289		100								
Aug. 31, 1872	109.0	23.0	16.0	—	17	10	6	340	Evansville and Crawfordsville	Indiana.	2,879,748	*	24,449	92,138	1,144,253	1,127,000	20,630	704,452	132.0	359.515	146,036	.....	566,379	218,645		100								
Dec. 31, 1872	55.0	—	3.1	—	8	5	3	222	Evansville, Terre Haute & Chi.	Ind. & Ill.	1,500,000	*	.....	.....	750,000	750,000	.....		—	(Chicag	o, Danville	& Vincenn	es R. R. C	o.)				100							
Sept. 30, 1872	5.8	—	—	—	—	—	—	—	Fall River, Warren & Prov.	R. I. & Mass.	331,107	4,200	71,504	469,159	150,000	234,633	271,986	218,351	5.8	11,988	166,787	.....	42,378	15,608		100								
Oct. 31, 1872	12.7	—	0.8	—	—	—	—	—	Fayette County	Pennsylvania.	130,000				107,400				—	(Phg. &	Connells	v. R.R. Co.)						74	50							
Sept. 30, 1872	50.9	43.2	84.7	—	38	46	12	876	Fitchburg	Massachusetts.	3,503,372	560,000	227,503	.....	4,000,000		.....	511,300	93.3	716,246	1,609,427	740,123	1,350,289	328,985	8	100	124								
Dec. 31, 1872	13.5	—	1.0	—	—	—	—	—	Flemington	New Jersey.	394,095				150,000		244,095		—	(Belv. D	elaware R.	R. Co.)		16,217	L. 16,186		100								

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	R. M. &c.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1872	205.0	28.0	33.7	55.0	33	36	8	607	*Flint and Pere Marquette*.....Michigan.	8,765,602	1,135,131	694,565	384,284	3,297,300	5 389,000	1,048,609	1,244,673	233.3	888,227	509,975	344,559	1,133,612	455,118	—	100	...
Sept. 30, 1872	11.8	6.3	5.3	16.2	5	19	5	8	Flushing and North Side .....New York.	952,158	284,371	.....	.....	281,010	1,281,200	81,027	.....	18.1	176,515	1,256,278	.....	281,844	86,495	—	100	...
Sept. 30, 1872	10.0	—	1.0	—	3	2	1	10	Fonda, Johnstown and Gloversville. N. Y.	493,732	*	.....	.....	300,000	300,000	41,382	.....	10.0	35,056	99,890	25,897	78,023	38,198	—	100	...
Dec. 31, 1872	100.0	—	5.2	—	8	6	3	237	Ft. Wayne, Jack. & Saginaw. Ind.& Mich.	3,000,000	313,000	25,000	.....	1,056,000	2,000,000	.....	.....	100.0	.....	.....	.....	280,647	123,591	—	100	...
Jun. 30, 1872	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	(Sold January 1, 1872.)				1,000,000	2,300,000	.....	.....	109.0	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1872	26.0	—	3.3	—	3	1	—	90	Framingham and Lowell.....Mass.	1,021,792	182,062	.....	58,170	499,896	650,000	112,698	30	—	(Boston, Clinton & Fitchb'g.)			224,815	28,574	—	100	...
Dec. 31, 1872	11.5	—	1.3	—	2	3	—	21	Freehold and Jamesburg.....N. Jersey.	283,745	.....	.....	.....	283,745	.....	.....	.....	22.0	67,460	171,400	43,411	57,773	14,152	—	100	...
Feb. 28, 1873	85.0	—	9.0	150.0	9	6	4	126	Galv., Harrisburg & San Antonio..Texas.	2,255,402	287,906	.....	61,000	2,051,468	552,840	.....	.....	85.0	36,210	8,664	27,637	160,424	93,422	—	100	...
Dec 31, 1872	50.0	—	10.0	—	15	9	4	284	Galveston, Houston & Henderson. Texas.	2,522,063	398,639	234.423	14,796	1,000,000	1,500,000	360,653	311,091	50.0	198,167	86,845	179,666	751,054	366,017	—	100	...
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Georgia.	4,156,000	*	1,385,369	415,005	4,200,000	676,500	137,240	853,233	232.0	1,103,551	.....	.....	1,623,454	490,196	8	100	...
Jun. 30, 1872	111.0	—	5.5	—	8	4	4	302	Gilman, Clinton & Springfield.....Illinois.	4,000,000	*	.....	.....	2,000,000	2,000,000	.....	.....	111.0	87,808	.....	67,361	156,750	33,525	—	100	...
Sept. 30, 1872	11.6	—	0.3	3.1	—	—	—	—	Goshen and Deckertown .....New York.	290,901	.....	.....	.....	105,000	246,500	8,000	.....	—	(Leased to Erie.)			21,500	21,500	6	100	...
Dec. 31, 1872	263.7	26.0	13.2	35.0	34	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	4,807,993	1,114,214	128,797	4,748,995	2,800,000	8,000,000	.....	.....	289.7	.....	491,910	311,670	949,781	505,640	—	100	...
Mar. 31, 1873	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	—	(Leased by Michigan Central R. R. Co.)			.....	.....	—	100	...
Dec. 31, 1872	857.0	52.0	371.0	—	361	260	80	4,636	Grand Trunk ¶ .....Canada.	106,900,746	*	5,197,215	1,348 999	16,977,803	91,597,296	4,870,346	1,515	1,377.0	6,754,570	1,718,273	1,535,296	8,935,970	1,803,921	—	100	...
Jan. 31, 1873	229.0	216.0	102.0	—	177	146	89	3,136	Great Western ¶.....Canada.	33,941,675	*	.....	.....	24,167,487	10,816,000	.....	.....	569.0	4,416,442	.....	.....	5,732,870	2,989,050	6½	100	...
Sept. 30, 1872	8.0	—	0.5	—	—	—	—	—	Greene.....New York.	348,877	.....	.....	.....	200,000	.....	.....	.....	8.0	20,824	37,773	151,848	35,718	5,611	6	100	...
Feb. 28, 1873	151.0	—	5.0	49.0	9	5	3	300	Green Bay and Lake Pepin....Wisconsin.	3,400,000	*	.....	.....	1,500,000	2,400,000	.....	.....	—	(Not regularly operated.)			.....	.....	—	100	...
Sept. 30, 1872	14.0	—	0.8	—	—	—	—	—	Greenwich and Johnsonville...New York.	304,415	.....	.....	.....	130,098	185,500	11,086	.....	14.0	17,528	17,488	9,553	30,358	12,528	—	100	...
Mar. 31, 1873	66.0	—	4.0	180.0	7	3	1	72	Gulf, Western Texas and Pacific.¶..Texas.	2,500,000	*	.....	.....	.....	1,386,000	.....	.....	....	68,000	9,505	35,874	232,979	128,161	—	100	...
Dec. 31, 1872	4.9	0.8	0.3	—	2	2	3	6	Hackensack and New York..New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	.....	—	(Leased by Erie at 35 p. c. of earnings.)			.....	.....	—	100	...
Dec. 31, 1872	28.0	—	1.4	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	.....	.....	.....	560,000	299,600	.....	.....	—	(Leased by Erie at 35 p. c. of earnings.)			.....	.....	—	100	...
Jun. 30, 1873	70.0	—	4.0	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased by Tol., Wab. & Western R. R. Co.)			.....	.....	—	100	...
Jun. 30, 1873	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,000	675,000	.....	.....	—	(Leased by Tol., Wab. & Western R. R. Co.)			.....	.....	—	100	...
Aug. 31, 1872	206.0	68.5	27.7	22.0	79	61	62	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	23,297,728	*	.....	.....	14,250,828	9,146,900	.....	.....	274.5	1,648,638	320,838	415,363	2,454,670	670,529	—	100	21
Sept. 30, 1872	7.9	—	1.0	—	2	3	2	13	Hanover Branch.....Mass.	170,130	40,445	.....	21,126	123,550	.....	40,000	68,151	7.9	21,096	79,998	14,397	71,032	20,295	—	100	...
Oct. 31, 1872	12.2	—	0.9	—	6	5	2	30	Hanover Brauch.....Penn.	201,372	68,000	.....	.....	116,850	.....	.....	.....	12.2	48,150	34,401	123,424	82,388	24,356	10	50	...
Sept 30, 1872	116.0	2.0	7.2	—	9	5	1	146	Harlem Extension .....New York.	8,000,000	*	.....	.....	4,000,000	4,000,000	40,509	.....	118.0	277,969	137,337	105,349	317,748	Loss.	—	100	...
Oct. 31, 1872	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,182,550	.....	.....	.....	1,182,550	760,000	.....	.....	54.0	(Leased by Pennsylvania R.R. Co.)			.....	.....	7	50	102
Sept. 30, 1872	62.0	16.5	87.0	—	37	33	16	703	Hartford and New Haven..Conn.& Mass.	4,729,381	872,197	1,452,042	1,120,651	6,500,000	580,000	50,547	1,048,724	78.5	782,172	1,303,158	721,348	2,106,674	752,702	4½	100	...
Sept. 30, 1872	122.4	0.8	18.7	—	26	36	16	361	Hartford, Prov. & Fishkill*.H.L,Ct &N.Y.	4,201,486	598,875	.....	.....	2,037,940	2,055,500	100,000	200,519	130.0	541,442	1,207,771	266,912	1,004,040	367,533	—	100	...
Aug. 31, 1872	75.0	—	4.0	125.0	13	6	3	81	*Hastings and Dakota*.....Minn.	(Purchased July 1, 1872 by Mil. & St. Paul Co. for $2,100,000.)								75.0	.....	10,928	20,640	21,415	Loss.	—	...	...
Dec. 31, 1872	5.5	—	0.6	—	2	—	—	100	Hibernia Mine..... .....New Jersey.	148,638	*	.....	1,362	150,000	.....	.....	.....	5.5	.....	.....	100,379	64,401	33,629	40	100	...
Dec. 31, 1872	63.3	—	4.9	—	—	—	—	—	Holly, Wayne and Monroe .....Mich.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased by Flint & Pere Marquette R. R. Co.)			.....	.....	—	100	...
Sept 30, 1872	10.3	—	0.8	—	—	—	—	—	Holyoke and Westfield.....Mass.	427,946	.....	.....	86	200,000	200,000	1,667	26,365	—	(New Haven & Northamp.)			14,000	14,000	—	100	...
Sept. 30, 1872	74.0	—	7.0	—	16	16	8	389	Housatonic .....Connecticut.	1,864,871	340,687	.....	.....	2,000,000	400,000	335,213	42.248	162.2	274,960	282,741	242,218	528,115	117,529	—	100	...
Nov. 30, 1872	115.0	8.0	11.4	215.0	14	14	7	278	Houston and Great Northern¶.....Texas.	3,361,361	*	751,494	539,503	2,400,000	1,925,915	45,956	260,487	123.0	123,257	24,819	36,583	260,767	81,329	—	100	...
Dec. 31, 1872	387.0	115.0	16.9	—	45	25	14	916	Houston and Texas Central ¶.....Texas.	15,000,000	*	.....	.....	820,000	10,040,000	.....	.....	349.0	.....	.....	.....	2,675,234	1,345,134	—	100	...
Oct. 31, 1872	45.0	29.5	16.5	—	23	6	5	116	Huntingdon and Broad Top Mt.....Penn.	3,159,769	*	.....	.....	1,330,750	2,153,500	117,441	.....	74.5	238,167	59,126	449,748	301,957	17,451	—	50	21
Dec. 31, 1872	705.5	—	130.4	—	197	117	45	4,586	*Illinois Central* .....Illinois.	34,061,196	*	10,248,460	614,081	25,500,000	19,423,707	.....	.....	1,107.0	5,988,226	1,352,156	2,039,321	8,026,784	2,103,107	10	100	105
Dec. 31, 1872	62.8	—	3.2	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	1,451,737	.....	.....	.....	960,000	960,000	.....	.....	—	(Leased by Chicago, Burl. & Quincy Co.)			.....	.....	—	100	...
Jun. 30, 1872	85.0	—	2.9	67.0	5	...	...	...	Indiana and Illinois Central....Ind. & Ill.	3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	.....	—	(Not operated by Company.)			.....	.....	—	100	...
Dec. 31, 1872	202.5	10.0	38.0	—	65	23	9	1,752	Ind., Bloomington & Western..Ind. & Ill.	15,500,000	*	.....	.....	7,000,000	8,500,000	.....	.....	212.5	.....	.....	.....	1,359,691	.....	—	100	...
Dec. 31, 1872	179.0	—	21.2	—	58	40	12	1,121	Indianapolis, Cin. and Lafayette..Indiana.	13,988,000	*	.....	.....	5,500,000	8,700,000	.....	.....	179.0	1,211,206	.....	.....	1,754,369	592,056	—	100	...
Dec. 31, 1872	75.0	—	4.8	—	12	10	6	267	Indianapolis, Peru and Chicago..O.&Ind.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	64
Dec. 31, 1872	72.0	—	12.0	—	58	34	16	1,407	Indianapolis and St. Louis.....Indiana.	3,927,197	*	241,216	424,409	600,000	3,338,000	654,822	.....	261.0	1,732,260	291,787	690,971	2,110,681	780,239	—	100	...
Dec. 31, 1872	117.0	—	18.0	—	6	7	3	197	Indianapolis and Vincennes.....Illinois.	4,613,436	*	51,118	164,475	1,402,000	3,150,000	277,029	.....	117.0	212,294	.....	.....	264,390	90,205	—	100	...
Dec 31, 1872	183.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	183.7	(Leased by Ill. Cen. R.R.Co.)			337,462	118,112	—	100	85
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	.....	.....	.....	1,314,000	1,314,000	.....	.....	73.0	(Leased to Chicago & N. Western.)			.....	.....	—	100	...
Sept. 30, 1872	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,236,160	*	.....	.....	494,162	600,000	103,302	.....	35.6	82,960	20,367	121,600	110,942	51,708	—	100	...
Dec. 31, 1872	13.0	1.0	1.3	—	3	2	1	146	Iron .....Ohio.	288,237	57,000	49,403	.....	129,550	.....	13,398	251,692	14.0	27,500	34,266	133,100	102,274	55,359	—	100	...
Oct. 31, 1872	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	.....	.....	400,000	100,000	.....	.....	11.0	11,350	.....	115,876	48,865	15,641	—	50	...
May 31, 1872	212.0	—	15.9	76.0	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	6,500,000	.....	.....	.....	1,976,100	4,195,000	.....	.....	156.0	(Leased by Michigan Central.)			.....	.....	—	100	...
Dec. 31, 1872	36.5	—	7.2	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	.....	.....	.....	2,095,700	2,300,000	.....	.....	—	(Leased by Erie Railway Co.)			140,000	—	—	100	...
Dec. 31, 1872	108.0	116.0	22.6	—	41	37	12	744	Jeffersonville, Madison and Ind..Indiana.	6,888,000	*	1,059,864	162,891	2,000,000	4,888,000	1,214,013	7,858	224.0	1,061,102	658,633	468,236	1,287,280	469,670	7	100	...
Dec. 31, 1872	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago .....Illinois.	1,849,000	.....	.....	.....	1,500,000	349,000	.....	.....	—	(Leased to Chicago & Alton R.R. Co.)			.....	.....	7	100	85
May 31, 1872	44.5	—	3.7	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased to Michigan Central R. R. Co.)			.....	.....	8	100	...
Oct. 31, 1872	4.6	—	9.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	.....	.....	.....	185,250	500,000	.....	.....	—	24,937	215,230	.....	132,384	55,157	—	50	...
Dec. 31, 1872	42.0	—	2.1	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(No returns furnished.)			.....	.....	—	100	...
Dec. 31, 1872	58.0	—	3.1	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	—	(Leased to Lake S. & M. So.)		103,800	103,800	6	100	...
Mar. 31, 1873	40.0	—	2.7	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	.....	.....	.....	250,000	640,000	.....	.....	—	(Leased by Michigan Central R.R.Co.)			51,200	—	—	100	...
Mar. 31, 1872	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Joseph & Co. Bl. Mo.& Ia.	8,626,158	*	.....	.....	2,789,413	6,131,500	.....	.....	260.2	.....	.....	.....	1,242,270	.....	—	100	...
Jun. 30, 1872	31.9	—	1.8	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	.....	.....	.....	720,000	720,000	.....	.....	—	(Leased by Leav. Lawr. & Gal. R.R.Co.)			72,000	—	—	100	...
Dec. 31, 1872	638.6	84.0	22.6	—	88	53	18	1,074	Kansas Pacific.....Kansas & Col.	35,183,274	*	2,428,546	2,563,182	9,638,950	16,925,000	2,706,460	.....	672.6	2,475,270	179,182	348,966	3,782,713	1,494,447	—	100	...
Aug. 31, 1872	49.0	—	2.4	—	6	10	4	59	Knox and Lincoln .....Maine.	2,725,798	*	.....	138,305	361,492	2,395,000	.....	107,611	49.0	(Completed Oct. 19, 1871.)			87,612	35,973	—	100	...
Oct. 31, 1872	80.0	—	33.0	—	25	10	4	1,515	Lackawanna and Bloomsburg .....Penn.	3,398,452	722,792	.....	.....	1,335,000	2,250,000	193,261	.....	80.0	436,206	362,294	2,213,010	1 083,505	471,764	—	50	...
Dec. 31, 1872	80.3	—	2.5	93.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	.....	.....	.....	1,000,000	1,300,000	.....	.....	—	(Leased by Tol. Wab. & Western R.R. Co.)			.....	.....	—	100	...
Dec. 31, 1872	36.0	—	1.8	79.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	.....	3,716,927	.....	3,000,000	1,500,000	.....	.....	—	(Leased by Tol. Wab. & Western R.R. Co.)			.....	.....	—	100	...
Sept. 30, 1872	16.0	—	.....	124.0	—	—	—	—	Lake Ontario Shore Line.....New York.	1,541,456	.....	.....	.....	1,727,553	792,000	96,097	.....	—	(Not yet in operation.)			.....	.....	—	100	...
Dec. 31, 1872	541.3	595.2	533.2	—	418	160	69	8,640	Lake Shore & Mich. S..... P.O. Ind.& Ill.	63,047,176	12,384,187	7,315,307	1,515,979	50,000,000	26,495,000	6,350,020	1,417,630	1,186.5	13,477,534	2,112,833	4,382,243	17,691,629	5,118,598	8	100	79½
Jun. 30, 1872	37.0	—	.....	68.0	6	—	—	25	Lake Shore and Tuscarawas Valley. Ohio.	2,539,669	87,519	138,142	72,922	744,938	2 000 000	93,314	.....	—	(Opened through In July, 1873.)			.....	.....	—	100	...

Dec. 31, 1872	156.0	—	28.0	—	24	14	7	797	Lake Superior and Mississippi	Minn.	7,291,200	*	42,017	101,148	8,125,000	7,422,000	491,092	121,278	211.0	(Leased by Northern Pacific.)			$ 731,612	171,001	10	100	....
Oct. 31, 1872	17.4	—	1.7	—					Lawrence	Pennsylvania.	637,607	—	—	—	289,750	355,000	25,000	—	20.4	94,356	72,942	294,444	(157,653	76,950	10	50	....
Dec. 31, 1872	21.8	—	2.1	—					Leavenw'th, Atchison & N. Wtn.	Kansas.	1,200,000	—	—	—	600,000	600,000	—	—	(Leased to Pacific		Mo. at 45%		p.c. 42,000	42,000	—	100	....
Jun. 30, 1872	144.2	1.8	9.2	—	20	14	9	255	Leavenworth, Lawrence & Galv.	Kansas.	5,378,151	604,364	4,550,061	125,119	5,000,000	5,880,000	514,522	273,178	208.6	427,541	—	—	593,993	193,314	—	100	....
Oct. 31, 1872	101.0	129.0	222.5	—	181	44	25	8,776	Lehigh Valley	Pennsylvania.	14,611,783	5,138,642	—	—	21,488,800	9,754,000	—	—	239.1	3,676,851	967,850	6,307,604	5,982,949	1,773,794	10	50	121½
Dec. 31, 1872	120.0	77.0	63.5	—	58	40	22	708	Little Miami	Ohio	8,950,425	*	—	—	6,394,450	2,550,000	—	—	197.0	1,240,270	702,241	555,656	1,673,307	403,287	8	100	....
Dec. 31, 1872	100 0	—	....	60.0	7	....	....	100	Little Rock and Ft. Smith	Arkansas.	....	....	....	....	6,000,000	6,000,000	—	—	....	....	....	....	....	....	....	100	....
Oct. 31, 1872	28.8	—	19.9	—					Little Schuylkill	Pennsylvania.	1,416,188	—	—	—	2,646,100	759,500	—	—	31.3	(Leased by Phila. & Reading.)			271,435	271,435	7	50	93
Oct. 31, 1872	9.5	—	0.6	—	1	—	—	—	Littlestown	Pennsylvania.	115,116	—	—	—	84,850	40,000	1,500	—	9.5	6,673	7,618	18,388	11,185	4,148	—	50	....
Apl. 30, 1873	92.6	3.6	5.0	—	9	5	3	253	Logans., Crawfordsv. & S. Wtn.	Indiana.	3,500,000	*	—	—	1,500,000	2,000,000	—	—	117.0	....	....	....	....	....	....	100	....
Dec. 31, 1872	24.5	—	3.6	—					London and Port Stanley	Canada.	947,349	80,579	36,323	19,294	442,240	150,800	—	—	—	(Leased by Gt. Western Co.)			—	20,000	—	100	....
Sept. 30, 1872	94.0	64.0	15.9	—	22	43	9	237	Long Island	New York.	5,016,402	*	—	—	3,000,000	1,500,000	125,000	—	158.0	....	....	....	865,192	277,197	4	100	....
Dec. 31, 1872	51.0	50.0	8.6	—	—	—	—	—	Louisiana and Missouri River	Mo.	5,902,440	—	—	2,623,694	4,226,133	4,300,000	—	—	—	(Leas by Chicago and Alton R. R. Co.)			—	—	—	100	....
Jun. 30, 1872	93.5	31.4	23.1	—	39	27	12	351	Louisville, Cincinnati and Lexington.	Ky.	7,684,998	*	1,234,707	270,336	2,474,483	4,101,000	2,614,058	—	174.9	—	442,233	244,446	1,038,273	235,799	—	100	....
Jun. 30, 1872	185.0	420.4	58.8	—	118	55	33	1,137	Louisville and Nashville	Ky.	17,280,284	*	9,066,840	.....	8,980,703	12,244,000	3,328,909	1,778,413	920.5	2,192,922	....	....	3,200,068	1,213,193	7	100	58½
Dec. 31, 1872	288.0	—	17.0	—	36	15	10	454	Louisville, New Albany & Chicago	Ind.	3,000,000	*	—	—	3,000,000	—	—	—	288.0	—	—	—	—	—	—	100	....
Sept. 30, 1872	12.4	—	2.4	—	—	—	—	—	Lowell and Lawrence	Massachusetts.	363,158	—	—	11,108	200,000	54,700	119,566	—	—	(Leased by Boston and Lowell.)			—	—	6	100	....
Dec. 31, 1872	29.0	—	1.6	86.0	2	1	—	2	Louisville New Albany & St. L. Ind. & Ill.		1,057,495	*	115,500	64,911	1,168,153	—	68 632	703	29.0	—	—	—	—	—	—	100	....
Oct. 31, 1872	20.0	—	9.9	—	—	—	—	—	Lykens Valley (Summit Branch)	Penn.	600,000	—	—	—	600,000	—	—	—	—	—	—	—	—	—	—	—	—
Mar. 31, 1873	78.0	—	8.9	—	—	—	—	—	Macon and Augusta	Georgia.	2,506,170	—	—	.....	1,631,900	770,000	104,270	—	—	(Leased by Summit Br. Co.)			62,500	62,500	10	100	....
Dec. 31, 1872	187.5	10.0	5.5	—	14	11	6	167	Macon and Brunswick	Georgia.	7,250,000	*	—	.....	3,500,000	3,750,000	—	—	78.0	(Operated by Geo. R. R. Co.)			120,758	7,491	—	100	....
Sept. 30, 1872	102.5	—	12.3	—	19	18	6	240	Macon and Western (Central)	Georgia.	2,500,000	*	—	.....	2,500,000	150,000	—	—	197.5	....	....	....	300,000	120,000	—	100	....
Dec. 31, 1872	129.0	228.0	22.0	—	55	58	34	1,090	Maine Central ¶	Maine.	11,910,549	*	324,288	491,189	4,416,720	6,797,301	820,815	691,190	199.0	—	—	—	706,647	255,531	10	100	....
Mar. 31, 1873	26.0	—	3.1	—	—	—	—	—	Manchester and Lawrence	N.H. & Mass.	1,000,000	*	72.124	52,902	825,000	175,000	35,920	89,106	357.0	1,186,883	672,215	359,286	6,928,807	599,825	—	100	55
Sept. 30, 1872	21.0	—	2.3	—	—	—	—	—	Mansfield and Framingham	Mass.	766,031	—	4,527	8,983	300,000	470,000	9,542	—	26.0	75,178	158,945	79,484	177,083	100,505	10	100	121
Dec. 31, 1872	197.8	86.0	45.2	—	79	27	16	1,106	Marietta and Cincinnati	Ohio.	22,033,380	*	1,058,828	3,323,378	14,004,187	9,304,447	3,106,947	—	—	(Leased to B.C. & F. R.R. Co.)			39,903	37,791	—	100	....
Jun. 30, 1873	100.0	2.0	4.6	—	6	8	2	112	Marietta and Pittsburg	Ohio.	3,500,000	*	—	—	1,500,000	1,000,000	—	—	288.8	2,411,100	457,868	667,267	2,029,165	410,452	—	100	....
Dec. 31, 1872	54.0	—	0.5	—	4	2	1	15	Maryland and Delaware	Md. and Del.	1,500,000	—	—	—	500,000	400,000	—	—	80.0	(Recently completed.)					—	100	....
Dec. 31, 1872	36.0	2.0	2.0	—	—	—	—	—	Massawippi Valley	Canada.	800,000	*	—	—	400,000	2,000,000	—	—	54.0	....	....	....	....	....	—	100	....
Jun. 30, 1873	12.5	—	4.0	—	—	—	—	—	Massillon and Cleveland	Ohio.	315,729	—	—	.....	194,755	700,000	—	—	41.0	(Leased by Conn. and Pass. Riv. RR.)			48,000	6	100	....
Jun. 30, 1872	271.0	19.0	26.2	—	48	34	10	741	Memphis and Charles.	Tenn., Miss. & Ala.	8,770,952	*	411,861	764,271	5,312,725	4,017,142	531,816	—	—	(Leased by Clev. Mt. Ver. & Del. Co.)			20,000	—	—	100	....
Jun. 30, 1872	82.6	—	3.6	—	11	4	—	109	Memphis, Clarkesv. and Louisv.	Tenn.	4,599,744	*	—	—	—	2,700,000	—	—	327.0	991,695	132.595	....	1,404,116	453,724	—	100	....
Dec. 31, 1872	131.0	—	7.2	—	20	13	2	179	Memphis and Little Rock ¶	Arkansas.	5,113,222	498,289	—	—	4,000,000	3,338,000	—	—	82.6	435,019	82,664	....	605,359	8,519	—	100	....
Jun. 30, 1872	130.3	—	11.9	—	16	5	—	123	Memphis and Ohio	Tennessee.	4,500,000	*	—	—	1,974,289	3,500,000	—	—	131.0	—	—	—	—	—	—	100	....
Dec. 31, 1872	5.0	—	—	17.0	—	—	—	—	Mercer and Somerset	New Jersey.	325,000	—	—	—	—	—	—	—	180.3	548,101	209,696	....	938,524	240,712	—	100	....
Mar. 31, 1873	27.0	—	2.7	30.0	2	4	—	58	Merrimac and Conn. Rivers	New Hamp.	698,258	*	—	—	595,587	374,500	300,000	—	—	(Leased by Belv. Del. R. R. Co.)			—	—	—	100	....
May 31, 1873	285.0	103.0	259.0	—	210	118	45	4,117	Michigan Central	Mich., Ind. & Ill.	24,536,881	*	5,976,001	803,726	18,738,204	11,635,000	216,437	724,966	27.0	52,885	46,442	32,108	91,727	28,719	—	100	....
Jun. 30, 1872	67.0	—	3.3	—	5	4	2	12	Michigan Lake Shore	Michigan.	1,340,125	*	2,299	67,900	450,000	880,000	80,324	—	788.0	3,992,871	852,353	1,416,792	5,870,312	2,000,089	9	100	86
Sept. 30, 1872	8.5	—	1.1	—	1	2	1	35	Middleboro' and Taunton	Mass.	135,021	40,084	—	3,604	148,175	—	5,008	25,525	67.0	519,185	112,122	55,314	100,427	12,074	—	100	....
Sept. 30, 1872	5.8	—	4.7	—	1	—	—	2	Middleburg and Schoharie	New York.	102,600	*	—	—	85,800	15,000	400	—	8.5	21,442	42,826	31,716	36,236	6,883	4	100	....
Sept. 30, 1872	10.2	—	1.0	—	—	—	—	—	Middletown and Crawford	New York.	191,982	—	—	—	124,407	68,500	—	—	5.8	15,500	25,000	5,000	11,450	4,595	14	100	....
Sept. 30, 1872	13.0	—	0.2	—	—	—	—	—	Middletown, Union and Water Gap.	N.Y.	350,476	—	—	—	122,630	225,000	30,891	—	—	(Leased by N.Y. & Oswego Midland Co.)			—	—	—	100	....
Dec. 31, 1872	86.0	23.0	4.5	—	23	7	7	295	Midland, of Canada	Canada.	2,920,506	301,890	114,159	11,334	1,546,094	1,630,333	171,461	—	—	(Leased by N.Y. & Oswego Midland Co.)			—	—	—	100	....
Dec. 31, 1872	84.0	—	6.0	—	8	6	5	160	Midland Pacific	Nebraska.	3,700,000	*	—	—	2,100,000	1,600,000	—	—	109.0	.....	85,237	197,064	304,273	130,081	—	100	....
Oct. 31, 1872	12.5	—	4.9	—	—	—	—	—	Mifflin and Centre County	Penn.	264,244	—	—	—	—	—	—	—	84.0	(Information refused.)			—	—	—	100	....
Dec. 31, 1872	731.0	679.0	126.0	—	182	103	56	3,351	Milwaukee and St. Paul	Wisconsin.	47,875,529	*	2,094,382	1,440,248	24,224,331	23,986,023	1,241,344	1,458,461	1,500.0	4,213,612	—	—	6,957,771	2,262,155	—	100	43½
Dec. 31, 1872	83.0	16.0	4.0	27.0	8	8	3	163	Milwaukee and Northern	Wisconsin.	—	—	—	—	—	1,625,000	—	—	83 0	64,784	40,925	23,141	—	—	—	100	....
Dec. 31, 1872	37.5	15.3	85.0	—	—	—	—	—	Mine Hill and Schuylkill Haven	Penn.	3,969,100	—	—	—	3,969,100	—	—	—	—	(Leased by Phila. & Reading R. R. Co.)			204,271	7½	50	105½
Dec. 31, 1872	33.0	18.0	3.0	—	5	2	2	47	Mineral Point	Wisconsin.	1,520,000	*	—	—	1,200,000	320,000	—	—	51.0	.....	17,026	60,922	115,043	.....	—	100	....
Dec. 31, 1872	38.5	—	....	—	—	—	—	—	Minnesota and North Western	Minn.	1,540,000	*	—	—	20,000p.m	20,000p.m	—	—	38.5	—	—	—	—	—	—	100	....
Dec. 31, 1872	237.0	.....	32.8	110.0	51	28	13	757	Mississippi Central	Miss. & Tenn.	10,465,241	1,822,887	264,188	.....	3,935,535	4,628,980	3,787,030	—	237.0	(Leased by South. RR. asso.)			1,425,984	646,333	—	100	....
Sept. 30, 1872	100.0	—	6.2	—	12	12	4	160	Mississippi and Tennessee	Miss. & Tenn.	3,417,202	*	113,078	266,903	825,407	2,286,047	163,085	—	100.0	266,171	....	....	522,645	254,493	—	100	....
June 1, 1873	40.0	—	5.0	113.0	4	5	4	163	Mississippi Valley and Western	Mo. & Ia.	1,600,000	*	—	—	800,000	880,000	—	—	40.0	8,800	....	....	....	....	—	100	....
Dec. 31, 1872	86.0	—	4.3	214.0	6	2	3	145	Missouri, Iowa and Nebraska	Mo. & Ia.	3,500,000	*	—	—	1,500,000	2,000,000	—	—	86.0	....	....	....	....	....	—	100	....
Mar. 31, 1872	642.9	—	33.0	200.0	50	35	22	951	Missouri, Kansas and Texas	Mo. & Kan.	33,820,216	1,588,224	1,029,381	3,096,189	16,945,000	16,596,000	4,775,442	1,217,568	586.0	1,295,491	152,148	248,222	2,317,568	940,661	—	100	15
Dec. 31, 1872	160.0	—	10.1	120.0	21	12	5	630	Missouri River, Ft. Scott & Gulf.	Kansas.	12,894,000	*	1,889,467	.....	5,947,000	6,947,000	—	—	160.0	605,177	110,062	.....	681,911	256,729	—	100	....
Apl. 30, 1872	60.0	—	2.1	210.0	2	2	1	12	Mobile and Alabama Grand Trunk	Ala.	1,214,504	*	—	4,576	300,000	396,774	522,306	—	25.0	.....	9,098	.....	13,087	2,840	—	100	....
May 31, 1872	84.0	—	6.5	144.0	8	4	2	66	*Mobile and Girard* ¶	Alabama.	1,714,866	*	294,871	90,170	1,278,378	711,000	110.429	—	84.0	.....	38,414	.....	169,374	33,346	—	100	....
Apl. 30, 1872	164.0	14.8	6.2	—	31	13	9	308	Mobile and Montgomery	Alabama.	5,421,415	624,590	135,002	219,337	2,034,800	2,688,400	768,946	—	178.8	—	—	—	667,539	150,124	—	100	....
Dec. 31, 1872	472.0	45.6	49.8	20.0	124	41	15	117	*Mobile and Ohio*	Ala., Miss., Tenn. & Ky.	17,599,236	*	641,254	1,225,280	4,466,476	10,939,144	2,607,278	1,550,871	517.6	1,621,661	398,884	374,231	2,052,507	1,022,288	—	100	....
Sept. 30, 1872	16.0	—	0.4	—	2	1	1	4	Monadnock	Mass. & N. Hamp.	359,981	24,120	14,231	.....	197,057	29,500	173,775	—	18.0	—	—	—	28,826	1,683	—	100	....
Mar. 31 1873	20.0	—	4.0	20.0	6	6	2	40	Montclair	New Jersey.	3,871,234	*	—	.....	697,175	2,688,400	701,159	—	—	(Leased to N. Y. & Oswego Midland R. R. Co.)			—	—	—	100	....
Sept. 30, 1872	10.3	—	0.7	—	—	—	—	—	Montgomery and Erie	New York.	288,931	*	—	.....	150,065	177,000	—	—	—	(Leased by Erie Railway Co.)			—	—	4	100	....
Oct. 31, 1872	80.0	—	4.0	—	5	5	2	54	Montgomery and Eufaula ¶	Alabama.	3,155,692	*	—	290,284	1,149,350	1,810,000	416,527	70,093	—	—	—	—	—	—	—	100	....
Sept. 30, 1872	23.8	—	2.4	—	—	—	—	—	Monticello and Port Jervis	New York.	1,069,093	—	—	—	418,995	650,000	60,836	—	80.0	.....	.....	.....	174,041	34,504	—	100	....
Dec. 31, 1872	84.0	34.0	144.0	—	—	—	—	—	Morris and Essex	New Jersey.	27,888,477	—	—	—	14,008,100	13,047,000	—	—	23.8	22,424	25,431	21,104	40,534	19,058	—	100	....
Sept. 30, 1872	14.5	—	4.0	—	17	21	8	422	Nashua and Lowell	N. Hamp. & Mass.	624,299	113,406	162,463	179,837	800,000	—	94,642	167,658	118.0	(Leased by Del. La. & Wtn.)			2,508,180	1,351,771	7	100	92½
Jun. 30, 1872	151.0	22.0	11.6	—	58	23	10	719	Nashville and Chattanooga	Tenn. & Ala.	4,751,410	*	1,489,279	425,472	2,021,573	2,886,360	1,390,961	367,278	43.2	333,354	875,947	287,875	587,899	86,914	10	100	135
Sept. 30, 1872	122.0	12.5	8.6	—	22	9	6	162	Nashville and Decatur	Tenn. and Ala.	3,937,619	433,218	505,000	105,954	1,511,807	2,224,000	528,863	327,120	173.0	1,262,937	156,905	491,765	1,800,758	542,493	6	100	....
Jun. 30, 1872	172.5	—	8.0	—	22	3	—	239	Nashville, Memp. & St. Louis	Tenn. & Ky.	(Sold under decree for $2.				400,000 to Nash. & Chatta. R.				184.5	228,629	108,179	48,583	463,012	160,687	—	100	....
Sept. 30, 1872	57.0	4.5	4.5	—	12	14	4	272	Naugatuck	Connecticut.	1,817,165	213,486	.....	.....	1,877,000	101,000	30,000	266,952	172.5	636,011	66,931	124,829	630,514	Loss.	—	100	....
Dec. 31, 1872	8.0	—	10.0	—	—	—	—	—	Newark and New York	New Jersey.	2,443,032	—	—	—	977,500	600,000	882,675	—	61.5	249,002	329,822	193,300	574,640	228,596	10	100	....
Sept. 30, 1872	44.0	—	3.3	—	—	—	—	—	Newark, Somerset and Straitsville	Ohio.	1,575,000	—	—	—	775,000	800,000	—	—	—	(Leased by Central R. R. of New Jersey Co.)			—	—	7	100	....
Sept. 30, 1872	20.1	16.6	5.2	—	9	20	11	145	New Bedford and Taunton	Mass.	760,000	*	55,504	34,476	500,000	171,500	37,051	141,529	—	(Leased by Sand. Manf. & Newark R. R. Co.)			—	—	—	100	....
Dec. 31, 1872	82.0	38.0	13.0	—	13	14	—	173	New Brunswick and Canada	N. Bruns.	2,500,000	*	—	—	—	973,000	—	—	36.7	121,834	354,341	159,234	281,452	62,862	9	100	....
Sept. 30, 1872	8.3	—	0.4	—	2	1	—	—	New Canaan	Conn.	230,747	26,343	—	—	164,050	86,972	3,847	—	120.0	—	36,274	—	193,995	—	—	100	....
Oct. 31, 1872	14.9	—	8.2	—	—	—	—	—	Newcastle and Beaver Valley	Penn.	799,412	—	—	—	605,000	88,300	—	—	8.3	21,021	37,733	5,423	18,491	Loss.	—	50	....
Sept. 30, 1872	13.0	—	1.2	—	3	3	2	27	New Haven and Derby	Conn.	1,055,700	74,760	—	.....	455,700	525,000	75,000	—	14.9	164,980	165,206	628,362	339,471	223,910	10	50	....
Sept. 30, 1872	22.0	—	0.3	30.0	2	2	1	22	N. Hav., Middlet'n & Willimantic	Conn.	5,402,467	59,492	—	.....	677,500	2,770,000	1,459,967	—	13.0	41,947	125,957	11,116	66,415	9,375	—	100	....
Sept. 30, 1872	83.9	15.1	18.0	—	20	17	7	479	New Haven and Northamp.	Conn. & Mass.	2,552,368	874,689	—	.....	2,100,000	1,750,000	221,116	187,263	22.0	55,932	68,540	13,021	25,566	25,566	—	100	....
Dec. 31, 1872	33.9	—	33.9	—	....	....	....	....	New Jersey (U. Co's)	New Jersey.	9,458,328	*	—	—	7,295,200	850,000	—	—	114.3	428,988	345,629	280,436	857,238	95,739	3	100	....
Mar. 31, 1873	74.0	—	6.8	—	8	16	—	89	New Jersey Midland	New Jersey.	8,795,859	*	—	—	1,500,000	4,500,000	—	—	—	(Included in United Companies returns.)			—	—	10	100	122
Dec. 31, 1872	70.5	45.3	12.0	—	22	62	7	350	New Jersey Southern	New Jersey.	—	—	—	—	5,000,000	7,000,000	—	—	—	(Leased by N.Y. & Oswego Midland R. R. Co.)			—	—	7	100	....
Sept. 30, 1872	100.0	—	10.3	—	20	15	9	329	New London Northern	Conn. and Mass.	1,583,931	*	—	—	1,418,800	376,500	45,000	—	176 8	179,348	85,388	101,344	615,869	106 039	—	100	4
Dec. 31, 1872	206.0	—	31.0	—	57	31	15	993	N. Orleans, Jack. and Gt. North.	L. & M.	13,107,129	*	—	1,008,206	4,704,846	4,500,000	1,282,790	3,327,699	115.1	399,980	342,422	199,706	640,183	172,764	10	100	....
Dec. 31, 1872	200.0	—	10.9	535.0	....	....	....	....	N. O., Mobile and Texas.	Ala. M. La. & Ky.	—	(Bankrupt; no returns accessible.)			—	—	—	—	206.0	....	....	....	1,754,489	850,845	—	100	....
Sept. 30, 1872	441.7	298.4	772.3	—	455	391	158	10983	N. York Central and Hudson River.	N.Y.	63,772,031	*	—	—	89,428,300	16,496.020	1,167	—	50.7	11,988,057	7,130,922	4,398,965	25,580,676	9,134,246	8	100	105½
Sept. 30, 1872	130.3	4.1	45.5	—	41	79	38	1,740	New York and Harlem	New York.	13,840,447	1,489,010	1,445,230	.....	9,000,000	4,864,624	441,375	—	165.9	883,725	1,640,875	377,537	2,856,525	1,137,141	8	100	131

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p. c.	$	p. c.
Sept. 30, 1872	74 0	—	4 8	76.0	7	9	3	121	N. Y., Kingston & Syracuse..New York.	2,055,856	190,066	.....	.....	2,662,921	583,000	92,602	.....	74.0	101,635	163,267	69,137	219,368	60,974	—	100	....
Sept. 30, 1872	5.4	—	0.4	54.6	1	1	—	—	N. Y., Housatonic & North.N.Y. & Conn.	604,626	12,737	.....	.....	261,000	183,500	156,475	.....	—	(Leased	by Housat	onic R. R.	Co.)	3,010	—	100	....
Sept. 30, 1872	7 0	—	0.4	0.2	—	—	—	—	New York and Mahopac.....New York.	284,912	.....	.....	.....	265,000	.....	.....	.....	—	(Leased	by New Y	ork & Har	lem R. R.	Co.)	—	100	....
Sept. 30, 1872	124.0	16.8	164.0	—	84	129	41	1,010	N. Y., N. H. & Hartford..N.Y., Ct. & Ma.	12,861,474	1,840,536	1,465,553	3,428,675	15,500,000	1,641,500	377,341	1,377,592	190.8	1,700,891	3,925,765	892,579	4,483,554	1,769,809	10	100	131
Sept. 30, 1872	62.5	—	27.5	—	20	19	7	99	N. Y., Providence and Boston..C. & R. I.	3,101,400	*	.....	.....	1,887,400	1,214,000	.....	.....	67.5	441,486	614,211	229,677	911,021	401,914	9	100	120
Sept. 30, 1872	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	3,210,616	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	by New Y	ork Cent.	R.R. Co.)	60,000	6	100	....
Jun. 30, 1872	35.3	—	3.3	—	5	1	1	134	Niles and New Lisbon .....Ohio.	1,047,364	108,287	.....	.....	500,000	500,000	59,584	96,067	35.3	112,067	48,554	336,167	179,553	88,216	—	100	....
Sept. 30, 1872	223.0	—	11.2	—	24	18	10	271	North Carolina †.....North Carolina.	4,947,741	*	344,672	337,271	4,000,000	553,413	592,030	483,241	223.0	478,580	140,397	113,126	(Ri'hm.&	Danv.)	—	100	....
Feb. 28, 1873	102.0	—	9.0	—	14	14	5	142	North-Eastern †.....South Carolina.	2,148,131	*	88,720	37,364	979,850	1,101,500	138,977	53,380	102.0	293,721	82,719	.....	395,468	159,695	—	100	....
Jun. 30, 1873	72.0	—	3.6	118.0	—	—	—	—	North Louisiana and Texas.....La.	.....	(No a	ccounts o	btainable.)	.....	.....	.....	.....	72.0	.....	(No accou	nts.)	.....	.....	—	100	....
Oct. 31, 1872	55.6	12.1	66.7	—	39	38	20	908	North Pennsylvania.....Pennsylvania.	7,086,930	1,208,779	1,524,750	.....	3,473,500	4,042,500	63,394	.....	67.7	617,092	889,571	880,119	1,336,938	592,322	5	50	93
Dec. 31, 1872	95 0	45.3	53.3	—	30	21	10	689	Northern, of Canada.....Canada.	5,465,410	*	78,964	610,683	.....	5,819,963	261,561	3,533	140.3	748,838	212,080	313.664	894,774	180,541	—	100	....
Dec. 31, 1872	138.0	4.0	137.0	—	141	69	22	6,284	Northern Central †.....Md. and Penn.	11,656,830	3,223,438	2,750,000	928,678	5,842,000	11,040,602	1,464,215	222,099	317.0	3,288,463	1,110,110	4,769,895	4,598,820	1,161,769	6	50	76
Mar. 31, 1872	69.2	13.4	17.6	—	27	16	6	540	Northern New Hampshire ..New Hamp.	3,068,400	*	309,618	212,958	3,068,400	102,000	266,800	154,576	82.6	506,848	195,406	411,888	706,355	217,103	8	100	108
Dec. 31, 1872	21.3	—	4.6	—	—	—	—	—	Northern New Jersey.....New Jersey.	527,452	*	872,548	.....	1,000,000	400,000	.....	.....	—	(Leased	to Erie Ra	ilway Co.)	273,054	37,604	8	100	....
May 31, 1872	153.0	106.0	....	1,441	72	26	6	1,554	Northern Pacific.....Minn., Dak. &c.	13,292,142	1,908,838	601,394	.....	.....	50,000p.m	.....	.....	559.0	.....	(No sta	tement pu	blished.)	—	100	....
Sept. 30, 1872	59.4	7.0	13.1	—	20	15	6	642	Norwich and Worcester †.Conn. & Mass.	2,463,983	*	84,706	109,188	2,364,400	759,000	35,526	731,947	66.4	410,089	372,841	346,367	771,602	293,528	10	100	126
Jun. 30, 1872	113.0	32.0	14.5	—	21	27	12	394	Nova Scotia.....Nova Scotia.	6,976,268	*	110,464	.....	.....	6,976,268	110,464	.....	145.0	.....	194,167	242,210	328,841	Loss.	—	100	....
Sept. 30, 1872	118.0	4.0	18.0	—	34	19	4	1,026	Ogdensburg and Lake Champlain...N. Y.	4,048,510	1,748,411	.....	.....	3,077,000	1,012,000	.....	.....	122.0	636,755	171,894	417,873	1,005,979	263,867	6	100	57
Dec. 31, 1872	10.0	2.0	3.8	—	2	—	—	96	Ogden Mine.....New Jersey.	452,994	*	.....	.....	450,000	.....	.....	.....	12.0	.....	.....	54,479	47,459	25,656	6	100	....
Jun. 30, 1872	340.0	53.0	24.0	—	122	57	24	2,422	Ohio and Mississippi .....Ohio, Ind. & Ill.	34,470,752	*	.....	.....	24,030,000	10,111,850	328,902	.....	393.0	2,852,768	404,765	708,799	3,343,845	984,008	—	100	31
Oct. 31, 1872	120.0	8.0	53.7	—	32	19	5	328	Oil Creek and Allegheny River.....Penn.	8,564,547	1,008,331	.....	.....	4,959,450	3,680,000	.....	.....	123.0	749,668	559,926	676,500	1,285,554	461,531	6	50	35
Sept. 30, 1872	131.3	19.4	50.6	15.0	45	95	16	607	Old Colony and Newport..Massachusetts.	8,095,654	*	441,553	586,443	5,103,506	3,521,000	467,989	581,156	150.7	1,110,675	3,711,345	510,434	1,897,438	630,249	6	100	110
Dec. 31, 1872	9.9	2.0	3.1	—	...	33	—	—	Orange and Newark.....New Jersey.	1,073,555	*	.....	.....	290,300	736,000	73,852	.....	11.9	.....	2,984,817	.....	203,094	24,633	—	100	....
Sept. 30, 1872	282.6	10.0	9 6	—	25	21	12	382	Orange, Alex. and Manassas Gap †....Va.	9,180,634	*	.....	.....	2,692,540	5,622,664	865,431	.....	292.6	713,252	196,894	161,434	988,371	403,598	—	100	....
Dec. 31, 1872	25.0	—	1.7	200.0	—	—	—	—	Osage Valley and Southern Kansas...Mo.	600,000	.....	.....	.....	375,000	200,000	25,000	.....	—	(Leased	by Pacific	(of Mo.)R.	R. Co.)	35 p. c.	—	100	....
Sept. 30, 1872	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	950,953	.....	.....	.....	300,000	612,100	27	.....	—	(Leased	by Rome,	Watertown	& Ogd.	R.R.Co.)	—	100	....
Sept. 30, 1872	35.0	—	46.7	—	11	12	4	258	Oswego and Syracuse.....New York.	1,114,844	830,270	.....	.....	1,144,400	180,000	.....	.....	35.0	232,069	171,932	232,801	854,880	73,878	9	100	....
Dec. 31, 1872	35.0	—	1.6	100.0	2	1	1	10	Owensboro and Russellville...Kentucky.	.....	.....	.....	.....	1,500,000	1,500,000	.....	.....	35.0	(In cour	se of cons	truction:	no return	s.)	—	100	....
Dec. 31, 1872	283.5	15.5	39.1	—	—	—	—	—	*Pacific* of Missouri †.....Missouri.	.....	.....	.....	.....	7,000,000	(Assumed	by Lessees.)	.....	—	(Leased	by Atlant	ic & Pacif	c R. R. C	o.)	5	100	40
Dec. 31, 1872	63.5	—	3.6	101.5	7	4	2	77	Paducah and Gulf .....Kentucky.	2,261,312	*	980,220	89,430	2,924,150	1,000,000	408,812	.....	63.5	469,289	22,920	21,689	95,261	35,845	—	100	....
Jun. 30, 1872	11.0	—	0.5	53.4	2	1	1	25	Painesville and Youngstown.....Ohio.	234,608	21,389	.....	.....	255,997	.....	.....	.....	11.5	(Under	construct	on: no re	turns.)		—	100	....
Dec. 31, 1872	47.6	—	11.8	—	20	26	4	488	Panama.....New Granada.	10,000,000	*	.....	.....	7,000,000	2,993,177	.....	.....	47.6	.....	.....	.....	1,718,680	1,232,602	10	100	115
Dec. 31, 1872	76.0	33.0	6.2	—	7	5	3	246	Paris and Decatur.....Illinois.	2,800,000	*	.....	.....	1,600,000	1,200,000	.....	.....	109.0	.....	(No	statement	furnished.)		—	100	....
Dec. 31, 1872	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	600,000	.....	.....	.....	630,000	.....	.....	.....	—	(Leased	by Erie R	ail'y Co.)	53,400	53,400	8	100	....
Dec. 31, 1872	12.0	—	2.6	—	—	—	—	—	Paterson and Newark.....New Jersey.	896,162	.....	.....	.....	250,000	.....	.....	.....	—	(Leased	by Erie R	ail'y Co.)		35 p. c.	—	100	....
Dec. 31, 1872	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	.....	.....	.....	248,000	100,000	.....	.....	—	(Leased	by Erie R	ail'y Co.)	30,178	30,173	6	100	....
Feb. 28, 1873	67.3	—	3.9	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,576,000	.....	.....	.....	1,500,000	1,076,000	.....	.....	—	(Leased	by Tol.Wa	b. & Wtn.	Co.)	.....	—	100	....
Dec. 31, 1872	22.0	—	1.8	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,692	.....	.....	.....	342,150	160,000	36,542	.....	—	(Leased	by United	Co.)	31,729	31,729	6	100	....
Dec. 31, 1872	18.0	—	1.1	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	.....	.....	.....	500,000	375,000	.....	.....	—	(Leased	by N. Jer.	Sth'n R.R.	Co.)	.....	—	100	....
Dec. 31, 1872	165.0	—	10.0	40.0	4	4	2	45	Peninsular.....Mich. Ind. & Ill.	4,916,263	*	.....	.....	1,995,000	2,779,000	142,262	.....	165.0	.....	83,491	46,333	109,918	Loss.	—	100	....
Dec. 31, 1872	354.9	69.0	546.9	—	593	292	112	11429	Pennsylvania.....Pennsylvania.	31,283,395	11,154,553	53,506,985	20,413,980	53,271,987	35,072,309	19,395,429	8,919,154	787 7	13,380,957	5,250,393	7,844,779	22,012,525	8,247,852	10	50	104
Dec. 31, 1872	47.0	15.9	57.0	—	23	8	—	2,540	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,987,500	.....	4,000,000	536,500	375,000	.....	47.0	.....	3,486	1,376,772	23,033	.....	20	50	285
Dec. 31, 1872	22.5	—	1.2	—	—	—	—	—	Pennsylvania and Delaware. Penn. & Del.	1,200,000	*	.....	.....	482,297	700,000	.....	.....	—	(Leased	to Penna.	R.R. Co.:	recently	opened.)	—	50	....
Dec. 31, 1872	104.3	12.1	35.9	—	18	2	—	1,218	Pennsylvania and N. York..N.Y. & Penn.	5,086,426	628,814	.....	.....	3,061,700	3,000,000	.....	.....	145.6	.....	190,309	1,268,527	1,608,287	437,135	—	50	....
Dec. 31, 1872	46.0	—	6.6	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	*	.....	.....	1,200,000	600,000	.....	.....	—	(Leased	by Chic.R.	I. & Pac.	Co.)	125,000	8	100	....
Dec. 31, 1872	83.0	—	11.6	—	12	7	4	181	Peoria, Pekin and Jacksonville...Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....	.....	83.0	260,093	77,372	124.505	302,552	.....	—	50	....
Dec. 31, 1872	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge.N. Jersey.	214,581	.....	.....	.....	57,200	100,000	57,381	.....	—	(Oper.b	y Penna.	R. R. Co.)	.....	.....	—	100	....
Dec. 31, 1872	64.0	18 0	8.0	—	12	9	5	120	Petersburg †.....Virginia.	1,817,985	*	323,905	43,388	1,324,200	500,000	361,093	.....	82.0	228,000	44,392	57,238	289,944	133,851	—	100	....
Oct. 31, 1872	46.0	—	6.0	—	9	7	3	95	Philadelphia and Balt. Cent. Penn. & Md.	1,806,209	177,474	.....	.....	220,606	2,600,000	53,413	.....	58.1	176,312	315,515	134,307	295,594	105,205	—	100	....
Dec. 31, 1872	287.6	—	114.3	—	130	38	20	2,955	Philadelphia and Erie †....Pennsylvania.	21,822,990	*	2,248,693	.....	8,448,000	14,750,000	892,988	.....	287.6	2,912,351	839,793	2,028,568	3,980,753	846,319	—	50	40
Dec. 31, 1872	17.1	3.1	13.7	21.0	24	45	13	192	Phila., Germantown and Norristown..Pa.	1,146,538	368,262	500,793	.....	2,231,900	.....	.....	.....	23.6	(Leased	by Phila.	& Read'g.)	287,816	271,179	12	50	175
Dec. 31, 1872	98.4	172.1	421.7	—	377	202	53	14132	Philadelphia and Reading..Pennsylvania.	45,922,674	*	24,888,327	2,675,996	34,236,175	33,120,804	4,172,014	1,958,004	708.0	7,248,778	6,383,991	9,573,405	12,125,038	4,823,300	10	50	114
Dec. 31, 1872	26.6	—	36.3	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,534,479	.....	329,626	.....	1,259,100	.....	.....	.....	37.5	.....	1,561,080	1,124,640	1,759,758	.....	10	100	122
Dec. 31, 1872	95.3	8.8	139.1	—	64	103	49	1,295	Philadelphia, Wilm. and Baltimore. Penn.	11,890,736	*	2,318 306	175,895	11,485,750	1,990,500	455,321	660,478	197.7	1,248,818	1,747,193	449,780	2,814,274	1,188,614	8	50	110
Oct. 31, 1872	7.0	—	1.0	—	2	3	—	22	Pithole Valley.....Pennsylvania.	100,000	*	225,000	.....	225,000	100,000	17,132	.....	7.0	.....	9 800	12,854	20,483	Loss.	—	50	....
Dec. 31, 1872	193.0	8.0	46.0	—	119	34	19	1,606	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	15,095,349	3,740,438	1,950,109	1,812,268	8,433,550	10,011,740	5,461,173	.....	201.0	3,160,500	606,902	1,429,115	3,856,649	799,501	—	50	....
Dec. 31, 1872	468.3	—	156.3	—	243	96	54	5,559	Pittsburg, Ft. W. and Chic..P., O., I. & I.	35,836,286	*	.....	.....	22,214,286	13,621,000	17,230	.....	503.6	7,313,148	2,106,152	2,408,162	9,780,310	4,507,465	10	100	95
Dec. 31, 1872	14.0	—	3.1	16.0	3	2	1	45	Pittsburg, Virginia & Charleston.....Pa.	654,068	55,243	.....	.....	618,564	.....	.....	.....	14.0	.....	(In opera	ion only	three mon	ths.)	—	50	....
Oct. 31, 1872	149.6	1.9	17.2	—	57	26	9	430	Pittsb'g, Washington & Dalton..Pa.& Md.	11,598,236	687,192	83,193	.....	1,960,682	4,780,000	3,463,294	.....	173.8	1,703,600	781,994	980,780	1,437,392	Loss.	—	50	....
Sept. 30, 1872	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	450,000	.....	.....	.....	450,000	.....	.....	.....	—	(Leased	by Boston	& Albany	R.R. Co.)	27,000	6	100	....
Jun. 30, 1872	—	—	—	178.0	—	—	—	—	Plymouth, Kankaka & Pacific. Ind. & Ill.	.....	.....	.....	.....	719,390	450,000	.....	.....	—	(Leased	by Pennsy	lvania Co.	)	.....	—	100	....
Oct. 31, 1871	66.0	—	2.7	24.0	7	6	3	315	Port Huron and Lake Michigan.....Mich.	3,000,000	*	(To com	pletion.)	1,200,000	1,800,000	.....	.....	41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Nov. 30, 1872	60.0	—	3.5	50.0	5	13	3	92	Portland and Ogdensburg....Me. & N. H.	1,945,560	161,149	97,155	29,230	1,039,095	906,000	259,132	28,859	60.0	118,100	55,592	37,856	115,484	40,361	—	100	....
Dec. 31, 1872	65.0	—	2.1	93.0	5	4	3	85	Portland and Ogdensburg.....Vermont.	1,652,000	*	.....	.....	.....	2,340,000	.....	.....	—	(Earnings	used in co	nstructio	n.)		—	100	....
Dec. 31, 1872	27.5	—	2.8	—	2	1	1	22	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	218,500	.....	.....	27.5	17,215	2,880	6,375	14,221	.....	—	100	....
Aug 31, 1872	52.5	—	3.3	—	6	10	4	113	Portland and Rochester.....Me. & N. H.	1,9 0,554	*	45.000	10,296	636.097	1,120,000	200,053	.....	52.5	141,640	120,009	60,790	131,561	38,078	—	100	....
May 31, 1872	51.8	—	7.4	—	19	—	7	167	Portland, Saco and Portsmouth ....N. H.	1,500,000	*	.....	.....	1,500,000	.....	.....	.....	—	(Leased by Eastern	R.R. Co.)				10	100	113
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	110	Port Royal.....South Carolina.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	110.0		(Operated for benefit of contractors.)				—	25	....
May 31 1873		—	4.9	39.0	—	—	—	—	Portsmouth, Gt. Falls and Conway..N. H.	2,270,000	*	.....	.....	770,000	2,000,000	.....	.....			(Leased by Eastern	R.R. Co.)			6	100	65
Sept.30, 1872		—	2.6	3.4	4	6	—	60	Poughkeepsie and Eastern....New York.	1,391,372	*	.....	.....	524,464	508,200	506,079	.....	41.8	53,514	70,015	10,440	53,079	14,038	—	100	....

Sept. 30, 1872	43.4	1.0	44.1	—	27	29	6	919	Providence and Worcester..R. I. & Mass.	1,909,636	666,568	125,566	107,881	2,000,000	500,000	224,612	84,019	47.6	[507,586	1,605,257	[521,866	895,997	239,926	10	100	....
Nov. 30, 1872	13.6	—	3.1	—	3	8	3	11	Providence, Warren and Bristol.R. I. & M.	645,079	73,026	.....	.....	437,917	50,006	63,611	.....	13.6	44,096	415,776	16,367	105,555	51,456	3	100	....
Dec. 31, 1872	21.0	—	2.0	—	1	3	2	—	Queen Anne and Kent Co.....Md.	351,000	*	32,200	.....	260,000	269,000	2,600	.....	21.0	38,850	12,560	38,251	27,437	9,989	—	50	....
Dec. 31, 1872	41.7	—	1.4	88.3	3	2	2	45	Quincy, Alton and St. Louis.....Ill.	1,850,000	*	.....	.....	1,000,000	350,000	.....	.....	41.7	.....	.....	.....	96,000	.....	—	100	....
May 31, 1872	97.0	—	9.7	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	155,300	102,935	1,500,000	.....	92,150	186,085	97.0	.....	31,226	64,096	359,277	154,400	—	100	....
Jan. 31, 1873	44.0	—	3.0	66.0	4	3	3	46	Raleigh and Augusta Air-Line....N. Car.	1,134,211	89,785	.....	.....	876,000	350,000	.....	.....	44.0	.....	.....	.....	76,087	.....	—	100	....
Sept. 30, 1873	71.0	110.0	41.5	—	39	68	19	974	Rensselaer and Saratoga.....N. Y.	7,489,628	*	.....	.....	6,000,000	1,925,000	.....	.....	181.0	861,480	664,000	556,934	1,748,915	604,224	7	100	106
Sept. 30, 1872	140.5	55.2	16.7	—	26	17	10	272	Richmond and Danville ¶.....Virginia.	5,109,406	*	2,046,460	211,461	4,000,000	2,621,090	510,171	236,066	295.9	526,732	134,485	176,708	832,092	363,846	—	100	....
Sept. 30, 1872	75.5	11.4	6.2	—	12	6	4	139	Richmond, Frederick and Potomac ¶..Va.	2,622,927	*	116,539	263,282	1,509,826	889,899	43,417	559,604	89.9	200,899	.....	.....	351,919	145,919	—	100	....
Sept. 30, 1872	22.5	2.8	4.2	—	8	10	4	160	Richmond and Petersburg ¶.....Va. N.C.	1,188,218	*	85,833	30,224	847,100	326,295	93,377	37,528	46.8	107,189	118,189	42,223	160,319	46,945	—	100	....
Sept. 30, 1872	38.3	—	2.2	26.0	3	3	2	42	Richmond and York River.....Va.	1,266,640	*	.....	.....	650,000	615,640	.....	.....	38.3		(No returns obtained.)				—	100	....
Sept. 30, 1872	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	*	.....	.....	557,360	.....	.....	.....	—	(Leased	by Erie Railway Co.)			34,012	6	100	....
Jun. 30, 1872	251.9	25.5	27.0	—	33	15	7	915	Rockford, Rock Island and St. Louis..Ill.	15,490,570	*	.....	.....	6,490,579	9,000,000	.....	.....	316.5	.....	.....	.....	1,067,749	243,534	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	*	.....	.....	250,844	.....	.....	.....	20.0	.....	(No information.)				16	100	....
Sept. 30, 1872	141.1	48.5	25.3	—	40	31	15	779	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	*	.....	.....	2,998,900	1,735,606	38,359	.....	218.2	675,016	441,909	336,440	1,150,764	282,106	7	100	75
Jan. 31, 1873	120.0	—	26.0	—	—	—	—	—	Rutland.....Vermont.	5,787,902	—	1,286,719	.....	6,641,300	1,701,000	1,180,628	.....	239.0	(Leased	to Central Vermont.)		434,740	405,381	—	100	9
Jun. 30, 1873	225.0	—	24.0	34.0	19	...	...	....	St. Joseph and Denver City..Kan.& Neb.	11,188,220	420,925	279,044	3,203	4,000,000	7,000,000	734,425	157,067	225.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	64.0	5.0	6.1	—	9	15	6	93	St. Lawrence and Ottawa.....Canada.	1,050,000	*	.....	.....	.....	250,000	.....	.....	59.0	.....	70,265	38,592	161,771	45,953	—	100	....
Dec. 31, 1872	189.0	16.0	29.0	—	13	9	7	553	St. Louis, Alton and Terre Haute.Illinois.	11,768,400	*	.....	238,001	4,768,400	6,700,000	218,001	.....	56.0	360,130	149,499	416,215	507,019	220,002	—	100	12
Dec. 31, 1872	195.5	15.3	37.0	—	91	20	13	1,651	*St. Louis and Iron Mountain* ¶...Missouri.	14,558,951	1,951,989	1,088,796	153,733	10,000,000	5,461,000	.....	.....	210.8	933,395	557,576	633,574	2,146,689	687,639	3	100	59½
Dec. 31, 1872	310.0	48.0	25.0	50.0	46	26	12	1,170	St. Louis & S. Eastern...Ill., Ky. & Tenn.	11,089,000	1,725,000	3,993,000	.....	11,000,000	5,807,000	.....	.....	220.0	.....	.....	.....	822,601	169,779	—	100	....
Dec. 31, 1872	150.0	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill	5,040,100	*	.....	.....	2,324,100	3,477,000	.....	.....	—	(Leased	by Chicago & Alton	R.R.Co.)	240,000	.....	—	100	....
Jan. 31, 1873	353.0	—	17.6	—	88	38	19	1,531	St. L., Kansas City & Northern..Mo & Ia.	28,134,445	*	2,369,765	439,708	24,000,000	6,000,000	943,928	.....	581.7	2,893,281	428,957	517,628	2,780,820	748,139	—	100	....
Oct. 31, 1872	158.4	—	23.0	—	30	14	8	824	St. Louis, Vandalia & Terre Haute....Ill.	7,984,227	*	.....	208,201	2,877,779	5,499,000	250,548	60,101	158.4	862,806	.....	.....	1,180,273	354,082	—	100	....
Dec. 31, 1872	207.0	175.0	16.0	251.0	30	14	9	289	*St. Paul and Pacific* (1st Div.)..Minnesota.	16,188,653	*	8,723,038	229,522	1,968,600	16,197,000	589,333	.....	283.0	462,489	236,279	162,386	682,560	.....	—	100	....
Dec. 31, 1872	121.0	—	8.0	—	13	6	4	194	St. Paul and Sioux City.....Minn.	4,550,960	*	179,798	54,019	4,000,000	.....	784,777	.....	121.0	344,883	75,461	136,127	424,398	99,668	—	100	....
Dec. 31, 1872	116.0	—	10.0	—	21	18	9	309	Sandusky, Mansfield and Newark ..Ohio.	3,244,500	*	.....	.....	937,500	2,307,000	.....	.....	160.0	.....	178,661	158,506	574,951	37,802	—	50	....
Dec. 31, 1872	237.0	110.0	15.4	61.0	27	19	6	342	Savannah, Albany and Gulf.....Ga.	7,592,283	*	529,789	1,171,804	4,479,677	3,242,200	1,571,999	.....	347.0	635,300	98,234	.....	983,968	339,539	—	100	....
Dec. 31, 1872	104.0	—	4.9	—	10	9	5	80	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	.....	.....	1,000,000	1,427,800	.....	.....	104.0	(No	statement	furnished	: very small.)		—	100	....
Feb. 28, 1873	80.0	—	8.0	—	15	7	5	203	Seaboard and Roanoke.Va. & N. Carolina.	1,488,400	*	.....	105,689	1,278,400	210,000	107,000	.....	80.0	235,679	26,309	162,832	566,619	266,335	8	100	....
Apr. 30, 1872	237.0	—	11.9	—	39	17	9	412	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	*	.....	.....	3,750,000	9,230,000	large	.....	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	.....	.....	1,389,000	1,423,000	10,000	.....	80.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Nov. 30, 1872	32.0	—	2.0	—	2	2	2	70	Shenango and Allegheny ..Pennsylvania.	890,335	78,945	20,000	.....	199,000	780,000	.....	.....	32.0	40,500	16,170	56,220	58,850	32,395	—	50	....
Jun. 30, 1872	106.8	—	11.3	—	11	8	5	153	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,400	*	.....	.....	2,068,400	1,628,000	.....	.....	157.8	.....	.....	.....	162,405	10,344	—	100	....
Dec. 31, 1872	122.4	—	6.6	26.1	9	6	3	233	Sioux City and St. Paul....Iowa & Minn.	4,422 132	*	568,362	.....	2,800,000	1,740,000	450,494	.....	—	(Run by contractors: no returns.)					—	100	....
Sept. 30, 1872	183.0	—	9.2	—	...	...	...	....	South and North Alabama.....Ala.	7,481,764	*	.....	.....	3,458,067	4,906,000	.....	.....	181.0	.....	41,327	74,837	199,051	60,285	—	100	....
Dec. 31, 1872	137.0	106.0	30.0	—	42	37	*	507	South Carolina ¶.....South Carolina.	9,594,328	*	2,019,176	306,086	5,819,275	4,730,346	236,736	71,474	243.0	856,732	207,344	266,707	1,401,211	545,105	—	100	....
Sept. 30, 1872	116.0	—	5.8	—	11	7	4	401	Southern Central.....New York.	3,450,058	287,305	.....	.....	1,783,021	2,288,000	89,881	.....	116.0	302,744	161,821	178,099	307,280	104,978	—	100	....
Sept. 30, 1872	57.0	20.0	20.0	—	19	35	7	114	South Side (L. I.).....New York.	3,166,551	648,926	.....	.....	1,000,000	2,250,000	386,782	.....	57.0	233,990	617,899	83,701	501,871	226,637	—	100	....
Aug. 31, 1872	167.5	—	9.5	—	12	5	3	243	Southern Minnesota .....Minnesota.	9,424,953	*	.....	.....	3,825,000	4,592,000	1,007,953	.....	165.5	.....	46,349	92,661	493,438	190,021	—	100	....
Dec. 31, 1872	170.0	—	8.5	552.0	14	23	8	245	Southern Pacific.....California.	11,500,000	*	.....	.....	8,404,800	5,750,000	.....	.....	170.0	.....	314,150	121,660	932,725	481,664	—	100	....
Jun. 30, 1872	228.0	—	11.2	—	12	10	4	260	Springfield & Ill. So. Eastern.....Illinois.	8,176,500	*	.....	.....	4,000,000	4,400,000	140,000	.....	—	(Not in operation at date.)					—	100	....
Sept. 30, 1872	81.0	—	17.0	—	16	13	3	373	Syracuse, Binghamton and N. York..N.Y.	3,906,297	*	.....	.....	2,004,000	1,670,000	129,414	.....	81.0	449,520	186,606	533,355	713,585	216,481	4	100	....
Sept. 30, 1872	26.0	1.0	3.1	16.0	3	6	2	46	Syracuse and Chenango Valley.....N. Y.	1,165,062	61,985	.....	.....	1,063,400	500,000	229,997	.....	26.0	28,548	49,219	29,914	23,199	lo-s.	—	100	....
Nov. 30, 1872	79.7	26.6	30.0	—	36	21	9	782	Terre Haute and Indianapolis....Indiana.	2,807,313	*	1,583,484	191,840	1,988,150	800,000	616,344	1,173,143	99.3	.....	190,997	834,850	1,070,354	128,448	—	100	....
Apr. 30, 1873	66.0	—	6.6	1,741	12	6	—	78	Texas and Pacific.....Texas.	4,200,000	*	.....	.....	200,000	4,000,000	.....	.....	66.0	.....	.....	.....	340,001	85,042	—	100	....
Dec. 31, 1872	227.3	10.2	29.0	—	45	15	9	1,109	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	3,450,000	204,794	.....	237.5	1,192,831	.....	.....	1,316,106	368,093	—	100	....
Dec. 31, 1872	473.6	158.6	60.5	—	182	71	42	4,207	Toledo, Wabash and Western..O. I. & Ill.	34,683,000	*	.....	.....	16,000,000	18,683,000	.....	.....	955.7	5,196,661	637,050	1,349,052	6,008,978	1,578,182	—	100	48
Sept. 30, 1872	84.9	—	9.0	—	11	12	6	222	Troy and Boston.....New York.	1,934,146	378,418	.....	.....	1,599,000	1,899,000	65,369	.....	55.3	190,548	262,763	191,122	616,563	212,097	2	100	....
Dec. 31, 1872	1,032	—	100.0	—	151	93	36	2,409	*Union Pacific* ....Nebr. Utah Nev. & Cal.	111,948,812	*	.....	.....	36,762,300	75,179,512	.....	.....	1,032.0	.....	165,688	.....	8,862,605	4,092,032	—	100	34
Dec. 31, 1872	165.0	—	160.0	—	242	281	38	1,762	United Companies of New Jersey..N. Jer.	22,450,325	*	13,216,919	427,838	18,990,627	17,615,608	797,681	472,455	455.9	3,905,741	7,580,795	2,536,304	8,286,226	2,261,060	10	100	123
Apr. 30, 1872	37.0	—	4.0	91.0	6	6	1	28	Utah Central.....Utah.	1,500,000	*	.....	.....	500,000	1,000,000	.....	.....	37.0	.....	.....	.....	360,612	206,358	—	100	....
Dec. 31, 1872	31.0	—	2.1	44.0	3	3	2	11	Utah Southern .....Utah.	1,060,000	*	.....	.....	400,000	660,000	.....	.....	31.0	.....	.....	.....	126,884	63,442	—	100	....
Sept. 30, 1872	74.8	—	13.4	12.2	14	15	7	125	Utica and Black River.....New York.	2,200,444	258,703	.....	.....	1,754,020	775,500	.....	.....	92.2	201,688	184,533	62,064	337,299	111,309	3	100	....
Sept. 30, 1872	98.0	22.0	14.0	—	17	15	7	62	Utica, Chenango and Susq. Valley..N. Y.	3,186 344	438,181	.....	.....	2,908,600	.....	.....	.....	120.0	228,887	246,161	173,749	424,792	32,246	6	100	....
May 31, 1872	47.0	25.5	9.8	—	—	—	—	—	Vermont and Canada .....Vermont.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	—	(Leased	by Vermont Central	R. R. Co.	at 8 p.c.)		8	100	52
May 31, 1872	118.0	—	108.0	—	170	125	51	5,169	Vermont Central.....Vermont.	11,500,000	*	.....	.....	5,000,000	6,500,000	.....	.....	773.0	.....	.....	[2 yrs.	8,397,442	493,487	—	100	....
Sept. 30, 1872	56.0	24.1	9.2	—	13	19	8	274	Vermont and Massachusetts..Mass. & Vt.	2,703,986	*	90,785	191,899	2,860,000	900,000	68,899	157,751	88.1	24 299	275,181	151 45	557,196	169,523	2	100	81½
Feb. 29, 1872	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	245,588	193,945	454,072	2,929,236	86,869	.....	140.0	181,288	82,872	49 33	498,220	102,913	—	100	....
Dec. 31, 1872	46.0	—	2.3	—	3	*	*	50	Vineland.....New Jersey.	1,826,191	*	.....	.....	998,005	750,000	78,187	.....	—	(Leased	to N. Jer.	Southern	R. R. Co.)		—	100	....
Dec. 31, 1872	18.3	—	6.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	*	.....	.....	1,800,000	1,261,400	.....	.....	—	(Leased	to D. L. &	W. R. R.)	525,749	215,353	7	100	83
Sept. 30, 1872	44.0	—	2.0	281.0	4	6	3	65	Washington and Ohio .....Virginia.	1,435,176	128,577	128,773	.....	900,700	130,400	321,248	340,178	44.0	81,361	27,693	19,418	81,285	7,948	—	100	....
Aug. 31, 1872	132.0	28.0	15.5	—	26	16	8	247	Western Alabama.....Alabama.	4,822,625	538,272	342,800	662,535	2,008,324	3,169,900	561,508	626,504	160.0	421,880	101,742	.....	626,504	150,584	—	100	....
Dec. 31, 1872	133.0	—	11.0	—	59	18	12	921	Western and Atlantic.....Georgia.	(Owned by State		of Georgia & leased to a company for $300,00 0 a year.)						138.0	.....	.....	125,932	1,590,245	66,587	—	.....	....
Sept. 30, 1872	60.0	—	3.9	13.0	10	10	6	123	Western Maryland ¶.....Maryland.	2,366,392	*	208,500	17,069	682,593	1,800,000	109,069	.....	60.0	217,760	134,655	73,841	197,707	7,038	—	100	....
Dec. 30, 1872	57.1	27.6	14.6	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,846,005	*	.....	.....	1,022,450	1,800,000	1,023,555	.....	—	(Leased	by Pennsylvania R.	R. Co.)			—	55	....
Dec. 31, 1872	60.7	—	16.2	—	18	68	8	171	West Jersey.....New Jersey.	2,255,356	*	1,486,406	178,462	1,359,700	2,398,000	162,883	.....	128.9	330,555	642,725	28,443	664,777	297,363	8	100	160
Mar. 31, 1873	197.0	—	10.0	—	26	14	10	660	West Wisconsin.....Wisc.	8,640,000	*	.....	.....	4,000,000	4,640,000	.....	.....	165.0	.....	.....	.....	549,645	263,329	—	100	....
Dec. 31, 1872	32.0	—	1.0	28.0	3	5	2	24	Wheeling, Pbg. & Balt.....W. Va. & Pa.	579,642	*	.....	.....	500,000	.....	79,642	.....	32.0	39,328	53,175	11,638	48,164	480	—	50	....
Sept. 30, 1872	189.0	—	6.0	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	3,971,781	381,117	51,244	.....	300,000	3,800,000	304,142	.....	172.0	.....	.....	.....	591,046	226,498	—	100	....
Oct. 31, 1872	63.6	—	9.5	—	11	6	5	124	Wilmington and Reading...Pennsylvania.	2,644,078	255,151	82,892	.....	760,662	2,332,300	108,610	.....	63.6	230,554	132,365	264,573	228,773	21,667	—	50	....
Sept. 30, 1872	162.0	19.0	9.5	—	82	31	—	324	Wilmington and Weldon ¶...N. Carolina.	3,004,044	*	61,436	296,393	1,456,200	1,619,100	77,042	299,531	181.0	519,184	124,995	.....	635,871	230,833	—	100	67
Dec. 31, 1872	130.6	—	3.0	201.0	15	6	2	300	Wisconsin Central .....Wisconsin.	4,120,000	*	.....	.....	1,657,500	1,591,500	.....	.....	—	.....	.....	.....	131,793	63,778	—	100	....
Sept. 30, 1872	45.7	—	11.8	—	17	11	5	411	Worcester and Nashua.....N. H.& Mas.	2,212,144	*	85,701	48,143	1,425,400	310,300	36,516	573,774	45.7	359,641	381,954	368,042	587,359	195,458	12	100	125½
									CANALS, &c.																						
May 31, 1872	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	*	258,967	.....	1,880,800	1,997,872	.....	.....	12.5	.....	.....	.....	419,222	281,715	4	50	....
Dec. 31, 1872	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	.....	.....	8,229,594	8,065,500	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Dec. 31, 1872	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	*	.....	.....	1,633,350	800,000	.....	.....	—	(Leased	to Lehigh	Coal and	Nav. Company.)		8	50	97
Dec. 31, 1872	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,339,210	725,581	20,935,209	.....	15,000,000	13,000,000	.....	.....	108.0	.....	.....	1,869,557	86,970	loss.	10	100	117½
Dec. 31, 1872	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	*	.....	.....	3,847,400	.....	.....	.....	65.5	.....	.....	.....	957,557	385,170	10	100	....
Dec. 31, 1872	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,456,000	*	.....	.....	8,784,550	15,767,656	.....	.....	108.0	.....	.....	1,041,891	506,060	32,570	—	50	89
Dec. 31, 1872	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,146,039	—	.....	.....	1,004,150	110,000	8,064	.....	85.0	.....	.....	2,059,984	196,149	159,121	9	50	....
Feb. 28, 1873	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,432,474	*	.....	.....	2,200,000	1,125,129	.....	.....	103.0	.....	.....	.....	322,762	80,194	7	50	104
Dec. 31, 1872	73.0	64 0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	8,093,350	*	.....	.....	4,457,150	2,588,000	1,048,200	.....	360.0	.....	.....	967,573	556,164	loss.	—	50	24
Dec. 31, 1872	106.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,285,573	271,407	.....	4,355,798	8,576,332	267,198	.....	108.3	(Leas.to	Ph.&R'g.)	1,200,181	649,352	634,109	1	50	12
Dec. 31, 1872	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,106	*	.....	.....	2,002,706	2,757,313	165,811	.....	45.0	(Leas.to	Ph.&R'g.)	428,393	99,151	61,241	—	50	12
Dec. 31, 1872	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	*	.....	.....	2,907,850	300,000	35,000	.....	84.0	.....	.....	124,969	44,862	200	—	50	....
Dec. 31, 1872	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	3,630,344	*	.....	.....	1,100,000	748,000	295,219	.....	....	(Leased	to Pennsylvania.)	.....	.....	.....	—	50	....

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:	$	p c	p c	p. c.
Atlantic and Great Western, pref...	10,000,000	7	...	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	...	....
" " " guar.	276,200	7	...	....
Atlantic and Pacific, preferred	10,000,000	7	...	18
Atlantic and St. Lawrence,* guar...	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,552,800	6	5	105
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar.....	1,159,500	7	7	66
Camden and Amboy,* guaranteed..	5,847,800	10	10	123
Camden and Atlantic, preferred.....	763,549	7	3½	78
Cayuga and Susquehanna,* guar....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,600	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	105½
Central Ohio,* preferred	411,550	6	6	80
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	78
Chicago and Alton, † preferred.....	2,425,400	...	10	109½
Chicago, Iowa & Nebraska,* guar..	3,916,300	...	8	90
Chicago and North-Western, pref...	21,289,563	7	7	72½
Cinc., Sand. and Cleveland, pref....	429,000	6	6	....
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	87½
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred....	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	...	....
Dubuque and Sioux City,* guar....	5,000,000	...	3	65
Dubuque South-Western, pref.....	590,315	8	...	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	65½
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	76
" " com.& *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	73½
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	...	...	....
Hannibal and St. Joseph, pref.....	2,167,700	7	7	39½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred.....	1,180,000	8	8	100
Huntington & Broad Top Mtn, pref.	190,750	7	...	34½
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	95
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref...	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	8,101,650	6	...	16
" " 2d pref....	4,436,250	6	...	9
Mich. Southern, (Lake Shore) guar..	533,500	10	10	....
Mill Creek,* guaranteed.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	10,825,777	7	7	64½
Mine Hill,* guaranteed.....	3,856,450	8	8	104
Montclair,* guaranteed.....	2,000,000	7	...	....
Morris and Essex,* guar.....	15,000,000	7	7	92½
Nesquehoning Valley,* guar...	2,000,000	10	10	106
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,295,200	10	10	123
New London Northern,* guar.....	971,400	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	129
" " *com.& guar.	8,500,000	8	8	131
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred.....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	128
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	57
" " pf.& *guar.	2,000,000	8	8	94
Ohio and Mississippi, preferred.....	4,030,000	7	7	63
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama, guaranteed.....	7,000,000	12	12	115
Paterson and Hudson,* guar.....	630,000	—	8½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	...	...	....
Phila., Germant'n & Norrist'n,*guar.	2,231,900	12	12	175
Philadelphia and Reading, † pref....	1,551,687	—	10	....
Philadelphia and Trenton,* guar....	1,259,100	10	10	123
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	95
Pittsfield and North Adams,* guar.	450,000	5	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	113
Rochester & Genesee Valley,* guar.	557,580	...	...	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	45
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	...	33
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	—	....
St. Louis, Kansas City & Nor., pref..	12,000,000	...	—	28½
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	—	....
" " 2d pref..	1,000,000	7	—	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	71½
Warren,* guaranteed.....	1,800,000	7	7	....
Canal Stocks.				
Delaware Division,* guar.....	1,633,350	8	8	....
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed?.	1,175,000	10	10	122
" com. and * guar.....	1,695,000	4	4	52
Schuylkill Navigation preferred....	2,808,977	6	6	25

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 11.

	Th.5.	F.6.	Sat. 7.	M.9.	Tu.10.	W.11
Boston, Hart. & Erie.....	1½	1½	1½	1½	1½	
Canton Co.....	....	....	....	....	....	
Central Pacific.....	....	72	....	....	....	
Central Pacific 6s..... 94½	95	....	94½	94½	94½	
Central of N. Jersey....104½	104½	105	105½	105	105½	
Chesapeake & Ohio 1 m.....	56	....	....	55½	56	
Chicago & Alton.....	104½	....	....	105	....	
" pref.....	....	....	....	....	....	
" 1 M.....	....	105	....	....	....	
" S. F.....	....	....	....	....	....	
" Inc. bds.....	....	....	....	....	....	
Chicago, Burl. & Q.....103½	103½	....	103½	....	103½	
" 8s, 1883	....	....	....	....	....	
Chic. & Northwestern . 53½	52½	52½	52½	52½	54	
" pref..... 70½	71	70½	71	71	72½	
" 1st M.....	101½	102	....	....	102	
" S. F.....	....	....	....	....	....	
" Consol.....	....	....	....	....	....	
Chic., Rock Isl. & Pac..104½	105	105½	104½	105½	106½	
Chi., R. I. & Pa. 7s, 1896.....	104	105	....	....	....	
Clev., Col., C. and Ind.. 80	80	79½	81	....	....	
Clev. & Pittsburg guar.....	87½	....	87½	....	....	
" 2 M.....	....	....	....	....	....	
" 3 M.....101	....	....	....	....	....	
" 4 M..... 89½	....	....	....	....	....	
Clev. and Toledo.....	....	....	....	....	....	
" S. F. 7s.....	....	....	....	....	....	
Col., Chi., & Ind. C..... 30	29½	29½	29½	29½	31½	
" 1 M..... 91	....	....	90½	....	91	
" 2 M.....	....	....	....	....	....	
Del. & Hudson Canal	....	....	....	....	....	
Del. Lack. & Western...109	108½	109	109½	109	110½	
" 1 M. 7s.....	....	....	....	....	103½	
" 2 M 7s.....	....	....	....	....	....	
Erie Railway..... 44	43½	46⅜	45½	43½	44½	
" pref.....	....	....	....	....	....	
" 1 M. 7s, 1897.102½	....	....	....	....	103½	
" 2 M. 7s, 1879.....	....	....	....	....	100	
" 3 M. 7s, 1883.... 98	....	....	....	....	98x	
" 4 M. 7s, 1880.....	....	....	....	....	....	
" 5 M. 7s, 1888.....	....	....	....	....	....	
" 7s, con. gold.....	....	....	....	....	....	
Great Western 2d mort.....	....	....	....	....	....	
Hannibal & St. Joseph. 30	29½	29½	30½	29½	31	
" pref..... 38	38	38½	38½	38½	....	
" 8s, conv.....	79½	....	79½	....	79½	
Hudson River.....	....	....	....	....	....	
" 2 M. S. F.....	....	....	105	....	....	
" 3 M 7s, 1875.....	....	....	....	....	....	
Illinois Central	....	104	....	104	105	
" 7s	....	....	....	....	....	
Lake Shore & Mich. S'th. 78½	77½	78½	78	78½	79½	
Marietta & Cin. 1st pref.....	....	....	....	....	....	
" 2d pref.....	....	....	....	....	....	
Michigan Central.....	....	....	....	85½	86	
" S.F. 8s, 1882.....	....	....	....	....	109	
M. S. and N. I. 1 M. S. F.....	....	104½	....	....	....	
" 2 M..... 100	....	....	....	....	100	
Milw. and St. Paul..... 43½	41½	41½	42	42½	43½	
" pref..... 70½	69	68½	68½	63½x	64½	
" 1st mort.....	....	....	....	....	....	
" 2d mort.....	....	....	....	....	....	
" 8s.....	....	....	....	100½	....	
" 7 3-10s con.. 95	....	....	....	....	....	
" 7s, gold.....	....	....	....	....	....	
Missouri 6s..... 90½	95½	....	95	95	....	
" H. & St. J. 8s.....	....	....	....	....	....	
Morris and Essex.....	92½	....	92½	92½	92½	
" 1st mort....107	107	....	....	....	....	
" 2d mort....100	....	99½	....	....	....	
N. Y. Cen. & Hud. Riv.103½	103½	104	104½	104½	105½	
" 7s, S.F. 1876.....	....	....	102	....	....	
" 6s, S.F. 1883.....	....	....	96	96	....	
" 6s, S.F. 1887 95½	....	....	....	95	....	
N. York and Harlem...130	129½	129½	131	130½	131	
" pref.....	....	....	....	....	....	
" 1 M. 7s, 1873.....	....	....	....	....	....	
N. York N. Hav. & Hart.....	131½	130½	....	....	....	
N. Carolina 6s, old.....	28½	....	28½	28½	....	
" new	....	....	....	....	20	
Ohio and Miss..... 30½	29½	30½	30½	30½	31½	
" pref.....	....	....	....	....	....	
" 2d M..... 81	....	81½	....	80	....	
Pacific Mail S. S. Co.... 42½	42	42½	42½	42½	42½	
Panama 114½	113½	113½	115	....	....	
Pitts., Ft. W. & Chi. gtd.....	....	95	....	....	....	
" 1 M.....	....	....	....	....	....	
" 2 M.....	101	....	....	101½	....	
" 3 M.....	....	....	....	98	....	
Quicksilver Mining Co.....	....	....	....	....	....	
St. L., Alton & T. H.....	....	....	....	....	12	
" pref.....	....	....	....	....	....	
" 1 M.....	....	....	....	....	....	
" 2 M. pref... 87	....	....	....	....	....	
" Income bds.....	....	....	....	76	....	
Tennessee 6s, old..... 90	91½	91½	91	91½	91½	
" new.....	91½	..	91	....	....	
Tol., Wab. & Western.. 47½	46½	47	46½	46½	48	
" pref.....	....	....	....	....	....	
" 1 M..... 94	....	....	....	....	....	
" 2 M.....	....	....	....	....	....	
" Equipment.....	....	....	....	....	....	
" St. Lou. Div.....	....	....	....	....	....	
Union Pacific..... 33⅜	32⅞	33⅜	32½	33⅜	34	
" 1st mort.. 85½	84½	84½	85½	85½	85	
" L. Gt. 7s.... 81½	....	....	82½	82½	83	
" Inc. 10s.... 76	....	76½	77	77½	75½	
Virginia 6s, old.....	....	....	....	....	....	
" new.....	....	....	....	....	....	
" consol.....	....	....	51	....	....	
" def. cert.....	....	....	....	....	....	

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 11.

	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11
Federal Stocks:—						
U. S. 5s, 1874, reg.....	....	....	....	....	....	
U. S. 5s, 1874, coup.....	....	....	....	....	....	
U. S. 5s, 10-40s, reg.. 113	113	....	....	113½	113	
U. S. 5s, 10-40s, coup..112½	113	112½	113½	113	113½	
U. S. 5s, 1881, reg.....	....	....	....	....	....	
U. S. 5s, 1881, coup....114½	114½	....	114½	114½	114½	
U. S. 6s, 1881, reg.....	118½	....	118½	118½	119½	
U. S. 6s, 1881, coup....119½	119½	....	119½	119½	....	
U. S. 6s, 5-20s, reg. '62.....	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1862..116½	116½	....	117½	....	117½	
U. S. 6s, 5-20s, reg. '64.....	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1864.....	118½	....	....	....	119	
U. S. 6s, 5-20s, reg. '65.118½	118½	....	119	....	....	
U. S. 6s, 5-20s, c. 1865.....	....	....	120	120	120½	
U. S. 6s, 5-20s, r. n. '65.118½	....	118	....	118½	....	
U. S. 6s, 5-20s, c. n '65.118½	118	118	118½	118½	118½	
U. S. 6s, 5-20s, reg. '67.118	118½	118½	....	118½	....	
U. S. 6s, 5-20s, c. 1867.119	....	....	119½	119½	119½	
U. S. 6s, 5-20s, reg. '68.....	....	....	....	....	....	
U. S. 6s, 5-20s, c. '68.....	....	....	118½	119	....	
U. S. 6s, Pac. RR issue.116½	116	115½	....	....	116½	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 10.

	W.4.	Th.5.	F.6.	Sat.7.	M.9.	Tu.10
Catawissa preferred	43	....	....	....	....	
Camden and Amboy.....	....	....	....	....	....	
" 6s, 1875	....	....	100	....	....	
" 6s, 1883	....	....	....	....	....	89
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89....	99	....	....	....	....	99
Elmira & Williamsport.....	....	....	....	....	....	
" pref.....	....	....	....	....	....	
" 7s.....	....	....	....	....	....	
Lehigh Navigation..... 44½	44½	44½	44½	44½	44½	
" 6s, 1884	95	95	....	94½	94½	
" Gold L..... 96½	....	96½	96½	....	96½	
" R. R. L..... 95	....	....	....	....	....	
" Conv. L. '77 87	....	....	....	....	....	
Lehigh Valley R. R..... 60½	61½	62	61½	61½	61½	
" 6s new coup 99	....	....	....	....	....	
" 6s new reg.....	....	....	....	100½	100½	
Little Schuylkill R.R..... 46½	46½	....	....	....	....	
" 7s.....	....	....	....	....	....	
Minehill 52	....	....	....	....	51½	
Morris Canal.....	....	....	....	....	....	
" pref.....122	....	....	....	122	122	
North Pennsylvania	....	....	....	....	....	
" 6s, 1885	....	99½	....	....	....	
" 7s.....	....	....	102½	102½	....	
" 10s, 1887	....	....	....	....	....	
Northern Central 39	39	38	....	38	38	
Oil Creek & Alleg. Riv. 17½	17½	17½	17½	17½	....	
" 7s.....	67	....	....	....	....	
Pennsylvania R. R..... 51½	51½	51½	50½	51½	52	
" 1st M.....	....	....	101	101	101	
" 2d M.....102	....	....	....	....	....	
" Gen. mort.....	90	....	90½	90	....	
" " reg.....	....	93	....	....	....	
Penn. State 6s, 1st series.....	....	....	....	....	....	
" 6s, 2d series.....	....	....	....	....	....	
" 6s, 3d series.109½	....	....	....	....	....	
Philadelphia City, 6s...101½	100½	100½	....	100½	101	
" new 102½	102½	102½	102½	103	103	
Philad., Germ. & Nor.....	....	....	....	....	....	
Phila. & Reading 57½	57½	57½	57½	57½	57½	
Philadelphia and Erie.. 20½	20½	20½	....	20½	20½	
" 6s.....	....	....	....	....	94	
" 7s..... 87½	87½	....	....	87½	87½	
Phila., Wilm. & Balt.....	....	....	....	....	....	
Schuylkill Navigation.....	....	....	....	....	....	
" pref..... 12½	13	....	....	....	12½	
" 6s, 1882 75	75	....	....	....	....	
" 6s, 1876	....	....	....	....	....	
" 6s, 1872 85	....	....	....	....	85½	
United Co. of N. Jersey.124	124	....	....	....	123	
Hestonville, (Horse).. 21	21	....	....	....	....	
Chestnut & Wal.	....	....	....	....	....	
Green & Coates	....	....	....	....	....	
2d and 3d streets	....	....	62½	....	62	
Spruce and Pine	....	....	....	....	....	
13th and 15th sts.	....	....	....	....	....	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 10.

	W.4.	Th.5.	F.6.	Sat.7.	M.9.	Tu.10
Baltimore City 6s, 1875.....	100	....	....	....	100½	....
" 1886	....	....	98½	....	....	....
" 1890 ..... 99½	99½	99½	99½	99½	99½	
" 1884	....	....	....	....	....	
" 1900 ..... 99½	....	....	....	....	99½	
Balt and Ohio.....	....	....	....	....	....	
" bonds, 1875.....	....	....	....	....	....	
" " 1880.....	....	....	....	99	....	
" " 1885. 99½	....	....	100	....	....	
Marietta & Cin. 1st M..101½	101½	101½	....	101½	101½	
" 2d M..... 92½	92½	92½	92½	92½	92½	
" 3d M. 8s.....	79½	79½	79½	79½	....	
Northern Central..... 38½	38	....	....	....	....	
" bonds, 1885. 91½	....	....	....	....	....	
" " 1900.....	....	89½	....	90	....	
Pittsb. & Connellsv. 7s. 90½	89½	89½	....	....	....	
N. W. Va. 1st mort.....	....	....	....	....	....	
" 2d mort.....	....	....	....	....	....	
" 3d mort.....	....	....	....	....	....	
Virginia 6s, Consol.....	....	....	....	....	....	52½
" Defer. Certif.....	....	....	....	....	....	
City Passenger R R... 17	....	....	....	17	....	

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 11.

	Th. 5.	F 6.	Sat. 7.	M 9.	Tu. 10.	W 11.
Boston and Albany	140	140	140	140	139½	....
Boston and Lowell	105	....	....	104½	104½	....
Boston and Maine	110	109½	109½	....	....	....
Boston and Providence	....	....	147½	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s	29½	29½	29	....	29½	29½
Cheshire, pref.	....	....	....	....	....	....
Chi., Burl. & Quincy	103½	102½	103	103½	103½	
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	71½	72½	72	71½	72	72
Fitchburg	125	....	124½	124	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	88	....	....	86	86½	
Northern, N. H.	108	....	....	....	....	....
Ogdens. & Lake Champ	57	....	....	....	....	....
" pref.	....	....	....	....	....	....
Old Colony	110½	110½	....	....	....	....
Ph., Wil. & Baltimore	54½	54½	54½	54½	54½	55
Portl'd, Saco & Porta.	113	113	112	112½	113	
Union Pacific	....	....	....	....	....	....
" 6s	83½	84	....	84	84	84
" Land Grant 7s	....	....	....	78½	....	....
" Income 10s	77	75½	....	76½	77	76½
Vermont & Canada	....	....	....	....	....	....
Vermont & Mass.	79½	80	....	....	81	
South Boston (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	....	....	....
Metropolitan ..	....	....	....	....	....	....
Middlesex ..	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls ..	24½	....	23½	24	....	24½
Franklin ..	....	....	....	....	4½	....
National ..	....	....	....	....	....	....
Quincy ..	38	....	37½	....	37½	37½

London Stock Exchange.

	—Closing Prices.— Feb. 20.	Feb. 27.
Atlantic & Gt. W. 1st mort., $1,000	67 — 69	66 — 68
Do. 2d mort., $1,000	51 — 53	51 — 53
Do. Con. mort. B'nds Bisch's Cert.	23½ — 24½	22½ — 22½
Do. Reorg. Scrip	100 —105	98 —102
Do. Leas. Lines, Rental Bonds	84 — 86	84 — 86
Detroit & Milwaukee 1st mort. Bonds	73 — 75	71 — 73
Do. 2d do.	50 — 55	50 — 55
Erie shares 100 dol. all paid	44½ — 44½	43½ — 44
Do. 6 per cent Convertible Bonds	99 —101	98 —101
Cons. Mort. amount autho. to be issued for conv. of existing bonds	98½ — 99½	98 — 99
Illinois Central $100 shares all paid	96½ — 97½	96 — 97
Do. Redemption mort. bonds 6 p.c.	103 —105	101 —103
Illinois & St. Louis Bridge 1st mort.	101 —102	101 —103
Marietta and Cincinnati Rail. Bonds	94 — 97	94 — 97
Michigan Central 8s 1882, conv.	90 — 100	90 —100
Panama 2d mort.	68½ — 69½	73 — 75
Panama General mort.	97 — 99	97 — 99
Pennsylvania, 2d mort.	98 — 99	97 — 99
Do. General mort.	97 — 98	98 — 99
Do. $50 shares	47 — 48	47 — 48
Philadelphia and Erie 1st mort.	97 — 99	97 — 99
Do. with option to be paid in Phila.	97 — 98	97 — 99

American Railroad Journal

Saturday, March 14, 1874.

Stock Exchange and Money Market.

The Treasury balances on Tuesday were of Currency, $3,662,216; special deposits of legal tenders for the redemption of certificates of deposits, $51,390,000; coin, $84,346,857, including $41,241,700 in coin certificates; outstanding legal tenders, $382,000,000. The U. S. Sub Treasury in this city closed the week with reduced cash reserves, the currency balance having been $37,524,707, or $450,652 less than the preceding week; and the coin hoard, $54,539,346, or $1,038,843 less than on the previous return. The City banks, in their last weekly exhibit, indicated enlarged deposit, and specie averages, with reduced reserves of legal tender notes. The loan and discount item was augmented nearly as much as the deposit line. The City bank exchanges, during the week, were $475,940,199, or a daily average of $79,323,366. The customs revenue of the port, during the week, was $2,392,072 of which $2,276,073 were in coin certificates. Money has been in comparatively limited demand, owing, partly, to the prevailing dullness in business circles, awaiting definite Congressional action on the currency and other questions. The offerings of funds seeking lucrative employment have been largely in excess of the current requirements of the market, and all responsible borrowers have been readily accommodated on the basis of 8@4 per cent on call to the prominent Stock Exchange firms; and 5½@7 per cent per annum, in the discount line. The deposits of the City banks show a further increase of 4⅜ millions; and the item of legal tender notes a decrease of $559,900 while the specie reserve has been enlarged $1,585,800. The banks augmented their loan and discount average about 4¼ millions, and their circulation about ⅛th of a million. The City banks reported their average of gold last week at 28½ millions; and their greenback average at $61,655,100. Their deposits stood at 244½ millions. The loan item was about 286¾ millions. The circulation was 26⅞ millions.

The Gold speculation has been somewhat brisker, with, however, the price ruling lower, through the later dealings indicated more firmness. The customs drain has been up to a fair average, while the export movement has been comparatively limited. The extremes of the price have been 111¼@112, closing at 111⅞ as against 112 on Wednesday of the preceding week. The specie outflow, last week, was $343,112. The imports of specie at this port since Jan. 1, have been $1,091,677, against $249,007 same time last year. The customs demand for Gold last week averaged $398,679 a day. Foreign Exchange has been in rather more request, with Bankers' sixty day bills on London quoted on Wednesday at $4 84@$4 84½; sight bills on London, at $4 87@$4 87½. The week's exports of Domestic Produce have been to the currency value of $5,338,165.

Government securities have been in good demand, largely through the commission houses, on investment account, and prices have ruled comparatively firm, considering the depression in gold. U. S. sixes of 1881 closed on Wednesday of this week at 119⅝@119⅞; U. S. Five-Twenties of 1862, 116¾@117; U. S. Five-Twenties of 1864 at 119@119¼; U. S. Five-Twenties of 1865, 120@120¼; U. S. Five-Twenties of 1865 consolidated, 118⅛@118½; U. S. Five-Twenties of 1867, 119⅛@119¼; U. S. Five-Twenties of 1868, 118¾@119; U. S. Ten-forties at 113@113⅛; U. S. Fives of 1881, (Funding Loan) 114¼@114½; Six per cent. currency Sixes from 116@116½.

State and Railway bonds have been in moderate request since our last, with rather easier prices. Central Pacific first mortgage six per cents closed at 94½@95. Chesapeake and Ohio First Mortgage Bonds, Six per cents, 55½@56. Railway and miscellaneous share property has been moderately active at varable rates, closing somewhat stronger.

There was an auction sale on Tuesday for whom it might concern, of $1,000,000 Lake Shore Second Mortgage Bonds. Mr. Vanderbilt was the purchaser at 90 per cent, including interest from Dec. 1.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $8,643,543, against $9,404,893 same week last year. The exports of domestic produce are $5,338,161, as against $5,398,314, last year. The exports of Gold and Silver, $443,111, as against $904,288 last year. The coin interest disbursements on the public debt at this point last week were $2,964,000. The customs in Gold deposited during the week in the New York Office of the Treasury amounted to $2,438,400, as against $2,451,960, same week last March.

General business has been on a moderate scale, since our last. Breadstuffs, Provisions, and Cotton have been rather more freely dealt in, closing firmly; while in most other kinds of produce, the transactions have been restricted, with values more or less irregular. The Metal trade has been quite slow as a rule. Iron in limited request but held more firmly. We now quote: Eglinton Pig Iron at $38@$40; Glengarnock, $40@$41; Coltness, $44; Gartsherrie, $46; No. 1 American Pig at $35; No. 2 do. at $31@$33; Forge, $29@$31; English Rails at $55@$60, gold; American Rails at works, $62 50@$65; Old Rails, $40; Wrought Scrap, $40@42 50. Ocean freights have been comparatively quiet, with rates closing in favor of shippers.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Mil. and St. Paul scrip, 79⅛; St. Louis and Iron Mt. R. R., 59½; do. 2d mort., 82; Atlantic and Pacific R. R. pref., 18; Pacific R. R. of Mo., 40; Rome, Watertown and Ogdensburg R. R., 75; St. Louis, Kansas City and Northern pref., 28½; Western Pacific R. R. bonds, 87; Mil. and St. Paul 1st mort., LaC. div., 91¼ do. H. & D. div., 79; Central of New Jersey 1st mort. new, 106; do., 7s, 1902, conv., 101¾; Chicago and Mil. 1st mort., 93; North Missouri 1st mort., 86½; Chicago and Northwestern consol. gold bonds; 86; Michigan Central 7s, 98½; Clev. and Toledo 7s, new, 99; Albany and Susquehanna 1st mort., 102½; do. 2d mort., 99¼; Central Pacific State-aid bonds, 102½; Louisville and Nashville 7s, 1898, consol., 90½; St. Louis, Jacksonville and Chicago 1st mort., 95½; Clev., Col, Cin. and Ind. 1st mort., 103¼; Gt. Western 1st mort., 1888, 93¼; New York Central 1st mort., 107; Long Dock bonds, 100; Boston, Hartford and Erie 1st mort., 29⅜; Delaware and Hudson Canal reg. 7s, 1884, 103; Lake Shore and Michigan Southern 7s, consol., coupon, 86½; Cleveland and Pittsburg 7s, consol., 98; Galena and Chicago 1st mort., 102; Am. Dock and Imp. 7s, 96; Western Union Telegraph, 75⅝; do. 7s, 97½; Atlantic and Pacific Tel., 17; Am. Exp., 62; U. S. Exp., 71½; Adams Exp., 96½; Wells-Fargo Exp., 76¼; Quicksilver pref., 35; Tenn. 6s. old, ex-coupon, 71; do. new, ex-coupon, 70⅞; California 7s, 112½; Missouri 6s, Asylum, 91¾; Georgia 7s, new, 88; North Carolina 6s, special tax, 3d class, 9; do. 6s, old, issued to N. C. R. R., 35½; South Carolina 6s, new, Apl. and Oct, 20: N. Y. State 7s. B. L. reg., 107; do. coupon, 107½; Brooklyn 6s, W. L., 92½.

Philadelphia.—Lehigh Valley 7s, 103½; Huntingdon and Broad Top Mt. R. R, 10½; do. pref., 17¼; do. 1st mort., 104½; do. 2d mort., 94; Harrisburg and Lancaster 6s, 98; Northern Pacific 7-30s, 36; Philadelphia and Reading deben. bonds, 80; do. 6s, 44-'80, 101; do. Gen'l mort. 7s, coupon, 103⅜; do. 7s, new, conv., 104½; do. 7s, 1893, 105½; Philadelphia and Reading C. & I. mort., 87½; Lehigh Coal and

Nav. conv. gold loan, 96; Pittsburg, Cincinnati and St. Louis 7s, 68¾; Penn. and New York 7s, 103; Stubenville and Indiana 7s, 72; Cape May and Millville 7s, 95; Susq. Canal 6s, 74; Ithaca and Athens 7s, 95½; Pennsylvania R. R. div. scrip, 98½; Nesquehoning R. R., 53; Schuylkill Nav. div., scrip., 85; Catawissa new pref., 34¾; Pennsylvania State coupon 5s, 100½@101; Pittsburg city 5s, 71; Allegheny County 5s, 75. The latest quotations are: City 6s, 100¾@—; do. free of tax, 102⅞@103; Pennsylvania State 6s, 2d series, 105¾@106; do. 3d series, 109½@110; Philadelphia and Reading 57¼@57½; do. Gen'l mort. 7s, coup., 109@104; do. reg., 104@105; do. mort. 6s, 1880, 100½@102; do. new, conv., 103½@104½; do. 7s, 1893, 105@—; United New Jersey R. R. and Canal Co., 123@123½; Camden and Amboy mort. 6s, 1889, 98½@99½; Pennsylvania R. R., 52⅛@52¼; do. div. scrip, 98½@99; do. 1st mort., 100½@101½; do. 2d mort., 101@102¼; do. general mort. coupon, 89½@90¼; do. reg., 92@93; Little Schuylkill R. R., 46@46½; Morris Canal, 59@52; do. pref. 121@123; do. 6s, 96@—; Susquehanna Canal, 5@9; do. 6s, 73@74; Schuylkill Nav., 6⅛@6½; do. pref., 12½@13; do. 6s, 1882, 76@—; do. 1872, 85⅜@—; Elmira and Williamsport pref., 37½@39; do. 7s, 1873, 97@100; do. 5s, 60@60; Lehigh Coal and Navigation, 44½@44⅝; do. 6s, 1884, 94½@95; do. R. R. Loan, 94@94¾; do. Gold Loan, 96@97⅜; North Pennsylvania, 46@46½; do. 6s, 99@100; do., 7s, 102⅜@102½; do. Chattle 10s, 109@114; Philadelphia and Erie, 20@20½; do. 6s, 93½@94¼; do. 7s, 87@87½; Minehill, 51¾@52; Catawissa, 17@17¾; do. pref. 42@43; do. 7s, 1900, 100½@101½; Lehigh Valley, 61¼@61½; do. 6s, new coupon, 99@100; do. reg., 100@100¼; do. 7s, 103@103⅛; Fifth and Sixth streets (horse,) 55@60; Second and Third, 61@61; Thirteenth and Fifteenth, 21½@22; Spruce and Pine, 28@30; Green and Coates 48@52; Chestnut and Walnut, 60@60½; Hestonville, 20@20¼ Germantown, 30@37½.

Boston.—Chicago, Burlington and Quincy 7s, 1903, 99¼; do. 1896, 96¼; Framingham and Lowell 7s, 1891, 90; Eastern R. R., 7s, 1882, 95¾; do. 1887, 96⅞; Boston and Maine 7s, 1893, 103½; Jackson, Lansing and Saginaw 8s, 99½; Boston, Clinton and Fitchburg 8s, 1882, 91½; Michigan Central 8s, 1890, 103¾; Central Pacific 7s, 1883, gold, 100⅛; Sioux City and St. Paul 8s, 1901, 70½; Old Colony 7s, 1877, reg., 102; Maine Central 6s, 1900, 85; Cedar Rapids and Missouri 7s, 1891, 83; Connecticut and Passumpsic Rivers R.R. pref., 77; do. 6s, 1876, 98; Atchison, Topeka and Santa Fe R. R., 12¼; Ind., Cin. and Laf. R. R., 6¾; Eastern (N. H.) R. R., 65¾; Burlington and Missouri River R. R. in Iowa, 100½; do. Land Grant 7s, 98½; do. 7s, 1875, 98¼; do. 8s, in Nebraska, old, 98; do. new, 94; Nashua and Lowell R. R., 135; Cincinnati, Sandusky and Cleveland R. R., 93¾; Taunton Branch, 135; Worcester and Nashua R. R., 125½; Rutland R. R., 9; do. pref., 45; do. 8s, 80; do. scrip, No. 4, 83; do. No. 5, 80½; do. No. 3, 86¼; Boston Water Power Co., 15⅜; Cary Imp., 7¼; Maine 6s, 1889, 100⅜; New Hampshire 6s, 1901, 99; Newport, Ky., 7-30s, 1901, 92; Cincinnati 6s, 1882, 93¾; Boston 6s, 1893, 99½; do. 6s, 1876, 98¾; do. 5s, 95½; Toledo, O., 8s, 1877, 102⅝; Cleveland 7s, 1877, 99⅛; Cook Co., Ills., 7s, 1880, 99; Providence, R. I., 5s, gold, 92½; Charlestown 6s, 1892, 97⅜; Chicago 7s, 99¼; do. 6s, 92¾; Cambridge 6s, 1903, 95¼; Hartford 6s, 1881, 97; Allouez Mining Co., 7¼; Calumet and Hecla, 140; International, 20c.; Petherick, 2¼; Star, 1⅛; Superior, 20c.

Baltimore.—Central Ohio 1st mort., 89½; Orange, Alex. and Manassas 7s, 80½; Northern Central 6s, 1900, gold, 91; Western Maryland 3d mort. guar., 95½; do. 2d mort. pref., 62; Orange and Alexandria 2d mort. 6s, 81; do. 4th mort. 8s, 75; Richmond and Danville 1st mort., 70; Virginia and Tennessee 8s, 82; Virginia consols, coupons, 77⅛; Maryland Defense 6s, 105¼; George's Creek Coal, 132; Atlantic Coal, 2.40. The latest quotations are: Wilmington, Columbia and Augusta bonds, 69@70; Pittsburg and Connellsville 7s, 1898, 89½@90½; Baltimore and Ohio, 171½@173; do. 6s, 1875, 99¾@100; do. 1880, 99@100; do., 1885, 99@100¾; Parkersburg Branch, 5@10; Northern Central, 37½@38½; do. 6s, 1885, 91@93; do. 1900, 89½@91; do., 6s, 1900 gold, 90@91¼; N. W. Va. 3d mort., 1885, 92@95; Marietta and Cincinnati 1st mort. 7s, 1892, 101@101¾; do. 2d mort., 7s, 92¼@92½; do., 3d mort., 8s, 79@79¼; Central Ohio, 40@42; do. pref., 40@41½; do. 1st mort., 89½@90; Western Md., 1@3; do. 1st mort. 6s, 1890, 75@—; do. 1st mort. guar., 95@—; do. 2d mort. guar., 95@—; do. 3d mort., guar., 95@95¾; do. 2d mort. pref., 60@62; do., 2d mort. guar. by Washington Co., 80@82; Richmond and Danville 1st mort., 69¾@71; Orange and Alexandria 1st mort. 6s, 88@91; do., 2d mort. 6s, 79@83; do., 3d mort. 8s, 82@84; do., 4th mort. 8s, 74⅛@76; Orange, Alex. and Manassas 7s, 80⅜@80¾; Virginia and Tennessee 1st mort. 6s, —@—; do., 2d mort. 6s, 69@—; do. 8s, 81@—; Baltimore 6s, 1875, 100¼@100½; do., 1884, 98½@99¼; do. 1886, 98½@99; do. 1890, 98@99; do., 1893, 97¼@97½; do. 1893, exempt, 97¼@97⅜; do., 1900, exempt, 99@99½; do. 1900 new, 98½@99; do. 1902, 98¾@99; Memphis City 6s, 49½@52; Maryland Defense Loan, 1883, 105¼@105½; Virginia 6s, old, 34@34½; do. new, 43@50; do. consol. 6s, 51¼@51½; do. coupons, 77¼@77½; West Virginia, 11¼@12; City Passenger R. R., 17@18; George's Creek Coal, 132@140.

☞ At a late meeting of the temporary directors of the Martha's Vineyard Railroad Company, E. P. Carpenter was elected President, and Joseph T. Pease Treasurer. S. Osborn, Jr., N. M. Jernegan and Laban Pratt were appointed a committee to engage an engineer to make plans, maps and estimates of the proposed route to Katama.

☞ The Annapolis *Republican* says that the route of the proposed Baltimore and Annapolis air-line narrow gauge railroad will be through the very best fruit and garden portions of Anne Arundel county. The time on the new route from Baltimore to Annapolis will be about forty minutes, and the fare will be single trip fifty cents, for round trip about eighty cents.

☞ The directors of the proposed Manchester and Keene (N. H.) Railroad have chosen a committee and given it power to conclude a contract for building the whole line from Keene via Greenfield to Parker's Station on the Manchester and North Weare Railroad.

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Union Pacific Railroad.

The earnings of the Union Pacific Railroad for January, 1874, were $620,715 22, the expenses $309,958 69, and the net earnings $310,756 53. In January, 1873, the earnings were $523,974 86, the expenses, $351,567 20, and the net earnings $172,407 66—showing an increase in earnings of $96,740 36, with a decrease in expenses of $41,608 51, making an increase in net earnings of $138,348 87.

☞ The earnings of the Central Pacific Railroad for the month of February, 1874, were $794,000, against $685,641 in February, 1873, and $571,836 in February, 1872—an increase this year over 1873 of $108,359, and over 1872 of $222,164. For the first two months of 1874 the earnings have been $1,642,558, against $1,581,284 for the first two months of 1873, and $1,164,059 for the first two months of 1872—an increase this year over 1873 of $61,274, and over 1872 of $478,499.

☞ Among the recent developments of progress is the Spencerian double elastic steel pen. Its superior qualifications is its close approximation to the excellencies of the swan quill. The peculiar form renders it light and flexible, allows the ink to flow readily while the steel is gliding smoothly over the paper. The agents in this city are Messrs. Ivison, Blakeman, Taylor & Co., 138 and 140 Grand street.

☞ The President has appointed the following government directors of the Union Pacific Railroad: James F. Wilson, of Iowa; J. H. Willard, of Nebraska; John C. S. Harrison, of Indiana; John A. Tibbetts, of Connecticut; and Francis B. Brewer, of New York; all for one year from March 11th, 1874.

☞ The Cumberland rolling mills of the Baltimore and Ohio Railroad Company, steel rail mill, and merchant bar iron mill, are now again in full operation, producing about ten hundred and fifty tons of manufactured iron per week.

☞ The Old Colony Railroad Company propose soon to lay a third track between Boston and Quincy, a distance of eight miles.

☞ The Valley (Va.) Railroad has been completed between Harrisonburg and Staunton.

Solid Emery Wheels.

The *Emery Grinder*, (a monthly journal, devoted to the art of grinding, polishing and shaping metals and other substances by the use of rotary tools composed of minerals in granular form,) published by THE TANITE COMPANY, at Stroudsburg, Penn., in its issue of March 1, 1874, says:

We offer Premiums of $50 for the best, and $25 for the second best Original Essays that are sent us before July 1st, 1874, on the subject of "Solid Emery Wheels." These Essays must be of a practical nature, and give the exact results attained by the use of Solid Emery Wheels and Emery Grinding Machinery, in actual use, as compared with the results obtained by other tools and means employed for the same purpose. They should give all the facts as to the make of Wheel used, the conditions under which it is used, the amount and character of the product, and the gain, as compared with other methods. If satisfactory, these Essays will be published by us for the benefit of our readers and of ourselves. We trust our offer will induce intelligent mechanics to collect and note down their experience on this subject.

☞ The New York, New Haven and Hartford Railroad Company has just received 2,500 tons of steel rails, which will complete the line of double track of steel rails between New York and Springfield, also the Shore Line Division between New Haven and New London. Only twenty miles to be relaid on the Hartford division to complete the work on the main line.

☞ The stockholders of the Boston, Revere Beach and Lynn Railroad Company have voted to reduce the capital stock from $400,000 to $135,000, and also to change the gauge of the proposed railroad from three feet to four feet eight inches and a half.

☞ The estimated earnings of the Erie Railway Company for the week ending February 28, are $230,059, and since January 1, $2,736,425—an increase over the corresponding period of the previous year of $86,019.

☞ The citizens of Lancaster, Mass, at a town meeting held on the 5th inst., voted to build two new iron bridges at a cost of $3,000 and $4,500, and to raise $18,000 for town charges, having now in the treasury $9,449.

☞ The total liabilities of the city of Portland, Me., are $4,662,684, of which $3,137,000 are for building loan and railroads, and secured, so that the legitimate city debt is $1,525,634.

☞ The act to authorize the York River and Chesapeake Railroad Company to subscribe to the stock of the Baltimore, Chesapeake and Richmond Steamboat Company, has become a law.

☞ Messrs. Joseph H. Chadwick of Boston, Charles L. Wood of New Bedford, and Lewis R. Norton of Westfield, have been elected State directors of the Boston and Albany Railroad.

☞ It is stated that work on the Colorado Central road will be resumed soon and pushed to completion. This will give Omaha direct communication with Colorado.

☞ The Lewiston and Auburn Railroad is expected to be in running order in about thirty days.

☞ The Supreme Court of Illinois has rendered a decision which makes null and void the bonds voted by towns in aid of the Paris and Decatur Railroad Company. The amount of bonds rendered valueless by this decision is $363,000.

☞ The officers of the Monadnock Railroad Company have in contemplation the immediate extension of their road from Peterborough to Hillsborough Bridge or to Parker's Station, on the Manchester and North Weare Railroad.

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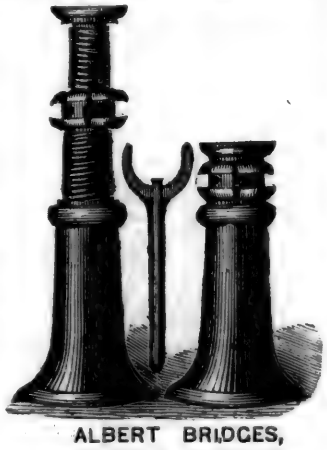
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SECOND QUARTO SERIES, VOL. XXX., No. 12.] SATURDAY, MARCH 21, 1874. [WHOLE No. 1,978, VOL. XLVII.

☞ Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, March 21, 1874.

Demagogues in Legislatures.

It may be urged that in treating with seriousness the propriety of some organized resistance to efforts to throw the railroads of the country under the control of State and National officers, we have been investing the present agrarian movement with more dignity than it deserves. We are reminded that there is no danger of the success of the few bawling politicians in Congress and the Legislatures, and therefore no heed need be paid to their declamations.

We understand quite well that the propositions are too preposterous, too absurd, ever to have the force and binding effect of law; but they may nevertheless give railroad owners much trouble and annoyance. The attempt on the part of Representative McCrary, of Iowa, and a dozen other western members, to have such a bill discussed for conferring on the general government the power, and active exercise of the functions, of regulating inter-state commerce by railroad, is well understood in Washington to be merely a stalking-horse on which these gentlemen expect to ride back again into their political places. They don't expect to do anything with their bill; neither does any one else expect them to do more than spread themselves at great length on the record, and by circulating speeches among their constitutents, gain here and there a vote.

It is quite apparent that this is pure demagoguery; and that they who use it, like those on whom it is used, are "fellows of the baser sort." The pity of it is, that when men find it necessary, or think it proper, to cater to the dishonest instincts of the people for favor, they are thereby debauching the public conscience. When plain, unlettered people are taught by their political leaders that railroad companies are preying upon the industry of the community, and that railroad-owners are organized for thieving purposes, the inference is natural, (so far as the teaching takes root,) that railroads are natural enemies, and that to injure, punish or rob them is not merely a venial offense, but a gratifying revenge. This is, in fact, the sentiment that is spreading through the minds of the community. Next to cheating the government, it is held to be justifiable, or at least excusable, to cheat a railroad corporation. When men are taught that customs imports or internal taxes are unjust, they attempt to evade them. So, when railroads are denounced as robbers of the poor man's earnings, enemies are multiplied against this species of property so that it has to be watched, night and day, and defended by expensive and numerous employees against wanton damage. Juries are biased against them; and if it were not for the rectitude of the higher appelate courts, railroad corporations would be at the mercy of unscrupulous attorneys and hostile juries.

So intimately interwoven have railroads become with our whole industrial and social life that no serious injury can be done to them without, very soon, reflecting the injury on the whole society. If railroad property is imperiled, as we have before insisted, other property is not safe. The inroads of robbers cannot be stayed at a single class of institutions.

We have taken it for granted, that it is no part of the function of the general government, or the States, to undertake the internal transportation of the country. Congress has no more business with it than with foreign commerce or the religious beliefs of the people, or their right to pursue happiness in their own way (always subject to the limitation that the rights of others are not overridden). The undertaking is not only unsuitable and too unwieldy for the political organism; but it is also none of the State's business.

Therefore, we submit, the agrarians in Congress and in our western legislative bodies are playing with fire. The arguments they are using to advance themselves are menacing the safety of every kind of possession. Though at present aimed exclusively at railroad property, they would not, if they succeeded, stop there. The minds of the masses are liable to be corrupted; and it is out of such teachings and such materials, that mobs, riots, insurrections, and tumults arise. Either these madmen are ignorant of the mischief they are inciting; or they are corrupters and extortioners whom no compromises could keep satisfied. Resistance is the proper cure.

Union Pacific Railroad.

At the annual meeting of the stockholders of this company held in Boston on the 11th inst., the following named gentlemen were elected directors for the ensuing year: Oliver Ames, of North Easton; John Duff, of Boston; Elisha Atkins, of Boston; Sidney Dillon, of New York; L. P. Morton, of New York; F. Gordon Dexter, of Boston; Benjamin E. Bates, of Boston; Oliver Ames, 2d, of North Easton; James D. Smith, of New York; Charles J. Osborn, of New York; George S. Scott, of New York; Samuel M. Mills, of New York; Jay Gould, of New York; E. H. Baker, of Boston; and J. Richardson, of New York.

At a subsequent meeting of the directors, Sidney Dillon, of New York, was elected President; Elisha Atkins, of Boston, Vice President; and E. H. Rollins, of Boston, Secretary and Treasurer.

The annual report of the directors, which was read and accepted, is as follows:

Boston, March 10, 1874.

To the Stockholders of the Union Pacific Railroad Company:

The Board of Directors submit the following report for the year ending December 31, 1873.

The business of the road shows a gratifying increase over the preceding year, both in passenger and freight transportation.

The gross earnings for the year were	$10,266,103 66
The operating expenses	4,974,861 02
The net earnings	$5,291,242 64

Compared with the year previous, there has been an increase in gross earnings of $1,373,498 13, being 15 44-100 per cent; an increase of operating expenses of $174,287 54, being 3 63-100 per cent; and an increase of net earnings of $1,199,210 59.

The ratio of expenses to net earnings has been decreased from 53 98-100 per cent to 48 46 100 per cent.

The passenger earnings amounted to $3,887,204 48
Increase over the year previous.... 516,892 07
or a gain of 15 34-100 per cent.

The following is a statement of the number of through and of way passengers, and of passengers carried one mile during the year:

Number of through passengers.....	75,960
Number of way passengers.....	98,934
Total number of passengers carried one mile.....	95,709,054

Compared with the year previous there has been an increase of 9,206 in the total number of passengers, or 5 26 100 per cent, and of 15,045,183 passengers carried one mile, or 18 65-100 per cent.

The average rate per mile received from passengers was 4.06 cents, or 12-100 of a cent less per mile than was paid the year previous.

The freight earnings amounted to..$5,573,654 00
Increase over the year previous.... 805,234 93
or a gain of 16 9-10 per cent.

The following is a statement of the number of tons of through and of local commercial freight carried one mile:

Through freight, East bound, tons....	35,648,446
" " West bound, "	61,642,901
Total tons.....	97,291,347
Local freight, East bound.....	53,707,448
Local freight, West bound.....	72,362,752
Total tons.....	126,070,195

The increase over the year previous in through freight, East bound, was 14 4-10 per cent, and West bound was 17 3-10 per cent. In local freight the increase in East bound was 85 4-10 per cent, and West bound was 10 5-10 per cent. The average of total increase was 25 4 10 per cent.

The average rate per ton per mile of all freight transported over the road during the year was 2.17 cents, or a decrease in rates of 17-100 of one cent per ton per mile from the year previous.

In the operating expenses for the year 1873 is included the cost of new rails for 60 miles of track, and of new cross ties for 280 miles. Included also are the expenditures of $25,000 for filling trestle bridges with earth embankment; $74,000 for raising track to avoid obstructions from snow, and $222,000 paid for taxes.

The construction expenses for the year amounted to $123,060 18, which were incurred principally for rolling stock, the erection of snow sheds and fences, and of buildings at Omaha for passenger depot and company's offices.

There were two accidents to passengers during the year, one of which resulted in death, and was caused by a passenger attempting to get on to a moving train. The other was a slight personal injury, that was settled for on the payment of $25 by the company.

The running of trains has been conducted with great regularity. During the year very few connections at either end of the road have been missed. From Nov. 1, 1873, to March 1, 1874, the passenger trains on the Union Pacific Railroad did not fail in a single instance to connect with the Central Pacific trains on the west end, and the trains of the Iowa roads on the east.

The measures adopted to avoid snow blockades on that part of the road which crosses the Rocky Mountains have been very effective. Numerous small cuttings have been widened, and 29¾ miles of track have been raised an average of three feet. Seven deep cuts have also been widened by the use of steam shovels, thereby dispensing with 11 miles of snow fence.

The roadway, track, cars, locomotives and buildings are in good order. The report of the Government Directors to the Secretary of the Interior, dated Dec. 1, 1873, states as follows: "In our report for 1872 we remarked concerning the road, that 'probably no equal number of consecutive miles of railway in the United States can be found in better condition.' The road this year is in better condition in many respects than it was then."

The problem of a pure water supply for locomotive use through the Bitter Creek country has been satisfactorily solved by the success of the seven artesian wells which were bored on the line of the road between Rawlins and Green River. In every instances an abundance of water was obtained at depths varying from 300 to 1,100 feet.

To provide for the business of the present year an increase in the rolling stock will be necessary. Ten new locomotives, weighing 38 tons each, are under contract, to be delivered this season. Two hundred box cars and 200 cars are ordered to be build at the works of the company at Omaha; and there will be required at least 12 additional passenger coaches. With these additions to the present equipment, the capacity of the rolling stock will be adequate to a business of $12,000,000 per annum. No addition will be required the present year to the car-shops and round-houses, or to the tools and stationary machinery.

Work was commenced on the passenger depot and fire-proof building for the company's offices at Omaha in October last, the total expenditure therefor up to January 1, 1874, having been $38,962 73. The completion of these buildings this year is deemed desirable for the proper accommodation of the passenger travel, and for the preservation of the valuable papers of the company. A freight depot should also be built on the upper depot grounds of the company at Omaha, for the concentration of all freight business arriving at or going from Omaha by the Union Pacific Railroad. The freight buildings now in use are rented only, are inconvenient in location, and the tracks thereto are inundated at high water. To provide adequate room in the near future for the passenger and freight business of the road at Omaha, it is now evident that additional grounds should be secured. The tract of land between the present depot grounds and the north side of Marcy street, north of Tenth street, is favorably located for the desired uses, and would offer ample room.

It is deemed important to complete this year the filling up of all high trestle bridges on the Western Division of the road, by taking the material required for this purpose from adjacent cuts. The additional width secured will render it unnecessary to maintain six snow sheds now built. Three steam shovels are now engaged in this work, and at the present rate of progress all the high trestle bridges will be filled up by the 1st of November next. The cost of watching and of repairing these bridges, which in the aggregate are 4000 feet long and average 35 feet high, has added a very considerable sum annually to the operating expenses, that will thereafter be saved.

During the year 1874 it will be necessary, in order to maintain the track in thoroughly good condition, to lay down at least 100 miles of new or re-rolled rails. The economy in using steel in the place of iron rails on all railroads having a tonnage as large as the Union Pacific, is established beyond all question. The increased cost of steel rails at present is $3,150 per mile. Should it be impracticable to procure steel for all the rails requiring renewal this year, at least 2000 tons should be obtained for portions of the mountain grades of the road where the heaviest locomotives are used, and where the life of the rails is shortest.

The cost of transporting worn-out rails to the nearest rolling mill, added to the cost of returning the rerolled rails, amounts to $20 per ton. The erection of a rolling mill at some favorable point on the line of the road would save three-quarters of this transportation, which in two years would pay the cost of the mill. There are several points on the road deemed suitable for the location of a furnace and rolling mill, on account of the abundance of water, proximity to coal and to iron ores and limestone.

The increase of 18 per cent in passenger mileage, and of 25 4-10 per cent in tonnage during the past year over the year preceding, was the result of the development of interests which are permanent and increasing in importance. The coal traffic has increased for the last two years at the average rate of 41 per cent per annum, and must continue to increase rapidly.

The transportation of bullion and of silver ore has increased for the last year over the year previous at the rate of 53 per cent and 154 per cent respectively. On hay the increase was 70 per cent, and on merchandise 14 per cent. On coffee, wool and fresh fruit, the products of the Pacific Coast, the increase was 87 per cent, 28 per cent and 23 per cent, respectively.

In addition, there are interests as yet undeveloped, of great importance, which at an early day will contribute largely to the traffic of the road. One of the most important of these is iron ore, which is found in large quantities at various points near the line of railroad for a length of 500 miles. Repeated analyses show that the ore will flux readily, and is adapted to the manufacture of Bessemer steel, yielding in some instances 67 per cent of iron. An inexhaustible supply of soda has been found, near the line of road, that can be delivered on the Atlantic Coast at prices to exclude the soda of importation, of which, during the year 1872, there were brought into this country 118,000 tons, valued at over $5,000,000. There appears no reason why, at an early day, the imported article should not be wholly excluded by the supply from the line of the U. P. R. R.

By a recent discovery it has been ascertained that where the railroad crosses Green river there is to be found an oil-bearing shale similar in all respects to the shales of Scotland, from which were manufactured last year in that country over 80,000,000 gallons of oil. The Green river shale is found in strata 40 feet thick, above water level, and extends over a large area. Scientists and oil manufacturers, who have fully investigated the subject, agree in the opinion that lubricating and burning oils can be made from this shale at a cost not exceeding 15 cents per gallon. When it is considered that this oil may be delivered at any point in the country east of the Rocky Mountains at a price to compete with the lubricating oils of West Virginia, and that for the supply of lubricating and burning oils for the Pacific coast it will control the market, the importance of this discovery to the interests of the Union Pacific Railroad will readily be appreciated.

A discovery of sulphur has been made at a point 30 miles south of the railroad in Utah Territory. The deposit covers an area of over 30 acres, is of great depth and is apparently inexhaustible. Being 85 per cent pure sulphur, it is the richest deposit of the kind in the known world. Last year 25,000 tons of sulphur were imported into this country and sold at a price which would warrant the transportation of this sulphur to the Atlantic coast in competition, while for all interior points in the country it will command the market and pay liberal rates to the Union Pacific Railroad for transportation. Other valuable minerals extensively used in the mechanic arts have been found near the line of railroad in extraordinary purity. Among these are plumbago, the sulphate of alumina and the per oxide of manganese, 95 per cent pure.

In the report of the General Superintendent, dated March, 1873, the estimate was made that for the year 1873 the gross earnings of the road would be at least $10,500,000 and the net earnings $5,250,000. Results have confirmed the correctness of that estimate. In the report of the same officer, dated March 1, 1874, the estimate is made that for the year 1874 the gross earnings would be $12,000,000 and the net earnings $6,600,000. The establishment of additional lines of steamships between San Francisco and the trans-Pacific ports; the increasing commerce and travel

between California and the East; the rapid development of the mining and manufacturing interests of Utah; the completion of the Colorado Central Railroad which will yield a traffic to the Union Pacific Railroad of not less than $700,000 per annum, and the steady growth in population and productiveness of the country along the line of the road, give assurance that the estimate of earnings of the road for 1874 is not overstated.

The accompanying reports of the Secretary and Treasurer, General Superintendent and Land Agent, exhibit in detail the condition of their several departments.

JOHN DUFF, Vice President,
Per. T. E. SICKLES.

E. H. ROLLINS, Secretary.

Cumberland Valley Railroad.

The earnings of this road for the year ending September 30, 1873, were as follows:

From passengers		$210,002 19
" freight		383,020 14
" mails		6,300 00
" express		7,641 56
" other sources		7,221 10
		$614,184 99
Expenses, viz:		
Conducting transportation	$80,379 01	
Motive power	94,220 87	
Maintenance of way	85,522 32	
Maintenance of cars	10,374 05	
General expenses	12,046 69	
		282,542 44
Net earnings		$331 642 55
Cash, October 1, 1872		90,371 75
Balances of accounts, Oct. 1, 1872		47,360 10
Capital stock paid in		280,662 50
Materials		13,523 02
Total		$763,559 92
Disbursed as follows:		
Dividends		$119,288 76
Interest on bonds		26,878 90
Construction		28,470 88
Trustees of sinking fund		287,788 48
Balances of accounts		97,782 71
Cash, October 1, 1873		203,900 24
Total, as above		$763,559 92

It will be seen that the earnings from all sources were $614,184 99, the operating expenses $282,542 44, and the net income $331,642 55. In 1872 the earnings were $563,694 76, showing an increase of $50,490 23, viz: from passengers, $25,834 48, from freight $20,331 54, and from other sources $4,324 26. The actual cost of operating the road was 46 per cent of its receipts. The President in his report says:

Under a resolution of the Board, passed on the second day of May last, 3996 shares of the capital stock of the company were subscribed for, at their par value, by the stockholders, producing the sum of $199,800.

The continued development of ores in the valley promises a largely increased trade from this source. The steady growth of this particular business upon the road is worthy of notice.

The shipments of iron ore were:

In 1869	12,811 tons.
" 1870	41,757 "
" 1871	51,074 "
" 1872	52,948 "
" 1873	100,712 "

The Martinsburg and Potomac Railroad was opened for business about the middle of September last. During the year we have expended, in assisting towards its completion, $141,331 40; for which amount we hold the mortgage bonds of the company, bearing 7 per cent interest in gold. This road has been leased to us for the operating expenses, and will add considerably to the business of the main line. A connection with the Shenandoah Valley Railroad, when completed, would still further increase the business upon the main line, as in that event much of the trade, mineral and agricultural, of that rich valley would seek an outlet over our road.

The Dillsburg and Mechanicsburg Road, which we commenced operating on the 14th day of July last, has paid but little in excess of the working expenses. The company, however, contemplate constructing a short branch to certain ore banks, convenient to the southern terminus of its road, which would insure much additional business.

The property of the Southern Pennsylvania Iron and Railway Company was sold on the 21st day of December, 1872, by the trustee in the second mortgage, subject to the first mortgage and the lease to our company. It has since been organized under the corporate name of The Southern Pennsylvania Railway and Mining Company. During the year 1872 the railroad of this company was operated at a loss of $5,784 90. The present year shows an increase in the gross receipts of $14,574 77, affording a net revenue of $8,860 36. The ore property of the company is being successfully worked, under a lease, and it is proposed by the lessee to erect an anthracite furnace at that point at an early day.

We have to report also that the track and motive power of your road, and the different improvements connected therewith, are all in excellent condition.

At the close of the year ending 30th September, 1872, we had renewed, with new chords, ten spans of the Susquehanna bridge. During the year just closed nine of the remaining thirteen spans have been renewed. In addition to replacing the chords of the nine spans, one of the piers which was discovered to be defective, was taken down and rebuilt. Upon this work we have expended during the year $33,123 87. To thus complete the bridge will require new chords for the four additional spans, which, with the roofing and other necessary repairs to be made, will cost about $26,000 additional.

We will then have a comparatively new structure, and one that will be serviceable for years to come.

During the year we have laid 200 tons of steel rails, 477 tons of re rolled iron rails, and have renewed 16,080 cross ties. It is estimated that during the coming year we will require about 500 tons of rails. These can be re-rolled from material now on hand.

We have not found it necessary to increase our ordinary rolling stock. A shifting engine was required for the work at Harrisburg, and one has been ordered which is to be delivered in January.

The Company owns no freight house at Mechanicsburg; this want we expect to supply during the coming year.

At Chambersburg some changes are proposed. The extension of the main line southward, and the increased business from that quarter, render the location of the present depot building inconvenient. A suitable passenger station will be erected at a point on the main line equally accessible as a local station, and much more convenient for our own purposes. By this arrangement we will be able to accommodate all our business offices in the present building, which is not more than sufficient for that purpose.

Additional car and paint shops will also be required. Suitable ground for these was purchased last year, and it is proposed to erect them early the coming spring.

The length of the main line, from Harrisburg to the Potomac, is 82 miles; the length of leased lines as follows:

Southern Penna. Railway Co.	23 miles.
Martinsburg and Potomac	12 "
Dillsburg and Mechanicsburg	8 "

Making a total of 125 miles operated by the company.

The country traversed by the main and leased lines is unsurpassed in agricultural resources, and contains vast stores of mineral wealth. Both these interests are steadily advancing, new points of business are constantly springing up, and new fields of mineral deposits are being discovered. It has been clearly demonstrated that the mountains which shut in our valley abound in almost every variety of iron ore. The policy of the management will be such as to encourage the development of this hidden wealth. Now it pays tribute to our road only in the tonnage upon the ores themselves. The time is not far distant when this will be changed by a diversified industry certain to be attracted to this region.

At the last annual election Hon. Frederick Watts, who, for the last thirty years, presided over the affairs of the company, and to whose wise direction and management our road owes much of its prosperity, declined a re-election as president. Filling the responsible position of United States Commissioner of Agriculture at Washington, his time is fully occupied in the discharge of his official duties. He still feels, however, a deep interest in the prosperity of the company, and continues, as a member of the Board, to assist in its councils.

The Board takes great pleasure in acknowledging their high appreciation of the ability and skill of J. F. Boyd, Superintendent, and O. N. Lull, Chief Engineer. The faithful and efficient services of the employees generally deserve commendation.

The financial condition of the company, and the entire operation of the road during the past year, can readily be seen from the statements and tables which accompany, and are made part of this report.

The company have 20 locomotives. Number, of miles run with passenger trains, 150,530; with freight trains, 175,090; with other trains, 18,330—total miles run, 343,950. Number of passengers carried, 321,815. Tons of freight transported, 393,128.

The gross earnings of the Cumberland Valley Railroad were $614,184 99; of the Southern Pennsylvania Railroad, $31,944 58; and of the Dillsburg and Mechanicsburg Railroad, $4,936 15—making the total earnings of the Cumberland Valley Railroad and leased lines for the year ending September 30, 1873, $651,065 72. The operating expenses during the same time were $307,840 58, and the net revenue, $343,225 14.

STATEMENT, OCTOBER 1, 1873.

Cost of road		$1,753,613 46
Materials on hand		63,514 10
Trustees of sinking fund		867,134 18
Balances of accounts		97,782 71
Cash 1st October, 1873		203,900 24
		$2,985,944 64
First preferred stock		$241,900 00
Second "		243,000 00
Common stock		1,250,012 50
First mortgage bonds, 8 per cent		161 000 00
Second " " 8 "		109,500 00
Common " " 6 "		81,800 00
Due for dividends		69,401 73
Due for interest on bonds		14,066 75
Balance		775,173 66
		$2,985,944 64

President.—THOMAS B. KENNEDY.

Directors.—Thomas B. Kennedy, Frederick Watts, Thomas A. Biddle, Thomas A. Scott, Wistar Morris, J. Edgar Thomson, Josiah Bacon, Edmund Smith, George B. Roberts, Strickland Kneass, Daniel O Gehr.

Secretary and Treasurer.—E. M. BIDDLE.

Superintendent.—J. F. BOYD.

Chief Engineer.—O. N. LULL.

Pennsylvania Railroad.

The annual meeting of the stockholders of this company was held in Philadelphia on the 10th inst. Mayor Stokley presided, and Mr. Joseph Lesley acted as secretary. The first business was the reading of the annual report of the directors, together with the following resolutions of the board:

Whereas, a desire has been expressed by many shareholders, that a committee should be appointed by this meeting to examine all the property of the company, and prepare a full exhibit of its real value.

And whereas, the management of the company desire, in order to meet the views of shareholders, that a committee of stockholders be appointed to investigate the condition of the company in every respect; therefore, be it

Resolved, That the report of the Board of Directors, as just read, be printed in pamphlet form for the information of the stockholders, and that a committee of seven shareholders of the company, entirely disconnected from its management and operation, be appointed by the chairman of this meeting and by him be requested to serve as a committee to examine the report and into the condition of the company, to make an appraisement of the value of the roads, shops, machinery, real estate, depots, bonds, stocks, and all other assets of the company; also to examine into the liabilities and obligations of the company, including all its guarantees for other lines, with the sources of revenue to meet the same; also its contracts and relations with other companies and parties of every kind; and to report the results of this examination to the shareholders in such form as said committee may deem most advisable for the interest and information of the shareholders, either by printed report for distribution, or at their option, by calling a meeting of the shareholders to present their report, giving thirty days' notice of such meeting by advertising in the usual form.

Resolved, That the president, directors and officers of the company be requested to furnish such committee with all needful information and facilities to enable them to accomplish the object of their appointment.

Resolved, That the chairman of this meeting be requested to appoint a committee of seven shareholders of this company, to recommend, after conferring with the president, a ticket for directors to be voted by the shareholders, at the next annual election—as directed by the existing resolution adopted by the shareholders, February 1, 1858.

Resolved, That in the event of any of the shareholders declining, or being unable to serve on either of the foregoing committees, his Honor the Mayor of the City of Philadelphia, as Chairman of this meeting, be authorized and requested to fill such vacancies by the appointment of other shareholders of this company, who may be in like manner entirely disconnected from its management and operation.

When the report and accompanying resolutions had been read, Gen. Wm. A. Stokes took the floor. He commended the action of the directors in recommending the appointment of the committee to investigate the affairs of the company, but he thought this business should have originated with the stockholders, and he proposed that the meeting take the matter in hand and originate and appoint the committee. He was also opposed to any definition of the powers of the committee, but thought they should be left entirely free to act in the matter as they might think best, without any limitation. He said there are two great rival parties in the company, one of which may be called the administration and the other the opposition; the great mass of the individual stockholders, however, belong to neither of these parties, but merely desire to see its affairs honestly and economically administered. He did not know anything about any of the officers or managers of the company that was in the slightest degree damaging to their perfect honesty, but the stockholders are the owners of a property in the road from New York to Chicago that is not approached in value by any other property on the habitable globe, and he thought the owners should have a thorough insight into its management.

He would venture to say that taking the aggregate value of the Pennsylvania Railroad to-day, with its two extensions, one east and one west, it would make the stock of the company worth at least $90 per share. This great increase in value, he said, could only have been obtained by prudent and honest management, and the managers have a right to the credit of what must be the conclusion from the result of the work of twenty-six years. He paid a high tribute to the president of the road, Mr. Thomson, who, he said, made the Pennsylvania Railroad and reversed the action of De Witt Clinton, who, by building the Erie Canal placed Philadelphia far behind New York, and has placed our city in its proper place as the greatest manufacturing city in the world. The managers of the company may have made mistakes, but no one could possibly conduct such an enormous business without making mistakes, but the result of the general management and conduct of the road was satisfactory.

He closed by offering a resolution providing for the appointment by the chair of a committee to examine and report on the condition of the affairs of the road, and that the annual report be referred to that committee; also, when the meeting adjourns, it adjourn to meet on the — day of — to hear the report of the committee.

Mr. Thomas A. Scott suggested that the report, as submitted, should be printed for the information of the stockholders before being submitted to the committee.

Mr. Stokes accepted the amendment.

Mr. George H. Earle offered the following as a substitute for Mr. Stokes' resolution:

1st. Resolved, That the report of the directors of the Pennsylvania Railroad Company, now presented to this meeting, be referred to a committee of five stockholders, having no business connection with the management of the affairs of the company, who shall examine the said report, and ascertain whether it contains a comprehensive statement of the affairs of the company during the past year.

Also, to ascertain if the amount of increase of the capital stock and bonded debt during the year 1873 is stated, and what amount of such increase has been expended upon the Penna. Railroad; and whether any part has been expended upon any railroad leased or operated by this company, and if so, whether the amount thus expended is stated, the authority for such expenditure, and whether any part thereof has been loaned to any other railroad company, and if so, what amount, and the authority for making such loan; and whether any part of such increase of capital stock and bonded debt remains unexpended, and if so, how much and where deposited.

Second, Also, to further ascertain whether the report gives a comprehensive statement of the receipts and expenditures of the railroads leased, operated and controlled by the officers of the Pennsylvania Company, and whether the capital stock and bonded debt of any of the railroads have been increased since any of such railroads have come under the control of the officers of said Pennsylvania Company, and if so, the amount of such increase and in what manner expended; and whether any part of the net balance to the credit of business arising from operating the Pittsburg, Fort Wayne and Chicago Railway has been expended or loaned upon or to any other railroad or corporation, and if so, what amount; and whether the report contains an inventory of the property received from the Union Transportation Company, and to whom the $3,000,000 of stock of the Pennsylvania Company in consideration thereof was paid; and also whether it gives the names of the persons who subscribed for the remaining $1,000,000 common stock and the actual cash paid by each subscriber.

Third. Also, whether the amount charged to general expenses is sufficiently explicit, whether it contains the names and salaries of the officers, and whether any officers are receiving salaries for more than one office, and if so, the number and salary paid for each.

Fourth. Also, whether the report contains a statement of the assets belonging to the Pennsylvania Railroad Company and the Pennsylvania Company, what they consist of, their actual cost and present value, and the amount of yearly income received from them.

Fifth. Also, whether the total amount of the contingent fund and net balance to the credit of business is given; whether it consists of money or invested in bonds or other securities; the amount of income derived from the same; if in money, where deposited, and whether at interest or not.

At the close of this day's proceedings this meeting shall stand adjourned until the —— day of ——, at 10 A. M., of which due notice of the place for holding such meeting shall be given, for the purpose of enabling the committee to examine the said report, in accordance with the requirements of this resolution, and also to obtain such additional information from the president of the Pennsylvania Railroad Company as the committee may deem necessary to enable the stockholders to form a somewhat correct opinion of the affairs and the condition of the railroads owned, leased and controlled by this company, and the railroads leased and controlled by the officers of the Pennsylvania Company, as well as any other business transacted by such officers.

And the report, so amended, shall be printed, together with the proceedings of this meeting, and ready for distribution at least five days before the day named for the assembling of the stockholders at such adjourned meeting to take further action on the said amended report. The said committee may fill any vacancy which may occur in their body.

The president of this company is hereby requested to afford the committee all necessary facilities in the discharge of the duties hereby required of them.

Mr. Stokes moved to refer the resolution to the committee to be appointed.

Mr. Theodore Cuyler moved to postpone the consideration of the resolution in order to present those recommended in the annual report.

Mr. Earle hoped the officers of the company would cease their attempts to "gag" the stockholders.

Mr. Earle then proceeded to speak at length in support of his resolution, reviewing the history of the company for several years back, and going into an elaborate statement and comparison of figures, to show that the capital of the company had been unnecessarily increased at various times, and that the reports did not account for the expenditure of the money realized thereby.

One of the stockholders raised the point of order that Mr. Earle's remarks were out of order, as anticipating the action of the proposed committee.

The chair decided the point not well taken, as Mr. Earle was arguing in favor of the appointment of the committee.

In the course of his remarks, Mr. Earle attempted to read some extracts from the daily newspapers of last fall, in reference to the affairs of the Texas and Pacific Construction Company, commonly called "Colonel Tom Scott's Railroad," when he was called to order by the chair, as de-

bating matters irrelevant to the business before the meeting.

Col. Scott desired that Mr. Earle be "allowed to ventilate that matter to his heart's content."

The chair, however, insisted that the speaker should confine himself to the subject before the meeting.

A stockholder suggested that Mr. Earle be requested to print his remarks for the information of the stockholders. The suggestion was accepted by Mr. Earle, as there was much disorder and uneasiness in the meeting.

The chair suggested that the previous question be called, but the suggestion was not acted upon, as it would have cut off debate, and not allowed the resolution as suggested by the board of directors, to be submitted to the meeting. Mr. Earle then yielded the floor, and the resolutions of the board were submitted as a substitute for Mr. Earle's resolutions.

Colonel Scott said that the president and board of directors desired that an impartial committee be appointed, with the most ample powers to examine into the affairs of the company, from its origin until to-day. He believed that the opinion of Mr. Thomson and the Board of Directors was worthy of as much respect as the opinions of Mr. Earle or any other gentleman.

Mr. Stewart said that the resolutions of the Board of Directors were ample and graceful, and it was important that the stockholders and directors should act in harmony. He reminded the stockholders that all these quarrels and want of harmony have a disastrous effect on the stock in the market.

The resolutions as submitted by the directors were then agreed to.

Mr. John Hulme expressed his satisfaction at the fact that there is now no conflict between the Board of Directors and the stockholders. He offered a resolution providing that in accordance with the provisions of the new Constitution, the directors be instructed to keep an open record of stockholders for the inspection of stockholders.

Colonel Scott said that whatever was the law of the State should be complied with, but the matter of bringing the company under the new Constitution is too important a one to be disposed of so hastily. It is an open question whether the road cannot continue to enjoy the rights secured by its charter without regard to the new Constitution. The matter is now in the hands of eminent counsel and must be carefully handled.

Mr. Hulme accordingly withdrew his resolution and offered another resolution requiring the salaried officers of the Pennsylvania Railroad to devote their whole time to the interests of the company and forbidding them to accept or hold any salaried office in any other railroad, canal or other transportation company.

Mr. Steinmetz moved that the resolution be referred to the committee to be appointed.

Col. Thomas A. Scott said that he took it that this resolution was aimed particularly at him. His position in the Pennsylvania Railroad Company required him to travel a great deal and look after the connecting lines and lines doing business with the company. He tried to do a fair days's work for the Pennsylvania Railroad Company, but it was considered good policy for him to hold offices in these companies; and he desired to say that he does not nor never has received a cent of salary for offices which he holds in other companies as the representative of the Pennsylvania Railroad. He said he knew of two instances in which officers of the Pennsylvania Railroad Company are receiving salaries from leased roads, but the matter is arranged by dividing the compensation between the two companies, and he desired to say there is not a corporation of this magnitude in the world whose officers are so poorly paid.

Mr. Hulme then withdrew his resolution.

Mr. Hulme offered a resolution that all names placed in nomination for directors be printed in five of the most widely circulated newspapers of the city for a week before the election. Agreed to.

Mr. Hulme offered a resolution, providing that the stock of the company in the sinking fund of the company shall not be voted at any election.

Mr. Hulme withdrew the resolution after an explanation that it could not be enforced according to the charter.

On motion of Mr. Theodore Cuyler, the thanks of the meeting were returned to the Mayor for the able, dignified and impartial manner in which he presided at the meeting.

Mr. Earle offered the following, which was referred to the Committee of Seven:

Resolved, That in all cases before the capital stock or bonded debt of any railroad owned, leased, operated or controlled by the Pennsylvania Railroad Company, or any railroad leased, operated or controlled by the officers of the Pennsylvania Company, or guarantee the bonds or indebtedness, or make advances of money, or sell or loan any of the assets or other property, or permit the officers of the Pennsylvania Company to guarantee the bonds or indebtedness, or make any advances of money, or sell or loan any of the assets or other property to or for any railroad or other corporation; or enter into or bargain for the lease, or to obtain the control, or to permit the officers of the Pennsylvania Company to enter into or bargain for the lease, or obtain the control of any railroad or other corporation:

The Board of Directors of the Pennsylvania Railroad Company, whenever they may deem it expedient, to do or perform any of the acts herein enumerated, or permit the officers of the Pennsylvania Company to do or perform any of such acts, shall in each and all such cases present to the stockholders for their consideration and action, at their annual or special meeting called for any such purpose, a detailed and comprehensive statement setting forth the necessity and advantages which are expected to be derived from the performance of any act herein set forth, either to the Pennsylvania Railroad Company, or the railroads operated and controlled by the officers of the Pennsylvania Company.

Mr. Milligan offered a resolution directing the directors to consider what steps can be taken to provide additional facilities to manufacturing establishments on the lines of the roads owned or controlled by the Pennsylvania Railroad Company in Pennsylvania. On motion, the resolution was laid on the table and the meeting adjourned.

Niagara Suspension Bridge.

In the case between the Canadian Attorney-General and the Niagara Suspension Bridge Company, Vice-Chancellor Strong has given judgment on the following principal points: 1. That the agreement of October, 1853, between the Bridge Company and the Great Western Railway Company of Canada, by which the latter obtained the exclusive right to use the bridge, is ultra vires and illegal, as being in excess of their corporate powers. 2. That the bridge is public, open to all companies that can reach it. 3. That the Canada Southern and the Erie and Niagara Railway Companies, not having shown a connection with the bridge, are not entitled to the relief prayed. 4. That the court will not interfere by injunction, because its jurisdiction does not extend beyond the middle of the river, and an order will not be made which cannot be enforced.

☞ The directors of the Columbia Street (Washington) Railroad have elected Henry A. Willard, president, and Wm. H. Clagett, secretary and treasurer.

☞ The President has signed the act extending the time for completion of the Green Bay and Sturgeon Bay, and Lake Michigan Canal, in the state of Wisconsin.

KNICKERBOCKER
Life Insurance Co.,
239 Broadway, N. Y.

TWENTY-FIRST ANNUAL REPORT.

JANUARY 1, 1874.

Net Assets, January 1, 1873		$7,084,137 67
Income, 1873:		
From Premiums	$2,219,042 05	
From Interest, Rents, Etc.	465,277 75	
		2,684,319 80
		$9,768,457 47
DISBURSEMENTS:		
Paid Death Claims	$776,647 58	
Paid Matured Endowments Dividends, Surrendered and Lapsed Policies	1,631,024 40	
Total Paid Policy-Holders	$2,410,271 98	
Dividend on Stock	7,000 00	
Commissions, Taxes, Legal and Medical Fees	228,654 61	
Rent, Furniture, Re-Insurance, Stationery and Office Expenses	68,517 89	
Salaries	57,371 56	
		$2,771,815 99
Net Assets January 1, 1874		$6,976,641 48
As follows:		
Real Estate—cost	$412,007 11	
Stocks and Bonds—cost	468,224 65	
Loans on Collaterals	171,355 00	
Loans on Bonds and Mortgages	2,385,657 12	
Cash on Hand	2,743 15	
Cash in Banks and Trust Companies at Interest	63,625 08	
Premium Loans	3,444,105 58	
Furniture and all other Assets in possession	25,833 79	
		$6,976,641 48
Add:		
Accrued Interest and Rents	$219,117 40	
Unpaid and Deferred Semi-annual and Quarterly Premiums	646,814 37	
Commuted Commissions	202,825 96	
Due from Agents	3,915 56	
Profit on Investments	37,896 25	
		$1,110,569 54
Gross Assts, Jan. 1, 1874		**$8,087,211 02**
LIABILITIES:		
Reserve on all outstanding Policies, Dec. 31, 1873	$6,678,418 29	
Losses reported not yet due	131,550 00	
		$6,809,968 29
Surplus		**$1,177,242 73**

From the surplus, as above, a Dividend will be apportioned to each Policy, in proportion to its contribution to such surplus, which will be available on settlement of the annual premium falling due in 1874.

CHAS. STANTON, President.
GEO. F. SNIFFEN, Secretary.
JOHN A. NICHOLS, Vice President,
CHAS. M. HIBBARD, Actuary.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending March 7, at 242,236 tons, and for the coal year 2,342,113 tons, against 2,642,067 tons to corresponding time last year, being a decrease of 299,954 tons. The bituminous tonnage for the week is 39,872 tons, and for the year 876,070 tons, giving a total of all kinds for the week of 282,108 tons, and for the year of 2,718,188 tons, against 2,979,952 tons to same time last year, being a decrease of 261,769 tons.

☞ The estimated earnings of the Erie Railway Company for the week ending March 7, are $312,088, and since January 1, $3,048,513—an increase over the corresponding period of the previous year of $22,705.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	69,029	81,156	95,828	121,702	174,812	181,297	200,550	212,100	128,166	75,871	1,470,668
1868	64,463	86,937	81,396	96,481	106,885	164,729	259,590	251,832	262,770	296,422	296,562	342,743	2,309,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,667	511,854	609,786	579,642	535,360	467,659	5,670,883
1870	413,104	394,176	488,382	633,758	768.720	729,274	783,100	807,816	787,184	828,447	777.513	583,692	7,995,116
1871	536,499	485,490	614,447	720 929	892,341	795,176	869,297	1,006,373	995,922	981,006	897.234	672,358	9,467,072
1872	592 223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,610	1,271,629	1,254,689	1,285 567	1,299,900	1,037,992	12,734,720
1873	852,860	691,015	974,460	1,132,920	1,356,378	1,313,790	1,211,765	1,258,500	1,302,125	1,423,875	1,296,812	1,072,750	13,938,969
1874	848,556	794,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,881	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,285	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	371.708	332,902	373,217	379,879	409,264	419,196	488,352	559,882	497,261	540,756	431,815	352,604	5,156.326
1873	352,568	402,477	424,614	412,218	426,315	482,205	481,569	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,156	551,122	435,945	407,698	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,750	716,378	563,400	6,114,566
1865	641,006	482,164	499,296	468,358	585,923	747,942	702,091	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	623,566	399,917	523,845	537,519	856,948	925,953	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	766,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,590	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	880,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305.673	1,371,780	1,140.145	845,708	13,355.467
1870	706,025	753,782	853,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602,482	774,934	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,818	1,008,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873	752,468	765,249	967,258	1,034,023	1,256,072	1,309,578	1,240,987	1,284,094	1,071,448	1,451,827	1,039,306	1,019,501	13,816,465
1874	998,490	903,021	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col. Cin. and Indianapolis:													
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,089	226,897	244,182	248,046	280,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,275,719
1871	270,204	273,751	315,149	295,460	284,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,348
1872	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417.328	439,581	389,830	358,743	4,422,625
1873	358,612	408,849	465,517	432,928	394,485	340,675	351,576	426,283	432,739	406,922	311,935	304,612	4,634,533
1874	363,053	276,099	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie.													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417.211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548,818	1,775,324	1,463,991	1,550,023	1,525 243	1,643,484	1,743 752	1,704,374	1,392,615	18,694,098
1873	1,326 505	1 329,422	1,515,382	1,641,958	1,754,821	1,717,593	1,685,384	1,774,570	1,918,247	1,882,421	1,560,023	1,625,129	19,631,761
1874	1,462,650	1,273,775	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	624,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,484
1870	623,383	661,789	601,826	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624.744	569,617	583,598	620,228	713,162	718,722	707,992	836,041	890,287	753,164	755,436	688,131	8,401,142
1872	687,436	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696 475	698,063	8,026,754
1873	662,241	597,429	660,759	553,912	635,459	742,600	618,840	769,748	884,485	797,121	686,039	703,692	8,266,325
1874	611,491	538,668	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	133,673	152,264	267,411	303,915	306,944	266,056	282,723	332,555	365,446	387.999	303,305	210,197	3,321,518
1872	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,695,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	323,281	325,189	333,785	392,510	265,217	201,462	.....
Lake Shore and Michigan Southern:													
1871	1,062,595	1,076,112	1 312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295 369	1,368,948	1,402,597	1,345,316	1,265,285	14,797,975
1872	1,339,389	1,294,710	1,498,408	1,528,250	1,479.945	1,323,476	1,225,708	1,459 360	1,635,691	1,764,788	1,558,424	1,483.480	17,591,629
1873	1,412,368	1,549,285	1,735,736	1.694,643	1,680,968	1,586,368	1,461,762	1,582,531	1,776,420	1,742,516	1,375,556	1,546,983	19,134,136
1874	1,519,249	1,505,132	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873	170 023	162,585	180,467	190,562	185,683	185,953	181,868	173,469	203,514	.....	.....	.....	.....
1874	171,028	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	406,283	363,187	326.891	378,880	467,990	511,447	453,873	387.827	4,755,958
1871	418,755	442,665	486,980	470,703	480,847	427,096	422.015	529,890	628,660	582,802	547,434	507,050	5,940,102
1872	411,113	384,058	449,453	485,550	487,282	498,300	402,084	460,101	586,603	641,807	487,603	464,163	5,608,117
1873	379,836	440,261	567,314	556,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801.195	496,566	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	868,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	491,113	506,557	815,846	841,150	644,625	478,295	6,690,695
1872	460,986	387,565	426,223	474,183	580,432	594,769	488,348	565,729	811,961	950,945	702 838	513,787	6,957,771
1873	334 715	423,716	555,005	569,236	805,799	929,210	834,320	767,803	1,193,209	1,012,704	771,800	843,200	9,040.717
1874	664,400	657,500	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,706	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,085	219,504	319,765	285,416	284,732	275,351	287,640	329,270	364,128	369,887	385,103	299,552	3,630,606
1872	254,319	238,823	303,594	305,755	269,560	304,512	265.406	316,699	338,497	384,193	337,920	360,404	3,678,682
1873	227,897	261,346	344,632	321,047	301,521	272 600	267,734	325,093	382,098	353,168	308,632	206,100	.....
Philadelphia and Reading:													
1869	479,236	525,490	755,483	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,866	1,476,405	828,447	11,816,904
1870	479,872	574,706	679,382	814,493	593,966	617,056	569,697	1,129,489	1,241,903	1,199,094	1,143,209	899,258	9,642,177
1871	506,367	423,045	644,503	688,578	1,063,002	1,510,088	1,213,308	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872	657,318	645,090	823,683	1.044,251	1,116,387	1,167 008	1,071 407	1,142,241	1,19),695	1,522,847	1,127,030	891,791	12,199,748
1873	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	.....	.....
St. Louis, Alton and Terre Haute:													
1869	132,623	127,617	175,960	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,055	2,008,265
1870	152,393	158,788	172,216	172.347	155.081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153.571	165,107	188,442	186,489	152,515	102,996	1,786,547
1872	164.525	137,678	162,336	156,134	148,279	133,503	123,994	169,459	179,457	216,177	177,327	158,700	1,927,471
1873	144,209	159,454	177,514	170,218	164,300	165,260	151,532	165,610	178,302	200,646	132,892	132,762	1,942,689
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,583	125,212	117,664	114,786	118,016	131,484	141,165	178,702	154,427	169,607	1,545,768
1872	178,707	156,292	181,055	178,686	187,625	180,786	181,240	194,450	189,204	213,825	226,503	207,967	2,270,840
1873	146,160	153,254	229,260	208,140	230,300	195,480	179,261	206,190	205,500	186,645	160,800	122,657	2,233,647
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,520	298,344	283,833	454,209	450,203	429,808	323,270	398,489	4,013,208
1869	284,198	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,389	322,377	424,284	4,242,343
1870	257,664	293,645	295,270	318,699	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,985	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,868	434,465	614,175	565,811	621,351	489,341	466,081	5,944.579
1873	370,290	405,110	471,301	446,527	470,598	541,191	483,399	642,209	593,504	588,251	418,928	482,767	5,864,076
1874	423,343	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	23,500	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	526,529	500,139	539,288	706,603	802,586	746,450	643,058	664,051	728,521	719,698	570.163	605,053	7,654,094
1871	479,573	373,925	499,899	584,540	724,466	728,174	673,698	681,565	600,402	777,362	708,142	469,982	7,521,682
1872	373,936	554,115	666,861	741,902	890,442	835,450	743,882	789,567	863,754	980,706	915,727	757,851	8,902,606
1873	523,975	491,784	708,250	681,266	1,007,851	909,863	876,883	837,277	1,068,937	1,170,586	970,660	768,832	10,266,104
1874	620,715	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Knickerbocker Life Insurance Company.

The report of the Knickerbocker Life Insurance Co. for the year just closed, presents an exhibit which must be gratifying to its patrons as respects the magnitude both of its transactions and its revenue. The premiums received amounted to $2,219,042, and other revenues to $465,277, while the expenses were no more than $354,544, adding to which the death claims paid, there remained of the year's income over a million and a half of dollars available for dividends to policy-holders and payments on matured endowments and for surrendered policies.

The company's losses by death during the past year have been but 85 per cent of the premiums received, while the entire expenses, including taxes, rents, fees, salaries, &c., &c., have not exceeded 13¼ per cent of the total income.

The company has disbursed to policy and endowment holders within the past year, in dividends and otherwise, and purchase of outstanding policies, no less than $2,410,271 93, if we include the amount paid, on death claims as noted above.

Having thus dealt with its liabilities during the year, the company holds at the beginning of 1874, rising 8 million dollars of assets, of which over 2½ millions are invested in loans secured by bond and mortgage of real estate.

The entire liabilities being deducted from the aggregate of assets, the resulting net surplus at the commencement of the current year is $1,177,-242 73, from which a dividend is apportioned to each policy, in proportion to its contribution to such surplus, which will be available on settlement of the annual premium falling due this year. During 1873, it should be mentioned, the Knickerbocker has been prosecuting a profitable business under what is known as the savings bank plan, the popularity of which has been demonstrated in a manner entirely satisfactory to the Knickerbocker's managers. As presented by them to the public the new plan has proved a success, chiefl, attributed to the fact that all policies upon that plan bear on their face a definite cash surrender value, and are consequently as negotiable as a government bond. More than a thousand policies were issued by the company under this plan last year, insuring upwards of four million dollars, and not a loss has occurred among the assured through one of these policies. Moreover, the plan is steadily increasing in popularity among insurants, as is shown by the circumstance that every month's business indicates a gain of some twenty per cent over its predecessor.

The officers of the company are: Charles Stanton, president; Jno. A. Nichols, vice-president; Geo. F. Sniffen, secretary; Charles M. Hibbard, actuary; E. W. Derby, M. D., consulting physician and Henry W. Johnson, counsel. Principal office 239 Broadway, New York.

Northern Pacific Railroad.

The following, from the Philadelphia *Inquirer* will be of interest to the bondholders and other creditors of the Northern Pacific Railroad:

The Northern Pacific Railroad has been completed, equipped, and put in successful operation from Duluth, the extreme westerly end of Lake Superior, to Bismarck, on the Missouri River, a distance of 452 miles, and from Kalama on the Columbia River, to Tacoma, on Puget Sound, a distance of 105¼. At Kalama communication is extended up the Columbia River a distance of 400 miles by means of the Oregon Steam Navigation Company, thus affording direct means of communication and transportation between the Territories of Idaho and Washington and the State of Oregon with the navigable waters of the Pacific. With great care, and after most particular investigation, examination and surveys, Tacoma has been selected as the Pacific terminus of the Northern Pacific Railroad. It is finely situated at Commencement Bay, an excellent harbor in Puget Sound, and already has assumed the usual appearance of a growing city. The commodious wharves of the railroad company, the tracks and railroad connections, are far advanced toward completion, and will afford all the necessary facilities which will be required by the immense business that must centre at this point.

☞ At the annual meeting of the New England Association of Superintendents of Steam Railways, held in Boston on the 11th inst., the constitution and by-laws, together with a report of the doings of the Association from November, 1871, to December, 1873, in a neatly printed pamphlet, were distributed among the members. An election of officers resulted in the choice of Samuel Nott of the Hartford, Providence and Fishkill Railroad as President, J. Prescott of the Eastern Railroad as Vice President, W. D. Hilton of the Providence and Worcester Railroad as Secretary, and A. Firth of the Union Freight Railroad as Treasurer.

☞ On application of the bondholders of the New Jersey West Line Road, the Chancellor of New Jersey has issued an injunction, prohibiting any further work on the road, and has appointed Mr. William Z. Larned, Receiver. The road is in operation from Summit, N. J., west to Bernardsville, 15 miles, and nearly all the grading, from Summit to Newark, was done some two years ago.

☞ The Austin and Pacific Short Line Company was recently organized at Austin, Texas, under a charter from the State. The road is to extend from Austin, northwest, to a connection with the Texas and Pacific, and will have a land grant of 16 sections per mile, from the State.

John J. Roberts,

IRON & STEEL RAILS,

Supplies and Metals Generally,

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Old Rails exchanged for new

RAILROAD BONDS NEGOTIATED.

PHILIP G. SCHOFIELD,

(Successor to PETER SCHOFIELD,)

MANUFACTURER OF

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GAUGES,

AND

LOCOMOTIVE SPRING BALANCES,

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OF ALL SIZES AND KINDS.

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LEAD, SHEET ZINC, COPPER,

SPELTER, SOLDER, ANTIMONY, &c.

MANUFACTURERS OF

Copper, Brass and Wire.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,280,000	J. & J.	Jan. '74 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '73 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " pref.100	638,976	J. & J.	July '71 3½
Atlantic and St. Law*..100	39,494,900	M. & S.	Sept. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Genesee & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	18,151,962	M. & N	Nov. '73 5
Washington Br.....100	1,650,000	A. & O.	Oct. '73 5
Parkersburg Br. pref... 50	5,680 685	— & —	.....
Berkshire*.....100	600,000	J. A. J & O	Jan. '74 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N.	Nov. '73 6
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & D	Dec. '73 3
Bost., Conc. & Mont.*pref100	300,000	M. & N.	Nov. '73 3
Boston and Lowell.....500	2,852,900	J. & J.	Jan. '74 4
Boston and Maine.....100	6,816,807	M. & N.	Dec. '73 4
Boston and Providence..100	3,950,600	M. & N.	Nov. '73 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A.	Feb. '74 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Mar. '74 5
" " pref.100	1,485,900	M. & S.	Mar. '74 5
Camden and Amboy* ...100	5,847,300	J. A. J. O.	Jan. '74 2½
" " pref. 50	1,020,330	J. & J.	Jan. '72 $24
Camden and Atlantic.... 50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Nov. '73 3½
Cape Cod 50	447,000	J. & D.	Dec. '73 3
Cape May and Millville* 50	426,900	Novemb.	Nov. '71 6
Catasauqua & Fogelsv... 50	1,159,500	— & —	.....
Catawissa*..... 50	2,200,000	M. & N.	Nov. '73 3½
" " pref. 50	589,110	J. & J.	Jan, '74 4½
Cayuga and Susq.*..... 50	6,850,400	M. & N.	Nov. '73 1½
Cedar Rapids & Mo. R.*100	769,600	F. & A	Feb. '74 3½
" " pref.100	4,668,800	J. & J.	July '73 5
Central of Georgia.....100	20,000,000	J. & J.	Jan. '74 4
Central of New Jersey.100	2,425,000	J. & J.	Jan. '74 3
Central Ohio*..... 50	400,900	J. & J.	Jan. '74 3
" pref..... 50	.....	.....	Sept. '73 3
Central Pacific 100	54,275,500	.....	Oct. '72 1½
Chemung*..... 100	880,000	J. A. J & O	Jan. '74 3½
Cheshire, preferred 100	2,100,000	J. & J.	Jan. '74 3
Chicago and Alton.....100	8,929,900	M. & S.	Mar. '74 5
" " pref...100	2,425,400	M. & S.	Mar. '74 5
Chicago, Burl. & Quincy.100	19,897,000	M. & S.	Mar. '74 5
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	Jan. '74 4
Chicago & N. Western..100	15,033,480	J. & D.	Dec. '72 3½
" pref.100	21,259,563	J. & J.	July '73 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Nov. '73 4
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.*.. 50	2,980,550	— & —	Apl. '72 10s
" " pref.. 50	429,046	M. & N	Nov. '73 2
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Aug. '72 3½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '73 3½
Cleveland & Pittsburg*. 50	11,236,150	F. M. A N	Feb. '74 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*... 50	1,786,800	M. J. S. D.	Dec. '73 2
Columbus & Hocking Val..100	2,500,000	F. & A	Feb '74 5
Colum. & Xenia*..... 50	1,500,000	M. & N.	Nov. '73 5
Concord.....	350,000	J. & J.	Jan. '74 3½
Concord and Ports.*..... 100	2,100,000	F. & A	Feb. '74 3
Conn. & Passum p Riv...1 0	1,950,000	J. & J.	Jan. '74 5
Connecticut River..... 100	1,494,250	A & O.	Oct. '73 4
Cumberland Valley..... 50	400,000	M. J. S. D.	Dec. '71 4
Danbury and Norwalk . 50	1,230,941	J. & J.	Jan. '74 3
Delaware*..... 50	18,868,850	J. & J.	Jan. '74 5
Del., Lackaw. & Westn. 50	822,140	— & —	.....
Detroit & Milwaukee *.. 50	2,095,000	J. & J.	Dec. '69 7
" " pref. 50	5,000,000	J. & J.	Oct. '72 3
Dubuque & Sioux City*100	1,309,200	J. & J.	Jan. '74 3
East Pennsylvania*..... 50	392,950	J. & J.	Jan. '74 3
East Mahanoy *..... 50	4,262,600	J. & J.	July '72 3
Easton (Mass.)..... 100	492,500	J. & J.	July '73 3
Eastern (N. H.)..... 100	500,000	F. & A.	Feb. '74 2½
Elmira, Jef. & Canand*.100	500,000	M. & N.	Nov. '73 2½
Elmira & Williamsport* 50	500,000	J. & J.	Jan. '74 3½
" " pref. 50	500,000	J. & J.	Oct. '73 1
Erie Railway 100	73,000,000	.....	Aug. '70 3½
" pref.....100	8,536,910	.....	Sept. '73 1½
Erie and Pittsburg* 50	1,090,250	M. J. S. D.	Jan. '74 4
Fitchburg..... 100	4,000,000	J. & J.	Apl. '74 4
Georgia..... 100	4,156,000	J. & J.	.....
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.)..... 100	14,367,946	— & —	.....
Great Western, (Ca.)..100	19,237,404	A & O.	Oct. '73 2½
Hannibal & St. Joseph.100	4,161,700	F. & A.	Aug. '70 3½
" pref.100	5,078,224	Annual.	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	Nov. '73 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '74 3½
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '74 4
Huntingdon & Bd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. & J.	July '68 5½
Illinois Central.....100	25,280,510	F. & A.	Feb. '74 4
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S.	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	Jan. '74 3
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J. A. J. O.	Jan. '74 1½
Joliet & North. Indiana*100	300,000	J. & J.	Jan. '74 4
Lake Shore & Mich. So..100	49 466,500	F. & A.	Aug. '73 4
" " (guar.).100	538,500	F. & A.	Aug. '73 5
Lawrence*.....	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	3,739,800	M. & N.	May '67 5
Lehigh Valley 50	21,916,850	J. A. J. O.	Jan. '74 3½
Little Miami.*..... 50	5,871,450	J. A. J. O.	Oct. '73 2
Little Schuylkill*..... 50	2,666,100	J. & J	Jan. '74 3½
Long Island..... 50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '74 4½
Louisville & Nashville..100	8,980,800	F. & A.	Feb. '74 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200,000	A. & O.	Oct. '73 3
Lykens Valley 20	600,000	F. M. A N	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	Nov. '73 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*..... 100	400,000	F. & A.	Feb., '74 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	16,738.204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323,375	J. & J.	Jan. '74 5
Milwaukee and St. Paul.100	13,398,850	J. & J	Dec. '70 7s
" " pref.....100	10,825,777	F. & A	Feb 74 3½b
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '74 4
Morris and Essex*..... 50	14,008,100	J. & J	Jan. '74 3½
Nashua and Lowell..... 100	800.000	M. & N.	Nov. '73 5
Naugatuck..... 100	1,881 900	F. & A.	Feb. '74 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept. '73 5
Newark and N. York*..100	977,400	J. & J.	Jan. '74 3½
N. Bedford & Taunton..100	500,000	M. & N.	May '73 4
N. Castle & Beaver Val.* 50	1,800,000	J. A. J. O.	Oct. '73 2½
N Haven & Northamp...100	605,000	J. A. J. O.	Sept '72 3
New Jersey*..... 100	7,295,200	J. A. J. O.	Jan. '74 2½
New London Northern*100	1,418,800	J. & J.	Jan. '74 4
N. Y. Cen. & Hudson R..100	89,428,330	A. & O	Apl. '74 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '74 4
" " pref.100	1,500,000	J. & J.	Jan. '74 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '74 6
N. Y., Provid. & Boston.100	2,000,000	J. A. J. O.	Jan. '74 2½
Niag. Bridge & Canand*100	1,000,000	J. & J	Jan. '74 3
North Carolina*..... 100	4,000,000	Irregular.	Jan. '73 5
N. Eastern (N. C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 473.500	January.	Jan. '74 5s
Northern Central 50	5.342 000	M. & N	Nov. '72 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '73 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '74 4
Norwich & Worcester*..100	2,823,400	J. & J.	Jan. '74 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '74 3
" " pref.100	2,000,000	A. & O.	Oct. '73 4
Ohio and Mississippi....100	19,995,847	J. A. J. O.	.....
" " pref.100	4,024,474	J. & D.	Dec '72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J. A. J. O.	July '73 3
Old Colony & Newport*..100	6,297,900	J. & J.	Jan. '74 2½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '74 1
Pacific of Missouri..... 100	3,635,750	— & —	Jan. '74 1½
Panama..... 100	7,000,000	J. A. J. O.	Jan. '74 3
Paterson and Hudson*..100	630,000	J & J.	Jan. '74 4½
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	243.000	J. & J.	Jan. '74 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '74 3
Pennsylvania 50	72,000,000	M. & N.	Dec. '73 5s
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '74 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	July '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M. J. S. D.	Dec. '73 3
Philadelphia & Reading 50	32,684,375	J. & J.	Jan. '74 5
" " pref.. 50	1,551,800	J. & J.	Jan. '74 5
Phila. and Trenton*.....100	1,259,100	J. A. J. O.	Jan. '74 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	Jan. '74 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	J. A. J. O.	Jan. '74 1½
" Special Imp..100	2,000,000	J. A. J. O.	Jan. '74 1½
Pittsfield & N. Adams..100	400,000	J. & J.	Jan. '74 5
Portland and Kennebec.100	616,700	J. & J.	Jan. '74 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '73 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '74 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '74 4
Roch. & Genesse Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	Jan. '74 3½
Rutland*..... 100	2,700,000	— & —	.....
" preferred..... 100	4,300,000	F. & A.	Feb '74 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " pref.100	2,040,000	May.	May '68 7
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '74 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" " pref.100	12,000,000	.....	Nov. '72 $2
Saratoga and Schenec.*..100	300,000	A. & O.	Oct. '73 3½
Schuylkill Valley*..... 50	576,050	J. & J.	Jan. '74 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	889,450	F. & A.	Feb. '74 3
Shore Line*..... 100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*..100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb. '73 4
Staten Island..... 100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	443,700	J. & J.	Jan. '74 3½
Stony Brook*..... 100	267,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '74 3
Sussex (N. J.)..... 100	317,870	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	July '73 3
Taunton Branch 100	500,000	J. & J.	Jan. '74 5
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '74 5
Tol., Peo. & War. 1st pref.100	1,797,000	— & —	Jan. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	Nov. '73 3½
Troy and Greenbush*..100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '74 3
Vermont and Canada*..100	2,500,000	J. & D.	Dec. '73 5
Vermont and Mass 100	$2,880,000	M. & N.	May '73 2
Warren (N. J.).....100	1,800,000	J. & D.	Dec. '71 3½
Warwick Valley..... 100	225,000	A. & O.	Apl. '72 2½
West Jersey..... 100	1,559,750	F. & A.	Feb. '74 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*100	500,000	J. & J.	July '73 3½
Worcester and Nashua. 75	1,400,556	J. & J.	Jan. '74 3½
HORSE-POWER R. R.			
Albany City..... 100	110,300	— & —	..... 2½
Baltimore City..... 100	800,000	— & —	Jan. '74 3
Bleecker st. & F. Fy. (NY)100	900,000	— & —	.....
Boston and Chelsea..... 100	110,000	A. & O.	Apl. '73 4
Broadway (Brooklyn)....100	200,000	J. A. J. O.	Apl. '73 3
Broadw. & 7th Av. (NY)100	2,100,000	J. & D.	Jan. '70
Brooklyn City 100	1,500,000	F. M. A. N	Feb. '74 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica....100	488 100	— & —	.....
Bushwick (Brooklyn).....100	800,000	J. & J.	July '71 3½
Cambridge..... 100	727,800	A. & O.	Oct. '73 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	600,000	J. & J.	Jan. '74 3
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..100	500,000	— & —	.....
D. Dock, K. B'dw. & Bat..100	1,200,000	F. M. A. N	Feb. '74 2
Eighth Avenue (N.Y.)....100	1,000,000	J. A. J. O.	Oct. '73 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Ph.) 50	491,750	J. & J.	Jan. '74 5
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. '74 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '74 4
Heston, Hantau & Fairm. 50	2,050,000	J. & J.	Jan. '74 1½
Lomb. & South Sts. (Ph.) 25	105,000	A. & O	Oct. '71 6
Lynn and Boston..... 100	200 000	— & —	.....
Malden and Melrose..... 100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,600,000	M. & N.	Nov. '73 5
Middlesex (Boston)..... 100	400,000	A. & O.	Apl. '73 4
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark 100	382,555	— & —	.....
Philadelphia City..... 50	760,000	J. & J.	Jan. '74 5
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '74 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 3
Second Avenue (N.Y.)....100	888,100	J. A. J. O.	Oct. '73 2
Second & Third St. (Ph.) 50	962,100	J. & J.	Jan. '74 6
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '74 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F. M. A. N	May '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '74 2
Somerville (Boston) 100	75,000	M. & N.	Nov. '73 3
South Boston 50	400,000	J. A. J. O.	Jan. '74 2½
Union (Boston) 50	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan '74 3½
West Philadelphia..... 50	400,000	J. & J.	Jan. '74 2
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June' 73 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '74 4
Delaware and Hudson....100	15 000 000	F. & A	Feb. '74 5
Delaware and Raritan*..100	6,847,400	J. A. J. O.	Jan. '74 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	9 890,350	M. & N.	May '67 2
Monongahela Navigat.... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,925,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb' 74 30c
" " (pref.). 50	2,898,977	F. & A.	Feb' 74 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express..... 100	10,000,000	M. J. S. D.	Mar. '74 2
American Coal..... 25	1,500,000	M. & S.	Mar. '74 4
Am. Merch. Union Exp..100	13,000,000	J. & J.	July '73 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M. J. S. D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec' 69 85c
Canton..... 10	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,886,600	— & —	.....
" pref..... 100	3,698,400	— & —	.....
" certif..... 100	2,324,000	J. & J.	.....
Pacific Mail Steamship.100	20,000,000	M. J. S. D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	 2
Pennsylvania Coal 50	4,000,000	F. M. A. N	Nov. '73 5
Pullman Palace Car..... 100	4,000,000	F. M. A. N	Feb. '74 3
Quicksilver, common 100	5,700,000	— & —	.....
" preferred 100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '73 5
Spruce Hill Coal 10	1,000,000	— & —	.....
United States Express....100	6,000,000	F. M. A. N	Feb. '74 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	8,000,000	J. & J.	Jan. '74 4
West. Union Telegraph.100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug '68

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Mar. 1, 1874.					
Loan of June 14, 1858 .....registered	$260,000	5	Jan. & July.	1874	112¼
.. ..coupon	.....	5	" "	1874	....
Loan of February 8, 1861 .....registered	18,766,000	6	Jan. & July.	1880	119½
.. ..coupon	4,649,000	6	" "	1880	120½
Oregon War Bonds of March 2, 1861...coupon	945 000	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861....registered	125,767,050	6	Jan. & July	1881	119½
.. ..coupon	63,564,300	6	" "	1881	120½
Loan of Feb. 25, 1862 (5-20s).....registered	16,429,050	6	May & Nov.	1882	117
.. .. .. (5-20s).....coupon	152,164,100	6	" "	1882	117½
Loan of March 3, 1863.....registered	53,626,600	6	Jan. & July.	1881	119½
.. ..coupon	21,373,400	6	" "	1881	120½
Loan of March 3, 1864 (5-20s).....registered	946,600	6	May & Nov.	1884	119
Loan of June 30, 1864 (5-20s).....registered	24,974,700	6	May & Nov.	1884	119
.. .. .. (5-20s).....coupon	33,071,500	6	" "	1884	118½
Loan of March 3, 1865 (5-20s).....registered	33,889,750	6	May & Nov.	1885	119
.. .. .. (5-20s).....coupon	118,744,600	6	" "	1885	120½
.. .. 2d series (5-20s).....registered	56,618,550	6	Jan. & July.	1885	118½
.. .. .. (5-20s).....coupon	146,014,550	6	" "	1885	118½
.. .. 3d series (5-20s).....registered	87,639,500	6	Jan. & July.	1887	119½
.. .. .. (5-20s).....coupon	223,014,900	6	" "	1887	119½
.. .. 4th series (5-20s).....registered	13,814,000	6	Jan. & July.	1888	119½
.. .. .. (5-20s).....coupon	23,660,000	6	" "	1888	119½
Loan of March 3, 1864, (10-40s)....registered	140,778,550	5	Mar. & Sept.	1904	114
.. .. .. (10-40s).....coupon	53,788,750	5	" "	1904	114½
Consols of July 14, '70 & Jan. 20, '71.registered	175,525,100	5	F. M. A. & N.	1881	114½
.. ..coupon	135,345,150	5	" "	1881	114½
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. ..coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	....
.. ..coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	116½
U. S. Notes and Fractional Currency.....	430,719,087	mf.	.....	.....	...
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72..	2,582,800	5	May & Nov.	'86-'92	....
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	....
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90 '91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 6,860,0.0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'99-'00	....
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500) .					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	112½
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,300):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,886,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($5,728,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R.R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	....
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R.R., '58, '59, '60 & '61	000,000	6	Feb. & Aug	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1860.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,900,000	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870....	4,880,000	7	Various.	1890	....
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	...
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($2,336,675):			Jan		
.. State Bonds (various) 1863 to 1864.....	110,675	6	". & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	"	'76-'89	....
Kentucky—($2,750,510):					
.. State Bonds 1838 and '43.....	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'96	49
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	50
.. .. .. 1866	1,000,080	8	Various.	1886	57
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	6	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds (N.O., Mob. & Chat. R.R.) '70 '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866...	250,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.8	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1898	....
Maine—($7,297,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'78-'79	....
.. War and Bounty Bonds, 1863 and '64...	3,632,500	6	"	'83-'89	98
.. Municipal Equalization Bonds.....	3,094,400	6	April & Oct.	1889	98
Maryland—($12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	95
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1868.....	511,366	6	J. A. J. & O.	1888	105½

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.	706,000	5	Various.	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800,000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	94½
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	97½
.. Bounty Loan, 1864.....	4,379,500	5	May & Nov.	1894	99½
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'93	92½
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445,000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863.....	431,000	6	" "	1878	97
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1858.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	94
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	18½
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	99½
.. War Loan Bonds, July 1, 1864	609,000	6	Mar. & Sept.	'84-'89	97½
.. War Loan Bonds, Oct. 1, 1866.....	760,000	6	April & Oct.	'72-'74	98½
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	104½
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free.....	584,400	6	" "	'97-'02	...
New York—($38,121,606):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'73	107
.. Canal Stock.....	2,572,000	6	" "	'74-'75	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	$0,675,000	7	Jan. & July.	1877	107½
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	107
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	28½
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	28
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	20
.. State (new) Bonds, 1867 to 1870	1,829,000	6	April & Oct.	'92-'98	...
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	26½
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	....
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	...
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, skg f'd.....	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, skg f'd.....	1,495,309	6	" "	1881	102
.. Loan of 1856 Bonds, skg f'd.....	2,400,000	6	" "	1886	103
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	...
Pennsylvania—($24,272,966):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	5,786,550	6	" "	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	105½
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	110
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	97½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	20
.. .. .. '66.-'69.....	2,262,714	6	Jan. & July.	'87-'97	8½
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R. Bonds 1854.....	970,000	6	" "	'74-'78	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1899	...
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	90½
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	9 ½
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	85
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	...
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,207	6	Jan. & July.	'86-'00	35
.. State Bonds (old) coupon	11,106,000	6	" "	'86-'00	35
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'86-'00	...
.. Funded Interest, 1866-'67.....	6,892,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1847.....	486,250	5	" "	'85-'01	...

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	102½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	99½
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	92
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	43½
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	...
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	61
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(285 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G.R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga & Fla.R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R.R.)gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1861	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855-'75	857,250	6	Jan. & July.	Baltimore.	1875	100
Loan of 1850-'80	579,500	6	" "	"	1880	99½
Loan of 1853-'95	1,710,500	6	April & Oct.	"	1885	100½
Loan of 1855-'90 (Balt.) stg fd.	3,461,146	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) stg fund.	3,620,320	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,498,016	6	" "	"	1902	....
3d Mort.(N.W.Va.R.R.)assumed	140,000	6	Jan. & July.	Baltimore.	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1890	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	93
Beloit and Madison (C. & N.W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Princeton.	1885	84
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	83½
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	80½
1st Mortgage (Equalization)	248,000	7	" "	"	1889	89
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	91½
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1895	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	.. .
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	29½
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	45
Mass. L.(sec'r'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct	Boston.	1879	95
Bonds of 1872 for $1,000,000	696,000	7	" "	"	1892	102

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort.(gold)end. by Ga.tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	90
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	61
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	98½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	98½
Stock Bonds pref. 2d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	99
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1891	50
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	85
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	98½
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd)g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	70
Carthage & Burlington(C.B & Q.):						
1st Mortgage guar. and tax free.	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	100½
Chattel Mortgage	158,350	5	" "	"	'80-'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan. & July.	" "	1907	83
Cedar Rapids & Mo.Riv.(C.& N.W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	83
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	82½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	46
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	5,000,000	7	" "	" "	1902	101½
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	102
Loan of Leh. C. & Nav. Co.(assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	89½
Central Pacific of California:						
1st Mortgage, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	95
Convertible 20 years bonds, gold	1,453,000	7*	" "	" "	1883	100½
State Aid B'ds(1st by State)gold	1,500,000	7*	" "	" "	1885	102½
1st Mort. (Western Pacific) gold	2,736,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.)	500,000	8*	" "	San Francisco	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,158,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	605,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	...
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	.. .
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M.(gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	56½
1st Mort. (Va. Cen.)guar. by Va.	100,000	6	Jan. & July.	" "	1880	....
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	800,400	6	Jan. & July.	Boston.	'75-'80	....
Chester Creek:						
1st Mortgage guar. by P.W.& B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default).....	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	104
1st Mortgage.....	2,408,000	7	Jan. & July.	" "	1893	105
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	100
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,592,000	8	Jan. & July.	New York.	1883	110
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold..	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872.....	6,953,225	7	Jan. & July.	Boston.	1896	96½
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar....	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul)guar.	1,000,000	8	April & Oct.	" "	1879	98½
1st Mort. (Dix., Peo. & Han).guar	800,000	8	Jan. & July.	" "	1889	95
1st Mort. (Car. & Burl.) guar....	600,000	8	May & Nov.	" "	1879	98½
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	99½
1st Mort. (O., O. & Fox Rv.)guar.	1,260,000	8	" "	" "	1900	99½
1st Mort. (Ill. Gr. Trunk) guar..	960,000	8	April & Oct.	" "	1890	97½
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.....	1,300,000	8	Jan. & July.	Boston.	1898	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold....	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold...	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	87½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m...	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000.....	1,750,000	8	Jan. & July.	New York.	1900	92½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar.C&NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar.C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	100
Funded coupons (193 m.).....	780,000	7	May & Nov.	" "	1885	99
General 1st Mortgage (193 m.) ..	3,588,000	7	Feb. & Aug.	" "	1885	102
Appleton Ext. (23 m.& 76,000 ac.)	174,000	7	" "	" "	1885	89
Green Bay Ext. (26m & 76,000 a.)	284 000	7	" "	" "	1885	89
Equipm't (Engs & Cars $406,000;	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)..	1,775,000	7	Feb. & Aug.	" "	1882	102½
2d Mort. (Gal. & Chic. 248 m.)..	938,000	7	May & Nov.	" "	1875	97
Miss. Riv. Bridge (").....	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(").....	129,500	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	331,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y)	3,105,000	7	F. M. A. & N.	" "	1915	92
Consol. gold bonds for$48,000,000	4,534,000	7*	June & Dec	" "	1902	87
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	389,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ")guar.	9,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.)guar	1,141,000	7	Jan. & July.	" "	1898	94½
1st Mort. (Bel.& Mad. R.R.)guar.	306,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.), '69, $16,000pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000.....	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C.,R.I.& Pac.)	8,000,000	7	" "	" "	1896	104½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold, Atchison Br..	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for$41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St. L. K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1858.....	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865.....	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867.....	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage.....	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.) ..	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,000,000	7	March & Sept.	New York.	1891	83
Cin. & Martinsville(I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed.....	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	" "	77-'87	70
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.).....	1,067,421	7	June & Dec.	New York.	1890	774
1st Mort. (San., Day. & Cin.)S.F.	988,000	6	Feb. & Aug	Boston.	1900	75½
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000 000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m...	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	2,214,000	7	May & Nov.	New York.	1899	103½
1st Mort. (C., C. and C. R. R.)..	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)..	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning(A.& Gt.Wtn.):						
1st Mortgage 1853.....	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.....	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.....	1,358,000	7	May & Nov.	" "	1875	101
4th (now 3d) Mortgage guar.....	1,096,000	6	Jan. & July	" "	1892	89½
Consol. sinking fund guar.....	528,000	7	May & Nov	" "	1900	98
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	15,344.750	7	April & Oct.	New York.	1908	91
2d Mortgage Consol. skg fund..	3,679,900	7	Feb. & Aug.	" "	1909	66½
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch).....	300,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co...	302,000	6	March & Sept.	New York.	1850	....
Connecticut and Passumpsic Rav.:						
1st Mortgage sinking fund.....	448,100	6	June & Dec.	Boston.	1876	93
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund.....	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000.....	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A.B.C.D.& E $200,000each	1,000,000	6	March & Sept.	Philadelphia.	1,2,3,4.	89½
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold.....	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	706,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	8	" "	"	1908	....
Plain bonds.....	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of July 1, 1860....	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870....	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	73
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.....	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.....	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage.....	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage.....	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage.....	500.000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.....	100,000	6	" "	"	1875	....
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware State Loan.....	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	104½
2d Mort. (Del., Lack. & Wtn)...	1,633,000	7	March & Sept.	" "	1881	104
Convertible b'ds(Del.Lack.&W.)	5,000,000	7	June & Dec.	" "	1892	103½
Denver Pacific:						
1st Mortgage gold, land grant...	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.&Ama.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant.....	4,000,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds....	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds....	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	59½
Dubuque and Sioux City:						
1st Mortgage tax free.....	894,000	7	Jan. & July.	New York.	1893	94½
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen..	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar..	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free.....	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage.....	35,000	8	" "	"	1878	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia(E.T.V.&G.):						
1st Mortgage.....	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed.....	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., stg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	91½
Eastern (Mass.):						
English Loan, July 1, 1862.....	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	99
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85.....	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88.....	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89.....	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82.....	1,500,000	7	March & Sept.	"	1882	94
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	97
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	1872	60
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	103½
2d Mortgage convertible.....	2,174,000	7	March & Sept.	" "	1879	100
3d Mortgage.....	4,582,000	7	" "	" "	1883	98
4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	99
5th Mortgage convertible.....	700,500	7	June & Dec.	" "	1888	96
Buffalo Branch, 1st mortgage...	182,000	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,900,000) conv.	4,437,470	6*	March & Sept.	London.	1875	....
Consol. Mort. for $30,000,000, g'd	12,076,000	7*	" "	NY&London.	1920	....
Convertible bonds.....	8,000,000	7	.....	....	....	....
Erie and Louisville:						
Mortgage of 1871.....	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage.....	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1898	....
Equipmen tMortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,604,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1891	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage..	200,000	7	Jan. & July.	Providence.	1862	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	153,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease, S.F. 25 000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan.....	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1899	....
Flushing & North Side (L. I.):						
1st Mortgage.....	1,025,000	7	May & N	N Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20.000 p. m.....	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Stg.:						
1st Mortgage traffic guarantee...	,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment).....	00,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage.....	500,000	8	Jan & July.	"	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage.....	$477,633	7	May & Nov.	Boston.	1891	90
Frederick and Pennsylvania Line:						
1st Mortgage gold.....	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union (C.&N.W.):						
1st Mortgage.....	1,785,000	7	Feb. & Aug.	New York.	1882	102½
2d Mortgage.....	948,000	7	May & Nov.	" "	1875	97
Elgin and State Line Purchase..	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)...	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage.....	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.).						
1st Mort., assumed by Lessees..	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees...	500,000	8	March & Sept.	" "	1870	96
Grand Trunk (Ca.):						
Equipment Bonds £500,000.....	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838,385.	14,191,925	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765 .	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock....	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds....	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds....	2,993,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds....	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds....	4 887	5	" "	"	1881	....
Common (") Bonds....	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	New York	'81-'86	60
1st Mortgage not guaranteed....	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage.....	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.....	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage.....	675,000	7	May & Nov.	New York.	1893	80
2d Mortgage	525,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free.....	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage.....	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	'71-'77	92
Missouri State Loan.....	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	5?,000	10	" "	" "	1872	....
Five years' notes (277 m.).....	139,309	8	Various.	" "	1874	...
Fifteen years' bonds (277 m.)...	3,476,000	8	March & Sept.	" "	1885	80
1st Mort. (Q. & Palm.R.R. 15 m.	600,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City&Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co...	700,000	6	Jan. & July.	Philadelphia.	1883	98
Hartford and New Haven:						
1st Mortgage.....	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free.....	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage.....	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage.....	109,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869.....	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund,gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag.....	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	" "	1885	105
3d Mortgage.....	180,000	7	May & Nov.	" "	1875	102
Hudson Connecting (NY&OMid):						
1st Mortgage gold.....	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia.	1890	104½
2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	94
3d Mortgage (Consol).....	1,251,000	7	April & Oct.	"	1896	66
Illinois Central:						
Construction bonds, cur. skg f'd.	2,742,000	7	April & Oct.	New York.	1875	108
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency....	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling.....	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold.....	3,000,000	7*	April & Oct.	New York.	1909	91
2d Mortgage.....	1,500,000	8	Jan. & July.	" "	1899	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co...	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co....	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L. F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapol's and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,980,000	7	April & Oct.	New York.	1917	82½
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.	.....	8	Feb. & Aug.	New York.	1900	91
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1900	95½
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	99½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	98½
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1888	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage & Mad.)guar.	297,000	7	May & Nov.	" "	1852	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	104½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1855	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	260,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	83
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	57
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1860	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1868	96½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1867	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1880	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	90
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	467,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL.&G.):						
1st Mortgage guar. by Lessees	3,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	60
1st Mort. (2d Div. 253.94 m.)gold	4,068,000	6*	June & Dec.	" "	1896	60
1st M.(3d D.244.40m.& 3,000,000a)	8,455,000	7*	May & Nov.	N. Y., L. & F.	1899	....
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,121,000	7*	Jan. & July.	N. Y., L. & F.	1895	....
2d Mortgage on div. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,250	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1858.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865.	287,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	98½
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	300,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1891	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	75
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y Ba.& Ph.	1899	50
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1909	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,138,000	7	J. A. J. & O.	" "	1890	97
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	97
Bonds of Oct. 1, 1872	238,000	7	April & Oct.	" "	1892	....
Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	" "	" "	1899	96½
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	100
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	99
Sk'g Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	100
Mort. April 1, 1866 "	850,000	7	April & Oct.	" "	1886	99
1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	105
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	101
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	97½
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1878	99½
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	99
1st Mort. Oct. 1, 1867 (Sch.& Tb.R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. Al.& Gr.R.)	840,000	8	" "	" "	1886	96½
1st Mort. July 1, 1863 (J.& Frank.)	600,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia.	1865	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1889	....
Leaven., Lawrence & Galveston:						
1st Mort. sk'g fund conv., gold	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1907	....
Lehigh Valley:						
1st Mortgage (old loan)	.....	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	8,846,000	6	June & Dec.	"	1898	100½
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	103½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1863	....
Street Connection Bonds	400,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	25½
Land Grant sinking fund	6,000,000	7	April & Oct.	" "	1940	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	6*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	100
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	98
1st Mortgage (Extension)	175,800	7	Feb. & Aug.	" "	1880	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1896	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,800	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol. M. for $8,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	93
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,575,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,000,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1890	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,380	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	85
$1,100,000 (A. & Ken.) Loan	1,108,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oc	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	308,000	6	June & Dec	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1879	....
1st Mortgage (L. & P.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1880	80½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	101½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	92½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1880	70½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1890	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	81½
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	8	Feb. & Aug.	Boston.	1880	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$350,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Mayasville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm	.....	8	Jan. & July.	Boston.	1890	101½
Michigan Central:						
1st Mortgage, convertible	356,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	109
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	98½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	103½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	95
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1890	....
Milwaukee and St. Paul:						
1st Mortgage	5,514,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	81½
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,808,000	7	Jan. & July.	" "	1897	81
1st Mortgage (Minn. Cent.)	192,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	82
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	107½
2d Mortgage (P du Uhien)	1,315,000	7.3	" "	" "	1898	96
Milwaukee City Loan	233,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	284,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $13,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St. L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,364,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $3,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	— & —	.....	1900	19½
1st Mort. Land Grant gold	1,000,000	7*	— & —	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,560,000	7	April & Oct.	....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866	1,181,600	8	Jan. & July.	" "	'81-'98	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinkiug fund	.....	7*	Jan. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	360,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1892	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	— & —	" "	....	....
Income Mortgage	700,000	7	— & —	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	106½
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	99½
Convertible bonds	1,310,000	7	Jan. & July.	" "	1900	102
Consecution bonds of 1871	2,000,000	7	Feb. & Aug	" "	1889	93½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	86
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.):						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	500,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $500,000	.....	7	Jan. & July.	New York.	1880	....
New H., Middlet'n & Willimau.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1909	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie'd bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan'a.						
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	43
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1883	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,600,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	96
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	102
Bonds for B.& N. S't(")	76,000	6	May & Nov.	" "	1883	90
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	91
Bonds for real estate (")	162,000	6	" "	" "	1883	91
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	95
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,594,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1858	3,000,000	7	May & Nov.	New York.	1873	....
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	99
Sinking Fund mortgage of 1861	111,550	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	100,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1880	....
New York and New Haven:						
1st Mortgage	1,050,500	7	April & Oct.	New York.	1875	101
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1880	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1896	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1896	....
New York, Providence & Boston:						
1st Mortgage	182,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	6	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	468,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1880	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1890	....
North Pennsylvania:						
1st Mortgage	2,725 000	6	Jan. & July.	Philadelphia.	1896	93½
2d Mortgage	5,000,000	7	May & Nov.	"	1896	102½
Chattel Mortgage	350,000	10	April & Oct.	"	1877	110
North Shore (L. I.)						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	91½
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	80
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	95
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	80½
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1890	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold	50,000pm	7.3	Jan. & July.	New York.	1900	36
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	93
Equipment Mortgage	200,000	8	" "	"	1879	93
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage	6,694,000	7	Jan. & July.	New York.	1898	92
Consolidated 1st Mortgage, stg.		7*	" "	London.	1898	....
Consolidated 2d Mortgage	3,529,000	7	April & Oct.	New York.	1911	81
2d Mortgage, (W. Div.)	433,000	7	Jan. & July.	" "	1874	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bond	50,000	7	May & Nov.	" "	1883	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	71
1st Mortgage (War. & Fkln)	590,000	7	April & Oct.	"	1882	83
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	67
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	97½
Plain Bonds	485,000	6	April & Oct.	"	1875	95
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101½
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	85
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	80½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	82
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	76
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	51
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R. W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D. L. & W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	99½
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	79½
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	72
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lex. Atch & Nev.)	600,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(T W & W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	100,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1890	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg.)	4,970,000	7	Jan. & July.	Philadelphia.	1880	101½
2d Mortgage (")...	2,583,600	6	April & Oct.	"	1875	102
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	19,490,760	6	J. A. J. & O.	Philadelphia.	1910	89½
State lien for $17,500,000, skg f'd	5,854,700	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	310,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	103½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,800,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	99½
1st Mortgage(whole road 281½m)	5,000,000	6	" "	"	1881	94
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	87½
Gen'l M. for $20,000,000, gold sr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	84½
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	106,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1865	1,138,900	6	Jan. & July.	Philadelphia.	1893	80
Loan of 1870, convertible	28,000	7	" "	"	1880	....
Mortgage Loan of 1857, conv	86,500	6	" "	"	1886	....
Mort. Loans of 1843-44-45 & 49.	1,521,000	6	" "	"	1880	101
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	103
Mortgage Loan of 1836 stg	182,400	6*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	103½
Consolidated Mortgage June 1, 1871. — Dollar registered	3,414,000	7	" "	"	1911	105½
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	98
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	663,000	6*	" "	" "	1911	97½
Consolidated Mortgage June 1, 1871. — Dollar coupon	332,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv	6,600,985	7	Jan. & July.	"	1893	104½
New improvement Mort. loan	6,631,615	6*	April & Oct.	Phila.or Lond.	1897	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,800	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866	400,000	6	April & Oct.	"	1876	95
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	68½
1st Mort. (Steub. & Ind.) conv	3,000,000	6	monthly.	New York.	1884	72
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	89½
2d Mort. (Balt. Loan) of 1866	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1880	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	101
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1913	98
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1899	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1889	....
Poughkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	18	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	80
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	99½
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitehall.)	400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'78-'90	70
Rich., Fredericksburg & Potomac						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	6	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	130,500	7	June & Dec	Richmond.	1875	....
1st Mortgage	175,000	8	April & Oct.		....	....

AMERICAN RAILROAD BOND LIST,

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$2,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund...	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	75
Equipment Mortgage	500,000	8	March & Sept.	"	1880	80
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring).....	96,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").....	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	...
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	57
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	79
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	96
St. Louis, Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	96
2d Mortgage May 1, 1868 guar..	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	86
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed.....	1,892,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,020,000	7	Jan. & July.	....	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands..	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands..	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	" "	1899	....
St. Paul, Stillwater & Taylor's F.						
1st Mortgage for $450,000.....	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	90½
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds.....	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar..	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.& H.Can.):						
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1900	100
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage.....	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	92
Sheboygan and Fond du Lac:						
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension.....	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.).						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1860	....
Sioux City and St. Paul:						
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold.....	500,000	7*	Jan. & July.	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold.....	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*.....	1,407,270	6*	Jan. & July.	London.	'89-'98	....
1st Mortgage (L.) currency.....	907,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds.....	71,200	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000.....	179,000	7	March & Sept.	"	1894	....
South and North Alabama.						
1st Mort., endor. by Ala., gold..	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	93
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va.(A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds.....	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	443,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1909	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,500,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	" "	1890	...
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1880	....
2d Mortgage gold.....	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	...
1st Mortgage (Muscogee) conv..	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed.....	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free.....	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York	1991	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewisten:						
1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.....	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000.....	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1870	....
2d Mortgage.....	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1907	....
Tioga:						
1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m...	1,600,000	7	June & Dec.	New York.	1894	85
1st Mortgage (W. Div.) 117 m...	1,800,000	7	Feb. & Aug.	" "	1896	83
2d Mortgage (W. Div.) 117 m...	1,300,000	7	April & Oct.	" "	1886	97
Equipment Mort.sinking fund..	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1919	....
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed.....	80,000	7	.....	New York.	1889	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar....	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1886	....
3d Mortgage.....	350,000	7	May & Nov.	" "	1876	....
Convertible Bonds.....	643,000	7	" "	" "	1883	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	95½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	93½
1st Mort. (Quincy & Tol 34 m)	500,000	7	May & Nov.	" "	1890	88
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	90½
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	90
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	81
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	78
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	77
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	86
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	84½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	82½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	79½
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1890	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £202,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	100
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	89
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	87
Consolidated(mort.)Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	99½
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	" "	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq. Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	25
2d Mortgage consolidated	1,500,000	7	" "	"	1891	7
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	67½
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	....	....	80
Equipment Mortgage	1,000,000	8	May & Nov.		'76-'77	74
Equipment Mortgage	1,000,000	8	" "		1889	74
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage (1st series (red))	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage (2d series (blue))	850,000	7	" "	"	1890	....
General Mortgage (3d series (black))	164,000	7	" "	"	1890	....
General Mortgage (4th series (not end.))	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	....
Enlarged Mortgage	990,000	6	" "	" "	1884	....
4th Mortgage	846,000	8	March & Sept.	" "	1900	82
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& All R.):						
1st Mortgage, assumed	590,000	7	April & Oct.	Philadelphia.	1882	78½
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7	April & Oct.	New York.	1891	....
Watertown & Rome(R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	101½
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	513,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	72½
1st Mort. endor. by Balt	200,000	6	" "	"	1890	95
2d Mort. " "	300,000	6	" "	"	1890	92
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	89½
2d Mortgage preferred	600,000	6	" "	"	1895	61
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	95½
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	67½
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	82½
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	95½
Consolidated mort. Apr. 1, 1869	998,000	7	April & Oct.	"	1899	102
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	69½
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	"	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	86
2d Mortgage coupon or regis	723,600	7	Jan. & July.	"	1902	79
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1898	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	80
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1940	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	85
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. & J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,099,500	6	Jan. & July.	Baltimore.	1885	107
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage registered (1st series, Nov. 1, 1867. 2d series, July 1, 1869. 3d series, Jan. 1, 1871.)	1,500,000	7	May & Nov.	New York.	1877	....
	3,500,000	7	Jan. & July.	" "	1884	104
	5,000,000	7	" "	" "	1891	104½
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	94½
Mortgage Loan reg	2,0 0,000	6	F. M. A. & N.	"	1897	94½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	96½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	90
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	87
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	96
2d Mortgage	285,000	6	" "	"	1876	96
Boat Loan, sinking fund	236,965	7	" "	"	1885	90
Preferred Stock Dividend Scrip	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar	2,205,000	6	Jan. & July.	Philadelphia.	1887	66
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	77
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	260,000	6	May & Nov.	"	1870	75
Boat and Car Loan	756,650	6	" "	"	1898	72
Boat and Car Loan	628.100	7	" "	"	1889	87
Coupon Bonds	1,079,000	6	Jan. & July.	"	1896	76
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	74
2d Mortgage	700,000	6	" "	"	1888	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1889	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "1."

Years ending.	Railroad. M. in Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	3	106	Adirondac.....New York.	2,728,692	*	.....	7,000,000	3,763,000	930,000	1,963,756	—	60.2	.....	.....	.....	160,425	.....	—	100	.....
May 31, 1872	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶.....Alabama	3,600,000	*	.....	.....	2,000,000	1,600,000	—	—	92.8	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	142.0	—	87.1	—	21	24	12	749	Albany and Susq. (D. & H.)...New York.	7,463,572	*	.....	.....	5,000,000	4,467,000	.....	.....	164.0	(Del. &	Hud. Cana	l Co.)	1,341,228	423,821	7	100	94
Sept. 30, 1872	51.0	—	2.0	—	3	4	1	21	Alexandria and Fredericksburg ¶.....Va.	2,500,000	*	.....	.....	.....	1,000,000	.....	—	51.0	.....	.....	.....	.....	.....	—	100	.....
Jan. 31, 1873	132.0	—	44.9	112.0	.....	.....	.....	.....	Allegheny Valley.....Pennsylvania.	13,200,000	*	.....	.....	2,256,300	12,389,000	.....	—	132.0	.....	.....	.....	2,239,168	966,684	—	50	.....
Nov. 30, 1872	35.8	—	1.6	—	—	—	—	—	Allentown.....Pennsylvania.	1,147,226	—	.....	.....	567,544	—	579,681	—	35.8	.....	.....	.....	.....	.....	—	50	.....
Dec. 31, 1872	20.5	—	2.0	—	5	10	2	43	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	—	.....	95,000	20.5	.....	(Phila. & R	eading R.	R.)	.....	—	50	.....
Dec. 31, 1872	57.0	—	2.8	28.0	—	—	—	—	Arkansas Central (3 ft.) ¶.....Arkansas.	.....	.....	.....	.....	.....	15,000pm	.....	—	—	.....	.....	.....	.....	.....	—	100	.....
Mar. 31, 1873	23.6	—	1.9	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	—	—	.....	.....	.....	.....	7,500	—	100	.....
Nov. 30, 1872	465.0	—	23.3	200.0	.....	.....	.....	.....	Atchison, Topeka & Santa Fe....Kansas.	20,000,000	*	.....	.....	8,615,000	10,564,500	570,000	—	—	(In prog	ress to N.	Mexico.)	.....	.....	—	100	11½
Sept. 30, 1872	30 4	—	0.9	—	3	2	1	17	Athol and Enfield.....Massachusetts.	805,873	7,555	44,400	.....	520,000	293,400	44,605	3,814	30.4	44,320	26,778	17,168	89,032	10,555	—	100	.....
June 30, 1872	86.7	—	8.9	—	19	6	5	119	Atlanta and West Point .....Georgia.	1,200,129	*	.....	.....	1,232,200	22,000	.....	—	86.7	.....	.....	.....	.....	.....	8	100	.....
Sept. 30, 1872	387.3	38.2	149.4	—	166	52	26	3,117	Atlantic and Great West..N.Y. Penn. & O.	30,992,240	*	.....	.....	24,000,000	56,992,240	.....	—	565.8	.....	.....	.....	5,451,229	855,670	—	100	.....
Dec. 31, 1872	237.0	110.0	16.3	165.0	26	19	6	338	Atlantic and Gulf ¶.....Georgia.	7,592,283	*	162,387	.....	4,479,677	3,294,700	330,391	—	347.5	635,350	98,234	.....	983,966	339,539	—	100	.....
Sept. 30, 1872	405.0	20.0	31.0	160.0	78	29	18	832	Atlantic, Mississippi and Ohio...Virginia.	17,765,914	*	8,718,987	.....	6,921,900	14,889,848	.....	—	428.0	1,427,688	232,575	530,583	1,900,053	734,328	—	100	.....
May 31, 1872	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina ¶.N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	—	95.0	.....	(No return	s furnish	ed.)	.....	.....	—	100	.....
Dec. 31, 1872	364.0	—	18.2	200.0	.....	.....	.....	.....	*Atlantic and Pacific* ¶.Missouri & Ind. Ter.	.....	*	.....	.....	15,000,000	12,500,000	.....	—	328.2	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence..Me., N.H. & Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	201,089	—	—	.....	.....	.....	.....	.....	4	100	.....
Nov. 30, 1872	53.0	—	2.7	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	733,700	129,000	.....	—	—	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Geneseo and Mount Morris ..N. Y.	245.000	*	.....	.....	194,250	20,000	20,000	—	19.1	21,302	42,209	4,901	83,299	6,001	7	100	.....
Nov. 30, 1872	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley .....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	—	53.2	.....	(Leased to	Pennsylv	ania.)	.....	.....	—	100	.....
Sept. 30, 1872	379.6	—	502.7	—	383	205	52	7,904	Baltimore and Ohio ¶.....Md. & W. Va.	31,170,756	7,995,856	13,423,332	3,424,538	16,704,762	12,466,639	700,873	28,152,269	454.6	9,172,997	.....	.....	10,654,472	4,532,072	8	100	178
Sept. 30, 1872	30.0	—	39.9	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	—	.....	642,300	1,650,000	20,000	—	622,300	30.0	476,800	.....	.....	480,645	335,735	10	100	160
Sept. 30, 1872	103.5	—	21.8	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	10,000,000	—	.....	.....	5,680,685	503,500	.....	—	103.5	1,003,407	.....	.....	826,803	114,541	—	100	11
Dec. 31, 1872	32.0	—	3.2	89.0	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	—	.....	.....	3,500,000	5,000,000	.....	—	32.2	(Opened	to Washi	ngton, May	1, 1872.)	.....	.....	—	100	7
Dec. 31, 1872	33.4	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	.....	.....	660,000	250,000	.....	—	—	(Operat	ed by Ma	ine Centr	al.)	36,000	—	50	.....
Dec. 31, 1872	67.0	—	6.7	—	30	21	8	967	Belvidere Delaware .....New Jersey.	3,876,842	*	.....	.....	995,300	2,244,500	1,223,128	—	67.0	.....	.....	.....	835,380	218,608	—	100	.....
Sept. 30, 1872	22.0	—	2.0	—	—	—	—	—	Berkshire.....Mass.	600,000	—	8,000	.....	600,000	—	—	—	22.0	58,408	80,192	174,297	120,291	42,045	7	100	72½
Sept. 30, 1872	15.6	—	5.7	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	.....	.....	488,000	—	—	—	—	.....	.....	.....	.....	.....	5	100	.....
Sept. 30, 1872	201.6	48.0	316.8	—	206	181	46	4,113	Boston and Albany.....Mass. & N. York.	19,890,414	4,411,338	1,071,646	2,106,438	19,664,100	3,087,000	546,724	4,297,012	268.3	4,883,671	5,247,576	2,732,907	9,259,590	2,362,615	10	100	139½
Sept. 30, 1872	25.2	—	2.0	0.8	4	4	2	50	Boston, Barre and Gardner.....Mass.	763.114	104,775	30,324	4,023	736,240	—	163,349	12,147	25.0	82,664	85,157	17,499	69,366	7,550	—	100	.....
Sept. 30, 1872	42.9	—	9.0	—	21	22	12	434	Boston, Clinton and Fitchburg .....Mass.	1,430,328	646,052	110,250	95,788	872,000	1,250,000	62,586	97,180	99.2	441,745	467,966	317,043	876,413	192,795	—	100	.....
Mar. 31, 1873	93.5	—	12.8	—	22	24	19	473	Boston, Concord and Montreal .....N. H.	2,850,000	*	218,300	327,759	1,800,000	1,050,000	29,603	516,456	139.0	.....	171,511	92,186	670,349	181,715	6p	100	.....
Sept. 30, 1872	26.8	16.0	45.8	—	37	46	20	940	Boston and Lowell.....Mass.	2,469,955	252,345	2,565,759	258,142	2,852,900	1,771,624	542,860	374,417	73.8	741,961	1,949,688	620,053	1,293,969	241,016	8	500	164½
Sept. 30, 1872	80.8	8.5	84.9	38.0	61	102	28	975	Boston and Maine.....Mass., N. H. & Me.	6,728,332	1,144,557	775,992	525,480	6,816,884	—	1,341,862	1,016,686	153.8	1,215,906	4,135,469	520,722	2,004,672	504,116	10	100	109
Sept. 30, 1872	44.0	14.5	65.0	—	38	67	11	482	Boston and Providence.....Mass. & R. I.	3,691,138	207,400	573,542	253,320	3,950,000	—	356,473	427,922	66.5	239,132	762,246	765,733	1,716,399	465,347	10	100	149
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa.....Canada.	2,647,004	*	.....	.....	424,704	1,657,200	.....	—	85.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	171	Brunswick and Albany¶.....Georgia.	10,548,000	*	.....	.....	4,893,000	5,650,000	350,000	—	—	(Com	pany in ba	nkruptcy.	)	.....	—	100	.....
Sept. 30, 1872	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	—	.....	.....	2,286,000	583,500	.....	—	—	(Erie	Railway	Co.)	.....	40,600	—	100	.....
Sept. 30, 1872	43.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.... N. Y. & Penn.	1,546,930	*	.....	.....	428,717	700,000	548,229	—	43.2	.....	.....	.....	228,099	.....	—	100	.....
Sept. 30, 1872	142.0	—	12.7	—	—	—	—	—	Buffalo, New York & Erie...N.Y. & Penn.	3,339,000	—	.....	.....	960,000	2,380,000	.....	—	—	(Erie	Railway	Co.)	.....	233,100	7	500	.....
Sept. 30, 1872	117.0	—	5.9	—	.....	.....	.....	.....	Buff., New York and Phila. N.Y. & Penn.	3,064,271	*	.....	.....	1,600,707	1,876,500	430,605	—	88.0	(Opened	to Empor	ium, Pa.)	139,146	17,300	—	100	.....
Dec. 31, 1872	219.0	79.0	14.0	—	24	16	7	525	Burl., Cedar Rapids and Minnesota..Iowa.	7,600,000	*	.....	.....	5,400,000	2,200,000	.....	—	332.0	.....	.....	.....	995,129	283,802	—	100	.....
Dec. 31, 1872	120.0	—	6.0	100.0	.....	.....	.....	.....	Burlington and Southwestern..Iowa & Mo.	3,000,000	*	.....	.....	1,200,000	1,750,000	.....	—	.....	(In prog	ress.)	.....	.....	.....	—	100	.....
Feb. 28, 1873	158.0	—	.....	143.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	10,000,000	—	.....	.....	12,000,000	8,000,000	.....	—	.....	(Compl	eted to Mo	. Line Ma	y, 1873.)	.....	—	100	.....
Dec. 31, 1872	160.0	—	8.0	—	—	—	—	—	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	—	160.0	(Recently	completed	.)	.....	.....	—	100	.....
Dec. 31, 1872	61.2	—	92.9	—	—	—	—	—	Camden and Amboy.....New Jersey.	9,458,328	—	.....	.....	5,847,900	—	.....	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	10	100	.....
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	100	Camden and Atlantic.....New Jersey.	1,790,623	376,195	138,354	32,388	1,215,570	1,058,400	54,907	9,384	67.0	213,639	417,196	69,324	467,036	212,119	3½p	50	60
Dec. 31, 1872	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	6	100	.....
Dec. 31, 1872	28.5	—	4.8	81.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	—	5,888	.....	683,467	8,776	3,800	28 5	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1873	229.0	68.0	29.2	—	—	—	—	—	Canada Southern.....Canada.	.....	—	.....	.....	8,000,000	8,760,000	.....	—	—	(Recently	completed	.)	.....	.....	—	100	.....
Sept. 30, 1872	71.6	22.4	7.8	18.0	10	23	12	160	Cape Cod.....Mass.	1,245,594	237,393	46,392	16,547	1,022,330	349,000	132,691	46,985	94.0	210,684	286,417	75,147	321,798	86,737	8	60	.....
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2	—	31	Carbondale and Shawneetown....Illinois.	562,650	*	.....	.....	355,500	200,000	7,150	—	18.0	(Opened	Dec. 30, 1	871.)	.....	.....	—	100	.....
Sept. 30, 1872	18.0	—	0.5	10.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	561,139	*	.....	.....	455,433	150,000	.....	—	18.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	20.0	4.0	6.0	—	6	3	2	517	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	426,000	—	.....	—	24.0	.....	.....	.....	.....	.....	6	25	.....
Oct. 31, 1872	94.0	4.5	8.0	—	21	9	5	602	Catawissa.....Penn.	6,098,850	*	.....	.....	4,359,500	1,739,350	.....	—	—	(Leased	Nov. 72 to	Ph. & Rdg.	)	572,104	183,169	7 p.	50	35
Sept. 30, 1872	14.8	—	1.3	—	2	2	2	14	Cazenovia and Canastota.....New York.	538,006	—	.....	.....	294,529	250,000	29,250	—	14.8	.....	.....	.....	25,885	4,391	—	100	.....
Dec. 31, 1872	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	—	—	(Illinois	Central.)		128,646	113,400	—	100	.....
Dec. 31, 1872	271.6	2.4	22.1	—	—	—	—	—	*Cedar Rapids and Missouri River*.....Iowa.	11,223,000	—	.....	.....	7,619,000	3,614,000	.....	—	—	(Chic. &	North We	stern R. R.	)	.....	—	100	.....
Dec. 31, 1872	100.0	—	15.0	250.0	6	6	3	131	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	101.0	(No re	turns furn	ished.)	.....	.....	—	100	.....
Nov. 30, 1872	192.0	—	29.7	—	53	44	27	792	Central of Georgia.....Georgia.	5,000,000	*	1,628,457	1,022,692	5,000,000	1,389,000	341,663	—	284.0	.....	169,119	.....	1,656,154	689,308	10	100	.....
Dec. 31, 1872	292.0	—	16.6	24.0	22	8	6	301	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	—	202.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	22.0	4.0	3.9	—	3	7	—	22	Central of Long Island.....New York.	1,459,616	—	.....	.....	297,800	687,000	479,598	—	—	(Flushi	ng & N. S	ide R. R.)	.....	.....	—	100	.....
Dec. 31, 1872	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey.....New Jersey.	12,424,935	7,882,236	7,649,492	1,810,442	20,000,000	9,209,000	3,068,154	—	291.0	4,889,891	4,478,513	1,490,689	7,120,718	1,967,538	10	100	105
Dec. 31, 1872	137.0	—	31.2	—	40	28	24	737	Central Ohio.....Ohio.	5,499,999	*	.....	.....	2,845,500	2,500,000	.....	—	137.0	.....	.....	.....	989,327	170,721	6	50	84½
Dec. 31, 1872	883.0	339.0	110.4	600 0	167	168	40	3,307	*Central Pacific* ¶.....Cal. Nev. & Utah.	130,485,693	5,622,693	5,488,196	2,613,287	64,283,190	81,939,680	422,041	7,433,966	1,158.0	.....	.....	.....	11,963,641	6,952,362	—	100	72
Dec. 31, 1872	194.6	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta....S. Car.	5,512,000	*	256,090	.....	2,578,000	3,100,000	.....	—	194.6	.....	.....	.....	652.107	439,718	—	100	.....
Dec. 31, 1872	22.6	—	5.0	—	—	—	—	—	Chartiers.....Pennsylvania.	1,127,313	—	.....	13,897	628,000	500,000	3,150	—	22.8	39,140	.....	.....	60,440	20,440	—	50	.....
Sept. 30, 1872	423.0	—	42.8	72.0	45	27	18	761	Chesapeake and Ohio.....Va. & W. Va.	26,542,490	*	789,785	2,836,883	13,398,407	18,624,953	3,387,461	—	227.0	511,475	141.973	115,472	777,632	288,687	—	100	.....
Jun. 30, 1872	40.7	0.8	2.0	—	3	.....	.....	.....	Chester and Tamaroa.....Illinois.	1,690,000	—	.....	.....	1,000,000	660,000	30,000	—	41.5	(Opened	March 187	2.)	.....	.....	—	100	.....

Sept. 30, 1872	53.6	—	11.2	—	28	22	10	409	Cheshire	New Hampshire.	2,337,707	351,600	160,000	260,554	2,153,300	809,200	28,992	118,370	88.1	622,236	192,234	412,432	824,763	183,851	6	100	....								
Dec. 31, 1872	21.5	—	3.1	—	—	—	—	—	Chester Valley	Pennsylvania.	1,371,900	*	....	....	871,900	500,000	955,000	—	—	(Phila. a	nd Readin	g R. R. Co	mpany.)	....	....	50	....								
Dec. 31, 1872	242.0	117.4	92.1	—	144	74	24	2,912	Chicago and Alton	Illinois.	14,627,712	*	4,348,918	1,348,501	11,355,300	5,446,630	3,255,428	303,773	649.1	5,902,102	772,506	1,601,798	5,156,326	1,879,147	10	100	103½								
Dec. 31, 1872	698.8	552.4	287.2	—	283	127	62	5,409	Chicago, Burlington and Quincy	Illinois.	56,648,400	*	4,555,781	—	26,050,683	26,221,642	602,466	8,329,470	1,469.2	(8 month	hs on 825	miles.)	7,544,575	2,839,866	10	100	103½								
Dec. 31, 1872	60.0	—	6.0	—	6	4	2	320	Chicago, Clinton and Dubuque	Iowa.	2,480,000	*	....	....	960,000	1,500,000	....	....	60.0	(Opene	d in Fall o	f 1872.)	....	....	....	100	....								
Dec. 31, 1872	110.0	76.0	12.0	20.0	24	10	5	955	Chicago, Danville and Vincennes	Ill.	6,675,565	*	221,107	....	2,975,000	3,325,000	345,068	....	73.0	(No inf	ormation	furnished.)	627,930	277,553	....	100	....								
Dec. 31, 1872	73.0	—	3.7	—	5	4	2	168	Chic., Cincinnati and Louisville	Indiana.	2,500,000	156,000	10,000	....	1,500,000	1,000,000	....	....	131.0	(No inf	ormation	furnished.)	....	....	....	100	....								
Dec. 31, 1872	117.0	14.0	21.5	—	14	8	3	410	Chic., Dubuque and Minnesota	Io. & Minn.	6,500,000	*	....	....	2,500,000	4,425,000	....	....	—	(Chic., B	url. & Quin	cy R. R. C	o.)	140 000	....	100	....								
—	80.0	—	8.0	30.0	15	6	3	—	Chicago and Iowa	Illinois.	4,100,000	*	....	....	1,350,000	1,750,000	1,000,000	—	—	(Chic. &	Northwes	tern R. R.	Co.)	....	....	100	....								
May 31, 1873	51.3	1.1	16.9	—	—	—	—	—	Chicago, Iowa and Nebraska	Iowa.	5,000,000	—	....	....	4,200,000	810,000	....	....	—	....	....	....	....	....	8	100	31½								
Dec. 31, 1872	170.0	25.0	19.6	55.0	25	12	7	605	Chicago and Michigan Lake Shore	Mich.	6,538,400	*	....	....	1,188,400	5,350,000	482,640	—	170.0	482,640	240,169	128,662	500,935	218,500	—	100	....								
May 31, 1872	1,383	—	200.0	120.0	269	277	83	5,983	Chicago and N. West'n.	Ill., Wis. & Mich.	36,199,718	*	2,343,919	....	35,878,644	20,474,000	724,299	1,468,694	1,271.0	....	2,224,705	2,510,016	11,402,161	4,592,135	—	100	54½								
Dec. 31, 1872	67.0	—	....	193.0	—	—	—	—	Chicago and Paducah	Illinois.	1,800,000	—	....	....	1,350,000	540,000	....	....	—	(Operat	ed by con	tractor—N	o report.)	....	....	100	....								
Dec. 31, 1872	60.0	—	6.0	100.0	—	—	—	—	Chicago, Pekin & South-Western	Ill. & Mo.	....	(No infor	mation.)	....	....	....	....	....	—	....	(Being co	nstructed.)	....	....	....	100	....								
Mar. 31, 1873	493.0	120.5	142.8	—	197	66	36	3,940	Chicago, Rock Island & Pacific	Ill. & Iowa.	28,716,723	*	7,859,906	2,109 406	25,000,000	8,972,000	154,361	4,589,683	660.0	4,346,995	966,734	1,289,890	6,657,050	3,139,267	8	100	106								
Mar. 31, 1873	35.0	—	—	167.0	—	—	—	—	Chicago and Southern Illinois	Ill. & Ind.	—	(Under	construct	ion—no	informati	on.)	—	—	—	—	—	—	—	—	—	100	....								
Dec. 31, 1872	269.0	32.0	16.9	—	—	—	—	—	Chicago and South Western	Iowa & Mo.	13,500,000	—	....	....	7,000,000	5,000,000	1,658,551	—	—	(Chic., R	ock Islan	d and Pac	fic R. R.	Co.)	....	....	100	....								
Dec. 31, 1872	36.5	—	2.1	—	—	—	—	—	Chillicothe and Brunswick	Mo.	865,000	—	....	....	365,000	500,000	....	....	—	(St. Lou	is & K. City	and North	ern R. R	Co.)	....	100	....								
Dec. 31, 1872	7.0	—	3.0	....	—	—	—	—	Cincinnati and Baltimore	Ohio.	1,105,453	—	....	....	673,000	314,000	118,453	....	—	(M riett	a and Cin	cinnati R.	R. Co.)	....	....	100	....								
Mar. 31, 1873	60.0	—	118.2	—	33	30	13	429	Cincinnati, Hamilton and Dayton	Ohio.	3,974,665	1,127,251	1,689,230	262,965	3,500,000	2,082,000	1,052,450	668,651	60.0	542,574	750,687	564,542	1,204,865	495,373	8	100	....								
Mar. 31, 1873	98.0	25.0	7.2	—	19	9	6	358	Cin., Hamilton and Indianapolis	O. & Ind.	6,187,645	*	....	....	(Sold un	der forec	lose. for	$1,000,000	123.0	....	....	....	312,358	L. 17,967	—	100	....								
Dec. 31, 1872	39.0	—	1.9	—	....	....	....	....	Cincinnati and Martinsville	Indiana.	800,000	—	....	....	400,000	400,000	....	....	39.0	(Until re	cently lea	sed to Ind.	Cin. & La	fayette.)	....	100	....								
Dec. 31, 1872	148.4	—	12.8	—	16	12	4	370	Cincinnati and Muskingum Valley	Ohio.	5,472,977	*	....	109,315	3,996,610	1,500,000	31,360	84,326	148.0	424,240	141,460	148,249	439,838	158,087	—	100	....								
Mar. 31, 1873	36.0	—	2.6	—	5	1	4	167	Cin., Richmond and Chicago	Ohio & Ind.	826,733	184,552	....	700	66,965	382,600	565,000	61,350	42.0	....	....	....	229,685	70,974	—	100	....								
Dec. 31, 1872	91.5	—	4.5	—	—	—	—	—	Cincinnati, Rich. & Ft. Wayne	Indiana.	3,756,952	—	....	....	2,000,000	1,800,000	....	....	91.5	....	90,118	72,208	167,252	61,470	—	100	....								
Jun. 30, 1872	155.0	15.5	24.9	—	28	27	12	662	Cincinnati, Sandusky & Cleveland	Ohio.	7,982,936	*	....	....	4,722,037	3,261,330	18,108	—	215.5	741,280	254,436	283,593	850,755	229,244	—	50	19½								
Dec. 31, 1872	25.0	—	....	270.0	4	2	1	110	Cincinnati and Terre Haute	Ohio & Ind.	—	(Under	construct	ion—no	informati	on.)	—	—	25.0	20,260	4,062	....	7,047	....	100	....								
Dec. 31, 1872	340.5	49.9	75.0	—	118	47	17	3,025	Cleveland, Col. Cin. & Ind	Ohio & Ind	16,395,579	*	1,929,844	1,427,649	14,991,275	3,005,000	1,446,236	310,412	471.4	3,877,159	572,396	1,444,354	4,593,171	1,379,526	7	100	76								
Dec. 31, 1872	67.8	12.4	10.3	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,147,934	—	....	....	2,059,200	1,164,000	....	....	—	(Atl. & G	t. Wtn. Ra	ilway Co.)	274,907	280,946	7	50	....								
Jun. 30, 1872	102.0	—	5.0	42.0	11	6	4	460	Clev., Mt. Vernon and Delaware	Ohio.	2,575,125	*	....	....	1,200,000	2,300,000	....	....	114.5	133,000	135,607	176,909	300,347	126,728	—	100	....								
Nov. 30, 1872	167.0	32.0	76.4	—	83	41	22	2,519	Cleveland and Pittsburg	Ohio & Penn.	12,490,700	2,538,644	659,162	219,062	11,236,150	2,834,344	396,663	440,411	225.0	2,316,154	654,758	1,881,912	Pa. R. R.	1,053,283	7	50	87½								
Dec. 31, 1872	681.0	—	65.0	—	158	54	27	1,652	Col., Chic. & Ind. Cent	Ohio, Ind & Ill	37,014,719	*	....	....	13,328,569	23,555,174	130,074	—	681.0	4,590,845	646,459	1,390,697	4,411,095	783,881	—	100	31½								
Dec. 31, 1872	76.0	4.0	....	161.0	3	2	2	12	Colorado Central (3 ft.)	Colorado.	1,999,300	*	....	....	1,474,300	525,000	....	....	40.0	....	....	....	90,216	14,967	—	100	....								
Dec. 31, 1872	76.0	13.0	12.6	—	25	8	4	1,601	Columbus and Hocking Valley	Ohio.	2,578,037	1,072,739	268,658	59,094	1,208,810	2,148,000	291,499	330,219	89.0	499,522	134,999	681,819	854,892	442,663	25	50	....								
Dec. 31, 1872	45.0	—	3.4	—	—	—	—	—	Columbus, Springfield & Cin	Ohio.	2,000,000	—	....	....	1,000,000	1,000,000	....	....	—	(Leased	to Cin., Sa	nd. & Clev	. R. R. C	o.)	....	100	....								
Mar. 31, 1873	35.0	7.0	49.0	—	33	30	13	511	Concord	New Hampshire	1,500,000	*	187,390	104,436	1,500,000	—	111,357	180,169	145.5	802,162	613,842	692,768	1,040,115	150,789	10	50	162								
Mar. 31, 1873	41.0	—	6.0	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	1,103,859	—	....	....	350,000	—	—	—	—	(Concor	d R. R. Co	mpany.)	25,000	25,000	7	100	....								
Jun. 30, 1872	110.3	—	15.2	—	22	15	7	746	Connecticut and Passump. Riv.	Vermont.	3,384,436	*	261,151	123,946	2,127,273	1,257,100	39,767	246,371	143.7	456.581	167,112	171,923	512,768	308,902	6	100	77								
Sept. 30, 1872	50.0	5.9	23.5	—	18	24	10	311	Connecticut River	Massachusetts.	2,055,527	225,814	138,686	510,977	1,850,000	250,000	415,226	405,778	55.9	324,053	985,304	383,770	729,311	215,481	10	100	137½								
Sept. 30, 1872	45.0	—	4.7	—	6	12	5	140	Connecticut Valley	Connecticut.	2,463,489	246,175	—	—	1,033,500	908,000	973.000	7,390	45.0	66,293	205,441	16,077	144,851	7,390	—	100	....								
Sept 30, 1872	66.7	—	7.0	—	8	10	2	170	Connecticut Western	Connecticut.	3,797,665	295,321	....	....	1,504,028	2,436,500	96,328	—	68.3	146,880	151,638	60,467	223,565	65,612	—	100	....								
Dec. 31, 1872	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	—	....	....	1,278,300	1,000,600	....	....	—	(Phila.	and Trent	on R. R. C	ompany.)	....	6	50	....								
Sept. 30, 1872	16.0	1.0	1.6	—	2	2	1	17	Cooperstown and Susquehanna	N. York.	455,914	*	....	....	308,405	100,000	22,240	—	17.0	....	....	....	39,611	14,727	—	100	....								
Dec. 31, 1872	74.0	7.0	26.0	—	19	17	6	371	Cumberland Valley	Penn.	1,725,143	*	656,432	157,732	2,094,250	352,300	72,174	600,583	141.6	275,889	258,817	322.017	581,064	287,989	8	50	....								
Dec. 31, 1872	45.0	—	2.5	—	5	2	2	17	Danv., Hazleton & Wilkesbarre	Penn.	1,102,600	*	....	....	684,235	1,400,000	....	—	—	(Leased	to Penns	lvania R.	R. Co.)	....	....	50	....								
Sept. 30, 1872	23.8	10.0	4.5	—	6	6	2	72	Danbury and Norwalk	Connecticut	1,108,448	145,383	....	....	600,000	407,500	86,050	25,681	33.8	101,553	159,330	44,653	172,120	69,796	10	50	....								
Mar. 31, 1873	90 0	32.0	....	20.0	....	....	....	....	Davenport and St. Paul	Iowa & Minn.	5,000,000	*	....	....	9,000,000	2,440,000	....	—	90.0	(Recentl	y opened	—No repo	rt.)	....	....	100	....								
Mar. 31, 1873	142.0	—	21.3	—	23	15	4	686	Dayton and Michigan	Ohio.	6,038,363	777,401	78,671	149,269	2,398,785	4,102,700	382,741	158,408	142.0	....	....	....	1,304,567	279,623	3½	100	....								
Jun. 30, 1872	31.8	—	1.8	—	4	4	3	68	Dayton and Union	Ohio.	612,015	*	....	....	86,000	527,445	....	—	31.8	116,316	64,344	94,955	134,148	52,209	—	100	....								
Jun. 30, 1872	41.5	—	8.0	—	—	—	—	—	Dayton and Western	Ohio.	1,011,276	—	....	....	Sunk.	701,000	....	—	—	(Operat	ed by Pitt	sb'g, St. L.	& Cinc. C	o.)	....	100	....								
Oct. 31, 1872	83.0	16.3	5.6	—	—	—	—	—	Delaware [1]	Delaware.	2,114,184	—	76,154	71,522	1,317,390	870,000	—	74,470	99.3	317,068	....	....	448,841	121,046	6	100	....								
Dec. 31, 1872	45.0	—	65.0	—	46	3	1	4,254	Delaware and Hudson	Penn.	4,621,411	*	24,813,589	955,845	16,000,000	13,088,385	—	1,804,469	62.0	(Owned	& operate	d by Del. &	Hud. Can	al Co.)	10	100	....								
Dec. 31, 1872	115.0	—	119.0	—	128	20	9	1389	Delaware, Lack. and Western	Penn.	15,612,767	*	....	....	20,000,000	5,394,000	4,239,545	....	115.0	3,254,260	249,578	3,347,671	4,746,678	2,867,965	10	100	109½								
Dec. 31, 1872	106.0	15.0	5.1	—	6	4	2	64	*Denver Pacific*	Colorado.	5,000,000	*	....	....	2,500,000	2,500,000	....	....	121.0	....	19,795	43,862	371,903	198,997	—	100	....								
Dec. 31, 1872	118.0	31.0	5.6	732.0	10	11	2	292	Denver and Rio Grande	Col. & N. Mex.	5,000,000	*	....	....	2,000,000	3,000,000	....	....	155.0	(Operati	ons by Co.	commenced	Jan. 1,	1873.)	—	100	....								
Dec. 31, 1872	250.0	—	20.0	—	27	10	10	540	Des Moines Valley	Iowa.	13,863,285	*	....	....	6,523,600	5,070.000	937,000	—	250.0	447,079	108,599	198,360	776,254	127,223	—	100	....								
Aug. 31, 1872	63.0	—	3.8	28.0	6	4	4	146	Detroit, Bel River and Illinois	Michigan.	2,886,000	*	....	....	1,000,000	1,500,000	....	—	—	(R	ecently op	ened—no	returns.)	....	....	100	....								
Aug. 31, 1872	65.0	—	3.2	—	4	2	2	50	Detroit, Hillsdale and Indiana	Michigan.	1,318,150	*	....	....	343,150	1,470,000	....	—	65.0	(R	ecently op	ened—no	returns.)	....	....	100	....								
Dec. 31, 1872	189.0	—	26.0	—	34	37	20	502	Detroit and Milwaukee	Michigan.	10,213,528	*	....	....	2,917,140	7,290,388	—	19,259	189.0	775,748	438,074	330,559	1,381,603	442,155	—	100	....								
Aug. 31, 1872	164.0	2.0	2.0	22.0	....	....	....	....	Detroit, Lansing & Lake Michigan	Mich.	5,777,000	—	....	....	1,707,000	4,070,000	....	—	166.0	....	....	....	....	610,000	—	100	....								
Dec. 31, 1872	14.0	—	2.0	—	—	—	—	—	Dexter and Newport	Maine.	300,000	—	....	....	122,000	175,000	....	—	—	(Leased	to Maine	Central)	18,000	6	100	....								
Oct. 31, 1872	33.5	—	3.4	—	2	—	—	—	Dorcester and Delaware	Del. & Md.	....	—	....	....	....	....	....	—	33.5	....	12,838	7,781	22,792	7,175	—	100	....								
Sept. 30, 1872	29.0	—	2.8	—	—	—	—	—	Dover and Winnipiseogee	New Hamp.	825,000	—	....	....	480,000	—	—	—	—	(Boston	and Maine	R. R. Co.)	29,000	6	100	....								
Dec. 31, 1872	142.9	—	15.4	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,196,200	—	....	....	5,000,000	820,000	....	—	—	(Leased	by Illinois	Central.)	....	6	100	65								
Dec. 31, 1872	54.7	—	2.8	—	4	4	5	76	Dubuque and South Western	Iowa.	1,719,977	40,161	....	....	1,174,977	550,000	12,247	63,057	54.7	....	....	....	161,458	72,488	—	100	....								
Dec. 31, 1872	54.8	—	4.2	—	6	7	3	81	Dunkirk, Warren & Pittsburg	N. York.	2,770,565	*	....	....	1,266,000	1,400,000	189,907	....	54.8	....	....	....	109,262	2,064	—	100	....								
Sept. 30, 1872	58.0	—	7.4	—	7	6	3	92	Dutchess and Columbia Counties	N. Y.	2,796,377	*	....	....	1,468,487	1,500,000	554,407	—	58.0	....	....	....	210,546	L. 28,996	—	100	....								
Sept. 30, 1872	17.5	—	1.1	—	—	—	—	—	Duxbury and Cohasset	Mass.	384,519	*	....	9,870	350,000	—	42,239	2,160	17.5	....	100.711	6,262	34,048	1,434	—	100	....								
Oct. 31, 1872	17.5	—	0 6	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	—	....	....	89,800	175,000	....	—	—	(Penney	lvania R. R	Co.)	....	....	50	....								
Oct. 31, 1872	36.0	—	15.5	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,484,290	—	....	....	1,209,200	495,900	....	—	—	(Phila. &	Reading	Co.)	....	6	50	80								
Jun. 30, 1872	242.0	28.0	27.0	—	43	33	8	605	East Tenn., Va., & Georgia [2]	Tenn. & Ga.	9,167,851	*	24,750	661,298	1,970,024	3,889,900	168,593	2,735,377	270.0	....	....	172,295	1,201,492	366,892	—	100	....								
Sept. 30, 1872	414	71.7	61.6	—	73	133	36	854	Eastern	Massachusetts.	7,436,949	1,767,261	1,382,235	1,579,678	4,262,600	6,746,100	701,841	405,582	264.6	1,403,179	5,000,399	424.320	1,973,623	574,201	—	100	70½								
Dec. 31, 1872	23.0	5.0	3.1	—	3	2	—	86	Eastern Kentucky	Kentucky.	....	*	....	....	....	....	....	....	28.0	49,312	22,107	41,308	129,305	21,728	—	100	....								
Dec. 31, 1872	40.0	—	1.7	—	2	....	....	....	Eastern Shore [3]	Maryland.	895,000	*	....	....	296,000	600,000	....	....	40.0	(No state	ment furni	shed.)	....	....	100	....								
Dec. 31, 1872	185.0	—	9.7	—	....	....	....	....	Elizabeth and Paducah	Kentucky.	6,000,000	*	....	....	3,000,000	3,000,000	....	....	185.0	(R	ecently o	pened—no	returns.)	25,000	25,000	5	100	....								
Dec. 31, 1872	46.8	—	3.3	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	....	....	500,000	—	....	....	—	(Northern	Central	R. R. Co.)	165,000	162,000	5	50	....								
Dec. 31, 1872	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620 000	—	....	....	1,000.000	1,620,000	....	....	—	(Northern	Central	R. R. Co.)	165,000	162.000	5	50	....								
Sept. 30, 1872	459.0	496.0	608.5	—	488	302	76	10638	Erie	New Jersey, N. York & Pa.	97,048,084	11,191,472	568,181	1,183,257	86,536,910	26,398,800	2,517,301	—	954.0	12,318,504	3 598,988	5,564,274	18,871,885	4,720,256	14	100	43½								
Sept. 30, 1872	12.3	—	0.8	8.7	—	—	—	—	Erie and Genesee Valley	New York.	191,302	—	....	....	144,900	120,000	....	—	12.3	....	....	....	....	....	—	100	....								
Dec. 31, 1872	66.0	—	3.0	109.0	5	4	3	51	Erie and Louisville	Ohio.	2,328.636	*	96,800	47,046	1,045,450	890,000	536,502	—	66.0	52,000	30,160	38,344	74,404	27,328	—	100	....								
Dec. 31, 1872	81.5	3.7	11.3	—	29	10	4	1,319	Erie and Pittsburg	Pennsylvania.	5 397,000	*	....	....	2 000,000	3,297,000	....	—	114.0	749,260	265,985	1,141,437	(Pa. Co.)	385,937	7	50	....								
Dec. 31, 1872	114.0	3.0	6.0	—	15	15	5	302	European and North American [4]	Maine.	8,725,907	*	....	....	1,272,550	4,753,778	3,230,360	—	114.0	154,290	298,983	....	367,574	165,289	—	100	....								
Aug. 31, 1872	109.0	23.0	16.0	—	17	10	6	340	Evansville and Crawfordsville	Indiana.	2,879,748	*	24,449	92,138	1,144,253	1,127,000	20,630	704,462	132.0	359.515	140,036	....	366,979	213,645	—	100	....								
Dec. 31, 1872	55.0	—	3.1	—	8	5	3	222	Evansville, Terre Haute & Chi.	Ind. & Ill.	1,500,000	*	....	....	750,000	750,000	....	—	—	(Chicag	o, Danville	& Vincenn	es R. R. C	o.)	....	100	....								
Sept. 30, 1872	5.8	—	—	—	—	—	—	—	Fall River, Warren & Prov.	R. I. & Mass.	331,107	4,200	71,804	469,159	150,000	284,633	271,986	213,351	5.8	11,988	166,787	—	42,378	15,608	—	100	....								
Oct. 31, 1872	12.7	—	0.9	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	....	....	107,400	—	—	—	—	(Pbg. &	Connells	v. R. R. Co.)	—	—	71	50	....								
Sept. 30, 1872	50 3	43.2	84.7	—	38	46	12	676	Fitchburg	Massachusetts.	2,503,372	599,000	227,508	....	4,000,000	—	....	511,300	98.3	716,246	1,869,427	740,123	1,350,289	323,935	8	100	123								
Dec. 31, 1872	12 5	—	1.0	—	—	—	—	—	Flemington	New Jersey.	394,095	—	—	—	150,000	—	244,095	—	—	(Belv. D	elaware R.	R. Co.)	16,217	L. 16,156	—	100	....								

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1872	205.0	28.0	33.7	66.0	33	36	8	607	*Flint and Pere Marquette*.....Michigan.	8,766,602	1,135,131	694,565	384,284	3,297,300	5 389,000	1,048,609	1,244,673	233.3	888,227	509,975	344,559	1,133,612	456,118	—	100	...
Sept. 30, 1872	11.8	6.3	5.3	16.2	5	19	5	8	Flushing and North Side .....New York.	952,158	284,371	.....	.....	281,010	1,281,200	81,027	.....	18.1	176,515	1,256,278	.....	281,844	86,495	—	100	....
Sept. 30, 1872	10.0	—	1.0	—	3	2	1	10	Fonda, Johnstown and Gloversville. N. Y.	493,782	*	.....	.....	300,000	300,000	41,382	.....	10.0	35,056	99,890	25,897	78,023	38,198	—	100	...
Dec. 31, 1872	100.0	—	5.2	—	8	6	3	237	Ft. Wayne, Jack. & Saginaw. Ind. & Mich.	3,000,000	313,000	15,000	.....	1,056,000	2,000,000	.....	.....	100.0	.....	.....	.....	280,647	123,591	—	100	....
Jun. 30, 1872	109.0	—	2.7	—					Ft. Wayne, Muncie and Cin.....Indiana.	(Sold January 1, 1872.)				1,000,000	2,300,000	.....	.....	109.0	.....	.....	.....	224,815	28,574	—	100	....
Sept. 30, 1872	26.0	—	3.3	—	3	1	—	90	Framingham and Lowell.....Mass.	1,021,792	182,062	.....	58,170	499,896	650,000	112,698	30	—	(Boston, Clinton & Fitchb'g.)			21,580	21,580	—	100	70½
Dec. 31, 1872	11.5	—	1.3	—	2	3	—	21	Freehold and Jamesburg.....N. Jersey.	283,745	.....	.....	.....	283,745	.....	.....	.....	22.0	67,460	171,400	43,411	57,773	14,162	—	100	....
Feb. 28, 1873	85.0	—	9.0	150.0	9	6	4	126	Galv., Harrisburg & San Antonio..Texas.	2,255,402	287,906	.....	.....	2,051,468	552,840	.....	.....	85.0	36,210	8,064	27,637	160,424	93,422	—	100	....
Dec. 31, 1872	50.0	—	10.0	—	15	9	4	284	Galveston, Houston & Henderson. Texas.	2,522,063	398,639	234,423	14,796	1,000,000	1,500,000	360,653	311,091	50.0	198,167	86,845	179,666	751,054	366,017	—	100	....
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Georgia.	4,156,000	*	1,235,369	415,005	4,200,000	676,500	137,240	853,223	232.0	1,103,551	.....	.....	1,623,454	490,196	8	100	....
Jun. 30, 1872	111.0	—	5.5	—	8	4	4	302	Gilmen, Clinton & Springfield.....Illinois.	4,000,000	*	.....	.....	2,000,000	2,000,000	.....	.....	111.0	87,808	.....	67,361	156,750	33,525	—	100	....
Sept. 30, 1872	11.6	—	0.3	3.1					Goshen and Deckertown .....New York.	290,901	.....	.....	.....	105,000	246,500	8,000	.....	—	(Leased	to Erie)		21,500	21,500	6	100	....
Dec. 31, 1872	268.7	26.0	13.2	35.0	34	17	8	1,004	*Grand Rapids and Indiana*....Mich. & Ind.	4,807,993	1,114,214	128,797	4,748,995	2,800,000	3,000,000	.....	.....	289.7	.....	491,910	311,670	949,781	505,640	—	100	....
Mar. 31, 1873	94.0	—	4.7	—					Grand River Valley.....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	—	(Leased	by Michig	an Central	R. R. Co.)		—	100	....
Dec. 31, 1872	567.0	52.0	371.0	—	361	200	80	4,636	Grand Trunk †.....Canada.	106,960,746	*	5,187,215	1,348,909	16,977,803	91,597,296	4,870,346	1,515	1,377.0	6,754,570	1,718,273	1,535,296	8,925,970	1,803,921	—	100	....
Jan. 31, 1873	229.0	216.0	102.0	—	177	146	39	3,186	Great Western †.....Canada.	33,941,675	*	.....	.....	24,167,147	10,816,000	.....	.....	569.0	4,416,442	.....	.....	5,752,870	2,999,050	6½	100	....
Sept. 30, 1872	8.0	—	0.5	—					Greene.....New York.	348,877	.....	.....	.....	200,000	.....	.....	.....	8.0	20,824	37,773	151,848	38,718	5,611	6	100	....
Feb. 28, 1873	151.0	—	5.0	49.0	9	5	3	300	Green Bay and Lake Pepin....Wisconsin.	3,400,000	*	.....	.....	1,500,000	2,400,000	.....	.....	—		(Not regularly o	perated.)			—	100	....
Sept. 30, 1872	14.0	—	0.8	—					Greenwich and Johnsonville...New York.	304,415	*	.....	.....	130,098	185,500	11,086	.....	14.0	17,528	17,488	9,553	35,358	12,528	—	100	....
Mar. 31, 1873	66.0	—	4.0	180.0	7	3	1	72	Gulf Western Texas and Pacific.†..Texas.	2,500,000	*	.....	.....	.....	1,386,000	.....	.....	....	68,000	9,605	35,874	232,979	128,161	—	100	....
Dec. 31, 1872	4.9	0.8	0.3	—	2	2	2	6	Hackensack and New York..New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)		—	100	....
Dec. 31, 1872	28.0	—	1.4	—					Hackensack Extension.....New Jersey.	559,500	.....	.....	.....	560,000	299,500	.....	.....	—	(Leased	by Erie at	55 p. c. of	earnings.)		—	100	....
Jun. 30, 1873	70.0	—	4.0	—					Hannibal and Central Missouri. Missouri.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	....
Jun. 30, 1873	46.0	6.0	2.3	—					Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,000	675,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	....
Aug. 31, 1872	206.0	68.5	27.7	22.0	79	61	62	1,442	*Hannibal and St. Joseph* †.....Missouri.	23,297,728	*	.....	.....	14,250,828	9,146,900	.....	.....	274.5	1,648,638	320,838	415,363	2,484,670	670,529	—	100	21
Sept. 30, 1872	7.9	—	1.0	—	2	3	2	13	Hanover Branch.....Mass.	170,130	40,445	.....	21,128	123,550	.....	40,000	68,151	7.9	21,096	79,998	14,397	71,032	20,295	—	100	....
Oct. 31, 1872	12.2	—	0.9	—	6	5	2	30	Hanover Branch.....Penn.	201,372	68,000	.....	.....	116,850	.....	.....	.....	12.2	48,150	34,401	123 424	82,388	24,356	10	50	....
Sept 30, 1872	116.0	2.0	7.2	—	9	5	1	146	Harlem Extension .....New York.	3,000,000	*	.....	.....	4,000,000	4,000,000	40,500	.....	118.0	277,969	137,337	105,349	317,748	Loss.	—	100	....
Oct. 31, 1872	36.0	18.0	17.6	—					Harrisburg and Lancaster..Pennsylvania.	1,182,550	.....	.....	.....	1,182,550	700,000	.....	.....	54.0	(Leased	by Pennsy	lvania R.R.	Co.)		7	50	102
Sept. 30, 1872	62.0	16.5	87.0	—	37	33	16	703	Hartford and New Haven..Conn. & Mass.	4,729,381	872,197	1,452,042	1,120,651	6,500,000	580,000	50,547	1,043,728	78.5	782,172	1,303,158	721.348	2,106,674	752,702	4½	100	....
Sept. 30, 1872	122.4	0.8	18.7	—	26	36	16	361	Hartford, Prov. & Fishkill†..R.I., Ct & N.Y.	4,201,486	598,875	.....	.....	2,037,940	2,055,500	100,000	200,519	130.0	541,442	1,207,771	266,912	1,004,040	267,533	—	100	....
Aug. 31, 1872	75.0	—	4.0	125.0	13	6	3	81	*Hastings and Dakota*.....Minn.	(Purchased July 1, 1872 by Mil. & St. Paul Co. for $2,100,000.)								75.0	.....	10,928	20,640	21,415	Loss.	—	...	...
Dec. 31, 1872	5.5	—	0.6	—	2	—	—	100	Hibernia Mine..... .....New Jersey.	148,638	*	.....	1,362	150,000	.....	.....	.....	5.5	.....	.....	100,379	54,401	33,629	40	100	....
Dec. 31, 1872	63.3	—	4.9	—					Holly, Wayne and Monroe .....Mich.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Flint &	Pere Mar	quette R.	R. Co.)	—	100	....
Sept 26, 1872	10.3	—	0.8	—					Holyoke and Westfield.....Mass.	427,946	.....	.....	66	200,000	200,000	1,667	26,365	—	(New H	aven & N	orthamp.)	14,000	14,000	—	100	....
Sept. 30, 1872	74.0	—	7.0	—	16	16	8	389	Housatonic .....Connecticut.	1,864,871	340,687	.....	.....	2,000,000	400,000	335,213	42,248	162.2	274,980	282,741	242,218	528,115	117,529	—	100	....
Nov. 30, 1872	115.0	8.0	11.4	215.0	14	14	7	278	Houston and Great Northern†.....Texas.	3,361,361	*	731,494	589,503	2,400,000	1,925,915	45,956	260,487	123.0	123,257	24,819	36,583	280,767	81,329	—	100	....
Dec. 31, 1872	387.0	115.0	16.9	—	45	25	14	916	Houston and Texas Central †.....Texas.	15,000,000	*	.....	.....	620,000	10,040,000	.....	.....	349.0	.....	.....	.....	2,675,224	1,345,134	—	100	....
Oct. 31, 1872	45.0	29.5	15.5	—	23	6	5	116	Huntingdon and Broad Top Mt.....Penn.	3,159,769	*	.....	.....	1,320,750	2,158,500	117,441	.....	74.5	238,167	59,126	449,748	301,967	17,451	—	50	21
Dec. 31, 1872	705.5	—	130.4	—	197	117	45	4,586	*Illinois Central* .....Illinois.	34,061,196	*	10,248,460	614,081	23,500,000	19,423,707	.....	.....	1,197.0	5,388,226	1,352,156	2,039,321	8,026,754	2,103,107	10	100	105½
Dec. 31, 1872	62.8	—	3.2	—					Illinois Grand Trunk.....Illinois.	1,451,737	.....	.....	.....	960,000	960,000	.....	.....	—	(Leased	by Chicag	o, Burl. &	Quincy	Co.)	—	100	....
Jun. 30, 1872	85.0	—	2.9	67.0	5	...	...	...	Indiana and Illinois Central....Ind. & Ill.	3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	.....	—	(No	t operated	by Compa	ny.)		—	100	....
Dec. 31, 1872	202.5	10.0	38.0	—	65	23	9	1,752	Ind., Bloomington & Western..Ind. & Ill.	15,500,000	*	.....	.....	7,000,000	8,500,000	.....	.....	212.5	.....	.....	.....	1,359,691	.....	—	100	....
Dec. 31, 1872	179.0	—	21.2	—	58	40	12	1,121	Indianapolis, Cin. and Lafayette..Indiana.	13,988,000	*	.....	.....	5,500,000	8,700,000	.....	.....	179.0	1,211,206	.....	.....	1,764,369	592,056	—	100	....
Dec. 31, 1872	75.0	—	4.8	—	12	10	6	287	Indianapolis, Peru and Chicago..O. & Ind.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	6½
Dec. 31, 1872	72.0	—	12.0	—	58	34	16	1,407	Indianapolis and St. Louis.....Indiana.	3,927,197	*	241,216	424,409	600,000	3,338,000	654,822	.....	261.0	1,732,260	291,787	690,971	2,110,681	730,239	—	100	....
Dec 31, 1872	117.0	—	18.0	—	6	7	3	197	Indianapolis and Vincennes.....Illinois.	4,613,436	*	51,118	164,475	1,402,000	3,150,000	277,029	.....	117.0	212,294	.....	.....	264,390	90,205	—	100	....
Dec 31, 1872	183.7	—	6.2	—					*Iowa Falls and Sioux City*.....Iowa.	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	183.7	(Leased	by Ill. Cen	R.R. Co.)	337,462	118,112	—	100	86
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	.....	.....	.....	1,314,000	1,314,000	.....	.....	73.0	(Leased	to Chicag	o & N. W	estern.)		—	100	....
Sept. 30, 1872	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,236,150	*	.....	.....	494,162	600,000	103,302	.....	35.6	82,960	20,367	121,600	110,942	51,708	—	100	....
Dec. 31, 1872	13.0	1.0	1.3	—	3	2	1	146	Iron .....Ohio.	288,237	57,000	49,403	.....	129,550	.....	13,398	251,692	14.0	27,500	34,266	133,100	102,274	55,359	—	100	....
Oct. 31, 1872	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	.....	.....	400,000	100,000	.....	.....	11.0	11,350	.....	115,876	48,865	15,941	—	50	....
May 31, 1872	212.0	—	15.9	76.0					*Jackson, Lansing and Saginaw*..Michigan.	6,500,000	.....	.....	.....	1,976,100	4,195,000	.....	.....	156.0	(Leased	by Michig	an Centra	l.)		—	100	....
Dec. 31, 1872	36.5	—	7.2	—					Jefferson (Erie).....Pennsylvania.	4,396,700	.....	.....	.....	2,095,700	2,300,000	.....	.....	—	(Leased	by Erie R	ailway Co.)		140,000	—	100	....
Dec. 31, 1872	108.0	116.0	22.6	—	41	37	12	744	Jeffersonville, Madison and Ind..Indiana.	6,888,000	*	1,059,864	162,891	2,000,000	4,888,000	1,214,013	7,853	224.0	1,061,102	658,633	468,786	1,287,286	469,670	7	100	....
Dec. 31, 1872	37.7	—	4.2	—					Joliet and Chicago .....Illinois.	1,849,000	.....	.....	.....	1,500,000	349,000	.....	.....	—	(Leased	to Chicag	o & Alton	R.R. Co.)		7	100	85
May 31, 1872	44.5	—	3.7	—					Joliet and Northern Indiana...Ill. & Ind.	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased	to Michig	an Centra	l R. R. Co.)		8	100	....
Oct. 31, 1872	4.6	—	9.8	—					Junction (Phila.).....Pennsylvania.	898,324	.....	.....	.....	185,250	800,000	.....	.....	—	24,937	215,230	.....	132,384	55,157	—	50	....
Dec. 31, 1872	42.0	—	2.1	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(No	returns f	urnished.)			—	100	....
Dec. 31, 1872	58.0	—	3.1	—					Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	—	(Leased	to Lake S	.& M. So.)	103,800	103,800	6	100	....
Mar. 31, 1873	40.0	—	2.7	—					Kalamazoo and South Haven.....Mich.	890,000	.....	.....	.....	250,000	640,000	.....	.....	—	(Leased	by Michig	an Central	R.R. Co.)	51,200	—	100	....
Mar. 31, 1872	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Joseph & Co. Bl. Mo. & Ia.	8,626,158	*	.....	.....	2,789,413	6,131,500	.....	.....	260.2	.....	.....	.....	1,242,270	.....	—	100	....
Jun. 30, 1872	31.9	—	1.6	—					Kansas City and Santa Fe.....Kansas.	1,440,000	.....	.....	.....	720,000	720,000	.....	.....	—	(Leased	by Leav. L	awr. & Gal.	R.R. Co.)	72,000	—	100	....
Dec. 31, 1872	638.6	24.0	22.6	—	88	53	18	1,074	Kansas Pacific.....Kansas & Col.	35,183,274	*	2,428,546	2,563,182	9,638,950	16,925,000	2,706,480	.....	672.6	2,475,270	179,182	348,966	3,732,713	1,494,447	—	100	....
Aug. 31, 1872	49.0	—	2.4	—	6	10	4	59	Knox and Lincoln ..... Maine.	2,725,798	*	.....	138,305	361,492	2,395,000	.....	107,611	49.0	(Com	pleted Oct.	19, 1871.)	87,612	35,973	—	100	....
Oct. 31, 1872	80.0	—	3.0	—	25	10	4	1,515	Lackawanna and Bloomsburg .....Penn.	3,398,452	722,792	.....	.....	1,325,000	2,250,000	193,261	.....	80.0	436,206	362,294	2,213,010	1 083,505	471,764	—	50	....
Dec. 31, 1872	80.3	—	2.5	93.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	.....	.....	.....	1,000,000	1,300,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	....
Dec. 31, 1872	36.0	—	1.8	79.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	.....	3,716,927	.....	3,000,000	1,500,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	....
Sept. 30, 1872	16.0	—	.....	124.0	—	—	—	—	Lake Ontario Shore Line.....New York.	1,541,456	.....	.....	.....	1,727,553	792,000	96,097	.....	—	(Not yet i	n operatio	n.)			—	100	....
Dec. 31, 1872	541.3	595.2	533.2	—	418	160	69	8,640	Lake Shore & Mich. S.....P., O. Ind. & Ill.	63,047,176	12,384,187	7,315,307	1,515,979	50,000,000	26,495,000	6,350,020	1,417,630	1,136.5	13,477,534	2,112,833	4,382,243	17,591,629	5,118,598	8	100	78½
Jan. 30, 1872	37.0	—	.....	66.0	6	—	—	85	Lake Shore and Tuscarawas Valley. Ohio.	2,589,669	87,519	138,142	72,922	744,038	2.000 000	93,314	.....	—	(Opened t	hrough in	July, 1873.)			—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending	Railroad. Main Line.	Branch Line.	Track and Sidings.	Railroad in progress.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stocks.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.		$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	+	p.c
Sept. 30, 1872	74.0	—	4.8	76.0	N. Y., Kingston & Syracuse..New York.	3,055,856	190,066	.....	.....	2,662,921	583,000	92,692	.....	74.0	101,685	163,267	69,137	219,368	60,974	—	100	....
Sept. 30, 1872	5.4	—	0.4	54.6	N. Y., Housatonic & North.N.Y. & Conn.	604,626	12,737	.....	.....	261,000	183,500	156,475	.....	—	(Leased	by Housat	onic R. R.	Co.)	3,010	—	100	....
Sept. 30, 1872	7.0	—	0.4	0.2	New York and Mahopac.....New York.	264,912	.....	.....	.....	265,000	.....	.....	.....	—	(Leased	by New Y	ork & Har	lem R. R.	Co.)	—	100	....
Sept. 30, 1872	124.0	16.8	164.0	—	N. Y., N. H. & Hartford..N.Y., Ct. & Ma.	12,861,474	1,840,535	1,465,553	3,428,675	15,500,000	1,641,500	377,341	1,377,592	190.2	1,700,891	3,925,765	892,579	4,488,564	1,769,809	10	100	130½
Sept. 30, 1872	62.5	—	27.5	—	N. Y., Providence and Boston..C. & R. I.	3,101,400	*	.....	.....	1,887,400	1,214,000	.....	.....	67.5	441,486	614,211	229,677	911,021	401,914	9	100	120½
Sept. 30, 1872	99.0	—	3.6	—	Niagara Bridge and Canandaigua.N. York.	3,210,616	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	by New Y	ork Cent.	R.R. Co.)	60,000	6	100	....
Jun. 30, 1872	35.3	—	3.3	—	Niles and New Lisbon .....Ohio.	1,047,364	108,287	.....	.....	500,000	500,000	59,584	96,067	35.3	112,067	48,554	836,167	179,553	88,216	—	100	....
Sept. 30, 1872	228.0	—	11.2	—	North Carolina ¶.....North Carolina.	4,947,741	*	344,672	337,271	4,000,000	553,413	592,030	483,241	223.0	478,580	140,397	113,126	(Richm.&	Danv.)	—	100	....
Feb. 28, 1873	102.0	—	9.0	—	North-Eastern ¶ .....South Carolina.	2,148,131	*	88,720	37,364	979,850	1,101,500	138,977	53,380	102.0	293,721	82,719	.....	395,463	159,695	—	100	....
Jun. 30, 1873	72.0	—	3.6	118.0	North Louisiana and Texas.....La.	.....	(No a	ccounts o	btainabl	e.)	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1872	55.6	12.1	66.7	—	North Pennsylvania.....Pennsylvania.	7,086,930	1,208,779	1,524,750	.....	3,473,500	4,042,500	63,394	.....	67.7	617,092	889,571	880,119	1,336,938	592,322	5¢	50	98
Dec. 31, 1872	95.0	45.3	33.3	—	Northern, of Canada.....Canada.	5,465,410	*	75,964	610,683	.....	5,819,983	261,561	3,533	140.3	748,838	212,080	313,664	894,774	180,541	—	50	77
Dec. 31, 1872	138.0	4.0	187.0	—	Northern Central ¶.....Md. and Penn.	11,6 6,830	3,223,438	2,750,906	928,678	5,842,000	11,040,602	1,464,215	222,099	317.0	3,288,463	1,110,110	4,769,895	4,598,820	1,161,769	6	50	77
Mar. 31, 1872	69.2	13.4	17.6	—	Northern New Hampshire ..New Hamp.	3,068,400	*	309,618	212,955	3,068,400	102,000	266,800	154,576	82.6	506,848	195,406	411,888	766,358	217,103	8	100	106
Dec. 31, 1872	21.3	—	4.6	—	Northern New Jersey.....New Jersey.	527,452	*	872,548	.....	1,000,000	400,000	.....	.....	—	(Leased	to Erie Ra	ilway Co.)	273,054	37,604	8	100	....
May 31, 1872	153.0	106.0	.....	1,441	Northern Pacific.....Minn., Dak. &c.	13,292,142	1,908,838	601,394	.....	.....	50,000p.m	.....	.....	559.0	.....	(No sta	tement pu	blished.)	.....	—	100	....
Sept. 30, 1872	59.4	7.0	13.1	—	Norwich and Worcester ¶..Conn. & Mass	2,463,983	*	84,706	109,188	2,364,400	759,000	35,526	731,947	68.4	410,089	372,841	346,367	771,602	293,228	10	100	126
Jun. 30 1872	113.0	32.0	14.5	—	Nova Scotia.....Nova Scotia.	6,976,268	*	110,464	.....	.....	6,976,268	110,464	.....	145.0	.....	194,167	242,210	328,841	Loss.	—	100	....
Sept. 30, 1872	118.0	4.0	18.0	—	Ogdensburg and Lake Champlain...N. Y.	4,048,510	1,748,411	.....	.....	3,077,000	1,012,000	.....	.....	122.0	636,755	171,894	417,373	1,005,979	263,867	6	100	57
Dec. 31, 1872	10.0	2.0	3.8	—	Ogden Mine.....New Jersey.	452,994	*	.....	.....	450,000	.....	.....	.....	12.0	.....	.....	54,479	47,459	25,656	6	100	....
Jun. 30, 1872	340.0	53.0	24.0	—	Ohio and Mississippi ....Ohio, Ind. & Ill.	24,470,762	*	.....	.....	24,030,000	10,111,850	328,902	.....	393.0	2,852,763	404,765	708,799	3,343,345	984,008	—	100	31½
Oct. 31, 1872	120.0	3.0	53.7	—	Oil Creek and Allegheny River.....Penn.	8,554,547	1,008,331	.....	.....	4,959,450	3,680,000	.....	.....	123.0	749,668	559,926	676,500	1,285,554	461,531	6½	50	34½
Sept. 30, 1872	131.3	19.4	50.6	15.0	Old Colony and Newport..Massachusetts.	8,095,654	*	441 553	586,443	5,103,506	3,521,000	467,989	581,156	150.7	1,110,075	3,711,345	510,434	1,897,438	630,249	6½	100	110½
Dec. 31, 1872	9.9	2.0	3.1	—	Orange and Newark.....New Jersey.	1,078,555	*	.....	.....	290,300	736,000	73,852	.....	11.9	.....	2,984,817	.....	203,094	24,633	—	100	....
Sept. 30, 1872	282.6	10.0	9 6	—	Orange, Alex. and Manassas Gap ¶....Va.	9,180,634	*	.....	.....	2,692,540	5,622,664	865,431	.....	292.6	713,252	196,394	161,434	988,371	403,598	—	100	....
Dec. 31, 1872	25.0	—	1.7	200.0	Osage Valley and Southern Kansas...Mo.	600,000	.....	.....	.....	375,000	200,000	25,000	.....	—	(Leased	by Pacific	(of Mo.)R.	R. Co.)	35 p. c.	—	100	....
ept. 30, 1872	28.6	—	3.3	—	Oswego and Rome.....New York.	950,953	.....	.....	.....	300,000	612,100	27	.....	—	(Leased	by Rome,	Watertow	n & Ogd.	R.R.Co.)	—	100	....
Sept. 30, 1872	35.0	—	46.7	—	Oswego and Syracuse .....New York.	1,114,844	330,270	.....	.....	1,144,400	180,000	.....	.....	35.0	232,069	171,932	232,801	354,880	73,878	9	100	....
Dec. 31, 1872	35.0	—	1.6	100.0	Owensboro and Russellville...Kentucky.	2	1	1	1	1,500,000	1,500,000	.....	.....	35.0	(In cour	se of cons	truction:	no return	s.)	—	100	....
Dec. 31, 1872	283.5	15.5	39.1	—	*Pacific of Missouri* ¶.....Missouri.	.....	.....	.....	.....	7,000,000	(Assume	d by Le	sees.)	—	(Leased	by Atlant	ic & Pacif	c R. R. Co.)	—	5	100	41½
Dec. 31, 1872	63.5	—	3.6	101.5	Paducah and Gulf .....Kentucky.	3,261,312	*	980,220	89,430	2,924,150	1,000,000	408,812	.....	63.5	469.299	22,920	21,589	95,261	35,845	—	100	....
Jun. 30, 1872	11.0	—	0.5	53.4	Painesville and Youngstown.....Ohio.	234,608	21,389	.....	.....	255,997	.....	.....	.....	11.5	(Under	construct	ion: no re	turns.)		—	100	....
Dec. 31, 1872	47.6	—	11.8	—	Panama.....New Granada.	10,000,000	*	.....	.....	7,000,000	2,993,177	.....	.....	47.6	.....	.....	.....	1,718,630	1,232,602	10½	100	115
Dec. 31, 1872	76.0	33.0	6.2	—	Paris and Decatur.....Illinois.	2,800,000	*	.....	.....	1,690,000	1,200,000	.....	.....	109.0	.....	(No	statement	furnished	.)	—	100	....
Dec. 31, 1872	14.5	—	14.5	—	Paterson and Hudson.....New Jersey.	600,000	.....	.....	.....	630,000	.....	.....	.....	—	(Leased	by Erie R	ail'y Co.)	53,400	53,400	8½	100	....
Dec. 31, 1872	12.0	—	2.6	—	Paterson and Newark.....New Jersey.	896,162	.....	.....	.....	250,000	500,000	.....	.....	—	(Leased	by Erie R	ail'y Co.)		35 p. c.	—	100	....
Dec. 31, 1872	15.1	—	15.1	—	Paterson and Ramapo.....New Jersey.	350,000	.....	.....	.....	248,000	100,000	.....	.....	—	(Leased	by Erie R	ail'y Co.)	30,178	30,178	6	100	....
Feb. 28, 1873	67.3	—	3.9	—	Pekin, Lincoln and Decatur.....Illinois.	2,576,000	.....	.....	.....	1,500,000	1,076,000	.....	.....	—	(Leased	by Tol.Wa	b. & Win.	Co.)	.....	—	100	....
Dec. 31, 1872	22.0	—	1.5	—	Pemberton and Hightstown....N. Jersey.	538,692	.....	.....	.....	342,150	160,000	36,542	.....	—	(Leased	by United	Co.)	31,729	31,729	6	100	....
Dec. 31, 1872	18.0	—	1.1	—	Pemberton and New York...New Jersey.	875,000	.....	.....	.....	500,000	375,000	.....	.....	—	(Leased	by N. Jer	Sth'nR.R.	Co.)	.....	—	100	....
Dec. 31, 1872	165.0	—	10.0	40.0	Peninsular.....Mich. Ind. & Ill.	4,916,283	*	.....	.....	1,995,000	2,779,000	142,262	.....	165.0	.....	83,491	46,333	109,913	Loss.	—	100	....
Dec. 31, 1872	354.9	69.0	546.9	—	Pennsylvania .....Pennsylvania.	31,283,895	11,154,533	53,506,985	20,413,980	53,271,937	35,072,809	19,395,422	8,919,154	787 7	13,380,937	5,250,393	7,844,779	22,012,525	8,247,852	10	50	104½
Dec. 31, 1872	47.0	15.9	57.0	—	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,967,500	.....	4,000,000	536,500	375,000	.....	47.0	.....	3,486	1,376,772	23,023	recently	opened.)	20	50	285
Dec. 31, 1872	22.5	—	1.2	—	Pennsylvania and Delaware..Penn. & Del.	1,200,000	.....	.....	.....	483,297	700,000	.....	.....	—	(Leased	to Penna.	R.R. Co.:	recently	opened.)	—	50	....
Dec. 31, 1872	104.8	12.1	35.9	—	Pennsylvania and N. York..N.Y. & Penn.	5,086,426	628,814	.....	.....	3,061,700	3,000,000	.....	.....	145.6	.....	190,309	1,268,527	1,608,287	437,135	—	50	....
Dec. 31, 1872	46.0	—	6.6	—	Peoria and Bureau Valley.....Illinois.	1,800,000	.....	.....	.....	1,200,000	600,000	.....	.....	—	(Leased	by Chic.R.	I. & Pac.	Co.)	125,000	8	100	....
Dec. 31, 1872	83.0	—	11.6	—	Peoria, Pekin and Jacksonville...Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....	.....	83.0	260,093	77,372	124,505	302,552	.....	—	50	....
Dec. 31, 1872	6.5	—	1.0	—	Perth Amboy and Woodbridge..N. Jersey.	214,581	.....	.....	.....	57,200	100,000	57,381	.....	—	(Oper.b	y Penna.	R. R. Co.)	.....	.....	—	100	....
Dec. 31, 1872	64.0	18 0	8.0	—	Petersburg ¶.....Virginia.	1,817,985	*	323,905	43,388	1,324,200	500,000	361,088	.....	82.0	228,000	44,392	57,238	284,944	132,851	—	100	....
Oct. 31, 1872	46.0	—	6.0	—	Philadelphia and Balt. Cent..Penn. & Md.	1,806,209	177,474	.....	.....	220,606	2,600,000	53,413	.....	58.1	176,312	315,515	134,307	295,594	105,205	—	100	....
Dec. 31, 1872	287.6	—	114.3	—	Philadelphia and Erie ¶.....Pennsylvania.	21,822,990	*	2,248,698	.....	8,448,000	14,750,000	892,983	.....	287.6	2,912,351	839,793	2,028,568	3,980,763	846,319	—	50	42
Dec. 31, 1872	17.1	3.1	13.7	21.0	Phila., Germantown and Norristown..Pa.	1,146,538	368,282	500,793	.....	2,231,900	.....	.....	.....	23.6	(Leased	by Phila.	&Read'g.)	287,816	271,179	12	50	175
Dec. 31, 1872	98.4	172.1	421.7	—	Philadelphia and Reading..Pennsylvania.	45,922,674	*	24,888,327	2,675,996	34,236,175	33,120,804	4,172,014	1,958,004	708.0	7,248,778	6,383,991	9,573,405	12,125,038	4,823,300	10	50	115
Dec. 31, 1872	26.6	—	36.3	—	Philadelphia and Trenton..Pennsylvania.	1,534,479	.....	529,626	.....	1,259,100	.....	.....	275,408	37.5	.....	1,561,080	1,124,640	1,759,758	.....	10	100	122
Dec. 31, 1872	95.3	3.8	139.1	—	Philadelphia, Wilm. and Baltimore..Penn.	11,890,736	*	2,318 306	175,396	11,485,750	1,990,500	455,321	660,478	197.7	1,248,818	1,747,195	449,780	2,814,274	1,188,614	8	50	110
Oct. 31, 1872	7.0	—	1.0	—	Pithole Valley.....Pennsylvania.	100,000	*	225,000	.....	225,000	100,000	17,132	.....	7.0	.....	9,800	12,854	20,483	Loss.	—	50	....
Dec. 31, 1872	196.0	8.0	46.0	—	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	15,095,349	3,740,488	1,950,109	1,812,268	8,433,550	10,011,740	5,461,173	.....	201.0	3,160,500	606,902	1,429,115	3,856,649	799,501	—	50	....
Dec. 31, 1872	468.3	—	156.3	—	Pittsburg, Ft. W. and Chic..P., O., I. & I.	35,835,286	*	.....	.....	22,214,286	13,621,000	17,230	.....	503.6	7,313,148	2,106,152	2,408,162	9,780,310	4,507,465	10	100	94½
Dec. 31, 1872	14.0	—	3.1	16.0	Pittsburg, Virginia & Charleston.....Pa.	654.068	55,248	.....	.....	618,564	.....	.....	.....	14.0	(In operat	ion only t	hree mon	ths.)	—	—	50	....
Oct. 31, 1872	149.6	1.9	17.2	—	Pittsb'g, Washington & Dalton..Pa.&Md.	11,598,286	687,192	88,196	.....	1,960,682	4,780,000	3,463,204	.....	173.8	1,703,900	781,994	280,780	1,437,392	Loss.	—	50	....
Sept.30, 1872	18.6	—	1.4	—	Pittsfield and North Adams.....Mass.	450,000	.....	.....	.....	450,000	.....	.....	.....	—	(Leased	by Boston	& Albany	R.R. Co.)	27,000	6	100	....
Jun. 30, 1872	—	—	—	178.0	Plymouth, Kankaka & Pacific..Ind. & Ill.	.....	.....	.....	.....	719,290	450,000	.....	.....	—	(Leased	by Pennsy	lvania Co.	.)	.....	—	100	....
Oct. 31, 1871	66.0	—	2.7	24.0	Port Huron and Lake Michigan.....Mich.	3,000,000	*	(To com	pletion.)	1,200,000	1,800,000	.....	.....	41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Nov. 30, 1872	60.0	—	8.5	50.0	Portland and Ogdensburg....Me. & N. H.	1,945,560	161,149	97,155	29,230	1,039,098	906,000	259,132	28,859	60.0	118,100	55,592	37,856	115,484	40,361	—	100	....
Dec. 31, 1872	65.0	—	2.1	93.0	Portland and Ogdensburg.....Vermont.	1,662,000	*	.....	.....	.....	2,340,000	.....	.....		(Earnings	used in co	nstructio	n.)		—	100	....
Dec. 31, 1872	27.5	—	2.8	—	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	218,500	.....	.....	27.5	17,215	2,880	6,375	14,221	.....	—	100	....
Aug 31, 1872	52.5	—	3.3	—	Portland and Rochester.....Me. & N. H.	1,9 0,854	*	45,000	10,296	636,097	1,120,000	200,053	.....	52.5	141,640	120,009	60,790	151,561	38,078	—	100	....
May 31, 1872	51.3	—	7.4	—	Portland, Saco and Portsmouth ....N. H.	1,500,000	*	.....	.....	1,500,000	.....	.....	.....			(Leased b	y Eastern	R.R. Co.)		10	100	115
Apl. 30, 1873	111.8	—	6.0	—	Port Royal.....South Carolina.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	110.0		(Operated	for benefit	of contra	ctors.)	—	25	....
May 31, 1873			4.9	39.0	Portsmouth, Gt. Falls and Conway..N. H.	2,270,000	*	.....	.....	770,000	2,000,000	.....	.....			(Leased b	y Eastern	R.R. Co.)		6	100	65½
Sept.30, 1872	..	—	2.5	3.4	Poughkeepsie and Eastern....New York.	1,391,372	*	.....	.....	524,464	(508,200	506,079	.....	41.8	53,514	70,015	10,40	53,079	14,038	—	100	....

Sept. 30, 1872	43.4	1.0	44.1	—	27	29	6	919	Providence and Worcester	R. I. & Mass.	1,609,636	666,568	125,566	107,863	2,000,000	500,000	224,613	84,019	47.6	$307,586	1,608,257	$ 521,861	895,897	239,920	10	100	....
Nov. 30, 1872	13.6	—	3.1	—	3	3	2	11	Providence, Warren and Bristol	R. I. & M.	645,079	73,026	.....	.....	437,917	50,000	63,611	.....	13.6	44,096	415,776	10,367	105,555	51,456	3	100	....
Dec. 31, 1872	21.0	—	2.0	—	1	3	2	—	Queen Anne and Kent Co.	Md.	351,000	*	32,200	.....	260,000	269,000	2,600	.....	21.0	38,850	12,560	38,251	27,437	9,989	—	50	....
Dec. 31, 1872	41.7	—	1.4	88.3	3	2	2	45	Quincy, Alton and St. Louis	Ill.	1,850,000	*	.....	.....	1,000,000	850,000	.....	.....	41.7	.....	.....	.....	96,000	.....	—	100	....
May 31, 1872	97.0	—	9.7	—	12	11	4	94	Raleigh and Gaston	North Carolina.	1,500,000	*	155,300	102,935	1,500,000	—	92,150	166,085	97.0	.....	31,226	64,096	359,277	154,400	—	100	....
Jan. 31, 1873	44.0	—	3.0	66.0	4	3	3	46	Raleigh and Augusta Air-Line	N. Car.	1,134,211	89,785	.....	.....	876,000	350,000	.....	.....	44.0	.....	.....	.....	76,037	.....	—	100	....
Sept. 30, 1873	71.0	110.0	41.5	—	39	68	19	974	Rensselaer and Saratoga	N. Y.	7,489,628	*	.....	.....	6,000,000	1,925,000	.....	.....	181.0	861,480	664,000	556,934	1,748,915	604,224	7	100	108
Sept. 30, 1872	140.5	55.2	16.7	—	26	17	10	272	Richmond and Danville	Virginia.	5,109,406	*	2,046,460	211,461	4,000,000	2,621,090	510,171	286,066	295.9	526,732	184,485	176,708	832,092	363,846	—	100	....
Sept. 30, 1872	76.5	11.4	6.2	—	12	6	4	139	Richmond, Frederick and Potomac	Va.	2,622,927	*	116,589	268,282	1,509,826	889,899	43,417	559,604	89.9	200,899	.....	.....	351,919	145,919	—	100	....
Sept. 30, 1872	22.5	2.8	4.2	—	8	10	4	160	Richmond and Petersburg	Va. N.C.	1,188,213	*	86,833	30,224	847,100	326,296	93,377	37,528	46.8	107,159	118,189	42,223	160,319	45,945	—	100	....
Sept. 30, 1872	39.3	—	2.2	26.0	3	3	2	42	Richmond and York River	Va.	1,265,640	*	.....	.....	650,000	615,640	.....	.....	38.3		(No returns obtained.)				—	100	....
Sept. 30, 1872	18.5	—	1.7	—					Rochester and Genesee Valley	N. York.	671,393				557,560				—	(Leased	by Erie Railway Co.)		34,012	6	100	....
Jun. 30, 1872	251.9	25.5	27.0	—	33	15	7	915	Rockford, Rock Island and St. Louis	Ill.	15,490,570	*	.....	.....	6,490,579	9,000,000	.....	.....	316.5	.....	.....	.....	1,067,749	243,534	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	26	Rome	Georgia.	235,235	*	.....	.....	250,844	.....	.....	.....	20.0		(No information.)				16	100	....
Sept. 30, 1872	141.1	48.8	25.3	—	40	31	15	779	Rome, Watertown and Ogdensburg	N. Y.	4,000,000	*	.....	.....	2,998,900	1,735,606	38,359	.....	218.2	675,016	441,909	386,440	1,150,764	282,106	7	100	75
Jan. 31, 1873	120.0	—	26.0	—					Rutland	Vermont.	8,787,902	—	1,256,719	.....	6,641,300	1,701,000	1,180,628	.....	239.0	(Leased	to Central Verm't.)		434,740	405,381	—	100	9
Jun. 30, 1873	225.0	—	94.0	34.0	19	.....	.....	.....	St. Joseph and Denver City	Kan. & Neb.	11,188,220	420,925	279,044	3,203	4,000,000	7,000,000	784,425	157,067	225.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	54.0	5.0	6.1	—	9	15	6	93	St. Lawrence and Ottawa	Canada.	1,050,000	*	.....	.....	.....	250,000	.....	.....	59.0	.....	70,265	38,592	161,771	45,953	—	100	....
Dec. 31, 1872	189.0	18.0	29.0	—	13	9	7	553	St. Louis, Alton and Terre Haute	Illinois.	11,768,400	*	.....	238,001	4,768,400	6,700,000	218,001	.....	56.0	360,130	149,499	416,215	507,719	220,002	—	100	12
Dec. 31, 1872	195.5	15.2	37.0	—	21	20	18	1,651	*St. Louis and Iron Mountain*	Missouri.	14,558,951	1,951,989	1,088,796	158,733	10,000,000	3,461,000	.....	.....	210.8	938,393	557,575	623,574	2,146,639	667,639	3	100	58½
Dec. 31, 1872	310.0	48.0	25.0	50.0	46	26	12	1,170	St. Louis & S. Eastern	Ill., Ky. & Tenn.	11,089,000	1,725,000	3,993,000	.....	11,000,000	5,807,000	.....	.....	220.0	.....	.....	.....	822,601	160,779	—	100	....
Dec. 31, 1872	150.0	—	7.5	—					St. Louis, Jacksonville and Chicago	Ill.	5,040,100	—	.....	.....	2,324,100	3,477,000	.....	.....	—	(Leased	by Chicago & Alton	R.R.Co.)	240,000	.....	—	100	....
Jan. 31, 1873	353.0	—	17.6	—	88	28	19	1,531	St. L., Kansas City & Northern	Mo & Ia.	28,134,445	*	2,369,76	439,708	24,000,000	6,000,000	943,028	.....	581.7	2,893,281	428,957	517,528	2,780,820	748,139	—	100	....
Oct. 31, 1872	168.4	—	23.0	—	30	14	8	824	St. Louis, Vandalia & Terre Haute	Ill.	7,984,227	*	.....	208,201	2,377,779	5,499,000	250,548	60,101	158.4	862,806	.....	.....	1,130,273	354,082	—	100	....
Dec. 31, 1872	297.0	175.0	16.0	251.0	30	14	9	289	*St. Paul and Pacific* (1st Div.)	Minnesota.	15,188,653	*	3,723,083	229,522	1,968,500	16,197,000	589,333	—	283.0	462,489	235,279	152,356	682,566	.....	—	100	....
Dec. 31, 1872	121.0	—	8.0	—	13	6	4	194	St. Paul and Sioux City	Minn.	4,560,960	*	179,798	54,019	4,000,000	—	784,777	.....	121.0	344,883	75,461	136,127	424,398	99,668	—	100	....
Dec. 31, 1872	116.0	—	16.0	—	21	18	9	309	Sandusky, Mansfield and Newark	Ohio.	3,244,500	*	.....	.....	937,500	2,307,000	.....	.....	160.0	.....	178,661	158,505	574,951	37,802	—	100	....
Dec. 31, 1872	237.0	110.0	15.4	61.0	27	19	6	342	Savannah, Albany and Gulf	Ga.	7,592,283	*	529,789	1,171,804	4,479,677	3,242,200	1,571,999	.....	347.0	635,300	98,234	.....	983,966	339,539	—	100	....
Dec. 31, 1872	104.0	—	4.9	—	10	9	5	80	Savannah & Charleston	S. Car. & Ga.	2,288,966	*	.....	.....	1,000,000	1,427,800	.....	.....	104.0	(No	statement	furnished	: very s	mall.)	—	100	....
Feb. 28, 1873	80.0	—	8.0	—	15	7	5	203	Seaboard and Roanoke	Va. & N. Carolina.	1,488,400	*	.....	105,689	1,278,400	210,000	107,000	.....	80.0	285,679	26,309	162,582	566,619	266,335	8	100	....
Apr. 30, 1872	237.0	—	11.9	—	39	17	9	412	*Selma, Rome and Dalton*	Ala. & Georgia.	12,980,000	*	.....	.....	3,750,000	9,230,000	large	.....	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac	Wisconsin.	2,000,000	*	.....	.....	1,389,000	1,423,000	10,000	.....	80.5	60,500	32,318	34,321	79,481	23,624	—	100	....
Nov. 30, 1872	32.0	—	2.0	—	2	2	2	70	Shenango and Allegheny	Pennsylvania.	890,335	78,945	20,000	.....	199,000	780,000	.....	.....	32.0	40,500	16,170	56,220	58,850	32,393	—	50	....
Jun. 30, 1872	106.8	—	11.3	—	11	8	5	168	*Sioux City and Pacific*	Neb. & Iowa.	3,696,400	*	.....	.....	2,068,400	1,628,080	.....	.....	157.8	.....	.....	.....	162,406	10,344	—	100	....
Dec 31, 1872	122.4	—	6.6	26.1	9	6	3	232	Sioux City and St. Paul	Iowa & Minn.	4,422 132	*	568,362	—	2,800,000	1,740,000	450,494	.....	—	(Run by c	ontractors	: no returns.)				—	100	....
Sept. 30, 1872	183.0	—	9.2	—	.....	.....	.....	.....	South and North Alabama	Ala.	7,481,764	*	.....	.....	3,458,067	4,906,000	.....	.....	131.0	.....	41,327	74,837	199,051	60,285	—	100	....
Dec. 31, 1872	137.0	106.0	30.0	—	42	37	*	507	South Carolina	South Carolina.	9,594,328	*	2,019,176	306,086	5,819,275	4,730,346	236,736	71,474	243.0	856,782	207,344	286,707	1,401,211	545.105	—	100	....
Sept. 30, 1872	116.0	—	5.8	—	11	7	4	401	Southern Central	New York.	3,450,058	287,305	.....	.....	1,783,021	2,288,000	89,881	.....	116.0	302.744	161,821	178,099	307,280	104,978	—	100	....
Sept. 30, 1872	57.0	20.0	20.0	—	19	35	7	114	South Side (L. I.)	New York.	3,166,551	648,925	.....	.....	1,000,000	2,250,000	386,782	.....	57.0	233,990	617,899	83,701	501,871	226,637	—	100	....
Aug. 31, 1872	167.5	—	9.5	—	12	5	3	243	Southern Minnesota	Minnesota.	9,424,953	*	.....	.....	3,825,000	4,592,000	1,007,953	.....	165.5	.....	46,349	92,661	493,438	190,021	—	100	....
Dec. 31, 1872	170.0	—	8.5	552.0	14	23	5	245	Southern Pacific	California.	11,500,000	*	.....	.....	8,404,800	5,750,000	.....	.....	170.0	.....	314,150	121,660	932,725	481,664	—	100	....
Jun. 30, 1872	228.0	—	11.2	—	12	16	4	260	Springfield & Ill. So. Eastern	Illinois.	8,176,500	*	.....	.....	4,000,000	4,400,000	140,000	.....	—	(Not in o	peration a	t date.)			—	100	....
Sept. 30, 1872	81.0	—	17.0	—	16	13	3	373	Syracuse, Binghamton and N. York	N.Y.	3,906,297	*	.....	.....	2,004,000	1,670,000	129,414	.....	81.0	449,520	186,606	583,355	713,585	216,481	4	100	....
Sept. 30, 1872	26.0	1.0	3.1	16.0	8	6	2	40	Syracuse and Chenango Valley	N. Y.	1,165,062	61,985	.....	.....	1,063,400	500,000	229,997	.....	26.0	23,548	49,219	29,914	23,199	loss.	—	100	....
Nov. 30, 1872	79.7	26.6	30.0	—	36	21	9	782	Terre Haute and Indianapolis	Indiana.	2,807,218	*	1,583,484	191,840	1,988,150	800,000	616,344	1,175,143	99.3	.....	190,947	834,850	1,070,354	128,448	—	100	....
Apr. 30, 1873	66.0	—	6.6	1,741	12	6	—	73	Texas and Pacific	Texas.	4,200,000	*	.....	.....	200,000	4,000,000	.....	.....	66.0	.....	.....	.....	346,001	85,042	—	100	....
Dec. 31, 1872	227.3	10.2	29.0	—	45	13	9	1,109	Toledo, Peoria and Warsaw	Illinois.	12,150,000	*	.....	.....	5,700,000	3,450,000	204,794	.....	237.5	1,192,831	.....	.....	1,316,106	368,093	—	100	....
Dec. 31, 1872	473.6	153.6	60.5	—	182	71	42	4,207	Toledo, Wabash and Western	O. I. & Ill.	34,683,000	*	.....	.....	16,000,000	18,683,000	.....	.....	955.7	5,196,661	637,050	1,349,052	6,008,978	1,578,182	—	100	47½
Sept. 30, 1872	34.9	—	9.0	—	11	12	6	222	Troy and Boston	New York.	1,934,146	378,415	.....	.....	1,599,000	1,899,000	65,309	.....	55.3	190,545	262,76	191,122	516,563	212,097	2	100	....
Dec. 31, 1872	1 032	—	100.0	—	151	93	36	2,409	*Union Pacific*	Nebr. Utah Nev. & Cal.	111,943,812	*	.....	.....	36,762,300	75,179,512	.....	.....	1,032.0	.....	165,688	.....	8,862,605	4,092,032	—	100	34½
Dec. 31, 1872	165.0	—	160.0	—	242	281	33	1,762	United Companies of New Jersey	N. Jer.	22,450,328	*	13,216,919	427,838	15,990,627	17,615,608	797,681	472,455	455.9	3,905,741	7,580,795	2,536,304	8,266,226	2,261,060	10	100	123½
Apr. 30, 1872	37.0	—	4.0	91.0	6	6	1	28	Utah Central	Utah.	1,500,000	*	.....	.....	500,000	1,000,000	.....	.....	37.0	.....	.....	.....	360,612	206,358	—	100	....
Dec. 31, 1872	31.0	—	2.1	44.0	3	3	2	11	Utah Southern	Utah.	1,060,000	*	.....	.....	400,000	660,000	.....	.....	31.0	.....	.....	.....	126,884	63,442	—	100	....
Sept. 30, 1872	74.8	—	13.4	12.2	14	15	7	125	Utica and Black River	New York.	2,200,444	258,708	.....	.....	1,754,020	775,500	.....	.....	92.2	201,688	184,533	62,064	337,299	111,309	3	100	....
Sept. 30, 1872	98.0	22.0	14.0	—	17	15	7	62	Utica, Chenango and Susq. Valley	N. Y.	3,186,344	438,131	.....	.....	2,908,000	.....	.....	.....	120.0	228,887	246,101	173,749	424,792	32,246	6	100	....
May 31, 1872	47.0	25.5	9.3	—					Vermont and Canada	Vermont.	3,000,000	—	.....	.....	3,000,000	.....	.....	.....	—	(Leased	by Vermont Central	R. R. Co.	at 8 p.c.)		—	52
May 31, 1872	118.0	—	108.0	—	170	125	51	5,189	Vermont Central	Vermont.	11,500,000	*	.....	.....	5,000,000	6,500,000	.....	.....	773.0	.....	.....	(2 yrs.	8,497,442	493,487	—	100	....
Sept. 30, 1872	56.0	24.1	9.2	—	18	19	8	274	Vermont and Massachusetts	Mass. & Vt.	2,703,966	*	.....	90,785	191,899	2,800,000	900,000	68,899	157,751	88.1	24),299	275,181	131,458	557,196	169,523	2	100	82
Feb. 29, 1872	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian	Miss.	3,036,644	*	.....	245,588	193,945	454,072	2,922,236	86,869	.....	140.0	181 286	82,872	49,431	406,220	102,913	—	100	....
Dec. 31, 1872	46.0	—	2.3	—	3	*	*	50	Vineland	New Jersey.	1,826,191	*	.....	.....	.....	998,005	750,000	78,187	—	(Leased	to N. Jer.	Southern	R. R Co.)		—	....
Dec. 31, 1872	18.3	—	6.0	—					Warren	New Jersey.	3,061,400	—	.....	.....	.....	1,800,000	1,261,400	.....	—	(Leased	to D. L. &	W. R. R.)	525,749	215,353	7	100	83
Sept. 30, 1872	44.0	—	2.0	281.0	4	6	3	65	Washington and Ohio	Virginia.	1,435,176	128,577	128,778	.....	900,700	130,400	321,248	340,178	44.0	51,361	27,693	19,418	81,285	7,948	—	100	....
Aug. 31, 1872	132.0	28.0	15.5	—	26	16	8	247	Western Alabama	Alabama.	4,822,628	538,272	342,800	662,535	2,008,324	3,169,900	561,508	626,504	160.0	421,880	101,742	.....	626,504	150,534	—	100	....
Dec. 31, 1872	138.0	—	11.0	—	59	18	12	921	Western and Atlantic	Georgia.	(Owned by	State	of Georgia	& leased	to a company for	$300,00	0 a year.)		138.0	.....	.....	125,932	1,590,245	66,587	—	100	....
Sept. 30, 1872	60.0	—	3.0	13.0	10	10	6	123	Western Maryland	Maryland.	2,366,392	*	.....	208,500	17,069	682,693	1,800,000	109,069	.....	60.0	217,760	134,656	73,841	197,707	7,038	—	100	....
Dec. 30, 1872	57.1	27.6	14.6	—	—	—	—	—	Western Pennsylvania	Pennsylvania.	3,846,005	—	.....	.....	1,022,450	1,800,000	1,023,555	.....	—	(Leased	by Pennsylvania R.	R. Co.)			—	53
Dec. 31, 1872	60.7	—	16.2	—	18	63	8	171	West Jersey	New Jersey.	2,255,355	*	1,486,466	178,462	1,359,700	2,398,000	162,683	.....	123.9	330,555	642,728	28,443	664,777	291,363	8	100	160
Mar. 31, 1873	197.0	—	10.0	—	26	14	10	660	West Wisconsin	Wisc.	8,640,000	*	.....	.....	4,000,000	4,640,000	.....	.....	165.0	.....	.....	.....	549,645	263,329	—	100	....
Dec. 31, 1872	32.0	—	1.0	28.0	3	5	2	24	Wheeling, Pbg. & Balt	W. Va. & Pa.	579,642	*	.....	.....	500,000	—	79,642	.....	32.0	39,328	53,175	11,638	48,164	480	—	50	....
Sept. 30, 1872	189.0	—	6.0	—	18	14	6	236	Wilm. Colum. and Augusta	N. C. & S. C.	3,971,781	381,117	51,244	.....	300,000	3,800,000	304,142	.....	172.0	.....	.....	.....	591,046	226,498	—	100	....
Oct. 31, 1872	68.6	—	9.5	—	21	6	5	124	Wilmington and Reading	Pennsylvania.	2,644,078	256,151	32,892	.....	750,668	2,332,300	108,610	.....	63.6	230,554	132 365	264,573	228,778	21,667	—	50	....
Sept. 30, 1872	162.0	19.0	9.5	—	22	31	—	324	Wilmington and Weldon	N. Carolina.	3,004,044	*	61,436	296,393	1,456,200	1,619,100	77,042	299,531	181.0	519,184	124,995	.....	635,871	280,533	—	100	67
Dec. 31, 1872	130.9	—	3.0	201.0	15	6	2	300	Wisconsin Central	Wisconsin.	4,120,000	*	.....	.....	1,657,500	1,591,500	.....	.....	—	.....	.....	.....	131,793	63,778	—	100	....
Sept. 30, 1872	45.7	—	11.8	—	17	11	5	411	Worcester and Nashua	N. H. & Mass.	2,212,144	*	85,701	43,143	1,425,400	310,300	36,515	573,774	45.7	359,641	-381,954	368,042	587,369	195,463	12	100	125½
									CANALS, &c.																				
May 31, 1872	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal	Del. & Md.	3,662,316	*	258,967	.....	1,880,800	1,997,872	.....	.....	12.5	—	—	.....	419,222	281,715	4	50	....
Dec. 31, 1872	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal	Md. & Va.	10,506,309	*	.....	.....	8,229,594	8,065,500	.....	.....	184.5	—	—	.....	.....	.....	—	25	....
Dec. 31, 1872	60.0	—	—	—	—	—	—	—	Delaware Division Canal	Pennsylvania.	2,483,350	*	.....	.....	1,638,350	800,000	.....	.....	—	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	97
Dec. 31, 1872	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal	Penn. & N.Y.	6,339,210	725,561	20,935,209	.....	15,000,000	13,000,000	.....	.....	108.0	—	—	1,869,557	86,970	loss.	10	100	116½
Dec. 31, 1872	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal	New Jersey.	4,888,749	*	.....	.....	5,847,400	.....	.....	.....	65.5	—	—	.....	957,557	385,170	10	100	....
Dec. 31, 1872	48.0	—	—	—	—	—	—	—	Lehigh Navigation	Pennsylvania.	4,455,000	*	.....	.....	3,784,450	15,767,656	.....	.....	108.0	—	—	1,041,891	506,060	32,570	—	50	90½
Dec. 31, 1872	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal	Penn.	1,146,039	—	.....	.....	1,004,150	110,000	8,054	.....	85.0	—	—	2,059,934	322,762	80,194	7	50	104
Dec. 31, 1872	103.0	—	—	—	—	—	—	—	Morris Canal	New Jersey.	3,432,474	*	.....	.....	2,200,000	1,125,129	.....	.....	103.0	—	—	.....	556,164	loss.	—	50	24
Dec. 31, 1872	73.0	64 0	—	—	—	—	—	—	Pennsylvania Canal	Pennsylvania.	8,093,350	*	.....	.....	4,457,150	2,588,000	1,048,200	.....	360.0	—	—	907,573	556,164	649,352	634,169	1	66	12
Dec. 31, 1872	108.3	—	—	—	—	—	—	—	Schuylkill Navigation	Pennsylvania.	10,5 -7,128	2,285,573	271,467	.....	4,385,798	8,576,282	267,198	.....	108.3	(Leas.to	Ph.&R'g.)	1,200,18	1,590,245	426,393	99,151	51,241	—	66	12
Dec. 31, 1872	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal	Penn. & Md.	4,857,105	*	.....	.....	2,092,706	2,757,310	165,811	.....	45.0	(Leas.to	Ph.&R'g.)	.....	.....	124,969	44,862	200	—	66	12
Dec. 31, 1872	77.6	7.0	—	—	—	—	—	—	Union Canal	Pennsylvania.	5,907,850	*	.....	.....	2,907,850	300,000	35,000	.....	84.0	—	—	.....	.....	.....	—	50	....
Dec. 31, 1872	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna	Penn.	3,050,344	*	.....	.....	1,100,000	748,000	295,219	.....	....	(Leased	to Pennsylvania.)		.....	.....	—	50	....

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
	$	p c	p c	p. c.
Railroad Stocks:				
Atlantic and Great Western, pref...	10,000,000	7	...	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	...	....
" " " guar.	276,200	7	...	....
Atlantic and Pacific, preferred	10,000,000	7	...	16½
Atlantic and St. Lawrence,* guar...	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,552,800	6	5	108
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar.....	1,159,500	7	7	86
Camden and Amboy,* guaranteed..	5,847,800	10	10	123½
Camden and Atlantic, preferred.....	763,549	7	3½	78
Cayuga and Susquehanna,* guar....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,600	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	105
Central Ohio,* preferred	411,550	6	6	86
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	78
Chicago and Alton, † preferred.....	2,425,400	...	10	109½
Chicago, Iowa & Nebraska,* guar..	3,916,300	...	8	90
Chicago and North-Western, pref...	21,289,563	7	7	72
Cinc., Sand. and Cleveland, pref....	429,000	6	6	....
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	87½
Cumberland Valley, 1st preferred..	241,900	8	8	....
" " 2d preferred....	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	...	....
Dubuque and Sioux City,* guar....	5,000,000	...	3	65
Dubuque South-Western, pref.....	590,315	8	...	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	65
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	76
" " com.& *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	70
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	...	...	....
Hannibal and St. Joseph, pref	2,167,700	7	7	39½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred.....	1,180,000	8	8	106
Huntington & Broad Top Min, pref.	190,750	7	...	36
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	85
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref...	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	3,101,650	6	...	16
" " 2d pref.....	4,436,250	6	...	9
Mich. Southern, (Lake Shore) guar..	533,500	10	10	....
Mill Creek,* guaranteed.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	10,825,777	7	7	64½
Mine Hill,* guaranteed.....	3,856,450	8	8	104
Montclair,* guaranteed.....	2,000,000	7	...	....
Morris and Essex,* guar.....	15,000,000	7	7	92½
Nesquehoning Valley,* guar.....	2,000,000	10	10	105
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,295,200	10	10	123½
New London Northern,* guar.....	971,400	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	129
" " *com.& guar.	8,500,000	8	8	132½
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred.....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	126
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	57
" " pf.& *guar.	2,000,000	8	8	94
Ohio and Mississippi, preferred.....	4,030,000	7	7	63
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama, guaranteed.....	7,000,000	12	12	115
Paterson and Hudson,* guar.....	630,000	—	8½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	...	...	....
Phila., Germant'n & Norrist'n,*guar.	2,231,900	12	12	175
Philadelphia and Reading, † pref....	1,551,687	—	10	....
Philadelphia and Trenton,* guar....	1,259,100	10	10	123
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	94½
Pittsfield and North Adams,* guar.	450 000	5	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	115
Rochester & Genesee Valley,* guar.	557,560	...	...	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	43
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	...	33
St. Louis, Jacksonv. & Ch., pf.* & guar.	1,054,100	7	...	....
St. Louis, Kansas City & Nor., pref..	12,000,000	...	—	24½
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	—	....
" " 2d pref..	1,000,000	7	—	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	71
Warren,* guaranteed.....	1,800,000	7	7	....
Canal Stocks.				
Delaware Division,* guar.....	1,633,350	8	8	....
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	122
" com. and * guar.....	1,696,000	4	4	52
Schuylkill Navigation preferred....	2,808,977	6	6	25

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 13.

	Th.12	F.13	Sat.14	M.16	Tu.17	W.18
Boston, Hart. & Erie....	1½	....	....	1½	1½	....
Canton Co.....	....	....	....	....	....	....
Central Pacific.....	....	....	....	....	....	....
Central Pacific 6s..... 95	91½	....	....	95	....	....
Central of N. Jersey....106	106½	106½	105½	105	....	....
Chesapeake & Ohio 1 m.....	....	....	56½	....	....	56½
Chicago & Alton.....105	....	....	....	103½	....	....
" pref.....	....	....	....	....	....	....
" 1 M.....	....	....	....	....	....	....
" S. F.....	....	....	....	....	....	....
" Inc. bds.....	....	....	....	....	....	....
Chicago, Burl. & Q.....103½	....	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Ohio. & Northwestern . 54½	54	54	54½	54½	54½	
" pref..... 72½	72½	72½	....	72½	72	
" 1st M.....	102	....	102	....	102	
" S. F.....	....	....	....	....	....	
" Consol.....	....	....	....	92	....	
Chic., Rock Isl. & Pac..106½	105½	105½	106½	106½	106	
Chi , R. I. & Pa. 7s,1896.....	105½	....	104½	....	....	
Clev., Col., C. and Ind.....	76	....	....	....	....	
Clev.& Pittsburg guar.. 87½	87½	....	87½	....	87½	
" 2 M.....	....	....	....	....	....	
" 3 M.....	....	....	....	....	....	
" 4 M.....	....	....	....	....	89½	
Clev. and Toledo.....	....	....	....	....	....	
" S. F. 7s.....	....	....	....	....	....	
Col., Chi., & Ind. C..... 30½	30½	30½	31½	31½	31½	
" 1 M..... 91	90½	....	90½	....	91	
" 2 M..... 67	67	....	.... 66½	....	....	
Del. & Hudson Canal ..117	117	117	....	116½	116½	
Del. Lack. & Western...110	110½	109½	110	109½	109½	
" 1 M. 7s.....	....	....	....	....	....	
" 2 M 7s.....	....	....	....	....	....	
Erie Railway..... 43	43½	44½	44½	43½	43½	
" pref..... 69½	70	70	....	70	....	
" 1 M. 7s, 1897.....	....	....	....	....	....	
" 2 M. 7s, 1879.....	....	100	....	....	....	
" 3 M. 7s, 1883 98	98	98	....	....	....	
" 4 M. 7s, 1880 98½	....	98½	99	....	....	
" 5 M. 7s, 1888.....	....	....	....	....	....	
" 7s, con. gold.....	....	....	....	....	....	
Great Western 2d mort.....	....	....	84	....	84	
Hannibal & St. Joseph. 31½	....	31	30½	31½	31	
" pref.....	....	....	39½	39½	....	
" 8s, conv. 80	80	80	....	....	....	
Hudson River.....	....	....	....	....	....	
" 2 M. S. F.....	....	....	....	....	....	
" 3 M. 7s, 1875.....	....	....	....	....	....	
Illinois Central 105½	....	105½	....	....	....	
" 7s	....	....	103	....	....	
Lake Shore & Mich.S'th. 79½	78½	78½	79½	79	78½	
Marietta & Cin. 1st pref.....	....	....	....	....	....	
" 2d pref.....	....	....	....	....	....	
Michigan Central..... 88½	....	86½	86½	87	87	
" S.F. 8s,1882.....	....	....	....	....	....	
M. S. and N. I. 1 M. S. F.....	105	....	105	....	....	
" 2 M.....	....	....	....	....	101	
Milw. and St. Paul..... 43½	43	43	43½	43½	43½	
" pref.....	65	64½	65	65	64½	
" 1st mort.....	....	....	....	....	....	
" 2d mort.....	....	....	....	....	....	
" 8s.....	106½	107	107	107½	....	
" 7 3-10s con.....	....	....	....	....	....	
" 7s, gold.....	....	....	....	....	89	
Missouri 6s..... 94½	....	....	94	94	....	
" H. & St. J. 1s..	93	....	92	....	....	
Morris and Essex.....	....	92½	92½	92½	....	
" 1st mort.....	....	106½	106½	....	....	
" 2d mort.... 99½	99½	....	99½	99½	....	
N. Y. Cen. & Hud. Riv.105½	104½	104½	101½	101½	101½	
" 7s, S.F.1876.....	....	....	102	....	....	
" 6s, S.F. 1883 96	....	....	....	....	....	
" 6s, S.F. 1887.....	....	....	....	....	....	
N. York and Harlem....131½	....	....	....	132½	132½	
" pref.....	....	....	....	....	....	
" 1 M. 7s, 1873.....	....	....	....	....	....	
N. York. N. Hav. & Hart.....	....	131½	131½	....	130½	
N. Carolina 6s, old..... 28½	....	....	....	....	....	
" new	....	....	....	....	....	
Ohio and Miss..... 31½	30½	30½	31	31½	31½	
" pref.....	....	....	....	....	....	
" 2d M.....	....	....	....	81	....	
Pacific Mail S. S. Co.... 43½	42½	43	43½	44½	44½	
Panama 116½	116	....	....	115	115	
Pitts., Ft. W. & Chi. gtd. 95½	95½	....	....	....	94½	
" 1 M.....	....	....	....	105½	....	
" 2 M.....	....	....	101	....	101	101
" 3 M.....	....	98	98	....	....	
Quicksilver Mining Co.....	32	....	....	32½	....	
St. L., Alton & T. H.....	....	....	....	....	....	
" pref.....	....	....	....	....	....	
" 1 M.....100	....	....	....	....	....	
" 2 M. pref.....	....	....	....	....	....	
" Income bds.....	79	....	....	....	....	
Tennessee 6s, old.....	90	90½	90½	....	....	
" new.....	....	....	....	90½	....	
Tol., Wab. & Western.. 47½	47	46½	47½	47½	47½	
" pref.....	....	....	....	....	71	
" 1 M.....	....	....	95½	95½	....	
" 2 M.....	89½	....	90	....	90	
" Equipment.....	....	....	....	....	....	
" St. Lou. Div.....	....	....	86½	86	....	
Union Pacific..... 34½	34½	34½	34½	34½	34½	
" 1st mort... 84½	84½	84½	84½	84½	84½	
" L. Gt. 7s.... 82½	82½	82½	82½	82½	82½	
" Inc. 10s.... 77½	80	80	79½	79½	79½	
Virginia 6s, old.....	....	....	....	....	....	
" new.....	....	....	....	....	....	
" consol.....	....	....	50½	....	....	
" def. cer.....	....	....	11	....	....	

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 13.

	Th.12	F.13	Sat.14	M.16	Tu.17	W.18
Federal Stocks:—						
U. S. 5s, 1874, reg.....	....	....	....	....	....	....
U. S. 5s, 1874, coup.....	....	....	....	....	....	....
U. S. 5s, 10-40s, reg.....	....	....	113½	114	....	
U. S. 6s, 10-40s, coup.....	113½	113½	113½	114	114½	
U. S. 5s, 1881, reg.....	....	....	....	....	....	
U. S. 5s, 1881, coup.....	114½	114½	114½	....	114½	
U. S. 6s, 1881, reg.....	....	119½	....	....	....	
U. S. 6s, 1881, coup....119½	120	....	120	120½	120½	
U. S. 6s, 5-20s, reg. '62.....	....	....	117	117½	117	
U. S. 6s, 5-20s, c. 1862.....	....	....	117	117½	117½	
U. S. 6s, 5-20s, reg. '64.....	....	....	....	....	119	
U. S. 6s, 5-20s, c. 1864.119½	....	....	120	119½	118½	
U. S. 6s, 5-20s, reg. '65.....	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1865.120	....	....	120	120½	120½	
U. S. 6s, 5-20s, r. n. '65.....119½	120	....	....	119½	....	
U. S. 6s, 5-20s, c. n '65.118½	118½	....	118½	118½	118½	
U. S. 6s, 5-20s, reg. '67.....	....	....	118½	119½	....	
U. S. 6s, 5-20s, c. 1867.119½	119½	119½	119½	119½	119½	
U. S. 6s, 5-20s, reg. '68.....	....	....	118½	119½	119½	
U. S. 6s, 5-20s, c. '68...119½	....	119½	119½	119½	119½	
U. S. 6s, Pac.RR.Issue.....	....	116½	116½	116½	116½	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 17.

	W.11	Th.12	F.13	Sat.14	M.16	Tu.17
Catawissa preferred	....	43	....	....	....	....
Camden and Amboy.....	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89....	99	99½	....	....	....	....
Elmira & Williamsport.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
" 7s.....	....	....	....	....	....	....
Lehigh Navigation..... 45½	45½	44½	45	45½	45½	
" 6s, 1884 .... 94½	94½	....	....	....	....	
" Gold L..... 96½	96½	....	....	....	96½	
" R. R. L.....	94½	....	....	....	....	
" Conv. L. '77.... 87	....	....	....	....	....	
Lehigh Valley R. R..... 61½	61½	61½	61½	61½	61½	
" 6s new coup.....	....	....	....	....	....	
" 6s new reg..100½	....	....	....	....	....	
Little Schuylkill R.R.....	....	....	....	46½	....	
" 7s.....	....	....	....	....	....	
Minehill 51½	52	....	52	....	....	
Morris Canal.....	....	....	....	....	....	
" pref.....	....	....	....	....	....	
North Pennsylvania	....	....	....	....	....	
" 6s, 1885 .... 99½	99½	....	....	....	99½	
" 7s.....	....	....	....	....	....	
" 10s, 1887	....	....	....	....	....	
Northern Central	....	....	38½	38½	....	
Oil Creek & Alleg. Riv. 17½	17½	....	....	....	....	
" 7s.....	....	....	....	....	....	
Pennsylvania R. R..... 52½	52½	51½	52½	52½	52½	
" 1st M.....	100½	....	....	101½	101½	
" 2d M.....	....	....	....	....	....	
" Gen. mort.. 90	....	89½	89½	....	....	
" " reg.....	....	....	....	93	....	
Penn. State 6s, 1st series.....	....	....	....	....	....	
" 6s, 2d series.....	106	....	....	106	105½	
" 6s, 3d series.110	....	....	....	....	....	
Philadelphia City, 6s.....	101	....	101½	101	101	
" new 103½	103½	103½	103½	103½	103½	
Philad., Germ. & Nor.....	....	....	....	....	....	
Phila. & Reading 57½	57½	57½	57½	57½	57½	
Philadelphia and Erie..... 20½	....	21	....	....	....	
" 6s.....	....	....	....	....	....	
" 7s..... 87½	87½	....	....	....	....	
Phila., Wilm. & Balt.....	....	....	....	....	....	
Schuylkill Navigation.....	....	....	....	....	....	
" pref..... 12½	....	....	12½	12½		
" 6s, 1832	....	77½	....	....	77	
" 6s, 1876	....	....	....	....	....	
" 6s, 1872	....	....	....	....	....	
United Co. of N. Jersey.123	123	123½	123½	123½	123½	
Westonville, (Horse).....	....	....	....	....	....	
Chestnut & Wal.	....	....	....	....	....	
Green & Coates	....	....	....	....	....	
2d and 3d streets	....	....	....	....	....	
Spruce and Pine	....	....	....	....	....	
13th and 15th sts.	....	....	....	22	21½	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 17.

	W.11	Th.12	F.13	Sat.14	M.16	Tu.17
Baltimore City 6s, 1875.100½	....	....	....	100½	....	
" 1886 ..... 98½	98½	....	....	99	99½	
" 1890	....	....	....	....	....	
" 1884	....	....	....	98	....	
" 1900	....	....	....	....	....	
Balt and Ohio.....	172	....	....	....	173	
" bonds, 1875.....	99½	....	....	....	100	
" " 1880.....	....	99½	....	....	....	
" " 1885.100	100½	....	....	....	100½	
Central Ohio.....	....	....	42	....	42½	
" 1st mort.....	....	89½	....	....	....	
Marietta & Cin. 1st M.....	101½	102½	....	....	101½	
" 2d M.....	92½	....	92½	....	92½	
" 3d M. 8s.... 79½	79½	79½	....	....	79½	
Northern Central.....	....	....	58½	58½	....	
" bonds, 1885.....	....	91½	....	....	....	
" " 1900.....	....	....	....	....	....	
Pittsb. & Connellsv. 7s.....	....	59½	....	....	....	
" 2d mort.....	....	....	....	....	....	
Virginia 6s, Consol..... 61½	61½	....	....	....	62	
" Defer. Certif.....	....	....	....	....	....	
City Passenger R. R.....	....	....	....	....	....	

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 18.

	Th. 12.	F 13.	Sat. 14.	M 16	Tu. 17.	W 18.
Boston and Albany	139½	139½	139½	....	139½	139½
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	108½	109	....	....	....	109
Boston and Providence	149	....	149½	....	149	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s	30	29½	29½	....	29½	29½
Cheshire, pref.	....	....	....	....	....	....
Chi., Burl. & Quincy	103½	....	103	....	103½	103½
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	72	....	71½	....	71½	70½
Fitchburg	....	123	123	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	....	....	86½	....	....	87
Northern, N. H.	106	106	....	....	....	....
Ogdens. & Lake Champ.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
Old Colony	....	....	110	....	....	110½
Ph., Wil. & Baltimore	....	....	55	....	55	....
Portl'd, Saco & Porta.	....	....	....	....	....	115
Union Pacific	....	....	34½	....	34	....
" 6s	84	83½	83½	....	....	83½
" Land Grant 7s	....	....	....	....	....	....
" Income 10s	76½	78	79½	....	....	79
Vermont & Canada	....	....	....	....	....	....
Vermont & Mass.	81½	....	....	....	82	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	....	....	....
Metropolitan ..	....	....	....	....	....	....
Middlesex ..	....	....	....	....	....	....
Central Mining Co	27	....	....	....	27	27
Copper Falls ..	....	....	....	....	24	22½
Franklin ..	....	....	....	....	4	....
National ..	4	....	....	....	....	....
Quincy ..	38	37½	37	....	37½	37½

London Stock Exchange.

	—Closing Prices.— Mar. 6.	Feb. 27.
Atlantic & Gt. W. 1st mort., $1,000	66 — 68	66 — 68
Do. 2d mort., $1,000	47 — 49	51 — 53
Do. Con. mort. B'nds Bisch's Cert.	21½ — 22½	22½ — 22½
Do. Reorg. Scrip	— —	98 —102
Do. Leas. Lines, Rental Bonds	82 — 85	84 — 86
Detroit & Milwaukee 1st mort. Bonds	71 — 73	71 — 73
Do. 2d do.	50 — 55	50 — 55
Erie shares 100 dol. all paid	41½ — 42	42½ — 44
Do. 6 per cent Convertible Bonds	96 — 98	98 —101
Cons. Mort. amount autho. to be issued for conv. of existing bonds	93 — 95	98 — 99
Illinois Central $100 shares all paid	96½ — 96½	96 — 97
Do. Redemption mort. bonds 6 p.c.	101 —103	101 —103
Illinois & St. Louis Bridge 1st mort.	101 —102	101 —103
Marietta and Cincinnati Rail. Bonds	94 — 97	94 — 97
Michigan Central 8s 1882, conv.	90 — 100	90 —100
Panama 2d mort.	68½ — 69½	73 — 75
Panama General mort.	97 — 99	97 — 99
Pennsylvania, 2d mort.	98 — 99	97 — 99
Do. General mort.	98 — 99	98 — 99
Do. $50 shares	47 — 48	47 — 48
Philadelphia and Erie 1st mort.	97 — 99	97 — 99
Do. with option to be paid in Phila.	97 — 98	97 — 99

American Railroad Journal.

Saturday, March 21, 1874.

Stock Exchange and Money Market.

Money has been in even more liberal supply in the local market, and lenders have found some difficulty in placing balances with promptness and to advantage in a controlable form, in the absence of anything like an active demand for speculative use, or an urgent inquiry for mercantile purposes. All responsible borrowers have been very readily accommodated on the basis of 3@4 per cent on call; and 5½@7 per cent per annum, in the discount line. The U. S. Sub Treasury in this city closed the week with augmented cash reserves, the currency balance having been $37,685,114, or $160,437 more than the preceding week; and the coin hoard, $55,700,559, or $1,161,213 more than on the previous return. The City banks, in their last weekly exhibit, indicated generally reduced averages. The City bank exchanges, during the week, were $421,249,894, or a daily average of $70,208,316. The customs revenue of the port, during the week, was $2,630,857 of which $2,495,857 were in coin certificates. The deposits of the City banks show a further increase of nearly a million; the legal tender notes a decrease of $2,500, and the specie reserve of $159,800. The banks contracted their loan and discount average about 1⅛ millions, and their circulation $186,900. The City banks reported their average of gold last week at a trifle over 27⅞ millions; and their greenback average at $61,652,100. Their deposits stood at 243¼ millions. The loan item was about 285¾ millions The circulation was less than 26¾ millions.

The outstanding amount of legal tender notes is yet 382 millions; and of National bank circulation $348,334,389.

Government has received $69,376,940 from internal revenue, thus far in the current fiscal year.

The U. S. Treasurer now holds in trust as security for national bank circulation, U. S. bonds to the amount of $392,773,200 and for public deposits, $16,245,200.

Gold has been quoted firmer, with somewhat more spirit apparent in the speculative dealings, though toward the close the market was rather less buoyant. The customs drain was heavier; while the outward movement was quite moderate. The extremes of the price have been 111⅝@112⅜, closing at 112 as against 112 on Wednesday of the preceding week. The specie outflow, last week, was $435,452. The imports of specie at this port since Jan. 1, have been $1,096,468, against $597,689 same time last year. The customs demand for Gold last week averaged $526,171 a day. Foreign Exchange has been in comparatively limited demand, with Bankers' sixty day bills on London quoted on Wednesday at $4 84¼@$4 85; sight bills on London, at $4 87½@$4 88½. The week's exports of Domestic Produce have been to the currency value of $4,751,438.

Government securities have been in better request, and quoted higher in price. The investment purchases were quite extensive especially toward the close. The unusual abundance of Money in the open market tended to stimulate the demand. U. S. sixes of 1881 closed on Wednesday of this week at 120@120¼; U. S. Five-Twenties of 1862, 117@117¼; U. S. Five-Twenties of 1864 at 119¼@119½; U. S. Five-Twenties of 1865, 120¼@120½; U.S. Five-Twenties of 1865 consolidated, 118¾@119; U. S. Five-Twenties of 1867, 119⅝@119⅞; U. S. Five-Twenties of 1868, 119⅛@119½; U. S. Ten-forties at 114@114¼; U. S. Fives of 1881, (Funding Loan) 114⅛@114; Six per cent. currency Sixes from 116⅛@116¾.

State and Railway bonds have been attracting more attention since our last, at somewhat better prices. Central Pacific first mortgage six per cents closed firmly at 94½@95. Chesapeake and Ohio First Mortgage Bonds, Six per cents, 56½@57. Railway and miscellaneous share property has been without any very remarkable attractions as to values, on a restricted business. The dealings on speculative account has been checked by the conflicting rumors from Washington, relative to the probable action of Congress on the currency and taxation question.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $9,909,096, against $5,974,598 same week last year. The exports of domestic produce are $4,751,438, as against $4,068,278, last year. The exports of Gold and Silver, $435,452, as against $825,967 last year. The coin interest disbursements on the public debt at this point last week were $504,700. The customs in Gold deposited during the week in the New York Office of the Treasury amounted to $2,671,400, as against $2,618,712, same week last March.

The uncertainty as to the action of Congress on the pending currency projects operates very adversely on financial and commercial interests, and is especially embarrassing to the manufacturing and building classes, who show decided reluctance to enter upon new engagements until Congress shall have taken definite action on the future status of the greenback circulation and of free banking.

In the local markets the leading kinds of domestic produce and miscellaneous goods have been less sought after. Breadstuffs have been generally quoted lower. Provisions, and Cotton closed rather more firmly. Wool attracted considerable attention. The Metal trades were very quiet, as a rule. The only important sales of iron reported were 150 tons Eglinton Pig, to arrive, at $37 50; and 1,600 tons Old Rails. We now quote: Eglinton Pig Iron at $38@$40; Glengarnock, $39@$41; Coltness, $44; Gartsherrie, $46; No. 1 American Pig at $35; No. 2 do. at $31@$33; Forge, $29@$31; English Rails at $55@$60, gold; American Rails at works, $62 50@$65; Old Rails, $40; Wrought Scrap, $40@42 50. Ocean freights have been quoted weaker on a moderate business, though closing with more steadiness.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Chicago and Northwestern consol. gold bonds, 87; do. Int. bonds, 99; Ohio and Mississippi consol., 92; do consol. S. F., 93½; Clev., Col., Cin. and Ind. 1st mort., 103½; Mil. and St. Paul scrip, 79; do. 1st mort. LaC. div., 90½; do. I. & M. div., 81; do. C. & M. div., 81; New York Central 1st mort., 106½; Buffalo, New York and Erie 1st mort., 90; Western Pacific bonds, 87¼; Albany and Susquehanna 1st mort., 102½; do. 2d mort., 99½; Galena and Chicago 1st mort., 102½; St. Louis and Iron Mt. R. R., 58½; do. 1st mort., 96; do. 2d mort., 82; North Missouri 1st mort., 86; Louisville and Nashville R. R., 58; do. 7s, consol., 1898, 93; Michigan Central 7s, 98¼; Central of New Jersey 7s, 1902, conv., 102; Delaware and Hudson Canal reg. 7s, 1884, 104; do. 1891, 104¼; Buffalo and Erie 7s, new, 97½; Lake Shore and Michigan Southern 7s, consol., coupon, 87; Morris and Essex 7s, conv., 102; Del., Lack. and Western 7s, conv., 104¼; Quincy and Toledo 1st mort., 89; Chicago and Mil. 1st mort., 94; Boston, Hartford and Erie 1st mort., 29½; Am. Dock and Imp. 7s, 98; St. Louis, Jacksonville and Chicago 1st mort., 96; Rome, Watertown and Ogdensburg R. R., 75; Atlantic and Pacific R. R. pref., 16⅞; Rensselaer and Saratoga R. R., 108; St. Louis, Kansas City and Northern pref., 24¾; New Jersey R. R., 123½; Pacific R. R. of Mo., 41⅜; do. 1st mort., 79½; Toledo, Wabash and Western 7s, consol., 77; Lafayette, Bloomington and Mississippi 1st mort., 75; Lake Shore div. bonds, 96½; Gt. Western 1st mort., 1888, 93¼; Western Union Telegraph, 77⅞; do. 7s, 98½; Am. Dist. Tel., 60; Atlantic and Pacific Tel., 17; U. S. Exp., 71¾; Am. Exp., 64¼; Wells-Fargo Exp., 76; Adams Exp., 98; Quicksilver pref., 36¾; Pennsylvania Coal, 285; Am. Coal, 66; Spring Mt. Coal,

58; Arkansas 7s, issued to Central R. R., 17; do. to M., O. & R. R. R., 17; Tenn. 6s, new, ex-coupon, 70⅝; do. old, ex-coupon, 70¼; N. Y. State 7s, B. L. coupon, 107; do. reg., 107¼; N. C. 6s, F. A. 1866, 26½; South Carolina 6s, new, Jan. and July, 8⅞; Brooklyn 6s, W. L., 93; do. 7s, P. L., 103½.

Philadelphia.—Schuylkill Nav. div. scrip., 86; Pennsylvania R. R. div. scrip, 98¼; Nesquehoning Valley R. R., 52½; North Pennsylvania scrip., 90; Catawissa new pref., 34½; Cape May and Millville 7s, 95; Philadelphia and Reading 7s, new, conv., 104⅛; do. Gen'l mort. 7s, coupon, 103½; do. deben. bonds, 80; Pennsylvania and New York 7s, 103¼; Huntingdon and Broad Top Mt. pref., 18; do. 7s, consol., 66; Harrisburg and Lancaster 6s, 93; Belvidere Delaware 3d mort., 83¼; Pittsburg, Cincinnati and St. Louis 7s, 68½; Danville, Hazleton and Wilkesbarre 7s, 72; Warren and Franklin 1st mort., 78½; Lehigh Valley 7s, 103¼; Connecting R. R. bonds, 89½; Sch. Nav. 6s, 1895, 76; Seaboard and Roanoke 7s, 100; Wilmington and Reading 7s, 86; Northern Pacific 7-30s, 86. The latest quotations are: City 6s, 101@101¼; do. free of tax, 103@103¼; Pennsylvania State 6s, 2d series, 105½@106; do. 3d series, 109½@110; Philadelphia and Reading 57⅜@57½; do. Gen'l mort. 7s, coup., 108@104; do. reg., 103@104; do. mort. 6s, 1880, 99@102; do. new, conv., 104½@104¾; do. 7s, 1893, 105½@—; United New Jersey R. R. and Canal Co., 123@123½; Camden and Amboy mort. 6s, 1889, 99@100; Pennsylvania R. R., 52½@52¼; do. div. scrip, 98@98½; do. 1st mort., 100@100½; do. 2d mort., 101@102¼; do. general mort. coupon, 89@90; do. reg., 93 93; Little Schuylkill R. R., 46@46½; Morris Canal, 50@52; do. pref. 121@123; do. 6s, 96@—; Susquehanna Canal, 5@9; do. 6s, 73@75; Schuylkill Nav., 6¼@6½; do. pref., 12½@13; do. 6s, 1882, 77½@—; do. 1872, 89@—; Elmira and Williamsport pref., 37½@39; do. 7s, 1878, 97@100; do. 5s, 63@—; Lehigh Coal and Navigation, 45¼@45⅜; do. 6s, 1884, 94@95; do. R. R. Loan, 94½@95; do. Gold Loan, 96@96¼; North Pennsylvania, 46@46½; do. 6s, 99@100; do., 7s, 102@102½; do. Chattle 10s, 108@—; Philadelphia and Erie, 20@21; do. 6s, 92@94; do. 7s, 86¾@87⅛; Minehill, 52@52¾; Catawissa, 15@17⅛; do. pref. 43@43½; do. 7s, 1900, 100½@101½; Lehigh Valley, 61⅜@61¼; do. 6s, new coupon, 99@100; do. reg., 100¾@101¼; do. 7s, 108@108½; Fifth and Sixth streets (horse) 55@60; Second and Third, 61@62; Thirteenth and Fifteenth, 21¾@22; Spruce and Pine, 26@30; Green and Coates 48@49½; Chestnut and Walnut, 60@60½; Hestonville, 20@21 Germantown, 30@37.

Boston.—Burlington and Missouri River R. R. in Iowa, 100½; do. in Nebraska, 61½; Creston Branch, 101¼; Eastern (N. H.) R. R., 65; Rutland pref., 43; do. scrip, No. 5, 80; do. No. 4, 83; Summit Branch, 35½; Norwich and Worcester R. R., 126; Atchison, Topeka and Santa Fe R. R., 11¼; Nashua and Lowell R. R., 135; New Bedford R. R., 103⅞; Boston and Maine 7s, 1893, 103⅛; Vermont Central 1st mort., 25; Burlington and Missouri River R. R. 8s, in Nebraska, old, 99; do. new, 93⅞; Old Colony 7s, 1877, 101¾; Framingham and Lowell 7s, 90; Chicago, Burlington and Quincy 7s, 1903, 96⅝; Eastern R. R. 6s, 1874, 99; do. 1882, 94; Grand River Valley 2d mort. 8s, 95; Jackson, Lansing and Saginaw 8s, 99⅞; Greenville and Columbia 1st mort. 7s, 1882, 60; Michigan Air-line 8s, 1890, 101¾; Boston Water Power Co., 15⅝; Cary Imp., 7⅝; Brookline Land, 5; New Hampshire 6s, 1901, 99; Minneapolis 8s, 1891, 94¾; Rock Island 8s, 1887, 102; Boston 6s, 1893, 99½; Providence, 5s, 1900, 92½; Chicago 7s, 99; do. 6s, 92; Indianapolis 8s, 1877, 101¾; Hartford 6s, 1882, 96¼; Cleveland 7s, 1876, 99½; St. Louis 6s, 1888, 89; Cincinnati 6s, 1882, 91; Toledo 8s, 1893, W. L., 102¼; Allouez Mining Co., 8; Calumet and Hecla, 139; Petherick, 2⅛; Phœnix, 18; Ridge, 6¾; Star, 1¼; Superior, 20c.

Baltimore.—Western Maryland 2d mort. pref., 61; do. 3d mort. guar., 95¾; Orange and Alexandria 2d mort. 6s, 80½; do. 4th mort. 8s, 76; Orange, Alex. and Manassas 7s, 81; Northern Central 6s, 1900, gold, 90¾; Wilmington, Columbia and Augusta 7s, 69¾; Virginia consols, coupons, 77½; Norfolk Water bonds, 90; George's Creek Coal, 132. The latest quotations are: Wilmington, Columbia and Augusta bonds, 65@67½; Pittsburg and Connellsville 7s, 1898, 89¼@90; Baltimore and Ohio, 170@173¼; do. 6s, 1875, 99⅜@100¼; do. 1880, 99@99½; do., 1885, 100@100¼; Parkersburg Branch, 5@10; Northern Central, 38¼@38¾; do. 6s, 1885, 91@93; do. 1900, 89@90; do., 6s, 1900 gold, 90@91½; N. W. Va. 3d mort., 1885, 93@95; Marietta and Cincinnati 1st mort. 7s, 1892, 101@101¾; do. 2d mort., 7s, 92⅝@92¾; do., 3d mort., 8s, 79@79¼; Central Ohio, 42@42½; do. pref., —@45; do. 1st mort., 89@89½; Western Md., 1@3; do. 1st mort. 6s, 1890, 75@—; do. 1st mort. guar., 95@—; do. 2d mort. guar., 95@—; do. 3d mort., guar., 95@95¾; do. 2d mort. pref., 61@62; do., 2d mort. guar. by Washington Co., 80@82; Richmond and Danville 1st mort., 69½@71; Orange and Alexandria 1st mort. 6s, 88@91; do., 2d mort. 6s, 79⅞@80½; do., 3d mort. 8s, 81½@84; do., 4th mort. 8s, 75@76; Orange, Alex. and Manassas 7s, 79@80; Virginia and Tennessee 1st mort. 6s, —@—; do., 2d mort. 6s, 69@—; do. 8s, 80@83¼; Baltimore 6s, 1875, 100½@101; do., 1884, 98@100; do. 1886, 98@99½; do. 1890, 98½@99; do., 1893, 97¾@98; do. 1893, exempt, 97¼@97⅝; do., 1900, exempt, 99@99½; do. 1900 new, 99@99; do. 1902, 98@98½; Memphis City 6s, 49⅞@50; Maryland Defense Loan, 1883, 105@105½; Virginia 6s, old, 33@42½; do. new, 43@50; do. consol. 6s, 50⅞@51¼; do. coupons, 77@77½; West Virginia, 11@12; City Passenger R. R., 16½@18; George's Creek Coal, 125@140.

☞ The New England Rolling Stock Company has organised with the choice of E. H. Davies, John Lynch, Frederick Robie, Joseph W. Ricker and A. K. Shurtleff, directors; Frederick Robie, president, and W. H. Conant, treasurer and clerk. The object of the company is to lease rolling stock to railroads. The capital of the company is $500,000, and the Portland Company has just finished the first locomotive for the corporation.

☞ Work has been commenced at Hopedale, Ohio, on the eastern division of the Wheeling and and Lake Erie Railroad.

☞ The work on the new railway from Sidney to Louisburg, Cape Breton, has commenced.

BANKING-HOUSE OF FISK & HATCH.
No. 5 Nassau st.

We buy and sell Government Bonds and Gold at current market rates; buy Gold Coupons; buy and sell Stocks and Bonds at the Stock Exchange on Commission for cash; receive Deposits, and allow interest at the rate of four per cent; make Collections, and transact a general Banking and Financial business.

We also deal in the Central Pacific and Western Pacific Gold Bonds, which, at present prices, are very desirable for investment.

We are also selling the Central Pacific Gold Six Per Cent. Land Bonds at 85 and accrued interest.

FISK & HATCH.

Indianapolis, Cincinnati and Lafayette Railroad.

For the information of our readers who may be interested in Indianapolis, Cincinnati and Lafayette Railroad we furnish the following figures, which are official, the same number of miles of road being operated at the different dates. Gross earnings for:

1868	$1,376,055 00	1871	$1,654,274 03
1869	1,457,403 77	1872	1,754,448 91
1870	1,599,776 70	1873	1,891,450 96

Showing a steady gain of about 6½ per cent per annum, which in five years should enable the company to pay a dividend. The receipts of January, 1873, and January, 1874, compare favorably, as follows:

	1873.	1874.
Receipts	$142,116 19	$144,943 53
Operating expenses ...	126,060 54	93,558 69
	$16,055 65	$51,384 84

The road is a trunk line, and its business has every prospect of increase for many years to come. In the results of the last six years as above given it must be remembered it has been in the hands of receivers nearly half the time, and operated under many disadvantages. It is now the best line from Cincinnati to Chicago. The recent arrangements with the Cincinnati, Lafayette and Chicago Railroad will enlarge its business, and its connecting lines to the West and Northwest are much more extensive than in 1868. The report of the Illinois Central Railroad Company for Dec. 31, 1873, says: "By the extension of the Cincinnati and Lafayette Railroad to Kankakee this road, between that station and Chicago, has become a part of the best and most direct route between the cities of Chicago and Cincinnati. A running arrangement made with the Cincinnati line is proving mutually advantageous and profitable."

☞ The Governor of Minnesota has appointed ex-Gov. W. R. Marshall, of St. Paul; A. J. Edgerton, of Mantorville; and J. J. Randall, of Winona, members of the Board of Railroad Commissioners recently established by the Legislature. These Commissioners are authorized by law to fix the schedule of maximum rates for railroad transportation in that State, charges in excess being punished by heavy penalty.

☞ The Governor of Wisconsin has vetoed the bill legalizing the lease of the Milwaukee and Northern Railroad to the Wisconsin Central Railroad Company, and authorizing the purchase of the former by the latter.

Valley (Va.) Railroad.

A bill has been presented in the Virginia Senate to authorize the construction of a branch of the Valley Railroad through southwest Virginia to the Tennessee State line. The route described in the bill is from some suitable point on the present line of the Valley road in the county of Botetourt, and thence to pass through the counties of Craig, Giles and Bland, and thence by the most eligible route to the southern boundary line of the State of Virginia, passing through Moccasin Gap, in the county of Scott, or west of said Gap to the State line. The bill also directs the company to commence the construction of the branch road within three years from 1st of May, 1874, or within twelve months after the completion of its main line to Salem, in Roanoke county, should it be completed before the 1st of May, 1876, and to complete the construction of the branch road within four years from the last named date.

Pennsylvania Railroad.

The committee of stockholders appointed by the Mayor to report a list of persons to be voted for as Directors of the Pennsylvania Railroad Company at the coming election, have reported the following: J. Edgar Thomson, Josiah Bacon, Wistar Morris, John M. Kennedy, John Scott of Pittsburg, Alexander J. Derbyshire, Samuel M. Felton, Alexander Biddle, N. Parker Shortridge and Henry M. Phillips.

The following is the committee appointed under the resolutions passed at the meeting of stockholders to examine into the management of the road, including the value of the stock: William A. Stokes, chairman; William H. Kemble, D. B. Cummins, Moses Taylor of New York, A. L. Snowdon of York, Pa., and Archibald McIntyre.

☞ The old project has been revived of continuing the Norwich and Worcester Railroad from Allyn's Point to the steamboat wharf below Groton Bank. A route has been surveyed, and it is said to be the purpose of the company controlling the Norwich and Worcester Railroad to carry out the project as soon as the necessary arrangements can be completed.

☞ A dispatch dated Cincinnati, March 15th, says that the Trustees of the Southern Railroad will early this week invite proposals for making the road-bed of the line of the Southern Railroad located Saturday from near Chitwood's at the north line of Tennessee south sixty miles to the crossing of Emory River.

☞ The directors of the New York and Mahopac R. R. Co., recently elected, are: Cornelius Vanderbilt, Wm. H. Vanderbilt, C. Vanderbilt, Jr., Wm. K. Vanderbilt, Augustus Schell, William C. Wetmore, Jos. H. Banker, Robt. J. Niven, Joseph Harper, Wm. H. Robertson, C. G. Peed, Norman Merritt and Aaron B. Whitlock.

☞ The gross earnings of the Knox and Lincoln Railroad for the sixteen months ending December 31, 1873, were $186,820 27; the operating expenses for the same time were $95,738 12; net earnings, $91,082 15. For the year 1872 the net earnings were $51,202 92; and for 1873, $71,899 51; increase for 1873 over 1872, $20,696 59, or a little over forty per cent.

☞ The treasurer of the State of Georgia has given notice to the holders of overdue bonds of that State that their bonds must be presented for payment at the State Treasury in Atlanta, Georgia; whereupon, if genuine, those payable in New York, or elsewhere out of the State of Georgia, will be paid by check on New York, if desired; those payable at the State Treasury or elsewhere in Georgia will be paid in currency at that department, or by check on Athens, Augusta, Savannah, Macon or Columbus, as the holder may prefer. No interest will be allowed or paid after the 31st instant.

☞ James K. Baker has been elected President, R. W. Wright Vice President, and E. Miller Secretary and Treasurer of the Memphis, Carthage and Northwestern Railroad Company.

THE ILLINOIS CENTRAL RAILROAD COMpany offers par and a premium of one per cent. (101 per cent.), with accrued interest, for any of its construction mortgage bonds presented for prepayment prior to July 1, 1874, at its office in New York.

The outstanding balance of its Construction Mortgage Debt is about $3,000,000. These Bonds mature April 1, 1875.

L. V. F. RANDOLPH,
Assistant Treasurer.

DREDGING MACHINES AND SCOWS
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One (Osgood Pattern) Second Hand. Price $10,000.
One, Almost New. Price $22 000.
Two Large Dumping Scows, $3,500 Each.
Apply to
A. W. LADD,
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THE WHARTON
Safety Railroad Switch.

☞ BOTH RAILS of the main track absolutely immovable, continuous and unmutilated. ☜

This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

Address,
ABRAHAM BARKER, Pres't,
Or WM. WHARTON, Jr., Sup't,
Of the Wharton R.R. Switch Co.,
28 South 3d St., Philada., Pa.
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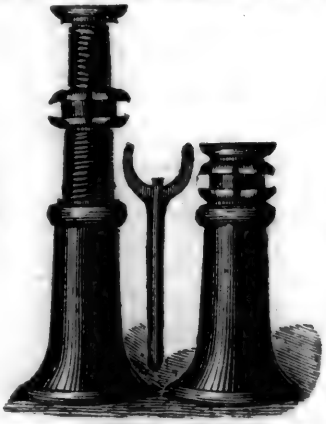
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American Railroad Journal.

New York, Saturday, March 28, 1874.

Bad and Good Seasons for Railroads.

We notice that since the events of September last, there is less talk about the inordinate profits of railroads. The edge has been taken off the sharp comments on "watered stocks" and "dividends on fictitious capital" by the great revulsion in trade and industry. Instead of a glut of traffic we have keen, and even reckless, competition for the little there is; so that it now appears as if, instead of needing more trunk lines, we need more business for those now built. So true is it, that when trade is dull and times hard, the railroad companies get less for carriage than when the wheels of industry are all in motion and freights are plenty. In other words, there are lean years and fat years in railroad business, as in other pursuits; and this should convince discontented agitators that their complaints were founded on an incomplete view of the subject. We are now witnessing the other side of the picture—the risks and losses to which railroads are exposed.

A large proportion of the newly-built roads are in default on their mortgage bonds; unable to pay interest upon half their cost of construction. Several of them have been so smitten by the paralysis of industry that they can with difficulty meet the operating expenses and pay-rolls. Of course, bondholders have to wait for the return of prosperous times; and stockholders will be required to wait until arrears of debt are paid up. At the same time many of the older roads are losing money; some of the best of them have to borrow money with which to pay bond interest; and more to pass their stock dividends. They are all, or nearly all, compelled to cut down wages, and to curtail expenses; but even this is very difficult. Fully nine-tenths, and possibly ninety-five hundredths, of all the railroads in the country are roads that will pay a low rate of interest on their cost—on the average of a series of years. The railroad construction of the country, with here and there an exception, was not overdone, nor in advance of the wants of the country; but the competition for railroad labor, materials and men was so severe that the prices of all the elements governing the cost of railroads had been carried up to a level which made railroad-building far above its proper cost, and therefore such roads carry larger burdens of debt.

Such seems to be the history of corporate industrial enterprises in England and America. The iron makers, for example, and the makers of textile fabrics have a succession of prosperous years in which factories are multiplied and production is pushed upward with hasty strides; then follows a break down, a bad year; then a slow and painful improvement, until consumption again overtakes production. So it is with railroads. We have had one period of extraordinary activity followed by a reaction. The roads completed to a through connection, or to cheap water lines, will gradually struggle out of their difficulties; here and there a tributary road, tapping some valuable mineral field, will also recover; but many others, without these advantages, will prove sources of loss to their builders.

At this moment there is a fierce competition waging between the Pennsylvania Railroad system and its rival on the south, the Baltimore and Ohio Railroad Company, which is more damaging to the combatants than to the on-lookers, though injurious to all. The latter company threw down the gauntlet by reducing its rates on freights between Chicago, St. Louis, Cincinnati, Pittsburg and the seaboard cities. Each of these rivals have European steamship lines as proteges of their own to foster; and as the exportable freights form the bulk of the surviving traffic, the competition soon became sharp. The panic having made serious inroads in the revenues of the Pennsylvania combination, the Baltimore and Ohio Company, flushed with the triumph of a recent loan in the London market, boldly cut down the passenger rates also, so that a passage ticket is sold, by the lines of either company, between Baltimore or Washington City to Pittsburg (over 500 miles) for $5.00; and at corresponding reductions over the wide extent of Western territory where the two systems come in direct competition. The contest seems to be one of capital and credit; and while it must, if prolonged, waste the substance of the combatants, it affects temporarily also the business and profits of the Erie and New York Central tiers of lines. The present indications are that the two latter will unite with the Pennsylvania Company to punish the Baltimore and Ohio, and thus coerce it into a policy more in harmony with the laws of trade. An agreement has been come to by the three first named companies as to passenger rates; and it is likely that some similar concert will be adopted as to freights.

This episode in the management of railroads, following so closely on the heels of the monetary panic, illustrates our point, that railroad profits this year, especially of the closely competing lines, cannot be large. It will not be necessary to inquire whether the capital of some of them is actual or fictitious. The farmers of the West will see how the law of supply and demand governs in railroads in spite of combinations to evade it. So soon as freights become scarce, rates fall; and when there is more freight to move to market than the roads can move, then rates will go up—and this in spite of all legislation or judicial restrictions.

☞ The Youngstown, Ohio, *Tribune* says that work is still progressing on the Painesville and Youngstown Railroad. The heavy grading at Swine creek, Geauga County, is about completed, and the laying of the iron has been resumed. It is expected that the cars will be running as far south as Middlefield in a few days.

Loan of 1858.

The five per cent gold loan of 1858 is practically wiped out from the list of Government indebtedness. The amount was $20,000,000, and it was optionally due on January 1, 1874. In December last Congress authorized the Secretary to exchange the five per cent funding bonds of 1870 for the loan of 1858, or to redeem the coupon bonds in coin. The holders of registered bonds converted them readily, because the 1870 bonds are more desirable, interest being paid on them quarterly in gold. Interest ceased on all coupon bonds February 1. Our financial agents at London have exchanged the remainder of the twenty millions, except about $200,000, which may be tied up in estates, etc., which will wipe out the loan.

Pittsburg, Cincinnati and St. Louis Railway.

At the annual meeting of the stockholders of this company, held at Steubenville, Ohio, on the 17th inst., the report of the president was read and approved and ordered to be printed. Directors were then elected as follows: Colonel Thomas A. Scott, George B. Roberts, H. H. Houston, Thomas L. Jewett, Hugh J. Jewett, Wm. Thaw, Wm. Phillips, J. N. McCullough, Robert Sherrard, Jr., David S. Gray, George W. Adams, Alfred Gaither and Strickland Kneass. At a subsequent meeting of the directors, the following officers were chosen: Thomas A. Scott, President; J. N. McCullough, Second Vice President; W. Thaw, Third Vice President; W. H. Barnes, Secretary, and Justin G. Morris, Assistant Secretary.

Pennsylvania Railroad Company.

TWENTY SEVENTH ANNUAL REPORT.

OFFICE OF THE PENNSYLVANIA RAILROAD CO.,
Philadelphia, March 6, 1874.

To the Shareholders of the Pennsylvania Railroad Company:

The Directors submit the following report of the operations of this company for the year ending on the 31st of December last:

The revenues of the company from its several investments, though curtailed to some extent by the effects of the late financial panic upon the business of the country during the last three and a half months of the year, have been very satisfactory, showing a surplus net profit for the year, from your main line between Philadelphia and Pittsburg, after meeting operating expenses, interest, taxes, and two semi-annual dividends, at the rate of ten per cent per annum, of $2,198,767 14, which amount is largely in excess of any deficiency that can occur in the operations of its leased lines and on account of its guarantee.

It is believed the net results for 1874 will show much more favorably, inasmuch as the extensive improvements which are being made to afford additional facilities for moving and handling the large increase of tonnage with economy and dispatch over your railways and at the terminal points at Pittsburg, Philadelphia and Jersey City, will be essentially completed within a few months. A partial and satisfactory use of them was had during the closing months of 1873.

The net profits of the first month of this year upon the line between Jersey City and Pittsburg exceed those of the corresponding month of last year four hundred and eighty six thousand three hundred dollars, without any material increase in its gross revenues—a result due to the saving effected through these increased facilities and the reduction of the price of materials and operating expenses.

The revenues of your main line between Philadelphia and Pittsburg during 1873, with its branches, were as follows:

From passengers		$4,169,141 97
" emigrant passengers		230,529 49
" mails		158,287 50
" express matter		450,241 40
" general freights		19,608,585 07
" miscellaneous sources		269,253 47
		$24,886,008 90
Expenses:		
For conducting transportation	$5,664,140 57	
For motive power	4,223,350 53	
For maintenance of cars	1,926,095 53	
For maintenance of road	3,246,892 20	
For general expenses	379,706 33	
		15,440,305 16
Leaving net earnings in 1873		$9,445,703 74

In the above cost of "maintenance of road" is included the difference in the price paid for steel rails to replace those of iron, amounting to 16,760 tons, or about $670,000.

The net earnings Pennsylvania Railroad for 1873, as above stated, were	$9,445,703 74
The net earnings Pennsylvania Railroad for 1872, were	8,247,852 18
Showing increase in 1873 of	$1,197,851 56
The total earnings of these works in 1873 were	$24,886,008 90
And for 1872	22,012,525 27
Showing the increase in 1873 of gross earnings	$2,873,483 63

Of the above earnings there were received from the 358 miles of main line:

In 1873 ($62,814 19 per mile)	$22,308,481 68
In 1872 ($55,896 14 per mile)	20,010,818 80
Increase from the main line	$2,297,662 88

And from the branch lines leased and owned, excepting the Philadelphia and Erie Railroad:

In 1873—511 miles in length	$2,577,527 22
In 1872—426 miles in length	2,001,706 47
Increase from branch lines	$575,820 75
The earnings of branch lines operated by your company in 1873, as already stated, were	$2,577,527 22
The expenses of operating them, including rents of the leased branches, were	2,560,097 10
Showing a net direct profit in operating these lines of	$17,430 12

The sources of revenue in 1873, compared with those of 1872, show the following figures:

	Decrease.	Increase.
From first class passengers		$147,129 17
" emigrant passengers	$9,475 59	
" general freights		2,751,663 66
" mails		3,372 72
" express matter		614 05
" miscellaneous	19,820 38	

Total net increase, as above stated	$2,873,483 63

The whole number of passengers carried in 1872 was 5,250,393, and in 1873, 5,879,684, an increase of 629,291, or 11 98-100 per cent. The average distance traveled by each passenger was 30 18-100 miles, being 2 93-100 less than in 1872.

The number of tons of freight moved (including 787,560 tons of fuel and other materials for the company's use) was 9,998,794 tons, embracing 4,627,501 tons of coal. It was, last year, 8,459,535 tons, showing an increase of 1,539,259 tons, or over 18 19-100 per cent. The increase in coal tonnage over that of 1872 was 858,480 tons.

The actual cost of operating your railroad in 1873 was, including branch lines, 62 04-100 per cent of receipts. Excluding branch lines, 57 74-100 per cent of receipts.

For more detailed statements of the receipts and expenses of your main line, the shareholders are referred to the full and satisfactory reports of the General Manager and Controller:

The net earnings of the Pennsylvania Railroad, between Philadelphia and Pittsburg, as already stated, were		$9,445,703 74
From which deduct two semi-annual dividends of 10 per cent per annum	$5,918,140 00	
Interest paid on bonds of the Co., floating debt, &c., $2,789,178 45; less interest and dividends received from investments in other lines &c., $2,372,107 64—* leaving a balance of interest account	367,070 81	
Rent of Harrisburg and Lancaster Railroad	182,651 46	
State taxes	369,074 33	
Instalments paid to the State of Pennsylvania on account of principle and interest of purchase of main line of public works, which has thus been reduced from $7,500,000, the amount of original purchase, to $5,401,675 41, all of which has been paid from net earnings of the railway	460,000 00	
		7,246,036 60
Leaving a surplus net profit for 1873 of		$2,198,767 14

The earnings of the United Railroads of New Jersey and branches, and the Philadelphia and Trenton Railroad, in all 276 miles of road, were in 1873:

From passengers	$4,660,122 87
" freights	3,398,231 39
" express matter	271,865 20
" mails	49 511 07
" miscellaneous sources	137,009 90
	$8,516,739 93
Expenses:	
For conducting transportation	$3,238,910 93
For motive power	1,657,876 75
For maintenance of cars	434,890 88
For maintenance of road	1,337,470 12
For general expenses	98,539 87
	6,792,188 05
Leaving net earnings in 1873	$1,724,551 88

The sources of revenue in 1873, compared with those of 1872, show the following increases and decreases:

	Increase.	Decrease.
Passengers	$86,809 85	
Freights	184,937 58	
Express matter	35,810 25	
Mails	1,026 07	
Miscellaneous		$7,570 57
Total net increase	$250,513 13	

* It will be observed that after deducting the interest and dividends received, from the interest paid on bonds and floating debt of your company, the amount required from the earnings to meet interest is only equal to six per cent on $6,000,000 of debt.

The whole number of passengers carried in 1873 was 8,003,048, and in 1872, 7,580,795; an increase of 422,248, or nearly 5 6-10 per cent.

The average distance traveled by each passenger was 20 9-10 miles, being 4-10 of a mile less than in 1872.

The number of tons of freight moved (including 197,865 tons of fuel and other material for the company's use) was 3,051,577 tons, showing an increase of 515,273 tons, or over 20 31-100 per cent.

The actual cost of operating the United Railroads of New Jersey, including branches, after deducting transit duties, rent of Connecting Railroad, and interest on property, and excluding Belvidere Division, in 1873, was 74 4-10 per cent of its receipts. The cost of moving freight on these railways in 1873 was within 3 10 of a mill per ton per mile of the whole amount received for the service, chiefly in consequence of the great expense of handling it and the cost of ferriages.

On these lines, as well as on nearly all of the other lines worked by this company, it appears that more passenger trains were run during 1873, for the accommodation of the public, than were justified by their receipts, and, therefore, these facilities have been to some extent reduced.

The additional tracks laid upon the line of the railway, to avoid detention in the movement of trains, and the increased terminal facilities, provided to lessen the cost of handling freights, will, it is hoped, enable the New Jersey lines to meet their rental in future out of their own earnings.

The earnings of the Belvidere Delaware Railroad, 68 miles, and the Flemington Branch 12 miles, were in 1873:

From passengers	$195,220 62
" mails	5,758 98
" express matter	3,974 07
" general freights	938,228 80
" miscellaneous sources	5,040 79
	$1,148,222 76
Expenses:	
For conducting transp.	$248,956 40
For motive power	210,289 27
For maintenance of cars	73,686 60
For maintenance of road	292,912 65
	825,912 65
Showing a balance to credit of Belvidere Delaware Railroad, and Flemington Branch, for 1873, of	$322,310 11

The following statement gives the increase in business of the Belvidere Delaware line for 1873 over 1872, including the first three months of 1872, during which time the road was operated by the Belvidere Railroad Company:

First three months, 1872	$187,287 86
Last nine months, 1872	664,393 18
	$851,681 04
Total for 1873	1,148,222 76
Total net increase	$296,541 72

The whole number of passengers carried in 1873 was 897,153, and the average distance traveled by each passenger was 17 miles.

The number of tons of freight moved (including 26,753 tons of fuel and other materials for the company's use), was 1,444,578 tons, embracing 1,224,528 tons of coal.

The actual cost of operating the Belvidere Delaware Railroad including the Flemington Branch, in 1873, was 71 93-100 per cent of its receipts.

No comparisons of tonnage and passengers are made with 1872, as the Pennsylvania Railroad Company did not assume the management of the Belvidere Delaware Railroad until April 1, 1872.

The earnings of the Philadelphia and Trenton Railroad and branches, 88 miles, and the United Railroads of New Jersey and branches, 288 miles, Belvidere Delaware Railroad, 68 miles, and Flemington Branch, 12 miles, and the Delaware and Raritan Canal, 61 miles, including feeder, in 1873, were:

From United Railroads of N. Jersey	$8,516,789 93
From Belvidere Delaware Railroad and Flemington Branch	1,148,222 76
	$9 664,962 69
Delaware and Raritan Canal	1,590,100 12
Total earnings during 1873	$11,255,062 81
Expenses:	
Of the United Railroads of N. Jersey	$6,792,188 05
Of the Belvidere Delaware Railroad and Flemington Branch, including net earnings ($822,310 11)	1,148,222 76
Of the Delaware and Raritan Canal	883,321 46
	8,833,732 27
Total net earnings of railroads and canals in 1873	$2 431,330 54
Interest on bonds of United Railroad Company	$1,168,570 24
Dividends to shareholders	1,948 450 00
Making the rental	$3,117,020 24
Less net earnings of railroads and canals in 1873, as above	2,431,330 54
Showing a loss on the New Jersey Railroads and canals of	$685,689 70
The net profit of the Pennsylvania Railroad, after paying interest and dividends, &c., as before stated, was	$2,198,767 14
From which deduct loss on New Jersey Railroads	685,689 70
Leaving as surplus net profits on the whole line from New York to Pittsburg, after providing for a 10 per cent dividend and interest, &c	$1,513,077 44

The New Jersey lines, it is believed, after 1873 will show but little if any loss in working them, the large expenditures made to lessen the cost of moving and handling freights upon them being now nearly completed. In consequence of the want of these facilities the expenses of the freight department in 1873 very nearly equalled its receipts, leaving a margin of profit of but 32-100 of a mill per ton per mile.

The bridge recently placed by the New Jersey Central Railroad Company across the Raritan at Amboy, which now seriously impairs the free navigation of that river as granted by the State of New Jersey, by the Delaware and Raritan Canal Company, threatens to still more seriously interfere hereafter with the business of this great national highway, which form an important link of the only internal water avenue of commerce between the seaboard cities. The Pennsylvania Railroad Company has endeavored to obtain from that company a modification of the plan of their bridge so as to remove this difficulty, but as yet without success. As at present located and constructed it largely increases the risks of navigating that stream, and the expense of the towage of all boats and vessels passing it.* Its interruption therefore, even to a small extent, is of very grave importance to the whole country. Negotiations are now pending with the New Jersey Central Railroad Company to alter this bridge so as to lessen the evil so far as practicable, which, if successful, will end in the withdrawal of the suit now before the Supreme Court of the United States, for the allotment of this obstruction to the navigation placed across this river only for the purpose of accommodating travel between New York and a watering-place at Long Branch already amply provided with facilities of communication not excelled by those offered by this new line.

* The tonnage delivered by this canal into the Raritan river exceeds that delivered by the Erie Canal into the Hudson river, and equals that of the foreign trade of New York, both in American and foreign vessels passing out at Sandy Hook.

The earnings of the Delaware and Raritan Canal in 1873, on 44 miles of canal and 17 miles of feeder, from tolls, were:

From tolls	$1,047,350 43
" steam towing	518 997 88
" miscellaneous	23,752 81
	$1,590,100 12
Expenses:	
For maintenance of canal	$188,189 67
For canal operation, including drawbacks of $70,108 75	244,893 29
For steam towing acc't	450,788 50
	883,321 46
Leaving net earnings in 1873 of	$706,778 66
Being an increase in net earnings over 1872 of	198,210 91

The number of tons of freight moved was 2,754,837 638-2240, embracing 1,977,105 tons of coal. It was last year 2,837,532 1904-2240 tons, showing a decrease of 82,695 1266-2240 tons, or 2 9-10 per cent.

Notwithstanding the increased cost of towage by reason of the obstruction of the bridge across the Raritan, the average cost of moving freight was 677-1000 cents per ton per mile, and for 1872 739-1000 cents per ton per mile, showing a decrease of 62-1000 cents per ton per mile. The actual cost of operating your canal was 55 55-100 per cent of its receipts.

This canal is capable of accommodating a much larger tonnage than now passes through it without further outlays for construction, and this traffic must continue to grow with the population and the wealth of the whole seaboard, if not interfered with by the obstructions referred to.

Its business has been well systematized by the General Superintendent, I. J. Wistar, and is now conducted with much economy and promptness.

The earnings of the Philadelphia and Erie Railroad in 1873, were:

From passengers	$632,620 30
" freights	3,042,806 00
" express matter	41,189 19
" mails	80,748 41
" miscellaneous sources	94,703 39
Total (nearly $13.340 51 per mile of road)	$3,842,067 20
Expenses:	
For conducting transp.	$872,256 99
For motive power	962,781 49
For maintenance of cars	398,390 03
For maintenance of road	1,179,882 33
	3,413,310 84
Showing balance to the credit of Philadelphia and Erie Railroad Company of	$428,756 36

The sources of revenue in 1873, compared with those of 1872, show the following increases and decreases:

	Increase.	Decrease.
Passengers	.....	$14,653 79
Freights	.....	134,742 92
Express matter	.....	3,728 77
Mails	$3,175 21	.....
Miscellaneous	11,264 60	.....
Total net decrease		$138,685 67

The whole number of passengers carried in 1872 was 839,793, and in 1873, 777,273, a decrease of 62,520, or nearly 8 per cent.

The average distance traveled by each passenger was 26 miles, being 1 57-100 miles more than in 1872.

The number of tons of freight moved (including 191,988 tons of fuel and other materials for the company's use) was 2,356,234, embracing 959,259

tons of coal. It was last year 2,211,269 tons, including fuel and other material for the company's use, showing an increase of 144,965 tons, or over 6 5-10 per cent.

The actual cost of working the Philadelphia and Erie Railroad in 1872 was 88 84-100 per cent of its receipts; but for the panic of September last the results of the operation of this line would have been about the same as last year. The country at present drained by the Philadelphia and Erie Railroad has a very limited local traffic, except in lumber, and the demand for this seemed to cease with the commencement of the late financial panic; and as the country traversed is poor, it purchases its supplies only for its immediate wants, and, therefore, the consumption of merchandise fell off to the lowest point, and has not since revived. Another cause for the falling off in the gross receipts is the decrease in the oil trade, consequent upon the change that has occurred in the oil-producing territories of the region near Titusville and Tidionte, which have ceased to yield their former production; and to the discoveries of the new oil territories near Brady's Bend, on the Allegheny river, and in Butler county, from which the largest shipments are now obtained. The centres of production are about one hundred miles distant from the line of the Philadelphia and Erie road, and the greater part of the oil produced there is thus thrown upon the Western Pennsylvania Railroad, connecting with the main line of your railroad at Blairsville. The opening of the "Low Grade road" in May next will restore a share of this traffic to the Philadelphia and Erie road, at the Bennett's Branch Junction, giving to it about 120 miles of transportation.

The causes that led to the unsatisfactory result of this line were pretty fully stated in our last annual report, and may all be summed up in the fact that the line is located where there is not sufficient local traffic to justify its construction. Had it followed the line of the "Low Grade Railroad," from the confluence of Bennett's Branch of the Susquehanna river to Brookville, and by the most direct route to Franklin, and thence to Erie, it would have traversed a country abounding in coal, iron ore and oil, the conveyance of which would have made it a profitable enterprise. But the directors, tempted by small subscriptions to its shares at Ridgeway and Warren, passed the line through these points, thus traversing coal fields of lesser importance, and a country yielding, up to this time, very little local traffic, excepting in lumber.

The early completion of the Bennett's Branch Railroad from a connection with the Allegheny Valley Railroad to Driftwood, and the road now completed from Emporium to Buffalo, will bring, in the course of time, a considerable increase to the traffic of the eastern part of the Philadelphia and Erie Railroad, which will, no doubt, add materially to its revenues; but the development of the business on these new lines must necessarily be of slow growth, so that immediate and important results must not be expected. Indeed, the shareholders of that company can only rely upon the gradual development of the local business of the line and its connections to make their property remunerative, the through traffic having necessarily to be carried at rates which can never be very profitable, and which are, at all times, liable to be forced down to or below the actual cost of transportation by the competition of rival lines.

The following table shows the average earnings from freight and passenger traffic, and the cost of moving it per net ton and per passenger per mile on each of the railways worked by the Pennsylvania Railroad Company:

Name of Railroad.	Aver. cost of transp'g each pas'g'r per mile.	Aver. earnings from each pass'ger per mile.	Profit and loss on each passeng'r per mile.
Penn. R. R. & branches.	2.01	2.48	P 0.47
N. J. Lines.	1.78	2.78	P 1.00
B. and D.	2.93	2.88	L 0.05
P. and E.	3.809	3.123	L 0.686

Name of Railroad.	Aver. cost of transp'g each ton per mile.	Aver. earn'gs of transp. of freight per mile.	Aver. profit on each ton trans. of freight each mile.	M'ls of road.
Penn. R.R. & branches.	0.857	1.415	0.558	869
N. J. Lines.	2 283	2.265	0.032	276
B. and D.	0.929	1.388	0.459	80
P. and E.	0.985	1.135	0.150	288

CANALS.

The Pennsylvania Canal (the capital stock of which company the Pennsylvania Railroad Company hold 70,231 shares, of $50 each, out of a total capital of 89,143 shares) is formed of what is now termed its Main Line, from Columbia to Wilkesbarre, 151 miles in length, with a branch from Northumberland to Lock Haven, on the west branch of the Susquehanna river, 71 miles, and a branch to Williamsburg from the mouth of the Juniata river, 113 miles, making in all 347 miles of canal including the Wisconisco feeder, twelve miles in length, purchased of the Wisconisco Canal Company.

These works were originally built by the State of Pennsylvania. That portion between Columbia and Williamsburg, 159 miles, becoming the property of this company by purchase from the State, for the sum of $1,000,000, its estimated value compared with the payment to be made ($7,500,000) for the whole Main Line of Public Works from Philadelphia to Pittsburg.

The other portions of this canal were obtained by purchase and consolidation with other companies, that the whole might be worked as one system.

It soon became evident after its purchase, that this canal, originally built for a depth of four feet of water, but which was found, from neglect, to have become less than three feet deep, would have to be enlarged to six feet in depth, to enable it to compete in any degree with the railroads penetrating the same territory.

With this view its enlargement between Columbia and Wilkesbarre was commenced, and is now substantially completed. It was not deemed expedient to enlarge the branches until it could be practically demonstrated that such an enlargement would prove a financial success. The branch canals have been restored to their original dimensions and now meet their expenses. The net profits of all these canals for 1873, after paying interest upon their debt, was $147,580, all of which has been invested in canal boats. This result is due to the fact, not only of the small amount of present capital as compared with their original cost, but that the canals and railroads are managed under an arrangement by which they both obtain reasonable rates for the transportation of traffic passing over them. The revenues of these canals in 1874, it is believed, will considerably exceed those of 1873, and the net results will then be fairly shown, as directions have been given to close the construction account, and charge all outlay in future to expense account. No further enlargement of these canals will be undertaken, until it has been fully ascertained that their increased dimensions will enable them to compete in economy of transit with our railroads.

COAL LANDS AND COAL TRANSPORTATION.

The policy of the State of Pennsylvania has led to the absorption—either directly or indirectly—of nearly all the best anthracite coal properties in the State, by all of the carrying companies, leading from that coal region to the seaboard. Whether this policy will prove to be for the best interests of the State, or otherwise, time alone can demonstrate. These purchases were being quietly but rapidly made by other railroad companies, and they threatened to take from the works of the Pennsylvania Railroad Company all of this coal traffic, for the accommodation of which your canals on the Susquehanna were originally built by the State, and if fully consummated, would have left these works upon your hands as dead investments. To prevent such a result, and to retain some of this traffic for its railroads, the Pennsylvania Railroad Company was compelled to follow the example of other railroad companies, by securing the control of the coal lands in the vicinity of its lines, that would continue to supply transportation for them. With this object in view, this company obtained control of the amount of lands mentioned in the following table, which also shows their cost to the Pennsylvania Railroad Company, and the estimated present value of their interest therein:

	No. of acres.	Cost to P. R. R. Co., including developments.	Present estimated value of P. R. R. Co's interest.
In Wilkesbarre Coal Region.	5,823	$1,000,000	$1,500,000
In Hazleton Coal Region.	2,119	270,000	800,000
In Shamokin Coal Region.	5,808	1,092,578	1,750,000
In Lykens Valley Coal Region.	12,300	1,495,000	6,000,000
Totals	26,050	$3,857,578	$10,050,000

All these coal fields have connections with tidewater over both your railroads and canals, and they will be worked to an extent that will insure fair profits upon the investments, and at the same time continue a supply of tonnage for your works at remunerative rates of freights. The coal from the Lykens Valley region commands the highest price of any of the coals of this State, and the product has not heretofore been equal to the demand.

The bituminous coal fields of Pennsylvania are traversed by your railroad from a point a few miles west of Altoona to Pittsburg, a distance of over 100 miles, and from the west branch of the Susquehanna river to the Maryland line. North of the west branch of the Susquehanna, up nearly to the State of New York, bituminous coal of good quality exists; but the deposits are of moderate thickness, and, except where the market is near, are not worked to a large extent. The bituminous coal fields on the line of your railroads are already penetrated by several branches from the main stem, bringing to it a large and increasing tonnage, and the mines upon them are capable of a development that can meet any demands that the market will require. The bituminous coals of this region have only within the past fifteen years sought an eastern market, owing to the nearness of the anthracite region; but the yearly increase in the cost of mining anthracite coals, and the large amount of capital required to work them with economy, has gradually brought the price of this variety of coal to a point which compels the introduction of the bituminous coals for consumption in the east, to a very large extent, particularly for gas and steam purposes, and for the manufacture of iron. This demand at the seaboard has also been still further stimulated by the rapid advance during the last few years in the price of English coals, which have heretofore monopolized the West India and South American markets.

To supply this increasing demand we have not only the coal fields traversed by your main line, but also that just being opened to market by the "Low Grade Railroad" in Jefferson county, where the deposits are of great thickness and the coals of a superior quality. This coal field is also accessible to the lake region, where, in time, the demand for it must become very great. The transportation of coal from this field to tidewater and the markets of the East will not encounter an ascending gradient exceeding sixteen feet per mile, and this only for a short distance.

The bituminous coal transported on your main line, notwithstanding the short time since it has sought an Eastern market, reached, in 1873, the large amount of 3,353,541 tons, exclusive of that used by the company for its own consumption.

The total anthracite tonnage transported during the year upon your main line of railroad, was

1,178,960 tons, and on your canals, 1,542,125 tons.

The carriage of this product is much larger, and the profit derived from it quite as great per mile as from the agricultural products of the West.

GENERAL REMARKS.

An unusual amount of public attention has been directed during the past year to the charges for transportation made upon the different channels of conveyance between the East and the West, particularly in reference to those upon agricultural products; and various remedies have been proposed to cure what has been termed a serious evil, which, in fact, has no existence, at least between the great commercial centres of the West and the seaboard, as we shall presently demonstrate.

A close examination of the accounts of this company will show that its charges for freight upon agricultural products scarcely bear the expenses of transportation, and on many items the charges for transportation are below actual cost, leaving for the conveyance of the aggregate tonnage of agricultural products little or no profit to the railroad company; this is largely due to the irregularity of its movement, and the comparatively small amounts of back loading obtained, as four fifths of the cars return empty. The profits of the company from this source are almost wholly derived from the transportation at higher rates of the valuable articles which the sale of these products enables the merchants and farmers to purchase in the East for consumption at home. If the shareholders of the Eastern Trunk Lines relied upon the direct profits from the carriage of agricultural products for dividends they would be disappointed in their expectations. One of the complaints against railway companies by the advocates of cheap transportation is that the railway capital of the country has been "watered," that is, increased by the issue of shares not represented by any expenditures upon their railways. This does not apply to the administration of the Pennsylvania Railroad Company; on the contrary, a very large amount of its net revenues have been applied to construction account. Notwithstanding the heavy charges that have been made from net revenues from time to time to expense account, the cost of transporting freight, by reason of the increased quantity now moved, and the improvements made to the railway and rolling stock of the company has been reduced from 1.870 cents per ton per mile, in 1864, to .857 cents in 1873, from which it will be perceived that the cost of movement in 1864 was 118 per cent greater than it was in 1873. The whole benefit of this reduction has been given to the public in reduced rates upon transportation, which have likewise fallen from an average charge in 1864 of 2.46 cents per ton per mile, to 1.41 cents in 1873.

The reduction in the cost of transportation has now nearly reached its limits, unless there should be a material fall in the price of labor and materials, which is not anticipated or desired by railway companies, as their prosperity is mainly due to the prosperity of all classes of the community.

The facilities for transportation between the East and West are now in excess of the demands of the public, and the construction of any additional avenues for through traffic would, from the causes already stated, rather tend to increase the cost of moving freight than otherwise, and no new avenue could be built at this time that would not greatly exceed, in actual cost of construction, those now in existence in consequence of the advance in price of labor and materials

To reduce the cost of transportation from the West, the attention of the public has been called to the construction of new canals between the East and West, but owing to the great cost of such works, and the large amount of lockage required to overcome the intervening summits, no canal can be constructed upon the routes proposed at any point between the New York Canal and the water route of the Mississippi river itself, that could compete in rates of freight with the railways already built. The effort to do so was made by the State of Pennsylvania and proved a failure. Even the New York canals, with their comparatively small amount of lockage and enlarged dimensions, viewed as a direct investment of capital, are now profitless to their owners. The shareholders of the Schuylkill Navigation Company, a complete and enlarged enterprise, were compelled by railway competition to lease their canal to the Reading Railroad Company on very low terms, to save for themselves even a very small interest on their capital invested. Railway share holders have, therefore, nothing to fear from this threatened rivalry, and no party can lose by their construction, except those who may invest their money in such enterprises.

Experience seems to have developed the fact that no system of canals can now be worked profitably at their original cost in competition with railways, unless they are located like the Chesapeake and Delaware and Delaware and Raritan canals, connecting navigable rivers, and between great commercial centres.

The process of "watering" railway stocks—that is, the increase in the capital stock of the company by the issue of shares unrepresented by actual property—so much complained of by the public, is very unusual, even the increase of shares made by the New York Central Railroad Company, so frequently alluded to, was made upon the same principles adopted by every merchant If at the end of each year the stock of merchandise he may have had on hand had materially advanced in value, as was the case with the real estate of the company, and the addition to its works paid out of the net profits of the railway.

The Pennsylvania Railroad Company, as already shown, has pursued a different policy, giving to its shareholders liberal dividends from the date of commencement of the surveys for the enterprise, passing only one semi-annual dividend of 3 per cent during the prevalence of the financial panic of 1857 until the present time.

The Baltimore and Ohio Railroad Company from the necessity of applying their whole net revenues to the construction of their railway, pursued for many years a still more conservative policy, having paid the shareholders of its Main Line dividends averaging only 3-10 of one per cent per annum, or in the aggregate only amounting to six per cent for the first twenty years of its existence—an amount just equal to the payments by this company in dividends during the first year of its organization.

For the following six years the Baltimore and Ohio Railroad Company paid to the shareholders of its Main Line, dividends averaging three-fourths of one per cent per annum, amounting in the aggregate to but 4½ per cent for the entire period of six years—while the shareholders of the Pennsylvania Railroad Company received for the same period 36 per cent from the profits of the line, and on the completion of the railroad to Pittsburg with a single track, there was left from the net profits of the railroad $287,431 41, which, under the provisions of its charter, was credited to the cost of construction, thus reducing to that extent the capital of the company. From 1853, when your line was opened to Pittsburg, up to 1873—twenty years—the dividends of the Pennsylvania Railroad Company have average 9 9-10 per cent per annum; the total dividends of the company from its organization to the first of January of this year having been 234 per cent.

From this statement it will be perceived that the complaint of "watering" railroad stocks does not apply to the Pennsylvania Railroad Company. The unsatisfactory financial condition of a number of railroad companies is mainly due to their construction in advance of the requirements of the country, many of them having been built as rivals to other lines where the traffic was scarcely sufficient for one.

The surplus income of this company has gradually accumulated to an amount which, after charging the whole expenditures made by it in connection with the Southern Security Company, and other investments of doubtful value, to profit and loss, as we did after the panic of 1857, with a similar investment, made in the Cincinnati and Marietta Railway, there is still standing to the credit of income account the large sum of $8,842,563 43, all of which is represented by disbursements on your railroads and its connections.

Since the civil war the investment made by Northern capitalists in railroads of the Atlantic slope of the Southern States have generally proved disastrous, chiefly from the financial exhaustion of this region and its slow recuperation. The gradual accumulation of new capital among themselves promises hereafter a period of greater prosperity.

Though the whole of the expenditures by this company in connection with the Southern Security Company has been charged to profit and loss, and carried to the suspense account, it is believed that they will yield some favorable returns, and bring traffic of some value to the lines controlled by this company, for the benefit of which this expenditure was originally undertaken.

The last annual report of your directors gave for the first time a statement that exhibited the full net profits of the company, nothing having been charged to expenses that was properly due to construction account, except probably the difference between the cost of steel and iron rails. This was done, as then stated, for the purpose of enabling the shareholder to determine for himself the value of his shares. The net profit of the company was therein shown to have been over 15 per cent.

The surplus, after paying 10 per cent per annum dividends, amounting to $2,895,423, was credited to profit and loss. Notwithstanding this explicit statement of our net revenues for 1872, and the assurance from time to time that the business of the company for 1873 was satisfactory in its results, your shares at the close of the year became needlessly depressed in price. The depression below the price of the shares of other leading railroad companies of this State, does not seem to be justified by the present condition and future prospects of this company.

The obligations of this company for rentals and guarantees of leases on account of the lines now operated by the Pennsylvania Company west of Pittsburg, as will be seen by the statement appended to the Treasurer's report, have all been met from the revenue of the lines, except within the sum of $399,244 98, and this has been provided by the Pennsylvania Company out of its resources, and is, consequently, not a charge upon the revenues of this company.

These lines control and deliver to and distribute from our main line a large amount of through traffic, which, though the margin of profit on it per ton and per passenger is small, adds materially to the net profits of this company. These profits have also enabled the Pennsylvania Railroad Company to reduce the charges for transportation of local traffic within the State of Pennsylvania, to their present low standard.

The lines east of Pittsburg, for which interest and rentals have been guaranteed by this company, except the New Jersey lines (deducted elsewhere from the receipts of the main line), have all met and paid their own liabilities, except those set forth in the tabular statement attached to the Treasurer's report, amounting in the aggregate to $1,163,749 87, from which deduct the surplus accruing to the credit of the Western Pennsylvania Railroad Company, $240,968 77, leaving a balance of $922,781 10, which sum has been advanced by this company. The respective companies are charged with the amounts advanced for them, to be repaid out of their earnings and other resources. The shareholders will understand that in each of these cases where advances have been made the companies are controlled by this company, under leases or otherwise.

Accompanying the Treasurer's report will be found a detailed list of the bonds and stocks owned

by this company, many of which were purchased during the past twenty years, and are now held to control the respective lines, aggregating, at their par value, $73,594,440, which cost this company $52,692,419 09, on which cost they are now paying into the treasury of this company over four per cent per annum.

Some of these securities are now paying interest or dividends, but it is believed, as the lines are developed, they will become sufficiently profitable to make all these investments pay an average of over six per cent per annum on their cost.

The company, in addition thereto, will always enjoy the control of these lines, which each year, under prudent management, must become more valuable.

In creating the consolidated mortgage, as authorized by the stockholders at their last meeting, the assets of the old Sinking Funds and other assets, which represent nearly all of the securities above referred to, were placed in a trust fund, to further secure the bonds that may be issued under that mortgage, of which Wistar Morris, Josiah Bacon and Edmund Smith were made trustees.

The financial wants of the company for 1873, it was believed, were fully provided for and in due season, and the provisions made for them would have been ample to meet all demands upon the treasury of this company, including the November dividend, but for the unexpectedly large requirements made upon us to sustain the credit of our connecting lines, and to enable them to pay for outlays necessary to accommodate their increasing tonnage.

Rather than pay the exorbitant rates than demanded for money, or adopt the alternative, as was done during the panic of 1857, of passing the dividend, the board deemed it best to meet the question by an issue of interest bearing scrip, payable in fifteen months—which action seems to have given general satisfaction to the shareholders. Of this scrip $754,600 has already been redeemed, and more will continue to be absorbed, in the payment of instalments due upon subscription to our stock.

It may also be mentioned that, in consequence of the financial panic, the amount derived from the sale of exchange, from the low rate it had to be sold at, was not as great as anticipated, and to that extent reduced our anticipated receipts from the sale of bonds in Europe.

The following statement will show the amount of money received from subscriptions to the capital stock of this company, and from the sale of its bonds, &c., during the year 1873; also, the accounts to which the money thus received has been applied:

It will be seen from the Treasurer's statement annexed that the General Account for 1873 shows a total of	$140,735,637
The General Account for 1872 shows a total of	116,658,824
An increase in the year 1873 of	$24,066,813

On the debit side of the account this increase is made up of:

Increase in capital stock	$14,872,538
Bonded debt	8,073,476
Bills payable	898,551
Securities New Jersey Companies	257,000
Accounts payable	41,839
	$24,143,404
Decrease in profit and loss	76,591
	$24,066,813

On the credit side of the account this increase is made of:

Increase in construction of third track, sidings, machine and car shops, passenger and freight stations, &c.	$1,300,387
Increase in equipment, 155 locomotives, 49 passenger cars, 2,533 freight cars, and 40 road cars	4,179,159
Increase in real estate purchased	477,837
Increase in construction on the extension from West Philadelphia to the Delaware river	176,516
Increase in bonds and stocks purchased of other companies in which this company owns a majority of capital stock, to enable them to complete their works and extend their facilities	7,351,165
Increase in securities New Jersey Co.'s	257,000
Increase in fuel and materials for the operations of the Pennsylvania, Philadelphia and Erie, and New Jersey Railroads	388,141
*Increase in bills and accounts receivable, consisting mainly of advances to railroad companies in which this company has a controlling interest	8,141,426
Increase in balance in hands of agents	877,867
Increase in balance in hands of Treasurer	917,265
	$24,066,813

As the equipment of your railroad and connecting lines controlled by this company, are now nearly sufficient to meet the demands of their traffic, similar outlays will be quite light for some years to come.

The board has no apprehension as to the future value of your property. The rapid increase of its local tonnage and its assured connections with all the important commercial centres of the west, have demanded from the company a large increase of capital to move its present heavy and increasing traffic, which has required a large demand for money to supply these wants, without which the existing and increasing tonnage could not have been moved with economy or despatch.

The amount required has been unexpectedly large but its expenditure could not have been avoided. These facilities, when completed, it is believed, will be sufficient, with but small additions, to meet the requirements of the public for several years.

In consequence of the depressed financial condition of the country, which affected seriously the traffic of your railroad, it became necessary to reduce expenses of every kind, and in so doing, to make a reduction of 10 per cent in the salaries and wages of every person in the service of the company. The necessity for this movement was so thoroughly appreciated and kindly met by all our officers and employees, that the board now desire to make this acknowledgement, and express the hope that the condition of the country and the business of the company will, at an early day, warrant a return to better rates.

In conclusion, the board take great pleasure in renewing their acknowledgment of the efficient manner in which the business of the company has been conducted by A. J. Cassatt, General Manager, and by the officers and employees generally during the past year, and they beg leave to submit for your consideration and action the accompanying preamble and resolutions.

By order of the Board,
J. Edgar Thomson, President.

* The above item includes advances to the United Railroad Companies of New Jersey, the Philadelphia and Erie Railroad Company, and other lines, for permanent improvements—large portions of which have been settled since 1st January, and other portions are well secured by collateral and otherwise.

Note.—The change of the Susquehanna bridge from wood to iron has been deferred because the company has control of two other bridges over this river, owned by other companies, which it can use in any emergency. The cost of building and maintaining a wooded bridge in this region is now less than those of iron, and the substitution of iron is only justifiable in consequence of the liability to interruption of the traffic of the company from fire to wooden bridges.

Self-Lighting Lamp and Gas Attachment.

Millions worth of property is burned up and utterly lost every year by means of that mischevious little article the Lucifer Match. Many a fine mansion and humble cottage has been reduced to ashes, and perhaps priceless lives lost in midnight conflagrations, and the sad affair charged to the wicked incendiary or some unknown cause; while, in fact, the *real* cause was the careless use of a friction match by a child or servant, or its unobserved ignition by the foot on the carpet, or even by the teeth of rats or mice nibbling the phosphorous. Singular as this may seem, it is well known to the fire authorities that buildings are frequently set on fire and destroyed from each and all of these causes.

Innocent as seems the modest little stick of pine, when confined in its metal box, yet when scattered or carried all over the house or factory, as they usually are, we are in the presence of constant danger.

Naturally the reader inquires, "Is there no substitute, no remedy?" We answer, "there is," as we will presently proceed to show. Even when darting along our railways at the rate of 50 miles an hour, more or less, we are not free from the ever present danger of death by burning; for it is not many days since we came quite too near having to record a fearful accident, barely averted, caused by carelessly throwing a lighted match among the drapery of one of our palace sleeping cars, filled with passengers wrapped in slumber.

In view of all this, we put forth the inquiry, in a recent issue of this Journal, for some substitute, or means whereby matches might be entirely banished, at least from all our sleeping cars. This short paragraph had the effect to bring to our notice one of the most unique and yet useful inventions of the day.

It seems designed to exactly cover the difficulties and dangers above alluded to. It is at once simple, compact, easily applied and worked, unaffected by weather or climate, alike applicable to oil lamps and gas burners, whether single jets or chandeliers, and is liable to none of the objections against friction matches, for which it is a complete substitute, and in every way more convenient. This curious and most valuable contrivance, resembles a narrow strip of tape, four to six inches long, notched finely on one side, and encased in a little metallic cylinder, which may be readily attached by a single clasp to the lamp or burner. The tape or fuse is moved up and down, and thus ignited at the upper end, by means of another very small screw attached to the lower end of the cylinder. Once ignited, it burns long enough—which need be only an instant—to light any lamp, even if its wick has remained untrimmed for a week. A single fuse will last from one to three months; and when used up, another may in moment, be inserted in the same tube. No removing of chimneys or globes when you want to strike a light. This most desirable improvement can be furnished, we learn, at about the price of matches, and surely when once its immense superiority is seen, its use must become universal.

Every railway car in the country, every depot, store, hotel, church, factory, and indeed every dwelling house, should be supplied with this new lighter.

No more awkward fumbling and stumbling

around in the dark after a match, breaking either one's head or some article of crockery, in a frantic effort to strike a light. And how nice, when in bed, if one suddenly wants a light, instead of getting up and blundering around, to just reach out, turn the little screw half round, and lo! the room is illuminated forthwith.

The Self-Lighting Lamp and Gas Co., which owns the patents for this new lighting device, have a self lighting torch, a most excellent arrangement for lighting halls, churches and chandeliers everywhere. Both these inventions work to perfection, and are absolutely safe under all circumstances. They have also a self-lighting lamp for railways and other uses. Recently, as we dropped in at the company's show-rooms, we were somewhat surprised at the great numbers of people, calling to examine or buy; and we were informed by the gentlemen in charge that the applications by mail are also enormous, coming from jobbers, speculators and others in all parts of the country, wishing to purchase town, county or State rights and orders for goods.

In concluding our notice of this valuable invention, we would say to those persons who have heretofore written us respecting the best railway car lighter, and indeed to all railroad officials and housekeepers throughout the country, that they should lose no time in securing the Self-Lighting Lamp and Gas Attachment for their cars, depots, store-houses and all other buildings whatever.

As may be seen from their advertisement in another column, the office and ware-rooms of the "Self-Lighting Lamp and Gas Co." are at 563 Broadway, New York City.

As we were penning the concluding lines of the above article, the following paragraph from an exchange met our notice, and we re produce it here in part proof of what is stated in the forr-going.

TAKE CARE OF THE MATCHES.—A Great Barrington (Mass.) merchant found a box of parlor matches on the store floor the other morning, which had been knocked off the shelf by a rat or mouse over night. On opening the box the discovery was made that by the concussion every match in the box had been lighted, and the wood of which they were made was charred and turned brown. Fortunately the box was so tight as to smother the fire, and no harm resulted. It was a narrow escape; and if a fire had taken place, its cause would have been a perpetual mystery.

The Trans-Allegheny Canal.

A convention of the friends of the Trans-Allegheny Canal project met in Pittsburg on the 19th. Hon. John Ritchie of Frederick, Maryland, was chosen President. He addressed the convention in favor of the enterprise. He said the convention was not conceived in the spirit of hostility to railroads, but the latter were not adequate to meet the demands for transportation.

Colonel Sedgwick, the engineer under whose direction the Government survey was made, gave an able description of the projected canal, advocated its construction, endorsed it as entirely practicable, and said the cost of the undertaking would probably exceed $20,000,000, but under contingencies could be built for $16,000,000.

Addresses were made by Hon. J. H. Gordon and J. K. Morehead, of Pittsburg, on the national importance of the project; by Hon. George H. Thurston, on the advantages of the proposed work, and by several other gentlemen. A series of resolutions asking for a further appropriation for surveys from Congress were passed, when, after congratulatory addresses, the Convention adjourned to meet in Washington on the 23d of April next, at which meeting several committees will report, and Hon. Montgomery Blair preside.

Lake Superior Iron District.

From the appendix to Swineford's History of the Lake Superior Iron District we learn that the amount of iron ore shipped during the season of 1873 was 1,178,879 tons, and 160 pounds valued at $8,171,652 28. The total production of the several furnaces in the district was 71,507 gross tons valued at $3,224,235. From 1858 to 1873 inclusive, the total product of the Lake Superior furnaces was 428,857 tons. The aggregate product of the mines from 1856 to 1873, inclusive of both years, was 6,712,792 tons. The aggregate yield of the mines from 1856 to 1873 inclusive, was 6,712,792 tons of iron ore, 428,857 tons pig iron, 7,141,649 tons ore and pig iron, the whole valued at $55,773,920.

☞ Both Houses of the Maryland Legislature have passed the bill authorizing the Baltimore and Catonsville Railway Company to use the fire less locomotive on their road. This is the motor now in successful operation on the New Orleans and Carrollton Railroad, and is highly commended by the president of that company as a most valuable substitute for horse power, and perfectly free from all objections to the ordinary "dummies" heretofore used.

THE WHARTON
Safety Railroad Switch.

☞ BOTH RAILS of the main track absolutely immovable, continuous and unmutilated. ☜

This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

Address,
ABRAHAM BARKER, Pres't,
Or WM. WHARTON, Jr., Sup't,
Of the Wharton R.R. Switch Co.,
28 South 3d St., Philada., Pa.
P. O. BOX, 2353, Phila.

FOUNDRY FACINGS & SUPPLIES
OF ALL KINDS.
Bituminous Coal, Sea Coal, Lehigh, Mineral, Charcoal, Black Lead, &c., &c.
Also Selves, Brushes, Molders' Tools, and all articles required for foundry use.
BOYD & PEASE,
Manufacturers,
508, 526 & 528 East 18th St.,
NEW YORK.

To Banks and Bankers.

The great number of frauds committed by raising the amounts of checks and other vouchers of value by removing the original writing and filling in larger sums, has suggested the necessity of some means of preventing such consequences.

THE NATIONAL SAFETY PAPER has been thoroughly tested by eminent chemists and experts, and pronounced

A Perfect Security Against Fraudulent Alterations.

For Checks, Drafts, Notes, Exchanges, Certificates of Deposit, Letters of Credit, Bonds, Legal Documents, and all written evidences of value, this invention affords a protection that cannot be overestimated.

This paper is manufactured only by
CAMPBELL, HALL & CO.,
110 & 112 Nassau St., N. Y.
For sale by all the leading Stationers.

RIEHLE BROS.,
650 North Ninth St., Philadelphia,
New York Store, 93 Liberty Street,
Pittsburg Store, 56 Wood Street.
LATEST IMPROVED STANDARD.



Our Patented Double Beam Iron Lever Rail Road Track Scale acknowledged the BEST.
MAKERS of the NEW TESTING MACHINE.

RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. For sale by
S. W. HOPKINS & Co.,
57 Broadway, New York

RAILROAD IRON.

THE undersigned agents for the manufacturers, are prepared to contract to deliver best quality American or Welsh Rails, and of any required weight and pattern
PERKINS LIVINGSTON & POST,
31 New St., cor. of Exchange Place,
NEW YORK.

RAILROAD IRON.

THE undersigned, agents for the manufacturers are prepared to make CONTRACTS FOR RAILS delivered free on board at ports in England, or exship at ports in the United States.
M. K. JESUP & COMP'Y,
59 Liberty St., New York.

RAILROAD IRON.

ENGLISH and AMERICAN RAILROAD IRON for delivery in New York and other markets in the United States. For sale by
WM. H. PETIT & PIKE,
72 Wall-st., New York.

PHELPS, DODGE & CO.,
CLIFF ST., between John and Fulton,
New York,
IMPORTERS AND DEALERS IN
Tin and Roofing Plates
OF ALL SIZES AND KINDS.
PIG TIN, RUSSIA SHEET IRON,
Charcoal and Common Sheet Iron,
LEAD, SHEET ZINC, COPPER,
SPELTER, SOLDER, ANTIMONY, &c.
MANUFACTURERS OF
Copper, Brass and Wire.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3,280,000	J. & J.	Jan. '74 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '73 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " guar.100	786,476	M. & N.	Nov. '73 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Sept. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Genesee & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	Nov. '73 3
Washington Br.....100	1,650,000	A. & O.	Oct. '73 5
Parkersburg Br. pref... 50	5,680,685	— & —	.....
Berkshire* 100	600,000	J. A. J. & O	Jan. '74 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N.	Nov. '73 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & D	Dec. '73 3
Bost., Conc. & Mont.* pref100	800,000	M. & N.	Nov. '73 3
Boston and Lowell.....500	2,852,900	J. & J.	Jan. '74 4
Boston and Maine.....100	6,816,807	M. & N.	Dec. '73 4
Boston and Providence..100	3,950,000	M. & N.	Nov. '73 5
Buffalo, N. Y. and Erie*..100	950,000	F. & A.	Feb. '74 5½
Burlington and Mo. Riv..100	5,636,600	M. & S.	Mar. '74 5
" " pref.100	1,485,900	M. & S.	Mar. '74 5
Camden and Amboy* ...100	6,847,800	J. A. J. O.	Apl. '74 2½
Camden and Atlantic.... 50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Nov. '73 3½
Cape Cod 50	1,020,330	J. & J.	Jan. '72 2½
Cape May and Millville* 50	447,000	J. & D.	Dec. '73 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa* 50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	Nov. '73 3½
Cayuga and Susq.* 50	589,110	J. & J.	Jan. '74 4½
Cedar Rapids & Mo. R.*100	6,860,400	M. & N.	Nov. '73 1½
" " pref.100	769,600	F. & A.	Feb. '74 3½
Central of Georgia.....100	4,666,800	J. & J.	July '73 5
Central of New Jersey.100	20,000,000	J. & J.	Jan. '74 4
Central Ohio* 50	2,425,000	J. & J.	Jan. '74 3
" pref..... 50	400,000	J. & J.	Jan. '74 3
Central Pacific 100	54,275,500	.....	Sept. '73 3
Chemung* 100	350,000	J. A. J. & O	Oct. '73 1½
Cheshire, preferred 100	2,100,000	J. & J.	Jan. '74 3
Chicago and Alton.....100	8 929,900	M. & S.	Mar. '74 5
" pref...100	2,425,400	M. & S.	Mar. '74 5
Chicago, Burl. & Quincy.100	19,897,000	M. & S.	Mar. '74 5
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	Jan. '74 4
Chicago & N. Western..100	15,033,480	J. & D.	Dec. '72 3½
" pref.100	21,229,563	J. & J.	July '73 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Apl. '74 4
Clin., Ham. & Dayton....100	3,500,000	A. & O.	Oct. '73 4
Clin., Sand. and Clev.* ... 50	2,980,550	— & —	Apl. '72 10s
" " pref. 50	429,046	M. & N	Nov. '73 2
Clev., Col., Clin. & Ind....100	14,991,275	F. & A.	Aug. '72 3½
Cleveland & Mahoning*. 50	2,057,589	M. & N.	Nov. '73 3½
Cleveland & Pittsburg*.. 50	11,236,150	F. M. A. N	Feb. '74 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*... 50	1,786,800	M. J. S. D.	Mar. '74 2
Colum. & Hocking Val..100	2,500,000	F. & A	Feb '74 5
Concord 50	1,500,000	M. & N.	Nov. '73 5
Concord and Ports.*.....100	350,000	J. & J.	Jan. '74 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A	Feb. '74 3
Connecticut River 100	1,999,000	J. & J.	Jan. '74 5
Cumberland Valley..... 1	1,494,250	A. & O.	Oct. '73 4
Danbury and Norwalk . 50	600,000	M. & N.	Nov '73 5
Delaware* 50	1,230,941	J. & J.	Jan. '74 3
Del., Lackaw. & Westn. 50	18,868,850	J. & J.	Jan. '74 5
Detroit & Milwaukee *.. 50	822,140	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '73 3
East Pennsylvania* 50	1,309,200	J. & J.	Jan. '74 3
East Mahanoy * 50	392,950	J. & J.	Jan. '74 3
Eastern (Mass.) 100	4,262,600	J. & J.	July '73 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*.100	500,000	F. & A.	Feb. '74 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '73 2½
" " pref. 50	500,000	J. & J.	Jan. '74 3½
Erie Railway 100	78,000,000	.....	Oct. '73 1
" pref.....100	8,536,910	.....	Oct. '73 5½
Erie and Pittsburg*..... 50	1,090,250	M. J. S. D.	Mar. '74 1½
Fitchburg 100	4,000,000	J. & J.	Jan. '74 4
Georgia 100	4,156,000	J. & J.	Apl. '74 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.) ..100	19,237,404	A. & O.	Oct. '73 2½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug. '70 3½
" pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	Nov. '73 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '74 3½
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '74 4
Huntingdon & Bd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. & J.	July '68 5½
Illinois Central 100	25,280,510	F. & A.	Feb. '74 4
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	Jan. '74 3
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J. A. J. O.	Jan. '74 1½
Joliet & North. Indiana*100	300,000	J. & J.	Jan. '74 4
Lake Shore & Mich. So..100	49,466,500	F. & A.	Aug. '73 4
" " (guar.).100	532,500	F. & A.	Aug. '73 5
Lawrence* 50	280,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 5
Lehigh & Susquehanna. 50	8,739,800	M. & N.	May '67 5
Lehigh Valley 50	27,916,850	J. A. J. O.	Jan. '74 2½
Little Miami.*..... 50	5,871,450	J. A. J. O.	Jan. '74 2
Little Schuylkill*..... 50	2,646,100	J. & J	Jan. '74 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island..... 50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,628,488	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '74 4½
Louisville & Nashville...100	8,980,600	F. & A.	Feb. '74 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Oct. '73 3
Lykens Valley 20	600,000	F. M. A. N	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	Nov. '73 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*..... 100	400,000	F. & A.	Feb. '74 3
Memphis & Charleston* 25	5,812,725	J. & D.	Jan. '69 3
Michigan Central 100	18,738,204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323.375	J. & J.	Jan. '74 5
Milwaukee and St. Paul..100	13,398,550	J. & J	Dec. '70 7s
" " pref.....100	10,825,777	F. & A	Feb 74 3½b
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '74 4
Morris and Essex* 50	14,008,100	J. & J	Jan. '74 3½
Nashua and Lowell..... 100	800.000	M. & N.	Nov. '73 5
Naugatuck 100	1,881 900	F. & A.	Feb. '74 5
Nesquehoning Valley* .. 50	1,000,000	M. & S.	Mar. '74 5
Newark and N. York*...100	977,400	J. & J.	Jan. '74 5½
N. Bedford & Taunton..100	600,000	M. & N.	May '73 4
N. Castle & Beaver Val.* 50	1,800,000	J. A. J. O.	Oct. '73 2½
N. Haven & Northamp...100	605,000	J. A. J. O.	Sept '72 3
New Jersey*.....100	7,295,200	J. A. J. O.	Apl. '74 2½
New London Northern*100	1,418,800	J. & J.	Jan. '74 4
N. Y. Cen. & Hudson R...100	39,428,330	A. & O	Apl. '74 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '74 4
" " pref.100	1,500,000	J. & J.	Jan. '74 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '74 5
N. Y., Provid. & Boston.100	2,000,000	J. A. J. O.	Jan. '74 2½
Niag. Bridge & Canand*100	1,000,000	J. & J	Jan. '74 3
North Carolina*	4,000,000	Irregular.	Jan. '73 3
N. Eastern (N. C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 473,500	January.	Jan. '74 5s
Northern Central 50	5,842,000	M. & N.	Nov. '72 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '73 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '74 4
Norwich & Worcester*..100	2,823,400	J. & J.	Jan. '74 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '74 3
" " pref.100	2,000,000	A. & O.	Apl. '74 4
Ohio and Mississippi....100	19,995,847	J. A. J. O.	.....
" " pref.100	4,024,474	J. & D.	Dec '72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J. A. J. O.	Jan. '74 3
Old Colony & Newport..100	6,297,900	J. & J.	Jan. '74 3½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '74 4
Pacific of Missouri.....100	3,635,750	J. A. J. O.	Apl. '74 1½
Panama.....100	7,000,000	J. A. J. O.	Apl. '74 3
Paterson and Hudson*..100	630,000	J. & J.	Jan. '74 4½
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	249,000	J. & J.	Jan. '74 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '74 3
Pennsylvania 50	72,000,000	M. & N.	Dec. '73 5s
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '74 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '74 4
Phil., Ger. & Norristown* 50	1,626,250	M. J. S. D.	Dec. '73 3
Philadelphia & Reading 50	32,684,375	J. & J.	Jan. '74 5
" " pref.. 50	1,551,800	J. & J.	Jan. '74 5
Phila. and Trenton*.....100	1,259,100	J. A. J. O.	Apl. '74 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	Jan. '74 4
Pittsb., Ft. W. & Chi.*...100	19,714,286	J. A. J. O.	Jan. '74 1½
" Special Imp.100	2,000 000	J. A. J. O.	Jan. '74 1½
Pittsfield & N. Adams..100	400,000	J. & J.	Jan. '74 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '74 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '73 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '74 5
Raleigh and Gaston....100	1,800,000	J. & J.	July '71 3
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '74 4
Roch. & Genesse Val.*.110	557,500	— & —	.....
Rome, Watert. and Ogd.100	2,998,900	J. & J.	Jan. '74 3½
Rutland*..... 100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Feb '74 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " pref.100	2,040,000	May.	.....
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '74 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" pref.100	12,000,000	.....	Nov. '72 6
Saratoga and Schenec.*.100	360,000	A. & O.	Oct. '73 3½
Schuylkill Valley* 50	576,050	J. & J.	Jan. '74 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '74 3
Shore Line*..... 100	995,800	J. & J.	Jan. '74 3½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb. '73 4
Staten Island..... 100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	443,700	J. & J.	Jan. '74 3½
Stony Brook*..... 100	267,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '74 3
Sussex (N. J.)..... 100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N. Y.*100	1,670,139	— & —	Dec. '72 3
Taunton Branch 100	500,000	J. & J.	Jan. '74 5
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '74 5
Tol., Peo. & War. 1st pref.100	1,797,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	Nov. '73 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Union and Black River...100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$2,860,000	M. & N.	May '73 2
Warren (N. J.)..... 100	1,800,000	J. & D.	Dec. '73 3½
Warwick Valley..... 100	225,000	A. & O.	Apl. '72 2½
West Jersey..... 100	1,559,750	F. & A.	Feb. '74 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '74 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '74 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	Jan. '74 $5
HORSE-POWER R. R.			
Albany City..... 100	110,300	— & —	..... 2½
Baltimore City..... 100	800,000	— & —	Jan. '74 3
Bleecker st. & F Fy. (NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl. '73 4
Broadway (Brooklyn)....100	200,000	J. A. J. O.	Apl. '73 3
Brondw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jan. '70
Brooklyn City 100	1,500,000	F. M. A. N	Feb. '74 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica....100	488 100	— & —	.....
Bushwick (Brooklyn)....100	800,000	J. & J.	July '71 3½
Jambridge..... 100	727,800	A. & O.	Oct. '73 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 7½
Citizens' (Phil.)..... 50	600,000	J. & J.	Jan. '74 3
Citizens' (Phg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..10	500,000	— & —	.....
D. Dock R. R'dw. & Bat..100	1,200,000	F. M. A. N	Feb. '74 2
Eighth Avenue (N. Y.)....100	1,000,000	J. A. J. O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry ...100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Ph.) 50	491,750	J. & J.	Jan. '74 5
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. '74 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '74 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '74 1½
Lomb. & South Sts. (Ph.) 25	105,000	A. & O	Oct. '71 6
Lynn and Boston..... 100	200 000	— & —	.....
Malden and Melrose..... 100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	M. & N.	Nov. '73 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '73 4
Ninth Avenue (N. Y.)....100	197,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	Jan. '74 5
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '74 2½
Phg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N. Y.)....100	888,100	J. A. J. O.	Oct. '73 2
Second & Third St. (Ph.) 50	962,100	J. & J.	Jan. '74 6
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '74 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F. M. A. N	May '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '74 2
Somerville (Boston) 100	75,000	M. & N.	Nov. '73 3
South Boston 100	400,000	J. A. J. O.	Jan. '74 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan '74 8½
West Philadelphia..... 50	400,000	J. & J.	Jan. '74 9
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '73 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division 50	1,633,350	F. & A.	Feb. '74 4
Delaware and Hudson....100	15 000.000	F. & A	Feb. '74 5
Delaware and Raritan*..100	6,847,400	J. A. J. O.	Jan. '74 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	9 390,350	M. & N.	May '67 3
Monongahela Navigat.... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated).... 100	1,025,000	F. & A.	Aug. '72 2
" (preferred)..... 100	1 175,000	F. & A.	Aug '72 6
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb '74 30c
" " (pref.). 50	2 838,977	F. & A.	Feb '74 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,350	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express..... 100	10,000,000	M. J. S. D.	Mar. '74 2
American Coal..... 25	1,500,000	M. & S.	Mar. '74 4
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M. J. S. D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton..... .....16½	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,800	— & —	.....
" pref..... 100	8,698,400	— & —	.....
" certif..... 100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p.100	20,000,000	M. J. S. D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F. M. A. N	Nov. '73 5
Pullman Palace Car..... 100	4,000,000	F. M. A. N	Feb. '74 3
Quicksilver, common ...100	5,700,000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
United States Express...100	6,000,000	F. M. A. N	Feb. '74 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '74 4
West. Union Telegraph.100	38,000,000	J. & J.	July '70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '68 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 66

The Financial Condition of Erie.

The committee appointed to investigate the statements made by the late auditor of the Erie Railway Company, have made a report, from which we make the following extracts:

"The committee have carefully examined the foundation for the statement made by Mr. Dunan that the floating debt of the company amounted to $7,000,000. They find the following to be the true statement of the case on the 13th of March instant, on which day they began their examination:

Loans and bills payable	$1,098,866 51
Loans secured by collaterals	1,830,000 00
Audited bills unpaid	429,722 86
Traffic balances	116,175 53
Unaudited bills and accounts	295,288 20
Balance of January pay-rolls	134,335 36
Total	$3,404,388 45

"These items they consider as constituting the floating debt proper. If all debt, outside of the funded debt, is to be regarded as floating, then there are the following items to add to the above:

February pay-rolls due but not payable	$549,631 07
Union Bank, of London, advance on unsold bonds	904,202 87
Interest and rentals to March 13, not yet due	494,152 03

"From the above amount of $3,404,388 45, put down as the real floating debt, $545,709 08 may fairly be deducted on this account, leaving $2,858,589 37 as the sum really necessary to be provided for. The sum borrowed on bonds will be provided for from the bonds deposited. The pay-rolls for January have since been paid, and those for February are being paid. The amounts due to the company and the value of the collaterals held by the company are very large."

The report concludes by explaining that it became necessary to ascertain with some accuracy the amounts properly chargeable against the earnings of each year; and in order to do this Mr. Watson deducted, after careful examination, the excess of charges occasioned by the neglect to maintain the property in former years. In this way he reduced the charges to what he considered the proper amount for the year; and the surplus of the charges went not to construction, but the debit of the fund received from Jay Gould, as sums that should have been expended on the property in those years.

Shenandoah Valley Railroad.

The directors of the Shenandoah Valley Railroad Company met at Charlestown, West, Va., on the 24th inst., for the purpose of prosecuting the work of construction. The Sheperdstown *Register* says:

We have it from headquarters of the Pennsylvania Central Improvement Company at Philadelphia, who have contracted with the Shenandoah Valley Company to build the road, that the iron is now being made as rapidly as possible for this road, and which the company will commence laying in a very short time from the Potomac at this place to Front Royal a distance of about 40 miles. The road to Front Royal is ready for the iron, and the ties have also been delivered, and we are glad to state that new life is about to be inaugurated for the completion of this great enterprise. The grading beyond Front Royal, in Page county, will also be resumed. We also notice that Col. D. N. Ahl, president of the Harrisburg and Potomac Railroad, which will make connection with the Shenandoah Valley road at the Potomac at this town, has also resumed operations for a speedy connection. This road will pass through Smithburg, Boonsboro' and Sharpsburg, in Washington county, Md., to this place.

Bonds of the Eastern Railroad Company.

Some comment has appeared in certain of the Boston papers upon the application of the Eastern Railroad Company to the Legislature for authority to confirm its Bonds already issued. The facts are as follows: The company was authorized by general law to issue Bonds to a certain amount, upon a majority of the votes at a meeting of its stockholders called for the purpose. A vote was taken at the annual meeting in 1873, although no article was inserted in the warrant giving notice of such intended action. It was held by the lawyers that the whole issue was irregular. Before the mistake was discovered, however, Baring Brothers & Co., of London, who negotiated the loan, had placed $1,000,000 of the proceeds at the disposal of the Railroad Company. The corporation upon being apprised of its error at once applied to the General Court to cure it. Its bill was presented on the 19th inst., and on the 23d was passed to be enacted, and received the signature of the Governor. The good faith of the company is thus vindicated, and it is put in possession of ample funds to carry on the important enterprises in which it is engaged, for the development of the business of its patrons.

☞ The city of Memphis being indebted to bondholders on account of interest past due and maturing in May and July next $430,000, and it appearing impossible to make sufficient collections of taxes due to pay off any one series of coupons, in order that creditors may have their money as soon as collected, sealed proposals are invited by the Mayor to March 31st, inclusive, for sale to the city of $25,000 in coupons, or any part thereof, of any series now due, and upon which 6 per cent per annum will be allowed until redeemed. In the event gold coupons are offered the premium on gold in New York at 12 M. on the 31st instant will be computed. Hereafter similar proposals will be received on the last day of each month.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending March 14, at 261,757 tons, and for the coal year 2,568,461 tons, against 2,913,881 tons to corresponding time last year, being a decrease of 345,420 tons. The bituminous tonnage for the week is 48,285 tons, and for the year 393,616 tons, giving a total of all kinds for the week of 310,042 tons, and for the year of 2,962,077 tons, against 3,314,532 tons to same time last year, being a decrease of 352,455 tons.

☞ At a meeting in Pittsburg, on the 18th inst., of the stockholders of the Pittsburg, Ft. Wayne and Chicago Railway Company, the three following named gentlemen were elected directors to fill the place of the three whose term of office expired by law, viz: Springer Harbaugh, of Pennsylvania; R. R. Springer, of Ohio; Pliny Hoagland, of Indiana.

DREDGING MACHINES AND SCOWS

FOR SALE.

One (Osgood Pattern) Second Hand. Price $10,000.

One, Almost New. Price $22 000.

Two Large Dumping Scows, $3,500 Each.

Apply to

A W. LADD,

5 and 7 Dey Street.

The Self-Lighting Kerosene Lamp!

LIGHTS YOUR LAMP IN AN INSTANT!

No Removing the Chimney!

NO ELECTRICITY!

No Lucifer Matches!

Thousands View it with Perfect Admiration.

No more Houses, Stores or Railway Trains set afire by the Carelessness of Matches.

There are few inventions which spring into such sudden and universal popularity upon the first introduction as was achieved at once by this

Self-Lighting Lamp.



This valuable patent has nearly 17 years to run. You can at once see the advantage of owning and controlling the

EXCLUSIVE RIGHT OF MANUFACTURE

and sale of these goods in a single County in this densely populated State, or indeed any other State.

A SELF-LIGHTING KEROSENE LAMP!
A SELF-LIGHTING GAS ATTACHMENT!!
A SELF-LIGHTING HAND LANTERN!!!
A SELF-LIGHTING TORCH!!!!

We feel confident in our ability to offer to enterprising men of moderate capital, in the purchase of Territory, such inducements that they will have no cause to doubt the results.

IT SELLS AT SIGHT EVERYWHERE.

Just the thing long needed for **Railroad Cars** and Officials, **Depots, Stores, Dwelling Houses** and **Factories.** Every such place will have them at once.

Thousands of these Self-Lighting Burners have been sold during the past season in the New England States alone. What better proof need we ask for its merit and growing popularity?

WE ASSERT WITHOUT HESITATION

They are the best selling and most money-making inventions ever put on this or any other market for sale.

The price is within the reach of all. We have goods now ready for delivery, and any man can commence today to make a small fortune in the sale of these goods alone.

Call and see it in practical operation.

Or enclose one dollar for a sample Burner.

One dollar for Gas Attachment.

Two dollars for a Torch, two dollars and a half for a Self-Lighting Lamp, and they will be sent with our terms for territory to any part of the country.

OFFICE AND SALESROOM OF

"The Universal Self-Lighting Lamp Co."

No. 563 Broadway, New York.

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	102½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	99½
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	92
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	43½
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	...
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	..
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	50
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R.R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	857,250	6	Jan. & July.	Baltimore.	1875	100
Loan of 1850-'80	579,500	6	" "	"	1880	99½
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	99½
Loan of 1855-'90 (Balt.) stg fd.	3,461,146	6	Jan. & July.	"	1890	....
Loan of 1870-'96 (stg.) stg fund.	3,620,320	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,498,016	6	" "	"	1902	....
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	Jan. & July.	Baltimore.	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	160,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	93
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Princeton.	1885	84
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	83½
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	80½
1st Mortgage (Equalization)	248,000	7	" "	"	1889	89
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	91½
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1885	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	800,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	29½
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	45
Mass. L. (rec'd by $4,000,000 Her.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	8	April & Oct	Boston.	1879	95
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	102

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1880	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	90
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd	30,000pm	7*	May & Nov.	N. Y. & Lond.	1899	61
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	98½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	98½
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,877,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	98½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1894	50
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	85
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	98½
Camden and Burlington County:						
Consolidated 1st Mortgage	888,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	6,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	70
Carthage & Burlington (C.B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	100½
Chattel Mortgage	158,350	6	" "	"	'80-'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,877,000	7	Jan. & July.	" "	1907	83
Cedar Rapids & Mo. Riv. (C. & N. W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	83
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1918	82½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p. m.	8,248,000	7*	Jan. & July.	New York.	1899	48
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	5,000,000	7	" "	" "	1902	10
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	106½
Loan of Leh. C. & Nav. Co. ass'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	89
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	94
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1888	100½
State Aid B'ds (1st by State) gold	1,500,000	7*	" "	" "	1885	102½
1st Mort. (Western Pacific) gold	2,736,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.)	500,000	5*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,000,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,158,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $16,000,000	10,000,000	6*	May & Nov.	New York.	1899	56
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	73½
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	800,400	6	Jan. & July.	Boston.	'75-'89	....
Chester Creek:						
1st Mortgage guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	104
1st Mortgage	2,408,000	7	Jan. & July.	" "	1893	105
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	100
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (" ") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	111¼
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,983,225	7	Jan. & July.	Boston.	1896	96¼
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	98¼
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	98¼
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	99¼
1st Mort. (O., O. & Fox Rv.) guar.	1,200,000	8	" "	" "	1900	99½
1st Mort. (Ill. Gr. Trunk) guar.	900,000	8	April & Oct.	" "	1890	97½
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1898	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold.	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold.	1,500,000	7*	" "	" "	1942	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	37½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	92½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C.&N.W	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.&N.W	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	100
Funded coupons (193 m.)	750,000	7	May & Nov.	" "	1863	99
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	101
Appleton Ext. (23 m.& 70,000 ac.)	174,000	7	" "	" "	1885	89
Green Bay Ext. (26m & 76,000 a.)	284 000	7	" "	" "	1885	89
Equipm't (Engs & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,775,000	7	Feb. & Aug.	" "	1892	102½
2d Mort. (Gal. & Chic. 248 m.)	938,000	7	May & Nov.	" "	1875	100
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	...
Elgin & State Line(")	129,500	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	331,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y)	3,105,000	7	F. M. A. & N.	" "	1915	92½
Consol. gold bonds for	4,534,000	7*	June & Dec	" "	1902	87½
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	389,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	9.500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.) guar	1,141,000	7	Jan. & July.	" "	1899	94
1st Mort. (Bel.& Mad. R.R.) guar.	306,000	7	" "	" "	1883	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.1, '69, $16,000pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C.B.&Q.):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C.,R.I.& Pac.)	8,600,000	7	" "	" "	1896	105¼
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1880	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	262,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	83
Cin. & Martinsville(I.C. & L.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July	New York.	1896	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	70
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,500,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	71½
1st Mort. (San., Day. & Cin.)S.F.	958,000	6	Feb. & Aug.	Boston.	1900	75½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	50½
Cincinnati and Springfield:						
1st Mortgage for $2,000 000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	—— & ——	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	103½
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'78-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning(A.& Gt. Wtn):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	...
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1876	101
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July	" "	1892	10
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	98
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1883	....
Co'orado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	...
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund.	15,344,750	7	April & Oct.	New York.	1908	90½
2d Mortgage Consol. skg fund.	3,679,900	7	Feb. & Aug.	" "	1909	66½
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1850	....
Connecticut and Passumpsic Rav.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	98
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1880	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1.2.3.4.	80
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1880	....
Cowaneseque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	700,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	....
2d Mortgage	169,500	6	" "	"	1906	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	361,900	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1878	104½
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	104
Convertible b'ds(Del.Lack.&W.)	5,000,000	7	June & Dec.	" "	1892	104½
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1886	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1878	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	...
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	99½
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	94½
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,100,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia (E.T.V.& G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., stg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	90
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	99
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	600,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	March & Sept.	"	1882	94
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	...
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	97
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	60
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	104
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	100
3d Mortgage	4,582,000	7	" "	" "	1883	98½
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	100
5th Mortgage convertible	709,500	7	June & Dec.	" "	1888	90½
Buffalo Branch, 1st mortgage	182,500	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	...
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	NY & London.	1920	....
Convertible bonds	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,059,000	7	Jan. & July.	" "	1898	....
Equipmen t Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M. (& 1st on 50, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1900	87
Evansville and Crawfordsville:						
1st Mortgage (main line) stg fund	1,604,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Fint and Pere Marquette:						
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.)	221,000	7	Jan. & July.	" "	1887	....
" 3d series (52,091) tax f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease, S. F. 2½ 000 p. a.)	475,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	New York.	1920	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov.	N Y. & Lond.	1900	...
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	Jan. & July.	"	1895	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	90
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	102½
2d Mortgage	948,000	7	May & Nov.	" "	1875	00
Elgin and State Line Purchase	155,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1856	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	96½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,838,385.	14,191,675	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York	'81-'86	90
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples (T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1895	80
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	91
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds (222m)	5 ,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	...
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	80
1st Mort. (Q. & Palm. R.R. 15 m.)	600,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. RR 55m.)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	93
Hartford and New Haven:						
1st Mortgage	550,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) stg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 26.04 m.) stg f d.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F.& P.M.):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. stg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	105
3d Mortgage	180,000	7	May & Nov.	" "	1895	102
Hudson Connecting (N Y & O Mid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	104½
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	94
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	96
Illinois Central:						
Construction bonds, cur. stg f'd.	2,742,000	7	April & Oct.	New York.	1875	103
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	...
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1900	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1905	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, stg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,539,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,000,000	7	April & Oct.	New York.	1917	81
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	91
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	96½
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	99½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	98½
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	104½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	83
2d Mortgage not guaranteed	800,000	6	April & Oct.	"	1900	87
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by L.S.&M.So.	340,000	8	Jan. & July.	New York.	1868	96½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1867	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1869	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	90
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB.78 m)ex.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	897,000	6	March & Sept.	" "	1892	....
Kansas City & Santa Fe (L.L.&G.):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	80
1st Mort. (2d Div. 253.94 m.)gold	4,068,000	6*	June & Dec.	" "	1896	80
1st M.(3d D.344.66m.& 3,050,000a)	8,455,000	7*	May & Nov.	N. Y., L. & F.	1899	....
1st Mortgage (1,000,000 acres)	248,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,921,000	7*	Jan. & July.	N. Y., L. & F.	1896	....
2d Mortgage on do. gold	1,800,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865.	227,000	7	June & Dec.	" "	1885	....
Kook., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1902	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	98½
Lackawanna & Bloomsb(D.L.&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempelean & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1891	75
Laf., Muncie & Bloom.(TW & W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y B'n.&Ph.	1909	60
2d Mort. gold tax free and conv.	820,000	7	April & Oct.	"	1909	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,132,000	7	J. A. J. & O.	" "	1890	97
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	97½
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	" "	" "	1890	96½
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	100
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	99
Sk'g Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	100
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	99
1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	105
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	101
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	98
1st Mort. Aug. 1, 1856(D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1878	99½
1st Mort. Sept. 1, 1860(K.& W.P.)	400,000	7	Jan. & July.	" "	1870	90
1st Mort. Oct 1, 1867(Sch.& Tb.R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M.July 1, '68(Kal.Al.& Gr.R.)	840,000	8	" "	" "	1888	96½
1st Mort. July 1, 1863(J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philad lphia	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	856,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold.	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	55
Lehigh and Lackawanna:						
1st Mortgage tax free	800,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	.....	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	100½
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	108½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	99½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	98½
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1906	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.).	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'76	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	" "	'80-'88	....
Consol. M. for $6,000,000(392 m.)	6,647,900	7	April & Oct.	" "	1898	93
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,000,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,380	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	87½
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oc	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1880	90½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	101½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	92½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	70
1st Mort. (Scioto & H.Val. R.R.)	800,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	81½
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1900	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	101½
Michigan Central:						
1st Mortgage, convertible	556,000	8	April & Oct.	New York.	1852	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	109
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	98½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	108
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	94½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (" ") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv. & W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,514,000	7	Jan. & July.	New York.	1898	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	81½
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,808,000	7	Jan. & July.	" "	1897	81
1st Mortgage (Minn. Cent)	192,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	82
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	107½
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	96
Milwaukee City Loan	233,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $15,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St. L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1896	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	1899	19½
1st Mort. Land Grant gold	1,000,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,600,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
3d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	...
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	107
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	99½
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	102
Construction bonds of 1873	2,000,000	7	Feb. & Aug	" "	1889	95½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	85
2d Mortgage gold	600,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $400,000	.....	7	Jan. & July.	New York.	1888	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie'd bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan'a.						
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	...
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	43
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.)						
1st Mortgage	800,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, go'd	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N Oto T 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(" ")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	96
Bonds for debts ass'd(N.Y.Cen.)	1,614,000	7	Feb. & Aug.	" "	1876	102
Bonds for B.& N. S't(")	76,000	6	May & Nov.	" "	1883	90
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	'91
Bonds for real estate (")	162,000	6	" "	" "	1883	91
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	95
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	...
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1876	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	....
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	99
Sinking Fund mortgage of 1861.	111,860	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1880	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	101
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1908	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1893	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'78-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	900,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,236 000	6	Jan. & July.	Philadelphia.	1885	99½
2d Mortgage	5,000,000	7	May & Nov.	"	1896	102½
Chattel Mortgage	380,000	10	April & Oct.	"	1877	110
North Shore (L. I.)						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	91½
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	92
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	95
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	91½
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	35
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	93
Equipment Mortgage	200,000	8	" "	"	1879	93
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage	6,694,000	7	Jan. & July.	New York.	1898	92
Consolidated 1st Mortgage, stg.		7*	" "	London.	1898	....
Consolidated 2d Mortgage	3,529,000	7	April & Oct.	New York.	1911	81
2d Mortgage, (W. Div.)	433,000	7	Jan. & July.	" "	1874	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bond	50,000	7	May & Nov.	" "	1883	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	71
1st Mortgage (War. & Fkln)	580,000	7	April & Oct.	"	1882	83
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	67
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	99
Plain Bonds	485,000	6	April & Oct.	"	1875	95
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	102¼
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1898	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	85
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	80
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	82
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	76
Consolidated Mort	1,645,500	7	Jan. & July.	New York.	1882	50
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New Yor k.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	99½
Owensboro' and Russellville.						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	79
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	72
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1902	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,230	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(T.W.& W.):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1890	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,970,000	7	Jan. & July.	Philadelphia.	1880	101½
2d Mortgage (")...	2,583,680	6	April & Oct.	"	1875	102
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	19,490,760	6	J. A. J. & O.	Philadelphia.	1910	89½
State lien for $17,500,000, skg f'd	5,854,700	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	310,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	103
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guaranteed	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,600,000	7	April & Oct.	Philadelphia.	1877	103
1st Mortgage(whole road 287½m)	5,008,000	6½	" "	"	1881	94
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	87½
Gen'l M. for $20,000,000, gold sr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	84½
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	8	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,188,900	6	Jan. & July.	Philadelphia.	1893	80
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	86,500	6	" "	"	1886	....
Mort. Loans of 1842-44-43 & 49.	1,521,000	6	" "	"	1880	101
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	105
Mortgage Loan of 1836 stg	182,400	6*	Jan. & July.	London.	1860	....
Mortgage Loan of 1842 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1838 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	7,696,000 Dollar coupon	7	June & Dec.	Philadelphia.	1911	103½
	3,414,000 Dollar registered	7	" "	"	1911	105½
	7,000,000 Gold or stg coup.	6*	" "	Phil. or Lond.	1911	98
	668,000 Gold or stg reg..	6*	" "	" "	1911	97½
	332,000 Dollar coupon...	6	" "	Philadelphia.	1911	....
New deben. loan, conv	6,600,985	7	Jan. & July.	"	1893	104½
New improvement Mort. loan..	6,631,618	6*	April & Oct.	Phila.or Lond.	1897	...
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,600	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866	400,000	6	April & Oct.	"	1876	95
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	88½
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	monthly.	New York.	1884	72
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	...
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free...	4,000,000	7	Jan. & July.	Baltimore.	1898	88½
2d Mort. (Balt. Loan) of 1866...	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	101½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	98
Bridge (O. & P. R. R.) bonds...	153,000	7	May & Nov.	" "	1876	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,000,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold..	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1889	....
Poughkeepsie and Eastern:						
1st Mort. gold, conv. & tax free..	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	18	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	80
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	99½
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.)	400,000	7	March & Sept.	New York	1906	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'78-'90	70
Rich., Fredericksburg & Potomac						
Sterling Loan	97,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	6	" "	Richmond.	1871	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	130,500	7	June & Dec.	Rich'mond.	1875	....
1st Mortgage	175,000	8	April & Oct.		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	72½
Equipment Mortgage	500,000	8	March & Sept.	"	1880	80
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	98
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	...
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	56
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	79
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	96
St. Louis, Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	96½
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	86
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1896	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St. P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands).	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands.	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage	226,930	6	Feb. & Aug.	Boston.	1878	90½
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1880	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	100
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1880	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1900	....
Equipment Mortgage	230,000	10	" "	" "	1881	.. .
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	92
Sheboygan and Fond du Lac:						
1st Mortgage	723,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.).						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1900	. ..
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	500,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1883	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	93
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	...
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'86	...
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1896	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	...
Suspena. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1875	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1881	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1900	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1878	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,600,000	7	June & Dec.	New York.	1894	85
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	83
2d Mortgage (W. Div.) 117 m.	1,300,000	7	April & Oct.	" "	1886	67
Equipment Mort. sinking fund.	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	....
1st Morigage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	....
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,000	7	.....	New York.	1889	.. .
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar.	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1895	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	"	" "	1883	. ..

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	96
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	Feb. & Aug.	" "	1888	93
1st Mort. (Quincy & Tol 34 m.)	600,000	7	May & Nov.	" "	1890	88
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	90½
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1876	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	91
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	84
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	78
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	70
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	86
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1873	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	84½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1899	84½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	64½
Omaha Bridge B'ds, stg.£250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1890	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	100
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1883	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	89½
Loan of 1880 " "	866,000	6	June & Dec.	Princeton.	1880	87
Consolidated(mort.)Loan of 1859	5,000,000	6	May & Nov.	Philadelphia.	1859	99½
Sterling Loan £569,200	1,844,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	" "	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq. Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	25
2d Mortgage consolidated	1,500,000	7	" "	"	1891	7½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	67½
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.		....	80
Equipment Mortgage	1,000,00	8	May & Nov.		'76-'77	74
Equipment Mortgage	1,000,000	8	" "		1889	74
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1890	....
Special Loan 1871	225,439	8	Jan. & July.	"	1890	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	....
Enlarged Mortgage	990,000	6	" "	" "	1884	....
4th Mortgage	846,000	8	March & Sept.	" "	1900	62
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.).						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	80
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	101½
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	513,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	72½
1st Mort. endor. by Balt	200,000	6	" "	"	1890	95
2d Mort. " "	300,000	6	" "	"	1890	92
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	80½
2d Mortgage preferred	600,000	6	" "	"	1895	61
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	95½
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	87½
Western Pennsylvania (Penn.):						
1st Mortgage (main line 67 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	82½
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	95½
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	104½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1890	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	68
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	85
2d Mortgage coupon or regis	723,600	7	Jan & July.	"	1902	79
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	80
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G. gold S. F. $25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	87
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,875,000	6*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1886	107
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage registered — 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered — 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	104
1st Mortgage registered — 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	100
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	95
Mortgage Loan reg	2,0 0,000	6	F. M. A. & N.	"	1897	95
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	96½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	96
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	87
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Essex):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1870	96
2d Mortgage	285,000	6	" "	"	1870	96
Boat Loan, sinking fund	236,966	7	" "	"	1885	90
Preferred Stock Dividend Scrip	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	66
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1888	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	77
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	260,000	6	May & Nov.	"	1870	75
Boat and Car Loan	756,750	6	" "	"	1888	72
Boat and Car Loan	628,100	7	" "	"	1889	90
Coupon Bonds	1,079,000	6	Jan. & July.	"	1896	78
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	74
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1872	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1876	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1876	....
2d Mortgage	298,000	6	May & Nov.	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	3	106	Adirondac.....New York.	2,728,692	*	.....	7,000,000	3,763,000	930,000	1,963,756	—	60.2	.....	.....	.....	100,425	.....	—	100	....
May 31, 1872	296.0	—	14.8	—	50	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶.....Alabama	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	142.0	—	87.1	—	21	24	12	749	Albany and Susq. (D. & H.)...New York.	7,463,572	*	.....	.....	5,000,000	4,467,000	.....	.....	164.0	(Del. &	Hud. Cana	l Co.)	1,341,228	423,821	7	100	93½
Sept. 30, 1872	51.0	—	2.0	—	3	4	1	21	Alexandria and Fredericksburg ¶.....Va.	2,500,000	*	.....	.....	.....	1,000,000	.....	—	51.0	.....	.....	.....	.....	.....	—	100	....
Jan. 31, 1873	132.0	—	44.9	112.0	.....	.....	.....	.....	Allegheny Valley.....Pennsylvania.	13,200,000	*	.....	.....	2,256,300	12,389,000	.....	—	132.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1872	35.8	—	1.6	—	.....	.....	.....	.....	Allentown.....Pennsylvania.	1,147,225	—	—	—	567,544	—	579,681	—	35.8	.....	(Phila. & R	eading R.	2,239,158	960,684	—	50	....
Dec. 31, 1872	20.5	—	2.0	—	5	10	2	43	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	—	—	95,000	20.5	.....	.....	R.)	.....	.....	—	50	....
Dec. 31, 1872	57.0	—	2.8	28.0	.....	.....	.....	.....	Arkansas Central (3 ft.) ¶.....Arkansas.	.....	.....	.....	.....	.....	15,000pm	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1873	23.6	—	1.9	—	.....	.....	.....	.....	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1872	465.0	—	23.3	200.0	.....	.....	.....	.....	Atchison, Topeka & Santa Fe.....Kansas.	20,000,000	*	.....	.....	8,615,000	10,564,500	570,000	.....	—	(In prog	ress to N.	Mexico.)	.....	7,500	—	100	11½
Sept. 30, 1872	30 4	—	0.9	—	3	2	1	17	Athol and Enfield.....Massachusetts.	205,873	7,555	44,400	.....	520,000	293,400	44,605	3,814	30.4	44,320	26,778	17,193	39,032	10,555	—	100	....
June 30, 1872	86.7	—	8.9	—	19	6	5	119	Atlanta and West Point.....Georgia.	1,200,129	*	.....	.....	1,232,200	22,000	.....	.....	86.7	.....	.....	.....	.....	.....	8	100	....
Sept. 30, 1872	387.3	38.2	149.4	—	166	52	26	3,117	Atlantic and Great West. N.Y. Penn. & O.	30,992,240	*	.....	.....	24,000,000	56,992,240	.....	.....	565.8	.....	.....	.....	5,451,229	855,670	—	100	....
Dec. 31, 1872	237.0	110.0	16.3	165.0	28	19	6	338	Atlantic and Gulf ¶.....Georgia.	7,592,283	*	162,387	.....	4,479,677	3,294,700	330,991	—	347.5	635,350	98,234	.....	983,966	339,539	—	100	....
Sept. 30, 1872	408.0	20.0	31.0	100.0	78	29	15	832	Atlantic, Mississippi and Ohio...Virginia.	17,765,914	*	8,718,937	.....	6,921,900	14,889,843	.....	.....	428.0	1,427,688	232,575	530,583	1,969,053	734,328	—	100	....
May 31, 1872	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina ¶..N. Carolina.	2,200,000	*	.....	.....	1,600,000	200.000	.....	.....	95.0	.....	(No retur	ns furnish	ed.)	.....	—	100	....
Dec. 31, 1872	364.0	—	18.2	200.0	.....	.....	.....	.....	*Atlantic and Pacific* ¶..Missouri & Ind. Ter.	.....	.....	.....	.....	15,000,000	12,500,000	.....	.....	328.2	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	149.5	1.5	16.2	—	.....	.....	.....	.....	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,089	—	—	—	3,994,900	3,483,848	201,089	—	—	.....	.....	.....	.....	.....	4	100	....
Nov. 30, 1872	53.0	—	2.7	—	.....	.....	.....	.....	Augusta and Savannah.....Georgia.	1,032,200	.....	.....	.....	733,700	129,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Geneseo and Mount Morris ..N. Y.	245.000	*	.....	.....	194,250	20,000	20,000	—	19.1	21,302	43,209	4,901	33,299	6,001	—	100	....
Nov. 30, 1872	57.2	2.0	4.1	—	.....	.....	.....	.....	Bald Eagle Valley.....Pennsylvania.	1,050,000	.....	.....	.....	550,000	471,200	.....	.....	53.2	.....	(Leased to	Pennsylv	ania.)	.....	—	100	....
Sept. 30, 1872	379.6	—	502.7	—	383	205	52	7,904	Baltimore and Ohio ¶.....Md. & W. Va.	31,170,756	7,995,856	13,423,332	3,424,536	16,704,762	12,466,689	700,878	26,152,269	454.6	9,172,997	.....	.....	10,654,472	4,532,072	8	100	172½
Sept. 30, 1872	30.0	—	39.9	—	.....	.....	.....	.....	Washington branch ¶.....Maryland.	1,650,000	.....	.....	642,300	1,650,000	20,000	.....	622,300	30.0	476,800	.....	.....	480,645	335,735	10	100	160
Sept. 30, 1872	108.5	—	21.8	—	.....	.....	.....	.....	Parkersburg Branch.....W. Virginia.	10,000,000	.....	.....	.....	5,680,685	593,500	.....	.....	103.5	1,003,407	.....	.....	826,803	114,541	—	100	11
Dec. 31, 1872	32.0	—	3.2	89.0	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	.....	32.2	(Opened	to Washi	ngton, Ma	y 1, 1872.)	.....	—	100	7
Dec. 31, 1872	33 4	—	2.7	—	.....	.....	.....	.....	Belfast and Moosehead Lake.....Maine.	900,000	—	—	—	650,000	250,000	.....	—	—	(Operat	ed by Ma	ine Centr	al.)	36,000	—	50	....
Dec. 31, 1872	67.0	—	6.7	—	30	21	8	967	Belvidere Delaware .....New Jersey.	3,876,842	*	.....	.....	995,300	2,244,500	1,228,128	.....	67.0	.....	.....	.....	835,380	218,608	—	100	....
Sept. 30, 1872	22 0	—	2.0	—	.....	.....	.....	.....	Berkshire.....Mass.	600,000	—	—	—	600,000	—	—	—	22.0	58,408	80,192	174,297	120,291	42,045	7	100	72½
Sept. 30, 1872	15.6	—	5.7	—	.....	.....	.....	.....	Blossburg and Corning.....New York.	582,346	.....	8,000	.....	468,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	5	100	....
Sept. 30, 1872	201.6	48.0	316.8	—	206	181	46	4,113	Boston and Albany.... Mass. & N. York.	19,890,414	4,411,338	1,071,646	2,106,438	19,664,100	3,037,000	546,724	4,237,012	268.3	4,883,071	5,247,576	2,732,907	9,259,599	2,362,615	10	100	137½
Sept. 30, 1872	25.2	—	2.0	0.8	4	4	2	50	Boston, Barre and Gardner.....Mass.	763.114	104,775	30,324	4,023	736,240	—	153,849	12,147	28.0	82,064	85,157	17,499	69,356	7,550	—	100	....
Sept. 30, 1872	42.9	—	9.0	—	21	22	12	434	Boston, Clinton and Fitchburg.....Mass.	1,430,328	646,052	110,250	95,786	872,000	1,250,000	62,586	97,180	90.2	441,745	467,966	317,043	576,413	192,795	—	100	....
Mar. 31, 1873	93.5	—	12.8	—	22	24	19	473	Boston, Concord and Montreal.....N. H.	2,850,000	*	218,200	327,759	1,800,000	1,060,000	29,603	516,456	139.0	.....	171,511	92,186	670,349	131,715	6p	100	....
Sept. 30, 1872	26.8	16.0	45.8	—	37	46	20	940	Boston and Lowell.....Mass.	2,469,955	252.345	2,565,759	253,142	2,852,900	1,771,024	542,860	374,417	71.8	741,981	1,949,688	620,053	1,293,969	241,016	8	500	104½
Sept. 30, 1872	86.3	8.5	84.9	38.0	61	102	28	975	Boston and Maine.....Mass., N. H. & Me.	6,728,332	1,144,587	775,992	525,480	6,816,834	—	1,241,862	1,016,686	153.8	1,215,996	4,135,469	520,722	2,004,672	504,116	10	100	107½
Sept. 30, 1872	44.0	14.5	65.0	—	38	67	11	482	Boston and Providence.....Mass. & R. I.	3,691,138	207,400	573,542	253,320	3,950,000	—	356,478	427,922	66.5	239,132	702,246	765,733	1,716,399	465,347	10	100	149
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa.....Canada.	2,647,004	*	.....	.....	424,704	1,657,200	.....	.....	85.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	172.0	—	12.0	70.0	18	12	6	171	Brunswick and Albany¶.....Georgia.	10,548,000	*	.....	.....	4,898,000	5,650,000	350,000	.....	—	(Com	pany in ba	nkruptcy.	)	.....	—	100	....
Sept. 30, 1872	24.0	—	2.0	—	.....	.....	.....	.....	Buff., Bradford and Pittsburg..New York.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	—	(Erie	Railway	Co.)	.....	40,600	—	100	....
Sept. 30, 1872	43.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.... N. Y. & Penn.	1,646,930	*	.....	.....	428,717	700,000	548,229	.....	43.2	.....	.....	.....	228,099	.....	—	100	....
Sept. 30, 1872	142.0	—	12.7	—	.....	.....	.....	.....	Buffalo, New York & Erie...N.Y. & Penn.	3,338,000	.....	.....	.....	950,000	2,380,000	.....	.....	—	(Erie	Railway	Co.)	.....	233,100	7	500	....
Sept. 30, 1872	117.0	—	5.9	—	.....	.....	.....	.....	Buff., New York and Phila. N.Y. & Penn.	3,064,271	*	.....	.....	1,600,707	1,876,500	430,605	.....	88.0	(Opened	to Empor	ium, Pa.)	139,145	17,300	—	100	....
Dec. 31, 1872	219.0	79.0	14.0	—	24	16	7	525	Burl., Cedar Rapids and Minnesota. Iowa.	7,600,000	*	.....	.....	5,400,000	2,200,000	.....	.....	332.0	.....	.....	.....	995,129	283,802	—	100	....
Dec. 31, 1872	120.0	—	6.0	100.0	.....	.....	.....	.....	Burlington and Southwestern. Iowa & Mo.	3,000,000	*	.....	.....	1,200,000	1,750,000	.....	.....	.....	.....	(In progr	ess.)	.....	.....	—	100	....
Feb. 28, 1873	158.0	—	.....	143.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	10,000,000	*	.....	.....	12,000,000	8,000,000	.....	.....	.....	(Compl	eted to Mo	. Line Ma	y, 1873.)	.....	—	100	....
Dec. 31, 1872	166.0	—	8.0	—	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	.....	160.0	.....	(Recently	completed	.)	.....	—	100	....
Dec. 31, 1872	61.2	—	92.9	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	9,458,328	.....	.....	.....	5,847,800	.....	.....	.....	—	(Pennsy	lvania R.	R. Co.)	.....	.....	10	100	....
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	100	Camden and Atlantic.....New Jersey.	1,790,623	376,195	138,354	32,388	1,215,870	1,058,400	54,907	9,384	67.0	213,639	417,196	69,324	467,036	212,119	3½p	50	60
Dec. 31, 1872	23.0	7.2	3.9	—	.....	.....	.....	.....	Camden and Burlington Co..New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	6	100	....
Dec. 31, 1872	28.5	—	4.8	61.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	—	5,888	—	688,467	8,776	3,800	28 5	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1873	229.0	63.0	29.2	—	.....	.....	.....	.....	Canada Southern.....Canada.	.....	.....	.....	.....	8,000,000	8,760,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	71.6	22.4	7.8	18.0	10	23	12	160	Cape Cod.....Mass.	1,245,594	237,393	46,392	16,547	1,022,330	349,000	132,591	43,985	94.0	210,684	286,417	75,147	321,798	86,737	8	60	....
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2	—	31	Carbondale and Shawneetown....Illinois.	562,650	*	.....	.....	355,500	200,000	7,150	.....	18.0	(Opened	Dec. 30, 1	871.)	.....	.....	—	100	....
Sept. 30, 1872	18.0	—	0.5	10.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	561,139	*	.....	.....	455,433	150,000	.....	.....	18.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	20.0	4.0	8.0	—	6	3	2	517	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	426,000	.....	.....	.....	24.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1872	94.0	4.5	8.0	—	21	9	5	602	Catawissa.....Penn.	6,098,850	*	.....	.....	4,369,500	1,739,350	.....	.....	.....	(Leased	Nov. '72 to	Ph. & Rdg.	572,104	183.169	7 p.	50	35
Sept. 30, 1872	14.8	—	1.3	—	2	2	2	14	Cazenovia and Canastota.....New York.	588,006	—	—	—	294,529	250,000	29,250	—	14.8	.....	.....	.....	25,885	4,391	—	100	....
Dec 31, 1872	75.6	—	3.8	—	.....	.....	.....	.....	Cedar Falls and Minnesota.....Iowa.	3,174,000	.....	.....	.....	1,587,000	1,587,000	.....	.....	—	(Illinois	Central.	)	128,646	113,400	—	100	....
Dec. 31, 1872	271.6	2.4	22.1	—	.....	.....	.....	.....	*Cedar Rapids and Missouri River*...Iowa.	11,233,000	—	—	—	7,619,000	3,614,000	.....	.....	—	(Chic. &	North We	stern R. R.	)	.....	—	100	....
Dec. 31, 1872	160.0	—	15.0	250.0	6	6	3	131	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	101.0	(No re	turns furn	ished.)	.....	.....	—	100	....
Nov. 30, 1872	192.0	—	29.7	—	53	44	27	792	Central of Georgia.....Georgia.	5,000,000	*	1,628,457	1,022,692	5,000,000	1,389,000	341,663	.....	284.0	.....	169,119	.....	1,656,154	689,308	10	100	....
Dec. 31, 1872	202.0	—	16.6	24.0	22	8	6	301	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	.....	202.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	22.0	4.0	3.2	—	3	7	—	22	Central of Long Island.....New York.	1,469,616	*	.....	.....	297,800	687,000	479,598	.....	—	(Flushi	ng & N. S	ide R. R.)	.....	.....	—	100	....
Dec. 31, 1872	74.0	6.7	211.8	—	227	128	47	2,082	Central of New Jersey.....New Jersey.	12,424,935	7,882,235	7,649,492	4,310,442	20,000,000	9,209,000	3,058,154	—	291.0	4,889,891	4,478,513	1,490,689	7,120,718	1,957,538	10	100	104½
Dec. 31, 1872	137.0	—	31.2	—	40	28	24	737	Central Ohio.....Ohio.	5,499,999	*	.....	.....	2,845,500	2,500,000	.....	.....	137.0	.....	.....	.....	989,327	170,721	6	50	84½
Dec. 31, 1872	883.0	339.0	110.4	600 0	187	168	40	3,807	*Central Pacific*¶.....Cal. Nev. & Utah.	130,485,693	5,622,603	5,458,198	2,513,287	54,283,190	81,939,680	422,041	7,433,960	1,158.0	.....	588,533	746,153	11,963,641	6,952,362	—	100	72
Dec. 31, 1872	194.6	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta....S.Car.	5,512,000	*	256,000	.....	2,578,000	3,200,000	.....	.....	194.6	.....	.....	.....	652,107	439,718	—	100	....
Dec. 31, 1872	22.6	—	5.0	—	.....	.....	.....	.....	Chartiers.....Pennsylvania.	1,127,313	—	—	13,897	628,060	500,000	3,150	—	22.8	39,140	.....	.....	60,440	20,440	—	50	....
Sept. 30, 1872	428.0	—	42.8	72.0	45	27	18	761	Chesapeake and Ohio.....Va. & W. Va.	26,542,490	*	789,785	2,836,883	13,368,407	18,624,953	3,387,461	—	227.0	511,475	141,873	115,478	777,632	288,687	—	100	....
Jun. 30, 1872	40.7	0.8	2.0	—	2	.....	.....	.....	Chester and Tamaroa.....Illinois.	1,690,000	*	.....	.....	1,000,000	660,000	30,000	—	41.5	(Opened	March 187	2.)	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.
	M.	M.	M.	M.					
Dec. 31, 1872	205.0	28.0	33.7	55.0	33	36	8	607	*Flint and Pere Marquette*.....Michigan.
Sept. 30, 1872	11.8	6.3	5.3	16.2	5	19	5	8	Flushing and North Side .....New York.
Sept. 30, 1872	10.0	—	1.0	—	3	2	1	10	Fonda, Johnstown and Gloversville. N. Y.
Dec. 31, 1872	100.0	—	5.2	—	8	6	3	237	Ft. Wayne, Jack. & Saginaw. Ind.& Mich.
Jun. 30, 1872	109 0	—	2.7	—					Ft. Wayne, Muncie and Cin.....Indiana.
Sept. 30, 1872	26.0	—	3 8	—	3	1	—	90	Framingham and Lowell.....Mass.
Dec. 31, 1872	11.5	—	1.3	—	2	3	—	21	Freehold and Jamesburg.....N. Jersey.
Feb. 28, 1873	85.0	—	9.0	150.0	9	6	4	126	Galv., Harrisburg & San Antonio..Texas.
Dec 31, 1872	50.0	—	10.0	—	15	9	4	284	Galveston, Houston & Henderson..Texas.
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Georgia.
Jun. 30, 1872	111.0	—	5.5	—	8	4	4	302	Gilman, Clinton & Springfield.....Illinois.
Sept. 30, 1872	11.6	—	0.3	3.1					Goshen and Deckertown .....New York.
Dec. 31, 1872	263.7	26.0	13.2	35.0	34	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.
Mar. 31, 1873	94.0	—	4.7	—					Grand River Valley.....Michigan.
Dec. 31, 1872	857.0	52.0	371.0	—	361	260	80	4,686	Grand Trunk ¶ .....Canada.
Jan. 31, 1873	229.0	216.0	102.0	—	177	146	39	3,136	Great Western ¶.....Canada.
Sept. 30, 1872	8.0	—	0.5	—					Greene.....New York.
Feb. 28, 1873	151.0	—	5.0	49.0	9	5	3	300	Green Bay and Lake Pepin....Wisconsin.
Sept. 30, 1872	14.0	—	0.8	—					Greenwich and Johnsonville...New York.
Mar. 31, 1873	66.0	—	4.0	180.0	7	3	1	72	Gulf Western Texas and Pacific.¶...Texas.
Dec. 31, 1872	4.9	0.8	0.8	—	2	9	3	6	Hackensack and New York..New Jersey.
Dec. 31, 1872	28.0	—	1.4	—					Hackensack Extension.....New Jersey.
Jun. 30, 1873	70.0	—	4.0	—					Hannibal and Central Missouri..Missouri.
Jun. 30, 1873	46.0	6.0	2.8	—					Hannibal and Naples.....Illinois.
Aug. 31, 1872	206.0	68.5	27.7	22.0	79	61	62	1,442	*Hannibal and St. Joseph* ¶.....Missouri.
Sept. 30, 1872	7.9	—	1.0	—	2	3	2	13	Hanover Branch.....Mass.
Oct. 31, 1872	12.2	—	0.9	—	6	5	2	30	Hanover Branch.....Penn.
Sept 30, 1872	116.0	2.0	7.2	—	9	5	1	146	Harlem Extension .....New York.
Oct. 31, 1872	36.0	18.0	17.6	—					Harrisburg and Lancaster..Pennsylvania.
Sept. 30, 1872	62.0	16.5	87.0	—	37	33	16	703	Hartford and New Haven..Conn.& Mass.
Sept. 30, 1872	122.4	0.8	18.7	—	26	36	16	861	Hartford, Prov. & Fishkill¶.R.I.,Ct.&N.Y.
Aug. 31, 1872	75.0	—	4.0	125.0	13	6	3	81	*Hastings and Dakota*.....Minn.
Dec. 31, 1872	5.5	—	0.6	—	2	—	—	100	Hibernia Mine..... .....New Jersey.
Dec. 31, 1872	68.3	—	4.9	—					Holly, Wayne and Monroe .....Mich.
Sept 30, 1872	10.3	—	0.8	—					Holyoke and Westfield.....Mass.
Sept. 30, 1872	74.0	—	7.0	—	16	16	8	389	Housatonic .....Connecticut.
Nov. 30, 1872	115.0	8.0	11.4	215.0	14	14	7	278	Houston and Great Northern¶.....Texas.
Dec. 31, 1872	387.0	115.0	16.9	—	45	25	14	916	Houston and Texas Central ¶.....Texas.
Oct. 31, 1872	45.0	29.5	15.5	—	23	6	5	116	Huntingdon and Broad Top Mt.....Penn.
Dec. 31, 1872	705.5	—	130.4	—	197	117	45	4,585	*Illinois Central* .....Illinois.
Dec. 31, 1872	62.8	—	3.2	—					Illinois Grand Trunk.....Illinois.
Jun. 30, 1872	35.0	—	2.9	67.0	5	....	....	....	
Dec. 31, 1872	202.5	10.0	38.0	—	65	23	9	1,752	Indiana and Illinois Central....Ind. & Ill.
Dec. 31, 1872	179.0	—	21.2	—	58	40	12	1,121	Ind., Bloomington & Western..Ind. & Ill.
Dec. 31, 1872	75.0	—	4.8	—	12	10	6	287	Indianapolis, Cin. and Lafayette..Indiana.
Dec. 31, 1872	72.0	—	12.0	—	58	34	16	1,407	Indianapolis, Peru and Chicago...O.&Ind.
Dec 31, 1872	117.0	—	18.0	—	6	7	3	197	Indianapolis and St. Louis.....Indiana.
Dec 31, 1872	183.7	—	6.2	—					Indianapolis and Vincennes.....Illinois.
Dec. 31, 1871	73.0	—	3.6	277.0					*Iowa Falls and Sioux City*.....Iowa.
Sept. 30, 1872	35.6	—	3.7	—	6	3	2	188	Iowa Midland.....Iowa.
Dec. 31, 1872	13.0	1.0	1.3	—	3	2	1	146	Ithaca and Athens.....New York.
Oct. 31, 1872	11.0	—	2.0	—	2	—	—	—	Iron .....Ohio.
May 31, 1872	212.0	—	15.9	76.0					Ironton.....Pennsylvania.
Dec. 31, 1872	36.5	—	7.2	—					*Jackson, Lansing and Saginaw*..Michigan.
Dec. 21, 1872	108.0	115.0	22.6	—	41	37	12	744	Jefferson (Erie).....Pennsylvania.
Dec. 31, 1872	37.7	—	4.2	—					Jeffersonville, Madison and Ind..Indiana.
May 31, 1872	44.5	—	3.7	—					Joliet and Chicago .....Illinois.
Oct. 31, 1872	4.6	—	9.8	—					Joliet and Northern Indiana...Ill. & Ind
Dec. 31, 1872	42.0	—	2.1	—	2	2	1	29	Junction (Phila.).....Pennsylvania.
Dec. 31, 1872	58.0	—	3.1	—					Junction and Breakwater.....Delaware.
Mar. 31, 1873	40.0	—	2.7	—					Kalamazoo, Allegan & G'd Rapids..Mich.
Mar. 31, 1872	200.2	60.0	15.2	—	21	17	17	263	Kalamazoo and South Haven.....Mich.
Jun. 30, 1872	31.9	—	1.8	—					Kansas City, St. Joseph & Co. Bl. Mo.& Ia.
Dec. 31, 1872	638.6	34.0	23.6	—	88	53	18	1,074	Kansas City and Santa Fe.....Kansas.
Aug. 31, 1872	49.0	—	2.4	—	6	10	4	59	Kansas Pacific.....Kansas & Col.
Oct. 31, 1872	80.0	—	38.0	—	25	10	4	1,515	Knox and Lincoln .....Maine.
Dec. 31, 1872	80.3	—	2.6	93.0					Lackawanna and Bloomsburg .....Penn.
Dec. 31, 1872	84.0	—	1.3	79.0					Lafayette, Bloomington & Miss...Illinois.
Sept. 30, 1872	16.0	....	....	124.0					Lafayette, Muncie & Bloomington ...Ind.
Dec. 31, 1872	541.3	596.2	523.2	—	418	160	69	8,640	Lake Ontario Shore Line.....New York.
Jan. 30, 1872	37.0	—	....	66.0	6	—	—	35	Lake Shore & Mich. S.....P.,O. Ind.& Ill.
									Lake Shore and Tuscarawas Valley. Ohio.

Abstract of General Balance Sheet.

Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
8,765,602	1,135,131	694,565	384,284	3,297,300	5 389,000	1,048,609	1,244,673	233.3	888,227	509,975	344,559	1,133,612	455,118	—	100	...
952.158	284,371	.....	.....	281,010	1,281,200	81,027	.....	18.1	176,515	1,256,278	.....	281,844	86,495	—	100	...
493.732	*	.....	.....	300,000	300,000	41,382	.....	10.0	35,056	99,890	25,897	78,023	38,198	—	100	...
3,000,000	313,000	25,000	.....	1,056,000	2,000,000	.....	.....	100.0	.....	.....	.....	280,647	123,591	—	100	...
(Sold J	anuary	1, 1872.)	.....	1,000,000	2,300,000	.....	.....	109.0	.....	.....	.....	224,815	28,574	—	100	...
1,021,792	182,062	.....	58,170	499,896	650,000	112,698	30	—	(Boston	Clinton &	Fitchb'g.)	21,580	21,580	—	100	49½
283,745	.....	.....	.....	283,745	.....	.....	.....	22.0	67,460	171,400	43,411	57,773	14,152	—	100	...
2,256,402	287,906	.....	61,000	2,051,468	552,840	.....	.....	85.0	86,210	8,664	27,637	160,424	93,422	—	100	...
2,522,063	398,639	234.423	14,796	1,000,000	1,500.000	360,653	311,091	50.0	198,167	86,845	179,666	751,054	366,017	—	100	...
4,156,000	*	1,335,369	415,005	4,200,000	676,500	137,240	853,233	232.0	1,103,551	.....	.....	1,623,454	490,196	8	100	...
4,000,000	*	.....	.....	2,000,000	2,000,000	.....	.....	111.0	87,808	.....	67,361	156,750	33.525	—	100	...
290,901	.....	.....	.....	105,000	246,500	8,000	.....	—	(Leased	to Erie)	.....	21.500	21,500	6	100	...
4,807,993	1,114,214	128,797	4,743,995	2,800,000	8,000,000	.....	.....	289.7	.....	491,910	311,670	949,781	505,640	—	100	...
1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	—	(Leased	by Michig	an Centra	l R. R. C	o.)	—	100	...
106,900,746	*	5,197,215	1,348 999	16,977,803	91,597,296	4,870,346	1,515	1,377.0	6,754,570	1,718,273	1,535,296	8,935,970	1,803,921	—	100	...
33,941,675	*	.....	.....	24,127,4 7	10,816,000	.....	.....	569.0	4,416,442	.....	.....	5,732,870	2,989,050	6½	100	...
348,877	.....	.....	.....	200,000	.....	.....	.....	8.0	20,824	37,773	151,848	35,718	5,611	6	100	...
3,400,000	*	.....	.....	1,500,000	2,400,000	.....	.....	—	.....	(Not r	egularly o	perated.)	.....	—	100	...
304,415	.....	.....	.....	130,098	185,500	11,086	.....	14.0	17,528	17,488	9,553	30,358	12,528	—	100	...
2,500,000	*	.....	.....	.....	1,386,000	.....	.....	—	68,000	9,505	35,874	232,979	128,161	—	100	...
191,246	*	.....	.....	99,700	62,000	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.	)	—	100	...
859,600	.....	.....	.....	560,000	299,600	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.	)	—	100	...
2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	...
1,425,000	.....	.....	.....	750,000	675,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	...
22,297,728	*	.....	.....	14,250,828	9,146,900	.....	.....	274.5	1,648,638	320,838	415,363	2,434,670	670,529	—	100	21½
170,130	40,445	.....	21,126	123 550	.....	40,000	68,151	7.9	21,096	79,998	14,397	71,032	20,295	—	100	...
201,372	68,000	.....	.....	116,850	.....	.....	.....	12.2	48,150	84,401	123 424	82,388	24,356	10	50	...
3,000,000	*	.....	.....	4,000,000	4,000,000	40,509	.....	118.0	277,969	137,337	105,349	317,748	Loss.	—	100	...
1,182,550	.....	.....	.....	1,182,550	700,000	.....	.....	54.0	(Leased	by Penny	lvania R.R.	Co.)		7	50	102
4,729,381	872,197	1,452,042	1,120,681	6,500,000	580,000	50,547	1,043,724	78.5	782,172	1,303,158	721.348	2,106,674	752,702	4½	100	...
4,201.486	598,875	.....	.....	2,037,940	2,055,500	100,000	200,519	130.0	541,442	1,207,771	266,912	1,004,040	367,533	—	100	...
(Purchas	ed July	1, 1872 by	Mil. & S	t. Paul C	o. for $2,1	00,600.)	.....	75.0	.....	10,928	20,640	21,415	Loss.	—	...	...
148,638	*	.....	1,362	150,000	.....	.....	.....	5.5	.....	.....	100,379	54,401	33,629	40	100	...
2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Flint &	Pere Mar	quette R.	R. Co.)	—	100	...
427,946	.....	.....	86	200,000	200,000	1,667	26,365	—	(New H	aven & N	orthamp.)	14,000	14,000	—	100	...
1,864,871	340,687	.....	.....	2,000,000	400,000	335,213	42,248	162.2	274,960	282,741	242,218	528,115	117.529	—	100	...
3,361,361	*	781,494	589,503	2,400,000	1 925.915	45,956	260,487	123.0	123,257	24,819	36,583	260,767	81,329	—	100	...
15,000,000	*	.....	.....	820,000	10,040,000	.....	.....	349.0	.....	.....	.....	2,675,234	1,345,134	—	100	...
3,159,769	*	.....	.....	1,330,750	2,153,500	117,441	.....	74.5	238,167	59,126	449,748	301,957	17,451	50	21	
34,061,196	*	10,248,460	614,081	25,500,000	19,423,707	.....	.....	1,107.0	5,838,226	1,352,156	2,039,321	3,026,754	2,103,107	10	100	105½
1,451,737	.....	.....	.....	960,000	960,000	.....	.....	—	(Leased	by Chicag	o, Buri. &	Quincy	Co.)	—	100	...
3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	.....	—	(No	t operated	by Compa	ny.)	.....	—	100	...
15,500,000	*	.....	.....	7,000,000	8,500,000	.....	.....	212.5	.....	.....	.....	.....	.....	—	100	...
13,988,000	*	.....	.....	5,500,000	8,700,000	.....	.....	179.0	1,211,206	.....	.....	1,764,369	592,056	—	100	...
.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	...
3,927,197	*	241,216	424,409	600.000	3.338,000	654,822	.....	261.0	1,732,260	291,787	690,971	2,110,681	730,239	—	100	6½
4,613,436	*	51,118	164,475	1,402,000	3,150,000	277,029	.....	117.0	212,294	.....	.....	264,390	90,205	—	100	...
7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	183.7	(Leased	by Ill.Cen	. R.R.Co.)	337,462	118,112	—	100	85
2,628,000	.....	.....	.....	1,314,000	1,314,000	.....	.....	73.0	(Leased	to Chicag	o & N. W	estern.)		—	100	...
1,236,150	*	.....	.....	494,162	600,000	103.302	.....	35.6	82.960	20,367	121,600	110,942	51,708	—	100	...
288,237	57,000	49,403	.....	129,550	.....	13,398	251,692	14.0	27,500	84,266	133,100	102,274	55,359	—	100	...
250,000	18,000	.....	.....	400,000	100,000	.....	.....	11.0	11,350	.....	115,876	48,865	15,641	—	50	...
6,500,000	.....	.....	.....	1,976,100	4,195,000	.....	.....	156.0	(Leased	by Michig	an Centra	l.)		—	100	...
4,395,700	.....	.....	.....	2,095,700	2,300,000	.....	.....	—	(Leased	by Erie R	ailway Co.	)		—	100	...
6,888,000	*	1,059,864	162,891	2,000,000	4,888,000	1,214,013	7,853	224.0	1,061,102	658,633	468,.36	1,287,280	469,670	7	100	...
1,849,000	.....	.....	.....	1,500,000	349,000	.....	.....	—	(Leased	to Chicag	o & Alton	R.R. Co.)		7	100	85
1,100,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased	to Michig	an Centra	l. R. R. C	o.)	8	100	...
898,324	.....	.....	.....	185,250	800,000	.....	.....	—	24,937	216,230	.....	132,384	55,157	—	50	...
706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(No	returns f	urnished.)	.....	.....	—	100	...
1,450,000	.....	.....	.....	610,000	840,000	.....	.....	—	(Leased	to Lake S	.& M. So.)	103,800	103,800	6	100	...
890,000	.....	.....	.....	250,000	640,000	.....	.....	—	(Leased	by Michig	an Central	.R.R.Co.)	51,200	—	100	...
8,626,158	*	.....	.....	2,789,413	6.131,500	.....	.....	260.2	.....	.....	.....	1,242,270	.....	—	100	...
1,440,000	.....	.....	.....	720,000	720,000	.....	.....	—	(Leased	by Leav.L	awr.&Gal.	R.R.Co.)	72,000	—	100	...
35,183,274	*	2,428,546	2,563,182	9,638,950	16,925,000	2,706,480	.....	672.6	2,475,270	179,182	348,966	3,732,713	1,494,447	—	100	...
2,725,798	*	.....	138,308	261,492	2,395,000	.....	107,611	49.0	(Com	pleted Oct.	19, 1871.)	87,612	35,973	—	100	...
3,898,452	722,792	.....	.....	1,335,000	2,250,000	193,261	.....	80.0	436,206	362,294	2,213.010	1 083,505	471,764	—	50	...
2,800,000	.....	.....	.....	1,000,000	1,300,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	...
783,073	.....	3,716,927	.....	3,000,000	1,500,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	...
1,541,456	.....	.....	.....	1,727,553	792,000	96,097	.....	—	(Not yet i	n operatio	n.)	.....	.....	—	100	...
63,647,176	12,384,187	7,315,307	1,516,979	50,000,000	26,495,000	6,350,020	1,417,630	1,136.5	13,477,534	2,112.883	4,382,243	17,891,629	5,118,598	8	100	79½
2,539,669	87,519	138,142	72,922	744,938	2.000 000	93,314	.....	—	(Opened t	hrough in	July, 187	3.)		—	100	.....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in *Italics*. State-aid Railroads are distinguished by a "§."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c
Sept. 30, 1872	74 0	—	4 8	76.0	7	9	3	121	N. Y., Kingston & Syracuse..New York.	3,055,856	190,066	.....	.....	2,662,921	583,000	92,692	—	74 0	101,685	163,267	69,137	219,368	60,974	—	100	....
Sept. 30, 1872	5.4	—	0.4	54.6	1	1	—	—	N. Y., Housatonic & North.N.Y. & Conn.	604,626	12,737	.....	.....	261,000	185,500	156,475	—	—	(Leased	by Housat	onic R. R.	Co.)	3,010	—	100	....
Sept. 30, 1872	7 0	—	0.4	0.2	—	—	—	—	New York and Mahopac.....New York.	284,912	.....	.....	.....	285,000	.....	.....	—	—	(Leased	by New Y	ork & Har	lem R. R.	Co.)	—	100	....
Sept. 30, 1872	124.0	16.8	164.0	—	84	129	41	1,010	N. Y., N. H. & Hartford..N.Y., Ct. & Ma.	12,861,474	1,840,536	1,465,553	3,428,675	15,500,000	1,641,500	377,341	1,377,592	190.8	1,700,891	3,925,765	892,579	4,483,554	1,769,809	10	100	133
Sept. 30, 1872	62.5	—	27.5	—	20	19	7	99	N. Y., Providence and Boston...C. & R. I.	3,101,400	*	.....	.....	1,887,400	1,214,000	.....	.....	67.5	441,485	614,211	229,677	911,021	401,914	9	100	120½
Sept. 30, 1872	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	3,210,616	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	by New Y	ork Cent.	R.R. Co.)	60,000	6	100	....
Jun. 30, 1872	35.3	—	3.3	—	5	1	1	134	Niles and New Lisbon .....Ohio.	1,647,366	108,287	.....	.....	500,000	500,000	59,584	96,067	35.3	112,067	48,554	336,167	179,553	88,216	—	100	....
Sept. 30, 1872	228.0	—	11.2	—	24	18	10	271	North Carolina §.....North Carolina.	4,947,741	*	344,672	337,271	4,000,000	553,413	592,030	483,241	223.0	478,580	140,397	113,126	(Rl'hm.&	Danv.)	—	100	....
Feb. 28, 1873	102.0	—	9.0	—	14	14	5	142	North-Eastern §.....South Carolina.	2,148,131	*	88,720	37,364	979,850	1,101,500	138,977	53,380	102.0	293,721	247.9	.....	395,468	159,695	—	100	....
Jun. 30, 1873	72 0	—	3.6	118.0	—	—	—	—	North Louisiana and Texas.....La.	(No a	ccounts o	btainabl	e.)	.....	.....	.....	.....	72.0	.....	(No accou	nts.)	.....	.....	—	100	....
Oct. 31, 1872	55.6	12.1	66.7	—	39	36	20	909	North Pennsylvania.....Pennsylvania.	7,086,930	1,208,779	1,524,750	.....	3,473,500	4,042,500	63,394	.....	67.7	617,092	899,571	880,119	1,336,938	592,322	5§	50	90
Dec. 31, 1872	95 0	45.3	38.3	—	30	21	10	689	Northern, of Canada.....Canada.	5,465,410	*	78,964	610,683	.....	5,819,963	281,561	3,533	140.3	748,838	212,080	313,664	894,774	180,541	—	100	....
Dec. 31, 1872	138.0	4.0	137.0	—	141	69	22	2,284	Northern Central §.....Md. and Penn.	11,6 6 830	3,223,438	2,750,000	928,678	5,842,000	11,040,602	1,464,216	222,099	317.0	3,288,463	1,119,110	4,769,895	4,598,820	1,161,769	6	50	77
Mar. 31, 1872	69.2	13.4	17.6	—	27	16	6	540	Northern New Hampshire ..New Hamp.	3,068,400	*	309,618	212,958	3,068,400	102.000	286,800	154,576	82.6	506,848	195,40	411,888	796,356	217,103	8	100	106½
Dec. 31, 1872	21.3	—	4.6	—	—	—	—	—	Northern New Jersey.....New Jersey.	527,452	*	872,548	.....	1,000,000	400,000	.....	.....	72.0	.....	(No accou	nts.)	.....	.....	—	100	....
May 31, 1872	153.0	106.0	.....	1,441	72	36	6	1,554	Northern Pacific.....Minn., Dak. &c.	13,292,142	1,908,838	601.394	.....	.....	50,000p.m	.....	.....	559.0	.....	(Leased	to Erie Ra	ilway Co.)	273.054	37,694	8	100	....
Sept. 30, 1872	59.4	7.0	13.1	—	20	15	6	642	Norwich and Worcester §.Conn. & Mass.	2,463,983	*	84,706	109,188	2,364,400	759,000	35,526	731,947	66.4	410,089	372.841	346,367	771.602	293.528	10	100	126
Jun. 30 1872	113.0	32.0	14.5	—	21	27	12	394	Nova Scotia.....Nova Scotia.	6,978,268	*	110,464	.....	.....	6,976,268	110,464	.....	145.0	.....	194,167	242,210	328.841	Loss.	—	100	....
Sept. 30, 1872	118.0	4.0	18.0	—	34	19	4	1,026	Ogdensburg and Lake Champlain...N. Y.	4,048.510	1,748,411	.....	.....	3,077,000	1,012,000	.....	.....	122.0	636,755	171 894	417,373	1,005.979	263,867	6	100	50
Dec. 31, 1872	10.0	2.0	3.8	—	2	—	—	96	Ogden Mine.....New Jersey.	452,994	*	.....	.....	450,000	.....	.....	.....	12.0	.....	.....	.....	47,469	25,656	6	100	
Jun. 30, 1872	340.0	53 0	24.0	—	122	57	24	2,422	Ohio and Mississippi ....Ohio, Ind. & Ill.	34,470,752	*	.....	.....	24,030,000	10.111,850	328,902	.....	393.0	2,852,765	404.765	708,799	3,343.845	984.008	—	100	31½
Oct. 31, 1872	120.0	3.0	53.7	—	32	19	6	528	Oil Creek and Allegheny River.....Penn.	8,554.547	1,008,331	.....	.....	4,959,450	3,680,000	.....	.....	123.0	749,668	559,926	676,500	1,285,554	461.531	6½	50	34
Sept. 30, 1872	131.3	19.4	50.6	15.0	45	95	16	607	Old Colony and Newport..Massachusetts.	8,095,654	*	441 553	586,443	5,103,506	3,521.000	467,989	581,156	150.7	1,110,675	3,711,345	510,434	1,897.438	680,249	6§	100	111
Dec. 31, 1872	9.9	2.0	3.1	—	...	33	—	—	Orange and Newark.....New Jersey.	1,073,565	*	.....	.....	200,300	736,000	73,852	.....	11.9	.....	2,984 817	.....	203.094	24.633	—	100	....
Sept. 30, 1872	282.6	10.0	9 6	—	25	21	12	382	Orange, Alex. and Manassas Gap §.....Va.	9,180,634	*	.....	.....	2,692,540	5,622,664	865,431	.....	292.6	713,252	196.894	161,434	988.371	403,698	—	100	....
Dec. 31, 1872	25.0	—	1.7	200.0	—	—	—	—	Osage Valley and Southern Kansas...Mo.	600,000	*	.....	.....	375,000	200,000	25,000	.....	—	(Leased	by Pacific	(of Mo.)R.	R. Co.)	35 p. c.	—	100	....
Sept. 30, 1872	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	960,953	*	.....	.....	300,000	612,100	27	.....	—	(Leased	by Rome,	Watertow	n & Od.	RR.Co.)	—	100	....
Sept. 30, 1872	35.0	—	46.7	—	11	12	4	258	Oswego and Syracuse .....New York.	1,114,844	330,270	.....	.....	1,144,400	180,000	.....	.....	35.0	232,089	171.932	232,801	354,880	73,878	9	100	....
Dec. 31, 1872	35.0	—	1.6	100.0	2	1	1	10	Owensboro and Russellville...Kentucky.	.....	.....	.....	.....	1,500,000	1,500,000	.....	.....	35.0	(In cour	se of cons	truction:	no return	s.)	—	100	....
Dec. 31, 1872	283.5	15.5	39.1	—	—	—	—	—	*Pacific* of Missouri §.....Missouri.	.....	.....	.....	.....	7,000,000	(Assume	d by Le	ssees.)	—	(Leased	by Atlant	ic & Pacif	c R. R. C	o.)	5	100	42½
Dec. 31, 1872	63.5	—	3.6	101.5	7	4	2	77	Padu ah and Gulf .....Kentucky.	3,261,312	*	980,220	69,430	2,924.150	1,000,000	406,812	—	63.5	469.289	22.920	21,589	95,261	35,545	—	100	....
Jun. 30, 1872	11.0	—	0.5	53.4	2	1	1	25	Painesville and Youngstown.....Ohio.	234.608	21,359	.....	.....	255,997	.....	.....	.....	11.5	(Under	construct	ion: no re	turns.)		—	100	....
Dec. 31, 1872	47.6	—	11.8	—	20	26	4	486	Panama.....New Granada.	10,000,000	*	.....	.....	7,000,000	2,993,177	.....	.....	47.6	.....	.....	.....	1,718.680	1,232,602	10½	100	115½
Dec. 31, 1872	76.0	33.0	6.2	—	7	5	3	246	Paris and Decatur.....Illinois.	2,800,000	*	.....	.....	1,600,000	1,200,000	.....	.....	109.0	.....	(No	statement	furnished	.)	—	100	....
Dec. 31, 1872	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	600,000	.....	.....	.....	630,000	.....	.....	.....	—	(Leased	by Erie R	ail'y Co.)	53,400	53,400	8§	100	....
Dec. 31, 1872	12.0	—	2.6	—	—	—	—	—	Paterson and Newark.....New Jersey.	896,162	.....	.....	.....	250.000	500,000	.....	.....	—	(Le sed	by Erie R	ail'y Co.)		35 p. c.	—	100	....
Dec. 31, 1872	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350.000	.....	.....	.....	248.000	100,000	.....	.....	—	(Leased	by Erie R	ail'y Co.)	30,173	30,173	6	100	....
Feb. 28, 1873	67 3	—	3.9	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,576,000	.....	.....	.....	1,500,000	1,076.000	.....	.....	—	(Leased	byTol.Wa	b. & Wtn.	Co.)		—	100	....
Dec. 31, 1872	22.0	—	1.8	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,692	.....	.....	.....	342,150	160,000	36,542	.....	—	(Leased	by United	Co.)	31,729	31,729	6	100	....
Dec. 31, 1872	18.0	—	1.1	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	.....	.....	.....	500,000	375,000	.....	.....	—	(Leased	by N. J r.	8th'nR.R.	Co.)	.....	—	100	....
Dec. 31, 1872	165.0	—	10.0	40.0	4	4	2	45	Peninsular.....Mich. Ind. & Ill.	4,916,263	*	.....	.....	1,995,000	2,779,000	142,282	.....	165.0	.....	83.491	46,333	109,918	Loss.	—	100	....
Dec. 31, 1872	354.9	82.0	546.9	—	568	292	112	11429	Pennsylvania .....Pennsylvania	31,283,395	11,154,553	53,506,985	29,413,986	53,271,937	35,072,309	19,395,422	8,919,154	787 7	13,380,957	5,250,393	7,844,779	22,012,525	8,247,552	10	50	105
Dec. 31, 1872	47.0	—	57.0	—	23	5	—	2,540	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,967,500	.....	4,000,000	536,500	375,000	.....	47.0	.....	3,486	1,376,772	23,033	.....	20	50	285
Dec. 31, 1872	22.5	—	1.2	—	—	—	—	—	Pennsylvania and Delaware. Penn. & Del	1,200,000	.....	.....	.....	483,297	700,000	.....	.....	—	(Leased	to Penna.	R.R. Co.:	recently	opened.)	—	50	....
Dec. 31, 1872	104.3	12.1	36.9	—	18	2	—	1,218	Pennsylvania and N. York..N.Y. & Penn.	5,086,426	628,814	.....	.....	3,061,700	3,000,000	.....	.....	145.6	.....	190,309	1,268,527	1,608,287	437,135	—	50	....
Dec. 31, 1872	46.0	—	6.6	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	.....	.....	.....	1,200,000	600,000	.....	.....	—	(Leased	by Chic.R.	I. & Pac.	Co.)	125,000	8	100	....
Dec. 31, 1872	83.0	—	11.6	—	12	7	4	181	Peoria, Pekin and Jacksonville....Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....	.....	83.0	260,093	77,372	124,505	302,552	.....	—	50	....
Dec. 31, 1872	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge..N. Jersey.	214,581	.....	.....	.....	57,200	100,000	57,381	.....	—	(Oper.b	y Penna.	R. R. Co.)	.....	.....	—	100	....
Dec. 31, 1872	64.0	18 0	8.0	—	12	9	5	120	Petersburg §.....Virginia	1,817,985	*	323,905	43,388	1,324,200	500,000	361,083	.....	82.0	228,000	44,392	57,233	288,944	133.851	—	100	....
Oct. 31, 1872	46.0	—	6.0	—	9	7	3	95	Philadelphia and Balt. Cent. Penn. & Md.	1,804,209	177,474	.....	.....	220,606	2,600,000	53,413	.....	58.1	176,312	315,515	184,307	295,594	105,205	—	100	....
Dec. 31, 1872	287.6	—	114.3	—	130	38	20	2,955	Philadelphia and Erie §.....Pennsylvania.	21,822,990	.....	2,248,693	.....	8,448,000	14,750,000	892,983	.....	287.6	2,912,351	830,793	2,628,568	3,980,758	846,319	—	50	42½
Dec. 31, 1872	17.1	3.1	13.7	21.0	24	45	18	192	Phila., Germantown and Norristown..Pa.	1,146,538	368,262	500.793	.....	2,231,900	.....	.....	.....	23.6	(Leased	by Phila.	&Read'g.)	287,816	271,179	12	50	175
Dec. 31, 1872	98.4	172.1	421.7	—	377	202	53	14139	Philadelphia and Reading..Pennsylvania.	45,922,674	*	24,888,327	2,675,996	34,236,175	33,120,804	4,172,014	1,958,004	708.0	7,248,778	6,383.991	9,573,405	12,125,038	4,823,300	10	50	115½
Dec. 31, 1872	26.6	—	36.3	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,534,479	*	329.626	.....	1,259,100	.....	.....	275,408	37.5	.....	1,561.080	1,124,640	1,759,758	.....	10	100	121
Dec. 31, 1872	95.3	3.8	139.1	—	64	103	49	1,295	Philadelphia, Wilm. and Baltimore..Penn.	11,890.736	*	2,318 306	175,395	11 485,750	1,990.500	455,321	660,478	197.7	1,248,818	1,747.195	449,780	2,814,274	1,188,614	8	50	111½
Oct. 31, 1872	7.0	—	1.0	—	2	3	2	22	Pithole Valley.....Pennsylvania.	100,000	*	225,000	.....	225,000	100,000	17,132	.....	7.0	.....	9 800	12,854	20,488	Loss.	—	50	....
Dec. 31, 1872	193.0	8.0	46.0	—	119	34	19	1,605	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	15,095,349	3,740,438	1,950,109	1,812,268	8,433,550	10,011,740	5,461,173	.....	201.0	3,160 500	606,902	1,429,115	3,856,649	799,501	—	50	....
Dec. 31, 1872	468 3	—	156.3	—	248	96	54	5,559	Pittsburg, Ft. W. and Chic..P., O., L & I.	35,835,286	*	.....	.....	22,214,286	13,621,000	17,230	.....	503.6	7,313,148	2,106,152	2,408,162	9,780,310	4,507,486	10	100	93½
Dec. 31, 1872	14.0	—	3.1	16.0	3	2	1	45	Pittsburg, Virginia & Charleston.....Pa.	654.068	55,243	.....	.....	618,564	.....	.....	.....	14.0	.....	(In opera	tion only	three mon	ths.)	—	50	....
Oct. 31, 18 2	149.6	1.9	17.2	—	57	26	9	430	Pittsb'g, Washington & Dalton...Pa.& Md.	11,598,236	687,192	83,196	.....	1,960,682	4,780,000	3,463,204	.....	173.8	1,703,600	781,994	960,780	1,437,392	Loss.	—	50	....
Sept.30, 1872	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	450,000	.....	.....	.....	450,000	.....	.....	.....	—	(Leased	by Boston	& Albany	R.R. Co.)	27,000	6	100	....
Jun. 30, 1872	—	—	—	178.0	—	—	—	—	Plymouth, Kankaka & Pacific..Ind. & Ill.	.....	.....	.....	.....	719,399	450,000	.....	.....	—	(Leased	by Pennsy	lvania Co.	.)		—	100	....
Oct. 31, 1871	66.0	—	2.7	24.0	7	6	3	315	Port Huron and Lake Michigan.....Mich.	3,000,000	*	(To com	pletion.)	1,200,000	1,800,000	.....	.....	41.0	.....	41.988	55,029	142,580	92,102	—	100	....
Nov. 30, 1872	60.0	—	3.5	50.0	5	13	3	92	Portland and Ogdensburg....Me. & N. H.	1,945 560	161,149	97,155	29,230	1,039,095	906.000	259,132	28,859	60.0	118,100	55,592	37,856	115,484	40,361	—	100	....
Dec. 31, 1872	65.0	—	2.1	93.0	5	4	3	85	Portland and Ogdensburg.....Vermont.	1,652,000	*	.....	.....	.....	2,340,000	.....	.....	—	(Earnings	used in co	nstruction	n.)		—	100	....
Dec. 31, 1872	27.5	—	2.8	—	2	1	1	22	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	218,500	.....	.....	27.5	17,215	2,880	6,375	14,221	.....	—	100	....
Aug 31, 1872	52.6	—	3.3	—	6	10	4	118	Portland and Rochester.....Me. & N. H.	1,9 0,854	*	45,000	10,296	686,097	1,120,000	200,053	.....	52.5	141,640	120,009	60,790	131,561	38,075	—	100	....
May 31, 1872	51.3	—	7.4	—	19	—	7	167	Portland, Saco and Portsmouth ....N. H.	1,500,000	*	.....	.....	1,500,000	.....	.....	.....	—	(Leased by Eastern		R.R. Co.)		10	100	115½
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	110	Port Royal.....South Carolina.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	110.0	.....	.....	.....	.....	.....	—	25	....
May 31, 1873	.8	—	4.9	39.0	—	—	—	—	Portsmouth, Gt. Falls and Conway..N. H.	2,270,000	*	.....	.....	770,000	2,000,000	.....	.....	—	(Operated	for benefit	of contra	ctors.)		6	100	55
Sept.30, 1872	.5	—	2.5	3.4	4	5	—	60	Poughkeepsie and Eastern....New York.	1,391,372	*	.....	.....	524,464	508,200	506,079	.....	41.8	53,514	70,018	10,40	53,079	14,038	—	100	

Sept. 30, 1872	43.4	1.0	44.1	—	27	29	6	919	Providence and Worcester..R. I. & Mass.	1,909,636	666,568	125,566	107,861	2,000,000	500,000	224,612	84,019	47.6	$507,586	1,605,257	521,866	895,897	239,926	10	100	....
Nov. 30, 1872	13.6	—	3.1	—	3	8	3	11	Providence, Warren and Bristol.R. I. & M.	645,079	73,026	.....	.....	437,917	50,006	63,611	.....	13.6	44,096	415,776	16,367	105,555	51,456	3	100	....
Dec. 31, 1872	21.0	—	2.0	—	1	3	2	—	Queen Anne and Kent Co.....Md.	351,000	*	32,200	.....	260,000	269,000	2,600	.....	21.0	38,850	12,560	38,231	27,437	9,989	—	50	....
Dec. 31, 1872	41.7	—	1.4	88.3	3	2	2	45	Quincy, Alton and St. Louis.....Ill.	1,850,000	*	.....	.....	1,000,000	850,000	.....	.....	41.7	.....	.....	.....	96,000	.....	—	100	....
May 31, 1872	97.0	—	9.7	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	155,200	102,935	1,500,000	.....	92,150	166,085	97.0	.....	31,226	64,096	359,277	154,400	—	100	....
Jan. 31, 1873	44.0	—	3.0	66.0	4	3	3	46	Raleigh and Augusta Air-Line....N. Car.	1,134,211	89,785	.....	.....	876,000	350,000	.....	.....	44.0	.....	.....	.....	76,037	.....	—	100	....
Sept. 30, 1872	71.0	110.0	41.5	—	39	68	19	974	Rensselaer and Saratoga.....N. Y.	7,459,628	*	.....	.....	6,000,000	1,925,000	.....	.....	181.0	861,480	664,000	556,934	1,748,915	604,224	7	100	108
Sept. 30, 1872	140.5	55.2	16.7	—	26	17	10	272	Richmond and Danville ¶.....Virginia.	5,109,406	*	2,046,460	211,461	4,000,000	2,621,090	510,171	236,056	295.9	526,732	134,485	176,708	832,092	363,846	—	100	....
Sept. 30, 1872	75.5	11.4	6.2	—	12	6	4	139	Richmond, Frederick and Potomac ¶..Va.	2,622,927	*	116,539	263,282	1,509,826	889,899	43,417	559,604	89.9	209,899	.....	.....	351,919	145,919	—	100	....
Sept. 30, 1872	22.5	2.8	4.2	—	8	10	4	160	Richmond and Petersburg ¶.....Va. N.C.	1,188,218	*	85,833	30,224	847,100	326,296	93,377	37,528	46.8	107,159	118,189	42,228	160,319	45,945	—	100	....
Sept. 30, 1872	38.3	—	2.2	26.0	3	3	2	42	Richmond and York River.....Va.	1,265,640	*	.....	.....	650,000	615,640	.....	.....	38.3	(No returns obtained.)					—	100	....
Sept. 30, 1872	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	*	.....	.....	557,560	.....	.....	.....	—	(Leased by Erie Railway Co.)			34,012	6	100	....
Jun. 30, 1872	251.9	25.5	27.0	—	33	15	7	915	Rockford, Rock Island and St. Louis..Ill.	15,490,570	*	.....	.....	6,490,579	9,000,000	.....	.....	316.5	.....	.....	1,067,749	243,534	.....	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	*	.....	.....	250,844	.....	.....	.....	20.0	(No information.)			.....	16	100	....
Sept. 30, 1872	141.1	48.5	25.3	—	40	31	15	779	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	*	.....	.....	2,998,900	1,735,606	38,359	.....	215.2	675,016	441,909	336,440	1,150,764	282,106	7	100	75
Jan. 31, 1873	120.0	—	26.0	—	—	—	—	—	Rutland.....Vermont.	8,787,902	*	1,286,719	.....	6,641,300	1,701,000	1,180,628	.....	239.0	(Leased to Central Verm't.)			434,740	405,381	—	100	9
Jun. 30, 1873	225.0	—	24.0	34.0	19	...	...	....	St. Joseph and Denver City..Kan.& Neb.	11,188,220	420,925	279,044	3,203	4,000,000	7,000,000	734,425	157,097	225.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	54.0	5.0	6.1	—	9	15	6	93	St. Lawrence and Ottawa.....Canada.	1,050,000	*	.....	.....	.....	250,000	.....	.....	59.0	.....	70,265	34,592	161,771	45,953	—	100	....
Dec. 31, 1872	189.0	18.0	29.0	—	18	9	7	553	St. Louis, Alton and Terre Haute.Illinois.	11,768,400	*	.....	238,001	4,768,400	6,700,000	218,001	.....	56.0	360,130	149,499	416,216	507,019	220,062	—	100	12
Dec. 31, 1872	195.5	15.3	37.0	—	91	20	13	1,651	*St. Louis and Iron Mountain* ¶...Missouri.	14,555,951	1,951,989	1,088,796	153,733	10,000,000	5,461,000	.....	.....	210.8	933,393	557,575	633,574	2,146,639	687,639	3	100	58
Dec. 31, 1872	310.0	48.0	25.0	50.0	46	26	12	1,170	St. Louis & S. Eastern...Ill., Ky. & Tenn.	11,089,000	1,725,000	3,993,000	.....	11,000,000	5,807,000	.....	.....	220.0	.....	.....	.....	822,601	169,779	—	100	....
Dec. 31, 1872	15.0	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill	5,040,100	.....	.....	.....	2,324,100	3,477,000	.....	.....	—	(Leased by Chicago & Alton R.R.Co.)			240,000	.....	—	100	....
Jan. 31, 1873	353.0	—	17.6	—	88	36	19	1,561	St. L., Kansas City & Northern..Mo & Ia.	28,134,445	*	2,369,765	439,708	24,000,000	6,000,000	943,928	.....	581.7	2,893,281	428,957	517,628	2,780,820	748,139	—	100	....
Oct. 31, 1872	158.4	—	23.0	—	30	14	8	824	St. Louis, Vandalia & Terre Haute....Ill.	7,984,227	*	.....	208,201	2,377,779	5,499,000	250,548	60,101	158.4	862,806	.....	.....	1,180,273	354,082	—	100	....
Dec. 31, 1872	267.0	175.0	16.0	251.0	30	14	9	289	*St. Paul and Pacific* (1st Div.)..Minnesota.	15,186,653	*	3,723,033	229,522	1,968,600	16,197,000	589,333	.....	283.0	462,489	235,279	152,356	682,566	.....	—	100	....
Dec. 31, 1872	121.0	—	8.0	—	13	6	4	194	St. Paul and Sioux City.....Minn.	4,550,960	*	179,798	54,019	4,000,000	.....	784,777	.....	121.0	344,883	75,461	136,127	424,398	99,668	—	100	....
Dec. 31, 1872	116.0	—	16.0	—	21	18	9	309	Sandusky, Mansfield and Newark ..Ohio.	3,244,500	*	.....	.....	937,500	2,307,000	.....	.....	160.0	.....	178,661	153,505	574,951	37,802	—	50	....
Dec. 31, 1872	287.0	110.0	15.4	61.0	27	19	6	342	Savannah, Albany and Gulf.....Ga.	7,592,283	*	526,789	1,171,804	4,479,677	3,242,200	1,671,999	.....	347.0	635,300	98,234	.....	983,966	339,539	—	100	....
Dec. 31, 1872	104.0	—	4.9	—	10	9	5	80	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	.....	.....	1,000,000	1,427,800	.....	.....	104.0	(No statement furnished: very small.)					—	100	....
Feb. 28, 1873	80.0	—	8.0	—	15	7	5	203	Seaboard and Roanoke..Va. & N. Carolina.	1,488,400	*	.....	105,689	1,278,400	210,000	107,000	.....	80.0	235,679	26,309	162,582	566,619	266,335	8	100	....
Apr. 30, 1872	287.0	—	11.9	—	39	17	9	412	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	*	.....	.....	3,750,000	9,230,000	large	.....	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	.....	.....	1,389,000	1,423,000	10,000	.....	80.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Nov. 30, 1872	32.0	—	2.0	—	2	2	2	70	Shenango and Allegheny ..Pennsylvania.	890,335	78,945	20,000	.....	199,000	780,000	.....	.....	32.0	40,500	16,170	56,220	58,850	32,393	—	50	....
Jun. 30, 1872	106.8	—	11.3	—	11	8	5	153	*Sioux City and Pacific*.....Neb. & Iowa.	5,696,400	*	.....	.....	2,068,400	1,628,000	.....	.....	157.8	.....	.....	.....	162,405	10,344	—	100	....
Dec 31, 1872	122.4	—	6.6	26.1	9	6	3	232	Sioux City and St. Paul.....Iowa & Minn.	4,422,132	*	568,362	.....	2,800,000	1,740,000	450,494	.....	—	(Run by contractors: no returns.)					—	100	....
Sept. 30, 1872	183.0	—	9.2	—	...	...	...	....	South and North Alabama.....Ala.	7,481,764	*	.....	.....	3,458,067	4,906,000	.....	.....	131.0	.....	41,327	74,837	199,051	60,285	—	100	....
Dec. 31, 1872	187.0	106.0	30.0	—	42	37	*	507	South Carolina ¶.....South Carolina.	9,594,328	*	2,019,176	306,086	5,819,275	4,780,346	236,736	71,474	243.0	856,732	207,344	266,707	1,401,211	545,105	—	100	....
Sept. 30, 1872	116.0	—	5.8	—	11	7	4	401	Southern Central.....New York.	3,450,658	287,305	.....	.....	1,783,021	2,288,000	89,881	.....	116.0	302,744	161,821	178,099	307,280	104,978	—	100	....
Sept. 30, 1872	57.0	20.0	20.0	—	19	35	7	114	South Side (L. I.).....New York.	3,166,551	648,925	.....	.....	1,000,000	2,250,000	386,782	.....	57.0	233,990	617,899	83,701	501,871	228,637	—	100	....
Aug. 31, 1872	167.5	—	9.5	—	12	5	3	248	Southern Minnesota.....Minnesota.	9,424,953	*	.....	.....	3,825,000	4,592,000	1,007,953	.....	165.5	.....	46,349	92,661	493,436	190,021	—	100	....
Dec. 31, 1872	170.0	—	8.5	552.0	14	23	8	245	Southern Pacific.....California.	11,500,000	*	.....	.....	8,404,800	5,750,000	.....	.....	170.9	.....	314,150	121,660	932,725	481,664	—	100	....
Jun. 30, 1872	228.0	—	11.2	—	12	10	4	260	Springfield & Ill. So. Eastern.....Illinois.	8,176,500	*	.....	.....	4,000,000	4,400,000	140,000	.....	—	(Not in operation at date.)					—	100	....
Sept. 30, 1872	61.0	—	17.0	—	16	13	3	378	Syracuse, Binghamton and N. York..N.Y.	3,906,297	*	.....	.....	2,004,000	1,670,000	129,414	.....	81.0	449,520	186,606	583,355	713,585	216,481	4	100	....
Sept. 30, 1872	26.0	1.0	3.1	16.0	3	6	2	40	Syracuse and Chenango Valley....N. Y.	1,165,962	61,985	.....	.....	1,063,400	500,000	229,997	.....	26.0	23,548	49,219	29,914	23,199	lo-s.	—	100	....
Nov. 30, 1872	79.7	28.0	30.0	—	36	21	9	782	Terre Haute and Indianapolis....Indiana.	2,807,213	*	1,553,484	191,840	1,388,150	800,000	616,344	1,173,143	99.3	.....	190,997	854,850	1,070,354	128,443	—	100	....
Apr. 30, 1873	66.0	—	6.0	1,741	12	6	—	78	Texas and Pacific.....Texas.	4,200,000	*	.....	.....	200,000	4,000,000	.....	.....	66.0	.....	.....	.....	346,001	85,042	—	100	....
Dec. 31, 1872	227.3	10.2	29.0	—	45	13	9	1,109	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	3,450,000	204,794	.....	237.5	1,192,831	.....	.....	1,316,106	368,093	—	100	....
Dec. 31, 1872	473.6	153.6	60.5	—	182	71	42	4,207	Toledo, Wabash and Western..O. I. & Ill.	34,683,000	*	.....	.....	16,000,000	18,683,000	.....	.....	955.7	5,196,661	637,050	1,349,052	6,008,978	1,578,182	—	100	464
Sept. 30, 1872	84.9	—	9.0	—	11	12	6	242	Troy and Boston.....New York.	1,934,146	378,418	.....	.....	1,599,000	1,899,000	65,369	.....	55.3	190,548	282,763	191,122	516,568	212,097	2	100	....
Dec. 31, 1872	1 032	—	100.0	—	151	93	86	2,409	*Union Pacific* ....Nebr. Utah Nev. & Cal.	111,948,812	*	.....	.....	36,762,300	75,179,512	.....	.....	1,032.0	.....	165,688	.....	8,862,605	4,092,032	—	100	354
Dec. 31, 1872	165.0	—	60.0	—	24	281	3	1,76	United Companies of New Jersey..N. Jer.	22,450,528	*	13,216,919	427,838	18,990,627	17,615,608	797,681	472,455	455.9	3,905,741	7,580,795	2,536,304	8,266,226	2,231,060	10	100	121
Apr. 30, 1872	37.0	—	4.0	91.0	6	6	1	28	Utah Central.....Utah.	1,500,000	*	.....	.....	500,000	1,000,000	.....	.....	37.0	.....	.....	.....	360,612	206,358	—	100	....
Dec. 31, 1872	31.0	—	2.1	44.0	3	3	2	11	Utah Southern .....Utah.	1,060,000	*	.....	.....	400,000	660,000	.....	.....	31.0	.....	.....	.....	126,884	63,442	—	100	....
Sept. 30, 1872	74.8	—	13.4	12.2	14	15	7	125	Utica and Black River.....New York.	2,200,444	258,703	.....	.....	1,764,020	775,500	.....	.....	92.2	201,688	184,533	62,064	337,299	111,309	3	100	....
Sept. 30, 1872	98.0	22.0	14.0	—	17	15	7	62	Utica, Chenango and Susq. Valley..N. Y.	3,186 344	438,131	.....	.....	2,908,600	.....	.....	.....	120.0	228,887	246,101	178,749	424,792	32,246	6	100	....
May 31, 1872	47.0	25.5	9.3	—	—	—	—	—	Vermont and Canada .....Vermont.	3,000,000	.....	.....	.....	3,000,000	.....	.....	.....	—	(Leased by Vermont Central R. R. Co. at 8 p.c.)					8	100	52
May 31, 1872	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	*	.....	.....	5,000,000	6,500,000	.....	.....	773.0	.....	.....	12 yrs.	8,497,442	493,487	—	100	....
Sept. 30, 1872	56.0	24.1	9.2	—	13	19	8	274	Vermont and Massachusetts..Mass. & Vt.	2,703,966	*	90,785	191,899	2,860,000	900,099	63 899	157,751	88.1	24 ,299	275,181	131,458	557,196	169,523	2	100	811
Feb. 29, 1872	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	245,588	193,945	454,072	2,924,236	86,869	.....	140.0	181 288	82,372	49,431	408,220	102,913	—	100	....
Dec. 31, 1872	46.0	—	2.3	—	3	*	*	50	Vineland.....New Jersey.	1,826,191	*	.....	.....	998,005	750,000	78,187	.....	—	(Leased to N. Jer. Southern R. R Co.)					—	100	....
Dec. 31, 1872	18.3	—	6.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	.....	.....	.....	1,800,000	1,261,400	.....	.....	—	(Leased to D. L. & W. R. R.)			525,749	215,358	7	100	83
Sept. 30, 1872	44.0	—	2.0	281.0	4	6	3	65	Washington and Ohio ..... Virginia.	1,435,176	128,577	128,773	.....	900,700	130,400	321,248	340,178	44.0	81,361	27,993	19,418	81,285	7,948	—	100	....
Aug. 31, 1872	132.0	28.0	15.5	—	26	16	8	247	Western Alabama.....Alabama.	4,822,628	538,272	242,800	662,535	2,008,324	3,169,900	561,508	626,504	160.0	421,880	101,742	.....	626,504	150,874	—	100	....
Dec. 31, 1872	133.0	—	11.0	—	59	18	12	921	Western and Atlantic.....Georgia.	(Owned by State		of Georgia & leased to a company for $300,000 a year.)						138.0	.....	.....	125,932	1,590,245	66,587	—	100	....
Sept. 30, 1872	60.0	—	3.0	13.0	10	10	6	123	Western Maryland ¶.....Maryland.	2,366,392	*	208,500	17,069	682,900	1,800,000	109,069	.....	60.0	217,760	134,655	73,841	197,707	7,038	—	50	....
Dec. 30, 1872	57.1	27.6	14.6	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,846,005	.....	.....	.....	1,022,450	1,800,000	1,023,555	.....	—	(Leased by Pennsylvania R. R. Co.)					—	50	....
Dec. 31, 1872	60 7	—	16.2	—	18	6	8	171	West Jersey.....New Jersey.	2,255,355	*	1,488,466	178,462	1,358,700	2,398,000	162,583	.....	128.9	330,555	642,728	28,443	664,777	291,363	8	100	190
Mar. 31, 1872	197.0	—	10.0	—	26	14	10	660	West Wisconsin.....Wisc.	8,640,000	*	.....	.....	4,000,000	4,640,000	.....	.....	165.0	.....	.....	.....	549,645	264,329	—	100	....
Dec. 31, 1872	32.0	—	1.0	28.0	3	5	2	24	Wheeling, Pbg. & Balt.....W. Va. & Pa.	579,642	.....	.....	.....	500,000	79,642	.....	.....	32.0	39,328	53,175	11,638	48,164	480	—	50	....
Sept. 30, 1872	189.0	—	6.0	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	3,971,781	381,117	51,244	.....	300,000	3,800,000	304.142	.....	172.0	.....	.....	.....	591,046	226,498	—	100	....
Oct. 31, 1872	63.6	—	9.5	—	11	6	5	124	Wilmington and Reading...Pennsylvania.	2,614,078	255,151	32,892	.....	750 067	2,332,300	108,610	—	63.6	230,554	132 365	264,573	224,773	21,667	—	50	....
Sept. 30, 1872	102.0	19.0	9.5	—	32	31	—	324	Wilmington and Weldon ¶...N. Carolina.	3,004,044	*	61,436	296,393	1,456,200	1,619,100	77,042	299,531	181.0	519,184	124,995	.....	635,871	230,833	—	100	67
Dec. 31, 1872	130.9	—	3.0	201.0	15	6	2	300	Wisconsin Central .....Wisconsin.	4,120,000	*	.....	.....	1,657.500	1,691,500	.....	.....	.....	.....	.....	.....	131,793	63,778	—	100	....
Sept. 30, 1872	45.7	—	11.8	—	17	11	5	411	Worcester and Nashua.....N. H.& Mass.	2,212,144	*	85,701	48,143	1,425,400	810,300	36,516	573,774	45.7	359,641	381,954	868,042	587,359	195,453	12	100	126
									CANALS, &c.																					
May 31, 1872	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	*	258,967	.....	1,880,800	1,997,872	.....	.....	12.5	—	—	.....	419,222	281,715	4	50	....
Dec. 31, 1872	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	.....	.....	8,229,594	8,065,500	.....	.....	184.5	—	—	—	.....	.....	—	25	....
Dec. 31, 1872	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	*	.....	.....	1,633,350	800,000	.....	.....	—	(Leased to Lehigh Coal and Nav. Company.)					8	50	97
Dec. 31, 1872	168.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,339,210	725,581	20,935,269	.....	15,006,000	13,000,000	.....	.....	108.0	—	—	1,869,557	86,970	loss.	10	100	117
Dec. 31, 1872	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	*	.....	.....	5,847,400	.....	.....	.....	65.5	—	—	.....	957,557	385,170	10	100	....
Dec. 31, 1872	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	*	.....	.....	8,784,850	15,767,656	.....	.....	108.0	—	—	1,041,891	506,060	32,570	—	50	914
Dec. 31, 1872	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,146,039	.....	.....	.....	1,094.150	110.000	8,054	.....	85.0	—	—	2,059,934	196,149	159,121	9	50	....
Feb. 28, 1873	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,432,474	*	.....	.....	2,200,000	1,125,129	.....	.....	103.0	—	—	.....	322,762	30,194	7	50	1 4
Dec. 31, 1872	73.0	64.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	8,093,450	*	.....	.....	4,457,150	2,588,000	1,048,200	.....	360.0	—	—	967,573	556,164	loss.	—	50	4
Dec. 31, 1872	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,557,126	2,285,573	271,467	.....	4,355,798	8,576,332	267,198	.....	108.3	(Lease to Ph.& R'g.)		1,200,181	649,352	634,169	1	50	12
Dec. 31, 1872	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	*	.....	.....	2,092,706	2,757,310	165,811	.....	45.0	(Lease to Ph.& R'g.)		426,393	99,151	51,241	—	50	12
Dec. 31, 1872	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,807,850	*	.....	.....	2,907,850	300,000	35,000	.....	84.0	—	—	124,969	44,862	200	—	50	....
Dec. 31, 1872	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	3,630,344	*	.....	.....	1,100,000	748,000	295,219	.....	....	(Leased to Pennsylvania.)			.....	.....	—	50	....

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ns Rate.	Div'ns Paid.	Market Price.
	$	p	p c	p. c.
Railroad Stocks:				
Atlantic and Great Western, pref...	10,000,000	7	...	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	...	....
" " " guar.	276,200	7	...	....
Atlantic and Pacific, preferred	10,000,000	7	...	17
Atlantic and St. Lawrence,* guar...	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,552,800	6	5	105
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar.....	1,189,500	7	7	86
Camden and Amboy,* guaranteed..	5,847,800	10	10	121
Camden and Atlantic, preferred.....	763,549	7	3½	78
Cayuga and Susquehanna,* guar....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,000	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	104½
Central Ohio,* preferred	411,550	6	6	90
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,163,200	7	5	79
Chicago and Alton, † preferred.....	2,425,400	...	10	109½
Chicago, Iowa & Nebraska,* guar..	3,916,200	...	8	90
Chicago and North-Western, pref...	21,289,563	7	7	73
Cinc., Sand and Cleveland, pref....	429,000	6	6	....
Cleveland and Mahoning,* guar.....	2,059,240	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	89
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred....	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	...	....
Dubuque and Sioux City,* guar....	5,000,000	...	3	65
Dubuque South-Western, pref.....	590,315	8	...	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	62
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	76
" " com.& *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	70
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	...	...	....
Hannibal and St. Joseph, pref	2,167,700	7	7	89½
Harrisburg and Lancaster,* guar....	1,182,560	7	7	....
Housatonic, pref'erred.....	1,180,000	8	8	100
Huntington & Broad Top Mtn, pref.	190,750	7	...	36
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	35
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref...	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	8,101,650	6	...	16
" " 2d pref....	4,436,250	6	...	9
Mich. Southern, (Lake Shore) guar..	5,23,500	10	10	....
Mill Creek,* guaranteed.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	10,825,777	7	7	64½
Mine Hill,* guaranteed.....	3,856,450	8	8	104
Montclair,* guaranteed.....	2,000,000	7	...	....
Morris and Essex,* guar.....	15,000,000	7	7	93
Nesquehoning Valley,* guar...	2,000,000	10	10	106
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,295,200	10	10	121
New London Northern,* guar.....	971,400	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	129
" " *com.& guar.	8,500,000	8	8	131
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred.....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	126
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	50
" " pf.& *guar.	2,000,000	8	8	92½
Ohio and Mississippi, preferred.....	4,030,000	7	7	63
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama, guaranteed.....	7,000,000	12	12	115½
Paterson and Hudson,* guar.....	630,000	—	8½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	...	...	....
Phila., Germant'n & Norristo'n,*guar.	2,231,900	12	12	175
Philadelphia and Reading, † pref....	1,551,887	—	10	....
Philadelphia and Trenton,* guar....	1,259,100	10	10	121
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	93½
Pittsfield and North Adams,* guar.	450 000	5	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	115½
Rochester & Genesee Valley,* guar.	557,560	...	...	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	39
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	...	33
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	—	....
St. Louis, Kansas City & Nor., pref.	12,000,000	...	—	24½
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	—	....
" " 2d pref..	1,000,000	7	—	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	71
Warren,* guaranteed.....	1,800,000	7	7	....
Canal Stocks.				
Delaware Division,* guar.....	1,633,350	8	8	....
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	122
" com. and * guar.....	1,690,000	4	4	52
Schuylkill Navigation preferred....	2,808,977	6	6	25

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 25.

	Th.19.	F.20.	Sat.21.	M.23.	Tu.24.	W.25
Boston, Hart. & Erie....	1½	....	2	....	....	1½
Canton Co.....	....	....	....	....	....	77
Central Pacific.....	....	....	....	....	....	....
Central Pacific 6s.....	94¼	94¼	....	94	94	....
Central of N. Jersey.....	105	....	105	104¼	104¼	
Chesapeake & Ohio 1 m.....	....	....	56	56	....	
Chicago & Alton.....	103½	103	....	....	....	
" pref.....	....	....	....	....	....	
" 1 M.....	....	....	....	....	....	
" S. F.....	....	....	....	....	....	
" Ins. bds.....	....	....	....	....	....	
Chicago, Burl. & Q.....103¾	103¼	103¼	....	103¼	....	
" 8s, 1883 ....111¼	....	....	....	....	....	
Chic. & Northwestern . 54¾	54¼	54¼	54¼	55¼	55¼	
" pref.....	72½	72	....	72½	73	
" 1st M.....	....	101	....	....	....	
" S. F.....	....	....	....	....	....	
" Consol.....	....	....	....	92	92¼	
Chic., Rock Isl. & Pac..105¼	105¼	105¼	105	106¼	106¼	
Chi, R. I & Pa. 7s,1896.105	105	....	105¼	....	....	
Clev., Col., C. and Ind.. 75¼	....	....	....	....	....	
Clev.& Pittsburg guar.. 87¼	88¼	....	88¼	88¼	89	
" 2 M.....	....	....	....	....	....	
" 3 M.....	....	....	....	....	....	
" 4 M..... 89¼	....	90	....	....	....	
Clev. and Toledo.....	....	....	....	....	....	
" S. F. 7s.....	....	....	....	....	....	
Col., Chi., & Ind C..... 30¾	30¼	30¼	30¼	31	31¼	
" 1 M..... 91¼	91¼	91	91	....	90¼	
" 2 M.....	....	....	....	....	....	
Del. & Hudson Canal	117	117¼	117	....	117¼	
Del. Lack. & Western...109¼	108¼	108¼	108¼	109	109	
" 1 M. 7s.....	....	....	....	....	....	
" 2 M 7s	....	....	....	....	104	
Erie Railway..... 43¾	43¼	42¾	42¼	43	43	
" pref..... 70	....	....	....	....	....	
" 1 M. 7s. 1897.103¼	....	....	....	104	104	
" 2 M. 7s, 1879.....	....	....	....	....	....	
" 3 M. 7s, 1883.....	....	98¼	98¼	....	....	
" 4 M. 7s, 1880 ...	....	100	....	100	....	
" 5 M. 7s, 1888.....	....	....	96¼	....	....	
" 7s, con. gold.....	....	....	....	....	....	
Great Western 2d mort. 84¼	....	....	84	84	....	
Hannibal & St. Joseph. 30	31¼	31¼	31¼	31¼	31¼	
" pref.....	39	39¼	38	39	39¼	
" 8s, conv.....	....	80	80	....	....	
Hudson River.....	....	....	....	....	....	
" 2 M. S. F.....	....	....	....	....	....	
" 3 M. 7s, 1875.....	....	....	....	....	....	
Illinois Central	....	....	105	....	....	
" 7s	....	....	....	....	....	
Lake Shore & Mich.S'th. 78¼	78¼	77¼	77¼	78¼	79¼	
Marietta & Cin. 1st pref....	....	....	....	....	....	
" 2d pref.....	....	....	....	....	....	
Michigan Central.....	86	....	85¼	86	....	
" S.F. 8s,1882.....	....	....	....	....	....	
M. S. and N. I. 1 M. S. F.....	....	....	....	....	....	
" 2 M.....	....	....	....	....	....	
Milw. and St. Paul..... 43	42¼	42¼	42¼	43¾	44	
" pref..... 65¼	....	....	....	....	64¼	
" 1st mort.....	....	....	....	....	....	
" 2d mort.....	....	....	....	....	....	
" 8s.....	....	....	....	....	....	
" 7 3-10s con.....	....	....	....	....	....	
" 7s, gold..... 88¼	....	....	88¼	....	....	
Missouri 6s.....	....	....	94	....	....	
" H. & St. J. 1ss..... 92½	....	....	....	91	....	
Morris and Essex..... 92¼	....	93	92¼	93	93	
" 1st mort....106	107	....	....	....	....	
" 2d mort.... 99¼	....	....	99¼	99¼	....	
N. Y. Cen. & Hud. Riv.100¾	100¾	100¾	100¼	100¾	101¼	
" 7s, S.F.1876.....	....	....	....	....	....	
" 6s, S.F. 1883.....	96¼	....	....	....	96	
" 6s, S.F. 1887.....	....	....	....	....	....	
N. York and Harlem...132¼	132	....	....	....	131	
" pref.....	....	....	....	....	....	
" 1 M. 7s, 1873.....	....	....	....	....	....	
N. York, N. Hav. & Hart.....	131¼	131¼	131¼	132¼	133	
N. Carolina 6s. old.....	20¼	....	....	....	....	
" new	....	21¼	....	....	21¼	
Ohio and Miss..... 30¼	30¼	30¼	30¼	30¼	31¼	
" pref.....	....	....	....	....	....	
" 2d M.....	....	....	....	....	....	
Pacific Mail S. S. Co.... 44¼	44¼	44	44¼	45¼	46¾	
Panama	114¼	114¼	114¼	....	115¼	
Pitts., Ft. W. & Chi. gtd. 94¾	94¼	94¼	....	95¼	93¾x	
" 1 M.....106	....	....	106	....	....	
" 2 M.....	....	....	....	101¼	....	
" 3 M.....	....	....	....	....	....	
Quicksilver Mining Co.....	....	....	31¼	....	32	
St. L., Alton & T. H.... 12¼	....	....	12¾	....	....	
" pref.....	....	....	....	....	....	
" 1 M.....	98	....	....	....	....	
" 2 M. pref.....	87	....	....	....	86	
" Income bds.....	....	....	....	....	....	
Tennessee 6s, old..... 91¼	91¼	91¼	....	....	....	
" new.....	91¼	....	....	....	....	
Tol., Wab. & Western.. 47	47¼	45¾	45¼	46¼	46¼	
" pref.....	....	....	....	....	....	
" 1 M.....	95¼	....	95¼	....	96	
" 2 M.....	....	....	....	....	91	
" Equipment.....	....	....	....	....	....	
" St. Lou. Div. 86¼	86	....	86	....	....	
Union Pacific..... 34¼	34	33¾	34	34¼	35¼	
" 1st mort... 84¾	84	84	84¾	84	84¼	
" L. Gt. 7s.....	82½	....	83	....	84¼	
" Inc. 10s.... 80	80¼	80¼	81	81¾	84¼	
Virginia 6s, old.....	....	....	....	....	....	
" new.....	....	....	....	....	....	
" consol.....	....	....	....	50¼	50¼	
" def. cert.....	....	....	....	....	....	

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 25.

	Th.19.	F.20.	Sat.21.	M.23.	Tu.24.	W.25
Federal Stocks:—						
U. S. 5s, 10-40s, reg.....	....	114¾	....	114¾	....	
U. S. 5s, 10-40s, coup..114¼	114¼	114¼	114¼	114¼	114¼	
U. S. 5s, 1881, reg.....	....	....	....	....	115	
U. S. 5s, 1881, coup....114¾	....	114¾	....	115	....	
U. S. 6s, 1881, reg.....	....	....	....	119¼	119¼	
U. S. 6s, 1881, coup....120	120	120¼	....	120¼	120¼	
U. S. 6s, 5-20s, reg. '62....	117	....	117¼	....	....	
U. S. 6s, 5-20s, c. 1862.....	....	....	117¼	117¼	....	
U. S. 6s, 5-20s, reg. '64.....	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1864.....	119¼	119¼	....	119¼	....	
U. S. 6s, 5-20s, reg. '65.....	....	....	....	....	119¼	
U. S. 6s, 5-20s, c. 1865.....	....	....	120¼	....	119¼	
U. S. 6s, 5-20s, r. n. '65.118¾	....	116¾	118¼	118¾	....	
U. S. 6s, 5-20s, c. n '65.118¾	118¼	....	118¼	119	119	
U. S. 6s, 5-20s, reg. '67.....	119¼	119¼	....	119¼	119¾	
U. S. 6s, 5-20s, c. 1867.119¼	119¾	....	119¼	119¾	119¼	
U. S. 6s, 5-20s, reg. '68.....	....	....	....	....	....	
U. S. 6s, 5-20s, c. '68.....	119¼	....	119¼	119¼	119¼	
U. S. 6s, Pac.R.R issue.....	116¾	117	....	....	....	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 24.

	W.18.	Th.19.	F.20.	Sat.21.	M.23.	Tu.24
Catawissa preferred	....	....	....	....	....	....
" 7s, new 101¼	....	....	102	....	....	....
Camden and Amboy.....	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	89¼	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89 99¼	99¼	....	....	99¼	99¼	
Elmira & Williamsport.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
" 7s.....	....	....	....	....	....	....
Lehigh Navigation..... 45¼	44¾	45	45¼	45¾	45¼	
" 6s, 1884 95	94¾	94¾	95	....	....	
" Gold L..... 96	....	96¾	....	96¼	96¼	
" R. R. L.....	....	94¼	....	....	95	
" Conv. L. '77....	....	....	87	....	....	
Lehigh Valley R. R..... 61¼	61	61	61	61	61¼	
" 6s new coup.....	....	....	....	....	....	
" 6s new reg.....	100¾	100¾	....	....	....	
" 7s.....	103¼	....	....	....	103¼	
Little Schuylkill R.R... 46¼	....	46	....	....	47	
" 7s.....	....	....	....	....	....	
Minehill 52	....	....	....	....	52	
Morris Canal.....	....	....	....	....	....	
" pref.....	....	....	....	....	....	
North Pennsylvania	....	....	....	....	45	
" 6s, 1885 .... 99¼	....	....	....	99¼	99¼	
" 7s.....102¼	....	....	....	....	....	
" 10s, 1887	....	....	....	....	....	
Northern Central 38¼	....	....	....	38¼	....	
Oil Creek & Alleg. Riv. 17¼	....	17	17	17	17	
" 7s.....	....	....	....	....	....	
Pennsylvania R. R..... 52¼	51¾	51¾	52	52	52¼	
" 1st M.....	100¾	100¾	....	....	101¼	
" 2d M.....	....	....	102	....	....	
" Gen. mort.....	....	....	....	....	89¼	
" " reg.....	....	....	....	....	....	
Penn. State 6s. 1st series.....	....	....	....	....	....	
" 6s, 2d series.....	105¼	....	....	....	105¾	
" 6s, 3d series.....	....	....	....	....	....	
Philadelphia City, 6s...101	....	101	101	101	101	
" new 103	103¼	103¼	103¼	103¼	103¼	
Philad., Germ. & Nor.....	....	....	....	....	....	
Phila. & Reading 57¼	57¼	57¼	57¼	58	57¾	
Philadelphia and Erie.....	21	....	21¼	21¼	....	
" 6s.....	....	....	....	94	....	
" 7s.....	....	....	87¼	....	87¼	87¼
Phila., Wilm. & Balt.....	....	....	....	....	....	
Schuylkill Navigation.....	....	....	....	....	....	
" pref.....	....	....	....	....	....	
" 6s, 1882	....	....	77¼	77¼	....	77
" 6s, 1870	....	....	....	....	....	
" 6s, 1872	....	....	....	88	....	
United Co. of N. Jersey.123¼	123¼	123	....	121¤	121	
Hestonville, (Horse).....	20¼	....	....	....	20¼	
Chestnut & Wal.	....	....	....	....	....	
Green & Coates	....	....	....	....	....	
2d and 3d streets	....	....	61	....	....	
Spruce and Pine	....	....	....	....	....	
13th and 15th sts.	....	....	....	21¼	21¼	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 24.

	W.18.	Th.19.	F.20	Sat.21.	M.23.	Tu.24
Baltimore City 6s, 1875.....	....	....	....	....	....	101
" 1886	....	....	98¼	....	....	....
" 1890	....	....	98¼	98¼	98¼	99¼
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	98
Balt and Ohio.....	....	....	....	....	172¼	172¼
" bonds, 1875.....	....	....	....	....	....	....
" " 1880.....	....	....	....	....	....	....
" " 1885.....	....	....	....	99¼	....	....
Central Ohio.....	....	....	....	....	....	....
" 1st mort... 89	....	89	89	....	....	
Marietta & Cin. 1st M..102¾	..	....	....	101¼	....	
" 2d M..... 92¾	....	92¼	92¼	92¼	92¼	
" 3d M. 8s.... 79¼	....	79	79	....	....	
Northern Central..... 38¼	38¼	....	....	....	....	
" bonds, 1885.....	....	....	....	....	....	
" " 1900.....	....	....	....	92	....	
Pittsb. & Connellsv. 7s. 89¼	....	89¼	89¼	89	88¼	
N. W. Va. 3d mort.....	....	....	....	....	....	
Virginia 6s, Consol..... 51	50¾	52¼	....	....	....	
" Defer. Certif.....	....	....	....	....	....	
City Passenger R. R.....	....	....	....	....	....	

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 25.

	Th. 19.	F 20.	Sat. 21.	M 23.	Tu. 24.	W. 25
Boston and Albany ...	139	138½	138¼	138	137½	....
Boston and Lowell	104½	104½	105	104½	....	....
Boston and Maine.....	108½	108	107¼	107½	107½	....
Boston and Providence.....	....	....	....	....	....	....
Boston, Hartford & Erie.....	....	....	....	....	....	....
" 7s.....	29½	29½	29	29	29½	....
Cheshire, pref.....	....	....	....	....	79	....
Chi., Burl. & Quincy...103½	103½	....	103½	103½	103½	
Concord.....	80	....	....	....	....	....
Connecticut River.....	....	....	....	....	....	....
Eastern..... 68½	66	64½	63½	63½	66½	
Fitchburg.....123	123	....	....	....	....	....
Manchester & Lawr'ce.....	....	....	....	....	....	....
Michigan Central..... 87	85½	86	85½	86	86½	
Northern, N. H.....	....	....	106½	....	....	....
Ogdens. & Lake Champ....	52½	....	50	....	....	....
" pref.....	....	92½	....	....	....	....
Old Colony	....	111	111	111	111	
Ph., Wil. & Baltimore.. 55½	55½	....	55	55	55½	
Portl'd, Saco & Ports.....	115½	....	115	115	115½	
Union Pacific	....	....	....	....	....	....
" 6s.....	82½	83	....	82½	82½	
" Land Grant 7s....	....	....	....	79½	80½	
" Income 10s... 79	79½	80	80½	80½	81½	
Vermont & Canada.....	....	....	....	....	....	....
Vermont & Mass..... 82	81½	....	....	....	....	....
South Boston (Horse).....	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	44½	....	....	....	....	....
Middlesex	....	....	....	....	....	....
Central Mining Co.....	....	....	....	28	....	....
Copper Falls 22½	22½	23½	23	....	....	
Franklin	....	....	....	....	4	
National	....	....	....	....	....	....
Quincy 37½	37	36½	36½	36½	37½	

London Stock Exchange.

	Closing Prices.— Mar. 6.	Feb. 27.
Atlantic & Gt. W. 1st mort., $1,000..	66 — 68	66 — 68
Do. 2d mort., $1,000.....	47 — 49	51 — 53
Do. Con. mort. B'nds Bisch's Cert.	21½— 22½	22½ — 22½
Do. Reorg. Scrip.....	— — —	98 —102
Do. Leas. Lines, Rental Bonds....	82 — 85	84 — 86
Detroit & Milwaukee 1st mort. Bonds	71 — 73	71 — 73
Do. 2d do.	50 — 55	50 — 55
Erie shares 100 dol. all paid.....	41½ — 42	43½ — 44
Do. 6 per cent Convertible Bonds..	96 — 98	98 —101
Cons. Mort. amount autho. to be issued for conv. of existing bonds..	93 — 95	93 — 99
Illinois Central $100 shares all paid..	95½— 96½	96 — 97
Do. Redemption mort. bonds 6 p.c.	101 —103	101 —103
Illinois & St. Louis Bridge 1st mort.	101 —102	101 —103
Marietta and Cincinnati Rail. Bonds.	94 — 97	94 — 97
Michigan Central 8s 1882, conv.....	99 — 100	99 —100
Panama 2d mort.....	68½— 69½	73 — 75
Panama General mort.....	97 — 99	97 — 99
Pennsylvania, 2d mort.....	98 — 99	97 — 99
Do. General mort.....	98 — 99	98 — 99
Do. $50 shares.....	47 — 48	47 — 48
Philadelphia and Erie 1st mort.....	97 — 99	97 — 99
Do. with option to be paid in Phila.	97 — 98	97 — 99

American Railroad Journal.

Saturday, March 28, 1874.

Stock Exchange and Money Market.

The discussions relative to the financial situation, the volume of currency, and the probable action of the national legislature, have been unusually earnest, both in and out of Congress, during the week. The House of Representatives has decided on $400,000,000 as the limit of the legal tender circulation. Whether the Senate will concur in this action of the popular branch of the National Legislature is yet uncertain. The course of Money in the local market has been rather less favorable for borrowers, in view of the more active inquiry for accommodation, and the increasing calls for currency from the interior. The offerings on bank and private account have been on a somewhat reduced scale. The current quotations have been on the basis of 3@5 per cent on call; and 5½@7 per cent per annum, in the discount line. The U. S. Sub Treasury in this city closed the week with augmented cash reserves, the currency balance having been $38,027,747 or $342,602, more than the preceding week; and the coin board, $55,723,158, or $22,598, more than on the previous return. The City banks, in their last weekly exhibit, indicated a further general reduction in their averages. The City bank exchanges, during the week, were $410,207,171, or a daily average of $68,367,862. The customs revenue of the port, during the week, was $2,507,832 of which $2,377,832 were in coin certificates. The deposits of the City banks show a decrease of $2,247,400; the legal tender notes a decrease of $1,468,200, and the specie reserve of $1,218,000. The banks enlarged their loan and discount average $149,100, and contracted their circulation $3,600. The City banks reported their average of gold last week at a trifle over 26⅝ millions; and their greenback average at $60,184,400. Their deposits stood at $240 991,100. The loan item was about 285⅞ millions. The circulation was less than 26¾ millions.

The outstanding amount of legal tender notes is yet 382 millions; and of National bank circulation $348,751,869.

Government has received $70,985,851 from internal revenue, thus far in the current fiscal year.

The U. S. Treasurer now holds in trust as security for national bank circulation, U. S. bonds to the amount of $392,880,200 and for public deposits, $16,270,200.

Gold has been moderately active. The speculative demand has been somewhat brisker, especially toward the close. The customs drain has been up to a fair average. There has not been much of an export movement. The extremes of the price have been 111⅝@112½, closing at 112⅜ as against 112 on Wednesday of the preceding week. The specie outflow, last week, was $680,332. The imports of specie at this port since Jan. 1, have been $1,096,463, against $597,689 same time last year. The customs demand for Gold last week averaged $417,972 a day. Foreign Exchange has been rather more sought after and generally quoted steady, with Bankers' sixty day bills on London quoted on Wednesday at $4 84¼@$4 85; sight bills on London, at $4 87½@$4 88¼. The week's exports of Domestic Produce have been to the currency value of $5,413,034.

Government had under its control on Wednesday, in the national treasury, a cash balance of $3,250,000; and a coin reserve of $86,500,000, of which $39,500,000 were represented by outstanding coin certificates.

Government securities have been in good demand, especially on investment account, and have been quite strong as to values. U. S. sixes of 1881 closed on Wednesday of this week at 120¼@120½; U. S. Five-Twenties of 1862, 117½@117¾; U. S. Five-Twenties of 1864 at 119½@120; U. S. Five-Twenties of 1865, 120@120½; U. S. Five-Twenties of 1865 consolidated, 119@119⅛; U. S. Five-Twenties of 1867, 119¾@120; U. S. Five-Twenties of 1868, 119⅝@119⅞; U. S. Ten-forties at 114½@114¾; U. S. Fives of 1881, (Funding Loan) 115@115¼; Six per cent. currency Sixes from 117@117½.

State and Railway bonds have been in fair request since our last, at generally steady rates. Central Pacific first mortgage six per cents closed at 94@94½. Chesapeake and Ohio First Mortgage Bonds, Six per cents, 56@56½. Railway and miscellaneous share property has been more active and toward the close, quoted stronger as to price.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $7,517,103, against $10,997,728 same week last year. The exports of domestic produce are $5,413,034, as against $5,260,047, last year. The exports of Gold and Silver, $680,332, as against $781,774 last year. The customs in Gold deposited during the week in the New York Office of the Treasury amounted to $2,574,744, as against $3,231,640, same week last March.

There has been rather less animation in most kinds of domestic produce, though the cotton movement has been fairly active, and closing more firmly. The cotton receipts of the week past, at all the ports were 67,000 bales; the total since Sep. 1, to date, 3,830,476 bales, as against 2,974,987 last season. The exports of the week, 91,000 bales, and the whole amount of the present crop thus far marketed abroad is 2,030,000 bales, against 1,803,000 bales to date last season. The stock in the ports is now 683,500 against 531,000 bales last year. Breadstuffs and Provisions have been in moderate demand, at irregular prices. Groceries, Wool, Tobacco, Hops, Hemp, Fish, Fruit, Oils and Leather have been less freely dealt in. Hides, Naval Stores and Petroleum were in fair request. The Metal trade has been comparatively dull, the only important sales of iron reported having been of 1,800 tons American Rails on p. t. We now quote: Eglinton Pig Iron at $38@$39; Glengarnock, $39@$41; Coltness, $44; Gartsberrie, $46; No. 1 American Pig at $35; No. 2 do. at $31@$33; Forge, $29@$31; English Rails at $55@$60, gold; American Rails at works, $62 50@$65; Old Rails, $40; Wrought Scrap, $40@42 50. Ocean freights have been unusually depressed and rates decidedly lower, on a comparatively limited business.

At the auction sale of Scranton Coal on Wednesday, 60,000 tons were disposed of at $4 50 for steamboat, $5 60 for grate, $4 82½ for egg, $5 22½@$5 30 for stove, and $4 22½@$4 25 for chestnut.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Atlantic and Pacific R. R. pref., 17; Pacific R. R. of Mo., 42¼; do. 1st mort., 79; Rensselaer and Saratoga R. R., 108; Sixth Avenue R. R., 155; New Jersey Southern R. R., 3¼; Albany and Susquehanna R. R., 93½; do. 1st mort., 102½; St. Louis, Jacksonville and Chicago 1st mort., 96½; Mil. and St. Paul scrip, 78½; do. 1st mort. C. & M. div., 80½; do. LaC. div., 90; Chicago and Northwestern consol. gold bonds, 87½; Michigan Central 7s, 98½; Central of New Jersey 7s, 1902, conv., 102; do. 1st mort. new, 106½; Morris and Essex 7s, 1871, 95½; Long Dock bonds, 99¼; St. Louis and Iron Mt. R. R., 58½; do. 1st mort., 96; do. 2d mort., 81; Lake Shore div. bonds, 96½; Del., Lack. and Western 7s, conv., 104½; Galena and Chicago 2d mort., 100; Long Island R. R. 1st mort., 93½; Lake Shore and Michigan Southern 7s, consol., coupon, 97¼; E. Tenn., Va. and Ga. 1st mort., 90; Gt. Western 1st mort., 1888, 93; Toledo, Wabash and Western 7s, consol., 70; Ohio and Mississippi 7s, consol., 92; do consol. S. F., 93; Boston, Hartford and Erie 1st mort., 29½; Delaware and Hudson Canal reg. 7s, 1891, 105; Buffalo and Erie 7s, new, 98; Wells-Fargo Exp., 76; Adams Exp., 99; Am. Exp., 64; Western Union Tele-

graph, 80⅛; do. 7s, 98½; Atlantic and Pacific Tel., 16¼; Am. Dist. Tel., 59½; Consol. Coal of Md., 48; Pennsylvania Coal, 285; Tenn. 6s, old, ex-coupon, 70; do. new, 70½; North Carolina 6s special tax, 3d class, 8½; do. F. A. 1866, 27; South Carolina 6s, new, Jan. and July, 8; Connecticut, 6s, W. L., 101; Ohio 6s, 1886, 104½; Brooklyn 6s, W. L., 98.

Philadelphia.—Pennsylvania and New York 7s, 103; Schuylkill Nav. 7s, B. L., 90; Sunbury and Erie 7s, 103; Connecting R. R. 6s, 89; Northern Pacific 7-30s, 86; Philadelphia and Reading 7s, new, conv., 104¾; Warren and Franklin 1st mort., 80; Ithaca and Athens 7s, 96¾; Phila. and Reading C. and I. deben. bonds, 81¾; do. mort. bonds, 89; Wilmington and Reading 1st mort., 85; West Jersey R. R. 7s, 104½; Chesapeake and Delaware Canal 6s, 87; Danville, Hazleton and Wilkesbarre 7s, 80; Nesquehoning Valley R. R., 53; Pennsylvania R. R. div. scrip, 98¼; Huntingdon and Broad Top Mt. R. R., 10¾; Philadelphia and Trenton R. R., 121. The latest quotations are: City 6s, 101@101¼; do. free of tax, 103@103⅛; Pennsylvania State 6s, 2d series, 105⅝@106; do. 3d series, 109½@110; Philadelphia and Reading 57⅞@58; do. Gen'l mort. 7s, coup., 103@104; do. reg., 103@103½; do. mort. 6s, 1880, 99@101; do. new, conv., 104¾@105; do. 7s, 1893, 105¾@—; United New Jersey R. R. and Canal Co., 121@121½; Camden and Amboy mort. 6s, 1889, 98¾@99½; Pennsylvania R. R., 52⅛@52⅜; do. div. scrip, 98¼@98½; do. 1st mort., 100½@101; do. 2d mort., 101@102; do. general mort. coupon, 87½@89; do. reg., 93 94; Little Schuylkill R. R., 46½@47; Morris Canal, 50@52; do. pref. 121@123; do. 6s, 96@—; Susquehanna Canal, 5@9; do. 6s, 73@75; Schuylkill Nav., 6@6½; do. pref., 12½@13; do. 6s, 1882, 77@78; do. 1872, 88@—; Elmira and Williamsport pref., 38@39; do. 7s, 1878, 98¾@100; do. 5s, 62@65; Lehigh Coal and Navigation, 45⅝@45¾; do. 6s, 1884, 93@95; do. R. R. Loan, 94⅞@95¼; do. Gold Loan, 96¼@96½; North Pennsylvania, 45@45½; do. 6s, 99@99½; do., 7s, 102@102⅛; do. Chattle 10s, 108@—; Philadelphia and Erie, 21@21½; do. 6s, 93@94; do. 7s, 86½@87½; Minehill, 52@53; Catawissa, 16@17¾; do. pref. 43@43½; do. 7s, 1900, 100⅝@102; Lehigh Valley, 61⅛@61⅜; do. 6s, new coupon, 99@100; do. reg., 100@101; do. 7s, 103@103½; Fifth and Sixth streets (horse) 55@57; Second and Third, 60½@61½; Thirteenth Fifteenth, 21½@21⅞; Spruce and Pine, 28@30; and Green and Coates 47@50; Chestnut and Walnut, 60@60½; Hestonville, 20⅛@21; Germantown, 37@40.

Boston.—Atchison, Topeka and Santa Fe con. scrip, 33⅛; do. 7s, L. G., 59½; Chicago, Burlington and Quincy 7s, 96⅜; Vermont Central 1st mort., 25; Rutland pref., 39; do. 7s, 1880, 72⅞; scrip, No. 5, 80; do. No. 4, 83; Burlington and Missouri River R. R. in Iowa, 100½; do. Creston Branch, 98⅛; do. in Nebraska, 62¼; do. 8s, in Nebraska, 98¾; Boston and Maine 7s, 103½; Jackson, Lansing and Saginaw 8s, 1891, 98½; Grand River Valley 2d mort. 8s, 1879, 94¾; Iowa Falls and Sioux City 1st mort. 7s, 81; Little Rock and Ft Smith 1st mort. 6s, 1900, 6; Western R. R. 6s, 1875. 99¼; Old Colony 5s, 1874, 99⅛; do. 6s, 1876, 99; do. 7s, 1877, 102⅛; Michigan Central Air-line 8s, 1890, 108; Eastern 7s, 1883, 94; do. 6s, 1889, reg. 81; Maine Central 6s, gold, 87⅛; Detroit and Bay City 1st mort. 8s, 1903, 99½; Nashua and Lowell R. R., 136; Summit Branch, 35; Indianapolis, Cincinnati and Lafayette R. R., 6⅞; Norwich and Worcester R. R., 126; Portsmouth Gt. Falls and Conway R. R., 55; Framingham and Lowell R. R., 49¾; do. 7s, 90; Eastern (N. H.) R. R., 62; Boston Water Power Co., 14¼; Cary Imp., 7¼; Maine 6s, 100¾; New Hampshire 6s, 1884-'99, 99⅛; Providence, 5s, gold, 92½; Chicago 7s, 1888, 99⅛; do. 6s, 1880, 91⅛; Boston 6s, 1894, 99¼; Worcester 6s, 1892, 96¾; New Haven 6s, 1881, 95⅜; St. Louis 7s, 1885, 98; do. 6s, 1886, 88½; Cook Co., Ills., 7s, 1880, 98⅛; Toledo 8s, 1893, 102⅜; Portland 6s, 1897, 92⅛; Indianapolis 8s, 1877, 101¾; Hartford 6s, 1882, 97¼; Allouez Mining Co., 8; Calumet and Hecla, 136⅝; Hemboldt, 50c.; Mesnard, 1; Petherick, 2; Rockland, 1½; Superior, 20c.; Winthrop, 30c.

Baltimore.—Virginia consols, ex-coupons, 48; Virginia consols, coupons, 76¾; Northern Central 6s, 1900, gold, 91¼; Orange, Alex. and Manassas 7s, 80; Atlanta and Richmond Air Line 8s, 59; Orange and Alexandria 2d mort. 6s, 80; do. 4th mort. 8s, 76; Western Maryland 3d mort. guar., 95¾; Virginia Central 7s, 73⅛; Wilmington, Columbia and Augusta 7s, 68; Memphis City 6s, 50. The latest quotations are: Wilmington, Columbia and Augusta bonds, 65@68; Pittsburg and Connellsville 7s, 1898, 88¼@88½; Baltimore and Ohio, 172@172; do. 6s, 1875, 99¾@100; do. 1880, 99@99½; do., 1885, 100¼@100½; Parkersburg Branch, 5@10; Northern Central, 38½@39; do. 6s, 1885, 91@93; do. 1900, 88@90; do., 6s, 1900 gold, 91@91; N. W. Va. 3d mort., 1885, 92@—; Marietta and Cincinnati 1st mort. 7s, 1892, 100@101½; do. 2d mort., 7s, 92¼@92½; do., 3d mort., 8s, 79@79¼; Central Ohio, 42@42½; do. pref., —@45; do. 1st mort., 88¾@89⅛; Western Md., 1½@3¾; do. 1st mort. 6s, 1890, 75@—; do. 1st mort. guar., 95@96; do. 2d mort. guar., 95@96; do. 3d mort., guar., 94@95¾; do. 2d mort. pref., 61@62; do., 2d mort. guar. by Washington Co., 80@82; Richmond and Danville 1st mort., 70@72; Orange and Alexandria 1st mort. 6s, 88@90; do., 2d mort. 6s, 79½@80⅛; do., 3d mort.8s, 81½@84; do., 4th mort. 8s, 74@75; Orange, Alex. and Manassas 7s, 79½@80; Virginia and Tennessee 1st mort. 6s, —@—; do., 2d mort. 6s, 65@75; do. 8s, 81¾@83¼; Baltimore 6s, 1875, 101@101; do., 1884, 98½@100; do. 1886, 99⅜@100¼; do. 1890, 98¾@99; do., 1893, 97@98; do. 1893, exempt, 97¼@97⅝; do., 1900, 98@98½; do. 1900 new, 99@99; do. 1902, 98½@99; Memphis City 6s, 49¾@50¼; Maryland Defense Loan, 1883, 105@105¼; Virginia 6s, old, 33@39; do. new, 43@50; do. consol. 6s, 50⅜@50¾; do. coupons, 76½@76¾; West Virginia, 11@11¼; City Passenger R. R., 16½@18; George's Creek Coal, 125@140.

☞ At the election for Directors of the Pennsylvania Railroad Company, held in Philadelphia on the 24th inst., the following-named persons were chosen to serve for the ensuing year: J. Edgar Thomson, Josiah Bacon, Wistar Morris, John M. Kennedy, John Scott of Pittsburg, Alexander J. Derbyshire, Samuel M. Felton, Alexander Biddle, N. Parker Shortridge, and Henry M. Phillips.

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Pennsylvania Railroad.

The improvements making by the Pennsylvania Railroad Company on the Newark (N. J.) meadows, will afford standing room on the multitude of tracks there for more than three thousand cars, and they are so arranged that freight is sent into New York in the order of its arrival. Ordinarily, freight which arrives first during a busy season is the last delivered; but under the new order of things, this difficulty is avoided. The timber trestle work is 200 by 400 feet, and is reached by an inclined plane 1000 feet long. There is a capacity for the storage of 8000 tons of coal. Engines of trains can be coaled in from one-half to one minute. Already about one million and a half dollars have been spent, and the estimate for the present season's expenditures are $450,000. The entire cost is estimated at about $2,000,000.

The "Pulsometer."

Latterly we have been favored for some reason with a number of inquiries respecting the operation and efficiency of the Pulsometer for mining purposes, and as a steam pump on shipboard. At present we can only say that our impressions of the machine for these purposes are much in its favor; but it is our intention at an early day to make a critical examination of it, its performances and claims to public favor, and we shall report the result in these columns for the benefit of intending purchases of steam pumps and all similar machinery.

Asbestos,

As a building and protective material, is evidently destined to come rapidly into general use and favor. Its cheapness, variety of use, and application; its wonderful resistance to fire, and perfect protection as against water and weather, render it invaluable in the construction of private and public buildings, ships, and indeed in any and every structure and thing likely to be any way exposed to either fire, water or weather. We are in possession of some valuable information regarding the uses and application of Asbestos, which is reserved for a future occasion.

☞ We invite the attention of our readers to the card of Messrs. MILLER & SMITH, of 43 Exchange Place, New York, who are dealers in Steel and Iron Rails, Locomotives, Cars, Railroad Machinery, and all articles appertaining to the building and equiping of railroads. They are also the agents of the well known Dickson Manufacturing Company of Scranton, Pennsylvania.

St. Louis, Iron Mt. and Southern Railway.

The various interests in the St. Louis and Iron Mountain and Cairo and Fulton Railroads, embracing 700 miles, from St. Louis to Fulton, on the frontier of Arkansas, where the line connects by bridge over the Red River, with the Texas Railroads, are about to be consolidated. The stock of the St. Louis and Iron Mountain, proper, $10,000,000 in amount, is to be taken in at 115 per cent, and the stock of the Cairo and Arkansas connections, $16,000,000 in amount, at 60 per cent. And there is to be a reserve of $5,000,000 of the Consolidated Stock of the "St. Louis, Iron Mountain and Southern Railway," (the newly formed corporation,) for future contingencies in equiping the whole line and for such improvements as may be needful for its efficiency and growing business.

Self Lubricating Axle Box.

"Master mechanic" writes us from Chicago, asking what we know about a certain French article in the above line. We saw the invention referred to in the last Fair of the American Institute, but before recommending it unreservedly, shall send our expert to make an exhaustive and reliable investigation into its real merits. Then we shall be prepared to back up what we may say.

☞ The bill passed by the Missouri State Legislature to extend for twenty years the $1,500,000 bonds of that State, advanced to the Hannibal and St. Joseph Railroad Company, has been signed by the Governor, and becomes therefore a law. This relieves the company from embarrassment, and enables it to commence the extension of its road to St. Louis, which will open up connections with all the railroads of Iowa, Wisconsin, Northern Illinois, and Minnesota, and furnish an important trunk line from St. Paul to St. Louis.

☞ The president of the Massachusetts Central Railroad is represented as being very hopeful and confident as to the prospects of that road. He says that the bonds are now being negotiated, and that the negotiations will soon be completed, and the work on the road resumed immediately thereafter. We have heard from other sources that it was expected that the work on the road would be resumed this spring.

☞ The Washington and Ohio Railroad Extension from Hamilton to Purcellville, a distance of four miles, will be opened with public ceremonies, a dinner, speeches, &c., on the 30th inst.

☞ The Ogdensburg and Lake Champlain Railroad Company have declared a semi-annual dividend of $4 per share on the preferred stock, payable April 1.

☞ We learn that surveys are now being made by E. Stratton, C. E., for a railroad from Northampton to Shelburne Falls, designed to connect the Massachusetts Central with the tunnel.

☞ The Governor of California has approved the bill granting the right of way to the Texas Pacific Railroad along the river and bay of San Diego.

☞ Mr. Adolphus Meier has been elected President and Mr. Nicholas Schaeffer Vice President of the Illinois and St. Louis Railroad Company.

St. Louis, Salem and Little Rock Railroad.

At a meeting of the stockholders of this company, held at Steelsville, Crawford County, Mo., on the 12th inst., the following directors were chosen: A. L. Crawford, of Newcastle, Penn.; Wm. L. Scott and Wm. Brewster, of Erie, Penn.; A. J. Crawford, of Terre Haute, Ind., and C. C. Simmons, of St. Louis. At a subsequent meeting of the directors the following officers were elected: A. L. Crawford, President; Wm. L. Scott, Vice President; Wm. Brewster, Secretary and Treasurer; Emmerson L. Foote, Assistant Secretary and Treasurer; J. W. Blanchard of Steelsville, General Superintendent, and G. B. Sankey, Chief Engineer and General Freight Agent.

☞ The Railroad Commissioner of Michigan, after thoroughly investigating the subject in all its bearings, has come to the conclusion that it would be impossible to devise any measure for the regulation of freights that would be of just application to all of the roads, and that even separate rates of tariff on each road would be productive of great injury to the material interests of the State. He therefore asks to be relieved of the responsibility of fixing rates of fare. The reasons given are conclusive, and will be found to exist in Illinois and every other State in the Union.

☞ The managers of the ticket departments of the New York Central, Pennsylvania and Erie Railway Companies agreed to advance the prices of tickets to all Western points to the old figures, an advance on the Chicago fare from $22 to $26; St. Louis, from $20 to 27; Cincinnati, from 15 to $20, and Cleveland, from $11 to $14 25.

The Baltimore and Ohio road continue to sell Cincinnati tickets for $13 50; Chicago (by way of Cincinnati), for $18 50; St. Louis, $21 25; and Omaha, $36.

☞ The Philadelphia and Trenton Railroad Company will pay a quarterly dividend of 2½ per cent on the 10th prox. The United Companies of New Jersey will pay a like quarterly dividend at the same time.

☞ The regular half-yearly dividend of four per cent on the stock of the New York Central and Hudson River Railroad will be paid on the 15th of April.

THE ILLINOIS CENTRAL RAILROAD COMpany offers par and a premium of one per cent. (101 per cent.), with accrued interest, for any of its construction mortgage bonds presented for prepayment prior to July 1, 1874, at its office in New York.

The outstanding balance of its Construction Mortgage Debt is about $3,000,000. These Bonds mature April 1, 1875.

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Drawings and specifications of apparatus, either stationary or portable, will be furnished on application.

67,112 miles of Railroad in the United States use annually over twenty-six million Ties for renewing those destroyed by decay.

The preservation of wood from decay and the attacks of marine worms, has been largely practiced in Europe for thirty years; and with such success that the use of natural wood is now the exception; and of all the various methods that have been employed, that in which creosote oil was used, has best endured the test of time.

This Company, benefiting by the thirty years' practical experience in the use of creosote oil abroad, offer to the public a system of application which is adapted to the wants of our own country, in that green wood can be rapidly and thoroughly treated, even better than dry, and the application of the oil, in connection with the use of moderate heat, be made more uniform and effective than is possible by any other means.

Experience has demonstrated that creosote or dead oil is the only substance by which wood can be treated so as to certainly resist the attacks of marine worms.

Creosoted wood exposed in Charleston Harbor was not attacked by the teredo, while natural wood attached to it was completely honey-combed.

It is confidently asserted that Railroad Ties creosoted will outlast three sets of ordinary Ties, and that creosoted Paving Blocks being beyond the reach of decay, will last as long as stone, with all the advantages of an elastic roadway, beauty and economy of construction.

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It has been used by the U. S. Government upon the Dykes of the St. Clair Flats, and upon Gun Platforms for the fortifications on the Atlantic coast; upon pavements in New York and Pittsburgh, by the Department of Docks of the City of New York and the Board of Public Works of the District of Columbia.

Detailed information can be obtained and specimens of creosoted wood examined at the office of the Company.

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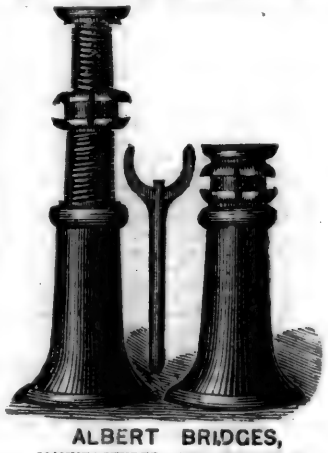
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American Railroad Journal.

New York, Saturday, April 4, 1874.

The Public and the Trunk Line Railroads.

President Thomson, of the Pennsylvania Railroad Company, in submitting to the shareholders the Annual Report of the Directors, takes occasion, under the head of "General remarks," to allude to some of the prominent topics relating to internal transportation, now very widely discussed, more particularly the cost of moving agricultural products to the seaboards, the conditions of canal competition with railroad lines, and the practical bearing of the policy of stock "watering." These observations have great value both from the fact that they are very ably presented, and are besides the testimony of the chief officer of one of the largest transportation corporations in the country, whose ramified lines are spread over the western States, where the burden of the farmers is alleged to be insupportable. The perusal of the Pennsylvania Company's Report will have uncommon interest for the thinking public at large, as well as for the stockholders immediately addressed.

This discussion of two or three topics upon which it was supposed railroad men would be reticent, by the chief of their number, is timely; and the subject has been well presented in the Report before us. It states, for example, in regard to that portion of the freights which constitutes the bulk of the eastward bound, and upon which great stress is laid by the farmers and their representatives:

"A close examination of the accounts of this company will show that its charges for freight upon agricultural products scarcely bear the expenses of transportation, and on many items the charges for transportation are below actual cost, leaving for the conveyance of the aggregate tonnage of agricultural products little or no profit to the railroad company; this is largely due to the irregularity of its movement, and the comparatively small amounts of back-loading obtained, as four-fifths of the cars return empty. The profits of the company from this source are almost wholly derived from the transportation at higher rates of the valuable articles which the sale of these products enables the merchants and farmers to purchase in the East for consumption at home. If the shareholders of the Eastern Trunk Lines relied upon the direct profits from the carriage of agricultural products for dividends they would be disappointed in their expectations."

This testimony is in conformity with other statements which have recently been made public. It is well known that there has lately been a sharp competition between the rival trunk lines for the carriage of breadstuffs and field products. During the past three years this rivalry has been conspicuous in the items of wheat, flour and live stock. It is quite apparent that when the lakes are open, the railroad charges are limited by the water rates. But Mr. Thomson goes further; he shows that the average charges on the Pennsylvania Railroad have fallen from 2.46 cents per ton per mile, in 1864, to 1.41 cents in 1873; so that it is a fact, established by one of the great trunk lines, that the rates of transportation are gradually and steadily being lowered, and that the public are deriving the benefit of every new improvement in railroad operation, and in the growth of the volume of traffic. This statement is corroborated by the Report of the Massachusetts Railroad Commission; whose chairman, an able man, in many respects, destroyed much of the value of his Report, by interweaving a puerile hobby, borrowing the habiliments of Herbert Spearc's Evolution Theory, for application to railroads, where it has no sort of propriety. Nevertheless, the fact ought to be more widely circulated that railroad fares and freights are steadily getting less; that competition is keen enough now to give to the public the smallest advantage which applied science or massed capital can win. On the subject of profits over and above the actual investment of capital, the Report has a few excellent words:

The process of "watering" railway stocks—that is, the increase in the capital stock of the company by the issue of shares unrepresented by actual property—so much complained of by the public, is very unusual. Even the increase of shares made by the New York Central Railroad Company, so frequently alluded to, was made upon the same principles adopted by every merchant if at the end of each year the stock of merchandise he may have had on hand had materially advanced in value, as was the case with the real estate of the company, and the addition to its works paid out of the net profits of the railway."

President Thomson might have gone further. He need not have confined his remarks to the New York Central and his own corporation. In a general way, what is to prevent the owner of a railroad from taking advantage of the rise in value of his species of property, and putting up its price in just the same manner as the owner of a farm, a store or a mill—no matter whether that rise grows out of the natural increase in population and wealth, or through the use of a debased currency; from superior foresight or sagacity, or from any other cause? Nor does it make any difference to the public whether the owners call the cost of a road ten or twenty millions; whether the ownership is split up into ten thousand or twenty thousand pieces. If the road is paying dividends it is because it is fairly earning them; and if it is not, then the practice does neither good nor harm. In other words we must stand on the broad principle that railroad transportation like other pursuits is entitled to all it can earn by the laws of trade.

This reference to the New York Central Company's capital account is a kindly mention of a great rival, or ally; and while true enough, in itself, leaves unnoticed that other great example of diluted capital, the New York and Erie Company, which has never derived the first dollar of benefit from its enormous inflation of shares. The difference in territory, in grades, in management, and in resources, or all combined, account for the different results to the shareholders between these neighboring and interlacing lines; for "stock watering" does not seem to serve both alike.

The application of this remark to the other great trunk line further South is particularly felicitous, and was, no doubt, deliberate. It has been the boast of the Baltimore and Ohio Company that it had accumulated and invested a large surplus out of its earnings, (amounting last year to 29 millions,) and this circumstance has led many persons to inquire why the Maryland line, with its steep grades, sparse population and few connections, should be apparently more productive than its neighbor, in Pennsylvania, whose advantages in grades, population, minerals, and connection were so manifold? Mr. Thomson illuminates this point. The Pennsylvania corporation has been profitable almost from the first year of its operation, and the profits have been regularly divided among its owners; the dividends in the last twenty years having averaged nearly 10 per cent. The Maryland Company, on the other hand, pursued a different course. For the first twenty years it paid next to nothing in dividends. At the outbreak of the war the concern was virtually broken down. Since that period, and especially during the struggle, its profits were large; yet so imperative were the needs of western connecting lines that the managers deemed it best to forego large dividends in order to perfect their system of feeders. The most valuable part of its works, the Washington Branch, has now a competitor in the hands of the Pennsylvania Co. There is, then, no comfort to be drawn from the capital account of the Baltimore Company; and it would not be surprising if the Directors should, at an early day, be asking for authority to issue additional shares for the surplus invested in tributary works and improvements, of which a minute account is kept.

With the statement of President Thomson that

"The facilities for transportation between the East and West are now in excess of the demands of the public, and the construction of any additional avenues for through traffic would, from the causes already stated, rather tend to increase the cost of moving freight than otherwise, and no new avenue could be built at this time that would not greatly exceed, in actual cost of construction, those now in existence in consequence of the advance in price of labor and materials,"

we may agree provisionally. It is doubtful, however, if the present lines, even with all the contemplated improvements to them completed, would long suffice. For a year back they have been sufficient; but by the time new lines could be built there would be business for all. The interchange of commodities between the Mississippi region and the seaboard is merely in its infancy.

On the subject of canals the few words used in the Report:

"Experience seems to have developed the fact that no system of canals can now be worked profitably at their original cost in competition with railways, unless they are located like the Chesapeake and Delaware and Delaware and Raritan canals, connecting navigable rivers, and between great commercial centres,"

are all that are necessary. It is conceded by everybody who has not a "plan," that the age of canals, for long internal transport, has passed. Only in the cases where two long water-ways are to be connected by a short artificial channel, as, for example, across a narrow isthmus, or around some rapids or other obstruction, can canals be made serviceable or profitable.

Chicago and Alton Railroad.

The earnings of this road for the years ending December 31, 1872 and 1873, were as follows:

	1872.	1873.
From passengers	$1,329,714 83	$1,379,425 71
" freight	3,607,604 90	3,897,461 76
" express	94,868 65	98,851 35
" U. S. mail	77,171 64	77,811 86
" miscellaneous	46,927 69	44,930 59
	$5,156,325 71	$5,497,540 77
Expenses, viz:		
Conducting transp.	$902,508 95	$990,719 27
Motive power	910,273 49	907,508 95
Maintenance of way	861,575 64	869,390 29
" cars	335,214 88	345,663 97
Taxes	128,858 30	121,595 63
General expenses	138,747 01	132,376 76
	$3,277,178 27	$3,376,254 87
Net earnings	$1,879,147 44	$2,121,285 90
Add balance to credit of income account, December 31, 1872		303,773 15
Total to be accounted for		$2,425,059 05
Disbursed as follows:		
Interest on bonds		$333,257 81
Interest on scrip, convertible September 1, 1875		71,410 57
Payments to sinking funds		85,000 00
Rent paid Joliet & Chicago R.R. Co.		137,127 19
Rent paid St. Louis, Jacksonville and Chicago R. R. Co.		240,000 00
Rent paid Louisiana and Missouri River R. R. Co.		138,369 96
Dividends, March and September, 1873, five per cent each		1,135,080 00
Balance December 31, 1873		284,813 52
Total, as above		$2,425,059 05

The gross receipts from traffic were $341,215 06 or 6.62 per cent, and the net receipts $242,138 46 or 12.88 per cent more than during the preceding year. The operating expenses (exclusive of taxes) amount to 59.20 per cent of gross receipts; including taxes, 71.41 per cent. During the year 1872, the operating expenses were 61 per cent and 63.6 per cent respectively.

Eight hundred and twenty-nine thousand eight hundred and seventy-six passengers were transported during the year, an increase of 7.43 per cent over the number during the preceding year. The proportion between through and local passengers being 5.62 per cent of the former, to 94.38 per cent of the latter.

The gross receipts from passenger traffic show an increase of 3.74 per cent over those of 1872. The average fare paid per passenger was one dollar and sixty-six cents, being six cents less than the average of the preceding year.

The aggregate tonnage of freight transported is 3,284,880,748 lbs., an increase over that during 1872 of 2.48 per cent.

The proportion between through and local freight being 9.3 per cent of the former to 90.7 per cent of the latter.

The coal traffic of the year, which is included in the above statement, amounts to 549,245,350 lbs. tons; an increase compared with that of the preceding year of 14.52 per cent.

Coal is mined at about one-half of all the stations upon the main line between Wilmington and E. St. Louis—a distance of 227 miles—and also at many stations upon your branch lines.

The increase of gross receipts from freight traffic amounts to about 8 per cent compared with that of 1872.

Your property has been in all departments, maintained in first class condition, and is fully equal to that of the best western railways; 5,294 tons of steel rails, 1,210 tons of iron rails, 140 tons of track spikes, 257 tons splice bars and bolts, and 175,000 cross-ties have been used in repairs of track.

Three miles and three-fifths of a mile of additional side tracks and fifteen and one-half miles of second or double tracks have been constructed during the year.

The necessary grading for completing a continuous double main track between Chicago and Joliet has been completed.

Grading is in progress for a second track from Joliet to Wilmington, including the reduction of the heavy grades on that section of the road.

That work will be completed by the 1st of May and thereafter trains between Odell and Chicago when moving north (in the direction of the heaviest traffic) will not ascend any inclination exceeding 24 feet to the mile, and in going south none exceeding 36 feet to the mile—at present several grades exceeding 50 feet to the mile are encountered. This important improvement will enable engines to move much larger trains and greatly reduce the cost of operating upon that part of your lines on which there is the greatest accumulation of traffic.

The continued substitution of steel in place of iron rails, as the latter become worn out, is deemed no longer an experiment. It is fully demonstrated to be true economy. We have, at the close of the year, one hundred and six miles of single main tracks and sixteen miles of double tracks laid with steel rails. Upon the 649.1 miles of railway operated there is an aggregate of 46 miles of double track and in addition 96.6 miles of side tracks. The double track is in three sections upon the main line between Odell and Chicago. It is important that it should be made continuous so as to complete a double track railway for the entire distance of 82 miles where a very heavy traffic renders it necessary, and it is hoped that in the course of the present year that will be accomplished.

At the close of the year the number of locomotives and cars upon your lines was as follows: Locomotives, 155; Pullman Palace sleeping cars 12, dining cars 5, passenger coaches 58, baggage cars 4, baggage and mail 9, baggage and express 4, express cars 7, house freight cars 1,614, combination (house and stock cars) 151, stock cars 397, platform cars 764, drovers' cars 23, tool and wrecking cars 6, paymaster's car 1. Whole number of cars 3,038.

The number of miles run by locomotives during the year was 3,983,560—an increase of 81,458 miles, or 2.1 per cent over the number of miles run in 1872.

The cost per mile run compared with that in 1872, is as follows:

	1872.	1873.
Repairs	6.12 cents.	6.08 cents.
Wages	6.59 cents.	6.48 cents.
Fuel	7.34 cents.	7.08 cents.
Oil and waste	0.86 cents.	0.82 cents.
Cleaning, etc	1.20 cents.	1.06 cents.
Total	22.11 cents.	21.52 cents.

Showing a reduction of 5.9 mills per mile.

The amount of coal consumed was 94,331 tons or about 300 tons per day. The amount of wood consumed was 12,933 cords or 41 cords per day. The distance run by engines per ton of coal averages 37.66 miles, and per cord of wood, 40 miles.

Experience in operating the "leased lines" during the past year, has demonstrated the following results:

The Joliet and Chicago Company is paid a fixed rental, and no separate account of the earnings of that line has been kept, but the lease is known to to be a profitable one to your company. The net earnings from the traffic of the St. Louis, Jacksonville and Chicago line during the year amounted to $399,429 50 from which, after deducting the amount of rent paid ($240,000), there remains a net gain to your company of $159,429 50. A similar computation based upon the traffic and rent paid for the use of the Louisiana and Missouri River Road, shows a loss of $51,174 29.

The necessity for the construction of a bridge over the Mississippi River to connect your lines at Louisiana, was shown in our last annual report. To accomplish that object, the Mississippi River Bridge Company was duly organized, and after some delay occasioned by the opposition of the

"steamboat interest," the plans submitted by the company were approved by the Secretary of War as required by law, and the company was at liberty to proceed with the work. The construction of the bridge was commenced on the 30th day of June last, and completed so as to admit of its use for the passage of trains on the 24th of December. The entire work having been accomplished in less than six months at a cost, including dykes, approaches, etc., of $685,000.

The bridge is 2,042 feet in length. The superstructure is of wrought iron, and rests upon piers and abutments of masonry of the most substantial character.

The approaches consist of solid embankments of earth, protected by Rip Rap; their aggregate length is 5,000 feet. The width of the river at the bridge line is (when within its banks) 3,900 feet. The draw-section of the bridge is 446 feet in length, and in conformity to the Act of Congress, is arranged to provide two openings, each 200 feet in the clear for the passage of boats. The entire capital stock of the Mississippi River Bridge Company is owned by and held in trust for your company, and the management of the property is wholly under your control.

The General Assembly of the State of Illinois, at its last session, passed an act prescribing rules for the operation of railways, which were designed as remedies for supposed evils relative to railway management, and to enhance and secure the interest of shippers and producers, without, as we think, due regard to your rights. The complaints against Railway Companies have been, in most instances, without just foundation, but, nevertheless, a large number of persons believed otherwise, and that supposed grievances would be remedied by an observance of the rules prescribed by the act. While the act referred to is manifestly unconstitutional, and will doubtless be so declared by the courts; still we thought that a better understanding might be had relative to proper relations between railways and their patrons, by making the experiment of a fair trial of the rules prescribed by the act. We were satisfied that the interest of all parties would suffer therefrom in some degree, but we deemed it important that the result of a fair trial should be known to the public. So far as the act prescribes a rule for fixing rates to be charged for transportation, it proceeds upon the principle that no account shall be taken of relative supply and demand; cost of labor, materials, and the many elements that ever have and ever will control prices in commercial and business transactions. It is true that the act provides that certain railway commissioners, appointed by the Governor of the State, "shall fix reasonable maximum rates of charges." But however competent the commissioners may be to perform the difficult task of fixing reasonable rates to meet all of the changing circumstances connected with the traffic upon all the roads in the State, the act itself deprives them of the requisite discretion to perform it, by fixing an inflexible rule, of the character stated, by which they must be governed. It is perhaps unnecessary to add that the results of the experiment are not satisfactory to the public. With no discretion in making rates to meet competition, which in most cases would have secured considerable traffic at a moderate rate of profit to the company and great benefit to the merchants and business men of Chicago, St. Louis and the large market towns of Illinois, we were compelled to allow competing lines to take the products of the country in many cases directly to eastern markets, which they were able to do by reason of having only a portion of their several lines within the State of Illinois, and being therefore enabled to divide their through rates so as to have the portion nominally charged in that State conform to the requirements of its legislation.

This loss of traffic to the railways, whose lines are wholly in Illinois, and the loss to merchants and others residing in the State, is probably not so apparent in its full extent to any other class as to those engaged in transportation, for the reason that the general increase of business has been more than equal to it. It is by reason of this general increase of traffic at non-competing points that we are able to report larger earnings than during the preceding year.

It will be observed that the loss of the traffic referred to has resulted in a larger per centage of net earnings than was realized in 1872; the profit upon the remaining traffic being nearly uniform, and, of course, at a rate above what would have been the average if business had been obtained as heretofore from competing points at such smaller profits as could have been realized.

It has heretofore been the policy of this company to encourage all local business enterprises by making concessions in rates for transportation when necessary to develope them.

The result of that policy is seen in the fact that for several years past more than nine-tenths of all our traffic has been local, and its increase has been rapid. Since the 1st of July last, under the operation of the rules prescribed, no concessions could be made, although by reason of the panic, in many cases, the necessity for them had never at any time before been so great.

The present popular outcry against railways in the west is mainly based upon the erroneous supposition that prices charged for transportation are unreasonably high; not in exceptional cases only, but universally. If it be true that the rates charged do not produce net profits equal to the lawful rate of interest for money loaned, taking as the basis for calculation, actual cost we presume it will be conceded by all that the charges as a whole, are not too high; and if it be also true that the net profits upon the line producing the best results, do not exceed ten per cent, we think it must be admitted that the charges upon that line are not, as a whole unreasonably high.

The true interest of a railway company, and that of its patrons, are inseparable. Neither party can promote its own business welfare by treating the other unfairly or unjustly—each can best secure its own interests by dealing liberally and justly. The use of railways in Illinois cannot be dispensed with, and it is equally true that they cannot be made to render satisfactory service to the public very long unless the owners are permitted to reap fair and reasonable profits. The increase of wealth in Illinois has been largely promoted by the introduction and operation of railways, and it is but just that railway shareholders who have furnished capital for their construction should participate in the general welfare. When the people of the country learn, as they will ere long, that they have been deceived by political demagogues, they will acknowledge and accept these facts as the basis for proper relations between themselves and the railways, and will no longer attempt by unwise and impracticable legislation to deprive the owners of railway property of a reasonable discretion in its management. The operations of your company have been conducted during the past year under many disadvantageous circumstances, but we trust when they are duly considered, the result will not be found unsatisfactory to the shareholders.

GENERAL BALANCES, December 31st, 1873.

Cost of road and equipment		$16,506,942 86
Machinery and tools		190,544 26
Meyer & Tilden, trustees, bonds, etc., in their hands, per contra		37,813 39
Bonds held by trustees on renewal account		50,000 00
Chicago and Mississippi R. R. Co. bonds, etc., owned by this Co		2,500 00
St. Louis, Jacksonville and Chicago R. R. Co. stock		50,603 84
T. B. Blackstone, trustee, interest in palace cars		20,000 00
Mississippi River Bridge Co., advanced account of construction from proceeds of the bonds sold		524,673 18
Joliet and Chicago R. R. bonds—cost		31,037 69
Income bond scrip		1,084 50
Louisiana Branch, cost of construction		1,400,202 67
Western Division, " "		1,077,778 43
Louisiana and Missouri River R. R., cost of construction		1,472,379 05
Louisiana and Missouri River R. R. Co.—advances for interest on bonds, etc., on account of rental		115,963 81
Bloomington City Bonds		10,000 00
Post Office Department, due for mail service		22,289 51
Due from Insurance Companies for property burned		1,405 05
Due from other companies for mileage, track service, etc		25,417 19
Bills receivable and other debts due company		84,583 34
Due from stations		62,119 63
Supplies on hand	$653,475 71	
Less amount set apart for supplies	500,000 00	
		153,475 71
Cash on hand		70,149 62
		$21,919,993 73
Capital stock—preferred		$2,425,400 00
Capital stock—common		8,929,900 00
		$11,355,300 00
Funded debt—		
First mortgage bonds	$2,400,000	
Income bonds	1,100,000	
Sinking fund bonds	140,000	
Consolidated bonds, (£200 stg., Ea.)	1,459,950	
St. L. J. and C. R. R. Co., guaranteed first mortgage bonds	564,000	
St. L. J. and C. R. R. Co., guaranteed second mortgage bonds	188,000	
		5,851,050 00
Sinking funds—bonds paid and canceled		460,000 00
Common stock convertible scrip—amount received		1,037,900 00
Old common stock scrip outstanding		72 00
Sundry bonds, stock, etc. unissued, per contra		37,813 39
Louisiana and Missouri River R. R.—Engineer's Estimates on construction account		1,694,789 26
M. K. Jesup & Co.—paid by them for construction in Missouri, from special fund in their hands as trustees		546,968 25
Trustees of sinking fund—balance to their credit		745 94
Unclaimed dividends		782 70
Unclaimed coupons		595 76
Unclaimed wages, including December pay rolls		163,552 24
Due for supplies purchased in December		134,690 99
Balance due other companies for tickets sold, less balances due this company		8,082 07
Bills payable and due sundry persons and companies		288,018 07
Due St. L. J. and C. R. R. Co., on account of rental		53,960 54
Income account—balance December 31, 1873		284,813 52
		$21,919,993 73

President.—T. B. BLACKSTONE.

Directors.—T. B. Blackstone, John B. Drake, D. Willis James—term of service expires first Monday in April, 1874. John F. Slater, John A. Stewart, George Strant—term of service expires first Monday in April, 1875. John Crerar, Lorenzo Blackstone, John J. Mitchell—term of service expires first Monday in April, 1876.

Secretary and Treasurer.—W. M. LARRABEE.

General Superintendent.—J. C. MCMULLIN.

☞ Mr. D. F. Whitcomb has been appointed Superintendent of the Elizabethtown and Paducah Railroad, with office at Louisville, Ky.

Philadelphia and Reading Railroad.

We gave in our issue of Jan. 24, an abstract of the "Transportation and Income Account" of this company for the fiscal year ending November 30, 1873, together with the Report of the Managers. Below will be found several important tables referring to the years 1872 and 1873, including the "General Account." We also append a statement of the Cost, Earnings, Dividends, etc., etc., since the completion of the road in 1842–'43:

	1872.	1873.	1872.	1873.	1872.	1873.
	Miles of Track.		M. of Sidings.		—Total.—	
Philadelphia & Reading R. R.	196.8	196.8	143.0	149.9	339.8	346.7
Northern Liberties and Penn. T.	2 8	2 8	0.8	0.8	3.6	3.6
Port Kennedy Branch	1.2	1.2	0.4	0.4	1.6	1.6
Lebanon Valley Branch	94.4	94.4	18.9	19.0	113.3	113.4
Lebanon and Tremont Branch	42.2	42 2	24 0	24.1	66.2	66.3
Schuylkill and Susq. Branch	53.4	53.4	9.3	9.1	62.7	62.5
Mount Carbon Branch	8.5	8.5	7.1	7.7	15.6	16.2
Mahanoy and Shamokin Br.	75.4	75 4	66.9	68.0	142.2	143.4
Moselem Branch	...	1.7	.....	0.3	.....	2 0
West Reading Branch	...	1.9	.....	1.6	.....	3.5
Total roads owned	474.7	478.3	270.4	280.9	745.1	759 2
Chester Valley Railroad	21.5	21.5	2.3	2.3	23.8	23.8
Perkiomen Railroad	18.4	23.8	2.8	3.1	21.2	26.9
Colebrookdale Railroad	12.8	12.8	1.7	1.8	14.5	14.6
Pickering Valley Railroad	11.3	11.3	0.4	0.4	11.7	11.7
East Pennsylvania Railroad	36.0	45.0	15.5	14.7	51.5	59.7
Allentown Railroad	4.5	4.5	0.3	0.3	4.8	4.8
Little Schuylkill Railroad	28.2	28.2	25 5	27.2	53.7	55.4
Mine Hill Railroad	74.6	74.6	63.2	64.5	137.8	139.1
Mt. Carbon & Pt. Carbon R. R.	5.0	5.0	9.8	9.8	14.8	14.8
Mill Creek Railroad	7.6	7.6	18.1	17.8	25.7	25.4
Schuylkill Valley Railroad	16.3	16.3	16.1	16.2	32.4	32.5
East Mahanoy Railroad	10.7	10.7	3.7	3 7	14 4	14.4
Phila., Germ. and Nor. R. R.	53.9	53.9	13.7	15.4	67.6	69.3
Catawissa Railroad	92 6	92.6	13.5	16.6	106.1	109.2
Philadelphia and Chester Br.	...	20.4	...	1.3	....	21.7
Total roads leased	393.4	428.2	186 6	195.1	580 0	623.3
West Reading Railroad	1.9	.....	1.8	.....	3.7	.....
Reading and Columbia R. R.	39.5	39.5	13.6	14.7	53.1	54.2
Lebanon Branch Reading and Columbia Railroad	3.4	3.4	.....	.....	3.4	3.4
Total roads controlled	44.8	42.9	15.4	14 7	60.2	57.6
Total miles of iron	912.9	949.4	472.4	490.7	1,385.3	1,440.1
Total previous year	820.3	912.9	446.0	472.4	1,266.3	1,385.3
Increase	92.6	36.5	26.4	18.3	119.0	54.8

At the commencement of the fiscal year 1872-'73 the company had 377 locomotives, and at its close 400—an increase of 23. The number of cars at the close of each fiscal year was as follows:

	1872.	1873.	1872.	1873.
	No. of Cars.		Equiv. 4 wheel.	
Coal cars	14,556	15,192	21,544	22,957
Freight cars—16 wheel platform gun cars.	1	1	4	4
" 8 wheel house cars	901	1,103	1,802	2,206
" " cattle cars	114	114	228	228
" " gondola	1,630	2,047	3 260	4,094
" " lime	143	221	286	442
" 4 wheel house	82	40	82	40
" " gondola	31	26	31	26
" " sand and ore	26	21	26	21
" " lime	309	253	309	253
Total freight cars	8,237	8,825	6,028	7,310
Passenger cars—8 wheel	201½	220½	403	441
Baggage " "	42	48	84	88
Mail and express cars—8 wheel	11	15	22	30
Total passengers cars	254½	279½	509	559

In addition to the above there are used in the management of the road:

In the *Transportation Department*:	1872.	1873.	1872.	1873.
8 wheel house cars, wreck trains	10	10	20	20
" gondola cars, with cranes	16	16	32	32
" crate cars, for sawed wood	2	2	4	4
4 wheel house cars wreck trains	5	5	5	5
" open cars for cord wood	58	58	58	58
" " depot fuel, etc	11	11	11	11
	102	102	130	130
4 wheel cabin cars for signal men	...	104	...	104
" sweeping car	...	1	...	1
And in the *Roadway Department*	485	527	574	627
8 wheel passenger car	1	1	2	2
Aggregate of all cars	18,635½	20,032½	28,787	31,694

General Account.

	1872.	1873.
Common stock	$32,684,375 28	$32,718,775 28
Preferred stock	1,551,800 00	1,551,800 00
Aggregate stock	$34,236,175 28	$34,270,575 28
6 per cent. $ loan 1868-'98 deben. unconv.	$1,139,000 00	$1,138,900 00
7 per cent. $ loan 1870-'90 deben. conv.	28,000 00	28,000 00
6 per cent. $ loan 1857-'86 mortgage conv.	96,000 00	86,500 00
6 per cent. $ loan 1843-'80 mort. unconv.	549,000 00	549,000 00
6 per cent. $ loan 1844-'80 mort. unconv.	804,000 00	804,000 00
6 per cent. $ loan 1848-'80 mort. unconv.	101,000 00	101,000 00
6 per cent. $ loan 1849-'80 mort. unconv.	67,000 00	67,000 00
7 per cent. $ loan 1868-'93 mort. unconv.	2,700,000 00	2,700,000 00
5 per cent. £ loan 1836-'80 mort. unconv.	182,400 00	182,400 00
6 per cent. £ loan 1843-'80 mort. unconv.	976,800 00	976,800 00
7 per cent. £ loan 1836-'74 mort. unconv.	43,200 00	43 200 00
7 per cent. £ loan 1836-'77 mort. unconv.	134,400 00	134,400 00
7 p. c. $ loan 1871-1911 consol. mort. unconv.	7,696,000 00	7,696,000 00
6 p. c. gold $ or £ loan 1871-1911 do.	7,000,000 00	7,000,000 00
6 p. c. gold $ loan 1871-1911 do.	876,000 00	332,000 00
7 p. c. cent. $ loan 1871-1911 do. reg.	3,414,000 00	3,414,000 00
6 p. c. gold $ loan 1871-1911 do. "	624,000 00	668,000 00
Installments on new 7 per cent. $ loan, 1893, debenture, convertible	2,305,630 00	6,600,985 00
Installments on new 6 per cent. gold $ or £ improvement loan, 1897, mortgage	.....	6,631,615 58
Aggregate loans	$28,236,430 00	$39,153,800 58
Bonds and mortgages on real estate	$1,810,224 07	$1,958,765 28
Loan of Schuylkill Nav. Co. maturing 1895.	1,200,000 00	1,200,000 00
" " " 1918.	756,650 00	756,650 00
" " " 1915.	621,600 00	621,600 00
Loan of East Penn. R. R. Co. maturing 1888	495,900 00	495,900 00
Balance of Reserved Fund	1,958,003 66	2,492,205 34
Total debtor side	$69,314,983 01	$80,949,496 48

	1872.	1873.
Railroad	$24 456,177 46	$25,044,867 32
Depots	3,134,143 43	3,335,725 91
Locomotive engines and cars	7,480,719 50	8,732,774 89
Real estate	6,551,731 61	7,408,352 91
Extension Reading machine shop	39,838 53	.....
Phila., Read. and Pottsv. telegraph stock	20,730 00	20 730 00
Moselem Branch	27,519 15	22.223 85
East Pennsylvania Railroad stock	584,800 00	584,800 00
Reading and Columbia Railroad stock	232,480 00	232,480 00
Schuylkill and Susquehanna Branch	165,155 41	.....
New wharf and extensions of wharves	117,825 77	121.573 57
Allentown Railroad stock	320,582 99	320,582 99
New coal yards	42,040 10	.....
East Mahanoy Railroad stock	247,295 61	247,295 61
Port Kennedy Branch	16,343 98	.....
New ship yard, Port Richmond	.....	258,748 04
Susquehanna Canal coal barges	25,307 45	36,312 67
Mount Carbon Branch	71 504 58	.....
Steam Colliers	588,486 30	1,109,828 44
Schuylkill Canal coal barges	609,651 32	607,563 04
Schuylkill Nav. works and franchises	1,000,000 00	1,000,000 00
Mahanoy and Shamokin Branch	21,969 75	.....
Lebanon and Tremont Branch	33,086 75	.....
New tracks and sidings	135,284 47	395,082 34
	$45,922,674 19	$49,478,941 64
Assets—cash and cash items	$1,531,396 54	$1,741,888 89
" stocks and bonds held by company	4,471,576 85	4,527,761 62
Coal lands, Phila. and Reading C. and I. Co.	18,825,964 89	26,366,116 04
Materials on hand	1,590,784 57	1,904,512 50
Debts due (current, partly secured)	1,124,583 85	1,806,330 49
Debit balance of insurance fund	20,016 21	.....
Total assets	$27,564,322 91	$36,346,609 54
Liabilities—debts due by the company	$2,184,431 76	$2,751,394 97
" coupons and interest	638,389 00	728,834 50
" interest on bonds & mortgages.	69,017 78	71,602 27
" sinking funds	141,070 45	357,170 45
" tax on dividends	164,441 15	219,435 49
" Cr. balance of insurance fund	.....	18,666 70
" sinking fund, Schuylkill Nav. Improvement bonds	48,976 90	74,770 65
" wages, materials, drawbacks, and connecting roads	925,687 10	659,279 67
Total liabilities	$4,172,014 09	$4,876,054 70
Assets over liabilities	$23,392,308 82	$31,470,554 84
Total credit side	$69,314,983 01	$80,949,469 48

	1872.	1873.
Coal transported in tons of 2,240 lbs	4,866,521	5,818,898
Total amount of coal to date, in tons of 2,240 lbs	67,093,876	73,640,429
Merchandise transported in tons of 2,000 lbs	2,891,400	3 331,194
Materials transported in tons of 2,000 lbs	497,571	651,648
Tonnage, including passengers, in tons of 2,000 lbs.	10,981,657	11,932,262
Total tonnage of road to date, in tons of 2,000 lbs.	102,628,887	114,556,149
Number of passengers carried	6,383,991	6,790,088
Number of miles traveled by passengers	73,607,349	80,057,148
Equivalent number of through passengers	791,478	860,829
Total number of passengers to date	27,597,678	34,387,766

TRANSPORTATION AND INCOME ACCOUNT.

Receipts:	1872.	1873.
From travel	$1,786,962 37	$1,976,644 95
" freight on merchandise	2,688,029 83	3,603,176 80
" freight on coal	7,513,114 74	9,104,094 43
" United States mail, etc.	136,931 17	148,744 50
Total receipts	$12,125,038 11	$14,832,660 68
Balance from previous year	847,148 63	160,604 46
Balance of interest account	846,478 47	957,930 99
Profit on steam colliers	.....	107,185 29
Total resources	$13,818,665 21	$16,058,881 42
Running account	$2,078,479 08	$2,586,623 58
Workshop "	1,468,007 62	1,636 588 57
Depot "	366,268 78	479,894 79
Superintendence	564,587 24	723,872 57
Roadway	870,309 10	1,065,024 77
Bridges	114,025 43	101,632 10
Buildings	188,214 62	189,582 87
Machinery	80,558 75	100,018 66
Richmond wharves	64,158 96	83,293 50
Police	44,006 98	49,977 68
Sundries	35,869 46	85,061 15
Richmond shipping expenses	184 216 72	261,671 19
Rents	827,413 89	866,822 50
Profit and loss, damages, prem. on gold, etc.	102,833 21	127,230 03
Insurance account	21,437 14	22,825 44
Taxes—State, County and City	296,851 41	280,800 21
Renewal fund	761,803 29	814,975 40
Total expenses	$8,063,541 68	$9,474,894 91
Interest on bonded debt and mortgages	1,885,959 88	1,968,126 03
Sinking funds	25,000 00	216,100 00
Balance of renewal fund	90,167 79	107,876 19
Total disbursements	$10,064,669 85	$11,766,997 13
Total reserved fund	$3,753,995 86	$4 291,884 29
Dividends to January, including state tax	3,598,391 40	3,598,884 15
Leaving a balance of	$160,604 46	$693,000 14

PROGRESS OF THE COMPANY.

Fiscal Year.	Cost of Property.	Gross Earnings.	Operating Expenses.	Earnings less Exp.	Dividends. Amount.	Dividends. Rate.
1843	$7,119,292	$394,318	$214,923	$179,495	$.....	....
1844	9,398,354	597,613	329,442	268,171	.....	....
1845	10,276,351	1,078,031	570,726	507,305	.....	....
1846	11,531,441	1,900 115	862,320	1,037,795	312,000	10*
1847	12,115,886	2,002,945	1,100,406	902,539	411,840	12*
1848	14,396,458	1,692 555	1,212,029	480,526	.....	....
1849	16,318,087	1,933,591	1,023,245	910,346	.....	....
1850	16,325,332	2,363,959	1,169,455	1,194,503	249,590	6
1851	16,649,515	2,314.330	1,304,291	1,010,039	.....	....
1852	17,141,987	2,480,626	1,340,797	1,139,829	722,971	8 / 6
1853	17,906,018	2,688,287	1,329,511	1,358,776	172,935	3
1854	18,464,115	3,781,639	1,771,101	2,010,538	587,423	10*
1855	19,004,180	4,321,794	1,972,937	2,348,856	1,077,029	8* / 4
1856	19,163,151	3,913,742	1,969,020	1,944,722	770 530	8
1857	19,262,720	3,065,521	1,601,753	1,463,768	385,425	4
1858	23,811,910	2,510,751	1,199,798	1,310,952	.....	....
1859	24,070,835	2,724,293	1,276,180	1,448,113	.....	....
1860	24,161,889	3,312,546	1,686,561	1,625,985	.....	....
1861	24,481,217	2 905,839	1,492,933	1,412,905	.....	....
1862	25,126,389	3,911,830	1,816,055	2,095,775	699,788	7*
1863	25,469,544	6,252,902	2 916,159	3,336,743	889,030	7*
1864	25,469 544	9,269,341	4,961,190	4,308,151	2,618,129	15*
1865	27,869,361	11,142,519	6,330,248	4,812 271	2,024,067	10*
1866	29,929,440	10,902,819	6,738,747	4,164,072	3,198,736	10†
1867	31,208,443	9,106,496	6 266,434	2,840,062	2,329,998	10†
1868	32,728,425	8,791,937	6,162,511	2,629,426	2,445,250	10*
1869	35,895,467	11,208,381	6,876,313	4,332 068	2,697,248	10‡
1870	41,134,596	9,571,367	6,503,786	3,062,581	2,971,235	10
1871	42,814,719	12,562,843	7,555,903	5,006,940	3,148 284	10
1872	45,922,674	12,125,038	8,063,542	4,061,496	3,422,278	10
1873	49,478,942	14,832,661	9,474,895	5,357,766	3,427,032	10

* Paid in stock † Stock or cash as preferred. ‡ Half Stock, and half cash.

Years.	Number of Engines.	Number of cars. Passenger.	Number of cars. Coal & Freight.	Mileage of Engines.
1844	47	14	2,731	613,041
1845	54	14	3,444	810,285
1846	72	14	5,075	1,014,102
1847	77	16	5,108	1,184,272
1848	84	22	5,086	1,136,572
1849	86	22	5 086	1,047,014
1850	92	28	5,117	1,233,144
1851	89	28	5,136	1,461,772
1852	103	30	5,241	1,517,931
1853	103	38	5,476	1,466,894
1854	121	45	5,703	1,674,403
1855	141	54	5,724	1,948,225
1856	141	58	5,719	1,942,317
1857	142	58	5 755	1,707,366
1858	142	58	5,634	1,570,482
1859	144	64	5,695	1,702,257
1860	145	64	5,596	1,852,485
1861	145	65	6,673	1,695,927
1862	143	67	7,300	2,088,166
1863	166	67	8,430	2,721,689
1864	216	81	9,606	3,328.229
1865	254	87	9,663	3,688,309
1866	267	105	10,517	4,261,336
1867	268	110	10,477	4,356,385
1868	269	119	10,531	4 500,135
1869	297	141	11,995	5,159,301
1870	309	146	15,728	5,100,175
1871	343	238	16,320	6,543,138
1872	377	268	18,368	7,246,778
1873	400	281	19,224	8,351,682

Years.	Passengers. Carried.	Tonnage carried. Coal.	Merchandize.	Material.	Total.
1844	66,503	421,985	20,472	160,138	659,299
1845	63,719	814,279	26,039	102,408	1,046,812
1846	88,641	1,188,258	74,971	101,471	1,515,473
1847	97,643	1,360,681	71,718	165,493	1,700,916
1848	105,720	1,235,044	58,123	118 676	1 570,531
1849	95,577	1,097,762	51,204	145,503	1,429,564
1850	92,726	1,351,502	63,625	157,450	1,743,680
1851	127,590	1,650,270	63,807	219,731	2,145,132
1852	155,164	1,650,912	75,769	181,217	2,122,171
1853	211,819	1,582,248	107,853	174,161	2,076,197
1854	266,631	1,987,854	140,801	187,591	2,582,566
1855	277,617	2,213,292	154,394	247,478	2,909,667
1856	282,300	2,088,903	198 886	236,700	2,815,760
1857	291,679	1,709,692	184,617	182,512	2,326,760
1858	285,651	1,542,646	167,729	170,603	2,126,881
1859	379,406	1,632,932	334,609	196,104	2,405,314
1860	385,304	1,946,195	423,523	160 084	2,819,898
1861	368,651	1,639,535	324,958	143,237	2,348,906
1862	396,466	2,310,990	451,733	171,499	3 260,953
1863	576,861	3,065,261	652,363	234,071	4,391,877
1864	1,048,521	3,065,577	807,106	242,908	4,606,286
1865	1,481,632	3,090,814	846,105	249,863	4,712,016
1866	1,444,257	3,714,684	1,037,121	226 896	5,574,907
1867	1 273,644	3,446,826	1,165,896	242,526	5,421,538
1868	1,194,575	3,574,874	1,220,596	220,946	5,488,558
1869	1,527,769	4,239,457	1,422,738	337,117	6,667,190
1870	2,034,039	4,633,504	1,754,943	293,578	7,449.925
1871	5,766,934	6,002,573	2,305,234	437,456	8,548.964
1872	6,383,991	6,185,434	2,891,400	497,571	10,981,657
1873	6,790,088	6,546,553	3,331,194	651,648	11,932,262

STATEMENT OF THE GROSS RECEIPTS ANNUALLY, 1844–'73:

Years.	Passengers.	Mail, etc.	Coal.	Merchandize.	Total.
1844	$92,362	$7.449	$448,509	$49,293	$597,613
1845	103,411	27,093	886,939	60,588	1,078,031
1846	141,749	20,116	1,660,667	137,583	1,900,115
1847	156,201	11,860	1,698,664	136,220	2,002 945
1848	174,958	13,535	1,386,605	117,457	1,692,555
1849	155,908	22,436	1,648,900	106,347	1,933,591
1850	148,379	17,026	2,071,731	125,822	2,363,958
1851	152,432	19,355	2,018,871	123,672	2,314,330
1852	168,430	22,555	2,150,677	138,964	2,480,626
1853	225,763	27,218	2,254,694	180,612	2,688,287
1854	272,367	23,823	3,253,823	231,626	3,781,639
1855	301,952	29,896	3,664,095	325,851	4,321,794
1856	288,427	34,158	3,242,459	348,699	3 913,742
1857	287,534	35,079	2,412,923	329,986	3,065,522
1858	272,680	36,463	1,965,693	335,915	2,510,751
1859	318,846	46,874	1,883,685	474,888	2,724,293
1860	333,359	51,409	2,328,158	599,620	3,312,546
1861	338,905	49,590	2,111,023	406,321	2,905,838
1862	403,564	105,431	2,879,419	523,416	3,911,830
1863	566,520	116,039	4,897,200	673 143	6,252,902
1864	909,882	201,908	7,203,775	953,776	9,269,341
1865	1,065,847	284,103	8,627,292	1,165,277	11,142,519
1866	1,026,217	209,366	8,245,697	1,421,539	10,902,819
1867	1,005,647	170,420	6,404,878	1,525,551	9,106,496
1868	987,606	136,384	6,252,224	1,415,723	8,791,937
1869	1,184,006	98,512	8,346,240	1,579,623	11,208,381
1870	1,205,539	176.513	6,498,871	1,690,444	9,571,367
1871	1,641,395	327,512	8,287,293	2,306,643	12,562,843
1872	1,786,962	136,931	7,513,115	2,688,030	12,125,038
1873	1,976,645	148,745	9,104,094	3,603,177	14,832,661

The Coal Trade of the United States.

We present our readers with the official returns of Anthracite Coal mined in the United States in the year 1873, together with the quantity sent to market; also the official quantity of Bituminous Coal moved towards the seabord. These returns embrace all the Bituminous Coal sent towards the Atlantic seaboard, except the quantity that reached Richmond, Va, which was not very large. The product of the other Bituminous regions in the United States we have to estimate, but from the data we have we can approximate very nearly to the actual quantity produced.

In 1872 the quantity of Anthracite Coal sent to market was 18,932 265 tons, and the estimated quantity consumed in the Coal Regions were put at 3,110,000, making the whole quantity mined 22,032,265 tons, as follows:

	Sent to market. Official.	Home Consumption. Estimated.	Total Production.
Schuylkill	4,135,908	875,000	5,010,908
Northumberland	1,221,327	170,000	1,391 327
Columbia	319,220	25,000	344,220
Dauphin	450,328	30,000	480,328
Wyoming	9 194,808	1,500,000	10,694,808
Lehigh	3,610,674	500,000	4,110,674
	18,932,265	3,100,000	22,032,265

The whole quantity mined and sent to market, together with the estimated quantity consumed in the Coal Regions, in 1873, we give as follows:

	Sent to market. Official.	Home consumption. Estimated.	Total Production.
Schuylkill	4,252,043	880,000	5,132,043
Northumberland	1,234 070	170,000	1,404,070
Columbia	358,741	25,000	383,741
Dauphin	449,915	30,000	479,915
Wyoming	10,047,241	1,675,000	11,722,241
Lehigh	3,243,168	463,000	3,706,168
	18,585,178	3,243 000	22,828,178

The total supply of Anthracite Coal sent to market in 1872 and 1873, sums up as follows:

	Tons.
In 1873	19,585,178
In 1872	18,932,265
Increase in 1873	652,913

The whole production, including the consumption in the regions, foot up as follows:

	Tons.
In 1873	22,828 178
In 1872	22,032,265
Increase in production in 1873	795,913

The whole supply of Bituminous Coal embraced in our tables, and moved toward the seaboard was:

	Tons.
In 1873	5,515,784
In 1872	5,231,998
Increase in 1873	283,786

The above increase of 283,786 tons Bituminous Coal, added to the increase of 652,913 tons Anthracite, makes the total increase for the year 936,699 tons.

The following table gives the official quantity of coal mined in the different Coal Regions, with the production of each separated and credited to each region. The quantity under the head of the Schuylkill Region, embraces all the coal sent from Schuylkill County, and also the quantity mined in Columbia and Northumberland counties sent to market via the Schuylkill Valley; and all the coal from the Schuylkill and Wyoming Regions, sent to market via the Lehigh Valley is also reported and credited to the proper regions:

OFFICIAL TABULAR STATEMENT.

Of the whole product of Anthracite Coal, and that portion of Bituminous Coal moved toward the seaboard in 1873, compared with 1872:

	1872.	1873.
Schuylkill Region:		
Reading Railroad	4,092,540	*4,340,321
Schuylkill Canal	838,191	743,796
Lehigh and Mahanoy	370,215	493,342
	5,300,946	5,577,459
Less Shamokin reported double	194,495	868 303
	5,106,451	5,209,156
		5,106,451
Increase in 1873		102,705
Lehigh Region:		
Lehigh Valley Railroad	3,492,608	†3,734,797
Lehigh & Susquehanna R.R.	1,727 611	‡1,959,111
Lehigh Canal	767,094	736,252
	5,987,313	6 430 160
Less Wyoming & Schuylkill	2,376,639	3,186,992
	3,610,674	3,243 168
	3,243,168	
Decrease in 1873	367,506	
Wyoming Region:		
Pennsylvania Canal Co	321,311	395,399
Pennsylvania Coal Co	1,213,478	1,239,214
Lackawanna & W. R. North.	816 107	§986,619
" " South.	1,994,478	§2,149 737
Delaware and Hudson Co.	2,518 565	2 472 449
Lackawanna & Bloomsburg	290,445	210,173
Via Lehigh	2,006,424	2,693,650
	9,194,808	10,047,241
		9,194,808
Increase in 1873		852 433
Shamokin Region	569,689	635,383
		569,689
Increase in 1873		65,694
Lykins Valley Region	450 328	449,915
	449,915	
Decrease in 1873	413	
Total Anthracite	18,932,265	19,585,178
		18,932,265
Increase in 1873		652,913
Bituminous:		
Broad Top	318,372	474,178
Pa. C. and Phil. and Erie	2,067,521	¶1,946,771
Chesapeake and Ohio Canal	816,103	778 802
Baltimore and Ohio R. R.	1,517.347	1,745,429
Via Pennsylvania Extension	22,021	114,589
	4,741,367	5,059,769
Imported Coal	490,631	456,015
	5,231,998	5,515,784
Anthracite	18,932,265	19 585,178
Total all kinds	24,164,263	25,100,962
		24,164,263
Total increase in 1873		936,699

* The total coal tonnage of the Philadelphia and Reading Railroad in 1873 was 6,546,553, including 665,223 tons Anthracite and 323,254 tons Bituminous coal received at Harrisburg and other points.

† The total coal tonnage of the Lehigh Valley Railroad in 1873, was 4,144,340, including 28,026 tons of Bituminous coal.

‡ The total coal tonnage of the Lehigh and Susquehanna Railroad was in 1873, 3,089,698 tons. The balance is reported by other companies.

§ Net tons—all the other are gross tons.

¶ The total coal tonnage of the Pennsylvania Railroad was 4,527,501 tons, of which 1,173,960 were Anthracite, and 3,353,541 Bituminous. The balance is embraced in other reports.

The supply of Anthracite Coal sent to market in 1872 and 1873 was furnished as follows:

	1872.	1873.
Schuylkill	4,135,908	4,252,043
Northumberland	1,221,827	1,234,070
Columbia	319,220	358,741
Lykens Valley	450,328	449,915
Wyoming	9 194,808	10,047,241
Lehigh	3,610,674	3,243,168
	18,932,265	19,585,178
		18,932,265
		652,913

Below we give the quantities of coal sent to market since 1860, from the three principal regions, the Schuylkill, the Wyoming, and the Lehigh. The coal credited to the Lehigh is the quantity mined in what is termed the Lehigh District. The Schuylkill embraces all the coal sent to market from Schuylkill County, and also that mined in Northumberland and Columbia counties sent to market via the Schuylkill Valley:

Year.	Schuylkill.	Wyoming.	Lehigh.
1860	3,2.0,516	2,941,817	1,821,774
1861	2,607.489	3,055,140	1,738,377
1862	2,890,598	1,145,770	1,851,054
1863	3,443,265	3,759,610	1,984,713
1864	3,642,218	3,960,836	2,054,699
1865	3,735,802	3,256,658	1,822,585
1866	4,633.487	3,736,616	2,128 867
1867	4,334,820	5,328,322	2,062,446
1868	4,414,856	5,990,813	2,507,582
1869	7,718,960	6,068,865	1,929,088
1870	3 720,103	7,559 902	1,040 303
1871	5,124,780	6,481,171	2,249,857
1872	5,106,451	9,194,808	3,610,674
1873	5,209 156	10,047,241	3,243,168

The above shows the current of trade. In 1866 the Schuylkill furnished more coal than the Wyoming Region did, but since then the trade of the Schuylkill Region has increased only 575,669 tons, while the trade from the Lehigh has increased 1,114,201 tons, and the Wyoming has increased 6,610,675 tons, having more than trebled in the intervening period.—*Pottsville Miners' Journal.*

Allegheny Valley Railroad.

The eastern extension of the Allegheny Valley Railroad, known as the Low Grade Railroad, was completed on the 24th ult. This connects the Allegheny Valley Railroad with the Philadelphia and Erie Railroad. The line will be opened for business on May 1. In reference to this enterprise, the Pittsburg *Chronicle* of March 28th says:

The opening of the Low Grade Railroad, expected to take place on May 1st, next, will mark an era in the history of Pittsburg Railroad enterprises. On the 17th of March, 1854, ground was broken at Lawrenceville for the Allegheny Valley Railroad by the late Governor Johnston, and yesterday the last spike was driven. This enterprise has had more ups and downs than perhaps any road in the country. Its first purpose, to make a broad gauge track to connect with the New York and Erie, has been almost lost sight of, in the marvellous origin and growth of the Petroleum business. Numerous railroads now cross that region, besides the other novel device, so entirely American, the Pipe lines, which attend to an important part of the transportation problem as applied to oil. It took twenty years of hard work, and no small amount of skill, faith and engineering of all sorts, to carry forward the enterprise. The Valley Road is not, as was originally intended, a competitor of the Pennsylvania, on the contrary, the good luck that has attended the latter organization, is no where more conspicuously shown than in this instance; for instead of being a rival, the Valley road is an important adjunct of the Central. As soon as the Bennett Branch is thrown open for business, it will be very largely used for the carrying of heavy freight between tide water and the West, and *vice versa*. The grades are exceedingly, nay surprisingly, favorable.

Leaving the Allegheny river at the mouth of Redbank, sixty four miles above Pittsburg, the grade is only sixteen feet to the mile eastwardly, with the exception of the summit sections, of about three miles in length, where it is thirty five feet per mile. The tunnel is less than two thousand feet long. The Low Grade Railroad is one hundred and nine miles in length, and opens a region of country for Pittsburg enterprise, mercantile as well as mining and manufacturing, destined to be of great importance. Vast stores of lumber, iron ore, coal, and other sources of wealth can now be reached, and what is of no small importance, in an immediate way, is that our mercantile community may soon enjoy a considerable advantage in a reduction in freight charges from and to, the East.

Pittsburgh's importance as a commercial point is rising, her merchants are slowly regaining the importance this city once held as a wholesale mart. With the firm foundation, always of first importance, of a large and substantial home retail trade, and far reaching river routes, Pittsburg has now a railroad system that may be considered complete. The rich regions of Western Pennsylvania, and of Eastern Ohio, portions of West Virginia and a corner of Maryland, are already tributary to her. The solid wealth created by honest labor at oil wells, in coal mines, and furnaces, and rolling mills is at this point converted into the thousand articles of merchandise demanded by the necessities, comfort and enjoyment of three or four millions of people. An extending area may still further be attracted to purchase all these things here, since our merchants can sell them as cheap as anybody. And for this consideration, primarily, we tender our thanks to Col. William Phillips and his co laborers in their life effort to create a new and vital artery of trade for the Iron City.

Texas Railroad.

C. C. FULTON, Esq., Editor of the Baltimore *American*, in a letter to his paper dated Fulton, Texas, March 10, 1874, says:

The State has now two lines of direct communication with the North and East. A little over a year ago the only route was around by the Gulf to New Orleans, requiring so much time and trouble to get out of or into the State that the great Southwest was practically as far away from the Union as Europe, and one made as much preparation to go from St. Louis to Galveston as he would to go on a journey across the Atlantic. Now he can start from St. Louis at 10 o'clock one morning and land in Galveston the next afternoon at 4 o'clock, and travel all the way in a magnificent Pullman Palace Sleeping and drawing room coach. I came over the newly opened route by way of the Iron Mountain Road, and found it excellent and prompt in every respect. The International and Great Northern Railroad, which forms the Texas Division of the Iron Mountain route, is admitted by all to be the best equipped, smoothest and cleverest managed railroad in Texas, and, I think, will vie, in every respect, with the finest roads in the North and East. It runs daily a magnificent Pullman coach through to St. Louis. These coaches are bran new and are fac similes of those which the Pullman Company made especially for display at the Vienna Exposition. This line is 135 miles shorter than the other, and makes the time through to Houston and Galveston twelve hours sooner.

The Texas Central Road runs from Houston to the northern border of the State, where it connects with the Missouri, Kansas, and Texas Road, which reaches to St. Louis, and has convenient connections with the great Northwest.

The only means of rail communication between this city and Galveston is the Houston, Henderson and Galveston Railroad, fifty miles in length, and it has all that it can do to forward the accumulations of passengers and freight which the International and Great Northern and the Houston and Texas Central Roads bring to this place from the North. There is also a line of steamers running down the bayou to Galveston, which do a splendid business.

There is a road in course of building between Houston and San Antonio—the beautiful and ancient city, the metropolis of Southwestern Texas—which will be finished in the course of the year.

The Texas and Pacific road is at present in operation between Shreveport and Dallas, where it is to cross the Texas Central, and will shortly be finished to Forth Worth, thirty miles further west. It also has a northeastern branch from Longview to Texarkana, a new and bright little city on the border line between Texas and Arkansas. Also a line running through the northern portion of the State to Sherman, where it forms another junction with the Central.

These lines constitute the whole of the completed railroads of Texas, but they permeate the richer portions of the State and afford an outlet for the cotton and the cattle and the sugar, the principal products of Texas.

☞ The death of William H. Petit, of the firm of Wm. H. Petit & Pike of 72 Wall street, creates an appreciable vacancy among the young business men of this city, of a class from among whom none can be spared without regret. Mr. Petit has been for some eight or nine years past engaged in the iron business, and had gained deserved reputation as a man of industry, energy and the highest principles of integrity and honor. He will be alike missed from the social circles of Brooklyn and the commercial circles of New York.

☞ The opening of the extension of the Washington and Ohio Railroad from Hamilton to Purcellville, Va., a distance of four miles, took place on Tuesday, the 31st ult.

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RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,280,000	J. & J.	Jan. '74 5½
Allegheny Valley.....50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '73 4
Atlantic and Gulf.....100	3,693,200	— & —	.....
" " guar.100	786,476	M. & N.	Nov. '73 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Sept. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Genesee & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	Nov. '73 5
Washington Br.....100	1,650,000	A. & O.	Oct. '73 5
Parkersburg Br. pref...50	5,680,685	— & —	.....
Berkshire*.....100	600,000	J. A J&O	Apl. '74 1½
Bloesburg & Corning.*...50	250,000	J. & D.	Dec. '72 2½
Boston and Albany.....100	19,664,100	M. & N.	Nov. '73 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & D	Dec. '73 3
Bost., Conc. & Mont.* pref100	800,000	M. & N.	Nov. '73 3
Boston and Lowell.....500	2,852,900	J. & J.	Jan. '74 4
Boston and Maine.....100	6,816,807	M. & N.	Dec. '73 4
Boston and Providence..100	3,950,600	M. & N.	Nov. '73 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A	Feb. '74 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Mar. '74 5
" " prof.100	1,485,900	M. & S.	Mar. '74 5
Camden and Amboy*...100	6,847,800	J A J.O.	Apl. '74 2½
Camden and Atlantic....50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Nov. '73 3½
Cape Cod.....60	1,020,330	J. & J.	Jan. '72 $24
Cape May and Millville*.50	447,000	J & D.	Dec. '73 3
Catasauqua & Fogelsv...50	426,900	Novemb.	Nov. '71 6
Catawissa*.....50	1,169,500	— & —	.....
" pref.....50	2,200,000	M. & N.	Nov. '73 3½
Cayuga and Susq.*.....50	589,110	J. & J.	Jan, '74 4½
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	Nov. '73 1½
" " pref.100	769,600	F. & A	Feb. '74 3½
Central of Georgia.....100	4,666,800	J. & J.	July '73 5
Central of New Jersey.100	20,000,000	J. & J.	Jan. '74 4
Central Ohio*.....50	2,425,000	J. & J.	Jan. '74 3
" pref.....50	400,000	J. & J.	Jan. '74 3
Central Pacific.....100	54,275,500	.....	Sept. '73 3
Chemung*.....100	880,000	J.A.J&O	Oct. '72 1½
Cheshire, preferred.....100	2 100,000	J. & J.	Jan. '74 3
Chicago and Alton.....100	8 929,900	M. & S.	Mar. '74 5
" " pref...100	2,425,400	M. & S.	Mar. '74 5
Chicago, Burl. & Quincy.100	19,807,003	M. & S.	Mar. '74 5
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	Jan. '74 4
Chicago & N. Western..100	15,033,480	J. & D.	Dec. '72 3½
" " pref.100	21,259,563	J. & J.	July '73 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Apl. '74 4
Cin., Ham. & Dayton...100	3,500,000	A. & O.	Oct. '73 4
Cin., Sand. and Clev.*...50	2,980,550	— & —	Apl. '72 10s
" " pref...50	429,046	M. & N	Nov. '73 2
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Aug. '73 3½
Cleveland & Mahoning*.50	2,057,569	M. & N.	Nov. '73 3½
Cleveland & Pittsburg*..50	11 236,150	F.M.AN	Feb. '74 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*...50	1,788,800	M.J.S.D.	Mar. '74 2
Columbus & Hocking Val.100	2,500 000	F. & A	Feb '74 5
Colum. & Greenville.....50	1,500,000	M. & N.	Nov. '73 5
Concord.....100	350,000	J. & J.	Jan. '74 3½
Concord and Ports.*.....100	2,100,000	F. & A	Feb. '74 3
Conn. & Passum p Riv...1 0	1,950,000	J. & J.	Jan. '74 5
Connecticut River.....100	1,494,250	A. & O.	Oct. '73 4
Cumberland Valley.....100	600,000	M. & N.	Nov '73 5
Danbury and Norwalk...50	1,230,941	J. & J.	Jan. '74 3
Delaware*.....50	18,868,850	J.A.J. O.	Apl. '74 2½
Del., Lackaw. & Westn.50	822,140	— & —	.....
Detroit & Milwaukee*...50	2,095,000	J. & J.	Dec. '69 7
" " pref. 50	5,000,000	A. & O.	Apl. '74 3
Dubuque & Sioux City*100	1,300,200	J. & J.	Jan. '74 3
East Pennsylvania*.....50	392,950	J. & J.	Jan. '74 3
East Mahanoy*.....50	4,262,000	J. & J.	July '72 3
Eastern (Mass.).....100	492,500	J. & J.	July '73 3
Eastern (N. H.).....100	500,000	F. & A.	Feb. '74 2½
Elmira, Jef & Canand*.100	600,000	M. & N.	Nov. '73 2½
Elmira & Williamsport.50	500,000	J. & J.	Jan. '74 2½
" " pref. 50	78,000,000	.....	Oct. '73 1
Erie Railway.....100	8,539,910	.....	Oct. '73 3½
" pref.....100	1,090,250	M.J.S.D.	Mar. '74 1½
Erie and Pittsburg*.....50	4,000,000	J. & J.	Jan. '74 4
Fitchburg.....100	4,156,000	J. & J.	Apl. '74 4
Georgia.....100	1,000,000	— & —	.....
Grand River Val.* guar.100	14,367,946	— & —	.....
Grand Trunk, (Ca.).....100	19,237,404	A. & O.	Oct. '73 2½
Great Western, (Ca.)...100	4,151,700	F. & A.	Aug. '70 3½
Hannibal & St. Joseph.100	5,078,224	Annual	Aug. '70 7
" " pref.100	116,850	M. & N.	Nov. '73 5
Hanover Branch, (Pa.)..50	4,000,000	— & —	.....
Harlem Extension.....100	1,182,500	J. & J.	Jan. '74 3½
Harrisburg & Lancaster* 50	1,180,400	J. & J.	Jan. '74 4
Housatonic, pref.....100	890,000	— & —	.....
Huntingdon & Bd Top.50	450,750	J. & J.	July '68 3½
" " pref. 50	25,289,510	F. & A.	Feb. '74 4
Illinois Central.....100	7,885,497	M. & S.	Sept. '67 4
Indianapolis, Cin. & Laf. 50	4,625,000	— & —	Jan. '74 3
Iowa Falls & Sioux City*100	2,000,000	J. & J.	Jan. '66 5
Jeffersonv., Mad. & Ind..100	1,500,000	J.A. J.O.	Jan. '74 1½
Joliet and Chicago*.....100	300,000	J. & J	Jan. '74 4
Joliet & North. Indiana*100	39,466,500	F. & A.	Aug. '73 4
Lake Shore & Mich. So..100	538,500	F. & A.	Aug. '73 5
" " (guar.).100	263 200	— & —	.....
Lawrence*.....50	600,000	J. & J.	Jan. '72 3
Leeds and Farmington*100	8,789,800	M & N.	May '67 5
Lehigh & Susquehanna..50	21,914,850	J.A. J.O.	Apl. '74 2½
Lehigh Valley.....50	8,871,450	J.A. J.O.	Jan. '74 3
Little Miami*.....50	2,647,100	J. & J	Jan. '74 5½
Little Schuylkill*.....50			
Long Island.....50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex...50	1,623,488	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '74 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '74 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '74 3
Lykens Valley.....100	600,000	F.M.AN	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	Nov. '73 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	3,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '74 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central.....100	18,738 204	J. & J.	Jan. '73 4s
Mill Creek & Minehl l*. 50	823,375	J. & J.	Jan. '74 5
Milwaukee and St. Paul..100	13,398,550	J. & J	Dec. '70 7s
" " pref.....100	10,825,777	F. & A	Feb 74 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '74 4
Morris and Essex*.....50	14,008,100	J. & J	Jan. '74 3½
Nashua and Lowell.....100	800.000	M. & N.	Nov. '73 5
Naugatuck.....100	1,881 900	F. & A.	Feb. '74 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '74 5
Newark and N. York*...100	977,400	J. & J.	Jan. '74 3½
N. Bedford & Taunton..100	500,000	M. & N.	May '73 4
N. Castle & Beaver Val.* 50	1,800,000	J. A. J.O.	Oct. '73 2½
N Haven & Northamp...100	695,000	J.A. J.O.	Sept '72 3
New Jersey*.....100	7,295,200	J.A. J.O.	Apl. '74 2½
New London Northern*100	1,418,800	J. & J	Jan. '74 4
N.Y. Cen. & Hudson R...100	89,428,330	A. & O	Apl. '74 4
New York and Harlem...50	3,500,000	J. & J.	Jan. '74 4
" " pref.100	1,500,000	J. & J.	Jan. '74 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '74 5
N. Y., Provid. & Boston.100	2,000,000	J. A. J.O.	Apl. '74 2½
Niag. Bridge & Canand*100	1,000,000	J. & J	Jan. '74 3
North Carolina*.....100	4,600,000	Irregular.	Jan. '73 3
N. Eastern (N.C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania.....50	3 473,500	January.	Jan. '74 5s
Northern Central.....50	5 842,000	M. & N	Nov. '72 3
N rthern N. Hampsh...100	3,068,400	J. & D.	Dec. '73 4
Northern New Jersey*...100	1,000,000	J. & J	Jan. '74 4
Norwich & Worcester*.100	2,823,400	J. & J.	Jan. '74 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '74 3
" " pref.100	2,000,000	A. & O.	Apl. '74 4
Ohio and Mississippi....100	19,995,847	J.A. J.O.	.....
" " pref.100	4,024,474	J. & D.	Dec '72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	Jan. '74 3
Old Colony & Newport..100	6,297,900	J. & J.	Jan. '74 5½
Oswego and Syracuse*.100	482,400	F. & A.	Feb. '74 4
Pacific of Missouri.....100	3,635,760	J.A. J.O.	Apl. '74 1½
Panama.....100	1,000,000	J.A. J.O.	Apl. '74 3
Paterson and Hudson*..100	630,000	J & J.	Jan. '74 4½
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	244,000	J. & J.	Jan. '74 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '74 3
Pennsylvania.....50	72,000,000	M. & N.	Dec. '73 5s
Peoria & Bureau Val.*.100	1,200,000	F. & A.	Feb. '74 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '74 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D.	Dec. '73 3
Philadelphia & Reading 50	32,684,375	J. A. J.O.	Apl. '74 2½
" " pref.. 50	1,551,800	J.A. J.O.	Apl. '74 2½
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Apl. '74 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	Jan. '74 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J A. J.O.	Jan. '74 1½
" Special Imp.100	2,000 000	J.A. J.O.	Jan. '74 1½
Pittsfield & N. Adams..100	410,000	J. & J.	Jan. '74 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '74 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '74 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '74 4
Roch. & Genesee Val.*.110	557,600	— & —	.....
Rome, Watert. and Ogd..100	2,998,000	J. & J.	Jan. '74 3½
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Feb '74 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " " pref.100	2,040,000	May.	May '68 7
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '74 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" pref.100	12,000,000	.....	Nov. '72 $2
Saratoga and Schenec.*.100	300,000	A. & O.	Oct. '73 3½
Schuylkill Valley*.....50	576,050	J. & J.	Jan. '74 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	369,450	F. & A.	Feb. '74 3
Shore Line*.....100	995,800	J. & J.	Jan. '74 3½
South Branch (N. J.)*...100	433,200	J. & J.	Jan. '72 3
South Carolina.....100	4,919,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	2,939,900	F. & A.	Feb. '73 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	443,700	J. & J.	Jan. '74 3½
Stony Brook*.....100	267,300	M. & N.	May '72 3
Summit Branch*.....50	2,502,250	F. & A.	Feb. '74 3
Sussex (N. J.).....100	317,350	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,130	— & —	Dec. '72 3
Taunton Branch.....100	500,000	J. & J.	Jan. '74 5
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '74 5
Tol., Peo. & War. 1st pref.100	1,777,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	Nov. '73 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '73 5
Vermont and Mass.....100	$2,500,000	A. & O.	Apl. '74 1
Warren (N. J.).....100	1,800,000	J. & D.	Dec. '73 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,558,750	F. & A.	Feb. '74 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '74 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '74 3½
Worcester and Nashua..75	1,400,555	J. & J.	Jan. '74 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	..... 2½
Baltimore City.....100	800.000	— & —	Jan. '74 3
Bleecker st. & F Fy.(NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl. '74 4
Broadway (Brooklyn)...100	200,000	J.A. J.O.	Apl. '73 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jun. '70
Brooklyn City.....100	1,500,000	F.M.A.N	Feb. '74 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica....100	488 100	— & —	.....
Bushwick (Brooklyn).....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Apl. '74 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	800,000	J. & J.	Jan. '74 3
Citizens' (Pbg.).....50	200,000	M. & S.	Nov. '71 7
Coney Island & Brookl..100	500,000	— & —	.....
D. Dock, E. B'dw, & Bat..100	1,200,000	F.M.A.N	Feb. '74 2
Eighth Avenue (N.Y.).....100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G St. Ferry...100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Ph.) 50	491,750	J. & J.	Jan. '74 5
Germantown (Ph.).....50	1,000,000	J. & J.	Jan. '74 3
Girard College (Ph.).... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 3
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '74 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '74 1½
Lomb. & South Sts. (Ph.) 25	105,000	A. & O	Oct. '71 6
Lynn and Boston.....10	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	M. & N.	Nov. '73 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '73 4
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,855	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	Jan. '74 5
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J & J.	Jan. '74 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	Oct. '73 2
Second & Third St. (Ph.) 50	962,100	J. & J.	Jan. '74 6
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '74 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.)- 50	1,000,000	J. & J.	Jan. '74 2
Somerville (Boston) 100	75,000	M. & N.	Nov. '73 3
South Boston.....50	400,000	J.A. J.O.	Apl. '74 2½
Union (Boston).....100	200,000	.....	July '72 7½
Union (Phila.).....50	400,000	J. & J.	Jan '74 5½
West Philadelphia..... 50	400,000	J. & J.	Jan. '74 9
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '73 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '74 4
Delaware and Hudson....100	15 000,000	F. & A	Feb. '74 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	Apl. '74 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	9 890,350	M. & N.	May '67 3
Monongahela Navigat.... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania.....50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb '74 90c
" " (pref.) 50	2 828,977	F. & A.	Feb '74 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union.....50	2,907,850	— & —	.....
" preferred.....50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Mar. '74 2
American Coal.....25	1,500,000	M. & S.	Mar. '74 4
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal.....50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 5½
Brunswick City.....100	1,000,000	— & —	.....
Butler Coal.....25	500,000	J. & D.	Dec '69 85c
Canton.....16½	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal.....100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold.....100	2,836,600	— & —	.....
" pref.....100	3,698,400	— & —	.....
" certif.....100	2,824,000	J. & J.	.....
Pacific Mail Steamsh p..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Nov. '73 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb. '74 3
Quicksilver, common 50	5,700,000	— & —	.....
" preferred 50	4,300,000	— & —	.....
Spring Mountain Coal.... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
United States Express....100	6,000,000	F.M.A.N	Feb. '74 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '74 6
West. Union Telegraph.100	35,000,000	J. & J.	July '70 3
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 4
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. '68

Internal Seaboard Navigation.

A note appended to the Annual Report of the Pennsylvania Railroad Company—which was published by us entire in our last issue—states a fact which very few would have thought existed. It is that--

"The tonnage delivered by the Delaware and Raritan canal into the Raritan river exceeds that delivered by the Erie canal into the Hudson river, and equals that of the foreign trade of New York, both in American and foreign vessels, passing out of Sandy Hook."

The Philadelphia *North American* comments upon this as a fresh illustration of the vast extent of the domestic commerce of the republic. It is but a single line of transit, but its importance lies in its being a direct water route from Philadelphia to Newark and New York. No debt is piled up by any State government to enlarge this work. Yet it delivers in the Raritan river a tonnage equal to the foreign trade of New York. The port of Philadelphia, however, has other lines in addition which constitute it an emporium of lines of internal navigation, such as the Chesapeake and Delaware canal and its southern connections, the Schuylkill Navigation and its connections, the Delaware Division canal and the Lehigh Navigation. Philadelphia thus has a great domestic trade, which she has cherished and developed in contradistinction to New York's foreign trade.

Commendable Action of Gov. Hartranft.

The publication in the daily papers, of the full correspondence between Gov. Hartranft and the local authorities, in that part of the State of Pennsylvania crossed by the Erie Railway, discloses a piece of honesty, courage and efficiency, in an Executive Chair, which cannot be too highly commended, in these days when so many office seekers are pandering to the passions of the mob. The whole country owes to Pennsylvania a debt of gratitude for being so prompt in laying down the law, and the true course of action in regard to combinations of employes to obstruct the business of railroad companies. It is no sufficient excuse for the men at Susquehanna to say that their pay has been wrongfully withheld from them. They have other, and peaceful, remedies against the company. *Prima facie*, it is for the interest of all railroad corporations to keep their employes well paid up; and we are at a loss to account for this neglect on the part of the Erie Company, which is seeking to borrow money on the strength of the earning-power of the property. We suspect that this has been a bad season for this corporation, as well as for some others. But it is especially fortunate for this company that their mutinous workmen chose the territory of Pennsylvania for their exploits. We fear that New York and New Jersey Executives would not have been so prompt to protect a corporation so essentially foreign. Pennsylvania will have her reward. The expense and trouble she has been put to in this matter, will save her much trouble and money hereafter.

It would seem that the sheriff of the county was anxious to do his duty, on the one hand, and to preserve the peace by conceding something to the strikers, on the other; and it would seem that some unauthorized committee (composed most likely of hired lawyers, or office seekers) telegraphed to the Governor protesting against the employment of the military against their fellow-townsmen at the behest of a railroad corporation. Gov. Hartranft's reply is admirable, and completely covers the issue. After expressing his sympathy with the strikers in their failure to get their pay, he said:

"But, as the Chief Executive of this State, I cannot allow creditors, however meritorious their claims may be, to forcibly seize property of their debtors, and hold it without due process of law. Much less can I allow them to take and hold illegal possession of a great highway, and to punish the innocent public, either as passengers or transporters, for the default of a corporation with which they have no concern. Whenever the laws of this Commonwealth shall provide that the employes of a railroad may suspend all traffic upon it until their wages are paid, I will acquiesce, but I cannot do so while the law refuses to contemplate any such remedy. My duty is not to make the laws or to criticise them, but to execute them, and that duty I must discharge without fear or favor."

At the same time there were persons near the scene telegraphing to the New York papers that "the law was on the side of the strikers." It is impossible to resist the conviction that there are conspirators against the Erie Company fomenting mischief, for the purposes of Stock speculation. There should be some law to reach the cunning plotters, as well as the ignorant tools whom they use.

Arkansas Railroad Aid Bonds.

A letter from Gov. Baxter, of Arkansas, is published, in which he says that, upon full investigation, he is satisfied that neither he nor his predecessors had any authority to issue any railroad aid bonds in the name of the State, the provisions of the constitution not having been regarded in the act of the Legislature authorizing them. The question must, of course, be decided by the courts The Governor, says:

'Though the amount of the bonds is large, and the loss to the holders would seem to be serious, it must not be forgotten that, owing to their doubtful validity, and other considerations, they have always been at a very heavy discount, and that their present value in market is nominal. But, if it should transpire that these bonds have any legal validity, they will be paid, although the people have received little consideration for them, and the present holders obtained them at merely nominal prices on a speculative venture."

☞ According to the *Planter's Gazette* the Republic of Costa Rica contains many elements of future prosperity. Its chief requirements are labor and railways, both of which are being gradually provided. A line now under construction between the capital, San Jose, and Port Limon, on the Atlantic, has already made considerable progress. Out of the total length of 114 miles about 40 are finished, 24 ready for rails, 15 under construction, and 35 untouched. The summit of the line is Cartago, 5,000 feet above the sea, to which trains now run.

DREDGING MACHINES AND SCOWS

FOR SALE.

One (Osgood Pattern) Second Hand. Price $10,000.

One, Almost New. Price $22 000.

Two Large Dumping Scows, $3,500 Each.

Apply to

A W. LADD,

5 and 7 Dey Street.

The Self-Lighting Kerosene Lamp!

LIGHTS YOUR LAMP IN AN INSTANT!

No Removing the Chimney!

NO ELECTRICITY!

No Lucifer Matches!

Thousands View it with Perfect Admiration.

No more Houses, Stores or Railway Trains set afire by the Carelessness of Matches.

There are few inventions which spring into such sudden and universal popularity upon the first introduction as was achieved at once by this

Self-Lighting Lamp.



This valuable patent has nearly 17 years to run. You can at once see the advantage of owning and controlling the

EXCLUSIVE RIGHT OF MANUFACTURE

and sale of these goods in a single County in this densely populated State, or indeed any other State.

A SELF-LIGHTING KEROSENE LAMP!
A SELF-LIGHTING GAS ATTACHMENT!!
A SELF-LIGHTING HAND LANTERN!!!
A SELF-LIGHTING TORCH!!!!

We feel confident in our ability to offer to enterprising men of moderate capital, in the purchase of Territory, such inducements that they will have no cause to doubt the results.

IT SELLS AT SIGHT EVERYWHERE.

Just the thing long needed for **Railroad Cars** and Officials, **Depots, Stores, Dwelling Houses** and **Factories.** Every such place will have them at once.

Thousands of these Self-Lighting Burners have been sold during the past season in the New England States alone. What better proof need we ask for its merit and growing popularity?

WE ASSERT WITHOUT HESITATION

They are the best selling and most money-making inventions ever put on this or any other market for sale.

The price is within the reach of all. We have goods now ready for delivery, and any man can commence today to make a small fortune in the sale of these goods alone.

Call and see it in practical operation.

Or enclose one dollar for a sample Burner.

One dollar for Gas Attachment.

Two dollars for a Torch, two dollars and a half for a Self Lighting Lamp, and they will be sent with our terms for territory to any part of the country.

OFFICE AND SALESROOM OF

"The Universal Self-Lighting Lamp Co."

No. 563 Broadway, New York.

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	103½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	100½
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1890	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	92
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	43½
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	...
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	59
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(285 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R.R.)gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	857,250	6	Jan. & July.	Baltimore.	1875	100
Loan of 1850-'80	579,500	6	" "	"	1880	99½
Loan of 1853-'95	1,710,500	6	April & Oct.	"	1885	100½
Loan of 1855-'90 (Balt.) skg fd.	3,461,146	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,620,320	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,498,016	6	" "	"	1902	....
3d Mort. (N.W. Va. R.R.) assumed	140,000	6	Jan. & July.	Baltimore.	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by S. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	97
Beloit and Madison (C. & N.W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A. Co. and Penn. R.R. Co.)	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (guar. by C. & A. Co. and Penn. R.R. Co.)	499,500	6	March & Sept.	Princeton.	1886	84
3d Mortgage (guar. by C. & A. Co. and Penn. R.R. Co.)	745,000	6	Feb. & Aug.	"	1887	83½
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	80½
1st Mortgage (Equalization)	248,000	7	" "	"	1889	89
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	91½
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	98
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1895	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	660,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	30
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	45
Mass. 1st(sec'd by $1,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct	Boston.	1879	95
Bonds of 1872 for $1,000,000	666,000	7	" "	"	1892	102

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1898	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	90
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	63
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	99
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	98½
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,849	8	" "	"	1899	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	100
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1894	50
Cairo and Fulton (Arkansas):						
1st Mort. (R.R.& lands) S.F. gold	8,000,000	7*	Jan. & July.	New York.	1891	85
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	98½
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	99
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	67½
Carthage & Burlington (C.B & Q.):						
1st Mortgage guar. and tax free.	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	100½
Chattel Mortgage	158,350	5	" "	"	'80-'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	83
Cedar Rapids & Mo. Riv. (C & N W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	53
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	57½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	52½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1896	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	46
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1991	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	5,000,000	7	" "	" "	1902	102½
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	106½
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	99
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95-'99	94½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	100
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	100
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'63-'92	....
1st Mort. (S. Fr., Okld & Ala.)	500,000	6*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	58
1st Mort. (Va. Con.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	73½
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75-'80	....
Chester Creek:						
1st Mortgage guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1906	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	600,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	104
1st Mortgage	2,408,000	7	Jan. & July.	" "	1893	105
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	100
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (") "	188,600	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,892,000	8	Jan. & July.	New York.	1883	110
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	650,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,953,225	7	Jan. & July.	Boston.	1896	96½
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	98½
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	98½
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	99½
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	99½
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	97½
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	37½
Chicago and Illinois Southern:						
1st Mortgage for $10,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	92½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C&NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	100
Funded coupons (193 m.)	750,000	7	May & Nov.	" "	1885	99
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	101
Appleton Ext. (23 m.& 76,000 ac.)	174,000	7	" "	" "	1885	89
Green Bay Ext. (26m & 76,000 a.)	284 000	7	" "	" "	1885	89
Equipm't (Engs.& Cars $406,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,775,000	7	Feb. & Aug.	" "	1882	102½
2d Mort. (Gal. & Chic. 248 m.)	938,000	7	May & Nov.	" "	1875	100
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	129,500	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	331,000	7	March & Sept.	" "	1898	93
Consol. skg fund (C.& N.W.R'y	2,105,000	7	F. M. A. & N.	" "	1915	92½
Consol. gold bonds for $18,000,000	4,534,000	7*	June & Dec	" "	1902	88½
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil. R.R.) guar.	589,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	9 500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.) guar	1,141,000	7	Jan. & July.	" "	1898	94
1st Mort. (Bel.& Mad. R.R.) guar.	306,000	7	"	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000pm	1,350,000	8	May & Nov.	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $3,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah(C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C., R.I.& Pac.)	8,600,000	7	" "	" "	1896	105
Chi. & Southwes'n(C.,R.I.& Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.& C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1863	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	793,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	82½
Cin. & Martinsville(I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July	New York.	1896	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	1907	70
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	71½
1st Mort. (San., Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	76½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	84½
Cincinnati and Springfield:						
1st Mortgage for $2,000 000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1821	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	103½
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73 '84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July	" "	1895	....
Clev. & Mahoning(A.& Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	101
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July	" "	1892	90
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	98
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	87
2d Mortgage Consol. skg fund	3,670,900	7	Feb. & Aug.	" "	1909	66
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	98
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A BCD & E $200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1,2,3,4.	89
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1869	....
Cowanesque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	61,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York.	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	104½
2d Mort. (Del., Lack. & Wtn.)	1,633,000	7	March & Sept.	" "	1881	104
Convertible b'ds(Del.Lack.& W.)	5,000,000	7	June & Dec.	" "	1892	104½
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	...
Detroit, Mon. & Tol. (L.Sh.& M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	18
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	94½
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia(E.T.V.&G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., sks fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	90
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	99
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	March & Sept.	"	1882	94
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	99½
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	60
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	104
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	100
3d Mortgage	4,582,000	7	" "	" "	1883	99½
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	100½
5th Mortgage convertible	709,500	7	June & Dec.	" "	1888	96½
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,900,000) conv.	4,437,470	6*	March & Sept.	London.	1875	....
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	NY& London.	1920	....
Convertible bonds	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1893	....
Equipmen Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 50, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line)sks fund	1,604,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease, S.F. 25 000 p. a.)	476,000	10	May & Nov.	" "	1885	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	New York.	1899	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov.	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800.000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	Jan & July.	"	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	90
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	102½
2d Mortgage	948,000	7	May & Nov.	" "	1875	100
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort' not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1896	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	96½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838,385.	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,428,546	7	Jan. & July.	New York	'81-'86	60
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1890	....
Hannibal and Naples(T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	80
2d Mortgage	425,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	91
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(232m)	53,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.		1874	...
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	81
1st Mort. (Q. & Palm.R.R. 15 m)	300,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City& Cam.R R55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	98
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)sks fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)sks f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	109,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. sks fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	106
3d Mortgage	180,000	7	May & Nov.	" "	1875	102
Hudson Connecting (N Y&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	104½
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	95
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	66
Illinois Central:						
Construction bonds, cur. sks f'd.	2,742,000	7	April & Oct.	New York.	1875	103
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1900	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1900	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, sks. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,599,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(" ")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,600,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	81
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	91
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	96½
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,496,000	8	Jan. & July.	New York.	1886	99½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	98½
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1852	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	104½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1835	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	53
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	37
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.& M.So.	840,000	8	Jan. & July.	New York.	1868	96½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	90
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	560,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1873	....
1st Mort.(St Jo.& CB.78 m)ex.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gold	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	667,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (L.L.& G.):						
1st Mortgage guar. by Leasees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	60
1st Mort. (2d Div. 253.94 m.)gold	4,068,000	6*	June & Dec.	" "	1896	60
1st M.(3d D.244.66m.& 3,000,000a)	6,455,000	7*	May & Nov.	N. Y., L. & F.	1899	....
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,521,000	7*	Jan. & July.	N. Y., L. & F.	1895	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	300,000	7	May & Nov.	N. Y. & St. Lo.	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,274,250	7	March & Sept.		1916	....
Kent County (Del.):						
1st Mortgage for $300,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C. & Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.R.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	98½
Lackawanna & Bloomsb(D.L.&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
3d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N. W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,200,000	7*	Feb. & Aug.	New York.	1891	75
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N Y B'n.& Ph.	1899	50
2d Mort. gold tax free and conv.	830,000	7	April & Oct.	"	1909	....
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,132,000	7	J. A. J. & O.	" "	1900	97
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1900	97
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	" "	" "	1899	98
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	100
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	99
Sky Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1895	100
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	101
1st Mort. May 1, 1855 M. S. & N.I.	5,256,080	7	May & Nov.	" "	1885	105
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	101
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	95
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	98
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	90
1st Mort. Oct. 1, 1867 (Sch.& Th.R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. All.& Gr.R.)	840,000	8	" "	" "	1868	96½
1st Mort. July 1, 1863 (J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia	1896	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. sky fund conv., gold	5,000,000	10	Jan. & July	N. Y. & Bost.	1900	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	.....	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	100½
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	103½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	8	June & Dec.	New York.	1809	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	99½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	98½
1st Mortgage (Extension)	175,600	7	Feb. & Aug.	" "	1880	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1890	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	854,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'83	....
Consol. M. for $6,000,000(302 m.)	6,647,000	7	April & Oct.	" "	1898	92
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.		1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,380	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	87½
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	280,000	6	" "	"	1878	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	800,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	102½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	92½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	78½
1st Mort. (Scioto & H. Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	81½
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1880	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.) $15,000pm.	.....	8	Jan. & July.	Boston.	1890	101½
Michigan Central:						
1st Mortgage, convertible	356,060	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	109
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	98½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	103
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	94½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (" ") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv. & W.Gap(E)						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1890	....
Milwaukee and St. Paul:						
1st Mortgage	5,514,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	81½
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,808,000	7	Jan. & July.	" "	1897	81
1st Mortgage (Minn. Cent.)	192,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	82
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1893	107
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1893	95½
Milwaukee City Loan	233,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Win.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	146,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $13,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, akg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	1899	19½
1st Mort. Land Grant gold	1,000,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000 p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	...
Consolidated Mort. Sept. of 1866	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) akg fund	4,250,000	6*	Jan. & July.	New York.	1890	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, akg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land akg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1890	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept	New York.	1898	...
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	...
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	106½
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	100
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	102
Consolidation bonds of 1871	2,000,000	7	Feb. & Aug	" "	1889	95½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.&Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	85
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1867	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.):						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	500,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1893	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1893	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfield bonds	2,000,000	7	" "	" "	1891	....
New Jersey Sea United Compan'a						
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	...
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	43
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1891	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1886	....
1st Mortgage	200,000	7	Jan. & July.	" "	1889	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N Oto T 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La.	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1880	...
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	95½
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	102
Bonds for B.& N. R't.(")	76,000	6	May & Nov.	" "	1883	90
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	91
Bonds for real estate (")	162,000	6	" "	" "	1883	91
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	95
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	...
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1886	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C & H)	1,960,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	....
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1903	90
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	108,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1869	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	101
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1868	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1890	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1900	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	197,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1896	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1860	620,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1860	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225 000	6	Jan. & July.	Philadelphia.	1885	99½
2d Mortgage	5,000,000	7	May & Nov.	"	1896	102½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
North Shore (L. I.)						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1867	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	91
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	90
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	95
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	91½
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1889	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	$0,000pm	7.3	Jan. & July.	New York.	1900	84¼
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	93
Equipment Mortgage	200,000	8	" "	"	1879	93
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage	6,694,000	7	Jan. & July.	New York.	1898	92
Consolidated 1st Mortgage, stg..		7*	" "	London.	1898	....
Consolidated 2d Mortgage	3,529,000	7	April & Oct.	New York.	1911	81
2d Mortgage, (W. Div.)	433,000	7	Jan. & July.	" "	1874	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bond	50,000	7	May & Nov.	" "	1883	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	71
1st Mortgage (War. & Pkln)	590,000	7	April & Oct.	"	1882	83
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	64
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	99
Plain Bonds	485,000	6	April & Oct.	"	1875	95
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	104¼
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1900	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	88
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	79¼
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	82
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	75
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	90½
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1886	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	99½
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.:)						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	73½
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	72
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1886	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,505,000.	1,071,000	7*	Feb. & Aug.	New York.	1893	....
Panama:						
1st Mortgage, stg £19,350	96,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,900.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	1*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW & W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.R.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,500,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Phg)	4,970,000	7	Jan. & July.	Philadelphia.	1880	100½
2d Mortgage (")	2,588,600	6	April & Oct.	"	1873	102
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	19,490,700	6	J. A. J. & O.	Philadelphia.	1910	90½
State lien for $17,500,000, skg f'd	5,854,700	5	April & Oct.	Harrisburg.	'73-'90	....
Pennsylvania Coal:						
1st Mortgage	542,800	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	340,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	102½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	103
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	94
2d Mortgage(" ")	3,000,000	7	Jan. & July.	"	1888	87
Gen'l M. for $20,000,000, gold str.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	84½
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	150,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 45 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,138,900	6	Jan. & July.	Philadelphia.	1893	80
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv.	86,500	6	" "	"	1886	....
Mort. Loans of 1843-44-45 & 49.	1,521,000	6	" "	"	1880	101
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	105
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	5*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	103
	Dollar registered	3,414,000	7	" "	"	1911	105½
	Gold or stg coup.	7,099,000	6*	" "	Phil. or Lond.	1911	98
	Gold or stg reg..	663,000	6*	" "	" "	1911	97½
	Dollar coupon	332,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv.		6,600,985	7	Jan. & July.	"	1893	104½
New Improvement Mort. loan..		6,631,615	6*	April & Oct.	Phila.or Lond.	1897	...
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible		845,600	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866		400,000	6	April & Oct.	"	1876	95
Loan of 1867		1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed		330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.		6,212,000	7	Feb. & Aug.	Philadelphia.	1900	68
1st Mort. (Steub. & Ind.) conv..		3,000,000	6	monthly.	New York.	1884	72
1st Mort.(Ct.& New'k 33m)conv		775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free...		4,000,000	7	Jan. & July.	Baltimore.	1898	89
2d Mort. (Balt. Loan) of 1866..		1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)		400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)		875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)		875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)		875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)		875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)		875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)		875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)		880,000	7	Jan. & July.	" "	1913	101½
2d Mortgage (Series H)		880,000	7	Feb. & Aug.	" "	1913	....
2d Mortgage (Series I)		880,000	7	March & Sept.	" "	1913	....
2d Mortgage (Series K)		880,000	7	April & Oct.	" "	1913	....
2d Mortgage (Series L)		880,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)		880,000	7	June & Dec.	" "	1912	....
3d Mortgage		2,000,000	7	April & Oct.	" "	1912	94½
Bridge (O. & P. R. R.) bonds...		153,000	7	May & Nov.	" "	1876	....
Construction bonds of Jan. 1,'70		100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:							
1st Mortgage for $3,000,000		.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:							
1st Mortgage gold, for $1,500,000		.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):							
1st Mort. (Maine Section) gold..		800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000		.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):							
1st Mortgage gold, for $2,800,000		.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:							
1st Mortgage of 1863		250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:							
1st Mort.(Portland Loan)skg f'd		700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)		350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000		.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):							
1st Mortgage gold, skg f'd		1,500,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.		1,000,000	7*	" "	"	1899	....
Pougkeepsie and Eastern:							
1st Mort. gold, conv. & tax free..		800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:							
1st Mortgage		300,000	6	Jan. & July.	Providence.	18	....
Quincy, Alton and St. Louis:							
1st Mortgage gold		650,000	7*	May & Nov.	Philadelphia.	1893	....
Quincy and Toledo (T., W.& W.):							
1st Mortgage, guaranteed		500,000	7	May & Nov.	New York.	1890	80
Quincy & Warsaw (C. B. & Q.):							
1st Mortgage, guaranteed		800,000	8	Jan. & July.	Boston.	1890	99½
Reading and Columbia (P.& R):							
1st Mortgage, guaranteed		650,000	7	March & Sept.	New York.	1893	....
2d Mortgage, guaranteed		350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:							
1st Mortgage		150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage		300,000	7	" "	"	1880	....
3d Mortgage		150,000	7	" "	"	1887	....
1st Mortgage (Bars. & Whitch.)		400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)		500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)....		125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:							
Virginia State Loan, skg fund..		600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds		147,800	6	" "	"	1875	....
Consolidated Mortgage		1,722,000	6	May & Nov.	New York.	'78-'96	70
Rich., Fredericksburg & Potomac							
Sterling Loan		87,777	6*	Jan. & July.	London.	1875	....
Dollar Loan		296,500	6	" "	Richmond.	1881	....
Dollar Loan		172,800	7	" "	"	1875	....
Richmond and Petersburg:							
1st Mortgage		180,500	7	June & Dec.	Richmond.	1876	....
1st Mortgage		175,000	8	April & Oct.		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$2,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund...	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.,	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	72½
Equipment Mortgage	500,000	8	March & Sept.	"	1880	80
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	16,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	93
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	...
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	86½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	75
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	96
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	96½
2d Mortgage May 1, 1868 guar..	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	82
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,000,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,000,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands..	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands..	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000.....	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1879	92½
Salem and Lowell (B. & L.):						
1st Mortgage.....	228,900	6	Feb. & Aug.	Boston.	1878	80½
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold.....	1,500,000	6*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1880	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds.....	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar...	152,800	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1899	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1900	100
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1899	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage.....	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	92
Sheboygan and Fond du Lac:						
1st Mortgage.....	720,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension.....	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.):						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold.....	600,000	7*	Jan. & July.	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold.....	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*.....	1,407,270	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds.....	192,508	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds.....	75,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds.....	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1883	....
2d Mortgage for $200,000.....	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold..	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,180,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	93
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	6	Jan. & July.	New York.	'84-'90	....
2d preferred bonds.....	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.....	1,560,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $23,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold.....	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.....	391,060	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv..	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed.....	198,270	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free.....	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1896	....
Sterling Mountain:						
1st Mortgage.....	250,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1896	....
Summit Branch:						
1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	60
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.....	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000.....	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie)						
1st Mortgage.....	1,000,000	7	.....	New York	....	....
Sussex (N. J.):						
1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L.&W):						
1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage.....	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage.....	243,000	7	May & Nov.	New York.	1875	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m....	1,800,000	7	June & Dec.	New York.	1891	85
1st Mortgage (W. Div.) 117 m..	1,800,000	7	Feb. & Aug.	" "	1896	83
2d Mortgage (W. Div.) 117 m..	1,300,000	7	April & Oct.	" "	1880	67
Equipment Mort. sinking fund..	96,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	....
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed.....	80,600	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar....	100,600	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	200,000	7	April & Oct.	" "	1886	....
3d Mortgage.....	650,000	7	May & Nov	" "	1876	....
Convertible Bonds.....	643,000	7	"	" "	1882	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	96
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M. (Gt. W. Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1893	92½
1st Mort. (Quincy & Tol. 34 m).	600,000	7	May & Nov.	" "	1890	88
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1892	90½
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T. Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	91
2d M. (Gt. W. Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	83½
Equipment (Tol. & Wab. 75m.).	600,000	7	" "	" "	1883	78
Consol. Mortgage (300 m.)	2,700,000	7	F. M. A. & N.	" "	1907	71
1st M. (Dec. & East St. L. 100m.)	2,700,000	7	" "	" "	1900	85½
Consol. 2d mort. (300 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland (R. & Sar.):						
1st Mortgage, guaranteed	800,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	160,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	86½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1899	80½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	88
Omaha Bridge B'ds, stg. £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M. K. & T.):						
1st Mortgage gold, skg fund	3,895,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville (O. C. & A. Riv.):						
1st Mortgage	800,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	100
Loan of 1875 (New Jersey Co.)	800,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883 (Camden & Amb'y)	1,700,000	6	" "	Philadelphia.	1883	90
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	87½
Consolidated (mort.) Loan of 1839	5,000,000	6	May & Nov.	Philadelphia.	1889	99
Sterling Loan £369,200	1,848,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "		1888	....
Bond to State of New J. (NJ Co)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer. (U. Co's)	500,000	7			....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y. & Utica.	1878	....
Utica, Chen. & Susq. Val. (D. & H. C):						
1st Mortgage	.....	7			....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	25
2d Mortgage consolidated	1,500,000	7	" "	"	1891	7
1st Mort. (Stan., Sheff. & Ch. R. R.)	443,800	7	Jan. & July.	"	1887	67½
Guar. Stock (Vt. & Ca. R. R.)	795,500	8	June & Dec.		....	80
Equipment Mortgage	1,000,000	6	May & Nov.		'76-'77	74
Equipment Mortgage	1,000,000	8	" "		1889	74
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee (A. M. & O.):						
1st Mortgage	494,000	6	Jan. & July.	N. Y. & Lynch.	1873	....
Enlarged Mortgage	990,000	6	" "	" "	1884	....
4th Mortgage	846,000	8	March & Sept.	" "	1900	82
Registered Certificates	123,298	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000 pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L. & W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin (O. C. & All R.):						
1st Mortgage, assumed	680,000	7	April & Oct.	Philadelphia.	1882	75
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7	April & Oct.	New York.	1891	....
Watertown & Rome (R. W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	104½
Western of Alabama.						
1st Mortgage (Western R. R.)	600,000	8	April & Oct.	New York.	1868	....
1st Mortgage (M. & W. Point R. R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	612,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	72½
1st Mort. endor. by Balt	200,000	6	" "	"	1890	95
2d Mort. " "	300,000	6	" "	"	1890	92
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	80½
2d Mortgage preferred	600,000	6	" "	"	1895	61
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	95½
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,736,000	6*	Jan. & July.	New York.	1899	87
Western Pennsylvania (Penn.):						
1st Mortgage (main line 67 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M. & St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1936	....
West Jersey:						
Loan of Mar. 1, 1853, gr. by C. & A.	400,000	6	March & Sept.	Camden.	1888	82½
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	95½
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	104½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N. Y. or Lond.	1896	84½
Whitehall & Plattsburg (M. & P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	65
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	6	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	86
2d Mortgage coupon or regis	723,600	7	Jan. & July.	"	1902	79
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1861	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,760,000	7	Jan. & July.	New York.	1890	80
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G. gold S. F. $25,000 pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	87
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,099,500	6	Jan. & July.	Baltimore.	1885	107
Delaware Division (L. C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	80
Delaware and Hudson:						
1st Mortgage (1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
registered (2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1884	104
registered (3d series, Jan. 1, 1871.	5,000,000	7	" "	" "	1891	100
Delaware & Raritan Sec U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	95
Mortgage Loan reg	2,000,000	6	F. M. A. & N.	"	1897	95½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	96½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	96
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	87
Monongahela Navigation:						
1st Mortgage	105,000	6	Jan. & July.	New York.	1887	....
Morris (and Essex):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	98
2d Mortgage	285,000	6	" "	"	1876	96
Boat Loan, sinking fund	236,965	7	" "	"	1885	90
Preferred Stock Dividend Scrip.	108,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1867	66
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation (Ph. & Rdg:						
1st Mortgage	1,748,057	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1883	77½
Plain Bonds	88,222	6	" "	"	1876	75
Improvement bonds	260,000	6	May & Nov.	"	1870	75
Boat and Car Loan	756,650	6	" "	"	1888	72
Boat and Car Loan	628,100	7	" "	"	1880	90
Coupon Bonds	1,079,000	6	Jan. & July.	"	1885	74
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	72
2d Mortgage	700,000	6	" "	"	1886	....
3d Mortgage stg	874,000	6*	" "	London.	1872	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1873	....
3d Mortgage	298,000	6	May & Nov.	"	1900	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*), occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years running.	Railroad. M. in Line.	Branch Line.	Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30, 1872	60.2	—	2.1	181.0	3	4	3	106	Adirondac.....New York.	2,728,692	*	.....	7,000,000	3,763,000	930,000	1,963,756	—	60.2	.....	.....	.....	160,425	.....	—	100	.....
May 31, 1872	296.0	—	14.8	—	20	20	8	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central †.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	—	—	92.8	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	142.0	—	87.1	—	21	24	12	749	Albany and Susq. (D. & H.)...New York.	7,468,572	*	.....	.....	5,000,000	4,467,000	.....	.....	164.0	(Del. &	Hud. Canal	Co.)	1,841,228	423,821	7	100	95
Sept. 30, 1872	51.0	—	2.0	—	3	4	1	21	Alexandria and Fredericksburg †.....Va.	2,500,000	*	.....	.....	.....	1,000,000	.....	.....	51.0	.....	.....	.....	.....	.....	—	100	.....
Jan. 31, 1873	132.0	—	44.9	112.0	.....	.....	.....	.....	Allegheny Valley.....Pennsylvania.	13,200,000	*	.....	.....	2,256,900	12,389,000	.....	.....	132.0	.....	.....	.....	2,239,158	960,684	—	50	.....
Nov. 30, 1872	35.8	—	1.6	—	—	—	—	—	Allentown.....Pennsylvania.	1,147,225	—	.....	.....	567,544	—	579,681	—	35.8	.....	(Phila. & R	eading R.	R.)	.....	.....	—	50	.....
Dec. 31, 1872	20.5	—	2.0	—	5	10	2	43	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	360,000	—	.....	95,000	20.5	.....	.....	.....	.....	.....	—	50	.....
Dec. 31, 1872	67.0	—	2.8	28.0	—	—	—	—	Arkansas Central (3 ft.) †.....Arkansas.	.....	—	.....	.....	.....	15,000pm	.....	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Mar. 31, 1873	23.6	—	1.9	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Nov. 30, 1872	465.0	—	23.8	200.0	.....	.....	.....	.....	Atchison, Topeka & Santa Fe....Kansas.	20,000,000	*	.....	.....	8,015,000	10,584,500	570,000	—	.....	.....	.....	.....	.....	7,500	—	100	.....
Sept. 30, 1872	30.4	—	0.9	—	3	2	1	17	Athol and Enfield.....Massachusetts.	305,873	7,555	44,400	.....	520,000	293,400	44,605	3,814	30.4	(In prog	ress to N.	Mexico.)	.....	.....	—	100	.....
June 30, 1872	86.7	—	8.9	—	19	6	5	119	Atlanta and West Point.....Georgia.	1,200,129	*	.....	.....	1,232,200	22,000	.....	—	86.7	44,320	26,778	17,193	89,032	10,555	8	100	11½
Sept. 30, 1872	387.5	38.2	149.4	—	166	52	20	3,117	Atlantic and Great West. N.Y. Penn. & O.	30,992,240	*	.....	.....	24,000,000	56,992,240	.....	—	565.8	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	237.0	110.0	16.3	165.0	26	19	6	388	Atlantic and Gulf †.....Georgia.	7,592,288	*	162,387	.....	4,479,677	3,294,700	330,991	—	347.5	635,350	93,284	.....	6,451,229	855,670	—	100	.....
Sept. 30, 1872	408.0	20.0	31.0	100.0	78	29	18	832	Atlantic, Mississippi and Ohio....Virginia.	17,765,914	*	8,718,987	.....	6,921,900	14,889,843	.....	.....	428.0	1,427,688	232,575	530,583	1,969,063	784,328	—	100	.....
May 31, 1872	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina †.N. Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	.....	(No return	s furnished	ed.)	.....	.....	—	100	.....
Dec. 31, 1872	364.0	—	18.2	200.0	.....	.....	.....	.....	*Atlantic and Pacific* †.Missouri & Ind. Ter.	.....	*	.....	.....	15,000,000	12,500,000	.....	—	328.2	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,089	—	.....	.....	3,994,900	3,433,848	201,089	—	—	.....	.....	.....	.....	.....	—	100	.....
Nov. 30, 1872	55.0	—	2.7	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,082,200	*	.....	.....	733,700	129,000	.....	—	—	.....	.....	.....	.....	73,000	4	100	.....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Genesee and Mount Morris..N. Y.	245,000	*	.....	.....	194,250	20,000	20,000	—	19.1	21,302	43,209	4,901	83,299	6,001	7	100	.....
Nov. 30, 1872	57.7	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	—	52.2	.....	(Leased to	Pennsylv	ania.)	.....	.....	—	100	.....
Sept. 30, 1872	379.6	—	502.7	—	383	205	52	7,904	Baltimore and Ohio †.....Md. & W. Va.	31,170,756	7,995,856	13,423,332	3,424,536	16,704,762	12,466,639	700,873	26,152,269	454.6	9,172,997	.....	.....	10,664,472	4,532,072	8	100	172
Sept. 30, 1872	30.0	—	39.9	—	—	—	—	—	Washington Branch †.....Maryland.	1,650,000	—	—	642,300	1,650,000	20,000	—	622,300	30.0	476,800	.....	.....	480,645	385,735	10	100	160
Sept. 30, 1872	103.5	—	21.8	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	10,000,000	—	—	—	5,680,685	893,500	—	—	103.5	1,003,407	.....	.....	826,803	114,541	—	100	11
Dec. 31, 1872	32.0	—	3.2	89.0	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	3,000,000	.....	—	32.2	(Opened	to Washi	ington, May	1, 1872.)	.....	.....	—	100	7
Dec. 31, 1872	33.4	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	.....	.....	650,000	250,000	.....	—	—	(Operat	ed by Ma	ine Centr	al.)	36,000	—	50	.....
Dec. 31, 1872	67.0	—	6.7	—	30	21	8	967	Belvidere Delaware.....New Jersey.	3,876,842	*	.....	.....	995,300	2,244,500	1,228,128	—	67.0	.....	.....	.....	835,380	218,608	—	100	.....
Sept. 30, 1872	22.0	—	2.0	—	—	—	—	—	Berkshire.....Mass.	600,000	—	8,000	—	600,000	—	—	—	22.0	58,408	50,192	174,297	120,291	42,045	7	100	72½
Sept. 30, 1872	15.6	—	5.7	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	.....	.....	468,000	—	—	—	—	.....	.....	.....	.....	.....	5	100	.....
Sept. 30, 1872	201.6	46.0	316.8	—	206	181	46	4,118	Boston and Albany.....Mass. & N. York.	19,890,414	4,411,388	1,071,646	2,106,488	19,664,100	3,037,000	546,724	4,237,012	268.3	4,883,071	5,247,576	2,732,907	9,259,599	2,362,616	10	100	140
Sept. 30, 1872	25.2	—	2.0	0.8	4	4	2	50	Boston, Barre and Gardner.....Mass.	763,114	104,775	30,324	4,023	736,240	—	153,849	12,147	28.0	82,064	85,157	17,499	69,356	7,550	—	100	.....
Sept. 30, 1872	42.9	—	9.0	—	21	22	12	434	Boston, Clinton and Fitchburg.....Mass.	1,430,328	646,052	110,250	95,786	872,000	1,250,000	62,586	97,180	90.2	441,745	467,966	317,043	576,413	192,795	—	100	.....
Mar. 31, 1873	93.5	—	12.8	—	22	24	19	478	Boston, Concord and Montreal.....N. H.	2,850,000	*	218,300	327,759	1,800,000	1,050,000	29,603	516,456	139.0	.....	171,511	92,186	670,349	131,715	6p	100	.....
Sept. 30, 1872	26.8	16.0	45.8	—	37	46	20	940	Boston and Lowell.....Mass.	2,469,955	252,345	2,565,759	253,142	2,852,900	1,771,024	542,860	374,417	71.8	741,981	1,949,688	620,063	1,293,969	241,016	5	500	1044
Sept. 30, 1872	80.3	8.5	84.9	38.0	61	102	28	975	Boston and Maine.....Mass., N. H. & Me.	6,728,332	1,144,587	775,992	325,480	6,816,834	—	1,341,862	1,016,686	158.8	1,215,998	4,135,469	520,722	2,004,672	504,116	10	100	109
Sept. 30, 1872	44.0	14.5	65.0	—	38	67	11	482	Boston and Providence.....Mass. & R. I.	3,891,138	207,400	573,542	253,320	3,950,000	—	356,478	427,922	66.5	239,132	762,246	765,733	1,716,399	465,347	10	100	149
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa.....Canada.	2,647,004	*	.....	.....	424,704	1,657,200	.....	—	85.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	171	Brunswick and Albany†.....Georgia.	10,548,000	*	.....	.....	4,893,000	5,650,000	350,000	—	—	(Com	pany in ba	nkruptcy.	)	.....	—	100	.....
Sept. 30, 1872	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	—	.....	.....	2,286,000	583,500	.....	—	—	(Erie	Railway	Co.)	.....	40,600	—	100	.....
Sept. 30, 1872	43.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.... N. Y. & Penn.	1,546,930	*	.....	.....	428,717	700,000	548,229	—	43.2	.....	.....	.....	228,099	.....	—	100	.....
Sept. 30, 1872	142.0	—	12.7	—	—	—	—	—	Buffalo, New York & Erie...N.Y. & Penn.	3,339,000	—	.....	.....	950,000	2,380,000	.....	—	—	(Erie	Railway	Co.)	.....	233,100	7	500	.....
Sept. 30, 1872	117.0	—	5.9	—	.....	.....	.....	.....	Buff., New York and Phila. N.Y. & Penn.	3,064,271	*	.....	.....	1,600,707	1,876,800	430,605	—	58.0	(Opened	to Empor	ium, Pa.)	139,145	17,300	—	100	.....
Dec. 31, 1872	219.0	79.0	14.0	—	24	16	7	525	Burl., Cedar Rapids and Minnesota. Iowa.	7,600,000	*	.....	.....	5,400,000	2,200,000	.....	—	332.0	.....	.....	.....	995,129	283,802	—	100	.....
Dec. 31, 1872	120.0	—	6.0	100.0	.....	.....	.....	.....	Burlington and Southwestern. Iowa & Mo.	3,000,000	*	.....	.....	1,200,000	1,750,000	.....	—	.....	(In progr	ess.)	.....	.....	.....	—	100	.....
Feb. 28, 1873	158.0	—	....	143.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	10,000,000	—	.....	.....	12,000,000	8,000,000	.....	—	....	(Compl	eted to Mo.	Line May,	1873.)	.....	—	100	.....
Dec. 31, 1872	160.0	—	8.0	—	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	—	.....	.....	4,000,000	3,500,000	.....	—	160.0	(Recently	completed	.)	.....	.....	—	100	.....
Dec. 31, 1872	61.2	—	92.9	—	—	—	—	—	Camden and Amboy.....New Jersey.	9,456,328	—	.....	.....	5,847,800	—	.....	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	10	100	.....
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	100	Camden and Atlantic.....New Jersey.	1,790,623	376,195	138,364	32,388	1,216,870	1,058,400	54,907	9,384	67.0	213,639	417,186	69,824	467,036	212,119	3p	50	60
Dec. 31, 1872	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co...New Jersey.	715,362	—	.....	.....	382,925	338,000	44,437	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	6	100	.....
Dec. 31, 1872	28.5	—	4.8	81.0	.....	.....	.....	.....	Canada Central.....Canada.	655,156	*	—	5,888	.....	683,467	3,776	3,800	28.5	.....	.....	.....	.....	.....	—	100	.....
Jan. 31, 1873	229.0	63.0	29.2	—	.....	.....	.....	.....	Canada Southern.....Canada.	.....	.....	.....	.....	8,000,000	8,760,000	.....	—	.....	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	71.6	22.4	7.8	18.0	10	23	12	160	Cape Cod.....Mass.	1,245,594	237,393	46,392	16,547	1,022,330	349,000	132,501	43,985	94.0	210,684	(Recently	completed	.)	.....	.....	—	100	.....
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2	—	31	Carbondale and Shawneetown....Illinois.	562,650	*	.....	.....	355,500	200,000	7,150	—	18.0	(Opened	Dec. 30, 1	871.)	.....	.....	—	100	.....
Sept. 30, 1872	18.0	—	0.5	10.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	561,139	*	.....	.....	455,433	150,000	.....	—	18.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	20.0	4.0	8.0	—	6	3	2	517	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	426,000	.....	.....	—	24.0	.....	.....	.....	.....	.....	—	100	.....
Oct. 31, 1872	94.0	4.5	8.0	—	21	9	5	602	Catawissa.....Penn.	6,098,850	*	.....	.....	4,359,500	1,739,350	.....	—	—	.....	.....	.....	.....	.....	6	25	.....
Sept. 30, 1872	14.8	—	1.3	—	2	2	2	14	Cazenovia and Canastota.....New York.	538,006	*	.....	.....	294,529	250,000	29,250	—	14.8	(Leased	Nov. '72 to	Ph. & Rdg.	)	572,104	183,169	7 p.	50	35
Dec. 31, 1872	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	—	—	(Illinois	Central.)	.....	25,895	4,391	—	100	.....
Dec. 31, 1872	271.6	24	22.1	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,233,000	—	.....	.....	7,619,000	3,614,000	.....	—	—	(Chic. &	North We	stern R. R.	)	128,646	113,400	—	100	.....
Dec. 31, 1872	100.0	—	15.0	250.0	6	6	3	131	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	101.0	(No re	turns furn	ished.)	.....	.....	.....	—	100	.....
Nov. 30, 1872	192.0	—	29.7	—	53	44	27	792	Central of Georgia.....Georgia.	5,000,000	*	1,628,457	1,022,692	8,000,000	1,389,000	241,663	—	284.0	.....	169,119	.....	.....	.....	—	100	.....
Dec. 31, 1872	202.0	—	16.6	24.0	22	8	6	301	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	—	202.0	.....	.....	.....	1,656,154	689,308	10	100	.....
Sept. 30, 1872	22.0	4.0	8.9	—	3	7	—	22	Central of Long Island.....New York.	1,459,616	—	.....	.....	297,800	687,000	479,598	—	—	(Flushi	ng & N. S	ide R. R.)	.....	.....	—	100	.....
Dec. 31, 1872	74.0	4.7	211.8	—	227	128	47	9,082	Central of New Jersey.....New Jersey.	12,424,935	7,882,225	7,649,492	4,810,442	20,000,000	9,209,000	3,068,154	—	291.0	4,889,891	4,478,513	1,490,689	7,120,718	1,957,538	10	100	107½
Dec. 31, 1872	187.0	—	31.2	—	40	28	24	787	Central Ohio.....Ohio.	5,499,999	*	.....	.....	2,845,500	2,500,000	.....	—	187.0	.....	.....	.....	989,327	170,721	6	50	36
Dec. 31, 1872	883.0	339.0	110.4	600.0	187	168	40	3,307	*Central Pacific* †.....Cal. Nev. & Utah.	130,485,693	5,622,693	5,458,198	2,513,287	54,283,190	81,939,680	422,041	7,433,990	1,158.0	.....	588,533	746,153	11,963,641	6,952,362	—	100	72
Dec. 31, 1872	194.6	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta....S.Car.	5,512,000	*	256,000	.....	2,578,000	3,100,000	.....	—	194.6	.....	.....	.....	.....	.....	—	.....	.....
Dec. 31, 1872	22.8	—	5.0	—	—	—	—	—	Chartiers.....Pennsylvania.	1,127,313	—	—	13,897	628,060	500,000	3,150	—	22.8	39,140	.....	.....	662,107	439,718	—	100	.....
Sept. 30, 1872	428.0	—	42.8	72.0	46	27	18	761	Chesapeake and Ohio.....Va. & W. Va.	26,542,490	*	789,785	2,836,883	13,398,407	18,624,953	3,387,461	—	227.0	511,475	141,873	116,472	777,632	283,687	—	50	.....
Jun. 30, 1872	40.7	0.8	2.0	—	2	.....	.....	.....	Chester and Tamaroa.....Illinois.	1,690,000	*	.....	.....	1,000,000	660,000	30,000	—	41.5	(Opened	March 187	2.)	.....	.....	—	100	.....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. & E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1872	205.0	98.0	33.7	55.0	33	36	8	607	*Flint and Pere Marquette*.....Michigan.	8,765,602	1,185,131	694,565	384,284	3,297,300	6 389,000	1,048,609	1,244,673	233.1	888,227	509,975	344,559	1,133,612	455,118	—	100	...
Sept. 30, 1872	11.8	6.3	5.3	16.2	5	19	5	8	Flushing and North Side.....New York.	952,158	284,371	.....	.....	281,010	1,281,200	81,027	.....	18.1	176,515	1,256,278	.....	281,844	86,495	—	100	...
Sept. 30, 1872	10.0	—	1.0	—	3	2	1	10	Fonda, Johnstown and Gloversville..N. Y.	493,732	*	.....	.....	300,000	300,000	41,382	.....	10.0	35,056	99,890	25,897	78,023	38,198	—	100	...
Dec. 31, 1872	100.0	—	5.2	—	8	6	3	227	Ft. Wayne, Jack. & Saginaw..Ind. & Mich.	3,000,000	313,000	25,000	.....	1,050,000	2,000,000	.....	.....	100.0	.....	.....	.....	260,647	123,591	—	100	...
Jun. 30, 1872	109.0	—	2.7	—					Ft. Wayne, Muncie and Cin.....Indiana.	(Sold J	anuary	1, 1872.)	.....	1,000,000	2,300,000	.....	.....	109.0	.....	.....	.....	224,815	28,574	—	100	...
Sept. 30, 1872	26.0	—	3.3	—	3	1	—	90	Framingham and Lowell.....Mass.	1,021,792	182,062	.....	58,170	499,396	650,000	112,698	30	.....	(Boston,	Clinton &	Fitch'b'g.)	21,580	21,580	—	100	40½
Dec. 31, 1872	11.5	—	1.3	—	2	2	—	21	Freehold and Jamesburg.....N. Jersey.	283,745	.....	.....	.....	288,74[illegible]	.....	.....	.....	22.0	67,460	171,400	43,411	57,773	14,152	—	100	...
Feb. 28, 1873	85.6	—	9.0	150.0	9	6	4	126	Galv., Harrisburg & San Antonio..Texas.	2,255,402	287,906	.....	61,080	2,051,468	552,840	.....	.....	85.0	36,210	8,864	27,637	160,424	93,422	—	100	...
Dec. 31, 1872	50.0	—	10.0	—	15	9	4	284	Galveston, Houston & Henderson..Texas.	2,522,063	398,639	234,423	14,796	1,000,000	1,500,000	360,653	311,091	50.0	198,167	86,845	179,666	751,054	366,017	—	100	...
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Georgia.	4,156,000	*	1,355,369	415,005	4,200,000	676,500	137,240	853,238	232.0	1,103,551	.....	.....	1,023,454	490,196	8	100	...
Jun. 30, 1872	111.0	—	5.5	—	8	4	4	302	Gilman, Clinton & Springfield.....Illinois.	4,000,000	*	.....	.....	2,000,000	2,000,000	.....	.....	111.0	87,808	.....	67,361	156,750	33,525	—	100	...
Sept. 30, 1872	11.6	—	0.3	3.1					Goshen and Deckertown .....New York.	290,901	.....	.....	.....	105,000	246,500	8,000	.....	.....	(Leased	to Erie)	.....	21,500	21,500	5	100	...
Dec. 31, 1872	263.7	28.0	13.2	35.0	34	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	4,807,993	1,114,214	128,797	4,748,995	2,800,000	8,000,000	.....	.....	289.7	.....	491,910	311,670	949,781	506,940	—	100	...
Mar. 31, 1873	94.0	—	4.7	—					Grand River Valley.....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	.....	(Leased	by Michig	an Central	R. R. C	o.)	—	100	...
Dec. 31, 1872	857.0	52.0	871.0	—	361	260	80	4,656	Grand Trunk †.....Canada.	106,900,746	*	5,197,215	1,348 929	16,977,803	91,597,296	4,870,346	1,515	1,377.0	6,754,570	1,718,273	1,535,296	8,935,970	1,803,921	—	100	...
Jan. 31, 1873	329.0	216.0	102.0	—	177	146	39	3,186	Great Western †.....Canada.	33,941,675	*	.....	.....	24,167,4-7	10,816,000	.....	.....	569.0	4,416,442	.....	.....	5,732,870	2,989,050	6½	100	...
Sept. 30, 1872	8.0	—	0.5	—					Greene.....New York.	348,877	.....	.....	.....	200,000	.....	.....	.....	8.0	20,824	37,773	151,849	35,718	5,511	6	100	...
Feb. 28, 1873	151.0	—	5.0	49.0	9	5	3	300	Green Bay and Lake Pepin.....Wisconsin.	3,400,000	*	.....	.....	1,500,000	2,400,000	.....	.....	.....	.....	(Not r	egularly o	perated.)	.....	.....	—	100	...
Sept. 30, 1872	14.0	—	0.8	—					Greenwich and Johnsonville.....New York.	304,418	.....	.....	.....	130,098	185,500	11,086	.....	14.0	17,528	17,488	9,553	30,358	12,528	—	100	...
Mar. 31, 1873	66.0	—	4.0	180.0	7	3	1	72	Gulf, Western Texas and Pacific.†..Texas.	2,500,000	*	.....	.....	.....	1,386,000	.....	.....	.....	68,000	9,505	25,874	232,979	128,161	—	100	...
Dec. 31, 1872	4.9	0.8	0.3	—	2	0	3	6	Hackensack and New York..New Jersey.	191,246	*	.....	.....	.....	62,000	.....	.....	.....	(Leased	by Erie at	35 p. c. of	earnings.)	.....	.....	—	100	...
Dec. 31, 1872	28.0	—	1.4	—					Hackensack Extension.....New Jersey.	859,600	.....	.....	.....	560,000	299,600	.....	.....	.....	(Leased	by Erie at	35 p. c. of	earnings.)	.....	.....	—	100	...
Jun. 30, 1873	70.0	—	4.0	—					Hannibal and Central Missouri..Missouri.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	.....	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	...
Jun. 30, 1873	46.0	6.0	2.3	—					Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,000	675,000	.....	.....	.....	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	...
Aug. 31, 1872	206.0	68.5	27.7	22.0	79	61	62	1,442	*Hannibal and St. Joseph* †.....Missouri.	23,297,728	*	.....	.....	14,250,828	9,146,900	.....	.....	274.5	1,048,638	320,538	415,363	2,434,670	670,529	—	100	21½
Sept. 30, 1872	7.9	—	1.0	—	2	3	2	13	Hanover Branch.....Mass.	170,130	40,445	.....	21,126	128,550	.....	40,000	68,151	7.9	21,096	79,998	14,397	71,032	20,296	—	100	...
Oct. 31, 1872	12.2	—	0.9	—	6	5	2	30	Hanover Branch.....Penn.	201,372	68,000	.....	.....	116,850	.....	.....	.....	12.2	48,150	84,401	123 424	82,388	24,356	10	50	...
Sept 30, 1872	116.0	2.0	7.2	—	9	5	1	146	Harlem Extension.....New York.	3,000,000	*	.....	.....	4,000,000	4,000,000	40,509	.....	118.0	277,969	137,337	105,349	317,748	Loss.	—	100	...
Oct. 31, 1872	86.0	18.0	17.6	—					Harrisburg and Lancaster..Pennsylvania.	1,182,550	.....	.....	.....	1,182,550	780,000	.....	.....	54.0	(Leased	by Pennsy	lvania R.R.	Co.)	.....	7	50	102
Sept. 30, 1872	62.0	16.5	87.0	—	37	33	16	703	Hartford and New Haven..Conn. & Mass.	4,729,361	872,197	1,452,042	1,120,651	6,500,000	580,000	50,547	1,043,724	78.5	782,172	1,303,158	721.348	2,106,674	752,702	44	100	...
Sept. 30, 1872	122.4	0.8	18.7	—	26	36	16	361	Hartford, Prov. & Fishkill..R.I., Ct. & N.Y.	4,201 486	598,875	.....	.....	2,037,940	2,055,500	100.000	200,519	130.0	541,442	1,207,771	266,912	1,004,040	367,533	—	100	...
Aug. 31, 1872	75.0	—	4.0	125.0	13	6	3	81	*Hastings and Dakota*.....Minn.	(Purchas	ed July	1, 1872 by	Mil. & S	t. Paul C	o. for $2,1	00,000.)	.....	75.0	.....	10,928	20,640	21,415	Loss.	—	.....	.....
Dec. 31, 1872	5.5	—	0.6	—	2	—	—	100	Hibernia Mine.....New Jersey.	148,638	*	.....	1,362	150,000	.....	.....	.....	5.5	.....	.....	100,379	54,401	33,629	40	100	...
Dec. 31, 1872	68.5	—	4.9	—					Holly, Wayne and Monroe .....Mich.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	.....	(Leased	by Flint &	Pere Mar	quette R.	R. Co.)	—	100	...
Sept 30, 1872	10.3	—	0.8	—					Holyoke and Westfield.....Mass.	427,946	.....	.....	86	200,000	200,000	1,667	26,365	—	(New H	aven & N	orthamp.)	14,000	14,000	—	100	...
Sept. 30, 1872	74.0	—	7.0	—	16	16	8	389	Housatonic .....Connecticut.	1,864,871	340,687	.....	.....	2,000,000	400,000	335,213	42.248	162.2	274,960	283,741	242,218	528,115	117,529	—	100	...
Nov. 30, 1872	115.0	8.0	11.4	215.0	14	14	7	278	Houston and Great Northern†.....Texas.	3,361,361	*	781,494	589,503	2,400,000	1 925.915	45,956	260,487	123.0	123,257	24,819	36,583	260,767	81,329	—	100	...
Dec. 31, 1872	387.0	115.0	16.9	—	45	25	14	916	Houston and Texas Central †.....Texas.	15,000,000	*	.....	.....	820,000	10,040,000	.....	.....	349.0	.....	.....	.....	2,675,234	1,345,184	—	100	...
Oct. 31, 1872	45.0	29.5	15.5	—	23	6	5	116	Huntingdon and Broad Top Mt.....Penn.	3,159,769	*	.....	.....	1,330,750	2,158,500	117,441	.....	74.5	238,167	59,126	449,748	801,957	17,451	—	50	21½
Dec. 31, 1872	705.5	—	130.4	—	197	117	45	4,586	*Illinois Central*.....Illinois.	34,061,196	*	10,248,460	614,081	25,500,000	19,423,707	.....	.....	1,107.0	5,888,226	1,352,156	2,039,321	8,026,754	2,103,107	10	100	105½
Dec. 31, 1872	62.8	—	8.2	—					Illinois Grand Trunk.....Illinois.	1,451,737	.....	.....	.....	960,000	960,000	.....	.....	.....	(Leased	by Chicag	o, Burl. &	Quincy	Co.)	—	100	...
Jun. 30, 1872	85.0	—	2.9	67.0	5	.....	.....	.....	Indiana and Illinois Central.....Ind. & Ill.	3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	.....	.....	(No	t operated	by Compa	ny.)	.....	.....	—	100	...
Dec. 31, 1872	202.5	10.0	38.0	—	65	23	9	1,752	Ind., Bloomington & Western..Ind. & Ill.	15,500,000	*	.....	.....	7,000,000	8,500,000	.....	.....	212.5	.....	.....	.....	1,359,691	.....	—	100	...
Dec. 31, 1872	179.0	—	21.2	—	58	40	12	1,121	Indianapolis, Cin. and Lafayette..Indiana.	13,988,000	*	.....	.....	5,500,000	8,700,000	.....	.....	179.0	1,211,206	.....	.....	1,754,368	592,050	—	100	...
Dec. 31, 1872	75.0	—	4.8	—	12	10	6	287	Indianapolis, Peru and Chicago..O. & Ind.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	71
Dec. 31, 1872	72.0	—	12.0	—	58	34	16	1,407	Indianapolis and St. Louis.....Indiana.	3,927,197	*	241,216	424,409	600,000	3,338,000	654,822	.....	261.0	1,732,260	291,787	690,971	2,110,681	730,239	—	100	...
Dec. 31, 1872	117.0	—	18.0	—	6	7	3	197	Indianapolis and Vincennes.....Illinois.	4,613,436	*	51,118	164,475	1,402,000	3,150,000	277,029	.....	117.6	212,294	.....	.....	264,390	90,205	—	100	...
Dec 31, 1872	188.7	—	6.2	—					*Iowa Falls and Sioux City*.....Iowa.	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	183.7	(Leased	by Ill. Cen	. R.R. Co.)	337,962	118,112	—	100	85
Dec. 31, 1871	78.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	.....	.....	.....	1,314,000	1,314,000	.....	.....	78.0	(Leased	to Chicag	o & N. W	estern.)	.....	.....	—	100	...
Sept. 30, 1872	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,236,190	*	.....	.....	494,162	600,000	103.302	.....	35.6	$2,960	20,367	121,600	110,942	51,708	—	100	...
Dec. 31, 1872	13.0	1.0	1.3	—	3	2	1	146	Iron .....Ohio.	288,237	57,000	49,403	.....	129,550	.....	13,398	251,692	14.0	27,500	34,266	153,100	102,274	55,359	—	100	...
Oct. 31, 1872	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	.....	.....	400,000	100,000	.....	.....	11.0	11,350	.....	115,876	43,366	15,041	—	50	...
May 31, 1872	212.0	—	15.9	76.0	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	6,500,000	.....	.....	.....	1,976,100	4,195,000	.....	.....	156.0	(Leased	by Michig	an Central	L.)	.....	.....	—	100	...
Dec. 31, 1872	36.5	—	7.2	—					Jefferson (Erie).....Pennsylvania.	4,395,700	.....	.....	.....	2,095,700	2,300,000	.....	.....	.....	(Leased	by Erie R	ailway Co.	)	140,000	—	100	...
Dec. 31, 1872	108.0	116.0	22.6	—	41	37	12	744	Jeffersonville, Madison and Ind..Indiana.	6,888,000	*	1,059,364	162,891	2,000,000	4,888,000	1,214,013	7,353	224.0	1,061,102	668,632	468,236	1,287,280	469,670	7	100	...
Dec. 31, 1872	37.7	—	4.2	—					Joliet and Chicago .....Illinois.	1,849,000	.....	.....	.....	1,500,000	349,000	.....	.....	.....	(Leased	to Chicag	o & Alton	R.R. Co.)	.....	7	100	85
May 31, 1872	44.8	—	3.7	—					Joliet and Northern Indiana...Ill. & Ind	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	.....	(Leased	to Michig	an Centra	l R. R. C	o.)	8	100	...
Oct. 31, 1872	4.6	—	9.8	—					Junction (Phila.).....Pennsylvania.	898,324	.....	.....	.....	185,250	800,000	.....	.....	.....	24,937	218,230	.....	.....	50	—	100	...
Dec. 31, 1872	42.0	—	2.1	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(No	returns f	urnished.)	.....	.....	—	100	...
Dec. 31, 1872	58.0	—	3.1	—					Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	.....	(Leased	to Lake S	.& M. So.)	103.800	103,800	6	100	...
Mar. 31, 1873	40.0	—	2.7	—					Kalamazoo and South Haven.....Mich.	890,000	.....	.....	.....	250,000	640,000	.....	.....	.....	(Leased	by Michig	an Central	R.R.Co.)	51,200	—	100	...
Mar. 31, 1872	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Joseph & Co. Bl. Mo. & Ia.	8,626,158	*	.....	.....	2,789,413	6,131,500	.....	.....	260.2	.....	.....	.....	1,242,270	.....	—	100	...
Jun. 30, 1872	31.9	—	1.8	—					Kansas City and Santa Fe.....Kansas.	1,440,000	.....	.....	.....	720,000	720,000	.....	.....	.....	(Leased	by Leav. L	awr. & Gal.	R.R. Co.)	72,000	—	100	...
Dec. 31, 1872	638.6	34.0	22.6	—	38	53	18	1,074	Kansas Pacific.....Kansas & Col.	35,183,274	*	2,428,546	2,563,182	9,638,950	16,925,000	2,706,480	.....	672.6	2,475,270	179,182	348,966	3,732,718	1,494,447	—	100	...
Aug. 31, 1872	49.0	—	2.4	—	9	10	4	59	Knox and Lincoln .....Maine.	2,725,798	*	.....	138,305	861,492	2,295,000	.....	107,611	49.0	(Com	pleted Oct.	19, 1871.)	87,612	35,973	—	100	...
Oct. 31, 1872	80.0	—	33.0	—	26	10	4	1,515	Lackawanna and Bloomsburg .....Penn	3,398,452	722,792	.....	.....	1,335,000	2,250,000	193,261	.....	80.0	436,206	362,294	2,218,010	1 083,505	471,764	—	50	...
Dec. 31, 1872	80.3	—	2.5	98.0	—	—	—	—	Lafayette, Bloomington & Mis...Illinois.	2,300,000	.....	.....	.....	1,000,000	1,300,000	.....	.....	.....	(Leased	by Tol. W	ab. & We	stern R.R.	Co.)	—	100	...
Dec. 31, 1872	36.0	—	1.8	79.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	.....	.....	3,716,927	3,000,000	1,500,000	.....	.....	.....	(Leased	by Tol. W	ab. & We	stern R.R.	Co.)	—	100	...
Sept. 30, 1872	16.0	—	....	124.0	—	—	—	—	Lake Ontario Shore Line.....New York.	1,641,456	.....	.....	.....	1,727,553	792,000	96,097	.....	.....	(Not yet i	n operatio	n.)	.....	.....	—	100	...
Dec. 31, 1872	541.3	595.2	833.2	—	418	180	69	8,640	Lake Shore & Mich. S.....P., O. Ind. & Ill.	63,047,176	12,384,187	7,315,307	1,515,979	50,000,000	26,495,000	6,350,020	1,417,630	1,136.5	13,477,534	2,112,833	4,382,248	17,591,629	3,118,598	8	100	79½
Jun. 30, 1872	87.0	—	....	68.0	6	—	—	36	Lake Shore and Tuscarawas Valley..Ohio.	2,539,669	87,519	138,142	72,922	744,938	2.000 000	63,314	.....	.....	(Opened t	hrough in	July, 1873.)	.....	.....	—	100	.....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." *A dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Year ending	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. R. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Tons Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1872	74.0	—	4 8	76.0	7	9	3	121	N. Y., Kingston & Syracuse..New York.	2,055,856	190,066	.....	.....	2,662,921	583,000	92,602	.....	74.0	101,686	163,267	69,187	219,868	60,974	—	100	.....
Sept. 30, 1872	5.4	—	0.4	54.6	1	1	—	—	N. Y., Housatonic & North.N.Y. & Conn.	604,626	12,737	.....	.....	261,000	183,500	156,476	.....		(Leased by Housatonic R. R. Co.)			3,010		—	100	.....
Sept. 30, 1872	7 0	—	0.4	0.2	—	—	—	—	New York and Mahopac.....New York.	264,912	.....	.....	.....	266,000	.....	.....	.....		(Leased by New York & Harlem R. R. Co.)			.....		—	100	.....
Sept. 30, 1872	124.0	16.8	164.0	—	84	129	41	1,019	N. Y., N. H. & Hartford..N.Y., Ct. & Ma.	12,861,474	1,840,535	1,465,553	3,428,675	15,500,000	1,641,500	377,341	1,277,592	190.2	1,709,891	3,925,765	892,579	4,483,554	1,769,800	10	100	133
Sept. 30, 1872	62.5	—	27.5	—	20	19	7	99	N. Y., Providence and Boston..C. & R. I.	3,101,400	.....	.....	.....	1,887,400	1,214,000	.....	.....	67.5	441,495	614,211	229,677	911,021	401,914	9	100	120½
Sept. 30, 1872	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	3,210,616	.....	.....	.....	1,000,000	.....	.....	.....		(Leased by New York Cent. R.R. Co.)			60,000	6	100	.....
Jun. 30, 1872	35.3	—	3.3	—	5	1	1	134	Niles and New Lisbon .....Ohio.	1,647,364	108,287	.....	.....	800,000	500,000	50,584	96,067	35.3	112,067	48,554	336,167	179,553	88,216	—	100	.....
Sept. 30, 1872	223.0	—	11.2	—	24	18	10	277	North Carolina †.....North Carolina.	4,947,741	*	344,672	337,271	4,000,000	558,418	592,030	483,241	223.0	478,580	140,397	118,126	(Rl'hm.& Dan'v.)		—	100	.....
Feb. 28, 1873	102.0	—	9.0	—	14	14	5	142	North-Eastern †.....South Carolina.	2,148,181	*	88,720	37,364	979,350	1,101,500	188,977	53,380	102.0	298,721	82,719	.....	395,463	169,695	—	100	.....
Jun. 30, 1872	72.0	—	3.6	118.0	—	—	—	—	North Louisiana and Texas.....La.	(No statements of accounts obtainable.)								72.0		(No accounts.)				—	100	.....
Oct. 31, 1872	55.6	12.1	66.7	—	39	36	20	908	North Pennsylvania.....Pennsylvania.	7,086,930	1,208,779	1,524,750	.....	3,473,500	4,042,500	63,394	.....	67.7	617,092	889,571	330,119	1,336,938	592,322	5a	50	90
Dec. 31, 1872	95.0	45.3	33.3	—	30	21	10	689	Northern, of Canada.....Canada.	5,465,419	*	78,964	610,683	.....	5,219,963	261,561	3,533	140.3	748,328	212,080	318,664	894,774	180,541	—	100	.....
Dec. 31, 1872	138.0	4.0	137.0	—	141	69	22	6,284	Northern Central †.....Md. and Penn.	11,668,830	3,223,438	2,750,000	928,678	8,842,000	11,040,602	1,464,215	222,099	317.0	3,288,463	1,110,110	4,769,895	4,598,820	1,161,769	6	50	76½
Mar. 31, 1872	69.2	13.4	17.6	—	27	16	6	540	Northern New Hampshire ..New Hamp.	3,068,400	*	309,618	212,958	3,068,400	102,000	266,900	154,576	82.6	500,848	196,406	411,888	706,355	217,103	8	100	106
Dec. 31, 1872	31.3	—	4.6	—	—	—	—	—	Northern New Jersey.....New Jersey.	527,452	*	872,548	.....	1,000,000	400,000	.....	.....		(Leased to Erie Railway Co.)			273,044	37,004	8	100	.....
May 31, 1872	158.0	106.0	.....	1,441	72	16	6	1,554	Northern Pacific.....Minn., Dak. &c.	13,292,142	1,906,838	601,394	.....	.....	50,000p.m	.....	.....	559.0		(No statement published.)				—	100	.....
Sept. 30, 1872	59.4	7.0	13.1	—	20	15	6	642	Norwich and Worcester †.Conn. & Mass.	2,483,983	*	84,706	109,188	2,364,400	759,000	85,526	731,947	66.4	410,089	372,841	346,367	771,602	293,328	10	100	126½
Jun. 30, 1872	118.6	32.0	14.6	—	21	27	12	894	Nova Scotia.....Nova Scotia.	6,976,269	*	110,464	.....	.....	6,976,268	110,464	.....	145.0	.....	194,167	242,210	528,841	Loss.	—	100	.....
Sept. 30, 1872	118.0	4.0	18.0	—	34	19	4	1,026	Ogdensburg and Lake Champlain...N. Y.	4,048,510	1,748,411	.....	.....	3,077,000	1,012,000	.....	.....	122.0	636,755	171,894	417,373	1,005,979	263,867	6	100	80½
Dec. 31, 1872	10.6	2.0	3.8	—	2	—	—	99	Ogden Mine.....New Jersey.	452,994	*	.....	.....	450,000	.....	.....	.....	12.0	.....	.....	54,479	47,459	25,656	6	100	.....
Jun. 30, 1872	340.0	88.0	24.0	—	122	57	24	2,422	Ohio and Mississippi ....Ohio, Ind. & Ill.	24,470,752	*	.....	.....	24,080,000	10,111,880	528,902	.....	393.0	2,852,763	404,765	708,799	3,343,845	984,008	—	100	81½
Oct. 31, 1872	120.0	3.0	33.7	—	32	19	5	328	Oil Creek and Allegheny River.....Penn.	8,554,547	1,008,381	.....	.....	4,959,450	3,680,000	.....	.....	123.0	749,668	559,926	676,500	1,285,554	461,531	6½	50	28½
Sept. 30, 1872	131.2	19.4	50.6	15.0	45	95	16	607	Old Colony and Newport..Massachusetts.	8,096,654	*	441,563	586,443	5,103,506	3,521,000	467,989	581,156	150.7	1,110,075	3,711,345	510,434	1,897,436	630,249	6½	50	111½
Dec. 31, 1872	9.9	2.0	3.1	—	...	33	—	—	Orange and Newark.....New Jersey.	1,073,555	*	.....	.....	290,300	736,000	73,852	.....	11.9	.....	2,984,817	.....	203,094	24,653	—	100	.....
Sept. 30, 1872	282.6	10.0	9.6	—	25	21	12	382	Orange, Alex. and Manassas Gap †....Va.	9,180,634	*	.....	.....	2,092,540	5,622,664	865,431	.....	292.6	713,252	196,894	161,434	988,371	403,598	—	100	.....
Dec. 31, 1872	25.0	—	1.7	200.0	—	—	—	—	Osage Valley and Southern Kansas...Mo.	600,000	.....	.....	.....	375,000	200,000	25,000	.....		(Leased by Pacific (of Mo.) R. R. Co.)			35 p. c.		—	100	.....
Sept. 30, 1872	28.6	—	3.2	—	—	—	—	—	Oswego and Rome.....New York.	950,953	.....	.....	.....	300,000	612,100	27	.....		(Leased by Rome, Watertown & Ogd. R.R. Co.)			35 p. c.		—	100	.....
Sept. 30, 1872	35.0	—	46.7	—	11	12	4	258	Oswego and Syracuse .....New York.	1,114,844	230,270	.....	.....	1,144,400	180,000	.....	.....	35.0	282,069	171,932	232,801	354,880	73,878	9	100	.....
Dec. 31, 1872	35.0	—	1.6	100.0	2	1	1	10	Owensboro and Russellville...Kentucky.	.....	.....	.....	.....	1,500,000	1,500,000	.....	.....	35.0	(In course of construction: no returns.)					—	100	.....
Dec. 31, 1872	283.5	15.5	99.1	—	—	—	—	—	*Pacific of Missouri* †.....Missouri.	.....	.....	.....	.....	7,000,000	(Assumed by Lessees.)				(Leased by Atlantic & Pacific R. R. Co.)					—	100	.....
Dec. 31, 1872	63.5	—	3.6	101.5	7	4	2	77	Paducah and Gulf .....Kentucky.	3,261,312	*	980,220	89,430	2,924,150	1,000,000	408,812	.....	68.5	469,289	22,920	21,589	95,261	35,845	5	100	41½
Jun. 30, 1872	11.0	—	0.5	53.4	2	1	1	25	Painesville and Youngstown.....Ohio.	234,608	21,359	.....	.....	255,997	.....	.....	.....	11.5	(Under construction: no returns.)					—	100	.....
Dec. 31, 1872	47.6	—	11.8	—	20	26	4	486	Panama.....New Granada.	10,000,000	*	.....	.....	7,000,000	2,993,177	.....	.....	47.6	.....	.....	.....	1,716,630	1,232,602	10½	100	115½
Dec. 31, 1872	76.0	33.0	6.2	—	7	5	3	246	Paris and Decatur.....Illinois.	2,800,000	*	.....	.....	1,600,000	1,200,000	.....	.....	109.0		(No statement furnished.)				—	100	.....
Dec. 31, 1872	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	600,000	.....	.....	.....	630,000	.....	.....	.....		(Leased by Erie Rail'y Co.)			53,400	53,400	8½	100	.....
Dec. 31, 1872	12.0	—	2.6	—	—	—	—	—	Paterson and Newark.....New Jersey.	896,162	.....	.....	.....	250,000	500,000	.....	.....		(Leased by Erie Rail'y Co.)			35 p. c.		—	100	.....
Dec. 31, 1872	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	.....	.....	.....	248,000	100,000	.....	.....		(Leased by Erie Rail'y Co.)			30,173	30,173	6	100	.....
Feb. 28, 1873	67.3	—	3.9	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,576,000	*	.....	.....	1,500,000	1,076,000	.....	.....		(Leased by Tol. Wab. & Wtn. Co.)			31,729	31,729	6	100	.....
Dec. 31, 1872	22.0	—	1.8	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,692	.....	.....	.....	342,150	160,000	36,542	.....		(Leased by United Sth'n R.R. Co.)			.....	.....	—	100	.....
Dec. 31, 1872	18.0	—	1.1	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	.....	.....	.....	500,000	375,000	.....	.....		(Leased by N. Jer. Sth'n R.R. Co.)			.....	.....	—	100	.....
Dec. 31, 1872	165.0	—	10.0	40.0	4	4	2	45	Peninsular.....Mich. Ind. & Ill.	4,916,263	*	.....	.....	1,995,000	2,779,000	142,262	.....	165.0	.....	83,491	46,333	109,913	Loss.	—	100	.....
Dec. 31, 1872	854.9	99.0	546.9	—	593	292	112	14439	Pennsylvania .....Pennsylvania.	31,283,395	11,154,553	53,506,985	20,413,980	53,271,937	35,072,309	19,395,422	8,919,154	787.7	13,386,957	5,250,893	7,844,779	22,012,525	8,247,852	10	50	104
Dec. 31, 1872	47.0	15.9	57.0	—	23	8	—	2,540	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,967,500	.....	4,000,000	536,500	375,000	.....	47.0	.....	3,486	1,376,772	23,033		20	50	285
Dec. 31, 1872	22.5	—	1.2	—	—	—	—	—	Pennsylvania and Delaware. Penn. & Del.	1,200,000	.....	.....	.....	482,297	700,000	.....	.....		(Leased to Penna. R.R. Co.: recently opened.)					—	50	.....
Dec. 31, 1872	104.3	12.1	35.9	—	18	2	—	1,218	Pennsylvania and N. York..N.Y. & Penn.	5,086,426	628,814	.....	.....	3,061,700	3,000,000	.....	.....	145.6	.....	190,309	1,268,527	1,608,287	437,135	—	50	.....
Dec. 31, 1872	46.0	—	6.6	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	*	.....	.....	1,200,000	600,000	.....	.....		(Leased by Chic. R. I. & Pac Co.)			125,000	6	100	.....
Dec. 31, 1872	83.0	—	11.6	—	12	7	4	181	Peoria, Pekin and Jacksonville...Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....	.....	83.0	260,093	77,372	124,505	302,552	.....	—	50	.....
Dec. 31, 1872	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge..N. Jersey.	214,581	.....	.....	.....	57,200	100,000	57,381	.....		(Oper. by Penna. R. R. Co.)			.....	.....	—	50	.....
Dec. 31, 1872	64.0	18.0	8.0	—	12	9	5	120	Petersburg †.....Virginia.	1,817,985	*	322,905	43,388	1,324,200	500,000	361,088	.....	82.0	228,000	44,392	57,238	288,944	133,851	—	100	.....
Oct. 31, 1872	46.0	—	6.0	—	9	7	3	95	Philadelphia and Balt. Cent..Penn. & Md.	1,806,209	177,474	.....	.....	220,606	2,600,000	53,418	.....	58.1	176,312	315,515	134,307	295,594	105,205	—	100	.....
Dec. 31, 1872	287.6	—	114.3	—	130	38	20	2,955	Philadelphia and Erie †....Pennsylvania.	21,822,990	*	2,248,693	.....	8,448,000	14,750,000	892,983	.....	287.6	2,912,851	839,793	2,028,568	3,980,753	846,319	—	50	41½
Dec. 31, 1872	17.1	3.1	13.7	21.0	24	46	18	192	Phila., Germantown and Norristown...Pa.	1,146,538	368,262	500,798	.....	2,231,900	.....	.....	.....	23.6	(Leased by Phila. & Read'g.)			287,816	271,179	12	50	175
Dec. 31, 1872	98.4	172.1	421.7	—	377	202	53	14139	Philadelphia and Reading..Pennsylvania.	45,922,674	*	24,888,327	2,675,996	34,236,178	33,120,862	4,172,014	1,958,004	708.0	7,248,778	6,383,991	9,573,405	12,125,038	4,823,300	10	50	115½
Dec. 31, 1872	26.6	—	36.3	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,534,479	*	329,628	.....	1,259,100	.....	.....	275,408	37.5	.....	1,561,080	1,126,640	1,759,758	.....	10	100	121
Dec. 31, 1872	95.3	3.8	189.1	—	64	103	49	1,295	Philadelphia, Wilm. and Baltimore..Penn.	11,890,786	*	2,318 306	175,395	11,485,750	1,990,500	455,321	560,478	197.7	1,248,818	1,747,196	449,780	2,814,274	1,188,614	8	50	112½
Oct. 31, 1872	7.0	—	1.0	—	2	3	2	22	Pithole Valley.....Pennsylvania.	100,000	*	225,000	.....	225,000	100,000	17,132	.....	7.0	.....	9 800	12,854	20,483	Loss.	—	50	.....
Dec. 31, 1872	193.0	8.0	46.0	—	119	34	19	1,605	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	15,096,349	3,740,438	1,950,109	1,812,288	8,433,550	10,011,740	5,461,173	.....	201.0	3,160,506	606,902	1,429,115	3,856,649	799,501	—	50	.....
Dec. 31, 1872	468.3	—	156.3	—	243	96	54	5,559	Pittsburg, Ft. W. and Chic...P., O., I. & I.	35,835,286	*	.....	.....	22,214,286	13,621,000	17,230	.....	508.6	7,313,148	2,106,152	2,408,162	9,780,310	4,507,465	10	100	94½
Dec. 31, 1872	14.0	—	3.1	16.0	8	2	1	45	Pittsburg, Virginia & Charleston.....Pa.	654,068	55,243	.....	.....	618,566	.....	.....	.....	14.0		(In operation only three months.)				—	50	.....
Oct. 31, 1872	149.6	1.9	17.2	—	57	26	9	430	Pittsb'g, Washington & Dalton...Pa. & Md.	11,598,286	687,192	83,196	.....	1,960,682	4,780,000	3,463,294	.....	173.6	1,703,600	761,994	980,780	1,437,392	Loss.	—	50	.....
Sept. 30, 1872	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	450,000	.....	.....	.....	450,000	.....	.....	.....		(Leased by Boston & Albany R.R. Co.)			27,000	6	100	.....
Jun. 30, 1872	—	—	—	178.0	—	—	—	—	Plymouth, Kankaka & Pacific..Ind. & Ill.	.....	.....	.....	.....	719,290	450,000	.....	.....		(Leased by Pennsylvania Co.)					—	100	.....
Oct. 31, 1871	66.0	—	2.7	24.0	7	6	3	316	Port Huron and Lake Michigan.....Mich.	3,000,000	*	(To completion.)		1,200,000	1,800,000	.....	.....	41.0	.....	41,988	55,029	142,580	92,102	—	100	.....
Nov. 30, 1872	60.0	—	3.5	50.0	5	13	2	92	Portland and Ogdensburg....Me. & N. H.	1,945,560	161,149	27,155	29,230	1,039,095	906,000	259,132	28,850	60.0	128,100	55,592	37,856	115,484	40,361	—	100	.....
Dec. 31, 1872	55.0	—	2.1	98.0	5	4	3	86	Portland and Ogdensburg.....Vermont.	1,662,000	*	.....	.....	.....	2,340,000	.....	.....		(Earnings used in construction.)					—	100	.....
Dec. 31, 1872	27.5	—	2.8	—	2	1	1	22	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	.....	.....	.....	.....							—	100	.....
Aug. 31, 1872	52.5	—	3.3	—	6	10	4	113	Portland and Rochester.....Me. & N. H.	1,900,854	*	.....	.....	250,000	218,500	.....	.....	27.5	17,215	2,880	6,375	14,221	.....	—	100	.....
May 31, 1872	61.3	—	7.4	—	19	—	7	167	Portland, Saco and Portsmouth ....N. H.	1,500,000	*	45,000	10,296	686,097	1,120,000	200,053	.....	52.5	141,640	120,009	60,790	131,561	88,078	—	100	.....
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	110	Port Royal.....South Carolina.	5,500,000	*	.....	.....	1,800,000	.....	.....	.....			(Leased by Eastern (Operated for benefit (Leased by Eastern		R.R. Co.) of contractors.)			10	100	116½
May 31, 1873	71.	—	4.9	39.0	—	—	—	—	Portsmouth, Gt. Falls and Conway..N. H.	2,270,000	*	.....	.....	770,000	2,000,000	.....	.....	110.0						—	25	.....
Sept. 30, 1872	41.8	—	2.5	3.4	4	4	—	60	Poughkeepsie and Eastern....New York.	1,391,372	*	.....	.....	524,464	508,200	506,079	.....	41.8	53,514	70,013	10,40	83,079	14,038	6	100	55

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PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Dividend Rate.	Dividend Paid.	Market Price.
Railroad Stocks:	$	p c	p c	p. c.
Atlantic and Great Western, pref...	10,000,000	7	...	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	...	....
" " guar.	276,200	7	...	....
Atlantic and Pacific, preferred	10,000,000	7	...	16½
Atlantic and St. Lawrence,* guar...	2,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,552,800	6	5	105
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar.....	1,159,500	7	7	37
Camden and Amboy,* guaranteed..	5,847,800	10	10	121½
Camden and Atlantic, preferred.....	763,549	7	3½	80½
Cayuga and Susquehanna,* guar....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,800	7	7	....
Central of New Jersey,* guar.....	20,060,000	10	10	107½
Central Ohio,* preferred	411,550	6	6	90
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	81
Chicago and Alton, † preferred.....	2,425,400	...	10	107½
Chicago, Iowa & Nebraska,* guar..	3,916,300	...	8	90
Chicago and North-Western, pref...	21,289,583	7	7	72½
Cinc., Sand. and Cleveland, pref....	429,000	6	6	....
Cleveland and Mahoning,* guar.....	2,059,290	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	88½
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred...	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	...	....
Dubuque and Sioux City,* guar....	5,000,000	...	8	65
Dubuque South-Western, pref.....	590,315	8	...	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	82
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	76
" " com.& *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,586,910	7	7	70
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	...	...	....
Hannibal and St. Joseph, pref	2,167,700	7	7	40
Harrisburg and Lancaster,* guar....	1,182,550	7	7	102
Housatonic, preferred.....	1,180,000	8	8	100
Huntington & Broad Top Min, pref.	190,750	7	...	36
Jeff., Mad. & Indianapolis,* guar....	2,900,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	85
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,894,450	8	8	....
Louisv., Cincinnati and Lex. pref....	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	3,101,850	6	...	16
" " 2d pref....	4,436,250	6	...	9
Mich. Southern, (Lake Shore) guar..	533,500	10	10	....
Mill Creek,* guaranteed.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	10,825,777	7	7	64½
Mine Hill,* guaranteed.....	3,356,450	8	8	105
Montclair,* guaranteed.....	2,000,000	7	...	....
Morris and Essex,* guar.....	15,000,000	7	7	93½
Nesquehoning Valley,* guar.....	2,000,000	10	10	108
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,296,200	10	10	121½
New London Northern,* guar.....	971,400	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	129
" " *com.& guar.	8,500,000	8	8	129
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred.....	106,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	126½
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	50½
" " pf.& *guar.	2,000,000	8	8	74
Ohio and Mississippi, preferred.....	4,030,000	7	7	63
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama, guaranteed.....	7,000,000	12	12	115½
Paterson and Hudson,* guar.....	630,000	...	8½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	...	...	....
Phila., Germant'n & Norrist'n,*guar.	2,221,900	12	12	175
Philadelphia and Reading, † pref....	1,551,687	...	10	....
Philadelphia and Trenton,* guar....	1,259,100	10	10	121½
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	94½
Pittsfield and North Adams,* guar.	450 000	5	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	116½
Rochester & Genesee Valley,* guar.	557,580	...	...	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	31
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	...	33
St. Louis, Jacksonv. & Ch., pf.* & guar.	1,054,100	7	...	....
St. Louis, Kansas City & Nor., pref.	12,000,000	...	...	25½
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	369,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	...	....
" " 2d pref..	1,000,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	71
Warren,* guaranteed.....	1,800,000	7	7	....
Canal Stocks.				
Delaware Division,* guar.....	1,638,350	8	8	....
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	122
" com. and * guar.....	1,600,000	4	4	52
Schuylkill Navigation preferred....	2,308,977	6	6	25

New York Stock Exchange.

Actual Sale Prices for the week ending Apl. 1.

	Th.26.	F.27.	Sat.28.	M.30.	Tu.31.	W.1
Boston, Hart. & Erie.....	....	....	....	....	....	1½
Canton Co.....	....	....	....	....	....	....
Central Pacific.....	....	....	....	....	....	72
Central Pacific 6s.....	94½	94½	94	94½	....	94½
Central of N. Jersey....105½	106½	107	107½	....	....	....
Chesapeake & Ohio 1 m.....	....	....	....	56	....	....
Chicago & Alton.....	106	106½	....	....	....	....
" pref.....	107	107	....	....	....	107½
" 1 M.....	....	....	....	....	....	....
" S. F.....	....	....	....	....	....	....
" Ins. bds.....	....	....	....	....	....	....
Chicago, Burl. & Q.....	104	104½	....	....	....	....
" 8s, 1883	....	....	....	....	....	110
Chic. & Northwestern.. 56½	57	57	56½	56½	56	....
" pref..... 73½	73½	73½	72½	72½	72½	....
" 1st M.....	....	....	....	....	....	....
" Consol. 92	....	92½	92	92½	....	....
Chic., Rock Isl. & Pac..106½	107½	107½	107	107	106½	....
Chi., R. I. & Pa. 7s,1906.105	....	....	....	....	....	....
Clev., Col., C. and Ind.....	76	....	....	76	....	....
Clev. & Pittsburg guar.. 89	89½	89½	....	88½	....	....
" 2 M.....	....	....	....	....	....	....
" 3 M.....	....	....	....	....	....	....
" 4 M..... 90	....	....	....	....	....	90
Clev. and Toledo.....	....	....	....	....	....	....
" S. F. 7s.....	....	....	....	....	....	....
Col., Chi., & Ind. C..... 31½	31½	31½	32½	32½	32½	....
" 1 M..... 90½	91	....	91½	91	87	....
" 2 M.....	66	....	....	66	....	....
Del. & Hudson Canal ..117½	118½	118	118½	....	118½	....
Del. Lack. & Western...110	111½	111½	110½	110½	108	....
" 1 M. 7s.....	....	....	....	....	....	....
" 2 M 7s.....	104	....	....	....	....	....
Erie Railway..... 40½	40½	40½	37½	38½	39½	....
" pref.....	....	70	....	....	....	....
" 1 M. 7s, 1897.....	....	....	....	....	....	....
" 2 M. 7s, 1879.....	....	....	....	....	....	....
" 3 M. 7s, 1883 98	....	98½	....	98½	....	....
" 4 M. 7s, 1880.....	....	....	....	100½	....	....
" 5 M. 7s, 1888.....	....	....	....	....	....	....
" 7s, con. gold.....	....	....	....	....	....	....
Great Western 2d mort.....	....	....	....	83½	....	....
Hannibal & St. Joseph. 31½	32½	32½	32½	32½	31½	....
" pref..... 39½	41	40	40	....	....	....
" 8s, conv. 81	81	....	....	81	81	....
Hudson River.....	....	....	....	....	....	....
" 2 M. S. F.....	....	....	....	....	....	106
" 3 M. 7s, 1875.....	....	....	....	....	....	....
Illinois Central 104½	105	....	....	103½	....	....
" 7s	....	....	....	....	....	....
Lake Shore & Mich.S'th. 80½	81½	80½	80	80½	79½	....
Marietta & Cin. 1st pref....	....	....	....	....	....	....
" 2d pref.....	....	....	....	....	....	....
Michigan Central.....	88	87½	87	....	....	....
" S.F. 8s,1882.....	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.....	....	....	....	....	....	....
" 2 M.....	....	....	....	....	....	....
Milw. and St. Paul..... 44½	45½	45	44½	44½	44½	....
" pref.....	65	64½	64½	....	....	....
" 1st mort.....	....	....	....	....	....	....
" 2d mort.....	....	....	....	....	....	....
" 8s.....107	....	....	107	....	....	....
" 7 3-10s con.....	....	....	95½	....	....	....
" 7s, gold.....	....	....	....	....	....	....
Missouri 6s.....	....	94½	94	93½	94½	....
" H. & St. J. 8s....	....	....	91	....	....	....
Morris and Essex..... 93	93½	93½	93½	....	93½	....
" 1st mort.....	....	....	107	106½	....	....
" 2d mort.....	....	....	....	100	....	....
N. Y. Cen. & Hud. Riv.101½	101½	101½	100½	101	100½	....
" 7s, S.F.1876.....	....	....	....	....	....	....
" 6s, S.F. 1883.....	95½	....	....	....	....	....
" 6s, S.F. 1887.....	....	....	....	....	....	....
N. York and Harlem.....	132	....	129	....	129	....
" pref.....	....	....	....	....	....	....
" 1 M. 7s, 1873.....	....	....	....	....	....	....
N. York, N. Hav. & Hart.132½	....	132	133½	....	133	....
N. Carolina 6s. old.....	....	29½	....	....	....	....
" new 21½	....	....	....	21½	....	....
Ohio and Miss..... 31½	31½	31½	31½	31½	31½	....
" pref.....	....	....	....	....	....	....
" 2d M.....	....	....	....	....	....	....
Pacific Mail S. S. Co.... 47½	47½	48½	48	45½	48½	....
Panama	115	....	115½	115½	115½	....
Pitts., Ft. W. & Chi. gtd. 94½	....	....	94½	....	....	....
" 1 M.....	....	....	....	....	....	....
" 2 M..... 101½	....	....	....	....	....	....
" 3 M..... 94½	....	....	....	....	....	....
Quicksilver Mining Co.....	....	31	....	30	....	....
St. L., Alton & T. H.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
" 1 M.....	....	....	....	....	....	....
" 2 M. pref... 87	....	....	....	....	....	86½
" Income bds.....	....	75	....	....	....	....
Tennessee 6s, old.....	90½	....	90	....	....	....
" new..... 90½	90½	90½	89½	88½	....	....
Tol., Wab. & Western.. 47	46½	46	44½	44½	44½	....
" pref.....	....	....	....	....	....	....
" 1 M.....	....	....	....	....	....	....
" 2 M.....	....	....	....	....	....	....
" Equipment.....	....	....	....	....	....	....
" St. Lou. Div. 86	86	85½	....	....	....	....
Union Pacific..... 36	36½	37½	37½	38½	38½	....
" 1st mort... 85½	86	86	86	86½	86½	....
" L. Gt. 7s.... 83½	84½	84½	84½	85	80½	....
" Ins. 10s.... 88	89	87½	87	87	86	....
Virginia 6s, old.....	....	....	....	....	....	....
" new.....	....	....	....	....	....	....
" consol.....	....	51	....	....	....	....
" def. cert.....	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Apl. 1.

	Th.26.	F.27.	Sat.28.	M.30.	Tu.31.	W.1
Federal Stocks:—						
U. S. 5s, 10-40s, reg.....	115½	114½	114½	115½	....	
U. S. 5s, 10-40s, coup.....	115½	115½	115½	....	115	
U. S. 5s, 1881, reg.....	115½	....	....	....	....	
U. S. 5s, 1881, coup.....	....	115½	....	115½	115½	
U. S. 6s, 1881, reg.....119½	119½	120	....	119½	....	
U. S. 6s, 1881, coup....120½	120½	121	120½	120½	....	
U. S. 6s, 5-20s, reg. '62.....	....	118½	....	....	....	
U. S. 6s, 5-20s, c. 1862..117½	118½	118	118	117½	118	
U. S. 6s, 5-20s, reg. '64.....	119½	....	....	....	....	
U. S. 6s, 5-20s, c. 1864.119½	120	119½	119½	119½	....	
U. S. 6s, 5-20s, reg. '65.119½	119½	119½	....	....	....	
U. S. 6s, 5-20s, c. 1865.120½	120½	....	....	....	....	
U. S. 6s, 5-20s, r. n. '65.118½	119	....	....	....	118½	
U. S. 6s, 5-20s, c. n '65.119½	119½	119½	119½	119½	119½	
U. S. 6s, 5-20s, reg. '67.119½	120	119½	119½	119½	....	
U. S. 6s, 5-20s, c. 1867.120	120½	120½	120½	120½	120½	
U. S. 6s, 5-20s, reg. '68.....	120½	....	....	....	....	
U. S. 6s, 5-20s, c. '68.....	120½	120½	119½	119½	....	
U. S. 6s, Pac.R.R.issue.....	117	....	117	117	....	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 31.

	W.25.	Th.26.	F.27.	Sat.28.	M.30.	Tu.31
Catawissa preferred	....	34½	....	....	....	....
" 7s, new	....	....	....	....	....	....
Camden and Amboy.....	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	90	....	....	....	....
" 6s, 1889	....	....	....	87½	....	....
" mort. 6s, '89...	....	....	99½	....	99	
Elmira & Williamsport.....	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s.....	99½	....	....	....	....	....
Lehigh Navigation..... 45½	45½	45½	45½	45½	45	
" 6s, 1884	....	....	....	....	....	....
" Gold L..... 95½	96½	....	96½	96½	96½	
" R. R. L.....	....	....	95½	....	....	
" Conv. L. '77.....	....	....	87	....	87	
Lehigh Valley R.R..... 61½	61½	61½	61½	62	....	
" 6s new coup....	....	99½	....	....	....	
" 6s new reg.....	100½	....	....	....	....	
" 7s..... ..103½	....	103½	103½	103½	103½	
Little Schuylkill R.R.....	....	47	....	....	46½	
" 7s.....	....	....	....	....	....	
Minehill	52½	....	52½	....	52½	
Morris Canal.....	....	....	....	....	....	
" pref.....	....	....	....	....	....	
North Pennsylvania ... 45	....	....	45	....	45	
" 6s, 1885	....	....	99½	99½	....	
" 7s.....	....	....	....	....	....	
" 10s, 1887	....	....	....	....	....	
Northern Central 38½	38½	38½	....	....	38½	
Oil Creek & Alleg. Riv. 17½	15½	15½	15½	15	14½	
" 7s..... 64	....	....	....	....	....	
Pennsylvania R. R..... 52½	52½	52½	52½	52	52	
" 1st M.....	100½	....	....	....	....	100½
" 2d M.....	....	....	....	....	....	....
" Gen. mort.. 89½	89½	90	....	....	90½	
" reg.....	94	94	....	....	....	....
Penn. State 6s. 1st series.....	....	....	....	....	....	....
" 6s, 2d series.106½	....	106½	....	....	....	....
" 6s, 3d series.109½	....	....	....	....	....	....
Philadelphia City, 6s....101	....	....	101	....	101½	
" new 103½	103½	103½	103½	103½	103½	
Philad., Germ. & Nor.....	....	....	....	....	....	....
Phila. & Reading 58½	58½	58½	58½	58½	58½	
Philadelphia and Erie.. 21	....	20½	....	....	....	....
" 6s.....	....	....	....	....	....	....
" 7s.....	....	....	87	....	....	....
Phila., Wilm. & Balt.....	....	....	55	....	....	....
Schuylkill Navigation.....	....	....	....	....	....	....
" pref.....	....	....	12½	....	....	....
" 6s, 1882 77	....	....	....	77	77½	
" 6s, 1876	....	....	....	....	....	....
" 6s, 1873	....	88½	....	....	....	....
United Co. of N. Jersey.120½	121	121	....	....	121½	
Hestonville, (Horse).. 20½	....	....	....	....	....	....
Chestnut & Wal.	60	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	61	61	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	21½	....	22	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 31.

	W.25.	Th.26.	F.27.	Sat.28.	M.30.	Tu.31
Baltimore City 6s, 1875.....	....	....	....	101½	....	
" 1886	99	....	....	....	....	
" 1890 99	....	....	99	99	95½	
" 1884	....	....	....	....	....	
" 1900	98½	....	....	....	....	
Balt and Ohio.....172	171	....	....	172	172	
" bonds, 1875. 99½	....	....	....	....	....	
" " 1880.....	....	....	....	....	....	
" " 1885.....	....	....	....	....	100½	
Central Ohio.....	42½	43	....	....	....	
" 1st mort... 89	....	....	....	....	....	
Marietta & Cin. 1st M...102½	102½	....	....	....	....	
" 2d M..... 92½	....	....	....	....	92½	
" 3d M. 8s.....	....	79	....	....	78½	
Northern Central..... 38½	38½	38½	....	....	38½	
" bonds, 1885.....	....	....	....	....	....	
" " 1900.....	....	....	....	....	....	
Pittsb. & Connellsv. 7s.....	88½	88½	88½	89	....	
N. W. Va. 3d mort.....	....	....	....	....	....	
Virginia 6s, Consol.....	....	50½	....	....	50½	
" Defer. Certif.....	....	....	....	....	10½	
City Passenger R. R.....	....	....	....	....	....	

Boston Stock Exchange.

Actual Sale Prices for the week ending Apl. 1.

	Th. 26.	F 27.	Sat. 28.	M. 30.	Tu. 31.	W. 1
Boston and Albany	138	....	139	139¼	140	140
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	108¼	108¼	....	10?½	....	109
Boston and Providence	....	....	....	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s	30	30	29¼	....	29	28¼
Cheshire, pref.	....	....	79½	....	....	81
Chi., Burl. & Quincy	104¼	104¼	104¼	104¼	104¼	105
Concord	....	....	....	....	....	....
Connecticut River	136	....	....	....	....	....
Eastern	68	70¼	72¼	69	68	68
Fitchburg	122	122	123	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	86	87	87½	....	87	....
Northern, N. H.	107	....	106¼	....	....	106
Ogdens. & Lake Champ.	50	50¼	....	....	....	....
" pref.	....	....	88	87¼	....	....
Old Colony	111¼	112	....	....	111¼	111¼
Ph., Wil. & Baltimore	55½	55½	....	56¼	56½	56¼
Portl'd, Saco & Ports.	115½	....	116¼	....	....	....
Union Pacific	....	36¼	39¼	39	....	....
" 6s	83¼	84¼	84¼	84¼	....	....
" Land Grant 7s	....	....	81	....	....	....
" Income 10s	87	88¼	87¼	....	85¼	85¼
Vermont & Canada	....	....	....	....	....	....
Vermont & Mass.	81¼	....	81	81	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	100±	....	....	....
Metropolitan	....	44	44	....	....	....
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	....	25	25	....	....	....
Franklin	....	....	....	....	....	....
National	....	....	....	....	....	....
Quincy	37¼	38¼	38¼	....	38	37¼

London Stock Exchange.

	Closing Prices.— Mar. 6.	Mar. 13.
Atlantic & Gt. W. 1st mort., $1,000	66 — 68	64 — 66
Do. 2d mort., $1,000	47 — 49	45 — 45
Do. Con. mort. B'nds Bisch's Cert.	21¼— 22¼	19¼— 20¼
Do. Reorg. Scrip	— —	— —
Do. Leas. Lines, Rental Bonds	82 — 85	81 — 83
Detroit & Milwaukee 1st mort. Bonds	71 — 73	70 — 71
Do. 2d do.	50 — 55	50 — 55
Erie shares 100 dol. all paid	41½— 42	39¼— 40½
Do. 6 per cent Convertible Bonds	96 — 98	96 — 98
Cons. Mort. amount autho. to be issued for conv. of existing bonds	93 — 95	94 — 95
Illinois Central $100 shares all paid	95½— 96½	95 — 96
Do. Redemption mort. bonds 6 p.c.	101 —103	101 —103
Illinois & St. Louis Bridge 1st mort.	101 —102	101 —103
Marietta and Cincinnati Rail. Bonds	94 — 97	94 — 97
Michigan Central 8s 1882, conv.	90 — 100	88 — 92
Panama 2d mort.	68½— 69½	73 — 75
Panama General mort.	97 — 99	98 —100
Pennsylvania, 2d mort.	98 — 99	98 — 99
Do. General mort.	98 — 99	98 — 99
Do. $50 shares	47 — 48	47½— 48½
Philadelphia and Erie 1st mort.	97 — 99	97 — 99
Do. with option to be paid in Phila.	97 — 98	97 — 99

American Railroad Journal.

Saturday, April 4, 1874.

Stock Exchange and Money Market.

Money has been more active. The demand from speculative sources has been more animated, while from mercantile borrowers there has been a more urgent inquiry for accommodation. Rates have shown more firmness, with call loans quoted at 3@5, generally at 4@5, and the best discounts at 6@7 per cent per annum. The banks have added moderately to their loan and discount averages. The Washington reports, through the week, have been of a disturbing nature, and have tended to unsettle confidence as to financial, as well as commercial values. The Secretary of the Treasury announced on Monday that five millions of Gold would be offered for sale, through the New York office, as follows: Thursday, April 2, $1,000,000; Thursday, April 9, $1,000,000; Thursday, April 16, $1,000,000; Thursday, April, 23, $1,000,000; Thursday, April 30, $1,000,000. The U. S. Sub Treasury in this city closed the week with currency balance of $38,492,853 or $466,106 more than the preceding week; and a coin hoard, of $54,089,782, or $1,638,875 less than on the previous return. The City banks, in their last weekly exhibit, indicated a further reduction in their specie and deposit averages. The City bank exchanges, during the week, were $444,832,108, or a daily average of $74,138,684. The customs revenue of the port, during the week, was $2,400,755 of which $2,272,755 were in coin certificates. The deposits of the City banks show a decrease of $1,260,200; the legal tender notes an increase of $400,700, and the specie reserve a reduction of $1,256,700. The banks enlarged their loan and discount average $311,300, and their circulation $9,100. The City banks reported their average of gold last week at $25,439,300 and their greenback average at $60,585,100. Their deposits stood at $239,730,900. The loan item was about 286⅛ millions. The circulation was less than 26¾ millions.

The U. S. Sub-Treasury receipts in March were $43,374,481, including $11,029,633 from customs; payments, $42,848,629, including $1,077,472 of coin interest.

The outstanding amount of legal tender notes is yet 382 millions; and of National bank circulation $348,751,869.

Government has received about 73½ millions from internal revenue, thus far in the current fiscal year.

The U. S. Treasurer now holds in trust as security for national bank circulation, U. S. bonds to the amount of $392,880,200 and for public deposits, $16,270,200.

Gold has been quoted decidedly stronger in price, on a more spirited speculative movement, stimulated in part, by the Washington reports of a probable enlargement of the volume of currency. The customs drain has been fair, and the export call on the increase. The extremes of the price have been 112⅜@113¾, closing at 113⅜ as against 112⅜ on Wednesday of the preceding week. The specie outflow, last week, was $848,811. The imports of specie at this port since Jan. 1, have been $1,135,878, against $652,852 same time last year. The customs demand for Gold last week ave aged $410,834 a day. Foreign Exchange has been in fair demand, closing rather more firmly, with Bankers' sixty day bills on London quoted on Wednesday at $4 84¼@$4 85; sight bills on London, at $4 87¼@$4 88. The week's exports of Domestic Produce have been to the currency value of $6,047,968.

The amount of U. S. currency outstanding on the 1st inst. was $431,761,363.

Government securities have been quoted higher, with a livelier business reported, chiefly in the way of purchases on investment account. U. S. sixes of 1881 closed on Wednesday of this week at 120¾@121; U. S. Five-Twenties of 1862, 117¾@118; U. S. Five-Twenties of 1864 at 119¾@120; U. S. Five-Twenties of 1865, 120⅛@120¾; U. S. Five-Twenties of 1865 consolidated, 119⅛@119⅜; U. S. Five-Twenties of 1867, 120⅛@120⅜; U. S. Five-Twenties of 1868, 119¾@120; U. S. Ten-forties at 115⅛@115¼; U. S. Fives of 1881, (Funding Loan) 115@115⅛; Six per cent. currency Sixes from 117@117⅜.

State and Railway bonds have been moderately inquired for since our last, and have been held with firmness. Central Pacific first mortgage six per cents closed at 94¼@94⅛. Chesapeake and Ohio First Mortgage Bonds, Six per cents, 56@56⅛. Railway and miscellaneous share property has been quite active but variable as to values, closing, however, rather tamely and heavily.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $12,431,936, against $13,884,598 same week last year. The exports of domestic produce are $6,047,968, as against $5,361,289, last year. The exports of Gold and Silver, $848,811, as against $748,012 last year. The customs in Gold deposited during the week in the New York Office of the Treasury amounted to $2,466,200, as against $2,970,295, same week last March.

General business has been more active in the line of domestic produce, with Breadstuffs, Cotton, Provisions, Petroleum, and Naval Stores quoted firmer, though closing irregularly. Groceries have also attracted more attention. Sugars and Molasses quoted a shade dearer. Wool, Tobacco, Hemp, Hides, and Leather have been in moderate request at about former rates. The Metal trade has been very dull throughout, with only a restricted call, for supplies for prompt use. The dealings in Iron have been comparatively unimportant. We now quote: Eglinton Pig Iron at $38@$39; Glengarnock, $39@$41; Coltness, $44; Gartsherrie, $46; No. 1 American Pig at $35; No. 2 do. at $31@$33; Forge, $29@$31; English Rails at $55@$60, gold; American Rails at works, $62 50@$65; Old Rails, $40; Wrought Scrap, $40@42 50. Ocean freights have been more active, but closing, however, with berth rates quoted much stronger than early in the week.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Pacific R. R. of Mo., 41⅛; do. 1st mort., 78⅞; Ohio and Mississippi 7s, consol., S. F., 92¾; Toledo, Wabash and Western 7s, consol., 71; St. Louis and Iron Mt. R. R., 54; do. 2d mort., 81; Chicago and Northwestern consol. gold bonds, 88½; Buffalo and Erie 7s, new, ex int., 95; New York Central 1st mort., 106; Western Pacific bonds, 87; Central Pacific State-aid bonds, 100; Gt. Western 1st mort., 1888, 92¾; Pacific R. R. 7s, guar. by Mo., 98¾; Bellville and Southern Ills. 1st mort., 97; Long Dock bonds, 99½; North Mo. 1st mort., 86; Albany and Susquehanna R. R., 95; do. 1st mort., 103½; do 2d mort., 100½; Central of New Jersey 7s, 1902, conv., 102¼; Detroit, Monroe and Toledo, 1st mort., 98; Cleveland and Toledo 7s, new, 101; Canada Southern 1st mort., 67½; Burlington, Cedar Rapids and Minnesota 1st mort., 63; St. Louis, Jacksonville and Chicago 1st mort., 96½; Lake Shore div. bonds, 98; Clev., Col., Cin. and Ind 1st mort., 106¾; Galena and Chicago 2d mort., 100; Cin., Laf. and Chicago 1st mort., 82¼; Am. Dock and Imp. 7s, 98; Boston, Hartford and Erie 1st mort., 30; Lake Shore and Michigan Southern 7s, consol., coupon, 97; Michigan Central 7s, 98½; Atlantic and Pacific R. R. pref., 16½; Mil. and St. Paul 1st mort. LaC. div., 89½; do. C. & M. div., 81; do. scrip, 77½; St. Louis, Kansas City and Northern pref. 25½; Rensselaer and Saratoga R. R., 109; Chicago and Alton scrip., 97½; Western Union Telegraph, 79½; Am. Dist. Tel., 58; Quicksilver pref., 35; Am. Coal, 65; Consol. Coal of Md., 48; Adams Exp., 98½; Am. Exp., 62¾; Wells-Fargo Exp., 77½; Brooklyn 6s, W. L., 93½; N. Y. State B. L., reg., 107; Ohio 6s, 1886, 105;

Tenn. 6s, old, ex-coupon, 68¼; do. new, ex-coupon, 69½; North Carolina 6s special tax, 3d class, 9; do. F. A. 1866, 27.

Philadelphia.—Allegheny Valley 7 3 10s, 92; Pennsylvania and New York 7s, 103⅛; Shamokin Valley and Pottsville 7s, 92; Northern Pacific 7-30s, 83; Schuylkill Nav. 6s, 1895, 74; Susq. Canal 6s, 72; Phila. and Reading Gen'l mort., 7s, coupon, 103; do. 7s, new, conv., 104¾; Wilmington and Reading 1st mort., 86; Cape May and Millville 7s, 95; Philadelphia and Reading C. and I. deben. bonds, 81¼; do. mort. 88; Warren and Franklin 1st mort., 75; Huntingdon and Broad Top Mt. 2d mort., 95; Pittsburg Cin. and St. Louis 7s, 68; Westchester and Philadelphia 7s, 104¾; Pennsylvania R. R. div. scrip, 98¼; Nesquehoning R. R., 53; Catawissa new pref., 34½; Camden and Atlantic pref., 40¼; Harrisburg and Lancaster R. R., 51; Pennsylvania State coupon 5s, 1877, 101½; Philadelphia City 5s, 98; Camden City 6s, 89; Pittsburg 7s, W. L., 99½; Susq. Coal bonds, 65. The latest quotations are: City 6s, 101⅛@101¼; do. free of tax, 103¼@103¾; Pennsylvania State 6s, 2d series, 105@106; do. 3d series, 109@110; Philadelphia and Reading 57⅛@57¾; do. Gen'l mort. 7s, coup., 101⅛@—; do. reg., 103@105; do. mort. 6s, 1880, 98@101; do. new, conv., 104⅝@105; do. 7s, 1893, 105¼@—; United New Jersey R. R. and Canal Co., 121@121½; Camden and Amboy mort. 6s, 1889, 98@99½; Pennsylvania R. R., 51⅞@52; do. div. scrip, 98¼@98½; do. 1st mort., 100½@100¾; do. 2d mort., 101@102; do. general mort. coupon, 90¼@90½; do. reg., 91@—; Little Schuylkill R. R., 46¼@47; Morris Canal, 50@52; do. pref. 121@123; do. 6s, 93@—; Susquehanna Canal, 5@9; do. 6s, 72@73; Schuylkill Nav., 6@6½; do. pref., 12@12½; do. 6s, 1882, 77@77; do. 1872, 88⅛@88½; Elmira and Williamsport pref., 37⅛@39; do. 7s, 1873, 97@100; do. 6s, 63@65; Lehigh Coal and Navigation, 45⅜@45½; do. 6s, 1884, 93@95; do. R. R. Loan, 95@95¼; do. Gold Loan, 96¼@96¾; North Pennsylvania, 45@46; do. 6s, 98½@99½; do., 7s, 102@102½; do. Chattle 10s, 103@—; Philadelphia and Erie, 20½@21; do. 6s, 92@94; do. 7s, 87@88; Minehill, 52¼@52¾; Catawissa, 15@16; do. pref. 43@43¼; do. 7s, 1900, 100¾@101½; Lehigh Valley, 59½@59¾; do. 6s, new coupon, 99@100; do. reg., 100@101; do. 7s, 103@103¾; Fifth and Sixth streets (horse) 56@1 58; Second and Third, 60@61; Thirteenth Fifteenth, 21@21¾; Spruce and Pine, 28@30; and Green and Coates 47@49½; Chestnut and Walnut, 60@60½; Hestonville, 19¾@20¼; Germantown, 37@40.

Boston.—Nashua and Lowell R. R., 135; Rutland R.R., 4¾; do. pref., 31; do. scrip, No. 5, 79; Indianapolis, Cincinnati and Lafayette R. R., 7⅛; do. scrip, 90; Norwich and Worcester R. R., 126½; Cincinnati, Sandusky and Cleveland R. R., 9¾; Conn. and Passumpsic River R. R., 76¼; Burlington and Missouri River R.R. in Iowa, 102; do. in Nebraska, 64¼; do. Creston Branch, 100; do. 8s, in Nebraska, new, 94¾; do. old, 100; do. 7s, L. G., 99; Chicago, Burlington and Quincy 7s, 96⅝; Boston and Maine 7s, 103½; Atchison, Topeka and Santa Fe 7s, L. G., 57¾; Old Colony 7s, 1894, 104¾; Boston Water Power Co., 14⅛; Cary Imp., 7; New Hampshire 6s, 99¼; Boston 6s, 1880, currency, 99½; Chicago 7s, 99; Allouez Mining Co., 8½; Calumet and Hecla, 188½; Dana, 60c.; Duncan, 60c.; Madison, 40c.; Mesnard, 1¼; Petherick, 2¼; Pewabic, 7; Ridge, 7¼; South Side, 35c.; Star, 1¼; St. Clair, 2½; Winthrop 85c.

Baltimore.—Northern Central 6s, 1900, gold, 91⅛; Orange, Alex. and Manassas 7s, 80¼; Richmond and Danville 1st mort., 70; Northern Pacific 7 30s, 84¾; Wilmington and Weldon R. R., 67; Virginia consols, ex-coupons, 47⅞; Virginia consols, coupons, 76; Maryland Defense 6s, 105; Georgia 7s, 87¼. The latest quotations are: Wilmington, Columbia and Augusta bonds, 68@73; Pittsburg and Connellsville 7s, 1898, 88¾@89; Baltimore and Ohio, 171⅞@172; do. 6s, 1875, 99¾@100¼; do. 1880, 99@100; do., 1885, 100¼@100½; Parkersburg Branch, 5@10; Northern Central, 88½@88¾; do. 6s, 1885, 91@93; do. 1900, 90@91½; do., 6s, 1900 gold, 91@91¼; N. W. Va. 3d mort., 1885, 92@—; Marietta and Cincinnati 1st mort. 7s, 1892, 100¾@101½; do. 2d mort., 7s, 92¼@92½; do., 3d mort., 8s, 78@78⅞; Central Ohio, 42½@43; do. pref., 40@45; do. 1st mort., 89@89½; Western Md., 1@3; do. 1st mort. 6s, 1890, 75@—; do. 1st mort. guar., 95@96; do. 2d mort. guar., 95@96; do. 3d mort., guar., 95@95¾; do. 2d mort. pref., 61@62; do., 2d mort. guar. by Washington Co., 80@82; Richmond and Danville 1st mort., 70@72; Orange and Alexandria 1st mort. 6s, 88@91; do., 2d mort. 6s, 79¾@80¼; do., 3d mort. 8s, 81@85; do., 4th mort. 8s, 75@76; Orange, Alex. and Manassas 7s, 80@80½; Virginia and Tennessee 1st mort. 6s, —@—; do., 2d mort. 6s, 65@75; do. 8s, 80@85; Baltimore 6s, 1875, 100¾@101½; do., 1884, 98⅛@100; do. 1886, 99@99½; do. 1890, 98¾@99¼; do., 1893, 97@98; do. 1893, exempt, 97¼@97⅝; do., 1900, 98⅜@98½; do. 1900 new, 98@99; do. 1902, 98¼@99; Memphis City 6s, 49@50¼; Maryland Defense Loan, 1883, 105@105¼; Virginia 6s, old, —@40; do. new, 43@50; do. consol. 6s, 50¼@50⅝; do. coupons, 75¾@76; West Virginia, 10@10⅜; City Passenger R. R., 17@17½; George's Creek Coal, 130@140.

☞ The officers of the Indianapolis and St. Louis Railway, recently elected, are: E. W. Woodward, President; Edward King, Secretary and Treasurer; A. J. McDowell, Auditor; and Samuel Woodward, General Superintendent.

☞ A new railroad is to be built from the Delaware River, near the mouth of Monroe Creek, in Hopewell, Township, to the Central Railroad at Bound Brook, N. J. The capital stock of the company is $1,000,000.

☞ The Philadelphia and Reading Railroad Company have declared a quarterly dividend of 2½ per cent in cash, on the preferred and common stock, payable, clear of all taxes, at the office of the company in Philadelphia on and after the 24th inst.

☞ The Delaware, Lackawanna and Western Railroad Company have declared a quarterly dividend of 2½ per cent, payable on and after the 20th inst.

☞ A dividend of three per cent, has been declared on the stock of the Dubuque and Sioux City Railroad Company, payable on the 15th of April, at the office of the company, 59 Liberty St., N. Y.

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We are also selling the Central Pacific Gold Six Per Cent. Land Bonds at 85 and accrued interest.

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The House Transportation Bill.

The *Tribune*, of the 31st ult., has the following dispatch from Washington on the above subject:

There are as yet no indications of an early consideration of the Transportation bill in the Senate. Some of the opponents of the measure assert that the leading railroad men of the country desire its passage on the ground that it will lead to the assumption by the Government of complete authority over all the railroads of the country, whether inter-State or local, and that it will be far easier for the companies to deal with a single Government Commission than with thirty-seven different State Legislatures. The Commission, it is argued, would be removed from the influence of the Granger movement, which begins to exert such a power in the Legislatures of the Western States as to trouble the railroad companies. There would be no difficulty in making the provisions of the bill apply to nearly all the roads, because every one running through freight or passenger cars destined to cross a State line, would come within the terms of the bill, and would be free from the annoyance of hostile State legislation, by placing itself under the authority of the Government Commission. The passage of the bill by the House is still spoken of as a bun combe performance.

☞ The stockholders of the Toledo, Peoria and Warsaw Railway Company have elected John B. Brown, Jas. F. Secor, Charles A. Secor, J. W. Smith, Charles Bard, L. V. F. Randolph, J. D. Fish, Charles L. Frost, and John Newell, as directors of the company for the ensuing year.

☞ The Union Pacific Railroad Company has issued a circular announcing its readiness to give $6000 of its eight per cent mortgage bonds for $5000 of the income bonds now maturing. To facilitate exchange the company will pay on September 1 as much interest as if the ten per cent bonds had not been exchanged.

☞ The bridge over Red River, at Fulton, Ark., was finished March 21st, and trains of the Cairo and Fulton Road will hereafter run to Texarkana without change.

☞ The Directors of the Pennsylvania Railroad have unanimously re-elected their old officers—John Edgar Thomson, President; Thomas A. Scott, First Vice President, and George B. Roberts, Second Vice President.

☞ The opening of the Parker and Karns City Railroad—extending from Parker to Karns City—will be celebrated on Wednesday, the 8th of April.

☞ A Syracuse (N. Y.) firm has been awarded the contract for the construction of a ship canal from Port Dalhousie, Lake Ontario, to Thorold, a Canadian work.

Atlantic and Lake Erie Railway.

The Directors of the Atlantic and Lake Erie Railway Company, consisting of V. B. Horton, Thomas Ewing, Charles Foster, Thomas Beer, Wager Swayne, James Taylor, H. P. Platt, J. S. Trimble, J. P. Wetherel and G. B. Johnson, met in Cincinnati last week, and elected officers for the ensuing year as follows:

President, V. B. Horton; Vice President, G. B. Johnson; Secretary and Treasurer, James B. Gormly.

Executive Committee—Messrs. Ewing, Beer, Taylor, Johnson, and the President.

Finance Committee—Messrs. Ewing, Foster, Platt, Trimble, and the President.

The Board concluded a contract with B. B. Mc Donald & Co., of Bucyrus, Ohio, for the substructure from New Lexington, on the Cincinnati and Muskingum Valley Railway, through the Great Vein coal fields, to Salina, on the Columbus and Hocking Valley Railroad; and for the superstructure from New Lexington to Moxahala. The contractors are required to have the iron and rolling stock on part of the division by the 1st of September next, which will give the several coal companies an outlet for their coal to Cincinnati by the Cincinnati and Muskingum Valley Railway from New Lexington.

☞ The stockholders of the Montpelier and St. Johnsbury and Essex County Railroads held their annual meetings at St. Johnsbury, Vt., on the 21st ult. Each elected the old board of directors, and voted to ratify the contracts executed by and between their companies and the Eastern Railroad Company of Massachusetts, the Portland and Ogdensburg Railroad Company of Maine and New Hampshire, the Montpelier and St. Johnsbury Railroad Company, the Lamoille Valley Junction Railroad Company, the Northern Vermont and Lake Champlain Railroad Company, the Missisquoi Junction Railway Company of Canada, and the Montreal, Chambly and Sorel Railway Company of Canada, bearing date February 25, 1874, and authorized the issue of second mortgage bonds secured by a mortgage of their road and property for the purpose of completing and fully equipping the same as provided in said contracts with said several railroad companies.

☞ The Boston and Newton Railroad Company, formed under the general railroad law of Massachusetts to secure the building of the Newton and Boston Railroad, has been organized by the election of the following persons to act as Directors: J. D. Towle and John F. Boyd of Newton; H. H. Fitch of Boston; W. C. Strong, Charles Dana, C. H. B. Breck, B. F. Ricker, S. W. Trowbridge and Henry Baldwin of Ward Nineteen (Brighton). At a subsequent meeting of the Directors J. D. Towle was chosen President.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending March 21, at 292,817 tons, and for the coal year 2,917,912 tons, against 3,261,573 tons to corresponding time last year, being a decrease of 342,661 tons. The bituminous tonnage for the week is 43,952 tons, and for the year 421,796 tons, giving a total of all kinds for the week of 336,769 tons, and for the year of 3,349,708 tons, against 3,724,806 tons to same time last year, being a decrease of 375,018 tons.

☞ The basis of the compromise between the Pennsylvania Railroad and the New York and Long Branch Railroad, in regard to the bridge over the Raritan River, has been arranged as follows: The Pennsylvania road is to give $100,000 to widen the draws on each side of the main pier to two hundred feet, and to erect a wrought-iron swinging bridge for this part of the roadway. The work is to be done in five months, and the railroad bridge is to be used in common by both companies.

☞ Under order of the United States Circuit Court for the 6th Circuit the Alabama and Chattanooga Railroad is to be sold at public sale in Mobile, Ala., on the 4th of May. No bid will be received for less than $5,220,000. The purchaser must pay $200,000 in cash on the acceptance of his bid, and the balance in sixty days, any or all of it first mortgage bonds. The road is 295 miles long, from Chattanooga southwest to Meridian, Miss.

☞ The Grand Southern (Canada) Railway was recently organized at St. George. W. K. Reynolds A. H. Gillmor, jr., M. P., Francis Hibbard M. P. P., Hugh Ludgate, J. E. Lynott, C. McGee, and Samuel Johnson were elected directors. Subsequently the directors elected W. K. Reynolds President, and appointed J. E. Lynott Secretary, Samuel Johnson, Treasurer, and Geo. McSorley, Solicitor.

☞ The Spartanburg and Ashville Railroad Company has been organized at Charleston, S. C., with C. G. Memminger as President. The road is to be a link in the projected line of direct communication between Charleston and Chicago.

☞ The first mortgage seven per cent bonds of the Nashville, Chattanooga and St. Louis Railway Company have been placed on the free list of the New York Stock Exchange.

☞ A new line of railway from Lodi to Milan, through Wellington and Wakeman, Ohio, is being surveyed.

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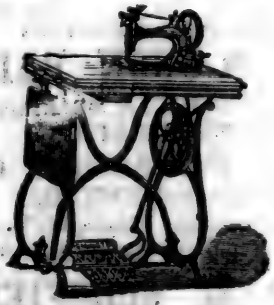
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New York, Saturday, April 11, 1874.

Congressional Finance and the Railroad Corporations.

It may now be accepted that we are likely to have no inflation of the legal tender notes beyond the 400 million limit, on the one side, nor any issue of bank notes beyond the 400 million limit, on the other. This is, on the whole, quite as satisfactory as might have been expected. The temper of the southern and western members is strongly in favor of "more money," "cheap money;" and some of their advocates clamor for the privilege of issuing notes so loudly as to give the impression that they confound the right to start banks with a downright gift or loan of money from the government. Several causes conspire to bring about this mystification. One of the effects of our redundant currency was to stimulate trade and manufactures far beyond their legitimate and proper needs. Panic and collapse were certain to follow. We are undergoing the pains and penalties of having lived too fast. We must now go slowly, and let extravagant luxuries alone for awhile. The policy of the government in applying the surplus revenues to liquidating the unmatured debt, instead of accumulating a fund with which to begin the redemption of the legal tender notes, naturally threw large amounts of fixed capital—not less than a hundred millions a year—into the open money market, there to be bid for by all sorts of adventures; and it is a fortunate circumstance that so much of it went into the construction of railroads, even at high prices for material and labor. It is much better in that shape than in inflation of prices, already high, for city lots, or in the luxurious furnishing of costly buildings. The lessons of last September will not be forgotten this year; and though there is likely to be an addition to the currency of the country, we do not look for the mischevious effects of former years to follow. Perhaps we shall be better reconciled to this increase if we reflect what might have happened, if contraction had been adopted instead of inflation. A "cramp" among the banks, and hard times among the people, with a Presidential election looming up next year, would have created such a storm of opposition, that the next Congress would have swept away all barriers of limitation and opened the flood gates of new issues to the extent of one or two hundred millions. It is predicted of the present settlement that it will restore confidence to debtors, speculators, and business men. Money will be taken from bank-vaults to be spread among the people, and, what is of more importance, the wheels of industry will be set in motion. The evils of inflation may in this way be offset by greater benefits derived from a population kept at work. There will but little fresh capital find its way into the construction of new railroad lines, as compared with late years. The great lines will, in adding, here and there to their feeders and connections, strengthen themselves. Loans will seek the usual channels, and not be offered so much by popular subscriptions. Traffic will gradually and certainly revive. There will be a cutting down of useless functionaries, but better public service.

Of course, it is desirable that Congress should shape legislation in the direction of an early return to specie payments. It should not be lost sight of that our government notes are not money; but only promises to pay money. That day of payment and redemption in real "dollars" should not be indefinitely postponed; it should be definite, and the purpose of the nation to accomplish it should be expressed in proper legislation to that end.

How, then, can the government pay its notes? It certainly ought to be as able to cancel this debt of $446,000,000 (including fractional notes) as it was for the French people to pay off the indemnity of fifteen hundred millions to Germany, and in as short a time. It is a mistake to suppose that this can be done by issuing new bonds to be sold abroad for the coin, inasmuch as the same nations who sold us the coin would straightway proceed to take the coin back again by exchanging with us our old and new government and corporate obligations. There remains, then, the plan of hoarding up a sufficient sum in the Treasury Vaults (not less than two hundred millions) and as soon as that sum is reached have it understood that the notes would be paid. For that purpose a certain per centage of the customs should be accumulated. To be successful redemption must be so full and free that every body, who had the requisite greenbacks, could get all the gold he wanted; and for six months it should be a drug. By that time the appetite for gold would be sated; it would flow into the banks and thence it would gradually be withdrawn to Europe.

The railroad companies, most of whom have long bonds out, would lose nothing by this policy of resumption. Their revenues would be in the better currency meanwhile, and less of them would be consumed in the purchase with gold of foreign-bought articles. The competition from new lines is likely to be less for many years to come. Trade and industry will in a short time settle themselves according to the new order of things. Of course debtors will squirm, when compelled to repay in a better kind of currency than they received; but if this argument were allowable now, it would last for ever; we should never be ready, for there always will be debtors; and there is no temptation to men to run in debt so great as the notion that money will be more plentiful when the debts have to be repaid. The

utmost that can be done for this class is to provide for gradual, not abrupt, change. Fix, approximately, the time for redemption, and then let all earnestly prepare for it.

Virginia and Her Bondholders.

On the 27th of March Gov. Kemper, of Virginia, sent a message to the General Assembly in relation to the State debt, in which he dwells at considerable length upon and earnestly expresses his objections to the existing funding act, and asserts that it is the cause of great present embarrassment to the State finances, and that relief from the obligation compelling the State officers to receive the coupons of those bonds in payment of taxes is absolutely necessary to the inauguration of an efficient system for reviving the public credit and ultimately redeeming the public faith, and then adds:

"The principal sum of the debt intended to be assumed by the funding act, the interest pledged upon which is now overdue, is $30,478,741 49, excluding the amount assigned for settlement with West Virginia. The evidences of debt proper belong to many and multiform classes, including coupon, registered and sterling bonds, and divers forms of old certificates."

The Governor then shows, by comparison, the resources and situation of the State. In 1860 the value of assessed real and personal property was $748,655,482 77, and in 1873 and now is $336,686,433 23 and no more. He shows also by contrast the falling off of the tobacco crop and of every other kind of agricultural products, which distresses the people and strains their utmost resources and energies. He continues:

"The present revenues of the State are large when compared with her resources. The State revenue for the fiscal year, excluding costs of collection, amounted to $2,421,945 41, while for the same year the additional sum of $2,217,538 49, besides the cost of collection, was drawn from the people in the shape of county, township, and local school taxes, making the net aggregate of $4,689,488 90 paid yearly in public taxes, while the aggregate of taxable values stands at $336,686,433 23. This amount of taxation is exclusive of the very considerable taxes paid to corporations, while a sum far larger than the amount of all other taxes combined is actually drawn from the State by federal taxation. If full interest should now be paid upon this debt, assumed by the funding act, the amount of State and local taxes, excluding costs of collection, also federal and corporation taxes, would necessarily be increased to the net sum of $5,964,425 77, for the revenues of the fiscal year were less than enough to support the Government and pay such full interest by the sum of $1,824,941 87."

In referring to his plans to henceforth pay four per cent per annum on the entire debt assumed by the funding act, the Governor says the State might guarantee with certainty the regular and punctual payment in semi-annual installments and at convenient places, of two thirds of the accruing interest for the present—giving proper certificates for the deferred interest, and providing for the payment of full interest, together with all arrearages on interest account, as soon as the steadily increasing resources shall permit, and adds:

"In such adjustment it ought to be stipulated that all our outstanding obligations included in the numerous and confused classes and grades before enumerated should be made first-class debts of uniform terms and character. They are all equally just, and it is not reputable that we should favor any of them with special advantages or make any distinction between them."

The memorial of the foreign bondholders, which suggested the Governor's message, refers to the fact that its signers had advanced large sums of money to Virginia, for which they received titles of security, and that the interest thereon was duly paid until calamitous occurences affecting the State, payments were suspended. They state that under the funding bill of 1871 they assented to reduced rates of payment. That in compliance with the conditions of the funding bill the coupons of interest should have been paid on the 1st of January, 1872, for which ample funds were lying in the treasury of the commonwealth, but that instead of such coupons being paid, in conformity with the obligations of the commonwealth, payment was suspended and the whole action of the funding bill stayed by resolutions of the two houses of the Legislature, passed in the session of 1871-'72. That subsequent legislation in the sessions of 1871 '72 and 1872 '73 has been felt by the bondholders to be most oppressive and unjust. The memorialists solicit that the General Assembly will, without delay, restore the funding bill to its full efficiency, or substitute such other measures as may tend to the restoration abroad of the credit and honor of the ancient commonwealth of Virginia.

Connecticut River Railroad.

The earnings of this road for the years ending September 30, 1872 and 1873, were as follows:

	1872.	1873.
From passengers	$323,247 06	$348,738 12
" freight	375,536 08	365,963 49
" mails	6,059 56	11,127 93
" express	13,065 99	18,125 40
" rents, etc	15,459 78	12,348 80
	$733,368 47	$751,303 74
Expenses, viz:		
Repairs of road	$128,390 95	$139,523 01
" bridges	3,896 10	3,728 49
" buildings	34,201 85	27,183 57
" locomotives	26,780 79	35,960 46
" cars	44,536 78	40,624 78
" tools, etc	1,154 69	2,384 22
Running trains	132,830 28	129,151 11
Station expenses	58,499 45	60,204 28
General expenses	16,682 63	17,405 46
Stationery, etc	8,044 34	6,723 08
Gratuities and damages	4,256 31	3,954 40
Removing snow and ice	1,074 54	6,563 34
Water works	5,886 51	2,068 83
Miscellaneous	11,918 60	11,645 34
	$478,153 82	$487,120 12
Net earnings	$255,214 65	$264,188 62
Surplus per last report	217,102 22	226,985 12
Total	$472,316 87	$491,168 74
Against which are charged—		
Interest paid	$27,598 62	$27,058 36
Payment to sinking fund	8,000 00	8,000 00
Taxes	37,023 18	37,683 49
Insurance	2,709 95	2,517 49
Dividends January	85,000 00	92,500 00
" July	85,000 00	95,000 00
Surplus September 30	226,985 12	228,409 40
Total, as above	$472,316 87	$491,168 74

The net result of the business differs but little from that of the preceding year. A comparison of the figures show a gain of $17,935 27 in the gross receipts and a corresponding increase of $8,966 80 in the operating expenses.

The dividend and interest items include payments of about $15,000 in amount, growing out of the new work now in progress on the second track, which expenditure might fairly have been carried to capital account as a portion of the legitimate cost of constructing the road, but we have chosen to set it against the current earnings.

The repairs and renewals in the locomotive and car department have been unusually extensive. A new locomotive, the "Orion," costing $18,400, has taken the place of the old machine of that name, and an additional locomotive, the "Brightwood," is in process of building, on which $4,700 has been expended at our shops. In addition to current repairs on the cars, three house freight cars, five platform cars and five gravel cars have taken the place of like numbers that have gone out of service, and two new passenger cars have been added to the former stock. The "Miller Platform" has been placed on most of the passenger cars, and a commencement has been made in providing the passenger trains with approved power brakes: all being charged to account of running expenses.

The department of road repairs has been supplied with two hundred tons of iron rails, five hundred and forty-eight tons of steel rails, two hundred and seventy kegs of spikes and about twenty-two thousand cross-ties; the difference in cost between iron and steel rails being carried to "construction account."

The engine house at South Vernon, destroyed by fire in November last, was rebuilt at a cost of $1,600. The engine house at Greenfield which for various reasons had become unsuited to the requirements of the business at that station, has been replaced by a building of modern construction with five stalls, and so located that future additions may easily be made when required. The new house, involving the removal of the turntable, has cost $6,500, and is of course a charge against the income of the year. As our trains are now run, two of the engines are kept over night at Greenfield; and the Vermont and Massachusetts R. R. Co., to whom we lease station accommodations at that point, now use the other three stalls of the new building.

A tract of land eligibly situated at Bernardston Station and including a beautiful grove has been purchased and fitted up for the accommodation of picnic and other social gatherings during the season of pleasure travel. The cost of this land, $1,890 00, was carried to construction account, but the fitting up of the grounds—say $2,000, forms a part of the stated annual expenses. Judging from the results of the past season there can be but little doubt that the enterprise will prove remunerative through increase of travel.

Since our last annual report the section of second track then in process of construction between Chicopee and Holyoke Stations has been completed. It was brought into use during the month of August. A further extension of eight and one half miles is now in progress, for which the grading, masonry and bridge superstructures will be well advanced at the close of the season. The rails are under contract for delivery in the spring and we anticipate the completion and opening of the second track as far as Northampton by September of next year. In laying out this new work it has been found practicable to improve the alignment and grades of the road at several points without adding unreasonably to the cost.

One thousand shares have been added to the capital stock of the company, making a total of $1,950,000. Of the amount so added one half was sold at auction in June with full rights from the time of the last preceding dividend; the other half was sold in August on the same terms, the entire proceeds being $138,396 or at the rate of 138½ per cent. The total expenditures charged to construction account during the year amount to $188,256 41, being $49,860 44 greater than the proceeds of the stock sales.

It will be seen from the accompanying report of the commissioners that the sinking fund, provided for our mortgage debt of $250,000, now amounts with its accretions to $148,931 94.

The company have 19 locomotives, 24 passenger, 2 sleeping, 6 smoking and baggage, 5 smoking and Post-office, 2 baggage and express, 182

house freight, 121 platform freight and 32 stone (platform) cars, and 1 steam car. Miles run with passenger trains, 193,065; with freight, etc., trains, 157,287—total 350,352. Number of passengers carried, 1,124,299; do., carried one mile, 12,336,298. Tons of freight carried, 405,801; do., carried, one mile, 9,782,187. Earnings per mile of road, $13,416 12. Earnings per mile run, $2 17.3; operating expenses per mile run, $1 39.1; net earnings per mile run, $0 75.4. Per centage of expenses to earnings, 64.2.

BALANCE, SHEET, September 30,

	1872.	1873.
Cost of road and equipment	$2,281,341 86	$2,469,597 77
Materials	100,378 75	125,624 95
Paymaster	22,881 43	.. ..
Ferry stock and real estate	4,678 12	4,678 12
Bills receivable	3,893 67	268,520 05
Suspense account	290 41	290 41
Post-office department	1,669 05	2,919 04
United States	1,839 55	2,281 76
Dues from individuals and corporations	255,580 88	20,831 63
Dues from station agents	83,186 45	59,861 41
Commissioners of sinking fund	132,907 68	148,931 04
Investments	1,100 00	3,057 33
Cash	41,256 59	63,419 19
	$2,931,003 94	$3,170,012 70
Capital stock	$1,850,000 00	$1,950,000 00
Premium	45,885 00	84,281 00
Mortgage bonds, due Sept. 1, 1878	250,000 00	250,000 00
Bills payable	140,000 00	320,400 00
Expense bills payable	51,232 05	.. ..
Unclaimed dividends	2,151 00	2,201 00
Paymaster	....	23,317 95
Dues to individuals and corporations	200,114 37	129,032 16
Sinking fund	132,907 68	148,931 04
Surplus earnings	193,407 80	210,571 40
State of Massach'etts	31,728 72	33,440 15
Profit and loss	33,577 42	17,838 00
	$2,931,003 94	$3,170,012 70

President.—DANIEL L. HARRIS.

Directors.—Daniel L. Harris, Ignatius Sargent I M. Spelman, Edward A. Dana, Chester W. Chapin, Oscar Edwards, W. B. Washburn, Roland Mather, S. M. Waite.

Clerk and Treasurer.—SETH HUNT.

Auditor.—ELIPHALET WILLIAMS.

Superintendent.—JOHN MULLIGAN.

The James and Kanawha Canal Project.

The friends of this project in the South and West appear to be rallying for one more effort to commit the Government to the expense of this work. General Humphreys, chief of engineers U. S. A., has transmitted, with the expression of his full concurrence in its conclusions, the report of a board of engineers on the James and Kanawha Canal project. The board consisted of Colonel J. G. Barnard, Lieutenant-Colonel Q. A. Gillmore, Major W. P. Craighill, Major G. Weitzel and Lieutenant Thomas Turtle all of the army Engineer Corps, and Benjamin H. Latrobe, civil engineer. After thorough examination of the route from Richmond to the Ohio, at Point Pleasant, they have unanimously arrived at the following conclusions: First, that it is entirely practicable to connect the waters of the James and Ohio rivers by a water navigation of seven feet in depth. The tunnel that will be required would be about the length of the Mont Cenis tunnel, but it would go through rock very easily excavated, and could be driven from shafts of moderate height, and at distances seldom exceeding one mile. Secondly, that an ample water supply can be commanded. Thirdly, that the tunnel should be a single tunnel, with turnouts provided in sufficient number to admit of vessels passing. Fourthly, that the proposed water line can be completed in six years at a cost not exceeding $60,000,000, and that the cost may reasonably be expected to be within $55,000,000, and may possibly not exceed $50,000,000. Lastly, that, in the opinion of the board, this route presents extraordinary claims as a means of cheap transportation, and of developing immense mineral resources now neglected.

Railroad Coal, Wood, and Oil.

Every one who has traveled on any of the railroads of the Pacific slope has wondered at their enormous woodpiles and coal-bins. The former are especially noticeable on the Sierras, but both are found at all the various termini of the different divisions. Wood is usually burned in crossing the summits, on account of the intolerable inconvenience of coal smoke in the miles of snow-sheds and tunnels. All along the line of transit across the mountains are monster woodpiles.

Here the snowsheds are enlarged to receive thousands of cords; there immense buildings are erected for the especial purpose of holding fuel; and a little further on we come to level spots of two or three acres that are literally covered with carefully corded wood. The inquisitiveness of human nature prompts almost every one to wonder regarding the quantity and cost of this railroad fuel. What does the company pay for the fodder of these puffing, steaming, snorting, shrieking, iron horses?

The obliging officials are always ready to give exact information, and a little time and attention soon enables one to arrive at conclusions which are absolutely correct.

At the present time all classes of people are eagerly scanning the columns of the press for reliable figures and facts showing the cost of railroading. It, therefore, is, perhaps, apropos that we should give a few items, gleaned by patient inquiry, relative to this question of expense.

The Central Pacific had on hand, at the 1st of January, about 60,000 cords of wood, and many thousands more were stored near the track, ready to be received when required. During the year 1873, the Central Pacific purchased and received about 75,000 cords, at a cost of over $300,000; the California and Oregon, 9,000 cords, costing $40,000; the Western Pacific, 2,500 cords, at $15,000, and the Stockton, Copperopolis and Visalia 1,000 cords, costing $5,000.

These roads, therefore, purchased 87,500 cords, at an aggregate cost of $360,000.

The following table shows the number of engines employed upon each division, and the average monthly consumption of wood and coal:

	No engines.	No. tons coal.	No cords wood.
Salt Lake Division	27	1,900	80
Humboldt Division	23	1,600	75
Truckee Division	30	1,600	300
Western Division	49	2,400	125
Visalia Division	7	350	30
Oregon Division	6	.....	500
California Pacific	12	650	100
Sacramento Division	44	.....	3,500
Total	209	8,500	4,710

Many of these two hundred engines were shipped around Cape Horn, and were purchased at a time when engines were higher than at present. It is computed that they cost the company, on the average, $15,000 apiece, or, in the aggregate, $3,000,000. According to the above table they consume annually about 102,000 tons of coal, and 56,520 cords of wood.

At the lowest estimate the coal costs, delivered at the various points, $8 per ton, and the wood $4 50 per cord; hence we have annually the snug little sum of $816,000 paid for the former and sumed.

To this amount should be added the quantity accidentally destroyed by fire.

Last year the fires at four places within a distance of ninety miles on the Central Pacific, consumed the following amounts, viz:

	Cords.
Clipper Gap, two fires	500
New England Mills	800
Union Mills	2,000
Camp twenty-seven	1,500
Total	4,800

These iron horses require not only wood and coal, but oil, to lubricate their ponderous joints and sinews. This oil is known as machinery, sperm, tallow and kerosene, and the average quantity used monthly is as follows:

Division.	Machine oil, pts.	Kerosene, pts.	Tallow, lbs.	Cost.
Western	3,500	3,000	3,000	$1,300
Visalia	450	400	300	300
Oregon	300	310	330	350
Sacramento	2,622	1,400	2,050	720
Truckee	1,200	1,500	1,500	600
Humboldt	400	2,500	1,500	400
Salt Lake	1,150	1,500	1,700	520
California Pacific	400	490	720	210
	10,022	11,100	11,100	$4,300

Thus, annually, the oil bill amounts to $51,600 simply for lubricating locomotives.

To be sure, all this expense of running the engines is but a drop in the bucket, and is not to be mentioned in the same breath as the cost of battling snow, or of snow-sheds, tunnels, grades, buildings, track and employes; nevertheless it is an item worth considering. We earnestly commend it to any who are not quite thoroughly posted regarding the expensiveness of running railroads. For the benefit of such we recapitulate the cost:

200 engines, at $15,000	$3,000,000
102,000 tons of coal, at $8	816,000
56,520 cords of wood, at $4 50	264,340
4,800 " " (fires)	21,600
Oil and tallow	51,600
Total	$4,153,540

—*Cor. Sacramento Record.*

☞ The estimated earnings of the Illinois Central Railroad Company for March, 1874, are $567,554, against $660,759 in March, 1873—a decrease of $93,205. For the three months ending March 31, 1874, the earnings were $1,717,713, against $1,860,429 for the corresponding period of 1873—a decrease of $142,716. This large decrease in earnings is however more than counterbalanced by the diminution in expenses; the net earnings for the past three months having, as we learn from the most reliable authority, increased more than one hundred thousand dollars over the first three months of the previous year.

☞ A settlement has been completed in Philadelphia between the Northern Pacific Railroad Company and the estate of Jay Cooke & Co., whereby the advances made by the latter to the former are discharged by acceptance of the company's first mortgage bonds and other securities. This settlement leaves the railroad company with only a nominal floating debt to be provided for.

☞ The Senate bill, granting an extension of time for the completion of the Wisconsin Central Railroad to the 31st of December, 1876, passed the House of Representatives on the 6th inst. Besides extending the time, the bill gives the company 342,000 acres of land.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of March, were:

ENTERED FOR CONSUMPTION.

	1873.	1874.
Manufactures of wool	$2,836,945	$2,885,158
" cotton	2,878,893	2,419,527
" silk	2,869,654	2,464,848
" flax	1,427,481	1,322,326
Miscellaneous dry goods	1,002,013	868,521
Total entered for consump	$11,014,986	$9,460,380

WITHDRAWN FROM WAREHOUSE

	1873.	1874.
Manufactures of wool	$1,779,884	$1,794,372
" cotton	1,338,534	820,640
" silk	1,553,543	745,515
" flax	1,011,725	841,174
Miscellaneous dry goods	314,794	231,186
Total withdrawn from warehouse	$5,997,980	$4,432,887
Add entered for consump	11,014,986	9,460,380
Tot. thrown on the market	$17,012,966	$13,893,267

ENTERED FOR WAREHOUSING.

	1873.	1874.
Manufactures of wool	$1,414,204	$1,284,576
" cotton	792,505	618,016
" silk	901,234	487,822
" flax	554,480	633,139
Miscellaneous dry goods	259,186	185,066
Total entered for wareh'g.	$3,921,609	$3,158,619
Add entered for consump	11,014,986	9,460,380
Total entered at the port.	$14,936,595	$12,618,999

The imports of dry goods at New York during the first quarter of the year were:

	1873.	1874.
January	$12,777,993	$8,815,674
February	16,882,878	13,481,918
March	14,936,595	12,618,999
Total 3 months	$44,597,466	$34,916,591

The imports of foreign dry goods at New York for three months ending with March were:

ENTERED FOR CONSUMPTION.

	1873.	1874.
Manufactures of wool	$8,477,614	$6,651,639
" cotton	8,079,098	6,493,202
" silk	7,259,507	6,192,682
" flax	3,947,802	3,175,041
Miscellane's dry goods	2,617,232	2,277,526
Total, as above	$30,381,253	$24,790,090

WITHDRAWN FROM WAREHOUSE.

	1873.	1874.
Manufactures of wool	$4,732,030	$4,612,277
" cotton	3,469,680	2,453,557
" silk	3,390,013	2,215,866
" flax	2,464,539	2,346,063
Miscellaneous dry goods	630,419	529,915
Total withdrawn from warehouse	$14,686,631	$12,157,178
Add entered for consump.	30,381,253	24,790,090
Total thrown on the market	$45,067,884	$36,947,268

ENTERED FOR WAREHOUSING.

	1873.	1874.
Manufactures of wool	$4,164,704	$4,160,439
" cotton	3,538,856	2,102,955
" silk	3,772,758	1,511,795
" flax	2,051,460	1,866,084
Miscellaneous dry goods	693,435	485,228
Total entered warehouse	$14,216,213	$10,126,501
Add entered for consump.	30,381,253	24,790,090
Total entered at the port.	$44,597,466	$34,916,591

New Railroad in New Jersey.

About a year since a charter was obtained for the building of a railroad along the Delaware river from Camden southward, to connect with the West Jersey road. In fact, it will be a feeder to that road, and as it is to run through a large extent of dairy country, it will afford advantages heretofore unenjoyed by farmers, for sending their milk and other produce to the Camden and Philadelphia markets. Engineers have been on the route for twenty six days, and as soon as the lines are established, grading will be commenced and the work pushed forward. The following have been elected officers of the road: President, Hon. Samuel Hopkins. Secretary and Treasurer, D. B. Gill. Directors, Samuel Hopkins, D. B. Gill, Wm. Summerill, Edward Vanneman, Samuel T. Miller, Matthew Gill, Henry Allen, Wm. Justice, Joseph W. Cooper, John B. Lawrence, Edward H. Green. Chief Engineer, James W. Allen, Bordentown. Assistant, J. G. Fell, Trenton. It is proposed to build this road by "paid-up capital," and not by bonds. The stock has been taken mostly by persons who reside along the route.

Naugatuck Railroad.

The receipts from operations of this road for the fiscal year ending September 30, 1873, were:

From freight		$309,156 36
" passengers		205,898 27
" mails		5,621 24
" express		10,500 00
" other sources		12,760 84
		$543,936 71
Expenses:		
Repairs of road	$113,126 30	
" engines	8 077 85	
" freight cars	8,052 24	
" passenger cars	9,416 73	
" bridges	7,300 55	
" dock	4,107 54	
" tools	4,715 15	
" buildings	6,004 38	
Passenger expenses	26,439 89	
Freight "	74,788 91	
General "	8,500 00	
Legal "	828 85	
Contingent "	2,702 49	
Coal	851 45	
Wood	1,466 10	
Railroad fence	777 40	
Tallow and waste	2,498 74	
Oil	2,049 33	
Engine coal	28,510 45	
Insurance	2,530 09	
Gas light	1,294 67	
Printing and stationery	4,027 42	
Damages	729 84	
Removing ice and snow	917 45	
		319,708 32
Balance		$224,228 39
Deduct—		
Taxes	$22,328 74	
Coupon interest	7,305 80	
		29,634 04
Net gain		$194,594 35
From which take dividends—		
No. 35, February 15, 1873	$93,945 00	
No. 36, August 15, 1873	94,020 00	
		187,965 00
		$6,629 35
Add balance of profit and loss, Sept. 30, 1872		226,951 65
Balance to credit of profit and loss, Sept. 30, 1873		$233,581 00

Balance Sheet, Sept. 30, 1873.

Construction and equipment		$2,056,851 77
Due from station	$43,355 70	
Due from General Post Office Department	1,425 31	
Due from Individuals and corporations	3,207 36	
Railroad stocks	17,600 00	
Railroad bonds	5,000 00	
Camden Rolling Mill property	24,329 90	
Notes receivable	1,700 00	
Real estate	34,612 79	
Ice	2,367 14	
Cash	13,699 40	
Materials on hand	60,477 61	
		207,775 21
		$2,264,626 98
Capital stock		$1,881,900 00
Mortgage bonds due 1876, conv.		53,000 00
Mortgage bonds " "		50,000 00
Coupon interest	$1,231 52	
September expenses	23,877 40	
Notes payable	15,000 00	
Hartford, Prov. and Fishkill R. R. Co	129 39	
N. Y., N. H. and Hartford R. R. Co	4,907 67	
E. F. Bishop	1,500 00	
		46,145 98
Profit and loss		233,581 00
		$2,264,626 98

President.—E. F. Bishop.

Directors.—W. D. Bishop, R. Tomlinson, E. F. Bishop, J. G. Wetmore, A. L. Dennis, N. A. Baldwin, J. B. Robertson, R. M. Bassett.

Secretary and Treasurer.—Horace Nichols.

Superintendent.—Geo. W. Beach.

Colfax and Nevada City Railroad.

The grantees of the Nevada and Colfax Railroad met at the Court-house yesterday afternoon. J. C. Coleman acted at President, and N. P. Brown, Secretary. The president announced that the railroad bill having been passed, and was now a law, the meeting was called for the purpose of suggesting plans for organization. There was considerable discussion as to the best mode of procedure, which was engaged in by Messrs. Watt, Searls, Dibble, Leech, Coleman, Sigourney and others.

On motion of A. B. Dibble, a committee of four from Grass Valley and three from Nevada was appointed to solicit subscriptions and to prepare all necessary papers for the purpose of carrying out the provisions of the bill, with full powers. The Nevada delegation selected M. L. Marsh, N. P. Brown and W. R. Tully. The Grass Valley delegation selected John C. Coleman, A. B. Dibble, R. Leech and J. M. Laknean.

Edward Coleman made a motion, and it was carried, that a first class steam narrow gauge railroad be built, and that the capital stock be fixed at $400,000; the number of shares to be 40,000, at $100 each, and 15 per cent of the amount subscribed to be paid in on or before Saturday next. The Nevada committee was requested to pay the 15 per cent subscribed into the Bank of Nevada City, and the amounts subscribed in Grass Valley to be paid to John C. Coleman.—*Nevada City Transcript March* 12.

☞ The earnings of the Atlantic and Pacific Railroad for the year ending December 31, 1873, were $3,604,182 78, the expenses $2,147,107 59, and the net earnings $1,457,075 19. For the year ending December 31, 1872, the earnings were $3,707,941 69, the expenses $2,258,897 05, and the net earnings $1,449,044 64—showing a decrease in earnings of $103,758 91, with a decrease in expenses of $111,789 46—making the increase in net earnings $8,030 55.

New York and New England Railroad.

At an adjourned meeting of this corporation, held in Boston on the 7th inst., on motion of Dr. J. C. Ayer, it was voted that a committee of five be chosen and requested to confer with the trustees in possession, and after investigating the present condition and wants of the company, to report at an adjourned meeting of the corporation, with such recommendations as may seem to them proper with a view to securing the immediate possession and completion of its entire property. In accordance with the above vote, the following persons were chosen: Hon. Charles R. Train, Dr. J. C. Ayer, Henry Saltonstall, Eben B. Phillips and George M. Rice. The Chairman was authorized to fill any vacancies which may occur in the above committee, and the meeting adjourned to Tuesday the 21st inst., at 11 o'clock.

Statement of the Public Debt of the United States April 1, 1874.

DEBT BEARING COIN INTEREST.

	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858	$260,000 00	$3,250 00
6 per cent. 1881 bonds, 1861	18,415,000 00	276,225 00
6 per cent. 1881 bonds, (Oregon,) 1861	945,000 00	14,175 00
6 per cent. 1881 bonds, 1861	189,321,350 00	2,839,820 25
6 per cent. 5-20 bonds, 1862	168,693,150 00	4,214,828 75
6 per cent. 1881 bonds, 1863	75,000,000 00	1,125,000 00
5 per cent. 10-40 bonds, 1864	194,567,300 00	810,697 08
6 per cent. 5-20 bonds, 1864	946,600 00	23,665 00
6 per cent. 5-20 bonds, 1864	58,046,200 00	1,451,155 00
6 per cent. 5-20 bonds, 1865	152,634,350 00	3,815,858 75
6 per cent. consols, 1865	202,633,100 00	3,039,496 50
6 per cent. consols, 1867	310,654,400 00	4,659,816 00
6 per cent. consols, 1868	37,474,000 00	562,110 00
6 per cent. funded loan of 1881	314,416,150 00	2,620,134 58
Aggregate of debt bearing coin interest	$1,723,906,600 00	$25,456,231 91
Interest due and unpaid		3,838,708 84

DEBT BEARING INTEREST IN LAWFUL MONEY.

3 per cent. navy pension fund, 1868	$14,000,000 00	$105,000 00
4 per cent. certificate of indebtedness of 1870	678,000 00	2,260 00
Aggregate of debt bearing interest in lawful money	$14,678,000 00	$107,260 00
Interest due and unpaid		320 00

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846	1,104 91	85 74
6 per cent. bonds, 1847	1,250 00	22 00
6 per cent. bounty land scrip, 1847	3,400 00	223 60
5 per cent. Texas indemnity bonds, 1850	174,000 00	9,450 00
5 per cent bonds of 1853	202,000 00	
5 per cent. bonds, 1860	10,000 00	625 00
6 per cent. 5-20 bonds, called 1862	5,290,400 00	54,272 57
1-10 to 6 per cent. treasury notes, prior to 1846	82,575 35	2,670 76
1-10 to 6 per cent. treasury notes, 1846	6,000 00	206 00
6 per ct. treasury notes, 1847	950 00	57 00
3 to 6 per cent. treasury notes, 1857	2,000 00	108 00
6 per ct. treasury notes, 1861	3,150 00	378 00
7 3-10 per cent. 3 years' treasury notes, 1861	19,200 00	1,427 08
5 per cent. 1 year notes, 1863	77,165 00	3,870 35
5 per cent. 2 year notes, 1863	53,650 00	3,539 39
6 per cent. compound interest notes, 1863-64	428,980 00	85,730 58
7 3-10 per cent. 3 years' treasury notes, 1864-65	250,750 00	20,183 18
6 per cent. certificates of indebtedness, 1862-63	5,000 00	313 48
6 per cent. temporary loan, 1864	78,560 00	7,343 80
3 per cent. certificates called	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$6,852,800 26	$255,075 45

DEBT BEARING NO INTEREST.

Demand notes, 1861-62	$76,837 50	
Legal tender notes, 1862-63	382,000,000 00	
Certificates of deposit	51,720,000 00	
Fractional currency, 1862-3-4	49,102,660 27	
Coin certificates, 1863	37,045,000 00	
Unclaimed interest		19,064 84
Aggregate of debt bearing no interest	$519,944,497 77	$19,064 84

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent	$1,214,663,150 00	
Bonds at 5 per cent	509,243,450 00	
	$1,723,906,600 00	$29,294,940 75
Debt bearing interest in lawful money, viz:		
Certificates at 4 per cent	678,000 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$14,678,000 00	107,580 00
Debt on which interest has ceased since maturity	6,852,800 26	255,075 45
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$382,076,837 50	
Certificates of deposit	51,720,000 00	
Fractional currency	49,102,660 27	
Coin Certificates	37,045,000 00	
	$519,944,497 77	
Unclaimed interest		19,064 84
	$2,265,381,898 03	$29,676,661 04
Total debt, principal and interest, to date, including interest due and unpaid		$2,295,058,559 07

AMOUNT IN TREASURY.

Coin	$86,121,379 26
Currency	4,526,451 81
Special deposit held for redemption of certificates of deposit as provided by law	51,720,000 00
	$142,367,830 57
Debt, less amount in Treasury, April 1, 1874	$2,152,690,728 50
Debt, less amount in Treasury, on the 1st ult.	2,154,880,066 98
Decrease of debt during the past month	$2,189,338 46
Increase of debt since June 30, 1873	4,872,014 93

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES. INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$38-,276 80
Kansas Pacific bonds, 1862-64	6,303,000 00	94,545 00
Union Pacific bonds, 1862-64	27,236,512 00	405,547 68
Central Branch Union Pacific bonds, 1862-64	1,600,000 00	24,000 00
Western Pacific bonds, 1862-4	1,970,560 00	29,558 40
Sioux City and Pacific bonds, 1862-64	1,628,320 00	24,424 80
Totals	$64,623,512 00	$969,352 68

Interest paid by United States, $22,386,601 62; interest repaid by transportation of mails, &c., $5,051,367 72; balance of interest paid by United States, $17,335,323 89.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, March 31, 1874.

WILLIAM A. RICHARDSON,
Secretary of the Treasury.

A New Canal in Canada.

The Rochester *Union* says that Messrs. Belden, Denison & Co., of Syracuse, have recently been awarded contracts for making, at an estimated cost of about $1,500,000, three miles of canal and six locks, beginning at Port Dalhousie, on Lake Ontario, a ship canal to be made by the Canadian Government from that place to Thorold. The locks on the whole distance will be eighteen in number, having an average lift of some fourteen feet. They are to be forty-five feet wide and two hundred and seventy feet long, and built of cut stone. The competition for the contract was sharp. One of the conditions of the letting was that the lowest bidder should deposit $600,000 with the Government, in cash or bonds, before the contract was executed. Many of the leading capitalists of Canada took part in the competition.

☞ Consolidated Virginia mining stock is quoted at $85; Hale & Norcross, $56 50; Savage, $84 50; California, $45 50; Kentuck, $25 25; Yellow Jacket, $84 50; Crown Point, $94 25; Belcher, $84 75; Chollar-Potosi, $69; Ophir, $25 12½; Raymond & Ely, $31 50; Golden Chariot, $15 12½; Eureka Consolidated, $14; Meadow Valley, $12 87½.

The Self-Lighting Kerosene Lamp!

LIGHTS YOUR LAMP IN AN INSTANT!

No Removing the Chimney!

NO ELECTRICITY!

No Lucifer Matches!

Thousands View it with Perfect Admiration.

No more Houses, Stores or Railway Trains set afire by the Carelessness of Matches.

There are few inventions which spring into such sudden and universal popularity upon the first introduction as was achieved at once by this

Self-Lighting Lamp.



This valuable patent has nearly 17 years to run. You can at once see the advantage of owning and controlling the

EXCLUSIVE RIGHT OF MANUFACTURE

and sale of these goods in a single County in this densely populated State, or indeed any other State.

A SELF-LIGHTING KEROSENE LAMP!
A SELF-LIGHTING GAS ATTACHMENT!!
A SELF-LIGHTING HAND LANTERN!!!
A SELF-LIGHTING TORCH!!!!

We feel confident in our ability to offer to enterprising men of moderate capital, in the purchase of Territory, such inducements that they will have no cause to doubt the results.

IT SELLS AT SIGHT EVERYWHERE.

Just the thing long needed for **Railroad Cars** and Officials, **Depots, Stores, Dwelling Houses** and **Factories.** Every such place will have them at once.

Thousands of these Self-Lighting Burners have been sold during the past season in the New England States alone. What better proof need we ask for its merit and growing popularity?

WE ASSERT WITHOUT HESITATION

They are the best selling and most money-making inventions ever put on this or any other market for sale.

The price is within the reach of all. We have goods now ready for delivery, and any man can commence to-day to make a small fortune in the sale of these goods alone.

Call and see it in practical operation.

Or enclose one dollar for a sample Burner.

One dollar for Gas Attachment.

Two dollars for a Torch, two dollars and a half for a Self-Lighting Lamp, and they will be sent with our terms for territory to any part of the country.

OFFICE AND SALESROOM OF

"The Universal Self-Lighting Lamp Co."

No. 563 Broadway, New York.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific:													
1867	38,169	61,831	69,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,707
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,369	467,659	5,670,883
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	435,490	614,447	720.929	892,341	795,176	869,297	1,006,373	995,922	991,006	897.234	672,358	9,467,072
1872	592,228	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285 567	1,299,900	1,037,992	12,734,729
1873	852,860	694,015	939,778	1,132,920	1,366,378	1,313,790	1,211,765	1,258,500	1,392,125	1,423,875	1,296,812	1,072,750	13,938,969
1874	848,558	794,000	867,666	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,282	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,606	441,197	404,264	4,849,405
1871	353.235	342,369	384,999	388,964	461,290	466,097	533,055	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	371.708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,315	352,004	5,156 326
1873	347,372	397,307	420,893	409,472	430,184	475,819	540,342	506,706	560,858	564,633	410,907	344,046	5,497,541
Chicago and Northwestern:													
1863	.....	... ...	.....	.....	.....	266,100	281,334	296,169	473,186	551,122	435,945	407.683	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,905	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	623,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712.360	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,432,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305,673	1,271,780	1,140,145	845,708	13,356,467
1870	706,025	753,782	858,360	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,087,964	773,494	12,203,409
1871	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,397	859,780	12,272,645
1873	752,468	765,249	967,258	1,034,023	1,256,072	1,309,578	1,240,987	1,284,094	1,071,448	1,451,827	1,039,806	1,019,501	13,916,465
1874	993,490	903,021	1,039,986	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col. Cin. and Indianapolis:													
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320.022	372,974	381,113	373,619	341,104	326,266	401,252	417,328	439,581	389,830	358,743	4,442,625
1873	358,612	408,849	466,517	432,928	394,485	340,675	361,576	426,283	432,130	406,922	311,935	304,612	4,634,533
1874	363,053	276,099	318,976	.....	.....	.....	... ...	.....	.....	.....	.....	.....	.....
Erie.													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417.211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,648,813	1,775,324	1,463,981	1.550,023	1,525 243	1,643,444	1,743 752	1,704,374	1,392,615	18,094,096
1873	1,826 505	1 329,422	1,615,382	1,541,958	1,764,821	1,717,593	1,686,384	1,774,570	1,918,247	1,882,421	1,560,023	1,625,129	19,631,781
1874	1,462,650	1,273,775	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1868	587,443	536,165	444,443	518,800	572,551	626,249	649,714	794,825	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,101	914,406	814,413	696,677	8,823,482
1870	623,383	661,780	601,326	555,087	684,539	712,647	627,216	899,052	901,235	905,225	811,708	697,751	8,678,958
1871	624.744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,436	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696 475	698,063	8,026,754
1873	602,241	597.429	660,759	553,912	635,459	742,600	618,840	769,748	884,485	797,121	636,039	703,092	8,208,325
1874	611,491	538,668	567,554	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	133,673	152,264	207,411	303,915	306 944	266,056	282,723	332,555	368,446	387,999	303,805	210,197	3,321 518
1872	189,606	191,738	300,783	322,875	341,843	322,559	329,858	357,302	349,468	449,418	314,513	223,240	3,093,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,610	265.217	201,492	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,180,847	1,295,360	1,368,948	1,402,597	1,245.316	1,235,285	14,797,975
1872	1,320,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459 360	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873	1,412,368	1,549,285	1,735,736	1,694,543	1,650,968	1,585,368	1,451,762	1,582,631	1,776,420	1,742,516	1,375,556	1,546,983	19,134,136
1874	1,519,249	1,308,132	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1871	130,883	126,224	140,740	113,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204.196	2,029 927
1873	169 843	161,132	178,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	151,793	150,801	2,126,875
1874	171,028	.....	.....	.....	.....	.....	.....	.....	.....	... ...	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	353,509	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,123	384,431	412,080	405,283	363,187	326 891	378,880	487,990	511,447	453,873	387,827	4,755,958
1871	418,755	442.665	486,980	470,703	480,847	427,096	422,015	529,890	628,660	582,802	547,434	507,050	5,940.102
1872	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873	379,886	440,261	567,314	556,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801 195	496,563	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,116	506,557	815,346	841,150	644,625	473,295	6,690,696
1872	460,986	387,565	426,223	474,188	580,432	594,769	488,348	665,729	811,961	950,945	702 838	513,787	6,957,771
1873	334,715	423,716	555,005	569,236	805,799	929,210	834,320	767,803	1,198,209	1,012,704	771,800	843,200	9,040,717
1874	664,400	657,500	576,620	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,939
1871	212,065	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	335,103	299,552	3,630,606
1872	254,319	238,823	303,594	305,755	969,560	304,512	265,406	315,699	338,497	384,193	337,920	360,404	3,678,682
1873	227,897	261,346	344,632	321,047	301,521	272,600	267,784	325,093	382,098	353,168	309,632	206,100	.....
Philadelphia and Reading:													
1869	479,236	525,490	755,432	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,501	688,578	1,063,002	1,510,086	1,213,303	1,359,833	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071 407	1,142,241	1,193,695	1,322,847	1,127,037	891,791	12,199,748
1873	742,641	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	.....	.....
St. Louis, Alton and Terre Haute:													
1869	182,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,006,266
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
1872	164,525	137,678	162,336	156,134	148,279	133,503	123,994	169,459	179,457	216,171	177,327	158,700	1,927,471
1873	144,209	159,454	177,514	170,218	164,300	165,260	151,532	165,610	178,302	200,646	132,892	132,752	1,942,689
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,942	107,524	126,012	127.412	126,775	124,988	123,943	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	175,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	168,254	229,260	208,140	230,300	195,480	179,261	206,190	205,500	186,645	160,800	122,657	2,223,647
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,520	293,344	283,833	454,209	450,203	429,898	323,270	309,439	4,013,208
1869	284,193	240,396	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,369	323,377	434,284	4,242,345
1870	257,664	293,645	295,279	318,699	340,893	348,633	322,756	466,431	508,043	451,294	425,687	515,613	4,454,464
1871	365,175	328,791	393,455	443,611	453,000	439,515	553,994	552,079	558,817	606,205	531,080	516,985	5,786,666
1872	439,780	431,949	460,646	447,311	510,792	462,868	434,465	614,175	565,811	621,351	489,341	466,081	5,944,570
1873	370,290	405,110	471,301	446,527	470,598	541,191	483,399	642,209	593,504	538,251	418,923	482,767	5,864,070
1874	423,343	400,984	404,699	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,943	706,602	23,560	617,585	753,467	999,665	837,385	716,829	5,709,183
1870	538,520	500 139	539,238	706,603	802,586	746,456	643,058	664,051	728,521	719,698	570.188	505.053	7,654,094
1871	479,570	373,925	499,809	584,540	724,466	728,174	673,698	681,866	800,402	777,362	708,142	469,932	7,521,682
1872	373,936	384,115	565,861	741,802	880,442	835,459	743,883	789,567	863,754	980,706	916,727	757,851	8,892,606
1873	523,975	491,784	708,259	861,266	1,007,831	969,863	876,633	687,277	1,065,937	1,170,586	970,660	758,832	10,266,104
1874	620,715	607,990	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

The Finance Bill.

The following is a copy of the bill which passed the U. S. Senate on the 6th inst. It is entitled: "A bill to fix the amount of United States notes and the circulation of National banks and for other purposes." It reads as follows:

Be it enacted, etc., That the maximum amount of United States notes is hereby fixed at $400,000,000.

Section 2. That $46,000,000 in notes for circulation, in addition to such circulation now allowed by law, shall be issued to national banking associations, now organized, and which may be organized hereafter; and such increased circulation shall be distributed among the several States as provided in section 1 of the act entitled "An act to provide for the redemption of the three per centum temporary loan certificates, and for an increase of national bank notes," approved July 12, 1870.

Section 3. That each national banking association now organized or hereafter to be organized, shall keep and maintain, as a part of its reserve required by law, one-fourth part of the coin received by it, as interest on bonds of the United States deposited as security for circulating notes or Government deposits; and that hereafter only one-fourth of the reserve now prescribed by law for national banking associations shall consist of balances due to an association, available for the redemption of its circulating notes from associations in cities of redemption, and upon which balances no interest shall be paid.

☞ The following gentlemen were elected directors of the Second Avenue Railroad Company on the 2nd inst: Thomas Crane, Waldo Hutchins, Julius Wadsworth, Joseph Richardson, Charles Stanford, Augustus E. Masters, Frederick De Billier, Christian Schwarzwaelder, James D. Fish, William S. Thorn, George Bell, Solomon Mehrbach, Thompson W. Decker. Solomon Mehrbach was elected President; Julius Wadsworth, Vice President; William S. Thorn, Treasurer; Harvey H. Woods, Secretary, and John W. Smith, Superintendent.

☞ According to the report of the Michigan Railroad Commissioners that State is one of the foremost in the country in the number and value of its railroads, in proportion to its population. On the 1st of January there were 3,300 miles of completed railroad in the State, valued at $115,000,000, whose running expenses were last year more than $20,250,000, and whose earnings where $32,000,000. The rates of freight on the State roads are lower than in most of the other States, and are but a little over one-third of what they were in 1864. All the roads, except four, are supplied with air brakes.

☞ D. R. Garrison, of St. Louis, had been elected President, Andrew Pierce, Jr., of New York, Vice President, and John L. Dearborn, of St. Louis, Secretary of the Pacific Railroad of Missouri. The directors are: D. R. Garrison, Oliver A. Hart, C. P. Chouteau, T. B. Edgar, D. K. Ferguson, M. E. Lipman, John J. Taussig, John B. Henderson, all of St. Louis; James H. Baker, Wm. H. Coffin, A. Pierce, Jr., C. B. Taussig, of New York, and Francis B. Hayes, of Boston.

☞ The Philadelphia *Ledger* says that the examining committee of the affairs of the Pennsylvania Railroad Company have commenced their work, and have proceeded far enough already to discover the folly and uselessness of their appointment.

Memphis and Charleston Railroad.

It was stated recently that the "Southern Security Company" desired to get rid of its lease of this railroad, as it had of its Richmond and Atlanta Air line. The Memphis *Appeal* of the 1st inst. says:

The Charleston Railroad goes back to the stockholders. We hear that the final arrangement was extremely satisfactory. Something like $160,000 was claimed as coming to the stockholders if they took the road back. We hear that they get $70,000 in money, 3,500 acres of real estate, and other property to the amount of $120,000. The road is restored with a portion new ironed, the rolling stock increased and improved, buildings in better condition, and sewers and bridges improved. This leaves no loss by the new arrangement. The stockholders meet on the 19th to vote on the ratification of the settlement.

☞ An abstract from the books of the Treasurer of the Cary Improvement Company, of Boston, shows the immediate personal assets of the company to be $165,552 46, consisting mostly of interest bearing first mortgage notes, and its total liabilities—nearly all of which are founded on a term of years—to be $155,454 20, thus leaving a surplus of $10,008 17 over all liabilities, together with the hotel estate, its furniture and fixtures, the manufacturing property and its entire landed estate practically free from debt.

☞ It is stated that the contract for the railway from Buenos Ayres to Chili has been signed by the Minister of the Interior. The length of the line is 840 miles, and is estimated to cost six millions sterling.

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Safety Railroad Switch.

☞ BOTH RAILS of the main track absolutely immovable, continuous and unmutilated. ☜

This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

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New York Store, 93 Liberty Street,
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Issue CIRCULAR NOTES and LETTERS OF CREDIT for TRAVELERS IN EUROPE, and available in all the principal cities; also for use in the United States, West Indies, &c. Also TELEGRAPHIC TRANSFERS to LONDON, PARIS and CALIFORNIA.
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PHELPS, DODGE & CO.,
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PIG TIN, RUSSIA SHEET IRON,
Charcoal and Common Sheet Iron,
LEAD, SHEET ZINC, COPPER,
SPELTER, SOLDER, ANTIMONY, &c.
MANUFACTURERS OF
Copper, Brass and Wire.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,280,000	J. & J.	Jan. '74 3½
Allegheny Valley 50	2,2[illegible]6 850	— & —	....
Atlanta and West Point.100	1,232,200	J. & J.	July '73 4
Atlantic and Gulf 100	3,693,200	— & —	....
" " guar.100	786,476	M. & N.	Nov. '73 2½
Atlantic and St. Law*...100	39,494,900	M. & S.	Sept. '73 2
" " new 1870.100	1,500,000	— & —	....
Avon, Genesco & Mt. M.*100	194,950	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	16,151,962	M. & N	May '74 5
Washington Br.....100	1,650,000	A. & O.	Apl. '74 5
Parkersburg Br. pref... 50	5,680,685	— & —	....
Berkshire*.....100	600,000	J. A. J & O	Apl. '74 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N.	Nov. '73 5
Bos., Clin. & Fitchb. pref.100	668,200	— & —	....
Agricultural Br. guar...100	60,000	J. & D	Dec. '73 3
Bost., Conc. & Mont.* pref 100	800,000	M. & N.	Nov. '73 2
Boston and Lowell.....500	2,852,900	J. & J.	Jan. '74 4
Boston and Maine.....100	6,816,807	M. & N.	Dec. '73 4
Boston and Providence..100	3,950,000	M. & N.	Nov. '73 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A.	Feb. '74 3½
Burlington and Mo. Riv..100	5,836,000	M. & S.	Mar. '74 5
" " pref.100	1,485,900	M. & S.	Mar. '74 5
Camden and Amboy* ..100	5,847,800	J. A. J. O.	Apl. '74 2½
Camden and Atlantic.... 50	379,020	— & —	....
" " pref. 50	752,700	— & —	Nov. '73 3½
Cape Cod 50	1,020,330	J. & J.	Jan. '72 $2½
Cape May and Millville* 50	447,900	J. & D.	Dec. '73 3
Catasauqua & Fogelsv.. 50	425,900	Novemb.	Nov. '71 6
Catawissa*.....50	1,159,500	— & —	....
" pref. 50	2,200,000	M. & N.	Nov. '73 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '74 4½
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	Nov. '73 1½
" " pref.100	700,000	F. & A	Feb. '74 3½
Central of Georgia.....100	4,666,800	J. A. O. J.	July '73 5
Central of New Jersey..100	20,000,000	J. & J.	Apl. '74 2½
Central Ohio*..... 50	2,425,000	J. & J.	Jan. '74 3
" pref..... 50	400,000	J. & J.	Jan. '74 3
Central Pacific 100	54,275,500	.....	Sept. '73 3
Chemung*.....100	350,000	J. A. J & O	Oct. '72 1½
Cheshire, preferred 100	2 100,000	J. & J.	Jan. '74 3
Chicago and Alton.....100	8,929,900	M. & S.	Mar. '74 5
" " pref...100	2,425,400	M. & S.	Mar. '74 5
Chicago, Burl. & Quincy.100	19,897,000	M. & S.	Mar. '74 5
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	Jan. '74 4
Chicago & N. Western..100	15,033,480	J. & D.	Dec. '72 3½
" pref.100	21,259,563	J. & J.	July '73 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Apl. '74 4
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Oct. '73 4
Cin., Sand. and Clev.* .. 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	429,046	M. & N	Nov. '73 2
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Aug. '72 3½
Cleveland & Mahoning*. 50	2,057,589	M. & N.	Nov. '73 3½
Cleveland & Pittsburg*.. 50	11,236,150	F. M. A. N	Feb. '74 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	....
Columbus and Xenia*— 50	1,786,800	M. J. S. D.	Mar. '74 2
Colum. & Hocking Val..100	2,500,000	F. & A	Feb '74 5
Concord.....60	1,500,000	M. & N.	Nov. '73 5
Concord and Ports.*.....100	350,000	J. & J.	Jan. '74 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A.	Feb. '74 3
Connecticut River..... 100	1,950,000	J. & J.	Jan. '74 5
Cumberland Valley..... 5[illegible]	1,494,250	A. & O.	Oct. '73 4
Danbury and Norwalk . 50	600,000	M. & N.	Nov '73 6
Delaware*..... 50	1,230,941	J. & J.	Jan. '74 3
Del., Lackaw. & Westn. 50	18,568,850	J. A. J. O.	Apl. '74 2½
Detroit & Milwaukee *.. 50	822,140	— & —	....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	A. & O.	Apl. '74 3
East Pennsylvania* 50	1,509,200	J. & J.	Jan. '74 3
East Mahanoy *..... 50	392,950	J. & J.	Jan. '74 3
Eastern (Mass.).....100	4,262,600	J. & J.	July '72 3
Eastern (N. H.).....100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*.100	500,000	F. & A.	Feb. '74 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '73 2½
" " pref. 50	500,000	J. & J.	Jan. '74 3½
Erie Railway 100	78,000,000	.....	Oct. '73 1
" pref.....100	8,536,910	.....	Oct. '73 3½
Erie and Pittsburg*..... 50	1,090,250	M. J. S. D.	Mar. '74 1½
Fitchburg.....100	4,000,000	J. & J.	Jan. '74 4
Georgia 100	4,156,000	J. & J.	Apl. '74 4
Grand River Val.* guar.100	1,000,000	— & —	....
Grand Trunk, (Ca.).....100	14,367,946	— & —	....
Great Western, (Ca.)...100	19,237,404	A. & O.	Oct. '73 2½
Hannibal & St. Joseph.100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	Nov. '73 5
Harlem Extension 100	4,000,000	— & —	....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '74 3½
Honestonic, pref. 100	1,180,000	J. & J.	Jan. '74 4
Huntingdon & Bd Top. 50	880,000	— & —	....
" " pref. 50	450,750	J. @ J.	July '68 3½
Illinois Central 100	25,280,510	F. & A.	Feb. '74 4
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S.	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	Jan. '74 3
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J. A. J. O.	Jan. '74 1½
Joliet & North. Indiana*100	300,000	J. & J.	Jan. '74 4
Lake Shore & Mich. So..100	49,466,500	F. & A.	Aug. '73 4
" " (guar.).100	533,500	F. & A.	Aug. '73 5
Lawrence*..... 50	260,200	— & —	....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna. 50	3,739,800	M. & N.	May '67 5
Lehigh Valley 50	27,916,850	J. A. J. O.	Apl. '74 2½
Little Miami*..... 50	5,871,450	J. A. J. O.	Jan. '74 2
Little Schuylkill*..... 50	2,644,100	J. & J	Jan. '74 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island..... 50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,623,488	J. & J.	July '69 3
" " pref.100	348,700	J. & J.	Jan. '74 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '74 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '74 3
Lykens Valley 20	600,000	F. M. A. N	Feb. '70 2½
Macon and Western 100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	....
Manchester and Law....100	1,000,000	M. & N.	Nov. '73 5
Mariotta & Cincinnati ... 50	1,372,891	— & —	....
" " 1st pref. 50	8,180,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,888	M. & S.	Sep. '66 3s
Massawippi*..... 100	400,000	F. & A.	Feb. '74 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	18,738 204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323,375	J. & J.	Jan. '74 5
Milwaukee and St. Paul..100	13,398,550	J. & J	Dec. '70 7s
" " pref.....100	10,828,777	F. & A	Feb '74 3½
M. Hill & Schuyl. Hav.* 50	5,836,450	J. & J.	Jan. '74 4
Morris and Essex*..... 50	14,008,100	J. & J	Jan. '74 3½
Nashua and Lowell..... 100	800.000	M. & N.	Nov. '73 5
Naugatuck.....100	1,881 900	F. & A.	Feb. '74 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '74 5
Newark and N. York*...100	977,400	J. & J.	Jan. '74 3½
N. Bedford & Taunton..100	500,000	M. & N.	May '73 4
N. Castle & Beaver Val.* 50	1,860,000	J. A. J. O.	Oct. '73 2½
N. Haven & Northamp...100	605,000	J. A. J. O.	Sept. '73 3
New Jersey*.....100	7,295,200	J. A. J. O.	Apl. '74 2½
New London Northern*100	1,418,800	J. & J	Jan. '74 4
N. Y. Cen. & Hudson R...100	89,428,330	A. & O	Apl. '74 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '74 4
" " pref.100	1,500,000	J. & J.	Jan. '74 4
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	Jan. '74 5
N. Y., Provid. & Boston.100	2,000,000	J. A. J. O.	Apl. '74 2½
Nig. Bridge & Canand*100	1,000,000	J. & J	Jan. '74 3
North Carolina*.....100	4,000,000	Irregular.	Jan. '73 5
N. Eastern (N. C.) pref...100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 475,500	January.	Jan. '74 5s
Northern Central 50	5,842,000	M. & N	Nov. '72 3
Northern N. Hampsh....100	3,068,400	J. & D.	Dec. '73 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '74 4
Norwich & Worcester*.100	2,823,400	J. & J.	Jan. '74 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '74 3
" " pref.100	2,000,000	A. & O.	Apl. '74 4
Ohio and Mississippi....100	19,995,847	J. A. J. O.	....
" " pref.100	4,024,474	J. & D.	Dec '72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J. A. J. O.	Jan. '74 3
Old Colony & Newport...100	6,297,900	J. & J.	Jan. '74 4½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '74 4
Pacific of Missouri.....100	3,635,750	J. A. J. O.	Apl. '74 1½
Panama.....100	7,000,000	J. A. J. O.	Apl. '74 3
Paterson and Hudson*..100	630,000	J. & J.	Jan. '74 4½
Paterson and Newark*..100	500,000	J. & J.	....
Paterson and Ramapo*.100	243,000	J. & J.	Jan. '74 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '74 3
Pennsylvania 50	72,980,000	M. & N.	Dec. '73 5s
Peoria & Bureau Val.*..100	1,290,000	F. & A.	Feb. '74 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	....
" " " pref. 50	2,400,000	J. & J.	Jan. '74 4
Phil., Ger. & Norristwn* 50	1,626,250	M. J. S. D.	Dec. '73 3
Philadelphia & Reading 50	32,684,375	J. A. J. O.	Apl. '74 2½
" " pref... 50	1,551,800	J. A. J. O.	Apl. '74 2½
Phila. and Trenton*.....100	1,259,100	J. A. J. O.	Apl. '74 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	Jan. '74 4
Pittsb., Ft. W. & Chi.*...100	19,714,288	J. A. J. O.	Apl. '74 1½
" Special Imp.100	2,000,000	J. A. J. O.	Apl. '74 1½
Pittsfield & N. Adams..100	410,000	J. & J.	Jan. '74 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '74 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '73 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '74 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '74 4
Roch. & Genesee Val.*..110	557,500	— & —	....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	Jan. '74 3½
Rutland*.....100	2,700,000	— & —	....
" preferred.....100	4,300,000	F. & A.	Feb '74 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	....
" " " pref.100	2,040,000	May.	May '68 7
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '74 3
St. L., Kan. C. & North.100	12,000,000	.....	....
" " pref.100	12,000,000	.....	Nov. '72 $2
Saratoga and Schenec.*.100	300,000	A. & O.	Apl. '74 3½
Schuylkill Valley* 50	576,050	J. & J.	Jan. '74 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	369,450	F. & A.	Feb. '74 3
Shore Line*.....100	995,800	J. & J.	Jan. '74 3½
South Branch (N. J.)*...100	438,200	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb. '73 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	448,700	J. & J.	Jan. '74 3½
Stony Brook*.....100	287,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '74 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	Dec. '73 3
Taunton Branch 100	500,000	J. & J.	Jan. '74 5
Terre Haute & Indiana.100	1,988,150	J. & J.	Jan. '74 5
Tol., Peo. & War. 1st pref.100	1,777,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	Nov. '73 3½
Troy and Greenbush*....100	274,400	J. & D.	Dec. '71 3½
Union and Black River...100	1,665,000	J. & J.	Jan. '73 3
Vermont and Canada*....100	2,500,000	J. & D.	Dec. '73 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$2,800,000	A. & O.	Apl. '74 1
Warren (N. J.).....100	1,800,000	J. & D	Dec. '73 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,[illegible]59,750	F. & A.	Feb. '74 4
Winchester & Potomac*100	180,900	J. & J.	Jan. '74 3
Winchester & Strasburg*100	500,00[illegible]	J. & J.	Jan. '74 3½
Worcester and Nashua. 75	1,400,555	J. & J.	Jan. '74 4s
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	..... 2½
Baltimore City.....100	800,000	— & —	Jan. '74 3
Bleecker st. & F. Fy. (N.Y.)100	900,000	— & —	....
Boston and Chelsea.....100	110,000	A. & O.	Apl. '74 4
Broadway (Brooklyn)....100	200,000	J. A. J. O.	Apl. '73 3
Broadw. & 7th Av. (N.Y.)100	2,100,000	J. & D.	Jan. '70
Brooklyn City 100	1,500,000	F. M. A. N	Feb. '74 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	....
Bushwick (Brooklyn)....100	392,900	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Apl. '74 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '74 8
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..100	500,000	— & —	....
D. Dock, E. B'dw. & Bat..100	1,200,000	F. M. A. N	Feb. '74 2
Eighth Avenue (N.Y.)...100	1,000,000	J. A. J. O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	743,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Phi.) 50	491,750	J. & J.	Jan. '74 5
Germantown (Ph.).....50	1,[illegible]00,000	J. & J.	Jan. '74 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '74 4
Hestons, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. '74 1½
Lomb. & South Sts. (Ph.) 25	105,005	A. & O	Oct. '71 6
Lynn and Boston..... 100	200 000	— & —	....
Malden and Melrose.....100	200.000	— & —	....
Metropolitan (Boston)... 50	1,500,000	M. & N.	Nov. '73 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '73 4
Ninth Avenue (N. Y.)...100	797,320	— & —	....
Orange and Newark 100	232,556	— & —	....
Philadelphia City 50	750,000	J. & J.	Jan. '74 5
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '74 2½
Pbg. Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)...100	888,100	J. A. J. O.	Oct. '73 2
Second & Third St. (Ph.) 50	962,100	J. & J.	Jan. '74 6
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '74 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F. M. A. N	May '73 5
13th & 15th street (Ph.). 50	1,000,000	J. & J.	Jan. '74 2
Somerville (Boston) 100	75,000	M. & N.	Nov. '73 3
South Boston 100	400,000	J. A. J. O.	Apl. '74 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan '74 8½
West Philadelphia..... 50	400,000	J. & J.	Jan. '74 9
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '73 3
Chesapeake and Ohio — 25	8,229,504	— & —	....
Delaware Division 50	1,633,350	F. & A.	Feb. '74 4
Delaware and Hudson....100	15 000 000	F. & A	Feb. '74 5
Delaware and Raritan*..100	5,847,400	J. A. J. O.	Apl. '74 2½
Erie of Pennsylvania.... 50	64,000	— & —	....
Lehigh Coal & Navigat.. 50	9.890,350	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	....
Schuyl. Nav. (common)* 50	1,906,207	F. & A.	Feb' 74 30c
" " (pref.) 50	2,838,977	F. & A.	Feb'74 60c
Susq. and Tide Water... 50	2,002,746	— & —	....
Union..... 50	2,907,880	— & —	....
" preferred 50		— & —	....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 —
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M. J. S. D.	Mar. '74 2
American Coal..... 25	1,500,000	M. & S.	Mar. '74 4
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M. J. S. D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton..... 164	731,250	— & —	....
Consolidation (Md.) Coal.100	10,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	....
" pref.....100	8,693,400	— & —	....
" certif.....100	2,324,000	J. & J.	....
Pacific Mail Steamship..100	20,000,000	M. J. S. D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F. M. A. N	Nov. '73 5
Pullman Palace Car.....100	4,000,000	F. M. A. N	Feb. '74 3
Quicksilver, common 100	5,700,000	— & —	....
" preferred 100	4,800,000	— & —	....
Spring Mountain Coal.... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000,000	— & —	....
United States Express....100	6,000,000	F. M. A. N	Feb. '74 3
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '74 4
West. Union Telegraph.100	35,000,000	J. & J.	July '70 3
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. 69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 69

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Apl. 1, 1874.					
Loan of June 14, 1858 .....registered	$260,000	5	Jan. & July.	1874	112¼
.. ..coupon	.....	5	" "	1874	....
Loan of February 8, 1861 .....registered	13,766,000	6	Jan. & July.	1880	119½
.. ..coupon	4,649,000	6	" "	1880	121½
Oregon War Bonds of March 2, 1861...coupon	945 000	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861....registered	125,771,950	6	Jan. & July	1881	119½
.. ..coupon	63,549,400	6	" "	1881	121¼
Loan of Feb. 25, 1862 (5-20s).....registered	16,479,100	6	May & Nov.	1882	114
.. .. .. (5-20s).....coupon	152,114,050	6	" "	1882	117½
Loan of March 3, 1863.....registered	53,629,600	6	Jan. & July.	1881	119½
.. ..coupon	21,370,400	6	" "	1881	121½
Loan of March 3, 1864 (5-20s).....registered	946,600	6	May & Nov.	1884	119½
Loan of June 30, 1864 (5-20s).....registered	24,997,700	6	May & Nov.	1884	119½
.. .. .. (5-20s).....coupon	33,048,500	6	" "	1884	119½
Loan of March 3, 1865 (5-20s).....registered	33,889,750	6	May & Nov.	1885	119½
.. .. .. (5-20s).....coupon	118,744,600	6	" "	1885	120½
.. .. 2d series (5-20s).....registered	56,080,300	6	Jan. & July.	1885	118½
.. .. .. (5-20s).....coupon	145,952,800	6	" "	1885	119½
.. .. 3d series (5-20s).....registered	87,746,850	6	Jan. & July.	1887	119½
.. .. .. (5-20s).....coupon	222,907,550	6	" "	1887	120½
.. .. 4th series (5-20s).....registered	13,562,000	6	Jan. & July.	1888	119½
.. .. .. (5-20s).....coupon	23,612,000	6	" "	1888	120
Loan of March 3, 1864, (10-40s)....registered	141,048,200	5	Mar. & Sept.	1904	114½
.. .. .. (10-40s).....coupon	53,519,100	5	" "	1904	115
Consols of July 14, '70 & Jan. 20, '71.registered	176,349,160	5	F. M. A. & N.	1881	115½
.. .. coupon	138,067,000	5	" "	1881	114½
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	117½
U. S. Notes and Fractional Currency.....	$31,179,498	nil.	.....	.....	....
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72..	2,582,800	5	May & Nov.	'86-'92	....
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	....
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90 '91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 9,800,0 0):					
.. Funded Bonds, 1860 and 70.....	2,850,000	6	Jan. & July.	'99-'00	....
.. Levee Bonds, 1871.....	2,186,000	7	" "	1901	....
.. Deficiency Bonds, 1872.....	300,000	7	" "	1892	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	112½
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'63-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,300):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($5,728,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	8	Various.	'93-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	....
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R. R., '58, '59, '60 & '61	600,000	6	Feb. & Aug	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,900,000	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870....	4,880,000	7	Various.	1890	....
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	....
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,534	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):			Jan		
.. State Bonds (various) 1863 to 1864.....	110,675	6	". & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	"	'76-'89	....
Kentucky—($2,750,510):					
.. State Bonds 1836 and '43.....	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-98	49
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1898	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	50
.. .. .. 1866	1,000,000	8	Various.	1886	57
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1890	....
.. State B'ds (N.O., Mob. & Chat. R.R.) '70 '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866...	259,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1893	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'72-'78	....
.. War and Bounty Bonds, 1863 and '64...	2,832,500	6	"	'83-'89	100½
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889	98
Maryland—($12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,587,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'30.....	590,040	6	" "	1890	95
.. Bonds to Ches. & Ohio Canal 1870.....	3,636,546	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1866.....	511,355	6	J. A. J. & O.	1883	105½
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.	706,000	5	Various.	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800 000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	94½
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	91½
.. Bounty Loan, 1864.....	4,379,500	5	May & Nov.	1894	99½
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	100½
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'93	92½
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445 000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863.....	451,000	6	" "	1878	97
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1858.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	....	June & Dec.	1888	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	459,000	6	Jan. & July.	'82-'90	94½
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	74-'90	18½
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	99½
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	84-'89	97½
.. War Loan Bonds, Oct. 1, 1866.....	760,000	6	April & Oct.	'72-'74	98½
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	104½
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'83-'93	....
.. War Loan Bonds, 1864, tax free.....	584,400	6	" "	'97-'02	....
New York—($38,121,606):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock.....	1,106,429	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'73	107
.. Canal Stock.....	2,572,000	6	" "	'74-'75	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1877	106½
.. Bounty Loan Bonds, 1867, coupon	1,372,000	....	" "	1877	107
North Carolina—($29,900,045):					
.. State (old) Bonds 1813 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	28½
.. State (old) Bonds 1813 to 1860.....	3,639,000	6	April & Oct.	'72-'92	28
.. State (new) Bonds, 1867 to 1870	3,000,045	6	Jan. & July.	'92-'98	21
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	20½
.. Funding (Interest) Bonds 1868.....	1,621,400	6	April & Oct.	1878	....
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	....
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1860 Bonds, skg f'd.....	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, skg f'd. A.....	1,496,309	6	" "	1881	102
.. Loan of 1856 Bonds, skg f'd.....	2,400,000	6	" "	1886	103
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($24, 272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	105½
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,856	6	" "	'82-'92	108
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,77 0,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	97½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15 ,857,327):					
.. State House, Stock and Bonds '53-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stock s & Bonds '66-'68.....	1,760,000	6	April & Oct.	1888	20
.. .. '66.-'69.....	2,262,714	6	Jan. & July.	'87-'97	5
.. Funding Stock s and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R Bonds 1854.....	970,000	6	" "	'74-'78	....
.. Conversion Bo nds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1890	....
Tennessee—($30,962,756):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	68
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	67½
Texas—($2,397,225):					
.. Frontier Protection Bonds, gold, 1870....	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	55
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,20):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'90	35
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'90	35
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'86-'90	....
.. Funded Interest, 1866-'67.....	6,092,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	466,280	6	" "	'86-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	103
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	100½
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1896	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7-3	Jan. & July.	New York.	1896	92
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	43½
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,600pm	7*	Jan. & July.	Boston.	1899	...
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	....
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	89
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(285 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla.R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R.R.)gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1873	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1853-'75	857,250	6	Jan. & July.	Baltimore.	1875	100½
Loan of 1850-'80	579,500	6	" "	"	1880	99½
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	97½
Loan of 1855-'90 (Balt.) sk'g fd.	3,461,146	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) sk'g fund.	3,620,320	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,498,016	6	" "	"	1902	....
3d Mort.(N.W. Va. R.R.)assumed	140,000	6	Jan. & July.	Baltimore.	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	97
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage { guar by C. &	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage { A. Co. and	499,500	6	March & Sept.	Princeton.	1885	54
3d Mortgage { Penn. R. R. Co. }	745,000	6	Feb. & Aug.	"	1887	83½
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	80½
1st Mortgage (Equalization)	248,000	7	" "	"	1880	89
1st Mortgage (consolidated)	163,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	91
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	800,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	28
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	45
Mass. I. (rec'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	95
Bonds of 1872 for $1,000,000	556,000	7	" "	"	1892	103

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1906	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	90
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg sk'g f'd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	70
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,250	7	April & Oct.	Boston.	1893	99
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	98½
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	96½
Stock (common) Bonds	1,377,849	8	" "	"	1859	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	100
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1896	80
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	85
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	98½
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (sk'g fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (sk'g fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	67½
Carthage & Burlington (C. B. & Q.):						
1st Mortgage guar. and tax free.	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,380,000	7	" "	"	1900	101½
Chattel Mortgage	158,350	5	" "	"	'80-'89	61
Catenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan. & July.	" "	1907	83
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	83
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	82½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	46
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	5,000,000	7	" "	" "	1902	102½
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	106½
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	89½
Central Pacific of California:						
1st Mortgage, 20 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'96-'99	95
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	100
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	100
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.)	500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1880	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) sk'g fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	55½
1st Mort. (Va. Con.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	73½
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	109,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	800,400	6	Jan. & July.	Boston.	'75-'80	....
Chester Creek:						
1st Mortgage guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	104
1st Mortgage	2,406,000	7	Jan. & July.	" "	1893	105
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	109
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (" ")	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	110
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....
2d *Mort.* (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,963,225	7	Jan. & July.	Boston.	1896	97
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	98½
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	98½
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	99½
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	99½
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	97½
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1898	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1898	87½
Chicago and Illinois Southern:						
1st Mortgage for $10,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	92½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C. & NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C. & NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.)	1,245,500	7	Feb. & Aug.	New York.	1885	102½
Funded coupons (193 m.)	750,000	7	May & Nov.	" "	1885	99½
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	101½
Appleton Ext. (23 m. & 76,000 ac.)	174,000	7	" "	" "	1885	89
Green Bay Ext. (26m & 76,000 a.)	284 000	7	" "	" "	1885	89
Equipm't (Engs & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,775,000	7	Feb. & Aug.	" "	1882	102½
2d Mort. (Gal. & Chic. 248 m.)	938,000	7	May & Nov.	" "	1875	100
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line (")	129,500	7	" "	" "	1878	....
1st Mort. (Peninsula 79m. & land)	331,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C. & N.W.R'y)	3,105,000	7	F. M. A. & N.	" "	1915	92½
Consol. gold bonds for $48,000,000	4,534,000	7*	June & Dec	" "	1902	88½
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil. R.R.) guar.	389,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi. R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	9,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic. & Mil. R.W.) guar	1,141,000	7	Jan. & July.	" "	1898	94
1st Mort. (Bel. & Mad. R.R.) guar.	306,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000 pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000 pm	1,350,000	8	May & Nov.	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C.B.& Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I. & Pac.)	8,600,000	7	" "	" "	1896	105
Chi. & Southwes'n (C., R.I. & Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd. skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C. & W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1863	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1866	500,000	7	Jan. & July.	" "	1886	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	82½
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1898	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	70
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	71
1st Mort. (San., Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	75
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	80
Cincinnati and Springfield:						
1st Mortgage for $2,000 000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $5,000,000	.....	7	—— & ——	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	103½
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	457,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	101
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	90
Consol. sinking fund guar.	628,000	7	May & Nov	" "	1900	98
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	86½
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	66
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	90½
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7*	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1899	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1, 2, 3, 4.	87
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,981,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	136,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	101
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	104
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	104½
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1990	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free	16,000pm	7	May & Nov.	N.Y. L. & Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	....
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,784	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	...
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	99½
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	94½
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1893	101
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $8 500,000	2,519,000	7	Jan. & July.	New York.	1890	90
Eastern (Mass.):						
English Loan, July 1, 1862	283,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	99
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	March & Sept.	"	1882	90
Eastern Shore (Md.):						
1st Mortgage	460,000	6	Jan. & July.	Baltimore.	1890	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	99½
Income Mortgage guaranteed	570,000	6	April & Oct.	"	1872	60
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	105
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	100½
3d Mortgage	4,582,000	7	" "	" "	1883	98½
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	97½
5th Mortgage convertible	709,500	7	June & Dec.	" "	1888	96½
Buffalo Branch, 1st mortgage	182,000	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	...
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	NY& London.	1920	....
Convertible bonds	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1893	....
Equipmen tMortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,604,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1880	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Fnt and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	185,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)ex.f.	2,046,000	8	March & Sept.	" "	1888	....
R. & Holly lease, S.F. 25 000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1920	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20,000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct	Boston.	1899	....
2d Mortgage	500,000	8	Jan & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	90
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1892	102½
2d Mortgage	948,000	7	May & Nov.	" "	1875	100
Elgin and State Line Purchase	135,000	8	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	95
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838,335	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 887	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York	'81-'86	60
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	80
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	92
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	53,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	81
1st Mort. (Q. & Palm.R.R. 15 m)	600,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City& Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	93
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F.&P.M.):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	109,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund,gold.	6,520,000	7*	Jan. & July.	New York.	1891	...
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	106
3d Mortgage	180,000	7	May & Nov.	" "	1875	102
Hudson Connecting (N.Y.&O.Mid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	101
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	95
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	66
Illinois Central:						
Construction bonds, cur. skg f'd.	2,742,000	7	April & Oct.	New York.	1875	103
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1900	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(L. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(" ")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	81
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	91
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	97
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	99½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	98½
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,000,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (JeffersonvilleR.R.)	345,000	7	April & Oct.	" "	1875	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	104½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1894	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1862	83
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	67
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1868	96½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1867	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1880	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1900	90
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.&CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1896	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (250m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (L.L.&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	60
1st Mort. (2d Div. 253.94 m.)gold	4,068,000	6*	June & Dec.	" "	1896	60
1st M.(3d D.244.66m.& 3,000,000a)	8,455,000	7*	May & Nov.	N. Y., L. & P.	1899	....
1st Mortgage (1,000,000 acres)	245,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,321,000	7*	Jan. & July.	N. Y., L. & F.	1895	....
2d Mortgage On do. gold	1,500,000	7*	March & Sept.	" "	1895	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,250	7	March & Sept.	....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Con.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	98½
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1899	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempealeau & Prescott:						
1st Mort. assumed by C. & N. W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1891	75
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y. B'n.& Ph.	1899	50
2d Mort. gold tax free and conv.	820,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,132,000	7	J. A. J. & O.	" "	1890	97
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	97½
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	" "	" "	1899	98
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	100
3d Mort. Oct. 1, '67	1,000,000	7	April & Oct.	" "	1892	99
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	103
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	96
1st Mort. May1, 1856 M. S. & N.I.	5,258,000	7	May & Nov.	" "	1886	105½
2d Mort. Oct 31, 1857 "	2,683,000	7	" "	" "	1877	102½
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	95
1st Mort. Aug.1,1856(D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1878	99½
1st Mort. Sept. 1, 1869(K.& W.P.)	400,000	7	Jan. & July.	" "	1870	90
1st Mort. Oct. 1, 1867(Sch.& Th R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M.July1,'68(Kal.All.& Gr.R.)	840,000	8	" "	" "	1868	96½
1st Mort.July 1, 1863(J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun.1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philad. & ...	1885	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	255,000	7	Feb. & Aug.	New York.	1890	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July.	N. Y. & Bost.	1890	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	.....	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	100
2d Mortgage for $6,000,000	4,719,000	7	March & Sept.	"	1910	102½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	90
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1880	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	93½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	93½
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	344,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	133,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'86	....
Consol.M.for $6,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	90
Louisv., N. Al. & Gt. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,575,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,360	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	516,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	87½
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	317,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	250,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1901	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	800,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	100
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	92½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	78
1st Mort. (Scioto & H.Val. R.R.)	800,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	81½
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1900	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1890	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.D'v.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	101½
Michigan Central:						
1st Mortgage, convertible	356,000	8	April & Oct.	New York.	1862	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	108
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	98½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	103
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1870	94½
1st Mort.(Kal.&So.Hav.)t.f.guar	640,000	8	May & Nov.	" "	1880	100
2d Mort. (") guar	70,000	8	" "	" "	1880	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,514,000	7	Jan. & July.	New York.	1898	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	78
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,808,000	7	Jan. & July.	" "	1897	81
1st Mortgage (Minn. Cent)	192,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	82
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	107½
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	95
Milwaukee City Loan	233,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $19,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	1899	19½
1st Mort. Land Grant gold	1,000,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600.000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $30,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1890	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,600,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 5*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	107
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	100
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	102
Consruction bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	95½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.&Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	85
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfield bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan'a						
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov.	New York.	1899	43
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Con.):						
1st Mortgage	300,000	8	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, go'd	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N Oto T 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	95
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	102
Bonds for B.& N. S'ts(")	76,000	6	May & Nov.	" "	1883	90
Bonds for R.R.stocks(")	502,000	6	" "	" "	1883	91
Bonds for real estate (")	162,000	6	" "	" "	1883	91
Bonds of 1864 renew'd(")	2,900,000	6	June & Dec.	" "	1887	91
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	...
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	.....	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	....
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1903	90
Sinking Fund mortgage of 1861	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1880	....
New York and New Haven:						
1st Mortgage	1,050,500	7	April & Oct.	New York.	1875	100
New York & Oswego Midland:						
1st Mortgage gold, tax free	3,000,000	7	Jan. & July.	New York.	1890	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1893	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1893	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1890	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1884	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,725 000	6	Jan. & July.	Philadelphia.	1885	93
2d Mortgage	5,000,000	7	May & Nov.	"	1896	102
Chattel Mortgage	350,000	10	April & Oct.	"	1877	110
North Shore (L. I.)						
1st Mortgage	155,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	91
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	87½
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	95
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	91½
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold	50,000pm	7.3	Jan. & July.	New York.	1900	33
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	....	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	93
Equipment Mortgage	200,000	8	" "	"	1879	93
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage	6,094,000	7	Jan. & July.	New York.	1898	92½
Consolidated 1st Mortgage, stg		7*	" "	London.	1898	....
Consolidated 2d Mortgage	3,529,000	7	April & Oct.	New York.	1911	76
2d Mortgage, (W. Div.)	433,000	7	Jan. & July.	" "	1874	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bond	50,000	7	May & Nov.	" "	1883	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	78½
1st Mortgage (War. & Fkln)	590,000	7	April & Oct.	"	1882	82½
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	64
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	99
Plain Bonds	485,000	6	April & Oct.	"	1875	95
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	102
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	50
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	80½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	82
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	76
Consolidated Mort	1,645,500	7	Jan. & July.	New York.	1882	90½
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New Yor k.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,200,000	8	Jan. & July.	Boston.	1900	99½
Owensboro' and Russellville.						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	78½
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	72
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1886	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lex. Atch & Nev.)	500,000	7	April & Oct.	" "	1880	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	96,847	7*	April & Oct.	London.	1876	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(T W & W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,970,000	7	Jan. & July.	Philadelphia.	1880	101½
2d Mortgage (" ")	2,583,600	6	April & Oct.	"	1875	98
2d *Mortgage* (" ")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	19,490,760	6	J. A. J. & O.	Philadelphia.	1910	90½
State lien for $17,500,000, skg f'd	5,851,700	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	340,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	103½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.B.L.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	103
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	94
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	87½
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	83
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	309,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,138,900	6	Jan. & July.	Philadelphia.	1893	80
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	86,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	101
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	105
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	102½
	Dollar registered	3,414,000	7	" "	"	1911	104
	Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	96
	Gold or stg reg.	668,000	6*	" "	" "	1911	97½
	Dollar coupon	332,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv		6,690,985	7	Jan. & July.	"	1893	106
New improvement Mort. loan		6,631,615	6*	April & Oct.	Phila.or Lond.	1897	....
Philadelphia, Wilmington & Balt.:							
Mortgage Loan, convertible		345,800	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866		400,000	6	April & Oct.	"	1876	96
Loan of 1867		1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):							
1st Mortgage, guaranteed		330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):							
Consol. Mortgage for $10,000,000.		6,212,000	7	Feb. & Aug.	Philadelphia.	1900	68
1st Mort. (Steub. & Ind.) conv		3,000,000	6	monthly.	New York.	1884	72
1st Mort.(Ct.& New'k 33m)conv		775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:							
1st Mortgage of 1868, tax free		4,000,000	7	Jan. & July.	Baltimore.	1898	89½
2d Mort. (Balt. Loan) of 1866		1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)		400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:							
1st Mortgage (Series A)		875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)		875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)		875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)		875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)		875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)		875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)		860,000	7	Jan. & July.	" "	1912	101½
2d Mortgage (Series H)		860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)		860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)		860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)		860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)		860,000	7	June & Dec.	" "	1912	....
3d Mortgage		2,000,000	7	April & Oct.	" "	1912	94½
Bridge (O. & P. R. R.) bonds		153,000	7	May & Nov.	" "	1876	....
Construction bonds of Jan. 1,'70		100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:							
1st Mortgage for $3,000,000		.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:							
1st Mortgage gold, for $1,800,000		.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):							
1st Mort. (Maine Section) gold		800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000		.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):							
1st Mortgage gold, for $2,300,000		.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:							
1st Mortgage of 1863		250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:							
1st Mort.(Portland Loan)skg f'd		700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)		350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000		.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):							
1st Mortgage gold, skg f'd		1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.		1,000,000	7*	" "	"	1889	....
Pougkeepsie and Eastern:							
1st Mort. gold, conv. & tax free		800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:							
1st Mortgage		300,000	6	Jan. & July.	Providence.	18	....
Quincy, Alton and St. Louis:							
1st Mortgage gold		850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W. & W.):							
1st Mortgage, guaranteed		500,000	7	May & Nov.	New York.	1890	89
Quincy & Warsaw (C. B. & Q.):							
1st Mortgage, guaranteed		800,000	8	Jan. & July.	Boston.	1890	99½
Reading and Columbia (P. & R.):							
1st Mortgage, guaranteed		850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed		850,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:							
1st Mortgage		150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage		300,000	7	" "	"	1880	....
3d Mortgage		150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitch.)		400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)		600,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)		125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:							
Virginia State Loan, skg fund		600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds		157,800	6	" "	"	1875	....
Consolidated Mortgage		1,722,000	6	May & Nov.	New York.	'78-'98	70
Rich., Fredericksb.g & Potomac							
Sterling Loan		67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan		396,500	6	" "	Richmond.	1861	....
Dollar Loan		172,800	7	" "	"	1875	....
Richmond and Petersburg:							
1st Mortgage		130,500	7	June & Dec	Richmond.	1875	....
1st Mortgage		176,000	8	April & Oct.		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Sk'g Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Sk'g Fund	924,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	72½
Equipment Mortgage	500,000	8	March & Sept.	"	1880	80
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1890	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) sk'g f'd.	1,100,000	7	Jan. & July.	New York.	1894	98
1st Mortgage (Series B) sk'g f'd.	1,100,000	7	April & Oct.	" "	1894	...
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	80½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	75
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	96
St. Louis,Jacksonv.& Chic.(C.&A.):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	96½
2d Mortgage May 1, 1868 guar.	648,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	86
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold sk'g fund conv.	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold sk'g f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold sk'g f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands).	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands.	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	90½
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	100
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	.. .
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	92
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	691,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	688,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.).						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	. ..
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	560,000	7*	Jan. & July.	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'72-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,200	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1883	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,159,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	93
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, sk'g fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	...
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.	891,060	7	various.	Macon.	'72-'86	...
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, sk'g fund	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, sk'g fund	1,000,000	7	May & Nov.	New York.	1880	...
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	...
Suspens. Brid. & Erie June.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L.&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, sk'g fund	1,163,000	7*	June & Dec.	New York.	1906	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1878	. ..
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,600,000	7	June & Dec.	New York.	1894	85
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1906	78
2d Mortgage (W. Div.) 117 m.	1,300,000	7	April & Oct.	" "	1886	67
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	....
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	90,000	7	.....	New York.	1888	.. .
Troy & Bennington (T. &):						
1st Mortgage sk'g fund, uar.	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1886	....
3d Mortgage	650,000	7	May & Nov.	" "	1876	....
Convertible Bonds	648,000	7	" "	" "	1893	. ..

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	95
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	92½
1st Mort. (Quincy & Tol. 84 m)	800,000	7	May & Nov.	" "	1890	88
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	90½
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	91
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	82½
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	78
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	71
1st M. (Dec. & East St. L. 109m.)	2,700,000	7	" "	" "	1900	82½
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	600,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1873	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	86½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1899	81
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	86½
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,505,000	6*	Jan. & July.	New York.	1990	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	800,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1890	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	100
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	90
Loan of 1889 " "	366,000	6	June & Dec.	Princeton.	1889	87½
Consolidated(mort.)Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	100
Sterling Loan £309,200	1,346,000	5*	March & Sept.	London.	1894	....
Sterling Loan £300,000	1,800,000	6*	" "	" "	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJ Co)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq. Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	90
2d Mortgage consolidated	1,500,000	7	" "	"	1891	75
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	67½
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	....	....	80
Equipment Mortgage	1,000,000	8	May & Nov.		'76-'77	74
Equipment Mortgage	1,000,000	8	" "		1880	70½
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	356,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,429	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1900	....
Virginia & Tennessee('3. M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.&Lynch.	1873	....
Enlarged Mortgage	990,000	6	" "	" "	1884	....
4th Mortgage	346,000	8	March & Sept.	" "	1900	82
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1860	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& All R.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	82½
Warwick Valley (Erie):						
1st Mortgage	95,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $2,000,000	.....	7	April & Oct.	New York.	1901	....
Watertown & Rome(R. W. & O.):						
Sinking Fund Bonds	709,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	101½
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	612,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	72½
1st Mort. endor. by Balt	200,000	6	" "	"	1890	95
2d Mort. " "	300,000	6	" "	"	1890	92
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	80½
2d Mortgage preferred	600,000	6	" "	"	1895	61
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	96½
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1890	87
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1898	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1863	82½
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	95
Consolidated mort. Apr. 1, 1869	998,000	7	April & Oct.	"	1899	100
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	66
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	82½
2d Mortgage coupon or regis	723,600	7	Jan. & July.	"	1902	79
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1862	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1890	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	90
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1910	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1880	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	87
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	6*	" "	London.	1890	....
Preferred Bonds (next lien)	1,690,500	6	Jan. & July.	Baltimore.	1885	107
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	80
Delaware and Hudson:						
1st Mortgage registered — 1st series, Nov. 1, 1867	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered — 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1886	104
1st Mortgage registered — 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	105
Delaware & Raritan Sec U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	95
Mortgage Loan reg	2,000,000	6	F. M. A. & N.	"	1897	95½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	95½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	99
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	87
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Essex):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	96
2d Mortgage	285,000	6	" "	"	1876	96
Boat Loan, sinking fund	236,965	7	" "	"	1885	90
Preferred Stock Dividend Scrip	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar	2,205,000	6	Jan. & July.	Philadelphia.	1887	66
1st Mortgage (Wy. Val. Can.)	800,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1866	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'83-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	76½
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	260,000	6	May & Nov.	"	1870	75
Boat and Car Loan	756,650	6	" "	"	1888	72
Boat and Car Loan	628,100	7	" "	"	1889	90
Coupon Bonds	1,079,000	6	Jan. & July.	"	1890	75
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	72
2d Mortgage	700,000	6	" "	"	1896	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,510	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	299,000	6	May & Nov.	"	1890	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "†."

Years Ending.	Railroad. Main Line.	Branch Line.	Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	3	106	Adirondac.....New York.	2,728,692	*	.....	7,000,000	2,763,000	930,000	1,963,786	—	60.2	.....	.....	.....	.....	.....	—	100	.....
May 31, 1872	290.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central †.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,609,000	.....	—	92.8	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	142.0	—	57.1	—	21	24	12	749	Albany and Susq. (D. & H.)...New York.	7,463,572	*	.....	.....	6,000,000	4,467,000	.....	.....	164.0	(Del. &	Hud. Canal Co.)		1,341,228	428,821	7	100	94½
Sept. 30, 1872	61.0	—	2.0	—	3	4	1	21	Alexandria and Fredericksburg †.....Va.	2,500,000	*	.....	.....	.....	1,000,000	.....	—	51.0	.....	.....	.....	.....	.....	—	100	.....
Jan. 31, 1873	132.0	—	44.9	112.0	.....	.....	.....	.....	Allegheny Valley.....Pennsylvania.	13,200,000	*	.....	.....	2,256,300	12,389,000	.....	—	132.0	.....	.....	.....	.....	.....	—	50	.....
Nov. 30, 1872	35.8	—	1.6	—	.....	.....	.....	.....	Allentown.....Pennsylvania.	1,147,225	—	.....	.....	567,344	—	579,681	—	35.8	.....	.....	.....	2,239,168	960,684	—	50	.....
Dec. 31, 1872	20.5	—	2.0	—	5	10	2	43	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	—	—	95,000	20.5	.....	(Phila. & R	eading R.	R.)	.....	.....	—	50	.....
Dec. 31, 1872	57.0	—	2.8	28.0	.....	.....	.....	.....	Arkansas Central (3 ft.) †.....Arkansas.	.....	.....	.....	.....	.....	15,000pm	.....	—	—	.....	.....	.....	.....	.....	—	100	.....
Mar. 31, 1873	28.6	—	1.9	—	.....	.....	.....	.....	Ashuelot.....New Hampshire.	500,000	.....	.....	.....	246,018	150,000	.....	—	—	.....	.....	.....	.....	.....	—	100	.....
Nov. 30, 1872	465.0	—	23.3	200.0	.....	.....	.....	.....	Atchison, Topeka & Santa Fe....Kansas.	20,000,000	*	.....	.....	8,615,000	10,564,500	576,000	—	—	.....	.....	.....	.....	7,500	—	100	12
Sept. 30, 1872	30 4	—	0.9	—	3	2	1	17	Athol and Enfield.....Massachusetts.	805,373	7,555	44,400	.....	520,000	293,400	44,606	3,514	30.4	44,320	26,778	17,193	39,032	10,555	—	100	.....
June 30, 1872	86.7	—	8.9	—	19	6	5	119	Atlanta and West Point.....Georgia.	1,200,129	*	.....	.....	1,232,200	22,000	.....	—	86.7	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	387.3	38.2	149.4	—	166	52	26	3,117	Atlantic and Great West. N.Y. Penn. & O.	80,992,240	.....	.....	.....	24,000,000	60,992,240	.....	—	565.8	.....	.....	.....	.....	.....	8	100	.....
Dec. 31, 1872	237.0	110.0	16.3	165.0	26	19	6	336	Atlantic and Gulf †.....Georgia.	7,592,283	.....	162,387	.....	4,479,677	3,294,700	330,991	—	347.5	635,350	98,234	.....	5,451,224	855,670	—	100	.....
Sept. 30, 1872	408.0	20.0	31.0	100.0	78	29	18	832	Atlantic, Mississippi and Ohio...Virginia.	17,765,914	.....	8,718,937	.....	6,921,900	14,889,843	.....	.....	428.0	1,427,688	282,576	630,583	1,969,053	734,328	—	100	.....
May 31, 1872	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina †.N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	—	95.0	.....	(No retur	ns furnish	ed.)	.....	.....	—	100	.....
Dec. 31, 1872	364.0	—	18.2	200.0	.....	.....	.....	.....	*Atlantic and Pacific* †..Missouri & Ind. Ter.	.....	.....	.....	.....	15,000,000	12,500,000	.....	—	328.2	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	149.5	1.6	16.2	—	.....	.....	.....	.....	Atlantic and St. Lawrence.Me., N.H. & Vt.	7,654,089	.....	.....	.....	3,994,900	3,483,848	201,089	—	—	.....	.....	.....	.....	.....	4	100	.....
Nov. 30, 1872	53.0	—	2.7	—	.....	.....	.....	.....	Augusta and Savannah.....Georgia.	1,032,200	.....	.....	.....	782,700	129,000	.....	—	—	.....	.....	.....	.....	.....	7	100	.....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Genesee and Mount Morris..N. Y.	245,000	*	.....	.....	194,250	20,000	20,000	—	19.1	21,302	43,209	4,901	83,299	6,001	—	100	.....
Nov. 30, 1872	57.2	2.0	4.1	—	.....	.....	.....	.....	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	850,000	471,200	.....	—	53.2	.....	(Leased to	Pennsylv	ania.)	.....	.....	—	100	.....
Sept. 30, 1872	379.6	—	502.7	—	383	205	62	7,904	Baltimore and Ohio †.....Md. & W. Va.	31,170,756	7,995,856	13,428,332	3,424,536	16,704,762	12,466,639	700,873	26,152,269	464.6	9,172,907	.....	.....	10,654,472	4,532,072	8	100	175½
Sept. 30, 1872	30.0	—	39.9	—	.....	.....	.....	.....	Washington branch †.....Maryland.	1,650,000	.....	.....	242,300	1,650,000	20,000	.....	622,300	30.0	476,300	.....	.....	480,645	335,785	10	100	160
Sept. 30, 1872	103.5	—	21.8	—	.....	.....	.....	.....	Parkersburg Branch.....W. Virginia.	10,000,000	.....	.....	.....	5,580,685	493,500	.....	—	103.5	1,003,407	.....	.....	826,803	114,541	—	100	11
Dec. 31, 1872	32.0	—	3.2	99.0	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	32.2	(Opened	to Washi	ngton, May	1, 1872.)	.....	.....	—	100	.....
Dec. 31, 1872	33.4	—	2.7	—	.....	.....	.....	.....	Belfast and Moosehead Lake.....Maine.	900,000	.....	.....	.....	650,000	250,000	.....	—	—	(Operat	ed by Ma	ine Centr	al.)	36,000	—	50	.....
Dec. 31, 1872	67.0	—	6.7	—	30	21	8	967	Belvidere Delaware.....New Jersey.	3,876,842	*	.....	.....	995,300	2,244,500	1,228,128	—	67.0	.....	.....	.....	835,380	218,608	3	100	75
Sept. 30, 1872	22 0	—	2.0	—	.....	.....	.....	.....	Berkshire.....Mass.	600,000	—	8,000	.....	600,000	—	—	—	22.0	58,408	50,192	174,297	120,291	42,045	7	100	72½
Sept. 30, 1872	15.6	—	5.7	—	.....	.....	.....	.....	Blossburg and Corning.....New York.	582,346	.....	.....	.....	433,000	.....	.....	—	—	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	201.6	48.0	316.8	—	206	161	46	4,118	Boston and Albany.... Mass. & N. York.	19,890,414	4,411,338	1,071,646	2,106,438	19,664,100	3,087,000	546,724	4,237,012	268.3	4,888,071	6,247,576	2,732,907	9,259,599	2,362,615	10	100	139½
Sept. 30, 1872	25.2	—	2.0	0.8	4	4	2	50	Boston, Barre and Gardner.....Mass.	763,114	104,775	30,324	4,023	736,240	—	153,849	12,147	28.0	82,064	85,157	17,499	99,356	7,550	—	100	.....
Sept. 30, 1872	42.9	—	9.0	—	21	22	12	434	Boston, Clinton and Fitchburg.....Mass.	1,450,328	648,062	110,266	96,786	872,000	1,250,000	92,586	97,180	90.2	441,745	467,966	317,043	576,413	192,795	—	100	.....
Mar. 31, 1873	93.5	—	12.8	—	22	24	19	473	Boston, Concord and Montreal.....N. H.	2,850,000	*	218,300	227,759	1,800,000	1,050,000	29,603	516,456	139.0	.....	171,511	92,186	670,349	131,715	6p	100	.....
Sept. 30, 1872	26.5	16.0	45.8	—	37	46	20	940	Boston and Lowell.....Mass.	2,469,955	252,345	2,566,759	253,142	2,852,900	1,771,024	542,860	374,417	71.8	741,981	1,949,688	620,083	1,293,969	241,016	8	500	160
Sept. 30, 1872	80.3	8.5	84.9	38.0	61	102	28	976	Boston and Maine.....Mass., N. H. & Me.	6,728,382	1,144,587	775,992	325,480	6,816,834	—	1,341,862	1,016,686	158.5	1,216,996	4,135,469	520,722	2,004,672	504,116	10	100	100
Sept. 30, 1872	44.0	14.5	65.0	—	38	67	11	462	Boston and Providence.....Mass. & R. I.	3,691,138	207,400	573,542	263,320	4,950,000	—	356,478	427,922	66.5	239,132	762,246	765,733	1,716,899	465,347	10	100	140
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa.....Canada.	2,647,004	*	.....	.....	424,704	1,687,200	.....	—	85.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	172.0	—	12.0	70.0	18	12	6	171	Brunswick and Albany†.....Georgia.	10,548,000	*	.....	.....	6,898,000	3,650,000	350,000	—	—	(Com	pany is ba	nkruptcy.	)	.....	—	100	.....
Sept. 30, 1872	22.0	—	2.0	—	.....	.....	.....	.....	Buff., Bradford and Pittsburg.....New York.	2,869,500	—	.....	.....	2,286,000	588,500	—	—	—	(Erie	Railway	Co.)	.....	40,600	—	100	.....
Sept. 30, 1872	43.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.... N. Y. & Penn.	1,646,930	*	.....	.....	428,717	700,000	548,229	—	43.2	.....	.....	.....	228,099	.....	—	100	.....
Sept. 30, 1872	142.0	—	12.7	—	.....	.....	.....	.....	Buffalo, New York & Erie...N.Y. & Penn.	3,339,000	.....	.....	.....	956,000	2,380,000	.....	—	—	(Erie	Railway	Co.)	.....	233,100	7	500	.....
Sept. 30, 1872	117.0	—	5.9	—	.....	.....	.....	.....	Buff., New York and Phila. N.Y. & Penn.	3,064,271	*	.....	.....	1,600,707	1,876,500	430,665	—	88.0	(Opened	to Empor	ium, Pa.)	139,145	17,300	—	100	.....
Dec. 31, 1872	219.0	78.0	14.0	—	24	18	3	525	Burl., Cedar Rapids and Minnesota. Iowa.	7,600,000	*	.....	.....	5,400,000	2,200,000	.....	—	382.0	.....	.....	.....	995,129	283,802	—	100	.....
Dec. 31, 1872	120.0	—	6.0	100.0	.....	.....	.....	.....	Burlington and Southwestern. Iowa & Mo.	3,000,000	*	.....	.....	1,200,000	1,750,000	.....	—	.....	.....	(In prog	ress.)	.....	.....	—	100	.....
Feb. 28, 1873	158.0	—	....	143.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	10,000,000	*	.....	.....	12,000,000	8,000,000	.....	—	.....	(Compl	eted to Mo	. Line May	, 1873.)	.....	—	100	.....
Dec. 31, 1872	160.0	—	8.0	—	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	—	160.0	(Recently	completed	.)	.....	.....	—	100	.....
Dec. 31, 1872	61.2	—	92.9	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	9,458,328	.....	.....	.....	5,847,800	—	—	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	10	100	.....
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	100	Camden and Atlantic.....New Jersey.	1,790,023	376,195	128,354	32,388	1,215,870	1,058,400	44,907	9,364	67.0	213,639	417,196	69,824	467,036	212,119	3½p	50	60
Dec. 31, 1872	23.0	7.2	3.9	—	.....	.....	.....	.....	Camden and Burlington Co..New Jersey.	715,362	—	—	—	332,925	358,000	44,437	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	6	100	.....
Dec. 31, 1872	28.5	—	4.8	61.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	—	5,888	—	668,467	3,776	3,800	28.5	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1873	229.0	63.0	29.2	—	.....	.....	.....	.....	Canada Southern.....Canada.	.....	.....	.....	.....	8,000,000	8,760,000	.....	—	—	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	71.6	22.4	7.8	18.0	10	23	12	160	Cape Cod.....Mass.	1,245,594	237,393	46,392	16,647	1,022,330	349,000	132,591	43,986	94.0	210,684	288,417	75,147	321,796	86,737	8	100	.....
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2	—	31	Carbondale and Shawneetown.....Illinois.	342,650	*	.....	.....	335,500	200,000	7,150	—	18.0	(Opened	Dec. 30, 1	871.)	.....	.....	—	100	.....
Sept. 30, 1872	18.0	—	0.5	10.0	2	—	—	3	Carthage, Water'n & Sack. Harbor..N.Y.	561,139	*	.....	.....	456,433	150,000	.....	—	18.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	20.0	4.0	8.0	—	6	3	2	517	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	426,000	.....	.....	—	24.0	.....	.....	.....	.....	.....	—	100	.....
Oct. 31, 1872	94.0	4.5	5.0	—	21	9	5	602	Catawissa.....Penn.	6,098,850	*	.....	.....	4,359,500	1,739,350	.....	—	—	(Leased	Nov. '72 to	Ph. & Rdg.	)	572,104	183,169	6	25	.....
Sept. 30, 1872	14.8	—	1.3	—	2	2	2	14	Canenovia and Canadiota.....New York.	538,006	—	.....	.....	294,529	250,000	29,250	—	14.8	.....	.....	.....	7p	50	35
Dec. 31, 1872	75.6	—	3.8	—	.....	.....	.....	.....	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	—	—	(Illinois	Central.)	.....	25,886	4,391	—	100	.....
Dec. 31, 1872	271.6	2.4	22.1	—	.....	.....	.....	.....	*Cedar Rapids and Missouri River*...Iowa.	11,233,000	.....	.....	.....	7,619,000	3,614,000	.....	—	—	(Chic. &	North We	stern R. R.	)	128,646	113,400	—	100	.....
Dec. 31, 1872	160.0	—	15.0	250.0	6	4	3	131	Central Br., Union Pacific R.R....Kansas.	3,723,200	*	.....	.....	1,000,000	3,200,000	.....	—	101.0	(No re	turns furn	ished.)	.....	.....	—	100	.....
Nov. 30, 1872	192.0	—	29.7	—	53	44	27	792	Central of Georgia.....Georgia.	5,000,000	*	1,628,467	1,022,692	8,000,000	1,389,000	341,663	—	284.0	.....	169,119	.....	.....	.....	—	100	.....
Dec. 31, 1872	202.0	—	16.6	94.0	22	9	6	861	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	—	202.0	.....	.....	.....	1,656,154	689,308	10	100	.....
Sept. 30, 1872	22.0	4.0	3.8	—	3	7	—	22	Central of Long Island.....New York.	1,459,616	*	.....	.....	297,800	687,000	479,598	—	—	(Flushing & N. Side R. R.	)	.....	.....	.....	—	100	.....
Dec. 31, 1872	78.0	6.7	211.8	—	227	128	47	2,062	Central of New Jersey.....New Jersey.	12,424,935	7,882,235	7,649,492	4,810,442	20,000,000	9,209,000	3,068,154	—	291.0	4,889,891	4,478,513	1,490,689	7,120,718	1,957,538	10	100	105½
Dec. 31, 1872	137.0	—	31.2	—	40	28	24	737	Central Ohio.....Ohio.	3,499,999	*	.....	.....	2,845,500	2,560,000	.....	—	137.0	.....	.....	.....	989,327	170,721	6	50	85
Dec. 31, 1872	883.0	284.0	110.4	600.0	167	168	46	3,807	*Central Pacific*†.....Cal. Nev. & Utah.	136,495,893	5,022,608	5,458,198	3,513,287	64,283,190	21,939,680	422,041	7,452,960	1,158.0	.....	588,883	746,158	11,963,641	6,952,362	—	100	72
Dec. 31, 1872	194.6	—	8.7	—	24	14	6	229	Charlotte, Columbia & Augusta....S.Car.	5,512,000	*	256,090	.....	2,578,000	3,100,000	.....	—	194.6	.....	.....	.....	652,107	438,718	—	100	.....
Dec. 31, 1872	22.8	—	1.0	—	.....	.....	.....	.....	Chartiers.....Pennsylvania.	1,127,313	*	.....	13,897	628,060	560,000	3,150	—	22.8	39,140	.....	.....	60,440	20,440	—	50	.....
Sept. 30, 1872	428.0	—	42.8	72.0	45	27	18	761	Chesapeake and Ohio.....Va. & W. Va.	26,542,490	*	789,786	2,836,883	13,398,407	18,624,953	3,387,461	—	227.0	611,475	141,873	116,473	777,632	288,687	—	100	.....
Jun. 30, 1872	40.7	0.8	2.0	—	2	.....	.....	.....	Chester and Tamaroa.....Illinois.	1,000,000	*	.....	.....	1,000,000	360,000	80,000	—	41.5	(Opened	March 187	2.)	.....	.....	—	100	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in *Italics*. State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Property and Assets. Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Tons Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1872	205.0	28.0	33.7	56.0	33	26	9	697	*Flint and Pere Marquette*.....Michigan.	6,765,602	1,135,131	694,566	384,284	3,297,300	5 389,000	1,048,609	1,244,673	263.0	888,227	509,975	344,519	1,133,612	455,113	—	100	...
Sept. 30, 1872	11.8	0.3	5.3	16.2	5	19	5	8	Flushing and North Side .....New York.	952,156	284,371	.....	.....	281,010	1,281,200	81,027	.....	18.1	176,515	1,256,278	.....	281,844	98,495	—	100	...
Sept. 30, 1872	10.0	—	1.0	—	3	2	1	10	Fonda, Johnstown and Gloversville..N. Y.	498,732	*	.....	.....	300,000	300,000	41,382	.....	10.0	35,056	99,890	25,897	78,023	38,193	—	100	...
Dec. 31, 1872	100.0	—	5.2	—	8	6	3	237	Ft. Wayne, Jack. & Saginaw..Ind.& Mich.	3,000,000	313,000	25,000	.....	1,056,000	2,000,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	...
Jun. 30, 1872	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	(Sold J	anuary	1, 1872.)	.....	1,000,000	2,300,000	.....	.....	109.0	.....	.....	.....	280,647	123,591	—	100	...
Sept. 30, 1872	26.0	—	3.3	—	3	1	—	90	Framingham and Lowell.....Mass.	1,021,792	182,062	.....	58,170	499,896	650,000	112,698	30	—	(Boston,	Clinton &	Fitchb'g.)	21,580	21,580	—	100	49½
Dec. 31, 1872	11.5	—	1.3	—	2	3	—	21	Freehold and Jamesburg.....N. Jersey.	283,746	.....	.....	.....	283,745	.....	.....	.....	22.0	67,460	171,400	43,411	57,773	14,152	—	100	...
Feb. 28, 1873	85.0	—	9.0	150.0	9	6	4	128	Galv., Harrisburg & San Antonio..Texas.	2,256,402	287,906	.....	61,080	2,051,468	852,840	.....	.....	85.0	36,210	8,664	27,037	160,424	93,422	—	100	...
Dec. 31, 1872	50.0	—	10.0	—	15	9	4	284	Galveston, Houston & Henderson..Texas.	2,522,063	398,639	224,422	14,796	1,000,000	1,500,000	360,658	311,091	50.0	198,167	86,845	179,666	751,054	366,017	—	100	...
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Georgia.	4,156,000	*	1,335,300	415,005	4,200,000	676,500	137,240	863,233	232.0	1,103,551	.....	.....	1,623,454	490,196	8	100	...
Jun. 30, 1872	111.0	—	5.5	—	5	4	4	362	Gilman, Clinton & Springfield.....Illinois.	4,000,000	*	.....	.....	2,000,000	2,000,000	.....	.....	111.0	57,508	.....	67,361	156,750	35,525	—	100	...
Sept. 30, 1872	11.6	—	0.3	3.1	—	—	—	—	Goshen and Deckertown .....New York.	200,901	.....	.....	.....	105,000	246,500	8,000	.....	—	(Leased	to Erie)	.....	21,500	21,500	6	100	...
Dec. 31, 1872	263.7	26.0	13.2	35.0	84	17	6	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	4,807,993	1,114,214	128,797	4,748,995	2,800,000	8,000,000	.....	.....	289.7	.....	491,010	311,670	949,781	505,640	—	100	...
Mar. 31, 1873	98.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	—	(Leased	by Michig	an Centra	l R. R. Co.)	.....	—	100	...
Dec. 31, 1872	857.0	52.0	371.0	—	361	260	80	4,636	Grand Trunk †.....Canada.	106,906,746	*	5,197,215	1,348 999	16,977,803	91,597,296	4,870,346	1,516	1,377.0	6,754,670	1,718,275	1,535,296	8,935,970	1,603,921	—	100	...
Jan. 31, 1873	229.0	216.0	102.0	—	177	146	39	3,136	Great Western †.....Canada.	33,941,675	*	.....	.....	24,167,467	10,816,000	.....	.....	569.0	4,416,442	.....	.....	5,732,870	2,989,050	6½	100	...
Sept. 30, 1872	8.0	—	0.5	—	—	—	—	—	Greene.....New York.	348,977	.....	.....	.....	200,000	.....	.....	.....	8.0	20,824	37,773	151,848	35,718	5,611	6	100	...
Feb. 28, 1873	151.0	—	5.0	49.0	9	5	3	300	Green Bay and Lake Pepin....Wisconsin.	3,400,000	*	.....	.....	1,500,000	2,400,000	.....	.....	—	.....	(Not r	egularly o	perated.)	.....	—	100	...
Sept. 30, 1872	14.0	—	0.8	—	—	—	—	—	Greenwich and Johnsonville...New York.	304,415	.....	.....	.....	130,098	186,500	11,086	.....	14.0	17,528	17,488	9,553	30,356	12,528	—	100	...
Mar. 31, 1873	66.0	—	4.0	180.0	7	6	1	72	Gulf Western Texas and Pacific.†..Texas.	2,500,000	*	.....	.....	.....	1,886,000	.....	.....	....	68,000	9,508	35,874	232,979	128,161	—	100	...
Dec. 31, 1872	4.9	0.8	0.3	—	2	3	3	6	Hackensack and New York..New Jersey.	191,246	.....	.....	.....	.....	.....	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)	.....	—	100	...
Dec. 31, 1872	28.0	—	1.4	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,000	.....	.....	.....	99,700	62,000	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)	.....	—	100	...
Jun. 30, 1873	70.0	—	4.0	—	—	—	—	—	Hannibal and Central Missouri..Missouri.	2,000,000	.....	.....	.....	560,000	299,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	...
Jun. 30, 1873	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	...
Aug. 31, 1872	204.0	66.0	27.7	22.0	78	61	62	1,442	*Hannibal and St. Joseph* †.....Missouri.	23,297,728	*	.....	.....	750,000	675,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1872	7.9	—	1.0	—	2	3	2	13	Hanover Branch.....Mass.	170,130	40,445	.....	21,128	123,550	.....	40,000	68,151	274.5	1,648,638	320,838	415,363	2,484,670	670,529	—	100	21½
Oct. 31, 1872	12.2	—	0.9	—	6	5	2	30	Hanover Branch.....Penn.	201,372	68,000	.....	.....	116,850	.....	.....	.....	7.9	21,096	79,998	14,397	71,032	20,280	—	100	...
Sept 30, 1872	116.0	2.0	7.2	—	9	5	1	140	Harlem Extension.....New York.	3,000,000	*	.....	.....	4,000,000	4,000,000	40,509	.....	12.2	48,150	34,401	123 424	82,388	24,856	10	50	...
Oct. 31, 1872	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,182,550	.....	.....	.....	1,182,550	780,000	.....	.....	118.0	277,969	137,337	105,349	317,748	Loss.	—	100	...
Sept. 30, 1872	62.0	16.5	87.0	—	37	33	16	703	Hartford and New Haven..Conn.& Mass.	4,729,381	872,197	1,452,042	1,120,651	6,500,000	580,000	50,547	1,043,724	54.0	(Leased	by Pennsy	lvania R.R.	Co.)	.....	7	50	102
Sept. 30, 1872	122.4	0.6	18.7	—	26	36	16	861	Hartford, Prov. & Fishkill..H.L, Ct & N.Y.	4,201,486	598,875	.....	.....	2,037,940	2,055,500	100,000	200,519	78.5	782,172	1,303,158	721,348	2,106,674	752,702	4½	100	...
Aug. 31, 1872	75.0	—	4.0	125.0	13	6	3	61	*Hastings and Dakota*.....Minn.	(Purchas	ed July	1, 1872 by	Mil. & St.	Paul Co.	for $2,1	00,000.)	.....	130.0	541,442	1,207,771	266,912	1,094,040	367,583	—	100	...
Dec. 31, 1872	5.5	—	0.6	—	2	—	—	100	Hibernia Mine.....New Jersey.	148,638	*	.....	1,362	150,000	.....	.....	.....	75.0	.....	10,928	20,640	21,416	Loss.	—	...	...
Dec. 31, 1872	66.2	—	4.9	—	—	—	—	—	Holly, Wayne and Monroe .....Mich.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	5.5	.....	.....	100,379	84,401	33,629	40	100	...
Sept 30, 1872	10.3	—	0.8	—	—	—	—	—	Holyoke and Westfield.....Mass.	427,946	.....	.....	66	200,000	200,000	1,667	26,365	—	(Leased	by Flint &	Pere Mar	quette R. R.	Co.)	—	100	...
Sept. 30, 1872	74.0	—	7.0	—	16	16	8	389	Housatonic .....Connecticut.	1,864,871	340,687	.....	.....	2,000,000	400,000	335,213	42,245	—	(New H	aven & N	orthamp.)	14,000	14,000	—	100	...
Nov. 30, 1872	115.0	8.0	11.4	216.0	14	14	7	378	Houston and Great Northern†.....Texas.	3,361,361	*	731,494	559,503	2,400,000	1 925.915	45,956	280,487	162.2	274,960	282,741	242,218	528,118	117,529	—	100	...
Dec. 31, 1872	387.0	115.0	16.9	—	45	25	14	916	Houston and Texas Central †.....Texas.	15,000,000	*	.....	.....	820,000	10,040,000	.....	.....	123.0	123,257	24,819	36,583	200,767	81,329	—	100	...
Oct. 31, 1872	45.0	29.8	18.5	—	23	6	5	116	Huntingdon and Broad Top Mt.....Penn.	3,159,769	*	.....	.....	1,330,760	2,153,500	117,441	.....	249.0	.....	.....	.....	2,675,234	1,345,134	—	100	...
Dec. 31, 1872	705.4	—	130.4	—	197	111	46	4,585	*Illinois Central*.....Illinois.	34,061,196	*	10,248,460	614,081	25,500,000	19,422,707	.....	.....	74.5	238,167	59,126	449,748	801,957	17,451	—	50	21½
Dec. 31, 1872	62.8	—	8.2	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	1,451,737	.....	.....	.....	960,000	960,000	.....	.....	1,107.0	5,388,226	1,352,156	2,039,321	8,026,754	2,103,107	10	100	104½
Jun. 30, 1872	35.0	—	2.9	67.0	5	.....	.....	.....	Indiana and Illinois Central.....Ind. & Ill.	3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	.....	—	(Leased	by Chicag	o, Burl. &	Quincy	Co.)	—	100	...
Dec. 31, 1872	202.6	10.0	38.0	—	66	23	9	1,762	Ind., Bloomington & Western..Ind. & Ill.	15,500,000	*	.....	.....	7,000,000	8,560,000	.....	.....	—	(No	t operated	by Compa	ny.)	.....	—	100	...
Dec. 31, 1872	179.0	—	21.2	—	58	40	12	1,121	Indianapolis, Cin. and Lafayette..Indiana.	13,988,000	*	.....	.....	5,500,000	8,700,000	.....	.....	212.5	.....	.....	.....	1,359,691	.....	—	100	...
Dec. 31, 1872	75.0	—	4.8	—	12	10	6	287	Indianapolis, Peru and Chicago..O.&Ind.	.....	.....	.....	.....	.....	.....	.....	.....	179.0	1,211,206	.....	.....	1,754,869	592,056	—	100	...
Dec. 31, 1872	72.0	—	12.0	—	58	34	16	1,407	Indianapolis and St. Louis.....Indiana.	3,927,197	*	241,216	424,469	600,000	3,338,000	654,822	.....	75.0	.....	.....	.....	.....	.....	—	100	...
Dec 31, 1872	117.0	—	18.0	—	6	7	3	197	Indianapolis and Vincennes.....Illinois.	4,613,436	*	51,118	164,475	1,403,000	3,150,000	277,029	.....	261.0	1,732,260	291,787	690,971	2,110,681	730,239	—	100	95
Dec 31, 1872	183.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	117.0	212,294	.....	.....	264,390	90,206	—	100	...
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	.....	.....	.....	1,314,000	1,314,000	.....	.....	183.7	(Leased	by Ill. Cen	R. R. Co.)	337,462	118,112	—	100	85
Sept. 30, 1872	35.6	—	3.7	—	6	3	2	189	Ithaca and Athens.....New York.	1,236,150	*	.....	.....	494,162	600,000	103,302	.....	73.0	(Leased	to Chicag	o & N. W	estern.)	.....	—	100	...
Dec. 31, 1872	13.0	1.0	1.3	—	3	2	1	146	Iron .....Ohio.	288,237	57,000	49,403	.....	129,550	.....	13,398	251,692	35.6	$2,960	20,367	121,600	110,941	51,708	—	100	...
Oct. 31, 1872	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	.....	.....	400,000	100,000	.....	.....	14.0	27,500	34,266	133,100	102,274	55,359	—	100	...
May 31, 1872	212.0	—	15.9	76.0	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	6,500,000	.....	.....	.....	1,976,100	4,195,000	.....	.....	11.0	11,350	.....	115,876	48,866	15,041	—	50	...
Dec. 31, 1872	36.5	—	7.2	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	.....	.....	.....	2,095,700	2,300,000	.....	.....	158.0	(Leased	by Michig	an Centra	l.)	.....	—	100	...
Dec. 31, 1872	108.0	116.0	22.6	—	41	37	12	744	Jeffersonville, Madison and Ind..Indiana.	6,868,060	*	1,059,864	162,891	2,000,000	4,888,000	1,214,013	7,853	—	(Leased	by Erie R	ailway Co.	)	140,000	—	100	...
Dec. 31, 1872	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago .....Illinois.	1,849,000	.....	.....	.....	1,500,000	349,000	.....	.....	224.0	1,061,102	658,638	468,236	1,287,280	469,670	7	100	...
May 31, 1872	44.5	—	8.7	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased	to Chicag	o & Alton	R.R. Co.)	.....	7	100	85
Oct. 31, 1872	4.6	—	0.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	398,324	.....	.....	.....	185,250	600,000	.....	.....	—	(Leased	to Michig	an Centra	l. R. R. Co.)	.....	8	100	...
Dec. 31, 1872	42.0	—	2.1	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	24,937	215,230	.....	132,384	55,157	—	50	...
Dec. 31, 1872	58.0	—	3.1	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	—	(No	returns f	urnished.)	.....	.....	—	100	...
Mar. 31, 1873	40.0	—	2.7	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	.....	.....	.....	250,000	640,000	.....	.....	—	(Leased	to Lake S	h. & M. So.)	103,800	103,800	6	100	...
Mar. 31, 1872	200.2	60.0	18.2	—	21	17	17	268	Kansas City, St. Joseph & Co. Bl. Mo. & Ia.	8,626,158	*	.....	.....	2,789,413	6,131,500	.....	.....	280.2	.....	.....	.....	.....	.....	—	100	...
Jun. 30, 1872	31.9	—	1.6	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	.....	.....	.....	720,000	720,000	.....	.....	—	(Leased	by Michig	an Central	R.R.Co.)	51,200	—	100	...
Dec. 31, 1872	638.6	84.0	22.6	—	88	53	18	1,674	Kansas Pacific.....Kansas & Col.	35,183,274	*	2,428,646	2,563,182	9,638,960	16,925,000	2,706,460	.....	672.6	2,475,270	179,182	348,966	3,732,713	1,494,447	—	100	...
Aug. 31, 1872	40.0	—	2.4	—	6	10	4	59	Knox and Lincoln .....Maine.	2,725,798	*	.....	138,305	361,492	2,395,000	.....	107,611	49.0	(Com	pleted Oct.	19, 1871.)	87,612	35,973	—	100	...
Oct. 31, 1872	80.0	—	13.0	—	28	10	4	1,315	Lackawanna and Bloomsburg.....Penn.	3,398,452	722,792	.....	.....	1,335,000	2,250,000	198,261	.....	80.0	436,206	362,294	2,218,010	1 063,505	471,764	—	50	...
Dec. 31, 1872	60.3	—	2.5	93.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	.....	.....	.....	1,000,000	1,300,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	...
Dec. 31, 1872	28.0	—	1.8	79.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	*	3,716,927	.....	3,000,000	1,500,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	...
Sept. 30, 1872	16.0	—	.....	124.0	—	—	—	—	Lake Ontario Shore Line.....New York.	1,541,456	.....	.....	.....	1,727,553	792,000	96,097	.....	—	(Not yet	in operatio	n.)	.....	.....	—	100	...
Dec. 31, 1872	541.2	595.2	532.2	—	418	169	69	8,640	Lake Shore & Mich. S.....P., O. Ind. & Ill.	68,047,176	13,384,187	7,315,807	1,615,979	50,000,000	26,495,000	6,350,020	1,417,630	1,138.5	13,477,534	2,112,833	4,382,243	17,591,629	5,118,598	8	100	79½
Jan. 30, 1872	37.0	—	.....	68.0	6	—	—	86	Lake Shore and Tuscarawas Valley..Ohio.	2,539,664	87,519	138,142	72,922	744,988	2.000 000	93,314	.....	—	(Opened t	hrough fa	July, 1873.)	.....	.....	—	100	...

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "§."

Years ending.	Railroad. Main Line.	Branch Line.	Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1872	74.0	—	4.8	76.0	7	9	3	121	N. Y., Kingston & Syracuse..New York.	3,055,856	190,066	.....	.....	2,662,921	583,000	92,692	.....	74.0	101,686	163,267	99,137	219,368	60,974	—	100	....
Sept. 30, 1872	5.4	—	0.4	84.6	1	1	—	—	N. Y., Housatonic & North.N.Y. & Conn.	604,626	12,737	.....	.....	261,000	183,500	156,476	.....	—	(Leased by Housatonic R. R. Co.)			3,010	—	—	100	....
Sept. 30, 1872	7.0	—	0.4	0.2	—	—	—	—	New York and Mahopac.....New York.	264,912	.....	.....	.....	265,000	.....	.....	.....	—	(Leased by New York & Harlem R. R. Co.)			.....	.....	—	100	....
Sept. 30, 1872	124.0	16.8	164.0	—	64	129	41	1,010	N. Y., N. H. & Hartford. N.Y., Ct. & Ma.	12,861,474	1,840,535	1,465,553	3,423,675	15,500,000	1,641,500	377,341	1,377,592	190.8	1,700,891	3,925,765	892,579	4,488,584	1,769,809	10	100	133½
Sept. 30, 1872	62.5	—	27.5	—	20	19	7	99	N. Y., Providence and Boston..C. & R. I.	3,101,400	*	.....	.....	1,887,400	1,214,000	.....	.....	67.5	441,495	614,211	229,677	911,021	401,914	9	100	120
Sept. 30, 1872	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua..N. York.	3,210,616	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased by New York Cent. R.R. Co.)			60,000	6	100	....
Jun. 30, 1872	35.2	—	3.3	—	5	1	1	134	Niles and New Lisbon .....Ohio.	1,047,364	108,287	.....	.....	500,000	500,000	59,584	96,067	35.3	112,067	48,564	336,167	179,563	88,216	—	100	....
Sept. 30, 1872	223.0	—	11.2	—	24	18	10	271	North Carolina §.....North Carolina.	4,947,741	*	344,672	337,271	4,000,000	553,413	592,030	453,241	223.0	478,580	140,397	113,126	(R'hm. &	Danv.)	—	100	....
Feb. 28, 1873	102.0	—	9.0	—	14	14	5	142	North-Eastern §.....South Carolina.	2,148,131	*	88,720	37,364	979,850	1,101,500	138,977	53,380	102.0	298,721	82,719	.....	395,463	119,695	—	100	....
Jun. 30, 1872	72.0	—	3.6	118.0	—	—	—	—	North Louisiana and Texas.....La.	.....	(No a	ccounts o	btainable.)	.....	.....	.....	.....	72.0	.....	(No accounts.)		.....	.....	—	100	....
Oct. 31, 1872	55.6	12.1	66.7	—	39	36	20	905	North Pennsylvania.....Pennsylvania.	7,086,930	1,208,779	1,624,750	.....	3,473,500	4,042,500	63,394	.....	67.7	617,092	589,571	580,119	1,536,038	592,322	5§	50	90
Dec. 31, 1872	95.0	45.3	33.3	—	30	21	10	689	Northern, of Canada.....Canada.	5,465,410	*	78,964	610,683	.....	5,819,963	261,561	3,533	140.8	748,838	212,080	313,664	894,774	180,541	—	100	....
Dec. 31, 1872	138.0	4.0	137.0	—	141	69	22	6,284	Northern Central §.....Md. and Penn.	11,656,830	3,223,438	2,750,000	928,678	5,842,000	11,040,602	1,464,218	222,099	317.0	3,288,463	1,110,110	4,769,895	4,598,820	1,161,760	6	50	77
Mar. 31, 1872	69.2	13.4	17.6	—	27	16	6	540	Northern New Hampshire...New Hamp.	3,068,400	*	309,618	212,968	3,068,400	102,000	286,800	154,576	82.6	506,848	195,406	411,888	796,355	217,103	8	100	108
Dec. 31, 1872	21.5	—	4.6	—	—	—	—	—	Northern New Jersey.....New Jersey.	527,452	.....	872,548	.....	1,000,000	400,000	.....	.....	(Leased to Erie Railway Co.)				273,054	37,604	8	100	....
May 31, 1872	158.0	106.0	....	1,441	72	16	6	1,554	Northern Pacific.....Minn., Dak. &c.	13,292,142	1,908,838	601,894	.....	.....	50,000p.m	.....	.....	559.0	.....	(No statement published.)		.....	.....	—	100	....
Sept. 30, 1872	59.4	7.0	13.1	—	20	15	6	642	Norwich and Worcester §.Conn. & Mass.	2,463,983	*	84,706	109,189	2,364,400	759,000	35,529	731,947	66.4	410,089	372,841	346,567	771,602	293,228	10	100	126
Jun. 30, 1872	113.0	32.0	14.5	—	21	27	12	894	Nova Scotia.....Nova Scotia.	6,976,268	*	110,464	.....	.....	6,976,268	110,464	.....	145.0	.....	194,167	242,210	328,841	Loss.	—	100	....
Sept. 30, 1872	118.0	4.0	18.0	—	84	19	4	1,026	Ogdensburg and Lake Champlain...N. Y.	4,048,510	1,748,411	.....	.....	3,077,000	1,012,000	.....	.....	122.0	636,755	171,894	417,378	1,005,979	263,867	6	100	61
Dec. 31, 1872	10.0	2.0	3.8	—	2	—	—	96	Ogden Mine.....New Jersey.	452,994	*	.....	.....	450,000	.....	.....	.....	12.0	.....	.....	54,479	47,459	25,656	6	100	....
Jun. 30, 1872	340.0	53.0	24.0	—	122	57	24	2,422	Ohio and Mississippi ....Ohio, Ind. & Ill.	34,470,752	*	.....	.....	24,030,000	10,111,850	328,902	.....	393.0	2,852,763	404,765	708,799	3,343,845	984,008	—	100	20½
Oct. 31, 1872	120.0	3.0	53.7	—	32	19	5	328	Oil Creek and Allegheny River.....Penn.	3,554,547	1,008,331	.....	.....	4,959,450	3,680,000	.....	.....	123.0	749,668	559,928	676,500	1,235,554	461,531	6½	50	32
Sept. 30, 1872	131.3	19.4	50.6	15.0	45	95	16	607	Old Colony and Newport..Massachusetts.	8,095,654	*	441,552	586,443	5,103,606	3,521,000	467,989	581,156	150.7	1,110,675	2,711,345	510,434	1,897,436	630,249	6½	100	111½
Dec. 31, 1872	9.9	2.0	3.1	—	...	33	—	—	Orange and Newark.....New Jersey.	1,073,555	*	.....	.....	290,300	736,000	73,852	.....	11.9	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	282.6	10.0	9.6	—	25	21	12	382	Orange, Alex. and Manassas Gap §....Va.	9,180,634	*	.....	.....	2,892,540	5,622,664	365,431	.....	292.6	713,252	196,894	161,434	988,371	403,506	—	100	....
Dec. 31, 1872	25.0	—	1.7	200.0	—	—	—	—	Osage Valley and Southern Kansas...Mo.	600,000	.....	.....	.....	376,000	200,000	25,000	.....	—	(Leased by Pacific (of Mo.)R. R. Co.)			35 p. c.		—	100	....
Sept. 30, 1872	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	950,953	.....	.....	.....	300,000	612,100	27	.....	—	(Leased by Rome, Watertown & Ogd. R.R. Co.)			.....	.....	—	100	....
Sept. 30, 1872	35.0	—	46.7	—	11	12	4	258	Oswego and Syracuse .....New York.	1,114,844	380,270	.....	.....	1,144,400	180,000	.....	.....	35.0	252,069	171,932	232,801	854,880	73,878	9	100	....
Dec. 31, 1872	35.0	—	1.6	100.0	2	1	1	10	Owensboro and Russellville...Kentucky.	.....	.....	.....	.....	1,500,000	1,500,000	.....	.....	35.0	(In course of construction: no returns.)					—	100	....
Dec. 31, 1872	288.5	15.5	39.1	—	—	—	—	—	*Pacific of Missouri §*.....Missouri.	.....	.....	.....	.....	7,000,000	(Assumed by Lessees.)			—	(Leased by Atlantic & Pacific R. R. Co.)					5	100	39½
Dec. 31, 1872	63.5	—	3.6	101.5	7	4	2	77	Paducah and Gulf .....Kentucky.	3,261,312	*	980,220	89,430	2,924,150	1,000,000	406,812	.....	63.5	469,289	22,920	21,589	96,261	35,845	—	100	....
Jun. 30, 1872	11.0	—	0.5	53.4	2	1	1	25	Palmesville and Youngstown.....Ohio.	234,608	21,389	.....	.....	255,997	.....	.....	.....	11.5	(Under construction: no returns.)					—	100	....
Dec. 31, 1872	47.6	—	11.8	—	20	26	4	436	Panama.....New Granada.	10,000,000	*	.....	.....	7,000,000	2,998,177	.....	.....	47.6	.....	.....	.....	1,716,680	1,222,602	10½	100	114
Dec. 31, 1872	76.0	33.0	6.2	—	7	5	3	246	Paris and Decatur.....Illinois.	2,800,000	*	.....	.....	1,600,000	1,200,000	.....	.....	109.0	(No statement furnished.)					—	100	....
Dec. 31, 1872	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	600,000	.....	.....	.....	630,000	.....	.....	.....	—	(Leased by Erie Rail'y Co.)			58,400	58,400	8§	100	....
Dec. 31, 1872	12.0	—	2.6	—	—	—	—	—	Paterson and Newark.....New Jersey.	896,162	.....	.....	.....	250,000	500,000	.....	.....	—	(Leased by Erie Rail'y Co.)			35 p. c.		—	100	....
Dec. 31, 1872	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	.....	.....	.....	248,000	100,000	.....	.....	—	(Leased by Erie Rail'y Co.)			30,178	30,178	6	100	....
Feb. 28, 1873	67.3	—	3.9	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,576,000	.....	.....	.....	1,500,000	1,076,000	.....	.....	—	(Leased by Tol. Wab. & Wtn. Co.)			.....	.....	—	100	....
Dec. 31, 1872	22.0	—	1.8	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,692	.....	.....	.....	342,150	160,000	36,542	.....	—	(Leased by United Co.)			31,729	31,729	6	100	....
Dec. 31, 1872	18.0	—	1.1	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	.....	.....	.....	800,000	375,000	.....	.....	—	(Leased by N. Jer. Sth'n R.R. Co.)			.....	.....	—	100	....
Dec. 31, 1872	165.0	—	10.0	40.0	4	4	2	45	Peninsular.....Mich. Ind. & Ill.	4,916,283	*	.....	.....	1,996,000	2,779,000	142,262	.....	165.0	.....	83,491	46,333	109,913	Loss.		100	....
Dec. 31, 1872	354.9	69.5	546.9	—	593	292	112	11439	Pennsylvania.....Pennsylvania.	31,283,398	11,154,553	53,506,985	20,413,980	53,271,937	35,072,800	19,395,425	8,919,164	787 7	13,389,957	5,250,393	7,844,779	22,012,528	8,247,852	10	50	104½
Dec. 31, 1872	47.0	15.9	57.0	—	22	8	—	2,540	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,967,500	.....	4,000,000	536,500	375,000	.....	47.0	.....	8,486	1,376,772	23,083	.....		20	50	230
Dec. 31, 1872	22.5	—	1.2	—	—	—	—	—	Pennsylvania and Delaware. Penn. & Del.	1,200,000	.....	.....	.....	483,297	700,000	.....	.....	—	(Leased to Penna. R.R. Co.: recently opened.)					—	50	....
Dec. 31, 1872	104.3	12.1	35.9	—	18	2	—	1,218	Pennsylvania and N. York. N.Y. & Penn.	5,086,426	628,814	.....	.....	3,061,700	2,000,000	.....	.....	145.6	.....	190,809	1,268,527	1,603,287	437,135		—	50	....
Dec. 31, 1872	44.0	—	6.6	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	.....	.....	.....	1,200,000	600,000	.....	.....	—	(Leased by Chic. R. I. & Pac. Co.)			125,000	8	100	....
Dec. 31, 1872	83.0	—	11.6	—	12	7	4	161	Peoria, Pekin and Jacksonville...Illinois.	3,239,700	*	.....	.....	1,289,700	2,000,000	.....	.....	83.0	260,093	77,372	124,506	302,552	.....		—	50	....
Dec. 31, 1872	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge. N. Jersey.	214,581	.....	.....	.....	57,200	100,000	57,581	.....	—	(Oper. by Penna. R.R. Co.)			.....	.....	—	100	....
Dec. 31, 1872	64.0	18.0	8.0	—	12	9	5	120	Petersburg §.....Virginia.	1,817,985	*	823,906	43,388	1,824,200	500,000	361,083	.....	82.0	228,000	44,392	57,238	289,944	133,851	—	100	....
Oct. 31, 1872	46.0	—	6.0	—	9	7	3	95	Philadelphia and Balt. Cent. Penn. & Md.	1,806,209	177,474	.....	.....	220,606	2,600,000	53,418	.....	58.1	176,312	315,515	134,307	295,594	105,205	—	100	....
Dec. 31, 1872	287.6	—	114.3	—	130	38	20	2,955	Philadelphia and Erie §.....Pennsylvania.	21,822,990	*	2,248,693	.....	8,448,000	14,750,000	892,985	.....	287.6	2,912,351	839,792	2,028,568	3,980,755	846,319	—	50	41½
Dec. 31, 1872	17.1	3.1	15.7	21.0	24	45	13	192	Phila., Germantown and Norristown..Pa.	1,146,538	368,262	500,793	.....	2,281,900	.....	.....	.....	23.6	(Leased by Phila. & Read'g.)			287,816	271,179	12	50	175
Dec. 31, 1872	98.4	172.1	421.7	—	377	202	58	14133	Philadelphia and Reading..Pennsylvania.	45,922,674	*	24,888,327	2,675,996	84,236,175	33,120,804	4,172,014	1,958,004	708.0	7,248,778	6,383,991	9,573,405	12,125,038	4,822,300	10	50	115½
Dec. 31, 1872	26.6	—	36.3	—	—	—	—	—	Philadelphia and Trenton...Pennsylvania.	1,534,479	*	329,626	.....	1,259,100	.....	.....	.....	37.5	.....	1,561,080	1,124,640	1,759,758	.....		100	121
Dec. 31, 1872	95.3	8.8	139.1	—	64	108	49	1,295	Philadelphia, Wilm. and Baltimore. Penn.	11,890,736	*	2,318,300	175,396	11,485,750	1,990,500	455,321	660,478	197.7	1,248,818	1,747,195	449,780	2,814,274	1,188,614	8	50	112½
Oct. 31, 1872	7.0	—	1.0	—	2	3	2	22	Pithole Valley.....Pennsylvania.	100,000	*	226,000	.....	226,000	100,000	17,132	.....	7.0	.....	9,800	12,854	20,483	Loss.		50	....
Dec. 31, 1872	193.0	8.0	46.0	—	119	84	19	1,606	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	13,095,349	3,740,438	1,950,109	1,612,268	8,433,550	10,011,740	5,461,173	.....	201.0	3,160,580	606,902	1,429,115	3,856,649	799,501		50	....
Dec. 31, 1872	468.3	—	156.8	—	243	96	54	5,559	Pittsburg, Ft. W. and Chic...Pa., O., I. & L.	35,835,286	*	.....	.....	23,214,286	13,021,000	17,230	.....	508.6	7,313,148	2,106,152	2,408,162	9,780,310	4,507,465	10	100	94½
Dec. 31, 1872	14.0	—	3.1	16.0	3	2	1	45	Pittsburg, Virginia & Charleston.....Pa.	654,068	55,243	.....	.....	618,564	.....	.....	.....	14.0	.....	.....	.....	.....	.....		—	....
Oct. 31, 1872	149.6	1.9	17.2	—	57	26	9	480	Pittsb'g, Washington & Dalton...Pa. & Md.	11,598,236	687,192	83,196	.....	1,960,662	4,780,000	3,463,294	.....	173.8	1,703,600	781,994	980,780	1,437,392	Loss.		50	....
Sept. 30, 1872	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	450,000	.....	.....	.....	450,000	.....	.....	.....	—	(Leased by Boston & Albany R.R. Co.)			27,000	6	100	....
Jun. 30, 1872	—	—	—	176.0	—	—	—	—	Plymouth, Kankaka & Pacific. Ind. & Ill.	.....	.....	.....	.....	719,290	450,000	.....	.....	—	(Leased by Pennsylvania Co.)					—	100	....
Oct. 31, 1871	66.0	—	2.7	24.0	7	6	3	315	Port Huron and Lake Michigan.....Mich.	3,000,000	*	(To com | pletion.)	1,200,000	1,800,000	.....	.....	41.0	.....	41,988	55,029	142,580	92,102		—	100	....
Nov. 30, 1872	60.0	—	3.5	50.0	5	13	3	92	Portland and Ogdensburg....Me. & N. H.	1,945,560	161,149	97,166	29,280	1,039,096	906,000	259,132	28,869	60.0	118,100	55,592	37,856	115,484	40,361		—	100	....
Dec. 31, 1872	65.0	—	2.1	93.0	5	4	3	85	Portland and Ogdensburg.....Vermont.	1,652,000	*	.....	.....	.....	2,340,000	.....	.....	—	(Earnings used in construction.)						—	100	....
Dec. 31, 1872	27.5	—	2.8	—	2	1	1	22	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	218,500	.....	.....	27.5	17,215	2,880	6,375	14,221	.....		—	100	....
Aug. 31, 1872	52.5	—	3.5	—	6	10	4	118	Portland and Rochester.....Me. & N. H.	1,900,854	*	45,000	10,290	686,097	1,120,000	200,053	.....	52.5	141,640	120,009	60,790	131,561	38,078		—	100	....
May 31, 1872	51.3	—	7.4	—	19	—	—	167	Portland, Saco and Portsmouth ....N. H.	1,500,000	*	.....	.....	1,500,000	.....	.....	.....	—	(Leased by Eastern R.R. Co.)					10	100	114
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	110	Port Royal.....South Carolina.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	110.0				(Operated for benefit of contractors.)				25	....
May 31, 1873	7.	—	4.9	39.0	—	—	—	—	Portsmouth, Gt. Falls and Conway. N. H.	2,270,000	*	.....	.....	770,000	2,000,000	.....	.....	—				(Leased by Eastern R.R. Co.)		6	100	55
Sept. 30, 1872	41	—	2.5	3.4	4	5	—	60	Poughkeepsie and Eastern....New York.	1,391,372	.....	.....	.....	524,464	1508,200	506,079	.....	41.8	53,514	70,015	10,40	53,079	₹ 14,038		100	....

| | | |

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div Rate.	Div Paid.	Market Price.
Railroad Stocks:	$	p c	p c	p. c.
Atlantic and Great Western, pref...	10,000,000	7	...	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	...	....
" " " guar.	276,200	7	...	....
Atlantic and Pacific, preferred	10,000,000	7	...	15½
Atlantic and St. Lawrence,* guar....	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,552,800	6	5	105
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar.....	1,159,800	7	7	87
Camden and Amboy,* guaranteed..	5,847,300	10	10	121½
Camden and Atlantic, preferred.....	763,549	7	5½	80½
Cayuga and Susquehanna,* guar....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,600	7	7	....
Central of New Jersey,* guar.....	20,060,000	10	10	105½
Central Ohio,* preferred	411,550	6	6	90
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	81
Chicago and Alton, † preferred.....	2,425,400	...	10	107½
Chicago, Iowa & Nebraska,* guar..	3,916,300	...	8	90
Chicago and North-Western, pref...	21,289,563	7	7	73½
Cinc., Sand. and Cleveland, pref....	429,000	6	6	....
Cleveland and Mahoning,* guar....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	90
Cumberland Valley, 1st preferred....	241,900	8	8	....
" " 2d preferred....	248,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	...	....
Dubuque and Sioux City,* guar....	5,000,000	...	3	65
Dubuque South-Western, pref.....	590,315	8	...	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	61
Elmira, Jeff. and Canad. * guar.....	500,000	6	6	....
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	76
" " com.& *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,586,910	7	7	80
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	...	...	....
Hannibal and St. Joseph, pref.....	2,167,700	7	7	38½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	102
Housatonic, preferred.....	1,180,000	6	8	100
Huntington & Broad Top Mtn, pref.	190,750	7	...	36
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	85
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref....	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	5,101,850	6	...	17½
" " 2d pref....	4,436,250	6	...	9
Mich. Southern, (Lake Shore) guar..	533,500	10	10	....
Mill Creek,* guaranteed.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	10,825,777	7	7	64½
Mine Hill,* guaranteed.....	3,856,450	8	8	106
Montclair,* guaranteed.....	2,000,000	7	...	....
Morris and Essex,* guar.....	15,000,000	7	7	93½
Nesquehoning Valley,* guar.....	2,000,000	10	10	107
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,295,200	10	10	121½
New London Northern,* guar.....	971,400	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	129
" " *com.& guar.	8,500,000	8	8	129
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred.....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	126
Ogdensburg & Lake Champ.,* guar.	3,077,000	7	7	51
" " pf.& *guar.	2,000,000	8	8	87½
Ohio and Mississippi, preferred.....	4,030,000	7	7	50
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama, guaranteed.....	7,000,000	12	12	114
Paterson and Hudson,* guar.....	630,000	—	8½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	...	...	....
Phila., Germant'n & Norrist'n,*guar.	2,231,900	12	12	175
Philadelphia and Reading, † pref....	1,551,687	—	10	....
Philadelphia and Trenton,* guar....	1,259,100	10	10	121½
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	94½
Pittsfield and North Adams,* guar.	460 000	5	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	114
Rochester & Genesee Valley,* guar.	587,560	...	...	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	30½
St. Louis, Alton & Terre Haute,*guar.	2,488,400	7	...	33
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	—	....
St. Louis, Kansas City & Nor., pref..	12,000,000	...	—	25
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	—	....
" " 2d pref..	1,000,000	7	—	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	71
Warren,* guaranteed.....	1,800,000	7	7	....
Canal Stocks.				
Delaware Division,* guar.....	1,633,350	8	8	....
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	122
" com. and * guar.....	1,686,000	4	4	52
Schuylkill Navigation preferred....	2,808,977	6	6	25

New York Stock Exchange.

Actual Sale Prices for the week ending Apl. 3.

	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.	W.8
Boston, Hart. & Erie.... 1½	....	1½	1½	1½	1½
Canton Co.....	....	....	....	....	....
Central Pacific.....	....	....	....	....	....
Central Pacific 6s.....	....	94½	95	94½	95
Central of N. Jersey....108	....	108½	108½	....	105½
Chesapeake & Ohio 1 m.....	....	....	55½	....	....
Chicago & Alton.....	....	105	....	105	....
" pref.....	....	....	....	....	....
" 1 M.....	....	....	....	....	....
" S. F.....	....	....	....	....	....
" Ino. bds.....	....	....	....	....	....
Chicago, Burl. & Q.....	....	....	....	....	104½
" 8s, 1883	....	....	....	....	....
Chic. & Northwestern.. 55½	....	56½	54½	56½	54½
" pref..... 72½	....	72	71½	72½	71½
" 1st M.....	....	....	101½	....	....
" S. F.....	....	....	....	102½	....
" Consol.....	....	....	....	....	....
Chic., Rock Isl. & Pac..107½	....	106½	106½	106½	106½
Chi., R. I. & Pa. 7s, 1890.....	....	105	106	....	....
Clev., Col., C. and Ind.....	....	74	....	....	75½
Clev. & Pittsburg guar.....	....	....	89½	89½	90
" 2 M.....	....	....	....	....	....
" 3 M.....	....	....	....	....	....
" 4 M.....	....	....	....	....	....
Clev. and Toledo.....	....	....	....	....	....
" S. F. 7s.....	....	103	....	....	....
Col., Chi., & Ind. C..... 32½	....	32½	32½	32½	32½
" 1 M..... 86½	....	....	....	86½	....
" 2 M..... 66	....	....	....	....	....
Del. & Hudson Canal ..118½	....	....	....	118½	118
Del. Lack. & Western...108½	....	107½	108½	108	107½
" 1 M. 7s.....	....	....	101	....	....
" 2 M 7s.....	....	....	....	....	....
Erie Railway..... 39½	....	39½	39½	38½	38½
" pref.....	....	65	....	60	....
" 1 M. 7s, 1897.....	....	....	....	105	....
" 2 M. 7s, 1879.....	....	....	....	100½	....
" 3 M. 7s, 1883 98	....	....	98½	....	....
" 4 M. 7s, 1880 97s	....	97½	....	97½	....
" 5 M. 7s, 1888.....	....	....	....	....	....
" 7s, con. gold.....	....	....	....	....	....
Great Western 2d mort.....	....	82½	....	....	....
Hannibal & St. Joseph. 31½	....	31½	....	31½	31½
" pref..... 39½	....	....	....	39	38½
" 8s, conv. 81	....	....	....	....	....
Hudson River.....	....	....	....	....	....
" 2 M. S. F.....	....	....	....	....	....
" 3 M. 7s, 1875.....	....	....	....	....	....
Illinois Central 104½	....	....	....	....	....
" 7s	....	....	....	....	....
Lake Shore & Mich. S'th. 80½	....	78½	78½	78½	78½
Marietta & Cin. 1st pref.....	....	....	....	....	....
" 2d pref.....	....	....	....	....	....
Michigan Central.....	....	....	85	85	84½
" S.F. 8s, 1882. 106s	....	106	....	....	....
M. S. and N. I. 1 M. S. F.....	....	....	106	106½	105½
" 2 M..... 102½	....	....	....	....	....
Milw. and St. Paul..... 44½	....	43½	43½	42½	42½
" pref..... 63½	....	....	....	62	61½
" 1st mort.....	....	....	....	....	....
" 2d mort.....	....	....	79	....	....
" 8s.....	....	107	107	107½	....
" 7 3-10s con.....	....	....	95	....	....
" 7s, gold.....	....	....	....	86½	....
Missouri 6s..... 94	....	94½	95	94½	....
" H. & St. J. 8s.....	....	....	....	....	92
Morris and Essex..... 94½	....	....	94	94½	94½
" 1st mort.....	....	....	....	106½	107
" 2d mort.....	....	....	....	....	....
N. Y. Cen. & Hud. Riv. 100½	....	100½	100½	100½	99½
" 7s, S.F. 1876.....	....	....	....	....	....
" 6s, S.F. 1883.....	....	....	....	....	95
" 6s, S.F. 1887.....	....	93	93	94	....
N. York and Harlem.....	....	....	....	....	....
" pref.....	....	....	....	....	....
" 1 M. 7s.....	....	....	....	....	107
N. York. N. Hav. & Hart.	....	....	....	....	138½
N. Carolina 6s, old.....	....	23½	....	....	....
" new	....	....	21	21	21
Ohio and Miss..... 31½	....	30½	30½	30½	30½
" pref..... 55	....	....	....	....	50
" 2d M.....	....	....	76½	....	76
Pacific Mail S. S. Co.... 48½	....	47½	46½	46½	47½
Panama	....	115	115	113	114
Pitts., Ft. W. & Chi. gtd.....	....	94	....	94½	94½
" 1 M.....	....	....	....	....	....
" 2 M.....	....	....	....	....	....
" 3 M.....	....	....	....	....	....
Quicksilver Mining Co.....	....	28	....	....	28
St. L., Alton & T. H.....	....	....	....	....	....
" pref.....	....	....	....	....	33
" 1 M.....	....	....	....	....	....
" 2 M. pref.....	....	....	56½	56½	....
" Income bds.....	....	....	....	....	....
Tennessee 6s, old.....	....	....	88½	88½	88
" new.....	....	....	88	....	87½
Tol., Wab. & Western.. 45½	....	45½	45½	45½	45½
" pref.....	....	....	....	....	....
" 1 M..... 94	....	....	95	95	....
" 2 M.....	....	....	....	....	....
" Equipment.....	....	....	....	....	....
" St. Lou. Div. 82½	....	82	82½	....	....
Union Pacific..... 38½	....	37½	37½	37½	37½
" 1st mort... 86½	....	86½	86½	87	86½
" L. Gt. 7s... 80½	....	80½	81	81½	81
" Ins. 10s.... 87	....	87	86½	86½	86½
Virginia 6s, old.....	....	....	....	....	....
" new.....	....	....	....	....	....
" consol.....	....	....	....	....	....
" def. cer.....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Apl. 3.

	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.	W.8
Federal Stocks:—						
U. S. 5s, 10-40s, reg.....	....	115	114½	....	114½
U. S. 5s, 10-40s, coup.....	....	115½	....	....	115
U. S. 5s, 1881, reg.....	....	....	....	....	....
U. S. 5s, 1881, coup....115½	....	....	....	....	....
U. S. 6s, 1881, reg.....119½	....	119½	119½	....	119½
U. S. 6s, 1881, coup.....	....	121½	121½	121½	121½
U. S. 6s, 5-20s, reg. '62.....	....	....	....	....	114
U. S. 6s, 5-20s, c. 1862.....	....	....	....	117½	....
U. S. 6s, 5-20s, reg. '64.....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.....	....	....	119½	....	....
U. S. 6s, 5-20s, reg. '65.....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865.120½	....	120½	120½	120½	....
U. S. 6s, 5-20s, r. n. '65.....	....	....	118½	118½	118½
U. S. 6s, 5-20s, c. n '65.119½	....	119½	119½	119½	119½
U. S. 6s, 5-20s, reg. '67.119½	....	119½	....	....	119½
U. S. 6s, 5-20s, c. 1867.120½	....	120½	120	120½	120½
U. S. 6s, 5-20s, reg. '68.....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68...119½	....	119½	....	120	....
U. S. 6s, Pac. RR. issue.117½	....	117	....	....	117½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Apl. 7.

	W.1.	Th.2.	F.3.	Sat.4.	M.6.	Tu.7
Catawissa preferred ... 43½	....	....	....	....	....
" 7s, new	....	....	....	....	101½
Camden and Amboy.....	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 8s, 1883	....	....	....	90	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89....	....	....	....	....	....	100
Elmira & Williamsport.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
" 7s.....	....	....	....	....	....	....
Lehigh Navigation..... 45½	45½	....	45½	45½	45½
" 6s, 1884	....	....	....	....	....	....
" Gold L.... 96½	96½	....	96½	96½	95½
" R. R. L.....	....	....	....	....	....	....
" Conv. L. '77.....	....	....	....	....	....	....
Lehigh Valley R. R..... 59½s	59½	....	60½	60½	60½
" 6s new coup.....	....	....	....	....	....	....
" 6s new reg.....	....	....	....	....	....	....
" 7s.....103½	....	....	....	103½	103½
Little Schuylkill R.R.....	46½	....	46½	46½	....
" 7s.....	....	....	....	....	....	....
Minehill 52½	....	....	....	....	....	....
Morris Canal.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	122
North Pennsylvania	....	....	....	....	....	45
" 6s, 1885	....	....	....	....	99	99
" 7s.....	102	....	102	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central 38½	....	....	38½	....	....	....
Oil Creek & Alleg. Riv. 14½	15	....	15½	16½	16
" 7s.....	....	....	....	....	....	....
Pennsylvania R. R. 51½	51½	....	52½	52½	52½
" 1st M.....100½	101	....	....	101½	101½
" 2d M.....	....	....	....	....	....	98
" Gen. mort.. 90½	....	....	....	90½	....
" reg.....	....	....	....	....	....	....
Penn. State 6s, 1st series.....	....	....	....	....	....	....
" 6s, 2d series.....	....	....	....	....	....	....
" 6s, 3d series.....	108	....	....	....	....	....
Philadelphia City, 6s.....	101	....	101	101	....
" new 103½	103½	....	103½	103½	103½
Philad., Germ. & Nor.....	....	....	....	....	....	....
Phila. & Reading 57½	57½	....	57½	57½	57½
Philadelphia and Erie.....	....	....	....	....	....	....
" 6s.....	....	....	....	....	....	....
" 7s.....	....	....	....	87½	....
Phila., Wilm. & Balt.....	....	....	....	....	....	....
Schuylkill Navigation.....	....	....	....	....	....	....
" pref.....	12½	....	12½	....	....	....
" 6s, 1882	76½	....	....	76½	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	87½	....	....	....	....	88
United Co. of N. Jersey.....	121	....	121	121	121½
Hestonville, (Horse)... 20	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
18th and 19th sts.	....	....	22	22	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Apl. 7.

	W.1.	Th.2.	F.3.	Sat.4.	M.6.	Tu.7
Baltimore City 6s, 1875.....	....	....	....	101	....
" 1886	....	....	....	....	....	....
" 1890 ..... 98½	....	98½	98½	98½	98½
" 1884	....	....	....	....	....	....
" 1900 98	....	....	....	....	....	....
Balt and Ohio.....172	....	....	172	172½	....
" bonds, 1875.....	....	....	....	....	....	100½
" " 1880.....	....	....	....	....	....	....
" " 1885. 97½s	....	....	97½	....	97½
Central Ohio..... 42½	....	....	....	....	....	....
" 1st mort.....	89½	....	....	....	....	....
Marietta & Cin. 1st M..100½	....	....	....	101½	100½
" 2d M.....	92½	....	92½	....	....	....
" 3d M. 8s.....	....	....	....	....	....	....
Northern Central.....	38½	....	....	....	....	....
" bonds, 1885. 92	....	....	....	....	....	....
" 1900.....	....	....	....	87½	....	....
Pittsb. & Connellsv. 7s. 89	....	....	89½	....	....	....
N. W. Va. 3d mort.....	....	....	....	....	....	....
Virginia 6s, Consol..... 50½	....	....	50½	....	....	....
" Defer. Certif.....	....	....	10½	....	....	....
City Passenger R. R.... 17	16	....	16	....	15½

Boston Stock Exchange.

Actual Sale Prices for the week ending Apl. 8.

	Th. 2	F 3.	Sat. 4.	M 6.	Tu. 7.	W. 8
Boston and Albany	....	....	139½	139⅝	139¾	139½
Boston and Lowell	....	....	105¼	...	....	106½
Boston and Maine	....	....	109¼	109	109½	109½
Boston and Providence	....	....	150	149	149½	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s	....	....	28¼	....	28½	28
Cheshire, pref	....	....	....	....	....	....
Chi., Burl. & Quincy	....	....	104¼	104½	104¾	104¼
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	....	....	69	69½	70	69½
Fitchburg	....	....	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	....	....	....	85½	....	84
Northern, N. H.	....	....	....	....	....	....
Ogdens. & Lake Champ.	....	....	51	....	....	....
" pref.	....	....	....	....	....	....
Old Colony	....	....	111¼	111¾	111⅝	....
Ph., Wil. & Baltimore	....	....	56¼	56¼	....	56½
Portl'd, Saco & Ports.	....	....	114	....	....	....
Union Pacific	....	....	38¼	....	....	....
" 6s	....	....	85	85½	85¼	85¼
" Land Grant 7s	....	....	80½	80¾	....	....
" Income 10s	....	....	86	85½	85½	85½
Vermont & Canada	....	....	40	40	40½	40½
Vermont & Mass.	....	....	....	....	80	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	100	....	99½	....
Metropolitan	....	....	....	....	....	....
Middlesex	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	24½
Copper Falls	....	....	....	....	4¼	....
Franklin	....	....	....	....	....	....
National	....	....	....	....	....	....
Quincy	....	....	37½	....	37	37

London Stock Exchange.

	—Closing Prices.— Mar. 20.	Mar. 13.
Atlantic & Gt. W. 1st mort., $1,000	63 — 65	64 — 66
Do. 2d mort., $1,000	43 — 45	43 — 45
Do. Con. mort. B'nds Bisch's Cert.	19½— 20½	19½— 20½
Do. Reorg. Scrip	— —	— —
Do. Leas. Lines, Rental Bonds	78 — 80	81 — 83
Detroit & Milwaukee 1st mort. Bonds	65 — 70	70 — 71
Do. 2d do.	50 — 55	50 — 55
Erie shares 100 dol. all paid	39¾— 40½	39¾— 40½
Do. 6 per cent Convertible Bonds	96 — 98	96 — 98
Cons. Mort. amount autho. to be issued for conv. of existing bonds	93½— 94½	94 — 95
Illinois Central $100 shares all paid	94½— 95½	95 — 96
Do. Redemption mort. bonds 6 p.c.	101 —103	101 —103
Illinois & St. Louis Bridge 1st mort.	101 —102	101 —103
Marietta and Cincinnati Rail. Bonds	95 — 98	94 — 97
Michigan Central 8s 1882, conv.	88 — 92	88 — 92
Panama 2d mort.	68½— 69½	73 — 75
Panama General mort.	98 —100	98 —100
Pennsylvania, 2d mort.	98 — 99	98 — 99
Do. General mort.	98½— 99½	98 — 99
Do. $50 shares	47½— 48½	47½— 48½
Philadelphia and Erie 1st mort.	97 — 99	97 — 99
Do. with option to be paid in Phila.	97 — 98	97 — 99

American Railroad Journal.

Saturday, April 11, 1874.

Stock Exchange and Money Market.

The Money market has shown more animation and rather more firmness, with call loans generally quoted at 4@5, and the best mercantile discounts at 6@7 per cent per annum. The demand has been more urgent, chiefly from speculative sources, though, in good part also, for commercial purposes. The banks, as well as private lenders, have enlarged their advances, to correspond with the growing inquiry for accommodation; and as a rule, now find no difficulty in placing balances at the current quotations. Washington reports, relative to the progress of the currency discussion in Congress, have tended to disturb confidence to some extent, and to place other than the most responsible borrowers at a disadvantage. The U. S. Sub Treasury in this city closed the week with a currency balance of $37,246,080 or $1,147,772 less than the preceding week; and a coin board of $56,005,589, or $1,916,807 more than on the previous return. The City banks, in their last weekly exhibit, indicated a further reduction in their specie and deposit averages. The City bank exchanges, during the week, were $431,823,812, or a daily average of $71,887,218. The customs revenue of the port, during the week, was $2,516,787, of which $2,388,786 were in coin certificates. The deposits of the City banks show a decrease of $2,239,500; the legal tender notes of $3,602,000, and the specie reserve of $1,393,700. The banks enlarged their loan and discount average $4,936,200, and their circulation $78,200. The City banks reported their average of gold last week at $24,045,600, and their greenback average at $56,983,100. Their deposits stood at $237,491,400. The loan item was about 291⅛ millions The circulation was about 26⅞ millions.

The outstanding amount of legal tender notes is yet 382 millions; and of National bank circulation 349 millions.

Government has received about 75¼ millions from internal revenue, thus far in the current fiscal year.

The cash balances under the control of the Treasury Department at Washington, on Wednesday, were as follows: Currency, $8,841,889; special deposits of legal tender for redemption of certificates of deposit, $52,215,000; coin balance, $87,800,917; including coin certificates, $37,268,700.

Gold has been more actively sought after, chiefly on speculative account, the various Washington reports, relative to the currency question, tending to stimulated speculative purchases. The customs call has been moderate, and the export drain somewhat heavier. The extremes of the price have been 113⅛@113¾, closing at 113⅜ as against 113⅜ on Wednesday of the preceding week. The specie outflow, last week, was $918,092. The imports of specie at this port since Jan. 1, have been $1,165,626, against $1,030,506 same time last year. The customs demand for Gold last week averaged $428,000 a day. Foreign Exchange has been in more demand, closing more firmly, with Bankers' sixty day bills on London quoted on Wednesday at $4 84¼@$4 85⅛; sight bills on London, at $4 87¾@$4 88⅛. The week's exports of Domestic Produce have been to the currency value of $4,742,056.

Government securities have been in more request, for investment purposes, and have been generally quoted firmer as to price. The last public debt exhibit indicated a net liquidation of $2,183,388 in March. U. S. sixes of 1881 closed on Wednesday of this week at 121@121¼; U. S. Five-Twenties of 1862, 117¾@118; U. S. Five-Twenties of 1864, at 119¾@120; U. S. Five-Twenties of 1865, 120⅛@120¾; U. S. Five-Twenties of 1865 consolidated, 119⅛@119⅜; U. S. Five-Twenties of 1867, 120⅛@120⅜; U. S. Five-Twenties of 1868, 119⅞@120⅛; U. S. Ten-forties at 114⅜@115¼; U. S. Fives of 1881, (Funding Loan) 115¼@115½; Six per cent. currency Sixes from 117@117⅜.

State and Railway bonds have been comparatively quiet since our last, but held with confidence. Central Pacific first mortgage six per cents have been in exceptionally good demand, closing at 94⅞@95. Chesapeake and Ohio First Mortgage Bonds, Six per cents, have been selling at 55½@56. Railway and miscellaneous share property has been moderately active, but without buoyancy as to values.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $9,851,827, against $7,576,073 same week last year. The exports of domestic produce are $4,742,056, as against $5,010,645, last year. The exports of Gold and Silver, $918,092, as against $1,246,187 last year. The customs in Gold deposited during the week in the New York Office of the Treasury amounted to $2,249,042, as against $2,970,295, same week last year.

General business has been less active; the observance of Good Friday as a partial holiday operating against free dealings. The leading kinds of domestic produce have been in fair request, and at the close, somewhat stronger in price. Foreign merchandise has been comparatively tame and unsettled in values. Metals slow of sale, as a rule. We now quote: Eglinton Pig Iron at $38@$39; Glengarnock, $39@$41; Coltness, $41; Gartsherrie, $46; No. 1 American Pig at $35; No. 2 do. at $31@$33; Forge, $29@$31; English Rails at $55@$60, gold; American Rails at works, $60@$65; Old Rails, $40@$41. Wrought Scrap, $40@42 50. Ingot Copper has been exceptionally brisk for forward delivery. Ocean freights moderately active, closing, with rates generally quoted firmer.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Albany and Susquehanna R R., 94⅞; do. 1st mort., 103; Atlantic and Pacific R. R. pref., 15⅜; Pacific R. R. of Mo., 39½; do. 1st mort., 78¾; St. Louis and Iron Mt. R. R., 51; do. 1st mort., 96; do. 2d mort., 80⅞; St. Louis, Kansas City and Northern pref., 25; Chicago and Northwestern consol. gold bonds, 88⅞; do. Int. bonds, 99½. Ohio and Mississippi 7s, consol., S. F., 92¾; Milwaukee and St. Paul scrip, 77½; do. 1st mort. LaC. div., 88⅞; do. C. & M. div., 81; Boston, Hartford and Erie 1st mort., 28; Clev., Col., Cin. and Ind 1st mort., 103½; Lake Shore and Michigan Southern 7s, consol., coupon, 97⅞; Michigan Central 7s, 98¾; New York Central 7s, 1st mort., 105¾; Louisville and Nashville 7s, consol. 1898, 90; Cleveland and Toledo 7s, new, 98; N. Y. and N. H. 6s, 100; Western Pacific bonds, 87½; North Mo. 1st mort., 86; Burlington, Cedar Rapids and Minnesota 1st mort., 70; Del., Lack. and Western 7s, conv., 104½; Toledo, Peoria and Warsaw 1st mort., W. D., 78; Detroit, Monroe and Toledo, 1st mort., 99½; Gt. Western 1st mort., 1888, 67⅞; Central of New Jersey 7s, 1902, conv., 102½; Del. and Hudson Canal reg. 7s, 1884, 104; Western Union Telegraph, 78⅜; do. 7s, 99¼; Am. Dist. Tel., 57⅜; Atlantic and Pacific Tel., 16; Consol. Coal 48; Pennsylvania Coal, 280; U. S. Exp., 70; Adams Exp., 98; Am. Exp., 63; South Carolina 6s, new, Jan. and July, 8; North Carolina 6s special tax, 1st class, 9¼; N. Y. State B. L., reg., 106¾; do. coupon, 107; Tenn. 6s, old, ex-coupon, 68½; Brooklyn 6s, W. L., 94.

Philadelphia.—Phila. and Reading Gen'l mort., 7s, reg., 104; do. coupon, 102¾; do. 7s, new, conv., 106; Huntingdon and Broad Top Mt. 1st mort., 101; Warren and Franklin 1st mort., 7s, 82½; Shamokin Valley and Pottsville 7s, 92; Perkiomen R. R. 6s, 83; Ithaca and Athens 7s, 97; Westchester and Philadelphia 7s, 101¼; Wilmington and Reading 1st mort., 7s, 82½; Lehigh Nav. conv. gold loan, 99; Pittsburg, Cin. and St. Louis 7s, 68; Oil Creek 1st mort, 7s, 78¾; West Jersey R. R, 7s, 100; Allegheny Valley

7 3 10s, 92; Connecting R. R. 6s, 87; Pennsylvania and New York 7s, 103⅛; Northern Pacific 7 30s, 33; Pennsylvania R. R. div. scrip, 99; Schuylkill Nav. div. scrip, 87⅛; do. 6s, 1895, 75; Nesquehoning Valley R. R., 53½; Fifth and Sixth Streets R. R., 62½; Catawissa new pref., 34¼; Pittsburg 5s, 75; Philadelphia City 5s, 98. The latest quotations are: City 6s, 101@101¼; do. free of tax, 103¼@103⅜; Pennsylvania State 6s, 2d series, 105¼@106; do. 3d series, 108¼@109; Philadelphia and Reading 57⅜@57¾; do. Gen'l mort. 7s, coup., 102⅛@103; do. reg., 103⅛@104⅛; do. mort. 6s, 1880, 98@101; do. new, conv., 106@—; do. 7s, 1893, 102⅛@—; United New Jersey R. R. and Canal Co., 121¼@121½; Camden and Amboy mort. 6s, 1889, 98⅛@100½; Pennsylvania R. R., 52⅛@52¼; do. div. scrip, 98⅞@99; do. 1st mort., 101@102; do. 2d mort., 97¾@98; do. general mort. coupon, 90¼@90½; do. reg., 91½@—; Little Schuylkill R. R., 46¼@47; Morris Canal, 50@52; do. pref. 121@123; do. 6s, 96@—; Susquehanna Canal, 5@9; do. 6s, 72@73½; Schuylkill Nav., 6@6⅛; do. pref., 12¼@12⅛; do. 6s, 1882, 76¾@77½; do. 1872, 87@88⅛; Elmira and Williamsport pref., 37½@39; do. 7s, 1873, 97@100; do. 5s, 63@63; Lehigh Coal and Navigation, 45⅜@45½; do. 6s, 1884, 93@94; do. R. R. Loan, 95@95¼; do. Gold Loan, 96@97; North Pennsylvania, 45@46; do. 6s, 99@99⅛; do., 7s, 102@102½; do. Chattle 10s, 104@—; Philadelphia and Erie, 20@21; do. 6s, 89⅛@94; do. 7s, 87@87½; Minehill, 52¼@52¾; Catawissa, 15¾@17; do. pref. 43¼@43⅛; do. 7s, 1900, 101⅜@101¾; Lehigh Valley, 60¼@60¾; do. 6s, new coupon, 99@100; do. reg., 100⅛@101; do. 7s, 103@103¼; Fifth and Sixth streets (horse) 56@56¾; Second and Third, 60@61; Thirteenth Fifteenth, 21¾@22; Spruce and Pine, 28@30; dan Green and Coates 47@50; Chestnut and Walnut, 60@60½; Hestonville, 20@21; Germantown, 28@30.

Boston.—Chicago, Burlington and Quincy 7s, new, 97; Burlington and Missouri River R. R. in Nebraska, 64; do. 8s, in Nebraska, old, 100; Vermont Central 1st mort., 20; Old Colony 7s, 1877, 102; do. 7s, 1894, 104¾; Burlington and Missouri River R. R. in Iowa, 100¼; do. Creston Branch, 98¾; do. L. G., 7s, 99; Boston and Maine 7s, 1893, 103¼; Eastern R. R. 7s, 1883, 90; Vermont Central and Vermont and Canada 8s, 1889, 79⅛; Boston, Clinton and Fitchburg 7s, 1882, 91; Worcester and Nashua R. R., 127; Rutland R.R., 5; do. pref., 35¼; do. scrip, No. 5, 76; do. No. 4, 79; Eastern (N. H.) R. R., 61; Cincinnati, Sandusky and Cleveland R. R., 9⅝; Indianapolis, Cincinnati and Lafayette R. R., 97⅛; Norwich and Worcester R.R., 126; Atchison, Topeka and Santa Fe R. R., 12; do. L. G., coupons, 82½; Conn. and Passumpsic Rivers R. R., 76⅛; do. 6s, 1876, 98¼; New Bedford R. R., 110; Cary Imp., 6⅞; Boston Water Power Co., 13⅛; Waverly Land, 3⅝; New Hampshire 6s, 1874, 99⅞; Maine 6s, 1889, 100⅞; Massachusetts 5s, 1893, 100½; Chicago 7s, 99; Saginaw, Mich., 8s, 1893, 97¼; Portland 6s, 1887, 95½; Peoria 7s, 1888, 96½; Boston 6s, 1880, currency, 98⅜; St. Louis County 7s, 1877, 98¾; Cleveland 7s, 1876, 99½; Allouez Mining Co., 8¾; Calumet and Hecla, 138½; Dana, 50c.; Rockland, 1.

Baltimore.—Orange and Alex. 1st mort. 6s, 90; do, 2d mort. 6s, 80¼; do. 4th mort. 8s, 76; Orange, Alex. and Manassas 7s, 80¾; Northern Central 6s, 1900, gold, 91⅛; Virginia consols, coupons, 79½; Virginia consols, ex-coupons, 47¼; Maryland Defense 6s, 105¼. The latest quotations are: Wilmington, Columbia and Augusta bonds, 68@70; Wilmington and Weldon 7s, gold, 90@93; Pittsburg and Connellsville 7s, 1898, 89@89¼; Baltimore and Ohio, 170@172; do. 6s, 1875 100@100½; do. 1880, 99@100; do., 1885, 97@97¼; Parkersburg Branch, 5@10; Northern Central, 88@89; do. 6s, 1885, 91@93; do. 1900, 87¼@88; do., 6s, 1900 gold, 91@91⅛; N. W. Va. 3d mort., 1885, 92@—; Marietta and Cincinnati 1st mort. 7s, 1892, 100⅜@101; do. 2d mort., 7s, 92¼@92⅝; do., 3d mort., 8s, 79@79; Central Ohio, 42@43; do. pref., 40@45; do. 1st mort., 88½@89½; Western Md., 1@3; do. 1st mort. 6s, 1890, 75@85; do. 1st mort. guar., 95@96; do. 2d mort. guar., 95@96; do. 3d mort., guar., 94½@95; do. 2d mort. pref., 61@62; do., 2d mort. guar. by Washington Co., 82½@85; Richmond and Danville 1st mort., 69@71; Orange and Alexandria 1st mort. 6s, 88@90; do., 2d mort. 6s, 79¾@80¼; do., 3d mort. 8s, 82@85; do., 4th mort. 8s, 75@76; Orange, Alex. and Manassas 7s, 80½@81; Virginia and Tennessee 1st mort. 6s, —@—; do., 2d mort. 6s, 65@74; do. 8s, 80@83½; Baltimore 6s, 1875, 100⅛@101½; do., 1884, 98@98; do. 1886, 99@—; do. 1890, 98@98¾; do., 1893, 97@98; do. 1893, exempt, 97¼@97⅝; do., 1900, 98@98¼; do. 1900 new, 98@99; do. 1902, 98@99; Memphis City 6s, 49@50¼; Maryland Defense Loan, 1883, 104¾@105¼; Virginia 6s, old, 30@38; do. new, 43@50; do. consol. 6s, 50@50½; do. coupons, 76½@77¾; West Virginia, 10@10½; City Passenger R. R., 15½@16; George's Creek Coal, 130@140.

Central Pacific Railroad.

The earnings of the Central Pacific Railroad for the month of March, 1874, were $867,666, against $939,778 in March, 1873, and $875,763 in March, 1872. For the first three months of 1874 the earnings have been $2,510,224, against $2,521,061 for the first three months of 1873, and $2,089,882 for the first three months of 1872.

In explanation of the above earnings a letter from the superintendent to the vice president says:

During the month of March there were seventeen days of stormy weather, which for a part of the time almost entirely suspended local traffic. Yet at no time were any passenger trains delayed more than twenty-four hours, although the fall of snow on the Sierra Nevada Mountains was heavier than ever known before since the road has been running.

☞ The stockholders of the Eastern (Mass.) Railroad Company, at a special meeting held on the 8th inst., voted to ratify the issue of bonds for £200,000, heretofore made by the directors, and also authorized the issue of an additional amount not exceeding £400,000, to be made payable within a time not exceeding twenty years from their date, interest at six per cent per annum, semi-annually.

☞ The Baltimore and Ohio Railroad Company have declared a dividend of five per cent on the stock of the main stem for the half-year ended 31st March, payable on and after the 1st May, and a like dividend on the Washington branch, payable on and after the 17th inst.

BANKING-HOUSE OF FISK & HATCH.
No. 5 Nassau st.

We buy and sell Government Bonds and Gold at current market rates; buy Gold Coupons; buy and sell Stocks and Bonds at the Stock Exchange on Commission for cash; receive Deposits, and allow interest at the rate of four per cent; make Collections, and transact a general Banking and Financial business.

We also deal in the Central Pacific and Western Pacific Gold Bonds, which, at present prices, are very desirable for investment.

We are also selling the Central Pacific Gold Six Per Cent. Land Bonds at 85 and accrued interest, secured by first mortgage on nearly 12,000,000 acres of the company's lands in California, Nevada, and Utah.

FISK & HATCH.

Union Pacific Railroad.

The earnings of the Union Pacific Railroad for February, 1874, were $607,990 28, the expenses $374,956 13, and the net earnings $233,034 15. In February, 1873, the earnings were $491,783 55, the expenses, $289,028 42, and the net earnings $202,755 13—showing an increase in earnings of $116,206 73, with an increase in expenses of $85,927 71, making an increase in net earnings of $30,279 02. For the two months ending February 28, 1874, the earnings were $1,228,705 49, the expenses $684,914 81, and the net earnings $543,790 68—showing an increase in earnings, as compared with the corresponding period of the previous year, of $212,947 08, in expenses of $44,319 19, and in net earnings of $168,627 89. The expenses for February, 1874, include $70,000 for the renewals of rails.

☞ The earnings of the Chicago and Northwestern Railroad Company for the fourth week in March, 1874, were $355,270, against $305,909 for the fourth week in March 1873—an increase of $49,361. For the month of March, 1874, the earnings were $1,039,985 against $967,258 in March, 1873—an increase of $72,727. From June 1, 1873, (the commencement of the fiscal year) to March 31, 1874, the earnings have been $11,996,659, against $10,446,512, for the corresponding period of the previous year—an increase of $1,550,147.

☞ At a meeting of the stockholders of the Atlantic and Pacific Railroad Company in St. Louis on the 30th ult., Andrew Pierce, Jr., of New York, D. K. Ferguson, of St. Louis, James H. Baker, of New York, and Oliver A. Hart, of St. Louis, were elected directors to serve for three years—the following directors holding over: John B. Henderson, D. R. Garrison, John J. Taussig, M. E. Lipman and C. B. Fisk, of St. Louis; and Francis B. Hayes and C. J. Morrill, of Boston; and Wm. H. Coffin of New York.

☞ The earnings of the Pacific Railroad of Missouri and Branches for the year ending December 31, 1873, were $1,924,918 92, the expenses $1,163,118 02, and the net earnings $761,800 90.

☞ The mineral products of Nova Scotia the past year were 1,051,467 tons of coal, worth $2,659,347; 11,852 ounces of gold, worth $219,290; 3,500 tons of iron, 120,000 tons of plaster and 2,820 tons of freestone.

Projected Maine Railroads.

A newly chartered company styled the St. Croix and Mattawumkeag, intends to build a railroad from the European and North American at Danforth, Me., southward to a connection with the St. Croix and Penobscot in Princeton, about 30 miles.

The recently chartered company of the Missalonskee and Kennebec, proposes building a rail road from Augusta, Maine, northward about twenty miles to West Waterville, to be a southern extension of the Somerset Railroad.

The Maine Legislature has granted a charter to the Sagadahoc and Cumberland Company to build a railroad from Portland, Maine, northeast through Yarmouth, Freeport and Brunswick to Bath, about 35 miles, parallel and close to one of the Maine Central's lines.

☞ The Hoosac Tunnel is certainly approaching completion, the operations of the contractors now being practically confined to the western end and section. Between the east end and the central shaft only twenty men are now employed in clearing out the loose rock remaining in the bottom. In this section the work remaining to be done is to construct the central drain and to lay the permanent track. Between the tunnel portal and the railroad station, a distance of about two thirds of a mile, the road bed is substantially ready to receive the ballast.

☞ Isaac H. Sturgeon, of St. Louis, commissioner to examine the Texas and Pacific Railway, reports that he examined 169.12 miles from the boundary between Louisiana and Texas, west via Marshall to Dallas; 74 miles from Marshall, north east to Texarkana, and 56.18 miles from Sherman east to Brookston. He reports that the road is well built and equipped, and recommends its acceptance.

☞ The Portland and Ogdensburg Railroad Company are busily at work pushing their way through the Notch at the White Mountains. Another section of the road will be completed as far as the old Crawford House by June, and cars will be running to that point by the 1st of July next.

☞ The gross earnings of the Quicksilver Mining Company, of New Almaden, Cal., for the year 1873 are reported at $827,169, the expenses $398,666, leaving a net profit of $428,503.

☞ A party of engineers has been placed in the field to finish the location of the line of the Chicago and Illinois River Railroad from Chicago to Streator, via Joliet and Wilmington.

☞ The earnings of the Gilman, Clinton and Springfield Railroad for the three months ending February 28, 1874, were $55,000 02, the expenses $35,333 24, and net earnings $19,666 78.

☞ Fourteen locomotives were recently shipped from Philadelphia to Odessa, on the Black sea.

☞ The Michigan Legislature has extended the time of the completion of the Marquette and Mackinaw Railroad till December 31, 1877.

☞ The Central Railroad Company of New Jersey have declared a quarterly dividend of 2½ per cent, payable on the 20th of April.

Frederick and Pennsylvania Line Railroad.

The Finance Committee of the Frederick and Pennsylvania Line Railroad Company, composed of Messrs. John Loats, President; Charles E. Trail and D. C. Winebrener, have issued a circular to the holders of the company's first mortgage bonds, announcing their inability to pay the interest coupons due on the 1st instant. The committee state the cause of non-payment was first the very heavy outlay for construction and the want of aid from the city and county of Frederick, the latter occasioned by adverse legislation at Annapolis. They further state that the business of the road is increasing, and express a conviction that they will soon be in a condition to pay all indebtedness, and they ask that the coupons due on first instant, and those maturing on 1st October next, may be created into a preferred debt, bearing six per cent interest from date of maturity. This road is thirty miles long, connecting Frederick city with Littlestown, Pennsylvania, and the first mortgage bonds amount to $250,000, bearing six per cent interest, payable semi annually.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending March 27, at 328,029 tons, and for the coal year 3,161,051 tons, against 3,585,416 tons to corresponding time last year, being a decrease of 424,365 tons. The bituminous tonnage for the week is 43,488 tons, and for the year 482,060 tons, giving a total of all kinds for the week of 372,517 tons, and for the year of 3,643,111 tons, against 4,088,405 tons to same time last year, being a decrease of 445,294 tons.

T. F. WURTS, Practical Railroad Engineer,
NORTHAMPTON, MASS.
Desires an engagement. Has been employed on R. R location and construction since 1863. References furnished.

WANTED.—A young married man, who is not afraid to work, would like a situation in a R. R. Depot as baggage master or to make himself generally useful. A steady job required. No objections to going any distance. Address, stating amount of wages and kind of work to be done,
O. W. BISHOP, Ludlow, Vt.

PHILIP G. SCHOFIELD,
(Successor to PETER SCHOFIELD,)
MANUFACTURER OF
STEAM VACUUM & HYDRAULIC
GAUGES,
AND
LOCOMOTIVE SPRING BALANCES,
Frankford Road & Seargeant St.
PHILADELPHIA.

The American Wood Carbolizing Co.
Is organized for the purpose of Creosoting Timber for Docks, R. R. Ties, Fence-Posts, Pavements, and all other uses where Timber is exposed to the action of water or air. The Company also proposes to License R. R. Companies and others who desire to erect their own apparatus.
Drawings and specifications of apparatus, either stationary or portable, will be furnished on application.
67,112 miles of Railroad in the United States use annually over twenty-six million Ties for renewing those destroyed by decay.
The preservation of wood from decay and the attacks of marine worms, has been largely practiced in Europe for thirty years; and with such success that the use of natural wood is now the exception; and of all the various methods that have been employed, that in which creosote oil was used, has best endured the test of time.
This Company, benefiting by the thirty years' practical experience in the use of creosote oil abroad, offer to the public a system of application which is adapted to the wants of our own country, in that green wood can be rapidly and thoroughly treated, even better than dry, and the application of the oil, in connection with the use of moderate heat, be made more uniform and effective than is possible by any other means.
Experience has demonstrated that creosote or dead oil is the only substance by which wood can be treated so as to certainly resist the attacks of marine worms.
Creosoted wood exposed in Charleston Harbor was not attacked by the teredo, while natural wood attached to it was completely honey-combed.
It is confidently asserted that Railroad Ties creosoted will outlast three sets of ordinary Ties, and that creosoted Paving Blocks being beyond the reach of decay, will last as long as stone, with all the advantages of an elastic roadway, beauty and economy of construction.
The economy in the use of creosoted wood, where the term of service is trebled, is measured by adding to the wood used, the cost of the labor expended in construction, and the loss of time spent in replacing the structure, when either decay or attacks of marine worms destroy it.
The system of Seely and Pelton, employed by this Company, has been fully examined and indorsed by Gen. McClellan, Gen. Barnes, Gen. Babcock, Rob't Harris, C. B. & Q. R. R., Prof. Silliman, Capt. Eads, Gen. Cram, Gen Humphreys, Gen. Meigs, Gen. Belknap, Prof. Chandler, Gen. Gilmore, Gen. Newton, A. B. Mullet, C. H. Haswell.
It has been used by the U. S. Government upon the Dykes of the St. Clair Flats, and upon Gun Platforms for the fortifications on the Atlantic coast; upon pavements in New York and Pittsburgh, by the Department of Docks of the City of New York and the Board of Public Works of the District of Columbia.
Detailed information can be obtained and specimens of creosoted wood examined at the office of the Company.
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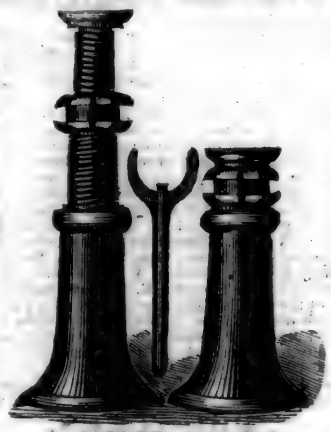
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☞ The following gentlemen have been elected directors of the Panama Railroad Company: Russell Sage, George S. Scott, H. H. Baxter, John M. Burk, Frank Work, George J. Forrest, A. B. Stockwell, S. L. M. Barlow, R. P. Kissam, C. K. Garrison, Charles J. Osborn, T. W. Park and Rufus Hatch. President, Russell Sage.

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American Railroad Journal.

New York, Saturday, April 18, 1874.

The Agrarian Conflict.

The agrarian wave runs its natural course in the western states. One legislature after another, in the hope of currying favor with the mass of the voters, passes laws hostile to the operation of railroads, all framed in the same dishonest spirit, namely: that they can by enactment take away from the possessor a part of his property without his consent, and divide it among those less prudent or frugal; and, by shaping the action into the semblance of a law, give it a color of right. Iowa has followed Illinois in an attempt to "regulate" the rates of fare on her railroads, the main provisions of the enactments of the two States being almost identical. And now Wisconsin, as will be seen by the particulars in another column, follows the same lead, with a bill more exacting and dishonest than either of the others. We notice by the Report of the Chicago and Alton Railroad Company, that the managers intend to ignore the new bill, and to continue as before as if there were no such thing; and to defend the company before the courts until this attempted legislation is decided to be void and worthless. Although nothing is said on the subject, we doubt not that it will be sustained in the conflict, by other lines, some of whom are trying to conform to the law, and others who are defying it; and in like manner it will no doubt share the burdens if another company should be the first to maintain a defense. Nothing could be more proper; and the shareholders in Illinois roads should be glad of the opportunity.

In Wisconsin, on the other hand, the railroad companies have resolved to carry such passengers and freights as they can profitably under the bill, and to close up such stations where the patrons insist on the provisions of the bill. This will be a bitter experience to both sides, but it will be a very effective one. The issue of the struggle, so far as the courts are concerned, is not doubtful, and is a necessary part of the remedy; but to be effective the minds of the people should be enlightened on the course they are pursuing. This they are likely to be, in a short time. The people of Wisconsin, by this action of their legislature, have given notice to all concerned not to put another dollar into any improvement in that State; and to get what they have already invested out of it as soon as possible. But few of the Wisconsin lines are profitable to the stock or bondholders, many of them depending for their prosperity on future growth or enlargements. If the people had intended to arrest her development, and stop the inflow of foreign capital to her territory, they could not have done it more effectually. The same remarks may apply to Illinois and Iowa also.

It is a consolation to have to report evidences of returning sense and honor elsewhere, at the same time as the above breaches of both. The State of Michigan appointed a commission to examine into the question of railroad accommodation. The Report is an able and manly document. It takes strong ground against the meditated action of the legislature, and shows conclusively that it is rather for the interest of the State to invite capital than to frighten it off by hostile legislation; that the welfare of the State has been promoted and built up by the railroads, scarcely any of which could have been built without foreign aid; and finally, it shows that if the disposition to cheat the creditors of the State could be gratified, it would only result in great and irrecoverable losses to themselves.

The State of California, too, which was one of the most rabid of the communities on the railroad question, having carried an election mainly on what was styled "anti-monopoly" avowments, after discussing a variety of bills threatening the railroads of that State, the Legislature has finally adjourned without taking action on them. It is to be hoped that before it re-convenes, two years hence, the epidemic of popular agrarianism will have run its course, and the people, as well as their candidates, will have their eyes opened to the fact that in attacking industrial corporations they are injuring themselves most.

As we showed lately the operation of Mr. Mc Crary's Transportation Bill, (which has already passed the National House of Representatives, but which probably lies dead in the Senate) though wrong in principle, and containing the seeds of further grievances, is regarded by the many railroad men, as comparatively harmless—the least of the twin evils—because even if it should become law, it would be easier to handle and convince such a Commission as it contemplates, than Congress itself; and moreover it would interpose the shield of the assumed authority of the general government between the railroads and the numerous local legislatures. It would substitute one supervisory body for a great number; and in this way leave the issue to be fought out by the general government, on one side, and the States, on the other.

The Railroad Postal Car Controversy.

Ordinarily it appears to be easy enough for false claimants and jobbers to get their hands into the public Treasury; but it by no means follows that it is easy for just claimants to get their proper dues from the government. Any one who will take the trouble to read the correspondence between Mr. Isaac Hinckley—acting on behalf of himself and others, as officers of corporations employed to carry the United States mails in "postal" cars, or special cars set apart for the carriage and assorting of the mails while in transit—on the one side, and the Post Office Department and certain committees on Post roads, on the other side, will, we think, come to the conclusion that it is a very hard matter to get a just claim satisfied. It appears therefrom that, in the opinion of the Postmaster General, Congress has the right to order the mails sent over the various routes of travel, in

such manner and at such times as it may think proper, and that the compensation for such services is to be settled by the mere dictum of that body, or the executive agents of the government, without any consultation or bargain with the carriers, and without even an attempt to ascertain what the service might be worth to other parties. There appears, indeed, to be a total misconception of the relations of the two parties; the railroad companies are compelled to perform the service, but are also compelled to take whatever Congress chooses to allow them for doing it.

It is a maxim of our fundamental law that "private property shall not be taken for public use without just compensation." Yet there is a class of cases where private property is daily taken for public use, without "just compensation;" or to put the proposition in its positive form, the Government is continually forcing on certain railroad companies losses of their property, and their appeals for redress of grievances are unnoticed. The ordinary rates for carrying common freights by slow trains—cut down as we may properly suppose them to be by competition—are from 50 to 400 per cent greater than the rates allowed for carrying the United States mails by the express trains. Even if there were no other injuries and abuses connected with the system, this fact alone would be sufficient to entitle the complaining railroads to the relief they seek. Mr. Hinckley's own statement of the facts, as they affect the Philadelphia, Wilmington and Baltimore Company, is explicit and conclusive:

"You are aware that the postal cars are very much more costly than ordinary express cars or freight cars, and in this respect closely approximate passenger cars. They are lighted and warmed at our cost, and are run at high speed on passenger trains. As a rule, the New York and Washington postal cars carry five clerks each, whose fares, if paid, would amount to 15.75 cents per mile, while our whole mail pay has been but 13.28 cents per thirty-foot car per mile.

"We are, moreover, furnished with a list of ninety-three persons styled special agents, whom we are required at all times to transport free in our passenger cars; and if we collect fares from any of them, the amount thereof is deducted from our mail pay. We are also required, at our own cost, to have the mails transported between our stations and all post offices within one-quarter of one mile of our stations.

"And we are required to receive much of our pay in orders of the Department upon post offices more or less distant from our line, and bear the cost and risk of collection.

"While paid at the low rate of 13.28 cents per thirty-foot car per mile—which rate may be raised to 16 cents—we are paid by our other customers as follows, viz:—

For express freight on mail trains, per car per mile.....	55 to 65 cents.
For cars of fruit (of which we move 4000 to 5000 per annum) on fast freight trains, per car per mile...	55 to 65 "
For open cars loaded with bricks, and for pig iron and similar freight on slow freight trains, when loaded and unloaded free of cost to this company, on open platform cars, per car per mile.....	20 to 25 "
For new freight cars from car manufacturers per car per mile.....	15 "

"Comment upon such discrepancies as exist in the rates paid respectively by your department and by the public is needless.

"Our mail pay falls short of the actual cost of the service by from $60,000 to $80,000 per annum."

Now it turns out (though this is not mentioned in the correspondence before us) that on some roads, the mail agents not only take their friends along in the cars, but also undertake the carriage of articles of freight and baggage as well. In some instances we learn of kegs of beer being carried in the mail cars; thus obliging the company to run a car, at one end of the train, at a loss, which shall compete with the cars behind it for public patronage. Besides, there is an increasing swarm of passengers carried gratis over the various roads holding commissions from the Post Office Department who have no legitimate connection therewith.

Another constitutional guarantee is to the effect that "neither slavery, nor involuntary servitude, except as a punishment for crime, shall exist within the United States." Yet here, we submit, are cases of "involuntary servitude" in contravention of this provision. These railroad companies have protested, and still protest, against this injustice. They complain that the contract does not provide such a just, reasonable, and equitable compensation as the fundamental law and common dealing requires. With as much color of right, might the authorities compel the roads to carry for nothing, as for less than it is worth—the principle of invaded rights is the same. All the companies ask is the right to be treated with; the right to make a bargain; and that there may be no mistake of their disposition to deal fairly with the Government, they have offered to leave the disputed points to disinterested, suitable arbitrations.

Some persons may ask: why this reluctance on the part of the authorities? The answer is not easy to give. Either in the head or the heart of somebody there is an obstacle. The railroad companies very wisely refuse to purchase their remedy by bribery; but insist upon securing their rights openly and by the force of their justice. Nor does the injustice end here; other companies besides those carrying the mails in special cars, have other like causes of complaint. The Pacific Railroad Companies, for example, are allowed only such rates for carrying the mails across an uninhabited desert and lofty mountains, as are common in the more densely settled territory—although the Acts of Congress, on which their construction was undertaken, specially provide that the compensation should be the "ordinary" and "reasonable rates" paid for similar service to other parties. But they are allowed far less, and are nevertheless compelled to perform the service.

Of course, it is proper that the mails should be carried regularly and with despatch; the railroad companies do not resist this; nor do they (as is sometimes asserted) propose to discontinue carrying the mails, but only to cease carrying them in special cars.—The Executive may compel them to take the mails; it cannot, however, compel them to do it for nothing; nor at a loss, except as an act of usurpation and tyranny. Now, the Post Office Department is not self-sustaining, and as long as the people's representatives insist on sending such quantities of free printed matter, and in carrying such masses of material, long distances, at rates that cannot possibly be remunerative, so long must this deficit be made good out of taxation. But we submit that certain railroad companies aught not to be called on to pay fifty times their proportion. If their complaints are left unheeded, there seems to be no consistent or dignified course left for the complaining companies to take, but to carry the mails in the baggage cars as before.

Northern Central Railway.

At a general meeting of the stockholders of the Northern Central Railway Company, held in Baltimore on the 9th inst., to discuss the question of leasing the road to the Pennsylvania Railroad Company, Mr. J. D. Cameron, President of the company, presented the following written statement:

"Gentlemen: I am instructed by the directors of your company to say that in a letter received by them yesterday from Mr. Thomson, President of the Pennsylvania Railroad, that it was his intention and desire to have your lines of road critically examined by a railroad expert, and to have laid before you the result of his negotiations in all detail, but owing to a serious and unfortunate illness, which prostrated him at the beginning of his labors, this desire has been frustrated. Feeling great anxiety to have an offer made to you to-day, the members of the board urged Mr. Thomson to make a proposition for a lease. He declined, as at present advised, to make one exceeding six per cent on your stock. Such a proposition he did make, and we report it to you without comment for your acceptance or rejection.

"It has been their desire, and the efforts of the directors have been constant to induce the Pennsylvania road to make a higher offer, but as their views have been criticised and commented upon they prefer to be relieved from all further negotiation in the matter, and if it is the desire of the stockholders to continue the negotiations in view of the fact that Mr. Thomson has not been able to get for his or your information the report of the expert, we would suggest that a committee of stockholders be appointed at this meeting to meet a committee of the board of the Pennsylvania road."

The proposition to lease the Northern Central Railway to the Pennsylvania Railroad Company at six per cent, was, on motion of Mr. L. S. Gittings, almost unanimously rejected.

At the suggestion of Mr. Cameron, Mr. John Hulme offered a resolution that a committee of five stockholders, entirely disconnected with the management of either road, be appointed to examine into the affairs of the Northern Central, and to confer with the Pennsylvania Railroad Company in regard to a lease or a guaranty of dividends that will prove satisfactory to the stockholders of the Northern Central, and that said committee report the result of their labors at an adjourned meeting; also that the committee have power to fill vacancies that may occur in their body by resignation or death.

This resolution was adopted, and the following committee appointed: John Hulme, chairman; Lambert S. Gittings, M. B. Greensfelder, H. C. Borie, and J. H. Williams.

The following resolution, offered by Mr. Cameron, was adopted:

Resolved, That for the purpose of providing for the existing floating debt of this company, and for such terminal and other facilities and improvements and equipments as may be necessary to properly conduct its business, as well as to provide for existing mortgage debts on its property and franchise, the board of directors are hereby authorized to create a consolidated mortgage of $10,000,000, to secure bonds of that amount; said bonds to be issued in such sum or sums, either in sterling or dollar bonds, and at

such time, and to mature respectively at such dates and bearing such rate of interest as the board of directors may from time to time deem for the best interests of the company, of which six millions shall be set aside and retained by the trustees to be applied by the board to provide for the payment of the existing mortgage bonds now issued as the same may from time to time mature, and so much of the residue thereof as may be required shall be applied to the extinguishment of the floating debt, and the balance of said residue shall be appliable, at the discretion of the board, to such further construction and equipment as the interest of the company may require.

Mr. Hulme offered a resolution that an expert be employed to prepare a correct statement of the affairs of the Northern Central Railway Company, and report his statement at an adjourned meeting of the stockholders, and that the committee appointed to confer with the Pennsylvania Railroad Company, be directed to call a meeting, and report the result of their conference at as early a day as possible. The resolution was adopted, after which the meeting adjourned.

Providence and Springfield Railroad.

The road of this company was put in operation August 11, 1873. It is 22 miles in length, extending from the general passenger depot in the city of Providence to the village of Pascoag, in the town of Russillville, Rhode Island. The capital stock of the company is $500,000, all paid in, with a right to extend to $1,000,000. Bonds to the amount of $500,000 have been issued, guaranteed by the city of Providence, 20 years to run, with interest at 7 per cent per annum. The receipts thus far have exceeded the current expenses and interest on the bonds, although the freight department has not been in full operation nearly all the time. This road, as its name indicates, is intended to be constructed through to Springfield, Mass., a distance of 71 miles; making a saving of 25 miles between Providence and Springfield and the West. The office of the company is at Providence, R. I. The officers are: William Tinkham, President; L. M. E. Stone, Treasurer and Superintendent; and Jabez C. Knight, Clerk.

Central Railroad of New Jersey.

The Directors of the Central Railroad Company of New Jersey, present to the Stockholders their Report for the year 1873, including the general balance sheet at the close of the year.

The comparison made of the receipts, expenses, &c., of the past year with those of the year preceding it, includs those of its branches, as well as those of the Lehigh and Susquehanna Railroad and branches run under lease, the whole 180 miles of main line and 112¼ miles of branches having been operated as one concern.

The Lehigh equipment is included in the general statement of equipment, which also includes that of all the branches; and the repairs of the same are included in the general expense accounts.

SERVICE OF THE ROAD.

The service of the whole road, as compared with that of the previous year, has been as follows:

	1873.	1872.
Miles run by passenger trains.	1,439 117	1,398,147
" merchandise "	.1,116,760	1,060,742
" coal trains	.2,445,611	2,142,348
Total by transportation trains.	5,001,478	4,601,237
Miles run by wood gravel and construction trains	265,247	288,654
Total miles run by trains	5,266,725	4,889,891

PASSENGERS, FREIGHT AND COAL.

A comparison of the passenger business of the year 1873, with the previous year, gives the following results:

	1873.	1872.
Number of passengers	4,401,326	4,478,518
Miles traveled by passeng'rs.	48,448,769	49,272,020

No account is here taken of the commuters, 2,500 in number, or the free passengers. The falling off in the number and mileage of passengers, while the receipts have increased, is owing to the fact that monthly tickets have been introduced, of which large numbers have availed themselves.

A similar comparison of merchandise business gives as follows:

	1873.	1872.
Number of tons carried	1,440,580	1,490,580
Tons carried one mile	85,725,870	88,560,282

In this case also, though there is a reduction in tonnage and mileage, there is an increase in receipts. This is explained by a large falling off in freight on which little was made, which was more than counterbalanced by an increase in more profitable freight.

A similar comparison of the coal business gives the following results:

	1873.	1872.
Number of tons carried	3,906,315	3,619,540
Tons carried one mile	335,717,780	294,376,287

Of this coal an ever-increasing proportion is from the coal properties in which this company holds a large interest.

The coal tonnage over the Central Division, since the transportation of coal was commenced, has been as follows:

	Lehigh. Tons.	Lackawanna. Tons.	Total. Tons.
1856	33,325	98,670	131,995
1857	84,841	209,950	294,791
1858	122,923	417,726	540,649
1859	182,277	455,681	638,958
1860	268,906	590,863	854,769
1861	254,845	568,869	823,214
1862	314,195	502,375	816,570
1863	435,927	613,954	1,049 881
1864	474,221	675,743	1,149,964
1865	509 819	494,687	1,004,506
1866	511 076	778 173	1,289,249
1867	513,425	855,620	1,369,045
1868	765,657	853.188	1,618,845
1869	733,485	822,567	1.556,052
1870	997,504	1,054,680	2,052.184
1871	1,244,998	632.066	1,877,064
1872	1,638,591	689 626	2,228,217
1873	1,996,872	485,460	2,482,332
Total	10,978,387	10,799,898	21,778,285

There was an increase in Lehigh Coal of 458,281 tons, and a decrease in Lackawanna Coal, of 204,166 tons, on the Central Division.

EQUIPMENT.

The company now own 241 engines, of which 233 burn hard coal and 8 wood. The condition of these engines is reported as follows: 178 in first-class order; 27 in good working order; 17 require general repairs, and 28 are now in shops repairing. During the year 2 new passenger engines, 12 new freight and 2 new shifting engines have been added to the equipment. One engine has been condemned as unfit for service.

The equipment of cars is as follows: 114 first-class and 12 second class passenger, 36 baggage and smoking, 10 baggage and mail, 8 express, 401 8-wheel and 7 4 wheel house freight, 82 8-wheel stock, 18 8-wheel and 71 4-wheel caboose, 413 8 wheel platform, 312 8-wheel gondola, 1 8-wheel pavilion, 191 6 wheel and 14 4-wheel iron and lime, 609 8-wheel, and 14,231 4-wheel coal, 367 4-wheel gravel, 18 6-wheel and 5 4 wheel wood rack, 4 8-wheel derrick, 4 8-wheel tool, 48 8 wheel work (flat) and 1 4-wheel scale cars.

During the year the following additions have been made to the car equipment. There have been purchased 2 passengers cars, 270 4 wheel coal cars and 50 6 wheel iron cars. There have been built in the company's shops, 50 box cars, 12 work train flat cars and 1 iron car, all 8 wheeled; and 2 4-wheel coal cars. The following changes were made: 2 first class passenger cars were changed to combination cars; 1 first-class passenger car, 1 second-class passenger car, 6 6-wheel iron and lime cars, 142 8 wheel coal cars, 1 6-wheel wood rack car, and 1 8 wheel flat car have been broken up or destroyed.

TRANSPORTATION ACCOUNT.

The following is a statement of the ordinary receipts and expenses of both roads for the year 1873, compared with 1872.

Receipts:	1873.	1872.
Passengers	$1,409,044 21	$1,391,209 29
Merchandise	1,920,102 76	1,894,640 84
Coal	5,462,863 05	3,718,286 90
Mail	23,015 00	19,499 95
Express	26,114 50	26,417 16
Rents	21,927 99	19,618 90
Miscellaneous	18,298 47	17,771 70
Car service	....	33,323 25
Total receipts	$8,881,365 98	$7,120,717 99
Expenses:		
Running expenses	$1,773,496 22	$1,594 286 09
Fuel consumed	397,348 09	346,360 21
Repairs of road	704.421 60	884,084 11
Repairs of engines	323,892 46	324 817 17
Repairs pass'ger cars.	86,788 61	72 978 98
Repairs freight cars.	58,883 96	80.618 98
Repairs coal cars	285,085 07	306,909 80
Repairs of buildings, bridges, docks, &c.	131,071 74	164,186 34
Repairs of tools and machinery	34,871 78	41,440 67
Exp. Ashley Plains	81,752 00	73 711 57
Expense account	180,153 14	182 240 62
Miscellaneous exp	72,475 07	96,027 92
Ferry running exp	77,414 69	90,032 00
Ferry boat repairs	20,473 82	29,662 85
Car service	87,956 45	....
	$4 215,584 20	$4,236 806 31
Balance net earnings.	$4,665,781 78	$2,883,911 68

The gross receipts per mile run have been as follows: From passenger trains, 98 cents against $1 00 in 1872; from merchandise trains, $1 72 against $1 79; from coal trains, $2 23 against $1 74. The average receipts per mile run from all trains, have been $1 69 against $1 46 the previous year.

The gross expenses per mile run have been 80 cents, against 87 cents the previous year, showing a steady increase in the economy with which the road is operated.

The following table shows the receipts, expenses and net earnings, from the beginning of 1853 to the present time, including, since 1870, those of the Lehigh and Susquehanna Division.

	Receipts.	Expenses.	Net Earnings.
1853	$349,018	$197,629	$151,389 cr 43 p. c.
1854.	378,145	197,349	180,796 or 48 "
1855.	393,729	208,856	184,873 or 47 "
1856.	553,479	258,308	295,171 or 53 "
1857.	682,314	350,502	341,812 or 51 "
1858.	836 934	345,614	491,320 or 58 "
1859.	971,702	385 716	585,986 or 61 "
1860.	1,185,848	475,457	710 391 or 60 "
1861.	1,201,895	522,452	679,443 or 57 "
1862.	1,397,586	623 245	774,341 or 56 "
1863.	1,941,976	814,782	1,127,244 or 58 "
1864.	2,537,185	1,231,554	1,305 631 or 51 "
1865.	3 036,390	1,748,434	1,287,956 or 43 "
1866.	3,581,244	1,963,976	1,617,268 or 45 "
1867.	3,350.898	1,878,022	1,472,876 or 44 "
1868.	3,729.412	2.379,192	1,350,220 or 36 "
1869.	4,010,121	2,642,163	1,367,958 or 34 "
1870.	4,393,514	2,512,217	1,881,297 or 43 "
1871.	6,841,379	3,706,144	3,135,235 or 46 "
1872.	7,120,718	4,236,806	2,883,912 or 41 "
1873.	8,881,366	4,215,584	4,665,782 or 53 "
Tot.	$57,374,353	$30,883,952	$26,490,401 or 46 "

FINANCIAL CONDITION.

The balance sheet will be found at the end of the report. The following is a statement of the financial operations during the year:

Credits:

Balance cash January 1	$218,685 71
Gross earnings Central Division	5,369,013 09
" L. & S. Division	3,512,352 89
Convertible bonds of 1902, issued	1,887,700 00
Newark Branch bonds assumed	600,000 00
	$11,587,751 69

Debits:

Ordinary expenses, both Divisions	$4,215,584 20
Railroad Car Trust of Philadelphia, paid off	52,735 59
Grading	61,314 10
Masonry	17,337 60
Railway superstructure	160,902 95
Bridge superstructure	34,350 77
Land damage	11,616 97
Engineering	7,207 71
Newark Branch	571,567 16
Perth Amboy Branch	222,600 18
Lehigh Division, construction	362,000 00
Jersey City station	250,000 00
Station houses	113,573 22
Engines	231 100 58
Passenger cars	10,783 30
Freight cars	86,681 49
Coal cars	57,368 53
Coal stocks	804,225 59
Lands, material, &c., increase	24,810 22
Interest account for year, balance	868,658 71
State taxes for year	69,496 03
Rent of Lehigh and Susquehanna Railroad	1,150,303 63
Dividends for year, 8 per cent	1,600,000 00
Accounts receivable, increase	887,976 98
Balance cash, December 31	262,806 18
	$11,587,751 69

The profit and loss account stands as follows:

Gross earnings during the year		$8,881,365 98
It has been debited as follows:		
Ordinary expenses	$4,215,584 20	
Rent of Lehigh and Susquehanna R. R.	1,150,303 63	
Interest account	868,658 71	
State taxes	69,496 03	
Dividend account	1,600,000 00	
		7,904,042 57
Balance to credit of account		$977,323 41

Of this surplus $270,895 21 has been applied to the reduction of the valuations of equipment and other accounts, and $34 917 75 to making good the deficiency of last year, leaving $671,510 45 remaining as undivided profits.

BUSINESS OF THE YEAR.

The gross receipts for the year 1873 show a handsome increase over those of 1872, while the expenses of operation and maintenance show a slight decrease. These results are due to the increased tonnage at increased tolls, the higher prices received for coal, the more steady and regular movement of tonnage, the largely improved condition of our tracks, engines and cars, the general freedom from serious accidents, and to the interest manifested by all the officers and employees in maintaining the discipline of the road, and in watching and protecting the interests of the company.

These results would have been still better, had not the panic in September intervened to reduce and derange the general business of the country. In common with other transporters, this company felt its effects, but not seriously, as our statements prove.

For the current year the company are better prepared to do a large business economically than ever before. With a steady, regular trade, they can, if desirable, move 5,000,000 tons of coal to tide and local points. They have all the engines and cars required for this year's business, and the equipment generally was never in a better condition.

The prices for coal and for coal transportation for the current year have been arranged on a basis slightly advanced over 1873, and matters are working harmoniously in the coal trade, with every reason to expect a favorable and steady trade, though not an active one until there is a general revival of business.

The expenses of maintenance and operation for 1873 have been 47 per cent of the receipts, or 3 per cent less than the Superintendent's estimate. If the calculations for the business of the current year are correct, this can be reduced to 45 per cent and continue the improvement of the tracks and equipment.

CONSTRUCTION.

No new work has been commenced on the main line. The straightening of tracks and general improvement of same, and relaying with steel have continued.

The tangent line between Westfield and Plainfield is ready for the tracks; they were not laid last fall, owing partly to the panic, and partly to the lateness of the season when the embankments were completed. The plan of the elevation through Plainfield has been settled, and will now be pushed through as rapidly as possible.

LEHIGH AND SUSQUEHANNA DIVISION.

The second track on this division has been considerably advanced during the year. There are now in the division 105.40 miles of main line, 27.63 miles of second track, 72.49 miles of branches and 85.29 miles of sidings, making a total of 290.81 miles of single track.

During the present year the grading for extensions of the second track will be continued at the most important points, and the tracks will be extended from time to time as sections are ready for the rails.

A handsome brick passenger station-house has been erected at Bethlehem.

STEEL RAILS.

During the current year the laying of steel rails will be continued, and 5,000 tons are already contracted for this purpose. During the past three years 105 1/10 miles of steel rails have been laid in the main tracks of the Central Division, and 41 miles in the main tracks of the Lehigh and Susquehanna Division, a total of 146 1/10 miles. Added to this is the 45 1/4 miles between Easton and Mauch Chunk, laid by the old company before that road was leased, or a total of 191 6/10 miles of steel in the main line. Within the same period the cross ties of the main line have been entirely renewed; hence the expenditure for new ties and iron rails must be comparatively light for the next four to six years. From this source will come the largest reduction of the expense of operation and maintenance.

The steel rails are wearing well, and there have been very few broken or defective ones. The failures have been caused by hidden defects, with very few exceptions.

No company doing a large business can afford, much longer, to continue the use of iron rails.

BRANCHES.

Authority having been given by the stock holders, the branch road extending from Jersey City to Newark 6.22 miles in length has been consolidated with the main line, under the provisions of the charter of the company.

The branch from the main line at Elizabethport to Perth Amboy, 11.81 miles in length, has also been consolidated by the same authority and in the same way.

As the stock of these two roads was already held almost entirely by the company, the change made by these consolidations was really nominal, but simplifies the keeping of accounts.

NEW YORK AND LONG BRANCH RAILROAD.

The long controversy with the lessees of the Delaware and Raritan Canal, in relation to the bridge over the Raritan River at Perth Amboy, has been at last amicably settled; the New York and Long Branch Railroad Company agreeing to enlarge the swing draw to clear openings of 200 feet, and receiving from the Pennsylvania Railroad Company $100,000 toward the expense of the alteration, but without giving them any interest in the bridge.

Work has been commenced on several parts of the Long Branch Railroad, under the stimulus of an agreement by this company to lease the road when completed, and will be pushed forward as rapidly as the money comes in; but there is little prospect of the road being completed the present season. The rails have been laid on the Perth Amboy Branch, from Elizabethport to within a short distance of the place, but no attempt was made to open the branch for the same reasons that kept back the Plainfield tangent.

RIPARIAN RIGHTS.

Another long controversy has been practically settled. The rights claimed by and for this company to the lands under water south of Jersey City, extend in an unbroken body from the Morris Canal property, two miles and a half, to Cavan Point. The title was founded part on the chartered rights of the company, partly on the riparian ownership acquired by purchase for the whole distance, and partly on the charter of The American Dock and Improvement Company.

After long negotiations, an agreement was made in the fall with the Riparian Commissioners of the State of New Jersey for a full settlement of all controversies and suits by the payment of $300,000. For that sum this company and The American Dock and Improvement Company settled the title to this extensive and valuable domain, as also to all other lands under water. A difficulty which arose in the carrying out of this agreement has, it is hoped, been removed by action of the Legislature, and that the arrangement will now be perfected as speedily as possible. This result will be very favorable to the company, as it removes all the doubts about title which have heretofore interfered with improvements at Communipaw, and will insure a much earlier utilization of the property, while it relieves the State from the risk of a decision in the United States Courts adverse to their claims.

LEHIGH AND WILKES-BARRE COAL COMPANY.

During the year various consolidations of coal interests were effected, by which all the properties of the Wilkes-Barre Coal and Iron Company and of the Honey Brook Coal Company were vested in the Broad Top Mining Company, under a very favorable charter, the new organization taking the name of the Lehigh and Wilkes-Barre Coal Company. The coal properties of the Lehigh Coal and Navigation Company also passed entirely, by purchase or perpetual lease, into the possession of the new company, which became thereby one of the largest coal owners and producers in the anthracite region. All the coal interests of the Central Railroad are now united in the Lehigh and Wilkes Barre Coal Stock, of which they hold a controlling interest.

The lands united as above in the hands of the Lehigh and Wilkes Barre Coal Company form perhaps the finest body of coal lands under one control in the anthracite region. They have been carefully selected with a view to compactness and lie together in solid bodies, requiring the least amount of lateral roads and the minimum of transportation to reach a market. Care has also been taken to select first-class properties for purchase in preference to lower priced lands with a smaller body of coal to the acre, or of inferior grades. In variety of qualities they are also unrivalled, varying from the free burning anthracite of the Wyoming Valley, to the dense coal of the Summit mines of the Lehigh Company, which has no rival it its advantages for blast furnaces, &c., where intense heat is required.

The properties are mostly well opened and equipped, and will require but moderate expenditures. At the Summit mines of the Lehigh Company there is a necessity for additional openings and breakers to supply the increasing demand for that coal, which improvements will be started

forthwith. In the Wyoming Valley the Newport purchase will be held somewhat in reserve.

The following is a statement of the coal properties of this company:

	Coal lands. Acres.	Total area. Acres.
Wilkes-Barre lands.....owned	2,320	2,900
Newport & Hanover lands. "	5,600	6,773
Plymouth lands..... "	600	800
Wilkes-Barre lands.....leased	1,325	1,825
Plymouth lands..... "	1,030	1,030
Honey Brook lands .....owned	3,925	12,000
Lehigh & Greenwood lands leased	6,925	9,000
Timber lands..... .....owned	.....	8,000
Total.....	21,725	42,328

There are on these properties 37 slopes and 18 shafts, making 50 openings in all, which supply 26 breakers. The present capacity of production is 3,100,000 tons. By October this capacity will be increased to 4,000,000 tons, which can be readily augmented to 5,000,000 tons whenever the market will take the additional amount.

In 1873 these mines sent to market 2,613,0000 tons, of which 1,640,000 tons went to tide water. The estimated production for 1874 is 3,000,000 tons, of which 1,700,000 are expected to go to tide.

The cost of this valuable property is as follows:

Real estate.....	$13,446 002 19
Coal improvements.....	2,873,640 65
Houses, &.....	163,300 00
Personal property.....	1,183,469 26
Total.....	$17,666,412 10

LEHIGH AND DELAWARE DIVISION CANALS.

The Lehigh Coal and Navigation Company having leased their railroads in 1871 to this company, and having now by the sale or lease of their coal lands to the Lehigh and Wilkes-Barre Coal Company ceased to be coal producers, it became a desirable matter for all concerned that their canals also should be controlled in the interests of the railroad and the new coal company. An arrangement was therefore made by which the Central assumed the management of the canals, agreeing to pay $200,000 for the revenue of the Lehigh Canal, and also to assume the obligations of the lease of the Delaware Division Canal to the Lehigh Company amounting to $188,701 40 per annum. By this agreement all the difficulties arising from a divided ownership of the railroads and the canals are obviated. It being the interest of the Coal Company to send as much coal to market over both routes as the market will take profitably, it now becomes the interest of the Railroad Company also to fill both avenues as full as possible. No great profit is expected from the canals, but no loss is anticipated, and the incidental advantages will be very great. A large reduction has been made in the working organization of the canals, and while at least equal efficiency will be maintained, the reduction in expenses will be considerable. Whatever direct profit is to be derived from the canals will mainly result from the success of these economies.

DIVIDENDS.

Owing to a concurrence of events which made it undesirable to declare dividends in April and October, the system of quarterly dividends has been suspended during the past year.

Semi annual dividends of four per cent each were made in July and January, and a surplus of $671,510 45 carried down as undivided profits. It would have been easy to have divided ten per cent instead of eight, had it not been thought better to accumulate a surplus the past year, and then return to dividends at the old rate of ten per cent per annum the present year, payable quarterly as heretofore.

CONCLUSION.

The lease of the Lehigh Railroad has proved eminently successful. Not a jar has occurred in the relations of the two companies, and it is believed to have worked as well for the lessors as for the lessees. This is shown by the willingness of both parties to enter into the new arrangement, extending the control of the Central over the canals. The best possible results are expected to follow also from the coal investments now consolidated into the Lehigh and Wilkes-Barre Coal Company, fully equal, if not superior to those of the above measures. The stock is thought to be a profitable investment in itself, apart from the advantage of controlling the transportation of its vast tonnage.

The present year begins quietly. After the first three months business is expected to improve. The estimates of the company are for a remunerative coal business, and for the passenger and freight business to remain without particular change. Efficiency and order have been maintained in all departments, and success has followed all their movements.

The total length of road operated is as follows:

Main Line, double track, 74 miles	146 80 miles.
" " 3 and 4 tracks and sidings	86.21 "
Newark Branch, double track.....	11 20 "
Perth Amboy Branch, single track...	17.61 "
Other branches, sidings, &c.....	5.18 "
Total single track.....	267 miles.

BALANCE SHEET, JANUARY 1, 1874.

Railroad.....	$12,804,616 27
New York station and ferry houses	800,000 00
Jersey City station.....	1,215,865 50
Port Johnston coal station.....	873,297 09
Elizabethport station.....	300,146 10
Station houses, shops and water stations.....	595,188 05
Ferry interest and boats.....	524,046 10
Engines.....	2,758,592 51
Passenger and baggage cars.....	721,575 37
Freight cars.....	959,412 47
Coal cars.....	3,655,000 00
Land accounts.....	479,682 11
Lehigh and Wilkes-Barre Coal Co. Stock.....	4,953,169 32
Machinery, tools, miscellaneous property.....	370,000 00
Telegraph.....	13,990 49
American Dock and Improvement Company stock.....	1,500,000 00
Chairs, spikes, steel and iron rails and ties on hand.....	267,949 75
Materials and fuel on hand.....	809 944 94
Cash and accounts receivable	4,584,890 59
	$36,687,256 67
Capital stock.....	$20,000,000 00
Mortgage bonds due 1890.....	5,000,000 00
Convertible bonds.....	3,612 700 00
Bonds due 1875 (balance out).....	174,000 00
Newark Branch bonds due 1887..	600,000 00
Lehigh Coal and Navigation Co, loan due 1897 (assumed).....	2,310,000 00
Railroad Car Trust of Philadelphia (assumed).....	894,103 29
Dividend due January 20	800,000 00
Interest on bonds, accrued not yet due.....	214,484 21
Accounts payable.....	2,910,508 72
Renewal fund, undivided profits...	671,510 45
	$36,687,256 67

President.—JOHN TAYLOR JOHNSTON.

Directors.—John Taylor Johnston, John C. Green, Adam Norrie, Sidney Dillon, James Boorman Johnston, New York; Benjamin Williamson, John Kean, Elizabeth; F. T. Frelinghuysen, Newark; Henry D. Maxwell, Easton, Pa.

Secretary and Treasurer.—SAMUEL KNOX.

Superintendent and Engineer.—R. E. RICKER.

Consulting Engineer.—JAMES MOORE.

☞ The officers of the Montreal, Chambly and Sorel Railway, recently elected, are: Felix Geoffrion, M. P. President; Samuel T. Villett, Esq., Vice President; N. A. Smith, M. D. Secretary; James Baylis, Esq., Treasurer.

Baltimore, Pittsburg and Chicago Railroad.

The annual meeting of the stockholders of the Baltimore, Pittsburg and Chicago Railroad Company (Indiana division) was held at Auburn, Indiana, on the 10th instant. The following named gentlemen were elected directors for the ensuing year: William Keyser, John K. Cowen, T. Harrison Garrett Baltimore; George R. Dennis, Frederick, Md.; W. C. Quincy, Columbus, Ohio; John Gorden, Norwalk, Ohio; A. P. Edgerton, Fort Wayne. The board of directors then elected W. C. Quincy, president; W. H. James, Baltimore, vice-president; and J. L. Randolph, Martinsburg, Va., chief engineer. The stockholders ratified the lease of the Illinois division to the Indiana division. The whole line of road from Centerton, on the Mansfield and Sandusky Railroad, to Chicago, a distance 269 miles, will be completed this season. The line will be finished to Defiance within a month, the iron being laid west of Defiance to the crossing of the Maumee river, and east of the junction of the Fort Wayne, Jackson and Saginaw, and the Detroit, Eel river and Illinois roads, at Auburn, to the St. Joseph river. Bridges of iron and wood will be built across the Maumee and St. Joseph rivers. The grading is nearly done, ties being delivered along the whole line.

Steel Rails.

Since the manufacture of steel rails was commenced, experiments have been repeatedly made for the purpose of rolling the flange and neck of the rail of iron, and the head of steel. The trouble has been that the steel, which requires less heat than the iron, would scorch in rolling, but an experiment at the Rensselaer Iron Works at Troy, New York, a few days ago, appears to have entirely overcome this. The *Times*, of that city, states that the success of the rolling depends greatly upon the skill of the heater, and the judicious use of the "clamper." The trial was witnessed by a number of leading ironmasters, and the new rail was cut into small pieces and sent to different manufacturers about the country. The wear on a rail comes on the head alone, and if that is of steel, it answers just as well as a rail made entirely of steel. By this method the cost of a rail will also, it is claimed, be materially reduced.

Asbestos.

The use of abeston as a piston-rod packing appears to be still gaining in favor with engineers, friction having no appreciable effect upon the substance, and however great the pressure of steam, or however high the temperature may be, such packing is said to be unaffected. Recently the statement has been made that this packing in ocean-going steamers, put in more than sixteen months since, is still apparently as perfect as ever. The Anglia, one of the regular trans-atlantic steamers, has, it is stated, made fourteen round trips, having steamed on the same packing over ninety-eight thousand miles. Another device has been proposed in this connection, namely, to place in a ventilating shaft a bag of abestos. This, like cotton, will arrest any solid particles floating in the air, and when much soiled, the abestos can be removed and made white hot, by which all organic matters will be destroyed, and it may then be put back in the shaft.

☞ In the House of Representatives, at Washington, on the 13th inst., a bill for the free exchange of newspapers between publishers and the free transmission by mail of newspapers within the county of publication, was taken up and passed. Yeas, 178; nays, 41.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific:													
1867	38,169	51,831	69,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,431	106,835	164,729	259,590	251,832	282,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,306	485,045	568,270	556 080	532,657	511,854	609,788	579,642	535,369	467,659	5,670,883
1870	418,104	394,176	488,332	633,758	766,720	729,274	783,100	807,816	787,184	828,447	777.513	583,692	7,995,116
1871	536,499	485,490	614,447	720.929	892,341	795,176	869,297	1,006,373	996,922	981,006	897.234	672,358	9,467,072
1872	592,223	571,886	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285 567	1,299,900	1,037,992	12,734,729
1873	852,860	694,015	939,778	1,132,920	1,356,878	1,313,790	1,211,765	1,258,500	1,392,125	1,423,875	1,296,812	1,072,750	13,939,990
1874	848,558	794,000	867,666	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1869	343,132	315,099	388,727	328,890	345,833	402,854	351,045	493,222	506 023	468.212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353.235	342,369	384,999	358,964	461,290	466,097	533,655	534,163	507,617	473,227	455.607	377,687	5,278,910
1872	371.708	332,902	373.217	379,879	409,264	419,196	488,352	559,882	497.261	540,756	431,315	352,504	5,156 326
1873	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
Chicago and Northwestern:													
1863	.....	... ...	.. ..	.....	.....	366.100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,889	390,355	421,363	466,830	566,145	480,710	519,306	669,606	729,769	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,368	585,623	747,942	702,691	767,508	946,707	932.683	754,671	547,842	7,976,490
1866	523,566	399,917	523.845	587,519	558,948	925.983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	705,503	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,729
1868	724,890	807,478	850,192	1,004,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,331,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140,145	845,708	13,356,467
1870	706.025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,491	12,203,405
1871	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,894	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873	752,468	765.249	967.258	1,034,023	1,256,072	1,309,578	1,240,987	1,284,091	1,071,448	1,451,827	1,039,306	1,019,501	13,916,465
1874	993,490	903,021	1,039,986	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col. Cin. and Indianapolis:													
1869	204,112	180,840	239,522	247,661	241,456	259,408	258,367	341,783	320,025	293,615	271,555	242,621	3,095,906
1870	208,069	226,897	244,182	248,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270.264	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,761,343
1872	340,791	320,922	372,974	381,113	373,819	341.104	326,268	401,252	417.328	439,581	389,830	358,743	4,442,925
1873	358,612	408,849	466,517	432,928	394,486	340,675	351,576	426,283	432,139	406,922	311,935	304,612	4,634,533
1874	363,053	276,099	318,976	.....	.....	.....	... ...	.....	.....	.....	.....	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,694.651	1,483,464	1,417.211	17,398,327
1872	1,332.994	1,294,076	1,460,174	1,548,813	1,775,324	1,468,961	1,560,023	1,525 243	1,643,464	1,743 762	1,704.374	1,392,615	18,694,096
1873	1,326 505	1 329,422	1,515,382	1,541,968	1,764,821	1,717,593	1,686,384	1,774,570	1,918,247	1,882,421	1,560,023	1,625,129	19,631,781
1874	1,462,650	1,273,775	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1868	587,443	536.165	444,443	518,800	572,551	626,249	549,714	794,325	880,967	981,530	685,401	681,041	7,817,629
1869	659,138	624,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696.677	8,823,481
1870	623 383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624.744	559,617	563,598	620,228	713,162	718,722	707,992	886,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,436	581,627	575,393	559,871	648,956	659,863	609,846	783,255	744,782	881.693	696.475	698,063	8,026,754
1873	602.241	597.429	660,759	553,912	635,459	742,600	648,840	769,748	884,485	797,121	636,039	703,692	8,266,325
1874	611,491	538,668	567,554	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	133,678	152,264	267,411	303,915	306,944	266,086	282,723	332,555	368,446	287,999	303,305	210,197	3.321,518
1872	189.606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223.240	3,693,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	338,785	392,510	265.217	201,492	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1,368,948	1,402,597	1,345.316	1,235,285	14,797,975
1872	1,339,389	1,294,710	1,498,406	1,528,250	1,479,945	1,323,476	1,225,708	1,489 360	1,635,691	1,764,788	1,558.424	1,483.480	17,591,629
1873	1,412,368	1,549,285	1,735,736	1,694,543	1,650,968	1,585,369	1,451,762	1,582,531	1,776,420	1,742,516	1,575,556	1,546,983	19,184,136
1874	1,519,249	1,306,132	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1871	130,883	126,224	140,740	119,173	119,660	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204.196	2,029 927
1873	169,848	161,132	178,009	187,439	198,148	194,787	176,205	172,498	207,529	184,191	151,798	150 301	2,126,875
1874	171,028	.....	.....	.....	.....	.....	.....	.....	.....	... ...	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	358 569	473,546	490,772	448,419	374,642	4,744,164
1870	337,992	329,128	384,431	412,030	409,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,949
1871	418,755	442.665	486,980	470,703	480.847	427,096	422,015	529,890	628,660	582,802	587,434	507,050	5,940,102
1872	411 113	384,058	449,458	485,550	487,282	398,300	402,084	460,101	536,003	641,807	487,603	464,163	5,608,117
1873	379,336	440,261	567,314	556,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801.195	496,564	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	886,318	908,313	791,014	529,758	7,420,431
1871	396,760	327,431	400,149	453,884	662,368	658,017	481,113	606,557	815,346	841,150	644,025	473,295	6,660,096
1872	460,986	387,565	426,223	474,188	580,482	594,769	488,348	565,729	811,961	960,945	702 858	513,787	6,957,771
1873	334.715	423,716	555,005	569,236	805,799	929,210	834,320	767,803	1,193,209	1,012,704	771,800	843,200	9,040.717
1874	654,400	657,500	576,629	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	238,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,065	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,609
1872	254,319	238,823	303,594	305,755	269,560	304,512	265,406	315,699	338,497	384,193	337,920	360,404	3,678,682
1873	227,897	261,346	344,632	321,047	301,521	272,600	267,784	325,093	382,098	353,168	308,632	306,100	.....
Philadelphia and Reading:													
1869	479,236	525,490	755,433	904,534	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,804
1870	479,872	574.706	679,332	514,493	593,966	617,058	569,697	1,129,459	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,506	688,575	1,063,002	1,510,088	1,218,303	1,359,633	1,418,141	1,413,643	1,423.278	687,080	12,500,664
1872	657,318	645,090	823,683	1,044,251	1,116,887	1,167,008	1,071.407	1,142,241	1,190,695	1,422,847	1,127,030	891,791	12,199,748
1873	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,548	1,446,247	1,547,475	1,486,091	1,324,348	.....	.....
St. Louis, Alton and Terre Haute:													
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,880	202,283	205,750	189,351	160,085	2,008,224
1870	152,398	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	155,107	188,442	166,489	152,515	102,995	1,786,547
1872	164,525	137,678	162,336	156,134	148,279	133,503	123,994	169,459	179,457	216,171	177,327	158,700	1,927,471
1873	144,209	159,454	177,514	170,218	164,300	165,260	151,532	165,610	178,302	200,646	152,892	132,762	1,942,699
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	128,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,769
1872	173,707	156,292	181,055	175,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	153,264	229,260	208,140	230,300	195,480	179,261	206,190	205,500	186,645	160,800	122,657	2,233,647
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	236,825	260,529	293,344	283,833	434,209	450,205	429,808	323,270	399,439	4,013,203
1869	284,193	240,395	242,706	311,833	312,530	348,891	310,800	450.246	470,720	422,869	323,377	434,284	4,242,343
1870	257,664	293,645	295,270	318,699	340,892	348,633	322,756	466,431	506,043	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	393,465	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,935	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,868	434,465	614,175	565,811	621,351	489,341	466,081	5,944,570
1873	370,290	405,110	471,301	446,527	470,598	541,191	483,399	642 209	593,504	538,251	414,928	482,767	5,864,076
1874	423,343	400,984	404,699	.....	.....	.....	.....	.....	... ...	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,943	706,602	23,560	617,585	758,467	999,665	837,348	716,829	5,709,189
1870	628,529	600,139	589,258	706,603	802,586	746,450	643,058	664 051	728.521	719,698	670.168	606,053	7,654,094
1871	479,573	373,925	499,829	584,540	724,466	728,174	673,698	681,866	800,402	777,362	708,142	469,932	7,521,582
1872	578,936	554,115	656,861	741,302	880,442	835,450	743,282	780,567	843,754	980,706	915,727	787,851	8,892,606
1873	523,975	491,784	708,289	881,266	1,007,531	989,863	876,833	837,277	1,068,937	1,170,586	970,600	758,832	10,266,104
1874	620,715	607,990	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Wisconsin's Warning to Capitalists.

The Wisconsin Railroad Law passed at the last Legislature is to go into effect on May 1. The railroad managers assert that the regulations might work well enough for a line not exceeding 50 miles in length, but beyond that distance it is ruinous in its requirements. The rates of freight imposed, it is alleged, are under the actual cost of transportation. Section 5 provides that the distance for freight shall be computed from the point where it is received, thus working very injuriously against roads carrying freight contributed by other lines. This provision alone, it is urged, will entirely destroy the great lumber market of Milwaukee. A single fact will show the effect of the law on the railroads of the State. The earnings of the Milwaukee and St. Paul Railway Company last year would have been $500,000 less than they were had the law been in existence in 1873. Its present rates will be reduced from 15 to 45 per cent, while on the other hand the taxes will be increased one-third. At this rate it would be easy to legislate even the most prosperous road out of existence. The Chicago *Tribune* of the 7th, on the same topic, says:

"The first real collision between the people on one side and the railroads on the other, promises to take place in Wisconsin soon after the 1st of May, when the railroad laws passed by the State Legislature take effect. These laws establish specific rates to each class of merchandise on each class of railroads. The rates of transportation by the car load are arranged by stretches of twenty-five miles—that is, there is one rate for hauling a car load twenty-five miles, another rate for the next twenty-five miles, and so on—a different rate for each twenty-five miles up to two hundred miles. The law provides for the summary punishment of any railroad agent or officer refusing to sell tickets, or to receive and deliver freights at the rates prescribed by the act.

"We understand that the Chicago and Northwestern and the Milwaukee and St. Paul companies have been taking legal advice in New York, and that, after a full conference of the directors, a determination has been reached. This is to the effect that it requires 70 per cent of the receipts of those roads to operate them in Wisconsin; that the recent legislation will have the effect of reducing the receipts 30 per cent—that is, to the cost of operating the roads; that if the value of the property is to be destroyed, it might as well be destroyed by defying the law as by obeying it; and therefore, that the officers of the roads shall be directed to disregard the law. This will produce a conflict at once. If a ticket agent, refusing to accept the fare fixed by law, is arrested and punished, they propose to close the ticket office; and if a freight agent is punished, to close the freight office. The trains will run by the offending stations without stopping."

☞ The report of the bureau of statistics show that the total imports for the year 1873 amounted to $624,993,362, against $677,144,579 the previous year, while the domestic exports for 1873 were $606,366,531, against $544,438,789 in 1872, and the foreign exports for 1873 were $24,968,204 against $25,086,083 in 1872. Specie is included in both imports and domestic exports, being $29,749,438 of the former, and $56,263,496 of the latter in 1873, against respectively in 1872 $21,182,004 and $92,295,236. Allowing for the difference in warehouse accounts, the exports for the calendar year are in excess of the imports by $289,831, while for the corresponding period of 1872 the imports exceeded the exports by $108,478,718.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending April 4, at 328,046 tons, and for the coal year 3,490,005 tons, against 3,913,830 tons to corresponding time last year, being a decrease of 423,825 tons. The bituminous tonnage for the week is 49,069 tons, and for the year 532,062 tons, giving a total of all kinds for the week of 877,115 tons, and for the year of 4,922,007 tons, against 4,022,007 tons to same time last year, being a decrease of 451,848 tons.

☞ The Newtown (Pa.) *Enterprise* says: "The officers of the railroad company once known as the State Line and Juniata, now the Baltimore, Philadelphia and New York, seem to be pushing their projects this spring. Lines are now being surveyed southwest from West Chester toward Baltimore. We understand the president and other officers of the company intend shortly to visit this region, looking toward their connections across Bucks county and New Jersey."

☞ A convention of Southern Railroad officials, Boards of Trade and others, is to be held at Atlanta, Ga., on the 5th of May, to take into consideration the question of direct trade with Europe through what is to be known as the "Liverpool, Savannah and Great Western Transportation Line."

☞ The Highland Street Railway Company (Boston) has declared a semi annual dividend of 4 per cent out of the earnings of the past six months, payable May 1.

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RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq.*.....100	$3,280,000	J. & J.	Jan. '74 3½
Allegheny Valley 50	2,226 350	— & —	---- ----
Atlantic and West Point.100	1,222,200	J. & J.	July '73 4
Atlantic and Gulf 100	3,693,200	— & —	---- ----
" " guar..100	786,476	M. & N.	Nov. '73 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Sept. '73 2
" " new 1879.100	1,500,000	— & —	---- ----
Avon, Geneseo & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '74 5
Washington Br.....100	1,650,000	A. & O.	Apl. '74 5
Parkersburg Br. pref... 50	5,680 685	— & —	---- ----
Berkshire*.....100	600,000	J.A J&O	Apl. '74 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 3½
Boston and Albany 100	19,664,100	M. & N.	Nov. '73 5
Bos., Clin. & Fitchb.pref.100	683,200	— & —	---- ----
Agricultural Br. guar...100	60,000	J. & D	Dec. '73 3
Bost., Conc. & Mont.* pref.100	800,000	M. & N.	Nov. '73 3
Boston and Lowell.....500	2,852,900	J. & J.	Jan. '74 4
Boston and Maine.....100	6,816,807	M & N.	Dec. '73 4
Boston and Providence..100	3,999,000	M & N.	Nov. '73 5
Buffalo, N. Y. and Erie*.100	750,000	F. & A.	Feb. '74 1½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Mar. '74 5
" " pref.100	1,485,900	M & S.	Mar. '74 5
Camden and Amboy* ...100	5,847,800	J.A. J.O.	Apl. '74 2½
Camden and Atlantic.... 50	379,020	— & —	---- ----
" " pref. 50	752,700	— & —	Nov. '73 3½
Cape Cod 100	1,020,330	J. & J.	Jan. '72 9 2½
Cape May and Millville* 50	447,000	J. & D.	Dec. '73 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa*.....100	1,159,500	— & —	---- ----
" pref. 50	2,200,000	M. & N.	Nov. '73 2½
Cayuga and Susq.*..... 50	589,116	J. & J.	Jan. '74 4½
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	Nov. '73 1½
" pref..100	769,800	F. & A	Feb. '74 3½
Central of Georgia.....100	4,566,800	J. & J.	July '73 5
Central of New Jersey..100	20,000,000	J. A O.J	Apl. '74 2½
Central Ohio*..... 50	2,425,000	J. & J.	Jan. '74 3
" pref..... 50	400,000	J. & J.	Jan. '74 3
Central Pacific 100	54,275,500	.....	Sept. '73 3
Chemung*.....100	380,000	J.A. J&O	Oct. '72 1½
Cheshire, preferred 100	2 100,000	J. & J.	Jan. '74 3
Chicago and Alton.....100	8,929,900	M. & S.	Mar. '74 5
" " pref..100	2,425,400	M. & S.	Mar. '74 5
Chicago, Burl. & Quincy.100	19,897,000	M. & S.	Mar. '74 5
Chicago, Iowa & Nebras*100	3,916 300	J. & J.	Jan. '74 4
Chicago & N. Western..100	15,038,480	J. & D.	Dec. '72 3½
" " pref.100	21,209,563	J. & J.	July '73 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Apl. '74 4
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '74 4
Cin., Sand. and Clev.* .. 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	429,046	M. & N	Nov. '73 2
Clev., Col., Cin. & Ind....100	14,991,275	F. & A.	Aug. '72 3½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov. '73 3½
Cleveland & Pittsburg*.. 50	11,236,150	F.M.A.N	Feb. '74 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*... 50	1,788,800	M.J.S.D.	Mar. '74 2
Colum. & Hocking Val.100	2,500,000	F. & A	Feb '74 5
Concord..... 50	1,500,000	M. & N.	Nov. '73 5
Concord and Ports.*.....100	350,000	J. & J.	Jan. '74 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A.	Feb. '74 3
Connecticut Riv 100	1,950,000	J. & J.	Jan. '74 5
Cumberland Valley..... 5	1,494,250	A. & O.	Apl. '74 4
Danbury and Norwalk . 50	600,000	M. & N.	Nov '73 5
Delaware*..... 50	1,230,941	J. & J.	Jan. '74 3
Del., Lackaw. & Westn. 50	18,868,850	J.A.J. O.	Apl. '74 2½
Detroit & Milwaukee *.. 50	822,140	— & —	---- ----
" " pref. 50	2,096,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*.100	5,000,000	A. & O.	Apl. '74 3½
East Pennsylvania* 50	1,309,300	J. & J.	Jan. '74 3
East Mahanoy * 50	892,950	J. & J.	Jan. '74 3
Eastern (Mass.).....100	4,282,600	J. & J.	July '73 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef & Canand*.100	500,000	F. & A.	Feb. '74 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '73 2½
" " pref. 50	500,000	J. & J.	Jan. '74 3½
Erie Railway 100	73,000,000	.....	Oct. '73 1
" pref.....100	8,589,910	.....	Oct. '73 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Mar. '74 1½
Fitchburg.....100	4,000,000	J. & J.	Jan. '74 4
Georgia 100	4,156,000	J. & J.	Apl. '74 4
Grand River Val.* guar 100	1,000,000	— & —	---- ----
Grand Trunk, (Ca.).....100	14,367,946	— & —	---- ----
Great Western, (Ca.) ..100	19,237,404	A. & O.	Apl. '74 2½
Hannibal & St. Joseph.100	4,151,700	F. & A.	Aug. '70 3½
" pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	110,850	M. & N.	Nov. '73 5
Harlem Extension..... 100	4,000,000	— & —	---- ----
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '74 3½
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '74 4
Huntingdon & Bd Top. 50	880,000	— & —	---- ----
" " pref. 50	450,760	J. & J.	July '68 3½
Illinois Central 100	25,280,510	F. & A.	Feb. '74 4
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S.	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	Jan. '74 3
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Apl. '74 1½
Joliet & North. Indiana*100	800,000	J. & J.	Jan. '74 4
Lake Shore & Mich. So..100	49 466,990	F. & A.	Aug. '73 4
" " (guar.).100	533,500	F. & A.	Aug. '73 5
Lawrence*..... 50	280,200	— & —	---- ----
Leeds and Farmington*.100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	8,739,800	M. & N.	May '67 5
Lehigh Valley 50	21,916,850	J.A. J.O.	Apl. '74 2½
Little Miami.*..... 50	3,871,450	J.A. J.O.	Apl. '74 2
Little Schuylkill*..... 50	2,648,100	J. & J.	Jan. '74 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island..... 50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '74 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '74 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Apl. '74 3
Lykens Valley 20	600,000	F.M.A.N	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	---- ----
Manchester and Law....100	1,000,000	M. & N.	Nov. '73 5
Marietta & Cincinnati... 50	1,372,891	— & —	---- ----
" " 1st pref. 50	3,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '74 3
Memphis & Charleston* 25	5,812,725	J. & D.	Jan. '69 3
Michigan Central 100	18,738.204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	523,375	J. & J.	Jan. '74 5
Milwaukee and St. Paul..100	13,398,550	J. & J	Dec. '70 7s
" " prof.....100	10,825,777	F. & A	Feb '74 3½b
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '74 4
Morris and Essex*..... 50	14,003,100	J. & J	Jan. '74 3½
Nashua and Lowell.....100	800.000	M. & N.	Nov. '73 5
Naugatuck.....100	1,881 900	F. & A.	Feb. '74 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '74 5
Newark and N. York*...100	977,400	J. & J.	Jan. '74 5½
N. Bedford & Taunton..100	500,000	M. & N.	May '73 4
N. Castle & Beaver Val.* 50	1,800,000	J.A. J.O.	Apl. '74 2½
N Haven & Northamp...100	605,000	J.A. J.O.	Sept '72 3
New Jersey*.....100	7,295,200	J.A. J.O.	Apl. '74 2½
New London Northern*100	1,418.800	J. & J.	Jan. '74 4
N.Y. Cen. & Hudson R...100	39,428,380	A. & O.	Apl. '74 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '74 4
" " pref.100	1,500,000	J. & J.	Jan. '74 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J	Jan. '74 6
N. Y., Provid. & Boston.100	2,000,000	J.A. J.O.	Apl. '74 2½
Niag. Bridge & Canand*100	1,000,000	J. & J.	Jan. '74 3
North Carolina*.....100	4,900,000	irregular.	Jan. '73 3
N. Eastern (N.C.) pref...100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 473,500	January.	Jan. '74 5s
Northern Central 50	5,842,000	M. & N.	Nov. '72 3
Northern N. Hampsh...100	3,088,400	J. & D.	Dec. '73 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '74 4
Norwich & Worcester*.100	2,823,400	J. & J.	Jan. '74 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '74 3
" " pref.100	2,000,000	A. & O.	Apl. '74 4
Ohio and Mississippi.....100	19,995,847	J.A. J.O.	---- ----
" " pref.100	4,024,474	J. & D.	Dec '72 3½
Oil Cr. & Allegheny R.... 50	4,259,450	J.A. J.O.	Jan. '74 3
Old Colony & Newport..100	6,297,900	J. & J.	Jan. '74 1½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '74 4
Pacific of Missouri.....100	8,635,750	J.A. J.O.	Apl. '74 1½
Panama.....100	7,000,000	J.A. J.O.	Apl. '74 3
Paterson and Hudson*.100	850,000	J & J.	Jan. '74 4½
Paterson and Newark*..100	500,000	J & J.	---- ----
Paterson and Ramapo*..100	248,000	J. & J.	Jan. '74 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '74 3
Pennsylvania 50	73,000,000	M & N.	Dec. '73 5
Peoria & Bureau Val.*.100	1,200,000	F. & A.	Feb. '74 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	---- ----
" " pref. 50	2,400,000	J. & J.	Jan. '74 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Dec. '73 3
Philadelphia & Reading 50	32,683,575	J.A. J.O.	Apl. '74 2½
" " pref.. 50	1,551,800	J.A. J.O.	Apl. '74 2½
Phila. and Trenton*.....100	1,200,100	J.A. J.O.	Apl. '74 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	Jan. '74 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Apl. '74 1½
" Special Imp..100	2,080,000	J.A. J.O.	Apl. '74 1½
Pittsfield & N. Adams...100	600,000	J. & J.	Jan. '74 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '74 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '73 3
Ports., Saco & Portsm...100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '74 3
Raleigh and Gaston 100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '74 4
Roch. & Genesee Val.*.110	557,500	— & —	---- ----
Rome, Watert. and Ogd..100	2,998,900	J. & J.	Jan. '74 3½
Rutland*.....100	2,700,000	— & —	---- ----
" preferred.....100	4,300,000	F. & A.	Feb '74 1½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	---- ----
" " pref.100	2.040.000	May.	May '68 7
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '74 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" " pref.100	12,000,000	.....	Nov. '72 3
Saratoga and Schenec.*.100	300,000	A. & O.	Apl. '74 1½
Schuylkill Valley* 50	576,050	J. & J.	Jan. '74 2½
Seaboard and Roanoke..100	1,151,400	M & N.	Nov. '70
Shamokin V. & Potts v.* 50	869,450	F. & A.	Feb. '54 3
Shore Line*.....100	995,800	J. & J.	Jan. '74 3½
South Branch (N. J.)*...100	498,900	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,999,900	F. & A.	Feb. '73 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	444,700	J. & J.	Jan. '74 3½
Stony Brook* 100	287,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,280	F. & A.	Feb. '74 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,676,139	— & —	Dec. '72 3
Taunton Branch 100	500,000	J. & J.	Jan. '74 5
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '74 5
Tol., Peo. & War. 1st pref..100	1,777,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	Nov. '73 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Union and Black River...100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$1,800,000	A & O.	Apl. '74 1
Warren (N. J.).....100	1,800,000	J. & D	Dec. '73 3½
Warwick Valley 100	225,000	A. & O.	Apl. '72 2½
West Jersey*.....100	1,558,750	F. & A.	Feb. '74 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '74 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '74 3½
Worcester and Nashua. 75	1,400,556	J. & J.	Jan. '74 3s
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	---- ---- 2½
Baltimore City 100	800.000	— & —	Jan. '74 2½
Bleecker st. & F Fy.(NY)100	900,000	— & —	---- ----
Boston and Chelsea..... 100	110,000	A. & O.	Apl. '74 4
Broadway (Brooklyn)....100	200,000	J. A. J.O.	Apl. '73 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jan. '70
Brooklyn City 100	1,500,000	F.M.A.N	May '74 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica....100	488 100	— & —	---- ----
Bushwick (Brooklyn).....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Apl. '74 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	800,000	J. & J.	Jan. '74 3
Citizens' (Pbg.) 50	200,000	M. & S.	Nov. '71 7
Coney Island & Brookl..100	500,000	— & —	---- ----
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Feb. '74 2
Eighth Avenue (N.Y.).....100	1,000,000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	---- ---- 3
42nd St. & G. St. Ferry ...100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw.(Ph.) 50	491 750	J. & J.	Jan. '74 5
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. '74 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '74 4
Heston, Mantua & Fairm. 50	2,050 000	J. & J.	Jan. '74 1½
Lomb. & South Sts.(Ph.) 25	105 000	A. & O	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	---- ----
Malden and Melrose.....100	200,000	— & —	---- ----
Metropolitan (Boston)... 50	1,500,000	M. & N.	Nov. '73 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '73 4
Ninth Avenue (N. Y.)....100	797,320	— & —	---- ----
Orange and Newark 100	282,555	— & —	---- ----
Philadelphia City..... 50	750,000	J. & J.	Jan. '74 5
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '74 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 3
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	Oct. '73 2
Second & Third St.(Ph.) 50	962,100	J. & J.	Jan. '74 6
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '74 2
Sixth Avenue (N. Y.).....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '74 2
Somerville (Boston) 100	75,000	M. & N.	Nov. '73 3
South Boston 100	400,000	J.A. J.O.	Apl. '74 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan. '74 8½
West Philadelphia..... 50	400,000	J. & J.	Jan. '74 9
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '73 3
Chesapeake and Ohio ... 25	8,229 694	— & —	---- ----
Delaware Division..... 50	1,633,250	F. & A.	Feb. '74 4
Delaware and Hudson....100	15 000 000	F. & A	Feb. '74 6
Delaware and Raritan*...100	5,847,400	J.A. J.O.	Apl. '74 2½
Erie of Pennsylvania.... 50	64,000	— & —	---- ----
Lehigh Coal & Navigat.. 50	9,390,350	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 176,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	---- ----
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb '74 30c
" " (pref.) 50	2,838,977	F. & A.	Feb '74 60c
Susq. and Tide Water... 50	2,002,746	— & —	---- ----
Union..... 50	2,007,850	— & —	---- ----
" preferred 50		— & —	---- ----
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Mar. '74 2
American Coal..... 25	1,500,000	M. & S.	Mar. '74 4
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	---- ----
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton..... 10½	731,250	— & —	---- ----
Consolidation(Md.)Coal.100	10,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	---- ----
" pref..... 100	8,603,400	— & —	---- ----
" certif..... 100	2,324,000	J. & J.	---- ----
Pacific Mail Steamship.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Nov. '73 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb. '74 3
Quicksilver, common 100	5,700 000	— & —	---- ----
" preferred 100	4,300,000	— & —	---- ----
Spring Mountain Coal.... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	---- ----
United States Express.....100	6,000,000	F.M.A.N	May '74 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '74 4
West. Union Telegraph.100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 66

Trade of the Dominion.

We are supplied with full information respecting the trade of the Dominion for the last fiscal year in the official returns which have been received.

In order to exhibit the growth of our trade during a period of six years, we present the subjoined statement showing our exports, imports, and goods entered for consumption during that period:

Year ending June 30.	Total Exports.	Total Imports.	Entered for Consumption.
1868	$57,767,888	$73,459,644	$71,985,306
1869	60,474,781	70,415,165	67,402,170
1870	78,578,490	74,814,389	71,287,603
1871	74,178,618	96,092,971	86,947,482
1872	82,639,663	111,480,527	107,709,116
1873	89,789,922	128,011,281	127,514,594

It will be seen that our exports rose more than thirty millions and our imports more than fifty millions in six years.

The countries with which we trade and the amount of our transactions with each in the last fiscal year are shown thus:

Countries.	Exports.	Entered for Consumption.
Great Britain.	$38,743,848	$68,522,776
United States.....	42,072,526	47,785,678
France	31,907	2,023,288
Germany	76 553	1,099,925
Spain.....	25,080	477,886
Portugal.....	191,156	75,032
Italy.....	177,282	52,425
Holland	13.142	216,628
Belgium	17,754	346,702
British North American Provinces	2,800,555	1,808,997
British West Indies.....	1,969,543	964,005
Spanish West Indies...	1,624,191	1,143,241
French West Indies...	299,809	43,412
Other West Indian Islands.....	94,950	27,274
South America.....	1,285,334	416,199
China and Japan..... ...	46,466	1,663,390
Switzerland.....	.....	120,514
Australia.....	41,822	388,352
South Africa.....	4,978	97,999
Other countries..... ...	272,976	293,871
Total	89 789,922	127,514,595

Of the exports $9,405 10 were not the produce of Canada; and $56,316,418 of the goods entered for consumption were free goods of which $31,056,873 came from the United States, $21,025,742 from Great Britain: The British American Provinces and China and Japan ranking next in importance. Tea to the value of $1,662,337 was received from the two latter countries, this article being now in the free list. Comparing the goods entered for consumption by Provinces we have the following comparison for two fiscal years:

	Entered for Consumption. 1872.	1873.
Ontario	$36,878,137	$48 245,440
Quebec	47,738,687	54,281,158
Nova Scotia	11,158,591	11,032,717
New Brunswick	9,146,461	10,849,673
Manitoba	1,020,172	1,029,180
British Columbia	1,767,068	2,076,476
Total.....	$107,709,116	$127,514,594

The foregoing figures embrace both dutiable and free goods. Taking the former separately we find the total imports of the Dominion to be made up as follows:

	Dutiable Imports. 1872.	1873.
Goods paying specific duties	$3,061,675	$3,455,566
do. sp. & ad val..... ..	7,467 825	6,047,579
do. 25 p. c. do..... ...	834,393	899,942
do. 15 p. c. do..... ...	49,111,574	52,616,682
do. 10 p. c. do..... ...	1,061,113	1,511,261
do. 5 p. c. do.....	4,121,898	5,816,328
Total.....	$65,758,478	$70,847,358
Add entered for consumption in:		
British Columbia	$1,767,058	....
Manitoba	1,020,172	1,029,180
Moose Factory.....	....	82,708
	$68,545,718	$71,409,196

Although the total value of the 15 per cent list is greater by about three and a half millions, we note a decrease in nearly all articles coming under the head of dry goods:

	Dry Goods. 1872.	1873.
Clothing	$549,239	$876,865
Cottons.	10,182,154	10,076,214
Hats, caps and bonnets...	861,896	788,110
Hosiery	404,404	435,376
Linen	1,149,062	967,888
Parasols and umbrellas...	128 765	102 658
Shawls.....	90,584	87,959
Silks, satins and velvets..	2,598 884	2,266,511
Woollens.....	11.785,351	11,194,927
Total.....	$27,690,289	$26,796,008
Decrease.....		894,286

In order to appreciate the change that has occurred in our dry goods trade it is only necessary to call to mind the fact that the two preceding years showed an increase in these articles of over 60 per cent instead of the moderate decline of about 3¼ per cent last year.—*Toronto Monetary Times.*

Railways in South America.

From Buenos Ayres we learn that the Minister of the Interior had signed the contract with Mr. Clark for the railway from Buenos Ayers to Chile; the estimated cost is nearly six millions sterling; the length 840 miles, mostly over level pampas; and the Argentine guarantee amounts to £300,000 per annum, besides an unconditional bonus of £20,000 yearly from the Chilian Government; the maximum elevation in the Andes is about 16 000ft., and no gradient exceeds 1 in 30, whereas the Oroya line in Peru is 15,000ft. at the highest, and has gradients of 1 in 22; the term for concluding the line to Chiloe is seven years—that is, by February 1881; but Mr. Clark hopes to complete it sooner, being only 39¼in. gauge, and a premium of £2 000 per month is offered if ready before that time. A contract for another railway had been signed in favor of Mr. William Furness, from Mercedes to Corrientes, 150 miles at £8,160 per mile, 39¼in. gauge, crossing a level country somewhat broken by water-courses. This line will be a kind of continuation of the East Argentine, though of different gauge, connecting Corrientes on the Parana with Concordia on the Uruguay. The Government had also called for tenders for a railway from Tucuman to Jujuy, 220 miles, at or under £8,700 per mile, with 7 per cent guarantee, tenders to be opened at the Government House on August 8 thus allowing time for English competitors. This line will have to cross hilly country, and will form a prolongation of the Central Argentine system, the total length from Rosario to Jujuy being little short of 900 miles, or forty-eight hours by train. The line from Cordoba to Tucuman was advancing steadily, and 100 miles were expected to be shortly opened to traffic. The Dolores extension works were also progressing rapidly.—*London Railway Times.*

☞ Advices of the 27th March from Seattle, Washington Territory, say that the Seattle and Walla Walla Railroad Company are prepared to build the first section of their road. Work will be commenced about the 1st of May, or as soon as the route is definitely located by the engineers, who are now surveying the line.

☞ An election for officers of the Nevada County Railroad Company was held on the 31st ult., and John C. Coleman was elected President, F. G. Beaty, Vice President, and George Fletcher, Secretary.

The Self-Lighting Kerosene Lamp!

LIGHTS YOUR LAMP IN AN INSTANT!

No Removing the Chimney!

NO ELECTRICITY!

No Lucifer Matches!

Thousands View it with Perfect Admiration.

No more Houses, Stores or Railway Trains set afire by the Carelessness of Matches.

There are few inventions which spring into such sudden and universal popularity upon the first introduction as was achieved at once by this

Self-Lighting Lamp.



This valuable patent has nearly 17 years to run. You can at once see the advantage of owning and controlling the

EXCLUSIVE RIGHT OF MANUFACTURE

and sale of these goods in a single County in this densely populated State, or indeed any other State.

A SELF-LIGHTING KEROSENE LAMP!
A SELF-LIGHTING GAS ATTACHMENT!!
A SELF-LIGHTING HAND LANTERN!!!
A SELF-LIGHTING TORCH!!!!

We feel confident in our ability to offer to enterprising men of moderate capital, in the purchase of Territory, such inducements that they will have no cause to doubt the results.

IT SELLS AT SIGHT EVERYWHERE.

Just the thing long needed for **Railroad Cars** and Officials, **Depots, Stores, Dwelling Houses** and **Factories.** Every such place will have them at once.

Thousands of these Self-Lighting Burners have been sold during the past season in the New England States alone. What better proof need we ask for its merit and growing popularity?

WE ASSERT WITHOUT HESITATION

They are the best selling and most money-making inventions ever put on this or any other market for sale.

The price is within the reach of all. We have goods now ready for delivery, and any man can commence today to make a small fortune in the sale of these goods alone.

Call and see it in practical operation.

Or enclose one dollar for a sample Burner.

One dollar for Gas Attachment.

Two dollars for a Torch, two dollars and a half for a Self-Lighting Lamp, and they will be sent with our terms for territory to any part of the country.

OFFICE AND SALESROOM OF

"The Universal Self-Lighting Lamp Co."

No. 563 Broadway, New York.

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,500,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	103½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	97½
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1890	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	92½
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	43½
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	....
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	....
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	50
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(285 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.)gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1873	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1858 '75	857,250	6	Jan. & July.	Baltimore.	1875	100½
Loan of 1850–'80	579,500	6	" "	"	1880	98½
Loan of 1853–'85	1,710,500	6	April & Oct.	"	1885	97½
Loan of 1855–'90 (Balt.) skg fd.	3,461,146	6	Jan. & July.	"	1890	....
Loan of 1870–'95 (stg.) skg fund.	3,620,320	6	March & Sept.	London.	1895	....
Loan of 1872–1902 (stg.) S. F.	9,493,016	6	" "	"	1902	....
3d Mort.(N. W. Va. R. R.)assumed	140,000	6	Jan. & July.	Baltimore.	1886	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by B & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	97
Beloit and Madison (C. & N. W.):						
1st Mortgage	332,000	7	Jan. & July.	New York.	1868	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Princeton.	1885	84
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	83½
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	80½
1st Mortgage (Equalization)	248,000	7	" "	"	1889	89
1st Mortgage (consolidated)	165,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	91
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	28½
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	45
Mass. L. (see'r'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct	Boston.	1879	95
Bonds of 1872 for $1,000,000	686,800	7	" "	"	1892	102

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Brunswick and Albany:						
1st Mort.(gold)end. by Ga.tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1898	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	90
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	70
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	99
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	98½
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	100
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	50
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	85
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1870	98½
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd)g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1908	67½
Carthage & Burlington(C. B & Q.):						
1st Mortgage guar. and tax free.	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	280,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	101½
Chattel Mortgage	158,350	5	" "	"	'80-'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan. & July.	" "	1907	83
Cedar Rapids & Mo. Riv.(C. & N. W.):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	82
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	82½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	48
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174 000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	3,612 700	7	" "	" "	1902	102½
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	106½
Loan of Leh. C. & Nav. Co.(assu'd)	2,310,000	6	J. A. & J. C.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	89½
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	95
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	100
State Aid B'ds(1st by State)gold	1,500,000	7*	" "	" "	1885	101
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.)	500,000	8*	" "	San Francisco	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M.(gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	55
1st Mort. (Va. Con.) guar. by Va.	100,000	6	Jan. & July.	" "	1890	73½
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75-'80	....
Chester Creek:						
1st Mortgage guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	104
1st Mortgage	2,466,000	7	Jan. & July.	" "	1893	106½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	94
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	6	Jan. & July.	New York.	1883	110*
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,983,225	7	Jan. & July.	Boston.	1896	97
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	98½
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	98½
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	99½
1st Mort. (C., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	94
1st Mort. (Ill. Gr. Trunk) guar.	900,000	8	April & Oct.	" "	1890	100
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	37½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	92½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C. & N W	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C. & N W	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.)	1,245,500	7	Feb. & Aug.	New York.	1885	102½
Funded coupons (193 m.)	750,000	7	May & Nov.	" "	1883	99½
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	101½
Appleton Ext. (23 m. & 76,000 ac.)	174,000	7	" "	" "	1885	89
Green Bay Ext. (26m & 76,000 a.)	284 000	7	" "	" "	1885	89
Equipm't (Engs & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,775,000	7	Feb. & Aug.	" "	1892	102½
2d Mort. (Gal. & Chic. 248 m.)	938,000	7	May & Nov.	" "	1875	100
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line (")	129,503	7	" "	" "	1878	....
1st Mort. (Peninsula 79m. & land)	831,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C. & N.W.R'y)	3,105,000	7	F. M. A. & N.	" "	1915	92
Consol. gold bonds for $48,000,000	4,584,000	7*	June & Dec	" "	1902	88½
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil. R.R.) guar.	389,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi. R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	9 500	7	June & Dec.	" "	1898	....
1st Mort. (Chic. & Mil. R.W.) guar	1,141,000	7	Jan. & July.	" "	1898	94
1st Mort. (Bel. & Mad. R.R.) guar.	306,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000 pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000 pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $6,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B & Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I. & Pac.)	8,600,000	7	" "	" "	1896	105½
Chi. & Southwes'n (C., R.I. & Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1880	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd, skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St. L. K. C. & W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1858	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	82½
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	536,000	7	Jan. & July	New York.	1896	....
Cinc. & Indiana (Ind. C. & La. F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77–'87	70
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	71½
1st Mort. (San., Day. & Cin.) S. F.	988,000	6	Feb. & Aug.	Boston.	1900	76½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	88½
Cincinnati and Springfield:						
1st Mortgage for $2,000 000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	103½
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73 '84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	102½
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	88½
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	95
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344.750	7	April & Oct.	New York.	1908	86
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	66
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	443,100	6	June & Dec.	Boston.	1876	98½
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7*	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1899	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1, 2, 3, 4.	97
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York.	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	101
2d Mort. (Del., Lack. & Wtn.)	1,633,000	7	March & Sept.	" "	1881	104
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	104½
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y. L. & Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1906	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $72,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	70½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Detk. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	...
Detroit, Mon. & Tol. (L.Sh.& M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	99½
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	94½
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1865	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia(E.T.V.& G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $8 500,000	2,519,000	7	Jan. & July.	New York.	1890	90
Eastern (Mass.):						
English Loan, July 1, 1862	388,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	99
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1866-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'92	1,500,000	7	March & Sept.	"	1892	92
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	99½
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	60
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	105
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	101
3d Mortgage	4,582,000	7	" "	" "	1883	98½
4th Mortgage convertible	2,987,000	7	April & Oct.	" "	1880	97
5th Mortgage convertible	709,500	7	June & Dec.	" "	1888	96½
Buffalo Branch, 1st mortgage	182,000	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	....
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	NY& London.	1920	....
Convertible bonds	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1893	....
Equipmen t Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 50, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,604,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1891	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Fint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	155,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
R. & Holly lease, S. F. 2b 000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	New York.	1920	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov.	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20.000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800.000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	Jan & July.	"	1893	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	90
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	102½
2d Mortgage	948,000	7	May & Nov.	" "	1875	90
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	220,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	96½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200 000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838,385.	14,191,0 5	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765 .	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	...
Common (Company) Bonds	1,384,117	4	" "	"	'72-'78	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 967	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York	'81-'86	60
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1896	80
2d Mortgage	125,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	92
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	5 ,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,309	8	Various.	" "	1874	...
Fifteen years' bonds (277 m.)	3,476,000	9	March & Sept.	" "	1885	81
1st Mort. (Q. & Palm.R.R. 16 m)	800,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City & Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,500	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	93
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f d.	1,674,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F.& P.M.):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund,gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	106
3d Mortgage	180,000	7	May & Nov.	" "	1875	104
Hudson Connecting (N.Y.&O.Mid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	101
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	95
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1896	66
Illinois Central:						
Construction bonds, cur. skg f'd.	2,742,000	7	April & Oct.	New York.	1875	103
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1900	81½
2d Mortgage	1,500,000	8	Jan. & July.	" "	1899	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,600,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	81
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	91
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	97
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	99½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	98½
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1890	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol.	2,089,000	7	April & Oct.	New York.	1906	....
1d Mortgage consol.	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	104½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	795,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	88
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	87
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by L.S&MSo.	840,000	8	Jan. & July.	New York.	1888	96½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	90
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" " ")	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (280m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe(LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	60
1st Mort. (2d Div. 253.94 m.)gold	4,068,000	6*	June & Dec.	" "	1896	60
1st M.(3dD.244.66m.& 3,000,000a)	6,455,000	7*	May & Nov.	N. Y., L. & F.	1899	....
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,321,000	7*	Jan. & July.	N. Y., L. & F.	1895	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov	N. Y. & St. Lo.	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.		1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Kook., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	98½
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1891	....
La Crosse, Trempelean & Prescott:						
1st Mort. assumed by C. & N. W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	75
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N Y B'k & Ph.	1899	50
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,138,000	7	J. A. J. & O.	" "	1890	95½
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	97½
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore)Ap. 1, '69	1,500,000	7	" "	" "	1890	95
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	100½
3d Mort. Oct.1, '67 "	1,000,000	7	April & Oct.	" "	1892	99
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1883	103
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	98
1st Mort. May1, 1855M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	105½
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	102½
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1864 "	3,000,000	7	April & Oct.	" "	1898	97
1st Mort. Aug.1,1856(D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1878	95
1st Mort. Sept. 1,1869(K.& W.P.)	400,000	7	Jan. & July.	" "	1870	90
1st Mort. Oct 1, 1867(Sch&ThR.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M.July1,'68(Kal.All.& Gr.R.)	840,000	8	" "	" "	1888	96½
1st Mort.July 1, 1868(J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun.1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Pt. W. & Chi.):						
1st Mortgage, guaranteed	800,000	7	April & Oct.	Philad lphia.	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	356,000	7	Feb. & Aug.	New York.	1890	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July.	N. Y. & Bost.	1890	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	.....	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	2,546,000	6	June & Dec.	"	1898	100½
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	103½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	6*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	99½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	93½
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1891	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1895	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1903	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	6	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.).	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	" "	'80-'85	....
Consol.M.for $8,000,000(302 m.).	6,647,000	7	April & Oct.	" "	1898	89½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00 0	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,360	7*	Jan. & July.	"	1898	90
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	87½
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oc	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1878	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1901	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	101½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	9 8
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	7 8½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1890	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	11 ½
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1900	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)	$15,000pm.	.....	5 Jan. & July.	Boston.	1890	101½
Michigan Central:						
1st Mortgage, convertible	556,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	106
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	98½
1st Mort. (M. Air L.W.D.) assu'd	1,900,000	8	May & Nov	" "	1890	102½
1st Mort. (Gt. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	94½
1st Mort. (Kal. & So. Hav.) t. f. guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv. & W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,514,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	78
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,808,000	7	Jan. & July.	" "	1897	81
1st Mortgage (Minn. Cent)	192,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,006,000	7	" "	" "	1870	82
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	107½
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	94
Milwaukee City Loan	238,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Win.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $18,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St. L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, sk'g fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,364,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	— & —	.....	1890	10½
2st Mort. Land Grant gold	1,000,000	7*	— & —	.....	....	....
State (Ark.) subsidy $10,000 p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	...
Consolidated Mort. Sept. of 1866	1,151,000	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1890	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 5*	May & Nov.	Mob. & Loud.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	— & —	" "	....	....
Income Mortgage	700,000	7	— & —	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept	New York.	1886	...
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1880	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	107
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	101
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	102
Consolidation bonds of 1871	2,000,000	7	Feb. & Aug	" "	1900	92

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	85
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Con. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $500,000	.....	7	Jan. & July.	New York.	1880	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1890	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfield bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan'e						
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	...
2d Mortgage currency	1,500,000	7	" "	" "	1891	...
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	43
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern (Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1895	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1866	....
2d Mortgage 1860, for $3,000,000	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, go'd	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N Oto T 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La.	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	...
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	95
Bonds for debts ass'd (N.Y. Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	102
Bonds for B.& N. S't(")	76,000	6	May & Nov.	" "	1883	90
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	91
Bonds for real estate (")	162,000	6	" "	" "	1883	91
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	95
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	...
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,960,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1858	3,000,000	7	May & Nov.	New York.	1878	....
Consolidated mortgage of 1863	1,764,000	6	Feb. & Aug.	" "	1893	99
Sinking Fund mortgage of 1861	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	100
New York & Oswego Midland:						
1st Mortgage gold, tax free	3,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1895	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1893	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $25,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg (A.M.& O.):						
1st Mortgage	906,000	6	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225 000	6	Jan. & July.	Philadelphia.	1885	90
2d Mortgage	5,000,000	7	May & Nov.	"	1896	102
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
North Shore (L. I.)						
1st Mortgage	153,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	9
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	87
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	95
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	90
Income Mortgage conv.	1,300,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	31¼
Norwich & Worcester(R.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston	1878	93
Equipment Mortgage	200,000	8	" "	"	1879	93
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage	6,694,000	7	Jan. & July.	New York.	1898	92¼
Consolidated 1st Mortgage, stg.		7*	" "	London.	1898	....
Consolidated 2d Mortgage	3,529,000	7	April & Oct.	New York.	1911	70
2d Mortgage, (W. Div.)	433,000	7	Jan. & July.	" "	1874	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bond	50,000	7	May & Nov.	" "	1883	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	78¼
1st Mortgage (War. & Fkln.)	580,000	7	April & Oct.	"	1882	82½
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	60
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	98¼
Plain Bonds	485,000	6	April & Oct.	"	1875	95
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	102
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	60
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July	" "	1875	80½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	82
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	75
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	91
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York	1888	....
Oshkosh & Miss. (M. & S. P)):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.R.& Q.)	1,200,000	8	Jan. & July.	Boston.	1900	99¼
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	78¼
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	72
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lex. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,505,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(T.W.& W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(U.C of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,970,000	7	Jan. & July.	Philadelphia.	1880	101¼
2d Mortgage (")...	2,583,000	6	April & Oct.	"	1875	98
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	19,490,760	6	J. A. J. & O.	Philadelphia.	1910	90¼
State lien for $17,500,000, skg f'd	5,854,700	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	642,500	7	Feb. & Aug.	New York.	1881	...
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	516,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	107½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	103
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	94
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	87
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1887	88
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'78-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,184,900	6	Jan. & July.	Philadelphia.	1886	89
Loan of 1870, convertible	28,000	7	" "	"	1880	....
Mortgage Loan of 1857, conv.	86,500	6	" "	"	1886	....
Mort. Loans of 1843-44-45 & 49.	1,521,000	6	" "	"	1880	101
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	103½
Mortgage Loan of 1836 stg	132,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	979,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	7,636,000	7	June & Dec.	Philadelphia.	1911	102½
Consolidated Mortgage June 1, 1871. — Dollar registered	3,414,000	7	" "	"	1911	103½
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	98
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	663,000	6*	" "	"	1911	97½
Consolidated Mortgage June 1, 1871. — Dollar coupon	332,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv	6,690,985	7	Jan. & July.	"	1896	106
New improvement Mort. loan	6,631,615	6*	April & Oct.	Phila.or Lond.	1897	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,600	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866	400,000	6	April & Oct.	"	1876	96
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	68
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	monthly.	New York.	1884	72
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1908	88
2d Mort. (Balt. Loan) of 1866	2,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10¼ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July	" "	1912	101½
2d Mortgage (Series H)	860,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94½
Bridge (O. & P. R. R.) bonds	163,000	7	May & Nov.	" "	1878	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold.	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,800,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1893	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N. Y. & Lond.	1888	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1899	....
Poughkeepsie and Eastern:						
1st Mort. gold, conv. & tax free.	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	18	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1895	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	80
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	99½
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitch.)	400,000	7	March & Sept.	New York	1888	....
1st Mort. (Troy, Salara & Rutl.)	500,000	7	May & Nov.	"	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund	800,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	167,800	6	" "	"	1875	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'78-'80	70
Rich., Fredericksb.g & Potomac						
Sterling Loan	87,777	6*	Jan. & July.	London.	1876	....
Dollar Loan	295,500	6	" "	Richmond.	1891	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	180,500	7	June & Dec	Rich'd and	1875	....
1st Mortgage	175,000	8	April & Oct.		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$3,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	72½
Equipment Mortgage	500,000	8	March & Sept.	"	1880	80
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	96,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	98
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	...
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	87
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1894	75
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	96½
St. Louis, Jacksonv. & Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	96½
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	86
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands).	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands.	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1898	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	90½
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.& H.Can.):						
1st Mortgage gold, tax free	360,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	100
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	220,000	10	" "	" "	1891	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	92
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.).						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1890	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	Jan. & July.	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb. Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,159,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	98
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	676,000	6	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	850,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1876	90½
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D L&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.)						
1st Mortgage gold, skg fund	1,168,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	242,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,800,000	7	June & Dec.	New York.	1894	85
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	79
2d Mortgage (W. Div.) 117 m.	1,300,000	7	April & Oct.	" "	1886	67
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	....
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,000	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar.	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	"	" "	1882	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	94¼
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	93
1st Mort. (Quincy & Tol 34 m)..	500,000	7	May & Nov.	" "	1890	88
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	90½
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab.& Wt. 167 m.)	1,500,000	7	" "	" "	1871	88
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	83
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	78
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	73
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	84
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	86½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	81½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	55
Omaha Bridge B'ds, stg.£250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000.	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	98
Loan of 1875 (New Jersey Co.).	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ").	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	90
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	67½
Consolidated(mort.)Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	99½
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £380,000	1,800,000	6*	" "	" "	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq. Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	20
2d Mortgage consolidated	1,500,000	7	" "	"	1891	7½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	60
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.		....	80
Equipment Mortgage	1,000,000	8	May & Nov.		'76-'77	74
Equipment Mortgage	1,000,000	8	" "		1889	70½
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	298,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1890	....
Special Loan 1871	225,439	8	Jan. & July.	"	1890	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	....
Enlarged Mortgage	990,000	6	" "	" "	1884	....
4th Mortgage	846,000	8	March & Sept.	" "	1900	82
Registered Certificates	123 208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.).						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	82½
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	101½
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	613,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	72½
1st Mort. endor. by Balt.	200,000	6	" "	"	1890	95
2d Mort. " "	300,000	6	" "	"	1890	92
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	80½
2d Mortgage preferred	600,000	6	" "	"	1895	61
3d Mortgage endor. by Balt.	875,000	6	" "	"	1900	95½
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	87
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	83
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	96
Consolidated mort. Apr. 1, 1869.	993,000	7	April & Oct.	"	1899	101
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	68
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	83½
2d Mortgage coupon or regis.	723,600	7	Jan & July.	"	1902	79
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	80
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1880	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1926	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	87
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,899,500	6	Jan. & July.	Baltimore.	1885	107
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage registered. — 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered. — 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1884	104
1st Mortgage registered. — 3d series, Jan. 1, 1871.	5,000,000	7	" "	" "	1891	106
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg.	5,166,277	6	J. A. J. & O.	Philadelphia.	1884	94
Mortgage Loan reg.	2,0 0,000	6	F. M. A. & N.	"	1897	95½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	96½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	90
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	87
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Essex):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	96
2d Mortgage	285,000	6	" "	"	1876	96
Boat Loan, sinking fund	236,966	7	" "	"	1885	98
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	86
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1885	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	77
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	260,000	6	May & Nov.	"	1870	75
Boat and Car Loan	766,456	6	" "	"	1888	73
Boat and Car Loan	628.100	7	" "	"	1889	90
Coupon Bonds	1,079,000	6	Jan. & July.	"	1915	74½
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	78½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,510	6	Jan. & July.	Baltimore.	1874	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1889	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "1."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Property and Assets. Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	3	106	Adirondac.....New York.	2,728,692	*	.....	7,000,000	3,763,000	980,000	1,963,756	—	60.2	.....	.....	.....	100,425	.....	—	100	.....
May 31, 1872	296.0	—	14 8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,892,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶.....Alabama	3,600,000	*	.....	.....	2,000,000	1,600,000	—	—	92.8	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	142.0	—	87.1	—	21	24	12	749	Albany and Susq. (D. & H.)...New York.	7,468,572	*	.....	.....	5,000,000	4. 67.000	.....	.....	164.0	(Del. &	Hud.Canal	Co.)	1,341,228	423,821	7	100	94½
Sept. 30, 1872	51.0	—	2.0	—	3	4	1	21	Alexandria and Fredericksburg ¶.....Va.	2,500,000	*	.....	.....	.....	1,000,000	.....	.....	51.0	.....	.....	.....	.....	.....	—	100	.....
Jan. 31, 1873	132.0	—	44 9	112.0	.....	.....	.....	.....	Allegheny Valley.....Pennsylvania.	13,200,000	*	.....	.....	2,256,300	12,389,000	.....	.....	132.0	.....	.....	.....	.....	.....	—	100	.....
Nov. 30, 1872	35.8	—	1.6	—	—	—	—	—	Allentown.....Pennsylvania.	1,147,225	—	.....	.....	567,544	—	579,681	—	35.8	.....	.....	.....	2,239,158	90,684	—	50	.....
Dec. 31, 1872	20.5	—	2.0	—	5	10	2	43	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	—	—	95,000	20.5	.....	(Phila.& R	eading R.	R.)	.....	—	50	.....
Dec. 31, 1872	57.0	—	2.8	28.0	—	—	—	—	Arkansas Central (3 ft.) ¶.....Arkansas.	.....	.....	.....	.....	.....	15,000pm	.....	.....	—	.....	.....	.....	.....	.....	—	100	.....
Mar. 31, 1873	23.6	—	1.9	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	246.018	150,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	.....
Nov. 30, 1872	465.0	—	23 3	200.0	.....	.....	.....	.....	Atchison, Topeka & Santa Fe....Kansas.	20,000,000	*	.....	.....	8,615,000	10,564,500	570.000	.....	(In prog	ress to N.	Mexico.)	.....	.....	7,500	—	100	12
Sept. 30, 1872	30 4	—	0.9	—	3	2	1	17	Athol and Enfield.....Massachusetts.	805,478	7,555	44,400	.....	520,000	293,400	44,605	3,814	30.4	44,320	26,778	17,198	39,032	10,555	4	100	.....
June 30, 1872	86.7	—	8.9	—	19	6	5	119	Atlanta and West Point.....Georgia.	1,200,129	*	.....	.....	1,232,200	22,000	.....	.....	86.7	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	387.3	38.2	149.4	—	166	52	26	3,117	Atlantic and Great West..N.Y. Penn.& O.	80,992,240	*	.....	.....	24,000,000	56,992,240	.....	.....	565.8	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	237.0	110.0	16.3	165.0	26	19	6	388	Atlantic and Gulf ¶.....Georgia.	7,692,283	*	162,387	.....	4,479,677	3,294.700	330,991	.....	247.5	635.350	98.284	.....	5,451,229	855,670	—	100	.....
Sept. 30, 1872	408.0	20.0	31.0	100.0	78	29	18	832	Atlantic, Mississippi and Ohio...Virginia.	17,765,914	*	8,718,937	.....	6,921,900	14,889,843	.....	.....	428.0	1,427,688	232,575	530.583	1,969,053	734,328	—	100	.....
May 31, 1872	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina ¶..N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	.....	(No retu	ns furnish	ed.)	.....	—	100	.....
Dec. 31, 1872	364.0	—	18.2	200.0	.....	.....	.....	.....	*Atlantic and Pacific* ¶..Missouri & Ind.Ter.	.....	.....	.....	.....	15,000,000	12,500,000	.....	.....	328.2	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	149.5	1.5	16.2	—	.....	.....	.....	.....	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	.....	.....	3,994,900	3,483.848	201,089	—	—	.....	.....	.....	.....	.....	4	100	.....
Nov. 30, 1872	53.0	—	2.7	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	*	.....	.....	733,700	129,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Geneseo and Mount Morris ..N. Y.	245.000	*	.....	.....	194,250	20,000	20,000	—	19.1	21,302	43,209	4,901	33,299	6,001	7	100	.....
Nov. 30, 1872	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	558,000	471.200	.....	.....	53.2	.....	(Leased to	Pennsylv	ania.)	.....	—	100	.....
Sept. 30, 1872	379.6	—	502.7	—	383	205	52	7,904	Baltimore and Ohio ¶.....Md. & W. Va.	31,170,756	7,905,856	18,423,332	3,424,539	16,704,762	12,466,639	700,873	26,152,269	454.6	9,172,997	.....	.....	10,654.472	4,532,072	8	100	72
Sept. 30, 1872	30.0	—	39.9	—	—	—	—	—	Washington branch ¶.....Maryland.	1,650,000	—	—	642,300	1,650,000	20.000	—	622,300	30.0	476.800	.....	.....	.....	480,645	335,735	10	100	175
Sept. 30, 1872	103.5	—	21.8	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	10,000,000	—	—	—	5,680,685	593,500	—	—	103.5	1.003,407	.....	.....	.....	826,803	114,541	—	100	11
Dec. 31, 1872	32.0	—	3.2	89.0	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	—	—	.....	3,500,000	5,000,000	.....	.....	32.2	(Opened	to Washi	ngtov, May	1. 1872.)	.....	.....	—	100	7
Dec. 31, 1872	33 4	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	—	—	650.000	250,000	—	—	—	(Operat	ed by Ma	ine Centr	al.)	36,000	—	50	.....
Dec. 31, 1872	67.0	—	6.7	—	30	21	8	967	Belvidere Delaware .....New Jersey.	3,876,842	*	.....	.....	995,300	2,244,500	1,223,128	.....	67.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	22 0	—	2.0	—	—	—	—	—	Berkshire.....Mass.	600,000	—	8,000	—	600.000	—	—	—	22.0	58,408	80.192	174.29	835,380	218,608	—	100	.....
Sept. 30, 1872	15.6	—	5.7	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	468.000	—	—	—	—	.....	.....	.....	110,291	42,045	7	100	72½
Sept. 30, 1872	201.6	48.0	316.8	—	206	181	46	4,118	Boston and Albany.....Mass. & N. York.	19,890,414	4,411,338	1,071,646	2,106,488	19,664,100	3,037,000	546,724	4,237,012	268.3	4,883,071	5,247,576	2,732,907	9,259 599	2,862,615	10	100	140
Sept. 30, 1872	25.2	—	2 0	0.8	4	4	2	50	Boston, Barre and Gardner.....Mass.	763.114	104,775	30,324	4.023	736,240	—	153.849	12,147	28.0	82.064	85.157	17,499	69,356	7 550	—	100	.....
Sept. 30, 1872	42.9	—	9.0	—	21	22	12	434	Boston, Clinton and Fitchburg .....Mass.	1,430,328	646,052	110,250	95,738	872,000	1.250.000	62,586	97,180	90.2	441,745	467,966	317,043	576.413	192,795	—	100	.....
Mar. 31, 1873	98.5	—	12.8	—	22	24	19	473	Boston, Concord and Montreal .....N. H	2,850,000	*	218.300	327,759	1,800.000	1,050,000	29,603	516,456	139.0	.....	171.511	92,186	670,349	131,715	6p	100	.....
Sept. 30, 1872	26.8	16.0	45.8	—	37	46	20	940	Boston and Lowell.....Mass.	2,469,955	252.345	2,565,759	253,142	2,852,900	1,791,024	542,860	374,417	71.8	741,981	1,949.688	620.053	1,263,969	241,016	8	500	106½
Sept. 30, 1872	80.3	8.5	84.9	38.0	61	102	28	975	Boston and Maine.....Mass., N. H. & Me.	6.728,333	1,144,587	775.992	525,480	6,816,831	—	1,341,862	1,016,686	153.8	1,215,99	4,135,469	520,722	2.004.672	504,116	10	100	109½
Sept. 30, 1872	44.0	14 5	65.0	—	38	67	11	482	Boston and Providence.....Mass. & R. I.	3,691.138	207,400	573,542	253,320	3,950,000	—	356,478	427,922	66.5	239,132	762,246	765.733	1,716,399	465,347	10	100	149½
Dec. 31, 1872	76.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa.....Canada.	2,647.004	*	.....	.....	424,704	1,657,200	.....	.....	85.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	171	Brunswick and Albany¶.....Georgia.	10,548,000	*	.....	.....	4,898,000	5,650.000	350,000	.....	—	(Com	pany in ba	kruptcy.)	.....	.....	.....	—	100	.....
Sept. 30, 1872	2.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869 500	—	.....	.....	2,286,000	583.500	.....	.....	—	(Erie	Railway	Co.)	.....	40,600	—	100	.....
Sept. 30, 1872	43.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.... N. Y. & Penn.	1,546,930	*	.....	.....	428,717	700,000	548,229	.....	43.2	.....	.....	.....	228,099	.....	—	100	.....
Sept. 30, 1872	142.0	—	12.7	—	—	—	—	—	Buffalo, New York & Erie...N.Y. & Penn.	3,339,000	—	.....	.....	950,000	2,380.000	.....	.....	—	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	117.0	—	5.9	—	—	—	—	—	Buff., New York and Phila.N.Y. & Penn.	3,064,271	*	.....	.....	1,600 707	1,876,500	430,605	.....	88.0	(Opened	to Emporium, Pa.)		139.145	17,300	—	100	.....
Dec. 31, 1872	219.0	79.0	14.0	—	24	16	7	525	Burl., Cedar Rapids and Minnesota..Iowa.	7,600.000	*	.....	.....	5,400,000	2,200,000	.....	.....	332.0	.....	.....	.....	995,129	283,802	—	100	.....
Dec. 31, 1872	120.0	—	6.0	100.0	.....	.....	.....	.....	Burlington and Southwestern..Iowa & Mo.	3,000,000	*	.....	.....	1,200.000	1,750,000	.....	.....	.....	.....	(In progr | ess.)	.....	.....	.....	—	100	.....
Feb. 28, 1873	158.0	—	.....	143.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	10,000,000	—	.....	.....	12,000,000	8,000,000	.....	.....	.....	(Compl	eted to Mo	. Line May	1, 1873.)	.....	.....	—	100	.....
Dec. 31, 1872	160.0	—	8.0	—	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	.....	160.0	.....	(Recently	completed	.)	.....	.....	—	100	.....
Dec. 31, 1872	61.2	—	92.9	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	9,458,328	—	.....	.....	5,847,800	—	—	—	—	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	100	Camden and Atlantic.....New Jersey.	1,790.623	376,195	138,354	32,388	1,215,870	1,058,400	54,907	9,384	67.0	(Pennsy	lvania R.	R. Co.)	.....	.....	10	100	.....
Dec. 31, 1872	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Pennsy	lvania R.	R. Co.)	218,639	417,198	3½p	50	60
Dec. 31, 1872	28.5	—	4.8	81.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	—	5,888	.....	683,467	3,776	3,800	28.5	.....	.....	.....	467,036	212,119	s	100	.....
Jun. 30, 1873	2 9.0	63.0	29.2	—	.....	.....	.....	.....	Canada Southern.....Canada.	.....	.....	.....	.....	8,000,000	8,760,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	71.6	22.4	7.8	18.0	10	23	12	160	Cape Cod.....Mass.	1,245,594	287,393	46,392	16,547	1,022,330	349,000	132,521	43,986	94.0	210.684	286.417	75,147	321,798	86,737	8	60	.....
Jun. 30, 1872	17.5	0.5	0.5	40.0	1	2	—	31	Carbondale and Shawneetown....Illinois.	562,650	*	.....	.....	355,500	200,000	7,150	.....	18.0	(Opened	Dec. 30, 1	871.)	.....	.....	.....	—	100	.....
Sept. 30, 1872	18.0	—	0.5	10.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	561,139	*	.....	.....	455,433	150,000	.....	.....	18.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	20.0	4.0	8.0	—	6	3	2	517	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	426,000	—	.....	.....	24.0	.....	.....	.....	.....	.....	—	100	.....
Oct. 31, 1872	94.0	4.5	8.5	—	21	9	5	602	Catawissa.....Penn.	6,098,850	*	.....	.....	4,359,500	1,739,350	.....	.....	—	.....	.....	.....	.....	.....	6	25	.....
Sept. 30, 1872	14 8	—	1.3	—	2	2	2	14	Cazenovia and Canastota.....New York.	538,006	*	.....	.....	294,529	250,000	29,250	.....	14.8	(Leased	Nov.'72 to	Ph.&Rdg.	) 572,104	183.169	7 p.	50	52
Dec 31, 1872	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	.....	—	.....	.....	.....	25,885	4,391	—	100	.....
Dec. 31, 1872	171.6	2.4	22.1	—	.....	.....	.....	.....	*Cedar Rapids and Missouri River*...Iowa.	11,238,000	—	.....	.....	7,619,000	3,614,000	.....	.....	—	.....	(Illinois | Central.)	.....	128,646	113,400	—	100	.....
Dec. 31, 1872	100.0	—	15 0	250.0	6	6	3	131	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	101.0	(Chic &	North We	stern R. R	.)	.....	.....	—	100	.....
Nov. 30, 1872	192.0	—	29.7	—	58	44	27	792	Central of Georgia.....Georgia.	5,000,000	*	1,628,457	1,022,692	5,000,000	1,389,000	341,663	.....	284.0	(No re	turns furn	ished.)	.....	.....	.....	—	100	.....
Dec. 31, 1872	102.0	—	16.6	24.0	22	8	6	301	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000.000	4,000,000	.....	.....	202.0	.....	169,119	.....	1,656,154	689,308	10	100	.....
Sept. 30, 1872	22.0	4.0	3.5	—	3	7	—	22	Central of Long Island.....New York.	1,459.616	*	.....	.....	297,800	687.000	479,598	.....	—	(Flushi	ng & N. S	ide R. R.)	.....	.....	.....	—	100	.....
Dec. 31, 1872	74.0	6.7	211.8	—	227	128	47	9,092	Central of New Jersey.....New Jersey.	12,424,935	7,882,235	7,649,492	4,310,442	20,000,000	9,209.000	3,058,154	.....	291.0	4,889,891	4,478,513	1,490,689	7,120,718	1,957,538	10	100	106½
Dec 31, 1872	137.0	—	31.2	—	40	28	24	737	Central Ohio.....Ohio.	4,499,9 9	*	.....	.....	2,845.500	2,500,000	.....	.....	137.0	.....	.....	.....	989,327	170.721	6	50	85
Dec. 31, 1872	688.0	389.0	110.4	600 0	187	168	40	3,307	*Central Pacific*¶.....Cal. Nev. & Utah.	136,485,693	5,622,693	5,458,198	2 513,287	54,283,190	81,939,680	422,041	7,433,960	1,158.0	.....	588,533	746,153	11,963,641	6,952 36.	—	100	72
Dec. 31, 1872	194.6	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta....S.Car.	5,512,000	*	256,000	.....	2,678.000	3,100,000	.....	.....	194.6	.....	.....	.....	652.107	439.718	—	100	.....
Dec. 31, 1872	22.8	—	5.0	—	—	—	—	—	Chartiers.....Pennsylvania.	1,127,313	—	—	13,897	628,060	500,000	3,150	—	22.8	39 140	.....	.....	60,440	20.440	—	50	.....
Sept. 30, 1872	428.0	—	42.8	72.0	45	27	18	761	Chesapeake and Ohio.....Va. & W. Va.	26,542,490	*	789,785	2,836,883	13,398,407	18,624.953	3,387,461	—	227.0	511,475	141.973	115,472	777,632	288,687	—	100	.....
Jun. 30, 1872	40.7	0.8	2.0	—	2	.....	.....	.....	Chester and Tamaroa.....Illinois.	1,690,000	*	.....	.....	1,000,000	660,000	30,000	.....	41.5	(Opened	March 187	2.)	.....	.....	.....	—	100	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad. Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. &c.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1872	205.0	28.0	33.7	55.0	33	36	8	607	*Flint and Pere Marquette*.....Michigan.	8,765,602	1,185,131	694,566	384,284	3,297,300	5 389,000	1,048,609	1,244,673	233.3	888,227	509,975	344,559	1,133,612	455,118	—	100	...
Sept. 30, 1872	11.5	6.3	5.3	16.2	5	19	5	8	Flushing and North Side.....New York.	952,158	284,371	.....	.....	281,010	1,281,200	81,027	.....	18.1	176,515	1,256,278	.....	281,844	88,495	—	100	...
Sept. 30, 1872	10.0	—	1.0	—	3	2	1	10	Fonda, Johnstown and Gloversville. N. Y.	493,732	*	.....	.....	300,000	300,000	41,382	.....	10.0	35,056	99,890	25,897	78,023	38,198	—	100	...
Dec. 31, 1872	100.0	—	5.2	—	8	6	3	227	Ft. Wayne, Jack. & Saginaw. Ind. & Mich.	3,000,000	313,000	25,000	.....	1,050,000	2,000,000	.....	.....	100.0	.....	.....	.....	280,647	123,591	—	100	...
Jun. 30, 1872	109 0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	(Sold J	anuary	1, 1872.)	.....	1,000,000	2,300,000	.....	.....	109.0	.....	.....	.....	224,815	28,574	—	100	...
Sept. 30, 1872	26.0	—	3 3	—	3	1	—	90	Framingham and Lowell.....Mass.	1,021,792	182,062	.....	58,170	499,896	650,000	112,698	30	—	(Boston,	Clinton &	Fitchb'g.)	21.580	21,580	—	100	49½
Dec. 31, 1872	11.5	—	1.3	—	2	3	—	21	Freehold and Jamesburg.....N. Jersey.	283,745	.....	.....	.....	283,745	.....	.....	.....	22.0	67,460	171,400	43,411	57,773	14,152	—	100	...
Feb. 28, 1873	85.0	—	9.0	150.0	9	6	4	126	Galv., Harrisburg & San Antonio..Texas.	2,255,402	287,906	.....	61,060	2,051,468	552,840	.....	.....	85 0	36,210	8,664	27,637	160,424	93,422	—	100	...
Dec. 31, 1872	50.0	—	10.0	—	15	9	4	284	Galveston, Houston & Henderson. Texas.	2,522,063	398,639	234,423	14,796	1,000,000	1,500,000	360,653	311,091	50.0	198,167	86,845	179,666	751,054	366,017	—	100	...
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Georgia.	4,155,000	*	1,335,369	415,005	4,200,000	676,500	137,240	853.233	232.0	1,103,551	.....	.....	1,623,454	490,196	8	100	...
Jun. 30, 1872	111.0	—	5.5	—	8	4	4	302	Gilman, Clinton & Springfield.....Illinois.	4,000,000	*	.....	.....	2,000,000	2,000,000	.....	.....	111.0	67,808	.....	67,361	156,750	33 525	—	100	...
Sept. 30, 1872	11.6	—	0.8	3.1	—	—	—	—	Goshen and Deckertown.....New York.	290,901	.....	.....	.....	105,000	246,500	8,000	.....	—	(Leased	to Erie.)		21,500	21,500	6	100	...
Dec. 31, 1872	283.7	28.0	13.2	35.0	84	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	4,807,993	1,114,214	128,797	4,748,995	2,900,000	8,000,000	.....	.....	289.7	.....	491.910	311.670	949,781	505,640	—	100	...
Mar. 31, 1873	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	.....	.....	.....	492.000	1,500,000	.....	.....	—	(Leased	by Michig	an Central	R. R. Co.)	—	—	100	...
Dec. 31, 1872	857.0	62.0	371.0	—	361	260	80	4,636	Grand Trunk ¶.....Canada.	166,900,746	*	5,197,215	1,348 999	16,977,803	91 97,296	4,870,346	1,515	1,377.0	6,754,570	1,718,273	1,535,296	8,935,970	1,803,921	—	100	...
Jan. 31, 1873	229.0	216.0	102.0	—	177	146	39	3,136	Great Western ¶.....Canada.	33,941,675	*	.....	.....	24,1?7,4 ?	10,816,000	.....	.....	569.0	4,416,442	.....	.....	5,732,870	2,989,050	6½	100	...
Sept. 30, 1872	8.0	—	0 6	—	—	—	—	—	Greene.....New York.	348,877	.....	.....	.....	200,000	.....	.....	.....	8.0	20,824	37,778	151,848	35,718	5,611	6	100	...
Feb. 28, 1873	151.0	—	5.0	49.0	9	5	3	300	Green Bay and Lake Pepin.....Wisconsin.	3,400,000	*	.....	.....	1,500,000	2,400,000	.....	.....			(Not r	egularly o	perated.)			100	...
Sept. 30, 1872	14.0	—	0.8	—	—	—	—	—	Greenwich and Johnsonville.....New York.	304,415	.....	.....	.....	130,098	185,500	11,086	.....	14.0	17,528	17,488	9,553	30,358	12,528	—	100	...
Mar. 31, 1873	66.0	—	4.0	180.0	7	3	1	72	Gulf, Western Texas and Pacific ¶..Texas.	2,500,000	*	.....	.....	.....	1,386,000	.....	.....	....	68,000	9,505	35,874	232,979	128,161	—	100	...
Dec. 31, 1872	4.9	0.8	0.3	—	2	9	3	6	Hackensack and New York..New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)	—	—	100	...
Dec. 31, 1872	28.0	—	1.4	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	.....	.....	.....	560,000	299,800	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)	—	—	100	...
Jun. 30, 1873	70.0	—	4.0	—	—	—	—	—	Hannibal and Central Missouri. Missouri	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Tol. W	ab. & We	stern R.	R. Co.)	—	100	...
Jun. 30, 1873	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,000	675,000	.....	.....	—	(Leased	by Tol, W	ab. & We	stern R.	R. Co.)	—	100	...
Aug. 31, 1872	206.0	68.5	27.7	22.0	79	61	62	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	23,397,728	*	.....	.....	14,250,828	9,146,900	.....	.....	274.5	1,648,638	320,838	415,363	2,464,670	670,529	—	100	31½
Sept. 30, 1872	7.9	—	1.0	—	2	3	2	13	Hanover Branch.....Mass.	170,130	40,445	.....	21,126	1:3 550	.....	40,000	68,151	7.9	21,096	29,998	14,397	71,032	20,295	—	100	...
Oct. 31, 1872	12.2	—	0.9	—	6	5	2	80	Hanover Branch.....Penn.	201,372	68,000	.....	.....	116,850	.....	.....	.....	12.2	48,150	34,401	123 424	82.388	24.356	10	50	...
Sept 30, 1872	116.0	2.0	7.2	—	9	5	1	146	Harlem Extension.....New York.	8,000,000	*	.....	.....	4,000,000	4,000,000	40,509	.....	118.0	277.969	137,337	105,349	317,748	Loss.	—	100	...
Oct. 31, 1872	38.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,182,550	.....	.....	.....	1,182,550	780,000	.....	.....	54.0	(Leased	by Pennsy	lvania R.R.	Co.)	—	7	50	102
Sept. 30, 1872	62.0	16.5	87.0	—	37	33	16	703	Hartford and New Haven..Conn. & Mass.	4,729,381	872,197	1,452,042	1,120,651	6,500,000	580,000	50,547	1,043,724	78.5	782,172	1,303,158	721 348	2,106,674	752,702	4½	100	...
Sept. 30, 1872	122.4	0.8	18.7	—	26	36	16	361	Hartford, Prov. & Fishkill ¶. R.I., Ct & N.Y.	4,201 486	598,875	.....	.....	2,037,910	2,055,500	100,000	200,519	130.0	541,442	1,207,771	266,912	1,004,040	367,583	—	100	...
Aug. 31, 1872	75.0	—	4.0	125.0	13	6	3	81	*Hastings and Dakota*.....Minn.	(Purchas	ed July	1, 1872 by	Mil. & S	t. Paul C	o. for $2,1	00,600.)	.....	—	.....	.....	.....	.....	.....	—	...	...
Dec. 31, 1872	5.5	—	0.6	—	2	—	—	100	Hibernia Mine.....New Jersey.	148,688	*	.....	1,362	150,000	.....	.....	.....	75.0	.....	10,928	20,640	21,415	Loss.	—	...	...
Dec. 31, 1872	63.3	—	4.9	—	—	—	—	—	Holly, Wayne and Monroe.....Mich.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	5.5	.....	.....	100,379	54,401	35,629	40	100	...
Sept 30, 1872	10.3	—	0.8	—	—	—	—	—	Holyoke and Westfield.....Mass.	427,946	.....	.....	86	200,000	200,000	1,667	26,366	—	(Leased	by Flint &	Pere Mar	quette R.	R. Co.)	—	100	...
Sept. 30, 1872	74.0	—	7.0	—	16	16	8	389	Housatonic.....Connecticut.	1,864,871	340,687	.....	.....	2,000,000	400,000	335,218	42.248	—	(New H	aven & N	orthamp.)	14,000	14,000	—	100	...
Nov. 30, 1872	115.0	8.0	11.4	215.0	14	14	7	278	Houston and Great Northern ¶.....Texas.	3,361,361	*	751.494	539,503	2,400,000	1 925.915	45,956	260,487	162.2	274,960	282.741	242,218	528,115	117.529	—	100	...
Dec. 31, 1872	387.0	115.0	16.9	—	45	26	14	916	Houston and Texas Central ¶.....Texas.	15,000,000	*	.....	.....	820,000	10,040,000	.....	.....	123.0	123,257	24,819	36,583	280,767	81,329	—	100	...
Oct. 31, 1872	45.0	29.5	15.5	—	23	6	5	116	Huntingdon and Broad Top Mt.....Penn.	3,159,769	*	.....	.....	1,380,750	2,153,500	117,441	.....	349.0	.....	.....	.....	2.675,224	1,345,134	—	100	...
Dec. 31, 1872	705.5	—	130.4	—	197	117	45	4,585	*Illinois Central*.....Illinois.	34,061,196	*	10,248,460	614,081	25,500,000	19,423,707	.....	.....	74.5	238.167	59.126	449.748	301,957	17,451	—	50	21½
Dec. 31, 1872	62 8	—	3.2	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	1,451,737	.....	.....	.....	960,000	960,000	.....	.....	1,107.0	5,888,226	1,352,156	2 039,321	8,020,754	2,103,197	10	100	104½
Jun. 30, 1872	85.0	—	2.9	67.0	5	.....	.....	.....	Indiana and Illinois Central.....Ind. & Ill.	3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	.....	—	(Leased	by Chicag	o, Burl. &	Quincy	Co.)	—	100	...
Dec. 31, 1872	202.5	10.0	38.0	—	65	23	9	1,752	Ind., Bloomington & Western..Ind. & Ill.	15,500,000	*	.....	.....	7,000,000	8,500,000	.....	.....	—	(No	t operated	by Compa	ny.)	—	—	100	...
Dec. 31, 1872	179.0	—	21.2	—	58	40	12	1,121	Indianapolis, Cin. and Lafayette. Indiana.	13,988,000	*	.....	.....	5,500,000	8,700,000	.....	.....	212.5	.....	.....	.....	1,359.691	.....	.....	100	...
Dec. 31, 1872	75.0	—	4.8	—	12	10	6	287	Indianapolis, Peru and Chicago..O. & Ind.	.....	.....	.....	.....	.....	.....	.....	.....	179.0	1,211,206	.....	.....	1,754.369	592,056	—	100	...
Dec. 31, 1872	72.0	—	12.0	—	58	34	16	1,407	Indianapolis and St. Louis.....Indiana.	3,927,197	*	241,216	424.409	600.000	3.338.000	654.822	.....	75.0	.....	.....	.....	.....	.....	—	100	91
Dec. 31, 1872	117.0	—	18.0	—	6	7	3	197	Indianapolis and Vincennes.....Illinois.	4,613,436	*	51,118	164,475	1,402,000	3,150,000	277,029	.....	261.0	1,732,260	291,787	690,971	2,110,681	730,239	—	100	...
Dec 31, 1872	183.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	117.0	212,293	.....	.....	264,390	90,205	—	100	...
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	.....	.....	.....	1,314,000	1,314,000	.....	.....	183.7	(Leased	by Ill. Cen	. R. R. Co.)	337,462	118,112	—	100	85
Sept. 30, 1872	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,236,190	*	.....	.....	494,162	600,000	103 302	.....	73.0	(Leased	to Chicag	o & N. W	estern.)	—	—	100	...
Dec. 31, 1872	13.0	1.0	1.3	—	3	2	1	146	Iron.....Ohio.	288,287	57,000	49,403	.....	129,550	.....	13,398	251,692	35.6	82.960	20,367	121,600	110,942	51,708	—	100	...
Oct. 31, 1872	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	.....	.....	400,000	100,000	.....	.....	14.0	27,500	34,266	133,100	102,274	55,350	—	100	...
May 31, 1872	212.0	—	15.9	76.0	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	6,500,000	.....	.....	.....	1,976,100	4,195,000	.....	.....	11.0	11.350	.....	115,870	48,865	15,641	—	50	...
Dec. 31, 1872	36.5	—	7.2	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	.....	.....	.....	2,095,700	2,300,000	.....	.....	156.0	(Leased	by Michig	an Central	R.)	—	—	100	...
Dec. 21, 1872	108.0	116.0	22.6	—	41	37	12	744	Jeffersonville, Madison and Ind..Indiana.	6,888,000	*	1,059.864	162,891	2,000,000	4,888,000	1,214,013	7,853	—	(Leased	by Erie R	ailway Co.)	—	140,000	—	100	...
Dec. 31, 1872	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago.....Illinois.	1,849,000	.....	.....	.....	1,500,000	349,000	.....	.....	224.0	1,061.102	658,633	468, 36	1,287,280	469,670	7	100	...
May 31, 1872	44.5	—	3.7	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased	to Chicag	o & Alton	R.R. Co.)	—	7	100	85
Oct. 31, 1872	4.6	—	0.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	.....	.....	.....	185,250	800,000	.....	.....	—	(Leased	to Michig	an Centra	l. R. R. C	o.)	8	100	...
Dec. 31, 1872	42.0	—	2.1	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	24,937	215,230	.....	.....	132,384	55,157	—	50	...
Dec. 31, 1872	58.0	—	3.1	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	42.0	(No	returns f	urnished.)	.....	.....	—	100	...
Mar. 31, 1873	40.0	—	2.7	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	.....	.....	.....	250,000	640,000	.....	.....	—	(Leased	to Lake S	h. & M. So.)	103 800	103,800	6	100	...
Mar. 31, 1872	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Joseph & Co. Bl. Mo. & Ia.	8,628,158	*	.....	.....	2,789,413	6 131,500	.....	.....	—	(Leased	by Michig	an Central	R.R. Co.)	51,200	—	100	...
Jun. 30, 1872	31.9	—	1.3	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	.....	.....	.....	720,000	720,000	.....	.....	260.2	.....	.....	.....	1,242,270	.....	.....	100	...
Dec. 31, 1872	638.6	34.0	22.6	—	88	53	18	1,074	Kansas Pacific.....Kansas & Col.	35,183,274	*	2,423,546	2,563,182	9,688,950	16,925,000	2.706,480	.....	—	(Leased	by Leav. L	awr. & Gal.	R.R. Co.)	72,000	—	100	...
Aug. 31, 1872	49.0	—	2.4	—	6	10	4	59	Knox and Lincoln.....Maine.	2,725,798	*	.....	138,305	361,492	2 395.000	.....	107,611	672.6	2,475,270	179,182	348,966	3,732,713	1,494,447	—	100	...
Oct. 31, 1872	80.0	—	3.0	—	25	10	4	1,515	Lackawanna and Bloomsburg.....Penn.	3,398,452	722,792	.....	.....	1,335,000	2,250,000	193,261	.....	49.0	(Com	pleted Oct	19, 1871.)	87.612	35,978	—	100	...
Dec. 31, 1872	80.3	—	2.5	93.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	.....	.....	.....	1,000,000	1,300,000	.....	.....	80.0	436,20	362,294	2,213 010	1 083,505	471,764	—	50	...
Dec. 31, 1872	36.0	—	1.8	79.0	—	—	—	—	Lafayette, Muncie & Bloomington...Ind.	783,073	.....	3,716,927	.....	3,000,000	1,500,000	.....	.....	—	(Leased	by Tol. W	ab. & We	stern R.R.	Co.)	—	100	...
Sept. 20, 1872	16.0	—	....	124.0	—	—	—	—	Lake Ontario Shore Line.....New York.	1,541,456	.....	.....	.....	1.727,553	792,000	96,097	.....	—	(Not yet i	n operatio	n.)	.....	.....	—	100	...
Dec. 31, 1872	541.3	595.2	633.2	—	418	160	69	8,640	Lake Shore & Mich. S.....P., O. Ind. & Ill.	63,047,176	12,384,187	7,315,307	1,515,979	50,000,000	26,495,000	6,350,020	1,417,630	1,136.5	13,477,514	2,112.833	4,382,243	17,891,629	5,118,598	8	100	74½
Jan. 30, 1872	37.0	—	....	—	6.0	8	—	35	Lake Shore and Tuscarawas Valley. Ohio.	2,639,669	87,519	138,142	72,922	744,938	2.000 000	93,314	.....	—	(Opened t	hrough In		July, 187	3.)	—	100	...
Dec. 31, 1872	166.0	—	28.0	—	24	14	7	797	Lake Superior and Mississippi.....Minn.	7,891,200	*	42,017	101,148	5,125,000	7,422,000	491,092	121,278	211.0	(Leased	by Northe	rn Pacific.)	1 731,612	171,001	10	100	...
										637,807				289,750	355,000	25,000		20.4	84,366	72,942	294,444	=167,658	76,950		60	...

Dec. 31, 1872	156.0	—	28.0	—	24	14	7	797	Lake Superior and Mississippi	Minn.	7,891,200	*		42,017	101,149	5,125,000	7,422,000	491,092	121,278	311.0	(Leased	by North	ern Pacific.)	731,612	171,001		100	....
Oct. 31, 1872	17.4	—	1.7						Lawrence	Pennsylvania.	637,607					289,750	355,000	25,000		20.4	94,356	72,942	294,444	at 167,653	76,950	10	50	....
Dec. 31, 1872	21.3	—	2.1						Leavenw'th, Atchison & N. Wtn.	Kansas.	1,200,000					600,000	600,000			(Leased	to Pacific	Mo. at 4%	p.c. 42,000	42,000		100	....
Jun. 30, 1872	14.2	1.8	9.2	—	20	14	9	255	Leavenworth, Lawrence & Galv.	Kansas.	5,378,151	604,364	4,550,061	126,119	5,000,000	5,880,000	514,522	273,178	208.6	427,541			593,993	198,314		100	....
Oct. 31, 1872	101.0	12.0	222.5	—	181	44	25	8,776	Lehigh Valley	Pennsylvania.	14,611,783	5,138,642			21,468,800	9,754,000			239.1	3,676,851	967,850	6,307,604	5,982,949	1,773,794	10	50	121
Dec. 31, 1872	129.0	77.0	63.5	—	58	40	22	708	Little Miami	Ohio	8,950,425	*			6,394 450	2,550,000			197.0	1,240,270	702,241	555,656	1,673,307	403,387	8	100	....
Dec. 31, 1872	100 0	—	....	60.0	7	....	....	100	Little Rock and Ft. Smith	Arkansas.	....	....			6,000,000	6,000,000										100	....
Oct. 31, 1872	28.3	—	19 9	—	—	—	—	—	Little Schuylkill	Pennsylvania.	1,416,188				2,646,100	759,500			31.3	(Leased	by Phila. &	Reading.)	271,435	271,435	7	50	98
Oct. 31, 1872	9.5	—	0.6	—	1	—	—	—	Littlestown	Pennsylvania.	115,116				34.850	40,000	1,500		9.5	6,673	7,618	18,388	11,185	4,148		50	....
Apl. 30, 1873	92.0	3.9	5.0	—	9	5	3	253	Logans., Crawfordsv. & S. Wtn.	Indiana.	3,500,000	*			1,500,000	2,000,000			117.0							100	....
Dec. 31, 1872	24.5	—	3.6	—	—	—	—	—	London and Port Stanley	Canada.	947,349	80,579	36,823	19,294	442,240	150,800										100	....
Sept. 30, 1872	94.0	64.0	15.9	—	22	43	9	237	Long Island	New York.	5,016,402	*			3,000,000	1,500,000	125,000		158.0	(Leased	by Gt. W	estern Co.)		20,000		100	....
Dec. 31, 1872	51.0	50.0	8.6	—	—	—	—	—	Louisiana and Missouri River	Mo.	5,902,440			2,623,694	4,226,133	4,300,000							865,192	277,197	4	100	....
Jun. 30, 1872	93.5	81.4	23.1	—	39	27	12	351	Louisville, Cincinnati and Lexington	Ky.	7,684,998	*	1,234,707	270,336	2,474 483	4,101,000	2,614,058		174.9	(Less	by Chicago	and Alton	R. R. Co.			100	....
Jun. 30, 1872	185.0	42 .4	58.8	—	118	55	33	1,137	Louisville and Nashville	Ky.	17,260,284	*	9,066,840		8,980,703	12,244,000	3,328,909	1,773,418		442,233	244,446	1,038,278	235,799			100	....
Dec. 31, 1872	288.0	—	17.0	—	36	16	10	454	Louisville, New Albany & Chicago	Ind.	3,000,000	*			3,000,000				920.5	2,192,922			3,200,068	1,213,193	7	100	58½
Sept. 30, 1872	12.4	—	2.4	—	—	—	—	—	Lowell and Lawrence	Massachusetts.	363,158			11.108	200,000	54,700	119,566		288.0							100	....
Dec. 31, 1872	29.0	—	1.6	80.0	2	1	—	2	Louisville New Albany & St.L. Ind. & Ill.		1,057,495	*	115,500	64,911	1,168,153		68 632	703		(Leased	by Boston	and Lowe	ll.)		6	100	....
Oct. 31, 1872	20.0	—	9.9	—	—	—	—	—	Lykens Valley (Summit Branch)	Penn.	600,000				600,000				29.0							100	....
Mar. 31, 1873	78 0	—	3.9	—	—	—	—	—	Macon and Augusta	Georgia.	2,506,170				1,631,900	770,000	104,270			(Leased	by Summit	Br. Co.)	62,500	62,500	10	100	....
Dec. 31, 1872	187.5	10.0	5.5	—	14	11	6	167	Macon and Brunswick	Georgia.	7,250,000	*			3,500.000	3,750,000			78.0	(Operat	ed by Geo	.R.R.Co.)	120.758	7,491		100	....
Sept. 30, 1872	102.5	—	12.3	—	19	15	6	240	Macon and Western (Central)	Georgia.	2,500,000	*			2,500,000	150,000			197.5				300.000	120,000		100	....
Dec. 31, 1872	129.0	228.0	22.0	—	55	56	34	1,090	Maine Central	Maine.	11,910,549	*	324,288	491,189	4,416,720	6,797,301	320,815	691,190	199.0				706,647	255,631	10	100	....
Mar. 31, 1873	26.0	—	3.1	—	—	—	—	—	Manchester and Lawrence	N.H. & Mass.	1,000,000	*	72,124	52,902	825,000	175,000	35,920	89,106	357.0	1,186,883	672,215	359.286	6,928.807	599,825		100	55
Sept. 30, 1872	21.0	—	2.3	—	—	—	—	—	Mansfield and Framingham	Mass.	766,031		4,527	8.98	300,000	470,000	9,542		26.0	75,178	168,945	79,434	177,083	100,505	10	100	121
Dec. 31, 1872	197.8	80.0	45.2	—	79	27	16	1,106	Marietta and Cincinnati	Ohio.	22,033,380	*	1,058,828	3,323,372	14,004,187	9,304,447	3,106 947			(Leased	to B.C.& F	.R.R. Co.)	39,903	.37,791		100	....
Jun. 30, 1873	100.0	2.0	4.6	—	6	5	2	112	Marietta and Pittsburg	Ohio.	3,500,000	*			1,500.000	1,000,000			283.8	2,411,100	457,868	667,267	2,029,165	410,452		100	....
Dec. 31, 1872	54.0	—	0 5	—	4	2	1	15	Maryland and Delaware	Md. and Del.	1,500,000				500,000	400,000			80.0	(Recentl	y complet	ed.)				100	....
Dec. 31, 1872	36.0	2.0	2.0	—	—	—	—	—	Massawippi Valley	Canada.	800,000	*			400,000	2,000,000			54.0							100	....
Jun. 30, 1873	12.5	—	4.0	—	—	—	—	—	Massillon and Cleveland	Ohio.	315.729				194,755	700,000			41.0	(Leased	by Conn.	and Pass.	Riv.RR.)	48,000	6	100	....
Jun. 30, 1872	271.0	19.0	26.2	—	43	34	10	741	Memphis and Charles.	Tenn., Miss. & Ala.	8,770,952	*	411,861	764,271	5,312,725	4,017,142	531,816		327.0	991,695	132,595		1,404,116	453,724		100	....
Jun. 30, 1872	82.6	—	3.6	—	11	4	—	109	Memphis, Clarksev. and Louisv.	Tenn.	4 599,714	*				2,700,000			82.6	435,019	82,664		505,359	8,519		100	....
Dec. 31, 1872	131.0	—	7.2	—	20	13	2	170	Memphis and Little Rock	Arkansas.	5,113,222	498,289			4,000,000	3.338,000			131.0							100	....
Jun. 30, 1872	130.3	—	11.9	—	16	5	—	123	Memphis and Ohio	Tennessee.	4,500,000	*			1,074,289	3,600,000			130.3	548,101	209,696		938,524	240,712		100	....
Dec. 31, 1872	5.0	—	—	17.0	—	—	—	—	Mercer and Somerset	New Jersey.	325,000									(Leased	by Belv. D	el. R. R. C	o.)			100	....
Mar. 31, 1873	27.0	—	2.7	30.0	2	4	—	58	Meritime and Conn. Rivers	New Hamp.	608,258	*			595.587	374,500	300.000		27.0	52,885	46,442	32,108	91,727	28.719		100	....
May 31, 1873	285.0	103.0	259.0	—	210	118	45	4,117	Michigan Central	Mich., Ind. & Ill.	24 536,881	*	5,976,001	803,735	18,738,204	11,635,000	216,437	724,966	788.0	3,992,871	852,363	1,416.792	5,876,312	2,000,000	9	100	81
Jun. 30, 1872	67.0	—	3.	—	5	4	2	12	Michigan Lake Shore	Michigan.	1,340,125	*		2,299	67,900	450,000	880,000	80,324	67 0	519.185	112.122	55.314	100,427	12,074		100	....
Sept. 30, 1872	8.5	—	1.1	—	1	2	1	35	Middleboro' and Taunton	Mass.	135,021	40,084		3,604	148,175		5,008	25,525	8.5	21,442	42,826	31,716	36,236	6,883	4	100	....
Sept. 30, 1872	5.8	—	4.7	—	1	—	—	2	Middleburg and Schoharie	New York.	102,600	*			85,800	15,000	400		5.8	15,500	25,000	5,000	11,450	4,595	14	100	....
Sept. 30, 1872	10.2	—	1 0	—	—	—	—	—	Middletown and Crawford	New York.	191,982				124.407	68,500				(Leased	by N.Y.&	Oswego M	idland C	o.)		100	....
Sept. 30, 1872	13.0	—	0.2	—	—	—	—	—	Middletown, Union and Water Gap	N.Y.	350,476				122,630	225,000	30.891			(Leased	y N.Y.&	Oswego M	idland C	o.)		100	....
Dec. 31, 1872	86.0	23.0	4.5	—	23	7	7	295	Midland, of Canada	Canada.	2,920,506	301,890	114,159	11,334	1,546,094	1,630,333	171,461		109.0		85,237	197,064	304,273	120,081		100	....
Dec. 31, 1872	84.0	—	5 0	—	8	6	5	160	Midland Pacific	Nebraska.	3,700,000	*			2,100,000	1,600,000			84.0		(Informa	tion refuse	d.)			100	....
Oct. 31, 1872	12.5	—	4.9	—	—	—	—	—	Mifflin and Centre County	Penn.	264.244				65,550	118,500	16,743			(Leased	by Penns	ylvania R.	R. Co.)			50	....
Dec. 31, 1872	781.0	579.0	126.0	—	182	103	56	3,351	Milwaukee and St. Paul	Wisconsin.	47,375,529	*	2,091,382	1,440,242	24,224,331	23,986,023	1,241,344	1,458,461	1,600.0	4,283,612			6,957,771	2,262,155		100	41½
Dec. 31, 1872	83.0	10.0	4.0	27.0	5	8	3	163	Milwaukee and Northern	Wisconsin.						1,625,000			83 0	64.784	40,928	23,141				100	....
Dec. 31, 1872	37.5	1.3	85 0	—	—	—	—	—	Mine Hill and Schuylkill Haven	Penn.	3,969,100				3,969,100					(Leased	by Phila. &	Reading R	. R. Co.)	294,271	74	50	105
Dec. 31, 1872	38.0	18.0	3.0	—	5	2	2	47	Mineral Point	Wisconsin.	1,520,000	*			1,200,000	320,000			51.0		17,026	69,922	115,043			100	....
Dec. 31, 1872	38.5	—	....	—	....	....	....	....	Minnesota and North Western	Minn.	1,540 000	*			20,000p.m	20,000p.m			38.5							100	....
Dec. 31, 1872	237.0	....	82 3	110.0	51	28	13	757	Mississippi Central	Miss. & Tenn.	10,4 -5,241	1,822,887	264,188	.....	3,936,535	4,628,980	3,787,030		237.0	(Leased	by South.	R R. asso.)	1,425,984	646,333		100	....
Sept. 30, 1872	100.0	—	8.2	—	12	12	4	160	Mississippi and Tennessee	Miss. & Tenn.	3,417,202	*	113,078	266,903	825,407	2,286,047	163,085		100.0	266,171			522,645	254,493		100	....
June 1, 1873	40.0	—	5.0	113.0	4	5	4	163	Mississippi Valley and Western	Mo. & Ia.	1,600,000	*			800.000	880,000			40.0	8,800						100	....
Dec. 31, 1872	76.0	—	4 3	214.0	6	2	3	145	Missouri, Iowa and Nebraska	Mo. & Ia.	3,500,000	*			1,500.000	2,000,000			86.0							100	....
Mar. 31, 1873	642.9	—	33.0	200.0	50	35	22	951	Missouri, Kansas and Texas	Mo. & Kan.	33,8 -0,216	1,588,224	1 029,381	3,096,189	16,945,000	16,596,000	4,775,442	1,217,568	586.0	1,295,491	152,148	248,222	2,317,568	940,661		100	10
Dec. 31, 1872	100.0	—	16.1	120.0	21	12	5	630	Missouri River, Ft. Scott & Gulf	Kansas.	12 894,000	*	1,889,467	.....	5,947,000	6,947,000			160.0	605,177	116,062	.....	681,911	256 729		100	....
Apl. 30, 1873	60.0	—	2.1	210.0	2	2	1	12	Mobile and Alabama Grand Trunk	Ala.	1 214 504	*		4,576	300,000	396,774	522.306		25.0	.....	9,098	.....	13,087	2.840		100	....
May 31, 1873	84.0	—	6.5	144.0	8	4	2	66	*Mobile and Girard*	Alabama.	1,714,866	*	294,871	90,170	1,278,378	711,000	110.429		84.0	.....	28,414	.....	169,374	33,346		100	....
Apl. 30, 1873	184.0	14.8	6.2	—	31	13	9	308	Mobile and Montgomery	Alabama.	5,421,415	624,590	135.002	219,337	2,034,800	2.688 400	768.946		178.8				667.539	180,124		100	....
Dec. 31, 1872	472.0	45.0	49.8	200.0	134	41	15	11.	*Mobile and Ohio*	Ala., Miss., Tenn. & Ky.	17 599 235	*	641,254	1,223,280	4,466 476	10,339,144	2,607.278	1,550,871	517.6	1,621,661	398,884	374,531	2,952,507	1,022,288		100	....
Sept. 30, 1872	16.0	—	0.4	—	2	1	1	4	Monadnock	Mass. & N. Hamp.	359,981	24,120	14, .31	.....	197,057	29,500	173,775		16.0				28.826	1,083		100	....
Mar. 31, 1873	20.0	—	4.0	20.0	6	6	2	40	Montclair	New Jersey.	3,871, 34	*			697,175	2,688,400	701,169			(Leased	to N. Y. &	Oswego M	idland R.	R. Co.)		100	....
Sept. 30, 1872	10.3	—	0.7	—	—	—	—	—	Montgomery and Erie	New York	288,931	*			150,065	177,000				(Leased	by Erie R	allway Co	.)		4	100	....
Oct. 31, 1872	80.0	—	4.0	—	5	5	2	54	Montgomery and Eufaula	Alabama.	3,155,692	*		290,284	1,149,350	1,810.000	416.527	70,099	80.0							100	....
Sept. 30, 1872	23.8	—	2.4	—	—	—	—	—	Monticello and Port Jervis	New York.	1,069,093				418,995	650,000	60,836		23.8	22,424	25,431	21,104	174,041	34,504		100	....
Dec. 31, 1872	84.0	84.0	144.0	—	—	—	—	—	Morris and Essex	New Jersey.	27,888,477				14,008,100	13,0 -7,000							40,534	19,058		100	....
Sept. 30, 187.	14.5	—	4 0	—	17	21	8	422	Nashua and Lowell	N. Hamp. & Mass.	6,24,299	113,406	162,463	179,837	800,000		94,642	167,658	118.0	(Leased	by Del.La.	& Wtn.)	2,508,180	1,351,771	7	100	95
Jun. 30, 1872	151.0	22.0	11.6	—	58	23	10	719	Nashville and Chattanooga	Tenn. & Ala	4,751,419	*	1,489,279	425,472	2,021,573	2,886,360	1,390,951	367,278	43.2	333,354	875,947	287,875	587,999	86,914	10	100	135
Sept. 30, 1872	122.0	12.5	8.0	—	22	9	6	162	Nashville and Decatur	Tenn. and Ala.	3,937,619	433,218	505,000	105,954	1,511,807	2,924,000	528.863	327,120	173.0	1,262,937	156,005	491,765	1,800,758	542,493	6	100	....
Jun. 30, 1872	172.5	—	8.0	—	22	3	—	249	Nashville, Mem. & St.Louis	Tenn. & Ky.	(Sold un	der decr	ee for $2.	400,000 t	o Nash. &	Chatta. R	. R. Co.	&c.)	134.8	328,629	108,179	48.583	463,012	160,687		100	....
Sept. 30, 1872	67.0	4.5	4.5	—	12	14	4	272	Naugatuck	Connecticut.	1,817,165	223,486	.....	.....	1,877,400	101,000	30,000	266,952	172.5	636,011	66,931	124 829	630,514	Loss.		100	....
Dec. 31, 1872	8.0	—	10.0	—	—	—	—	—	Newark and New York	New Jersey.	2,443,032				977,600	600,000	882,675		61.5	249,002	329,822	193,300	574,640	228,596	10	100	....
Sept. 30, 1872	44.0	—	3.3	—	—	—	—	—	Newark, Somerset and Straitsville	Ohio.	1,575,000	*			775,000	800,000				(Leased	by Central	R. R. of N	ew Jerse	y Co.)	7	100	....
Sept. 30, 1872	20.1	16 6	5.2	—	9	20	11	145	New Bedford and Taunton	Mass.	760,000	*	55 504	34,476	500,000	171,500	37,051	141,529		(Leased	by Sand. M	ansf. & Ne	wark R.	R. Co.)		100	....
Dec. 31, 1872	82.0	38 0	13.0	—	13	14	—	173	New Brunswick and Canada	N Bruns.	2,500,000	*				973.000			36.7	121,884	354,341	159,284	281,452	64,862	9	100	....
Sept. 30, 1872	8.3	—	0.4	—	2	1	—	—	New Canaan	Conn.	230.747	26,343			164,050	86,972	3,847		120.0		36,274		193,995			100	....
Oct. 31, 1872	14.9	—	8.2	—	—	—	—	—	Newcastle and Beaver Valley	Penn.	799,412				605,000	88,300			8.3	21,021	37,733	5,423	18,491	Loss.		50	....
Sept. 30, 1872	18.0	—	1.2	—	3	3	2	27	New Haven and Derby	Conn.	1,055 700	74,760			455. 00	525,000	75,000		14.9	164,980	165,266	628,352	339,471	223,910	10	50	....
Sept 30, 1872	22.0	—	0.8	30.0	2	2	1	22	N. Hav., Middlet'n & Willimantic	Conn.	5,402,467	59,492			677.500	2,770,000	1,459,967		13.0	41,947	125,957	11,116	66,415	9,875		100	....
Sept. 30, 1872	88.8	15.1	18.0	—	20	17	7	4 9	New Haven and Northamp.	Conn. & Mass.	2,552 308	874,089			2,100,000	1,750,000	221,116	187,263	32.0	55,932	68,540	13,021	25 556	25,556		100	....
Dec. 31, 1872	33.9	—	3 .9	—	—	—	—	—	New Jersey (U. Co's)	New Jersey.	9,458,328	*			7,295,200	850,000			114.3	428,948	345,929	280.436	657,238	95,739	3	100	....
Mar. 31, 1873	4.0	—	0.8	—	16	—	—	80	New Jersey Midlan	New Jersey.	5,7 5,359	*			1,500.000	4,500,000				(Include	d in Unite	d Compan	ies retur	ns.)	10	100	121
Dec. 31, 1872	70.5	46.8	12.0	—	22	62	7	350	New Jersey Southern	New Jersey.					5.000.000	7,000,000				(Leased	by N.Y. &	Oswego M	idland R.	R. Co.)	7	100	....
Sept. 30, 1872	10.0	—	10.3	—	20	15	9	329	New London Northern	Conn. and Mass.	1,583,931	*			1,418,800	376,500	45,000		175 3	1 9,348	85,388	101,344	615,859	106 030	—	100	31
Dec. 31, 1872	206.0	—	31.0	—	67	31	15	593	N. Orleans, Jack. and Gt. North.	L. & M.	13,107,129	*		1,008,206	4,704.846	4,500,000	1,282,790	3,327,699	115.1	399,980	342,422	199,706	640.183	172,764	10	100	....
Dec 31, 1872	200.0	—	10.9	535.0	—	—	—	—	N. Or. Mobile and Texas.	Ala. M.La. & Ky.		(Bankru	pt; no re	turns ac	cessible.)				206.0			1,754,489	850,845		100	....
Sept 30, 1872	441.7	298.4	772.3	—	455	391	158	10983	N. York Central and Hudson River	N. Y.	63,772,031	*			89,428,300	16,496.020	1,167		60.7	11,988,057	7,130,922	4,393,965	25,880,676	9,134,246	8	100	97½
Sept. 30, 1872	136.3	4.1	46.5	—	41	79	38	740	New York and Harlem	New York.	13,840,447	1,489,010	1,445,230	.....	9,000,000	4,864,924	441,875		165.9	883,725	1,640,876	377,537	2,856,525	1,137,141	8	100	127

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1872	74.0	—	4.8	76.0	7	9	3	121	N. Y., Kingston & Syracuse..New York.	3,055,856	190,066	.....	.....	2,662,921	583,000	92,692	.....	74.0	101,685	168,267	69,137	219,368	60,974	—	100	....
Sept. 30, 1872	5.4	—	0.4	54.6	1	1	—	—	N. Y., Housatonic & North.N.Y. & Conn.	604,626	12,737	.....	.....	261,000	183,500	156,475	.....	—	(Leased	by Housatonic R. R.	Co.)	3,010	—	—	100	....
Sept. 30, 1872	7.0	—	0.4	0.2	—	—	—	—	New York and Mahopac.....New York.	264,912	.....	.....	.....	265,000	.....	.....	.....	—	(Leased	by New York & Harlem R. R.	Co.)	.....	—	—	100	....
Sept. 30, 1872	124.0	16.8	164.0	—	84	129	41	1,010	N. Y., N. H. & Hartford..N.Y., Ct. & Ma.	12,661,474	1,840,536	1,465,553	3,428,675	15,500,000	1,641,500	377,341	1,377,592	190.2	1,700,891	3,925,765	892,579	4,483,554	1,769,809	10	100	133
Sept. 30, 1872	62.5	—	27.5	—	20	19	7	99	N. Y., Providence and Boston..C. & R. I.	3,101,400	*	.....	.....	1,887,400	1,214,000	.....	.....	67.5	441,486	614,211	229,677	911,021	401,914	9	100	120½
Sept. 30, 1872	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	3,210,616	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	by New York Cent.	R.R. Co.)	60,000	6	100	....
Jun. 30, 1872	35.3	—	3.3	—	5	1	1	134	Niles and New Lisbon .....Ohio.	1,047,364	108,287	.....	.....	500,000	500,000	59,584	96,067	35.3	112,067	48,554	336,167	179,553	88,216	—	100	....
Sept. 30, 1872	223.0	—	11.2	—	24	18	10	271	North Carolina ¶.....North Carolina.	4,947,741	*	344,672	337,271	4,000,000	553,413	592,030	483,241	223.0	478,580	140,397	113,126	(R'hm.&	Danv.)	—	100	....
Feb. 28, 1873	102.0	—	9.0	—	14	14	5	142	North-Eastern ¶ .....South Carolina.	2,148,131	*	88,720	37,364	979,850	1,101,500	138,977	53,380	102.0	293,721	82,719	.....	395,463	159,695	—	100	....
Jun. 30, 1873	72.0	—	3.6	118.0	—	—	—	—	North Louisiana and Texas.....La.	.....	(No accounts obtainable.)			.....	.....	.....	.....	72.0							100	....
Oct. 31, 1872	55.6	12.1	66.7	—	39	36	20	908	North Pennsylvania.....Pennsylvania.	7,086,930	1,208,779	1,524,750	.....	3,473,500	4,042,500	63,394	.....	67.7	617,092	889,671	880,119	1,336,938	592,322	5a	50	90
Dec. 31, 1872	95.0	45.3	33.3	—	30	21	10	689	Northern, of Canada.....Canada.	5,465,410	*	78,964	610,683	.....	5,819,963	261,561	3,533	140.3	748,838	212,080	313,664	894,774	180,541	—	100	....
Dec. 31, 1872	138.0	4.0	137.0	—	141	69	22	2,284	Northern Central ¶.....Md. and Penn.	11,6 6 830	3,223,425	2,750,000	928,678	5,842,000	11,040,602	1,464,215	222,099	317.0	3,288,463	1,110,110	4,769,895	4,598,820	1,161,769	6	50	72
Mar. 31, 1872	69.2	13.4	17.6	—	27	16	6	540	Northern New Hampshire ..New Hamp.	3,068,400	*	309,618	212,958	3,068,400	102,000	266,800	154,576	82.6	506,848	195,406	411,888	706,356	217,103	8	100	108½
Dec. 31, 1872	21.3	—	4.6	—	—	—	—	—	Northern New Jersey.....New Jersey.	527,452	*	872,548	.....	1,000,000	400,000	.....	.....	—	(Leased	to Erie Railway Co.)		273,054	37,604	8	100	....
May 31, 1872	153.0	106.0	....	1,441	72	16	6	1,554	Northern Pacific.....Minn., Dak. &c.	13,292,142	1,908,838	601,394	.....	.....	50,000p.m	.....	.....	559.0		(No statement published.)					100	....
Sept. 30, 1872	59.4	7.0	13.1	—	21	27	12	304	Norwich and Worcester ¶.Conn. & Mass.	2,463,983	*	84,706	109,188	2,364,400	759,000	35,526	731,947	66.4	410,089	372,841	346,367	771,602	298,528	10	100	126
Jun. 30, 1872	113.0	32.0	14.5	—	20	15	6	642	Nova Scotia.....Nova Scotia.	6,976,268	*	110,464	.....	.....	6,976,268	110,464	.....	145.0	.....	194,167	242,210	328,841	Loss.	—	100	....
Sept. 30, 1872	118.0	4.0	18.0	—	34	19	4	1,026	Ogdensburg and Lake Champlain...N. Y.	4,048,510	1,748,411	.....	.....	3,077,000	1,012,000	.....	.....	122.0	636,755	171 894	417,373	1,005,979	263,867	6	100	51
Dec. 31, 1872	10.0	2.0	3.8	—	2	—	—	96	Ogden Mine..)..... New Jersey.	452,994	*	.....	.....	450,000	.....	.....	.....	12.0			54,479	47,459	25,656	6	100	....
Jun. 30, 1872	340.0	53.0	24.0	—	122	57	24	2,422	Ohio and Mississippi ....Ohio, Ind. & Ill.	34,470,752	*	.....	.....	24,030,000	10,111,880	323,902	.....	303.0	2,852,763	404,765	708,799	3,343,845	984,008	—	100	30½
Oct. 31, 1872	120.0	3.0	53.7	—	32	19	5	528	Oil Creek and Allegheny River.....Penn.	8,554,547	1,008,331	.....	.....	4,959,450	3,680,000	.....	.....	123.0	749,668	559,926	676,500	1,285,554	467,531	6½	50	29½
Sept. 30, 1872	131.3	19.4	50.6	15.0	45	95	16	607	Old Colony and Newport..Massachusetts.	8,095,654	*	441,553	586,443	5,103,500	3,521,000	467,989	581,156	159.7	1,110,675	3,711,345	510,434	1,897,438	630,249	6½	100	112
Dec. 31, 1872	9.9	2.0	3.1	—	...	33	—	—	Orange and Newark.....New Jersey.	1,073,555	*	.....	.....	290,300	736,000	73,852	.....	11.9		2,984 817		203,094	24,633	—	100	....
Sept. 30, 1872	282.6	10.0	9.6	—	25	21	12	382	Orange, Alex. and Manassas Gap ¶....Va.	9,180,624	*	.....	.....	2,692,540	5,622,664	865,431	.....	292.6	713,252	196,894	161,434	983,371	403,598	—	100	....
Dec. 31, 1872	25.0	—	1.7	200.0	—	—	—	—	Osage Valley and Southern Kansas...Mo.	600,000	.....	.....	.....	375,000	200,000	25,000	.....	—	(Leased	by Pacific	(of Mo.)R.	R. Co.)	35 p. c.	—	100	....
ept. 30, 1872	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	950,953	.....	.....	.....	300,000	612,100	27	.....	—	(Leased	by Rome,	Watertown & Ogd.	R.R.Co.)		—	100	....
Sept. 30, 1872	35.0	—	46.7	—	11	12	4	258	Oswego and Syracuse .....New York.	1,114,844	330,270	.....	.....	1,144,400	180,000	.....	.....	35.0	232,069	171,932	232,801	354,880	73,878	9	100	....
Dec. 31, 1872	35.0	—	1.6	100.0	2	1	1	10	Owensboro and Russellville...Kentucky.	.....	.....	.....	.....	1,500,000	1,500,000	.....	.....	35.0	(In course of construction:			no returns.)		—	100	....
Dec. 31, 1872	283.5	15.5	39.1	—	—	—	—	—	*Pacific* of Missouri ¶.....Missouri.	.....	.....	.....	.....	7,000,000	(Assumed by Lessees.)			—	(Leased	by Atlantic & Pacific	R. R. Co		5	100	39½
Dec. 31, 1872	63.5	—	3.6	101.5	7	4	2	77	Paducah and Gulf .....Kentucky.	3,261,312	*	980,220	89,430	2,924,150	1,000,000	408,812	.....	63.5	469,289	22,920	21,589	95,261	35,845	—	100	....
Jun. 30, 1872	11.0	—	0.5	53.4	2	1	1	25	Painesville and Youngstown.....Ohio.	234,608	21,389	.....	.....	255,997	.....	.....	.....	11.5	(Under construction: no returns.)					—	100	....
Dec. 31, 1872	47.6	—	11.8	—	20	26	4	486	Panama.....New Granada.	10,000,000	*	.....	.....	7,000,000	2,993,177	.....	.....	47.6	.....	.....	.....	1,718,680	1,232,602	10½	100	111
Dec. 31, 1872	76.0	33.0	6.2	—	7	6	3	246	Paris and Decatur.....Illinois.	2,800,000	*	.....	.....	1,600,000	1,200,000	.....	.....	109.6		(No statement furnished.)				—	100	....
Dec. 31, 1872	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	600,000	.....	.....	.....	630,000	.....	.....	.....	—	(Leased	by Erie Rail'y Co.)		53,400	53,400	8½	100	....
Dec. 31, 1872	12.0	—	2.6	—	—	—	—	—	Paterson and Newark.....New Jersey.	896,162	.....	.....	.....	250,000	500,000	.....	.....	—	(Leased	by Erie Rail'y Co.)			35 p. c.	—	100	....
Dec. 31, 1872	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	.....	.....	.....	248,000	100,000	.....	.....	—	(Leased	by Erie Rail'y Co.)		30,178	30,178	6	100	....
Feb. 28, 1873	67.3	—	3.9	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,576,000	.....	.....	.....	1,500,000	1,076,000	.....	.....	—	(Leased	by Tol. Wab. & Win.	Co.)	.....	.....	—	100	....
Dec. 31, 1872	22.0	—	1.8	—	—	—	—	—	Pemberton and Hightstown.....N. Jersey.	538,692	.....	.....	.....	342,150	160,000	36,542	.....	—	(Leased	by United	Co.)	31,729	31,729	6	100	....
Dec. 31, 1872	18.0	—	1.1	—	—	—	—	—	Pemberton and New York...New Jersey.	575,000	.....	.....	.....	560,000	375,000	.....	.....	—	(Leased	by N. J. r.	Sth'n R.R.	Co.)		—	100	....
Dec. 31, 1872	165.0	—	10.0	40.0	4	4	2	45	Peninsular.....Mich. Ind. & Ill.	4,916,263	*	.....	.....	1,995,000	2,779,000	142,262	.....	165.0	.....	83,491	46,333	109,913	Loss.	—	100	....
Dec. 31, 1872	354.9	69.0	546.9	—	593	292	112	11429	Pennsylvania .....Pennsylvania.	31,283,395	11,154,553	53,506,985	20,413,980	53,271,937	35,072,309	19,396,422	8,919,154	787 7	13,380,937	6,250,393	7,844,779	22,012,525	8,247,852	10	50	104½
Dec. 31, 1872	47.0	15.9	57.0	—	23	8	—	2,540	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,997,500	.....	4,000,000	536,500	375,000	.....	47.0	.....	3,486	1,326,772	23,033	.....	20	50	280
Dec. 31, 1872	22.5	—	1.2	—	—	—	—	—	Pennsylvania and Delaware..Penn. & Del.	1,200,000	.....	.....	.....	483,297	700,000	.....	.....	—	(Leased	to Penna.	R.R. Co.:	recently	opened.)	—	50	....
Dec. 31, 1872	104.3	12.1	35.9	—	18	2	—	1,218	Pennsylvania and N. York..N.Y. & Penn.	5,086,426	623,814	.....	.....	3,061,700	3,000,000	.....	.....	145.6	.....	190,309	1,268,527	1,608,287	437,135	—	50	....
Dec. 31, 1872	46.0	—	6.6	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	.....	.....	.....	1,200,000	600,000	.....	.....	—	(Leased	by Chic. R.	I. & Pac.	Co.)	125,000	8	100	....
Dec. 31, 1872	88.0	—	11.6	—	12	7	4	181	Peoria, Pekin and Jacksonville...Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....	.....	88.0	260,093	77,372	124,505	302,552	.....	—	50	....
Dec. 31, 1872	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge..N. Jersey.	214,581	.....	.....	.....	57,200	100,000	57,381	.....	—	(Oper. by Penna.	R. R. Co.)		.....	.....	—	100	....
Dec. 31, 1872	64.0	18.0	8.0	—	12	9	5	120	Petersburg ¶.....Virginia.	1,817,985	*	323,905	43,388	1,324,290	500,000	361,083	.....	82.0	228,000	44,392	57,288	288,944	133,851	—	100	....
Oct. 31, 1872	46.0	—	6.0	—	9	7	3	95	Philadelphia and Balt. Cent..Penn. & Md.	1,806,209	177,474	.....	.....	220,606	2,600,000	53,413	.....	58.1	176,312	315,515	134,307	295,594	105,206	—	100	....
Dec. 31, 1872	287.6	—	114.3	—	130	38	20	2,955	Philadelphia and Erie ¶....Pennsylvania.	21,822,990	*	2,248,693	.....	8,448,000	14,750,000	892,983	.....	287.6	2,912,381	839,793	2,028,568	3,986,753	846,319	—	50	41
Dec. 31, 1872	17.1	8.1	13.7	21.0	24	45	13	192	Phila., Germantown and Norristown..Pa.	1,146,538	368,262	500,793	.....	2,231,900	.....	.....	.....	23.6	(Leased	by Phila.	& Read'g.)	287,816	271,179	12	50	175
Dec. 31, 1872	98.4	172.1	421.7	—	377	202	58	14131	Philadelphia and Reading..Pennsylvania.	45,922,674	*	24,888,327	2,675,996	34,236,175	33,120,804	4,172,014	1,968,004	708.0	7,248,778	6,383,991	9,573,405	12,725,038	4,823,300	10	50	115½
Dec. 31, 1872	26.6	—	36.3	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,534,479	*	329,626	.....	1,259,100	.....	.....	275,408	37.5	.....	1,561,080	1,124,640	1,759,758	.....	10	100	121
Dec. 31, 1872	95.3	3.8	139.1	—	64	103	49	1,295	Philadelphia, Wilm. and Baltimore..Penn.	11,890,736	*	2,318,306	175,395	11,485,750	1,990,500	455,321	660,478	197.7	1,248,818	1,747,195	449,780	2,814,274	1,788,614	8	50	111
Oct. 31, 1872	7.0	—	1.0	—	2	3	2	22	Pithole Valley.....Pennsylvania.	100,000	*	225,000	.....	225,000	100,000	17,132	.....	7.0	.....	9 800	12,864	20,483	Loss.	—	50	....
Dec. 31, 1872	193.0	8.0	46.0	—	119	34	19	1,605	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	15,095,349	3,740,438	1,950,109	1,812,268	8,433,550	10,011,740	5,461,178	.....	201.0	3,160,500	606,902	1,429,115	3,856,649	799,501	—	50	....
Dec. 31, 1872	468.3	—	156.3	—	243	96	54	5,559	Pittsburg, Ft. W. and Chic..P., O., L. & I.	35,835,286	*	.....	.....	22,214,288	13,621,000	17,230	.....	503.6	7,312,148	2,106,152	2,408,162	9,786,310	4,507,465	10	100	94½
Dec. 31, 1872	14.0	—	3.1	16.0	3	2	1	45	Pittsburg, Virginia & Charleston.....Pa.	654,068	55,243	.....	.....	618,564	.....	.....	.....	14.0		(In operation only three months.)				—	50	....
Oct. 31, 1872	149.6	1.9	17.2	—	57	26	9	430	Pittsb'g, Washington & Dalton..Pa. & Md.	11,598,236	687,192	83,196	.....	1,960,682	4,780,000	3,463,294	.....	173.8	1,703,600	781,994	980,780	1,437,892	Loss.	—	50	....
Sept. 30, 1872	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	450,000	.....	.....	.....	450,000	.....	.....	.....	—	(Leased	by Boston & Albany	R.R. Co.)	27,000	6	100	....
Jun. 30, 1872	—	—	—	178.0	—	—	—	—	Plymouth, Kankaka & Pacific..Ind. & Ill.	.....	.....	.....	.....	719,290	450,000	.....	.....	—	(Leased	by Pennsylvania	Co.)			—	100	....
Oct. 31, 1871	66.0	—	2.7	24.0	7	6	3	315	Port Huron and Lake Michigan.....Mich.	3,000,000	*	(To completion.)		1,200,000	1,800,000	.....	.....	41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Nov. 30, 1872	60.0	—	3.5	50.0	5	13	3	92	Portland and Ogdensburg....Me. & N. H.	1,945,560	161,149	97,155	29,230	1,039,095	906,000	259,132	28,859	60.0	118,100	55,592	37,856	115,484	40,361	—	100	....
Dec. 31, 1872	66.0	—	2.1	93.0	5	4	3	86	Portland and Ogdensburg.....Vermont.	1,652,000	*	.....	.....	.....	2,340,000	.....	.....	—	(Earnings used in construction.)					—	100	....
Dec. 31, 1872	27.5	—	2.8	—	2	1	1	22	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	218,500	.....	.....	27.5	17,215	2,880	6,375	14,221	.....	—	100	....
Aug 31, 1872	52.5	—	3.3	—	6	10	4	113	Portland and Rochester.....Me. & N. H.	1,9 0,854	*	45,000	10,296	636,097	1,120,000	200,063	.....	52.5	141,640	120,009	60,790	131,561	38,078	—	100	....
May 31, 1872	51.3	—	7.4	—	19	—	7	167	Portland, Saco and Portsmouth ....N. H.	1,500,000	*	.....	.....	1,500,000	.....	.....	.....	—	(Leased by Eastern	R.R. Co.)				10	100	114
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	110	Port Royal.....South Carolina.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	110.0		(Operated for benefit of contractors.)				—	25	....
May 31, 1873	71	—	4.9	39.0	—	—	—	—	Portsmouth, Gt. Falls and Conway..N. H.	2,270,000	*	.....	.....	770,000	2,000,000	.....	.....	—	(Leased by Eastern	R.R. Co.)				6	100	55
Sept. 30, 1872	41.5	—	2.8	3.4	4	5	—	60	Poughkeepsie and Eastern....New York.	1,391,372	.....	.....	.....	524,464	508,200	506,079	.....	41.8	53,514	70,018	10,40	53,079	14,038	—	100	....

Sept. 30, 1872	43.4	1.0	44.1	—	27	29	6	919	Providence and Worcester..R. I. & Mass.	1,909,636	666,568		125,566	107,861	2,000,000	500,000	224,612	84,019		47.6	507,586	1,605,257	821,866	895,897	239,926	10	100	....
Nov. 30, 1872	13.6	—	3.1	—	3	8	3	11	Providence, Warren and Bristol..R. I. & M.	645,079	73,026				437,917	50,000	68,611			13.6	44,096	415,776	16,367	105,585	51,456	3	100	....
Dec. 31, 1872	21.0	—	2.0	—	1	3	2	—	Queen Anne and Kent Co. .....Md.	351,000	*		32,200		260,000	260,000	2,000			21.0	38,350	12,560	38,281	27,337	9,989	—	50	....
Dec. 31, 1872	47.7	—	1.4	88.0	3	2	2	45	Quincy, Alton and St. Louis.....Ill.	1,856,000	*				1,000,000	850,000				41.7				96,000		—	100	....
May 31, 1872	97.0	—	9.7	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*		155,300	102,935	1,500,000		92,150	166,085		97.0		51,226	64,096	359,277	154,400	—	100	....
Jan. 31, 1873	44.0	—	3.0	60.0	4	3	1	49	Raleigh and Augusta Air-Line.....N. Car.	1,134,211	89,785				876,000	350,000				44.0				76,037		—	100	....
Sept. 30, 1872	71.0	110.0	41.0	—	39	18	19	974	Rensselaer and Saratoga.....N. Y.	7,489,628	*				6,000,000	1,925,000				181.0	861,480	664,000	556,934	1,748,915	604,224	7	100	109
Sept. 30, 1872	140.5	55.2	10.1	—	26	17	10	272	Richmond and Danville ¶.....Virginia.	5,109,406	*		2,046,460	211,461	4,000,000	2,621,090	510,171	236,056		296.9	526,782	134,485	176,708	832,092	363,846	—	100	....
Sept. 30, 1872	75.5	114	6.2	—	12	6	4	139	Richmond, Frederick and Potomac ¶..Va.	2,622,927	*		116,539	263,282	1,509,820	889,899	43 417	559,604		89.9	200,899			351,919	145,919	—	100	....
Sept. 30, 1872	22.0	2.8	4.2	—	8	10	4	169	Richmond and Petersburg ¶.....Va. N.C.	1,188,218	*		85,833	30,224	847,100	326,296	93,377	57,528		46.8	107,159	118,159	42,228	160,319	45,945	—	100	....
Sept. 30, 1872	3.3	—	2.2	26.0	3	3	2	42	Richmond and York River.....Va.	1,265,640	*				650,000	615,640				38.8		(No returns obtained.)				—	100	....
Sept. 30, 1872	8.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,308					557,560						(Leased by Erie Railway Co.)				34,012	6	100	....
Jun. 30, 1872	251.8	25.5	27.0	—	73	16	7	915	Rockford, Rock Isl nd and St. Louis..Ill.	15,490,570	*				6,490,578	9,000,000				316.5				1,067,749	243,584	—	100	....
Jun. 30, 1872	20.0	—	1.1	—	3		1	26	Rome.....Georgia.	235,236	*				250,844					20.0		(No information.)				16	100	....
Sept. 8, 1872	141.1	48.5	25.0	—	40	31	15	779	Rome, Watertown and Ogdensburg..N. Y.	4,000,000	*				2,998,900	1,735,008	38,359			216.2	675,016	441,909	336,440	1,150,764	282,106	7	100	75
Jan. 31, 1873	120.0	—	26.0	—	—	—	—	—	Rutland .....Vermont.	5,757,902			1,286,719		6,641,300	1,701,000	1,180,628			239.0	(Leased to Central Verm't.)			434,740	405,381	—	100	5
Jun. 30, 1873	225.0	—	24.0	54.0	19	....	....	....	St. Joseph and Denver City..Kan. & Neb.	11,188,220	420,925		279,044	8,208	4,000,000	7,000,000	734,425	157,067		225.0						—	100	....
Dec. 31, 1872	54.5	5.0	6.1	—	9	15	6	93	St. Lawrence and Ottawa.....Canada.	1,050,000	*					250,000				59.0		70,265	3,592	161,771	45,953	—	100	....
Dec. 31, 1872	149.0	14.0	19.0	—	15	9	7	55	St. Louis, Alton and Terre Haute..Illinois.	11,768,400	*			238.001	4,768,400	6,700,000	218,001			56.0	360,130	149,499	416,218	507,619	220,092	—	100	124
Dec. 31, 1872	195.5	15.3	37.0	—	91	28	15	1,651	*St. Louis and Iron Mountain* ¶...Missouri.	14,555,951	1 951,989		1,088,796	153,733	10,000,000	5,461,000				210.8	933,393	557,575	633,574	2,146,689	687,639	3	100	47
Dec. 31, 1872	7.0	45.0	25.0	50.0	46	26	12	1 17	St. Louis & S. Eastern...Ill., Ky. & Tenn.	11,039,000	1,725,000		3,993,000		11,000,000	5,807,000				220.0				822,601	169,779	—	100	....
Dec. 31, 1872	1.0	—	1.0	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill	5,040,100					2,332,100	3,477,000				—	(Leased by Chicago & Alton R.R.Co.)			240,000		—	100	....
Jan. 31, 18 3	363.0	—	17.5	—	88	39	19	15 1	St. L., Kansas City & Northern..Mo & Ia.	28,134,445	*		2,369,716	439,708	24,000,000	6,000,000	943,928			581.7	2,893,281	428,957	517,528	2,780,820	748,139	—	100	....
Oct. 31, 1872	168.4	—	23.0	—	30	14	8	826	St. Louis, Vandalia & Terre Haute....Ill.	7,984,227	*			203.201	2,547.776	5,449,000	250,548	60,101		168.4	862,806			1,180,273	354,082	—	100	....
Dec. 31, 1872	267.0	175.0	40.6	251.0	30	14	9	289	*St. Paul and Pacific* (1st Div.)..Minnesota.	15,185 653	*		8,723,033	229,522	1,908,600	16,197,000	589,333	— —		283.0	462,489	235,279	152,356	682,569		—	100	....
Dec. 31, 1872	121.0	—	8.0	—	15	6	4	194	St. Paul and Sioux City.....Minn.	4,550 900	*		179,798	54,019	4,000,000		784,777			121.0	344,883	75,461	136.127	424,396	99,668	—	50	....
Dec. 31, 1872	115.0	—	10.0	—	21	18	9	309	Sandusky Mansfield and Newark ..Ohio.	3,244,500	*				937,500	2,307,000				160.0		178,641	153,505	574,951	37,802	—	100	....
Dec. 31, 1872	237.0	110.0	15.4	61.0	21	19	6	84	Savannah, Albany and Gulf.....Ga.	7,592,283	*			525,789	1,171.804	4,470,677	3,242,200	1,571,999		347.0	635,300	98,234		983,966	339,539	—	100	....
Dec. 31, 1872	104.0	—	4.5	—	10	9	5	80	Savannah & Charleston.....S. Car. & Ga.	2,288,966						1,000,000	1,427,800			104.0	(No statement furnished: very small.)					—	100	....
Feb. 28, 1873	80.0	—	8.0	—	16	7	5	203	Seaboard and Roanoke..Va. & N. Carolina.	1,488,400	*			105,689	1,278,400	210,000	107,000			80.0	235,679	26,309	162,582	566,619	266,335	8	100	....
Apr. 30, 187.	237.0	—	11.8	—	39	17	9	412	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	*				3,760,000	9,220,000	large			237.0				800,000		—	100	....
Dec. 31, 1871	80.5	—	9.0	—	9	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*				1,389,000	1,423,000	10,000			80.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Nov. 30, 1872	3.0	—	2.0	—	2	2	—	70	Shenango and Allegheny ..Pennsylvania.	890 335	78,945		20,000		199,000	780,000				32.0	40,500	16,170	56,220	58,850	32.39	—	50	....
Jun. 30, 1872	106.8	—	11.5	—	11	8	5	173	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,400	*				2,068,400	1,628,000				157.8				162,405	10,314	—	100	....
Dec 31, 1872	122.4	—	6.6	26.1	9	6	3	232	Sioux City and St. Paul.....Iowa & Minn.	4,422 152	*		568,382		2,800,000	1,740,000	450,494				(Run by contractors: no returns.)					—	100	....
Sept. 30, 1872	183.0	—	9.2	—	—	—	—	—	South and North Alabama.....Ala.	7,481,764	*				3,468,967	4,900,000				131.0		41,327	74,837	199,051	60,28	—	100	....
Dec. 31, 1872	1,0.0	106.0	30.0	—	42	37	*	507	South Carolina ¶.....South Carolina.	9,594,828	*		2,019,176	306,086	5,819,276	4,739,346	236,736	71,474		243.0	856,732	207,344	266,707	1,401,211	545.10	—	100	....
Sept. 30, 1872	116.0	—	8.8	—	11	7	4	40	Southern Central.....New York.	3 450,058	287,305				1,785,021	2,288,000	89 881			116.0	302,744	161,821	178,099	307,280	104,978	—	100	....
Sept. 30, 1872	57.0	20.0	20.0	—	19	35	7	114	South Side (L. I.) .....New York.	3,160,551	648,925				1,000,000	2,250,000	386,782			57.0	233,990	617,899	83,701	501,871	226,637	—	100	....
Aug. 31, 1872	37.5	—	9.5	—	12	5	3	243	Southern Minnesota.....Minnesota.	9,424,935	*				3,825,000	4,592,000	1,007,955			165.5		46,349	92,661	493,438	190,021	—	100	....
Dec 31, 1872	170.0	—	2.0	552.0	14	22	5	245	Southern Pacific.....California.	1,500,000	*				8,404,800	5,700,000				170.0		314,150	121,660	932,725	481,864	—	100	....
Jun. 30, 1872	228.0	—	11.2	—	12	10	1	200	Springfield & Ill. So Eastern.....Illinois.	8,176,500	*				4 000,000	4,400,000	140,000				(Not in operation at date.)					—	100	....
Sept. 30, 1872	51.0	—	1.0	—	16	12	3	373	Syracuse, Binghamton and N. York..N.Y.	3,906,297	*				2,004,000	1,670,000	129,414			81.0	449,520	186,606	533,355	713,585	216,481	4	100	....
Sept. 30, 1872	26.0	1.0	3.1	16.0	3	6	2	40	Syracuse and Chenango Valley....N. Y.	1,165, 62	61,985				1,063,400	500,000	229,99			26.0	23,548	49,219	29 914	23,199	lo s.	—	100	....
Nov 30, 1872	79.7	20.0	30.0	—	36	21	9	78	Terre Haute and Indianapolis....Indiana.	2,897,213	*		1,588,434	191,840	1,988,150	800,000	616,344	1,173,143		99 3		190,997	834,850	1,070,354	128,443	—	100	....
Apr. 30, 1873	66.0	—	6.0	—	—	—	—	73	Texas and Pacific.....Texas.	4,200,000	*				200.000	4,000,000				66.0				348,001	85,042	—	100	....
Dec. 31, 1872	227.3	10.2	29.0	—	45	1	*	1,109	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*				5,700,000	3,450,000	204,794			237.5	1,192,831			1,316,106	368,092	—	100	....
Dec 31, 1872	4.3.	163.6	60.0	—	182	71	42	4,207	Toledo, Wabash and Western..O. I. & Ill.	34,683,000	*				16,000,000	18,683,000				955.7	5,196,661	637,050	1,349,052	6,008,978	1,578,182	—	100	461
Sept 30, 1872	34.8	—	9.0	—	11	12	4	2 2	Troy and Boston.....New York.	1.934.146	378,41				1,594,000	1,899,000	65,369			55.3	190,548	262,765	191,122	516,563	212,097	2	100	....
Dec. 31, 1872	1,03	—	100.0	—	57	93	36	2,409	*Union Pacific* ....Nebr. Utah Nev. & C.I.	111,943,812	*				36,762,300	75,179,512				1,032.0		165.688		8,862,605	4,092,032	—	100	354
Dec. 31, 1872	165.0	—	60.0	—	24	281	3	1.76	United Companies of New Jersey..N. Jer.	22 450. 28	*		13,216,919	427,838	18,990,627	17,615,608	797,681	472,455		455.9	3,905,741	7,580,795	2,536,304	8,266,.26	2,261.060	10	100	121
Apr. 30, 1873	37.0	—	4.0	91.0	6	4	1	28	Utah Central.....Utah.	1,500,000	*				500,000	1,000,000				37.0				360,612	206,358	—	100	....
Dec. 31, 1872	51.0	—	2.1	44.0	8	5	2	11	Utah Southern.....Utah.	1,060,000	*				400,000	660,000				31.0				126,884	63.442	—	100	....
Sept. 30, 1872	74.8	—	13.4	12.2	14	15	7	125	Utica and Black River.....New York.	2,200 444	258,703				1,764,020	775 500				92 2	201,688	184,538	62,064	837,209	111,209	3	100	....
Sept 30, 1872	18.0	22.0	14.0	—	17	15	7	62	Utica, Chenango and Susq. Valley..N. Y.	3,186 344	438,13.				2,908,600					120.0	228,887	246,101	173,749	424,792	82,246	6	100	....
May 31, 1872	47.0	25.0	9.0	—	—	—	—	—	Vermont and Canada .....Vermont.	3,000,000	*				3,000,000						(Leased by Vermont Central R. R. Co. at 8 p.c.)				8	100	40
May 31, 1872	118.0	—	108.0	—	17	125	51	5,189	Vermont Central.....Vermont.	11,500,000	*				5,000,000	6,500,000				773.0			(2 yrs.	8,497,442	493,487	—	100	....
Sept 30, 1872	56.0	24.1	9.2	—	15	18	7	274	Vermont and Massachusetts..Mass. & Vt.	2,703,986	*		90,785	191,899	2,860,000	900,000	68 899	157,751		88.1	24 ,299	275,181	131,458	557,196	169,523	2	100	82
Feb. 29, 1872	140 0	—	7.5	—	2.	8	6	160	Vicksburg and Meridian.....Miss.	3,016,644	*		245,688	193,945	454,072	2,922,236	86,869			140.0	181 288	82,372	49,431	408,220	102,913	—	100	....
Dec. 31, 1872	46.0	—	2.5	—	5	*	*	50	Vineland.....New Jersey.	1,826,191	*				998,035	750,000	78,187			—	(Leased to N. Jer. Southern R. R Co.)					—	100	....
Dec. 31, 1872	18.3	—	0.0	—	—	—	—	—	Warren.....New Jersey.	3.001,400					1,800,000	1,201,400				—	(Leased to D. L. & W. R. R.)			525,749	215,353	7	100	80
Sept. 30, 1872	44.0	—	2.0	281.0	4	6	3	65	Washington and Ohio .....Virginia.	1,435.176	128.577	128,775			900,700	130,400	321,248	340,178		44.0	81,361	27,699	19,418	81,285	7,948	—	100	....
Aug. 31, 1872	132.0	28.0	5.5	—	26	16	8	247	Western Alabama.....Alabama.	4.822.628	538,272	242,800	662,536		2,008,324	3,169 900	561,508	626,504		160.0	421,880	101,742		626,504	150,534	—	100	....
Dec. 31, 1872	13.0	—	11.0	—	28	18	12	921	Western and Atlantic.....Georgia.	Owned by State		of Georgia		& leased	ed to a company for $300,00			0 a year.)		138.0				1,296,932	1,590,245	66,587	—	100	....
Sept. 30 1872	60.0	—	8.2	13.0	10	10	6	12	Western Maryland ¶.....Maryland.	2,366,892	*		208,500	17,080	682, 90	1,800,000	109,069			60.0	217,760	134.655	73,841	197,707	7,038	—	100	....
Dec. 30, 1872	57.1	27.6	14.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,846,000					1,022,450	1,800,000	1,028,555			—	(Leased by Pennsylvania R. R Co.)					—	50	....
Dec. 31, 1872	60 7	—	10.2	—	18	6	3	171	West Jersey.....New Jersey.	2,255.355	*		1,486,466	178,462	1,259,700	2,398,000	162,683			128.9	330,555	642,728	28,443	664,777	291,363	8	100	100
Mar. 31, 187	197.0	—	10.0	—	26	14	10	660	West Wisconsin.....Wisc.	8,640.000	*				4,000,000	4,640,000				165.0				549,945	263,329	—	100	....
Dec. 31, 1872	31.2	—	1.0	28.0	6	8	2	24	Wheeling, Pbg. & Balt.....W. Va. & Pa.	579.642	*					579,642				32.0	39,328	53,176	11,638	48,161	480	—	50	....
Sept. 30, 187	189.0	—	6.0	—	18	14	6	230	Wilm. Columbia and Augusta..N. C. & S. C.	3.971.781	381,117	51,244			300,000	3,800,000	304.142			172.0				591,046	226,498	—	10	....
Oct. 31, 1872	63.6	—	9.0	—	11	6	5	124	Wilmington and Reading..Pennsylvania.	2,614,078	255,151	32,892			750 662	2,332,300	108,610			63.6	230,554	132.365	264,573	22-,773	21,667	—	50	....
Sept 30, 1872	102.0	12.0	9.0	—	8	31	—	324	Wilmington and Weldon ¶...N. Carolina.	3,004.044	*		61,436	296,393	1,456,200	1,619,100	77,042	299,531		181.0	519,184	124,995		635,871	230,533	—	100	67
Dec. 31, .872	30.0	—	3.0	201.0	15	8	2	300	Wisconsin Central .....Wisconsin.	4,120,000	*				1,957.500	1,691,500								131,793	63,778	—	100	....
Sept. 30, 1872	46.7	—	11.8	—	17	11	5	411	Worcester and Nashua.....N. H. & Mas.	2,212,144	*		85,701	48,143	1,425,400	310,300	36,515	573,774		45.7	359,641	381,954	368,042	587,389	195,453	12	100	127
									CANALS, &c.																						
May 31, 187	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal..Del. & Md.	3,662,316	*		258,967		1,880,800	1,997,872				12.8				419,222	231,715	4	50	..
Dec 31, 18 2	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,500,309	*				8,229,594	8,085,500				184.5						—	25	....
Dec 31, 1872	90.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	*				1,633,350	800,000				—	(Leased to Lehigh Coal and Nav. Company.)					8	50	97
Dec. 31, 1872	68.0	—	—	—	—	—	—	—	Delaware & Hudson Canal..Penn. & N.Y.	6,339,210	725,581	30,936,209			15,000,000	13,000,000				108.0			1,869,557	86,970	loss.	10	100	110
Dec. 31, 187	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal..New Jersey.	4,848.749	*				5,847,400					65.5						—		
Dec. 31, 187	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	*				8,784,450	15,767,666				108.0			1,041,891	506,080	32,570	—	50	91
Dec. 31, 187	86.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn	1,146,039					1,004,150	110,000	8,054			85.0			2,059,934	196,149	169,121	9	50	....
Feb. 28, 1873	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,432,474	*				2,2 0.000	1,126,129				103.0				322,762	30,194	7	50	4
Dec 31, 187	73.0	64.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	8,093,350	*				4,457,150	2,588,000	1,018,200			360.0			967,573	556,164	loss.	4	50	4
Dec. 31, 1872	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,5 7,126	2,285,573	271,467			4,385,798	8,576,382	267,198			108.3	(Lease to Ph. & R'g.)		1,200,181	649,352	634.169	4	50	12
Dec. 31, 1872	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal..Penn. & Md.	4,867,105	*				2,092,706	2,757.310	165,811			45.0	(Lease to Ph. & R'g.)		426,398	99,151	51,241	—	50	12
Dec. 31 1872	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	*				2,907,850	300,000	35,000			84.0			124,969	44.862	200	—	50	....
Dec 31, 1872	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	3,030,344	*				1,100,000	748,000	295,219			—	(Leased to Pennsylvania.)					—	50	....

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
	$	p.	p c	p. c.
RAILROAD STOCKS:				
At'antic and Great Western, pref...	10,000,000	7	....	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	....	....
" " " guar.	276,200	7	....	....
Atlantic and Pacific, preferred	10,000,000	7	....	15½
Atlantic and St. Lawrence,* guar...	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	8,552,800	6	5	105
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	..
Catawissa,* pref. and guar.....	1,159,500	7	7	81½
Camden and Amboy,* guaranteed..	5,847,800	10	10	121½
Camden and Atlantic, preferred.....	763,549	7	3½	81½
Cayuga and Susquehanna,* guar....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,600	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	106½
Central Ohio,* preferred	411,550	6	6	90
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	81
Chicago and A'ton, † preferred.....	2,425,400	...	10	107
Chicago, Iowa & Nebraska,* guar..	3,916,300	...	8	90
Chicago and N rth-Western, pref...	21,289,563	7	7	69¾
Cinc., Sand and Cleveland, pref....	429,000	6	6	....
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	89½
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred....	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware, guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	....	....
Dubuque and Sioux City,* guar.....	5,000,000	...	3	65
Dubuque South-Western, pref.....	580,315	8	....	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	62
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref. & *guar.	500,000	7	7	76
" " com. & *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	60
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	...	....	....
Hannibal and St. Joseph, pref	2,167,700	7	7	38½
Harrisburg and Lancaster,* guar....	1,132,550	7	7	102
Housatonic, preferred.....	1,180,000	8	8	99½
Huntington & Broad Top Mtn, pref.	190,750	7	...	33
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	55
Joliet and Northern In diana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref...	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	3,101,650	6	...	17½
" " 2d pref....	4,436,250	6	...	9
Mich. Southern, (Lake Shore) guar..	593,500	10	10	....
Mill Creek,* guaranteed.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	10,825,777	7	7	60½
Mine Hill,* guaranteed.....	3,856,450	8	8	105
Montclair,* guaranteed.....	2,000,000	7	....	....
Morris and Essex,* guar.....	15,000,000	7	7	95
Nesquehoning Valley,* guar.... ...	2,000,000	10	10	108
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guarnnteed.....	7,295,200	10	10	121
New London Northern,* guar.....	971,400	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	127
" " *com. & guar.	8,500,000	8	8	127
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred.....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	126
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	51
" " pf. & *guar.	2,000,000	8	8	85½
Ohio and Mississippi, preferred.....	4,030,000	7	7	50
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama, guaranteed.....	7,000,000	12	12	111
Paterson and Hudson,* guar.....	630,000	—	8½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	...	....	....
Phila., Germant'n & Norrist'n,*guar.	2,231,900	12	12	175
Philadelphia and Reading, † pref....	1,551,687	—	10	....
Philadelphia and Trenton,* guar....	1,259,100	10	10	121½
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	94½
Pittsfield and North Adams,* guar.	450 000	5	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	114
Rochester & Genesee Valley,* guar.	557,560	....	....	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	34½
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	...	33
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	—	...
St. Louis, Kansas City & Nor., pref..	12,000,000	...	—	25
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	....	....
" " 2d pref.	1,000,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	71
Warren,* guaranteed.....	1,800,000	7	7	....
CANAL STOCKS.				
Delaware Division,* guar.....	1,633,350	8	8	....
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	122
" com. and * guar.....	1,695,000	4	4	52
Sch uylkill Navigation preferred....	2,808,977	6	6	25

New York Stock Exchange.

Actual Sale Prices for the week ending Apl. 15.

	Th. 9.	F. 10.	Sat. 11.	M. 13.	Tu 14.	W. 15.
Boston, Hart. & Erie.... 1½	....	1½	1½	....	1½
Canton Co.....	....	....	....	....	....
Central Pacific.....	....	....	....	....	....
Central Pacific 6s..... 94½	....	95	....	....	....
Central of N. Jersey....105	105½	105½	106	106½	106½
Chesapeake & Ohio 1 m. 55	....	55	....	..	....
Chicago & Alton..... 103½	103	....	....	....	103½
.. pref.....	....	....	107	....	....
.. 1 M.....	....	....	106½	....	....
.. S. F.....	....	....	....	....	....
.. Inc. bds.... 94	....	....	....	....	....
Chicago, Burl. & Q.....104½	104	....	....	104½	103½
.. 8s, 1883	....	....	....	....	....
Chic. & Northwestern.. 54	53½	53½	54½	53½	52½
.. pref..... 70½	70½	70½	70½	70½	69½
.. 1st M.....	....	....	....	101½	101½
.. S. F.....	....	....	....	....	....
.. Consol.....	....	....	....	92	....
Chic., Rock Isl. & Pac..101½=	101½	101	101½	101½	100½
Chi., R. I. & Pa. 7s,1896.....	....	105½	....	....	....
Clev., Col., C. and Ind.. 74	....	....	....	....	....
Clev. & Pittsburg guar.. 89½	....	90	90	89½	89½
.. 2 M.....	....	....	....	....	....
.. 3 M.....	....	....	103	102½	....
.. 4 M.....	....	....	....	....	89½
Clev. and Toledo.....	....	....	....	....	....
.. S. F. 7s.....	....	....	....	....	....
Col., Chi., & Ind. C..... 32½	32	31½	32½	32½	32
.. 1 M.....	86	86	....	86	....
.. 2 M.....	65	....	....	....	65
Del. & Hudson Canal ..118½	118	....	118	....	119
Del. Lack. & Western...107½	106½	106½	107½	107½	107
.. 1 M. 7s.....	....	....	....	....	....
.. 2 M 7s.....	....	....	104	....	....
Erie Railway..... 35½	35½	35	37½	37½	36½
.. pref.....	60	60	....	....	....
.. 1 M. 7s. 1897.....	....	105	105	....	....
.. 2 M. 7s, 1879.....	101	....	....	....	....
.. 3 M. 7s, 1883 98½	....	....	98½	....	....
.. 4 M. 7s. 1880.... 97½	....	97½	97	....	....
.. 5 M. 7s, 1888.....	....	....	....	....	....
.. 7s, con. gold.....	....	....	....	....	....
Great Western 2d mort.....	83	....	....	....	....
Hannibal & St. Joseph. 31½	31½	31½	32½	32½	31½
.. pref.....	36½	36½	38½	....	....
.. 8s, conv.....	....	81	....	....	....
Hudson River.....	....	....	....	....	....
.. 2 M. S. F.....	....	....	....	....	....
.. 3 M. 7s, 1875.....	....	....	104	....	....
Illinois Central 104½	....	....	....	....	....
.. 7s	....	....	....	....	....
Lake Shore & Mich. S'th. 77½	77½	75½	76½	75½	74½
Marietta & Cin. 1st pref.....	....	....	....	....	....
.. 2d pref.....	....	....	....	....	....
Michigan Central..... 83	82	82	....	81	....
.. S.F. 8s, 1882.....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.105½	....	....	105½	....	....
.. 2 M.....	....	....	....	103½	103½
Milw. and St. Paul..... 41½	41½	41½	42½	43	41½
.. pref..... 61	61	60	60	61	60½
.. 1st mort.....	....	....	....	....	....
.. 2d mort.....	....	....	....	....	....
.. 8s.....107½	....	107½	....	....	....
.. 7 3-10s con.....	....	94	....	....	....
.. 7s, gold..... 87½	....	....	....	88	88½
Missouri 6s..... 94½	....	....	....	94½	94½
.. H & St. J. 8s.....	....	....	....	....	92
Morris and Essex..... 94½	94½	94½	95	....	....
.. 1st mort.....	....	107	....	....	107
.. 2d mort..... 101	....	....	....	....	101
N. Y. Cen. & Hud. Riv. 99½	99½	98½	99½	96½	97½
.. 7s, S.F. 1876.....	....	....	....	....	....
.. 6s, S.F. 1883.....	....	....	....	....	....
.. 6s, S.F. 1887.....	....	....	....	94	95
N. York and Harlem.....	....	....	128	....	127
.. pref.....	....	....	....	....	....
.. 1 M. 7s.....107	107	....	....	....	....
N. York. N. Hav. & Hart....	133	128½	132½	....	133
N. Carolina 6s, old..... 29½	....	....	....	28	....
.. new	....	....	....	....	....
Ohio and Miss..... 29½	29½	29½	29½	29½	29½
.. pref..... 50	....	50	....	....	....
.. 2d M.....	....	....	....	....	....
Pacific Mail S. S. Co.... 47½	47	46½	47½	47	45½
Panama 113½	....	110=	111	111	....
Pitts., Ft. W. & Chi. gtd. 95½	95	94½	94½	....	94½
.. 1 M.....	....	....	....	....	....
.. 2 M.....	....	....	....	....	....
.. 3 M.....	....	....	....	....	....
Quicksilver Mining Co.....	....	....	28	....	....
St. L., Alton & T. H.....	....	....	....	....	....
.. pref.....	....	....	....	....	....
.. 1 M.....	....	....	....	....	....
.. 2 M. pref..... 87	....	....	....	....	....
.. Income bds.....	....	....	....	....	....
Tennessee 6s, old.....	....	....	87½	....	....
.. new.....	....	....	....	....	....
Tol., Wab. & Western.. 45½	44½	44½	45½	45½	45½
.. pref.....	....	....	....	....	....
.. 1 M.....	....	....	....	94½	....
.. 2 M.....	....	89	88	....	....
.. Equipment.....	....	....	....	....	....
.. St. Lou. Div.....	....	83	83	84	84
Union Pacific..... 37	36½	36½	36½	37	35½
.. 1st mort... 86½	86½	86½	86½	86½	86½
.. L. Gt. 7s... 81½	81½	81½	81½	....	81½
.. Inc. 10s.... 86½	86½	87½	88	88	86
Virginia 6s, old.....	....	....	....	....	....
.. new.....	....	....	....	....	....
.. consol.....	....	....	....	....	....
.. def. cert.....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Apl. 15.

	Th. 9.	F. 10.	Sat. 11.	M. 13.	Tu. 14.	W. 15.
FEDERAL STOCKS:—						
U. S. 5s, 10-40s, reg.....	....	114¼	114½	....	114½
U. S. 5s, 10-40s, coup.....	....	....	114½	115½	....
U. S. 5s, 1881, reg.....	....	....	....	....	114½
U. S. 5s, 1881, coup.....	115½	....	115½	116½	116½
U. S. 6s, 1881, reg.....	119½	119½	....	119½	119½
U. S. 6s, 1881, coup....121	121½	....	....	121½	121½
U. S. 6s, 5-20s, reg. '62.....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862..117½	118½	118	118	118½	....
U. S. 6s, 5-20s, reg. '64.116	116	....	....	....	116½
U. S. 6s, 5-20s, c. 1864.....	119½	....	....	120½	....
U. S. 6s, 5-20s, reg. '65.....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865.120½	121	....	121	121½	121½
U. S. 6s, 5-20s, r. n. '65.119	118½	118½	118½	118½	119½
U. S. 6s, 5-20s, c. n '65.119	119	119	119½	119	119½
U. S. 6s, 5-20s, reg. '67.....	....	....	119½	119½	....
U. S. 6s, 5-20s, c. 1867.120½	120½	119½	120½	120½	120½
U. S. 6s, 5-20s, reg. '68.....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68.....	....	119½	119½	120½	120½
U. S. 6s, Pac. R.R. issue.117	....	....	117	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Apl. 14.

	W. 8.	Th. 9.	F. 10.	Sat. 11.	M. 13.	Tu. 14
Catawissa preferred	....	....	....	43½	....
.. 7s, new	....	....	....	....	....
Camden and Amboy.....	....	....	....	....	....
.. 6s, 1875 98	....	....	....	....	....
.. 6s, 1883 90	....	....	....	....	....
.. 6s, 1889	....	....	....	....	....
.. mort. 6s, '89 99½	....	....	....	....	99½
Elmira & Williamsport.....	....	....	....	....	....
.. pref.	....	....	39	....	....
.. 7s.....	....	....	....	....	....
Lehigh Navigation..... 45½	45½	45½	45½	45½	45½
.. 6s, 1884	....	....	....	....	94
.. Gold L..... 97	97	97	97	....	96½
.. R. R. L.....	....	....	....	....	....
.. Conv. 7s '77.....	....	....	....	....	....
Lehigh Valley R. R..... 60½	60½	60½	60½	60	60½
.. 6s new coup.....	....	....	....	....	....
.. 6s new reg.....	101½	....	....	....	....
.. 7s.....103½	103½	103½	103½	103½	103½
Little Schuylkill R.R.....	....	....	....	46½	....
.. 7s.....	....	....	....	....	....
Minehill 52½	52½	....	....	52½	....
Morris Canal.....	....	....	....	....	....
.. pref.....	....	....	....	....	....
North Pennsylvania	....	....	....	....	45
.. 6s, 1885 99	....	99	....	....	....
.. 7s.....	....	....	....	....	....
.. 10s, 1887	....	....	....	....	....
Northern Central 36	38	....	37	....	36
Oil Creek & Alleg. Riv. 15	....	14½	....	....	....
.. 7s.....	....	....	....	....	60
Pennsylvania R. R..... 52½	52½	52½	52	52½	52½
.. 1st M.....100½	101½	101½	....	....	....
.. 2d M..... 98	....	....	....	....	....
.. Gen. mort.. 90½	....	90½	90½	90½	....
.. .. reg.....	....	....	....	....	93½
Penn. State 6s, 1st series.....	....	....	....	....	....
.. 6s, 2d series.....	105½	105½	....	....	....
.. 6s, 3d series..108	....	....	....	....	....
Philadelphia City, 6s.....	....	101	101	....	101½
.. new 103½	103½	103½	103½	103½	103½
Philad., Germ. & Nor.....	....	....	....	....	....
Phila. & Reading 57½	57½	57½	57½	57½	57½
Philadelphia and Erie.....	....	....	....	....	20½
.. 6s.....	....	....	....	....	....
.. 7s.....	....	....	....	87	....
Phila., Wilm. & Balt.....	....	....	....	....	....
Schuylkill Navigation.....	....	....	....	....	....
.. pref..... 12½	....	....	....	....	12½
.. 6s, 1882 77	77	....	77	....	77
.. 6s, 1876	....	....	....	....	....
.. 6s. 1872	....	....	....	....	87½
United Co. of N. Jersey.121½	121½	121½	121½	121½	....
Hestonville, (Horse).....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....
Green & Coates	....	....	....	....	....
2d and 3d streets	....	....	61	....	....
Spruce and Pine	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Apl. 14.

	W. 8.	Th. 9.	F. 10	Sat. 11.	M. 13.	Tu. 14
Baltimore City 6s, 1875.....	....	....	101	....	....	....
.. 1886	....	....	....	....	99	....
.. 1890 ..... 98½	98½	98½	98½	98½	98½
.. 1884	....	....	....	....	....	....
.. 1900	....	....	....	....	97½	....
Balt and Ohio.....	....	....	172	....	....	....
.. bonds, 1875..... 100½	....	....	....	....	....	....
.. .. 1880..... 99½	....	....	....	....	98½	....
.. .. 1885. 97½	97½	....	....	....	....	....
Central Ohio.....	....	....	....	....	....	....
.. 1st mort.....	89	88½	89	89½	....	....
Marietta & Cin. 1st M...100½	100½	....	....	....	....	101½
.. 2d M.....	92½	....	92½	....	....	93
.. 3d M. 8s.....	....	78½	....	....	....	78½
Northern Central..... 38	....	35½	35½	36	36
.. bonds, 1885. 93	....	....	....	92½	....	....
.. .. 1900.....	....	....	....	....	....	....
Pittsb. & Connellsv. 7s.....	89½	....	89	....	....	....
N. W. Va. 3d mort.....	....	....	....	....	....	....
Virginia 6s, Consol..... 50½	....	50½	....	50	....
.. Defer. Certif.. 10½	....	10½	....	....	10½
City Passenger R R.....	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Apl. 15.

	Th. 9.	F 10.	Sat. 11.	M 13.	Tu. 14.	W. 15
Boston and Albany	139¾	140	139¾	....	140	140
Boston and Lowell	....	....	106¾	....	....	....
Boston and Maine	....	....	....	109¾	....	109¾
Boston and Providence	....	....	....	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s	27¾	27¾	27¾	28	28¾	27⅝
Cheshire, pref.	....	....	....	....	81	....
Chi., Burl. & Quincy	104¼	....	103¾	....	104	103¾
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	69	69¼	69	68¾	68¾	....
Fitchburg	....	....	123	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	83¼	83	82¾	....	81¼	73
Northern, N. H.	108¾	....	....	....	....	....
Ogdens. & Lake Champ.	....	....	....	....	....	....
" pref.	....	....	....	....	....	85¾
Old Colony	112	111¾	112	112	112	112
Ph., Wil. & Baltimore	56¼	....	56¼	56¼	55¾	55¼
Portl'd, Saco & Porta.	....	....	114	....	....	....
Union Pacific	....	....	....	36	36¼	....
" 6s	85¼	85¼	85	85	84¾	....
" Land Grant 7s	....	....	81¾	81	....	....
" Income 10s	85¼	85¼	86¾	86¼	....	....
Vermont & Canada	....	....	....	....	....	....
Vermont & Mass.	....	81	81¼	....	82	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	99¼	....	....	....	....
Metropolitan	....	40	....	42	....	43¼
Middlesex	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls	24	24	23¾	23¾	23¾	....
Franklin	....	....	....	....	....	....
National	....	....	....	....	....	....
Quincy	36¼	....	36¾	36¾	36¼	36¼

London Stock Exchange.

	—Closing Prices.— Mar. 20.	Mar. 27.
Atlantic & Gt. W. 1st mort., $1,000	63 — 65	58 — 60
Do. 2d mort., $1,000	43 — 45	38 — 40
Do. Con. mort. B'nds Bisch's Cert.	19½ — 20½	18 — 19
Do. Reorg. Scrip	— — —	— — —
Do. Leas. Lines, Rental Bonds	78 — 80	75 — 78
Detroit & Milwaukee 1st mort. Bonds	65 — 70	60 — 70
Do. 2d do.	50 — 55	50 — 55
Erie shares 100 dol. all paid	38½ — 40½	36 — 36½
Do. 6 per cent Convertible Bonds	96 — 98	95 — 97
Cons. Mort. amount autho. to be issued for conv. of existing bonds	93½ — 94½	90 — 92
Illinois Central $100 shares all paid	94½ — 95½	94½ — 95½
Do. Redemption mort. bonds 6 p.c.	101 —103	101 —103
Illinois & St. Louis Bridge 1st mort.	101 —102	101 —103
Marietta and Cincinnati Rail. Bonds	95 — 98	96 — 98
Michigan Central 8s 1882, conv.	88 — 92	88 — 92
Panama 2d mort.	68½ — 69½	73 — 75
Panama General mort.	98 —100	98 —100
Pennsylvania, 2d mort.	98 — 99	98 — 99
Do. General mort.	98½ — 99½	98½ — 99½
Do. $50 shares	47½ — 48¼	47¼ — 48¼
Philadelphia and Erie 1st mort.	97 — 99	97 — 99
Do. with option to be paid in Phila.	97 — 98	97 — 99

American Railroad Journal.

Saturday, April 18, 1874.

Stock Exchange and Money Market.

Pending definite legislative and executive action on the currency and banking questions at the National Capital, business in the financial and commercial lines has been more or less embarrassed and depressed; operators in most instances evincing decided reluctance to make very free ventures while the uncertainty, which has so long been damaging the industrial interests, continues to prevail. There has been less activity noted in the Money market, with rates quoted easier for all responsible borrowers, the range having been from 3@5 per cent on call, and 5½@7 per cent per annum, in the discount form. The demand for accommodation, from all sources, has been less urgent, and lenders have been quite prompt in responding to the calls of their customers, for aid. The City banks have been gainers in the deposit line, and have enlarged their loan and discount averages, while the U. S. Sub-Treasury at this port has lost slightly in both forms of specie and currency. The U. S. Sub Treasury in this city closed the week with a currency balance of $37,021,688 or $314,397 less than the preceding week; and a coin hoard of $55,487,920, or $517,669 less than on the previous return. The City banks, in their last weekly exhibit, indicated a further reduction in their specie and legal tender averages. The City bank exchanges, during the week, were $427,751,038, or a daily average of $71,291,839. The customs revenue of the port, during the week, was $2,293,018, of which $2,177,018 were in coin certificates. The deposits of the City banks show an increase of $1,200 300; the legal tender notes a reduction of $1,409,300, and the specie reserve of $210,200. The banks enlarged their loan and discount average $2,552,600, and their circulation $6,800. The City banks reported their average of gold last week at $23,835,400, and their greenback average at $55 573,800. Their deposits stood at $238,691,700. The loan item was about 293⅝ millions. The circulation was about 26¾ millions.

The outstanding amount of legal tender notes is yet 382 millions; and of National bank circulation 349 millions.

Government has received about 77 millions from internal revenue, thus far in the current fiscal year.

Gold has advanced slightly, on a livelier inquiry, chiefly speculative, stimulated by the various reports and rumors from Washington. The extremes of the price have been 113⅜@114⅜ closing at 113¾ as against 113⅝ on Wednesday of the preceding week. The specie outflow, last week, was $596,914. The imports of specie at this port since Jan. 1, have been $1,188,066, against $1,055,631 same time last year. The customs demand for Gold last week ave aged $388,000 a day. Foreign Exchange has been in moderately active demand, closing steadily, with Bankers' sixty day bills on London quoted on Wednesday at $4 85@$4 85⅝; sight bills on London, at $4 88@$4 88½. The week's exports of Domestic Produce have been to the currency value of $5,199,462.

Government securities have met with a comparatively prompt sale, chiefly to investment buyers, at full and buoyant prices. The offerings of most issues have been limited. U. S. sixes of 1881 closed on Wednesday of this week at 121½@121¾; U. S. Five-Twenties of 1862, 118½@118¾; U. S. Five-Twenties of 1864 at 120@120¼; U. S. Five-Twenties of 1865, 121⅜@121⅝; U. S. Five-Twenties of 1865 consolidated, 119⅜@119⅝; U. S. Five-Twenties of 1867, 120⅜@120¾; U. S. Five-Twenties of 1868, 120⅛@120⅜; U. S. Ten-forties at 115⅛@115⅜; U. S. Fives of 1881, (Funding Loan) 116⅛@116⅜; Six per cent. currency Sixes from 117@117¼.

State and Railway bonds have been moderately sought after since our last, at generally steady rates. Central Pacific first mortgage six per cents have been in fair investment demand closing firmly at 95@95½. Chesapeake and Ohio First Mortgage Bonds, Six per cents, have been in request at 55@56. Railway and miscellaneous share property has been less freely dealt in, with values quoted irregular though closing more firmly.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $11,278,078, against $6,251,858 same week last year. The exports of domestic produce are $5,199,462, as against $5,421,753, last year. The exports of Gold and Silver, $596,914, as against $912,814 last year. The customs in Gold deposited during the week in the New York Office of the Treasury amounted to $2,331,000, as against $2,433,968, same week last year.

General business has been less active, since our last. The Metal trade has been very slow. We now quote: Eglinton Pig Iron at $36@$37. Glengarnock $39; Coltness, $44; No. 1 American Pig at $35; No. 2 do. at $31@$33; Forge, $29@$31; English Rails at $55@$60, gold; American Rails at works, $60@$65; Old Rails, $40@$41. Wrought Scrap, $40@42 50. Some 500 tons American Rails sold on p. t. Ingot Copper has been quiet, but steady. The Breadstuff business has been moderately active with prices generally quoted firmer toward the close. Provisions have been less freely dealt in, as have likewise been Tobacco, Seeds, Hides, Leather, Naval Stores, Petroleum, and Groceries, with values quoted irregular. Cotton has been more sought after and quoted at the close dearer. Wool, quiet but steady. Ocean freights more active, with rates generally higher.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns;—

New York.—Atlantic and Pacific R. R. pref., 15½; St. Louis, Kansas City and Northern pref., 25; Rensselaer and Saratoga R. R., 109; Mo., Kansas and Texas R. R., 10; St. Louis and Iron Mt. R. R., 47; do. 1st mort., 95¾; do. 2d mort., 81; New Jersey R. R., 121; Chicago and Alton scrip, 95; Chicago and Northwestern consol. gold bonds, 88¼; Lake Shore and Michigan Southern 7s, consol., reg., 96¼; do. coupon, 97½; Clev., Paines. and Ash. 7s, old, 100½; Albany and Susquehanna R. R., 94; do. 1st mort., 103½; do. 2d mort., 97½; Boston, Hartford and Erie 1st mort., 28¼; Clev., Col., Cin., and Ind 1st mort., 106¼; New York Central 7s, 1st mort., 106; Buffalo and Erie 7s, new, 97; Louisville and Nashville 7s, consol. 1898, 88½; Morris and Essex 7s, 1871, 92; Milwaukee and St. Paul scrip, 77; do. 1st mort. LaC. div., 88; Del., Lack. and Western 7s, conv., 104⅜; Detroit, Monroe and Toledo, 1st mort., 99; Michigan Central 7s, 98⅝; Lake Shore div. bonds, 95; Indianapolis, Bloomington and Western 1st mort., 81¾; Central Pacific State Aid bonds, 101; Central of New Jersey 1st mort. new, 106½; do. 7s, 1902, conv., 102½; Gt. Western 1st mort., 1888, 93; Toledo, Peoria and Warsaw 1st mort., W. D., 79; Toledo, Wabash and Western 7s, consol., 73; Am. Dock and Imp. 7s, 99; Cleveland and Toledo 7s, new, 98, Western Union Telegraph, 75¾; do. 7s, 100; Am. Dist. Tel., 58; Atlantic and Pacific Tel., 17; Am. Exp., 63¾; U. S. Exp., 71; Adams Exp., 98½; Wells-Fargo Exp., 77; Consol. Coal 45½; Spring M. Coal, 58; Georgia 7s, new, 89¾; Tennessee 6s, old, ex-coupon, 67⅜; Rhode Island 6s, 102½; Brooklyn 6s, W. L., 94⅞.

Philadelphia.—Allegheny Valley 7 3 10s, 92¾; Wilmington and Reading 1st mort., 83½; Morris Canal 2d mort., 96; do. 7s, B. L., 98; do. scrip, 97; Lehigh Nav. conv. gold loan, 99; Susq. Canal 6s, 78½; Phila. and Reading 7s, new, conv., 106; do. 7s, 1893, 103½; do. deben. bonds, 80; do. Gen'l mort. 7s, reg., 103¾; do. coupon, 102¾; Philadelphia and Reading C. & I. deben. bonds 82; do. mort., bonds, 89; West Jersey 7s, 101; do. 1st mort. 6s, 95; do. 6s, 1883, 83; Cape May and

Millville 7s, 95; Northern Pacific 7 30s, 81½; Oil Creek 1st mort. 7s, 78¾; Second and Third Streets 2d mort., 90; Schuylkill Nav. 6s, 1895, 74½; do. div. scrip, 86; Shamokin Valley and Pottsville 7s, 92; Chesapeake and Delaware Canal 6s, 87; Pennsylvania and New York 7s, 103⅜; Pennsylvania R. R. div. scrip, 99; Catawissa R. R. 16; do. new pref., 34½; Fifth and Sixth Streets R. R., 57; Nesquehoning Valley R. R., 54; Chestnut Hill R. R., 87½; Ridge Av. R. R., 40; Huntingdon and Broad Top Mt. pref., 16½; Camden and Atlantic pref., 40¾. The latest quotations are: City 6s, 101@101½; do. free of tax, 103⅜@103½; Pennsylvania State 6s, 2d series, 105½@106; do. 3d series, 108½@109; Philadelphia and Reading 57⅛@57¾; do. Gen'l mort. 7s, coup., 102½@103; do. reg., 103@104; do. mort. 6s, 1880, 98@99½; do. new, conv. 105¾@106; do. 7s, 1893, 103@—; United New Jersey R. R. and Canal Co., 121¼@121¾; Camden and Amboy mort. 6s, 1889, 99¾@100; Pennsylvania R. R., 52⅛@52½; do. div. scrip, 98⅞@99¼; do. 1st mort., 101¼@101¼; do. 2d mort. 98½@99¼; do. general mort. coupon, 90¼@90½; do. reg., 92@—; Little Schuylkill R. R., 46½@47; Morris Canal, 49@52; do. pref. 121@128; do. 6s, 96@100; Susquehanna Canal, 5@9; do. 6s, 73@73½; Schuylkill Nav., 6@6½; do pref., 12⅜@12¾; do. 6s, 1882, 76½@77; do. 1872, 87½@89; Elmira and Williamsport pref. 38@40; do. 7s, 1873, 97@100; do. 5s, 63@65; Lehigh Coal and Navigation, 45⅜@45½; do. 6s, 1884, 93½@94; do. R. R. Loan, 95¾@—; do. Gold Loan, 96@97; North Pennsylvania, 45@46; do. 6s 99@100; do., 7s, 102@102½; do. Chattle 10s, 104@108; Philadelphia and Erie, 20¼@21⅜; do. 6s, 89½@91; do. 7s, 87@87½; Minehill, 52@52½; Catawissa, 16¼@17; do. pref. 43½@44; do. 7s 1900, 101⅛@102; Lehigh Valley, 60⅜@60½; do. 6s, new coupon, 100@100; do. reg., 101@102; do. 7s, 103½@103⅜; Fifth and Sixth streets (horse) 56¼@57; Second and Third, 60@61; Thirteenth and Fifteenth, 21½@22; Spruce and Pine, 29@30; Green and Coates, 47@50; Chestnut and Walnut, 60@60½; Hestonville, 19½@21; Germantown, 23@36.

Boston.—Housatonic R. R pref., 99¼; Burlington and Missouri River R.R. in Nebraska, 62; do. 8s, old, 100; Cincinnati, Sandusky and Cleveland R. R., 9; Conn. and Passumpsic Rivers R. R., 76; Rutland pref., 34¼; do. 1st mort, 77¾; Eastern (N. H.) R. R., 62; New Bedford R. R., 110; Illinois Grand Trunk 8s, 100. Chicago, Burlington and Quincy 7s, new, 97; Ottawa, Oswego and Fox River 8s, 98; Michigan Central (Air line) 8s, 1890, 102½; Stanstead, Shefford and Chambly 7s, 1887, 60; Old Colony 7s, 1894, 104¾; do. 6s, 1876, 98⅞; Eastern R. R. 7s, 1882, 92; Boston and Maine 7s, 1894, 103½; Pullman Palace Car Co., 99⅞; Boston Water Power, 11¾; Cary Imp., 6¾; Waverly Land, 3½; New Hampshire 6s, 1900, 100; Maine 6s, 1899, 100¾; Massachusetts 6s, 1876, 110⅝; do. 5s, 1883, 101; Cook Co., Ills., 7s, 99; Cambridge 6s, 97; Chicago 7s, 99; Boston 6s, 1894, 99¾; do. 5s, 1877, 98½; St. Louis 6s, 88¾; Cincinnati 7 3-10s, 1891, 102; Cleveland 7s, 1882, 98⅞; Lowell 6s, 1890, 96; Peoria 7s, 1888, 96¼; Portland 6s, 1887, 93; Allouez Mining Co., 8½; Calumet and Hecla, 157; Duncan, 65; Mesnard, 1; Petherick, 2⅛; Rockland, 1⅛; Ridge, 6⅛; Star, 1.

Baltimore.—Maryland Defense 6s, 105¼; Virginia consols, ex-coupon, 48; do. reg., 48; Virginia consols, coupons, 78¾; Orange, Alex. and Manassas 7s, 81; Orange and Alex. 4th mort. 8s, 75; Chesapeake and Ohio 6s, 55½; Northern Central 6s, 1900, gold, 90; Memphis City 6s, 50⅛; Norfolk Water bonds, 89; Atlantic Coal, 2.40. The latest quotations are: Wilmington, Columbia and Augusta bonds, 66@69; Wilmington and Weldon 7s, gold, 90@94; Pittsburg and Connellsville 7s 1898, 89@90; Baltimore and Ohio, 170@175; do. 6s, 1875, 100@101; do. 1880, 98½@99; do., 1885, 96@97½; Parkersburg Branch, 5@10; Northern Central, 85¾@86; do. 6s, 1885, 92@93; do. 1900, 87@88; do., 6s, 1900 gold, 89@90¼; N. W. Va. 3d mort., 1885, 92@—; Marietta and Cincinnati 1st mort. 7s, 1892, 100½@101; do. 2d mort., 7s, 92¾@93, do., 3d mort., 8s, 78@78½; Central Ohio, 42@43; do. pref., 40@42½; do. 1st mort., 89@89¾; Western Md., 1@3; do. 1st mort. 6s, 1890, 75@85; do. 1st mort. guar., 95@96; do. 2d mort. guar., 95@96; do. 3d mort., guar., 94½@95, do 2d mort. pref., —@60; do. 2d mort. guar. by Washington Co., 80@84; Richmond and Danville 1st mort., 70@71; Orange and Alexandria 1st mort. 6s, 89½@90; do., 2d mort. 6s, 79¾@81; do., 3d mort. 8s, 82½@85; do., 4th mort. 8s, 75@80; Orange, Alex. and Manassas 7s, 81@81; Virginia and Tennessee 1st mort. 6s, —@—; do., 2d mort 6s, 67½@73; do. 8s, 81⅛@84. Baltimore 6s, 1875, 97@97¾; do., 1884, 98@98; do. 1886, 99@99¼; do 1890, 98⅛@98½; do., 1893, 97@98; do. 1893, exempt, 97¼@97⅝; do., 1900, 97¾@97⅞; do. 1900 new, 98@99; do. 1902, 98@99; Memphis City 6s, 50⅛@50¼; Maryland Defense Loan, 1883, 105@105¼; Virginia 6s, old, 31@40; do. new, 43@50; do. consol. 6s, 50@50⅜; do. coupons, 78⅛@78¾; West Virginia, 10⅞@10⅞; City Passenger R. R., 15¾@16; George's Creek Coal, 126@140.

Erie Railway.

At a meeting of the directors of this company held on the 15th inst., Mr. Watson stated that he had executed a contract with the London Banking Association for the issue of $15,000,000 of the bonds of the company, which was approved by the board. He also reported that $25,000,000 were subscribed for the bonds, being an excess of $10,000,000 on the bonds offered. The subscription price is to be paid before the 1st of July. Alluding to the charges made by Mr. Dunan, he denounced them as baseless and fraudulent. He was engaged in an examination of the accounts, and he hoped soon to be able to refute Dunan's allegations. He asked that Messrs. Raphael, Morgan, and other stockholders in London, should unite in appointing a public auditor to come to this country for the purpose of examining the company's accounts to date, which was also approved by the board. It is understood that the auditors will be Messrs. Turquand, Young and Co., and Messrs. Quilter, Ball & Co., of London.

☞ The St. Louis and Iron Mountain Railroad Company, the Arkansas Branch and the Cairo, Arkansas and Texas Railroad Company have been consolidated under the title of the St. Louis and Iron Mountain Railway Company, Thomas Allen president. A proposition to include the Cairo and Fulton Railroad in the consolidation is shortly to be voted on by the stockholders.

BANKING-HOUSE OF FISK & HATCH.
No. 5 NASSAU ST.

We buy and sell GOVERNMENT BONDS and GOLD at current market rates; buy Gold Coupons; buy and sell Stocks and Bonds at the Stock Exchange on Commission for cash; receive Deposits, and allow interest at the rate of four per cent; make Collections, and transact a general Banking and Financial business.

We also deal in the CENTRAL PACIFIC and WESTERN PACIFIC GOLD BONDS, which, at present prices, are very desirable for investment.

We are also selling the CENTRAL PACIFIC GOLD SIX PER CENT. LAND BONDS at 85 and accrued interest, secured by first mortgage on nearly 12,000,000 acres of the company's lands in California, Nevada, and Utah.

FISK & HATCH.

Illinois Central Railroad.

The statement of this Company for the month of March, 1874, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	2,597.91 for	$18,686 18
Acres Free Lands Sold	160.00 for	2,240 00
Total sales during the m'th of March, 1874	2,757.91 for	$20,926 18
Total of all	2,757.91 for	$20,926 18
Cash collected in Mar., 1874		$38,745 67

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois. 707 Miles.	In Iowa. 402 Miles.	Total. 1,109 Miles.
Freight	$275,040 00	$70,712 00	$345 752 00
Passengers	102,884 12	42,177 85	145 061 97
Mails	6,375 00	3,059 24	9,434 24
Other sources	64,625 00	2,680 76	67,305 76
Tot'l Mar.'74.	$448,924 12	$118,629 85	$567,553 97
Total actual earn'gs, Mar., 1873	$532,937 95	$127,821 44	$660,759 39

EARNINGS AND EXPENSES, FIRST QUARTER.

	1873.	1874.
Earnings whole line 3 months	$1,860,428 89	$1,685.558 96
Operation expenses	1,157,117 09	880,468 59
	$703,311 80	$805,090 37
Increase in net earnings, 1874		$101,778 57

☞ The Rochester *Union* says that the New York Central and Hudson River Railroad have awarded additional contracts for ballasting and laying the new double tracks from Buffalo to Albany. The work from Oneida to Albany has been awarded, but it is not certain that the parties will enter into the contract. The work of grading for the new tracks through the Mohawk Valley is progressing rapidly. It has been nearly completed between Utica and Schenectady, except at Little Falls and Palantine Bridge.

☞ Both houses of Congress have passed the bill providing that the act of 1793 for enrolling and licensing ships or vessels employed in the coasting trade shall not be construed as extending to canal boats or boats employed on the internal waters or canals of any State. This bill removes the cause of much complaint in New York, Pennsylvania, New Jersey, Maryland, and Delaware, where last year many canal boats were seized for alleged violation of the license and enrollment acts.

Eastern (Mass.) Railroad.

A special meeting of the stockholders of this company was held in Boston on the 8th inst. for the purpose, as stated in the call for the meeting, "of ratifying the bonds of the corporation to the amount of two hundred thousand pounds sterling and interest, issued under vote of the Directors of March 31, 1873. Also for the purpose of authorizing an issue of bonds to the additional amount of four hundred thousand pounds sterling and interest, in pursuance of an Act of Massachusetts of March 23, 1874, entitled an 'Act to authorize the Eastern Railroad Company to confirm its bonds already issued and for other purposes.'"

The meeting was called to order by John W. Wooldredge, the President of the company, who read the call, after which the minutes of the last meeting were read.

Mr. William G. Russell offered the following resolutions, which were unanimously adopted:

Voted, That the Eastern Railroad Company ratify the issue of bonds of the Corporation to the amount of two hundred thousand pounds sterling and interest, heretofore made under the authority of its directors by vote of March 31, 1873, and adopt and acknowledge the same as the valid and binding obligations of the Corporation.

Voted, That the Corporation authorize the further issue by its directors of its bonds to an additional amount, not exceeding four hundred thousand pounds sterling, said bonds to be made payable in not exceeding twenty years from their date, with interest at six per cent per annum, payable semi-annually.

☞ At a legal town meeting held at Exeter, N. H., on the 13th inst., to see what action the town would take in relation to aiding the construction of the Exeter and Salisbury Railroad, it was voted, that the town exchange their bonds for a like amount of the bonds of the road, properly secured by mortgages, etc., and that the whole subject be referred to a committee of five, to report at an adjournment. After the committee was appointed, the meeting adjourned to the 21st inst.

☞ The Nevada, Grass Valley and Colfax Narrow Gauge Railroad Company was organized at Nevada City on the 28th of March, and the following directors elected: T. W. Sigourney, R. W. Tully, Niles Searls, John C. Coleman, Edward Coleman, William Watt and J. N. Lakeman. Fifteen per cent of the amount subscribed has been paid in, and work is to be commenced on the road immediately.

☞ The contract for the completion of the New Castle and Pittsburgh Railroad has been made, the track to be in running order by August 1st. This opens up a new route from Pittsburgh to the oil country, intersecting large coal fields.

☞ H. F. Barrows has been elected President, H. N. Duggett Treasurer, and W. J. R. Bronson, Clerk of the Attleboro' Branch Railroad Company. The directors are: H. F. Barrows, H. N. Duggett, W. J. R. Bronson, Stephen Richardson, and A. A. Folsom.

☞ Mr. D. H. Conklin, has been appointed Superintendent of the Gilman, Clinton and Springfield Railroad. Address, Springfield, Ills.

☞ John G. Thompson has been appointed Commissioner of Railroads for Ohio.

☞ The Oil City *Derrick* says that "a pleasant flutter has recently been excited in the community by a report that the Shenango branch of the Atlantic and Great Western Railway would be extended through to Brady, taking in Petrolia and Martinsburg on its course. The road is already graded to North Washington, whence is the most feasible route by the line indicated in the above report. Surveys have been made and the chances for passing through this place are very favorable."

☞ The receipts of the Province of New Brunswick from all sources, including Dominion subsidies, were $568,549 66, which with a balance from 1872 of $123,337 gave a total disposable sum of $691,886 71. The amount actually expended was $540,486 33, leaving a balance of $151,400 38. The estimated revenue for the current year to 31st October, 1874, is $572,175 20.

☞ The sections of the Western Counties (Ca.) Railway, northwards from Yarmouth, amounting to upwards of 18 miles, are under contract and in a fair state of forwardness; respectable subsidies from both the Dominion and the Local Governments have been guaranteed, and negotiations for the balance of capital which may be needed have been set on foot.

☞ The Wilmington *Every Evening* says: 'The preliminary survey of the Delaware Shore Railroad (between Pennsgrove and the West Jersey Railroad) is now being made, under the provisions of a special charter. When the line is completed and the ferry boats between Wilmington and Pennsgrove are running, a new route to Cape May will be opened, which will be fifty miles shorter for Southern people than by way of Philadelphia."

T. F. WURTS, Practical Railroad Engineer,
NORTHAMPTON, MASS.,
Desires an engagement. Has been employed on R. R location and construction since 1863. References furnished.

PHILIP G. SCHOFIELD,
(Successor to PETER SCHOFIELD,)
MANUFACTURER OF
STEAM VACUUM & HYDRAULIC
GAUGES,
AND
LOCOMOTIVE SPRING BALANCES,
Frankford Road & Seargeant St.
PHILADELPHIA.

The American Wood Carbolizing Co.

Is organized for the purpose of Creosoting Timber for Docks, R. R. Ties, Fence-Posts, Pavements, and all other uses where Timber is exposed to the action of water or air. This Company also proposes to License R. R. Companies and others who desire to erect their own apparatus.

Drawings and specifications of apparatus, either stationary or portable, will be furnished on application.

67,112 miles of Railroad in the United States use annually over twenty-six million Ties for renewing those destroyed by decay.

The preservation of wood from decay and the attacks of marine worms, has been largely practiced in Europe for thirty years; and with such success that the use of natural wood is now the exception; and of all the various methods that have been employed, that in which creosote oil was used, has best endured the test of time.

This Company, benefiting by the thirty years' practical experience in the use of creosote oil abroad, offer to the public a system of application which is adapted to the wants of our own country, in that green wood can be rapidly and thoroughly treated, even better than dry, and the application of the oil, in connection with the use of moderate heat, be made more uniform and effective than is possible by any other means.

Experience has demonstrated that creosote or dead oil is the only substance by which wood can be treated so as to certainly resist the attacks of marine worms.

Creosoted wood exposed in Charleston Harbor was not attacked by the teredo, while natural wood attached to it was completely honey-combed.

It is confidently asserted that Railroad Ties creosoted will outlast three sets of ordinary Ties, and that creosoted Paving Blocks being beyond the reach of decay, will last as long as stone, with all the advantages of an elastic roadway, beauty and economy of construction.

The economy in the use of creosoted wood, where the term of service is trebled, is measured by adding to the wood used, the cost of the labor expended in construction, and the loss of time spent in replacing the structure, when either decay or attacks of marine worms destroy it.

The system of Seely and Pelton, employed by this Company, has been fully examined and indorsed by Gen. McClellan, Gen. Barnes, Gen. Babcock, Rob't Harris, C. B. & Q. R. R., Prof. Silliman, Capt. Eads, Gen. Cram, Gen. Humphreys, Gen. Meigs, Gen. Belknap, Prof. Chandler, Gen. Gilmore, Gen. Newton, A. B. Mullet, C. H. Haswell.

It has been used by the U. S. Government upon the Dykes of the St. Clair Flats, and upon Gun Platforms for the fortifications on the Atlantic coast; upon pavements in New York and Pittsburgh, by the Department of Docks of the City of New York and the Board of Public Works of the District of Columbia.

Detailed information can be obtained and specimens of creosoted wood examined at the office of the Company.

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☞ There has just been put on record a mortgage made to the Farmers' Loan and Trust Company as Trustees of the real estate, franchises, rolling stock, and all appurtenances of the Erie Railway. The mortgage is for $30,000,000, and is given to secure the second consolidated mortgage bonds of the company.

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American Railroad Journal.

New York, Saturday, April 25, 1874.

Overtrading and Healthy Growth.

Complaint is made by the merchants that trade is dull; sales have fallen short of former years; competition is keen, and profits smaller than usual; the Spring season is already half gone, and it is called a very poor trade. There have been no conspicuous failures so far; but it is hardwork to keep going. There must be failure among our merchants, or else improvement in trade. Stores are "to let" by hundreds, and offices by thousands. Even Broadway, which is usually packed to repletion, has many vacant spaces to let. Dullness reigns, both in the haunts of trade and in the real estate markets. Rents are lower, and the returns from city landed property will be light, at the same time that taxes are high.

The case stands differently, however, with those whose trade is in the necessaries of life, and the transporters of field-produce. We are told that the dealers in exportable produce were never so busy; and in like manner, the manufacturers of home staples, such as sheetings, flannels and coarse goods, boots and shoes, are doing a very fair business.

It has occurred to us that there is such a thing as overtrading. For the whole people, it would seem, it is necessary that there should be a limit to their purchases of articles not strictly necesaries. It is only by a reference to the detailed statements of the importations that we can realize what a vast quantity of trinkets, frippery, and useless stuff is purchased abroad; and for which we as a nation, must pay in the products of labor drawn from our mines or from our fields. The importations at this port alone amount to 350 millions per annum, declared value; and are probably to be paid for at the rate of five hundred millions, gold value, in cotton, breadstuffs, meats, or in precious metals. When we come to analyze the list of articles which we purchase we find a very large per centage of them to be either articles of luxury or indulgence, and in some cases noxious also. Champagne, brandy, silks, laces, jewelry, broadcloths, ornaments and knick-nacks, all of which, if we must use them, we ought to make for ourselves, or postpone until we had paid our debts, improved our homes and sheltered our domestic animals. It is a long standing anomaly that we should be sending our raw cotton to England and the food with it, to have it spun and woven into fabrics which are brought back to us, when we have the population the water-powers, the iron and coal in our own hills ready to be put to that service.

Of the five hundred millions of imported articles brought in, New York charges (and endeavors to collect) a thousand millions to the rest of the country; and this is thriving trade. Trade indeed may thrive at that rate; but whenever the goods are pushed upon the country faster than the earning power of the people can pay for them, then the country is the worse for the brisk trade. This is what has happened during the past ten years. The number of firms and persons engaged in splitting up and distributing these goods has multiplied; the ranks of manual labor have been largely drawn upon to assist in this wholesale and retail peddling of merchandize of various sorts. The country swarmed with drummers and agents with sample bags, urging the dealers to buy more. If cash sales could be made all right, but the goods must be shouldered upon somebody else, even if mere paper promises were taken as pay. The business was overdone. The country had over-bought. We have now the reaction and it is a healthy one, besides being inevitable.

The railroads report full lines of produce moving to the usual centres of consumption, with but a very light return traffic in merchandise. The country banks are becoming creditors of the city banks, and the city banks creditors of the New York banks, or more exactly speaking their debits are less. The country is getting out of debt, to its own capitalists and also to Europe. To be effective this process should continue for some time longer. We should not liquidate one set of merchandize indebtedness by another. It is time we ceased mortgaging the best of our railroads and lands for the balance against us, which has been run up for extravagance, and over-consumption. If allowed to continue in this state we shall have a more steady and more healthy business. The over-crowded markets must return some of their numbers to productive industry. Our whole powers should be devoted to the accumulation of the actual wealth of the world, in the products of our soils, our mines, our forests, our waters; and not so large a portion of our energies given to chasing about the world in search of something to buy in order to sell again. It is inherently a bad state of things when the wares seek the customers; the rule should be the other way, the customers should hunt the wares—especially is this true of articles of luxury.

On the whole then we regard the cry of dull trade as not an unmixed evil. We shall all be the better for it one day. The currents and channels will be set to the altered state of things. Our country is young and blessed with an ingenious people, and unsurpassed natural facilities. It is a mistake to suppose that it can be made or unmade by a legislative enactment; or that this bill, or that veto, can ruin it. The United States can stand a good deal of ruining of that kind and still be a pretty good country to live in.

☞ Olympia (Washington Territory) advices of the 7th instant announce that work on the Olympia and Tenino Railroad commenced that day in good earnest. Citizens turned out en masse, closing up every place of business, and devoting the day to hard work on the grade.

How the Railroad War Ended.

THE BALTIMORE AND OHIO AND PENNSYLVANIA IN AMITY—HISTORY OF THE DIFFICULTY—TERMS OF THE ADJUSTMENT.

As was briefly indicated in the *Sun* of Wednesday, the war which has been waging between the Pennsylvania and Baltimore and Ohio Railroad Companies for four months past is now ended, the terms of adjustment, which have been amicably agreed upon, to go into effect on Monday next. The history of the causes which led to the very serious quarrel between these great companies, and the basis upon which it was finally settled, are interesting. Upon the opening of the Baltimore and Potomac road, in July last, the Pennsylvania Company, controlling the line between New York and Washington, via York, Pa., opened that route for through travel, ignoring the Philadelphia, Wilmington and Baltimore and Baltimore and Ohio roads. This line was much longer than that via Philadelphia, and it was understood was resorted to only with a view of obtaining favorable terms through the Union tunnel, (passing through Baltimore,) and effecting satisfactory arrangements with the Philadelphia, Wilmington and Baltimore Company for a connection at Bayview, on the eastern border of this city. Upon accomplishing these results the Pennsylvania Company abandoned the York route, and then began its efforts to divert to the new route via Bayview and Union and Potomac tunnels the entire passenger business between New York, Philadelphia and Washington. This scheme was temporarily interrupted by the freshet in August, which did great damage to the Baltimore and Potomac road, but did not injure materially the old and substantial road of the Baltimore and Ohio between this city and Washington.

In September, however, the Pennsylvania Company, controlling the New York end of the route, (the road through New Jersey,) by persistent efforts managed to get into their cars nearly all the passengers South bound, and carried them through by the Baltimore and Potomac line. From Washington, however, where the old established route was better known, passengers preferred the double track road of the Baltimore and Ohio Company, and the singular feature was presented of almost the entire South bound business going via the Baltimore and Potomac, and that North bound via the Baltimore and Ohio route, obliging the roads between Baltimore and New York to haul in reverse directions many passenger cars almost empty. This continued during the autumn, with numerous embarrassments to the passengers seeking the Baltimore and Ohio road, such as requiring them to change cars at points upon the route, sending baggage to the wrong depot in Washington; but still it seemed impossible, so long as the cars of the Baltimore and Ohio Company were permitted to run upon the New Jersey road, for the Pennsylvania Company to secure the absolute control of the coveted business between New York and Washington. In view of this the Pennsylvania Company adopted a summary plan, and inflicted a blow upon its rival which it was hoped would settle the difficulty. The Baltimore and Ohio Company was accordingly notified that from and after the following day the cars of that road would not be run upon the New Jersey roads, and a few days subsequently this notice was followed by the issue of a circular to railroad companies throughout the United States that the tickets of the Baltimore and Ohio Company would not be recognized nor baggage by that road checked over the line between New York and Philadelphia.

The war was then begun in earnest. The Baltimore and Ohio Company notified the Pennsylvania Company that unless these objectionable orders were withdrawn and arrangements substituted by which the Baltimore and Ohio Company could obtain a fair share of the travel, and the contract be respected which required six months' notice before through arrangements could be abrogated, retailiatory measures would be adopted. This threat not having the desired effect the Baltimore and Ohio Company, in December last, reduced the rates on western through travel about one half, the theory being that as this route did comparatively little through passenger business, and the Pennsylvania Company four times as much as the Baltimore and Ohio, as a war measure the result would be to cripple the former and attract to the route of the latter company a large number of passengers from the Pennsylvania route, who could be carried at a very small additional cost. The traveling public, always anxious for low rates of transportation, seemed to have taken sides with the Baltimore and Ohio Company. The officers of that company claim that the result exceeded their expectations—the through travel having doubled—and the really excellent facilities of fine cars and first class hotels were availed of by many passengers who otherwise would not have traveled over the line, and the road became all the better and more favorably known for through travel.

The effect upon the Pennsylvania Company can only be conjectured, but as that company very soon began to make efforts to settle the controversy, it would appear to have been serious. Shortly after the commencement of hostilities Vice President Pratt, of the Philadelphia, Wilmington and Baltimore Company, Mr. S. M. Felton, and other friends of both companies endeavored to bring about a settlement, and with that object had an interview with the officers of the Baltimore and Ohio Company. At this meeting it was proposed that a correct basis would be an equitable division of the passenger business, which could only be satisfactorily effected by arranging that trains between New York and Philadelphia and Washington, be run alternately over the Baltimore and Potomac and Baltimore and Ohio routes, thus preventing any confusion with travelers, and securing to each of the rival lines about an equal amount of business. This plan was promptly acceded to by the Baltimore and Ohio Company, but declined by President Thomson, of the Pennsylvania Company. Upon this failure the war went on with renewed vigor, and negotiations were suspended until the recent visit of Vice Presidents Scott and Roberts of the Pennsylvania, and Mr. Felton, to Baltimore for conference. It is understood that at this interview the Pennsylvania Company expressed a willingness to divide the business as suggested, with the proviso, which the Baltimore and Ohio Company would not entertain, namely, that a connection be made at the crossing of the Baltimore and Potomac and Baltimore and Ohio roads near the Relay House, (Washington Branch,) and that all New York and Philadelphia trains be run through the Baltimore and Potomac tunnel, to connect with the Philadelphia, Wilmington and Baltimore Railroad, with a fair compensation for use of track and tunnels between the Relay House and Bayview, thus making the Washington Branch of the Baltimore and Ohio road terminate for through business at the point named instead of at Baltimore. When this difficulty was encountered the officers of the Pennsylvania Company stated that it would be necessary to have a further consultation with President Thomson. Upon their return to Philadelphia we learn that an invitation was extended to the officers of the Baltimore and Ohio Company to meet them in Philadelphia in what it was hoped would be a final conference.

This was declined until the Pennsylvania Company agreed that before negotiations were renewed the right of the Baltimore and Ohio Company to run its trains over the entire line between Baltimore and Washington, transferring them to the Philadelphia, Wilmington and Baltimore Railroad at President street station or Locust Point, in Baltimore, should be acknowledged, and the scheme of the Baltimore and Potomac tunnel, as applied to the business of the Baltimore and Ohio Company, abandoned. Upon this basis the Philadelphia meeting was held, and it was then determined that of the daily trains between New York and Washington, and vice versa, each company should have an equal number—that is that two should be run by the Baltimore and Ohio Company, and one through train between Philadelphia and Washington in both directions by each route.

After this was agreed upon some delay was experienced by discussion between the Philadelphia, Wilmington and Baltimore and the Pennsylvania Companies as to the arrangements, but these have now been adjusted.

It has been agreed that the New Jersey lines controlled by the Pennsylvania Company, and the terminal facilities in New York for passengers and freight, are extended to the Baltimore and Potomac and two by the Baltimore and Ohio Company upon exactly the same terms as are enjoyed by the Pennsylvania Company itself.

The new arrangements go into effect on Monday next, and carry with them a restoration of through passenger and freight rates between all points with which the rival companies compete for business.—*Balt. Sun, April* 17.

Union Pacific Railroad.

The Land Department of the Union Pacific Railroad Company reports the sales of land for the month of March, 1874, at 31,712 acres, for $155,306, or an average price per acre of $4 90. The total sales to March 31, 1874, have been 906,359 acres, for $4,120,302, or an average price per acre of $4 55. The lands belonging to the company remaining unsold, now amount to 11,173,640 acres.

Land grant bonds issued		$10,400,000
Less bonds cancelled by land department	$1,495,000	
Less bonds cancelled by trustees	352,000	
		1,847,000
Leaving bonds outstanding March 31, 1874		$8,553,000
Land notes on hand, March 31, 1874—principal (interest not included)		$2,257,810
Cash in hands of trustees for the purchase of land grant bonds, March 31, 1874		$213,628

West Jersey Railroad.

The following is a comparative statement of the current receipts and disbursements of this company for the years ending December 31, 1872 and 1873:

Receipts:	1872.	1873.
From passengers	$416,040 13	$427,969 66
" freight	210,077 07	215,415 71
" express	24,137 91	25,246 19
" mails	13,244 80	10,765 00
" telegraph	1,091 45	1,018 63
" rents	136 28	441 04
	$664,777 14	$680,856 23
Disbursements:		
Operating road	$373,413 22	$405,129 43
Leases	42,779 11	36,194 31
Interest	125,239 66	129 888 22
Taxes	9,084 52	10,813 91
Sea Breeze House	3,483 64	1,111 53
	$554,000 15	$583,132 40
Net earnings	$110,776 99	$97,723 83
Add balance of previous years		97,219 01
Total		$194,942 84
Dividend No. 15, at four per cent		$54,388 00
Dividend No. 16, at four per cent		54,390 00
Tax on dividend No. 18		1,033 29
Balance of undividend earnings January 1, 1874		85,131 55
Total, as above		$194,942 84

Compared with the previous year, the receipts of 1873 show an increase of $16,079 09, with an increase in expenses of $29,132 25, making the decrease of profits, $13,053 16. The cost of

operating the road in 1873 was 59.53 per cent of gross earnings. The President, in his report, says:

Your Directors, in presenting their "Sixteenth Annual Report," are gratified that they are able, notwithstanding the depressing influences of the past year, to exhibit a healthy increase in the receipts from every source of revenue, and satisfactory improvement in each separate department, as you will find upon examination of the reports of the heads of the same hereunto annexed.

In our last report we stated that, being compelled to vacate the building then occupied as offices by your company, a lot of ground on Federal street, in the city of Camden, had been secured and contracts were being made for the erection of a suitable building for office purposes. The building was completed about the 1st of October and immediately occupied by us, and proves to be well adapted for the business of the company, which it will accommodate for many years to come. The unoccupied portion of the building is rented to the Pennsylvania Railroad Company, which will reduce our actual rent to very little, if any, beyond the amount we formerly paid.

Your Board, through a joint committee of this Board and the Board of Directors of the Cape May and Millville Railroad Company, have effected a settlement of the claim your company held against the Cape May and Millville Railroad Company at the date of the lease of the railroad of the latter company by you, and your treasurer has received in payment of said claim certificates for one thousand and sixty shares of the capital stock of the Cape May and Millville Railroad Company, amounting at par to fifty-three thousand dollars also four hundred bonds of a second mortgage on said railroad of $1000 each, bearing interest at seven per cent per annum, payable semi-annually, on the first days of April and October of each year.

At a meeting of the Board of Directors, held on the thirtieth day of January, 1874, your President and Treasurer were directed to endorse upon each of said bonds the guaranty of this company for their payment.

In compliance with an order of the committee, the stock and bonds stand registered in the name of your treasurer, and cannot be disposed of except by order of the Board.

Your Board refer with pleasure to the uniform courtesy and attention to the interest of the company extended by the various employees as contributing largely to the satisfactory results of the past year.

We submit the statements hereunto annexed as a complete detail of the operations of the company for the past year.

The company had at the close of the year 18 locomotives, 47 passenger, 6 mail, 58 platform, 30 box, 2 stock, 110 four-wheel and 21 eight-wheel dump, 21 lever hand, 17 push and 3 baggage cars. Miles run by engines with passenger trains, 264,617; with freight trains, 93,963, other trains, 17,363—total, 375,942. Mileage of West Jersey engines on foreign roads, 6,220. Mileage of foreign engines on West Jersey Railroad, 4,594. Av. cost per mile run for repairs, fuel, wages, etc., 31.99 cents. Number of passengers carried, 710,485; do. carried one mile, 19,107,460. Av. number of miles traveled per passenger, 26.89. Total net receipts from passengers, $427,969 66. Av. receipts per passenger, 60.24 cents; do. per passenger per mile, 2.23 cents. Cost per passenger, 38.62 cents. Cost per passenger per mile, 1.43 cents. Number of tons of freight carried, 130,115; do. carried one mile, 4,053,772; av. distance each ton was carried, 31.15 miles. Total net receipts, $202,995 01. Av. receipts per ton, $1 56; do. per ton per mile, 5 cents. Av. cost per ton, 91 cents. Av. cost per ton per mile, 2.92 cents. Proportion of current expenditures chargeable to passenger transportation, $274,366 44; do. freight, $118,437 15. Number of miles of road operated, 126.18, viz: West Jersey, 59.48; Cape May and Millville, 41.35; Salem, 16.58; Swedesboro, 10.80. Miles of turnouts, 14.56. Total, 142.72.

GENERAL BALANCE SHEET, Dec. 31, 1873.

West Jersey Railroad Company:		
Capital stock		$1,859,750 00
Loan of 1883		400,000 00
Loan of 1896		1 000,000 00
Loan of 1899		1,000,000 00
Mortgage		12,000 00
Bills payable		59 125 00
Premium and discount		108,824 56
Undivided earnings		85,131 55
Profit and loss		65,314 40
		$4,090,145 51
Cape May and Millville Railroad:		
Capital stock	$500,000 00	
Bonded indebtedness	400,000 00	
Indebtedness to West Jersey Railroad Co.	79,282 49	
		979,282 49
Salem Railroad:		
Capital stock	$180,550 00	
Bonded loan	100,000 00	
Indebtedness to West Jersey Railroad Co.	1,396 58	
		281,946 58
Swedesboro Railroad:		
Capital stock	$93,350 00	
Bonded loan	200,000 00	
Indebtedness to West Jersey Railroad Co.	2,560 45	
		295,910 45
		$5,647,285 08
Cost of West Jersey Railroad		$2,366,885 11
Cost of Cape May and Millville R.R.		941,457 54
Cost of Salem Railroad		279,717 01
Cost of Swedesboro Railroad		290,206 24
Stock of Cape May and Millville R.R.		408,000 00
Stock of Salem Railroad Company		70,000 00
Stock of Stockton H. & I. Co. (preferred)		114,750 00
Stock of Stockton H. & I. Co. (common)		40,000 00
Stock of West Jersey Express Co.		5,000 00
Stock of Cape Island Turnpike Co.		3,050 00
Stock of Camden Democrat		110 00
Bonds of Cape May and Millville R. R. Co.		400,000 00
Bonds of Cape May City		27,400 00
Bonds of Congress Hall		25,000 00
Mortgages		9,600 00
Advances to Stockton H. & I. Co.		332,248 75
Advances to West Jersey Express Co.		1,456 43
Cape May and Millville R.R. (capital account)		79,282 49
Swedesboro Railroad (capital acc't)		2,560 45
Salem Railroad (capital account)		1,396 58
Bills receivable		11,675 98
Delaware land		2,431 76
Sinking fund		93,750 00
Profit and loss Cape May & M. R.R.		37,824 95
Profit and loss Swedesboro Railroad.		5,704 21
Profit and loss Salem Railroad		2,229 57
Balance		100,547 96
		$5,647,285 93

President.—T. JONES YORKE.

Directors.—Thomas Jones Yorke, Samuel A. Whitney, Horatio J. Mulford, Charles E. Elmer, Coleman F. Leaming, Lewis Mulford, John M. Moore, Strickland Kneass, Josiah Bacon, George B. Roberts, Samuel T. Bodine, George Wood, Thomas H. Dudley.

Secretary & Treasurer.—GEORGE J. ROBBINS.

Superintendent.—WILLIAM J. SEWELL.

Engineer.—WILLIAM N. BANNARD.

The Climax Electro-Plating Company.

This company, which has been carrying on busine s for some years in this city, has recently been wholly reorganized, and their place of business removed from the old, well-known stand in Vesey street to their new and more commodious quarters, No. 25 Beekman street, the entire second and third floors of which building are being rapidly fitted up by carpenters, machinists, &c., to accommodate their largely increasing business, which has entirely outgrown their old quarters.

The company propose, as heretofore, to carry on the work of bronzing, lacquering, dipping, copper, nickel, silver and gold plating, burnishing, replating, &c., and will also make a specialty of the manufacture and plating of ladies' dress ornaments. All kinds of metal articles, such as clocks, medals, gas fixtures, skates, chandeliers, water urns, and similar household articles will be treated by this company in a most superior manner by Wilder's new secret process, which is used by this company only. Articles plated by this process are cheaper, handsomer, and more durable than those treated by any other processes now in vogue; and certain it is, Mr. Wilder's process is far superior in finish to anything we have ever before seen. Some specimens of nickel plating recently shown us, so closely resembled silverware that we at first thought the proprietor was mistaken in saying it was only the ordinary nickel-plating, improved by this company. They will also pay particular attention to the replating and polishing of all kinds of ladies' metal ornaments, such as buckles, clasps, &c., which may have become tarnished by time and usage, and we predict for them a lively business in this line alone.

Mr. W. J. Wilder, the inventor of the above named important process, has the sole superintendence of the chemical and mechanical departments, No. 25 Beekman street, while A. W. Ladd, Esq., as Managing Director, has general charge of the company's affairs at their office, No. 5 Dey street.

☞ An adjourned meeting of the stockholders of the New York and New England Railroad Company was held at the office of the trustees of the Boston, Hartford and Erie Company on the 21st. President Hart presided. The committee appointed to confer with the trustees in possession made a partial report, and asked for further time, which was granted. The committee recommend the passage of a vote authorizing them to negotiate for a loan to pay the debt of the trustees, the receiver's certificates of indebtedness, and the amount contributed by certain of the bondholders, the amount of the loan not to exceed $800,000. The vote was passed and the meeting adjourned to the 5th of May.

☞ Mr. A. S. Hewitt has been appointed Receiver of the Montclair Railroad. The foreclosure sale of the second mortgage bondholders will not now take place, as Chancellor Runyon has decided that the sale of the road by the former Receiver to Wm. A. Guest was invalid.

☞ The Keystone Bridge Company, having completed the iron work on the bridge crossing the Mississippi at St. Louis, two weeks inside the contract time, receive a bonus of a thousand dollars per day till the time expires.

Baltimore, Philadelphia and New York R.R.

The Legislature passed a bill consolidating under one charter certain railroad companies, two of which were the Maryland and Pennsylvania, and State Line and Juniata, which are hereafter to bear the name of the Baltimore, Philadelphia and New York Railroad. Work has been going on upon the line of the Maryland and Pennsylvania road near Towsontown for some time past. The consolidated company only desired the privilege of running their railroad and telegraph lines through this State. This has been granted them coupled with certain conditions intended to protect individual rights. Strenuous efforts were made against the passage of the bill by the friends of other corporations, with whose interests the new line was supposed to conflict; but by the exertions of the Hartford delegation the bill finally passed. We have the gratifying assurance, from those in a position to know, that now the road will certainly be built. A large amount of capital, it is stated, is ready for investment in it, and the most liberal encouragement should be given by Hartford and Baltimore counties.—*Belair, Md., Int.*

Grand Trunk Railway of Canada.

REPORT OF THE DIRECTORS FOR THE HALF YEAR ENDING DEC., 31, 1873.

The gross receipts upon the whole undertaking, including the Buffalo and Champlain lines have been	£1,061,197
Deduct—	
The ordinary working expenses (being at the rate of 65.77 per cent, against 64.95 of the corresponding half of last year)	£697,929
The renewals, &c., of the permanent way and works in the half year debited to revenue	165,177
	863,106
Leaving an available balance earned in the half-year of	£198,091
Deduct loss on American currency	24,593
	£173,498
To this sum of £173,498 has to be added the balance from the net revenue account of last half-year of	1,610
Making a total balance of	£175,108
From this, however, has to be deducted the amount of postal military revenue due for the half-year to the postal bondholders of	16,117
Leaving a balance of	£158,991
Applicable for the following payments, viz:	
Interest on hired cars	£10,007
Interest &c., paid on lands	2,217
Interest on mortgage to Bank of Upper Canada	4,424
Interest on temporary loans, bankers' balances, promissory notes, European exchange, &c	1,155
Interest on British American Land Company's debentures	617
Interest on Montreal Seminary debentures	616
Interest on Island Pond debentures	2,700
Half-yearly instalment on Portland sinking fund	2,568
Atlantic and St. Lawrence lease (in full)	48,615
Detroit line lease (in full)	11,250
Montreal and Champlain bond interest	12,081
Buffalo and Lake Huron rent	32,500
1st equipment bond interest	15,000
2d equipment bond interest	15,000
Balance carried forward	241
	£158,991

Of the sum of £200,000 appropriated out of the proceeds of the new issue of ordinary stock towards the payment of dividends, the sum of £80,454 was reserved in trust to meet the dividend on the first preference stock, payable on 1st March, which has been paid.

Comparing this half-year with the corresponding period of 1872, the gross receipts show an increase of £94,518, or 9.77 per cent. There was an increase in the passenger receipts of £22,890, or 6.45 per cent, and in the freight receipts of £71,685, or 11.78 per cent. The total number of passengers carried was 1,073,204 against 984,525; and the quantity of freight was 836,012 against 797,935 tons. The average receipt per passenger was 6s. 4d. against 6s. 6d., and per ton of freight 16s. 3d. against 15s. 4d. The increase in the freight department of 38,077 tons and £71,685 receipts shows an average of 43s. 4d. per ton against the general average of 16s. 3d. per ton, establishing conclusively that the increase in this branch of business has been in the "through" or long distance traffic. The following is the usual comparative statement:

		Average per passenger.			Average per ton.	
Half-year.	Passengers. Nos.	s.	d.	Freight. Tons.	s.	d.
1873, Dec.	1,073,204	6	4	836,012	16	3
" June.	761,741	6	9	772,572	15	8
1872, Dec.	984,525	6	6	797,935	15	4
" June.	733,748	6	5	737,361	16	3
1871, Dec.	961,432	6	1	789,231	15	5
" June.	764,376	6	0	666,092	15	5
1870, Dec.	937,897	5	11	691,801	14	0
" June.	700,334	6	5	612,959	14	6
1869, Dec.	892,697	6	3	611,809	15	7
" June.	655,850	6	9	520,881	16	0
1868, Dec.	804,815	6	9	557,157	16	3
" June.	619,298	6	8	505,987	16	1
1867, Dec.	794,213	6	10	527,227	14	4
" June.	623,227	6	8	489 647	15	1
1866, Dec.	792,487	7	2	523,685	15	5
" June.	638,708	7	0	497,292	15	4
1865, Dec.	784,846	7	2	523,830	15	5
" June.	596,571	6	3	477,837	16	11
1864, Dec.	722,446	6	6	443,930	16	1
" June.	523,284	6	0	430,034	16	3
1863, Dec.	529,783	6	5	372,984	15	1
" June.	395,056	6	0	389,484	17	3

The operation of changing the gauge in the middle of the half-year seriously affected the traffic receipts for two weeks, and during the fortnight there was a decrease of about £26,000. The monetary panic which occurred in the United States in September disastrously affected the whole commerce of America. The increase from the completion of the change of gauge to the close of the half-year has been 33,800 tons, and £79,135. Up to the beginning of September the rates for freight were maintained at about the same figures as in 1872, but almost immediately after the panic they fell. The expenses for the half-year amounted, including the renewals as charged in the ordinary revenue accounts, to £863,106, or 81.33 per cent of the gross receipts; as against £793,293, or 82.07 per cent for the corresponding six months of 1872. Excluding the renewals, the ordinary working expenses were 65.77 per cent against 64.95 per cent. There was a total increase of expenditure for the half-year of £69,813—at the rate of 8.80 per cent against an increase of 9.77 per cent in the receipts. This additional expenditure was almost entirely due to the greater amount of work done, the increased cost of fuel and other materials used in the working of the railway, and to the continuation of a higher rate of wages than existed in 1872.

The number of miles of permanent way relaid during the year was 261, of which 230½ were laid with steel, showing an increase in the number of miles relaid with steel of 48, as compared with the year 1872, when 236 miles of permanent way were relaid, of which 182½ were laid with steel. The total length of steel rails laid up to 31st December last was 526½ miles. The charges for maintenance and renewals in the past half-year were, for maintenance £74,059, and for renewals £297,917. In the previous half-year these were for maintenance £74,833, and for renewals £77,055; making a total charge for 1873 of £523,862, of which £18,856 was charged in the June half year to a supplementary account, and £132,739 has been charged in the past half year to capital account; leaving the charge against the gross revenue for 1873 £377,769. Of this sum of £377,769 charged against revenue for 1873, the cost of more than 17,000 tons of rails, mostly steel, is included. It will be remembered that the act of last session directs that 82,000 tons of steel rails shall be provided out of the new capital to be raised. In 1873 about 8,800 tons of this quantity have been supplied, at the cost of £132,739, which is charged to capital account in the accounts for the past half year. This leaves about 23,000 tons still to be provided, which it is proposed to do in 1874 and 1875 in such quantities, within certain limits, as the actual necessities of the line may require. It is intended in the accounts for 1874 to include all charges in this department under the head of maintenance of way, excepting only the cost of the steel rails to be provided and charged to capital in 1874 and 1875. The separate charge under the head of renewals of way will therefore from the end of 1873 be entirely given up. The total train miles run were 3,795,848 against 3,474,208, showing an increase of 321,640 miles. The cost per train mile in the locomotive department was 84.51 cents against 82.14 cents.

The narrow gauge engines supplied to replace the broad gauge engines on the line west of Montreal are of the most modern and improved as well as of an uniform pattern, and they are found to have an increased capacity of at least 25 per cent over those which they have replaced. As the whole number of the new engines was only supplied towards the close of the last half year, which has been exceptionally high in respect of the cost of wages, and materials, their effect upon the reduction of expenditure can hardly be estimated; but although only running for the lesser portion of the half year, the result has been to increase the average loads of freight trains for the whole half year by 7 per cent. This cannot fail to have an effect upon the expenditure, both in this and the traffic department during the present year, as an increase in the train loads means a proportionately larger business done for the same haulage and handling. During the last year 12 narrow gauge engines have been built at the cost of revenue to replace the same number of old engines broken up as against 10 in 1872.

The cost of fuel has been greater than in any previous half year, arising partly from the larger quantity used, but still more to the enhanced price of coal and wood. The continued rise in the price of wood caused by the greater consumption of it throughout the country, and the gradual clearing away of the forests contiguous to the line, forced upon the company the necessity of looking to coal as a substitute, at any rate in the central district of the line, where wood had risen to the highest price, and accordingly the new engines built in connection with the narrowing of the gauge have been adapted for burning coal.

A very important proposition has, however, been made, which if is highly probable will be carried out. It is to obtain a supply of coal for the western portion of the line from the Alleghany Valley, about 200 miles from Buffalo by railway, via the International bridge. If this arrangement is carried out, the price paid for a considerable portion of the coal supply would be decreased from 15 to 20 per cent, and, as it could be obtained in winter as readily as in summer, the necessity for absorbing capital in the storing so large a quantity as at present, would not exist.

The traffic expenses for the half year amounted to £224,338 against £200,423 in 1872, or an increase of £23,915. In 1874 this department will receive considerable relief from the reductions which have taken place in the cost of labor and materials, and from the greater capacity of the new engines requiring much less labor in proportion to the quantity of freight hauled, so that it is not unreasonable to anticipate a lower percentage of expenses than in the past year. The most complete results from this cause will, however, not be produced until the gauge of the line

east of Montreal has been changed. The item of rent of rolling stock has been increased by a sum about equal to the decrease in the tolls paid to other companies.

The total addition to capital during the six months is £1,014,884. The principal items of expenditure are: £771,132, which includes the cost of narrowing the gauge west of Montreal, providing 150 new engines, 800 new cars, and 2,500 new car trucks, and converting 64 broad gauge engines to the 4 feet 8½ inch gauge, and £132,739 which is the cost of the steel rails charged to capital for the year 1873. The remaining expenditures consists of various items, the details of which are fully given in the accounts, less a further issue of share capital received from the Atlantic and St. Lawrence Railway in repayment of capital expended on that company's undertaking. The balance of capital unexpended to 31st December last was £720,017, which consists of the calls then remaining to be paid on the recent issue of new ordinary stock, the value of old materials not yet disposed of, and the unsold securities, less the amounts owing by the company in connection with the capital expenditure. The principal portion of this amount is not available until the calls have been paid and the value of the old materials realised. There is also still unissued the balance of £2,500,000 out of the authorized issue of £10,000,000 of new ordinary stock, the proceeds of which will be available after the 1st January.

During 1874 and 1875 about 23,000 tons of steel rails have to be provided at the cost of capital, which, with certain absolutely necessary capital expenditure, will absorb a considerable portion of the unexpended balance at 31st December last.

To meet the wishes of many of the shareholders the directors have agreed to receive payment in full of the remaining calls of new ordinary stock, allowing discount at the rate of 5 per cent per annum.

A considerable number of cars still running upon the line are not the property of the company, but are hired from various companies, and it is thought that the time has come when an effort should be made to purchase these cars, and eventually to endeavour to consolidate all other charges, including the Buffalo Bridge bonds and stock, ranking before the first preference stock, into a single pre-preference or debenture stock.

The following is a list of the hired cars at the 31st December, 1873, viz:—National Car Company's, 500; North American Car Company's, 300; Canada Rolling Stock Company's, 1,000; Canada Railway Equipment Company's, 500; Berlin Falls and Norton Mills Company's, 50; C. S. Clarke's, 40; Schwelkopps, 12; making a total of 2,402 cars.

The cost payable out of working charges to these rolling stock companies for the above cars and for the rental of certain stations amounts to £40,000 per annum, and, as the mileage run by a large portion of these cars in 1873 was materially reduced by the loss of time involved in break of gauge at Stratford, and by the process of conversion itself, the mileage of the same cars running for 1874 will henceforth be larger and the cost to the railway company will be therefore greater.

The par value of the capital loaned by the rolling stock companies amounts to about £400,000. The whole of this £400,000 can be liquidated at early dates, and if replaced by capital issued at 6 per cent, there would be a saving in working charges to the railway of £16,000 annually.

The junction of the Erie Railway with the Buffalo Bridge is expected at an early date in the spring, after the season is sufficiently mild for grading and completing the connection.

The Canada Southern is practically unprovided with rolling stock for its through as well as local traffic, and does not therefore contribute to the tolls of the bridge to anything like the extent which it will do. It is believed that the saving of mileage, time and cost to the Great Western of Canada in exchanging their business with the Erie, at Buffalo, will make it the interest of the Great Western to pass all their Erie business over the International Bridge, instead of the Suspension Bridge as at present.

The latest advices of the foreign tolls taken in connection with the bridge show an average for six weeks of £1,376, or £282, per week, or at the rate of nearly £15,000 a year. With the completion of connection with the Erie, and with a more adequate equipment of the Canada Southern, the foreign tolls over the Buffalo Bridge must be largely augmented; but even at their present figures there would be, including the Grand Trunk annual contribution, in liquidation of Bridge capital of £5,000, out of working cost, fully £20,000 annually available for dividends, were the bridge capital liquidated by the substitution of 5 per cent debenture stock issued at the low figure of 80, which could either be effected by degrees as the foreign tolls accrue or at once by agreement with the Bridge bond and Shareholder.

Taking the above two items of annual saving in the substitution of capital raised at 6 per cent for the present capital invested in the rolling stock agreements and in the International Bridge, there is a total annual sum of £36,000, and to this must be added all additions to the foreign tolls received on the Buffalo Bridge, the whole of which tolls will be released for Grand Trunk revenue purposes.

To effect this object, amongst others, the directors seek to take powers in a bill now before the Dominion Parliament for the issue of a perpetual debenture stock at 5 per cent for the voluntary consolidation, liquidation or purchase of the rolling stock and bridge capitals, as well as of all the pre-preferential Grand Trunk capital, bonds, mortgages, liabilities, leased lines and rentals existing over the first preference stock of the company. Such perpetual 5 per cent debenture stock as issued to take the place of each description of pre-preference capital, as and when liquidated or purchased, and to retain all the rights and privileges that attached to such capital. The whole existing pre-preferences over the first preference stock, including the car and bridge capitals, may, it is calculated, in course of time be redeemed by the issue of £6,750,000 of 5 per cent debenture stock at an average of £90 per £100. In the first instance it may be necessary to accept a lower price than £30, but with the payment of cash dividends on the preference stocks, the value of a 5 per cent debenture stock, covering and mortgaging the entire *corpus* of the undertaking and its rolling stock and equipment, will rapidly appreciate and approach to par as cash dividends are paid on our preference stocks. The directors propose to add to this £6,750,000 £1,250,000, making a total of £8,000,000 5 per cent debenture stock. This £1,250,000 to be available for the general purposes of the company, and for the current year of 1874 not to be issued beyond an amount which shall represent, in the amount of interest payable, the actual annual saving of £36,000 to be realised by the liquidation of the car and bridge capitals. The bill is made subject to the following clause:

"This act shall not take effect unless and until submitted to a special general meeting of the company and accepted by a vote of two-thirds of the persons present or represented by proxy entitled to vote."

At the special general meeting to be called under this clause—probably in the month of May—detailed calculations and estimates will be laid before the proprietors in reference to the above, showing the purposes for which further expenditure is required for the current year and for 1875.

The directors have just received the results of the first five weeks' working of the current half year, that is, from the 1st of January to the 7th of February, and they have the satisfaction of stating that they show so important a reduction in the working expenses that the net revenue in that period has been increased by $129,000, or an average increased profit of about £5,000 per week.

The directors who retire by rotation are Mr. Newmarch, Mr. Gillespie, and Mr. Brydges. Mr. Newmarch and Mr. Gillespie offer themselves for re-election. Mr. Brydges has telegraphed to the board his resignation of the office of managing director, which the board have accepted with deep regret, remembering his long, arduous and devoted services to the company in times of extraordinary difficulty and danger. For the present it is not the wish or intention of the board to fill up the vacancies in the direction caused by the death of Mr. Thomas Baring and the resignation of Mr. Brydges. Two vacancies have occurred amongst the auditors by the acceptance by Mr. Newmarch of a seat at the board, and the retirement of Mr. Grant, though the latter gentlemen has very kindly, at the request of the directors, audited the accounts for the past half year. Mr. Albert Creak has signified his intention of seeking election to one of the vacancies, and, as was explained to the proprietors at the meeting in January last, the directors purpose, looking at the fact that the greater portion of the expenditure is in Canada, to suggest to the proprietors the advisability of filling up the remaining vacancy by the appointment of an additional auditor in Canada, and they accordingly submit the name of Mr. Ramsay, agent for the Standard Life Assurance Company, Montreal, who is duly qualified, and, in the judgment of the directors, in all respects a fitting and responsible candidate for the office. By order,

RICHARD POTTER, President.

The Pennsylvania Railroad Company's Improvements.

The elevator at Washington street wharf, on which extensive additions and repairs have just been made, is now ready for operation with increased facilities. Like all improvements made by the Pennsylvania Railroad Company these are of the most substantial character. The contract had been awarded to Messrs. I. P. Morris & Co., who with their usual skill and exactness in performing what they undertake, have not failed to give satisfaction.

The scales, a very important adjunct on all elevators, the greatest durability and accuracy being required of them, were made at the Philadelphia Scale and Testing Machine Works, Ninth near Fairmount Avenue.

The proprietors of these works, the Messrs. RIEHLE BROS., have made rapid strides in bringing the manufacture of scales and testing machines to a perfection not hitherto attained by the oldest and most experienced houses in this country or Europe. They hold very valuable patents, and we learn they have lately applied for three more of a very important character. They are very particular in sealing their scales up to government standard, and that together with their careful construction on the most approved principles, will insure the correct and reliable weighing of the immense quantities of grain shipped from this point.—*Philadelphia North American, April 6.*

☞ The Uniontown and West Virginia Railroad was sold at Sheriff's sale on the 4th of March to John Snyder, the contractor, to whom the company was indebted in about $40,000. A new corporation, entitled the "Uniontown and West Virginia Railroad Company," was organized on the 8th instant, who propose to complete the road at an early day.

☞ The coal tonnage of the Chesapeake and Ohio Canal for the month of March, 1874, was 6,140, against 5,685 in March, 1873, an increase of 455 tons. The accrued revenue in March, 1874, was $8,751 52, against $6,438 94 in March, 1873, an increase of $2,312 58. The expenses in March, 1874, were $21,900 81.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific:													
1867	38,160	51,831	69,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,663
1868	64,463	86,937	51,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,364	467,659	5,070,883
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,892	7,995,116
1871	536,499	485,490	614,447	720.929	892.341	795,176	869,297	1,006,373	995,922	981,006	897.234	672,358	9,467,072
1872	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285 567	1,299,900	1,037,992	12,734,729
1873	852,860	694,015	932,778	1,132,920	1,366,378	1,313,790	1,211,765	1,258,500	1,392,125	1,423,875	1,296,812	1,072,750	13,938,969
1874	848,558	794,000	867,666	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1869	343,182	315,090	388,727	328,890	345,853	402,854	351,045	493,232	506.623	468,212	397,515	340,851	4,681,563
1870	281,109	316,087	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,284	4,849,405
1871	353,235	342,369	384,999	388,964	461,290	466,097	433,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497.261	540,756	431,815	352,604	5,156.326
1873	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
Chicago and Northwestern:													
1863	.....	... ...	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,668	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	660,605	729,750	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	586,626	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	587,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,590	879,900	11,632,729
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1,305,673	1,371,780	1,140,145	845,706	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602,482	774,994	787,641	1,094,101	952,890	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,423	11,006,277
1872	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873	752,468	765,249	967,258	1,084,023	1,256,072	1,309,578	1,240,987	1,284,094	1,071,448	1,451,827	1,039,306	1,019,501	13,816,465
1874	993,490	903,021	1,089,986	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col. Cin. and Indianapolis:													
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,710
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,442,625
1873	358,612	408,849	465,517	432,928	394,485	340,675	351,576	426,283	432,130	406,922	311,935	304,612	4,634,533
1874	363,053	276,099	318,976	.....	.....	.....	... ...	.....	.....	.....	.....	.....	.....
Erie .													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525 243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1873	1,326 505	1 329,422	1,515,382	1,541,958	1,764,821	1,717,593	1,685,384	1,774,570	1,918,247	1,882,421	1,560,023	1,625,129	19,631,781
1874	1,462,650	1,273,775	1,418,223	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	784,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624.744	529,617	563,596	620,228	713,162	718,722	707,992	886,041	890,287	753,184	755,436	668,131	8,401,142
1872	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696.475	698,063	8,026,754
1873	602,241	597,429	660,759	553,912	635,459	742,600	648,840	769,748	884,435	797,121	636,039	703,692	8,268,335
1874	611,491	538,668	567,554	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	133,673	152,264	267,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303,305	216,197	3,321,518
1872	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,668,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	328,231	328,189	333,785	392,510	265.217	201,462	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,296,369	1,368,948	1,402,597	1,343.316	1,235,286	14,797,975
1872	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459,360	1,635,691	1,764,788	1,558,424	1,483,460	17,591,629
1873	1,412,368	1,549,285	1,735,736	1,694,543	1,680,908	1,585,369	1,451,762	1,582,531	1,776,420	1,742,516	1,375,556	1,546,988	19,134,126
1874	1,519,249	1,305,132	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1871	130,883	126,224	140,740	113,173	119.650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	168,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873	169 843	161,132	178,000	187,439	193,148	194,787	176,205	172,498	207,529	184,191	151,793	160,301	2,126,875
1874	171,028	.....	.....	.....	.....	.....	.....	.....	.....	... ...	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	405,283	363,187	328,891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,666	486,980	470,703	480,547	427,096	422,015	529,890	628,660	582,802	547,434	507,050	5,940,102
1872	411,113	384,058	449,453	435,550	487,282	398,300	402,064	460,101	536,603	641,807	487,603	464,163	5,608,117
1873	379,836	440,261	567,314	556,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801.195	496,566	7,250 669
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	868,318	906,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	433,884	662,868	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,895
1872	460,986	387,565	426,223	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702 838	513,787	6,957,771
1873	334,715	423,716	555,006	569,236	805,799	929,210	834,330	767,803	1,193,209	1,012,704	771,800	843,200	9,040.717
1874	654,400	657,500	576,620	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	284,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,281
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,650	286,108	3,439,930
1871	212,065	219,504	319,765	286,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,806
1872	254,319	238,823	303,594	305,755	269,560	304,512	265.406	315,699	338,497	384,193	337,920	360,404	3,678,483
1873	227,897	261,346	344,632	321,047	301,521	272.600	267,734	325,093	382,098	353,168	308,632	206,100	.....
Philadelphia and Reading:													
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	838,447	11,316,904
1870	479,872	574,706	679,332	614,493	593,966	617,058	569,697	1,129,439	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,504	688,578	1,063,062	1,510,088	1,213,303	1,359,633	1,418,141	1,413,642	1,423.278	837,080	12,500,664
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071.407	1,142,241	1,190,695	1,322,847	1,127,087	891,791	12,199,743
1873	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,211,543	1,446,247	1,547,475	1,486,091	1,324,348	.....	.....
St. Louis, Alton and Terre Haute:													
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,233	205,750	189,351	160,085	2,008,266
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
1872	164 525	137,678	162,336	156,134	148,279	133,503	123,994	169,459	179,457	216,171	177,327	158,700	1,927,471
1873	144,209	159,464	177,514	170,218	164,300	165,260	151,532	165,610	178,302	200,646	132,892	132,752	1,942,699
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,983	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,086	187,625	180,786	181,240	194,450	188,204	213,325	226,502	207,987	2,270,840
1873	146,160	153,254	229,260	208,140	230,300	195,480	179,361	206,190	205,500	186,645	160,800	122,657	2,233,647
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	454,209	450,203	429,808	323,270	399,439	4,013,209
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,360	323,377	434,284	4,242,348
1870	257,664	293,645	295,270	318,699	340,892	348,633	322,756	466,431	506,043	451,294	425,687	515,618	4,454,164
1871	365,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,985	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,868	434,465	614,175	565,811	621,351	489,341	466,031	5,944,679
1873	370,290	405,110	471,301	446,527	470,598	541,191	483,399	642 209	593,504	535,251	418,928	482,767	5,864,076
1874	423,343	400,984	404,699	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,945	706,602	25,560	617,585	758,467	999,665	837,388	716,829	5,709,185
1870	528,529	500,189	539,228	706,503	802,586	746,450	643,058	664,051	728,521	719,696	570,168	505,053	7,654,004
1871	479,573	373,925	499,809	584,540	724,466	728,174	673,698	681,865	800,402	777,362	708,142	469,932	7,521,662
1872	373,936	334,115	566,861	741,802	890,442	835,459	743,382	759,567	863,754	980,706	915,727	757,851	8,892,606
1873	523,975	491,784	708,259	881,266	1,007,851	969,863	876,833	837,277	1,068,987	1,170,586	970,660	756,832	10,266,104
1874	620,715	607,990	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Commerce of New York.

The foreign imports at New York for the month of March, 1873 and 1874, are officially stated as follows:

	1873.	1874.
Entered for consumpt'n.	$18,625,391	$18,498,458
Do. for warehousing	12,697,010	11,761,814
Free goods	11,303,532	12,188,280
Specie and bullion	814,688	150,894
Total entered at port...	$43,440,621	$42,599,446
Withdrawn fr. wareh'use	12,192,307	10,252,756

The foreign imports at New York for three months from January 1, were:

	1873.	1874.
Entered for consumpt'n.	$56,606,864	$48,551,161
Do. for warehousing...	33,916,586	28,812,432
Free goods	28,518,799	29,918,478
Specie and bullion.....	1,062,580	1,072,692
Total entered at port....	$120,104,829	$108,349,763
Withdrawn fr. wareh'se.	32,821,897	30,864,040

The foreign imports at New York for nine months ending March 31, were:

	1873.	1874.
Six months.....	$199,326,050	$177,517,854
January.....	37,803,691	30,310,679
February	38,860,517	35,439,688
March....	43,440,621	42,599,446
Total for 9 months....	$319,430,879	$285,867,617
Deduct specie....	5,879,210	16,886,598
Total mdse	$313,551,669	$268,981,019

The duties received at New York for nine months from July 1, were:

	1873.	1874.
Six months.....$	64,393,092 93	$53,535,419 05
January.....	10,768,626 44	10,042,084 05
February.....	12,893,637 89	10,186,365 08
March..	12,101,274 64	10,793,792 81
Nine months ...$	100,151,631 90	$84,557,660 99

The exports from New York to foreign ports in the month of March, were:

	1873.	1874.
Domestic produce.....	$21,045,792	$22,099,528
Foreign free goods.....	331,644	191,435
Do. dutiable.....	604,773	618,255
Specie and bullion.....	3,570,432	2,537,822
Total exports	$25,552,641	$25,447,040
Do. exclusive of specie.	21,982,209	22,909,218

The exports from New York to foreign ports for three months from January 1, were:

	1873.	1874.
Domestic produce.....	$60,900,238	$64,835,662
Foreign free goods.....	728,844	508,718
Do. dutiable	1,542,679	1,746,092
Specie and bullion.....	14,368,865	8,179,192
Total exports.....	$77,540,626	$75,269,659
Do. exclusive of specie..	63,171,761	67,090,467

The exports (exclusive of specie) from New York to foreign ports for nine months ending with March, were:

	1873.	1874.
Six months	$130,400,814	$160,757,524
January.....	20,050,550	23,455,638
February.....	21,139,002	20,725,611
March....	21,982,209	22,909,218
Total produce....	$193,572,575	$227,847,991
Add specie.	49,213,008	29,019,569
Total exports.....	$242,786,583	$256,867,560

☞ The meeting of the friends of the extension of the Chesapeake and Ohio Canal to the Ohio River, which was to have been held on the 21st instant in Washington, has been postponed until May 13.

☞ A trial of a fireless locomotive, made at the Grant Locomotive Works, Paterson, N. J., has proved an entire success. The boiler of this locomotive is charged with highly heated water before starting, from which steam sufficient is generated to move the engine without the use of fuel. On the trial referred to, with water heated to a pressure of 150 pounds to the square inch, the engine ran with an ordinary street passenger car, loaded, a distance of seven miles.

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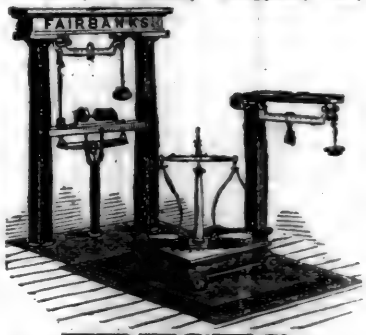
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SCALES
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FAIRBANKS & CO., 53 Camp Street, New Orleans.
FAIRBANKS & CO., 93 Main Street, Buffalo, N. Y.
FAIRBANKS & CO., 338 Broadway, Albany, N. Y.
FAIRBANKS & CO., 403 St. Paul Street, Montreal.
FAIRBANKS & CO., 34 King William St., London, Eng.
FAIRBANKS, BROWN & CO., 2 Milk St., Boston, Mass.
FAIRBANKS & EWING, Masonic Hall, Philadelphia, Pa.
FAIRBANKS, MORSE & CO., 111 & 113 Lake St., Chi'go.
FAIRBANKS, MORSE & CO., 139 Walnut St., Cin., O.
FAIRBANKS, MORSE & CO., 182 Superior St., Clev'd, O.
FAIRBANKS, MORSE & CO., 48 Wood St., Pittsburgh.
FAIRBANKS, MORSE & CO., 5th & Main St., Louisville.
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New-York.

A. W. LADD, *Managing Director and Treasurer.*
W. J. WILDER, *Superintendent.*

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,280,000	J. & J.	Jan. '74 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '73 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " guar..100	786,476	M. & N.	Nov. '73 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Sept. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Genesee & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '74 5
Washington Br.....100	1,650,000	A. & O.	Apl. '74 5
Parkersburg Br. pref... 50	5,680,685	— & —	.....
Berkshire* 100	600,000	J. A. J. & O	Apl. '74 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,190	M. & N	May '74 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & D	Dec. '73 3
Bost., Conc. & Mont.* pref100	800,000	M. & N.	Nov. '73 3
Boston and Lowell.....500	2,852,000	J. & J.	Jan. '74 4
Boston and Maine.....100	6,316,897	M. & N.	Dec. '73 4
Boston and Providence..100	3,969,900	M. & N.	May '74 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A.	Feb. '74 2½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Mar. '74 5
" " pref.100	1,435,900	M. & S.	Mar. '74 5
Camden and Amboy* ...100	5,847,800	J. A. J.O.	Apl. '74 2½
Camden and Atlantic... 50	379,920	— & —	.....
" " pref. 50	782,700	— & —	Nov. '73 3½
Cape Cod 100	1,020,330	J. & J.	Jan. '72 2½
Cape May and Millville* 50	447,000	J. & D.	Dec. '73 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa*..... 50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	Nov. '73 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '74 4½
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	Nov. '73 1½
" " pref.100	799,600	F. & A	Feb. '74 5½
Central of Georgia.....100	4,666,800	J. & J.	July '73 5
Central of New Jersey..100	20,000,000	J. A. O. J.	Apl. '74 1½
Central Ohio*..... 50	2,425,000	J. & J.	Jan. '74 3
" pref..... 50	400,000	J. & J.	Jan. '74 3
Central Pacific 100	54,275,500	.....	Sept. '73 3
Chemung*.....	350,000	J. A. J. & O	Oct. '72 1½
Cheshire, preferred 100	2,100,000	J. & J.	Jan. '74 3
Chicago and Alton.....100	8,929,900	M. & S.	Mar. '74 5
" " pref...100	2,425,400	M. & S.	Mar. '74 5
Chicago, Burl. & Quincy.100	19,897,000	M. & S.	Mar. '74 5
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	Jan. '74 4
Chicago & N. Western..100	15,033,480	J. & D.	Dec. '72 3½
" pref.100	21,299,563	J. & J.	July '73 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Apl. '74 4
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '74 4
Cin., Sand. and Clev.*.... 50	2,980,550	— & —	Apl. '72 10s
" " pref.. 50	429,046	M. & N	Nov. '73 3
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Aug. '72 3½
Cleveland & Mahoning*. 50	2,057,589	M. & N.	Nov. '73 3½
Cleveland & Pittsburg*.. 50	11,236,150	F. M. A. N	Feb. '74 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*.... 50	1,786,800	M. J. S. D.	Mar. '74 2
Colum. & Hocking Val..100	2,500,000	F. & A	Feb '74 5
Concord..... 50	1,500,000	M. & N.	Nov. '73 5
Concord and Ports.*.....100	350,000	J. & J.	Jan. '74 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A.	Feb. '74 3
Connecticut River..... 100	1,950,000	J. & J.	Jan. '74 5
Cumberland Valley..... 5	1,494,250	A. & O.	Apl. '74 4
Danbury and Norwalk . 50	600,000	M. & N.	Nov '73 5
Delaware*..... 50	1,230,941	J. & J.	Jan. '74 3
Del., Lackaw. & Westn. 50	18,868,350	J. A. J. O.	Apl. '74 2½
Detroit & Milwaukee *.. 50	822,140	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	A. & O.	Apl. '74 3½
East Pennsylvania*..... 50	1,309,200	J. & J.	Jan. '74 3
East Mahanoy *..... 50	392,950	J. & J.	Jan. '74 5
Eastern (Mass.)..... 100	4,282,600	J. & J.	July '73 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*.100	500,000	F. & A.	Feb. '74 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '73 2½
" " pref. 50	500,000	J. & J.	Jan. '74 3½
Erie Railway 100	78,000,000	.....	Oct. '73 1
" pref.....100	8,536,910	.....	Oct. '73 1½
Erie and Pittsburg*..... 50	1,000,250	M. J. S. D.	Mar. '74 1½
Fitchburg 100	4,000,000	J. & J.	Jan. '74 4
Georgia 100	4,156,000	J. & J.	Apl. '74 4
Grand River Val.* guar.100	1,000,000	— & —	.....
Grand Trunk, (Ca.)..... 100	14,367,946	— & —	.....
Great Western, (Ca.)....100	19,237,404	A. & O.	Apl. '74 2½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug. '70 5½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	Nov. '73 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '74 3½
Housatonic, pref.....100	1,180,000	J. & J.	Jan. '74 4
Huntingdon & Bd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. @ J.	July '68 3½
Illinois Central 100	25,280,510	F. & A.	Feb. '74 4
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S.	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	Jan. '74 3
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J. A. J. O.	Apl. '74 1½
Joliet & North. Indiana*100	300,000	J. & J.	Jan. '74 4
Lake Shore & Mich. So..100	49,466,500	F. & A.	Aug. '73 4
" " (guar.)-100	533,500	F. & A.	Aug. '73 5
Lawrence*..... 50	300,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	3,789,900	M. & N.	May '67 5
Lehigh Valley 50	21,916,850	J. A. J. O.	Apl. '74 2½
Little Miami.*..... 50	5,871,450	J. A. J. O.	Apl. '74 3
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. '74 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island..... 50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,628,485	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '74 4½
Louisville & Nashville..100	8,980,000	F. & A.	Feb. '74 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '74 3
Lykens Valley 20	600,000	F. M. A. N	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law...100	1,000,000	M. & N.	Nov. '73 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	3,130,719	M. & S.	Sep. '66 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '74 3
Memphis & Charleston* 50	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	18,738,204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323,375	J. & J.	Jan. '74 5
Milwaukee and St. Paul..100	13,398,550	J. & J	Dec. '70 7s
" " pref.....100	10,825,777	F. & A	Feb '74 3½b
M. Hill & Schuyl. Hav.* 50	3,886,450	J. & J.	Jan. '74 4
Morris and Essex*..... 50	14,008,100	J. & J.	Jan. '74 3½
Nashua and Lowell.....100	800.000	M. & N.	Nov. '73 5
Naugatuck.....100	1,881 900	F. & A.	Feb. '74 5
Nesquehoning Valley*.. 50	1,000,000	M. & S.	Mar. '74 5
Newark and N. York*...100	977,400	J. & J.	Jan. '74 3½
N. Bedford & Taunton..100	500,000	M. & N.	May '73 4
N. Castle & Beaver Val.* 50	1,800,000	J. A. J. O.	Apl. '74 2½
N. Haven & Northamp..100	605,000	J. A. J. O.	Sept. '73 3
New Jersey*.....100	7,295,200	J. A. J. O.	Apl. '74 2½
New London Northern*100	1,418,800	J. & J.	Jan. '74 4
N. Y. Cen. & Hudson R..100	80,423,330	A. & O.	Apl. '74 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '74 4
" " pref.100	1,500,000	J. & J.	Jan. '74 4
N. Y., N. H. & Hartf...100	15,800,000	J. & J.	Jan. '74 6
N. Y., Provid. & Boston.100	2,000,000	J. A. J. O.	Apl. '74 2½
Nieg Bridge & Canand*100	1,000,000	J. & J.	Jan. '74 3
North Carolina*.....100	4,000,000	irregular.	Jan. '73 5
N. Eastern (N. C.) pref...100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3,473,500	January.	Jan. '74 5s
Northern Central 50	5,843,000	M. & N.	Nov. '72 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '73 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '74 4
Norwich & Worcester*.100	2,823,400	J. & J.	Jan. '74 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '74 3
" " pref.100	2,000,000	A. & O.	Apl. '74 4
Ohio and Mississippi....100	19,995,847	J. A. J. O.	.....
" " pref.100	4,024,474	J. & D.	Dec '72 3½s
Oil Cr. & Allegheny R.... 50	4,259,450	J. A. J. O.	Jan. '74 3
Old Colony & Newport..100	6,297,900	J. & J.	Jan. '74 3½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '74 4
Pacific of Missouri.....100	3,635,750	J. A. J. O.	Apl. '74 1½
Panama.....100	7,000,000	J. A. J. O.	Apl. '74 3
Paterson and Hudson*..100	630,000	J. & J.	Jan. '74 4½
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Rumapo*..100	243,000	J. & J.	Jan. '74 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '74 3
Pennsylvania 50	72,000,000	M. & N.	Dec. '73 5s
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '74 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '74 4
Phil., Ger. & Norristwn* 50	1,626,280	M. J. S. D.	Dec. '73 3
Philadelphia & Reading 50	32,684,375	J. A. J. O.	Apl. '74 2½
" " pref... 50	1,551,800	J. A. J. O.	Apl. '74 2½
Phila. and Trenton*.....100	1,259,100	J. A. J. O.	Apl. '74 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	Jan. '74 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J. A. J. O.	Apl. '74 1½
" Special Imp..100	2,000,000	J. A. J. O.	Apl. '74 1½
Pittsfield & N. Adams...100	400,000	J. & J.	Jan. '74 3
Portland and Kennebec.100	616,700	J. & J	Jan. '74 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '72 3
Ports., Saco & Portsm...100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '74 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '74 4
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	Jan. '74 3½
Rutland*.....100	2,700,000	&	.....
" preferred.....100	4,300,000	F. & A.	Feb '74 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,040,000	May.	May '68 7
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '74 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" " pref.100	12,000,000	.....	Nov. '72 2
Saratoga and Schenec.*..100	800,000	A. & O.	Apl. '74 3½
Schuylkill Valley*..... 50	576,050	J. & J.	Jan. '74 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '24 3
Shore Line*.....100	995,800	J. & J.	Jan. '74 3½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '73 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	448,700	J. & J.	Jan. '74 3½
Stony Brook*.....100	287,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '74 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 3½
Syr., Bingham. & N. Y.*100	1,670,139	— & —	Dec. '73 3
Taunton Branch 100	500,000	J. & J.	Jan. '74 5
Terre Haute & Indiana.100	1,988,150	J. & J.	Jan. '74 5
Tol., Peo. & War. 1st pref.100	1,700,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	Nov. '73 3½
Troy and Greenbush*....100	274,400	J. & D.	Dec. '71 3½
Union and Black River....100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*....100	2,500,000	J. & D.	Dec. '72 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$2,880,000	A. & O.	Apl. '74 1
Warren (N. J.).....100	1,800,000	J. & D.	Dec. '73 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey*.....100	1,559,750	F. & A.	Feb. '74 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '74 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '74 3½
Worcester and Nashua. 75	1,400,555	J. & J.	Jan. '74 4½
HORSE-POWER R. Rs.			
Albany City 100	110,300	— & —	.....2½
Baltimore City 100	800,000	— & —	Jan. '74 3
Bleecker st. & F Fy. (N Y)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl. '74 4
Broadway (Brooklyn)....100	200,000	J. A. J. O.	Apl. '73 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jan. '70
Brooklyn City 100	1,500,000	F. M. A. N	May '74 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Apl. '74 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	600,000	J. & J.	Jan. '74 3
Citizens' (Pbg.) 50	200,000	M. & S.	Nov. '71 7
Coney Island & Brooklyn 50	500,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F. M. A. N	Feb. '74 2
Eighth Avenue (N. Y.)...100	1,000 000	J. A. J. O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	3
42nd St. & G. St. Ferry ..100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Ph.) 50	491,750	J. & J.	Jan. '74 3
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. '74 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	600,000	J. & J.	Jan. '74 4
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. '74 1½
Lomb. & South Sts. (Ph.) 25	105,000	A. & O	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	M. & N.	Nov. '73 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '73 4
Ninth Avenue (N. Y.)....100	797,820	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	Jan. '74 5
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '74 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 3
Second Avenue (N. Y.)...100	888,100	J. A. J. O.	Oct. '73 2
Second & Third St. (Ph.) 50	962,100	J. & J.	Jan. '74 6
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '74 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F. M. A. N	May '73 5
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '74 2
Somerville (Boston) 100	75,000	M. & N.	Nov. '73 3
South Boston 100	400,000	J. A. J. O.	Apl. '74 2½
Union (Boston).....100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan. '74 3½
West Philadelphia..... 50	400,000	J. & J.	Jan. '74 3
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '73 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '74 4
Delaware and Hudson....100	15 000.000	F. & A	Feb. '74 5
Delaware and Raritan*..100	5,847,400	J. A. J. O.	Apl. '74 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	9,890,350	M. & N.	May '67 5
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania..... 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb '74 30c
" " (pref.) 50	2,848,977	F. & A.	Feb'74 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50		— & —	.....
" preferred 50	2,907,850	— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 —
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M. J. S. D.	Mar. '74 2
American Coal..... 25	1,500,000	M. & S.	Mar. '74 4
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M. J. S. D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton..... 100	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,000	— & —	.....
" pref..... 100	8,693,400	— & —	.....
" certif..... 100	2,324,000	J. & J.	.....
Pacific Mail Steamship.100	20,000,000	M. J. S. D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	.....2½
Pennsylvania Coal 50	4,000,000	F. M. A. N	Nov. '73 5
Pullman Palace Car.....100	4,000,000	F. M. A. N	Feb. '74 3
Quicksilver, common ...100	4,700,000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000,000	— & —	.....
United States Express...100	6,000,000	F. M. A. N	May '74 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '74 4
West. Union Telegraph.100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. 69 5
Wyoming Valley Coal .100	1,250,000	F. & A.	Aug. 66

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $5; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	39 — @	39 50
Gartsherrie		— — @	— —
Glengarnock		38 — @	38 50
Eglinton		36 50 @	37 —
Pig, American, No. 1		34 — @	35 —
Pig, American, No. 2		32 — @	33 —
Pig, American, Forge		27 50 @	31 —
Bar, Refined, English and American		— — @	— —
Bar, Swedes, assorted sizes	(gold)	137 50 @	140 —
		STORE PRICES.	
Bar, Swedes, ordinary sizes		160 — @	162 50
Bar, Swedes, Plow sizes		170 — @	172 50
Bar, Refined, ¾ to 2 in. rd. & sq. 1 to 6 inch x ¾ to 1 in		70 — @	72 50
Bar Refined, 1½ to 6 by ¾ & 5-16 in		77 50 @	80 —
Bar Refined, 1 & 1½ by ¾ & 5-16		77 50 @	80 —
Large Rounds, 2½@2¾ to 3¼ @4 in		80 — @	100 —
Scroll		100 — @	135 —
Ovals and Half-round		100 — @	115 —
Band, 1 to 6 in. by 3-16 to No. 12		95 — @	— —
Horse Shoe		107 50 @	110 —
Rods, ¾@1-16 inch		80 — @	130 —
Hoop, ¾ by No. 22 to 1 & 1¼ by 13 & 14		140 — @	155 —
Nail Rod	per lb.	— 9 @	— 9½
Sheet Russia, as to assortment	(gold)	— 16½ @	— 17
Sheet, Single, D. and T. Common		— 4½ @	— 5¾
Sheet, Doubles and Trebles, Charcoal		— 6 @	— 7
Sheet Galvanized	List 10 per ct. disc,		
Rails, English	(gold) per ton.	57 — @	59 —
Rails, American, at Works in Penna.	c'y.	62 50 @	65 —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)	per lb.	— 17 @	— 21
English Spring (2d and 1st quality)		— 9½ @	— 10½
English Blister (2d and 1st quality)		— 14 @	— 18½
English Machinery		— — @	— 14½
English German (2d and 1st quality)		— 12½ @	— 14½
American Blister		— — @	— 11½
American, Cast, Tool		— — @	— 17
American, Cast Spring		— — @	— 11
American Machinery		— 11½ @	— 12
American German Spring		— — @	— —

NAILS—DUTY: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Com. Fence. & Sheath	per keg.	3 90 @	4 —
8d. and 9d.	"	4 25 @	— —
6d. and 7d.	"	4 50 @	— —
4d. and 5d.	"	4 75 @	— —
3d. and 4d. Light		5 50 @	— —
3d. Fine		6 25 @	— —
2d		7 — @	— —
Cut Spikes, all sizes		4 25 @	— —

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca	(gold) per lb.	— 26½ @	— —
Straits	(gold).	— 24½ @	— 25
English	(gold).	— 23 @	— 23½
Plates—Fair to good brands.		Gold.	
I. C. Charcoal	per box.	10 50 @	11 —
I. C. Coke		8 — @	8 50
Coke Terne		7 — @	8 —
Charcoal Terne		9 25 @	9 75

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)	— 7¼ @	— 7¾
Crude 40@47 gravity (in shipping order)	— 11½ @	— 11¾
Refined, Standard White (in ship'g order)	— 15¾ @	— 16
Refined, S. W. (in jobbing lots)	— 16 @	— 16½
Refined, S. W. (in tin)	— 19½ @	— 22
Naptha, Refined (65@73 gravity)	— 9 @	— 9½
Residuum....(in shipping order)	per gall. — 8 @	— —

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.)	per lb. — — @	— 33
Copper, Bolts	— — @	— 35
Copper, Braziers' (over 16 oz.)	— — @	— 35
Copper, Nails	— — @	— 40
Copper, Old Sheathing, &c., mixed lots	— 22½ @	— 25
Copper, American Ingot Lake	— 24½ @	— 25
Copper, English Pig	— — @	— 24½
Yellow Metal, New Sheathing & Bronze	— — @	— 24
Yellow Metal, Bolts	— 30 @	— —
Yellow Metal, Nails, Sheathing & Slating	— — @	— 24

LEAD—DUTY: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb.	6 50 @	6 62½
German Ordinary	(gold)	6 50 @	6 62½
English	(gold)	6 62½ @	6 75
Foreign Refined	(gold)	7 — @	7 12½
Domestic	(gold)	6 20 @	6 25
Bar		8 50 @	— —
Pipe		9 — @	— —
Sheet		9 — @	— —

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel		11 — @	— —
Liverpool House Cannel		18 — @	20 —
Anthracite (by cargo)	per ton of 2,000 lb.	5 — @	6 —

Movements of Produce at New York.

Receipts of certain articles of domestic produce at the port of New York for three months from January 1st:

	1873.	1874.
Ashes, bbls.	1,826	1,893
Breadstuffs—		
Wheat flour, bbls.	554,390	972,287
Cornmeal, bbls.	76,165	61,949
Wheat, bush.	1,053,970	7,218,090
Rye, bush.	2,173	206,189
Oats, bush.	1,993,451	1,955,449
Barley and malt, bush	351,412	393,606
Peas, bush	12,725	71,049
Corn, bush	1,283,527	2,989,188
Cotton, bales	281,694	337,291
Naval Stores—		
Crude turp., bbls	3,085	3,158
Spirits turp., bbls	15,552	14,893
Rosin, bbls	135,076	77,488
Tar, bbls	11,792	23,407
Pitch, bbls	790	726
Provisions—		
Pork, pkgs	60,539	51,242
Beef, bbls.	11,283	11,054
Cutmeats, pkgs	290,487	160,283
Butter, pkgs.	140,261	175,264
Cheese, pkgs	121,237	104,827
Lard, tcs. and bbls	187,162	118,006
Do., kegs	10,279	11,583
Whiskey, bbls.	48,912	59,331

Exports from New York to foreign ports of certain leading articles of domestic produce for three months from January 1st:

	1873.	1874.
Ashes—Pots, bbls	353	513
Do. pearls, bbls	11	16
Beeswax, lbs	30,693	40,929
Breadstuffs—		
Wheat flour, bbls.	277,552	568,589
Rye flour, bbls.	1,602	1,818
Cornmeal, bbls.	39,505	38,173
Wheat, bush.	977,987	6,942,260
Rye, bush	1,004	220,784
Oats, bush.	5,804	35,298
Barley, bush.	11,830	.. ....
Peas, bush	16,990	58,874
Corn, bush	3,085,171	2,887,114
Candles, bxs.	13,098	16,927
Coal, tons	18,995	12,816
Cotton, bales	140,735	148,003
Hay, bales	8,161	7,278
Hops, bales.	4,331	128
Naval Stores—		
Crude turp., bbls.	12	800
Spirits turp., bbls	4,686	2,351
Rosin, bbls	85,255	75,299
Tar, bbls.	1,931	10,860
Pitch, bbls	835	1,128
Oils—whale, galls	281	25,585
Do., sperm, galls	77,007	112,753
Do., lard, galls	62,227	15,220
Do., linseed, galls	4,754	892
Petroleum, galls	20,569,507	26,290,790
Provisions—		
Pork, bbls.	49,832	66,083
Beef, bbls.	10,646	9,176
Do., tcs	21,507	14,549
Cutmeats, lbs.	152,240,127	96,690,508
Butter, lbs.	849,312	627,010
Cheese, lbs	7,201,742	8,652,000
Lard, lbs.	65,586,413	46,142,657
Rice, tcs	..	25
Do., bbls	3,832	20,537
Tallow, lbs	15,010,197	14,786,166
Tobacco, hhds	9,807	10,018
Do., crude, pkgs	12,354	24,669
Do., manf., lbs	1,745,912	1,770,122
Whalebone, lbs	88,574	25,119

☞ The "Finance Bill" which passed the U. S. Senate on the 6th inst., and the House of Representations on the 16th, was *vetoed* by the President on the 22nd.

A Remarkable Record.

PHILADELPHIA AND READING RAILROAD CO., CRESSONA STATION, March 2d, 1874.

MESSRS. RIEHLE BROTHERS,
650 North Ninth street, Philadelphia:

GENTLEMEN—I take great pleasure in recommending your track scales, and consider them superior to any of the kind in the country for accuracy and durability. From July 1st, 1866, to Jan. 1st, 1874, we have weighed 11,880,645.11 tons of coal, which, added to the 8,000 000 tons previously weighed, will make in round numbers to date, 19,000,000 tons. Within the last 10 years the scale has been re timbered twice, and the bearings sharpened once, and they are good for at least 10 years more.

Yours respectfully,

(Signed,) A. ROBINSON, Weighmaster.

This make of scale having been thoroughly tried is daily gaining favor. Messrs. RIEHLE BROS. have just put in four new scales for the Pennsylvania Railroad Co., at their elevator, Washington street wharf, Philadelphia, and also two railroad track scales for the Philadelphia and Reading Railroad Company, and one at New Bedford, Mass. These works are a credit to Philadelphia, and are constantly increasing in size and influence.

To Washington in Seven Hours.

The Pennsylvania Railroad Company have commenced running a new through train from New York to Washington, consisting exclusively of parlor cars, to be known as the "Limited Express." It stops only at Newark, Trenton, Philadelphia and Baltimore, leaving Jersey City at 9.30 A. M., and goes through in seven hours. A dining-room car is to be added next week. An additional fare of $2 50 is added.

☞ The Walla Walla *Statesman* of 28th March says that "work on the railroad up to the crossing of the Touchet is completed, and on Thursday last the locomotive for the first time crossed that stream. This comprises fully half the distance to the landing, and overcomes all the bad part of the road. Cars are now ready to transport all the freight that may offer to the river, and when navigation is resumed on the Columbia river passengers will make the first sixteen miles of land travel by rail."

☞ We learn from the Salinas *Index* that the preliminary survey of the Monterey and Salinas Narrow-gauge Railroad has been completed, and the report of the engineers is highly favorable. The road will be about eighteen miles in length, and the contour of the country is such that there will be but little heavy grading and few deep cuts to be made.

☞ The Central Improvement Company of Pennsylvania have a contract for making the Shenandoah Valley Railroad, from Shepherdstown, West Virginia, to the Chesapeake and Ohio Railroad, in Augusta county, Va., a distance of one hundred and thirty-three miles, of which about sixty miles have been graded, and are now nearly ready for the cross ties and railing.

☞ The Portsmouth and Dover Railroad seems to be getting its full share of business. There are six passenger trains daily over the line, connecting with the Eastern Railroad at Portsmouth, and persons familiar with the travel say that the number of passengers carried is unusually large. There are also two freight trains daily, and these seem to be doing a paying business.

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	103½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	97
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7-3	Jan. & July.	New York.	1896	92½
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	43½
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	....
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	....
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	59
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(285 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	810,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla.R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R.R.)gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1853-'75	857,380	6	Jan. & July.	Baltimore.	1875	100½
Loan of 1850-'80	579,500	6	" "	"	1880	98½
Loan of 1853-'85	1,710,800	6	April & Oct.	"	1885	97½
Loan of 1855-'90 (Balt.) skg fd.	3,461,146	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,620,320	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,498,016	6	" "	"	1902	....
3d Mort.(N.W.Va.R.R.)assumed	140,000	6	Jan. & July.	Baltimore.	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	97
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (Penn. R. R. Co.)	499,500	6	March & Sept.	Princeton.	1885	83
3d Mortgage	745,000	6	Feb. & Aug.	"	1887	82½
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1896	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	80½
1st Mortgage (Equalization)	248,000	7	" "	"	1880	89
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	90½
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	74,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	660,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	27
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	45
Mass. L. (sec'd by $4,000,000 Ber.)	5,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	95
Bonds of 1872 for $1,000,000	636,000	7	" "	"	1892	102

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort.(gold)end. by Ga.tax fr.	$3,630,000	6	April & Oct.	New York.	1906	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1896	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	90
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	70
Burlington and Missouri River:						
Land and R. R. Mortgage	5,068,350	7	April & Oct.	Boston.	1893	97½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	98½
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	100
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1896	50
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	85
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1909	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	98½
Camden and Burlington County:						
Consolidated 1st Mortgage	368,000	6	Feb. & Aug.	Philadelphia.	'70-'97	80
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd)g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	67½
Carthage & Burlington(C.B.& Q.):						
1st Mortgage guar. and tax free.	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,200,000	7	" "	"	1900	101½
Chattel Mortgage	158,250	5	" "	"	'80-'89	61
Catasenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan. & July.	" "	1907	77½
Cedar Rapids & Mo.Riv.(C.& N.W.):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	83
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	83½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	46
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	3,612,700	7	" "	" "	1902	103
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	106½
Loan of Leh.C. & Nav.Co.(assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	89
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	95
Convertible 20 years bonds, gold	1,463,000	7*	" "	" "	1883	100
State Aid B'ds(Int. by State)gold	1,500,000	7*	" "	" "	1885	101
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.)	500,000	8*	" "	San Francisco	1890	....
1st Mort.(San Joaquin V.D.)gold	6,090,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,163,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	200,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M.(gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	55
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	73½
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	6	" "	" "	1878	....
Funded Interest, coupon	160,500	6	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	800,400	6	Jan. & July.	Boston.	'75-'80	....
Chester Creek:						
1st Mortgage guar. by P.W.& B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	800,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund	256,000	7	May & Nov.	New York.	1877	104
1st Mortgage	2,408,000	7	Jan. & July.	" "	1893	106½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	95
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (" ") "	158,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	110?
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,983,225	7	Jan. & July.	Boston.	1896	97
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	98½
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1870	98½
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	99½
1st Mort. (O., O. & Fox Rv.) guar.	1,280,000	8	" "	" "	1900	94
1st Mort. (Ill. Gr. Trunk) guar.	980,000	8	April & Oct.	" "	1890	100
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	41
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	92½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C. & N W	592,000	7	Jan. & July.	Boston.	1880	....
2d Mort. (now 2d) guar. C. & N W	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.)	1,245,500	7	Feb. & Aug.	New York.	1885	102½
Funded coupons (193 m.)	780,000	7	May & Nov.	" "	1883	99½
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	101
Appleton Ext. (23 m. & 76,000 ac.)	174,000	7	" "	" "	1885	88
Green Bay Ext. (26m & 76,000 a.)	284 000	7	" "	" "	1885	89
Equipm't (Engs & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,775,000	7	Feb. & Aug.	" "	1882	102½
2d Mort. (Gal. & Chic. 248 m.)	938,000	7	May & Nov.	" "	1875	100
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	129,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m. & land)	331,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C. & N.W.R'y)	3,105,000	7	F. M. A. & N.	" "	1915	90
Consol. gold bonds for $48,000,000	4,534,000	7*	June & Dec	" "	1902	84½
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil. R.R.) guar.	389,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	9.500	7	June & Dec.	" "	1898	....
1st Mort. (Chic. & Mil. R.W.) guar	1,141,000	7	Jan. & July.	" "	1898	94
1st Mort. (Bel. & Mad. R.R.) guar.	306,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000 pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000 pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C.B.&Q.):						
1st Mortgage for $1,600,000 gold	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I. & Pac.)	8,800,000	7	" "	" "	1896	105½
Chi. & Southwes'n (C., R.I. & Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1880	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St. L. K. C. & W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis June.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	82½
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	800,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77 '87	70
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1880	71½
1st Mort. (San., Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	75½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	80½
Cincinnati and Springfield:						
1st Mortgage for $2,000 000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	103
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage (sinking fund) 1856	437,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	700,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	102½
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	89½
Consol. sinking fund guar.	528,000	7	May & Nov.	" "	1900	98
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1886	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1903	84
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	68
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Rv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	98½
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7*	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1, 2, 3, 4.	87
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1860	....
Cowanesque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	6	" "	"	1906	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York.	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Dany., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81-'84	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	101
2d Mort. (Del., Lack. & Wtn.)	1,633,000	7	March & Sept.	" "	1881	104
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	104
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free	16,000pm	7	May & Nov.	N.Y. L. & Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,000,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	...
Detroit, Mon. & Tol. (L.Sh.&M.S):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	100
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	94½
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia (E.T.V.& G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., sks. fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	90
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	99
1st Mort. (Essex R.R.) assumed	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	March & Sept.	"	1882	92
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	99½
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	60
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	103
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	100
3d Mortgage	4,582,000	7	" "	" "	1883	98
4th Mortgage convertible	2,987,000	7	April & Oct.	" "	1880	96½
5th Mortgage convertible	709,500	7	June & Dec.	" "	1888	97
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	....
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	N Y & London.	1920	....
Convertible bonds	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1893	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M. (& 1st on 50, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line) sks. fund	1,604,000	7	Jan. & July.	New York.	1889	....
1st Mortgage. " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Fint and Pere Marquette:						
Land Mort. 1st series (65,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series (52,091) tx. f.	2,046,000	8	March & Sept.	" "	1888	....
R. & Holly lease. S. F. 2% 000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1899	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20,000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1892	....
2d Mortgage	500,000	8	Jan & July.	"	1895	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	90
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	102½
2d Mortgage	948,000	7	May & Nov.	" "	1875	100
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1890	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1900	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	96½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,800	1,360,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,838 335.	14,191,675	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765 .	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'78	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	6½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York	'81-'86	60
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	180,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples (T.W.& W.):						
1st Mortgage	675.000	7	May & Nov.	New York.	1895	80
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	91
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds (222m)	5[illegible],000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	81
1st Mort. (Q. & Palm. R.R. 15 m)	600,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. RR 55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	93
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) sks. fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) sks. f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F.& P.M):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. sks. fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y. Cen. & H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	106
3d Mortgage	180,000	7	May & Nov.	" "	1875	104
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	101½
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	94
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	66
Illinois Central:						
Construction bonds, cur. sks f'd.	2,742,000	7	April & Oct.	New York.	1875	103
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1900	80
2d Mortgage	1,500,000	8	Jan. & July.	" "	1899	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, sks. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1883	....
1st Mortgage(L. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,666,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,980,000	7	April & Oct.	New York.	1917	81½
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	91
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	97
Jackson, Lansing & Saginaw (MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	99½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	98½
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	297,000	7	May & Nov.	" "	1862	....
2d Mortgage (JeffersonvilleR.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	107
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	793,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	90
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by L.S&MSo.	840,000	8	Jan. & July.	New York.	1888	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100§
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	90
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(StJo.&CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL.&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	60
1st Mort. (2d Div. 253.94 m.)gold	4,068,000	6*	June & Dec.	" "	1896	60
1st M.(3dD.244.66m.& 3,000,000a)	8,456,000	6*	May & Nov.	N. Y., L. & F.	1899	....
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,321,000	7*	Jan. & July.	N. Y., L. & F.	1886	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.	....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Gov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	98½
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	200,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,800,000	7*	Feb. & Aug.	New York.	1891	75
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N Y B'k & Ph.	1899	50
3d Mort. gold tax free and conv.	820,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,132,000	7	J. A. J. & O.	" "	1900	96½
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1900	97½
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore)Ap. 1, '69	1,500,000	7	" "	" "	1890	95
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	100½
3d Mort.Oct.1, '67 "	1,000,000	7	April & Oct.	" "	1892	95
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	103
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	98
1st Mort. May1, 1855M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	103½
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	102½
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1,1863 "	3,000,000	7	April & Oct.	" "	1898	96½
1st Mort. Aug.1,1856(D.M.&Tol.)	924,000	7	Feb. & Aug.	" "	1878	100
1st Mort. Sept. 1,1869(K.&W.P.)	400,000	7	Jan. & July.	" "	1870	90
1st Mort. Oct 1, 1867(Sch&ThR.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M.July1,'68(Kal.Ali.& Gr.R.)	840,000	8	" "	" "	1888	95
1st Mort.July 1, 1863(J.&Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun.1, 1869 "	600,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philad lphia.	1896	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	.....	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	100½
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	103½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	99½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	93½
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol.M. for $6,000,000 (392 m.)	6,647,000	7	April & Oct.	" "	1898	83½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,360	7*	Jan. & July.	"	1898	94
Bangor(P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	87½
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oc	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	360,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1901	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	200,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	100½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	92½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	78
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1900	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1889	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	101½
Michigan Central:						
1st Mortgage, convertible	356,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	10 ¼
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	98
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	102½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	94½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (") guar.	70,000	8	" "	" "	1880	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown,Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,514,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	78
1st Mortgage (E. Div. Palmer)	701,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,808,000	7	Jan. & July.	" "	1897	79
1st Mortgage (Minn. Cent)	192,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	82
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	107½
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	94
Milwaukee City Loan	233,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $13,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	6*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1896	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $3,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	— & —	.....	1899	19½
2st Mort. Land Grant gold	1,080,000	7*	— & —	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,560,000	7	April & Oct.	....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st Mortgage Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	6	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	— & —	" "	....	....
Income Mortgage	700,000	7	— & —	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept	New York.	1886	...
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	...
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	107
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	101
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	102
Construction bonds of 1871	2,000,000	7	Feb. & Aug	" "	1889	93

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	85
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,600	6	April & Oct.	" "	1880	....
Holyoke and Westfie'd bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (NY.&OM.):						
1st Mortgage gold, guar.	2,000,000	7*	Feb. & Aug.	New York.	1895	...
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	43
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M. (")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	96
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	102
Bonds for B.& N. R'ds(")	76,000	6	May & Nov.	" "	1883	90
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	91
Bonds for real estate (")	162,000	6	" "	" "	1883	91
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	95
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	...
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(NYC&H)	1,960,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	....
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	99
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1880	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	100
New York & Oswego Midland:						
1st Mortgage gold, tax free	3,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225 000	6	Jan. & July.	Philadelphia.	1885	93
2d Mortgage	5,000,000	7	May & Nov.	"	1896	102
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
North Shore (L. I.)						
1st Mortgage	155,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	93
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	87
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	95
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	90
Income Mortgage conv.	1,200,000	7	April & Oct.	"	1890	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	31¼
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	93
Equipment Mortgage	200,000	8	" "	"	1879	93
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage	6,694,000	7	Jan. & July.	New York.	1898	92¾
Consolidated 1st Mortgage, stg..		7*	" "	London.	1898	....
Consolidated 2d Mortgage	3,529,000	7	April & Oct.	New York.	1911	76
2d Mortgage, (W. Div.)	433,000	7	Jan. & July.	" "	1874	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bond	50,000	7	May & Nov.	" "	1883	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	78¾
1st Mortgage (War. & Pkin)	590,000	7	April & Oct.	"	1882	82½
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	60
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston.	1876	98¼
Plain Bonds	485,000	6	April & Oct.	"	1875	95
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	102
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1872	90
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	80¾
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	83
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	74½
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	80¾
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New Yor k.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	99¼
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,600,000	6*	Feb. & Aug	New York.	1888	78¾
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	72
Income Bonds	1,500,000	7	" "	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lex. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW& W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1890	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,970,000	7	Jan. & July.	Philadelphia.	1880	101¼
2d Mortgage (")	2,583,600	6	April & Oct.	"	1875	93¼
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	19,490,760	6	J. A. J. & O.	Philadelphia.	1910	90¼
State lien for $17,500,000, skg f'd	5,854,700	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	316,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	103
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	103
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	94
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	87
Gen'l M. for $20,000,000, gold gr.	6,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	83
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¼ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9¼ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 45 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,138,900	6	Jan. & July.	Philadelphia.	1893	80
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	86,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	98
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	103¼
Mortgage Loan of 1834 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon.. 7,696,000	7	June & Dec.	Philadelphia.	1911	104
	Dollar registered 3,414,000	7	" "	"	1911	103¾
	Gold or stg coup. 7,000,000	6*	" "	Phil. or Lond.	1911	98
	Gold or stg reg.. 668,000	6*	" "	" "	1911	97½
	Dollar coupon... 332,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv	6,600,985	7	Jan. & July.	"	1893	106¼
New improvement Mort. loan	6,631,615	6*	April & Oct.	Phila.or Lond.	1897	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,600	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866	400,000	6	April & Oct.	"	1876	95
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,360	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	67½
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	monthly.	New York.	1884	72
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free..	4,000,000	7	Jan. & July.	Baltimore.	1898	89½
2d Mort. (Balt. Loan) of 1886..	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10¼ m)	400,000	6	Feb. & Aug.	Pittsburg.	1880	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	101¼
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1912	94¼
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,500,000	.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold..	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,800,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	" "	1889	....
Poughkeepsie and Eastern:						
1st Mort. gold, conv. & tax free..	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	800,000	6	Jan. & July.	Providence.	18	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1892	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	80
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	89¾
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.)	400,000	7	March & Sept.	New York	1896	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1876	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'79-'90	70¼
Rich., Fredericksburg & Potomac						
Sterling Loan	87,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	6	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	130,500	7	June & Dec	Richmond.	1875	....
1st Mortgage	175,000	8	April & Oct.		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund...	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Con.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	72½
Equipment Mortgage	500,000	8	March & Sept.	"	1880	80
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring).....	96,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").....	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City :						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1909	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	98
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	...
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	57
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1894	78
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	96
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,920,000	7	April & Oct.	New York.	1894	96½
2d Mortgage May 1, 1868 guar..	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northw:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	82
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern :						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph :						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands..	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands..	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City :						
1st Mortgage $16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000.....	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	90½
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold.....	1,500,000	6*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds.....	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1900	100
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage.....	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	89½
Sheboygan and Fond du Lac:						
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension.....	691,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny :						
1st Mortgage for $1,000,000	688,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.).						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold.....	500,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold.....	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold.....	500,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'78-'74	....
Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds.....	71,200	7	various.	"	'72-'74	....
South Florida :						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val) :						
1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000.....	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	93
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	6	Jan. & July.	New York.	'84-'90	....
2d preferred bonds.....	617,000	6	" "	" "	'84-'90	66
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota :						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold.....	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv..	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed.....	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free.....	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern :						
1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1888	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie :						
1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston :						
1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix :						
1st Mortgage, $16,000 p. m.....	.....	8	.....	.....	....	....
Superior and Northwestern :						
1st Mortgage, $16,000.....	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL.&W):						
1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage.....	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley :						
1st Mort. gold, for $500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Tioga :						
1st Mortgage.....	243,000	7	May & Nov.	New York.	1879	....
Toledo, Peoria and Warsaw :						
1st Mortgage (E. Div.) 110 m...	1,800,000	7	June & Dec.	New York.	1894	86
1st Mortgage (W. Div.) 117 m...	1,800,000	7	Feb. & Aug.	" "	1896	79
2d Mortgage (W. Div.) 117 m...	1,300,000	7	April & Oct.	" "	1886	67
Equipment Mort. sinking fund..	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	....
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed.....	80,300	7	.....	New York.	1883	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, unr....	100,600	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May & Nov.	" "	1876	....
Convertible Bonds.....	648,000	7	"	" "	1883	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	93
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M.(Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	93
1st Mort. (Quincy & Tol 34 m)	500,000	7	May & Nov.	" "	1890	88
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1892	90½
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	89
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	82
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	78
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	73
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	83½
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	85½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1899	80
Income Mortgage	7,563,000	10	March & Sept.	" "	1874	85½
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	98
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	90
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	97½
Consolidated(mort.)Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	99½
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £380,000	1,800,000	6*	" "	" "	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	21
2d Mortgage consolidated	1,500,000	7	" "	"	1891	7½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	60
Guar. Stock (Vt. & Ca.R.R.)	795 500	6	June & Dec.		....	80
Equipment Mortgage	1,000,000	8	May & Nov.		'76-'77	74
Equipment Mortgage	1,000,000	8	" "		1889	78
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage 4th series (not end.)	1,273,000	7	April & Oct.	"	1890	....
Special Loan 1871	225,439	8	Jan. & July.	"	1890	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	....
Enlarged Mortgage	990,000	6	" "	" "	1884	....
4th Mortgage	846,000	8	March & Sept.	" "	1900	82
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	82½
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	101½
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	813,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	81
1st Mort. endor. by Balt	200,000	6	" "	"	1890	95
2d Mort. " "	300,000	6	" "	"	1890	94½
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	83½
2d Mortgage preferred	600,000	6	" "	"	1895	61
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	96½
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,736,000	6*	Jan. & July.	New York.	1899	67½
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	83
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	96
Consolidated mort. Apr. 1, 1869	1,000,000	7	April & Oct.	"	1899	101
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	8	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	250,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	68
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	83½
2d Mortgage coupon or regis	723,600	7	Jan. & July.	"	1902	79
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1890	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	80
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G. gold S. F. $25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,907,872	6	Jan. & July.	Philadelphia.	1886	87½
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	107
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage registered, 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered, 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1884	104
1st Mortgage registered, 3d series, Jan. 1, 1871.	5,000,000	7	" "	" "	1891	105
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	94
Mortgage Loan reg	2,000,000	6	F. M. A. & N.	"	1897	95½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	96
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	98½
Convertible Bonds	1,496,870	6	June & Dec.	"	1877	87
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Essex):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	96
2d Mortgage	235,000	6	" "	"	1876	96
Boat Loan, sinking fund	236,965	7	" "	"	1885	98
Preferred Stock Dividend Scrip	105,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar	2,206,000	6	Jan. & July.	Philadelphia.	1887	66
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,900	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	77
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	260,000	6	May & Nov.	"	1870	75
Boat and Car Loan	756,650	5	" "	"	1888	72
Boat and Car Loan	628,100	7	" "	"	1889	90
Coupon Bonds	1,079,000	6	Jan. & July.	"	1895	74½
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	73½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1872	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1893	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	286,000	6	May & Nov.	"	1893	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	3	106	Adirondac.....New York.	2,726,692	*	.....	7,000,000	3,763,000	930,000	1,963,756	—	60.2	.....	.....	.....	160,425	.....	—	100	.....
May 31, 1872	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,600,000	*	.....	.....	2,700,000	7,893,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	81.3	—	4.6	—	18	8	2	101	Alabama Central ¶.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	142.0	—	87.1	—	21	24	12	749	Albany and Susq. (D. & H.)...New York.	7,463,572	*	.....	.....	5,000,000	4,467,000	.....	.....	164.0	(Del. &	Hud. Cana	l Co.)	1,341,228	423,821	7	100	94½
Sept. 30, 1872	51.0	—	2.0	—	3	4	1	21	Alexandria and Fredericksburg ¶.....Va.	2,500,000	*	.....	.....	.....	1,000,000	.....	.....	51.0	.....	.....	.....	.....	.....	—	100	.....
Jan. 31, 1873	132.0	—	44.9	112.0	.....	.....	.....	.....	Allegheny Valley.....Pennsylvania.	13,200,000	*	.....	.....	2,256,300	12,389,000	.....	—	132.0	.....	.....	.....	2,239,158	960,684	—	50	.....
Nov. 30, 1872	35.8	—	1.6	—	—	—	—	—	Allentown.....Pennsylvania.	1,147,225	—	.....	.....	567,544	—	579,681	—	35.8	.....	(Phila. & R	eading R.	R.)	.....	—	50	.....
Dec. 31, 1872	20.5	—	2.0	—	5	10	2	43	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	95,000	20.5	.....	.....	.....	.....	.....	—	50	.....
Dec. 31, 1872	57.0	—	2.8	28.0	—	—	—	—	Arkansas Central (3 ft.) ¶.....Arkansas.	.....	.....	.....	.....	.....	15,000pm	.....	—	—	.....	.....	.....	.....	.....	—	100	.....
Mar. 31, 1873	23.6	—	1.9	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	—	—	.....	.....	.....	.....	.....	—	100	.....
Nov. 30, 1872	465.0	—	23.3	200.0	.....	.....	.....	.....	Atchison, Topeka & Santa Fe....Kansas.	20,000,000	*	.....	.....	8,615,000	10,564,500	570,000	—	—	.....	.....	.....	7,500	.....	—	100	.....
Sept. 30, 1872	30.4	—	0.9	—	3	2	1	17	Athol and Enfield.....Massachusetts.	805,873	7,555	44,400	.....	520,000	293,400	44,606	3,814	30.4	44,320	26,778	17,193	39,032	10,555	—	100	12
June 30, 1872	86.7	—	8.9	—	19	6	5	119	Atlanta and West Point.....Georgia.	1,200,129	*	.....	.....	1,282,200	22,000	.....	—	86.7	.....	.....	.....	.....	.....	8	100	.....
Sept. 30, 1872	387.8	38.2	149.4	—	166	52	26	3,117	Atlantic and Great West. N.Y. Penn. & O.	80,992,240	*	.....	.....	24,000,000	56,992,240	.....	—	565.8	.....	.....	.....	5,451,229	855,670	—	100	.....
Dec. 31, 1872	237.0	110.0	16.3	165.0	26	19	6	338	Atlantic and Gulf ¶.....Georgia.	7,592,283	*	162,387	.....	4,479,677	3,294,700	330,991	—	347.5	635,350	98,234	.....	983,966	339,539	—	100	171½
Sept. 30, 1872	406.0	20.0	31.0	100.0	78	29	18	882	Atlantic, Mississippi and Ohio...Virginia.	17,765,914	*	8,718,937	.....	6,921,900	14,889,843	.....	—	428.0	1,427,688	232,576	580,583	1,969,053	734,328	—	100	175
May 31, 1872	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina ¶.N. Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	—	95.0	.....	(No retur	ns furnish	ed.)	.....	.....	—	100	.....
Dec. 31, 1872	364.0	—	18.2	200.0	.....	.....	.....	.....	*Atlantic and Pacific* ¶.Missouri & Ind. Ter.	.....	.....	.....	.....	15,000,000	12,500,000	.....	—	328.2	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,089	—	.....	.....	3,994,900	3,488,848	201,089	—	—	.....	.....	.....	.....	.....	4	100	.....
Nov. 30, 1872	53.0	—	2.7	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	733,700	129,000	.....	—	—	.....	.....	.....	.....	73,000	7	100	.....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Geneseo and Mount Morris ..N. Y.	245.000	*	.....	.....	194,250	20,000	20,000	—	19.1	21,302	43,209	4,901	83,299	6,001	—	100	.....
Nov. 30, 1872	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	—	53.2	.....	(Leased to	Pennsylv	ania.)	.....	.....	—	100	.....
Sept. 30, 1872	379.6	—	302.7	—	383	205	52	7,904	Baltimore and Ohio ¶.....Md. & W. Va.	31,170,756	7,996,856	13,423,832	3,424,536	16,704,762	12,466,639	700,878	26,152,269	454.6	9,172,997	.....	.....	10,654,472	4,532,072	8	100	171½
Sept. 30, 1872	30.0	—	39.9	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	—	—	642,300	1,650,000	20,000	—	622,300	30.0	476,800	.....	.....	480,645	335,735	10	100	175
Sept. 30, 1872	103.5	—	21.8	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	10,000,000	—	—	—	5,680,685	893,500	—	—	103.5	1,003,407	.....	.....	826,803	114,541	—	100	11
Dec. 31, 1872	32.0	—	3.2	60.0	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	32.2	(Opened	to Washi	ngton, Ma	y 1, 1872.)	.....	.....	—	100	7
Dec. 31, 1872	33.4	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	—	—	650,000	250,000	.....	—	—	(Operat	ed by Ma	ine Centr	al.)	36,000	—	50	.....
Dec. 31, 1872	67.0	—	6.7	—	30	21	8	967	Belvidere Delaware .....New Jersey.	3,876,842	*	.....	.....	995,300	2,244,500	1,228,128	.....	67.0	.....	.....	.....	835,380	218,608	—	100	.....
Sept. 30, 1872	22.0	—	2.0	—	—	—	—	—	Berkshire.....Mass.	600,000	—	8,000	—	600,000	—	—	—	22.0	58,408	80,192	174,297	120,291	42,045	7	100	72½
Sept. 30, 1872	15.8	—	5.7	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	.....	.....	468,000	.....	.....	—	—	.....	.....	.....	.....	.....	6	100	.....
Sept. 30, 1872	201.6	48.0	316.8	—	206	181	46	4,113	Boston and Albany.... Mass. & N. York.	19,890,414	4,411,338	1,071,646	2,106,438	19,664,100	3,037,000	546,724	4,237,012	268.3	4,883,071	5,247,576	2,732,907	9,259,599	2,362,615	10	100	136½
Sept. 30, 1872	25.2	—	2.0	0.8	4	4	2	50	Boston, Barre and Gardner.....Mass.	763,114	104,775	30,324	4,023	736,240	—	155,849	12,147	28.0	82,064	35,157	17,499	69,356	7,550	—	100	.....
Sept. 30, 1872	42.9	—	9.0	—	21	22	12	436	Boston, Clinton and Fitchburg .....Mass.	1,430,328	646,052	110,250	96,738	872,000	1,250,000	62,586	97,180	90.2	441,745	467,966	317,043	576,413	192,795	—	100	.....
Mar. 31, 1873	93.5	—	12.8	—	22	24	19	478	Boston, Concord and Montreal .....N. H.	2,850,000	*	218,300	327,759	1,800,000	1,050,000	29,603	516,466	139.0	.....	171,511	92,186	670,349	181,715	6p	100	.....
Sept. 30, 1872	26.8	16.0	45.8	—	37	46	20	940	Boston and Lowell.....Mass.	2,469,955	252,345	2,565,759	253,142	2,852,900	1,771,024	542,860	374,417	71.8	741,981	1,949,688	620,053	1,293,969	241,016	8	500	106½
Sept. 30, 1872	80.3	8.5	84.9	38.0	61	102	28	978	Boston and Maine.....Mass., N. H. & Me.	6,728,333	1,144,587	775,992	525,480	6,816,834	—	1,341,862	1,016,686	153.8	1,215,996	4,135,469	520,722	2,004,672	504,116	10	100	109½
Sept. 30, 1872	44.0	14.5	66.0	—	38	67	11	482	Boston and Providence.....Mass. & R. I.	3,691,138	207,400	573,542	253,320	3,950,000	—	356,478	427,922	66.5	239,132	762,246	765,783	1,716,399	465,347	10	100	182½
Dec. 31, 1872	75.0	12.0	4.4	56.0	9	6	2	197	Brockville and Ottawa.....Canada.	2,647,004	*	.....	.....	424,704	1,657,200	.....	.....	85.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	171	Brunswick and Albany¶.....Georgia.	10,548,000	*	.....	.....	4,898,000	5,650,000	350,000	—	—	(Com	pany in ba	nkruptcy.	)	.....	—	100	.....
Sept. 30, 1872	28.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	—	.....	.....	2,286,000	583,500	.....	—	—	(Erie	Railway	Co.)	.....	40,600	—	100	.....
Sept. 30, 1872	43.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.... N. Y. & Penn.	1,546,930	*	.....	.....	428,717	700,000	548,229	—	43.2	.....	.....	.....	228,099	.....	—	100	.....
Sept. 30, 1872	142.0	—	12.7	—	—	—	—	—	Buffalo, New York & Erie...N.Y. & Penn.	3,336,000	—	.....	.....	950,000	2,380,000	.....	—	—	(Erie	Railway	Co.)	.....	233,100	7	500	.....
Sept. 30, 1872	117.0	—	5.9	—	.....	.....	.....	.....	Buff., New York and Phila. N.Y. & Penn.	3,064,271	*	.....	.....	1,600,707	1,876,500	430,606	—	88.0	(Opened	to Empor	ium, Pa.)	139,145	17,300	—	100	.....
Dec. 31, 1872	219.0	79.0	14.0	—	24	16	7	525	Burl., Cedar Rapids and Minnesota. Iowa.	7,600,000	*	.....	.....	5,400,000	2,200,000	.....	—	332.0	.....	.....	.....	995,129	283,802	—	100	.....
Dec. 31, 1872	120.0	—	6.0	100.0	.....	.....	.....	.....	Burlington and Southwestern. Iowa & Mo.	3,000,000	*	.....	.....	1,200,000	1,750,000	.....	—	.....	(In progr	ess.)	.....	.....	.....	—	100	.....
Feb. 28, 1873	158.0	—	....	143.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	10,000,000	*	.....	.....	12,000,000	8,000,000	.....	—	.....	(Compl	eted to Mo	. Line Ma	y, 1873.)	.....	—	100	.....
Dec. 31, 1872	160.0	—	8.0	—	—	—	—	—	Cairo and Vincennes.....Illinois.	7,500,000	—	.....	.....	4,000,000	3,500,000	.....	—	160.0	(Recently	completed	.)	.....	.....	—	100	.....
Dec. 31, 1872	61.2	—	92.9	—	—	—	—	—	Camden and Amboy.....New Jersey.	9,458,328	—	.....	.....	5,847,800	.....	.....	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	10	100	.....
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	100	Camden and Atlantic.....New Jersey.	1,790,623	376,195	138,354	32,388	1,215,870	1,068,400	54,907	9,384	67.0	218,639	417,196	69,224	467,036	212,119	3½p	50	60
Dec. 31, 1872	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Pennsy	lvania R.	R. Co.)	—	—	6	100	.....
Dec. 31, 1872	28.5	—	4.8	61.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	—	5,888	—	683,467	3,776	3,800	28.5	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1873	229.0	63.0	29.2	—	.....	.....	.....	.....	Canada Southern.....Canada.	.....	.....	.....	.....	8,000,000	8,760,000	.....	—	—	(Recently	completed	.)	.....	.....	—	100	.....
Sept. 30, 1872	71.6	22.4	7.8	18.0	10	23	12	160	Cape Cod.....Mass.	1,245,594	237,393	46,892	16,647	1,022,330	349,000	132,591	43,985	94.0	210,684	288,417	75,147	321,798	86,737	8	60	.....
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2	—	31	Carbondale and Shawneetown....Illinois.	562,650	*	.....	.....	355,500	200,000	7,150	—	18.0	(Opened	Dec. 30, 1	871.)	.....	.....	—	100	.....
Sept. 30, 1872	18.0	—	0.5	10.0	2	—	—	8	Carthage, Water'n & Sack. Harbor..N.Y.	561,139	*	.....	.....	465,433	150,000	.....	—	18.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	20.0	4.0	8.0	—	6	8	2	517	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	426,000	.....	.....	—	24.0	.....	.....	.....	.....	.....	—	100	.....
Oct. 31, 1872	94.0	4.5	8.5	—	21	9	5	602	Catawissa.....Penn.	6,098,850	*	.....	.....	4,359,500	1,739,350	.....	—	—	(Leased	Nov. '72 to	Ph. & Rdg.	)	572,104	183,169	6	25	.....
Sept. 30, 1872	14.8	—	1.3	—	2	2	2	14	Cazenovia and Canastota.....New York.	538,006	—	.....	.....	294,529	250,000	29,250	—	14.8	.....	.....	.....	25,885	4,391	7 p.	50	32
Dec. 31, 1872	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	—	—	(Illinois	Central.)	.....	128,646	113,400	—	100	.....
Dec. 31, 1872	271.6	2.4	22.1	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,233,000	—	.....	.....	7,619,000	3,614,000	.....	—	—	(Chic. &	North We	stern R. R.	)	.....	.....	—	100	.....
Dec. 31, 1872	100.0	—	15.0	250.0	6	6	3	131	Central Br., Union Pacific R.R.....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	101.0	(No re	turns furn	ished.)	.....	.....	—	100	.....
Nov. 30, 1872	192.0	—	29.7	—	53	44	27	792	Central of Georgia.....Georgia.	5,000,000	*	1,628,467	1,022,692	5,000,000	1,389,000	341,663	—	284.0	.....	169,119	.....	1,656,154	689,308	10	100	.....
Dec. 31, 1872	202.0	—	16.6	24.0	22	8	6	301	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	—	202.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	22.0	4.0	3.9	—	3	7	—	22	Central of Long Island.....New York.	1,459,616	*	.....	.....	297,800	687,000	479,598	—	—	(Flushi	ng & N. S	ide R. R.)	.....	.....	—	100	.....
Dec. 31, 1872	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey.....New Jersey.	12,424,935	7,882,235	7,649,492	4,310,442	20,000,000	9,209,000	3,058,154	—	291.0	4,889,891	4,478,513	1,490,689	7,120,718	1,957,538	10	100	105
Dec. 31, 1872	137.0	—	31.2	—	40	28	24	787	Central Ohio.....Ohio.	5,499,999	*	.....	.....	2,845,500	2,500,000	.....	—	137.0	.....	.....	.....	989,327	170,721	6	50	85
Dec. 31, 1872	883.0	339.0	110.4	600.0	187	168	40	3,807	*Central Pacific* ¶.....Cal. Nev. & Utah.	130,485,633	5,622,698	5,458,198	2,513,287	64,288,190	81,939,680	422,041	7,433,960	1,158.0	.....	.....	.....	11,963,641	6,962,362	—	100	72
Dec. 31, 1872	194.6	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta....S. Car.	5,612,000	*	256,000	.....	2,578,000	3,100,000	.....	—	194.6	.....	.....	.....	652,107	439,718	—	100	.....
Dec. 31, 1872	22.8	—	5.0	—	—	—	—	—	Chartiers.....Pennsylvania.	1,127,313	—	—	18,897	628,060	500,000	3,150	—	22.8	39,140	.....	.....	60,440	20,440	—	50	.....
Sept. 30, 1872	428.0	—	42.8	72.0	45	27	18	761	Chesapeake and Ohio.....Va. & W. Va.	26,542,490	*	789,755	2,836,883	13,396,407	18,624,953	3,387,461	—	227.0	511,475	141,873	115,473	777,632	288,687	—	100	.....
Jun. 30, 1872	40.7	0.8	2.0	—	2	.....	.....	.....	Chester and Tamaroa.....Illinois.	1,690,000	*	.....	.....	1,000,000	660,000	30,000	—	41.5	(Opened	March 187	2.)	.....	.....	—	100	.....

Sept. 30, 1872	58.0	—	11.2	—	28	22	10	408	Cheshire	New Hampshire.	2,357,707	351,600	160,000	260,554	2,153,300	809,200	28,992	118,370	89.1	622,256	192,234	413,432	224,768	188,851	5	100	....
Dec. 31, 1872	21.5	—	3.1	—					Chester Valley	Pennsylvania.	1,371,900	—	....	....	871,900	500,000	955,000	—	—	(Phila. a	nd Reading	R. R. Co	mpany.)	—	50	....
Dec. 31, 1872	242.0	117.4	92.1	—	144	74	24	2,912	Chicago and Alton	Illinois.	14,627,712	*	4,348,918	1,348,501	11,355,300	5,446,630	3,255,428	308,773	649.1	5,902,102	772,806	1,601,798	5,156,326	1,879,147	10	100	103
Dec. 31, 1872	396.8	552.4	287.2	—	288	127	62	5,409	Chicago, Burlington and Quincy	Illinois.	56,848,400	*	4,555,781	....	26,050,583	26,221,642	602,466	8,529,470	1,469.2	(8 month	he on 825	miles.)	7,854,575	2,889,866	10	100	102
Dec. 31, 1872	69.0	—	8.0	—	6	4	2	320	Chicago, Clinton and Dubuque	Iowa.	2,460,000	*	....	....	960,000	1,500,000	....	....	60.0	(Opene	d in Fall o	f 1872.)	....	....	—	100	....
Dec. 31, 1872	110.0	76.0	12.0	20.0	24	10	5	965	Chicago, Danville and Vincennes	Ill.	6,675,565	*	221,107	....	2,975,600	3,325,000	345,068	....	110.0	....	....	....	627,930	277,858	—	100	....
Dec. 31, 1872	78.0	—	3.7	—	8	4	2	168	Chic., Cincinnati and Louisville	Indiana.	2,500,000	156,000	10,000	....	1,500,000	1,000,000	....	—	78.0	(No inf	ormation	furnished.	)	....	—	100	....
Chic., Dubuque and Minnesota	Io. & Minn.	6,500,000	*	....	....	2,500,000	4,425,000	....	—	131.0	(No inf	ormation	furnished.	)	....	—	100	....
Dec. 31, 1872	117.0	14.0	21.5	—	14	8	3	410	Chicago and Iowa	Illinois.	4,100,000	*	....	....	1,350,000	1,750,000	1,000,000	—	—	(Chic., B	url. & Quin	cy R. R. C	o.)	140 000	—	100	....
Dec. 31, 1872	80.0	—	8.0	30.0	15	6	3	—	Chicago, Iowa and Nebraska	Iowa.	5,000,000	—	....	....	4,200,000	810,000	....	—	—	(Chic. &	Northwes	tern R. R.	Co.)	....	8	100	95
Dec. 31, 1872	81.3	1.1	16.9	—	....	....	....	....	Chicago, Iowa and Nebraska	Iowa.	5,000,000	—	....	....	1,188,400	5,350,000	....	—	170.0	482,640	240,169	128,662	500,985	218,500	—	100	....
Dec. 31, 1872	170.0	25.0	19.6	55.0	25	12	7	605	Chicago and Michigan Lake Shore	Mich.	6,588,400	*	....	....	35,878 644	20,474,000	724,299	1,465,694	1,271.0	....	2 224,705	2,510,016	11,402,161	4,502,185	—	100	48
May 31, 1872	1,388	—	200.0	120.0	269	277	85	5,983	Chicago and N. West'n.	Ill., Wis. & Mich.	56,199,718	*	2,343,919	....	....	....	....	....	—	(Operat	ed by con	tractor—N	o report.)	....	—	100	....
Dec. 31, 1872	67.0	—	....	198.0	—	—	—	—	Chicago and Paducah	Illinois.	1,800,000	—	....	....	1,350,000	540,000	....	—	—	....	(Being co	nstructed.)	....	....	—	100	....
Dec. 31, 1872	60.0	—	6.0	100.0	—	—	—	—	Chicago, Pekin & South-Western	Ill. & Mo.	—	(No information.)	....	....	....	....	....	—	—	....	....	....	....	....	—	100	....
Mar. 31, 1873	493.0	120.6	142.8	—	197	66	36	3,940	Chicago, Rock Island & Pacific	Ill. & Iowa.	28,716,723	*	7,889,906	2,109 406	25,000,000	8,972,000	154,351	4,589,688	660.0	4,340,995	956,784	1,289,890	6,657,050	3,139,267	8	100	99
Mar. 31, 1873	35.0	—	....	167.0	—	—	—	—	Chicago and Southern Illinois	Ill. & Ind.	—	Under	construct	ion—no	informati	on.)	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1872	269.0	32.0	16.9	—	—	—	—	—	Chicago and South Western	Iowa & Mo.	13,500,000	—	....	....	7,000,000	5,000,000	1,658,551	—	—	(Chic., R	ock Islan	d and Paci	fic R. R.	Co.)	—	100	....
Dec. 31, 1872	36.8	—	2.1	—	—	—	—	—	Chillicothe and Brunswick	Mo.	865,000	—	....	....	365,000	500,000	....	—	—	(St. Lou	is K. City	and North	ern R. R	Co.)	—	100	....
Dec. 31, 1872	7.0	—	3.0	....	—	—	—	—	Cincinnati and Baltimore	Ohio.	1,105,453	—	....	....	673,000	314,000	118,453	—	—	(Marietta	a and Cin	cinnati R.	R. Co.)	—	100	....
Mar. 31, 1873	60.0	—	118.2	—	33	30	13	429	Cincinnati, Hamilton and Dayton	Ohio.	3,974,655	1,127,251	1,889,230	262,965	3,500,000	2,082,000	1,052,450	669,651	60.0	549,574	750,687	564,542	1,204,865	495,378	8	100	....
Mar. 31, 1873	98.0	25.0	7.2	—	19	9	6	358	Cin., Hamilton and Indianapolis	O. & Ind.	6,187,645	*	....	....	(Sold un	der forec	lose. for	$1,000,000	123.0	....	....	....	312,368	L. 17,967	—	100	....
Dec. 31, 1872	39.0	—	1.9	—	....	....	....	....	Cincinnati and Martinsville	Indiana.	800,000	—	....	....	400,000	400,000	....	—	39.0	(Untilre	cently lea	sed to Ind.	Cin. & La	fayette.)	—	100	....
Dec. 31, 1872	148.4	—	12.8	—	16	12	4	870	Cincinnati and Muskingum Valley	Ohio.	5,472,977	*	....	109,315	3,996,610	1,500,000	31,360	84,326	148.0	424,240	141,450	148,249	439,538	156,087	—	100	....
Mar. 31, 1873	36.0	—	2.6	—	5	1	4	167	Cin., Richmond and Chicago	Ohio & Ind.	826,733	184,552	700	56,965	382,600	566,000	61,350	—	42.0	....	....	....	229,635	70,974	—	100	....
Dec. 31, 1872	91.5	—	4.5	—	—	—	—	—	Cincinnati, Rich. & Ft. Wayne	Indiana.	3,756,952	—	....	....	2,000,000	1,800,000	....	—	91.5	....	90,118	72,204	187,252	61,470	—	100	....
Jun. 30, 1872	155.0	15.5	24.9	—	28	27	12	602	Cincinnati, Sandusky & Cleveland	Ohio.	7,982 986	*	....	....	4,729,037	3,261,330	18,108	—	215.5	741,280	254,486	283,393	850,755	359,244	—	50	15
Dec. 31, 1872	25.0	—	....	270.0	4	2	1	110	Cincinnati and Terre Haute	Ohio & Ind.	—	(Under	construct	ion—no	report.)	—	—	—	25.0	20,360	4,032	....	7,047	....	—	100	....
Dec. 31, 1872	340.5	49.9	75.0	—	118	47	17	3,025	Cleveland, Col. Cin. & Ind	Ohio & Ind	16,395,579	*	1,929,844	1,427,649	14,991,275	3,005,000	1,446,285	310,412	471.4	3,877,159	572,396	1,444,354	4,593,171	1,379,526	7	100	67
Dec. 31, 1872	67.8	12.4	10.3	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,147,934	—	....	....	2,089,200	1,164,000	....	—	—	(Atl. & G	t. Wtn. Ra	ilway Co.)	274,907	260,946	7	50	....
Jun. 30, 1872	102.0	—	5.0	42.0	11	6	4	460	Clev., Mt. Vernon and Delaware	Ohio.	2,575,125	—	....	....	1,200,000	2,300,000	....	—	114.5	133,000	135,607	176,909	300,347	126,728	—	100	....
Nov. 30, 1872	167.0	32.0	76.4	—	63	41	22	2,619	Cleveland and Pittsburg	Ohio & Penn.	12,490,700	2,538,644	659,162	219,062	11,236,150	2,884,344	396,663	440,411	225.0	2,316,159	654,758	1,881,912	Pa. R. R.	1,053,283	7	50	87
Dec. 31, 1872	681.0	—	68.0	—	158	54	27	1,652	Col., Chic. & Ind. Cent	Ohio, Ind & Ill	37,014,719	*	....	....	13,328,566	23,555,174	130,974	—	681.0	4,590,845	646,459	1,390,697	4,411,095	783,881	—	100	22
Dec. 31, 1872	76.0	4.0	....	161.0	3	2	2	12	Colorado Central (3 ft.)	Colorado.	1,999,300	—	....	....	1,474,300	525,000	....	—	40.0	....	....	....	90,216	14,967	—	100	....
Dec. 31, 1872	76.0	13.0	12.6	—	25	8	4	1,601	Columbus and Hocking Valley	Ohio.	2,578 037	1,072,739	268,658	59,094	1,208,810	2,148,000	291,499	330,219	89.0	499,522	134,999	681,819	854,892	442,663	25	50	....
Dec. 31, 1872	45.0	—	3.4	—	—	—	—	—	Columbus, Springfield & Cin	Ohio.	2,000,000	—	....	....	1,000,000	1,000,000	....	—	—	(Leased	to Cin., Su	nd. & Clev	. R. R. C	o.)	—	100	....
Mar. 31, 1873	35.0	7.0	49.0	—	33	86	13	611	Concord	New Hampshire	1,500,000	*	187,390	104,486	1,500,000	—	111,357	180,169	145.5	802,162	613,842	692,768	1,040,115	150,759	10	50	150
Mar. 31, 1873	41.0	—	6.0	—	—	—	—	—	Concord and Portsmouth	N. Hampshire	1,108,859	—	....	....	350,000	....	....	—	—	(Concor	d R. R. Co	mpany.)	25,000	25,000	7	100	....
Jun. 30, 1872	110.8	—	15.2	—	22	15	7	746	Connecticut and Passump. Riv.	Vermont.	3,388,436	*	261,151	123,946	2,127,273	1,357,100	39,767	246,371	143.7	458,581	167,112	171,923	312,768	308,902	6	100	74
Sept. 30, 1872	50.0	5.9	23.5	—	18	24	10	311	Connecticut River	Massachusetts.	2,055,527	225,814	138,686	510,977	1,850,600	250,000	415,226	405,778	55.9	324,053	985,504	383,770	729 311	215,481	10	100	137
Sept. 30, 1872	45.0	—	4.7	—	6	12	5	140	Connecticut Valley	Connecticut.	2,403,189	246,175	....	....	1,033,500	998,000	973,000	7,390	45.0	66,293	205,441	16,077	144,851	7,390	—	100	..
Sept. 30, 1872	66.7	—	7.0	—	8	10	2	170	Connecticut Western	Connecticut.	3,797,665	295,321	....	....	1,504,026	2,436,500	96,323	—	68.3	146,880	151,638	60,467	223,565	65,612	—	100	....
Dec. 31, 1872	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	—	....	....	1,278,300	1,000,000	....	—	—	(Phila.	and Trent	on R. R. C	ompany.)	....	6	50	....
Sept. 30, 1872	16.0	1.0	1.6	—	2	2	1	17	Cooperstown and Susquehanna	N. York.	458,914	*	....	....	308,405	100,000	22,240	—	17.0	....	....	....	39,611	14,727	—	100	....
Dec. 31, 1872	74.0	7.0	26.0	—	19	17	6	371	Cumberland Valley	Penn.	1,725,143	*	656,432	157,782	2,094,250	352,300	72,174	600,583	141.6	275,889	288,817	322,017	581,064	287,989	8	50	....
Dec. 31, 1872	45.0	—	2.5	—	5	2	2	17	Danv., Hazleton & Wilkesbarre	Penn.	1,102,600	*	....	....	684,235	1,400,000	....	—	—	(Leased	te Pennsy	lvania R.	R. Co.)	....	—	50	....
Sept. 30, 1872	23.8	10.0	4.5	—	6	6	2	72	Danbury and Norwalk	Connecticut	1,108,448	145,383	....	....	600,000	407,500	86,050	25,651	33.8	101,553	159,330	44,553	172,120	69,796	10	50	..
Mar. 31, 1873	90 0	32.0	....	20.0	....	....	....	....	Davenport and St. Paul	Iowa & Minn.	5,000,000	*	....	....	2,000,000	2,440,000	....	—	90.0	(Recentl	y opened	—No repo	rt.)	....	—	100	....
Mar. 31, 1873	142.0	—	21.3	—	23	15	4	680	Dayton and Michigan	Ohio.	6,038,363	777,401	78,671	149,269	2,398,785	4,102,700	382,741	158,468	142.0	....	....	....	1,034,567	279,623	3	100	....
Jun. 30, 1872	31.8	—	1.8	—	4	4	3	68	Dayton and Union	Ohio.	612,015	*	....	....	86,000	527,445	....	—	31.8	116,316	64,344	94,955	134,148	52,209	—	100	....
Jun. 30, 1872	41.5	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	1,011,276	—	....	....	Sunk.	701,000	....	—	—	(Operat	ed by Pitt	sb'g, St. L.	& Cinc. C	o.)	—	100	....
Oct. 31, 1872	83.0	16.3	5.6	—	—	—	—	—	Delaware ¶	Delaware.	2,114,184	—	76,154	71,522	1,317,390	870,000	....	74,470	99.3	317,068	....	....	448,841	121,046	6	100	....
Dec. 31, 1872	45.0	—	65.0	—	46	3	1	4,259	Delaware and Hudson	Penn.	4,621,411	*	24,313,589	955,845	15,000,000	13,088,385	....	1,804,460	62.0	(Owned	& operate	d by Del. &	Hud. Can	al Co.)	10	100	....
Dec. 31, 1872	115.0	—	119.0	—	128	20	9	10389	Delaware, Lack. and Western	Penn.	15,612,767	*	....	....	20,000,000	5,394,000	4,239,545	....	115.0	3,254,280	249,378	3,347,671	4,746,678	2,867,965	10	100	106
Dec. 31, 1872	106.0	15.0	5.1	—	6	4	2	64	*Denver Pacific*	Colorado.	5,000,000	*	....	....	2,500,000	2,500,000	....	—	121.0	....	19,795	43,863	371,908	196,997	—	100	....
Dec. 31, 1872	118.0	31.0	5.6	732.0	10	11	2	292	Denver and Rio Grande	Col. & N. Mex.	5,000,000	*	....	....	2,000,000	3,000,000	....	—	155.0	(Operati	ons by Co.	commence	d Jan. 1, 1873.)	....	—	100	....
Dec. 31, 1872	250.0	—	20.0	—	27	10	10	540	Des Moines Valley	Iowa.	13,803,285	*	....	....	6,523,600	6,070,000	930,000	—	250.0	447,679	108,599	198,360	776,254	127,223	—	100	....
Aug. 31, 1872	63.0	—	3.8	28.0	6	4	4	146	Detroit, Eel River and Illinois	Michigan.	2,386,000	*	....	....	1,000,000	1,500,000	....	—	—	(R	ecently op	ened—no	returns.)	....	—	100	..
Aug. 31, 1872	55.0	—	3.2	—	4	2	2	50	Detroit, Hillsdale and Indiana	Michigan.	1,318,150	*	....	....	343,150	1,470,000	....	—	65.0	(R	ecently op	ened—no	returns.)	....	—	100	....
Dec. 31, 1872	189.0	—	26.0	—	34	37	20	502	Detroit and Milwaukee	Michigan.	10,213,528	*	....	....	2,917,140	7,296,388	....	19,259	189.0	775,746	438,074	330,559	1,381,603	442,155	—	100	....
Aug. 31, 1872	154.0	2.0	2.0	22.0	....	....	....	....	Detroit, Lansing & Lake Michigan	Mich.	5,777,000	—	....	....	1,707,000	4,070,000	....	—	166.0	....	....	....	610,000	....	—	100	....
Dec. 31, 1872	14.0	—	2.0	—	—	—	—	—	Dexter and Newport	Maine.	300,000	—	....	....	122,000	175,000	....	—	—	(Leased	te Maine	Central.)	....	18,000	6	100	....
Oct. 31, 1872	33.5	—	3.4	—	2	—	—	—	Dorcester and Delaware	Del. & Md.	....	—	....	....	....	....	....	—	33.5	....	12,838	7,781	22,792	7,175	—	100	....
Sept. 30, 1872	29.0	—	2.8	—	—	—	—	—	Dover and Winnipisseogee	New Hamp.	825,000	—	....	....	480,000	....	....	—	—	(Boston	and Maine	R. R. Co.)	....	29,000	6	100	....
Dec. 31, 1872	142.9	—	15.4	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,493,200	—	....	....	5,000,000	880,000	....	—	—	(Leased	by Illinois	Central.)	....	....	6	100	65
Dec. 31, 1872	54.7	—	2.8	—	4	4	5	76	Dubuque and South Western	Iowa.	1,719,977	40,161	....	....	1,174,977	550,000	12,247	63,057	54.7	....	....	....	161,458	72,488	—	100	....
Dec. 31, 1872	54.8	—	4.2	—	6	7	5	81	Dunkirk, Warren & Pittsburg	N. York.	2,770,566	*	....	....	1,266,000	1,400,000	189,907	....	54.8	....	....	....	109,262	2,064	—	100	....
Sept. 30, 1872	58.0	—	7.4	—	7	6	3	92	Dutchess and Columbia Counties	N. Y.	2,798,377	*	....	....	1,488,487	1,500,000	554,407	....	58.0	....	....	....	210,546	L. 26,996	—	100	....
Sept. 30, 1872	17.5	—	1.1	—	—	—	—	—	Duxbury and Cohasset	Mass.	384,519	*	....	9,870	350,000	....	42,239	2,150	17.5	....	100,711	6,262	34,048	1,434	—	100	....
Oct. 31, 1872	17.5	—	0 6	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	—	....	....	89,800	175,000	....	—	—	(Pennsy	lvania R. R	Co.)	....	....	—	50	....
Oct. 31, 1872	36.0	—	15.5	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,484,290	—	....	....	1,309,200	495,900	....	—	—	(Phila. &	Reading	Co.)	....	....	6	50	80
Jun. 30, 1872	262.0	28.0	27.6	—	43	35	8	605	East Tenn., Va., & Georgia ¶	Tenn. & Ga.	9,167,851	*	34,750	661,293	1,970,024	3,889,900	168,593	2,735,377	270.0	....	....	172,396	1,201,492	266,902	—	100	....
Sept. 30, 1872	41.0	71.7	61.6	—	76	133	35	854	Eastern	Massachusetts.	7,436,949	1,767,261	1,332,235	1,579,678	4,262,600	6,746,100	701,841	405,582	264.6	1,408,179	5,000,399	424,320	1,973,623	574,201	—	100	87
Dec. 31, 1872	23.0	5.0	3.1	—	3	2	—	86	Eastern Kentucky	Kentucky.	....	....	....	....	....	....	....	....	28.0	49,312	22,107	41,308	129,305	21,728	—	100	....
Dec. 31, 1872	40.0	—	1.7	—	2	....	....	....	Eastern Shore ¶	Maryland.	895,000	*	....	....	295,000	600,000	....	—	40.0	....	(No state	ment furni	shed.)	....	....	—	100	....
Dec. 31, 1872	185.0	—	4.7	—	....	....	....	....	Elizabeth and Paducah	Kentucky.	6,000,000	*	....	....	3,000,000	3,000,000	....	—	185.0	(R	ecently o	pened—no	returns.)	....	....	—	100	....
Dec. 31, 1872	46.8	—	8.8	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	....	....	500,000	....	....	—	—	(Northern	Central	R. R. Co.)	25,000	25,000	5	100	....
Dec. 31, 1872	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,625 000	—	....	....	1,000,000	1,620,000	....	—	—	(Northern	Central	R. R. Co.)	165,000	162,000	5	50	....
Sept. 30, 1872	459.0	496.0	505.5	—	488	302	76	10638	Erie	New Jersey, N. York & Pa.	97,048,084	11,191,478	568,131	1,188,257	86,536,910	26,398,800	2,517,301	—	864.0	12,318,504	3 598,988	5,564,274	18,571,888	4,720,988	14	100	344
Sept. 30, 1872	12.3	—	0.8	8.7	—	—	—	—	Erie and Genesee Valley	New York.	191,302	—	....	....	144,900	120,000	....	—	12.3	....	....	....	....	....	—	100	....
Dec. 31, 1872	66.0	—	3.0	109.0	5	4	3	81	Erie and Louisville	Ohio.	2,328,686	*	96,300	47,046	1,045,450	890,000	636,502	—	66.0	52,000	30,160	38,344	74,404	27,338	—	100	....
Dec. 31, 1872	81.6	3.7	11.3	—	29	10	4	1,319	Erie and Pittsburg	Pennsylvania.	6,397,000	*	....	....	2 000,000	3,297,000	....	—	114.0	749,260	265,985	1,141,437	(Pa. Co.)	385,937	7	50	....
Dec. 31, 1872	114.0	3.0	6.0	—	15	15	5	302	European and North American ¶	Maine.	8,725,907	*	....	....	1,272,560	4,753,772	3,230,860	—	114.0	154,290	228,082	....	367,574	166,289	—	100	....
Aug. 31, 1872	109.0	23.0	16.0	—	17	10	6	340	Evansville and Crawfordsville	Indiana.	2,879,748	*	24,449	92,138	1,144,258	1,127,000	20,660	704,462	182.0	369,616	146,036	....	566,079	218,646	—	100	....
Dec. 31, 1872	55.0	—	3.1	—	8	5	3	222	Evansville, Terre Haute & Chi.	Ind. & Ill.	1,500,000	—	....	....	750,000	750,000	....	—	—	(Chicag	o, Danville	& Vincenn	es R. R. C	o.)	—	100	....
Sept. 30, 1872	6.8	—	....	—	—	—	—	—	Fall River, Warren & Prov.	R. I. & Mass.	331,107	4,200	71,504	409,150	150,000	234,633	271,986	213,351	5.0	11,988	106,787	....	42,278	15,609	—	100	....
Oct. 31, 1872	12.7	—	0.8	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	....	....	107,400	....	....	—	—	(Phg. &	Connells	v. R. R. Co.)	....	....	7	50	....
Sept. 30, 1872	50.3	43.3	84.7	—	38	46	12	876	Fitchburg	Massachusetts.	3,803,372	660,000	227,803	....	4,000,000	—	....	511,300	93.3	716,240	1,869,427	740,128	1,350,239	323,935	6	100	124
Dec. 31, 1872	12.6	—	1.0	—	—	—	—	—	Flemington	New Jersey.	394,095	—	....	....	150,000	—	244,095	—	—	(Belv. D	elaware R.	R. Co.)	16,217	L. 16,186	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Year ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1872	205.0	28.0	33.7	55.0	33	36	6	607	*Flint and Pere Marquette*.....Michigan.	8,765,602	1,135,131	694,565	384,284	3,297,300	5 389,000	1,048,609	1,244,673	233.3	888,227	509,975	344,559	1,133,612	455,118	—	100	...
Sept. 30, 1872	11.8	6.3	5.3	16.2	5	19	5	8	Flushing and North Side .....New York.	962,158	284,371	.....	.....	281,010	1,281,200	81,027	.....	18.1	176,515	1,256,278	.....	281,844	86,495	—	100	...
Sept. 30, 1872	10.0	—	1.0	—	3	2	1	10	Fonda, Johnstown and Gloversville. N. Y.	493,782	*	.....	.....	300,000	300,000	41,382	.....	10.0	36,056	99,890	25,897	78,023	38,198	—	100	...
Dec. 31, 1872	100.0	—	5.2	—	8	6	3	237	Ft. Wayne, Muncie and Cin.....Indiana.	(Sold J	anuary	1, 1872.)	.....	1,050,000	2,000,000	.....	.....	100.0	.....	.....	.....	280,647	123,591	—	100	...
Jun. 30, 1872	109.0	—	2.7	—										1,000,000	2,300,000	.....	.....	109.0	.....	.....	.....	224,815	28,574	—	100	...
Sept. 30, 1872	26.0	—	3.3	—	3	1	—	90	Framingham and Lowell.....Mass.	1,021,792	182,062	.....	58,170	499,896	650,000	112,606	30	—	(Boston	,Clinton &	Fitchb'g.)	21,580	21,580	—	100	49½
Dec. 31, 1872	11.5	—	1.8	—	2	3	—	21	Freehold and Jamesburg.....N. Jersey.	283,745	.....	.....	.....	283,745	.....	.....	.....	22.0	67,460	171,400	43,411	67,778	14,152	—	100	...
Feb. 28, 1873	85.0	—	9.0	150.0	9	6	4	126	Galv., Harrisburg & San Antonio..Texas.	2,255,402	287,906	.....	61,090	2,051,468	552,840	.....	.....	85.0	36,210	8,664	27,637	160,424	93,422	—	100	...
Dec 31, 1872	50.0	—	10.0	—	15	9	4	284	Galveston, Houston & Henderson. Texas.	2,522,063	398,639	234,423	14,796	1,000,000	1,500,000	360,558	311,091	50.0	198,167	86,845	179,666	751,054	366,017	—	100	...
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Georgia.	4,156,000	*	1,335,369	415,005	4,200,000	676,500	137,240	853,233	232.0	1,103,551	.....	.....	1,623,454	490,196	8	100	...
Jun. 30, 1872	111.0	—	5.5	—	8	4	4	302	Gilman, Clinton & Springfield.....Illinois.	4,000,000	*	.....	.....	2,000,000	2,000,000	.....	.....	111.0	87,808	.....	67,361	156,750	33,525	—	100	...
Sept. 30, 1872	11.6	—	0.3	3.1					Goshen and Deckertown .....New York.	290,901	.....	.....	.....	105,000	246,500	8,000	.....	—	(Leased	to Erie)		21,500	21,500	6	100	...
Dec. 31, 1872	263.7	20.0	18.2	35.0	34	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	4,807,993	1,114,214	128,797	4,748,995	2,800,000	8,000,000	.....	.....	299.7	.....	491,910	311,670	949,781	505,640	—	100	...
Mar. 31, 1873	94.0	—	4.7	—					Grand River Valley.....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	—	(Leased	by Michig	an Centra	l R. R. C	o.)	—	100	...
Dec. 31, 1872	857.0	52.0	371.0	—	361	260	80	4,686	Grand Trunk ¶ .....Canada.	106,900,746	*	5,197,215	1,348 999	16,977,803	91,597,296	4,870,346	1,515	1,377.0	6,754,570	1,718,273	1,535,296	8,935,970	1,803,921	—	100	...
Jan. 31, 1873	229.0	216.0	102.0	—	177	146	39	3,136	Great Western ¶.....Canada.	33,941,675	*	.....	.....	24,167,447	10,816,000	.....	.....	569.0	4,416,442	.....	.....	5,732,870	2,989,050	6½	100	...
Sept. 30, 1872	8.0	—	0.5	—					Greene.....New York.	348,877	.....	.....	.....	200,000	.....	.....	.....	8.0	20,824	37,773	151,848	35,718	5,611	6	100	...
Feb. 28, 1873	151.0	—	5.0	49.0	9	5	3	300	Green Bay and Lake Pepin....Wisconsin.	3,400,000	*	.....	.....	1,500,000	2,400,000	.....	.....			(Not r	egularly o	perated.)			—	100	...
Sept. 30, 1872	14.0	—	0.8	—					Greenwich and Johnsonville...New York.	304,415	.....	.....	.....	130,098	185,500	11,086	.....	14.0	17,528	17,488	9,553	30,358	12,528	—	100	...
Mar. 31, 1873	66.0	—	4.0	180.0	7	3	1	72	Gulf Western Texas and Pacific.¶..Texas.	2,500,000	*	.....	.....	.....	1,386,000	.....	.....	....	68,000	9,505	35,874	232,979	128,161	—	100	...
Dec. 31, 1872	4.9	0.8	0.3	—	2	9	3	6	Hackeneack and New York..New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)			—	100	...
Dec. 31, 1872	23.0	—	1.4	—					Hackensack Extension.....New Jersey.	859,600	.....	.....	.....	560,000	299,600	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)			—	100	...
Jun. 30, 1873	70.0	—	4.0	—					Hannibal and Central Missouri. Missouri.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)		—	100	...
Jun. 30, 1873	46.0	6.0	2.3	—					Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,000	675,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)		—	100	...
Aug. 31, 1872	206.0	68.6	27.7	22.0	79	61	62	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	23,297,728	*	.....	.....	14,250,828	9,146,900	.....	.....	274.5	1,648,638	320,838	415,363	2,484,670	670,529	—	100	29
Sept. 30, 1872	7.9	—	1.0	—	2	3	2	13	Hanover Branch.....Mass.	170,130	40,445	.....	21,126	123 550	.....	40,000	68,151	7.9	21,096	79,998	14,397	71,032	26,295	—	100	...
Oct. 31, 1872	12.2	—	0.9	—	6	5	2	30	Hanover Branch.....Penn.	201,372	68,000	.....	.....	116,850	.....	.....	.....	12.2	48,150	34,401	123 424	82,388	24,356	10	50	...
Sept 30, 1872	116.0	2.0	7.2	—	9	5	1	146	Harlem Extension .....New York.	8,000,000	*	.....	.....	4,000,000	4,000,000	40,509	.....	118.0	277,969	137,337	105,349	317,748	Loss.	—	100	...
Oct. 31, 1872	36.0	18.0	17.6	—					Harrisburg and Lancaster..Pennsylvania.	1,182,550	.....	.....	.....	1,182,550	780,000	.....	.....	54.0	(Leased	by Pennsy	lvania R.R.	Co.)		7	50	102
Sept. 30, 1872	62.0	16.5	37.0	—	37	33	16	703	Hartford and New Haven..Conn. & Mass.	4,729,381	872,197	1,462,042	1,120,651	6,500,000	580,000	50,547	1,043,724	78.5	782,172	1,303,158	721,348	2,106,674	752,702	4½	100	...
Sept. 30, 1872	122.4	0.8	18.7	—	26	36	16	361	Hartford, Prov. & Fishkill¶.R.I., Ct & N.Y.	4,201,486	598,875	.....	.....	2,037,940	2,055,500	100,000	200,519	130.0	541,442	1,207,771	266,912	1,004,040	367,533	—	100	...
Aug. 31, 1872	75.0	—	4.0	125.0	13	6	3	81	*Hastings and Dakota*.....Minn.	(Purchas	ed July	1, 1872 by	Mil. & S	t. Paul C	o. for $2,1	00,000.)		75.0	.....	10,928	20,040	21,415	Loss.	—	...	...
Dec. 31, 1872	5.5	—	0.6	—	2	—	—	100	Hibernia Mine..... .....New Jersey.	148,638	*	.....	1,362	150,000	.....	.....	.....	5.5	.....	.....	100,379	54,401	33,629	40	100	...
Dec. 31, 1872	63.3	—	4.9	—					Holly, Wayne and Monroe .....Mich.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Flint &	Pere Mar	quette R.	R. Co.)	—	100	...
Sept. 30, 1872	10.3	—	0.8	—					Holyoke and Westfield.....Mass.	427,946	.....	.....	86	200,000	200,000	1,667	26,365	—	(New H	aven & N	orthamp.)	14,000	14,000	—	100	...
Sept. 30, 1872	74.0	—	7.0	—	16	16	6	389	Housatonic .....Connecticut.	1,864,871	340,687	.....	.....	2,000,000	400,000	335,213	42.248	162.2	274,960	282,741	242,218	528,116	117,529	—	100	...
Nov. 30, 1872	115.0	8.0	11.4	215.0	14	14	7	278	Houston and Great Northern¶.....Texas.	3,361,361	*	731,494	539,503	2,400,000	1,925,915	45,956	260,487	123.0	123,257	24,819	36,583	260,767	81,329	—	100	...
Dec. 31, 1872	387.0	115.0	16.9	—	45	25	14	916	Houston and Texas Central ¶.....Texas.	15,000,000	*	.....	.....	820,000	10,040,000	.....	.....	349.0	.....	.....	.....	2,675,234	1,345,134	—	100	...
Oct. 31, 1872	45.0	29.5	15.5	—	23	6	5	116	Huntingdon and Broad Top Mt.....Penn.	3,159,769	*	.....	.....	1,330,750	2,153,500	117,441	.....	74.5	238,167	59,126	449,748	301,957	17,451	—	50	16
Dec. 31, 1872	705.5	—	130.4	—	197	117	45	4,585	*Illinois Central* .....Illinois.	34,061,196	*	10,248,460	614,081	25,500,000	19,428,707	.....	.....	1,107.0	5,388,226	1,352,156	2,039,321	8,026,784	2,103,107	10	100	101
Dec. 31, 1872	62.8	—	3.2	—					Illinois Grand Trunk.....Illinois.	1,451,737	.....	.....	.....	960,000	960,000	.....	.....	—	(Leased	by Chicag	o, Burl. &	Quincy	Co.)	—	100	...
Jan. 30, 1872	85.0	—	2.9	67.0	5	.....	.....	.....	Indiana and Illinois Central....Ind. & Ill.	3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	.....	—	(No	t operated	by Compa	ny.)			—	100	...
Dec. 31, 1872	202.5	10.0	38.0	—	65	23	9	1,752	Ind., Bloomington & Western..Ind. & Ill.	15,500,000	*	.....	.....	7,000,000	8,560,000	.....	.....	212.5	.....	.....	.....	1,359,691	.....	—	100	...
Dec. 31, 1872	179.0	—	21.2	—	58	40	12	1,121	Indianapolis, Cin. and Lafayette. Indiana.	13,988,000	*	.....	.....	5,500,000	8,700,000	.....	.....	179.0	1,211,206	.....	.....	1,754,369	592,056	—	100	50½
Dec. 31, 1872	75.0	—	4.8	—	12	10	6	287	Indianapolis, Peru and Chicago..O. & Ind.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1872	72.0	—	12.0	—	58	34	16	1,407	Indianapolis and St. Louis.....Indiana.	3,927,197	*	241,216	424,409	600.000	3,338,000	654,822	.....	261.0	1,782,260	291,787	690,971	2,110,681	780,239	—	100	...
Dec 31, 1872	117.0	—	18.0	—	6	7	3	197	Indianapolis and Vincennes.....Illinois.	4,613,436	*	51,118	164,475	1,402,000	3,150,000	277,029	.....	117.0	212,294	.....	.....	284,890	90,205	—	100	...
Dec 31, 1872	183.7	—	6.2	—					*Iowa Falls and Sioux City*.....Iowa.	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	183.7	(Leased | by Ill. Cen | R. R. Co.)			337,462	118,112	—	100	85
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Mid.and.....Iowa.	2,628,000	.....	.....	.....	1,314,000	1,314,000	.....	.....	73.0	(Leased	to Chicag	o & N. W.	estern.)			—	100	...
Sept. 30, 1872	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,236,180	*	.....	.....	494,162	600,000	103.302	.....	35.6	82,960	20,367	121,600	110,942	51,708	—	100	...
Dec. 31, 1872	13.0	1.0	1.3	—	3	2	1	146	Iron .....Ohio.	288,237	57,000	49,403	.....	129,550	.....	13,398	251,692	14.0	27,500	34,266	133,100	102,274	55,359	—	100	...
Oct. 31, 1872	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	.....	.....	400,000	100,000	.....	.....	11.0	11,350	.....	115,876	48,865	15,041	—	50	...
May 31, 1872	212.0	—	15.9	76.0	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	6,500,000	.....	.....	.....	1,976,100	4,195,000	.....	.....	156.0	(Leased	by Michig	an Centra	l.)			—	100	...
Dec. 31, 1872	36.5	—	7.2	—					Jefferson (Erie).....Pennsylvania.	4,395,700	.....	.....	.....	2,095,700	2,300,000	.....	.....	—	(Leased | by Erie R | ailway Co.)			140,000	.....	—	100	...
Dec. 31, 1872	108.0	116.0	22.6	—	41	37	12	744	Jeffersonville, Madison and Ind..Indiana.	6,888,000	*	1,059,864	162,891	2,000,000	4,888,000	1,214,013	7,853	224.0	1,061,102	658,633	468,236	1,287,280	469,670	7	100	...
Dec. 31, 1872	37.7	—	4.2	—					Joliet and Chicago .....Illinois.	1,849,000	.....	.....	.....	1,500,000	349,000	.....	.....	—	(Leased	to Chicag	o & Alton	R.R. Co.)			7	100	85
May 31, 1872	44.5	—	3.7	—					Joliet and Northern Indiana...Ill. & Ind	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased	to Michig	an Centra	l. R. R. C	o.)		8	100	...
Oct. 31, 1872	4.6	—	9.8	—					Junction (Phila.).....Pennsylvania.	898,824	.....	.....	.....	185,250	800,000	.....	.....	—	24,937	216,230	.....	132,384	55,157	—	50	...
Dec. 31, 1872	42.0	—	2.1	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(No	returns f	urnished.)			—	100	...
Dec. 31, 1872	58.0	—	3.1	—					Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	—	(Leased	to Lake S	.& M. So.)	103,800	103,800	6	100	...
Mar. 31, 1873	40.0	—	2.7	—					Kalamazoo and South Haven.....Mich.	890,000	.....	.....	.....	250,000	640,000	.....	.....	—	(Leased	by Michig	an Central	.R.R. Co.)	51,200	—	100	...
Mar. 31, 1872	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Joseph & Co. Bl. Mo. & Ia.	8,626,158	*	.....	.....	2,789,413	6.131,500	.....	.....	260.2	.....	.....	.....	1,242,270	.....	—	100	...
Jun. 30, 1872	31.2	—	1.3	—					Kansas City and Santa Fe.....Kansas.	1,440,000	.....	.....	.....	720,000	720,000	.....	.....	—	(Leased	by Leav. L	awr. & Gal.	R.R. Co.)	72,000	—	100	...
Dec. 31, 1872	638.6	34.0	22.0	—	88	68	18	1,074	Kansas Pacific.....Kansas & Col.	35,183,274	*	2,428,546	2,563,182	9,638,950	16,925,000	2,706,480	.....	672.6	2,475,270	179,182	348,966	3,782,713	1,494,447	—	100	...
Aug. 31, 1872	49.0	—	2.4	—	6	10	4	59	Knox and Lincoln .....Maine.	2,725,798	*	.....	138,305	361,492	2.395,000	.....	107,611	49.0	(Com	pleted Oct.	19, 1871.)	87,612	35,973	—	100	...
Oct. 31, 1872	80.0	—	13.0	—	25	10	4	1,515	Lackawanna and Bloomsburg .....Penn	3,398,452	722,792	.....	.....	1,335,000	2,250,000	193,261	.....	80.0	436,206	362,294	2,213,010	1 083,505	471,704	—	50	...
Dec. 31, 1872	80.3	—	2.5	98.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	.....	.....	.....	1,000,000	1,300,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	...
Dec. 31, 1872	36.0	—	1.8	79.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	.....	3,716,927	.....	3,000,000	1,500,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	...
Sept. 30, 1872	16.0	—	....	124.0	—	—	—	—	Lake Ontario Shore Line.....New York.	1,641,456	.....	.....	.....	1.727,553	792,000	96,097	.....	—	(Not yet i	n operatio	n.)			—	100	...
Dec. 31, 1872	541.8	566.2	583.2	—	418	160	69	8,640	Lake Shore & Mich. S.....P., O. Ind. & Ill.	68,047,176	12,384,187	7,315,307	1,515,979	50,000,000	26,495,000	6,350,020	1,417,630	1,136.5	13,477,534	2,112,633	4,382,243	17,501,929	5,118,598	8	100	70
Jan. 30, 1872	37.0	—	....	—	6	—	—	36	Lake Shore and Tuscarawas Valley. Ohio.	2,539,669	87,519	138,142	72,922	744,938	2.000 000	93,314	.....	—	(Opened t	hrough In		July, 187	3.)		—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Tons Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1872	74.0	—	4.8	76.0	7	9	3	121	N. Y., Kingston & Syracuse..New York.	3,055,856	190,066	.....	.....	2,662,921	583,000	92,692	—	74.0	101,685	163,367	69,137	219,868	60,974	—	100	....
Sept. 30, 1872	5.4	—	0.4	54.6	1	1	—	—	N. Y., Housatonic & North.N.Y. & Conn.	604,626	12,737	.....	.....	261,000	183,500	156,475	—	—	(Leased	by Housat	onic R. R.	Co.)	3,010	—	100	....
Sept. 30, 1872	7.0	—	0.4	0.2	—	—	—	—	New York and Mahopac.....New York.	264,912	—	.....	.....	265,000	—	—	—	—	(Leased	by New Y	ork & Har	lem R. R.	Co.)	—	100	....
Sept. 30, 1872	124.0	16.8	164.0	—	84	129	41	1,010	N. Y., N. H. & Hartford. N.Y., Ct. & Ma.	12,861,474	1,840,535	1,465,553	3,428,675	15,600,000	1,641,500	377,341	1,377,592	190.5	1,700,891	3,925,765	892,579	4,483,554	1,769,809	10	100	133
Sept. 30, 1872	62.5	—	27.5	—	20	19	7	99	N. Y., Providence and Boston..C. & R. I.	3,101,400	—	.....	.....	1,887,400	1,214,000	.....	.....	67.5	441,485	614,211	229,677	911,021	401,914	9	100	120½
Sept. 30, 1872	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	3,210,616	—	.....	.....	1,000,000	—	—	—	—	(Leased	by New Y	ork Cent.	R.R. Co.)	60,000	6	100	....
Jun. 30, 1872	35.3	—	3.3	—	5	1	1	134	Niles and New Lisbon .....Ohio.	1,047,364	108,287	.....	.....	500,000	500,000	59,684	96,067	35.3	112,067	48,554	336,167	179,553	88,216	—	100	....
Sept. 30, 1872	223.0	—	11.2	—	24	18	10	271	North Carolina †.....North Carolina.	4,947,741	*	344,672	337,271	4,000,000	558,413	592,030	483,241	223.0	478,580	140,397	113,126	(Rl'hm.&	Danv.)	—	100	....
Feb. 28, 1873	102.0	—	9.0	—	14	14	6	142	North-Eastern † .....South Carolina.	2,148,131	*	88,720	37,364	979,350	1,101,500	138,977	53,380	102.0	296,721	82,719	.....	395,468	159,695	—	100	....
Jun. 30, 1873	72.0	—	3.6	118.0	—	—	—	—	North Louisiana and Texas.....La.	—	(No a	ccounts o	btainabl	e.)	—	—	—	72.0	—	(No accou	nts.)	.....	.....	—	100	....
Oct. 31, 1872	55.6	12.1	66.7	—	39	36	20	908	North Pennsylvania.....Pennsylvania.	7,086,930	1,208,779	1,624,750	.....	3,473,500	4,042,500	63,394	—	67.7	617,092	889,571	880,119	1,336,938	592,322	5a	50	90
Dec. 31, 1872	95.0	45.3	33.3	—	30	21	10	689	Northern, of Canada.....Canada.	5,465,410	*	78,964	610,683	—	5,819,963	261,561	3,533	140.3	748,888	212,080	313,664	894,774	180,541	—	100	....
Dec. 31, 1872	138.0	4.0	137.0	—	141	69	22	6,284	Northern Central †.....Md. and Penn.	11,646,830	3,223,438	2,750,000	928,678	5,842,000	11,040,602	1,464,215	222,099	317.0	3,288,463	1,110,110	4,769,895	4,598,820	1,161,769	6	50	72
Mar. 31, 1872	69.2	13.4	17.6	—	27	16	6	540	Northern New Hampshire ..New Hamp.	3,068,400	*	309,618	212,958	3,068,400	102,000	266,800	164,576	82.6	506,848	195,406	411,888	796,356	217,103	8	100	106
Dec. 31, 1872	21.3	—	4.6	—	—	—	—	—	Northern New Jersey.....New Jersey.	527,452	—	872,548	.....	1,000,000	400,000	.....	—	—	(Leased	to Erie Ra	ilway Co.)	273,054	37,604	2	100	....
May 31, 1872	158.0	106.0	....	1,441	72	16	6	1,554	Northern Pacific.....Minn., Dak. &c.	13,292,142	1,908,838	601,394	.....	—	50,000p.m	.....	.....	559.0	—	—	(No sta	tement pu	blished.)	—	100	....
Sept. 30, 1872	59.4	7.0	13.1	—	20	15	6	642	Norwich and Worcester †.Conn. & Mass.	2,463,983	*	84,706	109,188	2,364,400	759,000	35,526	781,947	66.4	410,089	372,841	346,567	771,602	293,528	10	100	127½
Jun. 30 1872	113.0	32.0	14.5	—	21	27	12	894	Nova Scotia.....Nova Scotia.	6,976,268	*	110,464	.....	.....	6,976,268	110,464	.....	145.0	.....	194,167	242,210	328,841	Loss.	—	100	....
Sept. 30, 1872	118.0	4.0	18.0	—	34	19	4	1,026	Ogdensburg and Lake Champlain...N. Y.	4,048,510	1,748,411	.....	.....	3,077,000	1,012,000	.....	.....	122.0	636,755	171,894	417,373	1,005,979	263,867	6	100	80
Dec. 31, 1872	10.0	2.0	3.8	—	2	—	—	96	Ogden Mine.....New Jersey.	452,994	*	.....	.....	450,000	—	—	—	12.0	.....	.....	54,479	47,459	25,656	6	100	....
Jun. 30, 1872	340.0	53.0	24.0	—	122	57	24	2,422	Ohio and Mississippi ....Ohio, Ind. & Ill.	34,470,752	*	.....	.....	24,030,000	10,111,850	328,902	—	393.0	2,852,763	404,765	708,799	3,343,845	984,008	—	100	26
Oct. 31, 1872	120.0	3.0	53.7	—	32	19	5	828	Oil Creek and Allegheny River.....Penn.	8,554,547	1,008,331	.....	.....	4,959,450	3,680,000	.....	.....	123.0	749,668	559,926	676,500	1,285,554	461,531	6½	50	24
Sept. 30, 1872	131.3	19.4	50.6	15.0	45	95	16	607	Old Colony and Newport..Massachusetts.	8,095,654	*	441,553	586,443	5,103,506	3,521,000	467,989	581,156	150.7	1,110,675	3,711,345	510,434	1,897,438	630,249	6½	100	112
Dec. 31, 1872	9.9	2.0	3.1	—	...	33	—	—	Orange and Newark.....New Jersey.	1,073,555	*	.....	.....	290,300	736,000	73,852	—	11.9	—	2,984,817	—	203,094	24,533	—	100	....
Sept. 30, 1872	282.6	10.0	9.6	—	25	21	12	382	Orange, Alex. and Manassas Gap †....Va.	9,180,634	*	.....	.....	2,692,540	5,622,664	865,431	—	292.6	713,252	196,594	161,434	988,371	403,598	—	100	....
Dec. 31, 1872	25.0	—	1.7	200.0	—	—	—	—	Osage Valley and Southern Kansas...Mo.	600,000	—	.....	.....	375,000	200,000	25,000	—	—	(Leased	by Pacific	(of Mo.)R.	R. Co.)	35 p. c.	—	100	....
Sept. 30, 1872	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	960,953	—	.....	.....	300,000	612,100	27	—	—	(Leased	by Rome,	Watertow	n & Ogd.	RR.Co.)	—	100	....
Sept. 30, 1872	35.0	—	46.7	—	11	12	4	258	Oswego and Syracuse .....New York.	1,114,844	330,270	.....	.....	1,144,400	180,000	.....	.....	35.0	232,060	171,982	232,801	354,880	73,878	9	100	....
Dec. 31, 1872	35.0	—	1.6	100.0	2	1	1	10	Owensboro and Russellville...Kentucky.	.....	.....	.....	.....	1,500,000	1,500,000	.....	.....	35.0	(In cour	se of cons	truction:	no return	s.)	—	100	....
Dec. 31, 1872	283.5	15.5	39.1	—	—	—	—	—	*Pacific* of Missouri †.....Missouri.	.....	.....	.....	.....	7,000,000	(Assume	d by Le	ssees.)	—	(Leased	by Atlant	ic & Pacif	c R. R. C	o.)	5	100	37½
Dec. 31, 1872	63.5	—	3.6	101.5	7	4	2	77	Paducah and Gulf .....Kentucky.	3,261,312	*	980,220	89,430	2,924,150	1,000,000	405,812	—	63.5	469,289	22,920	21,589	95,261	35,845	—	100	....
Jun. 30, 1872	11.0	—	0.5	53.4	2	1	1	25	Painesville and Youngstown.....Ohio.	234,608	21,389	.....	.....	255,997	—	—	—	11.5	(Under	construct	on: no ret	urns.)	—	—	100	....
Dec. 31, 1872	47.6	—	11.8	—	20	26	4	486	Panama.....New Granada.	10,000,000	*	.....	.....	7,000,000	2,993,177	.....	.....	47.6	.....	.....	.....	1,718,680	1,232,602	10½	100	109
Dec. 31, 1872	76.0	33.0	6.2	—	7	5	3	246	Paris and Decatur.....Illinois.	2,800,000	*	.....	.....	1,600,000	1,200,000	.....	.....	109.0	—	—	(No	statement	furnished	.)	—	100	....
Dec. 31, 1872	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	600,000	—	.....	.....	630,000	—	—	—	—	(Leased	by Erie R	ail'y Co.)	53,400	53,400	8½	100	....
Dec. 31, 1872	12.0	—	2.6	—	—	—	—	—	Paterson and Newark.....New Jersey.	896,162	—	.....	.....	250,000	500,000	—	—	—	(Leased	by Erie R	ail'y Co.)	—	35 p. c.	—	100	....
Dec. 31, 1872	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	—	.....	.....	248,000	100,000	—	—	—	(Leased	by Erie R	ail'y Co.)	30,178	30,178	6	100	....
Feb. 28, 1873	67.3	—	3.9	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,576,000	*	.....	.....	1,500,000	1,076,000	.....	.....	—	(Leased	by Tol.Wa	b. & Wtn.	Co.)	.....	—	100	....
Dec. 31, 1872	22.0	—	1.8	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,692	—	.....	.....	342,150	160,000	36,542	—	—	(Leased	by United	Co.)	31,729	31,729	6	100	....
Dec. 31, 1872	18.0	—	1.1	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	—	.....	.....	500,000	375,000	.....	.....	—	(Leased	by N. Jer.	Sth'n R.R.	Co.)	.....	—	100	....
Dec. 31, 1872	165.0	—	10.0	40.0	4	4	2	45	Peninsular.....Mich. Ind. & Ill.	4,916,283	*	.....	.....	1,996,000	2,779,000	142,262	—	165.0	.....	83,491	46,333	109,913	Loss.	—	100	....
Dec. 31, 1872	354.9	69.0	546.9	—	593	292	112	11439	Pennsylvania .....Pennsylvania.	31,283,395	11,154,553	53,506,985	20,413,980	53,271,937	35,072,809	19,395,422	8,919,154	787 7	13,380,957	5,250,393	7,844,779	22,012,528	8,247,852	10	50	102
Dec. 31, 1872	47.0	15.9	57.0	—	28	8	—	2,540	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,967,500	.....	4,000,000	536,500	375,000	—	47.0	—	3,486	1,376,772	23,033	—	20	50	280
Dec. 31, 1872	22.5	—	1.2	—	—	—	—	—	Pennsylvania and Delaware. Penn. & Del.	1,200,000	—	.....	.....	483,297	700,000	.....	—	—	(Leased	to Penna.	R.R. Co.:	recently	opened.)	—	50	....
Dec. 31, 1872	104.3	12.1	36.9	—	18	2	—	1,218	Pennsylvania and N. York.N.Y. & Penn.	5,086,426	628,814	.....	.....	3,061,700	3,000,000	.....	—	145.6	.....	190,309	1,268,527	1,608,287	437,135	—	50	....
Dec. 31, 1872	46.0	—	6.6	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	—	.....	.....	1,200,000	600,000	.....	—	—	(Leased	by Chic.R.	I. & Pac.	Co.)	125,000	8	100	....
Dec. 31, 1872	83.0	—	11.6	—	12	7	4	181	Peoria, Pekin and Jacksonville....Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....	—	83.0	260,093	77,372	124,505	302,552	.....	—	50	....
Dec. 31, 1872	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge.N. Jersey.	214,581	—	.....	.....	57,200	100,000	57,381	—	—	(Oper.b	y Penna.	R. R. Co.)	.....	—	—	100	....
Dec. 31, 1872	64.0	18.0	8.0	—	12	9	5	120	Petersburg †.....Virginia.	1,817,985	*	323,905	43,388	1,324,200	500,000	361,083	—	82.0	228,000	44,392	57,238	288,944	133,851	—	100	....
Oct. 31, 1872	46.0	—	6.0	—	9	7	3	95	Philadelphia and Balt. Cent. Penn. & Md.	1,806,209	177,474	.....	.....	220,606	2,600,000	58,413	—	58.1	176,312	315,515	134,307	295,594	105,205	—	100	....
Dec. 31, 1872	287.6	—	114.3	—	130	38	20	2,955	Philadelphia and Erie †....Pennsylvania.	21,822,990	—	2,248,693	.....	8,448,000	14,750,000	892,983	—	287.6	2,912,351	839,793	2,028,568	3,980,753	846,319	—	50	40
Dec. 31, 1872	17.1	8.1	13.7	21.0	24	45	13	192	Phila., Germantown and Norristown..Pa.	1,146,538	368,282	500,793	.....	2,231,900	—	—	—	23.6	(Leased	by Phila.	& Read'g.)	287,816	271,179	12	50	175
Dec. 31, 1872	98.4	172.1	421.7	—	377	202	53	14132	Philadelphia and Reading..Pennsylvania.	45,922,674	*	24,888,327	2,675,996	34,236,175	33,120,804	4,172,014	1,958,004	708.0	7,348,778	6,383,991	9,573,405	12,125,038	4,823,300	10	50	114
Dec. 31, 1872	26.6	—	36.3	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,534,479	*	829,626	.....	1,259,100	—	—	275,408	37.5	.....	1,561,080	1,124,640	1,759,758	.....	10	100	121
Dec. 31, 1872	96.3	3.8	139.1	—	64	103	49	1,295	Philadelphia, Wilm. and Baltimore. Penn.	11,890,736	*	2,318 306	175,395	11,485,750	1,990,500	455,331	660,478	197.7	1,248,818	1,747,195	449,780	2,814,274	1,188,614	8	50	112
Oct. 31, 1872	7.0	—	1.0	—	2	3	2	22	Pithole Valley.....Pennsylvania.	100,000	*	225,000	—	225,000	100,000	17,132	—	7.0	.....	9 800	12,854	20,483	Loss.	—	50	....
Dec. 31, 1872	193.0	8.0	46.0	—	119	34	19	1,605	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	15,095,349	3,740,438	1,950,109	1,812,268	8,433,550	10,011,740	5,461,173	—	201.0	3,160,500	606,902	1,429,115	3,856,649	799,501	—	50	....
Dec. 31, 1872	468.3	—	156.3	—	243	96	54	5,559	Pittsburg, Ft. W. and Chic..P., C., I. & L.	35,835,286	*	—	—	22,214,286	13,621,000	17,230	—	508.6	7,313,148	2,106,152	2,408,162	9,780,310	4,507,465	10	100	94½
Dec. 31, 1872	14.0	—	2.1	16.0	3	2	1	45	Pittsburg, Virginia & Charleston.....Pa.	654,068	55,243	.....	.....	618,564	—	—	—	14.0	—	(In operat	ion only : t	hree mon	ths.)	—	50	....
Oct. 31, 1872	149.6	1.9	17.2	—	57	26	9	430	Pittsb'g, Washington & Dalton...Pa.&Md.	11,598,236	687,192	83,106	.....	1,960,682	4,780,000	3,463,204	—	173.8	1,703,600	781,994	980,780	1,437,392	Loss.	—	50	....
Sept.30, 1872	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	450,000	—	.....	.....	450,000	—	—	—	—	(Leased	by Boston	& Albany	R.R. Co.)	27,000	6	100	....
Jun. 30, 1872	—	—	—	178.0	—	—	—	—	Plymouth, Kankaka & Pacific.Ind. & Ill.	.....	—	.....	.....	719,390	450,000	.....	—	—	(Leased	by Pennsy	lvania Co.	)	—	—	100	....
Oct. 31, 1871	66.0	—	2.7	24.0	7	6	3	315	Port Huron and Lake Michigan.....Mich.	3,000,000	*	(To com	pletion.)	1,200,000	1,800,000	.....	—	41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Nov. 30, 1872	60.0	—	3.5	50.0	5	13	3	92	Portland and Ogdensburg....Me. & N. H.	1,945,560	161,149	97,155	29,230	1,039,095	906,000	259,132	28,859	60.0	118,100	55,592	37,856	115,484	40,361	—	100	....
Dec. 31, 1872	65.0	—	2.1	93.0	5	4	3	85	Portland and Ogdensburg.....Vermont.	1,652,000	*	.....	.....	.....	2,340,000	.....	.....	—	—	(Earnings	used in co	nstructio	n.)	—	100	....
Dec. 31, 1872	27.5	—	2.8	—	2	1	1	22	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	218,500	.....	.....	27.5	17,215	2,880	6,375	14,221	.....	—	100	....
Aug 31, 1872	52.5	—	3.3	—	6	10	4	118	Portland and Rochester.....Me. & N. H.	1,900,854	*	45,000	10,296	686,097	1,120,000	200,053	—	52.5	141,640	120,009	60,790	131,561	38,078	—	100	....
May 31, 1872	51.3	—	7.4	—	19	—	7	167	Portland, Saco and Portsmouth ....N. H.	1,500,000	*	—	—	1,500,000	—	—	—	—	(Leased b	y Eastern	R.R. Co.)	—	10	100	113½
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	110	Port Royal.....South Carolina.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	110.0	—	(Operated	for benefit	of contra	ctors.)	—	—	25	....
May 31, 1873	71.0	—	4.9	89.0	—	—	—	—	Portsmouth, Gt. Falls and Conway.N. H.	2,270,000	*	.....	.....	770,000	2,000,000	.....	.....	—	—	(Leased b	y Eastern	R.R. Co.)	—	6	100	85½
Sept.30, 1872	41.	—	2.5	3.4	4	5	—	60	Poughkeepsie and Eastern....New York.	1,391,272	*	.....	.....	524,464	508,200	506,079	—	41.8	53,514	70,018	10,40	53,079	14,368	—	100	....

Sept. 30, 1872	43.4	1.0	44.1	—	27	29	6	919	Providence and Worcester..R. I. & Mass.	1,909,636	666,568	125,566	107,861	2,000,000	800,000	224,612	84,019	47.6	507,386	1,605,257	[521,866	895,897	339,926	10	100	....
Nov. 30, 1872	13.6	—	3.1	—	3	3	3	11	Providence, Warren and Bristol.R. I. & M.	645,079	73,026	.....	.....	437,917	50,000	68,611	.....	13.6	44,096	415,776	16,367	105,555	51,456	3	100	....
Dec. 31, 1872	21.0	—	2.0	—	1	3	2	—	Queen Anne and Kent Co.....Md.	351,000	*	32,200	.....	260,000	269,000	2,600	.....	21.0	38,850	12,560	38,251	27,437	9,989	—	50	....
Dec. 31, 1872	41.7	—	1.4	88.3	3	2	2	45	Quincy, Alton and St. Louis.....Ill.	1,850,000	*	.....	.....	1,000,000	850,000	.....	.....	41.7	.....	.....	.....	96,000	.....	—	100	....
May 31, 1872	97.0	—	9.7	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	155,300	102,935	1,500,000	.....	92,150	166,085	97.0	.....	31,226	64,096	359,277	154,400	—	100	....
Jan. 31, 1873	44.0	—	3.0	60.0	4	3	3	46	Raleigh and Augusta Air-Line....N. Car.	1,134,211	89,785	.....	.....	876,000	350,000	.....	.....	44.0	.....	.....	.....	76,037	.....	—	100	....
Sept. 30, 1873	71.0	110.0	41.5	—	39	68	19	974	Rensselaer and Saratoga.....N. Y.	7,459,625	*	.....	.....	6,000,000	1,925,000	.....	.....	181.0	861,480	664,000	556,934	1,748,915	604,224	7	100	100
Sept. 20, 1872	140.5	55.2	16.7	—	26	17	10	272	Richmond and Danville ¶.....Virginia.	5,109,466	*	2,046,460	211,461	4,000,000	2,621,096	510,171	236,066	295.9	528,732	134,485	176,708	832,092	362,846	—	100	....
Sept. 30, 1872	75.5	11.4	6.2	—	12	6	4	139	Richmond, Frederick and Potomac ¶..Va.	2,622,927	*	116,539	263,282	1,509,826	889,899	43,417	559,604	89.9	200,899	.....	.....	351,919	145,919	—	100	....
Sept. 30, 1872	22.5	2.8	4.2	—	8	10	4	160	Richmond and Petersburg ¶.....Va. N.C.	1,188,213	*	85,833	30,224	847,100	326,296	93,877	37,528	46.8	107,159	118,189	42,228	160,319	45,945	—	100	....
Sept. 30, 1872	38.3	—	2.2	26.0	8	3	2	42	Richmond and York River.....Va.	1,265,640	*	.....	.....	650,000	615,640	.....	.....	38.3	.....	(No returns obtained.)	.....	.....	.....	—	100	....
Sept. 30, 1872	18.8	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	—	.....	.....	557,560	.....	.....	.....	—	(Leased	by Erie Railway Co.)	.....	.....	34,012	6	100	....
Jun. 30, 1872	251.9	25.5	27.0	—	33	15	7	915	Rockford, Rock Island and St. Louis..Ill.	15,490,570	*	.....	.....	6,490,579	9,000,000	.....	.....	316.5	.....	.....	.....	1,067,749	243,584	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,285	*	.....	.....	250,844	.....	.....	.....	20.0	.....	(No information.)	.....	.....	.....	16	100	....
Sept. 30, 1872	141.1	48.5	25.5	—	40	31	15	779	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	*	.....	.....	2,998,900	1,735,606	38,359	.....	215.2	675,016	441,909	336,440	1,150,764	282,106	7	100	75
Jan. 31, 1873	120.0	—	26.0	—	—	—	—	—	Rutland.....Vermont.	8,787,902	—	1,286,719	.....	6,641,300	1,701,000	1,180,628	.....	239.0	(Leased	to Central Verm't.)	.....	434,740	405,381	—	100	5
Jun. 30, 1873	225.0	—	24.0	34.0	19	...	...	....	St. Joseph and Denver City..Kan.& Neb.	11,188,220	420,925	279,044	3,203	4,000,000	7,000,000	784,425	157,067	225.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	54.0	5.0	6.1	—	9	15	6	93	St. Lawrence and Ottawa.....Canada.	1,050,000	*	.....	.....	.....	250,000	.....	.....	59.0	.....	70,285	38,592	161,771	45,953	—	100	....
Dec. 31, 1872	189.0	18.0	29.0	—	13	9	7	553	St. Louis, Alton and Terre Haute.Illinois.	11,768,400	*	.....	238,001	4,768,400	6,700,000	218,001	.....	56.0	360,130	149,499	416,215	507,019	220,002	—	100	124
Dec. 31, 1872	196.5	15.3	37.0	—	91	20	13	1,651	*St. Louis and Iron Mountain* ¶...Missouri.	14,358,951	1,951,989	1,088,796	153,783	10,000,000	5,461,000	.....	.....	210.8	933,393	557,575	633,574	2,146,639	687,639	3	100	47
Dec. 31, 1872	310.0	48.0	25.0	80.0	46	26	12	1,170	St. Louis & S. Eastern...Ill., Ky. & Tenn.	11,089,000	1,725,000	3,993,000	.....	11,000,000	5,807,000	.....	.....	220.0	.....	.....	.....	822,601	169,779	—	100	....
Dec. 31, 1872	150.0	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill	5,040,100	—	.....	.....	2,324,100	3,477,000	.....	.....	—	(Leased	by Chicago & Alton	R.R.Co.)	240,000	.....	—	100	....
Jan. 31, 1873	353.0	—	17.6	—	88	35	19	1,531	St. L., Kansas City & Northern..Mo & Ia.	28,134,445	*	2,569,765	439,708	24,000,000	6,000,000	943,928	.....	531.7	2,893,281	428,957	517,528	2,780,820	748,139	—	100	....
Oct. 31, 1872	158.4	—	23.0	—	30	14	5	824	St. Louis, Vandalia & Terre Haute....Ill.	7,984,227	*	.....	208,201	2,377,779	5,499,000	250,648	60,101	158.4	862,806	.....	.....	1,180,273	364,082	—	100	....
Dec. 31, 1872	267.0	175.0	16.0	251.0	30	14	9	289	*St. Paul and Pacific* (1st Div.).Minnesota.	15,188,653	*	3,723,083	229,522	1,968,600	16,197,000	589,333	.....	288.0	462,489	235,279	152,356	682,566	.....	—	100	....
Dec. 31, 1872	121.0	—	8.0	—	13	6	4	194	St. Paul and Sioux City.....Minn.	4,550,960	*	179,798	54,019	4,000,000	.....	784,777	.....	121.0	344,883	75,461	136,127	424,398	99,668	—	100	....
Dec. 31, 1872	116.0	—	16.0	—	21	18	9	309	Sandusky, Mansfield and Newark ..Ohio.	3,244,500	*	.....	.....	937,500	2,307,000	.....	.....	160.0	.....	178,661	153,505	574,951	37,802	—	50	....
Dec. 31, 1872	237.0	110.0	15.4	61.0	27	19	6	342	Savannah, Albany and Gulf.....Ga.	7,592,283	*	529,789	1,171,804	4,479,677	3,242,200	1,571,999	.....	347.0	635,300	98,234	.....	983,966	339,539	—	100	....
Dec. 31, 1872	104.0	—	4.9	—	10	9	5	80	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	.....	.....	1,000,000	1,427,800	.....	.....	104.0	(No	statement	furnished:	very small.)	.....	—	100	....
Feb. 28, 1873	80.0	—	8.0	—	18	7	5	203	Seaboard and Roanoke.Va. & N. Carolina.	1,488,400	*	.....	106,689	1,278,400	210,000	107,000	.....	80.0	235,679	26,309	162,832	566,619	266,335	8	100	....
Apr. 30, 1872	287.0	—	11.9	—	39	17	9	412	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	*	.....	.....	3,750,000	9,230,000	large	.....	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	.....	.....	1,389,000	1,423,000	10,000	.....	80.5	60,500	32,313	34,321	79,481	28,624	—	100	....
Nov. 30, 1872	32.0	—	2.0	—	2	2	2	70	Shenango and Allegheny ..Pennsylvania.	890,335	78,945	20,000	.....	199,000	780,000	.....	.....	32.0	40,500	16,170	56,220	58,850	32,393	—	50	....
Jun. 30, 1872	106.8	—	11.3	—	11	8	5	153	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,400	*	.....	.....	2,068,400	1,628,000	.....	.....	157.8	.....	.....	.....	162,405	10,344	—	100	....
Dec 31, 1872	122.4	—	6.6	26.1	9	6	3	232	Sioux City and St. Paul....Iowa & Minn.	4,422,132	*	568,362	.....	2,800,000	1,740,000	450,494	.....	—	(Run by	contractors:	no returns.)	.....	.....	—	100	....
Sept. 30, 1872	188.0	—	9.2	—	...	...	...	....	South and North Alabama.....Ala.	7,481,764	—	.....	.....	3,458,067	4,906,000	.....	.....	131.0	.....	41,327	74,837	199,051	60,287	—	100	....
Dec. 31, 1872	137.0	106.0	30.0	—	42	37	*	507	South Carolina ¶.....South Carolina.	9,594,328	*	2,019,176	306,086	5,819,275	4,730,346	236,736	71,474	243.0	856,782	207,344	266,707	1,401,211	545,103	—	100	....
Sept. 30, 1872	116.0	—	5.8	—	11	7	4	401	Southern Central.....New York.	3,450,058	287,305	.....	.....	1,783,021	2,288,000	89,881	.....	116.0	302,744	161,821	178,099	307,280	104,978	—	100	....
Sept. 30, 1872	57.0	20.0	20.0	—	19	35	7	114	South Side (L. I.) .....New York.	3,166,551	648,925	.....	.....	1,000,000	2,250,000	386,782	.....	57.0	233,990	617,899	83,701	501,871	226,637	—	100	....
Aug. 31, 1872	167.5	—	9.5	—	12	5	3	243	Southern Minnesota .....Minnesota.	9,424,953	*	.....	.....	3,825,000	4,592,000	1,007,953	.....	165.5	.....	46,349	92,661	493,438	190,021	—	100	....
Dec. 31, 1872	170.0	—	8.5	552.0	14	23	8	245	Southern Pacific.....California.	11,500,000	*	.....	.....	8,404,800	5,750,000	.....	.....	170.0	.....	314,160	121,960	932,725	481,664	—	100	....
Jun. 30, 1872	228.0	—	11.2	—	12	10	4	260	Springfield & Ill. So. Eastern.....Illinois.	8,176,500	*	.....	.....	4,000,000	4,400,000	140,000	.....	—	(Not in	operation at	date.)	.....	.....	—	100	....
Sept. 30, 1872	81.0	—	17.0	—	16	13	3	373	Syracuse, Binghamton and N. York..N.Y.	3,906,297	*	.....	.....	2,004,000	1,670,000	129,414	.....	81.0	449,520	186,606	588,355	713,585	216,481	4	100	....
Sept. 30, 1872	26.0	1.0	3.1	16.0	3	6	2	40	Syracuse and Chenango Valley....N. Y.	1,165,062	61,986	.....	.....	1,068,400	500,000	229,997	.....	26.0	23,548	49,219	29,914	23,199	loss.	—	100	....
Nov. 30, 1872	79.7	26.6	30.0	—	36	21	9	782	Terre Haute and Indianapolis....Indiana.	2,807,318	*	1,583,484	191,840	1,988,150	800,000	616,344	1,173,143	99.3	.....	190,997	834,850	1,070,354	128,443	—	100	....
Apr. 30, 1873	66.0	—	6.6	1,741	12	6	—	73	Texas and Pacific.....Texas.	4,200,000	—	.....	.....	200,000	4,000,000	.....	.....	66.0	.....	.....	.....	346,001	85,042	—	100	....
Dec. 31, 1872	227.3	10.2	29.0	—	45	13	9	1,109	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	3,450,000	204,794	.....	237.8	1,192,831	.....	.....	1,316,106	368,093	—	100	....
Dec. 31, 1872	473.6	158.6	60.5	—	182	71	42	4,207	Toledo, Wabash and Western..O. I. & Ill.	34,683,000	*	.....	.....	16,000,000	18,683,000	.....	.....	955.7	5,196,661	637,060	1,349,062	6,008,978	1,578,182	—	100	423
Sept. 30, 1872	34.9	—	9.0	—	11	12	6	222	Troy and Boston.....New York.	1,934,146	378,418	.....	.....	1,599,000	1,899,000	65,369	.....	55.3	190,548	262,763	191,122	516,563	212,097	2	100	....
Dec. 31, 1872	1,032	—	100.0	—	151	93	36	2,409	*Union Pacific* ....Nebr. Utah Nev. & Cal.	111,948,812	*	.....	.....	36,762,300	75,179,512	.....	.....	1,032.0	.....	.....	.....	8,862,605	4,092,032	—	100	314
Dec. 31, 1872	165.0	—	160.0	—	242	281	35	1,762	United Companies of New Jersey..N. Jer.	22,450,328	*	13,216,919	427,838	18,990,627	17,615,608	797,681	472,455	455.9	3,905,741	7,580,795	2,536,304	8,266,226	2,231,060	10	100	1204
Apr. 30, 1872	37.0	—	4.0	91.0	6	6	1	28	Utah Central.....Utah.	1,500,000	*	.....	.....	500,000	1,000,000	.....	.....	37.0	.....	.....	.....	360,612	206,368	—	100	....
Dec. 31, 1872	31.0	—	2.1	44.0	3	3	2	11	Utah Southern .....Utah.	1,060,000	*	.....	.....	400,000	660,000	.....	.....	31.0	.....	.....	.....	126,884	63,442	—	100	....
Sept. 30, 1872	74.8	—	13.4	12.2	14	15	7	125	Utica and Black River.....New York.	2,200,444	258,703	.....	.....	1,764,020	775,500	.....	.....	92.2	201,688	184,533	62,064	337,299	111,300	3	100	....
Sept. 30, 1872	98.0	22.0	14.0	—	17	15	7	62	Utica, Chenango and Susq. Valley...N. Y.	3,186,344	438,131	.....	.....	2,908,600	.....	.....	.....	120.0	228,887	246,101	178,749	424,792	32,246	6	100	....
May 31, 1872	47.0	25.5	9.3	—	—	—	—	—	Vermont and Canada .....Vermont.	3,000,000	—	.....	.....	3,000,000	.....	.....	.....	—	(Leased	by Vermont Central	R. R. Co. at 8 p.c.)	.....	.....	8	100	41
May 31, 1872	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	*	.....	.....	5,000,000	6,500,000	.....	.....	773.0	.....	.....	(2 yrs.	6,497,442	493,487	—	100	....
Sept. 30, 1872	56.0	24.1	9.2	—	13	19	8	274	Vermont and Massachusetts..Mass. & Vt.	2,703,966	*	90,785	191,892	2,860,000	900,000	68,899	157,751	88.1	24[,299	275,181	131,458	557,196	169,523	2	100	82
Feb. 29, 1872	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	245,588	193,945	454,072	2,929,236	86,869	.....	140.0	181,288	82,372	49,431	408,220	102,913	—	100	....
Dec. 31, 1872	46.0	—	2.3	—	3	*	*	50	Vineland.....New Jersey.	1,826,191	—	.....	.....	998,005	750,000	78,187	.....	—	(Leased	to N. Jer.	Southern	R. R. Co.)	.....	—	100	....
Dec. 31, 1872	18.3	—	6.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	—	.....	.....	1,800,000	1,261,400	.....	.....	—	(Leased	to D. L. &	W. R. R.)	525,749	215,353	7	100	80
Sept. 30, 1872	44.0	—	2.0	281.0	4	6	3	66	Washington and Ohio .....Virginia.	1,435,176	128,577	128,778	.....	900,700	130,400	321,248	340,178	44.0	81,361	27,693	19,418	81,285	7,948	—	100	....
Aug. 31, 1872	132.0	28.0	15.5	—	26	16	6	247	Western Alabama.....Alabama.	4,822,626	538,272	342,900	662,585	2,008,324	3,169,900	561,508	626,504	160.0	421,880	101,742	.....	626,504	150,534	—	100	....
Dec. 31, 1872	133.0	—	11.0	—	59	18	12	921	Western and Atlantic.....Georgia.	(Owned by	State	of Georgia	& leased	to a company	for $300,00	0 a year.)	.....	138.0	.....	.....	125,932	1,590,245	66,587	—	100	....
Sept. 30, 1872	60.0	—	3.3	13.0	10	10	6	123	Western Maryland ¶.....Maryland.	2,366,392	*	208,500	17,069	682,893	1,800,000	109,069	.....	60.0	217,760	134,655	73,841	197,707	7,038	—	100	....
Dec. 30, 1872	57.1	27.6	14.6	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,846,005	—	.....	.....	1,022,450	1,800,000	1,023,555	.....	—	(Leased	by Pennsylvania R.	R. Co.)	.....	.....	—	53	....
Dec. 31, 1872	60.7	—	16.2	—	18	63	8	171	West Jersey.....New Jersey.	2,255,355	*	1,486,466	178,462	1,359,700	2,398,000	162,583	.....	128.9	330,558	642,728	28,443	664,777	291,363	8	100	100
Mar. 31, 1873	197.0	—	10.0	—	26	14	10	660	West Wisconsin.....Wisc.	8,640,000	*	.....	.....	4,000,000	4,640,000	.....	.....	166.0	.....	.....	.....	549,645	263,329	—	100	....
Dec. 31, 1872	32.0	—	1.0	28.0	8	5	2	24	Wheeling, Pbg. & Balt.....W. Va. & Pa.	579,642	*	.....	.....	500,000	.....	79,642	.....	32.0	39,328	53,175	11,638	48,161	480	—	53	....
Sept. 30, 1872	189.0	—	6.0	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	3,971,781	381,117	51,244	.....	300,000	3,300,000	304,142	.....	172.0	.....	.....	.....	591,046	226,498	—	100	....
Oct. 31, 1872	63.6	—	9.5	—	11	6	5	124	Wilmington and Reading.....Pennsylvania.	2,644,078	255,151	32,892	.....	750,663	2,332,300	108,610	.....	63.6	230,554	132,365	264,578	228,773	21,867	—	50	....
Sept. 30, 1872	162.0	19.0	9.5	—	32	31	—	324	Wilmington and Weldon ¶....N. Carolina.	3,004,044	*	61,436	206,393	1,456,200	1,619,100	77,042	299,531	181.0	519,184	124,995	.....	635,871	230,833	—	100	67
Dec. 31, 1872	180.0	—	3.0	201.0	18	6	2	300	Wisconsin Central .....Wisconsin.	4,120,000	*	.....	.....	1,657,500	1,691,500	.....	.....	—	.....	.....	.....	131,793	63,778	—	100	....
Sept. 30, 1872	45.7	—	11.8	—	17	11	5	411	Worcester and Nashua.....N. H.& Mas.	2,212,144	—	85,701	48,143	1,425,400	310,300	36,515	573,774	45.7	359,641	381,964	368,042	587,359	195,453	12	100	127
									CANALS, &c.																					
May 31, 1872	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	*	258,907	.....	1,880,300	1,997,872	.....	.....	12.5	.....	.....	.....	419,222	281,715	4	60	...
Dec. 31, 1872	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,300	*	.....	.....	8,229,504	8,065,500	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Dec. 31, 1872	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,483,350	*	.....	.....	1,683,350	800,000	.....	.....	—	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	97
Dec. 31, 1872	168.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,339,210	725,581	20,935,200	.....	15,006,000	13,009,800	.....	.....	168.0	.....	.....	1,869,557	86,970	loss.	10	100	1164
Dec. 31, 1872	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	*	.....	.....	5,847,400	.....	.....	.....	65.5	.....	.....	.....	957,557	385,170	10	100	....
Dec. 31, 1872	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,600	*	.....	.....	3,784,450	15,767,656	.....	.....	168.0	.....	.....	1,041,891	506,060	32,570	—	50	874
Dec. 31, 1872	55.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,146,039	—	.....	.....	1,004,150	110,000	8,084	.....	55.0	.....	.....	2,059,934	196,149	159,121	9	50	....
Feb. 28, 1873	108.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,432,474	*	.....	.....	2,200,000	1,125,129	.....	.....	103.0	.....	.....	.....	322,762	80,494	7	50	49
Dec. 31, 1872	78.9	64.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	8,093,350	*	.....	.....	4,457,150	2,588,000	1,048,300	.....	360.0	.....	.....	967,573	556,164	loss.	—	50	24
Dec. 31, 1872	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,597,128	2,285,573	271,467	.....	4,385,798	8,576,532	267,198	.....	108.3	(Lease to	Ph. & R'g.)	1,200,181	649,352	634,169	1	50	12
Dec. 31, 1872	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,106	*	.....	.....	2,062,706	2,757,310	165,811	.....	45.0	(Lease to	Ph. & R'g.)	426,893	99,151	51,241	—	50	12
Dec. 31, 1872	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	2,907,850	*	.....	.....	2,907,850	300,000	35,000	.....	84.0	.....	.....	124,960	44,862	200	—	50	....
Dec. 31, 1872	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	3,030,344	*	.....	.....	1,100,000	748,000	296,219	.....	....	(Leased	to Pennsylvania.)	.....	.....	.....	—	50	....

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
	$	p c	p c	p. c.
Railroad Stocks:				
Atlantic and Great Western, pref...	10,000,000	7	....	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	....	....
" " " guar.	276,200	7	....	....
Atlantic and Pacific, preferred	10,000,000	7	....	14
Atlantic and St. Lawrence,* guar...	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,552,800	6	5	108
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar.....	1,159,500	7	7	37
Camden and Amboy,* guaranteed..	5,847,800	10	10	120½
Camden and Atlantic, preferred.....	765,549	7	3½	81½
Cayuga and Susquehanna,* guar....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,600	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	105
Central Ohio,* preferred	411,550	6	6	90
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	81
Chicago and Alton, † preferred.....	2,425,400	...	10	107
Chicago, Iowa & Nebraska,* guar..	3,916,800	....	8	95½
Chicago and North-Western, pref...	21,289,563	7	7	66½
Cinc., Sand. and Cleveland, pref....	429,000	6	6	....
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	87
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred....	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	....	....
Dubuque and Sioux City,* guar....	5,000,000	...	3	65
Dubuque South-Western, pref.....	590,315	8	....	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	62
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	76
" " com.& *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	60
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	...	....	....
Hannibal and St. Joseph, pref	2,167,700	7	7	33
Harrisburg and Lancaster,* guar....	1,182,550	7	7	102
Housatonic, preferred.....	1,180,000	8	8	98½
Huntington & Broad Top Min, pref.	190,750	7	....	32
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	85
Joliet and Northern Indiana,* guar.	800,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref...	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	3,101,650	6	...	17½
" " 2d pref....	4,436,250	6	...	9
Mich. Southern, (Lake Shore) guar..	533,500	10	10	....
Mill Creek,* guaranteed.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	10,825,777	7	7	58
Mine Hill,* guaranteed.....	3,856,450	8	8	105
Montclair,* guaranteed.....	2,000,000	7	....	....
Morris and Essex,* guar.....	15,000,000	7	7	94½
Nesquehoning Valley,* guar.....	2,000,000	10	10	107½
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,295,200	10	10	120½
New London Northern,* guar.....	971,400	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	127
" " *com.& guar.	8,500,000	8	8	126
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	127½
Ogdensburg & Lake Champ.,* guar.	3,077,000	7	7	5½
" " pf.& *guar.	2,000,000	8	8	83½
Ohio and Mississippi, preferred.....	4,030,000	7	7	50
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama, guaranteed.....	7,000,000	12	12	109
Paterson and Hudson,* guar.....	630,000	—	8½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred..	2,400,000	...	....	....
Phila., Germant'n & Norrist'n,*guar.	2,231,900	12	12	175
Philadelphia and Reading, † pref....	1,561,687	—	10	....
Philadelphia and Trenton,* guar....	1,259,100	10	10	120½
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	94½
Pittsfield and North Adams,* guar.	460 000	5	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	113½
Rochester & Genesee Valley,* guar.	557,560	...	....	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	33
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	...	33
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	—	....
St. Louis, Kansas City & Nor., pref..	12,000,000	...	—	25
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	369,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	....	....
" " 2d pref..	1,000,000	7	—	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	71
Warren,* guaranteed.....	1,800,000	7	7	....
Canal Stocks.				
Delaware Division,* guar.....	1,033,350	8	8	....
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	122
" com. and * guar.....	1,696,000	4	4	46
Schuylkill Navigation preferred....	2,808,977	6	6	25

New York Stock Exchange.

Actual Sale Prices for the week ending Apl. 22.

	Th.16.	F.17.	Sat.18.	M.20.	Tu.21.	W.22.
Boston, Hart. & Erie.....	1½	1½	....	....	....	1½
Canton Co.....	....	....	....	....	....	....
Central Pacific.....	....	....	....	....	....	....
Central Pacific 6s..... 96	96½	....	95	95	....	
Central of N. Jersey....105½	104	104½	106½	105	105	
Chesapeake & Ohio 1 m. 55	....	....	....	....	....	....
Chicago & Alton.....103	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
" 1 M.....	....	....	....	....	....	....
" S. F.....	....	....	....	....	....	....
" Inc. bds..... 95	....	....	....	....	....	....
Chicago, Burl. & Q.....103½	103½	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern.. 51½	51	51½	48½	48½	48½	
" pref..... 69	67½	66½	64	68½	66½	
" 1st M.....	101½	101	....	....	101	
" S. F.....	....	....	....	....	....	....
" Consol..... 91½	....	90	....	....	....	....
Chic., Rock Isl. & Pac.. 98½	99½	99½	98½	99	99½	
Chi., R. I. & Pa. 7s,1896.105½	....	....	105½	....	....	
Clev., Col., C. and Ind.....	....	....	68	....	67	
Clev. & Pittsburg guar.....	88½	88½	88	87½	87	
" 2 M.....	....	....	....	....	....	....
" 3 M.....	....	....	....	....	....	....
" 4 M.....	....	....	....	....	....	....
Clev. and Toledo.....	....	....	....	....	....	....
" S. F. 7s.....	....	....	....	....	....	....
Col., Chi., & Ind. C.... 30½	31	30½	21½	22½	22½	
" 1 M..... 85	....	83	83	84		
" 2 M.....	....	....	68	....	....	
Del. & Hudson Canal 117	117	117	116	116½		
Del. Lack. & Western...106	105½	106½	106	106	106	
" 1 M. 7s.....	....	....	....	....	....	....
" 2 M 7s.....	....	....	....	....	....	....
Erie Railway..... 36½	36½	37½	36½	36½	34½	
" pref.....	....	....	....	....	....	....
" 1 M. 7s, 1897.....	....	....	....	....	....	....
" 2 M. 7s, 1879.....	....	....	....	100	....	....
" 3 M. 7s, 1883..... 98	....	....	....	....	....	....
" 4 M. 7s, 1880..... 96½	....	....	....	....	....	....
" 5 M. 7s, 1888.....	....	....	....	97	....	....
" 7s, con. gold.....	....	....	....	....	....	....
Great Western 2d mort.....	82½	82	....	....	....	....
Hannibal & St. Joseph. 32	31½	....	28½	28½	29	
" pref..... 36½	...	33	33	....		
" 8s, conv. 81	....	....	....	....	....	....
Hudson River.....	....	....	....	....	....	....
" 2 M. S. F.....	....	....	....	....	....	....
" 3 M. 7s, 1875.....	....	....	....	....	....	....
Illinois Central	....	101	....	....	....	....
" 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th. 74½	74½	75½	73½	74½	76	
Marietta & Cin. 1st pref.....	....	....	....	....	....	....
" 2d pref.....	....	....	....	....	....	....
Michigan Central..... 79	74	76	74	73½	75	
" S. F. 8s, 1882.....	....	....	....	....	100½	
M. S. and N. I. 1 M. S. F.....	....	....	....	....	....	....
" 2 M..... 103½	....	....	....	....	....	....
Milw. and St. Paul..... 41½	41½	41½	39	39½	39½	
" pref..... 60	59	59	59	58	58	
" 1st mort.....	....	....	....	....	....	....
" 2d mort.....	....	....	....	....	....	....
" 8s.....	....	....	....	....	....	....
" 7 3-10s con.....	....	....	....	....	....	....
" 7s, gold.....	....	....	....	....	....	....
Missouri 6s.....	....	94½	....	99	94½	
" H. & St. J. 8s.....	91	....	....	....	....	....
Morris and Essex..... 94½	....	....	94½	94½	94½	
" 1st mort.....	....	106½	....	106½	107	
" 2d mort.....	....	....	....	101	101	
N. Y. Cen. & Hud. Riv. 98	97½	97½	97½	98½	98½	
" 7s, S.F. 1876.....	....	....	....	....	....	....
" 6s, S.F. 1883 95	....	....	....	96	....	
" 6s, S.F. 1887.....	....	....	....	....	....	....
N. York and Harlem.....	127	....	126	....	126	
" pref.....	....	....	....	....	....	....
" 1 M. 7s.....	....	....	....	....	....	....
N. York N. Hav. & Hart. 133	....	....	....	....	....	....
N. Carolina 6s, old.....	....	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss..... 29	29½	29½	27½	25½	26	
" pref.....	....	....	....	....	....	....
" 2d M.....	....	....	....	....	....	....
Pacific Mail S. S. Co.... 44½	44½	43½	40½	41½	42½	
Panama 107	106	106	102	102	109	
Pitts., Ft. W. & Chi. gtd. 94	94½	....	92½	92½	94½	
" 1 M.....	....	....	....	....	....	....
" 2 M.....	....	....	....	....	....	....
" 3 M.....	....	....	....	....	....	....
Quicksilver Mining Co.....	....	....	....	....	....	28
St. L., Alton & T. H.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
" 1 M.....	....	....	....	....	....	....
" 2 M. pref..... 87½	....	....	....	87	....	
" Income bds.....	....	....	....	....	78	
Tennessee 6s, old.....	....	....	....	....	....	....
" new.....	....	....	....	85	85	
Tol., Wab. & Western.. 44½	44½	45½	42	42½	42½	
" pref.....	....	....	....	....	....	....
" 1 M..... 94½	94	....	....	....	93	
" 2 M..... 89	....	....	88	89	89	
" Equipment.....	....	....	....	....	....	....
" St. Lou. Div. 83½	....	....	83½	....	....	
Union Pacific..... 34½	35	34½	33	33½	31½	
" 1st mort... 86½	86½	....	86	85½	85½	
" L. Gt. 7s.... 81	80	80	....	80	80	
" Inc. 10s.... 87	85½	86	86	86	85½	
Virginia 6s, old.....	....	....	....	....	....	....
" new.....	....	....	....	....	....	....
" consol.....	....	50	....	....	....	....
" def. cert.....	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Apl. 22.

	Th.16.	F.17.	Sat.18.	M.20.	Tu.21.	W.22.
Federal Stocks:—						
U. S. 5s, 10-40s, reg....114½	....	....	....	....	....	
U. S. 5s, 10-40s, coup..115	115½	115	115½	....	....	
U. S. 5s, 1881, reg.....	114½	....	115½	....	....	
U. S. 5s, 1881, coup.....	....	....	....	....	....	116½
U. S. 6s, 1881, reg.....	....	119½	....	119½	....	
U. S. 6s, 1881, coup....121½	....	....	....	121½	121½	
U. S. 6s, 5-20s, reg. '62.....	115	....	....	....	....	
U. S. 6s, 5-20s, c. 1862..118½	....	....	....	....	....	
U. S. 6s, 5-20s, reg. '64.....	....	....	116½	....	....	
U. S. 6s, 5-20s, c. 1864.....	....	....	....	120½	119½	
U. S. 6s, 5-20s, reg. '65.....	....	117	117	116½	....	
U. S. 6s, 5-20s, c. 1865.....	....	....	121½	....	121½	
U. S. 6s, 5-20s, r. n. '65.....	118½	....	....	....	119	....
U. S. 6s, 5-20s, c. n '65.119½	119½	119½	119½	119½	119½	
U. S. 6s, 5-20s, reg. '67.119½	....	....	119½	....	119½	
U. S. 6s, 5-20s, c. 1867.120½	120½	....	120½	120½	120½	
U. S. 6s, 5-20s, reg. '68.....	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68.....	120	....	120	....	....	....
U. S. 6s, Pac. RR. issue.....	117½	....	116½	....	116½	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Apl. 21.

	W.15.	Th.16.	F.17.	Sat.18.	M.20.	Tu.21.
Catawissa preferred	....	....	43½	....	....	....
" 7s, new 101½	....	....	....	....	....	....
Camden and Amboy.....	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883 .... 90½	....	90	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89 99½	....	....	....	....	99½	99½
Elmira & Williamsport.....	....	....	....	....	....	....
" pref..... 39	....	....	....	....	....	....
" 7s.....	....	....	....	....	....	....
Lehigh Navigation..... 45	45	43½	44½	43½	43½	
" 6s, 1884	94	....	....	....	....	....
" Gold L.....	96½	96½	96½	96½	96	
" R. R. L.....	....	....	....	....	....	....
" Conv. L. '77.....	....	....	....	....	....	87
Lehigh Valley R. R..... 60½	60½	60½	60½	60½	60½	
" 6s new coup.... 100½	100½	....	....	....	....	
" 6s new reg.....	....	....	....	....	....	....
" 7s..... 103½	....	103½	103½	103½	103½	
Little Schuylkill R.R.....	46½	46½	....	....	....	....
" 7s.....	....	....	....	....	....	....
Minehill	....	....	....	....	....	....
Morris Canal.....	....	....	....	49	....	
" pref.....	....	....	....	....	....	....
North Pennsylvania	45	....	....	....	....	....
" 6s, 1885 99	....	99	....	99	99	
" 7s.....	....	....	....	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central 35½	35½	35½	....	....	36	
Oil Creek & Alleg. Riv. 14	13	11½	12½	12	12	
" 7s.....	....	....	....	....	....	....
Pennsylvania R. R..... 51½	51½	50½	51½	51½	51	
" 1st M.....	....	....	....	....	....	....
" 2d M.....	98½	....	98½	....	....	....
" Gen. mort.....	....	90½	....	....	....	....
" reg.....	....	93	....	93½	....	
Penn. State 6s, 1st series.....	....	....	....	....	....	....
" 6s, 2d series.....	....	....	....	....	....	105½
" 6s, 3d series.....	100	....	....	....	....	....
Philadelphia City, 6s.....	101½	101½	....	....	....	....
" new 103½	103½	103½	103½	103½	103½	
Philad., Germ. & Nor.....	....	....	....	....	....	....
Phila. & Reading 57½	57½	56½	57	56½	57	
Philadelphia and Erie.....	....	....	20	....	....	....
" 6s.....	....	....	....	....	....	....
" 7s..... 87	....	....	....	....	....	....
Phila., Wilm. & Balt.....	....	54½	55	....	....	....
Schuylkill Navigation.....	....	....	....	....	....	....
" pref.....	....	12½	....	....	....	....
" 6s, 1882	77	77	....	....	....	....
" 6s, 1870	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey.121½	121½	121½	121½	....	120½	
Hestonville, (Horse).....	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	22	....	22	....	21½

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Apl. 21.

	W.15.	Th.16.	F.17.	Sat.18.	M.20.	Tu.21.
Baltimore City 6s, 1875. 97	....	97	....	....	....	
" 1886	....	....	....	....	....	....
" 1890 ..... 98½	98½	98	97½	97½	97	
" 1894	....	....	....	....	....	....
" 1900 ..... 98½	....	....	....	....	....	....
Balt and Ohio.....172	172	171½	....	....	....	....
" bonds, 1875.....	100½	....	....	....	....	....
" " 1880.....	....	....	....	....	....	....
" " 1885.....	....	....	....	97	97½	
Central Ohio.....	....	....	....	42½	....	
" 1st mort.....	89½	....	....	89	....	
Marietta & Cin. 1st M.....	....	101½	....	....	100½	
" 2d M.....	92½	92½	....	92½	92½	
" 3d M. 8s.... 78	....	....	78	78	....	
Northern Central..... 36	36½	35½	....	....	....	
" bonds, 1885. 92½	....	93	....	....	93	
" " 1900.....	....	....	....	....	....	
Pittsb. & Connellsv. 7s.....	89½	....	89½	89½	....	
N. W. Va. 3d mort.....	....	....	....	....	....	....
Virginia 6s, Consol..... 50½	....	....	....	50½	50½	
" Defer. Certif.....	....	....	....	....	....	....
City Passenger R. R.....	16	....	15	....	....	

Boston Stock Exchange.

Actual Sale Prices for the week ending Apl. 22.

	Th. 16.	F 17.	Sat. 18.	M 20.	Tu. 21.	W. 22
Boston and Albany	140⅛	141¼	....	137¤	137	136¼
Boston and Lowell	106¼	106¼	....	....	....	....
Boston and Maine	....	109¼	....	109½	....	....
Boston and Providence	151¼	....	....	....	....	152¼
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s	27½	....	27	26⅛	27	
Cheshire, pref.	....	80¼	....	....	....	81
Chi., Burl. & Quincy	103¼	102⅛	103	102⅛	....	102
Concord	....	....	....	....	....	....
Connecticut River	137½	137	....	....	....	....
Eastern	....	68½	68¼	68	....	67½
Fitchburg	124	....	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	77	75	75	75½	75	76
Northern, N. H.	....	....	....	....	....	103
Ogdens. & Lake Champ	....	....	....	50	....	50
" pref.	....	....	....	....	....	83¼
Old Colony	....	....	....	....	112¼	112
Ph., Wil. & Baltimore	....	55½	55½	55½	55	56
Port'l'd, Saco & Ports	....	....	....	....	....	113½
Union Pacific	....	....	....	....	....	....
" 6s	84⅛	84⅛	....	....	....	....
" Land Grant 7s	....	80¼	....	....	79	79
" Income 10s	....	....	....	84½	84½	....
Vermont & Canada	....	....	....	41	....	....
Vermont & Mass.	82	82	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	99½	....	99½	100	....	99½
Metropolitan	45	....	....	....	....	....
Middlesex	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls	23	....	....	21½	22	....
Franklin	....	....	....	....	....	....
National	3⅛	....	....	....	....	....
Quincy	....	....	36	36	....	36

London Stock Exchange.

	Closing Prices. April 2.	Mar. 27.
Atlantic & Gt. W. 1st mort., $1,000	60 — 62	58 — 60
Do. 2d mort., $1,000	40 — 42	38 — 40
Do. Con. mort. B'nds Bisch's Cert.	20 — 21	18 — 19
Do. Reorg. Scrip	— —	— —
Do. Leas. Lines, Rental Bonds	75 — 76	75 — 78
Detroit & Milwaukee 1st mort. Bonds	60 — 65	60 — 70
Do. 2d do.	50 — 55	50 — 65
Erie shares 100 dol. all paid	35½ — 35⅝	36 — 36¼
Do. 6 per cent Convertible Bonds	94 — 96	95 — 97
Cons. Mort. amount autho. to be issued for conv. of existing bonds	91 — 93	90 — 92
Illinois Central $100 shares all paid	93½ — 94¼	94¼ — 95¼
Do. Redemption mort. bonds 6 p.c.	98 —100	101 —103
Illinois & St. Louis Bridge 1st mort.	98 —100	101 —103
Marietta and Cincinnati Rail. Bonds	95 — 98	95 — 98
Michigan Central 8s 1882, conv.	88 — 92	88 — 92
Panama 2d mort.	68½ — 69¼	73 — 75
Panama General mort.	98 —100	98 —100
Pennsylvania, 2d mort.	98 — 99	98 — 99
Do. General mort.	98½ — 99¼	98¼ — 99¼
Do. $50 shares	46¼ — 47¼	47¼ — 48¼
Philadelphia and Erie 1st mort.	94 — 96	97 — 99
Do. with option to be paid in Phila.	97 — 98	97 — 99

American Railroad Journal.

Saturday, April 25, 1874.

Stock Exchange and Money Market.

The Money market has been unusually active during the week, chiefly in the call loan line, and toward the close. The extraordinary depression and irregularity of values at the Stock Exchange, and the consequent urgent needs of the Stock brokers stimulated the demand for Money, and carried the price of temporary accommodation on Monday and Tuesday of the current week up to 7 per cent currency, and, in exceptional instances, however, the same figure in Gold. The latest negotiations indicated excitement and less stringency, with a partial return to 4@5 per cent, on advances to the more prominent firms. The banks were less liberal of aid to the speculative borrowers. The discount market has been comparatively steady, with the best grades of short rate commercial paper in demand within the range of 5½@7 per cent per annum. The City banks have again been gainers in the deposit line, while reducing their loan and discount averages; and the U. S. Sub-Treasury at this port has lost slightly in the line of its currency reserves, while gaining handsomely in the coin board. The U, S. Sub-Treasury in this city closed the week with a currency balance of $36,549,845 or $481,838 less than the preceding week; and a coin board of $57,040,504, or $1,552,583 more than on the previous return. The City banks, in their last weekly exhibit, indicated a further reduction in their specie and legal tender averages. The City bank exchanges, during the week, were $500,297,393, or a daily average of $83,382,899. The customs revenue of the port, during the week, was $2,292,289, of which $2,159,289 were in coin certificates. The deposits of the City banks show an increase of $147,200,; the legal tender notes a reduction of $409,800, and the specie reserve of $621,800. The banks contracted their loan and discount average $201,600, and enlarged their circulation $42,500. The City banks reported their average of gold last week at $23,213,600, and their greenback average at $55,163,900. Their deposits stood at $238,838,000. The loan item was about 293¼ millions. The circulation was about 26¼ millions.

The outstanding amount of legal tender notes is yet 382 millions; and of National bank circulation 349 millions.

Government has received about 78¼ millions from internal revenue, thus far in the current fiscal year.

Gold has been quoted firmer, on a moderately active movement, mainly speculative, the custom inquiry having been restricted, while the export drain has been light. The extremes of the price have been 113⅛@114⅜, closing at 113⅛ as against 113¾ on Wednesday of the preceding week. The specie outflow, last week, was $503,781. The imports of specie at this port since Jan. 1, have been $1,218,000, against $1,058,888 same time last year. The customs demand for Gold last week ave aged $394,333 a day. Foreign Exchange has been quoted higher on a limited offering of prime bills, but has not been active. Bankers' sixty day bills on London closed on Wednesday at $4 86; sight bills on London, at $4 89. The week's exports of Domestic Produce have been to the currency value of $4,309,253.

Government securities have been quoted a trifle stronger in price, on a fair business, chiefly on investment account, checked, in part, by the very meague offerings of the favorite issues. U. S sixes of 1881 closed on Wednesday of this week at 121⅝@121⅞; U. S. Five-Twenties of 1862, 118½@118¾; U. S. Five-Twenties of 1864 at 120¼@120½; U. S. Five-Twenties of 1865, 121½@121¾; U. S. Five-Twenties of 1865 consolidated, 119⅛@119¾; U. S. Five-Twenties of 1867, 120⅜@120⅝; U. S. Five-Twenties of 1868, 120⅛@120⅜; U. S. Ten-forties at 115⅛@115⅜; U. S. Fives of 1881, (Funding Loan) 116⅛@116¾; Six per cent. currency Sixes from 116¾@117.

State and Railway bonds have been rather more inquired for since our last, but at variable rates. Central Pacific first mortgage six per cents have been in fair request, closing firmly at 95@95½. Chesapeake and Ohio First Mortgage Bonds, Six per cents, have been moderately sought after, closing at 55. Railway and miscellaneous share property has been unusually active, but the speculation has been very severely against values, the decline on Monday having been full 5@10 per cent in prominent instances, followed by a very feverish market on Tuesday and Wednesday. The depression on Monday was most notable in the instances of the Columbus, Chicago, and Indiana Central Shares, which fell from 30½@30¾, to 20, on the reported failure of the clique said to have been engaged in the manipulation of this stock for higher figures, and the suspension of the brokerage house, represented as acting for the clique. The heavy fall in the stock weakened and deranged the course of the whole market.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $9,269,815, against $12,246,613 same week last year. The exports of domestic produce are $4,309,253, as against $6,947,560, last year. The exports of Gold and Silver, $503,781, as against $842,603 last year. The customs in Gold deposited during the week in the New York Office of the Treasury amounted to $2,370,000, as against $2,307,931, same week last year.

General business has shown more animation in the produce line, with Cotton, Breadstuffs, Provisions, Naval Stores and Petroleum generally quoted stronger. The trade in foreign merchandise also shows some increased activity, with more firmness in Groceries and Hides. The Metal trade rules about steady as to values, but is devoid of spirit. The Iron trade is extremely tame, with Eglinton Pig Iron quoted at $36@$37. Glengarnock $39; Coltness, $44; No. 1 American Pig at $35; No. 2 do. at $31@$33; Forge, $29@$31; English Rails at $55@$60, gold; American Rails at works, $60@$65; Old Rails, $40@$41. Wrought Scrap, $40@42 50. The Ocean freight market has been quoted stronger, on a lighter offering of room on berth and charter, checking operation.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Pacific R. R. of Mo., 87½; Atlantic and Pacific R. R. pref., 14; St. Louis, Kansas City and Northern pref., 25; Boston, Hartford and Erie 1st mort., 27; Milwaukee and St. Paul 1st mort. LaC. div., 88½; do. I. & M. div., 79; Chicago and Northwestern consol. gold bonds, 84½; Clev., Col., Cin. and Ind 1st mort., 103; Lake Shore and Michigan Southern 7s, consol., coupon, 97¾; do. reg., 96¼; Buffalo and Erie 7s, new, 96½; New York Central 1st mort., 105¾; Western Pacific bonds, 87¼; Michigan Central 7s, 98; Central of New Jersey 7s, 1902, conv., 103; Union Pacific S. F. bonds, 7[illegible]; Albany and Susquehanna 1st mort., 103½; do. 2d mort., 97; Del., Lack. and Western 7s, conv., 104; Indianapolis, Bloomington and Western 1st mort., 80; Cedar Falls and Minnesota 1st mort., 77½; Clev., Paines. and Ash. 7s, new, 95; Detroit, Monroe and Toledo, 1st mort., 100; Cleveland and Toledo 7s, new, 98; St. Louis and Iron Mt. 1st mort., 96; Toledo, Peoria and Warsaw 1st mort., W. D., 79; Joliet and Chicago 1st mort., 107; Western Union Telegraph, 73¼; do. 7s, 100; Am. Dist. Tel., 57¼; Atlantic and Pacific Tel., 15½; U. S. Exp., 67¾; Adams Exp., 97½; Am. Exp., 62½; Wells-Fargo Exp., 79; Spring M. Coal, 65; N. Y. State 7s, B. L. reg., 106¾; Tennessee 6s, old, ex-coupon, 65; do. new, do., 64½; South Carolina 6s, new, Jan. and July, 7½; Brooklyn 6s, W. L., 94; do. 7s, P. L., 103.

Philadelphia.—Pennsylvania R. R. div. scrip, 98¾; Catawissa new pref., 34; Nesquehoning Val-

ley R. R., 53⅜; Huntingdon and Broad Top Mt. R. R. 8; do. pref., 16; do. 1st mort., 101½; do. 2d mort., 94; West Jersey R. R. 7s, 101; Lehigh Nav. conv. gold loan, 98⅛; Susq. Canal 6s, 78½; Allegheny Valley 7 3 10s, 92¾; Phila. and Reading Gen'l mort. 7s, coupon, 104; do. 7s, new, conv., 106¼; do. 6s, 1844-'80, 98; do. 7s, 1893, 103⅛; Pennsylvania and New York 7s, 103; Westchester and Philadelphia 7s, 101¼; Junction R. R. 2d mort., 90; Wilmington and Reading 1st mort., 83¾; Pittsburg, Cin. and St. Louis 7s, 67⅛; Chesapeake and Delaware Canal 6s, 87½; Philadelphia and Reading C. & I. mort., bonds 89; Belvidere Delaware 2d mort., 88; do. 3d mort., 82½; Shamokin Valley and Pottsville 7s, 89½; Pennsylvania State coupon 5s, 1882, 101. The latest quotations are: City 6s, 101¼@101½; do. free of tax, 103⅜@103½; Pennsylvania State 6s 2d series, 105⅛@106; do. 3d series, 109@109¼; Philadelphia and Reading 56¾@57; do. Gen'l mort. 7s, coup., 103½@104½; do. reg., 103½@104; do. mort. 6s, 1880, 98@100; do. new, conv. 106@106⅛; do. 7s, 1893, 103@103½; United New Jersey R. R. and Canal Co., 121½@121¾; Camden and Amboy mort. 6s, 1889, 99½@100; Pennsylvania R. R., 51@51; do. div. scrip, 98¾@99; do. 1st mort., 100½@101¼; do. 2d mort. 98@100; do. general mort. coupon, 90@91; do. reg., 93¼@93¾; Little Schuylkill R. R., 46@46½; Morris Canal, 48@50; do. pref. 121@123; do. 6s, 96@100; Susquehanna Canal, 5@9; do. 6s, 72@75; Schuylkill Nav., 6¼@6½; do pref., 12¼@12¾; do. 6s, 1882, 76¾@77½; do. 1872, 87@88½; Elmira and Williamsport pref., 38@40; do. 7s, 1873, 97@100; do. 5s, 63@65; Lehigh Coal and Navigation, 43⅜@43¾; do. 6s, 1884, 9 3½@94¼; do. R. R. Loan, 95¾@96; do. Gold Loan, 95½@96; North Pennsylvania, 45@46; do. 6s, 98¾@99; do., 7s, 102@102½; do. Chattle 10s, 104@108; Philadelphia and Erie, 19½@20½; do. 6s, 89½@90; do. 7s, 87@87½; Minehill, 52¾@—; Catawissa, 15¼@17; do. pref. 43@44; do. 7s, 1900, 101½@101¾; Lehigh Valley, 60¾@61; do. 6s, new coupon, 100@101; do. reg., 101@102; do. 7s, 103⅜@103½; Fifth and Sixth streets (horse) 56@57; Second and Third, 60@61; Thirteenth and Fifteenth, 21¼@21¾; Spruce and Pine, 27@28; Green and Coates, 47@50; Chestnut and Walnut, 60@60½; Hestonville, 19@21; Germantown, 23@36.

Boston.—Fitchburg R. R. 7s, 105; Burlington and Missouri River R. R. in Nebraska, 58; do. 8s, in Nebraska, new, 94½; Jackson, Lansing and Saginaw 8s, 1891, 99¾; Old Colony 7s, 1894, 104⅛; Kalamazoo, Allegan and Grand Rapids 8s, 95; Boston and Maine 7s, 1894, 103¾; Burlington and Missouri River R. R. in Iowa, 99¾; do. Land Grant 7s, 97½; Vermont Central 1st mort., 21; Vt. Central and Vt. and Canada 8s, 78; Iowa Falls and Sioux City 1st mort. 7s, 1917, 81⅛; Nashua and Lowell 6s, 1893, gold, 102⅞; Chicago, Dubuque and Minnesota 8s, 41; Boston, Clinton and Fitchburg 8s, 1882, 90⅛; Missisquoi R. R. 1st mort. 7s, 52: Atchison, Topeka and Santa Fe 1st mort. 7s, gold, 51½; Cedar Rapids and Missouri 7s, 1916, 83¾; Chicago, Burlington and Quincy 7s, new, 97; New Bedford R. R., 110⅝; Chicago, Iowa and Nebraska R. R., 95¾; Cincinnati, Sandusky and Cleveland R.R., 73¼; Norwich and Worcester R. R., 127¼; Indianapolis, Cincinnati and Lafayette R.R., 9; Rutland pref., 38; do. scrip, No. 5, 75; do. No. 4, 78; do. No. 3, 80; do. No. 2, 82; do. No. 1, 85½; Conn. and Passumpsic Rivers R. R., 74; Housatonic pref., 98½; Nashua and Lowell R. R., 134¼; Boston Water Power Co., 11; Cary Imp., 6¼; Waverly Land, 3¾; New Hampshire 6s, 1894, 100; Boston 6s, 1880, currency, 99½; Portland 6s, 97; Cambridge 6s, 1883, 97¾; Providence 5s, 93½; Chicago 7s, 1880, 99¾; St. Louis 6s, 1880, 88; Cincinnati 7 3-10s, 1891, 103; Cleveland 7s, 1882, 99; Hartford 6s, 1893, 96¼; Allouez Mining Co., 7¾; Calumet and Hecla, 135½; Mesnard, 1; Petherick, 2⅛; Rockland, 1⅛.

Baltimore.—Orange, Alex. and Manassas 7s, 80⅝; Richmond and Danville 1st mort., 70½; Orange and Alex. 4th mort. 8s, 74⅛; do. 2d mort. 6s, 80⅝; Western Maryland 6s, guar. by Washington Co., 83¾; do. 2d mort. guar. by Baltimore, 94½; Virginia consols, ex-coupon, 48; Virginia consols, coupons, 79. The latest quotations are: Wilmington, Columbia and Augusta bonds, 66@69; Wilmington and Weldon, 66¾@67; do. 7s, gold, 90@94; Pittsburg and Connellsville 7s, 1898, 89@89½; Baltimore and Ohio, 165@170; do. 6s, 1875, 100@100⅛; do. 1880, 98½@99⅜; do., 1885, 96¼@97¾; Parkersburg Branch, 5@10; Northern Central, 85½@86; do. 6s, 1885, 92@93; do. 1900, 87@88; do., 6s, 1900 gold, 89@90; N. W. Va. 3d mort., 1885, 92@—; Marietta and Cincinnati 1st mort. 7s, 1892, 100½@101; do. 2d mort., 7s, 92¾@92⅞; do., 3d mort., 8s, 77½@78; Central Ohio, 42¼@43½; do. pref., 41@45; do. 1st mort., 89@89¾; Western Md., 1@3; do. 1st mort. 6s, 1890, 81@90; do. 1st mort. guar., 95@96; do. 2d mort. guar., 95@96; do. 3d mort., guar., 92@95, do. 2d mort. pref., —@60; do., 2d mort. guar. by Washington Co., 83@84; Richmond and Danville 1st mort., 70½@70⅝; Orange and Alexandria 1st mort. 6s, 89@90; do., 2d mort. 6s, 80½@80¾; do., 3d mort. 8s, 83@85; do., 4th mort. 8s, 75@75½; Orange, Alex. and Manassas 7s, 80½@81⅛; Virginia and Tennessee 1st mort. 6s, —@—; do., 2d mort. 6s, 70@74; do. 8s, 81⅛@84; Baltimore 6s, 1875, 96½@96¾; do., 1884, 98@98; do. 1886, 98½@99½; do. 1890, 97@97½; do., 1893, 97@98; do. 1893, exempt, 97¼@97⅝; do., 1900, 97¾@97⅞; do. 1900 new, 98@99; do. 1902, 98@98½; Memphis City 6s, 49@50¼; Maryland Defense Loan, 1883, 105@105½; Virginia 6s, old, 32@35; do. new, 43@50; do. consol. 6s, 50@50¼; do. coupons, 79@79½; West Virginia, 10¾@11⅛; City Passenger R. R., 15½@17; George's Creek Coal, 130@140.

☞ The bill passed in the lower house of the Virginia Legislature "to provide for the interest on the public debt" passed the Senate on the 17th, and awaits the Governor's signature. It directs the board, consisting of the Governor, the two auditors, and the treasurer, to pay the interest in certain proportions at such times as they may deem proper, not exceeding four per cent., and having regard to the condition of the treasury. It is very cautious in its provisions, and keeps entirely out of the question all danger of draining the treasury.

☞ The receipts of the Eastern Railroad Company for freight during the month of March exceed that of the month of February by $18,000. The receipts for February were largely in excess of those for the month of January.

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We buy and sell Government Bonds and Gold at current market rates; buy Gold Coupons; buy and sell Stocks and Bonds at the Stock Exchange on Commission for cash; receive Deposits, and allow interest at the rate of four per cent; make Collections, and transact a general Banking and Financial business.

We also deal in the Central Pacific and Western Pacific Gold Bonds, which, at present prices, are very desirable for investment.

We are also selling the Central Pacific Gold Six Per Cent. Land Bonds at 85 and accrued interest, secured by first mortgage on nearly 12,000,000 acres of the company's lands in California, Nevada, and Utah.

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Southern Connections.

The Baltimore *American* says in regard to the through route crossing Virginia:

There is a report that some negotiations in regard to arrangements as to southern connections are a foot. The Baltimore and Ohio Railroad controls the Orange and Alexandria Railroad, extending to Lynchburg, Va. The same road is building a road from Lynchburg to Danville, where it will strike the Richmond and Danville road, controlled by the Pennsylvania road. By a change of gauge on a short extent of road a magnificent through connection to Atlanta, Mobile and New Orleans may be effected. The line is, however, largely controlled by the Pennsylvania Company, and it was rumored that some proposition as to a connection with it was made by the Baltimore and Ohio at the late conference, but from a careful inquiry it cannot be discovered that anything more than an intimation that it would be desirable to effect some arrangement was made.

☞ The Boston and Lowell Railroad began, last Thursday, weighing at Framingham the cars from the West loaded with grain and lumber destined for Lowell and Taunton, and found an excess of 15,000 pounds in one car over the weight billed, of 20,000 pounds, a full car load, which makes a difference of $77 in freight.

The above was a Fairbanks 50 ton 34-ft. Track Scale, sold to Boston and Albany R. R. Co.—*Boston paper.*

☞ At a meeting of the stockholders of the Columbus and Hocking Valley Railroad Company, at Columbus, Ohio, on the 14th inst., the following gentlemen were elected directors for the ensuing year: B. E. Smith, M. M. Greene, W. G. Deshler, William Dennison, Theodore Comstock, W. B. Brooks, Isaac Eberly, C. P. L. Butler, John Greenleaf, John L. Gill, J. D. Martin, S. H. Rippey and S. W. Pickering. At a subsequent meeting of the board, the following officers were elected: B. E. Smith, President; M. M. Greene, Vice President; J. J. Janney, Secretary and Treasurer; John W. Doherty, Superintendent.

☞ Articles of incorporation of the Nevada County Narrow Gauge Railroad Company were filed on the 11th inst. Object, to construct, put in operation and operate a railroad from Colfax to Nevada City, by the way of Grass Valley. Principal place of business, Grass Valley. Capital stock, $400,000, in shares, of $100 each. Directors, J. C. Coleman, Wm. Watt, Edmund Coleman, J. M. Sakeman, Niles Searles, R. W. Tulley and T. W. Sigourney.

The Indestructible Material Co.

It seems to us that the operation of this company deserve something more than a mere passing notice. It is not usual with us, to take special notice of the doings of individuals or private companies, but the nature, and probable extent of business that is likely to be transacted by these people fully justify all that we may say.

In a word, that business is to render all sorts of buildings, public or private, absolutely fire proof; while every kind of structure, whether ships, docks, bridges, &c., &c., and whether constructed in part or whole of wood or iron, are made not only proof against fire, but as against water and weather as well.

The material used in all these operations is Asbestos, which, previous to being applied, is treated and prepared by a certain method and process secured, of course, by Letters Patent belonging to this company, and which are the invention of Gen. Bartlett, the president.

The system is strongly endorsed by the building department of the city, and we are not surprised to learn that Barnum contracted with the Company to make the whole interior of his great Roman Hippodrome, perfectly fire proof. This contract has been completed, and that building may now be considered safe from fire.

Among numerous other contracts taken by this company, we may mention that the magnificent building of the Union Club on Fifth Avenue is now undergoing a process of internal reconstruction by them, and will be rendered absolutely fire proof.

We congratulate the company on its great success, and also the public in having at last found a material that will render our dwellings safe, and a repetition of the disasters at Chicago and Boston utterly impossible.

Railroad Meeting at Marysville.

A letter, dated Marysville, Cal., April 4th, says: A meeting of the citizens of Yuba and Sutter counties was held here to-day, for the purpose of taking steps toward organizing a company to build the proposed railroad from Marysville to a point on the Sacramento river at or near Knight's Landing. The meeting was well attended by the principal men of the two counties. A committee was appointed to solicit subscriptions to the capital stock and prepare for incorporation. A committee will confer with the managers of the proposed narrow gauge railroad from Grass Valley to Colfax, with a view to developing the route of that road by making connection with the Marysville and Knight's Landing road at this place, instead of the Central Pacific road at Colfax. A disposition is shown to push the work with vigor.

☞ The affairs of the iron masters of Pennsylvania are not so gloomy after all. The *Times* has taken pains to send a special correspondent into the iron districts to get at the truth of the matter, and reports that although the iron trade is suffering and depressed, the prospects are mending, and, in fact, quite hopeful. The temporary dullness, caused by the dilatory action of Congress on the currency question, is a drawback to this industry; but the revival cannot be far distant, and there will be a good time in the iron trade again.

Tax on Certified Checks.

The bill which was introduced in the House of Representatives, on the 20th inst., by Mr. Beck, of Kentucky, and on motion of Mr. Maynard, referred to the Committee on Banking and Chrrency, s in these words:

"That from and after the 1st day of July, A. D. 1874, there shall be levied, collected and paid a tax of one-fourth of one per centum, for each month, upon the average amount of circulation issued by any bank, association, corporation, company, or person, including as circulation any certified checks, and all matured other obligations calculated or intended to circulate or to be used as money; and all acts or parts of acts inconsistent with the provisions of this act are hereby repealed."

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending April 11, at 403,635 tons, and for the coal year 3,908,067 tons, against 4,233,092 tons to corresponding time last year, being a decrease of 345,025 tons. The bituminous tonnage for the week is 61,416 tons, and for the year 598,478 tons, giving a total of all kinds for the week of 465,051 tons, and for the year of 4,506,545 tons, against 4,871,441 tons to same time last year, being a decrease of 364,896 tons.

☞ In response to a resolution of the Virginia Senate, General Asa Rogers, second auditor, has prepared an elaborate statement of the public debt, with the amount and character of the bonds outstanding. The aggregate of the debt of Virginia on the 10th of April was $30,478,741 49, and the amount recognized as portion to be settled by West Virginia, $15,239,370 74.

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The great increase in the production of the Chester Emery Mine enables us to reduce the price to seven cents for grain and four cents for flours, **with important discounts** to dealers, manufacturers and larger purchasers. The genuine Chester Emery is made from the purest and hardest crystals, and its cutting and polishing qualities are superior to any emery used in this market.

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Drawings and specifications of apparatus, either stationary or portable, will be furnished on application.

67,112 miles of Railroad in the United States use annually over twenty-six million Ties for renewing those destroyed by decay.

The preservation of wood from decay and the attacks of marine worms, has been largely practiced in Europe for thirty years; and with such success that the use of natural wood is now the exception; and of all the various methods that have been employed, that in which creosote oil was used, has best endured the test of time.

This Company, benefiting by the thirty years' practical experience in the use of creosote oil abroad, offer to the public a system of application which is adapted to the wants of our own country, in that green wood can be rapidly and thoroughly treated, even better than dry, and the application of the oil, in connection with the use of moderate heat, be made more uniform and effective than is possible by any other means.

Experience has demonstrated that creosote or dead oil is the only substance by which wood can be treated so as to certainly resist the attacks of marine worms.

Creosoted wood exposed in Charleston Harbor was not attacked by the teredo, while natural wood attached to it was completely honey-combed.

It is confidently asserted that Railroad Ties creosoted will outlast three sets of ordinary Ties, and that creosoted Paving Blocks being beyond the reach of decay, will last as long as stone, with all the advantages of an elastic roadway, beauty and economy of construction.

The economy in the use of creosoted wood, where the term of service is trebled, is measured by adding to the wood used, the cost of the labor expended in construction, and the loss of time spent in replacing the structure, when either decay or attacks of marine worms destroy it.

The system of Seely and Pelton, employed by this Company, has been fully examined and indorsed by Gen. McClellan, Gen. Barnes, Gen. Babcock, Rob't Harris, C. B. & Q. R. R., Prof. Silliman, Capt. Eads, Gen. Cram, Gen. Humphreys, Gen. Meigs, Gen. Belknap, Prof. Chandler, Gen. Gilmore, Gen. Newton, A. B. Mullet, C. H. Haswell.

It has been used by the U. S. Government upon the Dykes of the St. Clair Flats, and upon Gun Platforms for the fortifications on the Atlantic coast; upon pavements in New York and Pittsburgh, by the Department of Docks of the City of New York and the Board of Public Works of the District of Columbia.

Detailed information can be obtained and specimens of creosoted wood examined at the office of the Company.

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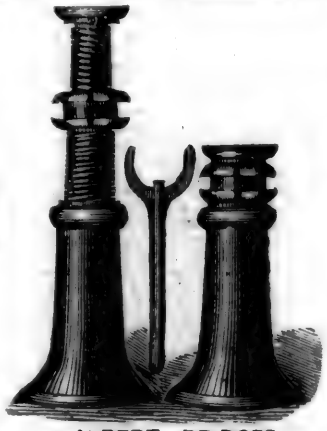
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New York, Saturday, May 2, 1874.

The Granger's Road, and the Government Canals.

The Committee on Transportation of the House of Representatives, of which Mr. McCrary is chairman, has made a lengthy report, recommending the construction of a great freight line between Omaha and New York, and suggesting that the United States might advantageously endorse the bonds of such private corporation, to the extent of sixty millions. We give a synopsis of the Bill elsewhere; but there is no need of cumbering our columns with the report, for several reasons. (1.) It is not made in good faith. The committee do not expect to see any such measure pass; nor have they the temerity to ask outright that the government should lend its credit to the scheme; they only hint at it. (2.) The report is not made in the interests of transportation so much as in the behalf of the members of Congress themselves. It is, in other words, a stump speech designed to flatter the farmers of the West and to win the granger's vote. There are interesting facts in it, showing either, that the markets are too far from the grain producers, or the producers too far from market; and that the products cannot be carried from one to the other and leave much profit. (3.) But the intimation that this state of things may be remedied by taxing the whole people, in order to remove this disability from a portion, is unfair; as the act itself would be unconstitutional and intolerable. (4.) Moreover, if all other objections could be swept away, the one fatal objection to such a measure is that there is no stopping place. If the government is to come to the relief of a portion of the population in one locality, all others will presently put in the same claims. The principle of government indorsements must be carried much further, or stop short where it is. (5.) It is not the business of the government to be either building railroads, or advancing money to build them, unless, indeed (as in the case of the first line to the Pacific) they can be shown to be necessary for military and postal purposes, and cannot otherwise be built. (6.) The public treasury is in no condition to justify any drafts on it for this or any similar purposes. (7.) It would be a gross injustice to the three or four great lines which have been built entirely by private capital, extending between the same points, for the government to help build another to compete against them. (8.) The company as now organized claims to have all the legislation they need, and the requisite access to the waters of New York harbor, together with some tremendous advantages in distance and grades; why, then, is this not a proper occasion for the grangers and their allies to put in their own capital, and build and own a road of their own in which there will be no large bonded debt, no watered-stock capital, and hence one from which they may draw immense profits. These are the complaints they make against the existing roads, and yet the chance to reap those still larger profits somehow goes a begging.

The Report of the Senate Transportation Committee, of which Senator Windom is chairman, is a very different document. It has the appearance of a candid, pains-taking and conscientious effort to do something which government may do, for cheap freights. This committee, like the other, push the argument on the constitutional power of Congress to interfere in inter-State commerce to an absurd degree; but at the same time admit that the proposition to meddle with railroads is surrounded with difficulties. Their recommendation that government should undertake the improvement of four or five water ways between the seaboard and the West, although liable to some of the objections above noted as applicable to the Continental Railroad scheme, are more in unison with the existing practice and theory of governmental functions, and are besides judiciously distributed and forcibly urged. Government now provides light houses, deepens channels, and "regulates" the movement of vessels. The distinction between internal and external commerce, river and seaboard waters, inter-State and foreign traffic is so blended and interwoven that it forms an entirely separate and distinct department.

The improvements which the Committee recommend are:

First—Improvement of the Mississippi River.

Second—A continuous water line of adequate capacity from the Mississippi River to the city of New York, *via* the northern lakes.

Third—A route adequate to the wants of commerce, through the central tier of States, from the Mississippi River, *via* the Ohio and Kanawha Rivers, to a point in West Virginia, and thence by canal and slack-water, or by a freight railway, to tide-water.

Fourth—A route from the Mississippi River, *via* the Ohio and Tennessee Rivers, to a point in Alabama, or Tennessee, and thence by canal and slack water, or by a freight railway, to the ocean.

From the fact that this committee have personally examined the routes of the canals and waterways they recommend; and have gathered a mass of valuable statistics in regard to the growth and dimensions of our commerce in farm products, a favorable hearing may be given their recommendations. They commit the government to a yearly expenditure of 25 or 30 millions for some years; which is a fresh departure in expenditures. Nevertheless the measure is judiciously distributed and will command a wide support in the South, the West and Northwest.

There is this permanent and fundamental objection to the spirit of both these Reports, that they teach citizens to look to the government for assistance instead of looking to themselves. Like the other measure emanating from the House Committee, and which now lies in the Senate, it assumes that the intervening finger of government may probably appear in every branch of industry

or occupation. Who is going to keep public officials to their trusts when government is interested with twenty times the number and many times the power they now have? If the government will confine itself strictly to the common defense, and to such other duties as are specially and unequivocally delegated to it by the Constitution, it will have enough to do, and quite as much power as it ought to have. The remainder may be left "to the people and the States respectively."

Chicago, Burlington and Quincy Railroad.

TWENTIETH ANNUAL REPORT.

To the Stockholders of the Chicago, Burlington and Quincy Railroad Company:

On the first day of January, 1873, your company took possession of the Railroad, Branches, and other property of the Burlington and Missouri River Railroad Company, and assumed its liabilities and the control of its affairs.

During the year that road has been managed and operated as a part of the road of this company.

No report was published of the results of the business of that road for the year 1872; and the last report of this company covered only the last eight months of that year. It will be necessary therefore, now to give such statements, not heretofore made, as will furnish to the stockholders the means of instituting a comparison of the results of the business on the entire line for the years 1872 and 1873.

The following is a statement of the entire gross receipts and expenditures of this company for the year ending December 31st, 1873:

From freight		$8 035,348 78
" passengers		2,576,061 25
" mail, and miscellaneous		598,814 68
" Burlington Bridge tolls		195,001 21
Total receipts		$11,405,225 92
Operating expenses, exclusive of taxes	$6,181,514 18	
Taxes paid, in all	253,253 64	
		6,434,767 82
Leaving net earnings for the year		$4,970,458 10
Interest accrued and paid on bonds during the year		1,966,300 22
Leaving a balance of		$3,004,157 88
Out of which has been paid—		
Dividend No. 25	$1,250,127 38	
Dividend No. 26	1,826,642 75	
Rent of track & depot	57,487 44	
Interest and exchange	109,867 78	
		2,744,075 30
Leaving of net earnings for the year over every liability		$260,082 58
To which add surplus at commencement of the year		8,514 272 16
		$3,774,354 74
Deduct interest on bonds accrued but not called for prior to January 1, 1873, but since paid		253,755 74
And there stands to the credit of income account		$3,520,599 00
The amount credited to sinking fund taken from earnings of previous years is		1,179,744 88
And this, added to income credits, makes the amount of surplus earnings		$4,700,343 88

The capital stock of the Burlington and Missouri River Railroad Company on the first of January, inst., was $6 582,552 76.

The Chicago, Burlington and Quincy Railroad Company increased its capital during the year by the issue of certificates to the amount of $1,230,400 00, to take the place of the same amount of stock held by it in the Burlington and Missouri River Railroad Company, and which was canceled, and the outstanding certificates of stock in that company reduced by the like amount; and has also issued, in addition thereto, one hundred and thirty-seven shares, all which were used in the adjustment of dividend No. 25.

These additions carry the stock of this company to $19,897,000, and make the capital stock in the two companies an aggregate of $26,429,562 76.

The number of miles of Burlington and Missouri River Railroad operated in 1873 was the same as in the preceding year, and the gross earnings on that road for 1872 were $3,040,448 25, and on the road of your company, $7,630,408 78, making an aggregate of $10,670,857 03. The operating expenses on the former were $1,729,721 38, or 56.89 per cent of the gross earnings; and, including taxes, $1,975,824 75, or 58.04 per cent. On the latter, the operating expenses were $4 623,374 87, or 60.67 per cent of gross earnings; and, including taxes, $4,942,181 38, or 64.77 per cent of gross amount earned.

From the first above statements it will appear that the gross earnings for the year now closed were $11,405,225 92, as against $10,670,857 03 for the previous year.

The operating expenses were $6,181,514 18, exclusive of taxes, and, including taxes, $6,434,767 82; while for the previous year, aside from taxes, they were $6,359,096 25, and, including taxes, $6,718,166 14. In other words, an increase of gross earnings in the last year of $734,368 89, and a decrease in the amount of operating expenses, exclusive of taxes, of $177,582 07, and, including taxes, $283,398 31, and a clear net gain in the business of the year over that of the previous one, of $974,101 15.

The operating expenses for the two years will compare as follows:

For 1872 they were 59.50 per cent exclusive of taxes, and, including taxes, 62 96 per cent of the gross earnings; while for 1873 they were 54.19 per cent, without taxes, and 56.41 per cent with taxes.

Had it not been for the loss by fire herein subsequently mentioned, there would have been a still further reduction of operating expenses of about two per cent. It is hoped that if no considerable losses are met with in the succeeding year, the operating expenses may be reduced still further.

From the foregoing exhibit it will be seen that the net earnings of the road for the year above operating expenses, taxes, interest on all the bonds of the two companies and on bonds of all the branch roads of the two companies in Iowa and Illinois, have been 10.73 per cent on the combined capital stock of the two companies, as it stands at the date hereof.

In May a fire occurred at Aurora, in which the car shops, supply store, and other wooden structures of the company, were destroyed, together with a quantity of lumber for the manufacture and repair of cars, and a large amount of supplies for the use of the road. Aside from the Insurance received, this loss amounted to $224.231 07, and is included in the above statement of operating expenses. If we had not met with this loss, the net earnings over operating expenses and taxes would have reached $5,194,689 17, with a net gain of $1,198,382 22, and 11.58 per cent on the capital stock.

It will be seen that the interest paid on all branch bonds is charged out the same as the interest on the bond of this company. Attention is called to the matter of interest on these branch bonds, for the reason that in previous years some part of the interest on the bonds of these roads has been charged to construction, because of the unfinished condition they were in at the time the company took possession of them.

The gross earnings of the Burlington and Missouri River Railroad and its branches for the year have been $3,152,288 98, an increase over those of the preceding year of $111,785 73. The actual increase, however, is greater than is shown by this statement; for in the statement of earnings for 1872 is included an allowance in the division of joint earnings made by this company to the Burlington and Missouri River Railroad Company for business brought by it to this road.

The operating expenses of the Burlington and Missouri River Railroad and branches for the year were large by reason of the extensive renewals and repairs elsewhere mentioned, and were $1,916,398 02 exclusive of taxes, and 60.79 per cent of the gross earnings, leaving the amount of net earnings upon that road at $1,235,836 76.

BRANCH ROADS.

Attention is called to the branch roads. There has been a gradual and steady increase in the business of the branch roads, so-called, both in Iowa and Illinois.

In Illinois, for the year ending April 30th, 1872, the earnings on the branch roads then in operation amounted to $661,939 71; and the entire earnings of the company upon the branch road business, to $1,713,633 35. On the same branches for the year now closed, the earnings have been $905,166 40; and the entire earnings upon this branch business in Illinois, $2,049,988 27.

The earnings on the branches of the Burlington and Missouri River Railroad in Iowa, for the year, have been $157,248 24. The entire earnings of the company on the business of all the branch roads, both in Iowa and Illinois, including those local to the branches themselves and on the main line, have amounted to $3,487,277 70, and 88 per cent of the entire gross earnings of the company on freight and passengers. The miscellaneous earnings are not included or apportioned to the branches in the above statement; but if included, it would not materially vary the comparative results.

The proportion of operating expenses chargeable to those branches in Illinois, has been $751,529 79; in Iowa (estimated) $122 129 61; in all, $873,659 48, being 77.05 per cent of the gross earnings thereon.

Again: The earnings, on the branches and main line to and from branches, in 1873, are $3,487,277 70; operating expenses on the branches are $873 659 48; operating expenses on main line on branch business, $1,280,108 35; total operating expenses on branch business, $2,153,767 78; net earnings on branch business in Illinois and Iowa, $1,333,509 92.

These statements will show to some extent the bearing these branches have upon the value of your property. When it is understood that these branches were built, or mainly so, by other parties, and in interests hostile to those of your road, and that they control so large an amount of business as these statements show, the stockholders can well appreciate the extent to which the business of the road would have been affected, had not this company come into the ownership or control of them.

It will be seen that these branches gather up and influence too large an amount of business to be lost, without seriously impairing the property of the company; and that it is certain that if these branches were not now in the ownership or control of this company, this business would have been lost to it, or it would have been received under such strong competition as to have been substantially valueless. Besides, if these branches, reaching your line at thirteen different points as they do, were now in other control, and competitors instead of contributors, the effect would be that nearly the entire business of the company, both that from the branches and that coming directly into the main line, would be under such strong competition as to leave but small profit, and at many points none at all, above the cost of transportation.

Some of these branches, both for their local business and for the amount contributed to the main line, as would be expected, are more valuable than others. But, taking them as a whole, the result shows that the policy of your company, in reference to their acquisition, has been a sound and judicious one.

There have been operated during the year, of

the Burlington and Missouri River Railroad and branches, 448 miles, and the gross earnings thereon have been at the rate of $7,115 65 per mile; and of the Chicago, Burlington and Quincy Road, 825 miles, on which the earnings have been at the rate of $10,003 82 per mile.

The entire earnings collected and distributed over the whole line and branches, show an average of $8,994 65 per mile.

The whole tonnage of the line for the year, amounted to 2,221,741 tons, of which there were of through freight:

Westward	196,314 tons.
Eastward	376,875 "
Local freight, East and West	1,619,552 "

The earnings upon through freight were 1.27 cents per ton per mile. Upon local freight, 2.45 cents per ton per mile.

Total number of passengers carried during the year, Eastward	847,389
Total number of passengers carried during the year, Westward	859,345
Total	1,706,784

The average amount per mile, exclusive of mileage and season tickets, was 3.023 cents.

New connections with Western Roads have been made during the year. The Missouri, Kansas and Texas Road, about 800 miles in length, has been completed to Hannibal, with which your road makes connection, presently, over the Quincy, Alton and St. Louis Road, between Quincy and Hannibal, a distance of about 18 miles. From this connection, though made late in the year, a very considerable business has already grown up, and, prospectively, this road is regarded as among the best of the Western connections of your line.

By an arrangement with the Kansas City, St. Joseph and Council Bluffs and the St. Joseph and Topeka Railroad Companies, your line is brought into connection with the Atchison, Topeka and Santa Fe Road, now about 500 miles in length, the Atchison and Nebraska Road, about 150 miles long, and the Central Branch of the Union Pacific, 100 miles in length, at Atchison, by which it is hoped that the business of your road will be largely increased.

The business interchanged with the Nebraska Roads, especially the Burlington and Missouri River Road in Nebraska, has grown rapidly during the year.

The quantity and quality of the wheat crop of Nebraska, and the great number of Texas and native cattle fed in that State, cannot fail to make this last-named road a valuable feeder, and perhaps the very best with which your road makes connection.

The detailed statement of the freight auditor, attached to this report, will give all needful information relative to the amount of freight transported, and the amount and character of the business with the various connections on the branches and upon the main line.

The construction account has been increased by the addition of $752,882 15; equipment account by $370,707 07. The principal items in the increase of these accounts are:

For cost of steel rail in excess of cost of iron, in Illinois	$168,520 89
For cost of steel rail in excess of cost of iron, in Iowa	86,340 82
Buildings in Illinois, principally on the new shops at Aurora	65,154 62
In Iowa	46,728 45
Locomotives	156,720 00
New freight cars	534,358 96
For new side tracks, of which there have been laid something over seventeen miles	68,443 43

As it is probable that no large additions will be made to the equipment during the ensuing year, or to the buildings upon the line, and as it is not expected that any unusual or new construction is to be undertaken, the construction account for the ensuing year will, in all probability, be less than it has been in any previous year.

At the commencement of the winter, the track of the road was, and still is, in excellent condition, better, perhaps, than ever before, owing, among other things, to the larger amount of steel rail in the track, and the absence of severely cold weather; and this, notwithstanding the expenditures for repairs have been much less during the year than in the previous one.

There have been laid of steel rail during the year, in Iowa, 21.39 miles, and in Illinois, 44.17 miles, making a total number of miles of steel rails now in the track, 199.71 miles.

As stated, there has also been constructed 17.87 miles of new side-track, much of which was in the Chicago yards.

There have been rebuilt 7,133 feet of wooden bridging; 5,686 feet of it in Illinois, on the main line between Peoria and Burlington, and 1,447 feet in Iowa, a large portion of which amount was carried away by the floods of the year.

One hundred wooden bridges and culverts have been filled or replaced with masonry on the Burlington and Missouri River Railroad in Iowa, making 1.08 miles of wooden bridges taken out during the year, the cost of all which has been charged to repairs, except the sum of $5,778 81, which is for the excess of the cost of masonry and iron over wood.

The total length of the main line and branches is 1,268 miles. Total amount of double or second track, 61.5 miles. Total amount of side track on the road, 215.40 miles. It is hoped that the cost of maintenance of track for the ensuing year will be still less than it has been during the one now closed.

There has been brought into the equipment of this company since the last report, the entire equipment of the Burlington and Missouri River Railroad. In addition thereto there have been constructed during the year, 2 passenger coaches, and 7 destroyed by fire; 5 baggage, mail and express cars, and 1 destroyed by fire; 564 freight cars, and 12 destroyed by fire; 4 new way cars, and 60 new platform and coal cars. Ten new engines have been purchased during the year.

The present equipment of the company is as follows: Engines 288; passenger cars 110, pay car 1, baggage, mail, and express cars 63, freight cars 4,132, platform and coal cars 1,697, way cars 115, refrigerator car 1, dump cars 40, wrecking and tool cars 4, pile driver, 1, hand cars 407, rubble cars 357.

The repairs upon cars and locomotives have been well kept up, and the end of the year finds the entire equipment in as good condition, and it is thought better than it was at the commencement of the year.

LAND DEPARTMENT.

It will be recollected that there were grants of land made by the general government to the Burlington and Missouri River Railroad Company, to aid in the construction of their road in Iowa.

Under the several Congressional and Legislative Acts making these grants, there has been a large amount of litigation occasioned by pre emption, homestead and swamp land claims so called, and it has required much time and considerable expenditure to settle the rights of different parties to the land supposed to be covered by these grants.

These disputes are not yet ended, nor is it possible at present to state with certainty what will be the result in some of the pending suits.

The total number of acres, however, which the company may expect to realize under these grants may be stated, with a near approach to accuracy, at 359,708.45 acres.

Of this amount there are affected by unsettled claims (but to which it is hoped the company will be successful in establishing its title) as follows:

By homestead settlers	600 acres.
" pre emption "	6,000 "
" Mills County	14,000 "
Leaving undisputed	339,108.45 acres.

There have been sold of these lands:

January 1st, 1874	220,584.22 acres.
Less cancelled entries	17,882.50 "
Leaving	202,707.72 acres.

at an average of $11 92.3 per acre, aggregating in amount, $2,416,556 78. There remains to be sold, if the title to all the lands shall be made good, 157,006.73 acres, which at the same rate per acre would realize the sum of $1,871,991 24. The price above named is not perhaps an over estimate of the value of the unsold lands, since the rates at which these lands have been sold have constantly appreciated.

For lands sold prior to and during the year 1870, an average of $11 44 per acre was realized, while for those sold in 1873, $12 81 per acre was obtained.

Should this estimated value be made good for the land yet unsold, there will be received from the entire grant the gross sum of $4,288,548 02.

The land has mainly been sold on a credit of ten years, under contracts bearing interest at the rate of six per cent per annum, and imposing upon the purchaser the payment of all taxes subsequent to the sale. In order that the company should be relieved of the burden of taxation on the lands as soon as practicable and the fund derivable from them be made to bear interest, it was deemed best for the company to secure the earliest possible sale. A land department was accordingly organized, and every effort made to bring the lands to the favorable notice of purchasers, both in this country and in Europe.

The rapidity and the price at which sales have been made have fully realized every reasonable expectation.

This result, however, has not been reached without very considerable expenditure. Prior to April 1st, 1870, at which time the lands were first brought into the market, there had been expended in examining, surveying, appraising the lands, &c., $97,586 32. Expenses of land department since that time, $193,149 04.

These expenses, apportioned upon the gross amount of lands sold, including canceled entries, (for the amounts forfeited under them more than make good the sums expended upon the lands covered thereby,) leaving the unsold lands free, makes the average expenses 87.56 cents per acre on lands sold during the four years, and 7.82 per cent upon the amount of sales.

There have been paid for taxes on the whole grant, $123,693 41, which apportioned on the lands sold, leaving balance of grant free, gives an average amount of 56.08 cents per acre, and 4.69 per cent on the amount of such sales.

The amount of expenses and taxes apportioned on the lands sold, leaving unsold lands free of charge, gives an average of $1 48 per acre for lands sold, and 12.01 per cent on the gross amount of sales.

The total expenses of the land grant to date, including preliminary expenses prior to April 1st, 1870, above mentioned, and all taxes paid, is $414,428 77, an average per acre upon the whole grant of $1 15, and upon lands sold, leaving balance of grant free, of $2 01 per acre. Since all the machinery necessary for the sale of these lands has been organized, and is now in operation, it is believed that the cost per acre for the sale of the balance of the land will be considerably reduced.

The gross amounts of receipts of this department have been as follows:

Principal	$299,339 51
Interest	347,041 47
Town lots and incidental receipts	2,793 63
Total	$649,174 61
From which deduct amount paid expenses and taxes as above	414,428 77
Leaving balance	$234,745 84
Amount paid over to sinking fund	$212,863 75
Bills receivable and cash	21,882 09
	$234,745 84

It will be observed that there has been expend-

ed in the sale of lands, payment of taxes, etc., only $67,887 80 of the amount received on account of principal of the purchase money of lands sold, the balance having been received on account of interest.

The net proceeds from this grant are pledged to the payment of principal and interest of $5,058,850, of what are designated in this report as Burlington and Missouri River Railroad seven per cent land grant and road mortgage bonds, by the terms of the mortgage securing the same, and are to be paid over to the trustees in that mortgage, who are also the custodians of the sinking fund for that purpose.

Attention is called to a portion of the report of the land commissioners herewith published, which will give you more in detail the transactions of the land department for each year since its organization.

The capital stock of the Burlington and Missouri River Railroad Company and branches has been increased during the year by the conversion of bonds, $357,000. By the issue of stock previously subscribed and fully paid up during the year, $8,280. In all, $365,280. This increase, however, has been counterbalanced, and a further reduction in the stock of that company made by the retirement and cancelation of $1,230,400, in certificates theretofore held by this company, and for which its own stock was substituted, as previously stated in this report.

The bonded indebtedness of that company has been reduced $357,000 by the conversion into stock as above stated.

The capital stock of the Chicago, Burlington and Quincy Railroad Company has been increased $1,244,100, by the substitution of its own for the stock of the Burlington and Missouri River Railroad Company, canceled as above, and the issue of 137 shares in addition used in the adjustment of dividend No. 25, as also hereinbefore stated.

The bonded indebtedness of this company has been increased $19,000 by the exchange of that amount of seven per cent mortgage bonds of July, 1873, for a like amount of Ottawa, Oswego and Fox River Valley Branch Bonds, and $27,650 by the issue of its plain seven per cent bonds in the adjustment of fractions under the distribution of bonds, made for the purpose of equalizing the stock of the two companies, as of the 31st of December, 1872.

A summary statement taken from the treasurer's report shows that the entire property, of whatsoever kind, and liabilities of the company, on December 31st, 1873, were as follows:

Permanent investment		$58,060,454 84
Capital stock	$26,429,562 26	
Bonded liability, bearing interest, including branch bonds	25,483,825 00	
Scrip issued to pay for Northern Cross Road, ot bearing interest	103,750 00	
Amount due bondholders Northern Cross Road, as per settlement with them	256 206 95	
Amount of bills and accounts payable, over bills and accounts receivable and cash	500,947 54	
		52,779,292 25
Leaving a surplus of		$5,281,162 07
SURPLUS ACCOUNTS.		
Sinking fund		$1 179,744 88
Income account		8,520,599 00
Total undivided earnings		$4,700,343 88
Profit and loss		321,870 98
Surplus fund		259,447 23
		$5,281,162 09

The treasurer's report, to which reference is had, will give details and additional information relative to the assets and liabilities of the company, its receipts and disbursements during the year.

Many of the stockholders have been apprehensive of injury to their property by reason of legislation in Illinois relating to the freight and passenger tariffs on the roads of that State. It is true that litigation has been occasioned by that act, but it is not thought that it will be of a seriously injurious character in its result. On principle, as well as by authority, it is now understood that the property of a stockholder in a railroad company is as much private property as though of a different kind, and entirely individual in its character; and that, equally with other and individual property, it is entitled to the protection and security thrown around it by the safeguards of the constitution. Your directors believe, that while it is true in reference to such corporate and private property that the State may regulate its use and the manner thereof, so far as the peace, good order, health, comfort, and safety of the public are concerned, it is none the less true that it cannot go beyond this and abridge or take away the right of the railroad company to operate its road, and to fix, adjust, and collect reasonable tolls and charges for transportation thereon. These rights and the money invested in order to their use and exercise, are private property, and not to be destroyed or impaired by legislation without the consent of the owner. So vital and fundamental is this principle under every just administration of law, that it cannot be supposed that it will ultimately be disregarded, either in State or Federal legislation.

The stockholders, therefore, may be assured, that beyond the expense and inconvenience arising from this legislation, there is and can be no ultimate danger to their property from the enactment of the laws referred to, or others of similar nature. On the other hand, good, doubtless, will result from the discussion of the relative rights of corporate and other individual property. Abuses which have grown up in the rapid development of the railroad systems of the country will be corrected; more economical management of railroad property will be had, which will be alike beneficial to the general public, the shipper and the stockholder; the intimate relation of railroad interest to the agricultural, commercial, and other great interests of the State, will be better understood, and it will be seen that the one cannot be interfered with without the others being in like manner affected; and that the former cannot be destroyed and the others maintained.

In concluding this review of the year's business, it is proper to call attention to the fact, that by reason of the financial crisis of September, and the consequent impossibility to obtain currency in the west to move business, the live stock traffic of the road was completely blocked, and so continued for a considerable time. The movement of grain, and the other business of the road was in like manner affected, but not to the same extent. The influence of this national calamity continued to weigh upon the business of your road to the end of the year. It diminished its volume, and to a corresponding extent limited the earnings of the company. It may also be stated, that in the country tributary to the line of your road the harvests of the last year were not as abundant as those of the previous one, though perhaps of an average yield. In consequence of low prices in the market and the scarcity of money, much of the crop of 1872 was still waiting shipment when the new crop of last year was being gathered, so that there is now in the country as much grain to be transported to market as there was last year at this time. For all this there is a demand, and at such remunerative prices as renders it certain that it will come out. Cattle, to come forward during the year, are in greater numbers than in the last; and there is no reason to suppose that the hog crop, which was large in the year now closed, will be less for the ensuing one.

As transportation into the country must and will increase with the amount carried out, there is every reason to expect that the business of your road will be as large and as profitable for the coming year as it has been for the past. Indeed it is confidently believed that the gross earnings will be greater and the expenditures less.

All of which is respectfully submitted.

J. M. WALKER, President.

Chicago, Jan. 1, 1874.

GENERAL ACCOUNT, DECEMBER 31, 1873.

Capital stock		$19,897,010 00
Amount of B. & M. R. R. R. stock outstanding Dec. 31, 1873		6,582,552 76
		$26,529,562 76
Funded debt, ($18,855,575) viz:		
Trust mortgage convertible sinking fund 8 per cent bonds, payable January 1, 1883		150,000 00
Trust mortgage inconvertible sinking fund 8 per cent bonds, payable January 1, 1883		2,592,000 00
Trust mortgage 7 per cent bonds, payable October 1, 1890		680,000 00
Seven per cent bonds, payable January 1, 1896		7,029,875 00
Second mortgage bonds issued on account of Northern Cross road, payable at Frankfort-on-the-Main, interest at 4½ per cent to July 1, 1875, and at 4 per cent from July 1, 1875, to July 1, 1890		941,000 00
C., B. & Q. scrip of 5 semi-annual installments of $21,750 each payable July and January at Frankfort-on-the-Main, issued on account of Northern Cross R. R.		108,750 00
B. & M. R. R. R. Road bonds	$2,600 00	
B. & M. R. R. R. bonds	5,058 350 00	
B. & M. R. R. R. bonds, second series convertible	600,000 00	
B. & M. R. R. R. bonds, third series convertible	566,000 00	
B. & M. R. R. R. bonds, convertible of 1879.	340,000 00	
B. & M. R. R. R. bonds, convertible of 1889.	430,500 00	
B. & M. R. R. R. bonds, convertible of 1894.	356,500 00	
		7,353,950 00
Total funded debt, bearing an average rate of 7.07 p. c. interest		$18,855,575 00
Amount due under degree of court forclosing the mort. on the N. C. R. R., not yet called for by the bondholders, and therefore retained by order of the court		256,206 95
Contingent liabilities ($6,737,000):		
American Central Railroad bonds		736,000 00
Peoria and Hannibal R. R. bonds		600,000 00
Keokuk and St. Paul R. R. bonds		1,000 000 00
Dixon, Peoria and Hannibal Railroad bonds		800,000 00
Carthage & Burlington R. R. bonds		600,000 00
Quincy & Warsaw Railroad bonds		800,000 00
Ottawa, Oswego and Fox River Valley Railroad bonds		1,241,000 00
Illinois Grand Trunk R. R. bonds		960,000 00
Unclaimed dividends	$7 449 71	
Unpaid accounts and pay rolls	276,879 58	
Bills payable	1,150,188 63	
B. & M. R. R. R. Land Grant	212,562 26	
		1,647,030 18
Sinking fund		1,179,744 88
Income account		8,520,599 00
Surplus fund		259,447 23
Profit and loss		321,870 98
		$59,206,586 98

Cost of construction of 400 miles of road, including balance of cost of Northern Cross, Peoria and Oquawka, and Lewiston Branch Railroads	$23,214,731 81	
Cost of equipment	6,521,594 80	
	$29,736,326 11	
Construction B. & M. R. R. R., Dec. 31, 1872	14,025,300 88	
Equipment B. & M. R. R. R. Dec. 31, 1872	2,108,137 54	
	$45,869,764 53	
Cost of branch roads:		
American Central Railroad	1,375,673 11	
Peoria and Hannibal Railroad	969,062 41	
Keokuk and St. Paul Railroad	1,476,925 05	
Dixon, Peoria and Hannibal R. R.	965,080 61	
Carthage and Burlington Railroad	824,799 80	
Quincy and Warsaw Railroad	932,343 48	
Ottawa, Oswego and Fox River Valley Railroad	1,629,872 26	
Dixon and Quincy Railroad	79,929 47	
Illinois Grand Trunk Railroad	1,462,256 28	
Chicago and Rock River Railroad	605,301 82	
	$10,320,243 74	
C. H. Force & Co.	$26,998 82	
Chicago and Iowa Railroad stock	664,000 00	
Pullman Palace Car Company stock	137,200 00	
Union stock yards & Transit Co. stock	237,600 00	
Chicago teams	6,000 00	
Material on hand for future use	798,647 25	
	1,870,446 07	
Due from accounts and bills receivable	$1,066,684 28	
Due from P. O. depart.	29,821 07	
Due from agents and connecting roads	18,562 35	
Amount in New York, Boston & Treasury.	31,014 94	
	1,146,082 64	
	$59,206,536 98	

President.—James M. Walker.

Directors.—Erastus Corning, Albany, N. Y.; John C. Green, New York; Sidney Bartlett, John W. Brooks, John A. Burnham, John N. Denison, John M. Forbes, Nathaniel Thayer, Boston, Mass.; John N. A. Griswold, Newport, R. I.; James F. Joy, Detroit, Mich.; Chauncey S. Colton, Galesburg, Ill.; James M. Walker, Chicago, Ill.

Chairman of Board.—John N. Denison.

General Superintendent.—Robert Harris.

Treasurer and Secretary.—Amos T. Hall.

Proposed New Railroad from Southingham to Boston.

A meeting of gentlemen interested in the building of a new railroad from Boston to South Framingham was held in Boston on the 27th ult.

The meeting was organized by the choice of William E. Baker, Esq., of Wellesley as Chairman, and Francis L. Hill as Clerk. Plans of the routes, which have been surveyed, were shown, and after considerable discussion the following one, surveyed by Mr. Ellis, was adopted: Commencing at South Framingham and passing through North and South Natick, Wellesley, Needham Centre, Newton Upper Falls and Highlands, Brookline, West Roxbury and Dorchester to Boston; connecting at South Framingham with the Boston and Albany, the Boston, Clinton and Fitchburg Railroads and the Hoosac Tunnel Routes; at Newton Upper Falls, by the Woonsocket Division, with the Boston and Albany Railroad; at Forest Hills, with the Boston and Providence Railroad; at Harvard street, Dorchester, with the New York and New England Railroad, thence connecting with the Old Colony Railroad.

The following gentlemen were chosen as preliminary directors: William E. Baker and Edward Atkinson of Boston; Jackson Bigelow and Joshua Parmenter of South Natick; James McIntosh of Needham, Riley Pebbles of Natick, Otis Pettee of Newton and Willard A. Humphrey of Brookline.

Mr. Baker stated that the cost of the road would be from $400,000 to $450,000, and he was of the opinion that the capital of the company should be $500,000 or more, in order to put the road in running order, provided they saw fit to operate it themselves. The amount of capital was, however, left with the directors, as also was any alterations in the route. After voting full powers to the directors to fill vacancies, the meeting adjourned subject to the call of the chairman of the board.

A Six-Acre Rolling Mill.

The Phœnix Iron Company, whose great works are at Phœnixville, Pa., about an hour's railway ride up the Schuylkill, have nearly completed a new rolling mill building, which is noteworthy in several respects. It is believed to be the largest single mill building, under one roof in this country. The ground plan covers about six and a quarter acres of ground. Its longest dimensions is nine hundred and thirty eight feet, and its breadth is two hundred and ninety feet. The principal material of the building is rolled or wrought iron, the roof being slate. Considering the heavy character of the principal material, is is difficult to conceive the light and airy appearance of the immense structure. The whole of the upper part of the building rests upon about two hundred and fifty wrought iron flange columns of three-eighths thickness of iron of the well known Phœnixville pattern. These rise about thirty feet to the eaves of the roof, and are but eight and a half inches in diameter through the cylinder, and about twelve inches in diameter from the tip of one flange to the tip of the flange on the opposite side of the column. At a short distance they look very slender, considering the great expanse and weight of the superstructure they have to support, but they have been proved to be capable of sustaining many times the greatest weight or force they are ever likely to have to resist. The roof rises to the height of sixty feet at the ridge, the framework being exclusively of wrought iron, firmly braced and tied with rods and links.

The building is erected simply for shelter for the engines, furnaces, rolls and other machinery found to be necessary for the enlarged business of the company, a great deal of which is iron for bridge building, to fill orders of Clark, Reeves & Co. The furnaces, engines and machinery will cost nearly a million of dollars. The cost of the six and a quarter acre building, when completed, will be about $280,000. It is light, airy, strong and economical. It seems to combine the maximum of strength with the minimum expenditure of materials, and may be considered a fine specimen of American progress in structures for iron mill purposes.—*Philadelphia Ledger.*

☞ A Lebanon Valley branch, eight miles long, is to be built from Hummelstown, southward to Middletown, on the Pennsylvania road, to serve as a short cut line for freight, mainly coal and lumber, now carried on through Harrisburg.

☞ The Great Western Railway Company of Canada have issued a letter stating that the dividend for the past half year can only be at the rate of 2½ per cent per annum, and not 3½, as was officially advised from Canada.

Debt of Milwaukee.

EXTRACT FROM THE ADDRESS OF THE MAYOR.

The outstanding indebtedness of the city is as follows:

Old dredging bonds	$1,000 00
Readjustment bonds and scrip	426,398 70
General city bonds	241,000 00
Water bonds	1,400,000 00
City scrip	189,588 04
	$2,264,986 74

To this must be added $100,000 bonds issued to the Beloit Railroad Company, and $100,000 issued to the Superior Railroad Company—making a total outstanding indebtedness of $2,464,986 74. The accrued interest on the last bonds, declared valid by judgment of the Supreme Court of the United States, has been settled by the issuance of—

General city bonds	$91,000 00
General city scrip	234,243 72
Total	$325,243 72

Of which scrip the amount of $47,655 68 due February 1, 1874, has been paid from the tax levied for that purpose. There are still outstanding, two judgments,

One of	$13,365 85
"	3,340 82
Total	$16,706 17

To meet which we hold—

General city bonds	$9,000 00	
" scrip	15,756 28	
		$24,756 28

The Beloit bonds mature June 1, 1876, and the Superior bonds Jan. 1, 1877, at which time provision should be made for their retirement.

Aside from the above there is still outstanding city bonds in aid of railroads, $514,000, as follows:

Green Bay, Milwaukee and Chicago Railroad	$200,000
La Crosse and Milwaukee Railroad	200,000
Milwaukee and Fond du Lac Railroad	114,000

These bonds have all matured, and are probably paid by the respective railway companies assuming them. It is the duty of the Common Council to see those bonds and coupons presented to the commissioners of the public debt for cancellation.

☞ An engine to be run on passenger railways by means of compressed air is now being built at the Baldwin Locomotive Works, Philadelphia, for a gentlemen of Louisville. It is direct acting, and has four large tanks, which are to be filled at the end of the route with compressed air, at a pressure of 200 pounds to the square inch.

☞ The Sunbury and Lewistown Railroad, which has been leased as a branch line by the Pennsylvania Railroad Company, is to be sold at auction on Tuesday, May 5, by order of the Supreme Court of Pennsylvania, in foreclosure of the mortgage to Edward P. Mitchell and James Pollock, Trustees.

☞ Work on the Baltimore, Chesapeake and Delaware Bay Railroad has commenced, and laborers are grading the bed of the road between Queenstown and Harrington, Del. Contracts have been made for the iron rails, three locomotives, and passenger and freight cars.

☞ A special meeting of the stockholders of the California and Texas Railway Construction Company is called for the 6th of May, at the office of the company, in Philadelphia, to consider a plan to be submitted by the directors for a re organization of the company.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific:													
1867	35,100	51,831	69,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,451	106,836	164,729	259,590	251,833	262,770	294,422	266,502	342,745	2,300,767
1869	212,604	218,962	391,306	486,048	568,270	558 080	532,657	511,854	609,768	579,642	535,366	467,659	5,670,883
1870	413,104	394,176	488,332	633,768	768,720	729,274	783,100	807,816	787,184	828,447	777,513	588,692	7,995,116
1871	536,499	485,490	614,447	720 929	892,841	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	592,228	571,880	876,763	949,568	1,280,923	1,138,273	1,274,510	1,271,629	1,254,689	1,285 567	1,299,900	1,037,992	12,734,729
1873	852,860	694,015	989,778	1,132,920	1,356,378	1,313,790	1,211,765	1,258,500	1,392,125	1,423,875	1,296,812	1,072,750	13,935,969
1874	848,558	794,000	867,666	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,282	506 623	468,212	397,615	340,851	4,681,863
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	553,235	342,360	884,999	388,964	461,290	466,097	533,655	554,163	507,617	478,227	455,007	377,687	5,278,910
1872	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	451,315	352,804	5,156 326
1873	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,558	564,633	410,907	344,046	5,497,541
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366.100	281,334	296,169	473,186	551,122	435,945	407.088	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	609,605	729,769	716,378	563,400	6 114,566
1865	541,005	492,104	499,296	468,358	585,028	747,942	702,691	767,508	946,707	932,683	754,971	847,842	7,976,490
1866	528,566	399,917	523,845	537,519	558,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,396	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,032,739
1868	734,890	807,478	850,102	1,004,597	1,211,150	1,180,933	1,076,674	1,251,040	1,507,479	1,570,067	1,107,084	1,001,987	13,301,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 366 673	1,371,780	1,140 145	845,708	13,356,467
1870	706,025	733,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,491	12,203,403
1871	666,423	602,182	774,924	787,041	1,094,101	952,890	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873	752,468	765,249	967,256	1,084,023	1,266,072	1,309,578	1,240,987	1,284,094	1,071,448	1,451,827	1,039,306	1,019,501	13,816,465
1874	903,490	903,021	1,039,986	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland C Conell i.,													
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	208,069	226,897	244,182	248,046	260,169	274,021	249,355	319,012	317,687	339,230	319,573	284,156	3,275,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417 328	439,581	389,830	358,743	4,402,625
1873	368,921	413,043	448,924	413,443	436,469	411,260	393,406	465,503	493,796	423,893	327,804	322,596	4,857,413
1874	368,053	276,099	318,976	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie.													
1871	1,055,468	971,193	1,201,500	1,253,985	1,443,272	1,656,415	1,720,078	1,661,584	1,704,397	1,694,651	1,483,454	1,417,211	17,898,327
1872	1,382,994	1,294,076	1 460,174	1,448 813	1,775,324	1,463,961	1,560,023	1,625 243	1,643,464	1,748 752	1,704,374	1,392,615	18,694,096
1873	1,326 505	1 329,492	1,515,382	1,541,958	1,754,821	1,717,593	1,685,384	1,774,570	1,918,247	1,882,421	1,560,023	1,625,129	19,631,781
1874	1,462,650	1,273,775	1,413,223	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,825	889,967	931,530	685,401	681,041	7,317,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,408	814,413	696,677	8,823,482
1870	623,383	661,780	601,326	555,067	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624 744	559,617	563,598	620,228	713,182	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,436	531,627	575,393	559,871	648,956	669,383	609 846	783,255	744,782	881,693	696 475	698,063	8,026,754
1873	602,241	597,429	660,759	553,912	635,459	742,600	648,840	769,748	884,485	797,121	636,039	703,692	8,226,325
1874	611,491	538,068	567,554	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	173,673	152,264	267,411	303,915	306,944	296,086	252,723	332,655	365,446	337 999	303 305	210,197	3,321 518
1872	189,606	191,788	300,783	322,875	341,843	322,359	329,838	357,302	319,468	449,418	314 513	273,240	3,993,183
1873	150,567	194,786	300,719	352,300	332,764	314,614	323,231	328,189	333,785	392,510	265,217	201,492	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,180,847	1,295 369	1,368,945	1,402,597	1,345,316	1,235,286	14,797,975
1872	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459 360	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873	1,412,868	1,549,286	1,735,786	1,694,543	1,680,968	1,585,365	1,451,762	1,582,531	1,776,420	1,742,516	1,375,556	1,546,983	19,134,136
1874	1,519,249	1,305,132	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1871	130,883	128,224	140,740	113,173	119 650	115,115	118,572	127,341	166,191	175,436	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	146,858	158.717	154,587	149,550	162,521	191,841	208,977	207,911	204 195	2,029 927
1873	169 843	161,132	178,009	187,439	193,148	194,787	176,205	172,496	207,529	184,191	151,793	150 301	2,126,875
1874	171,028	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,514	408,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	405,283	368,187	326 891	378,880	487,990	511,447	453,873	387,827	4,755,958
1871	418,755	442 665	486,980	470,703	480,847	427,096	422,015	529,899	628,660	582,802	547,434	507,050	5,940,102
1872	411,113	384,058	449,453	486,550	487,282	398,300	402,084	466,101	536,603	641,807	487,603	464,163	5,608,117
1873	379,836	440,261	567,314	556,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1869	454,590	330,400	420,951	460,268	630,844	678,923	586,831	525,547	724,732	1,040,102	801 126	496,561	7,230,069
1870	396,171	382,823	377,571	443,132	730,700	755,787	636,434	661,020	868,318	903,313	791,014	529,758	7,420,421
1871	396,760	327,481	400,149	483,834	662,368	658,017	491,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,966	387,565	426,223	474,188	580,432	594,769	488,348	565,729	811,961	960,945	902 858	613,787	6,957,771
1873	334 715	423,716	555,005	569,236	805,799	929,210	834,320	767,803	1,193,209	1,012,704	771,800	813,200	9,040.717
1874	644,400	667,500	576,620	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	202,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,560	288 221	263,828	260,449	343,195	353,677	341,373	321,659	236,103	3,438,930
1871	212,065	219,504	319,765	286,416	284,782	275,351	237,540	329,270	364,128	369,887	335,108	299,552	3,630,696
1872	254,319	238,823	308,591	305,755	289,560	304,512	265,406	315,699	338,497	384,193	337,920	360 404	3,678,682
1873	227,897	261,346	344,632	321,047	301,521	272 600	267,734	325,093	382,098	353,163	308,632	206,100	.....
Philadelphia and Reading:													
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,119,489	1,241,903	1,199,091	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,501	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	637,080	12,500,064
1872	657,318	645,090	823,683	1 044,251	1,116,387	1,167 008	1,071 407	1,142,241	1,191,695	1,522,847	1,127,031	891,791	12,199,748
1873	742,641	746,100	1,258,470	1,379,009	1,308,450	1,382,096	1,221,543	1,446,247	1,547,475	1,486,091	1,324,349	.....	.....
St. Louis, Alton and Terre Haute:													
1869	132,623	127,817	175,960	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,396	158,788	172,216	172 347	155,081	150,719	129,567	167,305	158,627	168,285	152,909	137,794	1,871,031
1871	143,466	124,810	154,697	140,302	134,390	139,761	153,671	165,107	188,442	186,489	162,515	102,996	1,786,547
1872	164 525	137,678	162,336	156,134	148,279	138,503	123,994	169,459	179,457	216,177	177,327	158,700	1,927,471
1873	144,209	159,454	177,514	170,218	161,300	165,260	151,532	165,610	178,302	200,646	132,892	132,752	1,912,689
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103.716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,286
1871	126,218	122,873	144,533	125,212	117,664	114,786	115,016	131,484	141,165	175,792	154,427	169,607	1,545,763
1872	173,707	156,292	181,055	178,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	153,254	229,260	208,140	230,300	195,480	179,261	206 190	205,500	186,845	160,800	122,657	2,223,647
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	256,825	260,529	298,344	283,833	454,209	450,208	429,606	323,270	300,489	4,013,206
1869	284,193	240,395	242,705	311,833	312,570	348,891	310,800	450,246	4.0,720	422,309	323,817	434,284	4,242,343
1870	257,964	293,645	295,270	318,599	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,909	439,515	553,994	552,079	558,817	600,205	531,080	516,935	5,736,566
1872	439,780	431,949	460 646	447,311	510,792	462,868	434,465	614,175	565,811	621,351	489,341	466,081	5,944 570
1873	370,290	405,110	471,301	446,527	470,598	541,191	483,399	642,209	593,504	538,251	414,928	492,707	5,864,076
1874	423,343	400,984	404,699	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1866	.....	.....	.....	.....	797,948	706,602	23,530	617,585	756,467	900,665	837,283	716,329	5,700,133
1870	526,529	500 159	539,223	704,808	802,586	746,450	643,038	864 051	728,521	719,693	570.168	508.053	7.654,094
1871	479,513	373,925	490,599	584,640	724,465	725,174	678,098	681,865	800,402	777,362	708,142	489,932	7,521,683
1872	378,936	434,115	566,861	741,802	880,442	825,450	743,882	759,567	863,754	986,706	915,727	757,551	8,892,606
1873	523,975	491,784	709,289	881,266	1,007,851	939,865	876,833	837,277	1,068,937	1,170,586	970,660	768,833	10,256,104
1874	620,715	607,990	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Veto of the Twelve-Hour Law.

Below we give the veto message of the Governor of California of the Twelve-hour Law for Conductors and Drivers on Street Railroad Cars:

STATE OF CALIFORNIA, EXECUTIVE DEPARTMENT. }
SACRAMENTO, March 25th, 1874. }

To the Assembly of the State of California:

I respectfully return to your honorable body Assembly bill No. 111—"an act to amend the Political Code of the State of California, and to protect the health and regulate the hours of labor of street car conductors and drivers, and to amend Section 3,244 of said code"—without approval. Section 3,244 of the Political Code reads: "Eight hours of labor constitute a day's work, unless it is otherwise expressly stipulated by the parties to a contract." The bill under consideration provides: 1. That twelve hours shall constitute a day's work for the drivers and conductors of street cars for the carriage of passengers, and "that any contract for a greater number of hours of labor in one day shall be void; and every such person laboring over twelve hours in one day shall recover from his employer one dollar for each additional hour as a penalty."

2. That any corporation, owner, agent or Superintendent who shall knowingly employ any person as conductor or driver of a passenger-car upon a street railroad for more than twelve hours in any one day shall forfeit the sum of $50 as a penalty for such offense to the use of the person prosecuting any action therefor.

The bill as an amendment to existing laws is upon the theory that all men of lawful age, except insane persons and the drivers and conductors of cars upon street railroads, can make their own contracts for wages and hours of labor. It does not even exempt from the operations of the general law any other classes—as hostlers, ticket clerks, or mechanics—of the employees of the street railroads. It is special legislation in regard to two classes of persons, and can only be justified upon the assumption that their necessities are so extreme they are compelled to accept bargains so unconscionable that the law will interfere. I am clearly of opinion that under the operation of the inexorable law of supply and demand the wages of labor cannot be fixed by legislative enactment, and that the practical effect of this bill would be to reduce wages in the two instances specified, in the same proportion as the hours are reduced, and compel an additional reduction by the friction it creates. The laborer too often has to sell Monday's labor to buy Tuesday's bread, and every artificial obstruction in the sale of Monday's labor only tends to make the bread of Tuesday harder and scanter.

The bill, in effect, says to the man seeking employment as driver or conductor, "Whatever may be your necessities or hopes, you shall not labor for one employer more than twelve hours per day."

All occupations are equally open to drivers and conductors with all other men. Can the law make a better contract for them than they can make for themselves? If a man prefers to work in his vocation fifteen hours for $2 50 rather than twelve hours for $2, is the law which prevents him a substantial kindness to him? That the necessity which lies behind such a choice, or which induces him to make either contract, is a hardship, is too true. If the law could remove that, it would indeed be blessed. But, since it cannot, does not attempt it, cannot even judge of its extent in individual cases, is it wise to prevent the individual from making his own choice in his own individual case?

No man will accept employment for more than twelve hours per day, except to escape from some greater hardship. Is it right to close this avenue of escape—to cut off his right to choose for himself between want in his family and extreme toil for himself.

The classes this bill seeks to benefit would hardly admit that there was anything in the nature of their employment to differentiate it from that of all other free labor, and assimilate it to that of servitude, which the law must of necessity regulate in the absence of free agency.

The fact that any man in a land of plenty is compelled to work more than twelve hours a day to procure bread for his family is a sad commentary upon our civilization and society—the more sad when we know there are hundreds of applicants for no poor a boon as the opportunity to do so. The great evil is, not that a few men in one employment do this, but that there are so many who would be glad to. If the necessity for laboring for disproportionate pay, or of devoting the natural hours of rest and recreation to severe toil were peculiar to the classes named, the law might possibly modify the wrong; or, it is more reasonable to think, society itself would soon supply a complete remedy. It is because the same unadjusted conflict between the right and the wrong is active and clearly visible in many other occupations, that legislation looking only to one feature of a vast system is of questionable power. To remember the car-driver and forget the seamstress; to pity and provide for the conductor and forget the many who have equal claims to consideration; to guard one class against oppression and neglect a large number, in whose tacit demands for relief precisely the same principle is involved, is to invest the statute with a character which is partial, and is to make the law invidious. Over work and under pay are common factors in a great problem; they constitute an evil in all countries. This great central evil there is no attempt to reach. In the sharp competitions of society, in the relations between capital and labor, which are the outgrowth of our imperfect civilization, perhaps any attempt to reach it by direct legislation would be futile. It is a part of the theory of our government that its adult citizens are free agents; that they can select their employments, and judge of their abilities and necessities to better advantage for themselves than the State can for them. Deeply convinced that this bill is in contravention of that theory, and that its practical effect would be an injury to the class it seeks to benefit, I am constrained to return it without approval.

NEWTON BOOTH, Governor.

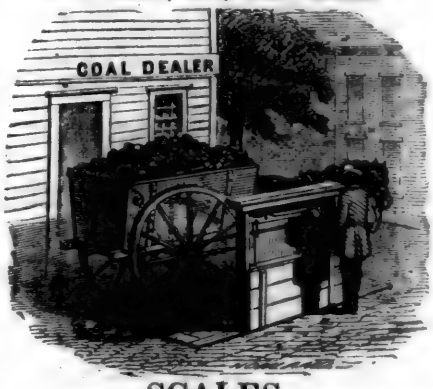
The Iron Business.

We believe the New York *Times* correspondent is altogether too sweeping when he includes the railroad supply business, such as the furnishing of bolts, spikes, locomotives, fishplates, bridge iron, etc., in the general depression of trade. At least, our impression is that the numerous establishments in this city, which manufacture these articles, are in a very satisfactory state. Of course the railmaking proper is depressed, but the consumption of iron by roads is so rapid, and constantly going on, that demand for new rails must spring up very soon. The life of a rail is not longer than three years, and as many corporations have been compelled very largely, to forego replacement of worn out rails during the last seven or eight months, it can be readily seen how soon the demand will spring up again. The correspondent quoted, after having had an interview with Mr. Morrell, of Johnstown, says that "sooner or later, the railroad companies must go into the iron market as heavy buyers. Several gentlemen with whom I have discussed this matter, agree with Mr. Morrell in saying that the companies have, for the last six months, only bought twenty-five per cent of the ordinary requirements for renewals and repairs; and they do not hesitate in asserting that, if the companies do not soon do something to put their lines in first-class running order, there will be some terrible disasters recorded before the Winter of 1874-'75 passes away. Now, nearly every one I meet says that any prospects for the better in the iron market depend very greatly on the welfare of the railroad iron makers. The railroad iron interest equals in value that of three or four any other branches of iron manufacture. It is an immense consumer of pig-iron, and the price of pig iron rules the price of the ore from which it is made and the iron which is manufactured from it."—*Pittsburg Chronicle.*

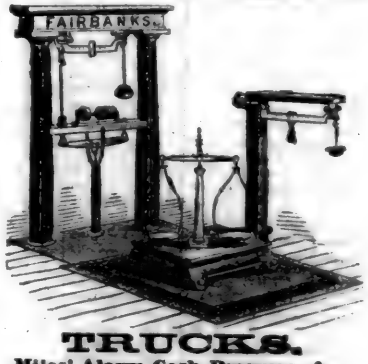
☞ The Lake Superior and Mississippi Railroad, which has for a considerable time been controlled by the Directors of the Northern Pacific Company, on account of its indebtedness to that company, is about to pass back to the management of its original stockholders. The formal surrender of the road and its franchises will take place on the 1st of May.

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FAIRBANKS, MORSE & CO., 48 Wood St., Pittsburgh.
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FAIRBANKS & CO., 302 & 304 Washing'n Av. St. Louis.
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RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq.* 100	$3,280,000	J. & J.	Jan. '74 3½
Allegheny Valley 50	2,236 350	— & —	....
Atlanta and West Point.100	1,232,200	J. & J.	July '73 4
Atlantic and Gulf 100	3,693,200	— & —	....
" " guar.100	786,476	M. & N.	Nov. '73 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Sept. '73 2
" " new 1870.100	1,500,000	— & —	....
Avon, Geneseo & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '74 5
Washington Br. 100	1,050,000	A. & O.	Apl. '74 5
Parkersburg Br. pref.. 50	5,680,686	— & —	....
Berkshire* 100	600,000	J. A. J. & O.	Apl. '74 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N	May '74 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	....
Agricultural Br. guar...100	60,000	J. & D	Dec. '73 3
Bost., Conc. & Mont.* pref.100	800,000	M. & N.	May '74 3
Boston and Lowell.....500	2,852,900	J. & J.	Jan. '74 4
Boston and Maine 100	6,816,307	M. & N.	Dec. '73 4
Boston and Providence..100	3,950,000	M. & N.	May '74 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A	Feb. '74 3½
Burlington and Mo. Riv..100	5,038,000	M. & S.	Mar. '74 5
" " pref.100	1,485,900	M. & S.	Mar. '74 5
Camden and Amboy* ...100	6,847,800	J. A. J. O.	Apl. '74 2½
Camden and Atlantic.... 50	879,020	— & —	....
" " pref. 50	752,700	— & —	Nov. '73 3½
Cape Cod 50	1,020,330	J. & J.	Jan. '72 $2½
Cape May and Millville* 50	447,000	J. & D.	Dec. '73 3
Catasauqua & Fogelsv.. 50	428,900	Novemb.	Nov. '71 6
Catawissa* 50	1,159,800	— & —	....
" pref. 50	2,200,000	M. & N.	Nov. '73 3½
Cayuga and Susq.* 50	589,110	J. & J.	Jan. '74 4½
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	May '74 1½
" " pref.100	709,600	F. & A	Feb. '74 3½
Central of Georgia.....100	4,666,800	J. & J.	July '73 5
Central of New Jersey..100	20,000,000	J. A. J. O.	Apl. '74 2½
Central Ohio* 50	2,425,000	J. & J.	Jan. '74 3
" pref..... 50	400,000	J. & J.	Jan. '74 3
Central Pacific 100	54,275,500	.....	Sept. '73 3
Chemung* 100	350,000	J. A. J. & O	Oct. '72 1½
Cheshire, preferred 100	2,100,000	J. & J.	Jan. '74 3½
Chicago and Alton.....100	8,929,900	M. & S.	Mar. '74 5
" " pref...100	2,425,400	M. & S.	Mar. '74 5
Chicago, Burl. & Quincy.100	19,897,000	M. & S.	Mar. '74 5
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	Jan. '74 4
Chicago & N. Western..100	15,033,480	J. & D.	Dec. '72 3½
" " pref.100	21,289,563	J. & J.	July '73 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Apl. '74 4
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '74 4
Cin., Sand. and Clev.* .. 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	429,048	M. & N	May '74 2
Clev., Col., Cin. & Ind..100	14,991,275	F. & A.	Aug. '72 3½
Cleveland & Mahoning*. 50	2,057,589	M. & N.	Nov. '73 3½
Cleveland & Pittsburg*.. 50	11,236,150	F. M. A N	Feb. '74 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	....
Columbus and Xenia*... 50	1,786,800	M. J. S. D.	Mar. '74 2
Colum. & Hocking Val..100	2,500,000	F. & A	Feb '74 5
Concord 50	1,500,000	M. & N.	May '74 5
Concord and Porta.*.....100	850,000	J. & J.	Jan. '74 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A.	Feb. '74 3
Connecticut River..... 100	1,950,000	J. & J.	Jan. '74 5
Cumberland Valley. 1	1,494,250	A. & O.	Apl. '74 4
Danbury and Norwalk . 50	600,000	M. & N.	Nov '73 5
Delaware*..... 50	1,220,941	J. & J.	Jan. '74 3
Del., Lackaw. & Westn. 50	18,668,850	J. A. J. O.	Apl. '74 2½
Detroit & Milwaukee *.. 50	822,110	— & —	....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	A. & O.	Apl. '74 3
East Pennsylvania*..... 50	1,500,200	J. & J.	Jan. '74 3
East Mahanoy *..... 50	392,950	J. & J.	Jan. '74 3
Eastern (Mass.).....100	4,262,600	J. & J.	July '73 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*.100	800,000	F. & A.	Feb. '74 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '73 2½
" " pref. 50	500,000	J. & J.	Jan. '74 2½
Erie Railway 100	78,000,00.	.....	Oct. '73 1
" pref.....100	8,538,916	.....	Oct. '73 3½
Erie and Pittsburg*..... 50	1,090,250	M. J. S. D.	Mar. '74 1½
Fitchburg 100	4,000 000	J. & J.	Jan. '74 4
Georgia 100	4,156,000	J. & J.	Apl. '74 4
Grand River Val.* guar 100	1,000,000	— & —	....
Grand Trunk, (Ca.) 100	14,367,946	— & —	....
Great Western, (Ca.) ..100	19,237,404	A. & O.	Apl. '74 1½
Hannibal & St. Joseph.100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.). 50	118,850	M. & N.	Nov. '73 5
Harlem Extension 100	4,000,000	— & —	....
Harrisburg & Lancaster* 50	1,132,500	J. & J.	Jan. '74 3½
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '74 4
Huntingdon & Bd Top. 50	880,000	— & —	....
" " pref. 50	450,750	J. & J.	July '68 3½
Illinois Central 100	25,280,510	F. & A.	Feb. '74 4
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S.	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	Jan. '74 3
Jeffersonv., Mad. & Ind.100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*..... 100	1,500,000	J. A. J. O.	Apl. '74 1½
Joliet & North. Indiana*100	300,000	J. & J.	Jan. '74 4
Lake Shore & Mich. So..100	49 466,500	F. & A.	Aug. '73 4
" " (guar.).100	583,500	F. & A.	Aug. '73 5
Lawrence* 50	280,200	— & —	....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	3,739,800	M. & N.	May '67 5
Lehigh Valley 50	21,916,350	J. A. J. O.	Apl. '74 2½
Little Miami* 50	5,871,450	J. A. J. O.	Apl. '74 2
Little Schuylkill* 50	2,646,100	J. & J.	Jan. '74 3½
Long Island 50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '74 4½
Louisville & Nashville...100	8,980,600	F. & A.	Feb. '74 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence 100	200,000	A. & O.	Apl. '74 3
Lykens Valley 20	660,800	F. M. A N	Feb. '75 2½
Macon and Western 100	2,500,000	J. & J.	July '73 5
Maine Central 100	3,400,500	— & —	....
Manchester and Law....100	1,000,000	M. & N.	May '74 5
Marietta & Cincinnati... 50	1,372,891	— & —	....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*..... 100	400,000	F. & A.	Feb. '74 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	18,733,204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323,375	J. & J.	Jan. '74 5
Milwaukee and St. Paul..100	13,398,550	J. & J	Dec. '70 7s
" " pref.....100	10,825,777	F. & A	Feb 74 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '74 4
Morris and Essex* 50	14,008,100	J. & J	Jan. '74 5½
Nashua and Lowell 100	800,000	M. & N.	May '74 5
Naugatuck 100	1,881 900	F. & A.	Feb. '74 5
Nesquehoning Valley*.. 50	1,000,000	M. & S.	Mar. '74 5
Newark and N. York*... 50	977,400	J. & J.	Jan. '74 3½
N. Bedford 100	1,010,100	M. & N.	May '74 4
N. Castle & Beaver Val.* 50	1,800,000	J. A. J. O.	Apl. '74 2½
N. Haven & Northamp..100	605,000	J. A. J. O.	Sept '72 3
New Jersey* 100	7,295,300	J. A. J. O.	Apl. '74 2½
New London Northern*100	1,418,800	J. & J.	Jan. '74 4
N. Y. Cen. & Hudson R..100	89,428,330	A. & O.	Apl. '74 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '74 4
" " pref.100	1,500,000	J. & J.	Jan. '74 4
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	Jan. '74 5
N. Y., Provid. & Boston.100	2,000,000	J. A. J. O.	Apl. '74 2½
Niag Bridge & Canand*100	1,000,000	J. & J.	Jan. '74 3
North Carolina* 100	4,800,000	Irregular.	Jan. '73 5
N. Eastern (N. C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 473,500	January.	Jan. '74 5s
Northern Central 50	5,842,000	M. & N.	Nov. '72 3
Northern N. Hampsh...100	3,668,400	J. & D.	Dec. '73 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '74 4
Norwich & Worcester*..100	2,823,400	J. & J.	Jan. '74 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '74 3
" " pref.100	2,000,000	A. & O.	Apl. '74 4
Ohio and Mississippi.....100	19,995,847	J. A. J. O.	....
" " pref.100	4,024,474	J. & D.	Dec '72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J. A. J. O.	Jan. '74 3
Old Colony & Newport. 100	6,297,900	J. & J.	Jan. '74 5½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '74 1
Pacific of Missouri.....100	3,635,750	J. A. J. O.	Apl. '74 1½
Panama 100	7,000,000	J. A. J. O.	Apl. '74 3
Paterson and Hudson*..100	636,000	J. & J.	Jan. '74 4½
Paterson and Newark*..100	500,000	J. & J.	....
Paterson and Ramapo*..100	249,000	J. & J.	Jan. '74 4
Pember. & Hightstown*, 50	242,150	J. & J.	Jan. '74 3
Pennsylvania 50	72,000,000	M. & N.	Dec. '73 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '74 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	....
" " pref. 50	2,400,000	J. & J.	Jan. '74 4
Phil., Ger. & Norristwn* 50	1,626,250	M. J. S. D	Dec. '73 3
Philadelphia & Reading 50	32,684,375	J. A. J. O.	Apl. '74 2½
" " pref... 50	1,851,800	J. A. J. O.	Apl. '74 2½
Phila. and Trenton*..... 50	1,250,100	J. A. J. O.	Apl. '74 3½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	Jan. '74 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J. A. J. O.	Apl. '74 1½
" Special Imp..100	2,000,000	J. A. J. O.	Apl. '74 1½
Pittsfield & N. Adams.. 100	400,000	J. & J.	Jan. '74 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '74 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '74 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga.*100	6,000,000	J. & J.	Jan. '74 4
Roch. & Genesse Val.*..110	557,500	— & —	....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	Jan. '74 5½
Rutland*..... 100	2,700,000	— & —	....
" preferred..... 100	4,300,000	F. & A.	Feb '74 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	....
" " pref.100	2,040,000	May.	May '68 7
St. Louis and Iron Mt..100	10,000,000	F. & A.	Feb. '74 3
St. L., Kan. C. & North.100	12,000,000	.....	....
" " pref. 100	12,000,000	.....	Nov. '72 4
Saratoga and Schenec.*..100	300,000	A. & O.	Apl. '74 3½
Schuylkill Valley* 50	576,050	J. & J.	Jan. '74 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '74 3
Shore Line* 100	995,800	J. & J.	Jan. '74 3½
South Branch (N. J.)*...100	438,200	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.)*..100	3,939,900	F. & A.	Feb. '73 4
Staten Island..... 100	650,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	448,700	J. & J.	Jan. '74 3½
Stony Brook* 100	287,300	M. & N.	May '72 3
Summit Branch* 50	2,502,250	F. & A.	Feb. '74 3
Sussex (N. J.) 100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	Dec. '72 3
Taunton Branch 100	500,000	J. & J.	Jan. '74 5
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '74 5
Tol., Peo. & War. 1st pref.100	1,777,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	Nov. '73 3½
Troy and Greenbush*..100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 3
Vermont and Mass 100	$2,800,000	A. & O.	Apl. '74 1
Warren (N. J.).....100	1,800,000	J. & D.	Dec. '73 3½
Warwick Valley 100	225,000	A. & O.	Apl. '72 2½
West Jersey..... 100	1,559,750	F. & A.	Feb. '74 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '74 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '74 3½
Worcester and Nashua. 75	1,400,555	J. & J.	Jan. '74 4½
HORSE-POWER R. R.			
Albany City..... 100	110,300	— & —	..... 2½
Baltimore City 100	800,000	— & —	Jan. '74 3
Bleecker st. & F Fy. (NY)100	900,000	— & —	....
Boston and Chelsea.....100	110,000	A. & O.	Apl. '74 4
Broadway (Brooklyn)....100	200,000	J. A. J. O.	Apl. '73 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jun. '70
Brooklyn City 100	1,500,000	F. M. A. N	May '74 3
Brooklyn City & Newt..100	800,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge..... 100	727,800	A. & O.	Apl. '74 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '74 3
Citizens' (Pbg.) 50	200,000	M. & S.	Nov. '71 7
Coney Island & Brooklyn 100	800,000	— & —	....
D. Dock, E. B'dw. & Bat..100	1,200,000	F. M. A. N	Feb. '74 2
Eighth Avenue (N. Y.)...100	1,000,000	J. A. J. O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Ph.) 50	491,750	J. & J.	Jan. '74 5
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. '74 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '74 4
Heston, Mantan & Fairm. 50	2,050 000	J. & J.	Jan. '74 1½
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '71 6
Lynn and Boston..... 100	200 000	— & —	....
Malden and Melrose..... 100	200,000	— & —	....
Metropolitan (Boston)... 50	1,500,000	M. & N.	Nov. '73 5
Middlesex (Boston) 100	400,000	A. & O.	Apl. '73 4
Ninth Avenue (N. Y.)....100	797,320	— & —	....
Orange and Newark 100	282,555	— & —	....
Philadelphia City..... 50	750,000	J. & J.	Jan. '74 5
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '74 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 6
Second Avenue (N. Y.)....100	888,100	J. A. J. O.	Oct. '73 2
Second & Third Sts. (Ph.) 50	962,100	J. & J.	Jan. '74 6
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '74 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F. M. A. N	May '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '74 2
Somerville (Boston) 100	75,000	M. & N.	May '74 3
South Boston 50	400,000	J. A. J. O.	Apl. '74 2½
Union (Boston) 100	200,000	.....	July '72 7
Union (Phila.) 50	400,000	J. & J.	Jan. '74 8½
West Philadelphia..... 50	400,000	J. & J.	Jan. '74 9
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '73 3
Chesapeake and Ohio ... 25	8,229,594	— & —	....
Delaware Division 50	1,633,350	F. & A.	Feb. '74 4
Delaware and Hudson....100	15 000 000	F. & A	Feb. '74 5
Delaware and Raritan*..100	5,841,400	J. A. J. O.	Apl. '74 2½
Erie of Pennsylvania.... 50	64,000	— & —	....
Lehigh Coal & Navigat.. 50	9,390,350	M. & N.	May '67 3
Monongahela Navigat.... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 176,000	F. & A.	Aug. '72 5
Pennsylvania 50	4,337,950	— & —	....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb '74 50c
" " (pref.). 50	2,893,977	F. & A.	Feb '74 C0c
Susq. and Tide Water... 50	2,002,746	— & —	....
Union..... 50	2,907,850	— & —	....
" preferred 50		— & —	....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 —
MISCELLANEOUS.			
Adams Express..... 100	10,000,000	M. J. S. D	Mar. '74 2
American Coal 25	1,500,000	M. & S.	Mar. '74 4
Am. Merch. Union Exp..100	16,000,000	J. & J.	July '73 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '63 4
Atlantic Mail Steamship100	4,000,000	M. J. S. D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	....
Butler Coal..... 25	500,000	J. & D.	Dec '69 85c
Canton..... .....10½	731,250	— & —	....
Consolidation (Md.) Coal.100	10,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	....
" pref..... 100	3,693,400	— & —	....
" certif..... 100	2,324,000	J. & J.	....
Pacific Mail Steamsh p.100	20,000,000	M. J. S. D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F. M. A. N	Nov. '73 5
Pullman Palace Car..... 100	4,000,000	F. M. A. N	Feb. '74 3
Quicksilver, common 100	5,700,000	— & —	....
" preferred 100	4,300,000	— & —	....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000,000	— & —	....
United States Express...100	6,000,000	F. M. A. N	May '74 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '74 4
West. Union Telegraph.100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov. '69 6
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug '66

National Freight Transportation.

PROPOSED FREIGHT ROAD FROM THE ATLANTIC TO THE MISSOURI RIVER—TEN MILLION DOLLARS ASKED FROM CONGRESS TO EXECUTE THE PROJECT.

The committee on railways and canals, to whom was referred House bill No. 1194, to charter a double track freight railroad company from tidewater on the Atlantic to Council Bluffs on the Missouri river, made a report to the House of Representatives on Wednesday. After considering at length the material facts in the case regarding cost, etc., the committee submit the following conclusions:

1. The line proposed, with its authorized branches and connections, will reach and affect large masses of population now separated by distance and excessive charges, each of which masses of population is the necessary supplement of the other. By a line to be constructed of eighty seven miles the main trunk of the Continental road will be connected with the lines of road which seek their western passage through the Hoosac tunnel, as well as the line proposed to cross the Hudson river at Peekskill.

2. The road proposed is not an attempt to force a line of railway through a new and undeveloped country. It passes directly through the richest and most productive zone of Ohio, Indiana, Illinois, and Ohio river and the lakes as to cause the local productions of that zone to seek transportation by the railway at its fixed price, rather than by lake or river.

3. The line accommodates itself to the existing currents of commerce, currents which owe their existence to permanent causes, and which, in the judgment of your committee, are not likely to be materially affected by any probable event.

4. It is reasonably certain that no private corporation can be formed in this country which will undertake and perform the same work and operate the road at the low rates fixed by the bill, simply as a private enterprise and upon their own risk, without endorsement from the United States.

5. Not the least among the meritorious propositions involved in this enterprise is the remodeling the present cumbrous, clumsy, antiquated and useless expensive manner of handling grain and other products in New York city, a manner so full of delay and cost as to have driven already a large portion of the grain trade to Boston, Philadelphia, and Baltimore, where proper mechanical facilities for receiving, discharging, and loading enable those cities successfully to compete with the great commercial emporium in this cheap business.

The following is a condensation of the important sections of the bill reported by the committee.

The first section of the bill fixes the termini of the road and imposes a condition that no grade eastward shall exceed forty feet to the mile, and requires the construction to be begun within one year from the passage of this act, and its completion within three years thereafter.

The sixth section provides for surveys and that the road shall be constructed as nearly as possible on an air line.

Section 8 requires a double track branch to Chicago and St. Louis, and gives authority to construct other branches not exceeding two on each side of the main line in each State.

Section 9 permits the purchase of other railways, but requires the consent of the State chartering said road before such purchase or consolidation shall go into effect.

Sections 10, 11, 12, and 13 contain provisions for consideration of the right of way.

Section 14 contains details for the organization of the company.

Section 15 declares the road a public highway and post road, and gives the right to construct telegraph lines, rates to be fixed by Congress.

Section 16 compels the reception and transportation of freight in the order of delivery at reasonable rates.

Section 17 compels the acceptance and transportation of cars from any company or individual, forbids undue preference, and requires service to be performed in the order of delivery upon fair and reasonable rates, to be fixed by a commission.

Section 18 defines "bulk freight" to include all articles of freiget not in packages placed in the cars by the shipper without handling by the railroad company and by the car load, and specifically enumerates coal, grain of all kinds, provisions not in packages, lumber, ores of metals, and live stock for market, and fixes a maximum rate not exceeding five mills per ton per mile for distances over 750 miles—with a sliding scale gradually increasing the rates with the shortness of the haul—and adding one mill per ton per mile for the winter months, and that the maximum rates for all other freights shall be fixed by a commission. [The proposition of the company is six mills per ton in summer and seven mills in winter]

Section 19 provides for the appointment of a commission of five—three to be appointed by the president and two by the company—to classify freight and fix the charges thereon as to articles not above enumerated. In all cases a majority of the government commissioners is required, and the commissioners shall be paid a fixed price for their services by the company. The same section provides severe penalties for breach of duty by the commissioners.

Section 21 requires that prior to any aid being given by the United States the company shall satisfy the proper officer that they own or lawfully control, by lease for not less than 99 years, sufficient lands on the Hudson for the terminal facilities of the road and for proper dockage, piers, warehouses, and elevators.

Sections 22 and 23 provide for the mode of giving a guarantee of interest on the bonds of the company, and declare a first mortgage on the entire real estate of the company in favor of the United States.

Section 24 provides for reserving out of the earnings of the company and paying over to the United States annually a sinking fund of $1,000,000.

Section 25 gives the right to borrow money and give mortgages or trust deeds therefor, subject, however, in all cases to the prior mortgage existing in favor of the United States.

Section 27 provides for inspection of all books, papers, &c., and for quarterly and annual reports to Congress.

Section 28 provides for exchange of freight or cars to and from connecting or intersecting railroads, rates if disputed to be fixed by arbitration.

Section 29 preserves the power in Congress to control, alter, modify or repeal the charter.

The bill is submitted with this report to the House of Representatives for information, not for present action.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending April 18, at 449,134 tons, and for the coal year 4,845,779 tons, against 4,622,629 tons to corresponding time last year, being a decrease of 276,850 tons. The bituminous tonnage for the week is 68,914 tons, and for the year 709,595 tons, giving a total of all kinds for the week of 518,048 tons, and for the year of 5,055,374 tons, against 5,827,481 tons to same time last year, being a decrease of 272,107 tons.

☞ Mr. Rufus Hatch, managing director of the Pacific Mail Steamship Company, has been elected managing director of the Panama Railroad Company, thus placing the management of the two corporations under one and the same control.

☞ About 1,400 hands are at work on the Valley (Va.) Railroad between Staunton and Salem, and more are being added daily. The Lexington (Va.) *Gazette* says that at the meeting of directors in Baltimore on the 9th instant a proposition from the Baltimore and Ohio Railroad was considered, to lease and run the road from Harrisonburg to Staunton upon the basis of a division of earnings. This proposition was declined, and a committee appointed to report at an adjourned meeting on the 3d of June next upon the expediency of leasing the road or the most advantageous mode of running it.

☞ At the last session of the New Jersey Legislature an act was passed authorising the proper municipal authorities of any city within the State to make contracts with any railroad company whose roads enter said cities, to alter, re-locate, change or elevate their tracks for the purpose of securing greater safety to persons and property, and promote the interests of said cities.

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AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,800,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	103½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	97
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1896	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1890	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	92½
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	43½
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	16,000pm	7*	Jan. & July.	Boston.	1899	...
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	....
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	59
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	20,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R.R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	857,250	6	Jan. & July.	Baltimore.	1875	100½
Loan of 1850-'80	579,500	6	" "	"	1880	98½
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	97½
Loan of 1858-'90 (Balt.) stg fd.	3,401,146	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) stg fund.	3,620,320	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,498,016	6	" "	"	1902	....
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	Jan. & July.	Baltimore.	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	60',000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	97
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	492,500	6	March & Sept.	Princeton.	1885	83
	745,000	6	Feb. & Aug.	"	1887	82½
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	80½
1st Mortgage (Equalization)	248,000	7	" "	"	1889	59
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	90½
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	78,000	6	Feb. & Aug.	New York.	1885	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1890	27
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1890	45
Mass. Is. (rec'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	300,000	6	April & Oct.	Boston.	1879	95
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	102

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York.	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1889	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	84
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	70
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	99
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	90
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	90
Stock (common) Bonds	1,377,849	8	" "	"	1899	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	100
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1901	80
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	85
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1890	....
Camden and Atlantic:						
2d Mortgage of 1864	500,000	7	April & Oct.	Camden.	1879	96
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	90
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	55
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	101½
Chattel Mortgage	168,350	6	" "	"	'80-'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	77
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	93
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	85
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,000,000	6*	May & Nov.	New York.	1896	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p. m.	3,248,000	7*	Jan. & July.	New York.	1899	60
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174 600	7	May & Nov.	New York.	1875	178
Convertible bonds of 1872	3,612 700	7	" "	" "	1902	103½
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	100
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	89
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	94
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	100
State Aid B'ds (1st. by State) gold	1,500,000	7*	" "	" "	1885	104
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.)	500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	4,050,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	76,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee						
1st Mort. guar. by Ga. $12,500 p. m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	58
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1889	75
2d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	899,400	6	Jan. & July.	Boston.	'75-'99	....
Chester Creek:						
1st Mortgage guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaron:						
1st Mortgage	600,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Morigage (In default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	250,000	7	May & Nov.	New York.	1877	100
1st Mortgage	2,400,000	7	Jan. & July.	" "	1883	106½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	94½
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (" ") "	188,600	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	109
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	650,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,953,225	7	Jan. & July.	Boston.	1896	96½
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	98½
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	98½
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	99½
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	98
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	99
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Chicago, Clinton & Dubuque						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1898	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	41
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	92½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C. & N W	592,080	7	Jan. & July.	Boston.	1880	....
2d Mort. (now 2d) guar. C. & N W	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	102½
Funded coupons (193 m.)	700,000	7	May & Nov.	" "	1883	99½
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	101½
Appleton Ext. (23 m. & 76,000 ac.)	174,000	7	" "	" "	1885	89
Green Bay Ext. (26m & 76,000 a.)	284 000	7	" "	" "	1885	89
Equipm't (Engs & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,775,000	7	Feb. & Aug.	" "	1892	102½
2d Mort. (Gal. & Chic. 248 m.)	938,000	7	May & Nov.	" "	1875	100½
Mis. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	129,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m. & land)	831,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C. & N.W.R'y)	3,105,000	7	F. M. A. & N.	" "	1915	89
Consol. gold bonds for $48,000,000	4,534,000	7*	June & Dec	" "	1902	86
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil. R.R.) guar.	389,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi. R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	9 500	7	June & Dec.	" "	1893	....
1st Mort. (Chic. & Mil. R.W.) guar	1,141,000	7	Jan. & July.	" "	1898	94½
1st Mort. (Bel. & Mad. R.R.) guar.	306,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000 pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000 pm	1,350,000	8	May & Nov.	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26.000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B & Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	...
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R. I. & Pac.)	8,600,000	7	" "	" "	1896	105
Chi. & Southwes'n (C., R.I. & Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage Mad. & Portage g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C. & W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1863	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	82½
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July	New York.	1896	....
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77 '87	70
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Morigage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1900	71½
1st Mort. (San., Day. & Cin. S.F.	988,000	6	Feb. & Aug	Boston.	1900	76½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000 000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Morigage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	102
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'78-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	457,900	8	March & Sept.	" "	1870	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	101½
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July	" "	1892	88
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	100
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1900	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	58
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	63
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	95½
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1900	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1, 2, 3, 4,	87
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York.	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	88
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	101
2d Mort. (Del., Lack. & Wtn.)	1,633,000	7	March & Sept.	" "	1881	102½
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	104
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y.L.&Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,000,000	8	" "	" "	1898	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	70½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	....
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.& M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	100
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	94
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,100,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia (E.T.V.& G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., stg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	90
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	99
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	March & Sept.	"	1882	92
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	....
2d Mortgage	150,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	99
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	60
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	103½
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	100
3d Mortgage	4,582,000	7	" "	" "	1883	98
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	94
5th Mortgage convertible	709,500	7	June & Dec.	" "	1888	97
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,003,000) conv.	4,437,470	6*	March & Sept.	London.	1875	....
Consol Mort. for $30,000,000, g'd	12,976,000	7*	" "	NY& London.	1920	....
Convertible bonds	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L. M. (& 1st on 69, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	57
Evansville and Crawfordsville:						
1st Mortgage (main line) stg fund	1,604,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1892	....
Fnt and Pere Marquette:						
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.)	221,000	7	Jan. & July.	" "	1887	....
" 3d series (52,991) tx. f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease, S. F. 25 000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1889	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov.	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	300,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	600,000	8	Jan. & July.	"	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	90
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	102½
2d Mortgage	948,000	7	May & Nov.	" "	1875	90½
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	90½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350 000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,888 385.	14,191,6 5	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	.....	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'75	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York	'81-'86	60
1st Mortgage not guarnnteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1880	...
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples (T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	80
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July	New York.	'71-'77	91
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds (232m)	5',000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	91
1st Mort. (½ & Palm.R.R. 15 m)	600,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R R 55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,000	7	Jan. & July.	" "	1885	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	93
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) stg fund	481,600	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) stg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F.& PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. stg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	106
3d Mortgage	180,000	7	May & Nov.	" "	1875	104
Hudson Connecting (N Y & O Mid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	101½
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	84
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1896	63
Illinois Central:						
Construction bonds, cur. stg f'd.	2,742,000	7	April & Oct.	New York.	1875	100
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1820	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	80
2d Mortgage	1,600,000	8	Jan. & July.	" "	1909	61
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	72
International (Texas						
1st Mort. gold, stg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,720,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	81½
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	91
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	97
Jackson, Lansing & Saginaw (MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	99½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	98½
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (JeffersonvilleR.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	107½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	90
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1868	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	90
Kan. City, St. Jo. & Coun. Bluffs.:						
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.&CB,78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort.(260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	60
1st Mort. (2d Div. 253.94 m.)gold	4,068,000	6*	June & Dec.	" "	1896	60
1st M.(3d D.244.66m.& 3,000,000a)	6,455,000	5*	May & Nov.	N. Y., L. & F.	1899	....
1st Mortgage (1,000,000 acres)....	248,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,921,000	7*	Jan. & July.	N. Y., L. & F.	1895	....
2d Mortgage on do. gold	1,560,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.		1916	....
Kent County (Del.):						
1st Mortgage for $300,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1873.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1868.	237,000	7	June & Dec.	" "	1885	....
Kook., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	98½
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	200,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	75
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N Y B's.& Ph.	1890	50
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1909	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1879.	4,132,000	7	J. A. J. & O.	" "	1890	96½
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	97½
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore)Ap. 1, '69	1,500,000	7	" "	" "	1899	94½
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	99
2d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	94
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	103
Mort. April 1, 1866 "	880,000	7	April & Oct.	" "	1886	98
1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	104
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	102½
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1863 "	3,000,000	7	April & Oct.	" "	1898	96
1st Mort. Aug. 1, 1856(D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	98½
1st Mort. Sept. 1, 1869(L.& W.P.)	400,000	7	Jan. & July.	" "	1870	90
1st Mort. Oct 1, 1867(Sch&ThR.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M.July 1, '68(Kal.Al.& Gr.R.)	840,000	8	" "	" "	1858	95
1st Mort. July 1, 1863(J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1890	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold.	5,000,000	10	Jan. & July	N. Y. & Bost.	1899	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	.....	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,516,000	6	June & Dec.	"	1898	100½
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	103½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	98½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	83½
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.).	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	" "	'80-'86	....
Consol.M.for $6,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	87½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.		1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,380	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	87½
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (R.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	101½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	92½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1900	77½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,600,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1900	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Masaillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.) $15,000pm.	.....	8	Jan. & July.	Boston.	1890	101½
Michigan Central:						
1st Mortgage, convertible	356,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	101
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	98½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1880	102¼
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	94½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv. & W.Gap(E)						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,514,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	72
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,808,000	7	Jan. & July.	" "	1897	79
1st Mortgage (Minn. Cent)	192,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	82
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	1 0
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	94
Milwaukee City Loan	233,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $18,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St. L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $3,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	1890	19½
1st Mort. Land Grant gold	1,000,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st Mortgage Sterling	6,000,000	6* 5*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,600	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept	New York.	1886	...
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	106½
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	100½
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	92
Consolidated bonds of 1871	2,990,000	7	Feb. & Aug.	" "	1889	91½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L & Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	85
2d Mortgage gold	500,000	6*	April & Oct	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1888	....
New Brunswick and Canada:						
1st Mortgage, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie d bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's						
New Jersey Midland (NY.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	...
2d Mortgage currency	1,500,000	7	" "	" "	1881	...
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	80
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	...
New London Northern(Vt. Cen.)						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, go'd	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N Oto T 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	...
1st M.(")gold skg fd		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1880	...
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	94½
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	100
Bonds for B.& N. R'r.(")	76,000	6	May & Nov.	" "	1883	90
Bonds for R.R. stocks(")	592,000	6	" "	" "	1883	91
Bonds for real estate (")	162,000	6	" "	" "	1883	91
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	94
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C & H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	....
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	90
Sinking Fund mortgage of 1861	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	95
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1880	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1890	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	468,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1890	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225 000	6	Jan. & July.	Philadelphia.	1885	99
2d Mortgage	5,000,000	7	May & Nov.	"	1896	102
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
North Shore (L. I.)						
1st Mortgage	155,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	93
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	87½
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	95
Consol. Mortgage gold	2,495,060	6*	" "	"	1900	89½
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	31¼
Norwich & Worcester(B.H.& N.):						
1st Mort. Mass. Loan.....	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds.....	200,000	...	" "	" "	1874	....
Machine shop &c., bonds.....	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston	1878	93
Equipment Mortgage	200,000	8	" "	"	1879	93
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage.....	6,694,000	7	Jan. & July.	New York.	1898	90
Consolidated 1st Mortgage, stg..		7*	" "	London.	1898	....
Consolidated 2d Mortgage.....	3,523,000	7	April & Oct.	New York.	1911	74
2d Mortgage, (W. Div).....	433,000	7	Jan. & July.	" "	1874	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bond.....	50,000	7	May & Nov.	" "	1883	....
Oil Creek and Allegheny River:						
1st Mortgage (J. C. R. R).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	78½
1st Mortgage (War. & Fkln).....	580,000	7	April & Oct.	"	1882	82½
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	60
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	98½
Plain Bonds	485,000	6	April & Oct.	"	1875	95
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	102½
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.....	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	50
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	80½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	83
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	74½
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	90½
Orange and Newark:						
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New Yor k.	1888	....
Oshkosh & Miss. (M. & S. P)):						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar by(C.B.& Q.)	1,200,000	8	Jan. & July.	Boston.	1900	99½
Owensboro' and Russellville.						
1st Mortgage for $1,500,000.....	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug	New York.	1888	78
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	" "	1891	72
Income Bonds.....	1,500,000	7	"	" "	1892	....
St. Louis County Bonds.....	700,000	7	Monthly.	St. Louis.	1895	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama.						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold.....	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Highta.(UC of NJ):						
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Phg)....	4,970,000	7	Jan. & July.	Philadelphia.	1880	101½
2d Mortgage (").....	2,583,600	6	April & Oct.	"	1875	99
3d Mortgage (")stg.	2,284,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	19,490,760	6	J. A. J. & O.	Philadelphia.	1910	90
State lien for $17,500,000, skg f'd	5,851,700	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage.....	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage.....	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage.....	316,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed.	1,500,000	7	June & Dec.	Philadelphia.	1896	103
1st Mortgage guaranteed.....	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free.....	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	103
1st Mortgage(whole road 287½m).	5,000,000	6½	" "	"	1881	94
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	87
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed.....	$619,000	6	April & Oct.	Philadelphia.	1897	83
Perth Amboy & Woodbr.(C&A):						
1st Mortgage.....	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments).	341,500	8	Jan. & July.	New York.	'70-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)...	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)..	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868.....	1,138,900	6	Jan. & July.	Philadelphia.	1893	80
Loan of 1870, convertible.....	28,000	7	" "	"	1880	....
Mortgage Loan of 1857, conv...	86,500	6	" "	"	1886	....
Mort. Loans of 1843-44-45 & 49.	1,521,000	6	" "	"	1880	98
Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	103½
Mortgage Loan of 1836 stg.....	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg.....	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg.....	177,609	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon..	7,696,000	7	June & Dec.	Philadelphia.	1911	103½
	Dollar registered	3,414,000	7	" "	"	1911	104
	Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	98
	Gold or stg reg..	668,000	6*	" "	" "	1911	97½
	Dollar coupon...	332,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv.....		6,600,985	7	Jan. & July.	"	1893	106
New improvement Mort. loan..		6,931,615	6*	April & Oct.	Phila.or Lond.	1897	....
Philadelphia, Wilmington & Balt.:							
Mortgage Loan, convertible		345,600	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866.....		400,000	6	April & Oct.	"	1876	95
Loan of 1867.....		1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):							
1st Mortgage, guaranteed.....		330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis(Pa.):							
Consol. Mortgage for $10,000,000.		6,212,000	7	Feb. & Aug.	Philadelphia.	1900	66
1st Mort. (Steub. & Ind.) conv..		3,000,000	6	monthly.	New York.	1884	72
1st Mort.(Ct.& New'k 33m)conv		775,000	7	Jan. & July	Philadelphia.	1890	....
Pittsburg & Connellsville:							
1st Mortgage of 1868, tax free...		4,000,000	7	Jan. & July.	Baltimore.	1898	80½
2d Mort. (Balt. Loan) of 1866...		1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)		400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:							
1st Mortgage (Series A).....		875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B).....		875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C).....		875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D).....		875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E).....		875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F).....		875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G).....		860,000	7	Jan. & July.	" "	1912	101
2d Mortgage (Series H).....		860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I).....		860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K).....		860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L).....		860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M).....		860,000	7	June & Dec.	" "	1912	....
3d Mortgage		2,000,000	7	April & Oct.	" "	1912	94
Bridge (O. & P. R. R.) bonds...		153,000	7	May & Nov.	" "	1876	....
Construction bonds of Jan. 1,'70		100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:							
1st Mortgage for $3,600,000.....		.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:							
1st Mortgage gold, for $1,800,000		.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):							
1st Mort. (Maine Section) gold..		800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000		.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg(Vt.):							
1st Mortgage gold, for $2,300,000		.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:							
1st Mortgage of 1863		250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:							
1st Mort.(Portland Loan)skg f'd		700,000	6	Jan. & July	Portland.	1887	....
1st Mortgage (equal lien)		350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000		.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):							
1st Mortgage gold, skg f'd.....		1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.		1,000,000	7*	" "	"	1889	....
Poughkeepsie and Eastern:							
1st Mort. gold, conv. & tax free..		800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:							
1st Mortgage.....		300,000	6	Jan. & July.	Providence.	18	....
Quincy, Alton and St. Louis:							
1st Mortgage gold.....		850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T.,W.& W.):							
1st Mortgage, guaranteed.....		500,000	7	May & Nov.	New York.	1890	89
Quincy & Wayaw (C. B. & Q.):							
1st Mortgage, guaranteed.....		800,000	8	Jan. & July.	Boston.	1890	99½
Reading and Columbia (P.& R.):							
1st Mortgage, guaranteed.....		850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed.....		350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:							
1st Mortgage.....		150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage.....		300,000	7	" "	"	1880	....
3d Mortgage.....		150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.).		400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)		500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)....		125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:							
Virginia State Loan, skg fund..		600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds.....		157,800	6	" "	"	1875	....
Consolidated Mortgage.....		1,722,000	6	May & Nov.	New York.	'75-'90	70½
Rich., Fredericksburg & Potomac							
Sterling Loan		67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan		295,500	6	" "	Richmond.	1881	....
Dollar Loan		172,800	7	" "	"	1875	....
Richmond and Petersburg:							
1st Mortgage.....		130,500	7	June & Dec	Richmond	1875	....
1st Mortgage.....		175,000	8	April & Oct		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Sks Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Sks Fund...	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	72½
Equipment Mortgage	500,000	8	March & Sept.	"	1880	80
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").....	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	101
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	...
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	88
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1894	78
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	90
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,920,000	7	April & Oct.	New York.	1894	99
2d Mortgage May 1, 1868 guar..	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	82
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	...
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W. Line) R.R. & Lands..	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands..	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000.....	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	90½
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds.....	157,400	7	" "	" "	1859	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1800	100
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage.....	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	89½
Sheboygan and Fond du Lac:						
1st Mortgage.....	720,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension.....	691,000	8	April & Oct.	" "	1916	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.).						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold.....	500,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold.....	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold.....	500,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds.....	71,200	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000.....	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	93
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds.....	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,000,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold.....	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv..	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed.....	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free.....	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1880	....
Sterling Mountain:						
1st Mortgage.....	250,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	59
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.....	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000.....	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L.&W):						
1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage.....	270,000	7	June & Dec	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage.....	242,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m...	1,600,000	7	June & Dec.	New York.	1894	75
1st Mortgage (W. Div.) 117 m...	1,800,000	7	Feb. & Aug.	" "	1896	76
2d Mortgage (W. Div.) 117 m...	1,300,000	7	April & Oct.	" "	1886	55
Equipment Mort. sinking fund..	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000..	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	....
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed.....	80,300	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar....	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	850,000	7	May & Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1883	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$200,000	7	Feb. & Aug.	New York.	1890	93
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1893	92½
1st Mort. (Quincy & Tol. 34 m)	500,000	7	May & Nov.	" "	1890	88
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	90½
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	87
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	82½
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	70½
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	70
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	80
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	86½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1899	90
Income Mortgage	7,563,000	10	March & Sept.	" "	1874	88
Omaha Bridge B'ds, stg.£250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1890	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	575,000	6*	April & Oct.	Philadelphia.	1875	98
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	90
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	97½
Consolidated(mort.)Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	100
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	" "	....	....
Loan of 1888	154,000	6	" "		1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7			....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7			....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	20½
2d Mortgage consolidated	1,500,000	7	" "	"	1891	7½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	60
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.		....	75
Equipment Mortgage	1,000,000	8	May & Nov.		'76-'77	74
Equipment Mortgage	1,000,000	8	" "		1889	78
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1869	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,278,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	....
Enlarged Mortgage	990,000	6	" "	" "	1884	....
4th Mortgage	846,000	8	March & Sept.	" "	1900	82
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1886	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	76
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7	April & Oct.	New York.	1891	....
Watertown & Rome(R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1878	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	101½
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1891	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	513,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Maryland:						
1st Mortgage	$460,000	6	Jan. & July.	Baltimore.	1890	81
1st Mort. endor. by Balt	200,000	6	" "	"	1890	95
2d Mort. " "	300,000	6	" "	"	1890	94½
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	83½
2d Mortgage preferred	600,000	6	" "	"	1895	61
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	95½
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1890	87½
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 23 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	83
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	95
Consolidated mort. Apr. 1, 1869	1,000,000	7	April & Oct.	"	1899	101
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	88
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	84½
2d Mortgage coupon or regis	723,600	7	Jan. & July.	"	1902	79
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,760,000	7	Jan. & July.	New York.	1890	90
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G. gold S. F. $25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	87½
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,099,500	6	Jan. & July.	Baltimore.	1885	107
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage registered — 1st series, Nov. 1, 1867	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered — 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	104
1st Mortgage registered — 3d series, Jan. 1, 1871	5,000,000	7	" "	"	1891	106
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,272	6	J. A. J. & O.	Philadelphia.	1884	93
Mortgage Loan reg	2,000,000	6	F. M. A. & N.	"	1897	95½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	96
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	98½
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	87
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	96
2d Mortgage	285,000	6	" "	"	1876	96
Boat Loan, sinking fund	236,965	7	" "	"	1885	98
Preferred Stock Dividend Scrip	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar	2,205,000	6	Jan. & July.	Philadelphia.	1887	66
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1868	....
Interest Bonds (Erie Canal) 1860	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,743,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	77
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	260,000	6	May & Nov.	"	1870	75
Boat and Car Loan	766,650	6	" "	"	1888	72
Boat and Car Loan	628,100	7	" "	"	1889	90
Coupon Bonds	1,079,000	6	Jan. & July.	"	1896	74
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	73½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,510	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	293,000	6	May & Nov.	"	1890	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1872	60.2	—	2.1	131.6	3	4	2	106	Adirondac.....New York.	2,728,692	*	.....	7,000,000	3,768,000	930,000	1,963,756	—	60.2	.....	.....	.....	160,425	.....	—	100	.....
May 31, 1872	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	81.3	—	4.6	—	18	8	2	101	Alabama Central †.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	142.0	—	87.1	—	21	24	12	749	Albany and Susq. (D. & H.)...New York.	7,463,572	*	.....	.....	5,000,000	4,467,000	.....	.....	164.0	(Del. &	Hud. Cana	l Co.)	1,841,228	423,821	7	100	94½
Sept. 30, 1872	51.0	—	2.0	—	3	4	1	21	Alexandria and Fredericksburg †.....Va.	2,500,000	*	.....	.....	.....	1,000,000	.....	.....	51.0	.....	.....	.....	.....	.....	—	100	.....
Jan. 31, 1873	132.0	—	44.9	112.0	.....	.....	.....	.....	Allegheny Valley.....Pennsylvania.	13,200,000	*	.....	.....	2,256,300	12,389,000	.....	.....	132.0	.....	.....	.....	2,239,158	960,684	—	50	.....
Nov. 30, 1872	35.8	—	1.6	—	.....	.....	.....	.....	Allentown.....Pennsylvania.	1,147,225	.....	.....	.....	567,544	.....	579,681	.....	35.8	(Phila. & R	eading R.	R.)	.....	.....	—	50	.....
Dec. 31, 1872	20.5	—	2.0	—	5	10	2	43	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	95,000	20.5	.....	.....	.....	.....	.....	—	50	.....
Dec. 31, 1872	57.0	—	2.8	28.0	.....	.....	.....	.....	Arkansas Central (3 ft.) †.....Arkansas.	.....	.....	.....	.....	.....	15,000pm	.....	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Mar. 31, 1873	23.6	—	1.9	—	.....	.....	.....	.....	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Nov. 30, 1872	465.0	—	23.8	200.0	.....	.....	.....	.....	Atchison, Topeka & Santa Fe....Kansas.	20,000,000	*	.....	.....	8,615,000	10,564,500	570,000	.....	.....	.....	.....	.....	.....	7,500	—	100	.....
Sept. 30, 1872	30 4	—	0.9	—	3	2	1	17	Athol and Enfield.....Massachusetts.	805,873	7,555	44,400	.....	520,000	293,400	44,605	3,814	30.4	(In prog	ress to N.	Mexico.)	.....	.....	—	100	10
June 30, 1872	86.7	—	8.9	—	19	6	5	119	Atlanta and West Point.....Georgia.	1,200,129	*	.....	.....	1,232,200	22,000	.....	.....	86.7	.....	.....	.....	44,320	26,778	17,198	39,032	10,555	8	100	.....
Sept. 30, 1872	387.3	38.2	149.4	—	166	52	26	3,117	Atlantic and Great West. N.Y. Penn. & O.	80,992,240	*	.....	.....	24,000,000	56,992,240	.....	.....	565.8	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	237.0	110.0	16.3	165.0	26	19	6	338	Atlantic and Gulf †.....Georgia.	7,592,283	*	162,387	.....	4,479,677	3,294,700	330,991	.....	347.6	635,350	93,234	.....	5,451,229	855,670	—	100	.....
Sept. 30, 1872	405.0	20.0	31.0	100.0	78	29	18	832	Atlantic, Mississippi and Ohio...Virginia.	17,765,914	*	8,718,937	.....	6,921,900	14,889,843	.....	.....	428.0	1,427,688	232,575	530,583	1,969,053	734,328	—	100	.....
May 31, 1872	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina †.N. Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	.....	(No retur	ns furnish	ed.)	.....	.....	—	100	.....
Dec. 31, 1872	364.0	—	18.2	200.0	.....	.....	.....	.....	*Atlantic and Pacific* †.Missouri & Ind. Ter.	.....	.....	.....	.....	15,000,000	12,500,000	.....	.....	328.2	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	149.5	6.5	16.2	—	.....	.....	.....	.....	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,089	.....	.....	.....	3,994,900	3,483,848	201,089	.....	.....	.....	.....	.....	.....	73,000	7	100	.....
Nov. 30, 1872	53.0	—	2.7	—	.....	.....	.....	.....	Augusta and Savannah.....Georgia.	1,032,200	.....	.....	.....	733,700	129,000	.....	.....	.....	.....	.....	.....	.....	.....	4	100	.....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Geneseo and Mount Morris ..N. Y.	245.000	*	.....	.....	194,250	20,000	20,000	.....	19.1	21,302	43,209	4,901	33,299	6,001	—	100	.....
Nov. 30, 1872	57.2	2.0	4.1	—	.....	.....	.....	.....	Bald Eagle Valley .....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	53.2	.....	(Leased to	Pennsylv	ania.)	.....	.....	—	100	.....
Sept. 30, 1872	379.6	—	502.7	—	383	205	52	7,904	Baltimore and Ohio †.....Md. & W. Va.	31,170,756	7,995,856	13,423,532	3,424,536	16,704,762	12,466,639	700,873	26,152,269	454.6	9,172,997	.....	.....	10,654,472	4,632,072	8	100	167½
Sept. 30, 1872	30.0	—	39.9	—	.....	.....	.....	.....	Washington Branch †.....Maryland.	1,650,000	.....	.....	642,300	1,650,000	20,000	.....	622,300	30.0	476,800	.....	.....	480,645	335,735	10	100	175
Sept. 30, 1872	103.5	—	21.8	—	.....	.....	.....	.....	Parkersburg Branch.....W. Virginia.	10,000,000	.....	.....	.....	5,680,685	593,500	.....	.....	103.5	1,008,407	.....	.....	826,803	114,541	—	100	11
Dec. 31, 1872	32.0	—	3.2	89.0	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	.....	32.2	(Opened	to Washi	ngton, May	1, 1872.)	.....	—	100	7
Dec. 31, 1872	33.4	—	2.7	—	.....	.....	.....	.....	Belfast and Moosehead Lake.....Maine.	900,000	.....	.....	.....	660,000	250,000	.....	.....	—	(Operat	ed by Ma	ine Centr	al.)	36,000	—	50	.....
Dec. 31, 1872	67.0	—	6.7	—	30	21	8	967	Belvidere Delaware .....New Jersey.	3,876,842	*	.....	.....	995,300	2,244,500	1,228,128	.....	67.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	22.0	—	2.0	—	.....	.....	.....	.....	Berkshire.....Mass.	600,000	.....	8,000	.....	600,000	.....	.....	.....	22.0	58,408	80,192	174,297	120,291	42,045	7	100	72½
Sept. 30, 1872	15.6	—	5.7	—	.....	.....	.....	.....	Blossburg and Corning.....New York.	582,346	.....	.....	.....	468,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	5	100	.....
Sept. 30, 1872	201.6	48.0	316.8	—	206	181	46	4,113	Boston and Albany.....Mass. & N. York.	19,890,414	4,411,338	1,071,646	2,106,488	19,664,100	3,037,000	546,724	4,237,012	268.3	4,883,071	5,247,576	2,732,907	9,259,599	2,362,615	10	100	136½
Sept. 30, 1872	25.2	—	2.0	0.8	4	4	2	50	Boston, Barre and Gardner.....Mass.	763,114	104,775	30,324	4,023	736,240	—	153,849	12,147	28.0	82,064	85,157	17,499	69,356	7,550	—	100	.....
Sept. 30, 1872	42.9	—	9.0	—	21	22	12	434	Boston, Clinton and Fitchburg.....Mass.	1,430,328	646,052	110,250	95,786	872,000	1,250,000	62,586	97,180	90.2	441,745	467,966	317,043	576,413	192,795	—	100	81
Mar. 31, 1873	93.5	—	12.8	—	22	24	19	473	Boston, Concord and Montreal.....N. H.	2,850,000	*	218,300	327,759	1,800,000	1,050,000	29,603	516,456	139.0	.....	171,511	92,186	670,349	131,716	6p	100	.....
Sept. 30, 1872	26.8	16.0	45.8	—	37	46	20	940	Boston and Lowell.....Mass.	2,469,955	252,345	2,565,759	253,142	2,852,900	1,771,024	542,860	374,417	71.8	741,981	1,949,688	620,053	1,293,969	241,016	8	500	106½
Sept. 30, 1872	80.3	8.5	84.9	38.0	61	102	28	975	Boston and Maine.....Mass., N. H. & Me.	6,728,332	1,144,587	775,992	525,480	6,816,834	—	1,341,862	1,016,686	153.8	1,215,996	4,135,469	520,722	2,004,672	504,116	10	100	109½
Sept. 30, 1872	44.0	14.5	65.0	—	38	67	14	462	Boston and Providence.....Mass. & R. I.	3,691,138	207,400	573,542	253,320	3,950,000	—	356,478	427,922	66.5	239,132	762,246	765,723	1,716,399	465,347	10	100	152½
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa.....Canada.	2,647,004	*	.....	.....	424,704	1,657,200	.....	.....	85.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	171	Brunswick and Albany†.....Georgia.	10,548,000	*	.....	.....	4,898,000	5,650,000	350,000	.....	—	(Com	pany in ba	nkruptcy.	)	.....	—	100	.....
Sept. 30, 1872	26.0	—	2.0	—	.....	.....	.....	.....	Buff., Bradford and Pittsburg..New York.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	—	(Erie	Railway	Co.)	.....	40,600	—	100	.....
Sept. 30, 1872	43.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.... N. Y. & Penn.	1,546,930	*	.....	.....	428,717	700,000	548,229	.....	43.2	.....	.....	.....	228,099	.....	—	100	.....
Sept. 30, 1872	142.0	—	12.7	—	.....	.....	.....	.....	Buffalo, New York & Erie...N.Y. & Penn.	3,336,000	.....	.....	.....	960,000	2,380,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	117.0	—	5.9	—	.....	.....	.....	.....	Buff., New York and Phila. N.Y. & Penn.	3,064,271	*	.....	.....	1,600,707	1,576,500	430,606	.....	—	(Erie	Railway	Co.)	.....	233,100	7	500	.....
Dec. 31, 1872	219.0	79.0	14.0	—	24	16	7	525	Burl., Cedar Rapids and Minnesota. Iowa.	7,500,000	*	.....	.....	5,400,000	2,200,000	.....	.....	88.0	(Opened	to Empor	ium, Pa.)	139,145	17,300	—	100	.....
Dec. 31, 1872	120.0	—	6.0	100.0	.....	.....	.....	.....	Burlington and Southwestern. Iowa & Mo.	3,000,000	*	.....	.....	1,200,000	1,750,000	.....	.....	332.0	.....	.....	.....	995,129	283,802	—	100	.....
Feb. 28, 1873	158.0	—	.....	143.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	10,000,000	*	.....	.....	12,000,000	8,000,000	.....	.....	.....	(In progr	ess.)	.....	.....	.....	—	100	.....
Dec. 31, 1872	160.6	—	8.0	—	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	.....	.....	.....	4,000,000	3,500,000	.....	.....	.....	(Compl	eted to Mo.	Line May,	1873.)	.....	—	100	.....
Dec. 31, 1872	61.2	—	92.9	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	9,458,328	.....	.....	.....	5,847,800	.....	.....	.....	160.0	(Recently	completed	.)	.....	.....	—	100	.....
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	100	Camden and Atlantic.....New Jersey.	1,790,623	376,195	138,354	32,388	1,215,870	1,058,400	54,907	9,384	67.0	(Pennsy	lvania R.	R. Co.)	.....	.....	10	100	.....
Dec. 31, 1872	23.0	7.2	3.9	—	.....	.....	.....	.....	Camden and Burlington Co..New Jersey.	715,362	.....	.....	.....	332,925	338,000	44,437	.....	—	(Pennsy	lvania R.	R. Co.)	.....	.....	6	100	.....
Dec. 31, 1872	28.5	—	4.8	61.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	.....	5,888	.....	683,467	3,776	3,800	28.5	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1873	229.0	63.0	29.2	—	.....	.....	.....	.....	Canada Southern.....Canada.	.....	.....	.....	.....	8,000,000	3,760,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	71.6	22.4	7.8	18.0	10	23	12	160	Cape Cod.....Mass.	1,245,594	237,393	46,392	16,547	1,022,330	349,000	132,591	43,985	94.0	(Recently	completed	.)	.....	.....	—	100	.....
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2	—	21	Carbondale and Shawneetown....Illinois.	562,850	*	.....	.....	355,500	200,000	7,150	.....	18.0	210,684	286,417	75,147	321,798	86,737	8	60	.....
Sept. 30, 1872	18.0	—	0.5	10.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	561,139	*	.....	.....	455,433	150,000	.....	.....	18.0	(Opened	Dec. 30, 1	871.)	.....	.....	—	100	.....
Sept. 30, 1872	20.0	4.0	8.0	—	6	3	2	517	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	426,000	.....	.....	.....	24.0	.....	.....	.....	.....	.....	—	100	.....
Oct. 31, 1872	94.0	4.5	8.5	—	21	9	5	602	Catawissa.....Penn.	6,098,850	*	.....	.....	4,359,500	1,739,350	.....	.....	.....	.....	.....	.....	.....	.....	6	25	.....
Sept. 30, 1872	14.8	—	1.3	—	2	2	2	14	Cazenovia and Canastota.....New York.	538,006	*	.....	.....	294,529	250,000	29,250	.....	14.8	(Leased	Nov. 72 to	Ph. & Rdg.	)	572,104	183,169	7 p.	50	81½
Dec 31, 1872	75.6	—	3.8	—	.....	.....	.....	.....	Cedar Falls and Minnesota.....Iowa.	3,174,000	.....	.....	.....	1,587,000	1,587,000	.....	.....	.....	.....	.....	.....	25,885	4,391	—	100	.....
Dec. 31, 1872	271.6	2.4	22.1	—	.....	.....	.....	.....	*Cedar Rapids and Missouri River*...Iowa.	11,233,000	.....	.....	.....	7,619,000	3,614,000	.....	.....	—	(Illinois	Central.)	.....	128,646	113,400	—	100	.....
Dec. 31, 1872	100.0	—	15.0	250.0	6	6	3	131	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	101.0	(Chic. &	North We	stern R. R.	)	.....	—	100	.....
Nov. 30, 1872	192.0	—	29.7	—	53	44	27	792	Central of Georgia.....Georgia.	5,000,000	*	1,628,457	1,022,692	5,000,000	1,389,000	241,668	.....	284.0	(No re	turns furn	ished.)	.....	.....	—	100	.....
Dec. 31, 1872	202.0	—	16.6	24.0	22	6	6	301	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	.....	202.0	.....	169,119	.....	1,666,154	689,308	10	100	.....
Sept. 30, 1872	22.0	4.0	3.3	—	3	7	—	22	Central of Long Island.....New York.	1,459,616	*	.....	.....	297,800	687,000	479,598	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	74.0	0.7	211.8	—	227	128	47	9,082	Central of New Jersey.....New Jersey.	12,424,935	7,882,236	7,649,492	4,810,442	20,000,000	9,209,000	3,058,164	.....	—	(Flushi	ng & N. S	ide R. R.)	.....	.....	—	100	.....
Dec. 31, 1872	187.0	—	31.2	—	40	28	24	737	Central Ohio.....Ohio.	5,499,999	*	.....	.....	2,845,500	2,500,000	.....	.....	291.0	4,889,891	4,478,513	1,490,689	7,120,718	1,957,538	10	100	105½
Dec. 31, 1872	883.0	339.0	110.4	600.0	187	168	40	3,307	*Central Pacific*†.....Cal. Nev. & Utah.	130,485,693	5,622,693	5,458,198	2,513,287	64,283,190	31,939,680	422,041	7,483,960	187.0	.....	.....	.....	989,327	170,721	6	50	85
Dec. 31, 1872	194.6	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta....S. Car.	5,512,000	*	256,090	.....	2,578,000	3,100,000	.....	.....	1,158.6	.....	588,533	746,153	11,963,641	6,952,362	—	100	72
Dec. 31, 1872	22.8	—	5.0	—	.....	.....	.....	.....	Chartiers.....Pennsylvania.	1,127,313	.....	.....	13,897	628,060	500,000	3,150	.....	194.6	.....	.....	.....	652,107	439,718	—	100	.....
Sept. 30, 1872	428.0	—	42.8	72.0	45	27	18	761	Chesapeake and Ohio.....Va. & W. Va.	26,542,490	*	789,785	2,836,883	13,398,407	18,624,958	3,387,461	.....	22.8	39,140	.....	.....	60,440	20,440	—	50	.....
Jun. 30, 1872	40.7	0.8	2.0	—	2	.....	.....	.....	Chester and Tamaroa.....Illinois.	1,690,000	*	.....	.....	1,000,000	660,000	30,000	.....	227.0	511,475	141,573	116,472	777,632	288,687	—	100	.....
																		41.5	(Opened	March 187	2.)]	.....	.....	—	100	.....

Sept. 30, 1872	53.6	—	11.2	—	28	22	10	409	Cheshire	New Hampshire.	2,337,707	351,600	160,000	260,554	2,153,300	809,200	28,992	118,370	88.1	922,256	192,234	412,432	824,763	183,861	6	100	....
Dec. 31, 1872	21.5	—	3.1	—	—	—	—	—	Chester Valley	Pennsylvania.	1,371,900	—	—	—	871,900	500,000	955,000	—	—	(Phila. a	nd Readin	g R. R. Co	mpany.)	—	—	50	....
Dec. 31, 1872	242.0	117.4	92.1	—	144	74	24	2,912	Chicago and Alton	Illinois.	14,627,712	*	4,348,918	1,348,501	11,355,800	6,446,680	3,256,428	303,773	649.1	5,902,102	772,506	1,601,798	5,156,326	1,879,147	10	100	103
Dec. 31, 1872	698.8	552.4	287.2	—	283	127	62	5,409	Chicago, Burlington and Quincy	Illinois.	56,648,400	*	4,555,781	—	26,050,588	26,221,642	602,466	3,329,470	1,469.2	(8 mont	hs on 825	miles.)	7,564,575	2,839,866	10	100	103½
Dec. 31, 1872	60.0	—	6.0	—	3	4	2	320	Chicago, Clinton and Dubuque	Iowa.	2,460,000	*	.....	.....	960,000	1,500,000	.....	.....	60.0	(Opene	d in Fall o	f 1872.)	.....	.....	—	100	....
Dec. 31, 1872	110.0	76.0	12.0	20.0	24	10	5	955	Chicago, Danville and Vincennes	Ill.	6,675,565	*	221,107	.....	2,975,000	3,825,000	345,068	.....	110.0	.....	formation	furnished.)	627,930	277,853	—	100	....
Dec. 31, 1872	75.0	—	3.7	—	5	4	2	168	Chic., Cincinnati and Louisville	Indiana.	2,500,000	156,000	10,000	.....	1,500,000	1,000,000	.....	.....	73.0	(No inf	formation	furnished.)	.....	.....	—	100	....
Dec. 31, 1872	117.0	14.0	21.5	—	14	8	3	410	Chic., Dubuque and Minnesota	Io. & Minn.	6,500,000	*	.....	.....	2,500,000	4,425,000	.....	.....	131.0	(No inf	formation	furnished.)	.....	.....	—	100	....
Dec. 31, 1872	80.0	—	8.0	30.0	15	6	3	—	Chicago and Iowa	Illinois.	4,100,000	*	.....	.....	1,350,000	1,750,000	1,000,000	.....	—	(Chic., B	url. & Quin	cy R. R. C	o.)	140 000	—	100	....
May 31, 1872	81.3	1.1	16.9	—	—	—	—	—	Chicago, Iowa and Nebraska	Iowa.	5,000,000	*	.....	.....	4,200,000	810,000	.....	.....	—	(Chic. &	Northwes	tern R. R.	Co.)	.....	8	100	95½
Dec. 31, 1872	170.0	25.0	19.6	55.0	25	12	7	605	Chicago and Michigan Lake Shore	Mich.	6,538,400	*	.....	.....	1,188,400	5,350,000	.....	.....	170.0	482,640	240,169	128,662	500,985	218,500	—	100	....
May 31, 1872	1,883	—	200.0	120.0	269	277	83	5,983	Chicago and N. West'n.	Ill., Wis. & Mich.	56,199,718	*	2,343,919	.....	35,878,644	20,474,000	724,299	1,465,604	1,271.0	.....	2,224,706	2,510,016	11,402,161	4,692,135	—	100	46½
Dec. 31, 1872	67.0	—	....	198.0	—	—	—	—	Chicago and Paducah	Illinois.	1,800,000	—	—	—	1,350,000	540,000	.....	.....	—	(Operat	ed by con	tractor—N	o report.)	—	—	100	....
Dec. 31, 1872	60.0	—	6.0	100.0	—	—	—	—	Chicago, Pekin & South-Western	Ill. & Mo.	.....	(No info	rmation.)	.....	.....	.....	.....	.....	—	(Being co	nstructed.)	—	—	—	—	100	....
Mar. 31, 1873	498.0	120.5	142.8	—	197	66	36	3,940	Chicago, Rock Island & Pacific	Ill. & Iowa.	28,716,723	*	7,859,900	2,109 406	25,000,000	8,972,000	154,351	4,589,688	660.0	4,340,995	956,784	1,289,890	6,657,050	3,139,267	8	100	99½
Mar. 31, 1873	35.0	—	—	167.0	—	—	—	—	Chicago and Southern Illinois	Ill. & Ind.	—	(Under	construct	ion—no	informati	on.)	—	—	—	(Chic., R	ock Islan	d and Pac	fic R. R.	Co.)	—	100	....
Dec. 31, 1872	269.0	32.0	16.9	—	—	—	—	—	Chicago and South Western	Iowa & Mo.	13,500,000	—	.....	.....	7,000,000	5,000,000	1,658,551	.....	—	(St. Lou	is K. City	and North	ern R. R	Co.)	—	100	....
Dec. 31, 1872	36.3	—	2.1	—	—	—	—	—	Chillicothe and Brunswick	Mo.	865,000	—	—	—	365,000	500,000	—	—	—	(Mariett	a and Cin	cinnati R.	R. Co.)	—	—	100	....
Dec. 31, 1872	7.0	—	3.0	....	—	—	—	—	Cincinnati and Baltimore	Ohio.	1,105,463	—	—	—	673,000	314,000	118,463	—	—	.....	.....	.....	.....	312,358	L. 17,967	—	100	....
Mar. 31, 1873	60.0	—	118.2	—	33	30	13	429	Cincinnati, Hamilton and Dayton	Ohio.	3,974,555	1,127,251	1,889,230	262,965	3,500,000	2,032,000	1,052,450	669,651	60.0	549,574	750,687	564,542	1,204,865	495,373	8	100	....
Mar. 31, 1873	98.0	25.0	7.2	—	19	9	6	358	Cin., Hamilton and Indianapolis	O. & Ind.	6,187,645	*	.....	.....	(Sold un	der forec	lose. for	$1,000,000	123.0	.....	.....	.....	312,358	L. 17,967	—	100	....
Dec. 31, 1872	89.0	—	1.9	—	.....	.....	.....	.....	Cincinnati and Martinsville	Indiana.	800,000	—	—	—	400,000	400,000	—	—	39.0	(Until re	cently lea	sed to Ind.	Cin. & La	fayette.)	—	100	....
Dec. 31, 1872	148.4	—	12.8	—	16	12	4	370	Cincinnati and Muskingum Valley	Ohio.	5,472,977	*	.....	109,315	3,996,610	1,500,000	31,360	84,326	148.0	424,240	141,450	148,249	439,838	156,087	—	100	....
Mar. 31, 1873	36.0	—	2.6	—	5	1	4	167	Cin., Richmond and Chicago	Ohio & Ind.	826,732	184,552	700	56,965	382,600	585,000	61,350	—	42.0	.....	.....	.....	229,635	70,974	—	100	....
Dec. 31, 1872	91.5	—	4.5	—	—	—	—	—	Cincinnati, Rich. & Ft. Wayne	Indiana.	3,756,952	—	.....	.....	2,000,000	1,800,000	.....	.....	91.5	.....	90,118	72,204	187,252	61,470	—	100	....
Jun. 30, 1872	155.0	15.5	24.9	—	28	27	12	662	Cincinnati, Sandusky & Cleveland	Ohio.	7,982,936	*	.....	.....	4,729,037	3,261,330	18,108	—	215.5	741,280	254,436	263,393	850,755	339,244	—	50	15½
Dec. 31, 1872	25.0	—	....	270.0	4	2	1	110	Cincinnati and Terre Haute	Ohio & Ind.	—	(Under	construct	ion—no	report.)	—	—	—	25.0	20,360	4,032	.....	7,047	.....	—	100	....
Dec. 31, 1872	340.5	49.9	75.0	—	118	47	17	3,025	Cleveland, Col. Cin. & Ind	Ohio & Ind	16,395,579	*	1,929,844	1,427,549	14,981,275	3,005,000	1,446,285	310,412	471.4	3,877,159	572,396	1,444,354	4,593,171	1,379,526	7	100	66
Dec. 31, 1872	67.5	12.4	10.3	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,147,934	—	—	—	2,059,200	1,164,000	—	—	—	(Atl. & G	t. Wtn. Ra	ilway Co.)	274,907	260,946	7	50	....
Jun. 30, 1872	102.0	—	5.0	42.0	11	6	4	460	Clev., Mt. Vernon and Delaware	Ohio.	2,575,125	*	.....	.....	1,200,000	2,300,000	.....	.....	114.5	133,000	135,607	176,909	300,347	126,728	—	100	....
Nov. 30, 1872	167.0	32.0	76.4	—	83	41	22	2,519	Cleveland and Pittsburg	Ohio & Penn.	12,490,700	2,538,644	669,162	219,062	11,236,150	2,834,344	396,663	440,411	225.0	2,316,159	654,758	1,881,912	Pa. R. R.	1,053,283	7	50	87½
Dec. 31, 1872	681.0	—	68.0	—	158	54	27	1,652	Col., Chic. & Ind. Cent	Ohio, Ind & Ill	37,014,719	*	.....	.....	13,328,589	23,555,174	130,974	—	681.0	4,590,845	646,459	1,399,597	4,411,095	783,881	—	100	22½
Dec. 31, 1872	76.0	4.0	....	161.0	3	2	2	12	Colorado Central (3 ft.)	Colorado.	1,999,300	*	.....	.....	1,474,300	525,000	.....	.....	40.0	.....	.....	.....	90,216	14,967	—	100	....
Dec. 31, 1872	76.0	18.0	12.6	—	25	8	4	1,601	Columbus and Hocking Valley	Ohio.	2,578,037	1,072,739	268,658	59,094	1,208,810	2,148,000	291,499	330,219	89.0	499,522	134,999	681,819	854,892	442,663	25	50	....
Dec. 31, 1872	45.0	—	3.4	—	—	—	—	—	Columbus, Springfield & Cin	Ohio.	2,000,000	—	—	—	1,000,000	1,000,000	—	—	—	(Leased	to Cin., Sa	nd. & Clev	R. R. Co.)	—	—	50	....
Mar. 31, 1873	35.0	7.0	49.0	—	33	36	13	811	Concord	New Hampshire.	1,500,000	*	187,390	104,436	1,500,000	—	111,357	180,169	145.5	802,162	613,842	692,768	1,040,115	150,759	10	50	160
Mar. 31, 1873	41.0	—	6.0	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	1,108,859	—	—	—	350,000	—	—	—	—	(Concor	d R. R. Co	mpany.)	25,000	25,000	7	100	....
Jun. 30, 1872	110.3	—	15.2	—	22	15	7	746	Connecticut and Passump. Riv.	Vermont.	3,385,436	*	261,151	123,946	2,127,273	1,357,100	39,767	246,371	143.7	458,681	167,112	171,923	812,768	308,902	6	100	72½
Sept. 30, 1872	50.0	5.9	23.5	—	18	24	10	311	Connecticut River	Massachusetts.	2,055,527	225,814	188,686	510,977	1,850,000	250,000	415,226	405,778	55.9	324,053	985,504	383,770	729,311	215,481	10	100	137
Sept. 30, 1872	45.0	—	4.7	—	6	12	5	140	Connecticut Valley	Connecticut.	2,403,189	246,175	.....	.....	1,033,500	998,000	973,000	7,390	45.0	66,293	205,441	16,077	144,851	7,390	—	100	....
Sept 30, 1872	66.7	—	7.0	—	8	10	2	170	Connecticut Western	Connecticut.	3,797,665	295,321	.....	.....	1,504,025	2,436,500	96,228	—	68.3	146,880	151,638	60,467	223,565	65,612	—	100	....
Dec. 31, 1872	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	—	—	—	1,278,300	1,000,600	—	—	—	(Phila.	and Trent	on R. R. C	ompany.)	.....	6	50	....
Sept. 30, 1872	16.0	1.0	1.6	—	2	2	1	17	Cooperstown and Susquehanna	N. York.	458,914	*	.....	.....	308,405	100,000	22,240	—	17.0	.....	.....	.....	39,611	14,727	—	100	....
Dec. 31, 1872	74.0	7.0	26.0	—	19	17	6	371	Cumberland Valley	Penn.	1,725,143	*	656,432	157,732	2,094,250	352,300	72,174	600,583	141.6	275,889	288,817	322,017	581,064	287,989	8	50	....
Dec. 31, 1872	45.0	—	2.5	—	5	2	2	17	Danv., Hazleton & Wilkesbarre	Penn.	1,102,600	*	.....	.....	684,235	1,400,000	.....	.....	—	(Leased	to Pennsy	lvania R.	R. Co.)	—	—	50	....
Sept. 30, 1872	23.8	10.0	4.5	—	6	6	2	72	Danbury and Norwalk	Connecticut	1,108,448	145,383	.....	.....	600,000	407,500	86,050	25,681	33.8	101,553	159,330	44,653	172,120	69,796	10	50	....
Mar. 31, 1873	90 0	32.0	....	20.0	.....	.....	.....	.....	Davenport and St. Paul	Iowa & Minn.	5,000,000	*	.....	.....	2,000,000	2,440,000	.....	.....	90.0	(Recenti	y opened	—No repo	rt.)	—	—	100	....
Mar. 31, 1873	142.0	—	21.3	—	23	15	4	686	Dayton and Michigan	Ohio.	6,088,383	777,401	78,671	149,269	2,398,785	4,102,700	382,741	168,468	142.0	.....	.....	.....	1,034,567	279,623	3½	100	....
Jun. 30, 1872	31.6	—	1.8	—	4	4	3	68	Dayton and Union	Ohio.	612,016	*	.....	.....	86,000	527,445	.....	.....	31.8	116,316	64,344	94,965	134,148	52,209	—	100	....
Jun. 30, 1872	41.5	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	1,011,276	—	—	—	Sunk.	701,000	—	—	—	(Operat	ed by Pitt	sb'g, St. L.	& Cinc. R.	Co.)	—	100	....
Oct. 31, 1872	83.0	16.3	5.6	—	—	—	—	—	Delaware †	Delaware.	2,114,184	—	76,164	71,522	1,317,390	870,000	—	74,470	99.3	317,068	.....	.....	448,841	121,046	6	100	....
Dec. 31, 1872	45.0	—	65.0	—	46	3	1	4,259	Delaware and Hudson	Penn.	4,621,411	*	24,813,589	955,845	15,000,000	13,088,385	—	1,804,460	62.0	(Owned	& operate	d by Del. &	Hud. Can	al Co.)	10	100	....
Dec. 31, 1872	115.0	—	119.0	—	128	20	9	10389	Delaware, Lack. and Western	Penn.	15,512,767	*	.....	.....	20,000,000	5,394,000	4,239,545	.....	115.0	3,254,260	249,576	3,347,671	4,746,678	2,867,965	10	100	107
Dec. 31, 1872	106.0	15.0	5.1	—	6	4	2	64	*Denver Pacific*	Colorado.	5,000,000	*	.....	.....	2,500,000	2,500,000	.....	.....	121.0	.....	19,795	43,862	371,903	196,997	—	100	....
Dec. 31, 1872	118.0	31.0	5.6	732.0	10	11	2	292	Denver and Rio Grande	Col. & N. Mex.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	155.0	(Operati	ons by Co.	commence	d Jan. 1, 1873.)	—	100	....
Dec. 31, 1872	250.0	—	20.0	—	27	10	10	540	Des Moines Valley	Iowa.	13,803,285	*	.....	.....	6,523,800	5,070,000	930,000	—	250.0	447,679	108,599	198,360	776,254	127,223	—	100	....
Aug. 31, 1872	63.0	—	3.8	28.0	6	4	4	145	Detroit, Bel River and Illinois	Michigan.	2,386,000	*	.....	.....	1,000,000	1,500,000	.....	.....	—	(R	ecently op	ened—no	returns.)	—	—	100	....
Aug. 31, 1872	65.0	—	3.2	—	4	2	2	50	Detroit, Hillsdale and Indiana	Michigan.	1,318,150	*	.....	.....	343,150	1,470,000	.....	.....	65.0	(R	ecently op	ened—no	returns.)	—	—	100	....
Dec. 31, 1872	189.0	—	26.0	—	34	37	20	502	Detroit and Milwaukee	Michigan.	10,213,528	*	.....	.....	2,917,140	7,296,388	.....	19,259	189.0	775,746	438,074	330,559	1,381,663	442,155	—	100	....
Aug. 31, 1872	164.0	2.0	2.0	22.0	.....	.....	.....	.....	Detroit, Lansing & Lake Michigan	Mich.	5,777,000	*	.....	.....	1,707,000	4,070,000	.....	.....	166.0	.....	.....	.....	610,000	.....	—	100	....
Dec. 31, 1872	14.0	—	2.0	—	—	—	—	—	Dexter and Newport	Maine.	300,000	—	—	—	122,000	175,000	.....	.....	—	(Leased	to Maine	Central.)	—	—	100	....
Oct. 31, 1872	33.6	—	3.4	—	2	—	—	—	Dorcester and Delaware	Del. & Md.	.....	.....	.....	.....	.....	.....	.....	.....	33.5	.....	12,838	7,781	22,792	7,175	—	100	....
Sept. 30, 1872	29.0	—	2.8	—	—	—	—	—	Dover and Winnipisseoges	New Hamp.	825,000	—	—	—	480,000	—	—	—	—	(Boston	and Maine	R. R. Co.)	—	29,000	6	100	....
Dec. 31, 1872	142.9	—	15.4	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,493,200	—	—	—	5,000,000	580,000	—	—	—	(Leased	by Illinois	Central.)	—	—	6	100	66
Dec. 31, 1872	54.7	—	2.8	—	4	4	5	76	Dubuque and South Western	Iowa.	1,719,977	40,161	.....	.....	1,174,977	550,000	12,247	63,057	54.7	.....	.....	.....	161,458	72,488	—	100	....
Dec. 31, 1872	54.8	—	4.2	—	6	7	3	81	Dunkirk, Warren & Pittsburg	N. York.	2,770,565	*	.....	.....	1,266,000	1,400,000	189,907	.....	54.8	.....	.....	.....	109,262	2,064	—	100	....
Sept. 30, 1872	58.0	—	7.4	—	7	6	3	92	Dutchess and Columbia Counties	N. Y.	2,796,377	*	.....	.....	1,488,487	1,500,000	554,407	.....	58.0	.....	.....	.....	210,546	L. 26,996	—	100	....
Sept. 30, 1872	17.5	—	1.1	—	—	—	—	—	Duxbury and Cohasset	Mass.	384,519	—	—	9,870	350,000	—	42,239	2,150	17.5	.....	100,711	6,262	34,048	1,434	—	100	....
Oct. 31, 1872	17.5	—	0 6	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,300	—	—	—	89,800	175,000	—	—	—	(Pennsy	lvania R. R	Co.)	.....	.....	—	50	....
Oct. 31, 1872	86.0	—	15.5	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,484,290	—	—	—	1,209,200	495,900	—	—	—	(Phila. &	Reading	Co.)	—	—	6	50	80
Jun. 30, 1872	242.0	28.0	27.0	—	43	33	8	605	East Tenn., Va., & Georgia †	Tenn. & Ga.	9,167,851	*	34,750	661,293	1,970,024	3,889,900	168,693	3,735,377	270.0	.....	.....	172,395	1,201,492	366,692	—	100	....
Sept. 30, 1872	41.4	71.7	61.6	—	73	133	36	854	Eastern	Massachusetts.	7,486,949	1,767,261	1,332,235	1,579,678	4,262,600	6,746,100	701,841	405,582	264.6	1,403,179	5,000,399	424,320	1,973,623	574,201	—	100	65½
Dec. 31, 1872	23.0	5.0	3.1	—	3	2	—	66	Eastern Kentucky	Kentucky.	.....	—	—	—	.....	.....	.....	.....	23.0	49,312	22,107	41,308	129,305	21,728	—	100	....
Dec. 31, 1872	40.0	—	1.7	—	2	.....	.....	.....	Eastern Shore †	Maryland.	895,000	*	.....	.....	295,000	600,000	.....	.....	40.0	.....	(No state	ment furni	shed.)	.....	—	100	....
Dec. 31, 1872	185.0	—	9.7	—	.....	.....	.....	.....	Elizabeth and Paducah	Kentucky.	6,000,000	—	—	—	3,000,000	3,000,000	—	—	185.0	.....	(R	ecently o	pened—no	returns.)	—	—	100	....
Dec. 31, 1872	46.8	—	3.3	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	300,000	—	—	—	—	(North	ern Central	R. R. Co.)	165,000	162,000	5	50	....
Dec. 31, 1872	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620 000	—	—	—	1,000,000	1,620,000	—	—	—	(North	ern Central	R. R. Co.)	165,000	162,000	5	50	....
Sept. 30, 1872	459.0	495.0	505.5	—	488	302	76	10638	Erie	New Jersey, N. York & Pa.	97,048,084	11,191,472	568,131	1,133,257	86,536,910	26,398,800	2,617,301	—	954.0	12,318,504	3 596,988	5,564,274	18,371,885	4,720,285	14	100	34½
Sept. 30, 1872	12.8	—	0.8	6.7	—	—	—	—	Erie and Genesee Valley	New York.	191,302	—	—	—	144,900	120,000	—	—	12.3	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	66.0	—	3.0	109.0	5	4	3	81	Erie and Louisville	Ohio.	2,328,636	*	96,300	47,046	1,045,450	890,000	536,502	—	66.0	52,000	30,160	38,344	74,404	27,358	—	100	....
Dec. 31, 1872	81.5	3.7	11.3	—	29	10	4	1,319	Erie and Pittsburg	Pennsylvania.	5,397,000	*	.....	.....	2 000,000	3,297,000	.....	.....	114.0	749,260	265,985	1,141,437	(Pa. Co.)	385,937	7	50	....
Dec. 31, 1872	114.0	3.0	6.0	—	15	15	5	302	European and North American †	Maine.	3,725,907	*	.....	.....	1,272,550	4,753,773	3,230,360	—	114.0	154,290	298,082	.....	367,574	165,289	—	100	....
Aug. 31, 1872	109.0	25.0	16.0	—	17	10	6	340	Evansville and Crawfordsville	Indiana.	2,879,748	*	24,449	92,138	1,144,258	1,127,000	20,630	704,452	132.0	359,615	146,036	.....	566,679	218,645	—	100	....
Dec. 31, 1872	55.0	—	3.1	—	8	8	3	222	Evansville, Terre Haute & Chi.	Ind. & Ill.	1,500,000	*	.....	.....	750,000	750,000	.....	.....	—	(Chicag	o, Danville	& Vincenn	es R. R. C	o.)	—	100	....
Sept. 30, 1872	5.8	—	—	—	—	—	—	—	Fall River, Warren & Prov	R. I. & Mass.	331,107	4,200	71,504	469,159	150,000	284,683	271,986	215,351	5.8	11,985	106,787	—	42,378	15,608	—	100	....
Oct. 31, 1872	12.7	—	0.8	—	—	—	—	—	Fayette County	Pennsylvania.	180,000	—	—	—	107,400	—	—	—	—	(Pbg. &	Connells	v. R. R. Co.)	.....	.....	7½	50	....
Sept. 30, 1872	50.3	43.2	24.7	—	38	46	12	876	Fitchburg	Massachusetts.	3,603,372	660,000	227,503	.....	4,000,000	—	—	511,300	98.3	716,246	1,860,427	740,123	1,350,289	323,935	8	100	125
Dec. 31, 1872	12 6	—	1.0	—	—	—	—	—	Flemington	New Jersey.	394,095	—	—	—	150,000	—	244,095	—	—	(Belv. D	elaware R.	R. Co.)	16,217	L. 16,186	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Opened.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1872	205.0	28.0	33.7	55.0	33	36	8	607	*Flint and Pere Marquette*.....Michigan.	8,765,602	1,135,131	694,565	384,284	3,297,300	5 389,000	1,048,609	1,244,673	233.3	888,227	509,975	344,559	1,133,612	455,118	—	100	....
Sept. 30, 1872	11.8	6.3	5.3	16.2	5	19	5	8	Flushing and North Side .....New York.	952,158	284,371	.....	.....	281,010	1,281,200	81,027	.....	18.1	176,515	1,256,278	.....	281,844	86,495	—	100	....
Sept. 30, 1872	10.0	—	1.0	—	3	2	1	10	Fonda, Johnstown and Gloversville..N. Y.	493,732	*	.....	.....	300,000	300,000	41,382	.....	10.0	35,056	99,890	25,897	78,023	38,198	—	100	....
Dec. 31, 1872	100.0	—	5.2	—	8	6	3	237	Ft. Wayne, Muncie and Cin.....Indiana.	(Sold J	anuary	1, 1872.)	.....	1,000,000	2,300,000	.....	.....	109.0	.....	.....	.....	224,815	28,574	—	100	....
Jun. 30, 1872	109.0	—	2.7	—	—	—	—	—	Framingham and Lowell.....Mass.	1,021,792	182,662	.....	58,170	499,896	650,000	112,698	30	—	(Boston	Clinton &	Fitchb'g.)	21,580	21,580	—	100	49½
Sept. 30, 1872	26.0	—	3.3	—	3	1	—	90	Freehold and Jamesburg.....N. Jersey.	283,745	.....	.....	.....	288,745	.....	.....	.....	22.0	67,460	171,400	43,411	57,773	14,152	—	100	....
Dec. 31, 1872	11.5	—	1.3	—	2	3	—	21	Galveston, Houston & Henderson..Texas.	2,522,063	398,639	234,423	14,796	1,000,000	1,500,000	360,653	311,091	50.0	198,167	86,845	179,666	751,054	366,017	—	100	....
Feb. 28, 1873	85.0	—	9.0	150.0	9	6	4	126	Galv., Harrisburg & San Antonio..Texas.	2,255,402	287,906	.....	61,060	2,051,468	552,840	.....	.....	85.0	36,210	8,664	27,637	160,424	93,422	—	100	....
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Georgia.	4,156,000	*	1,385,369	415,006	4,200,000	676,500	137,240	853,238	232.0	1,103,551	.....	.....	1,623,454	490,196	8	100	....
Jun. 30, 1872	111.0	—	5.5	—	8	4	4	302	Gilman, Clinton & Springfield.....Illinois.	4,000,000	*	.....	.....	2,000,000	2,000,000	.....	.....	111.0	87,808	.....	67,361	156,750	33,525	—	100	....
Sept. 30, 1872	11.6	—	0.3	3.1	—	—	—	—	Goshen and Deckertown .....New York.	290,901	.....	.....	.....	105,000	246,500	8,000	.....	—	(Leased	to Erie)	.....	21,500	21,500	5	100	....
Dec. 31, 1872	263.7	26.0	13.2	35.0	34	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	4,807,993	1,114,214	128,797	4,748,995	2,800,000	3,000,000	.....	.....	289.7	.....	491,910	311,670	949,781	505,640	—	100	....
Mar. 31, 1873	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	—	(Leased	by Michig	an Centra	l R. R. C	o.)	—	100	....
Dec. 31, 1872	857.0	52.0	371.0	—	361	260	80	4,636	Grand Trunk †.....Canada.	106,900,746	*	5,197,215	1,348,999	16,977,803	91,597,296	4,670,346	1,515	1,377.0	6,754,570	1,718,273	1,586,296	8,935,970	1,803,921	—	100	....
Jan. 31, 1873	229.0	216.0	102.0	—	177	146	39	3,136	Great Western †.....Canada.	33,941,675	*	.....	.....	24,167,157	10,816,000	.....	.....	569.0	4,416,442	.....	.....	5,732,870	2,989,050	6½	100	....
Sept. 30, 1872	8.0	—	0.5	—	—	—	—	—	Greene.....New York.	348,877	.....	.....	.....	200,000	.....	.....	.....	8.0	20,824	37,773	151,848	35,718	5,611	6	100	....
Feb. 28, 1873	151.0	—	5.0	49.0	9	5	3	300	Green Bay and Lake Pepin....Wisconsin.	3,400,000	*	.....	.....	1,500,000	2,400,000	.....	.....	—	(Not r	egularly o	perated.)	—	—	—	100	....
Sept. 30, 1872	14.0	—	0.8	—	—	—	—	—	Greenwich and Johnsonville...New York.	304,415	.....	.....	.....	180,098	185,500	11,086	.....	14.0	17,528	17,488	9,553	30,358	12,528	—	100	....
Mar. 31, 1873	66.0	—	4.0	180.0	7	3	1	72	Gulf Western Texas and Pacific †..Texas.	2,500,000	*	.....	.....	.....	1,386,000	.....	.....	....	68,000	9,505	35,874	232,979	128,161	—	100	....
Dec. 31, 1872	4.9	0.8	0.3	—	2	9	3	6	Hackensack and New York..New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.	)	—	100	....
Dec. 31, 1872	28.0	—	1.4	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	.....	.....	.....	560,000	299,600	.....	.....	—	(Leased	by Erie at	55 p. c. of	earnings.	)	—	100	....
Jun. 30, 1873	70.0	—	4.0	—	—	—	—	—	Hannibal and Central Missouri..Missouri.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	....
Jun. 30, 1873	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,000	675,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	....
Aug. 31, 1872	206.0	68.5	27.7	22.0	79	61	62	1,442	*Hannibal and St. Joseph* †.....Missouri.	23,297,728	*	.....	.....	14,250,828	9,146,900	.....	.....	274.5	1,648,638	320,838	415,363	2,484,670	670,529	—	100	80½
Sept. 30, 1872	7.9	—	1.0	—	2	3	2	18	Hanover Branch.....Mass.	170,130	40,445	.....	21,128	123,550	.....	40,000	68,151	7.9	21,096	79,998	14,397	71,032	20,295	—	100	....
Oct. 31, 1872	12.2	—	0.9	—	6	5	2	30	Hanover Branch.....Penn.	201,372	68,000	.....	.....	116,850	.....	.....	.....	12.2	48,150	34,401	123,424	82,388	24,356	10	50	....
Sept. 30, 1872	116.0	2.0	7.2	—	9	5	1	146	Harlem Extension .....New York.	8,000,000	*	.....	.....	4,000,000	4,000,000	40,509	.....	118.0	277,969	137,337	105,349	317,748	Loss.	—	100	....
Oct. 31, 1872	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,182,550	.....	.....	.....	1,182,550	780,000	.....	.....	54.0	(Leased	by Pennsy	lvania R.R.	Co.)		7	50	102
Sept. 30, 1872	62.0	16.5	87.0	—	37	33	16	708	Hartford and New Haven..Conn. & Mass.	4,729,381	872,197	1,452,042	1,120,351	6,500,000	580,000	50,547	1,043,724	78.5	782,172	1,303,158	721,848	2,106,674	752,702	4½	100	....
Sept. 30, 1872	122.4	0.8	18.7	—	26	36	16	361	Hartford, Prov. & Fishkill†..R.I., Ct & N.Y.	4,201,486	598,875	.....	.....	2,037,940	2,055,500	100,000	200,519	130.0	541,442	1,207,771	266,912	1,004,040	367,533	—	100	....
Aug. 31, 1872	75.0	—	4.0	125.0	18	6	3	81	*Hastings and Dakota*.....Minn.	(Purchas	ed July	1, 1872 by	Mil. & St.	Paul C	o. for $2,1	00,000.)	.....	75.0	.....	10,928	20,640	21,415	Loss.	—	...	...
Dec. 31, 1872	5.5	—	0.6	—	2	—	—	100	Hibernia Mine..... .....New Jersey.	148,638	*	.....	1,362	150,000	.....	.....	.....	5.5	.....	.....	100,379	54,401	83,629	40	100	....
Dec. 31, 1872	63.3	—	4.9	—	—	—	—	—	Holly, Wayne and Monroe .....Mich.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Flint &	Pere Mar	quette R.	R. Co.)	—	100	....
Sept 30, 1872	10.3	—	0.8	—	—	—	—	—	Holyoke and Westfield.....Mass.	427,946	.....	.....	86	200,000	200,000	1,667	26,365	—	(New H	aven & N	orthamp.)	14,000	14,000	—	100	....
Sept. 30, 1872	74.0	—	7.0	—	16	16	8	389	Housatonic .....Connecticut.	1,864,871	240,687	.....	.....	2,000,000	400,000	235,213	42,248	162.2	274,960	282,741	242,218	528,115	117,529	—	100	....
Nov. 30, 1872	115.0	8.0	11.4	215.0	14	14	7	278	Houston and Great Northern†.....Texas.	3,361,361	*	731,494	539,503	2,400,000	1,925,915	45,956	260,487	123.0	123,257	24,819	36,583	260,767	81,329	—	100	....
Dec. 31, 1872	387.0	115.0	16.9	—	45	25	14	916	Houston and Texas Central †.....Texas.	15,000,000	*	.....	.....	820,000	10,040,000	.....	.....	349.0	.....	.....	.....	2,675,284	1,345,134	—	100	....
Oct. 31, 1872	45.0	29.5	15.5	—	28	6	5	116	Huntingdon and Broad Top Mt.....Penn.	3,159,769	*	.....	.....	1,330,750	2,158,500	117,441	.....	74.5	238,167	59,126	449,748	301,957	17,451	—	50	16
Dec. 31, 1872	705.5	—	130.4	—	197	117	45	4,568	*Illinois Central* .....Illinois.	34,061,196	*	10,248,460	614,081	25,500,000	19,423,707	.....	.....	1,107.0	5,988,226	1,352,156	2,039,321	8,026,764	2,103,107	10	100	101½
Dec. 31, 1872	62.6	—	3.2	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	1,451,737	.....	.....	.....	960,000	960,000	.....	.....	—	(Leased	by Chicag	o, Burl. &	Quincy	Co.)	—	100	....
Jun. 30, 1872	85.0	—	2.9	67.0	5	.....	.....	.....	Indiana and Illinois Central....Ind. & Ill.	3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	.....	—	(No	t operated	by Compa	ny.)		—	100	....
Dec. 31, 1872	202.5	10.0	38.0	—	65	23	9	1,752	Ind., Bloomington & Western..Ind. & Ill.	15,500,000	*	.....	.....	7,000,000	8,560,000	.....	.....	212.5	.....	.....	.....	1,359,691	.....	—	100	....
Dec. 31, 1872	179.0	—	21.2	—	58	40	12	1,121	Indianapolis, Cin. and Lafayette..Indiana.	13,988,000	*	.....	.....	5,500,000	8,700,000	.....	.....	179.0	1,211,206	.....	.....	1,764,369	592,056	—	50	16
Dec. 31, 1872	75.0	—	4.8	—	12	10	6	287	Indianapolis, Peru and Chicago..O. & Ind.	.....	*	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	...	...
Dec. 31, 1872	72.0	—	12.0	—	58	34	16	1,407	Indianapolis and St. Louis.....Indiana.	3,927,197	*	.....	.....	600,000	3,338,000	654,822	.....	261.0	1,732,260	291,787	690,971	2,110,681	730,289	—	100	....
Dec. 31, 1872	117.0	—	18.0	—	6	7	3	197	Indianapolis and Vincennes.....Illinois.	4,613,436	*	51,118	164,478	1,402,000	3,150,000	277,029	.....	117.0	212,294	.....	.....	284,390	90,205	—	100	....
Dec. 31, 1872	188.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	183.7	(Leased	by Ill. Cen	R.R. Co.)	387,462	118,112	—	100	85
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	.....	.....	.....	1,314,000	1,314,000	.....	.....	73.0	(Leased	to Chicag	o & N. W	estern.)		—	100	....
Sept. 30, 1872	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,236,150	*	.....	.....	494,162	600,000	103,302	.....	35.6	82,960	20,867	121,600	110,942	51,708	—	100	....
Dec. 31, 1872	13.6	1.0	1.3	—	3	2	1	146	Iron .....Ohio.	288,237	57,000	49,403	.....	129,550	.....	13,398	251,692	14.0	27,500	34,266	133,100	102,274	55,359	—	100	....
Oct. 31, 1872	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	.....	.....	400,000	100,000	.....	.....	11.0	11,350	.....	115,876	48,865	15,941	—	50	....
May 31, 1872	212.0	—	15.8	76.0	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	6,500,000	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	36.5	—	7.2	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	.....	.....	.....	1,976,100	4,195,000	.....	.....	156.0	(Leased	by Michig	an Centra	l.)		—	100	....
Dec. 31, 1872	106.0	116.0	22.6	—	41	37	12	744	Jeffersonville, Madison and Ind..Indiana.	6,888,000	*	1,059,564	162,691	2,095,700	2,300,000	.....	.....	—	(Leased	by Erie R	ailway Co.)		140,000	—	100	....
Dec. 31, 1872	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago .....Illinois.	1,849,000	.....	.....	.....	2,000,000	4,888,000	1,214,013	7,853	224.0	1,061,102	658,633	468,286	1,287,280	469,670	7	100	....
May 31, 1873	44.5	—	3.7	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind	1,100,000	.....	.....	.....	1,500,000	349,000	.....	.....	—	(Leased	to Chicag	o & Alton	R.R. Co.)		7	100	85
Oct. 31, 1872	4.6	—	0.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased	to Michig	an Centra	l R. R. C	o.)	8	100	....
Dec. 31, 1872	42.0	—	2.1	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	185,250	800,000	.....	.....	—	24,937	216,230	.....	132,384	55,157	—	50	....
Dec. 31, 1872	58.0	—	3.1	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	306,000	400,000	.....	.....	42.0	(No	returns f	urnished.)	.....	.....	—	100	....
Mar. 31, 1873	40.0	—	2.7	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	.....	.....	.....	610,000	340,000	.....	.....	—	(Leased	to Lake S	.& M. So.)	103,800	103,800	6	100	....
Mar. 31, 1872	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Joseph & Co. Bl. Mo. & Ia.	3,622,158	*	.....	.....	260,000	640,000	.....	.....	—	(Leased	by Michig	an Central	R.R. Co.)	51,200	—	100	....
Jun. 30, 1872	31.9	—	1.3	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	.....	.....	.....	720,000	720,000	.....	.....	260.2	.....	.....	.....	1,242,270	.....	—	100	....
Dec. 31, 1872	638.6	34.0	22.6	—	88	53	18	1,074	Kansas Pacific.....Kansas & Col.	35,183,274	*	2,428,546	2,563,182	9,638,950	16,925,000	2,706,480	.....	672.6	2,475,270	179,182	348,966	3,732,713	1,494,447	—	100	....
Aug. 31, 1872	49.0	—	2.4	—	6	10	4	59	Knox and Lincoln .....Maine.	2,725,798	*	.....	138,305	361,492	2,395,000	.....	107,611	49.0	(Com	pleted Oct.	19, 1871.)	87,612	35,978	—	100	....
Oct. 31, 1872	99.0	—	33.0	—	25	10	4	1,515	Lackawanna and Bloomsburg .....Penn.	3,398,452	722,792	.....	.....	1,385,000	2,250,000	193,261	.....	90.0	436,506	362,294	2,213,010	1 083,505	471,764	—	50	....
Dec. 31, 1872	60.3	—	2.5	93.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	.....	.....	.....	1,000,000	1,300,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	....
Dec. 31, 1872	86.0	—	1.8	79.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	.....	3,716,927	.....	3,000,000	1,500,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	....
Sept. 30, 1872	16.0	—	....	124.0	—	—	—	—	Lake Ontario Shore Line.....New York.	1,541,456	.....	.....	.....	1,727,558	792,000	96,097	.....	—	(Not yet i	n operatio	n.)			—	100	....
Dec. 31, 1872	541.3	395.2	533.2	—	418	300	69	8,640	Lake Shore & Mich. S.....P. O. Ind. & Ill.	63,047,176	12,384,187	7,315,867	1,515,979	50,000,000	26,495,000	6,350,020	1,417,630	1,186.5	13,477,534	2,112,833	4,382,243	17,591,629	5,118,598	8	100	76½
Jun. 30, 1872	37.0	—	....	—	68.0	6	—	—	35	Lake Shore and Tuscarawas Valley..Ohio.	2,539,669	87,519	138,142	72,922	744,938	2.000 000	93,314	.....	.....	(Opened t	hrough to	July, 187	3.)		—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Tons Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1872	74.0	—	4.8	76.0	7	2	3	121	N. Y., Kingston & Syracuse..New York.	3,065,856	190,066	.....	.....	2,662,921	583,000	92,692	.....	74.0	101,085	168,267	69,137	219,368	60,974	—	100	....
Sept. 30, 1872	5.4	—	0.4	54.6	1	1	—	—	N. Y., Housatonic & North. N.Y. & Conn.	604,626	12,737	.....	.....	261,000	183,500	156,475	.....	—	(Leased	by Housatonic R. R. Co.)		3,010	—	100	....
Sept. 30, 1872	7.0	—	0.4	0.2	—	—	—	—	New York and Mahopac.....New York.	264,912	—	—	—	265,000	—	—	—	—	(Leased	by New York & Harlem R. R. Co.)		—	—	100	....
Sept. 30, 1872	124.0	16.8	164.0	—	84	129	41	1,010	N. Y., N. H. & Hartford. N.Y., Ct. & Ma.	12,861,474	1,840,586	1,465,553	3,428,675	15,500,000	1,641,500	377,341	1,377,592	190.8	1,700,891	3,925,765	862,679	4,483,554	1,769,809	10	100	133
Sept. 30, 1872	62.5	—	27.5	—	20	19	7	99	N. Y., Providence and Boston...C. & R. I.	3,101,400	*	.....	.....	1,887,400	1,214,000	.....	.....	67.5	441,486	614,211	229,677	911,021	401,914	9	100	120½
Sept. 30, 1872	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	3,210,616	—	—	—	1,000,000	—	—	—	—	(Leased	by New York Cent.	R.R. Co.)	60,000	6	100	....
Jun. 30, 1872	35.3	—	3.3	—	5	1	1	134	Niles and New Lisbon .....Ohio.	1,047,364	108,287	.....	.....	500,000	500,000	59,584	96,067	35.3	112,067	48,554	336,167	179,553	88,216	—	100	....
Sept. 30, 1872	223.0	—	11.2	—	24	18	10	271	North Carolina †.....North Carolina.	4,947,741	*	344,672	337,271	4,000,000	553,413	592,030	483,241	223.0	478,580	140,397	118,126	(R'hm.&	Danv.)	—	100	....
Feb. 28, 1873	102.0	—	9.0	—	14	14	5	142	North-Eastern † .....South Carolina.	2,148,131	*	88,720	37,364	979,850	1,101,500	138,977	53,380	102.0	293,721	82,719	.....	395,463	159,695	—	100	....
Jun. 30, 1873	72.0	—	3.6	118.0	—	—	—	—	North Louisiana and Texas.....La.	(No accounts obtainable.)								72.0		(No accounts.)				—	100	....
Oct. 31, 1872	55.6	12.1	66.7	—	39	36	20	903	North Pennsylvania.....Pennsylvania.	7,086,930	1,208,779	1,524,750	.....	3,473,500	4,042,500	63,394	.....	67.7	617,092	889,571	880,119	1,836,938	592,822	5s	50	90
Dec. 31, 1872	95.0	45.3	33.3	—	30	21	10	689	Northern, of Canada.....Canada.	5,465,410	*	78,964	610,683	.....	5,819,963	261,561	3,533	140.3	748,838	212,080	313,664	894,774	180,541	—	100	....
Dec. 31, 1872	138.0	4.0	137.0	—	141	69	22	6,284	Northern Central †.....Md. and Penn.	11,606,830	3,223,438	2,750,000	928,678	5,842,000	11,040,602	1,464,215	222,099	317.0	3,288,463	1,110,110	4,769,896	4,598,320	1,161,769	6	50	70
Mar. 31, 1872	69.2	13.4	17.6	—	27	16	6	540	Northern New Hampshire ..New Hamp.	3,068,400	*	309,618	212,958	3,068,400	102,000	266,800	154,576	82.6	506,848	195,406	411,888	706,355	217,103	8	100	107
Dec. 31, 1872	21.3	—	4.6	—	—	—	—	—	Northern New Jersey.....New Jersey.	527,452	—	872,548	.....	1,000,000	400,000	.....	.....	—	(Leased	to Erie Railway Co.)		273,054	37,604	8	100	....
May 31, 1873	153.0	106.0	....	1,441	72	16	6	1,554	Northern Pacific.....Minn., Dak. &c.	13,292,142	1,908,838	601,394	.....	.....	50,000p.m	.....	.....	559.0		(No statement published.)				—	100	....
Sept. 30, 1872	59.4	7.0	13.1	—	20	15	6	642	Norwich and Worcester †.Conn. & Mass.	2,463,983	*	84,706	109,188	2,364,400	759,000	35,526	731,947	66.4	410,089	372,841	346,367	771,602	293,528	10	100	127½
Jun. 30 1872	113.0	32.0	14.6	—	21	27	12	894	Nova Scotia.....Nova Scotia.	6,976,268	*	110,464	.....	.....	6,976,268	110,464	.....	145.0	.....	194,167	242,210	328,841	Loss.	—	100	....
Sept. 30, 1872	118.0	4.0	18.0	—	34	19	4	1,026	Ogdensburg and Lake Champlain...N. Y.	4,048,510	1,748,411	.....	.....	3,077,000	1,012,000	.....	.....	122.0	686,755	171,894	417,373	1,005,979	263,867	6	100	50
Dec. 31, 1872	10.0	2.0	3.8	—	2	—	—	96	Ogden Mine.....New Jersey.	452,994	*	.....	.....	450,000	.....	.....	.....	12.0	.....	.....	54,479	47,459	25,656	6	100	....
Jun. 30, 1872	340.0	53.0	24.0	—	122	57	24	2,422	Ohio and Mississippi ....Ohio, Ind. & Ill.	34,470,752	*	.....	.....	24,030,000	10,111,850	328,902	.....	393.0	2,852,763	404,765	708,799	3,343,845	984,008	—	100	26½
Oct. 31, 1872	120.0	3.0	53.7	—	32	19	5	528	Oil Creek and Allegheny River.....Penn.	8,564,547	1,008,331	.....	.....	4,959,450	3,680,000	.....	.....	123.0	749,668	559,926	676,500	1,285,554	461,531	6½	50	21½
Sept. 30, 1872	131.3	19.4	50.6	15.0	45	95	16	607	Old Colony and Newport..Massachusetts.	8,095,654	*	441,553	586,443	5,103,506	3,521,000	467,989	581,156	150.7	1,110,675	3,711,345	510,434	1,897,438	680,249	6½	100	122½
Dec. 31, 1872	9.9	2.0	3.1	—	—	—	—	33	Orange and Newark.....New Jersey.	1,073,555	*	.....	.....	290,300	736,000	73,852	.....	11.9	.....	2,984,817	.....	203,094	24,633	—	100	....
Sept. 30, 1872	282.6	10.0	9.6	—	25	21	12	882	Orange, Alex. and Manassas Gap †....Va.	9,180,634	*	.....	.....	2,692,540	5,622,864	865,431	.....	292.6	713,252	196,394	161,434	988,371	403,598	—	100	....
Dec. 31, 1872	25.0	—	1.7	200.0	—	—	—	—	Osage Valley and Southern Kansas...Mo.	600,000	—	.....	.....	375,000	200,000	25,000	.....	—	(Leased	by Pacific (of Mo.)	R. Co.)	35 p. c.		—	100	....
Sept. 30, 1872	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	950,953	—	.....	.....	300,000	612,100	27	.....	—	(Leased	by Rome, Watertown & Ogd.	R.R.Co.)	—	—	100	....
Sept. 30, 1872	35.0	—	46.7	—	11	12	4	258	Oswego and Syracuse .....New York.	1,114,844	380,270	.....	.....	1,144,400	180,000	.....	.....	35.0	232,060	171,932	232,801	354,880	73,878	9	100	....
Dec. 31, 1872	35.0	—	1.6	100.0	2	1	1	10	Owensboro and Russellville...Kentucky.	.....	.....	.....	.....	1,500,000	1,500,000	.....	.....	35.0	(In course of construction: no returns.)					—	100	....
Dec. 31, 1872	283.5	15.5	39.1	—	—	—	—	—	*Pacific* of Missouri †.....Missouri.	.....	.....	.....	.....	7,000,000	(Assumed by Lessees.)			—	(Leased	by Atlantic & Pacific	R. R. Co.)	—	5	100	37½
Dec. 31, 1872	63.5	—	3.6	101.5	7	4	2	77	Paducah and Gulf .....Kentucky.	3,261,312	*	980,220	89,430	2,924,150	1,000,000	406,812	.....	63.5	469,289	22,920	21,589	95,261	35,845	—	100	....
Jun. 30, 1872	11.0	—	0.5	53.4	2	1	1	25	Painesville and Youngstown.....Ohio.	234,608	21,359	.....	.....	255,997	.....	.....	.....	11.5	(Under construction: no returns.)					—	100	....
Dec. 31, 1872	47.6	—	11.8	—	20	26	4	486	Panama.....New Granada.	10,000,000	—	—	—	7,000,000	2,993,177	.....	.....	47.6	.....	.....	.....	1,718,630	1,232,602	10½	100	108½
Dec. 31, 1872	76.0	33.0	6.2	—	7	5	3	246	Paris and Decatur.....Illinois.	2,800,000	*	.....	.....	1,600,000	1,200,000	.....	.....	109.0	.....	(No statement furnished.)				—	100	....
Dec. 31, 1872	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	600,000	—	—	—	630,000	—	—	—	—	(Leased	by Erie Rail'y Co.)		53,400	53,400	8½	100	....
Dec. 31, 1872	12.0	—	2.6	—	—	—	—	—	Paterson and Newark.....New Jersey.	896,162	—	—	—	250,000	500,000	—	—	—	(Leased	by Erie Rail'y Co.)		35 p. c.		—	100	....
Dec. 31, 1872	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	—	—	—	248,000	100,000	—	—	—	(Leased	by Erie Rail'y Co.)		30,173	30,173	6	100	....
Feb. 28, 1873	67.3	—	3.9	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,576,000	—	—	—	1,500,000	1,076,000	.....	.....	—	(Leased	by Tol. Wab. & Wtn.	Co.)	.....	.....	—	100	....
Dec. 31, 1872	22.0	—	1.8	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,692	—	—	—	342,150	160,000	36,542	.....	—	(Leased	by United Co.)		31,729	31,729	6	100	....
Dec. 31, 1872	18.0	—	1.1	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	—	—	—	500,000	375,000	.....	.....	—	(Leased	by N. Jer. Sth'n R.R.	Co.)	.....	.....	—	100	....
Dec. 31, 1872	165.0	—	10.0	40.0	4	4	2	45	Peninsular.....Mich. Ind. & Ill.	4,916,263	*	.....	.....	1,995,000	2,779,000	142,262	.....	165.0	.....	83,491	46,333	109,913	Loss.	—	100	....
Dec. 31, 1872	354.9	69.0	546.9	—	593	292	112	11439	Pennsylvania .....Pennsylvania.	31,288,395	11,154,553	53,506,985	20,413,980	53,271,937	35,072,309	19,395,421	8,919,154	787.7	13,380,957	5,250,393	7,844,779	22,012,525	8,247,852	10	50	104
Dec. 31, 1872	47.0	15.9	57.0	—	23	8	—	2,540	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,997,500	.....	4,000,000	536,500	375,000	.....	47.0	.....	3,486	1,376,772	23,033	.....	20	50	280
Dec. 31, 1872	22.5	—	1.2	—	—	—	—	—	Pennsylvania and Delaware. Penn. & Del.	1,200,000	—	.....	.....	483,297	700,000	.....	.....	—	(Leased	to Penna. R.R. Co.:	recently	opened.)		—	50	....
Dec. 31, 1872	104.3	12.1	35.9	—	18	2	—	1,218	Pennsylvania and N. York. N.Y. & Penn.	5,086,426	628,814	.....	.....	3,061,700	3,000,000	.....	.....	145.6	.....	190,309	1,268,527	1,608,287	437,135	—	50	....
Dec. 31, 1872	46.0	—	6.6	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	—	—	—	1,200,000	600,000	—	—	—	(Leased	by Chic. R. I. & Pac.	Co.)	125,090	8	100	....
Dec. 31, 1872	83.0	—	11.6	—	12	7	4	181	Peoria, Pekin and Jacksonville...Illinois.	3,239,700	*	—	—	1,239,700	2,000,000	—	—	83.0	260,093	77,372	124,505	302,552	.....	—	50	....
Dec. 31, 1872	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge. N. Jersey.	214,581	—	—	—	57,200	100,000	57,381	—	—	(Operated by Penna.	R. R. Co.)		—	—	—	100	....
Dec. 31, 1872	64.0	18.0	8.0	—	12	9	5	120	Petersburg †.....Virginia.	1,817,985	*	323,905	43,388	1,324,200	500,000	361,083	.....	82.0	228,000	44,392	57,238	288,944	133,851	—	100	....
Oct. 31, 1872	46.0	—	6.0	—	9	7	3	95	Philadelphia and Balt. Cent. Penn. & Md.	1,806,209	177,474	.....	.....	220,606	2,600,000	53,413	.....	58.1	176,312	315,515	134,307	295,594	105,205	—	100	....
Dec. 31, 1872	287.6	—	114.3	—	130	38	20	2,955	Philadelphia and Erie †....Pennsylvania.	21,822,990	—	2,248,693	.....	8,448,000	14,750,000	892,983	.....	287.6	2,912,351	839,793	2,028,568	3,980,758	846,319	—	50	39
Dec. 31, 1872	17.1	3.1	13.7	21.0	24	45	18	192	Phila., Germantown and Norristown..Pa.	1,146,538	368,262	500,793	.....	2,231,900	—	—	—	23.6	(Leased	by Phila. & Read'g.)		287,816	271,179	12	50	175
Dec. 31, 1872	98.4	172.1	421.7	—	377	202	53	14132	Philadelphia and Reading..Pennsylvania.	45,922,674	*	24,888,327	2,675,996	34,236,175	33,120,804	4,172,014	1,958,004	708.0	7,248,778	6,385,991	9,573,405	12,125,038	4,823,300	10	50	113½
Dec. 31, 1872	26.6	—	36.3	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,534,479	—	329,626	.....	1,259,100	—	—	275,408	37.5	.....	1,561,080	1,124,640	1,759,758	.....	10	100	121
Dec. 31, 1872	95.3	3.8	139.1	—	64	103	49	1,295	Philadelphia, Wilm. and Baltimore. Penn.	11,890,736	*	2,318,306	175,395	11,485,750	1,990,500	455,321	660,478	197.7	1,248,818	1,747,195	449,780	2,814,274	1,188,614	8	50	112
Oct. 31, 1872	7.0	—	1.0	—	2	3	2	22	Pithole Valley.....Pennsylvania.	100,000	—	225,000	—	225,000	100,000	17,132	—	7.0	.....	9,800	12,854	20,483	Loss.	—	50	....
Dec. 31, 1872	193.0	8.0	46.0	—	119	34	19	1,605	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	15,095,349	3,740,488	1,950,109	1,812,268	8,433,550	10,011,740	5,461,178	—	201.0	3,160,500	606,902	1,429,115	3,856,649	799,501	—	50	....
Dec. 31, 1872	468.3	—	156.3	—	243	96	54	5,559	Pittsburg, Ft. W. and Chic..P., O., I. & L.	35,835,286	*	.....	.....	22,214,286	13,621,000	17,230	.....	503.6	7,313,148	2,106,152	2,408,162	9,780,310	4,507,465	10	100	93
Dec. 31, 1872	14.0	—	3.1	16.0	3	2	1	45	Pittsburg, Virginia & Charleston.....Pa.	654,068	55,243	.....	.....	618,564	—	—	—	14.0		(In operation only three months.)				—	50	....
Oct. 31, 1872	149.6	1.9	17.2	—	57	26	9	430	Pittsb'g, Washington & Dalton...Pa. & Md.	11,598,236	687,192	83,196	.....	1,960,682	4,780,000	3,463,294	.....	173.8	1,703,600	781,994	980,780	1,437,392	Loss.	—	50	....
Sept. 30, 1872	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	450,000	—	—	—	450,000	—	—	—	—	(Leased	by Boston & Albany	R.R. Co.)	27,000	6	100	....
Jun. 30, 1872	—	—	—	178.0	—	—	—	—	Plymouth, Kankaka & Pacific. Ind. & Ill.	.....	—	—	—	719,390	450,000	.....	.....	—	(Leased	by Pennsylvania Co.)				—	100	....
Oct. 31, 1871	66.0	—	2.7	24.0	7	6	3	315	Port Huron and Lake Michigan.....Mich.	3,000,000	*	(To completion.)		1,200,000	1,800,000	.....	.....	41.0	.....	41,988	55,029	142,580	92,162	—	100	....
Nov. 30, 1872	60.0	—	3.5	50.0	5	13	3	92	Portland and Ogdensburg....Me. & N. H.	1,945,560	161,149	97,155	29,230	1,039,095	906,000	259,132	28,859	60.0	118,100	55,592	37,856	115,484	40,361	—	100	....
Dec. 31, 1872	65.0	—	2.1	93.0	5	4	3	85	Portland and Ogdensburg.....Vermont.	1,652,000	*	.....	.....	.....	2,340,000	.....	.....	—		(Earnings used in construction.)				—	100	....
Dec. 31, 1872	27.5	—	2.8	—	2	1	1	22	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	218,500	.....	.....	27.5	17,215	2,880	6,375	14,221	.....	—	100	....
Aug. 31, 1872	52.5	—	3.3	—	6	10	4	113	Portland and Rochester.....Me. & N. H.	1,900,854	*	45,000	10,296	636,097	1,120,000	200,053	.....	52.5	141,640	120,009	60,790	131,561	38,078	—	100	....
May 31, 1872	81.3	—	7.4	—	19	—	7	167	Portland, Saco and Portsmouth ....N. H.	1,500,000	*	.....	.....	1,500,000	—	—	—	—		(Leased by Eastern	R.R. Co.)		10	100	115
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	110	Port Royal.....South Carolina.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	110.0		(Operated for benefit of contractors.)				—	25	....
May 31, 1873	[illegible]	—	4.9	39.0	—	—	—	—	Portsmouth, Gt. Falls and Conway. N. H.	2,270,000	*	.....	.....	770,000	2,000,000	.....	.....	—		(Leased by Eastern	R.R. Co.)		6	100	46½
Sept. 30, 1872	[illegible]	—	2.5	3.4	4	5	—	60	Poughkeepsie and Eastern....New York.	1,391,372	*	.....	.....	524,464	508,200	506,079	.....	41.8	53,514	70,018	10,40	53,079	14,038	—	100	....

Sept. 30, 1872	43.4	1.0	44.1	—	27	29	6	919	Providence and Worcester..R. I. & Mass.	1,003,636	666,568	125,566	107,861	2,000,000	500,000	224,612	84,019	47.6	307,586	1,005,257	21,621,866	986,897	289,920	10	100	....
Nov. 30, 1872	13.6	—	3.1	—	3	3	3	11	Providence, Warren and Bristol.R. I. & M.	645,079	73,026	.....	.....	437,917	50,000	63,611	.....	15.6	44,096	415,776	16,367	105,555	51,456	3	100	....
Dec. 31, 1872	21.0	—	2.0	—	1	3	2	—	Queen Anne and Kent Co.....Md.	351,000	•	32,200	.....	260,000	269,000	2,600	.....	21.0	38,850	12,560	38,231	27,437	9,989	—	50	....
Dec. 31, 1872	41.7	—	1.4	86.8	3	2	2	45	Quincy, Alton and St. Louis.....Ill.	1,856,000	•	.....	.....	1,000,000	850,000	.....	.....	41.7	.....	.....	.....	96,000	.....	—	100	....
May 31, 1872	97.0	—	9.7	—	12	11	4	98	Raleigh and Gaston ¶.....North Carolina.	1,500,000	•	155,200	102,935	1,500,000	.....	92,150	166,085	97.0	.....	31,223	64,096	359,277	154,400	—	100	....
Jan. 31, 1873	44.0	—	3.0	60.0	4	3	3	46	Raleigh and Augusta Air-Line.....N. Car.	1,134,211	89,785	.....	.....	876,000	350,000	.....	.....	44.0	.....	.....	.....	76,037	.....	—	100	....
Sept. 30, 1873	71.0	110.0	41.5	—	39	68	19	974	Rensselaer and Saratoga.....N. Y.	7,489,628	•	.....	.....	6,000,000	1,925,000	.....	.....	151.0	861,480	664,000	556,934	1,748,916	604,224	7	100	100
Sept. 30, 1872	140.5	55.2	16.7	—	26	17	10	272	Richmond and Danville ¶.....Virginia.	5,109,466	•	2,046,460	211,461	4,000,000	2,621,000	510,171	236,066	295.9	526,732	134,485	176,708	832,092	363,846	—	100	....
Sept. 30, 1872	75.5	11.4	6.2	—	12	6	4	139	Richmond, Frederick and Potomac ¶..Va.	2,622,927	•	116,589	263,282	1,509,826	889,899	43,417	559,604	89.9	200,899	.....	.....	351,919	145,919	—	100	....
Sept. 30, 1872	22.5	2.8	4.2	—	8	10	4	160	Richmond and Petersburg ¶.....Va. N.C.	1,188,213	•	85,833	30,224	847,100	326,296	93,377	37,528	46.8	107,159	118,189	42,228	160,319	45,945	—	100	....
Sept. 30, 1872	3.3	—	2.2	26.0	3	3	2	42	Richmond and York River.....Va.	1,265,640	•	.....	.....	650,000	615,640	.....	.....	38.3	.....	(No returns obtained.)				—	100	....
Sept. 30, 1872	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	•	.....	.....	557,560	.....	.....	.....	.....	(Leased	by Erie Railway Co.)		34,012	6	100	....
Jun. 30, 1872	251.9	25.5	27.0	—	83	15	7	915	Rockford, Rock Island and St. Louis..Ill.	15,490,570	•	.....	.....	6,490,579	2,000,000	.....	.....	316.5	.....	.....	.....	1,067,749	243,534	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,236	•	.....	.....	250,844	.....	.....	.....	20.0	.....	(No information.)				16	100	....
Sept. 30, 1872	141.1	48.5	25.5	—	40	31	15	779	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	•	.....	.....	2,998,900	1,735,606	38,359	.....	218.2	675,016	441,909	336,440	1,150,764	282,106	7	100	75
Jan. 31, 1873	120.0	—	26.0	—	—	—	—	—	Rutland .....Vermont.	8,787,902	—	1,286,719	.....	6,641,300	1,701,000	1,180,628	.....	239.0	(Leased	to Central Verm't.)		434,740	405,381	—	100	5
Jun. 30, 1873	225.0	—	24.0	34.0	19	....	....	....	St. Joseph and Denver City..Kan. & Neb.	11,188,220	420,925	279,044	3,203	4,000,000	7,000,000	734,425	157,067	225.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	54.0	5.0	6.1	—	9	15	6	93	St. Lawrence and Ottawa.....Canada.	1,050,000	•	.....	.....	.....	250,000	.....	.....	59.0	.....	70,285	38,592	161,771	45,953	—	100	....
Dec. 31, 1872	159.0	18.0	29.0	—	13	9	7	553	St. Louis, Alton and Terre Haute.Illinois.	11,768,400	•	.....	238,001	4,768,400	6,700,000	218,001	.....	55.0	360,130	149,499	416,215	507,019	220,002	—	100	11
Dec. 31, 1872	195.5	15.3	37.0	—	91	20	18	1,651	*St. Louis and Iron Mountain* ¶...Missouri.	14,555,951	1,951,989	1,088,796	153,733	10,000,000	5,461,000	.....	.....	210.8	933,893	557,575	633,574	2,146,639	687,639	3	100	34
Dec. 31, 1872	310.0	48.0	25.0	50.0	46	26	12	1,170	St. Louis & S. Eastern...Ill., Ky. & Tenn.	11,089,000	1,725,000	3,993,000	.....	11,000,000	5,807,000	.....	.....	220.0	.....	.....	.....	822,601	169,779	—	100	....
Dec. 31, 1872	150.0	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill	5,040,100	—	.....	.....	2,324,100	3,477,000	.....	.....	.....	(Leased	by Chicago & Alton	R.R.Co.)	240,000	.....	—	100	....
Jan. 31, 1873	353.0	—	17.6	—	88	36	19	1,531	St. L., Kansas City & Northern..Mo & Ia.	23,134,445	•	2,360,765	439,708	24,000,000	6,000,000	943,028	.....	581.7	2,893,281	428,957	517,528	2,780,820	748,139	—	100	....
Oct. 31, 1872	158.4	—	23.0	—	30	14	8	824	St. Louis, Vandalia & Terre Haute.....Ill.	7,984,227	•	.....	203,201	2,377,779	5,499,000	250,548	60,101	158.4	862,806	.....	.....	1,180,273	354,082	—	100	....
Dec. 31, 1872	237.0	175.0	16.0	251.0	30	14	9	289	*St. Paul and Pacific* (1st Div.)..Minnesota.	15,188,653	•	3,723,033	229,522	1,958,600	16,197,000	589,333	.....	283.0	462,489	235,279	152,356	382,569	.....	—	100	....
Dec. 31, 1872	121.0	—	8.0	—	13	6	4	194	St. Paul and Sioux City.....Minn.	4,550,960	•	179,798	54,019	4,000,000	.....	784,777	.....	121.0	344,883	75,461	136,127	424,398	99,668	—	100	...
Dec. 31, 1872	116.0	—	16.0	—	21	18	9	309	Sandusky, Mansfield and Newark ..Ohio.	3,244,500	•	.....	.....	937,500	2,307,000	.....	.....	160.0	.....	178,661	153,505	574,951	37,502	—	50	....
Dec. 31, 1872	237.0	110.0	15.4	61.0	27	19	6	342	Savannah, Albany and Gulf.....Ga.	7,592,283	•	525,789	1,171,804	4,479,677	3,242,200	1,571,999	.....	347.0	635,300	98,234	.....	983,966	339,539	—	100	....
Dec. 31, 1872	104.0	—	4.9	—	10	9	5	80	Savannah & Charleston.....S. Car. & Ga.	2,288,966	•	.....	.....	1,000,000	1,427,800	.....	.....	104.0	(No statement	furnished: very small.)				—	100	....
Feb. 28, 1873	80.0	—	8.0	—	15	7	5	208	Seaboard and Roanoke..Va. & N. Carolina.	1,488,400	•	.....	105,689	1,278,400	210,000	107,000	.....	80.0	235,679	26,309	162,532	566,619	266,335	8	100	....
Apr. 30, 1872	237.0	—	11.9	—	39	17	9	412	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	•	.....	.....	3,750,000	9,230,000	large	.....	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	•	.....	.....	1,389,000	1,423,000	10,000	.....	80.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Nov. 30, 1872	32.0	—	2.0	—	2	2	2	70	Shenango and Allegheny ..Pennsylvania.	890,335	78,945	20,000	.....	199,000	780,000	.....	.....	32.0	40,500	16,170	56,220	58,850	32,393	—	50	....
Jun. 30, 1872	106.8	—	11.3	—	11	8	5	153	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,400	•	.....	.....	2,068,400	1,628,000	.....	.....	157.6	.....	.....	.....	162,405	10,314	—	100	....
Dec. 31, 1872	122.4	—	6.6	26.1	9	6	3	232	Sioux City and St. Paul....Iowa & Minn.	4,422 132	•	568,362	.....	2,800,000	1,740,000	450,494	.....	.....	.....	(Run by contractors: no returns.)				—	100	....
Sept. 30, 1872	163.0	—	9.2	—	....	....	....	....	South and North Alabama.....Ala.	7,481,764	•	.....	.....	3,458,067	4,906,000	.....	.....	131.0	.....	41,327	74,837	199,051	60,236	—	100	....
Dec. 31, 1872	137.0	106.0	30.0	—	42	37	*	507	South Carolina ¶.....South Carolina.	9,594,328	•	2,019,176	806,086	5,819,275	4,730,346	236,736	71,474	243.0	856,732	207,344	266,707	1,401,211	545,103	—	100	....
Sept. 30, 1872	116.0	—	5.8	—	11	7	4	401	Southern Central.....New York.	3,450,058	287,305	.....	.....	1,783,021	2,288,000	89,881	.....	116.0	302,744	161,821	178,099	307,280	104,978	—	100	....
Sept. 30, 1872	57.0	20.0	20.0	—	19	35	7	114	South Side (L. I.) .....New York.	3,166,551	648,925	.....	.....	1,000,000	2,250,000	386,782	.....	57.0	233,990	617,899	83,701	501,871	226,637	—	100	....
Aug. 31, 1872	167.5	—	9.5	—	12	8	3	243	Southern Minnesota .....Minnesota	9,424,958	•	.....	.....	3,825,000	4,592,000	1,007,958	.....	165.5	.....	46,349	92,661	493,438	190,021	—	100	....
Dec. 31, 1872	170.0	—	8.5	562.0	14	23	8	245	Southern Pacific.....California.	11,500,000	•	.....	.....	8,404,800	5,750,000	.....	.....	170.9	.....	314,150	121,666	932,725	481,664	—	100	....
Jun. 30, 1872	228.0	—	11.2	—	12	10	4	280	Springfield & Ill. So. Eastern.....Illinois.	8,176,500	•	.....	.....	4,000,000	4,400,000	140,000	.....	.....	.....	(Not in operation at date.)				—	100	....
Sept. 30, 1872	81.0	—	17.0	—	16	13	3	373	Syracuse, Binghamton and N. York..N.Y.	3,906,297	•	.....	.....	2,004,000	1,670,000	129,414	.....	81.0	449,520	186,606	583,355	713,585	216,481	4	100	....
Sept. 30, 1872	26.0	1.0	3.1	16.0	3	6	2	40	Syracuse and Chenango Valley....N. Y.	1,165,062	61,985	.....	.....	1,063,400	500,000	229,997	.....	26.0	23,548	49,219	29,914	23,199	loss.	—	100	....
Nov. 30, 1872	79.7	26.6	30.0	—	36	21	9	782	Terre Haute and Indianapolis....Indiana.	2,807,218	•	1,583,484	191,840	1,988,150	800,000	616,344	1,173,143	99.3	.....	190,997	834,850	1,070,354	128,443	—	100	....
Apr. 30, 1873	66.0	—	6.6	1,741	12	6	—	73	Texas and Pacific.....Texas.	4,200,000	•	.....	.....	200,000	4,000,000	.....	.....	66.0	.....	.....	.....	346,001	85,042	—	100	....
Dec. 31, 1872	227.3	10.2	29.0	—	45	13	9	1,109	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	•	.....	.....	5,700,000	3,450,000	204,794	.....	237.5	1,192,831	.....	.....	1,316,106	388,093	—	100	....
Dec. 31, 1872	473.6	168.6	60.5	—	182	71	42	4,207	Toledo, Wabash and Western..O. I. & Ill.	34,683,000	•	.....	.....	16,000,000	18,683,000	.....	.....	955.7	5,196,661	637,050	1,349,052	6,008,978	1,678,182	—	100	42
Sept. 30, 1872	34.9	—	9.0	—	11	12	6	222	Troy and Boston.....New York.	1,934,146	378,418	.....	.....	1,592,000	1,899,000	65,309	.....	55.3	190,545	262,763	191,122	616,563	212,097	2	100	....
Dec. 31, 1872	1,032	—	100.0	—	151	93	36	2,409	*Union Pacific* ....Nebr. Utah Nev. & Cal.	111,948,813	•	.....	.....	36,762,300	75,179,512	.....	.....	1,032.0	.....	165,688	.....	8,862,605	4,092,032	—	100	34
Dec. 31, 1872	165.0	—	160.0	—	242	281	38	1,762	United Companies of New Jersey..N. Jer.	22,450,328	•	13,216,919	427,838	18,990,627	17,615,608	797,631	472,455	455.9	3,905,741	7,580,795	2,536,304	8,266,226	2,261,060	10	100	122
Apr. 30, 1872	37.0	—	4.0	91.0	6	6	1	28	Utah Central.....Utah.	1,500,000	•	.....	.....	500,000	1,000,000	.....	.....	37.0	.....	.....	.....	360,612	206,858	—	100	....
Dec. 31, 1872	31.0	—	2.1	44.0	3	3	2	11	Utah Southern .....Utah.	1,060,000	•	.....	.....	400,000	660,000	.....	.....	31.0	.....	.....	.....	126,884	63,442	—	100	....
Sept. 30, 1872	74.8	—	13.4	12.2	14	15	7	125	Utica and Black River.....New York.	2,200,444	258,703	.....	.....	1,764,020	775,500	.....	.....	92.2	201,688	184,533	62,064	337,299	111,309	3	100	....
Sept. 30, 1872	98.0	22.0	14.0	—	17	15	7	62	Utica, Chenango and Susq. Valley..N. Y.	3,186 344	438,131	.....	.....	2,908,600	.....	.....	.....	120.0	228,887	246,101	173,749	424,792	32,246	6	100	....
May 31, 1872	47.0	25.5	9.3	—	—	—	—	—	Vermont and Canada .....Vermont.	3,000,000	•	.....	.....	3,000,000	.....	.....	.....	.....	(Leased	by Vermont Central	R. R. Co.	at 8 p.c.)		8	100	45
May 31, 1872	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	•	.....	.....	5,000,000	6,500,000	.....	.....	773.0	.....	.....	(2 yrs.	8,497,442	493,487	—	100	....
Sept. 30, 1872	56.0	24.1	9.2	—	13	19	8	274	Vermont and Massachusetts..Mass. & Vt.	2,703,966	•	90,785	191,899	2,860,000	900,000	68 899	157,751	88.1	24 ,299	275,181	131,458	557,196	169,523	2	100	83
Feb. 29, 1872	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	•	245,588	193,945	454,072	2,922,286	86,869	.....	149.0	181,288	82,372	49,431	408,220	102,913	—	100	....
Dec. 31, 1872	46.0	—	2.3	—	3	*	*	50	Vineland.....New Jersey.	1,826,191	•	.....	.....	998,005	750,000	78,187	.....	.....	(Leased	to N. Jer. Southern	R. R Co.)			—	100	....
Dec. 31, 1872	18.3	—	6.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	—	.....	.....	1,800,000	1,261,400	.....	.....	.....	(Leased	to D. L. & W. R. R.)		525,749	215,353	7	100	80
Sept. 30, 1872	44.0	—	2.0	281.0	4	6	3	65	Washington and Ohio .....Virginia.	1,438,176	128,577	128,778	.....	900,700	130,400	321,248	340,178	44.0	81,361	27,693	19,418	81,285	7,948	—	100	....
Aug. 31, 1872	132.0	28.0	15.5	—	26	16	8	247	Western Alabama.....Alabama.	4,822,628	538,272	342,800	662,535	2,008,324	3,169,900	561,508	626,604	160.0	421,880	101,742	.....	626,504	150,534	—	100	....
Dec. 31, 1872	183.0	—	11.0	—	59	18	12	921	Western and Atlantic.....Georgia.	(Owned by State		of Georgia & leased to a company for $300,000 a year.)						138.0	.....	.....	125,932	1,590,245	66,587	—	100	....
Sept. 30, 1872	60.0	—	8.0	13.0	10	10	6	123	Western Maryland ¶.....Maryland.	2,366,892	•	208,500	17,069	682,893	1,800,000	109,069	.....	69.0	217,760	134,655	73,841	197,707	7,038	—	100	....
Dec. 30, 1872	57.1	27.6	14.6	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,846,005	—	.....	.....	1,022,450	1,800,000	1,023,555	.....	.....	(Leased	by Pennsylvania R. R. Co.)				—	53	....
Dec. 31, 1872	60.7	—	16.2	—	18	63	8	171	West Jersey.....New Jersey.	2,255,355	•	1,486,466	178,462	1,259,700	2,398,000	162,588	.....	128.9	330,556	642,728	28,443	664,777	291,363	8	100	100
Mar. 31, 1873	197.0	—	10.0	—	26	14	10	660	West Wisconsin.....Wisc.	8,640,000	•	.....	.....	4,000,000	4,640,000	.....	.....	165.0	.....	.....	.....	549,645	263,329	—	100	....
Dec. 31, 1872	32.0	—	1.0	28.0	3	5	2	24	Wheeling, Pbg. & Balt.....W. Va. & Pa.	579,642	—	.....	.....	500,000	.....	79,642	.....	32.0	39,328	53,175	11,638	48,164	480	—	53	....
Sept. 30, 1872	189.6	—	6.0	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	3,971,781	381,117	51,244	.....	300,000	3,800,000	304,142	.....	172.0	.....	.....	.....	591,046	226,498	—	100	....
Oct. 31, 1872	63.6	—	9.5	—	11	6	5	124	Wilmington and Reading...Pennsylvania.	2,644,078	255,151	32,892	.....	750,663	2,332,300	108,610	.....	63.6	230,554	132,368	284,573	228,773	21,667	—	50	....
Sept. 30, 1872	162.0	19.0	9.5	—	32	31	—	324	Wilmington and Weldon ¶...N. Carolina.	3,004,044	•	61,436	296,398	1,456,200	1,619,100	77,042	299,581	181.0	519,184	124,995	.....	635,871	230,833	—	100	67
Dec. 31, 1872	180.9	—	3.0	201.0	16	6	2	300	Wisconsin Central .....Wisconsin.	4,120,000	•	.....	.....	1,657,500	1,891,500	.....	.....	.....	.....	.....	.....	131,793	63,778	—	100	....
Sept. 30, 1872	45.7	—	11.8	—	17	11	5	411	Worcester and Nashua.....N. H. & Mass.	2,212,144	•	85,701	48,143	1,425,400	310,300	36,515	573,774	45.7	359,641	381,984	368,042	587,359	195,453	12	100	127
									CANALS, &c.																						
May 31, 1872	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal..Del. & Md.	3,662,316	•	258,967	.....	1,880,800	1,997,872	.....	.....	12.5	.....	.....	.....	419,222	251,715	4	50	....
Dec. 31, 1872	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	•	.....	.....	8,229,594	8,065,500	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Dec. 31, 1872	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	•	.....	.....	1,633,350	800,000	.....	.....	—	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	97
Dec. 31, 1872	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,339,210	725,581	20,935,209	.....	15,000,000	13,000,000	.....	.....	108.0	.....	.....	1,869,557	86,970	loss.	10	100	110
Dec. 31, 1872	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,848,749	•	.....	.....	4,847,400	.....	.....	.....	65.5	.....	.....	.....	967,557	385,170	10	100	....
Dec. 31, 1872	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,800	•	.....	.....	8,784,850	15,767,656	.....	.....	108.0	.....	.....	1,041,891	606,060	32,570	—	50	87
Dec. 31, 1872	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal.....Penn.	1,146,039	—	.....	.....	1,004,150	110,000	8,054	.....	85.0	.....	.....	2,059,984	196,149	169,121	9	50	....
Feb. 28, 1873	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,432,474	•	.....	.....	2,200,000	1,125,129	.....	.....	103.0	.....	.....	.....	322,762	30,194	7	50	49
Dec. 31, 1872	73.0	64 0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	8,093,350	—	.....	.....	4,457,150	2,588,000	1,048,200	.....	360.0	.....	.....	967,573	556,164	loss.	—	50	24
Dec. 31, 1872	106.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,285,573	271,467	.....	4,385,798	8,576,232	267,198	.....	106.3	(Leas. to	Ph. & R'g.)	1,200,181	649,352	634,169	1	50	12
Dec. 31, 1872	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	•	.....	.....	2,062,706	2,757,310	165,811	.....	45.0	(Leas. to	Ph. & R'g.)	426,393	99,151	51,241	—	50	12
Dec. 31, 1872	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	•	.....	.....	2,907,850	300,000	35,000	.....	84.0	.....	.....	124,969	44,852	200	—	50	....
Dec. 31, 1872	123.6	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	3,030,344	•	.....	.....	1,109,000	749,000	295,219	.....	.....	(Leased	to Pennsylvania.)				—	50	....

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
	$	p c	p c	p. c.
Railroad Stocks:				
Atlantic and Great Western, pref...	10,000,000	7	....	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	....	....
" " " guar.	276,200	7	....	....
Atlantic and Pacific, preferred	10,000,000	7	....	18
Atlantic and St. Lawrence,* guar...	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,552,800	6	5	105
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar.....	1,159,500	7	7	87
Camden and Amboy,* guaranteed...	5,847,800	10	10	122
Camden and Atlantic, preferred....	763,549	7	3½	82
Cayuga and Susquehanna,* guar....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	789,600	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	105½
Central Ohio,* preferred	411,550	6	6	90
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	81
Chicago and Alton, † preferred.....	2,425,400	...	10	107
Chicago, Iowa & Nebraska,* guar..	3,916,300	...	8	95½
Chicago and North-Western, pref...	21,289,563	7	7	66¾
Cinc., Sand. and Cleveland, pref...	429,000	6	6	....
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	87½
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred...	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	....	....
Dubuque and Sioux City,* guar....	6,000,000	...	3	65
Dubuque South-Western, pref.....	590,315	8	....	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	61
Elmira, Jeff. and Canad. * guar....	500,000	5	5	....
Elmira & Williamsp't, pref. & *guar.	500,000	7	7	76
" " com. & *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	56
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	....	....	....
Hannibal and St. Joseph, pref.....	2,167,700	7	7	36
Harrisburg and Lancaster,* guar....	1,182,550	7	7	102
Housatonic, preferred.....	1,180,000	8	8	98½
Huntington & Broad Top Mtn, pref.	190,750	7	....	32
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	85
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref...	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	3,101,650	6	...	17½
" " 2d pref....	4,436,250	6	....	9
Mich. Southern, (Lake Shore) guar..	533,500	10	10	....
Mill Creek,* guaranteed.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	10,825,777	7	7	58½
Mine Hill,* guaranteed.....	3,856,450	8	8	106
Montclair,* guaranteed.....	2,000,000	7	....	....
Morris and Essex,* guar.....	15,000,000	7	7	94½
Nesquehoning Valley,* guar.....	2,000,000	10	10	107½
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	606,000	10	10	....
New Jersey,* guaranteed.....	7,295,200	10	10	122
New London Northern,* guar.....	971,400	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	127
" " *com. & guar.	8,500,000	8	8	129
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	127½
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	50
" " pf. & *guar.	2,000,000	8	8	83½
Ohio and Mississippi, preferred.....	4,030,000	7	7	50
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama, guaranteed.....	7,000,000	12	12	108½
Paterson and Hudson,* guar.....	680,000	—	8½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	...	....	....
Phila., Germant'n & Norristt'n,*guar.	2,231,900	12	12	175
Philadelphia and Reading, † pref....	1,551,687	—	10	....
Philadelphia and Trenton,* guar....	1,259,100	10	10	122
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	93
Pittsfield and North Adams,* guar.	450,000	5	5	....
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	115
Rochester & Genesee Valley,* guar.	557,560	....	....	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	35
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	....	33
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	—	....
St. Louis, Kansas City & Nor., pref.	12,000,000	...	—	25
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	369,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	—	....
" " 2d pref..	1,000,000	7	—	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	71
Warren,* guaranteed.....	1,800,000	7	7	....
Canal Stocks.				
Delaware Division,* guar.....	1,633,350	8	8	....
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	122
" com. and * guar.....	1,666,000	4	4	49
Sch uylkill Navigation preferred....	2,806,977	6	6	25

New York Stock Exchange.

Actual Sale Prices for the week ending Apl. 29.

	Th.23.	F.24.	Sat.25.	M.27.	Tu28.	W.29.
Boston, Hart. & Erie....	1½	1½	1½	....	....	....
Canton Co.....	....	....	....	....	....	....
Central Pacific.....	....	....	....	....	....	....
Central Pacific 6s.....	94	94½	....	94½	94½	94½
Central of N. Jersey....104½	105	105	....	105½	105½	
Chesapeake & Ohio 1 m.....	....	....	....	....	....	....
Chicago & Alton.....	....	102½	....	....	....	103
" pref.....	....	....	....	....	....	....
" 1 M.....	....	....	....	....	....	....
" S. F.....	....	....	....	....	....	....
" Inc. bds.....	....	....	....	....	....	....
Chicago, Burl. & Q.....	101	103	....	103½	....	
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern.. 43	47½	45½	47	46½	46½	
" pref..... 63½	66	65½	65	66½	66½	
" 1st M.....	....	....	....	....	....	....
" S. F.....	....	....	....	....	....	....
" Consol.....	90	....	....	89½	90	
Chic., Rock Isl. & Pac.. 97½	99½	98½	99½	99½	99½	
Chi., R. I. & Pa. 7s, 1896.....	105	....	....	....	....	105
Clev., Col., C. and Ind.....	....	....	66½	....	....	66
Clev. & Pittsburg guar.. 86½	86½	87½	....	....	....	....
" 2 M.....	....	....	....	....	....	....
" 3 M.....	....	....	....	....	....	....
" 4 M.....	....	....	....	....	....	....
Clev. and Toledo.....	....	....	....	....	....	....
" S. F. 7s.....	104½	103½	....	....	....	....
Col., Chi., & Ind. C..... 21	22½	22½	22½	22½	22½	
" 1 M..... 82½	83½	83½	....	....	83	
" 2 M.....	....	....	....	....	....	....
Del. & Hudson Canal	117	....	....	116	....	
Del. Lack. & Western...106	106½	106	106	106½	107	
" 1 M. 7s.....	....	....	101½	....	....	....
" 3 M 7s.....	....	....	....	....	....	....
Erie Railway..... 34½	35½	35	36	36½	34½	
" pref..... 56	....	....	....	....	....	....
" 1 M. 7s, 1897.....	....	....	....	....	....	....
" 2 M. 7s, 1879.....	....	....	....	....	....	....
" 3 M. 7s, 1883.....	....	....	....	....	....	....
" 4 M. 7s, 1880.....	....	....	....	....	....	94½
" 5 M. 7s, 1888.....	....	....	....	....	....	....
" 7s, con. gold.....	....	....	....	....	....	....
Great Western 2d mort.....	82½	....	....	....	....	....
Hannibal & St. Joseph. 26	28	28	....	....	30½	
" pref..... 33	32	31½	34½	36		
" 8s, conv.....	....	....	....	....	....	....
Hudson River.....	....	....	....	....	....	....
" 2 M. S. F.....	....	....	....	....	....	....
" 3 M. 7s, 1875.....	....	....	....	....	....	....
Illinois Central	101	101	101½	....	....	....
" 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th. 73½	76½	75½	76½	77½	76½	
Marietta & Cin. 1st pref.....	....	....	....	....	....	....
" 2d pref.....	....	....	....	....	....	....
Michigan Central..... 74½	....	79	76	78½	79	
" S.F. 8s, 1882.....	....	109½	....	109	....	
M. S. and N. I. 1 M. S. F.....	....	....	....	....	....	....
" 2 M.....	....	....	....	102½	....	....
Milw. and St. Paul..... 35	38	37½	38½	38	37½	
" pref.....	55½	....	57	58½	58½	
" 1st mort.....	....	....	....	....	....	....
" 2d mort..... 72	....	....	....	....	....	....
" 8s.....	....	....	106	....	....	....
" 7 3-10s con.....	....	....	....	....	....	....
" 7s, gold.....	....	....	....	....	....	....
Missouri 6s..... 95	94½	....	94½	....	....	
" H. & St. J. 1s.....	....	....	....	....	....	....
Morris and Essex.....	94½	94½	94½	94½	94½	
" 1st mort.....	....	....	....	106½	107	
" 2d mort.....	100½	....	....	101	....	
N. Y. Cen. & Hud. Riv. 97½	98½	97½	99½	98½	98½	
" 7s, S.F. 1876.....	....	....	100½	....	....	....
" 6s, S.F. 1883.....	95	....	....	....	....	....
" 6s, S.F. 1887 94	95	....	....	....	....	....
N. York and Harlem...125½	126½	....	126	127	129	
" pref.....	....	....	....	....	....	....
" 1 M. 7s.....	....	....	....	....	....	....
N. York N. Hav. & Hart. 132	132	....	....	132	133	
N. Carolina 6s, old.....	....	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss..... 25	26½	26½	27	27½	26½	
" pref..... 50	50	....	....	50	50	
" 2d M.....	....	....	....	....	....	....
Pacific Mail S. S. Co.... 40½	43	43	43½	45½	45½	
Panama 104	....	109	....	....	108½	
Pitts., Ft. W. & Chi. gtd.....	94½	92½	93½	94	93	
" 1 M.....	....	....	....	....	....	106½
" 2 M.....	....	....	101	....	....	....
" 3 M.....	94	....	94	....	....	....
Quicksilver Mining Co.....	....	....	....	23½	....	....
St. L., Alton & T. H.... 11	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
" 1 M.....101	....	....	....	....	....	....
" 2 M. pref..... 87½	....	....	....	88	....	
" Income bds.....	....	....	78	....	....	....
Tennessee 6s, old.....	....	....	....	....	....	....
" new..... 84	....	85	....	....	....	....
Tol., Wab. & Western.. 38½	42½	41½	42½	42½	42	
" pref.....	....	....	....	....	....	....
" 1 M.....	....	....	....	....	....	....
" 2 M.....	....	....	....	....	....	....
" Equipment..... 71	....	....	....	....	....	....
" St. Lou. Div.....	....	....	....	....	....	....
Union Pacific..... 30½	32½	32½	34½	34½	34½	
" 1st mort... 85	85½	85½	85½	86½	86½	
" L. Gt. 7s.... 79½	78½	79	79½	80½	80	
" Inc. 10s.... 85½	84½	....	86	88	88	
Virginia 6s, old.....	....	....	....	....	....	....
" new.....	....	....	....	....	....	....
" consol.....	....	....	....	....	....	51
" def. cert.....	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Apl. 29.

	Th.23.	F.24.	Sat.25.	M.27.	Tu.28.	W.29.
Federal Stocks:—						
U. S. 5s, 10-40s, reg...114½	....	114½	114½	....	....	
U. S. 5s, 10-40s, coup..114½	114½	114½	114½	....	....	
U. S. 5s, 1881, reg.....	114½	....	....	....	115½	
U. S. 5s, 1881, coup.....	....	....	116½	117	117	
U. S. 6s, 1881, reg.....	119½	....	119½	....	120	
U. S. 6s, 1881, coup....121½	121	120½	....	....	122	
U. S. 6s, 5-20s, reg. '62....	115	....	....	....	....	
U. S. 6s, 5-20s, c. 1862.....	118	....	118½	....	118½	
U. S. 6s, 5-20s, reg. '64.....	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1864.....	....	....	....	120½	120½	
U. S. 6s, 5-20s, reg. '65.....	....	....	....	....	116½	
U. S. 6s, 5-20s, c. 1865.....	....	....	....	....	....	
U. S. 6s, 5-20s, r. n. '65.....	118½	....	....	....	....	
U. S. 6s, 5-20s, c. n '65.119½	119½	119½	119½	120	120½	
U. S. 6s, 5-20s, reg. '67.....	....	119½	....	119½	119½	
U. S. 6s, 5-20s, c. 1867.....	119½	120½	120½	120½	....	
U. S. 6s, 5-20s, reg. '68.....	....	....	....	....	....	
U. S. 6s, 5-20s, c. '68.....	....	....	119½	120½	120½	
U. S. 6s, Pac. R.R. issue.....	....	....	116½	....	....	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Apl. 28.

	W.22.	Th.23.	F.24.	Sat.25.	M.27.	Tu.28
Catawissa preferred	....	....	....	43½	....	....
" 7s, new	....	....	....	....	....	....
Camden and Amboy.....	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89 99½	....	....	100	100	100	
Elmira & Williamsport.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
" 7s.....	....	....	....	....	....	....
Lehigh Navigation..... 44½	43½	43½	43½	42½	43½	
" 6s, 1884	....	94	....	....	93	
" Gold L..... 96	....	....	....	....	96	
" R. R. L.....	....	....	....	....	....	
" Conv. L. '77.....	....	87	....	....	....	
Lehigh Valley R. R..... 60½	60½	60½	60	60½	60½	
" 6s new coup.....	....	....	100½	....	....	
" 6s new reg.....	....	....	....	....	....	
" 7s.....103½	103½	103½	....	103½	103½	
Little Schuylkill R.R.....	....	....	....	....	....	
" 7s.....	....	....	....	....	....	
Minehill	....	....	....	....	....	
Morris Canal.....	....	....	....	....	....	
" pref.....	....	....	....	....	....	
North Pennsylvania	....	45	....	45	....	
" 6s, 1885	....	....	....	....	....	
" 7s.....	....	....	....	....	....	
" 10s, 1887	....	....	....	....	....	
Northern Central	35½	....	....	35	....	
Oil Creek & Alleg. Riv.....	11	10½	10½	10½	10½	
" 7s.....	....	....	....	....	....	
Pennsylvania R. R..... 51½	51½	51½	51½	51½	52	
" 1st M.....101½	101½	....	....	....	....	
" 2d M..... 99	....	....	....	....	....	
" Gen. mort.. 90½	90½	....	....	90½	90	
" " reg.. 93½	....	....	....	....	....	
Penn. State 6s, 1st series....	....	....	....	....	....	
" 6s, 2d series.....	....	....	....	....	....	
" 6s, 3d series.....	109	109½	....	....	....	
Philadelphia City, 6s.....	....	101½	....	....	101½	
" new 103½	103½	103½	103½	103½	103½	
Philad., Germ. & Nor.....	....	....	....	....	....	
Phila. & Reading 57	56½	56½	56½	56½	56½	
Philadelphia and Erie.. 19½	....	....	....	....	19½	
" 6s.....	....	....	....	....	....	
" 7s.....	....	....	....	....	....	
Phila., Wilm. & Balt.....	....	....	....	....	....	
Schuylkill Navigation.....	....	....	....	....	....	
" pref..... 12½	....	....	....	12½	12½	
" 6s, 1882 77	....	....	....	....	....	
" 6s, 1876	....	....	....	....	....	
" 6s, 1872	....	....	....	....	....	
United Co. of N. Jersey.121½	121½	121½	....	....	122	
Hestonville, (Horse).....	....	....	....	....	....	
Chestnut & Wal.	....	60	....	....	....	
Green & Coates	....	....	....	....	....	
2d and 3d streets	....	....	....	....	....	
Spruce and Pine	....	....	....	....	....	
13th and 15th sts.	....	22	....	22	....	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Apl. 28.

	W.22.	Th.23.	F.24.	Sat.25.	M.27.	Tu.28
Baltimore City 6s, 1875.....	....	....	97½	....	97½	98½
" 1886 99	....	....	....	....	....	....
" 1890 ..... 97½	98	98½	....	99½	99½	
" 1884	....	....	....	....	....	....
" 1900	....	98	....	98½	....	
Balt and Ohio.....	....	....	....	167	167	167½
" bonds, 1875.....	....	....	....	....	....	....
" " 1880.....	....	98½	....	....	....	....
" " 1885.....	....	....	....	....	....	97½
Central Ohio.....	....	....	....	....	....	....
" 1st mort... 89½	....	....	....	89½	89	
Marietta & Cin. 1st M...101½	....	....	....	101½	....	
" 2d M..... 92½	92½	....	....	92½	92½	
" 3d M. 8s..... 77½	....	....	77½	77½	....	
Northern Central.....	....	....	....	35	....	
" bonds, 1885.....	....	....	....	....	....	
" " 1900.....	....	....	....	....	....	
Pittsb. & Connellsv. 7s.....	....	....	....	89	....	89½
N. W. Va. 2d mort.....	....	....	....	....	....	....
Virginia 6s, Consol.....	....	....	....	....	....	50½
" Defer. Certif.....	....	....	....	....	....	....
City Passenger R. R.....	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Apl. 29.

	Th. 23.	F 24.	Sat. 25.	M. 27.	T'u. 28.	W. 29
Boston and Albany ...	136¼	136¼	136¼	136¼	136¼	....
Boston and Lowell.....	107	....	....	....	106¼	....
Boston and Maine.....	109¼	....	....	109	109¼	109¼
Boston and Providence.	152¼	152¼	....	....	....	....
Boston, Hartford & Erie....	....	....	....	....	....	....
" 7s.....	25¾	28¾	26¼	27¼	27¼	27
Cheshire, pref.....	....	....	....	....	....	....
Chi., Burl. & Quincy...	101¼	102	102¼	102¾	102¾	102¾
Concord.....	....	....	....	....	....	....
Connecticut River.....	....	....	....	....	....	....
Eastern.....	66¾	65¼	65¼	65¼	65¼	65¼
Fitchburg.....	....	....	....	125	125	....
Manchester & Lawr'ce....	....	....	....	....	....	....
Michigan Central.....	75¼	76¼	77	77¾	79	79¼
Northern, N. H.....	....	....	....	107	107	....
Ogdens. & Lake Champ....	....	....	....	50	....	....
" pref.....	....	....	....	....	....	....
Old Colony	112¼	112	112	111¾	112¼	
Ph., Wil. & Baltimore..	54	54	....	....	56	....
Portl'd, Saco & Ports...	114	....	115	115	....	....
Union Pacific	....	....	....	....	....	....
" 6s.....	84	....	....	....	....	....
" Land Grant 7s....	....	....	....	....	....	....
" Income 10s...	84¾	83¾	83¼	....	84¼	85¾
Vermont & Canada.....	....	....	....	....	42	....
Vermont & Mass.....	82¼	83	....	....	....	83¼
South Boston (Horse).....	....	....	....	....	....	....
Cambridge 100	...	....	....	100	....	
Metropolitan 50	....	....	....	....	....	....
Middlesex	....	....	....	....	....	....
Central Mining Co.....	....	....	....	....	....	....
Copper Falls 21¼	22¼	....	....	....	22¼	
Franklin	....	....	....	....	....	....
National	....	....	....	....	....	3¼
Quincy	....	....	36	37	37	

London Stock Exchange.

	—Closing Prices.— April 17.	April 10.
Atlantic & Gt. W. 1st mort., $1,000..	60 — 62	59 — 61
Do. 2d mort., $1,000.....	40 — 42	39 — 41
Do. Con. mort. B'nds Bisch's Cert.	22 — 24	21 — 23
Do. Reorg. Scrip.....	— — —	— — —
Do. Leas. Lines, Rental Bonds....	71 — 74	72 — 75
Detroit & Milwaukee 1st mort. Bonds	65 — 70	65 — 70
Do. 2d do.	50 — 55	50 — 55
Erie shares 100 dol. all paid.....	32½ — 33	32½ — 33
Do. 6 per cent Convertible Bonds..	95 — 97	95 — 97
Cons. Mort. amount autho. to be issued for conv. of existing bonds..	90 — 92	89 — 91
Illinois Central $100 shares all paid..	92 — 93	93¼ — 94¼
Do. Redemption mort. bonds 6 p.c.	98 —100	98 —100
Illinois & St. Louis Bridge 1st mort.	98 —100	98 —100
Marietta and Cincinnati Rail. Bonds	95 — 98	95 — 98
Michigan Central 8s 1882, conv.....	88 — 92	88 — 92
Panama 2d mort.....	68¼ — 69¼	73 — 75
Panama General mort.....	96 — 97	96 — 97
Pennsylvania, 2d mort.....	98 — 99	98 — 99
Do. General mort.....	98¼ — 99¼	98¼ — 99¼
Do. $50 shares.....	45 — 47	46 — 48
Philadelphia and Erie 1st mort.....	94 — 96	94 — 96
Do. with option to be paid in Phila.	97 — 98	97 — 99

American Railroad Journal.

Saturday, May 2, 1874.

Stock Exchange and Money Market.

Money has been remarkably easy to the more responsible borrowers, all through the week. The offerings from bank and through private channels have been liberal; while the demand for accommodation has been much less urgent, especially from speculative sources. Call loans have been generally quoted at from 3@5 per cent, though in instances higher rates were paid to provide for pressing needs. The discount market has been quiet on the basis of 6@7 per cent per annum. The City banks, in their last weekly statement, were $4,352,200 lower on their deposits, and $5,041,200 on their loans and discounts, than the week before. The legal tender notes were reduced $424,300, while the specie reserve showed an increase of $122,800. The circulation was also augmented $61,800. The U. S. Sub-Treasury at this port has gained slightly in the line of its coin and currency reserves. The U. S. Sub Treasury in this city closed the week with a currency balance of $37,588,214 against $36,549,845 the preceding week; and a coin board of $57,117,244 against $57,040,504 on the previous return. The City bank exchanges, during the week, were $527,857,343, or a daily average of $87,892,890. The customs revenue of the port, during the week, was $1,950,247 of which $1,826,247 were in coin certificates. The City banks reported their average of gold last week at $23,336,400, and their greenback average at $54,739,600. Their deposits stood at $234,486,700. The loan item was about 288¼ millions. The circulation was $26,901,600.

The cash balances of the Treasury Department on Wednesday were as follows: Currency, $8,362,704; special deposits of legal tender for redemption of certificates of deposit, $51,345,000; coin, $88,889,879; including coin certificates, $33,981,600.

The outstanding amount of legal tender notes is yet 382 millions; and of National bank circulation 249⅛ millions.

Government has received about 81 millions from internal revenue, thus far in the current fiscal year.

Gold has been fairly active, but variable in price. The speculation has shown a less confident temper than through the preceding week. The customs demand has been moderate. There has been rather more inquiry for shipment. Government has added to the available supply in the open market, by the anticipatiorp payment of the May coin interest on the public debt, to the amount of $1,600,000. This disbursement was commenced on Saturday last, under department instructions, from Washington. The extremes of the price have been 113¾@113½, closing at 113⅛ as against 113½ on Wednesday of the preceding week. The specie outflow, last week, was $423,236. The imports of specie at this port since Jan. 1, have been $1,263,625, against $1,097,018 same time last year. The customs demand for Gold last week averaged $325,041 a day. Foreign Exchange has been scarce and quoted higher, but has been rather moderately sought after. Bankers' sixty day bills on London closed on Wednesday at $4 87½@4 87½; sight bills on London, at $4 90@$4 90½. The week's exports of Domestic Produce have been to the currency value of $7,259,229.

Government securities have been in comparatively limited supply and very good demand at firmer and, toward the close, buoyant prices. U. S. sixes of 1881 closed on Wednesday of this week at 121¾@122; U. S. Five-Twenties of 1862, 118⅞@119¼; U. S. Five-Twenties of 1864 at 120⅛@120¾; U. S. Five-Twenties of 1865, 121⅝@121⅞; U. S. Five-Twenties of 1865 consolidated, 120@120¼; U. S. Five-Twenties of 1867, 121⅝@120⅞; U. S. Five-Twenties of 1868, 120⅜@120⅝; U. S. Ten-forties at 115⅛@115¾; U. S. Fives of 1881, (Funding Loan) 116⅞@117; Six per cent. currency Sixes from 94½@@95.

State and Railway bonds have been generally in fair demand since our last, and held more firmly. Central Pacific first mortgage six per cents have been scarce and wanted, closing at 94½@95; Western Pacific sixes, 87¼@87¾. Chesapeake and Ohio First Mortgage Bonds, Six per cents, have been quiet, and quoted at from 52@55. Railway and miscellaneous share property has been quite active, and generally much stronger, though variable in price.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $7,228,874, against $10,240,763 same week last year. The exports of domestic produce are $7,295,229, as against $5,855,290, last year. The exports of Gold and Silver, $423,236, as against $773,017 last year. The customs in Gold deposited during the week in the New York Office of the Treasury amounted to $1,999,300, as against $2,410,618, same week last year.

General business has been moderately active, Cotton has been more freely dealt in, and quoted higher. Breadstuffs and Provisions have been in fair demand, but variable in price. Naval Stores and Petroleum have been held with firmness, but have been rather quiet. Tobacco and Wool have been moderately sought after within the previous range. Metals have been dull throughout, especially Iron, with Eglinton Pig Iron quoted at $35@$36. Glengarnock, $37 50@$38; Coltness, $39@$39 50; No. 1 American Pig at $35; No. 2 do. at $31@$33; Forge, $29@$31; English Rails at $55@$60, gold; American Rails at works, $60@$65; Old Rails, $40@$41. Wrought Scrap, $40@42 50. The Ocean freight market has been firmer, on a lighter offering of room on berth and charter, with a fairly active business reported, chiefly in the line of grain shipments. Foreign merchandise has been attracting more attention.

At the auction sale of Scranton Coal on Wednesday, 50,000 tons were disposed of within the range of from $4 37½@$5 32½, as against $4 22½@@$5 30 in March.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—St. Louis and Iron Mt. R. R., 34; do. 2d mort., 79; Atlantic and Pacific R. R. pref., 15; Pacific R. R. of Mo., 87½; do. 1st mort., 78; Long Dock bonds, 98½; Chicago and Northwestern consol. gold bonds, 86; Buffalo, New York and Erie 1st mort., 88½; New York Central 1st mort., 105¾; Michigan Central 7s, 98⅜; Union Pacific S. F. bonds, 70½; Ohio and Miss. consol., 90; do. consol. S. F., 92½; Albany and Susquehanna 1st mort., 103; do. 2d mort., 97½; Central of New Jersey 7s, 1902, conv., 103⅜; Buffalo and Erie 7s, new, 95; Lake Shore div. bonds, 94½; Western Pacific bonds, 87¼; Clev. and Pittsburg 7s, consol., 100; Louisville and Nashville 7s, 1898, consol., 87½; Del., Lack. and Western 7s, conv., 104¼; East Tenn., Va. and Ga. 1st mort., 90; Del. and Hudson canal reg. 7s, 1884, 104; Boston, Hartford and Erie 1st mort., 26⅜; Canada Southern 1st mort., 55; Milwaukee and St. Paul 1st mort. LaC. div., 88; Central Pacific State-aid bonds, 103; Toledo, Peoria and Warsaw 2d mort., 60; North Missouri 1st mort., 83; Western Union Telegraph, 73¾; do. 7s, 100; Am. Dist. Tel., 54; Spring M. Coal, 72; Am. Exp., 62½; U. S. Exp., 66¾; Adams Exp., 98; Wells-Fargo Exp., 77; Tennessee 6s, old, ex-coupon, 65; do. new, do., 65; Missouri 6s, Asylum bonds, 92; South Carolina 6s, new, Jan. and July, 7; N. Y. State 7s, B. L. reg., 107¼; do coupon, 108.

Philadelphia.—Camden and Atlantic pref., 41; do. 2d mort., 96; Catawssa R. R. 15¾; do. new pref., 34; Pennsylvania R. R. div. scrip, 99; Ridge Av. R. R., 40¼; Warren and Franklin 1st mort., 76; Allegheny Valley 7 3-10s, 92¾; Philadelphia and Reading C. & I. mort. bonds, 90;

Huntingdon and Broad Top Mt. 7s, consol., 63; Phila. and Reading Gen'l mort. 7s, coupon, 103½; do. reg., 104; do. 7s, 1893, 103½; do. 7s, new, conv., 106; Pittsburg, Cin. and St. Louis 7s, 66; Schuylkill Nav. 6s, 1895, 74; Pennsylvania and New York 7s, 103; Susq. Canal 6s, 73½; West Jersey R. R. 7s, 101; Wilmington and Reading 1st mort., 84½; Danville, Hazleton and Wilkesbarre 7s, 58; Harrisburg 6s, W. L., 86; Philadelphia 5s, 1876, 100. The latest quotations are: City 6s, 101⅝@101¾; do. free of tax, 103¾@104; Pennsylvania State 6s, 2d series, 105¾@106; do. 3d series, 109@109¼; Philadelphia and Reading 56⅞@57; do. Gen'l mort. 7s, coup., 103@103½; do. reg., 103¼@104; do. mort. 6s, 1880, 98@100; do. new, conv., 106@106; do. 7s, 1893, 103½@103⅝; United New Jersey R. R. and Canal Co., 122@122½; Camden and Amboy mort. 6s, 1889, 99½@100; Pennsylvania R. R., 52@52; do. div. scrip, 99@99⅛; do. 1st mort., 101¼@101½; do. 2d mort. 98½@100; do. general mort. coupon, 90@90¼; do. reg., 92@93; Little Schuylkill R. R., 46@47; Morris Canal, 49@50; do. pref. 122@123; do. 6s, 95@98; Susquehanna Canal, 5@9; do. 6s, 73@75; Schuylkill Nav., 6¼@6½; do. pref., 12⅜@12½; do. 6s, 1882, 77@77; do. 1872, 87@89; Elmira and Williamsport pref., 38@40; do. 7s, 1873, 97@100; do. 5s, 63@65; Lehigh Coal and Navigation, 43⅞@44; do. 6s, 1884, 93@94; do. R. R. Loan, 94¾@95¼; do. Gold Loan, 96@96½; North Pennsylvania, 45@46; do. 6s, 98½@99½; do., 7s, 102@102½; do. Chattle 10s, 105@108; Philadelphia and Erie, 19½@20; do. 6s, 89½@90; do. 7s, 87@87¾; Minehill, 58@53¼; Catawissa, 15½@16; do. pref. 43@43½; do. 7s, 1900, 101@102; Lehigh Valley, 60⅜@60½; do. 6s, new coupon, 100@101; do. reg., 101@102; do. 7s, 103@103½; Fifth and Sixth streets (horse) 56@57; Second and Third, 61@61; Thirteenth and Fifteenth, 21¾@22; Spruce and Pine, 28⅝@30; Green and Coates, 47@50; Chestnut and Walnut, 60@60¼; Hestonville, 19¼@20; Germantown, 30@36.

Boston.—Burlington and Missouri River R. R. in Nebraska, 58½; Rutland pref., 35; do. scrip, No. 2, 82; do. No. 3, 80½; do. No. 4, 77¼; do. No. 5, 75; do. 1st mort. 8s, 1902, 73¾; Cincinnati, Sandusky and Cleveland R. R., 7⅞; do. 6s, 1900, 75⅛; Atchison, Topeka and Santa Fe R. R., 10; do. coupons, 32; Eastern (N. H.) R. R., 61; Conn. and Passumpsic Rivers R. R., 72½; Indianapolis, Cincinnati and Lafayette R.R., 8; Burlington and Missouri River R. R. in Iowa, 99⅜; do. Land Grant 7s, 99; Boston, Clinton and Fitchburg R. R., 81; New Bedford R. R., 110¼; Nashua and Lowell R. R., 136; Portsmouth, Gt. Falls and Conway R.R., 46½; Chicago, Iowa and Nebraska R. R., 95⅛; Chicago, Burlington and Quincy 7s, 96¾; Vermont Central 1st mort., 20½; do. 8s, 1891, guar., 75; Boston and Maine 7s, 1894, 103½; Eastern R. R. 7s, 1883, 92; Illinois Grand Trunk R. R. 8s, 99: Boston Water Power Co., 10⅜; Cary Imp., 6¼; Brookline Land, 5¼; Rhode Island 6s, 1892, 101⅛; Maine 6s, 1889, 101¼; New Hampshire 6s, 1884, 99⅞; Massachusetts 6s, 1876, gold, 110½; Boston 6s, 1894, 99¾; do. 5s, 1876, gold, 107¼; do. 1882, gold, 98½; Cook Co., Ills., 7s, 1880, 99½; Cleveland 7s, 1893, 100½; Chicago 6s, 1877, 96; do. 7s, 99½; St. Louis 8s, 1887, 104; do. 6s, 1888, 89¼; Allouez Mining Co., 7¾; Calumet and Hecla, 132; Petherick, 1; Pewabic, 6; St. Clair, 2½.

Baltimore.—Maryland Defense 6s, 105½; Virginia consols, ex-coupon, 48⅝; Virginia consols, coupons, 80; Orange, Alex. and Manassas 7s, 80¾; Northern Central 6s, 1900, 89½; Western Maryland 6s, guar. by Washington Co., 83¾; Richmond and Danville 1st mort., 70¼. The latest quotations are: Wilmington, Columbia and Augusta bonds, 66@69; Wilmington and Weldon, 66@66¾; do. 7s, gold, 90@92; Pittsburg and Connellsville 7s, 1898, 89⅜@89½; Baltimore and Ohio, 167@167½; do. 6s, 1875, 100@100¼; do. 1880, 98½@99; do., 1885, 97½@97¾; Parkersburg Branch, 5@10; Northern Central, 34½@34⅞; do. 6s, 1885, 92@93; do. 1900, 87@88; do., 6s, 1900 gold 88@90½; N. W. Va. 3d mort., 1885, 92@—; Marietta and Cincinnati 1st mort. 7s, 1892, 101¼@101⅜; do. 2d mort., 7s, 92¼@92⅜, do., 3d mort., 8s, 77@78; Central Ohio, 42¼@42½; do. pref., 42@42; do. 1st mort., 89@89⅛: Western Md., 1@3; do. 1st mort. 6s, 1890, 81@90; do. 1st mort. guar., 95@96; do. 2d mort. guar., 95@96; do. 3d mort., guar., 92@96, do. 2d mort. pref., —@60; do., 2d mort. guar. by Washington Co., 83@85; Richmond and Danville 1st mort., 68½@74; Orange and Alexandria 1st mort. 6s, 88@92; do., 2d mort. 6s, 80@80¾; do., 3d mort. 8s, 83½@85; do., 4th mort. 8s, 75½@76; Orange, Alex. and Manassas 7s, 80¾@81; Virginia and Tennessee 1st mort. 6s, —@—; do., 2d mort. 6s, 70@75; do. 8s, 82@84; Baltimore 6s, 1875, 97½@98¼; do., 1884, 98@98; do. 1886, 98½@100¼; do. 1890, 99@99¼; do., 1893, 97@98; do. 1893, exempt, 97¼@97⅜; do., 1900, 99@99½; do. 1900 new, 98@99; do. 1902, 98½@100; Memphis City 6s, 45⅛@50; Maryland Defense Loan, 1883, 105⅜@105½; Virginia 6s, old, 30@40; do. new, 43@50; do. consol. 6s, 50¾@51; do. coupons, 79½@80; West Virginia, 11@11¼; City Passenger R. R., 15@17; George's Creek Coal, 132@137.

The Railroad Laws.

The Railroad Commissioners for the State of Illinois met at Springfield on the 22d ult. Upon consultation, they decided to bring suits as follows: At Jacksonville, against the Toledo, Wabash and Western; at Macomb, against the Chicago, Burlington and Quincy; at Edwardsville, against the Chicago and Alton; at Tuscola, against the Illinois Central Railroad. These were all the suits agreed upon, though others are in process of arrangement. The general charge will be for extortion and unjust discrimination. The board decided to visit Cairo next week where a very large case is alleged to exist against the Illinois Central Railroad. The board are of the opinion that the railroads are daily approaching the schedules in fixing their tariffs.

The representatives of the Milwaukee and St. Paul Railroad, and several railroads entirely in Minnesota, had a consultation on the 22d with the Railroad Commissioners, and expressed their intention to submit to the Minnesota Railroad Law. One question of the construction of the law, however, remained undecided: whether the regulations as to rates will apply to contracts for freight carried beyond the State line.

Under the State law of last winter, creating a lien upon lands appertaining to the St. Paul and Pacific Northern Extension Lines, Receiver Farley has filed specific denials with the Governor as to all the liabilities for construction and material claims filed, amounting to $767,957, including one by DeGraff & Co. for $664,498. Failing to secure relief in the Legislature, the Dutch bondholders, who claim they have once furnished money for the payment of these claims, and expect within a short time to take full possession of the St. Paul and Pacific lines and extensions, will abandon building the Brainerd Extension, and connect with part of the St. Vincent Extension, already completed from the main line at Breckinridge, thus surrendering the extension land grants for the incompleted portion. The bondholders and receiver are advised they can hold lands already acquired on the St. Vincent extension, and that the DeGraff Lien Law will be void as to them.

Boston Water Power Co.

At the annual meeting of the stockholders of this company held in Boston on the 28th ult., Gen. James S. Whitney, President, in the chair, Albert F. Thayer, Treasurer, presented his report showing the financial condition of the company on the 31st of March, 1874, as follows:

ASSETS.

Real estate estimated as it stands:		
1,850,496 ft. east of Parker st. south of B. & A. R. R. @ $1 ft.		$1,850,496 00
1,040,000 ft. in basin north of B. & A. R. R. west of Parker st. @ 80c		832,000 00
5,900,000 ft. in basin south of B. & A. R. R. west of Parker st. @ 40c		2,360,000 00
1,026,425 ft. balance of Co.'s land in streets for which City owes		284,664 90
9,816,921 ft. owned by company.		
Mortgage notes receivable		868,000 00
Company's investments:		
321,000 ft. Huntington Av. lands @ 45c. above mortgage		144,450 00
1,546 Shares Boston Water Power Company stock @ $10		15,460 00
150 Shares Atlas Insurance Co.		15,000 00
Debt of H. M. Bearse & E. C. Drew, estimated at		15 000 00
Sewer Assessments estimated at		5,000 00
Cash on hand		2,294 52
		$5,892,865 42

LIABILITIES.

First mortgage bonds issued	$358,000 00	
Notes payable	878,699 01	
Loans payable (collateral pledged)	345,600 00	
Mortgage notes payable	878,101 82	
Dividend No. 16 (cash).	410 00	
Dividend No. 17 (scrip).	78,220 00	
Required to complete avenue for city of Boston	50,000 00	
		2 589,030 83
Balance of assets over liabilities.		$3,303,334 59

The following resolution, offered by Mr. M. F. Fowler, was adopted:

Voted, That the Directors of the Boston Water Power Company are hereby authorized to execute a mortgage to Dwight Foster and Lyman Nichols, trustees, on all or any part of the property of the corporation for an amount not exceeding $2,500,000, to be, if they see fit, taken in place of the now existing mortgage to the same trustees, and to execute bonds, to be secured by said mortgage, bearing interest at the rate of seven per cent per annum, payable semi-annually, said bonds to be disposed of at the discretion of the directors.

BANKING-HOUSE OF FISK & HATCH,
No. 5 NASSAU ST., NEW YORK.

We buy and sell GOVERNMENT BONDS and GOLD at current market rates; buy Gold Coupons, buy and sell stocks and bonds at the Stock Exchange on commission for cash; receive Deposits, and allow interest at the rate of four per cent; make Collections, and transact a general Banking and Financial business.

We also deal in the CENTRAL PACIFIC and WESTERN PACIFIC GOLD BONDS, which are very desirable for investment.

The CENTRAL PACIFIC is an important Trunk Line Road, with an average monthly revenue exceeding $1,000,000. The Company have a small unsold balance of their SIX per CENT. GOLD LAND BONDS, with the proceeds of which, and their surplus earnings, after paying expenses, interest, and dividends, they are adding to the permanent improvements of the road. The amount is less than $800,000; we are selling them at 85 and accrued interest, and consider them an excellent investment.

FISK & HATCH.

Railroads in Texas.

The Texas and Pacific Railway, main line, from Shreveport to Dallas, Texas, 192 miles, is now completed. From Dallas to Forth Worth, 30 miles, to be completed at an early day.

The Texas and Pacific Railway Trans-continental branch, completed from Marshall to Monterey, Marion County; to be completed to Texarkana, Bowie County, 69 miles, by 1st of October next; and from Texarkana to Sherman, 155 miles, by the 1st of January next, and from Sherman to Forth Worth via Denton, by April, 1875.

The Missouri, Kansas and Texas Railroad, is now in good running order from St. Louis to Denison, a distance of 622 miles. It is expected it will build a branch southwestward, from Forth Worth, via Waco and Austin to the Rio Grande, using the Trans-continental branch of the Texas and Pacific from Sherman to Forth Worth. At present it has but three or four miles of road within the State, viz: from Red river to Denison.

The International Railroad has 174 miles road in operation, viz: from Hearne, on the Texas Central, to Longview, where it intersects the Texas and Pacific. This company has consolidated with the Houston and Great Northern, and they are now under one management. This latter road extends from Houston to Palestine, Texas, where it unites with the International and is a consolidated line thence to Troupe, Smith County, where the International branches off to Longview, and the Great Northern to Tyler, thence to Mineola, Wood County, where it intersects the main line of the Texas and Pacific, 69 miles west of Marshall. This line will probably be extended to intersect with the Trans-continental branch of the Texas and Pacific, via Sulphur Springs, Hopkins County, at Clarksville, Red River County.

The Houston and Texas Central, connects with the Missouri, Kansas and Texas at Denison, 337 miles from Houston, making a continuous line of railroad from Galveston to St. Louis. This road has two branches in regular running order, viz: from Hempstead to Austin, 116 miles, and from Bremond to Waco, 45 miles.

The Galveston, Houston and Henderson runs from Galveston to Houston, 50 miles. The Galveston, Harrisburg, and San Antonio, is completed from Harrisburg to Columbus, 80 miles, and connects with Houston, 6 miles, by a branch.

The Gulf, Western Texas and Pacific Railroad is designed to run from Indianola to San Antonio, 160 miles. It is now in running order to Cuero, De Witt County, 70 miles from Indianola.

The Point Isabel and Brownsville Railroad is completed and in running order from Point Isabel to Brownsville, a distance of 20 miles.—*St. Louis Railway Register.*

☞ A large and enthusiastic railroad meeting was held in Woodstock on the 21st ult., at which it was resolved to proceed with the Woodstock Railroad; and that they commence laying the track at White River Junction, and go on as far and as fast as the funds realized from the bonds will allow. It is stated that $180,000 will complete the road.

☞ The U. S. Rolling Stock Company have elected the following trustees and officers for the ensuing year: Trustees—H. R. Baltzer, H. H. Van Dyck, William H. Guion, Lawrence Wells, Jas. B. Hodgskin. Officers—President, Jas. B. Hodgskin; vice-president, H. R. Baltzer; treasurer and secretary, A. Hegewisch; general master mechanic, C. F. Jauriet.

☞ It is announced that two of the new iron steamships for the Pacific Mail Steamship Company have been contracted for in Wilmington, Del., one by the Harlan & Hollingsworth Co., and one by Pusey, Jones & Co.

☞ The Lewiston and Auburn Railroad Company have elected as directors: J. G. Coburn, E. S. Davis, H. B. Bartlett, G. H. Pillsbury, M. T. Ludden, E. L. Wood, J. S. Randall, E. A. Little and F. M. Jordan.

☞ The Selma, Rome and Dalton Railroad is to be sold by a decree of the Chancellor of Alabama June 30th.

☞ The Calumet and Hecla Mining Company has declared a dividend of $5 per share, payable May 15.

Genuine Chester Emery.
REDUCTION IN PRICE.
The great increase in the production of the Chester Emery Mine enables us to reduce the price to seven cents for grain and four cents for flours, **with important discounts** to dealers, manufacturers and larger purchasers. The genuine Chester Emery is made from the purest and hardest crystals, and its cutting and polishing qualities are superior to any emery used in this market.
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The American Wood Carbolizing Co.
Is organized for the purpose of Creosoting Timber for Docks, R. R. Ties, Fence-Posts, Pavements, and all other uses where Timber is exposed to the action of water or air. This Company also proposes to License R. R. Companies and others who desire to erect their own apparatus.
Drawings and specifications of apparatus, either stationary or portable, will be furnished on application.
67,112 miles of Railroad in the United States use annually over twenty-six million Ties for renewing those destroyed by decay.
The preservation of wood from decay and the attacks of marine worms, has been largely practiced in Europe for thirty years; and with such success that the use of natural wood is now the exception; and of all the various methods that have been employed, that in which creosote oil was used, has best endured the test of time.
This Company, benefiting by the thirty years' practical experience in the use of creosote oil abroad, offer to the public a system of application which is adapted to the wants of our own country, in that green wood can be rapidly and thoroughly treated, even better than dry, and the application of the oil, in connection with the use of moderate heat, be made more uniform and effective than is possible by any other means.
Experience has demonstrated that creosote or dead oil is the only substance by which wood can be treated so as to certainly resist the attacks of marine worms.
Creosoted wood exposed in Charleston Harbor was not attacked by the teredo, while natural wood attached to it was completely honey-combed.
It is confidently asserted that Railroad Ties creosoted will outlast three sets of ordinary Ties, and that creosoted Paving Blocks being beyond the reach of decay, will last as long as stone, with all the advantages of an elastic roadway, beauty and economy of construction.
The economy in the use of creosoted wood, where the term of service is trebled, is measured by adding to the wood used, the cost of the labor expended in construction, and the loss of time spent in replacing the structure, when either decay or attacks of marine worms destroy it.
The system of Seely and Pelton, employed by this Company, has been fully examined and indorsed by Gen. McClellan, Gen. Barnes, Gen. Babcock, Rob't Harris, C. B. & Q. R. R., Prof. Silliman, Capt. Ends, Gen. Cram, Gen. Humphreys, Gen. Meigs, Gen. Belknap, Prof. Chandler, Gen. Gilmore, Gen. Newton, A. B. Mullet, C. H. Haswell.
It has been used by the U. S. Government upon the Dykes of the St. Clair Flats, and upon Gun Platforms for the fortifications on the Atlantic coast; upon pavements in New York and Pittsburgh, by the Department of Docks of the City of New York and the Board of Public Works of the District of Columbia.
Detailed information can be obtained and specimens of creosoted wood examined at the office of the Company.

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The outstanding balance of its Construction Mortgage Debt is about $3,000,000. These Bonds mature April 1, 1875.
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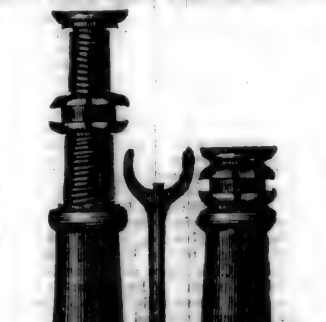
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☞ At a meeting of the first mortgage bondholders of the Louisville, Cincinnati and Lexington Short Line Railroad on the 28th ult., resolutions were adopted favorable to the terms proposed by the company for funding coupons of 1874-'5 as they accrue into consolidated mortgage bonds.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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American Railroad Journal.

New York, Saturday, May 9, 1874.

Pacific Mail Steamship Company.

FULL EXHIBIT OF THE FINANCIAL AND BUSINESS POSITION OF THE COMPANY.

To the Stockholders of the Pacific Mail Steamship Company:

The late misrepresentations that have been circulated through the newspapers regarding the condition of the affairs of your company, render it desirable that you should be informed, as far as possible, of its present condition and future prospects, and with this view I beg to submit the following:

Your company has now thirty three steamers in commission, of which six are new iron steamships, running, and all paid for.

The City of Peking, on which $852,000 has been paid, is now receiving her outfit at the foot of Ninth street, East River, in this City, and the City of Tokio, (Yedo,) on which has been paid $500,000, will be launched at Chester, Penn., on the 18th of May, and will be brought to this City to receive her engines and outfit.

The contract with the builders, Messrs. Jno. Roach & Son, stipulates that $150,000 shall be retained of the final payment, on each of these two ships, until after they have made satisfactory trial trips, showing a speed of not less than 14½ knots per hour.

The payments made on these eight iron steamships, including outfit, have already amounted to $4,100,000, and when the last two are completed, you will have added 28,000 tons of carrying capacity to your fleet.

The total tonnage for the year 1873, from New York to San Francisco amounted to.....154,000 tons.

Of this amount the P. M. S. S. Co. carried only 9,400 tons.

This year (1874) your company has thus far transported 9,243 tons, or within 157 tons of the entire amount carried during the previous year.

A like gratifying increase in the passenger business has been effected.

The number transported from New York, Jan. 1, 1873, to May 1, 1873, being..... 858
Same period in 1874..... 1,794

The above comparative statements refer solely to the traffic between New York and San Francisco, and do not include the China Line, the Central American Line, nor the traffic from San Francisco to New York, on all of which routes a similar satisfactory increase has been realized.

The reduction in expenses has been from thirty to fifty per cent. In the item of coal alone the company is saving from $4 to $5 50 per ton on purchases made in San Francisco, and from $6 to $7 per ton on that used in Acapulco.

The benefit to be derived from the introduction of iron propellers, combined with rigid economy which has been adopted in every department of your company's service, can be better appreciated by a comparison of the cost of the round trip from New York to Aspinwall:

Average cost of voyage last two years by the wooden steamers, forty one trips.... $27,400
Cost of voyage by the new iron ships..... 14,000
or a saving of upward of $13,000 each round trip.

Your company has every confidence in its ability to largely increase the business of the China Line by a diversion of the traffic via the Suez Canal route to the Pacific Mail Steamship Company's Line via Panama, thus adding materially to the revenue of the company as well as to that of the Panama Railroad Company.

As an evidence that these anticipations are not too sanguine, I refer to the fact that the first steamer which left China with freight for New York, via Panama, brought 370 tons of tea, of which 3,300 packages were originally intended to be sent via Suez Canal, but were subsequently changed and sent by the Panama route.

The tonnage through the Suez Canal during 1873, from China and Japan, was over 600,000 tons, valued at $240,000,000.

On the 20th inst. the steamer China arrived at San Francisco, from China and Japan, with 1,040 passengers and 1,300 tons freight.

On the 24th inst. the steamer Constitution arrived at San Francisco, from Panama, with 386 passengers and 1,570 tons freight.

On the 26th inst. the steamer Granada arrived at San Francisco, from Panama, with 240 passengers and 1,260 tons freight.

On the 27th inst. the steamer Colorado arrived at San Francisco, from China and Japan, with 860 passengers and 1,280 tons freight.

On the 27th inst. the steamer Colon arrived at New York, from Aspinwall, with 235 passengers and 1,651 tons freight.

Making five steamers, with 2,761 passengers, and 7,061 tons of freight, arriving at San Francisco and New York within a period of eight days, and on which the company will realize upward of $200,000 from freight alone.

The policy of the present board has been to manage the affairs of the company on business principles, and to bring the strictest economy to bear in all its details.

With its present equipment your company is prepared to carry from New York 1,200 tons of freight per week, and a like amount from San Francisco, Central and South America, besides 30,000 tons per annum from China and Japan.

One of the company's steamers will leave New York for San Francisco on Saturday, May 9, and every alternate Saturday thereafter.

On intermediate Saturdays, when necessary, steamers will be dispatched from New York, with way passengers and freight for the Isthmus and Central and South America.

Steamers will leave San Francisco for New York, via Panama direct, calling only at Acapulco, on Saturday, May 9, and every alternate Saturday thereafter.

On intermediate Saturdays steamers will be dispatched from San Francisco, calling at all way ports in Mexico and Central America.

Steamers will leave San Francisco for China and Japan on Saturday, May 2, and every alternate Saturday thereafter.

The next arrival from China will be due at San Francisco on Monday, May 18, the following one, Monday, June 15, and regularly every alternate Monday thereafter.

New York merchants will have the privilege of having their teas and silks forwarded either via Panama or by overland railroad, as they may prefer.

On the 1st December last, your company had a floating debt of $360,000. Since that time this debt has been liquidated, and $508,000 has been paid on the new iron steamers.

The average supply of coal and ship stores has been fully kept up at all points, and several materially increased.

Large expenditures have, in the meantime, been made on all your steamers. They have, as required, been newly painted and upholstered, and

the steamers Henry Chauncey, Montana, and Costa Rica have, at a cost of $160,000, been put in such thorough repair, that they are now in all respects as good as new.

The six new iron ships have been insured for $2,000,000, about two thirds their cost, at an outlay of $110,000, and the premiums paid.

The company has on deposit in bank in New York, currency	$78,870
The company has on deposit in bank in New York, gold	8,714
With J. S. Morgan & Co., bankers, London	10,000
Loaned on call in New York	370,000
Stocks on hand, market value	364,000
viz.: 6,000 shares P. M. S. S. Co., being balance of 10,000 shares received from A. B. Stockwell in settlement, 4,000 of which have been sold and realized $165,849 22.	
2,080 shares California Dry Dock Co.	
Due from Mexico and Central American States for mail service, 1873—to collect which an agent of the company is at present engaged	80,000
Claims against Union Pacific Railroad Company in dispute	$225,000
(Of which twenty five per cent is due to the Panama Railroad Company.)	
In addition to the above there is due the company for uncollected freights on cargoes in transit, all to be collected in forty days—estimated	875,000
Due from the United States Government July 1, 1874	125,000
	$1,411,584
*On the final completion of the steamers City of Peking and City of Tokio the company will have paid or owe Jno. Roach & Son	$725,000
(Payments to be made as the work progresses, according to contract.)	
The company now owes the Panama Railroad Company, due October, 1874	315,000
Amount of bills maturing June, July, and August	216,441
Taxes, 1873, in suit	43,000
Total indebtedness	$1,299,441

* (This payment of $725,000 to J. Roach & Son adds $2,300,000, including outfit, to the value of the company's fleet of ships.)

The cash assets on hand and to be realized within sixty days from this date show an excess of $112,143 over the entire liabilities of your company, after paying in full for the eight new iron steamers. In other words, it belongs to the stockholders, and no bondholders or creditors have any interest in it.

There will be a meeting of the stockholders on the 27th May to elect directors for the ensuing year.

With the above facts in your possession you will be enabled to form an opinion as to whether the present board have been acting for the best interest of your company, and if you are satisfied with what has already been effected, I would respectfully request you to execute and return to me the inclosed proxy, in case you are unable to be personally present at the election. RUFUS HATCH,
Vice President and Managing Director.
New York, April 30, 1874.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending April 25, at 433,252 tons, and for the coal year 4,723,797 tons, against 4,971,580 tons to corresponding time last year, being a decrease of 247,783 tons. The bituminous tonnage for the week is 74,755 tons, and for the year 783,830 tons, giving a total of all kinds for the week of 508,007 tons, and for the year of 5,510,427 tons, against 5,751,301 tons to same time last year, being a decrease of 246,874 tons.

Cleveland, Columbus, Cincinnati and Indianapolis Railway.

The earnings of this road for the years ending December 31, 1872 and 1873, compare as follows:

	1872.	1873.
From passengers	$810 708 64	$831,272 23
" freight	3,439,999 91	3,735,894 81
" express	76,650 28	83,032 00
" mail	76,295 75	86,401 05
" rents	58,970 75	60,385 11
" interest and dividends	74,462 98	90,463 39
" other sources	36,082 54	
	$4,573,170 85	$4,887,448 59
Expenses, viz:		
Freight expenses	$785,521 83	$921,649 70
Passenger expenses	258,466 15	248,379 19
Legal expenses		16,119 20
General expenses	81,753 41	102,550 40
Repairs of locomotives	184,488 50	185,488 50
Repairs of pass. cars	68,935 70	65,161 78
Repairs of freight cars	176,652 29	238,059 78
Repairs of track	838,654 51	769,253 60
Repairs of buildings	74 506 03	69,798 11
Repairs of fences	35,514 46	18,246 20
Repairs of bridges	36,718 46	37,979 91
Oil and waste	54,026 51	59,984 06
Fuel account	452,385 87	424,307 31
Damage to stock	6,459 53	7,250 29
Loss and damages	21,063 51	16,281 69
Gratuities & damages	25,615 65	30,598 17
Telegraph expenses	38,271 27	41,449 26
Balance car service	54,616 36	180,846 03
	$3,193,344 84	$3,423,389 18
Net earnings	$1,379,526 01	$1,464,050 46
Interest and taxes	327,565 82	356,411 78
Balance applicable to dividends	$1,051,960 19	$1,107,638 68
Dividend of August 15, 1873, 3½ p.c.		524,660 50
Surplus for the year		$582,978 18
Add surplus December 31, 1872		310,412 01
Surplus December 31, 1873		$893,390 19

Compared with the previous year the gross earnings of 1873 show an increase of $314,277 74; with an increase in working expenses of $229,753 29—making an increase in net earnings of $84,524 45. Deducting interest and taxes, the net income shows an increase of $55,678 49. The President in his report says:

In carrying forward a well considered plan of former Boards in developing the capacity of the railway, and mainly to fulfill contracts and obligations authorized and previously entered upon by them, it became necessary, during the year, to expend the sum of $701,643 07, details of which appear in one of the annexed tables. It became further necessary to advance, under contract, the sum of $323,960 44 to the Cincinnati and Springfield Railway Company.

And, in addition to these considerable sums, constituting an indebtedness in no wise chargeable to earnings account, it had been expected that other and larger outlays would be required in the future operations of the railway. Notably, the completion of the various improvements connected with the Cleveland Central Tract; additional side-tracks and equipment; a general office building and union depot at Columbus; increased terminal facilities at Cincinnati; sinking the tracks, within certain limits, in the city of Cleveland, and for which the company had already obligated itself; and, later, proposed changes of tracks in the cities of Columbus and Indianapolis.

For all this the intention had been to provide payment by the issue of capital stock, as designated to the stockholders by printed notice, which, for better information, is reproduced as follows:

CLEVELAND, COLUMBUS, CINCINNATI AND INDIANAPOLIS RAILWAY COMPANY,
CLEVELAND, O., March 8th, 1873.

"At a meeting of the directors of the Cleveland, Columbus, Cincinnati and Indianapolis Railway Company, held at the office of the Company in Cleveland, on the 5th day of March, 1873, it was ordered: That a special meeting of the stockholders of the company be called, for the purpose of approving, or not, as shall seem to them proper, a lease of the said railway, its branches and leased lines, to the Atlantic and Great Western Railway Company, then to be submitted to said stockholders for their action; and also for the purpose of acting upon a proposal to authorize the directors of said Cleveland, Columbus, Cincinnati and Indianapolis Railway to issue not exceeding five millions increased capital stock of said company, for purposes authorized by law."

Just prior to the time appointed for the holding of this proposed meeting, two suits were instituted by stockholders of the company, against the company, its directors and officers, one in the Court of Common Pleas of Cuyahoga County, Ohio, asking for a preliminary injunction restraining this company from holding said special meeting; from authorizing or executing any lease or other contract which should give to the Atlantic and Great Western Railroad Company, or to any other party, any control whatever over the road and property of this company.

And also, to restrain this company from increasing, in any manner, its capital stock, and that, upon the final hearing of said suit the said injunction should be made perpetual.

The second suit, in the Circuit Court of the United States for the Northern District of Ohio, asked for substantially the same relief and almost in the same language.

In the first mentioned suit a preliminary injunction, such as asked for, was granted by the Court at Chambers, on an *ex parte* application by the plaintiffs.

In the second suit the motion for the allowance of the preliminary injunction was heard in open court; and, on such hearing, the same was allowed; restraining the execution of any lease or incumberance whatsoever to the Atlantic and Great Western Railroad Company, and to any person or party on its behalf.

The first suit was withdrawn during the past year, but the other one is still pending.

During the interval between the call for said special meeting and the time fixed for holding the same, legislative aid was invoked by some of the parties, who had set on foot these legal proceedings; and, on the 15th day of April, 1873, the Legislature of Ohio passed an act, to take effect from its passage, making more stringent the existing law providing how railroad companies might aid each other, and adding new provisions thereto.

This law amply secures the interests of all stockholders of this company, under any possible lease of this railway.

The result of this litigation was distressing and injurious to the best interests of the railway. Coupled with misrepresentation, no less than with prejudice as to the actual situation and the policy of the company, and followed throughout the autumn by the results of a financial panic, which rendered the negotiations of any form of railway securities, under the best of circumstances, doubtful and difficult, your board has been unable to consummate the original intention of its predecessors, in providing for the construction expenses of the past year, as well as in properly anticipating similar future expenditures, connected with which, and now being urged upon the management, is the work of sinking the tracks in the city of Cleveland, and with similar improvements being called for at Indianapolis and at Columbus.

With the unusual and unexpected diversion of earnings to construction account, nothing else was left your board, under the embarrassment brought about by the litigation just described, than to dispose of a certain quantity of its best assured and available assets.

Accordingly, a portion of the company's old issue of first mortgage sinking fund bonds, so called, were sold, amounting in the aggregate to $125,000, and leaving of these particular bonds, on January 1st, 1874, $300,000, at par value, in possession of the company, still undisposed of.

Without this relief, the dividend of August 15th would not have been paid.

As the second dividend season approached, and the dividend having been fairly earned, an earnest attempt was made by the management to finally terminate all legal controversy, and in connection with it relieve the financial embarrassment which had continued throughout the year.

The result of this effort, caused the issue by the board of the circular of February 23d to the stockholders; and a confident belief is yet entertained that there may be a speedy abandonment of all hostility, doubtless produced by a misunderstanding of the facts of the present situation, and a return to accord and harmony, in such measure as will ensure the best results for the future of the company and its interests.

The standard of the roadbed, track and equipment has been fully maintained.

And acknowledgment is heartily and gratefully rendered for the energetic and faithful performance of duty which, during the year, has markedly characterized all officers and employes of the railway.

The company built during the year 4 switching, 1 freight and passenger, and purchased on contract 6 freight locomotives, making on hand at the close of the year, 130—an increase of 12. Of these, 114 are coal burning and 16 wood burning. Sixteen engines were changed, during the year, from wood to coal burners, by the company.

The mileage for the year was: passenger service, 694,735 miles; freight service, 3,489,353 miles; construction, fuel and repairs, 166,480 miles—total, 4,350,568 miles, an increase of 473,411 miles.

The cost for repairs, including changes from wood to coal burning, was $185,483 50. The cost for new locomotives, $166,146 97. The entire equipment was kept fully employed, with the exception of the last quarter of the year, and is in good serviceable condition. The cost for fuel, (82,604 tons coal, and 46,033 cords wood) was $424,307 31.

There were purchased, and built in the company's shops, during the year, 240 box, 15 stock and 55 flat cars; and 13 box, 19 stock, 1 coal and 24 flat cars were broken up—leaving in service at the close of the year, 1,938 box, 235 stock, 524 flat and 579 coal cars. Seven freight train cabooses were built and 3 broken up, leaving on hand 56. Five derrick wrecking cars, commenced in 1872, were also completed for service. The amount changed for new equipment is $191,335 96.

Three passenger, 2 parlor and 2 sleeping coaches were added during the year. One coach was changed to a parlor coach. One coach was burned, and one broken up; and one sleeping coach condemned as unfit for service. The equipment at the close of the year was as follows: 41 passenger, 8 sleeping, 3 parlor, 1 directors' and 1 paymaster's coaches, and 13 baggage, 1 mail and 3 U. S. postal cars. The cost of new equipment was $51,335 96. The equipment is in good condition, but not sufficient for regular and extra service.

The equipment for the Cincinnati and Springfield line remains the same as last year, viz: 16 locomotives, 15 passenger coaches, 6 baggage, 2 U. S. postal, 100 freight, 100 stock, 100 coal cars, and 7 freight train cabooses.

A temporary engine house, with steam heating apparatus has been put up at Columbus, new pump houses and boilers built at Galion, Ridgeway and Daleville, and 8,942 rods of board fence constructed. A new Howe truss bridge has been built over Buck Creek at Moorfield, (in place of one destroyed by accident,) iron bridges at La Rue over the Scioto, and east of Ansonia over the Stillwater, and one iron girder highway bridge at Marysville, the cost of which was charged to repairs.

The total expenditures during the year amount to $4,805,413 42, viz: operating expenses, as above, including taxes and interest on bonds, $3,779,809 91. Advances to Cincinnati and Springfield Railway, $323,960 44. New construction, $292,824 51; and new equipment $408,818 56.

ABSTRACT OF LEDGER BALANCES Dec. 31st, 1873.

ASSETS.

Construction account		$17,097,222 22
Materials on hand:		
For repairs of track	$107,726 87	
For repairs of cars and engines	210,555 33	
For fuel and oil and waste	80,427 35	
		398,709 55
Cash and cash assets:		
Cash in hands of treasurer	$87,705 19	
Bills receivable	18,043 14	
Due from Post Office Department	24,768 72	
Due from agents and others	97,271 93	
Due from other railroad companies	249,272 10	
		477,061 08
Other assets:		
Indianapolis and St. Louis Railway stock, cost	$300,000 00	
500 Indianapolis and St. Louis Railway 2d mort. bonds, cost	458,750 00	
188 Indianapolis and St. Louis Railway Equipment bonds, cost	169,200 00	
Indianapolis & St. Louis Railway trustees	73,998 40	
464 Cincinnati and Springfield Railway 2d mort. bonds, cost	464,000 00	
Cincinnati and Springfield Railway advances	469,634 72	
Stock and bonds of other railroad companies, cost	154,235 77	
37 Columbus Union depot company's bonds, cost	33,300 00	
3 Springfield and Illinois South Eastern Railroad company's 1st mort. bonds, cost	3,000 00	
2 Scioto and Hocking Valley R. R. bonds, cost	2,000 00	
Empire transportation company's stock, cost	17,892 86	
Merchants Despatch company's stock, cost	25,000 00	
Wood lands	37,634 92	
Real estate, not used for road or depots	4,115 31	
Pendleton stone quarry	4,892 11	
		2,217,654 09
		$20,190,646 94

LIABILITIES.

Capital stock	$15,000,000 00
Less amount owned and held by this company	8,350 00
	$14,991,650 00
Cleveland, Columbus and Cincinnati Railroad Co. bonds, ($25,000 falling due each year	271,000 00
Bellefontaine and Indiana Railroad Co. 1st mort. bonds—(new)	453,000 00
Bellefontaine and Indiana Railroad Company 1st mort. bonds, past due—(old)	2,000 00
Indianapolis, Pittsburg and Cleveland Railroad Co. 1st mort. bonds, past due	2,000 00
Indianapolis, Pittsburg and Cleveland Railroad Co. 2d mort. bonds, past due	1,000 00
Cleveland, Columbus, Cincinnati & Indianapolis Railway 1st mort. sinking fund bonds	2,700,000 00
New York dividends unpaid	9,188 99
Bills payable	459,585 62
Bills audited	407,832 14
Surplus	593,390 19
	$20,190,646 94

The total number of passengers carried was 543,624; of which 475,560 were way, and 68,064 through. Number of passengers carried one mile, 27,623,254.

The total number of tons of freight carried was 1,680,588; of which 1,050,106 tons were through, and 630,482 way. Of the through freight, 869,551 tons were carried eastward, and 188,555 westward. Of the way freight, 419,216 tons were carried eastward, and 211,266 westward. Total eastward bound, 1,288,767; do. westward do., 391,821. Number of tons carried one mile, 274,310,194.

The renewals of track embrace the following: 3,731 gross tons Bessemer steel, 473 gross tons new iron rail, 2,733 gross tons re-rolled iron rail, 296,260 lbs. railroad spike, 420,306 iron joint splices, 179,779 lbs. track bolts and nuts, 13,575 repaired rails, and 36,960 cubic yards ballast. 73 miles of track were laid during the year—39½ miles with Bessemer steel, and 34 miles with new and re rolled iron rails. About 40 miles of track were thoroughly ballasted, and 140,530 crossties renewed. The track is in better condition than usual at the opening of Spring. About 8,000 tons of rail and 150,000 ties will be required for the coming year.

President.—J. H. DEVEREUX.

Vice President.—H. B. HURLBUT.

Directors.—J. H. Devereux, H. B. Hurlbut, Stillmann Witt, W. S. C. Otis, R. P. Ranney, L. M. Hubby, Cleveland; R. M. Shoemaker, Cincinnati; H. E. Parsons, Ashtabula; W. H. Upson, Akron; P. H. Watson, S. L. M. Barlow, F. Schuchardt, W. B. Duncan, New York.

Secretary & Treasurer.—GEO. H. RUSSELL.

Gen. Superintendent.—E. S. FLINT.

Chief Engineer.—FRANK FORD.

Auditor.—A. ELY.

☞ The Pennsylvania Railroad Company has declared its regular half-yearly dividend of five per cent, payable in cash on and after the 30th instant. Owing to the panic last fall, the dividend was a scrip one. But now the troubles are all over, the road is doing a profitable business, and the stockholders have no reason to fear that there will be any interruption of the regular dividends in the future.

Great Western Railway of Canada.

REPORT OF THE DIRECTORS.

The receipts on capital account during the half-year to 31st January, 1874, amounted to £441,167, as follows:—

On account of May, 1873, issue of £1,209,000 perpetual 5 per cent debenture stock, including discount on total issue.		£400,670
For amount of November 1873 issue		520,000
		£920,670
Less—share account—difference in exchange on forty-four shares	£2	
Bond account—viz., 6 per cent bonds, matured 1st September 1873, paid off....	38,100	
Ditto 15th Nov. 1873, ditto.....	441,400	
		479,592
		£441,167

The total receipts on capital account amounted on 31st January 1874 to £8,113,849.

The charges to capital account during the half-year amounted to £857,353 as follows:—

For land works, permanent way, and incidental charges, buildings, &c.....	£107,421
Double track between Glencoe & Windsor	228,480
Allanburg branch (nine miles), from Allanburg on the Welland to Suspension bridge	37,758
Detroit river bridge surveys....	236
Third car ferry boat Saginaw....	2,106
Fourth car ferry boat Michigan....	28,847
Locomotives	108,070
Cars	81,851
Glencoe and Buffalo loop line....	101,097
Discount and commission on issue of £1,729,000 perpetual debenture stock, and cost of exchange on London.....	161,483
	£857,353

The total expenditure to 31st Jan. 1874 amounted to £8,103,736, leaving a balance at credit of capital account of £10,113.

The receipts and expenditure on revenue account for the half-year have been as follows:—

Gross receipts....		£625,916
Working expenses, including renewals, taxes, rents, and all charges....		430,080
		£195,836
From which is to be deducted—		
Interest on bonds, &c..	£97,870	
Discount and charges on American currency, &c	27,215	
Amount set aside for renewal of ferry steamers....	3,000	
Alteration of gauge account....	9,100	
Cost of repairing damage caused by floods.....	2,345	
		139,532
		£56,304
Add profit on working leased lines	1,494	
Balance of interest account.....	2,970	
Surplus from last half-year	5,024	
		9,489
Amount available for dividend.....		£65,793

The dividend for the half-year on the 5 per cent preference stocks amounts to £5,692 and from the balance of £60 101 the directors recommend a dividend on the ordinary shares at the rate of 2½ per cent per annum, which will absorb £55,741, leaving £4,359 to be carried forward to the next half-year.

On the 11th March public intimation was given that the directors had just received a telegram from Canada, stating that the half-year's accounts showed a surplus sufficient to pay a dividend on the ordinary shares at the rate of 3¼ per cent per annum, but the directors added that this was subject to their own and the auditors' examination of the accounts when received from Canada. On examination of these accounts, the directors were surprised to find that the dividend above mentioned could not be paid unless a portion of the amount expended during the half-year for re-laying the main line with steel rails was carried over to the next half-year, and as the directors could not assent to this, they had no alternative but to order the whole of the expenditure chargeable to revenue under the above head to be brought into the accounts for the past half-year. This, with some other corrections found necessary, reduced the balance available for dividend to the sum above stated.

The shareholders are aware that the interest on the cost of the Glencoe loop line has been charged to revenue in the past half-year, although the advantages which the company will derive from that line have been as yet but very partially realized. Other exceptional circumstances referred to in a subsequent part of this report have also pressed heavily on the working of the past half year, and when there is also kept in view the certainty, now that the entire main line has been re laid with steel, that the expenditure under the head of "maintenance and renewal of way" will for several years to come be materially lessened, the directors think it might have been a fair subject for the consideration of the proprietors whether, under the special circumstances mentioned, they would not have authorized the spreading of the final payment referred to over two half years; but in the absence of any such authority, the directors considered that they would not be justified in departing from the strict rule in such cases, and although the result may be for the moment disappointing, they are satisfied the course adopted will ultimately be to the advantage of the shareholders.

The aggregate traffic receipts on the main line and branches (exclusive of those of the Galt and Guelph, the Wellington, Grey, and Bruce, and the London and Port Stanley) exhibit a gross increase of £29,870, which consists of—

Increase in way passenger	£815
" way freight and live stock	5,672
" through freight and live stock	30,693
" mails and express freight.....	278
	£37,459
Decrease in through passenger traffic...	7,589
Total increase	£29,870

The receipts and ordinary working expenses per train mile for seven corresponding half-years compare as follows:—

Half-year ending	Gross earnings per train mile.	Working exp. per train mile.
31st Jan. 1868.... ....9s. 7¾d.		4s. 5¾d.
" 1869 .... .9 0¾		4 3¾
" 1870 .... .8 7¾		4 9¾
" 1871 .... .7 9		4 6¾
" 1872 .... .8 0¾		4 8
" 1873 .... .7 10		4 9¾
" 1874 .... .7 8¾		4 11

The earnings and expenses per train mile have been injuriously affected by the severe financial crisis which prevailed in New York from the beginning of September last, the effects of which have been felt throughout the United States and Canada. The passenger earnings show a decrease of £6,773 solely due to this cause, but although this branch of traffic was falling off, it was found impossible to reduce the number of trains. Without any increased expenses, therefore, the same trains could have earned a larger amount of money, and this decrease is consequently a direct loss to net revenue. The through freight business, as well as the local Canadian traffic, was also for four months of the half-year, from the same cause, very materially reduced, an almost complete stagnation of trade having been the result of the panic. For ten weeks previous to the close of the year the traffic receipts showed an average decrease of £2,615 per week, for, unfortunately, as the quantity of goods to be conveyed fell off, so the competition to carry what remained increased, and in consequence the rates for through freight became gradually reduced. The Great Western, whose line forms an intermediate link in the through chain, had to submit either to take its mileage proportion of such reduced rates, fixed by the competing terminal companies, or to lose the traffic altogether.

In order to show in figures the effect of this reduction in rates, the directors may state that the amount received for through traffic carried in the past half-year was £276,160, but had the tonnage which produced this been carried even at the low rates obtained in the corresponding half-year of 1873, the company would have received £306,950, or £30,790 more, for performing the same amount of work. From this the shareholders will see how severely the company has suffered during the past half-year from causes entirely beyond the control of the executive.

The directors also regret to have to notice the continued increase in the ordinary working expenses; the prices of labor and materials having again been high. The increased charge for interest against the half-year has been £60,335. Renewed instructions have been given that the most rigid economy shall be exercised in all departments, and that no further outlay of capital which can possibly be avoided shall be made.

The following table exhibits the receipts and expenses for seven corresponding half-years:—

Half-year ending	Receipts.	Expenses.	Per ct.
31st Jan. 1868	£400,812	£193 666	48.31
" 1869	423,311	209,752	49.55
" 1870	424,182	243,379	57.37
" 1871	444,348	267,481	60.19
" 1872	527,351	313,936	59.47
" 1873	595,889	376,512	63.19
" 1874	625,916	430,080	68.71

The discount and charges on the conversion of American currency for the half year amounted to £27,215, as compared with £33 182 in the corresponding half-year. The conversions were made at an average rate of 110½, the average price of gold for the half year being 111¼.

The ferry steamers' renewal fund has been credited with the usual half-yearly amount and accrued interest, and after debiting the cost of renewals of the ferry boat Great Western, there is a balance at the credit of the fund at 31st January 1874 amounting to £10,531.

The usual amount of £9,100 has been charged to revenue on change of gauge account, making a total of £54,600 charged against this account to 31st January 1874, leaving yet to be charged of the original estimate £36,384. Six old broad gauge locomotives and 6,000 tons of old iron rails are on hand, and will be disposed of at the first favorable opportunity. The proceeds will be placed to the credit of this account.

The system of charging a fixed rate for repairs and renewals of locomotives and cars has been continued. At 31st July 1873, the balance at the credit of this renewal fund amounted to £30,236. To this has been added in the past half-year, including interest, £13,829, making the amount at the credit of the account at 31st January 1874 £44,066 for locomotives. There was also placed to the credit of this fund is the past half year for renewals of cars £3,275; the total amounts to £47,341.

The operation of the Galt and Guelph, Wellington, Grey, and Bruce, and the London and Port Stanley lines has been satisfactory during the half-year. The working account of the Galt and Guelph, which, prior to the opening of the Wellington, Grey, and Bruce line exhibited little profit, shows this half-year a credit balance of £2,63 7which is due to the new traffic brought over it from the Wellington, Grey and Bruce.

The operation of the Port Stanley line, after debiting the working expenses, half year's rental, and proportion of the cost of renewals, left a profit of £843.

These two sums amount to £3,480, from which is deducted £900 for half-year's rental of the Welland, under the agreement with that company, and also 1,086, being the proportion of the expen-

diture for renewal, &c., of that railway, which leaves a balance of profit, on working the leased lines for the half-year, of £1,494.

The result of operating the Wellington, Grey, and Bruce at 70 per cent of the gross earnings is a profit of £157 which has been added to the profit on previous working, and there now stands in the books a credit of £312 under this head. Statements of the working of these subsidiary lines are appended to the accounts.

An amount, equal to 20 per cent of the earnings on the Great Western, derived from traffic interchanged with the Wellington, Grey, and Bruce, is applicable, under the agreement, to the acquisition of the bonds of that company. The aggregate of this traffic on the Great Western for the half year was £16,864, of which 20 per cent, £3,372, will be appropriated for that purpose.

The South Bruce division from Palmerston to Kincardine, 67 miles, is nearly completed, but is not yet in a condition for the Great Western to take it over from the Wellington, Grey, and Bruce, that company having difficulties in settling with the contractor, and requiring to raise a small additional amount of capital to finish the line. This delay is to be regretted, as the traffic from the fertile district traversed by this extension cannot, in the meantime, be obtained for its own line or for that of the Great Western.

The Allanburgh branch of 9 miles in length, which was commenced on the 19th August, and opened on 3d November for traffic, has proved of the greatest service, enabling the freight traffic brought over the loop line to be worked via the Suspension bridge, thus avoiding the tolls, which would have been levied if the traffic had been carried over the International bridge. The total amount expended in the construction of the Allanburg branch has been, to the end of the half year, £37,758. The general manager reports that if the traffic sent over this branch had been forwarded by the International bridge, the amount payable for tolls from 3d November 1873 to 31st January 1874 would have been £8,417.

The last section of the Glencoe loop line, from the Welland Junction to the International bridge, was completed and opened for traffic on 15th December 1873. The International bridge has been used to a small extent for the passenger business between points on the main line and the city of Buffalo via the Welland and the loop line, but the traffic in this direction will doubtless increase when the Erie connection with the International bridge has been effected. The total interest on the expenditure for the loop line to Welland Junction is charged against revenue from the commencement of the past half year. The interest on the expenditure from Wellard Junction to the International bridge at Fort Erie has also been charged against revenue from 15th December 1873, when that portion of the line was opened for traffic. The easier gradients of the loop line have enabled the company to run trains of twenty seven loaded freight cars during the winter from Windsor to Suspension bridge with one locomotive via the Allanburgh branch—the largest number ever worked over the main line having been twenty four cars, and then, with the assistance of a pilot engine at some points. On the whole number of trains which have been run over the loop line since the opening of the Allanburg branch the three additional cars per train has been equal to a saving of 152 trains or nearly two trains per day.

Mention was made in last half year's report of a proposal to create a reserve fund for the renewal of the permanent way, when the whole of the line was laid with steel rails. In completion of the renewal of the main line 30 miles of iron rails have during the last half year been replaced by steel, the proportionate cost to revenue being £33,176.

It has been decided also to relay the Toronto branch of 39½ miles with steel in the course of the present year, and the engineer has been instructed to report upon the estimated future cost of steel rail renewals, founded upon the experience of the past, and the question of the formation of a reserve fund will then be dealt with.

In 1853 the company became lessees in perpetuity of the railway over the Suspension bridge, Niagara Falls, at an annual rental of £9,000. The validity of this lease has been called in question, and the Canadian Vice Chancellor has recently given a judgment to the effect that an exclusive lease is *ultra vires* so far as concerns the half of the bridge within Canadian jurisdiction. This decision will be appealed against; in the meantime, negotiations have been opened in Canada, with a view of acquiring the whole property of the bridge for a fixed sum, and the directors desire to obtain the authority of the shareholders to take such action therein as may be deemed expedient.

The 6 per cent bonds of the company, to the amount of £488,200 which fell due in September and November 1873, have provided for by the issue of 5 per cent perpetual debenture stock.

The various new works, for which capital was raised last year, will require for their completion, in consequence of the rise which has taken place in labor and materials, a larger amount than was originally estimated. The same causes have produced an excess in the cost of the Glencoe line over the capital which was provided for it when its construction was authorised. That line has also been improved by the construction upon it of additional sidings, and other works, not contemplated in the original plan.

New sidings, and works of various kinds, have also been provided, or are in progress, at different parts of the line, and further rolling stock has been obtained, all with the view of meeting the expected increase in the traffic. The construction of the Allanburgh branch has likewise been a source of expenditure, for which no capital has been provided. A further creation of new capital, to the extent of about £500,000 is therefore necessary for these purposes, as well as to provide a working capital for stores, &c.; and it is proposed to raise this, by the issue of a sufficient amount of 5 per cent preference stock, convertible, at the option of the holders within a limited period, into ordinary shares. A resolution authorising the issue of this capital will be brought before the shareholders at the special meeting, to be held after the conclusion of the ordinary business.

The proprietors will remember that at the adjourned general meeting held on October 30th, 1873, a committee of inquiry was appointed, with the concurrence of the board, to examine into all matters relative to the company's affairs both in London and Canada. This committee at once commenced their duties, and for some time pursued their inquiries at the London offices. A delegation of their number has now gone to Canada, accompanied by assistants, to continue their investigation.

The examination of the affairs of the Detroit and Milwaukee will, it is understood, be one of the prominent objects of this investigation. It will embrace an inquiry into the value of the traffic connection of that railroad, the sufficiency of the supply of rolling stock, the condition of the permanent way, and the claims of the mortgage bondholders. Meantime, the ordinary business of that company has been conducted without interruption.

When the committee are prepared to present their report to the shareholders a special meeting will be called for its consideration, of which the usual thirty days' notice will be given. In the meantime, it has been deemed desirable that the meeting called for April 22d next shall be confined to the transaction of the necessary current business of the company.

The directors regret that the result of the working of the last half-year has been so unsatisfactory. They trust that upon the revival of trade in Canada and America the large amount of additional capital expended will become productive, and result in a better return to the shareholders.

On behalf of the board of directors,

THOMAS DAKIN, President.

London, April 10, 1874.

☞ The Watson Manufacturing company, of Paterson, N. J., has received four contracts for iron bridges from the United States of Colombia, South America, to be finished and shipped in June. One bridge will be a suspension, 130 feet span; another 164 feet, in two spans; the third, 70 feet span, and the fourth, 60 feet span. The last of the iron work for the Salavarry and Truxillo Railroad bridge over El Rio De Chim, in Peru, has been shipped. The total length of this bridge is 2,296 feet, and the cost complete $75,000 in gold.

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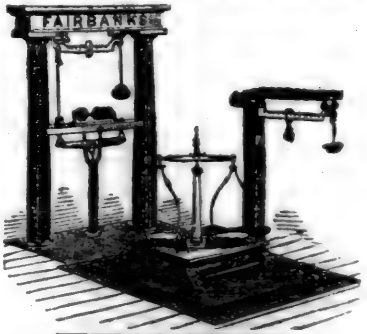
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RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific:													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,813	181,297	200,550	212,109	128,166	75,871	1,470,663
1868	64,463	86,937	81,396	96,451	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	312,604	218,982	391,306	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,289	467,659	5,670,882
1870	418,104	394,176	488,332	633,758	768,720	729,274	788,100	807,816	787,184	828,447	777,513	683,692	7,995,116
1871	536,499	485,490	614,447	720 929	892,841	796,176	869,297	1,006,378	995,922	981,006	807,234	672,358	9,467,072
1872	592,223	571,836	875,763	949,568	1,380,923	1,138,278	1,272,510	1,271,029	1,254,689	1,285 567	1,299,900	1,037,992	12.734,729
1873	852,860	691,015	932,778	1,182,920	1,356,378	1,313,790	1,211,765	1,258,500	1,392,125	1,423,875	1,296,812	1,072,750	13,939,969
1874	848,558	794,000	867,666	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1869	343,182	315,099	388,727	328,390	345,833	402,854	351.045	498,282	506 023	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506.681	497,519	475,608	441,197	404,264	4,849,405
1871	353.235	342,369	384,999	368,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	371,708	332,902	373,217	379,879	409,254	419,196	488,252	559,882	497,261	540,756	431,315	352,004	5,156 326
1873	347,572	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
Chicago and Northwestern:													
1863	.....	... ...	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390.355	421,363	466,830	565,145	490,710	519,306	609.605	729,759	716,378	563,400	6.114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	525,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1.000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	766,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,938	1,076,674	1,251,940	1,507.479	1,570,067	1,107,084	1,001,987	13,381,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1,305 673	1,371,780	1,140.145	845,708	13,856.467
1870	706.025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,491	12,203,403
1871	655,423	602,182	774,934	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,394	1,433,948	1,067,387	859,780	12,272,645
1873	752,468	765,249	967,258	1,034,023	1,256,072	1,309,578	1,240,987	1,284,091	1,071,448	1,451,827	1,089,306	1,019,501	13,816,465
1874	998,490	903,021	1,039,986	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clevand C Coneli l.,													
1869	204,112	180,840	239,522	247,661	241,456	259.408	253.367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	248,846	260,169	274,021	249.355	319,012	317,887	339,239	319,578	284,156	3,273,719
1871	270.204	278,751	315,149	295,480	281,491	288,775	314,850	360,759	374,671	388,723	340,625	317,773	3,765,343
1872	340.791	320,022	372,974	381,113	373,619	341,104	326,208	401,252	417 328	439,581	389,830	358,743	4,442,625
1873	368,921	413 043	448,924	413,443	436,469	411,260	393,-06	466,503	466,796	423,893	327,804	322,596	4,887,443
1874	363,063	276,099	318,976	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie.													
1871	1,058.469	971.193	1,201,500	1,253,955	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,694.651	1,483,454	1,417 211	17,398,827
1872	1,332.994	1.294,076	1,460,174	1,548,813	1,775.324	1,463,961	1.560,023	1,525 243	1,643,484	1,743 752	1,704,374	1,392,615	18,694,096
1873	1,326 505	1 329,422	1,515,383	1,641,958	1,764,821	1,717,598	1,685,384	1,774,570	1,918,247	1,882,421	1,560,023	1,625,129	19,631,781
1874	1,462,650	1,278,775	1,413,223	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1868	587,443	536.165	444,443	518,800	572,551	626,249	549,714	794.825	889,967	931,530	685,401	681,041	7,817,629
1869	669,138	524.693	709,645	568,282	640,975	778,261	696,228	841.363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,285	903,225	811,708	697,751	8,678,958
1871	624.744	529,617	563,593	620,228	713,162	718,723	707,992	836,041	890,237	753,184	755,436	688,181	8,401,142
1872	637,436	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696 475	698,063	8,026,754
1873	602,241	597.429	660,759	553,912	635,459	742,600	648,840	769,748	884,485	797,121	696,039	703,092	8,268,325
1874	611,491	538,668	567,554	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	138,673	152.284	267,411	303.915	306.944	296,058	282,723	332,555	365,446	387,999	303.305	210,197	3,321 518
1872	189.606	191,738	300,783	322,875	341,843	322,359	329,838	357,302	349.468	449,418	314.513	223.240	3,893,183
1873	150,867	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,610	265.217	201,462	.....
Lake Shore and Michigan Southern:													
1871	1,082,505	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295 360	1,368,943	1,402,597	1,345.316	1,285,285	14,797,975
1872	1,339,880	1,294,710	1,498,408	1,528,250	1,479,945	1,523,476	1,225,708	1,469 360	1,635,691	1,764,788	1,558.424	1,483,480	17,591,629
1873	1,412.368	1,549,285	1,756,736	1,694,643	1,650,968	1,585,369	1,461,762	1,582,531	1,776,420	1,742,516	1,375,566	1,546,983	19,134,136
1874	1,619,249	1,305,132	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1871	130,883	126.224	140,740	113,173	119,650	115,115	118,572	127,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,687	149,550	162,821	191,841	208,977	207,911	204 196	2,029 927
1873	169 843	161,132	178,009	187,439	193,148	194,787	176,205	172,496	207,520	184,191	161,793	150.801	2,126,876
1874	171,028	.....	.....	.....	.....	.....	.....	.....	.....	... ...	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4,744,164
1570	337,992	329,128	384,431	412,030	409,263	363,187	326 891	378,880	467,990	511,447	453,873	387.827	4,755,958
1871	418,755	442.665	486,980	470,703	480.847	427,096	422.015	529,390	628,660	552,802	547,434	507,050	5,940.102
1872	411,113	384,058	449,453	435,550	487,282	398,300	402,084	460,101	536,603	641,807	457,603	464,163	5,608,117
1873	379,836	440,261	567,314	556,161	542,039	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1869	454,590	330,400	420,951	460,268	630.844	673,923	586,531	526,547	724,732	1,040,102	801.195	496,561	7,250 069
1870	396,171	382,823	377,871	443,182	730,700	755,737	636,434	661,020	868,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,868	658,017	481,113	606,557	815,846	841,150	644,625	473,295	6,690,695
1872	460,986	387,565	426,223	474,188	580,432	594,760	488,348	565,729	811,961	950,945	702 838	613,787	6,957,771
1873	334 715	423,716	555,005	569,236	805,799	929,210	834,320	767,803	1,193,209	1,012,704	771,800	843,200	9,040.717
1874	564,400	657,500	576,020	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,249	184,411	262,515	350,613	329,243	298.708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	358,677	341,373	321,650	286.108	3,435,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	336,103	299,552	3,630,606
1872	254,319	238,823	303,591	305,755	289,560	304,512	266,406	315,699	338,497	334,193	337,920	360 404	3,678,682
1873	227,897	261,346	344,682	321,047	301,521	272 600	267,784	325,093	382,098	353,168	308,632	206,100	.....
Philadelphia and Reading:													
1869	479,236	525,490	755,453	904,834	499,463	630,680	1,232,908	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,216,904
1870	479,873	574,706	679,383	814,493	593,986	617,058	869,697	1,129,489	1,241,903	1,199,094	1,148,309	899,258	9,642,177
1871	506,387	423,045	644,604	688,578	1,063,002	1,610,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423.278	837,080	12,500,664
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167 008	1,071 407	1,142,241	1,19 ,695	1,322,847	1,127,080	891,791	12,199,746
1873	742,441	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	.....	.....
St. Louis, Alton and Terre Haute:													
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,888	202,236	205,750	189,351	160,055	2,008,265
1870	152,398	158,788	172,216	172,847	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,905	1,786,547
1872	164 525	137,678	162,336	156,134	148,279	133,503	123,994	169,456	179,457	216,177	177,327	158,700	1,927,471
1873	144,269	169,454	177,514	170,;18	164,300	165,260	151,532	165,610	178,302	200,646	152,892	132,752	1,942,689
St. Louis and Iron Mountain:													
1870	92,151	95,610	105,033	103,716	117,625	116.242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	175,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	153,284	229,260	208,140	230,300	195,480	179,261	209,190	205,500	186,545	160,800	122,657	2,283,647
Toledo, Wabash and Western:													
1868	278,712	266,137	257,800	286,825	260,520	293,344	283,353	454,209	450,203	429,896	323,270	399,439	4,013,206
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	4 0,720	422,389	323,377	434,284	4,242,342
1870	257,664	293,645	295,270	318,-99	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	366,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,317	600,205	531,080	616,935	5,736,566
1872	139,780	431,949	460 646	447,311	510,792	462,868	434,465	614,175	566,811	621,351	489,341	466,081	5,944.570
1873	370,290	405,110	471,301	446,527	470,599	541,191	483,299	642,209	593,504	538,251	416,928	482,767	5,864,976
1874	423,343	400,981	404,699	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,943	706,602	22,860	617,555	755,467	999,665	837,328	716,929	5,709,185
1870	525,529	500 199	589,238	706,603	802,586	746,480	643,058	664 951	728,521	719,698	570 166	500.053	7,684,094
1871	479,573	373,925	498,809	634,540	724,466	728,174	673,696	681,365	800,402	777,362	708,142	489,932	7,521,582
1872	373,936	534,114	568,861	741,802	880,442	855,459	743,382	789,567	863,754	980,706	915,727	757,851	8,892,606
1873	523,976	491,784	708,259	681,266	1,007,581	969,963	876,488	837,271	1,068,987	1,170,586	970,660	768,832	10,206,104
1874	630,715	607,990	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

The Private Corporation Bill.

Senator Wallace's bill for the creation and regulation of corporations has passed the Pennsylvania Legislature and been signed by the Governor. The mode of creation is simple and easy. Many of its provisions are valuable aids to enterprise, for instance the following sections relative to iron and steel companies:

Section 38. Companies incorporated under the provisions of this act for the manufacture of iron or steel, or both, of any other metal, or of any article of commerce, from wood or metal, or both, unless otherwise provided by this act, shall, from the date of the letters patent creating the same, have the powers and be governed, managed and controlled as follows:

Clause 1. Every corporation may, in the manner prescribed in this act, increase is capital stock to an amount not exceeding $5,000,000, and shall have the right to purchase, lease, hold, mortgage and sell real estate and mineral rights, to prove and open mines, to mine and prepare for market, or for their own use and consumption, coal, iron ore and other minerals, and to erect and construct furnaces, forges, mills, foundries, manufactories and such other improvements and erections as they may deem necessary, and to manufacture iron and steel or any other metal, or either thereof in all shapes and forms and either of these metals exclusively or in combination with other metals or with wood, and to transport all of said articles or any of them to market and to dispose of the same, and to do all such other acts and things as a successful and convenient prosecution of said business may require; provided, they shall not at any one time have more than 10,000 acres of land within this Commonwealth, including leased lands.

Clause 2. Every such corporation may make and issue bonds, with or without coupons attached, bearing interest not exceeding six per centum per annum, and to sell, exchange or otherwise dispose of the same upon such terms and conditions as they may deem advisable, and such bonds and the interest thereon may be secured by a mortgage or mortgages upon the corporate franchises, real or leasehold estate; provided, they shall not issue bonds for a greater sum than three times the amount of their capital stock paid in.

Clause 5. The incorporation of any association of persons for the purposes named in this section shall be held and taken to be of the same force and effect as if the powers and privileges conferred and the duties enjoined had been conferred and enjoined by special act of the Legislature, and the franchises granted shall be construed according to the same rules of law and equity as if it had been created by special charter, and no modification or repeal of this act shall affect any franchises obtained under the provisions of the same.

Clause 6. That it shall and may be lawful for any incorporated company of this Commonwealth or elsewhere to subscribe and take shares of stock in any company incorporated for the purpose named in this section of this act, or to purchase the bonds or stock, or guarantee the payment of said bonds and the interest thereon, or either principal or interest.

Clause 7. A majority of the stock of such corporation may be held by persons who are not citizens of this State or of the United States; a majority of its directors may be citizens of another State, or of any foreign country, and it may have an office at any place without the State at which the by laws of the corporation may authorize the same, meetings of stockholders may be held, and any business of the corporation transacted; but it shall also keep an office within the county in which its principal business in this State is transacted, and an officer of the company there, upon whom service of proceeds may be made, and the property and stock of such corporation shall be at all times liable to taxation under the laws of this Commonwealth; corporations for any of the purposes named in this section heretofore created by any special or general law of this Commonwealth on accepting the provisions of the constitution shall be entitled to all of the privileges and powers conferred by this act upon such corporations to be hereafter created.

Clause 8. That the stockholders of every company, incorporated for the purposes named in this section, shall only be individually liable for debts due to the laborers, or clerks, for services, and in that case for no period exceeding six months.

The corporations covered by clause eighteen, above quoted, are Manufacturing, Mining, Mechanical, Quarrying and other Companies:

Section 39. Companies incorporated under the provisions of this act for the carrying on of any mechanical, mining, quarrying, manufacturing or other business, as provided in clause eighteen of the second class in section two hereof, when not otherwise provided in this act, shall, from the date of the letters patent creating the same, have the powers and be governed, managed and controlled as follows:

Clause 1. That every such corporation may have a capital stock not exceeding five million dollars, and may, by a vote of three fourths of the general stockholders, at a meeting called duly for the purpose, issue two kinds of stock, namely, general stock and special stock; the special stock shall at no time exceed two fifths of the actual capital of the corporation, and shall be subject to redemption at par after a fixed time, to be stated in the certificates; holders of such special stock shall be entitled to receive, and the corporation shall be bound to pay thereon a fixed or half yearly sum or dividend, to be expressed in the certificates, not exceeding four per centum, and they shall in no event be liable for the debts of the corporation beyond their stock.

Clause eighteen of second class of section two is as follows:

The carrying on of any mechanical, mining, quarrying or manufacturing business including all of the purposes covered by the provisions of the acts of General Assembly entitled "An act to encourage manufacturing operations in this Commonwealth," approved April 7, 1849, and entitled "An act relating to corporations for mechanical manufacturing, mining and quarrying purposes," approved July 18, 1868, and the several supplements to each of said acts, including the incorporation of grain elevator, storage, warehouse and storage yard companies, and also including the storage and transportation of water, "with right to take rivulets and land and erect reservoirs for holding water," and excluding the distilling or manufacture of intoxicating liquors.

Mechanical, mining, manufacturing, quarrying, grain elevating, storage warehouses, storage yards, storage of water by reservoir or otherwise, transportation of water by aqueduct or otherwise, manufacture of woollen, cotton, flax or silk goods; also, of glass, iron, paper, lumber or salt or articles made from salt; printing and publishing, enamelled and vitrified iron, articles coated with glass or enamel, or made of cast or wrought iron; oil and other products of rosin; purchase and sale of patents and rights and licenses under said patents, manufacture or sale of patented articles; any horticultural or agricultural business; raising and growing of trees, plants, seeds and grains; transportation and storage of petroleum: mining coal; mining, quarrying and preparing for market lime, marl, soda, hydraulic cement or other minerals; smelting copper, lead, tin or zinc ores; mining and manufacturing of mineral paints and artificial slates, and other articles made by use of said painting materials; artifical manures; articles made out of iron and other metals; articles made out of iron, wood and other metals; common carriers; leather, flour or lumber manufacturing; oils, hydro carbon fluid or distillation of; coal oil refining; fuel manufactories; lubricating oils; materials made out of and from mineral oils and other oils or fatty substances, whether mineral, animal or vegetable.

All of the privileges conferred by clause 7 of section 38 (given above), are given by clause 18 of section 39 to the above named corporations.

The following provisions are general and cover all corporations for profit created under or accepting this bill:

Section 16. Every corporation created under the provisions of this act, or accepting its provisions, may, with the consent of a majority in the interest of its stockholders obtained at a meeting to be called for that purpose, of which public notice shall be given during thirty days in a newspaper of the proper county, issue preferred stock of the corporation, the holders of which preferred stock shall be entitled to receive such dividends thereon as the board of directors of the corporation may prescribe, payable only out of the net earnings of the corporation.

Section 17. Every corporation created under the provisions of this act or accepting its provisions, may take such real and personal estate, mineral rights, patent rights and other property as is necessary for the purposes of its organization and business, and issue stock to the amount of the value thereof in payment therefor, and the stock so isued shall be declared and taken to be full paid stock, and not liable to any further calls or assessments, and in the charter and the certificates and statements to be made by the subscribers and officers of the corporations such stock shall not be stated or certified as having been issued for cash paid into the company, but shall be stated or certified in this respect according to the face; no such corporation shall issue either bonds or stock except for money, labor done or money or property actually received, and all fictitious increase of stock or indebtedness in any form shall be void; every such corporation may provide for the issue of deferred stock in payment of such real or personal estate or mineral rights, and, if so provided, it shall be expressly stated in the charter filed, or in a certificate to be made and recorded, or in the acceptance of the statute, to be filed by any corporation accepting its provisions, with the amount of such deferred stock and the consideration of the same, and the terms on which the same shall be issued; and the said stock may be made to await payments of dividends thereon until out of the net earnings at least 5 per cent has been declared and paid upon the other full paid stock of the corporation.

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RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,280,000	J. & J.	Jan. '74 3½
Allegheny Valley 50	2,2[illegible]6 350	— & —	....
Atlanta and West Point.100	1,232,200	J. & J.	July '73 4
Atlantic and Gulf 100	3,693,200	— & —	....
" " guar.100	786,476	M. & N.	Nov. '73 3½
Atlantic and St. Law*..100	39,494,900	M. & S.	Sept. '73 2
" " new 1870.100	1,500,000	— & —	....
Avon, Genesee & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '74 5
Washington Br.....100	1,650,000	A. & O.	Apl. '74 5
Parkersburg Br. pref... 50	5,680,685	— & —	....
Berkshire*.....100	600,000	J.A J&O	Apl. '74 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N	May '74 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	....
Agricultural Br. guar...100	60,000	J. & D	Dec. '73 3
Bost., Conc. & Mont.* pref100	800,000	M. & N.	May '74 3
Boston and Lowell.....500	2,852,900	J. & J.	Jan. '74 4
Boston and Maine.....100	6,816,807	M. & N.	May '74 4
Boston and Providence..100	3,950,600	M. & N.	May '74 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A.	Feb. '74 1½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Mar. '74 5
" " pref.100	1,485,900	M. & S.	Mar. '74 5
Camden and Amboy* ...100	6,847,800	J.A. J.O.	Apl. '74 2½
Camden and Atlantic... 50	379,020	— & —	....
" " pref. 50	752,700	— & —	Nov. '73 3½
Cape Cod 100	1,020,330	J. & J.	Jan. '72 9½
Cape May and Millville* 50	447,000	J. & D.	Dec. '72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa*..... 50	1,159,500	— & —	....
" pref. 50	2,200,000	M. & N.	Nov. '73 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '74 4½
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	May '74 1½
" " pref.100	769,600	F. & A	Feb. '74 3½
Central of Georgia.....100	4,666,800	J. & J.	July '73 5
Central of New Jersey..100	20,000,000	J. A J.O.	Apl. '74 2½
Central Ohio*..... 50	2,425,000	J. & J.	Jan. '74 3
" pref..... 50	400,000	J. & J.	Jan. '74 3
Central Pacific 100	54,275,500	.....	Sept. '73 3
Chemung*..... 100	880,000	J.A.J&O	Oct. '73 1½
Cheshire, preferred 100	2,100,000	J. & J.	Jan. '74 2
Chicago and Alton.....100	8,929,900	M. & S.	Mar. '74 5
" " pref...100	2,425,400	M. & S.	Mar. '74 5
Chicago, Burl. & Quincy.100	19,897,000	M. & S.	Mar. '74 5
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	Jan. '74 4
Chicago & N. Western..100	15,033,480	J. & D.	Dec. '72 3½
" pref.100	21,289,563	J. & J.	July '73 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Apl. '74 4
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '74 4
Cin., Sand. and Clev.*... 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	429,046	M. & N	May '74 3
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Aug. '73 3½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov. '73 3½
Cleveland & Pittsburg*.. 50	11,236,150	F.M.AN	Feb. '74 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	....
Columbus and Xenia*... 50	1,786,800	M.J.S.D.	Mar. '74 2
Colum. & Hocking Val..100	2,500,000	F. & A	Feb '74 5
Concord 50	1,500,000	M. & N.	May '74 5
Concord and Ports.*.....100	350,000	J. & J.	Jan. '74 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A.	Feb. '74 3
Connecticut River..... 100	1,950,000	J. & J.	Jan. '74 5
Cumberland Valley..... 1	1,494,250	A. & O.	Apl. '74 4
Danbury and Norwalk . 50	600,000	M. N	Nov '73 5
Delaware*..... 50	1,230,941	J. & J.	Jan. '74 3
Del., Lackaw. & Westn. 50	13,868,850	J.A.J. O.	Apl. '74 2½
Detroit & Milwaukee*.. 50	822,140	— & —	....
" pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	A. & O.	Apl. '74 3½
East Pennsylvania*..... 50	1,509,200	J. & J.	Jan. '74 3
East Mahanoy *..... 50	392,950	J. & J.	Jan. '74 3
Eastern (Mass.)..... 100	4,262,600	J. & J.	July '72 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*.100	500,000	F. & A.	Feb. '74 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '73 2½
" " pref. 50	500,000	J. & J.	Jan. '74 3½
Erie Railway 100	78,000,00	.....	Oct. '73 1
" pref.....100	8,538,910	.....	Oct. '73 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Mar. '74 1½
Fitchburg 100	4,000,000	J. & J.	Jan. '74 4
Georgia 100	4,156,000	J. & J.	Apl. '74 4
Grand River Val.* guar 100	1,000,000	— & —	....
Grand Trunk, (Ca.) 100	14,367,946	— & —	....
Great Western, (Ca.) ..100	19,237,404	A. & O.	Apl. '74 1½
Hannibal & St. Joseph.100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	Nov. '73 5
Harlem Extension 100	4,000,000	— & —	....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '71 3½
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '74 4
Huntingdon & Bd Top.. 50	880,000	— & —	....
" " pref. 50	450,750	J. & J.	July '68 3½
Illinois Central.....100	25,280,610	F. & A.	Feb. '74 4
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S.	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	Jan. '74 3
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Apl. '74 1½
Joliet & North. Indiana*100	300 000	J. & J	Jan. '74 4
Lake Shore & Mich. So...100	49 466,800	F. & A.	Aug. '73 4
" " (guar.).100	533,500	F. & A.	Aug. '73 5
Lawrence*..... 50	260,200	— & —	....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	8,739,800	M & N	May '67 5
Lehigh Valley 50	21,916,850	J.A. J.O	Apl. '74 2½
Little Miami*..... 50	5,871,450	J.A. J.O.	Apl. '74 2
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. '74 3½
Long Island..... 50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,623,488	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '74 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '74 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '74 3
Lykens Valley 20	600,000	F.M.AN	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	....
Manchester and Law....100	1,000,000	M. & N.	May '74 5
Marietta & Cincinnati... 50	1,372,891	— & —	....
" " 1st pref. 50	3,130,719	M. & S.	Sep. '66 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '74 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	18,738,204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323,375	J. & J.	Jan. '74 5
Milwaukee and St. Paul...100	13,396,550	J. & J	Dec. '70 7s
" " pref.....100	10,825,777	F. & A	Feb 74 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '74 4
Morris and Essex*..... 50	14,008,100	J. & J.	Jan. '74 3½
Nashua and Lowell.....100	800,000	M. & N.	May '74 5
Naugatuck 100	1,881 900	F. & A.	Feb. '74 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '74 5
Newark and N. York*..100	977,400	J. & J.	Jan. '74 3½
N. Bedford 100	1,010,100	M. & N.	May '74 4
N. Castle & Beaver Val.* 50	1,800,000	J. A. J.O.	Apl. '74 2½
N Haven & Northamp...100	605,000	J.A. J.O.	Sept '72 3
New Jersey*.....100	7,295,300	J.A. J.O.	Apl. '74 2½
New London Northern*100	1,418,800	J. & J.	Jan. '74 4
N.Y. Con. & Hudson R...100	89,428,330	A. & O.	Apl. '74 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '74 4
" " pref.100	1,500,000	J. & J.	Jan. '74 4
N. Y., N. H. & Hartf....100	15,600,000	J. & J.	Jan. '74 6
N. Y., Provid. & Boston.100	2,000,000	J.A. J.O.	Apl. '74 2½
Niag. Bridge & Canand*100	1,000,000	J. & J.	Jan. '74 3
North Carolina*..... 100	4,900,000	Irregular.	Jan. '73 5
N. Eastern (N.C.) pref...100	111,900	M. & N.	May '67 4
North Pennsylvania.....50	3,473,500	January.	Jan. '74 5s
Northern Central 50	5,842,000	M. & N.	Nov. '72 3
Northern N. Hampsh....100	3,068,400	J. & D.	Dec. '73 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '74 4
Norwich & Worcester*..100	2,823,400	J. & J.	Jan. '74 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '74 3
" " pref.100	2,000,000	A. & O.	Apl. '74 4
Ohio and Mississippi.....100	19,995,847	J.A. J.O.	....
" " pref.100	4,024,474	J. & D.	Dec '72 2½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	Jan. '74 3
Old Colony & Newport..100	6,297,900	J. & J.	Jan. '74 4½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '74 1
Pacific of Missouri.....100	3,635,750	J.A. J.O.	Apl. '74 1½
Panama.....100	7,000,000	J.A. J.O.	Apl. '74 3
Paterson and Hudson*..100	630,000	J & J.	Jan. '74 4½
Paterson and Newark*..100	800,000	J. & J.	....
Paterson and Ramapo*..100	249,000	J. & J.	Jan. '74 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '74 3
Pennsylvania 50	72,000,000	M. & N.	May '74 5
Peoria & Bureau Val.*..100	1,300,000	F. & A.	Feb. '74 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	....
" " " pref. 50	2,400,000	J. & J.	Jan. '74 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D	Dec. '73 3
Philadelphia & Reading 50	32,684,375	J. A. J.O.	Apl. '74 2½
" " pref... 50	1,551,800	J.A. J.O.	Apl. '74 2½
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Apl. '74 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	Jan. '74 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Apl. '74 1½
" Special Imp.100	2,000 000	J.A. J.O.	Apl. '74 1½
Pittsfield & N. Adams..100	450,000	J. & J.	Jan. '74 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '74 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '74 6
Raleigh and Gaston.....100	1,800,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '74 4
Roch. & Genesee Val.*..110	557,500	— & —	....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	Jan. '74 3½
Rutland*.....100	2,700,000	— & —	....
" preferred.....100	4,300,000	F. & A.	Feb '74 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	....
" " " pref.100	2,040,000	May.	May '68 7
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '74 3
St. L., Kan. C. & North.100	12,000,000	.....	....
" pref. 100	12,000,000	.....	Nov. '72 3
Saratoga and Schenec.*..100	300,000	A. & O.	Apl. '74 3½
Schuylkill Valley* 50	876,050	J. & J.	Jan. '74 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '74 3
Shore Line*.....100	995,800	J. & J.	Jan. '74 3½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 5
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	2,939,900	F. & A.	Feb. '73 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	443,700	J. & J.	Jan. '74 3½
Stony Brook*.....100	267,300	M. & N.	May '72 5
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '74 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,676,139	— & —	Dec. '72 3
Taunton Branch 100	500,000	J. & J.	Jan. '74 5
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '74 5
Tol., Peo. & War. 1st pref.100	1,797,900	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	Nov. '73 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Union and Black River...100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 3
Vermont and Mass 100	$2,880,000	A. & O.	Apl. '74 1
Warren (N. J.).....100	1,800,000	J. & D.	Dec. '73 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,559,750	F. & A.	Feb. '74 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '74 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '74 3½
Worcester and Nashua. 75	1,400,555	J. & J.	Jan. '74 4½
HORSE-POWER R. R.			
Albany City..... 100	110,300	— & —	.... 2½
Baltimore City 100	800,000	— & —	Jan. '74 3
Bleecker st. & F Fy.(NY)100	900,000	— & —	....
Boston and Chelsea..... 100	110,000	A. & O.	Apl. '74 4
Broadway (Brooklyn).....100	200,000	J.A. J.O.	Apl. '73 3
Broadw. & 7th Av. (NY)100	2,100,000	J. & D.	Jan. '70
Brooklyn City 100	1,500,000	F.M.A.N	May '74 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica....100	488 100	— & —	....
Bushwick (Brooklyn).....100	303,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Apl. '74 4½
Cen. Park, N. & E. Riv..100	1,088,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '74 3
Citizens' (Pbg.) 50	200,000	M. & S.	Nov. '71 7
Coney Island & Brookl..100	500,000	— & —	....
D. Dock. E. B'dw. & Bat..100	1,200,000	F.M.A.N	Feb. '74 2
Eighth Avenue (N.Y.)....100	1,000,000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry ..100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw.(Ph.) 50	491 750	J. & J.	Jan. '74 5
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. '74 3
Girard College (Ph.) 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '74 4
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. '74 1½
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '71 6
Lynn and Boston..... 100	200 000	— & —	....
Malden and Melrose..... 100	200,000	— & —	....
Metropolitan (Boston)... 50	1,500,000	M. & N.	Nov. '73 5
Middlesex (Boston)..... 100	400,000	A. & O.	Apl. '73 4
Ninth Avenue (N. Y.)....100	297,320	— & —	....
Orange and Newark..... 100	282,555	— & —	....
Philadelphia City..... 50	750,000	J. & J.	Jan. '74 5
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '74 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	Oct. '73 2
Second & Third St. (Ph.) 10	962,100	J. & J.	Jan. '74 6
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '74 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '74 2
Somerville (Boston) 100	75,000	M. & N.	May '74 3
South Boston 50	400,000	J.A. J.O.	Apl. '74 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan '74 3½
West Philadelphia..... 50	400,000	J. & J.	Jan. '74 0
CANALS.			
Chesapeake & Delaware 50	1,983,562	J. & D.	June '73 3
Chesapeake and Ohio ... 25	8,229,594	— & —	....
Delaware Division..... 50	1,833,350	F. & A.	Feb. '74 4
Delaware and Hudson....100	15 000 000	F. & A	Feb. '74 6
Delaware and Raritan*..100	5,647,400	J A. J.O.	Apl. '74 2½
Erie of Pennsylvania.... 50	64,003	— & —	....
Lehigh Coal & Navigat... 50	9 390,350	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'74 2½
" " (pref.). 50	2,893,977	F. & A.	Feb'74 60
Susq. and Tide Water... 50	2,002,746	— & —	....
Union..... 50	2,907,880	— & —	....
" preferred 50		— & —	....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express..... 100	10,000,000	M.J. S.D	Mar. '74 3
American Coal..... 25	1,500,000	M. & S.	Mar. '74 4
Am. Merch. Union Exp..100	13,000,000	J. & J.	July '73 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '68 4
Atlantic Mail Steamship 100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	....
Butler Coal..... 25	500,000	J. & D.	Dec '69 8½
Canton..... ....16½	721,250	— & —	....
Consolidation(Md.)Coal.100	10,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	....
" pref.....100	8,893,400	— & —	....
" certif.....100	2,824,000	J. & J.	....
Pacific Mail Steamsh p..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	.... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Nov. '73 5
Pullman Palace Car..... 100	4,000,000	F.M.A.N	Feb. '74 3
Quicksilver, common ...100	8,000,000	— & —	....
" preferred ...100	4,000,000	— & —	....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	....
United States Express...100	6,000,000	F.M.A.N	May '74 3
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	6,000,000	J. & J.	Jan. '74 4
West. Union Telegraph.100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov. '69 4
Wyoming Valley Coal ..100	1,200,000	F. & A.	Aug. '69

Wood Carbolizing.

It is proverbial that large bodies move slowly, we know; but why it is that the railroad corporations of the country, and especially those engaged in constructing or enlarging their lines, are not more anxious to subserve their own true interests by grasping and applying every well tested improvement in railway economy, is quite beyond our comprehension.

It is well known that any kind of wood treated by the Seely Pelton process is thereby rendered entirely imperishable by any action of the weather or water, either salt or fresh for at least an entire generation.

The method referred to consists in brief, of forcing out from the fibre of the wood the sap or albumen and all the inherently destructive elements, and then saturating it, or filling those open pores with the preservative properties of creosote or dead oil.

Railway timbers thus treated are practically placed beyond the reach of decay, and we have seen such, that have stood the test 25 years, and to all appearances, are as sound as when first laid down.

Take the one item of ties for instance. These require relaying, on an average once every six years. It is well settled that ties treated by the above process show not the least sign of decay inside of 25 years, and how much longer they would last we have no practical means of estimating, except by the lapse of time.

Thus, then, in this 25 years' duration, there is saved we see, three entire renewals, over the whole line. Here, then, in the one item alone, of ties, we find a net saving in cash, for that period, of almost five millions of dollars, on an ordinary single track of 500 miles in length, taking current prices as the basis of our estimates.

What is true as to ties, also holds good with respect to the bridge timbers, depots, and all other exposed wood construction of a line of railway. The actual cash saving, that would thus be effected, in the period named on any considerable line of road, IS ALMOST FABULOUS.

Certain it is, railway timbers, ties, &c., thus carbolized, will never require renewal during the official lifetime of any present officer of such road.

The facts and figures proving the foregoing assertions, and now before us, are overwhelming and incontrovertible; and we call upon Railway officials throughout the country to give this subject of timber preservation, immediate and serious consideration, both as a matter of money to shareholders, and safety to the traveling public.

The "American Wood Carbolizing Co.," offices 59 Liberty St., N. Y., composed of some of our most substantial and reliable citizens, and whose advertisement appears in another column, will give any required information, as to price of territorial rights, cost and manner of creosoting, or for construction of apparatus for others to use.

☞ The total shipments of coal from the Shenandoah region during 1873, amounted to 1,265,079 tons. The shipments for the previous years were, in 1870 537,790 tons; in 1871, 795,584 tons, and in 1872, 1,006,914 tons, showing a satisfactory progression in the quantity produced. The entire production of the Schuylkill region in 1873 was 5,066,799 tons.

Southern Pacific Railroad.

The Bakersfield (Kern County, Cal.) *Courier* says: Work has been commenced on the extension of the railroad southward from Delano. At that time the force consisted of one hundred men and thirty five teams. It has been largely increased since, and iron and tires are arriving. The probabilities are very strong at this time that work will not cease until connection is made with the road extending out from Los Angeles to San Fernando."

Virginia Smelting Coal.

Schooners R. A. Collins, Ella H. Barnes, Caroline Hall, and Mary and Frances, are loading coal at the wharves of the Chesapeake and Ohio Railroad Company for the State of New York—two of them for Troy.

Statement of the Public Debt of the United States May 1, 1874.

DEBT BEARING COIN INTEREST.

	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858	$260,000 00	$4,333 33
6 per cent. 1881 bonds, 1861	18,415,000 00	368,300 00
6 per cent. 1881 bonds, (Oregon,) 1861	945,000 00	18,900 00
6 per cent. 1881 bonds, 1861	189,321,350 00	3,786,427 00
6 per cent. 5-20 bonds, 1862	163,264,500 00	5,047,935 00
6 per cent. 1881 bonds, 1863	75,000,000 00	1,500,000 00
5 per cent. 10-40 bonds, 1864	194,567,300 00	1,621,394 17
6 per cent. 5-20 bonds, 1864	946,600 00	28,398 00
6 per cent. 5-20 bonds, 1864	58,046,200 00	1,741,386 00
6 per cent. 5-20 bonds, 1865	152,534,350 00	4,576,030 50
6 per cent. consols, 1865	202,633,100 00	4,052,662 00
6 per cent. consols, 1867	310,654,400 00	6,213,088 00
6 per cent. consols, 1868	37,474,000 00	749,480 00
5 per cent. funded loan of 1881	314,974,050 00	3,937,188 87
Aggregate of debt bearing coin interest	$1,724,036,750 00	$33,645,520 87
Interest due and unpaid		3,108,165 74

DEBT BEARING INTEREST IN LAWFUL MONEY.

3 per cent. navy pension fund, 1868	$14,000,000 00	$140,000 00
4 per cent. certificate of indebtedness of 1870	678,000 00	4,520 00
Aggregate of debt bearing interest in lawful money	$14,678,000 00	$144,520 00
Interest due and unpaid		120 00

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846	1,104 91	85 74
6 per cent. bonds, 1847	1,250 00	22 00
6 per cent. bounty land scrip, 1847	3,400 00	223 60
5 per cent. Texas indemnity bonds, 1850	174,000 00	9,450 00
5 per cent bonds of 1858	180,000 00	
5 per cent. bonds, 1860	10,000 00	625 00
6 per cent. 5-20 bonds, called 1862	4,733,600 00	54,272 57
1-10 to 6 per cent. treasury notes, prior to 1846	82,575 35	2,670 76
1-10 to 6 per cent. treasury notes, 1846	6,000 00	206 00
6 per ct. treasury notes, 1847	950 00	57 00
3 to 6 per cent. treasury notes, 1857	2,000 00	108 00
6 per ct. treasury notes, 1861	3,150 00	378 00
7 3-10 per cent. 3 years' treasury notes, 1861	19,200 00	1,427 08
5 per cent. 1 year notes, 1863	76,525 00	3,838 35
5 per cent. 2 year notes, 1863	53,400 00	3,516 49
6 per cent. compound interest notes, 1863-64	422,590 00	84,499 66
7 3-10 per cent. 3 years' treasury notes, 1864-65	248,800 00	19,825 49
6 per cent. certificates of indebtedness, 1862-63	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864	78,560 00	7,343 80
3 per cent. certificates called	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$6,164,770 26	$253,423 14

DEBT BEARING NO INTEREST.

Demand notes, 1861-62	$76,777 50	
Legal tender notes, 1862-63	382,000,000 00	
Certificates of deposit	51,860,000 00	
Fractional currency, 1862-3-4	47,436,620 74	
Coin certificates, 1863	33,710,800 00	
Unclaimed interest		29,834 84
Aggregate of debt bearing no interest	$515,084,198 24	$29,834 84

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent	$1,214,284,500 00	
Bonds at 5 per cent	509,802,250 00	
	$1,724,036,950 00	$36,753,686 61
Debt bearing interest in lawful money, viz:		
Certificates at 4 per cent	678,000 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$14,678,000 00	144,640 00
Debt on which interest has ceased since maturity	6,164,770 26	253,423 14
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$382,076,777 50	
Certificates of deposit	51,860,000 00	
Fractional currency	47,436,620 74	
Coin Certificates	33,710,800 00	
	$515,084,198 24	
Unclaimed interest		29,834 84
	$2,259,963,718 50	$37,181,584 59
Total debt, principal and interest, to date, including interest due and unpaid		$2,297,145,303 09

AMOUNT IN TREASURY.

Coin	$90,301,952 05
Currency	5,258,074 02
Special deposit held for redemption of certificates of deposit as provided by law	51,860,000 00
	$147,420,026 07
Debt, less amount in Treasury, May 1, 1874	$2,149,725,277 02
Debt, less amount in Treasury, on the 1st ult.	2,152,690,728 50
Decrease of debt during the past month	$2,965,451 48
Increase of debt since June 30, 1873	1,906,563 45

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES. INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$517,702 40
Kansas Pacific bonds, 1862-64	6,303,000 00	126,060 00
Union Pacific bonds, 1862-64	27,236,512 00	544,730 24
Central Branch Union Pacific bonds, 1862-64	1,600,000 00	32,000 00
Western Pacific bonds, 1862-4	1,970,560 00	39,411 20
Sioux City and Pacific bonds, 1862-64	1,628,320 00	32,566 40
Totals	$64,623,512 00	$1,292,470 24

Interest paid by United States, $22,386,691 62; interest repaid by transportation of mails, &c., $5,051,418 43; balance of interest paid by United States, $17,335,273 19.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, April 30, 1874.

WILLIAM A. RICHARDSON,
Secretary of the Treasury.

☞ The Sunbury and Lewistown Railroad was sold at the Philadelphia Exchange on the 5th inst., at auction under a foreclosure of mortgage for $551,000, subject to a mortgage of $1,200,000. Malcom Campbell, acting for the trustees, was the purchaser.

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to contract to deliver best quality **American or Welsh Rails**, and of any required weight and pattern.

PERKINS, LIVINGSTON, POST & Co.,
59 Liberty Street,
NEW YORK.

PHILIP G. SCHOFIELD,

(Successor to PETER SCHOFIELD,)
MANUFACTURER OF
STEAM VACUUM & HYDRAULIC
GAUGES,
AND
LOCOMOTIVE SPRING BALANCES,
Frankford Road & Sergeant St.
PHILADELPHIA.

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	103½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	97½
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Alleghany Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	92½
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	3,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	43½
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	...
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	59
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1903	....
Atlantic and Gulf:						
Consolidated(285 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1883	....
1st Mort. (So. Pac. R. R.)gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	857,280	6	Jan. & July.	Baltimore.	1875	100½
Loan of 1850-'90	579,500	6	" "	"	1880	99
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	97½
Loan of 1865-'90 (Balt.) stg fd.	3,461,146	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) stg fund.	3,620,320	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,498,016	6	" "	"	1902	....
3d Mort.(N.W. Va. R. R.)assumed	140,000	6	Jan. & July.	Baltimore.	1895	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	97
Beloit and Madison (C. & N.W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. &	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (A. Co. and	499,500	6	March & Sept.	Princeton.	1885	83
3d Mortgage (Penn. R. R. Co.	745,000	6	Feb. & Aug.	"	1887	82½
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	80½
1st Mortgage (Equalization)	248,000	7	" "	"	1889	89
1st Mortgage (consolidated)	188,000	7	" "	"	1899	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	90½
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	75,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200 000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1890	25½
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1890	45
Mass. L. (sec'r'd by $1,000,000 Bar.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	95
Bonds of 1872 for $1,000,000	666,000	7	" "	"	1892	102

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Brunswick and Albany:						
1st Mort.(gold)end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1898	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	88½
Buffalo, New York & Phila.:						
1st Mortgage	8,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	70
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	95
Stock Bonds pref. 2d lien	500,000	7	Jan. & July.	"	1875	98½
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	96½
Stock (common) Bonds	1,377,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	99½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1894	50
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	85
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	96
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7.	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd)g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1908	54½
Carthage & Burlington(C.B & Q.):						
1st Mortgage guar. and tax free.	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	101½
Chattel Mortgage	158,350	5	" "	"	'80-'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	80
Cedar Rapids & Mo. Riv.(C & N W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	83
1st Mortgag 2d Div. $10,000 p. m.	682,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1910	83½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	...
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	46
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174 000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	3,612 700	7	" "	" "	1902	100
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	106
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	89½
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'98-'99	94½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	100
State Aid B'ds (int. by State) gold	1,500,000	7*	" "	" "	1885	104
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.)	500,000	6*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,000,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,155,000	6*	" "	" "	1900	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	...
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	...
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M.(gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	52
1st Mort. (Va. Con.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	73½
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1878	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	800,400	6	Jan. & July.	Boston.	'75-'80	....
Chester Creek:						
1st Mortgage guar. by P. W. & B.	135,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (In default)	600,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	100
1st Mortgage	2,408,000	7	Jan. & July.	" "	1893	106½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	94½
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (" ") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	109
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	660,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold..	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,933,225	7	Jan. & July.	Boston.	1896	97
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar....	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	98½
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	97½
1st Mort. (Car. & Burl.) guar....	600,000	8	May & Nov.	" "	1879	98½
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	99½
1st Mort. (O., O. & Fox Rv.) guar.	1,200,000	8	" "	" "	1900	98
1st Mort. (Ill. Gr. Trunk) guar..	960,000	8	April & Oct.	" "	1890	99
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold....	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold...	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	41
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m....	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000.....	1,750,000	8	Jan. & July.	New York.	1900	92½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C&NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (198 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	103½
Funded coupons (193 m.).....	780,000	7	May & Nov.	" "	1888	96
General 1st Mortgage (193 m.) ..	3,588,000	7	Feb. & Aug.	" "	1885	101½
Appleton Ext. (23 m. & 76,000 ac.)	174,000	7	" "	" "	1885	89
Green Bay Ext. (26m & 76,000 a.)	284 000	7	" "	" "	1885	89
Equipm't (Engs & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)..	1,775,000	7	Feb. & Aug.	" "	1882	102½
2d Mort. (Gal. & Chic. 248 m.)..	938,000	7	May & Nov.	" "	1875	100½
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	129,000	7	" "	" "	1878	....
1st Mort. (Peninsula 70m. & land)	331,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y'	3,106,000	7	F. M. A. & N.	" "	1915	88½
Consol. gold bonds for $48,000,000	4,534,000	7*	June & Dec	" "	1902	84
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	589,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	9 500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.)guar	1,141,000	7	Jan. & July.	" "	1898	94½
1st Mort. (Bel.& Mad. R.R.)guar.	306,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.1, '69, $16,000pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000.....	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	...
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C.,R.I.& Pac.)	8,600,000	7	" "	" "	1896	105
Chi. & Southwes'n(C.,R.I.& Pac.):						
1st Mort. gold, tax free, guar....	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold, Atchison Br..	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1858	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis June.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.) ..	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	82½
Cin. & Martinsville(I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	600,000	7	Jan. & July	New York.	1898	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed.....	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	" "	'77 to '87	70
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.).....	1,067,421	7	June & Dec.	New York.	1890	71½
1st Mort. (San., Day. & Cin.)&F.	968,000	6	Feb. & Aug.	Boston.	1900	75½
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1877	80
Cincinnati and Springfield:						
1st Mortgage for $2,000 000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	—— & ——	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m...	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	2,214,000	7	May & Nov.	New York.	1899	99½
1st Mort. (C., C. and C. R. R.)..	272,000	7	June & Dec.	" "	'78-'84	....
1st Mort. (Bell. and Ind. R.R.)..	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning(A.& Gt. Wtn.):						
1st Mortgage 1853.....	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,500,000	7*	Jan. & July.	New York.	1900	..
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.....	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.....	1,358,000	7	May & Nov.	" "	1876	102½
4th (now 3d) Mortgage guar.....	1,096,000	6	Jan. & July	" "	1892	90
Consol. sinking fund guar.....	528,000	7	May & Nov	" "	1900	100
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	15,344,750	7	April & Oct.	New York.	1908	83½
2d Mortgage Consol. skg fund..	3,679,900	7	Feb. & Aug.	" "	1909	63
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch).....	300,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co...	302,000	6	March & Sept.	New York.	1860	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund.....	448,100	6	June & Dec.	Boston.	1876	95½
Notes payable, conv. at par	594,000	7	" "	"	1876	97
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund.....	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7*	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000.....	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	1,000,000	6	March & Sept.	Philadelphia.	1,2,3,4.	88
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
Cowaneseque Valley:						
1st Mortgage, gold.....	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	6	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	6	" "	"	1906	....
Plain bonds.....	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860....	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870....	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	88
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.....	44 ,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.....	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sep'	New York.	1879	....
2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage.....	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage.....	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Morigage.....	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.....	100,000	6	" "	"	1875	98½
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware State Loan.....	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	101
2d Mort. (Del., Lack. & Wtn)....	1,633,000	7	March & Sept.	" "	1851	102½
Convertible b'ds(Del.Lack.& W.)	5,000,000	7	June & Dec.	" "	1892	104½
Denver Pac fic:						
1st Mortgage gold, land grant...	2,500,000	7	May & Nov.	New York.	1899	.. ..
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.&Ama.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant.....	4,620,000	8	" "	" "	1886	.. ..

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1890	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	...
Detroit, Mon. & Tol. (L.Sh.& M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	100
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	91
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia (E.T.V.& G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., sks fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	90
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	99
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'92	1,500,000	7	March & Sept.	"	1892	92
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1886	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	99½
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	60
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	103½
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	99
3d Mortgage	4,582,000	7	" "	" "	1883	98
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1890	95
5th Mortgage convertible	709,500	7	June & Dec.	" "	1888	97
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	...
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	NY & London.	1920	....
Convertible bonds	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1893	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M. (& 1st on 50, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1890	87
Evansville and Crawfordsville:						
1st Mortgage (main line) sks fund	1,604,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	180,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1892	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.)	221,000	7	Jan. & July.	" "	1887	....
" 3d series (52,091) tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease, S. F. 25 000 p. a.)	475,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1909	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N Y. & Lond.	1900	...
Fonda, Johnston & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	500,000	8	Jan. & July.	New York.	1880	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	Jan & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	90
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	102½
2d Mortgage	948,000	7	May & Nov.	" "	1875	100½
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1896	....
2d Mortgage, guar. by Lessees	600,000	8	March & Sept.	" "	1879	96½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350 000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838 385.	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765.	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'78	....
Common (") Bonds	2,993,973	6	May & Nov.	"	'78-'76	....
Common (") Bonds	2,662,067	6½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 967	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York	'81-'86	60
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1899	....
Hannibal and Naples (T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	80
2d Mortgage	125,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	93
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds (222m)	5?,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,309	8	Various.	" "	1874	...
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	79½
1st Mort. (Q. & Palm. R.R. 15 m)	600,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R R 55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,609	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	98
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1879	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) sks fund	451,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) sks f d.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F.& P.M.):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	109,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. sks fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	105
3d Mortgage	180,000	7	May & Nov.	" "	1875	104
Hudson Connecting (N Y & O Mid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	102
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	96
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	63
Illinois Central:						
Construction bonds, cur. sks f'd.	2,742,000	7	April & Oct.	New York.	1875	100
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1900	80
2d Mortgage	1,500,000	8	Jan. & July.	" "	1900	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, sks. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	81½
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.	.....	8	Feb. & Aug.	New York.	1900	91
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	99½
Jackson, Lansing & Saginaw (MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	99½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	98½
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol.	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol.	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	800,000	8	Jan. & July.	New York.	1882	108½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	90
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1868	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	90
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees.	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	3,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1896	60
1st Mort. (2d Div. 253.94 m.)gold	4,068,000	6*	June & Dec.	" "	1896	60
1st M.(3dD.244.66m.& 3,000,000a)	6,455,000	7*	May & Nov.	N. Y., L. & F.	1899	....
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,321,000	7*	Jan. & July.	N. Y., L. & F.	1896	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keo. Kux and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1870	98½
Lackaw. nna & Bloomsb(D.L.&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
3d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	200,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	75
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N Y B'k.& Ph.	1899	50
3d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,132,000	7	J. A. J. & O.	" "	1890	96½
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	97½
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	" "	" "	1890	94½
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	99
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	94
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	103
Mort. April 1, 1856 "	860,000	7	April & Oct.	" "	1856	88
1st Mort. May1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	101½
2d Mort. Oct 31, 1857 "	2,683,000	7	" "	" "	1877	99½
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1863 "	3,000,000	7	April & Oct.	" "	1898	97
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	98½
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	90
1st Mort. Oct. 1, 1867 (Sch.& Th.R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. All.& Gr. R.)	840,000	8	" "	" "	1868	95
1st Mort. July 1, 1863 (J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philad lphia.	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1890	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold.	5,000,000	10	Jan. & July	N. Y. & Bost.	1890	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	.....	6	May & Nov.	Philadelphia	1873	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	100½
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	103½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'westn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	98½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	98½
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol. M. for $5,000,000 (392 m.)	6,647,000	7	April & Oct.	" "	1898	87½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	680,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,366	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	87½
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	99½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	101½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	89
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	77½
1st Mort. (Scioto & H. Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1880	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (R.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	101½
Michigan Central:						
1st Mortgage, convertible	356,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	100
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	95½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	102½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	94½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown,Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,514,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	72
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,808,000	7	Jan. & July.	" "	1897	75
1st Mortgage (Minn. Cent)	192,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	82
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	100
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	94
Milwaukee City Loan	233,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $18,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St. L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,854,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	— & —	.....	1899	19½
1st Mort. Land Grant gold	1,000,000	7*	— & —	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7.	April & Oct.	....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,000	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	756,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	— & —	" "	....	....
Income Mortgage	700,000	7	— & —	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept	New York.	1886	...
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	...
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	...
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	103½
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	100
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	92
Consecruction bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	92

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	85
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.):						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1888	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1889	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfield bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan'a						
New Jersey Midland (N Y.&O M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	...
2d Mortgage currency	1,500,000	7	" "	" "	1881	...
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1890	36
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1886	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1886	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N O to T 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1880	...
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,628	6	May & Nov.	New York.	1883	94½
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	101
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	92
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	91
Bonds for real estate (")	162,000	6	" "	" "	1883	91
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	91
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	...
New York and Harlem:						
1st Mortgage of 1858	3,000,000	7	May & Nov.	New York.	1873	....
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1903	99
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,050,500	7	April & Oct.	New York.	1875	95
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1893	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1896	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'78-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1890	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225 000	6	Jan. & July.	Philadelphia.	1885	100
2d Mortgage	5,000,000	7	May & Nov.	"	1896	98½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
North Shore (L. I.)						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	93
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	87½
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	95
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	89
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1890	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	81
Norwich & Worcester(B.H.& N.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	93
Equipment Mortgage	200,000	8	" "	" "	1879	93
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage	6,694,000	7	Jan. & July.	New York.	1898	89½
Consolidated 1st Mortgage, stg..		7*	" "	London.	1898	....
Consolidated 2d Mortgage	3,529,000	7	April & Oct.	New York.	1911	73
2d Mortgage, (W. Div.)	433,000	7	Jan. & July.	" "	1874	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bond	50,000	7	May & Nov.	" "	1883	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	78½
1st Mortgage (War. & Pkln)	580,000	7	April & Oct.	"	1882	82½
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	40
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	98½
Plain Bonds	485,000	6	April & Oct.	"	1875	95
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	102½
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	90
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	80½
3d Mort. " "	593,000	8	May & Nov.	Richmond.	1873	83
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	74½
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1883	80½
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,200,000	8	Jan. & July.	Boston.	1900	99½
Owensboro' and Russellville.						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	78½
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	76
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,505,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama.						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(T.W.& W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1890	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,970,000	7	Jan. & July.	Philadelphia.	1880	101½
2d Mortgage (" ")	2,583,600	6	April & Oct.	"	1875	99½
2d Mortgage (" ")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	19,490,760	6	J. A. J. & O.	Philadelphia.	1910	92½
State lien for $17,500,000, skg f'd	5,854,700	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	3:6,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	103½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	103
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	90
2d Mortgage(" ")	3,000,000	7	Jan. & July.	"	1888	87
Gen'l M. for $20,000,000, gold str.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	83
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	6	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1858	1,138,900	6	Jan. & July.	Philadelphia.	1898	80
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	85,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	98
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	103½
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage — Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	104
Consolidated Mortgage — Dollar registered	3,414,000	7	" "	"	1911	104
Consolidated Mortgage — Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	96
June 1, 1871. — Gold or stg reg.	668,000	6*	" "	" "	1911	97½
June 1, 1871. — Dollar coupon	332,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv	6,690,985	7	Jan. & July.	"	1893	107
New improvement Mort. loan	6,631,615	6*	April & Oct.	Phila.or Lond.	1897	...
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,000	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866	400,000	6	April & Oct.	"	1876	96
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	...
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,030	7	Feb. & Aug.	Philadelphia.	1900	66
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	monthly.	New York.	1884	72
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	..
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	89½
2d Mort. (Balt. Loan) of 1866	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1880	...
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	101
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,000,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg(Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	...
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1889	....
Poughkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	18	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	80
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	99
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	350,000	7	March & Sept.	New York.	1883	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.)	400,000	7	March & Sept.	New York	1896	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'79-'90	67½
Rich., Fredericksb'g & Potomac						
Sterling Loan	97,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	6	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	130,500	7	June & Dec	Richmond.	1876	....
1st Mortgage	175,000	8	April & Oct.		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund...	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	72½
Equipment Mortgage	500,000	8	March & Sept.	"	1880	80
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").....	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1890	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	...
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	88
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	78
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	94
St. Louis, Jacksonv. & Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	93½
2d Mortgage May 1, 1868 guar..	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	83¼
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands..	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands..	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000.....	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage.....	228,900	6	Feb. & Aug.	Boston.	1878	90½
Sand., Mansfield & Newark (C&O.):						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold.....	1,500,000	6*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds.....	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold. endor.....	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free.....	800,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1900	100
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage.....	230,000	10	" "	" "	1881	.. .
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	92
Sheboygan and Fond du Lac:						
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension.....	694,000	8	April & Oct.	" "	1856	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.).						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	. ..
Sioux City and St. Paul:						
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold.....	500,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold.....	$200,000	6*	Jan. & July.	Boston.	1896	....
Somerset (Me. Central):						
1st Mortgage gold.....	500,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds.....	102,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds.....	71,260	7	various.	"	'73-'74	....
South Florida:						
1st M. endor. by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000.....	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	93
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	6	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant...	3,000,000	7	Jan. & July.	" "	1890	...
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold.....	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv.....	891,000	7	various.	Macon.	'72-'86	...
1st Mortgage (Muscogee) conv..	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1870	....
1st Mortgage not endorsed.....	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free.....	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage.....	171,000	6	Jan. & July.	Philadelphia	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.....	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000.....	.....	8	.....	.....	....	...
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L.&W):						
1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage.....	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	.. ..
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m...	1,600,000	7	June & Dec.	New York.	1894	79
1st Mortgage (W. Div.) 117 m..	1,800,000	7	Feb. & Aug.	" "	1896	76
2d Mortgage (W. Div.) 117 m..	1,300,000	7	April & Oct.	" "	1886	55
Equipment Mort. sinking fund..	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000..	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	....
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed.....	80,800	7	.....	New York.	1885	.. .
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar....	100,800	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	"	" "	1883	. ..

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	98
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1893	92½
1st Mort. (Quincy & Tol 34 m)	500,000	7	May & Nov.	" "	1890	88
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1892	90½
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	84
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	77½
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	68
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	72
1st M. (Dec. & East St. L. 109m.)	2,700,000	7	" "	" "	1900	86
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1873	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	86
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1899	80½
Income Mortgage	7,563,000	10	March & Sept.	" "	1874	86
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,008	6*	April & Oct.	Philadelphia.	1875	98
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1853 (" " ")	450,000	6	" "	" "	1873	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	90
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	97½
Consolidated(mort.)Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	97
Sterling Loan £389,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	" "	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJ Co)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1873	....
Utica, Chen. & Susq. Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	30½
2d Mortgage consolidated	1,500,000	7	" "	"	1891	7½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	60
Guar. Stock (Vt. & Ca.R.R.)	795,500	8	June & Dec.	"	....	73½
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	74
Equipment Mortgage	1,000,000	8	" "	"	1889	78
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	336,000	7	April & Oct.	New York.	1869	....
1st Mortgage	114,000	6	" "	Boston.	1880	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1890	....
Special Loan 1871	225,433	8	Jan. & July.	"	1890	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.&Lynch.	1873	....
Enlarged Mortgage	990,000	6	" "	" "	1884	....
4th Mortgage	846,000	8	March & Sept.	" "	1900	82
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'76	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,600	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AlR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	78
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W.& O.):						
Sinking Fund Bonds	799,000	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	101½
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1886	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	612,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	81
1st Mort. endor. by Balt	200,000	6	" "	"	1890	95
2d Mort. " "	300,000	6	" "	"	1890	94½
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	83½
2d Mortgage preferred	600,000	6	" "	"	1895	61
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	95½
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	87½
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	88
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	99
Consolidated mort. Apr. 1, 1869.	1,000,000	7	April & Oct.	"	1899	101½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	68
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	84½
2d Mortgage coupon or regis	723,600	7	Jan. & July.	"	1902	79
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1895	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	80
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G. gold S. F. $25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	87½
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,099,500	6	Jan. & July.	Baltimore.	1885	107
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage reg. — 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage reg. — 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1884	106
1st Mortgage registered. — 3d series, Jan. 1, 1871.	5,000,000	7	" "	" "	1891	106
Delaware & Raritan Sce U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg.	5,166,277	6	J. A. J. & O.	Philadelphia.	1884	90
Mortgage Loan reg.	2,000,000	6	F. M. A. & N.	"	1897	95½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	97
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	98½
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	87
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1857	....
Morris (and Essex):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	96
2d Mortgage	295,000	6	" "	"	1876	96
Boat Loan, sinking fund	256,965	7	" "	"	1885	98
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	66
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1886	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	77½
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	260,000	6	May & Nov.	"	1870	75
Boat and Car Loan	756,650	5	" "	"	1888	73
Boat and Car Loan	628,100	7	" "	"	1889	90
Coupon Bonds	1,070,000	6	Jan. & July.	"	1895	74
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	78
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,510	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	800,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1889	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	3	106	Adirondac.....New York.	2,728,692	•	.....	7,000,000	3,763,000	930,000	1,963,756	—	60.2	.....	.....	.....	160,428	.....	—	100	.....
May 31, 1872	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	•	.....	.....	2,700,000	7,893,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central †.....Alabama.	3,600,000	•	.....	.....	2,000,000	1,600,000	.....	—	92.8	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	142.0	—	57.1	—	21	24	12	749	Albany and Susq. (D. & H.)...New York.	7,468,572	•	.....	.....	5,000,000	4,167,000	.....	.....	164.0	(Del. &	Hud.Cana	l Co.)	1,341,228	423,821	7	100	944
Sept. 30, 1872	61.0	—	2.0	—	3	4	1	21	Alexandria and Fredericksburg †.....Va.	2,500,000	•	.....	.....	.....	1,000,000	.....	—	51.0	.....	.....	.....	.....	.....	—	100	.....
Jan. 31, 1873	132.0	—	44 9	112.0	.....	.....	.....	.....	Allegheny Valley.....Pennsylvania.	13,200,000	•	.....	.....	2,256,300	12,389,000	.....	—	132.0	.....	.....	.....	.....	.....	—	100	.....
Nov. 30, 1872	35.8	—	1.6	—	—	—	—	—	Allentown.....Pennsylvania.	1,147,225	—	.....	.....	567,544	—	579,681	—	35.8	.....	.....	.....	2,229,158	960,684	—	50	.....
Dec. 31, 1872	20.5	—	2.0	—	5	10	2	43	Annapolis and Elkridge.....Maryland.	448,000	•	.....	.....	350,000	.....	.....	95,000	20.5	.....	(Phila.& R	eading R.	R.)	.....	—	50	.....
Dec. 31, 1872	57.0	—	2.8	28.0	—	—	—	—	Arkansas Central (3 ft.) †.....Arkansas.	.....	—	.....	.....	.....	16,000 pm	.....	—	.....	.....	.....	.....	.....	.....	—	100	.....
Mar. 31, 1873	23.6	—	1.9	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	—	.....	.....	.....	.....	.....	.....	—	100	.....
Nov. 30, 1872	465.0	—	23 3	200.0	.....	.....	.....	.....	Atchison, Topeka & Santa Fe....Kansas.	20,000,000	•	.....	.....	8,615,000	10,564,500	570,000	—	.....	.....	.....	.....	.....	7,500	—	100	10
Sept. 30, 1872	30 4	—	0.9	—	3	2	1	17	Athol and Enfield.....Massachusetts.	805,873	7,555	44,400	.....	520,000	293,400	44,605	3,814	30.4	44,320	26,778	17,196	39,032	10,555	—	100	.....
June 30, 1872	86.7	—	8.9	—	19	6	5	119	Atlanta and West Point.....Georgia.	1,200,129	•	.....	.....	1,282,200	22,000	.....	—	86.7	.....	.....	.....	.....	.....	8	100	.....
Sept. 30, 1872	387.3	38.2	149.4	—	166	52	26	3,117	Atlantic and Great West..N.Y. Penn.& O.	80,992,240	•	.....	.....	24,000,000	56,992,240	.....	—	565.8	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	237.0	110.0	16.3	165.0	26	19	6	338	Atlantic and Gulf †.....Georgia.	7,592,283	•	162,887	.....	4,479,677	3,294,700	330,991	—	347.5	635,350	98,234	.....	3,451,228	855,670	—	100	.....
Sept. 30, 1872	406.0	20.0	31.0	100.0	76	29	18	832	Atlantic, Missis-ippi and Ohio...Virginia.	17,765,914	•	8,718,937	.....	6,921,900	14,889,848	.....	—	428.0	1,427,688	232,575	530,583	1,969,053	734,328	—	100	.....
May 31, 1873	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina †.N.Carolina.	2,200,000	•	.....	.....	1,600,000	200,000	.....	—	95.0	.....	(No retur	ns furnish	ed.)	.....	—	100	.....
Dec. 31, 1872	364.0	—	18.2	200.0	.....	.....	.....	.....	*Atlantic and Pacific* †..Missouri & Ind.Ter.	.....	.....	.....	.....	15,000,000	12,500,000	.....	—	328.2	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	.....	.....	3,994,900	3,463,848	201,089	—	—	.....	.....	.....	.....	.....	—	100	.....
Nov. 30, 1872	53.0	—	2.7	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	732,700	129,000	.....	—	—	.....	.....	.....	.....	.....	4	100	.....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Genesee and Mount Morris..N. Y.	245.000	•	.....	.....	194,250	20,000	20,000	—	19.1	21,502	42,209	4,901	33,299	73,000	7	100	.....
Nov. 30, 1872	57.7	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	•	.....	.....	550,000	471,300	.....	—	53.2	.....	(Leased to	Pennsylv	ania.)	.....	6,001	—	100	.....
Sept. 30, 1872	379.6	—	502.7	—	388	205	62	7,904	Baltimore and Ohio †.....Md. & W. Va.	31,170,756	7,995,656	13,428,832	3,424,536	16,704,762	12,466,639	700,873	26,182,268	454.6	9,172,997	.....	.....	10,654,472	4,532,072	8	100	167
Sept. 30, 1872	30.0	—	39.9	—	—	—	—	—	Washington branch †.....Maryland.	1,650,000	—	—	642,300	1,650,000	20,000	—	622,300	30.0	476,800	.....	.....	480,648	335,735	10	100	175
Sept. 30, 1872	108.5	—	21.8	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	10,000,000	—	—	—	5,680,685	593,500	.....	—	103.5	1,003,407	.....	.....	826,803	114,541	—	100	11
Dec. 31, 1872	32.0	—	3.2	60.0	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	32.2	(Opened	to Washi	ngton, Ma	y 1, 1872.)	.....	—	100	7
Dec. 31, 1872	33 4	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	200,000	—	.....	.....	650,000	250,000	.....	—	—	(Operat	ed by Ma	ine Centr	al.)	0	36,000	—	50	.....
Dec. 31, 1872	67.0	—	6.7	—	30	21	8	967	Belvidere Delaware.....New Jersey.	3,876,842	•	.....	.....	995,300	2,244,500	1,228,128	—	67.0	.....	.....	.....	835,380	218,608	—	100	.....
Sept. 30, 1872	22 0	—	2.0	—	—	—	—	—	Berkshire.....Mass.	600,000	—	8,000	—	600,000	—	—	—	22.0	58,408	80,192	174,297	120,291	42,045	7	100	724
Sept. 30, 1872	15.6	—	5.7	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	453,000	—	—	—	—	.....	.....	.....	.....	.....	5	100	.....
Sept. 30, 1872	201.6	48.0	316.8	—	206	181	46	4,113	Boston and Albany.....Mass. & N. York.	19,890,414	4,411,338	1,071,646	2,106,498	19,664,100	3,037,000	546,724	4,237,012	268.3	4,883,071	5,247,576	2,732,907	9,250,599	2,362,618	10	100	133
Sept. 30, 1872	25.2	—	2.0	0.8	4	6	2	50	Boston, Barre and Gardner.....Mass.	763.114	104,775	30,324	4,023	736,240	—	153.849	12,147	28.0	82,064	85,157	17,499	69,356	7,550	—	100	.....
Sept. 30, 1872	42.9	—	9.0	—	21	22	12	434	Boston, Clinton and Fitchburg.....Mass.	1,450,328	646,952	110,250	96,788	872,000	1,250,000	62,586	97,180	90.2	441,748	467,966	817,043	576,413	192,795	—	100	81
Mar. 31, 1873	98.5	—	12.8	—	22	24	19	478	Boston, Concord and Montreal.....N. H	2,850,000	•	218,300	327,759	1,800,000	1,050,000	29,603	516,456	130.0	.....	171,511	92,186	670,349	131,715	6p	100	.....
Sept. 30, 1872	26.8	16.0	45.8	—	37	46	20	940	Boston and Lowell.....Mass.	2,469,955	252,346	2,665,750	258,142	2,852,900	1,771,024	542,860	374,417	71.8	741,981	1,949,688	620,053	1,298,969	241,016	8	500	167
Sept. 30, 1872	80.3	8.5	84.9	35.0	61	102	28	975	Boston and Maine.....Mass., N. H. & Me.	6,728,332	1,144,587	775,992	525,480	6,816,334	—	1,341,862	1,016,686	153.8	1,215,996	4,135,469	520,722	2,004,672	504,116	10	100	165
Sept. 30, 1872	44.0	14.5	65.0	—	35	67	11	482	Boston and Providence.....Mass. & R. I.	3,691,138	207,400	573,542	253,320	3,950,000	—	356,478	427,922	66.5	239,122	702,246	766,738	1,716,399	496,347	10	100	148
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa.....Canada.	2,647,004	•	.....	.....	.....	424,704	1,467,200	.....	55.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	171	Brunswick and Albany†.....Georgia.	10,548,000	•	.....	.....	4,898,000	5,650,000	350,000	—	.....	(Com	pany in ba	nkruptcy.	)	.....	—	100	.....
Sept. 30, 1872	2.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsbury..New York.	2,889,500	—	.....	.....	2,286,000	583,500	.....	—	—	(Erie	Railway	Co.)	.....	46,600	—	100	.....
Sept. 30, 1872	48.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.....N. Y. & Penn.	1,546,930	•	.....	.....	428,717	700,000	548,229	—	43.2	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	142.0	—	12.7	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,338,000	—	—	—	950,000	2,380,000	.....	—	—	(Erie	Railway	Co.)	.....	223,100	7	500	.....
Sept. 30, 1872	117.0	—	5.9	—	.....	.....	.....	.....	Buff., New York and Phila.N.Y. & Penn.	3,064,271	•	.....	.....	1,660,707	1,876,500	430,606	—	68.0	(Opened	to Empor	ium, Pa.)	189,145	17,300	—	100	.....
Dec. 31, 1872	219.0	70.0	14.0	—	24	16	7	525	Burl., Cedar Rapids and Minnesota..Iowa.	7,600,000	•	.....	.....	5,400,000	2,200,000	.....	—	332.0	.....	.....	.....	.....	995,129	283,802	—	100	.....
Dec. 31, 1872	120.0	—	6.0	100.0	.....	.....	.....	.....	Burlington and Southwestern..Iowa & Mo.	3,000,000	•	.....	.....	1,200,000	1,750,000	.....	—	.....	(In prog	ress.)				—	100	.....
Feb. 28, 1873	158.0	—	.....	143.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	10,000,000	•	.....	.....	12,000,000	8,000,000	.....	—	.....	(Compl	eted to Mo	. Line May	, 1873.)	.....	—	100	.....
Dec. 31, 1872	160.0	—	5.0	—	—	—	—	—	Cairo and Vincennes.....Illinois.	7,500,000	•	.....	.....	4,000,000	3,970,000	.....	—	160.0	(Recently	completed.	)	.....	.....	—	100	.....
Dec. 31, 1872	61.2	—	92.9	—	—	—	—	—	Camden and Amboy.....New Jersey.	9,458,328	—	—	—	5,847,800	—	—	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	10	100	.....
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	100	Camden and Atlantic.....New Jersey.	1,790,623	376,196	135,854	32,388	1,215,870	1,058,400	54,907	9,384	67.0	213,639	417,138	69,524	467,036	212,119	3 p	50	60
Dec. 31, 1872	22.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co...New Jersey.	715,362	—	—	—	232,925	238,000	44,437	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	6	100	.....
Dec. 31, 1872	28.5	—	4.8	81.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	•	—	5,888	.....	683,467	3,776	3,800	28 5	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1873	2:9.0	63.0	29.2	—	—	—	—	—	Canada Southern.....Canada.	—	—	—	—	8,000,000	8,780,000	.....	—	—	(Recently	completed.	)	.....	.....	—	100	.....
Sept.30, 1872	71.6	22.4	7.8	18.0	10	23	12	160	Cape Cod.....Mass.	1,245,594	237,393	46,592	16,647	1,022,330	349,000	132,591	43,965	94.0	210,684	286,417	76,147	521,798	88,787	8	60	.....
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2	—	31	Carbondale and Shawneetown...Illinois.	562,650	•	.....	.....	355,500	200,000	7,150	—	18.0	(Opened	Dec. 30, 1	871.)	.....	.....	—	100	.....
Sept. 30, 1872	18.0	—	0.5	10.0	2	—	—	3	Carthage, Water'n & Sack. Harbor..N.Y.	561,139	•	.....	.....	455,433	150,000	.....	—	18.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	20.0	4.0	8.0	—	6	3	2	517	Catasauqua and Fogelsville.....Penn.	742,151	•	.....	.....	426,000	.....	.....	—	24.0	.....	.....	.....	.....	.....	6	25	.....
Oct. 31, 1872	94.0	4.5	8.5	—	21	9	5	602	Catawissa.....Penn.	6,098,850	•	.....	.....	4,359,500	1,739,350	.....	—	—	(Leased	Nov.'72 to	Ph.&Rdg.	)	572,104	183,169	7 p.	50	51½
Sept. 30, 1872	14 8	—	1.8	—	2	2	2	14	Carenovia and Canastota.....New York.	538.006	•	.....	.....	294,529	250,000	29,250	—	14.8	.....	.....	.....	25,845	4,391	—	100	.....
Dec. 31, 1872	76.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	—	—	1,567,000	1,567,000	.....	—	—	(Illinois	Central.)		128,645	113,400	—	100	.....
Dec. 31, 1872	271.5	2.4	22.1	—	—	—	—	—	*Cedar Rapids and Missouri River*.....Iowa.	11,233,000	—	—	—	7,619,000	3,614,000	.....	—	—	(Chic &	North We	stern R. R.	)	.....	—	100	.....
Dec. 31, 1872	100.0	—	15 0	250.0	6	6	3	131	Central Br., Union Pacific R.R....Kansas.	3,723,700	•	.....	.....	1,000,000	3,200,000	.....	—	101.0	(No re	turns furn	ished.)	.....	.....	—	100	.....
Nov. 30, 1872	192.0	—	29.7	—	53	44	27	792	Central of Georgia.....Georgia.	5,000,000	•	1,628,457	1,022,692	5,000,000	1,389,000	341,663	—	284.0	.....	169,119	.....	1,656,154	689,308	10	100	.....
Dec. 31, 1872	202.0	—	16.6	24.0	22	8	6	301	Central of Iowa.....Iowa.	10,000,000	•	.....	.....	6,000,000	4,000,000	.....	—	202.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	22.0	4.0	3.3	—	3	7	—	22	Central of Long Island.....New York.	1,459,616	•	.....	.....	297,800	687,000	479,598	—	—	(Flushi	ng & N. S	ide R. R.)	.....	.....	—	100	.....
Dec. 31, 1872	74.0	6.7	211.8	—	227	128	47	3,082	Central of New Jersey.....New Jersey.	12,424,935	7,882,235	7,649,492	4,810,442	20,000,000	9,209,000	3,058,154	—	221.0	4,889,891	4,478,513	1,490,689	7,120,718	1,957,538	10	100	105
Dec. 31, 1872	187.0	—	31.2	—	40	28	24	737	Central Ohio.....Ohio.	5,499,9 9	•	.....	.....	2,845,500	2,500,000	.....	—	137.0	.....	.....	.....	989,327	170,721	6	50	86
Dec. 31, 1872	883.0	330.0	110.4	600 0	187	168	40	3,307	*Central Pacific*†.....Cal. Nev. & Utah.	139,685,683	5,622,603	5,458,196	2,818,287	54,283,190	81,939,680	422,041	7,433,990	1,156.0	.....	588,553	746,153	11,963,641	6,952,362	—	100	72
Dec. 31, 1872	194.6	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta....S.Car.	5,612,090	•	256,090	.....	2,575,000	3,100,000	.....	—	194.6	.....	.....	.....	662,107	439,718	—	100	.....
Dec. 31, 1872	22.8	—	5.0	—	—	—	—	—	Chartiers.....Pennsylvania.	1,127,313	—	—	13,897	628,080	500,000	3,150	—	22.8	39 140	.....	.....	60,440	20,440	—	50	.....
Sept. 30, 1872	428.0	—	42.8	72.0	45	27	18	761	Chesapeake and Ohio.....Va. & W. Va.	28,542,490	•	789,785	2,836,882	13,398,407	18,624,953	3,887,461	—	427.0	811,479	141.873	115,473	777,832	288,687	—	100	.....
Jun. 30, 1872	40.7	0.8	2.0	—	2	.....	.....	.....	Chester and Tamaroa.....Illinois.	1,690,000	•	.....	.....	1,000,000	680,000	30,000	—	41.5	(Opened	March 187	2.)	.....	.....	—	100	.....

Sept. 30, 1872	53.6	—	11.2	—	28	22	10	409	Cheshire	New Hampshire.	2,837,707	351,600	260,000	260,554	2,153,300	800,200	28,992	118,370	88.1	622,256	192,234	412,432	824,763	183,881	6	100	....								
Dec. 31, 1872	21.6	—	3.1	—					Chester Valley	Pennsylvania.	1,371,900				871,900	500,000	955,000		—	(Phila. a	nd Readin	g R. R. Co	mpany.)			50	....								
Dec. 31, 1872	242.0	117.4	92.1	—	144	74	24	2,912	Chicago and Alton	Illinois.	14,627,712	•	4,348,918	1,348,501	11,355,300	5,446,630	3,255,428	303,773	649.1	5,904,102	772,506	1,601,798	5,156,320	1,879,147	10	100	102½								
Dec. 31, 1872	698.8	552.4	287.2	—	283	127	62	5,409	Chicago, Burlington and Quincy	Illinois.	56,648,400	•	4,555,731	—	26,050,533	26,221,642	602,466	8,329,476	1,469.2	(8 mont	hs on	825	miles.)	7,864,576	2,639,866	10	100	107½								
Dec. 31, 1872	60.0	—	6.0	—	6	4	2	320	Chicago, Clinton and Dubuque	Iowa.	2,460,000	•	.....	.....	960,000	1,500,000	.....	.....	60.0	(Opene	d in Fall o	f 1872.)				100	....								
Dec. 31, 1872	110.0	76.0	12.0	20.0	24	10	5	955	Chicago, Danville and Vincennes	Ill.	6,675,586	•	221,107	.....	2,975,000	3,825,000	345,068	.....	110.0	.....	.....	.....	627,930	277,653	—	100	....								
Dec. 31, 1872	73.0	—	3.7	—	5	4	2	168	Chic., Cincinnati and Louisville	Indiana.	2,500,000	156,000	10,000	.....	1,500,000	1,000,000	.....	.....	73.0	(No inf	ormation	furnished.	)	.....	.....	100	....								
Dec. 31, 1872	117.0	14.0	21.5	—	14	8	3	410	Chic., Dubuque and Minnesota	Io. & Minn.	6,500,000	•	.....	.....	2,500,000	4,425,000	.....	.....	131.0	(No inf	ormation	furnished.	)	.....	.....	100	....								
Dec. 31, 1872	80.0	—	8.0	30.0	15	6	3	—	Chicago and Iowa	Illinois.	4,100,000	•	.....	.....	1,350,000	1,750,000	1,000,000	.....	—	(Chic., B	url. & Quin	cy R. R. C	o.)	140 000	—	100	....								
May 31, 1873	81.3	1.1	16.9	—					Chicago, Iowa and Nebraska	Iowa.	5,000,000	•	.....	.....	4,200,000	810,000	.....	.....	170.0	(Chic. &	Northwes	tern R. R	Co.)	.....	8	100	95½								
May 31, 1872	170.0	25.0	19.6	55.0	25	12	7	605	Chicago and Michigan Lake Shore	Mich.	6,538,400	•	.....	.....	1,188,400	5,350,000	.....	.....	170.0	482,640	2 224,705	2,510,016	11,402,161	4,592,135	—	100	42½								
May 31, 1872	1,388	—	200.0	120.0	269	277	83	5,983	Chicago and N. West'n, Ill., Wis. & Mich.		56,199,718	•	2,343,919	.....	35,878 644	20,474,000	724,299	1,466,694	1,271.0	.....	.....	(Operat	ed by con	tractor—N	o report.)			100	....							
May 31, 1872	67.0	—	....	193.0	—	—	—	—	Chicago and Paducah	Illinois.	1,800,000	—	—	—	1,360,000	540,000	.....	.....	—	(Being co	nstructed.)				—	100	....								
Dec. 31, 1872	60.0	—	6.0	100.0	—	—	—	—	Chicago, Pekin & South-Western	Ill. & Mo.		(No information.)			.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....								
Mar. 31, 1873	493.0	120.5	142.8	—	197	66	36	3,940	Chicago, Rock Island & Pacific	Ill. & Iowa.	28,716,723	•	7,859,906	2,100 406	25,000,000	8,972,000	154,351	4,589,683	660.0	4,340,905	956,734	1,289,899	6,657,056	3,139,267	8	100	99½								
Mar. 31, 1873	35.0	—	—	167.0	—	—	—	—	Chicago and Southern Illinois	Ill. & Ind.		(Under	construct	ion—no	information.)				—	(Chic., R	ock Islan	d and Pacif	ic R. R.	Co.)	—	100	....								
Dec. 31, 1872	269.0	32.6	16.9	—					Chicago and South Western	Iowa & Mo.	13,500,000	•	.....	.....	7,000,000	5,000,000	1,658,551	.....	—	(St. Lou	is K. City	and North	ern R. R	Co.)	—	100	....								
Dec. 31, 1872	36.4	—	2.1	—					Chillicothe and Brunswick	Mo.	865,000	•	.....	.....	365,000	500,000	.....	.....	—	(M rietta	and Cin	cinnati R.	R. Co.)	—	100	....								
Dec. 31, 1872	7.0	—	3.0	....					Cincinnati and Baltimore	Ohio.	1,105,453	•	.....	.....	673,000	314,000	118,453	.....	—	.....	.....	.....	.....	.....	—	100	....								
Mar. 31, 1873	60.0	—	118.2	—	33	30	13	429	Cincinnati, Hamilton and Dayton	Ohio.	3,974,655	1,127,251	1,889,230	262,965	3,500,000	2,082,000	1,052,450	669,651	60.0	549,574	750,087	864,542	1,204,865	495,373	8	100	....								
Mar. 31, 1873	98.0	25.0	7.2	—	19	9	6	358	Cin., Hamilton and Indianapolis	O. & Ind.	6,187,645	•	.....	.....	(Sold un	der forec	lose. for	$1,000,000	123.0	.....	.....	.....	312,358	L. 17,967	—	100	....								
Dec. 31, 1872	39.0	—	1.9	—	—	—	—	....	Cincinnati and Martinsville	Indiana.	800,000	—	—	—	400,000	400,000	—	—	39.0	(Until re	cently lea	sed to Ind.	Cin. & La	fayette.)	—	100	....								
Dec. 31, 1872	148.4	—	12.8	—	16	12	4	370	Cincinnati and Muskingum Valley	Ohio.	5,472,977	•	.....	109,318	3,996,610	1,500,000	81,860	84,326	148.0	424,240	141,450	148,240	433,838	156,087	—	100	....								
Mar. 31, 1873	36.0	—	2.6	—	8	1	4	167	Cin., Richmond and Chicago	Ohio & Ind.	826,733	184,552	700	56,965	382,600	566,000	61,350	.....	42.0	.....	.....	.....	229,655	70,974	—	100	....								
Dec. 31, 1872	91.5	—	4.5	—	—	—	—	—	Cincinnati, Rich. & Ft. Wayne	Indiana.	3,756,952	•	.....	.....	2,000,000	1,800,000	.....	.....	91.5	.....	90,118	72,204	187,252	61,470	—	100	....								
Jun. 30, 1872	155.0	15.5	24.9	—	28	27	12	662	Cincinnati, Sandusky & Cleveland	Ohio.	7,962,936	•	.....	.....	4,729,037	3,261,230	18,108	.....	216.5	741,280	254,436	283,393	850,755	339,244	—	50	16½								
Dec. 31, 1872	25.0	—	....	270.0	4	2	1	110	Cincinnati and Terre Haute	Ohio & Ind.		(Under	construct	ion—no	report.)				25.0	20,360	4,082	.....	7,047	.....	—	100	....								
Dec. 31, 1872	340.5	49.9	75.0	—	118	47	17	3,025	Cleveland, Col. Cin. & Ind	Ohio & Ind	16,395,579	•	1,929,844	1,427,849	14,991,276	3,005,000	1,446,286	310,412	471.4	3,877,159	572,396	1,444,354	4,593,171	1,279,526	7	100	64								
Dec. 31, 1872	67.8	12.4	10.3	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,147,934	—	—	—	2,059,200	1,164,000	—	—	—	(Atl. & G	t. Wtn. Ra	ilway Co.)		274,907	260,946	7	50	....								
Jun. 30, 1872	102.0	—	5.0	42.0	11	6	4	460	Clev., Mt. Vernon and Delaware	Ohio.	2,575,125	•	.....	.....	1,200,000	2,300,000	.....	.....	114.5	.....	135,607	176,909	300,247	126,728	—	100	....								
Nov. 30, 1872	167.0	32.0	76.4	—	83	41	23	2,619	Cleveland and Pittsburg	Ohio & Penn.	12,490,700	2,538,644	659,162	219,062	11,236,150	2,884,344	396,663	440,411	225.0	2,316,158	654,768	1,881,912	Pa. R. R.	1,053,288	7	50	88								
Dec. 31, 1872	681.0	—	68.0	—	158	54	27	1,652	Col., Chic. & Ind. Cent	Ohio, Ind & Ill	37,014,719	•	.....	.....	13,328,586	23,555,174	130,974	.....	68 1.0	4,590,845	646,459	1,390,697	4,411,095	783,881	—	100	19½								
Dec. 31, 1872	76.0	4.0	....	161.0	3	2	2	12	Colorado Central (3 ft.)	Colorado.	1,999,300	•	.....	.....	1,474,300	525,000	.....	.....	40.0	.....	.....	.....	90,216	14,967	—	100	....								
Dec. 31, 1872	76.3	13.0	12.6	—	24	8	4	1,601	Columbus and Hocking Valley	Ohio.	2,578,037	1,072,739	268,658	59,094	1,205,810	2,148,000	291,499	330,219	80.0	499,522	134,999	681,819	854,892	442,668	25	50	....								
Dec. 31, 1872	45.0	—	3.4	—	—	—	—	—	Columbus, Springfield & Cin	Ohio.	2,000,000	—	—	—	1,000,000	1,000,000	—	—	—	(Leased	to Cin., Sa	nd. & Clev	R. R. C	o.)	—	100	....								
Mar. 31, 1873	35.0	7.0	49.0	—	33	30	13	611	Concord	New Hampshire	1,500,000	•	187,390	104,436	1,500,000	—	111,357	180,169	145.8	802,162	613,842	692,768	1,040,115	150,789	10	50	150								
Mar. 31, 1873	41.0	—	6.0	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	1,108,859	—	—	—	350,000	—	—	—	—	(Concor	d R. R. Co	mpany.)		25,000	25,000	7	100	....								
Jun. 30, 1872	110.3	—	15.2	—	22	16	7	746	Connecticut and Passump. Riv.	Vermont.	3,385,436	•	261,151	123,946	2,127,273	1,257,100	89,767	246,371	143.7	488,681	167,112	171,923	812,768	308,902	6	100	72½								
Sept. 30, 1872	50.0	5.9	23.5	—	18	24	10	311	Connecticut River	Massachusetts.	2,055,527	225,514	138 686	510,977	1,850,600	250,000	415,226	405,778	55.9	324,053	985,504	383,770	729 311	215,481	10	100	137								
Sept. 30, 1872	45.0	—	4.7	—	6	12	5	140	Connecticut Valley	Connecticut.	2,468,789	246,176	.....	.....	1,038,500	998,000	973,000	7,390	45.0	66,293	205,441	16,077	144,851	7,390	—	100	....								
Sept 30, 1872	66.7	—	7.0	—	8	10	2	179	Connecticut Western	Connecticut.	3,797,965	296,321	.....	.....	1,504,025	2,436,500	96,322	.....	68.3	146,880	151,638	60,467	223,565	65,612	—	100	....								
Dec. 31, 1872	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	—	—	—	1,278,300	1,000,000	—	—	—	(Phila.	and Trent	on R. R. C	ompany.)	.....	6	50	....								
Sept. 30, 1872	16.0	1.0	1.6	—	2	2	1	17	Cooperstown and Susquehanna	N. York.	458,914	•	.....	.....	308,405	100,000	22,240	.....	17.0	.....	.....	.....	39,011	14,727	—	100	....								
Dec. 31, 1872	74.0	7.0	26.0	—	19	17	6	371	Cumberland Valley	Penn.	1,725,143	•	656,432	157,732	2,094,260	352,300	72,174	600,683	141.8	275,880	288,817	322,017	581,044	287,969	8	50	....								
Dec. 31, 1872	45.0	—	2.5	—	5	2	2	17	Danv., Hazleton & Wilkesbarre	Penn.	1,102,600	—	—	—	684,235	1,400,000	—	—	—	(Leased	to Penns	ylvania R.	R. Co.)	—	—	50	....								
Sept. 30, 1872	23.8	10.0	4.6	—	6	6	2	72	Danbury and Norwalk	Connecticut	1,108,448	145,383	.....	.....	600,000	407,500	86,050	25,681	33.8	101,553	159,330	44,668	172,120	69,796	10	50	....								
Mar. 31, 1873	90 0	32.0	....	20.0	.....	.....	.....	.....	Davenport and St. Paul	Iowa & Minn.	5,000,000	•	.....	.....	9,000,000	2,440,000	.....	.....	90.0	(Recentl	y opened	—No repo	rt.)	.....	.....	100	....								
Mar. 31, 1873	142.0	—	21.3	—	23	15	4	686	Dayton and Michigan	Ohio.	6,058,363	777,401	78,671	149,269	2,398,785	4,102,700	382,741	188,468	142.0	.....	.....	.....	1,034,567	279,623	8½	100	....								
Jun. 30, 1872	31.8	—	1.8	—	4	4	3	68	Dayton and Union	Ohio.	612,015	•	.....	.....	86,000	527,445	.....	.....	31.8	116,316	64,344	94,955	134,148	62,209	—	100	....								
Jun. 30, 1872	41.5	—	8.0	—	—	—	—	—	Dayton and Western	Ohio.	1,011,276	—	—	—	Sunk.	701,000	—	—	—	(Operat	ed by Pitt	sb'g, St. L.	& Chic. Co.)	—	—	100	....								
Oct. 31, 1872	88.0	16.3	5.6	—	—	—	—	—	Delaware	Delaware.	2,114,184	—	76,154	71,522	1,317,390	870,000	—	74,476	99.3	317,068	.....	.....	448,841	121,046	6	100	....								
Dec. 31, 1872	45.0	—	65.0	—	46	3	1	4,259	Delaware and Hudson	Penn.	4,621,411	•	24,313,589	965,845	15,000,000	13,088,385	—	1,304,469	62.0	(Owned	& operate	d by Del. &	Hud. Can	al Co.)	10	100	....								
Dec. 31, 1872	115.0	—	119.0	—	128	20	9	1,389	Delaware, Lack. and Western	Penn.	15,512,767	•	.....	.....	20,000,000	5,394,000	4,239,545	.....	115.0	3,254,280	249,378	3,347,671	4,746,678	2,867,968	10	100	107								
Dec. 31, 1872	106.0	15.0	5.1	—	6	4	2	64	*Denver Pacific*	Colorado.	5,000,000	•	.....	.....	2,500,000	2,500,000	.....	.....	121.0	.....	19,795	48,862	371,903	196,997	—	100	....								
Dec. 31, 1872	118 0	31.0	5.6	732.0	10	11	2	292	Denver and Rio Grande	Col. & N. Mex.	5,000,000	•	.....	.....	2,000,000	3,000,000	.....	.....	155.0	(Operati	ons by Co.	commence	d Jan. 1, 1873.)			100	....								
Dec. 31, 1872	250.0	—	20.0	—	27	10	10	540	Des Moines Valley	Iowa.	13,803,285	•	.....	.....	6,523,600	5,070,000	930,009	.....	250.0	447,879	108,599	198,360	776,254	147,223	—	100	....								
Aug. 31, 1872	63.0	—	3.8	28.0	6	4	4	145	Detroit, Eel River and Illinois	Michigan.	2,388,000	•	.....	.....	1,000,000	1,500,000	.....	.....	—	(R	ecently op	ened—no	returns.)			100	....								
Aug. 31, 1872	65.0	—	3.2	—	4	2	2	50	Detroit, Hillsdale and Indiana	Michigan.	1,318,150	•	.....	.....	343,150	1,470,000	.....	.....	65.0	(R	ecently op	ened—no	returns.)			100	....								
Dec. 31, 1872	189.0	—	28.0	—	34	37	20	502	Detroit and Milwaukee	Michigan.	10,213,528	•	.....	.....	2,917,140	7,296,388	—	19,259	189.0	775,746	438,074	330,559	1,381,603	442,155	—	100	....								
Aug. 31, 1872	164.0	2.0	2.0	22.0	....	....	....	....	Detroit, Lansing & Lake Michigan	Mich.	5,777,000	•	.....	.....	1,707,000	4,070,000	.....	.....	166.0	.....	.....	.....	610,000	.....	—	100	....								
Dec. 31, 1872	14.0	—	2.0	—	—	—	—	—	Dexter and Newport	Maine.	300,000	—	—	—	122,000	175,000	.....	.....	—	(Leased	to Maine	Central.)		18,000	6	100	....								
Oct. 31, 1872	33.5	—	3.4	—	2	—	—	—	Dorcester and Delaware	Del. & Md.	.....	.....	.....	.....	.....	.....	.....	.....	33.5	.....	12,838	7,781	22,792	7,175	—	100	....								
Sept. 30, 1872	29.0	—	2.8	—	—	—	—	—	Dover and Winnipiseogee	New Hamp.	825,000	—	—	—	480,000	—	—	—	—	(Boston	and Maine	R. R. Co.)		29,000	6	100	....								
Dec. 31, 1872	142.9	—	15.4	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,993,200	—	—	—	5,000,000	880,000	—	—	—	(Leased	by Illinois	Central.)		.....	6	100	65								
Dec. 31, 1872	54.7	—	2.8	—	4	4	5	76	Dubuque and South Western	Iowa.	1,719,977	40,161	.....	.....	1,174,977	550,000	12,247	68,957	54.7	.....	.....	.....	161,458	72,488	—	100	....								
Dec. 31, 1872	54.8	—	4.2	—	6	7	3	81	Dunkirk, Warren & Pittsburg	N. York.	2,770,565	•	.....	.....	1,276,000	1,400,000	189,907	.....	54.8	.....	.....	.....	100,262	2,064	—	100	....								
Sept. 30, 1872	58.0	—	7.4	—	7	6	3	92	Dutchess and Columbia Counties	N. Y.	2,796,377	•	.....	.....	1,488,487	1,800,000	554,407	.....	58.0	.....	.....	.....	210,546	L. 26,996	—	100	....								
Sept. 30, 1872	17.5	—	1.1	—	—	—	—	—	Duxbury and Cohasset	Mass.	384,519	—	—	9,870	350,000	—	42,239	2,150	17.5	.....	100,711	6,262	34,048	1,484	—	100	....								
Oct. 31, 1872	17.5	—	0 6	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	—	—	—	89,800	175,000	—	—	—	(Pennsy	lvania R. R	Co.)		.....	—	100	....								
Oct. 31, 1872	36.0	—	15.5	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,484,290	—	—	—	1,309,200	495,900	—	—	—	(Phila. &	Reading	Co.)		.....	6	50	80								
Jun. 30, 1872	242.0	28.0	27.0	—	43	33	8	605	East Tenn., Va., & Georgia	Tenn. & Ga.	9,167,851	•	34,750	661,293	1,970,024	3,889,900	168,593	3,735,377	270.0	.....	172,895	1,201,492	366,692	—	100	....								
Sept. 30, 1872	41.4	71.7	61.6	—	73	133	35	864	Eastern	Massachusetts.	7,436,949	1,767,231	1,232,235	1,579,678	4,262,600	6,746,100	701,841	406,582	264.6	1,403,179	5,000,399	424,320	1,973,623	574,201	—	100	67½								
Dec. 31, 1872	23.0	5.0	3.1	—	3	2	—	86	Eastern Kentucky	Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	28.0	49,312	22,107	41,308	129,305	21,728	—	100	....								
Dec. 31, 1872	40.0	—	1.7	—	2	—	—	....	Eastern Shore	Maryland.	895,000	•	.....	.....	295,000	600,000	.....	.....	40.0	.....	(No state	ment furni	shed.)	.....	—	100	....								
Dec. 31, 1872	185.0	—	4.7	—	—	—	—	—	Elizabeth and Paducah	Kentucky.	6,000,000	•	.....	.....	3,000,000	3,000,000	.....	.....	185.0	.....	(R	ecently o	pened—no	returns.)			100	....								
Dec. 31, 1872	46.8	—	3.3	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	500,000	—	—	—	—	(Northe	rn Central	R. R. Co.)		25,000	5	100	....								
Dec. 31, 1872	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620 000	—	—	—	1,000,000	1,620,000	—	—	—	(Northe	rn Central	R. R. Co.)		165,000	162,000	5	50	....								
Sept. 30, 1872	459.0	496.0	505.5	—	488	302	76	10638	Erie	New Jersey, N. York & Pa.	97,043,084	11,191,472	566,131	1,133,257	86,536,910	26,398,800	2,517,301	—	954.0	19,318,504	3 698,988	5,564,274	18,371,885	4,720,285	1½	100	34½								
Sept. 30, 1872	12.3	—	0.8	8.7	—	—	—	—	Erie and Genesee Valley	New York.	191,302	—	.....	.....	144,900	120,000	.....	.....	12.3	.....	.....	.....	.....	.....	—	100	....								
Dec. 31, 1872	66.0	—	3.0	109.0	5	4	3	81	Erie and Louisville	Ohio.	2,328,636	•	96,800	47,046	1,045,450	890,000	536,502	—	66.0	52,000	30,160	38,344	74,404	27,333	—	100	....								
Dec. 31, 1872	91.5	3.7	11.3	—	29	10	4	1,319	Erie and Pittsburg	Pennsylvania.	5,397,000	•	.....	.....	2,000,000	3,297,000	.....	.....	114.0	749,280	266,986	1,141,437	(Pa. Co.)	385,937	7	50	....								
Dec. 31, 1872	114.0	3.0	6.0	—	15	15	5	302	European and North American	Maine.	8,725,907	•	.....	.....	1,272,550	4,753,772	3,230,360	.....	114.0	154,290	298,082	.....	367,574	165,249	—	100	....								
Aug. 31, 1872	109.0	23.0	16.0	—	17	10	6	340	Evansville and Crawfordsville	Indiana.	2,879,748	•	24,449	92,138	1,144,253	1,127,000	20,630	704,452	132.0	389 615	146,036	.....	466,879	218,646	—	100	....								
Dec. 31, 1872	55.0	—	3.1	—	8	5	3	222	Evansville, Terre Haute & Chi	Ind. & Ill.	1,500,000	•	.....	.....	750,000	750,000	.....	.....	—	(Chicag	o, Danville	& Vincenn	es R. R. C	o.)	—	100	....								
Sept. 30, 1872	5.8	—	—	—	—	—	—	—	Fall River, Warren & Prov	R. I. & Mass.	351,107	4,200	71,504	469,159	150,000	234,633	271,986	213,351	5.8	11,988	166,787	.....	42,276	15,698	—	100	....								
Oct. 31, 1872	12.7	—	0.8	—	—	—	—	—	Fayette County	Pennsylvania.	120,000	—	—	—	107,400	—	—	—	—	(Phg. &	Connelle	v. R. R. Co.)		.....	7½	50	....								
Sept. 30, 1872	50.3	48.3	84.7	—	38	46	12	876	Fitchburg	Massachusetts.	2,503,372	560,000	227,503	.....	4,000,000	—	—	511,300	93.3	716,340	1,569,427	740,123	1,350,289	323,936	8	100	125								
Dec. 31, 1872	12 6	—	1.0	—	—	—	—	—	Flemington	New Jersey.	394,095	—	—	—	150,000	—	244,095	—	—	(Belv. D	elaware R.	R. Co.)		16,217	L. 16,180	—	100	....								

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "1."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. &c.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1872	20.0	26.0	33.7	55.0	53	36	8	607	*Flint and Pere Marquette*.....Michigan.	6,765,602	1,135,131	694,565	384,284	3,297,300	5 389,000	1,048,609	1,244,673	233.3	888,227	509,975	344,559	1,133,612	455,118	—	100	....
Sept. 30, 1872	11.8	6.3	5.3	16.2	6	19	6	8	Flushing and North Side .....New York.	952,158	284,371	.....	.....	281,010	1,281,200	81,027	.....	18.1	176,515	1,256,278	.....	281,844	86,495	—	100	....
Sept. 30, 1872	10.0	—	1.0	—	3	2	1	10	Fonda, Johnstown and Gloversville. N. Y.	493,732	*	.....	.....	300,000	300,000	41,382	.....	10.0	35,056	90,890	25,897	78,023	38,198	—	100	....
Dec. 31, 1872	100.0	—	5.2	—	8	6	3	237	Ft. Wayne, Jack. & Saginaw. Ind. & Mich.	3,000,000	313,000	25,000	.....	1,050,000	2,000,000	.....	.....	100.0	.....	.....	.....	280,647	123,591	—	100	....
Jun. 30, 1872	109 0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	(Sold January 1, 1872.)				1,000,000	2,300,000	.....	.....	109.0	.....	.....	.....	224,815	28,574	—	100	....
Sept. 30, 1872	26.0	—	3 3	—	3	1	—	90	Framingham and Lowell.....Mass.	1,021,792	182,062	.....	58,170	499,896	650,000	112,698	30	—	(Boston, Clinton & Fitchb'g.)			21,580	21,580	—	100	49½
Dec. 31, 1872	11.5	—	1.3	—	2	3	—	21	Freehold and Jamesburg.....N. Jersey.	283,745	.....	.....	.....	283,745	.....	.....	.....	22.0	67,460	171,400	43,471	57,773	14,152	—	100	....
Feb. 28, 1873	85.0	—	9.0	150.0	9	6	4	128	Galv., Harrisburg & San Antonio..Texas.	2,258,402	287,906	.....	61,090	2,051,468	552,840	.....	.....	85.0	36,210	8,064	27,637	160,424	93,422	—	100	....
Dec 31, 1872	50.0	—	10.0	—	15	9	4	284	Galveston, Houston & Henderson. Texas.	2,522,063	298,639	234,423	14,796	1,000,000	1,500,000	360,653	371,091	50.0	198,167	86,845	179,668	751,054	366,017	—	100	....
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Georgia.	4,156,000	*	1,335,369	415,005	4,200,000	676,500	137,240	854,233	232.0	1,103,551	.....	.....	1,623,454	490,196	8	100	....
Jun. 30, 1872	111.0	—	5.5	—	8	4	4	302	Gilman, Clinton & Springfield.....Illinois.	4,000,000	*	.....	.....	2,000,000	2,000,000	.....	.....	111.6	87,808	.....	67,361	156,750	33,525	—	100	....
Sept. 30, 1872	11.0	—	0.3	3.1	—	—	—	—	Goshen and Deckertown .....New York.	290,901	.....	.....	.....	105,000	246,500	8,000	.....	—	(Leased	to Erie)		21,500	21,500	6	100	....
Dec. 31, 1872	238.7	26.0	13.2	35.0	34	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	4,807,993	1,114,214	128,797	4,748,995	2,800,000	3,000,000	.....	.....	289.7	.....	.....	491,910	911,670	949,781	505,640	—	100	....
Mar. 31, 1873	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	—	(Leased	by Michigan Central	R. R. Co.)	.....	.....	—	100	....
Dec. 31, 1872	857.0	52.0	371.0	—	361	260	80	4,636	Grand Trunk ¶.....Canada.	106,900,746	*	5,197,215	1,248 929	16,977,803	91,597,296	4,870,346	1,915	1,377.0	8,754,570	1,718,273	1,535,296	8,935,970	1,803,921	—	100	....
Jan. 31, 1873	229.0	216.0	102 0	—	177	146	39	3,136	Great Western ¶.....Canada.	33,941,675	*	.....	.....	24,187,4 7	10,816,080	.....	.....	569.0	5,416,442	.....	.....	5,732,870	2,989,050	6½	100	....
Sept. 30, 1872	8.0	—	0 5	—	—	—	—	—	Greene.....New York.	348,877	.....	.....	.....	200,000	.....	.....	.....	8.0	20,824	37,773	151,848	35,715	4,611	6	100	....
Feb. 28, 1873	151 0	—	5.0	49.0	9	5	3	300	Green Bay and Lake Pepin....Wisconsin.	3,400,000	*	.....	.....	1,500,000	2,400,000	.....	.....	—	.....	(Not r	egularly o	perated.)	.....	—	100	....
Sept. 30, 1872	14.0	—	0.8	—	—	—	—	—	Greenwich and Johnsonville...New York.	304,415	.....	.....	.....	130,098	185,508	11,086	.....	14.0	17,528	17,488	9,553	30,359	12,528	—	100	....
Mar. 31, 1873	66.0	—	4.0	180.0	7	3	1	72	Gulf Western Texas and Pacific.¶..Texas.	2,500,000	*	.....	.....	.....	1,386,000	.....	.....	....	68,000	9,506	35,874	232,979	128,161	—	100	....
Dec. 31, 1872	4.9	0.8	0.3	—	2	2	3	6	Hackensack and New York..New Jersey.	191,246	.....	.....	.....	99,700	62,000	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)	.....	—	100	....
Dec. 31, 1872	28.0	—	1.4	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	.....	.....	.....	560,000	299,600	.....	.....	—	(Leased	by Erie at	55 p. c. of	earnings.)	.....	—	100	....
Jun. 30, 1873	70.0	—	4.0	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	....
Jun. 30, 1873	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,000	675,000	.... ..	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	....
Aug. 31, 1872	208.0	68.5	27.7	22.0	79	61	62	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	23,297,728	*	.....	.....	14,250,828	9,146,900	.....	.....	274.5	1,648,638	320,888	415,363	2,464,670	670,522	—	100	23½
Sept. 30, 1872	7.9	—	1.0	—	2	3	2	13	Hanover Branch.....Mass.	170,130	40,445	.....	21,128	123 550	.....	40,000	68,151	7.9	21,096	79,998	14,397	71,032	20,296	—	100	....
Oct. 31, 1872	12.2	—	0.9	—	6	5	2	30	Hanover Branch.....Penn.	201,372	68,000	.....	.....	116,850	.....	.....	.....	12.2	48,150	34,401	123 424	82,388	24,356	10	50	....
Sept 30, 1872	116.0	2.0	7.2	—	9	5	1	146	Harlem Extension .....New York.	3,000,000	*	.....	.....	4,000,000	4,000,000	40,509	.....	118.0	277,969	137,317	105,349	317,748	Loss.	—	50	....
Oct. 31, 1872	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,182,550	.....	.....	.....	1,182,550	760,000	.....	.....	54.0	(Leased	by Pennsy	lvania R.R.	Co.)	.....	7	50	52
Sept. 30, 1872	62.0	16.5	37.0	—	37	33	16	703	Hartford and New Haven..Conn. & Mass.	4,729,381	872,197	1,452,042	1,120,651	6,500,000	580,000	50,547	1,043,724	78.5	782,172	1,303,158	721,348	2,706,674	732,702	44	100	....
Sept. 30, 1872	122.4	0.8	18.7	—	26	36	16	361	Hartford, Prov. & Fishkill..R.I., Ct. & N.Y.	4,201 486	698,875	.....	.....	2,037,910	2,055,500	100,000	200,519	130.0	541,442	1,207,771	266,912	1,004,040	367,533	—	100	....
Aug. 31, 1872	75.0	—	4.0	125.0	13	6	3	81	*Hastings and Dakota*.....Minn.	(Purchased July 1, 1872 by Mil. & St. Paul Co. for $2,160,000.)								75.0	.....	10,928	20,640	21,415	Loss.	—	100	....
Dec. 31, 1872	5.5	—	0.6	—	2	—	—	100	Hibernia Mine.....New Jersey.	148,638	*	.....	1,362	150,000	.....	.....	.....	5.5	.....	.....	100,379	54,401	38,629	40	100	....
Dec. 31, 1872	63.3	—	4.9	—	—	—	—	—	Holly, Wayne and Monroe .....Mich.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Flint &	Pere Mar	quette R.	R. Co.)	—	100	....
Sept 30, 1872	10.3	—	0.8	—	—	—	—	—	Holyoke and Westfield.....Mass.	427,946	.....	.....	86	200,000	200,000	1,667	26,365	—	(New H	aven & N	orthamp.)	14,000	14,000	—	100	....
Sept. 30, 1872	74.0	—	7.0	—	16	16	8	389	Housatonic .....Connecticut.	1,864,871	340,687	.....	.....	2,000,000	400,000	335,218	42,248	102.2	274,960	282,741	242,218	823,116	127,529	—	100	....
Nov. 30, 1872	116.0	8.0	11.4	215.0	14	14	7	278	Houston and Great Northern¶.....Texas.	3,361,361	*	751,494	589,503	2,400,000	1 925.915	45,956	260,487	123.0	123,257	24,819	36,583	260,767	81,239	—	100	....
Dec. 31, 1872	387.0	116.0	16.9	—	45	25	16	916	Houston and Texas Central ¶.....Texas.	15,000,000	*	.....	.....	820,000	10,040,000	.....	.....	340.0	.....	.....	.....	2,276,234	1,215,134	—	100	....
Oct. 31, 1872	45.0	29.5	15.5	—	23	6	5	116	Huntingdon and Broad Top Mt.....Penn.	3,159,769	*	.....	.....	1,330,750	2,163,500	117,441	.....	74.5	238,167	59,125	449,748	301,957	17,451	50	95	....
Dec. 31, 1872	705.5	—	130.4	—	197	117	45	4,586	*Illinois Central*.....Illinois.	24,061,196	*	10,248,460	614,061	25,500,000	13,423,797	.....	.....	1,107.0	5,988,226	1,352,156	2,039,321	5,025,754	2,288,107	10	100	102½
Dec. 31, 1872	62 8	—	8.2	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	1,451,737	.....	.....	.....	960,000	960,000	.....	.....	—	(Leased	by Chicag	o, Buri. &	Quincy	Co.)	—	100	....
Jun. 30, 1872	85.0	—	2.9	67.0	5	.....	.....	.....	Indiana and Illinois Central.....Ind. & Ill.	3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	.....	—	(No	t operated	by Compa	ny.)	.....	—	100	....
Dec. 31, 1872	202.5	10.0	38.0	—	65	23	9	1,752	Ind., Bloomington & Western...Ind. & Ill.	15,500,000	*	.....	.....	7,000,000	8,580,000	.....	.....	212.5	.....	.....	.....	3,359,691	.....	—	100	....
Dec. 31, 1872	179.0	—	21.2	—	58	40	12	1,121	Indianapolis, Cin. and Lafayette..Indiana.	13,988,000	*	.....	.....	5,500,000	8,700,000	.....	.....	179.0	1,211,206	.....	.....	1,754,369	592,056	—	50	55
Dec. 31, 1872	75.0	—	4.8	—	12	10	6	287	Indianapolis, Peru and Chicago..O. & Ind.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	72.0	—	12.0	—	58	34	16	1,407	Indianapolis and St. Louis.....Indiana.	3,927,197	*	241,216	424,409	600.000	3,338,000	654,822	.....	261.0	1,732,260	293,787	690,971	2,110,681	730,239	—	100	....
Dec. 31, 1872	117.0	—	18.0	—	6	7	3	197	Indianapolis and Vincennes.....Illinois.	4,613,436	*	51,118	164,475	1,402,000	3,150,000	277,029	.....	117.0	212,294	.....	.....	264,390	90,205	—	100	....
Dec 31, 1872	163.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	163.7	(Leased	by Ill. Cen	. R. R. Co.)	387,462	118,112	—	100	85
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	.....	.....	.....	1,314,000	1,314,000	.....	.....	73.0	(Leased	to Chicag	o & N. W	estern.)	.....	—	100	....
Sept. 30, 1872	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,236,190	*	.....	.....	494,162	600,000	103.302	.....	35.6	82.960	20,387	121,600	110,942	51,708	—	100	....
Dec. 31, 1872	13.0	1.0	1.3	—	3	2	1	146	Iron .....Ohio.	288,237	57,000	49,403	.....	129,550	.....	13,398	251,692	14.0	27,500	84,266	133,100	102,324	55,359	—	100	....
Oct. 31, 1872	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	.....	.....	400,000	100,000	.....	.....	11.0	11,350	.....	115,876	48,845	15,941	—	50	....
May 31, 1872	212.0	—	15.9	76.0	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	6,500,000	.....	.....	.....	1,976,100	4,195,000	.....	.....	156.0	(Leased	by Michigan Central	.)	.....	.....	—	100	....
Dec. 31, 1872	36.5	—	7.2	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	.....	.....	.....	2,095,700	2,300,000	.....	.....	—	(Leased	by Erie R	ailway Co.)	.....	140,000	—	100	....
Dec. 31, 1872	108.0	116.0	22.6	—	41	37	12	744	Jeffersonville, Madison and Ind..Indiana.	6,888,000	*	1,059,864	162,891	2,000,000	4,888,000	1,214,013	7,555	224.0	1,061,102	668,633	468,.35	1,257,280	469,070	7	100	....
Dec. 31, 1872	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago .....Illinois.	1,849,000	.....	.....	.....	1,500,000	340,000	.....	.....	—	(Leased	to Chicag	o & Alton	R. R. Co.)	.....	7	100	85
May 31, 1872	44.5	—	3.7	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind	1,100,000	.....	.....	.....	.....	900,000	.....	.....	—	(Leased	to Michig	an Central	R. R. Co.)	.....	8	100	....
Oct. 31, 1872	4.6	—	9.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	.....	.....	.....	185,250	800,000	.....	.....	—	24,937	215,230	.....	132,384	55,157	—	50	....
Dec. 31, 1872	42.0	—	2.1	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(No	returns f	urnished:	)	.....	—	100	....
Dec. 31, 1872	88.0	—	3.1	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	—	(Leased	to Lake S	.& M. So.)	163.800	103,800	6	100	....
Mar. 31, 1873	40.0	—	2.7	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	.....	.....	.....	250,000	640,000	.....	.....	—	(Leased	by Michig	an Central	R. R. Co.)	51,200	—	100	....
Mar. 31, 1872	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Joseph & Co. Bl. Mo. & Ia.	8,626,158	*	.....	.....	2,789,413	6,131,500	.....	.....	260.2	.....	.....	.....	1,242,270	.....	—	100	....
Jun. 30, 1872	31.9	—	1.3	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	.....	.....	.....	720,000	720,000	.....	.....	—	(Leased	by Leav. L	awr. & Gal.	R. R. Co.)	72,000	—	100	....
Dec. 31, 1872	638.6	34.0	22.6	—	88	53	18	1,074	Kansas Pacific.....Kansas & Col.	35,183,274	*	2,423,546	2,566,182	9,688,950	16,925,000	2,706,480	.....	672.6	2,475,270	179,182	348,966	3,732,713	1,494,447	—	100	....
Aug. 31, 1872	49.0	—	2.4	—	6	10	4	59	Knox and Lincoln .....Maine.	2,725,798	*	.....	138,306	361,492	2 395.000	.....	107,611	49.0	(Com	pleted Oct.	19, 1871.)	87,612	35,973	—	100	....
Oct. 31, 1872	80.0	—	3.0	—	25	10	4	1,515	Lackawanna and Bloomsburg .....Penn	3,398,452	722,792	.....	.....	1,335,000	2,250,000	193,261	.....	80.0	435,308	362,294	2,213 010	1 063,505	471,788	—	50	....
Dec. 31, 1872	80.3	—	2.5	98.0	—	—	—	—	Lafayette, Bloomington & Mis...Illinois.	2,300,000	.....	.....	.....	1,000,000	1,300,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	....
Dec. 31, 1872	36.0	—	1.8	79.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	.....	3,716,927	.....	3,000,000	1,500,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	....
Sept. 30, 1872	16.0	—	....	124.0	—	—	—	—	Lake Ontario Shore Line.....New York.	1,541,456	.....	.....	.....	1.727,553	792,000	96,097	.....	—	(Not yet i	n operatio	n.)	.....	.....	—	100	....
Dec. 31, 1872	5-1.3	595.2	533.2	—	418	160	69	8,640	Lake Shore & Mich. S.....P., O. Ind. & Ill.	63,047,176	12,384,187	7,315,807	1,516,979	50,000,000	26,496,000	6,350,038	1,417,630	1,136.5	13,477,534	2,112,823	4,382,243	17,891,629	5,125,598	8	100	96½
Jan. 30, 1872	37.0	—	....	—	66.0	6	—	—	35	Lake Shore and Tuscarawas Valley..Ohio.	2,539,669	87,519	138,142	72,922	744,088	2.000 000	93,214	.....	—	(Opened t	hrough to	July, 1873.)	.....	.....	—	100	....

Dec. 31, 1872	156.0	—	23.0	—	24	14	7	797	Lake Superior and Mississippi.....Minn.	7,591,200	*		42,017	101,145	5,125,000	7,422,000	491,692	121,378	$11.0	(Leased	by North	ern Pacific.)	$ 781,612	171,001	—	100	....
Oct. 31, 1872	17.4	—	1.7	—					Lawrence .....Pennsylvania.	637,607					289,750	356,000	25,000		20.4	94,356		72,942	294,444	a=157,658	76,950	10	50	....
Dec. 31, 1872	21.3	—	2.1	—					Leavenw'th, Atchison & N. Wtn..Kansas.	1,200,000					600,000	600,000			—	(Leased	to Pacific	Mo. at 45	p.c.	42,000	42,000	—	100	....
Jun. 30, 1872	141.2	1.8	9.2	—	20	14	9	258	Leavenworth, Lawrence & Galv..Kansas.	5,378,151	604,364	4,550,061	126,119	5,000,000	5,880,000	514,522	278,179	208.6	427,541			593,993	198,314	—	100	....
Oct. 31, 1872	101.0	129.0	222.5	—	183	44	25	8,776	Lehigh Valley.....Pennsylvania.	14,611,783	5,188,642				21,488,800	9,754,000			239.1	5,676,851		967,850	6,807,604	5,982,949	1,773,794	10	50	121
Dec. 31, 1872	120.0	77.0	63.5	—	53	40	22	703	Little Miami .....Ohio	8,960,428	*				6,394,450	2,550,000			197.0	1,240,270		702,241	555,556	1,673,307	403,387	8	100	....
Dec. 31, 1872	100 0	—	....	60.0	7	....	....	100	Little Rock and Ft. Smith.....Arkansas.	....					6,000,000	6,000,000			—						—	100	....
Oct. 31, 1872	28.3	—	19.9	—					Little Schuylkill .....Pennsylvania.	1,416,188					2,646,100	759,500			51.3	(Leased	by Phila. &	Reading.)	271,435	271,435	7	50	92
Oct. 31, 1872	9.5	—	0.6	—	1				Littlestown.....Pennsylvania.	115,116					84,850	40,000	1,500		9.5	6,673		7,616	18,388	11,185	4,148	—	50	....
Apl. 30, 1873	92.6	8.0	5.0	—	9	6	3	253	Logans., Crawfordav. & S. Wtn...Indiana.	3,500,000	*				1,500,000	2,000,000			117.0							—	100	....
Dec. 31, 1872	34.5	—	3.5	—					London and Port Stanley.....Canada.	947,340	80,579	36,323	19,294		442,240	150,800			—	(Leased	by Gt. W	estern Co.)		20,000	—	100	....
Sept. 30, 1872	94.0	64.0	15.2	—	22	13	9	237	Long Island.....New York.	5,016,402	*				3,000,000	1,500,000	125,000		158.0				865,192	277,197	4	100	....
Dec. 31, 1872	51.0	50.0	8.6	—					Louisiana and Missouri River.....Mo.	5,902,440			2,623,694	4,226,133	4,300,000					(Leas	by Chicago	and Alton	R. R. Co.)			—	100	....
Jun. 30, 1872	93.5	81.4	23.1	—	39	27	12	851	Louisville, Cincinnati and Lexington..Ky.	7,684,998	*	1,234,707	270,336	2,474,488	4,101,000	2,614,058		174.9			442,238	244,446	1,038,278	235,799	—	100	....
Jun. 30, 1872	185.0	42.4	58.8	—	118	55	33	1,187	Louisville and Nashville.....Ky.	17,380,284	*	9,066,840	.....	8,980,708	12,244,000	3,528,909	1,773,413	920.5	2,192,922				3,200,068	1,213,193	7	100	584
Dec. 31, 1872	288.0	—	17.0	—	80	15	10	454	Louisville, New Albany & Chicago...Ind.	3,000,000	*				3,000,000				288.0							—	100	....
Sept. 30, 1872	12.4	—	2.4	—					Lowell and Lawrence.....Massachusetts.	368,158			11,108		200,000	54,700	119,566		—	(Leased	by Boston	and Lowe	ll.)		6	100	....
Dec. 31, 1872	29.0	—	1.6	88.0	2	1	—	2	Louisville New Albany & St. L. Ind. & Ill.	1,057,495	*	115,500	64,911	1,168,158		68 632	703	29.0							—	100	....
Oct. 31, 1872	20.0	—	9.9	—					Lykens Valley (Sumenit Branch)...Penn.	600,000					600,000				—	(Leased	by Summi	t Br. Co.)	62,500	62,500	10	100	....
Mar. 31, 1873	78.0	—	3.9	—					Macon and Augusta.....Georgia.	2,806,170					1,631,900	770,000	104,270		78.0	(Operat	ed by Geo	.R.R.Co.)	120,758	7,491	—	100	....
Dec. 31, 1872	187.5	10.0	5.5	—	14	11	6	167	Macon and Brunswick.....Georgia.	7,250,000	*				3,500,000	3,750,000			197.5				300,000	120,000	—	100	....
Sept. 30, 1872	102.5	—	12.5	—	19	13	6	240	Macon and Western (Central).....Georgia.	2,500,000	*				2,500,000	150,000			199.0				706,647	255,531	10	100	55
Dec. 31, 1872	129.0	228.0	22.0	—	55	55	34	1,090	Maine Central[1].....Maine.	11,910,549	*	324,288	491,169	4,416,720	6,797,201	820,815	691,190	357.0	1,166,883		672,215	359.286	6,928 807	599,825	10	100	121
Mar. 31, 1873	26.0	—	3.1	—					Manchester and Lawrence...N.H. & Mass.	1,000,000	*	72,124	52,902	825,000	175,000	85,920	89,106	26.0	76,178		158,945	79,434	177,083	100,505	10	100	121
Sept. 30, 1872	21.0	—	2.3	—					Mansfield and Framingham.....Mass.	766,061		4,527	8.983	300,000	470,000	9,542		—	(Leased	to B.C.& F	.R.R. Co.)	89,903	37,791	—	100	....
Dec. 31, 1872	197.8	86.0	45.2	—	79	27	16	1,106	Marietta and Cincinnati.....Ohio.	22,083,380	*	1,068,828	3,828,372	14,004,187	9,304,447	3,106,947		283.8	2,411,100		457,865	667,267	2,029,165	410,452	—	100	....
Jun. 30, 1873	100.0	2.0	4.6	—	6	8	2	112	Marietta and Pittsburg.....Ohio.	3,500,000	*				1,500,000	1,000,000			80.0	(Recent	ly complet	ed.)			—	100	....
Dec. 31, 1872	54.0	—	9.5	—	4	2	1	15	Maryland and Delaware ....Md. and Del.	1,500,000					500,000	400,000			54.0						—	100	....
Dec. 31, 1872	36.0	2.0	2.0	—					Massawippi Valley .....Canada.	800,000	*				400,000	2,000,000			41.0	(Leased	by Conn.	and Pass.	Riv.RR.)	48,000	6	100	....
Jun. 30, 1873	12.5	—	4.0	—					Massillon and Cleveland.....Ohio.	315.729					194,755	700,000			—	(Le sed	by Clev. M	t. Ver. & D	el. Co.)	20,000	—	100	....
Jun. 30, 1872	271.0	19.0	26.2	—	48	34	10	741	Memphis and Charles. Tenn., Miss. & Ala.	6,770,952	*	411,861	764,271	5,312,725	4,017,142	531,816		327.0	991,695		182,595		1,404,116	453,724	—	100	....
Jun. 30, 1872	82.6	—	3.6	—	11	4	—	109	Memphis, Clarksv. and Louisv. ...Tenn.	4 599,714	*				2,700,000			82.6	435,019		82,664		505,359	8,519	—	100	....
Dec. 31, 1872	131.0	—	7.2	—	20	13	2	170	Memphis and Little Rock[1].....Arkansas.	5,113,222	498,289				4,000,000	3,338,000			131.0						—	100	....
Jun. 30, 1872	180.3	—	11.9	—	16	5	—	123	Memphis and Ohio .....Tennessee.	4,500,000	*				1,074,289	3,500,000			180.3						—	100	....
Dec. 31, 1872	5.0	—	....	17.0	....	....	....	....	Mercer and Somerset .....New Jersey.	325,000									—	(Leased	by Belv. D	el. R. R. C	o.)			—	100	....
Mar. 31, 1873	27.0	—	2.7	30.0	2	4	—	58	Merrimac and Conn. Rivers...New Hamp.	698,258	*				595,587	374,500	300,000		27.0	52,885		46,442	32,108	91,727	28,719	—	100	....
May 31, 1873	285.0	103.0	269.0	—	210	118	45	4,117	Michigan Central.....Mich., Ind. & Ill.	24,586,881	*	5,976,001	808,725	18,738,204	11,635,000	216,437	724,966	788.0	3,992,871		852,353	1,416.792	5,876,312	2,000,069	9	100	764
Jun. 30, 1872	67.0	—	3.3	—	5	4	2	12	Michigan Lake Shore.....Michigan.	1,340,125	*	2,299	67,900	450,000	880,000	90,324		67.0	519.185		112,122	55.314	100,427	12,074	—	100	....
Sept. 30, 1872	8.5	—	1.1	—	1	2	1	35	Middleboro' and Taunton.....Mass.	135,021	40,084		3,004	148,175		5,008	25,525	8.5	21,442		42,526	31,716	36,236	6,883	4	100	....
Sept. 30, 1872	5.8	—	4.7	—	1	—	—	2	Middleburg and Schoharie.....New York.	102,600	*			85,800	15,000	400		5.8	15,500		25,000	5,000	11,450	4,595	1	100	....
Sept. 30, 1872	10.2	—	1.0	—					Middletown and Crawford....New York.	191.982				124,407	68,500			—	(Leased	by N. Y. &	Oswego M	idland C	o.)		—	100	....
Sept. 30, 1872	13.0	—	0.2	—					Middletown, Union and Water Gap. N.Y.	350,476				122,630	225,000	30,891		—	(Leased	y N.Y. &	Oswego M	idland C	o.)		—	100	....
Dec. 31, 1872	56.6	23.0	4.5	—	23	7	7	296	Midland, of Canada.....Canada.	2,920,506	301,890	114,169	11,334	1,546,094	1,630,333	171,461		109.0			85,287	197,064	304,278	130,081	—	100	....
Dec. 31, 1872	84.0	—	5.0	—	8	6	5	160	Midland Pacific .....Nebraska.	3,700,000	*			2,100,000	1,600,000			84.0			(Informa	tion refuse	d.)			—	100	....
Oct. 31 1872	12.5	—	4.9	—					Mifflin and Centre County.....Penn.	264.214				65,650	118,500	16,743		—	(Leased	by Penns	ylvania R.	R. Co.)			—	50	....
Dec. 31, 1872	731.0	579.0	126.0	—	182	103	56	3,351	Milwaukee and St. Paul .....Wisconsin.	47,375,529	*	2,094,382	1,440,249	24,224,331	23,986,023	1,241,344	1,458,461	1,500.0	4,213,612				6,957,771	2,262,185	—	100	334
Dec. 31, 1872	83.0	16.0	4.0	27.0	8	8	3	163	Milwaukee and Northern.....Wisconsin.	....					1,625,000			83.0	64,784		40,924	23,141	....	....	—	100	....
Dec. 31, 1872	37.5	15.3	85.0	—					Mine Hill and Schuylkill Haven....Penn.	3,969,100					3,969,100			—	(Leased	by Phila. &	Reading R.	R. Co.)	294,271	71	50	104
Dec. 31, 1872	33.0	18.0	3.0	—	5	2	2	47	Mineral Point.....Wisconsin.	1,520,000	*				1,200,000	320,000			51.0			17,026	60,922	115,043	....	....	—	100	....
Dec. 31, 1872	38.5	—	....	—	....	....	....	....	Minnesota and North Western.....Minn.	1,540 000	*				20,000p.m	20,000p.m			38.5							—	100	....
Dec. 31, 1872	237.0	.....	32.3	110.0	51	28	13	757	Mississippi Central.....Miss. & Tenn.	10,405,241	1,822,887	264,188	.....	3,935,535	4,023,980	3,787,030		237.0	(Leased	by South.	RR. asso.)	1,425,984	646,338	—	100	....
Sept. 30, 1872	100.0	—	5.2	—	12	12	4	160	Mississippi and Tennessee...Miss. & Tenn.	3,417,202	*	113,078	266,903	825,407	2,286,047	163,085		100.0	266.171		.....	.....	522,645	254,493	—	100	....
June 1, 1873	40.0	—	5.0	113.0	4	5	4	153	Mississippi Valley and Western..Mo. & Ia.	1,600,000	*				800,000	800,000			40.0	8,800		.....	.....	.....	.....	—	100	....
Dec. 31, 1872	86.0	—	4.3	214.0	6	2	3	145	Missouri, Iowa and Nebraska...Mo. & Ia.	3,500,000	*				1,500,000	2,000,000			86.0							—	100	....
Mar. 31, 1872	642.9	—	33.0	200.0	50	35	22	951	Missouri, Kansas and Texas...Mo. & Kan.	33,820,216	1,588,224	1,029,381	3,006,189	16,045,000	16,596,000	4,775,442	1,217,568	586.0	1,295,491		152 148	248,222	2,317,568	940,661	—	100	10
Dec. 31, 1872	160.0	—	16.1	120.0	21	12	5	630	Missouri River, Ft. Scott & Gulf. Kansas.	12.894,000	*	1,889,467	.....	5,947,000	6,947,000			160.0	605,177		116,062	.....	681,911	256 729	—	100	....
Apl. 30, 1872	60.0	—	2.1	210.0	2	2	1	12	Mobile and Alabama Grand Trunk[1]...Ala.	1 214 504	*		4,576	300,000	396,774	522,306		25.0	.....		9,098	.....	681,911	256 729	—	100	....
May 31, 1872	84.0	—	6.5	144.0	8	4	2	66	*Mobile and Girard*[1].....Alabama.	1,714,866	*	294,871	90,170	1,278,378	711,000	110 429		84.0	.....		38,414	.....	169,374	83,346	—	100	....
Apl. 30, 1872	104.0	14.8	6.2	—	31	13	9	308	Mobile and Montgomery.....Alabama.	5,421,415	624,590	135.002	219,237	2,034,800	3 688 400	768.946		178.8	.....		.....	.....	667.539	150.124	—	100	....
Dec. 31, 1872	472.0	45.6	49.8	20.0	124	41	15	117	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17 599 235	*	641,254	1,223,280	4,466 476	10,939,144	2,607.278	1,550,871	517.6	1,621,661		398,884	374,531	2,952,507	1,022,288	—	100	....
Sept. 30, 1872	16.0	—	0.4	—	2	1	1	4	Monadnock.....Mass. & N. Hamp.	359,981	24,120	14,.81	.....	197,057	29,500	173,775		16.0	.....		.....	.....	28 826	1,983	—	100	....
Mar. 31 1873	20.0	—	4.0	20.0	6	6	2	40	Montclair .....New Jersey.	3,871,284	*	.....	.....	697,175	2,688,400	701,159		—	(Leased	to N. Y. &	Oswego M	idland R.	R. Co.)		—	100	....
Sept. 30, 1872	10.3	—	0.7	—	—	—	—	—	Montgomery and Erie.....New York	288,931	*	.....	.....	150,065	177,000			—	(Leased	by Erie R	ailway Co	.)		4	—	100	....
Oct. 31, 1872	80.0	—	4.0	—	5	5	2	54	Montgomery and Eufaula[1].....Alabama.	3,155,692	*	.....	290,284	1,149,350	1,810 000	416,527	70,099	80.0					174,041	34,504	—	100	....
Sept. 30, 1872	23.8	—	2.4	—					Monticello and Port Jervis.....New York.	1,069,993		.....	.....	418,995	660,000	60,836		23.8	22,424		26,431	21,104	40,584	19,058	—	100	....
Dec. 31, 1872	84.0	34.0	144.0	—					Morris and Essex .....New Jersey.	27,888,477		.....	.....	14,008,100	13,0 .7,000			118.0	(Leased	by Del. La.	& Wtn.)	2,508,180	1,351,771	7	100	95
Sept. 30, 1872	14.5	—	4.0	—	17	21	8	422	Nashua and Lowell.....N. Hamp. & Mass.	624,299	113,406	162,463	179,837	800,000	.....	94,642	167,658	43.2	333,354		875,947	287,875	687,899	86,914	10	100	186
Jun. 30, 1872	151.0	22.0	11.0	—	58	23	10	719	Nashville and Chattanooga ..Tenn. & Ala	4,751,410	.....	1,489,279	425,472	2,021,573	2,886,360	1,390.961	367,278	174.0	1,262,887		156,006	491,765	1,800,768	542,488	6	100	....
Sept. 30, 1872	122.0	12.5	8.6	—	22	9	6	162	Nashville and Decatur ....Tenn. and Ala.	3,837,619	433,218	905,000	105,954	1,511,807	2,024,000	528,863	327,129	134.5	228,629		108,179	48.583	453,012	160,687	—	100	....
Jan. 30, 1872	172.5	—	8.0	—	22	3	—	239	Nashville, Memp. & St. Lou s. Tenn. & Ky.	(Sold un	der decr	ee for $2.	400,000 t	o Nash. &	Chatta. R.	R. Co.	&c.)	172.5	636,011		64,931	124 829	630,514	Loss.	—	100	....
Sept. 30, 1872	57.0	4.5	4.5	—	12	14	4	272	Naugatuck .....Connecticut.	1,817,165	223,486	.....	.....	1,877,000	101,000	30,000	266,952	61.5	249,092		329,922	193,300	574,640	228,596	10	100	....
Dec. 31, 1872	8.0	—	10.0	—					Newark and New York.....New Jersey.	2,443,032				977,500	600,000	882,675		—	(Leased	by Central	R. R. of N	ew Jers	y Co.)	7	100	....
Sept. 30, 1872	44.0	—	3.3	—					Newark, Somerset and Straitsville..Ohio.	1,675,000				778,000	800,000			—	(Leased	by Sand. &	anaf. & Ne	wark R.	R. Co.)		—	100	....
Sept. 30, 1872	20.1	16.6	5.2	—	9	20	11	145	New Bedford and Taunton.....Mass.	760,000	*	55 594	34,476	500,000	171,500	37,051	141,529	36.7	121,834		354.341	159,234	281,452	64,862	9	100	....
Dec. 31, 1872	82.0	38.0	13.0	—	13	14	—	173	New Brunswick and Canada.....N. Bruns.	2,500,000	*	.....	.....	.....	973.000	.....		120.0	.....		36,274	.....	193,995	.....	—	100	....
Sept. 30, 1872	8.3	—	0.4	—	2	1	—	—	New Canaan .....Conn.	230,747	26,343	—	.....	164,050	86,972	8,547		8.3	21,021		37,733	5,423	18,491	Loss.	—	50	....
Oct. 31, 1872	14.9	—	3.2	—					Newcastle and Beaver Valley.....Penn.	799,412				605,000	88,300			14.9	164.960		165.266	625,352	359,471	223,910	10	50	....
Sept. 30, 1872	13.0	—	1.2	—	3	3	2	27	New Haven and Derby.....Conn.	1,055.700	74,760	.....	.....	455,.00	525,000	75,000		13.0	41,947		125,957	11,116	66.415	9,375	—	100	....
Sept. 30, 1872	22.0	0.3	30.0	2	2	1	1	22	N. Hav., Middlet'n & Willimantic. Conn.	5,402,467	59,492	.....	.....	677,500	2,770,000	1,459,967		22.0	55,923		68,540	13,021	25 556	25.556	—	100	....
Sept. 30, 1872	83.9	15.1	18.0	—	29	17	7	479	New Haven and Northamp. Conn. & Mass.	2,552 368	874,689	.....	.....	2,100,000	1,750,000	221,116	187,263	114.3	428,938		345,679	280.436	667,238	98,780	3	100	....
Dec. 31, 1872	33.9	—	3.9	—	....	....	....	....	New Jersey (U. Co's).....New Jersey.	9,458,323	*	.....	.....	7,295,200	850,000			—	(Include	d in Unite	d Compan	ies retur	ns.)	10	100	128
Mar. 31, 1873	74.0	—	6.8	—	5	16	—	89	New Jersey Midlan[1].....New Jersey.	5,795,859	*	.....	.....	1,500,000	4,500,000			—	(Leased	by N.Y. &	Oswego M	idland R.	R. Co.)	7	100	....
Dec. 31, 1872	70.5	46.3	12.0	—	22	62	7	350	New Jersey Southern.....New Jersey.	.....	*	.....	.....	5,000,000	7,000,000			175.3	1 9,348		85,388	101.344	615,859	106 039	—	100	84
Sept. 30, 1872	100.0	—	10.3	—	20	15	9	329	New London Northern...Conn. and Mass.	1,583,931	*	.....	.....	1,418,800	376,500	45,000		115.1	399,980		342,422	199,706	640.183	172,764	10	100	....
Dec. 31, 1872	206.0	—	31.0	—	67	31	15	993	N. Orleans, Jack. and Gt. North.[1]..L. & M.	13,107,129	*	.....	1,008,206	4,704,846	4,400,000	1,282,790	3,327,699	206.0	.....		.....	.....	1,764,489	850.845	—	100	....
Dec 31, 1872	200.0	—	10.9	858.0	.....	.....	.....	.....	N. O., Mobile and Texas. Ala. M. L. & Ky.	.....	(Bankru	pt; no re	turns ac	cessible.)				206.0	.....		.....	.....	.....	.....	—	100	....
Sept. 30, 1872	441.7	298.4	772.3	—	455	391	158	10883	N. York Central and Hudson River. N. Y.	63,772,031	*	.....	.....	39,428,300	16,496,020	1,167		50.7	11 988,057		7,130,922	4.393,966	25.580,676	9,134,240	8	100	984
Sept. 30, 1872	120.8	4.1	45.6	—	41	79	38	a 740	New York and Harlem.....New York.	13,840,447	1,480,010	1,448,230	.....	9,000,000	4,864,024	441,875		165.9	883,728		1,640,878	377,587	2,866,525	1,137,141	8	100	128

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1872	74.0	—	4.8	76.0	7	9	3	121	N. Y., Kingston & Syracuse..New York.	3,055,856	190,066	.....	.....	2,662,921	583,000	92,692	.....	74.0	101,685	163,267	69,137	219,368	60,974	—	100	.....
Sept. 30, 1872	5.4	—	0.4	54.6	1	1	—	—	N. Y., Housatonic & North.N.Y. & Conn.	604,826	12,737	.....	.....	261,000	183,500	156,475	.....	—	(Leased	by Housat	onic R. R.	Co.)	3,010	—	100	.....
Sept. 30, 1872	7.0	—	0.4	0.2	—	—	—	—	New York and Mahopac.....New York.	234,912	.....	.....	.....	265,000	.....	.....	.....	—	(Leased	by New Y	ork & Har	lem R. R.	Co.)	—	100	.....
Sept. 30, 1872	124.0	16.8	164.0	—	84	129	41	1,010	N. Y., N. H. & Hartford..N.Y., Ct. & Ma.	12,861,474	1,840,585	1,485,553	3,428,675	15,500,000	1,641,500	377,341	1,377,592	190.8	1,700,891	3,925,765	892,879	4,483,554	1,769,809	10	100	131
Sept. 30, 1872	62.5	—	27.5	—	20	19	7	99	N. Y., Providence and Boston..Ct. & R. I.	3,101,400	*	.....	.....	1,887,400	1,214,000	.....	.....	67.5	441,485	614,211	229,677	911,021	401,914	9	100	125¾
Sept. 30, 1872	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	3,210,616	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	by New Y	ork Cent.	R.R. Co.)	60,000	6	100	.....
Jun. 30, 1872	35.3	—	3.3	—	5	1	1	134	Niles and New Lisbon .....Ohio.	1,047,364	108,287	.....	.....	500,000	500,000	59,584	96,067	35.3	112,067	48,554	336,167	179,553	88,216	—	100	.....
Sept. 30, 1872	223.0	—	11.2	—	24	18	10	271	North Carolina ¶.....North Carolina.	4,947,741	*	344,672	337,271	4,000,000	558,413	592,030	483,241	223.0	478,580	140,397	113,126	(R'lhm.&	Danv.)	—	100	.....
Feb. 28, 1873	102.0	—	9.0	—	14	14	5	142	North-Eastern ¶ .....South Carolina.	2,148,131	*	88,720	37,364	979,850	1,101,500	138,977	53,380	102.0	293,721	82,719	.....	395,463	159,695	—	100	.....
Jun. 30, 1873	72.0	—	3.6	118.0	—	—	—	—	North Louisiana and Texas.....La.		(No a	ccounts o	btainable.)					72.0		(No accou	nts.)	.....	.....	—	100	.....
Oct. 31, 1872	55.6	12.1	66.7	—	39	36	20	905	North Pennsylvania.....Pennsylvania.	7,086,930	1,908,779	1,524,750	.....	3,473,500	4,042,500	63,294	.....	67.7	617,092	889,571	880,119	1,536,938	592,322	5¢	50	90
Dec. 31, 1872	95.0	45.3	83.3	—	30	21	10	689	Northern, of Canada.....Canada.	5,466,410	*	78,964	610,685	.....	5,819,963	261,561	3,533	140.3	748,358	212,080	313,664	894,774	180,541	—	100	.....
Dec. 31, 1872	138.0	4.0	137.0	—	141	69	22	6,284	Northern Central ¶.....Md. and Penn.	11,6 6 830	3,223,438	2,750,000	928,678	5,842,000	11,040,902	1,464,215	222,099	317.0	2,288,463	1,110,110	4,769,895	4,598,820	1,161,769	6	50	70
Mar. 31, 1872	99.2	13.4	17.6	—	27	16	6	640	Northern New Hampshire ..New Hamp.	2,068,400	*	309,618	212,958	3,068,400	102.000	266,800	164,576	82.6	506,848	195,406	411,888	706,358	217,103	8	100	107½
Dec. 31, 1872	21.3	—	4.6	—	—	—	—	—	Northern New Jersey.....New Jersey.	527,452	*	872,548	.....	1,000,000	400,000	.....	.....	—	(Leased	to Erie Ra	ilway Co.)	273,054	37,604	3	100	.....
May 31, 1872	153.0	106.0	....	1,441	72	16	6	1,554	Northern Pacific.....Minn., Dak. &c.	13,292,142	1,908,838	601.394	.....	.....	50,000p.m	.....	.....	559.0		(No sta	tement pu	blished.)	—	100	.....
Sept. 30, 1872	59.4	7.0	13.1	—	20	16	6	642	Norwich and Worcester ¶..Conn. & Mass	2,463,988	*	84.706	109,188	2,364,400	759,000	35,526	731,947	66.4	410,089	372.841	346.367	771.602	298,228	10	100	125¾
Jun. 30 1872	113.0	32.0	14.6	—	21	27	12	394	Nova Scotia.....Nova Scotia.	6,976,268	*	110,464	.....	.....	6,976,268	110,464	.....	145.0	.....	194,167	242,210	328.841	Loss.	—	100	.....
Sept. 30, 1872	118.0	4.0	18.0	—	34	19	4	1,026	Ogdensburg and Lake Champlain...N. Y.	4,048,510	1,748,411	.....	.....	3,077,000	1,012,000	.....	.....	122.0	636,755	171.894	417,373	1,005,979	263,867	6	100	50
Dec. 31, 1872	10.0	2.0	3.8	—	2	—	—	96	Ogden Mine.....New Jersey.	452,994	*	.....	.....	450,000	.....	.....	.....	12.0	.....	.....	54,479	47,459	25,656	6	100	.....
Jun. 30, 1872	340.0	53.0	24.0	—	122	57	24	2,422	Ohio and Mississippi ....Ohio, Ind. & Ill.	34,470,752	*	.....	.....	24,080,000	10,111,850	228,962	.....	393.0	2,852,765	404,765	708,799	3,343,845	984,008	—	100	24¾
Oct. 31, 1872	120.0	3.0	53.7	—	32	19	5	528	Oil Creek and Allegheny River.....Penn.	8,554,547	1,008,331	.....	.....	4,959,450	3,680,000	.....	.....	123.0	749,668	559,926	676,500	1,295,554	461,831	6¾	50	10
Sept. 30, 1872	131.3	19.4	50.6	15.0	45	25	16	607	Old Colony and Newport..Massachusetts.	8,095,654	*	441,553	586,443	5,103,506	3,521,000	467,989	581,156	150.7	1,110,675	3,711,345	510,434	1,897,438	630,249	6¾	100	111
Dec. 31, 1872	9.9	2.9	3.1	—	...	33	—	—	Orange and Newark.....New Jersey.	1,078,555	*	.....	.....	290,300	736,000	73,852	.....	11.9	.....	2,984 817	.....	293,094	24,633	—	100	.....
Sept. 30, 1872	282.6	10.0	9.6	—	26	21	12	382	Orange, Alex. and Manassas Gap ¶....Va.	9,180,634	*	.....	.....	2,692,540	5,622,564	865,431	.....	292.0	713,252	196,894	161,434	988,371	403,598	—	100	.....
Dec. 31, 1872	25.0	—	1.7	200.0	—	—	—	—	Osage Valley and Southern Kansas...Mo.	600,000	.....	.....	.....	375,000	200,000	25,000	.....	—	(Leased	by Pacific	(of Mo.)R.	R. Co.)	35 p. c.	—	100	.....
Sept. 30, 1872	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	950,953	.....	.....	.....	300,000	612,100	27	.....	—	(Leased	by Rome,	Watertow	n & Osd.	RR.Co.)	—	100	.....
Sept. 30, 1872	35.0	—	46.7	—	11	12	4	258	Oswego and Syracuse .....New York.	1,114,844	330,270	.....	.....	1,144,400	180,000	.....	.....	35.0	232,069	171,932	232,801	364,880	73,878	2	100	.....
Dec. 31, 1872	35.0	—	1.6	100.0	2	1	1	10	Owensboro and Russellville...Kentucky	.....	.....	.....	.....	1,500,000	1,500,000	.....	.....	35.0	(In cours	e of cons	truction:	no return	s.)	—	100	.....
Dec. 31, 1872	283.5	15.5	39.1	—	—	—	—	—	*Pacific* of Missouri ¶.....Missouri.	.....	.....	.....	.....	7,000,000	(Assumed by Le	ssees.)	.....	—	(Leased	by Atlant	ic & Pacif	c R. R. C	o.)	5	100	37½
Dec. 31, 1872	63.5	—	3.6	101.5	7	4	2	77	Paducah and Gulf .....Kentucky.	3,261,312	*	980,220	89,430	2,924,150	1,000,000	406,812	.....	63.5	469,289	22,920	21,589	95,261	35,545	—	100	.....
Jun. 30, 1872	11.0	—	0.5	53.4	2	1	1	25	Painesville and Youngstown.....Ohio.	234.606	21,359	.....	.....	256,997	.....	.....	.....	11.5	(Under	construct	on: no ret	urns.)	.....	—	100	.....
Dec. 31, 1872	47.6	—	11.8	—	20	26	4	486	Panama.....New Granada.	10,000,000	*	.....	.....	7,000,000	2,998,177	.....	.....	47.6	.....	.....	.....	1,718,680	1,232,602	10¾	100	106
Dec. 31, 1872	76.0	33.0	6.2	—	7	5	3	246	Paris and Decatur.....Illinois.	2,800,000	*	.....	.....	1,000,000	1,200,000	.....	.....	109.0		(No	statement	furnished	.)	—	100	.....
Dec. 31, 1872	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	600,000	.....	.....	.....	630,000	.....	.....	.....	—	(Leased	by Erie R	ail'y Co.)	53,400	53,400	8¾	100	.....
Dec. 31, 1872	12.0	—	2.6	—	—	—	—	—	Paterson and Newark.....New Jersey.	896,162	.....	.....	.....	250,000	500,000	.....	.....	—	(Leased	by Erie R	ail'y Co.)	.....	35 p. c.	—	100	.....
Dec. 31, 1872	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	.....	.....	.....	248,000	100,000	.....	.....	—	(Leased	by Erie R	ail'y Co.)	30,178	30,178	6	100	.....
Feb. 28, 1873	67.3	—	3.9	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,676,000	.....	.....	.....	1,500,000	1,076,000	.....	.....	—	(Leased	by Tol. Wa	b. & Wtn.	Co.)	.....	—	100	.....
Dec. 31, 1872	22.0	—	1.8	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,692	.....	.....	.....	342,180	180,000	36,542	.....	—	(Leased	by United	Co.)	31,729	31,729	6	100	.....
Dec. 31, 1872	18.0	—	1.1	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	.....	.....	.....	800,000	375,000	.....	.....	—	(Leased	by N. Jer	Sth'n R.R.	Co.)	.....	—	100	.....
Dec. 31, 1872	165.0	—	10.0	40.2	4	4	2	45	Peninsular.....Mich. Ind. & Ill.	4,916,268	*	.....	.....	1,995,000	2,779,000	142,262	.....	165.0	.....	83.491	46,833	109,913	Loss.	—	100	.....
Dec. 31, 1872	354.9	69.0	346.9	—	593	292	112	11429	Pennsylvania .....Pennsylvania.	81,283,395	11,154,553	53,506,985	10,413,980	53,271,937	35,072,309	19,385,423	8,919,154	767 7	13,380,937	5,250,393	7,844,779	22,012,525	8,247,852	10	50	109
Dec. 31, 1872	47.0	15.9	57.0	—	23	8	—	2,840	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,987,500	.....	4,000,000	536,500	875,000	.....	47.0	.....	3,486	23,038	.....	.....	20	50	250
Dec. 31, 1872	22.5	—	1.2	—	—	—	—	—	Pennsylvania and Delaware..Penn. & Del.	1,200,000	.....	.....	.....	483,297	700,000	.....	.....	—	(Leased	to Penna.	R.R. Co.:	recently	opened.)	—	50	.....
Dec. 31, 1872	104.3	12.1	35.9	—	18	2	—	1,218	Pennsylvania and N. York..N.Y. & Penn.	5,086,426	628,814	.....	.....	3,061,700	3,000,000	.....	.....	146.6	.....	199,309	1,268,527	1,608,287	437,135	—	50	.....
Dec. 31, 1872	46.0	—	6.6	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	.....	.....	.....	1,200,000	600,000	.....	.....	—	(Leased	by Chic. R.	I. & Pac.	Co.)	125,000	8	100	.....
Dec. 31, 1872	83.0	—	11.6	—	12	7	4	181	Peoria, Pekin and Jacksonville...Illinois.	3,289,700	*	.....	.....	1,229,700	2,000,000	.....	.....	83.0	260,093	77,372	124,506	302,552	.....	—	50	.....
Dec. 31, 1872	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge..N. Jersey.	214,581	.....	.....	.....	57,200	100,000	57,381	.....	—	(Oper. by	Penna.	R. R. Co.)	.....	.....	—	100	.....
Dec. 31, 1872	64.0	18.0	8.0	—	12	9	5	120	Petersburg ¶.....Virginia	1,817,985	*	823,906	43,588	1,324,200	800,000	361,083	.....	82.0	228,000	44,392	57,238	288,944	133,551	—	100	.....
Oct. 31, 1872	46.0	—	6.0	—	9	7	3	95	Philadelphia and Balt. Cent. Penn. & Md.	1,806,209	177,474	.....	.....	220,606	2,000,000	63,413	.....	58.1	176,312	58,515	134,307	295,594	105,205	—	100	.....
Dec. 31, 1872	287.6	—	114.3	—	180	38	20	2,965	Philadelphia and Erie ¶.....Pennsylvania.	21,822,990	.....	2,248,093	.....	8,448,000	14,750,000	892,983	.....	287.6	2,912,351	839,793	2,028,568	3,980,753	946,319	—	50	38
Dec. 31, 1872	17.1	3.1	13.7	21.0	24	45	13	192	Phila., Germantown and Norristown..Pa.	1,146,538	368,262	500.793	.....	2,231,900	.....	.....	.....	23.6	(Leased	by Phila.	& Read'g.)	287,816	271,179	12	50	178½
Dec. 31, 1872	98.4	172.1	421.7	—	377	202	83	14138	Philadelphia and Reading..Pennsylvania.	45,922,674	*	24,888,327	2,675,906	34,246,175	33,120,804	4,172,014	1,968,004	706.0	7,248,778	6,383,991	9,573,405	12,125,038	4,823,300	10	50	114
Dec. 31, 1872	26.6	—	36.3	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,634,479	.....	329,626	.....	1,289,100	.....	.....	275,408	37.5	.....	1,561,080	1,124,640	1,759,758	.....	10	100	123
Dec. 31, 1872	96.3	3.8	139.1	—	64	103	49	1,295	Philadelphia, Wilm. and Baltimore..Penn.	11,890,736	*	2,318 906	178,595	11,484,750	1,990,500	455,851	660,478	197.7	1,968,818	1,747.195	449,780	2,814,274	1,188,614	8	50	112
Oct. 31, 1872	7.0	—	1.0	—	2	3	2	22	Pithole Valley.....Pennsylvania.	100,000	*	225,000	.....	225,000	100,000	17,132	.....	7.0	.....	9 800	12,854	20,488	Loss.	—	50	.....
Dec. 31, 1872	193.0	8.0	46.0	—	119	34	19	1,605	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	15,095,749	3,740,439	1,950,109	1,612,268	8,433,550	10,011,740	5,461,178	.....	201.0	3,160 500	606,902	1,429,115	3,856,549	799,501	—	50	.....
Dec. 31, 1872	468 3	—	156.3	—	243	96	54	5,559	Pittsburg, Ft. W. and Chic..P., C., L & L	35,835,286	*	.....	.....	22,214,286	13,621,000	17,230	.....	503.6	7,318,148	2,106,152	2,408,162	9,780,310	4,507,466	10	100	93¾
Dec. 31, 1872	14.0	—	3.1	16.0	3	2	1	45	Pittsburg, Virginia & Charleston.....Pa.	654,068	55,243	.....	.....	618,564	.....	.....	.....	14.0		(In opera	tion only	three mon	ths.)	—	50	.....
Oct. 31, 18 2	149.6	1.9	17.2	—	57	20	9	430	Pittsb'g, Washington & Dalton..Pa.& Md.	11,598,236	687,192	83,196	.....	1,960,682	4,780,000	3,463,294	.....	173.8	1,703,600	781,994	980,780	1,437,392	Loss.	—	50	.....
Sept. 30, 1872	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	450,000	.....	.....	.....	450,000	.....	.....	.....	—	(Leased	by Boston	& Albany	R.R. Co.)	27,000	6	100	.....
Jun. 30, 1872	—	—	—	178.0	—	—	—	—	Plymouth, Kankakee & Pacific..Ind. & Ill.	.....	.....	.....	.....	719,290	450,000	.....	.....	—	(Leased	by Pennsy	lvania Co.)	.....	.....	—	100	.....
Oct. 31, 1871	66.0	—	2.7	24.0	7	6	3	315	Port Huron and Lake Michigan.....Mich.	3,000,000	*	(To com	pletion.)	1,200,000	1,800,000	.....	.....	41.0	.....	41,988	55,029	142,580	92,102	—	100	.....
Nov. 30, 1872	60.0	—	3.5	50.0	5	13	3	92	Portland and Ogdensburg....Me. & N. H.	1,945,560	161,149	97,155	29,230	1,059,095	906,000	259,132	23,859	60.0	118,100	55.592	87,856	115,484	40,361	—	100	.....
Dec. 31, 1872	85.0	—	2.1	98.0	5	4	3	85	Portland and Ogdensburg.....Vermont.	1,652,000	*	.....	.....	.....	2,340,000	.....	.....			(Earnings	used in co	nstructio	n.)	—	100	.....
Dec. 31, 1872	27.5	—	2.8	—	2	1	1	22	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	218,500	.....	.....	27.5	17,215	2,880	6.375	14,221	.....	—	100	.....
Aug 31, 1872	52.5	—	3.3	—	6	10	4	113	Portland and Rochester.....Me. & N. H.	1,9 0,854	*	45,000	10,296	656,097	1,120,000	200,052	.....	52.5	141,640	120,009	60.790	181,561	38,078	—	100	.....
May 31, 1872	51.3	—	7.4	—	7	—	—	167	Portland, Saco and Portsmouth ....N. H.	1,600,000	*	.....	.....	1,500,000	.....	.....	.....	—		(Leased b	y Eastern	R. R. Co.)		10	100	116¾
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	110	Port Royal.....South Carolina.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	110.0		(Operated	for benefit	of contra	ctors.)		25	.....
May 31, 1873	71 0	—	4.9	39.0	—	—	—	—	Portsmouth, Gt. Falls and Conway. N. H.	2,270,000	*	.....	.....	770.000	2,000,000	.....	.....			(Leased b	y Eastern	R. R. Co.)		6	100	45
Sept.30, 1872	41.8	—	2.5	3.4	4	5	—	60	Poughkeepsie and Eastern....New York.	1,391,372	*	.....	.....	524,464	508,200	506,079	.....	41.8	53,514	70,018	10,40	53,079	14,038	—	100	.....

Sept. 30, 1872	42.4	1.0	44.1	—	27	20	6	919	Providence and Worcester..R. I. & Mass.	1,909,636	666,568	125,562	107,661	2,000,000	500,000	224,612	64,019	47.6	507,586	1,605,257	11	521,866	595,397	289,926	10	100	....
Nov. 30, 1872	13.6	—	3.1	—	3	3	3	11	Providence, Warren and Bristol.R. I. & M.	645,079	73,020	.....	.....	437,917	50,000	63,611	.....	13.6	44,096	415,776		16,367	105,555	51,456	3	100	....
Dec. 31, 1872	21.0	—	2.0	—	1	3	2	—	Queen Anne and Kent Co.... .....Md.	351,000	•	32,200	.....	260,000	289,000	2,600	.....	21.0	38,850	12,560		33,251	27,437	9,989	—	5	....
Dec. 31, 1872	41.7	—	1.4	88.3	3	2	2	46	Quincy, Alton and St. Louis.....Ill.	1,850,000	•	.....	.....	1,000,000	350,000	.....	.....	41.7	.....	.....		.....	96,600	.....	—	100	....
May 31, 1872	97.0	—	9.7	—	15	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	•	155,200	102,935	1,500,000	.....	92,150	166,085	97.0	.....	31,226		64,096	359,277	154,400	—	100	....
Jan. 31, 1873	44.0	—	3.0	60.0	4	3	3	40	Raleigh and Augusta Air-Line....N. Car.	1,134,211	89,785	.....	.....	876,000	350,000	.....	.....	44.0	.....	.....		.....	76,087	.....	—	100	....
Sept. 30, 1872	71.0	110.0	41.6	—	39	68	19	974	Rensselaer and Saratoga.....N. Y.	7,489,628	•	.....	.....	8,000,000	1,925,000	.....	.....	181.0	861,490	664,000		856,934	1,748,915	604,224	7	100	100
Sept. 30, 1872	140.5	55.2	16.7	—	26	17	10	272	Richmond and Danville ¶.....Virginia.	5,109,406	•	2,046,460	211,461	4,000,000	2,621,092	510,171	236,036	295.9	526,732	134,485		176,708	832,092	363,846	—	100	....
Sept. 30, 1872	75.5	11.4	6.2	—	12	6	4	139	Richmond, Frederick and Potomac ¶..Va.	2,622,927	•	116,339	263,282	1,509,826	882,899	43,417	559,604	89.9	200,899	.....		.....	351,919	145,919	—	100	....
Sept. 30, 1872	22.5	2.8	4.2	—	8	10	4	160	Richmond and Petersburg ¶.....Va. N.C.	1,158,214	•	55,836	30,224	847,100	326,296	93,377	37,528	46.8	107,159	118,189		42,228	160,319	45,945	—	100	....
Sept. 30, 1872	3.3	—	2.2	26.0	3	3	2	42	Richmond and York River.....Va.	1,266,640	•	.....	.....	650,000	615,640	.....	.....	38.3	.....	(No return		s obtain	ed.)	.....	—	100	....
Sept. 30, 1872	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,803	—	.....	.....	587,560	.....	.....	.....	(Leased	by Erie R	ailway Co.)		.....	.....	34,012	6	100	....
Jun. 30, 1872	251.9	25.5	27.0	—	33	15	7	915	Rockford, Rock Island and St. Louis..Ill.	15,490,570	•	.....	.....	6,490,579	9,000,000	.....	.....	316.5	.....	.....		.....	1,067,749	243,584	—	100	....
Jan. 30, 1872	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	•	.....	.....	250,844	.....	.....	.....	20.0	.....	(No info		rmation.)	.....	.....	16	100	....
Sept. 30, 1872	141.1	48.6	25.5	—	40	31	15	779	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	•	.....	.....	2,998,900	1,735,606	58,359	.....	215.2	675,016	441,909		336,440	1,150,764	282,106	7	100	80
Jan. 31, 1873	120.0	—	26.0	—	—	—	—	—	Rutland.....Vermont.	6,787,902	—	1,286,719	.....	6,641,300	1,701,000	1,180,628	.....	239.0	(Leased	to Central		Verm't.)	484,740	406,881	—	100	5
Jun. 30, 1873	225.0	—	24.0	34.0	19	...	...	....	St. Joseph and Denver City..Kan. & Neb.	11,188,220	420,925	279,044	8,293	4,000,000	7,000,000	734,425	157,067	225.0	.....	.....		.....	.....	.....	—	100	....
Dec. 31, 1872	54.0	5.0	6.1	—	9	15	6	93	St. Lawrence and Ottawa.....Canada	1,050,000	•	.....	.....	.....	250,000	.....	.....	59.0	.....	70,265		35,592	161,771	45,953	—	100	....
Dec. 31, 1872	189.0	15.0	29.0	—	13	9	7	553	St. Louis, Alton and Terre Haute.Illinois	11,768,400	•	.....	238,001	4,768,400	6,700,000	218,001	.....	56.0	860,130	149,499		416,215	507,019	220,002	—	100	11
Dec. 31, 1872	196.5	15.3	37.0	—	91	20	13	1,651	*St. Louis and Iron Mountain* ¶...Missouri.	14,555,951	1,951,989	1,088,796	153,733	10,000,000	5,461,900	.....	.....	210.8	935,393	557,575		633,574	2,146,689	687,639	8	100	39
Dec. 31, 1872	310.0	48.0	25.0	50.0	46	26	12	1,17	St. Louis & S. Eastern....Ill., Ky. & Tenn.	11,989,000	1,725,000	3,993,000	.....	11,000,000	5,807,000	.....	.....	220.0	.....	.....		.....	822,601	169,779	—	100	....
Dec. 31, 1872	15.0	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago....Ill	5,040,106	—	.....	.....	2,324,100	3,477,900	.....	.....	.....	(Leased	by Chicago		& Alton	R. R. Co.)	240,000	—	100	....
Jan. 31, 1873	353.0	—	17.6	—	88	38	19	1,551	St. L., Kansas City & Northern..Mo & Ia.	28,134,445	•	2,369,76	439,708	24,000,000	6,000,000	943,028	.....	581.7	2,893,281	423,957		517,528	2,780,820	748,139	—	100	....
Oct. 31, 1872	158.4	—	23.0	—	30	14	8	824	St. Louis, Vandalia & Terre Haute....Ill.	7,984,227	•	.....	.....	.....	.....	.....	.....	158.4	862,806	.....		.....	1,180,273	354,082	—	100	....
Dec. 31, 1872	267.9	175.0	16.0	251.0	30	14	9	289	*St. Paul and Pacific* (1st Div.).Minnesota	15,186 653	•	8,723,633	229,522	1,968,600	16,197,000	589,333	.....	283.0	462,489	235,279		152,556	682,560	.....	—	100	....
Dec. 31, 1872	121.0	—	8.0	—	18	6	4	194	St. Paul and Sioux City.....Minn.	4,550 900	•	179,798	54,019	4,000,000	.....	784,777	.....	121.0	344,883	75,461		136,127	424,398	99,668	—	100	....
Dec. 31, 1872	116.0	—	16.0	—	21	18	9	309	Sandusky, Mansfield and Newark ..Ohio.	3,244,500	•	.....	.....	937,500	2,307,000	.....	.....	160.0	.....	178,651		168,505	574,951	87,802	—	50	....
Dec. 31, 1872	237.0	110.0	15.4	61.0	21	19	6	342	Savannah, Albany and Gulf.....Ga.	7,592,283	•	525,789	1,171,804	4,479,677	3,242,200	1,571,999	.....	347.0	655,300	98,234		.....	983,966	339,539	—	100	....
Dec. 31, 1872	104.0	—	4.5	—	10	9	6	80	Savannah & Charleston.....S. Car. & Ga.	2,288,966	•	.....	.....	1,000,000	1,427,800	.....	.....	104.0	(No	statement		furnished	very s	mall.)	—	100	....
Feb. 28, 1873	80.0	—	8.0	—	15	7	5	203	Seaboard and Roanoke..Va. & N. Carolina.	1,488,400	•	.....	105,689	1,278,400	210,000	107,000	.....	80.0	235,679	26,309		162,532	566,619	266,335	8	100	....
Apr. 30, 1872	237.0	—	11.9	—	39	17	9	412	*Selma, Rome and Dalton*...Ala. & Georgia.	12,980,000	•	.....	.....	3,750,000	9,230,000	large	.....	237.0	.....	.....		.....	800,000	.....	—	100	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	•	.....	.....	1,389,000	1,423,000	10,000	.....	80.5	60,500	32,313		34,321	79,481	23,624	—	100	....
Nov. 30, 1872	32.0	—	2.0	—	2	2	2	70	Shenango and Allegheny ..Pennsylvania.	890 835	78,945	20,000	.....	199,000	780,000	.....	.....	32.0	40,500	16,170		16,220	58,850	32,395	—	50	....
Jun. 30, 1872	106.8	—	11.3	—	11	5	5	153	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,400	•	.....	.....	2,068,400	1,740,000	450,494	.....	157.8	.....	.....		.....	162,406	10,314	—	100	....
Dec 31, 1872	122.4	—	6.6	26.1	9	6	3	232	Sioux City and St. Paul....Iowa & Minn.	4,422 132	•	568,362	.....	2,800,000	1,740,000	.....	.....	.....	(Run by c	ontractors		; no returns.)	.....	.....	—	100	....
Sept. 30, 1872	153.0	—	9.2	—	...	...	...	....	South and North Alabama.....Ala.	7,491,76	•	.....	.....	3,488,067	4,903,000	.....	.....	181.0	.....	41,327		74,837	199,051	60,28*	—	100	....
Dec. 31, 1872	187.0	106.0	30.0	—	42	37	*	507	South Carolina ¶.....South Carolina.	9,594,828	•	2,019,176	306,086	5,819,276	4,730,346	236,736	71,474	243.0	856,782	207,344		260,707	1,401,211	545,105	—	100	....
Sept. 30, 1872	116.0	—	5.8	—	11	7	4	401	Southern Central.....New York.	3,450,055	287,305	.....	.....	1,783,021	2,288,000	89,881	.....	116.0	302,744	161,821		178,096	307,280	104,978	—	100	....
Sept. 30, 1872	57.0	20.0	20.0	—	19	35	7	114	South Side (L. I.).....New York.	3,166,551	648,925	.....	.....	1,090,000	2,250,000	386,782	.....	57.0	233,990	617,899		88,701	501,871	226,637	—	100	....
Aug. 31, 1872	167.5	—	9.5	—	12	6	5	243	Southern Minnesota .....Minnesota.	9,424,953	•	.....	.....	3,825,000	4,592,000	1,007,953	.....	165.5	.....	46,349		92,661	493,438	190,021	—	100	....
Dec. 31, 1872	170.0	—	8.5	552.0	14	28	5	245	Southern Pacific.....California.	11,500,000	•	.....	.....	8,404,600	5,750,000	.....	.....	170.3	.....	314,150		121,660	982,725	481,664	—	100	....
Jan. 30, 1872	228.0	—	11.2	—	12	16	4	260	Springfield & Ill. So. Eastern.....Illinois.	8,176,500	•	.....	.....	4,000,000	4,440,000	140,000	.....	.....	(Not in o	peration a	t date.)	.....	.....	.....	—	100	....
Sept. 30, 1872	81.0	—	17.0	—	16	18	8	378	Syracuse, Binghamton and N. York..N.Y.	3,906,297	•	.....	.....	2,064,000	1,670,000	129,414	.....	61.0	449,520	186,600		333,355	713,586	216,481	4	100	....
Sept. 30, 1872	26.0	1.0	3.1	16.0	3	6	2	40	Syracuse and Chenango Valley....N. Y.	1,165,062	61,965	.....	.....	1,063,400	500,000	229,99	.....	26.0	23,548	49,219		29 914	23,199	lo-s.	—	100	....
Nov. 30, 1872	79.7	25.6	20.0	—	36	21	9	782	Terre Haute and Indianapolis....Indiana.	2,807,213	•	1,583,484	191,840	1,988,150	800,000	616,344	1,173,143	99.5	.....	190,997		834,850	1,070,354	128,448	—	100	....
Apr. 30, 1873	66.0	—	6.0	1,741	12	6	—	73	Texas and Pacific.....Texas.	4,200,000	•	.....	.....	200,000	4,000,000	.....	.....	66.0	.....	.....		.....	346,001	85,042	—	100	....
Dec. 31, 1872	227.3	10.2	29.0	—	45	1	9	1,109	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	•	.....	.....	5,700,000	3,450,000	204,794	.....	237.5	1,192,831	.....		.....	1,316,106	368,093	—	100	....
Dec. 31, 1872	473.1	153.6	60.5	—	182	71	42	4,207	Toledo, Wabash and Western..O. I. & Ill.	34,683,000	•	.....	.....	16,000,000	18,683,000	.....	.....	955.7	5,196,661	637,050		1,349,052	6,008,978	1,578,182	—	100	39
Sept. 30, 1872	34.9	—	9.0	—	11	12	6	2.2	Troy and Boston.....New York.	1,934,146	378,41*	.....	.....	1,594,000	1,899,000	65,309	.....	55.3	190,548	282,76		191,122	516,563	212,097	2	100	....
Dec. 31, 1872	1 03.	—	100.0	—	151	93	36	2,409	*Union Pacific* ....Nebr. Utah Nev. & Col.	111,949,812	—	.....	.....	36,762,300	75,179,512	.....	.....	1,032.0	.....	165,688		.....	8,862,605	4,092,032	—	100	31
Dec. 31, 1872	166.0	—	60.0	—	24.	281	3	1,76.	United Companies of New Jersey..N. Jer.	22,450,928	•	13,216,919	427,838	18,990,627	17,615,608	797,661	472,456	455.9	3,905,741	7,580,795		2,636,804	8,286,226	2,261,060	10	100	123
Apr. 30, 1872	37.0	—	4.0	91.0	6	6	1	28	Utah Central.....Utah.	1,500,000	•	.....	.....	600,000	1,000,000	.....	.....	37.0	.....	.....		.....	360,612	206,586	—	100	....
Dec. 31, 1872	31.0	—	2.1	44.0	3	3	2	11	Utah Southern .....Utah.	1,000,000	•	.....	.....	400,000	660,000	.....	.....	31.0	.....	.....		.....	126,884	63,442	—	100	....
Sept. 30, 1872	74.8	—	13.4	12.2	14	15	7	125	Utica and Black River.....New York.	2,200 444	258,703	.....	.....	1,754,020	775,500	.....	.....	92.2	201,688	184,553		62,064	387,299	111,309	3	100	....
Sept. 30, 1872	98.0	22.0	14.0	—	17	15	7	62	Utica, Chenango and Susq. Valley..N. Y.	3,186 344	438,131	.....	.....	2,908,600	.....	.....	.....	120.0	228,887	246,101		178,749	424,792	82,248	6	100	....
May 31, 1872	47.0	25.5	9.3	—	—	—	—	—	Vermont and Canada .....Vermont.	3,000,000	—	.....	.....	3,000,000	.....	.....	.....	—	Leased	by Vermo		nt Central	R. R. Co.	at 8 p.c.)	8	100	45
May 31, 1872	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	•	.....	.....	5,000,000	6,500,000	.....	.....	773.0	.....	.....		(2 yrs.	8,497,442	493,487	—	100	....
Sept. 30, 1872	56.0	24.1	9.2	—	18	19	8	274	Vermont and Massachusetts..Mass. & Vt.	2,703,966	•	90,785	191,899	2,860,000	900,000	65 899	157,751	88.1	24 ,299	275,181		131,458	557,198	169,528	2	100	83
Feb. 29, 1872	140 0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	•	245,588	193,915	454,072	2,922,236	86,869	.....	140.0	181 288	82,372		49,431	408,220	102,915	—	100	....
Dec. 31, 1872	46 0	—	2.5	—	3	*	*	50	Vineland.....New Jersey.	1,826,191	•	.....	.....	998,005	750,000	78,187	.....	.....	(Leased	to N. Jer.		Southern	R. R Co.)	.....	—	100	....
Dec. 31, 1872	18.3	—	6.0	—	—	—	—	—	W ren.....New Jersey.	3,061,400	—	.....	.....	1,800,000	1,261,400	.....	.....	.....	(Leased	to D. L. &		W. R. R.)	525,749	215,353	7	100	80
Sept. 30, 1872	44.0	—	2.0	281.0	4	6	3	65	Washington and Ohio .....Virginia.	1,435,176	128,577	128,778	.....	900,700	130,400	321,248	340,178	44.0	81,361	27,693		19,418	81,285	7,948	—	100	....
Aug. 31, 1872	132.0	28.0	15.5	—	26	16	8	247	Western Alabama.....Alabama.	4,822,62*	558,272	342,900	662,535	2,006,324	3,169,900	561,500	626,604	160.0	421,880	101,742		.....	626,504	150,584	—	100	....
Dec. 31, 1872	183.0	—	11.0	—	59	18	12	921	Western and Atlantic.....Georgia.	Owned by Sta e		of Georgi	a & lease	d to a co	mpany for	$300,00	0 a year.)	138.0	.....	.....		125,932	1,590,245	66,587	—	100	....
Sept. 30, 1872	60.0	—	5.2	13.0	10	10	6	125	Western Maryland ¶.....Maryland.	2,366,392	•	208,500	17,069	692,.9.	1,800,000	109,089	.....	60.0	217,760	134,655		73,841	197,707	7,038	—	5.	....
Dec. 30, 1872	57.1	27.6	14.6	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,846,005	—	.....	.....	1,022,450	1,800,000	1,023,555	.....	—	(Leased	to Pennsy	lvania R.	R. Co.)	.....	.....	—	5.	....
Dec. 31, 1872	60 7	—	16.2	—	18	6.	5	177	West Jersey.....New Jersey.	2,255,355	•	1,486,466	178,462	1,359,700	2,398,000	162,583	.....	128.9	380,555	642,728		28,443	664,777	291,363	8	100	100
Mar. 31, 1873	197.0	—	10.0	—	26	14	10	600	West Wisconsin.....Wisc.	8,640,000	•	.....	.....	4,000,000	4,640,000	.....	.....	165.0	.....	.....		.....	549,645	263,329	—	100	....
Dec. 31, 1872	32.0	—	1.0	28.0	3	5	2	24	Wheeling, Pby. & Balt.....W. Va. & Pa.	579,642	—	.....	.....	500,000	.....	79,642	.....	32.0	39,328	53,175		11,638	48,164	480	—	50	....
Sept. 30, 187.	189.6	—	6.0	—	18	14	6	234	Wilm. Colum. and Augusta..N. C. & S. C.	3,971,781	381,117	51,244	.....	200,000	3,800,000	304,142	.....	172.0	.....	.....		.....	591,046	226,498	—	100	....
Oct. 31, 1872	68.6	—	9.5	—	21	6	5	124	Wilmington and Reading.....Pennsylvania.	2,644,078	255,151	82,892	.....	750 66	2,332,300	108,610	.....	63.6	230,554	182 868		264,573	228,778	21,667	—	50	....
Sept. 30, 1872	162.0	19.0	9.5	—	3.	31	—	324	Wilmington and Weldon ¶...N. Carolina.	3,004 044	•	61,436	296,398	1,456,200	1,619,100	77,042	299,531	181.0	519,184	124,996		.....	635,871	230,833	—	100	67
Dec. 31, 1872	130.9	—	3.0	201.0	16	6	2	300	Wisconsin Central .....Wisconsin.	4,120,000	•	.....	.....	1,667,500	1,591,500	.....	.....	.....	.....	.....		.....	131,793	63,778	—	100	....
Sept. 30, 1872	46.7	—	11.8	—	17	11	5	411	Worcester and Nashua.....N. H. & Mass.	2,212,144	•	85,701	48,143	1,425,400	310,300	36,515	573,774	48.7	359,641	381,954		368,042	687,359	195,458	12	100	124
									CANALS, &c.																							
May 31, 1872	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	•	258,967	.....	1,880,800	1,997,872	.....	.....	12.5	.....	.....		.....	419,222	231,718	4	60	....
Dec. 31, 1872	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,508,309	•	.....	.....	8,229,594	8,065,500	.....	.....	184.5	.....	.....		.....	.....	.....	—	25	....
Dec 31, 1872	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	•	.....	.....	1,633,350	800,000	.....	.....	—	(Leased	to Lehigh		Coal and	Nav. Co	mpany.)	8	50	97
Dec. 31, 1872	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,339,210	725,551	20,935,240	.....	15,000,000	13,000,000	.....	.....	108.0	.....	.....		1,869,557	86,970	1ose.	10	100	117
Dec. 31, 1872	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	•	.....	.....	5,847,400	.....	.....	.....	65.8	.....	.....		.....	957,567	388,170	10	100	....
Dec. 31, 1872	45 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	•	.....	.....	8,784,580	15,767,656	.....	.....	108.0	.....	.....		1,041,891	506,060	32,570	—	50	88
Dec. 31, 1872	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,146,039	—	.....	.....	1,004.15*	110,000	8,064	.....	85.0	.....	.....		2,059,984	196,149	159,121	9	80	....
Feb. 28, 1873	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,432,474	•	.....	.....	2,2 0,000	1,125,129	.....	.....	103.0	.....	.....		.....	322,762	30,194	7	80	49
Dec. 31, 1872	73.0	64 0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	8,093,380	•	.....	.....	4,457,150	2,588,000	1,043,200	.....	300.0	.....	.....		.....	997,573	566,164	loss.	—	24
Dec. 31, 1872	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,285,573	271,467	.....	4,885,798	8,576,532	267,198	.....	108.3	(Lease to	Ph. & R'g.)		1,200,181	849,362	634.169	1	80	12
Dec. 31, 1872	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	—	.....	.....	2,092,706	2,757,317	165,811	.....	45.0	(Lease to	Ph. & R'g.)		428,393	99,161	51,241	—	80	12
Dec. 31, 1872	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	2,907,850	—	.....	.....	2,907,850	300,000	85,000	.....	84.0	.....	124,969		.....	44,862	200	—	80	....
Dec. 31, 1872	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	3,030,344	•	.....	.....	1,100,000	748,000	295,219	.....	.....	(Leased	to Pennsy	lvania.)	.....	.....	.....	—	50	....

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:	$	p c	p c	p. c.
Atlantic and Great Western, pref.	10,000,000	7	...	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	...	....
" " " guar.	276,200	7	...	....
Atlantic and Pacific, preferred	10,000,000	7	...	14
Atlantic and St. Lawrence,* guar.	3,994,900	4	4	....
Baltimore and Ohio,* preferred.	3,552,800	6	5	105
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar.	1,150,500	7	7	87
Camden and Amboy,* guaranteed.	5,847,800	10	10	123
Camden and Atlantic, preferred.	763,549	7	3½	82
Cayuga and Susquehanna,* guar.	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed	789,600	7	7	....
Central of New Jersey,* guar.	20,000,000	10	10	105½
Central Ohio,* preferred	411,550	6	6	90
Chemung,* guaranteed	380,000	6	6	....
Cheshire, preferred	2,153,200	7	5	79½
Chicago and Alton, † preferred	2,425,400	...	10	107
Chicago, Iowa & Nebraska,* guar.	3,916,300	...	8	95½
Chicago and North-Western, pref.	21,289,563	7	7	59½
Cinc., Sand. and Cleveland, pref.	429,000	6	6	28
Cleveland and Mahoning,* guar.	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.	11,236,150	7	7	88
Cumberland Valley, 1st preferred.	241,900	8	8	....
" " 2d preferred.	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	8	...	....
Dubuque and Sioux City,* guar.	5,000,000	...	5	65
Dubuque South-Western, pref.	590,315	8	...	....
Eastern (N. H.) * † guaranteed.	492,500	...	6	65
Elmira, Jeff. and Canad. * guar.	500,000	5	5	....
Elmira & Williamsp't, pref. & *guar.	500,000	7	7	76
" " com. & *guar.	500,000	5	5	....
Erie Railway, preferred	8,538,910	7	7	61
Erie and Pittsburg,* guar.	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	...	...	....
Hannibal and St. Joseph, pref	2,167,700	7	7	32
Harrisburg and Lancaster,* guar.	1,182,550	7	7	102
Housatonic, preferred	1,180,000	8	8	97
Huntington & Broad Top Mtn, pref.	190,750	7	...	32
Jeff., Mad. & Indianapolis,* guar.	2,000,000	7	7	....
Joliet and Chicago,* guar.	1,500,000	7	7	35
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref.	961,000	9	9	....
Marietta and Cincinnati, 1st pref.	3,101,650	6	...	16
" " 2d pref.	4,436,250	6	...	9
Mich. Southern, (Lake Shore) guar.	533,500	10	10	....
Mill Creek,* guaranteed	323,375	10	10	....
Milwaukee and St. Paul, preferred.	10,825,777	7	7	50
Mine Hill,* guaranteed	3,856,450	8	8	104
Montclair,* guaranteed	2,000,000	7	...	....
Morris and Essex,* guar.	15,000,000	7	7	95
Nesquehoning Valley,* guar.	2,000,000	10	10	110
Newark and New York,* guar.	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed	7,295,200	10	10	123
New London Northern,* guar.	971,400	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	127
" " *com. & guar.	8,500,000	8	8	128
Niagara Br. & Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.), preferred.	105,000	8	8	....
Northern New Jersey,* guar.	1,000,000	8	8	....
Norwich and Worcester,* guar.	2,823,400	10	10	125½
Ogdensburg & Lake Champ.,* guar.	3,077,000	7	7	5
" " pf. & *guar.	2,000,000	8	8	83½
Ohio and Mississippi, preferred.	4,030,000	7	7	47½
Oswego and Syracuse,* guar.	1,144,400	9	9	....
Panama, guaranteed	7,000,000	12	12	108
Paterson and Hudson,* guar.	630,000	—	8½	....
Pemberton and Hightstown,* guar.	342,000	6	6	....
Peoria and Bureau Valley,* guar.	1,200,000	8	8	....
Philadelphia and Erie, preferred.	2,400,000	...	...	....
Phila., Germant'n & Norrist'n,*guar.	2,231,900	12	12	178½
Philadelphia and Reading, † prof.	1,551,687	—	10	....
Philadelphia and Trenton,* guar.	1,350,100	10	10	128
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	93½
Pittsfield and North Adams,* guar.	400 000	8	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	116½
Rochester & Genesee Valley,* guar.	857,580	...	...	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	34½
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	...	38
St. Louis, Jacksonv. & Ch., pf.* & guar.	1,054,100	7	...	....
St. Louis, Kansas City & Nor., pref.	12,000,000	...	—	20
Schuylkill Valley,* guaranteed	676,000	5	5	....
Shamokin V. & Pottsville,* guar.	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref.	1,700,000	7	—	....
" " 2d pref.	1,000,000	7	—	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	71
Warren,* guaranteed	1,800,000	7	7	....
Canal Stocks.				
Delaware Division,* guar.	1,633,350	8	8	....
Delaware and Raritan,* guar.	5,847,500	10	10	....
Morris, preferred and * guaranteed.	1,176,000	10	10	122½
" com. and * guar.	1,680,000	4	4	49½
Sel oylkill Navigation preferred.	3,808,977	6	6	35½

New York Stock Exchange.

Actual Sale Prices for the week ending May 6.

	Th.30.	F.1.	Sat.2.	M.4.	Tu5.	W.6.
Boston, Hart. & Erie	1½	1½	1½	1½	1½	1½
Canton Co	....	....	....	....	....	....
Central Pacific	....	....	....	....	....	....
Central Pacific 6s	94½	....	94½	94½	....	94½
Central of N. Jersey	105½	....	105½	105½	105½	105½
Chesapeake & Ohio 1 m	....	....	....	....	....	....
Chicago & Alton	102½	103	....	....	102½	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Ins. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	102½	103	103	....	....	102
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	46	46½	45½	42½	42	42½
" pref.	66	....	65	62½	60	59½
" 1st M.	....	101½	....	....	....	101½
" S. F.	....	....	....	103½	....	....
" Consol.	90	....	....	....	....	88½
Chic., Rock Isl. & Pac.	99½	99½	98½	97½	97½	99½
Chi., R. I. & Pa. 7s, 1890	....	....	....	105	....	....
Clev., Col., C. and Ind.	....	....	....	....	....	64
Clev. & Pittsburg guar.	88	88½	....	88	88½	88
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	90	....	....	90	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi. & Ind. C.	21½	22	21	18½	19½	19½
" 1 M.	83	83½	....	....	....	....
" 2 M.	....	....	....	....	....	....
Del. & Hudson Canal	116½	117	....	....	....	....
Del. Lack. & Western	106	106½	106½	106½	106½	107
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Erie Railway	34½	35	35½	34½	34½	34½
" pref.	....	....	61	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	100	99
" 3 M. 7s, 1883	....	....	....	....	98½	98
" 4 M. 7s, 1880	94½	....	....	95	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
" 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	....	x77½
Hannibal & St. Joseph.	30	30½	29½	28½	28½	....
" pref.	30½	....	....	33	32	....
" 8s, conv.	80	....	....	79½	79½	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	105½	105
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	101½	....
" 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th.	76½	77	76½	75½	74½	74½
Marietta & Cin. 1st pref.	16	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	78½	....	....	77	75½	75
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	....	....	....	101x	101½
" 2 M.	103	....	....	99½x	....	....
Milw. and St. Paul	37½	37½	36½	32½	32½	33½
" pref.	....	....	....	53	48	50
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	....	....	....	....
" 7 3-10s con.	....	....	....	....	....	....
" 7s, gold	....	....	....	....	....	....
Missouri 6s	94½	....	....	90	....	....
" H. & St. J. ins.	91	....	....	92	....	93
Morris and Essex	94½	....	....	94½	....	95
" 1st mort.	103½x	....	....	....	....	....
" 2d mort.	101	....	....	100½	....	....
N. Y. Cen. & Hud. Riv.	98½	98½	98	97½	97½	96½
" 7s, S. F. 1876-100	....	....	....	....	101	....
" 6s, S. F. 1883	91½x	....	....	....	92	....
" 6s, S. F. 1887	....	....	94	....	....	....
N. York and Harlem	120½	....	126	128	....	128
" pref.	....	....	....	....	....	....
" 1 M. 7s	102½	....	103½	103½	103½	....
N. York N. Hav. & Hart.	132½	132	....	....	....	131
N. Carolina 6s, old	....	20½	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss.	26½	26½	25½	24½	24½	24½
" pref.	49½	....	....	....	....	47½
" 2d M.	75	....	....	....	....	73
Pacific Mail S. S. Co.	44½	45½	44½	43½	42½	43½
Panama	106	107	107	....	106	....
Pitts., Ft. W. & Chi. gtd.	....	93½	93½	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	94½	....	....
Quicksilver Mining Co.	23	24	....	....	....	....
St. L., Alton & T. H.	11	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	101	101	....	....	....	100
" 2 M. pref.	....	....	....	....	....	88
" Income bds.	....	....	....	....	....	....
Tennessee 6s, old	84	....	....	84	83	82½
" new	....	....	....	....	83½	82
Tol., Wab. & Western	40½	41½	40½	38½	39½	39½
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M.	88	....	....	84x	....	....
" Equipment	....	....	68x	....	....	....
" St. Lou. Div.	....	....	80	80	80	....
Union Pacific	34	34½	34½	32½	31½	31½
" 1st mort.	86½	86½	84½	85½	85½	86
" L. Gt. 7s	80	79½	80	....	80½	80½
" Inc. 10s	87½	....	....	....	86	86
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol.	....	....	....	....	....	51
" def. cert.	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending May 6.

	Th.30.	F.1.	Sat.2.	M.4.	Tu.5.	W.6
Federal Stocks:—						
U. S. 5s, 10-40s, reg.	....	....	....	....	....	....
U. S. 5s, 10-40s, coup.	115½	115½	115½	115	114½	....
U. S. 5s, 1881, reg.	....	....	115½	115	....	....
U. S. 5s, 1881, coup.	117	115½x	115	115½	....	115
U. S. 6s, 1881, reg.	120½	119½	....	119½	119½	....
U. S. 6s, 1881, coup.	....	....	....	121½	121½	....
U. S. 6s, 5-20s, reg. '62	115½	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	....	115½x	115½	115	....	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	120½	117½x	....	117	....	....
U. S. 6s, 5-20s, reg. '65	116½	....	....	....	116½	....
U. S. 6s, 5-20s, c. 1865	121½	....	116½x	118	117½	....
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	119½	119
U. S. 6s, 5-20s, c. n '65	120½	119½	119½	119½	119½	119½
U. S. 6s, 5-20s, reg. '67	120	....	119½	....	....	....
U. S. 6s, 5-20s, c. 1867	120½	120½	....	120	120½	120½
U. S. 6s, 5-20s, reg. '68	....	....	....	....	119½	....
U. S. 6s, 5-20s, c. '68	120½	120½	....	....	....	119½
U. S. 6s, Pac. R. R. issue	116½	....	....	....	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 5.

	W.29.	Th.30.	F.1.	Sat.2	M. 4.	Tu.5.
Catawissa preferred	....	....	....	....	....	....
" 7s, new	....	....	....	....	....	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '80	....	....	97x	....	97	97
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	43½	43½	44½	45½	44½	44½
" 6s, 1884	93	....	....	....	....	94
" Gold L.	96	96½	96½	96½	97	97
" R. R. L.	....	....	....	....	....	....
" Conv. L. '77	....	....	....	....	....	....
Lehigh Valley R. R.	60½	60½	60½	60½	61	60½
" 6s new coup.	....	100½	....	....	....	....
" 6s new reg.	....	....	....	....	....	....
" 7s	103½	103½	103½	103½	....	....
Little Schuylkill R. R.	46½	46½	....	46	46	46½
" 7s	....	....	....	....	....	....
Minehill	53½	53½	53	52	....	....
Morris Canal	49½	....	....	....	....	....
" pref.	122½	....	....	....	....	....
North Pennsylvania	....	45	....	....	....	....
" 6s, 1885	....	....	....	....	100	100
" 10s, 1887	....	....	....	....	98½x	....
Northern Central	....	....	....	....	....	....
Oil Creek & Alleg. Riv.	10½	8	8	8½	7	5
" 7s	....	....	....	....	....	40
Pennsylvania R. R.	52	51½	52½	50½x	50½	50
" 1st M.	101½	101½	....	....	....	....
" 2d M.	99½	....	99½	99½	....	99½
" Gen. mort.	....	....	....	....	....	92½
" reg.	....	....	....	....	....	90
Penn. State 6s, 1st series	....	....	....	....	....	....
" 6s, 2d series	106	106½	....	....	....	106½
" 6s, 3d series	....	....	....	....	....	....
Philadelphia City, 6s	....	....	....	....	....	101½
" new	103½	103½	104	104	104	104
Philad., Germ. & Nor.	89½	....	....	....	....	....
Phila. & Reading	57	57	57	57	57	57
Philadelphia and Erie	19	....	....	....	....	....
" 6s	....	90	....	....	....	....
" 7s	....	....	....	87	....	....
Phila., Wilm. & Balt.	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	12½	....	....	....	....	....
" 6s, 1882	....	....	....	....	77½	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	77
United Co. of N. Jersey	....	122½	123	....	....	123
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
3d and 3d streets	....	61	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	22	22	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 5.

	W.29.	Th.30.	F.1.	Sat.2	M.4.	Tu.5
Baltimore City 6s, 1875	98	....	....	98½	98½	98½
" 1886	....	....	....	....	99½	....
" 1890	99	99½	99½	99½	99½	99½
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	167	167	....	....	....	....
" bonds, 1875	100	100	....	....	....	....
" " 1880	....	99	....	....	....	....
" " 1885	97½	....	....	....	97½	....
Central Ohio	....	....	....	....	....	43
" 1st mort.	89	....	89	....	....	89½
Marietta & Cin. 1st M.	101½	101½	101½	101½	101½	101½
" 2d M.	92½	....	89½x	89½	89	....
" 3d M. 8s	....	77½	77½	....	....	....
Northern Central	....	....	....	....	....	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	....	....	89½	89½	....	....
N. W. Va. 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	50½	....	....	....	....	53
" Defer. Certif.	11	....	....	....	....	....
City Passenger R. R.	16	16	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending May 6.

	Th.30.	F 1.	Sat.2.	M 4.	Tu.5.	W.6
Boston and Albany	136¼	136	....	135	135	....
Boston and Lowell	....	....	106¼	....	....	107
Boston and Maine	106x	....	105	105¼	106¼	106¼
Boston and Providence	....	....	147¼	....	....	148
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s	26¼	26	26	25¾	26¼	....
Cheshire, pref.	....	....	....	....	....	....
Chi., Burl. & Quincy	....	....	102¾	102¾	....	102¼
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	66	....	....	67	....	67¼
Fitchburg	125	125	....	....	....	125
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	79	....	....	78¼	....	76¼
Northern, N. H.	....	....	107¼	....	....	....
Ogdens. & Lake Champ.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
Old Colony	112	112¼	111¾	111¾	111	
Ph., Wil. & Baltimore	56	56	56	56	....	
Portl'd, Saco & Ports.	116	....	116¼	....	....	....
Union Pacific	....	....	....	....	....	....
" 6s	....	....	....	84¼	....	....
" Land Grant 7s	....	....	....	....	....	73
" Income 10s	84¼	85¼	85	....	....	84¼
Vermont & Canada	....	....	....	....	....	....
Vermont & Mass.	83¾	83¼	....	....	....	83¼
South Boston (Horse)	....	....	....	....	....	....
Cambridge "	....	....	99¼	....	....	....
Metropolitan "	47	....	....	....	....	....
Middlesex "	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls "	22	....	21¾	....	....	....
Franklin "	....	....	....	....	....	....
National "	....	....	....	....	....	....
Quincy "	37	36¾	37	37	36¾	36¼

London Stock Exchange.

	Closing Prices.— April 17.	April 24.
Atlantic & Gt. W. 1st mort., $1,000	60 — 62	58 — 60
Do. 2d mort., $1,000	40 — 42	37 — 39
Do. 3d mort., $1,000	19¼— 20¼	18 — 19
Do. Con. mort. B'nds Bisch's Cert.	22 — 24	20 — 22
Do. Leas. Lines, Rental Bonds	71 — 74	71 — 74
Do. 1873	60 — 65	60 — 65
Do. 8 p. c. Scrip, West. Exten.	85 — 87	85 — 87
Detroit & Milwaukee 1st mort. Bonds	65 — 70	65 — 70
Do. 2d do.	50 — 55	50 — 55
Erie shares 100 dol. all paid	32¼— 33	30¼— 31
Do. 6 per cent Convertible Bonds	95 — 97	94 — 96
Cons. Mort. amount autho. to be issued for conv. of existing bonds	90 — 92	88 — 90
Illinois Central $100 shares all paid	92 — 93	90 — 92
Do. Redemption mort. bonds 6 p.c.	98 —100	98 —100
Illinois & St. Louis Bridge 1st mort.	98 —100	98 —100
Marietta and Cincinnati Rail. Bonds	95 — 98	95 — 98
Michigan Central 8s 1882, conv.	88 — 92	88 — 92
Panama General mort.	95 — 97	95 — 97
Pennsylvania, General mort.	98¼— 99¼	98¼— 99¼
Do. $50 shares	45 — 47	45 — 47
Philadelphia and Erie 1st mort.	94 — 96	94 — 96

American Railroad Journal.

Saturday, May 9, 1874.

Stock Exchange and Money Market.

Money has been more active, since our last. The speculative demand has been more urgent. Lenders have found less difficulty in placing balances, and rates have been rather firmer, ruling generally at 4@5 per cent on call to the more prominent Stock Exchange houses. To the larger dealers in the public funds, advances have been made to the full extent of their moderate requirements at 3@4 per cent. The discount market has been comparatively quiet, with the best grades of business paper quoted at from 6@7 per cent per annum. The City banks, in their last weekly statement, were $85,200 lower on their deposits and $1,849,200 on their loans and discounts, than the week before. The legal tender notes were increased $1,093,400, and the specie reserve $1,303,200. The circulation was contrated $12,000. The U. S. Sub-Treasury at this port has gained considerably in the line of its currency reserve, while reducing its coin hoard mainly through May interest disbursements. The U. S. Sub-Treasury in this city closed the week with a currency balance of $38,288,829 against $37,588,214 the preceding week; and a coin hoard of $56,650,988 against $57,117,244 on the previous return. The City bank exchanges, during the week, were $491,427,114, or a daily average of $81,904,519. The customs revenue of the port, during the week, was $2,122,558 of which $1,998,559 were in coin certificates. The City banks reported their average of gold last week at $24,639,600, and their greenback average at $55,888,000. Their deposits stood at $234,401,500. The loan item was about 286⅝ millions. The circulation was $26,889,600.

The receipts of the U. S. Sub Treasury at this port from all sources, in April were $35,212,648, including $9,819,441 from customs; disbursements on all accounts, same time, $38,466,102; including $2,373,044 of coin interest on the public debt.

The sales of gold for May will be as follows; On the first and third Thursdays $1,500,000 each day, and on the second and fourth Thursdays $1,000,000 each day, making $5,000,000 in all.

The Treasury will be called upon to make provision for the pension payments due June 1, which will amount to about $7,500,000.

The disbursements of the Treasury Department in April, exclusive of the principal or interest of the public debt, were $13,171,163.

The cash balances of the Treasury Department on Wednesday were: Currency, $7,898,956; special deposits of legal tender for redemption of certificates of deposit, $52,615,000; coin, $89,712,470; including coin certificates, $35,332,600.

The outstanding amount of legal tender notes is yet 382 millions; and of National bank circulation 349 millions.

Government has received about 83¼ millions from internal revenue, thus far in the current fiscal year.

Gold has been depressed and quoted lower, closing weak. The speculative inquiry has been less active. The free coin interest disbursements of the Treasury office, and the Government Gold sale announcement for May tended to check speculative dealings. The export demand fell short of the anticipations of the operators for a rise. The customs drain was moderate. The extremes of the price have been 112@118⅛, closing at 112⅛ as against 113⅛ on Wednesday of the preceding week. The specie outflow, last week, was $889,384. The imports of specie at this port since Jan. 1, have been $1,263,625, against $1,097,018 same time last year. The customs demand for Gold last week averaged $363,834 a day. Foreign Exchange has been in less demand and has been quoted rather less firm. Bankers' sixty day bills on London closed on Wednesday at $4 87@4 88; sight bills on London, at $4 90@$4 91. The week's exports of Domestic Produce have been to the currency value of $5,736,888.

Government securities have been moderately active, but at rather lower currency prices, influenced, mainly, by the depression in Gold. U. S. sixes of 1881 closed on Wednesday of this week at 121⅛@122; U. S. Five-Twenties of 1862, 115@115⅛, ex May coupon; U. S. Five-Twenties of 1864 at 116⅞@117⅛; U. S. Five-Twenties of 1865, 117⅞@118⅛; U. S. Five-Twenties of 1865 consolidated, 119¾@119⅝; U. S. Five-Twenties of 1867, 120¼@120½; U. S. Five-Twenties of 1868, 120@120½; U. S. Ten-forties at 114¾@115; U. S. Fives of 1881, (Funding Loan) 115@115¼; Six per cent. currency Sixes from 116½@116¾.

State and Railway bonds have been in moderate request since our last, at about previous prices, in the leading instances. Central Pacific first mortgage six per cents have been in demand, closing at 94½@95; Western Pacific sixes, 87½@87¾. Chesapeake and Ohio First Mortgage Bonds, Six per cents, have been inactive, and quoted at from 51½@52½. Railway and miscellaneous share property has been very freely dealt in, but generally at much lower, and very irregular figures; the speculation having been mostly of a decidedly bearish temper.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $6,537,995, against $6,970,380 same week last year. The exports of domestic produce are $5,736,887, as against $7,513,679, last year. The exports of Gold and Silver, $889,334, as against $401,318 last year. The customs in Gold deposited during the week in the New York Office of the Treasury amounted to $2,185,700, as against $2,216,614, same week last year.

General business fairly active, in the line of domestic produce, but at variable and at the close easier rates. Foreign merchandise has been moderately sought after at about previous figures. The Metal trade has been without improvement, notwithstanding the more favorable foreign advices. Iron has been quite dull and more or less nominal in the local market Eglinton Pig Iron quoted at $34 50@$36. Glengarnock, $37 50@$38; Coltness, $39@$39 50; No. 1 American Pig at $35; No. 2 do. at $31@$33; Forge, $29@$31; English Rails at $55@$60, gold; American Rails at works, $60@$65; Old Rails, $40@$41. Wrought Scrap, $40@42 50. The Ocean freight market has been moderately active at stronger rates on grain shipments. The cotton trade of the week was light in receipts, owing to high water in the lower Mississippi and its tributaries. Only 4,300 bales were received at New Orleans, and 29,800 at all the ports. The clearances to foreign markets were 65,800 bales. The total crop receipts, to date, now stand 3,553,000 bales, against 3,258,000 last season, and 3,623,000 bales the big crop year, 1870-'71. The amount thus far marketed abroad is 2,495,000 bales, against 2,168,000 bales, to date last year.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—St Louis, Kansas City and Northern pref., 20; Atlantic and Pacific R. R. pref., 14; St. Louis and Iron Mt. R. R., 83⅜; do. 1st mort., 94; N. Y., Prov. and Boston R. R., 125½; Pacific R. R. of Mo., 87¾; do. 1st mort., 78½; do. 2d mort., 70; Rome, Watertown and Ogdensburg R. R., 80; Clev., Col., Cin. and Ind. 1st mort., 99½; New York Central 1st mort., 106; Michigan Central 7s, 95¼; Canada Southern 1st mort., 54½; North Missouri 1st mort., 83½; Albany and Susquehanna R. R., 94½; do. 1st mort., 103½; do. 2d mort., 97½; Chicago and Northwestern consol. gold bonds, 84; Del. and Hudson canal reg. 7s, 1884, 106; do. 1891, 106; Boston, Hartford and Erie 1st mort., 25⅝; St. Louis, Jacksonville and Chicago 1st mort., 93½; Morris and Essex 7s, 1871, 92; Buffalo and Erie 7s, new, 97; Joliet and Chicago 1st mort., 108½; Central of New Jersey 7s, 1902, conv., 100; Chicago and Milwaukee 1st mort., 94¼; Long Dock bonds, 98½; Union Paci-

fic S. F. bonds, 71; Milwaukee and St. Paul 1st mort. LaC. div., 88; Louisville and Nashville 7s, consol., 1898, 87½; Cedar Falls and Minnesota 1st mort., 80; Del., Lack. and Western 7s, conv., 104½; Am. Dock and Imp. 7s, 100; Toledo, Peoria and Warsaw 1st mort., E. D., 79; Ohio and Miss. 7s, consol., 90; do. consol. S. F., 91½; Toledo, Wabash and Western 7s, consol., 72; Gt. Western 1st mort. 1888, 92¾; Western Union Telegraph, 71⅝; Am. Dist. Tel., 49¾; Spring M. Coal, 72; Consol. Coal of Md., 39½; Am. Exp., 63; U. S. Exp., 67¾; Adams Exp., 98¾; Wells-Fargo Exp., 76; Tennessee 6s, old, ex-coupon, 64½; N. Y. State 7s, B. L. coupon, 107¾; do. reg., 107¾; South Carolina 6s, new, Jan. and July, 7¼; Rhode Island 6s, 102¾; Ohio 6s, 1886, 106; Missouri 6s, Asylum bonds, 92; Brooklyn 6s, W. L., 95¼.

Philadelphia.—Phila. and Reading 7s, new, conv., 107; do. Gen'l mort. 7s, coupon, 104; do. reg., 104; Delaware R. R. 6s, 98½; Ithaca and Athens 7s, 99¼; Philadelphia and Reading C. & I. mort. bonds, 90; Huntingdon and Broad Top Mt. 1s, mort., 102; do. 2d mort., 96; do. 7s, consol., 63; Pennsylvania and New York 7s, 103½; Susq. Canal 6s, 73; Shamokin Valley and Pottsville 7s, 92; Lehigh Nav. Conv. gold loan, 97; Schuylkill Nav. 6s, 1895, 74; West Jersey 7s, 101½; Connecting R. R. bonds, 88; Allegheny Valley 7 3 10s, 92¾; Northern Pacific 7-30s, 81; Pennsylvania R. R. div. scrip, 99⅞; Nesquehoning R. R., 55; Catawssa R. R. 1st, 15¾; do. new pref., 38⅞. The latest quotations are: City 6s, 101⅝@101¾; do. free of tax, 103¾@104; Pennsylvania State 6s 2d series, 106⅝@107; do. 3d series, 110@111; Philadelphia and Reading 56¾@57; do. Gen'l mort. 7s, coup., 103⅝@104; do. reg., 104@105; do. mort. 6s, 1880, 98@100; do. new, conv., 106½@107; do. 7s, 1893, 103½@103⅝; United New Jersey R. R. and Canal Co., 123@123½; Camden and Amboy mort. 6s, 1889, 97@97¼; Pennsylvania R. R., 50¼@50⅜; do. div. scrip, 97⅞@100; do. 1st mort., 101⅞@—; do. 2d mort. 98@100, do. general mort. coupon, 89@90; do. reg., 92@92⅝ Little Schuylkill R. R., 46¼@46½; Morris Canal, 49@50; do. pref. 122@123; do. 6s, 95@100; Susquehanna Canal, 5@9; do. 6s, 72@75; Schuylkill Nav., 6@6½; do. pref., 12½@12½; do. 6s, 1882, 77⅛@77½; do. 1872, 87@89; Elmira and Williamsport pref., 38@40; do. 7s, 1873, 97@100; do. 6s, 63@65; Lehigh Coal and Navigation, 44⅛@44¼; do. 6s, 1884, 94@94¼; do. R. R. Loan, 93@—; do. Gold Loan, 96¾@97; North Pennsylvania, 44¾@45½; do. 6s, 99¾@100¼; do., 7s, 98⅝@—; do. Chattle 10s, 105@106; Philadelphia and Erie, 18@19; do. 6s, 88@91; do. 7s, 87@87; Minehill, 53@53½; Catawissa, 15½@16; do. pref. 40⅛@41½; do. 7s, 1900, 101@102; Lehigh Valley, 60¾@60⅞; do. 6s, new coupon, 100@101; do. reg., 102; do. 7s, 103½@104; Fifth and Sixthstreets (horse) 55@57; Second and Third, 61@61; Thirteenth and Fifteenth, 22@22; Spruce and Pine, 28½@30; Green and Coates, 47@50; Chestnut and Walnut, 60@60¼; Hestonville, 19@20; Germantown, —@40.

Boston.—Housatonic pref., 97; Norwich and Worcester R. R., 125½; Summit Branch, 84; Burlington and Missouri River R. R. in Nebraska, 58; do. 8s, in Nebraska, old, 99⅜; Worcester and Nashua R. R., 124½; Burlington and Missouri River R. R. in Iowa, 99; do. Land Grant 7s, 98; Cincinnati, Sandusky and Cleveland R. R., 8¼; do. pref., 28; Conn. and Passumpsic Rivers R. R., 72½; do. 7s, 1876, 97; Eastern (N. H.) R. R., 65; Rutland pref., 34¾; do. 1st mort. 8s, 1892, 76¾; do. scrip, 75,; New Bedford R. R., 106; Cheshire pref., 79¾; Boston and Maine 7s, 104; Fitchburg 7s, 105; Chicago, Burlington and Quincy 7s, new, 97; Boston and Albany 7s 105⅝; Nashua and Rochester 6s, 92½; Jackson, Lansing and Saginaw 8s, 1891, 99½; Old Colony 7s, 1894, 104¾; Portsmouth, Gt. Falls and Conway R. R., 45; do. 7s, 90; Fitchburg and Worcester 7s, 1890, 89½; Dixon, Peoria and Hannibal 8s, 1889, 97½; Vermont Central 8s, 1891, 73¾; Boston Water Power Co., 11¾; Dary Imp., 6⅜; Waverly Land, 4½; New Hampshire 6s, 99½; Brooklyn 7s, 1917, 105; St. Louis 6s, 89¼; Cambridge 6s, 97; Chicago 7s, 99½; Allouez Mining Co., 7½; Calumet and Hecla, 129¾; Duncan, 62½c.; Pewabic, 6¾; Phœnix, 16; Petherick, 2; Rockland, 1⅛; Superior, 32.

Baltimore.—Orange, Alex. and Manassas 7s, 80¾; Richmond and Danville 1st mort., 67½; Northern Central 6s, 1900, gold, 89; Virginia consols, ex-coupon, 49⅝; Virginia consols, coupons, 80⅜; Maryland Defense 6s, 106; Atlantic Coal, 2.60. The latest quotations are: Wilmington, Columbia and Augusta bonds, 66@69; Wilmington and Weldon, 66@66¾; do. 7s, gold, 91@92; Pittsburg and Connellsville 7s, 1898, 89¼@89¾; Baltimore and Ohio, 167½@168; do. 6s, 1875, 100@100¼; do. 1880 98¾@100; do., 1885, 97⅜@97½; Parkersburg Branch, 5@10; Northern Central, 83@85; do. 6s, 1885, 92@93; do. 1900, 87@88; do., 6s, 1900 gold, 88@90½; N. W. Va. 3d mort., 1885, 92@—; Marietta and Cincinnati 1st mort. 7s, 1892, 101@101¼; do. 2d mort., 7s, 88¾@89¼; do., 3d mort., 8s, 77@78; Central Ohio, 42½@43; do. pref., 42@42; do. 1st mort., 89@89¼; Western Md., 1@8; do. 1st mort. 6s, 1890, 81@90; do. 1st mort. guar., 95@96; do. 2d mort. guar., 95@96; do. 3d mort., guar., 90@95, do. 2d mort. pref., —@60; do., 2d mort. guar. by Washington Co., 83@85; Richmond and Danville 1st mort., 67@68; Orange and Alexandria 1st mort. 6s, 88@91; do., 2d mort. 6s, 80@80¾; do., 3d mort. 8s, 80@84; do., 4th mort 8s, 75@76; Orange, Alex. and Manassas 7s, 80¾@81; Virginia and Tennessee 1st mort. 6s, —@—; do., 2d mort. 6s, 70@74; do. 8s, 79@80½; Baltimore 6s, 1875, 98¼@98½; do., 1884, 98@98; do. 1886, 99½@100¼; do. 1890, 99½@99¾; do., 1893, 97@98; do. 1893, exempt, 97¼@97⅝; do., 1900, 98@98½; do. 1900 new, 98@100¼; do. 1902, 98¼@100¼; Memphis City 6s, 46@48⅞; Maryland Defense Loan, 1883, 106@107; Virginia 6s, old, 32@40; do. new, 43@50; do. consol. 6s, 51¼@51¼; do. coupons, 80¼@80¾; West Virginia, 11@11¼; City Passenger R. R., 14¾@17; George's Creek Coal, 132@140.

☞ The Oakland *News* says that the Alameda, Oakland and Piedmont Railroad Company has been reorganized. Work on the road will soon be commenced.

☞ The Catawissa Railroad Company have declared a dividend of 3½ per cent on the preferred stock and 22½ cents per share on the new preferred stock, payable on the 8th instant.

☞ The Wilton Railroad Company has declared a semi-annual dividend of 3½ per cent.

BANKING-HOUSE OF FISK & HATCH,
No. 5 Nassau st., New York.

We buy and sell GOVERNMENT BONDS and GOLD at current market rates; buy Gold Coupons, buy and sell stocks and bonds at the Stock Exchange on commission for cash; receive Deposits, and allow interest at the rate of four per cent; make Collections, and transact a general Banking and Financial business.

We also deal in the CENTRAL PACIFIC and WESTERN PACIFIC GOLD BONDS, which are very desirable for investment.

The CENTRAL PACIFIC is an important Trunk Line Road, with an average monthly revenue exceeding $1,000,000. The Company have a small unsold balance of their SIX per CENT. GOLD LAND BONDS, with the proceeds of which, and their surplus earnings, after paying expenses, interest, and dividends, they are adding to the permanent improvements of the road. The amount is less than $800,000; we are selling them at 85 and accrued interest, and consider them an excellent investment.

FISK & HATCH.

The Legal Aspect of State Regulation of Railroads.

Allusion has been made in our columns to the action of the leading Wisconsin roads in resisting the application of the recently enacted "railroad laws" of that and adjoining States. On the authority of the New York Daily *Bulletin*, we learn that the Milwaukee and St. Paul Railway Company, (acting in concert, no doubt, with others,) proposes to meet this question at once, so as to determine what are the legal rights of corporations under the circumstances. As a preliminary step they have sought the counsel of the best legal minds in the country. The opinion is written by Hon. Wm. M. Evarts, and is concurred in, we understand, by Hon. Reverdy Johnson, Hon. Rockwood E. Hoar, and associate Judge B. R. Curtis, a combination of legal learning, which is as strong as the country affords. It only needs a hearing before the Supreme Court, to have these views propounded as the settlement of the issues involving the welfare of our railroad owners; but unfortunately this involves delay.

The case submitted to Mr. Evarts for opinion cites that the Law of Wisconsin of March 11th, 1874, (1) declares railways to be "public highways;" (2) divides the railroads of the State into three classes and makes different rates for each class, which would be ruinous to the roads; (3) compels companies to discriminate in their charges in a way which involves great inequality to shippers; (4) makes it a crime for any agent of a railroad to charge or receive more compensation for transportation than is allowed by this act; (5) delegates to a board of commissioners power to determine at what rates freight or passengers shall be carried, and makes disobedience to their decisions a misdemeanor; and (6) requires that said commissioners shall be conveyed free over the roads, thereby confiscating the use of the company's property.

Mr. Evarts' opinion is confined to the Wisconsin law, leaving for future consideration the like laws lately adopted in Iowa and Minnesota, whose operation also affect the Chicago, Milwaukee and St. Paul Company. He accepts it as settled in jurisprudence that a charter is in the nature of a

contract between the State and the corporation; and admits that Sec. I, Art. II, of the State Constitution—that all general laws or special acts (relating to acts incorporating corporations) may be altered or repealed by the Legislature at any time after their passage—authorizes the Legislature to modify charters, provided a provision to that effect be inserted in the original charters. So far the validity of the Act in question appears to be conceded. Mr. Evarts, however, maintains that there are necessary limitations upon the extent to which such alteration or repeal can apply. He maintains that the corporation has the same rights as the individual in the ownership and use of its property, resting upon the constitutional guarantees common to all property, and that to this the reservation of legislative control over the granted franchises does not apply. After stating the grounds of his opinion with admirable clearness, Mr. Evarts thus states his conclusions as to the extent of the power reserved by the State to alter or repeal granted charters:

I am now able to consider the true meaning of this reservation, in respect of the grant of franchises to private trading corporations, and of the rights of the grantee dependent thereon, which is expressed in the constitution by the words that the granting act "may be altered or repealed by the Legislature at any time."

It is quite manifest that this can mean no more, at the utmost, than that the granted franchise, to be a corporation, or the additional grant to exercise functional franchises, not of common right, but savoring of public service, may be absolutely terminated or their further exercise modified or burdened with conditions, if their further exercise is pursued by the corporation.

It certainly cannot mean that a "repeal" of the grant can make it as if it had never existed, confiscate or annul the title to the property, and create a vacant possession.

It certainly cannot mean that the State, not only thereby restores the granted franchises, in whole or in part, to their original deposit in the sovereignty of the State, but acquires all or any of the property of the private corporation for continued public use.

It certainly cannot mean that the State, besides terminating or modifying the exercise of the granted franchise by its grantee, can take up and carry on the public franchise itself, with and through the private property of the corporation, thus subdued, by conquest, not purchase, to the public use.

It certainly cannot mean that, besides depriving entirely, or *pro tanto*, the grantee corporation of the privileges, granted and their further enjoyment, the State can compel, by pains and penalties, the continuance of the public service by the grantee, not according to the inducements, profits and stipulations of the contract, under which the corporate service was assumed, but according to the uncovenanted exactions of the State.

Or, as this last proposition may be otherwise stated, there cannot be imputed to a reserved right in the grantor, the State, to subtract from the grantee the further enjoyment of the granted franchises, in whole or in part, an authority to compel the service of the unbroken franchise, in all its burdens, notwithstanding the rescission of the contract, in all its benefits to the grantee.

It would follow, from these propositions, that the extent of the reserved right to the State, under this cause of the Constitution of Wisconsin, is—

First.—Absolutely to terminate the franchise, thus liberating the grantee from further performance, and restoring to the State the franchise in its plenitude. This would leave the property of the corporation to be wound up under the protection of the Constitution, the law and the courts, and cast upon the State, if the railroad service was further desired within the borders of Wisconsin, the duty of providing for such service, at the public expense, or renewing a grant of the franchise to some new grantee.

Second.—To modify the granted franchise in its future exercise, either by reducing the privilege or by burdening it with such conditions as the State should see fit to impose. In this case the grantee would be free to accept or reject the modified or burdened privilege. Its contract exposed it, we may concede, to lose its privilege, at the pleasure of the State, but did not bind it to involuntary and uncompensated servitude to the State as a task-master. If the grantee accepts the reduced or burdened service, a new contract is made and new obligations assumed. If the grantee rejects the proffered franchise, thus reduced and burdened, the State may retire from the new exaction, or wholly terminate the franchise.

The opinion further concludes:

Upon these views of the limits upon the power of the Legislature, outside of the reserved authority to terminate or modify the franchises of private corporations, and this interpretation of the scope and meaning of the reservation itself, I have no difficulty in imputing to the recent laws of Wisconsin invalidity for repugnance to the Constitution of Wisconsin, and also to the Constitution of the United States. * * * I must regard, then, the authority asserted in behalf of the State by this legislation as equivalent to a claim, under cover of this reservation of power, to repeal or alter the charter of a private corporation, of right to appropriate the property of such a corporation to the public service, at the mere discretion of the Legislature and without compensation. This authority, thus asserted, is equivalent also to a claim, under cover, of this same reservation, of a right to maintain the contract of the charter in full force in all its engagements, onerous to the company, under pains and penalties, and to revoke or modify, at will, all stipulations for the benefit or profit of the company.

I cannot think that this right is reserved to the State by any true interpretation of that clause of the Constitution of Wisconsin, and I am of opinion that the compulsory legislation which imposes upon this private corporation the regulation of its emoluments and the supervision of its administration by the State, is repugnant to the clauses of the Constitution of Wisconsin, which prohibit taking property for public use without just compensation, and the passing of any law impairing the obligation of contracts, and that such legislation is also repugnant to the clause of the Constitution of the United States which prohibits the States from passing any law impairing the obligation of contracts.

☞ The Governor of Wisconsin has appointed as Railroad Commissioners under a law of last winter, S. H. Osborn, of Oshkosh, for three years; George H. Paul, of Milwaukee, for two years; and J. W. Hoyt, of Madison, for one year.

New York, May 1, 1874.

MR. SAMUEL A. STRANG, OF THE LATE firm of M. K. JESUP & CO., becomes a member of our firm from this day.

The business will hereafter be conducted at No. 59 Liberty st., under the name of PERKINS, LIVINGSTON, POST & CO.

PERKINS, LIVINGSTON & POST.

The American Wood Carbolizing Co.

Is organized for the purpose of Creosoting Timber for Docks, R. R. Ties, Fence-Posts, Pavements, and all other uses where Timber is exposed to the action of water or air. This Company also proposes to License R. R. Companies and others who desire to erect their own apparatus.

Drawings and specifications of apparatus, either stationary or portable, will be furnished on application.

67,112 miles of Railroad in the United States use annually over twenty-six million Ties for renewing those destroyed by decay.

The preservation of wood from decay and the attacks of marine worms, has been largely practiced in Europe for thirty years; and with such success that the use of natural wood is now the exception; and of all the various methods that have been employed, that in which creosote oil was used, has best endured the test of time.

This Company, benefiting by the thirty years' practical experience in the use of creosote oil abroad, offer to the public a system of application which is adapted to the wants of our own country, in that green wood can be rapidly and thoroughly treated, even better than dry, and the application of the oil, in connection with the use of moderate heat, be made more uniform and effective than is possible by any other means.

Experience has demonstrated that creosote or dead oil is the only substance by which wood can be treated so as to certainly resist the attacks of marine worms.

Creosoted wood exposed in Charleston Harbor was not attacked by the teredo, while natural wood attached to it was completely honey-combed.

It is confidently asserted that Railroad Ties creosoted will outlast three sets of ordinary Ties, and that creosoted Paving Blocks being beyond the reach of decay, will last as long as stone, with all the advantages of an elastic roadway, beauty and economy of construction.

The economy in the use of creosoted wood, where the term of service is trebled, is measured by adding to the wood used, the cost of the labor expended in construction, and the loss of time spent in replacing the structure, when either decay or attacks of marine worms destroy it.

The system of Seely and Pelton, employed by this Company, has been fully examined and indorsed by Gen. McClellan, Gen. Barnes, Gen. Babcock, Robt Harris, C. R. & Q. R. R., Prof. Silliman, Capt. Eads, Gen. Cram, Gen. Humphreys, Gen. Meigs, Gen. Belknap, Prof. Chandler, Gen. Gilmore, Gen. Newton, A. B. Mullet, C. H. Haswell.

It has been used by the U. S. Government upon the Dykes of the St. Clair Flats, and upon Gun Platforms for the fortifications on the Atlantic coast; upon pavements in New York and Pittsburgh, by the Department of Docks of the City of New York and the Board of Public Works of the District of Columbia.

Detailed information can be obtained and specimens of creosoted wood examined at the office of the Company.

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The outstanding balance of its Construction Mortgage Debt is about $3,000,000. These Bonds mature April 1, 1875.

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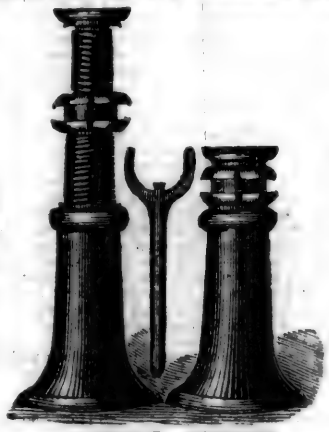
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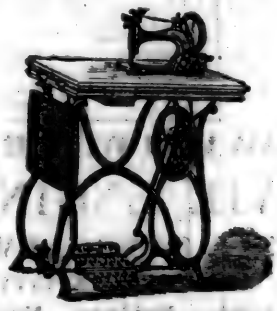
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STEAM NAVIGATION, COMMERCE, FINANCE,

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ESTABLISHED IN 1831.

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American Railroad Journal.

New York, Saturday, May 16, 1874.

Foreign Bondholders and American Railroads.

There are among us no less than five gentlemen charged with the duty of looking up and protecting the interests of German holders of American Railroad bonds on which interest is not paid. Messrs. Villard, Wolff, Jordan, Murphy and Osterberg are their names, and the number of roads affected is about a dozen. The New York and Oswego Midland, Kansas Pacific, Oregon and California, St. Joseph and Denver City, Alabama and Chattanooga, Rockford, Rock Island and St. Louis, and Cairo and Vincennes roads are the principal objects of solicitude. The New York and Oswego Midland and the Rockford, Rock Island and St. Louis bondholders have each two conflicting representations. They all agree in their accounts of the uncomplimentary state of feeling which prevails in the minds of German bondholders regarding American roads, American bonds, American Courts and Americans themselves. It seems to be assumed by the creditors of these unfortunate American roads that the blame is all on one side; and that it is a clear case of modest and confiding virtue, on one side, and shameless deception and dishonesty, on the other. These German financial virgins complain that they have been deceived and ruined by listening to the charming and seductive temptations of their American suitors. They declare that they loaned their money in good faith, and at fair rates, on the pledge of roads which they supposed to be valuable; and they now ask that, since they cannot have their interest promptly, they may be placed in possession of the roads. It does not much matter that they will be no nearer their money with the roads, than with the bonds, but they plaintively ask that the naughty projectors, who coaxed the cash out of their pockets, may be punished for their duplicity. Their chief anxiety is that the American courts may not be upright enough, or gallant enough, to come to the rescue of suffering foreign innocence in the way invoked.

There is another stand-point from which to view this matter, which may or may not properly come before the courts, but which, in discussions of national honor and of international comity, has its bearing. Have these European bondholders used due diligence in making their purchases; and was a sufficient consideration given for the bonds? It is notorious that during the past ten years a vast quantity of railroad bonds has been sold in Europe, and especially on the Continent, which could not have been sold at home at all; it is also true that the prices obtained for them have been such as to raise a presumption of gross recklessness on the part of the borrower, or gross credulity on the part of the lender, or both. Under the rule of *caveat emptor*, it would seem as if the purchaser, who expected to get a seven per cent gold bond, running 30 years, and secured by a first mortgage upon a valuable and profitable railroad at the rate of 60 to 75 per cent of its nominal value, was either dazzled by his cupidity, or must have formed the most extravagant notions of the power of money in America. At all events he was "put upon the inquiry;" in the hope of large gains he took large risks, and has lost. Some of the above named bonds were sold at less than the lower figure we have named; perhaps the whole of them would average 65; and it is asserted of at least one of them, that the amount actually turned into the road did not reach 50 per cent, in gold, of the nominal amount of the bonds sold. There was a time when the Frankfort and Amsterdam bank offices were thronged with Americans, whose black bags were filled with railroad bonds promising to pay any rate of interest, anywhere, in any sort of money, and generally accompanied with liberal offers of shares and large commissions to the agents and first handlers of the loans. The railroads enumerated above are among those which seem to have promised most. "Hence these tears."

A good railroad, well placed, and honestly administered, in the United States, is a good property; and there are but few now built which could not pay a low rate of interest on their actual cost, if built to the best advantage by ready cash. Nor have we too many such railroads in the country. But of roads built largely, or wholly, on credit ruinously applied, we have not only too many; but we also have some aggravated specimens. The neglect of a few obvious requirements has brought this trouble upon our German friends, with whom we have a profound sympathy, notwithstanding their share of blame. There are good and bad men, and good and bad enterprises, in America, as there are also in Europe, (judging from the catalogue of native Bank and other corporations whose securities have depreciated); selection and discrimination are all-important here, as well as in Europe.

They have both kinds of our securities in Europe. We hear no complaint by the holders of the bonds of New York Central, Pennsylvania, Baltimore and Ohio, Philadelphia and Reading, Central Pacific, Chicago and Northwestern, Illinois Central, and several other corporations we might name, whose stocks and bonds are held in England and on the continent. These companies meet their engagements as they mature. But their securities were not offered in Europe to an amount approximating or exceeding, the value of their property; nor were they sold at 40 or 50 per cent discount. It would be absurd to expect foreigners to know as much of our industrial systems and of our corporations as is known at home; and for these reasons they should have more reliable guides in their investments than the banking agents who profit by the disposal of the bonds. Such an organization the gentlemen now with us may help to frame. In the

absence of independent, trustworthy, knowledge of the undertakings which solicit capital, there are a few rules which might save to keep foreign capitalists out of like trouble hereafter:

(1) The promoters and managers of the undertakings should be men of known business character and reputation; and not speculating adventurers.

(2) There should be a considerable portion of the whole estimated cost (not less than one-third) paid in or available in *bona fide* cash subscriptions to capital, or what is equivalent, that amount of property actually in productive existence, or in the shape of responsible guarantee.

(3) The bonded debt should not exceed the amount of unsecured capital—50 per cent of the total investment would be a fair limit.

(4) The bonds should have an honestly-acquired standing at home before they are taken abroad; or in the case of branch, endorsed or guaranteed bonds, then these remarks apply to the securities of the responsible company.

Having gotten into the difficulty, partly, as we think, by their own contributive negligence, the question remains: what is the best way out? The foreigners are apt to take the Shylock view of the situation and insist upon the fulfillment of the terms of the contract; they want the "pound of flesh" as nominated in the bond. This is the pawn-broking aspect of the cases. Strict equity and good business sense, while recognizing the claims of good faith, would consider these unfortunate bondholders as co investors with the still more unfortunate stockholders; or if the stock has not been paid for, then as special co-partners in railroad ventures. To foreclose the mortgages and take possession of the roads, in the greater number of defaulting companies, would not help the bondholders; but would hurt the other investors. Unless it can be shown that there has been grave moral delinquency, intentional cheating; or gross incompetency in the administration of the common property, we see no reason why the managers should be so punished. Their losses are grievous already. In most cases they can bring the roads out of debt and difficulty much sooner than the trustees, receivers, or lawyers authorized by the courts. Litigation can only retard the recovery.

True, there is a contract, and a solemn covenant in the bond; but is it wise, prudent or profitable, (to say nothing of fairness,) to keep the faith, if it kills the unfortunate debtor to do it? We think a better course will be hit upon, in most cases; and the affairs be adjusted upon some basis of compromise in accordance with the risks, losses, gains, and negligence of the several classes of creditors.

Finances of Louisiana.

The following extract from a letter to Mr. John B. Manning, of this city, from the Auditor of State of Louisiana, gives information which will be of interest to the creditors of that State:

In reply to your communication of the 8th inst., would say that the coupon enclosed falls due after the 1st January, 1874. The new consolidated bonds will be dated January 1, 1874, and will draw interest from that date; consequently no interest will be computed on the old bonds after that time. All coupons due on or before that date will be paid during the year in cash. Coupons partially due at that time will, I suppose, be added to the face of the new bonds.

The Funding act is now being carried out. The Board is organized, bonds are being prepared and preparations for the exchange going forward as rapidly as possible. Nothing will be given to represent the 40 per cent. of reduction; each exchange must be absolute and complete. The new bonds, however, and the law will be sufficient evidence of the transaction. The injunction against the $1,000,000 8 per cent levee bonds is still in force.

Consolidation Coal Company.

NEW YORK, February 18, 1874.

To the Stockholders:

The Board of Directors respectfully submit their annual report of the business and operations of the company for the year ending December 31, 1873:

The gross receipts from mines (including coal on hand) and from railroads, rents, etc., were		$3,300,709 28
Working expenses of mining, operating railroads, taxes, freight, salaries, legal expenses, etc		2,504,373 49
		$796,335 79

The expenses above stated ($2,504,373 49) are the ordinary operating expenses. In addition thereto, there have been paid out of the earnings of the year, for permanent improvement, new rolling stock, etc., the following sums:

Steel rail account—being cost of steel rails over and above iron rails removed	$42,620 00
New cars	16,650 00
Two locomotives and machinery for shops	37,988 68
Cost of new mine opened, also locomotives for mine, and 2¼ miles T-rails for underground transportation	18,000 00
Total	$115,268 63

There has also been paid from the year's earnings as follows:

Interest on funded debt	$200,864 95
Sinking fund (retiring $93,000 of mortgage debt)	76,760 00
	$277,624 95

SUMMARY.

Total receipts		$3,300,709 28
Total outlays and expenditures of every kind, exclusive of interest and sinking fund	$2,619,642 12	
Inter'st on funded debt	200,864 95	
Sinking fund	76,760 00	
		2,897,267 07
Net earnings of the year's business applicable to dividend		$403,442 21
The total debt of the company on its coal lands and railroads, January 1, 1873, was		$3,265,100 00
Convertible mortgage bonds, issued January and February, 1873, to complete payment for Bedford Branch Railroad and Allegheny property		11,000 00
		$3,276,100 00
Reduction by sinking fund during year 1873		93,000 00
Total debt January 1, 1874		$3,183,100 00

The report of the Board and special report of the President, presented at your last meeting, having given a full statement of the property owned by this company, both of mines and railroads, and of the means of transportation to market, it is only necessary now to state briefly the condition and prospects of your property at the close of the year which has just elapsed.

There were mined and delivered from the company's property in 1873, 548,484 tons; 1872, 504,132 tons, showing an increase of 44,352 tons.

The sales for the year would doubtless have been greater but for the financial panic which occurred in September last, thus affecting the business during the best months of the year. The falling off was more especially felt in the manufacturing interest, though the demand for steamship and railroad service was to a certain extent affected by this extraordinary crisis. Not only was the consumption diminished, but the price of all classes of coal throughout the country was for a time reduced.

The policy of the Board has been to proceed with the steady improvement of the mining property and the enlargement of its capacity, in order to keep pace with the growing demand for Cumberland coal. An important improvement suggested in the last annual report, viz., the substitution of locomotive for horse power at the Hoffman and Astor mines—has been fully carried out, thus dispensing with more than two miles of the Cumberland branch, which was made up of very heavy gradients and sharp curves. The small locomotive called the "Ant" now traverses a subterranean passage of two and a half miles, hauling from sixty to eighty tons of coal in its train. The promised saving by this improvement has been fully realized. Two of our most valuable mines are worked with these small locomotives, and in both instances with economical results.

A new mine has been opened during the year, which will, from this time forth, furnish its proportionate supply of coal. Some of the other mines have been enlarged, and it is safe to state that for the year 1874 the Consolidation Company's mines will have a capacity of 3,000 tons per day.

There will be no large or extraordinary expense required in the mining department during the coming year. In order, however, to secure and retain good miners (men of family), it will be necessary to erect fifteen or twenty small tenements at one of our principal mines, the total cost of which will be from twelve to fifteen thousand dollars. As these houses will yield a fair return in rent, the company will be fully reimbursed in interest on the outlay. By furnishing such tenements, skilled miners are secured, who become permanent residents of the region, while their sons, as they grow up, become the faithful employees of the company which has given steady work and comfortable homes to their parents.

The number of miles owned and worked by the Consolidation Company is as follows:

Cumberland and Pennsylvania Railroad, and branches to various mines	38
Eckhart to Cumberland Division	14
Branch to Pennsylvania State Line	3
Total	55

The tonnage of the Cumberland and Pennsylvania Railroad in 1873 was		2,243,659
In 1872		1,890,605
Increase		353,054
Tonnage of the Eckhart or Cumberland Division in 1873 was		226,473
In 1872		229,687
Decrease		3,214

During the year there were placed in the main road of steel rails 575 tons.
And in the branches and main line of iron rails 187 tons.

The ballasting has also been renewed and increased.

The policy of the Board, as suggested in the late annual report, has been to proceed in relaying the main road (over which such a heavy traffic passes) with steel rails, as its business and condition should require. The work done in this way during the yast year, as well as in draining and ballasting, has much improved the road, and,

though the tonnage has been largely increased, it remains at the close of the year in far better condition than twelve months previously. The testimony of all customers is that their business has been done with regularity and dispatch.

By pursuing the same policy, the main line will at the end of the year 1875 be completely laid with steel, when the net profits will be increased by the saving in wear and tear of rails and rolling stock.

In anticipation of the increased tonnage, two powerful locomotives were purchased last spring. In our own shops, twenty-one new iron coal cars were built, and ten platform cars reconstructed. Some valuable machinery was also added to the company's shops. These items, amounting to $56,500, have been charged to the expenses of the year. It will not be necessary, even with a considerable increase of tonnage, to add to the locomotives for the coming year, but a few additional cars may be required.

The fleet of canal boats belonging to the company, and plying upon the Chesapeake and Ohio Canal, has been kept in good condition, and has yielded a fair return to the company.

In regard to the extent of business for the coming year, it is not wise to make predictions. The effects of the panic are passing away, manufactures of various kinds are being gradually resumed, and the supply of the deficiency caused by a partial suspension of business for several months will probably call for a considerable quantity of our coal in this branch of trade upon the opening of navigation, while the demand for steamship and railroad purposes must increase with the growth of our foreign and inland commerce. It is the opinion of dealers in anthracite that the prices of that class of coal will be, at least, equal to those of 1873, which will tend to strengthen and uphold the price of Cumberland coal. The expenses of the company, as compared with last year (when large outlays for improvements were made), will be considerably reduced.

During the coming year, the Board will consider the propriety of establishing a retail department for the supply of New York and Brooklyn. All the great anthracite companies have adopted such a course with profitable results.

In this great city there are many persons who, from considerations of health, or the pleasure of a cheerful fire, burn bituminous coal in their dwellings and offices. English cannel costs $25 per ton, and Pennsylvania and Virginia coals $16 per ton. Cumberland lump and screened coal may be furnished (cartage included) at $10 per ton, the fine or small coal being sold at a lower price for smith's purposes, for which there is a large demand. By order of the Board of Directors.

ALLAN CAMPBELL, President.

STATEMENT OF ASSETS AND LIABILITIES, December 31, 1873.

ASSETS.

Mining property	$8,709,000 00
Cumberland and Pennsylvania Railroad and equipment	3,081,901 93
Cumberland Branch Railroad and equipment	730,526 00
Real estate and property at Eckhart	350,745 78
Machine shops and machinery	244,487 90
Dwellings at mines	115,045 00
Wharf property at Baltimore and Cumberland	189,153 00
Canal boats and barges	59,651 88
Bedford Extension Branch R. R.	99,481 59
Personal property at New York and Hoboken	6,887 35
Materials on hand	181,102 72
Bills receivable	170,577 34
Loans on call, since paid	52,805 52
Cash in bank	68,694 16
Coal on hand (28,529 tons)	123,339 06
Seventy iron coal cars	40,000 00
Ledger accounts, due for coal and freight	141,428 82
	$14,864,822 55

LIABILITIES.

Cumberland and Pennsylvania Railroad bonds of George's Creek Coal and Iron Company	$98,600 00
Cumberland & Pennsylvania Railroad 1st mortgage bonds	803,500 00
Cumberland & Pennsylvania Railroad 2d mortgage bonds	648,000 00
Consolidation Coal Co. 1st mortgage bonds	453,000 00
Consolidation C. C. & I Co. 1st mortgage bonds	247,000 00
Consolidation C. C. & I. Co. 2d mortgage bonds	498,000 00
Consolidation Coal Co. Wright Farm bonds	135,000 00
Consolidation Coal Co. convertible bonds	300,000 00
Capital stock	10,250,000 00
Ninety-five shares Cumberland and Pennsylvania Railroad Company stock	9,500 00
Profit and loss	783,794 81
Interest on bonds (since paid)	99,892 00
Taxes due and unpaid	30,000 00
Due State of Maryland for taxes collected and to be refunded	8,536 24
	$14,643,822 55

H. C. HICKS, Treasurer.

Junction and Breakwater Railroad.

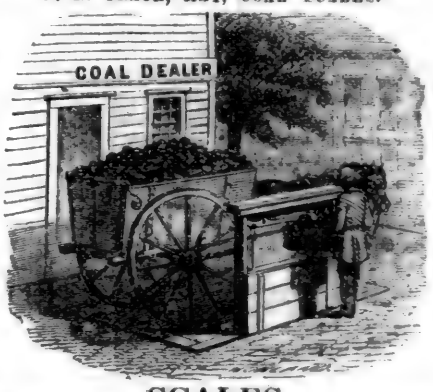
The Baltimore *American* says that the purchase by the Philadelphia, Wilmington and Baltimore Railroad Company of a controlling interest in the Junction and Breakwater Railroad, previously announced in that paper, has received confirmation, and then adds:

The effect of this will undoubtedly be to give the former road the control of the entire railway system of the Peninsula. The Delaware Railroad and its branches are already controlled and operated by it. The Junction and Breakwater Road, with the Baltimore, Chesapeake and Delaware Bay Railroad, would have constituted an independent road across the Peninsula, and by steamship lines connecting it with New York on the east and with Baltimore on the west, would have formed an independent through route. The purchase, however, gives the Philadelphia, Wilmington and Baltimore Railroad the control of this road also, and as it would have been to some degree a competitor for through travel, it is presumable that it will endeavor to prevent the establishment of such a route. This would make the Baltimore, Chesapeake and Delaware Bay Railroad a local road extending from Harrington, in Delaware, to the Chesapeake Bay. The latter road is all under contract, and a strong force is at work upon it. The road will have steamboat connection with Baltimore and Annapolis, and will be a necessary and valuable railway connection; with the Junction and Breakwater it will be a pleasant and direct route to Rehoboth Beach and Cape May. If the establishment of a through route under one control should be deemed sufficiently desirable, the construction of about fifteen miles of road from Harrington due east to the Delaware Bay would make a shorter route than by the tortuous Junction and Breakwater Road.

The Junction and Breakwater Railroad is about 40 miles in length, extending from Lewes, on the Delaware Bay, to Harrington, on the Delaware Railroad—the latter being already operated under lease by the Philadelphia, Wilmington and Baltimore Railroad Company. The State of Delaware holds a first mortgage upon it of $400,000. The actual cost of its construction was about $530,000. The cost of the controlling interest in the road (something over 6,000 shares) is stated at $93,000. The business last year produced sufficient net earnings to meet the interest on the mortgage, and leave a small surplus, which was applied to paying off floating debts, the operations previously having resulted in a deficiency. It is represented that five miles of road, from Lewes to a new Summer resort at Rehoboth Beach, will be promptly extended by the lessees, making that place a popular resort. It has one of the finest beaches on the Atlantic coast.

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R. R. TRACK, HAY, COAL SCALES.

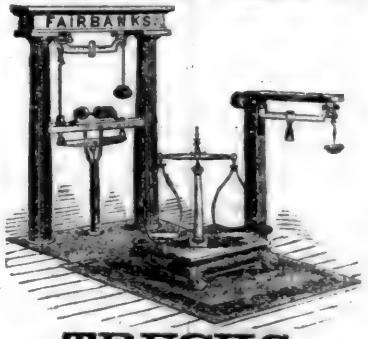


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FAIRBANKS, MORSE & CO., 139 Walnut St., Cin., O.
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FAIRBANKS, MORSE & CO., 48 Wood St., Pittsburgh.
FAIRBANKS, MORSE & CO., 5th & Main St., Louisville.
FAIRBANKS & CO., 302 & 304 Washingt'n Av. St. Louis.
FAIRBANKS & HUTCHINSON, San Francisco, Cal.

☞ Charles Bispham has been elected president and John R. Black secretary and treasurer of the Camden and Burlington County Railroad Co.

Southern Pacific Railroad.

The earnings of this road for the years ending June 30, 1872 and 1873, were as follows:

	1872.	1873.
From freight	$265,867 44	$456,201 49
" passengers	383,563 93	469,789 63
" express	17,191 53	18,923 88
" rental	3,029 00	54,984 07
" storage	6,461 97	6,853 97
" miscellaneous	32,005 47	14,818 52
" mail	14,250 00	11,340 00
" telegraph	1,486 67	2,400 00
	$723,856 01	$1,035,311 56
Operating expenses:		
Expense of superintendent	$3,685 83	$4 876 75
Station service	43,903 36	59,827 59
Train "	34,559 16	43,191 64
Locomotive service	84,175 79	110,960 27
Office expense	17,795 29	24,210 48
Stationery & printing	6,542 12	5,988 56
Advertising	2,202 60	1,941 40
Water service	4,117 10	7,258 71
Repairs of tools	1,637 36	4,463 63
" track	72,634 86	77,251 03
" buildings	9,395 19	11,415 69
" engines	34,701 79	41,767 20
" cars	25,270 22	36,374 05
" bridges, etc	30,950 26	19,975 75
Miscellaneous exp	2,364 92	2,606 34
Mail service	996 50	1,057 33
Loss and damage (property)	308 86	1 660 19
Damages	991 00	3,801 75
Telegraph service	96 40	620 78
	$376,2.8 11	$458,739 14
Net earnings	$347,577 90	$576,572 42
Balance June 30, 1872		55,362 21
Old material		2 077 76
U. S. P. O. department		264 05
Balance of exchange		183 16
Appreciation of engines, buildings, etc.		58,265 07
Total		$692,724 67
General expense (right of way on Market street)		$20,000 00
Taxes		26,472 25
Legal expenses		7,140 74
Renewal of track 1871-2-3		34,824 34
Renewal of culverts		7,044 20
Interest (2 years)		541,290 39
Insurance		92 50
Depreciation of cars, furniture, etc.		5,018 08
Balance—profits		50,842 17
Total, as above		$692,724 67

Compared with the previous year the gross earnings of 1873 show an increase of $311,455 55, with an increase in expenses of $82,461 03—making the increase in net earnings $228,994 52. The president in his report says:

The present organization of the Southern Pacific Railroad Company was effected October 11, 1870, by the consolidation of the following companies, viz: The San Francisco and San Jose Railroad Company; The Southern Pacific Railroad Company; The Santa Clara and Pajaro Valley Railroad Company, and the California Southern Railroad Company, all of which had been duly incorporated under the laws of the State of California. By virtue of the consolidation, the new company succeeded to all the rights, privileges and franchises of the companies above named.

The object of the new corporation was to construct, equip, maintain and operate a line of railroad from the city of San Francisco to a point on the Colorado river, near the southeastern boundary of the State of California, a distance of seven hundred and twenty two miles, with a branch from Tehachapa pass to the Colorado river at or near Fort Mohave, a distance of say three hundred and eight miles, and such other branches as the board of directors may decide to establish.

PROGRESS OF CONSTRUCTION.

When the present company was organized, October 11, 1870, there were only eighty miles of road, extending from San Francisco to Gilroy, constructed and in operation.

Since that time the road has been extended from Gilroy to Solidad Crossing, sixty two and one half miles; also from Carnadero to Tres Pinos, eighteen and one quarter miles, and on the Visalia Division from Goshen to Delano, forty one and two tenths miles, making the whole number of miles now in operation two hundred and two and one half.

CONTRACT FOR BUILDING THE ROAD.

A contract was entered into with the Contract and Finance Company to construct and equip the whole line of road, for which they receive the mortgage bonds of the company at the rate of $40,000 per mile, and the balance of their pay in the capital stock of the company. Under this contract one hundred and twenty two and one half miles of road have already been built and equipped, and when the contract is fulfilled the company will have the road with the necessary sidings, rolling stock, depots, and machine shops, with no indebtedness except the mortgage bonds before mentioned, together with all the land granted by Congress free from any incumbrance.

EARNINGS AND OPERATING EXPENSES.

The earnings and operating expenses since the organization of the company have been as follows, viz:

Year.	Earnings.	Operating expenses.	Earnings over operating expenses.
1870 and '71, 9 months, Oct. 1, 1870, to June 30, 1871	$430,097 50	$222,427 06	$207,670 44
1871 and '72	723,856 01	376 278 11	347,577 90
1872 and '73	1,035,311 56	468,739 14	576,572 42

An examination of the above statement will show that while earnings have increased, the ratio of operating expenses to earnings has decreased, being 52 per cent in 1870 and '71, and only 44 3 10 per cent in 1872 and '73. The earnings for each mile of road have also steadily increased, as will appear from the following statement:

Year.	Earnings.	Average No. of miles.	Earnings per mile.
1870 and '71, 9 months, Oct. 1, '70, to June 30, '71	$430,097 50	80	$7,168 21
1871 and '72	723,856 01	100	7,238 56
1872 and '73	1,035,311 56	121½	8,521 08

and we have no doubt but that the earnings per mile will show a large increase as the road is extended through the fertile valleys lying south of its present terminus.

GRANTS FROM THE STATE OF CALIFORNIA AND THE CITY OF SAN FRANCISCO.

Your company has received from the State of California a grant of thirty acres of land, situated in what is known as Mission Bay, in the city of San Francisco, an equal amount having been granted to the Central Pacific Railroad Company. In the improvement of these sixty acres, the companies have jointly expended $352,224, which is all that can be satisfactorily expended until the streets and alleys are closed in part, and some additional land adjoining the grant is secured. This no doubt will be done in time for your company to make the necessary improvements to accommodate the vast business that must be brought to this point, for in this the interests of the city of San Francisco and of your company are identical.

The city of San Francisco has granted the company the right to extend its track down Fourth street to Louisiania street, and thence along the water front on that street to Eldorado street. This grant will secure the object so long desired, the bringing together of ship and car. This improvement is now being made, and when completed will do much towards accommodating the business of the road for the present year.

It will also largely increase the earnings of the road, as business which has hitherto been diverted to other routes will come through to San Francisco. Taking the single article of grain, there were diverted from your road during the last fiscal year, 54,213,602 pounds, which, had it been carried through to San Francisco, would have added largely to its earnings.

PROSPECTIVE BUSINESS OF THE ROAD.

There are several considerations that have an important bearing upon the prospective business of your road, which demands special notice:

First—The construction of the proposed railroad from Watsonville to Santa Cruz. This railroad will pass through the extensive red wood forests, and will afford a vast tonnage for your road, as the timber will find a ready market in large quantities in the Salinas and other valleys along the line.

Second—The towns and villages through which the Southern Pacific Railroad passes afford the most delightful as well as the most available suburban residence. San Jose, Santa Clara, Redwood City, Menlo Park, Belmont, and other places equally well located, with a climate that is unsurpassed, with the intelligence and refinement of their citizens, and their educational and religious advantages, afford great inducements to all who are seeking quiet and delightful residences within easy access of the city. Already many business men of San Francisco are finding a home beyond the city limits, and the steady and rapid increase of this suburban population guarantees to your road a large and profitable local business.

Third—The discovery of extensive deposits of coal in close proximity to the line of your road, which can be easily reached as the road is extended.

When we consider that coal from these deposits can be delivered in San Francisco over the low grades of your road at the minimum cost for transportation, and when we consider also the limited supply of coal on the Pacific coast from other sources, together with the fact that the road can supply itself with cheap fuel, and secure a large increase in its business in the transportation of coal for domestic and manufacturing purposes, the importance of this interest cannot well be over estimated.

Fourth—The general location of the Southern Pacific Railroad is peculiarly favorable for developing and controlling a large and remunerative miscellaneous business, for it occupies almost the only passes through which a railroad extending from San Francisco to the Colorado river can be built, and must therefore command the entire business between San Francisco and the southern portion of California, as well as Northern Mexico and Arizona. At the Colorado river it will meet the Texas and Pacific Railroad, which is being constructed with great rapidity; and when this connection is made, it will give your road a direct communication by rail with all the southern and southwestern portions of the United States, and the shortest line from San Francisco to New Orleans and the country bordering the Gulf of Mexico, over which you may look for much of the surplus grain for the southern half of California to pass on its way to the European market.

Fifth—The country tributary to your road embraces nearly one third of the entire state of California, say 50,000 square miles. In traversing this large extent of country the road passes through some of the finest valleys in California, such as the San Jose, Santa Clara, Pajaro, Salinas, Tulare and other large and fertile valleys south of

the Sierra Madre, in the counties of Los Angeles and San Bernardino. The soil in those valleys is exceedingly fertile, and produces all kinds of vegetables and grain of the temperate zones, and most of the fruits of semi-tropical regions, such as oranges, lemons, limes, olives, apricots, figs, etc., in great abundance. Recent experiments in the culture of tobacco, near Gilroy, where some four hundred acres were planted the past season, have shown that the soil in that part of the state is peculiarly adapted to that crop, the yield per acre being from 1,500 to 2,000 pounds of a superior quality, equal to the best Havana, and from 2,500 to 3,000 pounds per acre of the coarser varieties. Between four and five thousand acres will be planted next year, chiefly in the Salinas and Santa Clara valleys, and already a company composed of San Francisco capitalists has established an extensive tobacco and cigar manufactory in Gilroy, where they have begun to make chewing and smoking tobacco and cigars from the crop of 1873. Recent experiments have also demonstrated that jute, ramie and cotton can be grown in great abundance along the line of your road, for which the producer will always find a ready sale and remunerative prices, as these products will bear transportation, and thus have access to the world's markets.

Among the foot hills and on the slopes of the mountains are vast tracts of land abounding in wild oats and native grasses, which are very nutritious, and afford pasturage for sheep and cattle throughout the entire year; and the temperature is so mild, even in winter, that shelter is seldom required. Nearly all the land in the foot hills also produces the grape in great abundance, and much of it is considered the best vineland in the world, as it never fails to yield a crop. There are also immense tracts of timber land covered with red wood, red cedar, pine and other varieties, which will afford an extensive lumber business for the road; in short, the country traversed by and tributary to the Southern Pacific Railroad has almost every variety of land adapted to every branch of agriculture, with a mild and healthful climate, and is already attracting the attention of emigrants from the Eastern States, as well as from the nations of Europe, and is being rapidly taken up along the line of the road, and even in advance of its construction.

LAND GRANT OF THE UNITED STATES GOVERNMENT.

As before stated, the contract for building the road is such that it leaves to the company, unincumbered, all the lands granted by the Act of Congress except the right of way 200 feet wide through the public lands.

The length of the road upon which lands have been granted is, say, nine hundred and thirty-two miles. The grant embraces all unoccupied lands designated by odd-numbered sections for twenty miles on each side of the road; and when any of these odd-numbered sections have been reserved or otherwise disposed of, the company has the right to select a sufficient amount from the unappropriated lands between the twenty and thirty mile limits to make up the deficiency. From examinations made in the local land offices, it has been ascertained that there is a sufficient amount of vacant land between the twenty and thirty mile limits from which to select, in place of land settled upon, or reserved within the boundaries of the grant proper; it is therefore safe to say that the company will receive, upon the completion of the road, the full amount of land covered by the grant. The land agent of the company, after a careful examination and classification of the lands, places their value, at a low estimate, at $30,000,000; and it is with much satisfaction that you can contemplate the ownership of this immense property, especially when you consider that its value to yourselves and the country has nearly all been created by your own energy and perseverance.

Your board would recommend that the lands be sold to actual settlers, at low rates, according to location and quality, as soon as arrangements for their sale can be completed, as it will be much more advantageous to the company to sell their lands at low prices, and have them brought under cultivation at once, than to hold them, even though much higher prices could be realized after a few years.

The policy of the general government, in granting each alternate section of land to aid in the construction of railroad lines through those districts far removed from navigable waters, is fully justified by the rapid increase in the value of lands along the line of roads so constructed.

Before the Southern Pacific Railroad was built, land in some of the great valleys through which it runs was of very little value, and there was no market for it even at the minimum government price of $1.25 per acre; while now, with the road in operation, it is being rapidly taken up at the price fixed by the government, which is twice that charged for lands unaffected by these improvements, so that the government not only receives the same amount of money that it would have received if no grant had been made to the railroad company, but also has a market for its lands where there would have been none without the road. And this is not all; the construction of a line of railroad, with all the necessary fixtures and buildings, adds largely to the amount of taxable property in every township through which it passes, and thus tends to lighten taxation as people settle along the line of your road, principally on account of the business which it affords, and in consequence of these settlements, the value of the land is increased many fold.

With all these vast and varied interests awaiting the construction of your road, the villages and cities with their rapid increase of population, the fertile valleys with their great abundance and variety of agricultural resources, the forests with their wealth of lumber, the mines with their vast supplies of coal and untold millions of the precious metals, you may reasonably hope for satisfactory dividends on your investments when the road is completed.

We cannot, however, ignore the fact that at this time a spirit of hostility against property held in a corporate capacity is being aroused and stimulated among the people by a small portion of the newspaper press and a class of people who never seem happy unless they are disturbing some legitimate interests.

The claim advanced is virtually this, in the case of railroads, that having been built and paid for by one company of men, they should be controlled by another who have no interest in them whatever, except as a means of transportation for themselves and the products of their own industry. But ownership and control can no more be separated in the management of railroads than in the conduct of any other legitimate business.

A sense of justice, as well as the necessities of the case, establish the principle that ownership and control must go together. Railroad companies must have passengers and freight to transport, or their investment will be unremunerative; and the people along railroad lines must have easy and rapid transportation, or the products of their industry would be of little value. And we hope and believe that the time will soon come when property in railroads properly managed will be as safe from excessive taxation, unfriendly legislation and enormous awards for damages to persons and property, as though owned by private individuals, for, in the end, excessive charges imposed upon the roads must be paid by those who use them.

The companies that are employing their time, energy and capital in constructing, equipping and operating railroads, and the agriculturists and manufacturers, are naturally and of right should be allies and not antagonists. And this fact will be fully recognized and understood when the agrarian war cry against corporate property has given place to more correct views of the relation between labor and capital. That portion of your road now completed and in operation is earning more than sufficient to pay the interest on its bonded debt, and is increasing in value from month to month. Still, in view of the disturbed condition of financial affairs, and the fact that a portion of the people of California seem disposed to do all in their power to make this class of property unproductive and thereby depreciate securities based upon it, your board would recommend that the company go forward with the work of construction with great caution, practicing the most rigid economy in operating the completed portion of your road, acquiring all necessary grounds for depots, sidings, machine shops and other purposes, and thereby strengthening the credit of the company so as to give its securities a high standing in the great financial centres from which the capital necessary for the completion of the road must be drawn; and then, when the time comes, as it surely will, that capital invested in good railroad securities will be considered safe, this great work can be carried rapidly forward to completion.

At the close of the last financial year the company had 19 locomotives—including five added in the month of May previous. Twelve has been changed from wood to coal burners, and five equipped with pumps for the Westinghouse Air-Brake. The number and kind of cars on the road were as follows: 20 passenger, 1 passenger and baggage, 6 baggage, 3 smoking, 1 officers', 1 pay, 1 hunting, 188 box, 4 caboose, 15 stock, 90 flat, 12 dump, 1 boarding, 8 stone, 27 push, 1 water, 1 wood, 28 hand, and 1 flat car with pile driver and engine—making a total of 404, of which 122 had been added during the year. Ten cars had been equipped with the Miller Platform and Buffer, and 23 with the Westinghouse Air Brake. Miles run by locomotives, 460,254. Passengers carried southward, 168,462; do. northward, 162,013—total, 330,475, of which 5,403 were through and 325,072 way. Tons of freight carried southward, 62,583; do. northward, 120,077—total, 182,660. The track has been kept in excellent condition; and the rolling stock is all in good order.

BALANCE SHEET, June 30, 1873.

ASSETS.

Construction account	$9,265,982 77
Real estate	528,825 00
Land account	29,667 85
Equipment account	663,577 09
Building "	277,915 00
Machinery and tools	43,017 00
Material	70,461 01
Fuel	19,626 15
Office and station furniture, and telegraph instruments, &c	22,893 87
Balance of accounts outstanding, including $10,000,000 advanced to Contract and Finance Co., as per contract, and deducting obligations	9,198,421 34
Cash in hands of treasurer	204,655 09
	$20,311,042 17

LIABILITIES.

Capital stock	$12,210,200 00
First mortgage bonds	8,050,000 00
Profit and loss account	50,842 17
	$20,311,042 17

President.—C. P. HUNTINGTON.
Vice President.—D. D. COLTON.
Directors.—C. P. Huntington, Robert Robinson, S. T. Gage, D. D. Colton, Charles Mayne, E. H. Miller, Jr., J. L. Willcutt.
Treasurer.—F. H. MILLER, JR.
Secretary.—J. L. WILLCUTT.
Gen. Superintendent.—A. N. TOWNE.
Chief Engineer.—GEO. E. GRAY.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific:													
1867	38,169	51,831	69,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,663
1868	64,462	86,937	51,396	96,431	106,835	164,729	259,590	251,832	282,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,043	568,270	556 080	532,657	511,854	609,788	579,642	535,386	467,659	5,670,883
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720,929	892,341	795,176	869,297	1,006,373	996,922	981,906	897,234	672,388	9,467,072
1872	592,228	571,836	875,763	949,568	1,380,928	1,138,273	1,272,510	1,271,629	1,254,689	1,285 567	1,299,900	1,037,992	12,734,729
1873	852,860	694,015	939,778	1,120,469	1,356,378	1,313,790	1,211,765	1,258,500	1,392,125	1,423,875	1,296,812	1,072,750	13,938,969
1874	848,558	794,000	867,666	1,132,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	408,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,869	384,999	388,964	461,290	466,097	533,655	554,163	507,617	473,227	455,607	377,687	5,278,910
1872	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,315	352,604	5,156 326
1873	347,372	396,307	420,893	409,472	430,184	475,819	540,242	596,708	560,858	564,693	410,907	344,046	6,497,541
Chicago and Northwestern:													
1863	.....	... ...	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,630	565,145	480,710	519,306	609,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	764,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,381,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,167,056	1,087,974	1 305,673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	763,782	868,359	920,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,403
1871	655,428	602,482	774,934	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,308,304	1,433,948	1,067,387	859,780	12,272,645
1873	752,468	765,249	987,358	1,034,023	1,256,072	1,309,578	1,240,987	1,284,091	1,971,448	1,461,827	1,039,306	1,010,501	13,816,465
1874	993,490	903,021	1,039,986	1,074,725	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,567	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,009	226,897	244,182	249,046	260,189	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,022	372,974	381,113	373,619	341,104	326,288	401,252	417,328	439,581	389,830	358,743	4,492,825
1873	868,921	413,043	448,924	413 443	436,459	411,260	393,306	465,508	466,796	423,893	327,804	322,596	4,857,448
1874	363,053	276,099	318,976	342,247	.....	.....	.. ...	.....	.....	.....	.....	.....	.....
Erie													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,372	1,656,415	1,720,073	1,864,554	1,794,397	1,694,651	1,483,454	1,417 211	17,598,327
1872	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,526 243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1873	1,326 505	1 329,422	1,515,882	1,541,958	1,764,821	1,717,593	1,685,384	1,774,570	1,918,247	1,882,421	1,560,023	1,625,129	19,631,781
1874	1,462,650	1,278,775	1,418,223	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1868	587,443	536,165	444,443	518,800	572,551	628,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	661,326	555,057	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698,069	8,026,754
1873	602,241	597,429	660,759	553,912	635,459	742,600	648,840	769,748	884,485	797,121	636,039	708,692	8,268,325
1874	611,491	538,668	567,554	342,921	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	133,673	152,264	267,411	303,915	306,944	266,036	282,723	332,555	361,446	387,990	308,305	210,197	3,321,518
1872	189,606	191,738	300,783	322,875	341,843	322,360	329,838	357,302	349,468	449,418	314,513	228,240	3,093,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	325,281	328,189	333,785	392,510	265,217	201,462	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,869	1,368,943	1,402,597	1,345,316	1,236,285	14,797,975
1872	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,705	1,459,860	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873	1,412,368	1,549,286	1,735,736	1,694,543	1,680,968	1,585,368	1,451,702	1,582,531	1,776,420	1,742,516	1,375,556	1,546,983	19,134,126
1874	1,619,249	1,306,132	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,436	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	164,587	149,550	162,521	191,941	208,977	207,911	204,196	2,039,927
1873	169 843	161,132	178,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	151,793	150,301	2,126,875
1874	171,028	.....	.....	.....	.....	.....	.....	.....	.....	... ...	.....	.....	.....
Michigan Central:													
1869	336,120	320,636	386,527	411,514	403,646	366,622	329,950	353,569	473,546	490,772	443,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	406,283	363,187	326,891	378,880	467,990	511,447	463,373	387,827	4,755,958
1871	418,755	442,665	486,980	470,703	480,547	427,095	422,015	529,899	628,660	582,802	587,434	507,050	5,940,102
1872	411,113	384,058	449,453	485,550	487,282	393,300	402,084	460,101	536,603	641,807	487,603	464,163	5,603,117
1873	379,836	440,261	567,314	556,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1869	454,560	350,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801,195	496,566	7,250 039
1870	396,171	382,823	377,571	443,132	780,700	755,737	636,434	661,020	805,318	906,313	791,014	629,758	7,420,421
1871	396,760	327,431	400,140	438,884	662,366	658,917	431,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,986	387,565	426,223	474,188	580,432	594,769	488,343	566,729	811,961	950,945	702 858	513,787	6,957,779
1873	554 715	423,716	555,005	569,236	805,799	929,210	834,320	767,803	1,193,209	1,012,704	771,800	843,200	9,040.717
1874	664,400	637,500	576,620	742,050	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,849	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,005	219,504	319,765	285,416	284,782	275,351	287,540	329,270	384,123	360,887	385,103	290,552	3,630,666
1872	254,319	238,823	303,594	305,755	269,560	304,512	265,406	315,699	338,497	384,193	337,920	360,404	3,678,652
1873	227,897	261,346	344,632	321,047	301,521	272,600	267,784	325,093	382,098	353,165	308,632	306,100	.....
Philadelphia and Reading:													
1869	479,290	525,490	755,483	904,834	499,463	630,680	1,252,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	814,493	593,960	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,505	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	537,080	12,500,664
1872	667,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,522,847	1,127,037	891,791	12,199,748
1873	742,641	745,100	1,268,470	1,370,600	1,308,450	1,382,090	1,321,540	1,446,247	1,547,475	1,486,091	1,324,248	.....	.....
St. Louis, Alton and Terre Haute:													
1869	132,623	127,817	175,950	171,863	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	162,995	1,786,547
1872	164,525	137,678	162,336	156,134	148,279	133,503	123,994	169,459	179,457	216,171	177,327	158,700	1,927,471
1873	144,209	159,454	177,514	170,218	164,300	165,260	151,532	165,610	178,302	200,646	132,892	132,752	1,942,689
St. Louis and Iron Mountain:													
1870	92,161	95,610	106,633	108,716	117,625	116,242	107,534	126,012	127,412	128,778	124,988	123,943	1,372,256
1871	126,218	122,373	144,533	126,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	153,254	229,250	208,140	230,300	195,480	179,261	206,190	205,500	186,645	160,800	122,657	2,233,647
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	290,529	293,344	283,833	434,200	450,306	429,898	323,270	399,439	4,013,293
1869	284,193	240,396	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,389	323,377	434,284	4,242,343
1870	257,664	293,645	296,270	318,690	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	385,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,985	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,868	434,466	614,176	565,811	621,351	489,241	466,051	5,944,579
1873	370,290	405,110	471,301	446,527	470,598	541,191	483,399	642,209	593,504	538,251	418,928	482,767	5,864,076
1874	423,343	400,984	404,699	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	23,500	617,685	758,467	999,665	837,288	716,529	5,700,182
1870	528,529	500,189	539,238	708,603	802,586	746,450	643,058	664,051	728,531	719,898	570,165	505,053	7,654,094
1871	479,573	273,923	499,899	584,540	724,466	728,174	673,696	681,865	800,402	777,362	708,142	469,932	7,521,682
1872	373,936	534,116	566,861	741,803	880,442	835,450	742,832	789,567	863,754	930,706	915,727	767,851	8,892,606
1873	823,975	491,784	708,256	681,986	1,007,831	969,863	876,883	837,277	1,065,937	1,170,586	970,660	758,832	10,206,104
1874	620,715	607,990	687,026	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Bond Repudiators Again Beaten.

One Nicolay, having taken legal advice as to the value of certain bonds of the counties of St. Clair and Henry, Missouri, issued in aid of the Kansas City and Memphis Railway Company, knowing that they were disputed as illegal, but believing that they were collectable, bought a quantity of them and brought suit in the United States Circuit Court at Jefferson City. The St. Louis *Republican* continues:

The chief reliance of the defence was on the allegation that scheming speculators, relying on the aid of the counties through which it passed, had combined to build a railroad from Kansas City towards Memphis, Tenn.; that these speculators pretended to organize as in connection with the Tebo and Neosho Railroad, under the provisions of a charter previously granted to that company; that, without having obtained the indorsement of the people at a popular election, they assumed to act under the provisions of the act of March, 1868, concerning aid in building branch roads in this State; that the directors of the Tebo and Neosho Railway Company were aware of the facts and connived at the fraud; that the speculators mentioned obtained an order from the county court of Henry county in August, 1870, without the knowledge or consent of the Tebo and Neosho Company, subscribing 1,500 shares of $100 each in the stock of the Clinton and Memphis branch of the Tebo and Neosho Railway. To this statement of facts Mr. Nicolay, the holder of the bonds, demurred, claiming that the whole proceedings had been in conformity to law, and that there had been no illegality in the issue of the bonds. The county answered to the demurrer that the subscription was illegal and without effect; that the plaintiff had actual notice; that he was fully informed of the facts, and therefore had no just grounds for recovery. The court sustained the demurrer, and entered judgment against the county. This case is similar to a number of cases now pending in the courts, and will be made a test case and certified on appeal to the Supreme Court of the United States.

The amount of bonds issued by different counties in the State under similar circumstances reaches some seven or eight millions of dollars. The grounds upon which the court sustained the demurrer of the plaintiff seem to have been the constitutionality of the act of March, 1868, as decided by the State Supreme Court as final, and that under the law the subscription made by the county court was valid, and, of course, admitting all that the defense claimed, that the company was a fraudulent organization for purposes of speculation, that did not invalidate the fact that the bonds had been issued by the legal representatives of the county, in accordance with the then existing law, and so the court decided.

☞ The Boston *Journal* says that the gain in earnings of the Chicago, Burlington and Quincy Railroad for the first three weeks in April was $72,000, and about $100,000 per month this year over the receipts in 1873. The Burlington and Missouri River Railroad in Nebraska gains about 50 per cent over last year. The land sales the first four months of last year amounted to about $200,000; this year they are over $750,000. The Union Pacific Railroad is doing more business than for the corresponding month last year, but owing to the competition of the Pacific Mail Steamship Company the receipts for April will show some falling off. The contest for the terminus of the road between Omaha and Council Bluffs is still active and undecided. The company consider Omaha, where their workshops are established, as the terminus, but run their cars over the bridge for the accommodation of passengers.

Jay Cooke & Co's Creditors.

The creditors of Jay Cooke & Co. will be glad to learn that the most vigorous efforts are being made by the Trustee in charge of the assets, aided by the committee of creditors, to extricate the concern from the fog in which it has been environed, that each may see and comprehend the real situation. To this end the parties in interest held a meeting on the 7th instant, and authorized a dividend of five per cent, payable in cash, upon all claims proven before the Register, as soon as orders for the dividends have been made out, and sent to the creditors by Register Mason, which, it is supposed, will require some two or three weeks. So far so good, and is easily understood—covering, as the transaction does, only cash. But beyond this, at the same meeting, the Trustee was authorized by the committee to further settle with the creditors upon the following terms: Fifty per cent in the Northern Pacific 7-30 gold bonds, at seventy cents on the dollar; eighteen per cent in the Oregon Steam Navigation Company's stock, par $100, at forty cents on the dollar; seven per cent in first mortgage bonds of the Lake Superior and Mississippi and other railroad companies, at from seventy to seventy-five cents on the dollar, and ten per cent in the ten per cent income bonds of the Lake Superior and Mississippi Railroad Company, at forty cents on the dollar. This arrangement is voluntary, and may be accepted or declined as each creditor shall elect, but no one can receive any more than the above named percentage of any one of the securities. That is, as we understand it, any creditor may settle 50 per cent of his claim by accepting Northern Pacific bonds at 70, or 18 per cent of his claim in Oregon Steam Navigation bonds at 40 per cent, and so on of any other security on the terms stated. There is about 850 millions of securities, which divides up among all the creditors *pro rata* at the rate per cent named of each class. The party accepting leaves the same percentage of each security for such creditors as may choose to wait further developments, or until the final settlement. Under this operation the amount involved will be very materially narrowed, as it is already ascertained that many of the large creditors will accept, by which they will have at once their proportion of the assets to manage and dispose of as opportunities shall offer. It is proposed by the Trustees and committee to make a further cash dividend of ten per cent as soon as it can be realized from the remaining assets. Upon this being carried out the creditors will receive 15 per cent in cash and 85 per cent in securities at the rates given above. Creditors of small amounts, say of $200 or less, may avail themselves of all the advantages of the large creditor by several joining in amounts sufficiently large to bring them within the operation of the arrangement as regards the denomination of bonds, &c. This seems just and fair all round.—*Philadelphia Ledger.*

Michigan and Ohio Railroad.

Mr. James S. Gibbs, of Buffalo, President of the Michigan and Ohio Railroad, is in this city, accompanied by several directors, in the interest of a thoroughfare in which Columbus is deeply interested. It is proposed to construct the Michigan and Ohio railroad from Grand Haven, Michigan, to Portsmouth, Ohio, a distance of about four hundred and fifty miles, passing through Granville, Michigan, and passing through Bryan, Defiance, Bellefontaine, Lima, Marysville, Columbus, Circleville, Chillicothe, etc., and intersecting the Michigan Central, Michigan Southern and many other railroads. An engineer who had been over the route south of this arrived in the city on Saturday. Two corps of engineers are on the route in Northwestern Ohio; one was expected to arrive in Bryan Saturday night, and another is coming this way from Lima. Still another corps of engineers will be started from Columbus early this week to meet the Lima corps. For the present no detailed survey of the route between here and Portsmouth will be made, the route being sufficiently well understood from former surveys for present purposes.

The advantages of a railroad from Columbus to Portsmouth have been thoroughly discussed and are well understood. Direct communication with prominent points in Southern Ohio is a want much felt here, and it is conceded that we cannot have too much access to the coal and iron fields. Besides this the Michigan and Ohio road, if built, will open to us directly a part of Northwestern Ohio now only accessible by circuitous route, and will be a "straight shoot" for the great lumber regions. Muskegan and Grand Haven now manufacture about six hundred million feet of lumber annually; immediate connection with such a region is a matter deserving serious consideration. At Granville, thirty miles this side of Grand Haven, are located plaster beds said to be the most extensive in the world. Coal and iron ore one way, and lumber and plaster the other, would be an exchange that ought to insure profitable railroad business.—*Ohio State Journal, May* 11.

☞ The Atlantic and Great Western Shenango branch will be extended this season from Harrisville southeast through the new Butler oil district to Brady's Bend, on the Allegheny Valley road, passing through Petrolia and Martinsburg, twenty-seven miles.

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Accounts of Country BANKS and BANKERS received on favorable terms.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	13,280,000	J. & J.	Jan. '74 2½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point..100	1,232,200	J. & J.	July '73 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " guar.100	786,476	M. & N.	Nov. '73 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Sept. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Geneseo & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,161,962	M. & N	May '74 5
Washington Br.....100	1,650,000	A. & O.	Apl. '74 5
Parkersburg Br. pref... 50	5,680,685	— & —	.....
Berkshire*.....100	600,000	J. A. J. & O.	Apl. '74 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N	May '74 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & D	Dec. '73 3
Bost., Conc. & Mont.* pref.100	800,000	M. & N.	May '74 2
Boston and Lowell.....500	2,862,900	J. & J.	Jan. '74 4
Boston and Maine.....100	6,816,807	M. & N.	May '74 4
Boston and Providence..100	3,950,000	M. & N.	May '74 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A.	Feb. '74 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Mar. '74 5
" " prof.100	1,485,900	M. & S.	Mar. '74 5
Camden and Amboy* ...100	5,847,800	J. A. J. O.	Apl. '74 2½
Camden and Atlantic... 50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Nov. '73 3½
Cape Cod	1,020,330	J. & J.	Jan. '72 $24
Cape May and Millville* 50	447,000	J. & D.	Dec. '73 3
Catasauqua & Fogelsv.. 50	428,900	Novemb.	Nov. '71 6
Catawissa*..... 50	1,189,800	— & —	.....
" pref. 50	2,200,000	M. & N.	May '74 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '74 4½
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	May '74 1½
" " pref.100	769,600	F. & A	Feb. '74 3½
Central of Georgia.....100	4,666,800	J. & J.	July '73 5
Central of New Jersey..100	20,000,000	J. A. J. O.	Apl. '74 2½
Central Ohio*..... 50	2,425,000	J. & J.	Jan. '74 3
" pref..... 50	400,000	J. & J.	Jan. '74 3
Central Pacific 100	54,275,500	.....	Sept. '73 3
Chemung*.....100	380,000	J. A. J. & O	Oct. '72 3½
Cheshire, preferred 100	2 100,000	J. & J.	Jan. '74 3
Chicago and Alton.....100	8,929,900	M. & S.	Mar. '74 5
" " pref....100	2,425,400	M. & S.	Mar. '74 5
Chicago, Burl. & Quincy.100	19,897,000	M. & S.	Mar. '74 5
Chicago, Iowa & Nebras*100	3,916 300	J. & J.	Jan. '74 4
Chicago & N. Western..100	15,083,480	J. & D.	Dec. '72 3½
" pref.100	21,259,563	J. & J.	July '73 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Apl. '74 4
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '74 4
Cin., Sand. and Clev.*... 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	428,046	M. & N	May '74 2
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Aug. '72 3½
Cleveland & Mahoning*. 50	2,087,569	M. & N.	May '74 3½
Cleveland & Pittsburg*.. 50	11,236,150	F. M. A. N	May '74 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*.... 50	1,786,800	M. J. S. D.	Mar. '74 2
Colum. & Hocking Val..100	2,800,000	F. & A	Feb '74 5
Concord 10	1,600,000	M. & N.	May '74 5
Concord and Ports.*.....100	350,000	J. & J.	Jan. '74 3½
Conn. & Passum p. Riv..1 0	2,100,000	F. & A.	Feb. '74 3
Connecticut River..... 100	1,950,000	J. & J.	Jan. '74 5
Cumberland Valley.....	1,494,250	A. & O.	Apl. '74 4
Danbury and Norwal . 50	600,000	M. & N.	Nov '73 5
Delaware*..... 50	1,230,941	J. & J.	Jan. '74 3
Del., Lackaw. & Westn. 50	18,863,850	J. A. J. O.	Apl. '74 2½
Detroit & Milwaukee *.. 50	822,140	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	A. & O.	Apl. '74 3½
East Pennsylvania* 50	1,809,300	J. & J.	Jan. '74 3
East Mahanoy * 50	392,950	J. & J.	Jan. '74 3
Eastern (Mass.)..... 100	4,262,600	J. & J.	July '72 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*.100	500,000	F. & A.	Feb. '74 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '74 2½
" " pref. 50	500,000	J. & J.	Jan. '74 3½
Erie Railway 100	78,000,000	.....	Oct. '73 1
" pref..... 100	8,539,910	.....	Oct. '73 3½
Erie and Pittsburg* 50	1,090,250	M. J. S. D.	Mar. '74 1½
Fitchburg 100	4,000,000	J. & J.	Jan. '74 4
Georgia 100	4,186,000	J. & J.	Apl. '74 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.) 100	14,367,946	— & —	.....
Great Western, (Ca.) ... 100	19,237,404	A. & O.	Apl. '74 1½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug. '70 2½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	May '74 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '74 3½
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '74 4
Huntingdon & Bd Top.. 50	880,000	— & —	.....
" " pref. 50	450,750	J. @ J	July '68 3½
Illinois Central.....100	25,280,510	F. & A.	Feb. '74 4
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S.	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	Jan. '74 3
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J. A. J. O.	Apl. '74 1½
Joliet & North. Indiana*100	300,000	J. & J.	Jan. '74 4
Lake Shore & Mich. So..100	49,466,500	F. & A.	Aug. '73 4
" " (guar.)100	533,500	F. & A.	Aug. '73 5
Lawrence*..... 50	200,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '73 3
Lehigh & Susquehanna.. 50	8,739,800	M. & N.	May '67 5
Lehigh Valley 50	21,916,850	J. A. J. O.	Apl. '74 2½
Little Miami*..... 50	5,871,450	J. A. J. O.	Apl. '74 2
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. '74 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island..... 50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,023,483	J. & J.	July '69 3
" " pref.100	348,700	J. & J.	Jan. '74 4½
Louisville & Nashville...100	8,980,600	F. & A.	Feb. '74 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '74 3
Lykens Valley 20	600,000	F. M. A. N	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central..... 100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	May '74 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	3,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*..... 100	400,000	F. & A.	Feb. '74 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	18,738,204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323.375	J. & J.	Jan. '74 5
Milwaukee and St. Paul..100	13,398,550	J. & J	Dec. '70 7s
" " pref.....100	10,825,777	F. & A	Feb 74 3½ b
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '74 4
Morris and Essex*..... 50	14,008,100	J. & J	Jan. '74 3½
Nashua and Lowell.....100	800.000	M. & N.	May '74 5
Naugatuck.....100	1,881 900	F. & A.	Feb. '74 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '74 5
Newark and N. York*..100	977,400	J. & J.	Jan. '74 3½
N. Bedford 100	1,010,100	M. & N.	May '74 4
N. Castle & Beaver Val.* 50	1,500,000	J. A. J. O.	Apl. '74 2½
N Haven & Northamp..100	605,000	J. A. J. O.	Sept '72 3
New Jersey*..... 100	7,295,200	J. A. J. O.	Apl. '74 2½
New London Northern*100	1,413,300	J. & J.	Jan. '74 4
N. Y. Con. & Hudson R..100	38,428,330	A. & O.	Apl. '74 4
New York and Harlem.. 50	8,500,000	J. & J.	Jan. '74 4
" " pref.100	1,500,000	J. & J.	Jan. '74 4
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	Jan. '74 6
N. Y., Provid. & Boston.100	2,000,000	J. A. J. O.	Apl. '74 2½
Niag. Bridge & Canand*100	1,000,000	J. & J.	Jan. '74 3
North Carolina*..... 100	4,900,000	Irregular.	Jan. '73 3
N. Eastern (N. C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3,473,500	January.	Jan. '74 5s
Northern Central 50	6,842,000	M. & N.	Nov. '72 3
Northern N. Hampsh.....100	3,068,400	J. & D.	Dec. '73 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '74 4
Norwich & Worcester* 100	2,823,400	J. & J.	Jan. '74 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '74 3
" " pref.100	2,000,000	A. & O.	Apl. '74 4
Ohio and Mississippi....	19,995,947	J. A. J. O.	.....
" " pref.100	4,024,474	J. & D.	Dec '72 3½s
Oil Cr. & Allegheny R... 50	4,259,450	J. A. J. O.	Jan. '74 3
Old Colony & Newport..100	6,297,900	J. & J.	Jan. '74 5½
Oswego and Syracuse*.100	482,400	F. & A.	Feb. '74 4
Pacific of Missouri.....100	3,635,750	J. A. J. O.	Apl. '74 1½
Panama..... 100	7,000,000	J. A. J. O.	Apl. '74 3
Paterson and Hudson*..100	630,000	J & J.	Jan. '74 4½
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramap*..100	749,000	J. & J.	Jan. '74 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '74 3
Pennsylvania 50	72,000,000	M. & N.	May '74 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '74 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '74 4
Phil., Ger. & Norristwn* 50	1,626,250	M. J. S. D.	Dec. '73 3
Philadelphia & Reading 50	32,684,375	J. A. J. O.	Apl. '74 2½
" " pref.. 50	1,551,800	J. A. J. O.	Apl. '74 2½
Phila. and Trenton*..... 50	1,259,100	J. A. J. O.	Apl. '74 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	Jan. '74 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	J. A. J. O.	Apl. '74 1½
" Special Imp..100	2,000 000	J. A. J. O.	Apl. '74 1½
Pittsfield & N. Adams..100	450,000	J. & J.	Jan. '74 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '74 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces..100	2,000,000	J. & J.	Jan. '74 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '74 4
Roch. & Genesse Val.*.110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	Jan. '74 3½
Rutland*..... 100	2,700,000	— & —	.....
" preferred..... 100	4,300,000	F. & A.	Feb '74 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " " pref.100	2,040,000	May.	May '68 7
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '74 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" " pref.100	12,000,000	.....	Nov. '72 3
Saratoga and Schenec.*.100	300,000	A. & O.	Apl. '74 3½
Schuylkill Valley* 50	576,050	J. & J.	Jan. '74 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '74 3
Shore Line*..... 100	995,800	J. & J.	Jan. '74 3½
South Branch (N. J.*)...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '74 4
Staten Island..... 100	860,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	448,700	J. & J.	Jan. '74 3½
Stony Brook*..... 100	287,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '74 3
Sussex (N. J.).....	317,850	J. & J.	Jan. '72 3½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	Dec. '73 3
Taunton Branch 100	500,000	J & J	Jan. '74 5
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '74 5
Tol., Peo. & War. 1st pref.100	1,777,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '74 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Union and Black River....100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*....100	2,500,000	J. & D.	Dec. '72 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$2,800,000	A. & O.	Apl. '74 1
Warren (N. J.)..... 100	1,800,000	J. & D.	Dec. '73 3½
Warwick Valley..... 100	225,000	A. & O.	Apl. '72 2½
West Jersey*..... 100	1,559,750	F. & A.	Feb. '74 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '74 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '74 3½
Worcester and Nashua. 75	1,400,555	J. & J.	Jan. '74 $5
HORSE-POWER R. R.			
Albany City..... 100	110,300	— & —	..... 2½
Baltimore City..... 100	800,000	— & —	Jan. '74 3
Bleecker st. & F. Fy. (NY) 100	900,000	— & —	.....
Boston and Chelsea..... 100	110,000	A. & O.	Apl. '74 4
Broadway (Brooklyn)....100	200,000	J. A. J. O.	Apl. '73 3
Broadw. & 7th Av. (NY) 100	2,100,000	J. & D.	Jan. '70
Brooklyn City 100	1,500,000	F. M. A. N	May '74 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica....100	488,100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge..... 100	727,800	A. & O.	Apl. '74 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 5	500,000	J. & J.	Jan. '74 3
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..100	500,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F. M. A. N	Feb. '74 2
Eighth Avenue (N.Y.)....100	1,000 000	J. A. J. O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry..100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Ph.) 50	491,750	J. & J.	Jan. '74 5
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. '74 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '74 4
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. '74 1½
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '71 6
Lynn and Boston..... 100	200 000	— & —	.....
Malden and Melrose..... 100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	M. & N.	Nov. '73 5
Middlesex (Boston)..... 100	400,000	A. & O.	Apl. '73 4
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark..... 100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	Jan. '74 5
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '74 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 3
Second Avenue (N.Y.)....100	888,100	J. A. J. O.	Oct. '73 2
Second & Third St. (Ph.) 50	992,100	J. & J.	Jan. '74 6
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '74 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F. M. A. N	May '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '74 2
Somerville (Boston) 100	75,000	M. & N.	May '74 3
South Boston 58	400,000	J. A. J. O.	Apl. '74 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan '74 8½
West Philadelphia..... 50	400,000	J. & J.	Jan. '74 2
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '73 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '74 4
Delaware and Hudson....100	15 000,000	F. & A	Feb. '74 5
Delaware and Raritan*.100	5,847,400	J. A. J. O.	Apl. '74 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	9,890,350	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated).... 100	1,025,000	F. & A.	Aug. '72 2
" (preferred)..... 100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb' 74 30c
" " (pref.). 50	2,888,977	F. & A.	Feb' 74 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,007,350	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '68 —
MISCELLANEOUS.			
Adams Express..... 100	10,000,000	M. J. S. D.	Mar. '74 2
American Coal..... 25	1,500,000	M. & S.	Mar. '74 4
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship 100	4,000,000	M. J. S. D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec' 69 35c
Canton..... 16½	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,000	— & —	.....
" pref..... 100	8,593,400	— & —	.....
" certif..... 100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p..100	20,000,000	M. J. S. D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F. M. A. N	May '74 6
Pullman Palace Car..... 100	4,000,000	F. M. A. N	May '74 3
Quicksilver, common 100	6,700,000	— & —	.....
" preferred 100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
United States Express....100	6,000,000	F. M. A. N	May '74 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '74 4
West. Union Telegraph.100	35,000,000	J. & J.	July' 70 2
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov. '69 4
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities May 1, 1874.					
Loan of June 14, 1858 .....registered	$360,000	5	Jan. & July.	1874	112½
.. ..coupon	.....	5	" "	1874	....
Loan of February 8, 1861 .....registered	13,767,000	6	Jan. & July.	1880	119½
.. ..coupon	4,648,000	6	" "	1880	121½
Oregon War Bonds of March 2, 1861...coupon	945 000	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861....registered	125,777,150	6	Jan. & July	1881	119½
.. ..coupon	63,544.200	6	" "	1881	121½
Loan of Feb. 25, 1862 (5-20s).....registered	16,610,100	6	May & Nov.	1882	116
.. .. .. (5-20s).....coupon	151,654,400	6	" "	1882	116
Loan of March 3, 1863.....registered	53,632,600	6	Jan. & July.	1881	119½
.. ..coupon	21,370,400	6	" "	1881	121½
Loan of March 3, 1864 (5-20s).....registered	946,600	6	May & Nov.	1884	116½
Loan of June 30, 1864 (5-20s).....registered	24,999,700	6	May & Nov.	1884	116½
.. .. .. (5-20s).....coupon	33,046,500	6	" "	1884	117
Loan of March 3, 1865 (5-20s).....registered	33,789,750	6	May & Nov.	1885	116½
.. .. .. (5-20s).....coupon	118,744,600	6	" "	1885	118
.. .. 2d series (5-20s).....registered	56,777,000	6	Jan. & July.	1885	119½
.. .. .. (5-20s).....coupon	145,856,100	6	" "	1885	119½
.. .. 3d series (5-20s).....registered	87,786,250	6	Jan. & July.	1887	119
.. .. .. (5-20s).....coupon	222,868,150	6	" "	1887	120½
.. .. 4th series (5-20s).....registered	13,878,000	6	Jan. & July.	1888	119½
.. .. .. (5-20s).....coupon	23,596,000	6	" "	1888	120½
Loan of March 3, 1864, (10-40s)....registered	141,103,000	5	Mar. & Sept.	1904	114½
.. .. .. (10-40s).....coupon	53,464,300	5	" "	1904	115½
Consols of July 14, '70 & Jan. 20, '71.registered	176,797,450	5	F. M. A. & N.	1881	115½
.. .. coupon	138,177,500	5	" "	1881	116½
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	116½
U. S. Notes and Fractional Currency.....	429,513,398	nil.	.....	.....	...
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72..	2,582,800	5	May & Nov.	'86-'92	....
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	....
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90-'91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 9,809,0.0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'99-'00	....
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	...
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60.....	2,108,000	7	Jan. & July.	'77-'80	112½
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,300):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($5,728,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1883	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,600,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	....
.. Bonds for W. & Atl. R. R. 1842 and 1843.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R. R., '58, '59, '60 & '61	600,000	6	Feb. & Aug	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,900,000	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870....	4,890,000	7	Various.	1890	....
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	...
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	345,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	...
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	...
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):			Jan		
.. State Bonds (various) 1863 to 1864.....	110,675	6	" & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	"	'76-'89	....
Kentucky—($2,780,810):					
.. State Bonds 1836 and '43.....	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	40
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	50
.. .. .. 1866	1,000,000	8	Various.	1886	57
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds (N.O., Mob. & Chat. R. R.) '70 '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866...	250,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1860...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1863 and '64...	5,832,500	6	"	'83-'89	100½
.. Municipal Equalization Bonds.....	3,064,400	6	April & Oct.	1889	98
Maryland—($12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838....	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	95
.. Bonds to Ches. & Ohio Canal 1870.....	2,680,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1866.....	511,355	6	J. A. J. & O.	1883	106

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72	706,000	5	Various.	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800,000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	94½
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	91½
.. Bounty Loan, 1864.....	4,379,580	5	May & Nov.	1894	99½
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	...
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	100½
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'93	92½
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445,000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863.....	431,000	6	" "	1878	97
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1858.....	463,000	7	May & Nov.	1890	91
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1875	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	93½
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	...
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	98½
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	...
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	99½
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	97½
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	98½
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'72-'84	104½
.. War Loan Bonds, 1863, tax free.....	1,092,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free.....	584,400	6	" "	'97-'02	...
New York—($38,121,606):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	900,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	plens.	....
.. General Fund Stock	1,189,780	6	" "	plens.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'78	107
.. Canal Stock.....	2,572,000	6	" "	'74-'75	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1877	108½
.. Bounty Loan Bonds, 1867, coupon	1,872,000	...	" "	1877	107
North Carolina—($29,900,048):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	28½
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	28
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	21
.. State (new) Bonds, 1867 to 1870	1,829,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	26½
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	....
.. Special Tax Bonds.....	11,407,000	6	" "	'96-'99	...
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, stg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1860 Bonds, stg f'd.....	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, stg f'd.....	1,495,309	6	" "	1881	102
.. Loan of 1856 Bonds, stg f'd.....	2,400,000	6	" "	1886	103
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	...
Pennsylvania—($29,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,896,550	6	" "	'77-'82	105½
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	108
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1892	97½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '58-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	20
.. .. .. '66.-'69.....	2,262,714	6	Jan. & July.	'87-'97	8
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R. Bonds 1854.....	970,000	6	" "	'74-'76	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1890	...
Tennessee—($30,962,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	88½
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	83
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	85
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($45,926,208):					
.. State Stock (old) registered	22,061,202	6	Jan. & July.	'86-'00	35
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'00	35
.. State Bonds, sterling coupon.....	1,865,000	6	" "	'86-'00	...
.. Funded Interest, 1866-'67.....	6,692,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	466,250	5	" "	'85-'01	...

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$980,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	103½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	98
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	91
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	43½
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	...
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	64
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1853-'75	857,250	6	Jan. & July.	Baltimore.	1875	100½
Loan of 1850-'80	579,500	6	" "	"	1880	99
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	99
Loan of 1855-'90 (Balt.) skg fd.	3,461,146	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,620,320	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,498,016	6	" "	"	1902	....
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	Jan. & July.	Baltimore.	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,800,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	97
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage	499,500	6	March & Sept.	Princeton.	1885	83
3d Mortgage	745,000	6	Feb. & Aug.	"	1887	82½
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	80½
1st Mortgage (Equalization)	248,000	7	" "	"	1889	89
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	90½
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1885	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200 000	7	" "	New York.	1870	...
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	...
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	24
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	45
Mass. L. (rec'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	95
Bonds of 1872 for $1,000,000	686,900	7	" "	"	1892	102

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	88½
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	63
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	99
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	98½
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,840	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,587,971	8	Jan. & July.	Boston.	1894	99
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1901	50
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	85
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	96
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	54½
Carthage & Burlington (C. B. & Q.):						
1st Mortgage guar. and tax free.	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	286,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,390,000	7	" "	"	1900	101½
Chattel Mortgage	158,350	5	" "	"	'80-'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	80
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	83
1st Mortgag 2d Div. $10,000 p. m.	682,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,832,000	7	May & Nov.	" "	1910	83½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	788,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	46
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	3,612 700	7	" "	" "	1902	100
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	106
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	89½
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	94½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	100
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	104
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.)	600,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,158,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	...
Funded Interest on 1st Mort.	157,400	7	" "	"	1880	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	...
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	...
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	51
1st Mort. (Va. Con.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	73½
2d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	6	" "	" "	1876	....
Funded Interest, coupon	169,500	6	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75-'80	....
Chester Creek:						
1st Mortgage guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	100
1st Mortgage	2,408,000	7	Jan. & July.	" "	1893	106½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	94½
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (" ") "	188,000	7	Jan. & July.	" "	1896	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	109
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	942,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,963,225	7	Jan. & July.	Boston.	1898	96½
1st Mort. (Am. Cen. R.R.) guar.	730,000	6	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul)guar.	1,000,000	8	April & Oct.	" "	1879	98½
1st Mort. (Dix., Peo. & Han) guar	900,000	8	Jan. & July.	" "	1889	97½
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	98½
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	99½
1st Mort. (O., O. & Fox Rv.)guar.	1,260,000	8	" "	" "	1900	98
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	99
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold.	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold.	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	41
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m...	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	92½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar.C.&NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar.C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	103½
Funded coupons (193 m.)	750,000	7	May & Nov.	" "	1883	96
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	101
Appleton Ext. (23 m.& 76,000 ac.)	174,000	7	" "	" "	1885	89
Green Bay Ext. (26m & 76,000 a.)	284 000	7	" "	" "	1885	89
Equipm't (Engs & Cars $486,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.).	1,775,000	7	Feb. & Aug.	" "	1882	102½
2d Mort. (Gal. & Chic. 248 m.).	988,000	7	May & Nov.	" "	1875	100½
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	129,500	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	331,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y)	3,105,000	7	F. M. A. & N.	" "	1915	83
Consol. gold bonds for$48,000,000	4,584,000	7*	June & Dec	" "	1902	85½
1st Mort. (Madison Exten.) gold.	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	389,000	7	May & Nov.	" "	1874	....
3d Mort. (Mil. & Chi.R.R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
8d Mort. (" ") guar.	9,500	7	June & Dec.	" "	1896	....
1st Mort. (Chic.& Mil.R.W.)guar	1,141,000	7	Jan. & July.	" "	1898	94½
1st Mort. (Bel.& Mad. R.R.)guar.	306,000	7	"	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.1, '69, $16,000pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $10,000per mile	.....	8	Feb. & Aug.	New York.	1901	100
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C.,R.I.& Pac.)	6,000,000	7	" "	" "	1890	105½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for$41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar.by St.L.K.C.& W.	600,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1890	....
2d Mortgage of 1865	509,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1886	....
2d Mortgage	798,000	7	March & Sept.	" "	1883	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	82½
Cin. & Martinsville(I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	560,000	7	Jan. & July.	New York.	1898	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77 '87	70
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	71½
1st Mort. (San., Day. & Cin.)S.F.	988,000	6	Feb. & Aug.	Boston.	1900	76½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000 000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	—— & ——	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	99½
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73-'94	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning(A.& Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	102½
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	90
Consol. sinking fund guar.	528,000	7	May & Nov.	" "	1900	97
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1900	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund.	15,344,750	7	April & Oct.	New York.	1908	83
2d Mortgage Consol. skg fund.	3,679,900	7	Feb. & Aug.	" "	1909	65
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1860	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	96
Notes payable, conv. at par	594,000	7	" "	"	1876	97
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7*	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	1,000,000	6	March & Sept.	Philadelphia.	1,2,3,4.	88
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1899	....
Cowanesque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1906	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	88
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1870	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	96½
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	101
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	104
Convertible b'ds(Del.Lack.& W.)	5,000,000	7	June & Dec.	" "	1892	104½
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1900	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Ama.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,000,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	...
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	100
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	94
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., sku fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	90
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	99
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	March & Sept.	"	1882	94
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	2,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Con.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	99½
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	60
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	101
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	99
3d Mortgage	4,582,000	7	" "	" "	1883	97
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	95
5th Mortgage convertible	709,500	7	June & Dec.	" "	1888	90
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	...
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	N Y & London.	1920	....
Convertible bonds	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1898	....
Equipmen tMortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1884	....
1st L.M.(& 1st on 50, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1890	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,604,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	300,000	7	Jan. & July.	Providence.	1892	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease, S. F. 25 000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1889	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N Y. & Lond.	1900	...
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Stg.:						
1st Mortgage traffic guarantee	800,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	300,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	800,000	8	Jan & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	90
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	102½
2d Mortgage	948,000	7	May & Nov.	" "	1875	100½
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1836	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	96½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838,385	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,983,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,428,546	7	Jan. & July.	New York	'81-'86	60
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	150,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage	975,000	7	May & Nov.	New York.	1898	80
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	93
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	83,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	79½
1st Mort. (Q. & Palm.R.R. 15 m.)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City & Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,124,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1886	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	93
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	451,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM.):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	101,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1860	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund,gold.	6,620,000	7*	Jan. & July.	New York.	1891	...
Hudson River (N.Y.Con.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	105
3d Mortgage	180,000	7	May & Nov.	" "	1875	104
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	103
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	96
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	63
Illinois Central:						
Construction bonds, cur. skg f'd.	2,742,000	7	April & Oct.	New York.	1875	100
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	...
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	80
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(L. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage	2,000,000	7	Jan. & July.	New York.	1916	....
1st Mortgage		7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	81½
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	91
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	99½
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	99½
2d Mortgage	500,000	8	March & Sept.	" "	1868	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	93½
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol.	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol.	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (JeffersonvilleR.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	108½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	90
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1868	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1867	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1869	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	90
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(St.Jo.&CB.78 m)rev.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" " ")	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL.&G.):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	80
1st Mort. (2d Div. 253.94 m.)gold	4,068,000	6*	June & Dec.	" "	1898	80
1st M.(3d D.244.66m.& 3,000,000a)	6,456,000	7*	May & Nov.	N. Y., L. & F.	1899	....
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,921,000	7*	Jan. & July.	N. Y., L. & F.	1886	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $500,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Con.) 1865	227,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(T W & W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	98½
Lackawanna & Bloomsb(D L & W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N. W.	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming. & Miss.(T W & W):						
1st Mortgage gold guar.	1,200,000	7*	Feb. & Aug.	New York.	1891	76
Laf., Muncie & Bloom.(T W & W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N Y B'a.&Ph.	1899	50
2d Mort. gold tax free and conv.	820,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,132,000	7	J. A. J. & O.	" "	1890	96½
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	97½
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore)Ap. 1, '69	1,500,000	7	" "	" "	1889	95½
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	99
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	96
Sk'g Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	103
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	98
1st Mort. May1, 1855M. S. & N.I.	4,256,000	7	May & Nov.	" "	1885	101½
2d Mort. Oct 31,1857 "	2,693,000	7	" "	" "	1877	100
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	96
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1896	....
Mort. April 1,1868 "	3,000,000	7	April & Oct.	" "	1898	97
1st Mort. Aug.1,1856(D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1878	9-½
1st Mort. Sept. 1,1869(K.& W.P.)	400,000	7	Jan. & July.	" "	1870	90
1st Mort. Oct.1, 1867(Sch.&Th.R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M.July1,'68(Kal.Ali.& Gr.R.)	840,000	8	" "	" "	1868	95
1st Mort.July 1, 1863(J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun.1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philad lphia	1865	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1890	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July.	N. Y. & Bost.	1890	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	.....	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	101
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	104½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	90
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1893	100
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	98½
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,200,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	6	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	138,000	7	May & Nov.	" "	'72-'73	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol. M. for $8,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	88
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1880	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,360	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	87½
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	101½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	89
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	79½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Mississippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1920	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.) $15,000pm.	.....	8	Jan. & July.	Boston.	1890	101½
Michigan Central:						
1st Mortgage, convertible	566,000	8	April & Oct.	New York.	1862	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	108
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	95½
1st Mort. (M. Air L.W.D.)assu'd	1,000,000	8	May & Nov	" "	1890	102½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	94½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (") guar	70,000	8	" "	" "	1880	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv. & W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,514,000	7	Jan. & July.	New York.	1893	97
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	72
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,808,000	7	Jan. & July.	" "	1897	79½
1st Mortgage (Minn. Cent)	192,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	82
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	106
2d Mortgage (P du Chien)	1,316,000	7.3	" "	" "	1898	92
Milwaukee City Loan	238,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Win.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $15,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St. L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	— & —	.....	1899	19½
1st Mort. Land Grant gold	1,000,000	7*	— & —	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,560,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,600,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	— & —	" "	....	....
Income Mortgage	700,000	7	— & —	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	...
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	104
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	100½
Convertible bonds	1,810,000	7	Jan. & July.	" "	1900	92
Construction bonds of 1854	2,000,000	7	Feb. & Aug.	" "	1889	92

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.&Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	86
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $500,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfield bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan'a.						
New Jersey Midland (N.Y.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	...
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	36
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, go'd	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N OtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,526	6	May & Nov.	New York.	1883	91
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	101½
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	89
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	88
Bonds for real estate (")	162,000	6	" "	" "	1883	88
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	88
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	...
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1878	....
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1903	99
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	99½
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1896	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1896	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1890	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $36,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	800,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225 000	6	Jan. & July.	Philadelphia.	1885	99½
2d Mortgage	5,000,000	7	May & Nov.	"	1896	84½
Chattel Mortgage	350,000	10	April & Oct.	"	1877	106
North Shore (L. I.)						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	93
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	87½
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	95
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	89
Income Mortgage conv	1,000,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	50
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	....	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1873	93
Equipment Mortgage	200,000	8	" "	"	1879	93
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage	6,694,000	7	Jan. & July.	New York.	1898	68½
Consolidated 1st Mortgage, stg..		7*	" "	London.	1898	....
Consolidated 2d Mortgage	3,529,000	7	April & Oct.	New York.	1911	70
2d Mortgage, (W. Div.)	433,000	7	Jan. & July.	" "	1874	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bonds	50,000	7	May & Nov.	" "	1883	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	78½
1st Mortgage (War. & Erie)	590,000	7	April & Oct.	"	1882	82½
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	44½
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	98½
Plain Bonds	485,000	6	April & Oct.	"	1875	95
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	102½
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	90
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	80½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	83
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	75
Consolidated Mort.	1,045,500	7	Jan. & July.	New York.	1882	91
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1885	....
Oshkosh & Miss. (M. & S. P)):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(U.B.& Q.)	1,200,000	8	Jan. & July.	Boston.	1900	99½
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	79
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	70
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	600,000	7	April & Oct.	" "	1880	....
Paducah and Memphis:						
1st Mortgage gold for $2,505,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama.						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(T W & W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	100,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1890	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,970,000	7	Jan. & July.	Philadelphia.	1880	102
2d Mortgage (")	2,583,000	6	April & Oct.	"	1875	99½
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	19,490,760	6	J. A. J. & O.	Philadelphia.	1910	90½
State lien for $17,500,000, skg f'd	5,854,700	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	860,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	316,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	103½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.B.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	89
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	86½
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	83
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug	New York.	1874	....
Petersburg:						
1st Mortgage (Installment's)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,138,900	6	Jan. & July.	Philadelphia.	1893	80
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	86,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	98
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	104
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	104½
	Dollar registered	3,414,000	7	" "	"	1911	104½
	Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	98
	Gold or stg reg.	668,000	6*	" "	" "	1911	97½
	Dollar coupon	332,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv		6,690,985	7	Jan. & July.	"	1893	107
New improvement Mort. loan		6,631,615	6*	April & Oct.	Phila.or Lond.	1897	....
Philadelphia, Wilmington & Balt.:							
Mortgage Loan, convertible		345,000	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866		400,000	6	April & Oct.	"	1876	90
Loan of 1867		1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):							
1st Mortgage, guaranteed		330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):							
Consol. Mortgage for $10,000,000.		6,212,000	7	Feb. & Aug.	Philadelphia.	1900	66
1st Mort. (Steub. & Ind.) conv.		3,000,000	6	monthly.	New York.	1884	72
1st Mort.(Ct.& New'k 33m)conv		775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:							
1st Mortgage of 1868, tax free		4,000,000	7	Jan. & July.	Baltimore.	1898	86
2d Mort. (Balt. Loan) of 1866		1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)		400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:							
1st Mortgage (Series A)		875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)		875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)		875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)		875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)		875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)		875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)		860,000	7	Jan. & July.	" "	1912	101
2d Mortgage (Series H)		860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)		860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)		860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)		860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)		860,000	7	June & Dec.	" "	1912	....
3d Mortgage		2,000,000	7	April & Oct.	" "	1912	94½
Bridge (O. & P. R. R.) bonds		158,000	7	May & Nov.	" "	1876	....
Construction bonds of Jan. 1,'70		100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:							
1st Mortgage for $3,600,000		.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:							
1st Mortgage gold, for $1,800,000		.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):							
1st Mort. (Maine Section) gold..		800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000		.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):							
1st Mortgage gold, for $2,300,000		.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:							
1st Mortgage of 1863		250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:							
1st Mort.(Portland Loan)skg f'd		700,000	6	Jan. & July	Portland.	1887	....
1st Mortgage (equal lien)		350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000		.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):							
1st Mortgage gold, skg f'd		1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.		1,000,000	7*	" "	"	1889	....
Poughkeepsie and Eastern:							
1st Mort. gold, conv. & tax free..		800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:							
1st Mortgage		300,000	6	Jan. & July.	Providence.	18	....
Quincy, Alton and St. Louis:							
1st Mortgage gold		850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):							
1st Mortgage, guaranteed		500,000	7	May & Nov.	New York.	1890	89
Quincy & Warsaw (C. B. & Q.):							
1st Mortgage, guaranteed		800,000	8	Jan. & July.	Boston.	1890	99½
Reading and Columbia (P.& R.):							
1st Mortgage, guaranteed		850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed		350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:							
1st Mortgage		150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage		300,000	7	" "	"	1880	....
3d Mortgage		150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitehall)		400,000	7	March & Sept.	New York	1866	....
1st Mort. (T...y, Salem & Rutl.)		500,000	7	May & N...	" "	1890	....
1st Mortgage (Glenn's Falls)		125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:							
Virginia State Loan, skg fund..		600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds		157,800	6	" "	"	1876	....
Consolidated Mortgage		1,722,000	6	May & Nov.	New York.	'78-'90	67½
Rich., Fredericksburg & Potomac							
Sterling Loan		87,777	6*	Jan. & July.	London.	1875	....
Dollar Loan		295,500	6	" "	Richmond.	1881	....
Dollar Loan		172,800	7	" "	"	1875	....
Richmond and Petersburg:							
1st Mortgage		130,500	7	June & Dec	Rich'd & Pet.	1875	....
1st Mortgage		175,000	8	April & Oct		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,000	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20.000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	72½
Equipment Mortgage	500,000	8	March & Sept.	"	1880	75½
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	16,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	...
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	88
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	78
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	94
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	93½
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	83½
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1898	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,500,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands).	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands.	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1898	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	90½
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1869	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.& H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	100
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	220,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	92
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1886	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.).						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	Jan. & July.	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	500,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,370	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	75,000	6	Jan. & July.	"	'90-'92	....
Domestic (special) Bonds	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,180,000	8*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	93
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	6	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,000,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.	891,000	7	various.	Macon.	'72-'86	...
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72-'76	...
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	196,270	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L.&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $600,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,600,000	7	June & Dec.	New York.	1894	79
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	75
2d Mortgage (W. Div.) 117 m.	1,300,000	7	April & Oct.	" "	1886	58
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1870	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	....
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,000	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar.	100,000	7	Jan. & July.	Troy.	1875	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1886	....
3d Mortgage	250,000	7	May & Nov.	" "	1875	....
Convertible Bonds	643,000	7	"	" "	1882	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	94½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1893	92½
1st Mort. (Quincy & Tol 34 m)	500,000	7	May & Nov.	" "	1890	88
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1892	90½
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	82
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	77½
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	67
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	72
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	86
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1873	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	86
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1899	79½
Income Mortgage	7,463,000	10	March & Sept.	" "	1874	82½
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1896	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.E.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	98
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	90½
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	87½
Consolidated(mort.)Loan of 1859	5,000,000	6	May & Nov.	Philadelphia.	1889	97
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	" "	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	20½
2d Mortgage consolidated	1,500,000	7	" "	"	1891	7½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	60
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.		....	78½
Equipment Mortgage	1,000,000	8	May & Nov.		'76-'77	74
Equipment Mortgage	1,000,000	8	" "		1889	78
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	336,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	292,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1890	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	....
Enlarged Mortgage	990,000	6	" "	" "	1884	....
4th Mortgage	846,000	8	March & Sept.	" "	1900	82
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1880	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren(D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	76
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome(R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,200	7	April & Oct.	"	1891	101½
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	613,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	81
1st Mort. endor. by Balt	200,000	6	" "	"	1890	95
2d Mort. " "	300,000	6	" "	"	1890	94½
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	86
2d Mortgage preferred	600,000	6	" "	"	1895	61
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	95½
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	87½
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	89
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	83
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	96
Consolidated mort. Apr. 1, 1869.	1,000,000	7	April & Oct.	"	1899	101½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1878	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	68
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	67
2d Mortgage coupon or regis	723,600	7	Jan. & July.	"	1902	79
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (O. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	90
2d Mortgage $12,000 p. m	1,566,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G. gold S. F. $25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	87½
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,899,500	6	Jan. & July.	Baltimore.	1885	107
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	99
Delaware and Hudson:						
1st Mortgage registered — 1st series, Nov. 1, 1867	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered — 2d series, July 1, 1869	2,500,000	7	Jan. & July.	" "	1884	106
1st Mortgage registered — 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	106
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	93½
Mortgage Loan reg	2,0 0,000	6	F. M. A. & N.	"	1897	94½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	97
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	99½
Convertible Bonds	1,496,870	6	June & Dec.	"	1877	87
Monongahela Navigation:						
1st Mortgage	193,000	6	Jan. & July.	New York.	1887	....
Morris (and Essex):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	100
2d Mortgage	235,000	6	" "	"	1876	96
Boat Loan, sinking fund	236,986	7	" "	"	1885	98
Preferred Stock Dividend Scrip	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	69
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1888	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	77½
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	260,000	6	May & Nov.	"	1870	75
Boat and Car Loan	756,650	6	" "	"	1883	72
Boat and Car Loan	628,100	7	" "	"	1880	90
Coupon Bonds	1,079,000	6	Jan. & July.	"	1896	75
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	78½
2d Mortgage	700,000	6	" "	"	1894	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,510	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	800,000	6	" "	"	1895	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	2,000,000	6	May & Nov.	Philadelphia.	1882	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1876	....
2d Mortgage	298,000	6	May & Nov.	"	1896	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" Statewide Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	3	106	Adirondac.....New York.	2,728,692	*	.....	7,000,000	3,763,000	930,000	1,962,756	—	60.2	.....	.....	.....	.....	.....	—	100	....
May 31, 1872	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	81.3	—	4.6	—	13	8	2	191	Alabama Central ¶.....Alabama	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	142.0	—	87.1	—	21	24	12	749	Albany and Susq. (D. & H.)...New York.	7,463,572	*	.....	.....	5,000,000	4,467,000	.....	—	164.0	(Del. &	Hud. Canal Co.)		1,341,228	423,821	7	100	94½
Sept. 30, 1872	51.0	—	2.0	—	3	4	1	21	Alexandria and Fredericksburg ¶.....Va.	2,500,000	*	.....	.....	.....	1,000,000	.....	—	51.0	.....	.....	.....	.....	.....	—	100	....
Jan. 31, 1873	132.0	—	44.9	112.0	.....	.....	.....	.....	Allegheny Valley.....Pennsylvania.	18,200,000	*	.....	.....	2,256,300	12,389,000	.....	—	132.0	.....	.....	.....	2,239,158	960,684	—	50	....
Nov. 30, 1872	35.8	—	1.6	—	.....	.....	.....	.....	Allentown.....Pennsylvania.	1,147,225	—	.....	.....	567,544	—	579,681	—	35.8	.....	(Phila. & R	eading R.	R.)		—	50	....
Dec. 31, 1872	20.5	—	2.0	—	8	10	2	43	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	95,000	20.5	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1872	57.0	—	2.8	28.0	.....	.....	.....	.....	Arkansas Central (3 ft.) ¶.....Arkansas.	.....	.....	.....	.....	.....	15,000pm	.....	—	.....	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1873	23.6	—	1.9	—	.....	.....	.....	.....	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	—	.....	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1872	465.0	—	23.3	200.0	.....	.....	.....	.....	Atchison, Topeka & Santa Fe.....Kansas.	20,000,000	*	.....	.....	8,615,000	10,564,500	570,000	—	.....	.....	.....	.....	.....	7,500	—	100	10
Sept. 30, 1872	30 4	—	0.9	—	3	2	1	17	Athol and Enfield.....Massachusetts.	805,873	7,552	44,400	.....	620,000	293,400	44,605	3,814	30.4	(In prog	ress to N.	Mexico.)	.....	.....	—	100	....
June 30, 1872	86.7	—	8.9	—	19	6	5	119	Atlanta and West Point.....Georgia.	1,200,129	*	.....	.....	1,232,200	22,000	.....	—	86.7	.....	.....	.....	.....	.....	8	100	....
Sept. 30, 1872	387.3	38.2	149.4	—	166	52	26	3,117	Atlantic and Great West. N.Y. Penn. & O.	80,992,240	*	.....	.....	24,000,000	56,992,240	.....	—	565.8	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	287.0	110.0	16.3	165.0	26	19	6	338	Atlantic and Gulf ¶.....Georgia.	7,592,253	*	162,387	.....	4,479,677	3,294,700	330,991	—	247.5	635,350	93,234	.....	5,451,229	855,670	—	100	....
Sept. 30, 1872	405.0	20.0	31.0	100.0	78	29	18	832	Atlantic, Missis'ippi and Ohio...Virginia.	17,765,914	*	8,718,937	.....	6,921,900	14,889,843	.....	—	428.0	1,427,688	232,575	530,883	1,969,053	734,328	—	100	....
May 31, 1872	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina ¶.N.Carolina.	2,200,000	*	.....	.....	1,000,000	200,000	.....	—	95.0	.....	(No return	ns furnish	ed.)		—	100	....
Dec. 31, 1872	364.0	—	18.2	200.0	.....	.....	.....	.....	*Atlantic and Pacific* ¶.Missouri & Ind. Ter.	.....	.....	.....	.....	15,000,000	12,500,000	.....	—	326.2	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	149.5	1.5	16.2	—	.....	.....	.....	.....	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	201,089	—	.....	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1872	53.0	—	2.7	—	.....	.....	.....	.....	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	732,700	129,000	.....	—	.....	.....	.....	.....	.....	.....	4	100	....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Genesee and Mount Morris ..N. Y.	245.000	*	.....	.....	194,250	20,000	20,000	—	19.1	21,302	43,209	4,901	33,299	6,001	7	100	....
Nov. 30, 1872	57.7	2.0	4.1	—	.....	.....	.....	.....	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	—	58.2	.....	(Leased to	Pennsylv	ania.)		—	100	....
Sept. 30, 1872	379.6	—	502.7	—	383	209	52	7,904	Baltimore and Ohio ¶.....Md. & W. Va.	31,170,756	7,995,856	13,423,332	3,424,538	16,704,762	12,466,639	700,853	26,152,269	454.6	9,172,997	.....	.....	10,554,472	4,532,072	8	100	168
Sept. 30, 1872	30.0	—	39.9	—					Washington branch ¶.....Maryland.	1,650,000	—		642,300	1,650,000	20,000	—	622,300	30.0	476,800	.....	.....	480,645	335,735	10	100	175
Sept. 30, 1872	103.5	—	21.8	—					Parkersburg Branch.....W. Virginia.	10,000,000	—			5,680,685	593,500	—	—	103.5	1,003,407	.....	.....	826,803	114,841	—	100	11
Dec. 31, 1872	32.0	—	3.2	80.0	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	32.2	(Opened	to Washi	ngton, May	1, 1872.)		—	100	7
Dec. 31, 1872	33 4	—	2.7	—	.....	.....	.....	.....	Belfast and Moosehead Lake.....Maine.	900,000	—	.....	.....	650,000	250,000	.....	—	.....	(Operat	ed by Ma	ine Centr	al.)	36,000	—	50	....
Dec. 31, 1872	67.0	—	6.7	—	30	21	8	967	Belvidere Delaware.....New Jersey.	3,876,842	*	.....	.....	995,300	2,244,500	1,228,128	—	67.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	22.0	—	2.0	—					Berkshire.....Mass.	600,000	—	8,000	.....	600,000	—	—	—	22.0	86,408	80,192	174,297	120,291	42,046	7	100	72½
Sept. 30, 1872	15.6	—	5.7	—					Blossburg and Corning.....New York.	582,346	—	.....	.....	468,000	.....	.....	—	.....	.....	.....	.....	.....	.....	5	100	....
Sept. 30, 1872	201.6	48.0	316.8	—	206	181	46	4,118	Boston and Albany.... Mass. & N. York.	19,880,414	4,411,338	1,071,646	2,106,438	19,664,100	3,037,000	546,724	4,237,012	268.3	4,883,071	5,247,576	2,732,907	9,259,599	2,362,618	10	100	134
Sept. 30, 1872	25.2	—	2 0	0.8	4	4	2	50	Boston, Barre and Gardner.....Mass.	763.114	104,775	30,324	4,023	736,240	—	153,849	12,147	28.0	82,064	85,157	17,499	69,356	7,550	—	100	....
Sept. 30, 1872	42.9	—	9.0	—	21	22	12	434	Boston, Clinton and Fitchburg.....Mass.	1,430,328	646,052	110,250	95,736	872,000	1,250,000	62,586	97,180	90.2	441,745	467,966	317,043	576,413	192,795	—	100	70½
Mar. 31, 1873	93.5	—	12.8	—	22	24	19	478	Boston, Concord and Montreal.....N. H	2,850,000	*	218,300	327,759	1,800,000	1,060,000	29,603	516,456	139.0	.....	171,511	92,186	670,349	181,715	6p	100	....
Sept. 30, 1872	96.8	16.0	45.8	—	37	46	20	940	Boston and Lowell.....Mass.	2,469,955	252.345	2,865,759	253,142	2,852,900	1,771,024	542,860	374,417	71.8	741,961	1,949,688	620,053	1,293,969	241,016	5	500	107
Sept. 30, 1872	80.8	8.5	84.9	38.0	61	102	28	975	Boston and Maine.....Mass., N. H. & Me.	6,728,332	1,144,557	775,992	525,480	6,816,834	—	1,341,862	1,016,686	153.8	1,216,996	4,135,469	520,722	2,004,672	504,116	10	100	106½
Sept. 30, 1872	44.0	14.5	65.0	—	38	67	11	462	Boston and Providence.....Mass. & R. I.	3,691,138	207,400	573,542	253,320	3,950,000	—	356,478	427,922	66.5	239,182	762,246	765,733	1,716,399	465,347	10	100	147½
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa.....Canada.	2,647,004	*	.....	.....	424,704	1,667,200	.....	—	85.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	171	Brunswick and Albany ¶.....Georgia.	10,548,000	*	.....	.....	4,898,000	5,650,000	350,000	—	.....	(Com	pany in ba	nkruptcy.	)		—	100	....
Sept. 30, 1872	24.0	—	2.0	—					Buff., Bradford and Pittsburg..New York.	2,869,500	—	.....	.....	2,286,000	583,500	—	—	.....	(Erie	Railway	Co.)	.....	40,600	—	100	....
Sept. 30, 1872	43.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.... N. Y. & Penn.	1,548,930	*	.....	.....	428,717	700,000	548,229	—	43.2	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	142.0	—	12.7	—					Buffalo, New York & Erie...N.Y.& Penn.	3,338,000	—	.....	.....	950,000	2,380,000	.....	—	.....	(Erie	Railway	Co.)	.....	.....	—	100	....
Sept. 30, 1872	117.0	—	5.9	—	.....	.....	.....	.....	Buff., New York and Phila. N.Y. & Penn.	3,064,271	*	.....	.....	1,600,707	1,876,500	430,605	—	88.0	(Opened	to Empor	ium, Pa.)	189,145	17,300	10	100	....
Dec. 31, 1872	219.0	79.0	14.0	—	24	16	7	625	Burl., Cedar Rapids and Minnesota. Iowa.	7,600,000	*	.....	.....	5,400,000	2,200,000	.....	—	332.0	.....	.....	.....	995,129	283,802	—	100	....
Dec. 31, 1872	120.0	—	6.0	100.0	.....	.....	.....	.....	Burlington and Southwestern. Iowa & Mo.	3,000,000	*	.....	.....	1,200,000	1,750,000	.....	—	.....	.....	(In progr	ess.)	.....	.....	—	100	....
Feb. 28, 1873	158.9	—	.....	143.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	10,000,000	*	.....	.....	12,000,000	8,000,000	.....	—	.....	(Compl	eted to Mo	. Line May	1, 1873.)	.....	—	100	....
Dec. 31, 1872	160.0	—	8.0	—	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	—	.....	.....	4,000,000	3,500,000	.....	—	160.0	.....	(Recently	completed	.)	.....	—	100	....
Dec. 31, 1872	61.2	—	92.9	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	9,458,328	—	.....	.....	5,847,800	—	.....	—	.....	(Penney	lvania R.	R. Co.)	.....	.....	10	100	....
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	100	Camden and Atlantic.....New Jersey.	1,790,623	876,196	138,384	32,388	1,216,870	1,058,400	54,907	9,384	67.0	218,689	417,186	69,824	467,086	212,119	3½p	50	60
Dec. 31, 1872	23.0	7.2	3.9	—					Camden and Burlington Co..New Jersey.	715,362	—			392,925	338,000	44,437	—	—	(Penney	lvania R.	R. Co.)			—	100	....
Dec. 31, 1872	28.5	—	4.8	61.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*		5,886		683,467	3,776	3,800	28 5						6	100	....
Jun. 30, 1873	29.0	63.0	29.2	—	.....	.....	.....	.....	Canada Southern.....Canada.	.....	.....	.....	.....	8,000,000	8,760,000	.....	—	.....	.....	(Recently	completed	.)		—	100	....
Sept. 30, 1872	71.6	22.4	7.8	18.0	10	23	12	160	Cape Cod.....Mass.	1,245,594	237,393	46,392	16,547	1,022,330	349,000	132,521	43,985	94.0	210,684	286,417	75,147	321,798	86,737	8	60	....
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2		31	Carbondale and Shawneetown....Illinois.	562,650	*			355,500	200,000	7,150	—	18.0	(Opened	Dec. 30, 1	871.)	.....	.....	—	100	....
Sept. 30, 1872	18.0	—	0.5	10.0	2	—	—	3	Carthage, Water'n & Sack. Harbor..N.Y.	561,139	*			455,433	150,000	.....	—	18.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	20.0	4.0	8.0	—	6	3	2	517	Catasauqua and Fogelsville.....Penn.	742,151	*			426,000	—	.....	—	24.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1872	94.0	4.5	8.5	—	21	9	5	602	Catawissa.....Penn.	6,098,850	*			4,359,500	1,739,350	.....	—	.....	.....	.....	.....	.....	.....	6	25	....
Sept. 30, 1872	14 8	—	1.3	—	2	2	2	14	Cazenovia and Canastota.....New York.	538,006	*			294,529	250,000	29,250	—	14.8	(Leased	Nov. '72 to	Ph. & Rdg.	) 572,104	183,169	7 p.	50	31½
Dec. 31, 1872	75.6	—	3.8	—	.....	.....	.....	.....	Cedar Falls and Minnesota.....Iowa.	3,154,000	—			1,587,000	1,587,000	.....	—	—	(Illinois	Central.)		25,895	4,391	—	100	....
Dec. 31, 1872	271.6	2.4	22.1	—					*Cedar Rapids and Missouri River*...Iowa.	11,283,000	—			7,619,000	3,614,000	.....	—	—	(Chic &	North We	stern R. R.	)	128,646	113,400	—	100	....
Dec. 31, 1872	100.0	—	15 0	250.0	6	6	3	131	Central Br., Union Pacific R.R....Kansas.	3,723,700	*			1,000,000	3,200,000	.....	—	101.0	(No re	turns furn	ished.)			—	100	....
Nov. 30, 1872	192.0	—	29.7	—	53	44	27	797	Central of Georgia.....Georgia.	5,000,000	*	1,028,457	1,022,692	5,000,000	1,389,000	341,663	—	284.0	.....	169,119	.....	.....	.....	—	100	....
Dec. 31, 1872	222.0	—	16.6	24.0	22	8	6	301	Central of Iowa.....Iowa.	10,000,000	*			6,000,000	4,000,000	.....	—	202.0	.....	.....	.....	1,856,154	689,308	10	100	....
Sept. 30, 1872	22.0	4.0	3.9	—	3	7	—	22	Central of Long Island.....New York.	1,459,616	*			297,800	687,000	479,598	—	—	(Flushi	ng & N. S	ide R. R.)			—	100	....
Dec. 31, 1872	74.0	6.7	211.8	—	227	128	47	9,022	Central of New Jersey.....New Jersey.	12,424,935	7,882,225	7,649,492	4,810,442	20,000,000	9,209,000	2,058,156	—	291.0	4,689,891	4,478,513	1,490,689	7,120,718	1,957,538	10	100	105½
Dec. 31, 1872	137.0	—	31.2	—	40	28	24	737	Central Ohio.....Ohio.	5,499,999	*			2,845,500	2,500,000	.....	—	137.0	.....	.....	.....	989,327	170,721	6	50	85
Dec. 31, 1872	883.0	339.0	170.4	600 0	187	168	40	3,307	*Central Pacific* ¶.....Cal. Nev. & Utah.	130,485,693	5,622,693	5,458,198	2,513,287	64,283,190	31,839,680	422,041	7,433,969	1,158.0	.....	.....	.....	11,963,641	6,952,362	—	100	72
Dec. 31, 1872	194.6	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta....S.Car.	5,512,000	*	256,000	.....	2,578,000	3,100,000	.....	—	194.6	.....	.....	.....	652,107	439,718	—	100	....
Dec. 31, 1872	22.8	—	5.0	—					Chartiers.....Pennsylvania.	1,127,313	—		18,897	628,050	500,000	3,150	—	22.8	39,140	.....	.....	60,440	20,440	—	50	....
Sept. 30, 1872	428.0	—	42.8	72.0	45	27	18	761	Chesapeake and Ohio.....Va. & W. Va.	26,542,490	*	782,785	2,836,883	13,398,407	13,624,953	3,387,461	—	227.0	511,475	141,873	115,472	777,632	288,687	—	100	....
Jun. 30, 1872	40.7	0.8	2.0	—	2	.....	.....	.....	Chester and Tamaroa.....Illinois.	1,690,000	*	.....	.....	1,000,000	660,000	30,000	—	41.5	(Opened	March 187	2.)	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Year ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Dec. 31, 1872	205.0	25.0	33.7	55.0	83	36	8	607	*Flint and Pere Marquette*.....Michigan.	8,765,602	1,138,131	694,565	384,284	3,297,300	5 389,000	1,048,609	1,244,673	233.0	888,227	509,975	344,559	1,133,612	455,118	—	100	...
Sept. 30, 1872	11.8	6.3	5.3	16.2	5	19	5	8	Flushing and North Side .....New York.	952.158	284,371	.....	.....	281,010	1,281,200	81,027	.....	18.1	176,515	1,256,278	.....	281,844	86,496	—	100	...
Sept. 30, 1872	10.0	—	1.0	—	3	2	1	10	Fonda, Johnstown and Gloversville. N. Y.	493.732	*	.....	.....	300,000	300,000	41,382	.....	10.0	35,056	99,890	25,897	78,023	38,198	—	100	...
Dec. 31, 1872	100.0	—	5.2	—	8	6	3	237	Ft. Wayne, Jack. & Saginaw. Ind.& Mich.	3,000,000	313,000	25,000	.....	1,056,000	2,000,000	.....	.....	100.0	.....	.....	.....	280,647	123,591	—	100	...
Jun. 30, 1872	109 0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	(Sold J	anuary	1, 1872.)	.....	1,000,000	2,300,000	.....	.....	109.0	.....	.....	.....	224,815	28,574	—	100	...
Sept. 30, 1872	26.0	—	3 3	—	3	1	—	90	Framingham and Lowell.....Mass.	1,021,792	182,062	.....	58,170	499,896	650,000	112,698	30	.....	(Boston	,Clinton &	Fitchb'g.)	21,580	21,580	—	100	49½
Dec. 31, 1872	11.5	—	1.3	—	2	3	—	21	Freehold and Jamesburg.....N. Jersey.	283,745	.....	.....	.....	283,745	.....	.....	.....	22.0	67,460	171,400	43,411	57,773	14,152	—	100	...
Feb. 28, 1873	85.0	—	9.0	150.0	9	6	4	126	Galv., Harrisburg & San Antonio..Texas.	2,255,402	287,906	.....	61,000	2,051,468	552,840	.....	.....	85.0	36,210	8,664	27,637	160,424	93,422	—	100	...
Dec 31, 1872	50.0	—	10.0	—	15	9	4	284	Galveston, Houston & Henderson. Texas.	2,522,053	398,639	234.423	14,796	1,000,000	1,500,000	360,653	311.091	50.0	198,167	86,845	179,666	751,054	366,017	—	100	...
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Georgia.	4,156,000	*	1,335,369	415,005	4,200,000	676,500	187,240	853,233	232.0	1,103,551	.....	.....	1,622,454	490,196	8	100	...
Jun. 30, 1872	111.0	—	5.5	—	8	4	4	302	Gilman, Clinton & Springfield.....Illinois.	4,000,000	*	.....	.....	2,000,000	2,000,000	.....	.....	111.0	87,808	.....	67,361	155,750	33.525	—	100	...
Sept. 30, 1872	11.6	—	0.3	3.1	—	—	—	—	Goshen and Deckertown .....New York.	290,901	.....	.....	.....	105,000	240,500	8,000	.....	.....	(Leased	to Erie)		21,500	21,500	6	100	...
Dec. 31, 1872	263.7	26.0	13.2	35.0	34	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	4,807,993	1,114,214	128,797	4,748,995	2,800,000	3,000,000	.....	.....	289.7	.....	491,910	311,670	949,781	505,640	—	100	...
Mar. 31, 1873	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	.....	(Leased	by Michig	an Centra	l R. R. C	o.)	—	100	...
Dec. 31, 1872	857.0	52.0	371.0	—	361	260	80	4,636	Grand Trunk † .....Canada.	106,900,746	*	5,197,215	1,348 999	16,977,803	91,597,296	4,870,346	1,515	1,377.0	6,754,570	1,718,273	1,535,296	8,935,970	1,803,921	—	100	...
Jan. 31, 1873	229.0	216.0	102 0	—	177	146	39	3,136	Great Western † .....Canada.	33,941,675	*	.....	.....	24,167,4 7	10,816,000	.....	.....	569.0	4,416,442	.....	.....	5,732,870	2,989,050	6½	100	...
Sept. 30, 1872	8.0	—	0 5	—	—	—	—	—	Greene.....New York.	348,877	.....	.....	.....	200,000	.....	.....	.....	8.0	20,824	37,773	151,848	35,718	5,611	6	100	...
Feb. 28, 1873	151.0	—	5.0	49.0	9	5	3	300	Green Bay and Lake Pepin....Wisconsin.	3,400,000	*	.....	.....	1,500,000	2,400,000	.....	.....	.....	.....	(Not r	egularly o	perated.)		—	100	...
Sept. 30, 1872	14.0	—	0.8	—	—	—	—	—	Greenwich and Johnsonville...New York.	304,418	.....	.....	.....	130,098	185.500	11,086	.....	14.0	17.528	17,488	9,553	30,358	12.528	—	100	...
Mar. 31, 1873	66.0	—	4.0	180.0	7	3	1	72	Gulf Western Texas and Pacific.†..Texas.	2,500,000	*	.....	.....	.....	1,386.000	.....	.....	....	68,000	9,505	35,874	232,979	128,161	—	100	...
Dec. 31, 1872	4.9	0.8	0.3	—	2	9	3	6	Hackensack and New York..New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	.....	.....	(Leased	by Erie at	35 p. c. of	earnings.)		—	100	...
Dec. 31, 1872	28.0	—	1.4	—	—	—	—	—	Hackensack Extension.....New Jersey.	359,600	.....	.....	.....	560,000	299,600	.....	.....	.....	(Leased	by Erie at	35 p. c. of	earnings.)		—	100	...
Jun. 30, 1873	70.0	—	4.0	—	—	—	—	—	Hannibal and Central Missouri..Missouri.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	.....	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	...
Jun. 30, 1873	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,000	675,000	.....	.....	.....	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	...
Aug. 31, 1872	206.0	68.5	27.7	22.0	79	61	62	1,442	*Hannibal and St. Joseph* †.....Missouri.	23,297,728	*	.....	.....	14,250,828	9,146,900	.....	.....	274.5	1,048,638	320,838	415,363	2,454,670	670,529	—	100	27½
Sept. 30, 1872	7.9	—	1.0	—	2	3	2	13	Hanover Branch.....Mass.	170,130	40,445	.....	21,126	123.550	.....	40,000	68,151	7.9	21,096	79,998	14,397	71,032	20.295	—	100	...
Oct. 31, 1872	12.2	—	0.9	—	6	5	2	30	Hanover Branch.....Penn.	201,372	68,000	.....	.....	116,850	.....	.....	.....	12.2	48,150	34,401	123 424	82,388	24,350	10	50	...
Sept 30, 1872	116.0	2.0	7.2	—	9	5	1	146	Harlem Extension .....New York.	8,000,000	*	.....	.....	4,000,000	4,000,000	40,500	.....	118.0	277,969	137,337	105,349	317,748	Loss.	—	100	...
Oct. 31, 1872	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,182,550	.....	.....	.....	1,182,550	780,000	.....	.....	54.0	(Leased	by Penney	lvania R.R.	Co.)		7	50	102
Sept. 30, 1872	62.0	16.5	87.0	—	37	33	16	703	Hartford and New Haven..Conn.& Mass.	4,729,381	872,197	1,452,042	1,120,651	6,500,000	580,000	50,547	1,043,724	78.5	782,172	1,303,158	721 348	2,106,674	752,702	4½	100	...
Sept. 30, 1872	122.4	0.8	18.7	—	26	36	16	361	Hartford, Prov. & Fishkill*.R.I.,Ct & N.Y.	4,201 486	598,875	.....	.....	2,037,940	2,055,500	100,000	200,519	130.0	541,442	1,207,771	266,912	1,004,040	367,533	—	100	...
Aug. 31, 1872	75.0	—	4.0	125.0	13	6	3	81	*Hastings and Dakota*.....Minn.	(Purchase	d July	1, 1872 by	Mil. & S	t. Paul C	o. for $2,1	00,000.)	.....	75.0	.....	10,928	20,640	21,415	Loss.	—	...	...
Dec. 31, 1872	5.5	—	0.6	—	2	—	—	100	Hibernia Mine.....New Jersey.	148,838	*	.....	1,362	150,000	.....	.....	.....	5.5	.....	.....	100,379	54,401	33,629	40	100	...
Dec. 31, 1872	63.3	—	4.9	—	—	—	—	—	Holly, Wayne and Monroe .....Mich.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	.....	(Leased	by Flint &	Pere Mar	quette R.	R. Co.)	—	100	...
Sept 30, 1872	10.3	—	0.8	—	—	—	—	—	Holyoke and Westfield.....Mass.	427,946	.....	.....	86	200,000	200,000	1,667	26,366	.....	(Now B	aven & N	orthamp.)	14,000	14,000	—	100	...
Sept. 30, 1872	74.0	—	7.0	—	16	16	8	389	Housatonic .....Connecticut.	1,864,871	340,687	.....	.....	2,000,000	400,000	335,213	42.248	162.2	274,960	283,741	242,218	528,115	117,529	—	100	...
Nov. 30, 1872	115.0	8.0	11.4	215.0	14	14	7	278	Houston and Great Northern*.....Texas.	3,361,361	*	731.494	539,503	2,400,000	1 925.916	45,956	260,487	123.0	123,257	24,819	36,583	260,767	81,329	—	100	...
Dec. 31, 1872	387.0	115.0	16.9	—	45	25	14	916	Houston and Texas Central †.....Texas.	15,000,000	*	.....	.....	820,000	10,040,000	.....	.....	349.0	.....	.....	.....	2,675,234	1,345,134	—	100	...
Oct. 31, 1872	45.0	29.5	15.5	—	28	6	5	116	Huntingdon and Broad Top Mt.....Penn.	3,159,769	*	.....	.....	1,330,750	2,153,500	117,441	.....	74.5	238,167	89.126	449,748	801,957	17,451	—	50	16
Dec. 31, 1872	705.5	—	130.4	—	197	117	45	4,586	*Illinois Central* .....Illinois.	34,061,196	*	10,248,460	614,081	25,500,000	19,423,707	.....	.....	1,107.0	5,988,226	1,352,156	2 039,321	8,026,754	2,103,197	10	100	100
Dec. 31, 1872	62.8	—	3.2	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	1,451,737	.....	.....	.....	960,000	960,000	.....	.....	.....	(Leased	by Chicag	o, Burl. &	Quincy	Co.)	—	100	...
Jun. 30, 1872	85.0	—	2.9	67.0	5	...	...	...	Indiana and Illinois Central....Ind. & Ill.	3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	.....	.....	(No t	operated	by Compa	ny.)		—	100	...
Dec. 31, 1872	202.5	10.0	38.0	—	65	23	9	1,752	Ind., Bloomington & Western..Ind. & Ill.	15,500,000	*	.....	.....	7,000,000	8,500,000	.....	.....	212.5	.....	.....	.....	1,359,691	.....	—	100	...
Dec. 31, 1872	179.0	—	21.2	—	58	40	12	1,121	Indianapolis, Cin. and Lafayette..Indiana.	13,988,000	*	.....	.....	5,500,000	8,700,000	.....	.....	179.0	1,211,206	.....	.....	1,754,369	592,056	—	50	16
Dec. 31, 1872	75.0	—	4.8	—	12	10	6	287	Indianapolis, Peru and Chicago..O.&Ind.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	...	...
Dec. 31, 1872	72.0	—	12.0	—	58	34	16	1,407	Indianapolis and St. Louis.....Indiana.	3,927,197	*	241,216	424,409	600.000	3,338,000	654,822	.....	261.0	1,732,260	291,787	690,971	2,110,681	730,239	—	100	...
Dec 31, 1872	117.0	—	18.0	—	6	7	3	197	Indianapolis and Vincennes.....Illinois.	4,613,436	*	51,118	164,475	1,402,000	3,150,000	277,029	.....	117.0	212,294	.....	.....	264,390	90,205	—	100	...
Dec 31, 1872	183.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	183.7	(Leased	by Ill.Cen	. R.R.Co)	337,462	118,112	—	100	85
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	.....	.....	.....	1,314,000	1,314,000	.....	.....	73.0	(Leased	to Chicag	o & N. W	estern.)		—	100	...
Sept. 30, 1872	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,236,150	*	.....	.....	494,162	600,000	103.302	.....	35.6	82.960	20,367	121,600	110,942	51,708	—	100	...
Dec. 31, 1872	13.0	1.0	1.3	—	3	2	1	146	Iron .....Ohio.	288,237	57,000	49,403	.....	129,550	.....	13,398	251,692	14.0	27,500	34,266	133,100	102,274	55,359	—	100	...
Oct. 31, 1872	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	.....	.....	400.000	100,000	.....	.....	11.0	11.350	.....	115,876	48,865	15,941	—	50	...
May 31, 1872	212.0	—	15.9	76.0	—	—	—	—	*Jackson, Lansing and Saginaw*...Michigan.	6,500,000	.....	.....	.....	1,976,100	4,195,000	.....	.....	156.0	(Leased	by Michig	an Centra	L.)		—	100	...
Dec. 31, 1872	36.5	—	7.2	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	.....	.....	.....	2,095,700	2,300,000	.....	.....	.....	(Leased	by Erie R	ailway Co.)		140,000	—	100	...
Dec. 31, 1872	108.0	116.0	22.6	—	41	37	12	744	Jeffersonville, Madison and Ind..Indiana.	6,888,000	*	1,059,864	162,891	2,000,000	4,888,000	1,214,013	7,853	224.0	1,061,102	658,633	468,.36	1,287,280	469,670	7	100	...
Dec. 31, 1872	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago .....Illinois.	1,849,000	.....	.....	.....	1,500,000	349,000	.....	.....	.....	(Leased	to Chicago	& Alton	R.R. Co.)		7	100	85
May 31, 1872	44.8	—	3.7	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	.....	(Leased	to Michig	an Centra	l R. R. C	o.)	8	100	...
Oct. 31, 1872	4.6	—	9.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898.324	.....	.....	.....	185,250	800,000	.....	.....	.....	24,937	215,230	.....	132,384	55,157	—	50	...
Dec. 31, 1872	42.0	—	2.1	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(No	returns f	urnished.)			—	103	...
Dec. 31, 1872	56.0	—	3.1	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	.....	(Leased	to Lake S	.& M. So.)	103 500	103,800	6	100	...
Mar. 31, 1873	40.0	—	2.7	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	.....	.....	.....	250,000	640,000	.....	.....	.....	(Leased	by Michig	an Central	R.R.Co.)	51,200	—	100	...
Mar. 31, 1872	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Joseph & Co. Bl. Mo. & Ia.	8,626,158	*	.....	.....	2,789,418	6.131,500	.....	.....	280.2	.....	.....	.....	1,242,270	.....	—	100	...
Jun. 30, 1872	31.9	—	1.8	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	.....	.....	.....	720,000	720,000	.....	.....	.....	(Leased	by Leav. L	awr. & Gal.	R.R.Co.)	72,000	—	100	...
Dec. 31, 1872	638.0	36.0	22.6	—	88	53	18	1,074	Kansas Pacific.....Kansas & Col.	35,183,274	*	2,423,646	2,563,182	9,688,950	16,925,000	2,706,480	.....	672.6	2,475,270	179,182	348,966	3,732,713	1,494,447	—	100	...
Aug. 31, 1872	49.0	—	2.4	—	6	10	4	59	Knox and Lincoln .....Maine.	2,725,798	*	.....	138,305	361,492	2.395.000	.....	107,611	49.0	(Com	pleted Oct.	19, 1871.)	87.612	35,978	—	100	...
Oct. 31, 1872	80.0	—	3.0	—	25	10	4	1,515	Lackawanna and Bloomsburg .....Penn	3,898,452	722,792	.....	.....	1,335,000	2,250,000	168,261	.....	80.0	436,208	362,294	2,213 010	1 083,505	471,764	—	50	...
Dec. 31, 1872	80.3	—	2.5	93.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	.....	.....	.....	1,000,000	1,300,000	.....	.....	.....	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	...
Dec. 31, 1872	36.0	—	1.8	79.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,078	.....	3,716,927	.....	3,000,000	1,500,000	.....	.....	.....	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	...
Sept. 30, 1872	16.0	—	....	124.0	—	—	—	—	Lake Ontario Shore Line.....New York.	1,541,456	.....	.....	.....	1.727,558	792,000	96,097	.....	.....	(Not yet	in operatio	n.)			—	100	...
Dec. 31, 1872	5 1.3	596.2	532.2	—	418	160	69	8,640	Lake Shore & Mich. S.....P., O. Ind.& Ill.	63,047,176	12,384,187	7,315,307	1,515,979	50,000,000	26,495,000	6,350,020	1,417,630	1,136.5	13,477,514	2,112 833	4,382,243	17,591,629	5,118,598	8	100	76½
Jan. 30, 1872	87.0	—	....	—	66.0	6	—	35	*Lake Shore and Tuscarawas Valley*..Ohio.	2,539,000	87,519	138,142	72,922	744,038	2.000 000	93,314	.....	.....	(Opened t	hrough to	July, 187	3.)		—	100	...

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending	Railroad. Main Line.	Branch Line.	2d Track and Siding.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1872	74 0	—	4 8	76.0	7	9	3	121	N. Y., Kingston & Syracuse..New York.	3,055,856	190,066	.....	.....	2,662,921	583,000	92,692		74.0	101,685	163,267	69,187	219,368	60,974	—	100	....
Sept. 30, 1872	5.4	—	0.4	54.6	1	1	—	—	N. Y., Housatonic & North.N.Y. & Conn.	604,626	12,737	.....	.....	261,000	183,500	156,475		—	(Leased	by Housat	onic R. R.	Co.)	3,010	—	100	....
Sept. 30, 1872	7 0	—	0.4	0.2	—	—	—	—	New York and Mahopac.....New York.	284,912	.....	.....	.....	265,000	.....	.....		—	(Leased	by New Y	ork & Har	lem R. R.	Co.)	—	100	....
Sept. 30, 1872	124.0	16.8	164.0	—	84	129	41	1,010	N. Y., N. H. & Hartford. N.Y., Ct. & Ma.	12,861,474	1,840,586	1,465,553	3,428,675	15,500,000	1,641,500	377,341	1,377,592	190.2	1,700,891	3,925,765	892,579	4,483,554	1,769,809	10	100	132½
Sept. 30, 1872	62.5	—	27.5	—	20	19	7	99	N. Y., Providence and Boston..C. & R. I.	3,101,400	*	.....	.....	1,887,400	1,214,000	.....	.....	67.5	441,486	614,211	229,677	911,021	401,914	9	100	125½
Sept. 30, 1872	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	3,210,616	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	by New Y	ork Cent.	R.R. Co.)	60,000	6	100	....
Jun. 30, 1872	35.3	—	3.3	—	5	1	1	134	Niles and New Lisbon .....Ohio.	1,047,364	108,287	.....	.....	500,000	500,000	50,584	96,067	35.3	112,067	48,554	336,187	179,553	88,216	—	100	....
Sept. 30, 1872	223.0	—	11.2	—	24	18	10	271	North Carolina †.....North Carolina.	4,947,741	*	344,672	337,271	4,000,000	553,418	592,030	483,241	223.0	478,580	140,397	113,126	(Rl'hm.&	Danv.)	—	100	....
Feb. 28, 1873	102.0	—	9.0	—	14	14	5	142	North-Eastern † .....South Carolina.	2,148,131	*	88,720	37,364	979,850	1,101,500	138,977	58,380	102.0	293,721	92,719	.....	395,468	159,695	—	100	....
Jun. 30, 1873	72.0	—	3.6	118.0	—	—	—	—	North Louisiana and Texas.....La.	.....	(No a	ccounts o	btainabl	e.)				72.0								
Oct. 31, 1872	66.6	12.1	66.7	—	30	36	20	908	North Pennsylvania.....Pennsylvania.	7,086,930	1,206,779	1,524,750	.....	3,473,500	4,042,500	63,394		67.7	617,092	(No accounts.)	889,571	880,119	1,836,938	592,322	5a	50	85
Dec. 31, 1872	95 0	45.5	33.3	—	30	21	10	689	Northern, of Canada.....Canada.	5,465,410	*	78,964	610,683	.....	.....	.....		140.3	748,838	212,080	313,664	894,774	180,541	—	100	....
Dec. 31, 1872	138.0	4.0	137.0	—	141	69	22	6,284	Northern Central †.....Md. and Penn.	11,6 6 830	3,222,438	2,750,000	928,678	5,842,000	11,040,602	1,464,218	222,099	317.0	3,288,463	1,110,110	4,769,895	4,598,820	1,161,769	6	50	62
Mar. 31, 1872	69.2	12.4	17.6	—	27	16	6	540	Northern New Hampshire ..New Hamp.	3,068,400	*	309,618	212,968	3,068,400	102,000	266,800	154,576	62.6	506,848	195,406	411,888	796,355	217,103	8	100	107
Dec. 31, 1872	21.3	—	4.6	—	—	—	—	—	Northern New Jersey.....New Jersey.	527,452	*	872,548	.....	1,000,000	400,000	.....		—	(Leased	to Erie Ra	ilway Co.)	273,054	37,604	8	100	....
May 31, 1872	153.0	106.0	.....	1,441	72	16	6	1,554	Northern Pacific.....Minn., Dak. &c.	13,292,142	1,908,838	601,894	.....	.....	50,000p.m	.....		859.0		(No sta	tement pu	blished.)				
Sept. 30, 1872	59.4	7.0	13.1	—	20	15	6	642	Norwich and Worcester †.Conn. & Mass.	2,463,983	*	84,706	109,188	2,364,400	759,000	35,526	731,947	66.4	410,089	372,841	346,367	771,602	293,528	10	100	126
Jun. 30	1872 113.0	32.0	14.6	—	21	27	12	394	Nova Scotia.....Nova Scotia.	6,976,268	*	110,464	.....	.....	6,976,268	110,464	.....	145.0	.....	194,167	242,210	328,841	Loss.	—	100	....
Sept. 30, 1872	118.0	4.0	18.0	—	34	19	4	1,026	Ogdensburg and Lake Champlain...N. Y.	4,048,510	1,748,411	.....	.....	3,077,000	1,012,000	.....		122.0	636,755	171,894	417,373	1,005,979	263,867	6	100	49
Dec. 31, 1872	10.0	2.0	3.8	—	2	—	—	96	Ogden Mine.....New Jersey.	452,994	*	.....	.....	450,000	.....	.....		12.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1872	340.0	53.0	24.0	—	122	67	24	2,422	Ohio and Mississippi ....Ohio, Ind. & Ill.	34,470,752	*	.....	.....	24,030,000	10,111,550	328,902		393.0	2,852,763	404,765	708,799	3,343,845	984,008	—	100	22½
Oct. 31, 1872	120.0	3.0	53.7	—	32	19	5	328	Oil Creek and Allegheny River.....Penn.	8,554,547	1,008,331	.....	.....	4,959,450	3,680,000	.....		123.0	749,668	559,926	676,500	1,285,554	461,531	6½	50	6
Sept. 30, 1872	131.3	19.4	50.6	15.0	45	95	16	607	Old Colony and Newport..Massachusetts.	8,095,654	*	441,553	586,443	5,103,506	3,521,000	467,989	581,156	150.7	1,110,675	3,711,345	510,434	1,897,438	630,249	6½	100	108½
Dec. 31, 1872	9.9	2.0	3.1	—	33	—	—	—	Orange and Newark.....New Jersey.	1,073,555	*	.....	.....	290,300	786,000	73,852		11.9	.....	2,984 817	.....	203,094	24.633	—	100	....
Sept. 30, 1872	282.6	10.0	9 6	—	25	21	12	382	Orange, Alex. and Manassas Gap †.....Va.	9,180,634	*	.....	.....	2,692,540	5,622,664	865,431		292.6	713,252	196,894	161,434	988,371	403,598	—	100	....
Dec. 31, 1872	25.0	—	1.7	200.0	—	—	—	—	Osage Valley and Southern Kansas...Mo.	600,000	.....	.....	.....	375,000	200,000	25,000		—	(Leased	by Pacific	(of Mo.)R.	R. Co.)	35 p. c.	—	100	....
Sept. 30, 1872	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	950,953	.....	.....	.....	300,000	612,100	27		—	(Leased	by Rome,	Watertown	& Ogd.	R.R. Co.)	—	100	....
Sept. 30, 1872	35.0	—	46.7	—	11	12	4	258	Oswego and Syracuse.....New York.	1,114,844	630,270	.....	.....	1,144,400	180,000	.....		35.0	232,069	171,932	232,801	354,880	73,878	9	100	....
Dec. 31, 1872	35.0	—	1.6	100.0	2	1	1	10	Owensboro and Russellville...Kentucky.	.....	.....	.....	.....	1,500,000	1,500,000	.....		35.0	(In cour	se of cons	truction:	no return	s.)	—	100	....
Dec. 31, 1872	283.5	15.5	39.1	—	—	—	—	—	*Pacific* of Missouri †.....Missouri.	.....	.....	.....	.....	7,000,000	(Assume	d by Le	sees.)	—	(Leased	by Atlant	ic & Pacif	e R. R. C	o.)	5	100	35
Dec. 31, 1872	63.5	—	3.6	101.5	7	4	2	77	Paducah and Gulf .....Kentucky.	2,261,312	*	980,220	89,430	2,924,150	1,000,000	408,812		63.5	469,289	22,920	21,589	95,261	35,845	—	100	....
Jun. 30, 1872	11.0	—	9.5	53.4	2	1	1	25	Painesville and Youngstown.....Ohio.	234,608	21,389	.....	.....	255,997	.....	.....		11.5	(Under	construct	ion: no re	turns.)		—	100	....
Dec. 31, 1872	47.6	—	11.8	—	20	26	4	486	Panama.....New Granada.	10,000,000	*	.....	.....	7,000,000	2,993,177	.....		47.6	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	76.0	33.0	6.2	—	7	5	3	246	Paris and Decatur.....Illinois.	2,800,000	*	.....	.....	1,600,000	1,200,000	.....		109.0	.....	.....	.....	1,718,630	1,262,602	10½	100	106
Dec. 31, 1872	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	600,000	.....	.....	.....	630,000	.....	.....		—	(No	statement	furnished	.)		—	100	....
Dec. 31, 1872	12.0	—	2.6	—	—	—	—	—	Paterson and Newark.....New Jersey.	896,162	.....	.....	.....	250,000	500,000	.....		—	(Leased	by Erie R	ail'y Co.)	53,400	53,400	8½	100	....
Dec. 31, 1872	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	.....	.....	.....	248,000	100,000	.....		—	(Leased	by Erie R	ail'y Co.)		35 p. c.	—	100	....
Feb. 28, 1873	67.3	—	3.9	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,576,000	.....	.....	.....	1,500,000	1,076,000	.....		—	(Leased	byTol.Wa	b. & Win.	Co.)	30,173	6	100	....
Dec. 31, 1872	22.0	—	1.8	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	533,692	.....	.....	.....	342,150	160,000	36,542		—	(Leased	by United	Co.)	31,729	31,729	6	100	....
Dec. 31, 1872	18.0	—	1.1	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	.....	.....	.....	500,000	375,000	.....		—	(Leased	by N. Jer.	Sth'n R.R.	Co.)	.....	—	100	....
Dec. 31, 1872	165.0	—	10.0	40.0	4	4	2	45	Peninsular.....Mich. Ind. & Ill.	4,916,268	*	.....	.....	1,995,000	2,779,000	142,282		165.0	.....	83.491	46,333	109,913	Loss.	—	100	....
Dec. 31, 1872	354.9	69.0	546.9	—	593	292	112	11439	Pennsylvania .....Pennsylvania.	31,283,395	11,154,593	53,506,985	20,413,980	53,271,937	55,072,309	19,395,421	8,919,154	787 7	13,380,257	5,250,393	7,844,779	22,012,525	8,247,852	10	50	100½
Dec. 31, 1872	47.0	15.9	57.0	—	23	8	—	2,540	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,997,500	.....	4,000,000	536,500	375,000		47.0	.....	3,486	1,376,772	23,033	.....	20	50	280
Dec. 31, 1872	22.5	—	1.2	—	—	—	—	—	Pennsylvania and Delaware. Penn. & Del.	1,200,000	.....	.....	.....	483,297	700,000	.....		—	(Leased	to Penna.	R.R. Co.:	recently	opened.)	—	50	....
Dec. 31, 1872	104.3	12.1	35.9	—	18	2	—	1,218	Pennsylvania and N. York..N.Y. & Penn.	5,086,426	628,814	.....	.....	3,061,700	3,000,000	.....		145.6	.....	190,309	1,268,527	1,608,287	437,135	—	50	....
Dec. 31, 1872	46.0	—	6.6	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	*	.....	.....	1,200,000	600,000	.....		—	(Leased	by Chic.R	. I. & Pac.	Co.)	125,000	8	100	....
Dec. 31, 1872	83.0	—	11.6	—	12	7	4	181	Peoria, Pekin and Jacksonville...Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....		83.0	260,093	77,372	124,505	302,552	.....	—	100	....
Dec. 31, 1872	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge. N. Jersey.	214,581	.....	.....	.....	57,200	100,000	57,581		—	(Oper. b	y Penna.	R. R. Co.)	.....	.....	—	100	....
Dec. 31, 1872	64.0	18.0	8.0	—	12	9	5	120	Petersburg †.....Virginia.	1,817,985	*	323,905	43,388	1,324,200	500,000	361,083		82.0	228,000	44,392	57,238	288,944	133,851	—	100	....
Oct. 31, 1872	46.0	—	6.0	—	9	7	3	95	Philadelphia and Balt. Cent. Penn. & Md.	1,806,209	177,474	.....	.....	220,500	2,600,000	53,413		58.1	176,312	315,515	134,307	295,594	105,205	—	100	....
Dec. 31, 1872	287.6	—	114.3	—	130	38	20	2,955	Philadelphia and Erie †....Pennsylvania.	21,822,990	.....	2,248,693	.....	8,448,000	14,750,000	892,983		287.6	2,912,351	839,793	2,028,568	3,980,753	846,319	—	50	35
Dec. 31, 1872	17.1	3.1	13.7	21.0	24	45	18	192	Phila., Germantown and Norristown..Pa.	1,146,538	368,262	500,793	.....	2,231,900	.....	.....		23.6	(Leased	by Phila.	& Read'g.)	287,816	271,179	12	50	178½
Dec. 31, 1872	98.4	172.1	421.7	—	377	202	53	14139	Philadelphia and Reading..Pennsylvania.	45,922,674	*	24,888,327	2,675,996	34,236,175	33,120,804	4,172,014	1,958,004	708.0	7,248,778	6,383,991	9,573,405	12,125,038	4,823,300	10	50	114
Dec. 31, 1872	26.6	—	26.3	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,534,479	.....	329,626	.....	1,259,100	.....	.....	275,408	37.5	.....	1,561,080	1,124,640	1,759,758	.....	10	100	122½
Dec. 31, 1872	95.3	5.8	139.1	—	64	103	49	1,295	Philadelphia, Wilm. and Baltimore. Penn.	11,890,736	*	2,318 306	175,395	11,485,750	1,990,500	455,321	660,478	197.7	1,248,818	1,747,195	449,780	2,814,274	1,188,614	8	50	112
Oct. 31, 1872	7.0	—	1.0	—	2	3	2	22	Pithole Valley.....Pennsylvania.	100,000	*	225,000	.....	225,000	100,000	17,182		7.0	.....	9 800	12,854	20,483	Loss.	—	50	....
Dec. 31, 1872	193.0	8.0	46.0	—	119	34	19	1,605	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	15,095,349	3,740,438	1,950,109	1,812,268	8,433,550	10,011,740	5,461,173		201.0	3,160,500	606,902	1,429,115	3,856,649	799,501	—	50	....
Dec. 31, 1872	468.8	—	156.3	—	248	96	54	5,559	Pittsburg, Ft. W. and Chic..P., O., L. & L.	35,835,286	*	.....	.....	22,214,286	13,621,000	17,230		503.6	7,313,148	2,106,152	2,408,162	9,780,310	4,507,465	10	100	94
Dec. 31, 1872	14.0	—	3.1	16.0	3	2	1	45	Pittsburg, Virginia & Charleston.....Pa.	654,068	55,243	.....	.....	618,564	.....	.....		14.0	(In opera:	tion only t	hree mon	ths.)		—	50	....
Oct. 31, 1872	149.6	1.9	17.2	—	57	26	9	430	Pittsb'g, Washington & Dalton..Pa.& Md.	11,598,238	687,192	83,196	.....	1,960,682	4,780,000	3,463,204		173.8	1,703,660	781,994	980,780	1,437,392	Loss.	—	50	....
Sept. 30, 1872	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	450,000	*	.....	.....	450,000	.....	.....		—	(Leased	by Boston	& Albany	R.R. Co.)	27,000	6	100	....
Jun. 30, 1872	—	—	—	178.0	—	—	—	—	Plymouth, Kankaka & Pacific. Ind. & Ill.	.....	*	.....	.....	719,200	450,000	.....		—	(Leased	by Pennsy	lvania Co.)	.....	.....	—	100	....
Oct. 31, 1871	66.0	—	2.7	24.0	7	6	3	315	Port Huron and Lake Michigan.....Mich.	3,000,000	*	(To com	pletion.)	1,200,000	1,800,000	.....		41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Nov. 30, 1872	60.0	—	3.5	50.0	5	13	3	92	Portland and Ogdensburg....Me. & N. H.	1,945,560	161,149	97,155	29,230	1,089,098	906,000	259,152	28,859	60.0	118,100	55,592	37,856	$ 115,484	40,361	—	100	....
Dec. 31, 1872	65.0	—	2.1	93.0	5	4	3	85	Portland and Ogdensburg.....Vermont.	1,552,000	*	.....	.....	.....	2,340,000	.....		—	(Earnings	used in co	nstructio	n.)		—	100	....
Dec. 31, 1872	27.5	—	2.8	—	2	1	1	22	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	218,500	.....		27.5	17,215	2,880	6,375	14,221	.....	—	100	....
Aug 31, 1872	52.5	—	3.3	—	6	10	4	113	Portland and Rochester.....Me. & N. H.	1,9 0,854	*	45,000	10,296	636,097	1,120,000	200,053		52.5	141,640	120,009	60,790	131,561	38,078	—	100	....
May 31, 1872	51.3	—	7.4	—	19	—	7	167	Portland, Saco and Portsmouth .....N. H.	1,500,000	*	.....	.....	1,500,000	.....	.....		—	(Leased b	y Eastern	R.R. Co.)		10	100	117
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	110	Port Royal.....South Carolina.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....		110.0	(Operated	for benefi	t of contra	ctors.)		—	25	....
May 31, 1873	71.0	—	4.9	39.0	—	—	—	—	Portsmouth, Gt. Falls and Conway. N. H.	2,270,000	*	.....	.....	770,000	2,000,000	.....		—	(Leased b	y Eastern	R.R. Co.)		6	100	45
Sept. 30, 1872	41.8	—	2.8	3.0	4	8	—	60	Poughkeepsie and Eastern....New York.	1,391,372	*	.....	.....	524,464	508,200	506,079		41.8	(53,514	70,018	10,40	53,079	14,063	—	100	....

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PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Dividends Rate.	Dividends Paid.	Market Price.
Railroad Stocks:	$	p c	p c	p. c.
Atlantic and Great Western, pref...	10,000,000	7	....	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	....	....
" " " guar.	276,200	7	....	....
Atlantic and Pacific, preferred	10,000,000	7	....	14
Atlantic and St. Lawrence,* guar....	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,552,800	6	5	105
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar.....	1,159,500	7	7	32
Camden and Amboy,* guaranteed..	5,847,800	10	10	124½
Camden and Atlantic, preferred.....	763,549	7	3½	82
Cayuga and Susquehanna,* guar....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	789,600	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	105½
Central Ohio,* preferred	411,550	6	6	90
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	78
Chicago and Alton, † preferred.....	2,425,400	...	10	107
Chicago, Iowa & Nebraska,* guar..	3,916,800	...	8	95½
Chicago and North-Western, pref...	21,289,563	7	7	60½
Cinc., Sand. and Cleveland, pref....	429,000	6	6	25
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	88½
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred....	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	...	....
Dubuque and Sioux City,* guar....	5,000,000	...	3	60
Dubuque South-Western, pref.....	590,315	8	...	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	65
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref. & *guar.	500,000	7	7	76
" " com. & *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	61
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	...	...	....
Hannibal and St. Joseph, pref.....	2,167,700	7	7	32
Harrisburg and Lancaster,* guar....	1,182,550	7	7	102
Housatonic, preferred.....	1,180,000	8	8	97
Huntington & Broad Top Mtn, pref.	190,750	7	...	32
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	86
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref...	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	3,101,650	6	...	16
" " 2d pref....	4,436,250	6	...	9
Mich. Southern, (Lake Shore) guar..	533,500	10	10	....
Mill Creek,* guaranteed.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	10,825,777	7	7	53
Mine Hill,* guaranteed.....	3,856,450	8	8	107
Montclair,* guaranteed.....	2,000,000	7	...	....
Morris and Essex,* guar.....	15,000,000	7	7	96
Nesquehoning Valley,* guar.....	2,000,000	10	10	110
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,295,200	10	10	128½
New London Northern,* guar.....	971,400	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	127
" " *com. & guar.	8,500,000	8	8	127½
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred.....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	126
Ogdensburg & Lake Champ.* guar.	3,077,000	7	7	49
" " pf. & *guar.	2,000,000	8	8	83½
Ohio and Mississippi, preferred.....	4,030,000	7	7	47
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama, guaranteed.....	7,000,000	12	12	106
Paterson and Hudson,* guar.....	630,000	—	8½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	...	...	....
Phila., Germant'n & Norrist'n,*guar.	2,231,900	12	12	178½
Philadelphia and Reading, † pref....	1,551,687	—	10	....
Philadelphia and Trenton,* guar....	1,250,100	10	10	122½
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	94
Pittsfield and North Adams,* guar.	450 000	5	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	117
Rochester & Genesee Valley,* guar.	557,580	...	...	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	33
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	...	33
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	...	...
St. Louis, Kansas City & Nor., pref..	12,000,000	...	—	21
Schuylkill Valley,* guaranteed.....	676,000	5	5	....
Shamokin V. & Pottsville,* guar....	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	—	....
" " 2d pref..	1,000,000	7	—	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	71
Warren,* guaranteed.....	1,800,000	7	7	....
Canal Stocks.				
Delaware Division,* guar.....	1,833,350	8	8	....
Delaware and Raritan,* guar.....	6,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	122½
" com. and * guar.....	1,695,000	4	4	49½
Schuylkill Navigation preferred....	2,808,977	6	6	25½

New York Stock Exchange.

Actual Sale Prices for the week ending May 13.

	Th. 7.	F. 8.	Sat. 9.	M. 11.	Tu. 12.	W. 13.
Boston, Hart. & Erie....	1½	....	1½	1½	....	....
Canton Co.....	....	....	....	70	64	58
Central Pacific.....	....	....	....	....	....	....
Central Pacific 6s.....	94½	94½	....	94½	94½	
Central of N. Jersey....105½	106	....	105½	105½	105½	
Chesapeake & Ohio 1 m.....	51½	50½	....	....	....	
Chicago & Alton.....	....	....	102	....	102	
" pref.....	....	....	....	107	....	
" 1 M.....	....	....	....	....	....	
" S. F.....	....	....	....	....	....	
" Inc. bds.....	....	....	....	....	....	
Chicago, Burl. & Q.....	....	....	....	102½	103	
" 8s, 1883	....	....	....	....	....	
Chic. & Northwestern.. 42½	43½	43½	43½	42½	42½	
" pref..... 60	61½	62	63	61	60½	
" 1st M.....	....	101½	....	101	....	
" S. F.....	....	....	....	....	....	
" Consol.....	....	....	....	89	....	
Chic., Rock Isl. & Pac.. 96½	97½	97½	97½	97½	96½	
Chi., R. I. & Pa. 7s,1896.....	105½	105½	....	....	105½	
Clev., Col., C. and Ind.....	....	....	66	....	....	
Clev. & Pittsburg guar.. 88	88½	89	....	88	88½	
" 2 M.....	....	....	....	....	....	
" 3 M.....	....	....	....	....	....	
" 4 M.....	....	....	....	....	....	
Clev. and Toledo.....	....	....	....	....	....	
" S. F. 7s.....	....	....	....	....	....	
Col., Chi., & Ind. C..... 21½	19	20½	20	20	19½	
" 1 M.....	83½	....	....	....	83	
" 2 M.....	....	....	....	....	....	
Del. & Hudson Canal ..116½	117	....	....	....	116½	
Del. Lack. & Western...107	107	107½	108	107½	107½	
" 1 M. 7s.....	....	....	....	....	....	
" 2 M 7s.....	....	104	....	....	....	
Erie Railway..... 35½	36½	36½	35	35½	35½	
" pref.....	....	....	....	....	....	
" 1 M. 7s. 1897.....	....	....	....	....	101	
" 2 M. 7s, 1879.....	....	....	....	....	....	
" 3 M. 7s, 1883.....	....	....	....	97	....	
" 4 M. 7s, 1880 94½	94½	94½	95	....	....	
" 5 M. 7s, 1885.....	....	....	....	96	....	
" 7s, con. gold.....	....	....	....	....	....	
Great Western 2d mort.....	....	....	....	....	....	
Hannibal & St. Joseph. 28	27½	27½	27½	28	27½	
" pref..... 31	31	31	32	....	32	
" 8s, conv.....	....	....	....	....	....	
Hudson River.....	....	....	....	....	....	
" 2 M. S. F.....	....	....	....	....	....	
" 3 M. 7s, 1875.....	....	....	....	....	....	
Illinois Central 100½	....	....	....	100	....	
" 7s	....	....	....	....	....	
Lake Shore & Mich. S'th. 74½	75½	76½	76½	76½	75½	
Marietta & Cin. 1st pref.....	....	....	....	....	....	
" 2d pref.....	....	....	....	....	....	
Michigan Central..... 76	....	77	....	....	....	
" S.F. 8s, 1882. 103½	....	....	108	....	....	
M. S. and N. I. 1 M. S. F.....	....	....	....	102	101½	
" 2 M.....	100	....	....	....	....	
Milw. and St. Paul..... 32½	33½	34½	34½	34	33½	
" pref..... 52	53	55	55	53	53	
" 1st mort.....	....	....	....	....	....	
" 2d mort.....	....	....	....	....	....	
" 8s.....106	....	....	....	106	....	
" 7 3-10s con.....	....	92	92	....	....	
" 7s, gold.....	....	....	....	....	....	
Missouri 6s..... 94½	95	95	....	95½	....	
" H. & St. J. 1ss.....	....	....	....	....	....	
Morris and Essex..... 95½	96	96	96	....	96	
" 1st mort.....104	....	....	....	104	....	
" 2d mort.....	....	....	....	....	....	
N. Y. Cen. & Hud. Riv. 93	97½	98½	98½	97½	97½	
" 7s, S.F. 1876.....	....	101	....	....	101½	
" 6s. S.F. 1883 92	....	92	92	....	91	
" 6s, S.F. 1887.....	....	....	....	....	94½	
N. York and Harlem...128	....	129	128½	127½	....	
" pref.....	....	....	....	....	....	
" 1 M. 7s.....103½	103½	103½	103½	103½	103½	
N. York, N. Hav. & Hart.....	132	131½	132	....	132½	
N. Carolina 6s. old.....	....	....	....	....	....	
" new	....	....	....	....	....	
Ohio and Miss..... 23½	24½	24½	24	23½	22½	
" pref.....	....	....	....	47	....	
" 2d M.....	....	71	70	....	70	
Pacific Mail S. S. Co.... 43½	44½	44½	44½	44½	43½	
Panama	....	108	108½	106½	106	
Pitts., Ft. W. & Chi. gtd. 93½	93½	94	94	....	94	
" 1 M.....	....	....	....	....	....	
" 2 M.....	....	....	....	....	....	
" 3 M.....	....	....	....	....	94½	
Quicksilver Mining Co.....	....	....	....	....	35½	
St. L., Alton & T. H.....	....	....	....	....	....	
" pref.	....	....	....	....	....	
" 1 M.....	....	100	....	....	....	
" 3 M. pref.....	....	....	....	....	....	
" Income bds.....	....	....	....	....	....	
Tennessee 6s, old..... 82½	83	83½	....	....	....	
" new..... 82½	....	....	84½	....	83	
Tol., Wab. & Western.. 39½	39½	40	39½	39	37½	
" pref.....	....	....	....	....	....	
" 1 M..... 94½	94½	....	94½	....	....	
" 2 M.....	....	....	....	....	82	
" Equipment.....	....	....	....	....	67	
" St. Lou. Div.....	....	....	....	....	....	
Union Pacific..... 30½	30½	30½	29½	29½	28	
" 1st mort... 86	85½	86	86	86	86	
" L. Gt. 7s... 80½	80½	....	80½	80	79½	
" Inc. 10s.... 86	85½	85	84½	84½	82½	
Virginia 6s, old.....	....	....	....	....	....	
" new.....	....	....	....	....	....	
" consol.....	....	....	....	....	....	
" def. cert.... 11	....	....	....	....	10½	

New York Stock Exchange.

Actual Sale Prices for the week ending May 13.

	Th. 7.	F. 8.	Sat. 9.	M. 11.	Tu. 12.	W. 13.
Federal Stocks:—						
U. S. 6s, 10-40s, reg...114½	....	....	....	....	....	
U. S. 5s, 10-40s, coup.....	....	....	114½	115½	114½	
U. S. 6s, 1881, reg.....	....	....	....	115½	115½	
U. S. 5s, 1881, coup....115	115½	....	....	115½	....	
U. S. 6s, 1881, reg.....119½	120½	....	....	119½	....	
U. S. 6s, 1881, coup.....	....	121½	120	121½	....	
U. S. 6s, 5-20s, reg. '62.....	....	....	....	....	115	
U. S. 6s, 5-20s, c. 1862..115½	115½	....	....	....	115	
U. S. 6s, 5-20s, reg. '64.....	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1864.117	....	....	....	....	....	
U. S. 6s, 5-20s, reg. '65.116½	....	....	....	....	116½	
U. S. 6s, 5-20s, c. 1865.....	118	....	....	....	....	
U. S. 6s, 5-20s, r. n. '65.119½	117½	....	....	119½	....	
U. S. 6s, 5-20s, c. n '65.119½	119½	....	119½	119½	119½	
U. S. 6s, 5-20s, reg. '67.....	120	....	119½	119½	....	
U. S. 6s, 5-20s, c. 1867.120½	120½	120	120½	120½	120½	
U. S. 6s, 5-20s, reg. '68.119½	....	....	....	....	....	
U. S. 6s, 5-20s, c. '68.....	120½	120½	....	120½	120½	
U. S. 6s, Pac. R R issue.....	116½	....	....	116½	....	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 12.

	W. 6.	Th. 7.	F. 8.	Sat. 9.	M. 11.	Tu. 12
Catawissa preferred	....	....	....	41	....	....
" 7s, new	....	....	....	....	....	....
Camden and Amboy.....	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883 .... 90½	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89 97	....	....	97	....	....	....
Elmira & Williamsport.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
" 7s.....	....	....	....	....	....	....
Lehigh Navigation..... 44½	44½	44½	45½	45½	45½	
" 6s, 1884 94	....	....	94	....	....	93½
" Gold L..... 97½	97	97	....	....	....	....
" R. R. L.....	94½	....	....	....	....	....
" Conv. L. '77.....	....	....	....	....	....	....
Lehigh Valley R. R..... 61	61	60½	60½	60½	60½	
" 6s new coup.....	....	....	101	....	....	....
" 6s new reg.....	102	....	....	....	....	....
" 7s.....103½	....	....	104½	....	....	....
Little Schuylkill R.R.....	46½	....	46½	....	....	....
" 7s.....	....	....	....	....	....	....
Minehill	....	....	53½	53½	53½	
Morris Canal.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
North Pennsylvania ... 44	....	....	....	....	....	44
" 6s, 1885 .... 99½	....	....	....	99½	....	....
" 7s.....	....	....	....	....	....	....
" 10s, 1887	....	....	....	106	....	....
Northern Central	....	....	....	31	....	....
Oil Creek & Alleg. Riv. 6	7½	8	7	6½	6	
" 7s..... 40	40½	46	44½	....	....	
Pennsylvania R. R..... 50½	50½	50½	50½	50½	50½	
" 1st M.....102	....	....	....	....	....	
" 2d M.....	....	....	....	....	99½	
" Gen. mort.. 89½	89½	89½	89½	90	90½	
" " reg.. 92½	....	93½	....	93½	....	
Penn. State 6s. 1st series.....	....	....	....	....	....	
" 6s, 2d series.....	....	....	....	....	....	
" 6s, 3d series.....	....	....	....	....	....	
Philadelphia City, 6s.....	....	....	....	....	....	
" new 104½	105	105	105	104½	105	
Philad., Germ. & Nor.....	....	....	....	....	....	
Phila. & Reading 56½	56½	56½	56½	57	56½	
Philadelphia and Erie.....	....	....	....	....	....	
" 8s.....	....	89	....	....	....	
" 7s.....	....	....	....	....	86½	
Phila., Wilm. & Balt... 56½	....	....	....	....	....	
Schuylkill Navigation.....	6½	....	....	....	....	
" pref.....	12½	....	....	....	....	
" 6s, 1882 .... 77½	....	....	....	77½	....	
" 6s, 1876	....	....	....	....	....	
" 6s, 1872 88	....	....	....	....	....	
United Co. of N. Jersey.123½	....	124	124½	....	....	
Hestonville, (Horse).....	20	....	20	....	....	
Chestnut & Wal.	....	....	....	....	....	
Green & Coates	....	....	....	....	....	
2d and 3d streets	....	....	....	....	....	
Spruce and Pine	....	....	....	29½	....	
13th and 15th sts. 23	22½	22½	....	....	....	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 12.

	W. 6.	Th. 7.	F. 8.	Sat. 9.	M. 11.	Tu. 12
Baltimore City 6s, 1875. 98½	99½	99½	100	100	100½	
" 1886 ..... 98½	....	....	....	100½	....	
" 1890 ..... 99½	99½	99½	100	100½	100½	
" 1884	....	....	....	....	....	
" 1900	....	....	100	....	....	
Balt and Ohio.....	....	....	168	168	....	....
" bonds, 1875.....	....	....	....	....	....	....
" " 1880.....	....	....	....	....	....	....
" " 1885.....	....	....	....	....	99	99
Central Ohio.....	....	....	42½	....	....	....
" 1st mort.....	....	....	89½	....	89½	....
Marietta & Cin. 1st M..101½	....	100½	101½	101½	101½	
" 2d M..... 89	....	....	89½	89	89	
" 3d M. 8s.....	78	....	78½	....	79½	
Northern Central.....	30	....	....	....	....	
" bonds, 1885.....	....	....	....	....	....	
" " 1900.....	....	....	....	....	....	
Pittsb. & Connellsv. 7s.....	....	....	88	88	....	
N. W. Va. 8d mort.....	....	....	....	....	....	
Virginia 6s, Consol..... 50½	....	50½	51	51½	....	
" Defer. Certif.....	....	11	....	....	....	
City Passenger R. R.....	....	....	....	....	....	

Boston Stock Exchange.

Actual Sale Prices for the week ending May 13.

	Th. 7.	F 8.	Sat 9.	M 11.	Tu. 12.	W. 13.
Boston and Albany ...	133	134¼	134¼	134	133½	134
Boston and Lowell	107	107	....	...	...	107
Boston and Maine.....	106¼	....	106	106½	106⅝	106½
Boston and Providence.	147	147½	....	146	145½	147½
Boston, Hartford & Erie....	....	....	....	....	....	....
" 7s.....	25	24½	23	22½	24	23½
Cheshire, pref.....	....	....	....	....	....	....
Chi., Burl. & Quincy...	102	102	....	102½	102½	102½
Concord.....	....	....	....	....	....	....
Connecticut River.....	....	....	....	....	....	....
Eastern.....	69	69	68½	68½	68½	68½
Fitchburg.....	125	....	....	126	126	126
Manchester & Lawr'ce....	....	....	....	....	....	....
Michigan Central.....	75½	....	....	....	....	....
Northern, N. H.....	....	107½	....	....	....	107
Ogdens. & Lake Champ	49	....	....	....	....	....
" pref.....	....	....	....	....	....	....
Old Colony	110½	110	109½	108½	109	108½
Ph., Wil. & Baltimore..	56	....	....	55½	....	56
Portl'd, Saco & Ports....	117	....	....	....	....	....
Union Pacific	31½	....	....	....	....	....
" 6s.....	....	....	....	....	....	....
" Land Grant 7s....	....	....	....	79	....	....
" Income 10s...	84½	83½	....	....	82½	....
Vermont & Canada.....	....	....	....	....	....	44
Vermont & Mass.....	83½	....	....	....	83	....
South Boston (Horse).....	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	48	....	....	....	....	48
Middlesex	....	....	....	....	....	....
Central Mining Co.....	27	....	....	....	....	....
Copper Falls	....	21	....	20	19½	
Franklin 4	....	....	....	....	....	
National	....	....	....	....	....	....
Quincy 36½	....	....	36½	....	36	

London Stock Exchange.

	—Closing Prices.— April 30.	April 24.
Atlantic & Gt. W. 1st mort., $1,000..	59 — 61	58 — 60
Do. 2d mort., $1,000.....	33 — 40	37 — 39
Do. 3d mort., $1,000.....	18½— 19½	18 — 19
Do. Con. mort. B'nds Bisch's Cert.	21 — 23	20 — 22
Do. Leas. Lines, Rental Bonds....	71 — 74	71 — 74
Do. 1873	60 — 65	60 — 65
Do. 8 p. c. Scrip, West. Exten.....	85 — 87	85 — 87
Detroit & Milwaukee 1st mort. Bonds	65 — 70	65 — 70
Do. 2d do.	50 — 55	50 — 55
Erie shares 100 dol. all paid.....	31 — 31½	30½— 31
Do. 6 per cent Convertible Bonds..	93 — 95	94 — 96
Cons. Mort. amount autho. to be issued for conv. of existing bonds..	88 — 90	88 — 90
Illinois Central $100 shares all paid..	90 — 92	90 — 92
Do. Redemption mort. bonds 6 p.c.	98 —100	98 —100
Illinois & St. Louis Bridge 1st mort.	96 —100	98 —100
Marietta and Cincinnati Rail. Bonds.	95 — 98	95 — 98
Michigan Central 8s 1882, conv.	88 — 92	88 — 92
Panama General mort.....	95 — 97	95 — 97
Pennsylvania, General mort.....	98½— 99½	98½— 99½
Do. $50 shares.....	46 — 48	45 — 47
Philadelphia and Erie 1st mort.....	94 — 96	94 — 96

American Railroad Journal.

Saturday, May 16, 1874.

Stock Exchange and Money Market.

Money has been remarkably easy through the week, with call loans quoted at from 3@5, quite generally at 3½@4; and best discounts at 6@7 per cent per annum. The comparative dullness in the commercial line lessens the demand for accommodation from mercantile sources. And the Stock Exchange dealings having been on a reduced scale, in most instances, the speculative inquiry has been comparatively moderate at the current quotations. The City banks, in their last weekly statement, were $1,835,200 higher on their deposits, and $40,700 lower on their loans and discounts, than the week before. The legal tender notes were reduced $35,000, and the specie reserve increased $2,665,900. The circulation was enlarged $32,600. The U. S. Sub-Treasury at this port has gained handsomely in the line of its currency reserve, while further reducing its coin hoard mainly through May interest disbursements. The U. S. Sub-Treasury in this city closed the week with a currency balance of $39,991,528 against $38,288,820 the preceding week; and a coin hoard of $54,952,953, against $56,650,938 on the previous return. The City bank exchanges, during the week, were $478,458,984, or a daily average of $79,743,156. The customs revenue of the port, during the week, was $2,111,486, of which $1,988,487 were in coin certificates. The City banks reported their average of gold last week at $27,305,500, and their greenback average at $55,798,600. Their deposits stood at $236,236,700. The loan item was about 286½ millions. The circulation was $26,922,200.

The cash balances of the Treasury Department on Wednesday were: Currency, $7,977,097; special deposits of legal tender for redemption of certificates of deposit, $58,745,000; coin, $89,031,885; including coin certificates, $35,255,600.

The outstanding amount of legal tender notes is yet 382 millions; and of National bank circulation 348⅞ millions.

Government has received about 87 millions from internal revenue, thus far in the current fiscal year.

Gold has been further depressed in price, partly by the free coin disbursements of the Treasury Department. The speculation has been less confident, and hesitating. The export drain has been heavier. The customs inquiry moderate. The extremes of the price have been 112@112¾, closing at 112⅛, as against 112⅛ on Wednesday of the preceding week. The specie outflow, last week, was $2,528,063. The imports of specie at this port since Jan. 1, have been $1,559,673, against $1,653,682 same time last year. The customs demand for Gold last week averaged $363,833 a day. Foreign Exchange has been in moderate demand, opening stronger but closing weak. Bankers' sixty day bills on London closed on Wednesday at $4 88½@4 89½; sight bills on London, at $4 91@$4 91½. The week's exports of Domestic Produce have been to the currency value of $4,454,867.

Government securities have been more active, and at the close stronger in price. The investment demand has improved. U. S. sixes of 1881 closed on Wednesday of this week at 121½@121¾; U. S. Five-Twenties of 1862, 115¼@115½; U. S. Five-Twenties of 1864 at 117@117¼; U. S. Five-Twenties of 1865, 117⅞@118⅛; U. S. Five-Twenties of 1865 consolidated, 119⅜@119⅝; U. S. Five-Twenties of 1867, 120⅜@120½; U. S. Five-Twenties of 1868, 120⅜@120½; U. S. Ten-forties at 114⅞@115¼; U. S. Fives of 1881, (Funding Loan) 115½@115¼; Six per cent. currency Sixes from 116⅜; @116⅝.

State and Railway bonds have been attracting more attention since our last, at rather firmer prices, in the leading instances. Central Pacific first mortgage six per cents have been in demand, closing at 94¾@95; Western Pacific sixes, 87¼@87¾. Chesapeake and Ohio First Mortgage Bonds, Six per cents, have been inactive, and quoted at from 51½@52½. Railway and miscellaneous share property has been less active, and generally less firm, closing rather heavily.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $6,514,037, against $6,384,442 same week last year. The exports of domestic produce are $4,454,067, as against $5,998,718, last year. The exports of Gold and Silver, $2,528,063, as against $551,246 last year. The customs in Gold deposited during the week in the New York Office of the Treasury amounted to $2,183,000, as against $2,118,000, same week last year.

General business has shown less animation, apart from the movements in Breadstuffs, Cotton and Provisions, in which the dealings have been to a fair extent. The first arrivals from the canals added considerably to the available supplies of Breadstuffs, prices of which ruled lower. Provisions, firm; Cotton higher; Metals comparatively tame. Eglinton Pig Iron quoted at $34 50@$36. Glengarnock, $37 50@$38; Coltness, $39@$39 50; No. 1 American Pig at $35; No. 2 do. at $31@$33; Forge, $29@$31; English Rails at $55@$60, gold; American Rails at works, $60@$65; Old Rails, $40@$41. Wrought Scrap, $41@42 50. Sales of 1,000 tons Wrought Scrap, yet to be shipped, were made at $42 50. The Ocean freight market has been fairly active, opening at stronger rates on grain, shipments, but closing weaker, and irregular. Groceries have been in less demand, and quoted easier in price. Hides and Leather in less request. Wool, more sought after, and held with firmness. The overflow in the lower Mississippi Valley has again affected the Cotton receipts, which aggregate for the week only, 24,000 bales, against 43,700 last year, and 46,800 bales the great crop year of 1870-71. The exports of the week from all the ports amount to 69,500 bales. The crop receipts to date are now, 3,577,000 bales, against 3,801,000 last year, and 3,669,000 bales in 1871.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Dubuque and Sioux City R. R., 60; St Louis, Kansas City and Northern pref., 21; Atlantic and Pacific R. R. pref., 14; Albany and Susquehanna R. R., 94½; do. 1st mort., 103½; do. 2d mort., 98; Illinois Central scrip, 97; New Jersey R. R., 122½; Louisville and Nashville 7s, 1898, consol., 88; New York Central 1st mort., 105⅞; Buffalo and Erie 7s, new, 97; Long Dock bonds, 100; Toledo, Peoria, and Warsaw 1st mort. W., D. 75; Central of New Jersey 7s, 1902, conv., 100; Chicago and Northwestern consol. gold bonds, 85¼; Michigan Central 7s, 95½; Ohio and Mississippi 7s, consol, 88½; Clev., Col., Cin. and Ind. 1st mort., 99⅜; Pacific R. R. of Mo., 85; do. 1st mort., 79; Canada Southern 1st mort., 84½; Union Pacific S. F. bonds, 69; Buffalo and State Line 7s, 96; St. Louis and Iron Mt. R. R., 82½; do. 2d mort., 74⅜; Lake Shore div. bonds, 95½; Boston, Hartford and Erie 1st mort., 24; Cleveland and Pittsburg 7s, consol, 97; Chicago and Milwaukee 1st mort., 94¾; Clev., Paines. and Ash. 7s, new, 96; New York and New Haven 6s, 99½; Am. Dock and Imp. 7s, 99; Cedar Falls and Minnesota 1st mort., 80; Lafayette, Bloomington and Miss. 1st mort., 76; Milwaukee and St. Paul 1st mort. LaC. div., 88½; do. I and M. div., 79½; Burlington, Cedar Rapids and Min. 1st mort., 63; Del., Lack. and Western 7s, conv., 104½; Western Union Telegraph, 71⅜; do. 7s, 98; At. and Pacific Tel., 15½; Am. Dist. Tel., 48; Spring Mt. Coal, 73½; Consol. Coal of Md., 43; Am. Exp., 62; Adams Exp., 100; U. S. Exp., 68; Wells-Fargo Exp., 77; Tennessee 6s, old, ex-coupon, 64½; do. new, do., 64¾; N. Y. State 7s, B. L. reg., 108¼; Michigan 6s, 1883, 91; North Carolina 6s, special tax, 3d class, 8.

Philadelphia.—Pennsylvania R. R. div. scrip, 100⅛; Nesquehoning R. R., 55; Philadelphia and Trenton R. R., 122½; Ithaca and Athens 7s 99¼; Huntingdon and Broad Top Mt. 1st mort., 103; West Jersey R. R., 50; do. 1st mort., 96; Pittsburg, Cincinnati and St. Louis 7s, 66; Lehigh Nav. Conv. gold loan, 99½; Phila. and Reading 7s, new, conv., 107; do. Gen'l mort. 7s, coupon 104⅜; do. reg., 104½; do. 7s, 1898, 104; Shamokin Valley and Pottsville 7s, 92; Philadelphia and Reading C. & I. mort. bonds, 90; Northern Pacific 7-30s, 80; Lake Superior and Mississippi 1st mort. 7s, 50; Susq. Canal 6s, 78¾; Pennsylvania Canal 6s, 69; Morris Canal 1st mort., 100; Allegheny Valley 7 3 10s 91; Wilmington and Reading 1st mort., 87; Sunbury and Erie 7s, 100; Schuylkill Nav. 6s, 1895, 75. The latest quotations are: City 6s, 102@—; do. free of tax, 104⅞@105⅛; Pennsylvania State 6s, 2d series, 106¼@107; do. 3d series, 109¾@111; Philadelphia and Reading, 56¾@56⅞; do. Gen'l mort. 7s, coup., 104@104¼; do. reg., 104@105; do. mort. 6s, 1880, 98@101; do. new, conv., 106½@107; do. 7s, 1898, 104@105; United New Jersey R. R. and Canal Co., 124@125; Camden and Amboy mort. 6s, 1889, 97@97⅛; Pennsylvania R. R., 50⅛@50⅛; do. div. scrip, 100⅛@100¼; do. 1st mort., 101½@103; do. 2d mort. 99¼@99⅜; do. general mort. coupon, 90⅛@90⅜; do. reg., 93@94; Little Schuylkill R. R., 46¼@46½; Morris Canal, 50@50; do. pref. 122½@123; do. 6s, 95@100; Susquehanna Canal, 5@9; do. 6s, 73¾@74; Schuylkill Nav., 6@6½; do. pref., 12⅛@12⅛; do. 6s, 1882, 76@77; do. 1872, 87@89; Elmira and Williamsport pref., 37½@38⅛; do. 7s, 1873, 97@100; do. 5s, 63@65; Lehigh Coal and Navigation, 45⅜@45½; do. 6s, 1884, 93⅛@93¾; do. R.R. Loan, 94@94½; do. Gold Loan, 97½@97⅞; North Pennsylvania, 43@44; do. 6s, 99½@99¾; do., 7s, 99@—; do. Chattle 10s, 105½@106; Philadelphia and Erie, 18@18¾; do. 6s, 89@90; do. 7s, 86@87; Minehill, 53¾@53⅜; Catawissa, 15@16; do. pref. 40½@41½; do. 7s, 1900, 101@102; Lehigh Valley, 60¾@60⅞; do. 6s, new coupon, 101@101; do. reg., 102@—; do. 7s, 104½@—; Fifth and Sixth streets (horse) 56@57; Second and Third, 61@61; Thirteenth and Fifteenth, 22@22½; Spruce and Pine, 28⅛@29¾; Green and Coates, 47@50; Chestnut and Walnut, 60@60¼; Hestonville, 19@20; Germantown, 30@40.

Boston.—Cincinnati, Sandusky and Cleveland R. R., 8⅜; do. pref., 25; Burlington and Missouri River R. R. in Iowa, 98¼; do. 7s, Land Grant, 99; Summit Branch, 84½; Conn. and Passumpsic Rivers R. R., 72; do. 7s, 1876, 96; Union Railway, 108¾; Burlington and Missouri River R. R. in Nebraska, 58; do. 8s, in Nebraska, old, 99; do. new, 95; Nashua and Lowell R.R., 133; Norwich and Worcester R. R., 126; Indianapolis, Cin. and Lafayette R. R., 8; Norwich R.R., 107½; Boston, Clinton and Fitchburg R. R., 79¾; Atchison, Topeka and Santa Fe 1st mort., 54; Eastern R.R. 7s, 94; Chicago, Burlington and Quincy 7s, 96⅛; Rutland pref., 33; do. 8s, 75½; do. scrip, No. 4, 77¾; do. No. 5, 75½; Portsmouth, Gt. Falls and Conway 7s, guar., 90; Boston and Maine 7s, 1894, 104; Old Colony 7s, 1894, 104¾; Boston Water Power Co., 11⅛; Cary Imp., 6; Waverly Land, 4; New Hampshire 6s, 99½; Cambridge 6s, 1884, 97; Chicago 7s, 99¼; St. Louis 6s, 1888, 88⅞; Cleveland 7s, 1880, 99½; Toledo 8s, 1879, 101¼; Fitchburg 7s, 1894, 104⅝; Somerville 6s, 1884, 100⅛; Boston 6s, 1875, currency, 99¼; do. 6s, 1878, gold, 100⅜; Calumet and Hecla Mining Co., 130; Ridge, 5; Superior, 40.

Baltimore.—Chesapeake and Ohio R. R. 6s, 51; Western Maryland 1st mort., guar. by Baltimore, 95; do 2d mort., guar. by Washington Co., 85; Orange, Alex. and Manassas 7s, 81; Orange and Alexandria 4th mort. 8s, 75; Wilmington and Weldon R.R., 66½; Maryland Defense 6s, 106¼; Virginia consols, ex-coupon, 48⅝; Jefferson Co., Va., bonds, 66; Memphis City 6s, 47. The latest quotations are: Wilmington, Columbia and Augusta bonds, 66½@68¼; Wilmington and Weldon, 66@66¾; do. 7s, gold, 90@93; Pittsburg and Connellsville 7s, 1898, 85@88; Baltimore and Ohio, 167½@168½; do. 6s, 1875, 100@100¼; do. 1880 99@101; do., 1885, 99@99½; Parkersburg Branch, 5@10; Northern Central, 31½@35; do. 6s, 1885, 92@93½; do. 1900, 85@86¾; do., 6s, 1900 gold, 86@89¼; N. W. Va. 3d mort., 1885, 92@—; Marietta and Cincinnati 1st mort. 7s, 1892, 101⅜@101½; do. 2d mort., 7s, 88⅞@89; do., 3d mort., 8s, 79¼@79½; Central Ohio, 42½@43; do. pref., 42¼@—; do. 1st mort., 89⅛@89⅜; Western Md., 1@3; do. 1st mort. 6s, 1890, 80@—; do. 1st mort. guar., 94@97; do. 2d mort. guar., 95@96; do. 3d mort., guar., 94@95; do. 2d mort. pref., —@60; do., 2d mort. guar. by Washington Co., 83@85; Richmond and Danville 1st mort., 67@68; Orange and Alexandria 1st mort. 6s, 88@92; do., 2d mort. 6s, 81@83; do., 3d mort. 8s, 80@81½; do., 4th mort. 8s, 75@76; Orange, Alex. and Manassas 7s, 80½@81; Virginia and Tennessee 1st mort. 6s, —@—; do., 2d mort. 6s, 70@76; do. 8s, 79@80; Baltimore 6s, 1875, 100@100¼; do., 1884, 99¾@—; do. 1886, 101@101½; do. 1890, 100¼@100½; do., 1893, 97@98; do. 1893, exempt, 97¼@97⅝; do., 1900, 99@—; do. 1900 new, 98@100; do. 1902, 101@101½; Memphis City 6s, 45@48; Maryland Defense Loan, 1883, 106@107; Virginia 6s, old, 32@35; do. new, 43@50; do. consol. 6s, 51@51⅜; do. coupons, 78½@79¼; West Virginia, 11@11¼; City Passenger R. R., 15@15¼; George's Creek Coal, 132@140.

☞ At a meeting of the stockholders of the New York and New England (late Boston, Hartford and Erie) Railroad Company in Boston on the 12th inst., the following gentlemen were elected directors: James C. Ayer of Lowell; George W. Baldwin of Boston; LeGrand B. Cannon of New York; William Butler Duncan of New York; Gustavus V. Fox of Boston; R. Suydam Grant of New York; William T. Hart of Boston; Edward W. Kinsley of Boston; Frederick J. Kingsbury of Waterbury, Conn.; Frederick W. Rhinelander of New York; George M. Rice of Worcester; John F. Slater of Norwich, Conn., James Y. Smith of Providence; James Sturgis of Boston; Royal C. Taft of Providence.

☞ George B. Roberts, of Philadelphia, Henry G. Stebbins, of New York, and Silas F. Miller, of Louisville, have been appointed a committee to receive subscriptions to the stock of the Texas and Pacific Railway.

☞ The grading of the Texas and Pacific Railway is completed ten miles out from San Diego, California.

Southern Pacific Railroad.

We give on another page the Report of the President and Directors of this company for the fiscal year ending June 30, 1873. Since the date of that report the work of construction has been finished on an additional section, and the company now has 251 miles of completed road. For the six months ending December 31, 1873, the earnings were $645,552 25, the expenses $252,748 39, and the net earnings $392,803 86. The assets of the company at that date were as follows:

251 miles of railroad and telegraph, with all necessary sidings, turnouts, switches, turn-tables, depots, depot-buildings, & round-houses, valued at	$15,390,973 14
Equipments for same—locomotives, cars, etc	674,985 79
Real estate—depot grounds, etc., on line of constructed road, including an undivided half-interest in 60 acres Mission Bay lands, upon which there has been expended $482,981 74	7,559,925 00
Telegraph instruments, furniture, safes, etc., at stations and offices	24,308 50
Material on hand—for construction and repairs, in shops, on the road, and in store of supply department, as per invoices	73,281 98
Fuel on hand—per inventory	4,908 92
Balance of accounts outstanding, after deducting obligations	155,618 00
Cash in hands of treasurer	173.668 25
Right of way	885,000 00
Land grant from U. S. Government, of 12,800 acres per mile, valued at	41,527,500 00
Lands for depots, etc., on line of unconstructed road, valued at	5,468 75
Total	$66,475,683 33

Illinois Central Railroad.

The statement of this Company for the month of April, 1874, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	2,471.03 for	$16,737 40
Acres Free Lands Sold	for	
Total sales during the m'th of April, 1874	2,471.03 for	$16,737 40
Total of all	2,471.03 for	$16,737 40
Cash collected in April, 1874		$31,358 06

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois. 707 Miles.	In Iowa. 402 Miles.	Total. 1,109 Miles.
Freight	$290,210 00	$72,610 00	$362,820 00
Passengers	98,071 75	37,884 00	135 455 75
Mails	6,375 00	3,059 24	9,434 24
Other sources	70,625 00	2,585 76	73,210 76
Tot'l Apr. '74	$465,281 75	$115,639 00	$580,920 75
Total actual earn'gs, Apr., 1873	$437,005 80	$116 906 41	$553,912 21

☞ The reduction of the public debt for the month of April, ($2,965,451 48,) as shown by the public debt statement, in another column, is considered by the Treasury Department a very gratifying exhibit of the condition of the national finances, especially so in view of the fact that during that period the Treasury was called upon for a large amount, (about $3,000,000,) for other purposes than ordinary expenses of the Government—nearly $1,500,000 having been paid for cotton seized during the war under judgments rendered by the Court of Claims, and about the same

amount for deficiencies in the postal revenues, mail steamship service, quarterly postage, &c. The revenues for the month came fully up to the estimates made last November.

St. Louis, Iron Mountain and Southern Railway Co.

PRESIDENT'S OFFICE,
ST. LOUIS, May 6th, 1874.

EDITOR AM. RAILROAD JOURNAL:

Sir:—I have the honor to inform you that the St. Louis and Iron Mountain Railroad Company and its Arkansas Branch, and the Cairo, Arkansas and Texas Railroad Company, all of Missouri, have been merged and consolidated with the Cairo and Fulton Railroad Company of Arkansas, under the name of the "St. Louis, Iron Mountain and Southern Railway Co.," and in that name the business of the consolidated corporation will hereafter be conducted.

The lines composing the consolidated Company, and now operated by it, consist of

	Miles.
St. Louis and Iron Mountain Railroad:—St. Louis to Columbus	196
St. Louis and Iron Mountain Railroad:—Bismarck to State Line	110
Mineral Point to Potosi	4
Cairo, Arkansas and Texas Railroad:—Cairo to Poplar Bluff	72
Cairo and Fulton Railroad, of Arkansas, State Line to Texarkana	304
Total	686

At Columbus, Ky., the line connects with the Mobile and Ohio Railroad; and at Texarkana, with the Texas and Pacific Railroad, and is ready for business throughout the entire line with ample complement of rolling stock.

Very respectfully,
THOS. ALLEN, Pres't.

☞ A letter to the Baltimore *Sun*, dated Towsontown, Baltimore Co., Md., says: "The Maryland and Pennsylvania Railroad Company has sent an additional corps of engineers to commence operations on the road in charge of Mr. Warrell Marks. They will resume work where it was left off last winter at Cromwell's bridge, about four miles from this place, and move towards the Pennsylvania line. The old corps is now engaged near the Northern Central Railroad. From a point in this vicinity to Cromwell's bridge the grading has been nearly finished, though there is some work to be done in the way of culverts, &c."

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending May 2, at 897,135 tons, and for the coal year 5,109,149 tons, against 5,389,077 tons to corresponding time last year, being a decrease of 279,928 tons. The bituminous tonnage for the week is 76,728 tons, and for the year 849,352 tons, giving a total of all kinds for the week of 473,858 tons, and for the year of 5,968,501 tons, against 6,249,300 tons to same time last year, being a decrease of 280,818 tons.

☞ E. B. Stoddard has been chosen President, Joseph E. Davis Treasurer, and Richard Barker Superintendent of the Worcester and Shrewsbury Railroad Company.

☞ Professor F. A. H. Barnard, President of Columbia College, has been elected Foreign Secretary of the National Academy of Science, vice Professor Agassiz, deceased.

The Grangers.

A reflective Illinois farmer has been proposing to himself the conundrum: Does it pay to belong to the Grangers? and the result of his cogitations is that it does not. It strikes him in the first place that the grangers were not instituted by the farmers, but by a few interested men who wanted to benefit their own pockets. Next, he is mildly solicitous as to what has become of all the money that has been paid into the organization. Taking the statement of Master Adams that there are one hundred and twenty thousand granges in existence, with an average of fifty members to each, and figuring up the entrance fees and dues of all, he estimates that over two and a half millions of dollars have been paid into the treasury of the Order. The writer continues by asking, What is the object? who is benefited? and where does this enormous sum of money go to? Probably many other Grangers have asked themselves questions very similar.—*Balt. Am.*

☞ The *Democratic Messenger*, Snowhill, Worcester county, states that ground will be broken this week for the extension of the Wicomico and Pocomoke Railroad, from Berlin to the Atlantic ocean. Dr. H. R. Pitts and Lemuel Showell, Esq., returned from Baltimore last week, having been entirely successful in negotiating enough bonds of the railroad to defray the expenses of the enterprise. The bonds were sold at seventy cents on the dollar.

☞ The stockholders of the California and Texas Railway Construction Co. have agreed to furnish upon the Company's securities, at a low rate of interest, the funds necessary to complete the road from Dallas to Fort Worth, and from Texarkana to Brookton, the construction to be finished within the present year, and the money to be used for the specific purpose mentioned.

☞ By an agreement between the representatives of the Lake Ontario Shore Railroad and the Rome, Watertown & Ogdensburg Co., on the 12th inst., the latter organization assumes full control and management of the affairs of the former, and is expected to effect an early completion of the road through to the Niagara river.

☞ The Bennett's Branch, or Eastern Extension of the Allegheny Valley Railroad, which will in future be known as the Low Grade Division, was on Monday May 4th, opened for general business between Red Bank on the main line of the A. V. R. R., and Driftwood, on the Philadelphia and Erie Railroad, a distance of 110 miles.

NEW YORK, May 1, 1874.

MR. SAMUEL A. STRANG, OF THE LATE firm of M. K JESUP & CO., becomes a member of our firm from this day.

The business will hereafter be conducted at No. 59 Liberty st., under the name of PERKINS, LIVINGSTON, POST & CO.

PERKINS, LIVINGSTON & POST.

The American Wood Carbolizing Co.

Is organized for the purpose of Creosoting Timber for Docks, R. R. Ties, Fence-Posts, Pavements, and all other uses where Timber is exposed to the action of water or air. This Company also proposes to License R. R. Companies and others who desire to erect their own apparatus.

Drawings and specifications of apparatus, either stationary or portable, will be furnished on application.

67,112 miles of Railroad in the United States use annually over twenty-six million Ties for renewing those destroyed by decay.

The preservation of wood from decay and the attacks of marine worms, has been largely practiced in Europe for thirty years; and with such success that the use of natural wood is now the exception; and of all the various methods that have been employed, that in which creosote oil was used, has best endured the test of time.

This Company, benefiting by the thirty years' practical experience in the use of creosote oil abroad, offer to the public a system of application which is adapted to the wants of our own country, in that green wood can be rapidly and thoroughly treated, even better than dry, and the application of the oil, in connection with the use of moderate heat, be made more uniform and effective than is possible by any other means.

Experience has demonstrated that creosote or dead oil is the only substance by which wood can be treated so as to certainly resist the attacks of marine worms.

Creosoted wood exposed in Charleston Harbor was not attacked by the teredo, while natural wood attached to it was completely honey-combed.

It is confidently asserted that Railroad Ties creosoted will outlast three sets of ordinary Ties, and that creosoted Paving Blocks being beyond the reach of decay, will last as long as stone, with all the advantages of an elastic roadway, beauty and economy of construction.

The economy in the use of creosoted wood, where the term of service is trebled, is measured by adding to the wood used, the cost of the labor expended in construction, and the loss of time spent in replacing the structure, when either decay or attacks of marine worms destroy it.

The system of Seely and Pelton, employed by this Company, has been fully examined and indorsed by Gen. McClellan, Gen. Barnes, Gen. Babcock, Rob't Harris, C. B. & Q. R. R., Prof. Silliman, Capt. Eads, Gen. Cram, Gen. Humphreys, Gen. Meigs, Gen. Belknap, Prof. Chandler, Gen. Gilmore, Gen. Newton, A. B. Mullet, C. H. Haswell.

It has been used by the U. S. Government upon the Dykes of the St. Clair Flats, and upon Gun Platforms for the fortifications on the Atlantic coast; upon pavements in New York and Pittsburgh, by the Department of Docks of the City of New York and the Board of Public Works of the District of Columbia.

Detailed information can be obtained and specimens of creosoted wood examined at the office of the Company.

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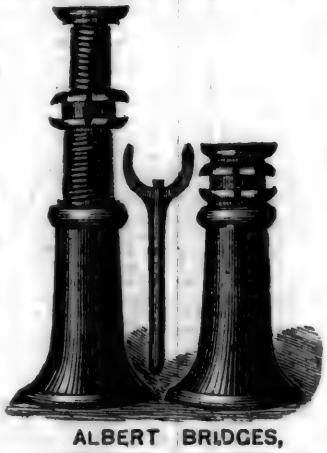
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☞ The Legislature of Virginia having authorized the Board of Commissioners to pay two-thirds of the interest due 1874 when there may be funds in the Treasury, Messrs. Thos. Branch & Co., of Richmond, Va., notify their friends that they will cash the consol coupons on presentation, less their usual commissions of ¼ per cent.

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☞ Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, May 23, 1874.

Foreign Loans and American Railroad Interests.

There are those who entertain grave doubts of the wisdom of the policy of borrowing money abroad for works of improvement. They contend that the practice affects a whole people, much as it does an individual; that is to say, instead of looking to their own savings as the true source of capital they are led to rely too much upon the ability and earnings of others. One of the benefits of these international dealings in money and credit, undoubtedly, is to give to the creditor nation a deeper interest in the welfare of the debtor nation; but it is accompanied with the disadvantage that it leaves the affairs of the borrowing party subject to the caprices, disabilities and prejudices of the lenders. If borrowing of foreigners could be stopped, we should undoubtedly make less progress with the spread and convenience of our civilization over our immense domain; but it would not be so liable to the jerks and checks which we are now subjected to at intervals. Without discussing the policy, we may say that, at any rate, if we do borrow of Europe, we shall have to repay, certainly the interest, and are liable to be called on to pay a large part of the principal also. If we are to continue borrowing it is obvious, therefore, that we should be able to get money at rates no higher than the money can be made to earn. The questions naturally arise: what is the average return of capital invested in our industrial pursuits? and what can we afford to pay for the use of more capital, to compete with that we already have invested?

The average annual ratio of increase of wealth (actual visible products) when reckoned over long periods, is believed to fall within three per cent in the older nations of Europe. In Holland, for instance, two and a half per cent, over and above the consumption and waste; and in England about 3¼ per cent, per annum have been estimated as the average for a hundred years; and in this increase must be reckoned the vast accessions from conquest and tribute from dependent States. For the last fifty years, covering the period of steam machinery, and the general use of mineral fuel, it may be doubted if the average ratio has much exceeded five per cent. Single branches or sub-divisions of trade and industry and skill may have greatly exceeded this ratio; but the returns of assessable property show that the accumulations of goods and chattels is very much less than is commonly supposed, both in the financial nations of Europe and in America.

The rate in the United States is probably somewhat higher than either of the foregoing, in consequence of a virgin soil, eminent ingenuity and intelligence and of immigration; but the returns of the assessors, are liable to mislead, for they continually take in more and more of the landed domain, and the values are hopelessly faulty by reason of the inflation of the currency, and of concealments and evasions; moreover, a large part of the wealth is made up of paper securities, entries of credit, and other representative forms of value. We cannot afford to pay to foreigners, for any very large proportion of our working capital, higher rates of interest than we are realizing from its use. To do so is to encroach on our own savings.

Take the railroad system of the United States as a favorable example of a large industry, and one which is largely indebted to foreign money. We have published statistics, which in the mass very closely represent the actual operation, showing that the gross earnings of the railroads, do not exceed fifteen per cent of their cost, while the net earnings slightly exceeded five per cent of their cost. There are groups of them which fall below five per cent; while the average dividends paid (of those which do pay) is about 6⅔ per cent. And this is already vastly better than the English roads do; while a large part of our roads are new ones, and all are steadily increasing in receipts. How, then, can they afford to pay ten or twelve per cent per annum to Europeans for the use of money to be employed in dividing the business now enjoyed? Yet this is precisely what some of them have been doing of late years; and as we showed in our last issue, holders of the railroad bonds in Europe have come to grief, by their own eagerness to accept extravagant rates of interest, and by the willingness of our railroad projectors to borrow on such unreasonable terms. Seven per cent is the average rate at which money is loaned on bond and mortgage in the Eastern States, and our best railroads can usually borrow at about those rates. It is true that, here and there, are nearly-completed enterprises, well-placed, and forming parts of much-needed transportation lines, which might afford the higher rates for so much capital as is needed to make the whole investment productive; and the representatives of German bondholders now in this country, could render no greater service to the capitalists of both nations, than to examine into the needs and opportunities of our railroad system, and concentrate their recommendations of investments on a few of the prominent gaps in our trunk lines, as proper and profitable channels for new investments.

There is a danger that by reason of the injudicious selections made by the Germans of late years, (some fifteen or sixteen of the thirty classes of United States bonds dealt in on the Frankfort Bourse, having failed to meet the expectations of the holders) they may, with equal want of discrimination, cast discredit upon them all as alike bad. Nothing could be more unjust to American industry and American honor—nor more injurious to themselves. As we have explained there are good and bad among our ventures; as among our men. In this respect we are not peculiar. One of the most serious difficulties in regard to foreign

loans is a lack of the proper perspective view of the importance and function of our several links of railroad. This cannot be derived from a study of the maps, if they are ever so accurate. It requires an intimate knowledge of the topography, settlement, minerals, vested-interests, and local information, which is not open to even the English, and still less to the Germans. There are at this moment two or three noticeable opportunities for the employment of twenty to fifty millions additional capital, where it would not only be itself reasonably productive, but where the guarantees for its safety would be enormously multiplied by conferring new earning power on large sums of capital already invested. The unreasoning distrust of new bonds has temporarily arrested the growth of a few very eligible roads. One such occurs to us in the filling up of a short link in a great through transportation line, having a territory lined with minerals and fuel, all its own, and connecting the heart of the great agricultural basin, with the best harbor on our Eastern coast. Others hardly less meritorious may be found further west, and on the Pacific Shore.

Some accurate and trustworthy information of this kind would be of the greatest service to Europeans, whose knowledge of our continent must, at best, be inadequate. We doubt if any body analogous to the Frankfort council of Bondholders, or the London Protection Committee, could properly fill this important mission. There would be a continued pressure brought to bear upon its members, and the tendency would be to drift into the hands of a clique or small body of men whose interests would be first served. Perhaps some unity of action on the part of the most eminent German Bankers themselves, or in connection with our reputable American Houses, might do somethink toward preventing unscrupulous speculators from selling their worthless bonds to foreigners. The field for the profitable use of capital is here, and the money would doubtless flow here, if the degrading competition of reckless and dishonest borrowers could be put under some wholesome restraint.

Ithaca, Athens and Geneva Railroad.

At a meeting of the stockholders of the Ithaca and Athens and Geneva and Ithaca Railroad Companies, held at Ithaca, on the 14th inst., a consolidation of the two roads into one corporation was effected, and the following Directors and officers elected: Directors—Ezra Cornell, Alonzo B. Cornell, New York; F. C. Cornell, Charles H. Blair, Francis M. Finch, Rufus Bates, C. M. Titus, John Ramsey, and George McChain, Ithaca; Wm. W. Wright, Wm. Hall, and F. W. Prince, Geneva; and John A. Nichols, Spencer Springs, New York. The following officers were elected for the ensuing year: Hon. Ezra Cornell, President; Chas. M. Titus, Vice President; Charles H. Blair, Secretary; George McChain, Treasurer. The road makes direct connection in the south with the Lehigh Valley Railroad at Sayre, Penn., and with the Erie at Waverley, and in the north with the New York Central Railroad and Sodus Point and Southern to Lake Ontario. The coal tonnage of the road for the year 1873 was very large, the road being unable to carry the amount offered. But the consolidation of the two roads under one management, however, has obviated this, and the coal tonnage thus far for the year 1874 is double that of last year.

Lake Shore and Michigan Southern Railway.

The earnings of this road for the years ending December 31, 1872 and 1873, were as follows:

	1872.	1873.
From freight	$12,824,862 20	$14,192,398 77
" passengers	4,216,543 29	4,569,729 74
" express	318,367 25	317,257 49
" mails	240,558 79	234,695 20
" rents	39,545 54	43,507 69
" other sources	58,058 01	56,920 37
	$17,699,935 28	$19,414,509 26
Expenses:		
Repairs, road	$1,762,777 90	$2,113,846 57
" bridges	151,290 14	73,871 95
" fences	121,319 86	87,650 14
" buildings	320,978 15	306,270 61
" engines	799,861 01	774,487 35
" cars	961,107 57	1,070,049 12
Steel and iron rails	939,258 28	1,577,500 83
Fuel consumed	1,449,481 75	1,521,393 83
Oil, waste, etc	206,883 75	221,526 02
Office, train and station supplies	242,931 44	276,714 14
General office exp	193,612 89	196,590 44
Conductors, etc	681,884 94	769,442 99
Engine and firemen	783,133 05	900,217 79
Agents and station labor	1,807,863 27	2,071,504 83
Telegraph repairs & supplies	31,289 44	43,505 94
Gas light account	34,694 59	38,991 84
Loss and damage	141,494 76	161,704 32
Law expenses	28,079 45	68,723 44
New York office	6,743 50	15,238 47
Rents payable	68,671 51	73,550 43
Outside agencies & advertising	209,803 67	220,828 86
Contingencies	32,340 03	30,893 25
Hire of cars	487,580 70	673,501 63
Taxes	366,493 97	458,594 25
	$11,839,525 62	$13,746,598 54
Net earnings	$5,860,409 66	$5,667,910 72
Deduct—		
Interest on bonds	$2,063,832 61	
Do. on floating debt	278,464 54	
Rental Erie and Kalamazoo Railroad	30,000 00	
Rental Kalamazoo, Allegan & Grand Rapids Railroad	103,800 00	
Rental Jamestown and Franklin Railroad	113,185 78	
Rental Mahoning Coal Railroad (5 months)	11,927 64	
Dividend ten per cent on guaranteed stock	53,350 00	
Dividend four per cent on common stock	1,978,040 00	
		4,632,600 57
Leaving a balance of		$1,035,310 15
To this balance add—		
Increase of funded debt		5,224,000 00
Increase of floating debt		304,101 11
Final collection on third installment new stock		2,024 10
Forty per cent earnings Jamestown and Franklin Railroad retained	$113,185 78	
Less advances to do	48,241 58	
		64,944 20
Dunkirk, Warren and Pittsburg gold bonds ($50,000) sold for		51,250 00
Loan to said company paid		30,000 00
Collected on Lockwood notes		12,666 56
Settlement with P. H. Watson (right of way matters)		20,978 66
Total to be accounted for		$6,745,574 78

Disposed of as follows:	
Construction	$2,349,959 84
Equipment	1,196,502 18
Pacific Hotel Co. 1st mort. bonds ($175,000)	173,112 50
Cin., Wabash and Mich. gold bonds (bought under a traffic agreement)	15,000 00
Advances to Northern Central Michigan Railroad	161,286 15
Capital advanced to co-operative despatch lines	73,154 39
Bills receivable, New York	500,000 00
Lake Shore and Tuscarawas Valley Railroad 1st mort. 7 per cent gold bonds ($400,000)	400,000 00
Mahoning Coal Railroad 1st mort. 7 per cent bonds ($200,000)	200,000 00
Discount on bonds sold ($5,224 000)	898,764 72
Government tax claim of 1870-'71	114,933 57
Balance is on hand in increase of floating assets	662,861 48
Total, as above	$6,745,574 78

HISTORY OF ORGANIZATION.

The company is a consolidation of the following roads:

The Cleveland, Painesville and Ashtabula Railroad—extending from the city of Erie, in the State of Pennsylvania, to the city of Cleveland, in the State of Ohio — 95 miles.

The Cleveland and Toledo Railroad—extending from the city of Cleveland, in the State of Ohio, to the city of Toledo, in the State of Ohio — 113 miles.

With a branch, (or Northern Division,) extending from Elyria, (26 miles west of Cleveland,) *via* the city of Sandusky, in the State of Ohio, to Millbury, (Junction with Main Line near Toledo) — 76¼ miles.

These two roads last mentioned were consolidated, under the name of the Lake Shore Railway Company, in March, 1869.

The Michigan Southern and Northern Indiana Railroad—extending from the city of Toledo, in the State of Ohio, to the city of Chicago, in the State of Illinois — 244 miles.

This road was consolidated with the Lake Shore Railway Company, under the name of the Lake Shore and Michigan Southern Railway Company, in May, 1869.

In August, 1869, the Buffalo and Erie Railroad Company, (88 miles,) was consolidated with the Lake Shore and Michigan Southern Railway Company, under the name of the Lake Shore and Michigan Southern Railway Company, thus forming a continuous line of Railway, 540 miles in length, between the cities of Buffalo, in the State of New York, and Chicago, in the State of Illinois.

This company owns branches as follows:

Ashtabula, Ohio, to Jamestown, Pa	36 miles.
Elyria, Ohio, *via* Sandusky, to Millbury, (Junction with Main Line)	76¼ miles.
Toledo, Ohio, to Elkhart, Indiana, (Air Line)	131 miles.
Adrian, Michigan, to Jackson, Mich	46 miles.
Adrian, Michigan, to Monroe, Michigan	33 miles.

The following roads are under separate organizations, but the capital stock thereof is owned wholly by this company:

The Detroit, Monroe and Toledo Railroad—extending from Toledo, in the State of Ohio, to the city of Detroit, in the State of Michigan	65 miles.
The Kalamazoo and White Pigeon Railroad—extending from White Pigeon, Michigan, to Kalamazoo, Michigan	37 miles.
The Northern Central Michigan Railroad—extending from Jonesville, Michigan, to Lansing, Michigan	60 miles.

The following roads are operated by this company under leases:

The Jamestown and Franklin Railroad—extending from Jamestown, Pennsylvania, (where it connects with the Ashtabula Branch,) to Oil City, Pennsylvania.... .... 51 miles.

This company has a large proprietary interest in this road, and operates it under a lease for sixty per cent of the earnings.

The Kalamazoo, Allegan and Grand Rapids Railroad—extending from Kalamazoo, Michigan, to Grand Rapids, Michigan.... .... 58 miles.

The terms of this lease are, the payment of interest on bonds and stock amounting to $103,800 per annum.

That portion of the Main Line, from Toledo, Ohio, to Adrian, Mich., 33 miles, was acquired by a perpetual lease from the Erie and Kalamazoo Railroad Company, by the terms of which this company pays the sum of $30,000 per annum.

Under a contract with the Cleveland, Columbus, Cincinnati and Indianapolis Railroad Company, this Company has the right to use their track between Cleveland and Berea, (twelve miles,) for all passenger trains, at an annual rental of $42,000 for sixty trains per week; for any trains beyond that number, $8 per train.

The aggregate length of the system of roads operated by this company, including 109 miles of leased road, was by last report 1,186¼ miles.

On the first day of August the Mahoning Coal Railroad, extending from Andover, on the Ashtabula Branch, (24 miles from Ashtabula,) to the large and flourishing city of Youngstown, Ohio, a distance of 38 miles—with two short branches into coal mines, since built—was opened for business. This company operates the Mahoning Coal Railroad, under the lease printed in the last annual report, for sixty per cent of its gross earnings. This company assumed no liability whatever beyond this division of the earnings.

As the business of the Mahoning Coal Railroad is almost wholly the transportation of coal and iron, it was found necessary to reach Lake Erie at the harbor of Ashtabula, hence the Ashtabula Branch was extended from Ashtabula to the harbor, a distance of 2¼ miles, at a cost of $123,723 69.

The panic of September, following immediately upon the opening of the Mahoning Coal Railroad, was especially depressing in its effects upon the iron and coal interests. This, together with the lack of dock facilities at the harbor, has rendered it impossible to judge, as yet, what the road will earn under more favorable circumstances. We believe, however, that it will take care of itself, and give this road a large and fairly remunerative business.

The average number of miles operated by this company was:

In 1873, 1,154 miles, earning per mile	....	$16,924
In 1872, 1,061 " " "	....	16,682

The whole number of miles of railroad owned and leased by this company is 1,181.

EQUIPMENT.

During the year 1873, the equipment was increased to the extent of 44 new engines and 830 cars of various classes, at a cost of $1,196,502 13.

The equipment at the close of the year 1873 stood as follows:

Locomotives....	462
Passenger Cars—all classes....	253
Freight Cars—all classes	9,843

We are now supplied with an abundance of motive power, of which 45 per cent (208 locomotives,) is new, and the rest in good working condition.

Of the 10,096 cars on the road, 4,298 (43 per cent,) are new, having been added to the equipment since the consolidation in 1869, while large numbers have been built to replace cars worn out or destroyed. It is, therefore, safe to say that nearly one-half of our entire rolling stock is but two years old.

CAPITAL STOCK.

The capital stock of the company is $50,000,000. Of this sum $538,500 is the ten per cent guaranteed stock of the late The Michigan Southern and Northern Indiana Railroad Company. Of this guaranteed stock $350,600 is "assented," (claim for dividends between 1857 and 1863 settled,) and $182,900 is "unassented."

BONDED DEBT.

The bonded debt of the company stood—

At the close of the year 1873....	$30,195,000
December 31, 1872....	24,971,000
Increase	$5,224,000

in the bonds of 1882, ($6,000,000 issue.)

This increase yielded to the company $4,325,235 28.

The discount, $898,764 72, was charged to "Income Account," as heretofore, and in accordance with the uniform and conservative policy of the company in this respect.

The funded debt of this company, and the annual charge for interest thereon, is as follows:

	Debt.	Interest.
Lake Shore and Michigan Southern	$30,195,000	$2,118,650
Detroit, Monroe and Toledo	924,000	64,680
White Pigeon & Kalamazoo	600,000	44,000
	$31,719,000	$2,222,330

It being soon ascertained that the issue of $6,000,000, bonds of 1882, was wholly inadequate to meet the pressing necessities of the road for construction and equipment and also for the extinguishment of the large floating debt, your Board of Directors resolved upon providing for these purposes, and for the retirement of the $6,000,000, bonds of 1882, by a second general mortgage of $25,000,000.

None of these bonds were issued in 1873; they are seven per cent bonds, both registered and coupon, interest payable June 1st and December 1st. Bonds mature December 1, 1903.

The security is a second mortgage (first mortgage being $25,000,000,) upon a road and equipment which earned, in 1873, more than $19,000,000.

It is expected that the issue of $12,000,000 of these bonds will retire the $6,000,000, "Bonds of 1882," and extinguish the floating debt. The balance of the $25,000,000 will be held in reserve for purposes of construction and equipment that will increase the earning capacity of the road, and will not be used except in case of the most urgent necessity.

EARNINGS—1873.

From freight....	$14,192,398	77
From passengers....	4,569,729	74
From all other sources	652,380	75
Total....	$19,414,509	26
Operating expenses and taxes, 70.9 per cent....	13,746,598	54
Net earnings....	$5,667,910	72
Deduct int. and leases.	$2,601,210	57
Dividend, ten per cent, on guaranteed st'ck	52,250	00
	2,654,502	57
Leaving for the stock, 6.1 per cent.	$3,013,350	15
Paid dividend August 1st, four per cent.	1,978,040	00
	$1,035,310	15

Gross earnings, 1870....	$13,509,235 53
Gross earnings, 1871....	14,906,260 89
Gross earnings, 1872....	17,809,935 29
Gross earnings, 1873	19,414,509 26

These earnings include the entire amount of the earnings of the Jamestown and Franklin Railroad, instead of our sixty per cent, as heretofore stated; forty per cent is afterward deducted as rental of that road. This corrected basis of comparison is adopted in all the statistics given in this report.

Increase in gross earnings, 1873 over 1872, $1,714,673 98, which is 9¼ per cent.

Of this increase $1,867,536 57 is from freight, an increase of 10.7 per cent, and $351,186 45 from passengers, 8.5 per cent.

Earnings from other sources show a decrease of $4,049 04.

The average rate per ton per mile on East bound freight, (which is 73 per cent of our entire freight movement,) was 1.297 cents in 1873, against 1.272 in 1872, a slight improvement; but the rate per ton per mile on West bound freight, (which this company cannot control,) was but 1.437 cents in in 1873, against 1.638 in 1872, a reduction of 0.201 of one cent, equal to 10 per cent on the entire movement of freight westward; resulting in a loss of net earnings of $411,000, and accounting for 1½ of the 4 per cent increase in operating expenses, (the other 2½ per cent is wholly in the excess of steel rail laid in 1873 over the amount put down in 1872, which will be shown under its proper head,) as we are compelled to move 17 per cent more tonnage to secure 10.7 per cent more earnings.

We continue the record of the steady downward movement in the rate per ton per mile of the entire freight movement of this road for the past six years.

1868....	2.43 cents per ton per mile.
1869....	2.34 cents per ton per mile.
1870....	1.50 cents per ton per mile.
1871....	1.39 cents per ton per mile.
1872....	1.37 cents per ton per mile.
1873....	1.33 cents per ton per mile.

Had we been able to obtain even the low rate of 1870, 1½ cents per ton per mile, the net earnings from freight would have been larger by $1,739,497, and we should have earned the usual February dividend of four per cent, with a handsome surplus besides.

Earnings from passengers show an increase of $351,186 45, which is 8¼ per cent.

This increase is derived mainly from local business.

CONSTRUCTION.

This account, in 1873, amounted to $2,348,959 84. The following detail will best explain this expenditure:

Harbor extension of Ashtabula Branch 2¼ miles....	$123,723 69
Second track, from Elkhart west, 6¼ miles	111,519 05
Additional side tracks, 79¼ miles....	960,993 78
Stone and iron bridges....	327,045 97
Real estate purchased....	187,542 41
New buildings and machinery....	553,282 19
Completion Chicago passenger depot, (our half)....	85,752 80

Upon the death of our late President, Hon. HORACE F. CLARK, which occurred June 19, 1873, and the reluctant acceptance of the presidency by the present incumbent, July 1st, it was deemed prudent, in view of the financial condition of the company, to stop all construction work that could be postponed without actual loss.

Hence the work of building the second track from Elkhart to Chicago, 100 miles, which had just been entered upon, was stopped at Osceola, 6¼ miles west of Elkhart.

A contract for twenty thousand tons of steel rail, of which about half was intended for this hundred miles, could not, however, be cancelled, and we received and paid for, in 1873, about fourteen thousand tons of steel rail on this contract. The balance, six thousand tons, we are taking in 1874. This rail was put down in the main track as fast as iron rails needed to be taken out, and amounted to 141¼ miles, the entire cost of which has been charged to operating expenses; although the cost over iron rail amounted to $674,-000. This large excess of steel rail laid in 1873 over the amount laid in 1872, (79 miles,) accounts for 2¼ of the four per cent increase in operating expenses.

We now have in the main track between Buffalo and Chicago 413 miles of steel rails, equal to 44 per cent of both tracks. Of the road between

loans is a lack of the proper perspective view of the importance and function of our several links of railroad. This cannot be derived from a study of the maps, if they are ever so accurate. It requires an intimate knowledge of the topography, settlement, minerals, vested-interests, and local information, which is not open to even the English, and still less to the Germans. There are at this moment two or three noticeable opportunities for the employment of twenty to fifty millions additional capital, where it would not only be itself reasonably productive, but where the guarantees for its safety would be enormously multiplied by conferring new earning power on large sums of capital already invested. The unreasoning distrust of new bonds has temporarily arrested the growth of a few very eligible roads. One such occurs to us in the filling up of a short link in a great through transportation line, having a territory lined with minerals and fuel, all its own, and connecting the heart of the great agricultural basin, with the best harbor on our Eastern coast. Others hardly less meritorious may be found further west, and on the Pacific Shore.

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Pacific Hotel Co. 1st mort. bonds ($175,000)	178,112 50
Cin., Wabash and Mich. gold bonds (bought under a traffic agreement)	15,000 00
Advances to Northern Central Michigan Railroad	161,286 15
Capital advanced to co-operative despatch lines	73,154 39
Bills receivable, New York	500,000 00
Lake Shore and Tuscarawas Valley Railroad 1st mort. 7 per cent gold bonds ($400,000)	400,000 00
Mahoning Coal Railroad 1st mort. 7 per cent bonds ($200,000)	200,000 00
Discount on bonds sold ($5,224 000)	898,764 72
Government tax claim of 1870-'71	114,933 57
Balance is on hand in increase of floating assets	662,861 48
Total, as above	$6,745,574 78

HISTORY OF ORGANIZATION.

The company is a consolidation of the following roads:

The Cleveland, Painesville and Ashtabula Railroad—extending from the city of Erie, in the State of Pennsylvania, to the city of Cleveland, in the State of Ohio	95 miles.
The Cleveland and Toledo Railroad—extending from the city of Cleveland, in the State of Ohio, to the city of Toledo, in the State of Ohio	118 miles.
With a branch, (or Northern Division,) extending from Elyria, (26 miles west of Cleveland,) *via* the city of Sandusky, in the State of Ohio, to Millbury, (Junction with Main Line near Toledo)	76¼ miles.

These two roads last mentioned were consolidated, under the name of the Lake Shore Railway Company, in March, 1869.

The Michigan Southern and Northern Indiana Railroad—extending from the city of Toledo, in the State of Ohio, to the city of Chicago, in the State of Illinois	244 miles.

This road was consolidated with the Lake Shore Railway Company, under the name of the Lake Shore and Michigan Southern Railway Company, in May, 1869.

In August, 1869, the Buffalo and Erie Railroad Company, (88 miles,) was consolidated with the Lake Shore and Michigan Southern Railway Company, under the name of the Lake Shore and Michigan Southern Railway Company, thus forming a continuous line of Railway, 540 miles in length, between the cities of Buffalo, in the State of New York, and Chicago, in the State of Illinois.

This company owns branches as follows:

Ashtabula, Ohio, to Jamestown, Pa	36 miles.
Elyria, Ohio, *via* Sandusky, to Millbury, (Junction with Main Line)	76¼ miles.
Toledo, Ohio, to Elkhart, Indiana, (Air Line)	131 miles.
Adrian, Michigan, to Jackson, Mich	46 miles.
Adrian, Michigan, to Monroe, Michigan	33 miles.

The following roads are under separate organizations, but the capital stock thereof is owned wholly by this company:

The Detroit, Monroe and Toledo Railroad—extending from Toledo, in the State of Ohio, to the city of Detroit, in the State of Michigan	65 miles.
The Kalamazoo and White Pigeon Railroad—extending from White Pigeon, Michigan, to Kalamazoo, Michigan	37 miles.
The Northern Central Michigan Railroad—extending from Jonesville, Michigan, to Lansing, Michigan	60 miles.

The following roads are operated by this company under leases:

The Jamestown and Franklin Railroad—extending from Jamestown, Pennsylvania, (where it connects with the Ashtabula Branch,) to Oil City, Pennsylvania	51 miles.
The Kalamazoo, Allegan and Grand Rapids Railroad—extending from Kalamazoo, Michigan, to Grand Rapids, Michigan	58 miles.

This company has a large proprietary interest in this road, and operates it under a lease for sixty per cent of the earnings.

The terms of this lease are, the payment of interest on bonds and stock amounting to $103,800 per annum.

That portion of the Main Line, from Toledo, Ohio, to Adrian, Mich., 33 miles, was acquired by a perpetual lease from the Erie and Kalamazoo Railroad Company, by the terms of which this company pays the sum of $30,000 per annum.

Under a contract with the Cleveland, Columbus, Cincinnati and Indianapolis Railroad Company, this Company has the right to use their track between Cleveland and Berea, (twelve miles,) for all passenger trains, at an annual rental of $42,000 for sixty trains per week; for any trains beyond that number, $8 per train.

The aggregate length of the system of roads operated by this company, including 109 miles of leased road, was by last report 1,136¼ miles.

On the first day of August the Mahoning Coal Railroad, extending from Andover, on the Ashtabula Branch, (24 miles from Ashtabula,) to the large and flourishing city of Youngstown, Ohio, a distance of 38 miles—with two short branches into coal mines, since built—was opened for business. This company operates the Mahoning Coal Railroad, under the lease printed in the last annual report, for sixty per cent of its gross earnings. This company assumed no liability whatever beyond this division of the earnings.

As the business of the Mahoning Coal Railroad is almost wholly the transportation of coal and iron, it was found necessary to reach Lake Erie at the harbor of Ashtabula, hence the Ashtabula Branch was extended from Ashtabula to the harbor, a distance of 2¼ miles, at a cost of $123,723 69.

The panic of September, following immediately upon the opening of the Mahoning Coal Railroad, was especially depressing in its effects upon the iron and coal interests. This, together with the lack of dock facilities at the harbor, has rendered it impossible to judge, as yet, what the road will earn under more favorable circumstances. We believe, however, that it will take care of itself, and give this road a large and fairly remunerative business.

The average number of miles operated by this company was:

In 1873, 1,154 miles, earning per mile	$16,824
In 1872, 1,061 " " "	16,682

The whole number of miles of railroad owned and leased by this company is 1,181.

EQUIPMENT.

During the year 1873, the equipment was increased to the extent of 44 new engines and 830 cars of various classes, at a cost of $1,196,502 13.

The equipment at the close of the year 1873 stood as follows:

Locomotives	462
Passenger Cars—all classes	253
Freight Cars—all classes	9,843

We are now supplied with an abundance of motive power, of which 45 per cent (208 locomotives,) is new, and the rest in good working condition.

Of the 10,096 cars on the road, 4,298 (43 per cent,) are new, having been added to the equipment since the consolidation in 1869, while large numbers have been built to replace cars worn out or destroyed. It is, therefore, safe to say that nearly one-half of our entire rolling stock is but two years old.

CAPITAL STOCK.

The capital stock of the company is $50,000,000. Of this sum $538,500 is the ten per cent guaranteed stock of the late The Michigan Southern and Northern Indiana Railroad Company. Of this guaranteed stock $350,600 is "assented," (claim for dividends between 1857 and 1863 settled,) and $182,900 is "unassented."

BONDED DEBT.

The bonded debt of the company stood—

At the close of the year 1873	$30,195,000
December 31, 1872	24,971,000
Increase	$5,224,000

in the bonds of 1882, ($6,000,000 issue.)

This increase yielded to the company $4,325,295 28.

The discount, $898,764 72, was charged to "Income Account," as heretofore, and in accordance with the uniform and conservative policy of the company in this respect.

The funded debt of this company, and the annual charge for interest thereon, is as follows:

	Debt.	Interest.
Lake Shore and Michigan Southern	$20,195,000	$2,113,650
Detroit, Monroe and Toledo	924,000	64,680
White Pigeon & Kalamazoo	600,000	44,000
	$31,719,000	$2,222,330

It being soon ascertained that the issue of $6,000,000, bonds of 1882, was wholly inadequate to meet the pressing necessities of the road for construction and equipment and also for the extinguishment of the large floating debt, your Board of Directors resolved upon providing for these purposes, and for the retirement of the $6,000,000, bonds of 1882, by a second general mortgage of $25,000,000.

None of these bonds were issued in 1873; they are seven per cent bonds, both registered and coupon, interest payable June 1st and December 1st. Bonds mature December 1, 1903.

The security is a second mortgage (first mortgage being $25,000,000,) upon a road and equipment which earned, in 1873, more than $19,000,000.

It is expected that the issue of $12,000,000 of these bonds will retire the $6,000,000, "Bonds of 1882," and extinguish the floating debt. The balance of the $25,000,000 will be held in reserve for purposes of construction and equipment that will increase the earning capacity of the road, and will not be used except in case of the most urgent necessity.

EARNINGS—1873.

From freight	$14,192,398 77
From passengers	4,569,729 74
From all other sources	652,380 75
Total	$19,414,509 26
Operating expenses and taxes, 70.9 per cent.	13,746,598 54
Net earnings	$5,667,910 72
Deduct int. and leases	$2,601,210 57
Dividend, ten per cent, on guaranteed st'ck	53,350 00
	2,654,560 57
Leaving for the stock, 6.1 per cent.	$3,013,350 15
Paid dividend August 1st, four per cent.	1,978,040 00
	$1,035,310 15

Gross earnings, 1870	$13,509,235 53
Gross earnings, 1871	14,906,280 89
Gross earnings, 1872	17,699,935 28
Gross earnings, 1873	19,414,509 26

These earnings include the entire amount of the earnings of the Jamestown and Franklin Railroad, instead of our sixty per cent, as heretofore stated; forty per cent is afterward deducted as rental of that road. This corrected basis of comparison is adopted in all the statistics given in this report.

Increase in gross earnings, 1873 over 1872, $1,714,678 98, which is 9¼ per cent.

Of this increase $1,867,536 57 is from freight, an increase of 10.7 per cent, and $351,186 45 from passengers, 8.5 per cent.

Earnings from other sources show a decrease of $4,049 04.

The average rate per ton per mile on East bound freight, (which is 73 per cent of our entire freight movement,) was 1.297 cents in 1873, against 1.272 in 1872, a slight improvement; but the rate per ton per mile on West bound freight, (which this company cannot control,) was but 1.437 cents in in 1873, against 1.688 in 1872, a reduction of 0.201 of one cent, equal to 10 per cent on the entire movement of freight westward; resulting in a loss of net earnings of $411,000, and accounting for 1¼ of the 4 per cent increase in operating expenses, (the other 2¼ per cent is wholly in the excess of steel rail laid in 1873 over the amount put down in 1872, which will be shown under its proper head,) as we are compelled to move 17 per cent more tonnage to secure 10.7 per cent more earnings.

We continue the record of the steady downward movement in the rate per ton per mile of the entire freight movement of this road for the past six years.

1868	2.43 cents per ton per mile.
1869	2.34 cents per ton per mile.
1870	1.50 cents per ton per mile.
1871	1.39 cents per ton per mile.
1872	1.37 cents per ton per mile.
1873	1.33 cents per ton per mile.

Had we been able to obtain even the low rate of 1870, 1¼ cents per ton per mile, the net earnings from freight would have been larger by $1,739,497, and we should have earned the usual February dividend of four per cent, with a handsome surplus besides.

Earnings from passengers show an increase of $351,186 45, which is 8¼ per cent.

This increase is derived mainly from local business.

CONSTRUCTION.

This account, in 1873, amounted to $2,348,959 84. The following detail will best explain this expenditure:

Harbor extension of Ashtabula Branch 2¼ miles	$123,723 69
Second track, from Elkhart west, 6¼ miles	111,519 05
Additional side tracks, 79¼ miles	960,993 78
Stone and iron bridges	327,045 97
Real estate purchased	187,542 41
New buildings and machinery	553,382 19
Completion Chicago passenger depot, (our half)	85,752 80

Upon the death of our late President, Hon. HORACE F. CLARK, which occurred June 19, 1873, and the reluctant acceptance of the presidency by the present incumbent, July 1st, it was deemed prudent, in view of the financial condition of the company, to stop all construction work that could be postponed without actual loss.

Hence the work of building the second track from Elkhart to Chicago, 100 miles, which had just been entered upon, was stopped at Osceola, 6¼ miles west of Elkhart.

A contract for twenty thousand tons of steel rail, of which about half was intended for this hundred miles, could not, however, be canceled, and we received and paid for, in 1873, about fourteen thousand tons of steel rail on this contract. The balance, six thousand tons, we are taking in 1874. This rail was put down in the main track as fast as iron rails needed to be taken out, and amounted to 141¼ miles, the entire cost of which has been charged to operating expenses; although the cost over iron rail amounted to $578,909. This large excess of steel rail laid in 1873 over the amount laid in 1872, (79 miles,) accounts for 2¼ of the four per cent increase in operating expenses.

We now have in the main track between Buffalo and Chicago 413 miles of steel rails, equal to 44 per cent of both tracks. Of the road between

Buffalo and Cleveland, 183 miles of double track, equal to 366 miles of single track, all is steel except 88 miles of single track. On the Cleveland and Toledo Division the steel rail amounts to 43 miles, and between Toledo and Chicago, 92 miles.

Experience has abundantly shown that one steel rail will last as long, at least, as ten iron rails laid opposite to it; hence the policy of renewing track with steel, where the traffic is heavy, needs no defence. Under the present low rates of transportation no trunk line can afford to put down iron rails.

It was found necessary to relieve the crowded narrow passage through Cleveland, where the business required the passing of twelve hundred cars per day, to purchase land outside the city for distributing yards, engine house, repair shop, etc., similar to the improvement at Air Line Junction, outside of Toledo, described in our last report. After long negotiations, our Chief Engineer secured several different tracts, aggregating 160 acres, lying in a body on both sides of our track at Collamer, seven miles east of Cleveland, at $650 per acre. This land has been graded, several miles of tracks put down, an engine house with 21 stalls, and office, is nearly completed. Through freight trains in either direction are now run directly through Cleveland, without stopping to switch, all distributing and switching being done in this yard at Collamer. This improvement, when completed, will enable us to pass through Cleveland fifty per cent more cars than formerly. Without it we could not have increased the business passing through Cleveland. The maximum had been reached.

The expenditure for construction in 1874 will be limited to the completion of this improvement and other unfinished work, and will be small in the aggregate.

The entire outlay for construction was—

In 1873	$2,349,959 84
In 1872	5,504,217 99
In 1871	3,343,383 70
In 1870	1,113,560 90
Total, four years	$12,311,122 43

For additional equipment—

	Engines.	Cars.	
1873	44	828	$1,196,502 13
1872	72	1,718	1,953,852 90
1871	47	1,151	1,301,402 50
1870	25	601	654,309 45
Total	188	4,298	5,106,066 98

Total outlay for construction and equipment, four years $17,417,189 41

GENERAL REMARKS.

Immediately upon the acceptance of the position of President by the present incumbent, and of Managing Director on the line by Mr. Amasa Stone, Jr., a conservative and economical policy was inaugurated. Construction work to the amount of $1,500,000, already ordered, was stopped; a reduction of pay-roll, both by discharge of men and reduction of wages, as far as practicable, was carried out after the panic.

Although the balance sheet printed herewith shows an increase of about $5,500,000 of debt in 1873, it is proper to say that but $400,000 of this amount was incurred in the last half of the year, and that was for construction and equipment contracted for prior to July 1st.

With the recent extraordinary open winter in our favor, we enter upon the spring with the road and equipment in first-class condition, and with fair rates for even the present diminished volume of business, the percentage of operating expenses should be considerably less, and we hope to show a more favorable result in 1874 than for the past year.

When I accepted the position of President of the company, July 1, 1873, I found its financial affairs in an embarrassed condition by reason of a large floating debt which had been incurred for construction and equipment. This embarrassment was greatly increased be the panic which followed immediately.

When, therefore, the time arrived for the declaration of the usual February dividend, it was deemed sound policy and for the best interest of the stockholders to pass it.

At this time a more encouraging state of affairs exist. The floating debt has been largely reduced, and it is expected that it will be entirely extinguished within a short time.

Your property possesses great value and resources, and with economical management and a fair degree of prosperity in the business of the country, we think its owners may expect hereafter a regular and fair return upon their capital.

The number of engines on the road December 31, 1873, was 462. Miles run by engines, 15,421,103. Cost of repairs per mile run, 5.02. The cars are classified as follows: first class passenger 133, second class and smoking 11, emigrant 27, railroad postal 12, baggage 57, paymasters' 2, express freight 11, box 4,916, stock 1,323, oil 200, platform 1,789, coal 1,210, caboose 248, derrick 9 and dumper 148.

Tons of through and way east bound freight, 3,546,009; do., west bound, 1,965,909—total freight movement, 5,511,918. Tons carried one mile east, 770,423,785; do., west, 283,503,404—total, 1,053,927,189.

Number of through passengers carried: 1st class, 65,577; 2d class, 9,687; emigrant, 7,031—total, 82,295. Way passengers: 1st class, 2,713,512; 2d class, 22,238; emigrant, 27,118—total, 2,762,868. Total through and way, 2,845,163. Passengers carried westward, 1,464,288; do., eastward, 1,380,875. Miles traveled by through passengers, 44,439,300; do., way passengers, 134,923,873—total mileage of passengers 179,363,173.

CONDENSED BALANCE SHEET, Dec. 31, 1873.

Capital stock, common		$49,466,500 00
" preferred		533,500 00
Total stock		$50,000,000 00
Funded debt ($30,195,000) viz:		
Cleveland, Painesville and Ashtabula Railroad	$2,500,000 00	
Lake Shore Railway	1,498,000 00	
Lake Shore & Michigan Southern	12,294,000 00	
Michigan Southern & Northern Indiana	7,948,000 00	
Cleveland and Toledo	2,455,000 00	
Buffalo and Erie	3,500,000 00	30,195,000 00
Debt of roads owned:		
Detroit, Monroe and Toledo	$924,000 00	
Kalamazoo and White Pigeon	400,000 00	
Schoolcraft and Three Rivers	100,000 00	
Kalamazoo and Schoolcraft	100,000 00	1,524,000 00
Floating liabilities:		
Bills payable	$4,736,048 31	
U. S. tax claim	114,933 57	
Interest due Jan. 1, 1874	287,780 00	
Div. on guaranteed stock, Feb. 1, 1874.	26,675 00	
Other divid'ds unpaid	58,435 78	
December liabilities, payable in January	1,430,548 99	6,654,321 65
Income, or profit and loss account.		1,428,675 44
		$89,802,097 09

Lake Shore and Michigan Southern Railway and branches, 869 miles.		$63,495,167 93
Detroit, Monroe and Toledo Railroad, 65 miles		1,291,968 13
White Pigeon and Kalamazoo Railroad, 36 miles		610,000 00
Northern Central Michigan Railroad, 61 miles		1,327,240 96
Jamestown & Franklin R.R., 51 m.:		
Advances to date	$804,743 20	
Bonds ($612,000)	534,300 00	
Stock ($400,000)	320,000 00	1,659,032 20
Equipment for 1,181 miles of road, 462 locomotives, 10,096 cars		13,580,688 93
Railroad and other companies stock		1,553,466 11
Advanced to co-operative despatch lines		85,154 39
Railroad companies' 1st mort. bonds		738,452 85
Leavenworth, Kansas, County bonds		49,500 00
Pacific Hotel Co., Chicago, stock		125,000 00
" " " bonds		290,712 50
Bills receivable, New York		500,000 00
" " Lockwood		309,383 44
General office building, Cleveland		11,612 14
Floating assets:		
Cash in New York	$400,000 00	
Cash in Cleveland	66,849 73	
Uncollected earnings.	972,795 16	
Individual accounts	86,489 95	
Supplies	2,668,479 39	
Bills receivable	33,404 74	
Bond scrips	1,737 54	4,174,756 51
		$89,802,097 07

President.—CORNELIUS VANDERBILT.

Vice President.—AUGUSTUS SCHELL.

Directors.—Cornelius Vanderbilt, William H. Vanderbilt, James H. Banker, Augustus Schell, Azariah Boody, William Williams, Henry B. Payne, Amasa Stone, Jr., Stillman Witt, William L. Scott, Charles M. Reed, John A. Tracy, Albert Keep.

Treasurer.—JAMES H. BANKER.

Sec'y & Ass't Treasurer.—GEORGE B. ELY.

Auditor.—C. P. LELAND.

Managing Director.—AMASA STONE, JR.

Gen. Superintendent.—CHARLES PAINE.

☞ The surveys for a new gravity railroad from Cumberland to the George's Creek coal fields have been completed. The line as located from Lonaconing to Cumberland will not exceed twenty-three miles in length. The return line has also been located, and by a judicious placing of inclined planes a favorable descending grade for the empty cars from Cumberland to the mines has been obtained. The inclined planes will be worked by stationary engines placed at the summits A gauge of three and a-half feet has been adopted, and five-ton cars will be used for the transportation of coal. It will be observed from the above that it is designed to construct two distinct tracks, one for the descending loaded trains and one for the return of the empty cars to the mines, and that it is proposed to overcome the difficulties of elevation by the use of stationary engines on the summit of inclined planes.

☞ The Union Pacific Railroad Company has bored six artesian wells in the arid districts to obtain water supplies for their locomotives. All of them were successful, and from several the water rises above the surface. At Rock Springs the water rises from a depth of 1145 feet, 26 feet above the surface, and discharges 571 gallons per hour, and at the surface, 960 gallons. The wells have more than paid for themselves.

What the Locomotive has done for California.

The centuries of the past divide themselves into eras made illustrious by special things. In the sepulcher of history we find recorded the bloody deeds and military conquests, that marked the days of chivalry. The classic ages—the age of oratory, poetry and song—of art and science, follow each, or repeat themselves. This is the age of iron. The true chivalryman of to day is the red-shirted engineer. The railroad builder is the modern revolutionist. He is constantly making a new geography, and changing or reversing the currents of the commerce and the population of the world. When the Duke of Wellington saw the first locomotive of the first English railway roll out of her depot at Manchester, he exclaimed: "There goes the aristocracy of England." And he was right. For since that eventful day the locomotive has so enriched the men who manufacture and trade and control the commerce of England, and at the same time so vastly broken through the barriers that so long divided them from the hereditary families and born rulers until to day a majority of the seats in Parliament are held by men who commenced life without rank or title. It has been but a few years since the first locomotive engine in this State rolled out of Sacramento; and at the sight of it the remark might have truthfully been made: There goes old California; a new and better condition of things has commenced." These reflections are suggested from reading the exhaustive testimony of Leland Stanford before the Senate Committee on corporations, a few evenings ago. Among other striking remarks, he made the following:

"Why, there is not a locomotive which runs a mile in this State of California but has brought a blessing—a blessing substantial and real, upon some portion of the State. The influence of every mile an engine travels is for the good and prosperity of the State and the people. Only the other day I was looking at the first engine we ever had, here in the freight yard. She is in good order still, and doing hard work every day. Why, the benefits that locomotive has conferred upon the people of this State are incalculable, moving as it has, nearly every passenger car, and almost every ton of freight which has entered this State, or gone from it, in her work of making up trains and expediting their forwarding. Talk about gains and benefits; such benefits rise above everything these men who are misrepresenting us as can say or do."

The President of the Central Pacific might have gone further and said, with perfect truth, that the people of the whole United States have been benefited by this pioneer engine, for this, if for no other reason. It has assisted to transport millions worth of machinery and supplies to the mines, and also assisted to bring back a great many millions of gold and silver. This bullion has so materially influenced our foreign exchanges, and at the same time enhanced the purchasing power of the national paper currency, as to thereby indirectly benefit every man, woman and child in the United States. But for the increased products of the Nevada mines, largely caused by railroad facilities, the Eastern States would probably have been to-day, nearly as far removed from specie payments as they were ten years ago, when gold commanded over one hundred per cent. premium instead of twelve per cent. premium as now.

It is a fact that more than 200 mines have been developed and worked in Nevada, Utah, Idaho, and Montana, that would have remained untouched and unproductive, had not the Pacific Railroad been built. Whole mining districts that have since acquired a world-wide fame, have been opened up by the locomotive. Further than this, it is very doubtful if the great Comstock lode would have produced anything like what it actually has during the past few years, if no railroad had been built over the Sierras. More than $15,000,000 was paid for hauling freight by wagons to Virginia City from this side of the mountains in 1862. Since the railroad was completed, a larger amount of freight was transported by it to the same destination for $1,250,000, it costing about thirteen times as much by teams as by the railroad. This saving of nearly $14,000,000 per annum to mine owners, and to workmen and artisans of Virginia City, has undoubtedly given them the means to explore and excavate, through long years of disappointment and failure, some of the mines that have at last yielded such enormous returns.

Indeed, had the high price of supplies and material, and as a consequence the high price of labor, remained as they were before the railroad came to cheapen them, it is more than probable that the great mines of Crown Point and Belcher would have been finally abandoned during the years when they had nothing to give but assessments. The same increase of facilities and cheapening of supplies has rendered vast amounts of low grade ores available for milling that were worthless before. Take away these, together with the dividend paying mines on the Comstock, and the yield of that famous lode would not be one-fourth what it is with or without them. And the State of Nevada, instead of giving us now $35,000,000 a year, would probably have sent less than $10,000,000. The loss of $25,000,000 in silver per annum, during the past few years, to California (where these mines are mostly owned) and to the nation at large, would have been almost incalculable. Not so much on account of the intrinsic value of the dollars as for the effect the loss of so much hard money would have on all kinds of property, and in the disturbing of business affairs. When, in the early part of this century, the great mines of South America suddenly gave out, the whole commercial world was thrown into a panic. Its increasing business had become so accustomed to absorbing the regular amounts these mines supplied that their stoppage caused the greatest paralysis of trade, the utmost stringency in the money markets, and the failure of many banking and mercantile firms, both in Europe and America. And it is thought by reading and intelligent men that the giving out of the Comstock mines and a sudden falling off in the yield of those in California and Pacific Territories, any time during the past ten years, would have caused a hurricane in the commercial world unequaled in scope and extent by all the panics that ever preceded it. Previous to 1848 the annual product of all the gold and silver mines in the world did not exceed $20,000,000. The Pacific States and Territories alone last year yielded $75,000,000.

A large annual amount of gold and silver from this coast is now a necessity. The equilibrum of business, increased values and the growing commerce of the world requires it. A serious falling off would carry ruin and bankruptcy into every business circle. How far the building of the railroads has prevented this, and thereby benefited everybody, the above facts show.

But, in a narrower sense, what a change this pioneer locomotive, of which Governor Stanford speaks, and those that have been brought or built here since have wrought in this State. These engines have become, in fact, the lungs of California. They daily and hourly draw in and send out the life blood of this commonwealth. They throb in every business artery of the State. They have created more wealth, developed our country and multiplied our privileges more than every other agency combined. For several years before the commencement of the Pacific Railroad California had been almost at a standstill. Her assessed wealth had increased (see Controller's report) less than $50,000,000 in six years. Her entire average of wheat fields was in 1863 but 263,208 acres—less than it was in 1859, when 270,000 acres were sown. Her population of able-bodied men was decreasing on account of the partial failure of her gold mines, and the better prospects for mining in the adjacent Territories. There were 25,000 less votes cast in this State in 1863 than there were in 1861. There was but little money in the banks. Business was dull, and the State was certainly not advancing in prosperity. And when we consider the number of dry years that have occurred in our history since then, and when we consider the stoppage of the war in 1865, whereby our gold lost so much of its premium that it made business with the Atlantic States far less profitable than it was during the rebellion, and when also we consider that immigration to this State had been slowly but constantly diminishing for several years prior to 1863—when all these things are considered, who can doubt that the California of 1873 would have been at least but little ahead of the California of 1863, in point of wealth and population, if some new factor had not entered into her prosperity, some new and immense works projected within her domains, some revolution that should stop the decay and break the dead-lock that was so apparent in the business of California at that time! That revolution came. In 1863 the building of the Central Pacific was commenced, and a change for the better in the prosperity of California began, and it has been going on ever since, as the following statistics conclusively show: In 1863, the total agricultural product of California was in round numbers $15,000,000; in 1873 it was valued at $75,000,000— an advance of 500 per cent. In 1863 the number of bushels of wheat produced was 4,147,469; in 1873, according to the Surveyor General's report, 26,689,664 bushels were grown.

In 1860 the agricultural product of California averaged $350 to each inhabitant; in 1870, the year after the railroad was finished, it averaged $1,250 to each inhabitant. In 1862 the total assessed value of property in this State amounted to $160,369,071 81; in 1872 it footed up $637,232,823 31. Taking off one-third from the figures of 1872 on account of the recent rules governing assessors, and there still remains an increase of over $250,000,000 to the property-holders of the State during the ten years the Pacific Railroad and its branches were being built. The history of the whole world shows nothing to equal this. Especially is it so when we take into consideration the fact that our population between 1860 and 1870 had increased but 180,000, or only 46½ per cent. What else could have caused the astonishing increase in the wealth of California during these years but the building of a system of railroads of which the Central Pacific is the back-bone? We have seen that before the railroad era commenced here, wheat growing was confined to a fringe of country adjoining the Sacramento and San Joaquin rivers, and a few little spots along the ocean and around the bay of San Francisco. The locomotive has since widened this area, and made available millions of acres, for not alone wheat, but all kinds of diversified agriculture.

In 1863 there were but $8,000,000 deposited in all our savings banks. After ten years of railroading in California the deposits have increased to $47,000,000. And the statistics furnished by the State Board of Equalization show the further wonderful fact that in 1873 the amount of money owned and loaned out by the many small and few large capitalists in this State amounted to $98,118,058—a sum greater than the entire assessed property of the State in 1856—a sum equal to about one-fourth the entire greenback currency of this nation. That California is the richest region of country in the world by several hundred per cent, in proportion to her population, there can be no doubt. Let us briefly see how much of this unparalleled prosperity is due to the pioneer locomotive, of which Governor Stanford so affectionately speaks, and to the railroad system generally. More than $60,000,000 has been drawn from abroad into California to build these roads. It has been mostly expended here and remains here; and outside of the vast benefits the railroad itself has conferred, this money itself is a gigantic power which has been added to the permanent wealth of the State. The railroad company no longer owns it, but the people of California do.

Besides this, the operating expenses of the Central Pacific (which are entirely outside of its con-

(Continued on Page 647.)

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific:													
1867	38,160	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,063
1868	64,463	86,937	81,306	96,481	106,835	164,729	259,590	251,832	262,770	295,422	286,562	342,743	2,300,767
1869	212,604	218,982	291,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,369	467,659	5,670,883
1870	418,104	394,176	488,332	633,758	766,720	729,274	783,100	807,816	787,184	828,447	777,513	588,692	7,995,116
1871	536,490	485,490	614,447	720.929	892.341	795,176	869,297	1,006,373	995.922	981,006	897.234	672,358	9,467,072
1872	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285-567	1,299,900	1,037,992	12,734,729
1873	852,860	694,015	932,778	1,129,469	1,356,378	1,313,790	1,211,765	1,258,500	1,392,125	1,423,875	1,296,812	1,072,750	13,938,969
1874	848,555	794,000	867,666	1,132,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1869	343,182	315,099	388,727	328,890	345,833	402,854	351.045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,631	497,519	475,608	441,197	404,264	4,849,405
1871	358.235	342.369	384,999	3-8,964	461,290	466,097	533,655	534,163	507,617	473,227	455.607	377,687	5,278.910
1872	371,708	332,902	373.217	379,879	409,254	419,196	488.352	559,882	497.261	540,756	431,315	352,004	5,156 326
1873	347,372	390,307	420,893	409,472	430,184	475,819	540,342	596,708	560,358	564,633	410,907	344,046	5,497,541
Chicago and Northwestern:													
1868	.....	... ...	.. ..	.....	.....	366,100	251,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,889	390,355	421.363	466.830	505,145	480,710	519,306	669.605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932.683	754.671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858.948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712.359	9,299,430
1867	696,147	574.664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211.530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180.933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 306.673	1,371,780	1,140.145	845,708	13.355.467
1870	706,025	753,782	858,369	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1.306,338	1,037,964	773,491	12,203,403
1871	655,423	602,482	774,924	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774.856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,956	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873	752,468	765,249	987,258	1 034,023	1,256,072	1,309,578	1,240,987	1,284,091	1,071,448	1,451,827	1,039,306	1,019,501	13,816,465
1874	993,490	903,021	1,059,986	1,074,725	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341.783	320,025	293,615	271,555	242,621	3,095,966
1870	208,069	226.897	244,182	246,046	250,169	274,021	249,355	319.012	317,887	339,239	319.573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,022	372,974	381,113	373,619	341,104	326,268	461,252	417,328	439,681	389,830	358,743	4,482,625
1873	363,921	413,043	448,924	413 443	436,469	411,260	393,500	465,503	466,796	423,893	327,804	322,596	4,887,443
1874	363,053	276,099	318,976	342,247	.....	.....	.. ...	.....	.....	.....	.....	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,372	1,606,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417 211	17,398,327
1872	1,332,994	1,204,076	1,460,174	1,548,813	1 775,324	1,483,961	1,560,023	1,525 243	1,643,464	1,743 752	1,704,374	1,392,615	18,604,096
1873	1,326,505	1 329,422	1,515,382	1,541,958	1,764,821	1,717,593	1,655,384	1,774,570	1,918,247	1,882,421	1,560,023	1,625,129	19,661,781
1874	1,462,650	1,273,775	1,413,223	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,226	841.363	979,401	914,406	814,413	696,677	8,823,487
1870	623,388	661,789	601,326	555,087	684,539	712,647	627,216	599,052	901,235	903,225	811,708	697,751	8,678,958
1871	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	687,436	531,627	575,393	559,871	648,955	659,363	609.846	783.255	744,782	851,693	696.475	698,063	8,026,754
1873	602,241	597,429	660,759	553,912	635,459	742,600	618,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874	611,491	588,668	567,554	580,921	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	183,673	152.264	267,411	303.915	306.944	296,086	282,723	332,555	305,446	387,999	303 305	210,197	3.321,518
1872	189.606	191,738	300,783	322,875	341,843	322,559	329,856	357,302	349,468	449,418	314.513	223.240	3,903,183
1873	150,567	194,756	300,719	352,800	332,764	312,614	323,231	328,189	333,785	392,510	295.217	201,462	.....
Lake Shore and Michigan Southern:													
1871	1 082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295.360	1,368,948	1,402,597	1,345.316	1,235,285	14,797,975
1872	1,339,389	1,294,710	1,408,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459 360	1,635,691	1,764,788	1,568,424	1,483.480	17,591,629
1873	1,412,368	1,549,285	1,735,736	1,694,548	1,680,968	1,585,868	1,451,762	1,582,531	1,776,420	1,742,516	1,375,556	1,546,983	19,134,136
1874	1,519,249	1,305,132	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204.196	2,029 927
1873	169 843	161,132	178,000	187,439	193,148	194,787	176,205	172,498	207,529	184,191	151,793	150,301	2,126,875
1874	171,028	... ...	.....	.....	.....	.....	.....	.....	.....	... ...	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353.569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	404,283	363,187	326,891	378,850	487,990	511,447	453,873	387,827	4,755,958
1871	418,755	442.665	486,980	470,703	480.547	427,096	422,015	529,896	628,660	552,802	5-7,434	507,050	5,940.102
1872	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873	379,836	440,261	567,314	556,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801.195	496,565	7,250 069
1870	396,171	382,823	377,571	443.132	730,700	755,737	636,434	661,020	868,318	906,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	608,017	431,118	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,986	387,565	426,223	474,183	580,482	594,769	488,348	565,729	811,961	950,945	702 838	513,787	6,957,771
1873	334 715	423,716	555,005	560,236	805,799	929,210	834,320	767,803	1,193,209	1,012,704	771,600	843,200	9,040.717
1874	654,400	657,500	576,620	742,050	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262.515	350,618	329,243	298,706	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,103	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	237,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	308,594	305,755	289,560	304,512	245.406	315.699	338,497	384,193	337,920	360.404	3,678,682
1873	227,897	261,346	344,632	321,047	301,521	272 600	267,734	325,093	382,098	353,163	305,632	206,100	.....
Philadelphia and Reading:													
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,053	569,697	1,129,459	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,503	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423.278	837,090	12,500,664
1872	657,318	645,090	825,683	1,044,251	1,116,387	1,167.008	1,071.407	1,142,241	1,190,695	1,522,847	1,127,037	891,791	12,199,748
1873	742,641	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,248	.....	.....
St. Louis, Alton and Terre Haute:													
1869	132,623	127,817	175,950	171,868	157,398	154,153	144,164	186,889	202,233	205,750	189,351	100,035	2,008,265
1870	152,393	158,788	172.216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
1872	164 525	137,678	162,336	156,184	148,279	123,503	123,994	169,459	179,457	216,171	177,327	158,700	1,927,471
1873	144,209	159,464	177,514	170,218	164,300	165,260	151,532	165,610	178,302	200,646	132,802	132,752	1,942,689
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123.948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	160,292	181,055	178,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	153,254	229,260	208,140	230,300	195,480	179,261	206,190	205,600	186,645	160,800	122,657	2,233,647
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,835	454,209	450,203	429,803	323,270	399,439	4,013,206
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,369	323,377	434,264	4,242,348
1870	257,864	293,645	295,270	318,609	340,892	348,633	324,756	466,431	508,043	451,294	425,687	516,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,935	5,736,666
1872	439,780	391,949	460,646	447,311	510,792	462,868	434,465	614,175	565,811	621,351	489,341	466,081	5,944,570
1873	370,290	405,110	471,301	446.527	470,598	541,191	488,399	642,209	593,504	535,251	418,928	482,767	5,864,076
1874	423,343	400,984	404,699	447,855	.....	.....	.....	.....	... ...	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,945	706,002	23.560	617,585	758,467	999,665	857,388	716,829	5,709,133
1870	628,529	600 189	690,238	706,603	902,586	746,450	643,056	664,051	728,521	719,698	570.163	505,063	7,654,094
1871	479,373	373,925	499,509	584,540	724,466	728,174	673,696	681,866	800,402	777.362	708,142	469,932	7,521,682
1872	376,936	354,115	566,861	741,802	890,442	855,459	743,382	789,567	863,754	980,706	915,727	757,851	8,892,606
1873	523,976	491,784	708,256	881,266	1,007,851	999,863	876,833	837,277	1,068,987	1,170,586	970,660	758,833	10,266,104
1874	620,715	607,990	687,026	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

(Continued from Page 645.)

struction expenses) have amounted to over $20,000,000 during the past nine years. This has mostly been paid out in wages to men who live here, and for supplies furnished by our merchants, manufacturers and farmers. And thus another large addition has been made by the railroad to our circulating capital. Seventy-five thousand Eastern visitors have come here since the overland railroad was completed to see our Yosemite and other wonders, and who never would have come had they been compelled to endure the hardships, loss of time and inconveniences of an ocean voyage to get here. It is a low estimate to say that these tourists expend an average of $300 each in this State. But at this figure these Eastern visitors have added over $22,000,000 to the finances of our people. More than this, at least, 50,000 Californians have visited the Eastern States during the past four years. Had there been no transcontinental railroad, according to former steamer rates they would have been charged $300 each way, and the time consumed in making the journey to and from, forty-eight days. Now, a ticket to New York by rail is but $140 in greenbacks, the time seven days. The saving of thirty-ty-four days in time, at $2 per day, together with the amount saved in fares, amounts in the aggregate to another $20,000,000 retained in this State by reason of a Pacific Railroad. The saving in freight charges, both to consumers and producers, has not been less than $25,000,000 since the railroad was first opened, from what they would have been by former modes of transportation.

Forty new villages have sprung up along the lines of these roads, the direct creation of the locomotive. Five hundred million feet of lumber has been cut and transported from the Sierras alone, during the past seven years, that would have remained untouched but for the railroad. The whole wealth of the State of Nevada has been brought to our doors by the same agency, and a good proportion of that of Utah and Montana also. Real estate in San Francisco alone, during the building of the Pacific Railroad, advanced $50,000,000 in value in anticipation of the benefits it would confer when completed; while the opening of branch lines and the completion of the trunk road has advanced the price of agricultural and timber lands, in some instances, from $2 50 to $75 an acre, and upon nearly all lands situated within a few miles of these roads the increase in value has been from 300 to 500 per cent. Putting the above facts together, and we see at a glance that the locomotive has been the main cause of the almost miraculous prosperity of the State during the past ten years—the cause, in fact, of our now being two hundred and fifty million dollars richer, as a State, than we were in 1862. And yet, in the face of such facts and figures as these, it is seriously proposed by the Freeman bill to break down or cripple the very agency that has produced such grand results, and which has made California one of the foremost States in the Union. Could madness further go? Governor Stanford tells us that in the making up of freight trains in the Sacramento yard, Engine No. 1 has moved nearly every pound of freight that has ever passed over the Central Pacific. The enormous work done by this one locomotive can scarcely be imagined. Take only last year's business, and we find by the Freight Agent's report, 1,142,780,000 pounds were transported over the Central Pacific or 571,365 tons. Giving ten tons to the car, we have 57,136 cars. As these cars each measure about 40 feet, the total length of freight trains hauled by this one locomotive in a single year would, if standing together on a single track, reach a distance of 418 miles, a train as long as the State of New York. And what is more astonishing still, about all the commerce these cars and this engine have been, and still are, transporting, has been created, so to speak, by the railroad.

The annual tonnage of the Sacramento and San Joaquin rivers, taken together, and the tonnage that passes through Golden Gate, is larger now than it was before the Central Pacific was built, just as more business was done over the Erie canal and Hudson river after the completion of railroads alongside of them. So our California system of railroads, while taking to themselves and building up a vast trade and commerce of their own, they have, at the same time, diminished in no way the aggregate of the freight transported by other channels. It was said of the Erie Railroad that in five years after its completion it was transporting more local produce than was ever grown in the country through which it passed before that road was built. And this will be said with equal truth of every one of our California railroads—that in five years after they were completed, the local freight annually shipped over them is more than double all that was produced or required for the country through which they run any year before the road was built. That this extensive interior commerce, built up entirely by our railroads, and which enriches or benefits in one way or another every industrious and honest inhabitant in the State, will continue to increase in the future as in the past, no one can doubt who examines the statistics of the older States that commenced building railways twenty or thirty years ago. The wealth, population and property of these States has advanced in exact ratio to the increase of their railroad facilities.

Here in California we have yet to build three and four times the number of iron highways that we already have, before our largest prosperity is assured. Out of 40,000,000 acres of tillable land within our borders, less than 3,000,000 have ever been cultivated; and out of the 100,000,000 acres in the whole State, less than 5,000,000 are inclosed. When the locomotive shall have penetrated into every fertile valley of her rich domain, California will have become not only the Empire State of the Pacific, but the Imperial Empire State of the Union.—*Daily Alta.*

☞ The Chicago and North Pacific Air Line Railroad Company signified its intention, on the 9th inst., of accepting the portion of the St. Croix land grant conferred upon it by the law of last winter, and filed bonds with the Secretary of State to fulfill the terms of the grant.

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THE ILLINOIS CENTRAL RAILROAD COMpany offers par and a premium of one per cent. (101 per cent.), with accrued interest, for any of its construction mortgage bonds presented for prepayment prior to July 1, 1874, at its office in New York.

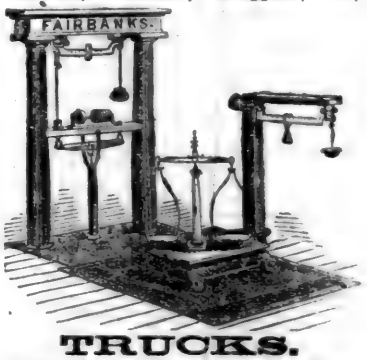
The outstanding balance of its Construction Mortgage Debt is about $3,000,000. These Bonds mature April 1, 1875.

L V. F. RANDOLPH,
Assistant Treasurer.

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RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,280,000	J. & J.	Jan. '74 3½
Allegheny Valley 50	2,256,350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '73 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " guar..100	788,476	M. & N.	Nov. '73 3½
Atlantic and St. Law*..100	39,494,900	M. & S.	Sept. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Genesco & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '74 5
Washington Br.....100	1,650,000	A. & O.	Apl. '74 5
Parkersburg Br. pref... 50	5,680,685	— & —	.....
Berkshire*.....100	600,000	J. A. J & O	Apl. '74 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 5½
Boston and Albany 100	19,664,100	M. & N	May '74 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br. guar.... 100	60,000	J. & D	Dec. '73 3
Bost., Conc. & Mont.* pref 100	800,000	M. & N.	May '74 3
Boston and Lowell.....100	2,852,900	J. & J.	Jan. '74 4
Boston and Maine.....100	6,816,807	M. & N.	May '74 4
Boston and Providence..100	8,960,000	M. & N.	May '74 5
Buffalo, N. Y. and Erie*..100	980,000	F. & A.	Feb. '74 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Mar. '74 5
" " prof.100	1,485,900	M. & S.	Mar. '74 5
Camden and Amboy* ...100	6,847,800	J. A. J. O.	Apl. '74 2½
Camden and Atlantic.... 50	379,020	— & —	.....
" " pref. 50	752,750	— & —	Nov. '73 3½
Cape Cod 50	1,020,380	J. & J.	Jan. '72 2½
Cape May and Millville* 50	447,000	J. & D.	Dec. '73 3
Catasauqua & Fogelsv.. 50	425,900	Novemb.	Nov. '71 6
Catawissa*.....50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	May '74 3½
Cayuga and Susq.* 50	589,110	J. & J.	Jan. '74 4½
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	May '74 1½
" " pref..100	769,600	F. & A	Feb. '74 3½
Central of Georgia.....100	4,666,800	J. & J.	July '73 5
Central of New Jersey.100	20,000,000	J. A. J. O.	Apl. '74 2½
Central Ohio*.....50	2,425,000	J. & J.	Jan. '74 3
" pref.....50	400,000	J. & J.	Jan. '74 3
Central Pacific 100	54,275,500	.....	Sept. '73 3
Chemung*.....100	380,000	J. A. J & O	Oct. '72 1½
Cheshire, preferred 100	2,100,000	J. & J.	Jan. '74 3
Chicago and Alton.....100	8,929,900	M. & S.	Mar. '74 5
" pref...100	2,425,400	M. & S.	Mar. '74 5
Chicago, Burl. & Quincy.100	16,897,000	M. & S.	Mar. '74 5
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	Jan. '74 4
Chicago & N. Western..100	15,033,480	J. & D.	Dec. '72 3½
" pref.100	21,289,563	J. & J.	July '73 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Apl. '74 4
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '74 4
Cin., Sand. and Clev.*... 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	429,046	M. & N	May '74 3
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Aug. '73 3½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '74 3½
Cleveland & Pittsburg*. 50	11,236,150	F. M. A. N	May '74 1½
Col., Chic. & Ind. Cen.*100	13,000,000	.....	.....
Columbus and Xenia*... 50	1,788,800	M. J. S. D.	Mar. '74 2
Colum. & Hocking Val..100	2,500,000	F. & A	Feb '74 5
Concord 50	1,500,000	M. & N.	May '74 5
Concord and Ports.*.....100	350,000	J. & J.	Jan. '74 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A.	Feb. '74 3
Connecticut River..... 100	1,959,000	J. & J.	Jan. '74 5
Cumberland Valley..... 50	1,494,250	A. & O.	Apl. '74 4
Danbury and Norwalk . 50	600,000	M. & N.	Nov '73 5
Delaware*.....50	1,230,941	J. & J.	Jan. '74 3
Del., Lackaw. & Westn. 50	18,868,450	J. A. J. O.	Apl. '74 2½
Detroit & Milwaukee *.. 50	822,140	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	A. & O.	Apl. '74 3½
East Pennsylvania* 50	1,309,200	J. & J.	Jan. '74 3
East Mahanoy* 50	392,950	J. & J.	Jan. '74 3
Eastern (Mass.).....100	4,262,600	J. & J.	July '73 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*.100	500,000	F. & A.	Feb. '74 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '74 2½
" " pref. 50	500,000	J. & J.	Jan. '74 3½
Erie Railway 100	78,000,000	.....	Oct. '73 1
" pref.....100	8,638,910	.....	Oct. '73 3½
Erie and Pittsburg* 50	1,090,250	M. J. S. D.	Mar. '74 1½
Fitchburg 100	4,000,000	J. & J.	Jan. '74 4
Georgia 100	4,158,000	J. & J.	Apl. '74 4
Grand River Val.* guar..100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.)...100	19,287,404	A. & O.	Apl. '74 1½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,650	M. & N.	May '74 5
Harlem Extension.....100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '74 3½
Housatonic, pref. 100	1,180,900	J. & J.	Jan. '74 4
Huntingdon & Bd Top.. 50	880,000	— & —	.....
" " pref. 50	450,750	J. & J.	July '68 3½
Illinois Central.....100	26,280,810	F. & A.	Feb. '74 4
Indianapolis, Cin. & Laf. 50	7,685,492	M. & S.	Sept. '67 4
Iowa Falls & Sioux City*100	4,025,900	— & —	Jan. '74 3
Jeffersonv. Mad. & Ind.100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J. A. J. O.	Apl. '74 1½
Joliet & North. Indiana*100	800,000	J. & J.	Jan. '74 4
Lake Shore & Mich. So..100	49,466,800	F. & A.	Aug. '73 4
" " (guar.)..100	533,500	F. & A.	Feb. '74 5
Lawrence*.....50	200,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	3,789,800	M. & N.	May '67 5
Lehigh Valley 50	21,916,850	J. A. J. O.	Apl. '74 1½
Little Miami*.....50	5,871,450	J. A. J. O.	Apl. '74 2
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. '74 3½

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Long Island.....50	$3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,623,488	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '74 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '74 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '74 3
Lykens Valley 20	600,000	F. M. A. N	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	May '74 5
Mariotta & Cincinnati.... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,388	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '74 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	18,738,204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	823,375	J. & J.	Jan. '74 5
Milwaukee and St. Paul..100	13,398,550	J. & J	Dec. '70 7s
" " pref.....100	10,825,777	F. & A	Feb 74 3½b
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '74 4
Morris and Essex*..... 50	14,008,100	J. & J.	Jan. '74 3½
Nashua and Lowell.....100	800,000	M. & N.	May '74 5
Naugatuck.....100	1,881,900	F. & A.	Feb. '74 5
Nesequehoning Valley*... 50	1,000,000	M. & S.	Mar. '74 5
Newark and N. York*...100	977,460	J. & J.	Jan. '74 3½
N. Bedford 100	1,010,100	M. & N.	May '74 4
N. Castle & Beaver Val.* 50	1,500,000	J. A. J. O.	Apl. '74 2½
N Haven & Northamp...100	605,000	J. A. J. O.	Sept '73 3
New Jersey*.....100	7,295,200	J. A. J. O.	Apl. '74 2½
New London Northern*100	1,418,800	J. & J.	Jan. '74 4
N. Y. Cen. & Hudson R...100	89,428,330	A. & O.	Apl. '74 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '74 4
" " pref.100	1,500,000	J. & J.	Jan. '74 4
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	Jan. '74 6
N. Y., Provid. & Boston.100	2,000,000	J. A. J. O.	Apl. '74 2½
Niag. Bridge & Canand*100	1,000,000	J. & J.	Jan. '74 3
North Carolina*.....	4,800,000	irregular.	Jan. '73 5
N. Eastern (N. C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3,473,500	January.	Jan. '74 5s
Northern Central 50	5,842,000	M. & N.	Nov. '72 3
Northern N. Hampsh....100	3,068,400	J. & D.	Dec. '73 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '74 4
Norwich & Worcester*.100	2,823,400	J. & J.	Jan. '74 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '74 5
" " pref.100	2,000,000	A. & O.	Apl. '74 4
Ohio and Mississippi.....100	19,995,847	J. A. J. O.	.....
" " pref.100	4,024,474	J. & D.	Dec '72 3½s
Oil Cr. & Allegheny R.... 50	4,259,450	J. A. J. O.	Jan. '74 3
Old Colony & Newport..100	6,297,900	J. & J.	Jan. '74 5½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '74 4
Pacific of Missouri.....100	3,635,750	J. A. J. O.	Apl. '74 1½
Panama.....100	7,000,000	J. A. J. O.	Apl. '74 3
Paterson and Hudson*..100	630,000	J. & J.	Jan. '74 4½
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	Jan. '74 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '74 3
Pennsylvania 50	72,000,000	M. & N.	May '74 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '74 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '74 4
Phil., Ger. & Norristwn* 50	1,626,250	M. J. S. D.	Dec. '73 3
Philadelphia & Reading 50	32,684,375	J. A. J. O.	Apl. '74 2½
" " pref.— 50	1,551,800	J. A. J. O.	Apl. '74 2½
Phila. and Trenton*.....100	1,259,100	J. A. J. O.	Apl. '74 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	Jan. '74 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J. A. J. O.	Apl. '74 1½
" Special Imp..100	2,000,000	J. A. J. O.	Apl. '74 1½
Pittsfield & N. Adams..100	400,000	J. & J.	Jan. '74 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '74 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces..100	2,000,000	J. & J.	Jan. '74 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '74 4
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	Jan. '74 3½
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Feb '74 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " " pref.100	2,040,000	May.	'68 7
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '74 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" pref.100	12,000,000	.....	Nov. '72 3
Saratoga and Schenec.*..100	300,000	A. & O.	Apl. '74 3½
Schuylkill Valley* 50	576,050	J. & J.	Jan. '74 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '74 3
Shore Line*.....100	995,800	J. & J.	Jan. '74 3½
South Branch (N. J.)*...100	488,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '73 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	443,700	J. & J.	Jan. '74 3½
Stony Brook*.....100	287,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '74 2
Sussex (N. J.).....100	317,870	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	Dec. '73 3
Taunton Branch 100	500,000	J. & J.	Jan. '74 5
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '74 5
Tol., Peo. & War. lst pref..100	1,797,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '74 3½
Troy and Greenbush*....100	274,400	J. & D.	Dec. '71 3½
Union and Black River...100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*....100	2,500,000	J. & D.	Dec. '73 2

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass' 100	$2,800,000	A. & O.	Apl. '74 1
Warren (N. J.).....100	1,800,000	J. & D.	Dec. '73 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,559,750	F. & A.	Feb. '74 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '74 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '74 3½
Worcester and Nashua.. 75	1,400,655	J. & J.	Jan. '74 5s
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	..... 2½
Baltimore City 100	800,000	— & —	Jan. '74 3
Bleecker st. & F Fy. (N Y)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl. '74 4
Broadway (Brooklyn)....100	200,000	J. A. J. O.	Apl. '73 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jun. '70
Brooklyn City 100	1,500,000	F. M. A. N	May '74 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488,100	— & —	.....
Bushwick (Brooklyn)....100	802,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Apl. '74 4
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	500,000	J. & J.	Jan. '74 5
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..100	500,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F. M. A. N	Feb. '74 2
Eighth Avenue (N. Y.)...100	1,000,000	J. A. J. O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	743,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Pa.) 50	491,750	J. & J.	Jan. '74 5
Germantown (Ph.).....50	1,000,000	J. & J.	Jan. '74 3
Girard College (Ph.) 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '74 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '74 1½
Lomb. & South Sts. (Phm. 25	105,000	A. & O	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	M. & N.	Nov. '73 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '73 4
Ninth Avenue (N. Y.)...100	797,820	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City..... 50	760,000	J. & J.	Jan. '74 5
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '74 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 3
Second Avenue (N. Y.)... 50	888,100	J. A. J. O.	Oct. '73 2
Second & Third St. (Ph.) 50	962,100	J. & J.	Jan. '74 6
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '74 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F. M. A. N	May '73 3
13th & 15th street (Ph.)- 50	1,000,000	J. & J.	Jan. '74 2
Somerville (Boston) 100	75,000	M. & N.	May '74 3
South Boston 100	400,000	J. A. J. O.	Apl. '74 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan '74 5½
West Philadelphia..... 50	400,000	J. & J.	Jan. '74 2
CANALS.			
Chesapeake & Delaware 50	1,983,562	J. & D.	June '73 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '74 4
Delaware and Hudson...100	15 000,000	F. & A.	Feb. '74 5
Delaware and Raritan*..100	5,847,400	J. A. J. O.	Apl. '74 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat. 50	9 390,350	M. & N.	May '67 3
Monongahela Navigat.. 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb '74 30c
" " (pref.). 50	2,898,977	F. & A.	Feb '74 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,350	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 —
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M. J. S. D.	June '74 2
American Coal..... 25	1,500,000	M. & S.	Mar. '74 4
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M. J. S. D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec '69 85c
Canton..... 16½	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref..... 100	6,693,400	— & —	.....
" certif..... 100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p..100	20,000,000	M. J. S. D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F. M. A. N	May '74 5
Pullman Palace Car.....100	4,000,000	F. M. A. N	May '74 3
Quicksilver, common 100	5,700,000	— & —	.....
" preferred 100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
United States Express...100	6,000,000	F. M. A. N	May '74 2
United States Trust 100	1,500,000	J. & J.	July '71 6
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '74 4
West. Union Telegraph.100	25,000,000	J. & J.	July '70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug '66

Commerce of New York.

The foreign imports at New York for the month of April, 1873 and 1874, are officially stated as follows:

	1873.	1874.
Entered for consumpt'n.	$14,768,289	$15,264,417
Do. for warehousing	14,189,071	13,156,559
Free goods	7,639,863	12,148,979
Specie and bullion	582,253	194,972
Total entered at port...	$37,179,426	$40,764,927
Withdrawn fr. wareh'use	11,241,194	10,216,151

The foreign imports at New York for four months from January 1, were:

	1873.	1874.
Entered for consumpt'n.	$71,375,103	$63,815,578
Do. for warehousing...	48,105,657	41,968,991
Free goods	36,158,662	42,062,457
Specie and bullion.....	1,644,833	1,267,664
Total entered at port....	$157,284,255	$149,114,690
Withdrawn fr. wareh'se.	44,083,091	41,080,191

The foreign imports at New York for ten months ending April 30, were:

	1873.	1874.
Six months.....	$199,826,050	$177,517,854
January.....	37,803,691	30,310,679
February	38,860,517	35,439,638
March....	43,440,621	42,599,446
April....	37,179,426	40,764,927
Total for 10 months...	$356,610,305	$326,632,544
Deduct specie....	6,461,463	17,081,570
Total mdse.	$350,148,842	$309,550,974

The duties received at New York for ten months from July 1, were:

	1873.	1874.
Six months.....	$64,393,092 93	$53,535,419 05
January.....	10,763,626 44	10,042,084 05
February..... ...	12,893,637 89	10,186,365 08
March..	12,101,274 64	10,793,792 81
April....	9,826,491 32	9,596,770 71
Ten months.....	$109,978,123 22	$94,154,431 70

The exports from New York to foreign ports in the month of April, were:

	1873.	1874.
Domestic produce	$24,622,926	$22,272,739
Foreign free goods	197,907	193,200
Do. dutiable.....	898,935	835,357
Specie and bullion	3,850,840	2,467,005
Total exports	$29,470,608	$25,768,301
Do. exclusive of specie.	25,619,768	23,301,296

The exports from New York to foreign ports for four months from January 1, were:

	1873.	1874.
Domestic produce	$85,428,164	$87,108,401
Foreign free goods	926,751	701,913
Do. dutiable	2,441,614	2,581,449
Specie and bullion	18,219,705	10,646,197
Total exports	$107,011,234	$101,037,960
Do. exclusive of specie..	88,791,529	90,391,763

The exports (exclusive of specie) from New York to foreign ports for ten months ending with April, were:

	1873.	1874.
Six months	$130,400,814	$160,757,524
January.....	20,050,550	23,455,638
February.....	21,189,002	20,725,611
March....	21,982 209	22,909,218
April....	25,619,768	23,301,296
Total produce....	$219,192,343	$251,149,287
Add specie.	53,063,848	31,486,574
Total exports.....	$272,256,191	$282,635,861

☞ The surveyors on the Wisconsin Valley Railroad have completed their second survey between Wausau and Knowlton.

Protracted Litigation.

The Troy *Times* gives the following in relation to the celebrated suit brought in the name of T. W. Park against the Troy and Boston Railroad Company:

About the year 1857 the Trustees of the Western Vermont Railroad leased their road to the Troy and Boston Company for ten years, the agreement being that the road was to be returned in as good condition as when leased. At the expiration of the lease the road was turned over to the original Trustees represented by Messrs. Knapp & Briggs. They alleged then that the stock had depreciated in value under the management of the Troy and Boston Company, and an action was commenced in their behalf by T. W. Park for damages. The case was taken to the Supreme Court of the State of Vermont, and was then transferred to the United States District Court. It was tried two years ago, when a verdict of no cause of action was rendered. This was a victory for the Troy and Boston Company, and the case was considered ended. It was appealed, however, by the plaintiffs to the United States Supreme Court, and we learn by telegraph that on Tuesday the court decided to reverse the judgment of the district court, and send the case back for a new trial. This revives the case again, and years may pass before it is finally settled. On the first trial A. P. Gordon, of Bennington, Vt., and Davenport, of Brattleboro, Vt., appeared for the railroad company, and E. G. Phelps, of Burlington, for the plaintiffs. This case is the one that caused so much trouble between the Troy and Boston Company and T. W. Park in 1857, when the former were not allowed to cross the Vermont line, and when Park seized a quantity of their rolling stock. At that time an extra session of the Vermont State Legislature was called to settle the difficulty, and some special legislation was had for the benefit of the Park faction. The case is looked upon with a great deal of interest by railroad men and residents of Vermont generally. Great excitement was occasioned in Bennington and near the State line by the seizures in 1867.

Car Ventilation.

The Boston *Post* thus describes a new system of car ventilation, which was recently tested on the Boston and Albany Railroad in the presence of a party of scientific gentlemen:

Upon the centre of the axletree of one of the trucks is securely fastened a driving pulley 22½ inches in diameter; from the driving pulley runs a small triangular belt 1½ inches wide over another pulley 4½ inches in diameter attached to a fan made of galvanized sheet iron upon a steel shaft. This constitutes the entire mechanical adjustment for putting in motion the required supply of air. Ordinary car wheels are 33 inches in diameter, or 8.64 feet in circumference; hence in passing over a mile of track the wheels will make 611 revolutions, and the size of the pulleys being as 1 to 5, the fan will revolve 3,055 times; that is, when the train moves at, say one-third of a mile per minute, or 20 miles per hour, the fan revolves at about 1,000 per minute, or 1,500 at 30 miles per hour. To conduct the air, which has been excited and put in motion by the centrifugal force of the fan, to the top of the car, and to distribute the same evenly, the fan is surrounded by an elongated sheathing of wood, which may be seen under the car, and which is continued by a tin conducting tube through the closet to the distributing pipes, which in turn emit the air into the car. This sheathing being air-tight, the fan is, so to speak, hermetically sealed, and none of the outside air can get to it or feed it except that which passes through the air chamber. Since all the air which finds its way into the air chamber must pass through the fine screens, which are inserted in place of the window glass, the dust and cinders must be left outside the car.

The Committee on Observations reported the following results: Cascarilla bark was burned in the air-chamber and diffused throughout the car. A small quantity of cologne was placed in the air-chamber, and the odor was immediately perceived in every part of the car. The same effect was observed when smoke was made in the air-chamber, which found its way at once in a uniform diffusion in the car. The air was then shut off, and the car was filled with a dense lot of smoke; upon admitting air, the smoke was principally removed in three minutes, and in six minutes and thirty-six seconds the car was entirely clear. Notwithstanding the large amount of air taken into the car, there was no dust from the roadbed nor cinders from the engine.

Removal of Railroad Suits.

The suit of the people against the Chicago and Alton Railroad Company has been carried up by certiorari, from the Circuit Court of Sangammon county, Ill., to the United States Circuit Court. The petition of the railroad company alleges that the railroad law of Illinois is contrary to the Constitution of the United States, and that if the suit pending is tried in the State Court, the company will be deprived of the rights, privileges, and immunities secured to it by the Constitution of the United States. The Chicago *Tribune* adds:

It is understood that all the cases brought by the Railroad Commissioners will on like process be removed into the United States Courts, and incidentally it is stated that such will be the course taken in Wisconsin and other States where railroad legislation has been had. The attorneys will doubtless plead to the jurisdiction of the Federal Courts, but an opinion prevails that the plea will be unavailing.

☞ At a meeting of the directors of the Martha's Vineyard Railroad Company, in New Bedford, Mass., on the 12th inst., it was voted to put the building of the road under contract as soon as possible. It is to extend from Vineyard Grove through Edgartown to Katatama, near the south shore of the island. The stock is nearly all subscribed. The road is to be narrow gauge and operated by steam. Mr. S. L. Minot, the engineer of the company, was instructed to advertise for proposals for constructing the road from Oak Bluffs to Edgartown, a distance of nine miles.

☞ The Hanging Rock (Narrow Gauge) Railroad company, with a capital stock of $2,000,000, has been incorporated. The proposed line of the road is from Columbus, Ohio, through Franklin county, Pickaway, Hocking, Vinton, Meigs and Jackson.

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to contract to deliver best quality **American or Welsh Rails**, and of any required weight and pattern.

PERKINS, LIVINGSTON, POST & Co.,
59 Liberty Street,
NEW YORK.

PHILIP G. SCHOFIELD,

(Successor to PETER SCHOFIELD,)
MANUFACTURER OF
STEAM VACUUM & HYDRAULIC
GAUGES,
AND
LOCOMOTIVE SPRING BALANCES,
Frankford Road & Seargeant St.
PHILADELPHIA.

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,800,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	102½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	98
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	91
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	43½
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	...
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	61
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R.R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	857,250	6	Jan. & July.	Baltimore.	1875	100½
Loan of 1850-'80	579,500	6	" "	"	1880	99
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	100
Loan of 1858-'90 (Balt.) stg fd.	3,461,146	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) stg fund.	3,620,320	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,498,016	6	" "	"	1902	....
3d Mort. (N.W.Va.R.R.) assumed	140,000	6	Jan. & July.	Baltimore.	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	97
Beloit and Madison (C. & N.W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. &	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (A. Co. and	499,500	6	March & Sept.	Princeton.	1885	83
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	82½
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1895	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	80½
1st Mortgage (Equalization)	248,000	7	" "	"	1889	89
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	90½
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	...
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	22½
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	45
Mass. Indorsed by ($4,000,000 Sec.)	3,000,000	7*	" "	" "	1890	....
Boston and Lowell:						
1st Mortgage	208,000	6	April & Oct.	Boston.	1879	95
Bonds of 1872 for $1,000,000	666,000	7	" "	"	1892	104

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York.	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	88½
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg stg f'd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	63
Burlington and Missouri River:						
Land and R. R. Mortgage	5,068,350	7	April & Oct.	Boston.	1893	99
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	98½
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,840	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	99½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1893	50
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. & lands) S.F. gold	8,000,000	7*	Jan. & July.	New York.	1891	85
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	96
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (stg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (stg fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	54½
Carthage & Burlington (C.B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,800,000	7	" "	"	1900	101½
Chattel Mortgage	168,350	5	" "	"	'80-'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	80
Cedar Rapids & Mo. Riv. (C & NW):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	83
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	57½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	83½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	88
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1991	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	3,612,700	7	" "	" "	1902	100½
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	107
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	89½
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	91½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	100
State Aid B'ds (1st. by State) gold	1,500,000	7*	" "	" "	1885	101
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88-'92	....
1st Mort. (S. Fr, Okld & Ala.)	600,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V.D.) gold	4,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,158,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) stg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	50
1st Mort. (Va. Con.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	75½
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	309,400	6	Jan. & July.	Boston.	'75-'80	....
Chester Creek:						
1st Mortgage guar. by P.W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (In default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, prof. sinking fund.	256,000	7	May & Nov.	New York.	1877	100
1st Mortgage	2,408,000	7	Jan. & July.	" "	1893	106½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	98
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (") "	188,600	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	110
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	650,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,953,225	7	Jan. & July.	Boston.	1896	96½
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	98½
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	97½
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	98½
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	99½
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	98
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	99
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1898	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	41
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	92
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C. & NW	592,000	7	Jan. & July.	Boston.	1880	93½
3d Mort. (now 2d) guar. C. & NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	103½
Funded coupons (193 m.)	750,000	7	May & Nov.	" "	1883	96
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	100½
Appleton Ext. (23 m. & 76,000 ac.)	174,000	7	" "	" "	1885	89
Green Bay Ext. (26m & 76,000 a.)	284 000	7	" "	" "	1885	89
Equipm't (Engs & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,775,000	7	Feb. & Aug.	" "	1882	102½
2d Mort. (Gal. & Chic. 248 m.)	938,000	7	May & Nov.	" "	1875	98
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line (")	129,500	7	" "	" "	1878	....
1st Mort. (Peninsula 79m. & land)	331,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C. & N.W. R'y)	3,105,000	7	F. M. A. & N.	" "	1915	87
Consol. gold bonds for $48,000,000	4,534,000	7*	June & Dec	" "	1902	83
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil. R.R.) guar.	389,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi. R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	9,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic. & Mil. R.W.) guar	1,141,000	7	Jan. & July.	" "	1898	94½
1st Mort. (Bel. & Mad. R.R.) guar.	306,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000 pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000 pm	1,350,000	8	May & Nov.	New York.	1889	89
1st Mort. of Nov. 1, '71, $16,000 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $6,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $10,000 per mile	.....	8	Feb. & Aug.	New York.	1901	100
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I. & Pac.)	8,000,000	7	" "	" "	1896	106
Chi. & Southwes'n (C., R.I. & Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C. & W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1901	82½
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77 '87	70
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	71½
1st Mort. (San., Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	75½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000 000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	99½
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning (A. & Gt. Wtn):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	700,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	102½
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July	" "	1892	90½
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	97½
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	82½
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	68
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	96
Notes payable, conv. at par	504,000	7	" "	"	1876	97
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7*	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1, 2, 3, 4.	88
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1859	....
Cowanesque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	769,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,500	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	58
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	136,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	96½
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	101
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	104
Convertible b'ds (Del. Lack. & W.)	5,600,000	7	June & Dec.	" "	1892	105½
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1890	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1890	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Unkl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	...
Detroit, Mon. & Tol. (L.Sh.& M.S.):						
1st Mortgage Aug. 1, 1856	934,000	7	Feb. & Aug.	New York.	1876	100
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	94
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1885	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,100,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia(E.T.V.&G.):						
1st Mortgage	820,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., sks fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	90
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	99
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	300,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	March & Sept.	"	1882	94½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	99½
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	60
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	101
2d Mortgage convertible	3,174,000	7	March & Sept.	" "	1879	97½
3d Mortgage	4,582,000	7	" "	" "	1883	94½
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	93
5th Mortgage convertible	709,500	7	June & Dec.	" "	1888	91
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,900,000) conv.	4,437,470	6*	March & Sept.	London.	1875	....
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	NY & London.	1920	....
Convertible bonds	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 50, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line) sks fund	1,004,000	7	Jan. & July.	New York.	1880	....
1st Mortgage " "		7	March & Sept.	" "	1890	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.)	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tax f.	2,046,000	8	March & Sept.	" "	1888	....
R. & Holly lease, S. F. 25 000 p. a.)	476,000	10	May & Nov.	" "	1885	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1909	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20,000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	500,000	8	Jan. & July.	New York.	1880	....
2d Mortgage (Equipment)	50,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	600,000	8	Jan. & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	90
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	102½
2d Mortgage	948,000	7	May & Nov.	" "	1875	93
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1902	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	" "	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	90½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,838,385	14,191,675	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debenta's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,893,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York	'81-'86	60
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1896	80
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	82
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	94½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	5⅓,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	...
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	75
1st Mort. (Q. & Palm. R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K. City & Cam. RR55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	93
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) sks fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) sks f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F.& P.M):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	8	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. sks fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	105½
3d Mortgage	180,000	7	May & Nov.	" "	1875	104
Hudson Connecting (N.Y.&O.Mid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	103
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	96
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	65
Illinois Central:						
Construction bonds, cur. sks f'd.	2,742,000	7	April & Oct.	New York.	1875	100
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1900	80
2d Mortgage	1,500,000	8	Jan. & July.	" "	1899	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1906	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, sks. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,539,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,666,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage	2,000,000	7	Jan. & July.	New York.	1916	....
1st Mortgage		7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,980,000	7	April & Oct.	New York.	1917	81½
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.	.....	8	Feb. & Aug.	New York.	1900	91
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	99½
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,496,000	8	Jan. & July.	New York.	1886	99½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	98½
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (JeffersonvilleR.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	108½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	90
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1888	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	90
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" " ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL.& G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	60
1st Mort. (2d Div. 253.94 m.)gold	4,008,000	6*	June & Dec.	" "	1896	60
1st M.(3d D.244.66m.& 3d.0,000m)	6,456,000	7*	May & Nov.	N. Y., L. & F.	1899	....
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,321,000	7*	Jan. & July.	N.Y., L. & F.	1895	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
1st Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Con.) 1865.	287,000	7	June & Dec.	" "	1885	....
Kook., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Kookuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	98½
Lackawanna & Bloomsb(D L&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	600,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	200,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	76
Laf., Muncie & Bloom.(TW &W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N Y B'n.& Ph.	1890	50
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1860	$1,000,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,230,000	7	J. A. J. & O.	" "	1890	96½
Consol. coupon July 1, 1870	1,202,000	7	Jan. & July.	" "	1890	97½
Bonds of Oct. 1, 1872	5,205,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore)Ap. 1, '69	1,498,000	7	" "	" "	1889	95½
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	100
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	98
SkgFund July 1, 1855 C. & Tol.	1,595,000	7	Jan. & July.	" "	1885	103
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	98
1st Mort. May 1, 1856 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	102
2d Mort. Oct 31, 1857 "	2,692,000	7	" "	" "	1877	99½
Mort. Nov. 1, 1858 Buff. & Erie.	.....	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 "	200,000	7	Jan. & July	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	97
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1878	94½
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1879	90
1st Mort. Oct 1, 1867 (Sch.& Th R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. Al. & Gr. R.)	840,000	8	" "	" "	1888	95½
1st Mort. July 1, 1863 (J.& Frank.)	468,000	7	" "	" "	1896	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia	1886	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July	N. Y. & Bost.	1899	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	.....	6	May & Nov.	Philadelphia	1873	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1888	103
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	104½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1893	101
Long Island:						
1st Mortgage main line	600,000	6	Jan. & July.	New York.	1875	96½
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	189,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol. M. for $6,000,000 (302 m.)	6,647,000	7	April & Oct.	" "	1898	88
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1900	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	680,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,360	7*	Jan. & July.	"	1893	90
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	87½
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,200	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	800,000	7	Jan. & July	Boston.	1889	80½
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	101½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	89½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	79½
1st Mort. (Scioto & H.Val. R.R.)	800,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	8	Feb. & Aug	Boston.	1889	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	600,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,203,000	7	March & Sept.	New York.	1880	96
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.) $15,000 pm	.....	8	Jan. & July.	Boston.	1890	101½
Michigan Central:						
1st Mortgage, convertible	356,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	108
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	95½
1st Mort. (M. Air L.W.D.) assu'd	1,900,000	8	May & Nov	" "	1890	102½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	94½
1st Mort. (Kal. & So. Hav.) t. f. guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (" ") guar.	70,000	8	" "	" "	1880	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv. & W. Gap (E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,514,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	80
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,808,000	7	Jan. & July.	" "	1897	78
1st Mortgage (Minn. Cent.)	192,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	82
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	106½
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	92
Milwaukee City Loan	238,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,080	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $14,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	5*	Jan. & July.	New York.	1911	....
Minneapolis & St. L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000 pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $3,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	— & —	.....	1899	19½
1st Mort. Land Grant gold	1,000,000	7*	— & —	.....	....	....
State (Ark.) subsidy $10,000 p.m.	1,550,000	7	April & Oct.	....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort (Tebo & Neosho) S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1878	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st Mortgage Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1883	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	— & —	" "	....	....
Income Mortgage	700,000	7	— & —	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept	New York.	1888	...
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1909	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	104
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	101½
Convertible bonds	1,910,000	7	Jan. & July.	" "	1900	92
Consumption bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	93½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur (L. & Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	85
2d Mortgage gold	600,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st Mortgage, Sterling £200,000	972,000	6*	May & Nov.	London.	1907	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1886	....
Holyoke and Westfield bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (NY.& OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	...
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	36
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern (Vt. Cen.)						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, go'd	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M. (NO to T 227 m) skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M. (" ") gold skg fd		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	...
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,926	6	May & Nov.	New York.	1883	91½
Bonds for debts ass'd (N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	101½
Bonds for B. & N. St. (")	76,000	6	May & Nov.	" "	1883	99
Bonds for R.R. stocks (")	592,000	6	" "	" "	1883	88
Bonds for real estate (")	162,000	6	" "	" "	1883	88
Bonds of 1854 renew'd (")	2,900,000	6	June & Dec.	" "	1887	95
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (") S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free (N Y C & H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	....
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1903	99
Sinking Fund mortgage of 1861	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	105,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1880	....
New York and New Haven:						
1st Mortgage	1,050,500	7	April & Oct.	New York.	1875	99½
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	140,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1890	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg (A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	468,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225 000	6	Jan. & July.	Philadelphia.	1885	99½
2d Mortgage	5,000,000	7	May & Nov.	"	1896	98½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	106
North Shore (L. I.)						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	93
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	87½
3d Mortgage (Y'k & Cumb.) guar.	500,000	6	Jan. & July.	"	1877	95
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	80
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	2g
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	93
Equipment Mortgage	200,000	8	" "	"	1879	93
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage	6,694,000	7	Jan. & July.	New York.	1898	82
Consolidated 1st Mortgage, stg.		7*	" "	London.	1898	....
Consolidated 2d Mortgage	3,520,000	7	April & Oct.	New York.	1911	69½
3d Mortgage, (W. Div)	438,000	7	Jan. & July.	" "	1874	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bond	50,000	7	May & Nov.	" "	1883	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	78½
1st Mortgage (War. & Pkln)	530,000	7	April & Oct.	"	1882	82½
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	42
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	93½
Plain Bonds	486,000	6	April & Oct.	"	1875	95
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	102½
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1898	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	90
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	81½
3d Mort. " "	598,900	8	May & Nov.	Richmond.	1873	80
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	75
Consolidated Mort	1,645,500	7	Jan. & July.	New York.	1882	80½
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P)):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	99½
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	79½
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	70
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,800	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama.						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Highta.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1890	....
1st Mortgage gold (S.F)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,970,000	7	Jan. & July.	Philadelphia.	1890	102
2d Mortgage (")...	2,583,600	6	April & Oct.	"	1875	99½
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	19,490,760	6	J. A. J. & O.	Philadelphia.	1910	90
State lien for $17,500,000, skg f'd	5,854,700	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	512,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	300,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	316,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	103½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	89
2d Mortgage(" ")	3,000,000	7	Jan. & July.	"	1888	86½
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	83
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (Instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 86¼ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9¼ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,138,900	6	Jan. & July.	Philadelphia.	1893	80
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	86,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	100
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	104
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	7,696,000	7	June & Dec.	Philadelphia.	1911	104½
	3,414,000	7	" "	"	1911	104½
	7,000,000	6*	" "	Phil. or Lond.	1911	96
	668,000	6*	" "	" "	1911	97½
	332,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv	6,600,985	7	Jan. & July.	"	1893	106½
New improvement Mort. loan	6,631,615	6*	April & Oct.	Phila.or Lond.	1897	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,000	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866	400,000	6	April & Oct.	"	1876	95
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	66
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	monthly.	New York.	1884	72
1st Mort.(Ct.& New'k 53m)conv	776,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	87½
2d Mort. (Balt. Loan) of 1868	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10¼ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	101
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94½
Bridge (O. & P. R. R.) bonds	163,000	7	May & Nov.	" "	1876	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1899	....
Poughkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	18	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	880,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed	600,000	7	May & Nov	New York.	1890	80
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1900	99½
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitch.)	400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salera & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'78-'90	67½
Rich., Fredericksb.g & Potomac						
Sterling Loan	67,77:	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	6	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	130,500	7	June & Dec	Rich'm'nd	1875	....
1st Mortgage	175,000	8	April & Oct		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund..	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m..	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	72½
Equipment Mortgage	500,000	8	March & Sept.	"	1880	75½
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring).....	96,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").....	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1870	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	88
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	78
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	94
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	93
2d Mortgage May 1, 1868 guar..	648,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	84
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1896	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,920,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands..	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands..	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000.....	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	90½
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds.	500,000	7	Jan. & July.	New York.	1880	....
State guaranteed (C.& S.)bonds.	506,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds.....	157,400	7	" "	" "	1880	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1900	100
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1880	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage.....	220,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	92
Sheboygan and Fond du Lac:						
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension.....	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.).						
1st Mortgage.....	250,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold.....	500,000	7*	Jan. & July.	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold.....	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'72-'74	....
Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds.....	71,200	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1883	....
2d Mortgage for $200,000.....	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	93
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant...	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold.....	88,000	7*	" "	"	1880	....
South Western (Gen. of Ga):						
Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv..	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed.....	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free.....	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	99½
Sunbury and Lewiston:						
1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.....	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000.....	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage.....	270,000	7	June & Dec	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (R. Div.) 110 m...	1,600,000	7	June & Dec.	New York.	1894	79
1st Mortgage (W. Div.) 117 m...	1,800,000	7	Feb. & Aug.	" "	1896	75
2d Mortgage (W. Div.) 117 m...	1,800,000	7	April & Oct.	" "	1886	58
Equipment Mort. sinking fund..	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000..	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	....
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed.....	80,500	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar....	100,600	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May & Nov	" "	1875	....
Convertible Bonds.....	645,000	7	"	" "	1882	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	94½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	92
1st Mort. (Quincy & Tol. 34 m).	500,000	7	May & Nov.	" "	1890	88
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	90½
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
3d Mort. (T.Wab.& Wt. 167 m.)	1,500,000	7	" "	" "	1871	82
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	77½
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	67
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	72
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	78
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	85
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1890	79
Income Mortgage	7,568,000	10	March & Sept.	" "	1874	78
Omaha Bridge B'ds, stg.£250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000.	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	98½
Loan of 1875 (New Jersey Co.).	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ").	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	90½
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	97½
Consolidated(mort.)Loan of 1839	5,000,000	6	May & Nov.	Philadelphia.	1889	100
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	....	1888	....
Bond to State of New J.(NJ Co)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	....	....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	21
2d Mortgage consolidated	1,500,000	7	" "	"	1891	7½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	60
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.		....	73½
Equipment Mortgage	1,000,000	8	May & Nov.		'76-'77	74
Equipment Mortgage	1,000,000	8	"		1889	73½
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1900	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	....
Enlarged Mortgage	990,000	6	" "	" "	1884	....
4th Mortgage	848,000	8	March & Sept.	" "	1900	82
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.).						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	76
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	790,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	101½
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	513,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	81
1st Mort. endor. by Balt.	200,000	6	" "	"	1890	95
2d Mort. " "	300,000	6	" "	"	1890	94½
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	85
2d Mortgage preferred	600,000	6	" "	"	1895	61½
3d Mortgage endor. by Balt.	875,000	6	" "	"	1900	96½
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	83
Western Pennsylvania (Penn.):						
1st Mortgage (main line 67 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	83
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	96
Consolidated mort. Apr. 1, 1869.	1,000,000	7	April & Oct.	"	1899	101½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	68½
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	88½
2d Mortgage coupon or regis.	722,600	7	Jan. & July.	"	1902	79
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1861	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1898	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.	2,750,000	7	Jan. & July.	New York.	1890	80
2d Mortgage $12,000 p. m.	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	87½
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,600,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	107
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage registered — 1st series, Nov. 1, 1867	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered — 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	106
1st Mortgage registered — 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	106
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg.	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	94
Mortgage Loan reg.	2,0 0,000	6	F. M. A. & N.	"	1897	94½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	97½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	99½
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	87
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1897	....
Morris (and Essex):						
1st Mortgage	800,000	6	April & Oct.	Philadelphia.	1876	99
2d Mortgage	285,000	6	" "	"	1876	96
Boat Loan, sinking fund	236,965	7	" "	"	1885	68
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	69
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,000	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	77
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	260,000	6	May & Nov.	"	1870	75
Boat and Car Loan	756,650	6	" "	"	1888	72
Boat and Car Loan	628,100	7	" "	"	1889	90
Coupon Bonds	1,079,000	6	Jan. & July.	"	1896	75
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	73½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,610	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	2,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "§."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	pc.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	3	106	Adirondac.....New York.	2,728,692	*	.....	7,000,000	3,768,000	980,000	1,963,756	—	60.2	.....	.....	.....	.....	.....	—	100	....
May 31, 1872	206.0	—	14.6	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,898,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	142.0	—	87.1	—	21	24	12	749	Albany and Susq. (D. & H.)...New York.	7,468,572	*	.....	.....	5,000,000	4,467,000	.....	.....	164.0	(Del. &	Hud.Cana	l Co.)	1,841,228	423,821	7	100	94½
Sept. 30, 1872	51.0	—	2.0	—	3	4	1	21	Alexandria and Fredericksburg ¶.....Va.	2,500,000	*	.....	.....	.....	1,000,000	.....	—	51.0	.....	.....	.....	.....	.....	—	100	....
Jan. 31, 1873	132.0	—	44.9	112.0	.....	.....	.....	.....	Allegheny Valley.....Pennsylvania.	13,200,000	*	.....	.....	2,256,300	12,389,000	.....	—	132.0	.....	.....	.....	2,239,158	960,684	—	50	....
Nov. 30, 1872	35.8	—	1.6	—	—	—	—	—	Allentown.....Pennsylvania.	1,147,225	—	.....	.....	567,544	—	579,681	—	35.8		(Phila.&R	eading R.	R.)		—	50	....
Dec. 31, 1872	20.5	—	2.0	—	5	10	2	43	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	95,000	20.5	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1872	57.0	—	2.8	28.0	—	—	—	—	Arkansas Central (3 ft.) ¶.....Arkansas.	.....	.....	.....	.....	.....	15,000pm	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1873	23.6	—	1.9	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1872	465.0	—	23.3	200.0	.....	.....	.....	.....	Atchison, Topeka & Santa Fe....Kansas.	20,000,000	*	.....	.....	8,615,000	10,564,500	570,000	.....	.....	(In prog	ress to N.	Mexico.)	.....	7,500	—	100	10
Sept. 30, 1872	30 4	—	0.9	—	3	2	1	17	Athol and Enfield.....Massachusetts.	805,873	7,555	44,400	.....	520,000	293,400	44,605	3,814	30.4	44,320	26,778	17,198	39,032	10,555	—	100	....
June 30, 1872	86.7	—	8.9	—	19	6	6	119	Atlanta and West Point.....Georgia.	1,200,129	*	.....	.....	1,232,200	22,000	.....	.....	86.7	.....	.....	.....	.....	.....	8	100	....
Sept. 30, 1872	387.3	38.2	149.4	—	166	52	26	3,117	Atlantic and Great West. N.Y. Penn. & O.	80,992,240	*	.....	.....	24,000,000	56,992,240	.....	.....	565.8	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	237.0	110.0	16.3	165.0	26	19	6	338	Atlantic and Gulf ¶.....Georgia.	7,592,283	*	162,387	.....	4,479,677	3,294,700	330,991	.....	347.5	635,350	98,234	.....	4,451,229	855,670	—	100	....
Sept. 30, 1872	406.0	20.0	31.0	100.0	78	29	18	832	Atlantic, Mississippi and Ohio...Virginia.	17,765,914	*	8,718,937	.....	6,921,900	14,889,848	.....	.....	428.0	1,427,688	282,576	530,583	963,966	339,589	—	100	....
May 31, 1872	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina ¶.N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	.....	(No return	s furnish	ed.)	.....	—	100	....
Dec. 31, 1872	364.0	—	18.2	200.0	.....	.....	.....	.....	*Atlantic and Pacific* ¶.Missouri & Ind.Ter.	.....	*	.....	.....	15,000,000	12,500,000	.....	.....	328.2	.....	.....	.....	826,803	114,541	—	100	11
Dec. 31, 1872	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	201,089	—	—	.....	.....	.....	.....	.....	4	100	....
Nov. 30, 1872	53.0	—	2.7	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,082,200	—	.....	.....	733,700	129,000	.....	—	—	.....	.....	.....	.....	73,000	7	100	....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Genesee and Mount Morris ..N. Y.	245.000	*	.....	.....	194,250	20,000	20,000	—	19.1	21,302	43,209	4,901	33,299	6,001	—	100	....
Nov. 30, 1872	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	—	.....	.....	550,000	471,200	.....	—	53.2		(Leased to	Pennsylv	ania.)		—	100	....
Sept. 30, 1872	379.6	—	502.7	—	383	205	52	7,904	Baltimore and Ohio ¶.....Md. & W. Va.	31,170,756	7,995,856	13,423,332	3,424,536	16,704,762	12,466,639	700,878	26,162,269	454.6	9,172,997	.....	.....	10,654,472	4,532,072	8	100	168
Sept. 30, 1872	30.0	—	39.9	—	—	—	—	—	Washington branch ¶.....Maryland.	1,650,000	—	—	642,300	1,650,000	20,000	—	622,300	30.0	476,800	.....	.....	480,645	235,785	10	100	175
Sept. 30, 1872	103.5	—	21.8	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	10,000,000	—	—	—	5,680,685	593,500	.....	—	103.5	1,003,407	.....	.....	826,803	114,541	—	100	11
Dec. 31, 1872	32.0	—	3.2	89.0	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	.....	32.2	(Opened	to Washi	ngton, Ma	y 1. 1872.)	.....	—	100	7
Dec. 31, 1872	33.4	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	.....	.....	650,000	250,000	.....	—	—	(Operat	ed by Ma	ine Centr	al.)		—	50	....
Dec. 31, 1872	67.0	—	6.7	—	30	21	8	967	Belvidere Delaware .....New Jersey.	3,876,842	*	.....	.....	995,300	2,244,500	1,228,128	.....	67.0	.....	.....	.....	836,380	218,608	—	100	....
Sept. 30, 1872	22 0	—	2.0	—	—	—	—	—	Berkshire.....Mass.	600,000	—	8,000	—	600,000	—	—	—	22.0	58,408	80,192	174,297	120,291	42,045	7	100	72½
Sept. 30, 1872	15.6	—	5.7	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	468,000	—	—	—	—	.....	.....	.....	.....	.....	5	100	....
Sept. 30, 1872	201.6	48.0	316.8	—	206	181	46	4,113	Boston and Albany.....Mass. & N. York.	19,890,414	4,411,338	1,071,646	2,106,438	19,664,100	3,037,000	546,724	4,237,012	268.3	4,883,071	5,247,576	2,782,907	9,259,599	2,362,615	10	100	121
Sept. 30, 1872	25.2	—	2.0	0.8	4	4	2	50	Boston, Barre and Gardner.....Mass.	763,114	104,775	30,324	4,023	736,240	—	163,349	12,147	28.0	82,064	85,157	17,499	69,356	7,550	—	100	....
Sept. 30, 1872	42.9	—	9.0	—	21	22	12	434	Boston, Clinton and Fitchburg.....Mass.	1,430,328	646,052	110,250	95,786	872,000	1,250,000	62,586	97,180	90.2	441,745	467,966	317,043	576,413	192,796	—	100	74½
Mar. 31, 1873	93.5	—	12.8	—	22	24	19	473	Boston, Concord and Montreal.....N. H.	2,850,000	*	218,300	327,759	1,800,000	1,050,000	29,603	516,456	139.0	.....	171,511	92,186	670,349	131,715	6p	100	....
Sept. 30, 1872	26.8	16.0	45.8	—	37	46	20	940	Boston and Lowell.....Mass.	2,469,955	252.345	2,566,759	253,142	2,852,900	1,771,024	542,860	374,417	71.8	741,961	1,949,688	620,053	1,283,969	241,016	8	500	106½
Sept. 30, 1872	80.3	8.5	84.9	38.0	61	102	28	975	Boston and Maine.....Mass., N. H. & Me.	6,728,332	1,144,687	775,992	525,480	6,816,334	—	1,341,862	1,016,686	153.8	1,216,996	4,135,469	520,722	2,004,672	504,116	10	100	166½
Sept. 30, 1872	44.0	14.5	66.0	—	38	67	11	462	Boston and Providence.....Mass. & R. I.	3,691,138	207,400	573,542	253,320	3,950,000	—	256,478	427,922	66.5	239,132	762,246	765,733	1,716,399	465,347	10	100	147½
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa.....Canada.	2,647,004	*	.....	.....	424,704	1,687,200	.....	.....	55.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	171	Brunswick and Albany¶.....Georgia.	10,548,000	*	.....	.....	4,898,000	5,650,000	350,000	.....	—	(Com	pany is ba	nkruptcy.	)	.....	—	100	....
Sept. 30, 1872	23.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	—	.....	.....	2,286,000	583,500	.....	—	—	(Erie	Railway	Co.)	.....	40,600	—	100	....
Sept. 30, 1872	43.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.... N. Y. & Penn.	1,646,980	*	.....	.....	428,717	700,000	548,229	—	43.2	.....	.....	.....	228,000	.....	—	100	....
Sept. 30, 1872	142.0	—	12.7	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,338,000	—	.....	.....	950,000	2,380,000	.....	—	—	(Erie	Railway	Co.)	.....	233,100	7	500	....
Sept. 30, 1872	117.0	—	5.9	—	.....	.....	.....	.....	Buff., New York and Phila..N.Y. & Penn.	3,064,271	*	.....	.....	1,600,707	1,876,500	420,605	—	88.0	(Opened	to Emporium, Pa.)		139,145	17,300	—	100	....
Dec. 31, 1872	219.0	79.0	14.0	—	24	16	7	525	Burl., Cedar Rapids and Minnesota..Iowa.	7,600,000	*	.....	.....	5,400,000	2,200,000	.....	—	332.0	.....	.....	.....	995,129	283,802	—	100	....
Dec. 31, 1872	120.0	—	6.0	100.0	.....	.....	.....	.....	Burlington and Southwestern. Iowa & Mo.	3,000,000	*	.....	.....	1,200,000	1,750,000	.....	—	.....		(In progr	ess.)	.....	.....	—	100	....
Feb. 28, 1873	158.0	—	....	143.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	10,000,000	*	.....	.....	12,000,000	3,000,000	.....	—	.....	(Compl	eted to Mo	. Line Ma	y, 1873.)	.....	—	100	....
Dec. 31, 1872	160.0	—	8.0	—	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	—	160.0		(Recently	completed	.)	.....	—	100	....
Dec. 31, 1872	61.2	—	92.9	—	—	—	—	—	Camden and Amboy.....New Jersey.	9,458,328	—	.....	.....	5,847,800	—	.....	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	10	100	....
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	100	Camden and Atlantic.....New Jersey.	1,790,623	376,196	138,354	52,388	1,216,870	1,058,400	54.907	9,384	67.0	213,639	417,196	69,324	467,036	212,119	3½p	50	60
Dec. 31, 1872	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	6	100	....
Dec. 31, 1872	28.5	—	4.8	81.0	.....	.....	.....	.....	Canada Central.....Canada.	686,156	*	—	5,888	.....	683,467	8,776	3,800	28.5	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1873	229.0	63.0	29.2	—	.....	.....	.....	.....	Canada Southern.....Canada.	.....	.....	.....	.....	8,000,000	8,760,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	71.6	22.4	7.8	18.0	10	23	12	160	Cape Cod.....Mass.	1,245,594	237,393	46,392	16,547	1,022,330	349,000	182,591	43,985	94.0	210,684	286,417	75,147	321,798	86,737	8	60	....
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2	—	31	Carbondale and Shawneetown....Illinois.	562,650	*	.....	.....	355,500	200,000	7,150	—	18.0	(Opened	Dec. 30, 1	871.)	.....	.....	—	100	....
Sept. 30, 1872	18.0	—	0.5	10.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	561,139	*	.....	.....	455,433	150,000	.....	—	18.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	20.0	4.0	8.0	—	6	3	2	517	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	426,000	.....	.....	—	24.0	.....	.....	.....	.....	.....	6	25	....
Oct. 31, 1872	94.0	4.5	8.5	—	21	9	5	602	Catawissa.....Penn.	6,096,850	*	.....	.....	4,359,500	1,739,350	.....	—	—	(Leased	Nov. '72 to	Ph.&Rdg.	)	572,104	183,169	7p.	50	81½
Sept. 30, 1872	14.8	—	1.3	—	2	2	2	14	Cazenovia and Canastota.....New York.	538,006	*	.....	.....	294,529	250,000	29,250	—	14.8	.....	.....	.....	25,885	4,391	—	100	....
Dec. 31, 1872	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	—	—	—	(Illinois	Central.)		128,646	113,400	—	100	....
Dec. 31, 1872	271.6	2.4	22.1	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,233,000	*	—	—	7,619,000	3,614,000	.....	—	—	(Chic.&	North We	stern R. R	.)	.....	.....	—	100	....
Dec. 31, 1872	100.0	—	15.0	250.0	6	6	3	131	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	—	—	1,000,000	3,200,000	.....	—	101.0	(No re	turns furn	ished.)	.....	.....	—	100	....
Nov. 30, 1872	192.0	—	29.7	—	53	44	27	792	Central of Georgia.....Georgia.	5,000,000	*	1,628,457	1,022,692	5,000,000	1,389,000	341,663	—	284.0	.....	169,119	.....	1,656,154	689,308	10	100	....
Dec. 31, 1872	302.0	—	16.6	24.0	22	8	6	301	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	—	202.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	22.0	4.0	3.9	—	3	7	—	22	Central of Long Island.....New York.	1,459,616	*	.....	.....	297,800	687,000	479,598	—	—	(Flushi	ng & N. S	ide R. R.)	.....	.....	—	100	....
Dec. 31, 1872	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey.....New Jersey.	12,424,985	7,882,235	7,649,492	4,310,442	20,000,000	9,209,000	3,058,154	—	291.0	4,889,891	4,478,513	1,490,689	7,120,718	1,957,588	10	100	105½
Dec. 31, 1872	137.0	—	31.2	—	40	28	24	737	Central Ohio.....Ohio.	5,499,999	*	.....	.....	2,845,500	2,500,000	.....	—	137.0	.....	.....	.....	989,327	170,721	6	50	85½
Dec. 31, 1872	983.0	339.0	110.4	600.0	187	168	40	3,307	*Central Pacific*¶.....Cal. Nev. & Utah.	130,485,693	5,622,693	5,458,198	2,513,287	54,283,190	81,939,680	422,041	7,433,960	1,158.0	.....	588,583	746,163	11,963,641	6,952,362	100	724	
Dec. 31, 1872	194.6	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta....S.Car.	5,512,000	*	256,090	.....	2,578,000	3,100,000	.....	—	194.6	.....	.....	.....	352,107	439,718	—	100	....
Dec. 31, 1872	22.6	—	5.0	—	—	—	—	—	Chartiers.....Pennsylvania.	1,127,313	—	—	13,897	628,060	500,000	3,150	—	22.8	39,140	.....	.....	60,440	20,440	—	50	....
Sept. 30, 1872	428.0	—	42.8	72.0	45	27	18	761	Chesapeake and Ohio.....Va. & W. Va.	26,542,490	*	789,785	2,836,883	13,398,407	18,624,963	3,387,461	—	227.0	571,476	141,673	115,478	777,632	238,687	—	100	....
Jun. 30, 1872	40.7	0.8	2.0	—	2	.....	.....	.....	Chester and Tamaroa.....Illinois.	1,690,000	*	.....	.....	1,000,000	660,000	30,000	—	41.6	(Opened	March 187	2.)	.....	.....	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Year ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1872	205.0	28.0	33.7	55.0	33	36	8	607	*Flint and Pere Marquette*.....Michigan.	8,765,602	1,135,131	694,565	384,284	3,297,300	5,389,000	1,048,609	1,244,673	233.3	888,227	509,975	844,559	1,133,612	455,118	—	100	...
Sept. 30, 1872	11.8	6.3	5.3	16.2	5	19	5	8	Flushing and North Side.....New York.	952,158	284,371	.....	.....	281,010	1,281,200	81,027	.....	18.1	176,515	1,256,278	.....	281,844	86,496	—	100	...
Sept. 30, 1872	10.0	—	1.0	—	3	2	1	10	Fonda, Johnstown and Gloversville. N. Y.	493,732	*	.....	.....	300,000	300,000	41,382	.....	10.0	35,056	99,890	25,897	78,023	38,198	—	100	...
Dec. 31, 1872	100.0	—	5.2	—	8	6	3	237	Ft. Wayne, Muncie and Cin.....Indiana.	(Sold January 1, 1872.)				1,000,000	2,300,000	.....	.....	100.0	.....	.....	.....	280,647	123,591	—	100	...
Jun. 30, 1872	109 0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	109.0	.....	.....	.....	224,815	28,574	—	100	...
Sept. 30, 1872	26.0	—	3.3	—	3	1	—	90	Framingham and Lowell.....Mass.	1,021,792	182,062	.....	58,170	499,896	650,000	112,698	30	.....	(Boston, Clinton & Fitchb'g.)			21,580	21,580	—	100	39½
Dec. 31, 1872	11.5	—	1.3	—	2	3	—	21	Freehold and Jamesburg.....N. Jersey.	283,745	.....	.....	.....	283,745	.....	.....	.....	22.0	67,460	171,400	43,411	57,773	14,152	—	100	...
Feb. 28, 1873	85.0	—	9.0	150.0	9	6	4	126	Galv., Harrisburg & San Antonio..Texas.	2,255,402	287,906	.....	61,000	2,051,468	552,840	.....	.....	85.0	36,210	8,664	27,637	160,424	93,422	—	100	...
Dec 31, 1872	50.0	—	10.0	—	15	9	4	284	Galveston, Houston & Henderson. Texas.	2,522,063	398,639	234,423	14,796	1,000,000	1,500,000	360,658	311,091	50.0	198,167	86,845	179,666	751,054	366,017	—	100	...
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Georgia.	4,156,000	*	1,335,360	415,005	4,200,000	676,500	137,240	853,233	232.0	1,103,551	.....	.....	1,623,454	490,196	8	100	...
Jun. 30, 1872	111.0	—	5.5	—	8	4	4	302	Gilman, Clinton & Springfield.....Illinois.	4,000,000	*	.....	.....	2,000,000	2,000,000	.....	.....	111.0	87,808	.....	67,361	156,750	33,525	—	100	...
Sept. 30, 1872	11.6	—	0.3	3.1	—	—	—	—	Goshen and Deckertown.....New York.	290,901	.....	.....	.....	105,000	246,500	8,000	.....	.....	(Leased	to Erie.)		21,500	21,500	6	100	...
Dec. 31, 1872	263.7	26.0	13.2	35.0	34	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	4,807,993	1,114,214	128,797	4,748,995	2,800,000	8,000,000	.....	.....	289.7	.....	491,910	311,670	949,781	505,640	—	100	...
Mar. 31, 1873	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	.....	(Leased	by Michig	an Central	R. R. C	o.)	—	100	...
Dec. 31, 1872	857.0	52.0	371.0	—	361	260	80	4,636	Grand Trunk ¶.....Canada.	106,900,746	*	5,197,215	1,348 999	16,977,803	91,597,296	4,870,346	1,515	1,377.0	6,764,570	1,718,273	1,535,296	8,935,970	1,803,921	—	100	...
Jan. 31, 1873	229.0	216.0	102.0	—	177	146	39	3,136	Great Western ¶.....Canada.	33,941,675	*	.....	.....	24,107,4 7	10,816,000	.....	.....	569.0	4,416,442	.....	.....	5,732,870	2,989,050	6½	100	...
Sept. 30, 1872	8.9	—	0 5	—	—	—	—	—	Greene.....New York.	348,877	.....	.....	.....	200,000	.....	.....	.....	8.0	20,824	37,773	151,848	35,718	5,611	6	100	...
Feb. 28, 1873	151 0	—	5.0	49.0	9	5	3	300	Green Bay and Lake Pepin....Wisconsin.	3,400,000	*	.....	.....	1,500,000	2,400,000	.....	.....	.....	.....	(Not r	egularly o	perated.)		—	100	...
Sept. 30, 1872	14.0	—	0.8	—	—	—	—	—	Greenwich and Johnsonville...New York.	304,415	.....	.....	.....	130,098	185,500	11,086	.....	14.0	17,528	17,488	9,553	30,358	12,528	—	100	...
Mar. 31, 1873	66.0	—	4.0	180.0	7	3	1	72	Gulf Western Texas and Pacific ¶..Texas.	2,500,000	*	.....	.....	.....	1,386,000	.....	.....	....	68,000	2,505	35,874	232,979	123,161	—	100	...
Dec. 31, 1872	4.9	0.8	0.3	—	2	2	3	6	Hackensack and New York..New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)		—	100	...
Dec. 31, 1872	28.0	—	1.4	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	.....	.....	.....	560,000	299,600	.....	.....	—	(Leased	by Erie at	55 p. c. of	earnings.)		—	100	...
Jun. 30, 1873	70.0	—	4.0	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	...
Jun. 30, 1873	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,000	675,000	....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	...
Aug. 31, 1872	206.0	68.5	27.7	22.0	79	61	62	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	23,297,728	*	.....	.....	14,250,828	9,146,900	.....	.....	274.5	1,648,638	320,838	415,363	2,484,670	670,529	—	100	28
Sept. 30, 1872	7.9	—	1.0	—	2	3	2	13	Hanover Branch.....Mass.	170,130	40,445	.....	21,126	123,550	.....	40,000	68,151	7.9	21,096	79,998	14,397	71,032	20,295	—	100	...
Oct. 31, 1872	12.2	—	0.9	—	6	5	2	30	Hanover Branch.....Penn.	201,372	68,000	.....	.....	116,850	.....	.....	.....	12.2	48,150	84,401	128,424	82,388	24,356	10	50	...
Sept 30, 1872	116.0	2.0	7.2	—	9	5	1	146	Harlem Extension.....New York.	8,000,000	*	.....	.....	4,000,000	4,000,000	40,509	.....	118.0	277,969	137,337	105,349	317,748	Loss.	—	100	...
Oct. 31, 1872	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,182,550	.....	.....	.....	1,182,550	780,000	.....	.....	54.0	(Leased	by Pennsy	lvania R. R.	Co.)		7	50	102
Sept. 30, 1872	62.0	16.5	87.0	—	37	33	16	703	Hartford and New Haven..Conn. & Mass.	4,729,381	672,197	1,452,042	1,120,661	6,500,000	580,000	80,547	1,043,724	78.5	782,172	1,303,158	721,343	2,106,674	752,702	4½	100	...
Sept. 30, 1872	122.4	0.8	18.7	—	26	36	16	361	Hartford, Prov. & Fishkill ¶..R.I., Ct. & N.Y.	4,201,486	598,875	.....	.....	2,037,940	2,055,500	100,000	200,619	130.0	541,442	1,207,771	266,912	1,004,040	367,583	—	100	...
Aug. 31, 1872	75.0	—	4.0	125.0	13	6	3	81	*Hastings and Dakota*.....Minn.	(Purchased July 1, 1872 by Mil. & St. Paul Co. for $2,100,000.)								75.0	.....	10,928	20,640	21,415	Loss.	—	100	...
Dec. 31, 1872	5.5	—	0.6	—	2	—	—	100	Hibernia Mine.....New Jersey.	148,638	*	.....	1,362	150,000	.....	.....	.....	5.5	.....	.....	100,379	54,401	38,629	40	100	...
Dec. 31, 1872	63.3	—	4.9	—	—	—	—	—	Holly, Wayne and Monroe.....Mich.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Flint &	Pere Mar	quette R.	R. Co.)	—	100	...
Sept. 30, 1872	10 3	—	0.8	—	—	—	—	—	Holyoke and Westfield.....Mass.	427,946	.....	.....	86	200,000	200,000	1,667	26,365	—	(New H	aven & N	orthamp.)		14,000	14,000	—	105	...
Sept. 30, 1872	74.0	—	7.0	—	16	16	8	389	Housatonic.....Connecticut.	1,864,871	340,687	.....	.....	2,000,000	400,000	335,213	42,248	162.2	274,960	282,741	242,218	528,116	117,529	—	100	...
Nov. 30, 1872	115.0	8.0	11.4	215.0	14	14	7	278	Houston and Great Northern ¶.....Texas.	3,361,361	*	751,494	539,503	2,400,000	1,925,916	45,956	260,487	123.0	123,257	24,819	36,583	260,767	81,329	—	100	...
Dec. 31, 1872	387.0	115.0	16.9	—	45	25	14	916	Houston and Texas Central ¶.....Texas.	15,000,000	*	.....	.....	820,000	10,040,000	.....	.....	349.0	.....	.....	.....	2,675,234	1,345,184	—	100	...
Oct. 31, 1872	45.0	29.5	15.5	—	23	6	5	116	Huntingdon and Broad Top Mt.....Penn.	3,159,769	*	.....	.....	1,330,750	2,158,500	117,441	.....	74.5	238,167	59,126	449,748	301,957	17,451	—	50	10
Dec. 31, 1872	705.5	—	130.4	—	197	117	45	4,585	*Illinois Central*.....Illinois.	34,061,196	*	10,248,460	614,081	25,500,000	19,423,707	.....	.....	1,107.0	5,988,226	1,352,156	2,089,321	8,026,754	2,103,167	10	100	99
Dec. 31, 1872	62.8	—	3.2	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	1,451,737	.....	.....	.....	960,000	960,000	.....	.....	—	(Leased	by Chicag	o, Buri. &	Quincy	Co.)	—	100	...
Jun. 30, 1872	35.0	—	2.9	67.0	5	.....	.....	.....	Indiana and Illinois Central.....Ind. & Ill.	3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	.....	—	(No	t operated	by Compa	ny.)		—	100	...
Dec. 31, 1872	202.5	10.0	38.0	—	65	23	9	1,752	Ind., Bloomington & Western..Ind. & Ill.	15,500,000	*	.....	.....	7,000,000	8,560,000	.....	.....	212.5	.....	.....	.....	1,359,691	.....	—	100	...
Dec. 31, 1872	179.0	—	21.2	—	58	40	12	1,121	Indianapolis, Cin. and Lafayette..Indiana.	13,988,000	*	.....	.....	5,500,000	8,700,000	.....	.....	179.0	1,211,206	.....	.....	1,754,369	892,056	—	50	10
Dec. 31, 1872	75.0	—	4.8	—	12	10	6	257	Indianapolis, Peru and Chicago..O. & Ind.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1872	72.0	—	12.0	—	58	34	16	1,407	Indianapolis and St. Louis.....Indiana.	3,927,197	*	241,216	424,409	600,000	3,338,000	654,822	.....	261.0	1,732,260	291,787	690,971	2,110,681	730,239	—	100	...
Dec 31, 1872	117.0	—	18.0	—	6	7	3	197	Indianapolis and Vincennes.....Illinois.	4,613,436	*	51,118	164,475	1,402,000	3,150,000	277,029	.....	117.0	212,294	.....	.....	264,890	90,205	—	100	...
Dec. 31, 1872	188.7	—	8.2	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	183.7	(Leased | by Ill. Cen | . R. R. Co.)			337,462	118,112	—	100	85
Dec. 31, 1871	73.0	—	5.0	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	.....	.....	.....	1,314,000	1,314,000	.....	.....	73.0	(Leased	to Chicag	o & N. W	estern.)		—	100	...
Sept. 30, 1872	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,236,150	*	.....	.....	494,162	600,000	103.302	.....	35.6	82,960	20,367	121,600	110,942	51,706	—	100	...
Dec. 31, 1872	13.0	1.0	1.3	—	3	2	1	146	Iron.....Ohio.	288,237	57,000	42,403	.....	129,550	.....	13,398	251,692	14.0	27,500	34,266	133,100	102,274	55,359	—	100	...
Oct. 31, 1872	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	.....	.....	400,000	100,000	.....	.....	11.0	11,350	.....	115,870	48,865	15,641	—	50	...
May 31, 1872	212.0	—	15.9	76.0	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	6,500,000	.....	.....	.....	1,976,100	4,195,000	.....	.....	158.0	(Leased	by Michig	an Central	R.)		—	100	...
Dec. 31, 1872	36.5	—	7.2	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	.....	.....	.....	2,095,700	2,300,000	.....	.....	—	(Leased | by Erie R | ailway Co.)			—	140,000	—	100	...
Dec. 31, 1872	108.0	116.0	22.6	—	41	37	12	744	Jeffersonville, Madison and Ind..Indiana.	6,888,000	*	1,059,864	162,691	2,000,000	4,888,000	1,214,013	7,853	224.0	1,061,102	658,633	468,286	1,287,280	469,670	7	100	...
Dec. 31, 1872	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago.....Illinois.	1,849,000	.....	.....	.....	1,500,000	349,000	.....	.....	—	(Leased	to Chicag	o & Alton	R. R. Co.)		7	100	85
May 31, 1872	44.5	—	3.7	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind	1,100,000	.....	.....	.....	.....	800,000	.....	.....	—	(Leased	to Michig	an Centra	l. R. R. C	o.)	8	100	...
Oct. 31, 1872	4.6	—	9.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	.....	.....	.....	185,250	800,000	.....	.....	.....	24,937	215,230	.....	182,384	55,157	—	50	...
Dec. 31, 1872	42.0	—	2.1	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(No	returns f	urnished.)			—	100	...
Dec. 31, 1872	58.0	—	3.1	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	—	(Leased | to Lake S | .& M. So.)			103,800	103,800	6	100	...
Mar. 31, 1873	40.0	—	2.7	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	.....	.....	.....	250,000	640,000	.....	.....	—	(Leased	by Michig	an Central	R. R. Co.)		51,200	—	100	...
Mar. 31, 1872	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Joseph & Co. Bl. Mo. & Ia.	8,626,158	*	.....	.....	2,789,413	6,131,500	.....	.....	260.2	.....	.....	.....	1,242,270	.....	—	100	...
Jun. 30, 1872	31.9	—	1.8	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	.....	.....	.....	720,000	720,000	.....	.....	—	(Leased	by Leav. L	awr. & Gal.	R. R. Co.)		72,000	—	100	...
Dec. 31, 1872	638.6	34.0	22.6	—	88	53	18	1,074	Kansas Pacific.....Kansas & Col.	35,183,274	*	2,428,546	2,563,182	9,638,950	16,925,000	2,706,480	.....	672.6	2,475,270	179,182	348,966	3,732,713	1,494,447	—	100	...
Aug. 31, 1872	49.0	—	2.4	—	6	10	4	59	Knox and Lincoln.....Maine.	2,725,798	*	.....	138,305	361,492	2,395,000	.....	107,611	49.0	(Com | pleted Oct. | 19, 1871.)			87,612	35,978	—	100	...
Oct. 31, 1872	80.0	—	3.0	—	25	10	4	1,515	Lackawanna and Bloomsburg.....Penn.	3,398,452	722,792	.....	.....	1,335,000	2,250,000	193,261	.....	80.0	436,206	362,294	2,213,010	1 083,505	471,764	—	50	...
Dec. 31, 1872	80.3	—	2.5	93.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	.....	.....	.....	1,000,000	1,300,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	...
Dec. 31, 1872	36.0	—	1.8	79.0	—	—	—	—	Lafayette, Muncie & Bloomington...Ind.	783,073	.....	3,716,927	.....	3,000,000	1,500,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	...
Sept. 30, 1872	16.0	....	....	124.0	—	—	—	—	Lake Ontario Shore Line.....New York.	1,541,456	.....	.....	.....	1,727,553	792,000	96,097	.....	.....	(Not yet	in operatio	n.)			—	100	...
Dec. 31, 1872	513.3	595.2	633.2	—	418	160	69	8,640	Lake Shore & Mich. S.....P., O. Ind. & Ill.	63,047,176	12,384,187	7,316,307	1,516,979	50,000,000	26,496,000	6,350,020	1,417,630	1,186.5	13,477,534	2,112,833	4,382,243	17,501,629	5,113,598	8	100	76½
un. 30, 1872	37.0	—	....	68.0	6	—	—	35	Lake Shore and Tuscarawas Valley. Ohio.	2,539,669	87,519	138,142	72,922	744,938	2.000 000	93,314	.....	.....	(Opened t	hrough in	July, 1873.)			100	...

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending	Companies.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad. Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. R. M. E.	Rolling Stock. Cars. Freight.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Accounts and Cash.	Liabilities. Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
		M.	M.	M.	M.					$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	pc
Sept. 30, 1872	N. Y., Kingston & Syracuse..New York.	74.0	—	4.8	76.0	7	9	3	121	3,055,856	190,066	.....	.....	2,662,921	583,000	92,692	—	74.0	101,685	168,267	69,137	219,368	60,974	—	100	....
Sept. 30, 1872	N. Y., Housatonic & North.N.Y. & Conn.	5.4	—	0.4	54.6	1	1	—	—	604,626	12,757	.....	.....	261,000	183,500	156,475	—	—	(Leased	by Housat	onic R. R.	Co.)	8,016	—	100	....
Sept. 30, 1872	New York and Mahopac.....New York.	7 0	—	0.4	0.2	—	—	—	—	264,912	.....	.....	.....	265,000	.....	.....	—	—	(Leased	by New Y	ork & Har	lem R. R.	Co.)	—	100	....
Sept. 30, 1872	N. Y., N. H. & Hartford..N.Y., Ct. & Ma.	124.0	16.3	164.0	—	84	129	41	1,010	12,861,474	1,840,536	1,46 5,553	3,428,675	15,500,000	1,641,500	377,341	1,377,592	190.2	1,700,891	3,925,765	592,579	4,483,554	1,769,809	10	100	132½
Sept. 30, 1872	N. Y., Providence and Boston..C. & R. I.	62.5	—	27.5	—	20	19	7	99	3,101,400	*	.....	.....	1,887,400	1,214,000	.....	.....	67.5	441,485	614,211	229,677	911,021	401,914	9	100	125½
Sept. 30, 1872	Niagara Bridge and Canandaigua.N. York.	99.0	—	3.6	—	—	—	—	—	3,210,616	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	by New Y	ork Cent.	R.R. Co.)	60,000	6	100	....
Jun. 30, 1872	Niles and New Lisbon .....Ohio.	35.3	—	3.3	—	5	1	1	134	1,047,364	108,287	.....	.....	500,000	500,000	59,584	96,067	35.3	112,067	48,554	336,167	179,563	88,216	—	100	....
Sept. 30, 1872	North Carolina †.....North Carolina.	223.0	—	11.2	—	24	18	10	271	4,947,741	*	34 4,672	337,271	4,000,000	553,413	592,030	483,241	223.0	478,580	140,397	113,126	(Rl'hm.&	Danv.)	—	100	....
Feb. 28, 1873	North-Eastern † .....South Carolina.	102.0	—	9.0	—	14	14	5	142	2,148,181	*	8 8,720	37,364	979,850	1,101,500	138,977	53,380	102.0	293,721	82,719	.....	395,463	159,605	—	100	....
Jun. 30, 1873	North Louisiana and Texas.....La.	72.0	—	3.6	118.0	—	—	—	—	(No a	ccounts o	btainable.)						72.0		(No accou	nts.)	.....	.....	—	100	....
Oct. 31, 1872	North Pennsylvania.....Pennsylvania.	55.6	12.1	66.7	—	39	36	20	908	7,086,930	1,208,779	1,52 4,750	.....	3,473,500	4,042,500	63,394	—	67.7	617,092	889,571	880,119	1,336,938	592,322	5s	50	88
Dec. 31, 1872	Northern, of Canada.....Canada.	95.0	45.3	33.3	—	30	21	10	689	5,465,410	*	7 8,964	610,683	.....	5,819,963	261,561	3,533	140.3	748,838	212,080	313,664	894,774	180,541	—	100	25
Dec. 31, 1872	Northern Central †.....Md. and Penn.	188.0	4.0	137.0	—	141	69	22	6,284	11,666 830	3,223,438	2,75 0,000	928,678	5,842,000	11,040,602	1,464,215	222,099	317.0	3,288,463	1,110,110	4,769,895	4,598,820	1,161,769	6	50	62
Mar. 31, 1872	Northern New Hampshire ..New Hamp.	69.2	13.4	17.6	—	27	16	6	540	3,068,400	*	30 9,618	212,958	3,068,400	102,000	266,800	154,576	82.6	506,848	195,406	411,888	796,355	217,103	8	100	103
Dec. 31, 1872	Northern New Jersey.....New Jersey.	21.3	—	4.6	—	—	—	—	—	527,452	*	87 2,548	.....	1,000,000	400,000	.....	.....	—	(Leased	to Erie Ra	ilway Co.)	273,054	37,604	8	100	....
May 31, 1873	Northern Pacific.....Minn., Dak. &c.	153.0	106.0	....	1,441	72	36	6	1,554	13,292,142	1,908,838	60 1,394	.....	.....	50,000p.m	.....	.....	559.0		(No sta	tement pu	blished.)		—	100	....
Sept. 30, 1872	Norwich and Worcester †.Conn. & Mass.	59.4	7.0	13.1	—	20	15	6	642	2,463,983	*	8 4,706	109,188	2,364,400	759,000	35,526	731,947	66.4	410,089	372,841	346,367	771,602	293,228	10	100	126
Jun. 30 1872	Nova Scotia.....Nova Scotia.	113.0	82.0	14.6	—	21	27	12	394	6,976,268	*	11 0,464	.....	.....	6,976,268	110,464	.....	145.0	.....	194,167	242,210	328,841	Loss.	—	100	....
Sept. 30, 1872	Ogdensburg and Lake Champlain...N. Y.	118.0	4.0	18.0	—	34	19	4	1,026	4,048,510	1,748,411	.....	.....	3,077,000	1,012,000	.....	.....	122.0	636,755	171,894	417,378	1,005,979	263,867	6	100	45
Dec. 31, 1872	Ogden Mine.....New Jersey.	10.0	2.0	3.8	—	2	—	—	96	452,994	*	.....	.....	450,000	.....	.....	.....	12.0	.....	.....	54,479	47,459	25,656	6	100	....
Jun. 30, 1872	Ohio and Mississippi ....Ohio, Ind. & Ill.	340.0	63.0	24.0	—	122	57	24	2,422	34,470,752	*	.....	.....	24,030,000	10,111,850	328,902	.....	393.0	2,852,763	404,765	708,799	3,343,845	934,008	—	100	25
Oct. 31, 1872	Oil Creek and Allegheny River.....Penn.	120.0	3.0	53.7	—	32	19	5	328	8,554,647	1,006,331	.....	.....	4,959,450	3,680,000	.....	.....	123.0	749,668	559,926	676,500	1,285,554	461,531	6½	50	12
Sept. 30, 1872	Old Colony and Newport..Massachusetts.	131.3	19.4	50.6	15.0	45	95	16	607	8,095,654	*	44 1,552	586,443	5,103,506	3,521,000	467,989	581,156	150.7	1,110,676	3,711,345	510,434	1,897,438	630,249	6½	100	108½
Dec. 31, 1872	Orange and Newark.....New Jersey.	9.9	2.0	3.1	—	...	33	—	—	1,073,555	*	.....	.....	290,300	736,000	73,852	.....	—		2,984 817		203,094	24,633	—	100	....
Sept. 30, 1872	Orange, Alex. and Manassas Gap †....Va.	282.6	10.0	9.6	—	25	21	12	382	9,180,634	*	.....	.....	2,692,540	5,622,664	365,431	.....	11.9						—	100	....
Dec. 31, 1872	Osage Valley and Southern Kansas...Mo.	25.0	—	1.7	200.0	—	—	—	—	600,000	.....	.....	.....	375,000	200,000	25,000	.....	292.6	713,252	196,894	161,484	988,371	403,598	—	100	....
ept. 30, 1872	Oswego and Rome.....New York.	28.6	—	3.3	—	—	—	—	—	950,958	.....	.....	.....	300,000	612,100	27	.....	—	(Leased	by Pacific	(of Mo.)R.	R. Co.)	35 p. c.	—	100	....
Sept. 30, 1872	Oswego and Syracuse .....New York.	35.0	—	46.7	—	11	12	4	258	1,114,844	330,270	.....	.....	1,144,400	180,000	.....	.....	35.0	(Leased	by Rome,	Watertow	n & Ogd.	R.R. Co.)	—	100	....
Dec. 31, 1872	Owensboro and Russellville...Kentucky.	35.0	—	1.6	100.0	2	1	1	10	.....	.....	.....	.....	1,500,000	1,500,000	.....	.....	35.0	232,069	171,932	232,801	354,880	73,878	9	100	....
Dec. 31, 1872	*Pacific* of Missouri †.....Missouri.	283.5	15.5	39.1	—	.....	.....	.....	.....	.....	.....	.....	.....	7,000,000	(Assumed by Le	ssees.)		—	(In cour	se of cons	truction:	no return	s.)	—	100	....
Dec. 31, 1872	Paducah and Gulf .....Kentucky.	63.5	—	3.6	101.5	7	4	2	77	3,261,312	*	96 0,220	59,430	2,924,150	1,000,000	408,812	.....	63.5	469,289	22,920	21,589	96,261	35,845	—	100	87½
Jun. 30, 1872	Painesville and Youngstown.....Ohio.	11.0	—	6.5	53.4	2	1	1	25	234,608	21,389	.....	.....	255,997	.....	.....	.....	11.5	(Under	construct	on: no ret	urns.)		—	100	....
Dec. 31, 1872	Panama.....New Granada.	47.6	—	11.8	—	20	26	4	486	10,000,000	*	.....	.....	7,000,000	2,993,177	.....	.....	47.6	.....	.....	.....	1,718,680	1,332,602	10½	100	104
Dec. 31, 1872	Paris and Decatur.....Illinois.	76.0	33.0	6.2	—	7	5	3	246	2,800,000	*	.....	.....	1,600,000	1,200,000	.....	.....	109.0		(No	statement	furnished	.)	—	100	....
Dec. 31, 1872	Paterson and Hudson.....New Jersey.	14.5	—	14.5	—	—	—	—	—	600,000	.....	.....	.....	630,000	.....	.....	.....	—						—	100	....
Dec. 31, 1872	Paterson and Newark.....New Jersey.	12.0	—	2.6	—	—	—	—	—	896,162	.....	.....	.....	250,000	500,000	.....	.....	—	(Leased	by Erie R	ail'y Co.)	53,400	53,400	8½	100	....
Dec. 31, 1872	Paterson and Ramapo.....New Jersey.	15.1	—	15.1	—	—	—	—	—	350,000	.....	.....	.....	248,000	100,000	.....	.....	—	(Leased	by Erie R	ail'y Co.)	35 p. c.		—	100	....
Feb. 28, 1873	Pekin, Lincoln and Decatur.....Illinois.	67.5	—	3.9	—	—	—	—	—	2,576,000	.....	.....	.....	1,500,000	1,076,000	.....	.....	—	(Leased	by Tol. Wa	b. & Win.	30,178	30,178	6	100	....
Dec. 31, 1872	Pemberton and Hightstown....N. Jersey.	22.0	—	1.8	—	—	—	—	—	538,692	.....	.....	.....	342,150	160,000	36,542	.....	—	(Leased	by United	Co.)	.....	.....	—	100	....
Dec. 31, 1872	Pemberton and New York...New Jersey.	18.0	—	1.1	—	—	—	—	—	575,000	.....	.....	.....	300,000	375,000	.....	.....	—	(Leased	by N. Jer.	Stb'n R.R.	Co.)	.....	—	100	....
Dec. 31, 1872	Peninsular.....Mich. Ind. & Ill.	165.0	—	10.0	40.9	4	4	2	45	4,916,263	*	.....	.....	1,996,000	2,779,000	142,262	.....	166.0	.....	83,491	46,333	109,913	Loss.	—	100	....
Dec. 31, 1872	Pennsylvania .....Pennsylvania.	354.9	69.0	546.9	—	593	292	112	11429	31,283,396	11,154,553	53,506,985	29,412,980	53,271,937	35,072,309	19,385,422	8,919,154	787.7	13,384,937	5,250,393	7,844,779	22,012,525	8,247,852	10	50	95½
Dec. 31, 1872	Pennsylvania Coal.....Pennsylvania.	47.0	15.9	57.0	—	23	8	—	3,340	2,000,000	*	2,967,500	.....	4,000,000	536,500	375,000	.....	47.0	.....	3,486	1,376,772	23,033	.....	20	50	260
Dec. 31, 1872	Pennsylvania and Delaware. Penn. & Del.	22.5	—	1.2	—	—	—	—	—	1,200,000	.....	.....	.....	483,297	700,000	.....	.....	—	(Leased	to Penna.	R.R. Co.:	recently	opened.)	—	50	....
Dec. 31, 1872	Pennsylvania and N. York. N.Y. & Penn.	104.3	12.1	35.9	—	18	2	—	1,218	5,086,428	628,814	.....	.....	3,061,700	3,000,000	.....	.....	145.6	.....	190,309	1,268,527	1,608,287	437,135	—	50	....
Dec. 31, 1872	Peoria and Bureau Valley.....Illinois.	6.6	—	6.6	—	—	—	—	—	1,800,000	*	.....	.....	1,200,000	600,000	.....	.....	—	(Leased	by Chic. R	. I. & Pac	Co.)	125,000	8	100	....
Dec. 31, 1872	Peoria, Pekin and Jacksonville...Illinois.	83.0	—	11.6	—	12	7	4	181	3,239,700	*	.....	.....	1,239,700	2,000,000	.....	.....	83.0	260,093	77,372	124,505	302,552	.....	—	50	....
Dec. 31, 1872	Perth Amboy and Woodbridge. N. Jersey.	6.5	—	1.0	—	—	—	—	—	214,581	*	.....	.....	57,200	100,000	57,381	.....	—	(Oper. b	y Penna.	R. R. Co.)	.....	.....	—	100	....
Dec. 31, 1872	Petersburg †.....Virginia.	64.0	18.0	8.0	—	12	9	5	120	1,817,985	*	323,908	43,338	1,324,200	500,000	361,088	.....	82.0	228,000	44,392	57,238	283,944	153,851	—	100	....
Oct. 31, 1872	Philadelphia and Balt. Cent. Penn. & Md.	46.0	—	6.0	—	9	7	3	96	1,806,209	177,474	.....	.....	220,606	2,600,000	53,413	.....	58.1	176,312	315,515	134,307	296,594	106,205	—	100	....
Dec. 31, 1872	Philadelphia and Erie †....Pennsylvania.	287.6	—	114.3	—	130	88	20	2,955	21,822,990	*	2,248,693	.....	8,448,600	14,750,000	892,988	.....	287.6	2,912,851	839,793	2,028,568	3,980,758	846,319	—	50	34
Dec. 31, 1872	Phila., Germantown and Norristown...Pa.	17.1	3.1	13.7	21.0	24	45	13	192	1,146,538	868,252	500,793	.....	2,221,900	.....	.....	.....	23.6	(Leased	by Phila.	& Read'g.)	287,816	271,179	12	50	178½
Dec. 31, 1872	Philadelphia and Reading...Pennsylvania.	98.4	172.1	421.7	—	377	202	58	14132	45,922,674	*	24,888,327	2,675,990	34,236,175	33,120,804	4,172,014	1,958,004	708.0	7,245,778	6,383,991	9,573,405	12,125,038	4,823,300	10	50	113
Dec. 31, 1872	Philadelphia and Trenton..Pennsylvania.	26.6	—	26.3	—	—	—	—	—	1,534,479	*	329,926	.....	1,259,100	.....	.....	275,408	37.5	.....	1,561,080	1,124,640	1,759,758	.....	10	50	122½
Dec. 31, 1872	Philadelphia, Wilm. and Baltimore. Penn.	95.3	3.8	139.1	—	64	103	49	1,295	11,890,736	*	2,318 306	175,395	11,488,750	1,990,500	455,331	660,478	197.7	1,248,518	1,747,195	449,780	2,814,274	1,188,614	8	50	113
Oct. 31, 1872	Pithole Valley.....Pennsylvania.	7.0	—	1.0	—	2	3	2	22	100,000	*	225,000	.....	225,000	100,000	17,182	.....	7.0	.....	9,800	12,854	20,483	Loss.	—	50	....
Dec. 31, 1872	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	198.0	8.0	46.0	—	119	84	19	1,606	18,096,349	3,740,488	1,960,109	1,812,209	8,433,550	10,011,740	5,461,178	.....	201.0	3,169,500	606,902	1,429,116	3,856,649	799,501	—	50	....
Dec. 31, 1872	Pittsburg, Ft. W. and Chic..P., O., L. & L.	468.3	—	156.3	—	243	96	54	5,559	35,835,286	*	.....	.....	22,214,286	13,621,000	17,230	.....	503.6	7,313,148	2,106,152	2,408,162	9,780,310	4,507,466	10	100	95½
Dec. 31, 1872	Pittsburg, Virginia & Charleston.....Pa.	14.0	—	3.1	16.0	3	2	1	45	854,068	55,743	.....	.....	618,564	.....	.....	.....	14.0		(In operat	ion only t	hree mon	ths.)	—	50	....
Oct. 31, 1872	Pittsb'g, Washington & Dalton...Pa. & Md.	149.6	1.9	17.2	—	57	26	9	430	11,598,236	687,192	83,196	.....	1,960,682	4,780,000	3,463,204	.....	173.8	1,703,600	781,994	980,780	1,437,392	Loss.	—	50	....
Sept. 30, 1872	Pittsfield and North Adams.....Mass.	18.6	—	1.4	—	—	—	—	—	450,000	.....	.....	.....	450,000	.....	.....	.....	—	(Leased	by Boston	& Albany	R.R. Co.)	27,000	6	100	....
Jun. 30, 1872	Plymouth, Kankakee & Pacific. Ind. & Ill.	.....	—	.....	178.0	.....	.....	.....	.....	.....	.....	.....	.....	719,200	450,000	.....	.....	—	(Leased	by Pennsy	lvania Co.)	.....	.....	—	100	....
Oct. 31, 1871	Port Huron and Lake Michigan.....Mich.	66.0	—	2.7	24.0	7	6	3	315	3,000,000	*	(To com	pletion.)	1,200,000	1,800,000	.....	.....	41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Nov. 30, 1872	Portland and Ogdensburg....Me. & N. H.	60.0	—	2.5	50.0	5	13	3	92	1,945,580	161,149	97,155	29,230	1,039,095	906,000	259,132	28,859	60.0	118,100	55,592	37,856	115,484	40,361	—	100	....
Dec. 31, 1872	Portland and Ogdensburg.....Vermont.	65.0	—	2.1	93.0	5	4	2	85	1,652,000	*	.....	.....	.....	2,340,000	.....	.....	—	(Earnings	used in co	nstructio	n.)		—	100	....
Dec. 31, 1872	Portland and Oxford Central.....Maine.	27.5	—	2.8	—	2	1	1	22	550,000	*	.....	.....	250,000	218,500	.....	.....	27.5	17,215	2,880	6,375	14,221	.....	—	100	....
Aug 31, 1872	Portland and Rochester.....Me. & N. H.	52.5	—	3.3	—	6	10	4	118	1,930,854	*	45,000	10,296	636,097	1,120,000	200,053	.....	52.5	141,640	120,009	60,790	131,561	38,078	—	100	....
May 31, 1872	Portland, Saco and Portsmouth ....N. H.	51.3	—	7.4	—	19	—	7	167	1,500,000	*	.....	.....	1,500,000	.....	.....	.....	—		(Leased by	Eastern	R.R. Co.)		10	100	121½
Apl. 30, 1873	Port Royal.....South Carolina.	111.8	—	8.0	—	9	6	4	110	5,500,000	*	.....	.....	1,500,000	.....	.....	.....	110.0	22	(Operated	for benefit	of contra	ctors.)	—	25	....
May 31, 1873	Portsmouth, Gt. Falls and Conway. N. H.	(	—	4.9	39.0	—	—	—	—	2,270,000	*	.....	.....	3,000,000	2,500,000	.....	.....	—		(Leased by	Eastern	R.R. Co.)		6	100	45
Sept. 30, 1872	Poughkeepsie and Eastern....New York.	111	—	2.5	3.4	4	5	—	60	1,391,372	*	.....	.....	770,000	2,000,000	.....	.....	41.8	55,514	70,018	10,40	53,079	£ 14,088	—	100	....

Sept. 30, 1872	43.4	1.0	44.4	—	27	19	5	919	Providence and Worcester..R. I. & Mass.	1,909,636	666,568	125,566	107,861	2,000,000	500,000	224,612	84,019	47.6	507,586	1,606,257	521,866	895,927	239,926	10	100	....
Nov. 30, 1872	13.6	—	3.1	—	3	3	3	11	Providence, Warren and Bristol..R. I. & M.	645,079	73,026	.....	.....	437,917	50,006	63,611	.....	13.6	44,096	415,776	16,367	105,585	51,456	3	100	....
Dec. 31, 1872	21.0	—	2.0	—	1	3	2	—	Queen Anne and Kent Co.....Md.	351,000	*	32,200	.....	260,000	269,000	2,600	.....	21.0	38,850	12,560	38,231	27,437	9,989	—	50	....
Dec. 31, 1872	41.7	—	1.4	88.3	3	2	2	45	Quincy, Alton and St. Louis.....Ill.	1,850,000	*	.....	.....	1,000,000	850,000	.....	.....	41.7	.....	.....	.....	96,000	A....	—	100	....
May 31, 1872	97.0	—	9.7	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	155,300	102,935	1,500,000	.....	92,150	166,085	97.0	.....	31,226	64,096	359,277	154,400	—	100	....
Jan. 31, 1873	44.0	—	3.0	60.0	4	3	3	46	Raleigh and Augusta Air-Line.....N. Car.	1,124,211	89,785	.....	.....	876,000	350,000	.....	.....	44.0	.....	.....	.....	76,037	.....	—	100	....
Sept. 30, 1873	71.0	110.0	41.5	—	39	68	19	974	Rensselaer and Saratoga.....N. Y.	7,489,628	*	.....	.....	6,000,000	1,925,000	.....	.....	181.0	861,480	664,000	556,934	1,748,915	604,234	7	100	109
Sept. 30, 1872	140.5	55.2	16.7	—	26	17	10	272	Richmond and Danville ¶.....Virginia.	5,109,406	*	2,046,460	211,461	4,000,000	2,621,090	510,171	236,066	295.9	526,732	134,485	176,708	832,092	363,846	—	100	....
Sept. 30, 1872	75.5	11.4	6.2	—	12	6	4	139	Richmond, Frederick and Potomac ¶..Va.	2,622,927	*	116,539	263,282	1,509,826	889,899	43,417	559,604	89.9	200,899	.....	.....	351,919	145,919	—	100	....
Sept. 30, 1872	22.5	2.8	4.2	—	8	10	4	160	Richmond and Petersburg ¶.....Va. N.C.	1,188,213	*	85,833	30,224	847,100	326,296	93,377	37,528	46.8	107,159	118,189	42,228	160,319	45,945	—	100	....
Sept. 30, 1872	38.3	—	2.2	26.0	3	3	2	42	Richmond and York River.....Va.	1,265,640	*	.....	.....	650,000	615,640	.....	.....	38.3	.....	(No return	s obtain	ed.)	.....	—	100	....
Sept. 30, 1872	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	—	.....	.....	557,560	.....	.....	.....	(Leased	by Erie R	ailway Co.	)	34,012	6	100	....
Jun. 30, 1872	251.9	25.5	27.0	—	33	15	7	915	Rockford, Rock Island and St. Louis..Ill.	15,490,570	*	.....	.....	6,490,579	9,000,000	.....	.....	316.5	.....	.....	.....	1,067,749	243,534	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	*	.....	.....	250,844	.....	.....	.....	20.0	.....	(No infor	mation.)	.....	.....	16	100	....
Sept. 30, 1872	141.1	48.8	25.3	—	40	31	15	779	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	*	.....	.....	2,998,900	1,785,606	38,359	.....	218.2	675,016	441,909	336,440	1,150,764	282,106	7	100	80
Jan. 31, 1873	120.0	—	26.0	—	—	—	—	—	Rutland .....Vermont.	8,787,902	—	1,286,719	.....	6,641,300	1,701,000	1,180,628	.....	239.0	(Leased	to Central	Verm'nt.)	434,740	405,381	—	100	5
Jun. 30, 1873	225.0	—	24.0	34.0	19	.....	.....	.....	St. Joseph and Denver City..Kan.& Neb.	11,188,220	420,925	279,044	8,203	4,000,000	7,000,000	734,425	157,067	225.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	54.0	5.0	6.1	—	9	15	6	98	St. Lawrence and Ottawa.....Canada.	1,050,000	*	.....	.....	.....	250,000	.....	.....	59.0	.....	70,265	38,592	161,771	45,953	—	100	....
Dec. 31, 1872	189.0	13.0	29.0	—	13	9	7	553	St. Louis, Alton and Terre Haute.Illinois.	11,768,400	*	.....	238,001	4,768,400	6,700,000	218,001	.....	56.0	360,130	149,499	416,215	507,019	220,002	—	100	11
Dec. 31, 1872	196.5	15.3	37.0	—	91	20	13	1,651	*St. Louis and Iron Mountain* ¶...Missouri.	14,558,951	1,951,989	1,088,796	168,733	10,000,000	5,461,000	.....	.....	210.8	953,393	557,576	688,574	2,146,639	987,639	3	100	28
Dec. 31, 1872	310.0	48.0	25.0	50.0	46	26	12	1,170	St. Louis & S. Eastern...Ill., Ky. & Tenn.	11,089,000	1,725,000	3,993,000	.....	11,000,000	5,807,000	.....	.....	220.0	.....	.....	.....	822,601	169,779	—	100	....
Dec. 31, 1872	150.0	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill	5,040,100	—	.....	.....	2,324,100	3,477,000	.....	.....	—	(Leased	by Chicago	& Alton	R.R. Co.)	240,000	—	100	....
Jan. 31, 1873	353.0	—	17.6	—	38	38	19	1,531	St. L., Kansas City & Northern..Mo & Ia.	28,134,445	*	2,369,765	439,708	24,000,000	6,000,000	943,028	.....	581.7	2,893,281	428,957	517,528	2,780,820	748,139	—	100	....
Oct. 31, 1872	158.4	—	28.0	—	30	14	8	824	St. Louis, Vandalia & Terre Haute....Ill.	7,984,227	*	.....	203,201	2,377,779	5,499,000	250,548	60,101	158.4	862,806	.....	.....	1,180,273	354,082	—	100	....
Dec. 31, 1872	297.0	175.0	16.0	251.0	30	14	9	289	*St. Paul and Pacific* (1st Div.)..Minnesota.	15,188,653	*	3,723,033	229,522	1,968,600	16,197,000	589,333	.....	288.0	462,489	235,279	152,356	882,566	.....	—	100	....
Dec. 31, 1872	121.0	—	8.0	—	13	6	4	194	St. Paul and Sioux City.....Minn.	4,550,960	*	179,798	54,019	4,000,000	.....	784,777	.....	121.0	344,883	75,461	136,127	424,398	99,668	—	100	....
Dec. 31, 1872	116.0	—	16.0	—	21	18	9	309	Sandusky, Mansfield and Newark ..Ohio.	3,244,500	*	.....	.....	937,500	2,307,000	.....	.....	160.0	.....	178,661	153,506	574,951	37,802	—	50	....
Dec. 31, 1872	237.0	110.0	15.4	61.0	27	19	6	342	Savannah, Albany and Gulf.....Ga.	7,592,283	*	529,789	1,171,804	4,479,677	3,242,200	1,571,999	.....	347.0	635,300	98,284	.....	983,966	339,539	—	100	....
Dec. 31, 1872	104.0	—	4.9	—	10	9	5	80	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	.....	.....	1,000,000	1,427,800	.....	.....	104.0	(No	statement	furnished	: very s	mall.)	—	100	....
Feb. 28, 1873	80.0	—	8.0	—	15	7	5	203	Seaboard and Roanoke..Va. & N. Carolina.	1,488,400	*	.....	105,689	1,278,400	210,000	107,000	.....	80.0	235,679	26,309	162,532	566,619	266,385	8	100	....
Apr. 30, 1872	237.0	—	11.9	—	39	17	9	412	*Selma, Rome and Dalton*...Ala. & Georgia.	12,980,000	*	.....	.....	3,750,000	9,230,000	large	.....	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	.....	.....	1,889,000	1,423,000	10,000	.....	80.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Nov. 30, 1872	32.0	—	2.0	—	2	2	2	70	Shenango and Allegheny ..Pennsylvania.	890,335	78,945	20,000	.....	199,000	780,000	.....	.....	32.0	40,500	16,170	56,220	58,850	32,393	—	50	....
Jun. 30, 1872	106.8	—	11.3	—	11	8	5	163	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,400	*	.....	.....	2,068,400	1,628,000	.....	.....	157.8	.....	.....	.....	162,405	10,344	—	100	....
Dec. 31, 1872	122.4	—	6.6	26.1	9	6	3	232	Sioux City and St. Paul....Iowa & Minn.	4,422,182	*	568,362	.....	2,800,000	1,740,000	450,494	.....	—	(Run by c	ontractors	: no retu	rns.)	.....	—	100	....
Sept. 30, 1872	183.0	—	9.2	—	—	—	—	.....	South and North Alabama.....Ala.	7,481,764	*	.....	.....	3,458,067	4,906,000	.....	.....	131.0	.....	41,327	74,837	199,051	60,26*	—	100	....
Dec. 31, 1872	137.0	106.0	30.0	—	42	37	*	507	South Carolina ¶.....South Carolina.	9,594,328	*	2,019,176	306,086	5,819,275	4,730,346	236,736	71,474	243.0	856,732	207,344	266,707	1,401,211	545,105	—	100	....
Sept. 30, 1872	116.0	—	5.8	—	11	7	4	401	Southern Central.....New York.	3,450,058	287,306	.....	.....	1,783,021	2,288,000	89,881	.....	116.0	302,744	161,821	178,099	307,280	104,978	—	100	....
Sept. 30, 1872	57.0	20.0	20.0	—	19	35	7	114	South Side (L. I.) .....New York.	3,166,561	648,925	.....	.....	1,000,000	2,250,000	386,782	.....	57.0	233,990	617,899	88,701	501,871	226,637	—	100	....
Aug. 31, 1872	167.5	—	9.5	—	12	5	3	243	Southern Minnesota .....Minnesota.	9,424,953	*	.....	.....	3,825,000	4,592,000	1,007,953	.....	165.5	.....	46,349	92,661	493,438	190,021	—	100	....
Dec. 31, 1872	170.0	—	8.5	562.0	14	23	8	245	Southern Pacific.....California.	11,500,000	*	.....	.....	8,404,800	5,750,000	.....	.....	170.9	.....	314,150	121,560	932,725	481,864	—	100	....
Jun. 30, 1872	228.0	—	11.2	—	12	10	4	260	Springfield & Ill. So. Eastern.....Illinois.	8,176,500	*	.....	.....	4,000,000	4,400,000	140,000	.....	—	(Not in o	peration a	t date.)	.....	.....	—	100	....
Sept. 30, 1872	81.0	—	17.0	—	16	13	3	373	Syracuse, Binghamton and N. York..N.Y.	3,906,297	*	.....	.....	2,004,000	1,670,000	129,414	.....	81.0	449,520	186,606	533,355	713,585	216,481	4	100	....
Sept. 30, 1872	26.0	1.0	3.1	16.0	3	6	2	40	Syracuse and Chenango Valley....N. Y.	1,165,062	61,995	.....	.....	1,063,400	500,000	229,997	.....	26.0	23,548	49,219	29,914	23,199	loss.	—	100	....
Nov. 30, 1872	79.7	26.6	30.0	—	36	21	9	782	Terre Haute and Indianapolis....Indiana.	2,807,218	*	1,583,434	191,840	1,988,150	800,000	616,344	1,173,143	99.3	.....	190,997	834,850	1,070,354	128,443	—	100	....
Apr. 30, 1873	66.0	—	6.6	1,741	12	6	—	73	Texas and Pacific.....Texas.	4,200,000	*	.....	.....	200,000	4,000,000	.....	.....	66.0	.....	.....	.....	346,001	85,042	—	100	....
Dec. 31, 1872	227.3	10.2	29.0	—	45	13	9	1,109	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	3,450,000	204,794	.....	237.5	1,192,831	.....	.....	1,316,106	368,093	—	100	....
Dec. 31, 1872	473.6	153.6	60.6	—	182	71	42	4,207	Toledo, Wabash and Western..O. I. & Ill.	34,683,000	*	.....	.....	16,000,000	18,683,000	.....	.....	955.7	5,196,661	637,050	1,349,052	6,008,978	1,578,182	—	100	36½
Sept. 30, 1872	34.9	—	9.0	—	11	12	6	222	Troy and Boston.....New York.	1,934,146	378,416	.....	.....	1,599,000	1,899,000	65,309	.....	55.3	190,548	262,763	191,122	516,563	212,097	2	100	....
Dec. 31, 1872	1,032	—	100.0	—	151	93	36	2,409	*Union Pacific* ....Nebr. Utah Nev. & Cal.	111,948,812	*	.....	.....	36,762,300	75,179,512	.....	.....	1,032.0	.....	165,688	.....	8,862,606	4,092,032	—	100	26½
Dec. 31, 1872	165.0	—	160.0	—	242	281	38	1,762	United Companies of New Jersey..N. Jer.	22,450,328	*	13,216,919	427,838	18,990,627	17,615,608	797,681	472,455	455.9	3,905,741	7,580,795	2,536,304	8,266,226	2,261,060	10	100	124½
Apr. 30, 1872	37.0	—	4.0	91.0	6	6	1	28	Utah Central.....Utah.	1,500,000	*	.....	.....	500,000	1,000,000	.....	.....	37.0	.....	.....	.....	360,612	206,358	—	100	....
Dec. 31, 1872	31.0	—	2.1	44.0	3	3	2	11	Utah Southern .....Utah.	1,060,000	*	.....	.....	400,000	660,000	.....	.....	31.0	.....	.....	.....	126,884	63,442	—	100	....
Sept. 30, 1872	74.8	—	13.4	12.2	14	15	7	125	Utica and Black River.....New York.	2,200,444	258,703	.....	.....	1,754,920	775,500	.....	.....	92.2	201,688	184,533	62,064	337,299	111,309	3	100	....
Sept. 30, 1872	98.0	22.0	14.0	—	17	15	7	62	Utica, Chenango and Susq. Valley..N. Y.	3,186,344	438,181	.....	.....	2,908,600	.....	.....	.....	120.0	228,887	246,161	178,749	424,792	32,246	6	100	....
May 31, 1872	47.0	25.5	9.3	—	—	—	—	—	Vermont and Canada .....Vermont.	3,000,000	—	.....	.....	3,000,000	.....	.....	.....	—	(Leased	by Vermo	nt Central	R. R. Co.	at 8 p.c.)	8	100	44
May 31, 1872	118.0	—	108.0	—	176	125	51	5,189	Vermont Central.....Vermont.	11,500,000	*	.....	.....	5,000,000	6,500,000	.....	.....	773.0	.....	.....	(2 yrs.	8,497,442	493,487	—	100	....
Sept. 30, 1872	56.0	24.1	9.2	—	13	19	8	274	Vermont and Massachusetts..Mass. & Vt.	2,703,966	*	90,785	191,899	2,860,000	900,000	68 899	157,751	88.1	24 ,299	275,181	131,458	557,196	169,523	2	100	53
Feb. 29, 1872	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	245,588	193,945	454,072	2,929,236	86,869	.....	140.0	181,288	82,372	49,431	408,220	102,918	—	100	....
Dec. 31, 1872	46.0	—	2.3	—	3	*	*	50	Vineland.....New Jersey.	1,826,191	*	.....	.....	998,005	750,000	75,187	.....	—	(Leased	to N. Jer.	Southern	R. R Co.	)	—	100	....
Dec. 31, 1872	18.3	—	6.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	—	.....	.....	1,800,000	1,261,400	.....	.....	—	(Leased	to D. L. &	W. R. R.)	525,749	215,353	7	100	51½
Sept. 30, 1872	44.0	—	2.0	231.0	4	6	3	65	Washington and Ohio .....Virginia.	1,435,176	128,577	128,773	.....	900,700	180,400	321,248	340,178	44.0	81,361	27,693	19,418	81,285	7,948	—	100	....
Aug. 31, 1872	182.0	28.0	15.5	—	26	16	5	247	Western Alabama.....Alabama.	4,822,628	538,272	342,800	662,535	2,008,324	3,169,900	561,508	626,504	160.0	421,880	101,742	.....	1,590,245	150,534	—	100	....
Dec. 31, 1872	183.0	—	11.0	—	59	18	12	921	Western and Atlantic.....Georgia.	(Owned by	State	of Georgi	a & leas	ed to a co	mpany fo	r $300,00	0 a year.)	138.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	60.0	—	8.0	13.0	10	10	6	123	Western Maryland ¶.....Maryland.	2,366,392	*	208,500	17,069	682,893	1,800,000	109,069	.....	60.0	217,760	134,656	73,841	197,707	7,038	—	100	....
Dec. 30, 1872	57.1	27.6	14.6	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,846,006	—	.....	.....	1,022,450	1,800,000	1,023,555	.....	—	(Leased	by Penney	lvania R.	R. Co.)	.....	—	53	....
Dec. 31, 1872	60.7	—	16.2	—	18	63	8	171	West Jersey.....New Jersey.	2,255,355	*	1,486,466	178,462	1,359,700	2,398,000	162,583	.....	128.9	330,555	642,725	28,443	664,777	291,368	8	100	100
Mar. 31, 1873	197.0	—	10.0	—	26	14	10	660	West Wisconsin.....Wisc.	8,640,000	*	.....	.....	4,000,000	4,640,000	.....	.....	165.0	.....	.....	.....	549,645	263,329	—	100	....
Dec. 31, 1872	32.0	—	1.0	29.0	3	5	2	24	Wheeling, Pbg. & Balt.....W. Va. & Pa.	579,642	*	.....	.....	500,000	.....	79,642	.....	32.0	39,328	53,175	11,688	48,164	480	—	53	....
Sept. 30, 1872	189.6	—	6.0	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	3,971,781	381,117	51,244	.....	300,000	3,800,000	304,142	.....	172.0	.....	.....	.....	591,046	226,498	—	100	....
Oct. 31, 1872	63.6	—	9.5	—	11	6	5	124	Wilmington and Reading...Pennsylvania.	2,644,078	255,151	32,892	.....	750,963	2,332,300	108,610	.....	63.6	230,554	132,365	264,573	228,773	21,667	—	50	....
Sept. 30, 1872	162.0	19.0	9.5	—	92	31	—	324	Wilmington and Weldon ¶...N. Carolina.	3,004,044	*	61,436	296,393	1,456,200	1,619,100	77,042	299,581	161.0	519,184	124,995	.....	635,871	280,883	—	100	66½
Dec. 31, 1872	130.0	—	3.0	201.0	15	6	2	300	Wisconsin Central .....Wisconsin.	4,120,000	*	.....	.....	1,557,500	1,591,500	.....	.....	.....	.....	.....	.....	131,793	63,778	—	100	....
Sept. 30, 1872	45.7	—	11.8	—	17	11	5	411	Worcester and Nashua.....N. H.& Mass.	2,212,144	*	85,701	48,143	1,425,400	310,300	36,515	573,774	45.7	359,641	381,954	368,042	587,359	195,453	12	100	124½
									CANALS, &c.																					
May 31, 1872	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	*	258,967	.....	1,880,800	1,997,872	.....	.....	12.8	.....	.....	.....	419,222	281,715	4	50	....
Dec. 31, 1872	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	.....	.....	8,229,594	8,065,500	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Dec. 31, 1872	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	*	.....	.....	1,633,350	800,000	.....	.....	—	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	3	50	97
Dec. 31, 1872	168.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,339,210	725,581	20,935,209	.....	15,000,000	13,000,000	.....	.....	108.0	.....	.....	1,869,557	86,970	loss.	10	100	116
Dec. 31, 1872	43.0	23.6	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	*	.....	.....	5,847,400	.....	.....	.....	65.5	.....	.....	.....	987,557	385,170	10	100	....
Dec. 31, 1872	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,800	*	.....	.....	8,784,650	16,767,656	.....	.....	108.0	.....	.....	1,041,891	506,060	32,570	—	50	87
Dec. 31, 1872	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,146,039	—	.....	.....	1,004,150	110,000	8,054	.....	85.0	.....	.....	2,059,934	196,149	159,121	9	50	.....
Feb. 28, 1873	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,432,474	*	.....	.....	2,200,000	1,125,129	.....	.....	103.0	.....	.....	.....	322,762	80,194	7	50	49½
Dec. 31, 1872	73.0	64.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	8,093,350	*	.....	.....	4,457,150	2,588,000	1,048,200	.....	360.0	.....	.....	967,573	556,164	loss.	—	50	24
Dec. 31, 1872	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,286,573	271,467	.....	4,385,798	8,576,332	267,198	.....	108.3	(Leas.to	Ph.&R'g.)	1,200,181	649,352	634,169	1	50	12½
Dec. 31, 1872	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	*	.....	.....	2,002,706	2,757,310	165,811	.....	45.0	(Leas.to	Ph.&R'g.)	426,393	99,151	51,241	—	50	12
Dec. 31, 1872	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	2,907,850	*	.....	.....	2,907,850	300,000	35,000	.....	54.0	.....	.....	.....	124,969	44,862	200	—	50	.....
Dec. 31, 1872	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	3,030,344	*	.....	.....	1,100,000	748,000	295,219	.....	....	(Leased	to Pennsylvania.)	.....	.....	.....	—	50	....

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
	$	p c	p c	p. c.
Railroad Stocks:				
Atlantic and Great Western, pref...	10,000,000	7	...	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	...	....
" " " guar.	276,200	7	...	....
Atlantic and Pacific, preferred	10,000,000	7	...	14
Atlantic and St. Lawrence,* guar....	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,552,800	6	5	108
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar.....	1,159,500	7	7	82
Camden and Amboy,* guaranteed..	6,847,900	10	10	124½
Camden and Atlantic, preferred.....	763,549	7	3½	82
Cayuga and Susquehanna,* guar....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,600	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	105½
Central Ohio,* preferred	411,550	6	6	90
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,300	7	5	78
Chicago and Alton, † preferred.....	2,425,400	...	10	106
Chicago, Iowa & Nebraska,* guar..	3,916,300	...	8	95½
Chicago and North-Western, pref...	21,289,563	7	7	59½
Cinc., Sand. and Cleveland, pref....	429,000	6	6	25
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	88
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred....	243,000	8	8	....
Dayton and Michigan, pref. & guar.	972,400	8	8	....
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	....	....
Dubuque and Sioux City,* guar....	5,000,000	...	3	60
Dubuque South-Western, pref.....	590,315	8	....	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	65
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	76
" " com.& *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	61
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	...	....	....
Hannibal and St. Joseph, pref.....	2,167,700	7	7	31
Harrisburg and Lancaster,* guar....	1,182,550	7	7	102
Housatonic, preferred.....	1,180,000	8	8	97
Huntington & Broad Top Min, pref.	190,750	7	...	32
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	35
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref...	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	3,101,650	6	....	16
" " 2d pref....	4,436,250	6	....	10
Mich. Southern, (Lake Shore) guar..	533,500	10	10	....
Mill Creek,* guaranteed.....	328,375	10	10	....
Milwaukee and St. Paul, preferred..	10,825,777	7	7	51½
Mine Hill,* guaranteed.....	3,856,450	8	8	107
Montclair,* guaranteed.....	2,000,000	7	....	....
Morris and Essex,* guar.....	15,000,000	7	7	96
Nesquehoning Valley,* guar.....	2,000,000	10	10	110
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,295,200	10	10	122½
New London Northern,* guar.....	971,460	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	127
" " *com.& guar.	8,500,000	8	8	128½
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred.....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	126
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	45
" " pf.& *guar.	2,000,000	8	8	83½
Ohio and Mississippi, preferred.....	4,030,000	7	7	40
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama, guaranteed.....	7,000,000	12	12	104
Paterson and Hudson,* guar.....	630,000	....	5½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	...	....	....
Phila., Germant'n & Norrist'n,*guar.	2,231,900	12	12	178½
Philadelphia and Reading, † pref....	1,561,687	....	10	....
Philadelphia and Trenton,* guar....	1,259,100	10	10	122½
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	93½
Pittsfield and North Adams,* guar.	460 000	5	5	....
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	121½
Rochester & Genesee Valley,* guar.	557,560	...	....	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	33
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	....	33½
St. Louis, Jacksonv. & Ch., pf.* & guar.	1,054,100	7	....	....
St. Louis, Kansas City & Nor., pref..	12,000,000	...	....	27
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar.....	359,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	....	....
" " 2d pref..	1,000,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	71
Warren,* guaranteed.....	1,800,000	7	7	....
Canal Stocks.				
Delaware Division,* guar.....	1,633,350	8	8	....
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	122½
" com. and * guar.....	1,696,000	4	4	42½
Schuylkill Navigation, preferred....	2,808,977	6	6	25½

New York Stock Exchange.

Actual Sale Prices for the week ending May 20.

	Th.14.	F.15.	Sat.16.	M.18.	Tu.19.	W.20
Boston, Hart. & Erie.....	....	....	....	1½	1½	....
Canton Co..... 56	58	....	....	....	....	....
Central Pacific.....	....	....	....	....	....	....
Central Pacific 6s.....	94½	....	93½	91½	91½	....
Central of N. Jersey....105½	....	105½	105½	105½	105½	....
Chesapeake & Ohio 1 m.....	....	....	50	....	....	....
Chicago & Alton.....	....	....	102	102	....	....
" pref.....	....	....	....	106	....	....
" 1 M.....	....	....	....	....	....	....
" S. F.....	....	....	....	....	....	....
" Inc. bds.....	....	....	....	98	....	....
Chicago, Burl. & Q.....	....	....	....	102½	....	....
" 8s, 1883	....	....	....	110	....	....
Chic. & Northwestern.. 42	43½	42½	40½	40½	41	....
" pref..... 60½	62	61½	59	59	59½	....
" 1st M.....	....	101	....	100½	....	....
" S. F.....	....	....	....	....	....	....
" Consol..... 87½	....	....	87	....	....	....
Chic., Rock Isl. & Pac.. 96½	97½	96½	95½	96	96	....
Chi., R. I. & Pa. 7s,1896.....	....	....	106½	106	....	....
Clev., Col., C. and Ind.. 67	67	....	....	....	....	....
Clev. & Pittsburg guar.. 87½	87½	87½	....	87½	88	....
" 2 M.....	....	....	....	....	....	....
" 3 M.....	....	....	....	....	....	....
" 4 M.....	90½	....	....	....	....	....
Clev. and Toledo.....	....	....	....	....	....	....
" S. F. 7s.....	103	....	....	....	....	....
Col., Chi., & Ind. C..... 19½	19½	19½	18½	19	19½	....
" 1 M.....	83	....	....	82½	....	....
" 2 M.....	....	....	....	....	....	....
Del. & Hudson Canal ..116½	117	116½	116½	116	....	....
Del. Lack. & Western...107½	107½	107½	107½	107	107½	....
" 1 M. 7s.....	....	....	....	....	....	....
" 2 M. 7s.....	....	....	....	....	....	....
Erie Railway..... 35½	36	35½	35½	35½	35½	....
" pref.....	....	....	....	....	....	....
" 1 M. 7s. 1897.....	....	....	....	....	....	....
" 2 M. 7s, 1879.....	98½	....	....	97½	....	....
" 3 M. 7s, 1883 96	....	96	95	94½	....	....
" 4 M. 7s, 1880 95	....	....	93	....	....	....
" 5 M. 7s, 1888 94½	93½	....	91	91	....	....
" 7s, con. gold.....	....	....	....	....	....	....
Great Western 2d mort.....	....	....	....	....	....	....
Hannibal & St. Joseph. 25½	26½	26½	25½	25½	26½	....
" pref.....	....	32	31	....	....	....
" 8s, conv.....	....	78	....	....	....	....
Hudson River.....	....	....	....	....	....	....
" 2 M. S. F.....	....	....	105½	....	....	....
" 3 M. 7s, 1875.....	....	....	....	....	....	....
Illinois Central 99	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th. 75½	76	75½	74½	75½	75½	....
Marietta & Cin. 1st pref.....	....	....	....	....	....	....
" 2d pref..... 10	....	....	....	....	....	....
Michigan Central.....	....	....	75	....	....	....
" S.F. 8s, 1882.....	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.102	....	....	....	....	....	....
" 2 M.....100	....	....	....	99½	99½	....
Milw. and St. Paul..... 33½	34½	33½	32½	32½	32½	....
" pref..... 53	....	....	50½	51½	51½	....
" 1st mort.....	....	....	....	....	....	....
" 2d mort..... 80	....	....	....	....	....	....
" 8s.....	....	....	106½	....	....	....
" 7 3-10s con.....	....	....	....	....	....	....
" 7s, gold.....	....	....	....	....	....	....
Missouri 6s.....	96	96½	96½	97	....	....
" H. & St. J. 1s.....	93½	....	94½	....	....	....
Morris and Essex..... 96	96	....	....	96	96	....
" 1st mort....104	....	104	104½	....	104	....
" 2d mort.....	101½	....	....	....	....	....
N. Y. Con. & Hud. Riv. 97½	97½	97½	96½	97½	97½	....
" 7s, S.F. 1876.....	101½	101½	....	....	....	....
" 6s, S.F. 1883.....	91½	....	....	....	....	....
" 6s, S.F. 1887.....	....	....	....	....	....	....
N. York and Harlem...128	128	128	....	128½	....	....
" pref.....	....	....	....	....	....	....
" 1 M. 7s.....	103½	103½	103½	103½	....	....
N. York N. Hav. & Hart.132	....	131½	132½	....	....	....
N. Carolina 6s, old.....	....	....	23	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss..... 23	23½	23½	22½	23½	23	....
" pref.....	....	....	40	40	....	....
" 2d M..... 70	....	69½	....	....	....	....
Pacific Mail S. S. Co.... 42½	43	41½	41½	42½	42½	....
Panama 105	106	105½	104	104	....	....
Pitts., Ft. W. & Chi. gtd.....	....	94	94	....	93½	....
" 1 M.....	....	....	....	....	....	....
" 2 M.....	....	....	....	....	....	....
" 3 M.....	....	....	....	....	....	....
Quicksilver Mining Co..... 25	25	25½	....	....	....	....
St. L., Alton & T. H.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
" 1 M.....	....	....	....	....	....	....
" 2 M. pref.....	....	....	....	....	....	....
" Income bds.....	....	....	....	....	....	....
Tennessee 6s, old.....	....	....	....	83	83	....
" new..... 83½	....	....	83½	83½	83	....
Tol., Wab. & Western.. 36½	38	36½	36	36½	36½	....
" pref.....	....	....	....	....	....	....
" 1 M.....	94	....	94½	....	....	....
" 2 M.....	....	....	....	82	....	....
" Equipment.....	....	....	....	....	....	....
" St. Lou. Div.....	....	78	....	....	....	....
Union Pacific..... 27½	28½	27½	26½	25½	26½	....
" 1st mort... 85½	85½	85½	85	84½	85	....
" L. Gt. 7s.....	....	79	79	....	....	....
" Inc. 10s.....	79½	79½	79	....	78	....
Virginia 6s, old.....	....	....	....	....	....	....
" new.....	....	....	....	....	....	....
" consol.....	....	....	....	....	....	....
" def. cert.....	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending May 20.

	Th.14.	F.15.	Sat.16.	M.18.	Tu.19.	W.20
Federal Stocks:—						
U. S. 5s, 10-40s, reg.....	....	....	....	....	....	....
U. S. 5s, 10-40s, coup.....	115	115½	....	115	....	....
U. S. 5s, 1881, reg.....	115½	....	....	....	A....	....
U. S. 5s, 1881, coup.....	....	115½	....	116½	....	....
U. S. 6s, 1881, reg.....119½	....	....	119½	....	119½	....
U. S. 6s, 1881, coup....121½	121½	....	121½	....	121½	....
U. S. 6s, 5-20s, reg. '62....	115½	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862.....	115½	115½	115½	....	....	....
U. S. 6s, 5-20s, reg. '64.116½	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.....	....	....	....	117	....	....
U. S. 6s, 5-20s, reg. '65.....	....	....	....	116½	....	....
U. S. 6s, 5-20s, c. 1865.....	....	118	....	....	....	....
U. S. 6s, 5-20s, r. n. '65.....	....	....	....	119½	119½	....
U. S. 6s, 5-20s, c. n '65.....	119½	....	119½	119½	119½	....
U. S. 6s, 5-20s, reg. '67.119½	....	....	....	....	119½	....
U. S. 6s, 5-20s, c. 1867.120½	120½	....	120½	....	120½	....
U. S. 6s, 5-20s, reg. '68.....	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68...120½	....	....	120½	....	....	....
U. S. 6s, Pac. RR issue.116½	116½	....	116½	116½	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 19.

	W.13.	Th.14.	F.15.	Sat.16.	M.18.	Tu.19
Catawissa preferred ... 41	41	40½	41	41	....	
" 7s, new	....	....	....	....	101½	
Camden and Amboy.....	....	....	....	....	....	
" 6s, 1875 .... 98½	....	....	....	....	....	
" 6s, 1883 .... 90½	....	....	....	....	....	
" 6s, 1889	....	....	....	....	....	
" mort. 6s, '89 97½	97½	....	....	100	100	
Elmira & Williamsport.....	....	....	....	....	....	
" pref.....	....	....	....	....	....	
" 7s.....	....	....	....	....	....	
Lehigh Navigation..... 44	44½	44½	43½	43½	43½	
" 6s, 1884 94	94	94	....	....	....	
" Gold L.....	....	97½	97½	....	....	
" R. R. L.....	....	....	....	....	....	
" Conv. L. '77....	....	....	....	....	....	
Lehigh Valley R. R..... 60½	60½	61	61	61	60½	
" 6s new coup.....	....	....	....	....	....	
" 6s new reg.....	....	....	103	....	....	
" 7s.....	....	104½	....	....	....	
Little Schuylkill R.R..... 46½	....	46½	....	....	....	
" 7s.....	....	....	....	....	....	
Minehill 53	....	....	....	....	....	
Morris Canal.....	....	....	....	....	....	
" pref.....	....	....	....	....	....	
North Pennsylvania ... 44	43½	44	....	....	44	
" 6s, 1885 ..... 99½	....	....	....	....	99½	
" 7s.....	....	....	....	....	....	
" 10s, 1887	....	....	....	....	108	
Northern Central	....	....	....	....	....	
Oil Creek & Alleg. Riv. 5½	5½	6½	6½	6½	6	
" 7s..... 42	....	....	....	....	....	
Pennsylvania R. R..... 49½	49½	49½	49½	48½	47½	
" 1st M.....	....	102½	....	....	102	
" 2d M..... 99½	....	....	....	....	....	
" Gen. mort.....	....	....	....	....	90	
" " reg.....	....	....	93	....	....	
Penn. State 6s. 1st series.....	....	....	....	....	....	
" 6s, 2d series.....	....	....	....	....	....	
" 6s, 3d series.....	....	....	....	....	....	
Philadelphia City, 6s.....	....	....	102½	....	102½	
" new 105	105	104½	104½	104½	104½	
Philad., Germ. & Nor.....	....	....	....	....	....	
Phila. & Reading 56½	56½	56½	57	56½	56½	
Philadelphia and Erie.. 17	....	....	....	....	....	
" 6s.....	....	....	....	....	....	
" 7s.....	....	....	....	....	....	
Phila., Wilm. & Balt.....	....	....	....	56½	56½	
Schuylkill Navigation.....	....	....	....	....	....	
" pref.....	....	12½	....	12	....	
" 6s, 1882	....	....	77	....	....	
" 6s, 1876	....	....	....	....	....	
" 6s, 1872	....	....	....	....	....	
United Co. of N. Jersey.....	125	125	125	124½	....	
Hestonville, (Horse).. 20	20	....	....	....	....	
Chestnut & Wal.	....	60	60	....	....	
Green & Coates	....	....	....	....	....	
2d and 3d streets	....	....	....	....	....	
Spruce and Pine	....	....	29	....	....	
13th and 15th sts.	22	....	....	22	....	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 19.

	W.13.	Th.14.	F.15.	Sat.16.	M.18.	Tu.19
Baltimore City 6s, 1875.....	....	100½	....	100½	....	
" 1880 101	....	....	....	....	....	
" 1890 .....100½	100½	100½	100½	100½	100½	
" 1884	....	....	....	....	100½	
" 1900	....	100	....	....	....	
Balt and Ohio.....	....	....	....	....	....	
" bonds, 1875.....	....	....	....	....	....	
" " 1880.....	....	....	....	....	....	
" " 1885. 99	99½	....	....	100	....	
Central Ohio.....	42½	....	....	....	....	
" 1st mort.....	....	....	....	....	....	
Marietta & Cin. 1st M..101½	101½	....	101½	101½	....	
" 2d M..... 89	....	....	89½	....	89½	
" 3d M. 8s.... 79½	79½	....	....	....	....	
Northern Central.....	....	....	....	....	....	
" bonds, 1885. 93	....	....	....	....	....	
" " 1900.....	....	....	....	....	....	
Pittsb. & Connellsv. 7s.....	....	57½	....	....	....	
N. W. Va. 2d mort.....	....	....	....	....	....	
Virginia 6s, Consol..... 51½	....	....	....	51½	....	
" Defer. Certif.....	....	....	....	....	....	
City Passenger R. R.....	....	....	....	....	....	

Boston Stock Exchange.

Actual Sale Prices for the week ending May 20.

	Th. 14.	F 15.	Sat. 16.	M 18.	Tu. 19.	W. 20
Boston and Albany	....	133¼	....	132½	131	131
Boston and Lowell	106½	....	....	...	106	106½
Boston and Maine	106½	106½	106½	106½	106½	106½
Boston and Providence	....	....	....	....	....	147½
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s	22	22¼	22½	22½	22½	22½
Cheshire, pref	....	....	....	....	....	78
Chi., Burl. & Quincy	102½	102½	102½	102½	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	69	69½	....	69½	....	69½
Fitchburg	126	126	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	76	77	76	....	....	....
Northern, N. H	107	103s	....	....	....	....
Ogdens. & Lake Champ	....	45	....	....	45	....
" pref	....	....	....	....	....	....
Old Colony	108	....	109	108½	108½	109
Ph., Wil. & Baltimore	55½	56	....	55½	55½	55½
Portl'd, Saco & Ports	119	....	119½	121½	....	....
Union Pacific	....	....	....	....	....	....
" 6s	....	....	....	....	82	....
" Land Grant 7s	....	....	....	....	....	....
" Income 10s	77½	77½	76	....	....	77
Vermont & Canada	....	....	....	....	....	....
Vermont & Mass	....	....	82½	82	81½	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	48	....	....	....	....	49
Middlesex	....	....	....	....	....	....
Central Mining Co	26	....	....	....	....	....
Copper Falls	19½	19½	19½	....	....	19
Franklin	....	....	....	....	....	....
National	....	....	....	....	....	....
Quincy	35	35	35	34	....	....

London Stock Exchange.

	—Closing Prices.— April 30.	May 8.
Atlantic & Gt. W. 1st mort., $1,000	59 — 61	60 — 62
Do. 2d mort., $1,000	33 — 40	38 — 40
Do. 3d mort., $1,000	18½ — 19½	18½ — 19½
Do. Con. mort. B'nds Bisch's Cert.	21 — 23	20 — 22
Do. Leas. Lines, Rental Bonds	71 — 74	71 — 74
Do. 1873	60 — 65	60 — 65
Do. 8 p. c. Scrip, West. Exten	85 — 87	85 — 87
Detroit & Milwaukee 1st mort. Bonds	65 — 70	65 — 70
Do. 2d do.	50 — 55	50 — 55
Erie shares 100 dol. all paid	31 — 31½	32½ — 32¾
Do. 6 per cent Convertible Bonds	93 — 95	93 — 95
Cons. Mort. amount antho. to be issued for conv. of existing bonds	88 — 90	88 — 90
Illinois Central $100 shares all paid	90 — 92	90 — 92
Do. Redemption mort. bonds 6 p.c.	98 —100	98 —100
Illinois & St. Louis Bridge 1st mort.	98 —100	98 —100
Marietta and Cincinnati Rail. Bonds	95 — 98	95 — 98
Michigan Central 8s 1882, conv.	88 — 92	88 — 92
Panama General mort.	95 — 97	95 — 97
Pennsylvania, General mort.	98½ — 99½	99 —100
Do. $50 shares	46 — 48	47 — 49
Philadelphia and Erie 1st mort.	94 — 96	94 — 96

American Railroad Journal.

Saturday, May 23, 1874.

Stock Exchange and Money Market.

The Money market has been unusually easy for responsible borrowers on call, the prevailing rates to the best class of Stock Exchange firms having been 3@4, and to the leading dealers in the public funds 2@3 per cent. At these very low figures, the offerings of Money have been in excess of the requirements of prominent street houses. The discount market has also been working more comfortably for the mercantile borrowers, and the best grades of business paper have been in demand within the modified range of 5@7 per cent per annum. The City banks, in their last weekly statement, were $158,300 higher on their deposits, and $1,916,100 lower on their loans and discounts, than the week before. The legal tender notes were augmented $1,302,300, and the specie reserve reduced $3,900. The circulation was enlarged $1,700. The U. S. Sub-Treasury at this port has again gained handsomely in the line of its currency reserve, while further reducing its coin hoard mainly through May interest disbursements. The U. S. Sub Treasury in this city closed the week with a currency balance of $41,622,834, against $39,991,528 the preceding week; and a coin hoard of $58,280,819, against $54,952,953 on the previous return. The City bank exchanges, during the week, were $430,272,447, or a daily average of $71,212,075. The customs revenue of the port, during the week, was $2,071,000, of which $1,869,894 were in coin certificates. The City banks reported their average of gold last week at $27,301,600, and their greenback average at $57,100,800. Their deposits stood at $236,395,000. The loan item was about 284½ millions. The circulation was $26,928,900.

The cash balances of the Treasury Department on Wednesday were: Currency, $10,651,482; special deposits of legal tender for redemption of certificates of deposit, $55,390,000; coin, $87,875,078; including coin certificates, $35,908,400.

The outstanding amount of legal tender notes is yet 382 millions; and of National bank circulation 348⅞ millions.

Government has received about 89 millions from internal revenue, thus far in the current fiscal year.

Gold has been moving comparatively slowly. The speculative demand has been much tamer. The export drain has been the most important feature of the week's operations. The customs call has been moderate. The extremes of the price have been 111¾@112⅝ closing at 112⅛, as against 112⅛ on Wednesday of the preceding week. The specie outflow, last week, was $2,665,837. The imports of specie at this port since Jan. 1, have been $1,622,784, against $1,716,510 same time last year. The customs demand for Gold last week averaged $334,512 a day. Foreign Exchange has been comparatively dull, most of the week, closing steady as to rates. Bankers' sixty day bills on London closed on Wednesday at $4 88@$4 88⅛; sight bills on London, at $4 91@$4 91⅛. The week's exports of Domestic Produce have been to the currency value of $6,604,654.

Government securities have been more sought after toward the close, especially for investment purposes, and prices have been quoted firm, notwithstanding the depression in Gold. U. S. sixes of 1881 closed on Wednesday of this week at 121⅜@121⅝; U. S. Five-Twenties of 1862, 115¼@115¾; U. S. Five-Twenties of 1864 at 117⅞@118; U. S. Five-Twenties of 1865, 117⅞@118; U. S. Five-Twenties of 1865 consolidated, 119⅜@119⅝; U. S. Five-Twenties of 1867, 120⅜@120½; U. S. Five-Twenties of 1868, 120⅜@120⅝; U. S. Ten-forties at 114¾@115; U. S. Fives of 1881, (Funding Loan) 115@115¼; Six per cent. currency Sixes from 116⅝; @116⅞.

State and Railway bonds have been less sought after and quoted easier in price. Central Pacific first mortgage six per cents have been quoted lower closing at 91½@92; Western Pacific sixes, 86½@87. Chesapeake and Ohio First Mortgage Bonds, Six per cents, have been inactive, and quoted at from 51@52½. Railway and miscellaneous share property has been less freely dealt in, and quoted easier and irregular in price.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $7,528,869, against $7,878,263 same week last year. The exports of domestic produce are $6,604,654, as against $5,482,894, last year. The exports of Gold and Silver, $2,665,836, as against $881,000 last year. The customs in Gold deposited during the week in the New York Office of the Treasury amounted to $2,072,000, as against $2,338,299, same week last year.

General business has been fairly active in the line of domestic produce, with Breadstuffs, Cotton, and Provisions, quoted firmer in price. The dealings in foreign merchandise have been on a limited scale, and values have shown much irregularity. The Metal trade has been devoid of life in all branches, and quotations in many instances have been more or less nominal. Eglinton Pig Iron quoted at $34 50@$36. Glengarnock, $37 50@$38; Coltness, $39@$39 50; No. 1 American Pig at $35; No. 2 do. at $31@$33; Forge, $29@$31; English Rails at $55@$60, gold; American Rails at works, $60@$65; Old Rails, $40@$41. Wrought Scrap, $41@42 50. The Ocean freight market has shown more activity toward the close, with the main inquiry for accommodation from grain and Petroleum shippers. The Cotton receipts, of the week were only 26,000 bales, against 41,000 same week last year. For the crop year, to date, the total is 3,604,000 against 3,342,000 last year, and 3,715,000 in 1871, when the whole crop reached 4,347,000. The Cotton market is firm under the strong impression that the crop will fall 200,000 or 300,000 bales below the estimates current a few months ago.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Atlantic and Pacific R. R. pref., 14; St. Louis, Kansas City and Northern pref., 27; New Jersey Southern R. R., 7; St. Louis and Iron Mt. R. R., 24@26; Morris and Essex 7s, 1871, 93¼; Chicago and Northwestern consol. gold bonds, 83; Albany and Susquehanna R. R., 94½; do. 1st mort., 102¾; St. Louis, Jacksonville and Chicag 1st mort., 92; Clev., Col., Cin. and Ind. 1st mort., 99½; Cleveland and Pittsburg 7s, consol., 97½; Pacific R. R. of Mo, 87½; do. 1st mort., 79½; Central Pacific State Aid bonds, 101; Ohio and Mississippi 7s, consol., 92; do. consol. S. F., 92; Chicago and Milwaukee 1st mort., 94⅞; Central of New Jersey 7s, conv., 100¼; do. 1st mort., new, 107; Michigan Central 7s, 95½; New York Central 1st mort., 106; Del., Lack. and Western 7s, conv., 105½; Lake Shore div. bonds, 95½; North Mo. 1st mort., 84; Gt. Western 1st mort. 1888, 92; Long Dock bonds, 101; Milwaukee and St. Paul 1st mort. C. and M. div., 81; do. I and M. div., 78; do. La C. div., 87; Boston, Hartford and Erie 1st mort., 22½; Western Pacific bonds, 83; Galena and Chicago 2d mort., 98; Dubuque and Sioux City 2d div., 92; Del. and Hudson Canal reg. 7s, 1884, 106; Clev., Paines. and Asb. 7s, old, 100; Hannibal and Central Mo. 1st mort., 82; Canada Southern 1st mort., 54½; Long Island R. R. 1st mort, 90½; Western Union Telegraph, 71¼; do. 7s 97¼; Am. Dist. Tel., 50; At. and Pacific Tel., 13½; Adams Exp., 102½; Am. Exp., 61½; U. S. Exp., 67½; Wells-Fargo Exp., 75; Maraposa Mining Co., 3¼; Consol. Coal of Md., 40⅜; Spring Mt. Coal, 70; Maryland Coal, 15; Quicksilver Mining Co., pref., 30; N. Y. State 7s, B.L. coupon, 109; do. reg., 109. Georgia 7s, new, 87¼; North Carolina 6s, special tax, 1st class, 8½; Tennessee 6s, old, ex-coupon, 64¼; South Carolina 6s, Jan. and July, 8⅞; Brooklyn 6s, W. L., 96½.

Philadelphia.—Nesquehoning R. R., 55; Pennsylvania R. R. div. scrip, 100; Ridge Ave. R. R., 40; Phila. and Reading 7s, new, conv., 106¾; do. 6s, 1844-'80, 100; do. Gen'l mort. 7s, reg., 104½; Belvidere Delaware 2d mort., 83; Northern Pacific 7-30s, 26; Philadelphia and Reading C. & I. mort. bonds, 90; Pittsburg, Cincinnati and St. Louis 7s, 66; Morris Canal 1st mort., 99; Wilmington and Reading 1st mort., 88½; Cape May and Millville 2d mort., 95. The latest quotations are: City 6s, 102@102½; do. free of tax, 104½@105⅝; Pennsylvania State 6s, 2d series, 107@107; do. 3d series, 110@111; Philadelphia and Reading, 56⅞@57; do. Gen'l mort. 7s, coup., 103@105; do. reg., 104½@105; do. mort. 6s, 1880, 99½@100½; do. new, conv., 106¾@106¾; do. 7s, 1893, 104@105; United New Jersey R. R. and Canal Co., 124@124¾; Camden and Amboy mort. 6s, 1889, 97@97½; Pennsylvania R. R., 47¾@47¾; do. div. scrip, 100@100⅛; do. 1st mort., 101¾@102; do. 2d mort. 98@99¼; do. general mort. coupon, 90@91; do. reg., 92⅝@93¼; Little Schuylkill R. R., 46@47; Morris Canal, 49@52; do. pref. 124@—; do. 6s, 95@100; Susquehanna Canal, 5@9; do. 6s, 72@74; Schuylkill Nav., 6@6⅛; do. pref., 11¾@12; do. 6s, 1882, 76@77; do. 1872, 87@90; Elmira and Williamsport pref., 37@38½; do. 7s, 1873, 97@100; do. 5s, 63@65; Lehigh Coal and Navigation, 43⅛@43⅝; do. 6s, 1884, 93½@94¼; do. R. R. Loan, 93½@94½; do. Gold Loan, 97@98; North Pennsylvania, 44½@44¾; do. 6s, 99½@100; do., 7s, 100@—; do. Chattle 10s, 105@106; Philadelphia and Erie, 16@20; do. 6s, 89@89; do. 7s, 86@86; Minehill, 53½@53½; Catawissa, 15@16; do. pref. 40¾@42; do. 7s, 1900, 101½@101¾; Lehigh Valley, 60⅞@61; do. 6s, new coupon, 101@101; do. reg., 102¾@103; do. 7s, 104½@105; Fifth and Sixth streets (horse) 55@57; Second and Third, 60@61; Thirteenth and Fifteenth, 22@23; Spruce and Pine, 29@29½; Green and Coates, 47@50; Chestnut and Walnut, 60@61; Hestonville, 19@21; Germantown, 30@37½.

Boston.—Burlington and Missouri River R. R. in Iowa, 98¼; Summit Branch, 36; Cincinnati, Sandusky and Cleveland R. R., 9⅛; Burlington and Missouri River R. R. in Nebraska, 56; do. 8s, old, 99¼; Rutland pref., 33½; do. scrip, No. 5, 72¾; Boston, Clinton and Fitchburg R.R., 74¾; Concord and Portsmouth R. R., 107; New York and New England R. R., 22; Union Railway, 108¾; Nashua and Lowell R. R., 132; Framingham and Lowell R. R., 89¾; Fitchburg R. R. 7s, 105; Eastern R. R. 7s, 94¼; Chicago, Burlington and Quincy 7s, 96¾; Vermont Central 1st mort., 21; Boston and Albany 7s, 105¾; Kalamazoo, Allegan and Grand Rapids R. R. 1st mort. 8s, 1888, 95¾; Atchison, Topeka and Santa Fe 2d mort., 80½; Michigan Central 7s, 1902, 95; Vt. Central and Vt. and Canada 8s, 73¼; Old Colony 7s, 102⅜; Chicago and Michigan Lake Shore 8s, 89; Chicago, Iowa and Nebraska 2d mort. 7s, 1880, 93½; Cedar Rapids and Missouri 7s, 1916, 83½; Boston and Maine 7s, 1894, 104; Boston Water Power Co., 11¼; Waverly Land, 4; Cary Imp., 5⅞; New Hampshire 6s, 1898, 99¼; Maine 6s, 101¾; Charlestown 6s, 99; Lowell 6s, 95¾; Hartford 6s, 96¾; Boston 6s, 1880, 99¾; do. 5s, 1886, gold, 98; Worcester 6s, 96½; Cambridge 6s, 97; St. Louis 6s, 89; Cleveland 7s, 98⅞; Chicago 7s, 99; Manchester 6s, 94½; Brooklyn 7s, Bridge Loan, 100½; Toledo 8s, 101½; Calumet and Hecla Mining Co., 131.

Baltimore.—Virginia consols, ex-coupon, 48⅝; Virginia consols, coupons, 78; Memphis City 6s, 44½; Orange and Alexandria 2d mort. 6s, 81¼; do. 3d mort. 8s, 80; Orange, Alex. and Manassas 7s, 80¾; Western Maryland 3d mort., guar. by Baltimore, 96½; Virginia and Tennessee 2d mort. 6s, 70; Wilmington, Columbia and Augusta 7s, 68¼. The latest quotations are: Wilmington, Columbia and Augusta bonds, 67@68½; Wilmington and Weldon, 66@66¾; do. 7s, gold, 90@93; Pittsburg and Connellsville 7s, 1898, 87¼@87½; Baltimore and Ohio, 167@170; do. 6s, 1875, 100@100¼; do. 1880 100@101; do., 1885, 100@100; Parkersburg Branch, 5@10; Northern Central, 82½@85; do. 6s, 1885, 92½@95; do. 1900, 85@87; do., 6s, 1900 gold, 89@90½; N. W. Va. 3d mort., 1885, 92@—; Marietta and Cincinnati 1st mort. 7s, 1892, 101¾@102¼; do. 2d mort., 7s, 89⅛@89¾; do., 3d mort., 8s, 79⅛@79¼; Central Ohio, 41½@42¾; do. pref., 42½@42½; do. 1st mort., 89@89½; Western Md., 1@8; do. 1st mort. 6s, 1890, 80@—; do. 1st mort. guar., 96@97¼; do. 2d mort. guar., 95@97; do. 3d mort., guar., 96@—; do. 2d mort. pref., —@60; do., 2d mort. guar. by Washington Co., 83@90; Richmond and Danville 1st mort., 65@67¾; Orange and Alexandria 1st mort. 6s, 90@92; do., 2d mort. 6s, 80@85; do., 3d mort. 8s, 80@81; do., 4th mort. 8s, 75@76; Orange, Alex. and Manassas 7s, 80@81; Virginia and Tennessee 1st mort. 6s, —@—; do., 2d mort. 6s, 70@76; do. 8s, 79¼@80; Baltimore 6s, 1875, 100¼@100½; do., 1884, 100¼@—; do. 1886, 101@102; do. 1890, 100¾@100⅞; do., 1893, 97@98; do. 1893, exempt, 97¼@97⅝; do., 1900, 99½@100; do. 1900 new, 99@100; do. 1902, 101@102; Memphis City 6s, 45@46; Maryland Defense Loan, 1883, 106@107; Virginia 6s, old, 32@35; do. new, 43@50; do. consol. 6s, 51@51¼; do. coupons, 77⅛@78¼; West Virginia, 11@11½; City Passenger R. R., 16@16⅞; George's Creek Coal, 134@149⅞.

Union Pacific Railroad.

The earnings of the Union Pacific Railroad for March, 1874, were $687,026 15, the expenses $339,080 50, and the net earnings $347,945 65. In March, 1873, the earnings were $708,256 53, the expenses, $330,800 10, and the net earnings $377,456 43—showing a decrease in earnings of $21,230 38, with an increase in expenses of $8,280 40, making a decrease in net earnings of $29,510 78. For the two months ending March 31, 1874, the earnings were $1,915,731 64, the expenses $1,023,995 31, and the net earnings $891,736 33—showing an increase in earnings, as compared with the corresponding period of the previous year, of $191,716 70, in expenses of $52,599 59, and in net earnings of $139,117 11.

☞ The earnings of the leading railroads of the country are increasing, which affords a pretty good evidence that trade and industry are reviving. The railroads collect the crops and other products of the regions they traverse, and distribute them for domestic consumption or foreign use. They also show the distribution of imported merchandise and the current of travel. They, therefore, represent average business and progress. Though the panic found them very much expanded, they have stood up well under it, and shown great recuperative energy. Enough of the year has now elapsed to indicate the whole, and the result is proof that 1874 will close with a good account of our vast and widely extended system.

Cheshire Railroad.

At the annual meeting of this company, held at Keene, N. H., on the 13th inst., the following gentlemen were unanimously elected directors: E. Murdock, Jr., T. M. Edwards, Wm. A. Brigham, Jno. Hy Elliot, Samuel Gould, Isaac M. Murdock, George F. Williams.

The report of the directors shows the road to be in a very prosperous condition. The net earnings for the year have been $142,544 36. The indebtedness of the road has been reduced about $29,000 during this year in addition to the payment of a five per cent. dividend. The construction account of the road was closed fifteen years ago, and all new work is carried to expense account.

The gross receipts have fallen off about $20,000, caused by reduction of rates, the tonnage carried having been equal to former years. The road and all its equipments are in thorough repair. All renewals of rails have been of steel.

It is proposed during the coming year to substitute iron bridges for the wooden structures and to add other permanent improvements. E. Murdock, Jr., remains President, and J. Hy. Elliot, Clerk.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending May 9, at 457,961 tons, and for the coal year 5,449,354 tons, against 5,656,752 tons to corresponding time last year, being a decrease of 207,218 tons. The bituminous tonnage for the week is 78,981 tons, and for the year 989,944 tons, against 931,658 tons to same time last year, giving a total of all kinds for the week of 536,842 tons, and for the year of 6,439,478 tons, against 6,588,410 tons to same time last year, being a decrease of 148,932 tons.

☞ At the annual meeting of the St. Louis, Jerseyville and Springfield Railroad Company, held at Jerseyville, Ills., on the 6th inst., Hugh N. Cross of Jerseyville was chosen President, Robt. H. Parks of St. Charles, Mo., Vice President, Morris R. Lock of Jerseyville Secretary and Treasurer, and Col. J. B. Moulton of St. Louis, Mo., Chief Engineer. At an adjourned meeting, to be held on the 27th inst., the immediate construction of the road is made the special order of business.

☞ Gerard B. Allen has been elected President, Robert T. Kennedy Vice President, J. H. Britton Treasurer, Jas. B. Eads Chief Engineer, and Geo. C. Fabian, Secretary and Auditor of the St. Louis and Illinois Bridge Company. The Executive committee are: Wm. Taussig, J. H. Britton and J. R. Lionberger. Construction committee: Geo. Knapp, John Jackson and Lewis B. Parsons.

☞ The directors of the Brooklyn Steam Transit Company have elected the following officers: S. B. Chittendon, President; William H. Taylor, Vice President; William R. Sheldon, Secretary; Henry W. Sage, Treasurer. Executive Committee—S. B. Chittendon, Henry W. Sage, Alfred S. Barnes, Robert Turner, Nathan G. Morgan.

St. Louis, Iron Mt. and Southern Railway.

The directors of the consolidated company are: Thomas Allen, Gerard B. Allen, S. D. Barlow, S. H. Laflin, Samuel Copp, W. R. Allen, St. Louis; Wm. H. Swift, H. G. Marquand, W. J. Blodgett, George Cabot Ward, John Bigelow, New York; N. M. Rose, J. M. Loughborough, Little Rock. The officers are: Thomas Allen, President; H. G. Marquand, Vice President; D. W. McWilliams, Treasurer; S. D. Barlow, Secretary; Thomas McKissock, General Superintendent; James H. Morley, Chief Engineer; James M. Loughborough, Land Commissioner. The directors have decided to call in and cancel the old stock and old bonds, and new ones will take their place. Arrangements have been made with the International road of Texas by which trains will be run through to Austin via Houston. The road now has a total length of 686 miles. The office of the Treasurer of the late Cairo and Fulton road and of the Arkansas branch of the Iron Mountain are abolished.

Erie Railway.

Executive Order No. 23, bearing date of May 9, 1874, states that the third and fourth Vice Presidents (offices heretofore filled by Mr. Henry Tyson and Mr. James C. Clarke), having resigned, their offices are discontinued. Hereafter the railway of the company will be under the charge of a General Manager, assisted by a Superintendent of Transportation, a Chief Engineer and a Superintendent of Rolling Stock, all these officers to be appointed or dismissed by the General Manager, with the approval of the President. Mr. James C. Clarke, late third Vice President, is appointed General Manager.

☞ The exports from Philadelphia for the month of April amounted to $2,126,901, of which $837,602 were in American and $1,289,299 in foreign vessels. The value of the principal articles exported was: Petroleum, $647,872; Indian Corn, $288,344; Wheat, $294,407; Flour, $98,583; Cotton, $135,530; Hides, $60,488; Iron Manufactures, $59,075; Provisions, $186,589; Tallow, $48,387; Cooperage, $110,336.

☞ The directors of the Central Vermont Railway Company, recently elected, are: B. P. Cheney, Boston; Jacob Edwards, Boston; G. M. Rice, Worcester, Mass; John H. Kimball, Bath, Me.; John Q. Hoyt, New-York; John S. Schultz, New York; James A. Langdon, Montpelier; John B. Page, Rutland; J. Gregory Smith, St. Albans; James W. Hicock, Burlington; W. C. Smith, St. Albans; Joseph, Clark, Milton; Jacob Estey, Brattleboro.

☞ The coupon due July, 1859, on the Preferred Construction Bonds of the Chesapeake and Ohio Canal Company, will be paid at the Banking House of Alexander Brown & Sons, Baltimore, on and after the 26th inst.

☞ It is reported that the North Wisconsin Railroad Company has already begun preparations for an early commencement and vigorous prosecution of work on its road north from Hudson.

☞ Work on the Chicago and Illinois River Railroad is rapidly pushing forward. The contractors are at work between Braidwood and Streator.

Rome, Watertown and Ogdensburgh Railroad.

The Rome, Watertown and Ogdensburgh Railroad Company have recently acquired the control of the Syracuse Northern and the Lake Ontario Shore railroads, thereby obtaining, when the latter road is completed, a through line from Niagara Falls to Ogdensburgh, where it will connect with the Portland and Ogdensburgh Railroad, with branches to Syracuse, Rome and Cape Vincent. This arrangement gives the Rome, Watertown and Ogdensburgh Railroad company the control of the business of Northern New York. The net earnings of this road during the first quarter of the year show an increase of $34,000 over last year, which is equivalent to more than one per cent on the capital stock.

☞ The charter of the Joliet and Northwestern Railway Company was recorded at the Circuit Clerk's office in Joliet, Ills, on the 2d inst. The new line will extend from Joliet to Elgin via Aurora. The amount of capital stock of the corporation will be $500,000, divided into 5,000 shares of $100 each. The office of the company will be at Joliet.

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Drawings and specifications of apparatus, either stationary or portable, will be furnished on application.

67,112 miles of Railroad in the United States use annually over twenty-six million Ties for renewing those destroyed by decay.

The preservation of wood from decay and the attacks of marine worms, has been largely practiced in Europe for thirty years; and with such success that the use of natural wood is now the exception; and of all the various methods that have been employed, that in which creosote oil was used, has best endured the test of time.

This Company, benefiting by the thirty years' practical experience in the use of creosote oil abroad, offer to the public a system of application which is adapted to the wants of our own country, in that green wood can be rapidly and thoroughly treated, even better than dry, and the application of the oil, in connection with the use of moderate heat, be made more uniform and effective than is possible by any other means.

Experience has demonstrated that creosote or dead oil is the only substance by which wood can be treated so as to certainly resist the attacks of marine worms.

Creosoted wood exposed in Charleston Harbor was not attacked by the teredo, while natural wood attached to it was completely honey-combed.

It is confidently asserted that Railroad Ties creosoted will outlast three sets of ordinary Ties, and that creosoted Paving Blocks being beyond the reach of decay, will last as long as stone, with all the advantages of an elastic roadway, beauty and economy of construction.

The economy in the use of creosoted wood, where the term of service is trebled, is measured by adding to the wood used, the cost of the labor expended in construction, and the loss of time spent in replacing the structure, when either decay or attacks of marine worms destroy it.

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It has been used by the U. S. Government upon the Dykes of the St. Clair Flats, and upon Gun Platforms for the fortifications on the Atlantic coast; upon pavements in New York and Pittsburgh, by the Department of Docks of the City of New York and the Board of Public Works of the District of Columbia.

Detailed information can be obtained and specimens of creosoted wood examined at the office of the Company.

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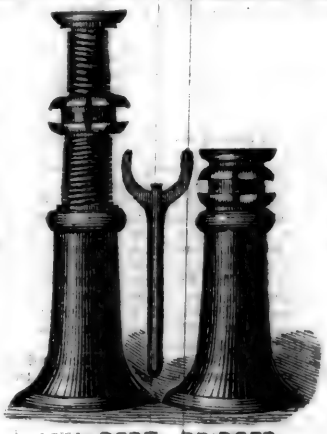
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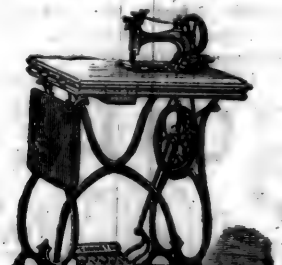
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The St. Louis and Cairo Narrow-Gauge Railroad will be completed this summer. The company has on hand now $200,000, net proceeds of the earnings of the road since its completion to Murphysboro. The President of the road states that it can be completed from Murphysboro to Cairo for $300,000.

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American Railroad Journal.

New York, Saturday, May 30, 1874.

Union Pacific Railroad.

The Land Department of the Union Pacific Railroad Company reports the sales of land for the month of April, 1874, at 30,278.38 acres for $140,636 30, or an average price per acre of $4 64. The total sales to April 30, 1874, have been 936,638.29 acres, for $4,260,939 13, or an average price per acre of $4 55. The lands belonging to the company remaining unsold, now amount to 11,143,361.71 acres.

Land grant bonds issued		$10,400,000
Less bonds cancelled by land department	$1,503,000	
Less bonds cancelled by trustees	552,000	
		2,055,000
Leaving bonds outstanding April 30, 1874		$8,345,000 00
Land notes on hand, April 30, 1874 —principal (interest not included)		$2,369,785 04
Cash in hands of trustees for the purchase of land grant bonds, April 30, 1874		$80,000 00

Junction and Breakwater Railroad.

We stated some weeks' since that Mr. Hinckley, president of the Philadelphia, Wilmington and Baltimore Railroad Company, had purchased of Mr. Baumgardner for $93,000 a controlling interest in the Junction and Breakwater Railroad, subject to the approval of the directors of the company named. According to the Wilmington (Del.) *Commercial:*

The facts are that the matter is still unsettled. The Boston capitalists, who hold the greater part of the stock in the Philadelphia, Wilmington and Baltimore Company, believe that the best policy of the corporation is to stick to business closely on the main stem road, avoiding the purchase or lease of feeders or branches whenever possible. They point to the fact that during some part of the time that the Delaware Railroad has been leased by them it fell short of earning the six per cent guaranteed to its stockholders, and they are opposed to further acquisition of lines unremunerative in themselves.

In deference, therefore, to the strong opposition of the Boston stockholders, the directors have not approved the negotiations, and there is no certainty that they will. Other arrangements are mooted, but so far as the Philadelphia, Wilmington and Baltimore directors are concerned, there will have to be a decided change in the minds of some of them before their corporation will become the purchaser of the Junction and Breakwater.

The Coal Fields of Alabama.

Mr. ABRAM S. HEWITT, in his report as United States Commissioner to the Paris Exposition of 1867, upon the production of iron and steel in its economic and social relations, said that in the United States, the cheapest region for the manufacture of pig iron as yet extensively developed, is on the Lehigh river, in Pennsylvania. He predicted, however, that when the iron business should be established along the great valley which extends from Virginia to Alabama, the labor of bringing the coal and the ore together would be considerably less than on the Lehigh river; and that it would be possible to manufacture iron there to any required quantity, with as little labor—a most important element of cost—as is required for the production of iron in the Cleveland district in Great Britain. The coal fields and iron ores of Alabama are beginning to attract the attention of capitalists, and a writer in the *Courier Journal* gives some interesting information relating to the former. There are two distinct, well-defined coal fields in the State differing alike in quantity and quality, known as the Black Warrior and Cahaba fields. The first embraces about 5000 square miles, yields a bituminous coal which burns freely, cokes well, and makes good gas. The Cahaba coal field for the most part lies between the Selma, Rome and Dalton railroad and the Cahaba river, and yields a better coal for general use than the other, though it is more expensive to mine on account of troublesome bands of shale. About three-fourths of the Alabama coal used in the State come from two mines in the Cahaba field. The day is not far distant when the coal fields of Alabama, besides supplying the home consumption, which will be enormously increased by the development of iron mines, will provide all the Gulf ports with the greater portion of their fuel, it being only a little more than two hundred miles from the coal regions to the sea-board at Pensacola. Already shipments have been made to the West Indies.

Interest on Virginia Bonds.

The following is an extract from a circular recently issued from the office of the Second Auditor of the State of Virginia:

Where stock has not been funded under the acts of 30th March, 1871, and March 7, 1872, it will be necessary, in drawing interest, to present the certificates here, in order that the payment may be stamped thereon.

When interest on registered bonds, issued under the Funding act, is not paid to the owner in person, a power of attorney or order properly witnessed will be required.

The Funding act, of March 30, 1871, is still in force, except that coupons "receivable for taxes and public dues" cannot now be issued.

I have to request that persons drawing for interest, or desiring to have stock transferred, will do so through parties outside this office, as my official duties render it impracticable for me to attend to those matters.

☞ The financial officers of the State of Louisiana announce that the new consolidated bonds authorized by the Funding bill will be ready for delivery in a few days, and that the interest on the coupons, due January last, will be paid as fast as the old bonds are converted. The payment of interest on the new bonds will be commenced on July 1 next.

The Railroad Controversy.

In the combat which has been opened in Wisconsin between the State and the railroads, there is, of course, great danger that prejudice and passion will usurp the place of reason and reflection, to the detriment of all the interests involved. Regarding the dispute from a distance sufficient to free us from any shadow of partizanship, we are in a better position to perceive the equities of the situation than perhaps either of the combatants. And one of the first things we are compelled to note is the injustice with which even the fairest journals of the Wisconsin press open the battle. The Milwaukee *Journal of Commerce*, for example, generally a just and candid paper, as it is unquestionably an able one, recently denounced in quite bitter terms, as a high handed, revolutionary proposition, the declaration of the President of one of the railroads that if the new law went into effect it would be necessary to close his line, as it could not operate at a profit under the statute. The position of this railroad manager is, however, the natural and, what is more, the inevitable position of any man who should be placed in the same circumstances. Of course, it may be contended that the effect of the new law would not really be what he claims that it would be. But on that point there can be no better authority than that of the directors of the business; and the fact that they propose to suspend operations rather than continue to run under the law, appears to warrant the conclusion that they have told the truth when they declared their inability to clear a profit under the new provisions, since even a very small profit would be preferable to the absolute loss which must ensue upon suspension of operations. If the other side can show that there is profit in operating under the new bill, it is its duty to show it; but until that is clearly demonstrated we must accept the statement of the managers, because it is the most trustworthy yet put forward. And assuming that this position is tenable, the question recurs, on what pretence of public necessity can a law which thus destroys the value of property, and invades the rights of the citizen, be justified or supported? We know of but one possible answer to this, and it is, that the railroads have heretofore charged extortionately, and that it is necessary to reduce their opportunities, and throw safeguards about the public interests. To this we must reply that the charges of extortion in the past do not appear to us to have been satisfactorily proved; and that even if they were so proved, that could not constitute a justification for confiscating their property. If we admit that the corporations have wronged the people heretofore, we do not thereby set up a rational argument for the future wronging of the corporations by the people. But in fact we do not believe that the corporations have been convicted on sufficient evidence, and therefore there is not even the poor excuse of retribution for the course being pursued in regard to them.

The Milwaukee *Journal of Commerce*, however, intimates that if the companies cannot operate under the new law they ought to surrender their charters, and at least keep the roads open until the State can take charge of them. Perhaps that view seems reasonable at Milwaukee, in an atmosphere of prejudice, but to us it appears little short of monstrous. What! You first legislate all the profits out a business, and ruin it as an enterprise, and then you complain because the man you have ruined does not keep his business going until you can assume control of it. The people of Wisconsin may think that good reasoning, but elsewhere it is apt to be denominated, adding insult to injury. In fact, however, the kind of law passed by the Wisconsin Legislature is in utter defiance of all constitutional principles. Even if the power to regulate railroad charges exists in the Legislature—an undetermined point—it certainly does not carry with it the right to confiscate, any more than the right of the parent to correct his child carries with it the right to kill the child. There is no constitution or law in this country which recognizes any power inherent in any department of government, to inflict injury upon one class of the community for the benefit of another class. It is held that private property may be taken for public uses, but not without compensation, and as no compensation is offered the railroads their case does not even come within the constitutional provision noted. We have no doubt that when this matter is taken into the Courts the new law will be declared unconstitutional, and therefore void. And in truth it is idle to expect that any good end can be served by such vindictive legislation. The corporations have rights which the people must respect, since to ignore those rights is to drive capital out of the country, to paralyze industry, and to stagnate commerce. As it is vitally necessary for the people to have capital, to have internal improvements, to have business, so it is absolutely requisite that they should treat capital and enterprise, if not liberally, at least with justice. Nor is there any escape from this position, for though it is perfectly true that the State has the right to take possession of the railways, it is also perfectly true that the State cannot hope to operate them as economically as the corporations, and that if the latter cannot make them pay under the new law, they must certainly run behind under State management. What follows upon this is a deficit; which must be made up, either by increasing the fares and freights, or by levying fresh taxes upon the people. In either event the result is the same. The people have to pay the difference in operating expenses caused by the greater extravagance of the State management, and the only change is in the fact that the profits go into the pockets of political office-seekers and wire-workers instead of into the pockets of the original directors. As State management, moreover, would have no motive for economy, it may be regarded as certain that the last condition of these railroads would be worse than the first.—*Sacramento Record.*

Peterboro' Railroad.

The annual meeting of the Peterboro' Railroad Co. was held in Nashua, N. H., on the 25th inst. This road, which is an extension of the Wilton road to Greenfield, has been nearly completed during the past year at a cost of about $500,000, exclusive of gratuities paid by the towns in aid of the undertaking. The total cost of the road will be about $525,000. The road has been in operation since the first of January and the business has more than met the expectations of the most sanguine of the projectors. The road is operated by the Nashua and Lowell corporations, and the stockholders are paid six per cent upon the cost of construction. The following directors were elected: James Scott, Granville P. Felt, Geo. A. Ramsdell, Solomon Spalding, Gilman Scripture, Josiah G. Graves and Albert McKean. President, James Scott; Clerk, Gilman C. Shattuck.

☞ A compromise has been agreed upon between the different parties interested in the Southern Minnesota Railroad Company. The second mortgage is to be foreclosed and the road to be under the control of the first mortgage bondholders until its earnings shall pay the interest on their bonds and on preferred stock which is to be issued for the overdue interest on the same; then the control is to pass to the bondholders under the second mortgage. This agreement is subject to the approval of the United States Circuit Court, which now controls the road through a receiver.

☞ Messrs. Baring Bros. & Co., London, notify that the sum of £12,988 has been employed in the purchase of sixty eight £200 bonds of the Baltimore and Ohio Railroad 6 per cent loan, redeemable in 1874, and that £19,162 has been similarly used in the absorption of 6 per cent bonds redeemable in 1895 and 1910.

Northern Central Railway.

We gave in our issue of March 7th the Report of the President of this company for the year ending December 31, 1873, showing the receipts from operations of the road to have been $5,031,365 59, the operating expenses $3,447,514 09, and the net revenue $1,583,851 50. From the Treasurer's statements, which have since been received, we learn that the receipts and expenses were apportioned as follows:

RECEIPTS.

Main Line	$3,230,722 87
Shamokin Division	850,487 11
Elmira Division	698,202 53
Chemung Division	302,375 50
Canandaigua Division	449,577 58
Total earnings	$5,031,365 59
Consolidated mortgage bonds issued	230,000 00
Income bonds issued for stock of Chemung R. R. Co., and Elmira, Jefferson and Canandaigua R. R. Co.	250,000 00
Floating debt—increased	168,505 46
Total	$5,679,871 05

EXPENDITURES.

Main Line	$2,202,187 29
Shamokin Division	185,701 29
Elmira Division	488,984 10
Chemung Division	203,103 73
Canandaigua Division	367,537 68
Total operating expenses	$3,447,514 09
Extraordinary expenses:	
Main Line	97,283 76
Elmira Division	62 767 40
Canandaigua Division	55,851 84
	$3,663,366 59
Interest and gold premium	673,988 45
Taxes on capital stock	6,476 89
Dividends, Shamokin Valley and Pottsville R. R.	52,167 00
Interest, dividends, &c., Elmira and Williamsport R. R.	165,000 00
Interest, Chemung R.R., and Elmira, Jefferson and Canandaigua R. R.	189,980 00
Rent, Elmira, Jefferson and Canandaigua R. R	25,000 00
	$4,775,978 93
Sinking funds	100,845 97
Construction	285,168 39
Real estate	7,070 15
Equipment	247,407 61
Stock of Chemung R. R. Co., and Elmira, Jefferson and Canandaigua R. R. Co	250,000 00
Profit and loss account	13,400 00
Total, as above	$5,679,871 05

The financial condition of the company, December 31, 1873, was as follows:

ASSETS.

Railway and appurtenances		$11,155,434 53
Real estate		803,634 03
Equipment		3,470,815 34
		$15,429,883 90
Stock of Chemung R. R. Co., and Elmira, Jefferson & Canandaigua R. R. Co		3,000,000 00
Cash	$332,842 18	
Passenger agents	2,642 42	
Freight agents	164,817 19	
Post Office Department	16,883 80	
Materials and supplies	378,969 71	
		895,682 30
		$19,325,766 20

LIABILITIES.

Capital stock—116,840 shares.....		$5,842,000 00
Third mortgage six per cent coupon bonds of York and Cumberland R. R. Co., guaranteed by City of Baltimore, due January 1, 1877.....	$500,000 00	
Second mortgage six per cent coupon bonds of Northern Central Railw'y Co., due July 1, 1885..	2,500,000 00	
Third mortgage six per cent coupon bonds of Northern Central Railw'y Co., due April 1, 1900..	1 223,000 00	
	$4,223,000 00	
Deduct amount in sinking funds.....	1,028,243 88	
		3,194,756 12
First mortgage six per cent annuity of Northern Central Railway Co., due State of Maryland—irredeemable.....		1,500,000 00
Consolidated mortgage six per cent gold bonds of Northern Central Railway Co., due July 1, 1900—total, (including $3,194,756 12, as above,) $6,000,000—issued:		
Dollar coupon bonds...$2,520,000		
Dollar registered bonds. 205,000		
		2,725,000 00
Income convertible seven per cent coupon bonds of Northern Central Railway Co., due April 1, 1880..		1,060,000 00
Income seven per ct. coupon bonds of Northern Central Railway Co, due January 1, 1922		3,000,000 00
Bills payable, less sundry investments and accounts due company.....	$478,131 17	
Interest, &c., accrued.	837,506 25	
Interest coupons.....	66,116 78	
Pay rolls and vouchers	668,825 83	
Foreign roads—passenger account.....	20,023 34	
Sundry accounts.....	29,320 53	
		1,599,923 90
		$18,861,680 02
Profit and loss account.....		464,086 18
		$19,325,766 20

President.—J. D. CAMERON.

Vice President.—J. N. DUBARRY.

Directors.—Wm. Colder, A. E. Kapp, George Small, Edward C. Biddle, John M. Kennedy, B. F. Newcomer, Henry Welsh, Thomas A. Scott, Jacob P. Jones, Wistar Morris, S. M. Shoemaker, Strickland Kneass.

Secretary.—ROBERT S. HOLLINS.

Treasurer.—J. S. LEIB.

Auditor.—STEPHEN LITTLE.

Gen. Superintendent.—A. R. FISKE.

☞ The Boston and Albany Railroad Company will continue the work, begun last year, of substituting stone and iron bridges for the wooden structures along their line. Six iron bridges averaging 150 feet in length, are to be built this season; three at Chester, one at Warren, one at Palmer and one at Albany.

☞ An ordinance passed both branches of the Baltimore city council on the 21st of May, authorizing the commissioners of finance to purchase at their discretion the unindorsed bonds of the Western Maryland Railroad and the matured coupons detached from the same, and to hold them for investment in the redemption fund.

North Pennsylvania Railroad.

The earnings of this road for the years ending October 31, 1872 and 1873, were as follows:

	1872.	1873.
From passengers.....	$452,187 26	$493,146 30
" coal.....	268,678 25	351,998 02
" pig iron.....	53,566 63	44,509 52
" lumber.....	25,016 40	21,177 46
" local freight....	276,135 15	293,415 65
" through "	245,900 72	252,733 08
" mails.....	4,800 00	6,125 00
" miscellaneous ..	10,653 95	14,395 04
	$1,336,938 36	$1,477,540 08
Expenses:		
Maintenance of way...	$176,229 17	$263,815 96
Motive power	206,693 42	265,451 23
Maintenance of cars...	77,840 74	80,749 76
Conducting transp.....	240,111 87	282,802 36
General expenses.....	31,954 57	38,754 59
	$732,829 27	$931,573 90
Net earnings.....	$604,109 09	$545,966 18
Interest account.....	346,624 78	350,321 54
Balance carried to profit and loss	$257,484 31	$195,644 64

The total amount to credit of profit and loss, October 31, 1873, was $462,194 93, against $479,107 18 on the 31st of October, 1872.

The capital stock at the close of the year was $3,596,500, an increase during the year of $123,000.

A scrip dividend of five per cent was declared in January, convertible into stock on the 1st of February 1874.

The permanent accounts have been increased as follows:

For construction	$44,368 87
" equipment	76,671 62
" real estate	10,401 12
" depots, shops, and stations.....	32,431 11
Total increase.....	$163,867 22

The bonded debt has been increased $407,000.

There has been advanced to the Stony Creek Railroad Company.....	$287,873 75
To the North East Pennsylvania R. R. Co.....	45,768 50
Total cash advances.....	$333,642 25

The additions to the equipment include two first class passenger engines, and one shifting engine, built by the Baldwin Locomotive Works; and six first class passenger cars, and one baggage car, built by the Wilmington Car Works. The report says:

On the eighteenth of December, 1872, the North East Pennsylvania Railroad was opened from Abington to Hatboro, and the Bucks County Line, a distance of seven and three-tenths miles; the North Pennsylvania Railroad Company furnishing the rolling stock, and maintaining and working the road. The gross earnings up to October 31, 1873, have been $13,540 47, and the expenses $15,089 46. The grading and masonry of the extension of the line to the Bristol Road, a distance of two miles and a third, are nearly completed. A number of experimental lines for proposed further extensions of the North East Pennsylvania Railroad, have been run in the past year by F. H. Saylor, Esq., the Chief Engineer of that company, who is now preparing an explanatory map to exhibit their results.

On the first day of January, 1874, the Stony Creek Railroad was opened for public use, from Lansdale to the Main Street in Norristown, a distance of ten miles and three-tenths; and it is now run in direct connection with the Doylestown Branch, and with the Main Line of the North Pennsylvania Railroad; this company furnishing the rolling stock and controlling the road. It is well constructed, with moderate grades and iron bridges; and with a strong track of 58 pound rails, laid with fish joints. The Stony Creek Railroad Company owns a good deal of valuable real estate in Norristown.

The company have 42 locomotives, of which 4 are shifting. Number of miles run: passenger 410,034; freight, 299,252—total, 709,286. Number of passengers carried, 984,723, equal to 328,244 through passengers. Number of passengers carried one mile, 17,763,827. The total tonnage of the year was 996,213 tons. Number of tons carried one mile, 35,869,531.

CONDENSED BALANCE SHEET, October 31, 1873.

Right of way	$216,018 35
Construction	5,062,917 62
Second track	318,242 83
Equipment.....	1,285,450 86
Depots, shops and stations	575,598 35
Stores	143,812 90
Railroad stocks, &c.....	102,400 00
Real estate.....	991,983 48
Telegraph.....	7 364 98
Bills receivable	100 000 00
7 per cent bonds N. Penn'a R. R. Co.	20,935 19
Unpaid accounts.....	22,821 59
North East Penn'a R. R. Co	45,768 50
Stony Creek R. R. Co.....	287,873 75
Loans.....	122,585 00
Cash.....	86,667 18
	$9,392 440 68
Capital stock.....	$3,596,500 00
Six per cent bonds.....	2,159,500 00
Ten per cent bonds.....	360,000 00
Seven per cent bonds.....	1,500,000 00
General mortgage 7 per cent bonds.	486,500 00
Scrip issued for dividends.....	86,825 00
Ground-rents and mortgages	404,287 22
Bills payable.....	252,985 87
Unpaid coupons.....	3,255 00
Unpaid accounts.....	130 443 06
Profit and loss	462 194 93
	$9,392,440 68

President.—FRANKLIN A. COMLY.

Directors.—John Jordan, Jr., J. Gillingham Fell, William C. Ludwig, Ellwood Shannon, Edward C. Knight, Alfred Hunt, William C Kent, Thomas Smith, Arlo Pardee, James H Stevenson.

City Directors.—Jacob Riegel, O. Howard Wilson.

Treasurer.—WILLIAM WISTER.

Secretary.—JOHN S. WISE.

Engineer and Sup't.—SOLOMON W. ROBERTS.

Dora Coal Mines.

The Harrisonburg (Va.) Old Commonwealth, of the 21st instant, publishes, with a strong indorsement, a report of C. G. Dandridge, chief engineer of the Washington and Cincinnati (narrow gauge) railroad, on the Dora coal mines, situated nineteen miles from Harrisonburg, on the line of the Washington, Cincinnati and St. Louis Railroad. The deposits, according to the report, are twenty miles in extent, and are found in three veins, the lower of which has six feet of workable and rich anthracite coal. The other two vary from three to five feet in thickness. Hematite and copper ore are found in large quantities near these mines, in the mountains across the North river, one quarter of a mile distant.

☞ The Alabama and Chattanooga Railroad was sold on the 26th inst. by Governor Lewis of Alabama, on behalf of the State, to Mr. A. P. Balch and a company consisting mostly of New England capitalists.

Railroad Law.

HORSE RAILROADS—COMPARATIVE CARE REQUIRED OF DRIVERS OF CARS AND OTHER VEHICLES.

The facts of this case are fully set forth in the following opinion of the Court by Judge EARL:

In this case the jury rendered a verdict for the plaintiff, and the defendant, upon a case made and settled moved for a new trial at Special Term, and the motion was granted. It may have been granted upon questions of fact. There is nothing in the record showing that it was not. Hence, the proper course for us to pursue, is to dismiss the appeal on the ground that it brings nothing before us which we can review, or to affirm the order on the ground that it does not appear that the court erred in granting it. (Dickson *vs.* Broadway and Seventh Ave. R. R. Co., 47 N. Y., 507.)

I prefer the latter course because both parties have asked us to examine and pass upon the merits of the case, and because it is quite clear that there was ample ground for granting the new trial for error of law.

In the evening of January 1, 1864, the plaintiff was passing upon one of the streets of the City of New York, and the defendant's team came dashing along, with a pole and whiffle trees attached to them, at a furious rate and ran over her. On the trial she called witnesses who saw the team run over her, and who knew the nature and extent of her injuries; but she did not call a witness who saw how the horses became detached from the car, or who knew what caused them to run away. The only witness she called upon the subject testified that he sat in the front part of the car, in the corner; that the car all at once stopped, and he looked out and saw the horses running away; that he saw the horses had been attached to the car by a hook, standing upright, which appeared to have been broken off at some time, and that he did not see any one interfere with the horses.

The witness did not testify that he was looking when the horses became detached, but that his attention was attracted by the stopping of the car, and that he then looked and saw the horses running away from the car. But this was sufficient to make out a *prima facie* case. The fact that the horses were unattended and unfastened in the street was, unexplained, evidence of negligence against the defendant. Hence, the court committed no error in refusing to nonsuit the plaintiff at the close of her evidence. But after the close of her evidence, the defendant proved by two witnesses (one the driver, and the other a police officer) precisely how the horses became detached from the car, and were caused to run away. The driver stopped the car to take on some ladies; and at that time two intoxicated men came along and caught hold of the horses, and one of them struck one of the horses on the head, and the other caught hold of the reins and pulled them out of the driver's hands, and then the horses backed and got loose from the car and ran away. This is all the evidence upon the subject. There is nothing to cast suspicion or doubt upon the truthfulness of the witnesses, and we must take their evidence as true.

It thus appears that the horses got loose and ran away without any fault whatever of the driver, and I can perceive no principle upon which the defendant can be held liable. A person driving horses through a street is not bound absolutely to keep them under control. He is bound to exercise that reasonable degree of diligence and care which a man of ordinary prudence and capacity might be expected to exercise under the same circumstances.

But it is claimed on the part of the plaintiff that there was some defect in the hook by which the whiffle-trees were attached to the car. One of the plaintiff's witnesses testified that a piece of the hook appeared to have been broken off at some time before the accident; but there was no evidence tending to show that this in any way impaired the usefulness of the hook; and it did not appear that this defect in the hook in any way contributed to the accident.

It also appeared that the whiffle-trees could have been fastened into the hook with a pin, so that they could not have slipped out unless the pin broke. But the proof showed that this hook was made and the whiffle-trees attached in the manner usual upon other roads. While it may be true that the team is more securely attached to the car by the use of the pin, that is not the only thing to be considered. Regard must be had to convenience and practicability, and to the safety of the passengers.

The team should be so attached that it can be easily detached in any emergency. Hence upon all the evidence in the case, no jury could properly determine that even the greatest degree of care would require that the pin should be used with the hook. But the learned counsel for the appellant argues that a street railway company is bound to adopt every improvement and to use every precaution for the purpose of meeting an unforeseen occurrence, and preventing injuries to travelers upon the street as well as passengers in the cars; and he seeks to apply the same rule, as to diligence and care, which has in many cases, been applied to railway companies, whose cars are drawn by steam, in the construction of their cars, with the view to the safety of passengers therein. The argument is clearly unsound. The degree of care which a person owing diligence must exercise depends upon the hazards and dangers which he may expect to encounter, and upon the consequences which may be expected to flow from his negligence. Railroad companies, whose cars are drawn by steam, at a high rate of speed, are held to the greatest skill, care and diligence in the manufacture of their cars and engines, and in the management of their roads, because of the great danger from their hazardous mode of conveyance to human life in case of any negligence. But the same degree of care and skill is not required from carriers of passengers by stage coaches (Hegeman *vs.* Western Railroad Corporation, 13 N. Y., 9); and, for the same reason, is not required from the carriers of passengers upon street cars drawn by horses. The degree of care required in any case must have reference to the subject matter, and must be such only as a man of ordinary prudence and capacity may be expected to exercise in the same circumstances. In some cases this rule will require the highest degree of care and in others much less.

But whatever degree of care may be required of street railway companies, as to the passengers which they carry, their cars are no more dangerous to pedestrians in the street than carriages, omnibuses or any other vehicles drawn by horses; and there can be no more danger from the horses attached to the street cars than from horses attached to any other vehicle; and hence no more can be required of street railway companies in the management of their cars and horses in the street than is required of the driver or owner of any other vehicle. It would be a very hard and unwise rule which would require the owner of every vehicle driven in the streets of a city that he use, in the construction of his carriage and in the harness of his horses, and all the means by which they are attached to the vehicle, the best methods which human skill and ingenuity have contrived and brought into use to prevent accidents to pedestrians in the streets. Such a rule has not and, probably, never will be adopted.

I hold, therefore, that the defendant was not required to adopt an unusual and perhaps untried method of attaching its horses to the cars. It discharged its duty in that respect to pedestrians who had the right to use the streets in common with it if it attached them in the way which was in general use and which had been found reasonably adequate and safe.

I am, therefore, of the opinion that the motion to nonsuit the plaintiff, at the close of all the evidence, should have been granted; and this leads to an affirmance of the order of the General Term, and judgment absolute against the plaintiff for costs.

Projected Railroads in California.

We note the encouraging progress of the scheme to build a branch line connecting Visalia with the main route. The Tulare *Times*, referring to the recent conference between the leading citizens of Visalia and Governor Stanford, says: "Mr. Stanford's propositions are very acceptable. He will allow the privilege of connecting with his road at any point; will furnish the rolling stock, and the parties building the road can conduct it, or he will take charge of it himself. He also offers to do all he can to encourage and sustain the enterprise." The *Times* makes a rough estimate of the cost of the proposed branch, which will be six and a half miles, and thinks it will not exceed $50,000. Nearly a sufficient amount to build the road has already been subscribed, and it is hoped that "within sixty days direct communication will be opened up by rail with the world."

In another part of the State a branch line is also talked of; namely between Castroville and Monterey. Th Castroville *Argus* says that "as things look now, Castroville will soon be connected with Monterey by railroad. We have good reasons for believing that a branch of the S. P. R. R. will be extended from this town to Monterey this summer, in time to transport to that place next Fall's crop." The same paper adds:" Should the above scheme be carried into effect, this whole valley will have cause to rejoice, as the completion of this road will be apt to lower freight, by competition with other routes, to a figure highly beneficial to the farmer. It will be a good thing for both Castroville and Monterey, and the country at large as well; and the citizens of both places should lend all their influence to assist the project along." Now if these papers, says the Sacramento *Record*, from which the above was obtained, had been diligent students of our morning contemporary, they would be occupied in proving the immense superiority of mud wagons and prairie schooners, to railroads, as transportation agents, and would

have commenced denouncing Stanford & Co. in advance of the inauguration of the new line, instead of hailing the contemplated changes with an eargerness approaching enthusiasm. It is a somewhat singular thing that notwithstanding the alleged evils of railroading, it is impossible to find a community lacking such facilities, which is not strongly desirous of securing them.

Kent County Railroad.

At the annual meeting of the stockholders of this company held at Chestertown, Kent Co., Md., on the 18th inst., Wm. Painter, President of the company, submitted his report for the year ending April 30, 1874, in which he says:

Since the last annual meeting, and in accordance with a resolution of your board, I contracted with J. H. T. Jackson for the building of the extension to your road from Worton to the Chesapeake bay, under which contract he has completed the road for about three and a half miles, and has graded nearly the whole distance, but was stopped owing to the failure of the New Jersey Southern Railroad Company to furnish the funds, as agreed upon by them with this company. I regret to state that the business of the company has not been so prosperous this year as we anticipated. The disaster to the peach crop was a serious blow to us. The open winter and a general falling off of freights and travel have also tended to reduce our receipts, the total amount for the year ending May 1st, as per the report of the treasurer, being $18,051 10 which was disbursed for operating expenses. The floating debt amounts to $9,973 64 to which there has been no increase during the year.

Our lease of the Townsend branch railroad was terminated April 25. It is expected that the Philadelphia, Wilmington and Baltimore Railroad Company will themselves operate the Townsend branch, after putting it in first class condition, when our Massey's connection may be made to suit the convenience of our traveling public. I had ardently hoped to report at this time a through connection with Baltimore and New York by the completion of the enterprise commenced by the New Jersey Southern Railroad Company; but owing to the panic last September, it has been deferred by them for an indefinite period.

At an election for directors held on the same day the following gentlemen were chosen; Richard C. Johnson, Robert Nicholson, Isaac Parsons, Moses W. Serat, John L. Stam, Thomas P. Dixon, A. J. Rees and William E. Cacey. At a subsequent organization of the board Moses W. Serat, president of the New Jersey Southern, was elected president, and H. W. Vickers, of Chestertown, secretary—both to serve without pay.

California Gold Mines.

The Gold Hill *News* of the 9th instant has a very interesting article on stocks and mines, from which we make the following extracts:

The dividends officially declared at the present time aggregate larger than for many months, to say the least, being as follows: Belcher, $520,000; Crown Point, $400,000; Consolidated Virginia, $324,000; total, $1,244,000. This, if we mistake not, is the largest aggregate of dividends from the Comstock mines for any one month for nearly a year past. The two mines first mentioned have had to do the dividend paying for many months, and it is gratifying, not only to stockholders, but for the interest of the country at large, to be able to record another successful company pulling into the line of dividend paying mines. The Consolidated Virginia mine has been most admirably managed from first to last, and has only at last commenced paying dividends simply because of the ore and bullion developments enabling them to do so, with a healthy reserve in the treasury and plenty more dividends in sight. The mine itself shows continued improvement at its lower levels, as further developed, and the great ore body bids fair to develop into equal importance with the Belcher and Crown Point.

The Belcher and Crown Point lower levels show better and better as further developed, and the bullion yield shows a corresponding increase. The Crown Point, however, will have to stop on hoisting shortly for a few days in order to get in new and heavier machinery. The present low price of stocks is not at all alarming or unexpected. Stocks may even go a little lower, but not much. The season is getting too far advanced, the yield of the mines is heavy, and the prospects ahead are too good to allow of any permanent depression.

Railroad Land Grant Forfeiture.

The following is a copy of a letter filed with the House Committee on Public Lands:

DEP'T OF THE INTERIOR, LAND OFFICE,
WASHINGTON, D. C., April 22, 1874.

To Hon. W. A. Townsend, Commissioner of Public Lands:

Dear Sir: I have the honor to report the following in response to your letter of the 10th instant, referring to House Bill No. 2,847, to forfeit certain public lands granted to aid in the construction of a railroad and telegraph line from the States of Missouri and Arkansas to the Pacific coast. The Act of the 27th of July, 1866, statutes page 295, makes no provision for the forfeiture, but provides that if the company makes any breach of conditions and allows the same to continue for upwards of a year the United States may do all needful acts to insure the speedy completion of the road. The records show that the line of road has been duly located, its construction commenced and one hundred and twenty five miles have been accepted as completed.

The enclosed copy of a letter of April 10, 1872, from Hon. B. R. Cowen, Acting Secretary of the Interior, to Francis B. Hayes, President of the company, will show the opinion of the Commission appointed to examine the construction of the 8th and 9th sections, specifying the conditions imposed by the statute, viz: that the company was required to commence work not later than the 27th of July, 1868, and that it had then until the 27th of July, 1870, before the condition requiring the completion of fifty miles per year would begin to run, and that after that date such condition became operative. This would require the completion of not less than one hundred and fifty miles by the 27th day of July, 1873; but as no breach can be taken advantage of by the United States for upwards of one year after it is made, it will be apparent that the company may repair the present tracks by building twenty-five miles before the 28th of July next, prior to which time it will not be competent for the United States to assume control of the works.

W. W. CURTIS, Acting Commissioner.

Grand Trunk Railway of Canada.

Mr. C. J. Brydges, under date of Montreal, 20th April, 1874, announces his retirement from the management of this line as follows:

I have now to announce to the heads of departments, and to the staff of the Grand Trunk, that I have resigned my office of managing director of the company, and that my resignation has been accepted by the board of directors. From and after this date, Mr. Hickson, secretary and treasurer, will be in charge of the railway, and I feel sure that his instructions will be carried out with the same loyalty and zeal that mine have always been. Although to myself personally it is a very great relief to be free from the responsibility of managing so vast a concern, it is with great regret that I separate myself from the officers and staff of the railway. It has been a source of great comfort to me to feel during twelve very eventful years of hard work, that I was surrounded by a body of men who were so devoted to the interests of the company—so anxious to promote its welfare and the public service—and so uniformly loyal to their chief officer. Many of the staff were with me before I took charge of the Grand Trunk, and all have worked with the greatest energy and cordiality. I rejoice to know that in retiring I leave the Grand Trunk in excellent physical condition both as regards its roadway and rolling stock—with a staff thoroughly competent to work it in a satisfactory manner—and with public confidence established in the ability of the company to do its duty to the trade of the country. I thank every member of the staff most heartily and warmly for the earnestness and loyalty with which they have always carried out their duties, and I trust that every possible prosperity may attend them all and the company which they serve.

Spring Mountain Coal Co.

The lease of part of the property of the Spring Mountain Coal Company to the Lehigh Valley Railroad Company was signed by both parties in Philadelphia, on the 13th inst. The lease is from June 1st, 1874, to December 1st, 1884. By the terms of the lease the Lehigh Valley Company is to pay, without any condition or reservation, seven per cent. upon the capital stock in semi annual payments. The Spring Mountain Company is to receive one half of any profits realized from the business in excess of the seven per cent., in each and every year when made, the company agreeing not to charge for transportation any higher rate than is paid by other parties in the same region. The Spring Mountain Company also reserves properties and privileges which it is estimated can be made to realize about one per cent. additional dividend annually to the stockholders, besides its participation in the net profits of the business.

Cincinnati, Sandusky and Cleveland Railroad.

Mr. John S. Farlow, the president of this railroad company, returned here yesterday from Ohio, and reports having settled up definitely the civil suits of the company against Rush R. Sloane, the defaulting ex-president. The settlement was made on a basis of $250,000. During the past week Mr. Farlow has put on record the deeds for real estate in Chicago, Sandusky, Columbus, &c, taken in part consideration. These with the notes, bonds and mortgages he has received, will, he feels quite sure, with a little judicious nursing, realize fully the sum named above as basis of settlement. He also reports the road as in excellent condition the whole extent of its line, and in good order and readiness for the enlarged business reasonably expected on a revival of the general business of the country. When in Columbus last week he concluded large purchases of land there needed to accommodate the increasing business at that end of the road.—*Boston Adv., May* 26.

☞ At an adjourned meeting of the stockholders of the Old Colony Railroad company, the committee to collect, count and sort the votes on the question of purchasing or subscribing for shares in an incorporated company, running steamboats in connection with the road to New York, to an amount not exceeding $750,000, and in a company running to the islands in Vineyard Sound for an amount not exceeding $40,000, reported that the whole number of shares was 66,921, of which 34,461 were necessary for a vote; and that upon this question, 35,206 had been cast in favor, and 8,369 against. The President declared the vote decided in the affirmative, and the meeting adjourned.

☞ A rolling mill company, with $80,000 capital, has been organized in Ashtabula, Ohio. A charter has been applied for and the work of building will commence immediately.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific:													
1867	38,169	61,831	69,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,476,663
1868	64,463	86,937	81,396	96,431	106,838	164,729	259,590	251,832	262,770	294,422	286,562	342,743	2,300,707
1869	212,604	218,982	391,308	485,043	568,270	556 080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768.720	729.274	783,100	807,816	787,184	828,447	777.513	583,692	7,995.116
1871	536,499	485,490	614,447	720 929	892,341	795,176	869,297	1,006,373	995,922	981,006	897.234	672,358	9,467,072
1872	592,223	571,836	875,763	949,568	1,380,928	1,138,278	1,272,510	1,271,629	1,254,689	1,285 567	1,299,900	1,037,992	12,734,729
1873	852,860	691,015	932,778	1,129,469	1,356,378	1,313,790	1,211,765	1,258,500	1,392,125	1,423,875	1,296,812	1,072,750	13,938,969
1874	848,558	794,000	867,666	1,132,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1869	343,182	315,099	388,727	328,390	345,853	402,854	351.045	493,232	506 023	468.212	397,515	340.851	4,681,563
1870	281,109	316,037	342.897	348.039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353.235	342.869	384,999	368,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	371.705	332,902	373,217	379,879	409,254	419,196	488.352	559.882	497.261	540.756	431,315	352,404	5,156 326
1873	347,372	390,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410.907	344,046	5,497,541
Chicago and Northwestern:													
1863	.....	... ...	.....	.....	.....	366.100	281,334	296,169	473,186	551,122	435,945	407.683	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519.306	669,605	729,769	716,378	563,400	6.114,566
1865	541,005	482,164	499,296	468,358	585,623	747.942	702,691	767,508	946,707	992,683	754.671	647,842	7.976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	806,524	797,475	1,000,086	1,200,216	1,010,892	712.359	9.299,430
1867	696,147	574,664	765,398	774,280	895,712	893.658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632 739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1,305 673	1,371,780	1,140.145	845,708	13,355.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,491	12,203,405
1871	655,428	602,182	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,943	1,067,357	859,780	12,272,645
1873	752,468	765,249	967,258	1,034,023	1,256,072	1,309,578	1,240,987	1,284,091	1,071,448	1,451,827	1,039,306	1,010,501	13,816,465
1874	903,490	903,021	1,089,986	1,074,725	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,567	341,783	320,025	293.615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,578	284,156	3.273,719
1871	270,204	273,751	315,149	295,460	281,491	285,775	314,850	360,759	374,671	338,723	340,625	317,773	3,766,343
1872	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417.325	439,581	389,830	368,743	4,492,625
1873	363,921	413,043	448,924	413.443	436,459	411,260	393,506	465,503	466,796	423,893	327,804	322,596	4,887,448
1874	363,053	276,099	318,976	342,247	.....	.....	.. ...	.....	.....	.....	.....	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,272	1,656,415	1,720,078	1,564,554	1,794,397	1,694.651	1,488,454	1,417 211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,543,813	1,775,324	1,468,961	1,560,023	1,625 243	1,643,464	1,743 752	1,704,374	1,392,615	18,694,096
1873	1,326 505	1 329,422	1,515,382	1,541,958	1,764,821	1,717,593	1,686,284	1,774,570	1,918,247	1,882,421	1,560,023	1,625,129	19,631,781
1874	1,462,650	1,273,775	1,413,223	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794.325	889,967	931,530	685.401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841.363	979,401	914,466	814,413	696,677	8,823,482
1870	623,383	661,789	601,826	555,087	684,539	712,647	627,216	899,052	901.235	905,225	811,703	697,751	8,679,958
1871	624,744	529,617	563,598	620,223	718,162	718,722	707,992	836,041	890,287	763,184	765,436	688,131	8,401,142
1872	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783.255	744,782	881.693	696 475	698,063	8,026,764
1873	602,241	597.429	660,750	558,912	635,459	742,600	648,840	769,748	884,495	797,121	636,089	703,692	8,268,326
1874	611,491	538,668	667,554	550,921	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	183,673	152,264	267,411	303,915	306.944	266,086	282,723	332,555	365,446	387,999	303,305	210,197	3,321 518
1872	189.606	191,738	300,783	322,875	341,843	322,350	329,838	357,302	349.468	449,418	314,513	223,240	3,698,183
1873	150,567	194,756	300,719	352,300	332,764	312,614	325,231	328,189	333,785	392,510	265.217	201,492	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,947	1,295 360	1,368,948	1,402,597	1,345.316	1,235,285	14,797.975
1872	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459 360	1,635,091	1,764,788	1,558.424	1,483.480	17,591,629
1873	1,412,368	1,549,288	1,735,736	1,694,643	1,680 968	1,586,369	1,451,763	1,582,531	1,776,420	1,742,516	1,875,556	1,546,983	19,134,136
1874	1,519,249	1,305,132	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1871	130,883	126,224	140,740	113,175	119,650	115,115	118,572	137,241	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204.196	2,029 927
1873	169,843	161,182	178,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	161,793	159,801	2,126,875
1874	171,028	.....	.....	.....	.....	.....	.....	.....	.....	... ...	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	353.569	473,546	490,772	448,419	374,542	4.744,164
1870	337,992	329,128	384,431	412,080	404,283	363,187	326 891	378,880	467,990	511.447	453,873	387.827	4,755,958
1871	418,755	442,665	486,980	470,708	480,847	427,096	422,015	529,890	628,660	582,802	5?7,434	507,050	5,940.102
1872	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873	379,836	440,261	567,314	556,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801.195	496,566	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	868,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	488,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	478,295	6,690,695
1872	460,986	387,565	426,223	474,183	580,432	594,769	488,349	565,729	811,961	950,945	702 838	513,787	6,957,771
1873	334 715	423,716	555,005	569,236	805,799	929,210	834,320	767,803	1,103,209	1,012,704	771,800	843,200	9,040.717
1874	664,400	657,500	576,620	742,050	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271.207	3,184,282
1870	202,447	250,617	294,874	289,550	285,221	263,328	260,449	348,195	353,677	341,373	321,659	286,108	3,436,999
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369.887	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	305,755	269,560	304,512	265.406	315,699	338,497	384,193	337,920	360.404	3,678,682
1873	227,897	261,346	344,632	321,047	301,521	272 600	267,734	325,093	382,098	353,168	308,632	206,100	.....
Philadelphia and Reading:													
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,866	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,960	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,501	688,578	1,063,002	1,510,083	1,213,303	1,359,333	1,418,141	1,413,643	1,423.276	837,080	12,500,686
1872	657,315	645,090	823,683	1,044,251	1,116,387	1,167.006	1,071.407	1,142,241	1,191,695	1,522,847	1,127,030	891,791	12,199,748
1873	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,646	1,446,247	1,647,475	1,486,091	1,324,348	.....	.....
St. Louis, Alton and Terre Haute:													
1869	132,623	127,817	175,950	171,868	157,396	154,133	144,164	186,389	202,238	205,750	189,351	160,086	2,006,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
1872	164 525	137,678	162,336	156,134	148,279	133,502	122,994	169,459	179,457	216,171	177,827	158,700	1,927,471
1873	144,209	159,454	177,514	170,218	161,300	165,260	151,532	165,610	178,302	200,646	132,892	132,752	1,942,689
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,053	108,716	117,625	116,242	107,524	126,012	127,413	128,775	124,968	123,948	1,372,230
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,464	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	150,292	181,055	178,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	163,254	229,260	208,140	230,300	195,480	179,261	206,190	205,500	186,645	160,800	122,657	2,233,647
Toledo, Wabash and Western:													
1868	278,712	265,137	257,600	286,825	300,529	293.344	283,833	454,209	450,208	420,898	323,270	399,439	4,013,203
1869	284,198	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,389	323,377	434,284	4,242,843
1870	267,964	293,645	295,270	318,699	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	393,455	443,611	458,900	439,515	553,994	552,079	568,817	609,205	531,080	516,935	5,736,666
1872	430,780	431,949	460,646	447,311	510,792	462,868	434,465	614.175	566,811	621,351	489,841	466,051	5,944,879
1873	370,290	405,110	471,801	446.527	470,598	541,101	483,320	642 209	593,504	538,251	413,928	482,767	5,854,076
1874	423,343	400,981	404,699	447,855	.....	.....	.....	.....	... ...	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,698	98,500	617,585	736,467	999,065	837,268	716,829	5,700,183
1870	528,529	500 130	539,228	706,601	802,586	746,450	643.058	644.951	726.521	719,696	570.168	505,053	7.654,994
1871	478,573	373,925	499,809	584,540	724,466	728,174	673,698	681,856	800,402	777,362	708,142	469,932	7,521,682
1872	378,936	384,115	565,861	741,802	890,442	855,450	743,382	769,567	868,754	980,706	915,727	757,851	8,892,600
1873	525,975	491,784	708,256	861,266	1,007,231	962,863	876,833	837,277	1,068,987	1,176,588	970,660	756,533	10,296,104
1874	620,716	607,990	687,026	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

The St. Gothard Tunnel.

In reply, no doubt, to rumors circulated from French sources that the St. Gothard Tunnel was to be abandoned as a failure, its progress being so slow as not to promise its completion for twenty years, the Swiss Federal Government is now making public, after proper verification of their correctness, the monthly reports received by it of the state of the works. The report for March shows that the rate of advance of the boring for the month was as nearly as possible 500 feet lineal, the proportion on the Swiss side being greater than that made from Airolo by nearly a third. The total length gained since the first trials were made sixteen months ago is an actual advance of seven-eighths of a mile, of which very nearly 1,200 yards are cleared out to the complete section of the tunnel. The number of workmen now employed on an average daily is 1,380; but this appears to include the labor in extensive workshops outside each of the two openings. The boring from the Swiss end continues to be entirely through solid gneiss rock. The temperature is found remarkably equable within the tunnel, varying little during the month from 70°, while outside the average was 41°. At the southern end the micaschist through which the boring has been carried, has ceased to contain quartz, and has become of a much softer and looser character as the work advances. The reports as to the leakage of springs into the tunnel are decisively contradicted in this report, according to which the quantity of water entering in March was perfectly insignificant. It is also announced that so far from the Belgian boring machines of Dubois and Francois having been given up as a failure, they are working on with the greatest success.—*Pall Mall Gazette.*

Railway Enterprise in Russia.

The rapid increase of railway enterprise in Russia is one of the most gratifying proofs of the progress of the country. The zeal with which this novelty is pursued by the Russian public seems, according to the journals of the Empire, to be untempered with discretion. On the 13th (25th) of April last, the day appointed for the receipt of the subscriptions to the Ural Railway, the Government bank was crowded to suffocation by would be investors. Several ladies fainted away, and one man had his arm broken by the crowd. It is said that instead of 581,000 roubles, the sum actually demanded, the subscriptions amounted to about 70,000,000 roubles, or about 180 times more than was required. This, though proving the confidence of the people in the Government guarantee (five per cent.) is bad for trade, owing to the sudden withdrawal of such large sums from circulation, and the strain on the banks caused by their production. The same eagerness to subscribe is also apparent at Moscow. Meantime, the St. Petersburg *News* does not see where the money is to come from required to pay the interest of the £500,000,000 Russia will need to complete her railways.—*London Echo.*

Peruvian Railroads.

A translation of a Government decree, dated January 13, is published in the Panama *Star and Herald* of January 20, which says that the following lines of railroad were then open for traffic—From Ilo to Moquegua, 100 kilometres; from Molendo to Puno, 542 kilometres; and from Pisco to Ica, 47 kilometres; and that during the present year the lines from Callao to San Matao, of 118 kilometres in length, from Chimbote to Taquilpon, of 90 kilometres, and from Pacasmayo to La Vina, of 148 kilometres will be completed, making a total of 1,045 kilometres (650 miles). The decree continues that the districts traversed by these roads abound in mineral wealth, which should be developed not only for the purpose of advancing the material interests of the country, but also with a view of supporting the lines themselves, and that the resources at the disposal of the Republic are not sufficient to attain this desired end. For these reasons it says that it is advisable to call attention of European markets to the material resources of the country, and directs that plans and profiles of all the railroads be prepared, a commission appointed to collect specimens of minerals along the roads, and the collections, catalogues, and drawings be sent to Europe for exhibition in London, Paris, and Berlin, and descriptive pamphlets be published in English, French, and German, and distributed free. The Minister of the Republic in France was authorized to furnish free passage to mining engineers of reputation going to examine mines in Peru, and the representatives of mining companies having a capital not less than $1,000,000.

☞ The Prairie du Chien *Union* gives an account of the launching of Mr. Lawler's great pontoon railroad bridge over the Mississippi at Prairie du Chien. It is the largest boat of the kind on the Western waters, being 408 feet long and 30 feet wide over all. It contains over five tons of iron and upward of 250,000 feet of timber. There were twelve "ways," each 125 feet long, down which it glided into the water.

☞ Mr. W. M. Phillips has been appointed assistant superintendent of the Bennett's Branch extension of the Allegheny Valley railroad, which will hereafter be known as the Low Grade Division of the latter road, with his headquarters at Brookville, Pa.

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The outstanding balance of its Construction Mortgage Debt is about $3,000,000. These Bonds mature April 1, 1875.

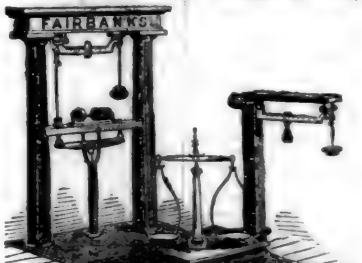
L. V. F. RANDOLPH,
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RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3,280,000	J. & J.	Jan. '74 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point.100	1,252,200	J. & J.	July '73 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " guar.100	756,476	M. & N.	Nov. '73 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Sept. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Genesee & Mt. M.*100	194,250	A. & O.	Oct '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '74 5
Washington Br.....100	1,650,000	A. & O.	Apl. '74 5
Parkersburg Br. pref... 50	5,630,885	— & —	.....
Berkshire* 100	600,000	J. A J&O	Apl. '74 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N	May '74 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br. guar...100	00,000	J. & D	Dec. '73 3
Bost., Cone. & Mont.* pref.100	800,000	M. & N.	May '74 2
Boston and Lowell.....500	2,852,900	J. & J.	Jan. '74 4
Boston and Maine.....100	6,816,807	M & N.	May '74 4
Boston and Providence.....100	8,950,000	M & N.	May '74 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A.	Feb. '74 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Mar. '74 5
" " pref.100	1,485,900	M & S.	Mar. '74 5
Camden and Amboy* ...100	6,847,800	J.A. J.O.	Apl. '74 2½
Camden and Atlantic... 50	879,020	— & —	.....
" " pref. 50	752,700	— & —	Nov. '73 3½
Cape Cod 100	1,020,330	J. & J.	Jan. '72 2½
Cape May and Millville* 50	447,000	J & D.	Dec. '73 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa*..... 50	1,169,500	— & —	.....
" pref. 50	2,200,000	M. & N.	May '74 3½
Cayuga and Susq.* 50	899,110	J. & J.	Jan. '74 4½
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	May '74 1½
" " pref..100	769,600	F. & A	Feb. '74 3½
Central of Georgia.....100	4,668,800	J. & J.	July '73 5
Central of New Jersey..100	29,000,000	J. A J.O.	Apl. '74 2½
Central Ohio* 50	2,425,000	J. & J.	Jan. '74 3
" pref..... 50	400,000	J. & J.	Jan. '74 3
Central Pacific 100	54,275,500	.....	Sept. '73 3
Chemung* 100	880,000	J.A.J&O	Oct. '72 1½
Cheshire, preferred 100	2 100,000	J. & J.	Jan. '74 3
Chicago and Alton.....100	8 929,900	M. & S.	Mar. '74 5
" " pref...100	2,425,400	M. & S.	Mar. '74 5
Chicago, Burl. & Quincy.100	19,897,000	M. & S.	Mar. '74 5
Chicago, Iowa & Nebras* 100	3,918 300	J. & J.	Jan. '74 1
Chicago & N. Western..100	15,033,480	J. & D.	Dec. '72 3½
" " pref.100	21,289,563	J. & J.	July '73 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Apl. '74 4
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '74 4
Cin., Sand. and Clev.* .. 50	2,980,550	— & —	May '72 10s
" pref... 50	429,046	M. & N	May '74 3
Clev., Col., Cin. & Ind...100	14,993,275	F. & A.	Aug. '72 3½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '74 3½
Cleveland & Pittsburg*.. 50	11,236,150	F.M.A.N	May '74 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*... 50	1,788,800	M.J.S.D.	Mar. '74 2
Colum. & Hocking Val..100	2,500,000	F. & A	Feb '74 5
Concord 44	1,600,000	M. & N.	May '74 5
Concord and Ports.* 100	350,000	J. & J.	Jan. '74 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A.	Feb. '74 3
Connecticut River..... 100	1,950,000	J. & J.	Jan. '74 5
Cumberland Valley. 100	1,494,250	A. & O.	Apl. '74 4
Danbury and Norwalk . 50	600,000	M. & N.	Nov '73 5
Delaware* 50	1,230,941	J. & J.	Jan. '74 3
Del., Lackaw. & Westn. 50	18,568,850	J.A.J. O.	Apl. '74 2½
Detroit & Milwaukee *.. 50	822,140	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	A. & O.	Apl. '74 2
East Pennsylvania* 50	1,300,200	J. & J.	Jan. '74 3
East Mahanoy * 50	392,950	J. & J.	Jan. '74 3
Eastern (Mass.) 100	4,262,600	J. & J.	July '72 3
Eastern (N. H.) 100	494,500	J. & J.	July '73 3
Elmira, Jef & Canand*..100	500,000	F. & A.	Feb. '74 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '74 2½
" " pref. 50	500,000	J. & J.	Jan. '74 3½
Erie Railway 100	78,000,000	.....	Oct. '73 1
" pref.....100	8,538,910	.....	Oct. '73 3½
Erie and Pittsburg* 50	1,090,250	M.J.S.D.	Mar. '74 1½
Fitchburg 100	4,000 000	J. & J.	Jan. '74 4
Georgia 100	4,158,000	J. & J.	Apl. '74 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.) 100	14,367,946	— & —	.....
Great Western, (Ca.) ...100	19,237,404	A. & O.	Apl. '74 1½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug. '70 2½
" pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	110,850	M. & N.	May '74 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '74 3½
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '74 4
Huntingdon & B'd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. & J.	July '68 3½
Illinois Central 100	25,280,510	F. & A.	Feb. '74 4
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S.	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	Jan. '74 3
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Apl. '74 1½
Joliet & North. Indiana*100	800,000	J. & J.	Jan. '74 4
Lake Shore & Mich. So...100	49,466,500	F. & A.	Aug. '73 4
" " (guar.).100	538,500	F. & A.	Feb. '74 5
Lawrence*..... 50	250,200	— & —	.....
Leeds and Farmington* 100	600,000	J. & J.	Jan. '72 2½
Lehigh & Susquehanna.. 50	3,739,800	M & N.	May '67 5
Lehigh Valley 50	21,916,850	J.A. J.O.	Apl. '74 2½
Little Miami* 50	3,871,450	J.A. J.O.	Apl. '74 2
Little Schuylkill* 50	2,646,100	J. & J.	Jan. '74 5½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island 50	2,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '74 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '74 4
Louisv., N. Alb. & Ohi...100	3,000,000	J. & D.	Dec. '70 2
Lowell and Lawrence ...100	200.000	A. & O.	Apl. '74 3
Lykens Valley 20	600,000	F.M.A.N	Feb. '75 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law...100	1,000,000	M. & N.	May '74 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	3,130,719	M. & S.	Sep. '66 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '74 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	18,733,204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323.375	J. & J.	Jan. '74 5
Milwaukee and St. Paul..100	13,398,550	J. & J	Dec. '70 7s
" " pref.....100	10,825,777	F. & A	Feb 74 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '74 4
Morris and Essex* 50	14,008,100	J. & J.	Jan. '74 2½
Nashua and Lowell.....100	800.000	M. & N.	May '74 5
Naugatuck 100	1,881 900	F. & A.	Feb. '74 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '74 5
Newark and N. York*..100	977,400	J. & J.	Jan. '74 3½
N. Bedford 100	1,010,100	M. & N.	May '74 4
N. Castle & Beaver Val.* 50	1,800,000	J.A. J.O.	Apl. '74 2½
N. Haven & Northamp...100	605,000	J.A. J.O.	Sept '72 3
New Jersey* 100	7,295,200	J.A. J.O.	Apl. '74 2½
New London Northern*100	1,418,800	J. & J.	Jan. '74 4
N.Y. Cen. & Hudson R...100	89,428,330	A. & O.	Apl. '74 4
New York and Harlem..100	6,500,000	J. & J.	Jan. '74 4
" " pref.100	1,500,000	J. & J.	Jan. '74 4
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	Jan. '74 6
N. Y., Provid. & Boston.100	2,000,000	J.A. J.O.	Apl. '74 2½
Niag. Bridge & Canand*100	1,000,000	J. & J.	Jan. '74 3
North Carolina* 100	4,800,000	irregular.	Jan. '73 5
N. Eastern (N.C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3,473,500	January.	Jan. '74 5s
Northern Central 50	5,842,000	M. & N.	Nov. '72 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '73 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '74 4
Norwich & Worcester*..100	2,823,400	J. & J.	Jan. '74 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '74 3
" " pref.100	2,000,000	A. & O.	Apl. '74 4
Ohio and Mississippi....100	19,995,847	J.A. J.O.	.....
" " pref.100	4,024,474	J. & D.	Dec '72 3½s
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	Jan. '74 2
Old Colony & Newport..100	6,297,900	J. & J.	Jan. '74 1½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '74 3
Pacific of Missouri.....100	8,635,750	J.A. J.O.	Apl. '74 1½
Panama 100	7,000,000	J.A. J.O.	Apl. '74 3
Paterson and Hudson*..100	630,000	J & J.	Jan. '74 4½
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	Jan. '74 4
Pember. & Hightstown*. 50	242,150	J. & J.	Jan. '74 3
Pennsylvania 50	72,000,000	M. & N.	May '74 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '74 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '74 4
Phil., Ger. & Norristwn* 50	1,626.250	M.J.S.D	Dec. '73 3
Philadelphia & Reading 50	32,684,375	J. A. J.O.	Apl. '74 2½
" " pref... 50	1,551,800	J.A. J.O.	Apl. '74 2½
Phila. and Trenton*.....100	1,250,100	J.A. J.O.	Apl. '74 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	Jan. '74 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Apl. '74 1½
" Special Imp..100	2,000 000	J.A. J.O.	Apl. '74 1½
Pittsfield & N. Adams..100	410,000	J. & J.	Jan. '74 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '74 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces..100	2,000,000	J. & J.	Jan. '74 5
Raleigh and Gaston.....100	1,600,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '74 4
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	Jan. '74 3½
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Feb '74 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " pref.100	2,040,000	May.	May '68 7
St. Louis and Iron Mt..100	10,000,000	F. & A.	Feb. '74 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" pref.100	12,000,000	.....	Nov. '72 3
Saratoga and Schenec.*.100	800,000	A. & O.	Apl. '74 5½
Schuylkill Valley* 50	578,050	J. & J.	Jan. '74 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '74 3
Shore Line* 100	995,800	J. & J.	Jan. '74 3½
South Branch (N. J.*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '74 4
Staten Island.....100	600,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	443,700	J. & J.	Jan. '74 3½
Stony Brook* 100	267,300	M. & N.	May '72 3
Summit Branch* 50	2,502,250	F. & A.	Feb. '74 3
Sussex (N. J.) 100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,130	— & —	Dec. '73 3
Taunton Branch 100	500,000	J. & J.	Jan. '74 5
Terre Haute & Indiana 100	1,988,150	J. & J	Jan. '74 5
Tol., Peo. & War. 1st pref..100	1,777,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '74 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$2,800,000	A. & O.	Apl. '74 1
Warren (N. J.)..... 100	1,800,000	J. & D.	Dec. '73 3½
Warwick Valley..... 100	225,000	A. & O.	Apl. '72 2½
West Jersey..... 100	1,559,750	F. & A.	Feb. '74 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '74 2
Winchester & Strasburg*100	500,000	J. & J.	Jan. '74 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	Jan. '74 $5
HORSE-POWER R. R.			
Albany City..... 100	110,300	— & —	..... 2½
Baltimore City..... 100	800,000	— & —	Jan. '74 3
Bleecker st. & F Fy.(NY)100	900,000	— & —	.....
Boston and Chelsea..... 100	110,000	A. & O.	Apl. '74 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Apl. '73 3
Broadw. & 7th Av. (N.Y.)100	2,100,000	J. & D.	Jan. '70
Brooklyn City 100	1,500,000	F.M.A.N	May '74 3
Brooklyn City & Newt..100	800,000	J. & J.	July '70
Brooklyn and Jamaica....100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge..... 100	727,800	A. & O.	Apl. '74 4½
Con. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '74 3
Citizens' (Pbg.) 50	200,000	M. & S.	Nov. '71 7
Coney Island & Brookl..100	800,000	— & —	.....
Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Feb. '74 2
Eighth Avenue (N.Y.)....100	1,000,000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Ph.) 50	491.750	J. & J.	Jan. '74 5
Germantown (Ph.) 50	1,000,000	J. & J.	Jan. '74 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '74 4
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. '74 1½
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '71 6
Lynn and Boston..... 100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	M. & N.	Nov. '73 5
Middlesex (Boston)..... 100	400,000	A. & O.	Apl. '73 4
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark..... 100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	Jan. '74 5
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '74 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	Oct. '73 2
Second & Third St. (Ph.) 50	962,100	J. & J.	Jan. '74 6
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '74 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.). 50	1,000,000	J. & J.	Jan. '74 2
Somerville (Boston) 100	75,000	M. & N.	May '74 3
South Boston 50	400,000	J.A. J.O.	Apl. '74 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan '74 $4
West Philadelphia..... 50	400,000	J. & J.	Jan. '74 $
CANALS.			
Chesapeake & Delaware 50	1,983,566	J. & D.	June '73 3
Chesapeake and Ohio ... 25	8,239,591	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '74 4
Delaware and Hudson...100	15 000,000	F. & A	Feb. '74 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	Apl. '74 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	9,390,350	J.S D.M.	June '64 2
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 3
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,960	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb '74 30c
" " (pref.). 50	2,888,977	F. & A.	Feb '74 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express..... 100	10,000,000	M.J. S.D	June '74 2
American Coal..... 25	1,500,000	M. & S.	Mar. '74 4
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '68 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec '69 85c
Canton..... .....10½	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,336,500	— & —	.....
" pref.....100	3,603,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	May '74 5
Pullman Palace Car..... 100	4,000,000	F.M.A.N	May '74 3
Quicksilver, common 100	5,700,000	— & —	.....
" preferred 100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
United States Express...100	6,000,000	F.M.A.N	May '74 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	8,000,000	J. & J.	Jan. '74 4
West. Union Telegraph.100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. '66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities May 1, 1874.					
Loan of June 14, 1858 ..... registered	$ 260,000	5	Jan. & July.	1874	....
.. .. coupon	.....	5	" "	1874	....
Loan of February 8, 1861 ..... registered	13,767,000	6	Jan. & July.	1880	120¼
.. .. coupon	4,648,000	6	" "	1880	121¼
Oregon War Bonds of March 2, 1861.. coupon	945 000	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861.... registered	125,777,150	6	Jan. & July	1881	120¾
.. .. coupon	63,544,200	6	" "	1881	121
Loan of Feb. 25, 1862 (5-20s)..... registered	16,610,100	6	May & Nov.	1882	115
.. .. .. (5-20s)..... coupon	151,654,400	6	" "	1882	115¼
Loan of March 3, 1863 ..... registered	53,62 ,600	6	Jan. & July.	1881	120¾
.. .. coupon	21,370,400	6	" "	1881	121¼
Loan of March 3, 1864 (5-20s)..... registered	946,600	6	May & Nov.	1884	116¼
Loan of June 30, 1864 (5-20s)..... registered	24,999,700	6	May & Nov.	1884	116¼
.. .. .. (5-20s)..... coupon	33,046,500	6	" "	1884	117¼
Loan of March 3, 1865 (5-20s)..... registered	33,789.750	6	May & Nov.	1885	116¼
.. .. .. (5-20s)..... coupon	118,744,600	6	" "	1885	118¼
.. .. 2d series (5-20s)..... registered	56,777,000	6	Jan. & July.	1885	119¼
.. .. .. (5-20s)..... coupon	145,856,100	6	" "	1885	120¼
.. .. 3d series (5-20s)..... registered	87,756,250	6	Jan. & July.	1887	119¼
.. .. .. (5-20s)..... coupon	222,868,150	6	" "	1887	120¼
.. .. 4th series (5-20s)..... registered	13,878,000	6	Jan. & July.	1888	119¼
.. .. .. (5-20s)..... coupon	23,596,000	6	" "	1888	120¼
Loan of March 3, 1864, (10-40s)..... registered	141,103,000	5	Mar. & Sept.	1904	115¼
.. .. .. (10-40s)..... coupon	53,464,300	5	" "	1904	115
Consols of July 14, '70 & Jan. 20, '71. registered	176,797,450	5	F. M. A. & N.	1881	115¾
.. .. coupon	138,177,500	5	" "	1881	116¼
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868..... (cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds..... (currency)	64,623,512	6	Jan. & July.	'95-'99	117¼
U. S. Notes and Fractional Currency.....	429,513,398	mtl.	.....	.....	....
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72..	2,582,800	5	May & Nov.	'86-'92	....
.. Bonds (new), 1866, '67 and '72.....	2,386,000	8	Jan. & July.	'86-'92	....
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90-'91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 9,800,0 0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'99-'00	....
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	112½
.. Bounty and Relief Bonds, 1863 and '64..	964,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,800,):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386.000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s).	985,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($5,728,865):					
.. Convention Bonds 1868.....	80,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R. R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	....
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R. R., '58, '59, '60 & '61	600,000	6	Feb. & Aug	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1863.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,900, 00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870....	4,880,000	7	Various.	1890	....
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	....
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):			Jan		
.. State Bonds (various) 1863 to 1864.....	110,675	6	" & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	" "	'76-'89	....
Kentucky—($2,750,510):					
.. State Bonds 1836 and '43.....	160,000	5	Mar. & Sept.	1876	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	49
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	50
.. .. .. 1866	1,000,000	8	Various.	1886	57
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds (N.O., Mob. & Chat. R.R.) '70 '71	3,250,000	8	Jan. & July.	10-'11	....
.. Redemption (certificates) Bonds 1866...	259,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	450,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	544,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'78-'78	....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"	'83-'89	100¾
.. Municipal Equatization Bonds.....	3,084,400	6	April & Oct.	1889	98
Maryland—($12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,223	6	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838....	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	95
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1885	96
.. Bounty War Bonds, 1868.....	511,365	6	J. A. J. & O.	1888	107
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72	706,000	5	Various.	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800 000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	660,000	5	" "	'77-'78	94½
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	91½
.. Bounty Loan, 1864.....	4,379,500	5	May & Nov.	1894	99¾
.. Bounty Loan, 1864, £833,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	100½
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'93	92½
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1850	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445,000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863...	431,000	6	" "	1878	97
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1858.....	463,000	7	May & Nov.	1890	91
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	489,000	6	Jan. & July.	'82-'90	97½
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	99½
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'78-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	99¼
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	97½
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	99¾
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	104
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free.....	684,400	6	" "	'97-'02	....
New York—($38,121,600):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	plens.	....
.. General Fund Stock	1,189,780	6	" "	plens.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'78	107
.. Canal Stock.....	2,572,000	6	" "	'74-'75	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered....	20,675,000	7	Jan. & July.	1877	110¾
.. Bounty Loan Bonds, 1867, coupon	1,272,000	...	" "	1877	110
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	23½
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	23
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	21
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	20¾
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	....
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	....
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1860 Bonds, skg f'd.....	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, skg f'd.....	1,496,309	6	" "	1881	102
.. Loan of 1856 Bonds, skg f'd.....	2,400,000	6	" "	1886	103
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($2,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	108
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	110¾
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1892	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,040,000	6	Mar. & Sept.	1882	97½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,227):					
.. State House, Stock and Bonds '43-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	18
.. .. .. '66-'69.....	2,262,714	6	Jan. & July.	'87-'97	8
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R. Bonds 1854.....	970,000	6	" "	'74-'78	....
.. Conversion Bonds 1869.....	7,374,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1899	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,306,417	6	Jan. & July.	long.	83
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	83¾
Texas—($3,397,825):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	85
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,206):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'90	35
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'90	35
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'86-'90	....
.. Funded Interest, 1866-'67.....	6,692,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	466,280	5	" "	'85-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	103½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	99½
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1890	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	91
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	43½
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	...
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	64
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $6,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R.R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1856 '75	857,250	6	Jan. & July.	Baltimore.	1875	100½
Loan of 1850–'80	579,500	6	" "	"	1880	101½
Loan of 1853–'85	1,710,500	6	April & Oct.	"	1885	100½
Loan of 1858–'90 (Balt.) sk'g fd.	3,461,146	6	Jan. & July.	"	1890	....
Loan of 1870–'95 (stg.) sk'g fund.	3,620,320	6	March & Sept.	London.	1895	....
Loan of 1872–1902 (stg.) S. F.	9,498,016	6	" "	"	1902	....
3d Mort. (N.W. Va. R.R.) assumed	140,000	6	Jan. & July.	Baltimore.	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,800,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	97
Beloit and Madison (C. & N.W.):						
1st Mortgage	833,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Princeton.	1885	83
3d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	83
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872	3,000,000	7	Feb. & Aug.	Boston.	1892	105½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	79
1st Mortgage (Equalization)	248,000	7	" "	"	1889	80
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	90½
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	...
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	24
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	45
Mass. Loan rec'd by $1,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	900,000	8	April & Oct.	Boston.	1879	95
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	102

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	88½
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg sk'g f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	63
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	99½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	93½
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,949	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	99½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1893	50
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. & lands) S.F. gold	8,000,000	7*	Jan. & July.	New York.	1891	85
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1870	96
Camden and Burlington County:						
Consolidated 1st Mortgage	338,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (sk'g fd.) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (sk'g fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	54½
Carthage & Burlington (C.B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	...
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	101½
Chattel Mortgage	168,360	5	" "	"	'80-'89	91
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	80
Cedar Rapids & Mo. Riv. (C. & N.W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	83
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	83½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	...
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	46
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	3,612,700	7	" "	" "	1902	100½
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	109½
Loan of Leh. C. & Nav. Co. (ass'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	89½
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	94
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	100
State Aid B'ds (int. by State) gold	1,500,000	7*	" "	" "	1885	102½
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.)	500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V.D.) gold	6,030,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,158,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	...
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	...
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	...
Chesapeake and Ohio:						
1st M. (gold) sk'g fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	50
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1885	73½
2d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	6	" "	" "	1576	....
Funded Interest, coupon	160,500	6	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	800,400	6	Jan. & July.	Boston.	'75-'80	....
Chester Creek:						
1st Mortgage guar. by P.W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	100
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	106½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	97
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	3,692,000	8	Jan. & July.	New York.	1883	110
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	650,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,983,225	7	Jan. & July.	Boston.	1896	96½
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	98½
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	97½
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	98½
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	99½
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	98
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	99
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div.) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	41
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	92½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C. & N.W	592,000	7	Jan. & July.	Boston.	1880	93½
2d Mort. (now 2d) guar. C. & N.W	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	103½
Funded coupons (193 m.)	750,000	7	May & Nov.	" "	1863	96
General 1st Mortgage (193 m.)	3,558,000	7	Feb. & Aug.	" "	1885	102½
Appleton Ext. (23 m. & 76,000 ac.)	174,000	7	" "	" "	1885	89½
Green Bay Ext. (26m & 76,000 a.)	284 000	7	" "	" "	1885	89
Equipm't (Engs & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.).	1,776,000	7	Feb. & Aug.	" "	1882	102½
2d Mort. (Gal. & Chic. 248 m.).	938,000	7	May & Nov.	" "	1875	98
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line (")	129,500	7	" "	" "	1878	....
1st Mort. (Peninsula 79m. & land)	331,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C. & N.W. R'y)	3,105,000	7	F. M. A. & N.	" "	1915	86
Consol. gold bonds for $48,000,000	4,534,000	7*	June & Dec	" "	1902	83½
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil. R.R.) guar.	389,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi. R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	9 500	7	June & Dec.	" "	1898	....
1st Mort. (Chic. & Mil. R.W.) guar	1,141,000	7	Jan. & July.	" "	1898	95
1st Mort. (Bel. & Mad. R.R.) guar.	306,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000 pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000 pm	1,350,000	8	May & Nov	New York.	1889	30
1st Mort. of Nov. 1, '71, $16,000 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwern (C.B.&Q.):						
1st Mortgage for $10,000 per mile	.....	8	Feb. & Aug.	New York.	1901	100
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I. & Pac.)	8,000,000	7	" "	" "	1896	105
Chi. & Southwes'n (C., R.I. & Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1880	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	708,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1901	82½
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1991	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77 '87	70
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	71½
1st Mort. (San., Day. & Cin.) S.F.	958,000	6	Feb. & Aug.	Boston.	1900	75½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	88½
Cincinnati and Springfield:						
1st Mortgage for $2,000 000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	—— & ——	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	99½
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	100
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July	" "	1892	93
Consol. sinking fund guar.	628,000	7	May & Nov	" "	1900	97½
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund.	15,344,750	7	April & Oct.	New York.	1908	83
2d Mortgage Consol. skg fund.	3,679,900	7	Feb. & Aug.	" "	1909	60
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1850	....
Connecticut and Passumpsic Rav.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	96
Notes payable, conv. at par	594,000	7	" "	"	1876	97
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7*	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. ABCD & E $200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1, 2, 3, 4.	88
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York	1869	....
Cowanesque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	6	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	58
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	98½
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	179,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	101
2d Mort. (Del., Lack. & Wtn.)	1,633,000	7	March & Sept.	" "	1881	104
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	104½
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y. L. & Ama.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,000,000	8	" "	" "	1895	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1890	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	160,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	...
Detroit, Mon. & Tol. (L.Sh.& M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	99
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	94
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101½
East Tenn. & Georgia (E.T.V.& G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., stg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	90
Eastern (Mass.):						
English Loan, July 1, 1862	883,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	99
1st Mort. (Essex R.R.) assumed	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	March & Sept.	"	1882	94½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	100
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	60
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	103
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	93
3d Mortgage	4,582,000	7	" "	" "	1883	95½
4th Mortgage convertible	2,987,000	7	April & Oct.	" "	1880	91½
5th Mortgage convertible	709,500	7	June & Dec.	" "	1888	92
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,600,000) conv.	4,437,470	6*	March & Sept.	London.	1875	....
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	N Y & London.	1920	....
Convertible bonds	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,099,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	500,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M. (& 1st on 5½, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	57
Evansville and Crawfordsville:						
1st Mortgage (main line) stg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	180,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.)	221,000	7	Jan. & July.	" "	1887	....
" 3d series (52,091) tx. f.	2,046,000	8	March & Sept.	" "	1888	....
R. & Holly lease, S. F. 25 000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1909	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20,000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	500,000	6	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	300,000	8	April & Oct	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,000,000	7*	April & Oct	Boston.	1909	....
2d Mortgage	400,000	8	Jan & July	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	90
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	102½
2d Mortgage	948,000	7	May & Nov.	" "	1875	98
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	290,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1883	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	90
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838,385	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu'e £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,903,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	6½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York	'81-'86	60
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples (T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1890	80
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	82
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	95
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds (222m)	5½,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,500	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	78
1st Mort. (Q. & Palm. R.R. 15 m)	100,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (R. City & Cam. R R 55m)	1,200,000	10	Jan. & July.	" "	1886	99
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1886	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	93
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) stg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) stg f d.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F& P M):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1860	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. stg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	...
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	108½
3d Mortgage	180,000	7	May & Nov.	" "	1875	104
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	103
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	96
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	63
Illinois Central:						
Construction bonds, cur. stg f'd.	2,742,000	7	April & Oct.	New York.	1875	100
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1900	80
2d Mortgage	1,500,000	8	Jan. & July.	" "	1900	61
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, stg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1868	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	81½
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.	.....	8	Feb. & Aug.	New York.	1900	91
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	99½
Jackson, Lansing & Saginaw (MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	99½
2d Mortgage	500,000	8	March & Sept.	" "	1868	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	98½
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol.	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol.	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (JeffersonvilleR.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	106½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	500,000	6	April & Oct.	"	1900	90
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by L.S.& M.So.	840,000	8	Jan. & July.	New York.	1888	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	90
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(St.Jo.&CB.78 m)ex.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (L.L.& G.):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	N.Y. &St. Lo.	1895	60
1st Mort. (2d Div. 253.94 m.)gold	4,068,000	6*	June & Dec.	" "	1896	60
1st M.(3dD.244.66m.& 3d0.000m)	6,455,000	7*	May & Nov.	N. Y., L. & F.	1899	....
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,921,000	7*	Jan. & July.	N. Y., L. & F.	1886	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N.Y. & St. Lo.	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'96-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	600,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok.,Iowa C.& Minn.(T W & W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	98½
Lackawanna & Bloomsb(D.L.& W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempelean & Prescott:						
1st Mort. assumed by C. & N. W.	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming. & Miss.(T W & W):						
1st Mortgage gold guar.	1,200,000	7*	Feb. & Aug.	New York.	1891	76
Laf., Muncie & Bloom.(T W & W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N Y B's.&Ph.	1899	50
2d Mort. gold tax free and conv.	830,000	7	April & Oct.	"	1900	....
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,280,000	7	J. A. J. & O.	" "	1900	96½
Consol. coupon July 1, 1870	1,209,000	7	Jan. & July.	" "	1900	97½
Bonds of Oct. 1, 1872	5,205,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore) Ap. 1, '69	1,498,000	7	" "	" "	1899	95½
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	100
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	96½
Sk'g Fund July 1, 1855 C. & Tol.	1,595,000	7	Jan. & July.	" "	1885	103
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	98
1st Mort. May1, 1855M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	103
2d Mort. Oct 31, 1857 "	2,692,000	7	" "	" "	1877	100
Mort. Nov. 1, 1858 Buff. & Erie	.....	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1896	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	96½
1st Mort. Aug.1,1856(D.M.&Tol.)	924,000	7	Feb. & Aug.	" "	1878	99
1st Mort. Sept. 1, 1869(K.& W.P.)	400,000	7	Jan. & July.	" "	1870	90
1st Mort. Oct 1, 1867(Sch.&Th.R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M.July1,'68(Kal.All.& Gr.R.)	840,000	8	" "	" "	1868	100½
1st Mort.July 1, 1863(J.& Frank.)	468,000	7	" "	" "	var	....
2d Mort. Jun.1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philad lphia	1886	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	353,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	3,000,000	10	Jan. & July	N. Y. & Bost.	1899	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	.....	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	103
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	105
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1889	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	90
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1880	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	101½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	99½
1st Mortgage (Extension)	175,600	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,800,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	2,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	85,000	7	" "	" "	'80-'85	....
Consol. M. for $6,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	88
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,000,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1870	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1890	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	87½
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	102½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	89½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	79
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1900	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,283,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	101½
Michigan Central:						
1st Mortgage, convertible	356,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1862	108
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	95½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	104
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	94½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1869	100
2d Mort. (") guar.	70,000	8	" "	" "	1869	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv. & W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £236,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,514,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	80
1st Mortgage (R. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,308,000	7	Jan. & July.	" "	1897	78
1st Mortgage (Minn. Cent.)	192,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	82
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	106½
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	92
Milwaukee City Loan	233,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $1?,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,364,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,360,000	7*	— & —	.....	1899	19½
1st Mort. Land Grant gold	1,060,000	7*	— & —	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,560,000	7	April & Oct.	....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600.000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1906	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st Mortgage Sterling	6,000,000	6* 5*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	— & —	" "	....	....
Income Mortgage	700,000	7	— & —	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	850,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	104
2d Mortgage guar.	8,000,000	7	Feb. & Aug.	" "	1891	102½
Convertible bonds	1,510,000	7	Jan. & July.	" "	1900	92
Consecration bonds of 1871	2,000,000	7	Feb. & Aug	" "	1889	93½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.&Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	85
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1880	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1869	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie d bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (NY.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	...
2d Mortgage currency	1,500,000	7	" "	" "	1881	...
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	36
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1888	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La.	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	...
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	6,936,626	6	May & Nov.	New York.	1883	92½
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	101½
Bonds for B.& N. R'd.(")	76,000	6	May & Nov.	" "	1883	99
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	88
Bonds for real estate (")	162,000	6	" "	" "	1883	88
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	95
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	...
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	103½
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	....
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1903	99
Sinking Fund mortgage of 1861	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	99½
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1893	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'76	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1890	....
2d Mortgage of Sept. 1, 1869	822,000	7	" "	"	1890	....
North Pennsylvania:						
1st Mortgage	2,225 000	6	Jan. & July.	Philadelphia.	1885	99½
2d Mortgage	5,000,000	7	May & Nov.	"	1896	98½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	100
North Shore (L. I.)						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	1 red.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	98
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	87½
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	95
Consol. Mortgage gold	2,495,060	6*	" "	"	1900	83½
Income Mortgage conv.	1,300,000	7	April & Oct.	"	1890	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	2⅜
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	93
Equipment Mortgage	200,000	8	" "	"	1879	93
Sinking Fund Bonds	000,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage	6,094,000	7	Jan. & July.	New York.	1898	89
Consolidated 1st Mortgage, stg..		7*	" "	London.	1898	....
Consolidated 2d Mortgage	3,529,000	7	April & Oct.	New York.	1911	70
3d Mortgage, (W. Div.)	433,000	7	Jan. & July.	" "	1874	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bond	50,000	7	May & Nov.	" "	1883	....
Old Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	78½
1st Mortgage (War. & Fkln)	580,000	7	April & Oct.	"	1882	82½
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	40½
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	98½
Plain Bonds	485,000	6	April & Oct.	"	1875	95
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	102½
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	50
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	32
3d Mort. " "	523,000	6	May & Nov.	Richmond.	1873	30
4th Mort. " "	574,000	6	March & Sept.	Alexandria.	1880	75
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	21
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New Yor k.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R. W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	185,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.R.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	93
Owensboro' and Russellville.						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	79½
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	76
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lex. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,230	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	1*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,970,000	7	Jan. & July.	Philadelphia.	1880	102
2d Mortgage (")...	2,588,800	6	April & Oct.	"	1875	99½
3d Mortgage (")stg.	2,282,346	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	19,490,760	6	J. A. J. & O.	Philadelphia.	1910	90
State lien for $17,500,000, skg f'd	5,854,700	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	260,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	340,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	103½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. R. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	89
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	84½
Gen'l M. for $20,000,000, gold sr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	83
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug	New York.	1874	....
Petersburg:						
1st Mortgage (instalments).	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¼ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9¼ m.)..	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)..	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,138,900	6	Jan. & July.	Philadelphia.	1893	80
Loan of 1870, convertible	28,000	7	" "	"	1889	....
Mortgage Loan of 1857, conv...	86,500	6	" "	"	1886	....
Mort. Loans of 1843-44-46 & 49.	1,521,000	6	" "	"	1880	101½
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	104
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	103½
Consolidated Mortgage June 1, 1871. — Dollar registered	3,414,000	7	" "	"	1911	104½
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	..
Consolidated Mortgage June 1, 1871. — Gold or stg reg..	663,000	6*	" "	"	1911	102½
Consolidated Mortgage June 1, 1871. — Dollar coupon...	332,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv	6,690,985	7	Jan. & July.	"	1893	106½
New improvement Mort. loan..	6,631,618	6*	April & Oct.	Phila.or Lond.	1897	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	845,600	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866	400,000	6	April & Oct.	"	1876	96
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	63
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	monthly.	New York.	1884	72
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free...	4,000,000	7	Jan. & July.	Baltimore.	1898	86
2d Mort. (Balt. Loan) of 1866...	1,000,000	6	" "	"	1886	65
1st Mort. (Turtle Cr. Div.10¼ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	101
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94½
Bridge (O. & P. R. R.) bonds...	158,000	7	May & Nov.	" "	1876	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,000,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold..	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg(Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1889	....
Poughkeepsie and Eastern:						
1st Mort. gold, conv. & tax free..	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	18	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	89
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	99
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.)	400,000	7	March & Sept.	New York	1906	....
1st Mort. (Troy, Salem & Rutl.)	600,000	7	May & Nov.	"	1900	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'78-'90	67½
Rich., Fredericksb.g & Potomac						
Sterling Loan	87,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	6	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	130,500	7	June & Dec	Rich'mond.	1875	....
1st Mortgage	175,000	8	April & Oct.	"	....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$2,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund...	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m..	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	72½
Equipment Mortgage	500,000	8	March & Sept.	"	1880	75½
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1870	....
2d Mort. (" ").	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	...
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	60
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	75
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	92½
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	93
2d Mortgage May 1, 1868 guar..	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	84
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guarnteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands..	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands..	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1898	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000.....	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage.....	228,900	6	Feb. & Aug.	Boston.	1878	90½
Sand., Mansfield & Newark (C&O.)						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	605,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds.....	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.)						
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1900	100
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage.....	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	92
Sheboygan and Fond du Lac:						
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension.....	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	688,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.).						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold.....	600,000	7*	Jan. & July.	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold.....	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold.....	500,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency.....	907,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'01	....
Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'02	....
Domestic (special) Bonds.....	71,250	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1883	....
2d Mortgage for $200,000.....	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,180,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	93
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds.....	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $23,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold.....	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.....	391,060	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv..	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed.....	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free.....	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1876	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90
Sunbury and Lewiston:						
1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.....	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000.....	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	188,500	8	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L.& W):						
1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage.....	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund....	1,165,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m....	1,600,000	7	June & Dec.	New York.	1894	79
1st Mortgage (W. Div.) 117 m...	1,800,000	7	Feb. & Aug.	" "	1896	74
2d Mortgage (W. Div.) 117 m...	1,300,000	7	April & Oct.	" "	1886	55
Equipment Mort. sinking fund..	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000..	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	....
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed.....	80,500	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar....	100,000	7	Jan. & July.	Troy.	1876	....
Troy and Boston:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May & Nov	" "	1875	....
Convertible Bonds.....	648,000	7	"	" "	1893	....

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	96
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	91
1st Mort. (Quincy & Tol. 34 m)	500,000	7	May & Nov.	" "	1890	88
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	90½
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
3d Mort. (T. Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	83
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	77½
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	67
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	72
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	80
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland(R. & Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1878	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	86½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,198,000	7	April & Oct.	" "	1889	79
Income Mortgage	7,563,000	10	March & Sept.	" "	1874	80
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1890	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	98½
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	90½
Loan of 1880 " "	866,000	6	June & Dec.	Princeton.	1880	97½
Consolidated(mort.)Loan of 1880	5,000,000	6	May & Nov.	Philadelphia.	1889	100
Sterling Loan £369,200	1,846,000	6*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "		1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7			....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq. Val.(D.&H.C.):						
1st Mortgage		7			....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	22
2d Mortgage consolidated	1,500,000	7	" "	"	1891	7½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	60
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.		....	70
Equipment Mortgage	1,000,000	8	May & Nov.		'76-'77	74
Equipment Mortgage	1,000,000	8	" "		1889	73½
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1869	....
Vicksburg and Meridian:						
General Mortgage: 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage: 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage: 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage: 4th series (not end.)	1,273,000	7	April & Oct.	"	1890	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.&Lynch.	1873	....
Enlarged Mortgage	990,000	6	" "	" "	1884	....
4th Mortgage	645,000	8	March & Sept.	" "	1900	Nil
Registered Certificates	128,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& A.R.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	75
Warwick Valley (Erie):						
1st Mortgage	88,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000		7	April & Oct.	New York.	1891	....
Watertown & Rome(R.W. & O.):						
Sinking Fund Bonds	700,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	101½
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	818,400	....	....	....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	81
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97
2d Mort. " "	300,000	6	" "	"	1890	87
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	90
2d Mortgage preferred	600,000	6	" "	"	1895	61
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	97
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	85½
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1936	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	82
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	96
Consolidated mort. Apr. 1, 1869.	1,000,000	7	April & Oct.	"	1899	101½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1936	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,280,000	7	June & Dec.	Baltimore.	1900	68½
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	89
2d Mortgage coupon or regis	728,000	7	Jan. & July.	"	1902	79
Wilmington and Welden:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	80
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.	2,750,000	7	Jan. & July.	New York.	1890	80
2d Mortgage $12,000 p. m.	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G. gold S. F. $25,000pm		7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	87½
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	6*	" "	London.	1890	....
Preferred Bonds (next lien)	1,099,500	6	Jan. & July.	Baltimore.	1885	107
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	300,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage registered: 1st series, Nov. 1, 1867	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered: 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	106
1st Mortgage registered: 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	106
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	94
Mortgage Loan reg	2,000,000	6	F. M. A. & N.	"	1897	94½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	97½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	99½
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	87
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	99
2d Mortgage	285,000	6	" "	"	1876	96
Boat Loan, sinking fund	236,965	7	" "	"	1885	98
Preferred Stock Dividend Scrip	103,184	7	Feb. & Aug.		1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,206,000	6	Jan. & July.	Philadelphia.	1887	70
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1866	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,743,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	76½
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	260,000	6	May & Nov.	"	1870	75
Boat and Car Loan	756,680	6	" "	"	1883	72
Boat and Car Loan	628,100	7	" "	"	1889	90
Coupon Bonds	1,079,000	6	Jan. & July.	"	1896	75
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	73½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1876	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1876	....
2d Mortgage	226,000	6	May & Nov.	"	1896	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*), recurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	3	105	Adirondac ..... New York.	2,728,692	*	.....	7,000,000	3,768,000	980,000	1,963,756	—	60.2				160,425	.....	—	100	....
May 31, 1872	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga..... Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central †..... Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	—	—	92.8	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	142.0	—	37.1	—	21	24	12	749	Albany and Susq. (D. & H.)... New York.	7,463,572	*	.....	.....	5,000,000	4,467,000	.....	.....	164.0	(Del. &	Hud. Cana	l Co.)	1,341,228	423,821	7	100	94½
Sept. 30, 1872	51.0	—	2.0	—	3	4	1	21	Alexandria and Fredericksburg † ..... Va.	2,500,000	*	.....	.....	.....	1,000,000	.....	.....	51.0	.....	.....	.....	.....	.....	—	100	....
Jan. 31, 1873	132.0	—	44.9	112.0	.....	.....	.....	.....	Allegheny Valley..... Pennsylvania.	13,200,000	*	.....	.....	2,256,300	12,389,000	—	—	132.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1872	35.8	—	1.6	—	—	—	—	—	Allentown ..... Pennsylvania.	1,147,225	*	.....	.....	667,544	—	579,681	—	35·8	.....	.....	.....	2,259,158	960,684	—	50	....
Dec. 31, 1872	20.5	—	2.0	—	5	10	2	43	Annapolis and Elkridge..... Maryland.	445,000	*	.....	.....	350,000	—	.....	95,000	20.5	.....	(Phila.&R	eading R.	R.)	.....	—	50	....
Dec. 31, 1872	57.0	—	2.8	28.0	—	—	—	—	Arkansas Central (3 ft.) †..... Arkansas.	.....	.....	.....	.....	.....	15,000pm	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1873	23.6	—	1.9	—	—	—	—	—	Ashuelot..... New Hampshire.	506,000	*	.....	.....	246,018	150,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1872	465.0	—	23.3	200.0	.....	.....	.....	.....	Atchison, Topeka & Santa Fe.... Kansas.	20,000,000	*	.....	.....	8,615,000	10,564,500	570,000	—	—	(In prog	ress to N.	Mexico.)	.....	7,500	—	100	10
Sept. 30, 1872	30 4	—	9.9	—	3	2	1	17	Athol and Enfield..... Massachusetts.	805,873	7,555	44,400	.....	520,000	293,400	44,605	3,814	30.4	44,320	26,778	17,193	39,032	10,555	—	100	....
June 30, 1872	86.7	—	8.9	—	19	6	5	119	Atlanta and West Point ..... Georgia.	1,200,129	*	.....	.....	1,232,200	22,000	.....	.....	86.7	.....	.....	.....	.....	.....	8	100	....
Sept. 30, 1872	387.3	38.2	149.4	—	166	52	26	3,117	Atlantic and Great West. N.Y. Penn. & O.	80,992,240	*	.....	.....	24,000,000	56,992,240	.....	.....	565.8	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	237.0	110.0	16.3	165.0	26	19	6	338	Atlantic and Gulf †..... Georgia.	7,592,283	*	162,387	.....	4,479,677	3,294,700	330,991	—	347.5	635,350	99,284	.....	983,966	339,539	—	100	....
Sept. 30, 1872	405.0	20.0	31.0	100.0	78	29	18	632	Atlantic, Mississippi and Ohio... Virginia.	17,765,914	*	8,718,937	.....	6,921,900	14,389,843	.....	—	428.0	1,427,688	232,576	530,583	1,969,053	734,328	—	100	....
May 31, 1872	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina †..N. Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	—	95.0	.....	(No retur	ns furnish	ed.)	.....	—	100	....
Dec. 31, 1872	364.0	—	18.2	200.0	.....	.....	.....	.....	*Atlantic and Pacific* †..Missouri & Ind. Ter.	.....	*	.....	.....	15,000,000	12,500,000	.....	—	328.2	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	149.5	1.5	16.2	—	.....	.....	.....	.....	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,089	*	.....	.....	3,994,900	3,483,848	201,089	—	—	.....	.....	.....	.....	.....	4	100	....
Nov. 30, 1872	58.0	—	2.7	—	.....	.....	.....	.....	Augusta and Savannah..... Georgia.	1,032,200	*	.....	.....	732,700	129,000	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Geneseo and Mount Morris ..N. Y.	245.000	*	.....	.....	194.250	20,000	20,000	—	19.1	21,802	43,209	4,901	83,299	73,000	7	100	....
Nov. 30, 1872	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley ..... Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	—	58.2	.....	(Leased to	Pennsylv	ania.)	.....	36,000	—	100	....
Sept. 30, 1872	379.6	—	502.7	—	388	205	52	7,904	Baltimore and Ohio †.... Md. & W. Va.	31,170,756	7,995,856	13,423,332	3,424,584	16,704,762	12,466,639	700,873	26,152,269	454.6	9,172,997	.....	.....	10,664,472	4,532,072	8	100	168
Sept. 30, 1872	30.0	—	39.9	—	—	—	—	—	Washington Branch † ..... Maryland.	1,650,000	—	—	642,300	1,650,000	20,000	—	622,300	30.0	476.800	.....	.....	480,645	335,735	10	100	175
Sept. 30, 1872	103.5	—	21.8	—	—	—	—	—	Parkersburg Branch.. .... W. Virginia.	10,000,000	*	.....	.....	5,680,685	893,500	.....	—	103.5	1,003,407	.....	.....	823,803	114,541	—	100	11
Dec. 31, 1872	32.0	—	3.2	80.0	.....	.....	.....	.....	Baltimore and Potomac..... Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	32.2	(Opened	to Washi	ngton, Ma	y 1, 1872.)	.....	—	100	7
Dec. 31, 1872	33.4	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake..... Maine.	900,000	*	.....	.....	650,000	250,000	.....	—	—	(Operat	ed by Ma	ine Centr	al.)	36,000	—	50	....
Dec. 31, 1872	67.0	—	6.7	—	30	21	8	967	Belvidere Delaware ..... New Jersey.	3,876,842	*	.....	.....	995,300	2,244,500	1,228,128	—	67.0	.....	.....	.....	835,380	218,608	—	100	....
Sept. 30, 1872	22 0	—	2.0	—	—	—	—	—	Berkshire..... Massachusetts.	600,000	—	8,000	—	600,000	—	—	—	22.0	58,408	80,192	174,207	120,291	42,046	7	100	72½
Sept. 30, 1872	15.6	—	5.7	—	—	—	—	—	Blossburg and Corning..... New York.	582,346	—	—	—	468,000	—	—	—	—	.....	.....	.....	.....	.....	5	100	....
Sept. 30, 1872	201.6	48.0	316.8	—	206	181	46	4,113	Boston and Albany.... Mass. & N. York.	19,890,414	4,411,338	1,071,646	2,106,438	19,664,100	3,087,000	546,724	4,237,012	268.3	4,683,071	5,247,576	2,732,907	9,259,599	2,362,615	10	100	131½
Sept. 30, 1872	25.2	—	2.0	0.8	4	4	2	50	Boston, Barre and Gardner..... Mass.	763,114	104,775	30,324	4,023	736,240	—	153,849	12,147	28.0	82,064	85,157	17,499	69,356	7,550	—	100	....
Sept. 30, 1872	42.9	—	9.0	—	21	22	12	434	Boston, Clinton and Fitchburg ..... Mass.	1,430,328	646,052	110,250	95,738	872,000	1,250,000	62,586	97,180	90.2	441,745	467,966	317,043	576,413	192,795	—	100	66½
Mar. 31, 1873	93.5	—	12.8	—	22	24	19	478	Boston, Concord and Montreal ..... N. H.	2,850,000	*	218,300	327,759	1,800,000	1,080,000	29,603	516,456	169.0	.....	171,511	92,186	670,349	181,715	6p	100	....
Sept. 30, 1872	26.8	16.0	45.8	—	37	46	20	940	Boston and Lowell..... Mass.	2,469,955	252,345	2,565,759	253,142	2,852,900	1,771,024	542,860	374,417	71.8	741,981	1,949,688	620,053	1,288,969	241,016	5	500	107
Sept. 30, 1872	80.3	8.6	84.9	38.0	61	102	28	976	Boston and Maine..... Mass., N. H. & Me.	6,728,333	1,144,587	775,992	525,480	6,816,834	—	1,341,862	1,016,686	153.8	1,215,996	4,135,469	520,722	2,004,672	504,116	10	100	106½
Sept. 30, 1872	44.0	14.5	66.0	—	38	67	11	482	Boston and Providence..... Mass. & R. I.	3,691,138	207,400	573,542	258,320	3,960,000	—	356,478	427,922	66.5	239,132	702,246	765,733	1,716,399	465,347	10	100	148
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa..... Canada.	2,647,004	*	.....	.....	424,704	1,687,200	.....	—	85.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	171	Brunswick and Albany†..... Georgia.	10,548,000	*	.....	.....	4,898,000	5,650,000	350,000	—	—	(Com	pany to be	nkruptcy.	)	.....	—	100	....
Sept. 30, 1872	28.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	*	.....	.....	2,286,000	583,500	.....	—	—	(Erie	Railway	Co.)	.....	40,600	—	100	....
Sept. 30, 1872	43.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.... N. Y. & Penn.	1,546,930	*	.....	.....	428,717	700,000	548,229	—	43.2	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	142.0	—	12.7	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,339,000	—	—	—	950,000	2,380,000	—	—	—	.....	.....	.....	228,099	.....	—	100	....
Sept. 30, 1872	117.0	—	5.9	—	.....	.....	.....	.....	Buff., New York and Phila. N.Y. & Penn.	3,064,271	*	.....	.....	1,600,707	1,876,500	430,605	—	—	(Erie	Railway	Co.)	.....	233,100	7	500	....
Dec. 31, 1872	219.0	79.0	14.0	—	24	16	7	525	Burl., Cedar Rapids and Minnesota. Iowa.	7,600,000	*	.....	.....	5,400,000	2,200,000	.....	—	88.0	(Opened	to Empor	ium, Pa.)	139,145	17,300	—	100	....
Dec. 31, 1872	120.0	—	6.0	100.0	.....	.....	.....	.....	Burlington and Southwestern. Iowa & Mo.	3,000,000	*	.....	.....	1,200,000	1,750,000	.....	—	332.0	.....	.....	.....	995,129	283,802	—	100	....
Feb. 28, 1873	158.0	—	.....	143.0	.....	.....	.....	.....	*Cairo and Fulton*..... Arkansas.	10,000,000	*	.....	.....	12,000,000	8,000,000	.....	—	.....	(In progr	ess.)				—	100	....
Dec. 31, 1872	160.0	—	8.0	—	.....	.....	.....	.....	Cairo and Vincennes..... Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	—	160.0	(Compl	eted to Mo	. Line Ma	y, 1873.)	.....	—	100	....
Dec. 31, 1872	61.2	—	92.9	—	—	—	—	—	Camden and Amboy..... New Jersey.	9,458,328	—	—	—	5,847,800	—	—	—	—	(Recently	completed	.)		.....	—	100	....
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	160	Camden and Atlantic..... New Jersey.	1,790,623	376,195	138,354	32,388	1,215,870	1,058,400	54,907	9,384	67.0	213,639	417,186	69,324	467,036	212,119	3½p	50	60
Dec. 31, 1872	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	715,362	*	—	—	332,925	388,000	44,437	—	—	(Pennsy	lvania R.	R. Co.)		.....	6	100	....
Dec. 31, 1872	28.5	—	4.8	61.0	.....	.....	.....	.....	Canada Central..... Canada.	685,166	*	—	5,888	.....	683,467	3,776	3,800	28.5	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1873	2.9.0	63.0	29.2	—	.....	.....	.....	.....	Canada Southern..... Canada.	.....	.....	.....	.....	8,000,000	8,760,000	.....	—	—	(Recently	completed	.)		.....	—	100	....
Sept. 30, 1872	71.6	22.4	7.8	18.0	10	23	12	160	Cape Cod ..... Mass.	1,245,594	237,393	46,392	16,547	1,022,330	349,000	132,591	43,985	94.0	210,684	286,417	75,147	321,798	86,737	8	60	....
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2	—	31	Carbondale and Shawneetown.... Illinois.	562,656	*	.....	.....	355,500	200,000	7,150	—	18.0	(Opened	Dec. 30, 1	871.)	.....	.....	—	100	....
Sept. 30, 1872	18.0	—	0.5	10.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor.. N.Y.	561,139	*	.....	.....	455,433	150,000	.....	—	18.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	20.0	4.0	8.0	—	6	3	2	517	Catasauqua and Fogelsville..... Penn.	742,151	*	.....	.....	426,000	.....	.....	—	24.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1872	94.0	4.5	8.5	—	21	9	5	602	Catawissa..... Penn.	6,098,850	*	.....	.....	4,350,500	1,739,350	.....	—	—	.....	.....	.....	.....	.....	6	25	....
Sept. 30, 1872	14.8	—	1.3	—	2	2	2	14	Cazenovia and Canastota..... New York.	538,006	*	.....	.....	294,529	250,000	29,250	—	14.8	(Leased	Nov. '72 to	Ph. & Rdg.	) 572,104	183,169	7p.	50	31½
Dec. 31, 1872	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota..... Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	—	—	—	(Illinois	Central.)		25,895	4,391	—	100	....
Dec. 31, 1872	271.6	2.4	22.1	—	.....	.....	.....	.....	*Cedar Rapids and Missouri River*... Iowa.	11,283,000	*	.....	.....	7,619,000	3,614,000	.....	—	—	(Chic. &	North We	stern R. R.	)	113,400	—	100	....
Dec. 31, 1872	100.0	—	15.0	250.0	6	6	3	231	Central Br., Union Pacific R.R.... Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	101.0	(No re	turns furn	ished.)		.....	—	100	....
Nov. 30, 1872	192.0	—	29.7	—	53	44	27	992	Central of Georgia..... Georgia.	5,000,000	*	1,628,457	1,022,692	5,000,000	1,389,000	241,663	—	284.0	.....	169,119	.....	1,656,154	689,308	10	100	....
Dec. 31, 1872	302.0	—	16.6	24.0	22	8	6	301	Central of Iowa..... Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	—	202.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	22.0	4.0	3.2	—	3	7	—	22	Central of Long Island..... New York.	1,459,616	*	.....	.....	297,800	687,000	479,598	—	—	(Flushi	ng & N. S	ide R. R.)	.....	.....	—	100	....
Dec. 31, 1872	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey..... New Jersey.	12,424,935	7,882,295	7,649,492	4,310,442	20,000,000	9,209,000	3,058,154	—	291.0	4,889,891	4,476,513	1,490,689	7,120,718	1,967,538	10	100	106½
Dec. 31, 1872	187.0	—	31.2	—	40	28	24	737	Central Ohio..... Ohio.	5,499.9–9	*	.....	.....	2,845,500	2,500,000	.....	—	137.0	.....	.....	.....	989,327	170,721	6	50	85½
Dec. 31, 1872	383.0	339.0	130.4	600 0	187	168	40	3,307	*Central Pacific* †..... Cal. Nev. & Utah.	130,485,693	5,622,698	5,458,198	2,513,287	54,283,190	81,939,680	422,041	7,433,960	1,158.0	.....	588,833	746,158	11,963,641	6,952,362	—	100	72½
Dec. 31, 1872	194.6	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta.... S. Car.	5,512,000	*	266,000	.....	2,578,000	3,100,000	.....	—	194.6	.....	.....	.....	652,107	439,718	—	100	....
Dec. 31, 1872	22.8	—	5.0	—	.....	.....	.....	.....	Chartiers ..... Pennsylvania.	1,127,313	.....	.....	13,897	628,060	500,000	3,150	—	22.8	39,140	.....	.....	60,440	20,440	—	50	....
Sept. 30, 1872	428.0	—	42.8	72.0	45	27	18	761	Chesapeake and Ohio..... Va. & W. Va.	26,542,490	*	789,788	2,836,883	13,398,407	18,624,953	3,387,461	—	227.0	511,476	141,573	115,473	777,632	288,687	—	100	....
Jun. 30, 1872	40.7	0.8	2.0	—	2	.....	.....	.....	Chester and Tamaroa..... Illinois.	1,690,000	*	.....	.....	1,000,000	660,000	80,000	—	41.5	(Opened	March 187	2.)	.....	.....	—	100	....

Sept. 30, 1872	53.6	—	11.2	—	28	22	10	309	Cheshire	New Hampshire.	2,337,707	361,600	200,000	260,554	2,153,300	609,200	28,992	118,370	38.1	622,256	192,224	412,432	824,702	183,851	5	100	....
Dec. 31, 1872	21.5	—	3.1	—	—	—	—	—	Chester Valley	Pennsylvania.	1,371,900	—	—	—	871,900	500,000	955,000	—	—	(Phila. a	nd Reading	R. R. Co	mpany.)	—	—	50	....
Dec. 31, 1872	242.0	117.4	92.1	—	144	74	24	2,912	Chicago and Alton	Illinois.	14,627,712	*	4,348,918	1,346,501	11,356,300	5,446,630	3,255,428	303,773	649.1	5,902,102	772,506	1,601,798	5,156,326	1,879,147	10	100	102½
Dec. 31, 1872	698.8	552.4	287.2	—	288	127	62	5,409	Chicago, Burlington and Quincy	Illinois.	56,648,400	*	4,555,781	—	26,950,583	26,221,642	602,466	8,329,470	1,469.2	(8 month	hs on 825	miles.)	7,554,575	2,839,866	10	100	102½
Dec. 31, 1872	60.0	—	6.0	—	6	4	2	320	Chicago, Clinton and Dubuque	Iowa.	2,460,000	*	.....	.....	960,000	1,500,000	.....	.....	60.0	(Opene	d in Fall o	f 1872.)	.....	.....	—	100	....
Dec. 31, 1872	110.0	76.0	12.0	20.0	24	10	8	955	Chicago, Danville and Vincennes	Ill.	6,675,565	*	221,107	.....	2,975,000	3,325,000	845,068	.....	73.0	(No inf	ormation	furnished.)	.....	.....	—	100	....
Dec. 31, 1872	78.0	—	3.7	—	5	4	2	168	Chic., Cincinnati and Louisville	Indiana.	2,500,000	166,000	10,000	.....	1,500,000	1,000,000	.....	.....	131.0	(No inf	ormation	furnished.)	.....	.....	—	100	....
Dec. 31, 1872	117.0	14.0	21.5	—	14	8	3	410	Chic., Dubuque and Minnesota	Io. & Minn.	6,500,000	*	.....	.....	2,500,000	4,425,000	.....	.....	131.0	(No inf	ormation	furnished.)	.....	.....	—	100	....
Dec. 31, 1872	80.0	—	8.0	30.0	16	6	3	—	Chicago and Iowa	Illinois.	4,100,000	*	.....	.....	1,350,000	1,750,000	1,006,000	.....	—	(Chic., B	url. & Quin	cy R. R. C	o.)	140 000	—	100	....
May 31, 1872	81.3	1.1	16.9	—	—	—	—	—	Chicago, Iowa and Nebraska	Iowa.	5,000,000	—	—	—	4,200,000	810,000	—	—	—	(Chic. &	Northwes	tern R. R.	Co.)	—	8	100	98½
Dec. 31, 1872	170.0	25.0	19.6	55.0	25	12	7	605	Chicago and Michigan Lake Shore	Mich.	6,538,400	*	.....	.....	1,188,400	5,350,000	.....	.....	170.0	482,640	240,169	128,562	500,985	218,500	—	100	....
May 31, 1872	1,383	—	200.0	120.0	269	277	83	6,883	Chicago and N. West'n.	Ill., Wis. & Mich.	56,199,718	*	2,343,919	.....	35,378,644	20,474,000	724,299	1,465,694	1,271.0	.....	2,224,705	2,510,016	11,402,161	4,592,135	—	100	40½
Dec. 31, 1872	67.6	—	....	193.0	—	—	—	—	Chicago and Paducah	Illinois.	1,800,000	—	—	—	1,350,000	540,000	—	—	—	(Operat	ed by con	tractor—N	o report.)	—	—	100	....
Dec. 31, 1872	60.0	—	6.0	100.0	—	—	—	—	Chicago, Pekin & South-Western	Ill. & Mo.	(No information.)	—	—	—	.....	.....	.....	.....	—	—	(Being co	nstructed.)	—	—	—	100	....
Mar. 31, 1873	493.0	120.5	142.8	—	197	66	36	3,940	Chicago, Rock Island & Pacific	Ill. & Iowa.	28,716,723	*	7,889,906	2,109 406	25,000,000	8,972,000	154,351	4,589,683	660.0	4,340,995	966,734	1,289,890	6,657,050	3,139,267	8	100	96½
Mar. 31, 1873	35.0	—	—	167.0	—	—	—	—	Chicago and Southern Illinois	Ill. & Ind.	—	(Under	construct	ion—no	information.)	—	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1872	269.0	82.0	16.9	—	—	—	—	—	Chicago and South Western	Iowa & Mo.	13,500,000	—	—	—	7,000,000	5,000,000	1,658,551	—	—	(Chic., R	ock Islan	d and Paci	fic R. R.	Co.)	—	100	....
Dec. 31, 1872	36.3	—	2.1	—	—	—	—	—	Chillicothe and Brunswick	Mo.	665,000	—	—	—	365,000	500,000	—	—	—	(St. Lou	is K. City	and North	ern R. R.	Co.)	—	100	....
Dec. 31, 1872	7.0	—	3.0	....	—	—	—	—	Cincinnati and Baltimore	Ohio.	1,105,453	—	—	—	678,000	314,000	118,453	—	—	(Marietta	and Cin	cinnati R.	R. Co.)	—	—	100	....
Mar. 31, 1873	60.0	—	118.2	—	33	30	13	429	Cincinnati, Hamilton and Dayton	Ohio.	3,974,655	1,127,251	1,889,230	262,965	3,500,000	2,032,000	1,062,450	669,651	60.0	549,574	750,687	564,542	1,204,865	495,373	8	100	....
Mar. 31, 1873	98.0	25.0	7.2	—	19	9	6	368	Cin., Hamilton and Indianapolis	O. & Ind.	6,187,645	*	.....	.....	(Sold un	der forec	lose. for	$1,000,000	123.0	.....	.....	.....	312,358	L. 17,967	—	100	....
Dec. 31, 1872	39.0	—	1.9	—	....	....	....	....	Cincinnati and Martinsville	Indiana.	800,000	—	—	—	400,000	400,000	—	—	39.0	(Until re	cently lea	sed to Ind.	Cin. & La	fayette.)	—	100	....
Dec. 31, 1872	148.4	—	12.8	—	16	12	4	370	Cincinnati and Muskingum Valley	Ohio.	5,472,977	*	.....	109,315	3,996,610	1,500,000	31,360	84,326	148.0	424,240	141,450	148,249	439,538	156,087	—	100	....
Mar. 31, 1873	36.0	—	2.6	—	5	1	4	167	Cin., Richmond and Chicago	Ohio & Ind.	826,733	184,552	.....	700	56,965	382,600	565,000	61,350	—	42.0	.....	.....	229,695	70,974	—	100	....
Dec. 31, 1872	91.5	—	4.5	—	—	—	—	—	Cincinnati, Rich. & Ft. Wayne	Indiana.	3,756,952	—	—	—	2,000,000	1,800,000	.....	.....	91.5	.....	90,118	72,204	187,252	61,470	—	100	....
Jun. 30, 1872	155.0	15.5	24.9	—	28	27	12	662	Cincinnati, Sandusky & Cleveland	Ohio.	7,982,936	*	.....	.....	4,729,037	3,261,330	18,108	.....	215.5	741,280	254,436	283,593	850,755	339,244	—	50	19½
Dec. 31, 1872	25.0	—	....	270.0	4	2	1	110	Cincinnati and Terre Haute	Ohio & Ind.	—	(Under	construct	ion—no	report.)	—	—	—	25.0	20,360	4,032	.....	.....	7,047	—	—	....
Dec. 31, 1872	840.5	49.9	75.0	—	118	47	17	2,025	Cleveland, Col. Cin. & Ind	Ohio & Ind	16,395,579	*	1,929,844	1,427,649	14,991,275	3,005,000	1,446,285	310,412	471.4	3,877,159	572,396	1,444,354	4,593,171	1,379,526	7	100	66
Dec. 31, 1872	67.8	12.4	10.3	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,147,934	—	—	—	2,059,200	1,164,000	—	—	—	(Atl. & G	t. Wtn. Ra	ilway Co.)	274,907	260,946	7	50	....
Jun. 30, 1872	102.0	—	5.0	42.0	11	6	4	460	Clev., Mt. Vernon and Delaware	Ohio.	2,575,125	*	.....	.....	1,200,000	2,300,000	.....	.....	114.5	133,000	135,607	176,909	300,347	126,728	—	100	....
Nov. 30, 1872	167.0	32.0	76.4	—	83	41	22	2,519	Cleveland and Pittsburg	Ohio & Penn.	12,490,700	2,538,644	659,162	219,062	11,236,150	2,834,344	396,668	440,411	225.0	2,310,159	664,758	1,881,912	Pa. R. R.	1,053,283	7	50	87½
Dec. 31, 1872	681.0	—	63.0	—	158	54	27	1,552	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill	37,014,719	*	.....	.....	13,328,569	23,655,174	130,974	.....	681.0	4,590,545	646,459	1,390,597	4,411,095	783,881	—	100	19½
Dec. 31, 1872	76.0	4.0	....	161.0	3	2	2	12	Colorado Central (3 ft.)	Colorado.	1,999,300	—	—	—	1,474,300	525,000	—	—	40.0	.....	.....	.....	90,216	14,967	—	100	....
Dec. 31, 1872	76.9	13.0	12.6	—	25	8	4	1,601	Columbus and Hocking Valley	Ohio.	2,678,037	1,072,739	268,658	59,094	1,208,810	2,148,000	291,499	330,219	89.0	499,522	134,999	681,819	854,892	442,663	25	50	....
Dec. 31, 1872	45.0	—	3.4	—	—	—	—	—	Columbus, Springfield & Cin	Ohio.	2,000,000	—	—	—	1,000,000	1,000,000	—	—	—	(Leased	to Cin., Sa	nd. & Clev	. R. R. C	o.)	—	100	....
Mar. 31, 1873	35.0	7.0	49.0	—	33	36	13	611	Concord	New Hampshire.	1,500,000	*	187,390	104,436	1,500,000	—	111,357	180,169	145.5	802,162	613,842	692,768	1,040,115	150,759	10	50	160
Mar. 31, 1873	41.0	—	6.0	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	1,108,859	—	—	—	350,000	—	—	—	—	(Concor	d R. R. Co	mpany.)	25,000	25,000	7	100	107
Jun. 30, 1872	110.3	—	15.2	—	22	15	7	746	Connecticut and Passump. Riv.	Vermont.	3,383,436	*	261,151	123,946	2,127,273	1,357,100	39,767	246,371	143.7	458,581	167,112	171,923	312,768	308,902	6	100	73½
Sept. 30, 1872	50.0	5.9	28.5	—	18	24	10	311	Connecticut River	Massachusetts.	2,055,527	225,814	138,686	510,977	1,850,600	250,000	415,226	405,778	55.9	324,053	985,504	383,770	729,311	215,481	10	100	127½
Sept. 30, 1872	45.0	—	4.7	—	6	12	5	140	Connecticut Valley	Connecticut.	2,408,589	246,175	.....	.....	1,033,500	998,000	973,000	7,890	45.0	66,293	205,441	16,077	144,851	7,390	—	100	....
Sept. 30, 1872	66.7	—	7.0	—	8	10	2	170	Connecticut Western	Connecticut.	3,797,665	295,321	.....	.....	1,504,025	2,436,500	96,323	.....	68.3	146,880	151,688	60,467	223,565	65,612	—	100	....
Dec. 31, 1872	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	—	—	—	1,278,300	1,000,000	—	—	—	(Phila.	and Trent	on R. R. C	ompany.)	.....	6	50	....
Sept. 30, 1872	16.0	1.0	1.6	—	2	2	1	17	Cooperstown and Susquehanna	N. York.	458,914	*	.....	.....	308,405	100,000	22,240	.....	17.0	.....	.....	.....	39,611	14,727	—	100	....
Dec. 31, 1872	74.0	7.0	26.0	—	19	17	6	371	Cumberland Valley	Penn.	1,725,143	*	656,432	157,782	2,094,250	352,300	72,174	600,583	141.6	275,889	288,817	322.017	581,064	287,989	8	50	....
Dec. 31, 1872	45.0	—	2.5	—	5	2	2	17	Danv., Hazleton & Wilkesbarre	Penn.	1,102,600	—	.....	.....	684,235	1,400,000	.....	.....	—	(Leased	to Penns	lvania R.	R. Co.)	—	—	50	....
Sept. 30, 1872	23.8	10.0	4.5	—	6	6	2	72	Danbury and Norwalk	Connecticut	1,108,448	145,383	.....	.....	600,000	407,500	86,050	25,681	33.8	101,553	159,330	44,653	172,120	69,796	10	50	....
Mar. 31, 1873	90.0	32.0	....	20.0	...	...	...	....	Davenport and St. Paul	Iowa & Minn.	5,000,000	*	.....	.....	9,000,000	2,440,000	.....	.....	90.0	(Recently	opened	—No repo	rt.)	—	—	100	....
Mar. 31, 1873	142.0	—	21.3	—	28	15	4	486	Dayton and Michigan	Ohio.	6,038,363	777,401	78,671	149,269	2,396,785	4,102,700	382,741	158,468	142.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1872	31.8	—	1.8	—	4	4	3	68	Dayton and Union	Ohio.	612,015	*	.....	.....	86,000	627,445	.....	.....	31.8	116,316	64,344	94,955	134,148	52,209	—	100	....
Jun. 30, 1872	41.5	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	1,011,276	—	—	—	Sunk.	701,000	—	—	—	(Operat	ed by Pitt	sb'g, St. L.	& Cinc. C	o.)	—	100	....
Oct. 31, 1872	83.0	16.3	5.6	—	—	—	—	—	Delaware [1]	Delaware.	2,114,184	—	76,154	71,522	1,317,390	870,000	—	74,470	99.3	317,068	.....	.....	448,841	121,046	6	100	....
Dec. 31, 1872	45.0	—	66.0	—	46	3	1	4,259	Delaware and Hudson	Penn.	4,621,411	*	24,318,589	955,845	15,000,000	13,088,385	—	1,804,460	62.0	(Owned	& operate	d by Del. &	Hud. Can	al Co.)	10	100	....
Dec. 31, 1872	115.0	—	119.0	—	128	20	9	1389	Delaware, Lack. and Western	Penn.	16,512,767	*	.....	.....	20,000,000	5,394,000	4,239,545	.....	115.0	3,254,260	249,578	3,347,671	4,746,678	2,867,965	10	100	109
Dec. 31, 1872	106.0	15.0	5.1	—	6	4	2	64	*Denver Pacific*	Colorado.	5,000,000	*	.....	.....	2,500,000	2,500,000	.....	.....	121.0	.....	19,795	43,863	371,903	196,997	—	100	....
Dec. 31, 1872	118.0	31.0	5.6	732.0	10	11	2	292	Denver and Rio Grande	Col. & N. Mex.	6,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	155.0	(Operati	ons by Co.	commence	d Jan. 1, 1873.)	—	100	....
Dec. 31, 1872	250.0	—	20.0	—	27	10	10	640	Des Moines Valley	Iowa.	13,863,285	*	.....	.....	6,523,600	5,070,000	930,000	.....	250.0	447,679	108,599	198,360	77d, 254	12,223	—	100	....
Aug. 31, 1872	63.0	—	3.8	28.0	6	4	4	145	Detroit, Eel River and Illinois	Michigan.	2,386,000	*	.....	.....	1,000,000	1,500,000	.....	.....	—	(R	ecently op	ened—no	returns.)	—	100	....
Aug. 31, 1872	65.0	—	3.2	—	4	2	2	50	Detroit, Hillsdale and Indiana	Michigan.	1,318,150	*	.....	.....	343,150	1,470,000	.....	.....	65.0	(R	ecently op	ened—no	returns.)	—	100	....
Dec. 31, 1872	189.0	—	26.0	—	34	37	20	502	Detroit and Milwaukee	Michigan.	10,213,528	*	.....	.....	2,917,140	7,296,388	—	19,259	189.0	775,746	438,074	330,559	1,381,603	442,155	—	100	....
Aug. 31, 1872	164.0	2.0	2.0	22.0	...	...	...	....	Detroit, Lansing & Lake Michigan	Mich.	5,777,000	—	—	—	1,707,000	4,070,000	—	—	166.0	.....	.....	.....	610,000	.....	—	100	....
Dec. 31, 1872	14.0	—	2.0	—	—	—	—	—	Dexter and Newport	Maine.	300,000	—	—	—	122,000	175,000	.....	.....	—	(Leased	to Maine	Central.)	—	18,000	6	100	....
Oct. 31, 1872	33.5	—	3.4	—	2	—	—	—	Dorcester and Delaware	Del. & Md.	.....	—	—	—	.....	.....	.....	.....	33.5	.....	12,838	7,781	22,792	7,175	—	100	....
Sept. 30, 1872	29.0	—	2.8	—	—	—	—	—	Dover and Winnipissocogee	New Hamp.	825,000	—	—	—	480,000	—	—	—	—	(Boston	and Maine	R. R. Co.)	—	29,000	6	100	....
Dec. 31, 1872	142.9	—	15.4	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,893,200	—	—	—	5,000,000	880,000	—	—	—	(Leased	by Illinois	Central.)	.....	.....	6	100	60
Dec. 31, 1872	54.7	—	2.8	—	4	4	5	76	Dubuque and South Western	Iowa.	1,719,977	40,161	.....	.....	1,174,977	550,000	12,247	63,057	54.7	.....	.....	.....	161,458	72,488	—	100	....
Dec. 31, 1872	54.8	—	4.2	—	6	7	3	81	Dunkirk, Warren & Pittsburg	N. York.	2,770,565	*	.....	.....	1,266,000	1,400,000	189,907	.....	54.8	.....	.....	.....	109,262	2,064	—	100	....
Sept. 30, 1872	58.0	—	7.4	—	7	6	3	92	Dutchess and Columbia Counties	N. Y.	2,790,377	*	.....	.....	1,488,487	1,600,000	554,407	.....	58.0	.....	.....	.....	210,549	L. 26,996	—	100	....
Sept. 30, 1872	17.5	—	1.1	—	—	—	—	—	Duxbury and Cohasset	Mass.	334,519	—	—	9,870	350,000	—	42,239	2,150	17.5	.....	100,711	6,262	34,048	1,434	—	100	....
Oct. 31, 1872	17.5	—	0 6	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	—	—	—	89,800	175,000	—	—	—	(Pennsy	lvania R. R	Co.)	.....	.....	6	50	....
Oct. 31, 1872	36.0	—	15.5	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,484,290	—	—	—	1,302,200	495,900	—	—	—	(Phila. &	Reading	Co.)	.....	.....	—	50	80
Jun. 30, 1872	342.0	28.0	27.0	—	43	33	8	605	East Tenn., Va., & Georgia [2]	Tenn. & Ga.	9,167,851	*	34,750	661,293	1,970,024	3,889,900	168,593	3,735,377	270.0	.....	.....	172,395	1,201,492	366,692	—	100	....
Sept. 30, 1872	41.4	71.7	61.6	—	78	133	36	854	Eastern	Massachusetts.	7,486,949	1,767,261	1,332,285	1,579,678	4,262,600	6,746,100	701,841	405,582	264.6	1,403,179	5,000,399	424,820	1,973,623	574,201	—	100	69
Dec. 31, 1872	23.0	5.0	3.1	—	3	2	—	86	Eastern Kentucky	Kentucky.	.....	—	—	—	.....	.....	.....	.....	28.0	49,312	22,107	41,308	129,305	21,728	—	100	....
Dec. 31, 1872	40.0	—	1.7	—	2	....	....	....	Eastern Shore [1]	Maryland.	895,000	*	.....	.....	295,000	600,000	.....	.....	40.0	.....	(No state	ment furni	shed.)	.....	—	100	....
Dec. 31, 1872	185.0	—	9.7	—	...	...	....	....	Elizabeth and Paducah	Kentucky.	6,000,000	—	—	—	3,000,000	3,000,000	.....	.....	185.0	(R	ecently o	pened—no	returns.)	—	—	100	....
Dec. 31, 1872	46.8	—	3.3	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	500,000	—	—	—	—	(North	ern Central	R. R. Co.)	25,000	25,000	5	100	....
Dec. 31, 1872	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620 000	—	—	—	1,000,000	1,620,000	—	—	—	(North	ern Central	R. R. Co.)	165,000	162,000	5	50	38½
Sept. 30, 1872	459.0	495.0	505.5	—	488	302	76	10638	Erie	New Jersey, N. York & Pa.	97,049,084	11,191,472	568,131	1,183,257	86,536,910	26,398,800	2,517,301	—	954.0	12,318,504	3,598,988	5,564,274	18,371,885	4,720,285	14	100	38½
Sept. 30, 1872	12.3	—	0.8	8.7	—	—	—	—	Erie and Genesee Valley	New York.	191,302	—	—	—	144,900	120,000	—	—	12.3	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	66.0	—	3.0	109.0	6	4	3	81	Erie and Louisville	Ohio.	2,328,636	*	96,300	47,046	1,045,450	890,000	536,502	—	66.0	52,000	30,160	38,344	74,404	27,338	—	100	....
Dec. 31, 1872	81.5	3.7	11.3	—	29	10	4	1,319	Erie and Pittsburg	Pennsylvania.	8,397,000	*	.....	.....	2 000,000	3,297,000	.....	.....	114.0	749,260	265,985	1,141,437	(Pa. Co.)	385,937	7	50	....
Dec. 31, 1872	114.0	3.0	6.0	—	15	15	6	302	European and North American	Maine.	8,725,907	*	.....	.....	1,272,550	4,753,772	3,230,360	.....	114.0	154,290	298,082	.....	.....	367,574	165,289	—	100	....
Aug. 31, 1872	109.0	23.0	16.0	—	17	10	6	340	Evansville and Crawfordsville	Indiana.	2,879,748	*	24,449	92,138	1,144,253	1,127,000	20,630	704,452	132.0	359,515	146,036	.....	.....	566,679	218,645	—	100	....
Dec. 31, 1872	55.0	—	3.1	—	8	5	3	223	Evansville, Terre Haute & Chi.	Ind. & Ill.	1,500,000	—	—	—	750,000	750,000	—	—	—	(Chicag	o, Danville	& Vincenn	es R. R. C	o.)	—	100	....
Sept. 30, 1872	5.8	—	—	—	—	—	—	—	Fall River, Warren & Prov.	R. I. & Mass.	331,107	4,200	71,604	469,159	150,000	234,633	271,986	213,251	5.8	11,988	166,787	—	42,378	15,608	—	100	....
Oct. 31, 1872	12.7	—	0.8	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	—	—	107,400	—	—	—	—	(Phg. &	Connells	v. R. R. Co.)	.....	.....	7½	50	....
Sept. 30, 1872	50.3	42.3	84.7	—	38	46	12	876	Fitchburg	Massachusetts.	3,503,872	560,000	227,503	.....	4,000,000	.....	.....	511,300	93.3	716,248	1,869,427	740,123	1,350,289	323,935	8	100	126½
Dec. 31, 1872	12.6	—	1.0	—	—	—	—	—	Flemington	New Jersey.	394,096	—	—	—	150,000	—	244,096	—	—	(Belv. Delaware R.	R. Co.)	—	16,217	L. 16,186	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1872	205.0	28.0	33.7	55.0	33	36	8	607	*Flint and Pere Marquette*.....Michigan.	8,765,602	1,185,131	694,565	384,284	3,297,300	5 389,000	1,048,609	1,244,673	233.0	888,227	500,975	344,559	1,133,612	455,118	—	100	....
Sept. 30, 1872	11.8	6.3	5.3	16.2	5	19	5	8	Flushing and North Side .....New York.	952,158	284,371	.....	.....	281,010	1,281,200	81,027	.....	18.1	176,515	1,256,278	.....	281,844	86,495	—	100	....
Sept. 30, 1872	10.0	—	1.0	—	3	2	1	10	Fonda, Johnstown and Gloversville. N. Y.	493,732	*	.....	.....	300,000	300,000	41,382	.....	10.0	35,056	99,890	25,897	78,023	38,198	—	100	....
Dec. 31, 1872	100.0	—	5.2	—	8	6	3	237	Ft. Wayne, Jack. & Saginaw. Ind. & Mich.	3,000,000	313,000	25,000	.....	1,050,000	2,000,000	.....	.....	100.0	.....	.....	.....	280,647	123,591	—	100	....
Jun. 30, 1872	109 0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	(Sold J	anuary	1, 1872.)	.....	1,000,000	2,300,000	.....	.....	109.0	.....	.....	.....	224,815	28,574	—	100	....
Sept. 30, 1872	26.0	—	3.3	—	3	1	—	90	Framingham and Lowell.....Mass.	1,021,792	182,062	.....	58,170	499,896	650,000	112,698	30	—	(Boston	,Clinton &	Fitchb'g.)	21,580	21,580	—	100	29½
Dec. 31, 1872	11.5	—	1.3	—	2	3	—	21	Freehold and Jamesburg.....N. Jersey.	283,745	.....	.....	.....	283,745	.....	.....	.....	—	.....	.....	.....	21,580	21,580	—	100	....
Feb. 28, 1873	85.0	—	9.0	150.0	9	6	4	126	Galv., Harrisburg & San Antonio..Texas.	2,255,402	287,906	.....	61,060	2,051,468	552,840	.....	.....	22.0	67,460	171,400	43,411	57,773	14,152	—	100	....
Dec. 31, 1872	80.0	—	10.0	—	15	9	4	284	Galveston, Houston & Henderson. Texas.	2,522,063	398,639	284,423	14,796	1,000,000	1,500,000	360,653	311,091	85.0	36,210	8,664	27,637	160,424	93,422	—	100	....
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Georgia.	4,156,000	*	1,335,369	415,005	4,200,000	676,500	137,240	853,233	232.0	1,103,551	.....	.....	1,623,454	490,196	8	100	....
Jun. 30, 1872	111.0	—	5.5	—	8	4	4	302	Gilman, Clinton & Springfield.....Illinois.	4,000,000	*	.....	.....	2,000,000	2,000,000	.....	.....	111.0	87,808	.....	67,361	156,750	33,525	—	100	....
Sept. 30, 1872	11.6	—	0.3	3.1	—	—	—	—	Goshen and Deckertown .....New York.	290,901	.....	.....	.....	105,000	246,500	8,000	.....	—	(Leased	to Erie)		21,500	21,500	6	100	....
Dec. 31, 1872	268.7	26.0	13.2	35.0	34	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	4,807,993	1,114,214	128,797	4,748,995	2,800,000	8,000,000	.....	.....	289.7	.....	491,910	311,670	949,781	505,640	—	100	....
Mar. 31, 1873	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	—	(Leased	by Michig	an Centra	l R. R. C	o.)	—	100	....
Dec. 31, 1872	857.0	52.0	371.0	—	361	260	80	4,636	Grand Trunk ¶ .....Canada.	106,900,746	*	5,197,215	1,348 999	16,977,803	91,597,296	4,870,346	1,515	1,377.0	6,754,570	1,718,273	1,535,296	8,935,970	1,803,921	—	100	....
Jan. 31, 1873	229.0	216.0	102.0	—	177	146	39	3,136	Great Western ¶.....Canada.	33,941,675	.....	.....	.....	24,167,407	10,816,000	.....	.....	569.0	4,416,442	.....	.....	5,732,870	2,989,050	6½	100	....
Sept. 30, 1872	8.0	—	0.5	—	—	—	—	—	Greene.....New York.	348,877	.....	.....	.....	200,000	.....	.....	.....	8.0	20,824	37,773	151,848	35,718	5,611	6	100	....
Feb. 28, 1873	151.0	—	5.0	49.0	9	5	3	300	Green Bay and Lake Pepin....Wisconsin.	3,400,000	*	.....	.....	1,500,000	2,400,000	.....	.....	—		(Not r	egularly o	perated.)		—	100	....
Sept. 30, 1872	14.0	—	0.8	—	—	—	—	—	Greenwich and Johnsonville...New York.	304,415	.....	.....	.....	130,098	185,500	11,086	.....	14.0	17,528	17,488	9,553	30,358	12,528	—	100	....
Mar. 31, 1873	66.0	—	4.0	180.0	7	3	1	72	Gulf Western Texas and Pacific ¶...Texas.	2,500,000	*	.....	.....	.....	1,386,000	.....	.....	....	68,000	9,505	35,874	232,979	128,161	—	100	....
Dec. 31, 1872	4.9	0.8	0.3	—	2	2	3	6	Hackensack and New York..New Jersey.	191,246	.....	.....	.....	99,700	62,000	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)		—	100	....
Dec. 31, 1872	28.0	—	1.4	—	—	—	—	—	Hackensack Extension.....New Jersey.	359,600	.....	.....	.....	560,000	299,600	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)		—	100	....
Jun. 30, 1873	70.0	—	4.0	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	....
Jun. 30, 1873	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,000	675,000	....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	....
Aug. 31, 1872	206.0	68.5	27.7	22.0	79	61	62	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	23,297,728	*	.....	.....	14,250,828	9,146,900	.....	.....	274.5	1,648,638	320,838	415,363	2,484,670	670,529	—	100	27½
Sept. 30, 1872	7.9	—	1.0	—	2	3	2	13	Hanover Branch.....Mass.	170,130	40,445	.....	21,126	123,550	.....	40,000	68,151	7.9	21,096	79,998	14,397	71,032	20,295	—	100	....
Oct. 31, 1872	12.2	—	0.9	—	6	5	2	30	Hanover Branch.....Penn.	201,872	68,000	.....	.....	116,850	.....	.....	.....	12.2	48,150	34,401	123 424	82,388	24,356	10	50	....
Sept 30, 1872	116.0	2.0	7.2	—	9	5	1	146	Harlem Extension .....New York.	3,000,000	*	.....	.....	4,000,000	4,000,000	40,509	.....	118.0	277,969	137,337	105,349	317,748	Loss.	—	100	....
Oct. 31, 1872	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,182,550	.....	.....	.....	1,182,550	780,000	.....	.....	54.0	(Leased	by Pennsy	lvania R. R.	Co.)		7	50	102
Sept. 30, 1872	62.0	16.5	87.0	—	37	33	16	708	Hartford and New Haven..Conn. & Mass.	4,729,381	872,197	1,452,042	1,120,651	6,500,000	580,000	50,547	1,043,724	78.5	782,172	1,303,158	721.348	2,106,674	752,702	44	100	....
Sept. 30, 1872	122.4	0.8	18.7	—	26	36	16	361	Hartford, Prov. & Fishkill ¶..R. I., Ct. & N. Y.	4,201,486	598,875	.....	.....	2,037,940	2,055,500	100,000	200,519	130.0	541,442	1,207,771	266,912	1,004,040	367,533	—	100	....
Aug. 31, 1872	75.0	—	4.0	125.0	13	6	3	81	*Hastings and Dakota*.....Minn.	(Purchas	ed July	1, 1872 by	Mil. & S	t. Paul C	o. for $2,1	00,000.)	.....	75.0	.....	10,928	20,640	21,415	Loss.	—	100	....
Dec. 31, 1872	5.5	—	0.6	—	2	—	—	100	Hibernia Mine..... .....New Jersey.	148,638	*	.....	1,362	150,000	.....	.....	.....	5.5	.....	.....	100.379	54,401	33,629	40	100	....
Dec. 31, 1872	63.3	—	4.9	—	—	—	—	—	Holly, Wayne and Monroe .....Mich.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Flint &	Pere Mar	quette R.	R. Co.)	—	100	....
Sept 30, 1872	10.3	—	0.8	—	—	—	—	—	Holyoke and Westfield.....Mass.	427,946	.....	.....	86	200,000	200,000	1,667	26,365	—	(New H	aven & N	orthamp.)		14,000	14,000	—	100	....
Sept. 30, 1872	74.0	—	7.0	—	16	16	8	389	Housatonic .....Connecticut.	1,884,871	340,687	.....	.....	2,000,000	400,000	335,213	42,248	162.2	274,960	282,741	242,218	528,115	117,529	—	100	....
Nov. 30, 1872	115.0	8.0	11.4	215.0	14	14	7	278	Houston and Great Northern ¶.....Texas.	2,361,361	*	731,494	539,503	2,400,000	1,925,915	45,956	260,487	123.0	123,257	24,819	36,583	260,767	81,329	—	100	....
Dec. 31, 1872	387.0	115.0	16.9	—	45	25	14	916	Houston and Texas Central ¶.....Texas.	15,000,000	*	.....	.....	820,000	10,040,000	.....	.....	349.0	.....	.....	.....	2,675,234	1,345,134	—	100	....
Oct. 31, 1872	45.0	29.5	15.5	—	23	6	5	116	Huntingdon and Broad Top Mt.....Penn.	3,159,769	*	.....	.....	1,380,750	2,153,500	117,441	.....	74.5	238,167	59,126	449,748	301,957	17,451	—	50	16
Dec. 31, 1872	705.5	—	130.4	—	197	117	45	4,585	*Illinois Central* .....Illinois.	34,061,196	*	10,248,460	614,081	25,500,000	19,423,707	.....	.....	1,107.0	5,888,226	1,352,156	2,039,321	8,026,754	2,103,107	10	100	99
Dec. 31, 1872	62.8	—	3.2	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	1,451,737	.....	.....	.....	960,000	960,000	.....	.....	—	(Leased	by Chicag	o, Buri. &	Quincy	Co.)	—	100	....
Jun. 30, 1872	85.0	—	2.9	67.0	5	.....	.....	.....	Indiana and Illinois Central....Ind. & Ill.	3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	.....	—	(No	t operated	by Compa	ny.)		—	100	....
Dec. 31, 1872	202.5	10.0	38.0	—	66	23	9	1,752	Ind., Bloomington & Western..Ind. & Ill.	15,500,000	*	.....	.....	7,000,000	8,560,000	.....	.....	212.5	.....	.....	.....	1,359,691	.....	—	100	....
Dec. 31, 1872	179.0	—	21.2	—	58	40	12	1,121	Indianapolis, Cin. and Lafayette. Indiana.	12,988,000	*	.....	.....	5,500,000	8,700,000	.....	.....	179.0	1,211,206	.....	.....	1,754,369	592,055	—	50	16
Dec. 31, 1872	75.0	—	4.8	—	12	10	6	287	Indianapolis, Peru and Chicago...O. & Ind.	.....	*	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	72.0	—	12.0	—	58	34	16	1,407	Indianapolis and St. Louis.....Indiana.	3,927,197	*	241,216	424,409	600,000	3,338,000	654,822	.....	261.0	1,732,260	291,787	690,971	2,110,681	730,239	—	100	....
Dec. 31, 1872	117.0	—	18.0	—	6	7	3	197	Indianapolis and Vincennes.....Illinois.	4,613,436	*	51,118	164,476	1,402,000	3,150,000	277,029	.....	117.0	212,294	.....	.....	264,390	90,205	—	100	....
Dec. 31, 1872	183.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	183.7	(Leased	by Ill. Cen	R. R. Co.)	337,462	118,112	—	100	85
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	.....	.....	.....	1,314,000	1,314,000	.....	.....	73.0	(Leased	to Chicag	o & N. W	estern.)		—	100	....
Sept. 30, 1872	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,236,150	*	.....	.....	494,162	600,000	103,302	.....	35.6	92,960	20,367	121,600	110,942	51,708	—	100	....
Dec. 31, 1872	13.0	1.0	1.3	—	3	2	1	146	Iron .....Ohio.	288,237	57,000	49,403	.....	129,550	.....	13,398	251,692	14.0	27,500	84,266	133,100	102,274	55,358	—	100	....
Oct. 31, 1872	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	.....	.....	400,000	100,000	.....	.....	11.0	11,350	.....	115,876	48,865	15,041	—	50	....
May 31, 1872	212.0	—	15.9	76.0	—	—	—	—	*Jackson, Lansing and Saginaw*...Michigan.	6,500,000	.....	.....	.....	1,976,100	4,195,000	.....	.....	158.0	(Leased	by Michig	an Centra	l.)		—	100	....
Dec. 31, 1872	36.5	—	7.2	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	.....	.....	.....	2,095,700	2,300,000	.....	.....	—	(Leased	by Erie R	ailway Co.)		140,000	—	100	....
Dec. 31, 1872	108.0	116.0	22.6	—	41	31	12	744	Jeffersonville, Madison and Ind..Indiana.	6,888,000	*	1,059,864	162,891	2,000,000	4,888,000	1,214,013	7,853	224.0	1,061,102	658,633	468,236	1,287,280	469,670	7	100	....
Dec. 31, 1872	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago .....Illinois.	1,849,000	.....	.....	.....	1,500,000	349,000	.....	.....	—	(Leased	to Chicag	o & Alton	R. R. Co.)		7	100	85
May 31, 1872	44.5	—	3.7	—	—	—	—	—	Joliet and Northern Indiana....Ill. & Ind	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased	to Michig	an Centra	l. R. R. C	o.)	8	100	....
Oct. 31, 1872	4.6	—	9.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,224	.....	.....	.....	185,250	800,000	.....	.....	—	24,937	215,230	.....	132,384	55,157	—	50	....
Dec. 31, 1872	42.0	—	2.1	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(No	returns f	urnished.)			—	100	....
Dec. 31, 1872	56.0	—	3.1	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	—	(Leased	to Lake S	.& M. So.)		103,800	6	100	....
Mar. 31, 1873	40.0	—	2.7	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	.....	.....	.....	250,000	640,000	.....	.....	—	(Leased	by Michig	an Central	R. R. Co.)	51,200	—	100	....
Mar. 31, 1873	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Joseph & Co. Bl. Mo. & Ia.	8,626,158	*	.....	.....	2,789,413	6,131,500	.....	.....	260.2	.....	.....	.....	1,242,270	.....	—	100	....
Jun. 30, 1872	31.9	—	1.8	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	.....	.....	.....	720,000	720,000	.....	.....	—	(Leased	by Leav. L	awr. & Gal.	R. R. Co.)	72,000	—	100	....
Dec. 31, 1872	638.6	34.0	22.6	—	88	53	18	1,674	Kansas Pacific.....Kansas & Col.	35,182,274	*	2,423,846	2,563,182	9,638,950	16,925,000	2,706,480	.....	672.6	2,475,270	179,182	348,966	3,732,713	1,494,447	—	100	....
Aug. 31, 1872	49.0	—	2.4	—	6	10	4	50	Knox and Lincoln .....Maine.	2,725,798	*	.....	138,305	361,492	2,895,000	.....	107,611	49.0	(Com	pleted Oct.	19, 1871.)	87,612	35,973	—	100	....
Oct. 31, 1872	80.6	—	3.0	—	25	10	4	1,515	Lackawanna and Bloomsburg.....Penn.	3,398,462	722,792	.....	.....	1,336,000	2,250,000	198,261	.....	80.0	436,206	362,294	2,213,010	1 083,505	471,764	—	50	....
Dec. 31, 1872	80.3	—	2.5	98.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	.....	.....	.....	1,000,000	1,300,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	....
Dec. 31, 1872	36.0	—	1.8	79.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	.....	3,716,927	.....	3,000,000	1,500,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	....
Sept. 30, 1872	16.0	—	....	124.0	—	—	—	—	Lake Ontario Shore Line.....New York.	1,541,456	.....	.....	.....	1,727,553	792,000	96,097	.....	—	(Not yet i	n operatio	n.)			—	100	....
Dec. 31, 1872	5113.3	866.2	823.2	—	418	160	69	8,640	Lake Shore & Mich. S.....P. O. Ind. & Ill.	63,047,176	12,384,187	7,315,207	1,515,979	50,000,000	28,495,000	6,350,020	1,417,630	1,186.5	13,477,534	2,112,833	4,882,243	17,591,629	8,118,598	8	100	74½
Jun. 30, 1872	31.0	—	....	—	6	—	—	35	Lake Shore and Tuscarawas Valley. Ohio.	2,589,609	87,519	138,142	72,922	744,038	2,000 000	96,314	.....	—	(Opened t	hrough in		July, 1873.)		—	100	....
Dec. 31, 1872	156.0	—	28.0	—	24	14	7	797	Lake Superior and Mississippi.....Minn.	7,891,200	*	.....	42,017	101,145	5,125,000	7,422,000	491,692	121,378	211.0	(Leased | by Northern Pacific.)		731,613	171,971	10	100	....
									Pennsylvania.	637,607					289,750	355,000	25,000		20.4	94,250		72,943	204,444	$ 167,653	75,950		50	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 20, 1872	74.0	—	4.8	76.0	7	9	3	121	N. Y., Kingston & Syracuse..New York.	3,055,856	190,000	.....	.....	2,662,921	583,000	92,692	.....	74.0	101,685	163,267	69,137	219,368	60,974	—	100	....
Sept. 30, 1872	5.4	—	0.4	54.6	1	1	—	—	N. Y., Housatonic & North.N.Y. & Conn.	604,626	12,737	.....	.....	261,000	183,500	156,475	.....	—	(Leased	by Housat	onic R. R. Co.)	3,010	—	—	100	....
Sept. 30, 1872	7.0	—	0.4	0.2	—	—	—	—	New York and Mahopac.....New York.	264,912	.....	.....	.....	265,000	.....	.....	.....	—	(Leased	by New Y	ork & Har	lem R. R.	Co.)	—	100	....
Sept. 30, 1872	124.0	16.8	164.0	—	84	129	41	1,010	N. Y., N. H. & Hartford..N.Y., Ct. & Ma.	12,861,474	1,840,535	1,466,553	3,428,675	15,500,000	1,641,500	377,341	1,377,592	190.2	1,700,891	3,925,765	602,579	4,483,554	1,769,809	10	100	133
Sept. 30, 1872	62.5	—	27.5	—	20	19	7	99	N. Y., Providence and Boston..C. & R. I.	3,101,400	*	.....	.....	1,887,400	1,214,000	.....	.....	67.5	441,485	614,211	229,677	911,021	401,914	9	100	125½
Sept. 30, 1872	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	3,210,616	—	—	—	1,000,000	—	—	—	—	(Leased	by New Y	ork Cent.	R.R. Co.)	60,000	6	100	....
Jun. 30, 1872	35.3	—	3.3	—	5	1	1	134	Niles and New Lisbon .....Ohio.	1,647,364	108,287	.....	.....	500,000	500,000	59,584	96,067	35.3	112,067	48,554	336,167	179,553	88,216	—	100	....
Sept. 30, 1872	223.0	—	11.2	—	24	18	10	271	North Carolina †.....North Carolina.	4,947,741	*	344,672	337,271	4,000,000	553,413	592,030	483,241	223.0	478,580	140,397	113,126	(Ri'hm.&	Danv.)	—	100	....
Feb. 28, 1873	102.0	—	9.0	—	14	14	5	142	North-Eastern †.....South Carolina.	2,148,131	*	88,720	37,364	979,850	1,101,500	138,977	53,350	102.0	298,721	82,719	.....	395,463	159,695	—	100	....
Jun. 30, 1873	72.0	—	3.6	118.0	—	—	—	—	North Louisiana and Texas.....La.		(No a	ccounts o	btainabl	e.)				72.0		(No accou	nts.)	.....	.....	.....	—	100	....
Oct. 31, 1872	55.6	12.1	68.7	—	39	30	20	908	North Pennsylvania.....Pennsylvania.	7,086,930	1,208,779	1,624,750	.....	3,473,500	4,042,500	63,394	.....	67.7	617,092	889,571	880,119	1,336,938	592,322	5a	50	88
Dec. 31, 1872	95.0	45.3	33.3	—	30	21	10	689	Northern, of Canada.....Canada.	5,465,410	*	78,964	610,683	.....	5,819,963	261,561	3,533	140.3	748,338	212,080	313,664	894,774	180,541	—	100	....
Dec. 31, 1872	138.0	4.0	137.0	—	141	69	22	6,284	Northern Central †.....Md. and Penn.	11,666,830	3,223,438	2,750,000	928,678	5,842,000	11,040,602	1,464,215	222,099	317.0	3,288,463	1,110,110	4,769,895	4,598,820	1,161,769	6	50	68
Mar. 31, 1872	69.2	13.4	17.6	—	27	16	6	640	Northern New Hampshire..New Hamp.	3,068,400	*	309,618	212,958	3,068,400	102,000	266,800	154,576	82.6	506,848	195,406	411,888	706,358	217,103	8	100	106
Dec. 31, 1872	21.3	—	4.6	—	—	—	—	—	Northern New Jersey.....New Jersey.	527,452	*	872,548	.....	1,000,000	400,000	.....	.....	—	(Leased	to Erie Ra	ilway Co.)	273,054	37,604	8	100	....
May 31, 1872	153.0	106.0	....	1,441	72	16	6	1,554	Northern Pacific.....Minn., Dak. &c.	13,292,142	1,908,838	601,394	.....	.....	50,000p.m	.....	.....	559.0		(No sta	tement pu	blished.)	—	100	....
Sept. 30, 1872	59.4	7.0	13.1	—	20	15	6	642	Norwich and Worcester †..Conn. & Mass.	2,463,983	*	84,706	109,188	2,364,400	759,000	35,526	731,947	66.4	410,089	372,841	346,367	771,602	293,228	10	100	126
Jun. 30 1872	113.0	32.0	14.5	—	21	27	12	894	Nova Scotia.....Nova Scotia.	6,976,268	*	110,464	.....	.....	6,976,268	110,464	.....	145.0	.....	194,167	242,210	328,841	Loss.	—	100	12
Sept. 30, 1872	118.0	4.0	18.0	—	34	19	4	1,026	Ogdensburg and Lake Champlain...N. Y.	4,048,510	1,748,411	.....	.....	3,077,000	1,012,000	.....	.....	122.0	636,755	171,894	417,373	1,005,979	263,867	6	100	44
Dec. 31, 1872	10.0	2.0	3.5	—	2	—	—	96	Ogden Mine.....New Jersey.	462,994	*	.....	.....	450,000	.....	.....	.....	12.0	.....	.....	54,479	47,459	25,656	6	100	....
Jun. 30, 1872	340.0	53.0	24.0	—	122	57	24	2,422	Ohio and Mississippi ....Ohio, Ind. & Ill.	34,470,752	*	.....	.....	24,030,000	10,111,850	328,902	.....	393.0	2,852,763	404,765	708,799	3,343,845	984,008	—	100	22
Oct. 31, 1872	120.0	3.0	53.7	—	32	19	5	528	Oil Creek and Allegheny River.....Penn.	8,554,547	1,008,331	.....	.....	4,959,450	3,680,000	.....	.....	123.0	749,668	559,926	676,500	1,285,554	461,531	6½	50	12
Sept. 30, 1872	131.3	19.4	50.6	15.0	45	95	16	607	Old Colony and Newport..Massachusetts.	8,095,654	*	441,553	586,443	5,103,506	3,521,000	467,989	581,156	150.7	1,110,675	3,711,345	510,434	1,897,438	630,249	6½	100	110½
Dec. 31, 1872	9.9	2.0	3.1	—	...	33	—	—	Orange and Newark.....New Jersey.	1,073,555	*	.....	.....	290,300	736,000	73,852	.....	11.9		2,984 817		203,094	24,683	—	100	....
Sept. 30, 1872	282.6	10.0	9.6	—	25	21	12	382	Orange, Alex. and Manassas Gap †....Va.	9,180,634	*	.....	.....	2,692,540	5,622,664	865,431	.....	292.6	713,252	196,394	161,434	988,371	403,598	—	100	....
Dec. 31, 1872	25.0	—	1.7	200.0	—	—	—	—	Osage Valley and Southern Kansas....Mo.	600,000	—	.....	.....	375,000	200,000	25,000	.....	—	(Leased	by Pacific	(of Mo.)R.	R. Co.)	35 p.c.	—	100	....
ept. 30, 1872	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	950,953	*	.....	.....	300,000	612,100	27	.....	—	(Leased	by Rome,	Watertown	& Ogd.	RR.Co.)	—	100	....
Sept. 30, 1872	35.0	—	46.7	—	11	12	4	258	Oswego and Syracuse .....New York.	1,114,844	330,270	.....	.....	1,144,400	180,000	.....	.....	35.0	232,069	171,932	232,801	354,880	73,878	9	100	....
Dec. 31, 1872	35.0	—	1.6	100.0	2	1	1	10	Owensboro and Russellville...Kentucky.	.....	*	.....	.....	1,500,000	1,500,000	.....	.....	35.0	(In cour	se of cons	truction:	no return	s.)	—	100	....
Dec. 31, 1872	283.5	15.5	39.1	—	—	—	—	—	*Pacific* of Missouri †.....Missouri.	.....	*	.....	.....	7,000,000	(Assume	d by Le	ssees.)	—	(Leased	by Atlant	ic & Pacif	c R. R. C	o.)	5	100	39
Dec. 31, 1872	63.5	—	3.6	101.5	7	4	2	77	Paducah and Gulf .....Kentucky.	2,261,312	*	980,220	89,430	2,924,150	1,000,000	406,812	.....	63.5	469,289	22,920	21,589	95,261	35,845	—	100	....
Jun. 30, 1872	11.0	—	0.5	53.4	2	1	1	25	Painesville and Youngstown.....Ohio.	234,608	21,389	.....	.....	255,997	.....	.....	.....	11.5	(Under	construct	ion: no re	turns.)	—	—	....
Dec. 31, 1872	47.6	—	11.8	—	20	26	4	486	Panama.....New Granada.	10,000,000	*	.....	.....	7,000,000	2,993,177	.....	.....	47.6	.....	.....	.....	1,718,650	1,232,602	10½	100	106½
Dec. 31, 1872	76.0	33.0	6.2	—	7	5	3	246	Paris and Decatur.....Illinois.	2,800,000	*	.....	.....	1,600,000	1,200,000	.....	.....	109.0		(No	statement	furnished	.)	—	100	....
Dec. 31, 1872	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	600,000	—	.....	.....	630,000	.....	.....	.....	—	(Leased	by Erie R	ail'y Co.)	53,400	53,400	8½	100	....
Dec. 31, 1872	12.0	—	2.6	—	—	—	—	—	Paterson and Newark.....New Jersey.	896,162	—	.....	.....	250,000	500,000	.....	.....	—	(Leased	by Erie R	ail'y Co.)		35 p. c.	—	100	....
Dec. 31, 1872	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	—	.....	.....	248,000	100,000	.....	.....	—	(Leased	by Erie R	ail'y Co.)	30,173	30,173	6	100	....
Feb. 28, 1873	67.8	—	3.9	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,576,000	—	.....	.....	1,500,000	1,076,000	.....	.....	—	(Leased	by Tol. Wa	b. & Wtn.	Co.)	.....	—	100	....
Dec. 31, 1872	22.0	—	1.8	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,692	—	.....	.....	342,150	160,000	36,542	.....	—	(Leased	by United	Co.)	31,729	31,729	6	100	....
Dec. 31, 1872	18.0	—	1.1	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	—	.....	.....	800,000	375,000	.....	.....	—	(Leased	by N. Jer.	Sth'n R.R.	Co.)	.....	—	100	....
Dec. 31, 1872	165.0	—	10.0	40.0	4	4	2	45	Peninsular.....Mich. Ind. & Ill.	4,916,263	*	.....	.....	1,995,000	2,779,000	142,262	.....	165.0	.....	83,491	46,333	109,913	Loss.	—	100	....
Dec. 31, 1872	854.9	69.0	546.9	—	593	292	112	11499	Pennsylvania .....Pennsylvania.	31,283,395	11,154,553	53,506,985	20,413,980	53,271,937	35,072,309	19,395,421	8,919,154	787.7	13,380,957	5,250,393	7,844,779	22,012,525	8,247,852	10	50	86½
Dec. 31, 1872	47.0	15.9	57.9	—	23	8	—	2,540	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,987,500	.....	4,000,000	536,500	375,000	.....	47.0	.....	3,486	1,376,772	23,033	.....	20	50	280
Dec. 31, 1872	22.5	—	1.2	—	—	—	—	—	Pennsylvania and Delaware. Penn. & Del.	1,200,000	—	.....	.....	483,297	700,000	.....	.....	—	(Leased	to Penna.	R.R. Co.:	recently	opened.)	—	50	....
Dec. 31, 1872	104.3	12.1	35.9	—	18	2	—	1,218	Pennsylvania and N. York..N.Y. & Penn.	5,086,426	628,814	.....	.....	3,061,700	3,000,000	.....	.....	145.6	.....	190,309	1,268,527	1,608,287	437,135	—	50	....
Dec. 31, 1872	46.0	—	6.6	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	—	.....	.....	1,200,000	600,000	.....	.....	—	(Leased	by Chic. R	. I. & Pac	Co.)	125,000	8	100	....
Dec. 31, 1872	83.0	—	11.8	—	12	7	4	181	Peoria, Pekin and Jacksonville...Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....	.....	83.0	280,093	77,372	124,505	302,552	.....	—	50	....
Dec. 31, 1872	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge. N. Jersey.	214,581	—	.....	.....	57,200	100,000	57,381	.....	—	(Oper. b	y Penna.	R. R. Co.)	.....	.....	—	100	....
Dec. 31, 1872	64.0	18.0	8.0	—	12	9	5	120	Petersburg †.....Virginia	1,817,985	*	323,905	43,388	1,324,200	500,000	361,083	.....	52.0	228,000	44,392	57,238	288,944	138,851	—	100	....
Oct. 31, 1872	46.0	—	6.0	—	9	7	3	95	Philadelphia and Balt. Cent. Penn. & Md.	1,806,209	177,474	.....	.....	220,606	2,600,000	53,413	.....	58.1	176,312	315,515	134,307	295,594	105,205	—	100	....
Dec. 31, 1872	287.6	—	114.3	—	130	88	20	2,955	Philadelphia and Erie †....Pennsylvania.	21,822,990	—	2,248,693	.....	8,448,000	14,750,000	892,983	.....	287.6	2,912,351	839,793	2,028,568	3,980,753	846,319	—	50	34
Dec. 31, 1872	17.1	3.1	18.7	21.0	24	45	18	192	Phila., Germantown and Norristown..Pa.	1,146,538	368,282	500,793	.....	2,231,900	.....	.....	.....	23.6	(Leased	by Phila.	& Read'g.)	287,816	271,179	12	50	178½
Dec. 31, 1872	98.4	172.1	421.7	—	377	202	53	14132	Philadelphia and Reading..Pennsylvania.	45,922,674	*	24,888,327	2,675,996	34,236,175	33,120,804	4,172,014	1,958,004	708.0	7,248,778	6,383,991	9,573,406	12,125,038	4,823,300	10	50	118½
Dec. 31, 1872	26.6	—	36.3	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,534,479	*	329,626	.....	1,259,100	.....	.....	275,408	37.5	.....	1,561,080	1,124,640	1,759,758	.....	10	100	122½
Dec. 31, 1872	95.3	3.8	139.1	—	64	103	49	1,295	Philadelphia, Wilm. and Baltimore. Penn.	11,890,736	*	2,318 306	175,395	11,485,750	1,990,500	465,321	660,478	197.7	1,248,818	1,747,195	449,780	2,814,274	1,188,614	8	50	111½
Oct. 31, 1872	7.0	—	1.0	—	2	3	2	22	Pithole Valley.....Pennsylvania.	100,000	*	225,000	.....	225,000	100,000	17,132	.....	7.0	.....	9 800	12,854	20,488	Loss.	—	50	....
Dec. 31, 1872	193.0	8.0	46.0	—	119	34	19	1,605	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	15,095,349	3,740,438	1,950,109	1,812,268	8,433,550	10,011,740	5,461,173	.....	201.0	3,160,500	606,902	1,429,115	3,856,649	799,501	—	50	....
Dec. 31, 1872	468.3	—	156.3	—	243	96	54	5,559	Pittsburg, Ft. W. and Chic...P., O., L. & I.	35,835,286	*	.....	.....	22,214,286	13,621,000	17,230	.....	508.6	7,313,148	2,106,152	2,408,162	9,780,310	4,507,465	10	100	94½
Dec. 31, 1872	14.0	—	3.1	16.0	3	2	1	45	Pittsburg, Virginia & Charleston.....Pa.	654,068	55,243	.....	.....	618,564	.....	.....	.....	14.0		(In operat	ion only t	hree mon	ths.)	—	50	....
Oct. 31, 1872	149.6	1.9	17.2	—	57	26	9	430	Pittsb'g, Washington & Dalton..Pa. & Md.	11,598,236	687,192	83,196	.....	1,960,682	4,780,000	3,463,204	.....	173.8	1,703,000	781,994	980,780	1,437,302	Loss.	—	50	....
Sept. 30, 1872	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	450,000	—	.....	.....	450,000	.....	.....	.....	—	(Leased	by Boston	& Albany	R.R. Co.)	27,000	6	100	....
Jun. 30, 1872	—	—	178.0	—	—	—	—	—	Plymouth, Kankaka & Pacific. Ind. & Ill.	.....	—	.....	.....	719,290	450,000	.....	.....	—	(Leased	by Pennsy	lvania Co.	.)	—	—	100	....
Oct. 31, 1871	66.0	—	2.7	24.0	7	6	3	315	Port Huron and Lake Michigan.....Mich.	3,000,000	*	(To com	pletion.)	1,200,000	1,800,000	.....	.....	41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Nov. 30, 1872	60.0	—	3.5	50.0	5	13	3	92	Portland and Ogdensburg....Me. & N. H.	1,945,560	161,149	97,155	29,230	1,039,095	906,000	259,132	28,859	60.0	118,100	55,592	37,856	115,484	40,361	—	100	....
Dec. 31, 1872	65.0	—	2.1	93.0	5	4	3	85	Portland and Ogdensburg.....Vermont.	1,652,000	*	.....	.....	.....	2,340,000	.....	.....			(Earnings	used in co	nstructio	n.)	—	100	....
Dec. 31, 1872	27.5	—	2.8	—	2	1	1	22	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	218,500	.....	.....	27.5	17,215	2,880	6,375	14,221	.....	—	100	....
Aug 31, 1872	52.5	—	3.3	—	6	10	4	113	Portland and Rochester.....Me. & N. H.	1,930,854	*	45,000	10,296	686,097	1,120,000	200,053	.....	52.5	141,040	120,009	60,790	131,561	38,078	—	100	....
May 31, 1872	61.3	—	7.4	—	19	—	7	167	Portland, Saco and Portsmouth .....N. H.	1,500,000	*	.....	.....	1,500,000	.....	.....	.....			(Leased b	y Eastern	R.R. Co.)		10	100	121
Apl. 30, 1873	111.3	—	8.0	9	6	4	110	Port Royal.....South Carolina.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	110.0	[illegible]	(Operated	for benef	it of contra	ctors.)	—	25	....
May 31, 1873	7.1	—	4.9	39.0	—	—	—	—	Portsmouth, Gt. Falls and Conway..N. H.	2,270,000	*	.....	.....	770,000	2,000,000	.....	.....			(Leased b	y Eastern	R.R. Co.)		6	100	45
Sept. 30, 1872	41.0	—	2.5	3.4	4	6	—	60	Poughkeepsie and Eastern....New York.	1,291,372	*	.....	.....	624,464	608,200	606,079	.....	41.0	63,614	70,018	10,40	55,079	14,088	—	100	....

Sept. 30, 1872	43.4	1.0	44.4	—	27	29	6	910	Providence and Worcester..R. I. & Mass.	1,999,636	666,668	125,566	107,861	2,000,000	500,000	224,612	84,019	47.6	507,586	1,605,257	321,866	895,897	230,926	10	100	....
Dec. 31, 1872	48.0	—	3.0	51.0	6	6	2	200	Quincy, Alton & St. Louis.....Illinois.	2,500,000	*	.....	.....	437,917	50,000	63,611	.....	13.6	44,096	415,776	16,367	106,559	51,456	3	100	....

Sept. 30, 1872	43.4	1.0	44.1	—	27	29	6	919	Providence and Worcester..R. I. & Mass.	1,909,636	666,668	125,866	107,861	2,000,000	500,000	224,612	84,019	47.6	[807,586]	1,605,257	35 621,866	895,997	239,920	10	100	....
Nov. 30, 1872	18.6	—	3.1	—	3	3	3	11	Providence, Warren and Bristol.R. I. & M.	645,079	78,026	.....	.....	437,917	50,006	63,611	.....	13.6	44,096	415,776	16,367	106,555	51,456	3	100	....
Dec. 31, 1872	21.0	—	2.0	—	1	3	2	—	Queen Anne and Kent Co.....Md.	351,000	"	32,200	.....	260,000	289,000	2,600	.....	21.0	38,850	12,660	38,231	27,437	9,989	—	50	....
Dec. 31, 1872	41.7	—	1.4	88.8	3	2	2	45	Quincy, Alton and St. Louis.....Ill.	1,850,000	"	.....	.....	1,000,000	850,000	.....	.....	41.7	.....	.....	.....	96,000	.....	—	100	....
May 31, 1872	97.0	—	9.7	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	"	165,300	102,935	1,500,000	.....	92,150	166,085	97.0	.....	31,226	64,090	359,277	154,400	—	100	....
Jan. 31, 1873	44.0	—	3.0	60.0	4	3	3	46	Raleigh and Augusta Air-Line....N. Car.	1,134,211	89,785	.....	.....	876,000	350,000	.....	.....	44.0	.....	.....	.....	76,037	.....	—	100	....
Sept. 30, 1873	71.0	110.0	41.5	—	39	68	19	974	Rensselaer and Saratoga.....N. Y.	7,489,025	"	.....	.....	6,000,000	1,925,000	.....	.....	181.0	861,480	664,000	556,934	1,748,915	604,224	7	100	110
Sept. 30, 1872	140.5	55.2	16.7	—	26	17	10	272	Richmond and Danville ¶.....Virginia.	5,109,406	"	2,046,460	211,461	4,000,000	2,621,090	510,171	235,096	295.9	526,782	134,485	176,708	852,092	368,846	—	100	....
Sept. 30, 1872	75.5	11.4	6.2	—	12	6	4	139	Richmond, Frederick and Potomac ¶..Va.	2,622,927	"	116,539	263,282	1,509,826	889,899	43,417	559,604	89.9	200,899	.....	.....	351,919	145,919	—	100	....
Sept. 30, 1872	22.5	2.8	4.2	—	8	10	4	160	Richmond and Petersburg ¶.....Va. N.C.	1,188,213	"	85,833	30,224	847,100	326,296	93,377	37,528	46.8	107,159	118,189	42,228	160,319	45,945	—	100	....
Sept. 30, 1872	38.3	—	2.2	26.0	3	3	2	42	Richmond and York River.....Va.	1,265,640	"	.....	.....	650,000	615,640	.....	.....	38.3	.....	(No returns obtained.)	.....	.....	.....	—	100	....
Sept. 30, 1872	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	"	.....	.....	557,560	.....	.....	.....	—	(Leased	by Erie Railway Co.)	.....	.....	34,012	6	100	....
Jun. 30, 1872	251.9	25.5	27.0	—	33	15	7	915	Rockford, Rock Island and St. Louis..Ill.	15,490,570	"	.....	.....	6,490,579	9,000,000	.....	.....	316.5	.....	.....	.....	1,067,749	243,534	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	236,235	"	.....	.....	250,844	.....	.....	.....	20.0	.....	(No information.)	.....	.....	.....	16	100	....
Sept. 30, 1872	141.1	48.5	25.3	—	40	31	15	779	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	"	.....	.....	2,998,900	1,735,606	58,359	.....	218.2	675,016	441,909	336,440	1,150,764	282,106	7	100	80
Jan. 31, 1873	120.0	—	26.0	—	—	—	—	—	Rutland .....Vermont.	3,787,902	—	1,286,719	.....	6,641,300	1,701,000	1,180,628	.....	239.0	(Leased	to Central Verm't.)	.....	434,740	405,381	—	100	5
Jun. 30, 1873	225.0	—	24.0	34.0	19	...	...	...	St. Joseph and Denver City...Kan. & Neb.	11,188,220	420,925	279,044	3,203	4,000,000	7,000,000	734,425	157,067	225.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	54.0	5.0	6.1	—	9	15	6	93	St. Lawrence and Ottawa.....Canada	1,050,000	"	.....	.....	.....	250,000	.....	.....	59.0	.....	70,265	38,592	161,771	45,953	—	100	....
Dec. 31, 1872	159.0	19.0	29.0	—	13	9	7	553	St. Louis, Alton and Terre Haute..Illinois.	11,768,400	"	.....	.....	4,768,400	6,700,000	218,001	.....	56.0	360,130	149,499	410,216	507,019	220,002	—	100	11
Dec. 31, 1872	195.5	15.3	37.0	—	21	20	13	1,651	*St. Louis and Iron Mountain* ¶...Missouri.	14,553,951	1,951,989	1,088,796	163,733	10,000,000	5,461,000	.....	.....	210.5	933,393	557,576	633,574	2,146,639	687,639	3	100	28
Dec. 31, 1872	310.0	48.0	25.0	50.0	46	26	12	1,170	St. Louis & S. Eastern...Ill., Ky. & Tenn.	11,099,000	1,725,000	3,993,000	.....	11,000,000	5,807,000	.....	.....	220.0	.....	.....	.....	822,601	169,779	—	100	....
Dec. 31, 1872	150.0	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill	5,040,100	"	.....	.....	2,324,100	3,477,000	.....	.....	—	(Leased	by Chicago & Alton R.R.Co.)	.....	240,000	.....	—	100	....
Jan. 31, 1873	353.0	—	17.6	—	38	38	19	1,551	St. L., Kansas City & Northern..Mo & Ia.	28,134,445	"	2,389,76	439,708	24,000,000	6,000,000	948,928	.....	581.7	2,893,281	428,957	517,628	2,780,820	748,139	—	100	....
Oct. 31, 1872	158.4	—	23.0	—	30	14	8	824	St. Louis, Vandalia & Terre Haute.....Ill.	7,984,227	"	.....	203,201	2,377,779	5,499,000	250,548	60,101	158.4	862,806	.....	.....	1,180,273	354,082	—	100	....
Dec. 31, 1872	267.0	175.0	16.0	251.0	30	14	9	289	*St. Paul and Pacific* (1st Div.).Minnesota.	15,188,653	"	3,726,033	229,522	1,968,600	16,197,000	589,333	.....	283.0	462,489	235,279	152,356	682,560	.....	—	100	....
Dec. 31, 1872	121.0	—	8.0	—	13	6	4	194	St. Paul and Sioux City.....Minn.	4,550,960	"	179,798	54,019	4,000,000	.....	784,777	.....	121.0	344,883	75,461	136,127	424,398	99,668	—	100	....
Dec. 31, 1872	116.0	—	16.0	—	21	18	9	309	Sandusky, Mansfield and Newark ..Ohio.	3,244,500	"	.....	.....	937,500	2,307,000	.....	.....	160.0	.....	178,661	153,505	574,951	37,802	—	50	....
Dec. 31, 1872	237.0	110.0	15.4	61.0	27	19	6	342	Savannah, Albany and Gulf.....Ga.	7,592,283	"	529,789	1,171,804	4,479,677	3,242,200	1,571,999	.....	347.0	635,300	98,234	.....	983,966	339,539	—	100	....
Dec. 31, 1872	104.0	—	4.9	—	10	9	5	80	Savannah & Charleston.....S. Car. & Ga.	2,288,966	"	.....	.....	1,000,000	1,427,800	.....	.....	104.0	(No	statement	furnished	: very small.)	.....	—	100	....
Feb. 28, 1873	80.0	—	8.0	—	15	7	5	203	Seaboard and Roanoke.Va. & N. Carolina.	1,488,400	"	.....	105,689	1,278,400	210,000	107,000	.....	80.0	235,679	26,309	162,832	566,819	266,335	8	100	....
Apr. 30, 1872	237.0	—	11.9	—	39	17	9	412	*Selma, Rome and Dalton*...Ala. & Georgia.	12,980,000	"	.....	.....	3,750,000	9,230,000	large	.....	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	"	.....	.....	1,389,000	1,423,000	10,000	.....	80.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Nov. 30, 1872	32.0	—	2.0	—	2	2	2	70	Shenango and Allegheny ..Pennsylvania.	580,335	78,945	20,000	.....	199,000	780,000	.....	.....	32.0	40,500	16,170	56,220	58,850	32,395	—	50	....
Jun. 30, 1872	106.8	—	11.3	—	11	8	5	158	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,400	"	.....	.....	2,068,400	1,628,000	.....	.....	157.5	.....	.....	.....	162,405	10,314	—	100	....
Dec. 31, 1872	122.4	—	6.6	26.1	9	6	3	232	Sioux City and St. Paul....Iowa & Minn.	4,422,182	"	568,362	.....	2,800,000	1,740,000	450,494	.....	—	(Run by c	ontractors:	no returns.)	.....	.....	—	100	....
Sept. 30, 1872	183.0	—	9.2	—	—	—	—	—	South and North Alabama.....Ala.	7,481,764	"	.....	.....	3,458,067	4,906,000	.....	.....	131.0	.....	41,327	74,837	199,051	60,28*	—	100	....
Dec. 31, 1872	137.0	106.0	30.0	—	42	37	*	507	South Carolina ¶.....South Carolina.	9,594,348	"	2,019,176	306,086	5,819,275	4,730,346	236,736	71,474	243.0	856,732	207,344	266,707	1,401,211	545,105	—	100	....
Sept. 30, 1872	116.0	—	5.8	—	11	7	4	401	Southern Central.....New York.	3,450,058	287,805	.....	.....	1,785,021	2,288,000	59,881	.....	116.0	302,744	161,821	178,099	307,280	104,978	—	100	....
Sept. 30, 1872	57.0	20.0	20.0	—	19	35	7	114	South Side (L. I.) .....New York.	3,166,551	648,925	.....	.....	1,000,000	2,250,000	386,782	.....	57.0	235,990	617,899	83,701	501,871	226,637	—	100	....
Aug. 31, 1872	167.5	—	9.5	—	12	5	3	243	Southern Minnesota .....Minnesota.	9,424,953	"	.....	.....	3,825,000	4,592,000	1,007,953	.....	165.5	.....	46,349	92,661	493,438	190,021	—	100	....
Dec. 31, 1872	170.0	—	8.5	552.0	14	23	8	245	Southern Pacific.....California.	11,500,000	"	.....	.....	8,404,800	5,750,000	.....	.....	170.0	.....	314,150	121,660	932,725	481,664	—	100	....
Jun. 30, 1872	235.0	—	11.2	—	12	10	4	260	Springfield & Ill. So. Eastern.....Illinois.	8,176,500	"	.....	.....	4,000,000	4,000,000	140,000	.....	—	(Not in o	peration at	date.)	.....	.....	—	100	....
Sept. 30, 1872	81.0	—	17.0	—	16	13	3	373	Syracuse, Binghamton and N. York..N.Y.	3,906,297	"	.....	.....	2,004,000	1,670,000	129,414	.....	81.0	449,520	186,606	633,355	713,585	216,451	4	100	....
Sept. 30, 1872	26.0	1.0	3.1	16.0	3	6	2	40	Syracuse and Chenango Valley.....N. Y.	1,165,662	61,985	.....	.....	1,063,400	500,000	229,997	.....	26.0	23,548	49,219	29,914	23,199	loss.	—	100	....
Nov. 30, 1872	79.7	26.6	30.0	—	36	21	9	782	Terre Haute and Indianapolis....Indiana.	2,807,213	"	1,588,484	191,840	1,388,150	800,000	616,344	1,173,143	99.3	.....	190,997	834,850	1,070,854	128,448	—	100	....
Apr. 30, 1873	66.0	—	6.6	1,741	12	6	—	73	Texas and Pacific.....Texas.	4,200,000	"	.....	.....	200,000	4,000,000	.....	.....	66.0	.....	.....	.....	346,001	85,042	—	100	....
Dec. 31, 1872	227.3	10.2	29.0	—	45	13	9	1,109	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	"	.....	.....	5,700,000	3,450,000	204,794	.....	237.5	1,192,831	.....	.....	1,316,106	368,098	—	100	....
Dec. 31, 1872	473.6	153.6	60.5	—	182	71	42	4,207	Toledo, Wabash and Western..O. I. & Ill.	34,683,000	"	.....	.....	16,000,000	18,683,000	.....	.....	955.7	5,196,661	637,050	1,349,052	6,008,978	1,578,182	—	100	36
Sept. 30, 1872	34.9	—	9.0	—	11	12	6	222	Troy and Boston.....New York.	1,934,146	378,415	.....	.....	1,599,000	1,899,000	66,369	.....	55.3	190,548	262,763	191,122	516,563	212,097	2	100	....
Dec. 31, 1872	1,032	—	100.0	—	151	95	36	2,409	*Union Pacific* ....Nebr. Utah Nev. & Cal.	111,948,812	"	.....	.....	36,762,800	75,179,512	.....	.....	1,032.0	.....	165,688	.....	8,862,605	4,092,032	—	100	27
Dec. 31, 1872	165.0	—	160.0	—	242	281	8	1,762	United Companies of New Jersey..N. Jer.	22,450,328	"	13,216,919	427,838	18,990,627	17,615,608	797,651	472,455	455.9	3,905,741	7,580,796	2,536,804	8,286,226	2,261,000	10	100	123
Apr. 30, 1872	37.0	—	4.0	91.0	6	6	1	28	Utah Central.....Utah.	1,500,000	"	.....	.....	500,000	1,000,000	.....	.....	37.0	.....	.....	.....	360,612	206,558	—	100	....
Dec. 31, 1872	31.0	—	2.1	44.0	3	3	2	11	Utah Southern .....Utah.	1,060,000	"	.....	.....	400,000	660,000	.....	.....	31.0	.....	.....	.....	126,884	63,442	—	100	....
Sept. 30, 1872	74.8	—	13.4	12.2	14	15	7	125	Utica and Black River.....New York.	2,200,444	258,703	.....	.....	1,754,020	775 500	.....	.....	92.2	201,688	184,533	62,064	337,299	111,309	3	100	....
Sept. 30, 1872	98.0	22.0	14.0	—	17	15	7	62	Utica, Chenango and Susq. Valley..N. Y.	3,186 344	488,181	.....	.....	2,908,600	●	.....	.....	120.0	228,887	246,101	175,749	424,792	32,246	6	100	....
May 31, 1872	47.0	25.5	9.3	—	—	—	—	—	Vermont and Canada .....Vermont.	3,000,000	"	.....	.....	3,000,000	.....	.....	.....	—	(Leased	by Vermont Central	R. R. Co. at 8 p.c.)	8	100	44
May 31, 1872	118.0	—	108.0	—	176	125	51	5,189	Vermont Central.....Vermont.	11,500,000	"	.....	.....	5,000,000	6,500,000	.....	.....	773.0	.....	.....	(2 yrs.	8,497,442	493,487	—	100	....
Sept. 30, 1872	56.0	24.1	9.2	—	18	19	8	274	Vermont and Massachusetts...Mass. & Vt.	2,703,966	"	90,785	191,899	2,860,000	900,000	68,899	157,751	88.1	24 ,299	275,181	131,458	557,196	169,523	2	100	82
Feb. 29, 1872	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	"	245,588	193,945	454,072	2,922,236	86,869	.....	140.0	181 288	82,372	49,431	408,220	102,918	—	100	....
Dec. 31, 1872	46.0	—	2.5	—	3	*	*	50	Vineland.....New Jersey.	1,826,191	"	.....	.....	998,005	750,000	78,187	.....	—	(Leased	to N. Jer. Southern	R. R Co.)	.....	.....	—	100	....
Dec. 31, 1872	18.3	—	6.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	"	.....	.....	1,800,000	1,261,400	.....	.....	—	(Leased	to D. L. & W. R. R.)	.....	525,749	215,353	7	100	81
Sept. 30, 1872	44.0	—	2.0	281.0	4	6	3	65	Washington and Ohio .....Virginia.	1,435,178	128.577	128,773	.....	900,700	130,400	321,248	349,178	44.0	81,361	27,693	19,418	81,285	7,948	—	100	....
Aug. 31, 1872	132.0	28.0	15.5	—	26	16	8	247	Western Alabama.....Alabama.	4,822,628	538,272	342,800	662,535	2,008,324	3,169,900	561,508	625,504	160.0	421,880	101,742	.....	626,504	150,534	—	100	....
Dec. 31, 1872	133.0	—	11.0	—	69	18	12	921	Western and Atlantic.....Georgia.	(Owned by State of Georgia & leased to a company for $300,000 a year.)								138.0	.....	.....	125,932	1,590,245	66,587	—	100	....
Sept. 30, 1872	60.0	—	3.9	18.0	10	10	6	123	Western Maryland ¶.....Maryland.	2,366,392	"	208,500	17,069	682,493	1,800,000	109,069	.....	60.0	217,760	134,655	73,841	197,707	7,038	—	100	....
Dec. 30, 1872	57.1	27.6	14.6	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,846,005	"	.....	.....	1,022,450	1,800,000	1,028,555	.....	—	(Leased	by Pennsylvania R.	R. Co.)	.....	.....	—	50	....
Dec. 31, 1872	60.7	—	16.2	—	18	63	8	171	West Jersey.....New Jersey.	2,256,355	"	1,486,466	178,462	1,358,700	2,398,000	162,583	.....	128.9	330,555	642,725	28,443	664,777	291,363	8	100	100
Mar. 31, 1873	197.0	—	10.0	—	26	14	10	660	West Wisconsin.....Wisc.	8,640,000	"	.....	.....	4,000,000	4,640,000	.....	.....	166.0	.....	.....	.....	549,645	263,429	—	100	....
Dec. 31, 1872	32.0	—	1.0	28.0	3	5	2	24	Wheeling, Pbg. & Balt.....W. Va. & Pa	579,642	"	.....	.....	500,000	.....	79,642	.....	32.0	39,328	53,175	11,638	48,164	480	—	50	....
Sept. 30, 1872	189.6	—	8.0	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	3,971,781	381,117	51,244	.....	300,000	3,900,000	304,142	.....	172.0	.....	.....	.....	591,046	226,498	—	100	....
Oct. 31, 1872	63.6	—	9.5	—	11	6	5	124	Wilmington and Reading...Pennsylvania.	2,644,078	255,151	32,892	.....	750,063	2,332,300	108,610	.....	63.6	230,554	132 366	264,573	218,778	21,967	—	50	....
Sept. 30, 1872	162.0	19.0	9.5	—	9.	31	—	324	Wilmington and Weldon ¶...N. Carolina.	3,004,044	"	61,436	296,398	1,456,200	1,619,100	77,042	299,531	181.0	519,184	124,995	.....	635,871	230,833	—	100	66
Dec. 31, 1872	180.6	—	3.0	201.0	15	6	2	300	Wisconsin Central .....Wisconsin.	4,120,000	"	.....	.....	1,657,500	1,691,500	.....	.....	—	.....	.....	.....	131,793	63,778	—	100	....
Sept. 30, 1872	45.7	—	11.8	—	17	11	5	411	Worcester and Nashua.....N. H.& Mass.	2,212,144	"	86,701	48,143	1,425,400	310,300	36,516	573,774	45.7	352,641	381,954	366,042	587,359	195,453	12	100	127
									CANALS, &c.																						
May 31, 1872	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	"	258,967	.....	1,880,800	1,997,872	.....	.....	12.5	.....	.....	.....	419,222	281,715	4	50	....
Dec. 31, 1872	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	"	.....	.....	8,229,594	8,065,500	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Dec. 31, 1872	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	"	.....	.....	1,633,350	800,000	.....	.....	—	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	97
Dec. 31, 1872	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,339,210	725,581	20,936,209	.....	15,000,000	13,000,000	.....	.....	108.0	.....	.....	1,869,557	88,970	loss.	10	100	117
Dec. 31, 1872	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	"	.....	.....	5,847,400	.....	.....	.....	65.5	.....	.....	.....	957,557	385,170	10	100	....
Dec. 31, 1872	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,600	"	.....	.....	8,784,456	15,767,456	.....	.....	108.0	.....	.....	1,041,891	606,060	32,570	—	50	83
Dec. 31, 1872	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,146,039	—	.....	.....	1,004,150	110,000	8,054	.....	85.0	.....	.....	2,059,964	196,149	159,121	9	50	....
Feb. 28, 1873	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,482,474	"	.....	.....	2,200,000	1,125,129	.....	.....	103.0	.....	.....	.....	322,762	80,194	7	50	49
Dec. 31, 1872	73.0	64 6	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	8,093,350	"	.....	.....	4,457,150	2,588,000	1,045,200	.....	360.0	.....	.....	967,573	556,164	loss.	—	50	4
Dec. 31, 1872	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,285,578	271,467	.....	4,486,798	8,576,332	267,196	.....	108.3	(Leas to	Ph.&R'g.)	1,200,181	649,362	634,169	1	50	12
Dec. 31, 1872	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	"	.....	.....	2,092,706	2,757,310	165,811	.....	45.0	(Leas to	Ph.&R'g.)	426,398	99,151	51,241	—	50	12
Dec. 31, 1872	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	"	.....	.....	2,907,850	300,000	35,000	.....	84.0	.....	.....	124,969	44,862	200	—	50	....
Dec. 31, 1872	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	3,030,344	"	.....	.....	1,100,000	748,000	295,219	.....	.....	(Leased	to Pennsylvania.)	.....	.....	.....	—	50	....

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
	$	p c	p c	p. c.
Railroad Stocks:				
Atlantic and Great Western, pref...	10,000,000	7	....	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	....	....
" " " guar.	276,200	7	....	....
Atlantic and Pacific, preferred	10,000,000	7	....	16
Atlantic and St. Lawrence,* guar...	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,553,800	6	5	105
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar.....	1,159,500	7	7	88
Camden and Amboy,* guaranteed..	5,847,800	10	10	123
Camden and Atlantic, preferred.....	763,540	7	3½	82
Cayuga and Susquehanna,* guar....	889,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,600	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	106½
Central Ohio,* preferred	411,550	6	6	85
Chemung,* guaranteed.....	880,000	6	6	....
Cheshire, preferred.....	2,158,200	7	5	78
Chicago and Alton, † preferred.....	2,425,400	...	10	106½
Chicago, Iowa & Nebraska,* guar..	3,916,300	...	8	96
Chicago and North-Western, pref...	21,289,563	7	7	57½
Cinc., Sand. and Cleveland, pref....	429,000	6	6	25
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	87½
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred...	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	....	....
Dubuque and Sioux City,* guar....	5,000,000	...	3	60
Dubuque South-Western, pref.....	590,315	8	....	....
Eastern (N. H.) * † guaranteed....	492,500	...	6	65
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	76
" " " com.& *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	87
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	...	....	....
Hannibal and St. Joseph, pref	2,167,700	7	7	32
Harrisburg and Lancaster,* guar....	1,182,550	7	7	102
Housatonic, preferred.....	1,180,000	8	8	97
Huntington & Broad Top Min, pref.	190,750	7	....	32
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	85
Joliet and Northern Indiana,* guar.	800,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref...	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	8,101,650	6	....	16
" " 2d pref....	4,436,250	6	....	10
Mich. Southern, (Lake Shore) guar..	538,500	10	10	....
Mill Creek,* guaranteed.....	323,375	10	10	....
Milwaukee and St. Paul, preferred...	10,825,777	7	7	58½
Mine Hill,* guaranteed.....	3,856,450	8	8	100
Montclair,* guaranteed.....	2,000,000	7	....	....
Morris and Essex,* guar.....	15,000,000	7	7	96½
Nesquehoning Valley,* guar.....	2,000,000	10	10	109
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	695,000	10	10	....
New Jersey,* guaranteed.....	7,295,200	10	10	124
New London Northern,* guar.....	971,400	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	127
" " *com.& guar.	8,500,000	8	8	128½
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred....	105,000	8	6	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	126
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	45
" " pf.& *guar.	2,000,000	8	8	86
Ohio and Mississippi, preferred....	4,030,000	7	7	40½
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama, guaranteed.....	7,000,000	12	12	100½
Paterson and Hudson,* guar.....	630,000	—	5½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	...	....	....
Phila., Germant'n & Norrist'n,*guar.	2,231,900	12	12	178½
Philadelphia and Reading, † pref....	1,551,687	—	10	....
Philadelphia and Trenton,* guar....	1,259,100	10	10	122½
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	94½
Pittsfield and North Adams,* guar.	450,000	5	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	121
Rochester & Genesee Valley,* guar.	857,560	....	....	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	33
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	....	33½
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	....	....
St. Louis, Kansas City & Nor., pref.	12,000,000	—	—	20
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	889,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	—	....
" " 2d pref..	1,000,000	7	—	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	71
Warren,* guaranteed.....	1,800,000	7	7	....
Canal Stocks.				
Delaware Division,* guar.....	1,633,350	8	8	....
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,176,000	10	10	122½
" com. and * guar.....	1,696,000	4	4	48½
Schuylkill Navigation preferred....	2,808,977	6	6	24

New York Stock Exchange.

Actual Sale Prices for the week ending May 27.

	Th. 21.	F. 22.	Sat. 23.	M. 25.	Tu. 26.	W. 27
Boston, Hart. & Erie....	1½	1½	1½	1½	....	....
Canton Co.....	....	....	....	....	....	....
Central Pacific.....	....	....	....	....	....	....
Central Pacific 6s.....	90	89½	89½	91½	93½	92½
Central of N. Jersey....105½	105½	106	106½	106½	106½	
Chesapeake & Ohio 1 m.....	....	....	....	....	....	....
Chicago & Alton.....102½	....	....	103	102½	102½	
" pref..... ...106½	....	....	....	....	....	
" 1 M.....	....	....	....	....	....	
" S. F.....	....	....	....	....	....	
" Inc. bds.... 97	....	....	....	....	....	
Chicago, Burl. & Q.....	....	....	102	....	....	
" 8s, 1883	....	....	....	....	....	
Chic. & Northwestern.. 40½	40½	41½	41½	41½	40½	
" pref..... 58	58½	59½	59½	58½	57	
" 1st M.....	....	....	....	....	102½	
" S. F.....	....	....	....	....	....	
" Consol..... 85½	86	....	....	....	....	
Chic., Rock Isl. & Pac.. 95½	96½	97½	97½	97½	96½	
Chi., R. I. & Pa. 7s,1896.105	105	105	105	....	....	
Clev., Col., C. and Ind.....	....	....	....	....	66	
Clev. & Pittsburg guar.. 87½	....	87½	....	....	87½	
" 2 M.....	....	....	....	....	....	
" 3 M.....100	....	....	....	....	....	
" 4 M.....	93	93	....	....	....	
Clev. and Toledo.....	....	....	....	....	....	
" S. F. 7s.....	....	....	....	....	....	
Col., Chi., & Ind. C..... 18½	19½	19½	19½	20	19½	
" 1 M.....	....	....	82½	82½	83	
" 2 M.....	....	60	60	....	....	
Del. & Hudson Canal 176½	176½	116½	117	117	117	
Del. Lack. & Western...107½	108	108½	109½	109	109	
" 1 M. 7s.....	....	....	....	....	....	
" 2 M 7s.....	....	....	....	....	....	
Erie Railway..... 35½	35½	....	....	35½	35½	
" pref.....	....	....	57	....	....	
" 1 M.7s, 1897..... 103	....	....	....	....	....	
" 2 M. 7s, 1879.....	....	98	....	....	....	
" 3 M. 7s, 1883 94	93½	....	....	....	95½	
" 4 M. 7s, 1880 91	91½	....	....	....	....	
" 5 M. 7s, 1888.....	92	....	92	....	....	
" ● 7s, con. gold.....	....	....	....	....	....	
Great Western 2d mort.....	....	....	....	....	....	
Hannibal & St. Joseph. 26½	27½	27½	28	27½	....	
" pref.....	....	32	....	....	....	
" 8s, conv.....	78½	78	....	....	....	
Hudson River.....	....	....	....	....	....	
" 2 M. S. F....105½	....	....	....	....	....	
" 3 M. 7s, 1875.....	....	....	....	....	....	
Illinois Central 99	98	....	....	99	....	
" 7s.....	....	....	....	....	....	
Lake Shore & Mich.S'th. 75½	75½	76½	76½	75½	74½	
Marietta & Cin. 1st pref....	....	....	....	....	....	
" 2d pref.....	....	....	....	....	....	
Michigan Central.....	....	....	....	....	75½	
" S. F. 8s, 1882.....	....	....	....	....	....	
M. S. and N. I. 1 M. S. F....	....	....	....	103	....	
" 2 M.....	....	....	100	....	100	
Milw. and St. Paul..... 32½	32½	33½	34	33½	33½	
" pref..... 51½	52	54	54½	54½	53½	
" 1st mort.....	....	....	....	....	....	
" 2d mort.....	....	....	....	....	....	
" 8s.....	....	....	....	....	....	
" 7 3-10s con.....	....	....	....	....	....	
" 7s, gold.....	....	....	....	....	....	
Missouri 6s..... 97½	97½	98	97½	....		
" R. & St. J. ins....	95	....	....	....	....	
Morris and Essex..... 96	96	....	96½	96½	96½	
" 1st mort....104	104	104½	103	104	....	
" 2d mort.....	102½	....	102	....	....	
N. Y. Cen. & Hud. Riv. 97½	98	98½	98½	98½	97½	
" 7s, S.F. 1876.....	....	....	....	....	101½	
" 6s, S.F. 1883 92	....	91½	92	92	92½	
" 6s, S.F. 1887.....	....	....	....	....	....	
N. York and Harlem...129	....	128½	128½	128½	....	
" pref.....	....	....	....	....	....	
" 1 M. 7s.....	....	....	....	....	103½	
N. York N. Hav. & Hart.132½	....	132	132½	133	133	
N. Carolina 6s, old.....	....	....	....	....	....	
" new	....	....	....	....	....	
Ohio and Miss..... 23½	23½	24½	24½	24½	24	
" pref.....	43	45	....	....	40½	
" 2d M.....	....	....	....	70	....	
Pacific Mail S. S. Co.... 42½	42½	43½	42½	42½	42½	
Panama	105½	....	106	....	106½	
Pitts., Ft. W. & Chi. gtd. 94	94	....	93½	94½	....	
" 1 M.....105½	105½	....	....	....	105½	
" 2 M.....	101	101	101	....	....	
" 3 M.....	....	....	....	....	94½	
Quicksilver Mining Co.....	....	....	....	....	26½	
St. L., Alton & T. H.....	....	....	....	....	....	
" pref.....	....	....	....	....	....	
" 1 M.....	....	....	....	....	....	
" 2 M. pref.....	90	90	....	....	....	
" Income bds. 75	....	....	....	....	....	
Tennessee 6s, old.....	....	....	....	....	....	
" new.....	....	....	82½	....	83½	
Tol., Wab. & Western.. 35½	35½	36½	37	36½	36½	
" pref.....	....	....	....	....	....	
" 1 M.....	96	95½	95	95½	96	
" 2 M..... 82½	....	....	83½	83	83	
" Equipment.....	....	....	....	....	....	
" St. Lou. Div.....	79	....	80	80	80½	
Union Pacific..... 26½	27½	28½	28½	27½	27½	
" 1st mort... 84½	84½	85½	85½	86	86½	
" L. Gt. 7s... 75	....	....	....	79	79	
" Inc. 10s.... 75	76	....	80	80½	80	
Virginia 6s, old.....	....	....	....	....	....	
" new.....	....	....	....	....	61	
" consol.....	....	....	....	....	....	
" def. cert.....	....	....	....	....	....	

New York Stock Exchange.

Actual Sale Prices for the week ending May 27.

	Th. 21.	F. 22.	Sat. 23.	M. 25.	Tu. 26.	W. 27
Federal Stocks:—						
U. S. 5s, 10-40s, reg.....	115½	....	115½	....	....	
U. S. 5s, 10-40s, coup...115½	115	....	....	....	....	
U. S. 5s, 1881, reg.....115½	115½	....	....	....	....	
U. S. 5s, 1881, coup....115½	....	....	....	....	115½	
U. S. 6s, 1881, reg.....119½	120½	....	120½	....	120½	
U. S. 6s, 1881, coup....121½	121½	....	122	121½	....	
U. S. 6s, 5-20s, reg. '62.....	....	....	115½	115½	....	
U. S. 6s, 5-20s, c. 1862..115½	115½	....	....	....	....	
U. S. 6s, 5-20s, reg. '64.....	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1864.117½	....	....	....	....	....	
U. S. 6s, 5-20s, reg. '65.....	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1865.118	118½	....	118½	118½	....	
U. S. 6s, 5-20s, r. n. '65.119½	....	119½	....	....	119½	
U. S. 6s, 5-20s, c. n '65.119½	120	119½	119½	120½	120½	
U. S. 6s, 5-20s, reg. '67.119½	119½	120	119½	119½	....	
U. S. 6s, 5-20s, c. 1867.120½	120½	....	120½	120½	120½	
U. S. 6s, 5-20s, reg. '68.....	....	....	....	....	....	
U. S. 6s, 5-20s, c. '68...120½	....	....	120½	....	....	
U. S. 6s, Pac. RR. issue.....	117	117½	....	117½	....	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 26.

	W. 20.	Th. 21.	F. 22.	Sat. 23.	M. 25.	Tu. 26
Catawissa preferred ... 41	41	....	41	....	41½	
" 7s, new	....	....	....	....	....	
Camden and Amboy.....	....	....	....	....	....	
" 6s, 1875	....	....	....	....	....	
" 6s, 1883	....	....	....	....	....	
" 6s, 1889	....	....	....	....	....	
" mort. 6s, '89.100	....	100	....	....	....	
Elmira & Williamsport.....	....	....	....	....	....	
" pref.	....	....	....	....	....	
" 7s.....100	....	....	....	....	....	
Lehigh Navigation..... 43½	44½	43	43½	42½	41½	
" 6s, 1884	....	94	....	....	....	
" Gold L.....	....	....	....	....	....	
" R. R. L.....	....	....	....	94½	....	
" Conv. L. '77.....	....	....	....	....	....	
Lehigh Valley R. R..... 60½	60½	60½	61	61	61	
" 6s new coup.....	....	....	....	....	....	
" 6s new reg.....	....	....	....	....	....	
" 7s.....	105	....	....	....	....	
Little Schuylkill R.R.....	47	....	....	....	....	
" 7s.....	....	....	....	....	....	
Minehill	52½	....	....	53	....	
Morris Canal.....	....	....	....	....	....	
" pref.....	....	....	....	....	....	
North Pennsylvania	....	....	44	....	....	
" 6s, 1885	99½	....	....	....	....	
" 7s.....	....	....	....	....	....	
" 10s, 1887	....	105	....	....	....	
Northern Central	....	....	....	....	34	
Oil Creek & Alleg. Riv. 6	....	6	6	....	....	
" 7s.....	....	....	....	40½	....	
Pennsylvania R. R..... 47½	48	47½	48½	48	48½	
" 1st M.....	....	....	....	....	....	
" 2d M.....	99	....	99	....	99½	
" Gen. mort.....	....	....	....	....	....	
" " reg.....	....	....	....	92½	....	
Penn. State 6s. 1st series....	....	....	....	....	....	
" 6s, 2d series.....	108	....	....	....	....	
" 6s, 3d series.....	110½	....	....	....	....	
Philadelphia City, 6s...102½	....	102½	....	....	....	
" new 104½	104½	104½	104½	105	104½	
Philad., Germ. & Nor.....	....	....	....	....	....	
Phila. & Reading 56½	56½	56½	56½	56	56½	
Philadelphia and Erie.....	....	....	....	....	....	
" 6s.....	....	....	....	....	....	
" 7s..... 86	84½	84½	....	....	....	
Phila., Wilm. & Balt.....	....	....	....	....	....	
Schuylkill Navigation.....	....	....	....	....	....	
" pref.....	....	....	....	....	12	
" 6s, 1882	76½	76½	....	....	76½	
" 6s, 1876	....	....	....	....	....	
" 6s, 1872	....	....	....	....	....	
United Co. of N. Jersey.....	123	122½	123	....	....	
Hestonville, (Horse).....	19½	19½	....	....	....	
Chestnut & Wal. 60	....	....	....	....	....	
Green & Coates	....	....	....	....	....	
2d and 3d streets	....	....	....	62	....	
Spruce and Pine	....	....	....	....	....	
13th and 15th sts.	....	22	....	....	....	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 26.

	W. 20.	Th. 21.	F. 22.	Sat. 23.	M. 25.	Tu. 26
Baltimore City 6s, 1875.....	100½	....	....	100½	101	
" 1886	....	102	....	101½	....	
" 1890	101	....	101½	101½	101½	
" 1884	100½	....	....	....	....	
" 1900 100	....	....	101	....	101½	
Balt and Ohio.....	....	....	....	....	....	
" bonds, 1875.....	....	....	....	....	....	
" " 1880.....	....	....	....	....	101½	
" " 1885.....	100½	....	....	....	100½	
Central Ohio.....	....	....	....	....	....	
" 1st mort.....	89½	....	....	....	....	
Marietta & Cin. 1st M..101½	102½	102½	102½	....	102½	
" 2d M.....	....	....	....	89½	89½	
" 3d M. 8s.....	....	....	....	....	79	
Northern Central.....	33½	....	....	....	33½	
" bonds, 1885.....	....	....	....	96	....	
" " 1900.....	....	....	....	....	....	
Pittsb. & Connellsv. 7s. 87½	....	86½	....	86½	86	
N. W. Va. 2d mort.....	....	....	....	....	....	
Virginia 6s, Consol.....	....	....	....	....	....	
" Defer. Certif.....	....	....	....	....	....	
City Passenger R. R.....	....	....	....	....	....	

Boston Stock Exchange.

Actual Sale Prices for the week ending May 27.

	Th. 21.	F 22.	Sat. 23.	M 25.	Tu. 26.	W. 27
Boston and Albany ...	131	131¼	131¼	132	131¼	131¼
Boston and Lowell 106	106	106¼	....	....	107	....
Boston and Maine.....106¼	106¼	106¾	106¼	106¼	106¼	
Boston and Providence.148	....	148	....	....	....	
Boston, Hartford & Erie....	....	....	....	....	....	
" 7s..... 22¼	22¼	22¼	....	25	24	
Cheshire, pref.....	....	....	....	....	....	
Chi., Burl. & Quincy...102	102¼	....	....	102¼	....	
Concord.....	....	....	....	....	....	
Connecticut River.....	....	....	....	....	127¼	
Eastern..... 69	69	....	....	....	....	
Fitchburg.....	....	126¼	....	....	....	
Manchester & Lawr'ce.....	....	....	....	....	....	
Michigan Central.....	76	76	76¼	76¼	76¼	
Northern, N. H.....	....	....	....	....	....	
Ogdens. & Lake Champ....	....	....	....	....	....	
" pref.....	....	....	86	....	....	
Old Colony	109¾	....	....	110¼	110¼	
Ph., Wil. & Baltimore.....	55¾	....	56	....	55¾	
Portl'd, Saco & Ports...121	....	121	121	121	....	
Union Pacific	....	....	....	....	....	
" 6s.....	....	....	....	....	....	
" Land Grant 7s....	....	....	....	....	....	
" Income 10s... 75	....	....	....	....	....	
Vermont & Canada.....	....	....	....	....	....	
Vermont & Mass..... 81¼	81¼	82	....	82	....	
South Boston (Horse).....	....	....	....	....	....	
Cambridge	....	....	....	....	....	
Metropolitan	....	....	....	....	48	
Middlesex	....	....	....	....	....	
Central Mining Co.....	....	....	....	....	....	
Copper Falls	....	....	....	....	....	
Franklin	....	....	....	....	....	
National	....	3¼	....	....	....	
Quincy	....	34¾	....	....	35	

London Stock Exchange.

	—Closing Prices.— May 15.	May 8.
Atlantic & Gt. W. 1st mort., $1,000..	52 — 64	60 — 62
Do. 2d mort., $1,000.....	39 — 41	38 — 40
Do. 3d mort., $1,000.....	18 — 19	18¾ — 19¼
Do. Con. mort. B'nds Bisch's Cert.	19 — 21	20 — 22
Do. Leas. Lines, Rental Bonds....	72 — 75	71 — 74
Do. 1873	60 — 65	60 — 65
Do. 8 p. c. Scrip, West. Exten.....	85 — 87	85 — 87
Detroit & Milwaukee 1st mort. Bonds	65 — 70	65 — 70
Do. 2d do.	50 — 55	50 — 55
Erie shares 100 dol. all paid.....	32 — 32¼	32¼ — 32¾
Do. 6 per cent Convertible Bonds..	93 — 95	93 — 95
Cons. Mort. amount autho. to be issued for conv. of existing bonds..	89 — 91	88 — 90
Illinois Central $100 shares all paid..	90 — 92	90 — 92
Do. Redemption mort. bonds 6 p.c.	98 —100	98 —100
Illinois & St. Louis Bridge 1st mort.	99 —101	98 —100
Marietta and Cincinnati Rail. Bonds.	95 — 98	96 — 98
Michigan Central 8s 1882, conv.....	88 — 92	88 — 92
Panama General mort.....	95 — 97	96 — 97
Pennsylvania, General mort.....	99¾—100¼	99 —100
Do. $50 shares.....	45 — 46	47 — 49
Philadelphia and Erie 1st mort.....	94 — 96	94 — 96

American Railroad Journal.

Saturday, May 30, 1874.

Stock Exchange and Money Market.

Money has been offering very freely all through the week, the accumulation of unemployed means at this point having been steadily increasing, in the absence of anything like an urgent, or even notably active inquiry from any source for accommodation. The speculative demand has been comparatively moderate, while from mercantile borrowers there has been very little call for aid Call loans have been ruling at 2@4; and best discounts at 5@6 per cent per annum. The City banks, in their last weekly statement, were $2,151,700 lower on their deposits, and $1,773,100 lower on their loans and discounts, than the week before. The legal tender notes were further augmented $2,753,100, and the specie reserve reduced $1,279,300. The circulation was enlarged $1,700. The U. S. Sub-Treasury at this port has again gained handsomely in the line of its currency reserve, while further reducing its coin board mainly through coin interest disbursements. The U. S. Sub-Treasury in this city closed the week with a currency balance of $44,602,974, against $41,622,884 the preceding week; and a coin board of $51,516,242, against $53,280,819 on the previous return. The City bank exchanges, during the week, were $423,805,644, or a daily average of $70,634,274. The customs revenue of the port, during the week, was $1,930,000, of which $1,755,536 were in coin certificates. The City banks reported their average of gold last week at $26,022,800, and their greenback average at $59,858,300. Their deposits stood at $234,243,300. The loan item was about 282⅞ millions. The circulation was $26,800,900.

The cash balances of the Treasury Department on Wednesday were: Currency, $9,500,000; special deposits of legal tender for redemption of certificates of deposit, $56,785,500; coin, $86,700,000; including coin certificates, $35,100,300.

The outstanding amount of legal tender notes is yet 382 millions; and of National bank circulation 349⅛ millions.

Government has received about 91¾ millions from internal revenue, thus far in the current fiscal year.

Gold has been moving rather slowly, the speculative demand having been especially tame. The customs inquiry has been moderate. The export drain has been rather more extensive. Last week's shipments were $2,879,662; and on Wednesday of this week, $1,320,000. The extremes of the price have been 111⅞@112⅝, closing at 112¼, as against 112⅛ on Wednesday of the preceding week. The specie outflow, last week, was $2,879,662. The imports of specie at this port since Jan. 1, have been $1,634,497, against $1,769,660 same time last year. The customs demand for Gold last week averaged $321,666 a day. Foreign Exchange has been comparatively slow of sale most of the week, closing weak. Bankers' sixty day bills on London closed on Wednesday at $4 87¾@$4 88; sight bills on London at $4 90½@$4 91. The week's exports of Domestic Produce have been to the currency value of $5,876,034.

Government securities have been more sought after and quoted firmer. The investment demand has been stimulated by the unusual ease in Money. U. S. sixes of 1881 closed on Wednesday of this week at 121⅞@122; U. S. Five-Twenties of 1862, 115⅝@115⅞; U. S. Five-Twenties of 1864 at 117¼@117½; U. S. Five-Twenties of 1865, 118¼@118½; U. S. Five-Twenties of 1865 consolidated, 120⅛@120¼; U. S. Five-Twenties of 1867, 120¾@121; U. S. Ten-forties at 115@115¼; U. S. Fives of 1881, (Funding Loan) 115⅜@115⅝; Six per cent. currency Sixes from 117¼@117½.

State and Railway bonds have been in more demand and quoted firmer in price. Central Pacific first mortgage six per cents have been unusually brisk and have advanced to 92¼@92½; Western Pacific sixes, 85½@86. Chesapeake and Ohio First Mortgage Bonds, Six per cents, have been in more request at from 51@51. Railway and miscellaneous share property has been less active, and though quoted stronger early in the week, closed lower.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $11,876,203, against $8,585,218 same week last year. The exports of domestic produce are $5,876,034, as against $5,205,204, last year. The exports of Gold and Silver, $2,889,661, as against $659,018 last year. The customs in Gold deposited during the week in the New York Office of the Treasury amounted to $1,931,000, as against $2,300,212, same week last year.

General business has been more active in the line of domestic produce, but comparatively quiet in foreign merchandise. Metals have been slow of sale. Eglinton Pig Iron quoted at $34@$35. Glengarnock, $36 50@$38; Coltness, $39@$40; No. 1 American Pig at $33@$35; No. 2 do. at $31@$32; Forge, $26@$28; English Rails at $55 gold; American Rails at works, $60@$65; Old Rails, $40@$41. Wrought Scrap, $38@50. The sales include 1000 tons American Rails on p.t. Breadstuffs have been freely dealt in, but at easier prices. Provisions and Cotton, active, closing lower. Freights have shown more animation, especially in the grain line, with rates quoted firmer.

At the auction sale of Scranton Coal, on Wednesday, 50,000 tons were disposed of at advanced prices, the range having been from $4 40@$5 47½, as against $4 37½@$5 32½ per ton in April.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Pacific R. R. of Mo., 89; Atlantic and Pacific R. R. pref., 16; Rensselaer and Saratoga R. R., 100; New Jersey R. R., 124; Milwaukee and St. Paul scrip, 72; do 1st mort. La C. div., 88; St. Louis, Kansas City and Northern pref., 20; Albany and Susquehanna R. R., 94½; do. 1st mort., 108½; do. 2d mort., 99½; Boston, Hartford and Erie 1st mort., 24; Chicago and Northwestern consol. gold bonds, 83⅛; Central of New Jersey 1st mort., new, 106½; Lake Shore and Michigan Southern 7s, consol., reg., 96½; Ohio and Mississippi 7s, consol., 89; Western Pacific R. R. bonds, 85½; Long Dock bonds, 101½; St. Louis and Iron Mt. R. R., 28½; do. 1st mort., 92¾; Am. Dock and Imp. 7s, 100¼; Clev., Paines. and Ash. 7s, new, 96½; Buffalo and Erie 7s, new, 96½; Chicago and Milwaukee 1st mort., 95; Toledo, Peoria and Warsaw 1st mort., W. D., 74; Michigan Central 7s, 95¾; New York Central 1st mort., 106; do. 7s, 1892, 103½; Central Pacific State Aid bonds, 102¼; Gt. Western 1st mort., 1888, 91; Del., Lack. and Western 7s, conv., 104¾; Lake Shore div. bonds, 95½; Detroit, Monroe and Toledo 1st mort., 99; Western Union Telegraph, 72¾; do. 7s, 97; At. and Pacific Tel., 17; U. S. Exp., 67½; Am. Exp., 62½; Adams Exp., 107; Wells-Fargo Exp., 76; Spring Mt. Coal, 72; Consol. Coal of Md., 42½; Maryland Coal, 19; Maraposa Mining, 3; Tennessee 6s, old, ex-coupon, 63⅝; do. new, ex-coupon, 63⅝; do. 6s, n. s., 63½; Georgia 6s, 79; do. 7s, new, 89½; South Carolina 6s, new, Jan. and July, 8; do. April and Oct., 18; North Carolina 6s, special tax, 3d class, 6.

Philadelphia.—Phila. and Reading 7s, 1893, 104; do. 6s, 1844-'80, 101½; do. 7s, new conv., 106¾; do. gold, 6s, reg., 102½; do. Gen'l mort. 7s, coupon, 103½; do. reg., 104½; Belvidere Delaware 3d mort., 83; do. 2d mort., 83; Connecting R. R. bonds, 88; Sunbury and Erie 7s, 100; Sch. Nav. 6s, 1895, 75; Philadelphia and Reading C. & I. mort. bonds, 90; West Jersey R. R. 7s, 101½; Pennsylvania Canal 6s, 70; Wilmington and Reading 1st mort., 89; East Pennsylvania R. R. 1st mort., 101½; Warren and Franklin 7s, 75; Pitts-

burg, Cincinnati and St. Louis 7s, 63; Fifth and Sixth Streets R. R., 57; Huntingdon and Broad Top Mt. R. R., 8; Nesquehoning Valley R. R., 54½. The latest quotations are: City 6s, 102¼@102½; do. free of tax, 104¾@105; Pennsylvania State 6s, 2d series, 106@107; do. 3d series, 109@111; Philadelphia and Reading, 56½@56¾; do. Gen'l mort. 7s, coup., 105@105; do. reg., 104@105; do. mort. 6s, 1880, 99@100½; do. new, conv., 106¾@106¾; do. 7s, 1893, 104@105; United New Jersey R. R. and Canal Co., 123@123½; Camden and Amboy mort. 6s, 1889, 98@100; Pennsylvania R. R., 48@48⅛; do. div. scrip, 100¼@100½; do. 1st mort., 102@102½; do. 2d mort. 98½@99⅜; do. general mort. coupon, 90½@91½; do. reg., 92½@93; Little Schuylkill R.R., 46¼@47; Morris Canal, 49@52; do. pref. 125@—; do. 6s, 98@99; Susquehanna Canal, 5@9; do. 6s, 73@75; Schuylkill Nav., 6@6; do. pref., 11⅞@12¼; do. 6s, 1882, 76⅜@76⅝; do. 1872, 88@90; Elmira and Williamsport pref., 35@39; do. 7s, 1878, 97@100; do. 5s, 63@65; Lehigh Coal and Navigation, 41⅞@42; do. 6s, 1884, 93¾@94¼; do. R. R. Loan, 94@94½; do. Gold Loan, 97½@98; North Pennsylvania, 44@44¼; do. 6s, 99½@100; do., 7s, 100@—; do. Chattle 10s, 105@107; Philadelphia and Erie, 18@19½; do. 6s, 89@89; do. 7s, 84@84; Minehill, 52¼@53; Catawissa, 15@16; do. pref. 41@41½; do. 7s, 1900, 101½@102; Lehigh Valley, 60⅞@61; do. 6s, new coupon, 101@101; do. reg., 101@—; do. 7s, 105½@—; Fifth and Sixth streets (horse) 55@57; Second and Third, 62⅜@—; Thirteenth and Fifteenth, 22@22¼; Spruce and Pine, 28¾@29; Green and Coates, 47@50; Chestnut and Walnut, 60@61; Hestonville, 19¼@19¾; Germantown, 38@40.

Boston.—Eastern R. R. 7s, 94; Vermont Central 1st mort., 22; do. 8s, 1891, guar., 70; Burlington and Missouri River R. R. in Nebraska, 57; do. 8s, in Nebraska, old, 99½; Chicago, Burlington and Quincy 7s, 96⅞; Atchison, Topeka and Santa Fe 1st mort., 55⅛; do. 7s, Land Grant, 60; Portsmouth, Gt. Falls and Conway 7s, 1890, guar., 90; Boston and Maine 7s, 104; Ottawa, Oswego and Fox River Valley R. R. 8s, 98; Jackson, Lansing and Saginaw 8s, 1891, 98¼; Old Colony 7s, 1887, 102; Michigan Central (Air Line) 8s, 1890, 104; do. 7s, 1902, 95¾; Rutland 1st mort, 8s, 76; Agricultural Branch 6s, 1884, 79; Cincinnati, Sandusky and Cleveland R. R., 9⅞; Summit Branch, 37; Nashua and Lowell R. R., 131; Burlington and Missouri River R. R. in Iowa, 98; do. Land Grant 7s, 99½; Union Railway, 108¼; Boston, Clinton and Fitchburg R. R., 66½; Worcester and Nashua R. R., 127; Conn. and Pass. Rivers R. R., pref., 73½; Boston Water Power Co., 11¼; Cary Imp., 6½; Waverly Land, 4; Brookline Land, 5; New Hampshire 6s, 99½; Rhode Island 6s, 101; Massachusetts 6s, 1876, gold, 110¼; Chicago 7s, 99½; Boston 6s, 1893, 100; do. 5s, 1883, gold, 99¾; Cincinnati 7 3-10s, 1878, 101¾; Providence 5s, 1900, gold, 93½; Toledo 8s, 1881, 101½; Allouez Mining Co., 6¼; Calumet and Hecla, 130.

Baltimore.—Maryland Defense 6s, 107; Virginia consols, coupons, 81½; Savannah City 7s, 83; Virginia consols, ex-coupon, 47½; Orange, Alex. and Manassas 7s, 81; Orange and Alexandria 2d mort. 6s, 82; do. 3d mort. 8s, 80; Northern Central 6s, 1900, gold, 93¼; Western Maryland 2d mort. guar. by Washington Co., 90; do. 2d mort. endorsed by Baltimore, 97; do. 3d mort. do., 97; Central Ohio pref., 42½. The latest quotations are: Wilmington, Columbia and Augusta bonds, 67@68½; Wilmington and Weldon, 66@66¾; do. 7s, gold, 90@93; Pittsburg and Connellsville 7s, 1898, 86@86¼; Baltimore and Ohio, 167@170; do. 6s, 1875, 100⅛@100¼; do. 1880 100@101; do., 1885, 100¼@100⅛; Parkersburg Branch, 5@10; Northern Central, 33⅛@33¾; do. 6s, 1885, 92½@94¼; do. 1900, 85@87; do., 6s, 1900 gold, 90@90¾; N. W. Va. 3d mort., 1885, 92@—; Marietta and Cincinnati 1st mort. 7s, 1892, 102⅛@102¼; do. 2d mort., 7s, 89⅜@89⅝; do., 3d mort., 8s, 79@79¼; Central Ohio, 41@42¾; do. pref., 42½@42⅝; do. 1st mort., 90@91; Western Maryland, 1st mort. 6s, 1890, 100@—; do. 1st mort. guar., 96@97¼; do. 2d mort. guar., 95@97; do. 3d mort., guar., 97@98; do. 2d mort. pref., —@60; do., 2d mort. guar. by Washington Co., 90@94; Richmond and Danville 1st mort., 65@68; Orange and Alexandria 1st mort. 6s, 88@90; do., 2d mort. 6s, 80@83; do., 3d mort. 8s, 79⅞@80¼; do., 4th mort. 8s, 75@76; Orange, Alex. and Manassas 7s, 80⅜@81; Virginia and Tennessee 1st mort. 6s, —@—; do., 2d mort. 6s, 70@76; do. 8s, 79@80; Baltimore 6s, 1875, 100⅞@101; do., 1884, 100⅝@—; do. 1886, 102@102; do. 1890, 101½@101⅝; do., 1893, 100@—; do. 1893, exempt, 103@—; do., 1900, 101¼@—; do. 1900 new, 100¾@—; do. 1902, 101⅞@—; Memphis City 6s, 45@46; Maryland Defense Loan, 1883, 106@107; Virginia 6s, old, 32@35; do. new, 43@50; do. consol. 6s, 50¼@51¾; do. coupons, 81⅛@81¾; West Virginia, 11@11⅛; City Passenger R. R., 16@17½; George's Creek Coal, 133@160.

Boston, Concord and Montreal Railroad.

At the annual meeting of the stockholders of this corporation, held at Plymouth, N. H., on the 25th inst., the following gentlemen were unanimously re-elected directors for the ensuing year; John E. Lyon of Boston, Alexander H. Tilton of Tilton, Joseph P. Putnam of Laconia, Peter Butler of Boston, John L. Dix of Milford, John A. Parks of Boston and Joseph W. Lang of Meredith. John E. Lyon was re-elected President, and Col. Charles Lane of Laconia Clerk. Hon. Asa P. Cate, of Northfield, presented a resolution giving the Directors additional power for carrying out the scheme for the consolidation of the stock which was authorized at the annual meeting last year, and it was unanimously passed. It provides for consolidating the stock, even if the holders of the old stock do not present it for exchange. If the old stock is not exchanged it can never draw dividends. In the consolidation five shares of "old" give one share, two shares of "new" give one share and two shares of "preferred" give three shares. There will be 20,000 shares of consolidated stock, making the capital of the road two million of dollars.

☞ The election of directors for the Pacific Mail Steamship Company resulted in the success of the ticket of the present management, embracing the names of Russell Sage, George S. Scott, Francis Alexandre, James D. Smith, W. H. Guion, Frederick L. Talcott, Trevor W. Park, Charles J. Osborn, Rufus Hatch, for which 170,971 votes were cast. The stockholders' ticket received 58,261 votes.

Purchase of Stolen Securities.

The Commission of Appeals has rendered a decision, of which the following is the syllabus, in part, furnished by the Albany *Law Journal*:

Held, That a dealer in United States bonds, payable to bearer, is not bound to inquire of one offering to sell, as to his right or title thereto, or to take any special precautionary measures to ascertain or protect the interests of others in case of the purchase by him of such bonds which have been stolen. An omision on his part to examine and regard a notice of the theft left at his place of business, will not of itself, without actual knowledge or notice, deprive him of the character of a *bona fide* purchaser. (Reynolds and Gray, CC., dissenting).

One who purchases negotiable paper before due for a valuable consideration, in good faith, and without actual knowledge or notice of any defect of title, holds it by a title valid as against every other person.

Suspicions of a defect of title, knowledge of circumstances which would excite such suspicion in the minds of a prudent man, disregard of means of information, an examination of which would disclose such defect, in fine, gross negligence at the time of the purchase will not alone defeat his title. It is evidence, but not conclusive of bad faith, and that must be established by one seeking to impeach such title. Seybel *vs.* Nat. Cur. Bank. Opinion by Lott, Ch. C.

☞ The new railroad on the north shore of Staten Island is progressing slowly near Factoryville, where a portion of the roadway has already been graded. The corporate authorities of New Brighton have entered a protest against the laying of a branch track from the Central Railroad of New Jersey to Bergen Point, which was in contemplation by the latter Company, to meet the new road on the Jersey side of the ferry, and the company now propose to run a ferry from the terminus of the road near Factoryville direct to New York by steam-boats.

☞ At the meeting of the first-mortgage bondholders of the New York and Oswego Midland Railroad in Utica, on the 26th inst., over $1,000,000 in bonds was represented. A committee of five, consisting of James W. Clarke of Oxford, J. T. White of Utica, Charles G. Burke of Little Falls, and Clarkson T. Collins of Great Barrington, Mass., was appointed to report a plan of action by circular to the bondholders for their approval or disapproval. This committee will meet at the Windsor Hotel, New York, on Tuesday, June 16.

☞ The earnings of the Toledo, Wabash and Western Railway company for the four months ending April 30, 1874, were $1,668,038 28, the expenses $1,121,780 49, and the net earnings $546,257 74. For the corresponding period of the previous year the earnings were $1,693,228 21, the expenses $1,335,863 80, and the net earnings $357,364 41—showing a decrease in earnings of $25,189 98, with a decrease in expenses of $214,083 31, making the increase in net earnings $188,893 33.

☞ At the annual meeting of the stockholders of the Concord Railroad company, held in Concord, N. H., on the 26th inst., the following gentlemen were elected directors for the ensuing year: Jno. E. Lyon of Boston, Onslow Stearns of Concord, Jas. W. Johnson of Enfield, Frederick Smyth of Manchester, Jos. P. Pitman of Laconia, Jno. A. Burnham of Boston and Sam'l N. Bell of Manchester.

Nashua, Acton and Boston R. R.

The annual meeting of the Stockholders of this company was held at Graniteville, N. H., on the 19th inst., when the following directors were elected:

Peter B. Brigham of Boston; John C. Moulton, Laconia; Henry Parkinson, Nashua; Benjamin Saunders, Nashua; Joseph B. Clark, Manchester; Charles G. Sargeant, Graniteville; John Fletcher, Jr., Acton; James T. Burnap, Dunstable; Dana Sargent, Nashua. Mr. Brigham was chosen President of the Board of Directors, F. D. Cook of Nashua Treasurer, and Charles B. Goodrich of Boston, Clerk of the Corporation.

The report of the directors for nine months ending March 31, show the receipts to have been $23,280, and the expenditures $28,234. The receipts since that time have been largely in excess of the expenditures, and the future prospects of the road look encouraging to the stockholders.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending May 16, at 436,810 tons, and for the coal year 6,008,352 tons, against 6,218,004 tons to corresponding time last year, being a decrease of 214,652 tons. The bituminous tonnage for the week is 81,429 tons, and for the year 1,020,200 tons, against 1,009,020 tons to same time last year, giving a total of all kinds for the week of 518,239 tons, and for the year of 7,023,552 tons, against 7,027,024 tons to same time last year, being a decrease of 203,472 tons.

☞ The Massillon and Coshocton railway company, with a capital stock of $300,000 in shares of $50 each, has filed a certificate of incorporation with the Secretary of State of Ohio. The incorporators are Clement Russell, John Fisher, Alonzo Slayton, William L. Holden, Frederick C. Goff, Robert B. Dennis and Samuel P. Walker. The proposed road is to run from Massillon to Coshocton through the counties of Stark, Tuscarawas and Coshocton.

☞ A chattel mortgage executed by the Canada Southern Railway Company to William Lawrence Scott, of Erie, Pa., and Kenyon Cox, of New York, has been filed in the County Clerk's office of Albany county. The instrument conveys the entire fixtures of the road, rolling stock, land, &c., to the parties of the second part, to secure the payment of $9,000,000 in bonds issued for the construction of the road, and is in fact intended as an additional security for those bonds.

☞ The sale of the Blue Ridge Railroad, which was to have taken place under a decree in bankruptcy, has been postponed by order of Judge Bryan until October 22, 1874.

☞ The Northern Pacific Railroad Company has ordered its engineers to relocate the route of its road east of the Cascades, Washington Territory, preparatory to putting the graders and tracklayers at work.

☞ Work on the Virginia Valley railroad in the lower end of Botetourt is progressing finely. There are now about three hundred hands at work between Buchanan and the Rockbridge line.

☞ The city of Toronto has granted an additional bonus of $100,000 in aid of the Toronto, Grey and Bruce Railway.

☞ The Auditor of Virginia has forwarded to Messrs. Baring Bros. & Co., London, $38,000 to reimburse them for the amounts advanced by them for that State in 1867-'68 on account of interest on her sterling debt. The firm has waited for its money for several years, when the Legislature, at the recommendation of the Governor, voted its payment last winter.

☞ The contract for building the Martha's Vineyard Railroad has been awarded to Dacy Brothers, who have given bonds to have the road completed ready for the rolling stock by July 20. The route extends from Oak Bluffs to Katama, through Edgartown, Dukes County, Mass.

☞ The Lowell section of the Lowell and Andover Railroad, abandoned when partially completed by Mr. Barker, has been recontracted to John H. Dawes. It is to be done July 1. The rest of the road is ready for the rails.

☞ Henry B. Hammond of New York has been elected President, Chauncey Vibbard of New York Vice President, and D. R. Burt Secretary and Treasurer of the Indiana and Illinois Railway Company.

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It has been used by the U. S. Government upon the Dykes of the St. Clair Flats, and upon Gun Platforms for the fortifications on the Atlantic coast; upon pavements in New York and Pittsburgh, by the Department of Docks of the City of New York and the Board of Public Works of the District of Columbia.

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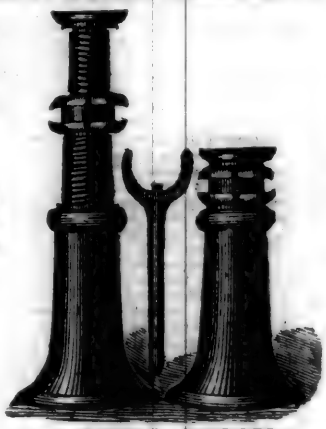
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☞ The Cincinnati and Westwood railroad company has been incorporated with a capital stock $100,000. Corporators, F. W. Schwartz, James Robb, I. Brace, Thomas Mozier, C. Work, John D. Minor and W. E. Davis. The road is to extend from Cincinnati to a point in Green township, Hamilton county.

AMERICAN RAILROAD JOURNAL.

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American Railroad Journal.

New York, Saturday, June 6, 1874.

Economy of the Wharton Patent Safety Railroad Switch.

THE MAIN TRACK ENTIRELY UNBROKEN AND CONTINUOUS.

By the use of the Wharton Safety Railroad Switch, a continuous and unbroken track is obtained for the through travel, thus insuring such trains from switch accidents, and saving them from any and every damage which result from the open joints and movable rails of a common switch. Some idea of the great economy of this switch over all others can be formed from the following statements:

Cost of a Wharton Safety Railroad Switch	$150 00
Cost of a Common Switch	50 00
	$100 00

This difference of one hundred dollars in price is not only overcome in the maintenance of the roadway, but besides the difference of cost, a further saving on the roadway alone amounts in ten years to $145 50, or a profit on the investment in the Wharton Safety Switch of over 14 per cent per annum, as the following statement will show:

COST OF ORDINARY RAILROAD SWITCH FOR TEN YEARS.

First cost of switch stand, lever, switch rods, clamp bars, head blocks, slides, &c.		$50 00
Ten years' interest on same, at 6 per cent per annum		30 00
Cost of renewals during ten years, (allowing for old materials taken out out,) viz:		
Four new rails every twelve months, ten renewals at $20.00		200 00
Head castings each year, at $3.50		35 00
Labor on renewals and repairs at 75 cents per month		90 00
Interest on cost of renewals and repairs		97 50
		$502 50

COST OF WHARTON'S RAILROAD SWITCH FOR TEN YEARS.

First cost of switch, lever, rods, clamp bars, slides, etc.	$150 00	
Ten years' interest on same at 6 per cent	90 00	
Cost of renewals for ten years, (allowing for old rails taken out) viz:		
Two renewals of four main track rails, at $20.00	40 00	
Labor on renewals and repairs, at $5.00 per year	50 00	
Interest on cost of renewals and repairs	27 00	
	357 00	
		$145 50

But when in addition to this saving of the roadway, the saving in wear and tear of the rolling stock is considered, the economy of the Wharton Safety Railroad Switch becomes further manifest. If we estimate the damage to a locomotive and train of cars in passing the open joints and movable rails of a common switch at the small sum of ONLY ONE CENT, we have a result on a calculation of thirty through trains a day, at one cent each, of thirty cents, or, in one year, (three hundred and sixty-five days) of $109 50, which is more than the difference in the original cost of the switches, and as THE AVERAGE LIFE TIME OF THE WHARTON SAFETY RAILROAD SWITCH IS MORE THAN TEN YEARS, it will be noticed that for the following nine years such damage will be annually saved, free of all cost. And as to the question of safety, one cent set aside as the insurance of each through train passing a common switch (thirty trains in number daily) will pay in one year more than the difference in cost between a Wharton Safety Railroad and common switch, AND SECURE THROUGH TRAINS FROM SWITCH ACCIDENTS FOR A TERM OF TEN YEARS.

Broken rails and bent axles are often caused by the constant thumping of the wheels at the open joints and movable rails of the common switch, (insecurely held in position under the pressure of passing trains by means of the switch rods or other apparatus,) causing many accidents, loss of life and great destruction of property.

As the Wharton Safety Railroad Switch secures to railroads a continuous and unbroken track, and the above enumerated advantages of safety and economy at a very small cost, it would scarcely seem advantageous to further consider the propriety of using any switch contrivance which breaks the rails of the main track.

The loss of life and destruction of property resulting from switch accidents is so apparent that it is not necessary to enlarge upon that subject. It is enough simply to say that railroad companies need not be subjected to them, since the way to avoid them is so sure and inexpensive.

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Lease of Foreshore Rights to the New York Central and Hudson River R. R. Co.

The City authorities have leased the foreshore rights of land under water between Sixtieth and Sixty-fifth streets to the New York Central and Hudson River Railroad Company, on which the company purpose building a grain elevator capable of operating 1,250,000 bushels of grain. Extensive docks will also be constructed on the reclaimed water-front, and tracks laid down to connect with the main line. Part of the foreshore is owned by the Railroad Company, and the terms of the new lease of the other portion are as follows: The company are to have control of the land for fifty years at a rental of $5,000 for the first term of ten years, $6,000 for the second term, $7,000 for the third, $8,000 for the fourth, and $9,000 for the fifth term; the company to keep the piers in repair, and perform the dredging and other necessary work in the channel. At the expiration of the term, the lands and improvements will revert to the City. The Commissioners of Docks express themselves satisfied that the agreement is advantageous to the City.

Railroad Law.

RAILROAD COMPANIES.—CONTRACT FOR FREIGHT. LIABILITY OF COMMON CARRIERS FOR LIVE STOCK.

The facts of this case are fully set forth in the following opinion of the Court by Judge EARL.

The rule of the common law makes a common carrier responsible for the safe carriage and delivery of property intrusted to his care, unless he be prevented by the act of God or of the public enemy. But this rule is not applied in its full extent to the carriage of live stock (Angell on car., § 214; Clark *vs.* The Rochester and Syracuse R. R. Co., 14 N. Y., 570; Bissell *vs.* New York Central R. R. Co., 25 id., 442; Smith *vs.* New Haven Northampton R. R. Co., 12 Allen, 531). In the transportation of such stock, in the absence of negligence, the carrier is relieved from responsibility for such injuries as occur in consequence of the vitality of the freight. He does not absolutely warrant live freight against the consequences of its own vitality. Animals may injure or destroy themselves or each other; they may die from fright or from starvation because they refuse to eat, or they may die from heat or cold. In all such cases the carrier is relieved from responsibility if he can show that he has provided all suitable means of transportation, and exercised that degree of care which the nature of the property requires.

Therefore in this case it was not sufficient to establish the common law liability of the defendant to show that the hogs died from heat; but it was incumbent on the plaintiff to show further that there was some negligence or omission of duty on the part of the defendant.

In this State it is well settled that a carrier may, by express contract, exempt himself from liability for damages resulting from any degree of negligence on the part of his servants, agents and employes. (Lee *vs.* Marsh, 42 Barb., 102; Keeny *vs.* Buffalo, N. Y. and Erie Co., 4 Keyes, 108; Keeny *vs.* Grand Trunk R. R. Co., 59 Barb., 104; Bissell *vs.* N. Y. Central R. R. Co., *supra.*) In some of the States it is held that a carrier cannot be exempted from responsibility for gross negligence. But so long as the freighter can insist that the carrier shall carry his property under the common law responsibility, there can be no reason founded in justice, convenience or public policy why he may not voluntarily enter into a contract founded upon sufficient consideration exempting the carrier from all responsibility for any degree of negligence whether it be gross or slight.

In this case, the plaintiffs assumed and agreed to take the risk of injuries to the hogs in consequence of heat.

Effect should be given to this stipulation. The parties must be held to have meant something by it. In consideration that the plaintiffs would assume and take certain risks which would otherwise devolve upon the defendant, it agreed to carry at a reduced rate. If it be held that this stipulation simply exempts the defendant from liability for injuries to the hogs from heat without any fault on its part, then it gets nothing; for in such case, without the stipulation, it would not be responsible. Force and effect can be given to this stipulation only by holding that it was intended to exempt the defendant from negligence, in consequence of which, the hogs died from heat.

The Judge at the trial, however, entirely ignored this special contract and put the case to the jury upon the defendant's common-law responsibility, charging that it was liable if they found it guilty of negligence in the transportation of the hogs. And he refused to the defendant any benefit whatever from the special contract.

In this I cannot doubt the learned judge erred.

The judgment should, therefore, be reversed and new trial granted, costs to abide event.

Concord Railroad.

The receipts from operations of this road for the fiscal years ending March 31, 1873 and 1874, have been as follows:

	1873.	1874.
From passengers	$862,867 49	$372,741 58
" freight	647,826 27	636,943 86
" rents	7,418 35	8,218 86
" express	12,050 00	13,050 00
" mails	9,458 05	10,484 47
	$1,040,115 16	$1,041,438 72
Expenses, viz:		
Repairs of road	$111,438 64	$114,362 61
" structures	30,978 73	25,071 91
" locomotives	21,566 63	34,233 25
" cars, etc.	55,832 43	56,232 06
Oil and waste	11,511 01	10,693 70
Fuel	146,018 21	116,676 08
Passenger expense	57,201 81	60,043 97
Freight expense	66,888 21	72,016 02
Damages	4,371 90	3,536 95
General running exp.	20,717 38	12,631 37
Insurance and taxes	13,589 47	11,088 64
New railroad iron	82,648 87	75,188 67
New locomotives	19,408 29	14,161 12
New cars	23,282 23	96,130 84
New engine house at Concord	.....	15,932 13
All other expenses	28,323 21	18,747 67
	$688,226 97	$736,696 99
Leaving a balance of	$351,888 19	$304,741 78
From which has been paid—		
Taxes on capital stock	$52,406 89	
Northern Railroad on Vermont Central contract	5,700 00	
Manchester and Lawrence Railroad	46,679 26	
Rent on Concord and Portsmouth Railroad	25,000 00	
On account of the construction of Suncook Valley Railroad	3,871 74	
		133,657 89
Receipts over expenses		$171,083 84
From which is reserved and appropriated for—		
New iron and steel rails	$18,000 00	
For unsettled claims	2,000 00	
Paid two dividends of 5 per cent each	150,000 00	
		170,000 00
Balance carried to contingent fund		$1,083 84

It will be observed that the expenses include unusually large expenditures for new locomotives and new passenger and freight cars, amounting to $110,291 96, and for new iron rails, $75,188 67; but these outlays have been judicious and necessary, in order to make suitable provision for the requirements of the business of the road. Nearly sixteen thousand dollars have been expended towards the construction of a new engine-house at Concord, which has been greatly needed. Only so much of it has been erected as was required for immediate use; but the plan contemplates a much more extensive and better structure than the road has had, and one which will be sufficient for all its probable wants for many years to come. The additions will be continued as the funds of the road will allow, and its necessities require.

During the past year, there has been expended, from the earnings, the sum of $3,871 74, on account of the construction of the Suncook Valley Railroad, which amount has been charged to the account of that road.

The intention of the management of the road has been to meet all bills during the year promptly as they have accrued, and the foregoing statement of expenses includes nearly ten thousand dollars ($10,000) of incidental and other expenses of former years, which have been paid during the past year.

The financial condition of the Corporation is shown by the trial balance of the Treasurer, which accompanies this report.

The stock account has been increased to the amount of $13,213 54, as appears by the annexed statement. This excess is mostly in coal and materials for the repairs of the road, now on hand.

The rolling stock of the road is now nearly, if not quite, sufficient to meet the reasonable requirements of its business. Four new first-class passenger cars have been purchased and paid for during the past year, and another has been finished in the shops and put on the road, and one first-class mail and baggage car has been built. The road now has 39 passenger cars and 10 baggage cars, the most of which are of modern construction and in good condition. The whole number of freight cars now owned by the corporation is 775. Of these, 50 new platform cars, 10 new box cars, and 75 new coal cars have been purchased and paid for since the last report. In addition to the cars purchased, 84 platform cars have been substantially rebuilt during the past season, and, to comply with a statute of Massachusetts, brakes have been put on to 214 platform cars.

One new first-class freight locomotive has been built, and several others have been thoroughly repaired during the year, and the motive power of the road is now in a good and efficient condition.

The road bed and superstructure have been fully kept up, and are in a good condition. There have been purchased and laid in the track 1,397 tons of new iron rails, and 1,412 tons have been taken up, repaired, and relaid upon the Concord Road and branches. Five hundred tons of new steel rails have been contracted for and are now being received, and will be laid in the main track in the course of the ensuing summer, in continuation of those heretofore laid, which will nearly complete one track of steel between Concord and Manchester. There have been laid 53,608 new sleepers during the past year; and the ballasting of the road bed one foot in depth with gravel has been continued, and now extends from Concord to a point near Goff's Falls.

The depots and other buildings have been somewhat improved. A new passenger depot has been built at Goffstown, and the old one moved and fitted up for a freight house, which has greatly improved the facilities for doing business at that place.

The new roads and connections at Nashua will soon require a larger and more convenient passenger depot and other improvements at that Junction. No arrangements have as yet been made with the other roads interested, but it is expected that satisfactory agreements will be entered into, which will insure such a new depot and other accommodations as are required by the public and will be creditable to the roads.

A new freight depot has been built at Suncook, and the important and increasing business of the road at that place demands enlarged and better passenger accommodations. Preparations have been commenced for them, and they will be completed as soon as practicable.

Additional accommodations for engines are much needed at Manchester, and some improvements of the passenger depot at the same place are desirable.

In the last annual report, mention was made of the necessity for increased depot accommodations at Concord, but nothing has yet been done in that direction. That necessity increases with the large increase of business at that point, and measures

should be taken to remedy the existing deficiencies whenever the funds of the road will admit. We presume it is the wish of the stockholders, as it has been the endeavor of the directors in the management of the road, to provide all the reasonable accommodations for the public, which the business of the road will allow, with the payment of proper dividends on the stock. But in such a course the progress must be gradual, and limited by the means which the business of the road, with strict economy in its operations, shall furnish.

The great depression of business during the panic, and the consequent large falling off in the receipts of the road, as before stated, with the apprehension then entertained that the same effects would continue to a greater degree than ultimately proved, rendered it necessary, in the view of the directors, to diminish the expenses as far as practicable, in order to avoid too great deficiency in the net income of the year. The way which appeared best for that purpose, and likely to be attended with the least inconvenience to the public, was by diminishing the number and speed of the trains over the road while that depression of business should continue. It evidently would have been poor economy to run more trains, or with more expensive speed, than the existing business required. But with the revival of business, and greater occasion of the public for accommodation, the former facilities will be resumed, and increased as circumstances shall warrant. The intention of the directors, in order to attract travel over the road and its branches, is to furnish all such accommodations and comforts as the business, at reasonable rates, will allow. For this purpose large sums have been expended, as this report shows, for passenger cars and other equipments of improved modern style, for use on all those parts of the road and its branches where the amount of travel is sufficient to call for them.

The total tonnage of the road for the year has been 730,741, equal to 20,666,524 tons transported one mile. Total number of passengers carried 614,327; total carried one mile, 13,653,612. Number of miles run by trains, 800,934.

BALANCE SHEET.

Construction	$1,500 000 00
Rindge's Wharf, Portsmouth	51,507 72
Manchester and North Weare R. R.	11,534 19
Mt. Washington R. R.	1,055 61
Suncook Valley R. R.	120 665 10
Parker Land, Suncook	6,500 00
Notes receivable	26,000 00
Cash on hand	80,207 73
	$1,797,470 35
Capital stock	$1,500,000 00
Det. and contingent acc't	184,609 02
Interest	35,037 33
Income for dividend, May 1, 1874	75,000 00
Concord R. R. div. unpaid	2,506 50
Concord and Portsmouth R. R. div. unpaid	206 50
Suncook Valley R. R. div unpaid	111 00
	$1,797,470 35

President.—WILLIAM A. TOWER.

Directors.—William A. Tower, John E. Lyon, Onslow Stearns, James W. Johnson, Frederick Smyth, Joseph P. Pitman, John A. Spalding.

Treasurer.—NATHAN PARKER.

Superintendent.—H. E. CHAMBERLIN.

☞ The directors of the Suncook Valley Railroad Company, elected on the 28th ult., are: Saml. N. Bell, Manchester; Natt. Head, Hooksett; Fredk. Symth, Manchester; Lemuel B. Towle, Epsom; Chas. H. Carpenter, Pittsfield; Martin V. R. Edgerly, Manchester. The Suncook Valley Extension Company elected on the same day as directors: S. N. Bell, Fredk. Smyth, Jas. H. Colbath, Daniel E. Tuttle, Thos. Coggswell, Jno. M. Durgin.

Atchison, Topeka and Santa Fe Railroad.

The annual meeting of the stockholders of this corporation was held at Topeka, Kansas, on the 28th of May. The Topeka *Commonwealth*, of 27th, gives the following report:

At the meeting of the stockholders of the Atchison, Topeka and Santa Fe Railroad held in this city yesterday, the following named gentlemen were elected Directors of the Company for the ensuing year: T. Nickerson, H. Strong, G. Twichell, J. Nickerson, F. H. Peabody, A. Speare, G. B. Wilbur, I. T. Burr, G. Opdyke, T. J. Peter, D. L. Lakin, B. P. Cheney, C. K. Holliday.

These gentlemen are among the leading business men of the East and of Kansas, being principally residents of Boston, and stand high among the solid men of that city, and their business relations to the road are such as to insure the most perfect arrangements for its successful operation.

The Directors elected Thomas Nickerson President; F. H. Peabody Vice President; C. W. Pierce Secretary and Treasurer; G. H. Nettleton General Superintendent; and E. Wilder Assistant Treasurer.

The following resolution was adopted:

Resolved, That the company accept the proposition of the city of Topeka, and establish permanently their "general offices" and "machine, car and repair shops" in this city.

It is understood that work on the offices and shops will soon be commenced, and that they will be pushed forward to completion as fast as possible.

It is gratifying to know that the stockholders and directors are greatly pleased with the present condition and prospects of the road, and that this very important line is highly prosperous, and that the whole country through which it passes is being so rapidly developed in consequence of the liberal policy toward those who settle along its route.

Midland Railway of Canada.

From the report of this company for the year ending December 31, 1873, we learn that the receipts during that period were: from passengers, $80,489 56; from merchandise, $231,036; and from mails, $6,634 32, making a total of $318,159 88. During the same time the expenditures were: for general management, $14,137 34; operating road, $77,285 38; repairs, $82,239 14; and miscellaneous, $6,514 04, making $180,175 90, and leaving to be carried to net revenue account the sum of $137,983 98. The directors have charged to this account the interest on £40,000 of the £100,000 first mortgage bonds, sold for the construction of the Beaverton extension; being a just proportion on the 20 miles now completed and running from Beaverton to Orillia, whilst the further interest on £60,000, expended on this extension, was made chargeable to the construction account.

The receipts on capital account during the year were $48,770 45; and since commencement, $3,254,458 89. The expenditures on same account during the year have been: on lines and works open for traffic, $67,660 41; on lines and works in course of construction, $184,768 96; rolling stock, $64,155 98; sinking fund, $32,606 69—making a total for the year of $349,192 04; and from commencement of the undertaking, $3,597,644 91. In reference to the extension to Waubaushene and Midland, the report says:

The urgency of completing this extension is made apparent in the burden of an accumulating and yet unproductive interest charge, and in view of this, your directors have continued even during the financial pressure prevailing, to urge forward the necessary works, feeling encouraged that if the road reached its terminus, no doubt existed that the revenue receipts would largely increase, if not double. The bridges on the entire line to Midland are under construction. The sleepers are being taken out, and the completion of the line to Waubaushene, at least by the middle of summer, is confidently expected.

The financial condition of the company, December 31, 1873, was as follows:

LIABILITIES.

Bonded debt, £335,000 stg., first mortgage bonds	$1,630,333 32
Share account	835,782 50
Reserve account, applicable to shares	758,948 58
Realized from sales of land not required	2,194 49
Depreciation fund, for depreciation of rolling stock	27,200 00
Foreign Bankers, amount advanced by them	222,747 65
Bills payable	93,399 54
Pay rolls	22,212 66
Municipalities, sundry amounts due them	7,775 00
Sundry acc'ts due by the company	52,748 36
	$3,655,342 10

RESOURCES.

Construction account—100.69 miles of road, including sidings	$2,475,823 70
Equipment account	378,245 88
Georgian Bay Extension, amount expended	710,968 64
Sinking fund, bonds redeemed	32,606 69
Material, lumber, iron and fuel on hand	35,489 05
Outstanding freight and cash on hand	5,031 98
Sundry accounts due the company	17,176 16
	$3,655,342 10

The Directors for the year are: Adolph Hugel, Port Hope, Ont., President; William Fraser, Port Hope; Lewis Ross, M. P., Port Hope; N. Kirchhoffer, Port Hope; J. F. Schepeler, London, Eng.

Manchester and Lawrence Railroad.

At the annual meeting of the stockholders of this company, held at Manchester, N. H., on the 29th of May, the old Board was unanimously re-elected as follows: E. A. Straw of Manchester, B. F. Martin of Manchester, E. A. Abbot of Concord, W. W. Stickney of Exeter, J. W. Smith of Andover, Mass., Nathan Parker of Manchester, Arrtaz Blood of Manchester.

At a meeting of the Directors, Gov. Straw was re-elected President, and Hon. S. N. Bell, Clerk. Hon. Geo. B. Chandler, of the Amoskeag Bank, retains the Treasurership.

The report shows the total tonnage of merchandise transported during the year to be 72,314, a decrease from the previous year of 7,119; the whole number of passengers was 160,909, an increase over the previous year of 2,054; number of miles run by trains 77,940, an increase of 1,762; total receipts $190,036 88; expenses $89,314 31; net earnings $100,722 57. Two dividends of 5 per cent have been paid.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending May 23, at 480,791 tons, and for the coal year 6,484,423 tons, against 6,667,608 tons to corresponding time last year, being a decrease of 183,185 tons. The bituminous tonnage for the week is 79,668 tons, and for the year 1,099,868 tons, against 1,076,086 tons to same time last year, giving a total of all kinds for the week of 560,459 tons, and for the year of 7,584,291 tons, against 7,743,694 tons to same time last year, being a decrease of 159,403 tons.

United States Rolling Stock Company.

The income account of the company on 31st December 1872 closed with a balance to the credit of income of $25,651; the income of the year closing December 31 1873, has been as follows:—From interest, $46,483; from rental, $1,006,648; making a total to credit of income account of $1,079,783. The charges against income for the same period have been as follows:—For freights, $7,227; repairs not chargeable to lessees, $28,297; general expenses, $37,587; operating expenses, $26,081; insurance, not chargeable to lessees, $3,174; estimated loss by doubtful debtors, $20,604, making a total to debit of income account of $124,249; leaving a credit balance applicable to dividends and reserve of $955,534.

Out of the total net income, there was, as you are aware, declared in June 1873 and paid a semi-annual dividend at the rate of 12 per cent. per annum, net in gold coin, on the total capital of $5 000,000, amounting, with the premium on gold, commissions, &c, to the sum of $326,548., leaving a balance of $628,985 to the credit of income account at the close of the year.

Out of this latter sum, $250,000 was carried to reserve account, leaving $378,985 applicable to dividend for the balance of 1873. On 22d January 1874 a dividend of 3½ per cent., net in gold coin, was declared and paid, and a resolution adopted by your board declaratory of a further dividend of 2½ per cent., in gold, out of income earned, whenever collected.

In reviewing each item of the preceding account, as well as of those to follow, I beg to remind you that, while I have been one of your board of trustees and the company's treasurer throughout the year, it was only in August last that I assumed, at your request, the general management of the company's affairs, and that consequently my personal knowledge of the details of the company's business dates from that time only.

INTEREST.

The amount of $46,483 to the credit of this account is derived from current interest on the balances in the hands of the company's bankers both in Europe and here. On the latter the rate has, until quite recently, been uniformly 6 per cent. per annum. Part of the amount has been derived from retarded payments by lessees, who have charged the usual legal rate of 7 per cent.

RENTAL.

Appended hereto are detailed statements of the rentals earned by each class of cars during the entire year, summarised as follows:—From locomotives, $153,864; passenger coaches, $68,866; baggage cars, $10,203; combination cars, $2,509; oil tank cars, $30,210; dump cars, $22,500; flat cars, $28,125; stock cars, $104,672; box cars, $393,669; gondola cars, $197,528; total as above, $1,006,648.

The stock has been in the main well and steadily employed. But it must be remembered that at the opening of the year little more than one-half of the company's capital had been productively invested. On the 1st of January 1873 there still remained in builders' hands rolling stock in process of construction to the amount of $2,223,625—of which, on 30th June 1873, there still remained undelivered (as shown in the preliminary report to the stockholders of that date) the amount of $561,000. These important additions to the company's rolling stock were delivered at various periods throughout the year, and consequently earned only a corresponding proportion of a full year's rental.

During the first nine months of the year almost the whole of the stock found profitable employment immediately upon receipt from the builders or upon delivery from lessees whose leases had expired. The majority of the railroads were doing a large and profitable business, and the demand for rolling stock greatly exceeded our ability to supply it. Since the disastrous panic of 1873, which affected railway interests more than any other, the applications have entirely ceased, and not only have we been unable to promptly renew or exchange several leases about to expire, but we have since January 1, 1874, been obliged in several instances to permit stock to be returned to us on unexpired leases, the lessees being unable or unwilling to retain or pay for the same. At the close of the year all of our stock, with the exception of sixteen locomotives and sixteen passenger coaches, still remained under lease, but the general unwillingness to renew leases about to expire, and the almost total absence of demand, warn us to anticipate greatly reduced earnings during the first half of the current year.

FREIGHTS.

In the early part of the year, and while the demand for rolling stock continued extremely active, little difficulty was experienced in inducing lessees to receive the stock at the builders' shops, and transport it to destination at their own expense. In duller times, and in exchanging leases, it has been found impracticable to insist upon this condition in all cases, and the company has frequently been obliged to deliver the stock on the lessees' lines, and itself bear the expense. In this country of great distances, where the great preponderance of traffic is in one direction, from west to east, this expenditure for freight is at all times likely to be a serious one, and may at times greatly exceed the moderate figures of the past year.

REPAIRS.

The report of the general master mechanic, submitted herewith, explains in greater detail the cause of this large item of expenditure, $28,974, which, under the form of contract now in use by the company, should apparently have been borne by the lessees. All the early contracts for construction were based upon models and specifications in use upon eastern roads, and were at first, for uniformity sake, adhered to throughout. It was very soon found, however, that the majority of the lessees were Western companies, or that the stock largely traveled over Western roads. These latter, owing to their lighter construction, less perfect road-beds, and less frequent facilities for cheap repairs, were found to require—for profitable use—various modifications in the stock leased to them. Notably was it found necessary to strengthen the trucks in use, and this was, by order of General M'Clellan, then your president, done throughout. Whenever repairs of this kind increased the actual construction value of the stock, the cost of the same has to that extent been charged to construction, and added to the valuation of the stock. The balance has been charged to repair account. It is to this class of repairs that the various "rebates on rental" are due which appear in the detailed tables of earnings. There will at all times be a certain amount of repairs to be done at the expense of the company, in order to maintain a high condition of the stock; but, after the pending accounts from this source are finally settled, they will be comparatively unimportant. The stock of the company is now reported in first-class condition, and gives unquestioned satisfaction to lessees. The cost of repairs to the company has also been largely increased by not owning our own repair shops and storage yards.

DOUBTFUL DEBTORS.

While the recent panic and continued dullness and depression seriously affects the financial stability of many roads, and results in great delays in making collections, only four accounts have involved an unquestionable loss. Neither has yet been definitely settled, but 90 per cent. of the amount involved has been written off as a total loss leaving a balance which there is every reasonable prospect of collecting. The total deductions from income amount as above to $124,249, or about 11¼ per cent. on the total gross earnings.

RESERVE.

In spite of the strictest attention to the maintenance of the highest standard of repairs, and the stringent provisions on this subject in the company's lease contract, there is, nevertheless, a gradual and unavoidable depreciation in the value of the rolling stock, which would in the course of years result in practical destruction, involving an entire reconstruction of the stock. To fairly represent the depreciation, the value of the stock should be established by an annual or semi-annual valuation of the property, involving a very great labor and presenting manifold difficulties. It has, therefore, been deemed best to fix the annual depreciation at an estimated per-centage, and by transferring this amount to reserve account, supply a fund for annual new purchases or new construction equivalent to the estimated depreciation by wear and age. In view of the high standard of repairs maintained, an annual depreciation of 5 per cent. on the total amount of stock in use has been deemed adequate. The $250,000 thus placed to the credit of reserve account will be available for new construction during the current year.

DIVIDENDS.

The net earnings of the year were more than sufficient to have paid a full 12 per cent. dividend for the entire year. Only 9½ per cent. was paid, owing to the sudden and almost entire stoppage of collections, in consequence of the financial panic of September last. The collections have since then somewhat improved. Further reference will be made to this subject hereafter.

RENTALS AND BALANCES DUE TO COMPANY.

The following are the rental balances accrued on December 31, 1873, a considerable portion of which has since been paid:—Shenango and Allegheny Railroad, $1,200; Indianapolis, Peru, and Chicago Railroad, $371; Cincinnati, Hamilton, and Dayton Railroad, $1,000; Milwaukee, L. S. and Western Railroad, $4,562; Great Western of Canada, $7,061; Newcastle and Franklin Railroad, $100; Harlem Extension Railroad, $1,125; Pithole Valley Railroad, $375; Pennsylvania Petroleum Railroad, $75; Green Bay and Minnesota Railroad, $2,006; Newark and Straitsville Coal and Iron Company, $14,002; Paris and Danville Railroad, $977; W. P. Rend and Co., Chicago, $5,027; Erie, $3,092; Frederick and Pennsylvania Railroad $1,185; Derby Coal Company, $1,012; Atlantic and Great Western, $238,853; total, $282,026.

Reference has already been made to recent difficulties in making collections due to the September panic. No delay has been experienced in collecting on any contract made during the last six months, or under the more stringent form of contract lease adopted since the last annual report. The trustees hope to make ultimate collection from every company except the amounts transferred to doubtful debtors already given above. But serious uneasiness has arisen concerning the amount due from the Atlantic and Great Western, owing to the peculiar circumstances in which the Rolling Stock Company finds itself placed with regard to the latter.

HISTORY OF THE ROLLING STOCK COMPANY.

The Rolling Stock Company was organized by the friends of the Atlantic and Great Western Railroad Company. It was based upon a contract between the two companies, agreed upon prior to the actual organization of the Rolling Stock Company, and intended, avowedly, as a means of furnishing that railroad company with the rolling stock which it so urgently required, but which it was then unable to acquire in fee-simple. At the request of the proprietary of the Atlantic Company, and the subscribers to the Rolling Stock Company, a board of trustees for the latter company was selected from the directors of the Atlantic Company, and the principal officers of the latter were invited to fill similar positions in the former. This arrangement has, with slight modifications, continued up to the present time.

When the existence of the Rolling Stock Company first became known in this country—no similar institution having previously existed—it was recognized as supplying a want long and urgently felt by the rapidly growing railway system of the United States. The application for stock on terms equivalent to those of the contract with the Atlantic became so numerous and urgent that the trustees felt justified in inviting the original subscribers to double the capital, which was promptly assented to and carried out. But even the increased capital did not enable the

company to satisfy the demand, and nine months ago we had on our books applications for rolling stock for over $5,000,000 in value from among the most prosperous and responsible railroad companies in the United States.

It was, however, soon found that the increase in the capital, and the distribution of the stock among many different companies, involved an entire change in the character of the company's business. The trustees, whose duties originally were of a fiduciary character in watching over the execution of a pre existent contract, found themselves gradually charged with the administration of a large corporation, with interests extending into half the States of the Union involving a vast multiplicity of considerations, legal, financial, and mechanical, as well as those of ordinary business policy. The officers of the company, in serving two corporations, found themselves over-burdened with work, and, in attempting to do justice to both, became involved in a conflict of interests, o' responsibility, and not infrequently of authority.

In the early summer, when these difficulties first made themselves apparent, the trustees at once became convinced of the necessity of a reorganization, with an entire separation of the two companies. In the meantime, certain propositions had been made to leading shareholders, which induced them to recommend delay, and definite action upon the matter was at their request postponed. The visit to Europe of P. H. Watson, Esq., president of the Erie, in the fall of 1873, led again to negotiations which made delay seem advisable, and action was again deferred until the annual shareholders' meeting, which should have been held according to the company's charter on November 6, 1873. At the request of shareholders largely interested, and whose presence would otherwise have been impossible, the annual meeting was postponed; and, when it was finally held in the present month, was adjourned by the stockholders present, in consequence of limited attendance.

Under these circumstances, the position of both trustees and officers of the company has become peculiarly embarassing, especially in view of the company's relations to the Atlantic Company.

THE ATLANTIC AND GREAT WESTERN LEASE.

At the time of making this lease, the Atlantic Company's line of roads was chiefly of the 6ft. gauge, at one time not uncommon in this country, but now generally abandoned, and retained alone by the Atlantic and the Erie. It was, however, at that time the intention of the Atlantic to narrow its gauge at an early day to the universal standard of 4ft. 8½ in. or 4ft. 10 in. With this view, it contracted with the Rolling Stock Company for only a limited amount of broad gauge stock, and ordered the principal part of the schedule agreed upon of the narrow gauge, which was then expected to be in use before the deliveries could be completed. It was found, however, that serious delays intervened in carrying out the narrowing of the gauge, and the Atlantic Company was suffering from insufficiency of stock to carry on its business on the existing 6ft. gauge. As the ordinary cars, if properly constructed for that purpose, can be reduced from one gauge to the other at comparatively slight expense, the Atlantic Company preferred to receive a further supply of broad gauge cars for temporary use and subsequent conversion, while at the same time receiving the narrow gauge stock agreed upon, which was expected at every moment to be imperatively required to carry on business after the change of gauge. Unfortunately, what was expected to be only a brief and temporary delay proved to be, for that year at least, a total abandonment, on the part of the Atlantic, of its intention to change its gauge. The result was, that the railroad company found itself in possession of a large amount of stock, upon which it was incurring a heavy expenditure for rental, but which was for the time being totally useless and unproductive.

In view of these facts, as soon as the Atlantic Company had arrived at a decision, the Rolling Stock Company readily consented to release the Atlantic Company from its contract for narrow gauge rolling stock, in so far as lessees could be found for the same elsewhere, and about 400 cars and forty locomotives were promptly leased to other parties. But before further progress could be made the disastrous panic of September supervened, and not only paralysed our efforts to relieve the Atlantic of its remaining narrow gauge stock, but threw back on our own hands a portion of that previously disposed of. The Atlantic Company now claims that for the latter it should be relieved from all responsibility. It further asks a concession on the rental of all the stock unused during the whole period of its standing idle, on the ground partly that the stock has undergone no wear or depreciation, and partly that an equitable consideration is due to them for the disastrous results of that part of their lease contract. At the same time, and pending the settlement of these questions, the great pressure of the times, from which the Atlantic Company has suffered more than most other trunk lines, makes it difficult for them to meet promptly even that portion of the rental concerning which there is no question. It must be evident that here are the elements of a very serious conflict of opinions, and possibly of a legal contest. It must be equally evident that no such conflict or contest can be carried on with justice to either party so long as the trustees and officers of both corporations are the same persons. However overwhelming the majority of interests that may be identified with both corporations alike, there is, unquestionably, in both corporations a large minority who are interested exclusively in one or the other, and whose interests the trustees are, therefore, especially and primarily bound to protect. While they were far from foreseeing last summer this precise difficulty, the trustees yet feel that, could their advice have been more promptly acted upon, the shareholders would have been better served; and they cannot too strongly urge upon the owners of the property such action as will relieve the present trustees from their anomalous position, and place the great interests of this corporation in the hands of gentlemen untrammelled by conflicting considerations and duties imposed upon them at a time when interests, now possibly divided, were united and harmonious.

CASH AND CASH ASSETS.

With the exception of cash in bank in New York and London, $177,079, this account comprises only—$4 865 for value of shares transferred to trustees to render them eligible under the law; $5,572 of bills receivable at short dates; and $88,304 securities on hand. No other item in the accounts submitted seems to call for special remark.

PROSPECTS.

So long as the general business prospects remain undoubtedly gloomy, and until a genuine reaction sets in from the panic and depression which befel us four months ago, it is unsafe to prognosticate. But although under continued dullness in business the proprietary may have to see a part of their stock continue unproductive, and possibly may have to consent to lower rates or losses on rentals, they have the satisfaction of knowing that the whole of their stock is in the most perfect order and condition; that their mechanical organization, under its present general master mechanic, Mr. C. F. Jauriet, has attained the highest degree of efficiency, and that their earnings will be the first to revive under the inevitable early revival of general prosperity throughout the country.

JAS. B. HODGSKIN,
Treasurer and General Manager.

☞ Onslow Stearns, Edward L. Goddard, Daniel W. Johnson, Dexter Richards, Mason W. Tappan, Charles Minot and Charles O. Sanborn, were elected Directors of the Concord and Claremont Railroad at the annual meeting held at Concord, N. H., on the 27th ult. Hon. Onslow Stearns was re-elected President and John Y. Ungridge, Clerk.

The Illinois Railroad Law.

The first verdict under the Railroad Law of Illinois was rendered in the Sangamon Circuit Court on the 23d of May. The particulars, as given by the Springfield *Journal*, were these:

This was in the case against the Chicago and Alton Railroad Company, on which the latter obtained a writ of certiorari to the United States Court, but which Judge Zane decided, a few days ago, to be still before the Sangamon Circuit Court. As was expected, the railroad company made no defense, its counsel contenting themselves with filing a protest against the proceedings, doubtless for the purpose of furnishing a basis of appeal to the Supreme Court. There were five counts in the complaint, charging as many distinct violations of the Railroad law, all of which were proven by the witnesses who testified in the case. The jury, after being out half an hour, returned a verdict against the railroad company, assessing damages against the railroad company at $3,000. As the law permits a fine of $1,000 to $5,000 it is evident that the jury treated the violations proved as a single offense, though some may claim that there were as many offenses as there were counts in the declaration. The chief interest will be felt in the case in view of the progress toward the determination of the principle involved. What course will be taken by the railroad company has not yet been publicly announced; but it is hoped, for the sake both of the railroads and the State, that such steps will be taken as will lead to a speedy settlement as to the constitutionality of the Railroad law by the decision of the Supreme Court.

Erie Railway.

The Committee on Securities of the New York Stock Exchange have issued the following notice in regard to a certain class of bonds of this company:

Erie Railway Mortgage Bonds may now be registered and transferred to Duncan, Sherman & Co., transfer agents.

The first mortgage extended bonds bearing indorsements, and known as "extended indorsed," if registered by the company and indorsed to bearer, are a good delivery as extended bonds.

If any indorsements are without date, the transfer agents must certify on the bonds that they were there at the time of registering and transfer to bearer.

☞ The directors of the St. Louis, Alton and Terre Haute Railroad Company have declared a dividend of three per cent on the preferred stock, payable on the 6th of July next. An arrangement has been recently perfected between the Indianapolis and St. Louis Railroad Company (the lessees of the main line of the St. Louis, Alton and Terre Haute Railroad Company) and the Terre Haute and Indianapolis Railroad Company (the lessees of the Vandalia line) by which they agree to work together and divide earnings equally. As this puts an end to rivalry and competition between these two lines it is likely to prove beneficial to both of them.

☞ At an election for directors of the New York Bridge Company, held at No. 21 Water St., Brooklyn, on the 1st inst., stock representing 2,460 shares was cast for the following ticket, which was declared elected: Henry C. Murphy, James S. T. Stranahan, Alexander McCue, Isaac Van Anden, Wm. C. Kingsley, Wm. H. Vanderbilt, John H. Prentice, Abner C. Kenny, Benjamin F. Tracy, Hassan H. Wheeler, Jeremiah P. Robinson, Abram S. Hewitt, Seymour L. Husted, William Marshall, and Henry W. Slocum. The Mayor and Controller, both of New York and Brooklyn, are ex-officio members of the board.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific:													
1867	38,169	51,831	69,029	81,156	95,828	121,702	174,812	181,297	200,850	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	296,562	342,743	2,300,707
1869	212,604	218,982	391,308	485,045	568,270	556 080	532,657	511,854	609,788	579,642	535,386	467,659	5,670,883
1870	418,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720.929	892,841	795,176	869,297	1,006,873	998,922	981,006	897,234	672,358	9,467,072
1872	592.223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285 567	1,299,900	1,037,992	12,734,729
1873	852,860	694,015	939,778	1,129,469	1,356,378	1,313,790	1,211,765	1,258,500	1,392,125	1,423,875	1,296,812	1,072,750	13,938,969
1874	848,558	794,000	867,666	1,132,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1869	348,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,551	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,808	441,197	404,264	4,849,405
1871	353.235	342,360	384,999	388,964	461,290	466,097	553,655	534,163	507,617	473,227	455.007	377,687	5,278,910
1872	371.708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431.315	352,604	5,156 326
1873	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366.100	231,334	296,169	473,156	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	699,605	729,759	716,378	568,400	6,114,566
1865	541,006	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,493
1866	523,566	399,917	523,845	537,519	858,943	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,450
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,007	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 306 673	1,371,780	1,140,145	845,708	13,356,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,491	12,203,408
1871	655,428	602,182	774,994	787,641	1,094,101	952,899	851,846	1,009,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873	752,468	765,249	967,258	1,034,023	1,256,072	1,300,578	1,240,987	1,284,094	1,071,448	1,451,827	1,039,306	1,019,501	13,816,465
1874	993,490	903,021	1,039,986	1,074,725	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1869	204,112	180,840	239,523	247,661	241,456	259,408	253,867	341,783	320,025	293,615	271,555	242,621	3,096,966
1870	203,060	226,897	244,182	246,646	290,169	274,021	249,355	319,012	317,887	339,239	319,673	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,022	372,974	351,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,442,625
1873	363,921	413,043	448,924	413.443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,443
1874	363,053	276,099	318,976	342,247	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1871	1,055,460	971,193	1,201,500	1,253,955	1,443,272	1,656,415	1,720,073	1,864,554	1,794,397	1,694,651	1,483,454	1,417.211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,468,991	1,550,023	1,525 243	1,643,464	1,743.752	1,704,374	1,392,615	18,693,090
1873	1,326 505	1 329,422	1,515,382	1,541,958	1,764,821	1,717,693	1,685,284	1,774,570	1,918,247	1,882,421	1,560,023	1,625,129	19,631,781
1874	1,462,650	1,273,776	1,413,223	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,698	709,645	568,282	640,975	778,261	696,228	841.363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,826	565,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624.744	529,617	563,598	620,228	713,162	718,722	707,992	838,041	890,287	753,184	765,436	685,131	8,401,142
1872	637,430	531,627	575,393	559,871	648,956	659,363	609 846	783.255	744,782	881.693	696.475	698,061	8,026,754
1873	602,241	597,429	660,759	563,912	635,459	742,609	648,840	709,748	884,485	797,121	636,039	703,692	8,268,325
1874	611,491	538,668	567,554	580,921	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	133,673	152,264	267,411	303,915	306,944	266,086	282,725	332,555	366,446	387,999	303,305	210,197	3,321 518
1872	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,695,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	323,231	325,189	333,785	392,510	265,217	201,492	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1 312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295 369	1,368,943	1,402,597	1,345.316	1,235,285	14,797,975
1872	1,339,389	1,294,710	1,498,406	1,528,250	1,479,945	1,323,476	1,225,708	1,459,360	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873	1,412,368	1,549,285	1,735,736	1,694,543	1,680,968	1,585,868	1,451,762	1,582,531	1,776,420	1,742,516	1,375,556	1,546,983	19,134,136
1874	1,519,249	1,305,132	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1871	130,883	126,224	140,740	113,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,660,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029 927
1873	169 843	161,132	178,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	151,795	150,801	2,126,875
1874	171,028	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,568	473,546	490,772	443,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	409,283	363,187	326.891	378,880	467,990	511.447	453,873	387,827	4,755,968
1871	418,755	442,665	486,960	470,703	480,547	427,096	422,015	529,890	628,660	582,802	547,434	507,050	5,940,102
1872	411,113	384,058	449,458	485,550	487,282	398,300	402,084	460,101	526,603	641,807	487,603	464,163	5,608,117
1873	379,836	440,261	567,314	566,191	542,069	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	901.195	496,566	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	868,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,140	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,296	6,690,695
1872	460,986	387,566	426,223	474,188	580,432	594,769	488,348	566,729	811,961	960,945	702 838	513,787	6,967,771
1873	554.715	423,716	565,005	569,236	805,799	929,210	834,320	767,803	1,193,209	1,012,704	771,800	843,209	9,040.717
1874	664,400	657,500	576,620	742,050	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,323	260,449	343,195	353,677	341,373	321,659	236,108	3,436,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	355,103	299,552	3,650,696
1872	254,319	238,823	303,594	305,755	269,560	304,512	265,406	315,699	338,497	384,193	337,920	360,404	3,678,652
1873	227,897	261,346	344,632	321,947	301,521	272 600	267,784	325,096	382,098	353,168	303,632	306,100	.....
Philadelphia and Reading:													
1869	479,236	525,490	755,433	904,834	499,463	630,690	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	825,447	11,316,904
1870	479,872	574,706	679,332	514,498	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,504	688,578	1,063,002	1,510,083	1,213,303	1,359,633	1,418,141	1,413,643	1,423,275	837,080	12,500,664
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167.006	1,071.407	1,142,241	1,190,695	1, 22,847	1,127,087	891,791	12,199,748
1873	742,641	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,349	.....	.....
St. Louis, Alton and Terre Haute:													
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	206,750	189,351	160,085	2,008,266
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,443	186,489	152,515	102,995	1,786,547
1872	134,525	137,678	162,336	156,134	148,279	133,503	123,994	169,459	179,457	216,171	177,327	158,700	1,927,471
1873	144,200	159,454	177,514	170,218	164,300	165,260	151,532	165,610	178,302	200,646	132,892	132,752	1,942,689
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	128,775	124,968	125,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	163,254	229,260	208,140	230,300	195,480	179,261	206,190	205,500	186,645	160,800	122,657	2,238,647
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,208	428,896	328,370	399,439	4,013,203
1869	284,193	240,395	242,705	311,835	312,530	348,891	310,800	450,246	470,720	422,369	323,377	434,284	4,242,343
1870	257,864	293,645	295,279	318,699	340,892	348,633	322,756	466,431	508,043	451,294	425,657	515,618	4,454,404
1871	365,175	328,791	393,455	443,611	463,009	439,515	553,994	552,079	568,817	600,205	531,080	516,936	5,736,666
1872	439,780	432,949	460,646	447,311	510,792	462,868	434,466	614,175	565,811	621,351	489,341	466,081	5,944,579
1873	370,290	405,110	471,801	446,527	470,598	541,191	483,399	642,209	593,504	538,251	418,923	482,767	5,864,076
1874	423,343	400,984	404,699	447,355	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,608	23,560	617,585	755,467	999,695	837,389	716,529	5,709,183
1870	528,529	500,180	539,268	706,608	802,586	746,459	643,058	694 051	728,521	719,698	570,168	505,053	7,664,094
1871	479,573	373,925	492,899	584,540	724,466	728,174	673,698	681,865	800,402	777,362	708,142	469,932	7,521,662
1872	378,936	554,115	555,861	741,802	880,442	835,450	743,382	780,567	865,754	980,706	916,727	757,851	8,892,000
1873	528,976	491,784	708,256	881,266	1,007,831	909,843	976,833	837,277	1,066,937	1,170,586	979,660	758,823	10,266,104
1874	620,715	607,990	687,026	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Taxation of Corporations in Pennsylvania.

The following circular has been issued by the Treasurer to the Stockholders of the Erie and Pittsburg Railroad Company:

By an act entitled "An Act for the Taxation of Corporations," passed by the Legislature of Pennsylvania and approved by the Governor of said State April 24, 1874, "The tax on the capital stock of railroad, canal and transportation companies is increased from one half of one mill to nine-tenths of one mill for each one per cent of dividend declared, and from three mills to six mills on its appraised value, when no dividend is declared."

Pursuant to the requirements and provisions of the above mentioned act, this company, instead of deducting five per cent, as heretofore, will hereafter deduct nine per cent from each dividend declared upon its capital stock.

Statement of the Public Debt of the United States June 1, 1874.

DEBT BEARING COIN INTEREST.

	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858	$250,000 00	$5,416 66
6 per cent. 1881 bonds, 1861	18,415,000 00	460,375 00
6 per cent. 1881 bonds, (Oregon,) 1861	945,000 00	23,625 00
6 per cent. 1881 bonds, 1861	189,321,350 00	4,733,033 75
6 per cent. 5-20 bonds, 1862	167,997,900 00	839,989 50
6 per cent. 1881 bonds, 1863	75,000,000 00	1,875,000 00
5 per cent. 10-40 bonds, 1864	194,567,300 00	2,432 91 25
6 per cent. 5-20 bonds, 1864	946,600 00	4,733 00
6 per cent. 5-20 bonds, 1864	58,046,200 00	290,231 00
6 per cent. 5-20 bonds, 1865	152,534,350 00	762,671 75
6 per cent. consols, 1865	202,633,100 00	5,065,827 50
6 per cent. consols, 1867	310,654,400 00	7,766,360 00
6 per cent. consols, 1868	37,474,000 00	936,850 00
5 per cent. funded loan of 1881	315,451,700 00	1,314,382 08
Aggregate of debt bearing coin interest	$1,724,246,900 00	$26,510,586 49
Interest due and unpaid		6,403,847 49

DEBT BEARING INTEREST IN LAWFUL MONEY.

3 per cent. navy pension fund, 1868	$14,000,000 00	$175,000 00
4 per cent. certificate of indebtedness of 1870	678,000 00	6,780 00
Aggregate of debt bearing interest in lawful money	$14,678,000 00	$181,780 00
Interest due and unpaid		100 00

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846	1,104 91	85 74
6 per cent. bonds, 1847	1,250 00	22 00
6 per cent. bounty land scrip, 1847	3,400 00	228 60
5 per cent. Texas indemnity bonds, 1850	174,000 00	9,450 00
5 per cent bonds of 1853	149,000 00	
6 per cent. bonds, 1860	10,000 00	625 00
6 per cent. 5-20 bonds, called 1862	2,927,850 00	39,760 96
1-10 to 6 per cent. treasury notes, prior to 1846	82,575 35	2,670 76
1-10 to 6 per cent. treasury notes, 1846	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857	2,000 00	108 00
6 per ct. treasury notes, 1861.	3,150 00	378 00
7 3-10 per cent. 3 years' treasury notes, 1861	19,200 00	1,427 08
5 per cent. 1 year notes, 1863.	75,635 00	3,793 85
5 per cent. 2 year notes, 1863.	53,200 00	2,493 99
6 per cent. compound interest notes, 1863-64	418,960 00	83,786 44
7 3-10 per cent. 3 years' treasury notes, 1864-65	246,700 00	19,630 22
6 per cent. certificates of indebtedness, 1862-63	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864	78,560 00	7,343 80
3 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$4,321,200 26	$237,945 04

DEBT BEARING NO INTEREST.

Demand notes, 1861-62	$76,777 50	
Legal tender notes, 1862-63	382,000,000 00	
Certificates of deposit	56,050,000 00	
Fractional currency, 1862-3-4.	46,538,649 73	
Coin certificates, 1863	33,179,500 00	
Unclaimed interest		29,834 84
Aggregate of debt bearing no interest	$517,844,927 23	$29,834 84

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent	$1,213,967,900 00	
Bonds at 5 per cent	510,279,000 00	
	$1,724,246,900 00	$32,914,433 98
Debt bearing interest in lawful money, viz:		
Certificates at 4 per cent	678,000 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$14,678,000 00	181,880 00
Debt on which interest has ceased since maturity	4,321,200 26	237,945 04
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$382,076,777 50	
Certificates of deposit	56,050,000 00	
Fractional currency	46,538,649 73	
Coin Certificates	33,179,500 00	
	$517,844,927 23	
Unclaimed interest		29,834 84
	$2,261,091,027 49	$33,364,093 86
Total debt, principal and interest, to date, including interest due and unpaid		$2,294,455,121 35

AMOUNT IN TREASURY.

Coin	$81,958,979 59
Currency	11,177,703 66
Special deposit held for redemption of certificates of deposit as provided by law	56,050,000 00
	$149,186,683 25
Debt, less amount in Treasury, June 1, 1874	$2,145,268,438 10
Debt, less amount in Treasury, on the 1st ult.	2,149,725,277 02
Decrease of debt during the past month	$4,456,838 92
Increase of debt since June 30, 1873	2,550,575 47

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES. INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$647,128 00
Kansas Pacific bonds, 1862-64	6,303,000 00	157,575 00
Union Pacific bonds, 1862-64	27,236,512 00	680,912 80
Central Branch Union Pacific bonds, 1862-64	1,600,000 00	40,000 00
Western Pacific bonds, 1862-4	1,970,560 00	49,264 00
Sioux City and Pacific bonds, 1862-64	1,628,320 00	40,708 00
Totals	$64,623,512 00	$1,615,587 80

Interest paid by United States, $22,386,691 62; interest repaid by transportation of mails, &c., $5,095,450 06; balance of interest paid by United States, $17,291,241 56.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, May 30, 1874.

WILLIAM A. RICHARDSON,
Secretary of the Treasury.

☞ Mr. Franklin B. Gowan, President of the Philadelphia and Reading Railroad Company, sailed for Europe in the "Oceanic," on the 30th ult. He purposes to be absent about three months. Mr. Robert B. Cabeen has been elected President *pro tem*, and will act as president during Mr. Gowen's absence. Until his return all communications and reports such as have heretofore been sent to the president (other than those relating to the transportation department) will be sent to Mr. J. W. Jones, first vice-president, and those relating to the transportation department, both railroad and canal, will be addressed to Mr. G. A. Nicolls, second vice-president.

ENVELOPES.

SAMUEL RAYNOR & CO.
115 & 117 William Street, N Y.

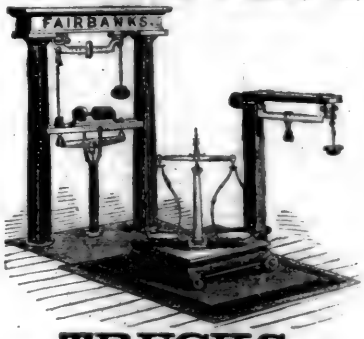
Manufacture every style of Envelope, from the smallest drug size to the largest Official Size, and of any pattern, shape, or quality, including White or Blue Cloth Lined, Parchment and Manilla paper. Railroads, Express Companies, Banks, Insurance Companies, Brokers, Merchants and others supplied with every style that may be wanted. Samples given when requested.

FAIRBANKS' SCALES

R. R. TRACK, HAY, COAL SCALES.



SCALES
For Rolling Mills, Furnaces, Foundries, Miners' Use.
SCALES
For Stores, Mills and Wharves.
SCALES
For Elevators and Grain Warehouses
SCALES
For Farmers, Butchers, Druggists, &c., &c.



TRUCKS.
Miles' Alarm Cash Drawers, &c.
BUY ONLY THE GENUINE
FAIRBANKS' STANDARD SCALES.
MANUFACTURERS,
E. & T. Fairbanks & Co.,
ST. JOHNSBURY, VT.

Principal Scale Warehouses.
FAIRBANKS & CO., 311 Broadway, New York.
FAIRBANKS & CO., 166 Baltimore St., Baltimore, Md.
FAIRBANKS & CO., 53 Camp Street, New Orleans.
FAIRBANKS & CO., 53 Main Street, Buffalo, N. Y.
FAIRBANKS & CO., 338 Broadway, Albany, N. Y.
FAIRBANKS & CO., 403 St. Paul Street, Montreal.
FAIRBANKS & CO., 34 King William St., London, Eng.
FAIRBANKS, BROWN & CO., 2 Milk St., Boston, Mass.
FAIRBANKS & EWING, Masonic Hall, Philadelphia, Pa.
FAIRBANKS, MORSE & CO., 111 & 113 Lake St., Chi'go.
FAIRBANKS, MORSE & CO., 139 Walnut St., Cin., O.
FAIRBANKS, MORSE & CO., 182 Superior St., Clev'd, O.
FAIRBANKS, MORSE & CO., 48 Wood St., Pittsburgh.
FAIRBANKS, MORSE & CO., 5th & Main St., Louisville.
FAIRBANKS & CO., 302 & 304 Washingt'n Av. St. Louis.
FAIRBANKS & HUTCHINSON, San Francisco, Cal.

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to contract to deliver best quality **American or Welsh Rails**, and of any required weight and pattern.

PERKINS, LIVINGSTON, POST & Co.,
59 Liberty Street,
NEW YORK.

THE ILLINOIS CENTRAL RAILROAD COMpany offers par and a premium of one per cent. (101 per cent.), with accrued interest, for any of its construction mortgage bonds presented for prepayment prior to July 1, 1874, at its office in New York.

The outstanding balance of its Construction Mortgage Debt is about $3,000,000. These Bonds mature April 1, 1875.

L. V. F. RANDOLPH,
Assistant Treasurer.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3,280,000	J. & J.	Jan. '74 3½
Allegheny Valley 50	2,256 360	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '73 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " guar.100	786,476	M. & N.	Nov. '73 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Sept. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Genesee & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '74 5
Washington Br.....100	1,650,000	A. & O.	Apl. '74 5
Parkersburg Br. pref...50	5,680 685	— & —	.....
Berkshire* 100	600,000	J. A J & O	Apl. '74 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N	May '74 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br guar...100	60,000	J. & D	June '74 2
Bost., Conc. & Mont.* pref100	800,000	M. & N.	May '74 3
Boston and Lowell.....500	2,852,900	J. & J.	Jan. '74 4
Boston and Maine.....100	6,816,807	M. & N.	May '74 4
Boston and Providence..100	3,950,000	M. & N.	May '74 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A.	Feb. '74 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Mar. '74 5
" " pref.100	1,485,900	M. & S.	Mar. '74 5
Camden and Amboy* ...100	5,847,300	J.A. J.O.	Apl. '74 2½
Camden and Atlantic.... 50	379,030	— & —	.....
" " pref. 50	752,700	— & —	Nov. '73 3½
Cape Cod	1,020,330	J. & J.	Jan. '72 2½
Cape May and Millville* 50	447,000	J & D.	Dec. '73 3
Catasauqua & Fogeisv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa*..... 50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	May '74 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '74 4½
Cedar Rapids & Mo. R.*100	6,350,406	M. & N.	May '74 1½
" pref..100	769,600	F. & A	Feb. '74 3½
Central of Georgia.....100	4,666,800	J. & J.	July '73 5
Central of New Jersey..100	20,000,000	J. A J.O.	Apl. '74 2½
Central Ohio*..... 50	2,425,000	J. & D.	June '74 3
" pref..... 50	400,000	J. & D.	June '74 3
Central Pacific 100	54,275,500	.....	Sept. '73 3
Chemung*..... 100	350,000	J.A J&O	Oct. '73 1½
Cheshire, pref. 100	2 100,000	J. & J.	Jan. '74 3
Chicago and Alton.....100	8,929,900	M. & S.	Mar. '74 5
" " pref...100	2,425,400	M. & S.	Mar. '74 5
Chicago, Burl. & Quincy.100	19,897,000	M. & S.	Mar. '74 5
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	Jan. '74 4
Chicago & N. Western..100	15,033,480	J. & D.	Dec. '72 3½
" " pref.100	21,259,563	J. & J.	July '73 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Apl. '74 4
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '74 4
Cin., Sand. and Clev.*.. 50	2,980,530	— & —	Apl. '72 10s
" " pref... 50	429,046	M. & N	May '74 2
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Aug. '72 3½
Cleveland & Mahoning*. 50	2,057,589	M. & N.	May '74 3½
Cleveland & Pittsburg*.. 50	11,236,150	F.M.A N	May '74 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*... 50	1,786,800	M.J.S.D.	Mar. '74 2
Colum. & Hocking Val..100	2,500,000	F. & A	Fe '74 5
Concord 50	1,500,000	M. & N.	May '74 5
Concord and Ports.*.....100	350,000	J. & J.	Jan. '74 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A	Feb. '74 3
Connecticut River..... 100	1,950,000	J. & J.	Jan. '74 5
Cumberland Valley.....	1,494,250	A. & O.	Apl. '74 4
Danbury and Norwalk . 50	600,000	M. & N.	Nov '73 5
Delaware*..... 50	1,330,941	J. & J.	Jan. '74 3
Del., Lackaw. & Westn. 50	18,868,850	J.A.J. O.	Apl. '74 2½
Detroit & Milwaukee *. 50	822,116	— & —	.....
" pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	A. & O.	Apl. '74 3½
East Pennsylvania*..... 50	1,509,200	J. & J.	Jan. '74 3
East Mahanoy *..... 50	392,950	J. & J.	Jan. '74 3
Eastern (Mass.)..... 100	4,262,600	J. & J.	July '73 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*..100	500,000	F. & A.	Feb. '74 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '74 2½
" " pref. 50	500,000	J. & J.	Jan. '74 3½
Erie Railway 100	78,000,000	.....	Oct. '73 1
" pref.....100	8,536,910	.....	Oct. '73 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Mar. '74 1½
Fitchburg 100	4,000,000	J. & J.	Jan. '74 4
Georgia 100	4,156,000	J. & J.	Apl. '74 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.)..... 100	14,367,946	— & —	.....
Great Western, (Ca.)....100	19,237,464	A. & O.	Apl. '74 1½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug. '70 3½
" pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	May '74 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '74 3½
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '74 4
Huntingdon & B'd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. & J.	July '68 3½
Illinois Central 100	25,280,510	F. & A.	Feb. '74 4
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S.	Sept. '67 4
Iowa Falls & Sioux City*100	4,025,000	— & —	Jan. '74 5
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*..... 100	1,500,000	J. A. J.O.	Apl. '74 1½
Joliet & North. Indiana*100	300,000	J. & J.	Jan. '74 4
Lake Shore & Mich. So..100	49,466,500	F. & A.	Aug. '73 4
" " (guar.).100	533,500	F. & A.	Feb. '74 6
Lawrence*..... 50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna. 50	8,739,800	M. & N.	May '67 5
Lehigh Valley 50	21,916,850	J.A. J.O.	Apl. '74 1½
Little Miami*..... 50	5,871,450	J.A. J.O.	Apl. '74 2
Little Schuylkill*..... 50	2,846,100	J. & J.	Jan. '74 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island 50	2,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '74 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '74 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '74 3
Lykens Valley 20	600,000	F.M.A N	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	May '74 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*..... 100	400,000	F. & A.	Feb. '74 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	18,788 204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323,375	J. & J.	Jan. '74 5
Milwaukee and St. Paul..100	13,398,550	J. & J	Dec. '70 7s
" " pref.....100	10,825,777	F. & A	Feb 74 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '74 4
Morris and Essex*..... 50	14,008,100	J. & J.	Jan. '74 3½
Nashua and Lowell.....100	800.000	M. & N.	May '74 5
Naugatuck.....100	1,881 900	F. & A.	Feb. '74 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '74 5
Newark and N. York*..100	977,400	J. & J.	Jan. '74 3½
N. Bedford 100	1,910,100	M. & N.	May '74 4
N. Castle & Beaver Val.* 50	1,860,000	J. A. J.O.	Apl. '74 2½
N. Haven & Northamp..100	605,000	J. A. J.O.	Sept '72 3
New Jersey*..... 100	7,295,200	J. A. J.O.	Apl. '74 2½
New London Northern*100	1,418,800	J. & J.	Jan. '74 4
N.Y. Cen. & Hudson R..100	89,428,330	A. & O.	Apl. '74 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '74 4
" " pref.100	1,500,000	J. & J.	Jan. '74 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	July '74 5
N. Y., Provid. & Boston.100	2,000,000	J. A. J.O.	Apl. '74 2½
Nlag. Bridge & Canand*100	1,000,000	J. & J.	Jan. '74 3
North Carolina*..... 100	4,800,000	Irregular.	Jan. '73 5
N. Eastern (N.C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3,473,500	January.	Jan. '74 5s
Northern Central 50	5,842,000	M. & N.	Nov. '72 3
Northern N. Hampsh...100	3,068,400	J. & D.	June '74 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '74 4
Norwich & Worcester*..100	2,823,400	J. & J.	Jan. '74 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '74 3
" " pref.100	2,000,000	A. & O.	Apl. '74 4
Ohio and Mississippi....100	19,995,847	J.A. J.O.	.....
" " pref.100	4,024,474	J. & D.	Dec '72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	Jan. '74 3
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '74 4
Pacific of Missouri.....100	3,635,750	J.A. J.O.	Apl. '74 1½
Panama..... 100	7,000,000	J.A. J.O.	Apl. '74 3
Paterson and Hudson*..100	630,000	J & J.	Jan. '74 4½
Paterson and Newark*..100	800,000	J. & J.	.....
Paterson and Ramapo*..100	143,000	J. & J.	Jan. '74 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '74 3
Pennsylvania 50	72,000,000	M. & N.	May '74 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '74 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan '74 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D	June '74 3
Philadelphia & Reading 50	32,684,375	J. A. J.O.	Apl. '74 2½
" " pref... 50	1,551,800	J.A. J.O.	Apl. '74 2½
Phila. and Trenton*..... 100	1,259,100	J.A. J.O.	Apl. '74 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	Jan. '74 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Apl. '74 1½
" Special Imp.100	2,000 000	J.A. J.O.	Apl. '74 1½
Pittsfield & N. Adams..100	400,000	J. & J.	Jan. '74 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '74 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '74 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '74 4
Roch. & Genesse Val.*..110	557,500	.....	.....
Rome, Watert. and Ogd.100	2,998,900	J. & J.	Jan. '74 3½
Rutland*..... 100	2,700,000	— & —	.....
" preferred..... 100	4,300,000	F. & A.	Feb '74 2½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " pref.100	2,040,000	July.	.....
St. Louis and Iron Mt...100	10,000,000	F. & A.	July '74 3
St. L., Kan. C. & North.100	12,000,000	.....	Feb. '74 3
" " pref.100	12,000,000	.....	.....
Saratoga and Schenec.*.100	300,000	A. & O.	Nov. '72 3
Schuylkill Valley*..... 50	876,050	J. & J.	Apl. '74 3½
Seaboard and Roanoke..100	1,161,400	M. & N.	Jan. '74 2½
Shamokin V. & Potts.* 50	869,450	F. & A.	Nov. '70
Shore Line*..... 100	995,800	J. & J.	Feb. '74 3
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '74 3½
South Carolina 100	5,819,275	F. & A.	Jan. '72 3
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb '72 1
Staten Island..... 100	660,000	J. & J.	Feb. '74 4
Stockbridge and Pitts.*..100	443,700	J. & J.	July '67 4
Stony Brook*..... 100	267,300	M. & N.	Jan. '74 3½
Summit Branch*..... 50	2,502,250	F. & A.	May '72 3
Sussex (N. J.)..... 100	314,850	J. & J.	Feb. '74 3
Syr., Bingham. & N.Y.*100	1,670,139	— & —	Jan. '72 2½
Taunton Branch 100	590,000	J. & J.	Dec. '73 3
Terre Haute & Indiana.100	1,985,150	J. & J	Jan. '74 5
Tol., Peo. & War. 1st pref.100	1,797,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '74 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 5

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$2,880,000	A. & O.	Apl. '74 1
Warren (N. J.).....100	1,800,000	J. & D	Dec. '73 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey..... 50	1,558,750	F. & A.	Feb. '74 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '74 2
Winchester & Strasburg*100	500,000	J. & J.	Jan. '74 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	Jan. '74 1½
HORSE-POWER R. R.			
Albany City 100	110,380	— & —	..... 2½
Baltimore City.....100	800,000	— & —	Jan. '74 3
Bleecker st. & F Fy.(N Y)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl. '74 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Apl. '73 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jan. '70
Brooklyn City 100	1,500,000	F.M.A.N	May '74 3
Brooklyn City & Newt..100	800,000	J. & J.	July '70
Brooklyn and Jamaica.... 100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 2½
Cambridge.....100	727,800	A. & O.	Apl. '74 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	600,000	J. & J.	Jan. '74 3
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..100	800,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Feb. '74 2
Eighth Avenue (N.Y.)....100	1,000.000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry ...100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Ph.) 50	491,750	J. & J.	Jan. '74 5
Germantown (Ph.)..... 50	1,(00,000	J. & J.	Jan. '74 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '74 4
Hester, Mantan & Fairm. 50	2,050,000	J. & J.	Jan. '74 1½
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '71 6
Lynn and Boston..... 100	200 000	— & —	.....
Malden and Melrose..... 100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	M. & N.	Nov. '73 5
Middlesex (Boston)..... 100	400,000	A. & O.	Apl. '73 4
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	Jan. '74 5
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '74 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 5
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	Oct. '73 2
Second & Third St. (Ph.) 50	962,100	J. & J.	Jan. '74 6
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '74 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '74 2
Somerville (Boston) 100	75,000	A. & N.	May '74 3
South Boston 50	400,000	J.A. J.O.	Apl. '74 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan '74 3½
West Philadelphia..... 50	400,000	J. & J.	Jan. '74 2
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '73 3
Chesapeake and Ohio ... 25	8,229,591	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '74 4
Delaware and Hudson....100	15 000,000	F. & A	Feb. '74 5
Delaware and Raritan*.100	6,847,400	J.A. J.O.	Apl. '74 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat... 50	2,390,350	J.S D.M.	June '74 2
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania.....	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb '74 30c
" " (pref.). 50	2,393,977	F. & A.	Feb '74 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,550	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D	June '74 2
American Coal..... 25	1,500,000	M. & S.	Mar. '74 4
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton..... 164	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,886,600	— & —	.....
" pref..... 100	3,868,400	— & —	.....
" certif..... 100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	May '74 5
Pullman Palace Car..... 100	4,000,000	F.M.A.N	May '74 3
Quicksilver, common 100	5,700,000	— & —	.....
" preferred 100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
United States Express....100	6,000,000	F.M.A.N	May '74 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	8,000,000	J. & J.	Jan. '74 4
West. Union Telegraph.100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal .100	1,250,000	F. & A.	Aug. '66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities June 1, 1874.					
Loan of June 14, 1858 ..... registered	$260,000	5	Jan. & July.	1874	....
.. .. coupon	.....	5	" "	1874	....
Loan of February 8, 1861 ..... registered	13,678,000	6	Jan. & July.	1880	117
.. .. coupon	4,647,000	6	" "	1880	121½
Oregon War Bonds of March 2, 1861...coupon	945 000	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861....registered	125,786,400	6	Jan. & July	1881	117
.. .. coupon	63,534,950	6	" "	1881	121½
Loan of Feb. 25, 1862 (5-20s).....registered	16,598,300	6	May & Nov.	1882	115½
.. .. .. (5-20s).....coupon	151,399,600	6	" "	1882	115½
Loan of March 3, 1863.....registered	53,630,100	6	Jan. & July.	1881	117
.. .. coupon	21,36 ,900	6	" "	1881	121½
Loan of March 3, 1864 (5-20s).....registered	946,600	6	May & Nov.	1884	116½
Loan of June 30, 1864 (5-20s).....registered	25,010,950	6	May & Nov.	1884	116½
.. .. .. (5-20s).....coupon	33,035,250	6	" "	1884	117½
Loan of March 3, 1865 (5-20s).....registered	33,789,750	6	May & Nov.	1885	116½
.. .. .. (5-20s).....coupon	118,744,600	6	" "	1885	118½
.. .. .. 2d series (5-20s).....registered	56 874,900	6	Jan. & July.	1885	116½
.. .. .. (5-20s).....coupon	145,758,200	6	" "	1885	120½
.. .. .. 3d series (5-20s).....registered	87,809,550	6	Jan. & July.	1887	116½
.. .. .. (5-20s).....coupon	222,844,850	6	" "	1887	120½
.. .. .. 4th series (5-20s).....registered	13,916,500	6	Jan. & July.	1888	116½
.. .. .. (5-20s).....coupon	23,557,500	6	" "	1888	120½
Loan of March 3, 1864, (10-40s).....registered	141,116,000	5	Mar. & Sept	1904	114½
.. .. .. (10-40s).....coupon	53,451,300	5	" "	1904	114½
Consols of July 14, '70 & Jan. 20, '71.registered	177,659,150	5	F. M. A. & N.	1881	115½
.. .. coupon	137,792,550	5	" "	1881	115½
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	117½
U. S. Notes and Fractional Currency.....	428,615,427	nil.	.....	.....	...
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72...	2,582,800	5	May & Nov.	'86-'92	....
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	....
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90-'91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,800,0 0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'90-'00	....
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,81 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	112½
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,890):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($5,728,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1863-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	....
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R.R., '58, '59, '60 & '61	600,000	6	Feb. & Aug	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,900, 00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1890	....
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'02	....
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,236,675):			Jan		
.. State Bonds (various) 1863 to 1864.....	110,675	6	" & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	" "	'76-'89	....
Kentucky—($2,750,510):					
.. State Bonds 1836 and '43.....	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	49
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	50
.. .. .. 1866	1,000,000	8	Various.	1886	57
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds (N.O., Mob. & Chat. R. R.) '70 '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866...	259,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	646,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'78-'78	...
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"	'83-'89	100½
.. Municipal Equalization Bonds.....	3,094,400	6	April & Oct.	1889	98
Maryland—($12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838....	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	95
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1868.....	511,355	6	J. A. J. & O.	1883	107

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.	706,000	5	Various.	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800,000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	94½
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	91½
.. Bounty Loan, 1864.....	4,379,500	5	May & Nov.	1894	90½
.. Bounty Loan, 1864, £826,800 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	100½
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'92	92½
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445 000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863...	431,000	6	" "	1878	97
.. $2,000,000 Loan Bonds, 1863..... ...	718,000	6	" "	1883	....
.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	91
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	97
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	11,496,000	7	" "	'74-'90	98½
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	99½
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	97½
.. War Loan Bonds, Oct. 1, 1866.....	760,000	6	April & Oct.	'72-'76	98½
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'78-'84	104
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free.....	694,400	6	" "	'97-'02	....
New York—($38,121,606):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	please.	....
.. General Fund Stock	1,189,780	6	" "	please.	....
.. Canal Stock.....	1,108,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'73	107
.. Canal Stock.....	2,572,000	6	" "	'74-'75	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	0,675,000	7	Jan. & July.	1877	110½
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	110½
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	28½
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	28
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	21
.. State (new) Bonds, 1867 to 1870	1,850,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	26½
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	....
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	....
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, skg f'd.....	1,600,000	6	" "	1876	99
.. Loan of 1860 Bonds, skg f'd.....	1,496,300	6	" "	1881	102
.. Loan of 1856 Bonds, skg f'd.....	2,400,000	6	" "	1886	103
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($24,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'7	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'7	....
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'8	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	77-'8	108
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'9	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'9	110½
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1870	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	97½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66...	1,233,186	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,760,600	6	April & Oct.	1888	16
.. .. .. '66.-'69.....	2,262,714	6	Jan. & July.	'87-'97	8
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R Bonds 1854.....	970,000	6	" "	'74-'76	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	600,000	6	April & Oct.	1899	....
Tennessee—($30,962,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	83
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	83½
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	85
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'76	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'90	35
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'90	35
.. State Bonds, sterling coupon.....	1,865,000	6	" "	'86-'90	....
.. Funded Interest, 1866-'67.....	6,692,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	438,280	5	" "	'86-'91	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,800,000	7	Jan. & July.	New York.	1888	104
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	99½
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	77
Special Mortgage to Penn.	3,500,000	6	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	6	Jan. & July.	Boston.	1891	43½
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	...
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	84
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(285 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla.R.R.)	466,000	7	May & Nov.	" "	1883	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R.R.)gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1853 '75	857,250	6	Jan. & July.	Baltimore.	1875	100½
Loan of 1850–'80	579,500	6	" "	"	1880	101½
Loan of 1853–'85	1,710,500	6	April & Oct.	"	1885	101½
Loan of 1855–'90 (Balt.) skg fd.	3,461,146	6	Jan. & July.	"	1890	....
Loan of 1870–'95 (stg.) skg fund.	3,620,320	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,493,016	6	" "	"	1902	....
3d Mort.(N.W. Va.R.R.)assumed	140,000	6	Jan. & July.	Baltimore.	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by B. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	97
Beloit and Madison (C. & N.W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Princeton.	1885	83
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	83
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1896	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	79
1st Mortgage (Equalization)	248,000	7	" "	"	1880	89
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	90½
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	...
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	24
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	45
Mass. L.(sec'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	95
Bonds of 1872 for $1,000,000	686,800	7	" "	"	1892	102

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Brunswick and Albany:						
1st Mort.(gold)end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,250,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	88½
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg fd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	50
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	99½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	98½
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,849	6	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,587,971	8	Jan. & July.	Boston.	1894	99½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1894	60
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	85
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	96
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd)g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	54½
Carthage & Burlington(C.B & Q.):						
1st Mortgage guar. and tax free.	600,000	8	May & Nov.	New York.	1879	...
Catawissa:						
1st Mortgage (old)	250,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	101½
Chattel Mortgage	158,350	6	" "	"	'80-'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	89
Cedar Rapids & Mo.Riv.(C&NW):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	83
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	83½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,000,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	44
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174 000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	3,612 700	7	" "	" "	1902	100½
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	106½
Loan of Leh. C. & Nav. Co.(assu'd)	2,310,000	6	J. A. & J. O	Philadelphia.	1897	....
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	91
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95–'99	92½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	100
State Aid B'ds(Int. by State)gold	1,500,000	7*	" "	" "	1885	102½
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88–'92	....
1st Mort. (S. Fr., Okld & Ala.)	500,000	8*	" "	San Francisco	1890	....
1st Mort.(San Joaquin V.D.)gold	6,090,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,158,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	805,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1860.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M.(gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	52
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	73½
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	999,400	6	Jan. & July.	Boston.	'75–'80	93
Chester Creek:						
1st Mortgage guar. by P.W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	100
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	106½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	97
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
3d Mort. (" ") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	110
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	650,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1900	....
Loan of 1872	6,983,225	7	Jan. & July.	Boston.	1896	97
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	98½
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	97½
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	98½
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	99½
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	98
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	99
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	41
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	92½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C&NW	592,000	7	Jan. & July.	Boston.	1880	93½
3d Mort. (now 2d) guar. C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	106
Funded coupons (193 m.)	780,000	7	May & Nov.	" "	1883	96
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	102
Appleton Ext. (28 m. & 76,000 ac.)	174,000	7	" "	" "	1885	89
Green Bay Ext. (26m & 76,000 a.)	284 000	7	" "	" "	1885	89
Equipm't (Engs & Cars $406,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,775,000	7	Feb. & Aug.	" "	1882	102½
2d Mort. (Gal. & Chic. 248 m.)	938,000	7	May & Nov.	" "	1875	99
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	...
Elgin & State Line(")	129,500	7	" "	" "	1878	...
1st Mort. (Peninsula 79m. & land)	331,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y)	3,105,000	7	F. M. A. & N.	" "	1915	86
Consol. gold bonds for $48,000,000	4,534,000	7*	June & Dec	" "	1902	79½
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil. R.R.) guar.	389,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi. R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	9,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic. & Mil. R. W.) guar	1,141,000	7	Jan. & July.	" "	1898	94½
1st Mort. (Bel. & Mad. R.R.) guar.	306,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000 pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000 pm	1,350,000	8	May & Nov.	New York.	1889	89
1st Mort. of Nov. 1, '71, $16,000 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C.B.&Q.):						
1st Mortgage for $10,000 per mile	.....	8	Feb. & Aug.	New York.	1901	100
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I. & Pac.)	8,600,000	7	" "	" "	1896	106
Chi. & Southwes'n (C., R.I. & Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1858	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	82½
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July	New York.	1896	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77 '87	70
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	714
1st Mort. (San., Day. & Cin.) S.F.	988,000	6	Feb. & Aug	Boston.	1900	75½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	84½
Cincinnati and Springfield:						
1st Mortgage for $2,000 000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	99½
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,000	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	..
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	700,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,388,000	7	May & Nov.	" "	1875	100
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July	" "	1892	93
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	97½
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1906	82½
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1900	60
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Rav.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	96
Notes payable, conv. at par	594,000	7	" "	"	1876	97
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A BCD & E $200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1,2,3,4.	88
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York	1880	....
Cowanesque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	58
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,231,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	95½
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	101
2d Mort. (Del., Lack. & Wtn.)	1,633,000	7	March & Sept.	" "	1881	104
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	102½
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1890	..
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1896	..

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds....	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds....	250,000	8	Feb. & Aug.	" "	1886	...
Detroit, Mon. & Tol. (L.Sh.&M.S):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	99
Dubuque and Sioux City:						
1st Mortgage tax free.....	894,000	7	Jan. & July.	New York.	1893	94
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen..	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar..	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free.....	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,000	7	March & Sept.	Philadelphia.	1888	101½
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage.....	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed.....	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	90
Eastern (Mass.):						
English Loan, July 1, 1862.... £.	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	99
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85.....	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88.....	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89.....	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82.....	1,500,000	7	March & Sept.	"	1882	93½
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1890	....
2 l Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	100
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	1872	60
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	103
2d Mortgage convertible.....	2,174,000	7	March & Sept.	" "	1879	98
3d Mortgage.....	4,582,000	7	" "	" "	1883	97
4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	96½
5th Mortgage convertible.....	709,500	7	June & Dec.	" "	1888	94
Buffalo Branch. 1st mortgage...	182,500	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	...
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	NY & London.	1920	....
Convertible bonds.....	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871.....	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage.....	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,049,000	7	Jan. & July.	" "	1895	....
Equipmen t Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L M.(& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1890	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage..	200,000	7	Jan. & July.	Providence.	1892	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	188,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx.f.	2,046,000	8	Maren & Sept.	" "	1883	....
R. & Holly lease, S.F. 25 000 p. a.)	476,000	10	May & Nov.	" "	1883	....
Construction Loan.....	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & uly	New York.	1899	....
Flushing & North Side (L. I.):						
1st Mortgage.....	1,025,000	7	May & N	N Y. & Lond.	1900	...
Fonda, Johnston & Gloversville:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20.000 p. m.....	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee...	500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment).....	300,000	8	April & Oct	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage.....	500,000	8	Jan & July.	"	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage.....	$477,683	7	May & Nov.	Boston.	1891	90
Frederick and Pennsylvania Line:						
1st Mortgage gold.....	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union (C.&N.W.):						
1st Mortgage.....	1,785,000	7	Feb. & Aug.	New York.	1882	102½
2d Mortgage.....	948,000	7	May & Nov.	" "	1875	99
Elgin and State Line Purchase..	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)...	681,000	7	Jan. & July.	Augusta	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage.....	220,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.).						
1st Mort., assumed by Lessees..	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees..	500,000	8	March & Sept.	" "	1879	96½
Grand Trunk (Ca.):						
Equipment Bonds £500,000.....	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350 000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838,385.	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,766 .	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock....	227,273	5	Jan. & July.	London.	perp.	...
Common (Company) Bonds....	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds....	2,993,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds....	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds....	4 867	5	" "	"	1881	....
Common (") Bonds....	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	New York	'81-'86	60
1st Mortgage not guaranteed....	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage.....	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.....	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage.....	675,000	7	May & Nov.	New York.	1896	80
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free.....	1,000,000	7	May & Nov.	New York.	1890	81
2d Mortgage.....	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	'71-'77	95
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(232m)	5?,000	10	" "	" "	1872	....
Five years' notes (277 m.).....	139,300	8	Various.	" "	1874	...
Fifteen years' bonds (277 m.)...	3,476,000	8	March & Sept.	" "	1885	79½
1st Mort. (Q. & Palm.R.R. 15 m.	600,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K. City & Cam. R R 55m.	1,200,000	10	Jan. & July.	" "	1886	90?
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,000	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co...	700,000	6	Jan. & July.	Philadelphia.	1883	102
Hartford and New Haven:						
1st Mortgage.....	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f d.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F.& PM):						
1st Mortgage guar., tax free.....	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage.....	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage.....	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869.....	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund,gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	" "	1885	103½
3d Mortgage.....	180,000	7	May & Nov.	" "	1875	104
Hudson Connecting (N Y&OMid):						
1st Mortgage gold.....	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia.	1890	103½
2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	96
3d Mortgage (Consol).....	1,261,000	7	April & Oct.	"	1895	63
Illinois Central:						
Construction bonds, cur. skg f'd.	2,742,000	7	April & Oct.	New York.	1875	100
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency....	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling.....	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	...
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	80
2d Mortgage.....	1,500,000	8	Jan. & July.	" "	1909	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co...	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co....	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,666,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mor tgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	81½
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	91
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	99½
Jackson, Lansing & Saginaw (MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1888	99½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	98
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	600,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	108½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	90
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1868	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1880	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1900	90
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB.78 m)ex.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL.&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	60
1st Mort. (2d Div. 253.94 m.)gold	4,068.000	6*	June & Dec.	" "	1898	60
1st M.(3dD.244.66m.& 3,000,000a)	8,455,000	7*	May & Nov.	N. Y., L. & F.	1899	....
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,921,000	7*	Jan. & July.	N. Y., L. & F.	1895	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.		1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
1st Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
2d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C. & Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	98½
Lackawanna & Bloomsb(D.L.& W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	200,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	78
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. sky fund gold tax free.	4,500,000	7*	Jan. & July.	N Y B'k & Ph.	1890	50
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1909	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,200,000	7	J. A. J. & O.	" "	1890	97
Consol. coupon July 1, 1870	1,209,000	7	Jan. & July.	" "	1890	97½
Bonds of Oct. 1, 1872	5,205,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore) Ap. 1, '69	1,498,000	7	" "	" "	1899	95½
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	100
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	96½
Sky Fund July 1, 1855 C. & Tol.	1,595,000	7	Jan. & July.	" "	1885	103
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	97½
1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	102½
2d Mort. Oct 31, 1857 "	2,692,000	7	" "	" "	1877	100
Mort. Nov. 1, 1858 Buff. & Erie.	.....	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1863 "	3,000,000	7	April & Oct.	" "	1893	97
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	99
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	90
1st Mort. Oct. 1, 1867 (Sch.& Tb R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. All.& Gr. R.)	240,000	8	" "	" "	1868	95½
1st Mort. July 1, 1863 (J.& Frank.)	468,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philad lphia	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo	355,000	7	Feb. & Aug.	New York.	1890	....
Leaven., Lawrence & Galveston:						
1st Mort. sky fund conv., gold	5,000,000	10	Jan. & July	N. Y. & Bost.	1890	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	.....	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,516,000	6	June & Dec.	"	1898	90
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	105
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	600,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wsn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1880	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	99½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	90
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1890	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cinsin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'95	....
Consol. M. for $6,000,000 (392 m.)	6,647,000	7	April & Oct.	" "	1898	88
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1885	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,380	7*	Jan. & July.	"	1898	96
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	87½
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oc	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1886	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (P.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	80½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	102½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	89½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	79½
1st Mort. (Scioto & H. Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1880	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	101½
Michigan Central:						
1st Mortgage, convertible	556,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	108
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	95½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	104
1st Mort. (Gr. Riv. Valley) guar.	1,900,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	94½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv.& W.Gap(E)						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,514,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	80
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	8,808,000	7	Jan. & July.	" "	1897	78
1st Mortgage (Minn. Cent)	192,000	7	" "	" "	1910	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	82
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	106
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	92
Milwaukee City Loan	233,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Win.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	.....	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $15,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	$20,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,384,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $3,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	1899	19½
2d Mort. Land Grant gold	1,000,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000pm.	1,050,000	7	April & Oct.	....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,000	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jan. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	945,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1888	...
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	...
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	...
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	104
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	102½
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	92
Construction bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1899	94½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.&Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	89
2d Mortgage gold	500,000	6*	April & Oct	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1,000,000	7	Jan. & July.	N. Y. & N. H	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie d bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	..
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	36
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.)						
1st Mortgage	300,000	6	March & Sept.	New York.	1895	....
1st Mortgage	200,000	7	Jan. & July.	" "	1868	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,600,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N Oto T 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	...
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	...
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	92½
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	101½
Bonds for B.& N. St'k(")	76,000	6	May & Nov.	" "	1883	99
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	88
Bonds for real estate (")	162,000	6	" "	" "	1883	88
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	90½
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	...
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1902	103½
Consol. Mort. for $40,000,000	.....	7	.....	.....	....	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	....
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1903	90
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	108,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1880	....
New York and New Haven:						
1st Mortgage	1,060,500	7	April & Oct.	New York.	1875	99½
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1864	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225 000	6	Jan. & July.	Philadelphia.	1885	99½
2d Mortgage	5,000,000	7	May & Nov.	"	1896	101
Chattel Mortgage	300,000	10	April & Oct.	"	1877	105
North Shore (L. I.)						
1st Mortgage	155,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd.	2,500,000	6	Jan. & July.	"	1885	93
3d Mortgage skg fd.	1,223,000	6	April & Oct.	"	1900	97½
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	95
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	99½
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	26
Norwich & Worcester(P.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	6	Jan. & July.	Boston.	1878	93
Equipment Mortgage	200,000	8	" "	" "	1879	93
Sinking Fund Bonds	600,000	8	March & Sept.	" "	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage	6,694,000	7	Jan. & July.	New York.	1898	90
Consolidated 1st Mortgage, stg.		7*	" "	London.	1898	....
Consolidated 2d Mortgage	3,529,000	7	April & Oct.	New York.	1911	70
2d Mortgage, (W. Div.)	433,000	7	Jan. & July.	" "	1874	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bonds	50,000	7	May & Nov.	" "	1883	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	78½
1st Mortgage (War. & Pkln)	580,000	7	April & Oct.	"	1882	82½
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	40½
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	98½
Plain Bonds	485,000	6	April & Oct.	"	1875	95
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	102½
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm		7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	90
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	82
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	80
4th Mort. " "	574,000	6	March & Sept.	Alexandria.	1880	75
Consolidated Mort	1,645,500	7	Jan. & July.	New York.	1882	91
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1885	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(O.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	93
Owensboro' and Russellville:						
1st Mortgage for $1,500,000		8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	79½
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	70
Income Bonds	1,500,000	7	" "	" "	1892	....
St. Louis County Bonds	700,600	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama.						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,889,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,970,000	7	Jan. & July.	Philadelphia.	1880	103
2d Mortgage (")	2,583,600	6	April & Oct.	"	1875	99½
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	19,490,760	6	J. A. J. & O.	Philadelphia.	1910	90
State lien for $17,500,000, skg Fd	5,851,700	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	512,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	316,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	101½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	500,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	89
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	84½
Gen'l M. for $20,000,000, gold sr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	83
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (Instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¾ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9¼ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,138,900	6	Jan. & July.	Philadelphia.	1893	80
Loan of 1870, convertible	28,000	7	" "	"	1880	....
Mortgage Loan of 1857, conv	88,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	101½
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	104
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	101
Consolidated Mortgage June 1, 1871. — Dollar registered	3,414,000	7	" "	"	1911	101½
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	..
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	668,000	6*	" "	" "	1911	102½
Consolidated Mortgage June 1, 1871. — Dollar coupon	332,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv	6,690,985	7	Jan. & July.	"	1893	100½
New Improvement Mort. loan	6,631,615	6*	April & Oct.	Phila.or Lond.	1897	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,600	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866	400,000	6	April & Oct.	"	1876	99
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	65
1st Mort. (Steub. & Ind.) conv	3,000,000	6	monthly.	New York.	1884	72
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	86½
2d Mort. (Balt. Loan) of 1866	1,000,000	6	" "	"	1886	65
1st Mort. (Turtle Cr. Div.10¼ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105½
1st Mortgage (Series B)	875,900	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	101
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	95½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000		7	Jan. & July.		1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000		7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000		6*	May & Nov.	"	1901	....
Portland and Ogdensburg(Vt.):						
1st Mortgage gold, for $2,300,000		6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000		7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1889	....
Poughkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	18	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	99
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	99½
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitch.)	400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'78-'90	67½
Rich., Fredericksbg & Potomac						
Sterling Loan	87,777	6*	Jan. & July.	London.	1876	....
Dollar Loan	$95,500	8	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	130,500	7	June & Dec	Richmond	1875	....
1st Mortgage	175,000	8	April & Oct.		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$2,000,000	7*	Feb. & Aug	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.)	827,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	72½
Equipment Mortgage	500,000	8	March & Sept.	"	1880	75½
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1890	....
1st M.(W.D)land grant, g'd tax fr	16,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	89
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	73
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	93
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,029,000	7	April & Oct.	New York.	1894	93
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	84
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,399,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1896	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1896	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands).	2,023,000	7	Jan. & July.	" "	....	....
General Mort. (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands.	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1890	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage	228,900	6	Feb. & Aug.	Boston.	1878	90½
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	100
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	6,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	92
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.).						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	80
South Pacific (Atl. & Pac.):						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1895	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	93
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,000,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1888	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1888	....
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1878	90½
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,600,000	7	June & Dec.	New York.	1894	79
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	80½
2d Mortgage (W. Div.) 117 m.	1,300,000	7	April & Oct.	" "	1886	58
Equipment Mort. sinking fund	94,000	6	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	58
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	....
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,600	7	.....	New York.	1883	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, unr.	100,000	7	Jan. & July.	Troy.	1876	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1886	....
3d Mortgage	650,000	7	May & Nov	" "	1876	....
Convertible Bonds	648,000	7	"	" "	1892	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	95½
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M. (Gt. W. Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1893	91
1st Mort. (Quincy & Tol. 34 m.)	500,000	7	May & Nov.	" "	1890	88
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	90½
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T. Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	82½
2d M. (Gt. W. Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	77⅛
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	67
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	72
1st M. (Dec. & East St. L. 109m.)	2,700,000	7	" "	" "	1900	80½
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland (R. & Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	86½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,198,000	7	April & Oct.	" "	1899	78½
Income Mortgage	7,563,000	10	March & Sept.	" "	1874	82½
Omaha Bridge B'ds, stg. £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M. K. & T.):						
1st Mortgage gold, skg fund	3,505,000	6*	Jan. & July.	New York.	1890	....
Unica & Titusville (O. C. & A. Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	98½
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883 (Camden & Amb'y)	1,700,000	6	" "	Philadelphia.	1883	90½
Loan of 1880 " "	866,000	6	June & Dec.	Princeton.	1889	87½
Consolidated (mort.) Loan of 1880	5,000,000	6	May & Nov.	Philadelphia.	1889	98½
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £380,000	1,800,000	6*	" "	" "	....	....
Loan of 1888	154,000	6	" "	" "	1888	....
Bond to State of New J. (NJ Co)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer. (U. Co's)	500,000	7	....	....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y. & Utica.	1878	....
Utica, Chen. & Susq. Val. (D. & H. C.):						
1st Mortgage	.....	7	....	....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	22
2d Mortgage consolidated	1,500,000	7	" "	"	1891	7½
1st Mort. (Stan., Sheff. & Ch. R. R.)	443,800	7	Jan. & July.	"	1887	60
Guar. Stock (Vt. & Ca. R. R.)	795 500	8	June & Dec.	....	....	70
Equipment Mortgage	1,000,000	8	May & Nov.		'76-'77	65
Equipment Mortgage	1,000,000	8	" "		1889	65
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,429	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee (A. M. & O.):						
1st Mortgage	494,000	6	Jan. & July.	N. Y. & Lynch.	1873	....
Enlarged Mortgage	990,000	6	" "	" "	1884	....
4th Mortgage	846,000	8	March & Sept.	" "	1900	82
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,590	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L. & W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin (O. C. & A. R. R.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	75
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $3,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R. W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	101½
Western of Alabama:						
1st Mortgage (Western R. R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage (M. & W. Point R. R.)	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	818,400	....	....	....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	61
1st Mort. endor. by Balt.	200,000	6	" "	"	1890	97
2d Mort. " "	300,000	6	" "	"	1890	97
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	90
2d Mortgage preferred	600,000	6	" "	"	1895	61
3d Mortgage endor. by Balt.	875,000	6	" "	"	1900	97
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1890	85
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M. & St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863, gr. by C. & A.	400,000	6	March & Sept.	Camden.	1883	83
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	96
Consolidated mort. Apr. 1, 1869	1,000,000	7	April & Oct.	"	1890	101½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N. Y. or Lond.	1896	84½
Whitehall & Plattsburg (M. & P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	68½
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	89½
2d Mortgage coupon or regis.	723,600	7	Jan. & July.	"	1902	79
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.	2,750,000	7	Jan. & July.	New York.	1890	80
2d Mortgage $12,000 p. m.	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G., gold S. F. $25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,372	6	Jan. & July.	Philadelphia.	1886	87½
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	6*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	107
Delaware Division (L. C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage $20,000 p. m. — 1st series, Nov. 1, 1867	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage re-registered — 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	106
1st Mortgage re-registered — 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	107
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg.	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	95
Mortgage Loan reg.	2,000,000	6	F. M. A. & N.	"	1897	94
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	97½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	99½
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	87
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	99
2d Mortgage	285,000	6	" "	"	1876	96
Boat Loan, sinking fund	236,965	7	" "	"	1885	98
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	5	Jan. & July.	Philadelphia.	1887	70
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation (Ph. & Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1883	72½
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	260,000	6	May & Nov.	"	1870	75
Boat and Car Loan	756,650	6	" "	"	1888	72
Boat and Car Loan	628,100	7	" "	"	1889	90
Coupon Bonds	1,079,900	6	Jan. & July.	"	1895	75
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	72½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg.	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	2,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1900	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

The asterisk (*), occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	3	106	Adirondac.....New York.	2,728,692	*	.....	7,000,000	3,763,000	930,000	1,963,756	—	60.2	.....	.....	.....	.....	.....	—	100	.....
May 31, 1872	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	81.8	—	4.6	—	18	8	2	101	Alabama Central †.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	—	—	92.8	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	142.0	—	87.1	—	21	24	12	749	Albany and Susq. (D. & H.).....New York.	7,463,572	*	.....	.....	5,000,000	4,467,000	.....	.....	164.0	(Del. &	Hud. Cana	l Co.)	1,341,228	423,821	7	100	94½
Sept. 30, 1872	51.0	—	2.0	—	3	4	1	21	Alexandria and Fredericksburg †.....Va.	2,500,000	*	.....	.....	—	1,000,000	.....	—	51.0	.....	.....	.....	.....	.....	—	100	.....
Jan. 31, 1873	132.0	—	44.9	112.0	.....	.....	.....	.....	Allegheny Valley.....Pennsylvania.	13,200,000	*	.....	.....	2,256,300	12,389,000	.....	—	132.0	.....	.....	.....	2,239,158	960,684	—	50	.....
Nov. 30, 1872	35.8	—	1.6	—	—	—	—	—	Allentown.....Pennsylvania.	1,147,225	*	.....	.....	567,544	—	579,681	—	35.8	.....	(Phila.& R	eading R.	R.)	.....	—	50	.....
Dec. 31, 1872	20.5	—	2.0	—	5	10	2	45	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	—	.....	95,000	20.5	.....	.....	.....	.....	.....	—	50	.....
Dec. 31, 1872	57.0	—	2.8	28.0	—	—	—	—	Arkansas Central (3 ft.) †.....Arkansas.	.....	.....	.....	.....	.....	15,000pm	.....	.....	—	.....	.....	.....	.....	.....	—	100	.....
Mar. 31, 1873	23.6	—	1.9	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	.....
Nov. 30, 1872	465.0	—	23.3	200.0	.....	.....	.....	.....	Atchison, Topeka & Santa Fe.....Kansas.	20,000,000	*	.....	.....	8,615,000	10,564,500	570,000	—	—	.....	.....	.....	7,500	.....	—	100	.....
Sept. 30, 1872	30 4	—	0.9	—	2	2	1	17	Athol and Enfield.....Massachusetts.	905,873	7,555	44,400	.....	520,000	293,400	44,605	3,814	30.4	(In prog	ress to N.	Mexico.)	.....	.....	—	100	10
June 30, 1872	86.7	—	8.9	—	19	6	5	119	Atlanta and West Point.....Georgia.	1,200,129	*	.....	.....	1,232,200	22,000	.....	—	86.7	.....	.....	.....	.....	.....	8	100	.....
Sept. 30, 1872	387.3	38.2	149.4	—	166	52	26	3,117	Atlantic and Great West. N.Y. Penn. & O.	80,992,240	*	.....	.....	24,000,000	56,992,240	.....	—	565.8	.....	.....	.....	5,451,229	855,670	—	100	.....
Dec. 31, 1872	287.0	110.0	16.8	165.0	26	19	6	338	Atlantic and Gulf †.....Georgia.	7,592,283	*	162,387	.....	4,479,677	3,294,700	330,991	—	347.5	635,350	93,234	.....	983,966	339,539	—	100	.....
Sept. 30, 1872	406.0	20.0	31.0	160.0	78	29	18	832	Atlantic, Mississippi and Ohio...Virginia.	17,765,914	*	8,718,987	.....	6,921,900	14,889,843	.....	—	428.0	1,427,688	232,575	630,583	1,969,053	734,328	—	100	.....
May 31, 1873	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina †.N. Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	—	95.0	.....	(No return	ns furnish	ed.)	.....	.....	—	100	.....
Dec. 31, 1872	364.0	—	18.2	200.0	.....	.....	.....	.....	*Atlantic and Pacific* †.Missouri & Ind. Ter.	.....	*	.....	.....	15,000,000	12,500,000	.....	—	328.2	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,089	—	—	—	3,994,900	3,483,848	201,089	—	—	.....	.....	.....	.....	.....	4	100	.....
Nov. 30, 1872	53.0	—	2.7	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	*	.....	.....	783,700	129,000	.....	—	—	.....	.....	.....	.....	.....	7	100	.....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Geneseo and Mount Morris..N. Y.	245.000	*	.....	.....	194,250	20,000	20,000	—	19.1	21,302	43,209	4,901	83,299	6,001	—	100	.....
Nov. 30, 1872	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	—	53.2	.....	(Leased to	Pennsylv	ania.)	.....	.....	—	100	.....
Sept. 30, 1872	379.6	—	802.7	—	383	205	52	7,904	Baltimore and Ohio †.....Md. & W. Va.	31,170,756	7,995,856	13,423,332	3,424,536	16,704,762	12,466,689	700,873	26,152,269	454.6	9,172,997	.....	.....	10,654,472	4,582,072	8	100	168
Sept. 30, 1872	30.0	—	39.9	—	—	—	—	—	Washington branch †.....Maryland.	1,650,000	—	—	642,300	1,650,000	20,000	—	622,300	30.0	476,800	.....	.....	480,645	335,735	10	100	175
Sept. 30, 1872	103.5	—	21.8	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	10,000,000	—	—	—	5,680,685	593,500	—	—	103.5	1,003,407	.....	.....	526,803	114,541	—	100	11
Dec. 31, 1872	32.0	—	3.2	89.0	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	32.2	(Opened	to Washi	ngton, Ma	y 1, 1872.)	.....	.....	100	7
Dec. 31, 1872	33.4	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	—	—	650,000	250,000	.....	—	—	(Operat	ed by Ma	ine Centr	al.) †	36,000	—	50	.....
Dec. 31, 1872	67.0	—	6.7	—	30	21	8	967	Belvidere Delaware.....New Jersey.	3,876,842	*	.....	.....	995,300	2,244,500	1,228,128	.....	67.0	.....	.....	.....	835,380	218,608	—	100	.....
Sept. 30, 1872	22.0	—	2.0	—	—	—	—	—	Berkshire.....Mass.	600,000	—	8,000	—	600,000	—	—	—	22.0	58,408	80,192	174,297	120,291	42,045	7	100	72½
Sept. 30, 1872	15.6	—	5.7	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	468,000	—	—	—	—	.....	.....	.....	.....	.....	5	100	.....
Sept. 30, 1872	201.6	48.0	316.8	—	206	181	46	4,113	Boston and Albany.....Mass. & N. York.	19,890,414	4,411,338	1,071,646	2,106,438	19,664,100	3,037,000	546,724	4,237,012	268.3	4,883,071	5,247,576	2,732,907	9,259,599	2,362,615	10	100	131½
Sept. 30, 1872	25.2	—	2.0	0.8	4	4	2	50	Boston, Barre and Gardner.....Mass.	763,114	104,775	30,824	4,023	736,240	—	153,849	12,147	28.0	82,064	85,157	17,499	69,356	7,550	—	100	.....
Sept. 30, 1872	42.9	—	2.0	—	21	22	12	434	Boston, Clinton and Fitchburg.....Mass.	1,430,328	646,052	110,250	95,736	872,000	1,250,000	62,586	97,180	90.2	441,745	467,966	317,043	576,413	192,795	—	100	66½
Mar. 31, 1873	93.5	—	12.8	—	23	24	10	478	Boston, Concord and Montreal.....N. H.	2,850,000	*	218,300	327,759	1,800,000	1,050,000	29,603	516,456	139.0	.....	171,511	92,186	670,349	131,715	6p	100	.....
Sept. 30, 1872	26.8	16.0	45.8	—	37	46	20	940	Boston and Lowell.....Mass.	2,469,955	252,345	2,565,759	258,142	2,852,900	1,771,024	542,860	374,417	71.8	741,981	1,949,688	620,053	1,293,909	241,016	8	500	107½
Sept. 30, 1872	80.3	8.5	84.9	38.6	61	102	28	975	Boston and Maine.....Mass., N. H. & Me.	6,728,333	1,144,587	775,992	525,480	6,816,834	—	1,341,862	1,016,686	153.8	1,215,996	4,135,469	520,722	2,004,672	504,116	10	100	106½
Sept. 30, 1872	44.0	14.5	65.0	—	38	67	11	482	Boston and Providence.....Mass. & R. I.	3,691,138	207,400	573,542	258,320	3,950,000	—	356,478	427,922	66.5	239,132	782,246	765,733	1,716,399	465,347	10	100	148
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa.....Canada.	2,647,004	*	.....	.....	424,704	1,667,200	.....	—	85.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	172.0	—	12.0	70.0	18	12	6	171	Brunswick and Albany†.....Georgia.	10,548,000	*	.....	.....	4,898,000	5,650,000	350,000	—	—	(Com	pany in ba	nkruptcy.	)	.....	—	100	.....
Sept. 30, 1872	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	*	.....	.....	2,286,000	583,500	.....	—	43.2	(Erie	Railway	Co.)	.....	40,600	—	100	.....
Sept. 30, 1872	43.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.....N. Y. & Penn.	1,546,930	*	.....	.....	428,717	700,000	548,229	—	—	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	142.0	—	12.7	—	—	—	—	—	Buffalo, New York & Erie...N.Y. & Penn.	3,330,000	*	.....	.....	950,000	2,380,000	.....	—	—	(Erie	Railway	Co.)	.....	233,100	7	500	.....
Sept. 30, 1872	117.0	—	5.9	—	.....	.....	.....	.....	Buff., New York and Phila. N.Y. & Penn.	3,064,271	*	.....	.....	1,690,707	1,876,500	430,605	—	88.0	(Opened	to Empor	ium, Pa.)	139,145	17,300	—	100	.....
Dec. 31, 1872	219.0	79.0	14.0	—	24	16	7	525	Burl., Cedar Rapids and Minnesota. Iowa.	7,600,000	*	.....	.....	5,400,000	2,200,000	.....	—	332.0	.....	.....	.....	995,129	283,302	—	100	.....
Dec. 31, 1872	120.0	—	6.0	100.0	.....	.....	.....	.....	Burlington and Southwestern. Iowa & Mo.	3,000,000	*	.....	.....	1,200,000	1,750,000	.....	—	—	.....	(In prog	ress.)	.....	.....	—	100	.....
Feb. 28, 1873	158.0	—	.....	143.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	10,000,000	*	.....	.....	12,000,000	8,000,000	.....	—	—	(Compl	eted to Mo.	Line May,	1873.)	.....	—	100	.....
Dec. 31, 1872	160.0	—	8.0	—	—	—	—	—	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	—	160.0	(Recently	completed	.)	.....	.....	—	100	.....
Dec. 31, 1872	61.2	—	92.9	—	—	—	—	—	Camden and Amboy.....New Jersey.	9,458,328	.....	.....	.....	5,847,800	.....	.....	.....	—	(Pennsy	lvania R.	R. Co.)	.....	.....	10	100	.....
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	100	Camden and Atlantic.....New Jersey.	1,790,623	376,195	138,364	32,388	1,216,870	1,058,400	54,907	9,384	67.0	213,639	417,186	69,224	467,036	212,119	8½p	50	60
Dec. 31, 1872	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co...New Jersey.	716,362	—	—	—	332,925	338,000	44,437	—	—	(Pennsy	lvania R.	R. Co.)	—	—	6	100	.....
Dec. 31, 1872	28.5	—	4.8	61.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	—	5,886	.....	683,467	3,776	3,800	28.5	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1873	229.0	63.0	29.2	—	.....	.....	.....	.....	Canada Southern.....Canada.	.....	.....	.....	.....	8,000,000	8,760,000	.....	—	—	(Recently	completed	.)	.....	.....	—	100	.....
Sept. 30, 1872	71.6	22.4	7.8	18.0	10	23	12	160	Cape Cod.....Mass.	1,245,594	237,393	46,392	16,647	1,022,330	349,000	132,591	43,985	94.0	210,684	286,417	75,147	321,798	86,737	8	60	.....
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2	—	31	Carbondale and Shawneetown....Illinois.	562,550	*	.....	.....	355,500	200,000	7,150	—	18.0	(Opened	Dec. 30, 1	871.)	.....	.....	—	100	.....
Sept. 30, 1872	18.0	—	0.6	10.0	2	—	—	3	Carthage, Water'n & Sack. Harbor..N.Y.	561,139	*	.....	.....	455,433	150,000	.....	—	18.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	20.0	4.0	8.0	—	6	3	2	517	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	.....	426,000	.....	—	24.0	.....	.....	.....	.....	.....	6	25	.....
Oct. 31, 1872	94.0	4.5	8.5	—	21	9	5	602	Catawissa.....Penn.	6,098,850	*	.....	.....	4,359,500	1,739,850	.....	—	—	(Leased	Nov. '72 to	Ph. & Rdg.	)	572,104	183,169	7 p.	50	31½
Sept. 30, 1872	14.8	—	1.3	—	2	2	2	14	Cazenovia and Canastota.....New York.	538,006	*	.....	.....	294,529	250,000	29,250	—	14.8	.....	.....	.....	25,885	4,391	—	100	.....
Dec. 31, 1872	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	—	—	—	(Illinois	Central.)		123,646	113,400	—	100	.....
Dec. 31, 1872	271.6	2.4	22.1	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,233,000	—	—	—	7,619,000	3,614,000	—	—	—	(Chic. &	North We	stern R. R.	)	.....	—	100	.....
Dec. 31, 1872	100.0	—	15.0	250.0	6	6	3	131	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	101.0	(No re	turns furn	ished.)	.....	.....	—	100	.....
Nov. 30, 1872	192.0	—	29.7	—	53	44	27	792	Central of Georgia.....Georgia.	5,000,000	*	1,628,457	1,022,692	5,000,000	1,389,000	341,663	—	284.0	.....	169,119	.....	1,656,154	699,308	10	100	.....
Dec. 31, 1872	202.0	—	16.6	24.0	22	8	6	301	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	—	202.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	22.0	4.0	3.9	—	3	7	—	22	Central of Long Island.....New York.	1,459,616	*	.....	.....	297,800	687,000	479,598	—	—	(Flushi	ng & N. S	ide R. R.)	.....	.....	—	100	.....
Dec. 31, 1872	74.0	6.7	211.5	—	227	128	47	9,082	Central of New Jersey.....New Jersey.	12,421,935	7,882,235	7,649,492	4,810,442	20,000,000	9,209,000	3,058,154	—	291.0	4,889,891	4,478,513	1,490,689	7,120,718	1,957,538	10	100	106½
Dec. 31, 1872	137.0	—	31.2	—	40	28	24	737	Central Ohio.....Ohio.	5,499,949	*	.....	.....	2,845,500	2,500,000	.....	—	137.0	.....	.....	.....	989,327	170,721	6	50	85½
Dec. 31, 1872	883.0	389.0	110.4	600.0	187	168	40	3,307	*Central Pacific* †.....Cal. Nev. & Utah.	130,485,693	5,022,693	5,458,198	2,613,287	64,283,190	81,939,680	422,041	7,483,960	1,158.0	.....	588,833	746,153	11,963,641	6,962,302	—	100	72½
Dec. 31, 1872	194.6	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta.....S.Car.	5,512,000	*	256,090	.....	2,578,000	3,100,000	.....	—	194.6	.....	.....	.....	652,107	439,718	—	100	.....
Dec. 31, 1872	22.0	—	5.0	—	—	—	—	—	Chartiers.....Pennsylvania.	1,127,313	*	—	13,897	628,000	500,000	3,150	—	22.8	39,140	.....	.....	60,440	20,440	—	50	.....
Sept. 30, 1872	428.0	—	42.8	72.0	45	27	18	761	Chesapeake and Ohio.....Va. & W. Va.	26,542,490	*	789,785	2,836,883	18,398,407	18,624,953	3,387,461	—	227.0	511,476	141,873	115,473	777,632	288,687	—	100	.....
Jun. 30, 1872	40.7	0.8	2.0	—	2	.....	.....	.....	Chester and Tamaroe.....Illinois.	1,000,000	*	.....	.....	1,000,000	660,000	80,000	—	41.5	(Opened	March 187	2.)	.....	.....	—	100	.....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Year ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. &c.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Dec. 31, 1872	205.0	28.0	33.7	55.0	33	36	8	807	*Flint and Pere Marquette*.....Michigan.	4,765,602	1,135,131	694,565	284,284	3,297,300	5 380,000	1,048,609	1,244,673	268.0	888,227	509,975	344,550	1,183,612	456,118	—	100	....
Sept. 30, 1872	11.8	6.8	5.3	16.2	5	19	5	8	Flushing and North Side .....New York.	952,158	284,371	.....	.....	281,010	1,281,200	81,027	.....	18.1	176,515	1,256,278	.....	281,844	86,495	—	100	....
Sept. 30, 1872	10.0	—	1.0	—	3	2	1	10	Fonda, Johnstown and Gloversville..N. Y.	498,732	*	.....	.....	300,000	300,000	41,382	.....	10.0	35,056	99,890	25,897	78,023	38,198	—	100	....
Dec. 31, 1872	100.0	—	5.2	—	6	6	3	237	Ft. Wayne, Jack. & Saginaw..Ind. & Mich.	3,000,000	313,000	25,000	.....	1,050,000	2,000,000	.....	.....	100.0	.....	.....	.....	280,647	123,591	—	100	....
Jun. 30, 1872	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	(Sold J	anuary	1, 1872.)	.....	1,000,000	2,300,000	.....	.....	109.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	26.0	—	3.3	—	3	1	—	90	Framingham and Lowell.....Mass.	1,021,792	182,062	.....	58,170	499,896	650,000	112,698	30	—	(Boston	,Clinton &	Fitchb'g.)	224,815	28,574	—	100	....
Dec. 31, 1872	11.5	—	1.3	—	2	3	—	21	Freehold and Jamesburg.....N. Jersey.	283,745	.....	.....	.....	283,745	.....	.....	.....	22.0	67,460	171,400	43,411	57,773	14,152	—	100	....
Feb. 28, 1873	85.0	—	9.0	150.0	9	6	4	126	Galv., Harrisburg & San Antonio..Texas.	2,258,402	287,906	.....	61,090	2,051,468	552,840	.....	.....	85.0	36,210	8,664	27,637	160,424	93,422	—	100	....
Dec. 31, 1872	50.0	—	10.0	—	15	9	4	284	Galveston, Houston & Henderson..Texas.	2,522,063	398,639	234,423	14,796	1,000,000	1,500,000	360,653	311,091	50.0	198,167	86,845	179,666	751,054	366,017	—	100	....
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Georgia.	4,156,000	*	1,335,369	415,006	4,200,000	676,500	137,240	853,233	232.0	1,103,551	.....	.....	1,623,454	490,196	8	100	....
Jun. 30, 1872	111.0	—	5.5	—	8	4	4	302	Gilman, Clinton & Springfield.....Illinois.	4,000,000	*	.....	.....	2,000,000	2,000,000	.....	.....	111.0	87,808	.....	67,361	156,750	33,525	—	100	....
Sept. 30, 1872	11.6	—	0.3	3.1	—	—	—	—	Goshen and Deckertown .....New York.	290,901	.....	.....	.....	105,000	246,500	8,000	.....	—	(Leased	to Erie)		21,500	21,500	6	100	....
Dec. 31, 1872	263.7	26.0	18.2	35.0	34	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	4,807,993	1,114,214	128,797	4,748,996	2,800,000	3,000,000	.....	.....	289.7	.....	491,010	311,670	949,781	505,640	—	100	....
Mar. 31, 1873	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	—	(Leased	by Michig	an Centra	l R. R. Co.)		—	100	....
Dec. 31, 1872	857.0	62.0	871.0	—	361	260	80	4,636	Grand Trunk †.....Canada.	106,900,746	*	5,197,215	1,348 999	16,977,803	91,597,296	4,870,346	1,515	1,377.0	6,754,570	1,718,273	1,535,296	8,935,970	1,803,921	—	100	....
Jan. 31, 1873	229.0	216.0	102.0	—	177	146	39	3,136	Great Western †.....Canada.	33,941,675	*	.....	.....	24,167,4-7	10,816,000	.....	.....	569.0	4,416,442	.....	.....	5,732,870	2,989,050	6½	100	....
Sept. 30, 1872	8.0	—	0.5	—	—	—	—	—	Greene.....New York.	348,877	.....	.....	.....	200,000	.....	.....	.....	8.0	20,824	37,773	151,848	35,718	5,611	6	100	....
Feb. 28, 1873	151.0	—	5.0	49.0	9	5	3	300	Green Bay and Lake Pepin....Wisconsin.	3,400,000	*	.....	.....	1,500,000	2,400,000	.....	.....	—	(Not	regularly o	perated.)	.....	.....	—	100	....
Sept. 30, 1872	14.0	—	0.8	—	—	—	—	—	Greenwich and Johnsonville...New York.	304,416	.....	.....	.....	130,098	135,500	11,086	.....	14.0	17,528	17,488	9,553	30,358	12,528	—	100	....
Mar. 31, 1873	66.0	—	4.0	180.0	7	3	1	72	Gulf Western Texas and Pacific.†..Texas.	2,500,000	*	.....	.....	.....	1,386,000	.....	.....	....	68,000	9,506	35,874	232,979	128,161	—	100	....
Dec. 31, 1872	4.9	0.8	0.5	—	2	9	3	6	Hackensack and New York..New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)		—	100	....
Dec. 31, 1872	28.0	—	1.4	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	.....	.....	.....	560,000	299,600	.....	.....	—	(Leased	by Erie at	55 p. c. of	earnings.)		—	100	....
Jun. 30, 1873	70.0	—	4.0	—	—	—	—	—	Hannibal and Central Missouri..Missouri.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	....
Jun. 30, 1873	46.0	6.0	2.8	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,000	675,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	....
Aug. 31, 1872	206.0	68.5	27.7	22.0	79	61	62	1,442	*Hannibal and St. Joseph* †.....Missouri.	23,297,728	*	.....	.....	14,250,828	9,146,900	.....	.....	274.5	1,648,638	320,838	415,363	2,464,670	670,529	—	100	28
Sept. 30, 1872	7.9	—	1.0	—	2	3	2	13	Hanover Branch.....Mass.	170,130	40,445	.....	21,124	123,550	.....	40,000	68,151	7.9	21,096	79,998	14,397	71,032	20,295	—	100	....
Oct. 31, 1872	12.2	—	0.9	—	6	5	2	30	Hanover Branch.....Penn.	201,372	68,000	.....	.....	116,850	.....	.....	.....	12.2	48,150	34,401	123,424	82,388	24,356	10	50	....
Sept. 30, 1872	116.0	2.0	7.2	—	9	5	1	146	Harlem Extension .....New York.	8,000,000	*	.....	.....	4,000,000	4,000,000	40,509	.....	118.0	277,969	137,337	105,349	317,748	Loss.	—	100	....
Oct. 31, 1872	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,182,550	.....	.....	.....	1,182,550	780,000	.....	.....	54.0	(Leased	by Pennsy	lvania R.R.	Co.)		7	50	102
Sept. 30, 1872	62.0	16.5	87.0	—	37	33	16	708	Hartford and New Haven..Conn. & Mass.	4,729,381	672,197	1,452,042	1,120,651	6,500,000	580,000	50,547	1,043,724	78.5	782,172	1,303,158	721,348	2,106,674	752,702	4½	100	....
Sept. 30, 1872	122.4	0.8	18.7	—	26	36	16	361	Hartford, Prov. & Fishkill..H.I., Ct. & N.Y.	4,201,486	598,875	.....	.....	2,037,910	2,055,500	100,000	200,519	130.0	541,442	1,267,771	266,912	1,004,040	367,533	—	100	....
Aug. 31, 1872	75.0	—	4.0	125.0	13	6	3	81	*Hastings and Dakota*.....Minn.	(Purchas	ed July	1, 1872 by	Mil. & S	t. Paul C	o. for $2,1	00,000.)	.....	75.0	.....	10,928	20,640	21,415	Loss.	—	100	....
Dec. 31, 1872	5.5	—	0.6	—	2	—	—	100	Hibernia Mine.....New Jersey.	148,838	*	.....	1,362	150,000	.....	.....	.....	5.5	.....	.....	100,379	54,401	33,629	40	100	....
Dec. 31, 1872	63.3	—	4.9	—	—	—	—	—	Holly, Wayne and Monroe .....Mich.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Flint &	Pere Mar	quette R.	R. Co.)	—	100	....
Sept. 30, 1872	10.3	—	0.8	—	—	—	—	—	Holyoke and Westfield.....Mass.	427,946	.....	.....	86	200,000	200,000	1,667	26,365	—	(New H	aven & N	orthamp.)	14,000	14,000	—	100	....
Sept. 30, 1872	74.0	—	7.0	—	16	16	8	389	Housatonic .....Connecticut.	1,864,871	340,687	.....	.....	2,000,000	400,000	335,213	42.248	162.2	274,960	282,741	242,218	528,115	117,529	—	100	....
Nov. 30, 1872	115.0	8.0	11.4	215.0	14	14	7	278	Houston and Great Northern†.....Texas.	3,361,361	*	751,494	589,503	2,400,000	1,925.915	46,956	260,487	123.0	123,257	24,819	36,583	260,767	81,329	—	100	....
Dec. 31, 1872	387.0	115.0	16.9	—	45	25	14	916	Houston and Texas Central †.....Texas.	15,000,000	*	.....	.....	820,000	10,040,000	.....	.....	349.0	.....	.....	.....	2,675,234	1,345,184	—	100	....
Oct. 31, 1872	45.0	29.5	15.5	—	23	6	5	116	Huntingdon and Broad Top Mt.....Penn.	3,159,769	*	.....	.....	1,330,750	2,153,500	117,441	.....	74.5	238,167	59,126	449,748	301,957	17,451	—	50	16
Dec. 31, 1872	705.5	—	130.4	—	197	117	45	4,585	*Illinois Central* .....Illinois.	34,061,196	*	10,248,460	614,081	25,500,000	19,423,707	.....	.....	1,107.0	5,888,226	1,352,156	2,039,321	8,026,754	2,108,107	10	100	94
Dec. 31, 1872	62.8	—	3.2	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	1,451,737	.....	.....	.....	960,000	960,000	.....	.....	—	(Leased	by Chicag	o, Burl. &	Quincy	Co.)	—	100	....
Jun. 30, 1872	85.0	—	2.9	67.0	6	.....	.....	.....	Indiana and Illinois Central.....Ind. & Ill.	3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	.....	—	(No	t operated	by Compa	ny.)		—	100	....
Dec. 31, 1872	202.5	10.0	38.0	—	65	23	9	1,752	Ind., Bloomington & Western..Ind. & Ill.	15,500,000	*	.....	.....	7,000,000	8,500,000	.....	.....	212.5	.....	.....	.....	1,350,691	.....	—	100	....
Dec. 31, 1872	179.0	—	21.2	—	58	40	12	1,121	Indianapolis, Cin. and Lafayette..Indiana.	13,988,000	*	.....	.....	5,500,000	8,700,000	.....	.....	179.0	1,211,206	.....	.....	1,764,369	592,056	—	50	16
Dec. 31, 1872	75.0	—	4.8	—	12	10	6	287	Indianapolis, Peru and Chicago..O. & Ind.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	72.0	—	12.0	—	58	34	16	1,407	Indianapolis and St. Louis.....Indiana.	3,927,197	*	241,216	424,409	600,000	3,338,000	654,822	.....	261.0	1,732,260	291,787	690,971	2,110,681	730,239	—	100	....
Dec. 31, 1872	117.0	—	18.0	—	6	7	3	197	Indianapolis and Vincennes.....Illinois.	4,618,436	*	51,118	164,475	1,402,000	3,150,000	277,029	.....	117.0	212,294	.....	.....	264,390	90,205	—	100	....
Dec 31, 1872	183.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	183.7	(Leased	by Ill. Cen	. R. R. Co.)	337,462	118,112	—	100	85
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	.....	.....	.....	1,314,000	1,314,000	.....	.....	73.0	(Leased	to Chicag	o & N. W	estern.)		—	100	....
Sept. 30, 1872	35.6	—	3.7	—	6	3	2	168	Ithaca and Athens.....New York.	1,236,150	*	.....	.....	494,162	600,000	103,302	.....	35.6	82,960	20,367	121,600	110,942	51,708	—	100	....
Dec. 31, 1872	13.0	1.0	1.8	—	3	2	1	146	Iron .....Ohio.	288,237	57,000	49,403	.....	129,550	.....	13,398	251,692	14.0	27,500	34,266	133,100	102,274	55,359	—	100	....
Oct. 31, 1872	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	280,000	18,000	.....	.....	400,000	100,000	.....	.....	11.0	11,350	.....	115,876	48,865	15,641	—	50	....
May 31, 1872	212.0	—	15.9	76.0	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	6,500,000	.....	.....	.....	1,976,100	4,195,000	.....	.....	166.0	(Leased	by Michig	an Centra	l.)		—	100	....
Dec. 31, 1872	36.5	—	7.2	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	.....	.....	.....	2,095,700	2,300,000	.....	.....	—	(Leased	by Erie R	ailway Co.	)	140,000	—	100	....
Dec. 31, 1872	108.0	116.0	22.6	—	41	37	12	744	Jeffersonville, Madison and Ind..Indiana.	6,888,000	*	1,059,864	162,891	2,000,000	4,888,000	1,214,013	7,853	224.0	1,061,102	558,633	468,236	1,267,280	469,670	7	100	....
Dec. 31, 1872	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago .....Illinois.	1,849,000	.....	.....	.....	1,500,000	349,000	.....	.....	—	(Leased	to Chicag	o & Alton	R.R. Co.)		7	100	85
May 31, 1872	44.5	—	3.7	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased	to Michig	an Centra	l R. R. Co.)		8	100	....
Oct. 31, 1872	4.6	—	9.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	.....	.....	.....	185,250	800,000	.....	.....	—	24,937	216,230	.....	182,384	85,157	—	50	....
Dec. 31, 1872	42.0	—	2.1	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	305,000	400,000	.....	.....	42.0	(No	returns f	urnished.)	.....	.....	—	100	....
Dec. 31, 1872	58.0	—	3.1	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	—	(Leased	to Lake S	.& M. So.)	103,800	103,800	6	100	....
Mar. 31, 1873	40.0	—	2.7	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	.....	.....	.....	250,000	640,000	.....	.....	—	(Leased	by Michig	an Central	R.R.Co.)	51,200	—	100	....
Mar. 31, 1872	260.2	60.0	15.2	—	21	17	17	283	Kansas City, St. Joseph & Co. Bl. Mo. & Ia.	8,626,158	*	.....	.....	2,789,413	6,131,500	.....	.....	260.2	.....	.....	.....	1,242,270	.....	—	100	....
Jun. 30, 1872	31.9	—	1.8	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	.....	.....	.....	720,000	720,000	.....	.....	—	(Leased	by Leav. L	awr. & Gal	R.R.Co.)	72,000	—	100	....
Dec. 31, 1872	638.6	34.0	22.6	—	88	53	16	1,074	Kansas Pacific.....Kansas & Col.	35,183,274	*	2,428,546	2,563,182	9,638,950	16,925,000	2,706,480	.....	672.6	2,475,270	179,182	348,966	3,732,718	1,494,447	—	100	....
Aug. 31, 1872	49.0	—	2.4	—	6	10	4	59	Knox and Lincoln .....Maine.	2,725,798	*	.....	138,306	361,492	2,395,000	.....	107,611	49.0	(Com	pleted Oct.	19, 1871.)	87,612	35,973	—	100	....
Oct. 31, 1872	80.0	—	18.0	—	25	10	4	1,515	Lackawanna and Bloomsburg .....Penn	3,398,452	722,792	.....	.....	1,335,000	2,250,000	193,261	.....	80.0	436,506	362,294	2,213,010	1 083,505	471,764	—	50	....
Dec. 31, 1872	90.3	—	2.5	93.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	.....	.....	.....	1,000,000	1,300,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	....
Dec. 31, 1872	36.0	—	1.8	79.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	.....	3,716,927	.....	3,000,000	1,500,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	....
Sept. 30, 1872	16.0	—	.....	124.0	—	—	—	—	Lake Ontario Shore Line.....New York.	1,541,456	.....	.....	.....	1,727,553	792,000	96,097	.....	—	(Not yet i	n operation.)		.....	.....	—	100	....
Dec. 31, 1872	541.8	595.2	583.2	—	418	160	69	8,640	Lake Shore & Mich. S.....P., O. Ind. & Ill.	63,047,176	12,384,187	7,315,307	1,515,979	50,000,000	26,495,000	6,350,020	1,417,630	1,136.5	13,477,534	4,382,243	17,591,629	5,118,598	8	100	72½
Jun. 30, 1872	37.9	—	.....	68.0	6	—	—	35	Lake Shore and Tuscarawas Valley..Ohio.	2,539,669	87,519	138,142	72,922	744,938	2.000 000	93,314	—	—	(Opened t	hrough in	July, 1873.)		—	100	....

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Years ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Property and Assets. Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1872	74.0	—	4.8	76.0	7	9	3	121	N. Y., Kingston & Syracuse..New York.	3,055,856	190,066	.....	.....	2,662,921	583,000	92,692	.....	74.0	101,685	163,267	69,137	219,368	60,974	—	100	....
Sept. 30, 1872	5.4	—	0.4	54.6	1	1	—	—	N. Y., Housatonic & North.N.Y. & Conn.	604,626	12,787	.....	.....	261,000	183,500	156,475	.....	—	(Leased	by Housatonic R. R. Co.)		3,010	—	100	....
Sept. 30, 1872	7.0	—	0.4	0.2	—	—	—	—	New York and Mahopac.....New York.	264,912	.....	.....	.....	265,000	.....	.....	.....	—	(Leased	by New York & Harlem R. R. Co.)		.....	—	100	....
Sept. 30, 1872	124.0	16.8	164.0	—	84	129	41	1,010	N. Y., N. H. & Hartford..N.Y., Ct. & Ma.	12,861,474	1,840,585	1,485,553	3,428,675	15,500,008	1,641,500	377,341	1,377,592	190.2	1,700,891	3,926,765	892,579	4,483,554	1,769,809	10	100	132
Sept. 30, 1872	62.5	—	27.5	—	20	19	7	99	N. Y., Providence and Boston..C. & R. I.	3,101,400	*	.....	.....	1,887,400	1,214,000	.....	.....	67.5	441,485	614,211	229,677	911,021	401,914	9	100	125½
Sept. 30, 1872	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	3,210,616	*	.....	.....	1,000,000	.....	.....	.....	—	(Leased	by New York Cent. R.R. Co.)		60,000	6	100	....
Jun. 30, 1872	35.3	—	3.3	—	5	1	1	134	Niles and New Lisbon .....Ohio.	1,047,364	108,287	.....	.....	500,000	500,000	59,584	96,067	35.3	112,067	48,554	336,167	179,553	88,216	—	100	....
Sept. 30, 1872	223.0	—	11.2	—	24	18	10	271	North Carolina †.....North Carolina.	4,947,741	*	344,672	337,271	4,000,000	553,413	592,030	483,241	223.0	478,580	140,397	113,126	(Rl'hm.&	Danv.)	—	100	....
Feb. 28, 1873	102.0	—	9.0	—	14	14	5	142	North-Eastern † .....South Carolina.	2,148,131	*	88,720	37,364	979,850	1,101,500	138,977	53,380	102.0	293,721	82,719	.....	395,463	159,695	—	100	....
Jun. 30, 1873	72.0	—	3.6	118.0	—	—	—	—	North Louisiana and Texas.....La.	(No accounts obtainable.)								72.0		(No accounts.)				—	100	....
Oct. 31, 1872	55.6	12.1	66.7	—	39	36	20	908	North Pennsylvania.....Pennsylvania.	7,086,930	1,208,779	1,524,750	.....	3,473,500	4,042,500	63,394	.....	67.7	617,092	889,571	880,119	1,836,938	592,322	5½	50	55
Dec. 31, 1872	95.0	45.3	33.3	—	30	21	10	689	Northern, of Canada.....Canada.	5,465,410	*	78,964	610,683	.....	5,819,963	261,561	3,533	140.3	746,838	212,080	313,664	894,774	180,541	—	100	....
Dec. 31, 1872	138.0	4.0	137.0	—	141	69	22	6,284	Northern Central †.....Md. and Penn.	11,666,830	3,223,438	2,750,000	928,678	5,842,000	11,040,602	1,464,215	222,099	317.0	3,288,463	1,110,110	4,769,895	4,598,820	1,161,769	6	50	70
Mar. 31, 1872	69.2	13.4	17.6	—	27	16	6	540	Northern New Hampshire ..New Hamp.	3,068,400	*	309,618	212,958	3,068,400	102,000	266,800	154,676	82.6	506,848	195,406	411,888	766,355	217,103	3	100	104½
Dec. 31, 1872	21.3	—	4.6	—	—	—	—	—	Northern New Jersey.....New Jersey.	527,452	*	872,548	.....	1,000,000	400,000	.....	.....	—	(Leased	to Erie Railway Co.)		278,054	37,604	8	100	....
May 31, 1873	153.0	106.0	....	1,441	72	16	6	1,554	Northern Pacific.....Minn., Dak. &c.	13,292,142	1,908,838	601,894	.....	.....	50,000p.m	.....	.....	559.0		(No statement published.)				—	100	....
Sept. 30, 1872	59.4	7.0	13.1	—	20	15	6	642	Norwich and Worcester †..Conn. & Mass.	2,463,983	*	84,700	109,188	2,364,400	759,000	35,526	731,947	66.4	410,089	372,841	346,367	771,602	293,528	10	100	126
Jun. 30, 1872	113.0	32.0	14.5	—	21	27	12	394	Nova Scotia.....Nova Scotia.	6,976,268	*	110,464	.....	.....	6,976,268	110,464	.....	145.0	.....	194,167	242,210	528,841	Loss.	—	100	....
Sept. 30, 1872	118.0	4.0	18.0	—	34	19	4	1,026	Ogdensburg and Lake Champlain...N. Y.	4,048,510	1,748,411	.....	.....	3,077,000	1,012,000	.....	.....	122.0	636,755	171,894	417,373	1,005,979	263,867	6	100	49
Dec. 31, 1872	10.0	2.0	3.8	—	2	—	—	96	Ogden Mine.....New Jersey.	452,994	*	.....	.....	450,000	.....	.....	.....	12.0	.....	.....	54,479	47,459	25,656	6	100	....
Jun. 30, 1872	340.0	53.0	24.0	—	122	57	24	2,422	Ohio and Mississippi ....Ohio, Ind. & Ill.	34,470,752	*	.....	.....	24,030,000	10,111,850	328,902	.....	393.0	2,852,763	404,765	708,799	3,343,845	984,008	—	100	22½
Oct. 31, 1872	120.0	8.0	53.7	—	32	19	5	328	Oil Creek and Allegheny River.....Penn.	8,554,547	1,008,681	.....	.....	4,959,450	3,680,000	.....	.....	123.0	749,668	559,926	676,500	1,285,554	461,531	6½	50	113
Sept. 30, 1872	131.3	19.4	50.6	15.0	45	95	16	607	Old Colony and Newport..Massachusetts.	8,095,654	*	441,553	586,443	5,103,506	3,521,000	467,989	581,156	150.7	1,110,675	3,711,345	510,434	1,897,438	630,249	6½	100	111½
Dec. 31, 1872	9.9	2.0	3.1	—	33	—	—	—	Orange and Newark.....New Jersey.	1,073,555	*	.....	.....	290,300	736,000	73,852	.....	11.9		2,984,817		203,094	24,633	—	100	....
Sept. 30, 1872	282.6	10.0	9.6	—	25	21	12	382	Orange, Alex. and Manassas Gap †....Va.	9,180,634	*	.....	.....	2,692,540	5,622,664	865,431	.....	292.6	713,252	196,894	161,434	988,371	403,598	—	100	....
Dec. 31, 1872	25.0	—	1.7	200.0	—	—	—	—	Osage Valley and Southern Kansas...Mo.	600,000	.....	.....	.....	375,000	200,000	25,000	.....	—	(Leased	by Pacific (of Mo.)R.	R. Co.)	35 p. c.		—	100	....
Sept. 30, 1872	28.6	—	3.8	—	—	—	—	—	Oswego and Rome.....New York.	960,953	.....	.....	.....	300,000	612,100	27	.....	—	(Leased	by Rome, Watertown & Ogd.	RR.Co.)	—		—	100	....
Sept. 30, 1872	35.0	—	46.7	—	11	12	4	258	Oswego and Syracuse .....New York.	1,114,844	330,270	.....	.....	1,144,400	180,000	.....	.....	35.0	282,069	171,932	232,801	354,880	73,878	2	100	....
Dec. 31, 1872	35.0	—	1.6	100.0	2	1	1	10	Owensboro and Russellville...Kentucky.	.....	.....	.....	.....	1,500,000	1,500,000	.....	.....	35.0	(In course of construction: no returns.)					—	100	....
Dec. 31, 1872	283.5	15.5	39.1	—	—	—	—	—	*Pacific* of Missouri †.....Missouri.	.....	.....	.....	.....	7,000,000	(Assumed by Leases.)			—	(Leased	by Atlantic & Pacific R. R. Co.)			5	100	39
Dec. 31, 1872	63.5	—	3.6	101.5	7	4	2	77	Paducah and Gulf .....Kentucky.	3,261,312	*	980,220	89,430	2,924,150	1,000,000	408,812	.....	63.5	469,289	22,920	21,589	95,261	35,845	—	100	....
Jun. 30, 1872	11.0	—	0.5	53.4	2	1	1	25	Painesville and Youngstown.....Ohio.	234,608	21,389	.....	.....	255,997	.....	.....	.....	11.5	(Under construction: no returns.)					—	100	....
Dec. 31, 1872	47.6	—	11.8	—	20	26	4	486	Panama.....New Granada.	10,000,000	*	.....	.....	7,000,000	2,993,177	.....	.....	47.6	.....	.....	1,718,680	1,232,602	10½	100	106½
Dec. 31, 1872	76.0	33.0	6.2	—	7	5	3	246	Paris and Decatur.....Illinois.	2,800,000	*	.....	.....	1,600,000	1,200,000	.....	.....	109.0		(No statement furnished.)				—	100	....
Dec. 31, 1872	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	600,000	.....	.....	.....	630,000	.....	.....	.....	—	(Leased	by Erie Rail'y Co.)		53,400	53,400	3½	100	....
Dec. 31, 1872	12.0	—	2.6	—	—	—	—	—	Paterson and Newark.....New Jersey.	996,162	.....	.....	.....	250,000	500,000	.....	.....	—	(Leased	by Erie Rail'y Co.)			35 p. c.	—	100	....
Dec. 31, 1872	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	.....	.....	.....	248,000	100,000	.....	.....	—	(Leased	by Rail'y Co.)		30,173	30,173	6	100	....
Feb. 28, 1873	67.3	—	3.9	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,576,000	*	.....	.....	1,500,000	1,076,000	.....	.....	—	(Leased	by Tol. Wab. & Win.	Co.)	.....	.....	—	100	....
Dec. 31, 1872	22.0	—	1.8	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,692	.....	.....	.....	342,150	160,000	36,542	.....	—	(Leased	by United Co.)		31,729	31,729	6	100	....
Dec. 31, 1872	18.0	—	1.1	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	.....	.....	.....	500,000	375,000	.....	.....	—	(Leased	by N. Jer. Sth'n R.R.	Co.)	.....	.....	—	100	....
Dec. 31, 1872	165.0	—	10.0	40.0	4	4	2	45	Peninsular.....Mich. Ind. & Ill.	4,916,283	*	.....	.....	1,996,000	2,779,000	142,262	.....	165.0	.....	83,491	46,333	109,913	Loss.	—	100	....
Dec. 31, 1872	354.9	69.0	546.9	—	593	292	112	11439	Pennsylvania.....Pennsylvania.	31,283,395	11,154,559	53,506,985	20,413,980	58,271,937	35,072,309	19,395,422	8,919,164	787.7	13,380,957	5,250,393	7,844,779	22,012,525	8,247,852	10	50	96
Dec. 31, 1872	47.0	15.9	57.0	—	23	8	—	2,540	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,967,500	.....	4,000,000	536,500	375,000	.....	47.0	.....	3,486	1,376,772	23,033	.....	20	50	280
Dec. 31, 1872	22.5	—	1.2	—	—	—	—	—	Pennsylvania and Delaware..Penn. & Del.	1,200,000	.....	.....	.....	482,297	700,000	.....	.....	—	(Leased	to Penna. R.R. Co.:	recently	opened.)		—	50	....
Dec. 31, 1872	104.3	12.1	35.9	—	18	2	—	1,218	Pennsylvania and N. York..N.Y. & Penn.	5,086,426	623,814	.....	.....	3,061,700	3,000,000	.....	.....	145.6	.....	190,309	1,268,527	1,608,287	437,135	—	50	....
Dec. 31, 1872	46.0	—	6.6	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	*	.....	.....	1,200,000	600,000	.....	.....	—	(Leased	by Chic. R. I. & Pac.	Co.)	125,000	8	100	....
Dec. 31, 1872	83.0	—	11.6	—	12	7	4	161	Peoria, Pekin and Jacksonville...Illinois.	3,289,700	*	.....	.....	1,289,700	2,000,000	.....	.....	83.0	280,093	77,372	124,505	302,552	.....	—	50	....
Dec. 31, 1872	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge..N. Jersey.	214,581	.....	.....	.....	57,200	100,000	57,381	.....	—	(Oper. by Penna.	R. R. Co.)	.....	.....	—	100	....
Dec. 31, 1872	64.0	18.0	8.0	—	12	9	5	120	Petersburg †.....Virginia.	1,817,985	*	323,905	43,388	1,324,200	500,000	361,083	.....	82.0	228,000	44,392	57,238	289,944	133,851	—	100	....
Oct. 31, 1872	46.0	—	6.0	—	9	7	3	95	Philadelphia and Balt. Cent. Penn. & Md.	1,806,209	177,474	.....	.....	220,606	2,600,000	53,413	.....	58.1	176,312	315,515	134,307	295,594	105,295	—	100	....
Dec. 31, 1872	287.6	—	114.3	—	130	38	20	2,955	Philadelphia and Erie †....Pennsylvania.	21,822,990	*	2,248,693	.....	8,448,000	14,750,000	892,983	.....	287.6	2,912,351	839,793	2,028,568	3,980,753	646,319	—	50	34
Dec. 31, 1872	17.1	3.1	13.7	21.0	24	45	13	192	Phila., Germantown and Norristown..Pa.	1,146,588	368,262	500,793	.....	2,231,900	.....	.....	.....	23.6	(Leased	by Phila. & Read'g.)		287,816	271,179	12	50	178½
Dec. 31, 1872	98.4	172.1	421.7	—	377	202	53	14138	Philadelphia and Reading..Pennsylvania.	45,922,674	*	24,888,327	2,675,996	34,236,175	33,120,804	4,172,014	1,958,004	708.0	7,248,778	6,383,991	9,573,405	12,125,038	4,823,300	10	50	113½
Dec. 31, 1872	26.6	—	36.3	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,534,479	.....	329,626	.....	1,259,190	.....	.....	275,408	37.5	.....	1,561,080	1,124,640	1,759,758	.....	10	100	122½
Dec. 31, 1872	95.3	3.8	139.1	—	64	103	49	1,295	Philadelphia, Wilm. and Baltimore..Penn.	11,890.736	*	2,318 306	175,395	11,485,750	1,990,500	455,321	660,478	197.1	1,248,818	1,747,195	449,780	2,814,274	1,188,614	8	50	111½
Oct. 31, 1872	7.0	—	1.0	—	2	3	2	22	Pithole Valley.....Pennsylvania.	100,000	*	225,000	.....	225,000	100,000	17,132	.....	7.0	.....	9,800	12,864	20,483	Loss.	—	50	....
Dec. 31, 1872	193.0	8.0	46.0	—	119	34	19	1,605	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	15,095,349	3,740,438	1,960,109	1,812,268	8,483,550	10,011,740	5,461,173	.....	201.0	3,160,500	606,902	1,429,115	3,856,649	799,501	—	50	....
Dec. 31, 1872	468.2	—	156.3	—	243	96	54	5,559	Pittsburg, Ft. W. and Chic...P., Q., L. & L.	36,835,286	*	.....	.....	22,214,286	18,621,000	17,250	.....	503.6	7,313,148	2,106,152	2,408,162	9,780,310	4,507,465	10	100	94½
Dec. 31, 1872	14.0	—	3.1	16.0	3	2	1	45	Pittsburg, Virginia & Charleston.....Pa.	654,068	55,243	.....	.....	618,564	.....	.....	.....	14.0	(In operation only three months.)					—	50	....
Oct. 31, 1872	149.6	1.9	17.2	—	57	26	9	420	Pittsb'g, Washington & Dalton...Pa. & Md.	11,598,236	687,192	53,196	.....	1,900,682	4,780,000	3,463,294	.....	173.8	1,703,600	781,994	980,780	1,437,392	Loss.	—	50	....
Sept. 30, 1872	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	450,000	*	.....	.....	450,000	.....	.....	.....	—	(Leased	by Boston & Albany R. R. Co.)		27,000	6	100	....
Jun. 30, 1872	—	—	—	178.0	—	—	—	—	Plymouth, Kankaka & Pacific..Ind. & Ill.	.....	*	.....	.....	719,390	450,000	.....	.....	—	(Leased	by Pennsylvania Co.)				—	100	....
Oct. 31, 1871	66.0	—	2.7	24.0	7	6	3	315	Port Huron and Lake Michigan.....Mich.	3,000,000	*	(To completion.)		1,200,000	1,800,000	.....	.....	41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Nov. 30, 1872	60.0	—	3.5	50.0	5	13	3	92	Portland and Ogdensburg....Me. & N. H.	1,945,560	161,149	97,155	29,230	1,039,095	906,000	259,132	28,859	60.0	118,100	55,592	37,866	115,484	40,561	—	100	....
Dec. 31, 1872	65.0	—	2.1	93.0	5	4	3	85	Portland and Ogdensburg.....Vermont.	1,652,000	*	.....	.....	.....	2,340,000	.....	.....	—	(Earnings used in construction.)					—	100	....
Dec. 31, 1872	27.5	—	2.8	—	2	1	1	22	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	218,500	.....	.....	27.5	17,215	2,880	6,375	14,221	.....	—	100	....
Aug. 31, 1872	52.5	—	3.3	—	6	10	4	113	Portland and Rochester.....Me. & N. H.	1,900,854	*	45,000	10,296	636,097	1,120,000	200,053	.....	52.5	141,640	120,009	60,790	131,561	38,078	—	100	....
May 31, 1872	51.3	—	7.4	—	19	—	7	167	Portland, Saco and Portsmouth ....N. H.	1,500,000	*	.....	.....	1,500,000	.....	.....	.....	—	(Leased by Eastern R.R. Co.)			10	100	120½
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	110	Port Royal.....South Carolina.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	110.0	[illegible]	(Operated for benefit of contractors.)				—	25	....
May 31, 1873	11	—	4.9	39.0	—	—	—	—	Portsmouth, Gt. Falls and Conway..N. H.	2,270,000	*	.....	.....	770,000	2,000,000	.....	.....	—	(Leased by Eastern R.R. Co.)			6	100	84
Sept. 30, 1872	11.	—	2.5	3.0	6	5	—	60	Poughkeepsie and Eastern....New York.	1,391,372	.....	.....	.....	524,464	508,200	506,079	.....	41.8	ff53,514	70,018	10,40	53,079	14,033	—	100	....

Sept. 30, 1872	43.4	1.0	44.1	—	27	29	6	919	Providence and Worcester..R. I. & Mass.	1,909,636	666,568	125,566	107,861	2,000,000	500,000	224,612	84,019	47.6	507,586	1,605,257	1,521,866	895,997	239,926	10	100	....
Nov. 30, 1872	13.6	—	3.1	—	3	8	3	11	Providence, Warren and Bristol.R. I. & M.	645,079	73,026	.....	.....	437,917	80,006	63,611	.....	13.6	44,096	415,776	16,367	105,555	51,456	3	100	....
Dec. 31, 1872	21.0	—	2.0	—	1	3	2	—	Queen Anne and Kent Co.....Md.	351,000	•	32,200	.....	260,000	269,000	2,600	.....	21.0	38,850	12,560	38,251	27,337	9,989	—	50	....
Dec. 31, 1872	41.7	—	1.4	88.3	3	2	2	45	Quincy, Alton and St. Louis.....Ill.	1,850,000	•	.....	.....	1,000,000	350,000	.....	.....	41.7	.....	.....	.....	96,000	.....	—	100	....
May 31, 1872	97.0	—	9.7	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	•	155,300	102,935	1,500,000	.....	92,150	166,085	97.0	.....	31,226	64,096	359,277	154,400	—	100	....
Jan. 31, 1873	44.0	—	3.0	60.0	4	3	3	46	Raleigh and Augusta Air-Line....N. Car.	1,134,211	89,786	.....	.....	876,000	350,000	.....	.....	44.0	.....	.....	.....	76,037	.....	—	100	....
Sept. 30, 1873	71.0	110.0	41.5	—	39	68	19	974	Rensselaer and Saratoga.....N. Y.	7,489,628	•	.....	.....	6,000,000	1,925,000	.....	.....	181.0	861,480	664,000	556,934	1,748,915	604,224	7	100	110
Sept. 20, 1872	140.5	55.2	16.7	—	26	17	10	272	Richmond and Danville ¶.....Virginia.	5,109,406	•	2,046,460	211,461	4,000,000	2,621,090	510,171	236,066	295.9	526,732	134,486	176,708	832,092	368,846	—	100	....
Sept. 30, 1872	76.5	11.4	6.2	—	12	6	4	139	Richmond, Frederick and Potomac ¶..Va.	2,622,927	•	116,539	263,282	1,509,826	889,899	43,417	559,604	89.9	200,899	.....	.....	351,919	145,919	—	100	....
Sept. 30, 1872	22.5	2.8	4.2	—	8	10	4	160	Richmond and Petersburg ¶.....Va. N.C.	1,168,213	•	85,833	30,224	847,100	326,296	98,377	37,528	46.8	107,159	118,189	42,238	160,819	45,945	—	100	....
Sept. 30, 1872	38.3	—	2.2	26.0	8	8	2	42	Richmond and York River.....Va.	1,266,640	•	.....	.....	650,000	615,640	.....	.....	38.3	.....	(No return	s obtained.)	.....	.....	—	100	....
Sept. 30, 1872	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	—	—	—	557,560	—	—	—	—	(Leased	by Erie R	ailway Co.)	—	34,012	6	100	....
Jun. 30, 1872	251.9	25.5	27.0	—	33	15	7	915	Rockford, Rock Island and St. Louis..Ill.	15,490,570	•	.....	.....	6,490,579	9,000,000	.....	.....	316.5	.....	.....	.....	1,067,749	243,534	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,236	•	.....	.....	250,844	.....	.....	.....	20.0	.....	(No infor	mation.)	.....	.....	16	100	....
Sept. 30, 1872	141.1	48.5	25.3	—	40	31	15	779	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	•	.....	.....	2,998,900	1,735,606	38,359	.....	218.2	675,016	441,909	336,440	1,150,764	282,106	7	100	80
Jan. 31, 1873	120.0	—	26.0	—	—	—	—	—	Rutland .....Vermont.	8,787,902	—	1,286,719	.....	6,641,800	1,701,000	1,180,628	—	239.0	(Leased	to Central	Verm'nt.)	434,740	405,381	—	100	5
Jun. 30, 1873	225.0	—	24.0	34.0	19	...	...	...	St. Joseph and Denver City..Kan.& Neb.	11,188,220	420,925	279,044	3,203	4,000,000	7,000,000	734,425	157,067	225.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	54.0	5.0	6.1	—	9	15	6	93	St. Lawrence and Ottawa.....Canada.	1,050,000	•	.....	.....	.....	250,000	.....	.....	59.0	.....	70,265	38,592	161,771	45,953	—	100	....
Dec. 31, 1872	189.0	18.0	29.0	—	13	9	7	553	St. Louis, Alton and Terre Haute.Illinois.	11,768,400	•	.....	238,001	4,768,400	6,700,000	216,001	.....	56.0	360,130	149,499	416,216	507,019	220,092	—	100	11
Dec. 31, 1872	195.5	15.3	37.0	—	91	20	13	1,651	St. Louis and Iron Mountain ¶...Missouri.	14,585,951	1,951,989	1,088,796	158,733	10,000,000	5,461,000	.....	.....	210.8	933,893	557,575	633,574	2,146,689	687,639	3	100	28½
Dec. 31, 1872	310.0	48.0	25.0	60.0	46	26	12	1,170	St. Louis & S. Eastern...Ill., Ky. & Tenn.	11,089,000	1,725,000	3,993,000	.....	11,000,000	5,807,000	.....	.....	220.0	.....	.....	.....	822,601	169,779	—	100	....
Dec. 31, 1872	150.0	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill	5,040,100	—	—	—	2,324,100	3,477,000	—	—	—	(Leased	by Chicago	& Alton	R.R.Co.)	240,000	—	100	....
Jan. 31, 1873	353.0	—	17.6	—	88	38	19	1,581	St. L., Kansas City & Northern..Mo & Ia.	28,184,445	•	2,389,765	439,708	24,000,000	6,000,000	943,028	.....	581.7	2,893,281	428,957	517,528	2,780,820	748,139	—	100	....
Oct. 31, 1872	158.4	—	28.0	—	30	14	8	824	St. Louis, Vandalia & Terre Haute....Ill.	7,984,227	•	.....	208,201	2,377,778	5,499,000	250,548	60,101	158.4	862,806	.....	.....	1,180,273	354,082	—	100	....
Dec. 31, 1872	297.0	175.0	16.0	251.0	30	14	9	289	St. Paul and Pacific (1st Div.).Minnesota.	15,188,653	•	3,723,033	229,522	1,968,600	16,197,000	589,333	.....	283.0	462,489	235,279	152,356	582,560	.....	—	100	....
Dec. 31, 1872	121.0	—	8.0	—	13	6	4	194	St. Paul and Sioux City.....Minn.	4,550,960	•	179,798	64,019	4,000,000	.....	784,777	.....	121.0	344,883	75,461	136,127	424,398	99,668	—	100	....
Dec. 31, 1872	116.0	—	16.0	—	21	18	9	309	Sandusky, Mansfield and Newark ..Ohio.	3,244,500	•	.....	.....	937,500	2,307,000	.....	.....	160.0	.....	178,661	153,606	574,951	37,802	—	50	....
Dec. 31, 1872	287.0	110.0	15.4	61.0	27	19	6	342	Savannah, Albany and Gulf.....Ga.	7,592,283	•	529,789	1,171,804	4,479,677	3,242,200	1,571,999	.....	347.0	635,300	98,234	.....	983,966	339,539	—	100	....
Dec. 31, 1872	104.0	—	4.9	—	10	9	5	80	Savannah & Charleston.....S. Car. & Ga.	2,288,966	•	.....	.....	1,000,000	1,427,800	.....	.....	104.0	(No	statement	furnished	: very s	mall.)	—	100	....
Feb. 28, 1873	80.9	—	8.0	—	15	7	5	203	Seaboard and Roanoke..Va. & N. Carolina.	1,488,400	•	.....	105,689	1,278,400	210,000	107,000	.....	80.0	235,679	26,309	162,532	566,619	266,336	8	100	....
Apr. 30, 1872	237.0	—	11.9	—	39	17	9	412	Selma, Rome and Dalton..Ala. & Georgia.	12,980,000	•	.....	.....	3,750,000	9,230,000	large	.....	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	•	.....	.....	1,389,000	1,423,000	10,000	.....	80.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Nov. 30, 1872	32.0	—	2.0	—	2	2	2	70	Shenango and Allegheny ..Pennsylvania.	890,335	78,945	20,000	.....	199,000	780,000	.....	.....	32.0	40,500	16,170	56,220	58,850	32,393	—	50	....
Jun. 30, 1872	106.8	—	11.3	—	11	8	5	158	Sioux City and Pacific.....Neb. & Iowa.	5,696,400	•	.....	.....	2,068,400	1,628,000	.....	.....	157.8	.....	.....	.....	162,405	10,344	—	100	....
Dec. 31, 1872	122.4	—	6.6	26.1	9	6	3	232	Sioux City and St. Paul....Iowa & Minn.	4,422,132	•	568,302	.....	2,800,000	1,740,000	450,494	.....	—	(Run by c	ontractors	: no retu	rns.)	—	100	....
Sept. 30, 1872	183.0	—	9.2	—	...	...	...	...	South and North Alabama.....Ala.	7,481,764	•	.....	.....	3,458,067	4,906,000	.....	.....	131.0	.....	41,327	74,837	199,051	60,28[illegible]	—	100	....
Dec. 31, 1872	137.0	106.0	30.0	—	42	37	*	507	South Carolina ¶.....South Carolina.	9,594,328	•	2,019,176	806,086	5,819,275	4,730,346	236,736	71,474	243.0	856,782	207,344	266,707	1,401,211	545.10[illegible]	—	100	....
Sept. 30, 1872	116.0	—	5.8	—	11	7	4	401	Southern Central.....New York.	3,450,058	287,305	.....	.....	1,783,021	2,288,000	89,881	.....	116.0	302,744	161,821	178,099	307,280	104,978	—	100	....
Sept. 30, 1872	57.0	20.0	20.0	—	19	35	7	114	South Side (L. I.).....New York.	3,166,551	648,925	.....	.....	1,000,000	2,250,000	386,782	.....	57.0	238,990	617,899	83,701	501,871	226,637	—	100	....
Aug. 31, 1872	167.5	—	9.5	—	12	5	3	248	Southern Minnesota .....Minnesota.	9,424,953	•	.....	.....	3,825,000	4,592,000	1,007,953	.....	165.5	.....	46,349	92,661	493,438	190,021	—	100	....
Dec. 31, 1872	170.0	—	8.5	552.0	14	23	8	245	Southern Pacific.....California.	11,500,000	•	.....	.....	8,404,800	5,750,000	.....	.....	170.0	.....	314,150	121,660	932,725	481,664	—	100	....
Jun. 30, 1872	228.0	—	11.2	—	12	16	4	260	Springfield & Ill. So. Eastern.....Illinois.	8,176,500	•	.....	.....	4,000,000	4,400,000	140,000	.....	—	(Not in o	peration a	t date.)	—	—	—	100	....
Sept. 30, 1872	81.0	—	17.0	—	16	13	3	373	Syracuse, Binghamton and N. York..N.Y.	3,906,297	•	.....	.....	2,004,000	1,670,000	129,414	.....	81.0	449,520	186,606	533,355	713,585	216,481	4	100	....
Sept. 30, 1872	26.0	1.0	3.1	16.0	3	6	2	40	Syracuse and Chenango Valley.....N. Y.	1,165,062	61,985	.....	.....	1,063,400	500,000	229,997	.....	26.0	23,548	49,219	29,914	23,199	loss.	—	100	....
Nov. 30, 1872	79.7	26.6	30.0	—	36	21	9	782	Terre Haute and Indianapolis....Indiana.	2,807,213	•	1,583,484	191,840	1,988,150	800,000	616,344	1,173,143	99.3	.....	190,997	834,850	1,070,354	128,448	—	100	....
Apr. 30, 1873	66.0	—	8.6	1,741	12	6	—	73	Texas and Pacific.....Texas.	4,200,000	•	.....	.....	200,000	4,000,000	.....	.....	66.0	.....	.....	.....	346,001	85,042	—	100	....
Dec. 31, 1872	227.3	10.2	29.0	—	45	13	9	1,109	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	•	.....	.....	5,700,000	3,450,000	204,794	.....	237.5	1,192,831	.....	.....	1,816,106	368,093	—	100	....
Dec. 31, 1872	473.6	153.6	60.5	—	182	71	42	4,207	Toledo, Wabash and Western..O. I. & Ill.	34,688,000	•	.....	.....	16,000,000	15,683,000	.....	.....	955.7	5,196,661	637,050	1,349,052	6,008,978	1,678,182	—	100	38½
Sept. 30, 1872	34.9	—	9.0	—	11	12	6	222	Troy and Boston.....New York.	1,934,146	378,418	.....	.....	1,599,000	1,899,000	65,309	.....	55.3	190,548	262,763	191,122	516,563	212,097	2	100	....
Dec. 31, 1872	1 032	—	100.0	—	151	93	36	2,409	Union Pacific ....Nebr. Utah Nev. & Cal.	111,948,812	•	.....	.....	36,762,300	75,179,512	.....	.....	1,032.0	.....	165,688	.....	8,862,605	4,092,032	—	100	28½
Dec. 31, 1872	165.0	—	160.0	—	242	281	38	1,762	United Companies of New Jersey..N. Jer.	22,450,328	•	13,216,919	427,838	18,990,627	17,615,608	797,681	472,455	455.9	3,905,741	7,580,795	2,536,304	8,266,226	2,261,060	10	100	125
Apr. 30, 1872	37.0	—	4.0	91.0	6	6	1	28	Utah Central.....Utah.	1,500,000	•	.....	.....	500,000	1,000,000	.....	.....	37.0	.....	.....	.....	360,612	206,358	—	100	....
Dec. 31, 1872	31.0	—	2.1	44.0	3	3	2	11	Utah Southern .....Utah.	1,060,000	•	.....	.....	400,000	660,000	.....	.....	31.0	.....	.....	.....	126,884	63,442	—	100	....
Sept. 30, 1872	74.8	—	13.4	12.2	14	15	7	125	Utica and Black River.....New York.	2,200,444	258,708	.....	.....	1,754,020	775,500	.....	.....	92.2	201,688	184,553	62,064	337,299	111,309	3	100	....
Sept. 30, 1872	98.0	22.0	14.0	—	17	15	7	62	Utica, Chenango and Susq. Valley..N. Y.	3,186,344	438,131	.....	.....	2,908,600	.....	.....	.....	120.0	228,887	246,101	173,749	424,792	32,246	6	100	....
May 31, 1872	47.0	25.5	9.3	—	—	—	—	—	Vermont and Canada .....Vermont.	3,000,000	—	.....	.....	3,000,000	.....	.....	.....	—	(Leased	by Vermo	nt Central	R. R. Co.	at 8 p.c.)	8	100	50
May 31, 1872	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	•	.....	.....	5,000,000	6,500,000	.....	.....	773.0	.....	.....	(2 yrs.	8,497,442	493,487	—	100	....
Sept. 30, 1872	56.0	24.1	9.2	—	13	19	8	274	Vermont and Massachusetts..Mass. & Vt.	2,703,966	•	90,785	191,899	2,860,000	900,000	68,899	157,751	58.1	24 [illegible]	275,181	131,458	557,196	169,523	2	100	81½
Feb. 29, 1872	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	•	245,588	193,945	454,072	2,929,236	86,869	.....	140.0	181,288	82,372	49,431	408,220	102,913	—	100	....
Dec. 31, 1872	46.0	—	2.3	—	3	*	*	50	Vineland.....New Jersey.	1,826,191	—	—	—	998,050	750,000	78,187	—	—	(Leased	to N. Jer.	Southern	R. R Co.)	—	—	100	....
Dec. 31, 1872	18.3	—	6.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	—	—	—	1,800,000	1,261,400	—	—	—	(Leased	to D. L. &	W. R. R.)	525,749	215,353	7	100	81½
Sept. 30, 1872	44.0	—	2.0	281.0	4	6	3	65	Washington and Ohio .....Virginia.	1,435,176	128,577	128,778	.....	900,700	130,400	321,248	340,178	44.0	81,361	27,693	19,418	81,285	7,948	—	100	....
Aug. 31, 1872	132.0	28.0	15.5	—	26	16	8	247	Western Alabama.....Alabama.	4,822,628	538,272	342,800	662,535	2,008,324	3,169,900	561,508	626,504	160.0	421,880	101,742	.....	626,504	150,584	—	100	....
Dec. 31, 1872	181.3	—	11.0	—	59	18	12	921	Western and Atlantic.....Georgia.	(Owned b	y State	of Georgi	a & leas	ed to a co	mpany for	$300,000	0 a year.)	138.0	.....	.....	125,932	1,590,245	66,587	—	100	....
Sept. 30, 1872	60.0	—	8.9	13.0	10	10	6	123	Western Maryland ¶.....Maryland.	2,366,392	•	208,500	17,069	682,893	1,800,000	109,069	.....	60.0	217,760	134,655	73,841	197,707	7,038	—	100	....
Dec. 30, 1872	57.1	27.6	14.6	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,846,005	—	—	—	1,022,450	1,800,000	1,023,555	—	—	(Leased	by Pennsy	lvania R.	R. Co.)	—	—	53	....
Dec. 31, 1872	60.7	—	16.2	—	18	33	8	171	West Jersey.....New Jersey.	2,255,355	•	1,486,466	178,462	1,359,700	2,398,000	162,588	.....	128.9	330,555	642,728	28,443	664,777	291,363	8	100	100
Mar. 31, 1873	197.0	—	10.0	—	26	14	10	660	West Wisconsin.....Wisc.	8,640,000	•	.....	.....	4,000,000	4,640,000	.....	.....	165.0	.....	.....	.....	549,645	263,329	—	100	....
Dec. 31, 1872	32.0	—	1.0	28.0	3	5	2	24	Wheeling, Pbg. & Balt.....W. Va. & Pa.	579,642	—	—	—	500,000	—	79,642	—	32.0	39,328	53,175	11,638	48,164	480	—	53	....
Sept. 30, 1872	189.6	—	6.0	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	3,971,781	381,117	51,244	.....	300,000	3,800,000	304,142	.....	172.0	.....	.....	.....	591,046	226,498	—	100	....
Oct. 31, 1872	63.6	—	9.5	—	11	6	5	124	Wilmington and Reading...Pennsylvania.	2,644,078	255,151	82,892	.....	750,663	2,382,300	108,610	.....	63.6	230,554	182,366	264,573	228,773	21,667	—	50	....
Sept. 30, 1872	162.0	10.0	9.5	—	22	31	—	324	Wilmington and Weldon ¶...N. Carolina.	3,004,044	•	61,436	296,393	1,456,200	1,619,100	77,042	299,581	181.0	519,184	124,995	.....	635,871	230,833	—	100	66½
Dec. 31, 1872	130.9	—	3.0	201.0	15	6	2	300	Wisconsin Central .....Wisconsin.	4,120,000	•	.....	.....	1,657,500	1,591,500	.....	.....	.....	.....	.....	.....	131,793	63,778	—	100	....
Sept. 30, 1872	45.7	—	11.8	—	17	11	5	411	Worcester and Nashua.....N. H.& Mass.	2,212,144	•	85,701	48,143	1,425,400	310,300	36,515	573,774	45.7	359,641	381,964	368,042	587,359	195,453	12	100	127
									CANALS, &c.																						
May 31, 1872	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	•	258,967	.....	1,880,800	1,997,872	.....	.....	12.5	—	—	—	419,222	281,718	4	50	....
Dec. 31, 1872	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	•	.....	.....	8,229,594	8,065,500	.....	.....	184.5	—	—	—	—	—	—	25	....
Dec. 31, 1872	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	•	.....	.....	1,633,350	800,000	.....	.....	—	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	97
Dec. 31, 1872	168.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,339,210	725,561	20,936,300	.....	15,000,000	13,000,000	.....	.....	108.0	—	—	—	1,869,557	86,970	loss.	10	100	117
Dec. 31, 1872	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	•	.....	.....	5,847,400	.....	.....	.....	65.5	—	—	—	.....	987,557	385,170	10	100	.....
Dec. 31, 1872	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,600	•	.....	.....	8,784,850	15,767,655	.....	.....	108.0	—	—	—	1,041,891	506,060	32,570	—	50	87½
Dec. 31, 1872	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,146,039	—	.....	.....	1,004,150	110,000	8,064	.....	85.0	—	—	—	2,059,934	196,149	159,121	9	50	.....
Feb. 28, 1873	108.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,432,474	•	.....	.....	2,200,000	1,125,129	.....	.....	108.0	—	—	—	.....	322,762	30,194	7	50	49½
Dec. 31, 1872	73.0	64.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	8,098,350	•	.....	.....	4,457,150	2,588,000	1,048,200	.....	360.0	—	—	—	[illegible] 967,573	556,164	loss.	—	50	24
Dec. 31, 1872	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,285,573	271,467	.....	4,355,798	8,576,332	267,198	.....	108.3	(Leas.to	Ph.&R'g.)	1,200,181	649,352	634,169	1	50	12½
Dec. 31, 1872	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	•	.....	.....	2,092,706	2,757,319	165,811	.....	45.0	(Leas.to	Ph.&R'g.)	426,393	99,151	51,241	—	50	13
Dec. 31, 1872	77.6	1.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	•	.....	.....	2,907,850	300,000	35,000	.....	84.0	—	—	124,969	44,862	200	—	50	....
Dec. 31, 1872	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	3,030,244	•	.....	.....	1,100,000	748,000	295,219	.....	....	(Leased	to Pennsylvania.)	.....	.....	.....	—	50	....

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.†
Railroad Stocks:	$	p c	p c	p. c.
Atlantic and Great Western, pref...	10,000,000	7	....	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	....	....
" " " guar.	276,200	7	....	....
Atlantic and Pacific, preferred	10,000,000	7	....	15
Atlantic and St. Lawrence,* guar...	3,994,900	4	4	....
Baltimore and Ohio,* preferred....	3,552,800	6	5	105
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar.....	1,159,500	7	7	82
Camden and Amboy,* guaranteed..	5,847,800	10	10	125
Camden and Atlantic, preferred....	763,549	7	3½	82
Cayuga and Susquehanna,* guar....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,600	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	106½
Central Ohio,* preferred	411,550	6	6	85
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	75
Chicago and Alton, † preferred.....	2,425,400	...	10	106½
Chicago, Iowa & Nebraska,* guar..	3,916,300	...	8	95½
Chicago and North-Western, pref...	21,289,563	7	7	56½
Cinc., Sand. and Cleveland, pref....	429,000	6	6	25
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	87½
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred...	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,316,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	....	....
Dubuque and Sioux City,* guar....	5,000,000	...	3	60
Dubuque South-Western, pref.....	590,315	8	....	....
Eastern (N. H.) * † guaranteed....	492,500	...	6	65
Elmira, Jeff. and Canad. * guar....	500,000	5	5	....
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	76
" " com.& *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	55
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	...	....	....
Hannibal and St. Joseph, pref.....	2,167,700	7	7	33
Harrisburg and Lancaster,* guar....	1,182,550	7	7	102
Housatonic, preferred.....	1,180,000	8	8	97
Huntington & Broad Top Min, pref.	190,750	7	...	32
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	95
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref...	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	3,101,650	6	....	16
" " 2d pref....	4,436,250	6	....	10
Mich. Southern, (Lake Shore) guar..	538,500	10	10	....
Mill Creek,* guaranteed.....	328,375	10	10	....
Milwaukee and St. Paul, preferred..	10,825,777	7	7	52½
Mine Hill,* guaranteed.....	3,856,450	8	8	106
Montclair,* guaranteed.....	2,000,000	7	....	....
Morris and Essex,* guar.....	15,000,000	7	7	97½
Nesquehoning Valley,* guar.....	2,000,000	10	10	109
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,295,200	10	10	124½
New London Northern,* guar.....	971,400	10	10	....
New York & Harlem,* pref. & guar.	1,600,000	8	8	127
" " *com.& guar.	8,400,000	8	8	126½
Niagara Br. & Canandaigua,* guar..	1,000,060	6	6	....
North Eastern (S. C.), preferred.....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	128½
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	49
" " pf.& *guar.	2,000,000	8	8	86
Ohio and Mississippi, preferred.....	4,030,000	7	7	40
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama, guaranteed.....	7,000,000	12	12	106½
Paterson and Hudson,* guar.....	630,000	—	8½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	...	....	....
Phila., Germant'n & Norrist'n,*guar.	2,231,900	12	12	178½
Philadelphia and Reading, † pref....	1,561,687	—	10	....
Philadelphia and Trenton,* guar....	1,259,100	10	10	122½
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	94½
Pittsfield and North Adams,* guar.	480,000	5	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	120½
Rochester & Genesee Valley,* guar.	587,560	...	....	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	31½
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	...	30
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,094,100	7	—	....
St. Louis, Kansas City & Nor., pref..	12,000,000	...	....	20
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	849,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	....	....
" " 2d pref..	1,000,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	71
Warren,* guaranteed.....	1,800,000	7	7	....
Canal Stocks.				
Delaware Division,* guar.....	1,633,350	8	8	....
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	125
" com. and * grar.....	1,666,000	4	4	49½
Schuylkill Navigation preferred....	2,808,977	6	6	24

New York Stock Exchange.

Actual Sale Prices for the week ending June 3.

	Th.28.	F.29.	Sat.30.	M.1.	Tu.2.	W.3
Boston, Hart. & Erie.....	1½	....	1½	....	....	....
Canton Co..... 55	....	....	....	....	....	....
Central Pacific.....	....	....	....	....	....	....
Central Pacific 6s..... 92½	93½	....	....	92½	92½	
Central of N. Jersey....106½	106½	....	107	106½	106½	
Chesapeake & Ohio 1 m. 50½	50	....	....	....	....	
Chicago & Alton.....102½	102	....	102	....	....	
" pref.....	....	....	....	....	....	
" 1 M.....	....	....	....	....	....	
" S. F.....	....	....	....	....	....	
" Inc. bds.....	....	....	....	....	....	
Chicago, Burl. & Q.....102	....	....	....	....	....	
" 8s, 1883	....	....	....	....	....	
Chic. & Northwestern.. 40½	40½	....	39½	38½	39	
" pref..... 57½	57½	....	57½	56½	56½	
" 1st M.....102	....	....	....	....	....	
" S. F.....	....	....	....	103	....	
" Consol..... 86	....	....	....	....	....	
Chic., Rock Isl. & Pac.. 96½	97½	....	96½	95½	95½	
Chi., R. I. & Pa. 7s, 1896.105½	....	....	....	105½	106	
Clev., Col., C. and Ind.. 65	....	....	....	....	....	
Clev. & Pittsburg guar.....	....	....	....	....	87½	
" 2 M.....	....	....	....	....	....	
" 3 M.....100	100	....	100	....	....	
" 4 M..... 93	....	....	....	....	....	
Clev. and Toledo.....	....	....	....	....	....	
" S. F. 7s.....	....	....	....	....	....	
Col., Chi., & Ind. C.....	19½	....	19	18½	18½	
" 1 M.....	81½	....	82½	....	....	
" 2 M.....	....	....	....	....	....	
Del. & Hudson Canal ..116½	....	....	117	117	117	
Del. Lack. & Western...109½	109	....	109½	109	108½	
" 1 M. 7s.....	....	....	....	....	....	
" 2 M 7s.....	....	....	....	....	....	
Erie Railway..... 35	35½	....	32½	32½	33½	
" pref.....	....	....	....	55	....	
" 1 M.7s, 1897.....	....	....	....	....	....	
" 2 M. 7s, 1879.....	....	....	....	....	....	
" 3 M. 7s, 1883..... 96	....	....	....	97	....	
" 4 M. 7s, 1880.....	....	....	....	....	96½	
" 5 M. 7s, 1888..... 94	....	....	....	....	....	
" 7s, con. gold.....	....	....	....	....	....	
Great Western 2d mort.....	....	....	....	....	....	
Hannibal & St. Joseph.....	....	....	28	....	....	
" pref..... 33	....	....	....	....	....	
" 8s, conv..... 79½	....	....	....	....	....	
Hudson River.....	....	....	....	....	....	
" 2 M. S. F.....	....	....	....	....	....	
" 3 M. 7s, 1875.....	....	....	....	....	....	
Illinois Central 98½	....	....	98½	94	....	
" 7s	....	....	....	....	....	
Lake Shore & Mich.S'th. 74½	74½	....	73½	71½	72½	
Marietta & Cin. 1st pref.....	....	....	....	....	....	
" 2d pref.....	....	....	....	....	....	
Michigan Central..... 75½	76½	....	....	....	....	
" S.F. 8s, 1882.....	....	....	....	....	....	
M. S. and N. I. 1 M. S. F..... 103	....	....	102½	....	....	
" 2 M.....100	....	....	....	....	....	
Milw. and St. Paul..... 33½	33½	....	33½	32½	32½	
" pref..... 53½	....	....	53½	52	52½	
" 1st mort.....	....	....	....	....	....	
" 2d mort.....	....	....	....	....	....	
" 8s.....106	....	....	....	....	....	
" 7 3-10s con.....	....	....	....	....	....	
" 7s, gold.....	....	....	....	....	....	
Missouri 6s.....	....	....	97	....	....	
" H. & St. J. 8s.....	....	....	....	....	....	
Morris and Essex..... 96½	....	....	....	97½	....	
" 1st mort.....	....	....	104	....	....	
" 2d mort.....	....	....	....	....	....	
N. Y. Cen. & Hud. Riv. 98	98½	....	97½	96½	97½	
" 7s, S.F.1876.....	....	....	....	....	101½	
" 6s, S.F. 1883 92½	....	....	....	....	....	
" 6s, S.F. 1887.....	....	....	....	95½	....	
N. York and Harlem...129	....	....	129	....	126½	
" pref.....	....	....	....	....	....	
" 1 M.7s.....103½	103½	....	103½	....	....	
N. York N. Hav. & Hart.132½	....	....	132	132½	132	
N. Carolina 6s, old.....	....	....	....	....	....	
" new	....	....	....	....	....	
Ohio and Miss..... 24½	24½	....	23½	23	23½	
" pref.....	....	....	....	40	....	
" 2d M..... 70½	....	....	70	70	....	
Pacific Mail S. S. Co.... 42½	43	....	42½	41½	42	
Panama	107½	....	....	106½	106½	
Pitts., Ft. W. & Chi. gtd.....	....	....	....	....	....	
" 1 M.....106½	....	....	106½	....	....	
" 2 M.....	....	....	....	....	....	
" 3 M.....	....	....	....	....	95½	
Quicksilver Mining Co.. 26	....	....	....	25	....	
St. L., Alton & T. H.....	....	....	....	....	....	
" pref.....	....	....	....	....	30	
" 1 M.....	....	....	....	....	....	
" 2 M. pref.....	89½	....	89	....	....	
" Income bds.....	....	....	....	73	....	
Tennessee 6s, old.....	....	....	....	....	....	
" new.....	....	....	....	....	....	
Tol., Wab. & Western.. 37	37	....	36½	35	35½	
" pref.....	....	....	....	....	....	
" 1 M.....	95½	....	....	....	....	
" 2 M.....	83½	....	83	82½	....	
" Equipment.....	....	....	....	....	....	
" St. Lou. Div.....	81	....	80½	80½	....	
Union Pacific..... 28	28	....	27½	26	26½	
" 1st mort... 87	87½	....	87½	86½	86½	
" L. Gt. 7s.....	....	....	78½	78½	78½	
" Inc. 10s.....	82	....	82½	....	82½	
Virginia 6s, old.....	....	....	....	....	....	
" new.....	....	....	....	....	....	
" consol.....	....	...	....	....	....	
" def. cert.....	....	....	....	....	....	

New York Stock Exchange.

Actual Sale Prices for the week ending June 3.

	Th.28.	F.29.	Sat.30.	M.1.	Tu.2.	W.3
Federal Stocks:—						
U. S. 5s, 10-40s, reg.....	....	....	114½	....	....	
U. S. 5s, 10-40s, coup..115	114½	....	114½	....	....	
U. S. 5s, 1881, reg.....	....	....	....	....	....	
U. S. 5s, 1881, coup.....	115½	....	115½	115½	....	
U. S. 6s, 1881, reg.....	....	....	116½	....	117	
U. S. 6s, 1881, coup....121½	....	....	....	....	....	
U. S. 6s, 5-20s, reg. '62.....	....	....	....	115½	....	
U. S. 6s, 5-20s, c. 1862..115½	....	....	115½	....	....	
U. S. 6s, 5-20s, reg. '64.....	....	....	116½	....	....	
U. S. 6s, 5-20s, c. 1864.....	....	....	....	117½	....	
U. S. 6s, 5-20s, reg. '65.....	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1865..... 118½	....	....	118½	118½	....	
U. S. 6s, 5-20s, r. n. '65.119½	....	....	....	....	116½	
U. S. 6s, 5-20s, c. n '65.120½	....	....	....	....	....	
U. S. 6s, 5-20s, reg. '67.119½	....	....	116½	....	....	
U. S. 6s, 5-20s, c. 1867.120½	....	....	120½	120½	....	
U. S. 6s, 5-20s, reg. '68.120	....	....	116½	....	116½	
U. S. 6s, 5-20s, c. '68.....	....	....	120½	120½	....	
U. S. 6s, Pac. R.R. issue.....	....	....	....	....	....	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 2.

	W.27.	Th.28.	F.29.	Sat.30.	M.1.	Tu.2
Catawissa preferred ... 41	41	41	....	40½	41	
" 7s, new	....	....	....	....	....	
Camden and Amboy.....	....	....	....	....	....	
" 6s, 1875.....	....	....	....	....	....	
" 6s, 1883	....	....	....	....	....	
" 6s, 1889	....	....	....	....	....	
" mort.6s, '89.....	98½	....	....	....	....	
Elmira & Williamsport.....	....	....	....	....	....	
" pref.....	....	....	....	....	....	
" 7s.....	....	....	....	....	....	
Lehigh Navigation..... 43½	43½	43½	....	43½	43½	
" 6s, 1884	....	....	....	95	....	
" Gold L.....	....	97½	....	....	....	
" R. R. L..... 94½	....	....	....	....	....	
" Conv. L. '77....	....	....	....	....	....	
Lehigh Valley R. R..... 61	60½	60½	....	61	60½	
" 6s new coup.... 102	....	....	....	99½	99	
" 6s new reg.....	....	....	....	....	....	
" 7s.....	....	....	....	....	....	
Little Schuylkill R.R.....	46½	....	....	....	46½	
" 7s.....	....	....	....	....	....	
Minehill 53	53	53	....	....	53	
Morris Canal.....	....	....	....	....	....	
" pref.....	....	125	....	....	....	
North Pennsylvania ... 44	....	44	....	....	....	
" 6s, 1885 .... 99½	....	....	....	....	....	
" 7s.....	101	101	....	....	....	
" 10s, 1887 ...106	....	....	....	....	....	
Northern Central 34½	....	....	....	....	35	
Oil Creek & Alleg. Riv. 6	6	6	....	6	5½	
" 7s.....	....	....	....	....	....	
Pennsylvania R. R..... 47½	47½	47½	....	48½	48	
" 1st M.....	....	....	....	....	103	
" 2d M..... 99½	....	....	....	99½	....	
" Gen. mort.....	....	....	....	....	....	
" " reg.....	....	....	....	....	....	
Penn. State 6s, 1st series....	....	....	....	....	....	
" 6s, 2d series.....	....	....	....	....	103	
" 6s, 3d series.....	....	....	....	....	....	
Philadelphia City, 6s.....	....	....	....	....	....	
" new 104½	104½	104½	....	102½	102½	
Philad., Germ. & Nor.....	....	....	....	....	....	
Phila. & Reading 56½	56½	56½	....	56½	56½	
Philadelphia and Erie.....	....	....	....	....	....	
" 6s.....	....	....	....	....	....	
" 7s.....	....	....	....	....	....	
Phila., Wilm. & Balt.....	....	....	....	....	....	
Schuylkill Navigation.. 6	....	....	....	....	....	
" pref..... 12	12	....	....	....	....	
" 6s, 1882	....	....	....	76½	....	
" 6s, 1876	....	....	....	....	....	
" 8s, 1872 87	....	....	....	....	....	
United Co. of N. Jersey.....	125	125	....	125	....	
Hestonville, (Horse).....	....	19½	....	20	20	
Chestnut & Wal.	....	....	....	61	....	
Green & Coates	....	....	....	....	....	
2d and 3d streets	....	....	....	....	64	
Spruce and Pine	....	....	....	....	....	
13th and 15th sts.	....	....	....	....	....	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 2.

	W.27.	Th.28.	F.29.	Sat.30.	M.1.	Tu.2
Baltimore City 6s, 1875.101	....	....	....	....	....	
" 1885 102	101	....	....	....	....	
" 1890 .....102½	102½	102½	102½	102½	102½	
" 1884	....	....	....	....	101½	
" 1900 .....101½	....	....	....	....	....	
Balt and Ohio.....	....	....	....	....	....	
" bonds, 1875.....	....	....	....	....	....	
" " 1880.....	....	....	....	....	....	
" " 1885.100½	....	100½	....	101½	101½	
Central Ohio.....	....	....	....	....	....	
" 1st mort... 90½	91	....	....	....	....	
Marietta & Cin. 1st M.....	102½	....	....	....	....	
" 2d M.....	89½	....	89½	89½	89½	
" 3d M. 8s.....	....	....	79½	....	....	
Northern Central..... 35	....	....	....	35	....	
" bonds, 1885.....	....	....	....	....	....	
" " 1900.....	....	....	....	....	....	
Pittsb. & Connellsv. 7s. 86	....	86	86	86½	86½	
N. W. Va. 3d mort.....	....	....	....	....	....	
Virginia 6s, Consol..... 50½	50½	51	51	....	51½	
" Defer. Certif.....	....	....	....	11½	....	
City Passenger R. R.....	....	....	....	....	....	

Boston Stock Exchange.

Actual Sale Prices for the week ending June 3.

	Th. 28.	F 29.	Sat. 30.	M. 1.	Tu. 2.	W. 3
Boston and Albany ...	131¼	131¼	....	131¼	131¼	131¼
Boston and Lowell	....	107½	....	107	107½	107½
Boston and Maine.....	106¼	106¼	....	106¼	106¼	106¼
Boston and Providence.	148¼	....	....	....	148	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s.....	23¼	23¼	....	23¼	23¼	...
Cheshire, pref.....	....	....	....	....	....	....
Chi., Burl. & Quincy...	102	....	....	102	102	102
Concord.....	....	....	....	....	....	....
Connecticut River.....	....	....	....	....	....	....
Eastern.....	....	....	....	68	....	....
Fitchburg.....	....	....	....	126¼	....	....
Manchester & Lawr'ce....	....	....	....	....	....	....
Michigan Central.....	....	....	....	....	....	75¼
Northern, N. H.....	....	....	....	....	....	104¼
Ogdens. & Lake Champ....	49	....	....	....	....	....
" pref.....	....	....	....	....	....	....
Old Colony 111	111¼	....	....	....	111¼	....
Ph., Wil. & Baltimore.. 56¼	....	....	....	55¼	55¼	55¼
Portl'd, Saco & Ports.....	....	....	....	120¼	....	120¼
Union Pacific 28¼	....	....	....	....	....	....
" 6s.....	....	....	....	84¼	84¼	....
" Land Grant 7s....	....	....	....	....	....	....
" Income 10s... 78	....	....	....	79	79¼	79¼
Vermont & Canada.....	....	....	....	....	50	....
Vermont & Mass..... 81¼	81¼	....	....	....	81¼	....
South Boston (Horse).....	....	....	....	....	....	....
Cambridge	...	....	....	....	....	....
Metropolitan 48¼	50	....	....	50	....	....
Middlesex	....	....	....	....	....	....
Central Mining Co.....	....	....	....	....	....	....
Copper Falls	....	....	....	....	....	....
Franklin	....	....	....	....	....	....
National	....	....	....	....	....	....
Quincy 55¼	36	....	36	....	....	....

London Stock Exchange.

	—Closing Prices.— May 15.	May 22.
Atlantic & Gt. W. 1st mort., $1,000..	52 — 64	61 — 62
Do. 2d mort., $1,000.....	39 — 41	37 — 39
Do. 3d mort., $1,000.....	18 — 19	17¼— 18¼
Do. Con. mort. B'nds Bisch's Cert.	19 — 21	19 — 21
Do. Lens. Lines, Rental Bonds....	72 — 75	72 — 75
Do. 1873	60 — 65	58 — 26
Do. 8 p. c. Scrip, West. Exten.....	85 — 87	80 — 85
Detroit & Milwaukee 1st mort. Bonds	65 — 70	65 — 70
Do. 2d do.	50 — 55	55 — 60
Erie shares 100 dol. all paid.....	32 — 32½	31¼— 32½
Do. 6 per cent Convertible Bonds..	95 — 95	93 — 95
Cons. Mort. amount autho. to be issued for conv. of existing bonds..	89 — 91	88 — 90
Illinois Central $100 shares all paid..	90 — 92	90 — 92
Do. Redemption mort. bonds 6 p.c.	98 —100	99 —101
Illinois & St. Louis Bridge 1st mort.	99 —101	99 —101
Marietta and Cincinnati Rail. Bonds.	95 — 98	95 — 98
Michigan Central 8s 1882, conv.....	88 — 92	88 — 92
New York Central, 100 dols. shares..	88 — 90	87 — 89
Panama General mort.....	95 — 97	95 — 97
Pennsylvania, General mort.....	99¼—100¼	99¼—100¼
Do. $50 shares.....	45 — 46	43½— 44½
Philadelphia and Erie 1st mort.....	94 — 96	94 — 96

American Railroad Journal.

Saturday, June 6, 1874.

Stock Exchange and Money Market.

Money has been quite plenty throughout the week, and lenders have found considerable difficulty in placing balances advantageously, on the basis of even the low current rates, which have been from 2@4 per cent on call to the leading borrowers, for Street use, and 5@6 per cent per annum on the best discount applications. The wants of borrowers have not been urgent in any prominent instance. The speculative demand has been quite moderate. The mercantile call for accommodation has been comparatively limited. The City banks, in their last weekly statement, were $1,839,000 lower on their deposits, and $2,256,300 lower on their loans and discounts, than the week before. The legal tender notes were further augmented $1,608,300, and the specie reserve reduced $504,900. The circulation was contracted $78,400. The U. S. Sub-Treasury at this port has further gained handsomely in the line of its currency reserve, while again reducing its coin hoard mainly through coin interest disbursements. The U. S. Sub Treasury in this city closed the week with a currency balance of $46,417,164, against $44,602,974 the preceding week; and a coin hoard of $49,484,275, against $51,516,242 on the previous return. The City bank exchanges, during the week, were $335,139,852, or a daily average of $67,027,970. The customs revenue of the port, during the week, was $1,780,000, of which $1,566,154 were in coin certificates. The City banks reported their average of gold last week at $25,517,400, and their greenback average at $61,456,100. Their deposits stood at $232,404,300. The loan item was about 280½ millions. The circulation was $26,727,500.

The U. S. Sub Treasury, during May, received from all sources, $46,347,710, including $8,679,313 from customs; and disbursed on all accounts, $46,136,942, including $8,669,601 of coin interest.

The cash balances of the Treasury Department on Tuesday were: Currency, $11,177,704; special deposits of legal tender for redemption of certificates of deposit, $56,050,000; coin, $81,958,797; including coin certificates, $38,179,500.

The outstanding amount of legal tender notes is yet 382 millions; and of National bank circulation 349½ millions.

Government has received about 94 millions from internal revenue, thus far in the current fiscal year.

The aggregate of U. S. currency outstanding on the 1st of June was $436,776,282.

The disbursements of the U. S. Treasury in May amounted to $12,954,683.

Gold has been in quite moderate demand on speculative account, and for Custom House purposes, and the export drain has been on a less important scale. The price has been further depressed and the general market weak. The extremes of the price have been 111½@112⅛, closing at 111⅛@111⅝, as against 112 on Wednesday of the preceding week. The specie outflow, last week, was $2,214,437. The imports of specie at this port since Jan. 1, have been $1,634,497, against $1,769,660 same time last year. The customs demand for Gold last week averaged $442,887 a day. Foreign Exchange has been in less request most of the week, closing easier in price. Bankers' sixty day bills on London closed on Wednesday at $4 87½@$4 88; sight bills on London at $4 90½@$4 91. The week's exports of Domestic Produce have been to the currency value of $5,158,171.

Under the official order of the Treasury $5,000,000 Gold will be sold by the Government in June, to wit, $1,500,000 each on the First and Third Thursdays, and $1,000,000 each on the Second and Fourth Thursdays.

Government securities have been moderately active and generally very firm in price. The purchases on investment account have been checked by the scant offerings of the favorite issues. The last public debt statement indicated a further liquidation of $4,456,833. U. S. sixes of 1881 closed on Wednesday of this week at 121¾@122; U. S. Five-Twenties of 1862, 115½@115¾; U. S. Five-Twenties of 1864 at 117⅛@117⅜; U. S. Five-Twenties of 1865, 118⅛@118⅜; U. S. Five-Twenties of 1865 consolidated, 120@120¼; U. S. Five-Twenties of 1867, 120½@120¾; U. S. Five-Twenties of 1868, 120½@120¾; U. S. Ten-forties at 114⅝@114⅞; U. S. Fives of 1881, (Funding Loan) 115¼@115½; Six per cent. currency Sixes from 114⅛@115.

State and Railway bonds have been in fair demand and generally firm in price. Railway and miscellaneous share property has been comparatively tame, with values generally quoted lower. Speculation showing very little spirit.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $8,580,605, against $6,525,621 same week last year. The exports of domestic produce are $5,158,171, as against $5,396,442, last year. The exports of Gold and Silver, $2,214,437, as against $526,992 last year. The customs in Gold deposited during the week in the New York Office of the Treasury amounted to $1,735,000, as against $1,579,000, same week last year.

General business has been less active in the line of domestic produce, with prices quoted lower, in most instances. And in foreign merchandise, the dealings have been on a restricted scale, without any very decided alterations as to values. Metals have been quiet throughout, and quotations very irregular. Eglinton Pig Iron quoted at $34@$35. Glengarnock, $36 50 $37@$50; Coltness, $39@; No. 1 American Pig at $32@$34; No. 2 do. at $30; Forge, $26@$28; English Rails at $55 gold; American Rails at works, $60@$65; Old Rails, $40. Wrought Scrap, $38@40. Ocean Freights have been less active, especially in the Grain and Petroleum line, with rates closing weaker.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Atlantic and Pacific R. R. pref., 15; Pacific R. R. of Mo, 41; do. 1st mort., 79½; South Pacific R. R. of Mo. 6s, 60; New Jersey R. R., 124½; Chicago and Northwestern consol. gold bonds, 79⅞; Del., Lack. and Western 7s, conv., 102½; Del. and Hudson canal reg. 7s, 1891, 107; Long Island R. R., 65; do. 1st mort., 90; Albany and Susquehanna 1st mort., 104; do. 2d mort., 99½; West Pacific bonds, 85; Chicago and Milwaukee 1st mort., 94¾; Clev., Col., Cin. and Ind. 1st mort., 99½; Morris and Essex 7s, 1871, 94¼; Lake Shore and Michigan Southern 7s, consol., reg., 97; do. 2d mort. consol., 89½; Galena and Chicago 2d mort., 99; St. Louis and Iron Mt. R. R., 80; do. 1st mort., 93; Toledo, Peoria and Warsaw 1st mort., W. D., 80¼; do. 2d mort., 56; do. consol., 58; Long Dock bonds, 99¼; Buffalo and Erie 7s, new, 97; Ohio and Mississippi 7s, consol., 90; do. consol, S. F., 91; St. Louis, Jacksonville and Chicago 1st mort., 93; Nashville and Decatur 1st mort., 89; Burlington, Cedar Rapids and Minnesota 1st mort., 50; Michigan Central 7s, 95⅝; Am. Dock and Imp. 7s, 100½; Cleveland and Toledo 7s, new, 97½; New York Central 1st mort., 106½; Western Union Telegraph, 72⅝; do. 7s, 97; At. and Pacific Tel., 16½; Maryland Coal, 19; Am. Exp., 64¼; Wells-Fargo Exp, 77; Adams Exp., 106; U. S. Exp., 67; Tennessee 6s, n. s., 63; do. 6s, new, ex-coupon, 63½; do. old, do., 64; Missouri 6s, 1875, 99; N. Y. State 7s, B. L., reg., 110¼; do. coupon, 110½; Brooklyn 6s, W. L., 95.

Philadelphia.—Pittsburg, Cincinnati and St. Louis 7s, 65; Wilmington and Reading 1st mort., 89¾; Phila. and Reading 7s, new conv., 106¾; do. deben. bonds, 80; do. Gen'l mort. 7s, reg., 101⅝; do. coupon, 101; Pennsylvania and New

York 7s, 101⅛; Huntingdon and Broad Top Mt. R. R., 8; do. 1st mort., 103⅛; Belvidere Delaware 3d mort., 83; Shamokin Valley and Pottsville 7s, 92; Allegheny Valley 7 3-10s, 77; Harrisburg and Lancaster 6s, 102; Pennsylvania div. scrip, 100¾; Nesquehoning Valley R. R., 54½; Camden and Atlantic pref., 41; Ridge Ave. R. R., 40¼; Sch. Nav. div, scrip, 84; Philadelphia City 5s, 95. The latest quotations are: City 6s, 102@102½; do. free of tax, 102⅜@102½; Pennsylvania State 6s, 2d series, 108@108½; do. 3d series 110½@111; Philadelphia and Reading, 56⅝@56¾; do. Gen'l mort. 7s, coup., 101@102; do. reg., 101@101¾; do. mort. 6s, 1880, 100⅛@100½; do. new, conv., 106¾@106¾; do. 7s, 1893, 103¼@—; United New Jersey R. R. and Canal Co., 124@125; Camden and Amboy mort. 6s, 1889, 98@99; Pennsylvania R. R., 47⅞@48; do. div. scrip, 100¾@101; do. 1st mort., 102½@103⅛; do. 2d mort, 99¾@100½; do. general mort. coupon, 90⅛@91⅛; do. reg., 92@93; Little Schuylkill R.R., 46½@47; Morris Canal, 49@52; do. pref. 125@—; do. 6s, 97@101; Susquehanna Canal, 5@9; do. 6s, 73@73¾; Schuylkill Nav., 6@6¼; do. pref., 12@12½; do. 6s, 1882, 76¼@76½; do. 1872, 86@90; Elmira and Williamsport pref., 37@38½; do. 7s, 1873, 98@100; do. 5s, 63@65; Lehigh Coal and Navigation, 43½@43⅝; do. 6s, 1884, 94½@95; do. R. R. Loan, 94½@95½; do. Gold Loan, 97¾@98; North Pennsylvania, 44@45; do. 6s, 99½@100¼; do., 7s, 100½@101½; do. Chattle 10s, 105@107; Philadelphia and Erie, 18@18½; do. 6s, 89@90; do. 7s, 80@84; Minehill, 52⅞@53; Catawissa, 15@16; do. pref. 40¼@41; do. 7s, 1900, 101⅝@102; Lehigh Valley, 60⅞@61; do. 6s, new conpon, 101½@102½; do. reg., 98½@99½; do. 7s, 105@—; Fifth and Sixth streets (horse) 55@57; Second and Third, 62½@64¼; Thirteenth and Fifteenth, 22@22¼; Spruce and Pine, 28¾@29½; Green and Coates, 47@50; Chestnut and Walnut, 60@61; Hestonville, 20@20; Germantown, 33@40.

Boston.—Fitchburg 7s, 105; Jackson, Lansing and Saginaw 8s, 1891, 98; Chicago, Burlington and Quincy 7s, 97; Atchison, Topeka and Santa Fe 1st mort., 58; Burlington and Missouri River R. R. in Nebraska 8s, old, 99¼; Vermont Central 1st mort., 22; do. Equip. 8s, 65: do. 8s, 1902, 75⅝; Eastern 7s, 1882, 93½; Old Colony 7s, 1877, 102¼; do. 7s, 1894, 105; Cheshire 6s, 1880, 93; St. Louis and Iron M. 7s, gold, 95; Michigan Central 7s, 1902, 95; Burlington and Missouri River R. R. in Iowa, 98; Norwich and Worcester R. R., 128½; Conn. and Pass. Rivers R. R., pref., 72½; Cincinnati, Sandusky and Cleveland R. R., 9¼; Portsmouth, Gt. Falls and Conway R. R., 34; Summit Branch, 38; New York and New England R. R., 23¾; Rutland pref., 31½; Boston Water Power Co., 11; Cary Imp., 6; Brookline Land, 5; Maine 6s, 101⅛; New Hampshire 6s, 99¾; St. Louis 6s, 89¼; Cambridge 6s, 1888, 96⅝; Boston 6s, 1880, 100¼; Allouez Mining Co., 6¼; Calumetand Hecla, 129¾; Superior, 80c.

Baltimore.—Orange, Alex. and Manassas 7s, 81; Virginia and Tennessee 2d mort. 6s, 74; Northern Central 6s, 1900, gold, 90½; Virginia consols, coupons, 81¾; Virginia consols, ex-coupon, 48⅝; Baltimore City 5s, 83; Norfolk Water bonds, 86; Atlantic Coal, 2.50. The latest quotations are: Wilmington, Columbia and Augusta bonds, 67@70; Wilmington and Weldon, 7s, gold, 92@94; Pittsburg and Connellsville 7s, 1898, 86½@86¼; Baltimore and Ohio, 167@168; do. 6s, 1875, 99@100¼; do. 1880, 100@102½; do., 1885, 101¼@—; Parkersburg Branch, 5@10; Northern Central, 84@86; do. 6s, 1885, 93@95; do. 1900, 86@87; do., 6s, 1900 gold, 90½@91; N. W. Va. 3d mort., 1885, 92@—; Marietta and Cincinnati 1st mort. 7s, 1892, 102½@—; do. 2d mort. 7s, 89⅝@89¾; do., 3d mort., 8s, 79@79¼; Central Ohio, 40⅛@42¾; do. pref., 42@45; do. 1st mort., 90¾@91; Western Maryland, 1st mort. 6s, 1890, 85@100; do. 1st mort. guar., 96@97¼; do. 2d mort. guar., 95@97; do. 3d mort., guar., 97@99; do. 2d mort. pref., —@60; do., 2d mort. guar. by Washington Co., 90@91; Richmond and Danville 1st mort., 66@68; Orange and Alexandria 1st mort. 6s, 89¾@90; do., 2d mort. 6s, 80@82½; do., 3d mort. 8s, 79@80; do., 4th mort. 8s, 73¾@75; Orange, Alex. and Manassas 7s, 81@82; Virginia and Tennessee 1st mort. 6s, —@—; do., 2d mort. 6s, 72@75; do. 8s, 79@79¾; Baltimore 6s, 1875, 101@101⅛; do., 1884, 101½@101¾; do. 1886, 102½@—; do. 1890, 102½@—; do., 1893, 100@—; do. 1893, exempt, 104½@—; do., 1900, 102@102½; do. 1900 new, 100@102; do. 1902, 102½@102½; Memphis City 6s, 45@45½; Maryland Defense Loan, 1888, 106¼@107; Virginia 6s, old, 32@35; do. new, 43@50; do. consol. 6s, 51@51¼; do. coupons, 81¾@82¼; West Virginia, 11@11½; City Passenger R. R., 16@20; George's Creek Coal, 140@150; Atlantic Coal, 2.50@2.80; Santa Clara, 3¼@4; do. bonds, 18¼@30.

South Carolina Bonds.

The Committee on Securities of the New York Stock Exchange have issued, under date June 1, 1874, the following notice:

F. L. Cardozo, Treasurer of the State of South Carolina, gives notice that the following bonds of the State, issued under Act March 23, 1869, entitled "Loan for the Conversion of State Securities" are authorized to be funded into "Consolidation bonds," they having been duly exchanged and represented by bonds on file, viz:

Denomination of $1,000, numbered in red—No. 1 to 519, inclusive; No. 521 to 1,130, inclusive; No. 2,451 to 2,475, inclusive. Denomination of $1,000, numbered in blue—No. 3,271 to 3,496 inclusive; 3,498. Denomination $500, numbered in red—No. 1 to 237, inclusive; No. 1,001 to 1,200, inclusive. Denomination of $100, numbered in red—No. 1 to 120, inclusive.

The Legislature has declared that the remainder of the "Conversion bonds" were put upon the market without any authority of law, and are absolutely null and void. The disputed bonds are not a good delivery from this date, as regular South Carolina bonds.

☞ A dispatch, dated New Orleans, La., June 2, says that the Supreme Court have decided the Levee bonds issued under Act No. 32 of 1870 to be valid obligations of the State. These bonds have been enjoined, and, in consequence of that injunction, the Stearn Brothers, of London, and other large foreign bondholders, had commenced suits against the State Funding Board. If these suits should be discontinued the Funding Board will commence funding in July, paying the interest on all the bonds to Jan. 1, and the interest on the new bonds to July 1.

☞ Col. Thomas A. Scott has been elected President of the Pennsylvania Railroad Company, vice J. Edgar Thomson, deceased. George B. Roberts has been promoted to be First Vice-President.

Nashua and Lowell R. R.

The annual meeting of the stockholders of this company was held at Nashua, N. H., on the 27th of May. From the report of the directors, which was presented, we learn that the receipts from operations of the road during the last fiscal year were $613,396 71, of which $330,923 10 was for freights, $257,066 01 for passengers, and the balance for express, mails, interest and contingent fund. The expenses have been $529,602 25, of which $81,290 41 have been paid for repairs on the road, $81,973 81 for rent of other roads, $69,643 08 for fuel, $56,320 34 for merchandise and depot expenses, and the remainder for repairs, salaries and miscellaneous expenses. The stockholders have received $80,000 in five per cent. semi-annual dividends. The lines now operated by this corporation, in connection with the Boston and Lowell Railroad, have an aggregate length of 135 miles. The report states:

On the first of August last the Middlesex Central Road was opened from Lexington to Concord, Mass., eight miles, and on the first of January the Peterboro' Road was opened from Wilton to Greenfield, eleven miles. The business from these extensions has been fully as great as was anticipated, for the season of the year that they have been in operation, and an increase of income may be expected from them in the summer months. The roads have, in common with all others, felt the effects of the business panic of last fall. The growth of traffic has been temporarily checked, but there seems reason to hope that it will soon resume its accustomed progress, and that the investments will continue to yield adequate returns.

The following directors were unanimously elected for the ensuing year: Francis B. Crowninshield of Boston, Daniel S. Richardson of Lowell, Edward Spalding of Nashua, Onslow Stearns of Concord and William W. Bailey of Nashua. President, Francis B. Crowninshield; Treasurer, Theodore H. Wood; Clerk, Edward P. Emerson.

☞ At the annual election of the New York and Long Island Bridge Company held on the 1st inst., the following gentlemen were chosen directors: William C. Conover, Isaac D. Coleman, J. L. Brown, John T. Conover, Shepherd F. Knapp, Archibald N. Bliss, Daniel L. Potter, George Wilkes, Anthony W. Winans, Phineas L. Taylor, Gideon L. Knapp, Joel A. Fithean, Henry Vanderwater, Herman T. Livingston, Jacob W. Levy, Edward J. Shandley, Robert M. C. Graham, Charles Johnson, Purcell W. Turney, William Steinway.

☞ Judge Shepley, in the United States Circuit Court at Boston, has decided in favor of the pretensions of the Goodyear Dental Vulcanite Company's patent. He has dismissed the suit of the Boston Elastic Fabric Company against the Easthampton Rubber Thread Company for infringement on Hall's "improved machine for cutting caoutchouc," and that of Ashcroft vs. the Boston and Lowell Railroad Company for an alleged infringement by the Richardson spring safety valve on Naylor's English patent.

☞ Sealed proposals will be received by the Jersey City and Albany Railroad Company until noon June 15, for the work and materials necessary to finish the road to Haverstraw. Information furnished on application to E. K. Alburtis, President, 46 Beaver street, N. Y.

Nashua and Rochester Railroad.

At the annual meeting of this company, held at Nashua, N. H., on the 26th ult., the following Board of Directors was elected for the ensuing year: F. H. Kinnicutt of Worcester; C. H. Waters, Groton; N. V. Whitehouse, Rochester; J. C. Eastman, Hampstead; Francis H. Dewey, Worcester; Charles E. Whitin, Whitinsville; E. B. Stoddard, Worcester; Charles W. Smith, Worcester; Charles S. Turner, Worcester; Aaron W. Sawyer, Nashua; A. H. Dunlap, Nashua; John Lynch, Portland; Joseph C. Burley, Epping; F. A. McKean, Nashua; and Edwin Wallace, Rochester. President, F. H. Kinnicutt; Clerk, A. F. Stevens. The report of the directors shows that the amount of money received from subscribers for the construction of the road is $902,681, of which $894,026 has been thus far expended. Everything connected with the road is represented to be progressing satisfactorily, and it is hoped that the road will be open for public travel in September next.

☞ The following named gentlemen have been elected directors of the Hudson Suspension Bridge and New England Railway Company:—E. W. Serrell, John Q. Hoyt, Hiram Barney, B. E. Smith, J. H. Jackson, C. R. Griggs, A. S. Diven, D. C. Littlejohn, J. R. Macbeth, E. R. Wiswell, C. J. Pusey, L. T. Guthrie, A. W. Humphreys. The following officers were also elected: President, Charles J. Pusey; Vice President, John Q. Hoyt; Treasurer, A. W. Humphreys; Secretary, John R. Macbeth; Chief Engineer, E. W. Serrell.

☞ A bill in chancery was filed in the United States Court, at Desmoines, Iowa, on the 2d inst., for the foreclosure of the first and second mortgages of the Central Railroad of Iowa and the appointment of a receiver pending a decision. H. E. Boardman, A. V. Linde, Charles Alexander, E. B. Page, A. W. Spencer, Sophie W. Dana and Quincy A. Brown, of Massachusetts; Joseph Wentworth and Elijah Colburn, of New Hampshire; Nathaniel Holmes, of St. Louis, and 260 other bondholders, are complainants.

☞ The annual meeting of the Wilton Railroad Company was held at Nashua, N. H., on the 27th ult. The road is about 15¼ miles in length, extending from Nashua to Wilton, N. H., and is operated under lease by the Nashua and Lowell Railroad Company. The receipts for rent of the road for the past year, less all expenses, were $15,136. Two semi-annual dividends of 8½ per cent have been paid, and there is a surplus in the Treasury of $23,254. The following were elected Directors: Isaac Spalding of Nashua; William Ramsdell, Milford; Clarke C. Boutwell, John Reed and Solomon Spalding, of Nashua; Clerk, J. Thornton Greely.

☞ Papers have been served upon the Attorney General and Railroad Commissioners, notifying them that an injunction would be applied for in the United States District Court for the Western District of Wisconsin to restrain them from instituting any proceedings or taking any measures for the purpose of executing the act of the last Legislature. The action is brought by the creditors of the Chicago and Northwestern Railroad Company, who claim that their securities are weakened or destroyed by the law of last winter.

Cheshire Railroad.

The directors of this company, recently elected, are: E. Murdock, Jr., Thomas M. Edwards, William A. Brigham, John Henry Elliot, Samuel Gould, Isaac M. Murdock, George F. Williams. This road continues to be among the very best managed roads in New England, and the report of the Directors shows it to be in a more prosperous condition. The net earnings for the year have been $152,544 26. The indebtedness of the road has been reduced about $29,000 during the year, in addition to the payment of a 5 per cent dividend. The gross receipts have fallen off about $20,000, caused by reduction of rates, the tonnage carried having been equal to former years. The road and all its equipments are in thorough repair. All renewals of rails have been of steel. It is proposed during the coming year to substitute iron bridges for the wooden structures and to add other permanent improvements.

☞ C. J. Brydges, late of the Canada Grand Trunk Railway, has been commissioned by the Dominion to investigate the management of all the railways in New Brunswick and Nova Scotia.

☞ Five first-class locomotives from the Baldwin Locomotive Works, Philadelphia, were shipped to Russia, on the 23d of May.

THE
SECOND ANNUAL EXHIBITION
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Industrial Exposition
OF CHICAGO.
WILL OPEN
September 9th, and Close October 10th, 1874.

Special Features for this year are *Machinery in operation*, and *Processes of Manufacture*. The largest and best Exhibition Building on the Continent. The most liberal arrangements for Exhibitors in every class, and the best and cheapest method of advertising for all Artisans, Manufacturers, and Inventors. Space, Steam Power, and Shafting free. Applications should be made, as early as possible, to

JOHN P. REYNOLDS, Sec'y.

CHICAGO, May 25th, 1874.

COMMERCIAL WAREHOUSE CO.—CASH CAPITAL, $2,000,000—Office, 29 William street, corner Exchange place; warehouses, Atlantic Dock, Brooklyn. Cash advances made on first class securities on demand and time. Cash advances made on all kinds of merchandise stored in our own warehouses or consigned to us on favorable terms.

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FELICIANO LATASA, Third Vice President.
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John Baird, Thomas Murphy, Henry B. Hyde
WILLIAM TOBIN, Sup't of Warehouses.
JAMES CLYNE, Secretary.

The American Wood Carbolizing Co.

Is organized for the purpose of Creosoting Timber for Docks, R. R. Ties, Fence-Posts, Pavements, and all other uses where Timber is exposed to the action of water or air. This Company also proposes to License R. R. Companies and others who desire to erect their own apparatus.

Drawings and specifications of apparatus, either stationary or portable, will be furnished on application.

67,112 miles of Railroad in the United States use annually over twenty-six million Ties for renewing those destroyed by decay.

The preservation of wood from decay and the attacks of marine worms, has been largely practiced in Europe for thirty years; and with such success that the use of natural wood is now the exception; and of all the various methods that have been employed, that in which creosote oil was used, has best endured the test of time.

This Company, benefiting by the thirty years' practical experience in the use of creosote oil abroad, offer to the public a system of application which is adapted to the wants of our own country, in that green wood can be rapidly and thoroughly treated, even better than dry, and the application of the oil, in connection with the use of moderate heat, be made more uniform and effective than is possible by any other means.

Experience has demonstrated that creosote or dead oil is the only substance by which wood can be treated so as to certainly resist the attacks of marine worms.

Creosoted wood exposed in Charleston Harbor was not attacked by the teredo, while natural wood attached to it was completely honey-combed.

It is confidently asserted that Railroad Ties creosoted will outlast three sets of ordinary Ties, and that creosoted Paving Blocks being beyond the reach of decay, will last as long as stone, with all the advantages of an elastic roadway, beauty and economy of construction.

The economy in the use of creosoted wood, where the term of service is trebled, is measured by adding to the wood used, the cost of the labor expended in construction, and the loss of time spent in replacing the structure, when either decay or attacks of marine worms destroy it.

The system of Seely and Pelton, employed by this Company, has been fully examined and indorsed by Gen. McClellan, Gen. Barnes, Gen. Babcock, Rob't Harris, C. B. & Q. R. R., Prof. Silliman, Capt. Eads, Gen. Cram, Gen. Humphreys, Gen. Meigs, Gen. Belknap, Prof. Chandler, Gen. Gilmore, Gen. Newton, A. B. Mullet, C. H. Haswell.

It has been used by the U. S. Government upon the Dykes of the St. Clair Flats, and upon Gun Platforms for the fortifications on the Atlantic coast; upon pavements in New York and Pittsburgh, by the Department of Docks of the City of New York and the Board of Public Works of the District of Columbia.

Detailed information can be obtained and specimens of creosoted wood examined at the office of the Company.

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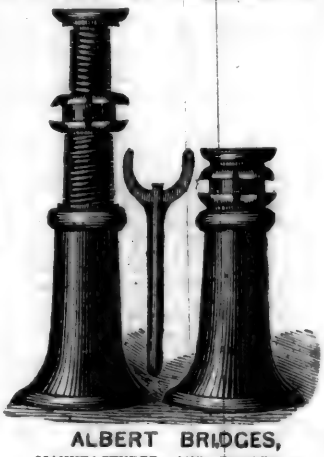
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☞ The first criminal trial for violating the Railroad Law of Wisconsin took place on the 30th ult. The station agent of the Chicago and North western Railroad had been arrested for charging more than the legal rate for tickets. He was tried, found guilty and fined one dollar.

AMERICAN RAILROAD JOURNAL.

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American Railroad Journal.

New York, Saturday, June 13, 1874.

Illinois Central Railroad.

The annual meeting of the shareholders of this company was held in Chicago on the 27th ult. There were present, in person or by proxy, 118,119 shares. On motion, Lucien Tilton was appointed chairman of the meeting, and W. K. Ackerman, secretary. The minutes of the last meeting of shareholders were read and, on motion, approved. The minutes of the meetings of the board of directors, held since the last annual meeting of shareholders, were submitted, and the following resolution adopted:

Resolved, That the acts and doings, resolutions and votes of the board of directors, all and singular, are hereby ratified, approved and confirmed.

The annual report of the president and directors to the shareholders, for the year 1873, with the accompanying statements, was presented and on motion approved. The president stated that the mild Winter had diminished the expenses; this, with greater economy in labor and cost of materials, has given a better net result the first four months than for several years past. The net profit to this date is 21 per cent beyond that of last year, a gain of about $220,000. The present movement of freight traffic is largely towards the south by the new connection, supplying Georgia and other southern States with grain. The following preamble and resolution was adopted:

Whereas, In the negotiation of the Six per cent Construction Bonds of this company, which are payable April 1, 1875, a prospectus was published by the agents of this company, representing that the principal of such bonds, and the interest thereon should, at the option of the holders, be paid in London at the rate of four shillings and two pence sterling, to the dollar, and the bonds by inadvertence were so made as not to express the obligation intended as to the payment of the principal—

Resolved, That the shareholders here represented recognize the obligation of the company to pay such bonds, as stated in such prospectus; and inasmuch as there are outstanding three hundred and thirty-two of such bonds, we request the directors of the company, when such bonds become payable, to pay the principal in London in sterling money at the rate of four shillings and two pence to the dollar.

Also the following resolution:

Resolved, That the shareholders approve the action of the board of directors in making and exchanging the Five per cent Sterling Bonds of this company, for the Consolidated Gold Bonds of the Mississippi Central, and New Orleans, Jackson and Great Northern Railroad Companies.

Resolved, That if the board of directors shall deem it expedient to raise the money necessary to retire, at their maturity, the Redemption Bonds for $2,500,000, payable April 1st 1875, or any part thereof, by the issue of new bonds, the shareholders recommend it to do so, and if in its opinion it is desirable to secure such bonds by a mortgage of the railroad and railroad property of the company, the shareholders recommend that the mortgage be for $15,000,000, and that it provide for the security of the Five per cent Sterling Bonds, and the Redemption Bonds of 1890, as well as for such new bonds.

Resolved, That the meeting do now proceed to elect three directors, to fill the vacancies occurring by the expiration of the term of office of W. H. Gebhard, Wilson G. Hunt, and Jonathan Sturges, at this date.

J. M. Douglas and Henry DeWolf were appointed tellers, to receive and count the votes. The tellers reported that the whole number of votes represented were 118,119, all of which were cast for W. H. Gebhard, Wilson G. Hunt and Jonathan Sturges, to serve until the last Wednesday in May, 1878. Thereupon the chairman declared that all the votes cast were for the above named gentlemen, who were declared duly elected. No other business being presented the meeting on motion adjourned.

People's Freight Railway.

Articles of association, drawn up under the General Railway law, to incorporate the People's Freight Railway Company, were filed in the Secretary of State's Office at Trenton, N. J., on the 6th inst. The stockholders are: J. M. Nash, of Brooklyn; C. W. Jones, George H. Lincoln, Frank Kimball, of New York City, and R. Babcock, Jr., Jas. F. Hughes, P. S. Trainer, H. B. Kerr, Edward McGinnis, W. H. Dorman, Andrew Kerr, Michael Kelley, and Geo. W. Whybard, of Jersey City. These gentlemen are also Directors. The object is to construct and maintain a road from a point on Staten Island Sound at the State line of New York within the township of Linden, in Union County, or Woodbridge, in Middlesex County, to a point on the Delaware River at the State line of Pennsylvania, within the townships of Kingwood or Delaware, in Hunterdon County. The length of the road is to be fifty miles, to run through the Counties of Union, Middlesex, Somerset and Hunterdon. The capital stock is $1,000,000, divided into 10,000 shares. J. M. Nash of Brooklyn, takes 988 shares, and all the other corporators one share each, which makes 1,000 shares the whole amount subscribed.

Sale of the Vermont and Canada Railroad.

The St. Albans (Vt.) *Advertiser* gives the following statement of the contract for the purchase of the Vermont and Canada Railroad by the Central Vermont.

The Central Vermont pays $3,000,000 for the Vermont and Canada in shape of Central Vermont 6 per cent. coupon bonds, thirty years to run from the first day of June, 1874, with interest from the first day of September, 1874.

It is agreed that $45,000 of such interest shall be paid December 1, 1874, and afterward $90,000 shall be paid on the first days of June and December respectively. The Vermont and Canada assigns to the Central Vermont their demand for back rent on the Vermont Central. The contract is secured by a mortgage on the Vermont and Canada Railroad, the mortgage running to three

trustees, viz: Bradley Barlow, Lemuel Shaw and Samuel Wells.

The bonds are redeemable in cash at the option of the Central Vermont. In addition the Central Vermont is to pay to the Vermont and Canada for past incidental expenses not exceeding $20,000. The Central Vermont agrees to indemnify the Vermont and Canada against liability on Ogdensburg and Lake Champlain lease and their guarantee upon $1,000,000 bonds, what is known as Vermont Central guarantee-bonds. The stock of the Vermont and Canada, as far as exchanged for the bonds of Central Vermont is to be surrendered to Vermont and Canada, and by them placed in trust for the Central Vermont. The Vermont and Canada are to execute to the Central Vermont a power of attorney to use their name, in any way they deem necessary, not detrimental to the interests of the Vermont and Canada. When the present outstanding securities of the Vermont Central and of the trustees and the managers are arranged for, then the stock of the Vermont and Canada to be cancelled and the old lease of the Vermont and Canada is to be determined. If the title under the mortgage is liable to be defeated by reason of this old lease, then the Central Vermont and Canada is to hold possession of the Vermont and Canada as lessees, on the same terms as the contract of sale aforesaid, until the title can be perfected, when the Central Vermont shall have right to purchase on the same terms. This contract will take effect upon ratification by the stockholders of the two companies.

Pennsylvania Railroad and Leases.

We have heretofore published the text of the two last annual reports of the Pennsylvania Railroad Company (see issues of March 29, 1873, and March 28, 1874). As a corollary to the exhibits given in the reports referred to we have prepared the following table, which shows the results of operations on the several lines operated directly by the company, both in Pennsylvania and New Jersey.

GENERAL SUMMARY.

The revenues of all the lines of railroads (and canals) operated by the company in 1872 and 1873, and the amounts paid for their working expenses, interest on debts, and dividends to shareholders, were comparatively as follows:

	1872.	1873.
Pennsylvania R. R. and branches	$22,412,525 27	$24,886,008 90
Philadelphia and Erie R. R.	3,980,752 87	3,842,067 20
United Railroads of New Jersey	8,266,226 80	8,516,739 93
Belvidere Delaware R. R. & branch	664,393 18	1,148,222 76
Delaware and Raritan canal	1,524,605 24	1,590,100 12
Gross receipts	$36,448,503 36	$39,988,138 91
Penna. R. R. and branches	$13,764,673 09	$15,440,305 16
Phila. & Erie R.R.	3,288,015 91	3,413,310 84
United Railroads of New Jersey	6,005,166 78	6,792,188 05
Belv. Del. R.R. and branch	515,531 48	825,912 65
Del. & Rar. canal	1,016,037 49	883,321 46
Working expenses	$24,589,424 75	$27,355,038 16
Penna. R. R. and branches	$8,247,852 18	$9,445,703 74
Phila. & Erie R.R.	692,736 96	428,756 36
United Railroads of New Jersey	2,261,060 02	1,724,551 88
Belv. Del. R. R. and branch	148,861 70	322,310 11
Del. & Rar. canal	508,567 75	706,778 66
Net earnings	$11,859,078 61	$12,628,100 75

PENNSYLVANIA RAILROAD.

The statistics presented herewith refer to the main line between Philadelphia and Pittsburg, and the branches (owned and leased) operated in immediate connection therewith:

	1872.	1873.
Main Line of road miles.	358	358
Branch lines " .	426	511
Total railroad operated " .	784	869
Locomotive engines	723	878
Passenger cars	336	385
Baggage, mail and express cars	136	136
Freight cars	13,749	16,282
Railway cars	1,267	1,807
	1872.	1873.
Passengers carried	5,250,393	5,879 684
Do. carried one mile	173,840,412	177,448,863
Freight (tons) moved	4,175,707	4,683,733
Coal (tons) moved	3,669,071	4,52 ,501
Company's fuel, &c. (tons) moved	614,757	787,560
Total tonnage	8,459,535	9,998,794
Passengers	$4,022,012 80	$4,169,141 97
Emigrants	240,005 08	220,529 49
Mails	154,914 78	158,287 50
Express matter	449,627 35	450 241 40
General freights	16,856,891 41	19,608,555 07
Miscellaneous	289,073 85	269,253 47
Gross earnings	$22,012,525 27	$24,886,008 90
Conducting transp.	$4,964,932 75	$5,664,140 57
Motive power	3,826 946 40	4 223,530 53
Maintenance of cars	1,305,899 83	1,926,095 53
Maintenance of road	3,337.724 69	3,246,832 20
General expenses	329,169 42	379,706 33
Working expenses	$13,764,673 09	$15,440,305 16
Net profits	$8,247,852 18	$9,445,703 74

In the following exhibit is shown separately the arnings, working expenses (including rentals paid) and net profits of the branch roads, owned and leased.

	1872.	1873.
Gross earnings	$2 001,706 47	$2,577,527 22
Working exp., &c.	1,994 121 84	2 560,097 10
Net profits	$7,584 63	$17,430 12

The following statement shows the rate per mile of earnings, working expenses and profits, and also the ratio of expenses to gross earnings:

	1872.	1873.
Earnings (main line) p. m.	$55,896 14	$62,314 19
Earnings (branch line) p.m.	4,698 84	5 053 96
Earnings (main & br.) p.m.	28 077 20	28,637 52
Expenses (main) p. m	$32,878 65	$36,062 87
Expenses (branch) p. m.	4,681 04	5 009 97
Expenses (m. & br.) p. m.	17,556 98	17,767 90
Profits (main) p. m.	$23,017 49	$26,251 32
Profits (branch) p. m	17 80	43 99
Profits (m. & br.) p. m.	10,520 22	10,869 62
Rate of exps. (main) p.c.	58 82	57.87
Rate of exps. (branch) p.c.	99.62	99.18
Rate of exps. (m. & br.) p.c.	62.52	62.04

Statement showing the net earnings in each year and the payments therefrom:

	1872.	1873.
Net earnings	$8,247,852 18	$9,445,703 74
Div'ds 10 p.c. p. an.	$4,711,497 00	$5,918,140 00
Interest, less interest &c. received	434,145 95	367,070 81
Har. and Lanc. R. R. lease	135,056 84	132,651 46
Annual paym't, State works purchase	460,000 00	460,000 00
State taxes		369,074 38
Total payments	$5,740,699 29	$7,246,936 60
Surplus income	$2,507,152 89	$2,198,767 14

The financial condition of the company at the close of 1872 and 1873, respectively, is shown in the following summary statement:

	1872.	1873.
Capital stock	$53,271,937 50	$68,144,475 00
First mort. bonds, due 1880	4,970,000 00	4,970,000 00
Second mort. bonds, due 1875	4,865,840 00	4,865,840 00
General mortgage bonds, due 1910	19,490,760 00	19,558,760 00
Consolidated mort. bonds, due 1905		8,245,000 00
State lien ($7,500,000)	5,584,699 98	5,401,675 41
Mort. and ground rents	161,009 32	104,509 32
Bills payable and acceptances	3,713,246 15	4,611,797 24
Accounts payable	11,816,951 76	11,658,791 12
Securities (U. Co. of N. J.) held by Co.	4,065 225 25	4,322,225 25
Contingent fund	2,000,000 00	2,000,000 00
Profit & loss (bal.)	6,919,154 07	6,842,563 43
Total liabilities	$116,658,824 03	$140,725,536 77
Railroad (Har. to Pbg) 276 miles	$18,309,836 74	$19,610,223 81
Phila. & Columbia R. R.	5 375,733 43	5,375,733 43
Engines and cars	11,154,555 49	15,333,714 44
Real estate & telegraph lines	6,085,731 60	6,563,618 68
Delaware Extension &c.	1,512 002 42	1,688,517 82
Total construction and equipment	$42,437,859 08	$48,571,808 18
Railroad bonds	19,404,776 25	20.165,198 23
Railroad stocks	21,440 845 43	30,284,120 86
Municipal b'ds &c.	62,200 00	242,100 00
Securities (U. Co. of N. J.) held by Co.	4,065,225 25	4,322,225 25
Cost of bonds and stocks in skg f'd.	2,438,438 35	
Cost of bonds representing contingent fund	2,000,000 00	2,000,000 00
Fuel and materials (Penn. R. R)	2,456,178 99	4,788,647 85
Fuel and materials (N. J. Div)	891,590 11	
Advanced for fuel &c. (Phila. & E. R R.)	507,820 81	
Advanced for operating (Ph. & Erie R. R.)	544,907 12	
Bills and accounts payable, & am'ts due from other roads	17,837,660 98	25,979,087 14
Balance in hands of agents	1,180,994 73	2,058,862 05
Balance in hands of treasurer	1,395 822 30	2,312,587 21
Total property and assets	$116,658,824 03	$140,725,636 77

PHILADELPHIA AND ERIE RAILROAD.

The Philadelphia and Erie Railroad extends from Sunbury to Erie City, a distance of 287.6 miles. The rental is 30 per cent of the gross earnings. The lessees furnish locomotives and cars, and charge for their hire. The following compares the statistical returns for the last two years:

	1872.	1873.
Passenger train miles	663,542	659,822
Freight train miles	2,248,809	2,243,812
Passengers through	8,814	8,787
Passengers local	835,979	773,486
Freight (tons) through	460,681	469,713
Freight (tons) local	1,567,887	1,694,533

	1872.	1873.
Passengers	$647,274 09	$632,620 30
Freights	3,177,548 92	3,042 806 00
Expresses	44,917 87	41,189 10
Mails	27,573 20	30,748 41
Miscellaneous	88,438 79	94,703 39
Gross earnings	$3,980,752 87	$3,842,067 20
Transportation	$841,298 21	$872,256 99
Motive power	915,755 45	962 781 49
Maintenance of cars	338,019 18	398,390 03
Maintenance of way	1,192,943 07	1,179,882 33
Working expenses	$3,288,015 91	$3,413,310 84
Net earnings	$692,736 96	$428,756 36
Gross earnings per m. of road	$13,841 30	$13,340 51
Working expenses per mile of road	11,432 60	11 868 22
Net earnings per mile of road	2,408 70	1 472 29
Expenses to earnings	82.68 p.c.	88.84 p.c.

The following shows comparatively the financial condition of the company for the last two years:

	1872.	1873.
Common stock	$6,048,700	$6,048,700
Preferred stock	2 400,000	2,400,000
First mortgage (Sun. and Erie) bonds	1,000,000	1,000,000
First mortgage (Phila. and Erie) bonds	5 000,000	5,000,000
Second mortgage (Phila. and Erie) bonds	3,000 000	3,000 000
Consol. gold bonds, guar.	5,730,000	7,252,000
Floating debt	572,966	1,764,465
Total liabilities	$23,751,666	$26,465,165
Road and equipment	$21.139,470	$24 206,590
Assets, cash & cash items	2,612,196	2,258,575
Total property and assets	$23,751,666	$26,465,165

UNITED RAILROADS AND CANALS OF NEW JERSEY.

The company owning these roads are a consolidation of the Camden and Amboy, the New Jersey and the Philadelphia and Trenton Railroads, their branches and leased lines—in all 276 miles. The company also own the Delaware and Raritan canal 61 miles. All are leased by the Pennsylvania Railroad Company, which assumed all the company's bonds and liabilities, and pay as rental to the stockholders 10 per cent per annum in quarterly instalments. Rolling stock furnished by lessees. The following are the statistics for the past two years of the—

UNITED RAILROADS OF NEW JERSEY.

	1872.	1873.
Passengers carried	7,580,795	8,003,043
Passengers carrried one mile	161,470.933	167,263,599
General freight (tons)	2,402,545	2,438 242
Coal (tons)	55,732	415,940
Fuel and materials (tons)	78,027	197,395
Total freight tonnage	2,536,304	3,051,577
Passengers	$4,573,312 52	$4,660,122 37
Freights	3,268,293 86	3,898,231 39
Express freight	236,554 95	271,865 20
Mails	48,485 00	47,511 07
Miscellaneous	144,580 47	137,009 90
Gross earnings	$8,266,226 80	$8,576,739 98
Transportation	$2,755,690 75	$3,233,910 93
Motive power	1,595,096 62	1,687,376 75
Maintenance of cars	379,637 17	434,890 38
Maintenance of roads	1,224,007 03	1,337,470 12
General expenses	50,735 21	98,539 87
Working expenses	$6,005,166 78	$6,792,188 05
Net earnings	$2,261,060 02	$1,724,551 88
Earnings p. mile of road	$29,950 09	$30,857 75
Expenses p. mile of road	21,757 85	24,609 38
Profits per mile of road	8,192 24	6,248 37
Expenses to earnings	72.65 p.c.	79.74 p. c.

DELAWARE AND RARITAN CANAL.

The Delaware and Raritan Canal is the property of the United Companies of New Jersey, and is included in the lease to the Pennsylvania Railroad Company. Length including feeder 61 miles.

	1872.	1873.
General freight (tons) moved	.....	777,782
Coal (tons) moved	.....	1,977,105
Total tonnage moved	2,837,533	2,754,887
Earnings from tolls	$938,832 06	$1,047,350 43
Earnings from steam towing	567,053 99	578,997 38
Earnings from miscellaneous	18,719 19	23,752 31
Gross earnings	$1,524,605 24	$1,590,100 12
Maintenance of canal	$278,930 52	$188,139 67
Canal operation, incl. drawbacks	293,388 27	244,393 29
Steam-towing acc't	443,718 70	450,788 50
Working expenses	$1,016,037 49	$883,321 46
Net earnings	$508,567 75	$706,778 66
Earnings p. m. of canal	$24,993 36	$26,067 22
Expenses " "	16,656 35	14,480 68
Profits " "	8,337 01	11,586 54
Expenses to earnings	66.44 p.c.	55.55 p. c.

COMBINED ACCOUNTS OF RAILROADS AND CANAL.

The following gives the results of operations and the distribution of disbursements on account of the leased railroads and canals.

	1872.	1873.
United Railroads—receipts	$8,266,226 80	$8,516,739 93
Del. & Raritan canal—receipts	1,524,605 24	1,590,100 12
Auxiliaries—receipts	171,629 92	162,138 97
Gross earnings	$9,962,461 96	$10,268,979 02
United Railroads—expenses	$6,005,166 78	$6,792,188 05
Del. & Raritan canal—expenses	1,016,037 49	883,321 46
Working expenses	$7,021,204 27	$7,675,509 51
Net earnings	$2,941,257 69	$2,593,469 51
Interest on bonds	$1,344,537 34	$1,306,218 78
Dividends to stocks	1,948,450 00	1,948,450 00
Total disbursements	$3 292,987 34	$3,254,668 78
Deficit	$351,729 65	$661,199 22

The following is a comparison of the financial status of the United companies at the close of the fiscal year ended December 31:

Capital stock	$18,990,400 00	$18,990,400 00
Funded debt	16,660,705 00	18,758,969 00
Bonds & mortg'ges	954,902 75	954,902 75
Total liabilities	$36,606,007 75	$38,704,271 75
Railroads & canal	$28,520,364 07	$33,368,053 44
Stocks	$4,659,309 04	
Bonds	361,250 00	
Adv'ces	2,029,285 78	
	7,049,844 82	7,049,844 82
Property & assets	$35,570,208 89	$40,417,898 06
Liabilities in excess	$1,035,798 80	.....
Property &c. in excess	.....	$1,713,626 31

The funded debt is given below in dollar account:

	1872.	1873.
Sterling, (S.F.) 6 p.c. loans 1880 at $4.84	$1,268,080	$999,944
Loan of 1870, overdue	1,240	1,240
Extra dividend loan, overdue	385	385
Dollar 6 p. c. loan, 1875	675,000	593,000
Dollar (N. J.) 6 p. c. loan, 1875	300,000	300,000
Dollar 6 p. c. loan, 1878	450,000	450,000
Dollar 6 p. c. loan, 1883	1,700,000	1,585,800
Dollar 6 p. c. loan, 1889	866,000	815,000
Consol. 6 p. c. loan. 1889	5,000,000	4,984,100
Sterling 6 p. c. loan at $5	1,846 000	1,846 000
Sterling 6 p. c. loan at $5	1 800,000	1,800,000
Dollar 6 p. c. loan. 1888	154,000	154,000
Dollar 7 p. c. bond (N. J.) to State	100 000	100,000
Dollar 7 p. c. bond (U. C.) to State	500 000	250,000
Dollar 6 p. c. loan, 1894	2,000,000	1,930,000
Dollar 6 p. c. loan, 1901	.....	3,000,000
Total funded debt	$16,660,705	$18,758,969

BELVIDERE DELAWARE DIVISION.

The Belvidere Delaware Division consists of the Belvidere Delaware Railroad 68 miles, and the Flemington Branch Railroad 12 miles—in all 80 miles. These roads were leased to the Pennsylvania Railroad Company April 1, 1872, and hence the returns of operations were only for the last nine months of that year.

	1872.	1873.
Passengers carried	.....	397,163
Passenger milcage	.....	6 751,601
Coal (tons) moved	812,749	1,224,528
General freight (tons) moved	172,084	220,045
Total tonnage	914 833	1,444,573
Passengers	$154,479 83	$195,220 52
Mails	4,319 26	5,768 98
Expresses	3,737 31	3 974 07
Freights	499,499 38	938,228 80
Miscellaneous	2,357 45	5 040 79
Gross earnings	*$664,287 86	$1,148,222 76
Transportation	$125,906 60	$248,956 40
Motive power	146,434 90	210 289 27
Maintenance of cars	44,840 09	73,686 60
Maintenance of road	198,349 89	292,980 38
Working expenses	*$515,531 48	$825,912 65
Net earnings	*$148,861 70	$322,310 11

* The total gross earnings in 1872 (year) amounted to $835,380 35; the working expenses to $616,771 75, and net earnings to $218,608 60.

The following is an abstract from the Balance Sheet showing the financial condition of the company December 31, 1872 and 1873 comparatively:

	1872.	1873.
Capital stock	$995,800 00	$995 869 00
Funded debt	2,244 500 00	2,244,500 00
Special loans	191.882 17	201,591 49
Due other companies	1,036,246 33	1,036,246 33
Total liabilities	$4,468,428 50	$4 478,137 82
Cost of road & equipments, not including discounts and interest on loans	$3,876,841 72	$4,034 829 34

☞ The Southwest Pennsylvania Railroad will be extended this season from Connellsville to Mount Braddock, a distance of about seven miles. The completion of this road to Mount Braddock will put the Pennsylvania Railroad in direct competition with the Pittsburg, Washington and Baltimore Railroad for the coke trade of the Fayette branch.

Western Union Telegraph.

At a meeting of the directors of this company held on the 3d inst., the following Report with accompanying resolutions was presented by the President:

To the Directors:

The net profits of the company for the eight years commencing July 1, 1866, and ending June 30, 1874, those for the present month of June being estimated, are $23,077,069 23.

Of this sum there has been distributed in dividends to stockholders	$4,857,239 34
Disbursed for interest on the company's bonds	2,530,749 98
Total	$7,387,989 32

The balance, $15,689,079 91, is represented as follows:

Paid for the construction of new lines and the erection of additional wires	$4,920,868 53
Paid for the stock of companies leased to the Western Union, subject to an annual rental	700,299 95
Western Union stock (72,877 shares)	4,064,483 07
Gold and Stock Telegraph Company's stock (47,710 shares)	1,173,509 00
International Ocean Telegraph stock (10,384 shares)	961,556 52
Pacific and Atlantic Telegraph stock (56,636 shares)	597,585 50
Anglo-American Telegraph stock (£1808)	10,000 00
Western Electric Manufacturing Company stock (500 shares)	39,000 00
Western Union bonds redeemed and cancelled	1,068,575 00
Western Union building, Broadway and Dey street, mortgage sinking fund	60,000 00
Real estate, exclusive of Broadway and Dey street property	828,769 86
Patent (the Page and Duplex Telegraph,)	61,758 00
Cable steamer	12,665 19
Western Union bonds, not cancelled ($7,500)	6,750 00
Fraction of share, old issue, redeemed and cancelled	42 50
Total	$13,990,863 02
Leaving a balance of net profits	$1,698,216 89

Represented as follows:

Cash on hand and due from agents	$475,000 00
Call loans	400,000 00
Advanced on account of the new building, Broadway and Dey street, in excess of the building mortgage bonds	300,000 00
Poles, wire, and other materials and supplies on hand	423,216 89
Total	$1,698,216 89

Of this sum, $1,400,000 is the net profit for the six months ending June 30th inst., about $740,000 being the net profit of April, May, and June. This is an increase of more than $250,000 over the net profits of the same three months last year, (1873.)

In view of the large reduction of rates throughout the South and West which took effect on the 1st of July, 1873, and of the universal depression in most kinds of business which followed the financial panic of September last, such a result is most gratifying, and seems to furnish grounds for the belief that as the general business of the country improves the receipts and profits of the company will continue to increase.

The Executive Committee have had under consideration for some time past the subject of a disposition of the unappropriated profits above stated. They were at first inclined to recommend a dividend equal to the net earnings of the current six months, which would be about four per cent. on the capital outstanding. To do this, however, would necessitate either the funding of the amounts expended for construction and on the building in excess of the loan made for that purpose, or the sale of a portion of the company's stock now in the treasury. On mature deliberation, it is deemed advisable to do neither, but to limit the dividend to the profits of the current quarter. This course they have unanimously advised me to recommend to the board, and in pursuance I submit the following resolutions:

Whereas, The business and financial condition of the company justify the resumption of regular dividends to the stockholders, which, in the judgment of this board, should be made quarterly; therefore,

Resolved, That a dividend of two per cent. from the net earnings of the three months ending June 30, be and the same is hereby declared payable on the 15th day of July next.

Resolved, That for the purpose of such dividend, the stock books be closed at the close of business on the 25th instant, and be opened on the morning of the 16th of July. WM. ORTON.

The report of the President was accepted and approved, and the resolutions adopted unanimously.

The Union Pacific Railroad Case.

In the U. S. District Court in Boston, on the 2d inst., Judge Lowell refused to grant an order compelling the Union Pacific Railroad Company to show cause why they should not be adjudged bankrupt. The petition was filed some time since and heard two weeks, or more, ago. The petitioner was Mr. Henry W. Goldring of New York, who represented that he owned eight of the $1000 income Bonds of the Company, which are not secured by a mortgage and are due the first of next September. He alleged that the Company is insolvent, and was so on the 18th of last December when it made a transfer and assignment to the Union Trust Company of New York of the railroad and other property to secure sixteen millions of bonds, which purported to be issued in discharge of and exchange for antecedent liabilities, including the Income Bonds. A statement of the debts of the Company, and the amount of annual interest thereon and of the earnings, is given in the petition to prove the insolvency of the defendants. The mortgage is averred to have been given with intent to delay, defraud and hinder creditors, including the petitioner, and to give a preference to some creditors over others, and to defeat the operation of the Bankrupt act. A copy of the mortgage was presented, one agreement of which was as follows:

"That eleven millions one hundred and seven thousand one hundred and eleven dollars of the bonds intended to be secured, shall be reserved to be used by the vote of the Directors of the Company in exchange for or for the purchase or payment of the Income Bonds, and the bonds or proceeds shall not be applied to any other purpose, until the same shall have been fully redeemed or paid."

A part of the act of Congress with regard to the Company was also laid before Judge Lowell by the Company's counsel, which was as follows:

"The books, records and correspondence, and all others documents of the Union Pacific Railroad Company, shall at all times be open to the inspection of the Secretary of the Treasury, or such persons as he may designate for that purpose. The laws of the United States providing for proceedings in bankruptcy shall not be held to apply to said Corporation. No dividend shall hereafter be made by said Company but from the actual net earnings thereof, and no new stock shall be issued or mortgages or pledges made on the property or future earnings of the Company without leave of Congress, except for the purpose of funding and securing the debt now existing or the renewals thereof."

In giving his decision, Judge Lowell said:

"Two most important and interesting questions have been argued in this case. First—Whether the petition alleges an act of bankruptcy on the part of the defendant corporation? Second—Whether the statute which exempts the defendant from the operation of the Bankrupt act is within the constitutional power of Congress to enact?

"It is admitted to be the better opinion generally, and the settled law of this circuit, that a railroad corporation is liable to be made bankrupt: and within a month last past I have adjudged one to be so for preferences such as would have sufficed in the case of a natural person. So that, as I said before, the first question is whether in making a mortgage of its franchise, lands and other property to a trustee for the equal security or payment of all its unsecured creditors, this Company has committed a technical fraud within the thirty-ninth section of the Bankrupt act."

If the Company had been a trader Judge Lowell said that he should have had no hesitation in declaring that such a mortgage securing the payment of creditors after a lapse of twenty years after debts became due would be an act of bankruptcy. But a carrier is not a mere trust to pay in twenty years. It can hardly be said that a railroad company contracting a debt for building and equipping its road undertakes to sell its franchise in season to pay that debt as it matures. Wisely or unwisely, it has been the policy of this country to encourage the building of these new highways by borrowed capital, and he feared it was true of a very large proportion of these corporations that they neither can nor are expected to pay such debts at maturity, excepting by negotiating a new mortgage; and if the very act of giving such a mortgage is a technical fraud on the statute, then all these companies are, or at a period already fixed will certainly be, bankrupt. It has never been said, and cannot with truth be said, that a mortgage by a railroad company is an act of an unusual character. Another important point is that the mortgage does not merely offer to postpone the debt, but to give the long bond or the money instead thereof. This is plainly one of the trusts, and the trustee can be compelled to apply the new bonds in one or the other of these modes to the satisfaction of the present creditors. So far as he knew, even a trader may mortgage his property for present value, if there be no actual fraud. At common law a mortgage of goods necessarily delays creditors, because the goods cannot be taken in execution while the mortgage remains unpaid; and yet it is the law that a mortgage given for the honest purpose of relief, however inadequate the relief may be, that is to say though the whole stock be mortgaged for a small advance, and however certain it may be that creditors will be delayed in levying their executions, will not be considered to be given *with intent* to delay them, the intent being really wanting. It is a new idea of preference that a security can be fraudulent preference to some creditors which is offered equally to all. The very fundamental conception of preference is inequality, and that is equality.

Judge Lowell cited numerous authorities in support of his decision, and concluded as follows:

"While, therefore, I find it to be settled by a preponderance of authority, though against some weighty opinions, that a trust to sell a debtor's

property and divide the cash ratably among his creditors is an act of bankruptcy, I do not find it to be settled that a sale by the debtor himself for cash with intent, so to divide it, is such an act, much less that a mortgage by a railroad company to secure all its creditors equally out of its earnings, or to pay such as refuse the security, their ratable proportion of the proceeds, is an act of bankruptcy.

"My opinion upon the first question renders it necessary that I should decide the still more interesting one of the constitutionalty of the statute which undertakes to except this corporation out of the general law. If supported, it must be, I think, upon the ground of a right in Congress to modify the charter of the Company to that ex tent."

Order to show cause refused.

Transportation to the Seaboard.

The Select Committee on Transportation to the Seaboard, has submitted its report of 492 pages, through the chairman, Senator Windom, of Minnesota. The committee is in favor of a National freight railway from New York to Council Bluffs, to cost $225,000,000. The Federal Government is recommended to open, improve, and hold under its control four great national routes:

First—The Mississippi River.

Second—A continuous water line of adequate capacity from the Mississippi River to the City of New York, via the Northern lakes.

Third—A route adequate to the wants of commerce through the central tier of States, from the Mississippi River, via the Ohio and Kanawha rivers, to a point in West Virginia, and thence by canal and slack water, or by a freight railway, to tide water in Virginia.

Fourth—A route from the Mississippi River, via the Ohio and Tennessee rivers, to a point in Alabama and Tennessee, and thence by canal and slack water, or by freight railway, to the ocean.

The cost of the Mississippi river improvements would be $16,000,000; that of the Northern route from the Mississippi to the city of New York, $19,000,000. On the central route it is estimated that $22,000,000 would be required to improve the Ohio River, $3,000,000 to improve the Kanawha River, and $55,000,000 for a freight railway from the Ohio River to tide water on the coast of Virginia, or if the connection is made by canal, $25,000,000. The Southern canal route would require the expenditure of $5,000,000 on the Tennessee River, $35,000,000 to connect the Tennessee River in Alabama or Tennessee with the Atlantic Ocean by canal, or if by railway, about $30,000,000.

It will be seen from this report, that the lowest estimate made by the committee for opening and putting in operation the four routes is $120,000,000.

The Junction Railroad.

Public attention was some time since called to what was termed "The Junction Railroad" project, whereby it was proposed to carry the traffic of the Fitchburg, Massachusetts Central, Woonsocket, Hopkinton, Boston and Albany and Providence railroads to deep water at South Boston, and to concentrate the termini of these roads for merchandise traffic on the South Boston flats, the filling of which is now under way. The plan has been carefully examined by many railroad experts, and some of these gentlemen out of the State have fully confirmed the only critical remark yet made upon it, to wit: "That it was too far East; if it had been out West it would have been built years ago, and the money borrowed in Boston to pay for it with."

Articles of association have been signed for the formation of a corporation under the general railroad act, to be entitled the "Boston and North western Railroad Company," to construct this line from the Old Colony Railroad near Savin Hill, to a point on the Boston and Albany Railroad, a little east of Grantville, whence very short spurs will connect with the Massachusetts Central and the Fitchburg. The directors named in the articles are Edward Atkinson, Thomas B. Williams, Aaron D. Weld, jr., Edward J. Collins, Robert W. Dresser, Jonas C. Gibson, R. A. Ballou, Aaron W. Russell and James Houghton. A considerable subscription has already been made, and measures are being taken to prese the work to completion at the earliest day.

The plan has been examined by competent railroad men, who express the opinion that the road will probably become an excellent property in itself, quite irrespective of the interest of those who own the land through which it will pass. There are several other connections which will probably be made and perhaps combined with this plan, the most important of which would be the proposed line from South Framingham through Natick and Needham, whereby a connection would be established with the Boston, Clinton and Fitchburg Railroad. The managers expect, by the adoption of these measures, to solve the terminal difficulties in our railway problem.—*Boston Journal.*

Aquarium Car.

The Springfield *Republican* thus describes the Aquarium Car which was recently fitted up at Charlestown, N. H., for its journey to California:

It is a large, handsome passenger-baggage car, forty feet long by nine feet wide, with twelve wheels and an air brake and Miller platform. At one end is a stationary fresh water tank, holding five tons of water, and, at the other end, two salt water tanks, holding in the aggregate the same amount of salt water; the ice-boxes are over the tanks, and there will be twenty or more portable tanks between these two. It is proposed to take the following varieties of fish: Lobsters and oysters from Massachusetts Bay; tautogs, eels and weakfish from Martha's Vineyard; striped bass, kingfish and bluefish from New York Harbor; black bass and glass-eyed pike from Lake Champlain, Michigan and Nebraska; horn pouts from Lake Champlain; fresh water eels from the Hudson river; shad from the Hudson or Connecticut river; catfish from Raritan river, N. J.; alewives from Mystic river, Mass. The departure of the car will depend wholly upon the forwardness of the shad-hatching season. As soon as the shad are ready, the car will start.

☞ The Wilmington, Del., *Commercial* says that more iron vessels have been built in Wilmington than in all the other yards of the country combined. The Harlan Hollingsworth Company, who began to build iron vessels in 1844, have constructed 160 of them, and Pusey, Jones & Company have built 61—making a total of 221, mostly steamers. The Commercial doubts if all the other yards in the country have produced more than 50 iron ships.

☞ At the annual meeting of the Stockholders and Bondholders of the Keokuk and Des Moines Railway Company, held at Keokuk, Iowa, on the 4th inst., the following Directors were elected: Henry A. Barling, Edward D. Wandell, G. W. Duer, Israel Corse, J. Augustus Johnson, Wm. C. Nicoll, C. Seguine Johnson, O. C. Hale, Robert C. Geer.r

☞ The officers of the Southern Minnesota Railroad company, recently elected, are: President, Clark W. Thompson; Vice President and Treasurer, P. M. Myers; Secretary, H. M. Wells, Jr.; Land Commissioner, I. K. Brown.

Windsor and Forest Line Railroad.

A meeting of the grantees and those interested in the construction of the Windsor and Forest Line Railroad, from the terminus of the Peterborough Railroad at Greenfield N. H., to the Vermont Central Railroad at Windsor, Vt., a distance of forty-five miles, was held at Greenfield on the 13th of May. A report was presented showing the estimated cost of the road to be $1,800,000. Of this amount it is proposed to raise $200,000 by gratuity, $500,000 by individual subscription, $270,000 by payment of stock to contractors, and $830,000 by convertible gold bonds. By this plan the individual subscriptions will be only $9,000 per mile of the road. This proposition was discussed and adopted by the meeting.

The prospects of the road were spoken of encouragingly, and it was the prevailing opinion that but for the panic of last season the road would now be in process of construction. Special efforts to raise the necessary gratuity and subscriptions to stock will be made at once.

The meeting elected the following directors: Theodore H. Wood, of Nashua; Hosea W. Parker, Claremont; Josiah G. Graves, Nashua; Geo. E. Dame, Newport; Christopher Robb, Stoddard; Mark N. Spalding, Hancock; James Burnap, Marlow; J. Harvey Dicky, Acworth; Roger W. Love, Claremont; Virgil C. Gilman, Nashua; Hiram Parker, Lempster. Theo. H. Wood was chosen President, and Otis F. R. Waite, of Claremont, Clerk.

Redemption of Five-twenty Bonds.

The following notice was issued by the Secretary of the Treasury on the 3d inst:

By virtue of authority given by act of Congress, approved July 14, 1870, entitled an act to authorize the refunding of the national debt, I hereby give notice that the principal and accrued interest of the bonds herein below designated, known as five-twenty bonds, will be paid at the treasury of the United States, in the city of Washington, on and after the 3d day of September, 1874, and that the interest on said bonds will cease on that day. That is to say coupon bonds known as th series, act of February 25, 1862, dated May 1, 1862, as follows: Coupon bonds, fifty dollars, No 10,601 to No. 12,100, both inclusive; $100, No. 34,001 to No. 37,400, both inclusive; five hundred dollars, No. 17,601 to No. 19,300, both inclusive; one thousand dollars, No. 41,001 to No. 46,100, both inclusive; total, $4,500,000. Registered bonds, fifty dollars, No. 1,411 to No. 1,450, both inclusive; one hundred dollars, No. 10,561 to No. 10,680, both inclusive; five hundred dollars, No. 6,301 to 6,390, both inclusive; one thousand dollars, No. 25,651 to No. 26,100, both inclusive; five thousand dollars, No. 8,101 to No. 8 300, both inclusive; ten thousand dollars, No. 10,321 to No. 10,509, both inclusive; total, $500,000; grand total $5,000,000. Of the amount outstanding embraced in the numbers as above $4,500,000 are coupon bonds, and $5,000,000 are registered bonds. United States securities forwarded for redemption should be addressed to the loan division secretary's office, and all registered bonds should be assigned to the Secretary of the Treasury for redemption.

☞ It is stated that 25 miles of the Missisquoi and Black River Valley Railroad will be built this summer, work is to commence at once. The contractors are C. R. Alton & Co. of New York, and I. N. Sears & Co. of London, England.

☞ The opening of a branch of the Mississippi Central Railroad was celebrated at Durant on the 4th inst.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific:													
1867	38,169	51,881	69,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,643
1868	64,463	86,937	81,396	96,451	106,885	164,729	259,690	251,832	262,770	298,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,389	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777.513	583,692	7,995,116
1871	536,499	485,490	614,447	720 929	892,341	795,176	869,297	1,006,373	995.922	981,006	897.234	672,358	9,467,072
1872	592 223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285 567	1,299,900	1,037,992	12,734,729
1873	852,860	694,015	932,778	1,129,460	1,378,675	1,313,790	1,211,765	1,258,500	1,392,125	1,423,875	1,296,812	1,072,750	13,958,900
1874	848,558	794,000	867,666	1,132,000	1,360,000	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1869	343,182	315,099	388,727	328,390	345,833	402,854	351.045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316.037	342,897	348,039	408,686	408,559	418.709	506.681	497,519	475,608	441,197	404,264	4,849,405
1871	353.235	342.360	384,999	388,964	461 290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	371,708	332,902	373,217	379,879	409,264	419,196	488,352	559,882	497.261	540,756	451,315	352,704	5,156 338
1873	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410.907	344,046	5,497,541
Chicago and Northwestern:													
1863	.....	... ...	... .	.....	.....	366.100	281.334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519.306	669.605	729,750	716,378	563,400	6.114.568
1865	541,005	482,104	499.296	468,358	585.623	747,942	702,691	767.508	946,707	932,683	754,671	647,842	7,976,490
1866	523,566	399,917	523.845	587,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,350	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893.658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	15,384,471
1869	892,098	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13,355.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306.338	1,037,964	773,491	12,203,405
1871	655,428	602,182	774,994	787,841	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,894	900,376	1,074,779	1,070,469	1,029,958	1,196,700	1,303,394	1,433,948	1,067,387	859,780	12,272,645
1873	752,468	765,249	967,258	1,034,023	1,256,072	1,300,578	1,240,987	1,284,094	1,071,448	1,451,827	1,039,306	1,019,501	13,916,465
1874	993,490	903,021	1,089,986	1,074,725	1,272,208	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320.025	288.615	271,585	242.621	3,095,996
1870	203,060	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339.239	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340.791	320,022	372,974	381,118	378,619	341.104	326,268	401,252	417 328	439,581	389,830	358,743	4,492,625
1873	363,921	413,043	443,924	413,443	436,459	411,260	393,506	465,503	468,796	423,893	327,804	322,596	4,887,448
1874	363,053	276,099	318,976	342,247	306,778	.....	.....	.....	.....	.....	.....	.....	.....
Erie.													
1871	1,056,469	971,193	1,201,500	1,263,965	1,443.272	1,656,415	1,720,078	1,864,554	1,794,397	1,694 651	1,483,454	1,417 211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548,813	1 775,324	1,463,961	1,550,023	1,525 243	1,643,474	1,743 752	1,704,374	1,392,615	18,694,090
1873	1,326 505	1 329,422	1,516.382	1,541,958	1,754,821	1,717,593	1,685,384	1,774,570	1,918,247	1,882,421	1,560,023	1,625,129	19,631,781
1874	1,462,650	1,273,775	1,413,223	1,465,550	1,687,772	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1858	587,443	536,165	444,448	518,800	572,551	626,249	549,714	704.325	889,967	931.530	685.401	681,041	7,817,629
1869	659,138	524,093	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,49?
1870	623,383	661,789	601,326	555,067	684,539	712,647	627,216	899,052	901.235	908.225	811,708	697,751	8,678,958
1871	624 744	529,617	563,598	620,228	713,182	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,430	531,627	575,393	559,871	648,956	659,363	609 846	788.255	744,782	881.093	696 475	698,063	8,026,754
1873	602,241	597,429	660,750	553,912	636,459	742,600	648,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874	611,491	538,668	567,554	580,921	647,892	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	133,673	152,264	267,411	303,915	306 944	296,086	282,723	332,555	365.446	387 999	303 305	210,197	3,321 518
1872	189,606	191,738	300,783	322,875	341,843	322,359	329,838	357 302	349,468	449,418	314 513	223.240	3,693,185
1873	150,567	194,786	300,719	352,800	332,764	312,614	323,281	328,189	333,765	392,510	265 217	201,462	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295 369	1.368,948	1,402,697	1,345.316	1,235,285	14,797,375
1872	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459 360	1,635,691	1,764,788	1,558 424	1,483.480	17,591,629
1873	1,412,368	1,549,285	1,735,736	1,694,543	1,680,968	1,585,369	1,451,762	1,582,541	1,776,420	1,742,516	1,375,566	1,546,983	19,134,139
1874	1,519,249	1,505,132	1,371,645	1,693,827	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1871	130,883	126,224	140,740	115,173	119 650	115,115	118,572	137,241	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,406	150,784	145,858	158.717	164,587	149,550	162,521	191,841	208,477	207,911	204 496	2,029 927
1873	169 843	161,132	178,009	187,439	193,146	194,757	176,205	172,498	207,529	184,191	151,793	150 801	2,126,875
1874	171,023	.....	.....	.....	.....	.....	.....	.....	.....	... ...	.....	.....	.....
Michigan Central:													
1859	384,120	320,686	386,527	411,814	408,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	405,283	368,187	326 891	378,880	487,990	511.447	453,878	387.827	4,785,965
1871	418,755	442,665	486,980	470,703	480,847	427,096	422,015	529,890	628,660	582,802	5 7,434	507,050	5,940,102
1872	411,113	384,058	449,453	485,550	487,282	598,300	402,084	460,101	536,008	641,807	487,603	464,163	5,406,117
1873	379,886	440,261	567,314	556,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	704,732	1,040,102	801 195	496,564	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	681,020	895,318	908,313	791,014	529,758	7,420,491
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	508,557	815,346	841,150	644,625	473,295	6,690,696
1872	460,986	387,565	426,223	474,188	580,432	594,769	488,348	565,729	811,961	960,945	702 88-8	613,787	6,967,771
1873	334 715	423,716	555,005	569,236	805,799	929,270	834,320	767,803	1,193,209	1,012,704	771,800	843,200	9,040,717
1874	654,400	657,500	576,620	742,050	964,800	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,278	249,349	184,411	262,516	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	280,449	343,195	353,677	341,373	321,659	236,108	3,438,939
1871	212,006	219,504	319,765	285,416	284,732	275,351	287,540	329,270	384,128	360,857	385,108	299,552	3,630,699
1872	254,319	238,823	303,594	305,755	269,560	304,512	265,406	315,699	338,497	384,193	337,920	380.404	3,678,652
1873	227,897	261,346	344,632	321,047	301,521	272 600	267,734	325,093	382,098	353,168	308,632	206,100	.....
Philadelphia and Reading:													
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,028	1,294,621	1,236.366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,232	514,493	593,966	617,058	569,697	1,119,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,501	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,418,643	1,423,278	837,080	12,500,664
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167 008	1,071 407	1,142,241	1,19 ,695	1,322,847	1,127,03	891,791	12,199,748
1873	742,641	745,100	1,258,479	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,476	1,486,091	1,324,348	.....	.....
St. Louis, Alton and Terre Haute:													
1869	132,623	127,817	175,990	171,868	157,398	154,138	144,164	186,889	202,238	205.750	189,351	160.085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158.627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
1872	164,525	137,678	162,336	156,134	148,279	133,503	123,994	169,459	179,457	216,171	177,327	158,700	1,927,471
1873	144,209	159,464	177,514	170,218	164,300	165,260	151,532	165,810	178,302	200,646	132,892	132,752	1,942,669
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127.412	129,775	124,968	123,943	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	153,254	229,260	208,140	230,300	195,480	179,261	206 190	205,500	186,645	160,800	122,657	2,223,647
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	434,209	450,203	429,896	323,270	399,439	4,013,208
1869	284,198	240,395	242,705	311,833	312,530	348,801	310,800	450,246	4 0,720	422,869	328,377	434,284	4,242,243
1870	257,664	293,645	295,270	318,690	340,892	348,633	322,756	466,431	508.043	451,204	425,687	515,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,000	439,515	553,994	562,079	558,817	600,205	531,080	516,935	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,868	434,465	614,176	565,811	621,351	489,341	466,031	5,944.570
1873	370,290	405,110	471,301	446,527	470,598	541,191	483,399	642 209	593,	53 ,251	419,928	482.767	5,864,076
1874	423,343	400,984	404,699	447,855	420,719	.....	.....	.....	... ...	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	707,948	706,609	23,560	617,585	758,467	999,665	837,258	716,829	5,709,181
1870	528,529	500 189	589,238	706,603	802,566	746,450	643,058	684 051	728,521	719,698	570 168	506,053	7,654,094
1871	479,573	373,925	493,509	584,540	724,466	728,174	673,696	681,866	800,402	777,362	708,142	469,932	7,521,682
1872	373,936	584,115	565,861	741,802	880,442	835,459	743,882	789,567	863,754	980,706	915,727	757,851	8,892,006
1873	523,975	491,784	708,256	881,266	1,007,831	969,863	876,835	837,277	1,068,987	1,170,586	970,660	758,832	10,256,104
1874	620,715	607,990	687,026	834,954	.....	.....	.....	.....	.....	.....	.....	.....	.....

Central Railroad of Iowa.

A bill in chancery was filed with the Clerk of the United States Circuit Court yesterday, asking that proceedings in foreclosure of the company's first and second mortgages be commenced and that a receiver be appointed pending the decision of this suit.

The plaintiffs number some two hundred and sixty individual bondholders, scattered through the States of Maine, Vermont, Massachusetts, New Hampshire, Rhode Island, Maryland, Pennsylvania and New York, headed by H. J. Boardman, A. V. Lynde and Charles Alexander of Boston, a committee appointed last winter by the bondholders.

It is averred in the bill, among many charges, that the present management of the road is in the hands of men who hold the bulk of the floating debt, that they have, by a false and fraudulent representation of the earnings of the road, induced a majority of the bondholders to fund past due coupons, and those accruing for two years to come, for five years, for the purpose of thus controlling it, and securing the various claims due them, which, under the terms of the various mortgages, are second to the mortgage liens.

That the affairs of the road are loosely managed, and that the earnings of the present year have receded from the earnings of some months of the preceding year and of 1872.

While this suit is ostensibly brought by the first mortgage bondholders, they are supported by the second mortgage bondholders and many of the stockholders, who prefer to seek through the courts an ultimate solution of the difficulties by which the road is surrounded, rather than risk anything more to the present management.—*Iowa State Register*, June 3, 1874.

New Route between Philadelphia and New York.

Some time ago a rumor was in circulation to the effect that the North Pennsylvania, the Central Railroad of New Jersey, and the Baltimore and Ohio railroads had formed a union for the purpose of opening a through line between Baltimore and New York. The report seemed plausible, and it was stated that operations would soon be commenced for the extension of the Doylestown branch to a point on the Delaware river, in order to complete the proposed line. As far as the union is concerned it is probably true, but the route will be different from that at first proposed. The North Pennsylvania Railroad Company, it appears, have settled upon the immediate extension of the North-east Pennsylvania railroad from its present terminus, Hatborough, to the Delaware river, at or near Brownsburg, in this county. It is said that a large number of carts and implements have been brought to that part of the route, between the Bristol road and Pikeville, and the work will begin at once. A connection will be made at Brownsburg with one of the New Jersey roads, extended westward from Bound Brook. This will open a direct route between Philadelphia and New York, said to be but two miles longer than the present road by way of Trenton.—*Doylestown Democrat.*

☞ The directors of the New York Central and Hudson River Railroad Company, elected on the 3d inst., are: Cornelius Vanderbilt, Wm. H. Vanderbilt, Wm. K. Vanderbilt, Augustus Schell, Samuel F. Barger, H. Henry Baxter, Joseph Harker, Chauncey M. Depew, Henry R. Pierson, Walter S. Church, Chester W. Chapin, George J. Whitney and James M. Marvin. Inspectors of Election—Sidney T. Fairchild, Lansing Pruyn and Henry Roseboom.

☞ Contracts have been taken for the completion by September, of the grading on the Sherbrooke and Kennebec Railway from Sherbrooke to Weldon.

The Havre de Grace Railroad Bridge.

In October last the Baltimore Bridge Company of this city received a contract from the Philadelphia, Wilmington and Baltimore Railroad Company to replace one of the wooden spans of the great bridge over the Susquehanna river at Havre de Grace with an iron structure. The span, which is the first on the Perryville side of the river, is 255 feet in length, and was completed a few days ago. The iron work was manufactured in Wilmington, Del., one hundred and fifty tons of iron being consumed in the span. There are eleven wooden spans yet in the bridge, each the same length of the iron one just completed, and a draw one hundred and eighty feet in length, but the railroad company have not determined when they will substitute iron spans for the entire length of the bridge. The company which executed the iron span in question have completed this season four iron bridges on the line of the Erie Railroad, and are now completing a large draw over the Passaic river. The same company are also rapidly completing a four span iron bridge at Lynchburg, for the Virginia Midland Railroad Company, and are building a double track iron bridge to be placed at Tiffin, Ohio, and to be used on the Chicago division of the Baltimore and Ohio Railroad.—*Balt. Sun*, June 9.

Chicago and Northwestern Railway.

At the annual meeting of this company held in Chicago on the 5th inst., the following gentlemen were elected directors for three years, viz: J. F. Tracy and B. F. Allen of Chicago, David Dows, F. H. Tows and A. B. Bayliss, of New York. The Board subsequently re-elected the old officers for the ensuing year. The following resolution was unanimously adopted:

Resolved, That we approve the action of the Directors and officers of this company in contesting the validity of recent legislation prescribing arbitrary, unjust and inadequate tariffs for the transportation of freight and passengers in the State of Wisconsin, and that we look upon such legislation as in violation of rights granted to this company in our charters, and an attempt at the practical confiscation of private property and a withdrawal of that protection which the laws of the State afford to all other property within its boundaries.

☞ The semi annual report of the Commissioners of the Sinking Fund of the State of Ohio shows the disbursements during six months to have been $561,049 70, and the balance now in the Treasury $153,562 33. The funded debt on the 15th of November, 1873, was $8,211,062 10, and there is still outstanding $8,098,986 30.

☞ The Grand Trunk Railway Company have decided to change the line to a narrow gauge east of Montreal in September. It will then be of uniform gauge throughout, and will correspond with its American connections.

☞ A corps of Southern Pacific Railroad engineers are engaged in running lines for the Castroville and Monterey branch Railroad.

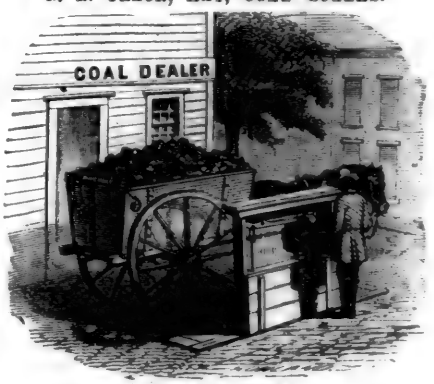
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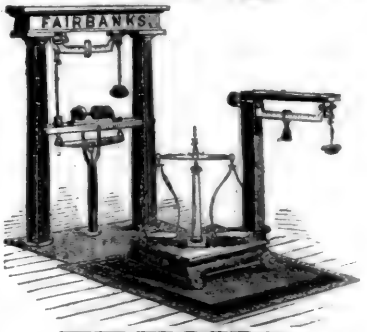
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FAIRBANKS & CO., 34 King William St., London, Eng.
FAIRBANKS, BROWN & CO., 2 Milk St., Boston, Mass.
FAIRBANKS & EWING, Masonic Hall, Philadelphia, Pa.
FAIRBANKS, MORSE & CO., 111 & 113 Lake St., Chi'go.
FAIRBANKS, MORSE & CO., 139 Walnut St., Cin., O.
FAIRBANKS, MORSE & CO., 182 Superior St., Clev'd, O.
FAIRBANKS, MORSE & CO., 48 Wood St., Pittsburgh.
FAIRBANKS, MORSE & CO., 5th & Main St., Louisville.
FAIRBANKS & CO., 302 & 304 Washingt'n Av. St. Louis.
FAIRBANKS & HUTCHINSON, San Francisco, Cal.

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to contract to deliver best quality **American or Welsh Rails**, and of any required weight and pattern.
PERKINS, LIVINGSTON, POST & Co.,
59 Liberty Street,
NEW YORK.

THE ILLINOIS CENTRAL RAILROAD COMpany offers par and a premium of one per cent. (101 per cent.), with accrued interest, for any of its construction mortgage bonds presented for prepayment prior to July 1, 1874, at its office in New York.
The outstanding balance of its Construction Mortgage Debt is about $3,000,000. These Bonds mature April 1, 1875.
L. V. F. RANDOLPH,
Assistant Treasurer.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3 280,000	J. & J.	Jan. '74 3½
Allegheny Valley 50	2,2 6 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '73 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " guar.100	786,476	M. & N.	Nov. '73 3½
Atlantic and St. Law*..100	39,494,900	M. & S.	Sept. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Geneseo & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '74 5
Washington Br.....100	1,650,000	A. & O.	Apl. '74 5
Parkersburg Br. pref.. 50	5,680,685	— & —	.....
Berkshire* 100	600,000	J. A J&O	Apl. '74 1½
Blossburg & Corning.*.. 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N	May '74 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br guar...100	60,000	J. & D	June '74 3
Bost., Conc. & Mont.* pref100	800,000	M. & N.	May '74 3
Boston and Lowell.....500	2,852,900	J. & J.	Jan. '74 4
Boston and Maine.....100	6,816,807	M & N.	May '74 4
Boston and Providence..100	3,950,000	M & N.	May '74 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A.	Feb. '74 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Mar. '74 5
" " pref..100	1,485,900	M & S.	Mar. '74 5
Camden and Amboy* ...100	5,847,800	J A J.O.	Apl. '74 2½
Camden and Atlantic.... 50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Nov. '73 3½
Cape Cod 50	1,020,330	J. & J.	Jan. '72 $2½
Cape May and Millville* 50	447,900	J & D.	Dec. '73 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa* 50	1,159,400	— & —	.....
" pref. 50	2,200,000	M. & N.	May '74 3½
Cayuga and Susq.* 50	589,116	J. & J.	Jan. '74 4½
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	May '74 1½
" " pref.100	769,600	F. & A	Feb. '74 3½
Central of Georgia.....100	4,866,300	J. & J.	July '73 5
Central of New Jersey..100	20,000,000	J. A J.O.	Apl. '74 2½
Central Ohio* 50	2,425,000	J & D.	Jn e '74 3
" pref..... 50	400,000	J. & D.	J ne '74 3
Central Pacific	54,275,500	.....	Sept. '73 3
Chemung* 100	380,000	J.A.J&O	Oct. '73 1½
Cheshire, preferred 100	2 100,000	J. & J.	Jan. '74 3
Chicago and Alton.....100	8 929,900	M. & S.	Mar. '74 5
" " pref...100	2,425,400	M. & S.	Mar. '74 5
Chicago, Burl. & Quincy.100	19,897,000	M. & S.	Mar. '74 5
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	Jan. '74 4
Chicago & N. Western..100	15,033,480	J. & D.	Dec. '72 3½
" " pref.100	21,2 9,563	J. & J.	July '73 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Apl. '74 4
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '74 4
Cin., Sand. and Clev.* .. 50	2,980,550	— & —	Apl. '72 10s
" " pref.. 50	429,046	M. & N	May '74 3
Clev., Col., Cin. & Ind....100	14,991,275	F. & A.	Aug. '73 3½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '74 3½
Cleveland & Pittsburg*.. 50	11,236,150	F.M.A.N	May '74 1½
Col., Chic. & Ind. Cen.*..100	13,000,000	.....	.....
Columbus and Xenia*.. 50	1,786,800	M.J.S.D.	Mar. '74 2
Colum. & Hocking Val..100	2,500 000	F. & A	Fe '74 5
Concord 50	1,500,000	M. & N.	May '74 5
Concord and Porte.*.....100	250,000	J. & J.	Jan. '74 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A	Feb. '74 3
Connecticut River..... 10	1,950,000	J. & J.	Jan. '74 5
Cumberland Valley..... 1	1,494,250	A. & O.	Apl. '74 4
Danbury and Norwalk . 50	600,000	M. & N.	Nov '73 5
Delaware*..... 50	1,230,941	J. & J.	Jan. '74 3
Del., Lackaw. & Westn. 50	18,868,850	J.A.J. O.	Apl. '74 2½
Detroit & Milwaukee *.. 50	822,140	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	A. & O.	Apl. '74 3
East Pennsylvania* 50	1,309,200	J. & J.	Jan. '74 3
East Mahanoy *..... 50	392,950	J. & J.	Jan. '74 3
Eastern (Mass.)..... 100	4,262,000	J. & J.	July '73 3
Eastern (N. H.)..... 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*.100	500,000	F. & A.	Feb. '74 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '74 2½
" " pref. 50	500,000	J. & J.	Jan. '74 3½
Erie Railway 100	78,000,00	.....	Oct. '73 1
" pref..... 100	8,536,910	.....	Oct. '73 3½
Erie and Pittsburg* 50	1,090,250	M.J.S.D.	Mar. '74 1½
Fitchburg 100	4,000,000	J. & J.	Jan. '74 4
Georgia 100	4,156,000	J. & J.	Apl. '74 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.)..... 100	14,367,946	— & —	.....
Great Western, (Ca.)..100	19,237,404	A. & O.	Apl. '74 1½
Hannibal & St. Joseph.100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	May '74 5
Harlem Extension 50	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '73 3½
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '74 4
Huntingdon & B'd Top.. 50	880,000	— & —	.....
" " pref. 50	450,750	J. @ J.	July '68 3½
Illinois Central 100	25,230,516	F. & A.	Feb. '74 4
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S.	Sept. '67 4
Iowa Falls & Sioux City*100	4,025,000	— & —	Jan. '74 3
Jeffersonv., Mad. & Ind..100	2,000,000	I. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Apl. '74 1½
Joliet & North. Indiana*100	300,000	J. & J.	Jan. '74 4
Lake Shore & Mich. So..100	49 466,500	F. & A.	Aug. '73 4
" " (guar.)100	533,500	F. & A.	Feb. '74 5
Lawrence*..... 50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	8,789,800	M. & N.	May '67 5
Lehigh Valley 50	21,916,850	J.A. J.O.	Apl. '74 2½
Little Miami.*..... 50	5,871,450	J.A. J.O.	Apl. '74 2
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. '74 2½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island 50	2,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '74 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '74 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Apl. '74 3
Lykens Valley 20	600,000	F.M.A.N	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	May '74 5
Marietta & Cincinnati... 50	1,372,801	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '74 3
Memphis & Charleston* 25	5,812,725	J. & D.	Jan. '69 2
Michigan Central 100	18,738,204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323,375	J. & J.	Jan. '74 5
Milwaukee and St. Paul..100	13,398,550	J. & J	Dec. '70 7s
" " pref.....100	10,825,777	F. & A	Feb 74 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '74 4
Morris and Essex*..... 50	14,008,100	J. & J	Jan. '74 3½
Nashua and Lowell..... 100	800.000	M. & N.	May '74 5
Naugatuck 100	1,881 900	F. & A.	Feb. '74 5
Nesquehoning Valley*.. 50	1,000,000	M. & S.	Mar. '74 5
Newark and N. York*..100	977,400	J. & J.	Jan. '74 3½
N. Bedford 100	1,010,100	M. & N.	May '74 4
N.Castle & Beaver Val.* 50	1,800,000	J.A. J.O.	Apl. '74 2½
N.Haven & Northamp..100	605,000	J.A. J.O.	Sept '72 3
New Jersey*..... 100	7,295,300	J.A. J.O.	Apl. '74 2½
New London Northern*100	1,418,800	J. & J.	Jan. '74 4
N.Y. Cen. & Hudson R...100	89,428,330	A. & O.	Apl. '74 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '74 4
" " pref.100	1,500,000	J. & J.	Jan. '74 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	July '74 5
N. Y., Provid. & Boston.100	2.000,000	J.A. J.O.	Apl. '74 2½
Ning. Bridge & Canand*100	1,000,000	J. & J.	Jan. '74 3
North Carolina*.....100	4,000,000	Irregular.	Jan. '73 5
N. Eastern (N. C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3,478,500	January.	Jan. '74 5s
Northern Central 50	5,842,000	M. & N.	Nov. '72 3
Northern N. Hampsh...100	3,068,400	J. & D.	June '74 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '74 4
Norwich & Worcester*.100	2,823,400	J. & J.	Jan. '74 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '74 3
" " pref.100	2,000,000	A. & O.	Apl. '74 4
Ohio and Mississippi....100	19,995,847	J.A. J.O.	.....
" " pref.100	4,024,474	J. & D.	Dec '72 3½s
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	Jan. '74 3½
Old Colony & Newport..100	6,297,900	J. & J.	Jan. '74 4½
Oswego and Syracuse*.100	482,400	F. & A.	Feb. '74 4
Pacific of Missouri.....100	3,635,750	J.A. J.O.	Apl. '74 1½
Panama 100	7,000,000	J.A. J.O.	Apl. '74 3
Paterson and Hudson*..100	630,000	J. & J.	Jan. '74 4½
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*.100	243,000	J. & J.	Jan. '74 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '74 3
Pennsylvania 50	72,000,000	M. & N.	May '74 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '74 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '74 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D	June '74 3
Philadelphia & Reading 50	32,686,375	J. A. J.O.	Apl. '74 2½
" " pref.. 50	1,551,800	J.A. J.O.	Apl. '74 2½
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Apl. '74 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	July '74 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Apl. '74 1½
" Special Imp..100	2,000 000	J.A. J.O.	Apl. '74 1½
Pittsfield & N. Adams..100	410,000	J. & J.	Jan. '74 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '74 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '75 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '74 5
Raleigh and Gaston....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '74 4
Roch. & Genesee Val.*.110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	Jan. '74 3½
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Feb '74 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " " pref.100	2,040,000	July.	.....
St. Louis and Iron Mt...100	10,000,000	F. & A.	July '74 3
St. L., Kan. C. & North.100	12,000,000	.....	Feb. '74 3
" pref.100	12,000,000	.....	.....
Saratoga and Schenec.*.100	300,000	A. & O.	Nov. '72 $2
Schuylkill Valley* 50	676,950	J. & J.	Apl. '74 3
Seaboard and Roanoke..100	1,151,400	M. & N.	Jan. '74 2½
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Nov. '70
Shore Line*..... 100	995,800	J. & J.	Feb. '74 3
South Branch (N. J.)*...100	438,800	J. & J.	Jan. '74 3½
South Carolina 100	5,819,275	F. & A.	Jan. '72 3
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb '72 1
Staten Island.....100	660,000	J. & J.	Feb. '73 4
Stockbridge and Pitts.*..100	445,700	J. & J.	July '67 4
Stony Brook* 100	267,300	M. & N.	Jan. '74 3½
Summit Branch*..... 50	2,502,250	F. & A.	May '72 3
Sussex (N. J.).....100	317,850	J. & J.	Feb. '74 3
Syr., Bingham. & N.Y.*100	1,670,139	— & —	Jan. '72 2½
Taunton Branch 100	500,000	J. & J.	Dec. '73 3
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '74 5
Tol., Peo. & War. 1st pref.100	1,777,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '74 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Union and Black River...100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$3,880,000	A. & O.	Apl. '74 1
Warren (N. J.).....100	1,800,000	J. & D	Dec. '73 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey*..... 100	1,559,750	F. & A.	Feb. '74 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '74 3
Winchester & Strasburg*100	600,000	J. & J.	Jan. '74 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	Jan. '74 $5
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	..... 2½
Baltimore City 100	800.000	— & —	Jan. '74 3
Bleecker st. & F Fy. (N Y)100	900,000	— & —	.....
Boston and Chelsea..... 100	110,000	A. & O.	Apl. '74 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Apl. '73 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jan. '70
Brooklyn City 100	1,500,000	F.M.A.N	May '74 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica....100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge..... 100	727,800	A. & O.	Apl. '74 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	600,000	J. & J.	Jan. '74 5
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..'00	500,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Feb. '74 2
Eighth Avenue (N.Y.)...100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Ph.) 50	491,750	J. & J.	Jan. '74 5
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. '74 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '74 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '74 1½
Lomb. & South Sts. (Ph.) 25	105,000	A. & O	Oct. '71 6
Lynn and Boston..... 100	200 000	— & —	.....
Malden and Melrose..... 100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	M. & N.	Nov. '73 5
Middlesex (Boston)..... 100	400,000	A. & O.	Apl. '73 4
Ninth Avenue (N. Y.)....100	197,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	Jan. '74 5
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '74 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	Oct. '73 2
Second & Third St. (Ph.) 10	992,100	J. & J.	Jan. '74 6
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '74 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Mar '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '74 2
Somerville (Boston) 100	75,000	M. & N.	May '74 3
South Boston 50	400,000	J.A. J.O.	Apl. '74 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan '74 8½
West Philadelphia..... 50	400,000	J. & J.	Jan. '74 9
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '73 3
Chesapeake and Ohio ... 25	8,229,591	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '74 4
Delaware and Hudson....100	15 000,000	F. & A	Feb. '74 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	Apl. '74 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	9 390,350	J.S D.M.	June '74 2
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,906,207	F. & A.	Feb '74 30s
" " (pref.). 50	2,898,977	F. & A.	Feb '74 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express..... 100	10,000,000	M.J. S.D.	June '74 2
American Coal..... 25	1,500,000	M. & S.	Mar. '74 4
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal 25	500,000	J. & D.	Dec '69 85c
Canton..... 100	781,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref..... 100	6,698,400	— & —	.....
" certif..... 100	2,324,000	J. & J.	.....
Pacific Mail Steamsh'p.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	May '74 5
Pullman Palace Car..... 100	4,000,000	F.M.A.N	May '74 3
Quicksilver, common ...100	5,700,000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal.... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
United States Express...100	6,000,000	F.M.A.N	May '74 2
United States Trust 100	1,500,000	J. & J.	July '71 6
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '74 4
West. Union Telegraph.100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal 100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 66

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	39 — @	40 —
Gartsherrie		— — @	— —
Glengarnock		36 — @	37 —
Eglinton		34 50 @	34 50
Pig, American, No. 1		32 — @	33 —
Pig, American, No. 2		30 — @	31 —
Pig, American, Forge		26 50 @	29 —
Bar, Refined, English and American		— — @	— —
Bar, Swedes, assorted sizes	(gold)	137 50 @	140 —
	—STORE PRICES.—		
Bar, Swedes, ordinary sizes		160 — @	162 50
Bar, Swedes, Plow sizes		170 — @	172 50
Bar, Refined, ¾ to 2 in. rd. & sq. 1 to 6 inch x ¾ to 1 in		70 — @	72 50
Bar Refined, 1½ to 6 by ¾ & 5-16 in		77 50 @	80 —
Bar Refined, 1 & 1½ by ¾ & 5-16		77 50 @	80 —
Large Rounds, 2¼@2½ to 3¾ @4 in		80 — @	100 —
Scroll		100 — @	135 —
Ovals and Half-round		100 — @	115 —
Band, 1 to 6 in. by 3-16 to No. 12		95 — @	— —
Horse Shoe		107 50 @	110 —
Rods, ¾@1-16 inch		80 — @	130 —
Hoop, ¾ by No. 22 to 1 & 1¼ by 13 & 14		110 — @	155 —
Nail Rod	per lb.	— 9 @	— 9¼
Sheet Russia, as to assortment	(gold)	— 16 @	— 17
Sheet, Single, D. and T. Common		— 4½@	— 5¾
Sheet, Doubles and Trebles, Charcoal		— 5¾@	— 6¾
Sheet Galvanized		List 10 per ct. disc.	
Rails, English	(gold) per ton.	52 — @	54 —
Rails, American, at Works in Penna. c'y.		58 — @	62 —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)	per lb.	— 17 @	— 21
English Spring (2d and 1st quality)		— 9½@	— 10½
English Blister (2d and 1st quality)		— 14 @	— 18½
English Machinery		— - @	— 14½
English German (2d and 1st quality)		— 12½@	— 14½
American Blister		— — @	— 11½
American, Cast, Tool		— — @	— 17
American, Cast Spring		— — @	— 11
American Machinery		— 11½@	— 12
American German Spring		— — @	— —

NAILS—DUTY: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Com. Fence. & Sheath	per keg.	3 80 @	3 90
8d. and 9d.	"	4 — @	4 15
6d. and 7d.	"	4 25 @	4 40
4d. and 5d.	"	4 50 @	4 65
3d. and 4d. Light		5 25 @	5 40
3d. Fine		6 — @	6 15
2d		6 75 @	6 90
Cut Spikes, all sizes		4 — @	4 15

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca	(gold) per lb.	— 26 @	— 26½
Straits	(gold).	— — @	— 23½
English	(gold).	— — @	— 22
Plates—Fair to good brands.		Gold.	
I. C. Charcoal	per box.	10 50 @	10 75
I. C. Coke		8 — @	8 50
Coke Terne		7 — @	8 25
Charcoal Terne		9 25 @	9 50

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)		— 5 @	— —
Crude 40@47 gravity (in shipping order)		— 9½@	— —
Refined, Standard White (in ship'g order)		— 12½@	— —
Refined, S. W. (in jobbing lots)		— 12½@	— 13
Refined, S. W. (in tin)		— 17 @	— 20
Naptha, Refined (65@73 gravity)		7½@	— —
Residuum....(in shipping order)	per gall.	— 6½@	— —

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.)	per lb.	— — @	— 33
Copper, Bolts		— — @	— 35
Copper, Braziers' (over 16 oz.)		— — @	— 35
Copper, Nails		— — @	— 40
Copper, Old Sheathing, &c., mixed lots		— 22 @	— 22½
Copper, American Ingot Lake		— 24½@	— 24¾
Copper, English Pig		— — @	— —
Yellow Metal, New Sheathing & Bronze		— — @	— 24
Yellow Metal, Bolts		— 30 @	— —
Yellow Metal, Nails, Sheathing & Slating		— — @	— 24

LEAD—DUTY: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb.	6 37½@	6 50
German Ordinary	(gold)	6 37½@	6 50
English	(gold)	6 50 @	6 62½
Foreign Refined	(gold)	— — @	7 —
Domestic	(gold)	5 65 @	5 75
Bar		8 50 @	— —
Pipe		9 — @	— —
Sheet		9 — @	— —

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel		11 — @	— —
Liverpool House Cannel		20 — @	— —
Anthracite (by cargo)	per ton of 2000 lb.	5 — @	6 —

Finances of New Hampshire.

EXTRACT FROM THE MESSAGE OF THE GOVERNOR.

The financial affairs of the State, always a subject of special interest, appear to be in a sound and satisfactory condition. Notwithstanding the monetary derangements of the past year, every obligation has been promptly met, and the financial credit of the State is unquestioned. The report of the State Treasurer, soon to be laid before you, embraces an exhibit in detail of the business of his office, with a statement of the present indebtedness of the State. By his courtesy I am able to present the following summary:

REVENUE FOR THE YEAR ENDING MAY 31, 1874.

Receipts from State tax		$600,000 00
Receipts from other sources		140,062 24
Total revenue		$740,062 24
State expenses, ordinary and extraordinary	$174,693 05	
Interest	259,798 77	
		434,491 82
Excess of revenue		$305,570 42

This sum is represented by cash on hand, and by the reduction of the State debt. Briefly stated, this debt, compared with that of last year, is as follows:

Liabilities June 1, 1873		$4,191,965 48
Less assets in the treasury		59,805 04
Net liabilities June 1, 1873		$4,132,160 44
Liabilities June 1, 1864.	$4,102 166 49	
Less assets in the treasury	275,576 47	
Net indebtedness June 1, 1874		3,826,590 02
Reduction of the debt during the year		$305,570 42

Authority was granted by the last Legislature to issue bonds to the amount of $500,000, with which to pay off the Temporary Loan, then existing, to the amount of $226 000, and to meet other maturing obligations. These bonds were put upon the market, and have been negotiated at par, the proceeds being applied according to the original intent. As will be seen by the preceding statement, the present total indebtedness of the State is $3,826,590 02, all of which is funded, and will mature within the next thirty-one years, in nearly equal amounts annually.

From carefully prepared estimates, based upon an economical administration of the Government, it is apparent that an annual State tax of $400,000 for a few years, with the income from other sources, will be adequate to meet these obligations as they mature, together with the current expenses of the State, and leave a handsome margin besides. The annual tax may then be reduced, or the surplus can be used to anticipate the payment of the longer bonds, as shall be deemed expedient. I therefore recommend that a tax of $400,000 be levied the present year, and I am not aware that any further legislation on this subject will be required.

☞ At the annual meeting of the stockholders of the Chicago, Rock Island and Pacific Railroad Company, held in Chicago on the 3d inst., the following gentlemen were elected directors for three years: George L. Davenport, of Iowa; A. G. Dulman, Harvey Kennedy, and James R. Corning, of New York. President, John F. Tracy; Vice President, Hugh Riddle; Secretary and Treasurer, F. H. Tows; Executive Committee, John F. Tracy, Wm. L. Scott, David Dows, B. F. Allen, and F. H. Tows.

☞ The Lake Erie, Evansville and Southwestern Railway is to be completed from Evansville, Indiana, to the coal fields of Dubois county, immediately.

Wooden Railway.

A Wisconsin paper says that D. R. W. Williams is driving work on the Tomah and Chicago Narrow-gauge Railroad from Wauzeka to Reedstown, and it is expected that trains will be running over that portion of the road by the middle of September. The rails used are maple, which are sawed out 3½ by 5 inches; these are gained into the ties, and fastened at the ends wth dowel pins, the gains in the ties being made a trifle larger than will admit the rails, and on either side of the rail are driven wedges in opposite directions. These maple rails are obtained at a cost of $15 per thousand feet. It is estimated that the maple rail will last over one year without repairs, and that the interest on capital invested in iron rail would relay a track every twelve months. Last Fall, on the Elkader Road, in Iowa, a portion of the track was laid with maple rails, and an examination made of them this Spring shows that they have not been injured by use.

☞ The first meeting of the directors of the Worcester County Central Railroad, comprising a link of twenty-eight miles from Worcester, through Leicester, Spencer, East Brookfield, North Brookfield and New Braintree to Old Furnace Village in Hardwick, where it will connect with the Ware River Railroad, was held in the Town Hall in Spencer, Mass., on the 3d inst., and the following officers were elected: President, Richard Sugden of Spencer; Vice President and General Manager, John Gilman of East Brookfield; Clerk, Josiah W. Temple of Spencer; Treasurer, Edward Sargent of Leicester; Executive Committee, the President, Vice President and Alden Batcheller of New Bedford, W. G. Fay, of East Brookfield, Dr. E. M. Wheeler of Spencer, E. S. Watson of Leicester, T. W. Wellington of Worcester.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending May 30, at 495,604 tons, and for the coal year 6,989,029 tons, against 7,129,113 tons to corresponding time last year, being a decrease of 140,084 tons. The bituminous tonnage for the week is 78,926 tons, and for the year 1,175,787 tons, against 1,151,460 tons to same time last year, giving a total of all kinds for the week of 574,530 tons, and for the year of 8,165,816 tons, against 8,280,573 tons to same time last year, being a decrease of 114,757 tons.

☞ The election for directors of the Chicago and Milwaukee Railroad Company resulted as follows: Directors—Albert Keep, John F. Tracy, David Dows, A. B. Bayliss, A. G. Dulman, M. L. Sykes, Jr., H. H. Porter, William H. Ferry and J. B. Redfield. Officers—Albert Keep, president; M. L. Sykes, Jr., vice president, treasurer and secretary; J. B. Redfield, assistant secretary. Executive Committee—Albert Keep, M. L. Sykes, Jr., and H. H. Porter.

☞ At the annual meeting of the stockholders of the Warwick (R. I.) Railroad Company the following gentlemen were re-elected directors for the year ensuing: William H. Reynolds, Marshall Woods, Stephen Harris, Joseph A. Whitman, George W. Prentice. At a subsequent meeting of the directors William H. Reynolds was elected president, D. C. Reynolds clerk, O. P. Davis treasurer, Samuel N. Keith chief engineer, and Samuel Currey attorney of the corporation.

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	105
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	99
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	80
Special Mortgage to Penn.	3,500,000	6	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	43½
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	...
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	64
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(265 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R.R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	857,250	6	Jan. & July.	Baltimore.	1875	100⅝
Loan of 1850–'80	579,500	6	" "	"	1880	101½
Loan of 1853–'85	1,710,500	6	April & Oct.	"	1885	101½
Loan of 1855–'90 (Balt.) skg fd.	3,461,146	6	Jan. & July.	"	1890	....
Loan of 1870–'95 (stg.) skg fund.	3,620,320	6	March & Sept.	London.	1895	....
Loan of 1872–1902 (stg.) S. F.	9,498,016	6	" "	"	1902	....
3d Mort.(N.W.Va.R.R.)assumed	140,000	6	Jan. & July.	Baltimore.	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	99½
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and	1,600,000	6	June & Dec.	New York.	1877	95
2d Mortgage (Penn. R. R. Co.)	499,500	6	March & Sept.	Princeton.	1885	83
3d Mortgage	745,000	6	Feb. & Aug.	"	1887	83
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1896	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105⅞
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	70
1st Mortgage (Equalization)	248,000	7	" "	"	1889	80
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90⅝
Equipment Mortgage	100,000	8	April & Oct.	"	1881	90½
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	660,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	22½
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	45
Mass. I.(sec'r'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct	Boston.	1879	95
Bonds of 1872 for $1,000,000	688,000	7	" "	"	1892	102

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Brunswick and Albany:						
1st Mort.(gold)end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	88½
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg fd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	53
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	99½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	98½
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,877,840	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,587,971	8	Jan. & July.	Boston.	1894	99½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1894	50
Cairo and Fulton (Arkansas):						
1st Mort. (R.R.& lands) S.F.gold	8,000,000	7*	Jan. & July.	New York.	1891	85
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	96
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,760,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd)g'd for $10,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	54½
Carthage & Burlington(C.B & Q.):						
1st Mortgage guar. and tax free.	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	101½
Chattel Mortgage	158,350	5	" "	"	'80-'80	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	80
Cedar Rapids & Mo.Riv.(C&NW):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	85
1st Mortgag 2d Div. $10,000 p. m.	682,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,382,000	7	May & Nov.	" "	1916	83½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	48
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	3,612,700	7	" "	" "	1902	101½
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	106½
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	91½
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	92½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	100
State Aid B'ds(Int. by State)gold	1,500,000	7*	" "	" "	1885	102½
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.)	500,000	8*	" "	San Francisco	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	800,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M.(gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	57
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	73½
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	6	" "	" "	1876	....
Funded Interest, coupon	160,500	6	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75-'80	98½
Chester Creek:						
1st Mortgage guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (In default)	800,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	100
1st Mortgage	2,408,000	7	Jan. & July.	" "	1893	106½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	97½
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (" ") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	3,592,000	8	Jan. & July.	New York.	1883	110
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	650,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,983,225	7	Jan. & July.	Boston.	1896	97
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul)guar.	1,000,000	8	April & Oct.	" "	1879	98½
1st Mort. (Dix., Peo. & Han.)guar	800,000	8	Jan. & July.	" "	1889	97½
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	98½
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	99½
1st Mort. (O., O. & Fox Rv.)guar.	1,260,000	8	" "	" "	1900	98
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	99
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	41
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	92½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar.C&NW	502,000	7	Jan. & July.	Boston.	1880	93½
3d Mort. (now 2d) guar.C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	103
Funded coupons (193 m.)	750,000	7	May & Nov.	" "	1883	96
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	102½
Appleton Ext. (23 m.& 76,000 ac.)	174,000	7	" "	" "	1885	89
Green Bay Ext. (26m & 76,000 a.)	284 000	7	" "	" "	1885	89
Equipm't (Engs & Cars $406,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,775,000	7	Feb. & Aug.	" "	1882	102½
2d Mort. (Gal. & Chic. 248 m.)	938,000	7	May & Nov.	" "	1875	90
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	129,500	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	331,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y	3,105,000	7	F. M. A. & N.	" "	1915	87½
Consol. gold bonds for$48,000,000	4,534,000	7*	June & Dec	" "	1902	78
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	389,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ")guar.	9,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.)guar	1,141,000	7	Jan. & July.	" "	1898	94½
1st Mort. (Bel.& Mad. R.R.)guar.	306,000	7	"	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.1, '69, $16,000pm	1,350,000	8	May & Nov.	New York.	1889	39
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C.B.&Q.):						
1st Mortgage for $10,000per mile	.....	8	Feb. & Aug.	New York.	1901	100
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C., R.I.& Pac.)	8,600,000	7	" "	" "	1896	106½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for$41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar.by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	82½
Cin. & Martinsville(I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77 '87	70
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S & C.)	1,067.421	7	June & Dec.	New York.	1890	71½
1st Mort. (San., Day. & Cin.)S.F.	958,000	6	Feb. & Aug.	Boston.	1900	76½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	80½
Cincinnati and Springfield:						
1st Mortgage for $2,000 000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	99½
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'83-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning(A.& Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	...
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,368,000	7	May & Nov	" "	1875	100½
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July	" "	1892	95
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	98
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	..
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	82
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	60
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1810	....
Connecticut and Passumpsic Rtv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	96
Notes payable, conv. at par	594,000	7	" "	"	1876	97
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	1,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. ABCD& E$200,000each	1,000,000	6	March & Sept.	Philadelphia.	1,2,3,4.	58
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York	1880	....
Cowanesque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	58
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	95½
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	101
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	104
Convertible b'ds(Del.Lack.& W.)	5,000,000	7	June & Dec.	" "	1892	102½
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.&Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	70½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds....	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds....	250,000	8	Feb. & Aug.	" "	1886	...
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	99
Dubuque and Sioux City:						
1st Mortgage tax free.....	894,000	7	Jan. & July.	New York.	1883	94
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen..	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar..	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free.....	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,000	7	March & Sept.	Philadelphia.	1888	101½
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage.....	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.)						
1st Mortgage, endorsed.....	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., stg. fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	90
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	99
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85.....	150,000	6	April & Oct.	"	1885	....
Loan of 1868-'88.....	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89.....	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82.....	1,500,000	7	March & Sept.	"	1882	93½
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	99
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	1872	60
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	103
2d Mortgage convertible.....	2,174,000	7	March & Sept.	" "	1879	98
3d Mortgage.....	4,582,000	7	" "	" "	1883	97
4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	95½
5th Mortgage convertible.....	709,500	7	June & Dec.	" "	1888	94
Buffalo Branch, 1st mortgage...	182,000	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	....
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	NY& London.	1920	....
Convertible bonds.....	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871.....	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage.....	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 50, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1890	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage..	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (56,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
K. & Holly lease, S. F. 25 000 p. a.)	456,000	10	May & Nov.	" "	1888	....
Construction Loan.....	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1889	....
Flushing & North Side (L. I.):						
1st Mortgage.....	1,025,000	7	May & Nov	N Y. & Lond	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20,000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee...	,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment).....	00,000	8	April & Oct	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage.....	500,000	8	Jan & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage.....	$477,683	7	May & Nov.	Boston.	1891	90
Frederick and Pennsylvania Line:						
1st Mortgage gold.....	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union (C.&N.W.):						
1st Mortgage.....	1,785,000	7	Feb. & Aug.	New York.	1882	102½
2d Mortgage.....	948,000	7	May & Nov.	" "	1875	99
Elgin and State Line Purchase..	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)...	681,000	7	Jan. & July.	Augusta	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage.....	220,800	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	" "	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees..	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees...	500,000	8	March & Sept.	" "	1879	96½
Grand Trunk (Ca.):						
Equipment Bonds £500,000.....	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,838 385.	14,191,675	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765 .	8,428,825	4*	" "	"	....	....
Provincial Debentu'e £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock....	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds....	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds....	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds....	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds....	4 867	5	" "	"	1881	....
Common (") Bonds....	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	New York	'81-'86	60
1st Mortgage not guaranteed....	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage.....	130,000	7	May & Nov.	New York.	1880	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.....	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage.....	675,000	7	May & Nov.	New York.	1896	80
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free.....	1,000,000	7	May & Nov.	New York.	1890	82
2d Mortgage.....	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York	'71-'77	95½
Missouri State Loan.....	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	5?,000	10	" "	" "	1872	....
Five years' notes (277 m.).....	139,300	8	Various.	" "	1874	...
Fifteen years' bonds (277 m.)...	3,476,000	8	March & Sept.	" "	1885	75½
1st Mort. (Q. & Palm.R.R. 15 m)	600,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City & Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,184,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,500	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co...	700,000	6	Jan. & July.	Philadelphia.	1883	102
Hartford and New Haven:						
1st Mortgage.....	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32,m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free....	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage.....	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage.....	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869.....	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund,gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage.....	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	" "	1885	105½
3d Mortgage.....	180,000	7	May & Nov.	" "	1875	104
Hudson Connecting (NY&OMid):						
1st Mortgage gold.....	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia.	1890	103½
2d Mortgage.....	367,500	7	Feb. & Aug.	"	1875	96
3d Mortgage (Consol).....	1,251,000	7	April & Oct.	"	1895	63
Illinois Central:						
Construction bonds, cur. skg f'd.	2,742,000	7	April & Oct.	New York.	1875	100
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency....	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling.....	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	80
2d Mortgage.....	1,500,000	8	Jan. & July.	" "	1909	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co...	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co....	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L. F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mor gage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	81¼
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	91
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	99¼
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	99¼
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	98¼
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	108¼
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guarnteed	300,000	6	April & Oct.	"	1900	90
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1868	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1880	100¾
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	90
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB.78 m)ex.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" " ")	539,500	8	June & Dec.	" "	1874	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	60
1st Mort. (2d Div. 253.94 m.)gold	4,068,000	6*	June & Dec.	" "	1896	60
1st M.(3d D.244.66m.& 3,0 0,000a)	6,455,000	7*	May & Nov.	N. Y., L. & F.	1899	....
1st Mortgage (1,000,000 acres).	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,321,000	7*	Jan. & July.	N. Y., L. & F.	1895	....
2d Mortgage on do. gold	1 500,000	7*	March & Sept.	" "	1890	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.		1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	96¼
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	2.0,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	76
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N Y B's.&Ph.	1899	50
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,2 9,000	7	J. A. J. & O.	" "	1890	96¼
Consol. coupon July 1, 1870	1,209,000	7	Jan. & July.	" "	1890	97¼
Bonds of Oct. 1, 1872	5,206,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore) Ap. 1, '69	1,498,000	7	" "	" "	1890	95¼
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1865 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	102
3d Mort. Oct. 1, '67	1,000,000	7	April & Oct.	" "	1892	96¼
Skg Fund July 1, 1855 C. & Tol.	1,595,000	7	Jan. & July.	" "	1885	103
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	97¼
1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	103¼
2d Mort. Oct 31, 1857 "	2,692,000	7	" "	" "	1877	100
Mort. Nov. 1, 1858 Buff. & Erie.	.....	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	97
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	99
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	90
1st Mort. Oct 1, 1867 (Sch.& Th R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. Al. & Gr.R.)	840,000	8	" "	" "	1888	95¼
1st Mort. July 1, 1863 (J. & Frank.)	488,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philad lphia	1896	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1890	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July	N. Y. & Bost.	1899	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	.....	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,516,000	6	June & Dec.	"	1898	99
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	106¼
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	101¼
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	6*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	99¼
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1878	90
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & O	"	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	" "	'80-'85	....
Consol. M. for $8,000,000 (392 m.).	6,647,000	7	April & Oct.	" "	1898	88
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.		1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	87¼
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oc	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	99¼
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	103¼
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	90
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	79
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	8	Feb. & Aug.	Boston.	1900	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm	.....	8	Jan. & July.	Boston.	1890	101½
Michigan Central:						
1st Mortgage, convertible	556,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	108
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	96
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	104
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	94½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (" ") guar.	70,000	8	" "	" "	1880	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown,Unionv.& W.Gap(E)						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,148,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,514,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	80
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,808,000	7	Jan. & July.	" "	1897	78
1st Mortgage (Minn. Cent)	192,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	82
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	104½
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	92
Milwaukee City Loan	233,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Win.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $15,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1896	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	— & —	.....	1899	19½
1st Mort. Land Grant gold	1,000,000	7*	— & —	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	— & —	" "	....	....
Income Mortgage	700,000	7	— & —	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	106
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	104½
Convertible bonds	1,510,000	7	Jan. & July.	" "	1900	92
Consolidated bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	94½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	89
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willimam.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie'd bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	31
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.)						
1st Mortgage	800,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, go'd	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N Oto T 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	96
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	101
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	99
Bonds for R.R.Stocks(")	502,000	6	" "	" "	1883	88
Bonds for real estate (")	162,000	6	" "	" "	1883	88
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	92½
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1876	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	103½
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	....
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1903	99
Sinking Fund mortgage of 1861	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	99½
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	260,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	6	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225 000	6	Jan. & July.	Philadelphia.	1885	99
2d Mortgage	5,000,000	7	May & Nov.	"	1896	102
Chattel Mortgage	360,000	10	April & Oct.	"	1877	106
North Shore (L. I.)						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	93
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	87
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	95
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	91
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold	50,000pm	7.3	Jan. & July.	New York.	1900	2⅝
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston	1878	93
Equipment Mortgage	200,000	8	" "	"	1879	93
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage	6,994,000	7	Jan. & July.	New York.	1898	91½
Consolidated 1st Mortgage, stg.		7*	" "	London.	1898	....
Consolidated 2d Mortgage	3,529,000	7	April & Oct.	New York.	1911	71½
2d Mortgage, (W. Div.)	433,000	7	Jan. & July.	" "	1874	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bond	50,000	7	May & Nov.	" "	1883	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	78½
1st Mortgage (War. & Fkln.)	580,000	7	April & Oct.	"	1882	78
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	40
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	98½
Plain Bonds	485,000	6	April & Oct.	"	1875	95
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	104½
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	90
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	82
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	80
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	73
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	92
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(U.B.& Q.)	1,280,000	8	Jan. & July.	Boston.	1900	93
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	79
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	78
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	800,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,970,000	7	Jan. & July.	Philadelphia.	1880	103½
2d Mortgage (")	2,583,600	6	April & Oct.	"	1875	99½
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	12,490,700	6	J. A. J. & O.	Philadelphia.	1910	91
State lien for $17,500,000, skg f'd	5,854,700	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	316,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,800,000	7	June & Dec.	Philadelphia.	1896	101½
1st Mortgage guaranteed	1,500,000	7	" "	"	1900	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	80
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	85½
Gen'l M. for $20,000,000, gold sr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	83
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,138,900	6	Jan. & July.	Philadelphia.	1893	80
Loan of 1870, convertible	28,000	7	" "	"	1888	....
Mortgage Loan of 1857, conv.	86,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	101½
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	104
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	7,696,000	7	June & Dec.	Philadelphia.	1911	102½
	Dollar coupon					
	3,414,000	7	" "	"	1911	103
	Dollar registered					
	7,000,000	6*	" "	"	1911	....
	Gold or stg coup.					
	668,000	6*	" "	"	1911	102½
	Gold or stg reg.					
	332,000	6	" "	Philadelphia.	1911	....
	Dollar coupon					
New deben. loan, conv.	6,690,985	7	Jan. & July.	"	1893	107
New improvement Mort. loan	6,031,615	6*	April & Oct.	Phila.or Lond.	1897	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,000	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866	400,000	6	April & Oct.	"	1876	95
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	65½
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	monthly.	New York.	1884	72
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	86½
2d Mort. (Balt. Loan) of 1866	1,000,000	6	" "	"	1886	65
1st Mort. (Turtle Cr. Div.10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	102
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	95½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,000,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg(Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1868	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1899	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	18	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T.,W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	89
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	99½
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.)	400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)	600,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'78-'90	67½
Rich., Fredericksburg & Potomac						
Sterling Loan	67,777	6*	Jan. & July	London.	1875	....
Dollar Loan	295,500	8	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	130,500	7	June & Dec	Richmond.	1875	....
1st Mortgage	175,000	8	April & Oct		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund..	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m..	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	72½
Equipment Mortgage	500,000	8	March & Sept.	"	1880	75½
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").....	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	...
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	89
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	73
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	93½
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	93
2d Mortgage May 1, 1868 guar..	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	84
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed.....	1,893,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,800,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands..	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands..	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1806	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000.....	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	90½
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds.....	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1900	100
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage.....	230,000	10	" "	" "	1881	.. .
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	93
Sheboygan and Fond du Lac:						
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension.....	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.).						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	. ..
Sioux City and St. Paul:						
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold.....	500,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold.....	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold.....	500,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds.....	71,200	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000.....	179,000	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	60
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	93
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	...
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant...	3,000,000	7	Jan. & July.	" "	1890	...
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold.....	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.....	391,060	7	various.	Macon.	'72-'86	...
1st Mortgage (Muscogee) conv..	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed.....	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free.....	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.....	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000.....	.....	8	.....	.....	....	...
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage.....	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund....	1,165,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	. .
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m...	1,600,000	7	June & Dec.	New York.	1894	79
1st Mortgage (W. Div.) 117 m..	1,800,000	7	Feb. & Aug.	" "	1896	79½
2d Mortgage (W. Div.) 117 m..	1,300,000	7	April & Oct.	" "	1886	56
Equipment Mort. sinking fund..	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000..	1,406,000	7	May & Nov.	" "	1910	53
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	....
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed.....	80,300	7	.....	New York.	1888	.. .
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar....	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	"	" "	1883	. ..

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	95¾
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	Feb. & Aug.	" "	1888	93
1st Mort. (Quincy & Tol. 34 m.)	500,000	7	May & Nov.	" "	1860	88
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	90½
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
3d Mort. (T. Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	80
3d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	75
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	67
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	72
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	80½
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	88½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1899	79½
Income Mortgage	7,563,000	10	March & Sept.	" "	1874	79½
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	98½
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	92½
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	87½
Consolidated(mort.)Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	99
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	....	....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	23
2d Mortgage consolidated	1,500,000	7	" "	"	1891	7½
1st Mort.(Stan. Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	60
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	....	....	75
Equipment Mortgage	1,000,000	8	May & Nov.		'76-'77	65
Equipment Mortgage	1,000,000	8	" "		1889	65
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	336,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage: 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage: 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage: 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage: 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	....
Enlarged Mortgage	990,000	6	" "	" "	1884	....
4th Mortgage	846,000	6	March & Sept.	" "	1900	80
Registered Certificates	123,208	6	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	6	" "	" "	1880	....
Income Mortgage (fundable)	112,500	6	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	78
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7	April & Oct.	New York.	1891	....
Watertown & Rome (R. W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	101½
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	6	" "	" "	1900	....
Income Mortgage	813,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	81
1st Mort. endor. by Balt	200,000	6	" "	"	1890	100
2d Mort. " " "	300,000	6	" "	"	1890	97
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	90
2d Mortgage preferred	600,000	6	" "	"	1895	61
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	97
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	85
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	83
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	96
Consolidated mort. Apr. 1, 1869.	1,000,000	7	April & Oct.	"	1899	102
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	66½
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	90
2d Mortgage coupon or regis	723,600	7	Jan & July.	"	1902	70
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	80
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	87½
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	107
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	80
Delaware and Hudson:						
1st Mortgage registered: 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered: 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1884	106
1st Mortgage registered: 3d series, Jan. 1, 1871.	5,000,000	7	" "	" "	1891	107
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	95
Mortgage Loan reg	2,0 0,000	6	F. M. A. & N.	"	1897	95½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	97½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	99
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	87
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Essex):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	99
2d Mortgage	285,000	6	" "	"	1876	96
Boat Loan, sinking fund	236,965	7	" "	"	1885	98
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	70
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg):						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	78
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	269,000	6	May & Nov.	"	1870	75
Boat and Car Loan	756,650	6	" "	"	1888	72
Boat and Car Loan	628,100	7	" "	"	1889	85
Coupon Bonds	1,079,000	6	Jan. & July.	"	1895	76
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	73½
2d Mortgage	700,000	6	" "	"	1886	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,610	6	Jan. & July.	Baltimore.	1884	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1876	....
2d Mortgage	298,000	6	May & Nov.	"	1889	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years facing.	Railroad. M. in Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad. Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	2	106	Adirondac.....New York.	2,728,692	*	.....	7,000,000	3,763,000	930,000	1,963,756	—	60.2	.....	.....	.....	160,425	.....	—	100	.....
May 31, 1872	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶.....Alabama.	3,600,000	—	—	—	2,000,000	1,600,000	—	—	92.8	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	142.0	—	87.1	—	21	24	12	749	Albany and Susq. (D. & H.)...New York.	7,463,572	*	.....	.....	5,000,000	4,467,000	.....	.....	164.0	(Del. &	Hud. Canal Co.)		1,341,228	423,821	7	100	94½
Sept. 30, 1872	51.0	—	2.0	—	3	4	1	21	Alexandria and Fredericksburg ¶.....Va.	2,500,000	*	.....	.....	.....	1,000,000	.....	—	51.0	.....	.....	.....	.....	.....	—	100	.....
Jan. 31, 1873	132.0	—	44.9	112.0	.....	.....	.....	.....	Allegheny Valley.....Pennsylvania.	13,200,000	*	.....	.....	2,256,300	12,389,000	.....	—	132.0	.....	.....	.....	2,239,168	960,684	—	50	.....
Nov. 30, 1872	35.8	—	1.6	—	.....	.....	.....	.....	Allentown.....Pennsylvania.	1,147,225	—	.....	.....	567,544	—	579,681	—	35.8	.....	.....	.....	.....	.....	—	50	.....
Dec. 31, 1872	20.5	—	2.0	—	5	10	2	43	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	—	.....	95,000	20.5	.....	.....	(Phila. & Reading R. R.)	.....	.....	—	50	.....
Dec. 31, 1872	57.0	—	2.8	28.0	.....	.....	.....	.....	Arkansas Central (3 ft.) ¶.....Arkansas.	.....	.....	.....	.....	.....	15,000pm	.....	—	—	.....	.....	.....	.....	.....	—	100	.....
Mar. 31, 1873	23.6	—	1.9	—	.....	.....	.....	.....	Ashuelot.....New Hampshire.	500,000	—	—	—	246,018	150,000	.....	—	—	.....	.....	.....	.....	.....	—	100	.....
Nov. 30, 1872	465.0	—	23.3	200.0	.....	.....	.....	.....	Atchison, Topeka & Santa Fe....Kansas.	20,000,000	*	.....	.....	8,615,000	10,564,500	570,000	—	—	(In progress to N. Mexico.)			.....	.....	—	100	10
Sept. 30, 1872	30 4	—	0.9	—	3	2	1	17	Athol and Enfield.....Massachusetts.	805,873	7,555	44,400	.....	520,000	293,400	44,605	3,814	30.4	44,320	26,778	17,193	39,032	10,555	—	100	.....
June 30, 1872	86.7	—	8.9	—	19	6	5	119	Atlanta and West Point.....Georgia.	1,200,129	*	.....	.....	1,232,200	22,000	.....	—	86.7	.....	.....	.....	.....	.....	8	100	.....
Sept. 30, 1872	387.3	38.2	149.4	—	166	52	26	3,117	Atlantic and Great West. N.Y. Penn. & O.	30,992,240	*	.....	.....	24,000,000	56,992,240	.....	—	565.8	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	237.0	110.0	16.3	165.0	26	19	6	338	Atlantic and Gulf ¶.....Georgia.	7,692,283	*	162,887	.....	4,479,677	3,294,700	330,991	—	347.5	635,350	98,234	.....	983,966	339,539	—	100	.....
Sept. 30, 1872	406.0	20.0	31.0	100.0	78	29	18	832	Atlantic, Mississippi and Ohio...Virginia.	17,765,914	*	8,718,937	.....	6,921,900	14,889,843	.....	—	428.0	1,427,688	282,576	530,583	1,969,053	734,328	—	100	.....
May 31, 1872	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina ¶.N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	—	95.0	.....	(No returns furnished.)		.....	.....	—	100	.....
Dec. 31, 1872	364.0	—	18.2	200.0	.....	.....	.....	.....	*Atlantic and Pacific* ¶.Missouri & Ind. Ter.	.....	*	.....	.....	15,000,000	12,500,000	.....	—	328.2	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,089	—	—	—	3,994,900	3,483,848	201,089	—	—	.....	.....	.....	.....	.....	4	100	.....
Nov. 30, 1872	55.0	—	2.7	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	—	—	733,700	129,000	—	—	—	.....	.....	.....	.....	73,000	7	100	.....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Genesee and Mount Morris ..N. Y.	245.000	*	.....	.....	194,250	20,000	20,000	—	19.1	21,302	43,209	4,901	33,299	6,001	—	100	.....
Nov. 30, 1872	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	—	53.2	.....	(Leased to Pennsylvania.)		.....	.....	—	100	.....
Sept. 30, 1872	379.6	—	502.7	—	383	205	52	7,904	Baltimore and Ohio ¶.....Md. & W. Va.	31,170,756	7,996,856	13,423,332	3,424,536	16,704,762	12,466,689	700,873	26,152,269	454.6	9,172,997	.....	.....	10,654,472	4,532,072	8	100	167½
Sept. 30, 1872	30.0	—	39.9	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	—	—	642,300	1,650,000	20,000	—	622,300	30.0	476,800	.....	.....	480,645	335,735	10	100	175
Sept. 30, 1872	103.5	—	21.8	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	10,000,000	—	—	—	5,680,685	593,500	—	—	103.5	1,003,407	.....	.....	826,803	114,541	—	100	11
Dec. 31, 1872	32.0	—	3.2	89.0	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	32.2	(Opened to Washington, May 1, 1872.)			.....	.....	—	100	7
Dec. 31, 1872	33.4	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	—	—	650,000	250,000	.....	—	—	(Operated by Maine Central.)			835,380	218,608	—	50	.....
Dec. 31, 1872	67.0	—	6.7	—	30	21	8	967	Belvidere Delaware .....New Jersey.	3,876,842	*	.....	.....	995,300	2,244,500	1,228,128	.....	67.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	22.0	—	2.0	—	—	—	—	—	Berkshire.....Mass.	600,000	—	8,000	—	500,000	—	—	—	22.0	58,408	80,192	176,297	120,291	42,045	7	100	72½
Sept. 30, 1872	15.6	—	5.7	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	468,000	—	—	—	—	.....	.....	.....	.....	.....	5	100	.....
Sept. 30, 1872	201.6	48.0	316.8	—	206	161	46	4,113	Boston and Albany.....Mass. & N. York.	19,890,414	4,411,338	1,071,646	2,106,438	19,664,100	3,037,000	546,724	4,237,012	268.3	4,883,071	5,247,576	2,732,907	9,259,599	2,362,615	10	100	138½
Sept. 30, 1872	25.2	—	2.0	0.8	4	4	2	50	Boston, Barre and Gardner.....Mass.	763,114	104,775	30,324	4,023	736,240	—	153,349	12,147	28.0	82,064	85,157	17,499	69,356	7,550	—	100	.....
Sept. 30, 1872	42.9	—	9.0	—	21	22	12	434	Boston, Clinton and Fitchburg.....Mass.	1,480,328	646,052	110,250	98,786	872,000	1,250,000	62,586	97,180	90.2	441,745	467,966	317,048	576,413	192,795	—	100	66½
Mar. 31, 1873	93.5	—	12.8	—	22	24	19	473	Boston, Concord and Montreal.....N. H	2,850,000	*	218,300	327,759	1,800,000	1,060,000	29,603	516,456	139.0	.....	171,511	92,186	670,342	131,715	6p	100	.....
Sept. 30, 1872	26.8	16.0	45.8	—	37	46	20	940	Boston and Lowell.....Mass.	2,469,955	252,345	2,565,759	253,142	2,852,900	1,771,024	542,860	374,417	71.8	741,981	1,949,688	620,053	1,238,969	241,016	8	500	107½
Sept. 30, 1872	80.3	8.5	84.9	38.0	61	102	28	975	Boston and Maine.....Mass., N. H. & Me.	6,728,332	1,144,587	775,992	525,480	6,816,834	—	1,341,862	1,016,686	163.8	1,215,996	4,135,469	520,722	2,004,672	504,116	10	100	107½
Sept. 30, 1872	44.0	14.5	65.0	—	38	67	11	482	Boston and Providence.....Mass. & R. I.	3,691,138	207,400	573,542	253,320	3,950,000	—	356,478	427,922	66.5	239,132	702,246	765,733	1,716,399	465,347	10	100	148
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa.....Canada.	2,647,004	*	.....	.....	424,704	1,667,200	.....	.....	85.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	171	Brunswick and Albany¶.....Georgia.	10,548,000	*	.....	.....	4,898,000	5,650,000	350,000	—	—	(Company in bankruptcy.)			.....	.....	—	100	.....
Sept. 30, 1872	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	—	—	—	2,286,000	583,500	—	—	—	(Erie Railway Co.)			40,600	.....	—	100	.....
Sept. 30, 1872	43.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.... N. Y. & Penn.	1,546,930	*	.....	.....	428,717	700,000	548,229	—	43.2	.....	.....	.....	228,099	.....	—	100	.....
Sept. 30, 1872	142.0	—	12.7	—	—	—	—	—	Buffalo, New York & Erie...N.Y. & Penn.	3,336,000	—	—	—	950,000	2,380,000	—	—	—	(Erie Railway Co.)			233,100	7	500	.....
Sept. 30, 1872	117.0	—	5.9	—	.....	.....	.....	.....	Buff., New York and Phila. N.Y. & Penn.	3,064,271	*	.....	.....	1,660,707	1,876,500	430,605	—	88.0	(Opened to Emporium, Pa.)			139,145	17,300	—	100	.....
Dec. 31, 1872	219.0	79.0	14.0	—	24	16	7	525	Burl., Cedar Rapids and Minnesota. Iowa.	7,000,000	*	.....	.....	5,400,000	2,200,000	.....	—	332.0	.....	.....	.....	995,129	283,802	—	100	.....
Dec. 31, 1872	120.0	—	6.0	100.0	.....	.....	.....	.....	Burlington and Southwestern. Iowa & Mo.	3,000,000	*	.....	.....	1,200,000	1,750,000	.....	—	....	(In progress.)			.....	.....	—	100	.....
Feb. 28, 1873	158.0	—	....	143.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	10,000,000	*	.....	.....	12,000,000	8,000,000	.....	—	....	(Completed to Mo. Line May, 1873.)			.....	.....	—	100	.....
Dec. 31, 1872	160.0	—	8.0	—	—	—	—	—	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	—	160.0	(Recently completed.)			.....	.....	—	100	.....
Dec. 31, 1872	61.2	—	92.9	—	—	—	—	—	Camden and Amboy.....New Jersey.	9,458,328	—	—	—	5,847,800	—	—	—	—	(Pennsylvania R. R. Co.)			.....	.....	10	100	.....
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	100	Camden and Atlantic.....New Jersey.	1,790,623	376,195	138,354	32,388	1,215,870	1,058,400	54,907	9,384	67.0	213,639	417,186	69,824	467,036	212,119	3½p	50	60
Dec. 31, 1872	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Pennsylvania R. R. Co.)			.....	.....	6	100	.....
Dec. 31, 1872	28.5	—	4.8	81.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	—	5,888	—	683,467	3,776	3,800	28.5	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1873	229.0	63.0	29.2	—	.....	.....	.....	.....	Canada Southern.....Canada.	.....	.....	.....	.....	8,000,000	8,760,000	.....	—	—	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	71.6	22.4	7.8	18.0	19	23	12	160	Cape Cod.....Mass.	1,245,594	237,393	46,392	16,647	1,022,330	349,000	132,591	43,985	94.0	210,684	286,417	76,147	321,798	86,737	8	60	.....
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2	—	31	Carbondale and Shawneetown....Illinois.	562,650	*	.....	.....	355,500	200,000	7,150	—	18.0	(Opened Dec. 30, 1871.)			.....	.....	—	100	.....
Sept. 30, 1872	18.0	—	0.5	10.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	561,139	*	.....	.....	455,433	150,000	.....	—	18.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	20.0	4.0	8.0	—	6	3	2	517	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	426,000	.....	.....	—	24.0	.....	.....	.....	.....	.....	—	100	.....
Oct. 31, 1872	94.0	4.5	8.5	—	21	9	5	602	Catawissa.....Penn.	6,098,850	*	.....	.....	4,359,500	1,739,350	.....	—	—	.....	.....	.....	.....	.....	6	25	.....
Sept. 30, 1872	14.8	—	1.3	—	2	2	2	14	Cazenovia and Canastota.....New York.	538,006	*	.....	.....	294,529	250,000	29,250	—	14.8	(Leased Nov. '72 to Ph. & Rdg.)			572,104	183,169	7 p.	50	31½
Dec. 31, 1872	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	.....	—	—	.....	.....	.....	25,885	4,391	—	100	.....
Dec. 31, 1872	271.6	2.4	22.1	—	—	—	—	—	*Cedar Rapids and Missouri River*.....Iowa.	11,233,000	—	—	—	7,619,000	3,614,000	.....	—	—	(Illinois Central.)			128,646	113,400	—	100	.....
Dec. 31, 1872	100.0	—	15.0	250.0	6	6	3	131	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	—	(Chic. & North Western R. R.)			.....	.....	—	100	.....
Nov. 30, 1872	192.0	—	29.7	—	53	44	27	792	Central of Georgia.....Georgia.	5,000,000	*	1,628,457	1,022,692	5,000,000	1,389,000	341,663	—	101.0	(No returns furnished.)			.....	.....	—	100	.....
Dec. 31, 1872	202.0	—	16.6	24.0	22	8	6	301	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	—	284.0	.....	169,119	.....	1,656,154	689,308	10	100	...
Sept. 30, 1872	22.0	4.0	3.9	—	3	7	—	22	Central of Long Island.....New York.	1,459,616	*	.....	.....	297,800	687,000	479,598	—	202.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	74.0	0.7	211.8	—	227	128	47	9,082	Central of New Jersey.....New Jersey.	12,424,935	7,882,235	7,649,492	4,310,442	20,000,000	9,209,000	3,058,154	—	—	(Flushing & N. Side R. R.)			.....	.....	—	100	.....
Dec. 31, 1872	187.0	—	31.2	—	40	28	24	737	Central Ohio.....Ohio.	5,499,909	*	.....	.....	2,845,500	2,500,000	.....	—	291.0	4,889,891	4,478,513	1,490,689	7,120,718	1,957,538	10	100	108½
Dec. 31, 1872	1,363.0	339.0	110.4	600.0	187	168	40	3,307	*Central Pacific*¶.....Cal. Nev. & Utah.	130,485,693	5,622,693	5,468,198	2,513,287	64,283,190	81,939,680	422,041	7,483,960	137.0	.....	.....	.....	989,327	170,721	6	50	85½
Dec. 31, 1872	194.6	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta....S.Car.	5,512,000	*	256,000	.....	2,578,000	3,100,000	.....	—	1,158.0	.....	588,633	746,158	11,963,641	6,952,362	—	100	72½
Dec. 31, 1872	22.8	—	5.0	—	—	—	—	—	Chartiers.....Pennsylvania.	1,127,313	—	—	13,897	628,060	500,000	3,150	—	194.6	.....	.....	.....	652,107	439,718	—	100	.....
Sept. 30, 1872	428.0	—	42.8	72.0	45	27	18	761	Chesapeake and Ohio.....Va. & W. Va.	26,542,490	*	789,785	2,836,883	13,398,407	18,624,953	3,387,461	—	22.8	39,140	.....	.....	60,440	20,440	—	50	.....
Jun. 30, 1872	40.7	0.8	2.0	—	2	.....	.....	.....	Chester and Tamaca.....Illinois.	1,090,000	*	.....	.....	1,000,000	660,000	30,000	—	227.0	511,475	141,873	115,472	777,632	288,687	—	100	.....
																		41.5	(Opened March 18	2.)		.....	.....	—	100	.....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1872	205.0	28.0	33.7	56.0	33	36	8	607	*Flint and Pere Marquette*.....Michigan.	6,766,602	1,135,131	694,566	384,284	3,297,300	5 389,000	1,048,609	1,244,673	233.3	888,227	509,975	344,559	1,133,612	455,118	—	100	...
Sept. 30, 1872	11.8	6.3	5.3	16.2	5	19	5	8	Flushing and North Side .....New York.	952,158	284,371	.....	.....	281,010	1,281,200	81,027	.....	18.1	176,515	1,256,278	.....	281,844	86,495	—	100	...
Sept. 30, 1872	10.0	—	1.0	—	3	2	1	10	Fonda, Johnstown and Gloversville. N. Y.	493,782	*	.....	.....	300,000	300,000	41,882	.....	10.0	35,056	99,890	25,897	78,023	38,198	—	100	...
Dec. 31, 1872	100.0	—	5.2	—	8	6	3	237	Ft. Wayne, Jack. & Saginaw. Ind. & Mich.	3,000,000	313,000	25,000	.....	1,056,000	2,000,000	.....	.....	100.0	.....	.....	.....	280,647	123,591	—	100	...
Jun. 30, 1872	109 0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	(Sold January 1, 1872.)				1,000,000	2,300,000	.....	.....	109.0	.....	.....	.....	224,815	28,574	—	100	...
Sept. 30, 1872	26.0	—	3.3	—	3	1	—	90	Framingham and Lowell.....Mass.	1,021,792	182,062	.....	58,170	499,896	650,000	112,698	30	—	(Boston, Clinton & Fitchb'g.)			21,580	21,580	—	100	39½
Dec. 31, 1872	11.5	—	1.3	—	2	3	—	21	Freehold and Jamesburg.....N. Jersey.	283,745	.....	.....	.....	283,745	.....	.....	.....	22.0	67,460	171,400	43,411	57,773	14,152	—	100	....
Feb. 28, 1873	85.0	—	9.0	150.0	9	6	4	126	Galv., Harrisburg & San Antonio..Texas.	2,255,402	287,906	.....	61,060	2,051,468	552,840	.....	.....	85.0	36,210	8,664	27,637	160,424	93,422	—	100	....
Dec 31, 1872	50.0	—	10.0	—	15	9	4	284	Galveston, Houston & Henderson. Texas.	2,522,063	398,639	234,423	14,796	1,000,000	1,500,000	360,653	311,091	50.0	198,167	86,845	179,666	751,054	366,017	—	100	....
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Georgia.	4,156,000	*	1,335,369	415,005	4,200,000	676,500	187,240	853,233	232.0	1,103,551	.....	.....	1,623,454	490,196	8	100	....
Jun. 30, 1872	111.0	—	5.5	—	6	4	4	302	Gilman, Clinton & Springfield.....Illinois.	4,000,000	*	.....	.....	2,000,000	2,000,000	.....	.....	111.0	87,808	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	11.6	—	0.3	3.1	—	—	—	—	Goshen and Deckertown .....New York.	290,901	.....	.....	.....	105,000	246,500	8,000	.....	—	(Leased to Erie.)		67,361	156,750	33,525	—	100	....
Dec. 31, 1872	283.7	26.0	13.2	35.0	34	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	4,807,993	1,114,214	128,797	4,748,996	2,800,000	8,000,000	.....	.....	289.7	.....	491,910	311,670	949,781	505,640	—	100	....
Mar. 31, 1873	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	—	(Leased by Michigan Central R. R. Co.)					—	100	....
Dec. 31, 1872	857.0	52.0	371.0	—	361	260	80	4,636	Grand Trunk ¶.....Canada.	106,900,746	*	5,197,215	1,348 999	16,977,803	91,507,296	4,870,846	1,515	1,377.0	6,754,570	1,718,273	1,535,296	8,935,970	1,803,921	—	100	....
Jan. 31, 1873	229.0	216.0	102.0	—	177	146	39	3,136	Great Western ¶.....Canada.	33,941,675	*	.....	.....	24,167,4 7	10,816,000	.....	.....	569.0	4,416,442	.....	.....	5,732,870	2,989,050	6½	100	....
Sept. 30, 1872	8.0	—	0 5	—	—	—	—	—	Greene.....New York.	348,877	.....	.....	.....	200,000	.....	.....	.....	8.0	20,824	37,773	151,848	35,718	5,611	6	100	....
Feb. 28, 1873	151.0	—	5.0	49.0	9	5	3	300	Green Bay and Lake Pepin....Wisconsin.	3,400,000	*	.....	.....	1,500,000	2,400,000	.....	.....	—	(Not regularly operated.)			30,358	12,528	—	100	....
Sept. 30, 1872	14.0	—	0.8	—	—	—	—	—	Greenwich and Johnsonville...New York.	304,415	.....	.....	.....	130,098	185.500	11,086	.....	14.0	17,528	17,488	9,553	30,358	12,528	—	100	....
Mar. 31, 1873	66.0	—	4.0	180.0	7	3	1	72	Gulf Western Texas and Pacific.¶...Texas.	2,500,000	*	.....	.....	.....	1,386,000	.....	.....	....	68,000	9,506	36,874	232,979	128,161	—	100	....
Dec. 31, 1872	4.9	0.8	0.3	—	2	9	3	6	Hackensack and New York..New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	.....	—	(Leased by Erie at 35 p. c. of earnings.)					—	100	....
Dec. 31, 1872	28.0	—	1.4	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	.....	.....	.....	560,000	299,600	.....	.....	—	(Leased by Erie at 55 p. c. of earnings.)					—	100	....
Jun. 30, 1873	70.0	—	4.0	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased by Tol., Wab. & Western R. R. Co.)					—	100	....
Jun. 30, 1873	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,000	675,000	....	.....	—	(Leased by Tol., Wab. & Western R. R. Co.)					—	100	....
Aug. 31, 1872	206.0	68.5	27.7	22.0	79	61	62	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	23,297,728	*	.....	.....	14,250,828	9,146,900	.....	.....	274.5	1,648,638	320,838	415,363	2,484,670	670,529	—	100	25
Sept. 30, 1872	7.9	—	1.0	—	2	3	2	13	Hanover Branch.....Mass.	170,130	40,445	.....	21,126	123 550	.....	40,000	68,151	7.9	21,096	79,998	14,397	71,032	20,295	—	100	....
Oct. 31, 1872	12.2	—	0.9	—	6	5	2	30	Hanover Branch.....Penn.	201,372	68,000	.....	.....	116,850	.....	.....	.....	12.2	48,150	84,401	123,424	82,388	24,356	10	50	....
Sept. 30, 1872	116.0	2.0	7.2	—	9	5	1	146	Harlem Extension .....New York.	8,000,000	*	.....	.....	4,000,000	4,000,000	40,509	.....	118.0	277,969	137,337	105,349	317,748	Loss.	—	100	....
Oct. 31, 1872	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,182,550	.....	.....	.....	1,182,550	700,000	.....	.....	54.0	(Leased by Pennsylvania R.R. Co.)					7	50	102
Sept. 30, 1872	62.0	16.5	87.0	—	37	33	16	703	Hartford and New Haven..Conn. & Mass.	4,729,381	872,197	1,452,042	1,120,651	6,500,000	580,000	50,547	1,043,724	78.5	782,172	1,303,158	721,348	2,106,674	752,702	4½	100	....
Sept. 30, 1872	122.4	0.8	18.7	—	28	36	16	361	Hartford, Prov. & Fishkill¶..R.I., Ct. & N.Y.	4,201,486	598,875	.....	.....	2,037,940	2,055,500	100,000	200,519	130.0	541,442	1,207,771	266,912	1,004,040	367,533	—	100	....
Aug. 31, 1872	75.0	—	4.0	125.0	13	6	3	81	*Hastings and Dakota*.....Minn.	(Purchased July 1, 1872 by Mil. & St. Paul Co. for $2,100,000.)								75.0	.....	10,928	20,640	21,415	Loss.	—	...	....
Dec. 31, 1872	5.5	—	0.6	—	2	—	—	100	Hibernia Mine..... .....New Jersey.	148,638	*	.....	1,862	150,000	.....	.....	.....	5.5	.....	.....	100,379	54,401	33,629	40	100	....
Dec. 31, 1872	63.3	—	4.9	—	—	—	—	—	Holly, Wayne and Monroe .....Mich.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased by Flint & Pere Marquette R. R. Co.)					—	100	....
Sept. 30, 1872	10.3	—	0.8	—	—	—	—	—	Holyoke and Westfield.....Mass.	427,946	.....	.....	86	200,000	200,000	1,667	26,366	—	(New Haven & Northamp.)			14,000	14,000	—	100	....
Sept. 30, 1872	74.0	—	7.0	—	16	16	8	389	Housatonic .....Connecticut.	1,864,871	340,687	.....	.....	2,000,000	400,000	335,213	42,248	162.2	274,960	282,741	242,218	528,115	117,529	—	100	....
Nov. 30, 1872	115.0	8.0	11.4	215.0	14	14	7	278	Houston and Great Northern¶.....Texas.	3,361,361	*	751,494	539,503	2,400,000	1 925,915	45,956	260,487	123.0	123,257	24,819	36,583	260,767	81,329	—	100	....
Dec. 31, 1872	387.0	115.0	16.9	—	45	25	14	916	Houston and Texas Central ¶.....Texas.	15,000,000	*	.....	.....	820,000	10,040,000	.....	.....	349.0	.....	.....	.....	2,675,234	1,345,134	—	100	....
Oct. 31, 1872	45.0	29.5	15.5	—	23	6	5	116	Huntingdon and Broad Top Mt.....Penn.	3,159,769	*	.....	.....	1,330,750	2,153,500	117,441	.....	74.5	238,167	59,126	449,748	301,957	17,451	—	50	16
Dec. 31, 1872	705.5	—	130.4	—	197	117	45	4,585	*Illinois Central* .....Illinois.	34,061,196	*	10,248,460	614,081	25,500,000	19,423,707	.....	.....	1,107.0	5,388,226	1,352,156	2,039,321	8,026,754	2,103,107	10	100	94
Dec. 31, 1872	62.8	—	3.2	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	1,451,737	.....	.....	.....	960,000	960,000	.....	.....	—	(Leased by Chicago, Burl. & Quincy Co.)					—	100	....
Jun. 30, 1872	85.0	—	2.9	67.0	5	...	...	....	Indiana and Illinois Central....Ind. & Ill.	3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	.....	—	(Not operated by Company.)					—	100	....
Dec. 31, 1872	202.5	10.0	36.0	—	66	23	9	1,752	Ind., Bloomington & Western..Ind. & Ill.	15,500,000	*	.....	.....	7,000,000	8,500,000	.....	.....	212.5	.....	.....	.....	1,359,691	.....	—	100	....
Dec. 31, 1872	179.0	—	21.2	—	58	40	12	1,121	Indianapolis, Cin. and Lafayette..Indiana.	13,988,000	*	.....	.....	5,500,000	8,700,000	.....	.....	179.0	1,211,206	.....	.....	1,754,369	592,056	—	50	12
Dec. 31, 1872	75.0	—	4.8	—	12	10	6	287	Indianapolis, Peru and Chicago..O. & Ind.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	72.0	—	12.0	—	58	34	16	1,407	Indianapolis and St. Louis.....Indiana.	3,927,197	*	241,216	424,409	600,000	3,338,000	654,822	.....	261.0	1,732,260	291,787	690,971	2,110,681	730,239	—	100	....
Dec 31, 1872	117.0	—	18.0	—	6	7	3	197	Indianapolis and Vincennes.....Illinois.	4,613,436	*	51,118	164,475	1,402,000	3,150,000	277,029	.....	117.0	212,294	.....	.....	264,390	90,205	—	100	....
Dec 31, 1872	183.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	183.7	(Leased by Ill. Cen. R.R. Co.)			337,462	118,112	—	100	85
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	.....	.....	.....	1,314,000	1,314,000	.....	.....	73.0	(Leased to Chicago & N. Western.)					—	100	....
Sept. 30, 1872	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,236,190	*	.....	.....	494,162	600,000	103,302	.....	35.6	92,960	20,367	121,600	110,942	51,708	—	100	...
Dec. 31, 1872	13.0	1.0	1.3	—	3	2	1	146	Iron .....Ohio.	288,237	57,000	49,403	.....	129,550	.....	13,398	251,692	14.0	27,500	34,266	133,100	102,274	55,359	—	100	....
Oct. 31, 1872	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	.....	.....	400,000	100,000	.....	.....	11.0	11,350	.....	115,876	48,865	15,041	—	50	....
May 31, 1872	212.0	—	15.9	76.0	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	6,500,000	.....	.....	.....	1,976,100	4,195,000	.....	.....	156.0	(Leased by Michigan Central L.)					—	100	....
Dec. 31, 1872	36.5	—	7.2	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	.....	.....	.....	2,095,700	2,300,000	.....	.....	—	(Leased by Erie Railway Co.)			140,000		—	100	....
Dec. 31, 1872	108.0	116.0	22.6	—	41	37	12	744	Jeffersonville, Madison and Ind..Indiana.	6,888,000	*	1,059,864	162,891	2,000,000	4,888,000	1,214,013	7,863	224.0	1,061,102	658,633	468,236	1,287,280	469,670	7	100	....
Dec. 31, 1872	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago .....Illinois.	1,849,000	.....	.....	.....	1,500,000	349,000	.....	.....	—	(Leased to Chicago & Alton R.R. Co.)					7	100	85
May 31, 1872	44.5	—	3.7	—	—	—	—	—	Joliet and Northern Indiana....Ill. & Ind	1,100,000	.....	.....	.....	.....	800,000	.....	.....	—	(Leased to Michigan Central R. R. Co.)					8	100	....
Oct. 31, 1872	4.6	—	9.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	.....	.....	.....	300,000	600,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	42.0	—	2.1	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	185,250	800,000	.....	.....	—	24,937	215,230	.....	132,384	55,157	—	50	....
Dec. 31, 1872	58.0	—	3.1	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	306,000	400,000	.....	.....	42.0	(No returns furnished.)					—	100	....
Mar. 31, 1873	40.0	—	2.7	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	.....	.....	.....	610,000	840,000	.....	.....	—	(Leased to Lake S. & M. So.)			103,800	103,800	6	100	....
Mar. 31, 1872	200.2	60.0	15.2	—	21	17	17	268	Kansas City, St. Joseph & Co. Bl. Mo. & Ia.	8,626,158	*	.....	.....	250,000	640,000	.....	.....	—	(Leased by Michigan Central R.R. Co.)			51,200		—	100	....
Jun. 30, 1872	31.9	—	1.8	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	.....	.....	.....	2,789,413	6,131,500	.....	.....	260.2	.....	.....	.....	1,242,270	.....	—	100	....
Dec. 31, 1872	638.6	34.0	22.6	—	88	53	18	1,674	Kansas Pacific.....Kansas & Col.	35,183,274	*	2,428,546	2,563,182	9,638,950	16,925,000	2,706,480	.....	672.6	2,475,270	179,182	348,966	3,732,713	1,494,447	—	100	....
Aug. 31, 1872	49.0	—	2.4	—	6	10	4	59	Knox and Lincoln .....Maine.	2,725,798	*	.....	138,306	361,492	2,395,000	.....	107,611	49.0	(Completed Oct. 19, 1871.)			87,612	35,973	—	100	....
Oct. 31, 1872	80.0	—	3.0	—	25	10	4	1,515	Lackawanna and Bloomsburg .....Penn.	3,398,452	722,792	.....	.....	1,335,000	2,250,000	193,261	.....	80.0	436,206	362,294	2,213,010	1 083,505	471,764	—	50	....
Dec. 31, 1872	80.3	—	2.5	93.0	—	—	—	—	Lafayette, Bloomington & Mis...Illinois.	2,800,000	.....	.....	.....	1,000,000	1,300,000	.....	.....	—	(Leased by Tol. Wab. & Western R.R. Co.)					—	100	....
Dec. 31, 1872	36.0	—	1.8	79.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	.....	3,716,927	.....	3,000,000	1,500,000	.....	.....	—	(Leased by Tol. Wab. & Western R.R. Co.)					—	100	....
Sept. 26, 1872	16.0	....	....	124.0	—	—	—	—	Lake Ontario Shore Line.....New York.	1,541,456	.....	.....	.....	1,727,553	792,000	96,097	.....	.....	(Not yet in operation.)					—	100	....
Dec. 31, 1872	541.3	595.2	533.2	—	416	160	60	8,640	Lake Shore & Mich. S.....P., O. Ind. & Ill.	63,047,176	19,384,187	7,315,307	1,515,979	50,000,000	26,495,000	6,350,020	1,417,680	1,136.5	13,477,534	2,112,833	4,382,243	17,691,629	3,118,598	8	100	73½
Jun. 30, 1872	37.0	—	....	—	66.0	6	—	—	36	Lake Shore and Tuscarawas Valley..Ohio.	2,639,669	87,519	138,142	72,922	744,038	2.000 000	93,314	.....	.....	(Opened through in July, 1873.)					—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "$."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1872	74.0	—	4.8	76.0	7	9	3	121	N. Y., Kingston & Syracuse..New York.	3,055,856	100,000	.....	.....	2,662,921	583,000	92,692		74.0	101,685	163,267	69,137	219,368	60,974	—	100	....
Sept. 30, 1872	5.4	—	0.4	54.6	1	1	—	—	N. Y., Housatonic & North.N.Y. & Conn.	604,626	12,737	.....	.....	261,000	183,500	156,475			(Leased	by Housat	onic R. R.	Co.)	3,010	—	100	....
Sept. 30, 1872	7.0	—	0.4	0.2	—	—	—	—	New York and Mahopac.....New York.	264,912	.....	.....	.....	265,000	.....	.....			(Leased	by New Y	ork & Har	lem R. R.	Co.)	—	100	....
Sept. 30, 1872	124.0	16.8	164.0	—	84	129	41	1,010	N. Y., N. H. & Hartford..N.Y., Ct. & Ma.	12,861,474	1,840,536	1,465,553	3,428,675	15,500,000	1,641,500	377,341	1,377,592	190.2	1,700,891	3,925,765	892,579	4,483,554	1,769,809	10	100	127½
Sept. 30, 1872	62.5	—	27.5	—	20	19	7	99	N. Y., Providence and Boston..C. & R. I.	3,101,400	*	.....	.....	1,887,400	1,214,000	.....	.....	67.5	441,485	614,211	229,677	911,021	401,914	9	100	126½
Sept. 30, 1872	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	3,210,616	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	by New Y	ork Cent.	R.R. Co.)	60,000	6	100	....
Jun. 30, 1872	35.3	—	3.3	—	5	1	1	134	Niles and New Lisbon .....Ohio.	1,047,364	108,287	.....	.....	500,000	500,000	59,584	96,067	35.3	112,067	48,554	336,167	179,553	88,216	—	100	....
Sept. 30, 1872	223.0	—	11.2	—	24	18	10	271	North Carolina $.....North Carolina.	4,947,741	*	344,672	337,271	4,000,000	553,418	592,030	483,241	223.0	478,580	140,397	113,126	(Rl'hm.&	Danv.)	—	100	....
Feb. 28, 1873	102.0	—	9.0	—	14	14	5	142	North-Eastern $ .....South Carolina.	2,148,131	*	88,720	37,364	979,850	1,101,500	138,977	53,380	102.0	293,721	82,719	.....	395,463	159,695	—	100	....
Jun. 30, 1873	72.0	—	3.6	118.0	—	—	—	—	North Louisiana and Texas.....La.			(No accounts obtainable.)						72.0		(No accounts.)					100	....
Oct. 31, 1872	55.6	12.1	66.7	—	39	36	20	906	North Pennsylvania.....Pennsylvania.	7,086,930	1,208,779	1,524,750	.....	3,473,500	4,042,500	63,394		67.7	617,092	889,571	880,119	1,336,938	592,322	5s	50	88
Dec. 31, 1872	95.0	45.3	83.3	—	30	21	10	689	Northern, of Canada.....Canada.	5,465,410	*	78,964	610,683	.....	5,819,963	261,561	3,533	140.3	748,838	212,080	313,664	894,774	180,541	—	100	....
Dec. 31, 1872	138.0	4.0	137.0	—	141	69	22	6,284	Northern Central $.....Md. and Penn.	11,656,830	3,223,438	2,750,000	928,678	5,842,000	11,040,602	1,464,215	222,099	317.0	3,288,463	1,110,110	4,769,895	4,598,820	1,161,769	6	50	72
Mar. 31, 1872	69.2	13.4	17.6	—	27	16	6	540	Northern New Hampshire ..New Hamp.	3,068,400	*	309,618	212,955	3,068,400	102,000	266,800	154,576	82.6	506,848	195,402	411,888	706,358	217,103	8	100	104½
Dec. 31, 1872	21.3	—	4.6	—	—	—	—	—	Northern New Jersey.....New Jersey.	527,452	*	872,548	.....	1,000,000	400,000	.....		—	(Leased	to Erie Ra	ilway Co.)	273,054	87,504	8	100	....
May 31, 1872	153.0	106.0	....	1,441	72	16	6	1,554	Northern Pacific.....Minn., Dak. &c.	13,292,142	1,908,838	601,394	.....	.....	50,000p.m	.....		559.0		(No sta	tement pu	blished.)			—	100	....
Sept. 30, 1872	59.4	7.0	13.1	—	20	15	6	642	Norwich and Worcester $..Conn. & Mass	2,463,983	*	84,700	109,188	2,364,400	759,000	35,526	781,947	66.4	410,089	372,841	346,367	771,602	293,528	10	100	126
Jun. 30 1872	113.0	32.0	14.5	—	21	27	12	394	Nova Scotia.....Nova Scotia.	6,976,268	*	110,464	.....	.....	6,976,268	110,464		145.0	.....	194,167	242,210	328,841	Loss.	—	100	....
Sept. 30, 1872	118.0	4.0	18.0	—	34	19	4	1,026	Ogdensburg and Lake Champlain...N. Y.	4,048,510	1,748,411	.....	.....	3,077,000	1,012,000	.....		122.0	636,755	171,894	417,373	1,005,979	263,867	6	100	49
Dec. 31, 1872	10.0	2.0	3.8	—	2	—	—	96	Ogden Mine.....New Jersey.	452,994	*	.....	.....	450,000	.....	.....		12.0	.....	.....	54,479	47,459	25,656	6	100	....
Jun. 30, 1872	340.0	53.0	24.0	—	122	57	24	2,422	Ohio and Mississippi ....Ohio, Ind. & Ill.	34,470,752	*	.....	.....	24,030,000	10,111,850	328,902		393.0	2,852,763	404,765	708,799	3,343,845	984,008	—	100	25½
Oct. 31, 1872	120.0	3.0	53.7	—	32	19	5	328	Oil Creek and Allegheny River.....Penn.	8,554,547	1,008,331	.....	.....	4,959,450	3,680,000	.....		123.0	749,668	559,926	676,500	1,285,554	461,531	6½	50	9
Sept. 30, 1872	181.3	19.4	60.6	15.0	45	95	16	607	Old Colony and Newport..Massachusetts.	8,095,654	*	441,553	586,443	5,103,506	3,521,000	467,989	581,156	150.7	1,110,675	3,711,345	510,434	1,897,438	630,249	6½	100	112½
Dec. 31, 1872	9.9	2.0	3.1	—	33	—	—	—	Orange and Newark.....New Jersey.	1,073,555	*	.....	.....	290,300	736,000	73,852		11.9		2,984 817		203,094	24,633	—	100	....
Sept. 30, 1872	282.6	10.0	9.6	—	25	21	12	382	Orange, Alex. and Manassas Gap $....Va.	9,180,634	*	.....	.....	2,692,540	5,622,564	865,431		292.6	713,252	196,394	161,434	988,371	403,598	—	100	....
Dec. 31, 1872	25.0	—	1.7	200.0	—	—	—	—	Osage Valley and Southern Kansas...Mo.	600,000	.....	.....	.....	375,000	200,000	25,000			(Leased	by Pacific	(of Mo.)R.	R. Co.)	35 p. c.	—	100	....
Sept. 30, 1872	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	950,953	.....	.....	.....	300,000	612,100	27			(Leased	by Rome,	Watertown	& Ogd.	RR. Co.)	—	100	....
Sept. 30, 1872	35.0	—	46.7	—	11	12	4	258	Oswego and Syracuse .....New York.	1,114,844	330,270	.....	.....	1,144,400	180,000	.....		35.0	232,069	171,982	232,801	354,880	73,878	9	100	....
Dec. 31, 1872	35.0	—	1.6	100.0	2	1	1	10	Owensboro and Russellville...Kentucky.	.....	.....	.....	.....	1,500,000	1,500,000	.....		35.0	(In cour	se of cons	truction:	no return	s.)	—	100	....
Dec. 31, 1872	283.5	15.5	39.1	—	—	—	—	—	*Pacific* of Missouri $.....Missouri.	.....	.....	.....	.....	7,000,000	(Assume	d by Le	sees.)	—	(Leased	by Atlant	ic & Pacif	ic R. R. C	o.)	5	100	44½
Dec. 31, 1872	63.5	—	3.6	101.5	7	4	2	77	Paducah and Gulf .....Kentucky.	3,261,312	*	980,220	89,430	2,924,150	1,000,000	406,812		63.5	489,289	22,920	21,589	95,261	35,845	—	100	....
Jun. 30, 1872	11.0	—	0.5	53.4	2	1	1	25	Painesville and Youngstown.....Ohio.	234,608	21,389	.....	.....	255,997	.....	.....		11.5	(Under	construct	ion: no re	turns.)		—	100	....
Dec. 31, 1872	47.6	—	11.8	—	20	26	4	486	Panama.....New Granada.	10,000,000	*	.....	.....	7,000,000	2,993,177	.....		47.6	.....	.....	.....	1,718,630	1,232,602	10½	100	107½
Dec. 31, 1872	76.0	33.0	6.2	—	7	5	3	246	Paris and Decatur.....Illinois.	2,800,000	*	.....	.....	1,600,000	1,200,000	.....		109.0		(No	statement	furnished	.)	—	100	....
Dec. 31, 1872	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	600,000	.....	.....	.....	630,000	.....	.....		—	(Leased	by Erie R	ail'y Co.)	53,400	53,400	8½	100	....
Dec. 31, 1872	12.0	—	2.6	—	—	—	—	—	Paterson and Newark.....New Jersey.	896,162	.....	.....	.....	250,000	500,000	.....		—	(Leased	by Erie R	ail'y Co.)		35 p. c.	—	100	....
Dec. 31, 1872	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	.....	.....	.....	248,000	100,000	.....		—	(Leased	by Erie R	ail'y Co.)	30,173	30,173	6	100	....
Feb. 28, 1873	67.3	—	3.9	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,576,000	.....	.....	.....	1,600,000	1,076,000	.....		—	(Leased	by Tol.Wa	b. & Wtn.	Co.)	.....	—	100	....
Dec. 31, 1872	22.0	—	1.8	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,692	.....	.....	.....	342,150	160,000	36,542		—	(Leased	by United	Co.)	31,729	31,729	6	100	....
Dec. 31, 1872	18.0	—	1.1	—	—	—	—	—	Pemberton and New York..New Jersey.	875,000	.....	.....	.....	500,000	375,000	.....		—	(Leased	by N. Jer.	Sth'n R.R.	Co.)	.....	—	100	....
Dec. 31, 1872	165.0	—	10.0	40.2	4	4	2	45	Peninsular.....Mich. Ind. & Ill.	4,916,263	*	.....	.....	1,995,000	2,779,000	142,262		165.0	.....	83,491	46,333	109,913	Loss.	—	100	....
Dec. 31, 1872	354.9	69.0	546.9	—	593	292	112	11429	Pennsylvania .....Pennsylvania.	31,283,395	11,154,553	53,506,985	20,413,980	53,271,937	35,072,309	19,395,428	8,919,154	787.7	13,380,957	5,250,393	7,844,779	22,012,525	8,247,852	10	50	99½
Dec. 31, 1872	47.0	15.9	57.0	—	28	8	—	2,540	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,987,500	.....	4,000,000	536,500	375,000		47.0	.....	3,486	1,376,772	23,033	.....	20	50	285
Dec. 31, 1872	22.5	—	1.2	—	—	—	—	—	Pennsylvania and Delaware. Penn. & Del.	1,200,000	.....	.....	.....	483,297	700,000	.....		—	(Leased	to Penna.	R.R. Co.:	recently	opened.)	—	50	....
Dec. 31, 1872	104.3	12.1	35.9	—	18	2	—	1,218	Pennsylvania and N. York..N.Y. & Penn.	5,086,426	628,814	.....	.....	3,061,700	3,000,000	.....		145.6	.....	190,309	1,268,527	1,608,287	437,135	—	50	....
Dec. 31, 1872	46.0	—	6.6	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	.....	.....	.....	1,200,000	600,000	.....		—	(Leased	by Chic.R.	I. & Pac.	Co.)	125,000	8	100	....
Dec. 31, 1872	83.0	—	11.6	—	12	7	4	181	Peoria, Pekin and Jacksonville...Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....		83.0	260,093	77,372	124,505	302,552	.....	—	50	....
Dec. 31, 1872	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge. N. Jersey.	214,581	.....	.....	.....	57,200	100,000	57,381		—	(Oper.b	y Penna.	R. R. Co.)	.....	.....	—	100	....
Dec. 31, 1872	64.0	18.0	8.0	—	12	9	5	120	Petersburg $.....Virginia	1,817,985	*	323,905	43,388	1,824,200	500,000	361,083		82.0	228,000	44,392	57,238	288,944	133,851	—	100	....
Oct. 31, 1872	46.0	—	6.0	—	9	7	3	95	Philadelphia and Balt. Cent. Penn. & Md.	1,806,209	177,474	.....	.....	220,606	2,600,000	53,418		58.1	176,312	315,515	134,307	295,594	105,204	—	100	....
Dec. 31, 1872	287.6	—	114.3	—	130	38	20	2,955	Philadelphia and Erie $....Pennsylvania.	21,822,990	*	2,248,698	.....	8,448,000	14,750,000	892,983		287.6	2,912,351	839,793	2,028,568	3,980,753	846,319	—	50	36
Dec. 31, 1872	17.1	3.1	13.7	21.0	24	45	13	192	Phila., Germantown and Norristown...Pa.	1,146,538	368,262	500,798	.....	2,231,900	.....	.....		23.6	(Leased	by Phila.	& Read'g.)	287,816	271,179	12	50	177
Dec. 31, 1872	98.4	172.1	421.7	—	377	202	53	14139	Philadelphia and Reading...Pennsylvania.	45,922,674	*	24,888,327	2,675,996	34,236,175	33,120,804	4,172,014	1,958,004	708.0	7,248,778	6,383,991	9,573,405	12,125,038	4,823,300	10	50	114
Dec. 31, 1872	26.6	—	36.3	—	—	—	—	—	Philadelphia and Trenton...Pennsylvania.	1,534,479	*	329,626	.....	1,259,100	.....	.....	275,408	37.5	.....	1,561,080	1,124,640	1,759,758	.....	10	100	122½
Dec. 31, 1872	95.3	3.8	139.1	—	64	103	49	1,295	Philadelphia, Wilm. and Baltimore. Penn.	11,890.736	*	2,318 306	175,395	11,485,750	1,990,500	455,321	660,478	197.7	1,248,818	1,747,195	449,780	2,814,274	1,188,614	8	50	112
Oct. 31, 1872	7.0	—	1.0	—	2	3	—	22	Pithole Valley.....Pennsylvania.	100,000	*	225,000	.....	225,000	100,000	17,132		7.0	.....	9,800	12,854	20,483	Loss.	—	50	....
Dec. 31, 1872	193.0	6.0	46.0	—	119	34	19	1,606	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	15,095,349	3,740,438	1,960,109	1,612,268	8,433,550	10,011,740	5,461,173		201.0	3,160,500	606,902	1,429,115	3,356,649	799,501	—	50	....
Dec. 31, 1872	468.3	—	156.3	—	243	96	54	5,559	Pittsburg, Ft. W. and Chic..P., O., I. & L.	35,835,286	*	.....	.....	22,214,286	13,621,000	17,230		503.6	7,313,148	2,106,152	2,408,162	9,780,310	4,507,465	10	100	94½
Dec. 31, 1872	14.0	—	3.1	16.0	3	2	1	45	Pittsburg, Virginia & Charleston.....Pa.	654,068	55,243	.....	.....	618,564	.....	.....		14.0		(In operat	ion only t	hree mon	ths.)	—	50	....
Oct. 31, 1872	149.6	1.9	17.2	—	57	26	9	430	Pittsb'g, Washington & Dalton..Pa.&Md.	11,598,236	687,192	88,196	.....	1,960,682	4,780,000	3,463,204		173.8	1,703,600	781,994	980,780	1,437,392	Loss.	—	50	....
Sept. 30, 1872	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	450,000	.....	.....	.....	450,000	.....	.....		—	(Leased	by Boston	& Albany	R.R. Co.)	27,000	6	100	....
Jun. 30, 1872	—	—	—	178.0	—	—	—	—	Plymouth, Kankaka & Pacific..Ind. & Ill.	.....	.....	.....	.....	719,290	450,000	.....		—	(Leased	by Penney	lvania Co.	)	.....	—	100	....
Oct. 31, 1871	66.0	—	2.7	24.0	7	6	3	315	Port Huron and Lake Michigan.....Mich.	3,000,000	*	(To com	pletion.)	1,200,000	1,800,000	.....		41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Nov. 30, 1872	60.0	—	3.5	50.0	5	13	3	92	Portland and Ogdensburg....Me. & N. H.	1,945,560	161,149	97,155	29,230	1,039,095	906,000	259,132	28,859	60.0	118,100	55,592	37,856	115,484	40,361	—	100	....
Dec. 31, 1872	65.0	—	2.1	93.0	5	4	3	85	Portland and Ogdensburg.....Vermont.	1,652,000	*	.....	.....	.....	2,340,000	.....				(Earnings	used in co	nstructio	n.)	—	100	....
Dec. 31, 1872	27.5	—	2.8	—	2	1	1	22	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	218,500	.....		27.5	17,215	2,880	6,375	14,221	.....	—	100	....
Aug 31, 1872	52.5	—	3.3	—	6	10	4	113	Portland and Rochester.....Me. & N. H.	1,950,854	*	45,000	10,296	636,097	1,120,000	200,053		52.5	141,640	120,009	60,790	131,561	(38,078	—	100	....
May 31, 1872	51.3	—	7.4	—	19	—	7	167	Portland, Saco and Portsmouth ....N. H.	1,500,000	*	.....	.....	1,500,000	.....	.....				(Leased b	y Eastern	R.R. Co.)		10	100	120½
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	110	Port Royal.....South Carolina.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	110.0		(Operated	for benefit	of contra	ctors.)	—	25	....
May 31, 1873	71.0	—	4.9	39.0	—	—	—	—	Portsmouth, Gt. Falls and Conway..N. H.	2,270,000	*	.....	.....	770,000	2,000,000	.....	.....			(Leased b	y Eastern	R.R. Co.)		6	100	84
Sept. 30, 1872	41.8	—	2.5	3.4	4	5	—	60	Poughkeepsie and Eastern....New York.	1,391,372	*	.....	.....	524,464	(808,200	506,079		41.8	53,514	70,018	10,40	63,079	14,068	—	100	....

Sept. 30, 1872	43.4	1.0	44.1	—	27	29	6	919	Providence and Worcester..R. I. & Mass.	1,902,636	666,568	125,566	107,864	2,000,000	500,000	224,612	84,019	47.6	$507,586	1,605,257	$ 521,866	895,907	239,926	10	100	....
Nov. 30, 1872	13.6	—	3.1	—	3	3	3	11	Providence, Warren and Bristol.R. I. & M.	645,079	73,026	....	....	437,917	50,000	63,611	....	13.6	44,096	415,776	16,367	105,485	51,456	3	100	....
Dec. 31, 1872	21.0	—	2.0	—	1	3	2	—	Queen Anne and Kent Co.....Md.	351,000	*	32,200	....	260,000	269,000	2,600	....	21.0	58,850	12,560	38,231	27,437	9,989	—	50	....
Dec. 31, 1872	41.7	—	1.4	88.8	3	2	2	45	Quincy, Alton and St. Louis.....Ill.	1,850,000	*	....	....	1,000,000	850,000	....	....	41.7	....	....	....	96,000	....	—	100	....
May 31, 1872	97.0	—	9.7	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	155,300	102,935	1,500,000	....	92,150	166,085	97.0	....	31,226	64,096	359,277	154,400	—	100	....
Jan. 31, 1873	44.0	—	3.0	60.0	4	3	3	46	Raleigh and Augusta Air-Line....N. Car.	1,134,211	89,785	....	....	876,000	350,000	....	....	44.0	....	....	....	76,037	....	—	100	....
Sept. 30, 1872	71.0	110.0	41.5	—	39	68	19	974	Rensselaer and Saratoga.....N. Y.	7,489,628	*	....	....	6,000,000	1,925,000	....	....	181.0	861,480	664,000	556,934	1,748,915	604,224	7	100	110
Sept. 30, 1872	140.5	55.2	16.7	—	26	17	10	272	Richmond and Danville ¶.....Virginia.	5,109,406	*	2,046,460	211,461	4,000,000	2,621,090	510,171	236,066	295.9	526,732	134,486	176,708	332,092	363,846	—	100	....
Sept. 30, 1872	75.5	11.4	6.2	—	12	6	4	139	Richmond, Frederick and Potomac ¶..Va.	2,622,927	*	116,539	263,282	1,509,826	889,899	43,417	559,604	89.9	200,899	....	....	351,919	145,919	—	100	....
Sept. 30, 1872	22.5	2.8	4.2	—	8	10	4	160	Richmond and Petersburg ¶.....Va. N.C.	1,188,218	*	85,633	30,224	847,100	326,296	93,377	37,528	46.8	107,169	118,189	42,223	160,310	45,945	—	100	....
Sept. 30, 1872	38.3	—	2.2	26.0	3	3	2	42	Richmond and York River.....Va.	1,265,640	*	....	....	650,000	615,640	....	....	38.3	....	(No return	us obtained.)	....	....	—	100	....
Sept. 30, 1872	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	....	....	....	557,560	....	....	....	—	(Leased	by Erie Railway Co.)	....	34,012	6	100	....
Jun. 30, 1872	251.9	25.5	27.0	—	33	15	7	915	Rockford, Rock Island and St. Louis..Ill.	15,490,570	*	....	....	6,490,579	9,000,000	....	....	316.5	....	....	....	1,067,749	243,534	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	*	....	....	250,844	....	....	....	20.0	....	(No inform	ation.)	....	....	16	100	....
Sept. 30, 1872	141.1	48.5	25.3	—	40	31	15	779	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	*	....	....	2,998,900	1,735,606	38,359	....	218.2	675,016	441,909	336,440	1,150,764	282,106	7	100	80
Jan. 31, 1873	120.0	—	26.0	—	—	—	—	—	Rutland.....Vermont.	8,787,902	—	1,286,719	—	6,641,300	1,701,000	1,180,628	—	239.0	(Leased	to Central	Verm't.)	434,740	405,381	—	100	8
Jun. 30, 1873	225.0	—	24.0	34.0	19	....	....	....	St. Joseph and Denver City..Kan.& Neb.	11,188,220	420,925	279,044	3,203	4,000,000	7,000,000	784,425	157,067	225.0	....	....	....	....	....	—	100	....
Dec. 31, 1872	54.0	5.0	6.1	—	9	15	6	93	St. Lawrence and Ottawa.....Canada.	1,050,000	*	....	....	....	250,000	....	....	59.0	....	70,265	38,592	161,771	45,953	—	100	....
Dec. 31, 1872	189.0	18.0	29.0	—	13	9	7	553	St. Louis, Alton and Terre Haute.Illinois.	11,768,400	*	....	238,001	4,768,400	6,700,000	218,001	....	58.0	360,130	149,499	416,215	507,019	220,002	—	100	11
Dec. 31, 1872	195.5	15.3	37.0	—	91	20	13	1,651	*St. Louis and Iron Mountain* ¶...Missouri.	14,558,951	1,951,989	1,088,796	153,733	10,000,000	5,461,000	....	....	210.8	933,393	557,575	633,574	2,146,689	687,639	8	100	25
Dec. 31, 1872	310.0	48.0	25.0	50.0	46	26	12	1,170	St. Louis & S. Eastern....Ill., Ky. & Tenn.	11,089,000	1,725,000	3,993,000	....	11,000,000	5,807,000	....	....	220.0	....	....	....	822,601	169,779	—	100	....
Dec. 31, 1872	150.0	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill	5,040,100	....	....	....	2,324,100	3,477,000	....	....	—	(Leased	by Chicago	& Alton R.R.Co.)	240,000	....	—	100	....
Jan. 31, 1873	853.0	—	17.6	—	88	38	19	1,531	St. L., Kansas City & Northern..Mo & Ia.	28,134,445	*	2,369,765	439,708	24,000,000	6,000,000	943,928	....	581.7	2,893,281	428,957	517,528	2,780,820	748,139	—	100	....
Oct. 31, 1872	158.4	—	23.0	—	30	14	8	824	St. Louis, Vandalia & Terre Haute....Ill.	7,984,227	*	....	203,201	2,377,776	5,499,000	250,548	60,101	158.4	862,806	....	....	1,180,273	354,082	—	100	....
Dec. 31, 1872	207.0	175.0	16.0	251.0	30	14	9	289	*St. Paul and Pacific* (1st Div.).Minnesota.	15,188,553	*	3,723,033	229,522	1,968,500	16,197,000	589,333	....	288.0	462,489	235,279	152,366	682,566	....	—	100	....
Dec. 31, 1872	121.0	—	8.0	—	13	6	4	194	St. Paul and Sioux City.....Minn.	4,550,960	*	179,798	54,019	4,000,000	....	784,777	....	121.0	244,883	75,461	136,127	424,398	99,668	—	100	....
Dec. 31, 1872	116.0	—	16.0	—	21	18	9	309	Sandusky, Mansfield and Newark ..Ohio.	3,244,500	*	....	....	937,500	2,307,000	....	....	160.0	....	178,661	153,505	574,951	37,802	—	50	....
Dec. 31, 1872	237.0	110.0	15.4	61.0	27	19	6	342	Savannah, Albany and Gulf.....Ga.	7,592,283	*	529,789	1,171,804	4,479,677	3,242,200	1,571,999	....	347.0	635,300	98,234	....	983,966	339,539	—	100	....
Dec. 31, 1872	104.0	—	4.9	—	10	9	5	80	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	....	....	1,000,000	1,427,800	....	....	104.0	(No	statement	furnished:	very s	mall.)	—	100	....
Feb. 28, 1873	80.0	—	8.0	—	15	7	5	203	Seaboard and Roanoke.Va. & N. Carolina.	1,488,400	—	—	105,689	1,278,400	210,000	107,000	....	80.0	235,679	26,309	162,532	566,619	266,335	8	100	....
Apr. 30, 1872	237.0	—	11.9	—	39	17	9	412	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	*	....	....	3,750,000	9,230,000	large	....	237.0	....	....	....	800,000	....	—	100	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	....	....	1,389,000	1,423,000	10,000	....	80.5	60,500	32,318	34,321	79,481	23,624	—	50	....
Nov. 30, 1872	32.0	—	2.0	—	2	2	2	70	Shenango and Allegheny ..Pennsylvania.	890,335	78,945	20,000	....	199,000	780,000	....	....	32.0	40,500	16,170	56,220	58,850	32,393	—	55	....
Jun. 30, 1872	106.8	—	11.3	—	11	8	5	163	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,400	*	....	....	2,068,400	1,628,000	....	....	157.8	....	....	....	162,405	10,344	—	100	....
Dec. 31, 1872	122.4	—	5.6	26.1	9	6	3	232	Sioux City and St. Paul....Iowa & Minn.	4,422,132	*	568,302	....	2,800,000	1,740,000	450,494	....	....	....	(Run by c	ontractors:	no retu	rns.)	—	100	....
Sept. 30, 1872	183.0	—	9.2	—	....	....	....	....	South and North Alabama.....Ala.	7,481,764	*	....	....	3,458,067	4,906,000	....	....	131.0	....	41,327	74,837	199,051	60,287	—	100	....
Dec. 31, 1872	137.0	106.0	30.0	—	42	37	*	507	South Carolina ¶.....South Carolina.	9,594,328	*	2,019,176	306,086	5,819,275	4,730,346	236,736	71,474	243.0	856,782	207,344	266,707	1,401,211	545,103	—	100	....
Sept. 30, 1872	116.0	—	5.8	—	11	7	4	401	Southern Central.....New York.	3,450,058	287,305	....	....	1,783,021	2,288,000	89,881	....	116.0	302,744	161,821	178,099	307,280	104,978	—	100	....
Sept. 30, 1872	57.0	20.0	20.0	—	19	35	7	114	South Side (L. I.).....New York.	3,166,551	648,925	....	....	1,000,000	2,250,000	386,782	....	57.0	233,990	617,899	83,701	501,871	226,687	—	100	....
Aug. 31, 1872	167.5	—	9.5	—	12	6	3	243	Southern Minnesota.....Minnesota.	9,424,953	*	....	....	3,825,000	4,592,000	1,007,953	....	165.5	....	46,349	92,661	493,438	190,021	—	100	....
Dec. 31, 1872	170.0	—	8.5	552.0	14	28	8	245	Southern Pacific.....California.	11,500,000	*	....	....	8,404,800	5,750,000	....	....	170.0	....	314,150	121,660	932,725	481,664	—	100	....
Jun. 30, 1872	228.0	—	11.2	—	12	16	4	260	Springfield & Ill. So. Eastern.....Illinois.	8,176,500	*	....	....	4,000,000	4,400,000	140,000	....	—	....	(Not in o	peration at	date.)	....	—	100	....
Sept. 30, 1872	81.0	—	17.0	—	16	13	3	373	Syracuse, Binghamton and N. York..N.Y.	3,906,297	*	....	....	2,004,000	1,670,000	129,414	....	81.0	449,520	186,606	533,355	713,585	216,481	4	100	....
Sept. 30, 1872	26.0	1.0	3.1	16.0	3	6	2	40	Syracuse and Chenango Valley.....N. Y.	1,165,062	61,985	....	....	1,063,400	500,000	229,997	....	26.0	23,548	49,219	29,914	23,199	loss.	—	100	....
Nov. 30, 1872	79.7	26.6	30.0	—	36	21	9	782	Terre Haute and Indianapolis.....Indiana.	2,807,213	*	1,583,484	191,840	1,988,150	800,000	616,344	1,173,143	99.3	....	190,997	834,850	1,070,354	128,443	—	100	....
Apr. 30, 1873	66.0	—	6.6	1,741	12	6	—	78	Texas and Pacific.....Texas.	4,200,000	*	....	....	200,000	4,000,000	....	....	66.0	....	....	....	346,001	85,042	—	100	....
Dec. 31, 1872	227.3	10.2	29.0	—	45	13	9	1,109	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	....	....	5,700,000	3,450,000	204,794	....	237.5	1,192,831	....	....	1,316,106	388,093	—	100	....
Dec. 31, 1872	473.6	153.6	60.5	—	182	71	42	4,207	Toledo, Wabash and Western..O. I. & Ill.	34,683,000	*	....	....	16,000,000	18,683,000	....	....	955.7	5,196,661	637,050	1,349,052	6,008,978	1,578,182	—	100	38
Sept. 30, 1872	34.9	—	9.0	—	11	12	6	222	Troy and Boston.....New York.	1,934,146	378,418	....	....	1,599,000	1,899,000	65,369	....	55.3	190,548	262,763	191,122	516,563	212,097	2	100	....
Dec. 31, 1872	1 032	—	100.0	—	151	93	36	2,409	*Union Pacific* ....Nebr. Utah Nev. & Cal.	111,948,812	*	....	....	36,762,300	75,179,512	....	....	1,032.0	....	165,688	....	8,862,605	4,092,032	—	100	25
Dec. 31, 1872	165.0	—	60.0	—	242	281	38	1,762	United Companies of New Jersey..N. Jer.	22,450,328	*	13,216,919	427,838	18,990,627	17,615,608	797,681	472,455	455.9	3,965,741	7,580,795	2,536,304	8,266,226	2,261,060	10	100	125
Apr. 30, 1872	37.0	—	4.0	91.0	6	6	1	28	Utah Central.....Utah.	1,500,000	*	....	....	500,000	1,000,000	....	....	37.0	....	....	....	360,612	206,358	—	100	....
Dec. 31, 1872	31.0	—	2.1	44.0	3	3	2	11	Utah Southern.....Utah.	1,060,000	*	....	....	400,000	660,000	....	....	31.0	....	....	....	126,884	63,442	—	100	....
Sept. 30, 1872	74.8	—	13.4	12.2	14	15	7	125	Utica and Black River.....New York.	2,200,444	258,703	....	....	1,754,020	775,500	....	....	92 2	201,688	184,583	62,064	337,299	111,809	3	100	....
Sept. 30, 1872	98.0	22.0	14.0	—	17	15	7	62	Utica, Chenango and Susq. Valley..N. Y.	3,186,344	438,131	....	....	2,908,600	....	....	....	120.0	228,887	246,101	173,749	424,792	32,246	6	100	54
May 31, 1872	47.0	25.5	9.3	—	—	—	—	—	Vermont and Canada.....Vermont.	3,000,000	—	....	....	3,000,000	....	....	....	—	(Leased	by Vermo	nt Central	R. R. Co.	at 8 p.c.)	8	100	54
May 31, 1872	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	*	....	....	5,000,000	6,500,000	....	....	773.0	....	....	(2 yrs.	8,497,442	493,487	—	100	....
Sept. 30, 1872	56.0	24.1	9.2	—	13	19	8	274	Vermont and Massachusetts...Mass. & Vt.	2,703,966	*	90,785	191,899	2,860,000	900,000	68,899	157,751	88.1	24	275,181	131,458	557,196	169,523	2	100	82
Feb. 29, 1872	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	245,588	193,945	454,072	2,929,236	86,869	....	140.0	181,288	82,372	49,431	408,220	102,913	—	100	....
Dec. 31, 1872	46.0	—	2.3	—	3	*	*	50	Vineland.....New Jersey.	1,826,191	*	....	....	998,005	750,000	78,187	....	—	(Leased	to N. Jer.	Southern	R. R Co.)	....	—	100	....
Dec. 31, 1872	18.3	—	6.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	....	....	....	1,800,000	1,261,400	....	....	—	(Leased	to D. L. &	W. R. R.)	525,749	215,353	7	100	....
Sept. 30, 1872	44.0	—	2.0	281.0	4	6	3	65	Washington and Ohio .....Virginia.	1,435,176	128,577	128,773	.....	900,700	130,400	321,248	340,178	44.0	81,361	27,693	19,418	81,285	7,948	—	100	....
Aug. 31, 1872	132.0	28.0	15.5	—	26	16	8	247	Western Alabama.....Alabama.	4,822,628	538,272	342,800	662,535	2,008,324	3,169,900	561,508	626,504	160.0	421,880	101,742	....	626,504	150,534	—	100	....
Dec. 31, 1872	133.0	—	11.0	—	59	18	12	921	Western and Atlantic.....Georgia.	(Owned by	State	of Georgi	a & leas	ed to a co	mpany for	$300,00	0 a year.)	138.0	....	....	125,932	1,590,245	66,587	—	100	....
Sept. 30, 1872	60.0	—	3.0	13.0	10	10	6	123	Western Maryland ¶.....Maryland.	2,366,392	*	208,500	17,069	682,593	1,800,000	109,069	....	60.0	217,760	134,655	73,841	197,707	7,038	—	100	....
Dec. 30, 1872	57.1	27.6	14.6	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,846,005	—	—	—	1,022,450	1,800,000	1,023,555	....	—	(Leased	by Pennsy	lvania R.	R. Co.)	....	—	55	....
Dec. 31, 1872	60.7	—	16.2	—	18	63	8	171	West Jersey.....New Jersey.	2,255,355	*	1,486,466	178,462	1,359,700	2,398,000	162,583	....	128.9	330,555	642,728	28,443	664,777	291,368	8	100	100
Mar. 31, 1873	197.0	—	10.0	—	26	14	10	660	West Wisconsin.....Wisc.	8,640,000	*	....	....	4,000,000	4,640,000	....	....	165.0	....	....	....	549,645	263,329	—	100	....
Dec. 31, 1872	32.0	—	1.0	28.0	8	5	2	24	Wheeling, Pbg. & Balt.....W. Va. & Pa.	579,642	*	....	....	500,000	....	79,642	....	32.0	39,328	58,175	11,688	48,164	480	—	55	....
Sept. 30, 1872	189.6	—	6.0	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	3,971,781	381,117	51,244	.....	300,000	3,800,000	304,142	....	172.0	....	....	....	591,046	226,498	—	100	....
Oct. 31, 1872	63.6	—	9.5	—	11	6	5	124	Wilmington and Reading...Pennsylvania.	2,644,078	255,151	32,892	.....	750,663	2,332,300	108,610	....	63.6	230,554	132,365	264,573	228,773	21,667	—	50	....
Sept. 30, 1872	162.0	19.0	9.5	—	92	31	—	324	Wilmington and Weldon ¶.....N. Carolina.	3,004,044	*	61,436	296,393	1,456,200	1,619,100	77,042	299,531	161.0	519,184	124,995	....	635,871	230,833	—	100	66
Dec. 31, 1872	130.9	—	3.0	201.0	15	6	2	300	Wisconsin Central .....Wisconsin.	4,120,000	*	....	....	1,657,500	1,591,500	....	....	....	....	....	....	131,793	63,778	—	100	....
Sept. 30, 1872	45.7	—	11.8	—	17	11	5	411	Worcester and Nashua.....N. H.& Mas.	2,212,144	*	85,701	48,143	1,425,400	310,300	36,515	578,774	45.7	359,641	381,984	368,042	587,359	195,453	12	100	127
									CANALS, &c.																				
May 31, 1872	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	*	258,967	.....	1,880,800	1,997,872	.....	.....	12.8	....	....	....	....	....	—	25	....
Dec. 31, 1872	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	....	....	8,229,594	8,065,500	.....	.....	184.5	....	....	....	419,222	281,716	4	50	....
Dec. 31, 1872	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,360	*	....	....	1,633,350	800,000	.....	.....	—	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	97
Dec. 31, 1872	168.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,339,210	725,581	20,935,209	.....	15,000,000	13,000,000	.....	.....	108.0	....	....	1,869,557	86,970	loss.	10	100	117
Dec. 31, 1872	48.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	*	....	.....	5,847,400	....	.....	.....	65.5	....	....	....	957,557	385,170	10	100	....
Dec. 31, 1872	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,600	*	....	.....	3,784,560	15,767,656	.....	.....	108.0	....	....	1,041,891	506,060	32,570	—	50	87
Dec. 31, 1872	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,146,039	—	—	—	1,004,150	110,000	8,054	.....	85.0	....	....	2,059,984	196,149	159,121	9	50	....
Feb. 28, 1873	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,432,474	*	....	.....	2,200,000	1,125,129	.....	.....	103.0	....	....	....	322,762	80,194	7	50	49
Dec. 31, 1872	73.0	64 6	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	8,093,350	*	....	.....	4,457,150	2,588,000	1,048,200	.....	360.0	....	....	$ 967,573	556,164	loss.	—	50	24
Dec. 31, 1872	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,285,573	271,467	.....	4,385,798	8,576,382	267,198	.....	108.3	(Leas.to	Ph.&R'g.)	1,200,181	649,352	634,169	1	50	12
Dec. 31, 1872	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,887,105	*	....	.....	2,002,706	2,767,315	165,811	.....	45.0	(Leas.to	Ph.&R'g.)	426,393	99,151	51,241	—	50	12
Dec. 31, 1872	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	*	....	.....	2,907,850	300,000	35,000	.....	84.0	....	....	124,969	44,862	200	—	50	....
Dec. 31, 1872	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	3,630,344	*	....	.....	1,100,000	748,000	295,219	.....	....	(Leased	to Pennsylvania.)	.....	.....	.....	—	50	....

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:	$	p c	p c	p. c.
Atlantic and Great Western, pref.	10,000,000	7	....	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	....	....
" " " guar.	276,200	7	....	....
Atlantic and Pacific, preferred	10,000,000	7	....	14½
Atlantic and St. Lawrence,* guar.	3,994,900	4	4	....
Baltimore and Ohio,* preferred	3,552,800	6	5	106
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guaranteed	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar.	1,159,500	7	7	82
Camden and Amboy,* guaranteed	5,847,800	10	10	125½
Camden and Atlantic, preferred	763,549	7	3½	92
Cayuga and Susquehanna,* guar.	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed	769,600	7	7	....
Central of New Jersey,* guar.	20,000,000	10	10	108½
Central Ohio,* preferred	411,550	6	6	85
Chemung,* guaranteed	380,000	6	6	....
Cheshire, preferred	2,153,200	7	5	78
Chicago and Alton, † preferred	2,425,400	...	10	106
Chicago, Iowa & Nebraska,* guar.	3,916,300	...	8	95½
Chicago and North-Western, pref.	21,289,563	7	7	55
Cinc., Sand. and Cleveland, pref.	429,000	6	6	25
Cleveland and Mahoning,* guar.	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.	11,236,150	7	7	87½
Cumberland Valley, 1st preferred	241,900	8	8	....
" " 2d preferred	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	....	....
Dubuque and Sioux City,* guar.	5,000,000	...	3	60
Dubuque South-Western, pref.	590,315	8	....	....
Eastern (N. H.) * † guaranteed	492,500	...	6	55
Elmira, Jeff. and Canad. * guar.	500,000	5	5	....
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	76
" " com.& *guar.	500,000	5	5	....
Erie Railway, preferred	8,536,910	7	7	55
Erie and Pittsburg,* guar.	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	...	....	....
Hannibal and St. Joseph, pref.	2,167,700	7	7	30
Harrisburg and Lancaster,* guar.	1,182,550	7	7	102
Housatonic, preferred	1,180,000	8	8	97
Huntington & Broad Top Mtn, pref.	190,750	7	...	32
Jeff., Mad. & Indianapolis,* guar.	2,000,000	7	7	....
Joliet and Chicago,* guar.	1,500,000	7	7	85
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref.	851,000	9	9	....
Marietta and Cincinnati, 1st pref.	3,101,650	6	...	16
" " 2d pref.	4,436,250	6	...	10
Mich. Southern, (Lake Shore) guar.	533,500	10	10	....
Mill Creek,* guaranteed	323,375	10	10	....
Milwaukee and St. Paul, preferred	10,825,777	7	7	53½
Mine Hill,* guaranteed	3,856,450	8	8	106
Montclair,* guaranteed	2,000,000	7	...	....
Morris and Essex,* guar.	15,000,000	7	7	96½
Nesquehoning Valley,* guar.	2,000,000	10	10	100
Newark and New York,* guar.	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed	7,295,200	10	10	124½
New London Northern,* guar.	971,400	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	127
" " *com.& guar.	8,500,000	8	8	128½
Niagara Br. & Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.), preferred	105,000	8	8	....
Northern New Jersey,* guar.	1,000,000	8	8	....
Norwich and Worcester,* guar.	2,823,400	10	10	128½
Ogdensburg & Lake Champ.,* guar.	3,077,000	7	7	49
" " pf.& *guar.	2,000,000	8	8	86
Ohio and Mississippi, preferred	4,030,000	7	7	40
Oswego and Syracuse,* guar.	1,144,400	9	9	....
Panama, guaranteed	7,000,000	12	12	107½
Paterson and Hudson,* guar.	630,000	—	8½	....
Pemberton and Hightstown,* guar.	342,000	6	6	....
Peoria and Bureau Valley,* guar.	1,200,000	8	8	....
Philadelphia and Erie, preferred	2,400,000	...	....	....
Phila., Germant'n & Norrist'n,*guar.	2,231,900	12	12	178
Philadelphia and Reading, † pref.	1,551,687	—	10	....
Philadelphia and Trenton,* guar.	1,259,100	10	10	122½
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	94½
Pittsfield and North Adams,* guar.	450 000	5	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	120½
Rochester & Genesee Valley,* guar.	557,560	...	....	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	30
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	...	28½
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	—	....
St. Louis, Kansas City & Nor., pref.	12,000,000	...	—	20
Schuylkill Valley,* guaranteed	576,000	5	5	....
Shamokin V. & Pottsville,* guar.	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref.	1,700,000	7	—	....
" " 2d pref.	1,000,000	7	—	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	71
Warren,* guaranteed	1,800,000	7	7	....
Canal Stocks.				
Delaware Division,* guar.	1,333,350	8	8	....
Delaware and Raritan,* guar.	5,847,500	10	10	....
Morris, preferred and * guaranteed.	1,175,000	10	10	125
" com. and * guar.	1,686,000	4	4	49½
Schuylkill Navigation preferred	2,808,977	6	6	24

New York Stock Exchange.

Actual Sale Prices for the week ending June 10.

	Th.4.	F.5.	Sat.6.	M.8.	Tu.9.	W.10
Boston, Hart. & Erie	....	....	1	....	1½	
Canton Co.	....	....	....	....	....	
Central Pacific	....	....	....	....	....	
Central Pacific 6s	92½	92¾	92	92½	92½	92¼
Central of N. Jersey	....	106¾	108¼	108¼	108¼	108¼
Chesapeake & Ohio 1 m	....	....	....	....	....	....
Chicago & Alton	....	....	....	101	101	
" pref.	....	107½	....	....	106	
" 1 M	....	....	....	....	....	
" S. F.	....	....	....	....	....	
" Inc. bds	97	97½	....	....	....	
Chicago, Burl. & Q.	102	101	....	100¾	....	
" 8s, 1883	....	....	....	....	....	
Chic. & Northwestern	39	39	39	39¾	39¾	
" pref.	57	55	54¾	55½	53	55
" 1st M.	....	102½	....	....	102½	....
" S. F.	....	....	....	....	....	....
" Consol.	87½	....	....	....	....	....
Chic., Rock Isl. & Pac.	95¾	96¼	96¼	96¼	96¼	
Chi., R. I. & Pa. 7s, 1896	106	106¼	....	....	105¾	106¼
Clev., Col., C. and Ind.	66½	....	65½	....	....	....
Clev. & Pittsburg guar.	87¾	87½	87½	....	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	100½	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	18¾	18¼	18	18¼	18¼	18¼
" 1 M.	....	81¼	....	82	82	
" 2 M.	....	....	....	....	....	....
Del. & Hudson Canal	116¾	117	117	117	....	
Del. Lack. & Western	108¾	108¾	108¾	109¾	109	109
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Erie Railway	33¼	33¾	32¾	31½	29¾	31¾
" pref.	55	....	....	....	....	....
" 1 M 7s, 1897	....	....	....	103	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	97	
" 4 M. 7s, 1880	96¼	96¼	....	95½	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
" 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort.	75	....	....	....	....	....
Hannibal & St. Joseph	25¾	25	26	....	25	
" pref.	31½	31¾	30¾	30	....	....
" 8s, conv.	....	....	....	....	....	78½
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	96	95
" 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th.	72¾	72¾	72¼	73¼	72¾	73¼
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	....	73	73	74	....	....
" S. F. 8s, 1882	109½	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	103	....	....	103½	
" 2 M.	....	....	....	....	....	....
Milw. and St. Paul	32¾	32¼	33	33¾	33¼	33¾
" pref.	52¾	....	53¾	53¾	....	53¾
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	....	....	107	106¾
" 7 3-10s con.	....	....	....	....	....	....
" 7s, gold	....	....	....	....	....	....
Missouri 6s	97	....	....	....	....	97
" H. & St. J. 1s	....	....	....	95¼	....	....
Morris and Essex	97	....	97¼	97	96¾	....
" 1st mort.	....	....	....	....	....	106
" 2d mort.	....	104¼	....	....	....	....
N. Y. Cen. & Hud. Riv.	97¼	97¾	97¼	98¼	98	98¼
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s, S.F. 1883	....	95	95	95	....	....
" 6s, S.F. 1887	....	96¼	....	....	....	....
N. York and Harlem	128	129	129	....	....	128½
" pref.	....	....	....	....	....	....
" 1 M. 7s	....	....	....	106	....	....
N. York. N. Hav. & Hart.	132¼	....	132¼	132¾	127¾	
N. Carolina 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss.	23¾	23¼	22¾	24	23¾	....
" pref.	....	....	....	....	....	....
" 2d M.	....	....	....	71¾	....	....
Pacific Mail S. S. Co.	41¾	40¾	41¼	42¼	41¾	42¼
Panama	....	....	....	....	107¾	....
Pitts., Ft. W. & Chi. gtd.	....	....	94¼	....	....	94¼
" 1 M.	105¾	....	....	105¾	....	....
" 2 M.	102	....	....	....	....	....
" 3 M.	....	95¼	....	....	....	....
Quicksilver Mining Co.	....	....	....	....	....	....
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	28¾	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	89	....	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s, old	....	....	....	....	81	....
" new	....	....	....	....	....	....
Tol., Wab. & Western	35¾	34¾	35¼	35	35	35¾
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	....	80	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	....	....	....	....	....	....
Union Pacific	25¾	25¾	25	26	25¼	25¾
" 1st mort.	87	85¾	85¼	86¼	86¾	86¾
" L. Gt. 7s	....	78	....	....	79	79¾
" Inc. 10s	82	....	....	81	79¾	....
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol	....	....	....	....	....	51¼
" def. cert.	11¼	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending June 10.

	Th.4.	F.5.	Sat.6.	M.8.	Tu.9.	W.10
Federal Stocks:—						
U. S. 5s, 10-40s, reg.	114¾	114¼	....	113¾	113¼	....
U. S. 5s, 10-40s, coup.	....	....	114	....	113¾	113¾
U. S. 5s, 1881, reg.	114¾	113¾	....	....	113	....
U. S. 5s, 1881, coup.	115	114¾	114¾	113¾	113	113¼
U. S. 6s, 1881, reg.	116¾	116¼	116¼	116	116¼	....
U. S. 6s, 1881, coup.	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	115¾	....	....	....	113¾	113
U. S. 6s, 5-20s, c. 1862	115¼	114¾	....	....	....	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	117	....	....	116¾	....	....
U. S. 6s, 5-20s, reg. '65	....	116¾	....	116	....	....
U. S. 6s, 5-20s, c. 1865	117¾	118	....	117¾	117¾	....
U. S. 6s, 5-20s, r. n. '65	116¾	116¼	....	116	....	116
U. S. 6s, 5-20s, c. n '65	120	119¾	119¾	....	119¾	....
U. S. 6s, 5-20s, reg. '67	....	116¾	....	116¾	116	116¼
U. S. 6s, 5-20s, c. 1867	120¼	120¾	....	120	119¾	120¼
U. S. 6s, 5-20s, reg. '68	....	....	116¼	....	....	....
U. S. 6s, 5-20s, c. '68	120¾	120¾	....	....	120	....
U. S. 6s, Pac. R R issue	....	....	....	....	....	114¾

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 9.

	W.8.	Th.4.	F.5.	Sat.6.	M.8.	Tu.9
Catawissa preferred	....	....	41	....	....	....
" 7s, new	....	....	....	....	....	102¼
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	92¾	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	....	98¾	99	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	99
Lehigh Navigation	43¾	43¾	44	44	44	43¾
" 6s, 1884	....	95	....	95	95	....
" Gold L.	98¾	99	....	99	99	99
" R. R. L.	95	95¼	....	....	95¼	....
" Conv. 7s '77	....	....	....	....	....	....
Lehigh Valley R. R.	60¾	61	60¾	61	60¾	61
" 6s new coup	99	....	....	....	....	....
" 6s new reg.	....	....	....	....	....	....
" 7s	106	....	....	....	106¾	106¾
Little Schuylkill R.R.	....	....	....	....	47	....
" 7s	101¾	....	....	....	....	....
Minehill	53	53	....	53	53	....
Morris Canal	....	....	....	....	....	....
" pref.	125	....	....	....	....	....
North Pennsylvania	....	....	....	44	....	....
" 6s, 1885	....	....	....	....	....	....
" 7s	101	....	102	102	102	102
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	35¾	36	....
Oil Creek & Alleg. Riv.	5¼	5	5	4¼	4¼	4¼
" 7s	....	....	....	40	40	....
Pennsylvania R. R.	48	48¼	48¼	49¼	49¼	49¼
" 1st M.	103	103¼	....	....	....	....
" 2d M.	99¼	....	....	....	....	....
" Gen. mort.	91	....	....	....	....	....
" reg.	92¼	....	....	....	....	....
Penn. State 6s, 1st series	....	....	....	....	....	....
" 6s, 2d series	....	108¾	....	....	....	....
" 6s, 3d series	....	....	....	....	....	112¾
Philadelphia City, 6s	....	....	....	....	....	....
" new	102¾	102¾	102¾	103	103	103
Philad., Germ. & Nor.	....	....	....	88¾	88¾	....
Phila. & Reading	56¾	56¾	56¾	56¾	56¾	57
Philadelphia and Erie	18	....	....	....	18¼	18
" 6s	....	....	....	....	....	....
" 7s	....	....	83	....	85¼	....
Phila., Wilm. & Balt.	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	12¼	12¼	....	12¼	12¾	....
" 6s, 1882	76¼	....	....	....	78	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	87	....	....	....	....	....
United Co. of N. Jersey.	125¼	125	125	125¼	125¼	125¼
Hestonville, (Horse)	....	26	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	65	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	22¼	....	22¼	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 9.

	W.8.	Th.4.	F.5.	Sat.6.	M.8.	Tu.9
Baltimore City 6s, 1875.	101	....	....	....	99¼	99¼
" 1886	....	....	101	....	....	....
" 1890	102¼	....	101	100¼	100¼	100¼
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	167¼	168	....	167¾	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	101	....	....	100	101¼
Central Ohio	....	....	....	....	....	....
" 1st mort.	91	....	91¼	....	....	....
Marietta & Cin. 1st M.	103¾	103¾	....	....	104	103¾
" 2d M.	89¾	89¾	....	90	....	90
" 3d M. 8s	....	....	....	....	79	79
Northern Central	....	....	....	....	....	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	87	87¼	....	86¼	....	....
N. W. Va. 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	....	....	....	....	....	....
Defer. Certif.	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending June 10.

	Th.4.	F 5.	Sat.6.	M.8.	Tu.9.	W.10
Boston and Albany	132½	133	....	133	133½	....
Boston and Lowell	....	107½	....	....	....	....
Boston and Maine	106½	106¾	106½	107	107½	
Boston and Providence	....	148	....	....	145½	148
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s	....	23½	23½	23	22½	....
Cheshire, pref.	....	....	....	....	....	....
Chi., Burl. & Quincy	101	....	100½	100½	....	
Concord	....	....	....	....	....	....
Connecticut River	137½	....	....	137½	....	....
Eastern	66	65½	65½	....	....	65
Fitchburg	....	....	126½	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	....	....	....	73½	73½	73½
Northern, N. H.	....	....	....	....	....	....
Ogdens. & Lake Champ.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
Old Colony	112½	....	....	112½	....	....
Ph., Wil. & Baltimore	55½	55½	55½	55½	55½	56
Portl'd, Saco & Porta.	....	....	120½	....	....	....
Union Pacific	27	....	....	....	....	....
" 6s	....	....	83½	....	....	....
" Land Grant 7s	76	....	....	....	....	77½
" Income 10s	79½	....	....	77½	76½	....
Vermont & Canada	....	....	54	....	....	....
Vermont & Mass.	81½	82	....	81½	82	82
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	99	....	....
Metropolitan	50	....	....	....	....	....
Middlesex	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls	....	19	....	....	....	19
Franklin	....	....	....	....	....	....
National	....	....	....	....	....	....
Quincy	35½	35½	....	36	....	36½

London Stock Exchange.

	—Closing Prices.— May 29.	May 22.
Atlantic & Gt. W. 1st mort., $1,000	57 — 59	61 — 62
Do. 2d mort., $1,000	32 — 44	37 — 39
Do. 3d mort., $1,000	13 — 15	17½ — 18½
Do. Con. mort. B'nds Bisch's Cert.	14 — 16	19 — 21
Do. Leas. Lines, Rental Bonds	70 — 72	72 — 75
Do. 1873	55 — 60	58 — 28
Do. 8 p. c. Scrip, West. Exten	— —	80 — 85
Detroit & Milwaukee 1st mort. Bonds	65 — 70	65 — 70
Do. 2d do.	55 — 60	55 — 60
Erie shares 100 dol. all paid	32 — 32½	31½ — 32½
Do. 6 per cent Convertible Bonds	96 — 96	93 — 95
Cons. Mort. amount autho. to be issued for conv. of existing bonds	88 — 92	88 — 90
Illinois Central $100 shares all paid	90 — 91	90 — 92
Do. Redemption mort. bonds 6 p.c.	99 —101	99 —101
Illinois & St. Louis Bridge 1st mort.	98 —100	99 —101
Marietta and Cincinnati Rail. Bonds	95 — 98	95 — 98
Michigan Central 8s 1882, conv.	88 — 92	88 — 92
New York Central, 100 dols. shares	87 — 89	87 — 89
Panama General mort.	95 — 97	95 — 97
Pennsylvania, General mort.	99½ —100½	99½ —100½
Do. $50 shares	42½ — 43½	43½ — 44½
Philadelphia and Erie 1st mort.	94 — 96	94 — 96

American Railroad Journal.

Saturday, June 13, 1874.

Stock Exchange and Money Market.

No new features have been developed in the Money market since our last. The offerings of funds on bank and private account have been largely ahead of the actual requirements of borrowers, whether for speculative or mercantile purposes. The demand has been on a moderate scale in all instances, exceptionally so in the discount line. Call loans have been ranging from 2 @4, and the best mercantile credits have been quoted at 5@6 per cent per annum. The City banks, in their last weekly statement were $491,000 lower on their deposits, and $631,800 lower on their loans and discounts, than the week before. The legal tender notes were further augmented $434,000 and the specie reserve reduced $1,185,800. The circulation was enlarged $36,500. The U. S. Sub-Treasury at his port further increased its currency reserve, while also adding to its coin hoard. The U. S. Sub Treasury in this city closed the week with a currency balance of $47,987,401, against $46,417,164 the preceding week; and a coin hoard of $49,800,805, against $49,484,275 on the previous return. The City bank exchanges, during the week, were $444,888,492, or a daily average of $74,148,082. The customs revenue of the port, during the week, was $2,310,000, of which $2,119,793 were in coin certificates. The City banks reported their average of gold last week at $24,382,100, and their greenback average at $61,890,800. Their deposits stood at $231,913,300. The loan item was about $279,926,300. The circulation was $26,764,000.

The cash balances of the Treasury Department on Wednesday were: Currency, $12,179,608; special deposits of legal tender for redemption of certificates of deposit, $58,075,000; coin, $82,431,589; including coin certificates, $32,555,500.

The outstanding amount of legal tender notes is yet 382 millions; and of National bank circulation 349 millions.

Government has received about 97 millions from internal revenue, thus far in the current fiscal year.

The aggregate of U. S. currency outstanding on the 1st of June was $486,776,282.

The Gold speculation has been further seriously depressed since the publication of the President's views as to the need and means of an early resumption of specie payments. The demand from speculative sources has been much less confident; that for export lighter, and for Custom House purposes moderate. The extremes of the price have been 110½@111½, closing at 110¾, as against 112⅛@111⅝ on Wednesday of the preceding week. The specie outflow, last week, was $2,306,184. The imports of specie at this port since Jan. 1, have been $2,355,316, against $1,088,487 same time last year. The customs demand for Gold last week averaged $374,799 a day. Foreign Exchange has been quoted lower on a restictive inquiry for prime bills. Bankers' sixty day bills on London closed on Wednesday at $4 87½@$4 87½; sight bills on London at $4 90@$4 90½ to the £ sterling. The week's exports of Domestic Produce have been to the currency value of $6,631,703.

Government securities have been moderately active and generally somewhat lower in price in sympathy with the decline in Gold. The earliest series of the Five Twenties of 1862, and the new Five per cents of 1881 (or Funding Loan) have been exceptionally depressed, having fallen more than 2 per cent; the explanation of which depreciation was said to have been found in the recent negotiation of five millions of the Funding Loan without due notice to the public in advance of the sale, and without any subsequent publication of specific information relative to the details of the transaction, the secrecy of which has been very pointedly condemned in business circles, as unfair in itself, as between the Government and the people, and through its disturbance of confidence, injurious in its bearing on the public credit. U. S. sixes of 1881 closed on Wednesday of this week at 120⅝@121; U. S. Five-Twenties of 1862, 118½@118¾; U. S. Five-Twenties of 1864 at 116¼@116½; U. S. Five-Twenties of 1865, 117½@118; U. S. Five-Twenties of 1865 consolidated, 119⅛@119¼; U. S. Five-Twenties of 1867, 119¼120@; U. S. Five-Twenties of 1868, 119¾120@; U. S. Ten-forties at 113¼@114; U. S. Fives of 1881, (Funding Loan) 113@113¼; Six per cent. currency Sixes from 114½@115.

State and Railway bonds have been moderately dealt in, without any very decided changes in values. Railway and miscellaneous share property has been rather more active, and, for a while, stronger in price, but closed weak and irregular.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $8,265,398, against $6,382,231 same week last year. The exports of domestic produce are $6,631,703, as against $5,614,992, last year. The exports of Gold and Silver, $2,415,384 as against $2,158,443 last year. The customs in Gold deposited during the week in the New York Office of the Treasury amounted to $2,312,000, as against $2,156,306, same week last year.

There has not been much animation in trade circles, apart from the fairly active dealing in Breadstuffs, in good part for export; and in Provisions and Cotton, mainly on speculative account. Prices have been generally less firm, affected to some extent by the decline in Gold. Metals have been very moderately sought after, with Eglinton Pig Iron quoted at $34@$35. Glengarnock, $36@$37; Coltness, $39; No. 1 American Pig at $32@$34; No. 2 do at $30; Forge, $26@$28; English Rails at $55 gold; American Rails at works, $56@$60; Old Rails, $36@$40 Wrought Scrap, $38@40. Ocean Freights have been more active, especially in the Grain and Petroleum line, but rates have been quoted much lower.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Pacific R. R. of Mo, 41½; do. 1st mort., 79; do. 2d mort., 73; Atlantic and Pacific R. R. pref., 14⅞; St. Louis and Iron Mt. R. R., 25; do. 1st mort., 93½; Clev., Paines. and Ash. 7s, old, 102; Illinois Central scrip, 92; New Jersey R. R., 124½; Belleville and Southern Illinois 1st mort., 99½; New Jersey Southern R. R., 4; do. 1st mort., 31; New York Central 1st mort., 109; Lake Shore and Michigan Southern 7s, consol., coupon, 97¼; do. reg., 96⅞; do. 2d mort. consol., coupon, 91; Boston, Hartford and Erie 1st mort., 22¾; Albany and Susquehanna 1st mort., 105; do. 2d mort., 99; Chicago and Northwestern Interest bonds, 96; do. consol. gold bonds, 78; Clev., Col., Cin. and Ind. 1st mort., 99½; Michigan Central 7s, 96; Ohio and Mississippi 7s, consol., 91½; do. consol, S. F., 93; Del., Lack. and Western 7s, conv., 102½; Gt. Western 1st mort, 1888, 93; South Pacific R. R. of Mo. 6s, 62; Central of New Jersey 7s, conv., 101¾; Mil. and St. Paul 1st mort. C. and M. div., 81; East Tenn., Va. and Ga. 1st mort., 90; Del. and Hudson canal reg. 7s, 1891, 107; Union Pacific S. F. bonds, 68⅛; Burlington, Cedar Rapids and Minnesota 1st mort., 58; Western Pacific bonds, 85; Cleveland and Pittsburg 7s, consol., 98; Chesapeake and Ohio 1st mort., coupon on. 52; Toledo, Peoria and Warsaw 1st mort., W. D., 79¾; Consol. Coal of Md., 44¾; Spring Mt. Coal, 70; Pennsylvania Coal, 285; Maryland Coal, 18; Western Union Telegraph, 72½; do. 7s, 96½; Am. Dist. Tel., 48; Adams Exp., 108; Am. Exp., 60; Wells-Fargo Exp, 80½; U. S. Exp., 68; South Carolina 6s, non, f. 5; do. new, Apl. and Oct., 20; Tennessee 6s, n. s., 61½; do. 6s, new, ex-coupon, 62¼; do. old, ex-coupon, 62¼; Georgia 7s, gold, 80; N. Y. State 7s, B. L., coupon, 109⅞; do. reg., 110.

Philadelphia.—Pennsylvania R. R. div. scrip, 101¾; Nesquehoning Valley R. R., 54½; Camden and Atlantic pref., 41; Ridge Ave. R. R., 40¼; Pennsylvania Canal 6s, 70; Allegheny Valley 7 3-10s, 80; Pittsburg, Cincinnati and St. Louis 7s, 65½; Phila. and Reading Gen'l mort 7s, coupon, 102½; do. reg., 103; do. 7s, new conv., 107; do. deben. bonds, 80; do. 6s, 1843–'80, 101½; Danville, Hazleton and Wilkesbarre 7s, 58; Wilmington and Reading 1st mort., 90; Cape May and Millville 2d mort. 7s, 95; Susq. Coal bonds, 65; Beading Coal and Iron Mt. bonds, 90; Sch. Nav. 7s, B. L., 85; do. 6s, 1895, 76; Shamokin Valley and Pottsville 7s, 93; Warron and Franklin 7s, 78; Belvidere Delaware 2d mort., 83; West Jersey 7s, 10. The latest quotations are: City 6s, 100@—; do. free of tax, 103@103⅛; Pennsylvania State 6s, 2d series, 108@109; do. 3d series, 112¾@—; Philadelphia and Reading, 56¾@57; do. Gen'l mort. 7s, coup., 102@103; do. reg., 103⅛@103½; do. mort. 6s, 1880, 101@—; do. new, conv., 107@—; do. 7s, 1893, 103½@—; United New Jersey R. R. and Canal Co., 125¼@125½; Camden and Amboy mort. 6s, 1889, 99@100; Pennsylvania R. R., 49⅛@49⅝; do. div. scrip, 101½@101¾; do. 1st mort., 103@104; do. 2d mort. 99½@100; do. general mort. coupon, 92@92; do. reg., 93@94; Little Schuylkill R. R., 47@47¼; Morris Canal, 49@52; do. pref. 125@129; do. 6s, 98@101; Susquehanna Canal, 6@9; do. 6s, 73½@75; Schuylkill Nav., 6¼@6½; do. pref., 12⅜@13; do. 6s, 1882, 78@80; do. 1872, 88@90; Elmira and Williamsport pref., 87@38½; do. 7s, 1873, 99@99½; do. 5s, 60@65; Lehigh Coal and Navigation, 43⅞@44; do. 6s, 1884, 94¾@95; do. R. R. Loan, 95½@96; do. Gold Loan, 98⅞@99; North Pennsylvania, 44@45; do. 6s, 100@100¼; do., 7s, 101¼@102½; do. Chattle 10s, 106@110; Philadelphia and Erie, 18@18½; do. 6s, 88@90; do. 7s, 84¾@86; Minehill, 53@53; Catawissa, 14@16; do. pref. 41@41½; do. 7s, 1900, 102½@103; Lehigh Valley, 60⅞@61; do. 6s, new coupon, 98@—; do. reg., 101@—; do. 7s, 106⅜@106½; Fifth and Sixth streets (horse) 55@57; Second and Third, 64@66; Thirteenth and Fifteenth, 22@22¼; Spruce and Pine, 29@30; Green and Coates, 44@—; Chestnut and Walnut, 61@61; Hestonville, 20@21; Germantown, 33@40.

Boston.—Indianapolis, Cin. and Lafayette R. R., 6; Cincinnati, Sandusky and Cleveland R. R., 8; Burlington and Missouri River R. R. in Iowa, 97⅞; Summit Branch, 88¼; Eastern (N. H.) R. R., 55; Nashua and Lowell R. R., 181⅛; New Bedford R. R., 106⅜; Vermont Central and Vermont and Canada 8s, ind., 75; Eastern R. R. 7s, 93¾; Rutland pref, 30; Portsmouth, Gt. Falls and Conway R. R., 34; Chicago, Burlington and Quincy 7s, 97; Burlington and Missouri River R. R. in Nebraska, 55; do. 8s, in Nebraska, old, 99¼; Vermont Central 1st mort., 23; Old Colony 7s, 104½; Atchison, Topeka and Santa Fe R. R., 11; Michigan Central (Air Line) 8s, 1890, 104; Jackson, Lansing and Saginaw 8s, 1891, 98⅛; Boston and Maine 7s, 1892, 103⅞; Western R. R. 6s, 1875, 99⅛; Cheshire 6s, 1875, 98¼; Fitchburg and Worcester 7s, 1889, 86¼; Michigan Central 7s, 1902, 94¾; Boston Water Power Co., 10⅜; Cary Imp., 6¾; Brookline Land, 5; Maine 6s, 101⅛; New Hampshire 6s, 99¾; Portland 6s, 1894, 93¼; Chicago 7s, 99; Boston 6s, 1880, 100; Toledo 8s, 1879, 102; Allouez Mining Co., 6⅜; Calumet and Hecla, 132.

Baltimore.—Western Maryland 1st mort. guar., 100; Orange, Alex. and Manassas 7s, 82; Virginia and Tennessee 8s, 80; Orange and Alexandria 4th mort. 8s, 73; Northern Central 6s, 1900, gold, 91; Maryland Defense 6s, 108; Virginia consols, coupons, 84; Virginia consols, ex-coupon, 49¾; Atlantic Coal, 2.50; Santa Clara, 4. The latest quotations are: Wilmington, Columbia and Augusta bonds, 60@66; Wilmington and Weldon, 7s, gold, 93@95; Pittsburg and Connellsville 7s, 1898, 86@87; Baltimore and Ohio, 167½@170; do. 6s, 1875, 101@103; do. 1880, 101@102½; do., 1885, 100@101; Washington Branch, —@175; Northern Central, 35¾@36¼; do. 6s, 1885, 94@95; do. 1900, 87@89; do., 6s, 1900 gold, 91@91½; N. W. Va. 3d mort., 1885, 93@—; Marietta and Cincinnati 1st mort. 7s, 1892, 103½@104; do. 2d mort. 7s, 89⅞@90; do., 3d mort., 8s, 79@79¼; Central Ohio, 41@42½; do. pref., 42@45; do. 1st mort., 91@91½; Western Maryland, 1st mort. 6s, 1890, 85@100; do. 1st mort. guar., 98@—; do. 2d mort. guar., 95@97; do. 3d mort., guar., 98@100; do. 2d mort. pref., —@60; do., 2d mort. guar. by Washington Co., 90@91; Richmond and Danville 1st mort., 67@68; Orange and Alexandria 1st mort. 6s, 88@90; do., 2d mort. 6s, 82@83; do., 3d mort. 8s, 80@80½; do., 4th mort. 8s, 73@75; Orange, Alex. and Manassas 7s, 82@82½; Virginia and Tennessee 1st mort. 6s, —@—; do., 2d mort. 6s, 70@74; do. 8s, 80@83; Baltimore 6s, 1875, 99⅛@99¾; do., 1884, 100@101; do. 1886, 100@101; do. 1890, 100½@100⅝; do., 1893, 101@—; do. 1893, exempt, 103@—; do., 1900, 100@—; do. 1900 new, 100@102; do. 1902, 101⅝@102; Memphis City 6s, 42@46; Maryland Defense Loan, 1883, 107@108; Virginia 6s, old, 30@40; do. new, 33@40; do. consol. 6s, 51¼@51½; do. coupons, 84@84½; West Virginia, 11@11½; City Passenger R. R., 18@19; George's Creek Coal, 188@150; Atlantic Coal, 2.45@2.55; Santa Clara, 5.25@6; do. bonds, 18¼@30.

Union Pacific Railroad.

The earnings of the Union Pacific Railroad for April, 1874, were $834,954 00, the expenses (including $48,000 for rails, and $36,000 for taxes) $453,366 00, and the net earnings $381,588 00. In April, 1873, the earnings were $881,266 00, the expenses $474,078 00, (including $91,000 for renewals of rails,) and the net earnings $407,187 00—showing a decrease in earnings of $46,312 00, with a decrease in expenses of $20,712 00, making a decrease in net earnings of $25,599 00. For the four months ending April 30, 1874, the earnings were $2,750,686 00, the expenses $1,555,361, and the net earnings $1,195,324 00—showing an increase in earnings, as compared with the corresponding period of the previous year, of $145,404 00, in expenses of $109,887 00, and in net earnings of $35,517 00.

☞ Paterson (N. J.) papers contain the advertisement of the Grand Trunk Railway of Canada for proposals for fifty locomotives, and there is some prospect of the order being received by the establishments of that city.

☞ Trains on the Baltimore, Pittsburg and Chicago Railway, which have hitherto run only to Deshler, have commenced running to Defiance.

Hamilton and Lake Erie Railway.

The annual meeting of the stockholders of this company was held at Hamilton, Ontario, Ca., on the 20th ult., when the reports of the directors and engineer were presented. The business of the line commenced on the 1st of September, one train a day being run each way. In three months after it was found necessary to run two trains each way, and for the past four months 17 541 passengers and 7,044 tons of freight have been carried. The total cost of the line from the Bay to Jarvis, a distance of 33 miles, was stated by the President, in answer to a question from a shareholder, to be about $850,000. The amount of Government and municipal bonuses was $179,000; private stock subscriptions, $90,000. The floating debt of the company amounts to $500,000. The gross traffic receipts for seven months ending 30th April were $38,000, and the working expenses $24,000. The President also stated that none of the company's first mortgage bonds had been sold, but all were hypothecated. The President declined to say what measures they proposed to adopt in view of the deficient net revenue to provide bond interest, so as to ensure the control of the road in the Hamilton interest. The old Board of Directors was re-elected.

Illinois Central Railroad.

The statement of this Company for the month of May, 1874, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	2,256.95 for	$17,542 68
Acres Interest Fund Lands Sold	40.00 for	288 00
Acres Free Lands Sold	40.00 for	520 00
Total sales during the m'th of May, 1874	2,336.95 for	$18,350 68
To which add Town Lot Sales	for	30 00
Total of all	2,336.95 for	$18,380 68
Cash collected in May, 1874		$27,365 50

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois. 707 Miles.	In Iowa. 402 Miles.	Total. 1,109 Miles.
Freight	$359,269 00	$74,603 00	$433,872 00
Passengers	90,160 65	33,929 05	124,089 70
Mails	6,375 00	3,059 24	9,434 24
Other sources	78,125 00	2,370 76	80,495 76
Tot'l May '74.	$533,929 65	$113,962 05	$647,891 70
Total actual earn'gs, May, 1873	$506,016 73	$129,442 26	$635,458 99

☞ At a meeting of the stockholders of the Columbus, Chicago and Indiana Central Railway Company, at Columbus, Ohio, on the 3d inst., the following directors were elected: W. D. Thompson, Adrian Iselin, W. R. Fosdick, W. Whiteright jr., J. R. Waller, G. Gamell, Walter S. Gurnee, F. R. Fowler, of New York; J. T. Thomas of Philadelphia; Wm. Dennison, B. E. Smith, J. F. Bartlit, G. B. Wright, W. Jamison, of Columbus; John Gardiner, of Norwalk, Ohio; John S. Newman, J. N. Converse, of Indiana. President, B. E. Smith; Secretary and Treasurer, Gordon Moodie.

☞ A cable telegram from London, England, announces the appointment of Mr. Sergeant, Manager of the South Devon Railway, as successor to Mr. Brydges in the management of the Grand Trunk Railway of Canada.

The Western Railroad Law.

The Madison (Wis.) *Democrat* publishes an abstract of the papers served upon the Attorney General and the late railroad commissioners, notifying them that an injunction would be applied for in the United States District Court for the western district of Wisconsin, to restrain them from instituting any proceedings, or taking any measures for the purpose of executing an act of the last Legislature regulating railroads. The action is not brought in the name of the Chicago and Northwestern Railroad Company, but in the name of its creditors, who claim that their securities are weakened or destroyed by the law of last winter. The creditor parties to the litigation are William Frederick Riek, Moses Taylor, Henry R. Pierson, the Farmers' Loan and Trust Company, and the Union Trust Company of New York. The defendants were cited to appear at Madison, before Judge Drummond, on Thursday last, which they did, when the Attorney General asked for time. Judge Drummond said that, pending the delay, a temporary injunction would be granted, when the Attorney General agreed to proceed with the argument at once.

☞ The earnings of the Indianapolis, Cincinnati and Lafayette Railroad for the first four months of 1874, were $588,879, the expenses $388,798, and the net earnings $200,081. For the corresponding period of 1873 the earnings were $575,705, the expenses $491,196, and the net earnings $84,509—showing a gain in net earnings in 1874 of $115,572. The severe winter of 1873 and expenses consequent upon it is one reason why the comparison is so favorable to this year, but the work of renewal is still going on, and is charged into expenses. After July this work will be about finished and the expenses will be considerably decreased. The business is light, and for May and June will show a large decrease of gross earnings, but the net will probably be larger.

☞ The earnings of the Lake Shore and Michigan Southern Railway for the four months ending April 30, 1873, were $6,530,160 80, the expenses $4,377,983 06, and the net earnings $2,152,178 74. For the corresponding period of 1874 the earnings were $5,789,752 90, the expenses, $3,604,317 46, and the net earnings $2,185,435 44—showing a decrease in earnings of $740,407 90, with a decrease in expenses of $773,664 60, making an increase in net earnings of $33,256 70.

☞ The earnings of the Central Pacific Railroad for May, 1874, were $1,360,000, against $1,378,675 in May, 1873, and $1,380,922 in May, 1872. For the first five months of 1874 the earnings were $5,027,026, against $5,024 205 in the first five months of 1873, and $4,370,348 in the first five months of 1872.

☞ At a meeting of the bondholders of the Northern Pacific Railroad Company, held at No. 23 Fifth Avenue, New York, on the 8th inst., Mr. Wm. B. Ogden, of New York, was unanimously elected Trustee in the place of Mr. J. Edgar Thomson, of Philadelphia, deceased.

☞ The earnings of the Erie Railway Company for the five months ending May 30, 1874, were $7,801,970, against $7,795,215 for the corresponding period of 1873, a decrease of $493,245.

North Shore Railway.

At the annual meeting of this company held at Quebec on the 20th of May, a report of the past year's operations was read. It stated that:

Mr. McGreevy has entered upon the work with great spirit and energy, having already secured the right of way, and made arrangements for the completion of the grading, masonry, &c., from Quebec to the city of Three Rivers, a distance of about eighty miles, during the present working season. A considerable quantity of stone and timber has been prepared for the foundations at the principal river crossings, and there are now several engineering parties engaged upon the line, preparing the work for the contractors. A large quantity of fencing material has also been delivered along the line.

Directors were elected as follows, the names including some of the most substantial business men of Quebec: Messrs. J. B. Renaud, Willis Russell, Col. Rhodes, John Burstall, Jas. G. Ross, Andrew Thomson.

☞ The Milwaukee *Wisconsin* says that provision was made by the Wisconsin Central Railroad Company for the payment of the interest due June 1, on the funds of the Milwaukee and Northern Railway, that the same was promptly met, and no protest was made. This action of the Directors was made because of an order issued by the United States District Court, directing the officials of the Central road to retain enough of the net earnings of the line leased to them to meet the accruing interest on the bonds of the Milwaukee and Northern Railway Company.

☞ A co-operative iron company is to be organized at Pottsville, Pa., consisting of puddlers and other iron workers. They propose to either build works along the Berks County railroad, or lease the mill property of the Hamburg Iron Company.

☞ The earnings of the Burlington, Cedar Rapids and Minnesota Railroad for the five months ending May 31, 1874, were $449,072 31, against $385,111 32 for the first five months of 1873, an increase of $63,960 99.

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67,112 miles of Railroad in the United States use annually over twenty-six million Ties for renewing those destroyed by decay.

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This Company, benefiting by the thirty years' practical experience in the use of creosote oil abroad, offer to the public a system of application which is adapted to the wants of our own country, in that green wood can be rapidly and thoroughly treated, even better than dry, and the application of the oil, in connection with the use of moderate heat, be made more uniform and effective than is possible by any other means.

Experience has demonstrated that creosote or dead oil is the only substance by which wood can be treated so as to certainly resist the attacks of marine worms.

Creosoted wood exposed in Charleston Harbor was not attacked by the teredo, while natural wood attached to it was completely honey-combed.

It is confidently asserted that Railroad Ties creosoted will outlast three sets of ordinary Ties, and that creosoted Paving Blocks being beyond the reach of decay, will last as long as stone, with all the advantages of an elastic roadway, beauty and economy of construction.

The economy in the use of creosoted wood, where the term of service is trebled, is measured by adding to the wood used, the cost of the labor expended in construction, and the loss of time spent in replacing the structure, when either decay or attacks of marine worms destroy it.

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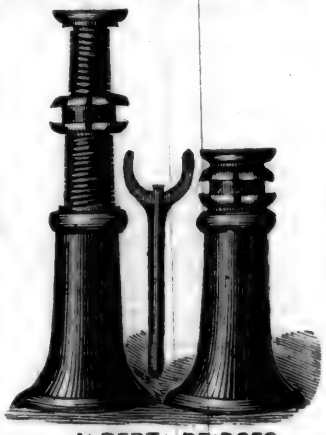
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☞ The Bellair (Ohio) street railroad company has been incorporated with a capital stock of $50,000, the road to run through Bellaire and to Benson Ferry. The corporators are John Luck, Jacob Heatherington, John M. Cresswell, Anthony Sheets, A. W. Anderson, Isaac Booth, Thomas A. Cummins, Peter G. Schramm and G. W. Hoge.

AMERICAN RAILROAD JOURNAL.

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American Railroad Journal.

New York, Saturday, June 20, 1874.

Michigan and Ohio Railway.

We have been favored with a copy of the report of J. F. MEYER, C. E., addressed to GEORGE GRAY, Esq., of London, Eng., describing minutely the region of country, the cities and numerous towns through which the proposed road will pass, its connections, and the amount of traffic which the road may reasonably expect when completed; together with an estimate, by close calculation, of its cost. Mr. Meyer is a gentleman of considerable experience and undoubted judgment in railway matters. He has been personally over the entire route to be traversed, and spent considerable time at the most important places, examining the country, conversing with its prominent business men, consulting statistics of trade, etc., etc., and we have therefore no reason to doubt the reliability of the report made by him. According to Mr. Meyer:

"The line of railway, when completed will be 400 miles long. Its two terminal points are the towns of Grand Haven, opposite the City of Milwaukee, on Lake Michigan, and Portsmouth on the Ohio river.

"The latter place is a city of considerable size, and very enterprising; the route will here make connection with the Chesapeake and Ohio, and the proposed Pound Gap route, thus forming an unbroken connection to the harbors of Richmond Virginia, and to all of the Southern Atlantic harbors nearer by 300 miles, than by way of New York. The proposed railway runs in a northwesterly direction by way of Columbus, through Ohio, crosses the state line in the northwesterly corner of Ohio, and thence to Grand Haven. It crosses thirty different railways and shortens the distance from Milwaukee by way of the lake, by 250 miles, to any of the Eastern Atlantic ports. It is proposed, as soon as the route is completed, to run separate fast steamers from Milwaukee to Grand Haven, where the loaded cars are to be brought over on the steamers and run down on the Michigan and Ohio railway, thus saving the 250 miles by way of Chicago, where otherwise, the great shipment of grain and other produce from Wisconsin and further west has to pass."

It is well known that the products of the west and northwest move in an easterly and northeasterly direction to cities of the Atlantic coast, and that a very considerable portion of the products of the northwest, viz: wheat, corn, barley, etc., as well as meats, dairy products and roots are first shipped east, and thence re-shipped to the cities and towns along the South Atlantic, and Gulf ports, to be ultimately consumed by the cotton, sugar, rice and tobacco planters; while their products are sent, via the same route, to the northwest, at a considerable expense to both parties. By the construction of the Michigan and Ohio Railway it is claimed that this interchange of commodities, which is constantly going on, can be effected at a saving of 30 per cent to the consumers.

The rich coal and iron ore beds of the southeastern portion of Ohio, the produce of which are in increasing demand in the northwest, have been entirely neglected, owing to the lack of cheap and rapid transportation. So, also, of the extensive pine forests and immense plaster beds of Michigan, the products of which are required in the Southeast; and, like the coal and iron of the Scioto Valley, can only reach the place of consumption by a circuitous route, involving an increase in distance of from 300 to 400 miles, and an increased cost for transportation of from 40 to 50 per cent. All this, it is claimed, can be obviated by the construction of the Michigan and Ohio Railway.

By taking the products of the northwest, destined for the eastern markets, via Milwaukee to Grand Haven, and thence by the Michigan and Ohio Railway, the report says a saving of 250 miles will be made, as compared with the route via Chicago, and the same can be brought nearer to any of the Atlantic ports by the Baltimore and Ohio or Chesapeake and Ohio Railroads, by 350 or 400 miles than by way of Albany to New York or Boston.

By examining a map, it will be seen that there are no parallel roads on either side of the projected Michigan and Ohio Railway, within from 50 to 100 miles, and that it runs through a country renowned for its fertility and productiveness, through numerous manufacturing cities and towns, and crosses more than thirty of the principal Railroads, all of which would induce us to believe that the road, if constructed, would prove a success, and become eventually, a dividend-paying road. We are assured that liberal contributions and donations of land for right of way are already being made by the people along the route.

The great respectability and business capacity of the gentlemen connected with this enterprise, leads us to believe that they will be successful in their efforts to secure the means requisite for the construction of the road, and that the products of the section of country named will thus be enabled to flow in their natural channels, and by the straightest and shortest way to reach the best harbors on the Atlantic coast.

☞ We are pleased to learn that Col. Miller has secured his English patents on what we consider among the most useful of American inventions. Messrs. Gilbert, Bush & Co., of Troy, New York, are building six cars, of American style, with Miller's platforms, buffers and couplers, for a railroad in Australia. The fame of these inventions is extending throughout the whole world.

☞ The following gentlemen have been elected Directors of the Twenty-third Street Railway Company: Jacob Sharp, Lewis May, James A. Richmond, L. J. Phillips, David J. King, B. F. Beekman, Charles G. Shaw, John T. Conover, Thomas P. Wallace, John R. Flanagan, James Flanagan, Eugene Ballin, and Thurlow Weed.

Colfax and the Grangers.

HIS VIEWS ON RAILROADS, ECONOMY, PUBLIC MONEYS, AND MIDDLEMEN.

In a recent letter declining, by reason of prior engagements, an invitation to address an Indiana Grange, Hon. Schuyler Colfax says:

Entirely removed now from political position or political candidacy, I can say, without a misconstruction of my motives, that the evils which the Grange organization was primarily intended to correct or modify were pointed out warningly by me in a Fourth of July oration two years ago, before the organization had attained its present prominence. But I have always recognized that there are railroad rights as well as railroad wrongs, and that this great question must be settled, and can only be enduringly settled, on the basis of right and justice, and upon those principles of equality which have been potential in the settlement of all the great questions confronting us in our recent history. Thus, while all must acknowledge their great usefulness in developing the resources of the nation, and opening vast areas of our interior to settlement and improvement, we all see plainly that railroads can no more do without the producers than the producers can do without them. And all should concede that, as railroads can only be built by the exercise of the State's right of eminent domain, under charters as public highways granted by the people through their Legislatures, they have no more right to denounce reasonable legislative supervision than ferries and turnpikes chartered by the same authority. And if the miller who grinds wheat can rightfully be limited by the State in his tolls, why cannot the railroad which brings the wheat to his mill to be ground? The just ground on which all just men can unite is that railroads should be common carriers for all on common grounds, and at equitable rates, without favoritism or unjust discrimination, and on the just basis of 'reasonable rates for the people and reasonable profits for the companies.' I remember, many years ago, how a distinguished English statesman was criticised for a proposition that their great railroads should run third-class trains, mornings and evenings, for laborers, &c., at a penny (two cents) per mile. He was lampooned as a demagogue and as a visionary theorist. But these 'parliamentary trains,' as they are called, were found, when at last reluctantly established, to be not only the great accommodation for the poor that was claimed for them, but also among the most profitable to the companies of all their trains.

Two things in your organization have struck me as specially auspicious. First, the admission of your wives and daughters to membership, enhancing doubtless the social interest of your meetings, and beckoning woman onward to wider sphere of usefulness in the community; and, secondly, the frank and outspoken declaration of so many of your granges as to intemperance, the enemy of the working man and the bane of society. I trust your organization will never speak with an uncertain voice on this great evil of the century. For all experience proves that, where drinking shops decrease, crime and pauperism with their consequent taxation decrease, comfort and happiness in the abodes of the poor increase, and law and order, peace and quiet, industry and thrift, more generally prevail.

Your demands, too, for increased economy in public expenditures and greater watchfulness as to public moneys, cannot fail to do good. When you proceed from generalities to details you will find that, besides strict scrutiny as to national appropriations, you will need quite as watchful care as to home taxation. Gov. Hayes, of Ohio, one of the best Governors that State ever had, proved several years ago, in a message that attracted too little attention, that unrestrained local taxation was the heaviest burden, by far, the taxpayer had to shoulder. And that is so completely within your power, locally, I have great hopes of beneficent results in that line from your organization.

Not being a member of your order, I am not sure that I understand your exact position as to 'middlemen.' If your object is to economize as far as possible, buying with cash from manufacturers or their agents, at their lowest prices, instead of on credit at higher rates, and thus saving the heavy per centages that the credit system absorbs from the honest poor, that is certainly laudable. But middlemen, as a class, are as necessary in the operations of trade and commerce and business, as lawyers are in law, and doctors in medicine, and need a special education and adaptation to their work. If you could abolish all middlemen with their experience, you would have to educate and train up middlemen out of your ranks to fill their places. And, as we cannot buy dress patterns for our wives direct from the Manchester mills, we must recognize that agents who contract at wholesale, and taking all risks of shipments and sales, retail goods to us, are, to a large extent, a necessity. But no one can object to the policy of buying and selling direct for cash in hand, as far as it is feasible.

Northern (N. H.) Railroad.

The earnings of this road for the years ending March 31, 1873 and 1874, were as follows:

	1873.	1874.
From passengers	$228,045 89	$228,778 89
" merchandise	457,244 35	458,692 21
" mails	11,160 00	13,965 00
" rents	2,400 75	3,828 99
" express	7,500 00	7,500 00
" miscellaneous	4 75	.....
	$706,355 24	$707,760 09
Expenses, viz:		
Passenger department	$35,504 12	$33,347 37
Merchandise "	53,873 54	56,001 26
Locomotive "	174,941 57	163,040 14
Maintenance of way	116,2?5 71	115,959 68
General expenses	18,572 00	20,295 76
Miscellaneous expenses	39,501 76	39,179 41
State tax	50 584 83	46,602 57
	$489,252 53	$473,526 19
Balance of earnings	$217.102 71	$234,233 90
Less new rail account	56,038 01	18,426 94
Net earnings	$161,064 70	$215,806 96
Add balance of income per last report		56,578 74
Balance of interest account		15,520 99
Total income		$287,906 69
From which deduct—		
Dividend Dec. 1, 1873, $4 per share	$119,924 00	
Dividend June 1, 1874, $4 per share	119,924 00	
		239,848 00
Balance of income account		$48,058 69

The foregoing statement represents the accounts of the year as they appear in the Treasurer's books. It includes all the receipts from the business of the road during the year, but not all the income which has actually accrued to the company within that time. The explanation of this will appear in what is hereinafter stated.

The panic of last autumn, and the unfavorable season since for important business enterprises on the line of the road, have been unfavorable to the operations of the past year; and some effect from the same causes probably will be felt in the present year.

During the year, 609 tons of new rails and 45,537 new sleepers have been placed in the track; and about 3,400 tons of rails have been taken up, repaired, and relaid. One new passenger and also one new freight engine, and one baggage car, have been built and are additions to the furniture of the road. And one passenger and twenty-eight merchandise cars have been built to replace old ones; and the road and its furniture are in good condition.

The accounts in the Treasurer's office have been simplified and rearranged so as to show only such items of assets of the company on hand as are real and valuable.

The increase of bills payable from the amount stated last year, which appears in the present trial balance, has arisen from this: Prior to the close of the year in March last, notes of the company were given for funds borrowed to be used towards payment of the bonds of the company to the amount $102,100, which became due on the first day of April. But as the payment of those bonds was not made until after the close of the past year, it is not included in the accounts of that year. Payment has been made since of bonds to the amount of $85,200, and funds are ready for the balance whenever presented.

Instead of applying the assets, which had been intended to provide funds to meet the bonds above mentioned at maturity, for that purpose, the Directors have thought best, under the circumstances, to issue notes of the company to raise such part of the money required for that payment as was not ready from other sources. With this view, and also to fund other temporary loans of the company, an issue of its notes has been made to the amount of $104,000 at the close of the year, payable in three or five years from date. Within that time it is expected that sufficient funds can be realized from the assets of the company to meet those notes and discharge all of its indebtedness. The amount of those notes is included in the amount of bills payable, as stated in the trial balance.

It is known to the stockholders generally, we presume, that several years ago this company became interested in the securities of several roads in New Hampshire, the Concord and Claremont, the Contoocook River, and the Sullivan Railroads. The nominal amount of those securities was large, but the substantial value of them was problematical. All those corporations had become entirely insolvent, and the only possible way to realize anything from the securities was by recourse to the mortgages to obtain possession of the roads, and thus secure whatever might be realized from them. Steps were taken for that purpose, the necessary legislation obtained, and foreclosures of the mortgages of the roads have been made in the course required for that purpose. Long delays have been unavoidable in these proceedings. And although in the mean time funds were accruing from the operations of the roads, in which this company would be entitled ultimately to participate, yet, until the completion of the proceedings and settlements of the trusts, the interests of this company could not be fully determined and the funds properly come into its accounts.

By votes of the stockholders of this company at their annual meeting in May, 1868, the Directors were authorized to arrange for such use as they might think proper of the funds arising from the operations of the roads above referred to, so far as this company might be interested in those funds, to aid the construction of the Sugar River Road from the terminus of the Concord and Claremont Road in Bradford to the Sullivan Road in Claremont. The success of that enterprise was regarded as important to this company on account of its large interests in the Concord and Claremont Road which would be benefited by the new business thus brought on to it, and also with reference to the protection of other interests of this company connected with its main line. In compliance with those votes, therefore, aid has been given to the completion of the Sugar River Road by loans from the funds referred to and otherwise, so far as this company could do so. Mention of this was made in the annual report for last year, to which we refer.

Sufficient opportunity has not been had as yet for a full test of the value of the business on the line of the new road between Bradford and Claremont; but we believe that in its direct and indirect relations to the interests of this company the road will prove advantageous to it, besides being highly useful and beneficial to the public in an important section of the State. Much disadvantage and useless expense heretofore have been

in curred in the operations of the line from Concord to Claremont, with the connecting branch to Hillsborough, on account of the several parts of the line belonging to three distinct corporations requiring separate organizations and accounts. But during the past year those corporations have been united into one, under the name of the Concord and Claremont N. H. Railroad; and the accounts of the former corporations have been adjusted so as to allow of the interests of this company in the assets arising from their past operations, in part, to be brought into the accounts of this company. This will account for the increase of $408,193 55 in the contingent fund as it now is, from the amount which was stated in the report for last year.

The interest account, which is included in the statement of the year, has come in part from the loans above mentioned to the late Sugar River Road; and a larger sum has accrued during the year from the same source, but which is not yet included in the accounts of this company because it has not been fully adjusted with the new corporation. Besides, the sum of $25,000 will come to the company from the rent of the Sullivan Road during the past year. The addition of these amounts to the statement at the commencement of this report, would be necessary in order to show the total income of this company during the past year.

The equipment of the road March 31, 1874, was as follows: 12 passenger and 17 freight locomotives, 412 long and 101 short merchandise cars, 16 passenger, 7 baggage and 19 gravel cars. Number of miles run by passenger trains, 189,807; by freight trains, 282,000; by other trains 5,649—total, 477,456. Number of passengers carried 199,066; do., carried one mile, 8,177,430. Tons of merchandise carried, 882,947; do., carried one mile, 23,721,128.

TRIAL BALANCE SHEET, March 31, 1874.

Construction		$3,068,400 00
Rails	$3,820 80	
Oil	1,126 45	
Waste	168 48	
Fuel	49,580 25	
Shop stock	50,938 73	
		105,684 71
703 shares Northern Railroad, N. H., cost		37,228 34
Contracts		76,000 00
Cash		45,093 09
Agents department		18,768 53
Bills receivable		437,060 00
Sugar River R. R.		227,528 31
Concord and Claremont N. H. R. R.		8,815 00
		$4,023,527 98
Stock		$3,068,400 00
Income		48,058 67
Contingent fund		506,190 55
Bonds due April 1, 1874		102,100 00
Dividends unpaid	$7,606 76	
Coupons unpaid	585 00	
Coupons, April 1, 1874	3,063 00	
		11,254 76
Bills payable		167,600 00
Dividend June 1, 1874		119,924 00
		$4,023,527 98

President.—ONSLOW STEARNS.

Directors.—Onslow Stearns, John A. Burnham, George W. Nesmith, Uriel Crocker, Josiah Minot, Charles F. Choate, Edward Lawrence.

Treasurer.—J. MINOT.

Superintendent.—GEORGE E. TODD.

☞ It is now believed that the Lafayette, La Salle and Clinton Railroad, to extend from Sheldon, Indiana, to a point on the Prophetstown road, in Illinois, will be constructed this year. The estimated cost of construction and equipment is $2,188,000.

Northern Central Railway.

The Northern Central Railway company has executed a mortgage of its property to the Fidelity Insurance, Trust and Safe Deposit Company of Philadelphia as security for ten millions of its bonds. The mortgage is dated May 27, and was placed on record in the clerk's office of the Superior Court of that city on the 3d inst.

This is in accordance with the resolutions of the Board of Directors, passed at their meeting on the 9th of April last, viz: That for the purpose of providing for the floating debt of the company and for such terminal and other facilities and improvements and equipments as may be necessary to properly conduct the business of said road, the Board of Directors were authorized to create a consolidated mortgage of ten millions of dollars to secure bonds of that amount, said bonds to be issued in such form or sums, either in sterling or dollar bonds, and at such times, and to mature respectively at such dates, and bearing such rate of interest as the directors may, from time to time, deem to the best interests of the company. Of said ten millions, six millions shall be set aside and retained by the trustees, to be applied by the Board to provide for the payment of the existing bonds now issued, or may hereafter be issued, &c.

It was also resolved that the company make and execute to the Fidelity Insurance, Trust and Safe Deposit Company of Philadelphia a mortgage of the property, &c., of the company as mentioned therein, said mortgage to be a continuing lien to secure the payment of the 10,000 bonds, to be issued from time to time, after the payment of the whole or any portion thereof, or of any subsequent issue, never to exceed, however, at any one time ten thousand bonds outstanding, said bonds to be either of $1,000 in gold coin of the United States, or £200 sterling of Great Britain, &c.

The following form of certificates is to be placed on each of said bonds:

"This bond is one of those received by a mortgage of the Northern Central Railway Company (duly recorded), dated the 28th day of May, 1874, executed and delivered by the said company to the Fidelity Insurance, Trust and Safe Deposit Company of Philadelphia, the trustees therein named, and its successors, of the railroad estate, real and personal, and corporate rights and franchises therein mentioned, to secure the bonds of the said company therein set forth."

It was also resolved by the company that out of eight thousand bonds authorized to be issued there shall be retained six thousand bonds, which shall be applied to the payment of the bonds of this company, secured by mortgage of July, 1868, or other prior mortgage, exclusive of the annuity to the State of Maryland.

The remaining two thousand bonds shall be issued as hereafter authorized by the Board of Directors. The aggregate amount of all the bonds secured by this or any other prior mortgage of the property of the company, exclusive of the annuity to the State of Maryland, shall at no time exceed $10,000,000, but including the issue of $2,000,000 of bonds, if the same is hereafter authorized by the stockholders, &c., may be equal to $10,000,000; and that after the payment and cancellation of the whole or any portion of the bonds now outstanding or hereafter to be issued, an equal amount of bonds may be made and issued by this company for any of the purposes contemplated by the resolutions.

The deed of mortgage is signed by J. D. Cameron, President, and Robert S. Hollins, Secretary of the Northern Central Railway Company; also by N. B. Browne, President, and R. Patterson, Secretary of the Fidelity Insurance, Trust and Safe Deposit Company.

Pennsylvania Company.

An adjourned meeting of the stockholders of the Pennsylvania Company was held in Pittsburg on the 15th inst. Col. Thomas A. Scott, President, presented his report, showing the operations of the company for the year 1873. The following is a statement of the net earnings of the various roads operated by this company: Pittsburg, Fort Wayne and Chicago Railway, $3,522,082 57; New Castle and Beaver Valley Railroad, $192,514 75; Lawrence Railroad, $76,011 11; Erie and Pittsburg Railroad, $484,398 74; Cleveland and Pittsburg Railroad, $1,797,018 10; Jeffersonville, Madison and Indianapolis Railroad, $1,797,013 88; total net earnings, $6,518,170 15. The final result to the Pensylvania Company, after paying all expenses, rentals, interest, etc., shows a net profit of $1,238,340, out of which dividends have been paid on preferred and common stock, $570,000, leaving a balance of $668,310. The lines are now amply supplied with facilities to meet not only present demands, but also a much increased balance of business, and the condition of the track and rolling stock will enable business to be moved with economy and despatch. On the Pittsburg, Fort Wayne and Chicago Railway, forty-nine per cent of the entire line was relaid with new rails, and 6,000 tons of steel rail, and twenty-eight per cent of the ties were renewed. On the Cleveland and Pittsburg Railroad thirty-five per cent of line was relaid with new iron. In addition to the lines enumerated, and which are operated under leases, this company has also worked during the past year, on account of proprietary companies, the Ashtabula, Youngstown and Pittsburg Railroad, and the Toledo, Tiffin and Eastern Railroad, and completed a portion of the Mansfield, Coldwater and Lake Michigan Railroad. The directors of the company, elected on the 3d inst., are: Thos. A. Scott, George B. Roberts, H. H. Houston, H. J. Jewett, J. N. McCullough, Wm. Shaw and Edmund Smith.

☞ We learn from Cincinnati that the controversy between the Indianapolis, Cincinnati and Lafayette, and Whitewater Valley Railroad Companies, was decided in the District Court of Hamilton County on the 15th inst., the District Court reversing the decision of the Common Pleas Court, which appointed a Receiver, and discharging the Receiver appointed by that court, for the Harrison branch of the Whitewater Valley Road, and ordering the Harrison branch to be delivered to the Whitewater Valley Company. In the matter of the Hagerstown Branch Road, Judge Davis, of the Supreme Court of the United States, last Saturday, decided that the Indianapolis, Cincinnati and Lafayette Railroad Company had no claim, and the court refused to appoint a Receiver. These decisions settle a long pending controversy.

☞ McConnellsville is to be the southern terminus of the Columbus and Mineral Valley Railroad. Pleasantville, New Lexington and Ferrara will be points on the line.

Railroad Law.

RAILROAD COMPANIES.—LAW AS TO CROSSINGS—WHAT REGARD MUST BE PAID TO INTERESTS OF PRIVATE PROPERTY.

The facts of this case are fully set forth in the following opinion of the Court by Judge JOHNSON:

The question in this case arises upon the forty-fourth section of the general railroad act of 1850. (Laws of 1850, p. 233.) That section requires that every corporation formed under the act "shall erect and maintain fences on the sides of their road of the heighth and strength of a division fence required by law, with openings or gates or bars therein, and farm crossings of the road, for the use of the proprietors of lands adjoining such railroad." It is contended that under this statute the right to designate where the crossing should be made is in the land-owner; and the case of Wheeler *vs.* The Rochester and Syr. R. R. (12 Barb., 227) to that effect is cited in support of the position, and certainly inclines to that view. But it does not seem to me that sufficient attention was paid to the language of the statute and all the circumstances in which it was intended to apply. It is not limited to cases where the corporation acquires the land by the exercise of the power of eminent domain, but applies with equal force where the lands are purchased at a voluntary sale. In each case the duty to make farm crossings is imposed on the corporation, and the extent of the duty is the same in each. From the words, "for the use of the proprietors of lands adjoining," is to be implied an exclusion of any right in others than the proprietors to use the farm crossings and the openings, gates or bars through the railroad fence. No election is given in terms to the land-owner for whose use the crossing is to be made. In general, the party who is to act has the election in case one is to be made. (Co. Litt., 147 a.) And where the act to be done is single, the party bound to act is to do it at his own risk of its being in accordance with his obligation. Thus in Holmes *vs.* Seely (19 Wend., 510), in regard to a way of necessity, which rests on the notion of an implied grant, it was held that the way should be a convenient one over the adjoining close of the grantor, regard being had to the interests of both parties, and that subject to this qualification the grantor of the land should assign the way. That is, the owner of the servient tenement is in the first instance to locate the way. To the same effect is Russell *vs.* Jackson (2 Pick., 574). That the interest of neither party is alone to be regarded in the location of the crossing, but that it is, looking to all the circumstances, to be suitable and convenient, is certainly just in itself, and is fairly to be inferred, as well from the terms of the statute as from the language of the cases cited. In the analogous case of one having a right to make a way over another's land, it has been held that the power must be exercised in a reasonable manner, having regard to the convenience of the owner of the servient land, and subjecting him to no needless and unreasonable injury. Thus in Abson *vs.* Fenton (1 Barn. & Cres., 195), where, under an act of parliament, convenient and necessary ways were granted, it was held that the true question was whether the mode adopted was such as a prudent and rational person would have adopted if he had been making the road over his own land and not over the land of another man. This view, the court added, would on the one hand exclude all wanton, capricious and causeless injury to the owners of the servient lands, and, on the other, allow a beneficial exercise of the power conferred by the act of parliament.

In the case before us, the judge who tried the cause has found that the crossing actually built by the defendant was inconvenient for the plaintiff and not of easy access, and that the proper place for a farm crossing for the plaintiff was at the point where the plaintiff desired it to be made. That finding makes out a cause of action against the defendant within the principles before stated. The court, however, instead of directing a specific performance of the obligation, proceeded to inquire of the damages which the plaintiff had sustained, and gave him a pecuniary compensation. Of this the plaintiff does not complain.

There were many cases in which a court of equity, while refusing a specific performance, would give the injured plaintiff compensation in damages. (Story's Eq. Jur., §§794 to 800.) And under the Code, where issue is joined, such relief may be given as the case calls for, irrespective of the form of the summons, especially as damages are claimed in the complaint. Acting on these grounds, and finding that the expense of building a crossing at the point designated by the plaintiff would exceed the plaintiff's damage by being confined to the crossing made by the defendant, the court ascertained the amount of the damage and gave judgment therefor. This course is approved in Clarke *vs.* Rochester, Lockport & N. F. R. R., (18 Barb., 350), and cannot be complained of by the defendant, to whom the judgment is more favorable than it was otherwise entitled to.

Nothing in the statute prevents damages being given against the defendant for the breach of duty.

Some of the questions objected to bearing upon the extent of the plaintiff's damages are awkward in form but are yet, it seems to me, fairly competent. The substance of the inquiry was as to the effect of the one or the other crossing on the value of the land separated by the railroad from the rest of this farm. It was not as to the general effect of the railway embankment on the value of the farm or of the separated lands. This would have been improper, as not touching the real issue. The inquiry as made, was only another method of measuring the relative inconvenience of the crossings, and thus furnishing a criterion of the plaintiff's actual damages.

The judgment should be affirmed.

Baltimore and Drum Point R. R.

The annual meeting of the stockholders of this company was held in Baltimore on the 3d inst., Dr. E. Burnell, of West River, in the chair. Judge D. R. Magruder, president of the company, submitted the annual report of the directors, which stated that since the last annual meeting of stockholders a survey for the location of the entire length of the road from Drum Point to Baltimore has been completed, but that slight alterations may be made as the work of construction advances, with a view of saving in cost and distance. The right of way has been secured over more than one half of the line, with a good prospect of further grants of the right of way. The work of construction commenced on the first division, from Drum Point to St. Leonard, in June, 1873, and on the fifth division, from Annapolis to Butler's tavern, Eldridge Landing, in July, 1873, and was prosecuted until the occurrence of the financial panic in November, when it was suspended. Since then it has not been deemed prudent, nor was it practicable, to resume until the county subscriptions should be confirmed by the Legislature, and subscriptions be made actually by the county commissioners of the respective counties. The length of the road now graded on the first division is between three and four miles, and on the fifth division between two and three miles. The amount expended in construction has been $24,397 60, besides for right of way, $1,696 70. The whole amount received from payments upon subscriptions to the capital stock from the organization of the company up to the first of the present month is $33,348. The amount expended for engineering expenses has been $28,517 71. Salaries of officers, $7,739 96, and miscellaneous expenses, $12,979 74. The amounts expended over and above the receipts for subscriptions to the stock have been derived from loans made from time to time and from amounts received from the Annapolis and Eldridge railroad, under a contract made between the two companies for the construction of that part of the road between Annapolis and Elkridge. The purchase of the controlling interest in the Annapolis and Elkridge road saves between three and four miles of road of the main line between Baltimore and Drum Point, and saves the construction of between five and six miles into the city of Annapolis. The entire length of the road will be seventy-six miles. From Baltimore to Annapolis the distance will be twenty-three miles, eight of which are now made, (that of the Annapolis and Elkridge railroad,) leaving fifteen to be built. The report closed with a belief that as the construction of the road advances aid will be extended it by the city of Baltimore. After the reading of the report the board of directors were elected for the ensuing year: F. L. Barreda, New York; Judge D. R. Magruder, Calvert county; Andrew Banks, Baltimore county; James Webb, Baltimore city; H. E. Morton, Calvert county; W. R. Hutton, Baltimore city; Thomas S. Iglehart, Anne Arunde county; James Chester, Anne Arundel county; H. Owings, of S. Calvert county; James T. Briscoe, Calvert county; H. E. Loane, Baltimore city, and Dr. R. S. Steuart, Baltimore city.

Baltimore and Potomac Railroad.

The annual meeting of the stockholders of this company was held in Baltimore on the 12th inst. There was but little business transacted further than the reading of the annual report of ex-Governor Bowie, the president. The report shows the earnings of the road to have been satisfactory. The year after its completion the road was operated within its revenues, and the receipts so far in the present year have so largely exceeded the expenditure and increased so much over those of the corresponding months of last year as to be altogether encouraging. The report states that this excess would have been still greater but for the unusual expenditure caused by the unprecedented freshet of last autumn, which, however, is compensated for by the road having been placed in a better condition than before. The road bed has been widened and piled in many places, culverts enlarged, bridges substituted for culverts, and the road generally brought up to a condition than which no road could be made better. The bridges over the several rivers are reported to be in the best and strongest condition, and the different tunnels are fully completed. The arch bridge under Fulton avenue has been almost entirely rebuilt.

The entire transportation business of the road has been increasing in a ratio enabling all the trains, both passenger and freight, that could possibly be desired to be kept on the Washington Branch. It has, however, been found that the facilities extended on the Pope's Creek line were too liberal for the traffic offering or for the interest of the company. A passenger train is daily run up in the morning and down in the afternoon, but it has been found necessary to curtail the mixed trains of passenger and freight from a daily to a tri-weekly service. By an arrangement with the Richmond, Fredericksburg and Potomac railroad a fast express train has been established between Richmond and Baltimore, thus enabling passengers to leave Richmond in the morning, spend several hours in Baltimore, and returning, arrive in Richmond at an early hour in the evening. A contract, satisfactory at the time to all parties interested, for the use of the tunnel was duly executed on the 13th of December, 1873, between the Baltimore and Potomac, Northern Central, Western Maryland and Union railroads, and the Potomac Railroad Company has ever held itself in readiness to carry out the provisions of this contract. The report states that it is desirous of extending every proper encouragement for the use of the tunnel not only to these companies, but to all other roads entering Baltimore, upon terms just and equitable to all.

The report feelingly refers to the late J. Edgar Thomson, of Philadelphia, who took a deep interest in the road, and by whose friendly assistance the road became an assured success. The report adds that through the late Mr. Thomson millions of outside capital have been introduced into Maryland, largely developing her fertile resources.

At a meeting of the board of directors, after the adjournment of the meeting of stockholders, the following officers were re elected to serve for the ensuing year: Hon. Oden Bowie, president; J. N. Du Barry, vice-president and general manager; Stephen Little, secretary and auditor; John S. Lieb, treasurer.

Captain Tyler on the Working of Railways.

A paper on Simplicity as the Essential Element of Safety and Efficiency in the Working of Railways was read on Wednesday evening last, at the Society of Arts, in John street, Adelphi, by Colonel Yolland, in the absence from England of Captain Tyler, the author of the paper. Capt. Tyler's contribution, which is lengthy but interesting, enters very fully into the consideration of the subject on which he is so competent to treat. As might be expected, the gallant Captain upholds all the requirements so strenuously insisted upon by his department, and attributes to Colonel Yolland the first suggestion of the interlocking system, since known as Saxby's Patent. Captain Tyler points to the difference between simplicity of construction and simplicity in working, and regards the latter as the essential element in the safe working of railways. After taking exception to some remarks made by Sir E. W. Watkin, Mr. Forbes, and other railway chairmen, Capt. Tyler said that the greatest danger of accident or mistake on the part of railway officials arises from the want of the most efficient appliances and arrived at the conclusion that accidents may best be avoided by the judicious selection and careful training of the men employed, especially engine drivers and signal men; secondly, by providing these men with the necessary apparatus for the proper performance of their duties; and, thirdly, by the maintenance of a high standard of discipline among the men so as to secure efficient working. From his personal experience of the present working of our railways, we should have thought that Captain Tyler was in a position to add, as the final conclusion to his deductions, that the railway Companies, so far as it was possible, were doing their best to accomplish all the foregoing results. We might even be permitted to doubt, if the railways had been under State control, whether so much progress towards efficient working, now exhibited, would have been shown. Great departments of State are proverbially slow movers.—*Herapath, May 23.*

MR. ASA WHITNEY.

Mr. Asa Whitney, the senior member of the firm of A. Whitney & Sons, car wheel manufacturers, died June 4, aged 83 years, at his residence, No. 249 North Eighteenth street. Mr. Whitney was born in New England and went to New York State early in life, where he was engaged as engineer on several of the railroads and canals in that State. Subsequently he came to Philadelphia and was for a time a partner of the late M. W. Baldwin, the firm being Baldwin & Whitney. After the dissolution of his partnership with Mr. Baldwin he started the business of manufacturing car wheels on a new principle, that of annealing them after casting them in chill. In 1874 he established his works on Willow street, below Thirteenth, and soon removed to the location of the present extensive establishment, which now covers the entire block from Sixteenth to Seventeenth, and Callowhill street to Pennsylvania avenue, where from 200 to 250 wheels are made each day.

In 1859 Mr. Whitney was elected President of the Reading Railroad Company, the terminus of which was then at Schuylkill Haven. It did not at that time reach any of the coal mines, and Mr. Whitney inaugurated the plan of buying up the lateral roads by purchasing the Schuylkill Valley Railroad, thus laying the foundation of the system by which the Reading Railroad Company secured the coal trade of the Schuylkill region.

Mr. Whitney, was a man of strong character and analytical mind, and possessed a fund of quiet humor and anecdote, which rendered him a universal favorite. He leaves several children, one of his daughters being the wife of the Right Rev. Bishop Howe, of the Protestant Episcopal Church.—*Phila. Ledger.*

Northern Central Railway.

The Northern Central Railway Company have received official information of the successful negotiation in London, through the banking house of Drexel & Co., of this city, of a loan of £400,000, or $2,000 000, 6 per cent consolidated mortgage bonds, to bearer, in bonds of £200, or £1000 each. The rate at which the bonds are taken is 87½ per cent, the advances—£25 on allotment, £50 July 1st, £50 August 1st and £50 September 1st. The bidding for the loan on announcement was largely in excess of the amount offered. The principal of the bonds mature 1904, the interest periods are January and July, and the interest will be paid in gold at Baltimore or in sterling money at London, both principal and interest free from all State or Federal tax. The present issue of $2,000,000 is a part of a consolidated mortgage for $10,000,000, of which $6,000,000 is reserved to provide for the existing mortgage debt of the company. The proceeds of the money coming to hand through the loan just announced are understood to be for the payment of the existing floating debt, to be closely followed by a dividend on the stock, the situation of the company promising that desirable result. A meeting of the representatives of the stockholders of the company with a committee of the Directors of the Pennsylvania Railroad Company was held at the office of the latter named company, in this city, yesterday, with the view of comparing notes as to the future management of the Northern Central Railway, now in the control of the Pennsylvania Railroad Company. The meeting was entirely harmonious, and all agreed that the Northern Central is a most valuable property. Nothing, however, was said as to leasing the Northern Central road to the Pennsylvania Railroad Company. Mr. John H. Hutchinson, of this city, has been appointed on the committee representing the Northern Central Railway Company, in place of Mr. John Hulme, deceased.—*Phila. Ledger, June 12.*

The Pacific Railroads.

In the U. S. Senate, on the 16th inst., Mr. Bogy called up the House bill making additions to the 15th section of the act of July 2, 1864, amendatory of the act to aid in the construction of a railroad from the Missouri river to the Pacific Ocean.

The bill provides that any officer or agent of any company authorized to construct these roads or engaged in operating either of them who shall refuse to operate or use the road or telegraph under his control for all purposes of communication, travel and transportation so far as the public and Government are concerned as in one continuous line, or shall refuse in such operation and use to afford and secure to each of said roads equal advantages and facilities as to the rates or time of transportation, without any discrimination of any kind in favor of or adverse to the road or business of any or either of said companies, shall be deemed guilty of misdemeanor, and upon conviction thereof be fined not exceeding $1000, and be imprisoned not less than six months. The bill further provides that in case of failure or refusal of the Union Pacific Railroad, or either of said branches, to comply with the requirements of the act the party injured or the company aggrieved may bring action and be entitled to judgment for treble the amount of all excess of freight and fares collected by the defendant, and for treble the amount of damages sustained by the plaintiffs, by such failure or refusal, and for every violation of the act a new cause for action shall arise.

The bill further provides that the Denver Pacific Railroad Company shall be deemed part and an extension of the Kansas Pacific Railroad to the point of junction there with the Union Pacific Railroad at Cheyenne. The bill was then passed without amendments as it came from the House.

☞ The Boston *Journal* notices the arrival at Chelsea of the new ferry boat "City of Chelsea," which was built at the works of the Harlan & Hollingsworth Co., of Wilmington, Delaware. The boat is very plain and neat, and is most thoroughly built, her timbers being of oak. She is 165 feet long and 52 feet wide over all, and 12½ feet deep. The hull is of one half inch iron to the water line, and above that the iron is three-eighths of an inch thick. Her tonnage is 273 tons. She has a 38-inch cylinder engine with a 9 inch stroke. The boiler is 24 feet long, 9½ feet in diameter. She is thoroughly equipped with life preservers and boats according to law, and has a seating capacity of upward of 200. There is a smoking room, and the ladies' saloon is provided with toilet rooms. It is stated that the boat cost upward of $70,000.

☞ At a meeting of the directors of the Lake Superior and Mississippi Railroad, held at St. Paul, Min., on the 3d inst., the following officers were chosen; President and Land Commissioner, John P. Ilsley; Secretary and Treasurer of the Land Department, Thomas M. Davis; Assistant Secretary, S. W. Colton, Jr.; Attorney, James Smith, Jr.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific:													
1867	36,169	51,831	69,029	81,156	95,828	121,702	174,812	161,297	200,550	212,109	128,166	75,871	1,470,663
1868	64,463	86,937	81,396	96,431	106,835	164,729	259,590	251,832	282,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	558 080	532,657	511,854	609,788	579,642	535,380	467,659	5,670,882
1870	413,104	394,176	488,332	633,753	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720 929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285 567	1,299,900	1,037,992	12,734,729
1873	852,860	691,015	939,778	1,129,409	1,378,675	1,313,790	1,211,765	1,258,500	1,392,125	1,423,875	1,296,812	1,072,750	13,938,969
1874	848,556	794,000	867,666	1,182,000	1,360,000	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,369	381,999	388,964	461,290	466,097	483,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	371,708	332,902	378,217	379,879	409,254	419,196	438,362	559,882	497,261	540,756	421,315	352,604	5,156 326
1873	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,706	560,858	564,633	410,907	344,046	5,497,541
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366.100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	278,876	317,839	390.355	421,363	466,830	565.145	480,710	519.306	669,605	729,759	716,378	563,400	6.114,566
1865	541,005	482,164	499,296	468,368	585,623	747.942	702,691	767,508	946,707	922,683	754,671	547,842	7,976,490
1866	623,566	399,917	523.845	587,519	858,948	925.983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,032 739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305.673	1,371,780	1,140,145	845,708	13,355.467
1870	706,025	763,782	858,369	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,388	1,087,964	773,491	12,203,403
1871	655,428	602,182	774,944	787,641	1,094,101	952,899	851,846	1,699,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,123	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12.272.645
1873	752,468	765.249	987,258	1 084,023	1,256.072	1,309,578	1,240,987	1,284,094	1,071,448	1,451,827	1,039,306	1,019,501	13,816,465
1874	993,490	803,021	1,089,986	1,074,725	1,272,293	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1860	204,112	180,840	239,522	247,661	241.456	259.408	253,367	341,783	320,025	293.615	271,555	242,621	3,095,965
1870	208,069	226,897	244.182	246,046	260,169	274,021	249,365	319,012	317,887	339,239	319,573	284,166	3,273,719
1871	270.264	273,751	315,149	295,460	281,491	288,775	314,850	380,759	374,671	338,723	340,625	317,773	3,766,343
1872	340.791	320,922	372,974	381,113	373,619	341,104	326,268	401,252	417.328	439,581	389,830	358,743	4,482,625
1873	363,921	413,043	448,924	413.443	436,469	411,260	393,106	465,503	466,796	423,893	327,804	322,596	4,887,443
1874	363,053	276,099	318,976	342,247	306,778	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1871	1,055.469	971.193	1,201,500	1,253,955	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,604.651	1,483,454	1,417 211	17,398,327
1872	1,332,994	1,294,076	1,490,174	1,548.818	1,775,324	1,463,961	1,550,023	1,525 243	1,643,464	1,743 752	1,704,374	1,392,615	18,694,096
1873	1,326 505	1 329,472	1,515,382	1,541.958	1,754,821	1,717,593	1,685,384	1,774,570	1,918,247	1,882,421	1,560,023	1,625,129	19,631,781
1874	1,462,660	1,273,775	1,413,223	1,466,559	1,687,772	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1868	587,443	536,165	444,443	518,800	572,551	626,249	549.714	794,325	889.967	931,530	685,401	681,041	7,817,629
1869	659,138	524.693	709,645	568,282	640,975	778,261	696,228	841.363	979,401	914,406	814,413	696,677	8,823,482
1870	623.383	661,789	901,926	855,087	684,530	712,647	627,216	899,052	901.235	903,225	811,708	697,751	8,878,958
1871	624.744	559,617	663,598	620,223	713,142	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,436	531,627	575,393	559,871	648,956	659,363	609,846	783.255	744,782	881,693	696.475	698,063	8,026,754
1873	602,241	597,429	660,759	563,912	635,459	742,600	648,840	769,748	884,495	797,121	636,039	703,692	8,268,325
1874	611,491	538,668	567,554	580,921	647,892	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	183,673	152.264	267,411	303.915	306,944	266,086	282,725	332,555	365,446	337,999	303 805	210,197	3,321 519
1872	189,606	191,738	300,783	322.875	341,843	322,569	329,838	357.302	349,468	449,418	314,513	223.240	3,893,153
1873	150,567	194,786	300,719	352,300	332,764	312,614	323,251	328,189	333,785	392,510	265,217	201,462	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1,312,617	1,217,839	1,190,033	1,140,916	1,130,847	1,295 369	1,368,948	1,402,597	1,345.316	1,235,285	14,797.975
1872	1,339,389	1,294,710	1,498,408	1,528,250	1,479 945	1,323,476	1,225,708	1,459 360	1,635,691	1,764,788	1,558.424	1,483.480	17.591,629
1873	1,412,368	1,549,285	1,735,736	1,694,643	1,680,968	1,585,365	1,451,762	1,582,531	1,776,420	1,742,516	1,375,556	1,546,983	19,134,136
1874	1,519,249	1,306,132	1,371,545	1 593,827	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1871	130,883	126.224	140,740	118,173	119 650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	148,858	158.717	154.587	149,550	162,521	191,841	208,677	207,911	204 196	2,629 927
1873	169 843	161,132	178,000	187,489	193,148	194,787	176,205	172,498	207,529	184,191	151,793	150,301	2,126,875
1874	171,028	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	353.569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,080	406,283	363,187	326 891	378,880	467,990	511.447	453,873	387.827	4,755,958
1871	418,755	442,665	486,980	470.703	480.547	427,096	422.015	529,890	628,660	582,802	547,434	507,050	5,940,102
1872	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873	379,836	440,261	567,314	556,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,581	525,547	724,732	1,040,102	801 195	496,566	7,250 069
1870	396,171	382,823	377,571	443,133	720,700	755,737	636,434	661,020	886,316	908,318	791,014	529.758	7,420,421
1871	396,760	327,431	400,149	483,884	662,366	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,986	387,565	426,223	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702 858	513,787	6,967,771
1873	334.715	423,716	555.005	569.236	806,799	929,210	834,320	767,808	1,193,209	1,012,704	771,800	843,200	9,040.717
1874	654,400	657,500	576,020	742,050	964,500	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294.302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	358,677	341,373	321,659	236.106	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303.594	305,755	269,560	304,512	265.406	315,699	338,497	384,193	337,920	360.404	3,678,652
1873	227,897	261,346	344,632	321,047	301,521	272.600	267,784	325,093	382,036	353,168	308,632	206,100	.....
Philadelphia and Reading:													
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	508,367	423,045	644,503	688,578	1,063,002	1,510,088	1,213,303	1,359,433	1,418,141	1,413,643	1,423.278	837,080	12,500.664
1872	657.318	645,093	823,683	1,044,251	1,116,387	1,167.008	1,071 407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,748
1873	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	.....	.....
St. Louis, Alton and Terre Haute:													
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	302,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,710	129,567	167.305	158,627	163.286	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,647
1872	164,525	137,678	162,336	156,134	148,279	133,503	123,894	169,459	179,457	216,171	177,327	158,700	1,927,471
1873	144,209	159,454	177,514	170,218	164,300	165,260	151,532	165,610	178,302	200,646	132,892	132,752	1,942,689
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,624	126,012	127,412	126,775	124,983	123,943	1,372,286
1871	126,218	122,373	144,533	125,212	117,664	114,736	118,016	131,484	141,165	176,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	153,254	229,260	208,140	230,300	195,450	179,261	206,190	205,500	186,645	160,900	122,657	2,233,547
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	293.344	283,833	454,209	450,203	429,806	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,369	328,377	434,284	4,242,343
1870	257,664	293,645	295,270	318,699	340,892	348,633	322,756	466,431	503,643	451,294	425,687	516,618	4,454,464
1871	365.175	328,791	393,455	443,611	453,909	439,515	553,994	552,079	558,[illegible]7	600,205	531,080	516,935	5,736,666
1872	139,780	431,949	460,646	447,311	510,792	462,868	434,465	614,175	565,[illegible]11	621,351	489,341	466,081	5,944.570
1873	370.290	405,110	471,301	446.527	470,598	541,191	483,399	642,209	593,604	535,251	419,928	482,767	5,864,076
1874	423,343	400,984	404,699	447,855	420,719	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	23,550	617,585	755.447	999,665	837,368	716,820	5,709,182
1870	528,529	500 139	530,258	706,603	802,586	746,450	643,058	664 051	728,521	719,698	670.168	506,053	7,664,094
1871	479,573	373,925	499,809	584,640	724,466	728,174	678,698	681,866	800,402	777,362	708,142	489,932	7,521,682
1872	278,936	534,116	566,861	741,802	890,442	835,450	743,832	789,567	863,754	930,706	916,727	767,851	8,892,606
1873	523,976	491,784	708,256	681,266	1,007,351	930,363	876,833	887,277	1,068,987	1,170,586	970,660	758,832	10,266,104
1874	620,715	607,990	687,026	834,954	.....	.....	.....	.....	.....	.....	.....	.....	.....

Columbus and Mineral Valley Railway.

At a meeting held in Columbus, Ohio, on the 9th inst., in the interest of the Columbus and Mineral Valley Railroad, Gen. Thomas Ewing of Lancaster, chairman of a committee previously appointed, reported a certificate of incorporation, proposing to build from Columbus, in Franklin county, to a point at or near the mouth of Sunday creek, in Athens county, passing through Licking, Fairfield and Perry counties, and making the capital stock $300,000.

No survey has been made, of course, under the auspices of the Columbus and Mineral Valley company, but the two routes considered by the Columbus and Ferrara company are informally talked of—one of them by way of Reynoldsburg, and the other by way of Pickerington; one route striking the Atlantic and Lake Erie line at Pugh's, and the other tapping the same line between Bush's and Pleasantville. In either case the length of road to be built between here and the Atlantic and Lake Erie line will be about twenty-seven miles; the A. & L. E. line passes within fifteen miles of McConnelsville. The McConnelsville people, we understand, have already inaugurated the enterprise which is to connect them with the Atlantic and Lake Erie.

The certificate reported by Gen. Ewing was adopted, and was filed with the Secretary of State, after having been signed by the following persons: John W. Andrews, T. Leonard, Thomas Ewing, Fred. Michel, F. C. Sessions, John M. Pugh, F. B. Pond, D. W. C. Sawyer, R. F. Burt, A. C. Doney, T. W. Jones, James Taylor, John D. Nourse, G. G. Collins, Josiah Medbery, H. B. Haines, H. T. Hummel, J. J. Hausberg and David Pugh.

The corporators then held a meeting with R. F. Burt presiding, and Dr. Nourse acting as Secretary. Stock was subscribed to the amount of $30,100, and thereupon the stockholders, waiving the thirty days' notice by unanimous consent, proceeded to the election of the following named Board of Directors: John M. Pugh, P. Hess, R. C. Hoffman, T. Ewing Miller, R. F. Burt and T. Leonard, all of Columbus; Thomas Ewing, of Lancaster; A. M. Huston, of Zanesville; and James Taylor, of New Lexington.

The Board subsequently organized by electing John M. Pugh President, R. F. Burt Vice President, and Theodore Leonard Treasurer.—*Ohio State Journal*.

Crops and Business at the West.

The *Evening Post* says that a member of one of the oldest banking houses in this city has just returned from a tour of 4000 miles through New York, Ohio, Pennsylvania, Indiana, Illinois, Wisconsin, Iowa, Michigan and Minnesota, undertaken for the express purpose of learning the condition of the country by personal observation, for which he had special facilities. As the result of his travels and investigation, he reports that present indications promise the largest crops ever raised in the West. This applies not only to grain, but to all other staple products of that section. The farmers, who secured a good crop last year and obtained the cash for it, are now, he says, generally free from debt and in a most satisfactory condition. Stimulated by their success last season, they have planted a much larger area than ever before, and their labors have been seconded by unusually favorable weather. The crops are now so vigorous and far advanced that it is thought no subsequent changes of weather can seriously affect the harvest. He reports business in the Western cities as generally dull, but not nearly so dull as in New York. Both merchants and customers have, as a rule, been very cautious in their purchases, and the country is bare of goods. The country trade is growing very active, however, and the largest jobbing house in Chicago is doing a heavier business than ever before. Its members say that their collections in the country were never so good and that their trade this year will probably amount to $20,000,000. A large firm of pork packers and grain commission merchants, having houses in both Illinois and Indiana, expressed similar views, saying that in twenty years' experience they had never known such favorable prospect for the crops throughout the West. The prospects for the railroads and for business generally are said to be correspondingly favorable.

Montpelier and White River Railroad.

A letter to the Boston *Journal*, dated Montpelier, Vt., June 9, says:

An important meeting of Railroad Committees was held in this place to-day and very gratifying results were reached. The question under discussion had reference to friendly connections at this place between the Central Vermont Railroad and the Wells River Railroad, and the joint use of so much of the two lines as lies between Montpelier junction on the Central and the Coffee House junction on the Wells River Road, and the owning in common of the Central passenger house at this place. So far as the Committee of the Central road are concerned this action is final. On the part of the Wells River road the action of the Committee remains subject to the action of the directors. The deliberations of the Committees were entirely harmonious, and the results reached are received with favor by the people of Montpelier. As soon as an expression is made by the Wells River directors, if it is favorable, the next important step will be to begin the construction of the Barre road, or as it should be called, the Montpelier and White River road, a line chartered through the towns of Barre, Williamstown, East Brookfield, East Randolph, and East Bethel to the Central road at Royalton.

Lake Simcoe Junction Railway.

A meeting of the shareholders of this company was held in Toronto, Ca., on the 4th inst., Robert McCormick, Vice-President of the Provisional Board of Directors, presiding. The Managing Director, Mr. J. N. Blake, gave a satisfactory account of the progress made in the preliminary surveys of the line, and of the ascertained amount of produce and other resources of the district the road would traverse. A large sum has been raised in municipal bonuses towards the construction of the road, and the stock subscribed locally amounts to $1,200 per mile. The by-laws having been agreed to, a poll was opened for directors which resulted in the election of Messrs. R. McCormick, J. R. Bonchier, Jas. Anderson, Edmund Shuttleworth, W. Surmerfelt, Robert Royland, N. Graham, Allen Graham, and J. N. Blake. At a subsequent meeting of the Board Mr. J. N. Blake was elected President, and Mr. R. McCormick Vice President, of the Company.

Belfast and Moosehead Lake Railroad.

The Supreme Court, now holding a law term in Augusta, Me, has made a decision in the case of the Belfast and Moosehead Lake Railroad Company against the town of Unity. The suit was brought to recover $30,000, which, it was averred, had been subscribed by the town to the stock of the road. It appears that the decision was rendered on account of a fatal defect in the plaintiff's case. The town, by a two thirds vote, agreed to take $30,000 worth of stock to aid in building the road. At a subsequent town meeting, and before the directors of the company had accepted the doings of the town and before the road was located, the town, by a majority vote, rescinded its former action. The decision of the court turned on the point, as we understand, whether a majority of the voters of a town can reverse an act to the validity of which the law declares an affirmative vote of two thirds necessary. The court held that they could, which renders the Unity subscription nugatory. The decision was not expected by the company, and the board of directors, in their management of the affairs of the company, are sharply criticised by many, who believe that the town gets rid of paying its share of the cost of the road by a blunder on the part of the directors.

☞ The following communication from Messrs. Fisk & Hatch in regard to the counterfeits was received at the Stock Exchange on the 16th inst.:

"Counterfeit coupons from Central Pacific gold bonds series 'G,' of various numbers between 7,111 and 7,800, have been discovered. No counterfeit bonds of this series have come to the knowledge of the company, but it is presumed that the bonds from which the above coupons were cut are in circulation.

It is suggested that holders of bonds of series 'G' may present them at the office of the company, No. 9 Nassau street, for examination."

☞ Articles of association were filed at Trenton, N. J., on the 13th inst., under the General Railroad law, for the construction of a railroad from Mount Ephraim, Camden county, to the terminus of the Camden, Gloucester and Mount Ephriam Railway, a point in or near Blackwoodstown, in the same county. The road will be 6½ miles long, and the capital stock is $65,000.

☞ The Long Branch (N. J.) Horse Railroad Company have filed articles of association with the Secretary of State, at Trenton. The road is to run from Sea Bright to Long Branch, thence to Deal, and thence to Ocean Grove, in Monmouth County. The capital stock is $300,000, of which $30,000 has already been subscribed.

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THE undersigned, agents for the manufacturers, are prepared to contract to deliver best quality **American or Welsh Rails**, and of any required weight and pattern.

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NEW YORK.

THE ILLINOIS CENTRAL RAILROAD COMpany offers par and a premium of one per cent. (101 per cent.), with accrued interest, for any of its construction mortgage bonds presented for prepayment prior to July 1, 1876, at its office in New York.

The outstanding balance of its Construction Mortgage Debt is about $3,000,000. These Bonds mature April 1, 1875.

L. V. F. RANDOLPH,
Assistant Treasurer.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3 280,000	J. & J.	July '74 3½
Allegheny Valley 50	2,2 6 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '73 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " guar.100	786,476	M. & N.	Nov. '73 3½
Atlantic and St. Law*..100	39,494,900	M. & S.	Sept.'72 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Genesco & Mt. M.*100	194,250	A. & O.	Oct '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '74 5
Washington Br. 100	1,650,000	A. & O.	Apl. '74 5
Parkersburg Br. pref... 50	5,680 685	— & —	.....
Berkshire* 100	800,000	J.A J&O	Apl. '74 1½
Blossburg & Corning.*.. 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N	May '74 5
Bos., Clin. & Fitchb.pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & D	June'74 3
Bost., Conc. & Mont.*pref100	800,000	M. & N.	May '74 3
Boston and Lowell.....500	2,852,900	J. & J.	Jan. '74 4
Boston and Maine.....100	6,816,807	M & N.	May '74 4
Boston and Providence..100	3,950,000	M & N.	May '74 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A.	Feb. '74 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Mar. '74 5
" " pref.100	1,485,900	M & S.	Mar. '74 5
Camden and Amboy* ...100	5,847,800	J.A. J.O.	Apl. '74 2½
Camden and Atlantic... 50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Nov.'73 3½
Cape Cod 100	1,020,330	J. & J.	Jan.'72 $2½
Cape May and Millville* 50	447,000	J & D.	Dec. '73 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa* 100	1,159,500	— & —	.....
" pref. 100	2,200,000	M. & N.	May '74 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '74 4½
Cedar Rapids & Mo. R.*100	6,880,400	M. & N.	May '74 1½
" " pref.100	769,600	F. & A	Feb. '74 3½
Central of Georgia.....100	4,666,800	J. & J.	July '73 5
Central of New Jersey..100	20,000,000	J. A J O.	Apl. '74 2½
Central Ohio* 100	2,425,000	J. & D.	June '74 3
" pref..... 50	400,000	J. & D.	June '74 3
Central Pacific 100	54,275,500	.....	Sept. '73 3
Chemung* 100	880,000	J.A.J&O	Oct. '72 1½
Cheshire, preferred 100	2 100,000	J. & J.	Jan. '74 3
Chicago and Alton.....100	8,929,900	M. & S.	Mar. '74 5
" pref...100	2,425,400	M. & S.	Mar. '74 5
Chicago, Burl. & Quincy.100	19,897,000	M. & S.	Mar. '74 5
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	Jan. '74 4
Chicago & N. Western..100	15,033,480	J. & D.	Dec. '72 3½
" pref.100	21,259,563	J. & J.	July '73 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Apl. '74 4
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '74 4
Cin., Sand. and Clev.* .. 50	2,980,550	— & —	Apl. '72 10s
" pref... 50	429,048	M. & N	May '74 3
Clev., Col., Cin. & Ind...100	14,991,276	F. & A.	Aug. '72 3½
Cleveland & Mahoning*. 50	2,057,568	M. & N.	May '74 3½
Cleveland & Pittsburg*.. 50	11,236,150	F.M.AN	May '74 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*... 50	1,788,800	M.J.S.D.	Mar. '74 2
Colum. & Hocking Val..100	2,500,000	F. & A	Feb. '74 5
Concord 100	1,000,000	M. & N.	May '74 5
Concord and Ports.* 100	350,000	J. & J.	Jan. '74 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A.	Feb. '74 3
Connecticut Rive..... 10	1,950,000	J. & J.	July '74 5
Cumberland Valley..... 5	1,494,250	A. & O.	Apl. '74 4
Danbury and Norwalk.. 50	600,000	M. & N.	Nov '73 5
Delaware* 100	1,230,941	J. & J.	Jan. '74 3
Del., Lackaw. & Westn. 50	18,868,850	J.A.J. O.	Apl. '74 2½
Detroit & Milwaukee*.. 50	822,140	— & —	.....
" " pref. 50	2,096,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	A. & O.	Apl. '74 3
East Pennsylvania* 50	1,309,200	J. & J.	Jan. '74 3
East Mahanoy * 50	892,950	J. & J.	Jan. '74 3
Eastern (Mass.)..... 100	4,262,600	J. & J.	July '73 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*.100	600,000	F. & A.	Feb. '74 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '74 2½
" " pref. 50	500,000	J. & J.	Jan. '74 3½
Erie Railway 100	78,000,000	.....	Oct. '73 1
" pref.....100	8,888,910	.....	Oct. '73 3½
Erie and Pittsburg* 50	1,090,250	M.J.S.D.	Mar. '74 1½
Fitchburg 100	4,000,000	J. & J.	July '74 4
Georgia 100	4,150,000	J. & J.	Apl. '74 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.)..... 100	14,367,946	— & —	.....
Great Western, (Ca.) ..100	19,237,404	A. & O.	Apl. '74 1½
Hannical & St. Joseph..100	4,161,700	F. & A.	Aug. '70 3½
" pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	May '74 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '74 3½
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '74 4
Huntingdon & Bd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. & J.	July '68 3½
Illinois Central 100	25,280,510	F. & A.	Feb. '74 4
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S.	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	Jan. '74 3
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*..... 100	1,500,000	J.A. J.O.	Apl. '74 1½
Joliet & North. Indiana*100	800,000	J. & J.	Jan. '74 4
Lake Shore & Mich. So..100	49 466,500	F. & A.	Aug. '73 4
" (guar.)100	633,500	F. & A.	Feb. '74 5
Lawrence* 50	280,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	8,739,800	M. & N.	May '67 5
Lehigh Valley 50	27,916,850	J.A. J.O.	Apl. '74 2½
Little Miami.*..... 50	5,871,450	J.A. J.O.	Apl. '74 3
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. '74 3½
Long Island..... 50	3,000,000	M. & S.	May'73 10s
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '74 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '74 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Apl. '74 3
Lykens Valley 20	600,000	F.M.AN	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	May '74 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '74 3
Memphis & Charleston* 25	6,312,725	J. & D.	Jan. '69 3
Michigan Central 100	18,738.204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323.375	J. & J.	July '74 5
Milwaukee and St. Paul..100	13,398,550	J. & J	Dec. '70 7s
" " pref.....100	10,825,777	F. & A	Feb 74 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '74 4
Morris and Essex* 50	14,008,100	J. & J	July '74 3½
Nashua and Lowell.....100	800.000	M. & N.	May '74 5
Naugatuck 100	1,881 900	F. & A.	Feb. '74 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '74 5
Newark and N. York*..100	977,400	J. & J.	Jan. '74 3½
N. Bedford 100	1,010,100	M. & N.	May '74 4
N.Castle & Beaver Val.* 50	1,800,000	J.A. J.O.	Apl. '74 2½
N Haven & Northamp...100	605,000	J.A. J.O.	Sept '72 3
New Jersey* 100	7,295,200	J.A. J.O.	Apl. '74 2½
New London Northern*100	1,418,800	J. & J.	Jan. '74 4
N.Y. Cen. & Hudson R...100	89,428,330	A. & O.	Apl. '74 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '74 4
" " pref.100	1,500,000	J. & J.	Jan. '74 4
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	July '74 5
N. Y., Provid. & Boston.100	2,000,000	J.A. J.O.	Apl. '74 2½
Nieg. Bridge & Canand*100	1,000,000	J. & J.	Jan. '74 3
North Carolina* 100	4,800,000	irregular.	Jan. '73 5
N. Eastern (N.C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 473,500	January.	Jan. '74 5s
Northern Central 50	5,842,000	M. & N.	Nov. '72 3
Northern N. Hampsh...100	3,068,400	J. & D.	June'74 4
Northern New Jersey*.. 100	1,000,000	J. & J.	Jan. '74 4
Norwich & Worcester*.100	2,823,400	J. & J.	Jan. '74 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '74 3
" " pref.100	2,000,000	A. & O.	Apl. '74 4
Ohio and Mississippi....100	19,995,847	J.A. J.O.	.....
" " pref.100	4,024,474	J. & D.	Dec'72 3½s
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	Jan. '74 3
Old Colony & Newport..100	6,297,900	J. & J.	Jan. '74 3½
Oswego and Syracuse*.100	482,400	F. & A.	Feb. '74 4
Pacific of Missouri.....100	3,635,750	J.A. J.O.	Apl. '74 1½
Panama.....100	7,000,000	J.A. J.O.	July '74 3
Paterson and Hudson*..100	630,000	J. & J.	Jan. '74 4½
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	Jan. '74 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '74 3
Pennsylvania 50	72,000,000	M. & N.	May '74 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '74 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan '74 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D	June'74 3
Philadelphia & Reading 50	32,684,375	J. A. J.O.	Apl. '74 2½
" " pref... 50	1,551,800	J.A. J.O.	Apl. '74 2½
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Apl. '74 5½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	July'74 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Apl. '74 1½
" Special Imp..100	2,000 000	J.A. J.O.	Apl. '74 1½
Pittsfield & N. Adams...100	400,000	J. & J.	Jan. '74 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '74 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '74 5
Raleigh and Gaston.....100	1,500,000	J. & J.	Jan. '74 5
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '71 6
Roch. & Genesse Val.*.110	557,500	J. & J.	Jan. '74 4
Rome, Watert. and Ogd..100	2,998,900	— & —	.....
Rutland*..... 100	2,700,000	J. & J.	Jan. '74 3½
" preferred..... 100	4,300,000	— & —	.....
St. Croix and Penobscot.100	100,000	F. & A.	Feb '74 3½
St. L., Alt. & T. Haute..100	2,300,000	J. & J.	July '71 2
" " " pref.100	2,040,000	— & —	.....
St. Louis and Iron Mt...100	10,000,000	July.	July '74 3
St. L., Kan. C. & North.100	12,000,000	F. & A.	Feb. '74 3
" " pref. 100	12,000,000	.....	.....
Saratoga and Schenec.*.100	800,000	Nov. '72 2	
Schuylkill Valley* 50	576,050	A. & O.	Apl. '74 3½
Seaboard and Roanoke..100	1,151,400	J. & J.	Jan. '74 2½
Shamokin V. & Pottsv.* 50	869,450	M & N.	Nov. '70
Shore Line* 100	995,800	F. & A.	Feb. '74 3
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '74 3½
South Carolina 100	8,819,275	J. & J.	Jan. '72 3
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb. '72 2
Staten Island..... 100	660,000	F. & A.	Feb. '73 4
Stockbridge and Pitts.*.100	448,700	J. & J.	July '67 4
Stony Brook* 100	267,200	J. & J.	Jan. '74 3½
Summit Branch*..... 50	2,502,250	M. & N.	May '72 3
Sussex (N. J.)..... 100	317,850	F. & A.	Feb. '74 3
Syr., Bingham. & N.Y.*100	1,670,139	J. & J.	Jan. '72 2½
Taunton Branch 100	500,000	— & —	Dec. '72 3
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '74 5
Tol., Peo. & War. 1st pref..100	1,797,000	J. & J.	Jan. '74 5
Tol., Wab. & West. pref.100	1,000,000	— & —	Jn. 70 11-4s
Troy and Greenbush*...100	374,400	M. & N.	May '74 3½
Union and Black River...100	1,666,000	J. & D.	Dec. '71 3½
Vermont and Canada*...100	2,500,000	J. & J.	Jan. '73 3
Vermont and Mass 100	$2,800,000	J. & D.	Dec. '72 2
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '74 1
Warwick Valley..... 100	225,000	J. & J.	Jan. '74 3
West Jersey..... 100	1,556,750	A. & O.	Apl. '72 2½
Winchester & Potomac*100	180,000	F. & A.	Feb. '74 4
Winchester & Strasburg*100	500,000	J. & J.	Jan. '74 3½
Worcester and Nashua. 75	1,400,556	J. & J.	Jan. '74 $5
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	..... 2½
Baltimore City 100	800.000	— & —	Jan. '74 3
Bleecker st. & F Fy.(NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl. '74 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Apl. '73 3
Broadw. & 7th Av. (NY)100	2,100,000	J. & D.	Jan. '70
Brooklyn City 100	1,500,000	F.M.A.N	May '74 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica....100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Apl. '74 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '74 8
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..100	500,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Feb. '74 2
Eighth Avenue (N.Y.)....100	1,000,000	J.A. J.O.	Oct. '71 8
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry ..100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw.(Ph.) 50	491 750	J. & J.	Jan. '74 5
Germantown (Ph.)..... 50	1,000.000	J. & J.	Jan. '74 3
Girard College (Ph.) 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '74 4
Heston, Mantau & Fairm. 50	2,050.000	J. & J.	Jan. '74 1½
Lomb. & South Sts.(Ph.) 25	105.000	A. & O	Oct. '71 8
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	M. & N.	Nov.'73 5
Middlesex (Boston).....100	400,000	A. & O.	Apl.'73 4
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	Jan. '74 5
Philadelphia and Darby 20	200,000	J & J	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '74 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	Oct. '73 2
Second & Third St.(Ph.) 50	962,100	J. & J.	Jan. '74 6
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '74 2
Sixth Avenue (N. Y.).....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '74 2
Somerville (Boston) 100	75,000	M. & N.	May '74 3
South Boston 50	400,000	J.A. J.O.	Apl. '74 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	600,000	J. & J.	Jan '74 8½
West Philadelphia..... 50	400,000	J. & J.	Jan. '74 9
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'73 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '74 4
Delaware and Hudson...100	15 000.000	F. & A	Feb. '74 6
Delaware and Raritan*..100	5,847,400	J.A. J.O.	Apl. '74 2½
Erie of Pennsylvania..... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	9 390,350	J.S D.M.	June '74 2
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania..... 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'74 30c
" " (pref.). 50	2,898,977	F. & A.	Feb'74 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	.....	— & —	.....
" preferred 50	2,907,850	— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D	June '74 2
American Coal..... 25	1,500,000	M. & S.	Mar. '74 4
Am. Mereh. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 1½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton..... 16½	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref..... 100	8,693,400	— & —	.....
" certif..... 100	2,324,000	J. & J.	.....
Pacific Mail Steamship.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	May '74 5
Pullman Palace Car..... 100	4,000,000	F.M.A.N	May '74 3
Quicksilver, common 100	5,700 000	— & —	.....
" preferred 100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
United States Express.... 100	6,000,000	F.M.A.N	May '74 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp.100	5,000,000	J. & J.	Jan. '74 4
West. Union Telegraph.100	35,000,000	J. & J.	July'74 2
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov. 69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities June 1, 1874.					
Loan of June 14, 1858 ..... registered	$260,000	5	Jan. & July.	1874	....
.. .. coupon	.....	5	" "	1874	....
Loan of February 8, 1861 ..... registered	13,678,000	6	Jan. & July.	1880	116¾
.. .. coupon	4,647,000	6	" "	1880	121¼
Oregon War Bonds of March 2, 1861 ... coupon	945 000	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861 ... registered	125,786,400	6	Jan. & July	1881	116¾
.. .. coupon	63,534,950	6	" "	1881	121¼
Loan of Feb. 25, 1862 (5-20s) ..... registered	16,598,300	6	May & Nov.	1882	115¾
(5-20s) ..... coupon	151,399,600	6	" "	1882	113¾
Loan of March 3, 1863 ..... registered	53,630,100	6	Jan. & July.	1881	116¾
.. .. coupon	21,36 ,900	6	" "	1881	121¼
Loan of March 3, 1864 (5-20s) ..... registered	946,600	6	May & Nov.	1884	116¾
Loan of June 30, 1864 (5-20s) ..... registered	28,010,950	6	May & Nov.	1884	116¾
(5-20s) ..... coupon	33,035,250	6	" "	1884	117
Loan of March 3, 1865 (5-20s) ..... registered	33.789.750	6	May & Nov.	1885	116¾
(5-20s) ..... coupon	118,744,600	6	" "	1885	118¾
.. .. 2d series (5-20s) ..... registered	56,874,900	6	Jan. & July.	1885	116
(5-20s) ..... coupon	145,758,200	6	" "	1885	120¼
.. .. 3d series (5-20s) ..... registered	87,809,550	6	Jan. & July.	1887	116¾
(5-20s) ..... coupon	222.844,850	6	" "	1887	120¾
.. .. 4th series (5-20s) ..... registered	13.916,500	6	Jan. & July.	1888	116¾
(5-20s) ..... coupon	23,557,500	6	" "	1888	170¾
Loan of March 3, 1864, (10-40s) ..... registered	141,116,000	5	Mar. & Sept.	1904	113¾
.. .. (10-40s) ..... coupon	53,451,300	5	" "	1904	113¾
Consols of July 14, '70 & Jan. 20, '71 ..... registered	177,659,150	5	F. M. A. & N.	1881	113¾
.. .. coupon	137,792,550	5	" "	1881	114
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	.....	3	.....	Dem.	.....
Navy Pension Fund of July 28, 1868 ..... (cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,623,512	6	Jan. & July.	'96-'99	114¾
U. S. Notes and Fractional Currency	428,615,427	mil.	.....	.....	...
State Securities, latest dates.					
Alabama—($16,42 ,000):					
.. Bonds (old and extended), 1866 and '72 ..	2,582,800	5	May & Nov.	'86-'92	....
.. Bonds (new), 1866, '68 and '72	2,386,000	8	Jan. & July.	'86-'92	....
.. Railroad Aid Bonds, 1870 and '71	2,620,000	8	" "	'0 '91	....
.. Railroad Bonds endorsed, 1870 and '71 ..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,800,0 0):					
.. Funded Bonds, 1869 and 70	2,850,000	6	Jan. & July.	'0-'00	....
.. Levee Bonds, 1871	2,185,000	7	" "	1901	...
.. Deficiency Bonds, 1872	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71	5,465,000	7	April & Oct.	'69-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	112¾
.. Bounty and Relief Bonds, 1863 and '64 ..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,300):					
.. War Loan, July 1, 1861, (10-20s)	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s)	2,386 000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-20s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free	1,741,100	6	" "	1885	....
Florida—($,728,865):					
.. Convention Bonds 1868	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69	191,000	6	Various.	'98-'99	....
.. Bonds, 1871	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R.R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	....
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R. R., '58, '59, '60 & '61	600,000	6	Feb. & Aug	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1860.	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866	3,900, 00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870 ...	4,880,000	7	Various.	1890	....
.. Railroad endorsements, to July 1872	12,000,000	7	Various.	'90-'92	...
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	848,000	6	" "	77-'78	....
.. Thornton Loan Bonds, 1861	102,000	6	" "	1880	...
.. War Loan Bonds, 1861	417,000	6	" "	1880	...
.. Chicago Relief Bonds, 1871	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):			Jan		
.. State Bonds (various) 1863 to 1864	110,675	6	" & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869	1,226,000	7	"	'76-'89	....
Kentucky—($2,750,510):					
.. State Bonds 1834 and '43	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs)	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	49
.. Deficiency (Treasury) Bonds 1853	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	50
.. .. .. 1866	1,000,000	8	Various.	1886	57
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869	500,000	7	Mar. & Sept.	1899	....
.. State B'ds (N.O., Mob. & Chat. R.R.) '70 '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866 ...	259,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61	271,000	6	Various.	'78-'78	...
.. War and Bounty Bonds, 1863 and '64 ...	3,832,500	6	"	'83-'89	100¾
.. Municipal Equalization Bonds	3,084,400	6	April & Oct.	1889	98
Maryland—($12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838 ...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39	590,040	6	" "	1890	95
.. Bonds to Ches. & Ohio Canal 1870	3,630,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1868	511,355	6	J. A. J. & O.	1883	107

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.	706,000	5	Various.	'72-'80	....
.. State (public works) scrip	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861	2,800.000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862	600,000	5	" "	'77-'78	94¾
.. Coast Defense Loan, 1863	888,000	5	" "	1883	91¾
.. Bounty Loan, 1864	4,379,560	5	May & Nov.	1894	99¾
.. Bounty Loan, 1864, £826,600 stg	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866	2,551,500	6	Mar. & Sept.	1886	....
.. R. R & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	100¾
.. R. R. & Hoosac Tunnel bonds, dollar ..	1,166,500	5	" "	'90-'95	92¾
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863	445.000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863	431,000	6	" "	1878	97
.. $2,000,000 Loan Bonds, 1863	718,000	6	" "	1883	....
.. Renewal Bonds, 1868	463,000	7	May & Nov.	1890	91
.. Bounty (War) Bonds, 1865	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	97
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	...
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	98¾
.. State Bonds, funding, 1867-68	2,727,000	6	" "	'76-'91	...
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861	812,000	6	Jan. & July.	'71-'78	99¾
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	97¾
.. War Loan Bonds, Oct. 1, 1866	750,000	6	April & Oct.	'72-'74	99¾
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free	1,200,000	6	Jan. & July.	'73-'84	104
.. War Loan Bonds, 1863, tax free	1,002,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free	584,400	6	" "	'97-'02	....
New York—($38,121,600):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	plens.	....
.. General Fund Stock	1,189,780	6	" "	plens.	....
.. Canal Stock	1,106,420	5	" "	1874	....
.. Canal Stock	7,408,000	6	" "	'72-'73	107
.. Canal Stock	2,572,000	6	" "	'74-'76	106
.. Canal Stock	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered	20,675,000	7	Jan. & July.	1877	110¾
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	110¾
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860	4,738,000	6	Jan. & July.	'72-'92	28¾
.. State (old) Bonds 1848 to 1860	3,639,000	6	April & Oct.	'72-'92	28
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	21
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	...
.. Funding (Debt) Bonds, 1866	2,417,400	6	Jan. & July.	1900	20¾
.. Funding (Interest) Bonds 1868	1,821,400	6	April & Oct.	1878	....
.. Special Tax Bonds	11,407,000	6	" "	'98-'99	...
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg f'd	882,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, skg f'd	1,600,000	6	" "	1876	99
.. Loan of 1860 Bonds, skg f'd	1,495,309	6	" "	1881	102
.. Loan of 1856 Bonds, skg f'd	2,400,000	6	" "	1886	103
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	...
Pennsylvania—($24,272,956):					
.. Loan of Feb. 1867 (5-10s)	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s)	3,786,550	6	" "	'72-'77	....
.. Loan of Feb. 1867 (5-10s)	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	77-'82	108
.. Loan of Feb. 1867 (15-25s)	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s)	9,271,850	6	" "	'82-'92	110¾
.. Inclined Plane Loan, of April 1849	400,000	6	April & Oct.	1879	....
.. State Stocks (old)	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old)	.....	5	" "	'77-'78	...
.. .. (old)	.....	4½	Jan. & July.	1882	...
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862	1,049,000	6	Mar. & Sept.	1892	97¾
.. .. of Jan. 1863	200,000	6	April & Oct.	1893	....
.. .. of June 1863	602,000	6	Jan. & July.	1893	....
.. .. of May 1864	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66 ..	1,233,188	6	Jan. & July	'71-'90	...
.. Funding Stocks & Bonds '66-'68	1,750,000	6	April & Oct	1888	18
.. .. '66-'69	2,262,714	6	Jan. & July.	'87-'97	8
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R. Bonds 1854	970,000	6	" "	'74-'76	....
.. Conversion Bonds 1869	7,374,700	6	" "	1888	....
.. .. .. 1870	500,000	6	April & Oct.	1890	...
Tennessee—($30,952,156):					
.. Railroad Loan Bonds	31,300.417	6	Jan. & July.	long.	79
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	83¾
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870 ...	700,000	7	Jan. & July.	90-'10	....
.. Deficiency Bonds, 1871	357,000	10	Mar. & Sept.	1876	85
Vermont—($822,000):					
.. War Loan Bonds, coupons	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	86-'90	35
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'90	35
.. State Bonds, sterling coupon	1,865,000	5	" "	'86-'00	....
.. Funded Interest, 1866-'67	6,692,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867	466,250	5	" "	'85-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,000,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	15,000pm	6*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	15,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	105
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	101
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1890	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	80
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	43½
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	16,000pm	7*	Jan. & July.	Boston.	1899	...
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	10,000pm	8	Jan. & July.	New York.	1900	64
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R. R.)	484,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	357,250	6	Jan. & July.	Baltimore.	1875	100½
Loan of 1850-'80	579,500	6	" "	"	1880	101½
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	100½
Loan of 1855-'90 (Balt.) skg fd	3,461,146	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,620,320	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,498,016	6	" "	"	1902	....
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	Jan. & July.	Baltimore.	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	99½
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Princeton.	1885	83
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	83
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	79
1st Mortgage (Equalization)	248,000	7	" "	"	1889	89
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	90½
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug	New York.	1866	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200 000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	...
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	22½
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	45
Mass. Loan (rec'd by $4,000,000 Bor.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct	Boston.	1879	96
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	102

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	$80,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	86
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage coin or stg skg f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	53
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	99½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	98½
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,840	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	99½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1898	50
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	6,000,000	7*	Jan. & July.	New York.	1891	85
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	96
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	8,700,000	7*	Jan. & July.	N. Y. L. & F.	1908	54½
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	...
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	103
Chattel Mortgage	158,350	6	" "	"	'80-'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	80
Cedar Rapids & Mo. Riv. (C & N W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	83
1st Mortgag 2d Div. $10,000 p. m.	682,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,382,000	7	May & Nov.	" "	1916	85½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p. m.	3,248,000	7*	Jan. & July.	New York.	1899	46
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	3,612 760	7	" "	" "	1902	101½
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	108½
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	91½
Central Pacific of California:						
1st Mortgage, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	92½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	100
State Aid B'ds (1st. by State) gold	1,500,000	7*	" "	" "	1885	102½
1st Mort. (Western Pacific) gold	2,736,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.)	500,000	5*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	4,000,000	6*	April & Oct.	New York.	1900	...
Land bonds (Cen. Pac. Co.) gold	9,163,000	6*	" "	" "	1890	...
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	...
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	...
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	...
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	52
1st Mort. (Va. Con.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	73½
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75-'80	98½
Chester Creek:						
1st Mortgage guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	800,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	100
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	106½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	98
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (" ") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1885	110
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,968,225	7	Jan. & July.	Boston.	1896	96½
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul)guar.	1,000,000	8	April & Oct.	" "	1879	98½
1st Mort. (Dix., Peo. & Han.)guar	800,000	8	Jan. & July.	" "	1889	97½
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	98½
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	99½
1st Mort. (O., O. & Fox Rv.)guar.	1,260,000	8	" "	" "	1900	98
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	99
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold.	2,600,000	7*	April & Oct.	New York.	1900	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	41
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	92½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar.C&NW	592,000	7	Jan. & July.	Boston.	1880	93½
3d Mort. (now 2d) guar.C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	103
Funded coupons (193 m.)	750,000	7	May & Nov.	" "	1883	96
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	102½
Appleton Ext. (23 m.& 76,000 ac.)	174,000	7	" "	" "	1885	89
Green Bay Ext. (26m & 76,000 a.)	284 000	7	" "	" "	1885	89
Equipm't (Engs & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,775,000	7	Feb. & Aug.	" "	1882	102½
2d Mort. (Gal. & Chic. 248 m.)	938,000	7	May & Nov.	" "	1875	99
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	129,500	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	331,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y	3,105,000	7	F. M. A. & N.	" "	1915	86½
Consol. gold bonds for$48,000,000	4,584,000	7*	June & Dec	" "	1902	76
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	389,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" " ") guar.	9.500	7	June & Dec.	" "	1896	....
1st Mort. (Chic.& Mil.R.W.)guar	1,141,000	7	Jan. & July.	" "	1898	94½
1st Mort. (Bel.& Mad. R.R.)guar.	306,000	7	"	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.1, '69, $16,000pm	1,350,000	8	May & Nov.	New York.	1889	89
1st Mort. of Nov. 1, '71, $16,000 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $10,000per mile	.....	8	Feb. & Aug.	New York.	1901	100
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C.,R.I.& Pac.)	8,000,000	7	" "	" "	1896	106
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1880	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for$41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M.(Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar.by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	82½
Cin. & Martinsville(L.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July	New York.	1896	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77 '87	70
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1800	71½
1st Mort. (San., Day. & Cin.)S.F.	988,000	6	Feb. & Aug	Boston.	1900	70½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000 000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div.) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	99½
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1865	....
Clev. & Mahoning(A.& Gt. Wtn):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	100½
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July	" "	1892	95
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	98
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund.	15,344,750	7	April & Oct.	New York.	1908	53
2d Mortgage Consol. skg fund.	3,679,900	7	Feb. & Aug.	" "	1909	60
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300,000	7	Jan. & July.	" "	1890	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1860	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	96
Notes payable, conv. at par	594,000	7	" "	"	1876	97
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	1,000,000	6	March & Sept.	Philadelphia.	1.2.3.4.	88
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowaneeque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	68
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,981,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	136,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500.000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	98½
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1878	107
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	104
Convertible b'ds(Del.Lack.& W.)	5,000,000	7	June & Dec.	" "	1892	102½
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.&Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1898	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	...
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	99
Dubuque and Sioux City:						
1st Mortgage tax free	594,000	7	Jan. & July.	New York.	1893	94
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	160,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage....?	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	85,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101½
East Tenn. & Georgia (E.T.V.&G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	90
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	99
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	March & Sept.	"	1882	93½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	99
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	60
Erie Railway:						
1st Mortgage	2,455,000	7	May & Nov.	New York.	1897	104½
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	98
3d Mortgage	4,582,000	7	" "	" "	1883	97½
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	96
5th Mortgage convertible	709,500	7	June & Dec.	" "	1888	94
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	...
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	NY& London.	1920	....
Convertible bonds	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 50, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1892	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.)	155,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.)	221,000	7	Jan. & July.	" "	1887	....
" 3d series (52,091) tx.f.	2,046,000	8	March & Sept.	" "	1888	....
R. & Holly lease, S.F. 25 000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1899	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N. Y. & Lond.	1900	...
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	Jan & July.	"	1898	....
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	90
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	102½
2d Mortgage	948,000	7	May & Nov.	" "	1875	99
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	" "	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	18'6	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	96½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,838 335	14,191,675	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'75	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York	'81-'86	60
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples (T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	80
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	75
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York	'71-'77	94½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds (222m)	5'4,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	78½
1st Mort. (Q. & Palm.R.R. 15 m.)	600,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City&Cam.R.R55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	102
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F.& P.M.):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	109,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	105½
3d Mortgage	180,000	7	May & Nov.	" "	1875	104
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	103½
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	96
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	68
Illinois Central:						
Construction bonds, cur. skg f'd.	2,742,000	7	April & Oct.	New York.	1876	100
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1876	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	...
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	80
2d Mortgage	1,500,000	8	Jan. & July.	" "	1899	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L. F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	81½
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.	.....	8	Feb. & Aug.	New York.	1900	91
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1686	99½
2d Mortgage	500,000	8	March & Sept.	" "	1868	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	98½
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	108½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	793,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	90
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS& MSo.	840,000	8	Jan. & July.	New York.	1888	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	90
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" ").	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB,78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1898	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	60
1st Mort. (2d Div. 253.94 m.)gold	4,068,000	6*	June & Dec.	" "	1896	60
1st M.(3d D.244.66m.& 3,0: 0,000a)	6,455,000	7*	May & Nov.	N. Y., L. & F.	1899	....
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,321,000	7*	Jan. & July.	N. Y., L. & F.	1886	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1898	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	98½
Lackawanna & Bloomsb(D L&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	200,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N. W.	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	76
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N Y B's.& Ph.	1899	50
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,200,000	7	J. A. J. & O.	" "	1890	96½
Consol. coupon July 1, 1870	1,209,000	7	Jan. & July.	" "	1890	98½
Bonds of Oct. 1, 1872	5,205,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore) Ap. 1, '69	1,498,000	7	" "	" "	1899	95½
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	102
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	96½
Skg Fund July 1, 1855 C. & Tol.	1,595,000	7	Jan. & July.	" "	1885	103
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	97½
1st Mort. May 1, 1855 M. S. & N. I.	5,256,000	7	May & Nov.	" "	1885	103½
2d Mort. Oct 31, 1857 "	2,692,000	7	" "	" "	1877	100
Mort. Nov. 1, 1858 Buff. & Erie.	.....	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1863 "	3,000,000	7	April & Oct	" "	1898	97
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	99
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	90
1st Mort. Oct 1, 1867 (Sch& Tb R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. All.& Gr.R.)	840,000	8	" "	" "	1868	95½
1st Mort. July 1, 1863 (J.& Frank.)	468,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1890	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold.	5,000,000	10	Jan. & July	N. Y. & Bost.	1899	55
Lehigh and Lackawanna:						
1st Mortgage tax free	800,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	.....	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	99
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	106½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	102½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	99½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	90½
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1908	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	346,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'88	....
Consol. M. for $5,000,000 (392 m.)	6,647,000	7	April & Oct.	" "	1898	83
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	87½
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (")	280,000	6	" "	"	1876	....
1st Mortgage (L. & E.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	..
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	103½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	90½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1899	78½
1st Mort. (Scioto & H. Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Mississippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1899	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.D'v.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	101½
Michigan Central:						
1st Mortgage, convertible	556,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	108
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	96
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	104
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	600,000	8	March & Sept.	" "	1879	94½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (" ") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown,Unionv.& W.Gap(E)						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,514,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	80
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,808,000	7	Jan. & July.	" "	1897	78
1st Mortgage (Minn. Cent)	192,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	82
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	106½
2d Mortgage (P du Chien)	1,316,000	7.3	" "	" "	1898	92
Milwaukee City Loan	233,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Win.)	284,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $13,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	1899	19½
1st Mort. Land Grant gold	1,000,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,500	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,838,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost	....	74½
Mobile and Girard:						
1st Mortgage	377,600	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st Mortgage Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1888	....
2d Mort. (Income Liquidation)	943,221	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	106
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	104½
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	92
Consolidated bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1899	94½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	89
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st Mortgage, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie d bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	31
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.)						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(" ")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	94½
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	101½
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	99
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	88
Bonds for real estate (")	162,000	6	" "	" "	1883	88
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	96
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	103½
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	....
Consolidated mortgage of 1863.	1,754,000	6	Feb. & Aug.	" "	1893	99
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	100½
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'78-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1898	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225 000	6	Jan. & July.	Philadelphia.	1885	99½
2d Mortgage	5,000,000	7	May & Nov.	"	1896	102½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	106
North Shore (L. I.)						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	95
3d Mortgage skg fd	1,228,000	6	April & Oct.	"	1900	90
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	95
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	91
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	20
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	98
Equipment Mortgage	200,000	8	" "	"	1879	98
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage	6,694,000	7	Jan. & July.	New York.	1898	91½
Consolidated 1st Mortgage, stg.		7*	" "	London.	1898	....
Consolidated 2d Mortgage	3,529,000	7	April & Oct.	New York.	1911	72
2d Mortgage, (W. Div.)	433,000	7	Jan. & July.	" "	1874	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bond	50,000	7	May & Nov.	" "	1883	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	78½
1st Mortgage (War. & Fkln.)	580,000	7	April & Oct.	"	1882	78
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	40
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	98½
Plain Bonds	485,000	6	April & Oct.	"	1875	95
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	104½
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	50
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	82
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	79
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	73
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	92
Orange and Newark:						
1st Mortgage	646,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New Yor k.	1888	....
Oshkosh & Miss. (M. & S. P)):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1895	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	98
Owensboro' and Russellville:						
1st Mortgage for $1,500,000.	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	79½
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	78
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,800	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lex. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama.						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Highta.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,970,000	7	Jan. & July.	Philadelphia.	1880	103½
2d Mortgage (")...	2,583,600	6	April & Oct.	"	1875	100½
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	19,490,760	6	J. A. J. & O.	Philadelphia.	1910	92½
State lien for $17,500,000, skg f'd	5,854,760	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	310,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	103½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. R. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	89
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	86
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$319,000	6	April & Oct.	Philadelphia.	1897	83
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,138,900	6	Jan. & July.	Philadelphia.	1893	80
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	86,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	101½
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	104
Mortgage Loan of 1838 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1842 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	102½
	Dollar registered	3,414,000	7	" "	"	1911	103½
	Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	....
	Gold or stg reg.	668,000	6*	" "	" "	1911	102½
	Dollar coupon	332,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv		6,690,955	7	Jan. & July.	"	1893	105½
New improvement Mort. loan		6,631,615	6*	April & Oct.	Phila.or Lond.	1897	...
Philadelphia, Wilmington & Balt.:							
Mortgage Loan, convertible		345,600	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866		400,000	6	April & Oct.	"	1876	95
Loan of 1867		1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):							
1st Mortgage, guaranteed		330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):							
Consol. Mortgage for $10,000,000.		6,212,000	7	Feb. & Aug.	Philadelphia.	1900	66½
1st Mort. (Steub. & Ind.) conv.		3,000,000	6	monthly.	New York.	1884	72
1st Mort.(Ct.& New'k 33m)conv		775,000	7	Jan. & July.	Philadelphia.	1890	...
Pittsburg & Connellsville:							
1st Mortgage of 1868, tax free		4,000,000	7	Jan. & July.	Baltimore.	1898	86½
2d Mort. (Balt. Loan) of 1866		1,000,000	6	" "	"	1886	65
1st Mort. (Turtle Cr. Div.10½ m)		400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:							
1st Mortgage (Series A)		875,000	7	Jan. & July.	New York.	1912	107
1st Mortgage (Series B)		875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)		875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)		875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)		875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)		875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)		860,000	7	Jan. & July	" "	1912	101½
2d Mortgage (Series H)		860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)		860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)		860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)		860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)		860,000	7	June & Dec.	" "	1912	....
3d Mortgage		2,000,000	7	April & Oct.	" "	1912	98½
Bridge (O. & P. R. R.) bonds		153,000	7	May & Nov.	" "	1876	....
Construction bonds of Jan. 1,'70		100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:							
1st Mortgage for $3,600,000		.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:							
1st Mortgage gold, for $1,800,000		.....	7*	May & Nov.	New York.	1889	50
Portland & Ogdensb.(Me.& N.H.):							
1st Mort. (Maine Section) gold..		800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000		.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg(Vt.):							
1st Mortgage gold, for $2,300,000		.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:							
1st Mortgage of 1863		250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:							
1st Mort.(Portland Loan)skg f'd		700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)		350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000		.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):							
1st Mortgage gold, skg f'd		1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.		1,000,000	7*	" "	"	1889	....
Pougkeepsie and Eastern:							
1st Mort. gold, conv. & tax free..		800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:							
1st Mortgage		300,000	6	Jan. & July.	Providence.	18	....
Quincy, Alton and St. Louis:							
1st Mortgage gold		850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):							
1st Mortgage, guaranteed		500,000	7	May & Nov.	New York.	1890	89
Quincy & Warsaw (C. R. & Q.):							
1st Mortgage, guaranteed		800,000	8	Jan. & July.	Boston.	1890	99½
Reading and Columbia (P.& R.):							
1st Mortgage, guaranteed		850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed		350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:							
1st Mortgage		150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage		300,000	7	" "	"	1890	....
3d Mortgage		150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.)		400,000	7	March & Sept.	New York	1888	....
1st Mort. (Troy, Salem & Rutl.)		500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)		125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:							
Virginia State Loan, skg fund..		600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds		157,800	6	" "	"	1875	....
Consolidated Mortgage		1,722,000	6	May & Nov.	New York.	'75-'90	67
Rich., Fredericksburg & Potomac							
Sterling Loan		57,777	6*	Jan. & July.	London.	1875	....
Dollar Loan		295,500	6	" "	Richmond.	1861	....
Dollar Loan		172,800	7	" "	"	1875	....
Richmond and Petersburg:							
1st Mortgage		130,500	7	June & Dec	Richmond.	1875	....
1st Mortgage		176,000	6	April & Oct		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund...	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m...	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	72½
Equipment Mortgage	500,000	8	March & Sept.	"	1880	76½
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").....	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1878	....
St. Joseph & Denver City :						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	...
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	89
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	73
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	93
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	93½
2d Mortgage May 1, 1868 guar..	648,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	84
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern :						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph :						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1896	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed....	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands..	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands..	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City :						
1st Mortgage $16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000.....	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	90½
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds.....	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1900	100
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage.....	230,000	10	" "	" "	1881	.. .
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	93
Sheboygan and Fond du Lac:						
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension..... ...	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.).						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	. ..
Sioux City and St. Paul:						
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold.....	600,000	7*	Jan. & July.	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold.....	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds.....	76,000	6	Jan. & July.	"	'60-'92	....
Domestic (special) Bonds.....	71,200	7	various.	"	'72-'74	....
South Florida :						
1st M. endor. by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val) :						
1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000.....	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold..	22,000 pm	8*	Jan. & July.	New York.	1890	64½
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,159,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	93
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds.....	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	...
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	" "	1890	...
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold.....	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.....	391,080	7	various.	Macon.	'72-'86	...
1st Mortgage (Muscogee) conv..	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed.....	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free.....	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern :						
1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island :						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie :						
1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix :						
1st Mortgage, $16,000 p. m.....	.....	8	.....	.....	....	....
Superior and Northwestern :						
1st Mortgage, $16,000.....	.....	8	.....	.....	....	...
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L&W):						
1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1870	....
2d Mortgage.....	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley :						
1st Mort. gold, for $500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Tioga :						
1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	. .
Toledo, Peoria and Warsaw :						
1st Mortgage (E. Div.) 110 m...	1,600,000	7	June & Dec.	New York.	1894	79
1st Mortgage (W. Div.) 117 m..	1,800,000	7	Feb. & Aug.	" "	1896	70
2d Mortgage (W. Div.) 117 m...	1,300,000	7	April & Oct.	" "	1886	56
Equipment Mort. sinking fund..	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	58
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	....
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed.....	80,000	7	.....	New York.	1888	.. .
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar....	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	"	" "	1883	. ..

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	94
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	93
1st Mort. (Quincy & Tol. 34 m)	500,000	7	May & Nov.	" "	1890	88
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	90½
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	81
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	75
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	67
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	72
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	80½
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	80½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1899	80
Income Mortgage	7,563,000	10	March & Sept.	" "	1874	76½
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	98½
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	92½
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	87½
Consolidated(mort.)Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	100½
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	23
2d Mortgage consolidated	1,500,000	7	" "	"	1891	7½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	60
Guar. Stock (Vt. & Ca.R.R.)	795 500	6	June & Dec.		....	75
Equipment Mortgage	1,000,000	8	May & Nov.		'76-'77	65
Equipment Mortgage	1,000,000	8	" "		1880	65
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage: 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage: 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage: 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage: 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1900	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.&Lynch.	1873	....
Enlarged Mortgage	990,000	6	" "	" "	1884	....
4th Mortgage	846,000	8	March & Sept.	" "	1900	80
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	78
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	709,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	101½
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1883	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	613,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	81
1st Mort. endor. by Balt	200,000	6	" "	"	1890	100
2d Mort. " "	300,000	6	" "	"	1890	97
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	90
2d Mortgage preferred	600,000	6	" "	"	1895	61
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	97
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	85½
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	83
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	96
Consolidated mort. Apr. 1, 1869.	1,000,000	7	April & Oct.	"	1899	103½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	68½
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	91
2d Mortgage coupon or regis	723,600	7	Jan. & July.	"	1902	79
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	80
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	87½
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,099,500	6	Jan. & July.	Baltimore.	1885	107
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage registered: 1st series, Nov. 1, 1867	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered: 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	106
1st Mortgage registered: 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	107
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	96
Mortgage Loan reg	2,000,000	6	F. M. A. & N.	"	1897	96½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	95½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	99
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	87
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	99
2d Mortgage	285,000	6	" "	"	1876	96
Boat Loan, sinking fund	226,985	7	" "	"	1885	98
Preferred Stock Dividend Scrip	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar	2,205,000	6	Jan. & July.	Philadelphia.	1887	70
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg):						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	78½
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	260,000	6	May & Nov.	"	1870	75
Boat and Car Loan	756,650	6	" "	"	1885	72
Boat and Car Loan	628,100	7	" "	"	1889	65
Coupon Bonds	1,079,000	6	Jan. & July.	"	1896	77
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	73½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	2,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1890	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroads.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	3	106	Adirondac.....New York.	2,728,692	*	.....	7,000,000	3,763,000	930,000	1,963,756	—	60.2	.....	.....	.....	160,425	.....	—	100	.....
May 31, 1872	296.0	—	14.8	—	20	20	6	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,800,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	81.3	—	4.6	—	13	8	3	101	Alabama Central ¶.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	142.0	—	67.1	—	21	24	12	749	Albany and Susq. (D. & H.)...New York.	7,468,572	*	.....	.....	5,000,000	4,467,000	.....	.....	164.0	(Del. &	Hud.Cana	l Co.)	1,341,228	423,821	7	100	98½
Sept. 30, 1872	51.0	—	2.0	—	3	4	1	21	Alexandria and Fredericksburg ¶.....Va.	2,500,000	*	.....	.....	.....	1,000,000	.....	—	51.0	.....	.....	.....	.....	.....	—	100	.....
Jan. 31, 1873	132.0	—	44.9	112.0	.....	.....	.....	.....	Allegheny Valley.....Pennsylvania.	13,200,000	*	.....	.....	2,256,300	12,389,000	.....	—	132.0	.....	.....	.....	2,239,158	960,684	—	50	.....
Nov. 30, 1872	35.8	—	1.6	—	.....	.....	.....	.....	Allentown.....Pennsylvania.	1,147,225	*	.....	.....	567,544	.....	579,681	—	35·8	.....	(Phila.& R	eading R.	R.)	.....	—	50	.....
Dec. 31, 1872	20.5	—	2.0	—	5	10	2	43	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	95,000	20.5	.....	.....	.....	.....	.....	—	50	.....
Dec. 31, 1872	57.0	—	2.8	28.0	.....	.....	.....	.....	Arkansas Central (3 ft.) ¶.....Arkansas.	.....	.....	.....	.....	.....	15,000pm	.....	.....	—	.....	.....	.....	.....	.....	—	100	.....
Mar. 31, 1873	23.6	—	1.9	—	.....	.....	.....	.....	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	.....
Nov. 30, 1872	465.0	—	23.3	200.0	.....	.....	.....	.....	Atchison, Topeka & Santa Fe.....Kansas.	20,000,000	*	.....	.....	8,615,000	10,564,500	570,000	.....	—	.....	.....	.....	.....	7,600	—	100	.....
Sept. 30, 1872	30 4	—	0.9	—	3	2	1	17	Athol and Enfield.....Massachusetts.	805,873	7,555	44,400	.....	520,000	293,400	44,605	3,814	30.4	44,320	26,778	17,193	(In prog	ress to N.	Mexico.)	.....	.....	.....
June 30, 1872	86.7	—	8.9	—	19	6	5	119	Atlanta and West Point.....Georgia.	1,200,129	*	.....	.....	1,232,200	22,000	.....	.....	86.7	.....	.....	.....	39,032	10,555	8	100	10
Sept. 30, 1872	387.3	38.2	149.4	—	166	52	26	3,117	Atlantic and Great West. N.Y. Penn. & O.	30,992,240	*	.....	.....	24,000,000	56,992,240	.....	.....	566.8	.....	.....	.....	5,451,229	855,670	—	100	.....
Dec. 31, 1872	237.0	110.0	16.3	165.0	26	19	6	338	Atlantic and Gulf ¶.....Georgia.	7,592,263	*	162,387	.....	4,479,677	3,294,700	330,991	—	347.5	635,350	98,234	.....	983,966	389,539	—	100	.....
Sept. 30, 1872	408.0	20.0	31.0	100.0	78	29	18	832	Atlantic, Mississippi and Ohio...Virginia.	17,765,914	*	8,718,937	.....	6,921,900	14,889,843	.....	—	428.0	1,427,688	232,575	530,583	1,969,053	734,328	—	100	.....
May 31, 1872	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina ¶.N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	.....	(No retur	ns furnish	ed.)	.....	—	100	.....
Dec. 31, 1872	364.0	—	18.2	200.0	.....	.....	.....	.....	*Atlantic and Pacific* ¶.Missouri & Ind.Ter.	.....	.....	.....	.....	15,000,000	12,500,000	.....	.....	328.2	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	149.5	1.5	16.2	—	.....	.....	.....	.....	Atlantic and St. Lawrence.Me., N.H.& Vt.	7,654,089	—	—	—	3,994,900	3,483,848	201,089	—	—	.....	.....	.....	.....	.....	4	100	.....
Nov. 30, 1872	53.0	—	2.7	—	.....	.....	.....	.....	Augusta and Savannah.....Georgia.	1,032,200	—	—	—	733,700	129,000	—	—	—	.....	.....	.....	.....	73,000	7	100	.....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Genesee and Mount Morris ..N. Y.	245,000	*	.....	.....	194,250	20,000	20,000	—	19.1	21,302	43,209	4,901	33,299	6,001	—	100	.....
Nov. 30, 1872	57.2	2.0	4.1	—	.....	.....	.....	.....	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	53.2	.....	(Leased to	Pennsylv	ania.)	.....	—	100	.....
Sept. 30, 1872	379.6	—	502.7	—	383	205	52	7,904	Baltimore and Ohio ¶.....Md. & W. Va.	31,170,756	7,995,856	13,423,332	3,424,536	16,704,762	12,466,639	700,873	26,152,269	454.6	9,172,997	.....	.....	10,654,472	4,532,072	8	100	169½
Sept. 30, 1872	30.0	—	39.9	—	.....	.....	.....	.....	Washington branch ¶.....Maryland.	1,650,000	—	—	642,300	1,650,000	20,000	—	622,300	30.0	476,800	.....	.....	480,645	335,735	10	100	175
Sept. 30, 1872	103.5	—	21.8	—	.....	.....	.....	.....	Parkersburg Branch.....W. Virginia.	10,000,000	—	—	—	5,680,685	593,500	—	—	103.5	1,003,407	.....	.....	826,803	114,541	—	100	11
Dec. 31, 1872	32.0	—	3.2	89.0	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	.....	32.2	(Opened	to Washi	ngton, Ma	y 1, 1872.)	.....	—	100	7
Dec. 31, 1872	33.4	—	2.7	—	.....	.....	.....	.....	Belfast and Moosehead Lake.....Maine.	900,000	—	—	—	650,000	250,000	.....	.....	—	(Operat	ed by Ma	ine Centr	al.)	36,000	—	50	.....
Dec. 31, 1872	67.0	—	6.7	—	30	21	8	967	Belvidere Delaware .....New Jersey.	3,876,842	*	.....	.....	995,300	2,244,500	1,228,128	.....	67.0	.....	.....	.....	.....	835,380	218,608	—	100	.....
Sept. 30, 1872	22.0	—	2.0	—	.....	.....	.....	.....	Berkshire.....Mass.	600,000	—	8,000	—	600,000	—	—	—	22.0	58,408	80,192	174,297	120,291	42,045	7	100	72½
Sept. 30, 1872	15.6	—	5.7	—	.....	.....	.....	.....	Blossburg and Corning.....New York.	582,346	—	—	—	468,000	—	—	—	—	.....	.....	.....	.....	.....	5	100	.....
Sept. 30, 1872	201.6	48.0	316.8	—	206	181	46	4,118	Boston and Albany.... Mass. & N. York.	19,890,414	4,411,338	1,071,646	2,106,438	19,664,100	3,037,000	546,724	4,237,012	268.3	4,883,071	5,247,576	2,732,907	9,259,599	2,862,615	10	100	133½
Sept. 30, 1872	25.2	—	2.0	0.8	4	4	2	50	Boston, Barre and Gardner.....Mass.	763.114	104,775	30,324	4,023	736,240	—	153,849	12,147	28.0	82,064	85,157	17,499	69,356	7,550	—	100	.....
Sept. 30, 1872	42.9	—	9.0	—	21	22	12	434	Boston, Clinton and Fitchburg .....Mass.	1,430,328	646,052	110,250	95,786	872,000	1,250,000	62,586	97,180	90.2	441,745	467,966	317,043	576,413	192,795	—	100	66½
Mar. 31, 1873	93.5	—	12.8	—	22	24	19	473	Boston, Concord and Montreal .....N. H.	2,850,000	—	218,300	327,759	1,800,000	1,050,000	29,603	516,456	139.0	.....	171,511	92,186	670,349	131,715	6p	100	.....
Sept. 30, 1872	26.8	16.0	45.8	—	37	46	20	940	Boston and Lowell.....Mass.	2,469,955	252.345	2,565,759	253,142	2,852,900	1,771,024	542,860	374,417	71.8	741,981	1,949,688	620,053	1,293,969	241,016	8	500	107½
Sept. 30, 1872	80.3	8.5	84.9	38.0	61	102	28	975	Boston and Maine.....Mass., N. H. & Me.	6,728,332	1,144,587	775,992	525,480	5,816,834	—	1,341,862	1,016,686	153.8	1,215,996	4,135,469	520,722	2,004,672	504,116	10	100	167½
Sept. 30, 1872	44.0	14.5	65.0	—	38	67	11	482	Boston and Providence.....Mass. & R. I.	3,691,138	207,400	573,542	253,320	3,950,000	—	356,478	427,922	66.5	239,132	782,246	765,733	1,716,399	465,347	10	100	148
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa.....Canada.	2,647,004	*	.....	.....	424,704	1,657,200	.....	.....	85.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	171	Brunswick and Albany¶.....Georgia.	10,548,000	*	.....	.....	4,898,000	5,650,000	350,000	—	—	(Com	pany in ba	nkruptcy.	)	.....	—	100	.....
Sept. 30, 1872	23.0	—	2.0	—	.....	.....	.....	.....	Buff., Bradford and Pittsburg..New York.	2,889,500	—	—	—	2,286,000	583,500	—	—	—	(Erie	Railway	Co.)	.....	40,600	—	100	.....
Sept. 30, 1872	43.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.... N. Y. & Penn.	1,546,930	*	.....	.....	428,717	700,000	548,229	—	43.2	.....	.....	.....	228,099	.....	—	100	.....
Sept. 30, 1872	142.0	—	12.7	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,338,000	—	—	—	950,000	2,380,000	—	—	—	(Erie	Railway	Co.)	.....	233,100	7	500	.....
Sept. 30, 1872	117.0	—	5.9	—	.....	.....	.....	.....	Buff., New York and Phila. N.Y. & Penn.	3,064,271	*	.....	.....	1,600,707	1,876,500	430,605	—	88.0	(Opened	to Empor	ium, Pa.)	139,145	17,300	—	100	.....
Dec. 31, 1872	219.0	79.0	14.0	—	24	16	7	525	Burl., Cedar Rapids and Minnesota. Iowa.	7,600,000	*	.....	.....	5,400,000	2,200,000	.....	—	332.0	.....	.....	.....	995,129	283,802	—	100	.....
Dec. 31, 1872	120.0	—	6.0	100.0	.....	.....	.....	.....	Burlington and Southwestern. Iowa & Mo.	3,000,000	*	.....	.....	1,200,000	1,750,000	.....	.....	.....	(In progr	ess.)	.....	.....	.....	—	100	.....
Feb. 28, 1873	158.0	....	....	143.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	10,000,000	*	.....	.....	12,000,000	8,000,000	.....	—	.....	(Compl	eted to Mo	. Line Ma	y, 1873.)	.....	—	100	.....
Dec. 31, 1872	160.0	—	8.0	—	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	—	160.0	(Recently	completed	.)	.....	.....	—	100	.....
Dec. 31, 1872	61.2	—	92.9	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	9,458,328	—	—	—	5,847,800	—	—	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	10	100	.....
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	100	Camden and Atlantic.....New Jersey.	1,790,623	376,195	138,354	32,388	1,215,870	1,068,400	54,907	9,384	67.0	213,639	417,186	69,824	467,036	212,119	3½p	50	60
Dec. 31, 1872	23.0	7.2	3.9	—	.....	.....	.....	.....	Camden and Burlington Co..New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	6	100	.....
Dec. 31, 1872	28.5	—	4.8	61.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	—	5,888	.....	683,467	3,776	3,800	28.5	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1873	229.0	68.0	29.2	—	.....	.....	.....	.....	Canada Southern.....Canada.	—	—	—	—	8,000,000	8,760,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	71.6	22.4	7.8	18.0	10	23	12	160	Cape Cod.....Mass.	1,245,594	237,393	46,392	16,647	1,022,330	349,000	132,591	43,985	94.0	210,684	(Recently	completed	.)	.....	.....	—	100	.....
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2	—	31	Carbondale and Shawneetown....Illinois.	502,650	*	.....	.....	355,500	200,000	7,150	—	18.0	(Opened	Dec. 30,	1871.)	.....	.....	—	100	.....
Sept. 30, 1872	18.0	—	0.5	10.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	561,139	*	.....	.....	455,433	150,000	.....	.....	18.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	20.0	4.0	8.0	—	6	3	2	517	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	426,000	.....	.....	.....	24.0	.....	.....	.....	.....	.....	6	25	.....
Oct. 31, 1872	94.0	4.5	8.5	—	21	9	5	602	Catawissa.....Penn.	6,098,850	*	.....	.....	4,359,500	1,739,350	.....	.....	—	(Leased	Nov. '72 to	Ph.&Rdg.	)	572,104	183,169	7p.	50	31½
Sept. 30, 1872	14.8	—	1.3	—	2	2	2	14	Cazenovia and Canastota.....New York.	538,006	—	—	—	294,529	250,000	29,250	—	14.8	.....	.....	.....	.....	25,885	4,391	—	100	.....
Dec. 31, 1872	75.6	—	3.8	—	.....	.....	.....	.....	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	—	—	—	(Illinois | Central.)		.....	128,646	113,400	—	100	.....
Dec. 31, 1872	271.6	2.4	22.1	—	.....	.....	.....	.....	*Cedar Rapids and Missouri River*....Iowa.	11,233,000	—	—	—	7,619,000	3,614,000	.....	—	—	(Chic. &	North We	stern R. R	.)	.....	—	100	.....
Dec. 31, 1872	100.0	—	15.0	250.0	6	6	3	131	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	—	—	1,000,000	3,200,000	.....	.....	101.0	(No re	turns furn	ished.)	.....	.....	—	100	.....
Nov. 30, 1872	192.0	—	29.7	—	53	44	27	792	Central of Georgia.....Georgia.	5,000,000	*	1,628,457	1,022,692	5,000,000	1,389,000	341,663	—	284.0	.....	169,119	.....	1,656,154	689,308	10	100	.....
Dec. 31, 1872	202.0	—	16.6	24.0	22	6	6	301	Central of Iowa.....Iowa.	10,000,000	*	—	—	6,000,000	4,000,000	.....	.....	202.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	22.0	4.0	3.3	—	3	7	—	22	Central of Long Island.....New York.	1,459,616	*	—	—	297,800	687,000	479,598	—	—	(Flushi	ng & N. S	ide R. R.)	.....	.....	—	100	.....
Dec. 31, 1872	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey.....New Jersey.	12,424,935	7,882,235	7,649,492	4,810,442	20,000,000	9,209,000	3,058,154	—	291.0	4,889,891	4,478,513	1,490,689	7,120,718	1,957,538	10	100	107
Dec. 31, 1872	137.0	—	31.2	—	40	28	24	737	Central Ohio.....Ohio.	5,499,999	*	—	—	2,845,500	2,500,000	.....	.....	137.0	.....	.....	.....	989,327	170,721	6	50	81
Dec. 31, 1872	383.0	339.0	110.4	600.0	187	168	40	8,307	*Central Pacific*¶.....Cal. Nev. & Utah.	130,485,693	5,622,693	5,458,198	2,513,287	64,283,190	81,939,680	422,041	7,433,960	1,158.6	.....	588,533	746,153	11,963,641	6,952,362	—	100	72½
Dec. 31, 1872	194.6	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta....S.Car.	5,512,000	*	256,000	—	2,578,000	3,100,000	.....	—	194.6	.....	.....	.....	652,107	439,718	—	100	.....
Dec. 31, 1872	22.8	—	5.0	—	.....	.....	.....	.....	Chartiers.....Pennsylvania.	1,127,313	—	—	13,897	628,060	500,000	3,150	—	22.8	39,140	.....	.....	60,440	20,440	—	50	.....
Sept. 30, 1872	428.0	—	42.8	72.0	45	27	18	761	Chesapeake and Ohio.....Va. & W. Va.	26,542,490	*	789,785	2,836,883	13,398,407	18,624,953	3,387,461	—	227.0	511,475	141,873	115,472	777,632	288,087	—	100	.....
Jun. 30, 1872	40.7	0.8	2.0	—	2	.....	.....	.....	Chester and Tamaron.....Illinois.	1,890,000	*	.....	.....	1,000,000	660,000	30,000	—	41.5	(Opened	March 187	2.)	.....	.....	—	100	.....

Sept. 30, 1872	53.6	—	11.2	—	28	22	10	409	Cheshire	New Hampshire.	2,337,707	351,600	160,000	260,554	2,153,300	809,200	28,992	118,370	88.1	622,256	192,234	412,432	824,763	183,851	5	100	....
Dec. 31, 1872	21.5	—	3.1	—	—	—	—	—	Chester Valley	Pennsylvania.	1,371,900	—	—	—	871,900	500,000	955,000	—	—	(Phila. a	nd Readin	g R. R. Co	mpany.)	—	—	50	....
Dec. 31, 1872	242.0	117.4	92.1	—	144	74	24	2,912	Chicago and Alton	Illinois.	14,627,712	*	4,348,918	1,348,501	11,355,300	5,446,630	3,255,428	303,773	649.1	5,902,102	772,506	1,601,798	5,156,326	1,879,147	10	100	101
Dec. 31, 1872	698.8	552.4	287.2	—	283	127	62	5,409	Chicago, Burlington and Quincy	Illinois.	56,648,400	*	4,555,731	—	26,050,583	26,221,642	602,466	8,329,470	1,469.2	(8 mont	hs on 825	miles.)	7,554,575	2,839,866	10	100	100½
Dec. 31, 1872	60.0	—	6.0	—	6	4	2	320	Chicago, Clinton and Dubuque	Iowa.	2,460,000	*	.....	.....	960,000	1,500,000	.....	.....	60.0	(Opene	d in Fall o	f 1872.)	.....	.....	—	100	....
Dec. 31, 1872	110.0	76.0	12.0	20.0	24	10	5	955	Chicago, Danville and Vincennes	Ill.	6,675,565	*	221,107	.....	2,975,000	3,325,000	345,068	.....	110.0	.....	.....	.....	627,930	277,853	—	100	....
Dec. 31, 1872	73.0	—	3.7	—	5	4	2	168	Chic., Cincinnati and Louisville	Indiana.	2,500,000	156,000	10,000	.....	1,500,000	1,000,000	.....	.....	73.0	(No inf	ormation	furnished.	)	.....	—	100	....
Dec. 31, 1872	117.0	14.0	21.5	—	14	8	3	410	Chic., Dubuque and Minnesota	Io. & Minn.	6,500,000	*	.....	.....	2,500,000	4,425,000	.....	.....	131.0	(No inf	ormation	furnished.	)	.....	—	100	....
Dec. 31, 1872	80.0	—	8.0	30.0	15	6	3	—	Chicago and Iowa	Illinois.	4,100,000	*	.....	.....	1,350,000	1,750,000	1,000,000	.....	—	(Chic., B	url. & Quin	cy R. R. C	o.)	140 000	—	100	....
May 31, 1873	51.3	1.1	16.9	—	—	—	—	—	Chicago, Iowa and Nebraska	Iowa.	5,000,000	*	.....	.....	4,200,000	810,000	.....	.....	—	(Chic. &	Northwes	tern R. R.	Co.)	—	8	100	95½
Dec. 31, 1872	170.0	25.0	19.6	55.0	25	12	7	605	Chicago and Michigan Lake Shore	Mich.	6,538,400	*	.....	.....	1,188,400	5,350,000	.....	.....	170.0	482,640	240,169	128,662	500,985	218,500	—	100	....
May 31, 1872	1,388	—	200.0	120.0	269	277	83	5,983	Chicago and N. West'n.	Ill., Wis. & Mich.	56,199,718	*	2,343,919	.....	35,878,644	20,474,000	724,299	1,466,694	1,271.0	.....	2,224,705	2,510,016	11,402,161	4,592,135	—	100	86½
Dec. 31, 1872	67.0	—	....	193.0	—	—	—	—	Chicago and Paducah	Illinois.	1,800,000	—	—	—	1,350,000	540,000	.....	.....	—	(Operat	ed by con	tractor—N	o report.)	—	—	100	....
Dec. 31, 1872	60.0	—	6.0	100.0	—	—	—	—	Chicago, Pekin & South-Western	Ill. & Mo.	—	(No info	rmation.)	—	—	—	—	—	—	(Being co	nstructed.)	—	—	—	—	100	....
Mar. 31, 1873	493.0	120.5	142.8	—	197	66	36	3,940	Chicago, Rock Island & Pacific	Ill. & Iowa.	28,716,723	*	7,859,906	2,109 406	25,000,000	8,972,000	154,351	4,589,683	660.0	4,340,995	956,734	1,289,890	6,657,050	3,139,267	8	100	95½
Mar. 31, 1873	35.0	—	—	167.0	—	—	—	—	Chicago and Southern Illinois	Ill. & Ind.	—	(Under	construct	ion—no	informati	on.)	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1872	269.0	32.0	16.9	—	—	—	—	—	Chicago and South Western	Iowa & Mo.	13,500,000	—	.....	.....	7,000,000	5,000,000	1,658,551	.....	—	(Chic., R	ock Islan	d and Pac	fic R. R.	Co.)	—	100	....
Dec. 31, 1872	36.3	—	2.1	—	—	—	—	—	Chillicothe and Brunswick	Mo.	865,000	—	.....	.....	365,000	500,000	.....	.....	—	(St. Lou	is & K. City	and North	ern R. R.	Co.)	—	100	....
Dec. 31, 1872	7.0	—	3.0	....	—	—	—	—	Cincinnati and Baltimore	Ohio.	1,105,468	—	.....	.....	673,000	314,000	118,453	.....	—	(Mariett	a and Cin	cinnati R.	R. Co.)	—	—	100	....
Mar. 31, 1873	60.0	—	118.2	—	33	30	13	429	Cincinnati, Hamilton and Dayton	Ohio.	3,974,655	1,127,251	1,889,230	262,966	3,500,000	2,082,000	1,052,450	669,651	60.0	549,574	750,687	564,542	1,204,865	495,373	8	100	....
Mar. 31, 1873	98.0	25.0	7.2	—	19	9	6	358	Cin., Hamilton and Indianapolis	O. & Ind.	6,187,645	*	.....	.....	(Sold un	der forec	lose. for	$1,000,000	123.0	.....	.....	.....	312,358	L. 17,967	—	100	....
Dec. 31, 1872	39.0	—	1.9	—	....	....	....	....	Cincinnati and Martinsville	Indiana.	800,000	—	.....	.....	400,000	400,000	.....	.....	39.0	(Until re	cently lea	ed to Ind.	Cin. & La	fayette.)	—	100	....
Dec. 31, 1872	148.4	—	12.8	—	16	12	4	370	Cincinnati and Muskingum Valley	Ohio.	5,472,977	*	.....	109,315	3,996,610	1,500,000	31,360	84,326	148.0	424,240	141,450	148,249	439,838	156,087	—	100	....
Mar. 31, 1873	36.0	—	2.6	—	5	1	4	167	Cin., Richmond and Chicago	Ohio & Ind.	826,733	184,552	700	56,965	382,600	565,000	61,350	.....	42.0	.....	.....	.....	229,635	70,974	—	100	....
Dec. 31, 1872	91.5	—	4.5	—	—	—	—	—	Cincinnati, Rich. & Ft. Wayne	Indiana.	3,756,952	—	.....	.....	2,000,000	1,800,000	.....	.....	91.5	.....	90,118	72,204	187,252	61,470	—	100	....
Jun. 30, 1872	155.0	15.5	24.9	—	28	27	12	662	Cincinnati, Sandusky & Cleveland	Ohio.	7,982,936	*	.....	.....	4,729,037	3,261,330	18,108	.....	215.5	741,280	254,436	283,393	850,755	339,244	—	50	16
Dec. 31, 1872	25.0	—	....	270.0	4	2	1	110	Cincinnati and Terre Haute	Ohio & Ind.	—	(Under	construct	ion—no	report.)	—	—	—	25.0	20,360	4,032	.....	.....	7,047	—	100	....
Dec. 31, 1872	340.5	49.9	75.0	—	118	47	17	3,025	Cleveland, Col. Cin. & Ind	Ohio & Ind	16,395,579	*	1,929,844	1,427,549	14,991,275	3,005,000	1,446,285	310,412	471.4	3,877,159	572,396	1,444,354	4,593,171	1,379,526	7	100	65½
Dec. 31, 1872	67.8	12.4	10.3	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,147,934	—	.....	.....	2,059,200	1,164,000	.....	.....	—	(Atl. & G	t. Wtn. Ra	ilway Co.)	274,907	260,946	7	50	....
Jun. 30, 1872	102.0	—	5.0	42.0	11	6	4	460	Clev., Mt. Vernon and Delaware	Ohio.	2,575,125	*	.....	.....	1,200,000	2,300,000	.....	.....	114.5	133,000	135,607	176,909	300,347	126,728	—	100	....
Nov. 30, 1872	167.0	32.0	76.4	—	83	41	22	2,519	Cleveland and Pittsburg	Ohio & Penn.	12,490,700	2,538,644	559,162	219,062	11,236,150	2,834,344	396,663	440,411	225.0	2,316,159	654,758	1,881,912	Pa. R. R.	1,053,283	7	50	87
Dec. 31, 1872	681.0	—	68.0	—	168	54	27	1,652	Col., Chic. & Ind. Cent	Ohio, Ind & Ill	37,014,719	*	.....	.....	13,328,569	23,555,174	130,974	.....	681.0	4,590,845	646,459	1,390,697	4,411,095	783,881	—	100	16
Dec. 31, 1872	76.0	4.0	....	161.0	3	2	2	12	Colorado Central (3 ft.)	Colorado.	1,999,300	*	.....	.....	1,474,300	525,000	.....	.....	40.0	.....	.....	.....	90,216	14,967	—	100	....
Dec. 31, 1872	76.0	13.0	12.6	—	25	8	4	1,601	Columbus and Hocking Valley	Ohio.	2,578,037	1,072,739	268,658	59,094	1,208,810	2,148,000	291,199	330,219	89.0	499,522	134,999	681,819	854,892	442,663	25	50	....
Dec. 31, 1872	45.0	—	3.4	—	—	—	—	—	Columbus, Springfield & Cin	Ohio.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	to Cin., Sa	nd. & Clev	. R. R. C	o.)	—	100	....
Mar. 31, 1873	35.0	7.0	49.0	—	33	36	13	811	Concord	New Hampshire.	1,500,000	*	187,390	104,436	1,500,000	—	111,357	180,169	145.5	802,162	613,842	692,768	1,040,115	150,759	10	50	160
Mar. 31, 1873	41.0	—	6.0	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	1,108,859	—	.....	.....	350,000	.....	.....	.....	—	(Concor	d R. R. Co	mpany.)	25,000	25,000	7	100	107
Jun. 30, 1872	110.3	—	15.2	—	22	15	7	746	Connecticut and Passump. Riv.	Vermont.	3,385,436	*	261,151	122,946	2,127,273	1,257,100	39,767	246,371	143.7	458,581	167,112	171,923	812,768	308,902	6	100	72½
Sept. 30, 1872	50.0	5.9	23.5	—	18	24	10	311	Connecticut River	Massachusetts.	2,055,527	225,814	138,686	510,977	1,850,800	250,000	415,226	405,778	55.9	324,053	985,504	383,770	729,311	215,481	10	100	137½
Sept. 30, 1872	45.0	—	4.7	—	6	12	5	140	Connecticut Valley	Connecticut.	2,463,589	246,175	.....	.....	1,033,500	998,000	973,000	7,390	45.0	66,293	205,441	16,077	144,851	7,390	—	100	....
Sept 30, 1872	66.7	—	7.0	—	8	10	2	170	Connecticut Western	Connecticut.	3,797,665	295,321	.....	.....	1,504,025	2,436,500	96,323	.....	68.3	146,880	151,638	60,467	223,565	65,612	—	100	....
Dec. 31, 1872	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	—	.....	.....	1,278,300	1,000,000	.....	.....	—	(Phila.	and Trent	on R. R. C	ompany.)	.....	6	50	....
Sept. 30, 1872	16.0	1.0	1.6	—	2	2	1	17	Cooperstown and Susquehanna	N. York.	458,914	*	.....	.....	308,405	100,000	22,240	.....	17.0	.....	.....	.....	39,611	14,727	—	100	....
Dec. 31, 1872	74.0	7.0	26.0	—	19	17	6	371	Cumberland Valley	Penn.	1,725,143	*	656,432	157,732	2,094,250	352,300	72,174	600,583	141.6	275,889	288,817	322,017	581,064	287,989	8	50	152
Dec. 31, 1872	45.0	—	2.5	—	5	2	2	17	Danv., Hazleton & Wilkesbarre	Penn.	1,102,600	*	.....	.....	684,235	1,400,000	.....	.....	—	(Leased	to Pennsy	lvania R.	R. Co.)	—	—	50	....
Sept. 30, 1872	23.8	10.0	4.5	—	6	6	2	72	Danbury and Norwalk	Connecticut	1,108,448	145,383	.....	.....	600,000	407,500	86,050	25,681	33.8	101,553	159,330	44,653	172,120	69,796	10	50	....
Mar. 31, 1873	90.0	32.0	....	20.0	....	....	....	....	Davenport and St. Paul	Iowa & Minn.	5,000,000	*	.....	.....	9,000,000	2,440,000	.....	.....	90.0	(Recentl	y opened	—No repo	rt.)	.....	—	100	....
Mar. 31, 1873	142.0	—	21.3	—	23	15	4	686	Dayton and Michigan	Ohio.	6,038,303	777,401	78,671	149,269	2,398,785	4,102,700	382,741	158,468	142.0	.....	.....	.....	1,034,567	279,623	3½	100	....
Jun. 30, 1872	31.8	—	1.8	—	4	4	3	68	Dayton and Union	Ohio.	612,015	*	.....	.....	86,000	527,445	.....	.....	31.8	116,316	64,344	94,955	134,148	52,209	—	100	....
Jun. 30, 1872	41.5	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	1,011,276	—	.....	.....	Sunk.	701,000	.....	.....	—	(Operat	ed by Pitt	sb'g, St. L.	& Cinc. C	o.)	—	100	....
Oct. 31, 1872	83.0	16.3	5.6	—	—	—	—	—	Delaware [7]	Delaware.	2,114,184	—	76,154	71,522	1,317,390	870,000	.....	74,470	99.3	317,068	.....	.....	448,841	121,046	6	100	....
Dec. 31, 1872	45.0	—	65.0	—	46	3	1	4,259	Delaware and Hudson	Penn.	4,621,411	*	24,313,589	955,845	15,000,000	13,088,385	.....	1,804,460	62.0	(Owned	& operate	d by Del. &	Hud. Can	al Co.)	10	100	....
Dec. 31, 1872	115.0	—	119.0	—	128	20	9	10389	Delaware, Lack. and Western	Penn.	16,512,767	*	.....	.....	20,000,000	5,394,000	4,239,545	.....	115.0	3,254,260	249,578	3,347,671	4,746,678	2,867,965	10	100	108½
Dec. 31, 1872	106.0	15.0	5.1	—	6	4	2	64	*Denver Pacific*	Colorado.	5,000,000	*	.....	.....	2,500,000	2,500,000	.....	.....	121.0	.....	19,795	43,863	371,903	196,997	—	100	....
Dec. 31, 1872	118.0	31.0	5.6	732.0	10	11	2	292	Denver and Rio Grande	Col. & N. Mex.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	155.0	(Operati	ons by Co.	commence	d Jan. 1, 1	873.)	—	100	....
Dec. 31, 1872	250.0	—	20.0	—	27	10	10	540	Des Moines Valley	Iowa.	13,803,285	*	.....	.....	6,523,600	5,070,000	930,009	.....	250.0	447,679	108,599	198,360	776,254	127,223	—	100	....
Aug. 31, 1872	63.0	—	3.8	28.0	6	4	4	145	Detroit, Eel River and Illinois	Michigan.	2,386,000	*	.....	.....	1,000,000	1,500,000	.....	.....	—	(R	cently op	ened—no	returns.)	—	—	100	....
Aug. 31, 1872	65.0	—	3.2	—	4	2	2	50	Detroit, Hillsdale and Indiana	Michigan.	1,318,150	*	.....	.....	343,150	1,470,000	.....	.....	65.0	(R	cently op	ened—no	returns.)	—	—	100	....
Dec. 31, 1872	189.0	—	26.0	—	34	37	20	502	Detroit and Milwaukee	Michigan.	10,213,528	*	.....	.....	2,917,140	7,296,388	.....	19,259	189.0	775,746	438,074	330,559	1,381,603	442,155	—	100	....
Aug. 31, 1872	164.0	2.0	2.0	22.0	....	....	....	....	Detroit, Lansing & Lake Michigan	Mich.	5,777,000	*	.....	.....	1,707,000	4,070,000	.....	.....	166.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	14.0	—	2.0	—	—	—	—	—	Dexter and Newport	Maine.	300,000	—	.....	.....	122,000	175,000	.....	.....	—	(Leased	to Maine	Central.)	—	18,000	6	100	....
Oct. 31, 1872	33.5	—	3.4	—	2	—	—	—	Dorcester and Delaware	Del. & Md.	.....	—	.....	.....	.....	.....	.....	.....	33.5	.....	12,838	7,781	22,792	7,175	—	100	....
Sept. 30, 1872	29.0	—	2.8	—	—	—	—	—	Dover and Winnipisseogee	New Hamp.	825,000	—	.....	.....	480,000	.....	.....	.....	—	(Boston	and Maine	R. R. Co.)	—	29,000	6	100	....
Dec. 31, 1872	142.9	—	15.4	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,193,200	—	.....	.....	5,000,000	880,000	.....	.....	—	(Leased	by Illinois	Central.)	.....	6	100	60
Dec. 31, 1872	54.7	—	2.8	—	4	4	5	76	Dubuque and South Western	Iowa.	1,719,977	40,161	.....	.....	1,174,977	550,000	12,247	62,057	54.7	.....	.....	.....	161,458	72,488	—	100	....
Dec. 31, 1872	54.8	—	4.2	—	6	7	3	81	Dunkirk, Warren & Pittsburg	N. York.	2,770,565	*	.....	.....	1,266,000	1,400,000	189,907	.....	54.8	.....	.....	.....	109,262	2,064	—	100	....
Sept. 30, 1872	58.0	—	7.4	—	7	6	3	92	Dutchess and Columbia Counties	N. Y.	2,796,377	*	.....	.....	1,488,487	1,800,000	564,407	.....	58.0	.....	.....	.....	210,546	L. 26,996	—	100	....
Sept. 30, 1872	17.5	—	1.1	—	—	—	—	—	Duxbury and Cohasset	Mass.	384,519	*	.....	9,870	350,000	.....	42,239	2,150	17.5	.....	100,711	6,262	34,048	1,434	—	100	....
Oct. 31, 1872	17.5	—	0.6	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	—	.....	.....	89,800	175,000	.....	.....	—	(Pennsy	lvania R. R	Co.)	.....	.....	—	50	....
Oct. 31, 1872	36.0	—	15.5	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,484,290	—	.....	.....	1,309,200	495,000	.....	.....	—	(Phila. &	Reading	Co.)	.....	.....	6	50	80
Jun. 30, 1872	242.0	28.0	27.0	—	43	33	8	605	East Tenn., Va., & Georgia [7]	Tenn. & Ga.	9,167,851	*	84,750	661,293	1,970,024	3,889,900	168,593	3,735,377	270.0	.....	.....	172,395	1,201,492	366,692	—	100	....
Sept. 30, 1872	414	71.7	61.6	—	73	133	35	854	Eastern	Massachusetts.	7,436,949	1,767,261	1,332,238	1,579,678	4,262,600	6,746,100	701,841	405,582	264.6	1,403,179	5,000,399	424,320	1,973,628	574,201	—	100	59
Dec. 31, 1872	23.0	5.0	3.1	—	3	2	—	86	Eastern Kentucky	Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	28.0	49,312	22,107	41,308	129,305	21,728	—	100	....
Dec. 31, 1872	40.0	—	1.7	—	2	.....	.....	....	Eastern Shore [7]	Maryland.	895,000	*	.....	.....	295,000	600,000	.....	.....	40.0	.....	(No state	ment furni	shed.)	.....	—	100	....
Dec. 31, 1872	185.0	—	9.7	—	.....	.....	.....	....	Elizabeth and Paducah	Kentucky.	6,000,000	—	.....	.....	3,000,000	3,000,000	.....	.....	185.0	(R	cently o	pened—no	returns.)	—	—	100	....
Dec. 31, 1872	46.8	—	3.3	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	.....	.....	500,000	.....	.....	.....	—	(North	ern Central	R. R. Co.)	25,000	25,000	5	100	....
Dec. 31, 1872	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620 000	—	.....	.....	1,000,000	1,020,000	.....	.....	—	(North	ern Central	R. R. Co.)	165,000	162,000	5	50	....
Sept. 30, 1872	459.0	496.0	505.5	—	488	302	76	10038	Erie	New Jersey, N. York & Pa.	97,048,084	11,191,472	568,131	1,133,257	86,536,910	26,398,800	2,517,301	.....	954.0	12,318,504	3 598,988	5,564,274	18,371,885	4,720,285	1½	100	28½
Sept. 30, 1872	12.3	—	0.8	5.7	—	—	—	—	Erie and Genesee Valley	New York.	191,302	—	.....	.....	144,900	120,000	.....	.....	12.3	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	66.0	—	3.0	109.0	5	4	3	81	Erie and Louisville	Ohio.	2,328,636	*	96,300	47,046	1,045,450	890,000	536,502	.....	66.0	52,000	30,160	38,344	74,404	27,358	—	100	....
Dec. 31, 1872	81.5	3.7	11.3	—	29	10	4	1,319	Erie and Pittsburg	Pennsylvania.	5,397,000	*	.....	.....	2 000,000	3,297,000	.....	.....	114.0	749,260	265,985	1,141,437	(Pa. Co.)	385,937	7	50	....
Dec. 31, 1872	114.0	3.0	6.0	—	15	15	5	302	European and North American [7]	Maine.	5,725,907	*	.....	.....	1,272,550	4,753,778	3,230,860	.....	114.0	184,290	298,082	.....	367,574	165,289	—	100	....
Aug. 31, 1872	109.0	23.0	16.0	—	17	10	6	340	Evansville and Crawfordsville	Indiana.	2,879,748	*	24,449	92,188	1,144,253	1,127,000	20,630	704,462	132.0	359,515	146,036	.....	566,879	218,645	—	100	....
Dec. 31, 1872	55.0	—	3.1	—	8	6	3	222	Evansville, Terre Haute & Chi.	Ind. & Ill.	1,500,000	*	.....	.....	750,000	750,000	.....	.....	—	(Chicag	o, Danville	& Vincenn	es R. R. C	o.)	—	100	....
Sept. 30, 1872	5.8	—	—	—	—	—	—	—	Fall River, Warren & Prov	R. I. & Mass.	331,107	4,200	71,504	469,159	150,000	224,633	271,986	213,261	5.8	11,988	196,787	.....	42,378	15,608	—	100	....
Oct. 31, 1872	12.7	—	0.8	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	.....	.....	107,400	.....	.....	.....	—	(Pbg. &	Connells	v. R. R. Co.)	.....	.....	7½	50	....
Sept. 30, 1872	50.3	43.2	84.7	—	38	46	12	876	Fitchburg	Massachusetts.	3,503,372	560,000	227,503	.....	4,000,000	—	—	511,300	93.3	716,246	1,869,427	740,123	1,350,289	323,935	8	100	126½
Dec. 31, 1872	1.0	—	1.0	—	—	—	—	—	Flemington	New Jersey.	394,095	—	—	—	150,000	—	244,095	—	—	(Belv. D	elaware R.	R. Co.)	16,217	L. 16,186	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1872	205.0	28.0	33.7	55.0	33	36	8	607	*Flint and Pere Marquette*.....Michigan.	8,765,602	1,135,131	694,565	384,284	3,297,860	5,389,000	1,048,609	1,244,673	233.5	888,227	509,975	344,559	1,133,612	455,118	—	100	...
Sept. 30, 1872	11.8	6.2	6.8	16.2	6	19	5	6	Flushing and North Side .....New York.	952,158	284,371	.....	.....	281,010	1,281,200	81,027	.....	18.1	176,515	1,256,278	.....	281,844	86,495	—	100	...
Sept. 30, 1872	10.0	—	1.0	—	3	2	1	10	Fonda, Johnstown and Gloversville..N. Y.	493,732	*	.....	.....	300,000	300,000	41,382	.....	10.0	35,056	99,890	25,897	78,023	38,198	—	100	...
Dec. 31, 1872	100.0	—	5.2	—	8	6	3	237	Ft. Wayne, Jack. & Saginaw. Ind.& Mich.	3,000,000	313,000	25,000	.....	1,050,000	2,000,000	.....	.....	100.0	.....	.....	.....	280,647	123,591	—	100	....
Jun. 30, 1872	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	(Sold January 1, 1872.)				1,000,000	2,300,000	.....	.....	109.0	.....	.....	.....	224,815	28,574	—	100	....
Sept. 30, 1872	26.0	—	3.3	—	3	1	—	90	Framingham and Lowell.....Mass.	1,021,792	182,062	.....	58,170	499,896	650,000	112,698	30	—	(Boston, Clinton & Fitchb'g.)			21,580	21,580	—	100	394
Dec. 31, 1872	11.5	—	1.3	—	2	3	—	21	Freehold and Jamesburg.....N. Jersey.	283,745	.....	.....	.....	283,745	.....	.....	.....	22.0	67,460	171,400	43,411	57,773	14,152	—	100	....
Feb. 28, 1873	85.0	—	9.0	150.0	9	6	4	126	Galv., Harrisburg & San Antonio..Texas.	2,255,402	287,906	.....	61,000	2,051,468	552,840	.....	.....	85.0	36,210	8,664	27,637	160,424	93,422	—	100	....
Dec 31, 1872	50.0	—	10.0	—	15	9	4	284	Galveston, Houston & Henderson.Texas.	2,522,063	398,639	284,423	14,796	1,000,000	1,500,000	360,653	311,091	50.0	198,167	86,845	179,666	751,054	366,017	—	100	....
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Georgia.	4,156,000	*	1,335,369	415,005	4,200,000	676,500	187,240	853,238	232.0	1,103,551	.....	.....	1,623,454	490,196	8	100	....
Jun. 30, 1872	111.0	—	5.5	—	8	4	4	302	Gilman, Clinton & Springfield.....Illinois.	4,000,000	*	.....	.....	2,000,000	2,000,000	.....	.....	111.0	87,808	.....	.....	156,750	33,525	—	100	....
Sept. 30, 1872	11.6	—	0.3	3.1	—	—	—	—	Goshen and Deckertown .....New York.	290,901	.....	.....	.....	105,000	246,500	8,000	.....	—	(Leased	to Erie)		21,500	21,500	6	100	....
Dec. 31, 1872	263.7	28.0	13.2	35.0	34	17	8	1,004	*Grand Rapids and Indiana*....Mich. & Ind.	4,807,993	1,114,214	128,797	4,748,995	2,800,000	8,000,000	.....	.....	289.7	.....	491,910	311,670	949,781	505,640	—	100	....
Mar. 31, 1873	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	—	(Leased	by Michig	an Centra	l R. R. C	o.)	—	100	....
Dec. 31, 1872	857.0	52.0	371.0	—	361	260	80	4,686	Grand Trunk ¶.....Canada.	106,900,746	*	5,197,215	1,348 999	16,977,803	91,597,296	4,870,346	1,515	1,377.0	6,754,570	1,718,273	1,535,296	8,935,970	1,803,921	—	100	....
Jan. 31, 1873	229.0	216.0	102.0	—	177	146	39	3,136	Great Western ¶.....Canada.	33,941,675	*	.....	.....	24,167,457	10,816,000	.....	.....	569.0	4,416,442	.....	.....	5,732,870	2,989,050	6½	100	....
Sept. 30, 1872	8.0	—	0.5	—	—	—	—	—	Greene.....New York.	348,877	.....	.....	.....	200,000	.....	.....	.....	8.0	20,824	37,773	151,848	35,718	5,611	6	100	....
Feb. 28, 1873	151.0	—	5.0	49.0	9	5	3	300	Green Bay and Lake Pepin....Wisconsin.	3,400,000	*	.....	.....	1,500,000	2,400,000	.....	.....	—		(Not r	egularly o	perated.)		—	100	....
Sept. 30, 1872	14.0	—	0.8	—	—	—	—	—	Greenwich and Johnsonville...New York.	304,415	.....	.....	.....	180,098	185,500	11,086	.....	14.0	17,528	17,488	9,553	30,358	12,528	—	100	....
Mar. 31, 1873	66.0	—	4.0	180.0	7	3	1	72	Gulf Western Texas and Pacific.¶..Texas.	2,500,000	*	.....	.....	.....	1,386,000	.....	.....	....	68,000	9,505	35,874	232,979	128,161	—	100	....
Dec. 31, 1872	4.9	0.8	0.8	—	2	2	2	6	Hackensack and New York..New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.	)	—	100	....
Dec. 31, 1872	28.0	—	1.4	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	.....	.....	.....	560,000	299,600	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.	)	—	100	....
Jun. 30, 1873	70.0	—	4.0	—	—	—	—	—	Hannibal and Central Missouri.Missouri.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	....
Jun. 30, 1873	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,000	675,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	....
Aug. 31, 1872	206.0	68.5	27.7	22.0	79	61	62	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	23,297,728	*	.....	.....	14,250,828	9,146,900	.....	.....	274.5	1,648,638	320,838	415,363	2,484,670	670,529	—	100	25
Sept. 30, 1872	7.9	—	1.0	—	2	3	2	13	Hanover Branch.....Mass.	170,130	40,445	.....	21,126	123,550	.....	40,000	68,151	7.9	21,096	79,998	14,397	71,032	20,295	—	100	....
Oct. 31, 1872	12.2	—	0.9	—	6	5	2	30	Hanover Branch.....Penn.	201,372	68,000	.....	.....	116,850	.....	.....	.....	12.2	48,150	34,401	123,424	82,388	24,356	10	50	....
Sept 30, 1872	116.0	2.0	7.2	—	9	5	1	146	Harlem Extension .....New York.	8,000,000	*	.....	.....	4,000,000	4,000,000	40,509	.....	118.0	277,969	137,337	105,349	317,748	Loss.	—	100	....
Oct. 31, 1872	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,182,550	.....	.....	.....	1,182,550	700,000	.....	.....	54.0	(Leased	by Pennsy	lvania R.R.	Co.)		7	50	102
Sept. 30, 1872	62.0	16.5	87.0	—	37	33	16	703	Hartford and New Haven..Conn.& Mass.	4,729,381	872,197	1,452,042	1,120,651	6,500,000	580,000	50,547	1,043,724	78.5	782,172	1,303,158	721,348	2,106,674	752,702	4½	100	....
Sept. 30, 1872	122.4	0.8	18.7	—	26	36	16	361	Hartford, Prov. & Fishkill¶..R.I., Ct & N.Y.	4,201,486	598,875	.....	.....	2,037,940	2,055,500	100,000	200,519	130.0	541,442	1,207,771	266,912	1,004,040	367,533	—	100	....
Aug. 31, 1872	75.0	—	4.0	125.0	13	6	3	81	*Hastings and Dakota*.....Minn.	(Purchased July 1, 1872 by Mil. & St. Paul Co. for $2,100,000.)								75.0	.....	10,928	20,640	21,415	Loss.				
Dec. 31, 1872	5.5	—	0.6	—	2	—	—	100	Hibernia Mine.....New Jersey.	148,638	*	.....	1,362	150,000	.....	.....	.....	5.5	.....	.....	100,379	54,401	33,629	40	100	....
Dec. 31, 1872	63.3	—	4.9	—	—	—	—	—	Holly, Wayne and Monroe .....Mich.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Flint &	Pere Mar	quette R.	R. Co.)	—	100	....
Sept 30, 1872	10.3	—	0.8	—	—	—	—	—	Holyoke and Westfield.....Mass.	427,946	.....	.....	86	200,000	200,000	1,667	26,365	—	(New H	aven & N	orthamp.)	14,000	14,000	—	100	....
Sept. 30, 1872	74.0	—	7.0	—	16	16	8	389	Housatonic .....Connecticut.	1,864,871	340,687	.....	.....	2,000,000	400,000	335,213	42.248	162.2	274,960	282,741	242,218	528,115	117,529	—	100	....
Nov. 30, 1872	115.0	8.0	11.4	215.0	14	14	7	278	Houston and Great Northern¶.....Texas.	3,361,361	*	751,494	539,503	2,400,000	1 925,915	45,956	260,487	123.0	123,257	24,819	36,583	260,767	81,329	—	100	....
Dec. 31, 1872	387.0	115.0	16.9	—	45	25	14	916	Houston and Texas Central ¶.....Texas.	15,000,000	*	.....	.....	820,000	10,040,000	.....	.....	349.0	.....	.....	.....	2,675,234	1,345,134	—	100	....
Oct. 31, 1872	45.0	29.5	15.5	—	23	6	5	116	Huntingdon and Broad Top Mt.....Penn.	3,159,769	*	.....	.....	1,330,750	2,153,500	117,441	.....	74.5	238.167	59,126	449,748	301,957	17,451	—	50	16
Dec. 31, 1872	705.5	—	130.4	—	197	117	45	4,585	*Illinois Central* .....Illinois.	34,061,196	*	10,248,460	614,081	25,500,000	19,423,707	.....	.....	1,107.0	5,888,226	1,352,156	2,039,321	8,026,754	2,103,107	10	100	95
Dec. 31, 1872	62.8	—	3.2	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	1,451,737	.....	.....	.....	960,000	960,000	.....	.....	—	(Leased	by Chicag	o, Burl. &	Quincy	Co.)	—	100	....
Jun. 30, 1872	85.0	—	2.9	67.0	5	...	...	...	Indiana and Illinois Central....Ind. & Ill.	3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	.....	—	(No	t operated	by Compa	ny.)		—	100	....
Dec. 31, 1872	202.5	10.0	38.0	—	65	23	9	1,752	Ind., Bloomington & Western..Ind. & Ill.	15,500,000	*	.....	.....	7,000,000	8,500,000	.....	.....	212.5	.....	.....	.....	1,359,691	.....	—	100	....
Dec. 31, 1872	179.0	—	21.2	—	58	40	12	1,121	Indianapolis, Cin. and Lafayette..Indiana.	13,988,000	*	.....	.....	5,500,000	8,700,000	.....	.....	179.0	1,211,206	.....	.....	1,754,369	592,056	—	50	12
Dec. 31, 1872	75.0	—	4.8	—	12	10	6	287	Indianapolis, Peru and Chicago..O.&Ind.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	72.0	—	12.0	—	58	34	16	1,407	Indianapolis and St. Louis.....Indiana.	3,927,197	*	241,216	424,409	600,000	3,338,000	654,822	.....	261.0	1,732,260	291,787	690,971	2,110,681	730,239	—	100	....
Dec 31, 1872	117.0	—	18.0	—	6	7	3	197	Indianapolis and Vincennes.....Illinois.	4,613,436	*	51,118	164,475	1,402,000	3,150,000	277,029	.....	117.0	212,294	.....	.....	264,390	90,205	—	100	....
Dec 31, 1872	183.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	183.7	(Leased	by Ill. Cen	. R.R.Co.)	337,462	118,112	—	100	85
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	.....	.....	.....	1,314,000	1,314,000	.....	.....	73.0	(Leased	to Chicag	o & N. W	estern.)		—	100	....
Sept. 30, 1872	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,236,190	*	.....	.....	494,162	600,000	103.302	.....	35.6	82,960	20,367	121,600	110,942	51,708	—	100	....
Dec. 31, 1872	13.0	1.0	1.3	—	3	2	1	146	Iron .....Ohio.	288,237	57,000	49,408	.....	129,550	.....	13,398	251,692	14.0	27,500	34,266	133,100	102,274	55,389	—	100	....
Oct. 31, 1872	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	.....	.....	400,000	100,000	.....	.....	11.0	11,350	.....	115,876	48,865	15,641	—	50	....
May 31, 1872	212.0	—	15.9	76.0	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	6,500,000	.....	.....	.....	1,976,100	4,195,000	.....	.....	156.0	(Leased	by Michig	an Centra	l.)		—	100	....
Dec. 31, 1872	36.5	—	7.2	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	.....	.....	.....	2,095,700	2,300,000	.....	.....	—	(Leased	by Erie R	ailway Co.	)		—	100	....
Dec. 21, 1872	108.0	116.0	22.6	—	41	37	12	744	Jeffersonville, Madison and Ind..Indiana.	6,888,000	*	1,059,864	162,891	2,000,000	4,888,000	1,214,013	7,853	224.0	1,061,102	658,632	468,236	1,287,280	469,670	7	100	85
Dec. 31, 1872	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago .....Illinois.	1,849,000	.....	.....	.....	1,500,000	349,000	.....	.....	—	(Leased	to Chicag	o & Alton	R.R. Co.)		7	100	....
May 31, 1872	44.5	—	3.7	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased	to Michig	an Centra	l. R. R. C	o.)	8	100	....
Oct. 31, 1872	4.6	—	9.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	.....	.....	.....	185,250	800,000	.....	.....	—	24,937	215,230	.....	132,384	55,157	—	50	....
Dec. 31, 1872	42.0	—	2.1	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(No	returns f	urnished.)			103	....
Dec. 31, 1872	58.0	—	3.1	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	—	(Leased	to Lake S	.& M. So.)	103,800	103,800	6	100	....
Mar. 31, 1873	40.0	—	2.7	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	.....	.....	.....	250,000	640,000	.....	.....	—	(Leased	by Michig	an Central	.R.R.Co.)	51,200	—	100	....
Mar. 31, 1872	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Joseph & Co. Bl. Mo.& Ia.	8,626,158	*	.....	.....	2,789,413	6,131,500	.....	.....	260.2	.....	.....	.....	1,242,270	.....	—	100	....
Jun. 30, 1872	31.9	—	1.3	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	.....	.....	.....	720,000	720,000	.....	.....	—	(Leased	by Leav. L	awr. & Gal.	R.R.Co.)	72,000	—	100	....
Dec. 31, 1872	638.6	34.0	22.6	—	88	53	18	1,074	Kansas Pacific.....Kansas & Col.	35,183,274	*	2,428,546	2,563,182	9,688,950	16,925,000	2,706,480	.....	672.6	2,475,270	179,182	348,966	3,732,713	1,494,447	—	100	....
Aug. 31, 1872	49.0	—	2.4	—	6	10	4	59	Knox and Lincoln .....Maine.	2,725,798	*	.....	138,305	361,492	2.395,000	.....	107,611	49.0	(Com	pleted Oct.	19, 1871.)	87,612	35,973	—	100	....
Oct. 31, 1872	80.0	—	3.0	—	25	10	4	1,515	Lackawanna and Bloomsburg .....Penn	3,398,452	722,792	.....	.....	1,335,000	2,250,000	193,261	.....	80.0	436,206	362,294	2,213,010	1 083,505	471,764	—	50	....
Dec. 31, 1872	60.3	—	2.5	93.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	.....	.....	.....	1,000,000	1,300,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	....
Dec. 31, 1872	36.0	—	1.8	79.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	.....	3,716,927	.....	3,000,000	1,500,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	....
Sept. 30, 1872	16.0	—	....	124.0	—	—	—	—	Lake Ontario Shore Line.....New York.	1,541,456	.....	.....	.....	1,727,553	792,000	96,097	.....	—	(Not yet i	n operatio	n.)			—	100	....
Dec. 31, 1872	541.8	596.2	533.2	—	418	160	69	8,640	Lake Shore & Mich. S.....P., O. Ind.& Ill.	63,047,176	12,384,187	7,315,807	1,615,979	50,000,000	26,495,000	6,350,020	1,417,630	1,136.5	13,477,534	2,112,853	4,382,243	17,891,629	5,118,598	8	100	70½
Jan. 30, 1872	37.0	—	....	66.0	6	—	—	35	Lake Shore and Tuscarawas Valley..Ohio.	2,539,669	87,519	138,142	72,922	744,938	2.000 000	93,314	.....	.....	(Opened t	hrough in	July, 187 3.)			—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Companies.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.
	M.	M.	M.	M.					
Sept. 30, 1872	74.0	—	4.8	76.0	N. Y., Kingston & Syracuse..New York.	7	2	3	121
Sept. 30, 1872	5.4	—	0.4	54.6	N. Y., Housatonic & North.N.Y. & Conn.	1	1	—	—
Sept. 30, 1872	7.0	—	0.4	0.2	New York and Mahopac.....New York.	—	—	—	—
Sept. 30, 1872	124.0	16.8	164.0	—	N. Y., N. H. & Hartford..N.Y., Ct. & Ma.	84	129	41	1,010
Sept. 30, 1872	62.5	—	27.5	—	N. Y., Providence and Boston..C. & R. I.	20	19	7	99
Sept. 30, 1872	99.0	—	3.6	—	Niagara Bridge and Canandaigua.N. York.	—	—	—	—
Jun. 30, 1872	35.3	—	3.3	—	Niles and New Lisbon .....Ohio.	5	1	1	134
Sept. 30, 1872	223.0	—	11.2	—	North Carolina ¶.....North Carolina.	24	18	10	271
Feb. 28, 1873	102.0	—	9.0	—	North-Eastern ¶ .....South Carolina.	14	14	5	142
Jun. 30, 1873	72.0	—	3.6	118.0	North Louisiana and Texas.....La.				
Oct. 31, 1872	55.6	12.1	66.7	—	North Pennsylvania.....Pennsylvania.	39	36	20	908
Dec. 31, 1872	95.0	45.3	33.3	—	Northern, of Canada.....Canada.	30	21	10	689
Dec. 31, 1872	138.0	4.0	137.0	—	Northern Central ¶.....Md. and Penn.	141	69	22	6,264
Mar. 31, 1872	69.2	13.4	17.6	—	Northern New Hampshire ..New Hamp.	27	16	6	640
Dec. 31, 1872	21.3	—	4.6	—	Northern New Jersey.....New Jersey.	—	—	—	—
May 31, 1873	153.0	106.0	.....	1,441	Northern Pacific.....Minn., Dak. &c.	72	16	6	1,554
Sept. 30, 1872	59.4	7.0	13.1	—	Norwich and Worcester ¶..Conn. & Mass.	20	15	6	642
Jun. 30 1872	113.0	32.0	14.5	—	Nova Scotia.....Nova Scotia.	21	27	12	394
Sept. 30, 1872	118.0	4.0	18.0	—	Ogdensburg and Lake Champlain...N. Y.	34	19	4	1,026
Dec. 31, 1872	10.0	2.0	3.8	—	Ogden Mine.....New Jersey.	2	—	—	96
Jun. 30, 1872	340.0	53.0	24.0	—	Ohio and Mississippi ....Ohio, Ind. & Ill.	122	57	24	2,422
Oct. 31, 1872	120.0	3.0	53.7	—	Oil Creek and Allegheny River.....Penn.	32	19	5	328
Sept. 30, 1872	131.3	19.4	50.6	15.0	Old Colony and Newport..Massachusetts.	45	95	16	607
Dec. 31, 1872	9.9	2.0	3.1	—	Orange and Newark.....New Jersey.	...	33	—	—
Sept. 30, 1872	282.6	10.0	9.6	—	Orange, Alex. and Manassas Gap ¶....Va.	25	21	12	382
Dec. 31, 1872	25.0	—	1.7	200.0	Osage Valley and Southern Kansas...Mo.	—	—	—	—
ept. 30, 1872	28.6	—	3.3	—	Oswego and Rome.....New York.	—	—	—	—
Sept. 30, 1872	35.0	—	46.7	—	Oswego and Syracuse .....New York.	11	12	4	258
Dec. 31, 1872	35.0	—	1.6	100.0	Owensboro and Russellville...Kentucky.	2	1	1	10
Dec. 31, 1872	283.5	15.5	39.1	—	*Pacific* of Missouri ¶.....Missouri.	—	—	—	—
Dec. 31, 1872	63.5	—	3.6	101.5	Paducah and Gulf .....Kentucky.	7	4	2	77
Jun. 30, 1872	11.0	—	0.5	53.4	Painesville and Youngstown.....Ohio.	2	1	1	25
Dec. 31, 1872	47.6	—	11.8	—	Panama.....New Granada.	20	26	4	486
Dec. 31, 1872	76.0	33.0	6.2	—	Paris and Decatur.....Illinois.	7	5	3	246
Dec. 31, 1872	14.5	—	14.5	—	Paterson and Hudson.....New Jersey.	—	—	—	—
Dec. 31, 1872	12.0	—	2.6	—	Paterson and Newark.....New Jersey.	—	—	—	—
Dec. 31, 1872	15.1	—	15.1	—	Paterson and Ramapo.....New Jersey.	—	—	—	—
Feb. 28, 1873	67.3	—	3.9	—	Pekin, Lincoln and Decatur.....Illinois.	—	—	—	—
Dec. 31, 1872	22.0	—	1.8	—	Pemberton and Hightstown....N. Jersey.	—	—	—	—
Dec. 31, 1872	18.0	—	1.1	—	Pemberton and New York...New Jersey.	—	—	—	—
Dec. 31, 1872	165.0	—	10.0	40.0	Peninsular.....Mich. Ind. & Ill.	4	4	2	45
Dec. 31, 1872	354.9	69.0	546.9	—	Pennsylvania .....Pennsylvania.	598	292	112	11429
Dec. 31, 1872	47.0	15.9	57.0	—	Pennsylvania Coal.....Pennsylvania.	23	8	—	2,040
Dec. 31, 1872	22.5	—	1.2	—	Pennsylvania and Delaware..Penn. & Del.	—	—	—	—
Dec. 31, 1872	104.3	12.1	35.9	—	Pennsylvania and N. York..N.Y. & Penn.	18	2	—	1,218
Dec. 31, 1872	46.0	—	6.6	—	Peoria and Bureau Valley.....Illinois.	—	—	—	—
Dec. 31, 1872	83.0	—	11.6	—	Peoria, Pekin and Jacksonville...Illinois.	12	7	4	161
Dec. 31, 1872	6.5	—	1.0	—	Perth Amboy and Woodbridge..N. Jersey.	—	—	—	—
Dec. 31, 1872	64.0	18.0	8.0	—	Petersburg ¶.....Virginia.	12	9	5	120
Oct. 31, 1872	46.0	—	6.0	—	Philadelphia and Balt. Cent..Penn. & Md.	9	7	3	95
Dec. 31, 1872	287.6	—	114.3	—	Philadelphia and Erie ¶....Pennsylvania.	130	38	20	2,955
Dec. 31, 1872	17.1	3.1	13.7	21.0	Phila., Germantown and Norristown..Pa.	24	45	13	192
Dec. 31, 1872	98.4	172.1	421.7	—	Philadelphia and Reading..Pennsylvania.	377	202	53	14138
Dec. 31, 1872	26.6	—	36.3	—	Philadelphia and Trenton..Pennsylvania.	—	—	—	—
Dec. 31, 1872	95.3	3.8	139.1	—	Philadelphia, Wilm. and Baltimore..Penn.	64	103	49	1,295
Oct. 31, 1872	7.0	—	1.0	—	Pithole Valley.....Pennsylvania.	2	3	2	22
Dec. 31, 1872	193.0	8.0	46.0	—	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	119	34	19	1,605
Dec. 31, 1872	468.3	—	156.3	—	Pittsburg, Ft. W. and Chic...P., O., L. & L.	243	96	54	5,559
Dec. 31, 1872	14.0	—	3.1	16.0	Pittsburg, Virginia & Charleston.....Pa.	3	2	1	45
Oct. 31, 1872	149.6	1.9	17.2	—	Pitteb'g, Washington & Dalton...Pa. & Md.	57	26	9	430
Sept. 30, 1872	18.6	—	1.4	—	Pittsfield and North Adams.....Mass.	—	—	—	—
Jun. 30, 1872	—	—	—	178.0	Plymouth, Kankaka & Pacific..Ind. & Ill.	—	—	—	—
Oct. 31, 1871	66.0	—	2.7	24.0	Port Huron and Lake Michigan.....Mich.	7	6	3	315
Nov. 30, 1872	60.0	—	3.5	50.0	Portland and Ogdensburg....Me. & N. H.	5	13	3	92
Dec. 31, 1872	65.0	—	2.1	93.0	Portland and Ogdensburg.....Vermont.	5	4	3	85
Dec. 31, 1872	27.5	—	2.8	—	Portland and Oxford Central.....Maine.	2	1	1	22
Aug. 31, 1872	52.5	—	3.3	—	Portland and Rochester.....Me. & N. H.	6	10	4	213
May 31, 1873	51.3	—	7.4	—	Portland, Saco and Portsmouth ....N. H.	19	—	7	167
Apl. 30, 1873	111.8	—	8.0	—	Port Royal.....South Carolina.	9	6	4	110
May 31, 1873	71.0	—	4.9	39.0	Portsmouth, Gt. Falls and Conway..N. H.	—	—	—	—
Sept. 30, 1872	41.5	—	2.5	3.4	Poughkeepsie and Eastern....New York.	4	5	—	60

Abstract of General Balance Sheet.

Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.
$	$	$	$	$	$	$	$	M.
8,055,856	190,066	.....	.....	2,662,921	583,000	92,692	—	74.0
604,626	12,737	.....	.....	261,000	183,500	156,475	—	—
264,912				265,000				
12,861,474	1,840,535	1,465,553	3,428,675	15,500,000	1,641,500	377,341	1,377,592	190.2
3,101,400	*			1,887,400	1,214,000	.....	—	67.5
3,210,616				1,000,000				
1,047,364	108,287	.....	.....	500,000	500,000	59,584	96,067	35.3
4,947,741	*	344,672	337,271	4,000,000	553,413	592,030	483,241	223.0
2,148,131	*	88,720	37,364	979,850	1,101,500	138,977	53,380	102.0
	(No a	ccounts o	btainable.)					72.0
7,086,930	1,208,779	1,524,750	.....	3,473,500	4,042,500	63,394	—	67.7
5,465,410	*	78,964	610,683		5,819,963	261,561	3,533	140.3
11,666,830	3,223,438	2,750,000	928,678	5,842,000	11,040,602	1,464,215	222,099	317.0
3,068,400	*	309,618	212,958	3,068,400	102,000	266,800	154,576	82.6
527,452	*	872,548	.....	1,000,000	400,000	.....	—	
13,292,142	1,908,838	601,394	.....	.....	50,000 p.m	.....	—	559.0
2,463,983	*	84,706	109,188	2,364,400	759,000	35,526	731,947	66.4
6,976,268	*	110,464	.....	.....	6,976,268	110,464	—	145.0
4,048,510	1,748,411	.....	.....	3,077,000	1,012,000	.....	—	122.0
452,994	*	.....	.....	450,000	.....	.....	—	12.0
34,470,752	*	.....	.....	24,030,000	10,111,850	328,902	—	393.0
8,554,547	1,008,331	.....	.....	4,959,450	3,680,000	.....	—	123.0
8,095,654	*	441,553	586,443	5,103,506	3,521,000	467,989	581,156	150.7
1,073,555	*	.....	.....	290,300	736,000	73,852	—	11.9
9,180,634	*	.....	.....	2,692,540	5,622,664	865,431	—	292.6
600,000	—	.....	.....	375,000	200,000	25,000	—	
950,953	—	.....	.....	300,000	612,100	27	—	
1,114,844	330,270	.....	.....	1,144,400	180,000	.....	—	35.0
.....	.....	.....	.....	1,500,000	1,500,000	.....	—	35.0
.....	.....	.....	.....	7,000,000	(Assume	d by Le	ssees.)	—
3,261,312	*	980,220	89,430	2,924,150	1,000,000	408,812	—	63.5
234,608	21,389	.....	.....	255,997	.....	.....	—	11.5
10,000,000	*	.....	.....	7,000,000	2,993,177	.....	—	47.6
2,800,000	*	.....	.....	1,600,000	1,200,000	.....	—	109.0
600,000	—	.....	.....	630,000	.....	.....	—	—
896,162	—	.....	.....	250,000	600,000	.....	—	—
350,000	—	.....	.....	248,000	100,000	.....	—	—
2,576,000	—	.....	.....	1,500,000	1,076,000	.....	—	—
538,692	—	.....	.....	342,150	160,000	36,542	—	—
875,000	—	.....	.....	500,000	375,000	.....	—	—
4,916,268	*	.....	.....	1,995,000	2,779,000	142,262	—	165.0
31,283,395	11,154,553	53,506,985	20,413,980	53,271,937	35,072,309	19,395,422	8,919,154	787.7
2,000,000	*	2,947,500	.....	4,000,000	636,500	375,000	—	47.0
1,200,000	—	.....	.....	483,297	700,000	.....	—	
6,086,426	628,814	.....	.....	3,061,700	3,000,000	.....	—	145.6
1,800,000	—	.....	.....	1,200,000	600,000	.....	—	
3,239,700	*	.....	.....	1,239,700	2,000,000	.....	—	83.0
214,581	—	.....	.....	57,200	100,000	57,381	—	
1,817,985	*	323,906	43,388	1,324,200	500,000	361,083	—	82.0
1,806,209	177,474	.....	.....	220,606	2,600,000	53,413	—	58.1
21,822,990	*	2,248,698	.....	8,448,000	14,759,000	892,983	—	287.6
1,146,538	368,262	500,793	.....	2,231,900	.....	.....	—	23.6
45,922,674	*	24,888,327	2,675,996	34,236,175	33,120,804	4,172,014	1,968,004	708.0
1,534,479	*	329,626	.....	1,259,100	.....	.....	275,408	37.5
11,890,736	*	2,318,306	175,395	11,485,750	1,990,500	455,331	660,478	197.7
100,000	*	225,000	—	225,000	100,000	17,132	—	7.0
15,095,349	3,740,438	1,950,109	1,812,268	8,433,550	10,011,740	5,461,173	—	201.0
36,835,286	*	.....	.....	22,214,286	13,621,000	17,230	—	508.6
654,068	55,243	.....	.....	618,564	.....	.....	—	14.0
11,598,236	687,192	83,196	.....	1,960,682	4,780,000	3,463,294	—	173.8
450,000	—	.....	.....	450,000	.....	.....	—	
.....	.....	.....	.....	719,396	450,000	.....	—	
3,000,000	*	(To com	pletion.)	1,200,000	1,800,000	.....	—	41.0
1,945,560	161,149	97,155	29,230	1,039,095	906,000	259,132	28,859	60.0
1,652,000	*	.....	.....	.....	2,340,000	.....	—	
550,000	*	.....	.....	250,000	218,500	.....	—	27.5
1,930,854	*	45,000	10,296	636,097	1,120,000	200,053	—	52.5
1,500,000	*	.....	.....	1,500,000	.....	.....	—	
5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	110.0
2,270,000	*	.....	.....	770,000	2,000,000	.....	—	
1,391,372	*	.....	.....	524,404	508,200	506,079	—	41.8

Operations.

Trains Moved.	Passengers.	Freight.
M.	Number.	Tons.
101,685	163,267	69,137
(Leased	by Housat	onic R. R.
1,700,891	3,925,765	592,579
441,485	614,211	229,677
(Leased	by New Y	ork Cent.
112,067	48,554	336,167
478,580	140,397	113,126
293,721	82,719	.....
	(No accou	nts.)
617,092	889,571	880,119
748,888	212,080	313,664
3,288,463	1,110,110	4,769,895
506,848	195,406	411,888
(Leased	to Erie Ra	ilway Co.)
410,089	372,841	346,367
.....	194,167	242,210
636,755	171,894	417,378
.....	.....	54,479
2,852,763	404,765	708,799
749,668	559,926	676,500
1,110,675	3,711,345	510,434
	2,984,817	
713,252	196,394	161,434
(Leased	by Pacific	(of Mo.)R.
(Leased	by Rome,	Watertow
232,069	171,932	232,801
(In cour	se of cons	truction:
(Leased	by Atlant	ic & Pacif
469,289	22,920	21,589
(Under	construct	ion: no ret
.....	.....	.....
	(No	statement
(Leased	by Erie R	ail'y Co.)
(Leased	by Erie R	ail'y Co.)
(Leased	by Erie R	ail'y Co.)
(Leased	by Tol. Wa	b. & Win.
(Leased	by United	Co.)
(Leased	by N. Jer.	Sth'n R. R.
.....	83,491	46,333
1,388,957	5,250,393	7,844,779
.....	3,486	1,376,772
(Leased	to Penna.	R.R. Co.:
.....	190,309	1,288,527
(Leased	by Chic. R.	L. & Pac.
260,093	77,372	124,505
(Oper. b	y Penna.	R. R. Co.)
228,000	44,392	57,238
176,312	315,515	134,307
2,912,351	839,793	2,028,568
(Leased	by Phila.	& Read'g.)
7,248,778	6,383,991	9,578,405
1,561,080	1,124,640	1,759,758
1,248,818	1,747,195	449,780
	9,800	12,854
3,160,500	606,902	1,429,115
7,313,148	2,106,152	2,408,162
	(In opera	tion only t
1,703,600	781,994	980,780
(Leased	by Boston	& Albany
(Leased	by Pennsy	lvania Co
.....	41,988	55,029
118,100	55,592	37,856
	(Earnings	used in co
17,215	2,980	6,375
141,640	120,009	60,790
	(Leased b	y Eastern
	(Operated	for benefit
	(Leased b	y Eastern
53,514	70,015	10,40

Earnings.

Gross.	Net.
$	$
219,368	60,974
	3,010
	Co.)
4,483,554	1,769,809
911,021	401,914
	R.R. Co.)
112,067	36,000
478,580	(Rl'hm.& Danv.)
140,397	113,126
395,463	159,695
	.....
	(No accou
889,571	880,119
748,888	212,080
1,110,110	4,769,895
195,406	411,888
273,054	37,604
	(No sta
372,841	346,367
194,167	242,210
171,894	417,378
54,479	47,459
404,765	708,799
559,926	676,500
3,711,345	510,434
2,984,817	
196,394	161,434
(Leased	by Pacific
(Leased	by Rome,
171,932	232,801
(In cour	se of cons
(Leased	by Atlant
22,920	21,589
(Under	construct
.....	.....
	(No
(Leased	by Erie R
(Leased	by Erie R
(Leased	by Erie R
(Leased	by Tol. Wa
(Leased	by United
(Leased	by N. Jer.
83,491	46,333
5,250,393	7,844,779
3,486	1,376,772
(Leased	to Penna.
190,309	1,288,527
(Leased	by Chic. R.
77,372	124,505
(Oper. b	y Penna.
44,392	57,238
315,515	134,307
839,793	2,028,568
(Leased	by Phila.
6,383,991	9,578,405
1,561,080	1,124,640
1,747,195	449,780
9,800	12,854
606,902	1,429,115
2,106,152	2,408,162
	(In opera
781,994	980,780
(Leased	by Boston
(Leased	by Pennsy
41,988	55,029
55,592	37,856
	(Earnings
2,980	6,375
120,009	60,790
	(Leased b
	(Operated
	(Leased b
70,015	10,40

Dividends.	Value of Shares. Par.	Market.
pc.	$	p.c
—	100	....
—	100	....
—	100	....

Sept. 30, 1872	43.4	1.0	44.1	—	27	29	6	919	Providence and Worcester..R. I. & Mass.	1,909,636	666,568	125,566	107,861	2,000,000	500,000	224,612	84,019	47.6	$507,536	$1,605,257	$ 521,866	295,897	239,926	10	100	....
Nov. 30, 1872	13.6	—	3.1	—	3	8	3	11	Providence, Warren and Bristol..R. I. & M.	646,079	73,026	.....	.....	437,917	50,000	63,611	.....	13.6	44,096	415,776	16,367	105,565	51,456	3	100	....
Dec. 31, 1872	21.0	—	2.0	—	1	3	2	—	Queen Anne and Kent Co.....Md.	351,000	"	32,200	.....	269,000	269,000	2,600	.....	21.0	38,850	12,560	38,231	27,437	9,989	—	50	....
Dec. 31, 1872	41.7	—	1.4	88.3	3	2	2	45	Quincy, Alton and St. Louis.....Ill.	1,850,000	"	.....	.....	1,000,000	850,000	.....	.....	41.7	.....	.....	.....	96,000	.....	—	100	....
May 31, 1872	97.0	—	9.7	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	"	155,300	102,935	1,500,000	.....	92,150	166,085	97.0	.....	31,226	64,096	359,277	154,400	—	100	....
Jan. 31, 1873	44.0	—	3.0	60.0	4	3	3	46	Raleigh and Augusta Air-Line....N. Car.	1,134,211	89,785	.....	.....	876,000	350,000	.....	.....	44.0	.....	.....	.....	76,037	.....	—	100	....
Sept. 30, 1872	71.0	110.0	41.5	—	39	68	19	974	Rensselaer and Saratoga.....N. Y.	7,489,628	"	.....	.....	6,000,000	1,925,000	.....	.....	181.0	861,480	664,000	558,934	1,748,915	604,224	7	100	110
Sept. 30, 1872	140.5	55.2	16.7	—	26	17	10	272	Richmond and Danville ¶.....Virginia.	5,109,406	"	2,046,460	211,461	4,000,000	2,621,090	510,171	236,066	295.9	526,782	134,485	176,708	832,092	363,846	—	100	....
Sept. 30, 1872	75.5	11.4	6.2	—	12	6	4	139	Richmond, Frederick and Potomac ¶..Va.	2,622,927	"	116,539	263,282	1,509,826	889,899	43,417	559,604	89.9	200,899	.....	.....	351,919	145,919	—	100	....
Sept. 30, 1872	22.5	2.8	4.2	—	8	10	4	160	Richmond and Petersburg ¶.....Va. N.C.	1,188,213	"	85,833	30,224	847,100	326,296	93,377	37,528	46.8	107,159	118,189	42,228	160,319	45,945	—	100	....
Sept. 30, 1872	38.3	—	2.2	26.0	3	3	2	42	Richmond and York River.....Va.	1,265,640	"	.....	.....	650,000	615,640	.....	.....	38.3	(No returns obtained.)					—	100	....
Sept. 30, 1872	18.6	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	"	.....	.....	557,560	.....	.....	.....	—	(Leased by Erie Railway Co.)				34,012	6	100	....
Jun. 30, 1872	251.9	25.5	27.0	—	33	15	7	915	Rockford, Rock Island and St. Louis..Ill.	15,490,570	"	.....	.....	6,490,579	9,000,000	.....	.....	316.5	.....	.....	.....	1,067,749	243,584	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	"	.....	.....	250,844	.....	.....	.....	20.0	.....	(No information.)		.....	.....	16	100	....
Sept. 30, 1872	141.1	48.5	25.8	—	40	31	15	779	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	"	.....	.....	2,998,900	1,735,606	38,359	.....	215.2	675,016	441,909	336,440	1,150,764	282,106	7	100	80
Jan. 31, 1873	120.0	—	26.0	—	—	—	—	—	Rutland .....Vermont.	8,787,902	—	1,236,719	.....	6,641,300	1,701,000	1,180,628	.....	239.0	(Leased to Central Verm't.)			434,740	405,381	—	100	5
Jun. 30, 1873	225.0	—	24.0	54.0	19	.....	.....	.....	St. Joseph and Denver City..Kan.& Neb.	11,188,220	420,925	279,044	3,203	4,000,000	7,000,000	734,425	157,067	225.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	54.0	5.0	6.1	—	9	15	6	93	St. Lawrence and Ottawa.....Canada.	1,050,000	"	.....	.....	.....	250,000	.....	.....	59.0	.....	70,265	38,592	161,771	45,953	—	100	....
Dec. 31, 1872	189.0	16.0	29.0	—	13	9	7	553	St. Louis, Alton and Terre Haute.Illinois.	11,768,400	"	.....	238,001	4,768,400	6,700,000	218,001	.....	56.0	360,130	149,499	416,215	507,019	220,002	—	100	11
Dec. 31, 1872	195.5	15.8	37.0	—	91	20	15	1,651	*St. Louis and Iron Mountain* ¶...Missouri.	14,555,951	1,951,989	1,088,796	153,733	10,000,000	5,461,000	.....	.....	210.8	933,393	557,575	633,574	2,146,689	687,639	3	100	24
Dec. 31, 1872	310.0	48.0	25.0	50.0	46	26	12	1,170	St. Louis & S. Eastern...Ill., Ky. & Tenn.	11,089,000	1,726,000	3,993,000	.....	11,000,000	5,807,000	.....	.....	220.0	.....	.....	.....	822,601	169,779	—	100	....
Dec. 31, 1872	150.0	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,040,100	"	.....	.....	2,324,100	3,477,000	.....	.....	—	(Leased by Chicago & Alton R.R.Co.)				240,000	—	100	....
Jan. 31, 1873	353.0	—	17.6	—	88	38	19	1,531	St. L., Kansas City & Northern..Mo & Ia.	28,134,445	"	2,869,765	439,708	24,000,000	6,000,000	943,928	.....	581.7	2,893,281	428,967	517,528	2,780,820	748,139	—	100	....
Oct. 31, 1872	158.4	—	23.0	—	30	14	8	824	St. Louis, Vandalia & Terre Haute.....Ill.	7,984,227	"	.....	203,201	2,577,779	5,499,000	250,548	60,101	158.4	862,806	.....	.....	1,180,273	354,082	—	100	....
Dec. 31, 1872	207.0	175.0	16.0	251.0	30	14	9	289	*St. Paul and Pacific* (1st Div.)..Minnesota.	15,188,653	"	3,723,033	229,522	1,968,600	16,197,000	589,333	.....	283.0	462,489	235,279	152,356	682,566	.....	—	100	....
Dec. 31, 1872	121.0	—	8.0	—	13	6	4	194	St. Paul and Sioux City.....Minn.	4,550,960	"	179,798	54,019	4,000,000	.....	784,777	.....	121.0	344,883	75,461	136,127	424,398	99,668	—	100	...
Dec. 31, 1872	116.0	—	16.0	—	21	18	9	309	Sandusky, Mansfield and Newark ..Ohio.	3,244,500	"	.....	.....	937,500	2,307,000	.....	.....	160.0	.....	178,661	153,505	574,951	37,802	—	50	....
Dec. 31, 1872	237.0	110.0	15.4	61.0	27	19	6	342	Savannah, Albany and Gulf.....Ga.	7,592,283	"	525,789	1,171,804	4,479,677	3,242,200	1,571,999	.....	347.0	635,300	98,234	.....	983,986	339,539	—	100	....
Dec. 31, 1872	104.0	—	4.9	—	10	9	5	30	Savannah & Charleston.....S. Car. & Ga.	2,288,963	"	.....	.....	1,000,000	1,427,800	.....	.....	104.0	(No statement furnished: very small.)					—	100	....
Feb. 28, 1873	80.0	—	8.0	—	15	7	5	203	Seaboard and Roanoke..Va. & N. Carolina.	1,488,400	"	.....	105,689	1,278,400	210,000	107,000	.....	80.0	235,679	26,309	162,832	566,619	266,335	8	100	....
Apr. 30, 1872	237.0	—	11.9	—	39	17	9	412	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	"	.....	.....	3,750,000	9,230,000	large	.....	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	"	.....	.....	1,389,000	1,423,000	10,000	.....	80.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Nov. 30, 1872	32.0	—	2.0	—	2	2	2	70	Shenango and Allegheny ..Pennsylvania.	890,335	78,945	20,000	.....	199,000	780,000	.....	.....	32.0	40,500	16,170	56,220	58,850	32,393	—	53	....
Jun. 30, 1872	106.8	—	11.3	—	11	8	5	153	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,400	"	.....	.....	2,068,400	1,628,000	.....	.....	157.8	.....	.....	.....	162,405	10,344	—	100	....
Dec. 31, 1872	122.4	—	6.6	26.1	9	6	3	232	Sioux City and St. Paul....Iowa & Minn.	4,422 132	"	568,362	.....	2,800,000	1,740,000	450,491	.....	—	(Run by contractors: no returns.)					—	100	....
Sept. 30, 1872	183.0	—	9.2	—	—	—	—	—	South and North Alabama.....Ala.	7,481,764	"	.....	.....	3,458,067	4,903,000	.....	.....	131.0	.....	41,327	74,837	199,051	60,285	—	100	....
Dec. 31, 1872	137.0	106.0	30.0	—	42	37	*	507	South Carolina ¶.....South Carolina.	9,594,328	"	2,019,176	306,086	5,819,275	4,730,346	236,736	71,474	243.0	856,782	207,344	266,707	1,401,211	545,105	—	100	....
Sept. 30, 1872	116.0	—	5.8	—	11	7	4	401	Southern Central.....New York.	3,450,058	287,305	.....	.....	1,783,021	2,288,000	89 881	.....	116.0	302,744	161,821	178,099	507,280	104,978	—	100	....
Sept. 30, 1872	57.0	20.0	20.0	—	19	35	7	114	South Side (L. I.).....New York.	3,166,551	648,925	.....	.....	1,000,000	2,250,000	386,782	.....	57.0	233,990	617,899	83,701	501,871	226,637	—	100	....
Aug. 31, 1872	167.5	—	9.5	—	12	5	3	243	Southern Minnesota.....Minnesota.	9,424,953	"	.....	.....	3,825,000	4,592,000	1,007,953	.....	165.5	.....	46,349	92,661	493,438	190,021	—	100	....
Dec. 31, 1872	170.0	—	8.5	552.0	14	23	8	245	Southern Pacific.....California.	11,500,000	"	.....	.....	8,404,800	5,750,000	.....	.....	170.9	.....	314,150	121,660	932,725	481,664	—	100	....
Jun. 30, 1872	228.0	—	11.2	—	12	10	4	260	Springfield & Ill. So. Eastern.....Illinois.	8,176,500	"	.....	.....	4,000,000	4,400,000	140,000	.....	—	(Not in operation at date.)					—	100	....
Sept. 30, 1872	81.0	—	17.0	—	16	13	3	378	Syracuse, Binghamton and N. York..N.Y.	3,906,297	"	.....	.....	2,004,000	1,670,000	129,414	.....	81.0	449,520	186,606	533,355	713,585	216,481	4	100	....
Sept. 30, 1872	26.0	1.0	8.1	16.0	3	6	2	40	Syracuse and Chenango Valley....N. Y.	1,165,062	61,985	.....	.....	1,063,400	500,000	229,997	.....	26.0	23,548	49,219	29,914	23,199	loss.	—	100	....
Nov. 30, 1872	79.7	26.6	30.0	—	36	21	9	782	Terre Haute and Indianapolis....Indiana.	2,807,213	"	1,583,484	191,840	1,988,150	800,000	616,344	1,173,143	99.3	.....	190,997	834,850	1,070,354	128,448	—	100	....
Apr. 30, 1873	66.0	—	6.6	1,741	12	6	—	73	Texas and Pacific.....Texas.	4,200,000	"	.....	.....	.....	4,000,000	.....	.....	66.0	.....	.....	.....	346,001	85,042	—	100	....
Dec. 31, 1872	227.3	10.2	29.0	—	45	13	9	1,109	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	"	.....	.....	5,700,000	3,450,000	204,794	.....	237.5	1,192,881	.....	.....	1,316,106	368,093	—	100	....
Dec. 31, 1872	473.6	153.6	60.5	—	182	71	42	4,207	Toledo, Wabash and Western..O. I. & Ill.	34,653,000	"	.....	.....	16,000,000	18,653,000	.....	.....	955.7	5,196,661	637,050	1,349,052	6,008,978	1,578,182	—	100	30
Sept. 30, 1872	84.9	—	9.0	—	11	12	6	222	Troy and Boston.....New York.	1,934,146	378,418	.....	.....	1,599,000	1,899,000	65,309	.....	55.3	190,548	262,763	191,122	516,563	212,097	2	100	....
Dec. 31, 1872	1,032	—	100.0	—	151	93	36	2,409	*Union Pacific* ....Nebr. Utah Nev. & Cal.	111,948,812	"	.....	.....	36,762,300	75,179,512	.....	.....	1,032.0	.....	165,688	.....	8,862,605	4,092,032	—	100	24
Dec. 31, 1872	165.0	—	160.0	—	242	281	38	1,762	United Companies of New Jersey..N. Jer.	22,450,328	"	13,216,919	427,838	18,990,627	17,615,608	797,681	472,455	455.9	3,905,741	7,580,795	2,536,304	8,266,226	2,261,060	10	100	125
Apr. 30, 1872	37.0	—	4.0	91.0	6	6	1	28	Utah Central.....Utah.	1,500,000	"	.....	.....	500,000	1,000,000	.....	.....	37.0	.....	.....	.....	360,612	206,358	—	100	....
Dec. 31, 1872	31.0	—	2.1	44.0	3	3	2	11	Utah Southern .....Utah.	1,060,000	"	.....	.....	400,000	660,000	.....	.....	31.0	.....	.....	.....	126,884	68,442	—	100	....
Sept. 30, 1872	74.8	—	13.4	12.2	14	15	7	125	Utica and Black River.....New York.	2,200,444	258,703	.....	.....	1,754,020	775,500	.....	.....	92.2	201,688	184,533	62,064	337,299	111,309	3	100	....
Sept. 30, 1872	98.0	22.0	14.0	—	17	15	7	62	Utica, Chenango and Susq. Valley..N. Y.	3,186 344	438,181	.....	.....	2,908,600	.....	.....	.....	120.0	228,887	246,161	173,749	424,792	32,246	6	100	....
May 31, 1872	47.0	25.5	9.5	—	—	—	—	—	Vermont and Canada .....Vermont.	3,000,000	"	.....	.....	3,000,000	.....	.....	.....	—	(Leased by Vermont Central R. R. Co. at 8 p.c.)					8	100	54
May 31, 1872	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	"	.....	.....	5,000,000	6,500,000	.....	.....	773.0	.....	.....	(2 yrs.	8,497,442	493,487	—	100	....
Sept. 30, 1872	56.0	24.1	9.2	—	18	19	8	274	Vermont and Massachusetts..Mass. & Vt.	2,703,966	"	90,785	191,899	2,860,000	900,000	68,899	157,751	88.1	24 ,299	275,181	131,458	557,196	169,523	2	100	81
Feb. 29, 1872	140 0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	"	245,588	193,945	464,072	2,929,236	86,869	.....	140.0	181,288	82,372	49,481	408,220	102,913	—	100	....
Dec. 31, 1872	46.0	—	2.3	—	3	*	*	50	Vineland.....New Jersey.	1,826,191	"	.....	.....	998,005	750,000	78,187	.....	—	(Leased to N. Jer. Southern R. R Co.)					—	100	....
Dec. 31, 1872	18.3	—	6.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	"	.....	.....	1,800,000	1,261,400	.....	.....	—	(Leased to D. L. & W. R. R.)			525,749	215,353	7	100	....
Sept. 30, 1872	44.0	—	2.0	281.0	4	6	3	65	Washington and Ohio .....Virginia.	1,435,176	128,577	128,773	.....	900,700	130,400	321,248	340,178	44.0	81,361	27,693	19,418	81,285	7,948	—	100	....
Aug. 31, 1872	132.0	28.0	15.5	—	26	16	8	247	Western Alabama.....Alabama.	4,822,628	538,272	342,800	662,535	2,008,324	3,169,900	561,508	626,504	160.0	421,880	101,742	.....	626,504	150,634	—	100	....
Dec. 31, 1872	133.0	—	11.0	—	59	18	12	921	Western and Atlantic.....Georgia.	(Owned by State of Georgia & leased to a company for $300,000 a year.)								138.0	.....	.....	125,932	1,590,245	66,587	—	100	....
Sept. 30, 1872	60.0	—	3.9	13.0	10	10	6	123	Western Maryland ¶.....Maryland.	2,366,392	"	208,500	17,069	682,893	1,800,000	109,069	.....	60.0	217,760	134,655	73,841	197,707	7,038	—	100	....
Dec. 30, 1872	57.1	27.6	14.6	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,846,005	"	.....	.....	1,022,450	1,800,000	1,023,555	.....	—	(Leased by Pennsylvania R. R. Co.)					—	55	....
Dec. 31, 1872	60 7	—	16.2	—	18	63	8	171	West Jersey.....New Jersey.	2,255,355	"	1,486,466	178,462	1,359,700	2,398,000	162,583	.....	128.9	330,555	642,728	28,443	664,777	291,363	8	100	100
Mar. 31, 1873	197.0	—	10.0	—	26	14	10	660	West Wisconsin.....Wisc.	8,640,000	"	.....	.....	4,000,000	4,640,000	.....	.....	165.0	.....	.....	.....	549,645	263,329	—	100	....
Dec. 31, 1872	32.0	—	1.0	28.0	3	5	2	24	Wheeling, Pby. & Balt.....W. Va. & Pa.	579,642	"	.....	.....	500,000	.....	79,642	.....	32.0	39,328	63,175	11,638	48,164	480	—	55	....
Sept. 30, 1872	189.6	—	6.0	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	3,971,781	381,117	51,244	.....	300,000	3,800,000	304,142	.....	172.0	.....	.....	.....	591,046	226,498	—	100	....
Oct. 31, 1872	68.6	—	9.5	—	21	6	5	124	Wilmington and Reading...Pennsylvania.	2,644,078	255,151	32,892	.....	750,063	2,332,300	108,610	.....	63.6	230,554	132,365	264,573	228,773	21,667	—	50	....
Sept. 30, 1872	162.0	19.0	9.5	—	92	31	—	324	Wilmington and Weldon ¶...N. Carolina.	3,004,044	"	61,436	296,393	1,456,200	1,619,100	77,042	299,531	181.0	519,184	124,995	.....	635,871	230,833	—	100	66
Dec. 31, 1872	130.9	—	3.0	201.0	15	6	2	300	Wisconsin Central .....Wisconsin.	4,120,000	"	.....	.....	1,657,500	1,691,500	.....	.....	.....	.....	.....	.....	131,793	63,778	—	100	....
Sept. 30, 1872	45.7	—	11.8	—	17	11	5	411	Worcester and Nashua.....N. H.& Mass.	2,212,144	"	85,701	48,143	1,425,400	310,300	36,515	573,774	45.7	359,641	381,964	368,042	587,359	195,463	12	100	127
									CANALS, &c.																					
May 31, 1872	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal..Del. & Md.	3,662,316	"	258,967	.....	1,880,800	1,997,872	.....	.....	12.8	.....	.....	.....	419,222	281,715	4	50	....
Dec. 31, 1872	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	"	.....	.....	8,229,694	8,065,500	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Dec. 31, 1872	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	"	.....	.....	1,633,350	800,000	.....	.....	—	(Leased to Lehigh Coal and Nav. Company.)					8	50	97
Dec. 31, 1872	168.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,339,219	725,561	20,935,209	.....	15,000,000	13,000,000	.....	.....	108.0	.....	.....	1,869,557	86,976	loss.	10	100	119
Dec. 31, 1872	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	"	.....	.....	5,847,400	.....	.....	.....	65.5	.....	.....	.....	957,557	385,170	10	100	....
Dec. 31, 1872	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,800	"	.....	.....	8,784,450	15,767,656	.....	.....	108.0	.....	1,041,891	506,060	32,570	.....	50	86
Dec. 31, 1872	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,146,039	—	1,004,150	.....	110,000	5,054	.....	.....	85.0	.....	2,059,984	196,149	159,121	9	50	....
Feb. 28, 1873	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,432,474	"	2,200,000	1,125,129	.....	.....	.....	.....	103.0	.....	.....	.....	322,762	80,194	7	50	494
Dec. 31, 1872	73.0	64 0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	8,098,360	"	4,467,150	2,688,000	1,048,200	.....	.....	.....	360.0	.....	.....	967,573	556,164	loss.	50	24
Dec. 31, 1872	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,597,126	2,285,573	271,467	.....	4,385,798	8,576,332	267,198	.....	108.3	(Leas.to Ph.&R'g.)		1,200,181	649,352	624,169	1	50	124
Dec. 31, 1872	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	"	.....	.....	2,092,766	2,757,310	165,811	.....	45.0	(Leas.to Ph.&R'g.)		426,393	99,151	51,241	—	50	12
Dec. 31, 1872	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	"	2,907,850	300,000	35,000	.....	.....	.....	84.0	.....	.....	124,969	44,862	200	—	50	....
Dec. 31, 1872	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	3,030,344	"	.....	.....	1,100,000	748,000	295,219	.....	....	(Leased to Pennsylvania.)					—	50	....

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:	$	p c	p c	p. c.
Atlantic and Great Western, pref...	10,000,000	7	....	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	....	....
" " " guar.	276,200	7	....	....
Atlantic and Pacific, preferred	10,000,000	7	...	14
Atlantic and St. Lawrence,* guar...	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,552,800	6	5	105
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	...
Catawissa,* pref. and guar.....	1,159,500	7	7	85½
Camden and Amboy,* guaranteed..	5,847,800	10	10	125
Camden and Atlantic, preferred.....	763,549	7	5½	82
Cayuga and Susquehanna,* guar....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,600	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	107
Central Ohio,* preferred	411,550	6	6	85
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	78
Chicago and Alton, † preferred.....	2,425,400	...	10	106
Chicago, Iowa & Nebraska,* guar..	3,916,300	...	8	95½
Chicago and North-Western, pref...	21,289,563	7	7	54
Cinc., Sand. and Cleveland, pref....	429,000	6	6	25
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	87
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred..	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	...	....
Dubuque and Sioux City,* guar....	5,000,000	...	3	60
Dubuque South-Western, pref.....	590,315	8	...	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	55
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	76
" " com.& *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	53
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	...	...	....
Hannibal and St. Joseph, pref	2,167,700	7	7	31½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	102
Housatonic, preferred.....	1,180,000	8	8	97
Huntington & Broad Top Min, pref.	190,750	7	...	32
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	85
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref...	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	3,101,650	6	...	16
" " 2d pref....	4,436,250	6	...	10
Mich. Southern, (Lake Shore) guar..	533,500	10	10	....
Mill Creek,* guaranteed.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	10,825,777	7	7	53½
Mine Hill,* guaranteed.....	3,856,450	8	8	106
Montclair,* guaranteed.....	2,000,000	7	...	....
Morris and Essex,* guar.....	15,000,000	7	7	93½
Nesquehoning Valley,* guar.....	2,000,000	10	10	109
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,295,200	10	10	124½
New London Northern,* guar.....	971,400	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	127
" " *com.& guar.	8,500,000	8	8	128
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred.....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	130
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	59
" " pf.& *guar.	2,000,000	8	8	90½
Ohio and Mississippi, preferred.....	4,080,000	7	7	40
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama, guaranteed.....	7,000,000	12	12	107½
Paterson and Hudson,* guar.....	630,000	—	8½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	...	...	....
Phila., Germant'n & Norrist'n,*guar.	2,231,900	12	12	177
Philadelphia and Reading, † pref....	1,561,687	—	10	....
Philadelphia and Trenton,* guar....	1,259,100	10	10	123
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	94½
Pittsfield and North Adams,* guar.	450 000	5	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	120½
Rochester & Genesee Valley,* guar.	557,500	...	...	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	32½
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	...	28½
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	—	...
St. Louis, Kansas City & Nor., pref..	12,000,000	...	—	20
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	—	....
" " 2d pref..	1,000,000	7	—	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	71
Warren,* guaranteed.....	1,800,000	7	7	....
Canal Stocks.				
Delaware Division,* guar.....	1,633,350	8	8	....
Delaware and Raritan,* guar.....	6,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	125
" com. and * guar.....	1,696,000	4	4	49½
Sciotoville Navigation preferred....	2,808,977	6	6	26

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	— —	@ — —
Gartsherrie		— —	@ — —
Summerlee		36 —	@ 36 50
Carnbroe		35 —	@ 36 —
Langloan		37 —	@ — —
Glengarnock		36 —	@ 37 —
Eglinton		24 —	@ 24 50
Pig, American, No. 1		32 —	@ — —
Pig, American, No. 2		29 —	@ 30 —
Pig, American, Forge		27 —	@ 28 —
Bar, Refined, English and American		— —	@ — —
Bar, Swedes, assorted sizes	(gold)	137 50	@140 —
		—Store Prices.—	
Bar, Swedes, ordinary sizes		160 —	@162 50
Bar, Swedes, Plow sizes		170 —	@172 50
Bar, Refined, ⅜ to 2 in. rd. & sq. 1 to 6 inch x ⅜ to 1 in		70 —	@ 72 50
Bar Refined, 1½ to 6 by ⅜ & 5-16 in		77 50	@ 80 —
Bar Refined, 1 & 1½ by ⅜ & 5-16		77 50	@ 80 —
Large Rounds, 2½@2¾ to 3¾ @4 in		80 —	@100 —
Scroll		100 —	@135 —
Ovals and Half-round		100 —	@115 —
Band, 1 to 6 in. by 3-16 to No. 12		95 —	@ — —
Horse Shoe		107 50	@110 —
Rods, ⅜@1-16 inch		80 —	@130 —
Hoop, ⅜ by No. 22 to 1 & 1¼ by 13 & 14		110 —	@155 —
Nail Rod	per lb.	— 9	@ — 9½
Sheet Russia, as to assortment	(gold)	— 15½	@ — 16
Sheet, Single, D. and T. Common		— 4½	@ — 5¾
Sheet, Doubles and Trebles, Charcoal		— 5½	@ — 6¼
Sheet Galvanized	List 10 per ct. disc,		
Rails, English	(gold) per ton.	52 —	@ 54 —
Rails, American, at Works in Penna.	c'y.	58 —	@ 62 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)	per lb.	— 17	@ — 21
English Spring (2d and 1st quality)		— 9½	@ — 10½
English Blister (2d and 1st quality)		— 14	@ — 18½
English Machinery		— —	@ — 14½
English German (2d and 1st quality)		— 12½	@ — 14½
American Blister		— —	@ — 11½
American, Cast, Tool		— —	@ — 17
American, Cast Spring		— —	@ — 11
American Machinery		— 11½	@ — 12
American German Spring		— —	@ — —

NAILS—Duty: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Com. Fence. & Sheath per keg.		3 80	@ 3 90
8d. and 9d. "		4 —	@ 4 15
6d. and 7d. "		4 25	@ 4 40
4d. and 5d. "		4 50	@ 4 65
3d. and 4d. Light		5 25	@ 5 40
3d. Fine		6 —	@ 6 15
2d		6 75	@ 6 90
Cut Spikes, all sizes		4 —	@ 4 15

TIN—Duty: Pig, Bars and Block, free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca	(gold) per lb.	— —	@ — 26½
Straits	(gold).	— —	@ — 23½
English, L. & F	(gold).	— —	@ — 21
English, Refined	(gold).	— —	@ — 22
Plates—Fair to good brands.		Gold.	
I. C. Charcoal	per box.	10 50	@ 10 75
I. C. Coke		8 12½	@ 8 50
Coke Terne		7 —	@ 8 25
Charcoal Terne		9 12½	@ 9 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)		— 5½	@ — 5¾
Crude 40@47 gravity (in shipping order)		— 9½	@ — 9¾
Refined, Standard White (in ship'g order)		— 13½	@ — 18½
Refined, S. W. (in jobbing lots)		— 13½	@ — 13¾
Refined, S. W. (in tin)		— 17½	@ — 19½
Naptha, Refined (65@73 gravity)		— 7½	@ — —
Residuum....(in shipping order)	per gall.	— 6½	@ — —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.)	per lb.	— —	@ — 33
Copper, Bolts		— —	@ — 35
Copper, Braziers' (over 16 oz.)		— —	@ — 35
Copper, Nails		— —	@ — 40
Copper, Old Sheathing, &c., mixed lots		22 —	@ — 22½
Copper, American Ingot Lake		24½	@ — 24½
Copper, English Pig		— —	@ — —
Yellow Metal, New Sheathing & Bronze		— —	@ — 24
Yellow Metal, Bolts		— 30	@ — —
Yellow Metal, Nails, Sheathing & Slating		— —	@ — 24

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb.	— —	@ 6 50
German Ordinary	(gold)	— —	@ 6 50
English	(gold)	6 50	@ 6 62½
Foreign Refined	(gold)	— —	@ 7 —
Domestic	(gold)	5 90	@ 5 90

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel		11 —	@ — —
Liverpool House Cannel		20 —	@ — —
Anthracite (by cargo)	per ton of 2000 lb.	5 —	@ 6 —

New York Stock Exchange.

Actual Sale Prices for the week ending June 17.

	Th. 11.	F. 12.	Sat. 13.	M. 15.	Tu. 16.	W. 17
Boston, Hart. & Erie	....	....	1	....	1	
Canton Co	....	....	....	....	....	....
Central Pacific	....	....	....	....	....	....
Central Pacific 6s	92½	92½	93	....	....	....
Central of N. Jersey	107½	....	108	107½	107	92½
Chesapeake & Ohio 1 m	....	....	....	....	....	107
Chicago & Alton	....	....	....	....	....	....
" pref	....	....	102	....	....	101
" 1 M	....	....	....	....	....	....
" S. F	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Buri. & Q	100½	....	....	....	....	98
" 8s, 1883	....	....	....	....	....	100½
Chic. & Northwestern	39½	39½	38¾	39½	37½	36½
" pref	55½	....	54½	55	54	54
" 1st M	....	....	103	103	....	....
" S. F	....	....	....	....	....	....
" Consol.	....	....	86½	....	....	....
Chic., Rock Isl. & Pac	96½	96½	96	95½	95½	95½
Chi., R. I. & Pa. 7s, 1896	106½	....	106½	106½	106	....
Clev., Col., C. and Ind	....	....	66	67	....	65½
Clev. & Pittsburg guar	87½	....	87½	87¾	....	87
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	....
" 4 M	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C	18½	18½	18½	18	18	16
" 1 M	82½	83	83	83	....	....
" 2 M	....	....	....	....	....	....
Del. & Hudson Canal	117½	117½	117¾	118	119	....
Del. Lack. & Western	109½	109½	109½	109	109	108½
" 1 M. 7s	107	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Erie Railway	30	29½	29½	29½	29½	28½
" pref	....	....	....	53	....	....
" 1 M. 7s, 1897, 1904	....	104½	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	98	97½	....	....
" 4 M. 7s, 1880	....	96½	....	96	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
" 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort	....	....	....	....	....	....
Hannibal & St. Joseph	25½	....	24	....	24	
" pref	31½	....	....	....	....	
" 8s, conv. 78	....	78½	....	....	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	94½	....	....	95
" 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th.	73	73½	72½	71½	69½	70½
Marietta & Cin. 1st pref	....	....	....	....	....	....
" 2d pref	....	....	....	....	....	....
Michigan Central	74	75	75½	74	....	74
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F	....	....	....	....	103½	....
" 2 M	....	....	....	....	....	....
Milw. and St. Paul	53½	53½	53¾	53¾	52½	52½
" pref	53½	53½	53½	53½	53½	53½
" 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 8s	....	....	....	....	....	....
" 7 3-10s con	....	....	....	....	....	....
" 7s, gold	....	....	....	....	....	....
Missouri 6s	....	97	....	....	....	....
" H. & St. J. 1s	....	....	....	....	....	94½
Morris and Essex	....	93½	93½	....	....	....
" 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	98	98½	98	97½	97½	97½
" 7s, S. F. 1876	....	....	....	101½	101½	101½
" 6s, S. F. 1883	....	....	....	94½	....	....
" 6s, S. F. 1887	96½	....	96	....	....	....
N. York and Harlem	....	....	128	....	....	128
" pref	....	....	....	....	....	....
" 1 M. 7s	108	108	107	....	....	....
N. York N. Hav. & Hart	....	....	130	....	....	....
N. Carolina 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss	23½	23½	23½	22½	22½	
" pref	....	40	....	....	....	40
" 2d M	....	....	....	....	....	....
Pacific Mail S. S. Co	41½	42½	41½	41½	40½	40½
Panama	108	....	....	....	....	107½
Pitts., Ft. W. & Chi. gtd.	94	94	94½	94½	94½	....
" 1 M	....	....	....	107	....	....
" 2 M	....	....	101½	101½	....	....
" 3 M	....	....	....	....	....	....
Quicksilver Mining Co	....	....	....	....	....	....
St. L., Alton & T. H	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" 2 M. pref	....	....	....	....	....	....
" Income bds	....	....	....	....	....	....
Tennessee 6s, old	81	....	....	....	....	79
" new	....	....	....	....	....	....
Tol., Wab. & Western	35½	35½	34½	33½	29½	30½
" pref	....	....	....	....	....	....
" 1 M	....	....	....	94½	94	....
" 2 M	....	....	....	81	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div. 7s	78	....	....	....	....	....
Union Pacific	25½	25½	24½	23½	24½	
" 1st mort	86½	86½	87	87	87	86½
" L. Gt. 7s	80	80	....	80	....	....
" Inc. 10s	78½	....	78	78	78	76½
Virginia, 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol	....	....	61½	....	....	....
" def. cert	11½	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending June 17.

	Th.11.	F.12.	Sat.13.	M.15.	Tu.16.	W.17
FEDERAL STOCKS:—						
U. S. 5s, 10-40s, reg.....	....	113¼	....	....	....	
U. S. 5s, 10-40s, coup..113¼	113¼	....	113¾	....	....	
U. S. 5s, 1881, reg.....113¾	....	....	113¾	....	....	
U. S. 5s, 1881, coup.....	113¾	113¾	113¾	....	114	
U. S. 6s, 1881, reg.....	116¼	....	....	116¼	116¼	
U. S. 6s, 1881, coup....121¼	....	....	....	....	....	
U. S. 6s, 5-20s, reg. '62.....	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1862..113¾	113¾	114	113¾	....	....	
U. S. 6s, 5-20s, reg. '64.....	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1864.....	116¾	117	....	....	117	
U. S. 6s, 5-20s, reg. '65.....	....	....	....	116¼	....	
U. S. 6s, 5-20s, c. 1865.117¼	117¼	117¼	....	118¼	....	
U. S. 6s, 5-20s, r. n. '65.....	....	116	....	....	....	
U. S. 6s, 5-20s, c. n '65.....	....	119¾	119¾	120	120¼	
U. S. 6s, 5-20s, reg. '67.116¼	....	....	116¼	....	....	
U. S. 6s, 5-20s, c. 1867.119¾	120¼	120¾	120¼	....	120¾	
U. S. 6s, 5-20s, reg. '68.....	....	....	....	....	....	
U. S. 6s, 5-20s, c. '68...120¼	120¼	120¾	120¼	....	120¾	
U. S. 6s, Pac.RR.issue.114¾	....	....	....	....	....	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 16.

	W.10.	Th.11.	F.12.	Sat.13.	M.15.	Tu.16
Catawissa preferred	....	41	41¼	....	41¾	
.. 7s, new	103	....	....	....	....	
Camden and Amboy.....	....	....	....	....	....	
.. 6s, 1875	....	....	....	....	....	
.. 6s, 1883	....	....	....	....	....	
.. 6s, 1889	....	....	....	....	....	
.. mort.6s, '80.....	....	100	100	100¼	....	
Elmira & Williamsport.....	....	....	....	....	....	
.. pref.....	....	....	....	....	....	
.. 7s.....	....	....	....	....	....	
Lehigh Navigation..... 43¾	43¾	43¾	43¾	43¾	43	
.. 6s, 1884 94	....	....	....	....	96	
.. Gold L.....	....	99	95x	95¾	....	
.. R. R. L.....	96	....	....	96¼	....	
.. Conv. L. '77.....	....	....	....	....	....	
Lehigh Valley R. R..... 61	60¾	61	....	61	61	
.. 6s new coup.....	....	....	....	....	....	
.. 6s new reg..101¾	....	101¾	....	....	102	
.. 7s..... ..106¼	106¾	106¾	....	106¾	106¾	
Little Schuylkill R.R.....	47	....	....	....	....	
.. 7s.....	....	102¼	....	....	....	
Minehill	....	....	....	53	53	
Morris Canal.....	....	....	....	....	....	
.. pref.....	....	....	....	....	....	
North Pennsylvania	....	....	....	....	44	
.. 6s, 1885	....	....	....	....	....	
.. 7s.....	102¼	....	101	102½	....	
.. 10s, 1887	....	....	....	....	....	
Northern Central 35¼	36¼	38	37¾	38	37¾	
Oil Creek & Allcg. Riv. 4¼	4	4¼	4¼	4¼	4	
.. 7s.....	....	....	....	....	....	
Pennsylvania R. R..... 49¼	49¾	49¾	49¼	49¼	48¼	
.. 1st M.....	....	....	....	....	....	
.. 2d M.....	....	....	100¾	....	....	
.. Gen. mort.....	92¼	92¼	92¼	....	....	
.. .. reg.....	94	....	....	....	....	
Penn. State 6s. 1st series....	....	....	....	....	....	
.. 6s, 2d series.....	....	....	....	....	....	
.. 6s, 3d series.....	....	....	....	....	....	
Philadelphia City, 6s.....	....	....	....	....	....	
.. new 103¼	103¼	104¼	104¾	105	105	
Philad., Germ. & Nor.....	....	....	88¼	....	....	
Phila. & Reading 57	57	57	57	57	57	
Philadelphia and Erie.. 18¼	....	18¾	....	....	18¾	
.. 6s.....	....	....	....	....	....	
.. 7s..... 85¼	86	....	86	....	....	
Phila., Wilm. & Balt.....	....	....	....	....	....	
Schuylkill Navigation.....	....	....	....	....	....	
.. pref.....	12¾	....	....	13	13	
.. 6s, 1882 78	....	78¼	....	....	....	
.. 6s, 1870	....	....	....	....	....	
.. 6s, 1872	89	....	....	....	90	
United Co. of N. Jersey.125¼	125	....	....	....	125	
Hestonville, (Horse).....	....	....	....	....	21	
Chestnut & Wal.	....	....	....	....	....	
Green & Coates	....	49	....	....	....	
2d and 3d streets	65	....	....	....	....	
Spruce and Pine	....	29¼	....	....	....	
13th and 15th sts.	....	....	....	....	....	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 16.

	W.10.	Th.11.	F.12	Sat.13.	M.15.	Tu.16
Baltimore City 6s, 1875.....	99¾	....	....	....	....	
.. 1886	....	....	....	....	....	
.. 1890	....	....	....	....	100	
.. 1884	....	....	....	....	....	
.. 1900	....	....	....	....	....	
Balt and Ohio.....167	....	....	....	....	169¾	
.. bonds, 1875.....	....	....	....	....	....	
.. .. 1880.....	101¼	....	....	....	....	
.. .. 1885.....	....	....	....	100¼	....	
Central Ohio.....	....	....	....	....	40¼	
.. 1st mort.....	....	....	91¼	91¾	....	
Marietta & Cin. 1st M...103¾	104	....	103¾	....	103¾	
.. 2d M..... 90¼	....	....	....	....	....	
.. 3d M. 8s.....	....	....	....	78¾	....	
Northern Central..... 36	....	....	38	37¾	37¾	
.. bonds, 1885.....	....	....	....	....	95	
.. .. 1900. 87¾	....	....	89	90	....	
Pittsb. & Connellsv. 7s. 86¼	86¾	....	....	....	86¾	
N. W. Va. 3d mort.....	....	....	....	....	....	
Virginia 6s, Consol.....	....	....	....	51¾	....	
.. Defer. Certif.....	....	....	....	....	....	
City Passenger R R... 19	19	19	....	19	....	

Boston Stock Exchange.

Actual Sale Prices for the week ending June 17.

	Th.11.	F.12.	Sat.13.	M.15.	Tu.16.	W.17
Boston and Albany ... 133¼	....	133¼	133¼	....	....	
Boston and Lowell	....	....	....	....	....	
Boston and Maine.....107¾	108	107¾	107¾	....	....	
Boston and Providence.148	148	....	....	....	....	
Boston, Hartford & Erie....	....	....	....	....	....	
.. 7s..... 22¾	23¾	22¾	....	....	....	
Cheshire, pref.....	....	....	....	....	....	
Chi., Burl. & Quincy...100¾	100¾	100¾	100¾	100¾	...	
Concord.....	....	....	....	....	....	
Connecticut River.....	....	....	....	....	....	
Eastern..... 63¼	63¼	....	66	59	....	
Fitchburg.....	....	126½	....	....	....	
Manchester & Lawr'ce.....	....	....	....	....	....	
Michigan Central..... 74¼	75	75	74¼	74	....	
Northern, N. H.....	....	....	....	....	....	
Ogdens. & Lake Champ....	....	50	....	....	....	
.. pref.....	90	....	....	....	....	
Old Colony	....	111¼	....	112¼	....	
Ph., Wil. & Baltimore.....	....	56¼	54¾x	54¼	....	
Portl'd, Saco & Ports.....	....	....	....	....	....	
Union Pacific	....	....	....	....	....	
" 6s.....	....	....	....	....	....	
" Land Grant 7s....	....	....	....	....	....	
" Income 10s... 77¼	....	....	....	....	....	
Vermont & Canada.....	....	....	....	....	....	
Vermont & Mass..... 81½	....	....	....	....	....	
South Boston (Horse).....	....	....	....	....	....	
Cambridge	...	....	99	....	....	
Metropolitan	....	48	....	....	....	
Middlesex	....	....	....	....	....	
Central Mining Co.....	....	....	....	25	....	
Copper Falls 19¼	....	19¾	....	....	....	
Franklin	....	....	....	....	....	
National	....	....	....	....	....	
Quincy 37	37¼	37¼	38	....		

London Stock Exchange.

	—Closing Prices.— May 29.	June 5.
Atlantic & Gt. W. 1st mort., $1,000..	57 — 59	58 — 60
Do. 2d mort., $1,000.....	32 — 34	33 — 35
Do. 3d mort., $1,000.....	13 — 15	14¼— 15¼
Do. Con. mort. B'nds Bisch's Cert.	14 — 16	16 — 18
Do. Leas. Lines, Rental Bonds....	70 — 72	69 — 71
Do. 1873	58 — 60	53 — 58
Do. 8 p. c. Scrip, West. Exten.....	— — —	— — —
Detroit & Milwaukee 1st mort. Bonds	65 — 70	65 — 70
Do. 2d do.	55 — 60	55 — 60
Erie shares 100 dol. all paid.....	32 — 32¼	30¼— 30¾
Do. 6 per cent Convertible Bonds..	95 — 95	93 — 95
Cons. Mort. amount autho. to be issued for conv. of existing bonds..	88 — 90	87 — 89
Illinois Central $100 shares all paid..	90 — 91	85 — 87
Do. Redemption mort. bonds 6 p.c.	99 —101	99 —101
Illinois & St. Louis Bridge 1st mort.	98 —100	98 —100
Marietta and Cincinnati Rail. Bonds	95 — 98	95 — 98
Michigan Central 8s 1882, conv.....	88 — 92	88 — 92
New York Central, 100 dols. shares.	87 — 89	87 — 89
Panama General mort.....	95 — 97	95 — 97
Pennsylvania, General mort.....	99¼—100¼	99¼—100¼
Do. $50 shares.....	42¼— 43¼	43 — 44
Philadelphia and Erie 1st mort.....	94 — 96	94 — 96

American Railroad Journal.

Saturday, June 20, 1874.

Stock Exchange and Money Market.

The accumulation of Money at this centre is so largely in excess of all present business requirements that loan and discount rates continue exceptionally low to the leading borrowers, being generally 2@3 per cent on call and 4½@6 per cent per annum on the best mercantile credits. The banks have added moderately to their loan and discount averages, which would indicate some increase of demand for accommodation. But the wants of responsible borrowers have been very promptly provided for at the ruling figures. The City banks, in their last weekly statement were $809,100 higher on their deposits, and $1,316,500, on their loans and discounts, than the week before. The legal tender notes were reduced $939,800 and the specie reserve $2,461,000. The circulation was contracted $52,200. The U. S. Sub-Treasury at his port further increased its currency reserve, while also adding to its coin hoard. The U. S. Sub Treasury in this city closed the week with a currency balance of $48,893,079, against $47,937,079 the preceding week; and a coin hoard of $49,951,493, against $49,800,805 on the previous return. The City bank exchanges, during the week, were $876,646,468, or a daily average of $72,774,411. The customs revenue of the port, during the week, was $1,896,000, of which $1,724,279 were in coin certificates. The City banks reported their average of gold last week at $21,921,000, and their greenback average at $60,951,000. Their deposits stood at $232,722,400. The loan item was about $281,242,800. The circulation was $26,671,800.

The cash balances of the Treasury Department on Monday were: Currency, $11,492,177; special deposits of legal tender for redemption of certificates of deposit, $58,715,000; coin, $81,083,268; including coin certificates, $30,977,600.

The outstanding amount of legal tender notes is yet 382 millions; and of National bank circulation 248⅞ millions.

Government has received about 98½ millions from internal revenue, thus far in the current fiscal year.

Gold has been somewhat firmer in price, on, however, a very moderate movement, on all accounts. The speculative inquiry has been comparatively tame. The export call has been less urgent. The customs drain has been limited. The extremes of the price have been 110⅝@111⅜, closing at 111¼, as against 110¾ on Wednesday of the preceding week. The specie outflow, last week, was $1,528,981. The imports of specie at this port since Jan. 1, have been $2,384,826, against $1,814,137 same time last year. The customs demand for Gold last week averaged $316,000 a day. Foreign Exchange has been in more demand and quoted higher. Bankers' sixty day bills on London closed on Wednesday at $4 88⅛@$4 89; sight bills on London at $4 91@$4 91⅛ to the £ sterling. The week's exports of Domestic Produce have been to the currency value of $6,888,578.

Government securities have been more sought after, especially toward the close, and prices have been quoted stronger. The demand has been mainly from investment buyers. U. S. sixes of 1881 closed on Wednesday of this week at 121⅛@122; U. S. Five-Twenties of 1862, 113¾@114¼; U. S. Five-Twenties of 1864 at 117@117½; U. S. Five-Twenties of 1865, 117@117¼; U. S. Five-Twenties of 1865 consolidated, 120@120⅛; U. S. Five-Twenties of 1867, 120⅛@121; U. S. Five-Twenties of 1868, 120⅛@120¾; U. S. Ten-forties at 114@114¼; U. S. Fives of 1881, (Funding Loan) 113¾@113⅞; Six per cent. currency Sixes from 114¾@115.

State and Railway bonds have been in fair request and generally held with firmness. Railway and miscellaneous share property has been moderately active, and, for a while, firmer in price, but closed decidedly heavy, lower and irregular.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $10,680,140, against $6,218,013 same week last year. The exports of domestic produce are $6,888,587, as against $6,571,935, last year. The exports of Gold and Silver, $1,787,926, as against $1,385,858 last year. The customs in Gold deposited during the week in the New York Office of the Treasury amounted to $1,896,000, as against $1,864,254, same week last year.

General business has been fair for the season, but not remarkably active in any line. The ex-

port movement in Breadstuffs has been the most encouraging feature. Prices, however, have been quoted lower, in most instances. The Metal trade exhibits rather more steadiness as to values, but is without notable animation. Eglinton Pig Iron quoted at $34@$35. Glengarnock, $36@$37; Coltness, $39; No. 1 American Pig at $32@$34; No. 2 do. at $30; Forge, $26@$28; English Rails at $55 gold; American Rails at works, $56@$60; Old Rails, $36@$40 Wrought Scrap, $38@40. Ocean Freights have been fairly active, especially in the Grain line, with rates quoted firmer.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Central of New Jersey 1st mort. new, 108½; do. 7s, conv., 101¾; Chicago and Northwestern consol. gold bonds, 76; Burlington, Cedar Rapids and Minnesota 1st mort., 53; Chesapeake and Ohio 1st mort., coupon on, 52; New York Central 1st mort., 109; South Pacific R. R. of Mo. 6s, 64¾; Long Island R. R. 1st mort., 90¼; Del., Lack. and Western 7s, conv., 102¾; Clev. and Toledo 7s, new, 97½; Michigan Central 7s, 96; Ohio and Mississippi 7s, consol., 91½; do. consol, S. F., 92½; Western Pacific bonds, 85¼; N. Y. and N. H. 6s, 100½; Hannibal and Central Mo. 1st mort., 75; Gt. Western 1st mort. 1888, 93; Clev., Col., Cin. and Ind. 1st mort., 99½; Pacific R. R. of Mo, 41; do. 1st mort., 79½; Morris and Essex 7s, 1871, 94½; Toledo, Peoria and Warsaw 1st mort., W. D., 70; Mil. and St. Paul 1st mort. LaC. div., 87½; Buffalo and Erie 7s, new, 96; Buffalo, New York and Erie 1st mort., 86; St. Louis, Jacksonville and Chicago 1st mort., 93½; Lake Shore and Michigan Southern 7s, consol., 98½; Lake Shore div. bonds, 95½; St. Louis and Iron Mt. R. R., 24; do. 1st mort., 93; Atlantic and Pacific R. R. pref., 14; Rensselaer and Saratoga R. R., 110½; Rome, Watertown and Ogdensburg R. R., 80; Albany and Susquehanna R. R., 93½; do. 1st mort., 105; do. 2d mort., 100; Consol. Coal of Md., 40¼; Maryland Coal, 17; Spring Mt. Coal, 70; Adams Exp., 106; Am. Exp., 60; U. S. Exp., 68½; Wells-Fargo Exp., 79½; Western Union Telegraph, 70½; do. 7s, 97; Mariposa pref., 3; South Carolina 6s, new, Apl. and Oct., 20; do. 6s, new, non f. 6; Tennessee 6s, n. s., 62; do. 6s, old, ex-coupon, 62; do. new, ex-coupon, 62; Georgia 7s, gold, bonds, 82.

Philadelphia.—Philadelphia and Trenton R. R., 123; Pennsylvania R. R. div. scrip, 101⅞; Nesquehoning Valley R. R., 54½; Catawissa new pref., 30; Pittsburg, Cincinnati and St. Louis 7s, 66½; Northern Pacific 7-30s, 26; Reading Coal and Iron mort. bonds, 90; do. deben. bonds, 82½; Wilmington and Reading 1st mort., 91; Shamokin Valley and Pottsville 7s, 93; Ithaca and Athens 7s, 100; Danville, Hazleton and Wilkesbarre 7s, 58; West Jersey R.R. 7s, 103½; Phila. and Reading Gen'l mort 7s, reg., 103½; do. coupon, 102½; do. 7s, new, conv., 108½; do. 6s, 1843-'80, 101¾; Lehigh Nav. conv. gold loan, 99; Huntingdon and Broad Top Mt. R. R., 8; do. 1st mort., 103½; Pennsylvania Canal 6s, 70; Pennsylvania and New York 7s, 103½; Sch. Nav. 6s, 1895, 77; Susq. Canal 6s, 73⅞. The latest quotations are: City 6s, 100@100½; do. free of tax, 104⅞@105; Pennsylvania State 6s, 2d series, 108½@109; do. 3d series, 112⅛@—; Philadelphia and Reading, 56⅞@57; do. Gen'l mort. 7s, coup., 102@103; do. reg., 103½@104; do. mort. 6s, 1880, 101½@—; do. new, conv., 108@—; do. 7s, 1893, 104@—; United New Jersey R. R. and Canal Co., 125@125¼; Camden and Amboy mort. 6s, 1889, 99⅞@100½; Pennsylvania R.R., 48⅜@48½; do. div. scrip, 101¾@102; do. 1st mort., 103@104; do. 2d mort. 100@100⅜; do. general mort. coupon, 92@93; do. reg., 93½@94; Little Schuylkill R. R., 47@47½; Morris Canal, 49@52; do. pref. 125@129; do. 6s, 97½@100; Susquehanna Canal, 6@9; do. 6s, 74@75; Schuylkill Nav., 6@6½; do. pref., 13@13¼; do. 6s, 1882, 77@79; do. 1872, 88@90; Elmira and Williamsport pref., 37@38½; do. 7s, 1873, 99@99½; do. 5s, 60@65; Lehigh Coal and Navigation, 42¾@42⅞; do. 6s, 1884, 95½@96; do. R. R. Loan, 96@96¾; do. Gold Loan, 95½@96; North Pennsylvania, 44@45; do. 6s, 101@—; do., 7s, 102@102½; do. Chattle 10s, 106@110; Philadelphia and Erie, 18@18½; do. 6s, 88@90; do. 7s, 85½@87; Minehill, 52½@53; Catawissa, 12@16; do. pref. 41½@42; do. 7s, 1900, 102½@103¾; Lehigh Valley, 60⅞@61; do. 6s, new coupon, 99@100; do. reg., 101¾@102¼; do. 7s, 106½@107; Fifth and Sixth streets (horse) 55½@58; Second and Third, 64@66; Thirteenth and Fifteenth, 22¼@24; Spruce and Pine, 29@29½; Green and Coates, 48⅞@49½; Chestnut and Walnut, 61@61; Hestonville, 20@21; Germantown, 35@40.

Boston.—Burlington and Missouri River R. R. in Nebraska, 58¼; do. in Iowa, 97¾; Norwich and Worcester R. R., 130; Nashua and Lowell R. R., 131; Rutland pref., 32½; Middlesex Central R. R., guar., 85; Chicago, Burlington and Quincy 7s, 96¾; Eastern R. R. 7s, 1887, 94; Old Colony R. R. 7s, 104½; Fitchburg R. R. 7s, 105; Boston and Maine 7s, 1892, 103¾; Michigan Central 7s, 1902, 94⅞; Boston Water Power Co., 10⅛; Cary Imp., 6; Brookline Land, 5; New Hampshire 6s, 99¾; Maine 6s, 101½; Boston 5s, 1886, 99; do. 6s, 1880, 100½; Cambridge 6s, 97; Fall River 6s, 95; Providence 5s, gold, 93¼; St. Louis County 7s, 1877, 99¼; Toledo 8s, 1877, 102⅛; Chicago 7s, 1887, 99¼; Peoria 7s, 1889, 87¾; St Louis city 6s, 1886, 90⅞; Cleveland 7s, 1878, 99½; Allouez Mining Co., 7; Calumet and Hecla, 135½; Phœnix, 14; Ridge, 6; Star, 87½c.

Baltimore.—Orange, Alex. and Manassas 7s, 82; Orange and Alexandria 3d mort. 8s, 79; Richmond and Danville 1st mort., 67; Wilmington and Weldon R. R., 66½; Memphis City 6s, 43; Virginia consols, coupons, 88; Virginia consols, ex-coupon, 52¼; Santa Clara, 6¾; do. bonds, 22½; Atlantic Coal, 2.50. The latest quotations are: Wilmington, Columbia and Augusta bonds, 64@66; Wilmington and Weldon, 7s, gold, 93@95; Pittsburg and Connellsville 7s, 1898, 86¼@87; Baltimore and Ohio, 167½@175; do. 6s, 1875, 101⅝@103; do. 1880, 101½@103; do., 1885, 100@101; Washington Branch, —@175; Northern Central, 87½@87¾; do. 6s, 1885, 94¼@95¼; do. 6s, 1877, 93@—; do. 1900, 89@90; do., 6s, 1900 gold, 91¾@92½; N. W. Va. 3d mort., 1885, 93@—; Marietta and Cincinnati 1st mort. 7s, 1892, 103⅜@104; do. 2d mort., 7s, 90@90¼; do., 3d mort., 8s, 78¾@79; Central Ohio, 41@42½; do. pref., 42@45; do. 1st mort., 91¼@91½; Western Maryland, 1st mort. 6s, 1890, 85@—; do. 1st mort. guar., 98@—; do. 2d mort. guar., 95@97; do. 3d mort., guar., 98@100; do. 2d mort. pref., —@60; do., 2d mort. guar. by Washington Co., 90⅛@90¼; Richmond and Danville 1st mort., 67@68; Orange and Alexandria 1st mort. 6s, 88@90; do., 2d mort. 6s, 82@83; do., 3d mort. 8s, 80@81; do., 4th mort. 8s, 73@74; Orange, Alex. and Manassas 7s, 82@82½; Virginia and Tennessee 1st mort. 6s, —@—; do., 2d mort. 6s, 72¼@74; do. 8s, 82@85; Baltimore 6s, 1875, 99¾@100½; do., 1884, 99¾@100; do. 1886, 99@102; do. 1890, 99¾@100; do., 1893, 101@—; do. 1893, exempt, 102@—; do., 1900, 100@100½; do. 1900 new, 100@102; do. 1902, 100@101; Memphis City 6s, 43@45; Maryland Defense Loan, 1883, 104@—; Virginia 6s, old, 30@40; do. new, 30@40; do. consol. 6s, 51½@52; do. coupons, 85@90; West Virginia, 11@11¼; City Passenger R. R., 19@19½; George's Creek Coal, 138@150; Atlantic Coal, 2.40@2.55; Santa Clara, 4.50@6; do. bonds, 22½@—.

Michigan and Ohio Railroad.

The Toledo *Blade* says that contracts for the construction of this road have been entered into with C. Howland, White & Co., of Columbus. The work will be commenced immediately at Grand Haven, on Lake Michigan, and proceed southward. The southern terminus of the road will be at Portsmouth, between which place and Grand Haven, a distance of 400 miles, almost an air-line can be obtained with easy grades. At Portsmouth the road will connect with the Chesapeake and Ohio, and on the line of its Michigan segment will penetrate some of the best pine and lumber districts of that State. The President of the road is James S. Gibbs, of Buffalo.

☞ Mr. H. Otterburg, who came to this country as the agent of the German bondholders of the Rockford, Rock Island and St. Louis Railroad, which lately defaulted in the payment of the interest on its bonds, has returned to this City from the West, where he had been to examine into the condition of the road and devise the best measures to be adopted in the interest of the bondholders. Mr. Otterburg states that before leaving St. Louis he instituted preliminary procedings to foreclose the mortgage on the road. The indebtedness of the company amounts to $9,000,000, nine-tenths of which is held in Germany.

☞ The Nashville *Banner* says that Tennessee "State bonds to the amount of $2,242,000 have been funded up to date, and old bonds are now pouring in steadily to be exchanged for those of the green tint. The amount of bonds on which the State will have to pay interest is a fraction less than $24,000,000. The amount due, and on which interest is paid by the respective lines, by solvent railroads, is $3,461,871 75. Up to date $110,000 of the July interest has been paid by the State treasurer. He is now paying the full July interest, it being cheaper for the State to do so than to pay the expressage on the money sent to New York, the commission for its payment there, and the expressage of the coupons to Nashville. The July interest will be paid without the borrowing of a cent."

☞ The officers of the Cairo Short Line Railroad, recently elected, are: President, Charles Butler; Vice President and Treasurer, Geo. W. Parker; Auditor, H. T. Nash; Secretary, E. F. Leonard; General Superintendent, W. G. Broughton.

New York Bridge Co.

The directors of the New York Bridge Company have elected Jeremiah P. Robinson president, O. P. Quintard secretary, and James H. Prentice treasurer. The resignation of William Marshall was accepted. Messrs. Stranahan, Vance, Kingsley and Hewitt were elected the executive committee, and Messrs Schroeder, A. H. Green and S. H. Wheeler the finance committee. The annual report of the executive committee shows that the total expense up to May 1, 1874, was $4,486,000. Engineer Roebling thinks it will take two years to finish the New York tower. The amended charter was referred to the executive committee with power to carry out its provisions.

It was resolved that a call be made for the payment of the tenth instalment on the capital stock of the company, payable on June 25. The executive committee were directed to resume work at once on the New York and Brooklyn towers and the Brooklyn anchorage.

☞ At a meeting of the stockholders of the Atchison, Topeka and Santa Fe Railroad company, held at Topeka, Kas., May 28th, the following gentlemen were elected Directors for the ensuing year: J. H. McKerson, H. Strong, G. Twitchell, F. H. Peabody, A. Spear, G. B. Wilbur, J. G. Burr, Geo. Opdyke, T. J. Peter, D. L. Larkin, B. P. Cheney and C. R. Halliday. The Directors elected J. Nickerson, President; W. H. Peabody, Vice President; C. W. Pierce, Secretary and Treasurer. Geo. H. Nettleton was reappointed General Superintendent, and Edward Wilbur Assistant Treasurer.

☞ The annual meeting of the Franklin Telegraph Company was held in Boston last week, Mr. John Duff, president in the chair. Mr. George B. Williamson, treasurer of the company, presented his annual report, which shows that the receipts for the year were $284,090 31; expenditures, $239,619 07; net profits, $44,471 24; liabilities, $10,195 16; assets, $20,093 95; net earnings for three years, $126,139 81. The route of the Franklin line is 1,332 miles in length. A majority of the capital stock of the company has been purchased by and is now owned by the Atlantic and Pacific Telegraph Company.

☞ The directors of the Wisconsin Central Railroad company, elected on the 4th inst., are Gardner Colby, A. H. Abbott, Charles L. Colby, and A. J. Banyon, of Boston, Mass.; George Reed and M. Wadleigh, of Wisconsin; E. B. Phillips, of Chicago, and E. Barney, of Dayton, O. The officers are: President, Gardner Colby; Vice President, Charles L. Colby; Secretary and Treasurer, A. H. Abbott.

☞ The Hazardville Powder Co. are experimenting upon a new form of gunpowder, recently adopted by the U. S. government for use in heavy cannon. The grains are polyhedral, the dies in which they are pressed being perfect dodecahedrons. In case the experiment proves satisfactory, the company is to be awarded a large contract for making the powder.

☞ The Senate bill appropriating $145,000 for the construction of a bridge across the Potomac river, near the Washington Navy Yard, passed the House of Representatives on the 15th inst.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending June 6, at 441,402 tons, and for the coal year 7,430,421 tons, against 7,570,381 tons to corresponding time last year, being a decrease of 139,959 tons. The bituminous tonnage for the week is 82,472 tons, and for the year 1,253,259 tons, against 1,241,460 tons to same time last year, giving a total of all kinds for the week of 523,874 tons, and for the year of 8,683,680 tons, against 8,811,590 tons to same time last year, being a decrease of 127,910 tons.

☞ The Harford County (Md.) *Democrat* says that the engineers selected by the consolidated railroad companies to complete the survey through the county are again at work. Last week they crossed the Little Gunpowder river near Guyton's mill, and are now in Harford. At the present writing they are near Water's mill and moving in the direction of Belair. It is reported that in addition to the survey they are locating the road preparatory to grading.

☞ The directors of the St. Louis, Alton and Terre Haute Railroad Company, chosen on the 1st inst., are: Anthony Thornton, Levi Davis, M. M. Dills and Geo. W. Parker. The officers are: Charles Butler, President; George W. Parker, vice president and treasurer; E. F. Leonard, secretary; W. G. Broughton, general superintendent; A. T. Nash, auditor.

☞ A company has been incorporated at Salt Lake city to build a railroad from Salt Lake to Coalville, thirty-five miles, which would give a more direct connection with the Union Pacific Railroad through five mining districts and coal fields.

☞ The directors of the Newark and South Orange (N. J.) Horse-car Railroad are: James B. Boylan, T. W. Lord, William H. McClare, L. Leob. Henry A. Page, W. A. Brewer, A. B. Baldwin, S. B. Sanders, and William H. Drummond.

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67,112 miles of Railroad in the United States use annually over twenty-six million Ties for renewing those destroyed by decay.

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The economy in the use of creosoted wood, where the term of service is trebled, is measured by adding to the wood used, the cost of the labor expended in construction, and the loss of time spent in replacing the structure, when either decay or attacks of marine worms destroy it.

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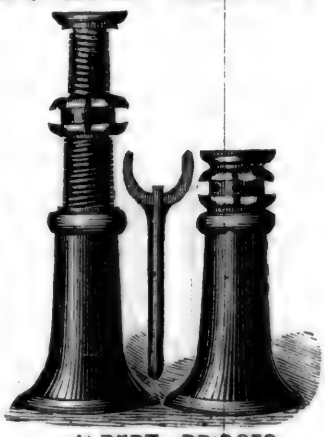
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SAMUEL J. REEVES, President

☞ H. W. Vickers has been elected treasurer of the Kent County (Md.) Railroad company, and the office of Superintendent abolished.

☞ S. H. Melvin has been re-elected President and Geo. N. Black Treasurer of the Gilman, Clinton and Springfield Railroad Co.

AMERICAN RAILROAD JOURNAL.

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American Railroad Journal.

New York, Saturday, June 27, 1874.

Getting Rid of Switches and Turnouts.

An English inventor proposes to do away altogether with switches, turn-outs and crossings of other railways by making the up and down lines continuous from end to end, and providing apparatus at stations for lifting the train bodily from one track to another or to the lines of a railway running in another direction. Thus it is claimed any "accidental" misplacing of a train will be prevented. The train would only have to be lifted an inch or two from the track, and the hydraulic apparatus now in use would easily do the work. It is said that the operation would save much of the time now consumed in switching, and that, except for the first cost of lifting apparatus, it would not be any more expensive than the present method of switching trains from one track to another by means of switches too often misplaced. But the end desired by the English inventor has been obtained on some American railways for the last five or six years, without the use of any such cumbrous machinery. Several years ago the Whitton Patent Safety Railroad Switch was put on the main line of the Reading Railroad, and after practical trial for eighteen months was pronounced thoroughly satisfactory, and the right to use it on the entire line was purchased. By the use of this switch the continuity of the track is never disturbed, and the cars on the main track are perfectly protected, whether the switch is fastened right or wrong or whether it is not fastened at all, but left loose. The controlling principle of this switch is the use of a guard rail drawing the car wheels to a switch rail having an upward incline sufficient to carry the flange of the wheel over the main rail, and thus to put the car on the switch without breaking the main line.

Allegheny Valley Railroad.

At a meeting of the creditors of the Allegheny Valley Railroad Company, held in Pittsburg on the 16th inst., the President, Mr. John Scott, submitted a statement of the affairs of the company, showing a total floating debt of $6,863,856'45, which it was proposed to fund into a seven per cent income bond secured by mortgage or trust bond. The committee of five, to whom the report was referred, recommended creditors to renew their past due obligations, and also suggested that a six per cent gold bond be issued in order to represent the expenditures indicated, and that said bond be made good by indorsement of the Pennsylvania Railroad company, so that this indebtedness may ultimately become funded. Col. T. A. Scott, who was present, said he believed the company could pay seven per cent on its entire debt in three years. A permanent committee of five was appointed to confer with officers of the company, and also with officers of the Pennsylvania company. The meeting adjourned to meet on the 30th inst. The Pittsburg *Chronicle*, commenting upon the above, says:

We suppose but very few of the persons present at the meeting of the creditors of the Allegheny Valley Railroad were entirely prepared to hear such a statement as was made by the President. It was known that the company had been very backward in paying the salaries and wages of its employes; these had to struggle through the long and weary winter as best they could. The contractors on the extension had become clamorous for their money, and their laborers were in a state of rebellion. But that a floating debt of over six millions should be found by the very competent accountant, was a matter of most serious surprise to almost everybody in the room.

It throws a flood of light on the immediate cause of the railroad panic of last September, to read the statement of the new President of the Valley Railroad, that a "careful examination of the affairs of the company showed that the utmost confusion existed in the accounts relating to the financial affairs, and its debt was ascertainable only by investigation of a multitude of detached papers, statements and accounts; that the accounts of the construction of the Bennett's branch has not been entered in the books of the company, thus making it necessary to examine transactions in detail, extending over a period of five years, and tracing each separate transaction to its origin."

Fortunately, the property created by such a chaotic method, is extremely valuable. There is a line of finished road of over two hundred and fifty miles. A sanguine view of the business after it has come to a state of development, justifies an estimate of the receipt of twenty thousand dollars per mile per annum. But should there even be a loss of some portions of business, it may be reasonable to expect an annual revenue of at least $15,000 per mile, or a total of nearly four millions of dollars. With the same views it may be supposed that the running expenses of this railroad, with its favorable grades, (they are by far the best of all the roads that cross the Alleghenies) need not be much over fifty per cent, leaving a million and a half to pay interest on the bonded debt. This interest amounts to about twelve hundred thousand dollars. The total amount of floating indebtedness, outside of that owed to the Pennsylvania Railroad and for the Oil Creek road, which latter may be funded at the option of the company, amounts to about $3,800,000. This sum is due to a large number of creditors, laboring hands, boarding house keepers, merchants and manufacturers, who look, or are requested to look, to this margin of three hundred thousand dollars as the means from which payment is to be expected.

It will be seen that our figuring is somewhat different from that presented by Mr. John Scott yesterday. We do so simply to show that the Pennsylvania Railroad Company may readily accede to the request, as made by the creditors' committee, to endorse the income bonds. The property is good, and can be made exceedingly valuable by the great corporation over which Col. Scott now presides. It is of such a nature that it really ought to be an integral part of the Pennsylvania Railroad system.

☞ The earnings of the Philadelphia and Erie Railroad Company for May, 1874, were $290,382 22; the expenses, $224,493 15; and the net earnings, $65,889 07. In May, 1873, the net earnings were $13,395 32—showing an increase in May, 1874, of $52,493 75.

Pennsylvania Company.

At the annual meeting of this company held in Pittsburg on the 16th inst., Col. Thos. A. Scott presented the following report of the company's transactions for the year 1873, the most important features of which through the courtesy of Mr. W. H. Barnes, we are enabled to lay before our readers:

PITTSBURGH FORT WAYNE AND CHICAGO RAILWAY.

Earnings for year ending Dec. 31, 1873	$9,619 074 86
Expenses (63.3 per cent.)	6,097,041 99
Net earnings	$3,522,032 87
Rental, interest, &c.	2,617,177 24
Net profit for year ending Dec. 31, 1873	$904,855 13

NEW CASTLE AND BEAVER VALLEY RAILROAD.

Earnings	$351,089 48
Expenses (45.17 per cent)	158,574 75
Net earnings	$192,514 73
Rental and interest	140,435 79
Net profit	$52,078 94

LAWRENCE RAILROAD.

Earnings	$189 382 38
Expenses (59.86 per cent)	113,371 05
Net earnings	$76,011 33
Rental and interest	75,752 96
Net profit	$258 37

ERIE AND PITTSBURGH RAILROAD.

Earnings	$1,165,292 62
Expenses (58.4 per cent)	680,893 88
Net earnings	$484,398 74
Rental and interest	380,626 00
Net profit	$103,772 74

CLEVELAND AND PITTSBURGH RAILROAD.

Earnings	$3,671,735 25
Expenses	1,874,722 15
Net earnings	$1,797 013 10
Rental and interest	1,337,353 51
Net profit	$459,659 59

JEFFERSONVILLE, MADISON AND INDIANAPOLIS RAILROAD.

Earnings	$1,487,576 91
Expenses (69 per cent)	991,377 03
Net earnings	$446,199 88
Rental and interest	535,285 60
Deficit for the year	$89,085 72

There has been an aggregate expenditure for betterments on all these lines during the year, as follows:

Pittsburg, Fort Wayne and Chicago Railway	$1,685,686 00
Erie and Pittsburg Railroad	14,992 01
Cleveland and Pittsburg Railroad	672,372 91
Jeffersonville, Madison and Indianapolis Railroad	174,045 69
	$2,547,096 61
The final result to the Pennsylvania Company, after paying all expenses, rentals, interest, etc., shows a net profit of	$1,238,310 00
Out of which dividends have been paid on preferred and common stock	570,000 00
Leaving a balance of	$668,310 00

The lines are now amply supplied with facilities to meet not only present demands, but also a much increased volume of business, and the condition of the track and rolling stock will enable the business to be moved with economy and despatch.

On the Fort Wayne Road forty-nine per cent of the entire line was relaid with new rail, including six thousand tons of steel rail, and twenty-eight per cent of the ties were renewed.

On the Cleveland and Pittsburg Railroad thirty-five per cent of line was relaid with new iron.

In addition to the lines hereinbefore enumerated, and which are operated under leases, this company has also worked during the past year, on account of proprietary companies, the Indianapolis and Vincennes Road, the Ashtabula, Youngstown and Pittsburg Railroad, the Toledo, Tiffin and Eastern Railroad, and the completed portion of the Mansfield, Coldwater and Lake Michigan Railroad.

The Ashtabula line deserves special mention, as furnishing an additional outlet to the lakes, and thereby facilitating the movement of lumber, ore and coal. The harbor has been improved, so that vessels drawing fourteen feet of water can unload at the wharves of the company, and there is every prospect of the road developing a lucrative business. There was expended in the betterments on this line, in 1873, but a very small sum ($646).

The Toledo line forms a good connection with one of the largest grain depots of the West by an extremely favorable route, and the road has local advantages which should secure it a large traffic. Special attention is being paid to the increase of its tonnage, and with favorable results.—*Pittsburg Chronicle.*

German Railways.

RAISING OF GOODS' RATES.

It appears that M. de Bismark, hitherto a resolute opponent to any proposition for raising the goods' rates on the German railways, has at last succumbed to the teaching of the last year's working, and has sent in to the Federal Council a Memorandum stating that he sees no objection to a general raising of the goods' rates not exceeding an average increase of 20 per cent. Attached to this, is a report from the Railways' Department, showing the results of the working of 35 German railways during the last seven years, from 1867 to 1873, both inclusive.

In 1867, these 35 companies owned 11,375 kils., which had cost them 2,884,373,074 marcs, or 209,615 m. per kil. In 1873, their length of line had increased to 15,831 kils., and the capital cost to 3,762,685,160 m., or to 237,688 m. per kil. Thus in the seven years the mileage had increased by 39 per cent., and the kilometric cost by 13 per cent. Adding ten lines which had been opened in the interval, a total is arrived at of 18,479 kils., and 4,418,499,512 marcs, or 239,097 m. per kil.

With regard to the results of the working, the gross receipts of the 35 lines were:—In 1867, 326,018,947 m. (29,318 m. per kil.); in 1873, 561,189,677 m. (35,927 m. per kil.) The working expenses were:—In 1867, 157,008,410 m. (14,119 m. per kil.), or 48.1 per cent of the gross receipts; and in 1873, 333,901,760 m. (21,376 m. per kil.), or 59.5 per cent of the gross receipts. Consequently, the net receipts had fallen from 169,010,537 m. (15,199 m. per kil.), equal to 51.9 per cent of the gross receipts, or to 7.1 per cent of the capital cost, in 1867; down to 227,287,917 m. (14,551 m. per kil.) equal to only 40 5 per cent of the gross receipts, or to 6 per cent on the capital cost, in 1873. Taking into account the 10 newer lines, the gross receipts in 1873 from the whole 45 lines were 610,020,639 m. (33,483 m. per kil.); the working expenses 372,609,321 m. (20,452 m. per kil.), or 61.1 per cent of the gross receipts; and the net receipts, 237,411,318 m. (only 13,031 m. per kil.), or 5.4 per cent of the capital cost.

In the foregoing, the working expenses were restricted to those strictly such; if, however, renewals are included under this heading, the net receipts in 1873 on the 8 lines are reduced to 172,207,986 m. (11,024 m. per kil.), or 4.6 per cent of the capital expenditure; while upon the 45 lines, the net receipts will become 180,892,584 m. (9,929 m. per kil.), or but 4.1 per cent of the capital expenditure. So that, from 1867 to 1873 the kilometric gross receipt has increased, but the net receipt has diminished, the working expenses having increased about 25 per cent.

The report attributes this unsatisfactory result to the facts that in the 7 years enumerated, salaries have increased 25 per cent, workmen's wages about 50 per cent, and materials in general quite 100 per cent. The German Chancellor further declares that even should the goods rates be raised the full 20 per cent even this would by no means ensure that the average net return of the railways would be augmented from the 4.1 per cent at which it now stands to as much as 5.5 per cent. There seems, therefore, every likelihood that in spite of some strong opposition from a few lines, the proposed measure will be carried into effect; and there is every probability that Austria will at once follow suit, to be perhaps imitated by Belgium, and possibly by France. Will this movement ultimately affect us at all?

Boston, Concord and Montreal Railroad.

The earnings of this road for the years ending March 31, 1873 and 1874 were as follows:

	1873.	1874.
From passengers	$231,534 00	$236,020 44
" freight	417,596 35	424,576 11
" mails	10,256 01	15,231 88
" express	8,000 00	9,300 00
" miscellaneous	2,962 42	2,000 13
	$670,348 78	$687,128 56
Expenditures, viz:		
Maintenance of way	$178,908 20	$201,254 53
" motive power	148,171 20	129 447 88
Cost of working road	170,676 59	180,606 98
" management	15,568 23	16,275 17
Miscellaneous	25,309 68	23,097 14
	$538,633 90	$550,981 20
Net income	$131 714 88	$136,147 36
Bonds and cash on hand per last report		131,879 69
Interest received during the year		56,003 08
Oil on hand less than last year		888 94
For sales of consolidated mortgage bonds		966,400 00
Total		$1,340 819 07
Appropriated as follows:		
Paid coupons, back coupons, interest on over-due bonds, etc		$132,712 56
Paid preferred stock dividends		44,454 00
Engineer's department, wood and stock on hand more than last year		20,227 27
In hands of superintendent over last year		12,974 25
Purchase of White Mountains (N.H.) Railroad		800,000 00
Extension of same		650,000 00
Paid sundry expenses		7,400 02
Cash and bonds on hand		173,050 99
Total, as above		$1,340,819 07

Compared with the previous year, the gross earnings show an increase of $16,779 78; with an increase in expenses of $12,347 30—making an increase in net earnings of $4,432 48. The report says:

The foregoing statement shows the gross receipts and net earnings for the past year. The business for the first six months of the year was in excess of the corresponding time in the previous year, and the Directors flattered themselves that they should be able to show at the end of the year an

increase in receipts and earnings, but the monetary panic that came early in the Fall caused, for the time, almost a suspension of business, especially in upward freights; and light business throughout the Winter has left us with but a slight increase of earnings over the preceding year.

We feel that we are fortunate in being able to show a gain instead of a loss in earnings, in a year so disastrous for business.

We have made more than our usual additions and improvements this year, and they are in part as follows: We have laid 40,415 sleepers, and have put in 1,800 tons of new iron of 56 pounds weight, and taken out about 800 tons of light iron, and put on the Branch and Extension. This gives iron laid with fish-joints, from Concord to Littleton, and beyond, to a point near the Wing Road, in Bethlehem.

We have purchased two first-class locomotives, and rebuilt two in the shops, and made full repairs upon all others.

Have purchased one first-class monitor-top passenger car and one baggage and express car; built in shops thirty box and thirty-three flat cars, and one gonger, and rebuilt and repaired the others.

We have purchased the right to use the Miller Platform and Coupling on the road, and have put it on twenty passenger and baggage cars, and find that it adds much to the safety of the passengers, lessens the liability to damage, and has been used with entire success.

We have continued to build new fences, and have built fifty miles the past year.

Have built a new dwelling-house at East Concord for the gatekeeper at the bridge; have covered the new bridge at East Concord with iron, and completed the same, and charged in the accounts the $10,000 reserved from last year; have put an iron covering on the bridge at Ashland, built two new bridges at Tilton, one at Laconia, and one at Lake Village, and also repaired the Squam and Pemigewasset Bridges, re-covering the latter.

We have built five new wood sheds, which were much needed to cover and protect the wood from the weather.

The road-bed has been very much improved by running a ballasting train during three months of the past season, and is now in excellent condition.

The semi-annual dividends on the preferred stock have been paid, and charged in the accounts.

The branch road from Peirce's Bridge to the Twin Mountains was completed last July, and used for carrying passengers to the mountains, and the business proved as favorable as was expected.

The Directors have made arrangements to build and continue the road from Twin Mountains to the Fabyan Place, and expect to have it completed so as to be used for the transportation of passengers, by July 1st.

This branch will prove to be a great help to the mountain travel, as it leads into the centre of the mountain region, and will be the nearest point by railroad to the base of Mount Washington.

The road now extends from Concord to Northumberland one hundred and forty-five miles, with a branch from Wing Road to the Fabyan Place, of fifteen miles; in all, one hundred and sixty miles.

The building of the Extension and Branch has been expensive, but the benefits to result from their completion will amply remunerate for the outlay.

The road is now the longest in the State, and destined to be one of the most important to the people.

Up to this time, the cost of the extension, the Y at Woodsville, and the Branch, is about $1,100,000, of which amount $650,000 has been charged in the account this year, leaving about $450,000 to be settled and charged in, as fast as sales of the Consolidated Mortgage Bonds are effected.

We have completed the purchase of the White Mountains, N. H., Railroad, giving the stockholders of that company consolidated mortgage 6 per cent bonds in exchange for their stock, and the amount, $300,000, we have charged in the yearly accounts.

In addition to this issue of the consolidated bonds, we have sold $42,400 of the 6 per cent, and $624,000 of the 7 per cent bonds, making in all, $966,400, which will be seen by reference to the trial balance.

The directors have not had the success which they hoped for during the past year, for the completion of the proposed consolidation of the different classes of stock into one, though they have made efforts for that purpose.

The difficulty, however, has not arisen from objections to the plan by those stockholders who have been applied to on the subject, but from inability to reach many of them for the purpose of obtaining their signatures to the agreement. And although the holders of by far the greater portion of all the stock have become parties to the agreement, yet too large an amount of stock is still unrepresented to render it judicious to commence the change without further action by the corporation.

Therefore additional votes on the subject will be proposed for adoption by the stockholders at the approaching annual meeting, which will obviate existing difficulties, and enable the directors to proceed in carrying into effect the change which is desired.

We have been fortunate in operating the road, having had no accidents where the company was in fault.

The equipment of the road consists of 24 locomotives, 20 passenger cars, most of which are monitor top, and of approved construction, 2 drawing-room cars, 11 baggage cars, and 585 freight cars.

Miles run by passenger trains, 247,811; by freight trains, 211,094; by other trains, 64,457—total miles run, 523,362.

The total number of passengers carried during the year was 174,925½—equal to 10,495,530 carried one mile. Total number of tons of freight, 99,909½—equal to 5,994,540 tons carried one mile.

TRIAL BALANCE SHEET, March 31, 1874.

Construction		$2,850,000 00
Wood, oil, etc., on hand		28,662 94
Stock, etc., on hand for repairs		89,804 53
1870 bonds on hand		800 00
Trustees of sinking fund		201,500 00
Pemigewasset House		16,000 00
Joseph A. Dodge, Supt.		40,,24 12
Cash on hand for coupons unpaid		1,132 00
" " dividends unpaid.		10,581 00
Purchase of White Mts., N. H., R. R.		800,000 00
Extension of do		650,000 00
Cash and bonds on hand		181,887 99
		$4,870,042 58
Stock (old, dividends, etc.)		$459,600 00
" preferred		800,000 00
" new		540,400 00
		$1,800,000 00
Bonds due in 1865	$76 000	
" 1875	350,000	
" 1889	624.000	
" 1893	966,400	
		2,016,400 00
Coupons due and unpaid		1,132 00
Dividends "		1,448 89
Dividends due and unpaid, since May 20, 1867		10,581 00
Profit and loss		540,480 69
		$4,870,042 58

President.—JOHN E. LYON.

Directors.—John E. Lyon, Alexander H. Tilton, J. P. Pitman, Peter Butler, John L. Rix, John A. Parks, Joseph W. Lang.

Treasurer.—EDWARD D. HARLOW.

Superintendent.—J. A. DODGE.

Government Regulation of Railways

The question whether railway companies in England may not be gradually treated more and more as ordinary branches of trade has been propounded by James Henry Mangles, in a recently published paper on the subject of interference or non interference with railway companies. It has been generally admitted in England that, although State interference in commercial matters generally is not to be encouraged, it may rightly come in to regulate the operations of railways. While in the United States the propriety of initiating a policy of interference in railways is being discussed, and has actually been undertaken in some of the Western States, in England, where the popular voice is in favor of State regulation, Mr. Mangles argues that the course hitherto pursued has been a failure. The extent to which regulation is carried there may be seen from the rules discussed in the report of the joint committee of both houses of Parliament on railway affairs, which are equal mileage rates; rates to be fixed according to cost of carriage, after adding a certain profit on capital; determination of terminal charges; immediate reduction of rates and fares; subsequent periodical revision of rates and fares; absolute limitation of dividend; reduction of rates after dividend has reached a certain per centage, so as to divide extra profit between the company and the public; classification of rates; publication of rates; consolidation; workmen's trains; arrangement of districts; construction of branch lines; interchange of traffic, through rates, and running powers; revision of fares for conveyance of troops; additional facilities to post offices; a railway tribunal. Here is regulation enough to satisfy the most ardent lover of government interference in railways. Mr. Mangles, however, quotes from eminent English authorities to show that railway companies cannot be regulated by the State. The substance of all this testimony may be summed up in the words of Captain Tyler; "I do not think that you can construct any department or erect any tribunal which shall be able to deal satisfactorily with the regulation and supervision of rates and workings of railways so long as they are in the hands of the companies."

He also argues that the excuse for interference, founded on the monopoly exercised by railroad corporations, does not apply in England, for there, he says, quoting the language of Mr. Crackwell, general manager of the London and Northwestern Railroad Company: "There is no monopoly of railroad traffic now." This Mr. Mangles would say of the whole of England, and if it be true, there would seem to be but little ground for State interference left in that country; and as far as the great competing trunk lines are concerned in the United States, the competition is sharp enough to indicate that nothing could be gained by interference here.

☞ The Martha's Vineyard Railroad Company was permanently organized at New Bedford, Mass., on the 20th inst. by the election of a board of directors, with Erastus P. Carpenter, of Foxboro, President; Joseph T. Pease, of Edgarton, Treasurer, and Henry Ripley, of New Bedford, Superintendent. The grading is more than half done, and the road will go into operation July 20.

☞ The last rail of the Berks county (Pa.) railroad, extending from Reading to Slatington, a distance of forty-five miles, was laid on the 18th inst. at Lynnport, Lehigh county, Pa., in the presence of a large excursion party of ladies and gentlemen. The new road was formally opened on the 20th.

Michigan Railroad Aid Law.

The Michigan Railroad Aid law has been declared constitutional by the Supreme Court of the United States. An issue before this Court was made up by the appeal of a person holding township bonds on which payment had been refused. The only question in the case was in regard to the constitutionality of the legislative act. Justice Swayne delivered the opinion of the Court. By way of clearing the ground, he reiterated the axiom of American jurisprudence, that a statute is not to be pronounced void unless its repugnance to the Constitution be clear; and defined the words in the Constitution securing "life, liberty, and property" to every citizen as having reference only to judicial proceedings. He then made the following distinct affirmation: that the credit of municipal corporations may be given in aid of persons, associations, or corporations, though the credit of the State may not; that a railroad corporation is not private in the sense of the constitutional prohibition; that the United States Supreme Court is not bound by the decision of the State Courts, when the questions involved belong to the domain of general jurisprudence; that the obligations of contracts cannot be impaired in any cases which may properly come before the Supreme Court for adjudication. The opinion, is thoughtful and strong. It will be of interest to persons advocating the repudiation of railroad aid bonds issued by towns in Illinois, Iowa, and other Western States, which are included within the scope of the opinion.

The Tax on Margins.

THE BANKERS AND BROKERS VICTORIOUS.

We give below the opinion delivered by Judge Woodruff, of the Circuit Court of the United States, in the case of Clark, Dodge & Company against Collector Bailey of the Internal Revenue Department. The principles involved in the case are of such vital importance that we deem it advisable to publish the opinion in full. It is as follows:

LUTHER C. CLARK, et al. vs. JOSHUA F. BAILEY, Collector, &c. FRANK WORK, et al., vs. JOSHUA F. BAILEY, Collector, &c.

WOODRUFF, Circuit J.:

1. I am of opinion that at the respective times when the taxes were imposed and collected for recovering back which the plaintiffs in the first above named action bring their action, they were bankers doing business as such within the definition given in the acts of Congress (13 Statutes at Large, 251, § 79; 14 ib. 116, sub. div. 1). Besides their business of purchasing stocks, advancing money therefor, and in the language of those engaged in such business, "carrying them on a margin," they had "a place of business whose credits were issued by the deposit of money * * subject to be paid upon draft, check or order."

Whether the mere business of buying, carrying and selling stocks for others on the deposit of money or property as a "margin" for their security would come within the definition in the statute describing bankers, and therefore whether the plaintiffs in the second above suit are or are not bankers, the conclusion I have formed on the point next to be stated renders it unnecessary to determine. They did no other business.

2. I am of the opinion that the terms of section 110 of the act of 1866 (13 Stat. at Large 277, 14 ib. 136) declaring that there shall be levied, collected and paid "a tax of one twenty-fourth of one per centum each month * * * upon the capital of any bank, association, company, or corporation, and on the capital employed by any person in the business of banking beyond the average amount invested in United States bonds," do not authorize nor justify the levy or collection of a tax of one twenty-fourth of one per centum upon money borrowed in the ordinary course of business by a copartnership firm engaged in the business of banking. The term "capital" in the statute has its ordinary signification as universally used in trade, commerce, manufacturing, and other specific business.

It is that stock in trade which, irrespective of particular transactions or dealings, constitutes the basis of credit, or the fund belonging to the person invested in the business. It is money or property appropriated to the purposes of the business of a person or firm, analogous to the capital in a corporation derived or derivable from the contribution of stockholders and denominated capital stock.

Under the act of 1864 there was some uncertainty in the application of the terms used when applied to a mere individual or firm. By the 110th section of that act (13 Statutes at Large, p. 277) the tax was directed to be levied each month "upon the average amount of the capital of any bank, association, company or corporation or person engaged in the business of banking beyond the amount invested in United States bonds." When a person was found engaged in the business of banking, it was not clear that, as he answered the description in the statutes, the tax was not to be levied on all of his capital however invested or employed. The same individual or firm might be engaged in the business of banking, and at the same time have capital employed in manufacturing or otherwise. In a comprehensive sense his or their capital would embrace all; and it might perhaps not be permitted to hold that the capital to be taxed was, under that statute, only such part of his capital as was employed in banking.

The act of 1866 removed this doubt. Where an individual or firm appropiated a portion of his or their capital to manufacturing, or other distinct business, and another portion to the business of banking, this statute of 1866 made a discrimination and confined the tax to the latter.

So it might often be true of an individual that, in reliance upon his known wealth, he commenced and carried on a large business as a banker, when the largest portion of that wealth was invested in real estate. In popular sense, such a man is called a "capitalist," defined to be "usually a man of large property which is or may be employed in business." Under the act of 1864, what was the capital of such a person? It was not easy to say; unless, by construction, it were held to mean, what the act of 1866 makes it mean, the capital employed in the business of banking; *i. e.* such portion of his wealth as he might either at the beginning or from time to time withdraw from other investment or other uses, and employ, either in the form of money or securities or property, for the carrying on of his business as a banker.

In the case of a copartnership, the meaning of the term capital is very closely analogous to the same term applied to a corporation. It is the capital stock, or stock in trade. It is the basis of the joint adventures. The contribution of the several copartners—a ground upon which, in general, distribution of profits proceeds in whole or in part—the plaintiffs in each of these cases are a copartnership firm, having a capital contributed, in money or property, to the use of the joint business. In a supposable case, such capital may not be limited to the original contribution, nor even to any definite sum named in articles of copartnership, but may include successive further contributions or advances by the partners for the purposes of such business. On that possible case it is, however, not material to dwell, as nothing in these cases raises such a question. It is suggested in order to avoid a different inference from what it is intended to hold. So also in a supposable case, the capital of a firm may consist in part or even in whole of money or property borrowed to be employed as capital, as the basis of the financial reputation and credit of a firm, and as between the lender and the creditors of the firm to be at the risk of the business. No doubt a member of a copartnership often borrows a portion and sometimes the whole of his contribution to the capital stock from personal friends. It may be lent for the very purpose of such contribution, and so become in every sense a part of the capital or stock in trade. No doubt all of the members of a copartnership, and even the firm in its joint capacity, may procure such special advances, to be placed, as between the lenders and the copartnership creditors, at the risk of the business, as the basis of copartnership credit, and to constitute the fund to which creditors may look as their security before the lender is permitted to withdraw it. This suggestion is also made in order to exclude the contrary inference, and not because any such state of facts exists in these cases. It is not according to the ordinary use of language, and, as I think, not according to any proper use of language, to say of a mercantile firm that every discount which they procure at bank is so much added to their capital. And yet if they buy goods with the proceeds, they use such proceeds in their business.

It would not satisfy the demands of common honesty, if a man, engaged in business of any kind, being asked the amount of capital employed in his business, should include in his reply all the sums which in the conduct of his business he had borrowed and had not yet repaid.

When the debts of a copartnership are paid, what remains is capital, or capital and profits, as the case may be.

The argument in support of the tax on money borrowed in the ordinary course of business, assumes that "capital employed by any person in the business" means precisely what "the money on property employed by any person in the business" would mean, and so it includes all money however derived.

This begs the whole question. It deprives the word capital from any distinctive meaning. It withdraws it from its intimate association with the other part of the sentence and the meaning of the same word capital there applied to an association or "company." It overlooks the consideration that no reason exists why a copartnership should pay this tax on borrowed money when an association or company (not necessarily incorporated) in any other form should not. It would give to the term "capital" a new and unusual meaning. It would make every bank discount an addition to capital. The statute does not so read. It would have been easy, very easy, to say so in terms, if Congress had so intended.

It is not an insignificant circumstance that in 1872, Congress expressly enacted that the words "capital employed" in said 110th section "shall not include money borrowed or received from day to day, in the usual course of business, from any person not a partner of or interested in the said bank, association or firm" (17 Statutes at Large 256). It is possible to say that this statute changed the law. But it seems to me that the language is better adapted to declare the construction and meaning of the law. It would have been easy and appropriate, if that alone was the design, to say that hereafter money so borrowed shall not be liable to the tax.

My opinion that the terms employed did not include money so borrowed renders it unnecessary to do more than say that this further enactment is not inconsistent with that view, and may well have been passed in order to remove any doubt theretofore entertained on the subject.

I have not overlooked the suggestion in behalf of the defendant that this construction of the statute enables persons having a very small capital to carry on a very large business of the kind now in question—buying stocks on commission, "carrying" them by borrowing thereon the amount required to pay for them, and selling them when directed by the customer and paying the loan without paying the specified tax on the money used for the purpose. This may be so. I do not know how large a capital may be necessary to the establishment of such a financial credit as will secure to a person or a firm a large patronage from stock dealers or speculators. But the answer is that the statute does not declare money borrowed for the purposes of the ordinary and daily conduct of the business taxable. Had it been intended to tax such money it was easy to

say so. If the evil urged required remedy it was easy to correct it, and it was for the Legislature to correct, and it is not for the courts to give a forced and unnatural meaning to language for that purpose.

The result of these considerations is that the tax levied and collected from these plaintiffs in both cases was illegal, and the necessary preliminary proceedings, protest, appeal, and suit in due season, having, as admitted, been taken by them, they are entitled to recover.

As to the firm of Clark, Dodge & Co., the plaintiffs in the first of the above named cases, I am of opinion that they were liable to the tax levied and collected each month upon the average amount of the deposit of money, subject to payment by check or draft. That they received such deposits in their business is distinctly proved, and the amounts are shown entirely distinct from moneys borrowed in the statements put in evidence. The circumstance that they allowed and paid their depositors interest at some agreed rate does not affect this question. The same is done in favor of depositors by very many duly incorporated banks in this city and elsewhere.

But securities or money left with either of the above plaintiffs as a pledge for their indemnity, to save them from loss in purchasing or selling stocks for the customer, are not of this character. They are not "moneys subject to payment by check or draft" in any just sense of those terms as applied to moneys deposited with bank or banker.

Turbular Locomotive and Car Axles.

Sometime since we referred to the fact that an invention had been perfected by Elbridge Wheeler, Esq., Philadelphia, of the American Tubular Iron and Steel Association, for the production of tubular shafting, car axles, bridge columns and a variety of uses where strength is required with lightness. By this process varying diameters in the same tubes are gained, and the large expense heretofore attending their manufacture has, in a great measure, been done away. While in Philadelphia we were shown the practical results of the experiments made by this invention as applied both to tubular iron and in the combination of iron and steel. During our visit the Pencoyd Iron works of Philadelphia turned out for the Association, on June 1, the first tubular axles for locomotives yet made. The result was entirely satisfactory, making an axle, 6½ inches in diameter, with a core, or center, of 3½ inches, that withstood repeated plows, of great weight. With a much lighter axle a greater strength was gained, and Mr. Wheeler feels confident that his process will become very general in the manufacture of axles and railroad iron.—*St. Louis Railway Register.*

The Trent Valley Canal.

MOVEMENTS FOR ITS CONSTRUCTION.

The scheme was first started in 1823 and its most active promoter was the late Sheriff Ruttan. This gentleman twice advocated it before the parliament of Upper Canada, and at last succeeded in getting an appropriation for a canal from Trenton to Sengog. But after the union between Upper and Lower Canada the work was stopped and the project left in a half completed condition. About 17 years since Mr. Tate was employed to re-survey and report upon the route, and he did his work well and faithfully. No action, however, was taken upon the report, and the matter dropped out of sight till last year, when Mr. Boyd, of Bobcaygeon, revived it and secured the services of the Hon. J. Cockburn to draft a bill and carry it through the House. Its passage through committee was most ably managed by Mr. Cockburn, assisted by Sheriff Hall and Mr. Bertram, of Peterborough, and subsequently it passed the House, and is now the law of the land. This charter is very comprehensive, and has many valuable powers, amongst others, the right to take the government works at a valuation and incorporate them as part and parcel of the enterprise.

It is not proposed at first to do more than build a barge canal. The boats will be loaded with 15,000 bushels of grain each, at the mouth of Severn river, on Georgian Bay, and be sent up the river by steam tugs into Lake Simco. From thence they will pass locks and cuttings into Balsam lake, thence into Cameron's lake, thence through locks into Sturgeon lake, Pidgeon lake Buckhorn lake, Stoney lake, Clear lake, to Peterboro; then down the Otonabee to Rice lake, and down the Trent to Bay Quinte. From Trenton steamers will take the barges in tow for Oswego, the Caughnawago Canal, or Montreal.

The saving in distances between the Straits of Mackinaw and the St. Lawrence would be about 300 miles. No less than 160 miles of the canal would be through the above lakes where the steamers could rush at full speed. That the canal will greatly expedite and cheapen the shipment from the west to the seaboard there can be no doubt. Railways cannot compete with water for the carrying trade, and even the Erie canal and the Welland will be left in the background owing to the Trent Valley canal being 300 miles shorter. Grain that now costs 22 cents per bushel from Chicago via the Erie to New York, will only cost 12 cents by the Trent Valley, thus:

	Cents.
From Chicago to Georgian bay	4
Towage, &c	2
Canal toll	2
From Trenton to Montreal or New York	4
Total	12

Then again there need be no expense for insurance from Georgian Bay to New York or Montreal. The route of the canal is for the greater part through still lakes and rivers of clear cold water, and at from 350 to 400 feet above Lake Ontario. There will be no storms to disturb or dampen the grain, and the cool atmosphere of the lakes will tend to preserve it in good order.

The cost of the canal is estimated at $5,000,000, and the last report in 1841 fixed it at $3,600,000.

The revenue is estimated at $4,500,000 gross, on a toll of 2 cents per bushel, for two hundred and twenty-five millions of bushels a year. Upon the whole we may congratulate our readers who are interested in the canal, upon the very favorable estimate of the provisional directors, and we have not the slightest doubt that so soon as the scheme is laid before the people of the West the money will be promptly subscribed, and the Trent Valley canal pushed through to rapid completion.—*Coburg (Ca.) Sentinel.*

Persevation of Telegraph Poles, Posts and Railway Sleepers.

In the course of a recent discussion before the Society of Telegraph Engineers, London, concerning the best methods of preventing decay in wooden telegraph poles, it was stated that an experience of several years with hop poles had show that, when their lower ends was simply boiled in an open vessel of creosote, the wood was greatly preserved from decay. The more perfect method of creosoting wood is to boil in creosote under a pressure of 120 lbs. to 150 lbs. per square inch. This involves expensive apparatus, but the wood thus treated will last indefinitely.

It was alleged that simply painting the bottoms of green poles with tar hastened decay, as the sap was sealed up at that point. When the poles were well dried, the application of tar was believed to be useful.

Attention was called to the process of Sigismund Beer, of New York city, which was considered to be an important one. It is certainly very simple, economical, and easily practiced. The wood is merely steeped in solution of borax. This salt is supposed to neutralize the decomposition of the vegetable matters in the wood, which are afterward washed out.

Mr. Von Treuenfield said that he had not been concerned with wooden posts in England, but he knew of tropical trees which would last, he should say, at least two hundred years without showing the slightest signs of decay. He had had occasion to take up poles which had been used in building, and which had been in the ground for over one hundred years without showing the least sign of decay or corrosion on the ground line. They were poles made of trees growing in the interior of South America, and which were called in the native language the *urunday* and the *curupay* trees. They were generally called by the English people iron wood. The wood was so hard that it was impossible to drive a nail into it. It would, perhaps, be an advantage if it could be brought to this country and used for telegraph poles. He should think that it would last for hundred of years. It might be worth while for some of our investigators to experiment with the iron wood with a view to its acclimation here.—*Lumberman's Gazette.*

Assessment of Capital Stock.

The Supreme Court of Illinois has rendered a decision in the case of Porter and others against the Rockport, Rock Island and St. Louis Railroad, which involves the question of the assessment by the Board of Equalization of the capital stock. The decision sustains the Board of Equalization, and is of great interest, as it virtually decides all similar cases brought before the Supreme Court. The decision concludes as follows:—

Even from the appellants' own showing it is difficult to conceive that this assessment does it injustice. The capital stock paid in is presumed to have been used in the corporate business, and this indebtedness could not have been created for other than corporate purposes. But, be this as it may, we are not convinced from the allegations in the bill, taken in connection with the accompanying exhibit, that the valuation of the appellees' property, as made by the Board of Equalization is so unjust or oppressive as to be sufficient evidence of fraud on the part of the Board to justify us in restraining the collection of the tax imposed upon it. Some further objections are urged on the ground that the corporators were not notified of the meeting of the Board of Equalization. The constitution does not provide that the Legislature shall require that persons or corporations whose property shall be assessed for taxation shall be notified of the assessment. But in the case of the Western Union Telegraph Company vs. Lieb, where the Board of Equalization assessed the capital stock, the Court held that the Board of Equalization is empowered to assess for taxation the capital stock of such corporations as are created by or under the laws of Illinois; and that the shares of stock in such corporations are not liable to be assessed for taxation, but that persons residing in this State, owning shares of stock in corporations created by the laws of other States, must be taxed only for the value of such shares; that the assessment for the taxation of the capital stock of the Western Union Telegraph Company, a foreign corporation, is unauthorized by law and void, and that the collection of the tax levied upon it must be enjoined in the various counties of the State.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending June 13, at 446,683 tons, and for the coal year 7,878,096 tons, against 8,022,152 tons to corresponding time last year, being a decrease of 144,056 tons. The bituminous tonnage for the week is 79,736 tons, and for the year 1,346,964 tons, against 1,267,546 tons to same time last year, giving a total of all kinds for the week of 526,419 tons, and for the year of 9,225,060 tons, against 9,289,698 tons to same time last year, being a decrease of 64,638 tons.

☞ Jacob B. Carpenter has been appointed receiver of the Poughkeepsie and Eastern Railroad.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific:													
1867	38,169	51,831	69,029	81,156	95,828	121,702	174,512	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	294,422	286,562	342,743	2,300,767
1869	212,604	218,982	291,306	435,048	568,270	556 080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	425,490	614,447	720.929	892.341	795,176	869,297	1,006,373	995,922	981,006	897.234	672,358	9,467.072
1872	592,223	671,836	875,763	949,668	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285 567	1,299,900	1.037,992	12.734,720
1873	852,560	691,015	939,778	1,129,469	1,373,675	1,313,790	1,211,765	1,258,500	1,392,125	1,423,875	1,296,812	1,072,750	13,956,869
1874	848,558	794,000	867,666	1,182,000	1,360,000	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1869	343.182	315,099	388,727	328,390	345,833	402,854	351.045	493,232	506 623	468,212	397,515	340.851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418.709	506,681	497,519	475.608	441,197	404,264	4,849.405
1871	353.235	342,360	384,990	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455.607	377,687	5,278,910
1872	371,708	332.902	373.217	379,879	409,254	419,196	488,352	559,882	497.261	540,756	431,915	352,604	5,156 326
1873	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,558	564,633	410.907	344.046	5,497,541
Chicago and Northwestern:													
1863	.....	... ...	... ...	.....	.....	866.100	281,384	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6.114,566
1865	541,005	482,164	499,296	468,358	585,628	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,619	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	686,147	574.664	766,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632.739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,584,471
1869	892.093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,087,974	1 305 673	1,371,780	1,140.145	845,708	13,355.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,409
1871	555,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,008,235	852,422	11,008,277
1872	774,866	714,122	846,394	900,876	1,074,779	1,070,460	1,029,958	1,196,700	1,308,304	1,433,948	1,067,387	859,780	12,272,645
1873	752,468	765.249	967,258	1,034,023	1,256,072	1,309,578	1,240,987	1,284,094	1,071,448	1,451,827	1,039,308	1,019,501	13,816,465
1874	993,490	903,021	1,039,986	1,074,725	1,272,296	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1869	204,112	180,840	239.522	247,661	241,456	259,406	253,867	341,783	320,025	293.615	271,555	242.621	3,096.965
1870	208,069	226,897	244,182	248,048	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	316,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320.022	372,974	381,113	373,619	341.104	326,268	401,252	417.328	439.581	389,880	368,743	4,482,625
1873	363,921	413.043	448,924	413.443	436,469	411,260	393,506	466,503	466,796	423,893	327,804	322,596	4,857,443
1874	363,053	276,099	318,976	342,247	306,778	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1871	1,055,469	971,198	1,201,500	1,253,955	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,694.651	1,483,454	1,417 211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525 243	1,643,484	1,743 752	1,704,374	1,392,615	18,694,096
1873	1,326 505	1 329,422	1,515.382	1,541,958	1,764,821	1,717,593	1,685,284	1,774,570	1,918,247	1,882,421	1,560,023	1,625,129	19,631,781
1874	1,462,650	1,273,775	1,413,223	1,565,550	1,687,772	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	880,967	931,530	695,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,101	914,406	814,413	696,677	8,823,481
1870	623,383	661,789	801,328	555,087	684,539	712,047	627,216	899,052	901,235	905.225	811,708	697,751	8,678,958
1871	624.744	559,617	563,598	620,223	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,436	531.627	575,393	559,871	648,956	659,362	609,846	783.255	744,782	881.693	696 475	698,063	8,026,754
1873	602,241	597.429	660,759	558,912	635,459	742,600	648,840	769,748	884,495	797,121	636,039	703,092	8,268,325
1874	611,491	538,668	567,554	580,921	647,892	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	158,673	152,264	267,411	303,915	306,944	256,086	282,723	332,555	365,446	387,999	303.305	210,197	3,321 518
1872	189.606	191,738	300,783	322,875	341,843	322,359	329,838	357,302	349.468	449,418	314.513	253.740	3,993,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	328,281	328,189	333,785	392,510	265.217	201,462	.....
Lake Shore and Michigan Southern:													
1871	1,082,596	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,547	1,295.369	1,368,948	1,402,597	1,345.316	1,235,285	14,797.975
1872	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459,300	1,635,691	1,764,788	1,558.424	1.483.480	17,591.629
1873	1,412,868	1,549,285	1,735,736	1,694,543	1,650 968	1,585,368	1,451,762	1,582,531	1,776,420	1,742,516	1,375,556	1,546,983	19,184,136
1874	1,519,249	1,305,132	1,371,545	1,593,827	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1871	130,883	126.224	140,740	118,173	119,650	115,115	118,872	127,241	166,191	175,418	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158.717	154,567	149,550	162,521	191,841	208,977	207,911	204 196	2,029 927
1873	109 843	161,132	178,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	151,793	150 301	2,126,875
1874	171,028	... ...	.....	.....	.....	.....	.....	.....	.....	... ...	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,827	411,514	403,646	368,023	329,960	353.669	473,546	490,772	448,419	374,542	4.744.164
1870	337,992	329,128	384,431	412,030	408,288	363,187	326.891	378,880	467,990	511.447	453,873	387.827	4,755.958
1871	418,756	442,665	486,980	470,703	480,547	427,096	422.015	529,890	628,660	582,802	547,434	507,050	5,940.102
1872	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	457,608	404,168	5,008,117
1873	379,836	440,261	567,314	556,181	542,069	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1869	454.590	330,400	420,951	460,288	630,844	675,923	586,581	525,547	724,732	1,040,102	801 195	496,563	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	868,315	908.313	791,014	529 758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	491,113	506,557	815,346	641,150	644,625	478,295	6,690,695
1872	460,986	387,505	426,223	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702 858	513,787	6,957,771
1873	334.715	423,716	555,005	560,236	805,799	929,210	834,320	767,805	1,193,209	1,012,704	771,800	843,200	9,040.717
1874	664,400	657,500	576,620	742,050	964,800	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,706	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,939
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	305,755	289,560	304,512	266,406	315,699	338,497	384,193	337,920	360.404	3,678,682
1873	227,897	261,348	344,682	321,047	301,521	272,400	267,784	325,093	382,098	353,165	308,632	206,100	.....
Philadelphia and Reading:													
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,028	1,294,621	1.235,366	1,476,405	828,447	11,816,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,1.9,459	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,504	688,878	1,063,002	1,610,088	1,213,303	1,369,633	1,418,141	1,413,643	1,423.278	887,080	12,500,664
1872	657.318	645,090	823,683	1,044,251	1,116,887	1,167,098	1,071.407	1,142,241	1,19),695	1,.22,847	1,127,031	891,791	12,199,748
1873	742,641	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	.....	.....
St. Louis, Alton and Terre Haute:													
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205.750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,847	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	162,995	1,786,547
1872	164,525	137,678	162,336	156,134	148,279	133,506	123,994	169,450	179,457	216,177	177,327	158,700	1,927,471
1873	144,209	159,454	177,514	170,218	164,300	165,290	151,582	165,610	178,302	200,646	132,892	132,752	1,942,689
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	178,707	156,292	181,055	178,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	153,254	229,260	208,140	230,300	195,480	179,261	206,190	205,500	186,645	160,800	122,657	2,233,647
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,853	454,209	450,203	429,896	328,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	450,720	422.369	323,377	434,284	4,242,343
1870	257,664	293,645	295,270	318,699	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	500,205	531,080	516,935	5,736,666
1872	139,780	431,949	460,646	447,311	510,792	462,868	434,465	614,175	565,811	621,351	489,341	466,081	5,944.570
1873	370,290	405,110	471,301	446.527	470.598	541,191	483,399	642 209	593,504	538,251	418,928	482.767	5,864,076
1874	423,343	400,981	404,699	447,855	420,719	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	23,860	617,585	758,467	999,665	837,388	716,329	5,709,183
1870	528,529	500 139	539,288	708,608	802,586	748,450	643.058	664 061	728.521	719,698	570.168	508,053	7,664,064
1871	479,573	373,925	499,809	584,540	724,466	728,174	673,698	681,365	800,402	777,362	708,142	469,932	7,521,682
1872	273,936	584,115	666,861	741,802	880,442	855,450	743,382	789,567	863,754	980,706	915,727	757,851	8,892,606
1873	528,975	491,784	708,256	881,266	1,007,531	959,863	876,833	837,277	1,068,987	1,170,586	970,660	758,832	10,266,104
1874	620,716	607,990	687,026	834,954	.....	.....	.....	.....	.....	.....	.....	.....	.....

Commerce of New York.

The foreign imports at New York for the month of May, 1873 and 1874, are officially stated as follows:

	1873.	1874.
Entered for consumpt'n.	$12,716,218	$13,394,964
Do. for warehousing	12,930,999	12,118,107
Free goods	8,772,153	9,902,831
Specie and bullion	196,821	1,054,630
Total entered at port...	$34,616,191	$36,470,532
Withdrawn fr. wareh'use	10,806,601	8,251,185

The foreign imports at New York for five months from January 1, were:

	1873.	1874.
Entered for consumpt'n.	$84,091,321	$77,210,542
Do. for warehousing...	61,036,656	54,087,098
Free goods	44,930,815	51,965,288
Specie and bullion.....	1,841,654	2,322,294
Total entered at port....	$191,900,446	$185,585,222
Withdrawn fr. wareh'se.	54,869,692	49,331,376

The foreign imports at New York for eleven months ending May 31, were:

	1873.	1874.
Six months.....	$199,326,050	$177,517,854
January.....	37,803,691	30,310,679
February	38,860,517	35,439,638
March	43,440,621	42,599,446
April	37,179,426	40,764,927
May	34,616,191	36,470,532
Total for 11 months...	$391,226,496	$363,103,076
Deduct specie	6,658,284	18,136,200
Total mdse.	$384,568,212	$344,966,876

The duties received at New York for eleven months from July 1, were:

	1873.	1874.
Six months.....	$64,398,092 93	$53,535,419 05
January.....	10,768,626 44	10,042,084 05
February.....	12,893,637 89	10,186,365 08
March..	12,101,274 64	10,793,792 81
April	9,826,491 32	9,696,770 71
May	8,862,528 88	8,369,597 45
Eleven months..	$118,840,651 60	$102,524,029 15

The exports from New York to foreign ports in the month of May, were:

	1873.	1874.
Domestic produce	$24,754,461	$22,781,958
Foreign free goods	222,853	196,911
Do. dutiable.....	1,275,712	812,868
Specie and bullion	2,943,583	11,865,511
Total exports	$29,196,609	$35,657,248
Do. exclusive of specie.	26,253,026	23,791,737

The exports from New York to foreign ports for five months from January 1, were:

	1873.	1874.
Domestic produce	$110,177,625	$109,890,359
Foreign free goods	1,149,604	898,834
Do. dutiable	3,717,326	3,394,317
Specie and bullion	21,163,288	22,511,708
Total exports	$136,207,843	$136,695,208
Do. exclusive of specie.	115,044,555	114,183,500

The exports (exclusive of specie) from New York to foreign ports for eleven months ending with May, were:

	1873.	1874.
Six months	$130,400,814	$160,757,524
January.....	20,050,550	28,455,638
February.....	21,189,002	20,725,611
March	21,982 209	22,909,218
April	25,619,768	28,301,296
May	26,253,026	23,791,737
Total produce	$245,445,369	$274,941,024
Add specie.....	56,007,431	43,352,085
Total exports.....	$301,452,800	$318,293,109

Chesapeake and Ohio Canal.

The annual meeting of the stockholders of this company was held at Annapolis, Md., on the 17th inst. A. C. Gorman, Esq., President, presented his report for the year ending December 31, 1873, together with statements showing receipts and disbursements from the treasury from January 1st to 31st of May, 1874.

The receipts from tolls, water rents, &c., amounted, during the fiscal year ending December 31, 1873, to $507,660 52, which is an increase in revenue, as compared with 1872, of $20,655 86. The net revenue of the year was $230,629 31, making the total balance applicable to the payment of overdue interest on preferred construction bonds principal and interest of repair bonds, and current expenses $303,054 50. The payment on account of the said overdue interest was $203,940, and interest and principal of repair bonds $2,712 88. The balance in the treasury January 1, 1874, was $92,577 54, and in the hands of disbursing officers and collectors $3,824 08.

The decrease of ordinary expenses from those of 1872 was $2,654 51, and the increase as compared with 1871 was $8,193 16. There are now of the repair bonds, all of which have been cancelled, (the principal having been $200,000,) only a few coupons outstanding, which will be paid if presented. Of the preferred construction bonds, the principal of which was $1,699,500, overdue coupons to the amount above stated, to July 1858, inclusive, were paid during the past year.

The board states that in pursuance of an order of the Circuit Court of Baltimore city, at the request of the company, there being a balance appropriated for the payment of overdue interest on hand of $119,409 08, proper notice was given for the payment of coupons maturing January, 1859, and on the 28th of January, 1874, all such coupons presented were paid.

In the meantime the equity suit instituted by W. W. Corcoran and others, which had been pending in the Circuit Court of the District of Columbia for interest on overdue coupons, was decided adverse to Corcoran, and nearly all the large holders presented their coupons, which were paid. Since this action on the part of the company the Supreme Court of the District of Columbia affirmed the decision of the lower court, and an appeal has been taken to the Supreme Court of the United States. The result of the action on the part of the company seems to demonstrate that quite a large number of these coupons, and possibly bonds, have been destroyed, as out of the appropriations made during the past three years there was a sufficient balance not claimed to pay one coupon, or $50,985. The total amount of coupons paid from January 1, 1873, to May 30, 1874, is $305,910.

In regard to the condition of the canal, the board refers to the injuries by floods last year, but states that these have been repaired, and the navigation has been more reliable this season, than ever, while the average carrying capacity of the boats has increased two tons each over that of last year. As has been frequently stated, increased wharf facilities are indispensable in Washington and Georgetown, which can be had by the improvement of the river front bordering on the canal. The increased tolls have already reimbursed the treasury for improvements made, and it cannot be doubted that if further facilities are offered the trade will continue to increase. In view of assurances that the navigation would be improved the coal companies have constructed a large number of new boats. The total number now engaged is 554, averaging 112 tons each, which is equivalent in a season of eight months of a carrying capacity of 1,500,000 tons.

The trade and expenses of the canal from January 1 to May 30, 1874, were, for coal tonnage, 201,773 tons, a decrease of 6,152 tons as compared with the same period of last year, (the decrease owing to the financial embarrassments of last year,) ordinary and extraordinary expenses, $87,929 87; improvements, &c. $23,143 35; receipts, $90,915 65. The total available balance in the treasury June, 1 was $50,201 04, which, with accruing revenues, will enable the company to appropriate during the present month $50,985 to pay the coupon on the preferred construction bonds for January, 1860.

The report speaks of the advantages to be derived from extending the canal to the Ohio, and also of penetrating beyond Cumberland twenty-six miles to the mines, and in reference to the proposed extension of the canal to the Patapsco says it cannot be supposed that the great city of Baltimore will long permit the immense trade of the canal to terminate at Georgetown and Alexandria.

The report was approved.

Col. Berret submitted a resolution that in view of the recommendation of the president and directors in their annual report for 1874 respecting increased wharf facilities at Georgetown and Washington, also the suggestions looking to the extension of the canal to the Ohio river and the city of Baltimore, a committee be appointed to examine the same and report to an adjourned meeting to be held in Baltimore on Tuesday, the 8th of September.

The resolution was adopted, and the chair appointed Colonel Berret, Colonel Woolford, and Treasurer Compton as said committee.

An election for directors was then held, which resulted in the choice of A. P. Gorman President, J. G. Berret, Michael Hannon, Daniel S. Biser, Gilmore Meredith, Greenbury M. Watkins and A. K. Stake.

On motion, the meeting adjourned, to meet at Annapolis on Tuesday, the 22d of September.

ENVELOPES.

SAMUEL RAYNOR & CO.
115 & 117 William Street, N Y.

Manufacture every style of Envelope, from the smallest drug size to the largest Official Size, and of any pattern, shape, or quality, including White or Blue Cloth Lined, Parchment and Manilla paper. Railroads, Express Companies, Banks, Insurance Companies, Brokers, Merchants and others supplied with every style that may be wanted. Samples given when requested.

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to contract to deliver best quality **American or Welsh Rails**, and of any required weight and pattern.

PERKINS, LIVINGSTON, POST & Co.,
59 Liberty Street,
NEW YORK.

THE ILLINOIS CENTRAL RAILROAD COMpany offers par and a premium of one per cent. (101 per cent.), with accrued interest, for any of its construction mortgage bonds presented for prepayment prior to July 1, 1874, at its office in New York.

The outstanding balance of its Construction Mortgage Debt is about $3,000,000. These Bonds mature April 1, 1875.

L. V. F. RANDOLPH,
Assistant Treasurer.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*	100 $3,280,000	J. & J.	July '74 3½
Allegheny Valley	50 2,256 350	— & —	——— ———
Atlanta and West Point	100 1,232,200	J. & J.	July '73 4
Atlantic and Gulf	100 3,693,200	— & —	——— ———
" " guar	100 786,476	M. & N.	Nov. '73 3½
Atlantic and St. Law*	100 39,494,900	M. & S.	Sept. '73 2
" " new 1870	100 1,500,000	— & —	——— ———
Avon, Geneseo & Mt. M.*	100 194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio	100 13,151,962	M. & N	May '74 5
Washington Br.	100 1,650,000	A. & O.	Apl. '74 5
Parkersburg Br. pref.	50 5,680,688	— & —	——— ———
Berkshire*	100 600,000	J. A. J. & O.	Apl. '74 1½
Blossburg & Corning.*	50 250,000	J. & D.	Dec. '72 2½
Boston and Albany	100 19,664,100	M. & N	May '74 5
Bos., Clin. & Fitchb. pref.	100 633,200	— & —	——— ———
Agricultural Br. guar.	100 60,000	J. & D	June '74 3
Bost., Conc. & Mont.* pref	100 800,000	M. & N.	May '74 2
Boston and Lowell	500 2,852,900	J. & J.	July '74 3½
Boston and Maine	100 6,816,807	M. & N.	May '74 4
Boston and Providence	100 3,950,000	M. & N.	May '74 5
Buffalo, N. Y. and Erie*	100 950,000	F. & A.	Feb. '74 3½
Burlington and Mo. Riv.	100 5,636,000	M. & S.	Mar. '74 5
" " pref.	100 1,485,900	M. & S.	Mar. '74 5
Camden and Amboy*	100 5,847,800	J. A. J. O.	July '74 2½
Camden and Atlantic	50 579,020	— & —	——— ———
" " pref.	50 752,700	— & —	Nov. '73 3½
Cape Cod	60 1,020,330	J. & J.	Jan. '72 @2½
Cape May and Millville*	50 447,000	J. & D.	Dec. '73 3
Catasauqua & Fogelsv.	50 426,900	Novemb.	Nov. '71 6
Catawissa*	50 1,159,500	— & —	——— ———
" pref.	50 2,200,000	M. & N.	May '74 2½
Cayuga and Susq.*	50 589,110	J. & J.	July '74 4½
Cedar Rapids & Mo. R.*	100 6,350,400	M. & N.	May '74 1½
" " pref.	100 769,600	F. & A	Feb. '74 3½
Central of Georgia	100 4,666,800	J. & J.	July '73 5
Central of New Jersey	100 20,000,000	J. A. J. O.	Apl. '74 2½
Central Ohio*	50 2,425,000	J. & D.	June '74 3
" pref.	50 400,000	J. & D.	June '74 3
Central Pacific	100 54,275,500	———	Sept. '73 8
Chemung*	100 380,000	J. A. J. & O.	Oct. '72 1½
Cheshire, preferred	100 2 100,000	J. & J.	Jan. '74 3
Chicago and Alton	100 8,929,900	M. & S.	Mar. '74 5
" pref.	100 2,425,400	M. & S.	Mar. '74 5
Chicago, Burl. & Quincy	100 19,197,000	M. & S.	Mar. '74 5
Chicago, Iowa & Nebras*	100 3,916 300	J. & D.	July '74 4
Chicago & N. Western	100 15,033,480	J. & D.	Dec. '72 3½
" pref.	100 21,259,563	J. & J.	July '73 3½
Chicago, R. I. & Pacific	100 19,000,000	A. & O.	Apl. '74 4
Cin., Ham. & Dayton	100 3,500,000	A. & O.	Apl. '74 4
Cin., Sand. and Clev.*	50 2,980,550	— & —	Apl. '72 10s
" " pref.	50 429,046	M. & N	May '74 2
Clev., Col., Cin. & Ind.	100 14,991,275	F. & A.	Aug. '72 3½
Cleveland & Mahoning*	50 2,057,569	M. & N.	May '74 2½
Cleveland & Pittsburg*	50 11,236,150	F. M. A. N	May '74 1½
Col., Chic. & Ind. Cen.*	100 13,000,000	———	——— ———
Columbus and Xenia*	50 1,786,800	M. J. S. D.	June '74 2
Colum. & Hocking Val.	100 2,500,000	F. & A	Feb. '74 5
Concord	50 1,500,000	M. & N.	May '74 5
Concord and Ports.*	100 350,000	J. & J.	July '74 3½
Conn. & Passum p Riv.	100 2,100,000	F. & A	Feb. '74 3
Connecticut River	100 1,950,000	J. & J.	July '74 5
Cumberland Valley	100 1,494,250	A. & O.	Apl. '74 4
Danbury and Norwalk	50 600,000	M. & N.	Nov '73 5
Delaware*	50 1,230,941	J. & J.	July '74 3
Del., Lackaw. & Westn.	50 18,868,850	J. A. J. O.	Apl. '74 2½
Detroit & Milwaukee*	50 822,140	— & —	——— ———
" pref.	50 2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*	100 5,000,000	A. & O.	Apl. '74 3
East Pennsylvania*	50 1,309,300	J. & J.	July '74 3
East Mahanoy*	50 392,950	J. & J.	July '74 3
Eastern (Mass.)	100 4,262,600	J. & J.	July '73 3
Eastern (N. H.)	100 492,500	J. & J.	July '73 5
Elmira, Jef. & Canand*	100 500,000	F. & A.	Feb. '74 2½
Elmira & Williamsport*	50 500,000	M. & N.	May '74 2½
" " pref.	50 500,000	J. & J.	July '74 3½
Erie Railway	100 78,000,000	———	Oct. '73 1
" pref.	100 8,536,910	———	Oct. '73 3½
Erie and Pittsburg*	50 1,000,250	M. J. S. D.	Mar. '74 1½
Fitchburg	100 4,000,000	J. & J.	July '74 4
Georgia	100 4,166,000	J. & J.	Apl. '74 4
Grand River Val.* guar	100 1,000,000	— & —	——— ———
Grand Trunk, (Ca.)	100 14,367,946	— & —	——— ———
Great Western, (Ca.)	100 19,237,404	A. & O.	Apl. '74 1½
Hannibal & St. Joseph.	100 4,151,700	F. & A.	Aug. '70 3½
" pref.	100 5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.)	50 116,850	M. & N.	May '74 5
Harlem Extension	100 4,000,000	— & —	——— ———
Harrisburg & Lancaster*	50 1,182,500	J. & J.	July '73 3½
Housatonic, pref.	100 1,180,000	J. & J.	July '74 4
Huntingdon & B'd Top.	50 880,000	— & —	——— ———
" " pref.	50 450,750	J. @ J.	July '68 3½
Illinois Central	100 25,280,510	F. & A.	Aug. '74 4
Indianapolis, Cin. & Laf.	50 7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*	100 4,025,000	J. & J.	July '74 3
Jeffersonv., Mad. & Ind.	100 2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*	100 1,500,000	J. A. J. O.	July '74 1½
Joliet & North. Indiana*	100 800,000	J. & J.	July '74 4
Lake Shore & Mich. So.	100 49,466,500	F. & A.	Aug. '73 4
" " (guar.)	100 533,500	F. & A.	Feb. '74 5
Lawrence*	50 260,200	— & —	——— ———
Leeds and Farmington*	100 600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna	50 3,739,800	M. & N.	May '67 5
Lehigh Valley	50 21,916,854	J. A. J. O.	July '74 2½
Little Miami*	50 5,871,450	J. A. J. O.	Apl. '74 2
Little Schuylkill*	50 2,646,100	J. & J.	Jan. '74 3½
Long Island	50 3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex	50 1,623,483	J. & J.	July '69 3
" " pref.	100 848,700	J. & J.	Jan. '74 4½
Louisville & Nashville	100 8,980,600	F. & A.	Feb. '74 4
Louisv., N. Alb. & Chi	100 3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence	100 200,000	A. & O.	Apl. '74 3
Lykens Valley	20 600,000	F. M. A. N	Feb. '73 2½
Macon and Western	100 2,500,000	J. & J.	July '73 5
Maine Central	100 3,400,500	— & —	——— ———
Manchester and Law	100 1,000,000	M. & N.	May '74 5
Marietta & Cincinnati	50 1,372,891	— & —	——— ———
" " 1st pref.	50 3,130,719	M. & S.	Sep. '66 3s
" " 2d pref.	50 4,460,368	M. & S.	Sep. '66 3s
Marsawippi*	100 400,000	F. & A.	Feb. '74 3
Memphis & Charleston*	25 5,312,725	J. & D.	Jan. '69 3
Michigan Central	100 18,738,204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*	50 323,375	J. & J.	July '74 5
Milwaukee and St. Paul	100 13,398,550	J. & J	Dec. '70 7s
" pref.	100 10,825,777	F. & A	Feb '74 3½
M. Hill & Schuyl. Hav.*	50 3,856,450	J. & J.	July '74 4
Morris and Essex*	50 14,008,100	J. & J.	July '74 3½
Nashua and Lowell	100 800,000	M. & N.	May '74 5
Naugatuck	100 1,881 900	F. & A.	Feb. '74 5
Nesquehoning Valley*	50 1,000,000	M. & S.	Mar. '74 5
Newark and N. York*	100 977,400	J. & J.	Jan. '74 3½
N. Bedford	100 1,010,100	M. & N.	May '74 4
N. Castle & Beaver Val.*	50 1,800,000	J. A. J. O.	Apl. '74 2½
N. Haven & Northamp.	100 606,000	J. A. J. O.	Sept '72 3
New Jersey*	100 7,295,200	J. A. J. O.	July '74 2½
New London Northern*	100 1,418,300	J. & J.	July '74 4
N. Y. Cen. & Hudson R.	100 89,428,330	A. & O.	Apl. '74 4
New York and Harlem	50 3,500,000	J. & J.	July '74 4
" " pref.	100 1,500,000	J. & J.	July '74 4
N. Y., N. H. & Hartf.	100 15,500,000	J. & J.	July '74 6
N. Y., Provid. & Boston	100 2,000,000	J. A. J. O.	Apl. '74 2½
Niag. Bridge & Canand*	100 1,000,000	J. & J.	July '74 3
North Carolina*	100 4,800,000	Irregular.	Jan. '73 5
N. Eastern (N. C.) pref.	100 111,000	M. & N.	May '67 4
North Pennsylvania	50 3,473,500	January.	Jan. '74 5s
Northern Central	50 5,842,000	M. & N.	Nov. '72 3
Northern N. Hampsh.	100 3,068,400	J. & D.	June '74 4
Northern New Jersey*	100 1,000,000	J. & J.	July '74 4
Norwich & Worcester*	100 2,823,400	J. & J.	July '74 5
Ogdensb. & L. Champl.*	100 3,077,800	J. & J.	July '74 3
" " pref.	100 2,000,000	A. & O.	Apl. '74 4
Ohio and Mississippi	100 19,995,847	J. A. J. O.	——— ———
" " pref.	100 4,024,474	J. & D.	Dec '72 3@6
Oil Cr. & Allegheny R.	50 4,259,450	J. A. J. O.	Jan. '74 2
Old Colony & Newport	100 6,297,900	J. & J.	July '74 3½
Oswego and Syracuse*	50 482,400	F. & A.	Feb. '74 3
Pacific of Missouri	100 3,635,756	J. A. J. O.	Apl. '74 1½
Panama	100 7,000,000	J. A. J. O.	July '74 3
Paterson and Hudson*	100 630,000	J. & J.	Jan. '74 4½
Paterson and Newark*	100 500,000	J. & J.	——— ———
Paterson and Ramapo*	100 249,000	J. & J.	Jan. '74 4
Pember. & Hightstown*	50 342,150	J. & J.	Jan. '74 3
Pennsylvania	50 72,000,000	M. & N.	May '74 5
Peoria & Bureau Val.*	100 1,200,000	F. & A.	Feb. '74 4
Philadelphia and Erie*	50 6,004,300	J. & J.	——— ———
" " pref.	50 2,400,000	J. & J.	July '74 4
Phil., Ger. & Norristwn*	50 1,626,250	M. J. S. D	June '74 2
Philadelphia & Reading	50 32,684,375	J. A. J. O.	Apl. '74 2½
" " pref.	50 1,551,800	J. A. J. O.	Apl. '74 2½
Phila. and Trenton*	100 1,250,100	J. A. J. O.	July '74 3½
Phila., Wil. & Balt.	50 11,485,750	J. & J.	July '74 4
Pittsb., Ft. W. & Chi.*	100 19,714,285	J. A. J. O.	Apl. '74 1½
" Special Imp.	100 2,000,000	J. A. J. O.	Apl. '74 1½
Pittsfield & N. Adams.	100 410,000	J. & J.	Jan. '74 3
Port'and and Kennebec.	100 616,700	J. & J.	Jan. '74 3
Yarmouth certificates.	100 202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm.	100 1,500,000	J. & J.	Jan. '74 5
Providence & Worces.	100 2,000,000	J. & J.	Jan '74 6
Raleigh and Gaston	100 1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga*	100 6,000,000	J. & J.	July '74 4
Roch. & Genesee Val.*	110 557,500	— & —	——— ———
Rome, Watert. and Ogd.	100 2,998,900	J. & J.	July '74 3½
Rutland*	100 2,700,000	— & —	——— ———
" preferred	100 4,300,000	F. & A.	Feb '74 3½
St. Croix and Penobscot	100 100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute	100 2,300,000	— & —	——— ———
" " " pref.	100 2,040,000	July.	July '74 3
St. Louis and Iron Mt.	100 10,000,000	F. & A.	Feb. '74 3
St. L., Kan. C. & North.	100 12,000,000	———	——— ———
" pref.	100 12,000,000	———	Nov. '72 3
Saratoga and Schenec.*	100 300,000	A. & O.	Apl. '74 3½
Schuylkill Valley*	50 576,050	J. & J.	July '74 2½
Seaboard and Roanoke.	100 1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.*	50 869,450	F. & A.	Feb. '74 3
Shore Line*	100 995,800	J. & J.	July '74 3½
South Branch (N. J.)*	100 438,300	J. & J.	Jan. '72 3
South Carolina	100 5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *	100 3,939,900	F. & A.	Feb. '73 4
Staten Island	100 600,000	J. & J.	July '67 4
Stockbridge and Pitts.*	100 448,700	J. & J.	July '74 3½
Stony Brook*	100 287,300	M. & N.	May '72 3
Summit Branch*	50 2,502,250	F. & A.	Feb. '74 3
Sussex (N. J.)	100 317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N. Y.*	100 1,670,139	— & —	Dec. '72 3
Taunton Branch	100 500,000	J. & J.	Jan. '74 5
Terre Haute & Indiana	100 1,988,150	J. & J	Jan. '74 5
Tol., Peo. & War. 1st pref.	100 1,777,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.	100 1,000,000	M. & N.	May '74 3½
Troy and Greenbush*	100 274,400	J. & D.	Dec. '71 3½
Utica and Black River	100 1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*	100 2,500,000	J. & D.	Dec. '72 5
Vermont and Mass	100 $2,800,000	A. & O.	Apl. '74 1
Warren (N. J.)	100 1,800,000	J. & D.	Dec. '73 3½
Warwick Valley	100 225,000	A. & O.	Apl. '72 2½
West Jersey	100 1,569,750	F. & A.	Feb. '74 4
Winchester & Potomac*	100 180,000	J. & J.	July '74 3
Winchester & Strasburg*	100 500,000	J. & J.	July '74 3½
Worcester and Nashua	75 1,400,555	J. & J.	July '74 $5
HORSE-POWER R. R.			
Albany City	100 110,300	— & —	——— 2½
Baltimore City	100 800,000	— & —	Jan. '74 3
Bleecker st. & F. Fy. (N Y)	100 900,000	— & —	——— ———
Boston and Chelsea	100 110,000	A. & O.	Apl. '74 4
Broadway (Brooklyn)	100 200,000	J. A. J. O.	Apl. '73 5
Broadw. & 7th Av. (N Y)	100 2,100,000	J. & D.	Jun. '70
Brooklyn City	100 1,500,000	F. M. A. N	May '74 3
Brooklyn City & Newt.	100 600,000	J. & J.	July '70
Brooklyn and Jamaica	100 488 100	— & —	——— ———
Bushwick (Brooklyn)	100 302,000	J. & J.	July '71 3½
Cambridge	100 727,800	A. & O.	Apl. '74 4½
Cen. Park, N. & E. Riv.	100 1,068,400	A. & O.	Oct. '67 5
Citizens' (Phil.)	50 500,000	J. & J.	Jan. '74 6
Citizens' (Pbg.)	50 200,000	M. & S.	Nov. '71 7
Coney Island & Brookl.	100 500,000	— & —	——— ———
D. Dock, E. B'dw. & Bat.	100 1,200,000	F. M. A. N	Feb. '74 2
Eighth Avenue (N.Y.)	100 1,000,000	J. A. J. O.	Oct. '71 3
Elizabeth and Newark	100 200,000	— & —	——— 3
42nd St. & G. St. Ferry	100 748,000	M. & N.	July '74 3½
Frankf. & Southw. (Ph.)	50 491,750	J. & J.	Jan. '74 5
Germantown (Ph.)	50 1,000,000	J. & J.	Jan. '74 3
Girard College (Ph.)	50 500,000	J. & J.	July '71 3
Grand St. and Newton	100 170,000	J. & J.	July '71 2
Green & Coates St. (Ph.)	50 500,000	J. & J.	Jan. '74 4
Hest'n, Mantau & Fairm.	50 2,050,000	J. & J.	Jan. '74 1½
Lomb. & South Sts. (Ph.)	25 105,000	A. & O	Oct. '71 6
Lynn and Boston	100 200 000	— & —	——— ———
Malden and Melrose	100 200,000	— & —	——— ———
Metropolitan (Boston)	50 1,500,000	M. & N.	Nov. '73 5
Middlesex (Boston)	100 400,000	A. & O.	Apl. '73 4
Ninth Avenue (N. Y.)	100 797,320	— & —	——— ———
Orange and Newark	100 282,555	— & —	——— ———
Philadelphia City	50 750,000	J. & J.	Jan. '74 5
Philadelphia and Darby	20 200,000	J. & J.	July '71 2
Phila. and Grey's Ferry	50 284,775	J. & J.	Jan. '74 2½
Pbg, Alleg. & Manchester	50 200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)	100 888,100	J. A. J. O.	Oct. '73 2
Second & Third St. (Ph.)	50 962,100	J. & J.	Jan. '74 6
17th & 19th streets (Ph.)	50 500,000	J. & J.	Jan. '74 2
Sixth Avenue (N. Y.)	100 780,000	M. & N.	May '71 5
Third Avenue (N. Y.)	100 1,170,000	F. M. A. N	May '73 5
13th & 15th street (Ph.)	50 1,000,000	J. & J.	July '74 1½
Somerville (Boston)	100 75,000	M. & N.	May '74 3
South Boston	50 400,000	J. A. J. O.	Apl. '74 2½
Union (Boston)	100 200,000	———	July '72 7
Union (Phila.)	50 400,000	J. & J.	Jan. '74 5
West Philadelphia	50 400,000	J. & J.	Jan. '74 3
CANALS.			
Chesapeake & Delaware	50 1,963,563	J. & D.	June '73 3
Chesapeake and Ohio	25 8,229,694	— & —	——— ———
Delaware Division	50 1,633,350	F. & A.	Feb. '74 4
Delaware and Hudson	100 15 000,000	F. & A	Feb. '74 5
Delaware and Raritan*	100 6,847,400	J. A. J. O.	July '74 2½
Erie of Pennsylvania	50 64,000	— & —	——— ———
Lehigh Coal & Navigat.	50 9 890,350	J. S D. M.	June '74 2
Monongahela Navigat.	50 1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)	100 1,025,000	F. & A.	Aug. '72 2
" (preferred)	100 1 175,000	F. & A.	Aug '72 5
Pennsylvania	50 4,337,950	— & —	——— ———
Schuyl. Nav. (common)*	50 1,908,207	F. & A.	Feb '74 30c
" " (pref.)	50 2,858,977	F. & A.	Feb '74 60c
Susq. and Tide Water	50 2,002,746	— & —	——— ———
Union	50 2,907,850	— & —	——— ———
" preferred	50	— & —	——— ———
W. Branch and Susq	50 1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express	100 10,000,000	M. J. S. D.	June '74 2
American Coal	25 1,500,000	M. & S.	Mar. '74 4
Am. Mereh. Union Exp.	100 18,000,000	J. & J.	July '73 3
Ashburton Coal	50 2,500,000	J. & D.	Dec. '68 4
Atlantic Mail Steamship	100 4,000,000	M. J. S. D.	Dec. '67 2½
Brunswick City	100 1,000,000	— & —	——— ———
Butler Coal	25 500,000	J. & D.	Dec '69 85c
Canton	100 731,250	— & —	——— ———
Consolidation (Md.) Coal.	100 10,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron.	100 500,000	— & —	Apl. '73 6
Maryland Coal	100 4,400,000	J. & D.	Dec. '70 3
Mariposa Gold	100 2,886,600	— & —	——— ———
" pref.	100 3,693,400	— & —	——— ———
" certif.	100 2,324,000	J. & J.	——— ———
Pacific Mail Steamsh p.	100 20,000,000	M. J. S. D.	Sep. '69 3
Pacific and Atlantic Tel.	25 3,000,000	———	——— 2½
Pennsylvania Coal	50 4,000,000	F. M. A. N	May '74 5
Pullman Palace Car	100 4,000,000	F. M. A. N	May '74 3
Quicksilver, common	100 5,700 000	— & —	——— ———
" preferred	100 4,300,000	— & —	——— ———
Spring Mountain Coal	50 1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal	10 1,000 000	— & —	——— ———
United States Express	100 6,000,000	F. M. A. N	May '74 2
United States Trust	100 1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp	100 5,000,000	J. & J.	July '74 4
West. Union Telegraph.	100 35,000,000	J. & J.	July '74 2
Wilkesbarre Coal	100 3,400,000	M. & N.	Nov. 64 5
Wyoming Valley Coal	100 1,250,000	F. & A.	Aug '64

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities June 1, 1874.					
Loan of June 14, 1858 ..... registered	$260,000	5	Jan. & July.	1874	....
.. .. coupon	.....	5	" "	1874	....
Loan of February 8, 1861 ..... registered	13,678,000	6	Jan. & July.	1880	117½
.. .. coupon	4,647,000	6	" "	1880	122
Oregon War Bonds of March 2, 1861 ... coupon	945 000	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861 ... registered	125,786,400	6	Jan. & July	1881	117½
.. .. coupon	63,534,950	6	" "	1881	122
Loan of Feb. 25, 1862 (5-20s) ..... registered	16,598,300	6	May & Nov.	1882	114½
.. .. (5-20s) ..... coupon	151,399,600	6	" "	1882	114½
Loan of March 3, 1863 ..... registered	53,630,100	6	Jan. & July.	1881	117½
.. .. coupon	21,36 ,900	6	" "	1881	122
Loan of March 3, 1864 (5-20s) ..... registered	946,600	6	May & Nov.	1884	116½
Loan of June 30, 1864 (5-20s) ..... registered	25,010,950	6	May & Nov.	1884	116½
.. .. (5-20s) ..... coupon	33,035,250	6	" "	1884	117
Loan of March 3, 1865 (5-20s) ..... registered	33,789,750	6	May & Nov.	1885	116½
.. .. (5-20s) ..... coupon	118,744,600	6	" "	1885	118½
.. .. 2d series (5-20s) ..... registered	56,874,900	6	Jan. & July.	1885	114
.. .. (5-20s) ..... coupon	145,758,200	6	" "	1885	120½
.. .. 3d series (5-20s) ..... registered	87,809,550	6	Jan. & July.	1887	116½
.. .. (5-20s) ..... coupon	222,844,850	6	" "	1887	121
.. .. 4th series (5-20s) ..... registered	13,916,500	6	Jan. & July.	1888	116½
.. .. (5-20s) ..... coupon	23,557,500	6	" "	1888	121
Loan of March 3, 1864, (10-40s) ..... registered	141,116,000	5	Mar. & Sept	1904	113½
.. .. (10-40s) ..... coupon	53,451,300	5	" "	1904	114½
Consols of July 14, '70 & Jan. 20, '71. registered	177,659,150	5	F. M. A. & N.	1881	113½
.. .. coupon	151,792,550	5	" "	1881	114
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868. ... (cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,623,512	6	Jan. & July.	'95-'99	115½
U. S. Notes and Fractional Currency	428,615,427	*nil.*	.....	.....	...
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72...	2,582,800	5	May & Nov.	'86-'92	....
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	....
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90-'91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 9,800,0 0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'99-'00	....
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	...
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71...	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	112½
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,800):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-20s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($5,738,665):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	....
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R. R., '58, '59, '60 & '61	600,000	6	Feb. & Aug	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,900,' 00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870....	4,880,000	7	Various.	1890	....
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	...
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	...
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):			Jan		
.. State Bonds (various) 1863 to 1864.....	110,675	6	". & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	"	'76-'89	....
Kentucky—($2,750,510):					
.. State Bonds 1835 and '43.....	160,000	5	Mar. & Sept.	1878	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	40
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	60
.. .. .. 1866	1,000,000	8	Various.	1886	57
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds (N.O., Mob. & Chat. R.R.) '70 '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866...	259,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	490,000	7-8	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	545,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78	...
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"	'83-'89	101
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889	98
Maryland—($12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	95
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1869.....	511,355	6	J. A. J. & O.	1893	104

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72	706,000	5	Various.	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800,000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	94½
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	91½
.. Bounty Loan, 1864.....	4,379,580	5	May & Nov.	1894	99½
.. Bounty Loan, 1864, £826,000 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,176,451	5	April & Oct.	'68-'93	100½
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'93	92½
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1870	....
.. $2,000,000 Loan Bonds, 1863.....	445,000	6	" "	1878	....
.. $2,000,000 Loan Bonds, 1863...	431,000	6	" "	1878	97
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1858.....	463,000	7	May & Nov.	1890	91
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	97
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	97½
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	101½
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'79-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,406,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	99½
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'86	97½
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	98½
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'78-'84	104
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free.....	584,400	6	" "	'97-'02	....
New York—($58,121,606):					
.. General Fund Stock	906,000	5	J. A. J. & O.	1876	....
.. General Fund Stock	800,000	6	" "	1876	....
.. General Fund Stock	848,107	5	" "	please	....
.. General Fund Stock	1,159,780	6	" "	please	....
.. Canal Stock.....	1,103,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'75	107
.. Canal Stock.....	2,572,000	6	" "	'74-'76	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1877	106½
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	106½
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'82	28½
.. State (old) Bonds 1848 to 1860.....	2,639,000	6	April & Oct.	'72-'82	28
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	21
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'82-'98	....
.. Funding (Debt) Bonds, 1868.....	2,417,400	6	Jan. & July.	1900	26½
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1898	....
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	....
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, skg f'd.....	1,600,000	6	" "	1876	99
.. Loan of 1860 Bonds, skg f'd.....	1,496,309	6	" "	1881	102
.. Loan of 1856 Bonds, skg f'd.....	2,400,000	6	" "	1886	103
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($24,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	2,786,550	6	" "	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	110
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	113½
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,710,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	97½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '58-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	18
.. .. .. '66-'69.....	2,262,714	6	Jan. & July.	'87-'97	18½
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R Bonds 1854.....	970,000	6	" "	'74-'75	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1886	....
.. .. .. 1870.....	500,000	6	April & Oct.	1890	....
Tennessee—($30,952,166):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	79
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	....
Texas—($3,397,325):					72½
.. Frontier Protection Bonds, gold, 1870....	700,000	7	Jan. & July.	90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	85
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'76	100
.. .. .. registered	201,000	6	" "	'71-'76	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'90	25
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'90	25
.. State Bonds, sterling coupon.....	1,866,000	5	" "	'86-'00	....
.. Funded Interest, 1866-'67.....	6,692,425	6	" "	'76-'97	....
.. Funded Interest sterling, 1867.....	466,250	5	" "	'85-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	6*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	105
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	100
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1890	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	80
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	43½
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	...
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	64
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	39,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(285 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1868	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1899	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R.R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,982	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855-'75	857,250	6	Jan. & July.	Baltimore.	1875	100½
Loan of 1860-'80	579,500	6	" "	"	1880	101½
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	100½
Loan of 1855-'90 (Balt.) stg fd.	3,461,146	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) stg fund.	3,620,320	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,498,016	6	" "	"	1902	....
3d Mort. (N.W. Va. R.R.) assumed	140,000	6	Jan. & July.	Baltimore.	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1890	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	99½
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1638	....
Belvidere Delaware:						
1st Mortgage { guar by C. &	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage { A. Co. and	499,500	6	March & Sept.	Princeton.	1885	83
3d Mortgage { Penn. R. R. Co.	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	79
1st Mortgage (Equalization)	248,000	7	" "	"	1889	59
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	90½
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	634,000	6	Jan. & July.	Boston.	1880	98
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1866	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1898	22½
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	45
Mass. I. (sec'd by $4,000,000 Bor.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	95
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1893	102

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1898	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	86
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg stg f'd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	63
Burlington and Missouri River:						
Land and R. R. Mortgage	5,068,350	7	April & Oct.	Boston.	1898	98
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	99½
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	97½
Stock (common) Bonds	1,877,840	8	" "	"	1889	98½
Burlington & Mo. Riv. in Neb.:						....
1st Mortgage convertible	5,567,971	8	Jan. & July.	Boston.	1894	99
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1894	50
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	85
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	98
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	90
Canada, Michigan and Chicago:						
1st Mort. (stg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (stg fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	54½
Carthage & Burlington (C.B. & Q.):						
1st Mortgage guar. and tax free.	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	220,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,800,000	7	" "	"	1900	104½
Chattel Mortgage	168,360	6	" "	"	'80-'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan. & July.	" "	1907	82½
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1881	83
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1910	83½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	46
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1991	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1876	110
Convertible bonds of 1872	3,612,700	7	" "	" "	1902	101½
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	106½
Loan of Leh. C. & Nav. Co. (ass'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	91½
Central Pacific of California:						
1st Mortgage, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	93
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	100
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	102
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.)	500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V.D.) gold	6,690,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,158,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) stg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	52
1st Mort. (Va. Con.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	73½
2d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	200,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	209,400	6	Jan. & July.	Boston.	'75-'80	98½
Chester Creek:						
1st Mortgage guar. by P.W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	100
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	107
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	98
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (" ") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	110
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	650,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,958,225	7	Jan. & July.	Boston.	1896	97
1st Mort. (Am. Cen. R.R.) guar.	756,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	98½
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	97½
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	98½
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	99½
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	98
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	99
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	41
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	92½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C. & NW	592,000	7	Jan. & July.	Boston.	1880	93½
3d Mort. (now 2d) guar. C. & NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.)	1,245,500	7	Feb. & Aug.	New York.	1885	103
Funded coupons (193 m.)	750,000	7	May & Nov.	" "	1883	96
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	102½
Appleton Ext. (23 m. & 76,000 ac.)	174,000	7	" "	" "	1885	89
Green Bay Ext. (26m & 76,000 a.)	294,000	7	" "	" "	1885	89
Equipm't (Engs & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,775,000	7	Feb. & Aug.	" "	1892	102½
2d Mort. (Gal. & Chic. 248 m.)	938,000	7	May & Nov.	" "	1875	100½
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line (")	129,500	7	" "	" "	1878	....
1st Mort. (Peninsula 79m. & land)	331,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C. & N.W. R'y)	3,106,000	7	F. M. A. & N.	" "	1915	86½
Consol. gold bonds for $48,000,000	4,534,000	7*	June & Dec	" "	1902	32
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil. R.R.) guar.	589,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi. R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	9,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic. & Mil. R.W.) guar	1,141,000	7	Jan. & July.	" "	1898	95½
1st Mort. (Bel. & Mad. R.R.) guar.	306,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000 pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000 pm	1,350,000	8	May & Nov.	New York.	1889	89
1st Mort. of Nov. 1, '71, $16,000 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $20,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $10,000 per mile	.....	8	Feb. & Aug.	New York.	1901	100
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I. & Pac.)	8,000,000	7	" "	" "	1896	106½
Chi. & Southwes'n (C., R.I. & Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1880	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C. & W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1863	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	82½
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1898	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77 '87	70
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	8
1st Mort. (San., Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	70
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000 000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	99½
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	457,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa. Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	109½
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July	" "	1892	93
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	98
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	58
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	55
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1860	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec	Boston.	1876	96
Notes payable, conv. at par	594,000	7	" "	"	1876	97
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1, 2, 3, 4.	88
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1901	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	58
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	261,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	600,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	96½
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	107
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1891	104
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	102½
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1900	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y. L. & Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,000,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	800,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1876	....
2d Funded Coup. (")	376,784	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds....	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds....	250,000	8	Feb. & Aug.	" "	1886	...
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	99
Dubuque and Sioux City:						
1st Mortgage tax free.....	894,000	7	Jan. & July.	New York.	1893	94
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen..	450,000	7	April & Oct.	New York.	1893	....
1st Mortgage, preferred & guar..	160,000	7	Jan. & July.	" "	1893	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free.....	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jar. & July.	New York.	1906	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage.....	35,000	8	" "	"	1878	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	405,000	7	March & Sept.	Philadelphia.	1888	101½
East Tenn. & Georgia(E.T.V.&G.):						
1st Mortgage.....	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed.....	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	90
Eastern (Mass.):						
English Loan, July 1, 1862.....	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	99
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85.....	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88.....	600,000	6	March & Sept.	"	1888	91
Loan of 1869-'89.....	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'92.....	1,500,000	7	March & Sept.	"	1882	94
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	99
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	1873	60
Erie Railway:						
1st Mortgage	2,486,000	7	May & Nov.	New York.	1897	104½
2d Mortgage convertible.....	2,174,000	7	March & Sept.	" "	1879	01½
3d Mortgage.....	4,582,000	7	" "	" "	1883	97½
4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	96
5th Mortgage convertible.....	709,500	7	June & Dec.	" "	1888	94
Buffalo Branch, 1st mortgage...	182,600	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	...
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	NY & London.	1920	....
Convertible bonds.....	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871.....	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage.....	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1893	....
Equipmen t Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 50, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1890	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,604,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage..	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tr.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease, S.F. 25 000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan.....	166,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & uly	New York.	1909	....
Flushing & North Side (L. I.):						
1st Mortgage.....	1,025,000	7	May & N v	M Y. & Lond.	1900	...
Fonda, Johnsto'n & Gloversville:						
1st Mortgage.....	800,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20,000 p. m.....	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee,..	,500,000	8	Jan. & July.	New York.	1880	....
2d Mortgage (Equipment).....	,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
3d Mortgage.....	500,000	8	Jan & July.	"	1895	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage.....	$477,683	7	May & Nov.	Boston.	1891	90
Frederick and Pennsylvania Line:						
1st Mortgage gold.....	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union (C.&N.W.):						
1st Mortgage.....	1,785,000	7	Feb. & Aug.	New York.	1882	102½
2d Mortgage.....	948,000	7	May & Nov.	" "	1875	100½
Elgin and State Line Purchase..	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)...	681,000	7	Jan. & July.	Augusta	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1902	....
Goshen and Deckertown:						
1st Mortgage.....	226,500	7	Jan. & July.	New York.	1883	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees..	1,500,000	8	Jan. & July.	New York.	1896	....
2d Mortgage, guar. by Lessees...	500,000	8	March & Sept.	" "	1879	90
Grand Trunk (Ca.):						
Equipment Bonds £500,000.....	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838,385.	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765 .	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock....	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds....	1,884,117	4	" "	"	'72-'73	....
Common (") Bonds....	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds....	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds....	4 867	5	" "	"	1881	....
Common (") Bonds....	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	New York	'81-'86	60
1st Mortgage not guaranteed....	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage.....	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.....	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage.....	675,000	7	May & Nov.	New York.	1893	80
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free.....	1,000,000	7	May & Nov.	New York.	1890	75
2d Mortgage.....	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York	'71-'77	94
Missouri State Loan.....	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	6?,000	10	" "	" "	1872	....
Five years' notes (277 m.).....	139,300	8	Various.	" "	1874	...
Fifteen years' bonds (277 m.)...	3,476,000	8	March & Sept.	" "	1885	75½
1st Mort. (Q. & Palm.R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City&Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1886	90
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co...	700,000	6	Jan. & July.	Philadelphia.	1883	102
Hartford and New Haven:						
1st Mortgage.....	550,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	451,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free.....	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage.....	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage.....	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869.....	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund,gold.	6,520,000	7*	Jan. & July.	New York.	1891	...
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag.....	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	" "	1885	105½
3d Mortgage.....	180,000	7	May & Nov.	" "	1876	104
Hudson Connecting (NY&OMid):						
1st Mortgage gold.....	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia.	1890	103½
2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	90
3d Mortgage (Consol).....	1,251,000	7	April & Oct.	"	1895	85
Illinois Central:						
Construction bonds, cur. skg f'd.	2,742,000	7	April & Oct.	New York.	1875	100
Construction bonds, coin	382,000	6*	" "	N.Y. & Lond.	1876	....
Redemption bonds, currency....	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling.....	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	...
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold.....	3,000,000	7*	April & Oct.	New York.	1900	80
2d Mortgage.....	1,500,000	8	Jan. & July.	" "	1899	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co...	1,700,000	7	Feb. & Aug.	New York.	1906	....
2d Mortgage guar. by Pa. Co....	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1868	$1,580,500	7	April & Oct.	New York.	1883	....
1st Mortgage(I. C.& L. F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(" ")of 1869	1,666,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mor gage	}	7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage	}	7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	81½
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.	.....	8	Feb. & Aug.	New York.	1900	91
Ironton (Penns.):						
1st Mortgage	160,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold; skg fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	99½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	98½
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
James'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1 897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol.	2,062,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol.	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1875	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	108½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	795,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1894	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	90
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.& M.So.	640,000	8	Jan. & July.	New York.	1868	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1880	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	90
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1876	....
1st Mort.(St Jo.& C B.78 m)ex.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	589,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.conv.	987,000	6	March & Sept.	" "	1892	....
Kansas City & Santa Fe (L.L.& G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	60
1st Mort. (2d Div. 253.94 m.)gold	4,068,000	6*	June & Dec.	" "	1896	60
1st M.(3d D. 244.66m.& 3,000,000a)	6,455,000	7*	May & Nov.	N. Y., L. & F.	1899	....
1st Mortgage (1,000,000 acres)	240,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,321,000	7*	Jan. & July.	N. Y., L. & F.	1895	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,276,350	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1852.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Kook., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	98½
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1888	....
2d Mortgage	800,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	200,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N. W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,200,000	7*	Feb. & Aug.	New York.	1891	75
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,800,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. sky fund gold tax free.	4,500,000	7*	Jan. & July.	N Y B'k & Ph.	1890	50
2d Mort. gold tax free and conv.	830,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,280,007	7	J. A. J. & O.	" "	1900	98½
Consol. coupon July 1, 1870	1,209,000	7	Jan. & July.	" "	1900	99
Bonds of Oct. 1, 1872	5,205,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore) Ap. 1, '69	1,498,000	7	" "	" "	1880	98½
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1890	101
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	93
Sky Fund July 1, 1855 C. & Tol.	1,595,000	7	Jan. & July.	" "	1896	105
Mort. April 1, 1856 "	850,000	7	April & Oct.	" "	1886	97½
1st Mort. May 1, 1855 M. S. & N.I.	5,256,080	7	May & Nov.	" "	1885	103½
2d Mort. Oct 31, 1857 "	2,602,000	7	" "	" "	1877	100
Mort. Nov. 1, 1858 Buff. & Erie.	.....	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1896	97
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	99
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	90
1st Mort. Oct. 1, 1867 (Sch.& Tus.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. All. & Gr. R.)	840,000	8	" "	" "	1886	105½
1st Mort. July 1, 1863 (J. & Frank.)	468,000	7	" "	" "	war	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia	1896	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	255,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. sky fund conv., gold	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	56
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	.....	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	100
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	107
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	102½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	6*	F. M. & A. N.	New York.	1900	90
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	99½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	90½
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,200,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol. M. for $8,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	87
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'85-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1880	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	880,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00 0	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	87½
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	250,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1891	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1901	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	102½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	90
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1900	75½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1900	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Mayaville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	101½
Michigan Central:						
1st Mortgage, convertible	556,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	110
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	96
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	104
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	94½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
3d Mort. (") guar.	70,000	8	" "	" "	1890	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv. & W.Gap(E)						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £236,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,514,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	80
1st Mortgage (E Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,808,000	7	Jan. & July.	" "	1897	75
1st Mortgage (Minn. Cent)	192,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	82
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	106½
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	92
Milwaukee City Loan	233,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Win.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $13,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St. L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,854,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	6	Feb. & Aug.	" "	1876	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	— & —	.....	1899	10½
1st Mort. Land Grant gold	1,060,000	7*	— & —	.....	....	....
State (Ark.) subsidy $10,000pm.	1,560,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'98	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	— & —	" "	....	....
Income Mortgage	700,000	7	— & —	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	106
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	103
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	92
Consolidated bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1899	94½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.&Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	80
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.):						
1st Mortgage guar.	800,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1888	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $500,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1890	....
New Haven & Northampton:						
1st Mortgage	1,000,000	7	Jan. & July.	N. Y. & N. H.	1889	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie'd bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan'a.						
New Jersey Midland (NY.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1890	31
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1883	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.)						
1st Mortgage	300,000	6	March & Sept.	New York.	1856	....
1st Mortgage	200,000	7	Jan. & July.	" "	1868	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gu'd	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 237 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La.	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1880	....
New York Central & Hudson R.						
Debt Certif. (N. Y. Central)	5,836,628	6	May & Nov.	New York.	1883	95
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	101½
Bonds for R.& N. S't.(")	76,000	6	May & Nov.	" "	1883	99
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	88
Bonds for real estate (")	162,000	6	" "	" "	1883	88
Bonds of 1854 renew'd(")	2,000,000	6	June & Dec.	" "	1887	96
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(NYC&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	103½
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	....
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1903	99
Sinking Fund mortgage of 1861	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1899	....
New York and New Haven:						
1st Mortgage	1,050,500	7	April & Oct.	New York.	1875	100½
New York & Oswego Midland:						
1st Mortgage gold, tax free	3,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	182,000	6	Feb. & Aug.	New York.	'73-'75	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	" "	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	102½
2d Mortgage	5,000,000	7	May & Nov.	"	1893	102½
Chattel Mortgage	350,000	10	April & Oct.	"	1877	106
North Shore (L. I.)						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1897	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	95
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	90
8d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	93
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	91
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	106,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	26¼
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	93
Equipment Mortgage	200,000	8	" "	"	1879	93
Sinking Fund Bonds	600,000	8	March & Sept.	"	1900	....
Ohio and Mississippi:						
Consolidated 1st Mortgage	6,694,000	7	Jan. & July.	New York.	1898	92
Consolidated 1st Mortgage, stg.		7*	" "	London.	1898	....
Consolidated 2d Mortgage	3,529,000	7	April & Oct.	New York.	1911	73
2d Mortgage, (W. Div.)	433,000	7	Jan. & July.	" "	1874	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bonds	50,000	7	May & Nov.	" "	1863	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	78¾
1st Mortgage (War. & Fkln)	580,000	7	April & Oct.	"	1882	78
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	36
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	98¾
Plain Bonds	485,000	6	April & Oct.	"	1875	96
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	104¼
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	89¾
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	82
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	79
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	73
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1932	32
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (8-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.R.& Q.)	1,280,000	8	Jan. & July.	Boston.	1900	98
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	79½
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	78
Income Bonds	1,500,000	7	" "	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lex. Atch & Nov.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ.):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1880	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,970,000	7	Jan. & July.	Philadelphia.	1880	103½
2d Mortgage (")	2,583,600	6	April & Oct.	"	1875	100½
2d Mortgage (")stg.	2,282,246	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	18,490,760	6	J. A. J. & O.	Philadelphia.	1910	93
State lien for $17,500,000, skg f'd	5,851,700	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	310,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	103½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	800,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
1st Mortgage(whole road 287½m)	5,000,000	6*	" "	"	1881	89
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	86
Gen'l M. for $20,000,000, gold rr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	90
Perth Amboy & Woodbr.(C& A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¾ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9¼ m.)	300,000	6	April & Oct.	"	1881	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,138,900	6	Jan. & July.	Philadelphia.	1893	80
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv.	86,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,621,000	6	" "	"	1880	102
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	104
Mortgage Loan of 1838 stg.	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg.	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg.	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	102½
	Dollar registered	3,414,000	7	" "	"	1911	104
	Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	....
	Gold or stg reg.	668,000	6*	" "	" "	1911	102½
	Dollar coupon	332,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv.		6,690,985	7	Jan. & July.	"	1893	107½
New improvement Mort. loan		6,681,615	6*	April & Oct.	Phila.or Lond.	1897	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible		845,000	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866		400,000	6	April & Oct.	"	1870	98
Loan of 1867		1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed		330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.		6,212,000	7	Feb. & Aug.	Philadelphia.	1900	66
1st Mort. (Steub. & Ind.) conv.		3,000,000	6	monthly.	New York.	1894	72
1st Mort.(Ct.& New'k 33m)conv		775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free		4,000,000	7	Jan. & July.	Baltimore.	1898	98½
2d Mort. (Balt. Loan) of 1866		1,000,000	6	" "	"	1886	65
1st Mort. (Turtle Cr. Div.10¼ m)		400,000	6	Feb. & Aug.	Pittsburg.	1880	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)		875,000	7	Jan. & July.	New York.	1912	107
1st Mortgage (Series B)		875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)		875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)		875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)		875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)		875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)		860,000	7	Jan. & July.	" "	1912	102½
2d Mortgage (Series H)		860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)		860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)		860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)		860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)		860,000	7	June & Dec.	" "	1912	....
3d Mortgage		2,000,000	7	April & Oct.	" "	1912	95½
Bridge (O. & P. R. R.) bonds		153,000	7	May & Nov.	" "	1878	....
Construction bonds of Jan. 1,'70		100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000		.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000		.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold.		800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000		.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000		.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1868		250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd		700,000	6	Jan. & July	Portland.	1887	....
1st Mortgage (equal lien)		350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000		.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd		1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.		1,000,000	7*	" "	"	1899	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free..		800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage		300,000	6	Jan. & July.	Providence.	18	....
Quincy, Alton and St. Louis:						
1st Mortgage gold		850,000	7*	May & Nov.	Philadelphia.	1892	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed		500,000	7	May & Nov.	New York.	1890	80
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed		800,000	8	Jan. & July.	Boston.	1890	99½
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed		850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed		250,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage		150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage		300,000	7	" "	"	1889	....
3d Mortgage		150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitehall.)		400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)		500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)		125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..		600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds		157,800	6	" "	"	1875	....
Consolidated Mortgage		1,722,000	6	May & Nov.	New York.	'78-'90	67
Rich., Fredericksburg & Potomac							
Sterling Loan		67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan		295,500	6	" "	Richmond.	1881	....
Dollar Loan		172,800	7	" "	"	1875	....
Richmond and Petersburg:							
1st Mortgage		130,500	7	June & Dec	Richmond.	1875	....
1st Mortgage		176,000	6	April & Oct.		.....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st Mortgage tax free	$3,000,000	7*	Feb. & Aug	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	72½
Equipment Mortgage	500,000	8	March & Sept.	"	1880	75½
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (R. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	89
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	73
Equipment Mortgage	200,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	95
St. Louis, Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	96½
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	45
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st. Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,893,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1896	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1896	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wsb.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands).	2,020,000	7	Jan. & July.	" "	....	....
General Mort. (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands.	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1890	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	90½
Sand., Mansfield & Newark(C&O.):						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1900	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	6*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1866	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,460	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	100
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	92½
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1898	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	350,000	7	April & Oct.	New York.	1901	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	300,000	7*	Jan. & July.	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	560,000	7*	June & Dec.	Boston.	1901	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	907,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'90-'92	....
Domestic (special) Bonds	71,200	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.&G):						
1st Mort. assumed by Atl.& Gulf	484,000	7	May & Nov.	New York.	1888	....
2d Mort. " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1894	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	64½
South Pacific (Atl. & Pac.):						
1st Mortgage gold, assumed	7,169,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	93
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va.(A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	66
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $23,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1880	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.	291,080	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	30,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	850,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	60
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y.(DL&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,165,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	..
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,000,000	7	June & Dec.	New York.	1894	79
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	70
2d Mortgage (W. Div.) 117 m.	1,300,000	7	April & Oct.	" "	1896	66
Equipment Mort. sinking fund.	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	58
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	....
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,800	7	.....	New York.	1888	..
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar.	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1895	....
3d Mortgage	650,000	7	May & Nov.	" "	1876	....
Convertible Bonds	648,000	7	"	" "	1882	..

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill. 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	94
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1893	93
1st Mort. (Quincy & Tol. 84 m.)	500,000	7	May & Nov.	" "	1890	88
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1892	90½
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	81
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	76
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	67
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	72
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	78
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	87½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1899	79½
Income Mortgage	7,563,000	10	March & Sept.	" "	1874	79
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1896	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	98½
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1875	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	93½
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	97½
Consolidated(mort.)Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	100
Sterling Loan £360,200	1,848,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq. Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	25
2d Mortgage consolidated	1,500,000	7	" "	"	1891	7½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	60
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.		....	74
Equipment Mortgage	1,000,000	8	May & Nov.		'76-'77	65
Equipment Mortgage	1,000,000	8	" "		1889	65
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	336,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1869	....
Vicksburg and Meridian:						
General Mortgage: 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage: 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage: 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage: 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	....
Enlarged Mortgage	990,000	6	" "	" "	1884	....
4th Mortgage	846,000	6	March & Sept.	" "	1900	80
Registered Certificates	123 208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1856	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.).						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	78
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,200	7	April & Oct.	"	1891	101½
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	813,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	81
1st Mort. endor. by Balt	200,000	6	" "	"	1890	100
2d Mort. " "	300,000	6	" "	"	1890	90
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	90
2d Mortgage preferred	600,000	6	" "	"	1895	61
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	100
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	56
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 23 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863, gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	82
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	90
Consolidated mort. Apr. 1, 1869	1,000,000	7	April & Oct.	"	1899	103½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	68½
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	91
2d Mortgage coupon or regis	723,600	7	Jan & July.	"	1902	79
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	80
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G. gold S. F. $25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	87½
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	6*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	107
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage registered: 1st series, Nov. 1, 1867	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered: 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	106
1st Mortgage registered: 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	107
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	96
Mortgage Loan reg	2,0 0,000	6	F. M. A. & N.	"	1897	96½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	96
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	90
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	87
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	99
2d Mortgage	288,000	6	" "	"	1876	96
Boat Loan, sinking fund	236,965	7	" "	"	1885	100
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	70
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1886	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	78½
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	266,000	6	May & Nov.	"	1870	75
Boat and Car Loan	756,650	6	" "	"	1888	72
Boat and Car Loan	628,100	7	" "	"	1889	68
Coupon Bonds	1,079,000	6	Jan. & July.	"	1895	77
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	73½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1904	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

The asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Train Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p. c.	$	p.c.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	3	106	Adirondac.....New York.	2,728,692	•	.....	7,000,000	3,763,000	930,000	1,963,756	—	60.2	.....	.....	.....	160,425	.....	—	100	.....
May 31, 1872	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	•	.....	.....	2,700,000	7,898,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	81.3	—	4.6	—	18	8	2	101	Alabama Central †.....Alabama.	3,600,000	•	.....	.....	2,000,000	1,600,000	.....	.....	92.8	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	142.0	—	37.1	—	21	24	12	749	Albany and Susq. (D. & H.)...New York.	7,468,572	•	.....	.....	5,000,000	4,467,000	.....	.....	164.0	(Del. &	Hud. Cana	l Co.)	1,341,228	423,821	7	100	93½
Sept. 30, 1872	61.0	—	2.0	—	3	4	1	21	Alexandria and Fredericksburg †.....Va.	2,500,000	•	.....	.....	.....	1,000,000	.....	.....	51.0	.....	.....	.....	.....	.....	—	100	.....
Jan. 31, 1873	132.0	—	44.9	112.0	.....	.....	.....	.....	Allegheny Valley.....Pennsylvania.	13,200,000	•	.....	.....	2,256,300	12,389,000	.....	.....	132.0	.....	.....	.....	2,239,158	960,684	—	50	.....
Nov. 30, 1872	35.8	—	1.6	—	—	—	—	—	Allentown.....Pennsylvania.	1,147,225	•	.....	.....	567,544	—	579,681	—	35.8	.....	(Phila. & R	eading R.	R.)	.....	—	50	.....
Dec. 31, 1872	20.5	—	2.0	—	5	10	2	43	Annapolis and Elkridge.....Maryland.	445,000	•	.....	.....	350,000	—	.....	95,000	20.5	.....	.....	.....	.....	.....	—	50	.....
Dec. 31, 1872	57.0	—	2.8	28.0	—	—	—	—	Arkansas Central (3 ft.) †.....Arkansas.	.....	.....	.....	.....	.....	15,000pm	.....	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Mar. 31, 1873	23.6	—	1.9	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Nov. 30, 1872	465.0	—	23 3	200.0	.....	.....	.....	.....	Atchison, Topeka & Santa Fe....Kansas.	20,000,000	•	.....	.....	8,615,000	10,564,500	570,000	.....	.....	.....	.....	.....	.....	7,500	—	100	.....
Sept. 30, 1872	30 4	—	0.9	—	3	2	1	17	Athol and Enfield.....Massachusetts.	205,673	7,555	44,400	.....	520,000	293,400	44,605	3,814	.....	(In prog	ress to N.	Mexico.)	.....	.....	—	100	10
June 30, 1872	86.7	—	8.9	—	19	6	5	119	Atlanta and West Point.....Georgia.	1,200,129	•	.....	.....	1,232,200	22,000	.....	.....	30.4	44,320	26,778	17,198	89,082	10,555	—	100	.....
Sept. 30, 1872	387.3	58.2	149.4	—	166	62	26	3,117	Atlantic and Great West. N.Y. Penn. & O.	80,992,240	•	.....	.....	24,000,000	56,992,240	.....	.....	86.7	.....	.....	.....	.....	.....	8	100	.....
Dec. 31, 1872	287.0	110.0	16.8	165.0	26	19	6	338	Atlantic and Gulf †.....Georgia.	7,592,283	•	162,887	.....	4,479,677	3,294,700	330,991	.....	347.5	635,350	93,234	.....	983,906	339,539	—	100	.....
Sept. 30, 1872	408.0	20.0	31.0	100.0	78	29	18	632	Atlantic, Mississippi and Ohio...Virginia.	17,765,914	•	8,718,987	.....	6,921,900	14,889,843	.....	.....	428.0	1,427,688	232,576	530,583	1,969,053	734,328	—	100	.....
May 31, 1872	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina †.N.Carolina.	2,200,000	•	.....	.....	1,600,000	200,000	.....	.....	95.0	.....	(No retur	ns furnish	ed.)	.....	.....	—	100	.....
Dec. 31, 1872	364.0	—	18.2	200.0	.....	.....	.....	.....	*Atlantic and Pacific* †.Missouri & Ind.Ter.	.....	.....	.....	.....	15,000,000	12,500,000	.....	.....	328.2	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	.....	.....	.....	3,994,900	3,483,348	201,089	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Nov. 30, 1872	68.0	—	2.7	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	.....	.....	.....	733,700	129,000	.....	.....	.....	.....	.....	.....	.....	.....	4	100	.....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Geneseo and Mount Morris..N. Y.	245.000	•	.....	.....	194,250	20,000	20,000	—	19.1	21,302	43,209	4,901	33,299	6,001	7	100	.....
Nov. 30, 1872	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	.....	.....	.....	550,000	471,200	.....	.....	53.2	(Leased to	Pennsylv	ania.)	.....	.....	—	100	.....
Sept. 30, 1872	379.6	—	502.7	—	388	205	52	7,904	Baltimore and Ohio †.....Md. & W. Va.	31,170,756	7,995,656	13,423,332	3,424,536	16,704,762	12,466,639	700,833	26,152,269	454.6	9,172,997	.....	.....	10,554,472	4,532,072	8	100	167½
Sept. 30, 1872	30.0	—	39.9	—	—	—	—	—	Washington branch †.....Maryland.	1,550,000	.....	.....	642,300	1,550,000	20,000	.....	622,300	30.0	476,800	.....	.....	.....	.....	10	100	175
Sept. 30, 1872	103.5	—	21.8	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	10,000,000	.....	.....	.....	5,680,685	593,500	.....	.....	103.5	1,008,407	.....	.....	480,646	335,735	10	100	175
Dec. 31, 1872	32.0	—	3.2	80.0	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	.....	32.2	(Opened	to Washi	ngton, May	1, 1872.)	.....	—	100	7
Dec. 31, 1872	33 4	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	.....	.....	.....	650,000	250,000	.....	.....	.....	(Operat	ed by Ma	ine Centr	al.)	36,000	—	50	.....
Dec. 31, 1872	67.0	—	6.7	—	30	21	8	967	Belvidere Delaware.....New Jersey.	3,876,842	•	.....	.....	995,300	2,244,500	1,228,128	.....	67.0	.....	.....	.....	835,380	218,608	—	100	.....
Sept. 30, 1872	22 0	—	2.0	—	—	—	—	—	Berkshire.....Mass.	600,000	.....	8,000	.....	600,000	.....	.....	.....	22.0	58,408	80,192	174,297	120,291	42,045	7	100	72½
Sept. 30, 1872	5.6	—	5.7	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	.....	.....	.....	468,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	5	100	.....
Sept. 30, 1872	201.6	48.0	316.8	—	206	181	46	4,118	Boston and Albany.....Mass. & N. York.	19,890,414	4,411,338	1,071,646	2,106,488	19,664,100	3,037,000	546,724	4,237,012	268.5	4,883,071	5,247,576	2,732,907	9,258,699	2,862,616	10	100	133½
Sept. 30, 1872	25.2	—	2 0	0.8	4	4	2	50	Boston, Barre and Gardner.....Mass.	763.114	104,775	30,324	4,023	736,240	—	158.849	12,147	23.0	82,064	85,167	17,499	69,358	7,550	—	100	.....
Sept. 30, 1872	42.9	—	9.0	—	21	22	12	434	Boston, Clinton and Fitchburg.....Mass.	1,430,328	646,052	110,250	95,738	872,000	1,250,000	62,586	97,180	90.2	441,745	467,966	317,043	576,413	192,795	—	100	66½
Mar. 31, 1873	93.8	—	12.8	—	22	24	19	473	Boston, Concord and Montreal.....N. H	2,850,000	•	218,300	327,759	1,800,000	1,050,000	22,603	616,456	139.0	.....	171,511	92,186	670,349	181,715	6p	100	.....
Sept. 30, 1872	26.8	16.0	45.8	—	37	46	20	940	Boston and Lowell.....Mass.	2,469,965	252,345	2,565,759	253,142	2,852,900	1,771,024	542,860	374,417	71.8	741,981	1,949,688	620,053	1,293,969	241,016	8	500	167½
Sept. 30, 1872	80.3	8.5	84.9	38.0	61	102	28	975	Boston and Maine.....Mass., N. H. & Me.	6,728,333	1,144,587	775,992	525,480	6,816,834	.....	1,341,862	1,016,686	153.8	1,215,996	4,135,469	520,722	2,004,672	504,116	10	100	167½
Sept. 30, 1872	44.0	14.5	65.0	—	38	67	11	482	Boston and Providence.....Mass. & R. I.	3,691,138	207,400	573,542	253,320	3,950,000	—	356,478	427,922	66.5	239,132	792,246	765,733	1,716,399	465,347	10	100	148½
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa.....Canada.	2,647,004	•	.....	.....	424,704	1,667,200	.....	.....	85.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	171	Brunswick and Albany†.....Georgia.	10,548,000	•	.....	.....	4,898,000	5,650,000	350,000	.....	.....	(Com	pany in ba	nkruptcy.	)	.....	—	100	.....
Sept. 30, 1872	21.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	.....	.....	.....	2,286,000	588,500	.....	.....	.....	(Erie	Railway	Co.)	.....	40,600	—	100	.....
Sept. 30, 1872	43.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.... N. Y. & Penn.	1,546,930	•	.....	.....	428,717	700,000	548,229	.....	43.2	.....	.....	.....	228,099	.....	—	100	.....
Sept. 30, 1872	142.0	—	12.7	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,336,000	.....	.....	.....	950,000	2,380,000	.....	.....	.....	(Erie	Railway	Co.)	.....	223,100	7	500	.....
Sept. 30, 1872	117.0	—	5.9	—	.....	.....	.....	.....	Buff., New York and Phila.N.Y. & Penn.	3,064,271	•	.....	.....	1,600,707	1,876,500	430,605	.....	88.0	(Opened	to Empor	ium, Pa.)	139,145	17,300	—	100	.....
Dec. 31, 1872	219.0	79.0	14.0	—	24	16	7	525	Burl., Cedar Rapids and Minnesota. Iowa.	7,600,000	•	.....	.....	5,400,000	2,200,000	.....	.....	322.0	.....	.....	.....	995,129	283,802	—	100	.....
Dec. 31, 1872	120.0	—	6.0	100.0	.....	.....	.....	.....	Burlington and Southwestern. Iowa & Mo.	3,000,000	•	.....	.....	1,200,000	1,750,000	.....	.....	.....	(In prog	ress.)		.....	.....	—	100	.....
Feb. 28, 1873	158.0	—	.....	143.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	10,000,000	.....	.....	.....	12,000,000	8,000,000	.....	.....	.....	(Compl	eted to Mo	. Line May	1, 1873.)	.....	—	100	.....
Dec. 31, 1872	160.0	—	8.0	—	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	•	.....	.....	4,000,000	3,520,000	.....	.....	160.0	(Recently	completed	.)	.....	.....	—	100	.....
Dec. 31, 1872	61.2	—	92.9	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	9,458,328	.....	.....	.....	5,847,800	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	100	Camden and Atlantic.....New Jersey.	1,790,623	376,196	138,354	32,388	1,215,870	1,058,400	54,907	9,384	67.0	218,639	417,136	69,324	467,036	212,119	3 p	50	60
Dec. 31, 1872	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	.....	.....	.....	332,925	338,000	44,437	.....	.....	(Penney	lvania R.	R. Co.)	.....	.....	—	100	.....
Dec. 31, 1872	28.5	—	4.8	81.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	•	.....	5,886	.....	683,467	3,776	3,800	28.5	.....	.....	.....	.....	.....	6	100	.....
Jun. 30, 1873	229.0	68.0	29.2	—	.....	.....	.....	.....	Canada Southern.....Canada.	.....	.....	.....	.....	8,000,000	8,760,000	.....	.....	.....	(Recently	completed	.)	.....	.....	—	100	.....
Sept. 30, 1872	71.6	22.4	7.8	18.0	10	23	12	160	Cape Cod.....Mass.	1,245,594	237,393	46,892	16,547	1,022,330	849,000	132,521	43,985	94.0	210,684	286,417	75,147	321,796	86,737	8	60	.....
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2	—	31	Carbondale and Shawneetown....Illinois.	562,650	•	.....	.....	355,500	200,000	7,150	.....	18.0	(Opened	Dec. 30, 1	871.)	.....	.....	—	100	.....
Sept. 30, 1872	18.0	—	0.5	10.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	561,139	•	.....	.....	455,433	150,000	.....	.....	18.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	90.0	4.0	8.0	—	6	3	2	517	Catasauqua and Fogelsville.....Penn.	742,151	•	.....	.....	.....	426,000	.....	.....	24.0	.....	.....	.....	.....	.....	—	100	.....
Oct. 31, 1872	94.0	4.5	8.0	—	21	9	5	602	Catawissa.....Penn.	6,066,850	•	.....	.....	4,359,500	1,739,350	.....	.....	.....	.....	.....	.....	.....	.....	6	28	.....
Sept. 30, 1872	14.8	—	1.3	—	2	2	2	14	Cazenovia and Canastota.....New York.	538,006	•	.....	.....	294,529	250,000	29,250	.....	.....	(Leased	Nov. '72 to	Ph. & Rdg.	) 572,104	183,169	7 p.	50	31½
Dec. 31, 1872	75.6	—	8.8	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	.....	.....	.....	1,587,000	1,587,000	.....	.....	14.8	.....	.....	.....	25,885	4,391	—	100	.....
Dec. 31, 1872	671.6	2.4	22.1	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,233,000	.....	.....	.....	7,619,000	3,614,000	.....	.....	.....	(Illinois	Central.)		128,646	113,400	—	100	.....
Dec. 31, 1872	100.0	—	15 0	250.0	6	6	3	131	Central Br., Union Pacific R.R....Kansas.	3,723,700	•	.....	.....	1,000,000	3,200,000	.....	.....	.....	(Chic. &	North We	stern R. R.	)	.....	—	100	.....
Nov. 30, 1872	192.0	—	29.7	—	53	44	27	792	Central of Georgia.....Georgia.	5,000,000	•	1,628,457	1,022,692	5,000,000	1,389,000	341,663	.....	101.0	(No re	turns furn	ished.)	.....	.....	—	100	.....
Dec. 31, 1872	202.0	—	16.6	24.0	22	8	6	301	Central of Iowa.....Iowa.	10,000,000	•	.....	.....	6,000,000	4,000,000	.....	.....	284.0	.....	169,119	.....	.....	.....	10	100	.....
Sept. 30, 1872	22.0	4.0	3.0	—	3	7	—	22	Central of Long Island.....New York.	1,459,616	•	.....	.....	297,800	687,000	479,598	.....	202.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey.....New Jersey.	12,424,935	7,682,225	7,649,492	4,210,442	20,000,000	9,209,600	3,058,154	.....	(Flushi	ng & N. S	ide R. R.)		.....	.....	—	100	.....
Dec. 31, 1872	137.0	—	31.2	—	40	28	24	737	Central Ohio.....Ohio.	5,499,948	•	.....	.....	2,845,500	2,500,000	.....	.....	291.0	4,889,891	4,478,513	1,490,689	7,120,718	1,967,538	10	100	107½
Dec. 31, 1872	1,263.0	389.0	110.4	600.0	187	168	46	3,307	*Central Pacific*†.....Cal. Nev. & Utah.	130,485,693	5,622,693	5,458,198	2,513,287	54,283,190	81,939,680	422,041	7,483,960	137.0	.....	.....	.....	989,327	170,721	6	50	51
Dec. 31, 1872	194.0	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta....S.Car.	5,512,000	•	256,000	.....	2,578,000	3,100,000	.....	.....	1,158.0	.....	588,533	746,163	11,963,641	6,952,362	—	100	72½
Dec. 31, 1872	22.8	—	5.0	—	.....	.....	.....	.....	Chartiers.....Pennsylvania.	1,127,313	.....	.....	18,897	628,060	500,000	3,150	.....	194.6	.....	.....	.....	652,107	439,718	—	100	.....
Sept. 30, 1872	428.0	—	42.8	72.0	45	27	18	761	Chesapeake and Ohio.....Va. & W. Va.	28,642,490	•	789,765	2,836,883	12,398,407	12,624,953	3,287,461	.....	22.8	39,140	.....	.....	60,440	20,440	—	50	.....
Jun. 30, 1872	40.7	0.8	2.0	—	2	.....	.....	.....	Chester and Tamaroa.....Illinois.	1,690,000	•	.....	.....	1,000,000	660,000	30,000	.....	227.0	511,475	141,573	116,472	777,632	238,687	—	100	.....
																		41.6	(Opened	March 187	2.)	.....	.....	—	100	.....

Sept. 30, 1872	83.6	—	11.2	—	28	22	10	409	Cheshire.....New Hampshire.	2,827,707	351,000	180,000	260,554	2,163,500	806,200	28,902	118,570	83.1	621,266	192,224	412,482	824,768	183,824	8	100	50
																			(Philade	lphia and	Reading	R. R. Co	mpany.)			100

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1872	206.0	28.0	33.7	55.0	33	36	8	607	*Flint and Pere Marquette*.....Michigan.	8,766,602	1,135,131	694,565	384,284	3,297,300	5,389,000	1,048,608	1,244,673	233.0	888,227	509,975	344,559	1,133,612	455,118	—	100	....
Sept. 30, 1872	11.8	6.3	5.3	16.2	5	19	5	8	Flushing and North Side.....New York.	952,158	284,371	.....	.....	281,010	1,281,200	81,027	.....	18.1	176,515	1,256,278	.....	281,844	86,495	—	100	....
Sept. 30, 1872	10.0	—	1.0	—	3	2	1	10	Fonda, Johnstown and Gloversville. N. Y.	493,782	—	—	.....	300,000	300,000	41,382	—	10.0	35,056	99,890	25,897	78,023	38,198	—	100	....
Dec. 31, 1872	100.0	—	5.2	—	8	6	3	237	Ft. Wayne, Jack. & Saginaw. Ind. & Mich.	3,000,000	313,000	25,000	.....	1,056,000	2,000,000	.....	.....	100.0	.....	.....	.....	280,647	123,591	—	100	....
Jun. 30, 1872	109 C	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	(Sold January 1, 1872.)				1,000,000	2,300,000	.....	.....	109.0	.....	.....	.....	224,815	28,574	—	100	....
Sept. 30, 1872	26.0	—	3 3	—	3	1	—	90	Framingham and Lowell.....Mass.	1,021,792	182,062	.....	58,170	499,896	650,000	112,698	30	—	(Boston, Clinton & Fitchb'g.)			21,580	21,580	—	100	29½
Dec. 31, 1872	11.5	—	1.3	—	2	3	—	21	Freehold and Jamesburg.....N. Jersey.	283,745	—	—	—	283,745	—	—	—	22.0	67,460	171,400	43,411	57,773	14,152	—	100	....
Feb. 28, 1873	86.0	—	9.0	160.0	9	6	4	126	Galv., Harrisburg & San Antonio..Texas.	2,256,402	287,906	.....	61,060	2,051,468	552,840	.....	.....	85.0	36,210	8,664	27,637	160,424	93,422	—	100	....
Dec 31, 1872	50.0	—	10.0	—	15	9	4	284	Galveston, Houston & Henderson. Texas.	2,622,063	398,639	234,423	14,796	1,000,000	1,500,000	360,658	311,091	50.0	198,167	86,845	179,666	751,054	366,017	—	100	....
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Georgia.	4,156,000	*	1,335,369	415,005	4,200,000	676,500	137,240	853,233	232.0	1,103,551	.....	.....	1,623,454	490,196	8	100	....
Jun. 30, 1872	111.0	—	5.5	—	8	4	4	302	Gilman, Clinton & Springfield.....Illinois.	4,000,000	*	.....	.....	2,000,000	2,000,000	.....	.....	111.0	87,806	.....	67,361	166,750	33,525	—	100	....
Sept. 30, 1872	11.6	—	0.3	3.1	—	—	—	—	Goshen and Deckertown.....New York.	290,901	—	—	—	105,000	246,500	8,000	—	—	(Leased to Erie.)			21,500	21,500	6	100	....
Dec. 31, 1872	263.7	26.0	13.2	35.0	34	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	4,807,993	1,114,214	125,797	4,748,996	2,800,000	3,000,000	.....	.....	289.7	.....	491,910	311,670	949,781	505,040	—	100	....
Mar. 31, 1873	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	—	—	492,000	1,500,000	—	—	—	(Leased by Michigan Central R. R. Co.)					—	100	....
Dec. 31, 1872	857.0	62.0	371.0	—	361	200	80	4,636	Grand Trunk †.....Canada.	106,900,746	*	5,187,215	1,348 999	16,977,803	91,597,296	4,870,346	1,516	1,377.0	6,764,570	1,718,278	1,535,296	8,935,970	1,803,921	—	100	....
Jan. 31, 1873	229.0	216.0	102.0	—	177	146	39	3,136	Great Western †.....Canada.	33,941,675	*	.....	.....	24,167,4 7	10,816,000	.....	.....	569.0	4,416,442	.....	.....	5,732,870	2,980,050	6½	100	....
Sept. 30, 1872	8.0	—	0 5	—	—	—	—	—	Greene.....New York.	348,877	—	—	—	200,000	—	—	—	8.0	20,824	37,773	151,848	35,718	5,611	6	100	....
Feb. 28, 1873	151.0	—	5.0	49.0	9	5	3	300	Green Bay and Lake Pepin....Wisconsin.	3,400,000	*	.....	.....	1,500,000	2,400,000	.....	.....	—	—	(Not regularly operated.)				—	100	....
Sept. 30, 1872	14.0	—	0.8	—	—	—	—	—	Greenwich and Johnsonville...New York.	304,416	—	—	—	130,098	185,500	11,086	—	14.0	17,528	17,488	9,553	30,358	12,528	—	100	....
Mar. 31, 1873	66.0	—	4.0	160.0	7	3	1	72	Gulf Western Texas and Pacific.†..Texas.	2,500,000	*	.....	.....	.....	1,386,000	.....	.....	—	68,000	9,505	35,874	232,979	128,161	—	100	....
Dec. 31, 1872	4.9	0.8	0.3	—	2	9	3	6	Hackensack and New York..New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	.....	—	(Leased by Erie at 35 p. c. of earnings.)					—	100	....
Dec. 31, 1872	28.0	—	1.4	—	—	—	—	—	Hackensack Extension.....New Jersey.	869,600	—	.....	.....	560,000	299,600	.....	.....	—	(Leased by Erie at 35 p. c. of earnings.)					—	100	....
Jun. 30, 1873	70.0	—	4.0	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased by Tol., Wab. & Western R. R. Co.)					—	100	....
Jun. 30, 1873	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	.....	.....	750,000	675,000	.....	.....	—	(Leased by Tol., Wab. & Western R. R. Co.)					—	100	....
Aug. 31, 1872	206.0	68.5	27.7	22.0	79	61	62	1,442	*Hannibal and St. Joseph* †.....Missouri.	23,297,728	*	.....	.....	14,250,828	9,146,900	.....	.....	274.5	1,648,638	320,838	415,363	2,484,670	670,529	—	100	27½
Sept. 30, 1872	7.9	—	1.0	—	2	3	2	13	Hanover Branch.....Mass.	170,130	40,445	.....	21,126	128 550	—	40,000	68,151	7.9	21,096	79,998	14,397	71,032	20,295	—	100	....
Oct. 31, 1872	12.2	—	0.9	—	6	5	2	30	Hanover Branch.....Penn.	201,372	68,000	.....	.....	116,850	.....	.....	.....	12.2	48,150	34,401	123 424	82,388	24,356	10	50	....
Sept 30, 1872	116.0	2.0	7.2	—	9	5	1	146	Harlem Extension.....New York.	3,000,000	*	.....	.....	4,000,000	4,000,000	40,509	.....	118.0	277,969	137,337	105,349	317,748	Loss.	—	100	....
Oct. 31, 1872	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,182,550	—	.....	.....	1,182,550	700,000	.....	.....	54.0	(Leased by Pennsylvania R.R. Co.)					7	50	102
Sept. 30, 1872	62.0	16.5	37.0	—	37	33	16	708	Hartford and New Haven..Conn. & Mass.	4,729,381	872,197	1,452,042	1,120,651	6,500,000	580,000	50,547	1,043,724	78.5	782,172	1,303,158	721,348	2,106,674	752,702	4½	100	....
Sept. 30, 1872	122.4	0.8	18.7	—	26	36	16	361	Hartford, Prov. & Fishkill†. R.I., Ct & N.Y.	4,201 486	598,875	.....	.....	2,037,940	2,055,500	100,000	200,519	130.0	541,442	1,207,771	266,912	1,004,040	367,633	—	100	....
Aug. 31, 1872	75.0	—	4.0	125.0	13	6	3	81	*Hastings and Dakota*.....Minn.	(Purchased July 1, 1872 by Mil. & St. Paul Co. for $2,100,000.)								75.0	.....	10,928	20,640	21,415	Loss.	—	.....	....
Dec. 31, 1872	5.5	—	0.6	—	2	—	—	100	Hibernia Mine.....New Jersey.	148,688	*	—	1,362	150,000	—	—	—	5.5	.....	.....	100,379	54,401	3½	50	40
Dec. 31, 1872	63.3	—	4.9	—	—	—	—	—	Holly, Wayne and Monroe.....Mich.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased by Flint & Pere Marquette R. R. Co.)					—	100	....
Sept 30, 1872	10.3	—	0.8	—	—	—	—	—	Holyoke and Westfield.....Mass.	427,946	—	—	86	200,000	200,000	1,667	26,365	—	(New Haven & Northamp.)			14,000	14,000	—	100	....
Sept. 30, 1872	74.0	—	7.0	—	16	16	8	389	Housatonic.....Connecticut.	1,864,871	340,687	.....	.....	2,000,000	400,000	335,213	42,248	162.2	274,960	283,741	242,218	528,116	117,529	—	100	....
Nov. 30, 1872	115.0	8.0	11.4	215.0	14	14	7	278	Houston and Great Northern†.....Texas.	3,361,361	*	751,494	539,503	2,400,000	1 925 915	45,956	260,487	123.0	123,257	24,819	36,583	280,767	81,329	—	100	....
Dec. 31, 1872	387.0	115.0	16.9	—	45	25	14	916	Houston and Texas Central †.....Texas.	15,000,000	*	.....	.....	820,000	10,040,000	.....	.....	349.0	.....	.....	.....	2,675,234	1,345,134	—	100	....
Oct. 31, 1872	45.0	29.5	15.5	—	23	6	5	116	Huntingdon and Broad Top Mt.....Penn.	3,159,760	*	.....	.....	1,330,750	2,153,500	117,441	.....	74.5	238,167	59,126	449,748	301,957	17,451	50	16	16
Dec. 31, 1872	705.5	—	130.4	—	197	117	45	4,686	*Illinois Central*.....Illinois.	34,061,196	*	10,248,460	614,061	25,500,000	19,423,707	.....	.....	1,107.0	5,988,226	1,352,156	2,039,321	8,026,754	2,103,107	10	100	98
Dec. 31, 1872	62.6	—	3.2	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	1,461,737	—	.....	.....	960,000	960,000	.....	.....	—	(Leased by Chicago, Burl. & Quincy Co.)					—	100	....
Jun. 30, 1872	85.0	—	2.9	67.0	5	.....	.....	.....	Indiana and Illinois Central....Ind. & Ill.	3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	.....	—	(Not operated by Company.)					—	100	....
Dec. 31, 1872	202.5	10.0	38.0	—	66	23	9	1,752	Ind., Bloomington & Western..Ind. & Ill.	15,500,000	*	.....	.....	7,000,000	8,500,000	.....	.....	212.5	.....	.....	.....	1,359,691	.....	—	100	....
Dec. 31, 1872	179.0	—	21.2	—	58	40	12	1,121	Indianapolis, Cin. and Lafayette..Indiana.	13,988,000	*	.....	.....	5,500,000	8,700,000	.....	.....	179.0	1,211,206	.....	.....	1,764,360	592,056	50	12	12
Dec. 31, 1872	75.0	—	4.8	—	12	10	6	267	Indianapolis, Peru and Chicago..O. & Ind.	—	—	—	—	—	—	—	—	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	72.0	—	12.0	—	58	34	16	1,407	Indianapolis and St. Louis.....Indiana.	3,927,197	*	241,216	424,409	600,000	3,338,000	554,822	.....	261.0	1,732,260	291,787	690,971	2,110,681	730,239	—	100	....
Dec. 31, 1872	117.0	—	18.0	—	6	7	3	197	Indianapolis and Vincennes.....Illinois.	4,613,436	*	51,118	164,475	1,402,000	3,150,000	277,029	.....	117.0	212,294	.....	.....	264,390	90,205	—	100	....
Dec 31, 1872	183.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	.....	.....	4,625,000	2,960,000	.....	.....	183.7	(Leased by Ill. Cen. R. R. Co.)			337,462	118,112	—	100	85
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	—	.....	.....	1,314,000	1,314,000	.....	.....	73.0	(Leased to Chicago & N. Western.)					—	100	....
Sept. 30, 1872	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,236,150	*	.....	.....	494,162	600,000	103.302	.....	35.6	82 960	20,367	121,600	110,942	51,708	—	100	....
Dec. 31, 1872	13.0	1.0	1.3	—	3	2	1	146	Iron.....Ohio.	288,237	57,000	49,403	.....	129,550	—	13,398	251,692	14.0	27,500	34,266	133,100	102,274	56,350	—	100	....
Oct. 31, 1872	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	.....	.....	400,000	100,000	.....	.....	11.0	11,350	.....	115,876	48,566	15,941	—	50	....
May 31, 1872	212.0	—	15.9	76.0	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	6,500,000	—	.....	.....	1,976,100	4,196,000	.....	.....	156.0	(Leased by Michigan Central.)					—	100	....
Dec. 31, 1872	86.5	—	7.2	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,396,700	—	—	—	2,096,700	2,300,000	.....	.....	—	(Leased by Erie Railway Co.)				140,000	—	100	....
Dec. 31, 1872	108.0	116.0	22.6	—	41	37	12	744	Jeffersonville, Madison and Ind..Indiana.	6,888,000	*	1,059,864	162,891	2,000,000	4,888,000	1,214,013	7,855	224.0	1,061,102	658,633	468,236	1,287,280	469,670	7	100	85
Dec. 31, 1872	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago.....Illinois.	1,849,000	—	—	—	1,500,000	349,000	—	—	—	(Leased to Chicago & Alton R.R. Co.)					7	100	85
May 31, 1872	44.5	—	3.7	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased to Michigan Central R. R. Co.)					8	100	....
Oct. 31, 1872	4.6	—	9.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	—	—	—	185,250	800,000	—	—	—	24,937	215,230	—	132,384	55,157	—	100	....
Dec. 31, 1872	42.0	—	2.1	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	—	—	306,000	400,000	.....	.....	42.0	(No returns furnished.)					—	103	....
Dec. 31, 1872	58.0	—	3.1	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	—	—	610,000	840,000	—	—	—	(Leased to Lake S. & M. So.)			103,800	103,800	6	100	....
Mar. 31, 1873	40.0	—	2.7	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	590,000	—	—	—	250,000	340,000	—	—	—	(Leased by Michigan Central R.R. Co.)			61,200		—	100	....
Mar. 31, 1872	200.2	60.0	13.2	—	21	17	17	263	Kansas City, St. Joseph & Co. Bl. Mo. & Ia.	8,626,158	*	.....	.....	2,789,413	6 131,500	.....	.....	260.2	.....	.....	.....	1,242,270	.....	—	100	....
Jun. 30, 1872	31.9	—	1.8	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	—	—	—	720,000	720,000	—	—	—	(Leased by Leav. Lawr. & Gal. R.R. Co.)			72,000		—	100	....
Dec. 31, 1872	638.6	34.0	22.6	—	88	53	18	1,074	Kansas Pacific.....Kansas & Col.	35,183,274	*	2,428,546	2,663,182	9,638,950	16,925,000	2,706,480	.....	672.6	2,475,270	179,182	348,966	3,732,713	1,494,447	—	100	....
Aug. 31, 1872	49.0	—	2.4	—	6	10	4	59	Knox and Lincoln.....Maine.	2,725,798	*	—	188,305	361,492	2 395,000	—	107,611	49.0	(Completed Oct. 19, 1871.)			87,612	35,973	—	100	....
Oct. 31, 1872	80.0	—	3.0	—	25	10	4	1,516	Lackawanna and Bloomsburg.....Penn.	3,398,452	722,702	.....	.....	1,335,000	2,250,000	193,261	.....	80.0	436,208	362,294	2,213,010	1 063,505	471,764	—	50	....
Dec. 31, 1872	80.3	—	2.5	93.0	—	—	—	—	Lafayette, Bloomington & Miss.....Illinois.	2,300,000	—	—	—	1,000,000	1,300,000	—	—	—	(Leased by Tol. Wab. & Western R.R. Co.)					—	100	....
Dec. 31, 1872	86.0	—	1.8	79.0	—	—	—	—	Lafayette, Muncie & Bloomington...Ind.	783,078	—	3,716,927	—	5,000,000	1,500,000	—	—	—	(Leased by Tol. Wab. & Western R.R. Co.)					—	100	....
Sept. 20, 1872	16.0	—	....	124.0	—	—	—	—	Lake Ontario Shore Line.....New York.	1,541,456	—	—	—	1.727,553	792,000	96,097	—	—	(Not yet in operation.)					—	100	....
Dec. 31, 1872	5 ·1.8	595.2	538.2	—	418	169	69	8,640	Lake Shore & Mich. S.....P. O. Ind. & Ill.	63,047,176	12,384,187	7,315,307	1,516,979	50,000,000	26,496,000	6,350,020	1,417,630	1,136.5	13,477,884	3,112 833	4,382,243	17,491,629	5,118,899	8	100	78½
Jun. 30, 1872	37.0	—	....	—	68.0	6	—	35	Lake Shore and Tuscarawas Valley. Ohio.	2,539,669	87,519	188,142	72,923	744,036	2.000 000	93,314	—	—	(Opened through in July, 1872.)					—	100	....

Dec. 31, 1872	156.0	—	28.0	—	24	14	7	797	Lake Superior and Mississippi.....Minn.	7,891,200	*	—	42,017	101,148	5,125,000	7,422,000	491,092	121,278	211.0	(Leased by Northern Pacific.)			731,612	171,001	—	100	....
									Pennsylvania.	637,607	—	—	.....	—	289,750	365,000	25,000	—	20.4	94,356	72,242	294,444	all 167,653	76,960	10	50	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1872	74.0	—	4.8	76.0	7	9	3	121	N. Y., Kingston & Syracuse..New York.	2,055,856	190,066	.....	.....	2,662,921	583,000	92,692	.....	74.0	101,685	103,267	69,127	219,388	60,974	—	100	.....
Sept. 30, 1872	5.4	—	0.4	5.8	1	1	—	—	N. Y., Housatonic & North.N.Y. & Conn.	604,626	12,737	.....	.....	281,000	183,500	156,475	.....	—	(Leased	by Housatonic R. R. Co.)		3,010	.....	—	100	.....
Sept. 30, 1872	7.0	—	0.4	0.2	—	—	—	—	New York and Mahopac.....New York.	234,912	.....	.....	.....	265,000	.....	.....	.....	—	(Leased	by New York & Harlem R. R. Co.)		.....	.....	—	100	.....
Sept. 30, 1872	124.0	16.8	164.0	—	84	128	41	1,010	N. Y., N. H. & Hartford..N.Y., Ct. & Ma.	12,861,474	1,840,886	1,466,558	3,428,675	15,800,000	1,641,500	377,341	1,377,592	190.2	1,700,891	3,925,765	592,879	4,483,554	1,769,809	10	100	129
Sept. 30, 1872	62.5	—	27.5	—	20	19	7	99	N. Y., Providence and Boston...C. & R. I.	3,101,400	*	.....	.....	1,887,400	1,214,000	.....	.....	67.5	441,485	614,211	229,677	911,021	491,914	9	100	125½
Sept. 30, 1872	99.0	—	3.5	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	3,210,616	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	by New York Cent. R.R. Co.)		60,000	6	100	.....
Jun. 30, 1872	36.3	1	3.3	—	5	1	1	134	Niles and New Lisbon .....Ohio.	1,047,364	108,287	.....	.....	500,000	500,000	59,584	96,067	35.3	112,067	48,554	336,167	179,563	88,216	—	100	.....
Sept. 30, 1872	223.0	—	11.2	—	24	18	10	271	North Carolina ¶.....North Carolina.	4,947,741	*	344,672	337,271	4,000,000	553,413	592,030	483,241	223.0	478,580	140,397	113,126	(R'hm. &	Danv.)	—	100	.....
Feb. 28, 1873	102.0	—	9.0	—	14	14	5	142	North-Eastern ¶.....South Carolina.	2,148,131	*	88,720	37,364	979,850	1,101,500	138,977	53,380	102.0	293,721	82,719	.....	395,463	159,695	—	100	.....
Jun. 30, 1873	72.0	—	3.5	118.0	—	—	—	—	North Louisiana and Texas.....La.	.....	(No a	ccounts o	btainabl	e.)	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	.....
Oct. 31, 1872	55.6	12.1	66.7	—	39	36	20	908	North Pennsylvania.....Pennsylvania.	7,086,930	1,208,779	1,624,750	.....	5,478,560	4,042,500	68,394	.....	67.7	617,092	889,571	880,119	1,336,938	592,822	5a	50	55
Dec. 31, 1872	95.0	45.3	33.3	—	30	21	10	689	Northern, of Canada.....Canada.	5,466,410	*	76,964	610,683	.....	5,219,965	261,561	3,538	140.3	748,838	212,080	318,664	894,774	180,541	—	100	.....
Dec. 31, 1872	138.0	4.0	137.0	—	141	69	22	3,284	Northern Central ¶.....Md. and Penn.	11,666,830	3,222,438	2,750,000	928,678	5,842,000	11,040,602	1,464,216	222,099	317.0	3,288,463	1,110,110	4,769,895	4,598,820	1,161,769	6	50	74
Mar. 31, 1872	69.2	13.4	17.6	—	27	16	6	540	Northern New Hampshire ..New Hamp.	3,068,400	*	309,618	212,958	3,068,400	162,000	266,500	154,576	82.6	506,848	195,406	411,858	706,358	217,103	8	100	104½
Dec. 31, 1872	21.3	—	4.8	—	—	—	—	—	Northern New Jersey.....New Jersey.	627,452	*	872,548	.....	1,000,000	400,000	.....	.....	—	(Leased	to Erie Railway Co.)		273,054	37,604	8	100	.....
May 31, 1873	153.0	106.0	....	1,441	72	16	6	1,554	Northern Pacific.....Minn., Dak. &c.	13,292,142	1,908,838	501,394	.....	.....	50,000 p.m.	.....	.....	559.0	.....	(No accounts.)		.....	.....	—	100	.....
Sept. 30, 1872	59.4	7.0	13.1	—	20	15	6	642	Norwich and Worcester ¶..Conn. & Mass.	2,463,988	*	84,706	109,188	2,364,400	759,000	35,526	731,947	66.4	410,089	372,841	346,367	772,602	293,228	10	100	130
Jun. 30 1872	113.0	32.0	14.6	—	21	27	12	894	Nova Scotia.....Nova Scotia.	6,976,268	*	110,464	.....	.....	6,976,268	110,464	.....	145.0	.....	194,167	242,210	328,841	Loss.	—	100	.....
Sept. 30, 1872	118.0	4.0	18.0	—	34	19	4	1,026	Ogdensburg and Lake Champlain...N. Y.	4,048,510	1,748,411	.....	.....	3,077,000	1,012,000	.....	.....	122.6	636,755	171,894	417,373	1,005,979	263,867	6	100	51
Dec. 31, 1872	10.0	2.0	3.8	—	2	—	—	96	Ogden Mine.....New Jersey.	452,994	*	.....	.....	450,000	.....	.....	.....	12.0	.....	.....	54,479	47,459	25,656	6	100	.....
Jun. 30, 1872	340.0	53.0	24.0	—	122	57	24	2,422	Ohio and Mississippi ....Ohio, Ind. & Ill.	34,470,752	*	.....	.....	24,080,000	10,111,850	523,902	.....	393.0	2,852,763	404,765	708,799	3,343,848	984,008	—	100	24½
Oct. 31, 1872	120.0	3.0	53.7	—	32	19	5	828	Oil Creek and Allegheny River.....Penn.	8,554,547	1,008,331	.....	.....	4,959,450	3,680,000	.....	.....	123.0	749,668	559,926	676,500	1,285,554	461,531	6½	50	8½
Sept. 30, 1872	131.3	19.4	50.6	15.0	45	95	16	607	Old Colony and Newport..Massachusetts.	8,095,854	*	441,553	586,443	5,108,500	3,521,000	467,989	581,156	150.7	1,110,675	3,711,345	510,434	1,897,438	630,249	6½	100	108½
Dec. 31, 1872	0.9	2.0	3.1	—	—	—	—	33	Orange and Newark.....New Jersey.	1,073,555	*	.....	.....	280,300	736,000	73,852	.....	11.9	.....	2,984,317	.....	203,094	24,633	—	100	.....
Sept. 30, 1872	282.6	10.0	9.6	—	25	21	12	382	Orange, Alex. and Manassas Gap ¶....Va.	9,180,634	*	.....	.....	2,692,540	5,622,664	865,431	.....	292.6	713,252	196,894	161,434	988,371	403,598	—	100	.....
Dec. 31, 1872	25.0	—	1.7	200.0	—	—	—	—	Osage Valley and Southern Kansas...Mo.	600,000	.....	.....	.....	375,000	200,000	25,000	.....	—	(Leased	by Pacific (of Mo.) R. R. Co.)		35 p.c.	.....	—	100	.....
Sept. 30, 1872	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	950,963	.....	.....	.....	300,000	612,100	27	.....	—	(Leased	by Rome, Watertown & Ogd.		RR. Co.)	.....	—	100	.....
Sept. 30, 1872	35.0	—	46.7	—	11	12	4	258	Oswego and Syracuse .....New York.	1,114,844	330,270	.....	.....	1,144,400	180,000	.....	.....	35.0	232,069	171,932	232,801	354,880	73,878	9	100	.....
Dec. 31, 1872	35.0	—	1.6	100.0	2	1	1	10	Owensboro and Russellville...Kentucky.	.....	.....	.....	.....	1,500,000	1,500,000	.....	.....	35.0	(In course of construction: no returns.)						100	.....
Dec. 31, 1872	283.5	15.5	30.1	—	—	—	—	—	*Pacific* of Missouri ¶.....Missouri.	.....	.....	.....	.....	7,000,000	(Assumed by Leases.)			—	(Leased	by Atlantic & Pacific R. R. Co.)		5	100	40½
Dec. 31, 1872	63.5	—	3.6	101.5	7	4	2	77	Paducah and Gulf .....Kentucky.	3,261,312	*	980,220	89,430	2,924,150	1,000,000	408,812	.....	63.5	469,289	22,920	21,589	95,261	35,845	—	100	.....
Jun. 30, 1872	11.0	—	0.5	53.4	2	1	1	25	Painesville and Youngstown.....Ohio.	234,608	21,389	.....	.....	256,997	.....	.....	.....	11.5	(Under construction: no returns.)					—	100	.....
Dec. 31, 1872	47.6	—	11.8	—	20	26	4	486	Panama.....New Granada.	10,000,000	*	.....	.....	7,000,000	2,998,177	.....	.....	47.6	.....	.....	.....	1,718,630	1,232,602	10½	100	111½
Dec. 31, 1872	76.0	33.0	6.2	—	7	5	3	246	Paris and Decatur.....Illinois.	2,800,000	*	.....	.....	1,600,000	1,200,000	.....	.....	109.0	.....	(No statement furnished.)					100	.....
Dec. 31, 1872	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	600,000	.....	.....	.....	600,000	.....	.....	.....	—	(Leased	by Erie Rail'y Co.)		53,400	53,400	8½	100	.....
Dec. 31, 1872	12.0	—	2.6	—	—	—	—	—	Paterson and Newark.....New Jersey.	896,162	.....	.....	.....	250,000	500,000	.....	.....	—	(Leased	by Erie Rail'y Co.)			35 p.c.	—	100	.....
Dec. 31, 1872	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	.....	.....	.....	248,000	100,000	.....	.....	—	(Leased	by Erie Rail'y Co.)		30,173	30,173	6	100	.....
Feb. 28, 1873	67.3	—	3.9	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,576,000	.....	.....	.....	1,500,000	1,076,000	.....	.....	—	(Leased	by Tol. Wab. & Win. Co.)				—	100	.....
Dec. 31, 1872	22.0	—	1.8	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,892	.....	.....	.....	342,150	160,000	36,542	.....	—	(Leased	by United Co.)		31,725	31,729	6	100	.....
Dec. 31, 1872	18.0	—	1.1	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	.....	.....	.....	500,000	375,000	.....	.....	—	(Leased	by N. J. & Sth'n R.R. Co.)				—	100	.....
Dec. 31, 1872	165.0	—	10.0	40.9	4	4	2	45	Peninsular.....Mich. Ind. & Ill.	4,016,268	*	.....	.....	1,995,000	2,779,000	142,262	.....	165.0	.....	83,491	46,333	109,913	Loss.	—	100	.....
Dec. 31, 1872	354.9	69.0	546.9	—	593	292	112	11429	Pennsylvania.....Pennsylvania.	31,283,395	11,154,353	53,506,985	28,413,980	53,271,937	35,072,309	19,395,428	8,919,154	787.7	13,389,957	5,250,393	7,844,779	22,012,525	8,247,852	10	50	99½
Dec. 31, 1872	47.0	15.9	57.0	—	23	8	—	2,540	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,967,500	.....	4,000,000	536,500	375,000	.....	47.0	.....	3,486	1,376,772	23,033	.....	20	50	285
Dec. 31, 1872	22.5	—	1.2	—	—	—	—	—	Pennsylvania and Delaware. Penn. & Del.	1,200,000	.....	.....	.....	483,297	700,000	.....	.....	—	(Leased	to Penna. R.R. Co.:		recently opened.)		—	50	.....
Dec. 31, 1872	104.3	12.1	35.9	—	18	2	—	1,218	Pennsylvania and N. York..N.Y. & Penn.	5,086,426	628,814	.....	.....	3,061,700	3,000,000	.....	.....	145.6	.....	190,309	1,268,627	1,608,237	437,135	—	50	.....
Dec. 31, 1872	46.0	—	6.6	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	.....	.....	.....	1,200,000	600,000	.....	.....	—	(Leased	by Chic. B. I. & Pac. Co.)		125,000	8	100	.....
Dec. 31, 1872	83.0	—	11.6	—	12	7	4	181	Peoria, Pekin and Jacksonville...Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....	.....	83.0	260,093	77,372	124,505	302,552	.....	—	100	.....
Dec. 31, 1872	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge. N. Jersey.	214,581	.....	.....	.....	67,200	100,000	57,381	.....	—	(Oper. by Penna. R. R. Co.)					—	100	.....
Dec. 31, 1872	64.0	18.0	3.0	—	12	9	5	120	Petersburg ¶.....Virginia.	1,817,985	*	323,905	43,888	1,324,200	500,000	361,083	.....	82.0	228,000	44,292	57,238	238,944	133,881	—	100	.....
Oct. 31, 1872	46.0	—	6.0	—	9	7	3	96	Philadelphia and Balt. Cent. Penn. & Md.	1,806,209	177,474	.....	.....	220,606	2,600,000	53,413	.....	58.1	176,312	315,515	134,307	295,594	105,205	—	100	.....
Dec. 31, 1872	287.6	—	114.3	—	130	88	20	2,955	Philadelphia and Erie ¶.....Pennsylvania.	21,822,990	.....	2,248,693	.....	8,448,000	14,750,000	892,983	.....	287.6	2,912,351	839,793	2,028,568	3,980,753	846,319	—	50	37
Dec. 31, 1872	17.1	3.1	13.7	21.0	24	45	13	192	Phila., Germantown and Norristown..Pa.	1,146,538	368,262	500,793	.....	2,231,900	.....	.....	.....	23.6	(Leased	by Phila. & Read'g.)		287,816	271,179	12	50	177
Dec. 31, 1872	98.4	172.1	421.7	—	377	202	53	14133	Philadelphia and Reading..Pennsylvania.	45,922,674	*	24,888,327	2,675,990	34,236,176	33,120,804	4,172,014	1,968,004	708.0	7,248,778	6,383,991	9,573,405	12,125,038	4,823,300	10	50	114½
Dec. 31, 1872	26.5	—	36.3	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,534,479	*	329,626	.....	1,259,100	.....	275,408	.....	37.5	.....	1,561,080	1,124,640	1,759,758	.....	10	100	128
Dec. 31, 1872	95.3	3.8	139.1	—	64	103	49	1,295	Philadelphia, Wilm. and Baltimore. Penn.	11,890,786	*	2,318 306	175,896	11,488,750	1,990,500	455,821	660,478	197.7	1,248,818	1,747,195	449,780	2,814,274	1,188,614	8	50	109½
Oct. 31, 1872	7.0	—	1.0	—	2	3	2	22	Pithole Valley.....Pennsylvania.	100,000	*	225,000	.....	225,000	100,000	17,132	.....	7.0	.....	9 800	12,854	20,453	Loss.	—	50	.....
Dec. 31, 1872	193.0	8.0	46.0	—	119	84	19	1,605	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	15,086,349	3,740,488	1,960,109	1,812,268	8,438,550	10,011,740	5,461,178	.....	201.0	3,160,500	606,902	1,429,115	3,856,649	799,501	—	50	.....
Dec. 31, 1872	468.3	—	186.3	—	248	90	84	5,559	Pittsburg, Ft. W. and Chic..P., O., I. & L.	35,335,296	*	.....	.....	22,214,286	13,621,000	17,280	.....	503.6	7,313,148	2,106,152	2,408,162	9,780,310	4,507,465	10	100	95½
Dec. 31, 1872	14.0	—	3.1	16.0	3	2	1	45	Pittsburg, Virginia & Charleston.....Pa.	654,068	55,243	.....	.....	618,564	.....	.....	.....	14.0	(In operation only three months.)					—	50	.....
Oct. 31, 1872	149.6	1.9	17.2	—	67	26	9	480	Pittsb'g, Washington & Dalton...Pa. & Md.	11,598,226	687,192	83,196	.....	1,900,682	4,780,000	3,463,204	.....	178.8	1,703,600	781,994	980,780	1,437,892	Loss.	—	100	.....
Sept. 30, 1872	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	450,000	.....	.....	.....	450,000	.....	.....	.....	—	(Leased	by Boston & Albany R.R. Co.)		27,000	6	100	.....
Jun. 30, 1872	—	—	—	178.0	—	—	—	—	Plymouth, Kankaka & Pacific. Ind. & Ill.	.....	.....	.....	.....	719,290	450,000	.....	.....	—	(Leased	by Pennsylvania Co.,				—	100	.....
Oct. 31, 1871	66.0	—	2.7	24.0	7	6	3	315	Port Huron and Lake Michigan.....Mich.	3,000,000	*	(To completion.)		1,200,000	1,800,000	.....	.....	41.0	.....	41,988	55,029	142,580	92,102	—	100	.....
Nov. 30, 1872	60.0	—	3.5	60.0	5	13	3	92	Portland and Ogdensburg.....Me. & N. H.	1,946,560	161,149	97,155	29,230	1,039,095	906,000	259,132	28,859	60.0	118,100	55,502	37,866	115,484	40,361	—	100	.....
Dec. 31, 1872	65.0	—	2.1	93.0	5	4	3	86	Portland and Ogdensburg.....Vermont.	1,652,000	*	.....	.....	.....	2,340,000	.....	.....	.....	.....	(Earnings used in construction.)				—	100	.....
Dec. 31, 1872	27.5	—	2.8	—	4	1	1	22	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	218,500	.....	.....	27.5	17,215	2,880	6,575	14,221	.....	—	100	.....
Aug 31, 1872	52.5	—	3.3	—	6	10	4	113	Portland and Rochester.....Me. & N. H.	1,9 0,854	*	45,000	10,296	636,097	1,120,000	200,053	.....	52.5	141,040	120,009	60,790	131,561	38,078	—	100	.....
May 31, 1872	51.3	—	7.4	—	19	—	7	167	Portland, Saco and Portsmouth ....N. H.	1,500,000	*	.....	.....	1,500,000	.....	.....	.....	.....	.....	(Leased by Eastern R.R. Co.)				10	100	119
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	110	Port Royal.....South Carolina.	3,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	110.0	.....	(Operated for benefit of contractors.)				—	25	.....
May 31, 1873	171.	—	4.9	30.0	—	—	—	—	Portsmouth, Gt. Falls and Conway. N. H.	2,270,000	*	.....	.....	770,000	2,000,000	.....	.....	.....	.....	(Leased by Eastern R.R. Co.)				6	100	30½
Sept. 30, 1872	41.	—	2.5	3.4	4	5	—	60	Poughkeepsie and Eastern....New York.	1,891,372	*	.....	.....	824,464	(506,200	506,079	.....	41.8	53,514	$ 70,013	10,450	$ 53,079	14,063	—	100	.....

Sept. 30, 1872	43.6	1.0	44.1	—	27	27	6	819	Providence and Worcester..R. I. & Mass.	1,209,656	668,568	128,666	107,361	2,000,000	400,000	224,612	84,619	47.6	2507,688	$1,000,267	12	521,366	205,871	229,228	10	100	...
Nov. 30, 1872	18.6	—	3.1	—	3	6	3	11	Providence, Warren and Bristol.R. I. & M.	645,079	78,026	...	...	487,917	50,000	66,611	...	13.6	44,096	415,776		16,367	105,555	51,456	3	100	...
Dec. 31, 1872	21.0	—	7.0	—	1	3	2	—	Queen Anne and Kent Co.....Md.	361,000	•	32,900	...	200,000	269,000	2,500	...	21.0	38,350	12,550		38,231	27,437	9,989	...	90	...
Dec. 31, 1872	41.7	—	1.4	88.8	3	2	2	45	Quincy, Alton and St. Louis.....Ill.	1,850,000	•	...	...	1,000,000	850,000	...	...	41.7	...	...		...	96,000	...	...	100	...
May 31, 1872	97.0	—	9.7	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	...	155,300	102,938	1,500,000	...	92,150	166,086	97.0	...	31,228		64,998	389,277	154,400	...	100	...
Jan. 31, 1873	44.0	—	3.0	80.0	4	3	3	46	Raleigh and Augusta Air-Line....N. Car.	1,134,211	89,786	...	...	876,000	350,000	...	...	44.0	...	...		...	76,037	...	...	100	...
Sept. 30, 1872	71.0	110.0	41.5	—	39	68	19	974	Rensselaer and Saratoga.....N. Y.	7,489,628	•	...	...	6,000,000	1,925,000	...	...	181.0	261,480	654,000		856,284	1,748,914	984,224	7	100	106
Sept. 30, 1872	140.5	55.2	16.7	—	26	17	10	272	Richmond and Danville ¶.....Virginia.	5,109,406	•	2,046,480	211,461	4,000,000	2,621,090	510,171	236,066	295.9	926,782	134,488		176,708	832,092	363,845	...	100	...
Sept. 30, 1872	75.5	11.4	8.2	—	12	6	4	139	Richmond, Frederick and Potomac ¶...Va.	2,622,927	•	116,539	263,282	1,509,826	889,899	43,417	559,604	89.9	200,899	...		...	351,919	145,919	...	100	...
Sept. 30, 1872	22.5	2.8	4.2	—	3	10	4	160	Richmond and Petersburg ¶.....Va. N.C.	1,188,218	•	55,833	30,224	847,100	326,296	93,277	37,528	46.8	107,159	118,189		42,228	160,319	45,945	...	100	...
Sept. 30, 1872	38.3	—	2.2	26.0	3	3	2	42	Richmond and York River.....Va.	1,265,640	•	...	...	650,000	615,640	...	...	38.3	(No returns obtained.)							100	...
Sept. 30, 1872	18.4	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	—	...	...	567,560	—	—	—	(Leased by Erie Railway Co.)					34,012	6	100	...
Jun. 30, 1872	261.9	25.6	27.0	—	33	16	7	915	Rockford, Rock Island and St. Louis..Ill.	16,490,570	•	...	...	6,498,579	9,000,000	...	...	816.5	...	...		...	1,067,749	248,584	...	100	...
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	28	Rome.....Georgia.	235,235	•	...	...	250,844	...	...	...	20.0	(No information.)						16	100	...
Sept. 30, 1872	141.1	48.6	25.8	—	40	31	15	779	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	•	...	...	2,998,900	1,735,606	38,359	...	215.2	675,016	441,909		336,440	1,150,764	282,106	7	100	80
Jan. 31, 1873	120.9	—	26.0	—	—	—	—	—	Rutland.....Vermont.	8,787,902	—	1,286,719	...	6,641,800	1,701,000	1,180,628	...	239.0	(Leased to Central Verm't.)				484,740	495,381	...	100	5
Jun. 30, 1873	225.0	—	24.0	34.0	19	...	...	...	St. Joseph and Denver City..Kan.& Neb.	11,188,220	420,925	279,044	3,203	4,000,000	7,000,000	784,425	157,067	225.0	...	...		...	...	...	...	100	...
Dec. 31, 1872	54.0	5.0	6.1	—	9	15	6	93	St. Lawrence and Ottawa.....Canada.	1,050,000	•	...	...	...	250,000	...	...	59.0	...	70,268		34,592	161,771	45,953	...	100	...
Dec. 31, 1872	189.0	18.0	29.0	—	13	9	7	553	St. Louis, Alton and Terre Haute.Illinois.	11,763,400	•	...	238,001	4,768,400	6,700,000	218,001	...	56.0	360,130	149,499		416,215	507,C19	220,002	...	100	10
Dec. 31, 1872	195.8	15.3	37.0	—	91	20	13	1,661	*St. Louis and Iron Mountain* ¶...Missouri.	14,555,961	1,911,980	1,088,796	153,733	10,000,000	5,461,000	...	...	210.8	933,393	557,575		633,574	2,146,639	687,639	3	100	24
Dec. 31, 1872	310.0	48.0	25.0	50.0	46	26	12	1,170	St. Louis & S. Eastern.....Ill., Ky. & Tenn.	11,089,600	1,725,000	3,998,000	...	11,000,600	5,807,000	...	...	220.6	...	...		...	822,601	169,779	...	100	...
Dec. 31, 1872	150.0	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill	5,049,100	—	...	...	2,324,100	3,477,000	...	...	—	(Leased by Chicago & Alton R.R.Co.)					240,000	—	100	...
Jan. 31, 1873	853.0	—	17.6	—	88	38	19	1,531	St. L., Kansas City & Northern..Mo & Ia.	28,134,445	•	2,369,763	489,708	24,000,000	6,000,000	943,928	...	581.7	2,893,281	428,957		517,528	2,780,820	748,139	...	100	...
Oct. 31, 1872	158.4	—	23.0	—	30	14	8	824	St. Louis, Vandalia & Terre Haute....Ill.	7,984,227	•	...	206,201	2,377,779	5,499,000	250,648	60,101	168.4	862,806	...		...	1,180,273	354,082	...	100	...
Dec. 31, 1872	207.0	175.0	18.4	251.0	30	14	9	289	*St. Paul and Pacific* (1st Div.).Minnesota.	15,188,653	•	3,723,088	229,522	1,968,600	16,197,000	589,333	...	283.0	462,489	235,279		152,386	682,566	...	...	100	...
Dec. 31, 1872	121.0	—	8.0	—	13	6	4	194	St. Paul and Sioux City.....Minn.	4,550,960	•	179,798	54,019	4,000,000	...	784,777	...	121.0	344,583	75,461		136,127	424,398	99,668	...	100	...
Dec. 31, 1872	116.0	—	16.0	—	21	18	9	309	Sandusky, Mansfield and Newark ..Ohio.	3,244,500	•	...	...	937,500	2,307,000	...	...	160.0	...	178,651		153,505	574,951	37,802	...	50	...
Dec. 31, 1872	237.0	110.0	15.4	61.0	27	19	6	342	Savannah, Albany and Gulf.....Ga.	7,592,283	•	526,789	1,171,804	4,479,677	3,242,200	1,671,999	...	347.0	635,300	98,234		...	983,986	339,539	...	100	...
Dec. 31, 1872	104.0	—	4.9	—	10	9	5	80	Savannah & Charleston.....S. Car. & Ga.	2,288,966	•	...	...	1,000,000	1,427,800	...	...	104.0	(No statement furnished: very small.)						...	100	...
Feb. 28, 1873	80.0	—	8.0	—	15	7	6	203	Seaboard and Roanoke..Va. & N. Carolina.	1,488,400	—	...	105,689	1,278,400	210,000	107,000	...	80.0	235,679	26,309		162,582	566,619	266,336	8	100	...
Apr. 30, 1872	237.0	—	11.9	—	39	17	9	412	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	•	...	...	3,750,000	9,230,000	large	...	237.0	...	...		...	800,000	...	...	100	...
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	•	...	...	1,389,000	1,428,000	10,000	...	80.5	60,500	32,313		34,321	79,481	23,624	...	50	...
Nov. 30, 1872	32.0	—	2.0	—	2	2	2	70	Shenango and Allegheny ..Pennsylvania.	890,335	78,945	20,000	...	199,000	780,000	...	...	32.0	40,500	16,170		56,220	58,850	32,393	...	50	...
Jun. 30, 1872	106.8	—	11.8	—	11	8	5	153	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,400	•	...	...	2,068,400	1,628,000	...	...	157.5	...	...		...	162,406	10,344	...	100	...
Dec. 31, 1872	122.4	—	6.6	26.1	9	6	3	232	Sioux City and St. Paul....Iowa & Minn.	4,424,132	•	568,362	...	2,800,000	1,740,000	450,494	...	...	(Run by contractors: no returns.)						...	100	...
Sept. 30, 1872	183.0	—	9.2	—	...	...	...	...	South and North Alabama.....Ala.	7,481,761	•	...	...	3,458,067	4,906,000	...	...	131.0	...	41,327		74,837	193,051	60,28*	...	50	...
Dec. 31, 1872	187.0	106.0	30.0	—	42	37	*	507	South Carolina ¶.....South Carolina.	2,019,176	306,086	5,819,275	4,730,846	236,736	71,474	243.0	856,782	207,344		266,707	1,401,211	545,105	...	100	...
Sept. 30, 1872	116.0	—	6.8	—	11	7	4	401	Southern Central.....New York.	3,450,068	287,805	...	...	1,783,021	2,288,000	89 881	...	116.0	302,744	161,821		178,099	307,280	104,978	...	100	...
Sept. 30, 1872	57.0	20.0	20.0	—	19	35	7	114	South Side (L. I.).....New York.	3,168,551	648,925	...	...	1,000,000	2,250,000	386,782	...	57.0	233,990	617,899		83,701	501,871	226,687	...	100	...
Aug. 31, 1872	167.5	—	9.5	—	12	5	3	243	Southern Minnesota.....Minnesota.	9,424,953	...	...	...	3,825,000	4,592,000	1,007,953	...	165.5	...	46,349		92,661	493,438	190,021	...	100	...
Dec. 31, 1872	170.0	—	8.5	552.0	14	23	8	245	Southern Pacific.....California.	11,509,000	...	...	...	8,404,860	5,750,000	...	...	170.0	...	314,150		121,960	932,725	481,664	...	100	...
Jun. 30, 1872	228.0	—	11.2	—	12	10	4	260	Springfield & Ill. So. Eastern.....Illinois.	6,176,500	•	...	...	4,000,000	4,400,000	140,000	...	...	(Not in operation at date.)						...	100	...
Sept. 30, 1872	81.0	—	17.0	—	16	13	3	378	Syracuse, Binghamton and N. York..N.Y.	3,908,297	•	...	...	2,004,000	1,670,000	129,414	...	81.0	449,520	186,606		583,356	713,588	216,481	4	100	...
Sept. 30, 1872	26.0	1.0	3.1	16.0	3	6	2	40	Syracuse and Chenango Valley.....N. Y.	1,165,952	61,988	...	...	1,063,400	500,000	229,997	...	26.0	23,548	49,219		29,914	23,199	loss.	...	100	...
Nov. 30, 1872	79.7	26.6	30.0	—	36	21	9	782	Terre Haute and Indianapolis....Indiana.	2,807,218	•	1,583,484	191,840	1,288,150	800,000	616,344	1,173,143	99.3	...	190,997		534,850	1,070,354	128,443	...	100	...
Apr. 30, 1873	66.0	—	6.6	1,741	12	6	—	73	Texas and Pacific.....Texas.	4,200,000	•	...	...	200,000	4,000,000	...	...	66.0	...	...		...	348,001	85,042	...	100	...
Dec. 31, 1872	227.3	10.2	29.0	—	45	13	9	1,109	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	•	...	...	5,700,000	3,450,000	204,794	...	237.5	1,192,831	...		...	1,316,106	388,093	...	100	...
Dec. 31, 1872	473.8	163.6	60.5	—	182	71	42	4,207	Toledo, Wabash and Western..O. I. & Ill.	34,683,000	...	...	...	16,000,000	18,683,000	...	...	955.7	5,196,661	637,050		1,349,052	6,008,978	1,578,182	...	100	334
Sept. 30, 1872	34.0	—	9.0	—	11	12	6	222	Troy and Boston.....New York.	1,834,146	378,418	...	...	1,599,000	1,899,000	65,369	...	55.3	190,548	262,763		191,122	516,563	212,097	2	100	...
Dec. 31, 1872	1 032	—	100.0	—	151	93	36	2,409	*Union Pacific*....Nebr. Utah Nev. & Cal.	111,948,812	•	...	...	36,762,300	75,179,512	...	...	1,032.0	...	165,688		...	8,862,605	4,092,032	...	100	261
Dec. 31, 1872	165.0	—	60.0	—	24	281	3	1,762	United Companies of New Jersey..N. Jer.	22,650,328	•	13,216,919	427,538	18,990,627	17,615,606	797,651	472,456	455.9	3,905,741	7,680,796		2,636,304	8,266,226	2,261,060	10	100	125
Apr. 30, 1872	37.0	—	4.0	91.0	6	6	1	28	Utah Central.....Utah.	1,500,000	•	...	...	500,000	1,000,000	...	...	37.0	...	...		...	360,612	206,358	...	100	...
Dec. 31, 1872	31.0	—	2.1	44.0	3	3	2	11	Utah Southern.....Utah.	1,060,000	•	...	...	400,000	660,000	...	...	31.0	...	...		...	126,884	63,442	...	100	...
Sept. 30, 1872	74.8	—	13.4	12.2	14	15	7	126	Utica and Black River.....New York.	2,200,444	258,705	...	...	1,764,020	775,500	...	...	92 2	201,688	184,533		62,064	337,299	111,309	3	100	...
Sept. 30, 1872	98.0	22.0	14.0	—	17	15	7	62	Utica, Chenango and Susq. Valley..N. Y.	3,186 844	438,131	...	...	2,908,600	...	...	...	120.0	228,887	246,101		173,749	424,792	32,246	6	100	...
May 31, 1872	47.0	25.6	9.3	—	—	—	—	—	Vermont and Canada .....Vermont.	3,000,000	—	...	...	3,000,000	—	—	—	—	(Leased by Vermont Central R. R. Co. at 8 p.c.)						8	100	54
May 31, 1872	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	•	...	...	5,000,000	6,500,000	...	...	773.0	...	...		(2 yrs.	8,497,442	493,487	...	100	...
Sept. 30, 1872	56.0	24.1	9.2	—	18	19	5	274	Vermont and Massachusetts...Mass. & Vt.	2,703,966	•	90,785	191,899	2,860,000	900,000	68 899	157,751	58.1	24 1,299	275,181		181,458	557,196	189,523	2	100	514
Feb. 29, 1872	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	•	246,588	193,946	454,072	2,922,286	86,869	...	140.0	181 288	82,372		49,431	408,220	102,913	...	100	...
Dec. 31, 1872	46.0	—	2.8	—	3	•	•	50	Vineland.....New Jersey.	1,826,191	...	...	...	998,005	750,000	78,187	...	—	(Leased to N. Jer. Southern R. R Co.)						...	100	...
Dec. 31, 1872	18.3	—	6.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	—	...	...	1,800,000	1,261,400	...	...	—	(Leased to D. L. & W. R. R.)				525,749	215,383	7	100	...
Sept. 30, 1872	44.0	—	2.0	281.0	4	6	3	66	Washington and Ohio .....Virginia.	1,435,176	128,577	128,773	...	900,700	130,400	321,248	346,178	44.0	61,361	27,663		19,418	81,285	7,948	...	100	...
Aug. 31, 1872	132.0	28.0	15.5	—	26	16	8	247	Western Alabama.....Alabama.	4,822,628	538,272	342,800	662,535	2,008,324	3,169,900	561,508	626,504	100.0	421,880	101,742		...	626,504	150,554	...	100	...
Dec. 31, 1872	133.0	—	11.0	—	59	18	12	921	Western and Atlantic.....Georgia.	(Owned by State of Georgia & leased to a company for $300,00 a year.)								138.0	...	...		...	...	...	...	100	...
Sept. 30, 1872	60.0	—	3.0	13.0	10	10	6	123	Western Maryland ¶.....Maryland.	2,366,392	•	208,500	17,069	682,593	1,800,000	109,069	...	60.0	217,760	134,666		73,841	197,707	7,038	...	100	...
Dec. 30, 1872	57.1	27.6	14.6	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,846,005	—	...	...	1,022,450	1,800,000	1,023,555	...	—	(Leased by Pennsylvania R. R. Co.)						50	...	...
Dec. 31, 1872	60.7	—	16.2	—	16	63	8	171	West Jersey.....New Jersey.	2,255,355	•	1,486,466	178,462	1,359,700	2,398,000	162,583	...	128.9	330,555	642,728		28,443	664,777	291,363	8	100	100
Mar. 31, 1873	197.0	—	10.0	—	26	14	10	660	West Wisconsin.....Wisc.	8,640,000	•	...	...	4,000,000	4,640,000	...	...	166.0	...	...		...	549,645	263,329	...	100	...
Dec. 31, 1872	32.0	—	1.0	28.0	3	5	2	24	Wheeling, Pbg. & Balt.....W. Va. & Pa.	579,642	—	...	...	500,000	79,642	...	...	32.0	39,328	53,176		11,638	48,164	480	...	50	...
Sept. 30, 1872	139.6	—	6.0	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	3,971,761	881,117	51,244	...	300,000	3,800,000	304.142	...	172.0	...	...		...	591,046	226,498	...	100	...
Oct. 31, 1872	63.6	—	9.5	—	11	6	5	124	Wilmington and Reading...Pennsylvania.	2,644,078	255,161	32,892	...	750,663	2,332,300	108,610	...	63.6	230,554	132,866		264,578	224,778	21,667	...	50	...
Sept. 30, 1872	162.0	19.0	9.5	—	32	31	—	324	Wilmington and Weldon ¶...N. Carolina.	3,004,044	•	61,436	206,393	1,456,200	1,619,100	77,042	299,531	181.0	519,184	124,995		...	635,871	230,883	...	100	664
Dec. 31, 1872	130.9	—	3.0	201.0	15	6	2	300	Wisconsin Central .....Wisconsin.	4,120,000	•	...	...	1,657,500	1,501,500	...	...	...	...	...		...	131,793	63,778	...	100	...
Sept. 30, 1872	46.7	—	11.8	—	17	11	5	411	Worcester and Nashua.....N. H.& Mas.	2,212,144	•	85,701	48,143	1,425,400	310,300	36,515	573,774	45.7	359,641	381,954		368,042	587,389	195,453	12	100	127
									CANALS, &c.																					
May 31, 1872	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	•	258,967	...	1,880,800	1,997,872	...	...	12.5	...	...		...	419,222	231,718	4	50	...
Dec. 31, 1872	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal..Md. & Va.	10,506,309	•	...	...	8,229,594	5,065,500	...	...	164.5	...	...		...	...	...	...	25	...
Dec. 31, 1872	60.0	—	—	—	—	—	—	—	Delaware Division Canal..Pennsylvania.	2,483,350	•	...	...	1,633,350	800,000	...	...	—	(Leased to Lehigh Coal and Nav. Company.)						8	50	97
Dec. 31, 1872	168.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,389,210	725,581	20,935,209	...	15,006,000	12,000,000	...	...	108.0	...	...		1,869,557	86,970	loss.	10	100	119
Dec. 31, 1872	43.0	22.6	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	•	...	...	5,847,400	...	...	...	85.5	...	...		...	957,557	385,170	10	100	...
Dec. 31, 1872	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,900	•	...	...	8,784,650	15,767,656	...	...	108.0	...	1,041,891		506,060	324,570	...	50	871
Dec. 31, 1872	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,146,039	—	...	...	1,004,150	110,000	8,064	...	85.0	...	2,059,934		...	196,149	159,121	9	50	...
Dec. 28, 1873	108.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,432,474	•	...	...	2,200,000	1,125,129	...	...	108.0	...	...		...	322,762	30,194	7	50	491
Dec. 31, 1872	73.0	64.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	8,093,350	•	...	...	4,457,150	2,883,000	1,049,200	...	360.0	...	967,573		...	556,164	loss.	...	50	4
Dec. 31, 1872	108.8	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,237,126	2,285,573	271,467	...	4,355,798	8,576,332	267,196	...	108.3	(Leased to Ph. & R'g.)	1,200,181		...	649,352	634,169	1	50	124
Dec. 31, 1872	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,186	•	...	...	2,092,760	2,757,310	166,811	...	43.0	(Leased to Ph. & R'g.)	$ 426,392		...	99,161	51,241	...	50	12
Dec. 31, 1872	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	•	...	...	2,907,850	300,000	35,000	...	84.0	...	$ 124,960		...	44,302	200	...	50	...
Dec. 31, 1872	128.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	3,030,344	•	...	...	1,100,000	748,000	295,219	...	...	(Leased to Pennsylvania.)						50	...	...

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:	$	p c	p c	p. c.
Atlantic and Great Western, pref.	10,000,000	7	....	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	....	....
" " " guar.	276,200	7	....	....
Atlantic and Pacific, preferred	10,000,000	7	....	15
Atlantic and St. Lawrence,* guar.	3,994,900	4	4	....
Baltimore and Ohio,* preferred	3,552,800	6	5	105
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guaranteed	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar.	1,159,500	7	7	85½
Camden and Amboy,* guaranteed	5,247,800	10	10	125†
Camden and Atlantic, preferred	763,549	7	3½	52
Cayuga and Susquehanna,* guar.	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed	769,600	7	7	....
Central of New Jersey,* guar.	20,000,000	10	10	107½
Central Ohio,* preferred	411,550	6	6	85
Chemung,* guaranteed	380,000	6	6	....
Cheshire, preferred	2,153,200	7	5	78
Chicago and Alton, † preferred	2,425,400	....	10	106
Chicago, Iowa & Nebraska,* guar.	3,916,300	....	8	95½
Chicago and North-Western, pref.	21,289,563	7	7	59½
Cinc., Sand. and Cleveland, pref.	429,000	6	6	25
Cleveland and Mahoning,* guar.	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.	11,236,150	7	7	87½
Cumberland Valley, 1st preferred	241,900	8	8	....
" " 2d preferred	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed	1,316,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	....	....
Dubuque and Sioux City,* guar.	5,000,000	....	3	60
Dubuque South-Western, pref.	590,315	8	....	....
Eastern (N. H.) * † guaranteed	492,500	....	6	47½
Elmira, Jeff. and Canad. * guar.	500,000	5	5	....
Elmira & Williamsp't, pref. & *guar.	500,000	7	7	76
" " com. & *guar.	500,000	5	5	....
Erie Railway, preferred	8,536,910	7	7	53
Erie and Pittsburg,* guar.	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	....	....	....
Hannibal and St. Joseph, pref.	2,167,700	7	7	32½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	102
Housatonic, preferred	1,180,000	8	8	97
Huntington & Broad Top Mtn, pref.	190,750	7	....	28
Jeff., Mad. & Indianapolis,* guar.	2,000,000	7	7	....
Joliet and Chicago,* guar.	1,500,000	7	7	85
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref.	851,000	9	9	....
Marietta and Cincinnati, 1st pref.	3,101,650	6	....	16
" " 2d pref.	4,436,250	6	....	10
Mich. Southern, (Lake Shore) guar.	583,500	10	10	....
Mill Creek,* guaranteed	328,375	10	10	....
Milwaukee and St. Paul, preferred	10,825,777	7	7	59
Mine Hill,* guaranteed	3,856,450	8	8	106
Montclair,* guaranteed	2,000,000	7	....	....
Morris and Essex,* guar.	15,000,000	7	7	93½
Nesquehoning Valley,* guar.	2,000,000	10	10	110
Newark and New York,* guar.	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed	7,295,200	10	10	124½
New London Northern,* guar.	971,400	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	127
" " *com. & guar.	8,500,000	8	8	126
Niagara Br. & Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.), preferred	106,000	8	8	....
Northern New Jersey,* guar.	1,000,000	8	8	....
Norwich and Worcester,* guar.	2,822,400	10	10	130
Ogdensburg & Lake Champ.,* guar.	3,077,000	7	7	51
" " pf. & *guar.	2,000,000	8	8	92½
Ohio and Mississippi, preferred	4,030,000	7	7	40
Oswego and Syracuse,* guar.	1,144,400	9	9	....
Panama, guaranteed	7,000,000	12	12	111½
Paterson and Hudson,* guar.	630,000	—	8½	....
Pemberton and Hightstown,* guar.	342,000	6	6	....
Peoria and Bureau Valley,* guar.	1,200,000	8	8	....
Philadelphia and Erie, preferred	2,400,000	....	....	....
Phila., Germant'n & Norrist'n,*guar.	2,231,900	12	12	177
Philadelphia and Reading, † pref.	1,551,687	—	10	....
Philadelphia and Trenton,* guar.	1,259,100	10	10	123
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	95½
Pittsfield and North Adams,* guar.	450 000	5	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	119
Rochester & Genesee Valley,* guar.	557,560	....	....	....
Rutland,* preferred and guaranteed	4,300,000	7	7	34
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	....	20
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	—	....
St. Louis, Kansas City & Nor., pref.	12,000,000	....	—	20
Schuylkill Valley,* guaranteed	576,000	5	5	....
Shamokin V. & Pottsville,* guar.	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref.	1,700,000	7	—	....
" " 2d pref.	1,000,000	7	—	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	71
Warren,* guaranteed	1,800,000	7	7	....
Canal Stocks.				
Delaware Division,* guar.	1,033,350	8	8	....
Delaware and Raritan,* guar.	5,847,500	10	10	....
Morris, preferred and * guaranteed	1,175,000	10	10	123
" com. and * guar.	1,696,000	4	4	49½
Sacramento Navigation preferred	2,808,977	6	6	26

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	—	— @ — —
Gartsherrie		—	— @ — —
Summerlee		—	— @ 36 —
Carnbroe		—	— @ 35 —
Langloan		36	— @ 37 —
Glengarnock		—	— @ 35 —
Eglinton		23	— @ 24 —
Pig, American, No. 1		31	— @ 32 —
Pig, American, No. 2		29	— @ 30 —
Pig, American, Forge		26	— @ 28 —
Bar, Refined, English and American		—	— @ — —
Bar, Swedes, assorted sizes	(gold)	137	50 @140 —
		Store Prices.	
Bar, Swedes, ordinary sizes		160	— @162 50
Bar, Swedes, Flow sizes		170	— @172 50
Bar, Refined, ¾ to 2 in. rd. & sq. 1 to 6 inch x ¾ to 1 in		70	— @ 72 50
Bar Refined, 1½ to 6 by ¾ & 5-16 in.		77	50 @ 80 —
Bar Refined, 1 & 1½ by ¾ & 5-16		77	50 @ 80 —
Large Rounds, 2½@2¾ to 3¾ @4 in		80	— @100 —
Scroll		100	— @135 —
Ovals and Half-round		100	— @115 —
Band, 1 to 6 in. by 3-16 to No. 12		95	— @ — —
Horse Shoe		107	50 @110 —
Rods, ¾@1-16 inch		80	— @130 —
Hoop, ¾ by No. 22 to 1 & 1½ by 13 & 14		110	— @155 —
Nail Rod	per lb.	—	9 @ — 9½
Sheet Russia, as to assortment	(gold)	—	15½@ — 16
Sheet, Single, D. and T. Common		—	4½@ — 5½
Sheet, Doubles and Trebles, Charcoal		—	6½@ — 9¼
Sheet Galvanized	List 10 per ct. disc.		
Rails, English	(gold) per ton.	52	— @ 52 —
Rails, American, at Works in Penna. c'y.		58	— @ 60 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)	per lb.	— 17	@ — 21
English Spring (2d and 1st quality)		— 9½	@ — 10½
English Blister (2d and 1st quality)		— 14	@ — 18½
English Machinery		—	— @ — 14½
English German (2d and 1st quality)		— 12½	@ — 14½
American Blister		—	— @ — 11½
American, Cast, Tool		—	— @ — 17
American, Cast Spring		—	— @ — 11
American Machinery		— 11½	@ — 12
American German Spring		—	— @ — —

NAILS—Duty: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Com. Fence. & Sheath per keg.		3 80	@ 5 90
8d. and 9d. "		4 —	@ 4 15
6d. and 7d. "		4 25	@ 4 40
4d. and 5d. "		4 50	@ 4 65
3d. and 4d. Light		5 25	@ 5 40
3d. Fine		6 —	@ 6 15
2d		6 75	@ 6 90
Cut Spikes, all sizes		4 —	@ 4 15

TIN—Duty: Pig, Bars and Block, free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca	(gold) per lb.	— 26	@ — 26½
Straits	(gold).	— 23½	@ — 23¾
English, L. & F.	(gold).	— —	@ — 21
English, Refined	(gold).	— —	@ — 22
Plates—Fair to good brands.		Gold.	
I. C. Charcoal	per box.	10 25	@ 10 75
I. C. Coke		8 12½	@ 8 50
Coke Terne		7 —	@ 8 —
Charcoal Terne		9 —	@ 9 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@43 gravity (in bulk)		— 5	@ — 5½
Crude 40@47 gravity (in shipping order)		— 9	@ — 9½
Refined, Standard White (in ship'g order)		— 13½	@ — 12½
Refined, S. W. (in jobbing lots)		— 13	@ — 13½
Refined, S. W. (in tin)		— 17	@ — 19½
Naptha, Refined (65@78 gravity)		— 7½	@ — —
Residuum (in shipping order)	per gall.	— 6½	@ — —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.)	per lb.	—	— @ — 33
Copper, Bolts		—	— @ — 35
Copper, Braziers' (over 16 oz.)		—	— @ — 35
Copper, Nails		—	— @ — 40
Copper, Old Sheathing, &c., mixed lots		— 22	@ — 22½
Copper, American Ingot Lake		— 24½	@ — 24½
Copper, English Pig		—	— @ — —
Yellow Metal, New Sheathing & Bronze		—	— @ — 24
Yellow Metal, Bolts		— 30	@ — —
Yellow Metal, Nails, Sheathing & Slating		—	— @ — 24

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb.	—	— @ 6 50
German Ordinary	(gold)	—	— @ 6 50
English	(gold)	6 50	@ 6 62½
Foreign Refined	(gold)	—	— @ 7 —
Domestic	(gold)	5 80	@ 5 90

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel		11	— @ — —
Liverpool House Cannel		18	— @19 —
Anthracite (by cargo)	per ton of 2,000 lb.	5	— @ 6 —

New York Stock Exchange.

Actual Sale Prices for the week ending June 24.

	Th. 18.	F. 19.	Sat. 20.	M. 22.	Tu. 23.	W. 24.
Boston, Hart. & Erie	1	....	....	....	1½	1
Canton Co	....	....	....	55	55	....
Central Pacific	....	....	....	....	....	....
Central Pacific 6s	92½	92½	....	94	93	....
Central of N. Jersey	106½	106½	106½	107	107½	107½
Chesapeake & Ohio 1 m.	52½	....	....	....	52	....
Chicago & Alton	100½	....	100	101	102	102½
" pref.	....	....	....	....	....	....
" 1 M.	107	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	102½	103	103
" 8s, 1888	....	....	....	....	....	....
Chic. & Northwestern	36½	36½	37½	40½	41½	41½
" pref.	54	54½	55	57	59	59½
" 1st M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	94½	93½	93½	96½	97½	98½
Chi., R. I. & Pa. 7s, 1896	106½	106½	106½	....	....	....
Clev., Col., C. and Ind.	66½	....	....	....	72	....
Clev. & Pittsburg guar.	....	....	87	87½	....	87½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	16	16	16½	18	18½	18½
" 1 M.	83	82½	82	82½	83	83
" 2 M.	....	....	58	....	....	....
Del. & Hudson Canal	118½	119	119	119	119	....
Del. Lack. & Western	106½	107	107½	108½	109	109½
" 1 M. 7s	107	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Erie Railway	28½	27½	26½	30½	31½	30½
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	101½
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	....	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
" 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort.	76	....	....	....	....	....
Hannibal & St. Joseph.	25	24½	....	26½	27	27½
" pref.	29½	....	....	....	....	32½
" 8s, conv.	....	....	....	....	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	96	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th.	69½	68½	69½	71½	74½	73½
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	72	....	....	73	....	76
" S. F. 8s, 1882	....	....	....	110	....	....
M. S. and N. I. 1 M. S. F.	....	....	103½	....	103½	....
" 2 M.	100½	....	100	....	....	....
Milw. and St. Paul	33½	32½	33½	37	37½	37½
" pref.	53	53½	53½	57	58½	59
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	106½	....	....	....	....	....
" 7 3-10s con.	....	....	....	....	....	....
" 7s, gold	....	....	....	....	....	....
Missouri 6s	....	....	....	....	....	....
" H. & St. J. 1s	....	....	....	....	....	....
Morris and Essex	93	....	93½	93	93	93½
" 1st mort.	....	....	....	....	....	....
" 2d mort.	103½	....	103	....	....	103
N. Y. Cen. & Hud. Riv.	97½	96½	97	98½	99½	99½
" 7s, S.F. 1876	....	....	....	....	....	101½
" 6s, S.F. 1883	95	....	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. York and Harlem	128	129	....	....	126	126
" pref.	....	....	....	....	....	....
" 1 M. 7s	108	....	....	....	....	....
N. York. N. Hav. & Hart.	....	....	....	....	129	....
N. Carolina 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss.	22½	22½	22½	24½	25	24½
" pref.	....	....	....	....	....	....
" 2d M.	71½	....	....	73	73	....
Pacific Mail S. S. Co.	40½	40½	41½	43½	41½	43½
Panama	....	....	108	....	109½	111½
Pitts., Ft. W. & Chi. gtd.	....	....	94½	95½	....	....
" 1 M.	106½	....	....	....	....	107
" 2 M.	....	....	....	....	....	103½
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	....	....	....	....	....	....
St. L., Alton & T. H.	....	....	....	....	....	10
" pref.	28	28	....	....	29	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	89	....	....	....	....	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s, old	....	....	....	....	....	70½
" new	....	....	....	....	....	....
Tol., Wab. & Western	30½	30½	30½	33½	34½	33½
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	....	....	....	....	76	....
Union Pacific	26½	24½	24½	27	27½	26½
" 1st mort.	86½	86½	86½	86½	86½	87½
" L. Gt. 7s	....	77½	....	....	79½	....
" Inc. 10s	....	77	77	....	....	79
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol	....	....	....	....	....	....
" def. cert.	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending June 24.

	Th.18.	F.19.	Sat.20.	M.22.	Tu.23.	W.24
FEDERAL STOCKS:—						
U. S. 5s, 10-40s, reg.	114	....	113¾	....	....	
U. S. 5s, 10-40s, coup.	....	113¾	114¼	....	114¼	
U. S. 5s, 1881, reg.	114	113¾	113¾	....	....	
U. S. 5s, 1881, coup.	114	....	....	114¼	114	
U. S. 6s, 1881, reg.	116¾	....	....	117¼	117¼	
U. S. 6s, 1881, coup.	....	....	....	122	....	
U. S. 6s, 5-20s, reg. '62	114	....	....	114¼	....	
U. S. 6s, 5-20s, c. 1862.	114¼	114¼	....	....	....	
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1864	....	....	....	....	....	
U. S. 6s, 5-20s, reg. '65	116¾	....	....	....	....	
U. S. 6s, 5-20s, c. 1865.	118¼	....	....	....	....	
U. S. 6s, 5-20s, r. n. '65.	114	....	....	....	....	
U. S. 6s, 5-20s, c. n '65	120¼	120¼	....	120¼	120¼	
U. S. 6s, 5-20s, reg. '67	116¾	....	....	....	....	
U. S. 6s, 5-20s, c. 1867.	120¼	120¼	....	121¼	121¼	121
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	
U. S. 6s, 5-20s, c. '68	....	....	....	121¼	121¼	121
U. S. 6s, Pac. RR Issue.	114¼	114¼	115	115	....	115¼

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 23.

	W.17.	Th.18.	F.19.	Sat.20.	M.22.	Tu.23
Catawissa preferred	41¼	....	....	41¼	....	
" 7s, new	103¼	....	....	....	....	
Camden and Amboy	....	....	....	....	....	
" 6s, 1875	....	....	....	....	....	
" 6s, 1883	....	....	93¼	93¼	....	
" 6s, 1889	....	....	....	....	....	
" mort. 6s, '80	....	100¼	100¼	100	....	
Elmira & Williamsport	....	....	....	....	....	
" pref.	....	....	....	....	....	
" 7s	....	....	....	....	....	
Lehigh Navigation	43¼	43¼	43¼	43¼	44	43¼
" 6s, 1884	....	....	....	....	....	
" Gold L.	....	....	....	95¼	96	....
" R. R. L.	....	....	....	....	....	
" Conv. L. '77	....	....	....	....	....	
Lehigh Valley R. R.	61	61	61¼	61¼	61¼	61¼
" 6s new coup.	100	....	....	100	100	
" 6s new reg.	....	....	....	....	....	
" 7s	107	....	....	....	....	
Little Schuylkill R. R.	....	....	....	....	....	
" 7s	....	....	....	....	....	
Minehill	....	....	53	....	53	
Morris Canal	....	....	....	....	....	
" pref.	....	....	....	128	....	
North Pennsylvania	....	....	....	....	....	
" 6s, 1885	....	....	102¼	....	....	
" 7s	102¼	....	....	....	....	
" 10s, 1887	....	....	....	....	....	
Northern Central	37¼	....	....	....	37	
Oil Creek & Alleg. Riv.	4	....	4¼	....	4¼	
" 7s	....	....	36¼	....	36	
Pennsylvania R. R.	49¼	49¼	49¼	49¼	50	49¼
" 1st M.	....	....	....	....	....	
" 2d M.	....	....	....	100¼	....	
" Gen. mort.	93¼	....	....	93¼	....	
" " reg.	94	....	....	....	....	
Penn. State 6s, 1st series	....	....	....	....	....	
" 6s, 2d series	....	....	110	....	110	
" 6s, 3d series	....	....	113¼	....	....	
Philadelphia City, 6s	101	....	101	....	101	
" new	104¼	104¼	104¼	....	104¼	104
Philad., Germ. & Nor.	....	....	....	....	....	
Phila. & Reading	57	56¾	57	57	57¼	57¼
Philadelphia and Erie	18¼	....	....	18¼	....	18¼
" 6s	....	....	....	89	....	89
" 7s	....	85¼	....	....	....	86
Phila., Wilm. & Balt.	....	....	....	....	....	
Schuylkill Navigation	....	....	....	....	....	
" pref.	....	....	....	....	....	
" 6s, 1882	....	....	....	....	....	
" 6s, 1876	....	....	....	....	....	
" 6s, 1872	....	....	....	....	....	
United Co. of N. Jersey	125¼	....	....	....	....	
Hestonville, (Horse)	20¼	....	....	....	....	20¼
Chestnut & Wal.	....	....	....	....	....	
Green & Coates	....	....	....	....	....	
2d and 3d streets	....	....	....	....	....	
Spruce and Pine	....	....	....	....	....	30
13th and 15th sts.	....	....	....	....	....	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 23.

	W.17.	Th.18	F.19	Sat.20.	M.22.	Tu.23
Baltimore City 6s, 1875	....	....	101¼	....	101¼	
" 1886	....	....	99¼	....	....	
" 1890	100¼	100¼	100¼	....	....	101¼
" 1884	....	....	....	....	....	
" 1900	100	100	....	....	....	
Balt and Ohio	....	....	....	168	167¾	
" bonds, 1875	....	....	....	....	....	
" " 1880	....	....	....	....	....	
" " 1885	....	....	....	100¼	....	
Central Ohio	....	....	....	....	....	
" 1st mort.	....	....	....	....	....	
Marietta & Cin. 1st M.	103¼	....	103¼	....	....	
" 2d M.	90	89¼	....	90	....	
" 3d M. 8s	....	78¼	....	....	78¼	
Northern Central	37	37¼	....	....	....	
" bonds, 1885	....	....	95	....	....	
" " 1900	....	....	....	....	....	
Pittsb. & Connellsv. 7s	86¼	86¼	....	....	....	
N. W. Va. 3d mort.	....	....	....	....	....	
Virginia 6s, Consol.	51¼	....	53¼	....	....	
" Defer. Certif.	....	....	11	....	....	
City Passenger R R	19	19	....	....	....	

Boston Stock Exchange.

Actual Sale Prices for the week ending June 24.

	Th.18.	F 19.	Sat.20.	M.22.	Tu.23.	W.24
Boston and Albany	133¼	....	132¼	....	133¼	....
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	107¼	107¼	107¼	107¼	107¼	107¼
Boston and Providence	148¼	148¼	....	....	....	148¼
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s	....	22¼	23	23¼	24¼	24¼
Cheshire, pref.	....	....	....	....	....	....
Chi., Burl. & Quincy	100¼	100¼	....	....	104¼	105
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	55	56¼	55¼	....	56¼	58
Fitchburg	122½	122¼	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	72¼	72	72	73	74¼	74¼
Northern, N. H.	104¼	....	104	104¼	....	....
Ogdens. & Lake Champ.	....	50¼	....	....	51	51
" pref.	92	....	....	....	....	92¼
Old Colony	....	112	....	108½	108¼	108¼
Ph., Wil. & Baltimore	54¼	54¼	....	54¼	54¼	54¼
Portl'd, Saco & Ports.	120	120	....	119	....	....
Union Pacific	....	....	....	....	....	....
" 6s	84	....	....	....	....	....
" Land Grant 7s	....	....	....	....	....	....
" Income 10s	....	75¼	....	....	76	....
Vermont & Canada	....	....	....	....	....	....
Vermont & Mass.	81¼	81¼	....	....	81¼	81¼
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	....	....	....	....	....	....
Middlesex	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls	....	....	10¼	10¼	10¼	....
Franklin	....	....	....	....	....	....
National	....	2¼	....	....	....	....
Quincy	37¼	....	37¼	37¼	38	37¼

London Stock Exchange.

	Closing Prices. May 29.	June 5.
Atlantic & Gt. W. 1st mort., $1,000	57 — 59	58 — 60
Do. 2d mort., $1,000	32 — 34	33 — 35
Do. 3d mort., $1,000	13 — 15	14¼ — 15¼
Do. Con. mort. B'nds Bisch's Cert.	14 — 16	16 — 18
Do. Leas. Lines, Rental Bonds	70 — 72	69 — 71
Do. 1873	56 — 60	53 — 58
Do. 8 p. c. Scrip, West. Exten.	— —	— —
Detroit & Milwaukee 1st mort. Bonds	65 — 70	65 — 70
Do. 2d do.	55 — 60	55 — 60
Erie shares 100 dol. all paid	32 — 32¼	30¼ — 30¾
Do. 6 per cent Convertible Bonds	95 — 96	95 — 95
Cons. Mort. amount autho. to be issued for conv. of existing bonds	88 — 90	87 — 89
Illinois Central $100 shares all paid	90 — 91	85 — 87
Do. Redemption mort. bonds 6 p.c.	99 —101	99 —101
Illinois & St. Louis Bridge 1st mort.	98 —100	98 —100
Marietta and Cincinnati Rail. Bonds	95 — 98	95 — 98
Michigan Central 8s 1882, conv.	88 — 92	88 — 92
New York Central, 100 dols. shares	87 — 89	87 — 89
Panama General mort.	95 — 97	95 — 97
Pennsylvania, General mort.	99¼ —100¼	99¼ —100¼
Do. $50 shares	42¼ — 43¼	43 — 44
Philadelphia and Erie 1st mort.	94 — 96	94 — 96

American Railroad Journal.

Saturday, June 27, 1874.

Stock Exchange and Money Market.

Money has been abundant for all legitimate business purposes. The demand has been somewhat brisker, especially from speculative sources, but has been quite readily met, at the current quotations which have been 2@3 per cent to the leading borrowers on call, and 4½@6 per cent per annum on prime mercantile credits. The final passage of a compromise currency bill, definitely determining the legal tender circulation at the 382 millions now outstanding, and releasing a considerable portion of the reserves heretofore required, under the banking law, has tended to stimulate operations in the financial and commercial line, after an unusually prolonged period of dullness and prostration. The formal adjournment of Congress has also been deemed a source of great relief to the business public, as removing for the present, one element of uncertainty and disturbance. The City banks, last week, while adding $887,600 to their reserve of legal tender notes, reported a reduction in all the other more important averages, including $5,102,900 in the deposits, $2,175,300 in the loans and discounts, $1,986,800 in the specie, and $19,500 in the circulation. The loan and discount average, this week, is believed to be a rising one. The U. S. Sub-Treasury at his port further increased its currency reserve, while also adding to its coin hoard. The U. S. Sub-Treasury in this city closed the week with a currency balance of $51,114,249, against $48,809,079 the preceding week; and a coin hoard of $50,250,042, against $49,951,493 on the previous return. The City bank exchanges, during the week, were $401,927,485, or a daily average of $66,987,914. The customs revenue of the port, during the week, was $1,648,217, of which $1,538,217 were in coin certificates. The City banks reported their average of gold last week at $19,934,200, and their greenback average at $61,838,600. Their deposits stood at $227,619,500. The loan item was about $279,067,500. The circulation was $26,652,300.

The cash balances of the Treasury Department on Monday were: Currency, $13,827,485; special deposits of legal tender for redemption of certificates of deposit, $60,820,000; coin, $80,189,487; including coin certificates, $29,465,300.

The outstanding amount of legal tender notes is now definitely established by law at 382 millions; and of National bank circulation 350½ millions.

Government has received about 100¾ millions from internal revenue, thus far in the current fiscal year, which amount is slightly in excess of the later Treasury estimates. The aggregate for the whole year, which will end with the 30th inst., will probably reach 104 millions.

Gold has been more active, the speculative demand having been more confident, while the customs drain has been light, and the export movements, moderate. The price has been advanced rather sharply, on the speculative purchases, which have been stimulated by the currency legislation of Congress. The extremes of the price have been 110¾@112, closing at 111¾, as against 111¼ on Wednesday of the preceding week. The specie outflow, last week, was $1,721,156. The imports of specie at this port since Jan. 1, have been $2,384,826, against $1,814,137 same time last year. The customs demand for Gold last week averaged $285,833 a day. Foreign Exchange has been in moderate demand at rather easier prices. Bankers' sixty day bills on London closed on Wednesday at $4 87½@$4 88; sight bills on London at $4 90@$4 90½ to the £ sterling. The week's exports of Domestic Produce have been to the currency value of $6,429,678.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $6,854,641, against $5,790,952 same week last year.

Government securities have been quite active, the investment demand having improved. Prices have been generally quoted higher. U. S. sixes of 1881 closed on Wednesday of this week at 122¼@122½; U. S. Five-Twenties of 1862, 114¼@114¾; U. S. Five-Twenties of 1864 at 117¼@117½; U. S. Five-Twenties of 1865, 118¼@118½; U. S. Five-Twenties of 1865 consolidated, 120¾@121; U. S. Five-Twenties of 1867, 121¼@121½; U. S. Five-Twenties of 1868, 121¼@121½; U. S. Ten-forties at 114⅝@114⅞; U. S. Fives of 1881, (Funding Loan) 114¼@114½; Six per cent. currency Sixes from 115@115½.

State and Railway bonds have been moderately active and generally held with confidence. Railway and miscellaneous share property has been in much better demand, and, toward the close, higher and generally buoyant in price.

General trade has been quite active in the Produce line, chiefly in Breadstuffs, Provisions, Cotton, Tobacco, and Wool. Prices, however, have been variable, closing more steadily. Foreign merchandise has been comparatively quiet; Coffee in exceptionally good demand and closing higher in price. There has been rather more animation in the Metal line, with a better inquiry noted for Pig Iron, which has been held with more firmness, in view of the favorable foreign reports. Eglinton Pig Iron quoted at $34@$35. Glengarnock, $36@$37; Coltness, $39; No. 1 American Pig at $32@$34; No. 2 do. at $30; Forge, $26@$28; English Rails at $55 gold; American Rails at works, $56@$60; Old Rails, $36@$40 Wrought Scrap, $38@40. Ocean Freights have been more active, and at the close, generally stronger as to rates.

At the auction sale of Scranton Coal, on Wednesday, 25,000 tons were disposed of at from $4,-57½@ $5 65 per ton.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Del., Lack. and Western 7s, conv., 102½; Morris and Essex const. bonds, 1871, 94¾; St. Louis, Jacksonville and Chicago 1st mort., 96¾; Chicago and Northwestern consol. gold bonds, 82; Galena and Chicago 2d mort., 100¼; Clev., Col., Cin. and Ind. 1st mort., 99½; North Mo. 1st mort., 85; Ohio and Mississippi 7s, consol., 92; do. consol, S. F., 92½; Toledo, Peoria and Warsaw 1st mort., E. D., 79; do. 2d mort., 56; Central of New Jersey 7s, conv., 101¾; Lake Shore and Michigan Southern 7s, consol. coupon, 99; do. 2d mort. consol. coupon, 90; Chicago and Mil. 1st mort., 95½; Mil. and St. Paul 1st mort. I. and M. div., 75; do. LaC. div., 88; do. C. and M. div., 81; Michigan Central 7s, 96; Clev, Paines. and Ash. 7s, new, 98; St. Louis and Iron Mt. 1st mort., 95; Western Pacific bonds, 86; New York Central 1st mort., reg., 109; Louisville and Nashville 7s, 1898, consol., 87; Lake Shore div. bonds, 95½; Cedar Falls and Minnesota 1st mort., 82½; Quincy and Toledo 1st mort., 80; Clev. and Toledo 7s, new, 97¼; Central Pacific State-Aid bonds, 102; Del. and Hudson Canal reg. 7s, 1891, 107; Lafayette, Bloomington and Mississippi 1st mort., 72½; Albany and Susquehanna 1st mort., 105; Atlantic and Pacific R. R. pref., 15; Pacific R. R. of Mo., 40½; do. 1st mort. 79½; Rensselaer and Saratoga R. R., 116¾; Mariposa Mining Co., 3; Consol. Coal o. Md., 41½; Spring Mt. Coal, 71; Western Union Telegraph, 74½; do. 7s, 97; At. and Pacific Tel., 17; Adams Exp., 107½; Am. Exp., 61; U. S. Exp., 70; Wells-Fargo Exp., 79; Missouri 6s, 1886, 97¾; do. L. bonds, 97½; Tennessee 6s, old, ex-coupon, 62; do. new, ex-coupon, 61; do. n. s., 61; South Carolina 6s, new, Jan. and July, 18½; N. Y. State 7s, B. L., coupon, 109½; do. reg., 106½; Georgia 7s, gold, bonds, 82; Virginia 6s, consol, ex coupon, 50.

Philadelphia.—Pennsylvania div. scrip, 102¾; Huntingdon and Broad Top Mt. pref., 14; do. 1st mort., 103½; Nesquehoning Valley R. R., 55; Shamokin Valley and Pottsville 7s, 82¼; Northern Pacific 7-30s, 26½; Reading Coal and Iron deben. bonds, 80; Wilmington and Reading 1st mort., 91; Pennsylvania and New York 7s, 103½; Morris Canal 7s, B. L., 100; Sch. Nav. 7s, B. L., 88; Pittsburg, Cincinnati and St. Louis 7s, 66; Phila. and Reading Gen'l mort 7s, reg., 104; do. 7s, new, conv., 107¾; do. 6s, 1848-'80, 102; Perkiomen R. R. 6s, 90; Camden and Burlington Co. R. R. 6s, 90; Belvidere Delaware 3d mort., 84. The latest quotations are: City 6s, 101@101¼; do. free of tax, 103¾@104; Pennsylvania State 6s, 2d series, 109¾@110; do. 3d series, 113@114; Philadelphia and Reading, 57@57½; do. Gen'l mort. 7s, coup., 102½@103; do. reg., 104@104½; do. mort. 6s, 1880, 102@—; do. new, conv., 107@108; do. 7s, 1893, 104@—; United New Jersey R. R. and Canal Co., 123¼@—; Camden and Amboy mort. 6s, 1889, 100@100¼; Pennsylvania R.R., 49⅜@49¾; do. div. scrip, 102⅛@102¼; do. 1st mort., 103@104; do. 2d mort. 100@100¾; do. general mort. coupon, 93½@93¾; do. reg., 94@94½; Little Schuylkill R. R., 47@47½; Morris Canal, 49@52; do. pref. 126@129; do. 6s, 97@100; Susquehanna Canal, 8@9; do. 6s, 72@74; Schuylkill Nav., 6¼@6½; do. pref., 13@13¼; do. 6s, 1882, 76@80; do. 1872, 90@90; Elmira and Williamsport pref., 37@38½; do. 7s, 1873, 99@99½; do. 5s, 60@64; Lehigh Coal and Navigation, 43¾@43⅞; do. 6s, 1884, 96@96; do. R. R. Loan, 96⅛@96¾; do. Gold Loan, 95@96; North Pennsylvania, 44¼@45; do. 6s, 101¾@102½; do., 7s, 102@103; do. Chattle 10s, 106@110; Philadelphia and Erie, 18⅛@18¾; do. 6s, 88¾@89; do. 7s, 85½@86; Minehill, 52¾@53; Catawissa, 13@16; do. pref. 41½@42; do. 7s, 1900, 103⅛@104½; Lehigh Valley, 61⅛@61¾; do. 6s, new coupon, 100@100½; do. reg., 102@102¾; do. 7s, 106⅛@107½; Fifth and Sixth streets (horse) 56@59; Second and Third, 64½@66; Thirteenth and Fifteenth, 22@28; Spruce and Pine, 30@30½; Green and Coates, 48@49½; Chestnut and Walnut, 61@61; Hestonville, 20¾@21¼; Germantown, 35@40.

Boston.—Boston and Maine 7s, 104; Chicago, Burlington and Quincy 7s, 97; Vermont Central 1st mort., 25; Vermont Central 8s, guar. by Vt. and Canada, 74; Atchison, Topeka and Santa Fe 7s, 61½; Burlington and Missouri River R. R. Land Grant 7s, 98; do. 8s, in Nebraska, old, 99; Old Colony 7s, 1894, 104½; Michigan Central 7s, 1902, 94¾; Eastern R. R. 6s, 1889, 82¾; do, 1882, 94; Missisquoi 1st mort. 7s, 45; Fitchburg R. R. 7s, 105; Portsmouth, Gt. Falls and Conway R. R., 80½; Highland Horse R. R., 99¾; New Bedford R. R., 107½; Eastern (N.H.) R.R., 47¾; Rutland pref., 34; Norwich and Worcester R. R., 180; Summit Branch, 88¼; Burlington and Missouri River R.R.in Iowa, 100; do, in Nebraska, 59; Cincinnati, Sandusky and Cleveland R. R., 9; do. 7s, 1890, 69¾; Boston Water Power Co., 10⅞; Cary Imp., 6½; Brookline Land, 5; Boston and Maine 6s, 101; New Hampshire 6s, 99¾; Fitchburg 7s, 105; Boston 6s, 1882, 100¾; Springfield 7s, 105; St. Louis City 6s, 1889, 91; do. 1878, 94¾; Cincinnati 7s, 1904, 104; New Bedford 7s, 105; Chicago 7s, 99½; Salem 6s, 1888, 96; Nashua 6s, 1892, 92¾; Charlestown 5s, 1892, 98½; Toledo 8s, 1876, 101½; Allouez Mining Co., 7½; Calumet and Hecla, 140; Manhattan, 87½c.; Pewabic, 6½; Phœnix, 14.

Baltimore.—Virginia consols, ex-coupon, 51; Virginia consols, reg., 47¼; Maryland Defense 6s, 104; Virginia consols, coupons, 90; Western Maryland 3d mort. guar., 100; do. 2d mort. guar. by Washington Co., 90; Orange, Alex. and Manassas 7s, 82; Orange and Alexandria 1st mort., 89¾; Santa Clara, Mining Co., 8; do. bonds 20¼. The latest quotations are: Wilmington, Columbia and Augusta bonds, 64@65; Wilmington and Weldon 7s, gold, 98@96; Pittsburg and Connellsville 7s, 1898, 86½@87; Baltimore and Ohio, 167½@168; do. 6s, 1875, 101½@103; do. 1880, 101¾@103; do., 1885, 100½@101; Washington Branch, —@175; Northern Central, 86¼@87; do. 6s, 1885, 94@96; do. 6s, 1877, 95@—; do. 1900, 90@91; do., 6s, 1900 gold, 92@94; N. W. Va. 3d mort., 1885, 93@—; Marietta and Cincinnati 1st mort. 7s, 1892, 103½@104; do. 2d mort. 7s, 89½@90, do., 3d mort., 8s, 78½@78¼; Central Ohio, 40@42; do. pref., 42@45; do. 1st mort., 91¼@91½; Western Maryland, 1st mort. 6s, 1890, 85@—; do. 1st mort. guar., 99@100; do. 2d mort. guar., 95@97; do.3d mort., guar., 100@100½, do. 2d mort. pref., —@60; do., 2d mort. guar. by Washington Co., 90@91; Richmond and Danville 1st mort., 67@68; Orange and Alexandria 1st mort. 6s, 89@90; do., 2d mort. 6s, 82@83; do., 3d mort. 8s, 78@79; do., 4th mort. 8s, 78½@75; Orange, Alex. and Manassas 7s, 81¼@82; Virginia and Tennessee 1st mort. 6s, —@—; do. 2d mort. 6s, 73@75; do. 8s, 88½@85; Baltimore 6s, 1875, 100⅜@101½; do., 1884, 100@—; do. 1886, 100¼@100½; do. 1890, 100½@100⅝; do., 1893, 101@—; do. 1893, exempt, 103@—; do., 1900, 100@100½; do. 1900 new, 100@102; do. 1902, 100@101; Memphis City 6s, 43@45; Maryland Defense Loan, 1883, 104@105; Virginia coupon 6s, old, 30@40; do. new, 30@40; do. consol. 6s, 53⅜@53⅝; do. coupons, 91@95; West Virginia, 11@11½; City Passenger R. R., 19¼@19½; George's Creek Coal, 140@148; Atlantic Coal, 2.50@2.80; Santa Clara, 7.87@8; do. bonds, 22¼@—.

Bankers' and Brokers' Tax.

We give elsewhere the decision of Judge Woodruff, in the suits brought in the U. S. Circuit Court by Messrs. Clark, Dodge & Co., Frank Work and others against ex-Collector Joshua F. Bailey to recover taxes paid by them under protest, the amounts sued for making a total of about $20,000. The tax exacted was 1-24th per cent. on all money deposited with the plaintiffs and liable to be withdrawn by drafts or checks, and the same tax on all money borrowed on margins for their own use. The plaintiffs contended that money so held by them did not come within the provisions of the law imposing the tax. Judge Woodruff gave judgment for plaintiffs. These two were test cases, and the result of the decision will be to draw some hundreds of thousands of dollars from the treasury.

☞ The locomotives of the Easton and Amboy (N. J.) Railroad have pushed their way from Bound Brook to New Market. In a few weeks the track will be laid to Metuchen, and thence to Perth Amboy, very little grading remaining to be done between Bound Brook and the Eastern terminus. Work is also being pushed rapidly at the docks on the Sound, showing an evident determination to open the road at the earliest possible moment.

Chesapeake and Delaware Canal.

The Chesapeake and Delaware Canal Company, which line suffered so severely by heavy rains in August last as to require $92,103 for repairs, declares no dividend for the year ending June 4, 1874. It will be recollected that the great reservoirs of the canal were broken by the flood, as well as the tow-path, basin and guards, and some 35 or 40 barges swept into the meadows near St. George's. The repairs were made and operations resumed 27th of September. The revenue for tolls was $278,600 70, which, with other receipts for the year, including a balance of $156,099 56, aggregated $441,905 58. The expenditures were $363,875 37, leaving a balance, after deducting five months' accrued interest, of $28,188 08. The amount of capital stock now outstanding is $1,881 050. The amount of funded debt is $1,998,683 12. The canal is now in better condition than before the break. The president is Andrew C. Gray, and the secretary, Henry V. Lesley.

Ashtabula, Youngstown and Pittsburg Railroad.

At the annual meeting of the Ashtabula, Youngstown and Pittsburgh Railroad Co., held at Ashtabula, Ohio, on the 3d inst., the following persons were elected Directors: H. Hubbard, Amos Fiske and H. L. Morrison, of Ashtabula; F. Harrington, of Rock Creek; Warren Packard, of Warren; R. F. Smith, of Cleveland; Caleb B. Vick, of Youngstown, and Wm. P. Shinn, Wm. Thaw, T. D. Messler, W. H. Barnes, Wm. Harbaugh, and Wm. McCreery, of Pittsburgh. On the 16th inst. the newly elected directors met at the office of the Pennsylvania Company and organized by the election of Wm. P. Shinn as President, and James R. Shaler, Secretary and Treasurer. A. F. Hubbard was chosen Assistant Treasurer in charge of the general office of the Company at Ashtabula. Previous to the meeting a visit had been paid Ashtabula by Col. Thos. A. Scott, G. B. Roberts and H. A. Johnston of the Pennsylvania Railroad Company, accompanied by Messrs. Wm. Thaw, J. N. McCullough and J. D. Layng, and made a careful inspection of the harbor. Great satisfaction was expressed at the prospects of the new road.

☞ We have much pleasure in recording the fact that the firm of Fisk & Hatch has issued a circular announcing that it is prepared to pay its creditors in full, with interest. This highly respectable firm suffered in the panic of last year, through no fault of its own, and it is a most satisfactory sign of the improved state of business that it is now able to meet all its obligations. The enterprise and honor of the house will commend it favorably to all its old patrons, and we hope to many new ones.—*N. Y. Times.*

☞ It is announced that the Louisville and Nashville Railroad Company have effected a sale abroad of £400,000 six per cent bonds at a price satisfactory to the company. The bonds negotiated are a first mortgage on the South and North Alabama Railroad, endorsed and guaranteed by the mother road.

☞ The Illinois Supreme Court has decided that the law of 1869, by which it was proposed to make the State responsible for all railroad aid bonds issued by cities, towns and counties, is unconstitutional.

Pennsylvania Company.

The officers of the Pennsylvania Company, elected at the annual meeting in Pittsburg on the 15th inst., are: President, Thomas A. Scott; First Vice President and General Manager, J. N. McCullough; Second Vice President, Wm. Thaw; Third Vice President, H. J. Jewett; Secretary and Treasurer, W. H. Barnes. By reference to the statement of the President, in another column, it will be seen that the aggregate gross earnings of all the roads operated by this company during the year ending December 31, 1873, were $16,434,151; the aggregate expenses, $9,915,980 85; and the aggregate net earnings, $6,518,170 15. From which deduct the aggregate amount of rent and interest paid, $5,086,581 10—leaving as net profit the sum of $1,431,589 05.

☞ The coal tonnage of the Chesapeake and Ohio Canal for May, 1874, was 114,566 tons, an increase of 8,905 tons over May, 1873. The gross revenue was $69,454, an increase of $6,741 over May, 1873. The balance, after paying May expenses, is set down at $84,349. Out of this large balance the directors have appropriated $50,988 to pay the June, 1860, coupon on the preferred construction bonds of the canal, and given notice that the same will be paid on and after the 30th inst., at the banking house of Alex. Brown & Sons, Baltimore, Md.

☞ At a meeting of the bondholders of the Selma, Marion and Memphis Railroad in this city on the 20th inst., it was resolved that the old bonds be surrendered and new ones issued. This, together with the subscriptions promised from Shelby county and other districts, is expected to enable the directors to complete the road and make it a paying concern. A committee was also appointed to notify the bondholders of the determination arrived at, and to obtain their consent to the arrangement.

☞ The Midland (Ca.) Railway Company have completed the change of their gauge from 5 ft. 6 in. to 4 ft. 8½ inches. It is now of uniform gauge with the Grand Trunk.

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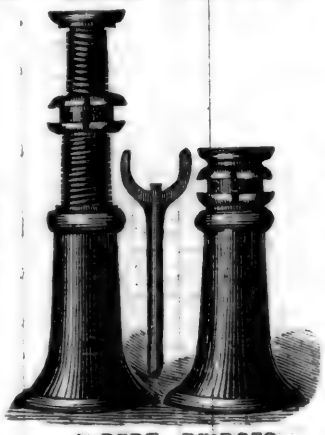
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☞ It is reported that the Central Vermont Railroad has concluded arrangements with the Delaware and Hudson Canal Company, by which through connections are to be opened to Troy and New York by the Hudson River Railroad over the Harlem Extension, recently leased by the Central Vermont.

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New York, Saturday, July 4, 1874.

The Erie Railway.

There is a current rumor that President WATSON, of the Erie Railway Company, has intimated his unwillingness to have his name used for re-election to that office, alleging failing health as his reason for withdrawal from this responsible position. We sincerely hope the report is unfounded. The affairs and the personnel of this corporation have long and sadly needed remodeling; and it would be a public, as well as a private, misfortune if the change for the better once inaugurated, should be interrupted by needless changes of management. Messrs. Thos. A. Scott and H. J. Jewitt, long identified with the Pennsylvania lines, are mentioned as likely to enter the direction; and this, if true, foretokens a sort of amicable arrangement between these two powerful interests. President WATSON has been long enough at the head of the company to make his influence felt, and to begin much-needed reforms; but not long enough to complete them all. The Darwinian process of "natural selection" and its result "the survival of the fittest" demands time for its working out in the natural, as in the industrial world. Gradually, but certainly, a new and better class of officers and employees have been displacing those who have been a disgrace and a detriment to this important thoroughfare. It would be a pity if the Chief Executive Office of the company should go-a-begging. It demands the highest order of talent. If President WATSON's health is enfeebled, it would be far better for the company to give, or at least offer, him six months' exemption from duty, for recuperation, than to seek for his successor. We suspect that among the causes for his decision is a certain restiveness on the part of the English stockholders, who are anxious to either sell their shares, or receive dividends thereon, or perhaps both; and having these ends in view, they are oblivious to what is obvious enough to persons here, that this can only be done by patient reconstruction of the property and its servants, not by any legerdemain of book-keeping, or by "rigging" of the Stock Exchanges. The appointment of acountants in London to come hither and inspect the books, merely to silence the attacks of a bold and rich speculator, and his tool, an unfaithful employe, is an undignified proceeding and is an evidence of this unstable disposition. It is of little real consequence to the shareholders whether a quarter million of expenditures has been charged for repairs or for new construction, provided the money has been earned, and honestly expended in timely improvements. But in the present attitude of the Trunk lines of this country it is not within human power to bring the Erie Road up to its requirements, and to pay full dividends on its entire capital also—valuable as this great property undoubtedly is.

It is time the Foreign shareholders appreciated this situation. Among the principal things very desirable to improve the position of the Road, and to render more productive the large outlay already made, are the following: (1). A third rail should be laid between New York and Buffalo as soon as practicable; so as to give a through west connection on the (now) uniform gauge. In this way, by running separate through and local trains, both classes of rolling stock could be used until worn out or replaced. (2). As soon as possible thereafter the third rail should be extended from Hornellsville, over the Atlantic and Great Western, to Cleveland and Dayton. From the latter point to Cincinnati, 60 miles, the third rail is laid; there is also a piece on the Cleveland spur laid, and about 75 miles on the Erie main line, east of Elmira, is now in use. (3). While these things are in progress the contemplated shortening of the main trunk between Jersey City and Port Jervis should be carried to completion. (4.) The line to Buffalo should be deflected at Burns so as to follow the natural depression of the Genesee Valley to Avon and thence *via* Batavia and the existing line. This improvement has long been surveyed; it involves the construction of only six miles of new track, and would get rid of the heavy, undulating grades, and expensive bridge structures on both the Rochester and Buffalo Divisions, including the huge, but perishable, Portage Bridge, and would consolidate, for the most part, the traffic of these two feeders, and improve the grades without sacrifice of distance or time. (5.) The Erie Railway Company should be able to own and repair all its rolling stock; and at the same time abandon the manufacture of either cars or engines. It is impossible that the "United States Rolling Stock Company of London," should reap 12 per cent dividends without impoverishing, to a like extent, the Erie owners. (6.) And most important, now that a unity of interests has been established with the Atlantic and Great Western connections, and an independent entrance to Chicago will soon be effected *via* the Lake Shore and Michigan Southern Railway, the Erie Company should have a line of their own to Indianapolis and Saint Louis. For this purpose its owners should not relax their hold on their stock for a moment; neither on account of hostile demonstrations from without, nor internal treachery. They should acquire also the control, or if already acquired, keep the control, of the Cleveland, Columbus, Cincinnati and Indianapolis combination of lines. This line would not then be at the mercy of its rivals. It would be a strong system. The rest of the routes, as far as the Pacific roads, will naturally gravitate to them. To carry out these plans will require either fresh loans, at low rates of interest, or a sacrifice of

dividends for many years, until the property, by careful management, can be made to earn this large surplus. The latter is the wiser course; but either will answer. To do either, however, it is indispensable that the foreign capitalists should stand firm with our own shareholders, and support the administration as a unit.

Chicago, Rock Island and Pacific Railroad.

The income of this company for the years ending March 31, 1873 and 1874, were as follows:

	1873.	1874.
From passengers	$1,521,790 14	$1,669,570 62
" freight	1,597,982 01	5,003,001 07
" mails	90,751 24	149,044 61
" express	100,650 00	107,098 22
" rents, int., etc.	108,957 87	119,488 78
" inter't on loans, premiums, etc.	237,819 41	85,370 69
	$6,657,050 67	$7,188,573 99
Expenses, viz:		
Salaries of agents and clerks	$257,247 50	$282,012 85
Books, printing and stationery	39,681 27	47,523 47
Station house expenses	53,380 88	69,887 84
Labor handling freight, watchmen, etc.	301,851 03	290,570 73
Conductors, baggagemen and brakemen	186,915 04	202,933 29
Enginemen and firemen	286,254 37	324,644 62
Fuel account	347,477 29	405 142 28
Oil, tallow and waste	48,850 26	57,610 24
Loss and damage to goods and baggage	14,107 98	24,182 44
Damage for injuries to persons	14,850 61	20,688 53
Contingent account	80,404 11	123,805 59
Repairs of engines and tenders	165,657 74	223,517 40
Repairs of cars	431,0.7 44	431,047 89
Tools and machinery in shops	19,585 92	19,089 07
Repairs of roadway & track	464,875 57	548,250 69
Cost of iron for repairs and renewal of rails	354,647 79	366,338 04
Repairs of fences and gates	17,276 75	17,257 97
Repairs of bridges and draws	78,093 66	126,741 68
Repairs of buildings & fixtures	60,817 59	71,727 32
Damages for cattle killed or injured	8,773 25	14,638 62
Repairs of telegraph	7,155 42	7,212 27
Car service account	14,914 04	29,395 52
	$2,253,344 91	$3,698,666 85
Legal expenses	23,958 07	40,646 24
Taxes on real estate	240,480 51	137,576 17
	$3,517,783 49	$3,876,889 26
Net income	$3,139,267 18	$3,256,684 73
From which deduct—		
Rent of Peoria and Bureau Valley Railroad	$125,000 00	
Interest on bonds	629,125 00	
Dividends April & Nov., 1873, 4 per ct. each	1,659,172 00	
		2,413,297 00
Leaving a balance of		$843,387 78
Add balance of income account April 1, 1873		4,589,683 20
Total, as in Balance Sheet		$5,433,070 98

Compared with the previous year, the gross income shows an increase of $476,523 32; with an increase in expenditures of $359,105 77—making an increase in the net income of $117,417 55. The balance after payment of rent, interest and dividends, is $29,265 45 less than at the close of the previous year. The report says:

The Chicago, Rock Island and Pacific Railroad Company own a line of railroad extending from Chicago to Council Bluffs, Iowa.

This line comprises what was formerly known as the Chicago and Rock Island Railroad, of Illinois, and the Mississippi and Missouri Railroad, of Iowa, the latter being only constructed to Kellogg, with a branch from Wilton to Washington, Iowa, when it became the property of the present consolidated company in 1866.

By the terms of consolidation the new company became the owners of over five hundred and fifty thousand acres of land in Iowa, originally granted to aid the construction of the Mississippi and Missouri Railroad, and since confirmed to the consolidated company by congressional and legislative action.

Over four hundred and fifty thousand acres yet remain unsold.

The company completed their main line to Council Bluffs in 1869; extended the Washington Branch to Sigourney, and aided the building of a Railroad from Des Moines to Indianola and Winterset; all of which were brought into use in the spring of 1872.

This company own and operate the following lines:

	miles.
Main Line—Chicago to Council Bluffs	500.71
Branch " Wilton to Sigourney	78.76
Branch " Des Moines to Indianola and Winterset	48.24
Branch " Bureau to Peoria	46.75
	674.46

The last named Branch was built by the Peoria and Bureau Valley Railroad Co., and control obtained by a perpetual lease made to the Chicago and Rock Island Railroad Company, at a rental of $125,000 per annum.

This company also operates the Chicago and South Western Railway, a line of Railroad extending from Washington, Iowa, to Leavenworth, Kansas, with a Branch reaching the Missouri River, opposite Atchison, Kansas, 300 miles in all.

Separate accounts are kept of the earnings and disbursements of the Chicago and South Western Road, and such accounts are not included in this report of the Chicago, Rock Island and Pacific Railroad Company.

LANDS.

The Land Commissioner reports sales of 24,537.57 acres, for the sum of $200,152 17, averaging nearly $8 25 per acre.

The sales of the past year, as compared with the previous one, shows an increase of 8,946 acres, realizing $73,373 74.

The policy of selling in small parcels to actual settlers, has been closely adhered to. Most of the purchases being half and quarter sections. Inquiry for, and sales of land, has been mostly confined to the territory lying within ten or twelve miles of the Railroad, and as much the largest portion of the lands owned by the company are from twelve to twenty-five miles from the road, it may be worthy the consideration of the Directors, whether a Branch Railroad, located and constructed to accommodate and enhance the value of the company's lands in Audubon and Shelby counties, might not prove a safe and profitable investment.

Taxes have been paid during the year on 464,400 acres of land, amounting to $50,526 67, averaging nearly 11 cents per acre.

After providing for all expenses of the Land Department, taxes, &c., $80,000 has been carried over to the sinking fund.

SINKING FUND.

OFFICE COMMISSIONERS OF SINKING FUND, CHICAGO, ROCK ISLAND & PACIFIC R.R. Co. New York, April 1st, 1874.

The Commissioners of the Sinking Fund respectfully report:

That since the date of their last annual report they have received from the following sources:

Balance on hand at date of last report	$870 26
Cash received from J. L. Drew, Land Commissioner	80,000 00
Interest on bonds and loans	20,709 43
Cash received from C. R. I. & P. R.R. Co	133 92
	$101,713 61
And they have purchased $70,000 of the mortgage bonds of the C. R. I. & P. R. R. Co. at a cost of	$70,246 87
And have cash in Corn Exchange Bank	31,466 74
	$101,713 61

The securities and cash now held by them, are as follows:

$303,000 in mortgage bonds of the C. R. I. & P. R. R. Co.

$24,000 in mortgage bonds of the Peoria, Pekin and Jacksonville R. R. Co.

$31,466 74 cash in Corn Exchange Bank.

The bonds of the C. R. I. and P. R. R. Co. purchased for this fund, have all been registered in the name of the Commissioners, and so mutilated that they cannot be issued again.

All of which is respectfully submitted.

HUGH RIDDLE,
F. H. TOWS,
Commissioners of Sinking Fund.

The gross earnings of the road during the year ending March 31, 1874, were $7,048,203 30; the operating expenses, $3,876,889 26; and the net earnings, $3,171,314 04. During the fiscal year ending March 31, 1873, the earnings were $6,419,231 26; the expenses $3,517,783 49; and the net earnings, $2,901,447 77—showing an increase in earnings during the past over the previous year of $628,972 04, in expenses of $359,105 77, and in net earnings of $269,866 27. The per centage of operating expenses in 1873-'74 was 52.47; including taxes and legal expenses, 55, against 54.8 in 1872-'73, 50 in 1871 '72, 56.5 in 1870-'71, and 57.66 in 1869 '70.

The number of passengers transported during the year was 1,088,906, of which, 1,075,691 were first class, 8,848 second class, and 4,367 emigrant. Of the total number, 40,968 were through and 1,047,943 way; 539,174½ going east, and 549,731½ west. Number of passengers carried one mile, 49,186,817; equivalent to carrying each passenger 45.17 miles. Average rate per passenger per mile, 3.394 cents, against 3.596 cents in 1872-'73, 3.617 in 1871-'72 3.840 in 1870 '71, and 4.59 in 1869 70. Average amount for each passenger, $1.53½. The per centage of receipts during the past year has been: from passenger earnings, 23.68; freight, 70.98; express, mails, etc., 5.34. The gross earnings per mile of road operated were $10,450 14; expenses, $5,747 57; net earnings, $4,702 57. Earnings for each mile run by passenger train, $1.75.

The amount of freight transported during the year was 2,798,766,659 lbs.—an increase over the previous year of 224,834,178 lbs. Freight carried one mile, 249,523,401 tons; equivalent to moving each ton 173 miles. Average rate per ton per mile, 2.07 cents, against 2.26 in 1872-'3, 2.49 in 1871-'72, 2.64 in 1870-'71, and 2.74 in 1869-'70. Earnings for each mile run by freight trains, $1.51.

There has been a very considerable increase in the number of passengers carried and tons of freight moved, as compared with the previous year, equal to 13¼ per cent; but owing to the lower rates obtained the increase of passenger

earnings is but 9.7 per cent, and of freight earnings 8.8 per cent.

A comparison of the earnings for the past five years exhibits the fact, that while the volume of business has steadily increased, the rate for such transportation has steadily decreased. While the freight moved has increased in quantity over 90 per cent, the average rate per ton has decreased fully 25 per cent; and if the rates that prevailed five years ago could have been obtained for the traffic of the past year the company would have received $2,160,862 more revenue.

A re adjustment of the rates of compensation for carrying the United States mail, as per act of Congress passed March 3d, 1873, has been obtained, by which the annual compensation received by the company for performing mail service has been increased from $94,286 to $141,645, the increase taking effect July 1st, 1873.

The expenditures on account of construction and equipment have been as follows:

Land and land damages	$15,804 67
New equipment	295,182 26
Grading, including masonry	85 399 17
New second track (16 miles)	159,858 66
Additional side tracks (10.84 miles)	88,816 82
New buildings and machinery	128,588 99
Excess in cost of steel over iron rails	186,752 37
Ballasting broken stone and gravel	21,822 26
Excess in cost of iron over wooden bridges	10,264 52
Chicago passenger depot	57,107 80
Rock Island bridge	247,140 57
New fencing	3,899 61
Indianola Branch Railroad	5,693 72
Winterset " "	6,958 19
Fort Leavenworth " "	582 08
South Chicago " "	55 755 65
Artesian well and water tank	1,826 05
Engineering, etc., etc.	9,074 66
	$1,380,027 55

The additions made to the equipment have been: 18 first class 34-ton locomotives, 6 passenger coaches, 89 stock and 99 platform cars, all constructed in the company's shops, except 49 platform cars.

Forty-five wooden bridges and trestles, principally in Iowa, have been replaced by permanent stone culverts and bridge abutments, requiring 10,700 cubic yards of masonry. The excess over what it would have cost to renew the same structures with wood has been charged to construction.

Sixteen miles of second track have been constructed and brought into use. Between Morris and Seneca 10¼ miles; between Colona and Port Byron Junction 5¾ miles.

The cost of grading, bridging, and superstructure averaging a fraction less than $10,000 per mile.

10.84 miles of additional side tracks have been constructed at an average cost of $8,200 per mile. About 4 miles were required in the new terminal yards at Rock Island and Stuart, and to reach New Foundry; the balance as turn outs at various points to accommodate the increasing traffic.

Prominent among the new buildings constructed are a foundry, 194 feet long by 80 wide, and a storehouse and pattern room, 82 by 86 feet, two stories high, both built of brick, with iron roof trusses, and covered with slate.

The foundry has been in successful operation since October, and will furnish all the iron and brass castings required for use on the road, including engine and car wheels.

A contract has been made for a term of years with a practical foundryman to make all castings by the ton. It is believed this will prove advantageous to the railroad company.

The change of line at Rock Island to accommodate the New Bridge over the Mississippi River made it necessary to re-arrange tracks for the reception and making up of freight trains. Additional land near the east end of New Bridge has been purchased, nearly three miles of side track laid, and an engine house of thirty stalls is now in course of erection; the entire foundation and ten stalls being complete at date of this report. The building is of brick, with slated roof, and will be fully completed early in the summer.

A new brick freight house, 200 by 80 feet, has been erected at Rock Island.

An engine house of sixteen stalls, built of brick, has been erected at Stuart.

Two new turn tables of approved pattern, have been put in at Rock Island and Stuart.

4,363 tons of steel rail have been laid, and the excess of cost over iron rails charged to construction account.

Of the amount charged to Rock Island bridge. $177,320 95 was paid to the United States Government as the company's proportion of the cost of superstructure, as per contract made in 1868, the balance was expended in filling and bridging the slough east of Island, removing piers of old bridge from channel, completing approaches, &c., &c.

The bridge has been in use more than a year. That portion over the main channel is under the control and supervision of the commandant of the Government post at Rock Island, and this company is relieved from all responsibility on account of detention or damage to boats in passing the draw.

A new truss bridge (combination of wood and iron) 618 feet long, has been built over Cedar river, near Moscow station.

The right of way has been obtained, and a Branch Railroad constructed from a point on the main line about ten miles west of Chicago to the Lake Harbor at South Chicago, 6.2 miles in length.

The growing importance of this new town, manifested in the various manufacturing enterprises started, the improvement of the harbor, the grading of streets, and erection of new buildings, give promise of a large business at no distant day.

Already several large deposits of lumber have been made on its docks. Iron works have been established; new and extensive mills projected; and the attention of the capitalist, as well as manufacturer, has been attracted to South Chicago, as likely soon to become one of the most important and busy of Chicago's many suburban towns. Believing the time will soon come when the possession of this Branch will prove of great value to the company, your managers felt justified in incurring the comparatively small outlay necessary to secure a permanent location to this promising suburb and its harbor.

The leading items of expenditures for repairs and renewals of track have been as follows:

309,832 ties	$103,283 70
$4{,}423\frac{746}{2240}$ gross tons Bessemer Steel Rails	563,029 80
$3{,}221\frac{480}{2240}$ gross tons new and re-rolled iron	214,680 72
164,767 lbs. railroad spikes	7,580 00
371,860 lbs. fish bars and bolts	16,709 01
30,403 rails have been cut and repaired in company's shops at cost of	26,348 26

48 miles of track has been re-laid with steel rail, and 34.16 miles of track with new iron rail.

The company have laid in all

$12{,}002\frac{1379}{2240}$ tons of steel rails.

$348\frac{497}{2240}$ tons of steel capped rails.

Equal to 134 miles of track.

The strength, durability, and safety of steel rails, and the economy arising from their use, as compared with iron rails, has been so thoroughly demonstrated by practical tests on all the leading railways of the country that any further argument in favor of their more general use seems wholly unnecessary.

The company owned at date of last report 197 locomotives; to which have been added by construction in the company's shops 18—making a total of 215. The company have also 11 sleeping coaches, 67 day coaches, 5 railway post office, 23 baggage mail and express, 1 paymaster's 2,408 box freight, 622 stock freight, 979 platform and coal, 77 caboose and drovers', 1 pile driving, 1 wrecking, and 40 gravel cars.

The number of miles run by locomotives on passenger trains was 1,035,818; on freight trains, 3,315,334; on wood, construction and gravel trains, 334,859—total 4,686,006. Cost per mile run for repairs, oil, waste, fuel and wages of engineers, firemen and wipers, 20.01 cents.

BALANCE SHEET, April 1, 1874.

Capital stock account		$24,999,700 00
Fractional scrip convertible into stock		300 00
Mortgage sinking fund bonds		9,000,000 00
Fractional agreements convertible into bonds		140 00
Chicago, Rock Island and Pacific R. R. Co. of Iowa		3,448 56
Sundry balances due		37,124 70
Profit balance of income account		5,433,070 93
		$39,473,784 19
Cost of road and equipment		$30,032,761 83
Indianola Railroad		178,328 52
Sigourney Railroad		564,584 78
Fort Leavenworth Railroad		111,602 90
Winterset Railroad		229,283 16
Calumet Railroad		55,755 65
Pacific Hotel stock		125,000 00
Pacific Hotel bonds		389,871 54
Railroad bridge bonds		857,136 49
Advances to pay coupons C. & S. W. R. R. Co		919,712 49
Advances for expenditures upon C. & S. W. R. R. Co		1,088,839 88
Bonds in hands of Assistant Cashier Chicago		25,500 00
Due from Post Office Department		28,162 94
Stock of fuel and materials on hand		76,462 96
Cash, cash items, &c., in hands of Cashier, Chicago		675,434 69
Chicago, Rock Island and Pacific Railroad stock		4,020,000 00
Cash and loans payable on demand		565,896 86
		$39,473,784 19

President.—JOHN F. TRACY.

Vice Pres't and Gen'l Sup't.—HUGH RIDDLE.

Directors.—David Dows, Francis H. Towa, A. G. Dulman, Charles R. Marvin, H. Kennedy, New York; Rob't A. Forsyth, Newburg, N. Y.; Milton Courtright, Wm. L. Scott, Erie, Pa.; John F. Tracy, Hugh Riddle, Henry H. Porter, Chicago, Ill.; Geo. L. Davenport, Davenport, Ia; B. F. Allen, Des Moines, Iowa.

Secretary and Treasurer.—FRANCIS H. TOWS.

Auditor.—F. D. SHERMAN.

Ass't Gen'l Superintendent.—A. KIMBALL.

Railroad Abandonment Reconsidered.

Mr. H. A. Taylor, president of the Wells road, has applied to the Mankato City Council for an extension of 60 days time for the completion of that portion of the road from Mankato to Good Thunder, which the original resolution required to be completed by August 1. The Mankato (Minn.) *Review* says:

The road was virtually abandoned with Mr. Man's famous dispatch about unfriendly legislation, but Mr. Taylor, protesting against this decision, determined to make still one further effort to succeed, and for this purpose he enlisted Messrs. Drake, Wilder, Thompson and others of the St. Paul and Sioux City road in the enterprise. This reassured a portion of the New York parties, who, with the St. Paul parties, have formed a combination for completing the road. One express condition of this combination is that Mankato and Lyra shall extend the time for reaching Good Thunder sixty days to the first of October.

☞ The Grafton Railroad, comprising a narrow gauge track three miles in length, from Grafton Centre to Grafton Station, on the Boston and Albany Railroad, has been completed.

The National Currency Act.

An act to fix the amount of United States notes, providing for distribution of the national bank currency, and for other purposes.

SECTION 1. Be it enacted &c., That the act entitled "An act to provide a national currency secured by a pledge of United States bonds and to provide for the circulation and redemption thereof," approved June 3, 1864, shall be hereafter known as the "National Bank act."

SEC. 2. That section 31 of "the National Bank act" be so amended that the several associations therein provided for shall not hereafter be required to keep on hand any amount of money whatever by reason of the amount of their respective circulation; but the moneys required by said section to be kept at all times on hand shall be determined by the amount of deposits in all respects, as provided for in the said section.

SEC. 3. That every association organized, or to be organized, under the provisions of the said act, and of the several acts amendatory thereof, shall at all times keep and have on deposit in the Treasury of the United States, in lawful money of the United States, a sum equal to 5 per cent of its circulation, to be held and used for the redemption of such circulation; which sum shall be counted as a part of its lawful reserve, as provided in section 2 of this act; and when the circulating notes of any such associations, assorted, or unassorted, shall be presented for redemption in sums of $1,000 or any multiple thereof to the Treasurer of the United States, the same shall be redeemed in United States notes. All notes so redeemed shall be charged by the Treasurer of the United States to the respective associations issuing the same, and he shall notify them severally on the first day of each month, or oftener, at his discretion, of the amount of such redemptions; and whenever such redemptions for any association shall amount to the sum of $500, such association so notified shall forthwith deposit with the Treasurer of the United States a sum in United States notes equal to the amount of its circulating notes so redeemed. And all notes of national banks, worn, defaced, mutilated, or otherwise unfit for circulation shall, when received by any asisstant treasurer or at any designated depository of the United States, be forwarded to the Treasurer of the United States for redemption as provided herein. And when such redemptions have been so reimbursed, the circulating notes so redeemed shall be forwarded to the respective associations by which they were issued; but if any such notes are worn, mutilated, defaced, or rendered otherwise unfit for use they shall be forwarded to the Comptroller of the Currency and destroyed, and replaced as now provided by law; Provided, That each of said associations shall reimburse to the Treasury the charges for transportation and the costs for assorting such notes; and the associations hereafter organized shall also severally reimburse to the Treasury the cost of engraving such plates as shall be ordered by such association respectively; and the amount assessed upon each association shall be in proportion to the circulation redeemed, and be charged to the fund on deposit with the Treasurer; and provided further, That so much of section 32 of said National Bank act requiring or permitting the redemption of its circulating notes elsewhere than at its own counter, except as provided for in this section, is hereby repealed.

SEC. 4. That any association organized under this act, or any of the acts of which this is an amendment, desiring to withdraw its circulating notes, in whole or in part, may, upon the deposit of lawful money with the Treasurer of the United States in sums of not less than $9,000 take up the bonds which said association has on deposit with the Treasurer for the security of such circulating notes, which bonds shall be assigned to the bank in the manner specified in the nineteenth section of the National Bank act; and the outstanding notes of said association, to an amount equal to the legal-tender notes deposited, shall be redeemed at the Treasury of the United States, and destroyed as now provided by law: Provided, That the amount of the bonds on deposit for circulation shall not be reduced below $50,000.

SEC. 5. That the Comptroller of the Currency shall, under such rules and regulations as the Secretary of the Treasury may prescribe, cause the charter numbers of the association to be printed upon all national bank notes which may be hereafter issued by him.

SEC. 6. That the amount of United States notes outstanding and to be used as a part of the circulating medium shall not exceed the sum of $382,000,000 which said sum shall appear in each monthly statement of the public debt, and no part thereof shall be held or used as a reserve.

SEC. 7. That so much of the act entitled "An act to provide for the redemption of the 8 per cent. temporary-loan certificates, and for an increase of national-bank notes," as provides that no circulation shall be withdrawn, under the provisions of section 6 of said act, until after the fifty four millions granted in section 1 of said act shall have been taken up, is hereby repealed; and it shall be the duty of the Comptroller of the Currency, under the direction of the Secretary of the Treasury, to proceed forthwith, and he is hereby authorized and required, from time to time, as application shall be duly made therefor, and until the full amount of $55,000,000 shall be withdrawn, to make requisitions upon each of the national banks described in said section, and in the manner therein provided, organized in States having an excess of circulation, to withdraw and return so much of their circulation as by said act may be apportioned to be withdrawn from them, or, in lieu thereof to deposit in the Treasury of the United States lawful money sufficient to redeem such circulation, and upon the return of the circulation required, or the deposit of lawful money, as herein provided, a proportionate amount of the bonds held to secure the circulation of such association as shall make such return or deposit shall be surrendered to it.

SEC. 8. That upon the failure of the national banks upon which requisitions for circulation shall be made, or of any of them, to return the amount required, or to deposit in the Treasury lawful money to redeem the circulation required, within thirty days, the Comptroller of the Currency shall at once sell, as provided in section 49 of the National Currency act, approved June 3, 1864, bonds held to secure the redemption of the circulation of the association or associations which shall so fail, to an amount sufficient to redeem the circulation required of such association or associations, and with the proceeds, which shall be deposited in the Treasury of the United States, so much of the circulation of such association or associations shall be redeemed as will equal the amount required and not returned; and if there be an excess of proceeds over the amount required for such redemption, it shall be returned to the association or associations whose bonds shall have been sold. And it shall be the duty of the Treasurer, assistant treasurers, designated depositaries, and national bank depositaries of the United States, who shall be kept informed by the Comptroller of the Currency of such associations as shall fail to return circulation as required, to assort and return to the Treasury for redemption the notes of such associations as shall come into their hands until the amount required shall be redeemed, and in like manner to assort and return to the Treasury, for redemption, the notes of such national banks as have failed, or gone into voluntary liquidation for the purpose of winding up their affairs, and of such as shall hereafter so fail or go into liquidation.

SEC. 9. That from and after the passage of this act it shall be lawful for the Comptroller of the Currency, and he is hereby required, to issue circulating notes, without delay, as applications therefor are made, not to exceed the sum of $55,000,000, to associations organized, or to be organized, in those States and Territorties having less than their proportion of circulation, under an apportionment made on the basis of population and of wealth, as shown by the returns of the census of 1870; and every association hereafter organized shall be subject to, and be governed by the rules, restrictions, and limitations, and possess the rights, privileges, and franchises, now or hereafter to be prescribed by law as to national banking associations, with the same power to amend, alter, and repeal provided by "the National Bank act:" Provided, That the whole amount of circulation withdrawn and redeemed from banks transacting business shall not exceed $55,000,000, and that such circulation shall be withdrawn and redeemed as shall be necessary to supply the circulation previously issued to the banks in those States having less than their apportionment: And provided further, That not more than $30,000,000 shall be withdrawn and redeemed as contemplated during the fiscal year ending June 30, 1875.

Views of a Railway Manager.

At a recent dinner in New York, George R. Blanchard, Vice President of the Erie railway, made some particularly sound remarks on the railroad question. He admitted that there had been much fraud and corruption; that many stocks had been diluted; that many managers had fattened on the fortunes or misfortunes of lines; that many bonds had possessed no firm basis of reality; that many roads had been built which should not have been built, and many towns and cities had assumed debts upon shadowy securities. The railways, he said, should be as sound and well managed as the banks, for they were alike custodians of public and private interests, and the conservators of public repute and credit at home and abroad. Such concessions to public sentiment and welfare were well demanded, but he submitted to the mercantile judgment of his hearers the questionable results of erratic prohibitive railway tariff legislation, of which he said:

It had failed in all countries which had tried it. It dealt in values, but could not justly establish them for transportation; it attacked their usefulness and credit; it disturbed and diverted capital; it created fictitious issues; it denied investors the rights secured to them in all other forms of venture; it retarded national prosperity and increase; it encouraged bribery and fraud, jobbery and consolidation; it stimulated the disastrous contests of labor with capital; it removed the elements of fixed calculation and substituted the uncertainties of public caprice; it impaired the obligations of contracts; it tended to unwise expenditures of public moneys; it placed states and nations in hostility to the great enterprises that developed them; it involved public and private interests in antagonisms which undermined confidence and bred long lines of disasters to both; and lastly, it unwisely attempted to repeal the inflexible and immutable laws of trade and competition. Between the extremes, it seemed to him, lay the fair road to material prosperity. He apprehended disastrous results from the enactment of unwise laws in respect to railways, and urged that the relations of railways with their Exchange and with every interest of this great city were intimate and continual.

Turkish Railways.

The works on the short extension line of the Roumelian railways from Sophia to Radomir are about to be commenced forthwith. The section is of 73 kilometres (46 miles), and the chief engineer in charge has had his working sheds built and gathered on the spot the greater part of the material he requires. The laying of the rails on the new railway from Moudania to Broussa, of which the earth works have been completed has been suspended, in consequence of the recent suicide, at Haidar Pasha, of the German contractor who had undertaken that branch of the construction of the line. We are assured that the Minister of Public Works is examining as quickly as possible the accounts of Mr. Pressel's staff of engi-

neers, engaged on the surveys of the projected Asiatic lines, whose services have been dispensed with, and that the greater number have been already paid what is due to them. Mr. Pressel himself, the ex-director-in chief of these Asiatic lines, the execution of which is for the present abandoned, will leave Constantinople shortly on his return to Germany.—*Levant Herald.*

French Railways.

The statistical department of the French "Bureau des ponts et chaussees" has just published an Abstract of the French railway statistics for 1873, as compared with 1872, from which we extract the following particulars:

At the end of 1872 the total length of railway at work in France was 17,840 kils. During 1873, some 725 kils. additional were opened; so that at the end of last year the total length of all the French railways was 18,565 kils. Out of the 725 kils. of new line opened in 1873, the Old Systems of the 6 great Companies contributed 64 kils. only; while the New Systems provided 315 kils.: total, 379 kils. The other French railway Companies, those that in France are termed the "small" Companies in contra-distinction to the 6 "great" ones, opened up 346 kils. between them, or almost as much as the "great" Companies. But whereas the "great" Companies were working at the beginning of 1873 some 17,016 kils. of line, while the "small" Companies only had at work some 824 kils., this result does not say much for the activity of the "great" Companies, while it speaks volumes for that of the "small" ones, who added just upon 42 per cent. to their mileage.

Taking the population of France at 36,000,000, and omitting merely local lines, there would be one kilometre of railway to every 1,940 inhabitants; and taking its area at 528,000 square kilometres, there would be one kilometre of railway to every 28¼ square kilometres.

The 9,247 kils. of the Old Systems of the six "great" Companies yielded in 1873 an average gross receipt of 67,549 frs. per year per kil. The New Systems yielded 21,029 frs. per year per kil. The 1,170 kils,, belonging to the "small" Companies, yielded 11,298 frs. per year per kil., in spite of several lines being, as yet, unproductive. The average gross receipt per year per kil. for all the French lines, was 44,000 frs. The like average for the Belgian State Lines is 46,800 frs.

The Milwaukee and Superior Railroad Case.

Judge Woodruff, of the Circuit Court of the United States, has filed his decision in the case of Jerome R. Brigham, Receiver of the Milwaukee and Superior Railroad Company, against Charles H. Ludington, H. H. Barling, and Abner K. Davis. In this case the complainant filed a bill as the Receiver of the debts, property, equitable interests, and things in action of the company, which was a corporation created by the laws of Wisconsin. In August, 1869, one William B. Smith recovered judgment against the company for $3,029 50 in the U. S. District Court of Wisconsin. The execution issued thereon was returned unsatisfied. Smith then filed his bill in equity as a judgment creditor to discover his rights as such, and to compel the application of the company's assets to the payment of the judgment. The bill was taken *pro confesso* against the company. By subsequent acts of Congress the suit was transferred to the Circuit Court of that district. The plaintiff was, by this court, appointed Receiver in 1870. The nature and object of the present suit is as follows: In 1857 the railroad company hypothecated with the Boston Locomotive Works certain notes and mortgages upon real estate in Wisconsin as collateral securities for the company's notes, amounting to $18,000, given to the locomotive works for engines. Subsequently judgment was recovered on these notes. The judgment was returned unsatisfied, and a bill in equity was filed against the company and against Ludington and others, to enforce payment out of some of the company's property, which was alleged to have come into their hands. A final decree was given against these defendents for $19,110, with interest, bringing it up to $33,398 55. By subsequent assignment this judgment and the original claim of the Boston Locomotive Works came to the defendants in the present suit, Barling and Davis. They subsequently sold the debt, with all the securities, except the mortgages, which they still hold to secure them against responsibility to the railroad company. The complainant in this suit seeks to compel the collection of this judgment, or its application, without actual collection, toward the satisfaction of the debt of $33,398 55, which now amounts to $36,182 84, at the same time offering to pay the deficiency and all other just charges, and prays that thereupon the mortgages be delivered to him for collection for the payment of Smith's judgment, upon whose bill, as judgment creditor, the complainant was appointed Receiver. It was objected that the bill was defective for want of parties—that the presence of the railroad company was indispensable. The court held that the objection was well founded, and dismissed the bill.

Watered Railroad Stock.

A special telegram from Bloomington, Ills., to the St. Louis *Democrat*, dated June 24, says:

A case was decided in the Rock Island Circuit Court, a day or two since, which is of the utmost importance to the people of this State, and which appears to have a bearing on the Lafayette, Bloomington and Muncie Railroad case in the McLean Circuit Court, in which McLean and neighboring counties are so largely interested, and which is now in litigation. The case was one which was brought to declare void $2,000,000 of stock in the Rockford, Rock Island and St. Louis road issued to the contractors, and by them paid over to the defendants on a division of the profits of the construction contract. A decree was entered canceling stock to the amount of $1,785,000, and the stock has been surrendered and canceled. Enough more to make it $2,000,000 is embraced by the decree, but has not yet been surrendered.

This, it is said, is the first case where a suit has resulted in setting aside stock which was, in fact, never paid for, and the value of which never entered the road, but which nominally swelled the construction account.

Postal Cars.

We see it stated that the president of the Philadelphia, Wilmington and Baltimore Railroad Co. has notified the Postmaster General that after July 1 that road will not haul the United States post-office cars over his road, but will carry the mails as formerly like other freight, charging full fare for every employe of the Post-office Department who goes over the road. The Postmaster General, it is reported, will then begin a suit in the United States courts to compel the road to take the postal cars. The company holds that the United States cannot require the road to carry the mails in a given way, so long as the company is not consulted as to the price to be paid. The management of the road have offered to submit the question of compensation to a jury or to arbitrators, but as the Postmaster General, it is said, refuses to do this, the company will take the course indicated in order to make a test case. It is hoped the litigation will not interfere with the regular transmission of the mail.—*Phila. Ledger, June 27.*

☞ It is now believed that the Lafayette, Lasalle and Clinton railroad, to extend from Sheldon, Indiana, to a point on the Prophetstown road, in Illinois, will be constructed this year. The estimated cost of construction and equipment is $2,188,000.

☞ The Boston Journal says that some misapprehension appears to prevail with regard to the conditional subscription of the State to the loan to the New York and New England Railroad, and it adds: "We do not understand that the act limits the time within which the State will take its proportion of the whole amount, but simply provides that $500,000 shall be taken up by bona fide subscribers before its own promise shall be payable. It would seem as if there ought not to be any delay in this matter, and that interested outside parties should not hesitate, as the State has subscribed double its proportion."

☞ The net earnings of the Chicago, Burlington and Quincy Railroad, and Burlington and Missouri River Railroad, in Iowa, leased to the former road, show a handsome gain this year over the last, being for 1874 $2,017,103 against $1,358,758, for 1873. Increase in net earnings for the first five months of the year, $658,350. The net earnings of the Burlington and Missouri River Railroad, in Nebraska, for five months in 1873 were $13,455; same time in 1874, $174,908; increase this year, $161,448.

☞ The Montgomery (Ala.) *Journal* learns that the New England company of capitalists who purchased the Alabama and Chattanooga railroad have bought the Mobile and Grand Trunk railroad, and have placed large gangs of workmen on the line to continue it to its intersection with the Alabama and Chattanooga railroad, a distance of sixty miles.

☞ At a meeting of the stockholders of the Michigan Central Railroad Company held at Detroit on the 22d ult., the following Directors were elected: J. F. Joy, of Detroit; J. W. Brooks, Nathaniel Thayer, H. H. Hunewell, Sidney Bartlett, of Boston, John Jacob Astor, George F. Tallman, Moses Taylor, of New York, and Erastus Corning, of Albany.

☞ Articles of association have been filed for the Indianapolis and Western railroad. The road is designed to run from Indianapolis, Ind., to Montezuma, to connect with the Indiana and Illinois Central to Decatur, Illinois. A full board of directors was elected, with W. H. Durham President.

☞ The track has been laid on the Rhinebeck and Connecticut Railroad to Gallatinville, New York, about 29 miles northeast of Rhinebeck and some four miles beyond Mount Ross, the point reached last fall. A large force is at work on the line, and work is being pushed forward.

☞ The new iron bridge over the Schuylkill river, at Girard avenue, Philadelphia, has been completed by the contractors, Messrs. Clark, Reeves & Co., and will be formally accepted from the contractors by the city authorities on the morning of the Fourth of July. The total cost of the bridge has been $1,404,445.

☞ W. B. Isbell, George J. Seny and A. B. Bayless have been elected directors of the Toledo, Wabash and Western Railway Co., vice J. R. Cecil, J. T. Casement and Kenyon Cox, resigned.

☞ The western division of the Northern Pacific Railroad has been completed to Columbia river, a distance of one hundred and twelve miles,

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific:													
1867	36,169	51,831	69,029	81,156	95,828	121,702	174,812	191,297	200,550	212,109	128,166	75,871	1,470,553
1868	64,463	86,937	81,396	96,431	106,835	164,729	259,590	251,832	262,770	295,422	286,562	342,743	2,500,767
1869	212,604	218,982	291,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,366	467,659	5,670,882
1870	418,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777.513	583,692	7,995.116
1871	536,499	485,490	614,447	720.929	892,341	795,176	869,297	1,006,373	995.922	981,006	897.234	672,358	9,467.072
1872	592,223	571,836	875,763	949,568	1,380,923	1,138,278	1,272,510	1,271,629	1,254,689	1,285 567	1,299,900	1,037,992	12,734,729
1873	852,860	691,015	932,778	1,129,469	1,373,675	1,313,790	1,211,765	1,258,500	1,392,125	1,423,875	1,296,812	1,072,750	13,939,969
1874	848,558	794,000	867,666	1,182,000	1,360,000	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1860	343,182	315,099	388,727	328,390	345,833	402,854	351.045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506.681	497,519	475,608	441,197	404,264	4,849,405
1871	353.235	342.869	384,999	358,964	461,293	466,097	533,655	534,163	507.617	473,227	455,607	377,687	5,278,910
1872	371.708	332,902	373,217	379,879	409,264	419,196	488,352	559.882	497.261	540,756	431,315	352,604	5,156.326
1873	347,372	396,307	420,898	409,472	430,184	475,819	540,342	596,708	560,868	564,633	410,907	344.046	5,497,541
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366.100	281,334	296,169	473,186	551,122	425,945	407.683	2,811,544
1864	278,876	317,630	390,365	421,363	466,830	565,145	480,710	519,306	569,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,368	585,623	747,942	702,691	767,508	946,707	982,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,943	925,983	803,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,436
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,580	879,900	11,632,739
1868	724,890	807,478	860,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,087	1,107,084	1,001,987	13,384,471
1869	892,083	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,167,056	1,037,974	1 305.673	1,371,780	1,140.145	845,708	13,355.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203.409
1871	655,423	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,894	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,945	1,067,387	859,780	12,272,645
1873	752,468	765,249	967,258	1,034,023	1,256,072	1,309,578	1,240,987	1,284,094	1,071,448	1,451,827	1,039,306	1,019,501	13,816,465
1874	993,490	903,021	1,039,986	1,074,725	1,272,293	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1860	204,112	180,840	239,522	247,661	241,456	259,406	253,367	341,783	320.025	298,615	271,555	242,621	3,096,965
1870	203,069	226,897	244,182	246,046	260,169	274.021	249,355	319.012	317,887	339,239	319.573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	268,775	314,850	360,759	374,671	338,723	340,625	317,773	3,766,343
1872	340,791	320,022	372,974	381,113	378,619	341,104	326,268	401,252	417,328	438,581	389,830	358,743	4,482,625
1873	363,921	413.043	448,924	413.443	436,469	411,260	393,806	465,503	466,796	423,893	327,804	322,996	4,887,448
1874	363,063	276,099	318,976	342,247	306,778	.....	.....	.....	.....	.....	.....	.....	.....
Erie.													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417 211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,560,023	1,525 243	1,643,464	1,748 752	1,704,374	1,392,615	18,694,096
1873	1,326 505	1 329,422	1,516,382	1,641,968	1,764,821	1,717,693	1,685,384	1,774,570	1,918,247	1,882,421	1,560,023	1,625,129	19,631,781
1874	1,462,660	1,273,775	1,413,223	1,466,560	1,687,772	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	704,325	589,967	931,530	695,401	681,041	7,817.629
1869	659,138	624,693	709,645	568,282	640,975	778,261	696,228	841.363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	699,052	901,235	903,225	811,706	697,751	8,378,958
1871	624.744	529,617	563,598	620,228	718,162	718,723	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	687,436	531,627	575,393	559,871	648,956	659,363	609,846	783.255	744,782	881.693	696 475	698,063	8,026,754
1873	602,241	597.429	660,759	653,912	635,459	742,600	648,840	769,745	884,485	797,121	636,039	703,692	8,268,323
1874	611,491	538,668	567,854	580,921	647,892	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	133,673	152,264	267,411	303.915	306,944	266,056	282,723	332,555	365,445	387.999	303 305	210,197	3,321 518
1872	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349.468	449,418	314.513	223.240	3,993,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	328,231	328,189	333,785	392,510	265,217	201,462	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295.369	1,368,948	1,402,597	1,345.316	1,236,285	14,797,975
1872	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459.360	1,635,691	1,764,788	1,558.424	1,483.460	17.591.629
1873	1,412,368	1,549,285	1,736,736	1,694,543	1,680,968	1,585,365	1,451,762	1,582,531	1,776,420	1,742,516	1,375,555	1,546,983	19,134,136
1874	1,519,249	1,306,132	1,371,545	1 598,827	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1871	130,883	126.224	140,740	118,173	119,660	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690.714
1872	152,577	142,408	150,784	145,858	158.717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029 927
1873	160,843	161,132	178,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	151,798	150,801	2,126,875
1874	171,028	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	406,283	363,187	326,891	378,880	487,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	486,980	470,703	480,547	427,096	422.015	529,890	628,660	582,802	587,434	507,050	5,940.102
1872	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873	379,836	440,261	567,314	556,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801.195	496,566	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	868,318	908,318	791,014	529 758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	491,112	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,986	387,565	426,223	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702 898	513,787	6,957,771
1873	334,715	423,716	555,005	569,286	805,799	929,210	834,220	767,803	1,193,209	1,012,704	771,800	843,900	9,040.717
1874	664,400	657,500	576,620	742,050	964,800	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,618	329,243	296,708	271,207	3,184,221
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,869	236,108	3,438,939
1871	212,005	219,504	319,765	285,416	284,782	275,351	287,540	329,270	364,128	369,887	385,108	299,552	3,630,606
1872	254,319	238,823	303,594	305,755	269,560	304,512	265,406	315,699	338,497	384,193	337,920	360.404	3,678,682
1873	227,897	261,346	344,632	321,047	301,521	272 600	267,784	325,093	382,098	353,168	308,632	206,100	.....
Philadelphia and Reading:													
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	858,447	11,316,904
1870	479,872	574.706	679,332	514,493	593,966	617,058	569,697	1,139,459	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872	657,318	645,090	823,683	1,044,261	1,116,887	1,167.008	1,071.407	1,142,241	1,190,695	1,522,847	1,127,030	891,791	12,199,748
1873	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	.....	.....
St. Louis, Alton and Terre Haute:													
1869	132,623	127,817	175,950	171,863	157,396	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,847	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
1872	164,525	137,678	162,336	156,134	148,279	133,503	123,994	169,459	179,457	216,177	177,327	158,700	1,927,471
1873	144,209	159,454	177,514	170,218	164,300	165,260	151,532	166,610	178,302	200,646	132,892	132,762	1,942,669
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	108,716	117,625	116,242	107,524	126,012	127,412	128,775	124,988	123,948	1,372,226
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	176,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	163,254	229,260	208,140	230,300	195,480	179,261	206,190	205,500	186,645	160,809	122,657	2,233,647
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450.206	429,806	328,270	399,439	4,013,203
1869	284,193	240,896	242,706	311,833	312,630	348,891	310,800	450.246	4[illegible]	422.369	323,377	434,284	4,242,343
1870	257,664	293,645	295,270	318,699	340,892	348,633	322,756	466,431	503,[illegible]	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,935	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,868	434,465	614,175	565,811	621,351	489,341	466,081	5,944,570
1873	370,290	405,110	471,301	446,527	470.598	541,191	483,399	642 209	593,504	538,251	418,928	482,767	5,864,076
1874	423,343	400,984	404,699	447,855	420,719	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	23,550	617,585	758,467	999,665	887,388	716,839	5,709,183
1870	528,529	500,139	589,288	706,608	802,586	744,450	643,068	664 051	728,521	719,698	570.168	506,053	7,654,094
1871	479,573	373,925	499,899	584,840	724,466	728,174	673,698	681,866	800,402	777,362	708,142	469,932	7,521,982
1872	578,936	584,115	566,861	741,802	890,442	855,450	743,382	789,567	863,754	980,706	915,727	767,851	8,892,606
1873	523,975	491,784	708,256	881,266	1,007,831	930,865	876,833	887,277	1,068,937	1,170,586	970,660	758,883	10,266,104
1874	620,715	607,990	687,026	834,954	.....	.....	.....	.....	.....	.....	.....	.....	.....

Charles Francis Adams on the Railroad Question.

An open letter has been addressed to Senator Windom, by Charles Francis Adams, Jr., in regard to the propositions for railroad legislation which have been brought before Congress during the present session, and in particular with reference to the McCrary bill, and Senator Windom's suggestion for a Bureau of Commerce. Mr. Adams expresses the belief, undoubtedly justified by fact, that it has been his fortune to have more actual experience as a railroad Commissioner than any other man in America, and that therefore his views on the question before Congress may have more value than they would be otherwise entitled to. His experience, however, does not lead him to be satisfied either with the McCrary bill or with Senato Windom's proposal for a Bureau of Commerce. The first measure, he thinks, goes a great deal too far, and the second not far enough. He then proceeds to explain in what respect the McCrary bills goes too far, and says:

The general body of railroad tariffs in this country is now made up by the freight and ticket agents of the several lines, being some 1,500 or 2,000 in number, under responsibility to their several Boards of Directors. The tariffs thus framed are found by a portion of the public to be unsatisfactory. The McCrary bill proposes to remedy the evil by creating a species of Board for the revision of the tariffs, composed of nine public officials, from whose decision an appeal lines, not to the owners of the property, but to the petit juries of the country. The investigations I have made, no less than such experience as I have had, all go to convince me that the remedy will not cure the evil. I do not believe it is possible for any nine men, no matter how honest or experienced they may be, to properly revise all the running railroad tariffs in the United States. Even if they could, I do not believe—indeed, I know perfectly well—that they would not be able to reach the root of the present difficulty. That difficulty is the natural outgrowth of your whole theory and system of railroad construction, and you cannot eradicate it in this way, unless you are prepared to go all lengths, and upset that system. It may well be that the system is not the best possible; such as it is, however, it is there; and many of the evils complained of, every man at all familiar with it knows are vital to it. It is the system of private ownership regulated by competition, and the effort through the McCrary bill is to secure to the public all the benefit of competition, without any of its burdens. It cannot be. The Commissioners appointed under that bill, if it becomes a law, will find themselves placed in an impossible position. They will be forced in their decisions to be either arbitrary or absurd. They can be guided neither by principles nor by precedent. They must, unless they doggedly content themselves with some barbarous "rule of thumb," like the Wisconsin law, settle each case on its individual merits; and the consequence would be that they would soon accumulate about themselves a cloud of apparent, inconsistencies, in which their enemies would revel, while the public wandered more hopelessly befogged than ever.

It will be observed that Adams refers to the Wisconsin law as a barbarous rule of thumb; and in another part of his letter he very frankly states that there was a time when he himself believed what was wanted was more legal force in dealing with railroads, and he says:

I have since changed my mind. In the light of a fuller experience I think that the Massachusetts legislative wisdom had the right of it, and that in the instinctive inclination to have recourse to increasing force, I then was wrong, as the States of Wisconsin and Illinois are now.

He is of opinion that the best plan yet devised is that on which the Massachusetts Railroad Commission is based. The Commission possesses, in regard to tariffs, no executory powers whatever, its functions being simply advisory. The Commissioners are authorized to do nothing but listen, investigate and recommend. Whoever has, or thinks he has, a cause of grievance against any of the railroads, can bring it to the notice of the Board, whose duty it is to examine into the complaint, hear the parties in dispute, and then arrive at a formal decision, either dismissing the complaint, or making it a distinct recommendation to the corporation complained of. Such an arrangement will at first sight very possibly appear inefficient to bring about any practical reformation of abuses, and this was the idea which Mr. Adams entertained when he first entered upon his duties as Chairman of the Board. He found that he and his colleagues could not enforce any of their decisions, but were only authorized to report them, together with the subsequent action of the corporations upon them, to the Legislature. As he says:

Their recommendation thus simply went for what they were worth in themselves; they carried on weight except what was due to their reasoning, their justice, and the force of public opinion behind them.

But experience has convinced him that the practical operation of the Massachusetts Commission is that of a medium for the concentration of an otherwise scattered and ineffective public opinion, and that its results have been far more satisfactory than any kind of coercive legislation is ever likely to be. He observes:

The great difficulty has been in the want of a medium through which to bring public opinion to a focus. In the absence of such a medium it has been dissipated in every conceivable form of cant, sophistry and passion; setting back much needed reforms, instead of advancing them. It is doing this very thing now. The whole result of my experience has been to convince me that we make the greatest possible mistake in underestimating this force of public opinion in the management of the railroads. We are frantically running round in search of a Constable, when a properly directed remonstrance would produce the desired result. Reason, backed by public opinion, is a great deal stronger than any United States Marshal. Judging by the tone of the press and of debate, I should infer that neither reason nor public opinion had any weight whatever with railroad managers in America; my own experience leads me to the opposite conclusion, that there is no railroad corporation in the United States which to-day would dare to persist in any flagrant abuse of its privileges in face of a calm, intelligent, and well reasoned remonstrance from any authorized public tribunal.

As the opinions of a man whose experience in railroad management and railroad legislation is second to none, and who cannot be accused, even by the most reckless demagogues, of being unduly biased in behalf of the corporations, these views of Charles Francis Adams are entitled to careful consideration. It is a fact which it may be worth while to call attention to here moreover, that gradually everybody whose opinion is of the least value on cognate subjects, is ranging himself on the side which we have occupied in this controversy—the side, namely, of reason and justice. It is scarcely possible to-day to find a man of the least reputation who is willing to indorse those "barbarous rules of thumb," known as the Wisconsin and Illinois railroad laws. On the one hand the highest authorities demonstrate their unconstitutionality. On the other hand the highest authorities prove their inexpediency and impracticability. They are not lawful, in the first place; and in the second place they would not be advisable even if they were lawful. In a word, what is being realized is that the solution of the railroad problem will be vainly sought in this direction. As Adams says "the great problem is working itself out in its own way, to a foregone conclusion," and the wisest as well as the only feasible course is that which enables it to work itself out with the least possible friction.—*Sacramento Record.*

Atlantic and Great Western Railway.

A meeting of the stockholders of the Atlantic and Gt. Western Railway was held in this city on the 25th ult., for the purpose of voting on the proposed lease of the road to the Erie Railway Company. More than two-thirds of the stock was represented, and the vote in favor of the ratification of the lease was unanimous. The lease is for the term of ninety-nine years, dating from the 1st of May, 1874. The Erie company is given full control over all franchises of the Atlantic and Great Western road, with power to change the gauge of the latter line. The Erie is bound to maintain the rolling stock and equipments of the leased road in as good condition as they are at present. By its terms Erie pays the Atlantic and Gt. Western 28 per cent. of the net earnings the first year, 29 per cent. the second year, and 30 per cent. the third year. If, at the end of five years, it is found that the proportion has exceeded that figure, Erie is to divide the excess with the Atlantic and Great Western equally. The stock of the latter road amounts to about $50,000,000, of which about $46,000,000 has been issued, and the aggregated stock of the two companies will reach about $130,000,000. Erie is also to pay $800,000 for supplies and pay of employees now past due.

☞ The Hanover Branch (Mass.) Railroad has earned $94,192 95 the past year, an increase of $9,279 37 over the receipts of last year. The running expenses during the same time have been reduced $9,896, 67, but owing to the purchase of a new engine and car, the net profits are somewhat less than last year.

☞ Ground has been broken on the extension of the Southwest Pennsylvania Railway, on the west side of the Youghiogheny river. One hundred men are now at work.

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RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,280,000	J. & J.	July '74 3½
Allegheny Valley.....50	2,256 350	— & —	....
Atlanta and West Point.100	1,232,200	J. & J.	July '73 4
Atlantic and Gulf.....100	3,693,200	— & —	....
" " guar.100	786,476	M. & N.	Nov. '73 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Sept. '73 2
" " new 1870.100	1,500,000	— & —	....
Avon, Geneseo & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	18,151,962	M. & N	May '74 5
Washington Br.....100	1,650,000	A. & O.	Apl. '74 5
Parkersburg Br. pref.... 50	5,680,685	— & —	....
Berkshire*.....100	600,000	J. A. J. & O.	July '74 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany.....100	19,664,100	M. & N	May '74 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	....
Agricultural Br. guar....100	60,000	J. & D	June '74 3
Bost., Conc. & Mont.* pref100	800,000	M. & N.	May '74 3
Boston and Lowell.....500	2,852,900	J. & J.	July '74 3½
Boston and Maine.....100	6,816,807	M. & N.	May '74 4
Boston and Providence..100	3,950,000	M. & N.	May '74 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A.	Feb. '74 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Mar. '74 5
" " pref.100	1,485,900	M. & S.	Mar. '74 5
Camden and Amboy*...100	5,847,800	J. A. J. O.	July '74 2½
Camden and Atlantic.... 50	379,020	— & —	....
" " pref. 50	752,700	— & —	Nov. '73 3½
Cape Cod.....60	1,020,330	J. & J.	Jan. '72 $2½
Cape May and Millville* 50	447,000	J. & D.	Dec. '73 3
Catasauqua & Fogelsv.. 50	428,900	Novemb.	Nov. '71 6
Catawissa*.....50	1,169,500	— & —	....
" pref.....50	2,200,000	M. & N.	May '74 3½
Cayuga and Susq.*.....50	589,110	J. & J.	July '74 5
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	May '74 1½
" " pref.100	769,600	F. & A	Feb. '74 3½
Central of Georgia.....100	4,666,800	J. & J.	July '73 5
Central of New Jersey.100	20,000,000	J. A. J. O.	July '74 2½
Central Ohio*.....50	2,425,000	J. & D.	June '74 3
" pref.....50	400,000	J. & D.	June '74 3
Central Pacific.....100	54,275,500	.....	Sept. '73 3
Chemung*.....100	380,000	J. A. J. & O.	Oct. '73 1½
Cheshire, preferred.....100	2 100,000	J. & J.	Jan. '74 2
Chicago and Alton.....100	8,929,900	M. & S.	Mar. '74 5
" pref...100	2,425,400	M. & S.	Mar. '74 5
Chicago, Buri. & Quincy.100	19,897,000	M. & S.	Mar. '74 5
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	July '74 4
Chicago & N. Western..100	15,033,180	J. & D.	Dec. '72 3½
" pref.100	21,295,568	J. & J.	July '75 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Apl. '74 4
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.*... 50	2,980,550	— & —	Apl. '72 10s
" pref.... 50	429,046	M. & N	May '74 3
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Aug. '72 3½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '74 3½
Cleveland & Pittsburg*.. 50	11,236,150	F. M. A. N	May '74 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*... 50	1,786,800	M. J. S. D.	June '74 2
Columbus & Hocking Val..100	2,500,000	F. & A	Feb. '74 5
Colum. & Hocking Val..100	1,000,000	M. & N.	May '74 5
Concord.....50	350,000	J. & J.	July '74 3½
Concord and Ports.*.....100	1,950,000	J. & J.	July '74 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A	Feb. '74 3
Connecticut River.....10	1,950,000	J. & J.	July '74 5
Cumberland Valley..... 5.	1,494,250	A. & O.	Apl. '74 4
Danbury and Norwalk.. 50	600,000	M. & N.	Nov '73 5
Delaware*.....50	1,230,941	J. & J.	July '74 3
Det., Lackaw. & Westn. 50	18,868,850	J. A. J. O.	July '74 2½
Detroit & Milwaukee *.. 50	822,140	— & —	....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	A. & O.	Apl. '74 3
East Pennsylvania*..... 50	1,309,200	J. & J.	July '74 3
East Mahanoy *..... 50	392,950	J. & J.	July '74 3
Eastern (Mass.).....100	4,262,600	J. & J.	July '73 3
Eastern (N. H.).....100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*..100	800,000	F. & A.	Feb. '74 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '74 2½
" " pref. 50	500,000	J. & J.	July '74 3½
Erie Railway.....100	78,000,000	.....	Oct. '73 1
" pref.....100	8,636,910	.....	Oct. '73 3½
Erie and Pittsburg*..... 50	1,000,250	M. J. S. D.	Mar. '74 1½
Fitchburg.....100	4,000,000	J. & J.	July '74 4
Georgia.....100	4,156,000	J. & J.	Apl. '74 4
Grand River Val.* guar 100	1,000,000	— & —	....
Grand Trunk, (Ca.).....100	14,367,946	— & —	....
Great Western, (Ca.)...100	19,237,484	A. & O.	Apl. '74 1½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug. '70 3½
" pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	May '74 5
Harlem Extension.....100	4,000,000	— & —	....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '74 3½
Housatonic, pref.....100	1,180,000	J. & J.	July '74 4
Huntingdon & Bd Top. 50	880,000	— & —	....
" " pref. 50	450,750	J. @ J.	July '68 3½
Illinois Central.....100	25,280,510	F. & A.	Aug. '74 4
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	J. & J.	July '74 2
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J. A. J. O.	July '74 1½
Joliet & North. Indiana*100	800,000	J. & J.	July '74 4
Lake Shore & Mich. So...100	49,466,500	F. & A.	Aug. '73 4
" " (guar.)100	533,500	F. & A.	Feb. '74 5
Lawrence*.....50	260,200	— & —	....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	8,738,800	M. & N.	May '67 5
Lehigh Valley.....50	21,916,850	J. A. J. O.	July '74 2½
Little Miami.*.....50	5,871,450	J. A. J. O.	Apl. '74 2
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. '74 3½
Long Island.....50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '74 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '74 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '74 3
Lykens Valley.....20	600,000	F. M. A. N	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	....
Manchester and Law....100	1,000,000	M. & N.	May '74 5
Marietta & Cincinnati... 50	1,372,891	— & —	....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref.. 50	4,480,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '74 3
Memphis & Charleston* 25	5,812,725	J. & D.	Jan. '69 3
Michigan Central.....100	18,738,204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323,375	J. & J.	July '74 5
Milwaukee and St. Paul..100	13,398,550	J. & J	Dec. '70 7s
" " pref.....100	10,825,777	F. & A	Feb '74 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '74 4
Morris and Essex*..... 50	14,008,100	J. & J.	July '74 5½
Nashua and Lowell..... 100	800,000	M. & N.	May '74 5
Naugatuck.....100	1,381 900	F. & A.	Feb. '74 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '74 5
Newark and N. York*..100	977,400	J. & J.	Jan. '74 1½
N. Bedford.....100	1,010,100	M. & N.	May '74 4
N. Castle & Beaver Val.* 50	1,800,000	J. A. J. O.	Apl. '74 2½
N. Haven & Northamp...100	605,000	J. A. J. O.	Sept '72 3
New Jersey*.....100	7,295,200	J. A. J. O.	July '74 2½
New London Northern*100	1,418,800	J. & J.	July '74 4
N. Y. Cen. & Hudson R...100	89,428,330	A. & O.	Apl. '74 4
New York and Harlem..100	3,500,000	J. & J.	July '74 4
" " pref.100	1,500,000	J. & J.	July '74 4
N. Y., N. H. & Hartf....100	16,500,000	J. & J.	July '74 6
N. Y., Provid. & Boston.100	2,000,000	J. A. J. O.	July '74 2½
Niag. Bridge & Canand*100	1,000,000	J. & J.	July '74 3
North Carolina*.....100	4,800,000	Irregular.	Jan. '73 3
N. Eastern (N. C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3,473,500	January.	Jan. '74 5s
Northern Central..... 50	5,842,000	M. & N.	July '74 3½
Northern N. Hampsh...100	3,068,400	J. & D.	June '74 4
Northern New Jersey*...100	1,000,000	J. & J.	July '74 4
Norwich & Worcester*.100	2,823,400	J. & J.	July '74 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	July '74 3
" " pref.100	2,000,000	A. & O.	Apl. '74 4
Ohio and Mississippi....100	19,995,847	J. A. J. O.	....
" " pref.100	4,024,474	J. & D.	Dec '72 3½s
Oil Cr. & Allegheny R.... 50	4,259,450	J. A. J. O.	Jan. '74 3
Old Colony & Newport..100	6,297,900	J. & J.	July '74 3½
Oswego and Syracuse*.100	482,400	F. & A.	Feb. '74 4
Pacific of Missouri.....100	3,625,750	J. A. J. O.	July '74 1½
Panama.....100	7,000,000	J. A. J. O.	July '74 3
Paterson and Hudson*..100	630,000	J. & J.	Jan. '74 4
Paterson and Newark*..100	500,000	J. & J.	....
Paterson and Ramapo*..100	243,000	J. & J.	Jan. '74 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '74 3
Pennsylvania..... 50	72,000,000	M. & N.	May '74 5
Peoria & Bureau Val.*.100	1,200,000	F. & A.	Feb. '74 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	....
" " pref. 50	2,400,000	J. & J.	July '74 4
Phil., Ger. & Norristwn* 50	1,626,250	M. J. S. D.	June '74 3
Philadelphia & Reading 50	32,684,375	J. A. J. O.	July '74 2½
" " pref... 50	1,551,800	J. A. J. O.	July '74 2½
Phila. and Trenton*.....100	1,259,100	J. A. J. O.	July '74 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	July '74 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J. A. J. O.	Apl. '74 1½
" Special Imp..100	2,000,000	J. A. J. O.	Apl. '74 1½
Pittsfield & N. Adams...100	400,000	J. & J.	July '74 3
Portland and Kennebec.100	616,700	J. & J.	July '74 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '73 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces...100	2,000,000	J. & J.	July '74 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '74 4
Roch. & Genesse Val.*.110	557,500	— & —	....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '74 3½
Rutland*.....100	2,700,000	— & —	....
" preferred.....100	4,300,000	F. & A.	Feb '74 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	....
" " " pref.100	2,040,000	July.	July '74 3
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '74 3
St. L., Kan. C. & North.100	12,000,000	.....	....
" pref.100	12,000,000	.....	Nov. '72 3
Saratoga and Schenec.*.100	300,000	A. & O.	Apl. '74 3½
Schuylkill Valley*..... 50	576,050	J. & J.	July '74 3½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	369,450	F. & A.	Feb. '74 3
Shore Line*.....100	995,800	J. & J.	July '74 3½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina.....100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb. '73 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	448,700	J. & J.	July '74 2½
Stony Brook*.....100	287,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '74 3
Susquehanna (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N. Y.*100	1,670,189	— & —	Dec. '73 3
Taunton Branch.....100	500,000	J. & J.	Jan. '74 5
Terre Haute & Indiana.100	1,988,150	J. & J.	Jan. '74 5
Tol., Peo. & War. 1st pref.100	1,797,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '74 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 3
Vermont and Mass.....100	$2,880,000	A. & O.	Apl. '74 1
Warren (N. J.).....100	1,800,000	J. & D.	Dec. '73 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey*.....100	1,559,750	F. & A.	Feb. '74 4
Winchester & Potomac*100	180,000	J. & J.	July '74 3
Winchester & Strasburg*100	500,000	J. & J.	July '74 3½
Worcester and Nashua. 7s	1,400,555	J. & J.	July '74 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.... 2½
Baltimore City.....100	800,000	— & —	Jan. '74 3
Bleecker st. & F. Fy. (N Y.)100	900,000	— & —	....
Boston and Chelsea.....100	110,000	A. & O.	Apl. '74 4
Broadway (Brooklyn)....100	200,000	J. A. J. O.	Apl. '73 3
Broadw. & 7th Av. (N Y.)100	2,100,000	J. & D.	Jan. '70
Brooklyn City.....100	1,500,000	F. M. A. N	May '74 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica....100	488 100	— & —	....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Apl. '74 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '69 2½
Citizens' (Phil.).....50	500,000	J. & J.	July '74 9
Citizens' (Pbg.).....50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..100	500,000	— & —	....
D. Dock, R. B'dw, & Bat..100	1,200,000	F. M. A. N	Feb. '74 3
Eighth Avenue (N. Y.)...100	1,000,000	J. A. J. O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	J. & J.	July '74 3½
Frankf. & Southw. (Ph.) 50	491,750	J. & J.	Jan. '74 5
Germantown (Ph.).....50	1,000,000	J. & J.	Jan. '74 3
Girard College (Ph.).....50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '74 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '74 1½
Lomb. & South Sts. (Ph.) 25	105,000	A. & O	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	....
Malden and Melrose.....100	200,000	— & —	....
Metropolitan (Boston)... 50	1,500,000	M. & N.	July '74 3½
Middlesex (Boston).....100	400,000	A. & O.	Apl. '73 4
Ninth Avenue (N. Y.)...100	797,320	— & —	....
Orange and Newark.....100	282,555	— & —	....
Philadelphia City..... 50	750,000	J. & J.	Jan. '74 5
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '74 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N. Y.)....100	888,100	J. A. J. O.	Oct. '73 2
Second & Third St. (Ph.) 50	902,100	J. & J.	Jan. '74 6
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '74 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F. M. A. N	May '73 3
13th & 15th street (Ph.). 50	1,000,000	J. & J.	July '74 1½
Somerville (Boston).....100	75,000	M. & N.	May '74 3
South Boston.....50	400,000	J. A. J. O.	July '74 2½
Union (Boston).....100	200,000	.....	July '72 7½
Union (Phila.).....50	400,000	J. & J.	Jan '74 $4
West Philadelphia.....50	400,000	J. & J.	Jan. '74 9
CANALS.			
Chesapeake & Delaware 50	1,983,568	J. & D.	June '73 3
Chesapeake and Ohio ... 25	8,229,594	— & —	....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '74 4
Delaware and Hudson...100	15 000,000	F. & A	Feb. '74 5
Delaware and Raritan*.100	6,847,400	J. A. J. O.	July '74 2½
Erie of Pennsylvania.... 50	64,000	— & —	....
Lehigh Coal & Navigat.. 50	9 300,350	J. S D. M.	June '74 2
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania.....50	4,337,950	— & —	....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb '74 30c
" " (pref.) 50	2,888,977	F. & A.	Feb '74 60c
Susq. and Tide Water... 50	2,002,746	— & —	....
Union.....50	2,907,850	— & —	....
" preferred.....50		— & —	....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M. J. S. D.	June '74 2
American Coal.....25	1,500,000	M. & S.	Mar. '74 4
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal.....50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M. J. S. D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	....
Butler Coal.....25	500,000	J. & D.	Dec'69 35c
Canton.....16½	731,250	— & —	....
Consolidation (Md.) Coal..100	10,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal.....100	4,400,000	J. & D.	Dec. '70 5
Mariposa Gold.....100	2,836,800	— & —	....
" pref.....100	8,693,400	— & —	....
" certif.....100	2,324,000	J. & J.	....
Pacific Mail Steamship.100	20,000,000	M. J. S. D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	.... 2½
Pennsylvania Coal..... 50	4,000,000	F. M. A. N	May '74 5
Pullman Palace Car.....100	4,000,000	F. M. A. N	May '74 3
Quicksilver, common....100	5,700,000	— & —	....
" preferred....100	4,300,000	— & —	....
Spring Mountain Coal... 50	1,250,000	J. & J.	July '74 5
Spruce Hill Coal..... 10	1,000,000	— & —	....
United States Express....100	6,000,000	F. M. A. N	May '74 2
United States Trust.....100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp.100	5,000,000	J. & J.	July '74 4
West. Union Telegraph.100	35,000,000	J. & J.	July '74 2½
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug '69

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities June 1, 1874.					
Loan of June 14, 1858 ..... registered	$260,000	5	Jan. & July.	1874	....
.. .. coupon	.....	5	" "	1874	....
Loan of February 8, 1861 ..... registered	13,678,000	6	Jan. & July.	1880	116
.. .. coupon	4,647,000	6	" "	1880	122
Oregon War Bonds of March 2, 1861 ... coupon	945 000	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861 .... registered	125,786,400	6	Jan. & July	1881	116
.. .. coupon	63,534,950	6	" "	1881	122
Loan of Feb. 25, 1862 (5-20s) .... registered	16,598,300	6	May & Nov.	1882	114
.. .. .. (5-20s) ..... coupon	151,399,600	6	" "	1882	116
Loan of March 3, 1863 ..... registered	53,630,100	6	Jan. & July.	1881	117
.. .. coupon	21,36 ,900	6	" "	1881	122
Loan of March 3, 1864 (5-20s) .... registered	946,600	6	May & Nov.	1884	116¼
Loan of June 30, 1864 (5-20s) .... registered	28,010,950	6	May & Nov.	1884	116½
.. .. .. (5-20s) ..... coupon	33,085,250	6	" "	1884	117
Loan of March 3, 1865 (5-20s) .... registered	33.789.750	6	May & Nov.	1885	116¾
.. .. .. (5-20s) ..... coupon	118,744,600	6	" "	1885	117¾
.. .. 2d series (5-20s) .... registered	56,874,900	6	Jan. & July.	1885	114
.. .. .. (5-20s) ..... coupon	145,758,200	6	" "	1885	116¾
.. .. 3d series (5-20s) .... registered	87,809,550	6	Jan. & July.	1887	116¾
.. .. .. (5-20s) ..... coupon	222,844,850	6	" "	1887	117½
.. .. 4th series (5-20s) .... registered	13,916,500	6	Jan. & July.	1888	116¾
.. .. .. (5-20s) ..... coupon	23,557,500	6	" "	1888	117½
Loan of March 3, 1864, (10-40s) .... registered	141,116,000	5	Mar. & Sept.	1904	113¾
.. .. .. (10-40s) ..... coupon	53,451,300	5	" "	1904	114
Consols of July 14, '70 & Jan. 20, '71. registered	177,659,150	5	F. M. A. & N.	1881	113¾
.. .. coupon	137,792,550	5	" "	1881	114½
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1856	....
.. .. coupon	.....	4½	" "	1856	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,623,512	6	Jan. & July.	'96-'99	115½
U. S. Notes and Fractional Currency	428,615,427	nil.	.....	.....	...
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72...	2,582,800	5	May & Nov.	'86-'92	....
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	....
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90 '91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,800,0 0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'99-'00	....
.. Levee Bonds, 1871.....	2,186,000	7	" "	1901	....
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	112¼
.. Bounty and Relief Bonds, 1863 and '64..	954.500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,300):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386 000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-20s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($5,728,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	....
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R.R., '58, '59, '60 & '61	600,000	6	Feb. & Aug	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1860.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,900,' 00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1890	....
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	...
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):			Jan		
.. State Bonds (various) 1863 to 1884.....	110,675	6	". & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	"	'76-'89	....
Kentucky—($2,750,810):					
.. State Bonds 1836 and '43.....	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	49
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	50
.. .. .. 1866	1,000,000	8	Various.	1886	57
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000 000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds (N.O., Mob. & Chat. R.R.) '70 '71	3,250,000	8	Jan. & July.	10-'11	....
.. Redemption (certificates) Bonds 1866...	259,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7-3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	646,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"	'83-'89	101
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889	98
Maryland—($12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	95
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1868.....	611,356	6	J. A. J. & O.	1883	104

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72	706,000	5	Various.	'72-'80	....
.. State (public works) scrip.....	364,009	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800.000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	04
.. Const Defense Loan, 1863.....	888,000	5	" "	1883	91
.. Bounty Loan, 1864.....	4,379,560	5	May & Nov.	1894	99
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	100
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'93	92
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	61,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445.000	6	" "	1878	....
.. $2,000,000 Loan Bonds, 1863...	431,000	6	" "	1878	97
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1858.....	463,000	7	May & Nov.	1890	91
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,689,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	97
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	97
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	44
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	100
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	97
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'76	99
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	108
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'83-'93	....
.. War Loan Bonds, 1864, tax free.....	584,400	6	" "	'97-'02	
New York—($38,121,600):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	848,107	5	" "	pleas.	....
.. General Fund Stock	1,169,780	6	" "	pleas.	....
.. Canal Stock.....	1,109,420	6	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'78	107
.. Canal Stock.....	2,572,000	6	" "	'74-'76	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	10,675,000	7	Jan. & July.	1877	106
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	109
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	72-'92	28
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	28
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	21
.. State (new) Bonds, 1867 to 1870	1,839,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	26
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	....
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	....
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, stg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1860 Bonds, stg f'd.....	1,000,000	6	" "	1875	99
.. Loan of 1860 Bonds, stg f'd.....	1,495,309	6	" "	1881	102
.. Loan of 1856 Bonds, stg f'd.....	2,400,000	6	" "	1886	103
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($24,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	110
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	113
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	97
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,827):					
.. State House, Stock and Bonds '58-'66...	1,233,188	6	Jan. & July	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	18
.. .. .. '66.-'69.....	2,262,714	6	Jan. & July.	'87-'97	18
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R Bonds 1854.....	970,000	6	" "	'74-'75	....
.. Conversion Bonds 1869.....	7,374,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1890	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	80
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	80
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	85
Vermont—($522,000):					
.. War Loan Bonds, coupons.....	021,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'90	35
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'90	35
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'86-'90	....
.. Funded Interest, 1866-'67.....	6,692,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	466,280	5	" "	'85-'91	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,000,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	105
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	100
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1890	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	80
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	3,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	43½
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	...
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	64
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G.R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R.R.)	454,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R.R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855-'75	857,250	6	Jan. & July.	Baltimore.	1875	100½
Loan of 1850-'80	579,500	6	" "	"	1880	101½
Loan of 1853-'95	1,710,500	6	April & Oct.	"	1885	100½
Loan of 1855-'90 (Balt.) stg fd.	3,461,146	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) stg fund.	3,620,320	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,498,016	6	" "	"	1902	....
3d Mort. (N.W.Va.R.R.) assumed	140,000	6	Jan. & July.	Baltimore.	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	99½
Beloit and Madison (C. & N.W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage } guar by C. &	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage } A. Co. and	499,500	6	March & Sept.	Princeton.	1885	83
3d Mortgage } Penn. R. R. Co.	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	70
1st Mortgage (Equalization)	248,000	7	" "	"	1889	89
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	90½
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200 000	7	" "	New York.	1870	.. .
Boston, Hartford and Erie:						
1st Mortgage (old)	660,000	7	March & Sept.	Boston.	1884	...
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	22½
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	45
Mass. L. (sec'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct	Boston.	1879	95
Bonds of 1873 for $1,000,000	686,000	7	" "	"	1893	103

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	86
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg stg f'd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	53
Burlington and Missouri River:						
Land and R. R. Mortgage	5,068,350	7	April & Oct.	Boston.	1893	93
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	98½
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	990,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,540	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,587,971	8	Jan. & July.	Boston.	1894	99
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1894	80
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. & lands) S.F. gold	6,000,000	7*	Jan. & July.	New York.	1891	85
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	96
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	90
Canada, Michigan and Chicago:						
1st Mort. (stg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (stg fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	54½
Carthage & Burlington (C.B & Q.):						
1st Mortgage guar. and tax free.	600,000	8	May & Nov.	New York.	1879	.. .
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	105½
Chattel Mortgage	158,350	5	" "	"	'80-'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan. & July.	" "	1907	62½
Cedar Rapids & Mo. Riv. (C. & N.W.):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	83
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,882,000	7	May & Nov.	" "	1910	85½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	48
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174 000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	3,612 700	7	" "	" "	1902	102½
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	108½
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. C.	Philadelphia.	1897	....
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	91½
Central Pacific of California:						
1st Mortgage, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95-'99	89½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	100
State Aid B'ds (1st. by State) gold	1,500,000	7*	" "	" "	1885	102
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.)	500,000	5*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V.D.) gold	6,090,000	6*	April & Oct.	New York.	1900	.. ..
Land bonds (Cen. Pac. Co.) gold	9,158,000	6*	" "	" "	1890	.. .
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	605,000	6	March & Sept.	Charleston.	1877	...
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	.. .
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) stg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	52
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	73½
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	309,400	6	Jan. & July.	Boston.	'75-'80	98½
Chester Creek:						
1st Mortgage guar. by F.W. & B.	185,000	6	Jan. & July.	Philadelphia	1905	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default).....	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	100
1st Mortgage.....	2,400,000	7	Jan. & July.	" "	1893	107
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	98
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (" ")	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,592,000	8	Jan. & July.	New York.	1883	110
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	650,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold..	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872.....	6,963,225	7	Jan. & July.	Boston.	1896	97½
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar....	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul)guar.	1,000,000	8	April & Oct.	" "	1879	98½
1st Mort. (Dix., Peo. & Han.)guar	800,000	8	Jan. & July.	" "	1889	97½
1st Mort. (Car. & Burl.) guar....	600,000	8	May & Nov.	" "	1879	98½
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	99½
1st Mort. (O., O. & Fox Rv.)guar.	1,260,000	8	" "	" "	1900	98
1st Mort. (Ill. Gr. Trunk) guar..	960,000	8	April & Oct.	" "	1890	99
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.....	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold....	2,600,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold...	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	41
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m...	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000.....	1,750,000	8	Jan. & July.	New York.	1900	92½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar.C.&NW	592,000	7	Jan. & July.	Boston.	1880	93½
3d Mort. (now 2d) guar.C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	103
Funded coupons (193 m.).....	750,000	7	May & Nov.	" "	1883	96
General 1st Mortgage (193 m.) ..	3,588,000	7	Feb. & Aug.	" "	1885	102½
Appleton Ext. (23 m.& 76,000 ac.)	174,000	7	" "	" "	1885	89
Green Bay Ext. (26m & 76,000 ac.)	284 000	7	" "	" "	1885	89
Equipm't (Engs & Cars $406,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)..	1,775,000	7	Feb. & Aug.	" "	1882	102½
2d Mort. (Gal. & Chic. 248 m.)..	938,000	7	May & Nov.	" "	1875	99½
Miss. Riv. Bridge (")....	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")....	129,500	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	331,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y)	8,105,000	7	F. M. A. & N.	" "	1915	88½
Consol. gold bonds for$48,000,000	4,534,000	7*	June & Dec	" "	1902	91½
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	389,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	9.500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.)guar	1,141,000	7	Jan. & July.	" "	1898	95½
1st Mort. (Bel.& Mad. R.R.)guar.	306,000	7	"	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.1, '69, $16,000pm	1,350,000	8	May & Nov.	New York.	1889	39
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000.....	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $10,000per mile	.....	8	Feb. & Aug.	New York.	1901	100
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C.,R.I.& Pac.)	8,000,000	7	" "	" "	1896	103½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar....	5,000,000	7*	May & Nov.	New York.	1880	....
1st Mortgage gold, Atchison Br..	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd,skg fd for$41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar.by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853.....	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865.....	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867.....	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage.....	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.) ..	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,000,000	7	March & Sept.	New York.	1891	82½
Cin. & Martinsville(I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July	New York.	1896	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed.....	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	" "	'77 '87	70
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.).....	1,067,421	7	June & Dec.	New York.	1890	69½
1st Mort. (San., Day. & Cin.)S.F.	988,000	6	Feb. & Aug	Boston.	1900	75½
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1877	85½
Cincinnati and Springfield:						
1st Mortgage for $2,000 000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m...	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	2,214,000	7	May & Nov.	New York.	1899	100
1st Mort. (C., C. and C. R. R.)..	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)..	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning(A.& Gt.Wtn.):						
1st Mortgage 1853.....	650,000	7	Feb. & Aug.	New York.	1873	..
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.....	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.....	1,358,000	7	May & Nov.	" "	1875	100½
4th (now 3d) Mortgage guar.....	1,096,000	6	Jan. & July.	" "	1892	95
Consol. sinking fund guar.....	528,000	7	May & Nov	" "	1900	96
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	..
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	15,344,750	7	April & Oct.	New York.	1908	38½
2d Mortgage Consol. skg fund..	3,679,900	7	Feb. & Aug.	" "	1909	60
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch).....	200,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co...	302,000	6	March & Sept.	New York.	1860	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund.....	448,100	6	June & Dec.	Boston.	1876	96
Notes payable, conv. at par	594,000	7	" "	"	1876	96
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund.....	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7*	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000.....	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. ABCD& E$200,000each	1,000,000	6	March & Sept.	Philadelphia.	1,2,3,4.	88
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
Cowaneseque Valley:						
1st Mortgage, gold.....	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	6	" "	"	1908	....
Plain bonds.....	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860....	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870....	200,000	7	" "	" "	1890	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	88
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.....	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.....	361,900	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage.....	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage.....	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.....	100,000	6	" "	"	1875	98½
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware State Loan.....	170,000	6	" "	"	1870	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	107
2d Mort. (Del., Lack. & Wtn)....	1,633,000	7	March & Sept.	" "	1881	104
Convertible b'ds(Del.Lack.&W.)	5,000,000	7	June & Dec.	" "	1892	102½
Denver Pacific:						
1st Mortgage gold, land grant...	2,500,000	7	May & Nov.	New York.	1899	.. ..
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.&Ama.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant.....	4,690,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	99
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	94
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1893	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1893	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101½
East Tenn. & Georgia (E.T.V.& G.:						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	90
Eastern (Mass.):						
English Loan, July 1, 1862	388,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	99
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	March & Sept.	"	1882	94
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	99
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	60
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	108½
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	01½
3d Mortgage	4,582,000	7	" "	" "	1883	97½
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	97
5th Mortgage convertible	709,500	7	June & Dec.	" "	1888	94
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	....
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	NY& London.	1920	....
Convertible bonds	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1895	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 5), &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line) skg fund	1,804,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.)	221,000	7	Jan. & July.	" "	1887	....
" 3d series (52,091) tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease, S.F. 25 000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1870	....
Florida:						
1st Mortgage conv. gold	2,800,000	7*	Jan. & July.	New York.	1900	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov.	N. Y. & Lond.	1900	....
Fonda, Johnston & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20.000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Stg.:						
1st Mortgage traffic guarantee	500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	300,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	800,000	8	Jan. & July.	"	1895	....
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	90
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	102½
2d Mortgage	948,000	7	May & Nov.	" "	1875	99½
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	98½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,838,385	14,191,675	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debenta's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,978	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	6½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York	'81-'86	60
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	180,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples (T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	80
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	75
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York	'71-'77	88
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds (222m)	5%,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	78½
1st Mort. (Q. & Palm.R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City&Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1886	90½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	102
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1888	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	103½
3d Mortgage	180,000	7	May & Nov.	" "	1875	104
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	103½
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	96
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1896	60
Illinois Central:						
Construction bonds, cur. skg f'd.	2,742,000	7	April & Oct.	New York.	1875	100
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	80
2d Mortgage	1,500,000	8	Jan. & July.	" "	1899	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapol's and St. Louis:						
1st Mor gage	2,000,000	7	Jan. & July.	New York.	1916	....
1st Mortgage		7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	81½
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	91
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	99½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	93½
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	6	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	108½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	87
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS& MSo.	840,000	8	Jan. & July.	New York.	1888	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1880	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	90
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	560,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	60
1st Mort. (2d Div. 258.94 m.)gold	4,068,000	6*	June & Dec.	" "	1896	60
1st M.(3dD.244.66m.& 3,000,000m)	6,455,000	7*	May & Nov.	N. Y., L. & F.	1899	....
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,321,000	7*	Jan. & July.	N. Y., L. & F.	1895	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.		1916	....
Kent County (Del.):						
1st Mortgage for $800,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	98½
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1890	....
3d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	76
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N Y B'k & Ph.	1899	50
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,200,000	7	J. A. J. & O.	" "	1890	97
Consol. coupon July 1, 1870	1,209,000	7	Jan. & July.	" "	1890	99
Bonds of Oct. 1, 1872	5,206,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore)Ap. 1, '69	1,498,000	7	" "	" "	1899	96
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	101½
2d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	98
Skg Fund July 1, 1855 C. & Tol.	1,695,000	7	Jan. & July.	" "	1885	104
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	97½
1st Mort. May1, 1855 M. S. & N.I.	6,256,000	7	May & Nov.	" "	1885	103½
2d Mort. Oct 31, 1857 "	2,692,000	7	" "	" "	1877	100
Mort. Nov. 1, 1858 Buff. & Erie.	.....	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	90½
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	99
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	90
1st Mort. Oct. 1, 1867 (Sch.& Th.R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. Ali.& Gr.R.)	840,000	8	" "	" "	1888	95½
1st Mort. July 1, 1863 (J.& Frank.)	468,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia.	1896	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	356,000	7	Feb. & Aug.	New York.	1890	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold.	5,000,000	10	Jan. & July.	N. Y. & Bost.	1900	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	.....	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	100
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	106
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	102½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1893	99½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	90½
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1909	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	346,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol. M. for $8,000,000 (392 m.)	6,647,000	7	April & Oct.	" "	1898	87
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,575,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1893	....
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	87½
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1865	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	103½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	90
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	78½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1889	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,800,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.D^iv.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	101½
Michigan Central:						
1st Mortgage, convertible	356,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	111½
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	97
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	104
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	95½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (") guar.	70,000	8	" "	" "	1880	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	8*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,514,000	7	Jan. & July.	New York.	1898	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	80
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,808,000	7	Jan. & July.	" "	1897	79½
1st Mortgage (Minn. Cent.)	192,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	82
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	107
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	92
Milwaukee City Loan	233,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $13,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St. L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	1890	19½
1st Mort. Land Grant gold	1,060,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1900	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	106
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	102½
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	92
Conversion bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	95½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	89
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.):						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1,000,000	7	Jan. & July.	N. Y. & N. H.	1869	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfield bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (NY.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	...
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	31
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1880	...
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	95
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	101½
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	99
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	88
Bonds for real estate (")	162,000	6	" "	" "	1883	88
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	96
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	...
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	103½
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	....
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1903	99
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1880	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	101
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1860	820,000	7	March & Sept.	Charleston.	1890	....
2d Mortgage of Sept. 1, 1860	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225 000	6	Jan. & July.	Philadelphia.	1885	102½
2d Mortgage	5,000,000	7	May & Nov.	"	1896	102
Chattel Mortgage	360,000	10	April & Oct.	"	1877	106
North Shore (L. I.)						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	105
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	90
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	95
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	91
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	27
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	93
Equipment Mortgage	200,000	8	" "	"	1879	93
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage	6,694,000	7	Jan. & July.	New York.	1898	92
Consolidated 1st Mortgage, stg..		7*	" "	London.	1898	....
Consolidated 2d Mortgage	3,529,000	7	April & Oct.	New York.	1911	75
3d Mortgage, (W. Div.)	433,000	7	Jan. & July.	" "	1874	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bond	50,000	7	May & Nov.	" "	1883	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	78½
1st Mortgage (War. & Fkln)	580,000	7	April & Oct.	"	1882	78
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	36
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston.	1876	98½
Plain Bonds	485,000	6	April & Oct.	"	1875	95
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	89½
2d Mort. (Charlotte to Lynchb.)	1,156,500	6	Jan. & July.	" "	1875	82
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	80
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	70½
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	53½
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New Yor k.	1888	....
Oshkosh & Miss. (M. & S. P)):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	98
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	80
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	78
Income Bonds	1,500,000	7	" "	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,505,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(T.W.& W.):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	83½
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	100,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1890	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,970,000	7	Jan. & July.	Philadelphia.	1880	103½
2d Mortgage (")	2,583,000	6	April & Oct.	"	1875	100
3d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	19,490,760	6	J. A. J. & O.	Philadelphia.	1910	93½
State lien for $17,500,000, skg f'd	5,854,700	5	April & Oct.	Harrisburg.	'72-'00	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	316,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	103½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	68
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	89
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	86
Gen'l M. for $20,000,000, gold str.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	90
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,138,900	6	Jan. & July.	Philadelphia.	1893	82
Loan of 1870, convertible	28,000	7	" "	"	1880	....
Mortgage Loan of 1857, conv	86,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	102
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	105½
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	103
	Dollar registered	3,414,000	7	" "	"	1911	104½
	Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	....
	Gold or stg reg.	663,000	6*	" "	" "	1911	102½
	Dollar coupon	332,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv		6,690,985	7	Jan. & July.	"	1893	107½
New improvement Mort. loan		6,631,615	6*	April & Oct.	Phila.or Lond.	1897	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible		345,800	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866		400,000	6	April & Oct.	"	1876	95
Loan of 1867		1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):							
1st Mortgage, guaranteed		330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):							
Consol. Mortgage for $10,000,000.		6,212,000	7	Feb. & Aug.	Philadelphia.	1900	67½
1st Mort. (Steub. & Ind.) conv		3,000,000	6	monthly.	New York.	1884	72
1st Mort.(Ct.& New'k 33m)conv		775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:							
1st Mortgage of 1866, tax free		4,000,000	7	Jan. & July.	Baltimore.	1896	86½
2d Mort. (Balt. Loan) of 1866		1,000,000	6	" "	"	1886	65
1st Mort. (Turtle Cr. Div.10½ m)		400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:							
1st Mortgage (Series A)		875,000	7	Jan. & July.	New York.	1912	106½
1st Mortgage (Series B)		875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)		875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)		875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)		875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)		875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)		860,000	7	Jan. & July.	" "	1912	100
2d Mortgage (Series H)		860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)		860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)		860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)		860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)		860,000	7	June & Dec.	" "	1912	....
3d Mortgage		2,000,000	7	April & Oct.	" "	1912	96
Bridge (C. & P. R. R.) bonds		153,000	7	May & Nov.	" "	1876	....
Construction bonds of Jan. 1,'70		100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:							
1st Mortgage for $3,600,000		.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:							
1st Mortgage gold, for $1,800,000		.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):							
1st Mort. (Maine Section) gold		800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000		.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):							
1st Mortgage gold, for $2,300,000		.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:							
1st Mortgage of 1862		250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:							
1st Mort.(Portland Loan)skg f'd		700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)		350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000		.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):							
1st Mortgage gold, skg f'd		1,500,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.		1,000,000	7*	" "	"	1889	....
Poughkeepsie and Eastern:							
1st Mort. gold, conv. & tax free		800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:							
1st Mortgage		300,000	6	Jan. & July.	Providence.	18	....
Quincy, Alton and St. Louis:							
1st Mortgage gold		850,000	7*	May & Nov.	Philadelphia.	1892	....
Quincy and Toledo (T., W.& W.):							
1st Mortgage, guaranteed		500,000	7	May & Nov.	New York.	1890	80
Quincy & Warsaw (C. B. & Q.):							
1st Mortgage, guaranteed		800,000	8	Jan. & July.	Boston.	1890	99½
Reading and Columbia (P.& R.):							
1st Mortgage, guaranteed		850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed		350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:							
1st Mortgage		150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage		300,000	7	" "	"	1880	....
3d Mortgage		150,000	7	" "	"	1887	....
1st Mortgage (Bars. & Whiteh.)		400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)		500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)		125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:							
Virginia State Loan, skg fund		600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds		157,800	6	" "	"	1875	....
Consolidated Mortgage		1,722,000	6	May & Nov.	New York.	'79-'90	67
Rich., Fredericksburg & Potomac							
Sterling Loan		67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan		295,500	6	" "	Richmond.	1881	....
Dollar Loan		172,800	7	" "	"	1875	....
Richmond and Petersburg:							
1st Mortgage		130,500	7	June & Dec	Richmond.	1875	....
1st Mortgage		175,000	8	April & Oct		.....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$6,000,000	7*	Feb. & Aug	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage (W. & R.) Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen. & Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	72½
Equipment Mortgage	500,000	8	March & Sept.	"	1880	75½
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	96,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M. (W. D) land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	89
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	73
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	92
St. Louis, Jacksonv. & Chic. (C. & A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	97
2d Mortgage May 1, 1868 guar.	648,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	85
St. Louis, Lawr. & Denv. (Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York.	1894	....
1st M. (Evans. D.) gold skg f'd, con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van. & T. H. (T. H. & I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M. & St. P.):						
1st M. land gr. gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (St. Paul to Wab.) 70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M. (N. Line) 80 m. & 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R. R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M. (W. Line) R. R. & Lands.	6,000,000	7	—— & ——	New York.	....	....
2d M. (W. Line) R. R. & Lands.	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	90½
Sand., Mansfield & Newark (C. & O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage (Sav. & Char.) bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C. & S.) bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq. (D. & H. Can.)						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1800	100
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000 pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M. gold gr. by Ala. $16,000 pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv. (N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	92½
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	560,000	7*	Jan. & July.	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	560,000	7*	June & Dec.	Boston.	1901	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	842,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16,000 pm	.....	8	.....	.....	....	....
South Georgia & Florida (A. & G):						
1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron (Cumb. Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	64½
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,188,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	93
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A. M. & O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	85
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $23,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	"	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.	391,080	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	200,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1888	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc. (Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1879	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N. Y. (D. L. & W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	..
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,600,000	7	June & Dec.	New York.	1894	79
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	73
2d Mortgage (W. Div.) 117 m.	1,300,000	7	April & Oct.	" "	1886	46
Equipment Mort. sinking fund	94,000	6	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	58
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	....
Tom's River & Watert. (N. J. So.):						
1st Mortgage guaranteed	80,300	7	.....	New York.	1888	..
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar.	100,000	7	Jan. & July.	Troy.	1876	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1886	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	"	" "	1882	..

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	93
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M. (Gt. W. Rwy of '59, 161m)	2,500,000	7	Feb. & Aug.	" "	1893	93
1st Mort. (Quincy & Tol. 84 m)	500,000	7	May & Nov.	" "	1890	88
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1892	90½
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T. Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	81
2d M. (Gt. W. Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	77
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	67
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	67
1st M. (Dec. & East St. L. 109m.)	2,700,000	7	" "	" "	1900	79½
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland (R. & Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	84½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	80½
Income Mortgage	7,563,000	10	March & Sept.	" "	1874	79½
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K. & T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1890	....
Union & Titusville (O.C. & A. Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,006	6*	April & Oct.	Philadelphia.	1875	98½
Loan of 1875 (New Jersey Co.)	300,000	6½	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883 (Camden & Amb'y)	1,700,000	6	" "	Philadelphia.	1883	94½
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	97½
Consolidated (mort.) Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	100
Sterling Loan £360,200	1,848,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	" "	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J. (NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer. (U. Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y. & Utica.	1878	....
Utica, Chen. & Susq. Val. (D. & HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	25
2d Mortgage consolidated	1,500,000	7	" "	"	1891	7½
1st Mort. (Stan., Sheff. & Ch. R.R.)	443,800	7	Jan. & July.	"	1887	60
Guar. Stock (Vt. & Ca. R.R.)	796 500	8	June & Dec.		....	74
Equipment Mortgage	1,000,000	8	May & Nov.		'76-'77	65
Equipment Mortgage	1,000,000	8	" "		1889	65
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1860	....
Vicksburg and Meridian:						
General Mortgage: 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage: 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage: 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage: 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee (A. M. & O.):						
1st Mortgage	494,000	6	Jan. & July.	N. Y. & Lynch.	1873	....
Enlarged Mortgage	990,000	6	" "	" "	1884	....
4th Mortgage	846,000	8	March & Sept.	" "	1900	80
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L. & W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin (O.C. & AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	78
Warwick Valley (Erie):						
1st Mortgage	95,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7	April & Oct.	New York.	1891	....
Watertown & Rome (R. W. & O.):						
Sinking Fund Bonds	709,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	101½
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1883	....
1st Mortgage (M. & W. Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	818,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	81
1st Mort. endor. by Balt	200,000	6	" "	"	1890	100
2d Mort. " "	300,000	6	" "	"	1890	90
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	90½
2d Mortgage preferred	600,000	6	" "	"	1895	61
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	100
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	85½
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M. & St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863, gr. by C. & A.	400,000	6	March & Sept.	Camden.	1883	83
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	96
Consolidated mort. Apr. 1, 1869.	1,000,000	7	April & Oct.	"	1899	103½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N. Y. or Lond.	1896	84½
Whitehall & Plattsburg (M. & P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1883	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	68½
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	91
2d Mortgage coupon or regis	723,600	7	Jan. & July.	"	1902	70
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	80
2d Mortgage $12,000 p. m	1,585,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G. gold S. F. $25,000pm	.....	7*	Jan. & July.	Boston.	1901	75½
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	87½
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	107
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage registered: 1st series, Nov. 1, 1867	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered: 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	106
1st Mortgage registered: 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	107
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	95½
Mortgage Loan reg	2,000,000	6	F. M. A. & N.	"	1897	95½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	90
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	90
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	87
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	99
2d Mortgage	285,000	6	" "	"	1876	96
Boat Loan, sinking fund	236,965	7	" "	"	1885	100½
Preferred Stock Dividend Scrip.	105,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,206,000	6	Jan. & July.	Philadelphia.	1887	70
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1866	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation (Ph. & Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	78½
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	260,000	6	May & Nov.	"	1870	75
Boat and Car Loan	756,650	6	" "	"	1888	72
Boat and Car Loan	628,100	7	" "	"	1889	87
Coupon Bonds	1,079,000	6	Jan. & July.	"	1896	77
Susquehanna (S. & Tide Water):						
1st Mortgage	227,600	6	Jan. & July.	Philadelphia.	1894	76
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1862	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	228,000	6	May & Nov.	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	3	106	Adirondac.....New York.	2,728,692	*	.....	7,000,000	3,763,000	930,000	1,963,756	—	60.2	.....	.....	.....	160,425	.....	—	100	.....
May 31, 1872	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	142.0	—	87.1	—	21	24	12	749	Albany and Susq. (D. & H.)...New York.	7,468,572	*	.....	.....	5,000,000	4,467,000	.....	.....	164.0	(Del. &	Hud.Canal Co.)		1,841,228	423,821	7	100	94
Sept. 30, 1872	51.0	—	2.0	—	3	4	1	21	Alexandria and Fredericksburg ¶.....Va.	2,500,000	*	.....	.....	.....	1,000,000	.....	—	51.0	.....	.....	.....	.....	.....	—	100	.....
Jan. 31, 1873	132.0	—	44.9	112.0	.....	.....	.....	.....	Allegheny Valley.....Pennsylvania.	13,200,000	*	.....	.....	2,256,300	12,389,000	.....	—	132.0	.....	.....	.....	2,239,158	960,684	—	50	.....
Nov. 30, 1872	35.8	—	1.6	—	.....	.....	.....	.....	Allentown.....Pennsylvania.	1,147,225	—	.....	.....	567,544	—	579,681	—	35.8	.....	(Phila.&R	eading R.	R.)	.....	—	50	.....
Dec. 31, 1872	20.5	—	2.0	—	5	10	2	43	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	95,000	20.5	.....	.....	.....	.....	.....	—	50	.....
Dec. 31, 1872	57.0	—	2.8	28.0	.....	.....	.....	.....	Arkansas Central (3 ft.) ¶.....Arkansas.	.....	.....	.....	.....	.....	15,000pm	.....	—	.....	.....	.....	.....	.....	.....	—	100	.....
Mar. 31, 1873	23.6	—	1.9	—	.....	.....	.....	.....	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	—	—	.....	.....	.....	.....	.....	—	100	.....
Nov. 30, 1872	465.0	—	23.8	200.0	.....	.....	.....	.....	Atchison, Topeka & Santa Fe.....Kansas.	20,000,000	*	.....	.....	8,615,000	10,564,500	570,000	—	.....	.....	.....	.....	.....	7,500	—	100	.....
Sept. 30, 1872	30 4	—	0.9	—	3	2	1	17	Athol and Enfield.....Massachusetts.	805,873	7,555	44,400	.....	520,000	293,400	44,605	3,814	30.4	(In prog	ress to N.	Mexico.)	.....	.....	—	100	10
June 30, 1872	86.7	—	8.9	—	19	6	5	119	Atlanta and West Point .....Georgia.	1,200,129	*	.....	.....	1,282,200	22,000	.....	—	86.7	.....	.....	.....	.....	.....	8	100	.....
Sept. 30, 1872	387.3	38.2	149.4	—	166	52	26	3,117	Atlantic and Great West. N.Y. Penn.& O.	80,992,240	*	.....	.....	24,000,000	56,992,240	.....	—	565.8	.....	.....	.....	5,451,229	855,670	—	100	.....
Dec. 31, 1872	237.0	110.0	16.3	165.0	26	19	6	388	Atlantic and Gulf ¶.....Georgia.	7,592,283	*	162,387	.....	4,479,677	3,294,700	330,991	—	347.5	635,350	98,234	.....	983,966	339,539	—	100	.....
Sept. 30, 1872	408.0	20.0	31.0	100.0	78	29	16	832	Atlantic, Mississippi and Ohio...Virginia.	17,765,914	*	8,718,937	.....	6,921,900	14,889,843	.....	—	428.0	1,427,688	232,575	530,583	1,969,053	734,328	—	100	.....
May 31, 1872	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina ¶.N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	—	95.0	.....	(No retur	ns furnish	ed.)			—	100	.....
Dec. 31, 1872	364.0	—	18.2	200.0	.....	.....	.....	.....	*Atlantic and Pacific* ¶..Missouri & Ind.Ter.	.....	.....	.....	.....	15,000,000	12,500,000	.....	—	328.2	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	149.5	1.5	16.2	—	.....	.....	.....	.....	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	201,089	—	—	.....	.....	.....	.....	.....	4	100	.....
Nov. 30, 1872	53.0	—	2.7	—	.....	.....	.....	.....	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	732,700	129,000	.....	—	—	.....	.....	.....	.....	73,000	7	100	.....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Geneseo and Mount Morris ..N. Y.	245,000	*	.....	.....	194,250	20,000	20,000	—	19.1	21,302	43,209	4,901	33,299	6,001	—	100	.....
Nov. 30, 1872	57.2	2.0	4.1	—	.....	.....	.....	.....	Bald Eagle Valley .....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	—	53.2	.....	(Leased to	Pennsylv	ania.)			—	100	.....
Sept. 30, 1872	379.6	—	502.7	—	383	205	52	7,904	Baltimore and Ohio ¶ .....Md. & W. Va.	31,170,756	7,995,856	13,423,332	3,424,536	16,704,762	12,466,639	700,873	26,152,269	454.6	9,172,997	.....	.....	10,654,472	4,532,072	8	100	168½
Sept. 30, 1872	30.0	—	39.9	—	.....	.....	.....	.....	Washington Branch ¶ .....Maryland.	1,650,000	—	—	642,300	1,650,000	20,000	—	622,300	30.0	476,800	.....	.....	480,645	335,735	10	100	175
Sept. 30, 1872	103.5	—	21.8	—	.....	.....	.....	.....	Parkersburg Branch.....W. Virginia.	10,000,000	—	.....	.....	5,680,685	593,500	.....	—	103.5	1,003,407	.....	.....	526,803	114,541	—	100	11
Dec. 31, 1872	32.0	—	3.2	89.0	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	32.2	(Opened	to Washi	ngton, May	1, 1872.)	.....	—	100	7
Dec. 31, 1872	33.4	—	2.7	—	.....	.....	.....	.....	Belfast and Moosehead Lake.....Maine.	900,000	—	.....	.....	650,000	250,000	.....	—	—	(Operat	ed by Ma	ine Centr	al.)	36,000	—	50	.....
Dec. 31, 1872	67.0	—	6.7	—	30	21	8	967	Belvidere Delaware .....New Jersey.	3,876,842	*	.....	.....	995,300	2,244,500	1,228,128	—	67.0	.....	.....	.....	835,380	218,608	—	100	.....
Sept. 30, 1872	22.0	—	2.0	—	.....	.....	.....	.....	Berkshire.....Mass.	600,000	—	8,000	.....	600,000	—	.....	—	22.0	58,408	80,192	174,297	120,291	42,045	7	100	72½
Sept. 30, 1872	15.6	—	5.7	—	.....	.....	.....	.....	Blossburg and Corning.....New York.	582,346	—	.....	.....	468,000	.....	.....	—	—	.....	.....	.....	.....	.....	5	100	.....
Sept. 30, 1872	201.6	48.0	316.8	—	206	181	46	4,113	Boston and Albany.... Mass. & N. York.	19,890,414	4,411,338	1,071,646	2,108,488	19,664,100	3,037,000	546,724	4,237,012	268.3	4,883,071	5,247,576	2,732,907	9,259,599	2,862,615	10	100	183½
Sept. 30, 1872	25.2	—	2.0	0.8	4	4	2	50	Boston, Barre and Gardner.....Mass.	763,114	104,775	30,324	4,023	736,240	—	153,849	12,147	28.0	82,064	85,157	17,499	69,356	7,550	—	100	.....
Sept. 30, 1872	42.9	—	9.0	—	21	22	12	434	Boston, Clinton and Fitchburg .....Mass.	1,430,328	646,052	110,250	95,788	872,000	1,250,000	62,586	97,180	90.2	441,745	467,966	317,043	576,413	192,795	—	100	66½
Mar. 31, 1873	93.5	—	12.8	—	22	24	19	478	Boston, Concord and Montreal .....N. H.	2,850,000	—	218,300	327,759	1,800,000	1,050,000	29,603	516,456	139.0	.....	171,511	92,186	670,349	131,716	6p	100	.....
Sept. 30, 1872	26.8	16.0	45.8	—	37	46	20	940	Boston and Lowell.....Mass.	2,469,955	252,345	2,565,759	253,142	2,852,900	1,771,024	542,860	374,417	71.8	741,981	1,949,688	620,053	1,293,969	241,016	8	500	104
Sept. 30, 1872	80.3	8.5	84.9	36.0	61	102	28	975	Boston and Maine.....Mass., N. H. & Me.	6,728,333	1,144,587	775,992	525,480	6,816,834	—	1,341,862	1,016,686	158.8	1,215,996	4,135,469	520,722	2,004,672	504,116	10	100	108
Sept. 30, 1872	44.0	14.5	65.0	—	38	67	11	462	Boston and Providence.....Mass. & R. I.	3,691,188	207,400	573,542	253,320	3,950,000	—	356,478	427,922	66.5	239,132	762,246	765,733	1,716,399	465,347	10	100	149
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa.....Canada.	2,647,004	—	.....	.....	424,704	1,657,200	.....	—	85.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	171	Brunswick and Albany¶.....Georgia.	10,548,000	*	.....	.....	4,898,000	5,650,000	350,000	—	—	(Com	pany in ba	nkruptcy.	)	.....	—	100	.....
Sept. 30, 1872	24.0	—	2.0	—	.....	.....	.....	.....	Buff., Bradford and Pittsburg..New York.	2,889,500	—	.....	.....	2,286,000	583,500	.....	—	—	(Erie	Railway	Co.)		40,600	—	100	.....
Sept. 30, 1872	43.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.... N. Y. & Penn.	1,546,930	*	.....	.....	428,717	700,000	548,229	—	43.2	.....	.....	.....	228,099	.....	—	100	.....
Sept. 30, 1872	142.0	—	12.7	—	.....	.....	.....	.....	Buffalo, New York & Erie...N.Y.& Penn.	3,339,000	—	.....	.....	950,000	2,389,000	.....	—	—	(Erie	Railway	Co.)		233,100	7	500	.....
Sept. 30, 1872	117.0	—	5.9	—	.....	.....	.....	.....	Buff., New York and Phila.N.Y. & Penn.	3,064,271	*	.....	.....	1,600,707	1,876,500	430,605	—	88.0	(Opened	to Empor	ium, Pa.)	139,145	17,300	—	100	.....
Dec. 31, 1872	219.0	79.0	14.0	—	24	16	7	525	Burl., Cedar Rapids and Minnesota.Iowa.	7,600,000	*	.....	.....	5,400,000	2,200,000	.....	—	332.0	.....	.....	.....	995,129	283,802	—	100	.....
Dec. 31, 1872	120.0	—	6.0	100.0	.....	.....	.....	.....	Burlington and Southwestern..Iowa & Mo.	3,000,000	*	.....	.....	1,200,000	1,750,000	.....	—	.....	(In progr	ess.)		.....	.....	—	100	.....
Feb. 28, 1873	158.0	—	.....	143.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	10,000,000	*	.....	.....	12,000,000	8,000,000	.....	—	.....	(Compl	eted to Mo	. Line Ma	y, 1873.)	.....	—	100	.....
Dec. 31, 1872	160.0	—	8.0	—	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	—	160.0	(Recently	completed	.)	.....	.....	—	100	.....
Dec. 31, 1872	61.2	—	92.9	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	9,458,328	—	.....	.....	5,847,800	.....	.....	—	—	(Pennsy	lvania R.	R. Co.)		.....	10	100	.....
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	100	Camden and Atlantic.....New Jersey.	1,790,623	376,195	138,354	32,388	1,216,870	1,058,400	54,907	9,384	67.0	218,639	417,186	69,324	467,036	212,119	3½p	50	60
Dec. 31, 1872	23.0	7.2	3.9	—	.....	.....	.....	.....	Camden and Burlington Co..New Jersey.	715,362	—	.....	.....	352,925	338,000	44,437	—	—	(Pennsy	lvania R.	R. Co.)		.....	6	100	.....
Dec. 31, 1872	28.5	—	4.8	61.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	—	5,888	.....	683,467	3,776	3,800	28.5	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1873	229.0	63.0	29.2	—	.....	.....	.....	.....	Canada Southern.....Canada.	.....	.....	.....	.....	8,000,000	8,760,000	.....	—	—	(Recently	completed	.)	.....	.....	—	100	.....
Sept. 30, 1872	71.6	22.4	7.8	18.0	10	23	12	160	Cape Cod .....Mass.	1,245,594	237,393	46,392	16,547	1,022,330	349,000	132,591	43,985	94.0	210,684	286,417	75,147	321,798	86,737	8	60	.....
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2	—	31	Carbondale and Shawneetown....Illinois.	562,650	*	—	—	—	355,500	200,000	7,150	—	18.0	(Opened	Dec. 30, 1	871.)		.....	—	100	.....
Sept. 30, 1872	18.0	—	0.5	10.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	561,139	*	—	—	455,433	150,000	.....	—	18.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	20.0	4.0	8.0	—	6	3	2	517	Catasauqua and Fogelsville.....Penn.	742,151	*	—	—	426,000	.....	.....	—	24.0	.....	.....	.....	.....	.....	6	25	.....
Oct. 31, 1872	94.0	4.5	8.5	—	21	9	5	602	Catawissa.....Penn.	6,098,850	*	—	—	4,359,500	1,739,350	.....	—	—	(Leased	Nov.'72 to	Ph.&Rdg.	)	172,104	183,169	7p.	50	31½
Sept. 30, 1872	14.8	—	1.3	—	2	2	2	14	Cazenovia and Canastota.....New York.	538,006	*	—	—	294,529	250,000	29,250	—	14.8	.....	.....	.....	25,885	4,391	—	100	.....
Dec. 31, 1872	75.6	—	3.8	—	.....	.....	.....	.....	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	.....	—	—	(Illinois	Central.	)		128,646	113,400	—	100	.....
Dec. 31, 1872	271.6	2.4	22.1	—	.....	.....	.....	.....	*Cedar Rapids and Missouri River*...Iowa.	11,238,000	—	—	—	7,619,000	3,614,000	.....	—	—	(Chic.&	North We	stern R. R	.)	.....	—	100	.....
Dec. 31, 1872	100.0	—	15.0	250.0	6	6	3	131	Central Br., Union Pacific R.R...Kansas.	3,723,700	*	—	—	1,000,000	3,200,000	.....	—	101.0	(No re	turns furn	ished.)		.....	—	100	.....
Nov. 30, 1872	192.0	—	29.7	—	58	44	27	792	Central of Georgia.....Georgia.	5,000,000	*	1,628,457	1,022,692	5,000,000	1,389,000	341,663	—	284.0	.....	169,119	.....	1,656,154	689,308	10	100	.....
Dec. 31, 1872	202.6	—	16.6	24.0	22	8	6	801	Central of Iowa.....Iowa.	10,000,000	*	—	—	6,000,000	4,000,000	.....	—	202.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	22.0	4.0	3.2	—	3	7	—	22	Central of Long Island.....New York.	1,459,616	—	—	—	297,800	687,000	479,598	—	—	(Flushi	ng & N. S	ide R. R.)		.....	—	100	.....
Dec. 31, 1872	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey.....New Jersey.	12,424,935	7,882,235	7,649,492	4,310,442	20,000,000	9,209,000	3,058,154	—	291.0	4,889,891	4,478,513	1,490,689	7,120,718	1,957,538	10	100	107½
Dec. 31, 1872	137.0	—	31.2	—	40	28	24	787	Central Ohio.....Ohio.	5,499,949	*	—	—	2,845,500	2,500,000	.....	—	137.0	.....	.....	.....	989,327	170,721	6	50	31
Dec. 31, 1872	1,914.2	383.0	339.0	110.4	990	0	187	168	40 3,807	*Central Pacific* ¶.....Cal. Nev. & Utah.	136,485,693	5,622,693	5,458,198	2,513,287	64,283,190	81,939,680	422,041	7,433,960	1,158.0	.....	.....	.....	588,533	746,153	11,963,641	6,952,362	—	100	72½
Dec. 31, 1872	194.6	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta....S.Car.	5,512,000	*	256,090	.....	2,578,000	3,100,000	.....	—	194.6	.....	.....	.....	652,107	439,718	—	100	.....
Dec. 31, 1872	22.8	—	5.0	—	.....	.....	.....	.....	Chartiers.....Pennsylvania.	1,127,313	—	.....	13,897	628,060	500,000	3,150	—	22.8	39,140	.....	.....	60,440	20,440	—	50	.....
Sept. 30, 1872	428.0	—	42.6	72.0	46	27	18	761	Chesapeake and Ohio.....Va. & W. Va.	26,542,490	*	789,785	2,836,883	13,398,407	18,624,953	3,887,461	—	227.0	511,475	141,873	115,472	777,632	288,687	—	100	.....
Jun. 30, 1872	40.7	0.8	2.0	—	2	.....	.....	.....	Chester and Tamaroa.....Illinois.	1,690,000	—	.....	.....	1,000,000	660,000	30,000	—	41.5	(Opened	March 187	2.)	.....	.....	—	100	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." *A dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. & E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1872	205.0	28.0	33.7	55.0	33	36	8	607	*Flint and Pere Marquette*.....Michigan.	8,765,602	1,135,131	694,565	384,284	3,297,300	5 389,000	1,048,609	1,244,673	233.3	888,227	509,975	344,559	1,133,612	456,118	—	100	...
Sept. 30, 1872	11.8	6.3	5.3	16.2	5	19	5	8	Flushing and North Side.....New York.	962,158	284,371	.....	.....	281,010	1,281,200	81,027	.....	18.1	176,515	1,256,278	.....	281,844	86,495	—	100	...
Sept. 30, 1872	10.0	—	1.0	—	3	2	1	10	Fonda, Johnstown and Gloversville. N. Y.	493,732	*	.....	.....	300,000	300,000	41,382	.....	10.0	35,056	99,890	25,897	78,023	38,198	—	100	...
Dec. 31, 1872	100.0	—	5.2	—	8	6	3	237	Ft. Wayne, Jack. & Saginaw. Ind. & Mich.	3,000,000	313,000	25,000	.....	1,050,000	2,000,000	.....	.....	100.0	.....	.....	.....	280,647	123,591	—	100	...
Jun. 30, 1872	109 0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	(Sold J	anuary	1, 1872.)	.....	1,000,000	2,300,000	.....	.....	109.0	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1872	26.0	—	3 3	—	3	1	—	90	Framingham and Lowell.....Mass.	1,021,792	182,062	.....	58,170	499,896	650,000	112,698	30	.....	.....	.....	224,815	28,574	—	100	...
Dec. 31, 1872	11.5	—	1.5	—	2	3	—	21	Freehold and Jamesburg.....N. Jersey.	283,745	.....	.....	.....	283,745	.....	.....	.....	.....	(Boston	,Clinton &	Fitch b'g.)	21,580	21,580	—	100	39½
Feb. 28, 1873	85.0	—	9.0	150.0	9	6	4	126	Galv., Harrisburg & San Antonio..Texas.	2,255,402	287,906	.....	61,000	2,051,468	552,840	.....	.....	22.0	67,460	171,400	43,411	57,773	14,152	—	100	....
Dec. 31, 1872	50.0	—	10.0	—	15	9	4	284	Galveston, Houston & Henderson. Texas.	2,522,063	398,639	234,423	14,796	1,000,000	1,500,000	360,653	311,091	35.0	36,210	8,664	27,637	160,424	93,422	—	100	....
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Georgia.	4,156,000	*	1,335,369	415,005	4,200,000	676,500	137,240	853,233	50.0	198,167	86,845	179,666	751,054	366,017	—	100	....
Jun. 30, 1872	111.0	—	5.5	—	8	4	4	302	Gilman, Clinton & Springfield.....Illinois.	4,000,000	*	.....	.....	2,000,000	2,000,000	.....	.....	232.0	1,103,551	.....	.....	1,623,454	490,196	8	100	....
Sept. 30, 1872	11.6	—	0.3	8.1	—	—	—	—	Goshen and Deckertown.....New York.	290,901	.....	.....	.....	105,000	246,500	8,000	.....	111.0	87,808	.....	67,361	156,750	33,525	—	100	....
Dec. 31, 1872	263.7	26.0	13.2	35.0	34	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	4,807,993	1,114,214	128,797	4,748,995	2,800,000	3,000,000	.....	.....	.....	(Leased	to Erie)	.....	21,500	21,500	6	100	....
Mar. 31, 1873	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	289.7	.....	491,910	311,670	949,781	505,540	—	100	....
Dec. 31, 1872	857.0	52.0	371.0	—	361	260	80	4,636	Grand Trunk ¶.....Canada.	106,900,746	*	5,197,218	1,348 999	16,977,803	91,697,296	4,870,346	1,515	1,377.0	6,754,570	1,718,273	1,585,296	8,985,970	1,803,921	—	100	....
Jan. 31, 1873	229.0	216.0	102.0	—	177	146	39	3,136	Great Western ¶.....Canada.	33,941,675	*	.....	.....	24,167,457	10,816,000	.....	.....	569.0	4,416,442	.....	.....	5,732,870	2,989,050	6½	100	....
Sept. 30, 1872	8.0	—	0 5	—	—	—	—	—	Greene.....New York.	348,877	.....	.....	.....	200,000	.....	.....	.....	8.0	20,824	37,773	151,848	35,718	5,611	6	100	....
Feb. 28, 1873	151.0	—	5.0	49.0	9	5	3	300	Green Bay and Lake Pepin....Wisconsin.	3,400,000	*	.....	.....	1,500,000	2,400,000	.....	.....	.....	.....	(Not r	egularly o	perated.)	.....	.....	—	100	....
Sept. 30, 1872	14.0	—	0.8	—	—	—	—	—	Greenwich and Johnsonville...New York.	304,415	.....	.....	.....	130,098	185,500	11,086	.....	14.0	17,528	17,488	9,553	30,368	12,528	—	100	....
Mar. 31, 1873	66.0	—	4.0	180.0	7	3	1	72	Gulf Western Texas and Pacific. ¶..Texas.	2,500,000	*	.....	.....	.....	1,386,000	.....	.....	.....	68,000	9,506	35,874	232,979	123,161	—	100	....
Dec. 31, 1872	4.9	0.8	0.3	—	2	9	3	6	Hackensack and New York..New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	.....	.....	(Leased	by Erie at	35 p. c. of	earnings.)	.....	.....	—	100	....
Dec. 31, 1872	28.0	—	1.4	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	.....	.....	.....	560,000	299,600	.....	.....	.....	(Leased	by Erie at	35 p. c. of	earnings.)	.....	.....	—	100	....
Jun. 30, 1873	70.0	—	4.0	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	2,000,000	.....	.....	.....	750,000	675,000	.....	.....	.....	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	.....	—	100	....
Jun. 30, 1873	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	.....	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	.....	—	100	....
Aug. 31, 1872	206.0	68.5	27.7	22.0	79	61	62	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	23,297,728	*	.....	.....	14,250,828	9,146,900	.....	.....	274.5	1,648,638	320,838	415,363	2,484,670	670,529	—	100	27½
Sept. 30, 1872	7.9	—	1.0	—	2	3	2	13	Hanover Branch.....Mass.	170,130	40,445	.....	21,126	123,550	.....	40,000	68,151	7.9	21,096	79,998	14,397	71,032	20,295	—	100	....
Oct. 31, 1872	12.2	—	0.9	—	6	5	2	30	Hanover Branch.....Penn.	201,372	68,000	.....	.....	116,850	.....	.....	.....	12.2	48,150	34,401	123 424	82,388	24,356	10	50	....
Sept. 30, 1872	116.0	2.0	7.2	—	9	5	1	146	Harlem Extension.....New York.	8,000,000	*	.....	.....	4,000,000	4,000,000	40,509	.....	118.0	277,969	137,337	105,349	317,748	Loss.	—	100	....
Oct. 31, 1872	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,182,550	.....	.....	.....	1,182,550	700,000	.....	.....	54.0	(Leased	by Pennsy	lvania R.R.	Co.)	.....	7	50	97½
Sept. 30, 1872	62.0	16.5	87.0	—	37	33	16	703	Hartford and New Haven..Conn. & Mass.	4,729,381	872,197	1,462,042	1,120,651	6,500,000	580,000	50,547	1,043,724	78.5	782,172	1,303,158	721.348	2,106,674	752,702	44	100	....
Sept. 30, 1872	122.4	0.8	18.7	—	26	36	16	361	Hartford, Prov. & Fishkill ¶..R.I., Ct. & N.Y.	4,201,486	598,875	.....	.....	2,037,940	2,055,500	100,000	200,519	130.0	541,442	1,207,771	266,912	1,004,040	367,533	—	100	....
Aug. 31, 1872	75.0	—	4.0	125.0	13	6	3	81	*Hastings and Dakota*.....Minn.	(Purchas	ed July	1, 1872 by	Mil. & S	t. Paul C	o. for $2,1	00,000.)	.....	75.0	.....	10,928	20,640	21,415	Loss.	—	100	....
Dec. 31, 1872	5.5	—	0.6	—	2	—	—	100	Hibernia Mine.....New Jersey.	148,638	*	.....	1,362	150,000	.....	.....	.....	5.5	.....	.....	100,379	54,401	33,629	40	100	....
Dec. 31, 1872	63.3	—	4.9	—	—	—	—	—	Holly, Wayne and Monroe.....Mich.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	.....	(Leased	by Flint &	Pere Mar	quette R.	R. Co.)	—	100	....
Sept. 30, 1872	10.3	—	0.8	—	—	—	—	—	Holyoke and Westfield.....Mass.	427,946	.....	.....	86	200,000	200,000	1,667	26,365	.....	(New H	aven & N	orthamp.)	14,000	14,000	—	100	....
Sept. 30, 1872	74.0	—	7.0	—	16	16	8	389	Housatonic.....Connecticut.	1,864,871	340,687	.....	.....	2,400,000	400,000	335,213	42,248	162.2	274,960	282,741	242,218	528,115	117,529	—	100	....
Nov. 30, 1872	115.0	8.0	11.4	215.0	14	14	7	278	Houston and Great Northern ¶.....Texas.	3,361,361	*	731,494	539,503	2,000,000	1 925.915	45,956	260,487	123.0	123,257	24,819	36,583	260,767	81,329	—	100	....
Dec. 31, 1872	387.0	115.0	16.9	—	45	25	14	916	Houston and Texas Central ¶.....Texas.	15,000,000	*	.....	.....	820,000	10,040,000	.....	.....	349.0	.....	.....	.....	2,675,234	1,345,134	—	100	....
Oct. 31, 1872	45.0	29.5	16.5	—	23	6	5	116	Huntingdon and Broad Top Mt.....Penn.	3,159,769	*	.....	.....	1,330,750	2,153,500	117,441	.....	74.5	238,167	59,126	449,748	301,957	17,451	—	50	16
Dec. 31, 1872	705.5	—	130.4	—	197	117	45	4,585	*Illinois Central*.....Illinois.	34,061,196	*	10,248,460	614,081	25,500,000	19,423,707	.....	.....	1,107.0	5,888,226	1,352,156	2,039,321	8,028,754	2,103,107	10	100	98½
Dec. 31, 1872	62.8	—	3.2	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	1,451,737	.....	.....	.....	960,000	960,000	.....	.....	—	(Leased	by Chicag	o, Burl. &	Quincy	Co.)	—	100	....
Jun. 30, 1872	85.0	—	2.9	67.0	5	...	...	....	Indiana and Illinois Central....Ind. & Ill.	3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	.....	.....	(No	t operated	by Compa	ny.)	.....	.....	—	100	....
Dec. 31, 1872	202.5	10.0	38.0	—	65	23	9	1,752	Ind., Bloomington & Western..Ind. & Ill.	15,500,000	*	.....	.....	7,000,000	8,500,000	.....	.....	212.5	.....	.....	... .	1,359,601	.....	—	100	....
Dec. 31, 1872	179.0	—	21.2	—	58	40	12	1,121	Indianapolis, Cin. and Lafayette. Indiana.	13,988,000	*	.....	.....	5,500,000	8,700,000	.....	.....	179.0	1,211,206	.....	.....	1,754,369	592,056	—	50	14
Dec. 31, 1872	75.0	—	4.8	—	12	10	6	287	Indianapolis, Peru and Chicago..O. & Ind.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	72.0	—	12.0	—	58	34	16	1,407	Indianapolis and St. Louis.....Indiana.	3,927,197	*	241,216	424,409	600,000	3,338,000	654,822	.....	261.0	1,732,260	291,787	690,971	2,110,681	730,239	—	100	....
Dec. 31, 1872	117.0	—	18.0	—	6	7	3	197	Indianapolis and Vincennes.....Illinois.	4,613,436	*	51,118	164,475	1,402,000	3,150,000	277,029	.....	117.0	212,294	.....	.....	264,390	90,205	—	100	....
Dec. 31, 1872	183.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	183.7	(Leased	by Ill. Cen	R.R. Co.)	337,462	118,112	—	100	85
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	.....	.....	.....	1,314,000	1,314,000	.....	.....	73.0	(Leased	to Chicag	o & N. W	estern.)	.....	—	100	...
Sept. 30, 1872	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,236,190	*	.....	.....	494,162	600,000	103,302	.....	35.6	82,960	20,387	121,600	110,942	51,708	—	100	....
Dec. 31, 1872	13.0	1.0	1.3	—	3	2	1	146	Iron.....Ohio.	288,237	57,000	49,403	.....	129,550	.....	13,398	251,692	14.0	27,500	34,266	133,100	102,274	55,359	—	100	....
Oct. 31, 1872	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	.....	.....	400,000	100,000	.....	.....	11.0	11,350	.....	115,876	48,865	15,641	—	50	....
May 31, 1872	212.0	—	15.9	76.0	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	6,500,000	.....	.....	.....	1,976,100	4,195,000	.....	.....	156.0	(Leased	by Michig	an Central	R.)	.....	—	100	....
Dec. 31, 1872	36.5	—	7.2	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	.....	.....	.....	2,095,700	2,300,000	.....	.....	.....	(Leased	by Erie R	ailway Co.	)	.....	—	100	....
Dec. 31, 1872	108.0	116.0	22.6	—	41	37	12	744	Jeffersonville, Madison and Ind..Indiana.	6,888,000	*	1,059,864	162,891	2,000,000	4,888,000	1,214,013	7,853	224.0	1,061,102	658,633	468,236	1,287,280	469,670	7	100	85
Dec. 31, 1872	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago.....Illinois.	1,849,000	.....	.....	.....	1,500,000	349,000	.....	.....	.....	(Leased	to Chicag	o & Alton	R.R. Co.)	.....	7	100	85
May 31, 1872	44.5	—	3.7	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	.....	(Leased	to Michig	an Centra	l R. R. C	o.)	8	100	....
Oct. 31, 1872	4.6	—	9.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	.....	.....	.....	185,250	800,000	.....	.....	.....	24,937	215,230	.....	132,384	55,157	—	50	....
Dec. 31, 1872	42.0	—	2.1	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	300,000	400,000	.....	.....	42.0	(No	returns f	urnished.)	.....	.....	—	103	....
Dec. 31, 1872	58.0	—	3.1	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	250,000	640,000	.....	.....	.....	(Leased	to Lake S	.& M. So.)	103,800	103,800	6	100	....
Mar. 31, 1873	40.0	—	2.7	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	.....	.....	.....	610,000	840,000	.....	.....	.....	(Leased	by Michig	an Central	R.R.Co.)	51,200	—	100	....
Mar. 31, 1872	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Joseph & Co. Bl. Mo. & Ia.	8,626,158	*	.....	.....	2,789,413	6.131,500	.....	.....	260.2	.....	.....	.....	1,242,270	.....	—	100	....
Jun. 30, 1872	31.9	—	1.3	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	.....	.....	.....	720,000	720,000	.....	.....	.....	(Leased	by Leav. L	awr. & Gal.	R.R.Co.)	72,000	—	100	....
Dec. 31, 1872	638.6	34.0	22.6	—	88	53	18	1,074	Kansas Pacific.....Kansas & Col.	35,183,274	*	2,428,546	2,563,182	9,638,950	16,925,000	2,706,480	.....	672.6	2,475,270	179,182	348,966	3,732,713	1,494,447	—	100	....
Aug. 31, 1872	49.0	—	2.4	—	6	10	4	69	Knox and Lincoln.....Maine.	2,725,798	*	.....	138,305	361,492	2,395,000	.....	107,611	49.0	(Com	pleted Oct.	19, 1871.)	87,612	35,973	—	100	....
Oct. 31, 1872	80.0	—	3.0	—	25	10	4	1,515	Lackawanna and Bloomsburg.....Penn.	3,398,452	722,792	.....	.....	1,336,000	2,250,000	193,261	.....	80.0	436,206	362,294	2,713,010	1 063,505	471,764	—	50	....
Dec. 31, 1872	90.3	—	2.5	93.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	.....	.....	.....	1,000,000	1,300,000	.....	.....	.....	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	....
Dec. 31, 1872	36.0	—	1.8	79.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	.....	3,716,927	.....	3,000,000	1,500,000	.....	.....	.....	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	....
Sept. 30, 1872	16.0	....	....	124.0	—	—	—	—	Lake Ontario Shore Line.....New York.	1,641,456	.....	.....	.....	1,727,553	792,000	96,097	.....	.....	(Not yet l	n operatio	n.)	.....	.....	—	100	....
Dec. 31, 1872	541.3	505.2	533.2	—	418	160	99	8,640	Lake Shore & Mich. S.....P., O. Ind. & Ill.	63,047,176	13,384,187	7,315,307	1,515,979	50,000,000	26,495,000	6,350,020	1,417,680	1,136.5	13,477,534	2,112,833	4,382,243	17,591,629	5,118,598	8	100	75
un. 30, 1872	37.0	—	....	—	68.0	6	—	—	35	Lake Shore and Tuscarawas Valley. Ohio.	2,639,669	87,519	136,142	72,922	744,038	2.000 000	93,314	.....	(Opened t	hrough to	July, 1873.)	.....	.....	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending	Railroad. Main Line.	Branch Line.	2d Track and Siddings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. &c.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1872	74.0	—	4 8	76.0	7	9	3	121	N. Y., Kingston & Syracuse..New York.	3,055,856	190,066	.....	.....	2,662,921	583,000	92,692		74.0	101,685	163,267	69,137	219,368	60,974	—	100	....
Sept. 30, 1872	5.4	—	0.4	84.6	1	1	—	—	N. Y., Housatonic & North.N.Y. & Conn.	604,626	12,737	.....	.....	261,000	183,500	156,475		—	(Leased	by Housatonic R. R. Co.)		3,010	—	—	100	....
Sept. 30, 1872	7.0	—	0.4	0.2	—	—	—	—	New York and Mahopac.....New York.	264,912	.....	.....	.....	265,000	.....	.....		—	(Leased	by New York & Harlem R. R. Co.)		.....	—	—	100	....
Sept. 30, 1872	124.0	10.8	164.0	—	84	129	41	1,010	N. Y., N. H. & Hartford..N.Y., Ct. & Ma.	12,861,474	1,840,536	1,465,553	3,428,675	15,500,000	1,641,500	377,341	1,377,592	190.2	1,700,891	3,925,765	892,579	4,483,554	1,769,809	10	100	130
Sept. 30, 1872	62.5	—	27.5	—	20	19	7	99	N. Y., Providence and Boston..C. & R. I.	3,101,400	*	.....	.....	1,887,400	1,214,000	.....	.....	67.5	441,485	614,211	229,677	911,021	401,914	9	100	125¼
Sept. 30, 1872	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	3,210,616	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	by New York Cent. R.R. Co.)		60,000	6	100	....
Jun. 30, 1872	35.3	—	3.3	—	5	1	1	134	Niles and New Lisbon .....Ohio.	1,647,364	108,287	.....	.....	500,000	500,000	59,584	96,067	35.3	112,067	48,554	336,167	179,553	88,216	—	100	....
Sept. 30, 1872	223.0	—	11.2	—	24	18	10	271	North Carolina ¶.....North Carolina.	4,947,741	*	344,672	337,271	4,000,000	553,413	592,030	483,241	223.0	478,580	140,397	113,126	(R'fhm.&	Danv.)	—	100	....
Feb. 28, 1873	102.0	—	9.0	—	14	14	5	142	North-Eastern ¶ .....South Carolina.	2,148,131	*	88,720	37,364	979,850	1,101,500	138,977	53,380	102.0	293,721	82,719	.....	395,463	159,695	—	100	....
Jun. 30, 1873	72.0	—	3.6	118.0	—	—	—	—	North Louisiana and Texas.....La.		(No a	ccounts o	btainabl	e.)				72.0		(No accounts.)				—	100	....
Oct. 31, 1872	55.6	12.1	66.7	—	39	36	20	903	North Pennsylvania.....Pennsylvania.	7,086,930	1,208,779	1,524,750	.....	3,473,500	4,042,500	63,394		67.7	617,092	889,571	880,119	1,336,938	592,322	5¤	50	88
Dec. 31, 1872	95.0	45.3	33.3	—	30	21	10	689	Northern, of Canada.....Canada.	5,465,410	*	78,964	610,683	.....	5,819,963	261,561	3,533	140.3	748,838	212,080	313,664	894,774	180,541	—	100	....
Dec. 31, 1872	138.0	4.0	137.0	—	141	69	22	6,284	Northern Central ¶.....Md. and Penn.	11,636 880	3,223,438	2,750,000	928,678	5,842,000	11,040,602	1,464,215	222,099	317.0	3,288,463	1,110,110	4,769,895	4,698,820	1,161,769	6	50	76¼
Mar. 31, 1872	69.2	13.4	17.6	—	27	16	6	540	Northern New Hampshire ..New Hamp.	3,068,400	*	309,618	212,958	3,068,400	102,000	286,800	154,576	82.6	506,848	195,406	411,888	796,355	217,103	8	100	104¼
Dec. 31, 1872	21.3	—	4.6	—	—	—	—	—	Northern New Jersey.....New Jersey.	527,452	*	872,548	.....	1,000,000	400,000	.....		—	(Leased	to Erie Railway Co.)		273,054	37,604	8	100	....
May 31, 1873	153.0	106.0	....	1,441	72	16	6	1,554	Northern Pacific.....Minn., Dak. &c.	13,292,142	1,908,838	601,394	.....	.....	50,000p.m	.....		559.0		(No statement published.)				—	100	....
Sept. 30, 1872	59.4	7.0	13.1	—	20	15	6	642	Norwich and Worcester ¶.Conn. & Mass.	2,463,983	*	84,706	109,188	2,364,400	759,000	35,526	731,947	66.4	410,089	372,841	346,367	771,602	293,228	10	100	122½
Jun. 30 1872	113.0	32.0	14.6	—	21	27	12	394	Nova Scotia.....Nova Scotia.	6,976,268	*	110,464	.....	.....	6,976,268	110,464		146.0	.....	194,167	242,210	328,841	Loss.	—	100	....
Sept. 30, 1872	118.0	4.0	18.0	—	34	19	4	1,026	Ogdensburg and Lake Champlain...N. Y.	4,048,510	1,748,411	.....	.....	3,077,000	1,012,000	.....		122.0	636,755	171,894	417,373	1,005,979	263,867	6	100	51
Dec. 31, 1872	10.0	2.0	3.8	—	2	—	—	96	Ogden Mine.....New Jersey.	452,994	*	.....	.....	450,000	.....	.....		12.0	.....	.....	54,479	47,459	25,656	6	100	....
Jun. 30, 1872	340.0	53.0	24.0	—	122	57	24	2,422	Ohio and Mississippi ....Ohio, Ind. & Ill.	34,470,752	.....	.....	.....	24,030,000	10,111,850	328,902		393.0	2,852,763	404,765	708,799	3,343,845	984,008	—	100	20
Oct. 31, 1872	120.0	3.0	53.7	—	32	19	5	328	Oil Creek and Allegheny River.....Penn.	8,554,547	1,008,331	.....	.....	4,959,450	3,680,000	.....		123.0	749,668	559,926	676,500	1,285,554	461,531	6½	50	13
Sept. 30, 1872	131.3	19.4	50.6	15.0	45	95	16	607	Old Colony and Newport..Massachusetts.	8,095,654	*	441,553	586,443	5,103,500	3,521,000	467,989	581,156	160.7	1,110,675	3,711,345	510,434	1,897,438	630,249	6½	100	108
Dec. 31, 1872	9.9	2.0	3.1	...	3	3	—	—	Orange and Newark.....New Jersey.	1,073,555	*	.....	.....	290,300	736,000	73,852		11.9		2,984 817		203,094	24,633	—	100	....
Sept. 30, 1872	282.6	10.0	9.6	—	25	21	12	382	Orange, Alex. and Manassas Gap ¶....Va.	9,180,634	*	.....	.....	2,892,540	5,622,864	865,431		292.6	713,252	196,894	161,434	988,371	403,598	—	100	....
Dec. 31, 1872	25.0	—	1.7	200.0	—	—	—	—	Osage Valley and Southern Kansas...Mo.	600,000	.....	.....	.....	375,000	200,000	25,000		—	(Leased	by Pacific (of Mo.)R. R. Co.)		35 p. c.		—	100	....
ept. 30, 1872	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	950,953	.....	.....	.....	300,000	612,100	27		—	(Leased	by Rome, Watertown & Osd. R.R. Co.)		.....		—	100	....
Sept. 30, 1872	35.0	—	46.7	—	11	12	4	258	Oswego and Syracuse .....New York.	1,114,844	330,270	.....	.....	1,144,400	180,000	.....		35.0	232,069	171,932	232,801	354,880	73,878	9	100	....
Dec. 31, 1872	35.0	—	1.6	100.0	2	1	1	10	Owensboro and Russellville...Kentucky.	.....	.....	.....	.....	1,500,000	1,500,000	.....		35.0	(In course of construction: no returns.)					—	100	....
Dec. 31, 1872	283.5	15.5	39.1	—	—	—	—	—	*Pacific of Missouri* ¶.....Missouri.	.....	.....	.....	.....	7,000,000	(Assumed by Lessees.)			—	(Leased	by Atlantic & Pacific R. R. Co.)				5	100	41¼
Dec. 31, 1872	63.5	—	3.6	101.5	7	4	2	77	Paducah and Gulf .....Kentucky.	3,261,312	*	980,220	89,430	2,924.150	1,000,000	406,812		63.5	469,289	22,920	21,589	95,261	35,845	—	100	....
Jun. 30, 1872	11.0	—	0.5	53.4	2	1	1	25	Painesville and Youngstown.....Ohio.	234,608	21,359	.....	.....	255,997	.....	.....		11.5	(Under	construction: no returns.)				—	100	....
Dec. 31, 1872	47.6	—	11.8	—	20	26	4	486	Panama.....New Granada.	10,000,000	*	.....	.....	7,000,000	2,963,177	.....		47.6	.....	.....	.....	1,718,630	1,232,602	10¼	100	111
Dec. 31, 1872	76.0	33.0	6.2	—	7	5	3	246	Paris and Decatur.....Illinois.	2,800,000	*	.....	.....	1,600,000	1,200,000	.....		109.0		(No statement furnished.)				—	100	....
Dec. 31, 1872	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	600,000	.....	.....	.....	630,000	.....	.....		—	(Leased	by Erie Rail'y Co.)		53,400	53,400	8¤	100	....
Dec. 31, 1872	12.0	—	2.6	—	—	—	—	—	Paterson and Newark.....New Jersey.	896,162	.....	.....	.....	250,000	500,000	.....		—	(Leased	by Erie Rail'y Co.)			35 p. c.	—	100	....
Dec. 31, 1872	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	.....	.....	.....	248,000	100,000	.....		—	(Leased	by Erie Rail'y Co.)		30,173	30,173	6	100	....
Feb. 28, 1873	67.3	—	3.9	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,576,000	.....	.....	.....	1,500,000	1,076,000	.....		—	(Leased	by Tol. Wab. & Wtn. Co.)		.....	.....	—	100	....
Dec. 31, 1872	22.0	—	1.8	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,692	.....	.....	.....	342,150	160,000	36,542		—	(Leased	by United Co.)		31,729	31,729	6	100	....
Dec. 31, 1872	18.0	—	1.1	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	.....	.....	.....	500,000	375,000	.....		—	(Leased	by N. Jer. Sth'n R.R. Co.)		.....	.....	—	100	....
Dec. 31, 1872	165.0	—	10.0	40.0	4	4	2	45	Peninsular.....Mich. Ind. & Ill.	4,916,263	*	.....	.....	1,995,000	2,779,000	142,262		165.0	.....	83.491	46,333	109,913	Loss.	—	100	....
Dec. 31, 1872	354.9	69.0	546.9	—	593	292	112	11499	Pennsylvania .....Pennsylvania.	31,283,395	11,154,553	53,506,985	20,413,986	53,271,937	35,072,309	19,395,482	8,919,154	787 7	13,380,957	5,250,393	7,844,779	22,012,525	8,247,852	10	50	99¼
Dec. 31, 1872	47.0	15.9	57.0	—	23	8	—	2,640	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,967,500	.....	4,000,000	536,500	375,000		47.0	.....	3,486	1,376,772	23,033		20	50	285
Dec. 31, 1872	22.5	—	1.2	—	—	—	—	—	Pennsylvania and Delaware..Penn. & Del.	1,200,000	.....	.....	.....	483,297	700,000	.....		—	(Leased	to Penna. R.R. Co.: recently opened.)				—	50	....
Dec. 31, 1872	104.3	12.1	35.9	—	18	2	—	1,218	Pennsylvania and N. York..N.Y. & Penn.	5,088,426	623,814	.....	.....	3,061,700	3,000,000	.....		145.6	.....	190,309	1,268,527	1,608,287	437,135	—	50	....
Dec. 31, 1872	46.0	—	6.6	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	.....	.....	.....	1,200,000	600,000	.....		—	(Leased	by Chic. R. I. & Pac. Co.)		125,000	8	100	....
Dec. 31, 1872	83.0	—	11.6	—	12	7	4	181	Peoria, Pekin and Jacksonville...Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....		83.0	260,093	77,372	124,505	302,552	.....	—	50	....
Dec. 31, 1872	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge.N. Jersey.	214,581	.....	.....	.....	57,200	100,000	57,381		—	(Oper. by Penna. R. R. Co.)					—	100	....
Dec. 31, 1872	64.0	18.0	8.0	—	12	9	5	120	Petersburg ¶.....Virginia.	1,817,985	*	323,905	43,388	1,324,200	500,000	361,083		82.0	228,000	44,392	57,238	288,944	133,851	—	100	....
Oct. 31, 1872	46.0	—	6.0	—	9	7	3	95	Philadelphia and Balt. Cent. Penn. & Md.	1,806,209	177,474	.....	.....	220,606	2,600,000	53,413		58.1	176,312	315,515	134,307	295,594	105,205	—	100	....
Dec. 31, 1872	287.6	—	114.3	—	130	38	20	2,955	Philadelphia and Erie ¶....Pennsylvania.	21,822,990	.....	2,248,693	.....	8,448,000	14,750,000	892,983		287.6	2,912,351	839,793	2,028,568	3,980,753	846,319	—	50	38¼
Dec. 31, 1872	17.1	3.1	13.7	21.0	24	45	13	192	Phila., Germantown and Norristown..Pa.	1,146,538	368,282	500,793	.....	2,231,900	.....	.....		23.6	(Leased	by Phila. & Read'g.)		287,816	271,179	12	50	180
Dec. 31, 1872	98.4	172.1	421.7	—	377	202	63	14138	Philadelphia and Reading..Pennsylvania.	45,922,674	*	24,888,327	2,675,996	34,236,175	33,120,804	4,172,014	1,958,004	708.0	7,248,778	6,383,991	9,573,405	12,125,038	4,823,300	10	50	115¼
Dec. 31, 1872	23.6	—	36.3	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,534,479	.....	329,626	.....	1,259,100	.....	.....	275,408	37.5	.....	1,561,080	1,124,640	1,759,758	.....	10	100	123
Dec. 31, 1872	95.3	3.8	139.1	—	64	103	49	1,295	Philadelphia, Wilm. and Baltimore.Penn.	11,890.736	*	2,318 306	175,395	11,485,750	1,990,500	455,321	660,478	197.7	1,248,818	1,747,195	449,780	2,814,274	1,188,614	8	50	109¼
Oct. 31, 1872	7.0	—	1.0	—	2	3	2	22	Pithole Valley.....Pennsylvania.	100,000	*	225,000	.....	225,000	100,000	17,182		7.0	.....	9 800	12,854	20,463	Loss.	—	50	....
Dec. 31, 1872	193.0	8.0	46.0	—	119	34	19	1,605	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	15,095,349	3,740,438	1,950,109	1,812,268	8,433,550	10,011,740	5,461,173		201.0	3,160.500	606,902	1,429,115	3,856,649	799,501	—	50	....
Dec. 31, 1872	468.3	—	156.3	—	243	96	54	5,559	Pittsburg, Ft. W. and Chic..P., O., L. & I.	35,835,286	*	.....	.....	22,214,286	13,621,000	17,230		503.6	7,313,148	2,106,152	2,408,162	9,780,310	4,507,465	10	100	98¼
Dec. 31, 1872	14.0	—	3.1	16.0	3	2	1	45	Pittsburg, Virginia & Charleston.....Pa.	654,068	55,248	.....	.....	618,564	.....	.....		14.0		(In operation only three months.)				—	50	....
Oct. 31, 1872	149.6	1.9	17.2	—	57	20	9	430	Pittsb'g, Washington & Dalton..Pa. & Md.	11,598,236	687,192	83,196	.....	1,960,682	4,780,000	3,463,294		173.8	1,703,600	781,994	980,780	1,437,392	Loss.	—	50	....
Sept. 30, 1872	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	450,000	.....	.....	.....	450,000	.....	.....		—	(Leased	by Boston & Albany R.R. Co.)		27,000	6	100	....
Jun. 30, 1872	—	—	—	178.0	—	—	—	—	Plymouth, Kankaka & Pacific.Ind. & Ill.	.....	.....	.....	.....	719,390	450,000	.....		—	(Leased	by Pennsylvania Co.)				—	100	....
Oct. 31, 1871	66.0	—	2.7	24.0	7	6	3	315	Port Huron and Lake Michigan.....Mich.	3,000,000	*	(To com	pletion.)	1,200,000	1,800,000	.....		41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Nov. 30, 1872	60.0	—	3 5	50.0	5	13	3	92	Portland and Ogdensburg....Me. & N. H.	1,945,560	161,149	97,155	29,230	1,039,095	906,000	259,132	28,859	60.0	118,100	55,592	37,856	115,484	40,361	—	100	....
Dec. 31, 1872	65.0	—	2.1	98.0	5	4	3	85	Portland and Ogdensburg.....Vermont.	1,652,000	*	.....	.....	.....	2,340,000	.....				(Earnings used in construction.)				—	100	....
Dec. 31, 1872	27.5	—	2.8	—	2	1	1	22	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	218,500	.....		27.5	17,215	2,880	6,375	14,221	.....	—	100	....
Aug 31, 1872	52.5	—	3.3	—	6	10	4	218	Portland and Rochester....Me. & N. H.	1,900,854	*	45,000	10,296	636,097	1,120,000	200,053		52.5	141,640	120,009	60,790	131,561	38,078	—	100	....
May 31, 1872	51.3	—	7.4	—	19	—	7	167	Portland, Saco and Portsmouth ....N. H.	1,500,000	*	.....	.....	1,500,000	.....	.....				(Leased by Eastern R.R. Co.)				10	100	119
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	110	Port Royal.....South Caroline.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....		110.0		(Operated for benefit of contractors.)				—	25	....
May 31, 1873			4.9	39.0	—	—	—	—	Portsmouth, Gt. Falls and Conway. N. H.	2,270,000	*	.....	.....	770,000	2,000,000	.....				(Leased by Eastern R.R. Co.)				6	100	34
Sept. 30, 1872	.8	—	2.5	3.1	1	5	—	60	Poughkeepsie and Eastern....New York.	1,391,372	.....	.....	.....	524,464	508,200	506,079		41.8	53,514	70,018	10,40	53,079	14,038	—	100	....

Sept. 30, 1872	43.4	1.0	44.1	—	27	29	6	919	Providence and Worcester..R. I. & Mass.	1,909,636	666,668	125,566	107,861	2,000,000	500,000	224,612	84,019	47.6	7507,586	¥1,005,257	15 521,866	295,997	239,926	10	100	....
Nov. 30, 1872	13.6	—	3.1	—	3	8	3	11	Providence, Warren and Bristol.R. I. & M.	645,079	73,026	.....	.....	437,917	50,000	63,611	.....	13.6	44,096	415,776	16,367	105,555	51,456	3	100	....
Dec. 31, 1872	21.0	—	2.0	—	1	3	2	—	Queen Anne and Kent Co.....Md.	351,000	•	32,200	.....	260,000	269,000	2,600	.....	21.0	38,850	12,560	38,281	27,437	9,989	—	50	....
Dec. 31, 1872	41.7	—	1.4	68.3	3	2	2	45	Quincy, Alton and St. Louis.....Ill.	1,850,000	•	.....	.....	1,000,000	850,000	.....	.....	41.7	.....	.....	.....	96,000	.....	—	100	....
May 31, 1872	97.0	—	9.7	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	•	155,300	102,935	1,500,000	.....	92,150	166,085	97.0	.....	31,226	64,096	359,277	154,400	—	100	....
Jan. 31, 1873	44.0	—	3.0	60.0	4	3	3	46	Raleigh and Augusta Air-Line....N. Car.	1,134,211	89,785	.....	.....	876,000	350,000	.....	.....	44.0	.....	.....	.....	76,037	.....	—	100	....
Sept. 30, 1872	71.0	110.0	41.5	—	39	68	19	974	Rensselaer and Saratoga.....N. Y.	7,489,628	•	.....	.....	6,000,000	1,925,000	.....	.....	181.0	861,480	664,000	556,934	1,748,915	604,224	7	100	1061
Sept. 30, 1872	140.5	55.2	16.7	—	26	17	10	272	Richmond and Danville ¶.....Virginia.	5,109,406	•	2,048,460	211,461	4,000,000	2,621,090	510,171	236,036	295.9	526,732	134,485	176,708	832,092	863,846	—	100	....
Sept. 30, 1872	75.5	11.4	6.2	—	12	6	4	139	Richmond, Frederick and Potomac ¶..Va.	2,622,927	•	116,539	268,282	1,509,826	882,899	43,417	559,604	89.9	200,899	.....	.....	351,919	145,919	—	100	....
Sept. 30, 1872	22.6	2.8	4.2	—	3	10	4	160	Richmond and Petersburg ¶.....Va. N.C.	1,188,218	•	85,833	30,224	847,100	326,296	93,377	37,528	46.8	107,159	118,189	42,228	160,319	45,945	—	100	....
Sept. 30, 1872	3.3	—	2.2	26.0	3	3	2	42	Richmond and York River.....Va.	1,265,640	•	.....	.....	650,000	615,640	.....	.....	38.3	.....	(No returns obtained.)				—	100	....
Sept. 30, 1872	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	—	—	—	557,560	—	—	—	—	(Leased by Erie Railway Co.)				34,012	6	100	....
Jun. 30, 1872	251.9	25.5	27.0	—	33	15	7	915	Rockford, Rock Island and St. Louis..Ill.	15,490,570	•	.....	.....	6,490,579	9,000,000	.....	.....	316.5	.....	.....	.....	1,067,749	243,534	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	•	.....	.....	250,844	.....	.....	.....	20.0	.....	(No information.)				16	100	....
Sept. 30, 1872	141.1	48.5	25.3	—	40	31	15	779	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	•	.....	.....	2,998,900	1,735,606	88,359	.....	218.2	675,016	441,909	336,440	1,150,764	282,106	7	100	80
Jan. 31, 1873	120.0	—	26.0	—	—	—	—	—	Rutland.....Vermont.	8,787,902	—	—	1,236,719	6,641,300	1,701,000	1,180,628	—	239.0	(Leased to Central Verm't.)			434,740	405,381	—	100	6
Jun. 30, 1873	225.0	—	24.0	34.0	19	...	...	.....	St. Joseph and Denver City..Kan.& Neb.	11,188,220	420,925	279,044	3,203	4,000,000	7,000,000	734,425	157,067	225.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	54.0	5.0	5.1	—	9	15	6	93	St. Lawrence and Ottawa.....Canada.	1,050,000	•	.....	.....	.....	250,000	.....	.....	59.0	.....	70,265	3 ,592	161,771	45,953	—	100	....
Dec. 31, 1872	189.0	18.0	29.0	—	13	9	7	553	St. Louis, Alton and Terre Haute.Illinois.	11,768,400	•	.....	238,001	4,768,400	6,700,000	218,001	.....	56.0	360,130	149,499	416,216	507,019	220,092	—	100	10
Dec. 31, 1872	196.5	15.3	37.0	—	91	20	13	1,651	*St. Louis and Iron Mountain* ¶...Missouri.	14,558,951	1,951,989	1,088,796	153,733	10,000,000	5,461,000	.....	.....	210.8	933,393	557,575	633,574	2,146,689	687,639	3	100	24
Dec. 31, 1872	310.0	48.0	25.0	50.0	46	26	12	1,170	St. Louis & S. Eastern...Ill., Ky. & Tenn.	11,089,000	1,725,000	3,993,000	.....	11,000,000	5,807,000	.....	.....	220.0	.....	.....	.....	822,601	169,779	—	100	....
Dec. 31, 1872	15 .0	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill	5,040,100	—	—	—	2,324,100	3,477,000	—	—	—	(Leased by Chicago & Alton R.R.Co.)				240,000	—	100	....
Jan. 31, 1873	353.0	—	17.6	—	88	38	19	1,531	St. L., Kansas City & Northern..Mo & Ia.	28,134,445	•	2,369,765	439,708	24,000,000	6,000,000	943,928	.....	581.7	2,893,281	428,957	517,528	2,780,820	748,139	—	100	....
Oct. 31, 1872	158.4	—	23.0	—	30	14	8	824	St. Louis, Vandalia & Terre Haute....Ill.	7,984,227	•	.....	203,201	2,377,779	5,499,000	250,548	60,101	158.4	862,806	.....	.....	1,180,273	354,082	—	100	....
Dec 31, 1872	267.0	175.0	16.0	251.0	30	14	9	289	*St. Paul and Pacific* (1st Div.)..Minnesota.	15,188,653	•	3,723,033	229,522	1,968,500	16,197,000	589,333	—	283.0	462,489	235,279	152,386	682,569	.....	—	100	....
Dec. 31, 1872	121.0	—	8.0	—	13	6	4	194	St. Paul and Sioux City.....Minn.	4,550,960	•	179,798	54,019	4,000,000	.....	784,777	.....	121.0	344,883	75,461	136,127	424,398	99,668	—	100	....
Dec. 31, 1872	116.0	—	16.0	—	21	18	9	309	Sandusky, Mansfield and Newark ..Ohio.	3,244,500	•	.....	.....	937,500	2,307,000	.....	.....	160.0	.....	178,661	153,505	574,951	37,802	—	50	....
Dec. 31, 1872	287.0	110.0	15.4	61.0	27	19	6	342	Savannah, Albany and Gulf.....Ga.	7,592,283	•	529,789	1,171,804	4,479,677	3,242,200	1,571,999	.....	347.0	635,300	98,234	.....	983,966	339,539	—	100	....
Dec. 31, 1872	104.0	—	4.9	—	10	9	5	80	Savannah & Charleston.....S. Car. & Ga.	2,288,966	•	.....	.....	1,000,000	1,427,800	.....	.....	104.0	(No statement furnished: very small.)					—	100	....
Feb. 28, 1873	80.0	—	8.0	—	15	7	5	203	Seaboard and Roanoke..Va. & N. Carolina.	1,488,400	•	.....	105,689	1,278,400	210,000	107,000	.....	80.0	235,679	26,309	162,682	566,619	266,335	8	100	....
Apr. 30, 1872	237.0	—	11.9	—	39	17	9	412	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	•	.....	.....	3,750,000	9,230,000	large	.....	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	•	.....	.....	1,389,000	1,423,000	10,000	.....	80.5	60,500	32,318	34,321	79,481	23,624	—	100	....
Nov. 30, 1872	32.0	—	2.0	—	2	2	2	70	Shenango and Allegheny ..Pennsylvania.	890,335	78,945	22,000	.....	199,000	780,000	.....	.....	32.0	40,500	16,170	56,220	58,850	32,393	—	50	....
Jun. 30, 1872	106.8	—	11.3	—	11	8	5	153	*Sioux City and Pacific*.....Neb. & Iowa.	3,096,400	•	.....	.....	2,068,400	1,628,000	.....	.....	157.8	.....	.....	.....	162,405	10,344	—	100	....
Dec 31, 1872	122.4	—	6.6	26.1	9	6	3	232	Sioux City and St. Paul....Iowa & Minn.	4,422 132	•	568,362	.....	2,800,000	1,740,000	450,494	.....	—	(Run by contractors: no returns.)					—	100	....
Sept. 30, 1872	183.0	—	9.2	—	...	...	...	.....	South and North Alabama.....Ala.	7,481,764	•	.....	.....	3,458,067	4,906,000	.....	.....	131.0	.....	41,527	74,837	199,051	60,28	—	100	....
Dec. 31, 1872	157.0	106.0	30.0	—	42	37	*	507	South Carolina ¶.....South Carolina.	9,594,328	•	2,019,176	306,086	5,819,275	4,730,346	236,736	71,474	243.0	856,732	207,344	266,707	1,401,211	545.10	—	100	....
Sept. 30, 1872	116.0	—	5.8	—	11	7	4	401	Southern Central.....New York.	3,450,058	287,305	.....	.....	1,783,021	2,288,000	89,881	.....	116.0	302.744	161,821	178,099	307,280	104,978	—	100	....
Sept. 30, 1872	57.0	20.0	20.0	—	19	35	7	114	South Side (L. I.).....New York.	3,166,551	648,925	.....	.....	1,000,000	2,250,000	886,782	.....	57.0	233,990	617,899	83,701	501,871	226,637	—	100	....
Aug. 31, 1872	167.5	—	9.5	—	12	5	3	243	Southern Minnesota.....Minnesota.	9,424,953	•	.....	.....	3,825,000	4,592,000	1,007,953	.....	165.5	.....	46,349	92,661	493,438	190,021	—	100	....
Dec 31, 1872	170.0	—	8.5	552.0	14	23	8	245	Southern Pacific.....California.	11,500,000	•	.....	.....	8,404,800	5,750,000	.....	.....	170.9	.....	314,150	121,660	932,725	481,664	—	100	....
Jun. 30, 1872	228.0	—	11.2	—	12	10	4	260	Springfield & Ill. So. Eastern.....Illinois.	8,176,500	•	.....	.....	4,000,000	4,400,000	140,000	.....	—	(Not in operation at date.)					—	100	....
Sept. 30, 1872	81.0	—	17.0	—	16	13	3	378	Syracuse, Binghamton and N. York..N.Y.	3,906,297	•	.....	.....	2,004,000	1,670,000	129,414	.....	81.0	449,520	186,606	583,355	713,585	216,481	4	100	....
Sept. 30, 1872	26.0	1.0	3.1	16.0	3	6	2	40	Syracuse and Chenango Valley....N. Y.	1,165,062	61,985	.....	.....	1,063,400	500,000	229,997	.....	26.0	23,548	49,219	29,914	28,199	loss.	—	100	....
Nov. 30, 1872	79.7	26.6	30.0	—	36	21	9	782	Terre Haute and Indianapolis....Indiana.	2,807,213	•	1,583,484	191,840	1,388,150	800,000	616,344	1,178,143	99.3	.....	190,997	834,850	1,010,354	128,448	—	100	....
Apr. 30, 1873	66.0	—	6.6	1,741	12	6	—	73	Texas and Pacific.....Texas.	4,200,000	•	.....	.....	200,000	4,000,000	.....	.....	66.0	.....	.....	.....	348,001	85,042	—	100	....
Dec. 31, 1872	227.3	10.2	29.0	—	45	13	9	1,109	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	•	.....	.....	5,700,000	3,450,000	204,794	.....	237.5	1,192,831	.....	.....	1,316,106	368,093	—	100	....
Dec. 31, 1872	473.6	158.5	60.5	—	182	71	42	4,207	Toledo, Wabash and Western..O. I. & Ill.	34,683,000	•	.....	.....	16,000,000	18,683,000	.....	.....	955.7	5,196,661	637,050	1,349,052	6,008,978	1,578,182	—	100	37
Sept. 30, 1872	84.9	—	9.0	—	11	12	6	222	Troy and Boston.....New York.	1,934,146	378,418	.....	.....	1,599,000	1,899,000	65,369	.....	55.3	190,548	262,763	191,122	516,563	212,097	2	100	....
Dec. 31, 1872	1 032	—	100.0	—	151	93	36	2,409	*Union Pacific*.....Nebr. Utah Nev. & Cal.	111,948,812	•	.....	.....	36,762,300	75,179,512	.....	.....	1,032.0	.....	165,688	.....	8,862,605	4,092,032	—	100	27
Dec. 31, 1872	165.0	—	60.0	—	242	281	3	1,762	United Companies of New Jersey..N. Jer.	22,450,328	•	13,216,919	427,838	18,990,627	17,616,608	797,681	472,455	455.9	3,905,741	7,580,795	2,586,304	8,266,226	2,261,060	10	100	125
Apr. 30, 1872	37.0	—	4.0	91.0	6	6	1	28	Utah Central.....Utah.	1,500,000	•	.....	.....	500,000	1,000,000	.....	.....	37.0	.....	.....	.....	360,612	206,358	—	100	....
Dec. 31, 1872	31.0	—	2.1	44.0	3	3	2	11	Utah Southern.....Utah.	1,060,000	•	.....	.....	400,000	660,000	.....	.....	31.0	.....	.....	.....	126,884	68,442	—	100	....
Sept. 30, 1872	74.8	—	13.4	12.2	14	15	7	125	Utica and Black River.....New York.	2,200,444	258,703	.....	.....	1,754,020	775,500	.....	.....	92.2	201,688	184,533	62,064	337,299	111,309	3	100	....
Sept. 30, 1872	98.0	22.0	14.0	—	17	15	7	62	Utica, Chenango and Susq. Valley..N. Y.	3,186 344	438,181	.....	.....	2,908,600	.....	.....	.....	120.0	228,887	246,101	173,749	424,792	34,246	6	100	....
May 31, 1872	47.0	25.5	9.3	—	—	—	—	—	Vermont and Canada.....Vermont.	3,000,000	—	—	—	3,000,000	—	—	—	—	(Leased by Vermont Central R. R. Co. at 8 p.c.)					8	100	54
May 31, 1872	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	•	.....	.....	5,000,000	6,500,000	.....	.....	773.0	.....	.....	[2 yrs.	8,497,442	495,487	—	100	....
Sept. 30, 1872	56.0	24.1	9.2	—	13	19	8	274	Vermont and Massachusetts.....Mass. & Vt.	2,703,966	•	90,785	191,899	2,860,000	900,000	68 899	157,751	88.1	24 ,299	275,181	131,458	557,196	169,523	2	100	82
Feb. 29, 1872	140 0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	•	245,588	193,945	454,072	2,929,286	86,869	.....	140.0	181 288	82,372	49,431	408,220	102,913	—	100	....
Dec. 31, 1872	46 0	—	2.5	—	3	*	*	60	Vineland.....New Jersey.	1,826,191	•	.....	.....	998,005	750,000	78,187	.....	—	(Leased to N. Jer. Southern R. R Co.)					—	100	....
Dec. 31, 1872	18.3	—	6.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	—	—	—	1,800,000	1,261,400	—	—	—	(Leased to D. L. & W. R. R.)			525,749	215,353	7	100	....
Sept. 30, 1872	44.0	—	2.0	281.0	4	6	3	65	Washington and Ohio.....Virginia.	1,435,176	128.577	128,773	.....	900,700	130,400	321,248	340,178	44.0	81,361	27,693	19,418	81,285	7,948	—	100	....
Aug. 31, 1872	132.0	28 0	15.5	—	26	16	8	247	Western Alabama.....Alabama.	4,822,628	538,272	342,800	662,536	2,008,324	3,169,000	561,508	626,504	160.0	421,880	101,742	.....	626,504	165,534	—	100	....
Dec. 31, 1872	133.0	—	11.0	—	69	18	12	921	Western and Atlantic.....Georgia.	Owned by State of Georgia & leased to a company for $300,00 0 a year.)								138.0	.....	.....	125,932	1,590,245	66,587	—	100	....
Sept. 30, 1872	60.0	—	3.9	13.0	10	10	6	123	Western Maryland ¶.....Maryland.	2,366,392	•	208,500	17,069	682,893	1,800,000	109,069	.....	60.0	217,760	134,655	73,841	197,707	7,038	—	100	....
Dec. 30, 1872	57.1	27.6	14.6	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,846,005	—	—	—	1,022,450	1,800,000	1,028,555	—	—	(Leased by Pennsylvania R. R. Co.)					—	50	....
Dec. 31, 1872	60 7	—	16.2	—	18	63	8	171	West Jersey.....New Jersey.	2,255,355	•	1,486,466	178,462	1,359,700	2,398,000	162,583	.....	128.9	380,555	642,728	28,443	664,777	291,363	8	100	100
Mar. 31, 1873	197.0	—	10.0	—	26	14	10	660	West Wisconsin.....Wisc.	8,640,000	•	.....	.....	4,000,000	4,640,000	.....	.....	165.0	.....	.....	.....	549,645	263,329	—	100	....
Dec. 31, 1872	32.0	—	1.0	28.0	3	5	2	24	Wheeling, Pbg. & Balt.....W. Va. & Pa.	579,642	—	—	—	500,000	—	79,642	—	32.0	39,328	53,175	11,638	45,164	480	—	50	....
Sept. 30, 1872	189.0	—	5.0	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	3,971,781	381,117	51,244	.....	300,000	3,800,000	304.142	.....	172.0	.....	.....	.....	591,046	226,498	—	100	....
Oct. 31, 1872	63.6	—	9.5	—	11	6	5	124	Wilmington and Reading...Pennsylvania.	2,644,078	255,151	32,892	.....	750 663	2,332,300	108,610	—	63.6	230,554	132.365	264,578	22 ,773	21,667	—	50	....
Sept. 30, 1872	162.0	19.0	9.5	—	23	31	—	324	Wilmington and Weldon ¶...N. Carolina.	3,004,644	•	61,436	296,393	1,456,200	1,619,100	77,042	299,581	181.0	519,184	124,995	.....	635,871	230,833	—	100	66
Dec. 31, 1872	130.9	—	3.0	201.0	15	6	2	300	Wisconsin Central.....Wisconsin.	4,120,000	•	.....	.....	1,667,300	1,591,500	.....	.....	.....	.....	.....	.....	131,793	63,778	—	100	....
Sept. 30, 1872	45.7	—	11.8	—	17	11	5	411	Worcester and Nashua.....N. H.& Mas.	2,212,144	•	55,701	48,143	1,425,400	310,300	36,515	573,774	45.7	359,641	381,954	368,042	587,369	195,453	12	100	127
									CANALS, &c.																					
May 31, 1872	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,816	•	258,967	.....	1,880,800	1,997,872	.....	.....	12.5	.....	.....	.....	419,222	281,715	4	50	....
Dec. 31, 1872	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,606,309	•	.....	.....	8,229,894	8,065,500	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Dec. 31, 1872	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	•	.....	.....	1,633,350	800,000	.....	.....	—	(Leased to Lehigh Coal and Nav. Company.)					8	50	97
Dec. 31, 1872	166.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,339,210	725,581	20,935,209	.....	16,000,000	13,000,000	.....	.....	108.0	.....	1,869,557	86,970	loss.	10	100	119
Dec. 31, 1872	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	•	.....	.....	5,847,400	.....	.....	.....	65.5	.....	.....	.....	987,557	385,170	10	100	....
Dec. 31, 1872	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,900	•	.....	.....	8,784,850	15,767,556	.....	.....	108.0	.....	1,041,891	606,060	82,570	—	50	88
Dec. 31, 1872	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,146,039	—	—	—	1,004.150	110.000	8,054	.....	85.0	.....	2,059,984	196,149	159,121	9	50	....
Feb. 28, 1873	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,432,474	•	.....	.....	2,200,000	1,125,129	.....	.....	103.0	.....	.....	.....	322,762	30,194	7	50	494
Dec. 31, 1872	73.0	64 0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	8,093,350	•	.....	.....	4,467,150	2,588,000	1,048,200	.....	360.0	.....	.....	967,573	556,164	loss.	—	50	4
Dec. 31, 1872	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,285,573	271,467	.....	4,385,788	8,576,332	267,198	.....	108.3	(Leas. to Ph.&R'g.)	1,200,181	649,352	634,169	1	50	124
Dec. 31, 1872	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	•	.....	.....	2,092,700	2,757,310	165,811	.....	45.0	(Leas. to Ph.&R'g.)	426,393	99,151	51,241	—	50	12
Dec. 31, 1872	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	•	.....	.....	2,907,850	300,000	35,000	.....	84.0	.....	124,969	44,862	200	—	50	....
Dec. 31, 1872	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	3,030,344	•	.....	.....	1,100,000	748,000	295,219	.....	....	(Leased to Pennsylvania.)					—	50	....

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:	$	p c	p c	p. c.
Atlantic and Great Western, pref...	10,000,000	7	....	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	....	....
" " " guar.	276,200	7	....	....
Atlantic and Pacific, preferred	10,000,000	7	....	16½
Atlantic and St. Lawrence,* guar...	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,552,800	6	5	105
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar.....	1,159,500	7	7	85½
Camden and Amboy,* guaranteed..	5,847,800	10	10	123
Camden and Atlantic, preferred.....	763,549	7	3½	82
Cayuga and Susquehanna,* guar....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,600	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	107½
Central Ohio,* preferred	411,550	6	6	85
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	78
Chicago and Alton, † preferred.....	2,425,400	....	10	106
Chicago, Iowa & Nebraska,* guar..	3,916,300	....	8	95½
Chicago and North-Western, pref...	21,289,563	7	7	60¾
Cinc., Sand. and Cleveland, pref....	429,000	6	6	25
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	87½
Cumberland Valley, 1st preferred....	241,900	8	8	....
" " 2d preferred....	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	....	....
Dubuque and Sioux City,* guar.....	5,000,000	....	3	60
Dubuque South-Western, pref.....	590,315	8	....	....
Eastern (N. H.) * † guaranteed.....	492,500	....	6	47
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	76
" " com.& *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	53
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	....	....	....
Hannibal and St. Joseph, pref.....	2,167,700	7	7	32½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	97½
Housatonic, preferred.....	1,180,000	8	8	97½
Huntington & Broad Top Mtn, pref.	190,750	7	....	28
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	85
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref...	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	8,101,650	6	....	16
" " 2d pref.....	4,436,250	6	....	10
Mich. Southern, (Lake Shore) guar..	533,500	10	10	....
Mill Creek,* guaranteed.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	10,825,777	7	7	28
Mine Hill,* guaranteed.....	3,856,450	8	8	106
Montclair,* guaranteed.....	2,000,000	7	....	....
Morris and Essex,* guar.....	15,000,000	7	7	93
Nesquehoning Valley,* guar.....	2,000,000	10	10	111
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,295,200	10	10	124½
New London Northern,* guar.....	971,400	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	127
" " *com.& guar.	8,500,000	8	8	125½
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	122½
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	51
" " pf.& *guar.	2,000,000	8	8	95
Ohio and Mississippi, preferred.....	4,030,000	7	7	46
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama, guaranteed.....	7,000,000	12	12	111
Paterson and Hudson,* guar.....	630,000	—	8½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	....	....	....
Phila., Germant'n & Norrist'n,*guar.	2,231,900	12	12	180
Philadelphia and Reading, † pref....	1,551,687	—	10	....
Philadelphia and Trenton,* guar....	1,259,100	10	10	128
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	93½
Pittsfield and North Adams,* guar.	400 000	5	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	119
Rochester & Genesee Valley,* guar.	557,560	....	....	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	32½
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	....	29
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	—	....
St. Louis, Kansas City & Nor., pref..	12,000,000	....	—	20
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	—	....
" " 2d pref..	1,000,000	7	—	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	71
Warren,* guaranteed.....	1,800,000	7	7	....
Canal Stocks.				
Delaware Division,* guar.....	1,833,350	8	8	....
Delaware and Raritan,* guar.....	5,847,800	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	128
" com. and * guar.....	1,696,000	4	4	50
Sch uylkill Navigatio n preferred	2,303,977	6	6	25½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	— @ —	
Gartsherrie		— @ —	
Summerlee		— @ 36	
Carnbroe		— @ 35	
Langloan		— @ —	
Glengarnock		— @ 35	
Eglinton		35 — @ 34	
Pig, American, No. 1		31 — @ 32	
Pig, American, No. 2		29 — @ 30	
Pig, American, Forge		26 — @ 29	
Bar Refined, English and American		— @ —	
Bar, Swedes, assorted sizes	(gold)	137 50 @140	—
	Store Prices.		
Bar, Swedes, ordinary sizes ...		160 — @162	50
Bar, Swedes, Plow sizes		170 — @172	50
Bar, Refined, ¼ to 2 in. rd. & sq. 1 to 6 inch x ¼ to 1 in		70 — @ 72	50
Bar Refined, 1½ to 6 by ¼ & 5-16 in		77 50 @ 80	—
Bar Refined, 1 & 1½ by ¼ & 5-16		77 50 @ 80	—
Large Rounds, 2¼@2¾ to 3¼ @4 in		80 — @100	—
Scroll		100 — @135	—
Ovals and Half-round		100 — @115	—
Band, 1 to 6 in. by 3-16 to No. 12		95 — @ —	
Horse Shoe		107 50 @110	—
Rods, ¼@1-16 inch		80 — @130	—
Hoop, ¼ by No. 22 to 1 & 1½ by 13 & 14		110 — @155	—
Nail Rod	per lb.	— 9 @ —	9½
Sheet Russia, as to assortment	(gold)	— 15½@ —	16
Sheet, Single, D. and T. Common		— 4½@ —	5¼
Sheet, Doubles and Trebles, Charcoal		— 5½@ —	6¼
Sheet Galvanized	List 10 per ct. disc,		
Rails, English	(gold) per ton.	50 — @ 52	—
Rails, American, at Works in Penna.	o'y.	58 — @ 60	—

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)	per lb.	— 17 @ —	21
English Spring (2d and 1st quality)		— 9½@ —	10½
English Blister (2d and 1st quality)		— 14 @ —	18½
English Machinery		— — @ —	14½
English German (2d and 1st quality)		— 12½@ —	14½
American Blister		— — @ —	11½
American, Cast, Tool		— — @ —	17
American, Cast Spring		— — @ —	11
American Machinery		— 11½@ —	12
American German Spring		— — @ —	—

NAILS—Duty: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Com. Fence. & Sheath per keg.		3 80 @	3 90
8d. and 9d. "		4 — @	4 15
6d. and 7d. "		4 25 @	4 40
4d. and 5d. "		4 50 @	4 65
3d. and 4d. Light		5 25 @	5 40
3d. Fine		6 — @	6 15
2d		6 75 @	6 90
Cut Spikes, all sizes		4 — @	4 15

TIN—Duty: Pig, Bars and Block, free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca	(gold) per lb.	— 21½@	— 26½
Straits	(gold).	— 21½@	— —
English, L. & F.	(gold).	— 22½@	— 21½
English, Refined	(gold).	— — @	— 22½

Plates—Fair to good brands.	Gold.		
I. C. Charcoal	per box.	10 25 @	10 75
I. C. Coke		8 12½@	8 50
Coke Terne		7 — @	8 —
Charcoal Terne		9 25 @	9 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)		— 5 @ —	5½
Crude 40@47 gravity (in shipping order)		— 9 @ —	9½
Refined, Standard White (in ship'g order)		— 13½@ —	12½
Refined, S. W. (in jobbing lots)		— 13 @ —	13½
Refined, S. W. (in tin)		— 17 @ —	19½
Naptha, Refined (65@73 gravity)		— 7½@ —	7½
Residuum....(in shipping order)	per gall.	— 6½@ —	—

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.)	per lb.	— — @ —	33
Copper, Bolts		— — @ —	35
Copper, Braziers' (over 16 oz.)		— — @ —	35
Copper, Nails		— — @ —	40
Copper, Old Sheathing, &c., mixed lots		22 @ —	22½
Copper, American Ingot Lake		24½@ —	24½
Copper, English Pig		— — @ —	—
Yellow Metal, New Sheathing & Bronze		— — @ —	24
Yellow Metal, Bolts		— 30 @ —	—
Yellow Metal, Nails, Sheathing & Slating		— — @ —	24

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb.	6 50 @	—
German Ordinary	(gold)	6 50 @	—
English	(gold)	6 50 @	6 62½
Foreign Refined	(gold)	7 12½@	7 25
Domestic	(gold)	5 75 @	5 80

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel		11 — @ —	
Liverpool House Cannel		18 — @19 —	
Anthracite (by cargo) ...	per ton of 2,000 lb.	5 — @ 6 —	

New York Stock Exchange.

Actual Sale Prices for the week ending July 1.

	Th. 25.	F. 26.	Sat. 27.	M. 29.	Tu. 30.	W. 1
Boston, Hart. & Erie....	1	....	1	1	1¼	1¼
Canton Co.	....	....	....	....	....	....
Central Pacific	....	....	....	....	....	....
Central Pacific 6s	93½	93½	93½	....	93½	93½x
Central of N. Jersey	107½	108	108½	....	....	107½
Chesapeake & Ohio 1 m.	52	52½	....	....	52	52
Chicago & Alton	102½	102½	103½	104	105	104
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	105½	....	....	108	107½	....
" 8s, 1888	....	....	....	....	....	....
Chic. & Northwestern	40½	41½	42½	44	....	....
" pref.	58½	59½	60	62	63½	63½
" 1st M.	....	....	....	....	60	60½
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	87½	88½	....
Chic., Rock Isl. & Pac.	97½	98½	100½	101½	101½	100
Chi., R. I. & Pa. 7s, 1896	107	....	....	....	....	103½x
Clev., Col., C. and Ind.	72	72½	76	77	77	....
Clev. & Pittsburg guar.	87½	87½	87½	....	....	87½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	100½	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	104	....	....
Col., Chi., & Ind. C.	17½	18½	19½	19½	19½	19½
" 1 M.	82½	....	83	....	83½	....
" 2 M.	....	....	....	60	....	....
Del. & Hudson Canal	....	....	118½	118½	118½	119
Del. Lack. & Western	109½	109½	110½	110	110½	107½x
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Erie Railway	30½	31½	31½	32½	35½	31
" pref.	....	....	....	....	....	....
" 1 M 7s, 1897	103½	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	97½	....	....	....	....	....
" 4 M. 7s, 1880	....	....	....	96½	97	....
" 5 M. 7s, 1888	....	....	....	....	....	....
" 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort.	....	....	77	77	77	....
Hannibal & St. Joseph.	26½	27	27½	28½	27½	27½
" pref.	31	32	....	32	....	32½
" 8s, conv.	78	....	78½	....	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	....	97½	99½	98½	....	....
" 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th.	73½	74½	76½	76½	75½	75
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	75½	75½	....	77½	77	....
" S. F. 8s, 1882	....	....	....	....	....	111½
M. S. and N. I.	1 M. S. F.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
Milw. and St. Paul	37	38	39½	40½	39½	38½
" pref.	57	57½	59	60	58½	58
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	....	106	....	....	....	107
" 7 3-10s con.	....	....	....	....	....	....
" 7s, gold	....	....	....	....	....	....
Missouri 6s	....	....	....	....	....	....
" H. & St. J. 1ss.	90	....	....	....	....	....
Morris and Essex	93½	93½	94	....	....	93
" 1st mort.	....	....	....	....	....	....
" 2d mort.	102½	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	98½	98½	100½	100½	100½	100
" 7s, S. F. 1876	....	....	....	....	....	....
" 6s, S. F. 1883	....	....	....	95	95	....
" 6s, S. F. 1887	....	....	....	....	....	....
N. York and Harlem	126	....	126½	....	125½	....
" pref.	....	....	....	....	....	....
" 1 M. 7s	....	....	....	....	....	....
N. York N. Hav. & Hart.	129½	....	129½	130	....	....
N. Carolina 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss.	24½	25½	25½	26½	26½	26
" pref.	46	....	....	....	....	....
" 2d M.	....	....	....	74½	....	75
Pacific Mail S. S. Co.	43	43½	44½	45	44½	43½
Panama	....	....	....	....	111	....
Pitts., Ft. W. & Chi.	gtd.	93½	....	....	94	93½
" 1 M.	....	....	106½	106½	106½	....
" 2 M.	....	....	....	....	102½	100
" 3 M.	....	....	....	....	96	....
Quicksilver Mining Co.	....	....	....	....	....	....
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	29	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	88	89
" Income bds.	....	....	....	....	....	....
Tennessee 6s, old	....	....	80½	....	....	....
" new	80	....	....	....	....	....
Tol., Wab. & Western	33½	34½	36½	37½	38½	37
" pref.	....	....	....	....	....	....
" 1 M.	93	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div. 7s	76½	....	....	79½	....	....
Union Pacific	26½	27	27½	28	28½	27
" 1st mort.	87½	87½	87½	87½	88	84½x
" L. Gt. 7s	80	80	80½	....	80½	....
" Inc. 10s	79	....	....	....	80	79½
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol.	53	....	....	....	....	....
" def. cert.	....	....	....	....	....	11

New York Stock Exchange.

Actual Sale Prices for the week ending July 1.

	Th. 25.	F. 26.	Sat. 27.	M. 29.	Tu. 30.	W. 1
FEDERAL STOCKS:—						
U. S. 5s, 10-40s, reg.	113¾	....	....	....	....	
U. S. 5s, 10-40s, coup.	114	....	....	114	114	
U. S. 5s, 1881, reg.	114	114¼	....	114	113¾	....
U. S. 5s, 1881, coup.	113½	....	114¾	114¼	....	....
U. S. 6s, 1881, reg.	117¼	....	....	117½	116	
U. S. 6s, 1881, coup.	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	114¼	....	....	....	114	
U. S. 6s, 5-20s, reg. '64	....	....	....	116¼	....	
U. S. 6s, 5-20s, c. 1864.	117¼	117¼	....	117	....	
U. S. 6s, 5-20s, reg. '65	116¾	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	118	....	118	....	117¾	
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n '65	120½	120¾	120¼	120¼	116¾a	
U. S. 6s, 5-20s, reg. '67	116¼	....	116¾	116¼	116¾	
U. S. 6s, 5-20s, c. 1867.	121	121	120¾	121	117¼a	
U. S. 6s, 5-20s, reg. '68	....	....	....	....	116¾	
U. S. 6s, 5-20s, c. '68	120¾	....	121	....	117¼a	
U. S. 6s, Pac. R.R. issue	115¼	....	115¾	....	115¾	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 30.

	W. 24.	Th. 25.	F. 26.	Sat. 27.	M. 29.	Tu. 30
Catawissa preferred	41¾	....	....	41¾	....	
" 7s, new	....	....	....	....	....	
Camden and Amboy	....	....	....	....	....	
" 6s, 1875	....	....	....	....	....	
" 6s, 1883	94	....	94¼	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89.	100¼	....	....	100	....	100
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	43¾	43¾	43¾	44¼	44¾	44¾
" 6s, 1884	....	....	95¼	....	....	....
" Gold L.	95¾	95¾	95¾	95	....	96
" R. R. L.	....	....	....	....	....	....
" Conv. L. '77	....	....	....	....	....	....
Lehigh Valley R. R.	61¼	61¼	60¼a	60¼	60¼	60
" 6s new coup	100	....	....	....	....	....
" 6s new reg.	....	102¼	....	....	....	....
" 7s	106	....	....	....	....	....
Little Schuylkill R.R.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Minehill	....	....	....	53	....	53
Morris Canal	....	....	....	....	....	50
" pref.	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1885	....	....	....	....	....	....
" 7s	....	....	102	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	37¼	....	37¾	38¼	....	38¼
Oil Creek & Alleg. Riv.	4¼	....	4¼	....	6	6¼
" 7s	86	....	....	....	....	....
Pennsylvania R. R.	49¾	49¼	49¾	49¾	49¼	49¾
" 1st M.	....	....	....	....	....	....
" 2d M.	....	....	....	....	100	....
" Gen. mort.	93¼	93¾	....	....	93¾	93¾
" " reg.	95	95	....	....	....	....
Penn. State 6s, 1st series	....	....	....	....	....	....
" 6s, 2d series	110	110	....	....	....	....
" 6s, 3d series	....	....	....	....	....	....
Philadelphia City, 6s	101	....	....	....	....	....
" new	103¾	103¾	103¾	103¾	103¾	104¼
Philad., Germ. & Nor.	90	....	....	....	90	....
Phila. & Reading	57¼	57¼	57¼	57¼	57½	57¾
Philadelphia and Erie	....	....	....	....	19¼	....
" 6s	....	....	....	....	....	....
" 7s	....	....	86	86	....	....
Phila., Wilm. & Balt.	....	....	54¾	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	....	....	....	....	12¼	....
" 6s, 1882	....	....	....	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey	123¼a	....	123¼	123	123	123
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	---,	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	65	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
8th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 30.

	W. 24.	Th. 25.	F. 26	Sat. 27.	M. 29.	Tu. 30
Baltimore City 6s, 1875	....	....	101¼	101¼	....	101
" 1886	....	....	....	100	....	....
" 1890	100¾	100¾	100¾	100¾	100¾	100¾
" 1884	....	....	....	....	....	100¾
" 1900	100¼	....	....	....	....	100¾
Balt and Ohio	168	....	....	....	....	168¼
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	....	....	....	....	....
Central Ohio	....	....	....	....	....	....
" 1st mort.	....	....	....	....	....	91¼
Marietta & Cin. 1st M.	103¾	....	103¾	....	....	....
" 2d M.	....	....	....	....	....	....
" 3d M. 8s	....	....	....	....	78¼	....
Northern Central	87	....	....	....	38¼	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	....	....	....	86¾	87	86¾
N. W. Va. 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	....	....	....	....	80¾	....
" Defer. Certif.	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending July 1.

	Th. 25.	F. 26.	Sat. 27.	M. 29.	Tu. 30.	W. 1
Boston and Albany	133¼	....	132¼	....	....	133¼
Boston and Lowell	104	....	....	....	....	....
Boston and Maine	107¼	....	....	107¾	108	108
Boston and Providence	....	....	140	....	....	149
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s	23¼	22¼	22¼	21¼	20¼	21
Cheshire, pref.	....	....	....	....	....	....
Chi., Burl. & Quincy	104¼	105¾	....	107½	107¾	107¼
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	101
Eastern	59	59½	....	59¾	59¼	58
Fitchburg	....	122	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	75	75¼	76	....	....	76
Northern, N. H.	104¼	....	....	....	104¼	....
Ogdens. & Lake Champ.	....	....	....	....	....	....
" pref.	92¼	....	....	....	....	95
Old Colony	108¼	108¼	108¾	....	108	....
Ph., Wil. & Baltimore	54¾	54½	54	54¾	54¾	
Portl'd, Saco & Ports.	....	....	....	....	119	....
Union Pacific	....	....	....	....	....	....
" 6s	....	....	....	....	....	84¼
" Land Grant 7s	....	....	78¼	....	....	....
" Income 10s	....	....	....	....	....	....
Vermont & Canada	....	....	....	....	....	....
Vermont & Mass.	....	....	....	....	....	82
South Boston (Horse)	....	....	....	....	....	....
Cambridge "	....	....	....	....	98¼	....
Metropolitan "	....	....	....	....	....	....
Middlesex "	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls "	....	....	19¼	18	....	17¾
Franklin "	....	....	....	4¼	....	....
National "	....	....	....	....	....	....
Quincy "	37¾	....	....	....	....	37¾

London Stock Exchange.

	Closing Prices. June 12.	June 19.
Atlantic & Gt. W. 1st mort., $1,000	56 — 58	47 — 40
Do. 2d mort., $1,000	30 — 32	25 — 27
Do. 3d mort., $1,000	13 — 14	11¼ — 12½
Do. Con. mort. B'nds Bisch'n Cert.	15 — 17	13 — 15
Do. Leas. Lines, Rental Bonds	66 — 68	60 — 65
Do. 1873	50 — 55	35 — 40
Do. 8 p. c. Scrip, West. Exten	— — —	— — —
Detroit & Milwaukee 1st mort. Bonds	65 — 70	65 — 70
Do. 2d do.	55 — 60	55 — 60
Erie shares 100 dol. all paid	27 — 27½	25¼ — 25¾
Do. 6 per cent Convertible Bonds	95 — 95	92 — 94
Cons. Mort. amount autho. to be issued for one of existing bonds	87 — 89	86 — 88
Illinois Central 100 shares all paid	87 — 89	88 — 89
Do. Redemption mort. bonds 6 p.c.	99 —101	99 —101
Illinois & St. Louis Bridge 1st mort.	98 —100	99¼ —100¼
Marietta and Cincinnati Rail. Bonds	95 — 98	95 — 98
Michigan Central 8s 1882, conv.	88 — 92	88 — 92
New York Central, 100 dols. shares	89¼ — 90¼	89¼ — 90¼
Panama General mort.	95 — 97	95 — 97
Pennsylvania, General mort.	99¼ —100¼	99¼ —100¼
Do. $50 shares	45 — 46	44¼ — 45¼
Philadelphia and Erie 1st mort.	94 — 96	94 — 96

American Railroad Journal.

Saturday, July 4, 1874.

Stock Exchange and Money Market.

Money has been in more demand, since our last, chiefly for speculative use at the Stock Exchange, where quite a brisk and buoyant movement has been reported, in nearly all the favorites of the Railway and miscellaneous share list, especially thus far in the current week. Call loans have been quoted at from 3@5, generally toward the close at 3@4 per cent to the leading borrowers. The best discounts have been rated at from 4½@6½ per cent per annum. Choice mercantile credits have been in favor with lenders. The City banks have been large gainers in the deposit and legal tender lines, while losing on their specie average, moderately, and enlarging their loan and discount aggregate quite liberally. The U. S. Sub Treasury added handsomely to its currency reserve, while largely reducing its specie board. On May 31, the balance on hand in the vaults of the Sub Treasury was $96,575,946 89. The receipts during the month of June were $45,481,329 20, making an aggregate of $142,057,276,09. Of the receipts there were on account of customs, $8,268,695 06; gold notes, $1,588,900; internal revenue, $183,222 98; transfers, $10,850,277; miscellaneous, $9,564,173; disbursing accounts, $8,189,381. The payments in June were $40,473,787 73, of which $28,482,066 were Treasury drafts, and $641,536,17 Post Office drafts. The balance at the close of business on Wednesday was $101,583,488 36, apportioned to the various accounts as follows: To credit of United States Treasurer, $90,036,530 30; to disbursing accounts, $7,254,906 22; to Assay Office, $4,254,906 22; in coin, $20,625. The increase in the receipts of Customs dues for the month of June, 1874, over June, 1873, is $353,682 62. The City banks, last week, while adding $1,084,600 to their reserve of legal tender notes, and $5,309,700 to their deposit item reported a reduction of $219,900 in their specie average, and an expansion of $2,724,000 in the loans and discounts, with a decrease of $141,000 in the circulation. The U. S. Sub-Treasury in this city closed the week with a currency balance of $53,859,179 against $51,114,249 the preceding week; and a coin board of $46,195,929, against $50,250,042 on the previous return. The City bank exchanges, during the week, were $428,251,302, or a daily average of $71,375,250. The customs revenue of the port, during the week, was $1,536,416, of which $1,440,416 were in coin certificates. The City banks reported their average of gold last week at $19,714,300, and their greenback average at $62,923,200. Their deposits stood at $232,929,200. The loan item was about $281,719,500. The circulation was $26,511,300.

The cash balances of the Treasury Department on Monday were: Currency, $13,780,000; special deposits of legal tender for redemption of certificates of deposit, $60,320,000; coin, $80,715,000; including coin certificates, $29,800,000.

The outstanding amount of legal tender notes is now definitely established by law at 382 millions. The National bank circulation is under 350 millions.

Government received $102,865,577 from internal revenue, during the fiscal year, ending with June 30, 1874, which amount is in excess of the later Treasury estimates.

Gold has been moderately active, but easier in price, under a less confident speculative demand. Government will sell in July $5,000,000 gold; namely, $1,000,000 on each of the five Thursdays, beginning with Thursday of this week. The customs drain has been light, and the export movement, moderate. The extremes of the price have been 110½@111½, closing at 110¾, as against 111⅜ on Wednesday of the preceding week. The specie outflow, last week, was $1,020,311. The imports of specie at this port since Jan. 1, have been $2,384,826, against $1,814,187 same time last year. The customs demand for Gold last week averaged $280,167 a day. Foreign Exchange has been in fair demand at somewhat steadier prices. Bankers' sixty day bills on London closed on Wednesday at $4 87¾@$4 88½; sight bills on London at $4 90@$4 91 to the £ sterling. The week's exports of Domestic Produce have been to the currency value of $7,191,644.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $6,646,571, against $8,447,831 same week last year.

The interest and dividend disbursement at this

centre, on all accounts, public and corporate, as announced thus far, for July 1, will reach about 55 million dollars.

Government securities have been in good request at generally very well supported prices, considering the decline in Gold.

U. S. sixes of 1881 closed on Wednesday of this week at 117⅝@118; U. S. Five-Twenties of 1862, 113¾@114¼; U. S. Five-Twenties of 1864 at 116½@117; U. S. Five-Twenties of 1865, 117⅛@117¾; U. S. Five-Twenties of 1865 consolidated, 117⅛@117¼; U. S. Five-Twenties of 1867, 117⅛@117¼; U. S. Five-Twenties of 1868, 116¾@117¼; U. S. Ten-forties at 113⅝@114; U. S. Fives of 1881, (Funding Loan) 113¾@114; Six per cent. currency Sixes from 115¾@116.

The outstanding U. S. circulation of all kinds is $428,517,913.

State and Railway bonds have been in fair demand and generally quoted firmer. Railway and miscellaneous share property has been much more active, and prices have been quoted decidedly higher, though variable. The dealings make the most liberal aggregate of any week in several months.

General business has been comparatively brisk in the leading kinds of domestic produce, but at lower figures Breadstuffs, Provisions, Cotton and Petroleum closing in favor of buyers. Foreign merchandise has been also more active, with values showing steadiness in most instances. Metals have been exceptionally dull. Eglinton Pig Iron quoted at $34@$35. Glengarnock, $36 Coltness, $39; No. 1 American Pig at $31@$32. No. 2 do. at $29@$30; Forge, $26@$28; English Rails at $55 gold; American Rails at works, $56@$60; Old Rails, $36@$40 Wrought Scrap, $38@40. Ocean Freights have been fairly active, and at the close, generally firm as to rates; demand mostly from grain shippers.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Albany and Susquehanna R. R., 94; do. 1st mort., 105; do. 2d mort., 100; Atlantic and Pacific R. R. pref., 16⅜; Pacific R. R. of Mo., 41¾; do. 1st mort. 80; Morris and Essex 7s, 1871, 95⅛; Clev., Col., Cin. and Ind. 1st mort., 100; Central of New Jersey 7s, conv., 102¼; Michigan Central 7s, 97; Galena and Chicago 2d mort., 99½; St. Louis and Iron Mt. R. R, 25; do. 1st mort., 92; Union Pacific S. F., 65; Chicago and Northwestern consol. gold bonds, 81⅛; Western Pacific R. R. bonds, 85⅞; Lake Shore and Michigan Southern 7s, consol. reg., 97; New York Central 1st mort., 109; Mil. and St. Paul 1st mort., C. and M. div., 82½; do. I. and M. div., 79½; do. LaC. div., 88¼; Pekin, Lincoln, and Decatur 1st mort., 73½; Boston, Hartford and Erie 1st mort., 22¼: Del., Lack. and Western 7s, conv., 102½; Clev. and Toledo 7s, new, 97½; Toledo, Peoria and Warsaw 1st mort., W. D., 73; Ohio and Mississippi 7s, consol., S. F., 93½; Toledo, Wabash and Western 7s, consol., 67; Buffalo and Erie 7s, new, 96½; St. Louis, Jacksonville and Chicago 1st mort., 97; Lake Shore div. bonds, 96; Cev., Paines. and Ash. 7s, old, 101½; Belleville and Southern Illinois 1st mort., 99½; N. Y. and N. H. 6s, 101; Quicksilver pref., 29; Spring Mt. Coal, 78; Consol. Coal of Md., 43; Western Union Telegraph, 4¼; do. 7s, 97⅞; At. and Pacific Tel., 17; Am. Exp., 61½; U. S. Exp., 70; Wells-Fargo Exp, 80½; Adams Exp., 107½; Georgia 7s, new, 91; Missouri 6s, L. bonds, 94¼; Tennessee 6s, n. f. 59⅜, do. 6s, new, ex-coupon, 60; do. old, ex-coupon, 60½; Rhode Island 6s, 103½; South Carolina 6s, new, Jan. and July, 18¾; do. non f., 6; Brooklyn 6s, W. L., 93.

Philadelphia.—Pittsburg, Cincinnati and St. Louis 7s, 67½; Morris Canal 7s, B. L., 100¼; West Jersey R. R. 7s, 103¼; Second and Third sts. R. R, 103¼; Connecting R. R. bonds, 88; Susq. Canal 6s, 76; Phila. and Reading Gen'l mort 7s, coupon, 103; do. reg., 104½; do. deben. bonds, 82; do. 7s, 1893, 105½; Reading Coal and Iron mort. bonds, 87½; Northern Pacific 7-30s, 27; Wilmington and Reading 1st mort., 91; Huntingdon and Broad Top Mt. 7s, consol., 60; Shamokin Valley and Pottsville 7s, 92½; Union Passenger R.R. 6s, 93; Sch. Nav. 7s, B. L., 87; do. 6s, 1887, 74½; Pennsylvania and New York 7s, 103½; Junction R. R. 2d mort., 87; Harrisburg and Lancaster R. R., 48¾; Pennsylvania div. scrip, 102¼; Nesquehoning Valley R. R., 55½; Fifth and Sixth sts. R. R., 57½; Pittsburg 5s, 75; Camden City 6s, 100. The latest quotations are: City 6s, 101@101¼; do. free of tax, 104½@104⅝; Pennsylvania State 6s, 2d series, 110@111; do. 3d series, 113@114; Philadelphia and Reading, 56¼@56½; do. Gen'l mort. 7s, coup., 103@103¼; do. reg., 104@105; do. mort. 6s, 1880, 102½@—; do. new, conv., 107@107¾; do. 7s, 1893, 105@—; United New Jersey R. R. and Canal Co., 123@123¾; Camden and Amboy mort. 6s, 1889, 100@100¼; Pennsylvania R. R., 49⅝@49¾; do. div. scrip, 102¼@102½; do. 1st mort., 103@104; do. 2d mort. 99¾@100¼; do. general mort. coupon, 93¾@94; do. reg., 94@95; Little Schuylkill R. R., 47@48; Morris Canal, 49½@51; do. pref. 125@128; do. 6s, 98@100; Susquehanna Canal, 6@9; do. 6s, 75½@—; Schuylkill Nav., 6@6½; do. pref., 12¾@13; do. 6s, 1882, 77@80; do. 1872, 90@90; Elmira and Williamsport pref., 87@40; do. 7s, 1873, 99½@99½; do. 5s, 56@64; Lehigh Coal and Navigation, 44⅛@44¼; do. 6s, 1884, 96@97; do. R. R. Loan, 96@96¾; do. Gold Loan, 96@96¼; North Pennsylvania, 44¼@45; do. 6s, 102@102; do., 7s, 101@102; do. Chattle 10s, 106@110; Philadelphia and Erie, 18¾@19¼; do. 6s, 88¾@89; do. 7s, 86½@88; Minehill, 52⅞@53⅛; Catawissa, 13@16; do. pref. 41½@42; do. 7s, 1900, 103½@104; Lehigh Valley, 60@60¼; do. 6s, new coupon, 100@100; do. reg., 102@103; do. 7s, 106½@108; Fifth and Sixth streets (horse) 56½@57½; Second and Third, 65@65; Thirteenth and Fifteenth, 22@25; Spruce and Pine, 30@31; Green and Coates, 48@50; Chestnut and Walnut, 65@—; Hestonville, 20½@21½; Germantown, 35@40.

Boston.—Chicago, Burlington and Quincy 7s, 97⅜; Burlington and Missouri River R. R. 8s, in Nebraska, old, 99; do. new, 95¾; Connecticut and Passumpsic Rivers R. R. pref., 72; do. 7s, 95; Atchison, Topeka and Santa Fe 7s, L. G., 65; do. 1st mort., 63; Old Colony 7s, 1894, 104½; do. 1877, 101; Missisquoi 6s, 1890, guar., 87¾; Eastern R. R. 7s, 1882, 94; Michigan Air Line 8s, 1890, 101¾; Kansas City, St. Joseph and Council Bluffs 8s, 17½; Wisconsin Central 7s, gold, 75¾; Grand River Valley 8s, 1886, 95¼; Cedar Rapids Missouri 7s, 1916, 85¼; Burlington and Missouri River R.R. in Nebraska, 58½; do. in Iowa, 103½; Nashua and Lowell R. R., 132; Portsmouth, Gt. Falls and Conway R. R., 84; Indianapolis, Cincinnati and Lafayette R. R., 7; Rutland pref., 32½; Summit Branch, 38½; Norwich and Worcester R. R., 122¾; Eastern (N. H.) R. R., 47; New Bedford R. R., 106¾; Boston Land, 5; Boston Water Power Co., 10⅛; Cary Imp., 6⅛; Maine 6s, 101; Massachusetts 5s, 1894, 102½; Boston 6s, 1880, 100; do. 1894, 100¼; Cook Co., Ills., 7s, 99; St. Louis 6s, 91¼; do. 7s, 99; Springfield 7s, 105; New Bedford 7s, 105; Chicago 7s, 99¼; Cincinnati 6s, 1881, 93½; Cleveland 7s, 1880, 100; Providence 5s, 1900, gold, 93⅛; Allouez Mining Co., 6⅞; Calumet and Hecla, 140½; Dana, 27½; Manhattan, 35c.; Phœnix, 15; Ridge, 6.

Baltimore.—Orange, Alex. and Manassas 7s, 83½; Union R. R. bonds guar., 89½; Orange and Alexandria 3d mort. 8s, 80; do. 4th mort. 8s, 70¼; Western Maryland 2d mort. guar. by Washington Co., 90¼; Virginia consols, coupons, 80; Virginia consols, ex-coupon, 50⅛; Maryland Defense 6s, 104; Santa Clara, Mining Co., 5⅞; do. bonds, 20⅞. The latest quotations are: Wilmington, Columbia and Augusta bonds, 64@65; Wilmington and Weldon 7s, gold, 94@96; Pittsburg and Connellsville 7s, 1898, 86½@87; Baltimore and Ohio, 167½@168½; do. 6s, 1875, 101½@103; do. 1880, 101½@103; do., 1885, 101@101¼; Washington Branch, —@175; Northern Central, 38@38½; do. 6s, 1885, 94@96; do. 6s, 1877, 93@—; do. 1900, 89@90; do., 6s, 1900 gold, 93@95; N. W. Va. 3d mort., 1885, 93@—; Marietta and Cincinnati 1st mort. 7s, 1892, 103¾@101; do. 2d mort., 7s, 89½@90; do., 3d mort., 8s, 78¼@78¾; Central Ohio, 40@42; do. pref., 42@45; do. 1st mort., 91@91½; Western Maryland, 1st mort. 6s, 1890, 60@80; do. 1st mort. guar., 100@100; do. 2d mort. guar., 100@—; do. 3d mort. guar., 100@100¼; do. 2d mort. pref., 60@70; do., 2d mort. guar. by Washington Co., 90@90¼; Richmond and Danville 1st mort., 67@69; Orange and Alexandria 1st mort. 6s, 88@90; do., 2d mort. 6s, 82@83; do., 3d mort. 8s, 78¾@79; do., 4th mort. 8s, 70@73; Orange, Alex. and Manassas 7s, 82@82½; Virginia and Tennessee 1st mort. 6s, —@—; do. 2d mort. 6s, 73@75; do. 8s, 88½@85; Baltimore 6s, 1875, 101@101¼; do., 1884, 100@100½; do. 1886, 100@101; do. 1890, 100½@100¾; do., 1893, 101@—; do. 1893, exempt, 103@—; do., 1900, 100½@100½; do. 1900 new, 100@102; do. 1902, 100@100½; Memphis City 6s, 43@45; Maryland Defense Loan, 1883, 104@106; Virginia coupon 6s, old, 30@40; do. new, 37@42; do. consol. 6s, 53@54; do. coupons, 80@80½; West Virginia, 11@11½; City Passenger R. R., 19½@20; George's Creek Coal, 140@148; Atlantic Coal, 2.50@2.75; Santa Clara, 5.25@6; do. bonds, 22¼@—.

☞ The rails of the extension of the Cohasset and Duxbury Railroad, which is itself a continuation of that branch of the Old Colony Railroad known as the South Shore Railroad, were laid on the 20th ult., and a circle of railroad communication from Boston, via Hingham, Cohasset, Scituate, Duxbury, and Plymouth, via the Old Colony Railroad through Plymouth County, is now complete, and regular trains commenced running on the 22d.

Frankfort and Kokomo Railroad.

We have been favored with a visit from Cox Adams, Esq., President of this road, from whom we learn that the contractors finished laying the track from Frankfort, Ind., where it connects with the Logansport, Crawfordsville and Southwestern railroad, to Kokomo, Ind., where it intersects and crosses the Indianapolis, Peru and Chicago and Pittsburg, Cincinnati and St. Louis Railroads, at Kokomo Junction, on the 27th of May, a distance of 25½ miles. Since then over one-third of the distance has been ballasted, and it is expected that the whole road will be fully ballasted in the next thirty days. Construction, freight, and occasional excursion trains have been running daily, leaving Frankfort at 6 o'clock a. m., and Kokomo at 6.15 p. m., on arrival of trains from Indianapolis. Passenger trains will be put on in a few days in connection with the U. S. Express Co., which will run over this route. Large quantities of freight are waiting to be moved. The counties through which the road is built is the best timbered of any in the country, and the grain and hog products among the best in the state. The capital stock is $600,000; bonded debt $400,000, or $16,000 per mile of road. The bonds have twenty years to run from January 1, 1874, bear 7 per cent interest in gold, payable January and July. All of the bonds belong to the contractors. There is no floating debt on the road. The contractors are Messrs. Adams & Wells.

☞ The directors of the Burlington, Cedar Rapids and Minnesota Railroad company, recently elected, are: Henry Clews, Geo. Greene, Dr. John F. Ely, Gen'l Fitz Henry Warren, Wm. Greene, T. W. Barhydt, W. W. Walker, S. L. Down, D. W. C. Rowley, A. S. Belt, J. W. Traer, Jas. L. Bever, J. W. Barnes. The officers are: Hon. George Greene, President; William Greene Vice President; Dr. John F. Ely, Treasurer; H. B. Stibbs, Assistant Treasurer; D. W. C. Rowley, Secretary; William Greene, General Manager; W. W. Walker, General Superintendent; A. S. Belt, General Solicitor; J. W. Traer, General Agent.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending June 20, at 432,989 tons, and for the coal year 8,309,484 tons against 8,472,746 tons to corresponding time last year, being a decrease of 163,662 tons. The bituminous tonnage for the week is 75,892 tons, and for the year 1,410,886 tons, against 1,367,248 tons to same time last year, giving a total of all kinds for the week of 508,881 tons, and for the year of 9,719,970 tons, against 9,839,989 tons to same time last year, being a decrease of 120,019 tons.

☞ It is announced that the Pittsburg and Connellsville Railroad Company continues, as heretofore, unable to meet the interest falling due on their bonds. The coupons of the first mortgage, due July 1, will, however, be purchased by the Baltimore and Ohio Railroad Company on presentation at the Merchants' National Bank, Baltimore, as formerly.

☞ In the New York Central Railroad tax suits vs. the United States, Judge Wallace has directed that a verdict be rendered for the company on the ground that interest certificates are not taxable.

Pennsylvania Railroad.

A special meeting of the directors of this company was held in Philadelphia on the 29th ult., for the purpose of continuing the work of reorganizing the road. At a former meeting, held shortly after the death of J. Edgar Thomson, Col. Thomas A. Scott was elected president and George B. Roberts as first vice-president. At the above meeting the following elections took place:

Edmund Smith, Esq., to be second vice-president.

A. J. Cassatt, Esq., late general manager, to be third vice-president.

Frank Thomson, Esq., to be general manager, in place of Mr. Cassatt, promoted to the third vice-presidency.

John P. Green, Esq., to be assistant to the president, thus giving the chief executive of the company two assistants, instead of one as formerly. The other assistant is Strickland Kneas, Esq., for many years Chief Engineer and Surveyor of the city.

☞ The New York and Canada Railroad will reach Ticonderoga on the 1st of July, (distance twenty-five miles from Whitehall), and Rouse's Point next year. In November, 1875, through trains will run from Troy to Montreal twice a day. The road will run along the edge of Lake Champlain, connecting with all the villages along the route. The completion of the road, so that through trains can run from Troy to Montreal in eight hours, will double the business of the company and add largely to the trade and commerce of Troy.

☞ Three surveys of the Joliet and Northwestern railway have been made. The projectors of the road are now busy in negotiating for right of way between Aurora and Joliet. Considerable hope is entertained of being able to build on the middle route, which line runs directly to Plainfield from Aurora. The citizens of Plainfield promise to subscribe liberally in the event of the road passing through their town.

☞ The Richmond and Danville Railroad Company have commenced connecting with the Lynchburg and Danville railroad at Danville. Tickets are now sold passengers from Atlanta, Ga., to Baltimore via Danville, Lynchburg and Gordonsville. It is said double daily passenger trains will be put on the Lynchburg and Danville road immediately.

☞ The directors of the Columbus and Mineral Valley railroad have ordered that John Graham be employed to locate the proposed road from the Baltimore and Ohio railroad to Alum Creek.

☞ The Worcester and Nashua Railroad Company have completed the laying of their second track from Sterling Junction to Clinton, thus completing the double track from Worcestor to Clinton.

☞ Seven miles of the Peach Bottom Narrow Gauge Railroad was opened to passenger travel on the 30th ult., from York, Pa., to near Dallastown. The road is to run from York to Oxford, Pa., 60 miles, 50 of which are graded.

☞ The Northern Central Railroad Company has declared a dividend of 3½ per cent., payable July 31, free of tax. The transfer books will close on the 20th of July and open on the 31st, both days inclusive.

☞ The Directors of the Maine Central Railroad Company have ordered a dividend of 3 per cent. for six months ending July 1, 1874, on Maine Central scrip and on stock of the Portland and Kennebec Railroad Company, payable July 15th.

☞ The Illinois Central Railroad Company has declared a dividend of 4 per cent., payable August 1, to the holders of full paid shares registered prior to July 18th.

☞ The Atlantic and George's Creek Consolidated Coal Company has declared a dividend of 15 cents per share, payable on and after 20th inst.

The American Wood Carbolizing Co.

Is organized for the purpose of Creosoting Timber for Docks, R. R. Ties, Fence-Posts, Pavements, and all other uses where Timber is exposed to the action of water or air. This Company also proposes to License R. R. Companies and others who desire to erect their own apparatus.

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This Company, benefiting by the thirty years' practical experience in the use of creosote oil abroad, offer to the public a system of application which is adapted to the wants of our own country, in that green wood can be rapidly and thoroughly treated, even better than dry, and the application of the oil, in connection with the use of moderate heat, be made more uniform and effective than is possible by any other means.

Experience has demonstrated that creosote or dead oil is the only substance by which wood can be treated so as to certainly resist the attacks of marine worms.

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It has been used by the U. S. Government upon the Dykes of the St. Clair Flats, and upon Gun Platforms for the fortifications on the Atlantic coast; upon pavements in New York and Pittsburgh, by the Department of Docks of the City of New York and the Board of Public Works of the District of Columbia.

Detailed information can be obtained and specimens of creosoted wood examined at the office of the Company.

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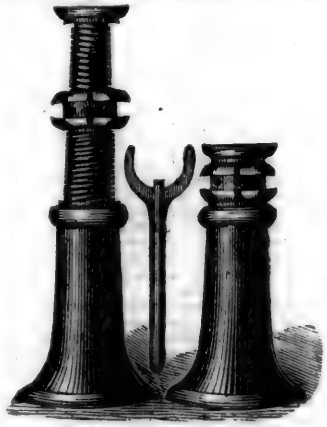
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☞ The directors of the Peoria, Pekin and Jacksonville Railroad Company, elected on the 11th ult., are: John Allen, Lucius Hopkins, James M. Constable, Edwin L. Trowbridge, Richard Arnold, James F. Kelsey, and Lebbeus Chapman, Jr, President, John Allen; Secretary, L. Chapman, Jr.; Superintendent J. F. Kelsey.

AMERICAN RAILROAD JOURNAL.

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☞ Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, July 11, 1874.

The Wisconsin Railway Law.

DECISION OF THE UNITED STATES CIRCUIT COURT.

In the United States Circuit Court, sitting at Madison, Wis., on the 4th instant—present Judges Davis, Drummond and Hopkins—the motion for an injunction to restrain the enforcement of the Wisconsin Railway Law was overruled for the following reasons given by Judge Drummond:

THE OPINION.

We have not had time to prepare any opinion in the case, but, as it was thought desirable that there should be a decision upon the motion for an injunction, I am instructed by the Court to present the following as its conclusions upon the points made for a preliminary injunction:

1. On the assumption that the act of the 11th of March, 1874, "relating to railroads, express, and telegraph companies in the State of Wisconsin" is invalid, we think the Court has jurisdiction of the case. The bill is filed on behalf of citizens of Europe and of other States, to enforce equitable rights, and to prevent action by the Railroad Commissioners which may result, as alleged, in serious injury to those rights. It was not necessary to wait until the Commissioners had put the law in full operation, and its effects upon the railroad company had become complete, before the application against them was made to a court of equity. A very important function of that court is to prevent threatened wrong to the rights of property.

We are of opinion that the act of 11th of March mentioned above was not repealed by the act of the 12th of March, 1874, the second section of which declares "all existing corporations within this State shall have and possess all the powers and privileges contained * * * in their respective charters;" and the act of the 12th of March, 1874, the ninth section of which imposes a penalty for extortionate charges. There are apparent inconsistencies between these last two named acts and that of the 11th of March; but it becomes a question of intendment on the part of the Legislature. On the same day a joint resolution was passed (March 12) directing the Secretary of State not to publish the act of the 11th of March until the 28th of April. In this State no general law is in force until after publication. We may consider the joint resolution in order to determine whether the Legislature intended that the two acts passed on the same day should repeal the act of the 11th of March, and from that it is manifest such was not the intention of the Legislature.

3. The charters of the railroad corporations under the Constitution of Wisconsin "may be altered or repealed by the Legislature at any time after their passage." In legal effect, therefore, there was incorporated in all the numerous grants under which the Northwestern Railway Company now claims its rights of franchise and property in this State, the foregoing condition contained in the Constitution. It became a part, by operation of law of every contract or mortgage made by the company, or by any of its numerous predecessors, under which it claims. The share and bondholders took their stock or their securities subject to this paramount condition, and of which they, in law, had notice. If the corporation, by making a contract or deed of trust on its property, could clothe its creditors with an absolute, unchangeable right, it would enable the corporation, by its own act, to abrogate one of the provisions of the fundamental law of the State.

4. This principle is not changed by authority from the Legislature of the State to a corporation to consolidate with a corporation in another State. The corporation of this State is still subject to the Constitution of Wisconsin, and there is no power anywhere to remove it beyond the reach of its authority.

5. As to the rates for the transit of persons and property exclusively within the limitation of this State, the Legislature had the right to alter the terms of the charter of the Northwestern Railway Company, and the fact that such alteration might affect the value of its property or franchises cannot touch the question of power in the Legislature. The repeal of its franchises would have well-nigh destroyed the value of its tangible property; and while the latter, as such, could not be taken, still its essential value for use on the railroad would be gone.

6. The fact that grants of land were made by Congress to the State cannot change the rights of the corporations or of the creditors. If the State has not performed the trust it must answer to the United States.

7. The act of the 11th of March, 1874, while not interfering with the rates of freight on property transported entirely through the State to and from other States, including within its terms property and persons transported on railroads from other States into Wisconsin, and from Wisconsin into other States. This act either establishes or authorizes the Railroad Commissioners to establish fixed rates of freight and fare on such persons and property. The case of "The State Freight Tax," reported in 15th Wallace, p. 232, decides that this last described traffic constitutes "commerce between the several States," and that the regulation thereof belongs exclusively to Congress. It becomes therefore, a very grave question whether it is competent for the State arbitrarily to fix certain rates for the transportation of persons and property of this inter-State commerce, as the right to lower rates implies also the right to raise them. There may be serious doubts whether this can be done. This point was not fully argued by the counsel, and scarcely at all by the counsel of the defendants; and, under the circumstances, we do not at present feel warranted, on this ground alone, to order the issue of an injunction. If desired by the plaintiffs, it may be further considered at a future time, either on demurrer to the bill, or in

such other form as may fairly present the question for our consideration.

The motion for an injunction is overruled.

The colloquy between the judges and counsel which immediately followed the delivery of the opinion of the Court, and in which Judge Davis bore the leading part, is said to have been the most interesting portion of the proceedings. Speaking as a friendly adviser of the parties, and not in his judicial capacity, he counseled them to forbear vexatious proceedings, and promptly do whatever is necessary to hasten the transfer of the case to the United States Supreme Court, where alone a binding decision can be had. Pending that appeal it is believed that no harrising action will be adopted towards the roads—the suggestions made by Judge Drummond, in which Judge Davis concurred, being construed by Attorney General Sloan as "giving the complainants all the moral effect of an injunction."

Cincinnati, Hamilton and Dayton Railroad.

The income of this company for the fiscal year ending March 31, 1874, was as follows:

From passengers	$299,412 33
" freight	574,847 03
" mails and express	24,793 64
" rents from other companies	190,600 00
" rents from real estate	6,450 28
" mileage of cars	47,484 66
" interest	26,586 78
" miscellaneous	1,873 54
	$1,171,998 26

Expenses, viz:

Wood, coal and oil	$112,744 76	
Machine shop	11,322 24	
Maintenance of way	182,421 52	
Locomotive power	98,968 76	
Train expenses	122,675 77	
Station expenses	121,761 11	
Office expenses	40,173 37	
Miscellaneous expenses	22,727 57	
		712,795 10
Net earnings		$459,203 16
From which deduct—		
Interest on bonds	$154,430 00	
Taxes	56,439 70	
		210,869 70
Leaving a balance of		$248,333 46
Add balance from previous year		669,650 65
Gain in operating Dayton and Michigan Railroad		43,298 69
Total, as in Balance Sheet		$961,282 80

The operating expenses have been 60.81 per cent of gross earnings. Number of passengers carried, 652,098. Number of tons of freight moved, 616,830. Number of miles run by trains earning revenue, 651,829. Earnings per mile of do., $1 79; expenses, $1 09. Income per mile of road, $19,533 80; expenses, $11,879 91. The President in his report says:

Notwithstanding the financial panic which occurred in September, 1873, by which the business of the country became stagnated, the company has earned in connection with the lines of road controlled by it, eight and three quarters per cent on its capital stock, which would have been distributed to the stockholders in the shape of half yearly dividends of four per cent each, in October, 1873, and April, 1874, had it not been for the purchase made by this company, of the Cincinnati and Indianapolis Junction Railroad in November, 1872, which has been re-organized and is now known as the Cincinnati, Hamilton and Indianapolis Railroad Company, the control of which we assumed on the first day of December, 1872, and since that date the expenditures incurred, for equipment, real estate, renewals, construction, and current expenses have exceeded the income, and estimated money value of the bonded debt some three hundred thousand dollars, and still the road requires considerable additional expenditures to raise it to a first class standard.

The principal items of expenditures during the year have been: at Brighton Station a new freight shed 40 by 175 feet, widening embankment at Stock Yards, depositing on same 7,200 yards of gravel, laying 3,682 feet of side tracks of both gauges, rebuilding of the wing walls of culvert at north end of the Stock Yards, laying 8,500 feet of new siding at Hamilton, of which 1,870 feet is of both gauges, this includes the grain transfer tracks which are so arranged that 23 cars of grain can be transferred at the same time from narrow to broad gauge cars without any movement of the cars, 1,542 tons of re-rolled iron and 199 tons of steel rails, and 20,660 cross ties have been laid on the C., H. and D. R. R.

New side tracks have been laid on the Cincinnati, Hamilton and Indianapolis Road, as follows: 396 feet at Hamilton, 673 feet at Woods, 370 feet at Ogleton, 1,585 feet at Cottage Grove, 1,028 feet at Connersville, 975 feet at Morristown, 1,166 feet at Griffins, 680 feet at Juliette, 920 feet at Irvington and 5,273 feet at Indianapolis. There were 874 tons of iron rail and 79,132 cross-ties placed on the Cincinnati, Hamilton and Indianapolis Railroad, besides 56 miles of track graveled and surfaced between Hamilton and Indianapolis; the bridges, water and station houses have been kept in repair, and new bridges have been erected; at Hamilton 686 feet long, deck bridge; at Collin's Run near Oxford, 135 feet; two spans of new bridge near Connersville, framed and ready to raise, besides a large amount of trestle work renewed between Hamilton and Indianapolis.

On the Cincinnati, Richmond and Chicago Railroad 100 tons of iron rail and 16,484 cross-ties have been laid.

On the Dayton and Michigan Railroad, 1,272 tons of iron rail and 54,448 cross-ties have been laid.

During the year there have been built at Lima shops, 29 platform cars at a cost of $16,159 09, one hundred box cars at a cost of $73,093 47 and six caboose cars at a cost of $5,776 67, for the Cincinnati, Hamilton and Indianapolis Railroad; a considerable number of cars have been repaired and rebuilt at the same shops for the several companies, to keep up the depreciation of stock which has been charged to the working expenses.

In the report for last year I called your attention to the useless expenditure of money in the continuance of the use of iron rails where such a large amount of traffic is being moved, and at such very low rates. I now urgently entreat you to adopt some financial basis which will in the future enable the managers of your property to use nothing but the best quality of steel rails.

During the year the trains have been run with their usual regularity and freedom from accident, with the two exceptions here mentioned: an accident on the Cincinnati, Hamilton and Dayton R. R., at Spring Grove Station on evening of January 1st, 1874, by which three persons were seriously, but not permanently hurt, and several slightly bruised; the claims in this case, were amicably arranged, and settled without litigation; an accident caused by a broken wheel near Brownsville on the Cincinnati, Hamilton and Indianapolis R. R., by which three persons were killed and quite a number badly injured; most of the claims in this case have been settled; there are several claims, however, arising from this accident that have not as yet been settled, and may have to be litigated.

The income from operations of the Dayton and Michigan Railroad during the year was $1,098,957 78; and the operating expenses were $685,952 74, taxes $86,615 74, interest on bonds $191,552 85, dividend on preferred stock $101,944, and dividend on common stock 34,593 76; trustees of bonds, $5,000—making a total of $1,055,659 09, and leaving for net earnings the sum of $43,298 69.

The income from operations of the Cincinnati, Richmond and Chicago Railroad was $218,176 32; and the operating expenses $151,292 59, taxes $2,827 22, interest on bonds $43,279 50, and trustees of bonds, $1,000—total $198,357 31, leaving the sum of $14,819 01 to credit of Cincinnati, Richmond and Chicago Railroad.

The gross income from operations of all the roads was $2,484,132 36; the operating expenses $1,550,040 48, taxes $95,882 66, interest on bonds $389,220 85, dividends D. & M. R. R., as above, $136,537 76, trustees of bonds, $6,000—total $2,177,681 20—leaving a balance of $306,451 16. The amount to credit surplus earnings Cincinnati, Hamilton and Dayton Railroad is $281,632 15.

The amount advanced to date on account of purchase of Cincinnati, Hamilton and Indianapolis Railroad, new equipment, construction, renewals, etc., has been $866,942 68.

CONDENSED BALANCE SHEET, March 31.

	1873.	1874.
Construction	$3,974,654 73	$3,974,654 73
Equipment	1,127,250 96	1,127,250 96
Real estate	381,012 29	405,018 29
Wood and materials for repairs	203,643 92	153 759 57
Wood lands	12,540 60	10,700 00
Bills receivable	8,361 25	9,016 06
Stocks and bonds	346,503 32	326 486 18
Due from R. R. Co's.	68,581 24	99,693 62
" Individuals.	40,999 95	86,097 28
" P. O. Dep't.	9,378 05	9,557 16
Cash and cash assets.	135,744 22	133,973 18
D. & M. R. R. lessors	382,749 53	432,784 13
C. R. & C. R. R. lessors	56,940 20	42,121 19
C. H. & I. R. R	428 825 25	866,942 68
D. McLaren, trustee.	79,416 21	83,618 96
	$7,254,101 02	$7,761,673 99

	1873.	1874.
Capital stock	$3 500,000 00	$3,500,000 00
First mortgage	1,250,000 00	1,250,000 00
Second "	500,000 00	500 000 00
Third "	282,000 00	400,000 00
Surplus earnings	669,650 65	961,282 80
Interest on bonds	20 151 65	19,316 34
Dividends unpaid	142,820 00	1,044 00
Due Railroad Co's.	110,911 01	163,629 74
" Individuals	179,501 56	125,816 40
Pay rolls	100,524 13	151,199 14
Div. due on D. & M. preferred stock	25,688 00	26,272 00
Div. due on D. & M. common stock	19,728 15	18,389 00
Bills payable	453,625 80	644,724 57
	$7,254,101 02	$7,761,673 99

President.—FREDERICK H. SHORT.

Vice President.—CHARLES W. WEST.

Directors.—F. H. Short, Charles W. West, L. B. Harrison, Oliver Perin, Sam'l Fosdick, Geo. T. Stedman, Henry D. Huntington, Henry Lewis, Joseph H. Rogers.

Secretary and Treasurer.—C. B. MARSH.

General Superintendent.—LEWIS WILLIAMS.

☞ The Mississippi Central and New Orleans and Jackson Railroads have been consolidated under the name of the New Orleans, St. Louis and Chicago Railroad Company. The issue of the consolidated stock is to be one for three of the Mississippi Central, and two for three of the New Orleans and Jackson. Col. H. S. McComb has been elected president of the consolidated company.

Proposals for the United States Five per Cent Loan.

The following is a copy of the circular issued on the 3d inst. by the Secretary of the Treasury inviting proposals for the balance of the new five per cent bonds, amounting to $179,000,000.

TREASURY DEPARTMENT,
WASHINGTON, D. C., July 2, 1874.

Sealed proposals will be received at the Treasury Department until 12 o'clock noon on the 23d instant, and opened immediately thereafter, for the whole balance of $179,000,000, or any part thereof, of the funded loan, bearing interest, payable quarter-yearly at the rate of five per cent per annum, principal and interest payable in coin and exempt from taxation, as authorized by the act of July 14, 1870, and the act amending the same approved January 20, 1871.

Each proposal must be accompanied by a deposit of United States bonds, matured coin coupons, coin, or United States gold certificates of the Assistant Treasurer at New York to the amount of two per cent. of each bid.

Deposits accompanying rejected bids will be returned to the bidders.

Deposits accompanying the bids that are accepted will be applied in payment of the bonds pro rata, as settlement shall be made in money or bonds. Parties whose bids are accepted will be allowed three months from date of subscription to make partial or final payments. Provided that any bonds delivered to them prior to said final payment shall be secured by collateral, either in coin, five-twenty bonds or matured coupons sufficient to cover principal with all interest accrued and which shall accrue on bonds so delivered to the expiration of the three months. Payment can be made in six per cent five twenty bonds, to be called in on the date of the acceptance of bids, which mature three months thereafter, or in coin or matured United States coin coupons.

The Department reserves the right to reject any of said proposals that are not deemed for the interest of the Government to accept.

The proposals should be marked "Sealed Proposals for Loan," and addressed to the Secretary of the Treasury, Washington, D. C.

B. H. BRISTOW,
Secretary of the Treasury.

The total loan under this issue approximates $500,000,000, of which the following bonds are already placed: registered, $178,472,450; coupon, $137,328,300; total, $315,800,750, leaving the $179,000,000 above offered.

The New York Central Railroad Tax.

DECISION IN FAVOR OF THE COMPANY.

The New York Central Railroad tax case, recently tried at the term of the United States Circuit Court held at Canandaigua, Judge Wallace presiding, has terminated in a verdict for the company to the amount of $594,002 89. The facts of the case are these: Dec. 19, 1868, the Directors of the New York Central Railroad Company passed a resolution authorizing the issue to the stockholders of certain interest certificates to the amount of eighty per cent. of the capital stock of the company—that being the percentage of former earnings expended in the construction and equipping of the road—these certificates being payable only out of the future earnings of the company. Collector Lathrop, of Albany, on the 3d of March, 1870, four months after the New York Central Railroad Company had been consolidated with the Hudson River Railroad Company, made an assessment against the New York Central Railroad Company of $1,151,800 on account of these certificates, and $1,000 in addition as a penalty for not making return. An appeal was taken to Gen. Pleasonton, then Commissioner of Internal Revenue, and he having obtained the opinion of the Solicitor of the department, decided that the tax must be paid. Subsequently, however, he appointed a commission to investigate the case, and by this a unanimous report was made that "the distribution of these certificates did not create a liability to tax, and therefore that the company is not liable to the assessment from which it has appealed." This report was made to Hon. J. W. Douglass, then the Commissioner of Internal Revenue, and he, too, disregarded the reports of the Solicitor and the commission, and insisted that the tax must be paid, but reduced the amount to $450,720, instead of $1,152,800 before demanded. The company refused to pay, and the Collector seized its rolling stock in West Albany, when the tax was paid under protest. The object of the suit just decided was to recover back the moneys so extorted from the company, and Judge Wallace directed the verdict for the plaintiff in the whole amount claimed, on the ground that the issuing of the certificates was not a dividend taxable under the law, because the certificates were not payable out of anything on hand capable of division, but out of future earnings which might never be realized, and out of those earnings only at the pleasure of the company, and because it was not possible to deduct the tax from them, and because they were not payable at any fixed time so that the 10th day of the month following that in which they became due could be ascertained, as well as for other reasons, the issuing of the certificates was not a dividend taxable under the section of the internal revenue law above referred to, and that the assessment made March 3, 1870, was illegal, and directed a verdict for the plaintiff for the amount claimed.

Wisconsin Stockholders' Rights.

[By E. WALKER, of Chicago.]

On the 26th day of May, 1874, the Attorney General of Wisconsin, at the request of the Governor, submitted an opinion upon the constitutionality of the Act of March 11, 1874, which he concludes as follows: "The conclusion reached, is, that said Chapter 273 is not obnoxious to any of the objections urged against it, and as such is entitled to obedience." In his argument, he assumes that the act in question is an attempt upon the part of the Legislature to amend the charter of all the railways of the State, and he directs attention to Sec. 1. Art. 11, of the Constitution of 1848, which reserves in the Legislature the power to alter or repeal all charters to corporations thereafter granted.

I am not aware that the corporations organized under the special or general laws, since the adoption of the present Constitution, have denied the power of the Legislature to modify or revoke the franchises heretofore granted, but fail to understand how the act is brought within the limitation of powers. The act referred to is entitled, "An act relating to railroads, express and telegraph companies in the State of Wisconsin." It does not attempt to alter or repeal any special charter or general law authorizing the organization of corporations; but assumes the power and the right under the Constitution to limit the charges of any such corporation, in the regular and lawful prosecution of its business, without regard to the time or method of its organization—whether organized under special charter or the general law, or whether since the adoption of the present Constitution, with its limitation of corporate grants, or incorporated by the act of the Territorial Legislature, in perpetuity, without reservation or qualification. Whether we look to the title or the body of the act, or both, we fail to find any evidence of intention on the part of the Legislature to "alter or amend" the special or general laws under which the corporations embraced in the act are organized; but must conclude that the law-making power of the State preferred to declare all railways within the State public highways—the corporate property, public property, and as such, that the people, through their representatives, had the right to fix and limit the charges for its public use. This theory, however, the Attorney General does not attempt to defend, but is compelled to consider the act of March 11, 1874, a limitation or qualification of the corporate franchises granted by the several acts of incorporation. He assumes this to be the correct interpretation of the act, and that the Legislature has the power to qualify or revoke all corporate privileges heretofore granted; but he does not attempt to define the extent or character of the privileges granted.

It has probably never occurred to him that there is a marked distinction between the right of enjoyment of corporate franchises or privileges, and of corporate property, that the former is not a right, but a mere privilege derived from the State, while the latter is held by a more secure tenure of title, beyond and above the control of State Assemblies, except in the exercise of the powers of police and taxation, and of its appropriation for public use (in which case compensation must be made) with the additional qualification that every citizen must so use and enjoy his own property as to do no unlawful injury to his neighbor. The authorities cited prove this, and nothing more—that it is competent and within the power of the Legislature to alter or repeal all general laws or special acts, authorizing the organization of corporations of a date subsequent to the adoption of the Constitution of 1848. It is scarcely necessary to deny this proposition, or that the Legislature has the power to revoke all privileges at pleasure, if within the above reservation. The Attorney General says that those who oppose the law of 1874, admit that while this power is reserved, it is "still subject to certain latent limitations, which it is the duty of the courts to recognize and protect. That among the latent limitations, one is to be found or created which prevents the Legislature from reducing the charges for transporting passengers or freight below a reasonable compensation." I do not know what position others have assumed, nor do I know that any one opposing the law has, by implication, admitted the power of the State, by legislative enactment, to fix the charges of transportation even should the rates so fixed be reasonable. I do not understand that this is one of the reserved powers, but, on the contrary, it is an usurpation of power, repugnant to the State as well the Federal Constitution.

It must be apparent that the State should not, and cannot, recall any more rights or privileges than it has granted. Whatever other rights the corporation has acquired are as inviolate as those of the natural citizen. The privileges granted by the acts of incorporation are not complicated, and are readily defined by the courts. They may be briefly stated as follows: Many individuals desire to associate together in a work requiring a large amount of capital, and they prefer to act and conduct such business in an artificial name—to purchase and hold property by that name—to issue certificates of stock to the owners of such property, according to the amount of capital each individual has invested in the enterprise. The sole object of those who invest their capital in such business is private gain or emolument.

The State grants this privilege, and this is the franchise of the corporation. It is simply a grant of authority from the State to its citizens, to conduct certain specified business by an artificial or corporate name. The State parts with none of its property, neither does it acquire any interest in the corporate property. By a general law the State grants to all its citizens the privilege of associating themselves together for the purpose of prosecuting any and every variety of business, with perhaps one or two exceptions, it may be for

agricultural, manufacturing, scientific and religious purposes, or for building and operating railroads. They are all private corporations, and the capital invested is private capital. The business of each is prosecuted for private gains and emolument, or in the interest of science or religion, and the Legislature has no more power to limit the amount of gains in one case than the other. Would the publishers of a newspaper owned and controlled by a joint stock company, submit to law fixing the price of its paper, or the amount of the company's income? Would the farmer whose land was an undivided part of the lands owned by an incorporated agricultural company quietly submit to a law that attempted to limit the price for such company's wheat to 50 cents per bushel, while another similar company could charge $1 per bushel? And would he, accepting the advice of his Governor and Attorney General acknowledge the validity of the law, and patiently wait until some future Legislature, uninfluenced by passion or prejudice, and with proper respect for the rights of property in the citizen, should repeal the law? Should he do so, he might avoid the imputed odium of resisting the so called law of the State, but bankruptcy and ruin would be the result of passive submission. By Sec. 1, Art. 11 of the Constitution, the State reserves the right to alter or repeal the privileges granted to any or all incorporations; but while it may recall the corporate franchises, the corporate property is private, and subject only to such laws as affect other classes of private property. It is vested not in the artificial corporation, but in the members thereof, and if the State denies them the privilege of longer prosecuting their business by corporate name, they are still the owners of the property as tenants in common, and may prosecute their business by some other than a corporate agency. The distinction between corporate powers and corporate property is not new to the courts or the profession. The former are derived from the State, and may be recalled—the latter is acquired by purchase, and the right to its enjoyment is a vested right. It is said that the State has imparted to railway incorporations some of its sovereignty—that it has invested them with the right of exercise of the power of eminent domain.

It is true the Constitution holds inviolate the right to possess and enjoy private property, reserving, however, the right to appropriate it, when the public interests would be promoted by so doing, and then full compensation must be made. Without a dissenting voice it is held that this power may be properly exercised in the construction of railways, not in the interest of the railway company, but of the public; theconsideration for this grant of power is the public benefit received, the consideration to the owner of the land taken is the compensation, which is its full value; the title then becomes vested in the company, and is thereafter its private and not public property. The State may resume its sovereignty in this respect—recall this delegated power—but can it interfere with the use of this property, lawfully acquired? Much less can it appropriate it or its proper income to public use, without compensation? The right of exercise of the power of eminent domain may be conferred upon an individual as well as a corporation. It has been done in England and in many of the States—as in Pennsylvania—to enable the owners of mineral lands to reach them across the lands of another. By the exercise of this power A appropriates the land of B, and is thereby enabled to bring his coals to market, and derives an income from his otherwise dormant capital; but does this grant to A give the State the right to fix the price of the product? To one living at a distance, and not personally acquainted with the "blighting and crushing influence" of these "giant corporations" upon the material interests of Wisconsin, it would seem that the State has already been paid a thousandfold for its generous and unselfish policy, in securing the investment within its borders of millions of capital, upon the just condition of requiring full payment of every property or other interest acquired, without seeking to appropriate (or, what is the same in effect, its legitimate and lawful income) to its own use.

I do not understand that a charter from the State is necessary in the construction of a railroad. An individual or a company may construct a railroad across the State from the Mississippi to Lake Michigan, and operate such a railroad as common carriers. Such property would be private property, and the State would have no more authority to fix the charge for such transportation than it has to regulate the charges of an omnibus company in Milwaukee. In case of Bank *vs.* Edgerton, 30 Ver. Rep., 182, the court held that "there is indeed nothing in the right of constructing and operating a railroad and taking charges for use which is necessarily of a corporate character, or which might not with perfect propriety belong to or be exercised by natural persons."

It does not appear that all the roads of Wisconsin have in their construction received assistance from the exercise of the power of eminent domain; if not, what have such companies received from the State, save the mere privilege of adopting an artificial name, and this certainly would give the State no control over the property of the company. I am personally acquainted with one incorporated company in this State that has acquired its entire right of way, 150 miles, by purchase, and the private capital of three men, with the proceeds of the bonds sold, has built and equipped the railroad—it is their joint property. Would the Attorney General hold that this property was of such a public character as to give the State the right to especially control its use and limit its income? If the title to a part of the real estate has been acquired under the law of eminent domain, full compensation has been made for the property so taken, and the title then vests in the stockholders, the same as if acquired by purchase. In Whiting *vs.* Sheboygan, etc., R. R, 25 Wis., p. 182, the court, speaking of railroads as private corporations, says: "The railroad with all its rolling stock, fixtures, and other property pertaining to it, is private property, owned, used and operated by the company for the exclusive benefit and advantage of the stockholders. This constitutes a private corporation in the fullest sense." * * * It is also so held in the following cases: Donnaher *vs.* State of Mississippi, 8 Smeads and M., 661; Trustees, etc., *vs.* Auburn and R. R. R., 3 Hill, 570; Ohio, etc., R. R. *vs.* Ridge, 5 Black., 78; Angell and Ames on Corporations, Chap. 1.

If then the property of all railroads is private property, it follows that the state cannot appropriate any part of it to public use without just compensation. The right of use and enjoyment of such property is also protected by the Constitution as fully as the possession and ownership. The right to earnings and profits of property is, when acquired, a vested right of estate and inherent in the ownership. These are vested rights, because they form part of the estate in property; and as to railroads, they were incident to and inhered in the property when purchased; constructed and operated under this provision of the law, precisely in the same manner as the farmer has the right to cultivate his fields for his own profit and gain. Such right of private property to use, and to make profit and gain, whether in railroad property or land, is the elementary root and principal value of all property; without it, it is the mere semblance of property, but a naked possession with the burden of taxation. To hold that private property is inviolate, and at the same time hold that depriving the owner of its rents and emoluments is no violation of the estate of the owner, is too inconsistent to require further comment. If this power to invade exists, it also exists to destroy; and the millions of private railroad property in Wisconsin are beyond the pale of constitutional protection, and may be invaded and directly confiscated at the discretion of a majority of the General Assembly.

The stockholders of the C., M. and St. P. R. R. Co. own, within the state, about $28,000,000 of property. Every dollar of this has been purchased or lawfully acquired with private capital, and their title to it is just as valid as the title of the farmer to his land—none of it has been derived from the State, and under your Constitution no part of this property, nor the gains or profits derived from its use, can be taken, except by due process of law. It is a monstrous proposition that this State can, by statutory enactment, appropriate to its own use this entire property, or any part of it, without making compensation to its owners.

Under the laws of Massachusetts, since 1831, all acts of incorporation are "at all times subject to amendment, alteration or repeal, at the pleasure of the Legislature;" yet the courts have uniformly held that this power has some limits. In Commonwealth *vs.* Essex Co., 13 Gray, p. 253, Chief Justice Shaw says: "It seems to us this power should have some limit, though it is difficult to define it. Perhaps the true rule is this: 'that where under power in a charter rights have been acquired and become vested, no amendment or alteration of the charter can take away the property or rights which have become vested under the legitimate exercise of the powers granted.'" In Commissioners, etc., *vs.* Holyoke, etc., 104 Mass., p. 451, it is held that the law does not reserve to the Legislature authority to so alter or amend a charter as to defeat or substantially impair the object of the grant, or any rights which have vested under it.

The same principle is recognized in Kentucky: "A reservation in a legislative charter of the power to alter, amend or repeal, does not imply the power to alter the vested rights, acquired by the corporators under the charter." Sage *vs.* Dillon, Ky. Court of Appeals, 15 B. Munroe, 340; Allen *vs.* McKun, 1 Sum., 277. In Miller *vs.* State, 15 Wall., 478, the same question was presented.

The case arose in the State of New York, and after judgment in the Supreme Court, went to the Federal Court on error, upon a question involving the constitutionality of an act of the Legislature. In New York there were the same constitutional reservations relative to incorporations as in Wisconsin. One of the Judges of the State Court, in defining the extent of such reserved powers, uses the following language: "The Legislature which creates the artificial body, must necessarily have power to prescribe the organs through which it shall act. But this is a different thing from arbitrarily taking possession of the corporation itself, and through it the property of the parties for whose benefit the corporation was created. They cannot be presumed to have anticipated that a charter giving them the privilege of managing their property for their own benefit in a certain way, could be transferred by this reserved power of amendment into a vehicle which should transfer from them to the State or its appointees, all control over property which they have invested in the corporate enterprise. To hold such a doctrine would be to place all property invested in corporate enterprises beyond the pale of the Federal Constitution. Such an act would approach nearer to one of confiscation than of legislation." Has the Legislature of Wisconsin attempted less than this? On page 498 Mr. Justice Clifford says: "Power to legislate, founded on such reservation in a charter to a private corporation, is certainly not without limit, and it may well be admitted that it cannot be exercised to take away or destroy rights acquired by virtue of such a charter, and which, by a legitimate use of the powers granted, have become vested in the corporation."

I have been able to find but one case holding that the State could, under such reserved power, repeal the charter, and use and enjoy the property and its income without compensation. It is so held in Erie & N. E. R. R. Co. *vs.* Casey, 26 Pennsylvania State Rep., 308. But the court only reaches this conclusion, after first holding that the railroad was a public highway, that the title of the property was vested in the State, and that the corporation could only hold possession and enjoy its income at the pleasure of the State. When such a franchise was revoked, the State

would resume possession. This decision was made in 1856, since when the Supreme Court of Pennsylvania has many times held that railways were private corporations, and the corporate property private and not public property. On page 308 the court says: "If the railroad itself was the private property of the stockholders, then it remains theirs, and they may use it without char ter, as other people use their own—run it on their own account—charge what tolls they please, without legislative hinderance." In 1856 this case affirmed the legality of a law similar to the act of March 1st, 1874, but if, considered in connection with the more recent and uniform authorities defining the character of corporate property, it is a strong and terse argument against the law.

And I apprehend, that before the courts of Wisconsin can sustain the law in question, they must, as the Supreme Court of Pennsylvania held a quarter of a century ago, hold, as the Legislature has enacted, that railways are public highways, their corporate property public instead of the private property of the stockholders, and that the State can reclaim her own at the pleasure of the people expressed by their Legislature. When such a decision has been reached, and this law sustained by the judiciary, the Legislature may then advance one step further and assume the control of all other property interests in the State, fix rates, tolls and charges, limit incomes, and by general law regulate and control the private interests of the citizens. We are constantly being told that the State may grant to an incorporated company an exclusive privilege of collecting tolls from a turnpike or ferry, and that the Legislature may at any time fix the rate or amount of tolls, and alter or repeal the charter at pleasure. In such cases the State has granted to the company or individual the use of public property; the highway and the river are the property of the State, and she has the undoubted right to control its use. The State has created a mere tenancy at will, and she can at any time fix or alter the terms of the tenancy, or recall the privilege altogether. But would any court hold that upon such revocation the State could take possession of anything more than her own? Would not the title of the boat and other property of the individual or corporation to whom such grant has been extended still vest in its owners as the private property of such owners? And what is to prevent the parties from still using such property for hire and receiving tolls for its use? They certainly cannot be denied this right by legislative enactment, though they may not as before enjoy an exclusive privilege.

But there is another objection to the act of 1874, in my opinion, equally fatal to its validity. It has not even the merit of uniformity. It imposes burdens upon one class of corporations not placed upon another of the same class. It grants to one privileges denied to another of the same class. It enacts that the Wis. Cen. R. R. Co. may so use and enjoy its property as to derive an income, while this right is denied the C., M. & St. P. R. R. Co. It is class legislation in all its naked ness and deformity, without even a shadow or color of equity. "A statute would not be constitutional which should proscribe a class or party for opinion's sake, or which should select particular individuals from a class or locality, and subject them to peculiar rules, or impose upon them special obligations or burdens, from which others in the same locality or class are exempt." Cooley's Constitutional Limitations, page 380. Page 392: "Mr. Locke has said of those who make the laws 'they are to govern by promulgated, established laws, not to be varied in particular cases; and this may be justly said to have become a maxim by which may be tested the authority and binding force of legislative enactments. * * * * But if the Legislature should undertake to provide that persons following some specified lawful trade or employment should not have capacity to make contracts, or to receive conveyances, or to build such houses as others were allowed to erect, or in any other way to make such use of their property as was permissible to others, it can scarcely be doubted that the act would transcend the due bounds of legislative power, even if it did not come in conflict with express constitutional provisions. The man or the class forbidden the acquisition or enjoyment of property in the manner permitted to the community at large would be deprived of liberty in particulars of primary importance to his or their 'pursuit of happiness.'"

In Walley's Heirs vs. Kenneydy, 2 Yerg., 554, it is said: "The rights of every individual must stand or fall by the same rule of law that governs every other member of the body politic, or land, under similar circumstances; and every partial or private law which directly proposes to destroy or affect individual rights, or does the same thing by affording remedies leading to similar consequences, is unconstitutional and void." Also Durham vs. Lewiston, 4 Greenl., 140; Holden vs. James, 11 Mass., 396; Piquet, Appellant, 5 Pick., 64; Budd vs. State, 3 Humph., 483.

From the foregoing and other authorities, it is apparent to me that we must necessarily reach the following conclusions:

That in all charters granted to railroad companies by the Territorial Legislature there are no reserved powers of repeal or amendment, and therefore the franchises cannot be revoked where property or other rights have become vested in the corporation.

That the power to alter or repeal all special or general laws of incorporation is reserved in the Legislature, by the Constitution of 1848, and applies to all such laws of a subsequent date, but that the exercise of such power is limited to the franchises or privileges granted by the State.

That the property of railroad companies, of every kind and description is private and not public, and that the right to own, use and enjoy it is not derived by special grant, or privilege from the State, but is an inherent right that follows the ownership of all property.

That the Legislature may recall the right to act as a corporation, but it can neither confiscate the property nor its value, its gains or income.

That railways, and railway property may be controlled and operated as such by the owners or stockholders, without possessing any special grants, privileges or franchises from the State; that such property being private, and the right to its use for profit and gain vested in the stockholders, the Legislature has not the power, under the Constitution, to either destroy or impair such rights.

The property itself may be taken by the State for public purposes, upon making compensation, but this power does not extend to the profits resulting from its use.

The law is also repugnant to the letter and spirit of the Constitution, inasmuch as it is not uniform in its application to persons or classes.

And finally that the act of 1874, does not in any manner affect the title of stockholders in railroad property, and so far as it attempts to limit or control its income, or prescribe arbitrary tariffs for its use, it is unconstitutional and void.

E. WALKER.

CHICAGO, June 8, 1874.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending June 27, at 397,799 tons, and for the coal year 8,710,884 tons against 8,949,344 tons to corresponding time last year, being a decrease of 238,460 tons. The bituminous tonnage for the week is 80,624 tons, and for the year 1,438,401 tons, against 1,444,399 tons to same time last year, giving a total of all kinds for the week of 478,423 tons, and for the year of 10,194,291 tons, against 10,393,743 tons to same time last year, being a decrease of 199,452 tons.

☞ The contractors for constructing the Corpus Christi and Rio Grand Railroad from Corpus Christi to Laredo arrived at the former place on the 6th inst., and the work will be commenced immediately.

Canadian Railways.

The Toronto Board of Trade is moving to secure the completion, as early as possible, of railroad communications between the present system of lines running from Lake Ontario northward and that branch of the Pacific Road which is to traverse the valley of the Ottawa and connect the eastern terminus of the main line with the Georgian Bay, probably at or near the mouth of the French River. Commenting upon this the Toronto *Globe* says:

While it was perfectly right and proper that every encouragement should be afforded to the Quebec companies to establish connection with Montreal, the merchants of Toronto and other ports on Lake Ontario owe it to themselves to leave no stone unturned to secure their share of the trade between Old Canada and the Northwest. This is perfectly legitimate rivalry—beneficial to the whole, and not merely to any one section of the country. The Government propose to grant a subsidy not exceeding $10,000 a mile to the lines that will fill up the gap between their present termini and the new road above referred to. The construction of a railway to be common to all the present existing or projected lines coming under the terms of the act would probably meet the wants of the country, and achieve the result desired at the least possible cost. There should be no difficulty in effecting a combination of the several companies for this purpose, the Government, before granting the subsidy, taking the necessary guarantees for securing reasonable rates, and the necessary public faculties for traffic. We hope the boards of trade representing the interests most directly affected will co-operate in furthering this national project by all means in their power.

☞ At a special meeting of the stockholders of the Nashua, Acton and Boston Railroad held at Graniteville on the 7th inst., it was voted to accept the recent acts of the Massachusetts and New Hampshire Legislatures authorizing the corporation to issue bonds to an amount not exceeding $500,000, and to mortgage the road to that amount. Peter B. Brigham of Boston, Charles H. Sargent of Graniteville and Joseph B. Clark of Manchester were appointed Trustees. The passage of this act and its acceptance by the stockholders gives confidence in the road to the public, and it is believed, will lead to its ultimate success.

☞ It has been decided to postpone the withdrawal of the postal cars from the Philadelphia, Wilmington and Baltimore Railroad until the 1st of August. In the meantime efforts are to be made to adjust the compensation on a basis satisfactory to the company, so that no further trouble will ensue. Other railways are complaining of the inadequate pay given for this service, and the dispute with this company is therefore one of extended interest, as this line is bearing the brunt of the railway controversy with the Postoffice Department.

☞ The Harrisburg Car Manufacturing Company has closed a contract with the New York Central Railroad Company for the manufacture of four hundred cars. A force of three hundred and fifty or four hundred men will be employed to do the work, and four or five cars will be turned out daily.

☞ It is stated that the iron for the Grand Junction Railway from Belleville (Ca.) to Campbellford has been purchased, and that work is being pushed forward on the section under contract.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific:													
1867	38,169	51,831	69,029	81,156	95,828	121,702	174,812	181,297	200.550	212,109	128,166	75,871	1,470,663
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	525,360	467,659	5,670,882
1870	413,104	394,176	488,382	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777.513	583,692	7,995,116
1871	536,499	485,490	614,447	720 929	892,341	795,176	869,297	1,006,373	996,922	981,006	897.234	672,358	9,467,072
1872	592 223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,680	1,285 567	1,299,900	1,037,992	12,734,729
1873	852,860	694,015	939,778	1,129,469	1,378,675	1,301,202	1,211,765	1,258,500	1,392,125	1,423,875	1,296,612	1,072,750	13,938,960
1874	848,558	794,000	867,666	1,132,000	1,360,000	1,380,000	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1869	343,182	316,099	388,727	328,390	345,833	402,854	351.045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,559	418.709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353.235	342,369	384,999	388,964	461,290	466,097	533,656	534,163	507,617	473,227	455,807	377,687	5,278,910
1872	371.708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497 261	540,756	431,316	352,104	5,156 326
1873	347,372	396,307	420,893	409,472	430,184	476,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366.100	281.334	296,169	473,186	551,122	435,945	407.688	2.811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669.605	729,759	716,378	563,400	6.114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7.976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696.147	574,664	765,398	774,290	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	860,192	1,094,597	1,211,150	1,180,938	1,076,674	1,251,940	1,507.479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892.093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13.355.467
1870	706,025	753,782	858,350	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,409
1871	655,428	602,482	774,994	787,641	1,094,101	962,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,894	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873	752,468	765,249	967,258	1,034,023	1,256,072	1,309,578	1,240,987	1,284,094	1,071,448	1,451,827	1,039,306	1,019,501	13,816,465
1874	993,490	903,021	1,039,986	1,074,725	1,272,293	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,646	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,022	372,974	381,113	373,619	341,104	326,258	401,252	417,328	439,581	389,830	358,743	4,442,925
1873	363,921	413,043	448,924	413 443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448
1874	363,053	276,099	318,976	342,247	306,778	330,754	.....	.....	.....	.....	.....	.....	.....
Erie.													
1871	1,055.469	971,193	1,201,500	1,253,965	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,694.651	1,483,454	1,417 211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548.813	1,775,324	1,463,961	1,550,022	1,525 243	1,643,464	1,743 752	1,704,374	1,392,615	18,694,096
1873	1,326 505	1 329,422	1,515.382	1,541,958	1,754,821	1,717,598	1,685,384	1,774,570	1,918,247	1,882,421	1,560,023	1,625,129	19,631,781
1874	1,462,650	1,273,775	1,413,223	1,465,550	1,687,772	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1868	587,443	536,165	444,443	518,800	572,551	620,249	549,714	794.825	889,967	931.530	685,401	681,041	7,817,629
1869	659,138	524,693	709,045	568,282	640,975	778,261	696,228	841.363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901.235	903,225	811,708	697,751	8,678,958
1871	624.744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,436	531,627	575,393	559,871	648,956	659,363	609,846	783.255	744,782	881.693	696 475	698,068	8,026,754
1873	602,241	597,429	660,759	558,912	635,459	742,600	648,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874	611,491	538,668	567,554	580,921	647,892	678,728	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	183,673	152,264	267,411	303,915	306,944	266,086	282,723	332,556	365,446	387,999	303 305	210,197	3.321 519
1872	189,606	191,738	300,783	322,875	341,843	322,359	329,838	357,302	349,468	449,418	314.513	223,240	3,693,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	323,231	325,189	333,785	392,610	265.217	201,492	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295.369	1,368,948	1,402,597	1,345.316	1,235,285	14,797.975
1872	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459 360	1,635,691	1,764,788	1,558.424	1,483,480	17,591,629
1873	1,412,368	1,549,286	1,735,736	1,694,543	1,650,968	1,585,368	1,451,762	1,582,531	1,776,420	1,742,516	1,375,566	1,546,983	19,134,126
1874	1,519,249	1,305,132	1,371,545	1,593,827	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,620,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029 927
1873	169 843	161,132	178,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	151,793	160,301	2,126,875
1874	171,028	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	406,283	363,187	326 891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	486,980	470,703	480,847	427,096	422.015	529,890	628,660	582,802	587,434	507,050	5,940.102
1872	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,608	464,163	5,608,117
1873	379,836	440,261	567,314	556,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1869	454,560	330,400	420,951	460,288	630.844	678,923	586,531	525,547	724,732	1,040,102	801 195	496,568	7,250 000
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	868,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,986	387,565	426,223	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702 838	513,787	6,967,771
1873	334 715	423,716	555,005	569,236	805,799	929,210	834,320	767,803	1,193,209	1,012,704	771,800	843,200	9,040.717
1874	664,400	657,500	576,629	742,050	964,800	836,900	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,340	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	286,108	3,436,999
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,857	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	305,755	289,560	304,512	265.406	315,699	338,497	384,193	337,920	360,404	3,678,682
1873	227,897	261,346	344,632	321,047	301,521	272 600	267,784	325,093	382,098	353,168	308,632	306,100	.....
Philadelphia and Reading:													
1869	479,226	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,159,489	1,241,903	1,190,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,503	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,661
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167 008	1,071,407	1,142,241	1,191,695	1,322,847	1,127,032	891,791	12,199,748
1873	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	.....	.....
St. Louis, Alton and Terre Haute:													
1869	132,623	127,817	175,950	171,868	157,396	154,133	144,164	186,880	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	160,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
1872	164,525	137,678	162,336	156,134	148,279	133,503	123,994	169,459	179,457	216,171	177,327	158,700	1,927,471
1873	144,209	159,454	177,514	170,218	164,300	165,260	151,532	165,610	178,302	200,646	132,892	132,752	1,942,689
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	128,775	124,968	123,949	1,372,226
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	178,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	175,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	163,254	229,260	208,140	230,300	195,480	179,261	205,190	205,509	186,645	160,800	122,657	2,233,647
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,553	454,209	450,203	429,898	323,270	390,439	4,015,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	412,369	328,377	434,284	4,242,343
1870	257,664	293,645	295,270	318,699	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,965	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,868	434,465	614,175	565,811	621,351	489,341	466,081	5,944,570
1873	370,290	405,110	471,301	446,527	470,598	541,191	483,399	642,209	593,504	538,251	418,928	482,767	5,864,076
1874	423,343	400,984	404,699	447,856	420,719	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	25,560	617,585	758,467	999,665	837,258	716,829	5,709,183
1870	528,539	500,139	539,238	706,603	802,586	746,450	643,058	664 051	728,521	719,698	570.163	506,053	7,654,094
1871	479,573	373,925	499,899	584,540	724,466	728,174	673,693	681,865	800,402	777,362	708,143	469,932	7,521,682
1872	778,936	584,115	666,861	741,802	890,442	805,459	743,282	789,567	863,754	980,706	915,727	767,851	8,892,606
1873	523,976	491,784	708,258	781,266	1,007,581	969,863	876,833	837,277	1,068,937	1,170,586	970,660	758,832	10,266,104
1874	620,715	607,990	687,028	834,954	.....	.....	.....	.....	.....	.....	.....	.....	.....

Movements of Produce at New York.

Receipts of certain articles of domestic produce at the port of New York for the first six months of the years:

	1873.	1874.
Ashes, bbls.	8,528	4,768
Breadstuffs—		
Flour, bbls	1,534,788	2,024,961
Cornmeal, bbls.	130,246	119,021
Wheat, bush.	6,919,755	21,743,342
Rye, bush	265,281	410,821
Oats, bush.	5,171,377	4,799,983
Barley and malt, bush	695,978	592,780
Peas, bush	84,683	320,663
Corn, bush	6,870,011	12,333,895
Cotton, bales	482,371	510,585
Naval Stores—		
Crude turp., bbls	5,760	8,389
Spirits turp., bbls	31,105	33,542
Rosin, bbls	293,930	214,503
Tar, bbls	25,396	37,129
Pitch, bbls	1,150	2,310
Provisions—		
Pork, bbls	97,960	85,385
Beef, pkgs.	15,776	14,840
Cutmeats, pkgs	384,631	222,222
Butter, pkgs.	369,335	411,303
Cheese, pkgs	506,684	506,739
Lard, tcs. and bbls.	263,661	165,784
Do., kegs	17,418	21,368
Whiskey, bbls.	93,794	106,654

Exports from New York to foreign ports of certain leading articles of domestic produce for six months of the years:

	1873.	1874.
Ashes—Pots, bbls	893	1,478
Do. pearls, bbls	77	53
Beeswax, lbs	83,854	84,781
Breadstuffs—		
Wheat flour, bbls.	626,431	1,125,711
Rye flour, bbls.	3,510	4,369
Cornmeal, bbls.	91,580	96,189
Wheat, bush.	5,772,902	19,278,312
Rye, bush	191,522	476,130
Oats, bush.	17,245	60,638
Barley, bush.	19,226	240
Peas, bush	52,536	253,489
Corn, bush	6,241,082	9,317,114
Candles, bxs.	29,307	34,135
Coal, tons	35,553	30,988
Cotton, bales	299,585	223,316
Hay, bales	17,312	12,506
Hops, bales.	8,563	362
Naval Stores—		
Crude turp., bbls.	12	800
Spirits turp., bbls	9,567	5,521
Rosin, bbls	232,805	158,355
Tar, bbls.	23,231	23,870
Pitch, bbls	1,851	2,893
Oils—whale, galls	3,176	29,298
Do., sperm, galls	285,365	275,979
Do., lard, galls	151,912	43,558
Do., linseed, galls	14,274	2,958
Provisions—		
Pork, bbls.	101,583	110,984
Beef, bbls.	20,364	17,772
Do., tcs	36,179	25,286
Cutmeats, lbs.	227,050,276	149,174,443
Butter, lbs.	1,530,406	1,644,975
Cheese, lbs	28,300,225	28,274,844
Lard, lbs.	104,171,021	83,772,124
Rice, tcs	595	26
Do., bbls	12,520	36,279
Tallow, lbs	81,559,021	84,791,377
Tobacco, crude, pkgs.	53,942	70,851
Do., manf., lbs	3,977,820	4,628,892
Whalebone, lbs	125,852	49,585
Petroleum, galls	61,848,131	61,585,641

☞ The engineers are now engaged in locating a railroad at Stranstown, Berks county, along the Northkill creek to Bernville, and then along the Tulpohocken to Reading, passing several miles north of Sinking Spring. One-third of the road has already been subscribed for.

☞ Operations on the new "Glendale Railroad," as it is called in accordance with the terms of the charter passed by the New York Legislature, have already been commenced. The survey is being prosecuted by Mr. Charles Fowler, under whose management the enterprise has been placed. The contemplated route is almost a straight line from the foot of North Thirteenth street, Williamsburg, to Glendale, the second station beyond Bushwick on the South Side Railroad, and avoids the inconvenient detour made by the latter road through the streets of the city to the foot of South Eighth street, thus saving nearly a mile in distance, besides securing a clear run by locomotive to the water's edge. It is proposed to run first class ferryboats to New York in direct connecting with the road.

Statement of the Public Debt of the United States July 1, 1874.

DEBT BEARING COIN INTEREST.

	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858	$260,000 00	$6,500 09
6 per cent. 1881 bonds, 1861	18,416,000 00	552,450 00
6 per cent. 1881 bonds, (Oregon,) 1861	945,000 00	28,350 00
6 per cent. 1881 bonds, 1861	189,321,350 00	5,679,640 50
6 per cent. 5-20 bonds, 1862	167,654,700 00	1,676,547 00
6 per cent. 1881 bonds, 1863	75,000,000 00	2,250,000 00
5 per cent. 10-40 bonds, 1864	194,567,300 00	3,242,788 33
6 per cent. 5-20 bonds, 1864	946,600 00	9,466 00
6 per cent. 5-20 bonds, 1864	58,046,200 00	580,462 00
6 per cent. 5-20 bonds, 1865	152,534,350 00	1,525,343 50
6 per cent. consols, 1865	202,636,100 00	6,079,892 00
6 per cent. consols, 1867	310,624,400 00	9,318,732 00
6 per cent. consols, 1868	37,474,000 00	1,124,220 00
5 per cent. funded loan of 1881	315,800,750 00	2,631,672 92
Aggregate of debt bearing coin interest	$1,724,252,750 00	$34,706,065 25
Interest due and unpaid		3,757,375 61

DEBT BEARING INTEREST IN LAWFUL MONEY.

3 per cent. navy pension fund, 1868	$14,000,000 00	$210,000 00
4 per cent. certificate of indebtedness of 1870	678,000 00	9,040 00
Aggregate of debt bearing interest in lawful money	$14,678,000 00	$219,040 00
Interest due and unpaid		100 00

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846	1,104 91	85 74
6 per cent. bonds, 1847	1,250 00	22 00
6 per cent. bounty land scrip, 1847	3,400 00	223 60
5 per cent. Texas indemnity bonds, 1850	174,000 00	9,450 00
5 per cent bonds of 1858	134,000 00	
5 per cent. bonds, 1860	10,000 00	625 00
6 per cent. 5-20 bonds, called 1862	1,361,450 00	30,242 18
1-10 to 6 per cent. treasury notes, prior to 1846	82,575 35	2,670 76
1-10 to 6 per cent. treasury notes, 1846	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857	2,000 00	108 00
6 per ct. treasury notes, 1861.	3,150 00	378 00
7 3-10 per cent. 3 years' treasury notes, 1861	19,200 00	1,427 08
5 per cent. 1 year notes, 1863.	74,775 00	3,750 85
5 per cent. 2 year notes, 1863.	62,850 00	3,458 99
6 per cent. compound interest notes, 1863-64	415,210 00	83,058 94
7 3-10 per cent. 3 years' treasury notes, 1864-65	228,450 00	18,681 23
6 per cent. certificates of indebtedness, 1862-63	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864	78,560 00	7,343 80
3 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$3,216,590 26	$226,671 77

DEBT BEARING NO INTEREST.

Demand notes, 1861-62	$76,732 50	
Legal tender notes, 1862-63	382,000,000 00	
Certificates of deposit	58,760,000 00	
Fractional currency, 1862-3-4.	45,881,295 67	
Coin certificates, 1863	22,825,100 00	
Unclaimed interest		29,834 84
Aggregate of debt bearing no interest	$509,543,128 17	$29,834 84

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent	$1,213,624,700 00	
Bonds at 5 per cent	510,628,050 00	
	$1,724,252,750 00	$38,463,440 86
Debt bearing interest in lawful money, viz:		
Certificates at 4 per cent.	678,000 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$14,678,000 00	219,140 00
Debt on which interest has ceased since maturity	3,216,590 26	226,671 77
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$382,076,782 50	
Certificates of deposit	59,760,000 00	
Fractional currency	45,881,295 67	
Coin Certificates	22,825,100 00	
	$509,543,128 17	
Unclaimed interest		29,834 84
	$2,251,690,468 43	$38,939,087 47
Total debt, principal and interest, to date, including interest due and unpaid		$2,290,629,555 90

AMOUNT IN TREASURY.

Coin	$74,205,304 12
Currency	14,576,010 62
Special deposit held for redemption of certificates of deposit as provided by law	58,760,000 00
	$147,541,314 74
Debt, less amount in Treasury, July 1, 1874	$2,143,088,241 16
Debt, less amount in Treasury, on the 1st ult.	2,145,268,436 10
Decrease of debt during the past month	$2,180,196 94
Decrease of debt since June 30, 1873	4,730,472 41

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES. INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$776,553 60
Kansas Pacific bonds, 1862-64	6,303,000 00	189,090 00
Union Pacific bonds, 1862-64	27,236,512 00	817,095 36
Central Branch Union Pacific bonds, 1862-64	1,600,000 00	48,000 00
Western Pacific bonds, 1862-4	1,970,560 00	59,116 80
Sioux City and Pacific bonds, 1862-64	1,628,320 00	48,849 60
Totals	$64,623,512 00	$1,938,7 5 36

Interest paid by United States, $22,386,691 02; interest repaid by transportation of mails, &c., $5,252,036 38; balance of interest paid by United States, $17,134,655 24.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, June 30, 1874.

B. H. BRISTOW,
Secretary of the Treasury.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley left at tide-water from the commencement of navigation to the 30th June inclusive, during the years 1873 and 1874, was as follows:

	Flour, bbls.	Wheat, bushels.	Corn, bushels.	Barley. bushels.
1873	52,100	3,556,700	3,618,100	22,200
1874	17,900	8,618,000	4,190,000	74,100
	Dec. 34,200	In. 5,061,300	In. 671,900	In. 51,900

By reducing the wheat to flour the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows an increase equal to 978,060 bbls. of flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 30th of June, in the years indicated:

	1872.	1873.	1874.
Canal opened—	May 13.	May 15.	May 5.
Flour, bbls.	32,200	52,100	17,900
Wheat, bush.	1,682,800	3,556,700	8,618,000
Corn, bush.	1,516,600	3,618,700	4,190,000
Barley, bush	401,500	22,500	74,100
Rye, bush	203,100	293,100	174,400
Oats, bush.	1,561,200	810,400	996,200
Malt, bush.	254,700	222,200	214,900
Feed, lbs.	2,160,700	2,080,600	58,000

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	13,280,000	J. & J.	July '74 3½
Allegheny Valley.....50	2,2[illegible]350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '73 4
Atlantic and Gulf.....100	3,698,200	— & —	.....
" " guar.100	786,476	M. & N.	Nov. '73 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Sept. '72 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Geneseo & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '74 5
Washington Br.....100	1,650,000	A. & O.	Apl. '74 5
Parkersburg Br. pref...50	5,680,685	— & —	.....
Berkshire*.....100	600,000	J. A. J. & O.	July '74 1½
Blossburg & Corning.*...50	250,000	J. & D.	Dec. '72 2½
Boston and Albany.....100	19,664,100	M. & N	May '74 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & D	June '74 3
Bost., Conc. & Mont.* pref.100	800,000	M. & N.	May '74 3
Boston and Lowell.....500	2,852,900	J. & J.	July '74 3½
Boston and Maine.....100	6,816,807	M. & N.	May '74 4
Boston and Providence..100	3,950,000	M. & N.	May '74 5
Buffalo, N. Y. and Erie*.100	960,000	F. & A.	Feb. '74 5½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Mar. '74 5
" pref.100	1,485,900	M. & S.	Mar. '74 5
Camden and Amboy*...100	5,847,800	J. A. J. O.	July '74 2½
Camden and Atlantic....50	379,020	— & —	.....
" " pref.50	752,700	— & —	Nov. '73 3½
Cape Cod.....50	1,020,330	J. & J.	Jan. '72 @2½
Cape May and Millville*.50	447,000	J. & D.	Dec. '73 3
Catasauqua & Fogelsv..50	426,900	Novemb.	Nov. '71 6
Catawissa*.....50	1,169,500	— & —	.....
" pref.....50	2,200,000	M. & N.	May '74 3½
Cayuga and Susq.*.....50	589,110	J. & J.	July '74 5
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	May '74 1½
" " pref.100	769,600	F. & A	Feb. '74 3½
Central of Georgia.....100	4,666,800	J. & J.	July '73 5
Central of New Jersey..100	21,000,000	J. A. J. O.	July '74 2½
Central Ohio*.....50	2,425,000	J. & D.	June '74 3
" pref.....50	400,000	J. & D.	June '74 3
Central Pacific.....100	54,275,500	.....	Sept. '73 3
Chemung*.....100	880,000	J. A. J. & O.	Oct. '73 1½
Cheshire, preferred.....100	2,100,000	J. & J.	July '74 2
Chicago and Alton.....100	8,929,900	M. & S.	Mar. '74 5
" pref.100	2,425,400	M. & S.	Mar. '74 5
Chicago, Burl. & Quincy.100	19,897,000	M. & S.	Mar. '74 5
Chicago, Iowa & Nebras*.100	3,916,300	J. & J.	July '74 3
Chicago & N. Western.100	14,998,060	J. & D.	Dec. '72 3½
" pref.100	21,484,118	J. & J.	July '75 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Apl. '74 4
Chi., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.*...50	2,980,550	— & —	Apl. '72 10s
" " pref...50	429,045	M. & N	May '74 2
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Aug. '72 3½
Cleveland & Mahoning*.50	2,057,569	M. & N.	May '74 3½
Cleveland & Pittsburg*..50	11,236,150	F. M. A. N	May '74 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*...50	1,788,800	M. J. S. D.	June '74 2
Colum. & Hocking Val..100	2,500,000	F. & A	Feb. '74 5
Concord.....50	1,000,000	M. & N.	May '74 5
Concord and Ports.*.....100	350,000	J. & J.	July '74 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A.	Feb. '74 3
Connecticut River.....10	1,959,000	J. & J.	July '74 5
Cumberland Valley.....1	1,494,250	A. & O.	Apl. '74 4
Danbury and Norwalk..50	600,000	M. & N.	Nov '73 5
Delaware*.....50	1,220,941	J. & J.	July '74 3
Del., Lackaw. & Westn.50	18,868,850	J. A. J. O.	July '74 2½
Detroit & Milwaukee*..50	822,140	— & —	.....
" " pref.50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	A. & O.	Apl. '74 3
East Pennsylvania*.....50	1,309,200	J. & J.	July '74 3
East Mahanoy*.....50	392,950	J. & J.	July '74 3
Eastern (Mass.).....100	4,262,600	J. & J.	July '74 3
Eastern (N. H.).....100	492,500	J. & J.	July '73 5
Elmira, Jef. & Canand*.100	800,000	F. & A.	Feb. '74 2½
Elmira & Williamsport*.50	500,000	M. & N.	May '74 2½
" " pref.50	500,000	J. & J.	July '74 3½
Erie Railway.....100	78,000,000	.....	Oct. '73 1
" pref.....100	8,536,910	.....	Oct. '73 3½
Erie and Pittsburg*.....50	1,090,250	M. J. S. D.	Mar. '74 1½
Fitchburg.....100	4,000,000	J. & J.	July '74 4
Georgia.....100	4,166,000	J. & J.	Apl. '74 4
Grand River Val.* guar.100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.)....100	19,237,404	A. & O.	Apl. '74 1½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.)..50	116,850	M. & N.	May '74 5
Harlem Extension.....100	4,000,000	— & —	.....
Harrisburg & Lancaster*.50	1,182,500	J. & J.	July '74 3½
Housatonic, pref.....100	1,180,000	J. & J.	July '74 4
Huntingdon & B'd Top..50	880,000	— & —	.....
" " pref.50	450,750	J. @ J.	July '68 3½
Illinois Central.....100	25,280,510	F. & A.	Aug. '74 4
Indianapolis, Cin. & Laf..50	7,885,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,025,000	J. & J.	July '74 2
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J. A. J. O.	July '74 1½
Joliet & North. Indiana*100	300,000	J. & J.	July '74 4
Lake Shore & Mich. So..100	49,466,500	F. & A.	Aug. '73 4
" " (guar.)..100	533,500	F. & A.	Feb. '74 5
Lawrence*.....50	280,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna..50	8,739,800	M. & N.	May '67 5
Lehigh Valley.....50	21,916,850	J. A. J. O.	July '74 2½
Little Miami*.....50	3,871,450	J. A. J. O.	Apl. '74 2
Little Schuylkill*.....50	2,646,100	J. & J.	July '74 5½
Long Island.....50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex...50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '74 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '74 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence...100	200,000	A. & O.	Apl. '74 3
Lykens Valley.....20	600,000	F. M. A N	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	May '74 5
Marietta & Cincinnati...50	1,372,891	— & —	.....
" " 1st pref.50	3,130,719	M. & S.	Sep. '66 3s
" " 2d pref.50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '74 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central.....100	18,738,204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*.50	323,375	J. & J.	July '74 5
Milwaukee and St. Paul..50	13,398,550	J. & J	Dec. '70 7s
" " pref.....100	10,825,777	F. & A	Feb 74 3½
M. Hill & Schuyl. Hav.*.50	3,856,450	J. & J.	July '74 4
Morris and Essex*.....50	14,008,100	J. & J.	July '74 3½
Nashua and Lowell.....100	800,000	M. & N.	May '74 5
Naugatuck.....100	1,881,900	F. & A.	Feb. '74 5
Nesquehoning Valley*...50	1,000,000	M. & S.	Mar. '74 5
Newark and N. York*...100	977,400	J. & J.	Jan. '74 3½
N. Bedford.....100	1,010,100	M. & N.	May '74 4
N. Castle & Beaver Val.* 50	1,800,000	J. A. J. O.	Apl. '74 2½
N Haven & Northamp...100	605,000	J. A. J. O.	Sept '73 3
New Jersey*.....100	7,296,200	J. A. J. O.	July '74 2½
New London Northern*100	1,418,800	J. & J.	July '74 4
N. Y. Cen. & Hudson R...100	89,428,330	A. & O.	Apl. '74 4
New York and Harlem..100	3,500,000	J. & J.	July '74 4
" " pref.100	1,500,000	J. & J.	July '74 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	July '74 5
N. Y., Provid. & Boston.100	2,000,000	J. A. J. O.	July '74 2½
Ning. Bridge & Canand*100	1,000,000	J. & J.	July '74 3
North Carolina*.....100	4,000,000	irregular.	Jan. '73 3
N. Eastern (N. C.) pref...100	111,000	M. & N.	May '67 4
North Pennsylvania.....50	3,473,500	January.	Jan. '74 5=
Northern Central.....50	5,842,000	M. & N.	July '74 3½
Northern N. Hampsh...100	3,068,400	J. & D.	June '74 4
Northern New Jersey*...100	1,000,000	J. & J.	July '74 4
Norwich & Worcester*..100	2,823,400	J. & J.	July '74 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	July '74 3
" " pref.100	2,000,000	A. & O.	Apl. '74 4
Ohio and Mississippi....100	19,995,847	J. A. J. O.	.....
" " pref.100	4,024,474	J. & D.	Dec '72 3½s
Oil Cr. & Allegheny R....50	4,259,450	J. A. J. O.	Jan. '74 3
Old Colony & Newport..100	6,297,900	J. & J.	July '74 3½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '74 4
Pacific of Missouri.....100	8,635,750	J. A. J. O.	July '74 1½
Panama.....100	7,000,000	J. A. J. O.	July '74 3
Paterson and Hudson*..100	630,000	J. & J.	July '74 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	249,000	J. & J.	Jan. '74 4
Pember. & Hightstown*.50	342,150	J. & J.	Jan. '74 3
Pennsylvania.....50	72,000,000	M. & N.	May '74 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '74 4
Philadelphia and Erie*..50	6,004,300	J. & J.	.....
" " pref.50	2,400,000	J. & J.	July '74 4
Phil., Ger. & Norristwn*50	1,626,250	M. J. S. D.	June '74 3
Philadelphia & Reading 50	32,684,375	J. A. J. O.	July '74 2½
" " pref.50	1,551,800	J. A. J. O.	July '74 2½
Phila. and Trenton*.....100	1,259,100	J. A. J. O.	July '74 2½
Phila., Wil. & Balt.....50	11,485,750	J. & J.	July '74 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J. A. J. O.	Apl '74 1½
" Special Imp..100	2,000,000	J. A. J. O.	Apl. '74 1½
Pittsfield & N. Adams...100	400,000	J. & J.	July '74 3
Portland and Kennebec.100	616,700	J. & J.	July '74 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces...100	2,000,000	J. & J.	July '74 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '74 4
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '74 3½
Rutland*.....100	2,700,000	&	.....
" preferred.....100	4,300,000	F. & A.	Feb '74 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " " pref.100	2,040,000	July.	July '74 3
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '74 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" pref.100	12,000,000	.....	Nov. '72 @2
Saratoga and Schenec.*..100	300,000	A. & O.	Apl. '74 3½
Schuylkill Valley*.....50	576,050	J. & J.	July '74 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '74 3
Shore Line*.....100	995,800	J. & J.	July '74 3½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina.....100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb. '73 4
Staten Island.....100	600,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	445,700	J. & J.	July '74 3½
Stony Brook*.....100	267,300	M. & N.	May '72 3
Summit Branch*.....50	2,502,280	F. & A.	Feb. '74 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N. Y.*100	1,670,139	— & —	Dec. '72 3
Taunton Branch.....100	500,000	J. & J.	Jan. '74 5
Terre Haute & Indiana.100	1,983,150	J. & J	Jan. '74 5
Tol., Peo. & War. 1st prof..100	1,777,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '74 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 5½
Union and Black River...100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*....100	2,500,000	J. & D.	Dec. '72 3
Vermont and Mass.....100	2,800,000	A. & O.	Apl. '74 1
Warren (N. J.).....100	1,800,000	J. & D	Dec. '73 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,559,750	F. & A.	Feb. '74 4
Winchester & Potomac*100	180,000	J. & J.	July '74 3
Winchester & Strasburg*100	500,000	J. & J.	July '74 3½
Worcester and Nashua..75	1,400,555	J. & J.	July '74 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City.....100	80,000	— & —	..... 2½
Bleecker st. & F Fy. (NY)100	900,000	— & —	Jan. '74 3
Boston and Chelsea.....100	110,000	A. & O.	Apl. '74 4
Broadway (Brooklyn)....100	200,000	J. A. J. O.	Apl. '73 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jun. '70
Brooklyn City.....100	1,500,000	F. M. A. N	May '74 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488,100	— & —	.....
Bushwick (Brooklyn)....100	392,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Apl. '74 4½
Cen. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	500,000	J. & J.	July '74 9
Citizens' (Pbg.).....50	200,000	M. & S.	Nov. '71 7
Coney Island & Brookl..10	500,000	— & —	.....
D. Dock, E. B'dw, & Bat.100	1,200,000	F. M. A. N	Feb. '74 2
Eighth Avenue (N.Y.)....100	1,000,000	J. A. J. O.	Oct. '71 3
Elizabeth and Newark....100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	J. & J.	July '74 3½
Frankf. & Southw. (Ph.)..50	491,750	J. & J.	July '74 5
Germantown (Ph.).....50	1,000,000	J. & J.	July '74 3
Girard College (Ph.).....50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '74 4
Hest'n, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '74 1½
Lomb. & South Sts. (Ph.) 25	105,000	A. & O	Oct. '71 6
Lynn and Boston.....100	200,000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	M. & N.	July '74 1½
Middlesex (Boston).....100	400,000	A. & O.	Apl. '73 4
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City.....50	750,000	J. & J.	July '74 5
Philadelphia and Darby 20	200,000	J. & J.	July '71 3
Phila. and Grey's Ferry 50	284,775	J. & J.	July '74 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 3
Second Avenue (N.Y.)....100	888,100	J. A. J. O.	Oct. '73 2
Second & Third St. (Ph.) 50	962,100	J. & J.	Jan. '74 4
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '74 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F. M. A. N	May '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '74 1½
Somerville (Boston).....100	75,000	M. & N.	May '74 5
South Boston.....50	400,000	J. A. J. O.	July '74 2½
Union (Boston).....100	200,000	.....	July '72 7½
Union (Phila.).....50	400,000	J. & J.	July '74 3
West Philadelphia.....50	400,000	J. & J.	Jan. '74 3
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '73 3
Chesapeake and Ohio ... 25	6,229,594	— & —	.....
Delaware Division.....50	1,633,350	F. & A.	Feb. '74 4
Delaware and Hudson....100	15,000,000	F. & A	Feb. '74 5
Delaware and Raritan*..100	6,847,400	J. A. J. O.	July '74 2½
Erie of Pennsylvania.....50	64,000	— & —	.....
Lehigh Coal & Navigat. 50	9,390,250	J. S. D. M.	June '74 2
Monongahela Navigat...50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1,175,000	F. & A.	Aug '72 5
Pennsylvania.....50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	July '74 50s
" " (pref.) 50	2,838,977	F. & A.	July '74 50s
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union.....50	2,907,850	— & —	.....
" preferred.....50		— & —	.....
W. Branch and Susq.....50	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M. J. S. D.	June '74 2
American Coal.....25	1,500,000	M. & S.	Mar. '74 4
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal.....50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M. J. S. D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	.....
Butler Coal.....25	500,000	J. & D.	Dec '69 85c
Canton.....16½	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal.....100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold.....100	2,836,600	— & —	.....
" pref.....100	8,693,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamship.100	20,000,000	M. J. S. D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal.....50	4,000,000	F. M. A. N	May '74 5
Pullman Palace Car.....100	4,000,000	F. M. A. N	May '74 3
Quicksilver, common ...100	8,700,000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	July '74 5
Spruce Hill Coal.....10	1,000,000	— & —	.....
United States Express....100	6,000,000	F. M. A. N	May '74 2
United States Trust.....100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	6,000,000	J. & J.	July '74 4
West. Union Telegraph.100	35,000,000	J. & J.	July '74 5½
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. 69 5
Wyoming Valley Coal ..100	1,260,000	F. & A.	Aug. '66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities July 1, 1874.					
Loan of June 14, 1858 ..... registered	$200,000	5	Jan. & July.	1874	....
.. .. coupon	.....	5	" "	1874	....
Loan of February 8, 1861 ..... registered	13,768,000	6	Jan. & July.	1880	115¼
.. .. coupon	4,647,000	6	" "	1880	116¼
Oregon War Bonds of March 2, 1861 ... coupon	945 000	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861 .... registered	125,786,400	6	Jan. & July	1881	116¼
.. .. coupon	63,534,950	6	" "	1881	116¼
Loan of Feb. 25, 1862 (5-20s) ..... registered	16,641,400	6	May & Nov.	1882	113
.. .. (5-20s) ..... coupon	151,013,300	6	" "	1882	112½
Loan of March 3, 1863 ..... registered	53,631,350	6	Jan. & July.	1881	115¼
.. .. coupon	21,368,650	6	" "	1881	116¼
Loan of March 3, 1864 (5-20s) ..... registered	946,600	6	May & Nov.	1884	116
Loan of June 30, 1864 (5-20s) ..... registered	25,027,550	6	May & Nov.	1884	116
.. .. .. (5-20s) ..... coupon	33,018,850	6	" "	1884	115¾
Loan of March 3, 1865 (5-20s) ..... registered	33,729,500	6	May & Nov.	1885	116
.. .. .. (5-20s) ..... coupon	118,804,850	6	" "	1885	117¾
.. .. 2d series (5-20s) ..... registered	56,885,050	6	Jan. & July.	1885	115¾
.. .. .. (5-20s) ..... coupon	145,778,050	6	" "	1885	115¾
.. .. 3d series (5-20s) ..... registered	87,822,550	6	Jan. & July.	1887	115¾
.. .. .. (5-20s) ..... coupon	222,801,850	6	" "	1887	116¼
.. .. 4th series (5-20s) ..... registered	13,936,500	6	Jan. & July.	1888	116¼
.. .. .. (5-20s) ..... coupon	25,537,500	6	" "	1888	116
Loan of March 3, 1864, (10-40s) .... registered	141,214,200	5	Mar. & Sept.	1904	112¼
.. .. .. (10-40s) ..... coupon	53,353,100	5	" "	1904	112¼
Consols of July 14, '70 & Jan. 20, '71. registered	178,472,450	5	F. M. A. & N.	1881	112¼
.. .. coupon	137,328,300	5	" "	1881	112¼
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,623,512	6	Jan. & July.	'95-'99	115¼
U. S. Notes and Fractional Currency	427,958,028	mtl.	.....	.....	....
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72..	2,582,800	5	May & Nov.	'85-'92	....
.. Bonds (new), 1866, '68 and '72	2,386,000	8	Jan. & July.	'86-'92	....
.. Railroad Aid Bonds, 1870 and '71	2,620,000	8	" "	'90 '91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 6,800,0 0):					
.. Funded Bonds, 1869 and 70	2,850,000	6	Jan. & July.	'99-'00	....
.. Levee Bonds, 1871	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	112¼
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,350):					
.. War Loan, July 1, 1861, (10-20s)	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s)	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-20s)	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($,728,865):					
.. Convention Bonds 1868	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69	191,000	6	Various.	'98-'99	....
.. Bonds, 1871	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	....
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R.R., '58, '59, '60 & '61	600,000	6	Feb. & Aug	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,900, 00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1890	....
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	....
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	548,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):			Jan		
.. State Bonds (various) 1863 to 1864.....	110,675	6	" & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	" "	'76-'89	....
Kentucky—($2,750,510):					
.. State Bonds 1835 and '43.....	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'08	49
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'88-'98	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	50
.. .. .. 1866	1,000,000	8	Various.	1886	57
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	600,000	7	Mar. & Sept.	1899	....
.. State B'ds (N.O., Mob. & Chat. R.R.) '70 '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866....	250,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7-3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"	'88-'89	101
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1899	98
Maryland—($12,486,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,637,322	5	J. A. J. & O.	1890	80
.. Bonds to R. R. and Canals, (stg) 1838...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	95
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1866.....	611,855	6	J. A. J. & O.	1893	104¼
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72	706,000	5	Various.	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800 000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	94¼
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	91¼
.. Bounty Loan, 1864.....	4,379,500	5	May & Nov.	1894	90¼
.. Bounty Loan, 1864, £826,800 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	100¼
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'93	92¼
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445 000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863...	431,000	6	" "	1878	97
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1858.....	463,000	7	May & Nov.	1890	91
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	....	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	97
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	97¼
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	100
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	99¾
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	97¼
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	98¾
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	104
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free.....	584,400	6	" "	'97-'02	....
New York—($38,121,606):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock.....	1,105,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'78	107
.. Canal Stock.....	2,572,000	6	" "	'74-'75	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	10,675,000	7	Jan. & July.	1877	107
.. Bounty Loan Bonds, 1867, coupon	1,374,000	....	" "	1877	109¼
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	28¼
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	28
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	21
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	26¼
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	....
.. Special Tax Bonds.....	11,407,000	6	" "	'95-'99	....
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, stg fd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, stg fd.....	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, stg fd.....	1,495,309	6	" "	1881	103
.. Loan of 1856 Bonds, stg fd.....	2,400,000	6	" "	1886	103
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($24,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'78	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'78	107¼
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	113¼
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	97¼
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '58-'66...	1,233,188	6	Jan. & July	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	19¼
.. .. .. '66.-'69.....	2,262,714	6	Jan. & July.	'87-'97	20
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R Bonds 1854.....	970,000	6	" "	'74-'75	....
.. Conversion Bonds 1869.....	7,371,740	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1890	....
Tennessee—($30,962,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	80¼
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	30
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	85
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	71-'78	100
.. .. .. registered	201,000	6	" "	71-'78	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'90	25
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'90	25
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'66-'00	....
.. Funded Interest, 1866-'67.....	6,892,425	6	" "	'76-'95	....
.. Funded Interest sterling, 1867.....	466,250	5	" "	'85-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,500,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	101½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	100
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	80
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	43½
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	....
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	....
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	64
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1873	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	857,250	6	Jan. & July.	Baltimore.	1875	100⅝
Loan of 1850-'80	579,500	6	" "	"	1880	101½
Loan of 1853-'95	1,710,500	6	April & Oct.	"	1885	101
Loan of 1855-'90 (Balt.) skg fd.	3,461,146	6	Jan. & July.	"	1890	....
Loan of 1870-'96 (stg.) skg fund.	3,620,320	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,498,016	6	" "	"	1902	....
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	Jan. & July.	Baltimore.	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	608,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	99½
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage } guar by C. &	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage } A. Co. and	497,500	6	March & Sept.	Princeton.	1885	83
3d Mortgage } Penn. R. R. Co.	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	79
1st Mortgage (Equalization)	248,000	7	" "	"	1889	89
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	90½
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	98
1st Mortgage (71 m.)	74,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	664,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	22½
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	45
Mass. I. (rec'd by $4,000,000 Ber.)	3,000,000	7*	" "	"	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct	Boston,	1870	95
Bonds of 1872 for $1,000,000	684,000	7	" "	"	1892	102
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,850,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	86
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	53
Burlington and Missouri River:						
Land and R. R. Mortgage	5,068,350	7	April & Oct.	Boston.	1893	96½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	96½
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	960,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	96½
Stock (common) Bonds	1,377,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,587,971	8	Jan. & July.	Boston.	1894	99½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1896	80
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	85
Cairo and St. Louis (5 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	96
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	90
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	54½
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	.. .
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	103
Chattel Mortgage	158,350	5	" "	"	'80-'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan. & July.	" "	1907	82½
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage, 1st Div. $10,000 pm	700,000	7	Feb. & Aug.	New York.	1891	83
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	85½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	...
Central of Iowa:						
1st Mortgage, gold, $16,000 p. m.	3,248,000	7*	Jan. & July.	New York.	1899	46
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	3,612 700	7	" "	" "	1902	102½
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	106½
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	91½
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	89½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	100
State Aid B'ds (1nt. by State) gold	1,500,000	7*	" "	" "	1885	102
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88-'92	....
1st Mort. (S. Fr. Okld & Ala.)	500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,080,000	6*	April & Oct.	New York.	1900	.. .
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	.. .
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	.--
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	.. .
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p. m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	52
1st Mort. (Va. Con.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	73½
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	309,400	6	Jan. & July.	Boston.	'75-'80	98½
Chester Creek:						
1st Mortgage guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	100
1st Mortgage	2,409,000	7	Jan. & July.	" "	1893	107
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	98
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	110
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,958,225	7	Jan. & July.	Boston.	1896	97½
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	98½
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	97½
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	98½
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	99½
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	98
1st Mort. (Ill. Gr. Trunk) guar.	980,000	8	April & Oct.	" "	1890	99
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold.	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold.	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	41
Chicago and Illinois Southern:						
1st Mortgage for $10,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	92½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C.& NW	592,000	7	Jan. & July.	Boston.	1880	93½
3d Mort. (now 2d) guar. C.& NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	103
Funded coupons (193 m.)	750,000	7	May & Nov.	" "	1883	96
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	100
Appleton Ext. (23 m.& 76,000 ac.)	174,000	7	" "	" "	1885	88
Green Bay Ext. (26m & 76,000 a.)	284 000	7	" "	" "	1885	88
Equipm't (Engs.& Cars $406,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,775,000	7	Feb. & Aug.	" "	1882	102½
2d Mort. (Gal. & Chic. 248 m.)	938,000	7	May & Nov.	" "	1875	93½
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	129,500	7	" "	" "	1878	....
1st Mort. (Peninsula 70m.& land)	331,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y)	3,105,000	7	F. M. A. & N.	" "	1915	88½
Consol. gold bonds for	$48,000,000	4,534,000	7*	June & Dec	" "	1902	91½
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	389,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	9.500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.)guar	1,141,000	7	Jan. & July.	" "	1898	92
1st Mort. (Bel.& Mad. R.R.)guar.	306,000	7	"	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.1, '69, $16,000pm	1,350,000	8	May & Nov.	New York.	1889	39
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $10,000per mile	.....	8	Feb. & Aug.	New York.	1901	100
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C.,R.I.& Pac.)	8,000,000	7	" "	" "	1896	103½
Chi. & Southwes'n(C.,R.I.& Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd,skg fd for	$41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd	$5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar.by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	82½
Cin. & Martinsville(I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July	New York.	1896	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77 '87	70
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	6 ¾
1st Mort. (San., Day. & Cin.)S.F.	988,000	6	Feb. & Aug.	Boston.	1900	75½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000 000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	100
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July	" "	1895	....
Clev. & Mahoning(A.& Gt. Wtn.):						
1st Mortgage 1853	660,000	7	Feb. & Aug.	New York.	1873	..
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	100½
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July	" "	1892	90
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	98
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund.	15,344,750	7	April & Oct.	New York.	1908	38½
2d Mortgage Consol. skg fund.	3,679,900	7	Feb. & Aug.	" "	1909	60
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1870	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	93
Notes payable, conv. at par	594,000	7	" "	"	1876	95
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7*	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. ABCD&E $200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1,2,3,4.	88½
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York	1860	....
Cowanesque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1890	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	58
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	96½
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1878	107
2d Mort. (Del., Lack. & Wtn.)	1,633,000	7	March & Sept.	" "	1881	104
Convertible b'ds(Del.Lack.& W.)	5,000,000	7	June & Dec.	" "	1892	103½
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,784	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	...
Detroit, Mon. & Tol. (L.Sh.& M.S):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	99
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	94
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101½
East Tenn. & Georgia(E.T.V.&G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	90
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	99
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	March & Sept.	"	1882	94
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	99
Income Mortgage guaranteed	570,000	6	April & Oct.	"	1872	60
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	101
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	00½
3d Mortgage	4,582,000	7	" "	" "	1883	99
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	97
5th Mortgage convertible	709,500	7	June & Dec.	" "	1888	94
Buffalo Branch, 1st mortgage	182,000	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,600,000) conv.	4,437,470	6*	March & Sept.	London.	1875	....
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	NY & London.	1920	....
Convertible bonds	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1893	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	168,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
R. & Holly lease, S.F. 25 000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	New York.	1920	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov.	N. Y. & Lond.	1900	...
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	Jan & [illegible]	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	90
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	102½
2d Mortgage	948,000	7	May & Nov.	" "	1875	99½
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	96
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838 385.	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu'e £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	...
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York	'81-'86	60
1st Mortgage not guaranteed	376,706	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	...
Hannibal and Naples(T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1896	80
2d Mortgage	225,000	7	Jan. & July.	" "	1900	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	75
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York	'71-'77	92
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	92
Six years Mortgage bonds(222m)	5'5,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	..
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	70½
1st Mort. (Q. & Palm.R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City&Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	103
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1860	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund,gold.	6,520,000	7*	Jan. & July.	New York.	1891	..
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	105½
3d Mortgage	180,000	7	May & Nov.	" "	1875	104
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	103½
2d Mortgage	867,500	7	Feb. & Aug.	"	1875	96
3d Mortgage (Consol)	1,221,000	7	April & Oct.	"	1893	60
Illinois Central:						
Construction bonds, cur. skg f'd.	2,742,000	7	April & Oct.	New York.	1875	100
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1900	80
2d Mortgage	1,500,000	8	Jan. & July.	" "	1900	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	8	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C. & L. F.) of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (" ") of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage	2,000,000	7	Jan. & July.	New York.	1916	....
1st Mortgage		7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	81½
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	91
Ironton (Penns.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw (MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	99½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	98½
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	6	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	297,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R. R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	108½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	87
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.& M.So.	840,000	8	Jan. & July.	New York.	1888	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	90
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1886	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort. (St Jo. & CB. 78 m) cv. t. fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" " ")	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL.&G.):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	60
1st Mort. (2d Div. 253.94 m.) gold	4,068,000	6*	June & Dec.	" "	1896	60
1st M. (3d D. 244.66m. & 3,000,000a)	6,455,000	7*	May & Nov.	N. Y., L. & F.	1899	....
1st Mortgage (1,000,000 acres)	245,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres) gld	1,321,000	7*	Jan. & July.	N. Y., L. & F.	1880	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C. & Minn. (TW & W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	98½
Lackawanna & Bloomsb (DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	600,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	200,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempelean & Prescott:						
1st Mort. assumed by C. & N. W.	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming. & Miss. (TW & W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	76
Laf., Muncie & Bloom. (TW & W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N Y B'n & Ph.	1899	50
2d Mort. gold tax free and conv.	820,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1860	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,200,000	7	J. A. J. & O.	" "	1890	97
Consol. coupon July 1, 1870	1,209,000	7	Jan. & July.	" "	1890	95½
Bonds of Oct. 1, 1872	5,205,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore) Ap. 1, '69	1,498,000	7	" "	" "	1899	96
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A.R.R.	1,000,000	7	" "	" "	1880	101½
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	96
Skg Fund July 1, 1855 C. & Tol.	1,595,000	7	Jan. & July.	" "	1885	104
Mort. April 1, 1868 "	860,000	7	April & Oct.	" "	1886	97½
1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	103½
2d Mort. Oct 31, 1857 "	2,692,000	7	" "	" "	1877	100
Mort. Nov. 1, 1858 Buff. & Erie.	.....	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	97½
1st Mort. Aug. 1, 1856 (D. M. & Tol.)	924,000	7	Feb. & Aug.	" "	1876	99
1st Mort. Sept. 1, 1869 (K. & W. P.)	400,000	7	Jan. & July.	" "	1870	90
1st Mort. Oct. 1, 1867 (Sch. & Th R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal. & Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. A. & Gr. R.)	840,000	8	" "	" "	1888	95½
1st Mort. July 1, 1863 (J. & Frank.)	468,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July	N. Y. & Bost.	1899	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	.....	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	2,546,000	6	June & Dec.	"	1898	100
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	106½
Lexington & St. Louis (P. of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	102½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	98½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	90½
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1883	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Oh. & Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br. 46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'86	....
Consol. M. for $8,000,000 (392 m.)	6,647,000	7	April & Oct.	" "	1898	87
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,360	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	87½
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,142,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	104
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	89½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	74
1st Mort. (Scioto & H. Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1889	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	101½
Michigan Central:						
1st Mortgage, convertible	356,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	111½
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	96½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	104
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	95½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (") guar.	70,000	8	" "	" "	1880	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown,Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,867	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1890	....
Milwaukee and St. Paul:						
1st Mortgage	5,514,000	7	Jan. & July.	New York.	1898	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	80
1st Mortgage (R. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,808,000	7	Jan. & July.	" "	1897	78
1st Mortgage (Minn. Cent.)	192,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	82
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	107
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	91½
Milwaukee City Loan	238,500	7	March & Sept.	" "	1878	....
1st Mort. (Milw. & Win.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $18,000 p.m.	.....	6	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	1899	19½
1st Mort. Land Grant gold	1,000,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000 p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866	1,181,000	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1890	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 5*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,300	8	" "	"	1883	....
Interest (sterling) bonds	756,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept	New York.	1886	...
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Montucello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	106½
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	102½
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	92
Consumption bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	95

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.):						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	81
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1880	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1880	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	8	April & Oct.	" "	1880	....
Holyoke and Westfie d bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	...
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	81
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N Oto T 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1880	..
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	96
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	101½
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	93
Bonds for R.R.stocks(")	502,000	6	" "	" "	1883	93
Bonds for real estate (")	162,000	6	" "	" "	1883	93
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	96
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	.....	1902	103½
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	....
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	99
Sinking Fund mortgage of 1861	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1858, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1919	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	101
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	152,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1890	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	6	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1896	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	823,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225 000	6	Jan. & July.	Philadelphia.	1885	102½
2d Mortgage	5,000,000	7	May & Nov.	"	1890	10-½
Chattel Mortgage	300,000	10	April & Oct.	"	1877	100
North Shore (L. I.)						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	98
3d Mortgage skg fd	1,223,080	6	April & Oct.	"	1900	90
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	95
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	91
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	27¼
Norwich & Worcester(N.H.& L.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	93
Equipment Mortgage	200,000	8	" "	"	1879	93
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage	6,694,000	7	Jan. & July.	New York.	1898	92
Consolidated 1st Mortgage, stg..		7*	" "	London.	1898	....
Consolidated 2d Mortgage	3,529,000	7	April & Oct.	New York.	1911	75
2d Mortgage, (W. Div)	433,000	7	Jan. & July.	" "	1874	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bond	50,000	7	May & Nov.	" "	1883	....
Old Creek and Allegheny River:						
1st Mortgage (O. C. R. R)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	78¼
1st Mortgage (War. & Fkln)	580,000	7	April & Oct.	"	1882	78
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	40
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	98½
Plain Bonds	485,000	6	April & Oct.	"	1875	95
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101
Omaha and Northwestern:						
1st M. land grant, gold	$16,000pm	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	89½
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	79
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	80
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	72½
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	79
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New Yor k.	1886	....
Oshkosh & Miss. (M. & S. P):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
2nd Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	98
Owensboro' and Russellville:						
1st Mortgage for $1,500,000		8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	88½
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	72
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,900.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	83½
Pemberton & Highta.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,970,000	7	Jan. & July.	Philadelphia.	1880	100
2d Mortgage (")	2,583,600	6	April & Oct.	"	1875	100½
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	19,490,760	6	J. A. J. & O.	Philadelphia.	1910	99¾
State lien for $17,500,000, skg f'd	5,854,700	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	3.6,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	103½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	90
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	86
Gen'l M. for $20,000,000, gold cr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	90
Perth Amboy & Woodbr.(C& A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¼ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9¼ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,138,900	6	Jan. & July.	Philadelphia.	1868	79¼
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	86,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	102
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	105¼
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	103
	Dollar registered	3,414,000	7	" "	"	1911	104½
	Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	....
	Gold or stg reg.	668,000	6*	" "	" "	1911	102½
	Dollar coupon	332,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv		6,690,985	7	Jan. & July.	"	1893	104½
New improvement Mort. loan		6,681,615	6*	April & Oct.	Phila.or Lond.	1897	....
Philadelphia, Wilmington & Balt.:							
Mortgage Loan, convertible		345,000	6	Jan. & July.	Philadelphia	1884	111½
Loan of 1866		400,000	6	April & Oct.	"	1876	96
Loan of 1867		1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):							
1st Mortgage, guaranteed		330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):							
Consol. Mortgage for $10,000,000.		6,212,000	7	Feb. & Aug.	Philadelphia.	1900	88½
1st Mort. (Steub. & Ind.) conv.		3,000,000	6	monthly.	New York.	1884	72
1st Mort.(Ct.& New'k 33m)conv		775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:							
1st Mortgage of 1868, tax free		4,000,000	7	Jan. & July.	Baltimore.	1898	86½
2d Mort. (Balt. Loan) of 1866		1,000,000	6	" "	"	1886	65
1st Mort. (Turtle Cr. Div.10¼ m)		400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:							
1st Mortgage (Series A)		875,000	7	Jan. & July.	New York.	1912	106½
1st Mortgage (Series B)		875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)		875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)		875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)		875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)		875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)		860,000	7	Jan. & July.	" "	1912	100
2d Mortgage (Series H)		860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)		860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)		860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)		860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)		860,000	7	June & Dec.	" "	1912	....
3d Mortgage		2,000,000	7	April & Oct.	" "	1912	96¼
Bridge (O. & P. R. R.) bonds		153,000	7	May & Nov.	" "	1876	....
Construction bonds of Jan. 1,'70		100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:							
1st Mortgage for $3,600,000		.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:							
1st Mortgage gold, for $1,300,000		.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):							
1st Mort. (Maine Section) gold..		800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000		.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):							
1st Mortgage gold, for $2,300,000		.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:							
1st Mortgage of 1868		250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:							
1st Mort.(Portland Loan)skg f'd		700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)		350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for $450,000		.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):							
1st Mortgage gold, skg f'd		1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.		1,000,000	7*	" "	"	1889	....
Pougkeepsie and Eastern:							
1st Mort. gold, conv. & tax free..		800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:							
1st Mortgage		300,000	6	Jan. & July.	Providence.	18	....
Quincy, Alton and St. Louis:							
1st Mortgage gold		850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):							
1st Mortgage, guaranteed		500,000	7	May & Nov.	New York.	1890	80
Quincy & Warsaw (C. B. & Q.):							
1st Mortgage, guaranteed		800,000	8	Jan. & July.	Boston.	1890	99½
Reading and Columbia (P.& R.):							
1st Mortgage, guaranteed		850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed		350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:							
1st Mortgage		150,000	7	Jan. & July.	Troy.	1872	....
2d Mortgage		300,000	7	" "	"	1880	....
3d Mortgage		150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.)		400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)		500,000	7	May & Nov.	"	1890	....
1st Mortgage (Glenn's Falls)		125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:							
Virginia State Loan, skg fund..		600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds		157,800	6	" "	"	1875	....
Consolidated Mortgage		1,722,000	6	May & Nov.	New York.	'75-'96	67
Rich., Fredericksbr.g & Potomac							
Sterling Loan		87,777	6*	Jan. & July.	London.	1875	....
Dollar Loan		295,500	6	" "	Richmond.	1881	....
Dollar Loan		172,800	7	" "	"	1875	....
Richmond and Petersburg:							
1st Mortgage		130,500	7	June & Dec	Richmond	1875	....
1st Mortgage		175,000	8	April & Oct		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$2,000,000	7*	Feb. & Aug	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,000	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	72½
Equipment Mortgage	500,000	8	March & Sept.	"	1880	75½
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	...
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	86
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1894	73
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	92
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	95½
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	82½
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands).	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands.	6,000,000	7	— & —	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	— & —	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	90½
Sand., Mansfield & Newark (C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	'880	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1800	100
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	92½
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Alleghony:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.).						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	Jan. & July.	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	500,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,200	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1883	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	64½
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	93
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,000,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72'-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000.	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L.&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,800,000	7	June & Dec.	New York.	1894	79
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	78
2d Mortgage (W. Div.) 117 m.	1,300,000	7	April & Oct.	" "	1886	66
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	68
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	....
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,300	7	.....	New York.	1883	....
Troy & Bennington (T. &)						
1st Mortgage skg fund, uar.	100,000	7	Jan. & July.	Troy.	1876	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1897	....
2d Mortgage	300,000	7	April & Oct.	" "	1886	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	"	" "	1883	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	95¼
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	93
1st Mort. (Quincy & Tol. 84 m)	500,000	7	May & Nov.	" "	1860	88
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	90½
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	81
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	77
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	67
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	69¾
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	79¼
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	82½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	82
Income Mortgage	7,863,000	10	March & Sept.	" "	1874	78½
Omaha Bridge B'ds, stg.£250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1890	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	98½
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	94
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	97½
Consolidated(mort.)Loan of 1839	5,000,000	6	May & Nov.	Philadelphia.	1889	100
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	" "	....	....
Loan of 1888	154,000	6	" "	" "	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	22
2d Mortgage consolidated	1,500,000	7	" "	"	1891	7½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	60
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.		....	74
Equipment Mortgage	1,000,000	8	May & Nov.		'76-'77	65
Equipment Mortgage	1,000,000	8	" "		1889	65
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	....
Enlarged Mortgage	990,000	6	" "	" "	1884	....
4th Mortgage	846,000	8	March & Sept.	" "	1900	80
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	6	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	78
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	101½
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	813,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	81
1st Mort. endor. by Balt	200,000	6	" "	"	1890	100
2d Mort. " "	300,000	6	" "	"	1890	99
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	90½
2d Mortgage preferred	600,000	6	" "	"	1895	61
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	100
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	82
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	83
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	96
Consolidated mort. Apr. 1, 1869.	1,000,000	7	April & Oct.	"	1899	103½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	64½
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	91
2d Mortgage coupon or regis	723,600	7	Jan. & July.	"	1902	79
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	80
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	75½
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	87½
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	107
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage re-gistered. — 1st series, Nov. 1, 1867	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage re-gistered. — 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	106
1st Mortgage re-gistered. — 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	107
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	97
Mortgage Loan reg	2,0 0,000	6	F. M. A. & N.	"	1897	97
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	96
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	99
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	87
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	90
2d Mortgage	285,000	6	" "	"	1876	96
Boat Loan, sinking fund	236,965	7	" "	"	1885	100½
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	70
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1875	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	77
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	260,000	6	May & Nov.	"	1870	75
Boat and Car Loan	756,650	6	" "	"	1888	72
Boat and Car Loan	628,100	7	" "	"	1889	87
Coupon Bonds	1,079,000	6	Jan. & July.	"	1896	77
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	76
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1889	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Passs.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroads.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	3	106	Adirondac.....New York.	2,728,692	*	.....	7,000,000	3,763,000	930,000	1,963,756	—	60.2	.....	.....	.....	160,425	.....	—	100	....
May 31, 1872	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central †.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	.....	92.8	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	142.0	—	87.1	—	21	24	12	749	Albany and Susq. (D. & H.)...New York.	7,463,572	*	.....	.....	5,000,000	4,467,000	.....	.....	164.0	(Del. &	Hud. Cana	l Co.)	1,341,228	423,821	7	100	94
Sept. 30, 1872	51.0	—	2.0	—	3	4	1	21	Alexandria and Fredericksburg †.....Va.	2,500,000	*	.....	.....	.....	1,000,000	.....	.....	51.0	.....	.....	.....	.....	.....	—	100	....
Jan. 31, 1873	132.0	—	44.9	112.0	.....	.....	.....	.....	Allegheny Valley.....Pennsylvania.	13,200,000	*	.....	.....	2,256,300	12,389,000	.....	.....	132.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1872	35.8	—	1.6	—	.....	.....	.....	.....	Allentown.....Pennsylvania.	1,147,225	.....	.....	.....	567,544	—	579,681	.....	35.8	.....	.....	.....	2,239,158	960,684	—	50	....
Dec. 31, 1872	20.5	—	2.0	—	5	10	2	43	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	—	.....	95,000	20.5	.....	.....	(Phila.& R	eading R.	R.)	.....	—	50	....
Dec. 31, 1872	57.0	—	2.8	28.0	—	—	—	—	Arkansas Central (3 ft.) †.....Arkansas.	.....	.....	.....	.....	.....	15,000pm	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1873	23.6	—	1.9	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1872	465.0	—	23.3	200.0	.....	.....	.....	.....	Atchison, Topeka & Santa Fe....Kansas.	20,000,000	*	.....	.....	8,615,000	10,564,500	570,000	.....	—	.....	.....	.....	7,500	.....	—	100	....
Sept. 30, 1872	30.4	—	0.9	—	3	2	1	17	Athol and Enfield.....Massachusetts.	805,873	7,555	44,400	.....	520,000	293,400	44,605	3,814	30.4	(In prog	ress to N.	Mexico.)	.....	.....	—	100	10
June 30, 1872	86.7	—	8.9	—	19	6	5	119	Atlanta and West Point.....Georgia.	1,200,129	*	.....	.....	1,232,200	22,000	.....	.....	86.7	44,320	26,778	17,193	39,032	10,555	—	100	....
Sept. 30, 1872	387.3	38.2	149.4	—	166	52	26	3,117	Atlantic and Great West. N.Y. Penn. & O.	80,992,240	*	.....	.....	24,000,000	56,992,240	.....	.....	565.8	.....	.....	.....	.....	.....	8	100	....
Dec. 31, 1872	237.0	110.0	16.3	165.0	26	19	6	338	Atlantic and Gulf †.....Georgia.	7,592,283	*	162,387	.....	4,479,677	3,294,700	330,991	.....	347.5	635,350	93,234	.....	5,451,229	855,670	—	100	....
Sept. 30, 1872	406.0	20.0	81.0	100.0	78	29	18	832	Atlantic, Missis-ippi and Ohio...Virginia.	17,765,914	*	8,718,937	.....	6,921,900	14,889,843	.....	.....	428.0	1,427,688	232,575	530,583	1,969,053	734,328	—	100	....
May 31, 1872	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina †.N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	.....	(No retur	ns furnish	ed.)	.....	—	100	....
Dec. 31, 1872	364.0	—	18.2	200.0	.....	.....	.....	.....	*Atlantic and Pacific* †..Missouri & Ind.Ter.	.....	.....	.....	.....	15,000,000	12,500,000	.....	.....	328.2	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	—	—	3,994,900	3,483,848	201,089	—	—	—	—	—	—	—	—	100	....
Nov. 30, 1872	53.0	—	2.7	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	—	—	733,700	129,000	—	—	—	—	—	—	—	—	4	100	....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Geneseo and Mount Morris ..N. Y.	245.000	*	.....	.....	194,250	20,000	20,000	—	19.1	21,302	43,209	4,901	88,299	73,000	7	100	....
Nov. 30, 1872	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	58.2	.....	(Leased to	Pennsylv	ania.)	.....	—	100	....
Sept. 30, 1872	379.6	—	502.7	—	383	205	52	7,904	Baltimore and Ohio †....Md. & W. Va.	31,170,756	7,995,856	13,423,332	3,424,536	16,704,762	12,466,689	700,873	26,152,269	454.6	9,172,997	.....	.....	10,654,472	4,532,072	8	100	167½
Sept. 30, 1872	30.0	—	39.9	—	—	—	—	—	Washington branch †.....Maryland.	1,650,000	—	—	642,300	1,650,000	20,000	—	622,300	30.0	476,800	.....	.....	480,645	335,735	10	100	175
Sept. 30, 1872	103.5	—	21.8	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	10,000,000	—	—	—	5,680,685	593,500	—	—	103.5	1,008,407	.....	.....	826,803	114,541	—	100	11
Dec. 31, 1872	32.0	—	3.2	89.0	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	6,000,000	.....	.....	32.2	(Opened	to Washi	ngton, Ma	y 1, 1872.)	.....	—	100	7
Dec. 31, 1872	33.4	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	.....	.....	.....	650,000	250,000	.....	.....	—	(Operat	ed by Ma	ine Centr	al.)	36,000	—	50	....
Dec. 31, 1872	67.0	—	6.7	—	30	21	8	967	Belvidere Delaware .....New Jersey.	3,876,842	*	.....	.....	995,300	2,244,500	1,228,128	.....	67.0	.....	.....	.....	835,380	218,608	—	100	....
Sept. 30, 1872	22.0	—	2.0	—	—	—	—	—	Berkshire.....Mass.	600,000	—	8,000	.....	600,000	—	—	—	22.0	58,408	80,192	174,297	120,291	42,045	7	100	72½
Sept. 30, 1872	15.6	—	5.7	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	.....	.....	.....	468,000	—	—	—	—	.....	.....	.....	.....	.....	5	100	....
Sept. 30, 1872	201.6	48.0	316.8	—	206	181	46	4,118	Boston and Albany.....Mass. & N. York.	19,890,414	4,411,338	1,071,646	2,106,438	19,664,100	3,037,000	546,724	4,237,012	268.3	4,883,071	5,247,576	2,732,907	9,259,599	2,362,615	10	100	132½
Sept. 30, 1872	25.2	—	2.0	0.8	4	4	2	50	Boston, Barre and Gardner.....Mass.	763,114	104,775	30,324	4,023	736,240	—	153,849	12,147	28.0	82,064	85,157	17,499	69,356	7,550	—	100	....
Sept. 30, 1872	42.9	—	9.0	—	21	22	12	434	Boston, Clinton and Fitchburg.....Mass.	1,430,328	646,052	110,250	95,736	872,000	1,250,000	62,586	97,180	90.2	441,745	467,966	317,043	576,413	192,795	—	100	66½
Mar. 31, 1873	93.5	—	12.8	—	22	24	19	473	Boston, Concord and Montreal.....N. H.	2,850,000	*	218,300	327,759	1,800,000	1,050,000	29,603	516,456	139.0	.....	171,511	92,186	670,349	131,715	6p	100	....
Sept. 30, 1872	26.8	16.0	45.8	—	37	46	20	940	Boston and Lowell.....Mass.	2,469,955	252,345	2,565,759	253,142	2,852,900	1,771,024	542,860	374,417	71.8	741,961	1,949,688	620,053	1,293,969	241,016	8	500	162½
Sept. 30, 1872	80.3	8.5	84.9	38.0	61	102	28	975	Boston and Maine.....Mass., N. H. & Me.	6,728,333	1,144,587	775,992	525,480	6,816,834	—	1,341,862	1,016,686	153.8	1,215,996	4,135,469	520,722	2,004,672	504,116	10	100	108
Sept. 30, 1872	44.0	14.5	65.0	—	38	67	11	482	Boston and Providence.....Mass. & R. I.	3,691,138	207,400	573,542	253,320	3,950,000	—	356,478	427,922	66.5	239,182	702,246	765,733	1,716,399	465,347	10	100	149
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa.....Canada.	2,647,004	*	.....	.....	424,704	1,657,200	.....	.....	85.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	171	Brunswick and Albany†.....Georgia.	10,548,000	*	.....	.....	4,898,000	5,650,000	350,000	.....	—	(Com	pany in ba	nkruptcy.	)	.....	—	100	....
Sept. 30, 1872	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	—	—	—	2,286,000	585,500	—	—	—	(Erie	Railway	Co.)	.....	40,600	—	100	....
Sept. 30, 1872	43.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.... N. Y. & Penn.	1,546,930	*	.....	.....	428,717	700,000	548,229	.....	43.2	.....	.....	.....	228,099	.....	—	100	....
Sept. 30, 1872	142.0	—	12.7	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,338,000	—	—	—	950,000	2,380,000	—	—	—	(Erie	Railway	Co.)	.....	233,100	7	500	....
Sept. 30, 1872	117.0	—	5.9	—	.....	.....	.....	.....	Buff., New York and Phila.N.Y. & Penn.	3,064,271	*	.....	.....	1,660,707	1,876,500	430,605	—	88.0	(Opened	to Empor	ium, Pa.)	139,145	17,300	—	100	....
Dec. 31, 1872	219.0	79.0	14.0	—	24	16	7	525	Burl., Cedar Rapids and Minnesota. Iowa.	7,600,000	*	.....	.....	5,400,000	2,200,000	.....	.....	332.0	.....	.....	.....	995,129	283,802	—	100	....
Dec. 31, 1872	120.0	—	6.0	100.0	.....	.....	.....	.....	Burlington and Southwestern. Iowa & Mo.	3,000,000	*	.....	.....	1,200,000	1,750,000	.....	.....	.....	.....	(In progr	ess.)	.....	.....	—	100	....
Feb. 28, 1873	158.0	—	....	143.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	10,000,000	*	.....	.....	12,000,000	8,000,000	.....	.....	.....	(Compl	eted to Mo	. Line Ma	y, 1873.)	.....	—	100	....
Dec. 31, 1872	160.0	—	8.0	—	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	.....	160.0	(Recently	completed	.)	.....	.....	—	100	....
Dec. 31, 1872	61.2	—	92.9	—	—	—	—	—	Camden and Amboy.....New Jersey.	9,458,328	.....	.....	.....	5,847,800	—	—	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	10	100	....
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	100	Camden and Atlantic.....New Jersey.	1,790,623	376,195	138,354	32,388	1,215,870	1,058,400	54,907	9,384	67.0	213,639	417,186	69,324	467,036	212,119	3½p	50	60
Dec. 31, 1872	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	6	100	....
Dec. 31, 1872	28.5	—	4.8	81.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	.....	5,888	.....	683,467	3,776	3,800	28.5	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1873	229.0	63.0	29.2	—	.....	.....	.....	.....	Canada Southern.....Canada.	.....	.....	.....	.....	8,000,000	8,760,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	71.6	22.4	7.8	18.0	10	23	12	160	Cape Cod.....Mass.	1,245,594	237,393	46,392	16,547	1,022,330	349,000	132,521	43,985	94.0	210,684	286,417	76,147	321,798	86,737	8	60	....
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2	—	31	Carbondale and Shawneetown....Illinois.	562,650	*	.....	.....	355,500	200,000	7,150	.....	18.0	(Opened	Dec. 30, 1	871.)	.....	.....	—	100	....
Sept. 30, 1872	18.0	—	0.5	10.0	2	—	—	3	Carthage, Water'n & Sack. Harbor..N.Y.	561,139	—	—	—	455,433	150,000	.....	.....	18.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	20.0	4.0	8.0	—	6	3	2	517	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	426,000	—	—	—	24.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1872	94.0	4.5	8.5	—	21	9	5	602	Catawissa.....Penn.	6,098,850	*	.....	.....	4,359,500	1,739,350	.....	.....	.....	.....	.....	.....	.....	.....	6	25	....
Sept. 30, 1872	14.8	—	1.3	—	2	2	2	14	Cazenovia and Canastota.....New York.	538,006	*	.....	.....	294,529	250,000	29,250	—	14.8	(Leased	Nov. '72 to	Ph. & Rdg.	)	572,104	183,169	7 p.	50	31½
Dec. 31, 1872	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	—	—	—	(Illinois | Central.)		.....	25,885	4,391	—	100	....
Dec. 31, 1872	271.6	2.4	22.1	—	—	—	—	—	*Cedar Rapids and Missouri River*....Iowa.	11,233,000	.....	.....	.....	7,619,000	3,614,000	.....	.....	—	(Chic. &	North We	stern R. R.	)	128,646	113,400	—	100	....
Dec. 31, 1872	100.0	—	15.0	250.0	6	6	3	131	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	101.0	(No re	turns furn	ished.)	.....	.....	—	100	....
Nov. 30, 1872	192.0	—	29.7	—	53	44	27	792	Central of Georgia.....Georgia.	5,000,000	*	1,628,457	1,022,692	5,000,000	1,389,000	341,663	.....	284.0	.....	169,119	.....	1,656,154	689,308	10	100	....
Dec. 31, 1872	202.0	—	16.6	24.0	22	8	6	301	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	.....	202.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	22.0	4.0	3.9	—	8	7	—	22	Central of Long Island.....New York.	1,459,616	*	.....	.....	297,800	687,000	479,598	.....	—	(Flushi	ng & N. S	ide R. R.)	.....	.....	—	100	....
Dec. 31, 1872	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey.....New Jersey.	12,424,935	7,882,235	7,649,492	4,310,442	20,000,000	9,209,000	3,058,154	.....	291.0	4,889,891	4,478,513	1,490,689	7,120,718	1,957,538	10	100	105½
Dec. 31, 1872	137.0	—	31.2	—	40	28	24	737	Central Ohio.....Ohio.	5,499,999	*	.....	.....	2,845,500	2,500,000	.....	.....	137.0	.....	.....	.....	989,327	170,721	6	50	81
Dec. 31, 1872	383.0	339.0	110.4	600 0	187	168	40	3,307	*Central Pacific*†.....Cal. Nev. & Utah.	130,485,693	5,022,698	5,458,198	2,513,287	54,283,190	81,939,680	422,041	7,433,960	1,158.0	.....	588,833	746,153	11,963,641	6,952,362	—	100	72½
Dec. 31, 1872	194.6	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta....S.Car.	5,512,090	*	256,090	.....	2,578,000	3,100,000	.....	.....	194.6	.....	.....	.....	652,107	439,718	—	100	....
Dec. 31, 1872	22.8	—	5.0	—	—	—	—	—	Chartiers.....Pennsylvania.	1,127,313	.....	.....	13,897	628,060	500,000	3,150	.....	22.8	39,140	.....	.....	60,440	20,440	—	50	....
Sept. 30, 1872	428.0	—	42.8	72.0	45	27	18	761	Chesapeake and Ohio.....Va. & W. Va.	26,542,490	*	789,785	2,836,883	13,398,407	18,624,953	3,387,461	.....	227.0	511,475	141,878	115,478	777,632	288,687	—	100	....
Jun. 30, 1872	40.7	0.8	2.0	—	2	.....	.....	.....	Chester and Tamaroa.....Illinois.	1,690,000	*	.....	.....	1,000,000	660,000	30,000	—	41.5	(Opened	March 187	2.)	.....	.....	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Year ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. F. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1872	205.0	28.0	33.7	55.0	33	36	8	607	*Flint and Pere Marquette*.....Michigan.	8,765,602	1,135,131	694,565	384,284	3,297,300	5,389,000	1,048,609	1,244,673	283.3	888,227	509,975	344,559	1,133,612	455,118		100	...
Sept. 30, 1872	11.8	6.3	5.3	16.2	5	19	5	8	Flushing and North Side .....New York.	952,158	284,371	.....	.....	281,010	1,281,200	81,027	.....	18.1	176,515	1,256,278	.....	281,844	86,495		100	....
Sept. 30, 1872	10.0	—	1.0	—	3	2	1	10	Ronda, Johnstown and Gloversville..N. Y.	493,732	*	.....	.....	300,000	300,000	41,382	.....	10.0	35,056	99,890	26,897	78,023	38,198		100	....
Dec. 31, 1872	100.0	—	5.2	—	8	6	3	237	Ft. Wayne, Jack. & Saginaw..Ind.& Mich.	3,000,000	313,000	25,000	.....	1,050,000	2,000,000	.....	.....	100.0	.....	.....	.....	280,647	123,591		100	....
Jun. 30, 1872	109 0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	(Sold J	anuary	1, 1872.)	.....	1,000,000	2,300,000	.....	.....	109.0	.....	.....	.....	224,815	28,574		100	....
Sept. 30, 1872	26.0	—	3 3	—	3	1	—	90	Framingham and Lowell.....Mass.	1,021,792	182,082	.....	58,170	499,896	650,000	112,698	"30	.....	(Boston	,Clinton &	Fitchb'g.)	21,580	21,580		100	39½
Dec. 31, 1872	11.5	—	1.3	—	2	3	—	21	Freehold and Jamesburg.....N. Jersey.	283,746	.....	.....	.....	283,745	.....	.....	.....	22.0	67,466	171,400	43,411	57,773	14,152		100	....
Feb. 28, 1873	85.0	—	9.0	150.0	9	6	4	126	Galv., Harrisburg & San Antonio..Texas.	2,255,402	287,906	.....	.....	2,051,468	552,840	.....	.....	85.0	36,210	8,064	27,637	160,424	93,422		100	....
Dec 31, 1872	50.0	—	10.0	—	15	9	4	264	Galveston, Houston & Henderson..Texas.	2,522,053	398,639	234.423	14,796	1,000,000	1,500,000	360,653	311,091	50.0	198,167	86,845	179,666	751,054	366,017		100	....
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Georgia.	4,156,000	*	1,335,369	415,005	4,200,000	676,500	137,240	853,233	232.0	1,103,551	.....	.....	1,623,454	490,196	8	100	....
Jun. 30, 1872	111.0	—	5.5	—	8	4	4	302	Gilman, Clinton & Springfield.....Illinois.	4,000,000	*	.....	.....	2,000,000	2,000,000	.....	.....	111.0	87,808	.....	67,361	156,750	33,525		100	....
Sept. 30, 1872	11.6	—	0.3	3.1	—	—	—	—	Goshen and Deckertown .....New York.	290,901	.....	.....	.....	105,000	246,500	8,000	.....	—	(Leased	to Erie)	.....	21,500	21,500	6	100	....
Dec. 31, 1872	263.7	28.0	13.2	35.0	34	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	4,807,993	1,114,214	128,797	4,748,995	2,800,000	8,000,000	.....	.....	289.7	.....	491,910	311,670	949,781	505,640		100	....
Mar. 31, 1873	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	—	(Leased	by Michig	an Central	R. R. C	o.)		100	....
Dec. 31, 1872	857.0	52.0	371.0	—	361	260	80	4,636	Grand Trunk ¶.....Canada.	106,900,746	*	5,197,215	1,348 999	16,977,803	91,697,296	4,870,346	1,515	1,877.0	6,754,570	1,718,273	1,535,296	8,935,970	1,803,921		100	....
Jan. 31, 1873	229.0	216.0	102.0	—	177	146	39	3,186	Great Western ¶.....Canada.	33,941,675	*	.....	.....	24,167,4-7	10,816,000	.....	.....	569.0	4,416,442	.....	.....	5,732,870	2,989,050	6½	100	....
Sept. 30, 1872	8.0	—	0.5	—	—	—	—	—	Greene.....New York.	348,877	.....	.....	.....	200,000	.....	.....	.....	8.0	20,824	37,773	151,848	35,718	5,611	6	100	....
Feb. 28, 1873	151.0	—	5.0	49.0	9	5	3	300	Green Bay and Lake Pepin....Wisconsin.	3,400,000	*	.....	.....	1,500,000	2,400,000	.....	.....	—		(Not r	egularly o	perated.)			100	....
Sept. 30, 1872	14.0	—	0.8	—	—	—	—	—	Greenwich and Johnsonville...New York.	304,415	.....	.....	.....	130,098	185,500	11,086	.....	14.0	17,528	17,488	9,553	36,358	12,528		100	....
Mar. 31, 1873	66.0	—	4.0	180.0	7	3	1	72	Gulf Western Texas and Pacific.¶..Texas.	2,500,000	*	.....	.....	.....	1,386,000	.....	.....	....	68,000	9,505	35,874	232,979	128,161		100	....
Dec. 31, 1872	4.9	0.8	0.3	—	2	9	3	6	Hackensack and New York..New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.	)		100	....
Dec. 31, 1872	28.0	—	1.4	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	.....	.....	.....	560,000	299,600	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.	)		100	....
Jun. 30, 1873	70.0	—	4.0	—	—	—	—	—	Hannibal and Central Missouri..Missouri.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)		100	....
Jun. 30, 1873	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,000	675,000	....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)		100	....
Aug. 31, 1872	206.0	68.5	27.7	22.0	79	61	62	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	23,297,728	*	.....	.....	14,250,828	9,146,900	.....	.....	274.5	1,648,638	320,838	415,363	2,484,670	670,529		100	26½
Sept. 30, 1872	7.9	—	1.0	—	2	3	2	13	Hanover Branch.....Mass.	170,130	40,445	.....	21,126	123 550	.....	40,000	68,151	7.9	21,096	79,998	14,397	71,032	20,295		100	....
Oct. 31, 1872	12.2	—	0.9	—	6	5	2	30	Hanover Branch.....Penn.	201,372	68,000	.....	.....	116,850	.....	.....	.....	12.2	48,150	34,401	123,424	82,388	24,356	10	50	....
Sept 30, 1872	116.0	2.0	7.2	—	9	5	1	146	Harlem Extension .....New York.	8,000,000	*	.....	.....	4,000,000	4,000,000	40,509	.....	118.0	277,969	137,337	105,349	317,748	Loss.		100	....
Oct. 31, 1872	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,182,550	.....	.....	.....	1,182,550	760,000	.....	.....	54.0	(Leased	by Pennsy	lvania R. R.	Co.)		7	50	97
Sept. 30, 1872	62.0	16.5	87.0	—	37	33	16	703	Hartford and New Haven..Conn.& Mass.	4,729,381	872,197	1,452,042	1,120,651	6,500,000	580,000	50,547	1,043,724	78.5	782,172	1,303,158	721,348	2,106,674	752,702	4	100	....
Sept. 30, 1872	122.4	0.8	18.7	—	26	36	16	361	Hartford, Prov. & Fishkill¶..R.I.,Ct & N.Y.	4,201,486	598,875	.....	.....	2,037,910	2,055,500	100,000	200,519	130.0	841,442	1,207,771	266,912	1,004,040	367,533		100	....
Aug. 31, 1872	75.0	—	4.0	125.0	13	6	3	81	*Hastings and Dakota*.....Minn.	(Purchas	ed July	1, 1872 by	Mil. & S	t. Paul C	o. for $2,1	00,000.)	.....	75.0	.....	10,928	20,640	21,415	Loss.		...	....
Dec. 31, 1872	5.5	—	0.6	—	2	—	—	100	Hibernia Mine..... .....New Jersey.	148,638	*	.....	1,362	150,000	.....	.....	.....	5.5	.....	.....	100,379	54,401	33,629	40	100	....
Dec. 31, 1872	63.3	—	4.9	—	—	—	—	—	Holly, Wayne and Monroe .....Mich.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Flint &	Pere Mar	quette R.	R. Co.)	10	100	....
Sept 30, 1872	10.3	—	0.8	—	—	—	—	—	Holyoke and Westfield.....Mass.	427,946	.....	.....	86	200,000	200,000	1,667	26,365	—	(New B	aven & N	orthamp.)	14,000	14,000		100	....
Sept. 30, 1872	74.0	—	7.0	—	16	16	8	389	Housatonic .....Connecticut.	1,864,871	340,687	.....	.....	2,000,000	400,000	335,213	42,248	162.2	274,960	232,741	242,218	528,115	117,529		100	....
Nov. 30, 1872	115.0	8.0	11.4	215.0	14	14	7	278	Houston and Great Northern¶.....Texas.	3,361,361	*	751,494	539,503	2,400,000	1 925.915	45,956	260,487	123.0	123,257	24,819	36,583	260,767	81,329		100	....
Dec. 31, 1872	387.0	115.0	16.9	—	45	25	14	916	Houston and Texas Central ¶.....Texas.	15,000,000	*	.....	.....	820,000	10,040,000	.....	.....	349.0	.....	.....	.....	2,675,234	1,345,134		100	....
Oct. 31, 1872	45.0	29.5	15.5	—	23	6	5	116	Huntingdon and Broad Top Mt.....Penn.	3,159,769	*	.....	.....	1,330,750	2,153,500	117,441	.....	74.5	238,167	59,126	449,748	301,957	17,451		50	16
Dec. 31, 1872	705.5	—	130.4	—	197	117	45	4,585	*Illinois Central* .....Illinois.	34,061,196	*	10,248,460	614,081	25,500,000	19,423,707	.....	.....	1,107.0	5,888,226	1,362,156	2,039,321	8,026,754	2,103,107	10	100	98½
Dec. 31, 1872	62.8	—	3.2	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	1,451,737	.....	.....	.....	960,000	960,000	.....	.....	—	(Leased	by Chicag	o, Buri. &	Quincy	Co.)		100	....
Jun. 30, 1872	85.0	—	2.9	67.0	5	.....	.....	.....	Indiana and Illinois Central....Ind. & Ill.	3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	.....	—	(No	t operated	by Compa	ny.)			100	....
Dec. 31, 1872	202.5	10.0	38.0	—	66	23	9	1,752	Ind., Bloomington & Western..Ind. & Ill.	15,500,000	*	.....	.....	7,000,000	8,500,000	.....	.....	212.5	.....	.....	.....	1,359,691	.....		100	....
Dec. 31, 1872	179.0	—	21.2	—	58	40	12	1,121	Indianapolis, Cin. and Lafayette..Indiana.	13,988,000	*	.....	.....	5,500,000	8,700,000	.....	.....	179.0	1,211,206	.....	.....	1,764,369	592,056		50	14
Dec. 31, 1872	75.0	—	4.8	—	12	10	6	267	Indianapolis, Peru and Chicago..O.&Ind.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....		100	....
Dec. 31, 1872	72.0	—	12.0	—	58	34	16	1,407	Indianapolis and St. Louis.....Indiana.	3,927,197	*	241,216	424,408	600,000	3,338,000	654,822	.....	261.0	1,732,260	291,787	690,971	2,110,681	730,239		100	....
Dec. 31, 1872	117.0	—	18.0	—	6	7	3	197	Indianapolis and Vincennes.....Illinois.	4,613,436	*	51,118	164,475	1,402,000	3,150,000	277,029	.....	117.0	212,294	.....	.....	264,390	90,205		100	....
Dec 31, 1872	183.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	183.7	(Leased	by Ill. Cen	R. R. Co.)	337,462	118,112		100	85
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	.....	.....	.....	1,314,000	1,314,000	.....	.....	73.0	(Leased	to Chicag	o & N. W	estern.)			100	...
Sept. 30, 1872	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,236,190	*	.....	.....	494,162	600,000	103,302	.....	35.6	82,960	20,367	121,600	110,942	51,708		100	....
Dec. 31, 1872	13.0	1.0	1.3	—	3	2	1	146	Iron .....Ohio.	288,237	57,000	49,403	.....	129,550	.....	13,398	₹251,692	14.0	27,500	34,266	133,100	102,274	55,359		100	....
Oct. 31, 1872	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	.....	.....	400,000	100,000	.....	.....	11.0	11,350	.....	115,876	48,865	15,041		100	....
May 31, 1872	212.0	—	15.9	76.0	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	6,500,000	.....	.....	.....	1,976,100	4,195,000	.....	.....	156.0	(Leased	by Michig	an Central	.)			50	....
Dec. 31, 1872	36.5	—	7.2	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	.....	.....	.....	2,095,700	2,300,000	.....	.....	—	(Leased	by Erie R	ailway Co.)		140,000		100	....
Dec. 31, 1872	108.0	116.0	22.6	—	41	37	12	744	Jeffersonville, Madison and Ind..Indiana.	6,888,000	*	1,059,864	162,891	2,000,000	4,888,000	1,214,013	7,853	224.0	1,061,102	658,633	468,236	1,287,280	469,670	7	100	....
Dec. 31, 1872	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago .....Illinois.	1,849,000	.....	.....	.....	1,500,000	349,000	.....	.....	—	(Leased	to Chicag	o & Alton	R.R. Co.)		7	100	85
May 31, 1872	44.5	—	3.7	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased	to Michig	an Central	R. R. C	o.)	8	100	....
Oct. 31, 1872	4.6	—	9.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	.....	.....	.....	185,250	800,000	.....	.....	—	24,937	215,230	.....	132,384	55,157		50	....
Dec. 31, 1872	42.0	—	2.1	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(No	returns f	urnished.)	.....	.....		100	....
Dec. 31, 1872	58.0	—	3.1	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	—	(Leased	to Lake S	.& M. So.)	103,800	103,800	6	100	....
Mar. 31, 1873	40.0	—	2.7	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	.....	.....	.....	250,000	640,000	.....	.....	—	(Leased	by Michig	an Central	R.R.Co.)	51,200		100	....
Mar. 31, 1872	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Joseph & Co. Bl. Mo.& Ia.	8,626,158	*	.....	.....	2,789,413	6,131,500	.....	.....	260.2	.....	.....	.....	1,242,270	.....		100	....
Jun. 30, 1872	31.9	—	1.8	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	.....	.....	.....	720,000	720,000	.....	.....	—	(Leased	by Leav. L	awr. & Gal.	R.R.Co.)	72,000		100	....
Dec. 31, 1872	638.6	34.0	22.6	—	88	53	18	1,074	Kansas Pacific.....Kansas & Col.	35,183,274	*	2,428,546	2,663,182	9,638,950	16,925,000	2,706,480	.....	672.6	2,475,270	179,182	348,936	3,732,713	1,494,447		100	....
Aug. 31, 1872	49.0	—	2.4	—	6	10	4	59	Knox and Lincoln .....Maine.	2,725,798	*	.....	138,305	861,492	2,395,000	.....	107,611	49.0	(Com	pleted Oct.	19, 1871.)	87,612	35,973		50	....
Oct. 31, 1872	80.0	—	3.0	—	25	10	4	1,515	Lackawanna and Bloomsburg.....Penn.	3,398,452	722,792	.....	.....	1,335,000	2,250,000	193,261	.....	80.0	436,206	362,294	2,213,010	1 083,505	471,764		50	....
Dec. 31, 1872	80.3	—	2.5	93.0	—	—	—	—	Lafayette, Bloomington & Miss..Illinois.	2,300,000	.....	.....	.....	1,000,000	1,300,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)		100	....
Dec. 31, 1872	36.0	—	1.8	79.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	.....	3,716,927	.....	3,000,000	1,500,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)		100	....
Sept. 30, 1872	16.0	—	....	124.0	—	—	—	—	Lake Ontario Shore Line.....New York.	1,541,456	.....	.....	.....	1,727,553	792,000	96,097	.....	—	(Not yet l	n operatio	n.)				100	....
Dec. 31, 1872	541.3	595.2	633.2	—	418	160	69	8,640	Lake Shore & Mich. S.....P., O. Ind.& Ill.	63,047,176	12,384,187	7,315,307	1,515,979	50,000,000	26,495,000	6,350,020	1,417,630	1,136.5	13,477,534	2,112,833	4,382,243	17,591,629	3,118,598	8	100	74
Jun. 30, 1872	37.0	—	....	—	66.0	6	—	—	Lake Shore and Tuscarawas Valley..Ohio.	2,539,669	87,519	138,142	72,922	744,038	2.000 000	93,314	.....	—		(Opened t	hrough in	July, 1873.)			100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending	Railroad. Main Line.	Branch Line.	2d Track and Siddings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1872	74.0	—	4.8	76.0	7	9	3	121	N. Y., Kingston & Syracuse..New York.	3,055,856	100,066	.....	.....	2,662,921	583,000	92,692	.....	74.0	101,685	163,267	69,137	219,368	80,974	—	100	....
Sept. 30, 1872	5.4	—	0.4	54.6	1	1	—	—	N. Y., Housatonic & North.N.Y. & Conn.	604,626	12,737	.....	.....	261,000	183,500	156,475	.....	—	(Leased	by Housatonic R. R.	Co.)	3,010	—	—	100	....
Sept. 30, 1872	7.0	—	0.4	0.2	—	—	—	—	New York and Mahopac.....New York.	264,912	.....	.....	.....	205,000	.....	.....	.....	—	(Leased	by New York & Harlem R. R.	Co.)	—	—	—	100	....
Sept. 30, 1872	124.0	16.8	164.0	—	84	129	41	1,010	N. Y., N. H. & Hartford..N.Y., Ct. & Ma.	12,861,474	1,840,536	1,465,553	3,428,675	15,500,000	1,641,500	377,341	1,377,592	190.2	1,700,891	3,925,765	892,579	4,483,554	1,769,809	10	100	128½
Sept. 30, 1872	62.5	—	27.5	—	20	19	7	99	N. Y., Providence and Boston...C. & R. I.	3,101,400	*	.....	.....	1,887,400	1,214,000	.....	.....	67.5	441,485	614,211	229,677	911,021	401,914	9	100	125½
Sept. 30, 1872	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	3,210,616	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	by New York Cent.	R.R. Co.)	60,000	6	100	....
Jun. 30, 1872	35.3	—	3.3	—	5	1	1	134	Niles and New Lisbon .....Ohio.	1,647,364	108,287	.....	.....	500,000	500,000	59,684	96,067	35.3	112,067	48,554	336,167	179,553	88,216	—	100	....
Sept. 30, 1872	223.0	—	11.2	—	24	18	10	271	North Carolina ¶.....North Carolina.	4,947,741	*	344,672	337,271	4,000,000	553,418	592,030	483,241	223.0	478,580	140,397	113,126	(Ri'hm.&	Danv.)	—	100	....
Feb. 28, 1873	102.0	—	9.0	—	14	14	5	142	North-Eastern ¶ .....South Carolina.	2,148,131	*	88,720	37,364	979,850	1,101,500	138,977	53,380	102.0	293,721	82,719	.....	395,463	159,695	—	100	....
Jun. 30, 1873	72.0	—	3.6	118.0	—	—	—	—	North Louisiana and Texas.....La.	.....	(No a	ccounts o	btainabl	e.)				?2.0		(No accou	nts.)	.....	.....	—	100	....
Oct. 31, 1872	55.6	12.1	66.7	—	39	36	20	909	North Pennsylvania.....Pennsylvania.	7,086,930	1,208,779	1,524,750	.....	3,473,500	4,042,500	63,394	.....	67.7	617,092	889,571	880,119	1,336,938	592,322	5s	50	68
Dec. 31, 1872	95.0	45.3	33.3	—	30	21	10	689	Northern, of Canada.....Canada.	5,465,410	*	78,964	610,683	.....	5,819,963	261,561	3,533	140.3	748,838	212,080	313.664	894,774	180,541	—	100	....
Dec. 31, 1872	138.0	4.0	187.0	—	141	69	22	6,284	Northern Central ¶.....Md. and Penn.	11,666,830	3,223,438	2,750,000	928,678	5,842,000	11,040,602	1,464,215	222,099	317.0	3,288,463	1,110,110	4,769,895	4,598,820	1,161,769	6	50	75
Mar. 31, 1872	69.2	13.4	17.6	—	27	16	6	540	Northern New Hampshire ..New Hamp.	3,068,400	*	309,618	212,958	3,068,400	102,000	266,800	154,576	82.6	506,848	195,406	411,888	706,355	217,103	8	100	104½
Dec. 31, 1872	21.3	—	4.6	—	—	—	—	—	Northern New Jersey.....New Jersey.	527,452	*	872,548	.....	1,000,000	400,000	.....	.....	(Leased	to Erie Railway Co.)	273,054	37,604	8	100	....		
May 31, 1873	153.0	106.0	....	1,441	72	36	6	1,554	Northern Pacific.....Minn., Dak. &c.	13,292,142	1,908,838	601,394	.....	.....	50,000p.m	.....	.....	559.0		(No statement published.)		.....	.....	—	100	....
Sept. 30, 1872	59.4	7.0	13.1	—	20	15	6	642	Norwich and Worcester ¶.Conn. & Mass.	2,463,983	*	84,706	109,188	2,364,400	759,000	35,526	731,947	66.4	410,089	372,841	346,367	771,602	293,528	10	100	122½
Jun. 30 1872	113.0	32.0	14.5	—	21	27	12	894	Nova Scotia.....Nova Scotia.	6,976,268	*	110,464	.....	.....	6,976,268	110,464	.....	145.0	.....	194,167	242,210	328,841	Loss.	—	100	....
Sept. 30, 1872	118.0	4.0	18.0	—	34	19	4	1,026	Ogdensburg and Lake Champlain...N. Y.	4,048,510	1,748,411	.....	.....	3,077,000	1,012,000	.....	.....	122.0	636,755	171,894	417,373	1,005,979	263,867	6	100	48½
Dec. 31, 1872	10.0	2.0	3.8	—	2	*	—	96	Ogden Mine.....New Jersey.	462,994	*	.....	.....	450,000	.....	.....	.....	12.0	.....	.....	54,479	47,459	25,656	6	100	....
Jun. 30, 1872	340.0	53.0	24.0	—	122	57	24	2,422	Ohio and Mississippi ....Ohio, Ind. & Ill.	34,470,752	*	.....	.....	24,030,000	10,111,880	328,902	.....	393.0	2,852,763	404,765	708,799	3,343,845	984,008	—	100	24½
Oct. 31, 1872	120.0	3.0	53.7	—	32	19	5	328	Oil Creek and Allegheny River.....Penn.	8,554,547	1,008,331	.....	.....	4,959,450	3,680,000	.....	.....	123.0	749,668	559,926	676,500	1,285,554	461,531	6½	50	16½
Sept. 30, 1872	131.3	19.4	50.6	15.0	45	95	16	607	Old Colony and Newport..Massachusetts.	8,095,654	*	441,553	586,443	5,103,506	3,521,000	467,989	581,156	150.7	1,110,675	3,711,345	510,434	1,897,438	630,249	6½	100	107½
Dec. 31, 1872	9.9	2.0	3.1	—	...	33	—	—	Orange and Newark.....New Jersey.	1,073,555	*	.....	.....	290,300	736,000	73,852	.....	11.9	.....	2,984,817	.....	203,094	24,633	—	100	....
Sept. 30, 1872	282.6	10.0	9.6	—	25	21	12	382	Orange, Alex. and Manassas Gap ¶....Va.	9,180,634	*	.....	.....	2,692,540	5,622,664	865,431	.....	292.6	713,252	196,894	161,434	988,371	403,598	—	100	....
Dec. 31, 1872	25.0	—	1.7	200.0	—	—	—	—	Osage Valley and Southern Kansas...Mo.	600,000	.....	.....	.....	375,000	200,000	25,000	.....	—	(Leased	by Pacific (of Mo.)R.	R. Co.)	35 p. c.	—	—	100	....
Sept. 30, 1872	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	950,953	.....	.....	.....	300,000	612,100	27	.....	—	(Leased	by Rome, Watertown & Ogd.	RR.Co.)	—	—	—	100	....
Sept. 30, 1872	35.0	—	46.7	—	11	12	4	258	Oswego and Syracuse .....New York.	1,114,844	330,270	.....	.....	1,144,400	180,000	.....	.....	35.0	232,069	171,932	232,801	354,880	73,878	9	100	....
Dec. 31, 1872	35.0	—	1.6	100.0	2	1	1	10	Owensboro and Russellville...Kentucky.	.....	.....	.....	.....	1,500,000	1,500,000	.....	.....	35.0	(In course of construction:			no returns.)		—	100	....
Dec. 31, 1872	283.5	15.5	39.1	—	—	—	—	—	*Pacific* of Missouri ¶.....Missouri.	.....	.....	.....	.....	7,000,000	(Assume	d by Lessees.)		—	(Leased	by Atlantic & Pacific	R. R. Co.)	5	100	41½
Dec. 31, 1872	63.5	—	3.6	101.5	7	4	2	77	Paducah and Gulf .....Kentucky.	3,261,312	*	980,220	89,430	2,924,150	1,000,000	408,812	.....	63.5	469,289	22,920	21,589	95,261	35,845	—	100	....
Jun. 30, 1872	11.0	—	0.5	53.4	2	1	1	25	Painesville and Youngstown.....Ohio.	234,608	21,389	.....	.....	255,997	.....	.....	.....	11.5	(Under	construction:	no returns.)	.....	.....	—	100	....
Dec. 31, 1872	47.6	—	11.8	—	20	26	4	486	Panama.....New Granada.	10,000,000	*	.....	.....	7,000,000	2,993,177	.....	.....	47.6	.....	.....	1,718,630	1,232,602	10½	100	106
Dec. 31, 1872	76.0	33.0	6.2	—	7	5	3	246	Paris and Decatur.....Illinois.	2,800,000	*	.....	.....	1,600,000	1,200,000	.....	.....	109.0	.....	(No statement furnished.)		.....	.....	—	100	....
Dec. 31, 1872	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	600,000	.....	.....	.....	630,000	.....	.....	.....	—	(Leased	by Erie Rail'y Co.)		53,400	53,400	8½	100	....
Dec. 31, 1872	12.0	—	2.6	—	—	—	—	—	Paterson and Newark.....New Jersey.	896,162	.....	.....	.....	250,000	500,000	.....	.....	—	(Leased	by Erie Rail'y Co.)		35 p. c.		—	100	....
Dec. 31, 1872	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	.....	.....	.....	248,000	100,000	.....	.....	—	(Leased	by Erie Rail'y Co.)		30,173	30,173	6	100	....
Feb. 28, 1873	67.3	—	3.9	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois	2,576,000	.....	.....	.....	1,500,000	1,076,000	.....	.....	—	(Leased	by Tol.Wab. & Wtn.	Co.)	.....	.....	—	100	....
Dec. 31, 1872	22.0	—	1.8	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,692	.....	.....	.....	342,150	160,000	36,542	.....	—	(Leased	by United Co.)		31,729	31,729	6	100	....
Dec. 31, 1872	18.0	—	1.1	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	.....	.....	.....	500,000	375,000	.....	.....	—	(Leased	by N. Jer. Sth'n R.R.	Co.)	.....	.....	—	100	....
Dec. 31, 1872	165.0	—	10.0	40.0	4	4	2	45	Peninsular.....Mich. Ind. & Ill.	4,916,263	*	.....	.....	1,995,000	2,779,000	142,262	.....	165.0	.....	83,491	46,333	109,913	Loss.	—	100	....
Dec. 31, 1872	354.9	69.0	546.9	—	593	292	112	11429	Pennsylvania .....Pennsylvania.	31,283,395	11,154,553	53,506,985	20,413,980	53,271,937	35,072,309	19,395,428	8,919,154	787 7	13,380,957	5,250,393	7,844,779	22,012,525	8,247,852	10	50	98½
Dec. 31, 1872	47.0	15.9	57.0	—	23	8	—	2,640	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,987,500	.....	4,000,000	536,500	375,000	.....	47.0	.....	3,486	1,376,772	23,033	.....	20	50	285
Dec. 31, 1872	22.5	—	1.2	—	—	—	—	—	Pennsylvania and Delaware..Penn. & Del.	1,200,000	.....	.....	.....	483,297	700,000	.....	.....	—	(Leased	to Penna. R.R. Co.:	recently opened.)	.....	.....	—	50	....
Dec. 31, 1872	104.3	12.1	35.9	—	18	2	—	1,218	Pennsylvania and N. York..N.Y. & Penn.	5,086,426	628,814	.....	.....	3,061,700	3,000,000	.....	.....	145.6	.....	190,309	1,268,527	1,608,287	487,135	—	50	....
Dec. 31, 1872	46.0	—	6.6	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	.....	.....	.....	1,200,000	600,000	.....	.....	—	(Leased	by Chic.R. I. & Pac.	Co.)	125,000	8	100	....
Dec. 31, 1872	83.0	—	11.6	—	12	7	4	161	Peoria, Pekin and Jacksonville...Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....	.....	83.0	260,093	77,372	124,505	302,552	.....	—	50	....
Dec. 31, 1872	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge. N. Jersey.	214,581	.....	.....	.....	57,200	100,000	57,381	.....	—	(Oper.by	Penna. R. R. Co.)		.....	.....	—	100	....
Dec. 31, 1872	64.0	18.0	8.0	—	12	9	5	120	Petersburg ¶.....Virginia.	1,817,985	*	323,905	43,388	1,324,200	500,000	361,083	.....	82.0	228,000	44,292	57,238	283,944	133,851	—	100	....
Oct. 31, 1872	46.0	—	6.0	—	9	7	3	95	Philadelphia and Balt. Cent. Penn. & Md.	1,806,209	177,474	.....	.....	220,606	2,600,000	53,413	.....	58.1	176,312	315,515	134,307	295,594	105,205	—	100	....
Dec. 31, 1872	287.6	—	114.3	—	130	38	20	2,965	Philadelphia and Erie ¶....Pennsylvania.	21,822,990	.....	2,248,693	.....	8,448,000	14,750,000	892,983	.....	287.6	2,912,351	839,793	2,028,568	3,980,758	846,319	—	50	34
Dec. 31, 1872	17.1	3.1	13.7	21.0	24	45	13	192	Phila., Germantown and Norristown..Pa.	1,146,538	368,262	500,793	.....	2,231,900	.....	.....	.....	23.6	(Leased	by Phila. & Read'g.)		287,816	271,179	12	50	179
Dec. 31, 1872	98.4	172.1	421.7	—	377	202	53	14132	Philadelphia and Reading..Pennsylvania.	45,922,674	*	24,888,327	2,675,996	34,236,175	38,120,804	4,172,014	1,958,004	708.0	7,248,776	6,383,991	9,573,405	12,125,038	4,823,300	10	50	111½
Dec. 31, 1872	26.6	—	36.3	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,534,479	*	529,626	.....	1,259,100	.....	275,408	.....	37.5	.....	1,561,080	1,124,640	1,759,758	.....	10	100	123
Dec. 31, 1872	95.3	3.8	139.1	—	64	103	49	1,295	Philadelphia, Wilm. and Baltimore..Penn.	11,890,736	*	2,318,306	175,395	11,485,750	1,990,500	455,321	660,478	197.7	1,248,818	1,747,195	449,780	2,814,274	1,188,614	8	50	108½
Oct. 31, 1872	7.0	—	1.0	—	2	3	2	22	Pithole Valley.....Pennsylvania.	100,000	*	225,000	.....	225,000	100,000	17,132	.....	7.0	.....	9 800	12,854	20,483	Loss.	—	50	....
Dec. 31, 1872	193.0	8.0	46.0	—	119	34	19	1,606	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	15,095,349	3,740,438	1,950,109	1,812,268	8,433,550	10,011,740	5,461,173	.....	201.0	3,160,500	606,902	1,429,115	3,856,649	799,501	—	50	....
Dec. 31, 1872	468.3	—	166.3	—	243	96	54	5,559	Pittsburg, Ft. W. and Chic..P., O., I. & L.	35,835,286	*	.....	.....	22,214,286	13,621,000	17,230	.....	503.6	7,313,148	2,106,152	2,408,162	9,780,310	4,507,465	10	100	93½
Dec. 31, 1872	14.0	—	8.1	16.0	3	2	1	45	Pittsburg, Virginia & Charleston.....Pa.	654.068	55,243	.....	.....	618,564	.....	.....	.....	14.0		(In operation only three months.)				—	50	....
Oct. 31, 1872	149.6	1.9	17.2	—	57	26	9	430	Pittsb'g, Washington & Dalton..Pa.& Md.	11,598,238	687,192	83,196	.....	1,960,682	4,780,000	3,463,204	.....	173.8	1,703,600	781,994	980,780	1,437,392	Loss.	—	50	....
Sept. 30, 1872	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	450,000	.....	.....	.....	450,000	.....	.....	.....	—	(Leased	by Boston & Albany	R.R. Co.)	27,000	6	100	86½
Jun. 30, 1872	—	—	178.0	—	—	—	—	—	Plymouth, Kankaka & Pacific..Ind. & Ill.	.....	.....	.....	.....	719,390	450,000	.....	.....	—	(Leased	by Pennsylvania Co.	,)	.....	.....	—	100	....
Oct. 31, 1871	66.0	—	2.7	24.0	7	6	3	315	Port Huron and Lake Michigan.....Mich.	3,000,000	*	(To com	pletion.)	1,200,000	1,800,000	.....	.....	41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Nov. 30, 1872	60.0	—	3.5	50.0	5	13	3	92	Portland and Ogdensburg....Me. & N. H.	1,945,560	161,149	97,155	29,230	1,039,095	906,000	259,132	28,559	60.0	118,100	55,592	37,856	115,484	40,361	—	100	....
Dec. 31, 1872	65.0	—	2.1	98.0	5	4	3	85	Portland and Ogdensburg.....Vermont.	1,652,000	*	.....	.....	.....	2,340,000	.....	.....			(Earnings used in construction.)				—	100	....
Dec. 31, 1872	27.5	—	2.8	—	2	1	1	22	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	218,500	.....	.....	27.5	17,215	2,880	6,375	14,221	.....	—	100	....
Aug 31, 1872	52.5	—	3.3	—	6	10	4	113	Portland and Rochester.....Me. & N. H.	1,9 0,854	*	.....	.....	636,097	1,120,000	200,053	.....	52.5	141,640	120,009	60,790	131,561	38,078	—	100	....
May 31, 1872	51.3	—	7.4	—	19	—	7	167	Portland, Saco and Portsmouth ....N. H.	1,500,000	*	45,000	10,296	1,500,000	.....	.....	.....			(Leased by Eastern	R.R. Co.)		10	100	119
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	110	Port Royal.....South Carolina.	6,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	110.0		(Operated for benefit of contractors.)				—	25	....
May 31, 1873	1	—	4.9	39.0	—	—	—	—	Portsmouth, Gt. Falls and Conway..N. H.	2,270,000	*	.....	.....	770,000	2,000,000	.....	.....			(Leased by Eastern	R.R. Co.)		6	100	84
Sept.30, 1872	1.5	—	2.5	3.4	4	5	—	60	Poughkeepsie and Eastern....New York.	1,391,372	*	.....	.....	524,464	508,200	506,079	.....	41.8	53,514	70,018	10,40	53,079	14,038	—	100	....

Sept. 30, 1872	43.4	1.0	44.1	—	27	29	6	919	Providence and Worcester..R. I. & Mass.	1,009,636	666,568	125,566	107,861	2,000,000	500,000	224,612	84,019	47.6	507,586	1,605,257	521,866	895,997	239,926	10	100	....
Nov. 30, 1872	13.6	—	3.1	—	3	3	3	11	Providence, Warren and Bristol.R. I. & M.	645,079	73,026	.....	.....	437,917	50,000	63,611	.....	13.6	44,096	416,776	16,367	105,555	51,456	3	100	....
Dec. 31, 1872	21.0	—	2.0	—	1	3	2	—	Queen Anne and Kent Co.....Md.	351,000	*	32,200	.....	260,000	260,000	2,600	.....	21.0	38,850	12,560	38,231	27,437	9,989	—	50	....
Dec. 31, 1872	41.7	—	1.4	88.8	3	2	2	45	Quincy, Alton and St. Louis.....Ill.	1,859,000	*	.....	.....	1,000,000	850,000	.....	.....	41.7	.....	.....	.....	96,000	.....	—	100	....
May 31, 1872	97.0	—	9.7	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	155,300	102,935	1,500,000	.....	92,150	166,085	97.0	.....	31,228	64,096	359,277	154,400	—	100	....
Jan. 31, 1873	44.0	—	3.0	60.0	4	3	3	48	Raleigh and Augusta Air-Line.....N. Car.	1,134,211	89,785	.....	.....	876,000	350,000	.....	.....	44.0	.....	.....	.....	76,037	.....	—	100	....
Sept. 30, 1873	71.0	110.0	41.5	—	39	68	19	974	Rensselaer and Saratoga.....N. Y.	7,489,628	*	.....	.....	6,000,000	1,925,000	.....	.....	181.0	861,480	664,000	556,934	1,748,915	604,224	7	100	106½
Sept. 30, 1872	140.5	55.2	16.7	—	26	17	10	272	Richmond and Danville ¶.....Virginia.	5,109,406	*	2,046,460	211,461	4,000,000	2,621,090	510,171	236,066	295.9	526,732	184,485	176,708	832,092	363,846	—	100	....
Sept. 30, 1872	75.5	11.4	6.2	—	12	6	4	139	Richmond, Frederick and Potomac ¶...Va.	2,622,927	*	116,539	263,282	1,509,826	889,899	43,417	559,604	89.9	200,899	.....	.....	351,919	145,919	—	100	....
Sept. 30, 1872	22.5	2.8	4.2	—	8	10	4	160	Richmond and Petersburg ¶.....Va. N.C.	1,188,213	*	85,833	30,224	847,100	326,296	93,377	37,528	46.8	107,159	118,189	42,228	160,319	45,945	—	100	....
Sept. 30, 1872	38.3	—	2.2	26.0	3	3	2	42	Richmond and York River.....Va.	1,265,640	*	.....	.....	650,000	615,640	.....	.....	38.3	.....	(No returns obtained.)	.....	.....	.....	—	100	....
Sept. 30, 1872	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	*	.....	.....	557,560	.....	.....	.....	—	(Leased	by Erie Railway Co.)	.....	1,067,749	34,012	6	100	....
Jun. 30, 1872	251.9	25.5	27.0	—	33	15	7	915	Rockford, Rock Island and St. Louis..Ill.	15,490,570	*	.....	.....	6,490,579	9,000,000	.....	.....	316.5	.....	.....	.....	.....	243,534	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	236,235	*	.....	.....	250,844	.....	.....	.....	20.0	.....	(No information.)	.....	.....	.....	16	100	....
Sept. 30, 1872	141.1	48.5	25.3	—	40	31	15	779	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	*	.....	.....	2,998,900	1,735,666	88,359	.....	218.2	675,016	441,909	336,440	1,150,764	282,106	7	100	80
Jan. 31, 1873	120.0	—	26.0	—	—	—	—	—	Rutland.....Vermont.	8,787,902	*	1,236,719	.....	6,641,300	1,701,000	1,180,628	.....	239.0	(Leased	to Central Verm't.)	434,740	405,381	—	100	5
Jun. 30, 1873	225.0	—	24.0	34.0	19	...	...	....	St. Joseph and Denver City..Kan.& Neb.	11,188,220	420,925	279,044	3,203	4,000,000	7,000,000	734,425	157,067	225.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	54.0	5.0	6.1	—	9	15	6	93	St. Lawrence and Ottawa.....Canada.	1,060,000	*	.....	.....	.....	250,000	.....	.....	59.0	.....	70,265	38,592	161,771	45,953	—	100	....
Dec. 31, 1872	159.0	19.0	29.0	—	13	9	7	553	St. Louis, Alton and Terre Haute.Illinois.	11,768,400	*	.....	238,001	4,768,400	6,700,000	218,001	.....	56.0	360,130	149,499	416,215	507,619	220,002	—	100	10
Dec. 31, 1872	195.5	15.3	37.0	—	21	20	13	1,651	*St. Louis and Iron Mountain* ¶...Missouri.	14,555,951	1,951,989	1,088,796	153,733	10,000,000	5,461,000	.....	.....	210.8	933,393	557,575	633,574	2,146,639	687,639	3	100	24
Dec. 31, 1872	310.0	48.0	25.0	50.0	46	26	12	1,170	St. Louis & S. Eastern...Ill., Ky. & Tenn.	11,089,000	1,725,000	3,993,000	.....	11,000,000	5,807,000	.....	.....	220.0	.....	.....	.....	822,601	169,779	—	100	....
Dec. 31, 1872	150.0	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill	5,040,100	.....	.....	.....	2,324,100	3,477,000	.....	.....	—	(Leased	by Chicago & Alton R.R. Co.)	.....	.....	240,000	—	100	....
Jan. 31, 1873	353.0	—	17.6	—	88	38	19	1,531	St. L., Kansas City & Northern..Mo & Ia.	28,134,445	*	2,369,765	439,708	24,000,000	6,000,000	943,928	.....	581.7	2,893,281	428,957	517,628	2,780,820	748,139	—	100	....
Oct. 31, 1872	158.4	—	23.0	—	30	14	8	824	St. Louis, Vandalia & Terre Haute....Ill.	7,984,227	*	.....	205,201	2,377,779	5,499,000	250,548	60,101	158.4	862,806	.....	.....	1,180,273	354,082	—	100	....
Dec. 31, 1872	207.0	175.0	16.0	251.0	30	14	9	289	*St. Paul and Pacific* (1st Div.)..Minnesota.	15,188,653	*	3,723,033	229,522	1,968,600	16,197,000	589,333	.....	283.0	462,489	235,279	152,356	482,560	.....	—	100	....
Dec. 31, 1872	121.0	—	8.0	—	13	6	4	194	St. Paul and Sioux City.....Minn.	4,550,960	*	179,798	54,019	4,000,000	.....	784,777	.....	121.0	344,883	75,461	136,127	424,398	99,668	—	100	....
Dec. 31, 1872	116.0	—	16.0	—	21	18	9	309	Sandusky, Mansfield and Newark ..Ohio.	3,244,500	*	.....	.....	937,500	2,307,000	.....	.....	160.0	.....	178,661	153,505	574,951	37,802	—	50	....
Dec. 31, 1872	237.0	110.0	15.4	61.0	27	19	6	342	Savannah, Albany and Gulf.....Ga.	7,592,283	*	526,789	1,171,804	4,479,677	3,242,200	1,571,999	.....	347.0	635,300	98,234	.....	983,966	339,539	—	100	....
Dec. 31, 1872	104.0	—	4.9	—	10	9	5	80	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	.....	.....	1,000,000	1,427,800	.....	.....	104.0	(No statement	furnished : very small.)	.....	.....	.....	—	100	....
Feb. 28, 1873	80.0	—	8.0	—	15	7	5	203	Seaboard and Roanoke..Va. & N. Carolina.	1,488,400	*	.....	105,689	1,278,400	210,000	107,000	.....	80.0	235,679	26,309	162,582	566,619	266,335	8	100	....
Apr. 30, 1872	237.0	—	11.9	—	39	17	9	412	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	*	.....	.....	3,750,000	9,230,000	large	.....	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	.....	.....	1,389,000	1,423,000	10,000	.....	80.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Nov. 30, 1872	32.0	—	2.0	—	2	2	2	70	Shenango and Allegheny ..Pennsylvania.	890,335	78,945	20,000	.....	199,000	780,000	.....	.....	32.0	40,500	16,170	56,220	58,850	32,393	—	53	....
Jun. 30, 1872	106.8	—	11.3	—	11	8	5	153	*Sioux City and Pacific*.....Neb. & Iowa.	5,696,400	*	.....	.....	2,068,400	1,628,000	.....	.....	157.8	.....	.....	.....	162,405	10,344	—	100	....
Dec 31, 1872	122.4	—	6.6	26.1	9	6	3	232	Sioux City and St. Paul....Iowa & Minn.	4,422 132	*	568,362	.....	2,800,000	1,740,000	450,494	.....	.....	.....	(Run by contractors: no returns.)	.....	.....	.....	—	100	....
Sept. 30, 1872	183.0	—	9.2	—	—	—	—	....	South and North Alabama.....Ala.	7,481,764	*	.....	.....	3,458,067	4,906,000	.....	.....	131.0	.....	41,327	74,837	199,051	60,28*	—	100	....
Dec. 31, 1872	137.0	106.0	30.0	—	42	37	*	507	South Carolina ¶.....South Carolina.	9,594,328	.....	2,019,176	306,086	5,819,275	4,730,346	236,736	71,474	243.0	856,732	207,344	266,707	1,401,211	545.103	—	100	....
Sept. 30, 1872	116.0	—	5.8	—	11	7	4	401	Southern Central.....New York.	3,450,058	287,305	.....	.....	1,783,021	2,288,000	89,881	.....	116.0	302,744	161,821	178,099	307,280	104,978	—	100	....
Sept. 30, 1872	57.0	20.0	20.0	—	19	35	7	114	South Side (L. I.) .....New York.	3,166,551	648,925	.....	.....	1,000,000	2,250,000	386,782	.....	57.0	233,990	617,899	83,701	501,871	226,637	—	100	....
Aug. 31, 1872	167.5	—	9.5	—	12	5	3	243	Southern Minnesota .....Minnesota.	9,424,953	*	.....	.....	3,825,000	4,592,000	1,007,953	.....	165.5	.....	46,349	92,661	493,438	190,021	—	100	....
Dec. 31, 1872	170.0	—	8.5	552.0	14	23	8	245	Southern Pacific.....California.	11,500,000	*	.....	.....	8,404,800	5,750,000	.....	.....	170.0	.....	314,150	121,660	932,725	481,664	—	100	....
Jun. 30, 1872	228.0	—	11.2	—	12	16	4	260	Springfield & Ill. So. Eastern.....Illinois.	8,176,500	*	.....	.....	4,000,000	4,400,000	140,000	.....	.....	.....	(Not in operation at date.)	.....	.....	.....	—	100	....
Sept. 30, 1872	81.0	—	17.0	—	16	13	3	373	Syracuse, Binghamton and N. York..N.Y.	3,906,297	*	.....	.....	2,004,000	1,670,000	129,414	.....	81.0	449,520	186,606	583,355	713,585	216,481	4	100	....
Sept. 30, 1872	26.0	1.0	3.1	16.0	3	6	2	40	Syracuse and Chenango Valley....N. Y.	1,165,062	61,985	.....	.....	1,063,400	500,000	229,997	.....	26.0	23,548	49,219	29,914	23,199	loss.	—	100	....
Nov. 30, 1872	79.7	28.8	30.0	—	36	21	9	782	Terre Haute and Indianapolis....Indiana.	2,807,213	*	1,583,434	191,840	1,988,150	800,000	616,844	1,178,143	99.3	.....	190,997	834,850	1,070,354	128,443	—	100	....
Apr. 30, 1873	66.0	—	6.6	1,741	12	6	—	78	Texas and Pacific.....Texas.	4,200,000	*	.....	.....	200,000	4,000,000	.....	.....	66.0	.....	.....	.....	346,001	85,042	—	100	....
Dec. 31, 1872	227.3	10.2	29.0	—	45	13	9	1,109	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	3,450,000	204,794	.....	237.5	1,192,831	.....	.....	1,316,106	388,093	—	100	....
Dec. 31, 1872	478.6	153.6	60.5	—	182	71	42	4,207	Toledo, Wabash and Western..O. I. & Ill.	34,683,000	*	.....	.....	16,000,000	18,683,000	.....	.....	955.7	5,196,661	637,050	1,349,052	6,008,978	1,578,182	—	100	36
Sept. 30, 1872	34.9	—	9.0	—	11	12	6	222	Troy and Boston.....New York.	1,934,146	378,418	.....	.....	1,592,000	1,899,000	65,369	.....	55.3	190,548	262,763	191,122	516,563	212,097	2	100	....
Dec. 31, 1872	1 032	—	100.0	—	151	93	36	2,409	*Union Pacific* ....Nebr. Utah Nev. & Cal.	111,948,812	*	.....	.....	66,762,300	75,179,512	.....	.....	1,032.0	.....	165,688	.....	8,862,605	4,092,032	—	100	26½
Dec. 31, 1872	165.0	—	160.0	—	242	281	3	1,762	United Companies of New Jersey..N. Jer.	22,45[illegible]28	*	13,216,919	427,838	18,990,627	17,615,608	797,681	472,455	455.9	3,905,741	7,580,795	2,536,304	8,266,226	2,261,060	10	100	125½
Apr. 30, 1872	37.0	—	4.0	91.0	6	6	1	28	Utah Central.....Utah.	1,500,000	*	.....	.....	500,000	1,000,000	.....	.....	37.0	.....	.....	.....	360,612	206,358	—	100	....
Dec. 31, 1872	31.0	—	2.1	44.0	3	3	2	11	Utah Southern .....Utah.	1,060,000	*	.....	.....	400,000	660,000	.....	.....	31.0	.....	.....	.....	126,884	63,442	—	100	....
Sept. 30, 1872	74.8	—	13.4	12.2	14	15	7	126	Utica and Black River.....New York.	2,200,441	258,703	.....	.....	1,754,020	775 500	.....	.....	92 2	201,688	184,533	62,064	337,299	111,309	3	100	....
Sept. 30, 1872	98.0	22.0	14.0	—	17	15	7	62	Utica, Chenango and Susq. Valley..N. Y.	3,186 344	438,131	.....	.....	2,908,600	.....	.....	.....	120.0	228,887	246,101	173,749	424,792	32,246	6	100	....
May 31, 1872	47.0	25.5	9.3	—	—	—	—	—	Vermont and Canada .....Vermont.	3,000,000	.....	.....	.....	3,000,000	.....	.....	.....	—	(Leased	by Vermont Central	R. R. Co.	at 8 p.c.)	8	100	54
May 31, 1872	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	*	.....	.....	5,000,000	6,500,000	.....	.....	773.0	.....	.....	(2 yrs.	8,497,442	493,487	—	100	....
Sept. 30, 1872	56.0	24.1	9.2	—	13	19	8	274	Vermont and Massachusetts..Mass. & Vt.	2,703,966	*	90,785	191,899	2,860,000	900,000	68 899	157,751	88.1	24 ,299	275,181	131,458	557,196	169,523	2	100	82
Feb. 29, 1872	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	245,588	193,945	454,072	2,929,236	86,869	.....	140.0	181 288	82,372	49,431	408,220	102,913	—	100	....
Dec. 31, 1872	46.0	—	2.3	—	*	*	*	50	Vineland.....New Jersey.	1,826,191	*	.....	.....	998,005	750,000	78,187	.....	—	(Leased	to N. Jer. Southern	R. R Co.)	.....	.....	—	100	....
Dec. 31, 1872	18.3	—	6.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	*	.....	.....	1,800,000	1,261,400	.....	.....	—	(Leased	to D. L. & W. R. R.)	.....	525,749	215,353	7	100	....
Sept. 30, 1872	44.0	—	2.0	281.0	4	6	3	65	Washington and Ohio .....Virginia.	1,435,176	128,577	128,773	.....	900,700	130,400	321,248	340,178	44.0	81,361	27,693	19,418	81,285	7,948	—	100	....
Aug. 31, 1872	132.0	28.0	15.5	—	26	16	8	247	Western Alabama.....Alabama.	4,822,628	538,272	342,800	662,535	2,008,324	3,169,900	561,508	626,504	160.0	421,880	101,742	.....	626,504	150,534	—	100	....
Dec. 31, 1872	133.0	—	11.0	—	59	18	12	921	Western and Atlantic.....Georgia.	Owned by State		of Georgia		ed to a company for $300,000 a year.)				138.0	.....	.....	125,932	1,590,245	66,587	—	.....	....
Sept. 30, 1872	60.0	—	3.3	13.0	10	6	3	123	Western Maryland ¶.....Maryland.	2,366,392	*	208,500	17,009	682,893	1,800,000	109,069	.....	60.0	217,760	134,655	73,841	197,707	7,038	—	100	....
Dec. 30, 1872	57.1	27.6	14.6	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,846,005	.....	.....	.....	1,022,460	1,800,000	1,023,555	.....	—	(Leased	by Pennsylvania R.	R. Co.)	.....	.....	—	.....	....
Dec. 31, 1872	60.7	—	16.2	—	18	63	8	171	West Jersey.....New Jersey.	2,255,355	*	1,486,466	178,462	1,359,700	2,398,000	162,583	.....	128.9	330,555	642,728	28,443	664,777	291,363	8	100	100
Mar. 31, 1873	197.0	—	19.0	—	26	14	10	660	West Wisconsin.....Wisc.	8,640,000	*	.....	.....	4,000,000	4,640,000	.....	.....	165.0	.....	.....	.....	549,645	263,329	—	100	....
Dec. 31, 1872	32.0	—	1.0	28.0	3	5	2	24	Wheeling, Pbg. & Balt.....W. Va. & Pa.	579,642	*	.....	.....	500,000	.....	79,642	.....	32.0	30,328	53,175	11,638	48,164	480	—	53	....
Sept. 30, 1872	189.6	—	6.0	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	3,971,781	381,117	51,244	.....	300,000	3,800,000	304,142	.....	172.0	.....	.....	.....	591,046	226,498	—	100	....
Oct. 31, 1872	63.6	—	9.5	—	11	6	5	124	Wilmington and Reading...Pennsylvania.	2,644,078	255,151	32,892	.....	750,662	2,332,300	108,610	.....	63.6	230,554	132,365	264,573	228,773	21,667	—	50	....
Sept. 30, 1872	162.0	19.0	9.5	—	32	31	—	324	Wilmington and Weldon ¶...N. Carolina.	3,004,044	*	61,436	296,393	1,456,200	1,619,100	77,042	299,531	181.0	519,184	124,995	.....	635,871	230,833	—	100	60½
Dec. 31, 1872	130.9	—	3.0	201.0	15	6	2	300	Wisconsin Central .....Wisconsin.	4,120,000	*	.....	.....	1,667,500	1,591,500	.....	.....	.....	.....	.....	.....	131,793	63,778	—	100	....
Sept. 30, 1872	45.7	—	11.8	—	17	11	5	411	Worcester and Nashua.....N. H.& Mass.	2,212,144	*	85,701	48,143	1,425,400	310,300	36,515	573,774	45.7	339,641	381,954	368,042	587,359	195,453	12	100	125
									CANALS, &c.																						
May 31, 1872	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	*	258,967	.....	1,880,800	1,997,872	.....	.....	12.5	.....	.....	.....	419,222	231,715	4	50	....
Dec. 31, 1872	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	.....	.....	3,229,594	8,065,500	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Dec. 31, 1872	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	*	.....	.....	1,633,350	800,000	.....	.....	—	(Leased	to Lehigh Coal and	Nav. Co	mpany.)	8	50	97
Dec. 31, 1872	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,339,210	725,581	20,936,209	.....	15,000,000	13,000,000	.....	.....	108.0	.....	1,869,557	86,970	loss.	10	100	119½
Dec. 31, 1872	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	*	.....	.....	5,847,400	.....	.....	.....	65.5	.....	.....	.....	957,557	385,170	10	100	....
Dec. 31, 1872	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,600	*	.....	.....	8,784,850	15,767,656	.....	.....	108.0	.....	1,041,891	506,060	32,570	—	50	98
Dec. 31, 1872	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,146,039	.....	.....	.....	1.004.150	110.000	8,054	.....	85.0	.....	2,059,934	196,149	159,121	9	50	....
Feb. 28, 1873	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,432,474	*	.....	.....	2,200,000	1,125,129	.....	.....	103.0	.....	.....	322,762	30,194	7	50	49½
Dec. 31, 1872	78.0	64 0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	8,093,350	*	.....	.....	4,457,160	2,588,000	1,048,200	.....	360.0	.....	967,573	556,164	loss.	—	50	24
Dec. 31, 1872	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,285,573	271,467	.....	4,385,798	8,576,332	287,198	.....	108.3	(Leas. to	Ph. & R'g.)	1,200,181	649,352	634,169	1	50	124
Dec. 31, 1872	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	*	.....	.....	2,092,700	2,757,310	165,811	.....	45.0	(Leas. to	Ph. & R'g.)	426,393	99,151	51,241	—	50	12
Dec. 31, 1872	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	*	.....	.....	2,907,850	300,000	35,000	.....	34.0	.....	.....	124,969	44,862	200	—	50	....
Dec. 31, 1872	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	3,030,344	*	.....	.....	1,100,000	743,000	295,219	.....	....	(Leased	to Pennsylvania.)	.....	.....	.....	—	50	....

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
	$	p c	p c	p. c.
Railroad Stocks:				
Atlantic and Great Western, pref...	10,000,000	7	...	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	...	....
" " " guar.	276,200	7	...	....
Atlantic and Pacific, preferred	10,000,000	7	...	15
Atlantic and St. Lawrence,* guar...	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,552,800	6	5	105
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar.....	1,159,500	7	7	84
Camden and Amboy,* guaranteed..	5,847,800	10	10	124
Camden and Atlantic, preferred.....	768,549	7	3½	82
Cayuga and Susquehanna,* guar....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,600	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	105½
Central Ohio,* preferred	411,550	6	6	85
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	78
Chicago and Alton, † preferred.....	2,425,400	...	10	106
Chicago, Iowa & Nebraska,* guar..	3,916,800	...	8	95½
Chicago and North-Western, pref....	21,289,563	7	7	55½
Cinc., Sand. and Cleveland, pref....	429,000	6	6	25
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	88
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred.	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	....	....
Dubuque and Sioux City,* guar.....	5,000,000	...	3	60
Dubuque South-Western, pref.....	590,315	8	....	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	45
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref. & *guar.	500,000	7	7	76
" " com. & *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	53
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	....	....	....
Hannibal and St. Joseph, pref.....	2,167,700	7	7	31
Harrisburg and Lancaster,* guar....	1,182,550	7	7	97
Housatonic, preferred.....	1,180,000	8	8	97½
Huntington & Broad Top Min, pref.	190,750	7	...	28
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	85
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref...	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	8,101,650	6	...	18
" " 2d pref....	4,436,250	6	...	12
Mich. Southern, (Lake Shore) guar..	533,500	10	10	....
Mill Creek,* guaranteed.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	10,825,777	7	7	54
Mine Hill,* guaranteed.....	3,856,450	8	8	106
Montclair,* guaranteed.....	2,000,000	7	...	....
Morris and Essex,* guar.....	15,000,000	7	7	93½
Nesquehoning Valley,* guar.....	2,000,000	10	10	111
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,295,200	10	10	124½
New London Northern,* guar.....	971,400	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	127
" " *com. & guar.	8,500,000	8	8	125
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	122½
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	48½
" " pf. & *guar.	2,000,000	8	8	95
Ohio and Mississippi, preferred.....	4,030,000	7	7	45
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama, guaranteed.....	7,000,000	12	12	106
Paterson and Hudson,* guar.....	630,000	—	8½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	...	...	....
Phila., Germant'n & Norrist'n,*guar.	2,231,900	12	12	180
Philadelphia and Reading, † pref....	1,551,687	—	10	....
Philadelphia and Trenton,* guar....	1,259,100	10	10	123
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	93½
Pittsfield and North Adams,* guar.	450,000	5	5	86
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	119
Rochester & Genesee Valley,* guar.	557,500	...	...	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	33½
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	...	25
St. Louis, Jacksonv. & Ch., pf.* & guar.	1,054,100	7	—	....
St. Louis, Kansas City & Nor., pref..	12,000,000	...	—	20
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	—	....
" " 2d pref..	1,000,000	7	—	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	71
Warren,* guaranteed.....	1,800,000	7	7	....
Canal Stocks.				
Delaware Division,* guar.....	1,533,350	8	8	....
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	128
" com. and * guar.....	1,600,000	4	4	50
Schuylkill Navigation, preferred....	2,808,977	6	6	25½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	40 — @ — —	
Gartsherrie		— — @ — —	
Summerlee		34 50 @ 36 —	
Carnbroe		— — @ — —	
Langloan		— — @ — —	
Glengarnock		— — @ 35 —	
Eglinton		33 — @ 34 —	
Pig, American, No. 1		31 — @ 32 —	
Pig, American, No. 2		29 — @ 30 —	
Pig, American, Forge		26 — @ 29 —	
Bar Refined, English and American		— — @ — —	
Bar, Swedes, assorted sizes	(gold).	137 50 @140 —	
		Store Prices.	
Bar, Swedes, ordinary sizes		160 — @162 50	
Bar, Swedes, Plow sizes		170 — @172 50	
Bar, Refined, ¾ to 2 in. rd. & sq. 1 to 6 inch x ¾ to 1 in		67 50 @ 70 —	
Bar Refined, 1½ to 6 by ¼ & 5-16 in		72 50 @ 75 —	
Bar Refined, 1 & 1¼ by ¼ & 5-16		72 50 @ 75 —	
Large Rounds, 2½@2¾ to 3¼ @4 in		75 — @ 90 —	
Scroll		90 — @120 —	
Ovals and Half-round		92 50 @100 —	
Band, 1 to 6 in. by 3-16 to No. 12		85 — @ 87 50	
Horse Shoe		97 50 @100 —	
Rods, ¾@1-16 inch		70 — @130 —	
Hoop, ¾ by No. 22 to 1 & 1¼ by 13 & 14		97 — @155 —	
Nail Rod	per lb.	— 8 @ — 9	
Sheet Russia, as to assortment	(gold)	15½@ — 16	
Sheet, Single, D. and T. Common		— 4½@ — 5	
Sheet, Doubles and Trebles, Charcoal		— 5 @ — 6	
Sheet Galvanized	List 10 per ct. disc,		
Rails, English	(gold) per ton.	50 — @ 52 —	
Rails, American, at Works in Penna.	c'y.	58 — @ 60 —	

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)	per lb.	— 17 @ — 21	
English Spring (2d and 1st quality)		— 9½@ — 10½	
English Blister (2d and 1st quality)		— 14 @ — 18½	
English Machinery		— — @ — 14½	
English German (2d and 1st quality)		— 12½@ — 14½	
American Blister		— — @ — 11½	
American, Cast, Tool		— — @ — 17	
American, Cast Spring		— — @ — 11	
American Machinery		— 11½@ — 12	
American German Spring		— — @ — —	

NAILS—Duty: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Com. Fence. & Sheath per keg.	3 80 @	3 90
8d. and 9d. "	4 — @	4 15
6d. and 7d. "	4 25 @	4 40
4d. and 5d. "	4 50 @	4 65
3d. and 4d. Light	5 25 @	5 40
3d. Fine	6 — @	6 15
2d	6 75 @	6 90
Cut Spikes, all sizes	4 — @	4 15

TIN—Duty: Pig, Bars and Block, free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca	(gold) per lb.	— — @ — 26½	
Straits	(gold).	— 23½ @ — 23¾	
English, L. & F.	(gold).	— 21½ @ — 21¾	
English, Refined	(gold).	— 22½ @ — 22¾	

Plates—Fair to good brands.

	Gold.	
I. C. Charcoal	per box.	10 25 @ 10 75
I. C. Coke		8 12½ @ 8 50
Coke Terne		7 — @ 8 —
Charcoal Terne		9 25 @ 9 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)	— 5 @	— —
Crude 40@47 gravity (in shipping order)	— 9 @	— —
Refined, Standard White (in ship'g order)	— 12½ @	— 12¾
Refined, S. W. (in jobbing lots)	— 12¾ @	— 13
Refined, S W. (in tin)	— 17 @	— 19½
Naptha, Refined (65@73 gravity)	— 7½ @	— —
Residuum....(in shipping order). per gall.	— 6¼ @	— —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.)	per lb.	— — @ — 33
Copper, Bolts		— — @ — 35
Copper, Braziers' (over 16 oz.)		— — @ — 35
Copper, Nails		— — @ — 40
Copper, Old Sheathing, &c., mixed lots		— 22 @ — 22½
Copper, American Ingot Lake		— 24 @ — 24½
Copper, English Pig		— — @ — —
Yellow Metal, New Sheathing & Bronze		— — @ — 24
Yellow Metal, Bolts		— 30 @ — —
Yellow Metal, Nails, Sheathing & Slating		— — @ — 24

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb.	6 50 @ — —
German Ordinary	(gold)	6 50 @ — —
English	(gold)	6 50 @ 6 62½
Foreign Refined	(gold)	7 12½@ 7 25
Domestic	(gold)	5 75 @ 5 80

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel		11 — @ — —
Liverpool House Cannel		18 — @19 —
Anthracite (by cargo)	per ton of 2,000 lb.	5 — @ 6 —

New York Stock Exchange.

Actual Sale Prices for the week ending July 8.

	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.	W.8
Boston, Hart. & Erie....	1½	1	....	....	....	....
Canton Co	....	....	....	....	....	....
Central Pacific	....	....	....	....	....	....
Central Pacific 6s	89½	....	....	90½	....	89½
Central of N. Jersey....	107½	....	....	108	105⅝	105½
Chesapeake & Ohio l m.	52	....	....	....	52	52
Chicago & Alton	....	....	....	....	....	103
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern..	42½	43½	....	41	40⅝	39½
" pref	60	60½	....	59	56½	55½
" 1st M	....	....	....	....	....	100
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac..	99⅞	101½	....	100	99½	98½
Chi., R. I. & Pa. 7s, 1896.	103	....	....	103½	103½	....
Clev., Col., C. and Ind.	....	....	....	....	....	....
Clev. & Pittsburg guar..	88	....	....	88½	88	88
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	....
" 4 M	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	90
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C....	18½	18½	....	18⅞	18½	17½
" 1 M	83½	....	....	83⅞	....	....
" 2 M	....	....	....	....	....	....
Del. & Hudson Canal ..	119½	119½	....	....	119½	....
Del. Lack. & Western...	107	107½	....	107½	107½	....
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Erie Railway	31½	31½	....	32½	31	30½
" pref	....	....	....	....	....	....
" 1 M. 7s, 1897	....	....	....	102	101	....
" 2 M. 7s, 1879	....	....	....	....	....	100½
" 3 M. 7s, 1883	....	....	....	99	....	....
" 4 M. 7s, 1880	....	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
" 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort	....	....	....	....	....	....
Hannibal & St. Joseph.	26	28½	....	26½	26½	....
" pref	32	....	....	31	....	....
" 8s, conv.	79½	....	....	....	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	99	98½	98½
" 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th.	75½	76½	....	75½	74½	74
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref	....	....	....	....	....	....
Michigan Central	75	....	....	....	74½	73
" S.F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	....	....	....	....	....
" 2 M	100	....	....	....	....	....
Milw. and St. Paul	39	39½	....	38½	38½	36
" pref	57½	....	....	56½	55½	54
" 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 8s	106½	....	....	107	....	....
" 7 3-10s con	....	....	....	....	91½	....
" 7s, gold	....	....	....	....	....	....
Missouri 6s	....	....	....	....	....	....
" H. & St. J. 1s.	92	....	....	93½	....	92½
Morris and Essex	93½	....	....	93	93½	93
" 1st mort	....	....	....	....	....	100½
" 2d mort	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	99½	100	....	99½	99½	99½
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s, S.F. 1883	95	....	....	95	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. York and Harlem	126	....	....	....	....	125
" pref	....	....	....	....	....	....
" 1 M. 7s	....	....	....	....	....	....
N. York. N. Hav. & Hart.	....	....	....	128½	....	....
N. Carolina 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	105
Ohio and Miss	25½	25⅞	....	26½	25½	24½
" pref	45	....	....	....	....	....
" 2d M	75	....	....	....	75	....
Pacific Mail S. S. Co	43½	43⅝	....	43½	43⅝	43
Panama	....	....	....	....	....	105
Pitts., Ft. W. & Chi. gtd.	94	....	....	93½	93	93½
" 1 M	....	....	....	....	....	103
" 2 M	....	....	....	....	....	....
" 3 M	96	....	....	....	....	....
Quicksilver Mining Co	....	....	....	....	....	....
St. L., Alton & T. H.	....	....	....	....	....	....
" pref	25x	....	....	26	....	....
" 1 M	....	....	....	....	....	....
" 2 M. pref	....	....	....	....	....	....
" Income bds	....	....	....	....	....	....
Tennessee 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
Tol., Wab. & Western..	37½	38	....	36½	36½	36
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	95½	96½
" 2 M	....	....	....	....	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	....	....	....	....	....	....
Union Pacific	27	27½	....	27	27	26½
" 1st mort...	84½	84	....	83½	83	82½
" L. Gt. 7s	82	....	....	....	....	....
" Inc. 10s	79	79	....	79	....	78½
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol	....	....	....	....	....	....
" def. cert	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending July 8.

	Th.2.	F 3.	Sat.4.	M.6.	Tu.7.	W.8
GENERAL STOCKS:—						
U. S. 5s, 10-40s, reg.....	113⅜	....	113¼	113¼	112⅛	
U. S. 5s, 10-40s, coup..115¼	....	....	....	....	112⅜	
U. S. 5s, 1881, reg.....114	113⅜	....	....	113¼	112⅜	
U. S. 5s, 1881, coup.....	113¼	....	113¼	....	112⅜	
U. S. 6s, 1881, reg.....116¼	116	....	116¼	116	115⅜	
U. S. 6s, 1881, coup....117¼	117⅛	....	....	117⅛	116⅛	
U. S. 6s, 5-20s, reg. '62....	....	....	....	113	....	
U. S. 6s, 5-20s, c. 1862..118⅜	113⅜	....	....	112⅜	....	
U. S. 6s, 5-20s, reg. '64.....	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1864.116¼	...	....	....	116¼	115⅜	
U. S. 6s, 5-20s, reg. '65.....	....	....	....	....	116	
U. S. 6s, 5-20s, c. 1865.....	....	....	....	....	....	
U. S. 6s, 5-20s, r. n. '65.116	....	....	....	....	115⅜	
U. S. 6s, 5-20s, c. n '65.116¼	116¼	....	116⅜	115⅜	115⅛	
U. S. 6s, 5-20s, reg. '67.117	....	....	116¼	....	115⅜	
U. S. 6s, 5-20s, c. 1867.117	117⅛	....	116⅛	116¼	116⅛	
U. S. 6s, 5-20s, reg. '68.....	117⅛	....	....	....	116⅛	
U. S. 6s, 5-20s, c. '68...117⅜	...	....	....	....	116	
U. S. 6s, Pac.RR.issue.115⅛	115⅛	....	116⅛	....	115⅛	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 7.

	W.1.	Th.2.	F.3.	Sat.4.	M.6.	Tu.7
Catawissa preferred	....	....	....	....	....	42
.. 7s, new	....	....	....	....	103	....
Camden and Amboy.....	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	94	....	....	....	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort.6s, '89.100	....	....	....	....	100	100
Elmira & Williamsport....	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s.....	....	....	....	....	....	....
Lehigh Navigation..... 43⅛	43⅛	....	....	43⅛	44	
.. 6s, 1884	....	....	....	....	....	97
.. Gold L..... 95⅜	93	....	....	....	....	
.. R. R. L.....	....	....	....	....	....	97
.. Conv. L. '77....	....	....	....	....	....	....
Lehigh Valley R. R..... 60	60⅛	....	....	60⅛	60⅜	
.. 6s new coup.100	....	....	....	100	....	
.. 6s new reg.....	....	....	....	....	....	
.. 7s.....	107	....	....	....	106⅛	
Little Schuylkill R.R.....	....	....	....	....	....	..
.. 7s.....	....	....	....	....	....	....
Minehill	....	....	....	....	....	....
Morris Canal.....	....	....	....	....	....	....
.. pref.....	....	....	....	....	....	....
North Pennsylvania	44	....	....	....	....	....
.. 6s, 1885	....	....	....	....	....	....
.. 7s.....	102⅛	....	....	102⅛	....	
.. 10s, 1887	....	....	....	....	....	....
Northern Central 37⅛	37⅛	....	....	....	....	....
Oil Creek & Allcg. Riv. 6⅛	7⅛	....	....	8⅛	8⅛	
.. 7s..... 40	....	....	....	....	....	....
Pennsylvania R. R..... 49⅞	49⅞	....	....	49⅛	49⅛	
.. 1st M.....100	....	....	....	....	....	....
.. 2d M.....	100⅛	....	....	....	....	....
.. Gen. mort.....	....	....	....	90⅜	....	
.. .. reg.....	....	....	....	....	....	....
Penn. State 6s. 1st series....	....	....	....	....	....	....
.. 6s, 2d series.....	107⅛x	....	....	....	....	....
.. 6s, 3d series.....	....	....	....	....	....	....
Philadelphia City, 6s.....	....	....	....	....	....	101
.. new 104⅛	104⅛	....	....	104⅛	104⅛	
Philad., Germ. & Nor.....	....	....	....	....	....	89⅛
Phila. & Reading 56⅛x	56⅛	....	....	55⅜	55⅜	
Philadelphia and Erie.....	....	....	....	....	20	....
.. 6s..... 89⅛	89⅛	....	....	....	90	....
.. 7s.....	....	....	....	....	....	....
Phila., Wilm. & Balt.....	....	....	....	....	....	....
Schuylkill Navigation.....	....	....	....	....	....	....
.. pref..... 13	....	....	....	....	....	....
.. 6s, 1882	....	....	....	....	77	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey.....	123⅛	....	....	....	124	124
Hestonville, (Horse).....	20⅛	....	....	....	20	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	65
Spruce and Pine	....	....	....	....	....	....
8th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 7.

	W.1.	Th.2.	F.3.	Sat.4.	M.6.	Tu.7
Baltimore City 6s, 1875.....	100⅞	....	....	....	101	....
.. 1886 100	....	....	....	....	100⅛	....
.. 1890	100⅞	100⅞	....	....	101	101⅛
.. 1884	....	....	....	....	100⅛	....
.. 1900 100	100⅛	....	....	....	....	....
Balt and Ohio.....	....	....	....	....	168	167⅛
.. bonds, 1875.....	....	....	....	....	....	....
.. .. 1880.....	....	....	....	....	....	....
.. .. 1885.101	....	....	....	....	....	101
Central Ohio.....	....	....	....	....	....	....
.. 1st mort.....	91⅛	....	....	....	91⅛	....
Marietta & Cin. 1st M.....	103⅞	103⅞	....	....	103⅞	104
.. 2d M.....	....	....	....	....	89⅞	....
.. 3d M. 8s..... 75x	....	74	....	....	....	....
Northern Central.....	....	....	....	....	....	....
.. bonds, 1885.....	....	....	....	....	....	....
.. .. 1900.....	....	....	....	....	....	....
Pittsb. & Connellsv. 7s.....	....	....	....	....	....	....
N. W. Va. 3d mort.....	....	....	....	....	....	....
Virginia 6s, Consol.....	....	....	....	....	....	50⅞
.. Defer. Certif.....	....	....	....	....	....	....
City Passenger R R... 20	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending July 8.

	Th.2.	F 3.	Sat.4.	M 6.	Tu.7.	W.8
Boston and Albany ... 133⅛	133	....	133⅛	133	132⅞	
Boston and Lowell 102⅛	....	....	....	....	....	
Boston and Maine.....	108	....	107⅛	108	108	
Boston and Providence.....	....	....	....	....	....	
Boston, Hartford & Erie....	....	....	....	....	....	
.. 7s..... 20⅞	21	....	21⅛	22⅜	20⅞	
Cheshire, pref.....	....	....	....	....	....	
Chi., Burl. & Quincy...107	107	....	....	....	105	
Concord.....	....	....	....	....	....	
Connecticut River.....	....	....	....	....	....	
Eastern..... 55⅛	54	....	55⅛	55	55⅛	
Fitchburg.....	122	....	....	....	....	
Manchester & Lawr'ce.....	....	....	....	....	....	
Michigan Central..... 75⅞	....	....	....	73⅛	73⅛	
Northern, N. H.....	104⅛	....	....	....	....	
Ogdens. & Lake Champ....	48⅛x	....	....	....	....	
.. pref.....	95	....	....	....	....	
Old Colony 107⅞	....	....	107	107⅞	107⅜	
Ph., Wil. & Baltimore.. 54⅞	54⅛	....	54⅛	54⅛	54⅛	
Portl'd, Saco & Ports.....	....	....	....	....	....	
Union Pacific	....	....	....	....	....	
" 6s.....	....	....	83⅞	83	....	
" Land Grant 7s.....	....	....	....	....	78⅛	
" Income 10s.....	....	....	....	....	75	
Vermont & Canada.....	....	....	54	....	....	
Vermont & Mass.....	....	....	82	....	....	
South Boston (Horse).....	....	....	....	....	....	
Cambridge	....	....	....	....	....	
Metropolitan	....	....	....	....	....	
Middlesex	....	....	....	....	....	
Central Mining Co.....	....	....	....	....	....	
Copper Falls	....	....	....	....	....	
Franklin	....	....	....	....	....	
National	....	....	....	....	....	
Quincy	....	....	....	....	....	

London Stock Exchange.

	—Closing Prices.— June 26.	June 19.
Atlantic & Gt. W. 1st mort., $1,000..	49 — 51	47 — 49
Do. 2d mort., $1,000.....	27 — 29	25 — 27
Do. 3d mort., $1,000.....	12½— 13½	11½— 12½
Do. Con. mort. B'nds Bisch's Cert.	13 — 15	13 — 15
Do. Leas. Lines, Rental Bonds....	65 — 70	60 — 65
Do. 1873	43 — 48	35 — 40
Do. 8 p. c. Scrip, West. Exten.....	— — —	— — —
Detroit & Milwaukee 1st mort. Bonds	65 — 70	65 — 70
Do. 2d do.	55 — 60	55 — 60
Erie shares 100 dol. all paid.....	26½ — 27	25½ — 25⅝
Do. 6 per cent Convertible Bonds..	92 — 94	92 — 94
Cons. Mort. amount autho. to be issued for conv. of existing bonds..	86 — 88	86 — 88
Illinois Central $100 shares all paid..	88½— 89⅛	88 — 89
Do. Redemption mort. bonds 6 p.c.	99 —101	99 —101
Illinois & St. Louis Bridge 1st mort.	99 —100	99¼—100⅛
Marietta and Cincinnati Rail. Bonds	95 — 98	95 — 98
Michigan Central 8s 1882, conv.....	88 — 92	88 — 92
New York Central, 100 dols. shares.	89½— 90⅛	89½— 90⅛
Panama General mort.....	96 — 98	95 — 97
Pennsylvania, General mort.....	99⅛—100⅛	99⅛—100⅛
Do. $50 shares.....	45 — 46	44⅛— 45⅛
Philadelphia and Erie 1st mort.....	94 — 96	94 — 96

American Railroad Journal.

Saturday, July 11, 1874.

Stock Exchange and Money Market

The Wall street markets have been more or less disturbed during the week by the recurrence of the national holiday; the circular of the Secretary of the Treasury, relative to the five per cent funding loan; the Wisconsin decision as against the Railways, and favorable—at least temporarily—to the adverse granger movement; and by other less important influences. Yet, Money has been quite easy throughout at from 2@4, generally 2½@3 per cent on call, and 4½@6½ per cent per annum in the discount form. The offerings of capital have been largely in excess of the wants of borrowers which have been less urgent, especially on speculative account. The City banks, last week, added largely to their deposit, and specie averages, and also augmented their loan and discount line. They increased their reserve of legal tender moderately, while reducing their item of circulation materially. The U. S. Sub Treasury also added handsomely to the currency reserve, while cutting down the specie balance, through the coin interest disbursements. The City banks, last week, while adding $737,000 to their reserve of legal tender notes, and $8,516,300 to their deposit item, reported a reduction of $2,220,000 in their specie average, and an expansion of $5,630,700 in the loans and discounts, with a decrease of $647,400 in the circulation. The U. S. Sub-Treasury in this city closed the week with a currency balance of $54,952,139 against $53,359,179 the preceding week; and a coin board of $50,270,004, against $46,195,929 on the previous return. The City bank exchanges, during the week, were $426,-905,576, or a daily average of $85,381,115. The customs revenue of the port, during the week, was $1,517,386, of which $1,426,386 were in coin certificates. The City banks reported their average of gold last week at $21,934,300, and their greenback average at $63,660,500. Their deposits stood at $241,445,500. The loan item was about $287,422,200. The circulation was $25,863,900.

The cash balances of the Treasury Department on Wednesday were: Currency, $12,890,126; special deposits of legal tender for redemption of certificates of deposit, $59,370,000; coin, $71,-732,224; including coin certificates, $30,864,000.

The outstanding amount of legal tender notes is now definitely established by law at 382 millions. The National bank circulation is under 350 millions.

Gold has been unusually depressed during the week, in good part by the free coin interest disbursements, which have been marketed with promptness. The speculation has been mainly of a bearish temper. The customs and export drains have been moderate. The extremes of the price have been 109⅝@110¾ closing at 109⅞, as against 110¾ on Wednesday of the preceding week. The specie outflow, last week, was $534,-186. The imports of specie at this port since Jan. 1, have been $2,565,819, against $1,962,011 same time last year. The customs demand for Gold last week averaged $314,000 a day. Foreign Exchange has been in better supply and less demand at easier prices. Bankers' sixty day bills on London closed on Wednesday at $4 87⅛; sight bills on London at $4 89½@$4 90 to the £ sterling. The week's exports of Domestic Produce have been to the currency value of $7,387,186.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $5,107,430, against $4,112,009 same week last year.

Government securities have declined, in sympathy with the fall in Gold, on a moderately active business, mostly on investment account. The last public debt exhibit indicated a further liquidation of $2,180,197.

U. S. sixes of 1881 closed on Wednesday of this week at 116⅛@116¾; U. S. Five-Twenties of 1862, 112⅞@113¼; U. S. Five-Twenties of 1864 at 116@116½; U. S. Five-Twenties of 1865, 116⅛@117; U. S. Five-Twenties of 1865 consolidated, 115⅛@115¾; U. S. Five Twenties of 1867, 116⅜@116⅛; U. S. Five-Twenties of 1868, 116@116¼; U. S. Ten-forties at 112¾@113¼; U. S. Fives of 1881, (Funding Loan) 113@113¼; Six per cent. currency Sixes from 115⅛@115¾.

State and Railway bonds have been in less demand and less firm in price. Railway and miscellaneous share property has been less confidently

dealt in, and values have been depressed and irregular toward the close.

General business has been moderately active in the line of domestic produce, but quoted lower in most instances. Foreign merchandise has been held with a fair show of firmness, on a moderate inquiry for the leading articles. Metals have been rather more freely dealt in, but in the main, at easier rates. Eglinton Pig Iron quoted at $33@$34. Glengarnock, $35, Sumerlee, $36; No. 1 American Pig at $31@$32. No. 2 do. at $29@$30; Forge, $26@$28; English Rails at $50@$52. gold; American Rails at works, $56@$60; Old Rails, $36@$40 Wrought Scrap, $38@40. Ocean Freights have been less active, and at the close, generally weaker as to rates; demand mostly from grain shippers.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Atlantic and Pacific R. R. pref., 15; Rome, Watertown and Ogdensburg R. R., 80; Chicago and Northwestern consol. gold bonds, 78⅛; New York Central 1st mort., 105; Lake Shore and Michigan Southern 1st mort. consol. coupon, 95⅝; 2d mort. consol., 90½; Michigan Central 7s, 96¾; Pacific R. R. 7s, guar. by Mo., 100; Ohio and Mississippi 7s, consol., S. F., 90; Pacific R. R. of Mo., 1st mort., 83¼; do. 2d mort., 72; Cev., Paines. and Ash. 7s, new, 96; Central of New Jersey 7s, conv., 102¼; Morris and Essex 7s, 1871, 95; Mil. and St Paul. 1st mort., LaC. div., 85⅞; do. I. and M. div., 78; Albany and Susquehanna R. R., 94; do. 1st mort., 101½; St. Louis, Jacksonville and Chicago 1st mort., 95½; Galena and Chicago 1st mort., 102¼; Toledo, Wabash and Western 7s, cons., 69¾; Long Island R. R. 1st mort., 90½; Chicago and Milwaukee 1st mort., 92; North Missouri 1st mort., 82½; Clev., Col., Cin. and Ind. 1st mort., 100; Del., Lack. and Western 7s, conv., 103½; Buffalo and Erie 7s, new, 97½; Long Dock bonds, 98½; Western Pacific bonds, 82; Gt Western 1st mort. 1888, 93; Western Union Telegraph 73⅝; do. 7s, 97; At. and Pacific Tel., 16; Am. Exp., 60½; Adams Exp., 108; U. S. Exp., 71; Wells-Fargo Exp., 80½; Consol. Coal of Md., 41½; Spring Mt. Coal, 71½; N. Y. State 7s, B. L., reg., 107; Missouri 6s, l. bonds, 94½; Tennessee 6s, old, ex-coupon, 60; do. new, ex-coupon, 59¾; do. 6s, n. s. 59½; South Carolina 6s, new, Jan. and July, 20.

Philadelphia.—Pennsylvania and New York 7s, 103½; Phila. and Reading Gen'l mort 7s, coupon, 103; do. reg., 104¼; do. deben. bonds, 79½; do. 7s, new, conv., 104¼; Northern Pacific 7-30s, 27½; Reading Coal and Iron mort. bonds, 87; do. deben. bonds, 83; Pittsburg, Cincinnati and St. Louis 7s, 68½; Connecting R. R. bonds, 88½; Morris Canal 7s, B. L., 100¼; Wilmington and Reading 1st mort., 91; Pennsylvania div. scrip, 102¼; Harrisburg and Lancaster R.R., 48½. The latest quotations are: City 6s, 101@101⅛; do. free of tax, 104⅝@104¾; Pennsylvania State 6s, 2d series, 107¼@—; do. 3d series, 110⅛@112; Philadelphia and Reading, 55¼@55½; do. Gen'l mort. 7s, coup., 102¾@103½; do. reg., 103¾@103¾; do. mort. 6s, 1880, 99@—; do. new, conv., 104¼@105; do. 7s, 1893, 104½@—; United New Jersey R. R. and Canal Co., 124@124¼; Camden and Amboy mort. 6s, 1889, 100@100⅛; Pennsylvania R. R., 49⅛@49¼; do. div. scrip, 102¼@102½; do. 1st mort., 100¼@102; do. 2d mort. 100⅛@100¼; do. general mort. coupon, 90@91; do. reg., 94@94½; Little Schuylkill R. R., 47@47½; Morris Canal, 50@51; do. pref. 125@128; do. 6s, 97½@99½; Susquehanna Canal, 6@9; do. 6s, 73½@75; Schuylkill Nav., 6@6½; do. pref., 12½@12⅞; do. 6s, 1882, 76@77; do. 1872, 88½@90; Elmira and Williamsport pref., 37½@40; do. 7s, 1873, 97@99; do. 5s, 60@65; Lehigh Coal and Navigation, 43⅞@44; do. 6s, 1884, 96½@97; do. R. R. Loan, 96¾@97; do. Gold Loan, 95¾@96; North Pennsylvania, 44@45; do. 6s, —@100; do., 7s, 102@102½; do. Chattle 10s, 106¾@110; Philadelphia and Erie, 19⅝@19¾; do. 6s, 89@90; do. 7s, 82½@84; Minehill, 52¾@53¼; Catawissa, 13@16; do. pref. 41¾@42¼; do. 7s, 1900, 103@103½; Lehigh Valley, 60¼@60⅜; do. 6s, new coupon, 99½@100; do. reg., 101@102¼; do. 7s, 106½@107; Fifth and Sixth streets (horse) 56½@57; Second and Third, 64½@65; Thirteenth and Fifteenth, 21@25; Spruce and Pine, 30@31; Green and Coates, 48@50; Chestnut and Walnut, 65@—; Hestonville, 20@21; Germantown, 34@40.

Boston.—Burlington and Missouri River R. R. in Iowa, 101¾; do. Land Grant, 7s, 98½; Burlington and Missouri River R. R. in Nebraska, 59; do. 8s, in Nebraska, old, 99½; Cincinnati, Sandusky, and Cleveland R. R., 8¾; Summit Branch, 38; Norwich and Worester R. R., 122½; Rutland pref., 33⅛; do. scrip, No. 1, 81; Quincy R. R. Bridge, 116; Eastern (N. H.) R. R., 45; Worcester and Nashua R. R., 125; New Bedford R. R., 106⅜; Pittsfield and North Adams R. R., 86; Connecticut and Passumpsic Rivers R. R. pref., 72; Chicago, Burlington and Quincy 7s, 97½; Vermont Central 1st mort., 22; Atchison, Topeka and Santa Fe 1st mort., 60½; Old Colony 6s, 1876, 98¼; do. 7s, 1894, 104½; Boston Water Power Co., 10¼; Cary Imp., 5⅞; New Hampshire 6s, 99¾; Maine 6s, 1883, 101; Massachusetts 6s, 1875, 109½; Boston 6s, 1880, 100½; Cleveland 7s, 1876, 99¼; St. Louis 6s, 1888, 91¼; Cook Co., Ills., 7s, 1885, 99½; Allouez Mining Co., 5½; Calumet and Hecla, 139; Superior, 25c.; St. Clair, 22½c.

Baltimore.—Marietta and Cincinnati 1st pref., 18; Orange, Alex. and Manassas 7s, 79; Orange and Alexandria 4th mort. 8s, 72½; Wilmington, Col. and Augusta 7s, 64¼; Virginia consols, coupons, 78; Virginia Peelers, 35; Maryland Defense 6s, 104½; Santa Clara, Mining Co., 5; do. bonds, 20½. The latest quotations are: Wilmington, Columbia and Augusta bonds, 64¼@65; Wilmington and Weldon 7s, gold, 94@96; Pittsburg and Connellsville 7s, 1898, 80@83; Baltimore and Ohio, 168@169; do. 6s, 1875, 99@—; do. 1880, 98@—; do., 1885, 100¾@101¼; Washington Branch, —@175; Northern Central, 37@38½; do. 6s, 1885, 90@93; do. 6s, 1877, 93@—; do. 1900, 88@90; do., 6s, 1900 gold, 90@93; N.W. Va. 3d mort., 1885, 93@—; Marietta and Cincinnati 1st pref., 18@21; do. 2d pref., 12@—; do. 1st mort. 7s, 1892, 104@101½; do. 2d mort., 7s, 89¼@89½; do., 3d mort., 8s, 73¾@74; Central Ohio, 40@40½; do. pref., 42@45; do. 1st mort., 91½@91¾; Western Maryland, 1st mort. 6s, 1890, 60@80; do. 1st mort. guar., 99@100; do. 2d mort. guar., 100@—; do. 3d mort., guar., 99 100; do. 2d mort. pref., 60@70; do., 2d mort. guar. by Washington Co., 90@90¼; Richmond and Danville 1st mort., 67@69; Orange and Alexandria 1st mort. 6s, 89@90; do., 2d mort. 6s, 79@80; do., 3d mort. 8s, 79@80; do., 4th mort. 8s, 72@75; Orange, Alex. and Manassas 7s, 78¾@79; Virginia and Tennessee 1st mort. 6s, —@—; do. 2d mort. 6s, 70@—; do. 8s, 80@81; Baltimore 6s, 1875, 100½@101; do., 1884, 100@100½; do. 1886, 100@101; do. 1890, 101@100¼; do., 1893, 101@—; do. 1893, exempt, 103@—; do., 1900, 100@100½; do. 1900 new, 100@102; do. 1902, 101@101½; Memphis City 6s, 43@45; Maryland Defense 6s, 1883, 104@106; do. 6s, 1890, 95; do. 5s, 80@90; Virginia coupon 6s, old, 30@40; do. new, 32@45; do. consol. 6s, 50⅞@51; do. coupons, 77@78¼; West Virginia, 11@11¼; City Passenger R. R., 19½@20; George's Creek Coal, 140@148; Atlantic Coal, 2.30@2.50; Santa Clara, 4.75@5.50; do. bonds, 20½@—.

The Injunction Suit in Wisconsin.

We give elsewhere the decision of the U. S. Circuit Court delivered by Judge Drummond at Madison, Wis., on the 4th inst., denying a motion for an injuction to restrain the enforcement of an act passed by the last Legislature of Wisconsin reducing the tariff of charges on freight and passengers. The suit was originally instituted by William Frederick Pick, Henry R. Pierson, Moses Taylor, and the Farmers' Loan and Trust Company, Bond and Stockholders of the Chicago and Northwestern Railway Company, against the Chicago and Northwestern Railway Company, the Wisconsin Railway Commissioners, George H. Paul, Joseph H. Osborn, and John W. Hoyt, and Attorney General Sloan, for an injunction to restrain the railway company from complying with the Potter act and State authorities from enforcing it. In their prayer to the court the petitioners set forth:

1. That the company, under authority of law, had fixed rates of toll for persons and property deemed just, which rates were made in good faith, and that since May, 1867, a reduction of such rates of toll has been made of twenty per cent on passenger rates and thirty-one per cent on freight rates.

2. That the revenues of the company from all sources, under the rates of toll fixed by it, have never been sufficient to pay the necessary expense of maintaining the road and its equipment in a proper state of repair and efficiency, and to pay interest upon bonds given for money actually invested in construction, and pay a dividend upon money actually invested in the capital stock.

3. That the average amount of dividends paid by said company since June, 1864, either in money or stock, was the rate of 6.67 per cent on preferred stock, which stock amounts to $21,484,113, and 3.75 per cent on common stock, amounting to $14,998,060. That no dividend at all, either in money or stock, has been made upon its common stock since December, 1872, when the dividend was 3½ per cent, and no dividend on the preferred stock has been made since June, 1873, when the dividend was 3½ per cent.

4. That the total cost of the railroads of the company is $65,090,805. The total earnings for 1873 were $13,816,464. Of these earnings at least 70 per cent are required to pay the operating expenses of railways, leaving $4,144,938 applicable to other purposes. The total debt is $29,641,500. The cost of road over and above amount of debt is $35,449,300. The total cost of the whole system of railroads owned by the Chicago and Northwestern Company is stated at $81,356,833. The total earnings of all the roads operated by the Northwestern for 1873 were $14,955,033. Deducting seventy per cent for operating expenses, leaves

$4,486,510 applicable to payments of rents upon leased roads, interest, and dividends. The interest paid during 1873 upon bonds of the company was $3,004,782, of which $1,335,635 was in gold. The sum left for dividends to stockholders, and repairing the road and completing equipment, and paying rents, was $1,481,728. The amount paid for rents in 1873 was $928,423, leaving but $553,305 applicable to dividends.

In the argument before the court the counsel for the petitioners urged that the rates fixed by the Legislature of Wisconsin by the act of March, 1874, will reduce the revenues twenty-five per cent, which would be taken from the net earnings of the company. The result produced might be thus stated:

Gross earnings, 1873	$14,955,033
Reduction, twenty-five per cent	3,738,758
Gross earnings under the law	$11,216,275
Deduct operating expenses	10,468,523
Net earnings under the law	$747,752

The debt of the company is $44,303,500, and the annual interest thereon is $3,004,783. The law of Wisconsin would leave only $747,752 of the earnings of the company with which to pay that interest, and nothing for dividends.

☞ The credit of the District of Columbia is very much improved under the recent legislation of Congress. In the quotations of its funded debt there has been an appreciation of 10 to 15 per cent. on all classes within the past three weeks. The payment of the July interest on the bonded debt, though the money was advanced temporarily by a New York bank, put the price of the four million loan held in Germany back from 77, to which it had dropped on the Frankfort Bourse, under the influence of the investigation, to par in gold. Fortunately, by one circumstance or other, the District of Columbia has never yet defaulted on the payment of interest on the debt. The new funding bonds are to be placed on the regular list of securities in the New York Stock Exchange.

☞ In the United States District Court at Madison, Wisconsin, on the 8th inst., in the case of the bondholders of the Chicago and Northwestern Railroad against the Railroad Commissioners, by agreement of counsel, the bill, on which an injunction was applied for and denied, was demurred to by the counsel for the defendants. The demurrer was sustained and the bill dismissed. Thereupon complainants appealed to the Supreme Court of the United States where the whole question will be argued.

Messrs. Sloan and Dixon, attorneys for the State, have applied to the Supreme Court of Wisconsin for an injunction to restrain the Chicago, Milwaukee and St. Paul and the Chicago and Northwestern Railroads from disobeying the Railroad law. They gave notice that they would apply for a hearing on the 14th inst.

☞ The Schuylkill Navigation Company announces a dividend of sixty cents per share on the preferred stock and thirty cents per share on the common stock of the company, payable in scrip, on the 27th inst. The said scrip will be convertible into the six per cent mortgage loans of the company of 1872-1897 on the 3d day of September, 1874, in sums of one hundred dollars and upwards.

Illinois Central Railroad.

The statement of this Company for the month of June, 1874, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	1,122.70	for	$9,201 36
Acres Interest Fund Lands Sold	.....	for	.....
Acres Free Lands Sold	120.00	for	1,480 00
Total sales during the m'th of June, 1874	1 242.70	for	$10,681 36
To which add Town Lot Sales	.....	for	....
Total of all	1,242.70	for	$10,681 36
Cash collected in June, 1874			$35,011 87

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois. 707 Miles.	In Iowa. 402 Miles.	Total. 1,109 Miles.
Freight	$361,802 00	$77,389 00	$439,191 00
Passengers	102,508 10	41,234 00	143 742 10
Mails	9,072 08	3,059 33	12,131 41
Other sources	81,427 92	2,235 67	83,663 59
Tot'l June '74.	$554,810 10	$123,918 00	$678,728 10
Total actual earn'gs, June, 1873	$607,498 27	$135,101 31	$742,599 58

☞ The Philadelphia *Ledger* of the 8th inst., says: "We learn by a letter from one of our largest iron workers, received here by an officer connected with one of our principal railway companies, that more orders had been received for iron within the last ten days than in all the six weeks previously. We have heard of similar revivals in various directions, and from these manifestations marked encouragement is felt of an early revival and an active fall business, especially in iron, a d if in iron necessarily in coal, and if in both coal and iron, then, as a consequence, in transportation, for which the railway companies are anxiously waiting."

☞ The earnings of the Central Pacific Railroad Company for the month of June, 1874, were $1,380,000 against $1,301,200 for the corresponding period in 1873, and $1,138,272 in 1872. The earnings for the first six months in 1874 were $6,407,026; in 1873, $6,325,408, and in 1872, $5,508,616.

☞ The earnings of the Erie Railway for the week ending June 23, 1874, were $414,712, against $466,198, for the corresponding week in 1873, a decrease of $51,486. From January 1, to June 23, 1874, the earnings were $8,548,670, against $9,127,209 for the corresponding time in 1873, a decrease of $575,589.

☞ The Alabama and Chattanooga Railroad was offered for sale by the Commissioners at Mobile, on the 6th inst. The only bid was $3,000,000. That being less than the minimum price fixed by the Court, the sale was adjourned till the first Monday in October.

☞ Colonel W. R. Authur has been appointed General Superintendent of the St. Louis, Kansas City and Northern Railroad, vice W. C. Vanhorne, resigned.

☞ The George's Creek Coal and Iron Co., Baltimore, has declared a dividend of $6 per share, payable on and after the 14th inst., free of all taxes.

☞ The exports from Philadelphia during the past year amounted to $33,098,905, of which $23,247,687, were in foreign vessels, and $9,851,268 in American vessels. The exports include 87,951,454 gallons of petroleum; nearly 6,000,000 bushels of grain, cheese 1,390,622 pounds; oil cake 20,000,000 pounds. Clearances of vessels 1,222, including 481 American.

The American Wood Carbolizing Co.

Is organized for the purpose of Creosoting Timber for Docks, R. R. Ties, Fence-Posts, Pavements, and all other uses where Timber is exposed to the action of water or air. This Company also proposes to License R. R. Companies and others who desire to erect their own apparatus.

Drawings and specifications of apparatus, either stationary or portable, will be furnished on application.

67,112 miles of Railroad in the United States use annually over twenty-six million Ties for renewing those destroyed by decay.

The preservation of wood from decay and the attacks of marine worms, has been largely practiced in Europe for thirty years; and with such success that the use of natural wood is now the exception; and of all the various methods that have been employed, that in which creosote oil was used, has best endured the test of time.

This Company, benefiting by the thirty years' practical experience in the use of creosote oil abroad, offer to the public a system of application which is adapted to the wants of our own country, in that green wood can be rapidly and thoroughly treated, even better than dry, and the application of the oil, in connection with the use of moderate heat, be made more uniform and effective than is possible by any other means.

Experience has demonstrated that creosote or dead oil is the only substance by which wood can be treated so as to certainly resist the attacks of marine worms.

Creosoted wood exposed in Charleston Harbor was not attacked by the teredo, while natural wood attached to it was completely honey-combed.

It is confidently asserted that Railroad Ties creosoted will outlast three sets of ordinary Ties; and that creosoted Paving Blocks being beyond the reach of decay, will last as long as stone, with all the advantages of an elastic roadway, beauty and economy of construction.

The economy in the use of creosoted wood, where the term of service is trebled, is measured by adding to the wood used, the cost of the labor expended in construction, and the loss of time spent in replacing the structure, when either decay or attacks of marine worms destroy it.

The system of Seely and Pelton, employed by this Company, has been fully examined and indorsed by Gen. McClellan, Gen. Barnes, Gen. Babcock, Robt Harris, C. B. & Q. R. R., Prof. Silliman, Capt. Eads, Gen. Cram, Gen. Humphreys, Gen. Meigs, Gen. Belknap, Prof. Chandler Gen. Gilmore, Gen. Newton, A. B. Mullet, C. H. Haswell.

It has been used by the U. S. Government upon the Dykes of the St. Clair Flats, and upon Gun Platforms for the fortifications on the Atlantic coast; upon pavements in New York and Pittsburgh, by the Department of Docks of the City of New York and the Board of Public Works of the District of Columbia.

Detailed information can be obtained and specimens of creosoted wood examined at the office of the Company.

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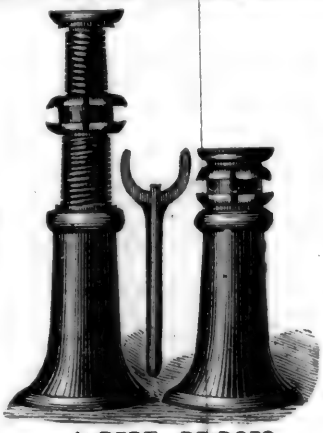
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☞ The Schuylkill Works at Phœnixville Pa, are turning out copper, having already smelted ores from Chili, Cuba and Spain, as well as from Texas and New Mexico. The article produced is so good that the Philadelphia Mint, hitherto supplied entirely from Lake Superior, recently purchased 15,000 pounds.

AMERICAN RAILROAD JOURNAL.

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American Railroad Journal.

New York, Saturday, July 18, 1874.

The Journal and its Investing Readers.

Within the past six or eight months, covering the period of paralysis of our trade and manufactures consequent upon the financial revulsion of 1873, we have received several letters from subscribers and others, many of them asking for information in regard to this or that railroad undertaking; others asking advice in regard to their disposition of various railroad securities; and still others offering advice and even censure for not warning our readers against one or the other unfortunate speculation. To the first class we have cheerfully replied with such authenticated information as could be had by diligent enquiry. It is proper, however, to say that the JOURNAL aims to state, and we think very fully does, the condition of nearly all the railroad and transportation enterprises as fully and as freshly as its pages will allow. Especial care is taken to keep our tables of financial condition, revenues, expenses, equipment, etc., as full and accurate as can be. We do not, however, choose to insert every stock-jobbing canard or street rumor in regard to transportation or financial companies, many of which are made to appear first in the daily newspapers for selfish purposes. Indeed that is one of the chief labors of the JOURNAL office, to discriminate and sift the facts from the mass of floating falsehoods and guesswork. Our readers will bear witness to the fidelity with which we reprint the essential parts of official reports of all the leading railroad corporations from the best sources; the proprietor being specially guarded against taking facts or figures at second-hand, or from irresponsible printed sources.

To the second class, who seek our opinions on matters of investment, or of disposition of their property, we may say that where we have any conscientious expressions of dissent or distrust to make, we prefer they should be made personally, or at least in the privacy of direct correspondence. We shall be glad to furnish our readers such facts in regard to the standing or resources of borrowing corporations as we can obtain, together with such impressions as reasonable scrutiny may warrant. These, however, we cannot in all cases consent to print in the JOURNAL, for reasons herein stated.

To those gentlemen, and especially those residing in Great Britain and on the Continent, whose letters imply, rather than distinctly state, that they have been led to make investments on the negative ground that they saw no warning in our pages against their particular speculation, we may remark that the role they would ask us to play is one very difficult to fill; one which has its grave perils and penalties to be encountered; and one for which (if it were otherwise possible) we should be but poorly rewarded. For example, one excellent Reverend gentleman in Ireland says: "I hold it to be your duty as an honest journalist, rather to warn your subscribers against such swindling schemes." * * * "I have, like many others, been a subscriber for a long time, and have a right to expect you would give correct information so as to keep me from being robbed by unprincipled speculators." With every sympathy for this correspondent's apparent losses, (which, by the way, are not irretrievable) we submit if he will but try to put himself, in imagination, in our place, he will see how unreasonable, as well as futile, are his complaints. To discover and trace all the visionary, dishonest or ill-timed schemes of borrowers in the United States, (and this country is only for the moment a conspicuous example) would require more energy than the combined newspaper, legal and judiciary departments of the country possess; besides calling for a perspicuity and knowledge of inner motives belonging only to Omniscience. If it were within human ability, however, it is not allowable to say what we may think or suspect in regard to our neighbor's purposes, or to decry his property. There is a statute of this State, (and being founded on common sense and equity, we presume it belongs to the legislation of most older communities also) forbidding one from depreciating the property of another; and there is another statute against impinging his motives. Like the courts and the law officers, we cannot take things for granted, but must sometimes wait for the overt act, or the examination judicial or otherwise.

While we are thus limited, on the one hand, we are nevertheless left at liberty to exercise a wide discretion in the publication of facts and rumors which have currency. We think a reader of the JOURNAL who kept his mind open to what was *not* said, as well as to what was said in the past, would have no difficulty in steering clear of some of the worst of our unfortunate ventures. It so happens that the very statements cited by this correspondent are facts which his own testimony bears out, viz: that "bonds of the A— and B— Railroad are selling fast, it is reported only such an amount is left, etc." These were simple facts of the time in our financial history which properly belonged to our readers. If the panic had not occurred, or if the enterprise had been better managed, our friend might now have been rejoicing at his good luck in his selection of investments —but would he then have written his acknowledgements to us? As before said, even in the greatest rush of our prosperity, and in the fiercest competition among our industrial interests for capital, this JOURNAL was always conservative in its praises of promoters and their undertakings.

In conclusion, we may say to our foreign correspondents that they should make allowance for the difference in times between then and now. A year ago many enterprises which now look hapless and bottomless enough, appeared to be compara-

tively sound then. The movement of money was so much more rapid then; there was such loose rein given to credit by individuals, and by the more conservative corporations, that it all looks wonderful now, while it seemed natural enough then. The JOURNAL is expected to be wiser than its generation. Some of the securities which are now depressed, because they have been created and thrown on the market faster than the spare earnings of the people could absorb them, will gradually be taken up at higher prices. When the industry of the country produces the wealth to carry these new made securities, we shall repeat the reaction of 1837, and stocks which seem valueless now will yet be among the best the world affords. Instead, therefore, of being the occasion for withdrawing European capital out of American investments, we may say, in general terms, that it would be far wiser to take more and more of the best of our temporarily crippled undertakings while they may be had at such low rates. Selection is the all important requirement.

Sale of the Vermont and Canada Railroad to the Central Vermont R. R. Co.

The stockholders of the Vermont and Canada Railroad company held a meeting at Bellows Falls, Vt., on the 8th inst., and voted, after a lengthy discussion—68 to 11—to sell their road to the Central Vermont Railroad company for $3,000,000, payable in bonds having thirty years to run, with interest at the rate of six per cent per annum. The following is a copy of the agreement:

Memorandum of contract, by and between the Vermont and Canada Railroad of the first part, and the Central Vermont Railroad Company of the second part, witnesseth:—

The party of the second part hereby agree to purchase of the party of the first part the Vermont and Canada Railroad, with all its privileges and appurtenances, together with the assets, rights of action and property of every description of the party of the first part, including the assignment of their demand for rent in arrear under their lease and supplemental contract to the Vermont Central Railroad Company, but not including the lease itself and all overdue rents, for the sum of three million dollars, payable in the bonds of the Central Vermont Railroad Company, with coupons attached, having thirty years to run from the first day of June, A. D. 1874; interest to commence on the first day of September, A. D. 1874, at the rate of six per cent., payable semi-annually, secured by mortgage with the usual covenant, (to Bradley Barlow, Lemuel Shaw and Samuel Wells, as Trustees,) of the Vermont and Canada Railroad and its appurtenances as now constructed and operated, and limited in the remedies thereon to a foreclosure of said railroad, with its appurtenances. Said bonds to be redeemable in cash at any time, at the option of the Central Vermont Railroad Company, at par and accrued interest; and in addition to said bonds to pay the Vermont and Canada Railroad Company their proper incidental expenses agreeably to the provisions of their lease, to an amount not exceeding twenty thousand dollars; and in event that the Central Vermont Railroad Company shall avail themselves of their option to redeem said bonds as aforesaid, and shall give ninety days' notice thereof in not less than two public papers in Boston and Vermont and New York city, the interest shall, from and after the expiration of said ninety days, cease.

And it is further agreed, that the party of the second part shall indemnify the party of the first part against their liability on the Ogdensburg lease, and their guaranty upon one million of bonds, known as the Vermont Central guaranteed bonds, and all other presently existing liabilities of the party of the first part.

In case there shall at any time be default in payment of the interest coupons as they mature, and the same shall remain in default and unpaid for the space of six months, then and in that event the whole principal of said mortgage shall, after the expiration of said six months, become and shall be considered due and payable.

The party of the first part hereby assent to the sale of their railroad, assets, rights of action, and property of every description, including the assignment of their demand for overdue rents as aforesaid, on the terms aforesaid, and agree to execute a good and sufficient deed of said property to the party of the second party.

And it is further agreed that the reasonable expenses of said trustees in signing said bonds shall be paid by the party of the second part, not exceeding three hundred dollars.

Deed and mortgage and other papers to be drawn by and be mutually satisfactory to the counsel of the respective companies.

And it is further agreed that the stock of the said Vermont and Canada Railroad Company, so far as exchanged by the said Vermont and Canada Railroad Company for the bonds of the Central Vermont Railroad Company, shall be surrendered to the said Vermont and Canada Railroad Company, to be by them placed in trust for the Central Vermont Railroad Company. And the said Vermont and Canada Railroad Company shall execute to the said Central Vermont Railroad Company a full and ample power of attorney, irrevocable, to use the name of the said Vermont and Canada Railroad Company in any manner which may be necessary to enforce the said claim for back rents, or for any other purpose which the said Central Vermont Railroad Company may deem necessary, not detrimental to the interests of the said Vermont and Canada Railroad Company, or the said bonds here provided for. And when the present outstanding securities of the Vermont Central Railroad Company, and of the trustees and managers, shall be retired or consolidated or otherwise arranged with, so as to become merged into a corporation under the charter of the Central Vermont Railroad Company, then the lease of the Vermont and Canada Railroad Company shall be cancelled and determined, and the said stock of the Vermont and Canada Railroad Company shall be cancelled.

It, however, it shall appear to the Vermont and Canada Railroad Company, or its legal advisers, that the title under the mortgage from the Central Vermont Railroad Company would be liable to be defeated by reason of the old lease remaining outstanding, then the said Vermont and Canada Railroad Company shall not be bound to convey its railroad, or to receive back said mortgage until said outstanding lease shall have been first cancelled; but the said Central Vermont Railroad Company shall hold possession of the Vermont and Canada Railroad as lessees thereof, at the rate of six per cent. per annum upon its capital stock, payable at the same times and in the same amounts as the coupons herein above described, until the title can be perfected, when they shall have the right to purchase on the terms above described.

In testimony whereof, the respective parties to this instrument have signed the same by their respective presidents, thereunto duly authorized at Boston, in the State of Massachusetts, this 5th day of June, A. D. 1874.

Vermont and Canada Railroad Company, by
F. A. BROOKS, President.
Central Vermont Railroad Company, by
J. GREGORY SMITH, President.
Witness—GEORGE T. CHILDS.

At a meeting of the stockholders of the Central Vermont Railroad company, held at the same time and place, the agreement was ratified on the part of that corporation without a dissenting voice.

North Eastern (S. C.) Railroad.

The earnings of this road for the years ending February 28, 1873 and 1874, were as follows:

	1873.	1874.
From passengers	$121,684 73	$116,624 01
" freight	255,348 01	270,616 39
" express	5,480 32	2,997 11
" mails	12,999 96	13,718 66
	$395,463 02	$403,851 17
Expenses, viz:		
Maintenance of road	$54,277 52	$107,316 35
Motive power	85,876 84	53,611 08
Repairs of cars	30,578 70	22,208 01
Transportation	52,514 79	62,203 06
Salaries & general exp.	12,447 81	13,296 90
	$235,695 16	$258,635 40
Net earnings	$159,767 86	$145,215 77

Compared with the previous year, the gross earnings of 1874 show an increase of $8,388 15, with an increase in expenses of $22,940 24, making a decrease in net earnings of $14,552 09. The following extraordinary expenses have also been incurred:

State and city taxes, 1868 to 1872, inclusive	$75 408 10
Rebuilding office and freight depot	14,166 68
Ten new freight cars	7,630 49
Claim during the war settled	1,350 00
Legal expenses	2,658 70
Total	$101,213 97

From tabular statements which accompany the report we learn that there were transported over the road during the past season 56,976 bales of cotton, 108,718 barrels naval stores, and 5,457,000 feet of lumber, as against 39,349 bales of cotton, 112,445 barrels of naval stores, and 4,692,000 feet of lumber the previous season. The diminution of passenger earnings is attributed to the general financial disturbance of last autumn; while the increase in freight earnings is due to the close connections established between this and adjoining roads, by which it has been enabled to compete, successfully, with other routes, for the business of Charlotte, N. C., and its vicinity, in one direction, and that of Cincinnati and the northwest in another.

During the year 555 tons of new 56 lb. rails, with fish plate fastenings, 40,492 crossties, and 1,034,000 feet of timber have been used, against 275 tons rails, 27,896 crossties and 540,000 feet of timber the previous year. The superintendent calls attention to the fact that at least 500 tons of new rails will be required to meet the current repair of the track.

The statement of the treasurer shows that the amount at credit of profit and loss February 28, 1873, was $53,378.91; and since added, $13.47; which, together with the net proceeds of transportation, as above, $145,215.77, gives the total amount at credit of profit and loss at the close of the year, $198,608.15. Against which are charged: interest on bonds and other obligations of the company, $96,833.01; current interest, $11,135.20; extraordinary expenses $101,213.97—making a total of $209,182.18, and leaving a balance at debit of profit and loss February 28, 1874, of $10,574.03.

The indebtedness of the company, as given in the annexed statement of the treasurer, amounts to $2,276,276.56; to meet which the company have the road, 102 miles long, with its sidings,

equipments, etc., at a cost of $2,148,130.65, and assets amounting to $117,571.88—making a total of $2,265,702.53, leaving the balance of $10,574.03, as stated above, at debit of profit and loss. The president in his report says:

The entire issue of our new first and second mortgage bonds are, respectively, for $840,000 and $322,000. There are still outstanding and awaiting redemption, $8,500 of the old second mortgage bonds—to redeem which, when presented, we have on hand, a corresponding amount in new bonds. Having placed the former among our obligations, the latter are necessarily included among our assets. With reference to the preferred stock, it is proper to repeat to you, that, when issued, it was resolved to secure it, by a corresponding amount of second mortgage bonds, to be lodged in the hands of trustees; hence, it is not a distinct liability, but rather a substitute for, or representative of an equal amount of second mortgage bonds. As both bear the same rate of interest, the conversion of one into the other, has been consented to, at the option of their respective holders—some parties desiring the preferred stock, because of its being registered, and transferable only on the company's books; while others prefer the bonds, for the greater convenience which they afford in the collection of interest, facilities of transfer, etc. The amount of either may thus be varied, but the aggregate of both, will always be separated by the sum of $322,000.

The road and its structures are generally in good condition. About six miles of new rails have been laid continuously, with improved fastenings, and such of the old rails as were still serviceable, have been substituted throughout the track, for those which required removal.

The motive power of the road consists of 14 locomotives—all in running order. We have 14 first and second class passenger cars, 5 mail and baggage cars, 83 box, and 54 platform cars. The greater number of our locomotives are, of an advanced age, and of light capacity, requiring constant attention and expenditure, to keep them in their present effective condition.

If our anticipations of an increased business the ensuing Fall are to be realized, we may find them inadequate to our requirements. The above equipment is also insufficient for our purposes, and should be increased, that we may avoid, as far as practicable, the use of foreign cars, and the mileage, ordinarily charged upon them.

The past has been an eventful year with us. By a decision of the Supreme Court of the United States, in March last, the company's property was held to have been liable to taxation, by the State and City authorities from the year 1868, and, by this decision, we have been required to provide the sum of $75,408 10, in liquidation of the amounts, annually charged against us, from 1868 to 1872, inclusive.

On the 16th of October last, the company's office and freight depot was suddenly prostrated by a violent clyclone or tornado, causing the death of four of our employees, and serious injuries to others. The building referred to, had been erected at the close of the war, by some of our most experienced mechanics, and nothing had ever occurred to excite the slightest apprehensions, as to its strength and safety. It has since been reconstructed at a cost of $14,166 68. These have been very serious drawbacks to us, financially, and will at once explain the present floating debt of the company, say $89,847 96.

The slowly but steadily increasing business of the company in the past, is in itself a good foundation, upon which to build our hopes, as to the future. But these receive a further assurance, from the intimate relations now existing between this road at its terminus, with the Wilmington, Columbia and Augusta road, and its extended connections, by which new and hitherto inaccessible fields of business, are being opened to us. A complete system of through freight rates, with all the appliances for its satisfactory execution, has recently been established, under, as it were, one controlling interest, which should, eventually, promote that of the separate roads thus linked together in one line, and, at the same time, give to our community the benefits of increased facilities, and competition with other routes.

The advantages of a close rail connection with the Savannah and Charleston road, have been too frequently brought to your notice, to require further comment here. Suffice it to say, that the subject is now having the earnest attention of the direction of that road, and we trust that, ere long, measures will be devised, for supplying this important connection.

BALANCE SHEET, FEBRUARY 28, 1874.

Construction, equipment, right of way, etc		$2,148,130 65
Investment in 83 second lien and 2 first lien eight per cent. bonds of the Northeastern R. R. Co		40,550 00
24 new first lien bonds on hand		12,000 00
7 second lien bonds on hand for the redemption of the same number of old 7 per cent. second lien bonds, still outstanding		8,500 00
Cash		20,012 54
Bills receivable		7,980 31
Stock in Cheraw and Salisbury R. R. Co		4,064 00
Stock in South Carolina Central R. R. Co		3 857 94
Stock in Cheraw Bridge Co		112 52
Stock in Cheraw and Darlington R. R. Co		100 00
Real estate		19,191 92
Post Office dues		1,982 19
Southern Express Co. dues		178 39
Balance of open accounts due the company		4,092 07
Balance at debit of profit and loss February 28, 1874		10,574 03
		$2,276,276 56
Capital Stock		$899,350 00
Issue of 1,640 first lien eight per cent bonds of $500 each, payable Sept. 1, 1899		820,000 00
Issue of 644 second lien eight per cent bonds of $500 each, payable Sept. 1, 1899	$322,000 00	
Of which 194 are held for the security of preferred stock	97,000 00	
		225,000 00
Issue of 1,940 shares of preferred stock of $50 each, secured as above		97,000 00
Issue of 7 second mortgage old seven per cent. bonds, still outstanding		8,500 00
Bonds for real estate		28,000 00
Certificates of indebtedness, payable Jan. 1, 1875		109,028 23
Bills payable		89,849 96
Interest outstanding, due in cash		4,648 87
		$2,276,276 56

President.—A. F. RAVENEL.
Superintendent.—F. K. HUGER.
Treasurer.—C. WILLIMAN.

Baltimore City Passenger Railway.

At a meeting of the directors of this company, held in Baltimore on the 8th inst., the treasurer announced that the earnings of the company since its organization had exceeded the capital paid in by $64,000. The whole amount of capital paid in has been $940,000, while the authorized capital is $1,000,000, or in other words, $23-50 has been paid on each share of $25 par, thus leaving $1 50 subject to call. But in view of the excess of earnings having been applied to construction, &c., the board passed a resolution declaring the stock full paid—the effect of which is that no further call can be made upon the holders. It was stated that during the past two weeks 50,000 tons of new rails have been purchased, and that the work of repairing the different lines will be pushed to a speedy conclusion.

Railroad Law.

RAILROAD COMPANIES.—THROUGH TICKETS—LAW AS TO DETACHING COUPONS AND STOPPING OVER.

The facts of this case are fully set forth in the following opinion of the court by Judge LOTT:

The case was apparently heard at General Term, under the order of the judge made at circuit without objection by either party; and although that order may not have been strictly regular, it appears to have been treated as made within the provisions of section 265 of the Code so far as it related to the exceptions taken on the trial; and any irregularity affecting it must be deemed as waived.

The order at General Term will, therefore, be assumed to have been made under that section of the Code, and is, consequently, reviewable by us on its merits. From such review the following conclusions have been reached by me:

1st. The ticket purchased by the plaintiff at Buffalo entitled him, at any time within twenty days from its issue, to a single passage from Buffalo to Albany over the road of the New York Central Railroad company, and then to a single passage from Albany to New York over the road of the Hudson River Railroad Company.

The passage was to be continuous after it was commenced on each of the roads, without the right of stopping at any intermediate station and renewing the journey on a different train at any subsequent time during the twenty days. The exercise of such a right would have given the plaintiff the benefit of a new and different passage. A party leaving a train at a particular place on a certain day could not, after stopping at several other places, and laying over a day or more at each of them, be considered, fifteen days thereafter, as still on one and the same passage.

Each departure from a different place would constitute a new passage. This construction of the ticket was insisted on by the counsel of the defendant as one of the grounds of his motion for a non-suit, and was also asked to be given in the instruction of the court to the jury. The refusal to grant the non-suit and to comply with such request was erroneous.

2d. Assuming, however, that the plaintiff had the right to avail himself of the ticket on different trains from time to time, then he lost that right if he left the central coupon in the spring at the head of his berth, when he went off at Utica.

By the terms of the ticket it was good only upon its presentation, with the checks attached, to the conductor. If, therefore, the holder voluntarily or negligently deprived himself of that right, or became unable in consequence of his own act or omission of presenting the ticket in that form, he could not claim any privilege or right under it. There was a conflict in the evidence as to the circumstances under which the coupon in question was left in the sleeping car. The testimony of the plaintiff tended to show that it was given up by him on the demand of the conductor of the sleeping car on leaving the train at Utica; and he, on the other hand, swore that such was not the fact, but that he found it in the spring of the berth that had been occupied by the

plaintiff. Under this state of evidence the defendant's counsel asked the court to charge that if the jury believed that the plaintiff left his ticket in the sleeping car, the fact that he bought it in Buffalo, and there paid his fare to Albany, was no reason why he should not have been put off the second train when he would not produce his ticket or pay his fare.

This was a proper request, and the refusal of the court so to charge was erroneous. The only evidence of such payment, which the conductor was authorized to receive, was the production of the ticket.

3d. It was proved that the fare paid by the plaintiff to the conductor of the Utica train (whose name was Morgan Gardner) was refunded by him at Albany; and the plaintiff testified that after he had received it he said to the conductor "this is not the end of the matter," and made some other observations; and that the conductor in replying thereto, called him a nigger and a thief, and also used these words, "I dont doubt but if your pockets were searched we should find them full of counterfeit money." In reference to which the counsel of the defendant requested the court to charge the jury that the conduct of Gardner at Albany after he had paid back the fare, if the jury believe Hamilton's statement in regard to it, is not to be taken into consideration, as the company is not responsible for the acts of Gardner at that time and under the circumstances. If he did slander or abuse Hamilton then and there, the company is not liable." This, the case states, "the judge refused to charge, unless qualified;" and the defendant's counsel then and there excepted. It did not appear what qualification the judge deemed necessary, nor has any been suggested in the prevailing opinion of the General Term, nor by the plaintiff's counsel. The request was proper as made. What was said and done by Gardner at that time was not in the discharge of his duties as conductor. The company could, with equal propriety, have been made responsible for an assault and battery committed after the money was so refunded.

The fact that the statement referred to in the request was made without objection by the defendant did not render the refusal proper. It is said with plausibility by Mullen, J. (the Judge who tried the cause and gave the prevailing opinion referred to), that the evidence "was conceded by both parties to be competent, as evidenced by the one by offering, by the other by not objecting to it. To instruct a jury that such evidence is not to be taken into consideration, is to exclude it from the case. This the court had no right to do." The remark is specious and unsound. It does not follow that the omission to object to testimony is a *concession* that it is *competent*. Counsel may deem certain evidence offered entirely irrelevant and immaterial, and therefore, harmless, and, for that reason, raise no objection to its introduction and thus avoid an exception, assuming as the learned judge, after making the remark above quoted, immediately added, that "being in, it was the duty of the court and jury to give it whatever effect it ought to have in the case."

On the application of that principle to the evidence referred to, the learned judge was asked to instruct the jury that it ought to have no effect whatever. This it was his duty to do if the testimony was irrelevant and such as could legally have no influence whatever on their verdict.

It is claimed by the learned judge, however, that the evidence was competent, as a part of the *res gesta*, to show the *quo animo* of the agent in the transaction beginning at St. Johnsville and ending at Albany. The difficulty with that proposition is that the transaction which constituted the gravamen of the action was the ejection of the plaintiff from the car of the defendant; and that terminated at St. Johnsville, and not at Albany.

The claim that what occurred at Albany several hours after such termination was, nevertheless, a part of the transaction, is refuted by the mere statement of the proposition. It might be added that the defendant was only liable for what was done by the conductor within the scope of the authority conferred on him in the discharge of his duty. It is conceded by the learned judge that it could not be charged with the agent's slanders; and he erred in holding that it could be held responsible for the *quo animo* of his action beyond the purpose of ejecting the plaintiff.

Assuming the views above presented to be correct, I deem it unnecessary to consider the other exceptions which were taken on the trial.

All of my brethern concur with me in what has been said on the third and last ground or question considered by me, but express no opinion on the other two questions. It follows that the order denying a new trial was, on that ground, erroneous; and the order must, therefore, be reversed, and a new trial must be ordered, costs to abide the event.

Illinois and St. Louis Bridge.

The great bridge between Missouri and Illinois, across the Mississippi at St. Louis, was formally opened July 4th, with elaborate ceremonies.

The project of a bridge across the Mississippi at St. Louis, was one in which no real interest was awakened till, in the spring of 1867, Captain Eads entered the field, selected his location, and made public his plans. The river at the foot of Washington avenue was narrower than at any other point, while west of the rising ground traversed by the tunnel there was an easy grade and a broad avenue for the cis Mississippian railroads. February 5, 1864, the St. Louis and Illinois Bridge Company, at whose head was a Mr. Boomer, of Chicago, was organized. February 21, 1867, the Illinois and St. Louis Bridge Company was organized. Between these two rival organizations a vigorous warfare was prosecuted. The Eads plan contemplated but three arches, two of 497, and one of 515 feet, all resting on piers based on the river rock, with a double railroad track on one story, and above it a roadway fifty feet wide. The Boomer party called a convention of twenty-eight distinguished engineers, and on the 31st of August, 1867, these gentlemen solemnly resolved that, "as practical engineers, they could not conscientiously recommend parties interested to venture on the construction" of spans of 500 feet, for which there was no engineering precedent. Eleven days before the publication, Captain Eads began the excavation for the west abutment.

This was difficult work. Not alone the swift current but the treacherous sand had to be overcome, and at the bottom of it was encountered a deposit twelve feet thick of old smoke stacks, coal, stone, grate-bars, and the hulls and engines of two steamers that were burned at the levee in the big fire of 1849. Through this mass it was necessary to cut with immense oak piles shod with steel—gigantic chisels, in fact, thrust down resistlessly by pile drivers, so as to make place for the pile sheeting to enclose the coffer-dam. The western abutment rests upon the shaft of one of the burned steamboats of 1849—the railroad has put its foot on the neck of the conquered steamboat. The first stone was laid in this abutment ninety-seven feet below ordinary high-water mark, February 25, 1868.

A few days thereafter the war between the two bridge companies, which for a time had threatened to make impossible the building of either bridge, was ended by a consolidation of the companies, the Boomer party withdrawing, in consideration of receiving a large sum of money for their privileges. The New Illinois and St. Louis Bridge Company, dating from March 19, 1868, had for President Mr. C. K. Dickson, of St. Louis; Vice-President, Mr. Robert Lenox Kennedy, of New York; Chief Engineer, Captain Jas. B. Eads. The other New York directors were Messrs. Amos Cotting, Solon Humphreys, and M. K. Jesup. So soon as the consolidation was effected the work of the financial agents, Messrs. J. S. Morgan & Co., of London, was easy, and the success of the bridge assured.

In describing the construction it may be well to anticipate somewhat. The pneumatic system was adopted, with essential modifications, instead of sinking the foundations by caissons, open at top and bottom to allow the removal of the sand down to the bed rock, inside of which a wooden caisson containing the masonry was to be sunk. The caissons were much after the usual model of caissons. That for the eastern pier was 82 ft. by 60, and with walls 28 ft. high, composed of heavy wrought-iron plates strengthened internally by braces and angle-irons. Nine feet above the cutting edge was the iron roof of the air chamber. This caisson was commenced May 12th, 1869, launched October 17th, and sunk the next day. On the first of March, 1870, bed-rock was reached 93 feet 4 inches below the water line, and 120 feet below the city directrix. The air-chamber was then filled with concrete and the work of laying the granite courses of the piers proceeded with, the concreting having been finished May 27th.

The caisson for the west pier, 82 by 48 feet, was launched January 8, 1870, and the first stone laid on the 15th. That for the east abutment was begun April 3, 1870, and launched November 12th. In the winter of 1873–4 the strong but airy arches, springing from pier toward pier without apparent support, clasped hands, and men could cross the river afoot who had steady brains and no affection for their necks. By the middle of April the superstructure was finished, and on the 2nd of July the grand test was made with a weight of 500 tons, and the bridge stood the ordeal perfectly.

The superstructure of the bridge may be briefly described. There are three spans of, respectively, 515, 520 and 515 feet. Each is formed of four ribbed arches of cast steel. The upper roadway, planked and bounded by railings, is for carriages and foot passengers. There is a roadway of 34 feet and two sidewalks, each of 8 feet, making a total width of 50 feet. The railroad passages are beneath the carriage way; each is 13½ feet wide in the clear and 18 feet high, arched openings of the same size being made in the piers. The tracks are carried over the levees on either shore on five stone arches, each 20 feet wide; over these is a cap-stone arcade of twenty arches supporting the carriage-way. From the stone arches on the west shore brick arches carry the tracks into the tunnel at Third street, leading to the Union Depot. On the eastern shore the tracks curve away to the north and south, descending to the Illinois grade over an approach of trestle-work some 3000 feet in length, with a fall of one foot in 100. The carriage way descends straight between them, with a fall of five in 100; on the west side it is carried on level to Third street. Gates with automatic attachments registering the number of passers check the gray-uniformed toll takers. The lowest part of the arches is 50 feet above high water mark.

The final test of the strength of the St. Louis bridge was made on the 2nd instant under the supervision of Captain J. B. Eads, the chief engin-

neer. He was assisted by Col. Henry Flad, Oscar Schenitze, Messrs. Klemm, Varrelman, Schmidt, Cooper, and Devon, with ten assistants, and Mr. C. Schaler Smith, of the Baltimore Bridge Company, and Mr. Walter Katte, of the Keystone Bridge Company. Col. H. B. Carrington, United States Army, Professor of Dynamic Engineering at Wabash College, was also present, and expressed his satisfaction at the result of the tests. At a given signal there were fourteen locomotives ready to obey the command of Captain Eads and Colonel Flads and their assistants.

The Chief Engineer's report of the tests says: Seven locomotives were placed upon the track of each span. This produced a deflection of 2½ inches on centre span, and 2¼ inches on each side span. Seven locomotives were then placed on each track of the west approach, and both trains of locomotives, fourteen in all, were moved out abreast and simultaneously over each one of the three spans. The locomotives weighed from 35 to 51 tons, averaging 40 tons each, making 560 tons in all. The two trains thus formed were stopped on each span, and the effects of this load carefully noted. The deflection of the middle span was 3¼ inches; of each side span 3 inches. The two trains moving abreast upon each arch was the severest possible test to produce distortion of the curve of each arch. Ten locomotives were then coupled together, and these were run over each track on each side of each arch of the entire bridge, covering the entire track of each span, and throwing the whole weight of the train, 400 tons, on one side of each span. This test was applied to each side of the bridge, and produced the severest twisting strain to which each arch can be subjected. The vertical deflection produced by this test on the central span was two and one half inches. The locomotives thus coupled were run at a speed of ten miles per hour. The local traffic on the upper roadway of the bridge was uninterupted during the progress of the tests. Various other observations in detail were made, noting the effects of the load on the arches as it entered upon and left the spans, but this possesses no special interes t to the general public. The result of the tests agrees almost exactly with the theoretical computations previously made, and the whole trial proved eminently satisfactory. The instruments failed to detect any side motion whatever during the tests.

Telegraphs in Mexico.

The following extract in relation to the telegraph interests of Mexico is taken from the report of the Department of Public Works of the Republic to the Mexican Congress:

Of the lines now in operation, some belong to the Federation, some to the States, and others to private companies. The following telegraphic lines belong to the Federation: The one which starts from the City of Mexico passes through Cuautitlan, Tepeji del Rio, Arroyozarco, San Juan del Rio, Queretaro, Allende, Dolores, Hidalgo, San Felipe, San Luis Potosi, Moctezuma, Charcas, Matehuala, Salado, Gomez, Farias, Saltillo, Monterey, Cadereita Jimenez, Cerralvo Mier, Camargo, Reinosa, and the port of Matamoras; there being a telegraph office at each one of the twenty-three places above mentioned, and comprising a distance of 1,400 kilometres in length. At Matamoras this line connects with those of the United States, and consequently with Europe. The line which leaves Queretaro and passes through Celeya, Salamanca, Irapuato, Guanajuato, and Leon, with branches to Salvatierra, Valle De Santiago, Penjamo, Cuitzeo, and Dolores Hidalgo, telegraph offices being established in each one of the places mentioned. The length of this line, with its branches, is 898 kilometres. That which starts from the City of Mexico, 222 kilometres in length, and which passes through Toluca, Ixtlahuaca, Tlapujahua, and Maravatio, from which latter point it communicates with Salvatierra, closing the circuit at Celaya, which facilitates communication between the capital of the republic and the interior lines, independantly of that which is established via Queretaro. The telegraph line which passes through Tacubaya, San Angel, Tialpam, Cuernavaca, Puente de Ixtla, Iguala, Chilpancingo, and Tixtla Guerrero, comprises a distance of 376 kilometres, and will be continued as far as the port of Acapulco. [The line has been finished to the said port since the publication of the report from which these data are taken.] The line which starts from the port of Mazatlan, and passes through Concordia, Panuco, Copala, Coyotes, Durango, Nombre de Dios, and ends in Chalchihuites, is 498 kilometres in length. The line from Tehuacan to Oaxaca, which is 251 kilometres in length, and passes through Teotitlan and Cuicatlan. The line which starts from Minatitlan, and is to place in communication the States of Vera Cruz, Tabasco, Campeche, and Yucatan with the capital of the republic; two sections of the said line are already in operation; one from Minatitlan to San Juan Bautista, and the other from Campeche to Champoton. The whole line when finished will be 689 kilometres long.

The following telegraph lines also belong to the Government: Those established in the States of Yucatan and Campeche, with offices at Merida, the Port of Progreso, Sisal, Humanac, Tixkokob Izamal, Acancek, Mama, Tuul, Tekax, and Maxcanu, in Yucatan, and in Kalkini, Tlexelcachan, Iturbide, Champoton, and Campeche, in the State of the same name. These lines are 520 kilometres in length.

The State of Zacatecas owns the line which begins at San Luis Putosi and runs through Ojo Caliente, Zacatecas, Fresnillo, Sombrete, Chalchihuites, Aguascalientes, Jerez, and Villanueva; this line is 660 kilometres long. The State of Michoacan owns the line which starts from Salvatierra and passes through Acambbaro Maravatio, Morelia, Patzcuaro, and Ario. This line is 190 kilometres in length. The line of the Jalisco Company starts from Leon, passing through Lagos, San Juan de los Lagos, Aguascalientes, Pegueros, Tepatitlan, Zapotlanejo, Guadalajara Tepic, and San Blas, Guadalajara, Zayula, Zapotlan, Colima, and the port of Manzanillo, 930 kilometres long. The Vera Cruz Telegraph Company owns the lines which start from the said port and run, one to Minatitlan, and another to the Port of Tampico, the former passing through Alvarado, Tlacotalpam, Tuxtla, and Acayucan, and the latter through Jalacingo, Papantia, and Tuxpan. The line which runs from this city to Vera Cruz, passing through Riofrio, Puebla Acatzingo, la Canada, Orizaba, Cordoba and Vera Cruz, also belongs to a private company, and the other line, which follows along the Mexican Railroad as far as Nopalucan, and then passes through Tulancingo, Perote, Jalapa, and Vera Cruz. This company likewise owns the lines from Mexico to Pachuca and Tulancingo, from Puebla to Tehuacan, from Puebla to Tlaxcala, and from Mexico to Chalco and Ameca. The telegraph of the Mexican Railway Company goes from this capital to Vera Cruz, following the railroad and the branch to Puebla.

The extent of telegraph lines already in operation and being constructed in the republic is as follows:

	Kilometres.
Owned by the Government	3 802
In course of construction	1,050
Owned by States	970
Owned by private companies	2,179
Total number of kilometres	8,001

—or about 5,000 miles.

The total number of telegraph offices owned by the Government is 78.

☞ The Western division of the Northern Pacific railroad has been completed to Columbia river, a distance of one hundred and twelve miles.

☞ The Lewiston and Auburn Railroad was opened for public travel and freight on the 13th inst.

Conversion of Gauge in England.

An important event in the history of the Great Western Railway Company occurred during the week. This company was the first to convert broad into narrow gauge, the former having been the conception of the younger Brunel. Between Friday last and Monday 200 miles of the south-western district of the Great Western Railway was successfully converted from broad to narrow gauge, and the operation was performed in a manner which reflects the highest credit upon the administrative and engineering staff of the Company. Whether the original conception of the broad gauge was an error in engineering science or not will probably remain an open question amongst leading scientific men for years to come, but the fact of its rapid disappearance from our railway system will be a subject of congratulation to most people connected with or interested in railways. Brunel's idea was to adapt the gauge to the engine, Stephenson's to adapt the engine to the gauge. As a matter of course the more practical conception of the two was that which ultimately prevailed, and hence we may now be said to have a uniform gauge over the whole kingdom. The invention of the outside cylinders also favored the general use of the narrow gauge. The Great Western suffered in traffic interchange with other companies for many years from this original error of judgment on the part of their enthusiastic engineer, and the public had to suffer all the inconvenience of a break of gauge. Now, happily, from henceforward both the company and the public will be benefited by the work which has been so successfully accomplished lately, and during the week; and when the difficulties in the way are considered, and the probable interruption to public traffic regarded, this conversion of 200 miles of English railway from broad to narrow gauge in so short a space of time must be looked upon as an engineering feat of no ordinary magnitude. The portion of the Great Western which has now been converted is that which embraces the various branches of the line between Reading and Devizes, Holt Junction, Bath, Salisbury, Chippenham, Weymouth, Radstock, Wells, and Frome, and some short lines in conjunction therewith. Upwards of 2,000 men were engaged in the work, the average number of hours for work being 17 or 18 out of the 24. Double lines extend over a considerable part of the distance converted, doubling, of course, the work to be done. Every care and precaution was taken to facilitate the operations of the men, and to prevent accidents. We believe the portion of the line between Bath and Bristol is now on the mixed gauge, and will be opened for the narrow gauge simultaneously with the line just converted, thus bringing nearly the whole of the Great Western into unison with the other systems in the country, a result which, we may again repeat, will be of benefit to the Company and utility to the public. The next work should be the conversion of the Bristol and Exeter, South Devon, and Cornwall lines, from broad to narrow gauge. Our readers are aware that the broad gauge is 7 feet, and the narrow 4 ft. 8½ in., and therefore that the broad is about 50 per cent. wider than the narrow.—*Herapath, June 27.*

☞ The Philadelphia *Ledger* reports the total anthracite coal toonage for the week ending July 4, at 347,472 tons, and for the coal year 9,047,355 tons against 9,294,291 tons to corresponding time last year, being a decrease of 146,836 tons. The bituminous tonnage for the week is 71,743 tons, and for the year 1,568,865 tons, against 1,487,014 tons to same time last year, giving a total of all kinds for the week of 419,215 tons, and for the year of 10,611,220 tons, against 10,781,305 tons to same time last year, being a decrease of 170,085 tons.

☞ The survey for the Bushwick and Glendale Railroad has been completed, and maps of the same are to be filed in Kings and Queens Counties during the present week.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific:													
1867	38,169	51,831	69,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,442
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,890	251,832	262,770	297,422	236,562	342,743	2,300,767
1869	212,604	218,982	391,306	485,048	568,270	559 080	532,657	511,854	609,788	579,642	535,369	467,659	5,670,582
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777.513	583,692	7,995,116
1871	536,499	495,490	614,447	720.929	892,341	795,176	869,297	1,006,373	995,922	981,006	897.234	672,858	9,467,073
1872	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,889	1,235 567	1,299,900	1,037,992	12.734,729
1873	852,860	691,015	989,775	1,129,469	1,378,675	1,801,902	1,211,765	1,258,500	1,292,195	1,423,875	1,296,312	1,072,750	13,939,969
1874	848,558	794,000	867,666	1,132,000	1,360,000	1,380,000	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1869	343,192	315,099	388,727	328,390	345,833	402,854	351.045	493.232	506 623	468.212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	371.708	332,902	373,217	379,879	409,254	419,196	488.352	559,882	497.261	510,756	431,315	352,604	5,166 326
1873	347,372	296,307	420,898	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
Chicago and Northwestern:													
1863	.....	... ...	.. ....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466.830	565,145	480,710	519,306	609,605	729,759	716.378	563,400	6,114,566
1865	541,005	482,164	499,296	468,858	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,619	858,948	925,983	808,524	797,475	1,000.086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	766,398	774,280	895,712	903,658	888,214	1,063,237	1,448,942	1,541,057	1,211,830	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,381,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13,356,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306.338	1,087,964	773,491	12,203,403
1871	655,428	602,482	774,924	787,641	1,094,101	952,899	851,846	1,093,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	850,780	12,272,645
1873	752,468	765,249	967,258	1,034,023	1,256,072	1,309,578	1,240,987	1,284,091	1,071,448	1,451,827	1,039,308	1,019,501	13,816,465
1874	993,490	903,021	1,089,986	1,074,725	1,272,293	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,985
1870	208,069	226,897	244,182	246,046	260,169	274.021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,750	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,022	372,974	381,118	373,619	341,104	326,268	401,252	417 328	439,581	389,830	358,743	4,492,625
1873	363,921	413,048	448,924	413.443	436,459	411,260	398,806	466,503	466,796	423,393	327,804	332,595	4,887,443
1874	368,063	276,099	318,976	342,247	306,778	330,764	... ...	.....	.....	.....	.....	.....	.....
Erie.													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417 211	17,898,327
1872	1,392,994	1,294,076	1 460,174	1,548.813	1,775,324	1,463,931	1,560,023	1,625 243	1,643,464	1,743 752	1,704,876	1,392,615	18,601,006
1873	1,326 505	1 329,422	1,515 382	1,541,958	1,754,821	1.711,503	1,665,284	1,774,570	1,918,247	1,882,421	1,560,028	1,625,129	19,631,781
1874	1,462,660	1,273,775	1,413,223	1,465,559	1,687,772	1,477,916	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794.325	889,967	931,550	685,491	681,041	7,817,239
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,481
1870	623,383	661,789	661,826	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,960
1871	624,744	529,617	563,598	620,228	718,162	718,722	707,992	936,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,436	531,627	575,393	559,871	648,956	669,362	609,846	783,255	744,782	881,693	696.475	698,063	8,026,754
1873	602,241	597,429	660,750	553,912	635,459	742,600	618,840	769,748	884,485	797,121	636,039	703,692	8,288,325
1874	611,491	538,668	567,554	580,921	647,592	678,728	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	133,673	152,264	267,411	303,915	306,944	286,686	282,725	332,555	305,446	387,999	303,305	210,197	3,321 518
1872	199,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,696,183
1873	190,567	194,786	300,719	352,300	332,764	312,614	323,231	323,189	333,785	392,510	265.217	201,462	.....
Lake Shore and Michigan Southern:													
1871	1,082,593	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295.369	1,368,948	1,402,597	1,343.816	1,235,286	14,797,978
1872	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459,360	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873	1,412,868	1,549,285	1,785,736	1,694,543	1,680,968	1,585,368	1,451,762	1,582,581	1,776,420	1,742,516	1,375,556	1,546,983	19,134,136
1874	1,519,249	1,305,132	1,371,545	1,593,827	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1871	130,883	126,224	140,740	113,173	119,650	115,115	118,572	137,341	166,191	175,438	172,667	169,820	1,686,714
1872	152,577	142,408	160,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029 927
1873	169 843	161,132	178,009	187,439	193,148	194,787	176,206	172,498	207,529	184,191	151,793	160,301	2,126,875
1874	171,023	.....	.....	.....	.....	.....	.....	.....	.....	... ...	.....	.....	.....
Michigan Central:													
1869	384,129	320,636	356,527	411,514	406,646	366,623	329,950	353.569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	408,283	368,187	326 891	378,880	467,990	511.447	453,873	387,827	4,755,953
1871	418,755	442,665	488,950	470,703	480,547	427,096	422,015	529,890	628,660	582,802	547,434	507,050	5,940,102
1872	411,113	384,058	449,453	435,550	487,282	398,300	402,084	460,101	536,603	641,807	487,608	464,163	5,608,117
1873	379,836	440,261	567,314	556,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1869	454,590	330,400	420,961	460,288	630,844	678,923	586,581	525,547	724,732	1,040,102	801 135	496,566	7,250 669
1870	396,171	382,823	377,571	443,132	730,700	755,787	636,434	661,020	805,818	906,313	791,014	529,758	7,420,421
1871	396,760	327,451	400,149	483,884	662,368	658,017	481,118	506,557	815,345	841,150	644,625	473,295	6,690,695
1872	460,986	387,565	426,223	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702 838	513,787	6,957,771
1873	334,715	423,716	555,006	560,236	805,799	929,210	834,320	767,803	1,198,200	1,012,704	771,800	843,200	9,040,717
1874	654,400	657,500	576,620	742,050	964,800	886,900	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,392	294,302	278,247	264,273	240,349	184,411	262,515	350,613	329,243	298,108	271,207	3,184,292
1870	202,447	250,617	294,874	289,550	253,221	263,328	260,449	343,195	353,677	341,373	321,659	236.108	3,436,930
1871	212,005	219,504	319,765	285,416	284,782	275,351	287,640	329,270	364,128	369,887	385,103	299,552	3,630,604
1872	254,319	238,823	303,594	305,755	269,560	304,512	265,406	315,699	338,497	384,193	337,920	360,404	3,678,682
1873	227,897	261,346	344,632	321,047	301,521	272 600	267,734	325,093	382,093	353,168	308,632	206,100	.....
Philadelphia and Reading:													
1869	479,236	525,490	755,433	904,834	499,463	630,080	1,232,903	1,454,026	1,294,621	1,238,366	1,476,405	828,447	11,516,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,607	1,129,480	1,241,903	1,190,094	1,143,800	899,288	9,642,177
1871	506,367	423,045	644,504	688,578	1,063,062	1,510,083	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872	667,318	645,090	823,688	1,044,261	1,116,387	1,167,008	1,071 407	1,142,241	1,197,695	1,522,847	1,127,037	891,791	12,199,749
1873	742,041	746,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	.....	.....
St. Louis, Alton and Terre Haute:													
1869	132,023	127,817	175,950	171,868	157,398	154,133	144,164	156,889	202,238	208,750	189,351	160,085	2,000,285
1870	152,393	158,788	172,210	172,347	155,081	150,719	129,567	167,305	158,627	163,286	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
1872	164 525	137,678	162,336	156,134	148,279	133,508	123,994	169,459	179,457	216,171	177,327	158,700	1,927,471
1873	144,209	159,454	177,514	170,218	161,300	165,260	151,582	165,610	178,302	200,646	132,892	132,752	1,942,689
St. Louis and Iron Mountain:													
1870	92,151	95,610	106,033	103,716	117,025	116,242	107,524	126,012	127,412	128,775	124,988	123,948	1,372,230
1871	126,218	122,378	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,656	176,686	187,625	180,786	181,240	194,450	189,294	213,325	226,503	207,967	2,270,540
1873	146,160	163,284	229,260	208,140	230,300	195,480	179,261	206,190	205,500	186,645	160,800	122,457	2,223,647
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	454,209	450,203	429,896	323,270	399,430	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,369	328,377	434,284	4,242,343
1870	257,664	293,645	295,229	318,699	340,892	348,833	322,756	466,431	508,043	451,294	425,687	516,618	4,454,494
1871	365,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,935	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,868	434,465	614,175	565,811	621,351	489,341	466,081	5,944,579
1873	370,290	405,110	471,301	446,527	470,598	541,191	483,899	642,209	593,504	535,251	418,923	482,767	5,864,070
1874	423,345	400,984	404,699	447,865	420,719	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,943	706,602	25,560	617,585	755,467	999,605	837,388	716,820	5,709,185
1870	528,529	500,139	589,258	706,603	802,586	746,450	643,058	664 051	728,521	719,698	570,186	506,063	7,684,094
1871	479,573	373,925	499,809	584,540	724,466	728,174	678,696	681,865	800,402	777,362	708,142	469,932	7,521,682
1872	573,936	464,115	565,861	741,802	890,442	855,459	743,382	759,567	863,754	980,706	915,727	757,851	8,992,606
1873	523,975	491,754	708,256	881,286	1,007,851	939,863	876,823	897,277	1,068,987	1,170,598	970,660	758,832	10,206,194
1874	620,715	607,900	687,026	834,954	910,065	.....	.....	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'73	9.50	114	40	Albany.....N.Y.	190,590	190,000	59,000		101,301	26,019	8	100	100	....
Sept. 30,'73	1.04	....		Albany st. Freight (B'ton).Mass.	45,700	75,000			7,229	894		100	100	....
Oct. 31, '7	25.00	440	78	Atlantic Avenue (Bklyn)..N.Y.	725 723	680,000	456,800	32,296	266,857	42,314		100	100	....
Sept. 30,'73	11.93	344	50	Avenue C (N. Y. City....N.Y.	540,360	500,000	900,000	109 019	230,082	32,540		100	100	....
Dec. 31, '73	7.5	397	94	Baltimore City (Balt.).....Md.	1,038,468	1,000,000		98,000			3	25	25	....
Sept. 30,'73	22.01	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,801,673	900,000	694,000	46,850	257,704	37,697		100	100	....
Sept. 30,'73	4.63			Boston and Chelsea.....Mass.	110,000	110,000			8,800	7,789	7.7	100	100	....
Sept. 30,'73	1.25			Boston & West Roxbury..Mass.	56,133	41,000						100	100	....
Sept. 30,'73	13.88	264	50	Broadway (Brooklyn).....N.Y.	378,029	200,000	100,000	52,395	180,504	43,404	12	100	100	....
Sept. 30,'73	24.25	1093	135	B'dway & 7th Av.(N.Y.C.)N.Y.	3,847,159	2,100,000	1,800,000	200,000	920,158	264,449	6	100	100	....
Sept. 30,'73	7.00	....	32	Brooklyn, Bath & Coney I.N.Y.	245,049	180,000	80,000		65,906	30,566		100	100	....
Sept. 30,'73	81.50	1922	401	Brooklyn City.....N.Y.	2,424,800	2,000,000	300,000	90,000	1,496,294	306,196	14	100	100	....
Sept. 30,'73	18.50	242	68	Brooklyn City & Newtown.N.Y.	513,273	300,000	400,000	32,353	197,186	66,122		100	100	....
Sept. 30,'73	19.83	200	50	Brooklyn, Cross-Town.....N.Y.	663,517	300,000	300,000	40,765	167,848	27,229		100	100	....
Sept. 30,'73	17.64	362	83	Buffalo street.....N.Y.	623,984	100,000	421,119	86,276	324,285	137,407		100	100	....
Sept. 30,'73	11.13	142	26	Bushwick (Brooklyn) .....N.Y.	389,971	300,000	102,000	2,628	44,408			100	100	100
Sept. 30,'73	29.19			Cambridge (Boston) .....Mass.	800,500	800,500	150,000		73,486	73,486	9	100	100	....
Sept. 30,'73	1.70		4	Central City (Syracuse).....N.Y.	29,473	21,130	6,000		20,164	14,094	12	100	100	....
Sept. 30,'73	24.00	960	128	Cen. P., N. & E.R. (N.Y.C.)N.Y.	1,948,585	1,667,700	1,200,000	8,857	909,088	342,290		100	100	....
Oct. 31, '73	9.00	209	47	Citizens' (Pittsburg) .....Pa.	270,671	184,000			184,298	78,365	16	50	46	....
Oct. 31, '73	7.25	230	50	Citizens' (Phila.).....Pa.	212,320	192,750		1,000	300,145	95,884	17½	50	19½	....
Sept. 30,'73	20 40	240	24	Coney Island (Brooklyn) ..N.Y.	698,808		369,000	39,924	221,891	51,196				....
Sept. 30,'73	10.70	960	127	Dry Dock, E.B.&B.(N.Y.C)N.Y.	2,090,847	1,200,000	1,000,000		1,276,623	640,633	8	100	100	....
Sept. 30,'73	3.50	12	3	Dunkirk and Fredonia.....N.Y.	43,609	35,100			4,111	4,111	8	100	100	....
Oct. 31, '73	1.62	14	4	Easton and S. Easton .....Pa.	25,962	29,562			10,946	3,320		25	25	....
Sept. 30,'73	9.50	1002	120	Eighth Avenue (N.Y.City)N.Y.	1,683,574	1,000,000	203,000	66,200	798,040	149,564	12	100	100	....
Oct. 31, '73	2.32	24	6	Erie City.....Pa.	36,997	19,807	20,000	2,341	13,287	2,184		50	42	....
Oct. 31, '73	5.50	60	23	Federal St. & Pl. Val.(Pbg.)Pa.	132,842	66,250	90,000		45,735	9,000		25	22	....
Sept. 30,'73	2 60	18	6	Fifth Ward (Syracuse).....N.Y.	44,766	29,335	10,000	2,150	13,699	1,673		100	100	....
Sept. 30,'73	10.26	491	68	42d st.& Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	236,000	29,301	586,757	293,048	9	100	100	....
Oct. 31, '73	17.04	389	56	Frankford & Southwark(Ph.)Pa.	844,171	498,200	290,500		412,325	91,138	10	50	50	....
Sept. 30,'73	4.00	28	5	Genesee & Water St.(Syr.)N.Y.	67,017	42,500	14,200		31,688	19,095	6	100	100	....
Oct. 31, '73	33.75	360	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000		405,614	97,884	6	50	31	....
Sept. 30,'73	7.75	182	37	Gr'd st. & Newtown (Bk'n)N.Y.	310,443	170,000	90,000	12,378	107,824	22,093		100	100	....
Sept. 30,'73	8.00	200	40	Gr'd St. Prosp. Pk.& Flatb. N.Y.	437,011	200,000	200,000	37,028	80,086	1,016		100	100	....
Oct. 31, '73	7.25	200	42	Green and Coates st. (Phila.).Pa.	244,441	150,000	100,000		180,288		4	50	30	....
Oct. 31, '73	2.12	10	4	Harrisburg City.....Pa.	60,250	41,994	12,500	1,604	7,185			25	25	....
Sept. 30,'73	11.95	140	20	Harlm. Br., Mort. & F'dham.N.Y.	287,302	29,100	135,000		89,000	18,391		100	100	20
Oct. 31, '73	11.00	378	60	Hest., Mant. & F'mount (Ph.)Pa.	388,436	299,423	100,000	27,000	292,610	71,442	9	50	50	....
Sept. 30,'73	6.25	92	26	Jamaica, Woodh'n & Bklyn.N.Y.	100,000	100,000			23,132	1,970		100	100	....
Sept. 30,'73	3.23	33	9	Kingston and Rondout.....N.Y.	83,285	75,000			24,792	5,161	5	100	100	....
Oct. 31, '73	5.01	117	20	Lombard and South st. (Ph.).Pa	170,402	105,000	62,500		99,104	35,905	10	25	12½	....
Sept. 30,'73	4.04	50	12	Lowell Horse.....Mass.	81,704	80,000		3,500	34,127	2,597		100	100	....
Sept. 30,'73	11.62	239	35	Lynn and Boston .....Mass.	277,581	200,500	50,000	43,697	164,270			100	100	....
Sept. 30,'73	3.60			Malden and Melrose (Btn).Mass.	60,246	165,500	76,000					100	100	....
Sept. 30,'73	3.46			Medford & Charlest. (Btn).Mass.	34,600	21,000	5,000		2,240	819		100	100	....
Sept. 30,'73	5.26	65	15	Merrimac Valley.....Mass.	63,000	50,000			34 845	656	4	100	100	47½
Sept. 30,'73	46.29	1220	204	Metropolitan (Boston) ....Mass.	2,371,609	1,500,000		589,390	982,854	91,633	3	100	100	....
Sept. 30,'73	16.24	285	53	Middlesex (Boston).....Mass.	679,675	400,000	184,500	153,822	223,893	26,112		100	100	....
Sept. 30,'73	1.76	4	2	Mohawk and Ilion.....N.Y.	17,500	15,000			5,496	2,400	16	100	100	....
Sept. 30,'73	4 00	....	....	New York Elevated .....N.Y.	1,500,000	754,200		91,849	61,602			100	100	....
Sept. 30,'73	6.10	220	27	Ninth Avenue (N. Y. City)N.Y.	999,109	797,320	207,000	13,649	95,704	3,762		100	100	....
Sept. 30,'73	3.21	10	2	Northampton & Wmburg. Mass	50,000	50,000		6,499	5,832			100	100	....
Sept. 30,'73	10.88	126	30	North 2d St. & Middle Vil. N.Y.	200,765	134,500	25,000	46,457	65,641	570		100	100	....
Sept. 30,'73	2.74	7	2	North Woburn (Boston)..Mass.	35,310	20,800			1,924	1,879		100	100	....
Dec. 31, '73	11.71	191	42	Orange and Newark .....N.J.	1,038,756	290,300	700,000	123,556	210,171	15,965		100	100	....
Sept. 30,'73	14.40	142	37	Park Avenue (Brooklyn)..N.Y.	369,425	200,000	200,000	77,000	126,727	42,908	4	100	100	....
Oct. 31, '73	9.64	40	17	Peoples' street (Scranton) ...Pa.	140,387	125,000			36,447	13,40	10	50	50	....
Oct. 31, '73	15.00	398	75	Philadelphia City.....Pa.	454,397	225,000	200,000	99,297	347,282	118,632	4	20	20	....
Oct. 31, '73	6.00	60	16	Philadelphia and Darby.....Pa.	257,000	200,000					10	50	25	....
Oct. 31, '73	13.07	114	23	Phi'adelphia & Gray's Ferry.Pa.	299,127	200,175		6,500	124,472	38,750	10	50	50	....
Oct. 31, '73	8.75	116	37	Pbg., Allegheny & Manchest.Pa.	161,752	200,000	48,000	326	149,066	54,721	10	50	50	....
Oct. 31, '73	6.60	100	19	Pittsburg and Birmingham...Pa	136,239	120,036	60,000	11,549	71,062	650		50	50	....
Oct. 31, '73	7.50	72	16	Pbg, Oakland & E. Liberty...Pa.	125,449	130,000	50,000	22,636	42,949	6,359		50	50	....
Oct. 31, '73	4.50	85	19	Pittsburg and Ormsby.....Pa.	83,487	100,000	40,000	1,616	37,238			25	25	....
Sept. 30,'73	6.00	42	11	Poughkeepsie City .....N.Y.	121,706	72,250	28,000	28,500	21,539	1,801		100	100	....
Oct. 31, '73	13.50	254	40	Ridge Avenue (Ph.).....Pa.	414,512	336,000	85,000	4,772	244,658	65,485	3	50	28	....
Sept. 30,'73	12.00	120	27	Rochester and Brighton ....N.Y.	192,596	70,000	80,000	38,500	118,947	60,951	10	100	100	....
Sept. 30,'73	7.84	84	20	Salem street.....Mass.	203,735	150,000	35,900	1,800			6	100	100	....
Oct. 31, '73	3.47			Schuylkill River (Phila.)	47,465	50,000					10	50	50	....
Sept. 30,'73	21.00	1021	137	Second Avenue (N.Y. City)N.Y.	2,511,743	1,180,500	1,220,000	84,988	681,434	171,112	8	100	100	....
Oct. 31, '73	39.50	560	96	2d and 3d street (Phila.).....Pa.	706,255	621,576			544,545	69,873	10	50	31	....
Oct. 31, '73	6.75	246	42	17th and 19th street (Phila.)..Pa.	186,894	160,000	100,000	10,306	152,406	36,467	4	50	16	....
Sept. 30,'73	8.38	324	102	Sixth Avenue (N.Y. City)..N.Y.	2,181,960	750,000	415,000	80,000	938,434	143,950	10	100	100	....
Sept. 30,'73	4.03			Somerville horse (Boston).Mass.	98,000	98,000			5,890	5,880	7½	100	100	....
Sept. 30,'73	7.56	330	52	South Boston .....Mass.	450,000	450,000			289,309	31,089		100	100	....
Sept. 30,'73	6.50	80	21	South Brooklyn & Park....N.Y.	259,196	150,000	100,000	19,527	49,380	3,486		100	100	....
Sept. 30,'73	2.71	32	6	Springfield street.....Mass.	99,536	50,000		7,675	22,364	2,292		100	100	....
Sept. 30,'73	2.53	20	5	Stoneham street (Boston)..Mass	38,744	33,000			2,100	1,779	5	100	100	....
Sept. 30,'73	8.06	35	13	S'ten Island Shore.....N.Y.	31,600	31,000			18,873			100	100	....
Sept. 30,'73	2.00	21	7	Syracuse and Geddes.....N.Y.	29,578	25,000	25,000		17,225	6,370	7	100	100	....
Sept. 30,'73	2.60	16	4	Syracuse and Onondaga ....N.Y.	50,150	37,000		10,000	13,748	3,955	1	100	100	....
Sept. 30,'73	4.32	40	5	Taunton street.....Mass.	53,414	40,000		7,500	23,671	5,257	10	100	100	....
Oct. 31, '73	7.25	360	50	10th & 11th st. (Citizens')...Pa.	212,320	192,750		1,000	300,145	95,884	17½	50	19½	82½
Sept. 30,'73	18.00	2112	267	Third Avenue (N. Y. City).N.Y.	3,757,365	2,000,000	2,000,000		2,140,826	549,310	5½	100	100	....
Oct. 31, '73	8.50	198	33	13th and 15th streets (Phila.).Pa.	227,320	334,529			155,697	37,581	12	50	16½	....
Sept. 30,'73	6.27	85	8	Troy and Albia.....N.Y.	74,537	44,700	35,100	707	21,051	3,902		100	100	....
Sept. 30,'73	11.88	226	51	Troy and Lansingburg.....N.Y.	323,287	250,000	96,000	9,352	170,056	19,859		100	100	....
Sept. 30,'73	5.00	76	19	23d street (N.Y. City).....N.Y.	702,757	600,000	250,000		96,931	31,365		100	100	....
Sept. 30,'73		731	97	Union street (Boston).....Mass.	472,035	355,500	17,500	132,108	478,742	13,964		100	100	....
Oct. 31, '73	30.00	687	118	Union (Phila.).....Pa	1,032,514	400,000	500,000		682,502	77,201	26	50	20	....
Sept. 30,'73	29 60	607	89	Union (Providence).....Pa.	823,329	614,300	75,000	139,029	416,096	72,911	2	100	100	....
Sept. 30,'73	13.13	92	14	Utica, Clinton & Bingham..N.Y.	323,768	121,400	200,000		45,450	4,893		100	100	....
Sept. 30,'73	2.50	18	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	15,000		22,013	6,356	3½	100	100	....
Sept. 30,'73	3.11	12	3	Waltham and Newtown..Mass.	36 974	30,000		16,316	7,659	2,646	4	100	100	....
Sept. 30,'73	14.50	150	25	Watervliet (Albany) .....N.Y.	342,347	240,000	130,000		104,231	1,977		100	100	....
Oct. 31, '73	15.50	507	79	West Philadelphia.....Pa.	591,346	400,000	100,000		462,477	129,289	15	50	50	....
Oct. 31, '73	4.59	16	7	Wilkesbarre and Kingston..Pa.	94,833	100,000			23,551	8,934	4	50	50	....
Sept. 30,'73	3.25			Winnisimmet (Boston)....Mass.	62,152	50,400			2,802	2,335		100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal Payable.	Market Price
	$	pc			
Albany: 1st Mortgage.....	50,000	7	J. & J.	1883	....
Atlantic (Bklyn) Ave.: 1st Mortgage.....	115,000	7	A&O.	1881	....
2d Mortgage.....	100,000	7	A&O.	1884	....
3d Mortgage.....	166,000	7	J. & J.	1885	....
Avenue C: 1st Mortgage.....	900,000	7	A&O.	1898	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J. & J.	1880	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.&D.	1882	....
Broadway and 7th Avenue: 1st Mortgage.....1,	500,000	7	J.&D.	1894	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J. & J.	1890	....
Brooklyn City: 1st Mortgage.....	300,000	7	J. & J.	1883	....
Brooklyn City & Newtown: 1st Mortgage.....	400,000	7	J.&D.	1879	....
Brooklyn Cross-Town: 1st Mortgage.....	300,000	7	J. & J.	1886	....
Buffalo Street: 1st Mortgage.....	400,000	7	M&N	1900	....
Bushwick: 1st Mortgage.....	102,000	7	J. & J.	1889	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J. & J.	1881	....
Central Park, N & E. River: 1st Mortgage.....	550,000	7	F& A	1887	....
2d Mortgage.....	650,000	7	M&N	1890	....
Coney Island & Brooklyn: 1st Mortgage.....	307,000	7	J. & J.	1887	....
D. Dock, E.Bdw. & Battery: 1st Mortgage.....1,	000,000	7	J.&D.	1915	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J. & J.	1890	....
Empire: 1st Mortgage.....guar.	150,000	7	J. & J.	1890	....
42d st. & G'd st. Ferry(N.Y.): 1st Mortgage.....	236,000	7	A.&O	1878	....
Federal St. & Pleasant Val.: 1st Mortgage.....	25,000	7	A&O.	1878	....
2d Mortgage.....	50,000	7	J. & J.	1881	....
Frankford and Southwark: 1st Mortgage.....	155,500	7	J. & J.	1877	....
2d Mortgage.....	100,000	7	M&N	1901	....
Germantown: 1st Mortgage.....	250,000	7	J.&D.	1879	....
2d mortgage	100,000	7	.....	1884	....
Green and Coates street: 1st Mortgage.....	100,000	7	J. & J.	1878	....
Grand St. & Newtown: 1st Mortgage.....	90,000	7	A. &O	1887	....
Grand st. F. P. & Flatbush: 1st Mortgage.....	200,000	7	J. & J.	1891	....
Harl. Br., Morris'a & Fordh.: 1st Mortgage.....	135,000	7	J. & J.	1889	....
Hestonv., Mansua & Fairm.: 3d Mortgage.....	125,000	7	J.&D.	1889	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J. & J.	1883	....
Lynn and Boston: 1st Mortgage.....	50,000	6	A&O.	1879	....
Malden and Melrose: 1st Mortgage.....	75,000	6	A&O.	1895	....
Middlesex (Boston: 1st Mortgage sinking fund	99,500	6	J. & J.	1884	....
2d Mortgage.....	60,000	6	A.&O	1880	....
3d Mortgage.....	25,000	7	M&N	1874	....
Ninth Avenue (N. Y.): 1st Mortgage.....	207,000	7	J. & J.	1870	....
Orange and Newark: 1st Mortgage.....	200,000	6	J. & J.	1881	....
2d Mortgage.....	500,000	7	J. & J.	1883	....
Park Avenue (Bkly): 1st Mortgage.....	300,000	7	M&N	1886	....
Philadelphia City: 1st Mortgage.....	200,000	7	J. & J.	1901	....
Second Avenue (N. Y.): 1st Mortgage.....	350,000	7	J.&D.	1877	....
2d Mortgage.....	200,000	7	F.& A	1876	....
3d Mortgage.....	150,000	7	A.&O	1885	....
Conv. bonds.....	520,020	7	M&N	1888	....
17th and 19th street (Ph.): 1st Mortgage.....	15,000	6	J. & J.	1878	....
2d Mortgage.....	60,000	6	A.&O.	1878	....
Sixth Avenue (N. Y.): 1st Mortgage.....	415,000	7	J. & J.	1890	....
South Brooklyn and Park: 1st Mortgage.....	100,000	7	J. & J.	1892	....
Third Avenue (N. Y.): 1st Mortgage.....2,	000,000	7	J. & J	1890	....
Troy and Lansingburg: 1st Mortgage.....	96,000	7	J. & J.	1882	....
Union (Phila.): 1st Mortgage.....	300,000	6	J. & J.	1885	....
2d Mortgage.....	300,000	7	J. & J.	1881	....
Union (Prov. R. I.): 1st Mortgage.....	75,000	6	J. & J.	1892	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.&D.	1889	....
Watervliet: 1st Mortgage.....	130,000	7	A&O.	1887	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3,280,000	J. & J.	July '74 3½
Allegheny Valley 50	2,236 350	— & —	.....
Atlanta and West Point. 100	1,232,200	J. & J.	July '73 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " guar. 100	786,478	M. & N.	Nov. '73 3½
Atlantic and St. Law*.. 100	39,494,900	M. & S.	Sept. '73 2
" " new 1870. 100	1,500,000	— & —	.....
Avon, Genesee & Mt. M.* 100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio..... 100	13,151,962	M. & N	May '74 5
Washington Br. 100	1,650,000	A. & O.	Apl. '74 5
Parkersburg Br. pref.. 50	5,680,685	— & —	.....
Berkshire* 100	600,000	J. A. J. & O.	July '74 1½
Blossburg & Corning.* .. 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N	May '74 5
Bos., Clin. & Fitchb. pref. 100	638,200	— & —	.....
Agricultural Br. guar.... 100	60,000	J. & D	June '74 3
Bost., Conc. & Mont.* pref 100	800,000	M. & N.	May '74 3
Boston and Lowell..... 500	2,852,900	J. & J.	July '74 3½
Boston and Maine..... 100	6,816,807	M. & N.	May '74 4
Boston and Providence.. 100	3,950,000	M. & N.	May '74 5
Buffalo, N. Y. and Erie* . 100	950,000	F. & A	Feb. '74 3½
Burlington and Mo. Riv. 100	5,686,000	M. & S.	Mar. '74 5
" " pref. 100	1,435,900	M. & S.	Mar. '74 5
Camden and Amboy* ... 100	6,847,880	J. A. J. O.	July '74 2½
Camden and Atlantic.... 50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Nov. '73 3½
Cape Cod 50	1,020,330	J. & J.	Jan. '72 $2½
Cape May and Millville* 50	447,000	J. & D.	Dec. '73 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa* 50	1,169,800	— & —	.....
" pref. 50	2,200,000	M. & N.	May '74 3½
Cayuga and Susq.* 50	589,110	J. & J.	July '74 5
Cedar Rapids & Mo. R.* 100	6,850,400	M. & N.	May '74 1½
" " pref. 100	789,800	F. & A	Feb. '74 3½
Central of Georgia..... 100	4,666,800	J. & J.	July '73 5
Central of New Jersey. 100	20,000,000	J. A. J. O.	July '74 2½
Central Ohio* 50	2,425,000	J & D.	June '74 3
" pref..... 50	400,000	J. & D.	June '74 3
Central Pacific 100	54,275,500	.....	Sept. '73 5
Chemung* 100	880,000	J. A. J. & O	Oct. '72 1½
Cheshire, preferred 100	2 100,000	J. & J.	July '74 2
Chicago and Alton..... 100	8,929,900	M. & S.	Mar. '74 5
" pref..100	2,425,400	M. & S.	Mar. '74 5
Chicago, Burl. & Quincy. 100	19,897,000	M. & S.	Mar. '74 5
Chicago, Iowa & Nebras* 100	3,916 300	J. & J.	July '74 4
Chicago & N. Western..100	14,993 060	J. & D.	Dec. '72 3½
" pref. 100	21,454,113	J. & J.	July '73 3½
Chicago, R. I. & Pacific. 100	19,000,000	A. & O.	Apl. '74 4
Cin., Ham. & Dayton. .. 100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.* .. 50	2,980,550	— & —	Apl. '72 10s
" pref.. 50	429,046	M. & N	May '74 2
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Aug. '74 4
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '74 3½
Cleveland & Pittsburg*.. 50	11,236,150	F. M. A N	May '74 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*.. 50	1,786,800	M. J. S. D.	June '74 2
Colum. & Hocking Val..100	2,500,000	F. & A	Feb. '74 5
Concord 50	1,600,000	M. & N.	May '74 5
Concord and Porta.* 100	350,000	J. & J.	July '74 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A.	Feb. '74 5
Connecticut Rive 10	1,950,000	J. & J.	July '74 5
Cumberland Valley..... 10	1,494,250	A. & O.	Apl. '74 4
Danbury and Norwalk . 50	600,000	M. & N.	Nov '73 5
Delaware*..... 10	1,230,941	J. & J.	July '74 3
Del., Lackaw. & Westn. 10	18,568,850	J. A. J. O.	July '74 2½
Detroit & Milwaukee *.. 50	822,140	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	A. & O.	Apl. '74 3
East Pennsylvania* 50	1,309,200	J. & J.	July '74 3
East Mahanoy * 50	392,950	J. & J.	July '74 3
Eastern (Mass.)..... 100	4,262,800	J. & J.	July '73 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*.100	500,000	F. & A.	Feb. '74 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '74 2½
" " pref. 50	500,000	J. & J.	July '74 3½
Erie Railway 100	78,000,000	.....	Oct. '73 1
" pref..... 100	8,538,910	.....	Oct. '73 3½
Erie and Pittsburg*..... 50	1,090,250	M. J. S. D.	Mar. '74 1½
Fitchburg 100	4,000,000	J. & J.	July '74 4
Georgia 100	4,166,000	J. & J.	Apl. '74 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.)..... 100	14,367,946	— & —	.....
Great Western, (Ca.) ... 100	19,237,404	A. & O.	Apl. '74 1½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug. '70 3c
" pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	May '74 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '73 3½
Housatonic, pref. 100	1,180,000	J. & J.	July '74 4
Huntingdon & B'd Top. 50	880,000	— & —	.....
" " pref. 50	460,750	J. & J.	July '68 3½
Illinois Central 100	25,280,510	F. & A.	Aug. '74 4
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	J. & J.	July '74 2
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*..... 100	1,500,000	J. A. J. O.	July '74 1½
Joliet & North. Indiana* 100	300,000	J. & J.	July '74 4
Lake Shore & Mich. So..100	49,466,500	F. & A.	Aug. '73 4
" " (guar.)-100	533,500	F. & A.	Feb. '74 5
Lawrence*. 50	260,200	— & —	.....
Leeds and Farmington* 100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	3,739,800	M. & N.	May '67 5
Lehigh Valley 50	21,916,850	J. A. J. O.	July '74 2½
Little Miami* 50	5,871,450	J. A. J. O.	Apl. '74 2
Little Schuylkill* 50	2,646,100	J. & J.	July '74 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island 50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 5
" " pref.100	848,700	J. & J.	Jan. '74 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '74 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '74 8
Lykens Valley 20	600,000	F. M. A N	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central..... 100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	May '74 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 2s
Massawippi*..... 100	400,000	F. & A.	Feb. '74 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	18,738 204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323,375	J. & J.	July '74 5
Milwaukee and St. Paul..100	13,398,550	J. & J	Dec. '70 7s
" " pref.....100	10,825,777	F. & A	Feb 74 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '74 3½
Morris and Essex*..... 50	14,008,100	J. & J.	July '74 3½
Nashua and Lowell..... 100	800,000	M. & N.	May '74 5
Naugatuck 100	1,881 900	F. & A.	Feb. '74 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '74 5
Newark and N. York*... 100	977,400	J. & J.	Jan. '74 3½
N. Bedford 100	1,010,100	M. & N.	May '74 4
N. Castle & Beaver Val.* 50	1,500,000	J. A. J. O.	Apl. '74 2½
N Haven & Northamp...100	605,000	J. A. J. O.	Sept '72 3
New Jersey*..... 100	7,295,200	J. A. J. O.	July '74 2½
New London Northern*100	1,418,800	J. & J.	July '74 4
N. Y. Cen. & Hudson R...100	89,428,330	A. & O.	Apl. '74 4
New York and Harlem..100	8,500,000	J. & J.	July '74 4
" " pref.100	1,500,000	J. & J.	July '74 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	July '74 5
N. Y., Provid. & Boston.100	2,000,000	J. A. J. O.	July '74 2½
Nieg. Bridge & Canand*100	1,000,000	J. & J.	July '74 3
North Carolina* 100	4,800,000	Irregular.	Jan. '73 5
N. Eastern (N. C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3,473,500	January.	Jan. '74 5s
Northern Central 50	5,842,000	M. & N.	July '74 3½
Northern N. Hampsh...100	3,068,400	J. & D.	June '74 4
Northern New Jersey*...100	1,000,000	J. & J.	July '74 4
Norwich & Worcester*..100	2,823,400	J. & J.	July '74 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	July '74 3
" " pref.100	2,000,000	A. & O.	Apl. '74 4
Ohio and Mississippi....100	19,995,847	J. A. J. O.	.....
" " pref.100	4,024,474	J. & D.	Dec '72 3s
Oil Cr. & Allegheny R... 50	4,259,450	J. A. J. O.	Jan. '74 3
Old Colony & Newport..100	6,297,900	J. & J.	July '74 3½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '74 4
Pacific of Missouri..... 100	3,635,750	J. A. J. O.	July '74 1½
Panama..... 100	7,000,000	J. A. J. O.	July '74 3
Paterson and Hudson*..100	630,000	J & J.	July '74 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	243,000	J. & J.	Jan. '74 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '74 3
Pennsylvania 50	72,000,000	M. & N.	May '74 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '74 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	July '74 4
Phil., Ger. & Norristwn* 50	1,626,250	M. J. S. D	June '74 3
Philadelphia & Reading 50	32,684,375	J. A. J. O.	July '74 2½
" " pref.. 50	1,551,800	J. A. J. O.	July '74 2½
Phila. and Trenton*..... 100	1,259,100	J. A. J. O.	July '74 1½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	July '74 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J. A. J. O.	Apl. '74 1½
" Special Imp.100	2,000 000	J. A. J. O.	Apl. '74 1½
Pittsfield & N. Adams..100	400,000	J. & J.	July '74 3
Portland and Kennebec.100	616,700	J. & J.	July '74 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces...100	2,000,000	J. & J.	July '74 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '74 4
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '74 3½
Rutland*..... 100	2,700,000	— & —	.....
" preferred 100	4,300,000	F. & A.	Feb '74 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " pref.100	2,040,000	July.	July '74 3
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '74 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" " pref. 100	12,000,000	.....	Nov. '72 4½
Saratoga and Schenec.*..100	300,000	A. & O.	Apl. '74 3½
Schuylkill Valley* 50	576,050	J. & J.	July '74 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	889,450	F. & A.	Feb. '74 3
Shore Line*..... 100	995,800	J. & J.	July '74 3½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,276	F. & A.	Feb '72 1
South Western, (Ga.) *..100	2,939,900	F. & A.	Feb. '73 4
Staten Island..... 100	600,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	443,700	J. & J.	July '74 2½
Stony Brook*..... 100	267,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '74 3
Sussex (N. J.)..... 100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N. Y.*100	1,670,139	— & —	Dec. '72 3
Taunton Branch 100	500,000	J. & J.	Jan. '74 5
Terre Haute & Indiana..100	1,988,150	J. & J	Jan. '74 5
Tol., Peo. & War. 1st pref..100	1,700,000	J. & J	Jan. '70 11-4
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '74 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Union and Black River...100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$2,860,000	A. & O.	Apl. '74 1
Warren (N. J.)..... 100	1,800,000	J. & D.	Dec. '73 3½
Warwick Valley..... 100	225,000	A. & O.	Apl. '72 2½
West Jersey*..... 100	1,559,750	F. & A.	Feb. '74 4
Winchester & Potomac*100	180,000	J. & J.	July '74 3
Winchester & Strasburg*100	500,000	J. & J.	July '74 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	July '74 3½
HORSE-POWER R. R.			
Albany City..... 100	110,300	— & —	..... 2½
Baltimore City..... 100	80 000	— & —	Jan. '74 3
Bleecker st. & F Fy. (N Y) 100	900,000	— & —	.....
Boston and Chelsea..... 100	110,000	A. & O.	Apl. '74 4
Broadway (Brooklyn)... 100	200,000	J. A. J. O.	Apl. '73 5
Broadw. & 7th Av. (N Y) 100	2,100,000	J. & D.	Jun. '70
Brooklyn City 100	1,500,000	F. M. A. N	May '74 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)... 100	302,000	J. & J.	July '71 3½
Cambridge..... 100	727,800	A. & O.	Apl. '74 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 3½
Citizens' (Phil.)..... 5	500,000	J. & J.	July '74 9
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brook'l..'0	500,000	— & —	.....
D. Dock, R. B'dw. & Bat..100	1,200,000	F. M. A. N	Feb. '74 2
Eighth Avenue (N. Y.)...100	1,000 000	J. A. J. O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	J. & J.	July '74 3½
Frankf. & Southw. (Ph.) 50	491 750	J. & J.	July '74 5
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '74 3
Girard College (Ph.) 50	500,000	J. & J.	July '71 3
Grand St. and Newton... 100	170,000	J. & J.	July '71 3
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '74 4
Hoston, Mantau & Fairm. 50	2,050 000	J. & J.	July '74 1½
Lomb. & South Sts. (Ph.) 25	105,000	A. & O	Oct. '71 6
Lynn and Boston..... 100	200 000	— & —	.....
Malden and Melrose..... 100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	M. & N.	July '74 3½
Middlesex (Boston)..... 100	400,000	A. & O.	Apl. '73 4
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '74 5
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '74 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 3
Second Avenue (N. Y.)...100	888,100	J. A. J. O.	Oct. '73 2
Second & Third St. (Ph.) 10	962,100	J. & J.	July '74 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '74 2
Sixth Avenue (N. Y.)....100	750,000	M & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F. M. A. N	May '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '74 1½
Somerville (Boston) 100	75,000	M. & N.	May '74 3
South Boston 50	400,000	J. A. J. O.	July '74 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	July '74 3
West Philadelphia..... 50	400,000	J. & J.	July '74 10
CANALS.			
Chesapeake & Delaware 50	1,983,568	J. & D.	June '73 3
Chesapeake and Ohio ... 25	3,229,591	A. & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '74 4
Delaware and Hudson...100	15 000,000	F. & A	Aug. '74 5
Delaware and Raritan*..100	5,847,400	J A. J. O.	July '74 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	9 390,350	J. S D. M.	June '74 2
Monongahela Navigat.... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated).... 100	1,025,000	F. & A.	Aug. '72 3
" (preferred)..... 100	1 176,000	F. & A.	Aug. '72 3
Pennsylvania..... 50	4,837,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	July '74 30s
" " (pref.). 50	2,898,977	F. & A.	July '74 60s
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express..... 100	10,000,000	M. J. S. D.	June '74 2
American Coal..... 25	1,500,000	M. & S.	Mar. '74 4
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship 100	4,000,000	M. J. S. D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec '69 35c
Canton..... 100	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref..... 100	8,508,400	— & —	.....
" certif..... 100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p.100	20,000,000	M. J. S. D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F. M. A. N	May '74 5
Pullman Palace Car..... 100	4,000,000	F. M. A. N	May '74 3
Quicksilver, common 100	5,700,000	— & —	.....
" preferred 100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	July '74 5
Spruce Hill Coal 10	1,000 000	— & —	.....
United States Express... 100	6,000,000	F. M. A. N	May '74 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '74 4
West. Union Telegraph.100	35,000,000	J. & J.	July '74 2½
Wilkesbarre Coal..... 100	5,400,000	M. & N.	Nov. '69 4
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. '66

NATIONAL AND STATE SECURITIES.

	Amount outstanding.	Interest — Rate.	Interest — Payable.	WHEN PAYABLE.	Market Price.
National Securities July 1, 1874.					
Loan of June 14, 1858 ..... registered	$260,000	5	Jan. & July.	1874	....
.. .. coupon	.....	5	" "	1874	....
Loan of February 8, 1861 ..... registered	13,788,000	6	Jan. & July.	1880	116
.. .. coupon	4,647,000	6	" "	1880	117
Oregon War Bonds of March 2, 1861 ... coupon	945 000	6	Jan. & July.	1861	....
Loan of July 17, and Aug. 5, 1861 ... registered	125,786,400	6	Jan. & July	1881	116
.. .. coupon	63,534,950	6	" "	1881	117
Loan of Feb. 25, 1862 (5-20s) ..... registered	16,641,400	6	May & Nov.	1882	113
.. .. .. (5-20s) ..... coupon	151,013,300	6	" "	1882	112
Loan of March 3, 1863 ..... registered	53,631,350	6	Jan. & July.	1881	116
.. .. coupon	21,368,650	6	" "	1881	117
Loan of March 3, 1864 (5-20s) ..... registered	946,600	6	May & Nov.	1884	115
Loan of June 30, 1864 (5-20s) ..... registered	28,027,550	6	May & Nov.	1884	115
.. .. .. (5-20s) ..... coupon	33,018,650	6	" "	1884	115
Loan of March 3, 1865 (5-20s) ..... registered	33,729,500	6	May & Nov.	1885	115
.. .. .. (5-20s) ..... coupon	118,804,850	6	" "	1885	116
.. .. 2d series (5-20s) ..... registered	56,885,050	6	Jan. & July.	1885	115
.. .. .. (5-20s) ..... coupon	145,778,050	6	" "	1885	116
.. .. 3d series (5-20s) ..... registered	87,822,550	6	Jan. & July.	1887	115
.. .. .. (5-20s) ..... coupon	222,601,850	6	" "	1887	117
.. .. 4th series (5-20s) ..... registered	13,926,500	6	Jan. & July.	1888	116
.. .. .. (5-20s) ..... coupon	23,537,500	6	" "	1888	117
Loan of March 3, 1864, (10-40s) ..... registered	141,214,200	5	Mar. & Sept.	1904	112
.. .. .. (10-40s) ..... coupon	53,353,100	5	" "	1904	112
Consols of July 14, '70 & Jan. 20, '71 .registered	178,472,450	5	F. M. A. & N.	1881	112
.. .. coupon	137,328,300	5	" "	1881	112
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Den. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868..... (cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds..... (currency)	64,623,512	6	Jan. & July.	'95-'99	117
U. S. Notes and Fractional Currency.....	427,958,028	nil.	.....	.....	....
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72..	2,562,800	5	May & Nov.	'82-'92	....
.. Bonds (new), 1866, '67 and '72.....	2,386,000	8	Jan. & July.	'86-'92	....
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'.0 '91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,'00,0 0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'99-'00	....
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872.....	300,000	7	" "	1892	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	112
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,500):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-20s)	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($,7 8,865):					
.. Convention Bonds 1868.....	80,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'93-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Penen., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R.R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	....
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R.R., '58, '59, '60 & '61	600,000	6	Feb. & Aug	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1860.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,9 0, 00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1890	....
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	...
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1850	...
.. War Loan Bonds, 1861.....	417,000	6	" "	1890	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):			Jan		
.. State Bonds (various) 1863 to 1864.....	110,675	6	" & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	"	'76-'89	....
Kentucky—($2,750,510):					
.. State Bonds 1834 and '43.....	160,000	5	Mar. & Sept.	1878	....
.. State Bonds, 1840 to 1861	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	40
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	50
.. .. .. 1866	1,000,000	6	Various.	1886	57
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1890	....
.. State B'ds(N.O., Mob. & Chat. R.R.) '70 '71	3,250,000	8	Jan. & July.	10-'11	....
.. Redemption (certificates) Bonds 1866...	259,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1863 and '64..	3,832,500	6	"	'83-'89	101
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889	98
Maryland—$12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	80
.. Bonds to R. R. and Canals, (stg) 1838....	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	95
.. Bonds to Ches. & Ohio Canal 1870.....	2,630,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1868.....	511,365	6	J. A. J. & O.	1888	105

	Amount outstanding.	Interest — Rate.	Interest — Payable.	PAYABLE.	Market Price.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72	706,000	5	Various.	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800,000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	94
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	91
.. Bounty Loan, 1864.....	4,379,580	5	May & Nov.	1894	99
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,176,451	5	April & Oct.	'88-'93	100
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'93	92
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445,000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863.....	431,000	6	" "	1876	97
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	91
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,689,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'92-'90	97
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	97
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	100
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	...
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'75	99
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	97
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	98
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	104
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'96	...
.. War Loan Bonds, 1864, tax free.....	684,400	6	" "	'97-'02	
New York—($38,121,600):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	
.. General Fund Stock	300,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,159,780	6	" "	pleas.	....
.. Canal Stock.....	1,109,420	5	" "	1874	....
.. Canal Stock.....	7,405,000	6	" "	'72-'73	107
.. Canal Stock.....	2,572,000	6	" "	'74-'76	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	10,675,000	7	Jan. & July.	1877	107
.. Bounty Loan Bonds, 1867, coupon	1,872,000	...	" "	1877	109
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	28
.. State (old) Bonds 1848 to 1860.....	3,639,900	6	April & Oct.	'72-'92	28
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	21
.. State (new) Bonds, 1867 to 1870	1,852,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	26
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	....
.. Special Tax Bonds.....	11,407,000	6	" "	'95-'99	...
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, stg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1860 Bonds, stg f'd.....	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, stg f'd.....	1,495,369	6	" "	1881	102
.. Loan of 1856 Bonds, stg f'd.....	2,400,000	6	" "	1886	103
Oregon—($290,627):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	..
Pennsylvania—($24,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,880,550	6	" "	'77-'82	107
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	113
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	...
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	97
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '58-'66...	1,283,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,760,000	6	April & Oct.	1888	19
.. .. .. '66-'69.....	2,262,714	6	Jan. & July.	'87-'97	20
.. Funding Stocks and Bonds	990,000	7	" "	1888	....
.. Blue Ridge R. R. Bonds 1854.....	970,000	6	" "	'74-'76	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1889	...
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	76
.. State Bonds (direct)	4,419,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	...
.. Funded Interest Bonds	9,000,000	6	" "	"	61
Texas—($8,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'80-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	85
Vermont—($822,600):					
.. War Loan Bonds, coupons.....	621,000	6	une & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	...
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'90	25
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'00	25
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'86-'00	...
.. Funded Interest, 1866-'67.....	6,692,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	466,250	5	" "	'93-'01	...

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	102
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	101
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1890	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	84
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	43½
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	...
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	64
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(285 m.)free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S. A. & G. R. R.) bonds	810,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.)gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1856 '75	857,250	6	Jan. & July.	Baltimore.	1875	100½
Loan of 1850–'80	579,500	6	" "	"	1880	101½
Loan of 1853–'95	1,710,500	6	April & Oct.	"	1885	101
Loan of 1855–'90 (Balt.) skg fd.	3,461,146	6	Jan. & July.	"	1890	....
Loan of 1870–'95 (stg.) skg fund.	3,620,320	6	March & Sept.	London.	1895	....
Loan of 1872–1932 (stg.) S. F.	9,498,018	6	" "	"	1902	....
3d Mort.(N. W. Va. R. R.)assumed	140,000	6	Jan. & July.	Baltimore.	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	600,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort. guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	99½
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	402,500	6	March & Sept.	Princeton.	1885	83
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	79
1st Mortgage (Equalization)	248,000	7	" "	"	1889	59
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	90½
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	260,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	22½
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	45
Mass. I. (sec'd by $4,000,000 Ber.)	3,000,000	7*	" "	"	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct	Boston.	1879	95
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1893	102

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Brunswick and Albany:						
1st Mort.(gold)end. by Ga. tax fr.	$2,880,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	85
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg fd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	54
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	99½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	96½
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,849	8	" "	"	1859	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	99½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1894	60
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	85
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	96
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70–'97	99
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd)g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	64½
Carthage & Burlington(C. B. & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	103½
Chattel Mortgage	158,350	5	" "	"	'80–'89	81
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	82½
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	83
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1918	85½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	769,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p. m.	3,248,000	7*	Jan. & July.	New York.	1899	46
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1991	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	3,612,700	7	" "	" "	1902	102½
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1899	107
Loan of Leh. C. & Nav. Co.(assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia	1897	....
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	91½
Central Pacific of California:						
1st Mortgage, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95–'99	99
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	100
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	102
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88–'92	....
1st Mort. (S. Fr., Okld & Ala.)	500,000	8*	" "	San Francisco	1890	....
1st Mort.(San Joaquin V. D.)gold	6,050,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1888	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1883	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p. m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1939	61½
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	72½
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	180,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75–'80	90½
Chester Creek:						
1st Mortgage guar. by P. W. & B.	184,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	100
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	107
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	98
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (" ") "	188,000	7	Jan. & July.	" "	1896	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	6	Jan. & July.	New York.	1883	110
Trust Mortgage, skg fund conv.	150,000	6	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	550,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,988,228	7	Jan. & July.	Boston.	1896	97
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	98½
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	97½
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	98½
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	99½
1st Mort. (O., O. & Fox Rv.) guar.	1,250,000	8	" "	" "	1900	98
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	99
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	41
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	92½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C.& NW	592,000	7	Jan. & July.	Boston.	1880	93½
3d Mort. (now 2d) guar. C.& NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	104
Funded coupons (193 m.)	750,000	7	May & Nov.	" "	1883	96
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	100
Appleton Ext. (23 m.& 70,000 ac.)	174,000	7	" "	" "	1885	89
Green Bay Ext. (26m & 76,000 a.)	284 000	7	" "	" "	1885	89
Equipm't (Engs & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,775,000	7	Feb. & Aug.	" "	1882	103
2d Mort. (Gal. & Chic. 248 m.)	938,000	7	May & Nov.	" "	1875	99½
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	129,500	7	" "	" "	1878	....
1st Mort. (Peninsula 79m. & land)	331,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W. R'y)	3,105,000	7	F. M. A. & N.	" "	1915	86
Consol. gold bonds for	$48,000,000	7*	June & Dec	" "	1902	77
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil. R. R.) guar.	389,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi. R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	9,500	7	June & Dec.	" "	1896	....
1st Mort. (Chic. & Mil. R. W.) guar	1,141,000	7	Jan. & July.	" "	1898	92
1st Mort. (Bel. & Mad. R.R.) guar.	306,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000pm	1,350,000	8	May & Nov.	New York.	1889	30
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $3,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. R. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $10,000per mile	.....	8	Feb. & Aug.	New York.	1901	100
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C., R.I.& Pac.)	8,600,000	7	" "	" "	1896	102½
Chi. & Southwes'n(C., R.I.& Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd.skg fd for	$41,000,000	.....	7*	Jan. & July.	New York.	1902
Chicago and Superior:						
1st Mortgage(Mad. & Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd	$5,000,000	.....	7*	Jan & July.	" "	1902
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1868	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis June.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	82½
Cin. & Martinsville(I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July	New York.	1898	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77 '87	70
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	6 ½
1st Mort. (San., Day. & Cin.) S. F.	488,000	6	Feb. & Aug.	Boston.	1900	75½
1st Mort. (San. City and Ind.)	850,000	7	March & Sept.	"	877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000 000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	110
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning(A.& Gt. Wtn):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	..
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,368,000	7	May & Nov.	" "	1875	103½
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July	" "	1892	90
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	98
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1883	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	81
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	59
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1870	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	96
Notes payable, conv. at par	594,000	7	" "	"	1876	17½
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1, 2, 3, 4,	88½
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York	1868	....
Cowanesque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,600	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	88
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	99½
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	104
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1861	104
Convertible b'ds(Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	104
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D. & M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1878	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	...
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	99
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	94
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1903	....
East Alabama and Cincinnati:						
1st Mort. and $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101½
East Tenn. & Georgia (E.T.V.&G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Va. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	90
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	...
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	99
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1874-'82	1,500,000	7	March & Sept.	"	1882	93½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	....
2d Mortgage	150,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	99
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	60
Erie Railway:						
1st Mortgage	2,435,000	7	May & Nov.	New York.	1897	103
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	90½
3d Mortgage	4,582,000	7	" "	" "	1883	99
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	96½
5th Mortgage convertible	709,500	7	June & Dec.	" "	1888	94
Buffalo Branch, 1st mortgage	182,000	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	....
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	NY & London.	1920	....
Convertible bonds	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free	2,089,000	7	Jan. & July.	" "	1899	....
Equipmen (Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L. M. (& 1st on 50, & 2d on 55 m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
2d 1st Mortgage " "		7	March & Sept.	" "	1880	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (56,241 a.)	168,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.)	221,000	7	Jan. & July.	" "	1887	....
" 3d series (62,091) tax f.	2,046,000	8	March & Sept.	" "	1888	....
R & Holly lease, $1,F. 25 000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1920	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	1st Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20,000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	00,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	800,000	8	Jan & July.	"	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	90
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	103
2d Mortgage	948,000	7	May & Nov.	" "	1875	99½
Elgin and State Line Purchase	125,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	96½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350 000	6*	" "	"	....	....
Postal & Military b'ds £1,200 000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,838 285.	14,191,6 5	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,705	8,428,525	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York	'81-'86	60
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,600	7	May & Nov.	New York	1889	....
Hannibal and Naples (T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York	1896	90
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York	1890	75
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York	'71-'77	92½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	91
Six years Mortgage bonds (222m)	5?,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,308	8	Various.	" "	1874	..
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	79
1st Mort. (Q. & Palm. R.R. 15 m.)	300.000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R.R 55m.)	1,200,000	10	Jan. & July.	" "	1886	99
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,200	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	103
Hartford and New Haven:						
1st Mortgage	550,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (P&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	109,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1880	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	106½
3d Mortgage	180,000	7	May & Nov.	" "	1875	104
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1903	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	103½
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	96½
2d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1905	90
Illinois Central:						
Construction bonds, cur. skg f'd.	2,742,000	7	April & Oct.	New York.	1875	100
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1900	80
2d Mortgage	1,500,000	8	Jan. & July.	" "	1899	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1905	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(L. C.& L. F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(" ")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage	2,000,000	7	Jan. & July.	New York.	1916	....
1st Mortgage		7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	800,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,990,000	7	April & Oct.	New York.	1917	81½
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	91
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	99½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	97
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	108½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	795,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	87
Junction and Brankwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1868	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	90
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" " ")	639,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (200m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL.&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Morts (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	90
1st Mort. (2d Div. 253.94 m.)gold	4,068,000	6*	June & Dec.	" "	1896	90
1st M.(3d D.344.66m.& 3,0.0,000s)	6,455,000	7*	May & Nov.	N. Y., L. & F.	1898	....
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,921,000	7*	Jan. & July.	N. Y., L. & F.	1880	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,250	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1890	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1858.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	98½
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	200,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N. W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1891	76
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. sks fund gold tax free.	4,500,000	7*	Jan. & July.	N Y & Fa.& Ph.	1898	80
2d Mort. gold tax free and conv.	939,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1860	$1,000,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,250,000	7	J. A. J. & O.	" "	1890	97
Consol. coupon July 1, 1870	1,909,000	7	Jan. & July.	" "	1890	95½
Bonds of Oct. 1, 1872	5,205,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore)Ap. 1, '60	1,498,000	7	" "	" "	1869	98
Sunbury July 1, 1864	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1890	100
3d Mort. Oct 1, '67 "	1,000,000	7	April & Oct.	" "	1892	96
Sks Fund July 1, 1855 C. & Tol.	1,595,000	7	Jan. & July.	" "	1885	104
Mort. April 1, 1856 "	500,000	7	April & Oct.	" "	1886	97½
1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	103½
2d Mort. Oct 31, 1857 "	2,892,000	7	" "	" "	1877	100
Mort. Nov. 1, 1858 Buff. & Erie.	.....	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	96
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1906	97
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	99
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	90
1st Mort. Oct. 1, 1867 (Sch.& ThR.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. A.& Gr.R.)	340,000	8	" "	" "	1888	96½
1st Mort. July 1, 1863 (J.& Frank.)	468,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	800,000	7	April & Oct.	Philadelphia	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	855,000	7	Feb. & Aug.	New York.	1896	....
Leaven., Lawrence & Galveston:						
1st Mort. sks fund conv., gold	5,000,000	10	Jan. & July.	N. Y. & Bost.	1900	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	.....	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,846,000	6	June & Dec.	"	1898	100
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	106½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	102½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	6*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	900,000	6	Jan. & July.	New York.	1899	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1893	96
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	90½
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glan Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,800,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & O.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	854,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol. M. for $8,000,000 (302 m.)	6,647,000	7	April & Oct.	" "	1898	88
Louisv., N. Al. & St. Lo. Air-Line						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,200,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1888	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,360	7*	Jan. & July.	"	1898	96
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	87½
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oc	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,200	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	200,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (R.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	60½
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	106½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	89½
3d Mortgage Dollar	3,000,000	6	Jan. & July.	"	1890	73½
1st Mort. (Scioto & H. Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1879	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1880	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$880,000	6	May & Nov.	Boston.	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1869	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Mayaville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,290,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,800,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	101½
Michigan Central:						
1st Mortgage, convertible	566,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	111½
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	96½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	102
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	95½
1st Mort (Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv. & W.Gap(E)						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,514,000	7	Jan. & July.	New York.	1898	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	80
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,808,000	7	Jan. & July.	" "	1897	78
1st Mortgage (Minn. Cent)	192,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	82
1st Mortgage (P. du Chien)	3,574,000	8	Feb. & Aug.	" "	1898	107½
2d Mortgage (P du Chien)	1,515,000	7.3	" "	" "	1898	91½
Milwaukee City Loan	233,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $18,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St. L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1898	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,560,000	7*	—— & ——	.....	1899	19½
1st Mort. Land Grant gold	1,560,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000 p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	800,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st Mortgage Sterling	6,000,000	6*	May & Nov.	Mob. & Lond.	1882	....
		8*				
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	871,800	8	" "	"	1883	....
Interest (sterling) bonds	755,640	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	430,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	880,000	7	J. A. J. & O.	New York.	1900	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	106½
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	104
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	92
Construction bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	96½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L & Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	91
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Nangatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	500,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st Mortgage, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1888	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1869	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie'd bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan'a						
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1899	31
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern (Vt. Cen.)						
1st Mortgage	800,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1868	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, go'd	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(" ")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	94½
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	102
Bonds for B.& N. R's.(")	76,000	6	May & Nov.	" "	1883	90
Bonds for R.R.stocks(")	892,000	6	" "	" "	1883	90
Bonds for real estate (")	162,000	6	" "	" "	1883	90
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	99
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,360,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	108½
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	....
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	90
Sinking Fund mortgage of 1861	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	100½
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1860	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225 000	6	Jan. & July.	Philadelphia.	1885	99
2d Mortgage	5,000,000	7	May & Nov.	"	1896	104
Chattel Mortgage	360,000	10	April & Oct.	"	1877	106
North Shore (L. I.)						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	95
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	90
3d Mortgage(Y'k & Cumb.)guar.	800,000	6	Jan. & July.	"	1877	95
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	93
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1890	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1876	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	81
Norwich & Worcester(R.H.& E.):						
1st Mort. Mass. Loan.....	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds.....	200,000	...	" "	" "	1874	....
Machine shop &c., bonds.....	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1900	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston	1878	93
Equipment Mortgage	200,000	8	" "	"	1879	93
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage.....	6,694,000	7	Jan. & July.	New York.	1898	92
Consolidated 1st Mortgage, stg..		7*	" "	London.	1898	....
Consolidated 2d Mortgage.....	3,529,000	7	April & Oct.	New York.	1911	74
2d Mortgage, (W. Div.).....	438,000	7	Jan. & July.	" "	1874	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bond.....	50,000	7	May & Nov.	" "	1883	....
Oil Creek and Allegheny River:						
1st Mortgage (J. C. R. R.).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	78½
1st Mortgage (War. & Fkln)....	580,000	7	April & Oct.	"	1882	78
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	42
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	98½
Plain Bonds	485,000	6	April & Oct.	"	1875	95
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	100½
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.....	1,000,000	8	June & Dec.	Boston.	1896	67½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	89½
2d Mort. (Charlotte to Lynchb.)	1,166,500	6	Jan. & July.	" "	1875	79½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	60
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	79
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	90
Orange and Newark:						
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R. W. & O.):						
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D. L.& W.):						
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,200,000	8	Jan. & July.	Boston.	1900	93
Owensboro' and Russellville.						
1st Mortgage for $1,500,000.....	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug	New York.	1888	81
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	" "	1891	72
Income Bonds.....	1,500,000	7	" "	" "	1892	....
St. Louis County Bonds.....	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lex. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold.....	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(T W & W):						
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	83½
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1909	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg).....	4,970,000	7	Jan. & July.	Philadelphia.	1880	101
2d Mortgage (").....	2,583,600	6	April & Oct.	"	1875	100½
2d Mortgage (")stg.	2,282,248	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	19,490,760	6	J. A. J. & O.	Philadelphia.	1910	91
State lien for $17,500,000, skg f'd	5,854,700	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage.....	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage.....	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage.....	310,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	103½
1st Mortgage guaranteed.....	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free.....	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	90
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	84
Gen'l M. for $26,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed.....	$619,000	6	April & Oct.	Philadelphia.	1897	90
Perth Amboy & Woodbr.(C&A):						
1st Mortgage.....	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments).	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¼ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9¼ m.)...	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 45 m.)..	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868.....	1,188,900	6	Jan. & July.	Philadelphia.	1893	79½
Loan of 1870, convertible.....	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv...	86,500	6	" "	"	1886	....
Mort. Loans of 1843-44-45 & 49.	1,521,000	6	" "	"	1880	102
Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	107
Mortgage Loan of 1836 stg.....	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg.....	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg.....	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon...	7,696,000	7	June & Dec.	Philadelphia.	1911	103
	Dollar registered	3,414,000	7	" "	"	1911	104½
	Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	....
	Gold or stg reg..	668,000	6*	" "	"	1911	102½
	Dollar coupon...	332,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv.....		6,690,985	7	Jan. & July.	"	1893	105½
New improvement Mort. loan..		6,331,615	6*	April & Oct.	Phila.or Lond.	1897	....
Philadelphia, Wilmington & Balt.:							
Mortgage Loan, convertible		345,000	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866.....		400,000	6	April & Oct.	"	1876	96
Loan of 1867.....		1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):							
1st Mortgage, guaranteed.....		330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):							
Consol. Mortgage for $10,000,000.		6,212,000	7	Feb. & Aug.	Philadelphia.	1900	68½
1st Mort. (Steub. & Ind.) conv..		3,000,000	6	monthly.	New York.	1884	72
1st Mort.(Ct.& New'k 33m)conv		775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:							
1st Mortgage of 1868, tax free...		4,000,000	7	Jan. & July.	Baltimore.	1898	86½
2d Mort. (Balt. Loan) of 1866...		1,000,000	6	" "	"	1886	65
1st Mort. (Turtle Cr. Div.10¼ m)		400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:							
1st Mortgage (Series A).....		875,000	7	Jan. & July.	New York.	1912	106½
1st Mortgage (Series B).....		875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C).....		875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D).....		875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E).....		875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F).....		875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G).....		880,000	7	Jan. & July.	" "	1912	100½
2d Mortgage (Series H).....		880,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I).....		880,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K).....		880,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L).....		880,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M).....		880,000	7	June & Dec.	" "	1912	....
3d Mortgage		2,000,000	7	April & Oct.	" "	1912	97½
Bridge (O. & P. R. R.) bonds...		153,000	7	May & Nov.	" "	1876	....
Construction bonds of Jan. 1,'70		100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:							
1st Mortgage for $3,600,000.....		.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:							
1st Mortgage gold, for $1,800,000		.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):							
1st Mort. (Maine Section) gold..		800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000		.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):							
1st Mortgage gold, for $2,300,000		.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:							
1st Mortgage of 1863		250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:							
1st Mort.(Portland Loan)skg f'd		700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien).....		360,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000		.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):							
1st Mortgage gold, skg f'd.....		1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.		1,000,000	7*	" "	"	1899	....
Pougkeepsie and Eastern:							
1st Mort. gold, conv. & tax free..		600,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:							
1st Mortgage.....		300,000	6	Jan. & July.	Providence.	18	....
Quincy, Alton and St. Louis:							
1st Mortgage gold.....		850,000	7*	May & Nov.	Philadelphia.	1893	....
Quincy and Toledo (T., W.& W.):							
1st Mortgage, guaranteed.....		500,000	7	May & Nov.	New York.	1890	85
Quincy & Warsaw (C. B. & Q.):							
1st Mortgage, guaranteed.....		800,000	8	Jan. & July.	Boston.	1890	99½
Reading and Columbia (P.& R.):							
1st Mortgage, guaranteed.....		850,000	7	March & Sept.	New York.	1883	....
2d Mortgage, guaranteed.....		350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:							
1st Mortgage.....		150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage.....		300,000	7	" "	"	1880	....
3d Mortgage.....		150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitch.).		400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Saland & Rutl.)		600,000	7	May & Nov.	" "	1890	....
1st Mort. (Glenn's Falls).....		125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:							
Virginia State Loan, skg fund..		600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds.....		157,800	6	" "	"	1875	....
Consolidated Mortgage.....		1,722,000	6	May & Nov.	New York.	'70-'90	67
Rich., Fredericksbg. & Potomac							
Sterling Loan		37,777	6*	Jan. & July.	London.	1875	....
Dollar Loan		295,500	6	" "	Richmond.	1881	....
Dollar Loan		172,800	7	" "	"	1875	....
Richmond and Petersburg:							
1st Mortgage.....		130,500	7	June & Dec	Richmond	1875	....
1st Mortgage.....		175,000	8	April & Oct		....	....

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st Mortgage tax free	$2,000,000	7*	Feb. & Aug	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.)	827,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	72½
Equipment Mortgage	500,000	8	March & Sept.	"	1880	75½
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1890	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	...
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	86
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	73
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	93
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	95½
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	82½
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands).	2,020,000	7	Jan. & July.	" "	....	....
General Mort. (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands.	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage	226,000	6	Feb. & Aug.	Boston.	1878	90½
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1880	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.)						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	100
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	290,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	92½
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	691,000	8	April & Oct.	" "	1886	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.).						
1st Mortgage	850,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'86-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	" "	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	64½
South Pacific (Atl. & Pac.):						
1st Mortgage gold, assumed	7,180,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	93
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	66
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,000,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72'-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,168,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	600,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	..
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,600,000	7	June & Dec.	New York.	1894	70
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	73
2d Mortgage (W. Div.) 117 m.	1,300,000	7	April & Oct.	" "	1886	66
Equipment Mort. sinking fund.	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	68
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	....
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,000	7	.....	New York.	1883	.. .
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar.	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1883	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	644,000	7	"	" "	1883	.. ..

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	96
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	91
1st Mort. (Quincy & Tol. 34 m).	500,000	7	May & Nov.	" "	1890	88
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	90½
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	80
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	77
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	67
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	69½
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	77
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	81
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	81
Income Mortgage	7,563,000	10	March & Sept.	" "	1874	77½
Omaha Bridge B'ds, stg.£250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	98½
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	94
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	97½
Consolidated(mort.)Loan of 1859	5,000,000	6	May & Nov.	Philadelphia.	1889	100
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	" "	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJ Co)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	22
2d Mortgage consolidated	1,500,000	7	" "	"	1891	7½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	60
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	.....	....	74
Equipment Mortgage	1,000,000	8	May & Nov.	.....	'76-'77	65
Equipment Mortgage	1,000,000	8	" "	.....	1880	65
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1869	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,459	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.&Lynch.	1873	....
Enlarged Mortgage	990,000	6	" "	" "	1884	....
4th Mortgage	846,000	8	March & Sept.	" "	1900	80
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Walkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	78
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	101½
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M. & W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	513,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	100
2d Mort. " "	300,000	6	" "	"	1890	99
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	87
2d Mortgage preferred	600,000	6	" "	"	1895	61
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	99
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	51½
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	82
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	96
Consolidated mort. Apr. 1, 1869.	1,000,000	7	April & Oct.	"	1899	103
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	64½
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	91
2d Mortgage coupon or regis	723,600	7	Jan & July.	"	1902	79
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	80
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1880	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1910	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	75½
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	87½
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	6*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	107
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	80
Delaware and Hudson:						
1st Mortgage registered — 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered — 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1884	106
1st Mortgage registered — 3d series, Jan. 1, 1871.	5,000,000	7	" "	"	1891	107
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,166,277	6	I. A. J. & O.	Philadelphia.	1884	96
Mortgage Loan reg	2,000,000	6	F. M. A. & N.	"	1897	97
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	95½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	100
Convertible Bonds	1,496,879	6	June & Dec.	"	....	....
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	101½
2d Mortgage	285,000	6	" "	"	1876	98
Boat Loan, sinking fund	236,965	7	" "	"	1885	100½
Preferred Stock Dividend Scrip	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	70
1st Mortgage,(Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Eric Canal)	743,654	7	" "	"	1905	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,967	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	78
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	280,000	6	May & Nov.	"	1870	75
Boat and Car Loan	756,650	6	" "	"	1888	77
Boat and Car Loan	628,100	7	" "	"	1889	88
Coupon Bonds	1,079,000	6	Jan. & July.	"	1895	77
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	....
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,510	6	Jan. & July.	Baltimore.	1934	....
2d Mortgage	300,000	6	" "	"	1886	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1894	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Property and Assets. Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1873	60.0	—	2.5	125.0	3	4	3	56	Adirondac ..... New York	3,113,515	*	3,543,241	.....	3,763,000	930,000	1,963,756	—	60.0	71,936	29,902	30,012	160,425	22,801	—	100	....
Sept. 30, 1873	81.3	—	5.8	—	13	10	2	113	Alabama Central † ..... Alabama	3,600,000	*	—	.....	2,000,000	1,600,000	—	—	92.8	.....	.....	.....	350,000	95,000	—	100	....
Dec. 31, 1873	296.0	—	14.8	—	20	20	5	600	Alabama and Chattanooga ..... Alabama	10,500,000	*	—	.....	2,700,000	8,500,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1873	142.0	—	165.7	—	66	38	12	1,890	Albany and Susq. † (D. & H.)...New York.	10,317,910	*	—	.....	5,000,000	4,021,000	706,519	.....	142.0	810,519	371,410	631,011	1,672,819	410,677	7	100	....
Dec. 31, 1873	132.0	130.5	16.7	—	73	29	10	1,969	Allegheny Valley † ..... Pennsylvania.	12 332,709	*	—	.....	2,256,400	7,434,000	1,280,691	—	132.0	.....	881,239	1,778,638	2,628,471	784,026	—	100	....
Oct. 31, 1873	4.5	—	0.3	31.3	—	—	—	—	Allentown (P. & R.)..... Pennsylvania.	1,078,489	—	—	—	568,744	—	549,132	—	—	—	—	—	—	—	—	50	....
Dec. 31, 1873	99.0	—	3.7	—	13	3	*	96	Arkansas Branch (St. L. & Iron Mt.). Mo.	5,351,750	*	19,971	66,432	2,499,000	2,500,000	438,659	—	99.0	153,190	.....	.....	259,293	98,698	—	50	....
Dec. 31, 1873	62.5	—	6.9	—	—	—	—	—	Ash'ab. Youngst'wn & Pitts. (Pa. Co.).O.	3,500,000	—	—	.....	1,800,000	1,500,000	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	150.0	—	10.0	—	.....	.....	.....	.....	Atchison and Nebraska..... Kan. & Neb.	7,500,000	*	—	—	3,750,000	3,750,000	.....	—	150.0	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1873	469.3	27.5	30 9	—	38	23	7	778	Atchison, Topeka & Santa Fe.... Kansas.	20,693 233	1,214,307	1,481,420	1,023,087	8,615,000	10,096,500	3,814,785	222,545	282.9	.....	.....	.....	1,172,013	423,803	—	100	....
Feb. 28, 1874	266.5	—	9.7	—	10	8	3	161	Atlanta & Richd Air Line † . Ga. N.C. & S.C.	11.748,000	*	—	—	7,500,000	4,248,000	.....	—	192.0	.....	.....	.....	.....	.....	—	100	....
June 30, 1873	81.0	—	4.0	—	19	7	6	165	Atlanta and West Point ..... Georgia.	1,197,715	*	151,853	63,254	1,232,200	102,500	24,257	53,865	87.0	.....	62,987	86,592	399,344	100.161	8	100	....
June 30, 1873	387.5	34.8	161.0	—	190	41	25	2,911	Atlantic and Great West. N.Y. Penn. & O.	78,713,992	*	8,445,000	.....	24,358 300	62,800,692	2,899,401	—	604.8	5,111,452	957,942	2,605,088	5,456,896	1,886,922	—	100	....
Dec. 31, 1873	236.0	109.0	15.6	162.0	26	19	10	424	Atlantic and Gulf † ..... Georgia.	7,717,971	*	—	—	3,479,677	3,526,700	353,429	—	345.6	683,918	97,227	.....	1,005,947	267,886	—	100	....
Sept. 30, 1873	405.0	20.0	40 0	100.0	84	29	20	1,015	Atlantic, Missis-ippi and Ohio † .. Virginia.	19,038,905	*	9,157,335	1,215,021	6,921,900	14,188,000	5,860,427	2,435,934	428.0	1,498,803	245,629	627,639	2,193,757	914,035	—	100	....
Dec. 31, 1873	95.0	—	9.0	—	9	12	6	78	Atlantic and North Carolina † . N. Carolina.	2,200,000	*	—	—	1,800,000	200,000	.....	—	95.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	328.0	4.0	32.8	—	136	74	34	2,842	*Atlantic and Pacific* † . Missouri & Ind. Ter.	36,572,728	*	4,135,500	141,411	19,760,300	16,792,488	1,677,522	.....	814.7	.....	.....	.....	5,529,102	2,218,876	—	100	....
Dec. 31, 1873	149.5	1.5	16.9	—	—	—	—	—	Atlantic and St. Lawrence. Me. N.H. & Vt.	7,654,089	—	.....	.....	4,368,800	3,484,000	.....	—	—	—	—	—	—	74,752	4	100	....
Nov. 30, 1873	53.0	—	4.8	—	—	—	—	—	Augusta and Savannah (C. of Ga.).... Ga.	1,082,200	—	—	—	733,700	129,000	.....	—	—	—	—	—	—	73,000	8	100	....
Oct. 31, 1873	51.2	2.5	5.5	—	—	—	—	—	Bald Eagle Valley ..... Pennsylvania.	1,050,000	—	10,000	—	550,000	454,900	.....	—	—	—	—	—	—	81,222	7	50	....
Sept. 30, 1873	379.6	42.8	439.0	—	478	206	56	10292	Baltimore and Ohio † .... Md. & W. Va.	33,975,584	10.682,286	18,857,395	2,926,765	16,719,862	19,866,733	822,298	29,033,131	497.4	10,292,259	.....	.....	12,252,844	4,099,043	10	100	....
Sept. 30, 1873	108.5	—	11.4	—	—	—	—	—	Washington Branch † ..... Maryland.	10,000,000	—	—	—	5,680,685	—	—	—	108.5	—	—	—	947,729	116,067	10	—	....
Sept. 30, 1873	30.0	—	41.6	—	—	—	—	—	Parkersburg Branch.. .... W. Virginia.	1,650,000	—	—	757,668	1,650,000	20,000	—	737,668	30.0	—	—	—	440,776	284,014	—	100	....
Dec. 31, 1873	63.0	—	3.2	—	—	—	—	—	Baltimore, Pittsburg and Chicago..... O.	3,000,000	—	—	—	500,000	2,500,000	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	73.1	19.2	6.1	—	26	47	8	319	Baltimore and Potomac..... Maryland.	8,136,010	654,991	.....	116,915	3,503,900	4,500,000	884,837	19,180	43.0	.....	.....	.....	281,537	70	—	100	....
Dec. 31, 1873	48.2	—	2.5	—	4	2	2	68	Bangor and Piscataquis † ..... Me.	1,207,202	110,200	.....	6,257	357,870	922,000	43,789	—	48.2	64,758	36,450	29,698	113,746	30,441	—	100	....
Oct. 31, 1873	16.0	—	6.0	—	5	2	1	367	Barclay (Towanda Coal Co.)..... Pa.	1,200,000	—	—	—	1,000,000	79,000	—	—	16.0	58,668	25,847	344,908	996	Loss.	7	50	....
Dec. 31, 1873	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake (Me. C.). Me.	900,000	—	—	—	750,000	150,000	7,000	—	—	—	—	—	—	36,000	5	50	....
Dec. 31, 1873	54.0	—	13.0	76.0	—	—	—	—	Bellville and Southern Illinois ..... Ill.	2,760,000	—	.....	.....	1,680,000	1,100,000	.....	—	—	—	—	—	—	40 p.c.	—	100	....
Dec. 31, 1873	67.0	—	6.7	—	—	—	—	—	Belvidere Delaware (Penn. R. R.)....N. J	4,084,829	—	—	571,587	995,800	2,244,500	1,238,838	—	80.0	—	—	—	—	—	—	100	....
Sept. 30, 1873	22.0	—	2.0	—	—	—	—	—	Berkshire (Housatonic) ..... Mass.	600,000	—	6,000	7,600	600,000	—	7,245	6,355	—	—	—	—	42,610	35,407	7	100	....
Sept. 30, 1873	201.6	48.0	324.7	—	231	183	52	5,051	Boston and Albany.... Mass. & N. York.	21,876,749	4,453,046	2,316,185	1,067,840	19,864,100	4,319,000	2,266,520	3,263,900	288.9	5,661,554	5,757,624	2,884,520	9,798,033	2,199,873	10	100	131½
Sept. 30, 1873	26.2	—	2.1	9.8	5	6	2	83	Boston, Barre and Gardner..... Mass.	915,537	141.655	40,118	65,899	826,627	4,400	319,013	13,169	26.2	87,304	116,088	29,340	97,046	16,511	—	100	....
Sept. 30, 1873	41.4	1 5	12.2	—	23	24	13	511	Boston, Clinton and Fitchburg ..... Mass.	1,379,111	715,820	259,288	110,779	872,600	1,249,600	224,162	118,636	90.2	489,497	487,274	407,072	677,439	116,973	—	100	....
Mar. 31, 1873	98.5	56.9	11.0	—	24	25	20	529	Boston, Concord and Montreal ..... N. H	2,850,000	—	316,429	229,630	1,800,000	1,050,000	29,603	516,456	150.4	.....	171,511	92,187	670,349	131,715	—	100	....
Sept. 30, 1873	26.8	16.0	45.7	—	40	62	*	953	Boston and Lowell..... Mass.	2,476,831	343,634	2,508,971	799,188	2,993,000	1,199,500	1,538,660	597,464	125.5	826,231	2,086,979	606,617	1,464,942	387,116	8	500	1044
Sept. 30, 1873	115.5	8.5	100.6	—	69	149	*	1,636	Boston and Maine..... Mass., N. H. & Me.	8,817,444	1,335,401	820,083	114,822	6,921,274	2,857,199	305,039	1,342,229	189.5	1,458,963	5,008,074	542,004	2,300,094	680,566	8	100	108
Sept. 30, 1873	44.0	18.5	66.0	—	41	71	11	627	Boston and Providence..... Mass. & R. I.	3,742.515	207,400	1.567,441	219,159	3,950,000	500,000	856,485	430,027	66.5	816,554	3,741.530	827.575	1,822,108	428,342	10	100	150
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany † ..... Georgia.	10,548,000	*	(Sold Oct. 15 1873.)		—	5,980,000	.....	—	172.0	(Operated by Receiver—No returns.)			.....	40,600	—	100	....
Sept. 30, 1873	25.5	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,000	—	44,080	.....	2,286,000	583,000	.....	—	—	—	—	—	—	—	—	100	....
Sept. 30, 1873	43.2	—	6.8	50.0	8	7	3	72	Buff., Corry and Pittsb.... N. Y. & Penn.	1,661,930	*	.....	.....	500,000	1,008,000	350,000	—	43.2	1,343,729	65,542	109,325	169,989	Loss.	—	100	....
Sept. 30, 1873	141.5	—	13.7	—	—	—	—	—	Buffalo, New York & Erie...N.Y. & Penn.	3,339,000	—	.....	.....	950,000	2,380,000	.....	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1873	120.6	—	13.6	—	18	13	4	604	Buff., New York and Phila..N.Y. & Penn.	4,621,324	784,607	305,000	.....	1,615,060	2,577,500	1,233,944	—	120.6	261,900	234,760	158,836	398,768	48,546	—	100	....
Dec 31, 1873	371.0	81.0	23.1	—	28	22	9	702	Burl., Cedar Rapids and Minnesota. Iowa	16,200,000	*	—	—	5,510,000	8,265,000	1,973,197	—	402.0	.....	.....	.....	1,078,310	301,306	—	500	....
Dec. 31, 1873	190.7	48.6	20.8	—	14	12	7	314	Burlington and Missouri River..... Neb.	7,300,000	500.000	476,356	145,904	853,780	7,277,943	118,228	278,126	239.3	392,234	81,217	126,120	628,429	284,214	—	100	....
Dec. 31, 1873	130.0	20.0	10.9	4o1.0	8	7	4	218	Burlington and Southwestern. Iowa & Mo.	6,102,610	601,315	.....	.....	1,976,319	3,820,000	729,964	—	150.0	.....	.....	.....	362,719	Loss.	—	100	....
Dec. 31, 1873	71.0	—	2.1	—	4	6	*	50	Cairo, Arkansas and Texas..... Mo.	3,500,000	*	.....	.....	2,000,000	1,500,000	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	301.0	—	19.7	—	27	17	8	710	*Cairo and Fulton*..... Arkansas.	20,000,000	*	—	—	12,000,000	8,000,000	.....	—	202.0	—	—	—	—	—	—	100	....
Jun. 30, 1873	53.4	0.6	3.3	15.6	8	4	*	292	Cairo and St Louis (na row)..... Ill	2,978,000	*	—	—	478,000	2,500,000	.....	—	54.0	31,780	10,221	5,000	18,286	15weeks	—	100	....
Jun. 30, 1873	156.6	—	7.8	—	10	8	4	161	Cairo and Vincennes..... Illinois.	6,936,400	—	—	125,236	3,503,636	3,500,000	57,000	—	156.6	113,557	8,418	21,824	72,234	—	—	100	....
Dec. 31, 1873	60.0	7.0	6.1	—	9	52	9	119	Camden and Atlantic..... New Jersey.	1,842,838	458,692	148,921	42,368	1,215,869	1,076,151	107,096	88,702	....	216,246	463,708	104,541	508,996	210,587	—	50	....
Dec. 31, 1873	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	715,362	—	—	—	381,925	350,000	—	—	—	—	—	—	—	45,415	6	100	....
Dec. 31, 1873	41.8	—	5.1	—	3	12	—	—	Cape May and Millville (W. N. Jer.). N J.	979,282	—	—	—	500,000	400,000	79,282	—	—	—	—	—	—	60,000	6	100	....
June 30, 1873	18.0	0.5	1.2	—	.....	.....	.....	.....	Carbondale and Shawneetown.... Illinois.	550,000	*	—	—	350,000	200,000	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	94.0	4.5	19.8	—	—	—	—	—	Catawissa (Phila. and Reading)..... Penn.	6,126,500	—	—	—	4,359,500	1,740,350	—	—	98 5	—	—	—	—	190,000	—	50	....
Sept.30, 1873	34.6	—	5.0	—	—	—	—	—	Cayuga & Susquehanna (D.L.&W.)..N.Y	589,110	—	—	—	589,110	—	—	—	—	—	—	—	.....	.....	—	100	....
Dec. 31, 1873	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	—	—	—	—	—	—	—	53,020	9	100	....
Dec. 31, 1873	271.6	2.5	27.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C.&N.W.).Ia.	11,234,000	—	—	—	7,620,000	3,614,000	—	—	—	—	—	—	137,052	113,676	—	100	....
Nov. 30, 1873	94.5	—	42.9	—	108	84	60	1,584	Central of Georgia..... Georgia.	7,500,000	*	1,904,144	5,141,594	7,500,000	3,116,000	3,817,580	112,208	708.5	.....	131,404	.....	562,972	562,972	3	100	....
Dec. 31, 1873	189.0	—	16.9	29.3	26	10	8	512	Central of Iowa..... Iowa.	10,000,000	*	—	—	6,000,000	4,625,000	950,000	—	189.6	.....	.....	.....	3,489,398	379,388	—	100	....
Dec. 31, 1873	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey ..... New Jersey.	15,293,003	2,796,445	18,000,000	.....	20,000,000	9,336,700	6,729,046	—	80.7	.....	.....	.....	656,104	139,889	—	100	....
Dec. 31, 1873	187.1	—	31.7	—	37	41	*	1,353	Central Ohio (B. & O.)..... Ohio.	5,349,500	*	—	—	2,849,500	2,500,000	—	—	137.2	.....	.....	.....	1,046,435	365,432	6	50	....
Dec. 31, 1873	822.9	336.6	110.4	203.0	200	—	.....	.....	*Central Pacific* † ..... Cal. Nev. & Utah.	139,746,311	*	38,479,100	2,860,384	54,275,500	—	—	—	1,158.5	—	—	—	13,871,090	8,281,650	3	100	...
May 31, 1873	118.0	—	108.0	—	170	125	51	5,189	Central Vermont..... Vt.	11,500,000	*	—	—	5,000,000	6,500,000	—	—	773.0	—	—	—	—	—	—	100	....
June 30, 1873	100.0	—	15.0	100.0	6	6	3	123	*Central Br. of Union Pacific*..... Kan.	3,723,700	*	—	—	980,600	3,200,000	303,058	—	100.0	—	—	—	119,663	—	—	100	....
Dec. 31, 1872	195.0	—	12.0	—	21	10	12	221	Charlotte, Columbia & Augusta... S. Car.	5,017,886	*	97,954	112,353	2,578,000	1,300,000	681,083	669,106	195.0	—	—	—	686,432	291,064	—	100	....
Dec. 31, 1873	22 8	—	2.5	—	—	—	—	—	Chartiers (Penn.)..... Pennsylvania.	1,128,690	—	—	—	604,110	500,000	4,298	—	22.8	39,119	107,209	214,612	61,293	18,029	—	50	....
Sept. 30, 1873	17.4	—	2.3	—	—	—	—	—	Chemung (N. Central)..... New York.	400.000	—	—	—	380,000	—	—	—	—	—	—	—	—	30,000	6	100	....
Sept. 30, 1873	20.9	—	0.9	—	—	—	—	—	Cherry V. Shar. & Alb. (D. & H. Can.) N.Y.	600,000	—	—	—	281,350	307,000	21,000	—	—	—	—	—	—	.....	—	100	....
Sept. 30, 1873	421.0	9.3	21.5	58.5	70	34	18	2,261	Chesapeake and Ohio..... Va. & W. Va	41,137,773	*	3,738,067	450,682	13,898,408	22,026,500	7,405,620	—	421.0	1,087,217	220,801	248,226	1,210,509	350.809	—	100	....
Sept. 30, 1873	53.6	—	11.9	—	28	22	10	419	Cheshire..... N. H. & Mass.	2,362,707	326,600	331,259	127,564	2,153,300	808,400	27,238	169,193	88.1	663,014	198,517	456,355	849,086	1,877,575	5	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

The asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "‡."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$ p.c.	$ p.c.
Dec. 31, 1872	205.0	28.0	33.7	55.0	33	36	8	607	*Flint and Pere Marquette*.....Michigan.	8,765,602	1,135,131	694,565	384,284	3,297,300	5 389,000	1,048,609	1,244,673	233.3	888,227	509,975	344,559	1,133,612	456,118	—	100	...
Sept. 30, 1872	11.8	6.3	5.3	16.2	5	19	5	8	Flushing and North Side .....New York.	952,158	284,371	.....	.....	281,010	1,281,200	81,027	.....	18.1	176,515	1,256,278	.....	281,844	86,495	—	100	...
Sept. 30, 1872	10.0	—	1.0	—	3	2	1	10	Fonda, Johnstown and Gloversville..N. Y.	493,732	*	.....	.....	300,000	300,000	41,382	.....	10.0	35,056	99,890	25,897	78,023	38,196	—	100	...
Dec. 31, 1872	100.0	—	5.2	—	8	6	3	237	Ft. Wayne, Jack. & Saginaw..Ind.& Mich.	3,000,000	313,000	25,000	.....	1,056,000	2,000,000	.....	.....	100.0	.....	.....	.....	280,647	123,591	—	100	...
Jun. 30, 1872	109 0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	(Sold J	anuary	1, 1872.)	.....	1,000,000	2,300,000	.....	.....	109.0	.....	.....	.....	224,815	28,574	—	100	...
Sept. 30, 1872	26.0	—	3.3	—	3	1	—	90	Framingham and Lowell.....Mass.	1,021,792	182,062	.....	58,170	499,896	650,000	112,098	30	—	(Boston	,Clinton &	Fitchb'g.)	21,580	21,580	—	100	39½
Dec. 31, 1872	11.5	—	1.3	—	2	3	—	21	Freehold and Jamesburg.....N. Jersey.	283,745	.....	.....	.....	283,745	.....	.....	.....	22.0	67,460	171,400	43,411	57,773	14,152	—	100	....
Feb. 28, 1873	85.0	—	9.0	150.0	9	6	4	126	Galv., Harrisburg & San Antonio..Texas.	2,251,402	287,906	.....	61,000	2,051,468	552,840	.....	.....	85.0	86,210	8,664	27,637	160,424	93,422	—	100	....
Dec. 31, 1872	50.0	—	10.0	—	15	9	4	284	Galveston, Houston & Henderson.Texas.	2,522,063	398.639	234.423	14,796	1,000,000	1,500,000	360,653	311,091	50.0	198,167	86,845	179,666	751,054	266,917	—	100	....
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Georgia.	4,156,000	*	1,335,369	415,005	4,200,000	676,500	137,240	853.233	232.0	1,103,551	.....	.....	1,623,454	490,196	8	100	....
Jun. 30, 1872	111.0	—	5.5	—	8	4	4	302	Gilman, Clinton & Springfield.....Illinois.	4,000,000	*	.....	.....	2,000,000	2,000,000	.....	.....	111.0	87,808	.....	.....	1,623,454	490,196	8	100	....
Sept. 30, 1872	11.6	—	0.3	3.1	—	—	—	—	Goshen and Deckertown .....New York.	290,901	.....	.....	.....	105,000	246.500	8,000	.....	—	(Leased	to Erie)	.....	21,500	21,500	6	100	....
Dec. 31, 1872	268.7	26.0	13.2	35.0	34	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	4,807,993	1,114,214	128,797	4,748,995	2,800,000	8,000,000	.....	.....	289.7	.....	491,910	311,670	949,781	505,640	—	100	....
Mar. 31, 1873	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	—	(Leased	by Michig	an Central	R. R. C	o.)	—	100	....
Dec. 31, 1872	857.0	52.0	371.0	—	361	260	80	4,636	Grand Trunk ‡.....Canada.	106,900,746	*	5,197,215	1,348 909	16,977,803	91.597.296	4,870,346	1,515	1,377.0	6,754,570	1,718,275	1,535,296	8,935,970	1,803,921	—	100	....
Jan. 31, 1873	229.0	216.0	102.0	—	177	146	39	3,136	Great Western ‡.....Canada.	33,941,675	*	.....	.....	24,167,467	10,818,000	.....	.....	569.0	4,416,442	.....	.....	5,732,870	2,989,050	64	100	....
Sept. 30, 1872	8.0	—	0.5	—	—	—	—	—	Greene.....New York.	348,877	.....	.....	.....	200,000	.....	.....	.....	8.0	20.824	37,773	151,848	35,718	5,611	6	100	....
Feb. 28, 1873	151.0	—	5.0	49.0	9	5	3	300	Green Bay and Lake Pepin....Wisconsin.	3,400,000	*	.....	.....	1,500,000	2,400,000	.....	.....	—		(Not r	egularly o	perated.)		—	100	....
Sept. 30, 1872	14.0	—	0.8	—	—	—	—	—	Greenwich and Johnsonville...New York.	304,415	.....	.....	.....	130,098	185.500	11,086	.....	14.0	17,528	17,488	9,553	30,358	12,528	—	100	....
Mar. 31, 1873	66.0	—	4.0	180.0	7	3	1	72	Gulf Western Texas and Pacific ‡..Texas.	2,500,000	*	.....	.....	.....	1,386,000	.....	.....	....	68,000	9,505	35,874	232,979	128,161	—	100	....
Dec. 31, 1872	4.9	0.8	0.3	—	2	9	3	6	Hackensack and New York..New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)		—	100	....
Dec. 31, 1872	28.0	—	1.4	—	—	—	—	—	Hackensack Extension.....New Jersey.	369,600	.....	.....	.....	560,000	299,600	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)		—	100	....
Jun. 30, 1873	70.0	—	4.0	—	—	—	—	—	Hannibal and Central Missouri..Missouri.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	....
Jun. 30, 1873	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,000	675,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	....
Aug. 31, 1872	206.0	68.5	27.7	22.0	79	61	62	1,442	*Hannibal and St. Joseph* ‡.....Missouri.	23,397,728	*	.....	.....	14,250.828	9,146,900	.....	.....	274.5	1,648,638	320,838	415,363	2,484,670	670,529	—	100	25
Sept. 30, 1872	7.9	—	1.0	—	2	3	2	13	Hanover Branch.....Mass.	170,130	40,445	.....	21,126	123.550	.....	40,000	68,151	7.9	21,096	79,998	14,397	71,032	20,295	—	100	....
Oct. 31, 1872	12.2	—	0.9	—	6	5	2	30	Hanover Branch.....Penn.	201,372	68,000	.....	.....	116,850	.....	.....	.....	12.2	48,150	34,401	123 424	82,388	24,356	10	50	....
Sept 30, 1872	116.0	2.0	7.2	—	9	5	1	146	Harlem Extension .....New York.	8,000,000	*	.....	.....	4,000,000	4,000,000	40,509	.....	118.0	277,969	137,337	105,349	317,748	Loss.	—	100	....
Oct. 31, 1872	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,182,550	.....	.....	.....	1,182,550	780,000	.....	.....	54.0	(Leased	by Pennsy	lvania R.R.	Co.)		7	50	97
Sept. 30, 1872	62.0	16.5	87.0	—	37	33	16	703	Hartford and New Haven..Conn.& Mass.	4,729,381	872,197	1,452,042	1,120,651	6,500,000	580,000	50,547	1,043,724	78.5	782,172	1,303,158	721,848	2,106,674	752,702	44	100	....
Sept. 30, 1872	122.4	0.8	18.7	—	26	36	16	361	Hartford, Prov. & Fishkill..R.I., Ct & N.Y.	4,201,486	598,875	.....	.....	2,037,910	2,058,500	100,000	200,519	130.0	541,442	1,207,771	266,912	1,004,040	367,683	—	100	....
Aug. 31, 1872	75.0	—	4.0	125.0	13	6	3	81	*Hastings and Dakota*.....Minn.	(Purchas	ed July	1, 1872 by	Mil. & S	t. Paul C	o. for $2,1	00,000.)	.....	75.0	.....	10,928	20,640	21,415	Loss.	—	100	....
Dec. 31, 1872	5.5	—	0.6	—	2	—	—	100	Hibernia Mine.....New Jersey.	148,638	*	.....	1,362	150,000	.....	.....	.....	5.5	.....	.....	100,379	54,401	38,629	40	100	....
Dec. 31, 1872	63.3	—	4.9	—	—	—	—	—	Holly, Wayne and Monroe .....Mich.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Flint &	Pere Mar	quette R.	R. Co.)	—	100	....
Sept 30, 1872	10.3	—	0.8	—	—	—	—	—	Holyoke and Westfield.....Mass.	427,946	.....	.....	86	200,000	200,000	1,667	26,365	—	(New H	aven & N	orthamp.)	14,000	14,000	—	100	....
Sept. 30, 1872	74.0	—	7.0	—	16	16	8	389	Housatonic.....Connecticut.	1,864,871	340,687	.....	.....	2,000,000	400,000	335,213	42.248	162.2	274,960	282,741	242,218	528,115	117,529	—	100	....
Nov. 30, 1872	115.0	8.0	11.4	215.0	14	14	7	278	Houston and Great Northern ‡.....Texas.	3,361,361	*	731,494	539,503	2,400,000	1 925.915	45,956	260,487	123.0	123,257	24,819	86,583	260,767	81,329	—	100	....
Dec. 31, 1872	387.0	115.0	16.9	—	45	25	14	916	Houston and Texas Central ‡.....Texas.	15,000,000	*	.....	.....	820,000	10,040,000	.....	.....	349.0	.....	.....	.....	2,675,234	1,245,134	—	100	....
Oct. 31, 1872	45.0	29.5	15.5	—	23	6	5	116	Huntingdon and Broad Top Mt.....Penn.	3,159,769	*	.....	.....	1,330,750	2,153,500	117,441	.....	74.5	238,167	59,126	449,748	801,957	17,451	—	50	12
Dec. 31, 1872	705.5	—	130.4	—	197	117	45	4,585	*Illinois Central*.....Illinois.	34,061,196	*	10,248,460	614,081	25,500,000	19,423,707	.....	.....	1,107.0	5,388,226	1,352,156	2.039,321	8,026,784	2,103,107	10	100	98¼
Dec. 31, 1872	62.8	—	3.2	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	1,451,737	.....	.....	.....	960,000	960,000	.....	.....	—	(Leased	by Chicag	o, Burl. &	Quincy	Co.)	—	100	....
Jun. 30, 1872	85.0	—	2.9	67.0	5	.....	.....	.....	Indiana and Illinois Central....Ind. & Ill.	3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	.....	—	(No	t operated	by Compa	ny.)		—	100	....
Dec. 31, 1872	202.5	10.0	38.0	—	65	23	9	1,752	Ind., Bloomington & Western..Ind. & Ill.	15,500,000	*	.....	.....	7,000,000	8,500,000	.....	.....	212.5	.....	.....	.....	1,359,691	.....	—	100	....
Dec. 31, 1372	179.0	—	21.2	—	58	40	12	1,121	Indianapolis, Cin. and Lafayette..Indiana.	13,988,000	*	.....	.....	5,500,000	8,700,000	.....	.....	179.0	1,211,206	.....	.....	1,754,369	592,056	—	50	124
Dec. 31, 1872	75.0	—	4.8	—	12	10	6	257	Indianapolis, Peru and Chicago..O.& Ind.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	72.0	—	12.0	—	58	34	16	1,407	Indianapolis and St. Louis.....Indiana.	3,927,197	*	241,216	424,409	600,000	3,338,000	654,822	.....	261.0	1,732,290	291,787	690,971	2,110,681	730,239	—	100	....
Dec. 31, 1872	117.0	—	18.0	—	6	7	3	197	Indianapolis and Vincennes.....Illinois.	4,613,436	*	51,118	164,475	1,402,000	3,150,000	277,029	.....	117.0	212,294	.....	.....	264,390	90,205	—	100	....
Dec 31, 1872	188.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	183.7	(Leased	by Ill. Cen	R. R. Co.)	337,462	118,112	—	100	85
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	.....	.....	.....	1,314,000	1,314,000	.....	.....	73.0	(Leased	to Chicag	o & N. W	estern.)		—	100	...
Sept. 30, 1872	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,236,150	*	.....	.....	494,162	600,000	103,302	.....	35.6	82,960	20,367	121,600	110,942	51,708	—	100	....
Dec. 31, 1872	18.0	1.0	1.3	—	3	2	1	146	Iron .....Ohio.	288,237	57,000	49,403	.....	129,550	.....	13,398	251,692	14.0	27,500	34,266	133,100	102,274	55,359	—	50	....
Oct. 31, 1872	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	.....	.....	400,000	100,000	.....	.....	11.0	11,350	.....	115,876	48,865	15,641	—	50	....
May 31, 1872	212.0	—	15.9	76.0	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	6,500,000	.....	.....	.....	1,976,100	4,195,000	.....	.....	156.0	(Leased	by Michig	an Centra	l.)		—	100	....
Dec. 31, 1872	36.5	—	7.2	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	.....	.....	.....	2,095,700	2,300,000	.....	.....	—	(Leased	by Erie R	ailway Co.)		140,000	—	100	....
Dec. 31, 1872	108.0	110.0	22.6	—	41	37	12	744	Jeffersonville, Madison and Ind..Indiana.	6,888,000	*	1,059,864	162,891	2,000,000	4,888,000	1,214,013	7,855	224.0	1,061,102	668,633	468,236	1,287,280	469,670	7	100	....
Dec. 31, 1872	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago .....Illinois.	1,849,000	.....	.....	.....	1,500,000	349,000	.....	.....	—	(Leased	to Chicag	o & Alton	R.R. Co.)		7	100	85
May 31, 1872	44.5	—	3.7	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased	to Michig	an Centra	L R. C	o.)	8	100	....
Oct. 31, 1872	4.6	—	9.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	893,324	.....	.....	.....	185,250	800,000	.....	.....	—	24,937	215,230	.....	132,384	55,157	—	50	....
Dec. 31, 1872	42.0	—	2.1	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(No	returns f	urnished.)			—	100	....
Dec. 31, 1872	58.0	—	3.1	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	—	(Leased	to Lake S	& M. So.)	103,800	103,800	6	100	....
Mar. 31, 1873	40.0	—	2.7	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	.....	.....	.....	250,000	640,000	.....	.....	—	(Leased	by Michig	an Central	R.R.Co.)	51,200	—	100	....
Mar. 31, 1872	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Joseph & Co. Bl. Mo. & Ia.	8,626,158	*	.....	.....	2,789,413	6.131,500	.....	.....	280.2	.....	.....	.....	1,242,270	.....	—	100	....
Jun. 30, 1872	31.9	—	1.6	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	.....	.....	.....	720,000	720,000	.....	.....	—	(Leased	by Leav. L	awr. & Gal.	R.R.Co.)	72,000	—	100	....
Dec. 31, 1872	238.6	34.0	22.6	—	88	53	18	1,074	Kansas Pacific.....Kansas & Col.	35,183,274	*	2,428,546	2,563,182	9,688,950	16,925,000	2,706,480	.....	672.6	2,475,270	179,182	348,966	3,732,713	1,494,447	—	100	....
Aug. 31, 1872	49.0	—	2.4	—	6	10	4	59	Knox and Lincoln .....Maine.	2,725,798	*	.....	138,305	361,492	2.395.000	.....	107,611	49.0	(Com	pleted Oct.	19, 1871.)	87,612	35,973	—	100	....
Oct. 31, 1872	80.0	—	3.0	—	25	10	4	1,515	Lackawanna and Bloomsburg .....Penn	3,898,452	722,792	.....	.....	1,335,000	2,250,000	198,261	.....	80.0	436,206	362,294	2,213.010	1 083,505	471,764	—	50	....
Dec. 31, 1872	80.3	—	2.5	93.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	.....	.....	.....	1,000,000	1,300,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	....
Dec. 31, 1872	36.0	—	1.8	79.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	—	3,716,927	.....	3,000,000	1,500,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	....
Sept. 30, 1872	16.0	—	....	124.0	—	—	—	—	Lake Ontario Shore Line.....New York.	1,541,456	.....	.....	.....	1.727.553	792,000	96,097	.....	—		(Not yet i	n operatio	n.)		—	100	....
Dec. 31, 1872	541.8	596.2	533.2	—	418	160	69	8,640	Lake Shore & Mich. S.....P., O. Ind. & Ill.	63,047,176	12,384,187	7,315,807	1,515,979	50,000,000	26,495,000	6,350,020	1,417,630	1,136.5	13,477,534	2,112,833	4,382,243	17,891,629	3,118,598	8	100	72½
Jun. 30, 1872	37.0	—	....	68.0	6	—	—	35	Lake Shore and Tuscarawas Valley..Ohio.	2,539,669	87,519	138 142	72 922	744,938	2.000 000	93,314	.....	—		(Opened t	hrough in	July, 187 3.)		—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

(*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1872	74 0	—	4 8	76.0	7	9	3	121	N. Y., Kingston & Syracuse..New York.	3,055,856	190,066	.....	.....	2,662,921	583,000	92,692	—	74.0	101,685	168,267	69,137	219,368	60,974	—	100	....
Sept. 30, 1872	5.4	—	0.4	54.6	1	1	—	—	N. Y., Housatonic & North.N.Y. & Conn.	604,626	12,737	.....	.....	261,000	183,500	156,475	—	—	(Leased by Housatonic R. R. Co.)				3,010	—	100	....
Sept. 30, 1872	7 0	—	0.4	0.2	—	—	—	—	New York and Mahopac.....New York.	264,912	.....	.....	.....	255,000	.....	.....	.....	—	(Leased by New York & Harlem R. R. Co.)					—	100	....
Sept. 30, 1872	124.0	16.8	164.0	—	84	129	41	1,010	N. Y., N. H. & Hartford..N.Y., Ct. & Ma.	12,861,474	1,840,535	1,465,553	3,428,675	15,500,000	1,641,500	377,341	1,377,592	190.8	1,700,891	3,925,765	592,579	4,483,554	1,769,809	10	100	128
Sept. 30, 1872	62.5	—	27.5	—	20	19	7	99	N. Y., Providence and Boston..C. & R. I.	3,101,400	*	.....	.....	1,887,400	1,214,000	.....	.....	67.5	441,485	614,211	229,677	911,021	401,914	9	100	125½
Sept. 30, 1872	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	3,210,616	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased by New York Cent. R.R. Co.)			60,000	60,000	6	100	....
Jun. 30, 1872	35.3	—	3.5	—	5	1	1	134	Niles and New Lisbon .....Ohio.	1,047,364	108,287	.....	.....	500,000	500,000	59,584	96,067	35.3	112,067	48,554	336,167	179,553	88,216	—	100	....
Sept. 30, 1872	223.0	—	11.2	—	24	18	10	271	North Carolina ¶.....North Carolina.	4,947,741	*	344,672	337,271	4,000,000	553,413	592,030	483,241	223.0	478,580	140,397	113,126	(Rl'hm.& Danv.)		—	100	....
Feb. 28, 1873	102.0	—	9.0	—	14	14	5	142	North-Eastern ¶ .....South Carolina.	2,148,131	*	88,720	37,364	979,850	1,101,500	138,977	53,380	102.0	293,721	82,719	.....	395,463	159,695	—	100	....
Jun. 30, 1873	72.0	—	3.6	118.0	—	—	—	—	North Louisiana and Texas.....La.	.....	.....	(No accounts obtainable.)		.....	.....	.....	.....	72.0	(No accounts.)					—	100	....
Oct. 31, 1872	55.6	12.1	66.7	—	39	36	20	908	North Pennsylvania.....Pennsylvania.	7,086,930	1,208,779	1,524,750	.....	3,473,500	4,042,500	63,394	.....	67.7	617,092	889,571	880,119	1,336,938	592,322	5¤	50	88
Dec. 31, 1872	95 0	45.3	33.3	—	30	21	10	689	Northern, of Canada.....Canada.	5,465,410	*	78,964	610,683	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	—	—
Dec. 31, 1872	138.0	4.0	137.0	—	141	69	22	6,284	Northern Central ¶.....Md. and Penn.	11,666 830	3,223,438	2,750,000	928,678	5,842,000	11,040,602	1,464,215	222,099	140.3	748,838	212,080	813.664	894,774	180,541	—	100	....
Mar. 31, 1872	69.2	13.4	17.6	—	27	16	6	540	Northern New Hampshire ..New Hamp.	3,068,400	*	309,618	212,958	3,068,400	102,000	266,800	154,676	317.0	3,288,463	1,110,110	4,769.895	4,598,820	1,161,769	6	50	74
Dec. 31, 1872	21.3	—	4.6	—	—	—	—	—	Northern New Jersey.....New Jersey.	527,452	*	872,548	.....	1,000,000	400,000	.....	.....	82.6	506,848	195,406	411,888	706,355	217,103	8	100	104½
May 31, 1873	153.0	106.0	....	1,441	72	16	6	1,554	Northern Pacific.....Minn., Dak. &c.	13,292,142	1,908,838	601,394	.....	.....	50,000p.m.	.....	.....	559.0	(Leased to Erie Railway Co.)			273,054	37,604	8	100	....
Sept. 30, 1872	59.4	7.0	13.1	—	20	15	6	642	Norwich and Worcester ¶..Conn. & Mass.	2,463,983	*	84,706	109,188	2,364,400	759,000	35,526	781,947	66.4	410,089	372,841	346,367	771,602	293,228	10	100	122½
Jun. 30, 1872	113.0	32.0	14.6	—	21	27	12	394	Nova Scotia.....Nova Scotia.	6,976,268	*	110,464	.....	.....	6,976,268	110,464	.....	145.0	.....	194,167	242,210	328,841	Loss.	—	—	—
Sept. 30, 1872	118.0	4.0	18.0	—	34	19	4	1,026	Ogdensburg and Lake Champlain...N. Y.	4,048,510	1,748,411	.....	.....	3,077,000	1,012,000	.....	.....	122.0	636,755	171,894	417,373	1,005,979	263,867	6	100	49½
Dec. 31, 1872	10.0	2.0	3.8	—	2	—	—	96	Ogden Mine.....New Jersey.	462,994	*	.....	.....	450,000	.....	.....	.....	12.0	.....	.....	54.479	47,459	25,656	6	100	....
Jun. 30, 1872	340.0	53 0	24.0	—	122	57	24	2,422	Ohio and Mississippi ....Ohio, Ind. & Ill.	34,470,752	*	.....	.....	24,030,000	10,111,850	328,902	.....	393.0	2,852,763	404,765	708,799	3,343,845	984,008	—	100	24½
Oct. 31, 1872	120.0	3.0	53.7	—	32	19	5	328	Oil Creek and Allegheny River.....Penn.	8,554,547	1,008,331	.....	.....	4,959,450	3,680,000	.....	.....	123.0	749,668	559,926	676,500	1,285,564	461,531	6½	50	10½
Sept. 30, 1872	131.3	19.4	50.6	15.0	45	95	16	607	Old Colony and Newport..Massachusetts.	8,095,654	*	441,553	586,443	5,103,506	3,521,000	467,989	581,156	150.7	1,110,675	3,711,345	510,434	1,897,438	630,249	6¤	100	107
Dec. 31, 1872	9.9	2.0	3.1	—	—	33	—	—	Orange and Newark.....New Jersey.	1,073,555	*	.....	.....	290,300	736,000	73,852	.....	11.9	.....	2,984 817	.....	203,094	24,633	—	100	....
Sept. 30, 1872	282.6	10.0	9.6	—	25	21	12	382	Orange, Alex. and Manassas Gap ¶....Va.	9,180,634	*	.....	.....	2,692,540	5,022,864	865,431	.....	292.6	713,252	196,894	161,434	988,371	403,598	—	100	....
Dec. 31, 1872	25.0	—	1.7	200.0	—	—	—	—	Osage Valley and Southern Kansas...Mo.	600,000	.....	.....	.....	375,000	200,000	25,000	.....	—	(Leased by Pacific (of Mo.) R. R. Co.)				35 p.c.	—	100	....
Sept. 30, 1872	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	950,953	.....	.....	.....	300,000	612,100	27	.....	—	(Leased by Rome, Watertown & Ogd. R.R. Co.)					—	100	....
Sept. 30, 1872	35.0	—	46.7	—	11	12	4	258	Oswego and Syracuse .....New York.	1,114,844	330,270	.....	.....	1,144,400	180,000	.....	.....	35.0	232,069	171,932	232,801	354,880	73,878	9	100	....
Dec. 31, 1872	35.0	—	1.6	100.0	2	1	1	10	Owensboro and Russellville...Kentucky.	.....	.....	.....	.....	1,500,000	1,500,000	.....	.....	35.0	(In course of construction: no returns.)					—	100	....
Dec. 31, 1872	283.5	15.5	39.1	—	—	—	—	—	*Pacific* of Missouri ¶.....Missouri.	.....	.....	.....	.....	7,000,000	(Assumed by Lessees.)			—	(Leased by Atlantic & Pacific R. R. Co.)					5	100	40
Dec. 31, 1872	63.5	—	3.6	101.5	7	4	2	77	Paducah and Gulf .....Kentucky.	3,261,812	*	980,220	89,430	2,924,150	1,000,000	406,812	.....	63.5	469,289	22,920	21,589	95,261	35,845	—	100	....
Jun. 30, 1872	11.0	—	0.5	53.4	2	1	1	25	Painesville and Youngstown.....Ohio.	234,608	21,389	.....	.....	255,997	.....	.....	.....	11.5	(Under construction: no returns.)					—	100	....
Dec. 31, 1872	47.6	—	11.8	—	20	26	4	486	Panama.....New Granada.	10,000,000	*	.....	.....	7,000,000	2,993,177	.....	.....	47.6	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	76.0	33.0	6.2	—	7	5	3	246	Paris and Decatur.....Illinois.	2,800,000	*	.....	.....	1,600,000	1,200,000	.....	.....	109.0	.....	.....	.....	1,718.680	1,282,602	10½	100	110½
Dec. 31, 1872	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	600,000	.....	.....	.....	630,000	.....	.....	.....	—	(No statement furnished.)					—	100	....
Dec. 31, 1872	12.0	—	2.6	—	—	—	—	—	Paterson and Newark.....New Jersey.	896,162	.....	.....	.....	250,000	500,000	.....	.....	—	(Leased by Erie Rail'y Co.)			53,400	53,400	8¤	100	....
Dec. 31, 1872	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	.....	.....	.....	248,000	100,000	.....	.....	—	(Leased by Erie Rail'y Co.)				35 p.c.	—	100	....
Feb. 28, 1873	67.3	—	3.9	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,576,000	.....	.....	.....	1,500,000	1,076,000	.....	.....	—	(Leased by Erie Rail'y Co.)			30,173	30,173	6	100	....
Dec. 31, 1872	22.0	—	1.8	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,692	.....	.....	.....	342,150	160,000	36,542	.....	—	(Leased by Tol. Wab. & Wtn. Co.)					—	100	....
Dec. 31, 1872	18.0	—	1.1	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	.....	.....	.....	800,000	375,000	.....	.....	—	(Leased by United Co.)			31,729	31,729	6	100	....
Dec. 31, 1872	165.0	—	10.0	40.0	4	4	2	45	Peninsular.....Mich. Ind. & Ill.	4,916,263	*	.....	.....	1,995,000	2,779,000	142,262	.....	165.0	(Leased by N. Jer. Sth'n R.R. Co.)					—	100	....
Dec. 31, 1872	354.9	69.0	546.9	—	593	292	112	11429	Pennsylvania .....Pennsylvania.	31,283,395	11,154,533	53,506,985	20,413,980	58,271,937	35,072,309	19,395,428	8,919,154	787 7	13,380,957	5,250,398	7,844.779	22,012.526	8,247,852	10	50	98
Dec. 31, 1872	47.0	15.9	57.0	—	23	8	—	2,540	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,967,500	.....	4,000,000	536,500	375,000	.....	47.0	.....	3,486	1,376.772	23,033	.....	20	50	286
Dec. 31, 1872	22.5	—	1.2	—	—	—	—	—	Pennsylvania and Delaware..Penn. & Del.	1,200,000	.....	.....	.....	483,297	700,000	.....	.....	—	(Leased to Penna. R.R. Co.: recently opened.)					—	50	....
Dec. 31, 1872	104.3	12.1	35.9	—	18	2	—	1,218	Pennsylvania and N. York..N.Y. & Penn.	5,086,426	628,814	.....	.....	3,061,700	3,000,000	.....	.....	145.6	.....	190,309	1,268,527	1,608,287	437,135	—	50	....
Dec. 31, 1872	46.0	—	6.6	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	.....	.....	.....	1,200,000	600,000	.....	.....	—	(Leased by Chic. R. I. & Pac. Co.)			125,000	8	100	....
Dec. 31, 1872	83.0	—	11.6	—	12	7	4	181	Peoria, Pekin and Jacksonville...Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....	.....	83.0	260,093	77,372	124,505	302,552	.....	—	50	....
Dec. 31, 1872	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge.N. Jersey.	214,581	.....	.....	.....	57,200	100,000	57,381	.....	—	(Oper. by Penna. R.R. Co.)					—	50	....
Dec. 31, 1872	64.0	18 0	8.0	—	12	9	5	120	Petersburg ¶.....Virginia.	1,817,985	*	323,905	43,388	1,324,200	500,000	361,083	.....	82.0	228,000	44,392	57,238	238,944	133,851	—	100	....
Oct. 31, 1872	46.0	—	6.0	—	9	7	3	95	Philadelphia and Balt. Cent..Penn. & Md.	1,806,209	177,474	.....	.....	220,606	2,600,000	53,413	.....	58.1	176,312	315,515	134,307	295,594	105,205	—	100	....
Dec. 31, 1872	287.6	—	114.3	—	130	38	20	2,955	Philadelphia and Erie ¶.....Pennsylvania.	21,822,990	.....	2,248,693	.....	8,448,000	14,750,000	892,983	.....	287.6	2,912,351	839,793	2,028,568	3,980,753	846,319	—	50	39½
Dec. 31, 1872	17.1	3.1	13.7	21.0	24	45	13	192	Phila., Germantown and Norristown..Pa.	1,146,538	368,262	500,793	.....	2,231,900	.....	.....	.....	23.6	(Leased by Phila. & Read'g.)			287,816	271,179	12	50	179
Dec. 31, 1872	98.4	172.1	421.7	—	377	202	83	14132	Philadelphia and Reading..Pennsylvania.	45,922,674	*	24,888,337	2,675,996	34,236,175	33,120,804	4,172,014	1,958,004	708.0	7,248,778	6,383,991	9,573,405	12,125,038	4,823,300	10	50	111½
Dec. 31, 1872	26.6	—	36.3	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,534,479	.....	329,626	.....	1,259,190	.....	.....	275,408	37.5	.....	1,561.080	1,124,640	1,759,758	.....	10	50	128
Dec. 31, 1872	95.3	3.8	139.1	—	64	103	49	1,295	Philadelphia, Wilm. and Baltimore. Penn.	11,890,736	*	2,318 306	175,395	11,485,750	1,990.500	455,321	660,478	197.7	1,248,818	1,747.195	449,780	2,814,274	1,188,614	8	50	108
Oct. 31, 1872	7.0	—	1.0	—	—	2	3	22	Pithole Valley.....Pennsylvania.	100,000	*	225,000	.....	225,000	100,000	17,182	.....	7.0	.....	9 800	12,864	20,483	Loss.	—	50	....
Dec. 31, 1872	193.0	8.0	46.0	—	119	34	19	1,605	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	15,095,349	3,740,438	1,950,109	1,812,268	8,433,550	10,011,740	5,461,173	.....	201.0	8,160.500	606,902	1,429,115	3,856,649	799,501	—	50	....
Dec. 31, 1872	468.8	—	156.3	—	248	96	54	5,559	Pittsburg, Ft. W. and Chic..P., O., I. & I.	35,835,286	*	.....	.....	22,214,286	13,621,000	17,280	.....	508.6	7,313,148	2,106,152	2,408,162	9,780,810	4,507,466	10	100	92
Dec. 31, 1872	14.0	—	3.1	16.0	3	2	1	45	Pittsburg, Virginia & Charleston.....Pa.	654,068	55,243	.....	.....	618,564	.....	.....	.....	14.0	(In operation only three months.)					—	50	....
Oct. 31, 1872	149.6	1.9	17.2	—	57	26	9	430	Pittsb'g, Washington & Dalton..Pa. & Md.	11,598,236	687,192	83,196	.....	1,960,682	4,780,000	3,463,294	.....	173.8	1,703,600	781,994	980,780	1,437,392	Loss.	—	50	....
Sept. 30, 1872	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	450,000	*	.....	.....	450,000	.....	.....	.....	—	(Leased by Boston & Albany R.R. Co.)			27,000	6	100	86
Jun. 30, 1872	—	—	—	178.0	—	—	—	—	Plymouth, Kankaka & Pacific. Ind. & Ill.	.....	.....	.....	.....	450,000	.....	.....	.....	—	(Leased by Pennsylvania Co.)					—	100	....
Oct. 31, 1871	66.0	—	2.7	24.0	7	6	3	315	Port Huron and Lake Michigan.....Mich.	3,000,000	*	.....	.....	719,290	450,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1872	60.0	—	3 5	50.0	5	13	3	92	Portland and Ogdensburg....Me. & N. H.	1,945,560	161,149	97,155	29,230	1,200,000	1,800,000	.....	.....	41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Dec. 31, 1872	66.0	—	2.1	93.0	5	4	3	85	Portland and Ogdensburg.....Vermont.	1,652,000	*	.....	.....	1,039,095	906,000	259,132	28,859	60.0	118,100	55.592	37,856	115,484	40,361	—	100	....
Dec. 31, 1872	27.5	—	2.8	—	2	1	1	22	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	2,340,000	.....	.....	—	(Earnings used in construction.)					—	100	....
Aug. 31, 1872	52.5	—	3.3	—	6	10	4	118	Portland and Rochester.....Me. & N. H.	1,9 0,854	*	45,000	10,296	636,097	218,500	.....	.....	27.5	17,215	2,880	6,375	14,221	.....	—	100	....
May 31, 1872	51.3	—	7.4	—	19	—	7	167	Portland, Saco and Portsmouth ....N. H.	1,500,000	*	.....	.....	1,120,000	200,053	.....	.....	52.5	141,640	120,009	60,790	131,561	38,078	—	100	....
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	110	Port Royal.....South Carolina.	1,500,000	*	.....	.....	1,500,000	.....	.....	.....	—	(Leased by Eastern R.R. Co.)					10	100	115
May 31, 1873	—	—	4.9	39.0	—	—	—	—	Portsmouth, Gt. Falls and Conway..N. H.	2,270,000	*	.....	.....	770,000	2,000,000	.....	.....	110.0	(Operated for benefit of contractors.)					—	25	....
Sept. 30, 1872		—	2.5	3.4	4	3	—	60	Poughkeepsie and Eastern....New York.	1,391,372	*	.....	.....	524,404	508,200	506,079	.....	41.8	53,514	(Leased by Eastern 70,015	R.R. Co.) 10,40	53,079	14,038	6	100	30½

Sept. 30, 1872	43.4	1.0	44.1	—	27	29	6	919	Providence and Worcester..R. I. & Mass.	1,909,636	666,566	125,566	107,861	2,000,000	500,000	224,612	84,019	47.6	507,586	1,605,257	521,866	895,897	239,926	10	100	....
Nov. 30, 1872	13.6	—	3.1	—	3	3	3	11	Providence, Warren and Bristol.R. I. & M.	645,079	73,026	.....	.....	437,917	50,000	63,611	.....	13.6	44,096	415,776	16,367	105,555	51,456	3	100	....
Dec. 31, 1872	21.0	—	2.0	—	1	3	2	—	Queen Anne and Kent Co.....Md.	351,000	*	32,200	.....	260,000	269,000	2,600	.....	21.0	38,850	12,560	38,231	27,437	9,989	—	50	....
Dec. 31, 1872	41.7	—	1.4	88.3	3	2	2	45	Quincy, Alton and St. Louis.....Ill.	1,850,000	*	.....	.....	1,000,000	850,000	.....	.....	41.7	.....	.....	.....	98,000	.....	—	100	....
Dec. 31, 1872	97.0	—	9.7	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	155,300	102,935	1,500,000	.....	92,150	166,085	97.0	.....	31,228	64,096	359,277	154,400	—	100	....
May 31, 1872	97.0	—	3.0	60.0	4	3	3	46	Raleigh and Augusta Air-Line....N. Car.	1,134,211	89,786	.....	.....	876,000	350,000	.....	.....	44.0	.....	.....	.....	76,037	.....	—	100	....
Jan. 31, 1873	44.0	—	41.5	—	39	68	19	974	Rensselaer and Saratoga.....N. Y.	7,489,628	*	.....	.....	6,000,000	1,925,000	.....	.....	181.0	861,480	664,000	556,934	1,748,915	604,224	7	100	108
Sept. 30, 1872	71.0	110.0	16.7	—	26	17	10	272	Richmond and Danville ¶.....Virginia.	5,109,406	*	2,046,460	211,461	4,000,000	2,621,090	510,171	236,066	295.9	526,732	134,485	176,708	832,092	363,846	—	100	....
Sept. 30, 1872	140.5	55.2	6.2	—	12	6	4	139	Richmond, Frederick and Potomac ¶...Va.	2,622,927	*	116,539	263,282	1,509,826	889,899	43,417	559,604	89.9	200,899	.....	.....	351,919	145,919	—	100	....
Sept. 30, 1872	75.5	11.4	4.2	—	8	10	4	160	Richmond and Petersburg ¶.....Va. N.C.	1,188,213	*	85,833	30,224	847,100	326,296	93,377	37,528	46.8	107,159	118,189	42,228	160,319	45,945	—	100	....
Sept. 30, 1872	22.5	2.8	4.2	—	8	8	2	42	Richmond and York River.....Va.	1,265,640	*	.....	.....	650,000	615,640	.....	.....	38.3		(No returns obtained.)				—	100	....
Sept. 30, 1872	38.3	—	2.2	26.0	8	8	2	—	Rochester and Genesee Valley..N. York.	671,303	.....	.....	.....	557,560	.....	.....	.....		(Leased	by Erie Railway Co.)			34,012	6	100	....
Sept. 30, 1872	18.5	—	1.7	—	—	—	—	—	Rockford, Rock Island and St. Louis..Ill.	15,490,570	*	.....	.....	6,490,579	9,000,000	.....	.....	316.5	.....	.....	.....	1,067,749	243,534	—	100	....
Jun. 30, 1872	251.9	25.5	27.0	—	33	15	7	915	Rome.....Georgia.	235,235	*	.....	.....	250,844	.....	.....	.....	20.0	.....	(No information.)				16	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	26	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	*	.....	.....	2,998,900	1,735,606	38,359	.....	215.2	675,016	441,909	336,440	1,150,764	282,106	7	100	80
Sept. 30, 1872	141.1	48.5	25.3	—	40	31	15	779	Rutland.....Vermont.	8,787,902	—	1,286,719	.....	6,641,300	1,701,000	1,180,628	.....	239.0	(Leased	to Central	Verm't.)	434,740	405,381	—	100	5
Jan. 31, 1873	120.0	—	26.0	—	—	—	—	—	St. Joseph and Denver City..Kan.& Neb.	11,188,220	420,925	279,044	3,203	4,000,000	7,000,000	734,425	157,067	225.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1873	225.0	—	24.0	34.0	19	.....	.....	.....	St. Lawrence and Ottawa.....Canada.	1,050,000	*	.....	.....	.....	250,000	.....	.....	59.0	.....	70,285	38,592	161,771	45,953	—	100	....
Dec. 31, 1872	54.0	5.0	6.1	—	9	15	6	93	St. Louis, Alton and Terre Haute.Illinois.	11,768,400	*	.....	238,001	4,768,400	6,700,000	218,001	.....	56.0	360,130	149,499	416,215	507,619	220,002	—	100	10
Dec. 31, 1872	189.0	18.0	29.0	—	13	9	7	553	*St. Louis and Iron Mountain* ¶...Missouri.	14,558,951	1,951,989	1,088,796	153,733	10,000,000	5,461,000	.....	.....	210.8	933,393	557,575	633,574	2,146,689	687,639	3	100	26
Dec. 31, 1872	195.5	15.3	37.0	—	91	20	13	1,651	St. Louis & S. Eastern...Ill., Ky. & Tenn.	11,089,000	1,725,000	3,993,000	.....	11,000,000	5,807,000	.....	.....	220.0	.....	.....	.....	822,601	169,779	—	100	....
Dec. 31, 1872	310.0	48.0	25.0	50.0	46	26	12	1,170	St. Louis, Jacksonville and Chicago...Ill	5,040,100	.....	.....	.....	2,324,100	3,477,000	.....	.....		(Leased	by Chicago & Alton	R.R.Co.)	240,000	.....	—	100	....
Dec. 31, 1872	150.0	—	7.5	—	—	—	—	—	St. L., Kansas City & Northern..Mo & Ia.	28,134,445	*	2,369,765	439,708	24,000,000	6,000,000	943,928	.....	581.7	2,893,281	428,957	517,628	2,780,820	748,139	—	100	....
Jan. 31, 1873	353.0	—	17.6	—	88	38	19	1,551	St. Louis, Vandalia & Terre Haute....Ill.	7,984,227	*	.....	203,201	2,377,779	5,499,000	250,548	60,101	158.4	862,806	.....	.....	1,180,273	354,082	—	100	....
Oct. 31, 1872	158.4	—	23.0	—	30	14	8	824	*St. Paul and Pacific* (1st Div.)..Minnesota.	15,188,653	*	3,723,033	229,522	1,968,600	16,197,000	589,333	—	283.0	462,489	235,279	152,356	682,560	.....	—	100	....
Dec. 31, 1872	207.0	175.0	16.0	251.0	30	14	9	289	St. Paul and Sioux City.....Minn.	4,550,960	*	179,798	54,019	4,000,000	.....	784,777	.....	121.0	344,883	75,461	136,127	424,398	99,668	—	100	....
Dec. 31, 1872	121.0	—	8.0	—	13	6	4	194	Sandusky, Mansfield and Newark ..Ohio.	3,244,500	*	.....	.....	937,500	2,307,000	.....	.....	160.0	.....	178,661	153,505	574,951	37,802	—	50	....
Dec. 31, 1872	116.0	—	16.0	—	21	18	9	309	Savannah, Albany and Gulf.....Ga.	7,592,283	*	529,789	1,171,804	4,479,677	3,242,200	1,571,999	.....	347.0	635,300	98,284	.....	983,966	339,539	—	100	....
Dec. 31, 1872	237.0	110.0	15.4	61.0	27	19	6	342	Savannah & Charleston.....S. Car. & Ga.	2,288,966	.....	.....	.....	1,000,000	1,427,800	.....	.....	104.0	(No	statement	furnished:	very small.)		—	100	....
Dec. 31, 1872	104.0	—	4.9	—	10	9	5	80	Seaboard and Roanoke.Va. & N. Carolina.	1,488,400	*	.....	105,689	1,278,400	210,000	107,000	.....	80.0	235,679	26,309	162,832	566,619	266,335	8	100	....
Feb. 28, 1873	80.0	—	8.0	—	15	7	5	203	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	*	.....	.....	3,750,000	9,230,000	large	.....	237.0	.....	.....	.....	800,000	.....	—	100	....
Apr. 30, 1872	237.0	—	11.9	—	39	17	9	412	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	.....	.....	1,389,000	1,423,000	10,000	.....	80.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Shenango and Allegheny ..Pennsylvania.	890,335	78,945	20,000	.....	199,000	780,000	.....	.....	32.0	40,500	16,170	50,220	58,850	32,393	—	50	....
Nov. 30, 1872	32.0	—	2.0	—	2	2	2	70	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,400	*	.....	.....	2,068,400	1,628,000	.....	.....	157.8	.....	.....	.....	162,406	10,344	—	100	....
Jun. 30, 1872	106.8	—	11.3	—	11	8	5	153	Sioux City and St. Paul.....Iowa & Minn.	4,422,132	*	568,362	.....	2,800,000	1,740,000	450,494	.....		(Run by c	ontractors	: no returns.)			—	100	....
Dec. 31, 1872	122.4	—	6.6	26.1	9	6	3	232	South and North Alabama.....Ala.	7,481,764	*	.....	.....	3,458,067	4,906,000	.....	.....	131.0	.....	41,327	74,837	199,051	60,28[illegible]	—	100	....
Sept. 30, 1872	183.0	—	9.2	—	.....	.....	.....	.....	South Carolina ¶.....South Carolina.	9,594,328	*	2,019,176	306,086	5,819,275	4,730,346	236,736	71,474	243.0	856,732	207,344	266,707	1,401,211	545.105	—	100	....
Dec. 31, 1872	137.0	106.0	30.0	—	42	37	*	507	Southern Central.....New York.	3,450,058	287,305	.....	.....	1,783,021	2,288,000	89,881	.....	116.0	302,744	161,821	178,099	307,280	104,978	—	100	....
Sept. 30, 1872	116.0	—	5.8	—	11	7	4	401	South Side (L. I.).....New York.	3,166,551	648,925	.....	.....	1,000,000	2,250,000	386,782	.....	57.0	233,990	617,899	83,701	501,871	226,637	—	100	....
Sept. 30, 1872	57.0	20.0	20.0	—	19	35	7	114	Southern Minnesota.....Minnesota.	9,424,953	*	.....	.....	3,825,000	4,592,000	1,007,953	.....	165.5	.....	46,349	92,661	493,438	190,021	—	100	....
Aug. 31, 1872	167.5	—	9.5	—	12	6	3	248	Southern Pacific.....California.	11,500,000	*	.....	.....	8,404,800	5,750,000	.....	.....	170.0	.....	314,150	121,660	932,725	481,664	—	100	....
Dec. 31, 1872	170.0	—	8.5	152.0	14	23	8	245	Springfield & Ill. So. Eastern.....Illinois.	8,176,500	*	.....	.....	4,000,000	4,400,000	140,000	.....		(Not in o	peration a	t date.)			—	100	....
Jun. 30, 1872	228.0	—	11.2	—	12	10	4	260	Syracuse, Binghamton and N. York..N.Y.	3,906,297	*	.....	.....	2,004,000	1,670,000	129,414	.....	81.0	449,520	186,606	533,355	713,585	216,481	4	100	....
Sept. 30, 1872	81.0	—	17.0	—	16	13	8	378	Syracuse and Chenango Valley....N. Y.	1,165,062	61,985	.....	.....	1,063,400	500,000	229,997	.....	26.0	23,548	49,219	29,914	23,199	loss.	—	100	....
Sept. 30, 1872	26.0	1.0	3.1	16.0	3	6	2	40	Terre Haute and Indianapolis....Indiana.	2,807,218	*	1,683,484	191,840	1,288,150	800,000	616,344	1,173,143	99.3	.....	190,997	834,850	1,070,354	128,448	—	100	....
Nov. 30, 1872	79.7	26.6	30.0	—	36	21	9	782	Texas and Pacific.....Texas.	4,200,000	*	.....	.....	200,000	4,000,000	.....	.....	66.0	.....	.....	.....	346,001	85,042	—	100	....
Apr. 30, 1873	66.0	—	6.6	1,741	12	6	—	78	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	3,450,000	204,794	.....	237.5	1,192,831	.....	.....	1,316,106	368,093	—	100	....
Dec. 31, 1872	227.3	10.2	29.0	—	45	13	9	1,109	Toledo, Wabash and Western..O. I. & Ill.	34,683,000	*	.....	.....	16,000,000	18,683,000	.....	.....	955.7	5,196,661	637,050	1,349,052	6,008,978	1,578,182	—	100	34
Dec. 31, 1872	473.6	153.6	60.5	—	182	71	42	4,207	Troy and Boston.....New York.	1,934,146	378,418	.....	.....	1,599,000	1,899,000	65,309	.....	55.3	190,548	292,763	191,122	516,563	212,097	2	100	....
Sept. 30, 1872	84.9	—	9.0	—	11	12	6	222	*Union Pacific* ....Nebr. Utah Nev. & Cal.	111,948,812	*	.....	.....	36,762,300	75,179,512	.....	.....	1,032.0	.....	165,688	.....	8,862,605	4,092,032	—	100	25
Dec. 31, 1872	1,032	—	100.0	—	151	93	36	2,409	United Companies of New Jersey..N. Jer.	22,450,328	*	13,216,919	427,838	18,990,627	17,615,608	797,681	472,455	455.9	3,905,741	7,580,795	2,536,304	8,266,226	2,261,060	10	100	124
Dec. 31, 1872	165.0	—	160.0	—	242	281	38	1,762	Utah Central.....Utah.	1,500,000	*	.....	.....	500,000	1,000,000	.....	.....	37.0	.....	.....	.....	360,612	206,358	—	100	....
Apr. 30, 1873	37.0	—	4.0	91.0	6	6	1	28	Utah Southern.....Utah.	1,060,000	*	.....	.....	400,000	660,000	.....	.....	31.0	.....	.....	.....	126,884	63,442	—	100	....
Dec. 31, 1872	31.0	—	2.1	44.0	3	3	2	11	Utica and Black River.....New York.	2,200,444	258,703	.....	.....	1,754,020	775,500	.....	.....	92.2	201,688	184,533	62,004	337,299	111,309	3	100	....
Sept. 30, 1872	74.8	—	13.4	12.2	14	15	7	126	Utica, Chenango and Susq. Valley..N. Y.	3,186,344	438,131	.....	.....	2,908,600	.....	.....	.....	120.0	228,887	246,101	173,749	424,792	32,246	6	100	....
Sept. 30, 1872	98.0	22.0	14.0	—	17	15	7	62	Vermont and Canada .....Vermont.	3,000,000	.....	.....	.....	3,000,000	.....	.....	.....		(Leased	by Vermont Central	R. R. Co.	at 8 p.c.)		8	100	57
May 31, 1872	47.0	25.5	9.3	—	—	—	—	—	Vermont Central.....Vermont.	11,500,000	*	.....	.....	5,000,000	6,500,000	.....	.....	773.0	.....	.....	[2 yrs.	8,497,442	493,487	—	100	....
May 31, 1872	118.0	—	108.0	—	170	125	51	5,189	Vermont and Massachusetts..Mass. & Vt.	2,703,966	*	90,785	191,899	2,860,000	900,000	68,899	157,751	88.1	24[illegible]	275,181	131,458	557,196	169,523	2	100	81
Sept. 30, 1872	56.0	24.1	9.2	—	13	19	8	274	Vicksburg and Meridian.....Miss.	3,036,644	*	245,588	193,945	454,072	2,922,236	86,869	.....	140.0	181,288	82,372	49,431	408,220	102,918	—	100	....
Feb. 29, 1872	140.0	—	7.8	—	20	8	6	160	Vineland.....New Jersey.	1,826,191	*	.....	.....	998,005	750,000	78,187	.....		(Leased	to N. Jer.	Southern	R. R Co.)		—	100	....
Dec. 31, 1872	46.0	—	2.3	—	3	*	*	50	Warren.....New Jersey.	3,061,400	.....	.....	.....	1,800,000	1,261,400	.....	.....		(Leased	to D. L. &	W. R. R.)	525,749	215,353	7	100	....
Dec. 31, 1872	18.3	—	6.0	—	—	—	—	—	Washington and Ohio.....Virginia.	1,435,176	128,577	128,773	.....	900,700	130,400	321,248	340,178	44.0	81,361	27,693	19,418	81,285	7,948	—	100	....
Sept. 30, 1872	44.0	—	2.0	281.0	4	6	3	65	Western Alabama.....Alabama.	4,822,628	538,272	342,800	662,585	2,008,324	3,169,900	561,508	626,504	160.0	421,880	101,742	.....	626,504	150,534	—	100	....
Aug. 31, 1872	132.0	28.0	15.5	—	26	16	8	247	Western and Atlantic.....Georgia.	(Owned by State		of Georgia & leased to a company for 11.0 years.)		682,893	1,800,000	109,069	(Owned a year.)	138.0	.....	.....	.....	1,590,245	66,587	—	100	....
Dec. 31, 1872	133.0	—	11.0	—	59	18	12	921	Western Maryland ¶.....Maryland.	2,366,392	*	208,500	17,069	1,022,450	1,800,000	1,023,550	.....	60.0	217,760	134,655	73,841	197,707	7,038	—	100	....
Sept. 30, 1872	60.0	—	3.3	13.0	10	10	6	123	Western Pennsylvania.....Pennsylvania.	3,846,005	.....	.....	.....	1,359,700	2,398,000	162,583	.....		(Leased	by Pennsylvania R.	R. Co.)			—	55	....
Dec. 30, 1872	57.1	27.6	14.6	—	—	—	—	—	West Jersey.....New Jersey.	2,255,355	*	1,486,466	178,462	4,000,000	4,640,000	.....	.....	128.9	330,555	642,728	28,443	664,777	291,363	8	100	100
Dec. 31, 1872	60.7	—	16.2	—	18	63	8	171	West Wisconsin.....Wisc.	8,640,000	*	.....	.....	500,000	.....	79,642	.....	185.0	.....	.....	.....	549,645	263,329	—	100	....
Mar. 31, 1873	197.0	—	10.0	—	26	14	10	660	Wheeling, Pbg. & Balt.....W. Va. & Pa.	579,642	.....	.....	.....	300,000	3,800,000	304,142	.....	32.0	39,328	53,175	11,638	48,164	480	—	50	....
Dec. 31, 1872	32.0	—	1.0	28.0	3	5	2	24	Wilm. Colum. and Augusta..N. C. & S. C.	3,971,781	381,117	51,244	.....	750,663	2,332,300	108,610	.....	172.0	.....	.....	.....	591,046	226,498	—	100	....
Sept. 30, 1872	189.6	—	6.0	—	18	14	6	236	Wilmington and Reading...Pennsylvania.	2,644,078	255,151	82,892	.....	1,456,200	1,619,100	77,042	299,531	63.6	230,554	132,365	264,573	228,778	21,667	—	50	....
Oct. 31, 1872	63.6	—	9.5	—	11	6	5	124	Wilmington and Weldon ¶...N. Carolina.	3,004,044	*	61,436	296,393	1,657,500	1,691,500	.....	.....	181.0	519,184	124,995	.....	635,871	230,833	—	100	66
Sept. 30, 1872	162.0	19.0	9.5	—	32	31	—	324	Wilmington Central .....Wisconsin.	4,120,000	*	.....	.....	1,425,200	310,300	36,515	573,774	45.7	359,641	381,954	368,042	131,793	63,778	—	100	....
Dec. 31, 1872	130.9	—	3.0	201.0	15	6	2	300	Worcester and Nashua.....N. H.& Mass.	2,212,144	*	85,701	48,143									587,359	195,453	12	100	125
Sept. 30, 1872	45.7	—	11.8	—	17	11	5	411	**CANALS, &c.**																				
May 31, 1872	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	*	258,967	.....	1,880,800	1,997,872	.....	.....	12.5	.....	.....	.....	419,222	281,715	4	50	....
Dec. 31, 1872	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,806,809	*	.....	.....	8,229,594	8,065,500	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Dec. 31, 1872	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,438,350	.....	.....	.....	1,633,350	800,000	.....	.....		(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	97
Dec. 31, 1872	198.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,339,210	725,581	20,935,209	.....	15,000,000	13,000,000	.....	.....	108.0	.....	.....	1,869,557	86,970	loss.	10	100	119
Dec. 31, 1872	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	*	.....	.....	5,847,400	.....	.....	.....	65.5	.....	.....	.....	967,557	385,170	10	100	....
Dec. 31, 1872	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,600	*	.....	.....	8,784,650	15,767,656	.....	.....	108.0	.....	.....	1,041,891	506,060	32,570	—	50	88
Dec. 31, 1872	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,146,039	.....	.....	.....	1,004,150	110,000	8,064	.....	85.0	.....	.....	2,059,934	196,149	159,121	9	50	....
Feb. 28, 1873	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,432,474	*	.....	.....	2,200,000	1,125,129	.....	.....	103.0	.....	.....	.....	322,762	30,194	7	50	49
Dec. 31, 1872	73.0	64.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	8,093,350	*	.....	.....	4,457,150	2,588,000	1,048,200	.....	360.0	.....	.....	967,573	556,164	loss.	—	50	24
Dec. 31, 1872	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,285,573	271,467	.....	4,385,700	8,576,332	267,198	.....	108.3	(Leas.to	Ph.&R'g.)	1,200,181	649,352	634,169	1	50	124
Dec. 31, 1872	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	*	.....	.....	2,092,706	2,757,310	165,811	.....	45.0	(Leas.to	Ph.&R'g.)	426,393	99,151	51,241	—	50	12
Dec. 31, 1872	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	*	.....	.....	2,907,850	300,000	35,000	.....	84.0	.....	.....	124,969	44,852	200	—	50	....
Dec. 31, 1872	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	3,630,344	*	.....	.....	1,100,000	748,000	295,219	.....	....	(Leased	to Pennsylvania.)	.....	.....	.....	—	50	....

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:	$	p c	p c	p. c.
Atlantic and Great Western, pref...	10,000,000	7	....	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	....	....
" " " guar.	276,200	7	....	....
Atlantic and Pacific, preferred	10,000,000	7	....	14
Atlantic and St. Lawrence,* guar...	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,552,800	6	5	106
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	..
Catawissa,* pref. and guar.....	1,159,500	7	7	84
Camden and Amboy,* guaranteed..	5,847,800	10	10	124
Camden and Atlantic, preferred.....	763,549	7	3½	82
Cayuga and Susquehanna,* guar....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,000	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	105½
Central Ohio,* preferred	411,550	6	6	85
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	78
Chicago and Alton, † preferred.....	2,425,400	...	10	106
Chicago, Iowa & Nebraska,* guar..	3,916,300	...	8	93½
Chicago and North-Western, pref...	21,289,563	7	7	55½
Cinc., Sand. and Cleveland, pref....	429,000	6	6	25
Cleveland and Mahoning,* guar.....	2,069,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	88
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred...	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,300	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	....	....
Dubuque and Sioux City,* guar....	5,000,000	...	3	60
Dubuque South-Western, pref.....	590,315	8	....	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	45
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	76
" " com.& *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	53
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	...	....	....
Hannibal and St. Joseph, pref	2,167,700	7	7	32
Harrisburg and Lancaster,* guar....	1,182,550	7	7	97
Housatonic, preferred.....	1,180,000	8	8	97½
Huntington & Broad Top Mtn, pref.	190,750	7	...	28
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	35
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref...	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	3,101,650	6	...	18
" " 2d pref....	4,436,250	6	....	9
Mich. Southern, (Lake Shore) guar..	333,500	10	10	....
Mill Creek,* guaranteed.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	10,825,777	7	7	52
Mine Hill,* guaranteed.....	3,356,450	8	8	103
Montclair,* guaranteed.....	2,000,000	7	...	....
Morris and Essex,* guar.....	15,000,000	7	7	94
Nesquehoning Valley,* guar.....	2,000,000	10	10	111
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,295,200	10	10	124½
New London Northern,* guar.....	671,400	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	127
" " *com.& guar.	8,500,000	8	8	123½
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	122½
Ogdensburg & Lake Champ.,* guar..	3,677,000	7	7	49½
" " pf.& *guar.	2,000,000	8	8	95
Ohio and Mississippi, preferred.....	4,030,000	7	7	45
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama, guaranteed.....	7,000,000	12	12	110½
Paterson and Hudson,* guar.....	630,000	—	5½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	...	....	....
Phila., Germant'n & Norrist'n,*guar.	2,231,900	12	12	180
Philadelphia and Reading, † prof....	1,551,687	—	10	....
Philadelphia and Trenton,* guar....	1,259,100	10	10	123
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	92
Pittsfield and North Adams,* guar.	450 000	5	6	86
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	115
Rochester & Genesee Valley,* guar.	547,560	...	...	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	38
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	....	26
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	....	...
St. Louis, Kansas City & Nor., pref..	12,000,000	...	—	20
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	—	....
" " 2d pref..	1,000,000	7	—	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	71
Warren,* guaranteed.....	1,800,000	7	7	....
Canal Stocks.				
Delaware Division,* guar.....	1,633,350	8	8	....
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	125
" com. and * guar.....	1,695,000	4	4	50
Sch uylkill Navigatio n preferred....	2,808,977	6	6	25½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	40 —	@ — —
Gartsherrie		— —	@ — —
Summerlee		34 50	@ 36 —
Carnbroe		— —	@ — —
Langloan		....	@ — —
Glengarnock		— —	@ 35 —
Eglinton		33 —	@ 34 —
Pig, American, No. 1		31 —	@ 32 50
Pig, American, No. 2		29 —	@ 31 —
Pig, American, Forge		28 —	@ 29 —
Bar Refined, English and American		— —	@ — —
Bar, Swedes, assorted sizes	(gold).	137 50	@140 —
	—Store Prices.—		
Bar, Swedes, ordinary sizes		160 —	@162 50
Bar, Swedes, Plow sizes		170 —	@172 50
Bar, Refined, ¼ to 2 in. rd. & sq. 1 to 6 inch x ¼ to 1 in		67 50	@ 70 —
Bar Refined, 1½ to 6 by ¼ & 5-16 in		72 50	@ 75 —
Bar Refined, 1 & 1½ by ¼ & 5-16		72 50	@ 75 —
Large Rounds, 2½@2¾ to 3¼ @4 in		75 —	@ 90 —
Scroll		90 —	@130 —
Ovals and Half-round		90 —	@100 —
Rand, 1 to 6 in. by 3-16 to No. 12		85 —	@ 87 50
Horse Shoe		97 50	@100 —
Rods, ¼@1-16 inch		70 —	@127 50
Hoop, ¼ by No. 22 to 1 & 1½ by 13 & 14		97 —	@150 —
Nail Rod	per lb.	— 8	@ — 9
Sheet Russia, as to assortment	(gold)	— 15½	@ — 16
Sheet, Single, D. and T. Common		— 4½	@ — 5
Sheet, Doubles and Trebles, Charcoal		— 5	@ — 6
Sheet Galvanized		List 10	per ct. disc.
Rails, English	(gold) per ton.	50 —	@ 52 —
Rails, American, at Works in Penna.	c'y.	58 —	@ 62 50

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)	per lb.	— 17	@ — 21
English Spring (2d and 1st quality)		— 9½	@ — 10½
English Blister (2d and 1st quality)		— 14	@ — 18½
English Machinery		— —	@ — 14½
English German (2d and 1st quality)		— 12½	@ — 14½
American Blister		— —	@ — 11½
American, Cast, Tool		— —	@ — 17
American, Cast Spring		— —	@ — 11
American Machinery		— 11½	@ — 12
American German Spring		— —	@ — —

NAILS—Duty: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Com. Fence. & Sheath per keg.		3 80	@ 3 90
8d. and 9d. "		4 —	@ 4 15
6d. and 7d. "		4 25	@ 4 40
4d. and 5d. "		4 50	@ 4 65
3d. and 4d. Light		5 25	@ 5 40
3d. Fine		6 —	@ 6 15
2d		6 75	@ 6 90
Cut Spikes, all sizes		4 —	@ 4 15

TIN—Duty: Pig, Bars and Block, free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca	(gold) per lb.	— —	@ — 26½
Straits	(gold).	— 23	@ — 23½
English, L. & F	(gold).	— 21½	@ — 21½
English, Refined	(gold).	— 22½	@ — 22½
Plates—Fair to good brands.		Gold.	
I. C. Charcoal	per box.	10 25	@ 10 75
I. C. Coke		8 12½	@ 8 50
Coke Terne		7 —	@ 8 —
Charcoal Terne		9 12½	@ 9 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)		— 4½	@ — 5
Crude 40@47 gravity (in shipping order)		— 8½	@ — 9
Refined, Standard White (in ship'g order)		12 1-16	@ — 12½
Refined, S. W. (in jobbing lots)		— 12½	@ — 12½
Refined, S. W. (in tin)		— 16½	@ — 19
Naptha, Refined (65@73 gravity)		— 7	@ — 7½
Residuum (in shipping order)	per gall.	— 6¼	@ — 6½

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.)	per lb.	—	@ — 33
Copper, Bolts		—	@ — 35
Copper, Braziers' (over 16 oz.)		—	@ — 35
Copper, Nails		—	@ — 40
Copper, Old Sheathing, &c., mixed lots		22	@ — 22½
Copper, American Ingot Lake		23¾	@ — 24
Copper, English Pig		—	@ — —
Yellow Metal, New Sheathing & Bronze		—	@ — 24
Yellow Metal, Bolts		30	@ — —
Yellow Metal, Nails, Sheathing & Slating		—	@ — 24

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb.	6 50	@ — —
German Ordinary	(gold)	6 50	@ — —
English	(gold)	6 50	@ 6 62½
Foreign Refined	(gold)	7 12½	@ 7 25
Domestic	(gold)	5 75	@ 5 80

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel	11 —	@ — —
Liverpool House Cannel	18 —	@19 —
Anthracite (by cargo)	per ton of 2,000 lb. 5 —	@ 6 —

New York Stock Exchange.

Actual Sale Prices for the week ending July 15.

	Th. 9.	F. 10.	Sat. 11.	M. 13.	Tu. 14.	W. 15
Boston, Hart. & Erie	1½	1½	....	1½	1½	1½
Canton Co	....	....	....	....	....	....
Central Pacific	....	....	....	....	....	....
Central Pacific 6s	89½	89½	89	88½	88½	89
Central of N. Jersey	105½	105	105½	105½	105½	....
Chesapeake & Ohio 1 m	....	52	52	52½	....	51½
Chicago & Alton	....	103	....	....	....	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" S. F	....	....	....	....	....	....
" Ins. bds	....	....	....	....	....	....
Chicago, Burl. & Q	105	103½	....	....	....	102½
" 8s, 1883	....	109	....	....	110	110
Chic. & Northwestern	36½	37½	37½	37½	37	37
" pref	54	54½	53½	54½	54½	55½
" 1st M	....	....	99½	100	....	....
" S. F	....	....	104	....	....	....
" Consol	....	....	....	86	86	....
Chic., Rock Isl. & Pac	96½	95½	97½	97½	97	97
Chi., R. I. & Pa. 7s, 1896	103	103	....	....	102½	102½
Clev., Col., C. and Ind	....	....	....	....	....	72
Clev. & Pittsburg guar	87½	88½	....	88	88	88
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	....
" 4 M	....	....	....	....	....	90
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C	17½	17½	17½	17½	17½	17½
" 1 M	82½	82½	82½	81	....	81
" 2 M	59	....	....	....	....	....
Del. & Hudson Canal	119½	119½	....	....	....	....
Del. Lack. & Western	103½	105½	106½	106½	106½	106½
" 1 M. 7s	....	....	104	....	....	....
" 2 M 7s	....	....	....	....	....	....
Erie Railway	30½	31½	31½	32½	32½	32½
" pref	....	....	....	....	....	....
" 1 M. 7s, 1897	....	....	103	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	96½	....	96½	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
" 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort	....	....	....	....	....	....
Hannibal & St. Joseph	25	25½	25	25½	25	....
" pref	32	....	....	....	....	....
" 8s, conv	....	....	....	....	79	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th	71½	73½	72½	73½	72½	72½
Marietta & Cin. 1st pref	....	....	....	....	....	....
" 2d pref	....	....	....	....	....	....
Michigan Central	72½	70	69½	....	70½	70
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F	....	103½	....	....	....	....
" 2 M	....	....	....	....	....	....
Milw. and St. Paul	32½	34½	34	34½	34	34½
" pref	52	53½	....	53	53	52
" 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 8s	....	107½	....	....	....	....
" 7 3-10s con	....	....	....	....	....	....
" 7s, gold	....	....	....	....	....	....
Missouri 6s	....	93	....	....	....	97
" H. & St. J. ins. 92	92½	....	....	....	....	....
Morris and Essex	94	....	94	....	94	....
" 1st mort	....	....	....	....	....	....
" 2d mort	103½	....	....	104	....	....
N. Y. Cen. & Hud. Riv.	98½	99	99½	99½	99	99½
" 7s, S.F. 1876	....	....	....	....	102	....
" 6s, S.F. 1883	....	....	....	....	94½	....
" 6s, S.F. 1887	93	....	....	....	....	....
N. York and Harlem	....	....	....	....	123½	....
" pref	....	....	....	....	....	....
" 1 M. 7s	....	....	105½	105½	....	....
N. York. N. Hav. & Hart	....	....	....	....	....	128
N. Carolina 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss	24	24	24½	24½	24½	24½
" pref	....	....	....	....	....	....
" 2d M	....	74	....	....	74	....
Pacific Mail S. S. Co	42	42½	43	43½	43½	44½
Panama	....	....	....	....	108	110½
Pitts., Ft. W. & Chi. gtd	....	93½	....	....	....	92
" 1 M	....	....	....	....	....	....
" 2 M	....	100½	....	....	....	....
" 3 M	....	....	....	96½	97	....
Quicksilver Mining Co	....	....	....	....	....	....
St. L., Alton & T. H	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" 2 M. pref	....	....	....	....	....	....
" Income bds	....	....	....	....	....	....
Tennessee 6s, old	....	....	....	....	79	....
" new	81½	....	....	....	....	....
Tol., Wab. & Western	33½	34½	34½	34½	34½	34½
" pref	....	....	....	....	....	....
" 1 M	96	....	....	....	....	....
" 2 M	80	80	80	....	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div	....	....	....	77	....	....
Union Pacific	25½	26½	26½	25½	25½	25½
" 1st mort	82½	82½	82½	82	81½	81
" L. Gt. 7s	80½	....	....	80½	81	....
" Ins. 10s	....	77½	77½	....	....	....
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol	....	....	....	....	....	....
" def. cert	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending July 15.

	Th.9.	F.10.	Sat.11.	M.13.	Tu.14.	W.15
FEDERAL STOCKS:—						
U. S. 5s, 10-40s, reg...112¼	112¼	112¼	....	....	....	....
U. S. 5s, 10-40s, coup...112¼	....	112¼	....	112¾	112¾	
U. S. 5s, 1881, reg.....	....	....	112¾	112¾	....	
U. S. 5s, 1881, coup....112¾	....	....	....	112¾	....	
U. S. 6s, 1881, reg.....115¾	115¾	115¾	115¾	115¾	116	
U. S. 6s, 1881, coup.....116	117	....	117¼	117¾	117¼	
U. S. 6s, 5-20s, reg. '62	....	....	....	112¾	....	
U. S. 6s, 5-20s, c. 1862.....	112¾	....	....	....	112¾	
U. S. 6s, 5-20s, reg. '64.115	114¾	....	115	....	....	
U. S. 6s, 5-20s, c. 1864.....	....	....	....	115¾	....	
U. S. 6s, 5-20s, reg. '65.115¾	....	115¾	....	....	....	
U. S. 6s, 5-20s, c. 1865.....	....	116¾	116¾	116¾	116¼	
U. S. 6s, 5-20s, r. n. '65....	....	....	115¾	115¾	....	
U. S. 6s, 5-20s, c. n '65.115¾	....	....	116	....	....	
U. S. 6s, 5-20s, reg. '67.115¾	....	115¾	....	115¾	115¾	
U. S. 6s, 5-20s, c. 1867.116¼	116¾	....	117	117¾	....	
U. S. 6s, 5-20s, reg. '68.....	....	....	....	....	....	
U. S. 6s, 5-20s, c. '68...116¾	....	116¾	....	117	....	
U. S. 6s, Pac.RR issue.116	116¾	116¼	116¼	117	117¼	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 14.

	W.8.	Th.9.	F.10.	Sat.11.	M.13.	Tu.14
Catawissa preferred	42	....	....	....	....	42
.. 7s, new 103¼	....	....	....	....	....	....
Camden and Amboy.....	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort.6s, '89.100	100	....	100	....	100	
Elmira & Williamsport....	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s.....	....	....	....	....	....	....
Lehigh Navigation..... 44	43¾	43¾	44	44	44¼	
.. 6s, 1884	97	97	....	....	96	
.. Gold L.....	....	96¼	95¾	....	...	
.. R. R. L.....	97	...	....	....	....	
.. Conv. G. L....	99¾	99¾	....	....	100	
Lehigh Valley R. R..... 60¾	60¼	60¾	60¼	60¾	60¼	
.. 6s new coup....	....	....	100	....	....	
.. 6s new reg.....	....	....	....	101	101	
.. 7s..... ..106¼	....	106¾	106¾	....	....	
Little Schuylkill R.R.....	....	....	....	....	..	
.. 7s.....	....	....	....	....	....	
Minehill	53	51¼	51¼	....	51¼	
Morris Canal.....	....	....	....	....	....	
.. pref.....125	125	....	....	....	....	
North Pennsylvania	....	....	....	....	....	
.. 6s, 1885	....	....	....	....	99¾	
.. 7s.....	....	102¾	....	102¼	102¼	
.. 10s, 1887	....	....	....	....	....	
Northern Central	....	37¼	....	37	....	
Oil Creek & Alleg. Riv. 6	5¼	5¼	5¼	5¼	5¼	
.. 7s.....	....	....	....	....	42	
Pennsylvania R. R..... 49¼	49	49	49¼	49¼	49	
.. 1st M.....	....	....	101	....	101	
.. 2d M.....100¼	....	....	100	....	100¼	
.. Gen. mort.. 90¾	....	....	....	91	91	
.. .. reg.. 94	....	....	....	....	....	
Penn. State 6s, 2d series....	....	107¼	....	....	....	
.. 6s, 3d series.....	....	....	....	....	....	
Philadelphia City, 6s...101	....	....	....	101¼	....	
.. new 104¼	104¼	104	104	103¾	104	
Philad. Germ. & Nor.....	....	....	....	....	....	
Phila. & Reading 55¾	55¼	55¼	55¼	55¾	55¾	
Philadelphia and Erie.....	19¼	....	19¾	....	....	
.. 6s..... 90	....	....	....	....	....	
.. 7s..... 83¼	83¾	....	84	....	....	
Phila., Wilm. & Balt.....	....	....	....	54	....	
Schuylkill Navigation.....	....	....	....	....	....	
.. pref.....	....	....	....	....	12¾	
.. 6s, 1882	....	78	....	....	....	
.. 6s, 1876	....	....	....	....	....	
.. 6s, 1872	....	....	....	....	90	
United Co. of N. Jersey.124	124	124	124	....	124	
Westonville, (Horse).....	20¾	....	....	....	....	
Chestnut & Wal.	....	....	....	....	....	
Green & Coates	....	....	....	....	....	
2d and 3d streets	....	....	....	....	....	
Spruce and Pine	....	....	....	....	....	
3th and 15th sts.	....	....	....	....	....	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 14.

	W.8.	Th.9.	F.10	Sat.11.	M.13.	Tu.14
Baltimore City 6s, 1875.....	....	....	....	....	....	
.. 1886	....	....	....	....	....	100¾
.. 1890 .....101¼	....	....	....	101	101¼	
.. 1884	....	....	....	....	....	
.. 1900	....	....	....	....	....	
Balt and Ohio.....168	168	....	....	....	168	
.. bonds, 1875.....	....	....	....	....	....	
.. .. 1880.....	....	....	....	....	....	
.. .. 1885.....	101	....	....	101	....	
Central Ohio.....	....	....	....	....	....	
.. 1st mort... 91¼	....	....	....	....	105¾	
Marietta & Cin. 1st M..104¼	....	....	....	....	89¾	
.. 2d M.....	89¾	90	90	....	89¾	
.. 3d M. 8s.... 73¼	....	....	....	....	....	
Northern Central.....	....	....	....	....	....	
.. bonds, 1885.....	....	....	....	....	....	
.. .. 1900.....	....	....	....	....	....	
.. G. B. 1900.....	93	93	....	....	....	
Pittsb. & Connellsv. 7s.....	....	....	....	....	....	
N. W. Va. 3d mort.....	....	....	....	....	....	
Virginia 6s, Consol..... 53	51¼	51¼	....	51¼	51¼	
.. Defer. Certif.....	....	....	....	....	....	
City Passenger R R... 20	....	....	....	....	....	

Boston Stock Exchange.

Actual Sale Prices for the week ending July 15.

	Th.9.	F.10.	Sat.11.	M.13.	Tu.14.	W.15
Boston and Albany ... 132	....	132	131¼	....	....	
Boston and Lowell	....	105	104¼	....	....	
Boston and Maine..... 108	....	108	....	....	....	
Boston and Providence.150	....	...	....	....	....	
Boston, Hartford & Erie....	....	....	....	....	....	
.. 7s..... 20¾	20¾	21	22	21¼	21¼	
Cheshire, pref.....	....	....	....	....	....	
Chi., Burl. & Quincy.....	....	102¾	102¾	102¾	102	
Concord.....	....	....	....	80	....	
Connecticut River.....	....	....	....	....	....	
Eastern..... 55¼	55¼	56	55¾	54¾	55	
Fitchburg.....	....	....	122	....	....	
Manchester & Lawr'ce.....	....	....	....	....	....	
Michigan Central.....	69¾	69¾	69¾	70¼	70	
Northern, N. H.....	....	....	....	104¼	....	
Ogdens. & Lake Champ....	49¼	....	....	49¼	....	
.. pref.....	....	....	....	....	....	
Old Colony 107	107¼	....	107¼	107¼	107	
Ph., Wil. & Baltimore.. 54¼	54¼	....	54¼	54	....	
Portl'd, Saco & Ports.....	115	....	115	....	....	
Union Pacific	....	....	....	....	....	
" 6s.....	....	....	....	....	....	
" Land Grant 7s....	78¼	....	....	....	....	
" Income 10s... 74¼	....	74	74	....	....	
Vermont & Canada.... 57¼	....	....	....	58	....	
Vermont & Mass.....	....	....	81¾	....	....	
South Boston (Horse).....	....	....	....	....	....	
Cambridge 99¼	100	100	....	....	....	
Metropolitan 47¼	....	....	....	....	....	
Middlesex	....	....	....	....	....	
Central Mining Co.....	....	....	....	....	....	
Copper Falls 15¼	14¾	....	15	....	13	
Franklin	....	....	....	....	....	
National	....	....	....	....	....	
Quincy 35¼	35¼	....	35¼	33¾	33	

London Stock Exchange.

	Closing Prices. June 26.	Prices. June 19.
Atlantic & Gt. W. 1st mort., $1,000..	49 — 51	47 — 49
Do. 2d mort., $1,000.....	27 — 29	25 — 27
Do. 3d mort., $1,000.....	12¼— 13¾	11¼— 12¾
Do. Con. mort. B'nds Bisch's Cert.	13 — 15	13 — 15
Do. Leas. Lines, Rental Bonds....	65 — 70	60 — 65
Do. 1873	43 — 48	35 — 40
Do. 8 p. c. Scrip, West. Exten.....	— — —	— — —
Detroit & Milwaukee 1st mort. Bonds	65 — 70	65 — 70
Do. 2d do.	55 — 60	55 — 60
Erie shares 100 dol. all paid.....	26¾— 27	25¾— 25¾
Do. 6 per cent Convertible Bonds..	92 — 94	92 — 94
Cons. Mort. amount autho. to be issued for conv. of existing bonds..	86 — 88	86 — 88
Illinois Central $100 shares all paid..	88¼— 89¼	88 — 89
Do. Redemption mort. bonds 6 p.c.	99 —101	99 —101
Illinois & St. Louis Bridge 1st mort.	99 —100	99¼—100¼
Marietta and Cincinnati Rail. Bonds.	95 — 98	95 — 98
Michigan Central 8s 1882, conv.....	88 — 92	88 — 92
New York Central, 100 dols. shares.	89¼— 90¼	89¼— 90¼
Panama General mort.....	96 — 98	95 — 97
Pennsylvania, General mort.....	99¼—100¼	99¼—100¼
Do. $50 shares.....	45 — 46	44¼— 45¼
Philadelphia and Erie 1st mort.....	94 — 96	94 — 96

American Railroad Journal.

Saturday, July 18, 1874.

Stock Exchange and Money Market

The Money movement is yet quite easy for responsible borrowers, whether for speculative or mercantile purposes, call loans being quoted @2 @3 per cent. to the leading Street houses, and best discount @5@7 per cent per annum, on short date paper. The demand for accommodation is comparatively moderate, and fails to afford adequate employment for the very liberal balances offering at the current low rates. The Stock Exchange and Gold Board operations are on a restricted scale, and call for less financial assistance from lenders. The Fall trade, in the mercantile line, has not yet fairly opened with anything like activity, and the demand from this source is not urgent. The City banks, last week, again added largely to their deposit, and specie averages, while reducing their loan and discount line. They diminished their reserve of legal tender moderately, while enlarging their item of circulation slightly. The U. S. Sub Treasury again added materially to the currency reserve, while cutting down the specie balance, through the coin interest disbursements. The City banks, last week, while reducing their reserve of legal tender notes, $2,325,400 added $2,080,100 to their deposit tem, and $5,441,100 in their specie average. They also report a decrease of $333,800 in the loans and discounts, and an increase of $59,800 in the circulation. The U. S. Sub-Treasury in this city closed the week with a currency balance of $56,601,431 against $54,952 139 the preceding week; and a coin board of $49,861,755, against $50,270,004 on the previous return. The City bank exchanges, during the week, were $444,-578,380, or a daily average of $74,096,390. The customs revenue of the port, during the week, was $2,038,768, of which $1,925,768 were in coin certificates. The City banks reported their average of gold last week at $27,375,400, and their greenback average at $61,335,100. Their deposits stood at $243,525,600. The loan item was about $287,088,400. The circulation was $25,923,700.

The cash balances of the Treasury Department on Tuesday were: Currency, $13,282,217; special deposits of legal tender for redemption of certificates of deposit, $59,970,000; coin, $70,-862,236; including coin certificates, $32,477,300.

The outstanding amount of legal tender notes is now definitely established by law at 382 millions. The National bank circulation is under 350 millions.

Messrs. Fisk & Hatch have received from the Treasury Department, the following letter, relative to the adjustment of interest in exchanges of bonds under the recent circular of the Secretary of the Treasury. As there are only a few days remaining for the presentation of proposals, this official letter is important because it explains any vague portions of the circular referred to. It is as follows:

TREASURY DEPARTMENT,
WASHINGTON, July 11, 1874.

GENTLEMEN:—In reply to the inquiries contained in your letter of the 10th instant, I have the honor to inform you that the conditions prescribed in the Funded Loan Circular, to which you allude, are as follows:

The subscriber, whose bid is accepted, to pay all interest, which will have accrued on bonds delivered to him, to the expiration of three months from the date of his subscription, or the date of the acceptance of his bid. The interest is payable quarterly on this class of securities, and bonds delivered between this date and November next will carry interest from May 1, 1874, or August 1, 1874, as the subscriber may elect, and he will be required to pay interest from one or the other of said dates to expiration of three months from the date of subscription; in other words, all interest accrued to date of subscription, also all interest that will have accrued three months thereafter, must be paid by subscriber, and must be so calculated in all settlements, whether payment be made on the day he subscribes, or three months afterwards.

Very respectfully,
CHAS. F. CONANT, Acting Secretary.

Gold has been moderately dealt in, on speculative account; and has been in rather more demand for Custom house, and export purposes. The price has fluctuated less widely, closing barely steady. The extremes of the price have been 109⅝@110¼, closing at 109¾, as against 109⅞ on Wednesday of the preceding week. The specie outflow, last week, was $1,095,948. The imports of specie at this port since Jan. 1, have been $2,565,819, against $1,962,011 same time last year. The customs demand for Gold last week averaged $856,000 a day. Foreign Ex-

change has been in comparatively limited demand at rather easier prices. Bankers' sixty day bills on London closed on Wednesday at $4 86¾@4 87½; sight bills on London at $4 89½ @$4 90 to the £ sterling. The week's exports of Domestic Produce have been to the currency value of $6,267,356.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $7,814,988, against $9,432,296 same week last year.

Government securities have been in moderate supply, and fair investment demand at firmer prices. The loan division of the Treasury Department has made extensive preparations to receive the bids for the new loan. None have as yet been received, but the Treasury officials have private information that the bids will be very large. It is not expected that any of the bids will reach Washington until about the time they are to be opened, July 28, partly because the bankers do not wish to lose the interest on the large deposits that must accompany each bid.

U. S. sixes of 1881 closed on Wednesday of this week at 117½@117½; U. S. Five-Twenties of 1862, 112⅞@113¾; U. S. Five-Twenties of 1864 at 115½@116; U. S. Five-Twenties of 1865, 116½@117; U. S. Five-Twenties of 1865 consolidated, 116¼@116½; U. S. Five Twenties of 1867, 117@117¼; U. S. Five-Twenties of 1868, 116¾@117¼; U. S. Ten-forties at 112¾ @113; U. S. Fives of 1881, (Funding Loan) 112½ @112¾; Six per cent. currency Sixes from 116½@117¼.

State and Railway bonds have been moderately sought after at about steady rates. Railway and miscellaneous share property has been in less demand and generally depressed in price, though closing more steadily.

General business has shown less animation in the line of domestic produce. Cotton has been quoted lower; Breadstuffs, Provisions, and Naval Stores, irregular, but closing more firmly; Wool, and Tobacco strong in price. The Metal trade has been without new features of interest. Sales of about 8,000 tons American Pig Iron were rumored on contracts. Apart from which the dealings were unimportant. Eglinton Pig Iron quoted at @$34. Glengarnock, $35, Sumerlee, $36; No. 1 American Pig at $31@$32. No. 2 do. at $29@$30; Forge, $26@$28; English Rails at $50@$52, gold; American Rails at works, $56@$60; Old Rails, $36@$40 Wrought Scrap, $38@40. Ocean Freights have been fairly active, and at the close, rather weak as to rates; demand mostly from Grain Petroleum, Provision and Tobacco shippers.

The following quotations of sales of Railway and other securities are in addition to those giver elsewhere in our columns:—

New York.—Pacific R. R. of Mo. 40; do. 1st mort., 81; Marietta and Cincinnati 1st pref., 16; Chicago and Alton scrip, 93; Atlantic and Pacific R. R. pref., 14; St. Louis, and Iron Mt., R. R., 26; do. 1st mort., 93; Rome, Watertown and Ogdensburg R. R., 80; Long Dock bonds, 98; Ohio and Mississippi 7s, consol., S. F., 89¼; Chicago and Northwestern consol. gold bonds, 77, Central of New Jersey 1st mort., new, 107; Louisville and Nashville 7s, consol., 1898, 88; Michigan Central 7s, 96¼; Del., Lack. and Western 7s, conv., 104; Clev., Paines. and Ash. 7s, old, 100; Western Pacific R. R. bonds 31½; Buffalo and Erie 7s, new 97; Albany and Susquehanna 1st mort., 102; do. 2d mort., 101; New York Central 1st mort., 105; Burlington, Cedar Rapids and Minnesota 1st mort., 54; Galena and Chicago 1st mort., 103; Lake Shore and Michigan Southern 7s, consol. coupon, 95½; Union Pacific S. F. bonds, 64; L. and Mo., 1st mort., 89; Quincy and Toledo 1st mort., 80; Gt. Western 1st mort. 1888, 91; Morris and Essex 7s, 1871, 96½; New York and New Haven 6s, 100⅞; Am. Dock and Imp. 7s, 100½; Western Union Telegraph, 71¾; do. 7s, 98; At. and Pacific Tel., 14½; U. S. Exp., 70; Am. Exp., 60¾; Adams Exp., 106½; Wells-Fargo Exp., 73; Missouri 6s, l. bonds, 92¾; Tennessee 6s, new, ex-coupon, 58; do. old, ex-coupon, 58½; do. 6s, n. s., 58¼; N. Y. State 7s, B. L., reg., 107; South Carolina 6s, new, non f., 6.

Philadelphia.—Northern Pacific 7-30s, 31; Reading Coal and Iron mort. bonds, 89; do. deben. bonds, 80; Pittsburg, Cincinnati and St. Louis 7s, 68½; Morris Canal 1st mort., 101¾; Susq. Canal 6s, 74¼; Schuylkill Nav. 6s, B. L., 77; do. 7s, B. L., 88; Connecting R. R. bonds, 88½; Warren and Franklin 7s, 78; Allegheny Valley 7 3-10s, 84; Belvidere Delaware 3d mort., 83; West Jersey 7s, 103; Huntingdon and Broad Top Mt. R. R., 6; do. 2d mort., 96¼; 10th and 11th streets R. R., 82½; Pennsylvania R. R. div. scrip, 101¾; Phila. and Reading Gen'l mort 7s, coupon, 103; do. reg., 104½; do. 7s, new, conv., 105½; do. 7s, 1893, 107; Pittsburg 5s, 75. The latest quotations are: City 6s, 101@101¾; do. free of tax, 104@104¼; Pennsylvania State 6s, 2d series, 107½@108; do. 3d series, 110½@112; Philadelphia and Reading, 55⅝@55⅞; do. Gen'l mort. 7s, coup., 103@103; do. reg., 104½@104¾; do. mort. 6s, 1880, 99½@—; do. new, conv., 105¼@ 105½; do. 7s, 1893, 105@107; United New Jersey R. R. and Canal Co., 123¼@124; Camden and Amboy mort. 6s, 1889, 100@100¼; Pennsylvania R. R., 49@49⅛; do. div. scrip, 101½@ 102; do. 1st mort., 100@100¼; do. 2d mort. 100¼ @100½; do. general mort. coupon, 91@91¼; do. reg., 94@94¼; Little Schuylkill R. R., 45¼@ 46; Morris Canal, 49@51; do. pref. 125@128; do. 6s, 100@101½; Susquehanna Canal, 6@9; do. 6s, 74¼@75; Schuylkill Nav., 6¼@7; do. pref., 12½@12¾; do. 6s, 1882, 76¼@77; do. 1872, 90@ 90; Elmira and Williamsport pref., 37@40; do. 7s, 1878, 97@99; do. 5s, 60@65; Lehigh Coal and Navigation, 43⅞@44; do. 6s, 1884, 96@97; do. R. R. Loan, 97@97; do. Gold Loan, 95¾@96¼; North Pennsylvania, 44@45; do. 6s, 99@100; do., 7s, 102¼@102½; do. Chattle 10s, 106½@110; Philadelphia and Erie, 19½@20; do. 6s, 89@ 90; do. 7s, 84@84; Minehill, 51@51½; Catawissa, 13@16; do. pref., 41½@42; do. 7s, 1900, 103¼@ 104; Lehigh Valley, 60¼@60⅜; do. 6s, new coupon, 99½@100½; do. reg., 100½@101½; do. 7s, 106¼@106¾; Fifth and Sixth streets (horse) 56½@57; Second and Third, 64@65; Thirteenth and Fifteenth, 20½@24; Spruce and Pine, 28@29; Green and Coates, 48@50; Chestnut and Walnut, 61@—; Hestonville, 20@21; Germantown, 34@ 40.

Boston.—Chicago, Burlington and Quincy 7s, 97; Atchison, Topeka and Santa Fe 7s, 61; Vermont Central 1st mort., 22; Burlington and Missouri River R. R. Land Grant, 7s, 98½; do. 8s in Nebraska, old, 99⅛; do. new, 95½; Boston and Albany 7s, 1892, 105; Fitchburg 7s, 105; Jackson, Lansing and Saginaw 8s, 1891, 97; Eastern R. R. 7s, 1882, 93½; do. 1887, 94; Michigan Central (Air-line) 8s, 1890, 102¾; Boston and Maine 7s, 1894, 104; Old Colony 7s, 1894, 104¼; do. 1877, 100⅞; Connecticut and Passumpsic Rivers R. R. 7s, 97½; New Bedford R. R., 106; Nashua and Lowell R. R., 130; Norwich and Worester R. R., 122½; Worcester and Nashua R. R., 125; Burlington and Missouri River R. R. in Iowa, 99; do. in Nebraska, 57½; Indianapolis, Cin. and Lafayette R. R., 6¼; Rutland pref., 33; Cincinnati, Sandusky and Cleveland R. R., 8⅜; Eastern (N. H.) R. R., 45; Portsmouth Gt. Falls and Conway R. R., 80¼; Chicago, Iowa and Nebraska R. R., 93¾; Massawippi Valley R. R., 66; Cary Imp., 5½; Boston Water Power Co., 10¼; Brookline Land, 5⅛; New Hampshire 6s, 100; Massachusetts 6s, 1894, 101½; do. 5s, 1894, 101⅛; Maine 6s, 1888, 101¼; Boston 6s, 1903, 100½; do. 5s, 1884, 100; do. 1876, 106; Chicago 7s, 99⅝; Cook Co., Ills., 7s, 99½; Providence 5s, 1900, gold, 92¾; Cleveland 7s, 1878, 99¼; Toledo 8s, 1878, 101⅞; St. Louis 6s, 1878, 95; do 1885, 90.

Baltimore.—Marietta and Cincinnati 2d pref., 9; Orange, Alex. and Manassas 7s, 80; Western Maryland 1st mort. unindorsed, 80; do. 3d mort. guar., 99; do. 2d mort. guar. by Washington Co., 87; Orange and Alexandria 2d mort. 6s, 79½; do. 4th mort. 8s, 79; Virginia and Tennessee 8s, 80; Maryland Defense 6s, 105; Virginia consols, coupons, 78½; Virginia consols, ex-coupon, 48⅝; Santa Clara, Mining Co., 5; do. bonds, 17. The latest quotations are: Wilmington, Columbia and Augusta bonds, 64@65; Wilmington and Weldon 7s, gold, 90@92½; Pittsburg and Connellsville 7s, 1898, 80@80; Baltimore and Ohio, 168@169; do. 6s, 1875, 99½@101½; do. 1880, 99@101; do., 1885, 101@101½; Washington Branch, —@175; Northern Central, 36½@37; do. 6s, 1885, 92@93; do. 6s, 1877, 93@—; do. 1900, 89@90; do., 6s, 1900 gold, 92@93; N. W. Va. 3d mort., 1885, 93@ —; Marietta and Cincinnati 1st pref., 18@21; do. 2d pref., 12@—; do. 1st mort. 7s, 1892, 105 @105½; do. 2d mort., 7s, 90@90¼; do., 3d mort., 8s, 73@74; Central Ohio, 40@41; do. pref., 42@ 45; do. 1st mort., 91½@92; Western Maryland, 1st mort. 6s, 1890, 80@80; do. 1st mort. guar., 99@100; do. 2d mort. guar., 100@—; do. 3d mort., guar., 99@100; do. 2d mort. pref., 60@70; do., 2d mort. guar. by Washington Co., 87@—; Richmond and Danville 1st mort., 67@69; Orange and Alexandria 1st mort. 6s, 88@90; do., 2d mort, 6s, 79½@80; do., 3d mort. 8s, 79@82; do., 4th mort. 8s, 72@74; Orange, Alex. and Manassas 7s, 78¼@79½; Virginia and Tennessee 1st mort. 6s, —@—; do. 2d mort. 6s, 69@75; do. 8s, 80@82; Baltimore 6s, 1875, 101@101½; do., 1884, 100@ 100½; do. 1886, 100½@101; do. 1890, 101⅜@ 101½; do., 1893, exempt, 103@—; do., 1900, 100⅛@100½; do. 1902, 100¾@101; Memphis City 6s, 43@45; Maryland Defense 6s, 1883, 105 @106; do. 6s, 1890, 90; do. 5s, 80@90; Virginia coupon 6s, old, 30@40; do. new, 33@45; do. consol. 6s, 51⅛@51¼; do. coupons, 78@78½; West Virginia, 10¼@10¾; City Passenger R. R., 18@20; George's Creek Coal, 140@150; Atlantic Coal, 2.30@2.50; Santa Clara, 5.50@8.00; do. bonds, 20½@—.

Union Pacific Railroad.

The earnings of the Union Pacific Railroad for May, 1874, were $910,065 13, the expenses $458,822 62, and the net earnings $451,742 51. In May, 1873, the earnings were $1,007,831 27, the expenses $490,322 28, and the net earnings $517 509 04—showing a decrease in earnings of $97,766 14, with a decrease in expenses of $31,999 61, making a decrease in net earnings of $65,766 53. For the five months ending May 31, 1874, the earnings were $3,660,751 29, the expenses $2,013,684 20, and the net earnings $1,647,067 09—showing an increase in earnings, as compared with the corresponding period of the previous year, of $47,688 70, with an increase in expenses of $77,887 41, making a decrease in net earnings of $30,248 71.

The Land Department of the Union Pacific Railroad Company reports the sales of land for the month of June, 1874, at 43,962.22 acres for $201,675 33, or an average price per acre of $4 58. The total sales to June 30, 1874, have been 1,013,779.36 acres, for $4,618,809 72, or an average price per acre of $4 55. The lands belonging to the company remaining unsold, now amount to 11,066,220.64 acres.

Land grant bonds issued		$10,400,000
Less bonds cancelled by land department	$1,529,000	
Less bonds cancelled by trustees	723,000	
		2,252,000
Leaving bonds outstanding June 30, 1874		$8,148,000 00
Land notes on hand, June 30, 1874 —principal (interest not included)		$2,638,284 07
Cash in hands of trustees for the purchase of land grant bonds, June 30, 1874		$14,156 58

Erie Railway.

At the annual meeting of the stockholders of the Erie Railway company, held in this city on the 14th inst., the following gentlemen were unanimously elected directors: Hugh J. Jewitt, Thomas A. Scott, John King Jr., John Taylor Johnston, M. O. Roberts, Frederick Schuchardt, W. Butler Duncan, Edwin D. Morgan, H. Baltzer, S. L. M. Barlow, L. H. Myer, Henry G Stebbins, R. Suydam Grant, Lucius Robinson, John A. C. Gray, Cortlandt Parker and Homer Ramsdell.

At a subsequent meeting of the new board of directors, Hugh J. Jewitt was elected President, A. R. McDonough Secretary, and W. P. Shearman Treasurer.

The following resolutions were adopted:

Resolved, That the stockholders of the Erie Railway Company now assembled, representating in person or by proxy more than one-half of the total stock capital, both common and preferred, of this company, do hereby express their grateful thanks to the officers and Directors of the company, for their careful and patient labor for the past year, and for the fidelity with which they have administered the affairs and business of the company.

Resolved, That the action of the Directors of this Company, in creating the so-called second consolidated mortgage to secure the amount of $40,000,000 of bonds ($10,000,000 being reserved to cover the existing convertible bonds,) and in issuing a portion of said bonds for the general uses and purposes of this company, be and the same is hereby ratified, approved, and confirmed, and that, in the opinion of the stockholders, the said issue was necessary and proper, and that the proceeds shall be used and disposed of in paying and discharging the indebtedness and liabilities of the company, and for such other purposes as may, in the opinion of the board, be considered necessary, proper, and expedient.

Resolved, That the stockholders do fully ratify, approve, and confirm the recent lease of the Atlantic and Great Western Railroad by the Erie Company on the terms set forth in the lease dated May 6, 1874, and in the contemporaneous agreements; and do likewise approve, ratify, and confirm the purchase heretofore made of the stock of the Buffalo, New York and Erie Railroad, and in the purchase of interests in coal and in the stocks of various coal companies organized under the laws of Pennsylvania, such purchases being in the opinion of the stockholders, wise and necessary for the requirements of the company, and for the true interests of the stockholders.

Resolved, That the stockholders of this company here assembled do now fully and formally accept, adopt, and confirm all the acts, arrangements, purchases, and contracts aforesaid, the same, in the judgment of this meeting, having been wisely and properly made and entered into for the true interests of the stockholders of said company.

Resolved, That a copy of these resolutions be duly certified by the officers of this meeting, and forwarded to the Attorney General of the State of New York.

No reports were received from Capt. Tyler or the English accountants, and it was announced that they would not be published in this country until they had first been presented to the stockholders in England.

A series of resolutions complimentary to President Watson were unanimously passed by the retiring board.

The General Manager, Mr. James C. Clark, reported that the loss to the company by the fire at Weehawken on the 10th, 11th and 12th inst. would not exceed $175,000, and that their operation in the oil traffic was not materially interfered with.

The amount of stock voted on was upward of $57,800,000.

☞ Mr. Poppenhusen, President of the Flushing and North Side Railroad Company, recently visited Huntington for the purpose of conferring with the citizens of that place in regard to the extension of the road to Huntington. Mr. P. stated in substance that if the residents along the line of the road east of Roslyn would extend a reasonable amount of aid to the enterprise, in the matter of right of way and subscription to stock, the company would build the road and commence work upon it this Summer. Huntington, it was intimated, would be expected to furnish about two and a half miles of the right of way, for which stock would be issued, and to subscribe for about $25,000 worth of stock in addition.

☞ The earnings of the Erie Railway for the week ending June 30, 1874, were $332,245, against $399,598, for the corresponding week in 1873, a decrease of $67,353. From January 1, to June 30, 1874, the earnings were $8,880,915, against $9,526,807 for the corresponding time in 1873, a decrease of $645,892.

☞ The earnings of the Denver and Rio Grande Railway for the month of May, 1874, were $38,083, against $38,384 in the corresponding month in 1873, showing a decrease of $300. The net earnings for the month were $21,068, against $20,045 in same month last year, showing an increase of $1,018.

☞ The Panama Railroad Company have ordered $500,000 worth of steel rails to be shipped to Panama, with the object of replacing the present iron rails as fast as they are worn out.

☞ Five new locomotives have been ordered for the Flushing and North Side Railroad, to be delivered in the Fall.

The American Wood Carbolizing Co.

Is organized for the purpose of Creosoting Timber for Docks, R. R. Ties, Fence-Posts, Pavements, and all other uses where Timber is exposed to the action of water or air. This Company also proposes to License R. R. Companies and others who desire to erect their own apparatus.

Drawings and specifications of apparatus, either stationary or portable, will be furnished on application.

67,112 miles of Railroad in the United States use annually over twenty-six million Ties for renewing those destroyed by decay.

The preservation of wood from decay and the attacks of marine worms, has been largely practiced in Europe for thirty years; and with such success that the use of natural wood is now the exception; and of all the various methods that have been employed, that in which creosote oil was used, has best endured the test of time.

This Company, benefiting by the thirty years' practical experience in the use of creosote oil abroad, offer to the public a system of application which is adapted to the wants of our own country, in that green wood can be rapidly and thoroughly treated, even better than dry, and the application of the oil, in connection with the use of moderate heat, be made more uniform and effective than is possible by any other means.

Experience has demonstrated that creosote or dead oil is the only substance by which wood can be treated so as to certainly resist the attacks of marine worms.

Creosoted wood exposed in Charleston Harbor was not attacked by the teredo, while natural wood attached to it was completely honey-combed.

It is confidently asserted that Railroad Ties creosoted will outlast three sets of ordinary Ties, and that creosoted Paving Blocks being beyond the reach of decay, will last as long as stone, with all the advantages of an elastic roadway, beauty and economy of construction.

The economy in the use of creosoted wood, where the term of service is trebled, is measured by adding to the wood used, the cost of the labor expended in construction, and the loss of time spent in replacing the structure, when either decay or attacks of marine worms destroy it.

The system of Seely and Pelton, employed by this Company, has been fully examined and indorsed by Gen. McClellan, Gen. Barnes, Gen. Babcock, Rob't Harris, C. B. & Q. R. R., Prof. Silliman, Capt. Eads, Gen. Cram, Gen Humphreys, Gen. Meigs, Gen. Belknap, Prof. Chandler, Gen. Gilmore, Gen. Newton, A. B. Mullet, C. H Haswell.

It has been used by the U. S. Government upon the Dykes of the St. Clair Flats, and upon Gun Platforms for the fortifications on the Atlantic coast; upon pavements in New York and Pittsburgh, by the Department of Docks of the City of New York and the Board of Public Works of the District of Columbia.

Detailed information can be obtained and specimens of creosoted wood examined at the office of the Company.

TRUSTEES.

GEO. W. CASS,	THOS. A. SCOTT,
M. Y. TILDEN,	RUSSELL SAGE,
LLOYD ASPINWALL,	H. A. TILDEN,
M. N. WISEWELL,	WM. F. DRAKE,
AUSTIN BALDWIN,	WM. ORTON,
W. T. PELTON, Vice-Prest.	F. E. WOODBRIDGE, President.

59 Liberty St., New York.

RIEHLE BROS.,

650 North Ninth St., Philadelphia

New York Store, 93 Liberty Street,

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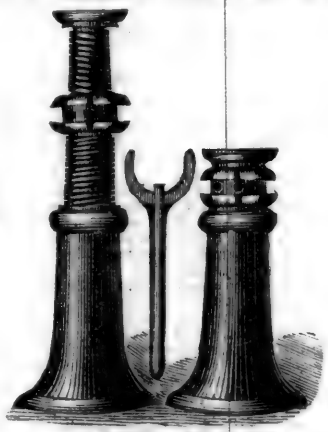
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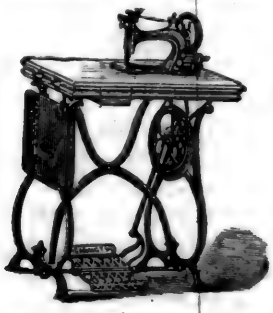
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☞ At the annual meeting of the Belfast and Moosehead Lake Railroad Company on the 1st inst., the old Board of Directors was chosen, which re-elected Chas. B. Hazletine, President; Asa Faunce, Treasurer; and John H. Quimby, Clerk. The road is to be immediately extended from the harbor to Simpson's wharf.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, July 25, 1874.

Pacific Railroad of Missouri—Carondelet Branch.

The Atlantic and Pacific Railroad Company having applied for the admission of $500,000 of the first mortgage bonds of the Pacific Railroad of Missouri, Carondelet Branch, to the Stock List of the New York Stock Exchange, the Committee recommend that these bonds be placed on the regular list after Pacific of Missouri 1st. They also summit the following statement:

On September 14, 1872, the First Mortgage Bonds $7,000,000, and the Second Mortgage Bonds $8,000,000, and the stock of the company were placed on the list. Since that date the Carondelet Branch of the Pacific Railroad has been completed, adding fifteen and a half miles of main line and extensive sidings, as also connections with the system of iron furnaces recently erected on the Mississippi River, at Carondelet, and the steam transfer at that point, which gives us connection with all the lines eastward from St. Louis. The Carondelet Branch was constructed to meet the demands of the increasing iron and live stock business of the main line, which it was not possible to do on the main line within the limits of St. Louis. It intersects the main line at Kirkwood Station, running thence southeasterly to Carondelet about fifteen and a half miles, to and along the river front of the Mississippi, with its sidings, buildings, equipments and connections. It has added more than $1,000,000 to the value of the Missouri Pacific property.

The liens on the property secured by Mortgage are as follows:

$7,000,000, 1st Mortgage Six per cent. gold.
3,000,000, 2d do Seven per cent. currency.
800,000, Real Estate in St. Louis, Eight per cent. currency.
500,000 1st Mortgage Carondelet Branch, Six per cent. gold.

The Second Mortgage has been reduced $127,000, by the Sinking Fund, and will be further diminished $66,000 in July next.

The requirements for interest on secured Funded Debt are as follows:

Six per cent. gold on	$7,000,000	$420,000
Six do do	500,000	30,000
Seven do currency	2,873,000	201,110
Eight do do	800,000	64,000
		$715,110

The net earnings of the Missouri Pacific line for the year ending Dec. 31, 1873, were $1,404,044 42.

The requirements to meet interest on secured indebtedness are but little over one-half of net earnings.

The earnings for present year indicate that they will net at least $1,600,000, and payments for interests, rentals and dividends on $7,000,000 of stock will be as follows:

Interest on Secured Indebtedness	$715,110
Interest on $1,500,000, Incomes Seven Per Cent. currency	105,000
Interest on $700,000, St. Louis Co. Loans Seven Per Cent. currency	49,000
Rentals	185,500
Dividend	350,000
Premium on gold	50,000
Total requirements from net earnings	$1,404,610

The Carondelet Branch bonds are dated October 1, 1873, and are due twenty years from date. Jesse Seligman, of New York, and James Baker, of St. Louis, are trustees. The par value of each bond is $1,000, and they are numbered from 1 to 500 inclusive. Coupons are payable at the National Bank of Commerce, New York, semi-annually on April and October 1.

The Missouri Pacific property is under lease to the Atlantic and Pacific Railroad Company for 999 years, from June 29, 1872, and is managed exclusively by the officers of the latter company.

Officers—President, Thomas A. Scott; vice president and general manager, Andrew Peirce; secretary and treasurer, Clinton B. Fisk.

Directors—Thomas A. Scott, Oliver Ames, A. S. Dennis, Andrew Peirce, W. H. Coffin, Francis B. Hays, Joseph Seligman, A. V. Stout, Uriel Crocker, David Salomon, Chas. S. Baylis, Clinton B. Fisk. Vacancy by death of John Edgar Thomson.

The directors and officers of the Missouri Pacific Railroad are substantially the same as of the Atlantic and Pacific Railroad Company.

Very respectfully, A. PEIRCE.
Vice-President and General Manager.
CLINTON B. FISK, Secretary and Treasurer.

New London Northern Railroad.

The New York Stock Exchange have admitted to the call the shares of the New London Northern Railroad company. This road is 100 miles in length, extending from New London, Conn., to Miller's Falls, Mass. It connects with the Shore Line of the New York, New Haven and Hartford Railroad; New York, Providence and Boston Railroad; Norwich and Worcester Railroad; Hartford, Providence and Fishkill Railroad; Boston, Hartford and Erie Railroad; New Haven, Middletown and Willimantic Railroad; Boston and Albany Railroad; Ware River Railroad; Springfield, Athol and Northeastern Railroad; Vermont and Massachusetts Railroad; and the leased lines of the Central Vermont Railroad, of which it forms a part.

The road, in connection with a line of freight boats owned by the New London Northern Railroad Company, is leased to and operated by the Central Vermont Railroad for 20 years from December 1, 1871.

The Central Vermont Railroad Company pay an annual rent of $150,000, in quarterly instalments, on the first days of March, June, September and December, and $1,500 each year for organization expenses. It is provided, however, in the contract, that whenever the gross earnings of the road for any year shall exceed by $100,000 the sum of $510,000, they are to pay for every such $100,000 in excess an additional sum of $15,000. As collateral security for the faithful performance of this contract by the Central Vermont Railroad Company, this company holds $150,000 of the Income and Extension Bonds of the Trustees and Managers of the Vermont Central and the Vermont and Canada Railroad Companies, which are secured by a first lien upon all the property of these companies.

The capital of the Company is 15,000 shares, of $100 each..... $1,500,000
Its funded debt consists of 1st mortgage six per cent bonds due in 1885, coupons payable April 1st and October 1st, in New York..... 300,000
Second mortgage bonds seven per cent., due 1892, coupons June and December, payable in New York..... 500,000

Of these 2d mortgage bonds there have been negotiated $225,000; the proceeds having been expended for the purchase of steamboats and equipment for the road, and for permanent improvements; and the rest of the $500,000 are to be appropriated in like manner according to the provisions of the contract with the Central Vermont Railroad Company. The interest upon these bonds is to be paid by the Central Vermont Railroad during the continuance of the contract. There is no floating debt.

The annual income of the company and expenditures are:

Rent of road	$150,000
Received for organization expenses	1,500
Other rents	475
	$151,975

Expenditures:

Four two per cent. dividends, paid January, April, July and October	$120,000
Interest on First Mortgage Six per Cent Bonds	18,000
General expenses	8,000
	141,000
Yearly surplus	$10,975

EARNINGS.

1862	$151,586 02	1868	$404,846 69
1863	195,065 30	1869	421,680 59
1864	270,670 60	1870	468,760 85
1865	306,766 59	1871	512,301 91
1866	327,476 59	1872	602,688 60
1867	381,838 95	1873	590,517 72

President.—Charles Osgood, Norwich, Conn.

Directors.—Charles Osgood, William B. Billings, Benjamin Stark, Robert Colt, Jr., William H. Hill, Harry P. Haven, William H. Barnes, Augustus Brandegee, Thomas Ramsdell, William Allen Butler, Fred. Taylor.

Secretary and Treasurer.—Robt. Colt, Jr., New London, Conn.

Transfer Agent and Registrar.—National Bank of Commerce, of New York.

Principal office of the Company—New London, Conn.

Fireless Dummies.

Brooklyn is to have rapid transit. The Common Council of that city has just authorized the admission of steam dummies upon the Atlantic avenue line, and energetic preparations are being made for taking speedy advantage of this privilege. The line runs from the Flatbush avenue junction to East New York, a distance of four miles, and it is announced that the new arrangement will be in vogue by next September. The locomotives to be used are the "fireless dummies," invented in 1872, and now in successful operation in the cities of New Orleans and Chicago, for street transit. The peculiarity of their construction is that they run under a charge of steam generated in a stationary boiler and transferred for use to the boiler of the locomotive, which is thereby relieved from the necessity of carrying fire or any means of creating heat.

Outwardly they bear a general resemblance to the common steam dummies. They are twelve feet long, six feet wide and eight feet high, and weigh about three tons. The sides and ends are handsomely paneled with ash and black walnut, and a wooden curtain conceals the action of the wheels on either side from the view of passing teams. On the roof there are two ventilators, through which the exhausted steam escapes after passing through a series of coiled pipes, which effectually deaden all sound, by producing a rapid condensation. The full charge of steam required is 20 pounds and experiment has demonstrated that when the engine is idle the loss of pressure by radiation of heat amounts to only three pounds per hour. One charge of steam on a level track, is sufficient to run the engine 20 miles. It can be attached to a common street car and run at any rate of speed desired, from five to 20 miles an hour, and it can be stopped as quickly, and within as short a space as a horse car.

It is said that a recent ordinance of the New York Common Council permits the introduction of these dummies upon the street railroads, and if the Brooklyn experiment is a success, it is anticipated that the "fireless locomotive" will be used in the metropolis also. Last Winter a committee of Newark gentlemen went to New Orleans especially to witness the new invention, and though we believe they were satisfied with the performance, they did not deem the experiment wise in the case of our city. Perhaps the innovation in Brooklyn and New York may set a new fashion, and in time, give us also rapid transit to all our suburbs.—*Newark Adv.*

Milwaukee and St. Paul Railway.

We have received a copy of the report of this company for the year ending December 31, 1873, from which we learn that the number of miles of road owned and operated by the company during the year was 1,899, exclusive of side and double tracks, amounting to 182 miles. The terminal points and distances of the various lines composing the Milwaukee and St. Paul Railway are as follows:

	Miles.
Chicago to Milwaukee	85
Milwaukee to St. Paul, via La Crosse	324
Milwaukee to St. Paul, via Prairie du Chien	405
Milwaukee to Portage City, via Horicon	96
North Milwaukee to Schwartzburg	6
Horicon to Berlin and Winneconne	57
Watertown to Madison	37
Milton to Monroe	42
Calmar to Algona	128
Conover to Decorah	10
Austin to Mason City	40
Mendota to Minneapolis	9
Hastings to Glencoe	75
Sabula to Marion	87
Total miles owned by the company	1,899

In addition to the above, the company own $2,001,000 of the capital stock of the Western Union Railroad, being a majority of the capital stock of that company.

The cost of the 1,899 miles of road, including equipments, supplies, bridges and elevators, is as follows:

Mortgage bonds	$26,262,500
Preferred stock	12,274,483
Common stock	15,399,261
	$53,936,244
Less cost of Western Union	1,500,750
Cost of 1,899 miles	$52,435,494

—or say $37,480 per mile.

The equipment of the road at the close of 1872 and 1873 compares as follows:

	1872.	1873.
Locomotives	182	198
Passenger cars, 1st class	62	64
" " 2d class	32	32
Sleeping cars	9	11
Baggage, mail and express	56	57
Box freight and caboose	2,720	2,984
Flat and coal	629	671
Boarding	2	2

In the following table are shown the mileage of trains, the passenger traffic and the freight traffic on all the roads collectively for the years 1872 and 1873:

Mileage:	1872.	1873.
Passenger trains	1,164,170	1,352,256
Freight trains	2,619,631	3,376,299
Wood and gravel trains	429,811	477,333
Total mileage	4,213,612	5,205,888
Passengers carried	956,172	967,754
Do. carried one mile	49,193,242	52,252,558
Freight (tons) carried	1,697,826	1,791,505
Do. carried one mile	187,361,638	257,638,582
Pass. revenue per mile	3.59 cents.	3.58 cents.
Freight revenue per mile	2.43 cents.	2.50 cents.

The following is a comparative statement of the earnings and expenses during the years ended December 31, 1872 and 1873:

Earnings from:	1872.	1873.
Freight	$4,566,991 24	$6,421,869 24
Passengers	1,775,714 84	1,857,196 43
Mail service	137,032 12	181,049 31
Express service	163,724 43	177,347 11
News service	5,803 36	6,840 15
Rents	4,128 55	6,467 84
Telegraph	5,248 62	7,141 71
Extra baggage	8,652 44	7,778 97
Sleeping cars	48,102 75	39,579 62
Elevator, "A"	105,566 65	186,548 41
Elevators, "B & C"	100,606 78	100,768 99
Elevator, "D"	19,180 46	27,139 03
Stock yards	17,008 93	26,896 76
Total	$6,957,771 18	$9,046,123 57
Expenses (ordinary)—		
Repairs of track	$763,677 10	$909,506 67
" bridges	56,833 06	48,288 44
" fences	27,057 80	14,547 76
" buildings	66,842 22	65,878 26
" loco'tives	250,248 87	257,738 97
" cars	598,275 06	590,943 91
" tools, etc.	43,164 89	37,591 79
Management and general office	128,820 62	145,486 07
Foreign agency and advertising	83,549 77	74,389 75
Station service	472,315 97	612,506 13
Conductors, baggage and brakeman	277,873 12	333,629 28
Engineers, firemen & wipers	320,486 58	397,722 37
Train and station supplies	124,592 89	153,958 12
Fuel consumed	581,597 70	777,573 95
Oil and waste	66,299 93	82,570 04
Personal injuries	13,561 68	32,842 91
Damage to property	18,835 95	18,256 87
Loss and damage of freight & baggage	8,011 86	16,092 14
Legal expenses	20,118 95	36,406 68
New York office exp.	11,700 19	12,589 75
Taxes	178,643 73	204,270 84
Insurance	24,430 14	46,041 98
Miscellaneous	15,840 02	25,681 68
Expenses (extraordinary—		
Renewal of track	436,643 82	1,408,459 93
New bridges	19,988 74	41,787 48
New buildings	54,742 74	62,411 89
New tools and mach'ry	12,970 79	5,172 82
Mississippi ferry	58,409 23	34,984 20
Stock yard expenses	6,583 55	8,348 76
Rent of locomotives	.....	2,220 00
Rent of cars	.....	25,769 86
Exp. Elevator "A"	.....	4,687 01
Exp. Elevator "B & C"	.....	5,228 99
Exp. Elevator "D"	.....	981 59
Total	$4,695,615 97	$6,594,560 33
Net earnings	$2,262,155 21	$2,451,563 24

Compared with the year 1872, the gross earnings of 1873 show an increase of $2,088,352 39, with an increase in expenses of $1,898,944 36—making an increase in the net earnings of $189,408 03. The per centage of operating expenses to earnings for the year 1873 was about 73 per cent, while for the year 1872 it was 67.5 per cent. This increase for 1873 is due to the improvement made in the condition of the track during the year by the purchase and use of 5,884 tons new iron rails, and 6,103 tons steel rails; the cost of which, together with the expense of new ties, ballasting, etc., was charged wholly to operating expenses. The expenses are divided as follows:

	Ordinary.	Extraordinary.	Total.
1873...	$4,994,508 30	$1,600,052 03	$6,594,560 33
1872...	4,111,277 10	584,338 87	4,695,615 97
Increase	$883,231 20	$1,015,713 16	$1,898,944 36

The earnings and expenses by operating divisions for the two years were as follows:

Gross earnings:	1872.	1873.
La Crosse division...	$2,191,920 19	$2,710,166 72
Northern division...	718,463 14	826,903 94
Prairie du Chien div.	1,810,081 66	2,361,953 64
Iowa and Minnesota and Iowa & Dakota divisions	1,782,989 05	1,480,394 51
River division	415,677 25	737,120 08
Hastings and Dakota division	22,386 83	66,013 72
Illinois and Iowa division	26,253 06	79,283 60
Chicago and Milwaukee division	....	774,287 36
Total	$6,957,771 18	$9,046,123 57
Expenses:		
La Crosse division...	$1,296,083 29	$2,261,221 12
Northern division...	498,066 89	549,454 23
Prairie du Chien div.	1,333,468 41	1,467,291 45
Iowa and Minnesota and Iowa & Dakota divisions	1,239,020 52	1,290,370 65
River division	259,881 93	427,176 04
Hastings and Dakota division	38,661 58	77,288 61
Illinois and Iowa division	30,433 35	91,200 12
Chicago and Milwaukee division	....	430,588 11
Total	$4,695,615 97	$6,594,560 33
Net revenue:		
La Crosse division	$895,836 90	$488,945 60
Northern division...	220,396 25	287,449 71
Prairie du Chien div.	466,613 25	894,662 19
Iowa and Minnesota and Iowa and Dakota divisions	543,968 53	190,023 86
River division	155,795 32	309,944 04
Hastings and Dakota division	*16,274 75	*11,274 89
Illinois and Iowa div.	*4,180 29	*11,916 52
Chicago and Milwaukee division	....	343,729 25
Total	$2,262,155 21	$2,451,563 24

* Excess of expenses.

The earnings, expenses and net revenue per mile of road in the two years compare as follows:

	1872.	1873.
Gross earnings	$5,535 22	$6,536 22
Operating expenses	3,735 57	4,764 86
Net earnings	$1,799 65	$1,771 86

The average price, per ton per mile, received for freight, for a series of years past has been as follows:

1866	3.76	1870	2.82
1867	3.94	1871	2.54
1868	3.49	1872	2.43
1869	3.10	1873	2.50

The expenditures made by the company during the year 1873, not charged to operating account, amounting to $1,330,803 63, were as follows:

New locomotives and cars	$522,391 83
Mississippi River Bridge at La Crosse	98,738 59
New fences in Iowa and Minnesota	30,961 56
Depot grounds, wharfs, etc., in Milwaukee	34,338 79
New embankment at Mendota and Fort Snelling	10 573 32
Right of way	5 885 29
La Crosse freight burned	34,887 41
New buildings and depot grounds at St. Paul	8,122 63
La Crescent Connection	25,485 02
Mississippi River Ferry property	8 000 00
Depot grounds, Austin	1,000 00
Depot grounds, Sabula	3,000 00
Depot grounds, Shakopee	3,000 00
Taxes, Milwaukee city and county	79,420 13
Purchases of road, Chicago and Milwaukee Division	3,314 50
Purchase of road, St. Paul Division	575 00
Purchase of road, Iowa and Minnesota Division	363 00
Construction of Chicago and Milwaukee Division	289,729 10
Construction of Hastings and Dakota Division	53,714 08
Construction of Illinois and Iowa Division	122,303 38
Total	$1,330,803 63

In March, 1874, in pursuance of authority previously obtained from the stockholders, the directors authorized the execution and issue of a consolidated mortgage upon the entire property and franchises of the company to secure the payment of bonds to the amount of $35,000,000. Of these $26,225,000 are set apart to exchange for an equal amount of bonds previously issued and secured by mortgage on different divisions of the road, and the remainder are to be used only for the purchase of steel rails, the erection and completion of bridges across the Mississippi River, the erection of grain elevators at Chicago and Milwaukee, and the further equipment and permanent improvement of the mortgaged property.

In accordance with legislative authority the corporate name of the company was changed in February, 1874, to the "Chicago, Milwaukee and St. Paul Railway Company."

In March, 1874, the Directors declared a dividend of seven per cent. on the preferred stock, out of the earnings for the year 1873, and the same was paid from the issue of the consolidated bonds above referred to, the net earnings having been used in relaying a portion of the road with steel rails, and in the purchase and building of rolling stock.

During the year, 6,175 tons of steel rails were put down, adding 68¼ miles of steel rail, and additional equipment was built and purchased as follows, viz: 16 first class locomotives; 2 sleeping cars, 8 first class passenger cars, 4 mail and express cars, 300 box cars, 15 flat cars, and 64 coal cars.

The company had, on the 31st December, 118⅞ miles of steel rails upon their road bed, embracing 51 miles from Chicago to Milwaukee, and 43 miles from Milwaukee to Watertown; they had also steel rails at other places, making the full amount of 118⅞ miles.

GENERAL ACCOUNT, December 31, 1873.

Cost of road and equipment		$54,103,266 80
Western Union Railroad stock		1,500,750 00
City of Hastings bonds		14,000 00
St. Paul, Stillwater and Taylor's Falls R. R. Co. stock subscription		15,000 00
City of St. Paul bonds		25,000 00
Madison and Portage R. R. bonds		129,171 13
Materials on hand		527,115 61
U. S. Government P. O. Depart		54,214 75
Balances due from agents and other companies		230,876 71
Temporary loans to other railway companies		165,378 52
Miscellaneous accounts		249,098 23
Taxes on real estate		79,420 13
Cash on hand		494,750 79
		$57,588,642 67
Capital stock, ($27,673,744) viz:		
Capital stock preferred		$12,274,483 00
" " common		15,399,261 00
Funded debt, ($26,281,610) viz:		
1st mort. 7s		5 727,000 00
" 7s, Chicago & Mil. Div.		2,500,000 00
" 8s, E. D. (Palmer)		781,500 00
" 7s, Iowa and Minn. Div.		3,810 000 00
" 7s, Minn. Central R. R.		190,000 00
" 7s, Iowa and Dakota Div.		1 008 000 00
" 8s, Prairie du Chien Div.		3,674,000 00
" 7s, St. Paul Div		4,000,000 00
" 7s, Illinois and Iowa Div.		37,000 00
" 7s, Hastings & Dak'ta Div.		1,350,000 00
2d mort. 7s		1,191,000 00
" 7 3-10s P. du C. Div		1,315,000 00
Income 7s		20 000 00
Milwaukee City 7s		230,500 00
Milwaukee and Western R. R. 7s		234,000 00
Real estate purchase money 7s		148,500 00
Equipment and Bridge 10s		245,000 00
Incumbrances assumed		20,110 00
Accounts, ($2,046,256 38) viz:		
Unpaid pay rolls and bills		1,588,758 56
Loan account		195,000 00
Due other railway companies		24 645 22
Miscellaneous accounts		116,525 43
Deferred payments on real estate, Chicago		99,911 36
Dividends unpaid		8,212 45
Coupon account		68,208 36
Income account		1,587,082 29
		$57,588,642 67

President.—Hon. ALEX. MITCHELL, Milwaukee.

Vice President.—Hon. RUSSELL SAGE, New York.

Directors.—Alex. Mitchell, Russell Sage, Selah Chamberlain, Julius Wadsworth, Walter S. Gurnee, H. S. Taylor, James Buell, S. S. Merrill, F. A. Mueller, N. A. Cowdrey, James G. Garner, Levi P. Morton, Elias L. Frank.

General Manager.—S. S. MERRILL, Milwaukee.

Sec. & Treas.—R. D. JENNINGS, Milwaukee.

Ass't Sec. & Transfer Agent.—JAS. MCKINLAY, New York.

Auditor.—J. P. WHALING, Milwaukee.

Purchasing Agent.—R. WASON, Milwaukee.

☞ The surveyors of Stewart's Central Railroad of Long Island are searching for a route for a branch road to Amityville. Three routes have been surveyed. One follows the line separating Suffolk County from Queens County, leaving the main road near Farmingdale; the second follows the West Neck road, terminating near the Southside Railroad depot; the third through Darynane, near the Farmingdale road, with a depot on Dixon avenue.

☞ The work of completing the Bucksport and Bangor (Me.) Railroad will be commenced at at once, the necessary funds having been raised.

Commerce of New York.

The foreign imports at New York for the month of June 1873 and 1874, are officially stated as follows:

	1873.	1874.
Entered for consumpt'n.	$10,797,542	$13,011,657
Do. for warehousing....	10,936,589	11,408,659
Free goods.....	6,463,404	8,384,104
Specie and bullion	950,051	188,356
Total entered at port...	$29,147,586	$32,987,776
Withdrawn fr. wareh'use	8,972,554	7,732,285

The foreign imports at New York for six months from January 1, were:

	1873.	1874.
Entered for consumpt'n.	$94,888,863	$90,222,199
Do. for warehousing...	71,973,195	65,490,757
Free goods.....	51,394,219	60,349,392
Specie and bullion.....	2,791,705	2,510,650
Total entered at port....	$221,047,982	$218,572,998
Withdrawn fr. wareh'se.	63,842,246	57,063,661

The foreign imports at New York for twelve months ending June 30, were:

	1873.	1874.
Entered for consump..	$183,093,987	$165,478,543
Do. for warehousing..	137,809,234	116,407,703
Free goods	91,862,826	95,880,050
Specie and bullion.....	7,608,335	18,324,556
Total entered at port..	$420,374,032	$396,090,852
Withdrawn fr. wareh'se.	153,872,861	113,783,469

The following is a description of imports for the year ending June 30:

	1873.	1874.
Dry goods.....	$125,086,690	$106,706,644
General merchandise..	287,679,007	271,059,652
Specie and bullion....	7,608,335	18,324,556
Total imports....	$420,374,032	$396,090,852

The duties received at New York for twelve months ending June 30, were:

	1873.	1874.
Six months.....	$64,398,092 93	$53,535,419 05
January.....	10,763,626 44	10,042,084 05
February.....	12,893,637 89	10,186,365 08
March.....	12,101,274 64	10,798,792 81
April.....	9,826,491 32	9,696,770 71
May.....	8,862,528 38	8 869,597 45
June.....	7,533,957 98	7,899,248 17
Fiscal year.....	$126,374,609 58	$110,423,272 32

The exports from New York to foreign ports in the month of June, were:

	1873.	1874.
Domestic produce.....	$23,225,558	$28,275,416
Foreign free goods.....	106,465	247,428
Do. dutiable.....	1,111,803	725,265
Specie and bullion.....	6,655,996	7,106,958
Total exports	$31,099,322	$36,355,067
Do. exclusive of specie.	24,443,326	29,248,109

The exports from New York to foreign ports for six months from January 1, were:

	1873.	1874.
Domestic produce.....	$133,403,183	$138,165,775
Foreign free goods.....	1,256,069	1,146,252
Do. dutiable	4,828,629	4,119,582
Specie and bullion.....	27,819,284	29,618,666
Total exports	$167,307,165	$173,050,275
Do. exclusive of specie.	139,487,881	143,431,609

The exports from New York to foreign ports for twelve months ending June 30, were:

	1873.	1874.
Domestic produce.....	$258,436,562	$293,469,949
Foreign free goods.....	2,174,992	1,997,436
Do. dutiable.....	9,277,141	8,721,748
Specie and bullion.....	62,663,427	50,459,043
Total exports.....	$362,552,122	$354,648,176
Do. exclusive of specie.	269,888,695	304,189,183

Michigan and Ohio Railroad.

Mr. James S. Gibbs, President of the Michigan and Ohio railroad, writes from Buffalo, New York, that the line down the Scioto Valley will be in running order by the first of next January. If such should prove the case, it will be but a short time before our business men are lamenting the fact that they sat still in their stores, instead of encouraging, ever so lightly, the repeated efforts of a few of our citizens to build a road from here to the mineral regions, which would bring business and trade to their doors, and could be controlled by them; and allowed outsiders to run their trade off to Columbus.

The Circleville and McArthur railroad will bring us business, build up our town, and make us independent of Columbus or anywhere else, even if the Valley road is built; without it, and with a road up and down the Scioto Valley, Circleville will be but a suburb of Columbus.—*Circleville Herald.*

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of June, were:

ENTERED FOR CONSUMPTION.

	1873.	1874.
Manufactures of wool.....	$686,062	$771,559
" cotton...	646,812	647,085
" silk	560,147	1,195,418
" flax	471,016	453,517
Miscellaneous dry goods..	245,533	262,105
Total entered for consump.	$2,609,570	$3,329,679

WITHDRAWN FROM WAREHOUSE

	1873.	1874.
Manufactures of wool.....	$483,750	$358,740
" cotton ...	418,841	270,437
" silk.....	303,061	184,021
" flax	292,234	279,733
Miscellaneous dry goods..	88,627	77,668
Total withdrawn from warehouse	$1,586,513	$1,170,599
Add entered for consump.	2,609,570	3,329,679
Tot. thrown on the market..	$4,196,088	$4,500,278

ENTERED FOR WAREHOUSING.

	1873.	1874.
Manufactures of wool....	$722,766	$841,899
" cotton ...	321,577	306,601
" silk.....	206,381	276,412
" flax	205,924	351,892
Miscellaneous dry goods..	65,023	44,706
Total entered for wareh'g..	$1,521,671	$1,821,510
Add entered for consump.	2,609,570	3,329,679
Total entered at the port..	$4,131,241	$5,151,189

The imports of foreign dry goods at New York for six months from January 1, were:

ENTERED FOR CONSUMPTION.

	1873.	1874.
Manufactures of wool...	$11,297,881	$9,756,215
" cotton.	11,484,591	9,982,264
" silk ...	10,048,029	11,202,035
" flax ...	6,214,898	5,891,749
Miscellane's dry goods..	3,877,168	3,592,348
Total, as above.....	$42,872,012	$39,874,611

WITHDRAWN FROM WAREHOUSE.

	1873.	1874.
Manufactures of wool ...	$7,041,831	$6,952,880
" cotton..	5,891,320	3,705,049
" silk	5,283,483	3,177,059
" flax	3,751,313	3,527,769
Miscellaneous dry goods.	1,101,625	994,973
Total withdrawn from warehouse	$22,569,072	$18,357,730
Add entered for consump.	42,872,012	39,874,611
Total thrown on the market.....	$65,441,084	$58,282,341

ENTERED FOR WAREHOUSING.

	1873.	1874.
Manufactures of wool....	$6,617,651	$6,477,596
" cotton..	4,854,515	3,283,586
" silk	4,887,480	2,329,283
" flax	3,110,527	3,089,086
Miscellaneous dry goods.	1,132,446	966,648
Total entered warehouse.	$20,602,569	$16,146,149
Add entered for consump.	42,872,012	39,874,611
Total entered at the port..	$63,474,581	$56,020,760

The imports of dry goods at New York for the fiscal year ending with June, were:

ENTERED FOR CONSUMPTION.

	1873.	1874.
Manufactures of wool...	$21,902,678	$20,994,568
" cotton....	18,228 830	16,158,531
" silk.....	19,820 663	18,843,724
" flax.....	11,174,791	9,142,037
Miscellaneous dry goods	7,427,796	6,550,869
Total entered for con...	$78,554,758	$71,689,729

WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.

	1873.	1874.
Manufactures of wool...	$19,148,042	$15,852,087
" cotton...	9,605,778	6 376,304
" silk.....	10,185,400	6,840,420
" flax.....	6,577,122	6,256,049
Miscellaneous dry goods	2,114,751	1,765,014
Total withdrawn from warehouse.....	$47,626,093	$36,589,874
Add entered for consump.	78,554,758	71,689,729
Total thrown on market	$126,180,851	$108,279,603

ENTERED FOR WAREHOUSING.

	1873.	1874.
Manufactures of wool...	$18,338,582	$15,322,808
" cotton ...	9,280,094	5,911,836
" silk.....	10 349,393	5,884,676
" flax.....	6,481,988	6,204,884
Miscellaneous dry goods	2,081,880	1,692,711
Total entered for warehouse	$46,531,932	$35,016,915
Add entered for consump.	78,554,758	71,689,729
Total entered at the port	$125,086,690	$106,706,644

The imports of foreign dry goods at New York for each month of the fiscal years ending June 30, 1872, 1873 and 1874, have been as follows:

	1872.	1873.	1874.
July	$10,247,622	$10,657,923	$9,163,691
August ..	19,632,708	21,055,838	15,345,589
Sept.....	12,194,996	11,519 654	10,909,897
October .	8,611,975	7,152,365	6,612,745
Nov.....	7,977,509	5,649,893	5,503,072
Dec.	6,019,589	5,576,436	3 150,940
January..	12 967,922	12,777,993	8,815,674
February.	17,559,528	16,882,878	13,481,918
March...	17,917,463	14,936,595	12,618,999
April....	11,231,677	8,594,821	8,505,351
May	9,821,272	6,151 043	7,447,629
June.....	5,721,641	4,131,241	5,151,189
	$139,903,902	$125,086,690	$106,706,644

The following is a recapitulation of the foregoing tables, and shows the comparative value of each class of foreign dry goods entered at the port of New York during the fiscal years ending June 30—

	1873.	1874.
Manufactures of wool...	$40,241,260	$36,817,376
" cotton...	27,508,924	22,070,867
" silk.....	30,170,056	24,728,400
" flax.	17,656,774	15,346,921
Miscellaneous dry goods	9,509,676	8,248,580
Total imports	$125,086,690	$106,706,644

The imports of foreign dry goods at New York

for each fiscal year (ending June 30) since 1850, have been as follows:

Year.	Value.
1851	$64,618,747
1852	57,221,062
1853	79,192,513
1854	92,889,627
1855	62,918,443
1856	85,898,690
1857	92 669,088
1858	67,317,736
1859	93,549,083
1860	107,843,295
1861	83,310,345
1862	88,155,720
1863	61,963,037
1864	83,234,966
1865	49,853,939
1866	137,055,884
1867	103,407,278
1868	77,254,182
1869	92,499,842
1870	96 414,276
1871	126,123,210
1872	139 903,902
1873	125,086,690
1874	106,706,644

Pennsylvania Railroads.

The following is an abstract from the report of the Hon. Harrison Allen, Auditor General of Pennsylvania, just issued:

Authorized capital	$515,868,954
Capital stock paid in	478,701,878
Funded Debts	378,590,370
Floating Debts	30,520,052
Cost of roads and equipment	621,312,048
Length of main lines, miles	8,401
Length of double track, miles	1,819
Length of sidings, miles	2,218
Length of branches, miles	1,597
Value of real estate owned	$25,821,727
Miles run by passenger trains	26,488,819
Miles run by freight trains	69,685,408
Miles run by coal trains	9,818,925
Through passengers carried	4,382,694
Passengers, all classes	39,541,800
Anthracite coal, tons	30,050,083
Bituminous coal, tons	12,764,292
Petroleum, tons	3 558,426
Pig Iron, tons	1,523,418
Railroad Iron, tons	556,117
Other Iron, tons	1,091,247
Iron and other Ores	4,372,439
Other Freight	41,506,421

RECEIPTS.

From Passengers	$28,350,040
" Freight	107,438,075
" Mail and Express	3,400,953
" Use of Cars	771,911
" Miscellaneous	8,039,235
Total Receipts	$147,995,214

This does not embrace upwards of 1,000 miles of colliery railroads, both above and below the water level in the Anthracite Coal Regions of the State. There are nearly 500 miles of these roads in Schuylkill County alone.

There is a separate table relating to accidents in the year, the footings up of which are as follows:

	Killed.	Injured.
Passengers	27	166
Employes	254	665
Others	295	281
Total	576	1,112

As seen in the previous table, the number of passengers carried was 39,541,800, and of this enormous number only 27 were killed and 166 injured. Even the total number of casualities, including those of employes and persons who suffered from sheer carelessness, is a most insignificant percentage.

Flushing and North Side Railroad.

It is plainly the interest of the owners of the road to extend it on to Huntington, and it is equally as plain that the cheapest route, so far as cost of construction is concerned, is to run in as direct a line as possible to Barren Beach, and thence up the valley on the east side of the harbor at Glenwood, to Glen Head, and through Greenvale and East Norwich. This route cuts off Port Washington, Roslyn, and Glen Cove, the three principal marts of business east of the Manhasset churches, but secures the immense passenger traffic developing at Sea Cliff Grove, which railroad managers are prone to believe is about all worth making an effort to secure on the line of the extention. Sea Cliff is the objective point and when the road is extended it is sure to tap it. The traffic here lasts but three months. During nine months of the year it would hardly pay to stop the cars at this place. At Port Washington, Roslyn and Glen Cove, there is a steady tide of passengers and freight the year through, and the net earnings of the road from these places would far exceed the three months' rush to Sea Cliff. For instance, at a low estimate the annual passenger and freight traffic of these places amounts to:

Glen Cove	$150,000
Sea Cliff	100,000
Roslyn	80,000
Port Washington	50,000
Total	$380,000

It is safe to say that the quick transit, cheaper rates and superior accommodations of a north side railroad would divert to it more than two-thirds of the amount named, or say in round numbers:

Glen Cove	$100,000
Sea Cliff	70,000
Roslyn	50,000
Port Washington	40,000
Total	$260,000

And it will be seen at once that the "direct route to Sea Cliff alone" involves a loss of income to the road of about $200,000 per annum, or almost enough in the first year to cover the additional cost of construction to the places named.—*Glen Cove Gazette.*

Santa Rosa Branch.

At a recent meeting of the stockholders of the Santa Rosa Branch Northern Pacific Railroad Company the following directors were elected: W. S. M. Wright, George A. Tupper and A. T. Farmer, of Santa Rosa, and John F. Kessing and L. B. Latimer. The Directors elected the following officers for the first year: John F. Kessing President, W. S. M. Wright Vice President, E. T. Farmer Treasurer, W. W. Morrow, Secretary, and L. B. Latimer Attorney. The Treasurer was authorized to open books for the subscription to stock at Santa Rosa. The survey of the road will be commenced immediately. This road will be from twelve to fifteen miles in length and connect with the North Pacific Coast Railroad either at Freestone or Valley Ford. The President and Attorney were authorized to confer with the Directors of the North Pacific Coast Railroad Company and arrange in regard to connections, passage and freights and other matters relating to the connecting lines. The Directors expect to have this road completed by the time the main line is finished from Sancelito to the point of connection.—*San Francisco Chronicle.*

☞ The Governor and Council of Massachusetts have appointed the following named gentlemen Trustees of the Hoosac Tunnel Railroad: Hon. A. H. Bullock, Worcester; Hon. Samuel C. Cobb, Boston; A. W. Beard, Boston; Hon. P. A. Chadbourne, Williamstown; Hon. S. M. Crosby, Northampton,

Signal Ropes.

Railroad companies are taught by experience how to guard against accidents, though they do not always avail themselves of the lessons. They have (except in a few instances) taken no effective means to guard against the burning up of wrecked trains by the overturning of red hot stoves in winter or the breaking of petroleum lamps at all seasons; nor have they done what is within their reach to protect the public against "switch" accidents. We have now another lesson. Two occupants of a mail car came near being burned to death on the Manasses (Virginia) Railroad. The contents of the car took fire, and they were unable to give the signal to stop the train because the signal rope was burned. This again indicates what was long ago plain enough that the signal line for a railway train should not be a combustible cord. Tiller ropes on board ship had to be discontinued by law a great while ago, because they were among the earliest things destroyed when a ship took fire, their destruction leaving the ship helpless at the mercy of the other elements. Ropes gave place to chains and iron cables, on shipboard, but the combustible cord is still used on railway trains, notwithstanding the many lessons of experience.

☞ The earnings of the Indianapolis, Cincinnati and Lafayette railroad for May, 1874, were $144,871, the expenses $99,064, and the net earnings $45,807. For May, 1873, the earnings were $167,293, the expenses $119,847, and the net earnings, $47,446. For the first five months of 1874, the earnings were $728,750, the expenses $482,762, and the net earnings $245,988. For the first five months of 1873 the earnings were $743,038, the expenses $611,043, and the net earnings $131,995—showing a decrease in earnings of $14,288, with a decrease in expenses of $128,281, making the increase in net earnings $113,993.

☞ The decision of the Supreme Court of Texas in the International Railway case was upon an application of the company for an order to compel the comptroller to sign bonds to be issued to the railway by the State. The court gave no opinion on the merits of the case, but simply decided that it had no jurisdiction to issue a mandamus against an executive officer. Two of the five judges dissented.

☞ It is stated on good authority that the Texas and Pacific Railroad will resume its work in Texas and California as soon as bonds can be negotiated on the portions of the road completed, according to the act of Congress recently passed, which enables them to issue bonds in such manner, instead of upon the whole line of the road, as provided in the original Act.

☞ Colonel H. D. Whitcomb, late chief engineer of the Chesapeake and Ohio railroad, has been selected by the committee of the James river improvement to fill the position of chief engineer of that work, recently vacated by the death of Major Turpin.

☞ The Richmond *Dispatch* says there is no truth in the rumor that the western part or any other part of the Chesapeake and Ohio Railroad is to be transferred to the Baltimore and Ohio Railroad or any other railroad.

☞ Railroad fares on all the lines in Germany are to be increased twenty per cent, on and after the 1st of August.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific:													
1867	38,169	51,831	69,029	51,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	78,871	1,470,683
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	294,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	552,657	511,854	609,783	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,382	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,092	7,995,116
1871	536,499	485,490	614,447	720 929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	592 223	571,836	875,763	949,568	1,380,928	1,138,273	1,372,510	1,271,629	1,254,689	1,285 567	1,299,900	1,037,992	12,734,729
1873	852,860	691,015	989,778	1,129,469	1,373,675	1,301,202	1,211,765	1,258,500	1,392,125	1,423,875	1,296,812	1,072,750	13,939,909
1874	848,558	794,000	867,666	1,132,000	1,360,000	1,390,000	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1869	343,182	315,099	388,727	328,390	345,833	402,854	351.045	498,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506.681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,360	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	371.708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497.261	540,756	431,315	352,604	5,156 326
1873	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
Chicago and Northwestern:													
1863	.....	... ...	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.683	2.811,544
1864	273,876	317,339	390,355	421,363	466,830	565,145	490,710	519,306	569,605	729,759	716,378	563,400	6.114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	.754.671	547,842	7,976,490
1866	523,566	399,917	523,846	537,519	858,948	925,983	808,624	797,475	1,000,086	1,200,216	1,010,892	712,350	9,299,439
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,004,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,961	1,167,056	1,087,974	1 305 673	1,371,780	1,140.145	845,708	13,356,467
1870	706,025	758,782	858,359	929,077	1,177,897	1,139,284	1,084,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,403
1871	655,428	602,182	774,934	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873	752,468	765,249	967,258	1,034,023	1,256,072	1,209,578	1,240,987	1,284,091	1,071,448	1,451,827	1,039,306	1,019,501	13,816,466
1874	993,490	903,021	1,039,986	1,074,725	1,272,263	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1869	204,112	180,840	239,522	247,661	241,456	259,406	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,060	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270.204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417,828	439,581	359,830	358,743	4,432,625
1873	363,921	413,043	448,924	413,443	436,469	411,260	393,506	465,563	466,796	423,893	327,804	322,596	4,887,443
1874	363,053	276,099	318,976	342,247	306,778	330,754	... ...	.....	.....	.....	.....	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417 211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548,813	1,776,324	1,463,961	1,550,023	1,525 243	1,643,464	1,743 752	1,704,374	1,392,615	18,694,096
1873	1,326 505	1 329,422	1,515,382	1,541,958	1,764,821	1,717,593	1,685,384	1,774,570	1,918,247	1,882,421	1,560,023	1,625,129	19,631,781
1874	1,462,650	1,278,775	1,413,223	1,465,550	1,687,772	1,577,945	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,093	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	901,926	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624 744	529,617	563,598	620,228	718,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,430	531,027	575,393	559,871	648,956	659,363	609,846	783,255	744,782	581,693	696 475	698,068	8,026,784
1873	602,241	597,429	660,759	553,912	635,459	742,600	648,840	769,748	884,485	797,121	636,039	703,692	8,288,325
1874	611,491	538,668	567,554	580,921	647,892	678,728	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	133,673	152,264	267,411	303,915	306.944	266,036	232,723	332,555	366,446	387,999	303.305	210,197	3.321 518
1872	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314.513	223,240	3,693,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	328,231	328,189	333,785	392,510	265.217	201,492	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295 369	1,366,948	1,402,597	1,345.316	1,235,285	14,797,975
1872	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459 360	1,635,691	1,764,788	1,558,424	1,483.480	17,591,629
1873	1,412.368	1,549,286	1,735,736	1.694.543	1,680,968	1,586,369	1,451,762	1,582,631	1,776,420	1,742,516	1,375,566	1,546,983	19,134,136
1874	1,519,249	1,305,132	1,371,545	1,593,827	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1871	130,883	126.224	140,740	113,173	119.650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	160,784	145,858	158.717	154,587	149,550	162,521	191,841	208,977	207,911	204.196	2,029 927
1873	169 843	161,132	178,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	151,793	150,301	2,126,875
1874	171,028	.....	.....	.....	.....	.....	.....	.....	.....	... ...	.....	.....	.....
Michigan Central:													
1869	384.120	320,636	386,527	411,514	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	406,283	363,187	326 891	378,880	467,990	511,447	453,873	387.827	4,755,958
1871	418,755	442,665	486,980	470,703	480,547	427,096	422,015	529,890	628,660	582,802	5+7,434	507,050	5,940,102
1872	411,113	364,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873	379,836	440,261	567,314	556,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801.195	496,565	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	868,318	908,313	791,014	529,758	7,420,491
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,986	387,565	426,223	474,188	580,432	594,769	488,348	565,729	811,961	960,945	702 858	513,787	6,957,771
1873	334 715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046,124
1874	664,400	667,500	576,620	742,050	964,800	886,900	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,650	286,108	3,438,939
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	305,755	269,560	304,512	265,406	315,699	338,497	384,193	337,920	360.404	3,678,682
1873	227,897	261,346	344,682	321,047	301,521	272 600	267,734	325,093	382,098	353,168	308,632	206,100	.....
Philadelphia and Reading:													
1869	479,236	525,490	755,433	904,834	499,468	630,680	1,232,903	1,454,026	1,294,621	1,235,866	1,476,405	828,447	11,816,904
1870	479,872	574,706	679,382	514,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,504	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,064
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167.006	1,071.407	1,142,241	1,190,695	1,522,847	1,127,030	891,791	12,199,748
1873	742,641	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	.....	.....
St. Louis, Alton and Terre Haute:													
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,266
1870	152,393	158,788	172,215	172,847	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
1872	164,525	137,678	162,336	156,134	148,279	133,508	123,994	169,459	179,457	216,171	177,327	158,700	1,927,471
1873	144,209	159,454	177,514	170,218	164,300	165,260	151,532	165,610	178,302	200,646	132,892	132,752	1,942,689
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,043	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	175,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	153,254	229,260	208,140	230,300	195,480	179,261	206,190	205,500	186,645	160,800	122,657	2,223,647
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	434,200	450,203	429,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,369	323,377	434,284	4,242,343
1870	257,664	293,645	295,270	318,699	340,892	348,633	322,756	466,431	508,043	451,294	425,687	516,618	4,454,464
1871	366,175	328,791	393,456	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,935	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,868	434,465	614,175	565,811	621,351	489,341	466,081	5,944,570
1873	370,290	405,110	471,301	446,527	470,598	541,191	483,899	642,209	593,504	535,251	418,928	482,767	5,864,976
1874	423,343	400,984	404,699	447,855	420,719	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	707,948	706,602	23,560	617,585	758,467	999,665	837,288	716,829	5,709,185
1870	525,529	500 189	589,288	706,668	602,596	746,450	643,058	664 761	728,521	719,698	570.168	506.053	7,654,004
1871	479,573	373,925	499,809	584,540	724,466	728,174	673,092	681,865	800,402	777,362	708,142	469,932	7,521,682
1872	373,936	384,116	565,861	741,802	890,442	835,459	743,382	789,567	863,754	980,706	915,727	757,851	8,892,606
1873	523,975	491,784	708,256	881,286	1,007,851	969,863	876,823	837,277	1,068,987	1,170,586	970,660	758,823	10,266,104
1874	620,715	607,990	687,026	824,954	910,065	.....	.....	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No.		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'73	9.50	114	40	Albany.....N.Y.	190,590	190,000	50,000		101,301	26,019	8	100	100	....
Sept. 30,'73	1.04	....	—	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	—	7,229	894	—	100	100	....
Oct. 31,'73	25.00	440	78	Atlantic Avenue (Bklyn)..N.Y.	725 723	680,000	456,800	32,296	266,857	42,314	—	100	100	....
Sept. 30,'73	11.83	344	50	Avenue C (N.Y. City)...N.Y.	540,360	500,000	900,000	109.019	230,082	32,540	—	100	100	....
Dec. 31,'73	7.5	097	94	Baltimore City (Balt.).....Md.	1,038,486	1,000,000	—	98,000	.....	.....	3	25	25	....
Sept. 30,'73	22.01	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,801,673	900,000	694,000	46,850	257,704	37,697	—	100	100	....
Sept. 30,'73	4.63	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,789	7.7	100	100	....
Sept. 30,'73	1.25	—	—	Boston & West Roxbury.Mass.	56,133	41,000	—	—	—	—	—	100	100	....
Sept. 30,'73	13.88	264	50	Broadway (Brooklyn).....N.Y.	378,029	200,000	100,000	52,395	160,504	43,404	12	100	100	....
Sept. 30,'73	24.25	1098	135	B'dway & 7th Av.(N.Y.C.)N.Y.	3,847,159	2,100,000	1,500,000	200,000	920,158	264.449	6	100	100	....
Sept. 30,'73	7.00	....	32	Brooklyn, Bath & Coney I.N.Y.	245,044	180,000	80,000	—	65,906	30,566	—	100	100	....
Sept. 30,'73	61.50	1922	401	Brooklyn City.....N.Y.	2,424,800	2,000 000	300,000	90.000	1,496,294	306,196	14	100	100	....
Sept. 30,'73	13.50	242	68	Brooklyn City & Newtown.N.Y.	513,273	300,000	400,000	32,358	197,186	66,122	—	100	100	....
Sept. 30,'73	19.83	200	50	Brooklyn, Cross-Town.....N.Y.	663,517	300,000	300,000	40,765	167,843	27,229	—	100	100	....
Sept. 30,'73	17.64	382	83	Buffalo street.....N.Y.	528,984	100,000	421,119	86,276	324,269	137,407	—	100	100	....
Sept. 30,'73	11.13	142	26	Bushwick (Brooklyn) .....N.Y.	389,971	300,000	102,000	2,628	44,408	—	—	100	100	100
Sept. 30,'73	29.19	—	—	Cambridge (Boston) .....Mass.	800,500	800,500	150,000	—	73,486	73,486	9	100	100	....
Sept. 30,'73	1.70	22	4	Central City (Syracuse).....N.Y.	29,473	21,130	6,000	—	20,164	14,024	12	100	100	....
Sept. 30,'73	24.00	960	128	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,948,585	1,667,700	1,200,000	8 857	909.098	342.290	—	100	100	....
Oct. 31,'73	9.00	208	40	Citizens' (Pittsburg) .....Pa.	270,671	184,000	—	—	184.298	78,365	16	50	46	....
Oct. 31,'73	7.25	350	50	Citizens' (Phila.).....Pa.	212,320	192,750	—	1,000	300,145	95,884	17½	50	19½	....
Sept. 30,'73	20.40	240	24	Coney Island (Brooklyn)..N.Y.	698,806	—	369.000	39,924	221,891	51,196	—	100	100	....
Sept. 30,'73	10.70	960	127	Dry Dock,E.B.&B.(N.Y.C)N.Y.	2,090,847	1,200,000	1,000,000	—	1,275,623	640,633	8	100	100	....
Sept. 30,'73	3.50	12	3	Dunkirk and Fredonia.....N.Y.	43,609	35,100	—	—	4,111	4.111	8	100	100	....
Oct. 31,'73	1.62	14	4	Easton and S. Easton .....Pa.	25,962	29,562	—	—	10,946	3,320	—	25	16	....
Sept. 30,'73	9.50	1002	120	Eighth Avenue (N.Y.City)N.Y.	1,683,574	1,000,000	203.000	66,200	798.040	149,584	12	100	100	....
Oct. 31,'73	2.32	24	6	Erie City. .....Pa.	36,997	19,807	20,000	2,341	13,287	2,184	—	50	42	....
Oct. 31,'73	5.50	60	23	Federal St. & Pl. Val.(Pbg.).Pa.	132,842	66,250	90,000	—	45,735	9,000	—	25	22	....
Sept. 30,'73	2 60	18	6	Fifth Ward (Syracuse).....N.Y.	44,766	29,335	10.000	2,150	13,699	1,673	—	100	100	....
Sept. 30,'73	10.26	491	68	42d st.& Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	236,000	29,301	586,757	293,048	9	100	100	....
Oct. 31,'73	17.04	389	56	Frankford & Southwark(Ph.)Pa.	844,171	498,200	290,500	—	412,325	91,138	10	50	50	....
Sept. 30,'73	4.00	26	5	Genesee & Water St.(Syr.)N.Y.	67,017	42,500	14,200	—	31,588	19,095	5	100	100	....
Oct. 31,'73	33.75	360	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	405,614	97,884	6	50	31	....
Sept. 30,'73	7.75	182	37	Gr'd st. & Newtown (Bk'n)N.Y.	310,443	170,000	90,000	12,878	107,824	22.093	—	100	100	....
Sept. 30,'73	8.00	200	40	Gr'd St. Prosp. Pk.& Flatb.N.Y.	437,011	200,000	200,000	37,028	80,086	1,016	—	100	100	....
Oct. 31,'73	7.25	200	42	Green and Coates st. (Phila.).Pa.	244,441	150,000	100,000	—	180,268	—	4	50	30	....
Oct. 31,'73	2.12	10	4	Harrisburg City.....Pa.	60,250	41,994	12,500	1,604	7,185	—	—	25	25	....
Sept. 30,'73	11.95	140	20	Harlm.Br.,Morr. & F'dham.N.Y.	287,302	29,100	135,000	—	89,000	18,391	—	100	100	20½
Oct. 31,'73	11.00	378	60	Hest., Mant. & F'mount (Ph.)Pa.	388,456	299,423	100,000	27,000	292,610	71,442	9	50	50	....
Sept. 30,'73	6.25	92	26	Jamaica,Woodh'n & Bklyn.N.Y.	190.000	100,000	—	—	23,132	1,970	—	100	100	....
Sept. 30,'73	3.25	33	9	Kingston and Rondout.....N.Y.	83,285	75,000	—	—	24,792	5,161	5	100	100	....
Oct. 31,'73	5.01	117	20	Lombard and South st. (Ph.).Pa	170,402	105,000	62,500	—	99,104	35,905	10	25	12½	....
Sept. 30,'73	4.04	50	12	Lowell Horse.....Mass.	81,704	80,000	—	3,500	34,127	2,597	—	100	100	....
Sept. 30,'73	11.62	239	35	Lynn and Boston .....Mass.	277,581	200,500	50,000	43,697	164,270	—	—	100	100	....
Sept. 30,'73	3.60	—	—	Malden and Melrose (Btn). Mass.	80,246	165,500	75,000	—	—	—	—	100	100	....
Sept. 30,'73	3.46	—	—	Medford & Charlest. (Btn).Mass.	34,600	21,000	5,000	—	2,240	819	—	100	100	....
Sept. 30,'73	5.26	65	15	Merrimac Valley.....Mass.	63,000	50,000	—	—	34 845	656	4	100	100	47½
Sept. 30,'73	46.29	1220	204	Metropolitan (Boston) .....Mass.	2,371,609	1,500,000	—	589,390	982,854	91,633	3	100	100	....
Sept. 30,'73	16.24	285	53	Middlesex (Boston).....Mass.	679,675	400,000	184,500	158,822	223,893	26,112	—	100	100	....
Sept. 30,'73	1.76	4	2	Mohawk and Ilion.....N.Y.	17,500	15,000	—	—	5,496	2,400	16	100	100	....
Sept. 30,'73	4 00	....	—	New York Elevated .....N.Y.	1,500,000	754,200	—	91.845	64,602	—	—	100	100	....
Sept. 30,'73	6.10	220	27	Ninth Avenue (N. Y. City)N.Y.	999,109	797,320	207,000	13,648	95,704	3,762	—	100	100	....
Sept. 30,'73	3.21	10	2	Northampton & Wmburg. Mass.	50,000	50,000	—	6,499	5,832	—	—	100	100	....
Sept. 30,'73	10.88	128	30	North 2d St. & Middle Vil. N.Y.	200,765	134,500	25,000	45,457	65,641	570	—	100	100	....
Sept. 30,'73	2.74	7	2	North Woburn (Boston)..Mass.	35,310	20,800	—	—	1,924	1,879	—	100	100	....
Dec. 31,'73	11.71	191	42	Orange and Newark .....N.J.	1,038,756	280,300	700,000	123,556	210,171	15,965	—	100	100	....
Sept. 30,'73	14.40	142	37	Park Avenue (Brooklyn)..N.Y.	369,425	200,000	200,000	77,000	128,727	42,908	—	100	100	....
Oct. 31,'73	9.64	40	17	Peoples' street (Scranton)...Pa.	140,387	125,000	—	—	36,447	13,40	4	100	100	....
Oct. 31,'73	15.00	396	75	Philadelphia City.....Pa.	454,397	225,000	200,000	39,397	347,282	118,632	10	50	50	....
Oct. 31,'73	6.00	60	16	Philadelphia and Darby.....Pa.	257,000	200,000	—	—	—	—	4	25	20	....
Oct. 31,'73	13.07	114	23	Phi'adelphia & Gray's Ferry.Pa.	299,127	200,175	—	6,500	124,472	38,750	10	50	25	....
Oct. 31,'73	8.75	116	37	P'bg., Allegheny & Manchest.Pa.	161,752	200,000	48,000	336	149,066	54,721	10	50	50	....
Oct. 31,'73	6.60	100	19	Pittsburg and Birmingham..Pa.	136,239	120,000	50,000	11,549	71,052	850	—	50	50	....
Oct. 31,'73	7.50	72	15	Pbg, Oakland & E. Liberty..Pa.	125,449	130,000	50,000	22,636	42,949	6,359	—	50	50	....
Oct. 31,'73	4.50	85	19	Pittsburg and Ormsby.....Pa.	83,487	100,000	40,000	1,616	37,238	—	—	25	25	....
Sept. 30,'73	6.00	42	11	Poughkeepsie City .....N.Y.	121,706	72,250	26,000	28,500	21,539	1,801	—	100	100	....
Oct. 31,'73	13.50	254	40	Ridge Avenue (Ph.).....Pa.	414,512	336,000	85,000	4,772	244,658	65,485	3	50	28	....
Sept. 30,'73	12.00	120	27	Rochester and Brighton ....N.Y.	192,596	70,000	30,000	38,500	118,947	60,951	10	100	100	....
Sept. 30,'73	7.84	54	20	Salem street.....Mass.	203,785	150,000	35,900	1,800	—	—	6	100	100	....
Oct. 31,'73	3.47	—	—	Schuylkill River (Phila.) ....Pa.	47,465	50,000	—	—	—	—	10	50	50	....
Sept. 30,'73	21.00	1021	137	Second Avenue (N.Y. City)N.Y.	2,511,743	1,183,500	1,220,000	84,988	681,434	171,112	8	100	100	....
Oct. 31,'73	39.50	560	96	2d and 3d street (Phila.).....Pa.	706,253	621,676	—	—	544,545	69,873	10	50	31	....
Oct. 31,'73	6.75	246	42	17th and 19th street (Phila.)..Pa.	186,594	160,000	100,000	10,306	152,406	36,467	4	50	16	....
Sept. 30,'73	8.38	824	102	Sixth Avenue (N.Y. City)..N.Y.	2,181,960	750,000	415,000	80,000	938,434	143,950	10	100	100	....
Sept. 30,'73	4.03	—	—	Somerville horse (Boston).Mass.	98,000	98,000	—	—	5,880	5,880	7½	100	100	....
Sept. 30,'73	7.56	330	52	South Boston .....Mass.	450,000	450,000	—	—	289,209	31,089	—	100	100	....
Sept. 30,'73	6.50	80	21	South Brooklyn & Park.....N.Y.	259,186	150,000	100,000	19,527	49,380	3,486	—	100	100	....
Sept. 30,'73	2.71	32	6	Springfield street.....Mass.	89,536	50,000	—	7,675	22,364	2,222	—	100	100	....
Sept. 30,'73	2.53	20	5	Stoneham street (Boston).Mass	38,744	33,000	—	—	2,100	1,779	5	100	100	....
Sept. 30,'73	8.00	35	13	S I ten Island Shore.....N.Y.	31,000	31,000	—	—	18,873	—	—	100	100	....
Sept. 30,'73	2.00	21	7	Syracuse and Geddes.....N.Y.	28,578	25,000	25,000	—	17,225	6,370	7	100	100	....
Sept. 30,'73	2.60	16	4	Syracuse and Onondaga ....N.Y.	50,150	37,000	—	10,000	13,748	3,955	1	100	100	....
Sept. 30,'73	4.32	40	8	Taunton street.....Mass.	53,414	40,000	—	7,500	23,671	5,257	10	100	100	....
Oct. 31,'73	7.25	350	50	10th & 11th st, (Citizens')...Pa.	212,320	192,750	—	1,000	300,145	95,884	17½	50	19½	82½
Sept. 30,'73	18.00	2112	267	Third Avenue (N.Y. City)..N.Y.	3,757,365	2,000,000	2,000,000	—	2,140,826	549,310	5½	100	100	....
Oct. 31,'73	8.50	198	33	13th and 15th streets (Phila.).Pa.	227,328	334,529	—	—	155,697	37,581	12	50	16½	....
Sept. 30,'73	6.27	35	8	Troy and Albia.....N.Y.	74,537	44,700	35,100	767	21,051	3,902	—	100	100	....
Sept. 30,'73	11.88	226	51	Troy and Lansingburg.....N.Y.	328,387	250,000	98,000	9,352	170,056	19,859	—	100	100	....
Sept. 30,'73	5.00	76	19	23d street (N.Y. City).....N.Y.	702,757	600,000	250,000	—	96,931	31,365	—	100	100	....
Sept. 30,'73	....	731	97	Union street (Boston).....Mass.	472,085	355,500	17,500	132,108	478,742	13,944	—	100	100	....
Oct. 31,'73	30.00	687	118	Union (Phila.).....Pa.	1,032,514	400,000	500,000	—	682,502	77,201	28	50	20	....
Sept. 30,'73	29 60	507	89	Union (Providence).....Pa.	823,329	614,300	75,000	139,029	416,096	72,911	2	100	100	....
Sept. 30,'73	13.13	92	14	Utica, Clinton & Bingham..N.Y.	323,763	121,400	200,000	—	45,450	4,893	—	100	100	....
Sept. 30,'73	2.50	18	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	18,000	—	22.013	6,356	3½	100	100	....
Sept. 30,'73	3.11	12	3	Waltham and Newtown..Mass.	36 974	30,000	—	16,316	7,659	2,546	4	100	100	....
Sept. 30,'73	14.50	150	25	Watervliet (Albany) .....N.Y.	342,347	240,000	180,000	—	104,231	1,977	—	100	100	....
Oct. 31,'73	15.50	507	79	West Philadelphia.....Pa.	591,348	400,000	100,000	—	462,477	129,239	15	50	50	....
Oct. 31,'73	4.59	16	7	Wilkesbarre and Kingston..Pa.	94,833	100,000	—	—	23,551	8,934	4	50	50	....
Sept. 30,'73	3.25	—	—	Winnisimmet (Boston)....Mass.	62,152	50,400	—	—	2,802	2,335	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal Payable.	Extract Price
	$	pc			
Albany.					
1st Mortgage.....	50,000	7	J.& J.	1883	....
Atlantic (Bklyn) Ave.:					
1st Mortgage.....	115,000	7	A&O.	1881	....
2d Mortgage.....	100,000	7	A&O.	1884	....
3d Mortgage.....	168,000	7	J.& J.	1885	....
Avenue C:					
1st Mortgage.....	900,000	7	A&O.	1896	....
Bleecker St. & Fulton Ferry:					
1st Mortgage.....	694,000	7	J.& J.	1880	....
Broadway (Brooklyn):					
1st Mortgage.....	100,000	7	J.&D.	1882	....
Broadway and 7th Avenue:					
1st Mortgage.....1,	500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.:					
1st Mortgage.....	80,000	7	J.& J	1890	....
Brooklyn City:					
1st Mortgage.....	300,000	7	J.& J.	1883	....
Brooklyn City & Newtown:					
1st Mortgage.....	400,000	7	J.&D.	1879	....
Brooklyn Cross-Town:					
1st Mortgage.....	300,000	7	J.& J.	1888	....
Buffalo Street:					
1st Mortgage.	400,000	7	M&N	1893	....
Bushwick:					
1st Mortgage.....	102,000	7	J.& J.	1889	....
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J.& J.	1891	....
Central Park, N & E. River:					
1st Mortgage.....	550,000	7	F& A	1882	....
2d Mortgage.....	650,000	7	M&N	1890	....
Coney Island & Brooklyn:					
1st Mortgage.....	307,000	7	J.& J.	1887	....
D. Dock, E. Bdw. & Battery:					
1st Mortgage.....1,	000,000	7	J.&D.	1885	....
Eighth Avenue (N. Y.):					
1st Mortgage.....	203,000	7	J.& J.	1890	....
Empire:					
1st Mortgage.....guar.	150,000	7	J.& J.	1890	....
42d st.& G'd st. Ferry(N.Y.):					
1st Mortgage.....	236,000	7	A.&O	1578	....
Federal St. & Pleasant Val.:					
1st Mortgage.....	25,000	7	A&O.	1878	....
2d Mortgage.....	50,000	7	J.& J.	1881	....
Frankford and Southwark:					
1st Mortgage.....	155,500	7	J.& J	1877	....
2d Mortgage.....	100,000	7	M&N	1891	....
Germantown:					
1st Mortgage.....	250,000	7	J.&D.	1879	....
2d mortgage	100,000	7	.....	1884	....
Green and Coates street:					
1st Mortgage.....	100,000	7	J.& J.	1878	....
Grand St. & Newtown:					
1st Mortgage.....	90,000	7	A.&O	1887	....
Grand st. P. P. & Flatbush:					
1st Mortgage.....	300,000	7	J.& J.	1891	....
Harl. Br., Morris'n & Fordh.:					
1st Mortgage.....	135,000	7	J.& J.	1889	....
Hestonv., Mantua & Fairm.:					
3d Mortgage.....	125,000	7	J.&D.	1889	....
Lombard and South st.(Ph.):					
1st Mortgage.....	62,500	7	J.& J.	1883	....
Lynn and Boston:					
1st Mortgage.....	50,000	6	A&O.	1879	....
Malden and Melrose:					
1st Mortgage.....	75,000	6	A&O.	1885	....
Middlesex (Boston):					
1st Mortgage sinking fund	99,500	6	J.& J.	1884	....
2d Mortgage.....	60,000	6	A.&O	1880	....
3d Mortgage.....	25,000	7	M&N	1874	....
Ninth Avenue (N. Y.):					
1st Mortgage.....	207,000	7	J.& J.	1876	....
Orange and Newark:					
1st Mortgage.....	200,000	6	J.& J.	1881	....
2d Mortgage.....	500,000	7	J.& J.	1888	....
Park Avenue (Bkly):					
1st Mortgage.....	200,000	7	M&N	1888	....
Philadelphia City:					
1st Mortgage.....	200,000	7	J.& J.	1881	....
Second Avenue (N. Y.):					
1st Mortgage.....	350,000	7	J.&D.	1877	....
2d Mortgage.....	200,000	7	F.&A	1878	....
3d Mortgage.....	150,000	7	A.&O	1885	....
Conv. bonds.....	520,000	7	M&N	1888	....
17th and 19th street (Ph.):					
1st Mortgage.....	15,000	6	J.& J.	1873	....
2d Mortgage.....	60,000	6	A&O.	1878	....
Sixth Avenue (N. Y.):					
1st Mortgage.....	415,000	7	J.& J.	1890	....
South Brooklyn and Park:					
1st Mortgage.....	100,000	7	J.& J.	1892	....
Third Avenue (N. Y.):					
1st Mortgage.....2,	000,000	7	J.& J	1890	....
Troy and Lansingburg:					
1st Mortgage.....	96,000	7	J.& J	1882	....
Union (Phila.):					
1st Mortgage.....	300,000	6	J.& J.	1895	....
2d Mortgage.....	300,000	7	J.& J.	1881	....
Union (Prov. R. I.):					
1st Mortgage.....	75,000	6	J.& J.	1892	....
Utica, Clinton & Bingham.:					
1st Mortgage.....	200,000	7	J.&D.	1895	....
Watervliet:					
1st Mortgage.....	180,000	7	A&O.	1887	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,280,000	J. & J.	July '74 3½
Allegheny Valley.....50	2,236 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '73 4
Atlantic and Gulf.....100	3,693,200	— & —	.....
" " guar.100	786,476	M. & N.	Nov. '73 3d
Atlantic and St. Law*..100	39,494,900	M. & S.	Sept. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Geneseo & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '74 5
Washington Br.....100	1,650,000	A. & O.	Apl. '74 5
Parkersburg Br. pref...50	5,680,685	— & —	.....
Berkshire*.....100	600,000	J. & J.	July '74 3
Blossburg & Corning.*...50	250,000	J. & D.	Dec. '72 2½
Boston and Albany.....100	19,864,100	M. & N	May '74 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & D	June '74 3
Bost., Conc. & Mont.* pref100	800,000	M. & N.	May '74 3
Boston and Lowell.....500	2,852,900	J. & J.	July '74 3½
Boston and Maine.....100	6,816,807	M. & N.	May '74 4
Boston and Providence..100	3,950,000	M. & N.	May '74 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A.	Feb. '74 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Mar. '74 5
" " pref..100	1,435,900	M. & S.	Mar. '74 5
Camden and Amboy*...100	5,847,800	J. & J.	July '74 2½
Camden and Atlantic....50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Nov. '73 3½
Cape Cod.....50	1,020,330	J. & J.	Jan. '72 2½
Cape May and Millville* 50	447,000	J. & D.	Dec. '73 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa*.....50	1,169,800	— & —	.....
" pref. 50	2,200,000	M. & N.	May '74 3½
Cayuga and Susq.*.....50	589,110	J. & J.	July '74 5
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	May '74 1½
" " pref.100	769,600	F. & A	Feb. '74 3½
Central of Georgia.....100	4,666,800	J. & J.	July '73 5
Central of New Jersey..100	20,000,000	J. & J. O	July '74 2½
Central Ohio*.....50	2,425,000	J. & D.	June '74 3
" pref.....50	400,000	J. & D.	June '74 3
Central Pacific.....100	54,275,500	.....	Sept. '73 3
Chemung*.....100	380,000	J. & J.	Oct. '73 1½
Cheshire, preferred.....100	2 100,000	J. & J.	July '74 2
Chicago and Alton.....100	8 929,900	M. & S.	Mar. '74 5
" " pref.....100	2,425,400	M. & S.	Mar. '74 5
Chicago, Burl. & Quincy.100	19,897,000	M. & S.	Mar. '74 5
Chicago, Iowa & Nebras*1 0	3,916 300	J. & J.	July '74 4
Chicago & N. Western..100	14,993,060	J. & D.	Dec. '72 3½
" " pref.100	21,484,113	J. & J.	July '75 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Apl. '74 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.*.....50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	429,046	M. & N	May '74 3
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Aug. '74 4
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '74 3½
Cleveland & Pittsburg*. 50	11,236,150	F. M. A. N	May '74 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*.... 50	1,786,800	M. J. S. D.	June '74 2
Colum. & Hocking Val..100	2,500,000	F. & A	Feb. '74 5
Concord.....20	1,500,000	M. & N.	May '74 5
Concord and Ports.*.....100	350,000	J. & J.	July '74 3½
Conn. & Passump Riv..1 0	2,100,000	F. & A	Feb. '74 3
Connecticut Riv.....100	1,950,000	J. & J.	July '74 5
Cumberland Valley.....100	1,494,250	A. & O.	Apl. '74 4
Danbury and Norw'k ..50	600,000	M. & N.	Nov. '73 5
Delaware*.....50	1,230,941	J. & J.	July '74 3
Del., Lackaw. & Westn. 50	18,568,850	J. A. J. O.	July '74 2½
Detroit & Milwaukee *.. 50	822,140	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	A. & O.	Apl. '74 3
East Pennsylvania*.....50	1,309,200	J. & J.	July '74 3
East Mahanoy*.....50	392,950	J. & J.	July '74 3
Eastern (Mass.).....100	4,262,600	J. & J.	July '73 3
Eastern (N. H.).....100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*.100	600,000	F. & A.	Feb. '74 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '74 2½
" " pref. 50	500,000	J. & J.	July '74 3½
Erie Railway.....100	78,000,000	.....	Oct. '73 1
" pref.....100	8,538,910	.....	Oct. '73 1½
Erie and Pittsburg*.....50	1,090,250	M. J. S. D.	Mar. '74 1½
Fitchburg.....100	4,000,000	J. & J.	July '74 4
Georgia.....100	4,156,000	J. & J.	Apl. '74 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.)...100	19,237,404	A. & O.	Apl. '74 1½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug. '70 2½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.). 50	116,850	M. & N.	May '74 5
Harlem Extension.....100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '74 3½
Housatonic, pref.....100	1,180,000	J. & J.	July '74 4
Huntingdon & Bd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. & J.	July '68 2½
Illinois Central.....100	25,280,510	F. & A.	Aug. '74 4
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	J. & J.	July '74 2
Jeffersonv., Mad. & Ind.100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J. A. J. O.	July '74 1½
Joliet & North. Indiana*100	300,000	J. & J.	July '74 4
Lake Shore & Mich. So..100	49,466,500	F. & A.	Aug. '73 4
" " (guar.).100	533,500	F. & A.	Feb. '74 5
Lawrence*.....50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna. 50	8,739,300	M. & N.	May '67 5
Lehigh Valley.....50	21,916,850	J. A. J. O.	July '74 2½
Little Miami.*.....50	5,871,450	J. A. J. O.	Apl. '74 2
Little Schuylkill*.....50	2,646,100	J. & J.	July '74 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island.....50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex...50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '74 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '74 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Apl. '74 3
Lykens Valley.....20	600,000	F. M. A. N	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	May '74 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3d
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3d
Massawippi*.....100	400,000	F. & A.	Feb. '74 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central.....100	18,728.204	J. & J.	Jan. '73 4e
Mill Creek & Minehill*. 50	323.375	J. & J.	July '74 5
Milwaukee and St. Paul..100	15,399,261	J. & J	Dec. '70 7s
" " pref.....100	12,274,483	F. & A	Feb '74 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '74 3½
Morris and Essex*.....50	14,008,100	J. & J.	July '74 3½
Nashua and Lowell.....100	800.000	M. & N.	May '74 5
Naugatuck.....100	1,831 900	F. & A.	Feb. '74 3
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '74 5
Newark and N. York*...100	977,400	J. & J.	Jan. '74 3½
N. Bedford.....100	1,010,100	M. & N.	May '74 4
N. Castle & Beaver Val.* 50	1,800,000	J. A. J. O.	Apl. '74 2½
N Haven & Northamp...100	605,000	J. A. J. O.	Sept '72 3
New Jersey*.....100	7,295,200	J. A. J. O.	July '74 2½
New London Northern*100	1,418.800	J. & J.	July '74 4
N. Y. Cen. & Hudson R..100	89,428,330	A. & O.	Apl. '74 4
New York and Harlem..100	8,500,000	J. & J.	July '74 4
" " pref.100	1,500,000	J. & J.	July '74 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	July '74 5
N. Y., Provid. & Boston.100	2,000,000	J. A. J. O.	July '74 2½
Niag. Bridge & Canand*100	1,000,000	J. & J.	July '74 3
North Carolina*.....100	4,600,000	irregular.	Jan. '73 5
N. Eastern (N. C.) pref.. 50	111,000	M. & N.	May '67 4
North Pennsylvania.... 50	3 478,500	January.	Jan. '74 5a
Northern Central..... 50	5,842,000	M. & N	July '74 3½
Northern N. Hampsh...100	3,068,400	J. & D.	June '74 4
Northern New Jersey*..100	1,000,000	J. & J.	July '74 4
Norwich & Worcester*..100	2,823,400	J. & J	July '74 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	July '74 3
" " pref.100	2,000,000	A. & O.	Apl. '74 4
Ohio and Mississippi....100	19,995,847	J. A. J. O.	.....
" " pref.100	4,024,474	J. & D.	Dec '72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J. A. J. O.	Jan. '74 3
Old Colony & Newport..100	6,297,900	J. & J.	July '74 3½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '74 4
Pacific of Missouri.....100	3,635,750	J. A. J. O.	July '74 1½
Panama.....100	7,000,000	J. A. J. O.	July '74 3
Paterson and Hudson*..100	630,000	J. & J.	July '74 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	249,000	J. & J.	Jan. '74 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '74 3
Pennsylvania.....50	68,144,475	M. & N.	May '74 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '74 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	July '74 4
Phil., Ger. & Norristown* 50	1,626.250	M. J. S. D.	June '74 3
Philadelphia & Reading 50	32,684,375	J. A. J. O.	July '74 2½
" " pref... 50	1,551,800	J. A. J. O.	July '74 2½
Phila. and Trenton*.....100	1,259,100	J. A. J. O.	July '74 2½
Phila., Wil. & Balt.....50	11,435,750	J. & J.	July '74 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J. A. J. O.	Apl. '74 1½
" Special Imp..100	2,000 000	J. A. J. O.	Apl. '74 1½
Pittsfield & N. Adams...100	400,000	J. & J.	July '74 3
Portland and Kennebec.100	616,700	J. & J.	July '74 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '72 3
Ports., Saco & Portsm...100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces...100	2,000,000	J. & J.	July '74 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '74 4
Roch. & Genesee Val.*.110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '74 3½
Rutland*.....100	2,700,000	— & —	.....
" preferred ...100	4,300,000	F. & A.	Feb '74 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2.040.000	July.	July '74 3
St. Louis and Iron Mt..100	10,000,000	F. & A.	Feb. '74 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" " pref.100	12,000,000	.....	Nov. '72 3
Saratoga and Schenec.*..100	300,000	A. & O.	Apl. '74 3½
Schuylkill Valley*.....50	576,050	J. & J.	July '74 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70 -
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '74 3
Shore Line*.....100	995,800	J. & J.	July '74 3½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina.....100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '73 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	443,700	J. & J.	July '74 2½
Stony Brook*.....100	287.300	M. & N.	May '72 3
Summit Branch*.....50	2,502,250	F. & A.	Feb. '74 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N. Y.*100	1,670,189	— & —	Dec. '73 3½
Taunton Branch.....100	500,000	J. & J.	Jan. '74 5
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '74 5
Tol., Peo. & War. 1st pref..100	1,797,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '74 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass.....100	$2,800,000	A. & O.	Apl. '74 1
Warren (N. J.).....100	1,800,000	J. & D.	Dec. '73 3½
Warwick Valley.....100	225.000	A. & O.	Apl. '72 2½
West Jersey.....100	1.55 .750	F. & A.	Feb. '74 4
Winchester & Potomac*100	180,000	J. & J.	July '74 3
Winchester & Strasburg*100	500,000	J. & J.	July '74 3½
Worcester and Nashua. 7s	1,400,555	J. & J.	July '74 3s
HORSE-POWER R. R.			
Albany City.....100	110,370	— & —	..... 2½
Baltimore City.....100	80 .000	— & —	.....
Bleecker st. & F Fy. (NY)100	900,000	— & —	Jan. '74 3
Boston and Chelsea.....100	110,000	A. & O.	Apl. '74 4
Broadway (Brooklyn)....100	200,000	J. A. J. O.	Apl. '73 3
Broadw. & 7th Av. (NY)100	2,100,000	J. & D.	Jan. '70
Brooklyn City.....100	1,500,000	F. M. A. N	May '74 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 2½
Cambridge.....100	727,800	A. & O.	Apl. '74 4
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	600,000	J. & J.	July '74 2
Citizens' (Pbg.).....50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl.'10	500,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F. M. A. N	Feb. '74 3
Eighth Avenue (N. Y.)...100	1,000.000	J. A. J. O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	J. & J.	July '74 3½
Frankf. & Southw. (Ph.) 50	491.750	J. & J.	July '74 5
Germantown (Ph.).....50	1,000,000	J. & J.	July '74 3
Girard College (Ph.).....50	500,000	J. & J.	July '71 2
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '74 4
Hestom, Mantau & Fairm. 50	2,050.000	J. & J.	July '74 1½
Lomb. & South Sts. (Ph.) 25	105.000	A. & O	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,600,000	M. & N.	July '74 3½
Middlesex (Boston).....100	400,000	A. & O.	Apl. '73 4
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City.....50	750,000	J. & J.	July '74 5
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '74 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 6
Second Avenue (N. Y.)...100	888,100	J. A. J. O.	Oct. '73 2
Second & Third St. (Ph.) 50	962,100	J. & J.	July '74 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '74 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F. M. A. N	May '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '74 1½
Somerville (Boston).....100	75,000	M. & N.	May '74 3
South Boston.....50	400,000	J. A. J. O.	July '74 2½
Union (Boston).....100	200,000	.....	July '74 5
Union (Phila.).....50	400,000	J. & J.	July '74 3
West Philadelphia.....50	400,000	J. & J.	July '74 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '73 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division.....50	1.633,350	F. & A.	Feb. '74 4
Delaware and Hudson...100	15 000 000	F. & A	Aug. '74 5
Delaware and Raritan*..100	5,847,400	J. A. J. O.	July '74 2½
Erie of Pennsylvania....50	64,000	— & —	.....
Lehigh Coal & Navigat..50	9 390,350	J. S D. M.	June '74 2
Monongahela Navigat....50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,900	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania.....50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	July '74 30s
" " (pref.). 50	2 888,977	F. & A.	July '74 60s
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union.....50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M. J. S. D.	June '74 3
American Coal.....25	1,500,000	M. & S.	Mar. '74 4
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal.....50	2,500,000	J. & D.	Dec. '68 4
Atlantic Mail Steamship100	4,000,000	M. J. S. D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	.....
Butler Coal.....25	500,000	J. & D.	Dec '69 85c
Canton.....16½	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal.....100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold.....100	2,836,600	— & —	.....
" pref.....100	8,693,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamship.100	20,000,000	M. J. S. D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal.....50	4,000,000	F. M. A. N	May '74 5
Pullman Palace Car.....100	4,000.000	F. M. A. N	May '74 3
Quicksilver, common ...100	5,700,000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	July '74 5
Spruce Hill Coal.....10	1,000 000	— & —	.....
United States Express...100	6,000,000	F. M. A. N	Aug. '74 2
United States Trust.....100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '74 4
West. Union Telegraph.100	35,000,000	J. & J.	July '74 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. '66

NATIONAL AND STATE SECURITIES.

		Amounts outstanding.	Interest Rate.	Interest Payable.	When Payable.	Market Price.
National Securities July 1, 1874.						
Loan of June 14, 1858	registered	$260,000	5	Jan. & July.	1874	....
.. .. ..	coupon	.....	5	" "	1874	....
Loan of February 8, 1861	registered	18,768,000	6	Jan. & July.	1880	116¼
.. .. ..	coupon	4,647,000	6	" "	1880	117¼
Oregon War Bonds of March 2, 1861	coupon	945 000	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861	registered	125,786,400	6	Jan. & July	1881	116¼
.. .. ..	coupon	63,534,950	6	" "	1881	117¼
Loan of Feb. 25, 1862 (5-20s)	registered	16,641,400	6	May & Nov.	1882	113
.. .. .. (5-20s)	coupon	151,013,300	6	" "	1882	113
Loan of March 3, 1863	registered	53,631,350	6	Jan. & July.	1881	116¼
.. .. ..	coupon	21,368,650	6	" "	1881	117¼
Loan of March 3, 1864 (5-20s)	registered	946,600	6	May & Nov.	1884	115
Loan of June 30, 1864 (5-20s)	registered	28,027,550	6	May & Nov.	1884	115
.. .. .. (5-20s)	coupon	33,013,650	6	" "	1884	115¼
Loan of March 3, 1865 (5-20s)	registered	33,729,500	6	May & Nov.	1885	115¼
.. .. .. (5-20s)	coupon	118,804,850	6	" "	1885	117
.. .. 2d series (5-20s)	registered	56,885,050	6	Jan. & July.	1885	115¼
.. .. .. (5-20s)	coupon	145,778,050	6	" "	1885	116¼
.. .. 3d series (5-20s)	registered	87,822,550	6	Jan. & July.	1887	115¼
.. .. .. (5-20s)	coupon	222,801,850	6	" "	1887	117¼
.. .. 4th series (5-20s)	registered	13,936,500	6	Jan. & July.	1888	116¼
.. .. .. (5-20s)	coupon	23,537,500	6	" "	1888	118
Loan of March 3, 1864, (10-40s)	registered	141,214,200	5	Mar. & Sept.	1904	112¾
.. .. .. (10-40s)	coupon	53,353,100	5	" "	1904	112¾
Consols of July 14, '70 & Jan. 20, '71	registered	178,472,450	5	F. M. A. & N.	1881	111¼
.. ..	coupon	137,828,300	5	" "	1881	113
Consols	registered	.....	4½	F. M. A. & N.	1886	....
.. ..	coupon	.....	4½	" "	1886	....
Consols	registered	.....	4	F. M. A. & N.	1901	....
.. ..	coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)		.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868 (cur.)		14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 (cur.)		678,000	4	.....	1875	....
Pacific R. R. Bonds (currency)		64,623,512	6	Jan. & July.	'95-'99	117
U. S. Notes and Fractional Currency		427,958,028	nil.	.....	.....	....
State Securities, latest dates.						
Alabama—($16,42 ,000):						
.. Bonds (old and extended), 1866 and '72		2,582,800	5	May & Nov.	'86-'92	....
.. Bonds (new), 866, '68 and '72		2,386,000	8	Jan. & July.	'86-'92	....
.. Railroad Aid Bonds, 1870 and '71		2,620,000	8	" "	'.0 '91	....
.. Railroad Bonds endorsed, 1870 and '71		13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,>00,0 0):						
.. Funded Bonds, 1869 and 70		2,850,000	6	Jan. & July.	'99-'00	....
.. Levee Bonds, 1871		2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872		300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71		5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):						
.. Civil Bonds 1857 and '60		2,108,000	7	Jan. & July.	'77-'80	112
.. Bounty and Relief Bonds, 1863 and '64		954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871		250,000	7	" "	1891	....
Connecticut—($5,767,500):						
.. War Loan, July 1, 1861, (10-20s)		706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s)		2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s)		935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1866 (20s) tax free		1,741,100	6	" "	1885	....
Florida—($,7 8,865):						
.. Convention Bonds 1868		30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69		191,000	8	Various.	'98-'99	....
.. Bonds, 1871		210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870		4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):						
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48		866,000	6	Various.	'72-'74	....
.. Bonds for W. & Atl. R. R. 1842 and 1848		276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R. R., '58, '59, '60 & '61		600,000	6	Feb. & Aug	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1866		200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866		3,900, 00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870		4,880,000	7	Various.	1890	....
.. Railroad endorsements, to July 1872		12,000,000	7	Various.	'90-'92	....
Illinois—($2,133,634):						
.. Interest Bonds, inscribed stock, 1847		971,634	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859		348,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861		102,000	6	" "	1880	....
.. War Loan Bonds, 1861		417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871		250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):				Jan		
.. State Bonds (various) 1863 to 1864		110,675	6	". & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869		1,226,000	7	" "	'76-'89	....
Kentucky—($2,750,510):						
.. State Bonds 1839 and '43		160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851		683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs)		309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):						
.. State Bonds, to R. R. Co's, 1840 to 1856		1,830,000	6	Various.	'93-'98	49
.. Deficiency (Treasury) Bonds 1853		750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68		997,000	6	" "	'86-'88	....
.. Levee Bonds 1867		4,000,000	6	May & Nov.	1907	50
.. 1866		1,000,000	8	Various.	1886	57
.. 1870		3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870		3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869		500,000	7	Mar. & Sept.	1899	....
.. State B'ds (N. O., Mob. & Chat. R. R.) '70 '71		3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866		259,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869		490,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869		546,000	8	April & Oct.	1893	....
Maine—($7,227,900):						
.. Civil Loans Bonds, 1856-'61		271,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1863 and '64		3,832,500	6	"	'83-'89	101
.. Municipal Equalization Bonds		3,084,400	6	April & Oct.	1889	98
Maryland—$12,436,718):						
.. Bonds to R. R. and Canals, 1827-'47		1,837,223	5	J. A. J. & O.	1890	80
.. Bonds to R. R. and Canals, (stg) 1838		5,985,844	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39		590,040	6	" "	1890	95
.. Bonds to Ches. & Ohio Canal 1870		3,630,645	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1868		511,355	6	J. A. J. & O.	1888	105
Massachusetts—($30,712,882):						
.. State (public works) scrip, '72		706,000	5	Various.	'72-'80	....
.. State (public works) scrip		364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861		2,800,000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862		600,000	5	" "	'77-'78	94¼
.. Coast Defense Loan, 1863		888,000	5	" "	1883	81¼
.. Bounty Loan, 1864		4,379,500	5	May & Nov.	1894	90¼
.. Bounty Loan, 1864, £826,600 stg		4,090,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866		2,551,500	6	Mar. & Sept.	1886	....
.. R. R & Hoosac T. bonds, £1,448,700 stg.		7,175,451	5	April & Oct.	'88-'93	100¼
.. R. R. & Hoosac Tunnel bonds, dollar		1,166,500	5	" "	'90-'93	92¼
.. Loan (B., H. & Erie R. R.) £743,600 stg		3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):						
.. Canal Bonds, 1859		81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863		445 000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863		431,000	6	" "	1878	97
.. $2,000,000 Loan Bonds, 1863		718,000	6	" "	1883	....
.. Renewal Bonds, 1868		463,000	7	May & Nov.	1890	91
.. Bounty (War) Bonds, 1865		160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):						
.. Sioux War Bonds, 1862		100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69		250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858		2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):						
.. State Bonds, proper, 1865-'68		439,000	6	Jan. & July.	'82-'90	97
.. Railroad Loans Bonds, 1854-'66		1,589,000	6	" "	'87-'88	97½
.. S. W. Br. of Pacific R. R. bonds, guar		14,496,000	7	" "	'74- 90	100
.. State Bonds, funding, 1867-68		2,727,000	6	" "	'76-'91	97
Nevada—($660,000):						
.. State Bonds, for floating debt		660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):						
.. War Loan Bonds, July 1, 1861		812,000	6	Jan. & July.	'71-'78	99¾
.. War Loan Bonds, July 1, 1864		600,000	6	Mar. & Sept.	'84-'89	97½
.. War Loan Bonds, Oct. 1, 1866		750,000	6	April & Oct.	'72-'74	99¾
New Jersey—($2,896,200):						
.. War Loan Bonds, 1861, tax free		1,200,000	6	Jan. & July.	'73-'84	104
.. War Loan Bonds, 1862, tax free		1,002,000	6	" "	'88-'98	....
.. War Loan Bonds, 1864, tax free		584,400	6	" "	'97-'02	....
New York—($38,121,600):						
.. General Fund Stock		900,000	5	J. A. J. & O.	1875	
.. General Fund Stock		880,000	6	" "	1878	....
.. General Fund Stock		348,107	5	" "	plens.	....
.. General Fund Stock		1,169,780	6	" "	plens.	....
.. Canal Stock		1,10 ,420	6	" "	1874	....
.. Canal Stock		7,408,000	6	" "	72-'73	107
.. Canal Stock		2,572,000	6	" "	'74-'75	106
.. Canal Stock		880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered		10,675,000	7	Jan. & July.	1877	106¾
.. Bounty Loan Bonds, 1867, coupon		1,874,000	...	" "	1877	106¾
North Carolina—($29 900,045):						
.. State (old) Bonds 1848 to 1860		4,738,000	6	Jan. & July.	'72-'92	28½
.. State (old) Bonds 1848 to 1860		3,639,000	6	April & Oct.	'72-'92	28
.. State (new) Bonds, 1867 to 1870		3,009,045	6	Jan. & July.	'92-'98	21
.. State (new) Bonds, 1867 to 1870		1,8 9,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866		2,>17,400	6	Jan. & July.	1900	28½
.. Funding (Interest) Bonds 1868		1,821,400	6	April & Oct.	1878	....
.. Special Tax Bonds		11,407,000	6	" "	'98-'99	....
Ohio—($9,022,721):						
.. Loan of 1860 Bonds, stg fd		882,894	6	Jan. & July.	1870	....
.. Loan of 1860 Bonds, stg fd		1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, stg fd		1,495,309	6	" "	1881	102
.. Loan of 1856 Bonds, stg fd		2,400,000	6	" "	1886	104
Oregon—($290,527):						
.. Bounty and Relief Bonds of 1864		90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870		200,000	7	" "	1890	....
Pennsylvania—($24,272,956):						
.. Loan of Feb. 1867 (5-10s)		92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s)		3,786,550	6	" "	'72-'77	....
.. Loan of Feb. 1867 (5-10s)		90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)		7,890,550	6	" "	77-'82	107¼
.. Loan of Feb. 1867 (15-25s)		728,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s)		9,271,850	6	" "	'82-'92	111¾
.. Inclined Plane Loan, of April 1849		400,000	6	April & Oct.	1879	....
.. State Stocks (old)		1,997,050	6	Feb. & Aug.	1871	....
.. .. (old)		.....	5	" "	'77-'78	....
.. .. (old)		.....	4½	Jan. & July.	1883	....
Rhode Island—($2,770,000):						
.. War Bonds of Aug. 1862		1,049,000	6	Mar. & Sept.	1882	97½
.. .. of Jan. 1863		200,000	6	April & Oct.	1893	....
.. .. of June 1863		602,000	6	Jan. & July.	1893	....
.. .. of May 1864		829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):						
.. State House, Stock and Bonds '58-'66		1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68		1,760,000	6	April & Oct.	1888	19½
.. .. .. '66-'69		2,262,714	6	Jan. & July.	'87-'97	20
.. Funding Stocks and Bonds		899,000	7	" "	1888	....
.. Blue Ridge R. R Bonds 1854		970,000	6	" "	'74-'75	....
.. Conversion Bonds 1869		7,371,700	6	" "	1888	....
.. .. 1870		500,000	6	April & Oct.	1889	....
Tennessee—($30,962,156):						
.. Railroad Loan Bonds		31,300,417	6	Jan. & July.	long.	79
.. State Bonds (direct)		4,819,544	6	April & Oct.	"	....
.. Endorsements		2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds		9,000,000	6	" "	"	79½
Texas—($3,397,325):						
.. Frontier Protection Bonds, gold, 1870		700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871		357,000	10	Mar. & Sept.	1876	85
Vermont—($8 2,000):						
.. War Loan Bonds, coupons		621,000	6	June & Dec.	'71-'78	100
.. .. registered		201,000	6	" "	'71-'78	....
Virginia—($46,926,208):						
.. State Stock (old) registered		22,061,202	6	Jan. & July.	'86-'90	25
.. State Bonds (old) coupon		11,106,000	6	" "	'86-'90	25
.. State Bonds, sterling coupon		1,866 000	5	" "	'86-'90	....
.. Funded Interest, 1866-'67		6,892,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867		466,280	5	" "	'86-'91	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	102½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	101
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1890	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	84
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	43½
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	...
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	64
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(265 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla.R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac.R.R.)gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,956	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1856 '75	857,250	6	Jan. & July.	Baltimore.	1875	100§
Loan of 1850-'80	579,500	6	" "	"	1880	101½
Loan of 1853-'95	1,710,500	6	April & Oct.	"	1885	101
Loan of 1855-'90 (Balt.) skg fd.	3,461,146	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,620,320	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,498,016	6	" "	"	1902	....
3d Mort.(N.W.Va.R.R.)assumed	140,000	6	Jan. & July.	Baltimore.	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P.Mrq.Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St.L.A.& T.H.	1,100,000	8	April & Oct.	New York.	1896	99½
Beloit and Madison (C. & N.W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (Penn. R. R. Co.)	499,500	6	March & Sept.	Princeton.	1885	83
3d Mortgage	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	70
1st Mortgage (Equalization)	248,000	7	" "	"	1889	89
1st Mortgage (consolidated)	163,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	90½
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200 000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	...
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	22½
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	45
Mass. Loan(sec'd by $4,000,000 Bds.)	3,000,000	7*	" "	"	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	95
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	102
Brunswick and Albany:						
1st Mort.(gold)end. by Ga.tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	86
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	55
Burlington and Missouri River:						
Land and R. R. Mortgage	5,068,350	7	April & Oct.	Boston.	1893	98½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	98½
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	99½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1894	50
Cairo and Fulton (Arkansas):						
1st Mort. (R.R.& lands) S.F.gold	8,000,000	7*	Jan. & July.	New York.	1891	85
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	96
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	90
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd)g'd for $2,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	54½
Carthage & Burlington(C.B & Q.):						
1st Mortgage guar. and tax free.	600,000	8	May & Nov.	New York.	1879	...
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	103½
Chattel Mortgage	168,350	5	" "	"	'80-'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	78
Cedar Rapids & Mo.Riv.(C&NW):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	83
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	85½
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	...
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	46
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1991	...
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174 000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	3,612 700	7	" "	" "	1902	102½
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	107
Loan of Leh.C. & Nav.Co.(ass'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	92½
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	88½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	100
State Aid B'ds(int.by State)gold	1,500,000	7*	" "	" "	1885	102
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88-'92	....
1st Mort. (S. Fr, Okld & Ala.)	500.000	8*	" "	San Francisco	1890	....
1st Mort.(San Joaquin V.D.)gold	6,000,000	6*	April & Oct.	New York.	1900	...
Land bonds (Cen. Pac. Co.) gold	9,153.000	6*	" "	" "	1890	...
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	...
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	...
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	...
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A.& S.Co.	200,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M.(gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	50
1st Mort. (Va. Con.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	73½
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	909,400	6	Jan. & July.	Boston.	'75-'80	98½
Chester Creek:						
1st Mortgage guar. by P.W.& B.	135,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	100
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	104½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	98
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (" ") "	188,600	7	Jan. & July.	" "	1896	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	110
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	650,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,0-3,225	7	Jan. & July.	Boston.	1896	97
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	98½
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	98
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	98½
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	99½
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	98
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	90
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1890	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	41
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	92½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C.& NW	592,000	7	Jan. & July.	Boston.	1880	93½
3d Mort. (now 2d) guar. C.& NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	104
Funded coupons (193 m.)	750,000	7	May & Nov.	" "	1883	96
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	100
Appleton Ext. (23 m.& 76,000 ac.)	174,000	7	" "	" "	1885	89
Green Bay Ext. (26m & 76,000 a.)	284 000	7	" "	" "	1885	89
Equipm't (Engs & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,775,000	7	Feb. & Aug.	" "	1882	103
2d Mort. (Gal. & Chic. 248 m.)	938,000	7	May & Nov.	" "	1875	93½
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	129,500	7	" "	" "	1876	....
1st Mort. (Peninsula 79m.& land)	331,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y)	3,105,000	7	F. M. A. & N.	" "	1915	86
Consol. gold bonds for $48,000,000	4,534,000	7*	June & Dec	" "	1902	77
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	389,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	9.500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.) guar	1,141,000	7	Jan. & July.	" "	1898	92
1st Mort. (Bel.& Mad. R.R.) guar.	306,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.1, '69, $16,000pm	1,350,000	8	May & Nov	New York.	1889	89
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C.B.&Q):						
1st Mortgage for $10,000per mile	.....	8	Feb. & Aug.	New York.	1901	100
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C.,R.I.& Pac.)	8,600,000	7	" "	" "	1898	103
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M.(Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar.by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1858	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	252,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1883	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	82½
Cin. & Martinsville(I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77 '87	70
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	67½
1st Mort. (San., Day. & Cin.)S.F.	988,000	6	Feb. & Aug.	Boston.	1900	75½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000 000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	—— & ——	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	100½
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning(A.& Gt.Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	..
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	100½
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	90
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	95
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	82
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	59
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1840	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	96
Notes payable, conv. at par	594,000	7	" "	"	1876	97½
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1,2,3,4.	88½
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York	1889	....
Cowanesque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1906	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	58
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1906	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500.000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	95½
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	104
2d Mort. (Del., Lack. & Wtn.)	1,633,000	7	March & Sept.	" "	1861	103½
Convertible b'ds(Del.Lack.& W.)	5,000,000	7	June & Dec.	" "	1892	104
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov	New York.	1900	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,000,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	...
Detroit, Mon. & Tol. (L.Sh.& M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	99
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	94
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1893	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1893	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,600,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101½
East Tenn. & Georgia(E.T.V.&G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., stg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	86
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	99
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	600,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,000,000	7	March & Sept.	"	1882	93½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	98
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	60
Erie Railway:						
1st Mortgage	2,486,000	7	May & Nov.	New York.	1897	102½
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	101
3d Mortgage	4,582,000	7	" "	" "	1883	97½
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	96½
5th Mortgage convertible	709,500	7	June & Dec.	" "	1888	94
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,600,000) conv.	4,437,470	6*	March & Sept.	London.	1875	...
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	NY& London.	1920	....
Convertible bonds	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L. M.(& 1st on 50, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1909	87
Evansville and Crawfordsville:						
1st Mortgage (main line)stg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease, S.F. 25 000 p. a.)	476,000	10	May & Nov.	" "	1883	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1899	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov.	N. Y. & Lond.	1900	...
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	300,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	Jan & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	90
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	103
2d Mortgage	948,000	7	May & Nov.	" "	1875	99½
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	50½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,600	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838,385.	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765 .	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	....	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,373	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'95	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York	'81-'86	60
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	80
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	75
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York	'71-'77	93
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	92
Six years Mortgage bonds(222m)	5½,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	..
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	79
1st Mort. (Q. & Palm.R.R. 15 m.	600,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City& Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1886	99
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	100½
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)stg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)stg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. stg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	...
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	109
3d Mortgage	180,000	7	May & Nov.	" "	1875	104
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	103½
2d Mortgage	267,500	7	Feb. & Aug.	"	1876	90½
3d Mortgage (Consol)	1,261,000	7	April & Oct.	"	1896	60
Illinois Central:						
Construction bonds, cur. stg f'd.	2,742,000	7	April & Oct.	New York.	1875	100
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	...
Indiana North and South:						
1st Mortgage for $22,5 0 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1900	80
2d Mortgage	1,500,000	8	Jan. & July.	" "	1900	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas):						
1st Mort. gold, stg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,539,500	7	April & Oct.	New York.	1888	....
1st Mortgage(L. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(" ")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mor gage	2,000,000	7	Jan. & July.	New York.	1916	....
1st Mortgage		7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	81½
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.	.....	8	Feb. & Aug.	New York.	1900	91
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	99½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	97
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1891	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,000,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1862	....
2d Mortgage (JeffersonvilleR.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	108½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	795,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	87
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1868	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees.	640,000	8	May & Nov.	Boston.	1880	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	90
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 50 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(StJo.&CB.78 m)gov't fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1895	....
1st Mort, (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (L.L.&G):						
1st Mortgage guar. by Lessees.	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	60
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	60
1st M.(3dD.244.66m.& 3d. 0,000a)	6,455,000	7*	May & Nov.	N. Y., L. & F.	1899	....
1st Mortgage (1,000,000 acres)	248,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,921,000	7*	Jan. & July.	N. Y., L. & F.	1896	....
2d Mortgage on do. gold	1,860,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,276,350	7	March & Sept.		1916	....
Kent County (Del.):						
1st Mortgage for $400,000	400,000	6	Jan. & July.	Philadelphia.	1890	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Con.) 1865.	237,000	7	June & Dec.	" "	1885	....
Kook., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1902	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	99½
Lackawanna & Bloomsb(D.L.&W):						
1st Mortgage	800,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	400,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,200,000	7*	Feb. & Aug.	New York.	1891	76
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,800,000	7*	Feb & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N Y B'n.&Ph.	1890	50
2d Mort. gold tax free and conv.	220,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1860	$1,600,000	7	April & Oct.	New York.	1870	....
Consol. registered July 1, 1870	4,280,000	7	J. A. J. & O.	" "	1890	97
Consol. coupon July 1, 1870	1,200,000	7	Jan. & July.	" "	1890	96
Bonds of Oct. 1, 1872	6,206,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore)Ap. 1, '69	1,498,000	7	" "	" "	1869	96
Sunbury July 1, 1854	600,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	99½
3d Mort. Oct.1, '67 "	1,000,000	7	April & Oct.	" "	1892	96
Skg Fund July 1, 1855 C. & Tol.	1,595,000	7	Jan. & July.	" "	1885	104
Mort. April 1, 1856 "	860,000	7	April & Oct.	" "	1886	97½
1st Mort. May1, 1855M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	103½
2d Mort. Oct 31, 1857 "	2,692,000	7	" "	" "	1877	100
Mort. Nov. 1, 1858 Buff. & Erie.	.....	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	97
1st Mort. Aug.1,1856(D.M.&Tol.)	924,000	7	Feb. & Aug.	" "	1876	99
1st Mort. Sept. 1,1869(K.& W.P.)	400,000	7	Jan. & July.	" "	1870	90
1st Mort. Oct 1, 1867(Sch&ThR.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M.July1,'68(Kal.Ail.& Gr.R.)	840,000	8	" "	" "	1888	95½
1st Mort.July 1, 1863(J.& Frank.)	468,000	7	" "	" "	var	....
2d Mort. Jun.1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia.	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1890	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July	N. Y. & Bost.	1899	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	.....	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	" "	1898	101
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	100½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	102½
Logansport, Crawf. & S'wsn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	99
Long Br. and Sen Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	98½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	90½
1st Mortgage (Extension)	175,800	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol.M. for $8,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	87½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end.by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.		1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00 0	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	87½
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oc	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	80½
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	105½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	90½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	73½
1st Mort. (Scioto & H. Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1889	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	101½
Michigan Central:						
1st Mortgage, convertible	356,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	111
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	97
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	102½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	95½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,527,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	80
1st Mortgage (E. Div. Palmer)	781,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,810,000	7	Jan. & July.	" "	1897	78
1st Mortgage (Minn. Cent)	190,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	82
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	108½
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	91½
Milwaukee City Loan	230,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $18,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, akg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	....	1899	19½
1st Mort. Land Grant gold	1,080,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600.000	7	April & Oct.	New York.	1876	..
Consolidated Mort. Sept. of 1866	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, akg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,500	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept	New York.	1886	...
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Montecello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	106
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	104
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	92
Consolidated bonds of 1871	2,999,000	7	Feb. & Aug.	" "	1889	96½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.&Nash.):						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	89
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.):						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie d bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's						
New Jersey Midland (NY.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	...
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	31
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $8,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	6*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	6*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N OtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M. (")gold akg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La.	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	...
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,628	6	May & Nov.	New York.	1883	94½
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	102
Bonds for B.& N. S'ty(")	76,000	6	May & Nov.	" "	1883	89
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	83
Bonds for real estate (")	162,000	6	" "	" "	1883	83
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	93
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	...
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	103½
New York and Harlem:						
1st Mortgage of 1868	3,000,000	7	May & Nov.	New York.	1873	....
Consolidated mortgage of 1863.	1,754,000	6	Feb. & Aug.	" "	1903	99
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1858, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,050,500	7	April & Oct.	New York.	1875	100½
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1896	....
New York, Providence & Boston:						
1st Mortgage	182,000	6	Feb. & Aug.	New York.	'73-'75	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1890	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225 000	6	Jan. & July.	Philadelphia.	1885	99½
2d Mortgage	5,000,000	7	May & Nov.	"	1896	102½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	100
North Shore (L. I.)						
1st Mortgage	155,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	1rred.	....
2d Mortgage akg fd	2,500,000	6	Jan. & July.	"	1885	95
3d Mortgage akg fd	1,223,000	6	April & Oct.	"	1900	90
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	95
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	93
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage akg fd guar.	400,000	7	Jan. & July.	New York.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	80
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	....	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1899	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	93
Equipment Mortgage	200,000	8	" "	"	1879	93
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage	6,694,000	7	Jan. & July.	New York.	1898	92
Consolidated 1st Mortgage, stg..		7*	" "	London.	1898	....
Consolidated 2d Mortgage	3,529,000	7	April & Oct.	New York.	1911	74
2d Mortgage, (W. Div.)	433,000	7	Jan. & July.	" "	1874	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bond	50,000	7	May & Nov.	" "	1883	....
Oil Creek and Allegheny River:						
1st Mortgage (J. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	78
1st Mortgage (War. & Fkln)	500,000	7	April & Oct.	"	1882	78
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	42
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	98
Plain Bonds	485,000	6	April & Oct.	"	1875	95
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	100
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm		7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	89
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	79
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	80
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	79
Consolidated Mort	1,645,500	7	Jan. & July.	New York.	1882	30
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New Yor k.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,250,000	8	Jan. & July.	Boston.	1900	98
Owensboro' and Russellville:						
1st Mortgage for $1,500,000		8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	81
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	72
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama.						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW.& W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	83
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guarnteed	500,000	7	.....	New York	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,970,000	7	Jan. & July.	Philadelphia.	1880	101
2d Mortgage (" ")	2,583,600	6	April & Oct.	"	1875	100
3d Mortgage (" ")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	19,558,760	6	J. A. J. & O.	Philadelphia.	1910	91
State lien for $7,500,000, skg f'd	5,401,675	5	April & Oct.	Harrisburg.	'74-'90	....
Pennsylvania Coal:						
1st Mortgage	542,800	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	310,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	103
1st Mortgage guaranteed	1,500,000	7	" "		1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
1st Mortgage(whole road 287 m)	5,000,000	6	" "	"	1881	89
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	84
Gen'l M. for $30,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$319,000	6	April & Oct.	Philadelphia.	1897	90
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9 m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,138,900	6	Jan. & July.	Philadelphia.	1893	80
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	86,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	102
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	107
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	102
Consolidated Mortgage June 1, 1871. — Dollar registered	3,414,000	7	" "	"	1911	104
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	..
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	668,000	6*	" "	" "	1911	102
Consolidated Mortgage June 1, 1871. — Dollar coupon	332,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv	6,600,985	7	Jan. & July.	"	1893	105
New improvement Mort. loan	6,631,615	6*	April & Oct.	Phila.or Lond.	1897	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,600	6	Jan. & July.	Philadelphia.	1884	111
Loan of 1866	400,000	6	April & Oct.	"	1876	95
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	68
1st Mort. (Steub. & Ind.) conv	3,000,000	6	monthly.	New York.	1884	72
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	..
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	83
2d Mort. (Balt. Loan) of 1866	1,000,000	6	" "	"	1886	66
1st Mort. (Turtle Cr. Div.10 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	103
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	97
Bridge (C. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold..	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1899	....
Poughkeepsie and Eastern:						
1st Mort. gold, conv. & tax free..	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	18	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	80
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	99
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitch.)	400,000	7	March & Sept.	New York	1896	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1880	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'79-'83	67
Rich., Fredericksburg & Potomac						
Sterling Loan	97,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	6	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	130,500	7	June & Dec	Rich'm'd	1875	....
1st Mortgage	175,000	6	April & Oct.		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$2,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	800,000	7	May & Nov.	Boston.	1880	72½
Equipment Mortgage	400,000	8	March & Sept.	"	1880	75½
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	96,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1890	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	89
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	78
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	93
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	95½
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.).	6,000,000	7	Jan. & July.	New York.	1901	82½
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed.	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H.(T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands).	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands.	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1898	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage	228,900	6	Feb. & Aug.	Boston.	1878	90½
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1900	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	167,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free.	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	100
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	92½
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	604,000	8	April & Oct.	" "	1886	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	688,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.).						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	Jan. & July.		....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,400	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1883	....
2d Mortgage for $200,000	179,060	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	64½
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,180,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	180,000	6	April & Oct.	Boston.	1880	91
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	445,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1909	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,000,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72-'78	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,870	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L.&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1900	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,600,000	7	June & Dec.	New York.	1894	79
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	73
2d Mortgage (W. Div.) 117 m.	1,800,000	7	April & Oct.	" "	1896	66
Equipment Mort. sinking fund.	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	58
1st Mortgage (Buri. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	....
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,600	7	.....	New York.	1883	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar.	100,600	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	"	"	1882	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	96½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	91
1st Mort. (Quincy & Tol. 34 m).	500,000	7	May & Nov.	" "	1890	88
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	90½
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	79
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	77
Equipment (Tol. & Wab. 75m.).	600,000	7	" "	" "	1883	67
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	69½
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	77
Consol. 2d mort. (500 m.) gold.	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	88
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,195,000	7	April & Oct.	" "	1899	80½
Income Mortgage	7,563,000	10	March & Sept.	" "	1874	76
Omaha Bridge B'ds, stg.£250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000.	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	98½
Loan of 1875 (New Jersey Co.).	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ").	450,000	6*	" "	" "	1883	....
Loan of 1883(Camden& Amb'y)	1,700,000	6*	" "	Philadelphia.	1883	94
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	97½
Consolidated(mort.)Loan of 1859	5,000,000	6	May & Nov.	Philadelphia.	1889	100
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	....	....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	....	....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	20
2d Mortgage consolidated	1,500,000	7	" "	"	1891	7½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	60
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.		....	74
Equipment Mortgage	1,000,000	8	May & Nov.		'76-'77	65
Equipment Mortgage	1,000,000	8	" "		1889	65
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	102½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	404,000	6	Jan. & July.	N.Y.&Lynch.	1873	....
Enlarged Mortgage	990,000	6	" "	" "	1884	....
4th Mortgage	846,000	8	March & Sept.	" "	1900	80
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct,	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	78
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	101½
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	513,400	....	....	....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	100
2d Mort. " "	300,000	6	" "	"	1890	99
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	87
2d Mortgage preferred	600,000	6	" "	"	1895	61
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	99½
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	81½
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1898	....
West Jersey:						
Loan of Mar. 1, 1863,gr. byC.&A.	400,000	6	March & Sept.	Camden.	1883	83
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	96
Consolidated mort. Apr. 1, 1869.	1,000,000	7	April & Oct.	"	1899	103
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	64½
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	90½
2d Mortgage coupon or regis	723,600	7	Jan. & July.	"	1902	79
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.	2,750,000	7	Jan. & July.	New York.	1890	80
2d Mortgage $12,000 p. m.	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	75½
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	87½
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	107
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	80
Delaware and Hudson:						
1st Mortgage re-registered — 1st series, Nov. 1, 1867	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage re-registered — 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	103
1st Mortgage re-registered — 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	107
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	96½
Mortgage Loan reg	2,000,000	6	F. M. A. & N.	"	1897	97
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	95½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	100
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	87
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Essex):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	101½
2d Mortgage	285,000	6	" "	"	1876	96
Boat Loan, sinking fund	236,965	7	" "	"	1885	100½
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	70
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	78
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	260,000	6	May & Nov.	"	1870	75
Boat and Car Loan	756,650	5	" "	"	1888	77
Boat and Car Loan	628,100	7	" "	"	1889	88
Coupon Bonds	1,079,000	6	Jan. & July.	"	1896	77
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	74½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,510	6	Jan. & July.	Baltimore.	1884	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1876	....
2d Mortgage	298,000	6	May & Nov.	"	1889	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years Ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30, 1873	60.0	—	2.5	125.0	3	4	3	56	Adirondac.....New York	3,113,515	*	3,543,241	.....	3,763,000	930,000	1,963,756	—	60.0	71,936	29,902	30,012	160,425	22,801	—	100	....
Sept. 30, 1873	81.3	—	5.9	—	13	10	2	113	Alabama Central †.....Alabama.	3,600,000	*	—	—	2,000,000	1,600,000	.....	—	92.8	.....	.....	.....	350,000	95,000	—	100	....
Dec. 31, 1873	296.0	—	14.8	—	20	20	5	600	Alabama and Chattanooga.....Alabama	10,500,000	*	—	—	2,700,000	8,500,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1873	142.0	—	165.1	—	68	38	12	1,600	Albany and Susq. †(D. & H.)..New York.	10,317,910	*	—	—	5,000,000	4,621,000	706,519	.....	142.0	816,519	371,410	631,917	1,672,319	410,877	7	100	....
Dec. 31, 1873	132.0	130.5	16.7	—	73	29	10	1,969	Allegheny Valley†.....Pennsylvania.	12,332,709	*	.....	.....	2,256,400	7,434,000	1,280,691	—	132.0	.....	861,239	1,778,638	2,628,471	784,026	—	100	....
Oct. 31, 1873	4.5	—	0.3	31.8	.....	.....	.....	.....	Allentown (P. & R.).....Pennsylvania.	1,078,439	—	—	—	568,744	—	649,132	—	—	—	—	—	—	—	—	50	....
Dec. 31, 1873	99.0	—	3.7	—	13	3	*	96	Arkansas Branch (St. L. & Iron Mt.).Mo.	5,351,250	*	19,971	66,432	2,499,000	2,500,000	438,559	—	99.0	153,190	.....	.....	259,293	98,598	—	50	....
Dec. 31, 1873	62.5	—	0.9	—	—	—	—	—	Ashtab. Youngst'wn & Pitts. (Pa. Co.).O.	3,300,000	—	—	—	1,800,000	1,500,000	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	150.0	—	10.0	—	.....	.....	.....	.....	Atchison and Nebraska.....Kan. & Neb.	7,500,000	*	—	—	3,750,000	3,750,000	.....	—	150.0	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1873	469.3	27.5	30 9	—	38	23	7	778	Atchison, Topeka & Santa Fe.....Kansas.	20,593 238	1,214,307	1,481,420	1,023,087	8,615,000	10,096,500	3,814,785	222,545	282.9	.....	.....	.....	1,172,013	423,803	—	100	10½
Feb. 28, 1874	266.5	—	9.7	—	10	8	3	161	Atlanta & Rich'd Air Line †.Ga.N.C.&S.C.	11,748,000	*	—	—	7,500,000	4,248,000	.....	—	192.0	.....	.....	.....	.....	.....	—	100	....
June 30, 1873	81.0	—	4.0	—	19	7	6	165	Atlanta and West Point.....Georgia.	1,197,715	*	151,858	68,254	1,232,200	102,500	24,237	53,865	87.0	.....	62,987	86,592	399,344	100.161	8	100	....
June 30, 1873	387.5	34.8	161.0	—	190	41	25	2,911	Atlantic and Great West.N.Y. Penn.& O.	78,713,992	*	8,445,000	.....	24,858 300	62,800,692	2,899,401	—	604.8	5,111,452	957,942	2,005,088	5,456,89	1,886,922	—	100	....
Dec. 31, 1873	286.0	109.0	15.6	162.0	26	19	10	424	Atlantic and Gulf †.....Georgia.	7,717,971	—	—	—	3,479,677	3,526,700	353,429	—	345.6	683,918	97,227	.....	1,005,947	267,886	—	100	....
Sept. 30, 1873	405.0	20.0	40 0	100.0	84	29	20	1,015	Atlantic, Mississippi and Ohio†..Virginia.	19,038,905	*	9,157,385	1,216,021	6,921,900	14,183,000	5,860,427	2,435,934	428.0	1,498,808	245,629	627,639	2,193,757	914,035	—	100	....
Dec. 31, 1873	95.0	—	9.0	—	9	12	6	78	Atlantic and North Carolina †.N.Carolina.	2,200,000	—	—	—	1,600,000	200,000	.....	—	95.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	328.0	4.0	32 8	—	135	74	34	2,842	*Atlantic and Pacific* †.Missouri & Ind.Ter.	36,572,728	*	4,135,500	141,411	19,760,300	16,792,438	1,577,522	.....	814.7	.....	.....	.....	5,529,102	2,218,876	—	100	....
Dec. 31, 1873	149.5	1.5	16.9	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	—	—	4,368,800	3,484,000	.....	—	—	—	—	—	—	174,752	4	100	....
Nov. 30, 1873	53.0	—	4.8	—	—	—	—	—	Augusta and Savannah (C. of Ga.)....Ga.	1,032,200	—	—	—	733,700	129,000	.....	—	—	—	—	—	—	73,000	8	100	....
Oct. 31, 1873	51.2	2.5	5.5	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	—	—	10,000	550,000	454,900	.....	—	—	—	—	—	—	81,222	7	50	....
Sept. 30, 1873	379.6	42.8	439.0	—	473	205	56	10292	Baltimore and Ohio †.....Md. & W. Va.	35,975,584	10,683,286	18,857,395	2,926,765	16,719,862	19,866,783	822,298	29,033,121	497.4	16,399,259	.....	.....	12,252,844	4,099,043	10	100	168½
Sept. 30, 1873	108.5	—	11.4	—	—	—	—	—	Washington branch †.....Maryland.	10,000,000	—	—	—	5,680,685	—	—	—	108.5	—	—	—	947,729	116,067	10	—	175
Sept. 30, 1873	30.0	—	41.6	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	1,650,000	—	—	757,653	1,650,000	20,000	—	737,653	30.0	—	—	—	440,775	284,014	—	100	....
Dec. 31, 1873	63.0	—	3.2	—	—	—	—	—	Baltimore, Pittsburg and Chicago.....O.	3,000,000	—	.....	.....	500,000	2,500,000	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	73.1	19.2	6.1	—	26	47	8	319	Baltimore and Potomac.....Maryland.	8,136,010	654,991	.....	116,915	3,503,900	4,500,000	884,837	19,180	43.0	.....	.....	.....	281,587	70	—	100	....
Dec. 31, 1873	48.2	—	2.5	—	4	2	2	68	Bangor and Piscataquis †.....Me.	1,207,202	110,200	.....	6,257	357,870	922,000	43,789	—	48.2	64.758	36,450	29,698	113,746	30.441	—	100	....
Oct. 31, 1873	16.0	—	6.0	—	5	2	1	367	Barclay (Towanda Coal Co.).....Pa.	1,200,000	—	—	—	1,000,000	79,000	.....	—	16.0	58,668	25,847	344,908	996	Loss.	7	50	....
Dec. 31, 1873	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake (Me. C.).Me.	900,000	—	—	—	750,000	150,000	7,000	—	—	—	—	—	—	36,000	—	50	....
Dec. 31, 1873	54.0	—	13.0	76.0	—	—	—	—	Bellville and Southern Illinois.....Ill.	2,780,000	—	.....	.....	1,680,000	1,100,000	.....	—	—	—	—	—	—	40 p.c.	—	100	....
Dec. 31, 1873	67.0	—	6.7	—	—	—	—	—	Belvidere Delaware (Penn. R. R.)...N. J.	4,034,829	—	—	571,587	995,800	2,244,500	1,238,838	—	80.0	—	397,163	1,444,573	1,148,223	153,700	—	100	....
Sept. 30, 1873	22.0	—	2.0	—	—	—	—	—	Berkshire (Housatonic).....Mass.	600,000	—	6,000	7,000	600,000	—	7,245	6,355	—	—	—	—	—	42,610	35,407	7	100	....
Sept. 30, 1873	201.6	48.0	324.7	—	231	183	52	5,051	Boston and Albany.....Mass. & N. York.	21,876,749	4,453,046	2,316,185	1,067,840	19,864,100	4,319,000	2,266,520	3,263,900	283.9	5,661,554	5,757,624	2,884,520	9,798.033	2,199,878	10	100	131½
Sept. 30, 1873	26.2	—	2.1	9.8	5	6	2	83	Boston, Barre and Gardner.....Mass.	915,537	141.655	40,118	65,899	826,627	4,400	319,013	13,169	26.2	87,304	116,088	29,340	97,046	16,511	—	100	....
Sept. 30, 1873	41.4	1 5	12.2	—	23	24	13	511	Boston, Clinton and Fitchburg.....Mass.	1,379,111	715,820	259,288	110,779	872,600	1,249,600	224,162	118,736	90.2	489,497	487,274	407,072	677,489	118,978	—	100	....
Mar. 31, 1873	93.5	56.9	11.0	—	24	25	20	529	Boston, Concord and Montreal.....N. H.	2,850,000	*	316,429	229,630	1,800,000	1,050,000	29,603	516,460	150.4	.....	171,511	92,187	670,349	131,715	—	100	....
Sept. 30, 1873	26.8	16.0	45.7	—	40	62	*	958	Boston and Lowell.....Mass.	2,476,831	343,634	2,508,971	799,188	2,993,000	1,199,500	1,338,660	597,464	125.5	826,231	2,086,979	605,617	1,464,942	387,113	8	500	101
Sept. 30, 1873	115.5	8.5	100.6	—	69	149	*	1,686	Boston and Maine.....Mass., N. H. & Me.	8,817,444	1,335,401	820,083	114,822	6,921,274	2,857,199	305,039	1,342,229	189.5	1,458,963	5,008,074	542,004	2,300,094	680,566	8	100	107½
Sept. 30, 1873	44.0	18.5	66.0	—	41	71	11	627	Boston and Providence.....Mass. & R. I.	3,742,515	207,400	1,567,441	219,159	3,950,000	500,000	856,488	430,027	66.5	816,554	3,741,530	827,575	1,822,108	428,342	10	100	150
Dec. 31, 1872	172.0	—	12.0	70.0	18	12	6	142	Brunswick and Albany†.....Georgia.	10,548,000	—	(Sold Oct	15 1873.)	—	5,980,000	.....	—	172.0	(Operated by Receiver--No returns.)			.....	.....	—	100	....
Sept. 30, 1873	25.5	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,000	—	44,080	.....	2,286,000	583,000	.....	—	—	—	—	—	—	40,600	—	100	....
Sept. 30, 1873	43.2	—	6.8	50.0	8	7	3	72	Buff., Corry and Pittsb.....N. Y. & Penn.	1,561,930	*	.....	.....	500,000	1,000,000	350,000	—	43.2	1,343,729	65,542	109,325	169,989	Loss.	—	100	....
Sept. 30, 1873	141.5	—	13.7	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,339,000	—	.....	.....	950,000	2,380,000	.....	—	—	—	—	—	—	233,100	7	100	....
Oct. 31, 1873	120.6	—	13.6	—	18	13	4	604	Buff., New York & Phila.N.Y. & Penn.	4,621,324	784,607	305,000	.....	1,615,080	2,577,500	1,233,944	—	120.6	261,900	234,760	158,836	398,763	48,546	—	100	....
Dec. 31, 1873	371.0	81.0	23.1	—	28	22	9	702	Buri., Cedar Rapids and Minnesota.Iowa.	16,200,000	*	—	—	5,510,000	8,265,000	1,923,197	—	402.0	—	—	—	1,078,310	301.306	—	500	—
Dec. 31, 1873	190.7	48.6	20.8	—	14	12	7	314	Burlington and Missouri River.....Neb.	7,300,000	500,000	476,356	145,904	853,780	7,277,948	118,228	278,126	239.3	392,234	81,217	126,120	628,429	284,214	—	100	57½
Dec. 31, 1873	130.0	20.0	10.9	4o1.0	8	7	4	218	Burlington and Southwestern.Iowa & Mo.	6,102,510	601,315	.....	.....	1,976,319	3,820,000	729,954	—	150.0	.....	.....	.....	362,719	Loss.	—	100	....
Dec. 31, 187-	71.0	—	2 1	—	4	6	*	50	Cairo, Arkansas and Texas.....Mo.	3,500,000	*	.....	.....	2,000,000	1,500,000	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	301.0	—	19.7	—	27	17	8	710	*Cairo and Fulton*.....Arkansas.	20,000,000	*	.....	.....	12,000,000	8,000,000	.....	—	202.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1873	53.4	0.6	3.3	15.6	8	4	*	292	Cairo and St Louis (narrow).....Ill	2,978,000	*	.....	.....	478,000	2,500,000	.....	—	54.0	31,780	10,221	5,000	18,286	15weeks	—	100	....
Jun. 30, 1873	156.6	—	7.8	—	10	8	4	161	Cairo and Vincennes.....Illinois.	6,936,400	*	.....	125,236	3,503,636	3,500,000	57,000	—	156.6	113,557	8,418	21,824	72,234	.....	—	100	....
Dec. 31, 1873	60.0	7.0	6.1	—	9	52	9	119	Camden and Atlantic.....New Jersey.	1,842,838	458,692	143,921	42,368	1,215,869	1,076,151	107,096	88,702	....	216,246	463,708	104,541	508,996	210,587	—	50	....
Dec. 31, 1873	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	381,925	350,000	.....	—	—	—	—	—	—	45,415	6	100	....
Dec. 31, 1873	41.8	—	5.1	—	3	12	—	—	Cape May and Millville (W. N. Jer.).N J.	979,282	—	—	—	500,000	400,000	79,282	—	—	—	—	—	—	60,000	6	100	....
June 30, 1873	18.0	0.5	1.2	—	.....	.....	.....	.....	Carbondale and Shawneetown....Illinois.	550,000	*	.....	.....	350,000	200,000	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	94.0	4.5	19.8	—	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,126,800	—	.....	.....	4,359,500	1,740,350	.....	—	98.5	.....	.....	.....	.....	.....	—	100	....
Sept.30, 1873	34.6	—	6.0	—	—	—	—	—	Cayuga & Susquehanna(D.L.&W.)..N.Y	589,110	—	—	—	589,110	—	—	—	—	—	—	—	—	190.000	—	50	....
Dec. 31, 1873	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	.....	—	—	—	—	—	—	53,020	9	100	....
Dec. 31, 1873	271.6	2.5	27.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C.&N.W.).Ia.	11,224,000	—	—	—	7,620,000	3,614,000	.....	—	—	—	—	—	—	137,052	113,676	—	100	....
Nov. 30, 1873	94.5	—	42.0	—	108	84	60	1,584	Central of Georgia.....Georgia.	7,500,000	*	1,904,144	5,141,594	7,500,000	3,116,000	3,817,530	112,208	708.5	.....	131,404	.....	3,489,398	562,972	3	100	....
Dec. 31, 1873	189.0	—	16.9	29.3	26	10	8	512	Central of Iowa.....Iowa.	10,000,000	*	—	—	6,000,000	4,625,000	950,000	—	189.6	.....	.....	.....	3,489,398	379,388	—	100	....
Dec. 31, 1873	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey.....New Jersey.	15,293,003	2,796,445	18,000,000	.....	20,000,000	9,386,700	6,729,046	—	80.7	.....	.....	.....	656,104	139,88	—	100	....
Dec. 31, 1873	137.1	—	31.7	—	37	41	*	1,353	Central Ohio (B. & O.).....Ohio.	5,849,500	*	—	—	2,849,500	2,500,000	.....	—	137.2	.....	.....	.....	5,369,013	2,507,253	8	100	105½
Dec. 31, 1873	922.9	336.6	110.4	203.0	200	—	—	—	*Central Pacific*†.....Cal. Nev. & Utah.	139,746,311	*	38,479,100	2,860,884	54,275,500	.....	.....	.....	1,155.5	.....	.....	.....	1,046,435	365,482	6	50	....
May 31, 1873	118.0	—	108.0	—	170	125	51	5,189	Central Vermont.....Vt.	11,500,000	*	.....	.....	5,000,000	6,500,000	.....	—	773.0	.....	.....	.....	13,871,090	8,281,660	3	100	--
June 30, 1873	100.0	—	16 0	100.0	6	6	3	128	*Central Br. of Union Pacific*.....Kan.	3,723,700	*	.....	.....	980,600	2,200,000	303,058	—	100.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	196 0	—	12.0	—	21	10	12	221	Charlotte, Columbia & Augusta....S.Car.	5,017,880	*	97,954	112,253	2,578,000	1,300,000	681,083	669,106	195.0	.....	.....	.....	119,663	.....	—	100	....
Dec. 31, 1873	22 8	—	2.5	—	—	—	—	—	Chartiers (Penn.).....Pennsylvania.	1,128,690	—	—	.....	604,110	500,000	4,298	—	22.8	39,119	107,209	214,612	686,432	291,064	—	100	....
Sept. 30, 1873	17.4	—	2.3	—	—	—	—	—	Chemung (N. Central).....New York.	400,000	—	—	—	380,000	—	—	—	—	—	—	—	61,293	18,029	—	50	....
Sept. 30, 1873	20.9	—	0.9	—	—	—	—	—	Cherry V. Shar.& Alb.(D.& H.Can.)N.Y.	600,000	—	—	—	281,350	307,000	21,000	—	—	—	—	—	—	30,000	6	100	....
Sept. 30, 1873	421.0	9.3	21.5	58.5	70	34	18	2,261	Chesapeake and Ohio.....Va. & W. Va.	41,137,773	*	3,788,067	450,682	15,898,408	22,026,500	7,405,620	—	421.0	1,087,217	220,601	248,226	1,210,509	330.809	—	100	....
Sept. 30, 1873	53.6	—	11.9	—	28	22	10	419	Cheshire.....N. H. & Mass.	2,362,707	326,600	331,259	127,564	2,153,300	808,400	27,238	159,193	88.1	663,014	198,517	456,358	849,086	1,877,575	5	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Jun. 30, 1873	111.0	—	5.5	—	8	6	4	310	Gilman, Clinton & Springfield.....Illinois.	4,056,167	380,680	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	.....	109,568	237,006	(Deficit)	—	100	...
Sept. 30, 1873	14.8	....	0.8	—	—	—	—	—	Goshen and Deckertown(Erie).New York.	290,901	—	.....	.....	105,000	246,500	22,108	—	—	.....	.....	.....	.....	21,500	—	100	...
Dec. 31, 1872	299.3	26.0	19.9	—	84	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	10,168,975	*	.....	.....	2,681,475	7,482,500	.....	—	325.3	627,211	491,910	311,070	1,055,192	461,272	—	100	...
Dec. 31, 1873	36.0	—	3.8	—	5	3	2	225	Grand Rapids, Newago & L. Shore.Mich.	143,372	216,626	—	—	352,150	576,000	188,163	—	36.0	.....	.....	.....	132,772	63,248	—	100	...
May 31, 1873	94.0	—	6.2	—	—	—	—	—	Grand River Valley (M. C.).....Michigan.	1,992,000	—	—	—	492,000	1,500,000	—	—	—	—	—	—	—	144,600	5	100	...
Jun. 30, 1873	24.2	—	6.8	—	6	2	1	345	Grand Tower and Carbondale.....Ill.	621,960	*	(Owned	by G. T.	Min. Man	uf. & Tra	ns. Co. B	ankrupt.)	24.2	.....	.....	277,640	65,213	(Deficit)	—	100	...
Dec. 31, 1873	929.0	—	379.0	—	422	274	84	5,575	Grand Trunk ¶.....Canada.	145,063,770	*	—	3,600,085	54,942,945	93,720,911	.....	—	1,383.0	7,088,594	1,834,945	1,608,584	9,799,486	603,905	—	100	...
Jan. 31, 1873	229.0	211.8	94.8	—	177	146	39	2,929	Great Western ¶.....Canada.	29,187,596	*	4,864,078	541,793	23,667,467	10,716,000	.....	—	470.8	4,416,442	1,017,803	1,337,289	5,732,867	2,203,120	3½	100	...
Mar. 31, 1874	66.0	—	4.0	—	5	3	2	65	Gulf, Western Texas and Pacific¶..Texas	1,492,000	—	.....	.....	500,000	990,000	.....	—	66.0	.....	.....	.....	289,768	134,979	—	100	...
Jun. 30, 1873	46.0	6.0	2.8	—	—	—	—	—	Hannibal and Naples (T. W. & W.)...Ill.	1,357,000	—	—	—	457,000	900,000	.....	—	52.0	721,908	.....	78,900	116,170	(Deficit)	—	100	...
Aug. 31, 1872	208.0	90.5	29.2	81.0	79	61	62	1,692	*Hannibal and St. Joseph* ¶.....Missouri.	23,397,728	*	821,792	.....	14,250,828	9,146,900	.....	—	274.5	1,648,638	320,838	415,563	2,484,671	670,530	7	100	25
Oct. 31, 1873	36.0	—	18.0	—	—	—	—	—	Harrisburg and Lancaster (Pa.).....Pa.	1,882,530	—	—	—	1,182,550	700,000	—	—	—	—	—	—	—	—	—	—	—
Sept. 30, 1873	122.4	0.8	18.0	70.0	30	36	16	388	Hartford, Prov. & Fishkill ¶....Ct. & R. I.	4,704,866	*	277,087	.....	2,037,940	2,055,500	600,000	—	133.5	.....	1,306,389	298,558	1,064,940	175,132	—	100	...
Sept. 30, 1873	74.0	—	7.0	—	17	16	8	389	Housatonic .....Connecticut.	2,014,871	340,687	.....	.....	2,000,000	541,000	313,981	—	127 8	264,881	167,628	221,100	454,963	144,284	—	100	...
Dec. 31, 1873	45.0	13.5	15.7	—	23	6	*	116	Huntingdon and Broad Top Mt.....Penn.	4,169,956	*	616,500	78,198	1,870,000	2,161,500	833,153	—	58.8	.....	71,869	617,237	431,107	190,004	—	50	...
Dec. 31, 1873	705.5	—	134.6	—	197	119	47	4,650	*Illinois Central* .....Illinois.	34,726,588	*	779,127	1,609,094	27,250,000	5,339,000	—	4,526,009	1,108.9	5,861,325	1,473,507	1,121,353	8,288,325	2,860,741	10	100	96½
Jun. 30, 1873	14.5	—	6.0	—	4	3	1	166	Illinois and St. Louis.....Illinois.	1,549,757	*	—	144,803	1,361,100	—	262,895	70,565	14.5	48,975	.....	.....	124,437	10,780	—	100	...
Jun. 30, 1873	84.9	—	2.6	67.1	6	4	6	250	Indiana and Illinois Central....Ind. & Ill.	3,293,605	312,797	351,448	.....	1,896,000	1,079,000	739,250	.....	84.9	.....	.....	.....	.....	.....	—	100	...
Jun. 30, 1873	202.5	—	26.8	217.0	65	23	13	1,310	Ind., Bloomington & Western..Ind. & Ill.	13,440,735	*	—	—	5,063,760	6,500,000	72,426	—	210.9	1,634,198	.....	404,336	1,469,807	632,819	—	100	...
Dec. 31, 1873	72.0	—	16.2	—	55	34	16	1,352	Indianapolis and St Louis.....Illinois.	4,095,227	*	801,690	.....	600,000	3,378,000	918,918	—	265.0	.....	.....	.....	2,097,528	690,909	—	100	...
Dec. 31, 1873	117.0	—	18.5	—	8	7	3	197	Indianapolis and Vincennes (Penn.)..Ill.	4,452,729	195,125	.....	85,937	1,402,000	3,150,000	453,296	—	117.0	.....	.....	.....	253,784	62,137	—	100	...
Nov. 30, 1873	383.0	18.0	20.5	150.0	40	23	6	667	International & Great Northern ¶....Tex.	16,014,000	*	.....	.....	5,500,000	10,514,000	—	—	341.0	.....	.....	107,636	1,066,245	530,035	—	100	...
Dec. 31, 1873	183.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City* (Ill. C.).....Ia.	7,585,000	—	—	—	4,625,000	2,960,000	—	—	—	—	—	—	433,907	151,867	6	100	...
May 31, 1873	68 8	—	3.5	—	—	—	—	—	Iowa Midland (C. & N. W.).....Iowa.	2,207,719	*	1,292,281	246 228	44,947	1,350,000	320,428	—	68 8	.....	.....	.....	84,781	1,980	—	100	...
Sept. 30, 1873	85.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,275,472	*	—	—	494,162	600,000	188,114	—	35.6	127,238	24,401	158,125	152,308	70,501	—	100	...
May 31, 1873	212.0	—	7.9	—	—	—	—	—	*Jackson, Lansing and Saginaw*...Michigan.	7,000,000	—	—	—	2,000,000	5,000,000	—	—	—	—	—	—	—	470,000	3½	100	...
Jun. 30, 1873	30.7	—	2.1	94.3	2	1	2	27	Jacksonville (N. W. & S. E.).....Ill.	923,200	*	—	—	313,200	610,000	.....	—	30.7	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1873	151.2	25.1	9.7	110.0	14	6	4	155	*Jacksonville, Pensacola and Mobile* ¶...Fla.	6,000,000	*	.....	.....	6,000,000	4,000,000	.....	—	215.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1873	51.1	1.5	16 2	—	—	—	—	—	Jamestown and Franklin (L.S.& M.S.)Pa.	2,616,743	—	—	.....	606,000	1,000,000	964,743	—	51.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1873	36.5	9.0	8.6	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	5,237,978	—	—	.....	2,095,700	2,360,000	942,978	—	—	.....	.....	.....	.....	113,186	—	50	...
Dec. 31, 1873	110.0	116.0	36.7	—	45	56	*	987	Jeffersonville, Madison and Ind..Indiana.	6,392,316	*	1,239,310	.....	2,000,000	4,871,000	760,617	—	226.0	.....	.....	.....	1,379,791	446,200	7	100	...
Dec. 31, 1873	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	164,000	.....	1,500,000	500,000	.....	—	—	.....	.....	.....	.....	225,000	—	50	...
May 31, 1874	44.0	—	8.2	—	—	—	—	—	Joliet and N. Indiana (M. C.)..Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	—	—	—	—	163,127	7	100	...
Dec. 31, 1873	57.6	—	6.7	—	—	—	—	—	K'm'zoo, All'g'n & G. Rap.(LS&MS).Mich.	1,450,000	—	—	—	610,000	840,000	—	—	—	—	—	—	—	88,000	8	100	...
Dec. 31, 1872	56.0	—	1.7	491.5	3	2	2	89	Kansas Central (3 ft.).....Kas.	755,229	75,765	394,953	—	840,000	—	—	—	—	—	—	—	—	103,800	6	100	...
Mar. 31, 1874	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Joseph & Co. Bl. Mo.& Ia.	8,567,729	1,003,410	.....	634,775	2,789,414	6,826,500	.....	.....	260.7	(Returns for 1872-'73.)	—	—	1,237,813	418,213	—	100	...
Dec. 31, 1873	31.9	—	1.8	—	—	—	—	—	Kansas City & Santa Fe (L.L. & G.).Kan.	.....	—	.....	.....	720,000	720,000	.....	.....	31.9	(Refused.)	—	—	—	—	—	100	...
Dec. 31, 1873	639.0	34.0	48.0	—	88	55	*	1,163	Kansas Pacific.....Kansas & Col.	35,219,618	*	3,722,901	.....	9,689,950	26,015,600	2,917,359	.....	639.0	.....	.....	.....	3,563,299	1,446,309	—	100	...
Dec. 31, 1873	99.0	—	11.2	—	17	15	6	312	Kentucky Central.....Ky.	.....	—	.....	.....	.....	1,081,000	.....	.....	99.0	(All refused.)	—	—	.....	.....	—	100	...
Mar. 31, 1874	162.0	—	14.0	—	16	10	5	289	Keokuk and Des Moines .....Iowa.	6,078,320	*	—	—	.....	2,153,720	.....	.....	162.0	(Re-organized January 1, 1874.)	—	—	.....	.....	—	100	...
Dec. 31, 1873	49.0	—	2.4	—	5	11	3	58	Knox and Lincoln .....Maine.	2,707,573	*	72,900	11,762	363,335	2,395,000	34,000	—	49.0	96,715	91,795	13,392	141,720	68,082	—	100	...
May 31, 1873	29.0	—	3.0	—	—	—	—	—	La Crosse, Tremp. & Pres. (C.&NW.)Wis.	1,386,540	—	—	5,322	990	1,000,000	390,872	—	29.0	.....	.....	.....	230,551	165,777	—	100	...
Jun. 30, 1873	80.0	—	3.5	—	—	—	—	—	Laf., Bloom'ton & Mis. (T.W.&W.)..Ill.	2,300,000	—	—	—	1,000,000	1,300,000	—	—	80.0	199,672	—	100,965	157,131	34,926	—	100	...
Dec. 31, 1873	36.0	—	1.9	79.0	—	—	—	—	Laf., Muncie & Bloom'ton(T.W.& W.).Ill.	.....	—	—	—	117,073	666,000	.....	—	36.0	(Refused.)	—	—	.....	.....	—	100	...
Jun. 30, 1873	67.5	—	4.0	112 5	6	3	3	83	Lake Erie and Louisville. .....Ohio.	2,427,732	*	82,603	22,032	1,115,350	890,000	510,906	16,511	67.5	77,806	48,681	40,676	90,068	21,751	—	100	...
Sept. 30, 1873	51.3	6.0	5.4	83.7	6	8	2	201	Lake Ontario Shore Line.....New York.	2,792,081	*	.....	.....	1,857,106	1,438,200	268,769	—	57.3	50.128	69,122	37,234	55,785	2,082	—	100	...
Sept. 30, 1873	5 0.4	493.6	61.5	—	462	171	82	9,843	Lake Shore & Mich. S.N.Y.P.,O. Ind.& Ill.	63,495,167	13,580,689	8,551,485	4,174 756	50,000,000	31,195,000	6,654,322	1,428,675	1,154.0	15,421,103	2,145,163	5,511,918	19,414,509	5,667,911	4	100	71½
Jun. 30, 1873	92.4	8.0	12 9	—	9	8	*	200	Lake Shore and Tuscarawas Valley.Ohio.	4,248,158	223,274	—	53,125	1,981,915	2,300,000	231,890	10,752	75.4	.....	60,863	111,409	128,669	7,011	—	100	...
Aug. 31, 1873	156.0	—	13.4	—	11	10	4	343	Lake Superior and Mississippi.....Minn.	7,081,000	—	.....	.....	5,125,000	7,647,000	15,000	—	211.0	.....	81,559	.....	484,811	—	—	100	...
Dec. 31, 1873	17.8	3.0	12.2	—	—	—	—	—	Lawrence (P. F. W. & C.) .....Pa.	715,126	—	39,548	—	360,200	355,000	9,458	—	20.8	.....	.....	.....	189,382	75,753	10	100	...
Dec. 31, 1873	21.5	—	2.2	—	—	—	—	—	Leav'worth, Atchison & Nthw. (Pac.).Ks.	1,000,000	—	—	—	600,500	500,000	—	—	—	—	—	—	—	42,000	—	100	...
Apr. 30, 1873	144.1	1.8	9.2	—	20	14	9	255	*Leavenworth, Lawrence & Galveston* ...Ks.	5,378,167	604,364	5,560,061	125,119	5,000,000	5,800,000	867,695	—	208.6	.....	.....	.....	479.756	96,668	—	100	...
Dec. 31, 1873	15.0	—	1.5	21.0	—	—	—	—	Lehigh and Lackawanna (L. & S.).....Pa.	675,100	—	.....	.....	375,100	300.000	.....	—	15.0	.....	20,675	44,107	42 387	13,676	—	50	...
Dec. 31, 1873	105.0	32.3	100.0	—	92	14	12	7,762	Lehigh and Susquehanna (C. of N. J.).Pa.	12 757,395	*	—	(Owned	by Lehigh	Coal &	Nav. C	ompany.)	174.0	1,924,045	511,501	3 403,372	3,447,817	2,106,566	10	50	...
Nov. 30, 1873	101.0	13.4	228.7	—	194	44	29	9,726	Lehigh Valley.....Pa.	19,750,425	*	15,384,664	—	23,222,446	10,875,000	1 887,643	—	238.4	.....	1,096,820	6,373,196	7,424.895	3,540,035	10	50	120½
Dec. 31, 1873	120.0	76.0	63.5	—	53	38	24	659	Little Miami & Col. Xenia (P.C.&S.L.)O.	6,789,473	*	260,964	44,910	4,608,250	1,590,000	.....	—	196.0	.....	.....	.....	1,401,548	162 018	8	100	...
Dec. 31, 1873	100.0	—	2.0	60.0	7	4	1	60	*Little Rock and Fort Smith* ¶.....Ark.	9,350,000	*	—	—	4,675,000	4,675,000	—	—	100 0	—	—	—	—	90,880	Loss.	—	100	...
Apr. 30, 1874	70.0	—	....	50.0	2	1	1	12	Little Rock, Pine Bluff & N. O. ¶ (nar.)Ps.	1,400,000	*	—	—	700,000	700,000	—	—	....	(Operations not reported.)	—	—	—	—	—	100	...
Nov. 30, 1873	28.3	3.0	19 9	—	—	—	—	—	Little Schuylkill (P. & R.). .....Pa.	1,416,188	*	10,000	—	2,646,100	747,500	—	—	—	—	—	—	214,839	209,669	7	50	91½
May 31, 1873	93.0	2.0	5.0	—	9	5	3	245	Logansport, Crawfordsville & S. W...Ind.	3,500.000	*	—	.....	1,500,000	2,000,000	.....	—	118.0	(Operations not reported.)	—	—	—	—	—	100	...
Dec. 31, 1873	9.0	—	—	—	—	—	—	—	Long Branch and Sea Shore (S.N.J.).N.J.	398.863	—	—	—	171,800	200,000	—	—	—	—	—	—	—	12.000	—	100	...
Sept. 30, 1873	94.0	64.0	17.1	—	22	43	9	249	Long Island ¶.....N. Y.	5,226,902	*	.....	.....	3 300,000	1,500,000	205.000	—	158.0	.....	.....	.....	895,716	473,159	4	100	...
Dec. 31, 1873	101.1	—	9.2	—	—	—	—	—	Louisiana & Missouri River(C.&A.)..Mo.	5,902.440	—	.....	.....	1,516,500	1,516,500	1,558,343	—	—	.....	.....	.....	.....	138,370	—	100	...
July 1, 1873	93.5	81.4	23.1	23.0	42	26	13	879	Louisville, Cincinnati and Lexington..Ky.	7,981,305	*	.....	.....	2,474,483	4,234,519	1,709,147	—	174.9	.....	.....	.....	1,210,382	301,719	—	100	...
Dec. 31, 1873	288.0	—	17.0	—	86	15	10	479	Louisv., New Albany and Chicago...Ind.	(nominal.)	—	.....	.....	3,000,000	—	—	—	288.0	(No returns furnished.)	—	—	—	.....	—	100	...
Dec. 31, 1873	31.0	—	2.1	124.0	3	1	—	14	Louisv., N. Alb. & St. L. A. L..Ind.& Ill.	2,549.222	44,105	242,677	.....	1,563,073	780,000	184,517	—	31 0	.....	.....	.....	11.764	917	—	100	...
Jun. 30, 1873	183.0	420.8	59.4	—	123	97	*	1,659	Louisv., Nashv. & Gt. So. ¶..Ky. & Tenn.	22,046,339	*	8,253,416	595,765	8,981,439	14,520,500	5,211,942	1,781,627	605 8	.....	.....	.....	4,909,426	1,411,123	7	100	...
Sept. 30, 1873	12.4	—	2.8	—	—	—	—	—	Lowell and Lawrence (B. & L.). ....Mass.	363.155	—	—	13,082	200,000	54,700	10,532	110,768	—	—	—	—	21.786	18,815	6	100	...
Mar. 31, 1873	78.9	—	3.9	—	—	—	—	—	Macon and Augusta (Ga.).....Ga.	2,606,170	—	—	—	1,631 900	770,000	104,270	—	78.0	.....	.....	.....	120,788	7.491	—	100	...
Dec. 31, 1873	187.0	10.0	5.6	—	12	19	4	170	Macon and Brunswick ¶.....Ga.	5,750,000	*	.....	.....	3,500,000	2,250,000	—	—	197.0	.....	.....	.....	437,298	148,333	—	100	...
Jun. 30, 1873	35.0	—	5.0	—	—	—	—	—	Mahoning Coal (L. S. & M. S.).....Ohio.	2,199,833	—	.....	.....	1,075,000	1,075,000	98,179	—	—	—	—	—	—	—	—	100	...

AMERICAN RAILROAD JOURNAL.

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. P. Cars.	B. M. R.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1872	74.0	—	4.8	76.0	7	9	3	121	N. Y., Kingston & Syracuse..New York.	3,055,856	190,066	.....	.....	2,662,921	583,000	92,692		74.0	101,685	163,267	69,137	219,368	60,974	—	100	....
Sept. 30, 1872	5.4	—	0.4	54.6	1	1	—	—	N. Y., Housatonic & North.N.Y. & Conn.	604,626	12,737	.....	.....	261,000	183,500	156,475		—	(Leased	by Housatonic R. R.	Co.)	3,010	—	—	100	....
Sept. 30, 1872	7.0	—	0.4	0.2	—	—	—	—	New York and Mahopac.....New York.	264,912	—	.....	.....	265,000	—	—		—	(Leased	by New York & Harlem R. R.	Co.)	—	—	—	100	....
Sept. 30, 1872	124.0	16.8	164.0	—	84	129	41	1,010	N. Y., N. H. & Hartford..N.Y., Ct. & Ms.	12,861,474	1,840,536	1,465,553	3,428,675	15,500,000	1,641,500	377,341	1,377,592	190.2	1,700,891	3,925,765	892,579	4,483,554	1,769,809	10	100	128
Sept. 30, 1872	99.0	—	3.6	—	—	—	—	—	N. Y., Providence and Boston..C. & R. I.	3,101,400	*	.....	.....	1,887,400	1,214,000	.....	.....	67.5	441,485	614,211	229,677	911,021	401,914	9	100	125½
Jun. 30, 1872	35.3	—	3.3	—	5	1	1	134	Niagara Bridge and Canandaigua.N. York.	3,210,616	—	.....	.....	1,000,000	—	—		—	(Leased	by New York Cent.	R.R. Co.)	60,000	6	100	....
Sept. 30, 1872	223.0	—	11.2	—	24	18	10	271	Niles and New Lisbon .....Ohio.	1,047,364	108,287	.....	.....	500,000	500,000	59,584	96,067	35.3	112,067	48,554	336,167	179,553	88,216	—	100	....
Feb. 28, 1873	102.0	—	9.0	—	14	14	5	142	North Carolina ¶.....North Carolina.	4,947,741	*	344,672	337,271	4,000,000	558,413	592,030	483,241	223.0	478,580	140,397	118,126	(R'bm.&	Danv.)	—	100	....
Jun. 30, 1873	72.0	—	3.6	118.0	—	—	—	—	North-Eastern ¶ .....South Carolina.	2,148,131	*	88,720	37,364	979,850	1,101,500	138,977	53,380	102.0	293,721	82,719	.....	395,463	159,695	—	100	....
Oct. 31, 1872	55.6	12.1	66.7	—	39	36	20	908	North Louisiana and Texas.....La.	—	(No a	ccounts o	btainabl	e.)	—	—		72.0	—	(No accounts.)		—	—	—	100	....
Dec. 31, 1872	95.0	45.3	33.3	—	30	21	10	689	North Pennsylvania.....Pennsylvania.	7,086,930	1,208,779	1,524,750	.....	3,473,500	4,042,500	63,394		67.7	617,092	889,571	880,119	1,336,938	592,322	5a	50	88
Dec. 31, 1872	188.0	4.0	187.0	—	141	69	22	6,284	Northern, of Canada.....Canada.	5,465,410	*	78,964	610,683	.....	5,819,963	261,561	3,533	140.3	748,838	212,080	313,664	894,774	180,541	—	100	....
Mar. 31, 1872	69.2	13.4	17.6	—	27	16	6	540	Northern Central ¶.....Md. and Penn.	11,666,830	3,223,438	2,750,000	928,678	5,842,000	11,040,602	1,464,215	222,099	317.0	3,288,463	1,110,110	4,769,895	4,598,820	1,161,769	6	50	74
Dec. 31, 1872	21.3	—	4.6	—	—	—	—	—	Northern New Hampshire ..New Hamp.	3,068,400	*	309,618	212,958	3,068,400	102,000	286,800	154,576	82.6	506,848	195,406	411,888	706,355	217,103	8	100	104½
May 31, 1872	158.0	106.0	....	1,441	72	26	6	1,554	Northern New Jersey.....New Jersey.	527,452	—	872,548	.....	1,000,000	400,000	.....	.....	—	(Leased	to Erie Railway Co.)		273,054	37,604	8	100	....
Sept. 30, 1872	59.4	7.0	13.1	—	20	15	6	642	Northern Pacific.....Minn., Dak. &c.	13,292,142	1,908,838	601,394	.....	.....	50,000p.m	.....		559.0	—	(No statement published.)		—	—	—	100	....
Jun. 30, 1872	118.0	32.0	14.6	—	21	27	12	394	Norwich and Worcester ¶.Conn. & Mass.	2,463,983	*	84,706	109,188	2,364,400	759,000	35,526	731,947	66.4	410,089	372,841	346,367	771,602	293,328	10	100	122½
Sept. 30, 1872	118.0	4.0	18.0	—	34	19	4	1,026	Nova Scotia.....Nova Scotia.	6,976,268	*	110,464	.....	.....	6,976,268	110,464		145.0	.....	194,167	242,210	328,841	Loss.	—	—	....
Dec. 31, 1872	10.0	2.0	3.8	—	2	—	—	96	Ogdensburg and Lake Champlain...N. Y.	4,048,510	—	.....	.....	3,077,000	1,012,000	.....		122.0	636,755	171,894	417,373	1,005,979	263,867	6	100	49½
Jun. 30, 1873	340.0	53.0	24.0	—	122	57	24	2,422	Ogden Mine.....New Jersey.	452,994	1,748,411	.....	.....	450,000	.....	.....		12.0	.....	.....	54,479	47,459	25,656	6	100	....
Oct. 31, 1872	120.0	3.0	53.7	—	32	19	5	328	Ohio and Mississippi ....Ohio, Ind. & Ill.	34,470,752	*	.....	.....	24,030,000	10,111,850	328,902		393.0	2,852,763	404,765	706,799	3,343,845	984,008	—	100	24½
Sept. 30, 1872	131.3	19.4	50.6	15.0	45	95	16	607	Oil Creek and Allegheny River.....Penn.	8,554,547	1,008,331	.....	.....	4,959,450	3,680,000	.....		123.0	749,688	559,926	676,500	1,285,554	461,531	6¼	50	10½
Dec. 31, 1872	9.9	2.0	3.1	...	33	—	—	—	Old Colony and Newport..Massachusetts.	8,095,654	*	441,553	586,443	5,103,506	3,521,000	467,989	581,156	150.7	1,110,675	3,711,345	510,434	1,897,438	630,249	6¼	100	107
Sept. 30, 1872	282.6	10.0	9.6	—	25	21	12	382	Orange and Newark.....New Jersey.	1,073,555	.....	.....	.....	290,300	736,000	73,852		11.9	—	2,984,817	—	203,094	24,633	—	100	....
Dec. 31, 1872	25.0	—	1.7	200.0	—	—	—	—	Orange, Alex. and Manassas Gap ¶.... Va.	9,180,634	*	.....	.....	2,692,540	5,622,664	865,431		292.6	713,252	196,394	161,434	988,371	403,598	—	100	....
Sept. 30, 1872	28.6	—	3.3	—	—	—	—	—	Osage Valley and Southern Kansas...Mo.	600,000	—	.....	.....	375,000	200,000	25,000		—	(Leased	by Pacific (of Mo.)R.	R. Co.)	35 p. c.	—	—	100	....
Sept. 30, 1872	35.0	—	46.7	—	11	12	4	258	Oswego and Rome.....New York.	950,953	—	.....	.....	300,000	612,100	27		—	(Leased	by Rome, Watertown & Ogd.	R.R.Co.)	—	—	—	100	....
Dec. 31, 1872	35.0	—	1.6	100.0	2	1	1	10	Oswego and Syracuse .....New York.	1,114,844	330,270	.....	.....	1,144,400	180,000	.....		35.0	232,069	171,932	232,801	354,880	73,878	9	100	....
Dec. 31, 1872	283.5	15.5	39.1	—	—	—	—	—	Owensboro and Russellville...Kentucky.	—	—	.....	.....	1,500,000	1,500,000	.....		35.0	(In course of construction:			no return	s.)	—	100	....
Dec. 31, 1872	63.5	—	3.6	101.5	7	4	2	77	*Pacific* of Missouri ¶.....Missouri.	—	—	.....	.....	7,000,000	(Assumed by Lessees.)			—	(Leased	by Atlantic & Pacific	R. R. Co.)	—	5	100	39
Jun. 30, 1872	11.0	—	0.5	53.4	2	1	1	25	Paducah and Gulf .....Kentucky.	3,261,312	*	980,220	89,430	2,924,150	1,000,000	408,812		68.5	469,289	22,920	21,589	95,261	35,845	—	100	....
Dec. 31, 1872	47.6	—	11.8	—	20	26	4	486	Painesville and Youngstown.....Ohio.	234,608	21,389	.....	.....	255,997	.....	.....		11.5	(Under	construction: no returns.		—	—	—	100	....
Dec. 31, 1872	76.0	33.0	6.2	—	7	5	3	246	Panama.....New Granada.	10,000,000	*	.....	.....	7,000,000	2,998,177	.....		47.6	.....	.....	.....	1,718,680	1,232,602	10¼	100	110½
Dec. 31, 1872	14.5	—	14.5	—	—	—	—	—	Paris and Decatur.....Illinois.	2,800,000	*	.....	.....	1,600,000	1,200,000	.....		109.0	—	(No statement furnished.)		—	—	—	100	....
Dec. 31, 1872	12.0	—	2.6	—	—	—	—	—	Paterson and Hudson.....New Jersey.	600,000	—	.....	.....	600,000	—	—		—	(Leased	by Erie Rail'y Co.)		53,400	53,400	8¼	100	....
Dec. 31, 1872	15.1	—	15.1	—	—	—	—	—	Paterson and Newark.....New Jersey.	896,162	—	.....	.....	250,000	500,000	.....		—	(Leased	by Erie Rail'y Co.)		—	35 p. c.	—	100	....
Feb. 28, 1873	67.3	—	3.9	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	—	.....	.....	248,000	100,000	.....		—	(Leased	by Erie Rail'y Co.)		30,173	30,173	6	100	....
Dec. 31, 1872	22.0	—	1.8	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,576,000	—	.....	.....	1,500,000	1,076,000	.....		—	(Leased	by Tol. Wab. & Wtn.	Co.)	—	—	—	100	....
Dec. 31, 1872	18.0	—	1.1	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,692	—	.....	.....	342,150	160,000	36,542		—	(Leased	by United Co.)		31,729	31,729	6	100	....
Dec. 31, 1872	165.0	—	10.0	40.0	4	4	2	45	Pemberton and New York...New Jersey.	875,000	—	.....	.....	500,000	375,000	.....		—	(Leased	by N. Jer. Sth'n R.R.	Co.)	—	—	—	100	....
Dec. 31, 1872	354.9	69.0	546.9	—	593	292	112	11429	Peninsular.....Mich. Ind. & Ill.	4,916,263	*	.....	.....	1,995,000	2,779,000	142,262		165.0	.....	83,491	46,333	169,913	Loss.	—	100	....
Dec. 31, 1872	47.0	15.9	57.0	—	23	8	—	2,540	Pennsylvania .....Pennsylvania	31,283,395	11,154,553	53,506,985	20,413,920	53,271,937	35,072,309	19,395,428	8,919,154	787 7	13,380,957	5,250,393	7,844,779	22,012,525	8,247,852	10	50	96½
Dec. 31, 1872	22.5	—	1.2	—	—	—	—	—	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,987,500	.....	4,000,000	536,500	575,000		47.0	.....	3,486	1,376,772	23,033	.....	20	50	285
Dec. 31, 1872	104.3	12.1	35.9	—	18	2	—	1,218	Pennsylvania and Delaware..Penn. & Del.	1,200,000	—	.....	.....	483,297	700,000	.....		—	(Leased	to Penna. R.R. Co.:	recently	opened.)	—	—	50	....
Dec. 31, 1872	46.0	—	6.6	—	—	—	—	—	Pennsylvania and N. York..N.Y. & Penn.	5,086,428	628,814	.....	.....	3,061,700	3,000,000	.....		145.6	.....	190,309	1,268,527	1,608,287	437,135	—	50	....
Dec. 31, 1872	83.0	—	11.6	—	12	7	4	181	Peoria and Bureau Valley.....Illinois.	1,800,000	—	.....	.....	1,200,000	600,000	.....		—	(Leased	by Chic. R. I. & Pac.	Co.)	125,000	8	100	....
Dec. 31, 1872	6.5	—	1.0	—	—	—	—	—	Peoria, Pekin and Jacksonville...Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....		83.0	260,093	77,372	124,505	302,552	.....	—	50	....
Dec. 31, 1872	64.0	18.0	8.0	—	12	9	5	120	Perth Amboy and Woodbridge..N. Jersey.	214,581	—	.....	.....	57,200	100,000	57,381		—	(Oper. by Penna.	R. R. Co.)		—	—	—	50	....
Oct. 31, 1872	46.0	—	6.0	—	9	7	3	95	Petersburg ¶.....Virginia	1,817,985	*	323,905	43,388	1,324,200	500,000	361,083		82.0	228,000	44,392	57,238	288,944	133,851	—	100	....
Dec. 31, 1872	287.6	—	114.3	—	130	38	20	2,955	Philadelphia and Balt. Cent..Penn. & Md.	1,806,209	177,474	.....	.....	220,606	2,600,000	53,418		58.1	176,312	315,515	134,307	295,594	105,205	—	100	....
Dec. 31, 1872	17.1	3.1	18.7	21.0	24	45	13	192	Phila., Germantown and Norristown..Pa.	1,146,538	368,262	500,793	.....	8,448,000	14,750,000	892,983		287.6	2,912,354	839,793	2,028,568	3,980,753	846,319	—	50	39½
Dec. 31, 1872	98.4	172.1	421.7	—	377	202	53	14138	Philadelphia and Reading..Pennsylvania.	45,922,674	*	2,248,693	.....	2,231,900	—	—		23.6	(Leased	by Phila. & Read'g.)		287,816	271,179	12	50	179
Dec. 31, 1872	26.6	—	36.3	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,534,479	—	24,888,327	2,675,996	34,236,176	33,120,804	4,172,014	1,958,004	708.0	7,248,778	6,383,991	9,573,405	12,125,038	4,823,300	10	50	111½
Dec. 31, 1872	95.3	3.8	139.1	—	64	103	49	1,295	Philadelphia, Wilm. and Baltimore..Penn.	11,890,736	*	529,626	.....	1,259,190	—	—	275,408	37.5	.....	1,561,080	1,124,640	1,759,758	.....	10	100	128
Oct. 31, 1872	7.0	—	1.0	—	2	3	2	22	Pithole Valley.....Pennsylvania.	100,000	*	2,318 306	175,395	11,485,750	1,920,500	455,321	660,478	197.7	1,248,818	1,747,195	449,780	2,814,274	1,188,614	8	50	107½
Dec. 31, 1872	193.0	8.0	46.0	—	119	84	19	1,605	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	15,095,349	3,740,438	225,000	.....	8,433,550	10,011,740	5,461,178		7.6	.....	9 800	12,854	20,483	Loss.	—	50	....
Dec. 31, 1872	468.3	—	156.3	—	243	96	54	5,559	Pittsburg, Ft. W. and Chic..P., O., L. & I.	35,835,286	*	1,950,109	1,812,268	22,214,286	13,621,000	17,230		201.0	3,160,500	606,902	1,429,115	3,856,649	799,501	—	50	....
Dec. 31, 1872	14.0	—	3.1	16.0	3	2	1	45	Pittsburg, Virginia & Charleston.....Pa.	654,068	55,243	.....	.....	618,564	.....	.....		503.6	7,313,148	2,106,152	2,408,162	9,780,310	4,507,465	10	100	93
Oct. 31, 1872	149.6	1.9	17.2	—	57	26	9	430	Pittsb'g, Washington & Dalton..Pa. & Md.	11,598,236	687,192	83,196	.....	1,960,682	4,780,000	3,463,204		14.0	—	(In operation only three months.)		—	—	—	50	....
Sept. 30, 1872	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	450,000	—	.....	.....	450,000	—	—		178.8	1,703,600	761,994	980,780	1,437,392	Loss.	—	50	....
Jun. 30, 1872	—	—	—	178.0	—	—	—	—	Plymouth, Kankaka & Pacific..Ind. & Ill.	—	—	.....	.....	719,290	450,000	.....		—	(Leased	by Boston & Albany	R.R. Co.)	27,000	6	100	86
Oct. 31, 1871	66.0	—	2.7	24.0	7	6	3	315	Port Huron and Lake Michigan.....Mich.	3,000,000	*	(To com	pletion.)	1,200,000	1,800,000	.....		—	(Leased	by Pennsylvania Co.)		—	—	—	100	....
Nov. 30, 1872	60.0	—	3.5	50.0	5	13	3	92	Portland and Ogdensburg....Me. & N. H.	1,945,560	161,149	97,155	29,230	1,039,095	906,000	259,132	28,859	41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Dec. 31, 1872	62.9	—	2.1	93.0	5	4	3	88	Portland and Ogdensburg.....Vermont.	1,652,000	*	.....	.....	.....	2,340,000	.....		60.0	118,100	55,592	37,856	115,484	40,361	—	100	....
Dec. 31, 1872	27.5	—	2.8	—	2	1	1	22	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	.....	.....	.....		—	(Earnings	used in construction.)		—	—	—	100	....
Aug 31, 1872	52.5	—	3.3	—	6	10	4	113	Portland and Rochester.....Me. & N. H.	1,900,000	*	.....	.....	250,000	218,500	.....		27.5	17,215	2,880	6,375	14,221	.....	—	100	....
May 31, 1872	51.3	—	7.4	—	19	—	7	167	Portland, Saco and Portsmouth ....N. H.	1,900,000	*	45,000	10,296	636,097	1,120,000	200,053		52.5	141,640	120,009	60,790	131,561	38,078	—	100	....
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	—	Port Royal.....South Carolina.	1,500,000	*	.....	.....	1,500,000	.....	.....		—	—	(Leased by Eastern	R.R. Co.)	—	10	100	115
May 31, 1873	—	—	4.9	39.0	—	—	—	—	Portsmouth, Gt. Falls and Conway..N. H.	2,270,000	*	.....	.....	3,000,000	2,500,000	.....	.....	110.0	—	(Operated by Eastern	for benefit of contractors.)	—	—	25	....
Sept. 30, 1872	—	—	2.5	3.4	4	5	—	60	Poughkeepsie and Eastern....New York.	1,391,372	*	.....	.....	770,000	2,000,000	.....	.....	—	—	(Leased by	Eastern	R.R. Co.)	—	6	100	84
														524,464	508,200	506,079		41.8	53,514	70,015	1	53,079	14,038	—	100	....

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PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:	$	p. c	p. c	p. c.
Atlantic and Great Western, pref...	10,000,000	7	....	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	....	....
" " " guar.	276,200	7	....	....
Atlantic and Pacific, preferred	10,000,000	7	....	14½
Atlantic and St. Lawrence,* guar....	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,552,800	6	5	105
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar.....	1,159,500	7	7	83½
Camden and Amboy,* guaranteed..	5,847,800	10	10	124½
Camden and Atlantic, preferred.....	763,549	7	3½	82
Cayuga and Susquehanna,* guar....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,600	7	7	....
Central of New Jersey,* guar.....	20,060,000	10	10	105½
Central Ohio,* preferred	411,550	6	6	85
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	78
Chicago and Alton, † preferred.....	2,425,400	....	10	106
Chicago, Iowa & Nebraska,* guar..	3,916,300	....	8	93½
Chicago and North-Western, pref...	21,289,563	7	7	55
Cinc., Sand. and Cleveland, pref....	429,000	6	6	25
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	87½
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred...	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	....	....
Dubuque and Sioux City,* guar....	5,000,000	....	3	60
Dubuque South-Western, pref.....	590,315	8	....	....
Eastern (N. H.) * † guaranteed....	492,500	....	6	45
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	76
" " com.& *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	53
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	....	....	....
Hannibal and St. Joseph, pref.....	2,167,700	7	7	32
Harrisburg and Lancaster,* guar....	1,182,550	7	7	97
Housatonic, preferred.....	1,180,000	8	8	96
Huntington & Broad Top Mtn, pref.	190,750	7	....	28
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	35
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref...	851,000	9	9	....
Marietta and Cincinnati, 1st pref...	3,101,650	6	....	18
" " 2d pref....	4,436,250	6	....	9
Mich. Southern, (Lake Shore) guar..	533,500	10	10	....
Mill Creek,* guaranteed.....	328,375	10	10	....
Milwaukee and St. Paul, preferred..	12,274,483	7	7	54
Mine Hill,* guaranteed.....	3,856,450	8	8	103
Montclair,* guaranteed.....	2,000,000	7	....	....
Morris and Essex,* guar.....	15,000,000	7	7	94
Nesquehoning Valley,* guar.....	2,000,000	10	10	111
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,295,200	10	10	124
New London Northern,* guar.....	971,400	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	127
" " *com.& guar.	8,500,000	8	8	125
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	122½
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	49½
" " pf.& *guar.	2,000,000	8	8	95
Ohio and Mississippi, preferred.....	4,030,000	7	7	47
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama, guaranteed.....	7,000,000	12	12	110
Paterson and Hudson,* guar.....	630,000	....	8½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	....	....	....
Phila., Germant'n & Norrist'n,*guar.	2,231,900	12	12	179
Philadelphia and Reading, † pref....	1,561,687	....	10	....
Philadelphia and Trenton,* guar....	1,259,100	10	10	123
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	93
Pittsfield and North Adams,* guar.	450 000	6	6	86
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	115
Rochester & Genesee Valley,* guar.	557,500	....	....	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	33
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	....	25
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	....	....
St. Louis, Kansas City & Nor., pref..	12,000,000	....	....	20
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	....	....
" " 2d pref..	1,000,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	71
Warren,* guaranteed.....	1,800,000	7	7	....
Canal Stocks.				
Delaware Division,* guar.....	1,633,350	8	8	....
Delawnre and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	125
" com. and * guar.....	1,690,000	4	4	50
Saylkill Navigatio) preferred....	2,808,977	6	6	25½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	40 — @	— —
Gartsherrie		— — @	— —
Summerlee		34 50 @	36 —
Carnbroe		— — @	35 50
Langloan		— — @	— —
Glengarnock		34 — @	35 —
Eglinton		33 50 @	34 —
Pig, American, No. 1		31 — @	32 50
Pig, American, No. 2		29 — @	30 —
Pig, American, Forge		26 — @	29 —
Bar Refined, English and American		— — @	— —
Bar, Swedes, assorted sizes	(gold).	137 50 @	140 —
		—Store Prices.—	
Bar, Swedes, ordinary sizes		160 — @	162 50
Bar, Swedes, Plow sizes		170 — @	172 50
Bar, Refined, ⅜ to 2 in. rd. & sq. 1 to 6 inch x ⅜ to 1 in		67 50 @	70 —
Bar Refined, 1½ to 6 by ⅜ & 5-16 in		72 50 @	75 —
Bar Refined, 1 & 1½ by ⅛ & 5-16		72 50 @	75 —
Large Rounds, 2½@2¾ to 3½ @4 in		75 — @	90 —
Scroll		90 — @	130 —
Ovals and Half-round		90 — @	100 —
Band, 1 to 6 in. by 3-16 to No. 12		85 — @	87 50
Horse Shoe		97 50 @	100 —
Rods, ⅜@1-16 inch		70 — @	127 50
Hoop, ⅜ by No. 22 to 1 & 1½ by 13 & 14		97 — @	150 —
Nail Rod	per lb.	— 8 @	— 9
Sheet Russia, as to assortment	(gold)	— 15½ @	— 16
Sheet, Single, D. and T. Common		— 4½ @	— 5
Sheet, Doubles and Trebles, Charcoal		— 5 @	— 6
Sheet Galvanized	List 10 per ct. disc.		
Rails, English	(gold) per ton.	50 — @	52 —
Rails, American, at Works in Penna. c'y.		58 — @	62 50

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)	per lb.	— 17 @ — 21
English Spring (2d and 1st quality)		— 9½ @ — 10½
English Blister (2d and 1st quality)		— 14 @ — 18½
English Machinery		— - @ — 14½
English German (2d and 1st quality)		— 12½ @ — 14½
American Blister		— — @ — 11½
American, Cast, Tool		— — @ — 17
American, Cast Spring		— — @ — 11
American Machinery		— 11½ @ — 12
American German Spring		— — @ — —

NAILS—Duty: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Com. Fence. & Sheath	per keg.	3 80 @ 3 85
8d. and 9d.	"	4 — @ 4 15
6d. and 7d.	"	4 25 @ 4 40
4d. and 5d.	"	4 50 @ 4 65
3d. and 4d. Light		5 25 @ 5 40
3d. Fine		6 — @ 6 15
2d		6 75 @ 6 90
Cut Spikes, all sizes		4 — @ 4 15

TIN—Duty: Pig, Bars and Block, free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca	(gold) per lb.	— — @ — 26½
Straits	(gold).	— — @ — 23
English, L. & F.	(gold).	— 20½ @ — 21
English, Refined	(gold).	— — @ — 21½

Plates—Fair to good brands. Gold.

I. C. Charcoal	per box.	10 — @ 10 50
I. C. Coke		7 95 @ 8 25
Coke Terne		7 25 @ 8 —
Charcoal Terne		9 — @ 9 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)	—	4½ @ — 5
Crude 40@47 gravity (in shipping order)	—	8½ @ — 8½
Refined, Standard White (in ship'g order)	—	11½ @ — 12
Refined, S. W. (in jobbing lots)	—	12½ @ — 12½
Refined, S. W. (in tin)	—	16½ @ — 19
Naptha, Refined (65@73 gravity)	—	7 @ — 7½
Residuum (in shipping order)	per gall.	— 6½ @ — —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.)	per lb.	— — @ — 33
Copper, Bolts		— — @ — 35
Copper, Braziers' (over 16 oz.)		— — @ — 35
Copper, Nails		— — @ — 40
Copper, Old Sheathing, &c., mixed lots		— 22 @ — 22½
Copper, American Ingot Lake		— 23 @ — 23½
Copper, English Pig		— — @ — —
Yellow Metal, New Sheathing & Bronze		— — @ — 24
Yellow Metal, Bolts		— 30 @ — —
Yellow Metal, Nails, Sheathing & Slating		— — @ — 24

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb.	6 37½ @ 6 50
German Ordinary	(gold)	6 37½ @ 6 50
English	(gold)	6 50 @ 6 62½
Foreign Refined	(gold)	7 12½ @ 7 25
Domestic	(gold)	5 75 @ 5 80

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel		11 — @ — —
Liverpool House Cannel		18 — @ 19 —
Anthracite (by cargo)	per ton of 2,000 lb.	5 — @ 6 —

New York Stock Exchange.

Actual Sale Prices for the week ending July 22.

	Th16.	F.17.	Sat.18.	M.20.	Tu.21.	W.22
Boston, Hart. & Erie	1¼	....	....	1¼	1¼	
Canton Co	....	....	....	....	....	....
Central Pacific	....	....	....	....	....	....
Central Pacific 6s	89	....	88¾	....	88¾	88¾
Central of N. Jersey	105¼	105¾	106	105¾	106	105¾
Chesapeake & Ohio 1 m	....	....	....	....	....	50
Chicago & Alton	....	103	....	....	....	....
" pref	....	....	....	....	....	....
" 1 M	....	....	104¼	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	36¾	38	38¾	38	37¼	37¼
" pref	55	55	55¼	56	55¼	56
" 1st M	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	86	....	....	....	....	86
Chic., Rock Isl. & Pac.	97¼	97¾	98¼	98¼	98	98
Chi., R. I. & Pa. 7s, 1896	103	103	....	102¾	103	103
Clev., Col., C. and Ind.	73	73¼	....	....	75	....
Clev. & Pittsburg guar.	....	88¼	88	87¼	87¾	87¼
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	....
" 4 M	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C	17	17¼	17¾	17¼	....	17¼
" 1 M	81¼	82	....	82	82	....
" 2 M	....	....	....	....	....	....
Del. & Hudson Canal	114⅝	114¾	....	115	....	....
Del. Lack. & Western	106¼	107	107¼	....	107¼	107¼
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Erie Railway	32¼	32¾	32¾	32¼	31¾	31¼
" pref	....	....	....	47¼	....	....
" 1 M. 7s, 1897	....	102¼	....	....	....	102¼
" 2 M. 7s, 1879	....	101	....	....	....	....
" 3 M. 7s, 1883	98¼	....	....	....	....	97¼
" 4 M. 7s, 1880	....	....	....	....	....	96¼
" 5 M. 7s, 1888	....	....	....	....	....	....
" 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	....	....
Hannibal & St. Joseph	25	....	26¼	25¾	25	
" pref	....	....	....	....	....	....
" 8s, conv	....	....	....	....	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F	....	....	105	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	....	96¼	....	....	....	....
" 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th.	72¼	73¼	73¼	73¼	71¾	
Marietta & Cin. 1st pref	....	....	....	....	....	....
" 2d pref	....	....	....	....	....	....
Michigan Central	70¼	70¾	....	....	....	71
" S. F. 8s, 1882	....	....	111	....	....	....
M. S. and N. I. 1 M. S. F	....	....	....	....	....	....
" 2 M	....	....	....	....	....	....
Milw. and St. Paul	34	34¾	35¼	35¼	35¼	34¾
" pref	52¾	53¼	54¼	54¼	54	....
" 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 8s	....	108¼	....	....	....	....
" 7 3-10s con	....	....	....	....	....	....
" 7s, gold	....	....	....	....	....	....
Missouri 6s	....	....	....	....	....	....
" H. & St. J. iss	....	92¼	....	....	....	93
Morris and Essex	93¾	93¾	....	94	93¾	94
" 1st mort	....	106	....	....	....	106
" 2d mort	104	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	99¼	99¼	100¼	99¾	99¼	99¼
" 7s, S.F. 1876	....	....	....	....	102	....
" 6s, S.F. 1883	....	....	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. York and Harlem	....	....	125	....	....	....
" pref	....	....	....	....	....	....
" 1 M. 7s	....	....	....	....	....	....
N. York N. Hav. & Hart	128	128	....	....	....	....
N. Carolina 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss	25	25¼	25¾	25¾	25	25
" pref	....	....	47	....	....	....
" 2d M	....	....	....	....	....	....
Pacific Mail S. S. Co	43¾	44¼	44¼	44¼	44¼	44¼
Panama	110¼	109¼	110	....	110¼	110
Pitts., Ft. W. & Chi. gtd.	92	92¼	93	93	....	93
" 1 M	....	....	....	....	....	103
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	....
Quicksilver Mining Co	....	....	....	....	....	....
St. L., Alton & T. H	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" 2 M. pref	....	....	....	....	....	....
" Income bds	....	....	....	....	....	....
Tennessee 6s, old	....	....	....	....	....	....
" new	....	....	....	79¼	....	....
Tol., Wab. & Western	34¼	35	35¼	35¼	35¼	34¼
" pref	....	....	....	....	....	....
" 1 M	....	....	99¼	....	....	....
" 2 M	....	79	....	....	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div	....	....	....	....	....	....
Union Pacific	25¾	26¼	26¼	26	26¼	26¼
" 1st mort	81¼	82¼	82¼	82¼	82¾	83
" L. Gt. 7s	80	79¾	80¼	....	81	80¼
" Inc. 10s	....	76	....	....	....	....
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol	....	....	....	....	....	....
" def. cert	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending July 22.

	Th.16.	F.17.	Sat.18.	M.20.	Tu.21.	W.22
FEDERAL STOCKS:—						
U. S. 5s, 10-40s, reg...	112¼	....	....	112½	112½	112⅝
U. S. 5s, 10-40s, coup..	112⅝	....	112⅝	....	....	....
U. S. 5s, 1881, reg.....	....	....	111	111	....	111½
U. S. 5s, 1881, coup.....	....	....	....	113	....	....
U. S. 6s, 1881, reg.....	115⅜	116	....	116	116½	116⅜
U. S. 6s, 1881, coup.....	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	112¼	....	112⅝	....	....	113
U. S. 6s, 5-20s, c. 1862..	112⅝	....	....	....	113⅜	113
U. S. 6s, 5-20s, reg. '64....	115	115	....	....	....	....
U. S. 6s, 5-20s, c. 1864.	115⅝	....	....	....	....	115⅞
U. S. 6s, 5-20s, reg. '65....	...	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865.	116¼	....	....	117	....	117
U. S. 6s, 5-20s, r. n. '65.	115⅝	....	....	....	115⅜	115½
U. S. 6s, 5-20s, c. n '65....	....	116¼	116⅜	115⅜	116⅜	116½
U. S. 6s, 5-20s, reg. '67.	115⅜	....	115½	115⅝	115⅝	115⅞
U. S. 6s, 5-20s, c. 1867....	117⅛	117½	117⅜	117⅛	117⅜	117⅝
U. S. 6s, 5-20s, reg. '68....	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68...	117½	117⅝	....	....	117⅝	118
U. S. 6s, Pac.RR.issue....	117	....	....	....	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 21.

	W.15.	Th.16.	F.17.	Sat.18.	M.20.	Tu.21
Catawissa preferred ...	41½	41⅜	41⅜	....	....	....
" 7s, new	....	....	....	....	....	....
Camden and Amboy.....	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort.6s, '89.100	....	....	....	....	100	....
Elmira & Williamsport....	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s.....	....	....	....	....	....	98
Lehigh Navigation.....	44	44	44½	44½	44	44½
" 6s, 1884	....	96½	96½	96½	....	96½
" Gold L.....	95½	....	....	....	....	95½
" R. R. L.....	....	....	....	....	....	...
" Conv. G. L.....	....	....	....	....	....	....
Lehigh Valley R.R.....	60½	60⅜	60½	60½	60½	60½
" 6s new coup....	....	....	....	....	....	....
" 6s new reg.....	101	101	....	....	....	101
" 7s.....	106½	....	....	....	....	106½
Little Schuylkill R.R...	45½	....	....	....	45⅞	..
" 7s.....	....	....	....	....	....	....
Minehill	51⅜	....	51½	51½	51½	51½
Morris Canal.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
North Pennsylvania	44½	....	....	....	....	....
" 6s, 1885	....	....	....	....	....	....
" 7s.....102½	....	....	....	....	....	102½
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Oil Creek & Alleg. Riv.	5½	5½	....	5½	5⅜	5½
" 7s.....	....	....	....	....	....	....
Pennsylvania R. R.....	49	49	49½	49	49	48½
" 1st M.....101	101	101	....	....	101	....
" 2d M.....	....	....	....	....	....	....
" Gen. mort.. 91	91	....	....	....	....	....
" " reg.....	94½	94½	....	....	....	....
Penn. State 6s, 2d series....	....	....	....	....	....	....
" 6s, 3d series....	....	....	....	....	111½	111½
Philadelphia City, 6s.....	101½	....	....	....	....	....
" new 104	103⅜	104	104⅜	104⅜	104⅜	104⅜
Philad., Germ. & Nor.....	89¼	....	....	90	89⅜	89½
Phila. & Reading 56	55⅝	55⅜	55⅝	55⅝	55⅝	55⅝
Philadelphia and Erie.....	....	....	19⅜	....	....	....
" 6s.....	....	....	....	....	89	....
" 7s..... 84½	....	84½	....	84½	....	....
Phila., Wilm. & Balt.....	....	....	....	....	....	....
Schuylkill Navigation.....	....	....	....	....	....	....
" pref.....	....	12½	12⅜	12⅜	....	....
" 6s, 1882	....	....	....	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872 91	....	....	....	....	....	....
United Co. of N. Jersey.123½	....	124½	124½	124½	124½	124½
Hestonville, (Horse).....	....	....	....	....	....	19½
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 21.

	W.15.	Th.16.	F.17	Sat.18.	M.20.	Tu.21
Baltimore City 6s, 1875.....	101½	....	....	....	100	....
" 1886	101	....	....	....	....	....
" 1890 .....101¾	102	....	102½	102½	103	
" 1884	....	....	....	....	....	....
" 1900	101¼	....	....	....	....	100¾
Balt and Ohio.....168¾	168¾	....	168¼	168¾	....	
" bonds, 1875.....	....	....	....	....	....	....
" " 1880.....	....	....	....	....	....	....
" " 1885.....	101	101	....	....	....	....
Central Ohio.....	....	....	....	....	....	....
" 1st mort.....	....	....	92¼	....	....	92¼
Marietta & Cin. 1st M.....	....	....	....	....	....	105¼
" 2d M.....	....	....	....	....	90	90½
" 3d M. 8s.... 73	....	73½	....	....	....	73½
Northern Central.....	....	....	....	....	....	....
" bonds, 1885.....	....	....	....	....	....	....
" " 1900.....	....	....	....	....	....	....
" G. B. 1900.....	....	....	....	....	....	....
Pittsb. & Connellsv. 7s.....	....	....	....	80½	....	83
N. W. Va. 3d mort.....	....	....	....	....	....	....
Virginia 6s, Consol.....	....	....	....	....	....	....
" Defer. Certif.....	52½	50½	....	53	53	53
City Passenger R. R....	....	....	....	....	....	10

Boston Stock Exchange.

Actual Sale Prices for the week ending July 22.

	Th.16.	F 17.	Sat.18.	M.20.	Tu.21.	W.22
Boston and Albany ...	130¾	130½	....	....	131½	131½
Boston and Lowell	....	....	....	101	101	101
Boston and Maine.....107¾	107¾	....	107¾	....	107¾	
Boston and Providence.....	....	....	....	....	....	....
Boston, Hartford & Erie....	....	....	....	....	....	....
" 7s.....	21½	21½	21½	21½	21½	
Cheshire, pref.....	....	....	....	....	....	....
Chi., Burl. & Quincy.....	102¾	103	....	....	....	....
Concord.....	....	....	....	....	....	....
Connecticut River..... 54½	....	....	....	....	....	....
Eastern.....	....	....	54	....	53	
Fitchburg.....	....	....	....	....	123	
Manchester & Lawr'ce.....	....	....	....	....	....	....
Michigan Central..... 70	70	....	....	70½	70½	
Northern, N. H.....	104	104	....	....	....	....
Ogdens. & Lake Champ....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
Old Colony 107	107	....	106¾	107	106¾	
Ph., Wil. & Baltimore.. 53½	53½	53¾	....	....	....	
Portl'd, Saco & Ports.....	....	....	....	....	....	....
Union Pacific	....	....	....	....	....	....
" 6s.....	81	....	....	....	....	....
" Land Grant 7s....	....	....	....	....	....	....
" Income 10s.....	....	....	73¾	....	....	....
Vermont & Canada.....	....	....	....	....	....	....
Vermont & Mass.....	....	....	....	....	....	....
South Boston (Horse).....	...	....	....	....	....	....
Cambridge	....	....	100	....	....	....
Metropolitan	....	....	47	....	....	....
Middlesex	....	....	....	....	....	....
Central Mining Co.....	....	....	....	....	....	....
Copper Falls	....	12¾	....	13	....	
Franklin	....	....	....	....	....	....
National	....	....	....	....	....	....
Quincy 34½	34¼	36	33	33	....	

London Stock Exchange.

	—Closing Prices.— July 3.	July 10.
Atlantic & Gt. W. 1st mort., $1,000..	49 — 51	48 — 50
Do. 2d mort., $1,000.....	27 — 29	27 — 29
Do. 3d mort., $1,000.....	12½ — 13½	12½ — 13½
Do. Con. mort. B'nds Bisch's Cert.	13 — 15	13 — 15
Do. Leas. Lines, Rental Bonds....	65 — 68	65 — 68
Do. 1873	45 — 50	45 — 50
Do. 8 p. c. Scrip, West. Exten.....	— — —	— — —
Detroit & Milwaukee 1st mort. Bonds	65 — 70	65 — 70
Do. 2d do.	55 — 60	55 — 60
Erie shares 100 dol. all paid.....	28¾ — 29¼	28¼ — 29
Do. 6 per cent Convertible Bonds..	93 — 95	93 — 95
Cons. Mort. amount au ho. to be issued for conv. of existh ; bonds..	89 — 91	88 — 90
Illinois Central $100 shares all paid..	90 — 92	91 — 93
Do. Redemption mort. b nds 6 p.c	100 —102	100 —102
Illinois & St. Louis Bridge st mort.	100 —102	100 —102
Marietta and Cincinnati R. l. Bonds	95 — 98	95 — 98
Michigan Central 8s 1882, conv.....	88 — 92	88 — 92
New York Central, 100 dols. shares.	91 — 93	91 — 93
Panama General mort.....	97 — 99	97 — 99
Pennsylvania, General mort.....	97 — 98	97 — 98
Do. $50 shares.....	45 — 46	45 — 46
Philadelphia and Erie 1st mort.....	94 — 96	94 — 96

American Railroad Journal.

Saturday, July 25, 1874.

Stock Exchange and Money Market

The Money market has been ruling quite easy, through the week, on the basis of 2@3 per cent on call, and 5@7 per cent per annum, in the discount form. The demand for aid has been comparatively moderate, and has been met with promptness, by the banks, as well as by private lenders at the current quotations. The supply of funds seeking employment has been largely ahead of the requirements of borrowers, as has been the case for months past. The Stock Exchange and Gold Board movements have not been sufficiently brisk, to make the inquiry from this source of more than average mid-summer importance. The Street talk has been, in good part, about the bidding for the new issue of the five per cent Funding Loan, which bidding was to have been brought to a formal decision on Thursday of the current week. The City banks, last week, reduced their deposit and enlarged their specie averages, while contracting their loan and discount line. They augmented their reserve of legal tender moderately, while diminishing their item of circulation slightly. The U. S. Sub Treasury reduced its currency reserve, while also cutting down the specie balance, the latter, in part, through the coin interest disbursements. The City banks, last week, while increasing their reserve of legal tender notes $518,600, reduced their deposit item $512,000, and added $379,900 to their specie average. They also report a decrease of $1,773,400 in the oans and discounts, and of $196,200 in the circulation. The U. S. Sub-Treasury in this city closed the week with a currency balance of $53,821,698 against $56,601,431 the preceding week; and a coin hoard of $48,847,735, against $49,861,755 on the previous return. The City bank exchanges, during the week, were $386,300,411, or a daily average of $64,383,402. The customs revenue of the port, during the week, was $2,003,305 of which $1,898,305 were in coin certificates. The City banks reported their average of gold last week at $27,755,300, and their greenback average at $61,853,700. Their deposits stood at $242,983,600. The loan item was about $285,315,000. The circulation was $25,727,500.

The cash balances of the Treasury Department on Wednesday were: Currency, $13,285,343; special deposits of legal tender for redemption of certificates of deposit, $61,365,000; coin, $70,852,628; including coin certificates, $32,909,900.

The outstanding amount of legal tender notes is now definitely established by law at 382 millions. The National bank circulation is considerably under 350 millions.

Gold has been ruling rather firmer, on a lighter offering; but has not been remarkably active, the speculative movement having been moderate; while the customs and export drains have been on a limited scale. The extremes of the price have been 109¾@110¼, closing at 109⅞, as against 109¾ on Wednesday of the preceding week. The specie outflow, last week, was only $484,628. The imports of specie at this port since Jan. 1, have been $2,565,819, against $1,962,011 same time last year. The customs demand for Gold last week averaged $347,333 a day. Foreign Exchange has been in quite moderate demand at about previous prices. Bankers' sixty day bills on London closed on Wednesday at $4 87@4 87⅛; sight bills on London at $4 89½@$4 90 to the £ sterling. The week's exports of Domestic Produce have been to the currency value of $5,808,096.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $6,858,478.

Government securities have been in more demand, chiefly for investment purposes, and have been held with more firmness.

U. S. sixes of 1881 closed on Wednesday of this week at 118@118½; U. S. Five-Twenties of 1862, 113⅛@113⅛; U. S. Five-Twenties of 1864 at 115½@116; U. S. Five-Twenties of 1865, 117@117½; U. S. Five-Twenties of 1865 consolidated, 116⅜@116½; U. S. Five-Twenties of 1867, 117½@117⅝; U. S. Five-Twenties of 1868, 117½@118; U. S. Ten-forties at 113@113⅛; U. S. Fives of 1881, (Funding Loan) 112¾@113; Six per cent. currency Sixes from 117¼@117½.

State and Railway bonds have been in limited request at about previous rates. Railway and miscellaneous share property has been less freely dealt in, and quoted lower and weak in most instances.

General business has been much brisker in the line of domestic produce, but values of Breadstuffs and Cotton have generally favored buyers; while Provisions, Naval Stores, Wool, and Tobacco have been held with more confidence. In foreign merchandise, there has been more animation but at variable rates. The Metal trade has been more active. Pig Iron has been in better demand with sales reported of 400 tons Scotch, and 2800 tons American. Eglinton Pig Iron quoted at 33 50@$34. Glengarnock, $35, Sumerlee, $36; No. 1 American Pig at $31@$32. No. 2 do. at $29@$30; Forge, $26@$28; English Rails at $50@$52, gold; American Rails at works, $56@$60; Old Rails, $36@$40 Wrought Scrap, $38@40. Ocean Freights have been more active, but easier as to rates; demand as last week, mostly from Grain, Petroleum, Provision and Tobacco shippers.

The following quotations of sales of Railway and other securities are in addition to those giver elsewhere in our columns:—

New York.—California 7s, 112; N. Y. State 7s, B. L., reg., 106¾; Tennessee 6s, old, ex-coupon 55; do. 6s, n. s., 53; South Carolina 6s, new, Jan. and July, 20; do. 6s, new, non f., 5½; Ohio 6s, 1886, 104; Missouri 6s, 1876, 97; do. 1877, 95½; do. l. bonds, 93; New Jersey R. R., 124; St. Louis, and Iron Mt., R. R., 25; Atlantic and Pacific R. R. pref., 14½; Lake Shore and Michigan Southern 7s, consol. coupon, 96; Chicago and Northwestern consol. gold bonds, 77; Ohio and Mississippi 7s, consol., S. F., 90; East Tennessee, Va., and Ga. 1st mort., 86; Pacific R. R. of Mo., 39; do. 1st mort., 81½; Long Island R. R. 1st mort. 90¼; Clev., Col., Cin. and Ind. 1st mort., 100½; Albany and Susquehanna 1st mort., 102½; do. 2d mort., 101; Central of New Jersey 7s, conv., 102¼; Michigan Central 7s, 97; New York Central 1st mort., 104¾; Louisville and Nashville 7s, consol., 1898, 87½; Clev., Paines. and Ash. 7s, old, 99½; Mil. and St. Paul 1st mort. LaC. div., 84; Del., Lack. and Western 7s, conv., 103⅜; Del. and Hudson Canal reg. 7s, 1884, 103; Long Dock bonds, 98¼; Buffalo and Erie 7s, new 97; Toledo, Peoria and Warsaw 1st mort. E. D., 80; Buffalo and State Line 1st mort., 98; Burlington, Cedar Rapids and Minnesota 1st mort., 55; Cedar Falls and Minnesota 1st mort., 78; Western Union Telegraph, 71½; do. 7s, 98; At. and Pacific Tel., 15; Am. Exp., 60¾; U. S. Exp., 69¾; Wells-Fargo Exp., 73½; Consol. Coal of Md., 42¼.

Philadelphia.—Warren and Franklin 1st mort., 78; Phila. and Reading deben. bonds, 80; do. Gen'l mort 7s, coupon, 103½; do. reg., 104½; do. 7s, new, conv., 105; Northern Pacific 7-30s, 80; Harrisburg and Lancaster R. R. 6s, 100¼; Morris Canal 1st mort., 101¾; Wilmington and Reading 1st mort., 90½; Pittsburg, Cincinnati and St. Louis 7s, 68; Susq. Canal 6s, 74¾; Pennsylvania and New York 7s, 103¼; Reading Coal and Iron mort. bonds, 89; Ridge Av. R. R., 41½; Pennsylvania R. R. div. scrip, 102; Nesquehoning Valley R. R., 55½; Catawissa new pref., 30. The latest quotations are: City 6s, 101¼ @101¾; do. free of tax, 104¼@104½; Pennsylvania State 6s, 2d series, 107½@108; do. 3d series, 111¼@111½; Philadelphia and Reading, 55¾@55⅞; do. Gen'l mort. 7s, coup., 103¼@ 103⅜; do, reg., 104⅛@104⅝; do. mort. 6s, 1880, 99½@—; do. new, conv., 105@105½; do. 7s, 1898, 105@107; United New Jersey R. R. and Canal Co., 124⅛@124⅜; Camden and Amboy mort. 6s, 1889, 100@100⅛; Pennsylvania R. R., 49⅛@49¼; do. div. scrip, 101¾@102; do. 1st mort., 100@101⅛; do. 2d mort. 100¼@100½; do. general mort. coupon, 90½@91½; do. reg., 94@ 94¼; Little Schuylkill R. R., 45¾@46; Morris Canal, 49@51; do. pref. 125@128; do. 6s, 101@101¾; Susquehanna Canal, 6@9; do.6s, 74 @75; Schuylkill Nav., 6@7; do. pref., 12½@18; do. 6s, 1882, 76@77; do. 1872, 90@92½; Elmira and Williamsport pref., 39⅞@40; do. 7s, 1873, 97@99; do. 5s, 60@65; Lehigh Coal and Navigation, 44⅛@44¼; do. 6s, 1884, 96½@97; do. R. R. Loan, 97¼@98; do. Gold Loan, 96¼@96½; North Pennsylvania, 44@45; do. 6s, 98@100; do., 7s, 102¼@102½; do. Chattle 10s, 106½@106¾; Philadelphia and Erie, 19@20; do. 6s, 89⅛@ 90; do. 7s, 84¼@84½; Minehill, 51¼@51⅛; Catawissa, 14@17; do. pref., 41½@42; do. new pref., 28@30; do. 7s, 1900, 103@104; Lehigh Valley, 60¼@60⅜; do. 6s. new coupon, 100@ 100½; do. reg., 100¾@101; do. 7s, 106¼@ 106¾; Fifth and Sixth streets (horse) 53½@54; Second and Third, 61@63; Thirteenth and Fifteenth, 21@24; Spruce and Pine, 28½@28⅛; Green and Coates, 48@50; Chestnut and Walnut, 65@—; Hestonville, 19¼@20; Germantown, 34 @40.

Boston.—Old Colony 7s, 1894, 104½; Chicago, Burlington and Quincy 7s, 97; Fitchburg R. R. 7s, 105; Boston and Albany 7s, 1892, 105½; Vermont Central 1st mort., 20; Dixon, Peoria and Hannibal 8s, 98; Burlington and Missouri River R. R. in Iowa, 99; do. Land Grant, 7s, 98¼; Eastern R. R. 6s, 1887, 92¼; Vermont and Massachusetts 7s, 102½; Boston and Maine 7s, 1894, 104; Middlesex Central R. R. guar., 80½; Rutland pref., 33; do. 1st mort. 8s, 75; Atchison, Topeka and Santa Fe R.R., 10¼; Summit Branch, 38; Burlington and Missouri River R. R. in Nebraska, 57¾; do. 8s, in Nebraska, old, 99; Portsmouth Gt. Falls and Conway R. R., 34; Connecticut and Passumpsic Rivers R.R., 72; Housatonic pref., 96; New Bedford R. R., 107⅜; Nashua and Lowell R. R., 128¾; Cary Imp., 6; Boston Water Power Co., 10½; Massachusetts 6s, 1875, 109⅝; Maine 6s, 1880, 101; New Hampshire 6s, 1903, 99¾; Boston 6s, 1903, 100⅜; do. 5s, 1880, gold, 100⅛; Fitchburg 6s, 1892, 96¾; Chicago 7s, 1888, 99¼; Cincinnati 7s, 1904, 101; Allouez Mining Co., 8½; Calumet and Hecla, 103; International, 16c.; South Side, 10c.

Baltimore.—Western Maryland R. R. 3d mort. guar., 99½; Orange, Alex. and Manassas 7s, 80¼; Virginia and Tennessee 2d mort. 6s, 67¼; Wilmington Bridge 8s, 84; Maryland Defense 6s, 105½; Virginia consols, coupons, 80; Virginia consols, ex-coupon, 50¾; Memphis City 6s, 50. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 83@84¼; Baltimore and Ohio, 168¼@169; do. 6s, 1875, 99½@101; do. 1880, 100 @101; do., 1885, 101@101¾; Washington Branch, —@175; Northern Central, 36@37; do. 6s, 1885, 91@93; do. 6s, 1877, 93@—; do. 1900, 89@90; do., 6s, 1900 gold, 91¼@93; N.W. Va. 3d mort., 1885, 93@—; Marietta and Cincinnati 1st pref., 18@21; do. 2d pref., 9@12; do. 1st mort. 7s, 1892, 105 @105½; do. 2d mort., 7s, 90¼@91; do., 3d mort., 8s, 73⅛@74; Central Ohio, 40@41; do. pref., 42 @45; do. 1st mort., 92@92¼; Western Maryland, 1st mort. 6s, 1890, 80@80; do. 1st mort. guar., 99@100; do. 2d mort. guar., 100@—; do. 3d mort., guar., 99@100; do. 2d mort. pref., 60@70; do., 2d mort. guar. by Washington Co., 87@90; Orange and Alexandria 1st mort. 6s, 88@92; do., 2d mort. 6s, 80@80; do., 3d mort. 8s, 79½@82; do., 4th mort. 8s, 73@74; Orange, Alex. and Manassas 7s, 80@71; Baltimore 6s, 1875, 102@102½; do., 1884, 101@102; do. 1886, 101@102; do. 1890, 103@—; do., 1893, exempt, 104@—; do., 1900, 100¾@102; do. 1902, 101@101; Memphis City 6s, 43@45; Maryland Defense 6s, 1883, 106½ @106½; do. 6s, 1890, 100@105; do. 5s, 80@90; Virginia coupon 6s, old, 33@35; do. new, 30@40; do, consol. 6s, 53@53¼; do. coupons, 80@81; West Virginia, 10@10⅛; City Passenger R. R., 19½@20; George's Creek Coal, 140@150; Atlantic Coal, 2.35@2.45; Santa Clara, 5.50@8.00; do. bonds, 20½@—.

Long Island Railroads.

The stockholders of the Flushing and North Side Railroad Company, Central Railroad Company of Long Island, Central Railroad Extension Company, North Shore Railroad Company, North Shore and Port Washington Railroad Company, Roslyn and Huntington Railroad Company and Whitestone and Westchester Railroad Company met on the 20th inst., and voted, almost unanimously, in favor of consolidation. Out of 16,001 shares, composing the total stock of these companies, 13,267 shares were represented. The above roads are all owned or leased by the Flushing and North Side Railroad Company, and represent about fifty seven miles of road; starting at Hunter's Point they touch the following principal places on Long Island: Flushing, College Point, Whitestone, Bayside, Great Neck, Creedmoor, Garden City, Hempstead, Farmingdale, Babylon, and Fire Island. It is now proposed to extend the line along the north shore of the island, 24 miles, from Great Neck, to Huntington, and construct a branch of six miles from near Manhassett to Port Washington and Sand Point; also to complete the road from Whitestone to the dock to connect with the Boston steamers.

☞ Under the general railroad law of New Jersey articles of association have been filed with the Secretary of State, at Trenton, for the construction of the Timber Brook Railroad. The road is to be twelve miles long, and is to run from a point on the Morris and Essex Railroad at or near Port Oram, in Morris county, to a junction with the Green Pond Railroad at or near the mines of the Timber Brook Iron Mining Company, in Rockaway township, in Morris county. The capital stock is $200,000.

☞ Mr. Robert Thompson has been elected President of the Philadelphia and Erie Railroad Company. The earnings of this road for June, 1874, were $312,032, the expenses, $234,708, and the net earnings $77,324. In June, 1873, the earnings were $354,396, and the expenses $387,718, showing a loss of $33,322. It will be seen that while there was a decrease in gross earnings of $42,364, there was also a reduction in expenses of $153,009, making the increase in net earnings $110,645.

Railroad Switches.

The Connecticut Switch, which, being misplaced, threw a train of cars from the track near New Haven, Connecticut, had attached to it a device intended to prevent such accidents. The switchman was obliged to enter a round-house and close the door in order to shift the switch, the latter being connected with the door. The object of this arrangement was to compel the switchman to remain at his post as long as the main track was open. The window of the round-house was so situated that the switchman's range of view was confined almost entirely to the switch points, so that he was in a measure compelled to pay attention to his duty. But, after all, the reliability of the switch depended upon the switch-tender, and the Coroner's jury, after the recent accident, found the switch to be in perfect order and the man presumably at fault. The superintendent of the road, who lost his life by the accident, is said to have been a careful, experienced and able railway official, and might have continued to be such if his experience had led him to the switch which does not depend for its safety on impatient, careless or sleepy switchmen.

☞ The sale of the Queen Anne's and Kent Railroad took place at Centreville, Md., on the 14th inst. The entire road, twenty six miles long, in complete order, and with a first class engine, was bid in by the agent of the bondholders for the sum of seventy five thousand dollars, this being about one sixth of its original cost. The road has been doing a good and constantly increasing business, and has paid off all its floating debt, but having been unable to meet the interest on its bonds, has changed owners. An effort will now be made to extend it to Chester river, and secure a steamboat connection with Baltimore, by which its trade will be so increased as to render it a highly profitable investment.

☞ The Baltimore, Catonsville and Ellicott's Mills Passenger Railway Co. will receive, until August 4, sealed proposals for relaying one and one eighth miles of railway track, including Switch, on the present bed of the Road, from its depot on West Baltimore street, to Gwynn's Falls Bridge. Iron to be T Rail, and weigh 30 lbs. to the yard. Contractors to furnish all Materials, and do all work connected therewith. Payment in cash on completion of the work. Specifications furnished upon application to John C. Holland, President, Baltimore, Md.

☞ In the case of the Union Trust Company of New York v. the Rockford, Rock Island and St. Louis Railroad, in the United States Court, to foreclose $9,000,000 of trust deeds against the company, and for the appointment of a receiver, Judge Blodgett has dismissed the bill, on the ground that a necessary number of the bondholders had not joined in the request to foreclose as to former defaults in interest; also that the bill was prematurely filed as to the default of Feb. 1, 1872.

☞ The directors of the Grand Rapids and Indiana Railroad Company, elected on the 15th inst., are: W. O. Hughart, Grand Rapids, Michigan; J. G. Wait, Sturgis, Michigan; P. Hoagland, and F. P. Randall, Fort Wayne; M. Talcott, Chicago; J. N. McCullough, Thomas E. Messler and Wm. Thaw, Pittsburg; Thomas A. Scott, George B. Roberts and J. O. Green, Philadelphia; R. B. Potter, New York; H. J. Jewett, Columbus, Ohio.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending July 11, at 261,033 tons, and for the coal year 9,318,368 tons against 9,676,558 tons to corresponding time last year, being a decrease of 358,190 tons. The bituminous tonnage for the week is 69,806 tons, and for the year 1,638,967 tons, against 1,576,947, tons to same time last year, giving a total of all kinds for the week of 330,839 tons, and for the year of 10,957,335 tons, against 11,253,505 tons to same time last year, being a decrease of 298,170 tons.

☞ The Baltimore Bridge Company, of Baltimore, Md., have received a contract to build two iron bridges for the Lima and Huacho railroad, of Peru. Each bridge will consist of two spans, each span sixty feet in length. In all the Baltimore Bridge Company have constructed thirty-one bridges for different corporations in South America, one of them being more than 500 feet in length and at one point 252 feet in height.

☞ The Salisbury, (Wicomico county, Maryland,) Eastern Shoreman says that it is rumored that a bill has been filed in chancery for a receiver to be appointed for the Eastern Shore Railroad Company. Until within a year or two it was operated by the latter company, but its lease expiring the Eastern Shore Railroad Company assumed the management of the road itself.

☞ The Chippewa Valley and Red Cedar Railroad Company was organized at Eau Claire, Wis., on the 8th inst., by the election of a board of directors with Wm. Wilson as President, O. H. Ingram Vice President, and H. C. Putnam Treasurer.

☞ Ichabod Goodwin has been elected President, John B. Parker Treasurer, and Wm. H. Y. Hackett Clerk, of the Eastern Railroad Company of New Hampshire. The directors are: Ichabod Goodwin, W. H. Y. Hackett, Robert W. Hooper, F. A. Choate and John Wooldredge.

☞ The capital stock of the Cincinnati and Baltimore Railroad company has been increased $450,000, to make the full amount $1,250,000, for the purpose of completing the road and paying off its indebtedness.

☞ A survey for a branch road to the Hot Springs, leaving the main line of the Cairo and Fulton Railroad thirty one miles south of Little Rock, has been completed by the St. Louis, Iron Mountain and Southern Railroad Company.

☞ On the first of July the park tax of the different street railways of Baltimore, which was one fifth of their gross earnings, was reduced to twelve per cent., that reduction having been made by the city council a short time since.

☞ The total coal shipments on the Monongahela Slack Water for the six months ending June 30, 1874 were 45,795,500 bushels, against 37 065,595 for the corresponding period of the previous year—an increase of 8,729,905.

☞ At a special meeting of the directors of the Erie Railway company held on the 21st inst., Mr. Stephen Little was appointed Auditor.

☞ Work on the Bucksport and Bangor Railroad has begun in earnest, a large gang of workmen being employed.

☞ We learn that the Northern Central Railway Company has secured control of the Green Spring Branch road, by purchase or lease, and now operate it.

☞ The Lake Shore and Tuscarawas Valley railroad has been placed in the hands of E. B. Thomas as receiver.

The American Wood Carbolizing Co.

Is organized for the purpose of Creosoting Timber for Docks, R. R. Ties, Fence-Posts, Pavements, and all other uses where Timber is exposed to the action of water or air. This Company also proposes to License R. R. Companies and others who desire to erect their own apparatus.

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67,112 miles of Railroad in the United States use annually over twenty-six million Ties for renewing those destroyed by decay.

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This Company, benefiting by the thirty years' practical experience in the use of creosote oil abroad, offer to the public a system of application which is adapted to the wants of our own country, in that green wood can be rapidly and thoroughly treated, even better than dry, and the application of the oil, in connection with the use of moderate heat, be made more uniform and effective than is possible by any other means.

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Creosoted wood exposed in Charleston Harbor was not attacked by the teredo, while natural wood attached to it was completely honey-combed.

It is confidently asserted that Railroad Ties creosoted will outlast three sets of ordinary Ties, and that creosoted Paving Blocks being beyond the reach of decay, will last as long as stone, with all the advantages of an elastic roadway, beauty and economy of construction.

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It has been used by the U. S. Government upon the Dykes of the St. Clair Flats, and upon Gun Platforms for the fortifications on the Atlantic coast; upon pavements in New York and Pittsburgh, by the Department of Docks of the City of New York and the Board of Public Works of the District of Columbia.

Detailed information can be obtained and specimens of creosoted wood examined at the office of the Company.

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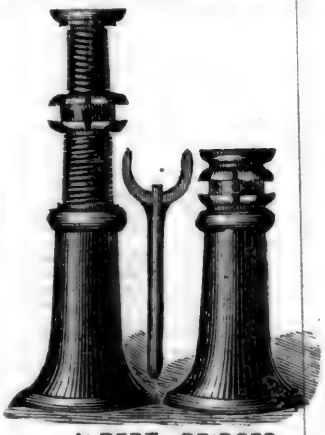
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☞ At the meeting of the stockholders of the Portsmouth, Great Falls and Conway Railroad, the Directors chosen were: John Wooldredge, Ichabod Goodwin, W. H. Y. Hackett, T. K. Lothrop and G. W. Burleigh, Mr. Wooldredge was chosen President, John B. Parker was re-elected Treasurer, and William H. Hackett Clerk.

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American Railroad Journal.

New York, Saturday, August 1, 1874.

Union Pacific Railroad.

The Union Pacific Railroad Company make the following statement concerning the bonds they are offering to the public:

As the income bonds of the Union Pacific Railroad mature in September next, the company are offering to the holders of those bonds the privilege of exchanging them for an eight per cent. 20 years sinking fund bond, in the ratio of six of the new issue for five of the incomes. The new bonds are a third lien (following those of the 1st mortgage and of the government) upon the road, its franchises and equipment. They are also a second mortgage upon the entire unsold lands of the company; and when the land grant bonds have been liquidated, they will constitute a first lien upon the lands. The original issue of land grants was $10,400,000, of which amount only $5,575,000 remain to be provided for out of sales of lands. The company estimate that further sales of 1,250,000 acres will suffice for this purpose, when about 10,000,000 acres will remain, on which the sinking fund bonds will be a first mortgage. None of the mineral and coal lands—which are regarded as the most valuable part of the land grant—have yet been placed upon the market; and as the lands hitherto sold have brought, on the average, $4 56 per acre, the value of this security may be hence inferred. Considering that the new bonds are thus secured, while the incomes have no security beyond the promise of the company, and that the sacrifice of interest involved in the proposed exchange is quite nominal (about $10 in $250), it seems probable that the conversion will be generally accepted by the income bondholders, and this probability is countenanced by the fact that the directors, who should best understand the merits of the new bond, have already made exchanges to the extent of over three millions of dollars.

Erie Railway.

Attorney General Pratt has given a decision on the application of John C. Angell against the Erie Railway Company. He expresses the opinion that the complainant has failed to sustain his allegations of corruption and willful violation of the law on the part of the officers of the company. The high character of the members of the Board of Directors for honesty and integrity is too well established to warrant any such suspicion. Still, the Attorney General is not convinced that the company has not transcended, in several respects, its powers under the charter and laws. At least there is so much doubt on the question that he deems it best that it be settled by the Courts.

The charge that the purchase of the stock of the Buffalo, New York and Erie Railway was made in the interest of the directors is disproved, but the Attorney General finds no authority under the charter or elsewhere authorizing the company to purchase the stock and give its notes therefor.

As to the purchase of the coal lands or stock in coal companies the Attorney General has not been able to satisfy himself that the Erie Company has any such authority, expressed or implied. As coal is an article of merchandise, for sale at all places of any importance, it is not necessary for the legitimate business of the road that it should mine its own coal.

As to the power of the company to lease the Atlantic and Great Western Railway, the Attorney General has found no such power in the charter or statutes of the State; that a domestic corporation may lease and run a railway in another State raises a serious question of corporate power, which should be speedily determined by the Courts.

As to the dividends, the allegation of intentional wrong is not disposed of, but the Attorney General is not satisfied that the finances of the company were such as to authorize the dividends in question. The questions examined are sufficient to authorize the commencement of an action. As the directors have acted in good faith, the management of the business of the corporation may safely be left with them pending litigation. The Attorney General in assenting to the commencement of an action will feel it his duty to see that the proceeding are conducted so as to occasion as little inconvenience to the business of the company as possible.

Steam Whistles.

DECISION OF THE MASSACHUSETTS RAILROAD COMMISSIONERS ON THE COMPLAINT OF NUISANCE.

This complaint came before the Board on the application of the Mayor and Aldermen of the city of Boston, under the provisions of Section 6, Chapter 408, of the acts of 1869. It related to the alleged excessive use of the steam whistle in the operation of railroads within the limits of that city. The original petition emanated from citizens of Boston living on the line of the Boston and Providence Railroad; but in the course of the hearing additional complaints were presented and evidence offered relating to the same practise on other roads; the conclusions and recommendations of the Board become applicable, therefore, to all the corporations operating railroads within the limits of Boston, which make use of the whistle in the manner complained of.

This cause of complaint has heretofore occupied the attention of the Board and was discussed at some length in its fourth annual report (1873, p. 25). At that time it was so severely felt by the residents in certain localities that a reward of $10,000 was offered by Mr. Amos A. Lawrence of Brookline, for the discovery of any satisfactory substitute for the locomotive whistle. Even that large sum failed to produce what was desired. The present, however, is the first case in which the matter has been regularly brought before this Board for formal action, and until it was so brought and the complaint sustained by some evidence of a general public feeling it was impossible for the Board to act effectively in regard to it.

The cause of the complaint is obvious. In the early days of railroads the whistle was resorted to as the readiest, simplest and most affective method of signalling at the command of those in charge of a train. It was used on every occasion, and the corporations gradually assumed its constant use on their premises as their prescriptive right. For many years the population along the lines was comparatively sparse; the number of trains, especially at night, were few, and the annoyance was not greatly felt. Gradually all the conditions altered. The population became dense, the number of trains increased, crossings at which the use of the whistle was by rule prescribed were multiplied, the practise of walking on the tracks became more common, the sound of the whistle

was augmented both in volume and shrilliness, until at last, in certain crowded localities, the practice degenerated into a nuisance which in summer became almost unendurable. A blast of the whistle on an average every three or five minutes was at certain points not uncommon, and on some parts of certain roads the standing order was for every engineer to make all the noise he could. That such a system should have been tolerated as long as it has is sufficiently remarkable; the fact can only be explained on the ground of the gradual increase of the practice in a community so accustomed to it as to regard it as a necessary evil.

To a certain degree the evil, also, is a necessary one; but it certainly should be confined strictly within the limits of necessity. These limits have to be ascertained and the recommendations of the Board made to conform to them.

The whistle is now commonly used for four purposes:

First.—As a precautionary warning against a possible danger.

Second—To notify employes at stations or crossings of the approach of a train.

Third—As a direction of train movements.

Fourth—As a strict danger signal.

The first use, that of a precautionary warning against a possible danger, would seem to be wholly unnecessary. Loud and long blasts are, by standing order, habitually given at certain points where the track is hidden or much frequented, to warn possible trespassers of the approach of a train. This is a simple abuse of the signal. The whole community peaceably and legally in their dwelling places are disturbed that possible trespassers may be saved from the consequences of their own reckless and illegal acts; even so far as these last are concerned, the constant use of the danger signal destroys its value where really needed. There is no good reason for a continuance of this practise.

The second use—that to notify employes of the approach of trains—is equally unnecessary. At crossings the law prescribes the use of the whistle or the bell. Certain of the corporations claim that, as the whistle is more effective than the bell, they are forced to use it in self-protection; as in case of accident they are almost uniformly cast in heavy damages unless they can show that they gave the utmost notice which it was in their power to give. This argument is entitled to some weight. Juries are inquestionably very severe on railroad corporations in cases of accidents at crossings, and in the present case it is only just that, in discontinuing the practise of whistling at these points and confining themselves to the use of the bell, the corporations should be able to show, in any future exigency, that they did so with reluctance, and only in obedience to a strongly expressed public opinion and the direct recommendation of this Board. At the same time crossings in all crowded neighborhoods are, or should be, protected by gates or flagmen, and to those not so protected this recommendation does not apply. This covers the case of the outside public at crossings. So far as notice to employes of the approach of trains is concerned, the use of the whistle in crowded neighborhoods is a single relic of the crude expedients made use of in the past. Either employes should see or hear the approaching train to prepare for it, or they should be notified by electric signals. The latter system is the most effective, and will without question ultimately grow into general use. It is very generally employed elsewhere, especially in Europe, and gives the only reliable notice for employes and the public. It is, however, wholly out of the question that the corporations should, until they are ready to adopt this system, habitually disturb whole communities in order to attract the attention of their own servants. There is no pretence that in this case the use of the whistle is compelled by law. It is a mere matter of convenience to the corporations, which is insisted upon only in utter disregard of the comfort and rights of the public.

As a train signal, the use of the whistle continually degenerates into abuse. The introduction of the train brake has obviated the necessity of it on passenger trains, except as a danger signal. On freight trains its use is still necessary in a limited degree.

Finally, as a danger signal, when properly used, the whistle is and will always remain a most important adjunct in the operation of railroads. Its value in this respect is now greatly impaired by its promiscuous use on all occasions; but if it were rigidly reserved as a special signal, no cause of complaint could exist. At present it may well be questioned whether, in its effect on invalids and horses, the whistle as now used does not occasion a greater loss even of human life than would ensue from its total suppression on all locomotive engines.

In accordance, therefore, with the present petition and the evidence adduced in support of it, this Board recommends to the railroad corporations the disuse of the whistle within the limits of the city of Boston and other crowded neighborhoods on their lines of road, except in the strictly necessary management of freight trains and as a signal of danger. If the corporations find that they cannot rely upon sight or hearing, but must in some way notify employes at crossings and stations of the approach of trains, the Board would then suggest the adoption of a system of automatic signals for that purpose. Recent improvements have made these as affective and reliable in winter as in summer, and their general adoption is a mere question of time. The Board has the less hesitation in arriving at these conclusions and making the foregoing recommendations in view of the fact that they suggest no novel experiment.

The Boston and Albany corporation has, at the request of the residents along its road, discontinued the use of the whistle except as a danger signal for nearly two years without experiencing any evil consequences. Those dwelling on the line of that road expressed themselves in the hearing as satisfied, and the number of accidents has not been increased. Its officers also speak of the experiment, without the use of automatic signals, as an established success. These signals are, however, in use on the Eastern road, the manager of which, at this hearing, testified to their efficiency. The evidence in the present case is therefore conclusive both as to the existence of a serious and growing annoyance and to the fact that it had been obviated on one line of road without detriment to it or the public; and this, too, without the adoption of the supplementary system of signals which elsewhere has long since been in established use.

CHARLES F. ADAMS, JR.,
A. D. BRIGGS.
F. M. JOHNSON,
Railroad Commissioners.

Fall River Railroad.

A company has been organized at New Bedford, Mass., for the purpose of constructing a railroad which, it is said, will afford more direct communication between that city and Fall River. It is to commence at Braley Station, eight miles from New Bedford, on the New Bedford Railroad, and will terminate at the top of the hill in Fall River without connecting with the Old Colony road. The new road will be about eight miles long. The stock is subscribed to the amount necessary for commencing work, and the route is being surveyed. Parties interested say the road is to be built without delay. If this is accomplished, the project for a railroad from New Bedford direct to Fall River, which has been actively canvassed for a year past, will probably be abandoned. The name of the new organization is the Fall River Railroad Company, and the officers are as follows: President, J. A. Beauvais; Directors, J. A. Beauvais, John H. Perry, Lewis S. Judd, Benj. H. Waite, George Wilson, Lemuel M. Kollock, Charles R. Tucker, George B. Phillips, Geo. A. Bourne; Treasurer and Clerk, Thomas B. Fuller.

Cincinnati, Richmond and Chicago R. R.

The receipts of this company for the year ending March 31, 1874, were as follows:

From passengers		$72,982 80
" freight		130,070 28
" mails and express		9,966 78
" miscellaneous		216 96
		$213,176 33
Expenses, viz:		
Maintenance of way	$35,084 07	
Locomotive power	27,167 67	
Train expenses	28,758 80	
Station expenses	9,877 70	
Wood, coal and oil	21,336 66	
Machine shop	1,784 84	
Office expenses	7,966 12	
Miscellaneous expenses	24,871 78	
		151,292 59
Earnings less operating expenses		$61,883 73
From which deduct—		
Interest on bonds	$43,237 50	
Taxes	2,827 22	
Trustee of bonds	1,000 00	
		47,064 72
Net earnings		$14,819 01

—which has been applied to the reduction of balance due Cincinnati, Hamilton and Dayton Railroad Company, which at date of last report amounted to $56,910 20, and now stands at $42,121 19.

BALANCE SHEET, March 31, 1874.

Construction	$826,783 29
Equipment	184,551 98
Real estate	700 00
Profit and loss	42,775 92
	$1,054,761 19
Capital stock	$382,600 00
First mortgage bonds	560,000 00
Second " "	65,000 00
Interest on bonds unclaimed	5,040 00
C., H. and D. R. R. Co.	42,121 19
	$1,054,761 19

President.—FREDERICK H. SHORT.
Vice President.—CHARLES W. WEST.
Directors.—F. H. Short, Charles W. West, Oliver Perin, Geo. T. Stedman, D. H. Huntington, Henry Lewis, Joseph H. Rogers, E. W. McGuire.
Gen'l Superintendent.—LEWIS WILLIAMS.
Secretary and Treasurer.—C. B. MARSH.

Improvement in the Iron Business.

Prices of iron, it is now believed, says the Reading (Penn.) *Times and Dispatch*, "are about to show a steady advance, and the reason for this belief is based upon the rise during the last few days of bar-iron to three cents per pound. It is asserted that the tide which had been setting in against the manufacturers so persistently has now definitely turned, and that the active demand which exists at present is not likely to diminish. As an evidence of the high anticipations formed, one of the largest Philadelphia producers who has just received an order for 1,000 tons to be delivered after September next, has refused to fill it from the fact that a further advance would take place before that time. Those who needed iron have not been buying lately expecting a lower figure would be touched, but it is now established

beyond doubt that the mill men have been acute in their predictions, and have raised prices at an opportune time. Some believe this rise of price is a mere "spurt," but it has a tendency to make dealers sanguine of a renewel of brightness and activity in the business. Though the Cambria Iron Works, Johnstown, are not producing two-thirds of the former amount of material, and the Schuylkill and Lehigh Valley furnaces have iron piled up waiting a demand, the Bethlehem Iron Company are running to their full capacity. On the whole, there is a slightly improved aspect of the business, and there is reason for believing that the trade will soon show signs of returning prosperity, at least if the energy which has just developed itself increases with the expected celerity."

Dayton and Michigan Railroad.

The income of this company for the year ending March 31, 1874, was as follows:

From passengers		$332,476 51
" freight		700,196 70
" express and mail		42,688 49
" miscellaneous		7,172 41
" Toledo elevator		18,428 67
		$1,098,957 78
Expenses, viz:		
Maintenance of way	$202,765 91	
Wood and oil	95,613 97	
Machine shop	9,354 51	
Locomotive power	87,105 45	
Train expenses	120,289 74	
Station expenses	77,593 51	
Office expenses	32,054 47	
Miscellaneous expenses	61,175 18	
	685,952 74	
Earnings less expenses		$413,005 04
From which deduct—		
Taxes	$36,615 74	
Interest on bonds	191,552 85	
Dividend on common and preferred stock	136,537 76	
Trustee of bonds	5,000 00	
	369,706 35	
Net earnings to Cincinnati, Hamilton and Dayton Railroad		$43,298 69
There has been expended for construction and other items the following amounts, viz:		
Construction		$19,897 06
Real estate		1,000 00
Right of way		1,162 81
Bonds redeemed by sinking fund		33,000 00
Bonds redeemed by preferred stock		22,000 00
		$77,059 87
From the following sources, viz:		
Cincinnati, Hamilton and Dayton R. R.		$50,034 60
Bills receivable and individual accounts		519 18
Preferred stock account		19,859 81
Stock interest		1,693 26
Gain on bonds exchanged for stock		2,140 19
Profit and loss		2,812 83
		$77,059 87

BALANCE SHEET, March 31, 1874.

Construction	$5,673,042 55
Right of way	108,711 05
Real estate	277,669 20
Rolling stock	765,256 12
Lima shop equipment	12,145 81
Bills receivable	129 00
Individual accounts	754 00
Profit and loss	146,455 69
Preferred stock fund	76,328 28
	$7,060,491 20
Capital stock, common	$2,400,478 79
" preferred	1,278,720 00
1st mortgage bonds	1,885,000 00
2d mortgage bonds	441,000 00
3d mortgage bonds	856,000 00
Toledo Depot bonds	105,500 00
Income bonds	400 00
C., H. and D. R. R. Co	432,784 13
Gain, on bonds converted into stock	160,608 28
	$7,060,491 20

President.—FREDERICK H. SHORT.
Vice President.—CHARLES W. WEST.
Directors.—William Goodman, H. D. Huntington, F. H. Short, Charles W. West, George T. Stedman, Joseph H. Rogers, Oliver Perin, Samuel Fosdick, Henry Lewis.
General Sup't.—LEWIS WILLIAMS.
Assistant Sup't.—JOHN H. WELLER.
Secretary & Treasurer.—C. B. MARSH.

Junction and Breakwater Railroad.

It has been officially announced that the Junction and Breakwater Railroad, in Delaware, has passed into the hands of the Old Dominion Steamship Company. This simple announcement is of more importance to the people of this City than at first appears. It is the entering wedge of the Old Dominion Steamship Company into the management of the railroad system of the Lower Peninsula in the interest of the New York market. Since the inauguration of the Old Dominion Steamship Company to the present time, its principal business has been freighting country produce from the truck lands around New York. That business has so increased that it is found necessary to dispatch a steamer every day from Norfolk. It has been a well known fact to the management of the Old Dominion Company that much of the lands of the Maryland and Virginia Peninsula was fully as early as that surrounding Norfolk, and consequently early produce could as well be grown on the eastern as on the western side of Chesapeake Bay, and could be more cheaply carried, as the long contour of the capes of the Chesapeake would be avoided. This Junction and Breakwater Railroad is about forty five miles in length, but by a zigzag route that makes it almost useless when operated in the interest of the Philadelphia, Wilmington and Baltimore road, as it now is. It is highly probable that a portion of the road may be abandoned—that portion north of Georgetown, the county town of Sussex County—or it may be all operated in conjunction with a new road being built from the Choptank River to Harrington, and thus forming a new route between New York and Baltimore by the way of Lewes. The Old Dominion's plan is supposed, by those most interested in its operation in Maryland, to be the opening up of the already built railroads of the lower peninsula by close connection with steamers from Lewes with New York. To do this requires only that seven miles more of railroad shall be built in Worcester County, Md., being the seven miles between St. Martin's, on the Wicomico and Pokomoke Railroad, and Delaware State line. When these seven miles shall have been built the entire Eastern Shore Railroad, sixty miles in length; the Wicomico and Pokomoke, twenty five miles in length, and the Berlin and Snow Hill, twenty miles in length, and forty miles of railroad passing through Delaware, will be brought into direct connection with Lewes. Thus the Old Dominion Company will have secured by this purchase one hundred and fifty miles of railroad which permeates every section of a large and easily cultivated and fertilized country, and a country capable of being made to produce enough fruit and vegetables to feed New York.

Railroads of the United States, 1873.

FROM POOR'S MANUAL OF THE RAILROADS OF THE UNITED STATES, 1874-75.

The total length of line is 66,096 miles, against 57,323 miles for 1872, and 44,614 for 1871. The aggregate cost of the several roads at the end of the year was $3,761,973,822, against $3,159,423,057 for 1872, and $2,664,627,645 for 1871. The increase of cost for 1873 over 1872 was $602,550,265; over 1871, $1,097,345,677. Of the total cost $1,940,638,584 was made up of share capital, and $1,821,334,788 of various forms of indebtedness, chiefly of bonds maturing at a distant day. The proportion of share capital to debt was 51.7 to 48.3. The average cost per mile of all the roads was $56,918, against $55,116 for 1872, and $59,726 for 1871. The total gross earning for the year were $527,291,823, against $468,241,055 for 1872, and $403,329,208 for 1871. The increase of earnings for 1873 was $59 050,268; for 1872, $64,911,857; the total for the two years being $123,962,115. The percentage of increase for 1873 over 1872 was 11.4; for 1872 over 1871, 14 per cent. The percentage of increase in the two years was 30 per cent. Of the total earnings for the year, $387,542,789 were received for the transportation of freight and mails, and $139,748,534 for the transportation of passengers—the proportion of the former to the latter being as 73 to 27. The current operating expenses were $344,437,528, or 65.2 per cent. of the gross earnings. The net earnings were $182,853,765, or 34.7 per cent. of the gross. The latter equalled 14.33 per cent. of the cost of the roads—the net 4.96 per cent. The amount paid in dividends was $59,566,316, or 3.07 per cent. on the aggregate amount of the share capital. The gross earnings per head of population equalled $12.80, against $11.63 for 1872, and $9.80 for 1871. The ratio of total mileage to inhabitants in 1873 was one mile of road to every 582 inhabitants, against one mile to 600 inhabitants for 1873.

The per centage of gross earnings on the total cost of the roads was 14.33, against 15 for 1872, 15.14 for 1871. The rate is 0.67 less than that for, 1872, 0.81 less than that for 1871. The percentage of net earnings upon the cost of the roads for 1873 was 4.96, against 5.20 for 1872, and 5.32 for 1871. The increase of mileage in the two years for which returns are given has been 21,482 miles. The increase of the cost of the roads in the same time has been $1,097,845,677. It was hardly possible that the earnings should increase in ratio to such an enormous expenditure, as two or three years often elapse after its opening before a railroad is in position to do much business, for the want of adequate equipments, or from the unfinished condition of its tracks, or from the want of suitable connection, or from pecuniary embarrassments. On the other hand, the earnings of these works, per head of population, in 1873, was $12.80, against $11.63 for 1872, and $10.22 for 1871. This is a most encouraging feature in connection with these works, as it shows that under ordinary conditions their earnings must increase, for an indefinite period, in a very rapid ratio, more clearly settled—the increase per head in the Eastern States being fully as great as in the Western and more sparsely settled States. At the rate of the past three years the earnings of our railroads will double themselves in the next six years without the construction of an additional mile of line. The population is increasing at the rate of one million annually. By 1880, the earnings of the roads now in operation will probably exceed $1,000,000,000. The percentage of their annual earnings to their cost will come fully up to 20 per cent.—a rate which, with good management, is sufficient to render the whole investment reasonably remunerative. In fact, there seems to be no limit to the increase of earnings, even with a stationary population, provided such population be intelligent, and provided with all the aids to industry which science and art can supply.

One cause for the vast mileage which has been built in the past few years, and of the comparatively low rate of earnings upon the aggregate cost of our railroads has been the extraordinary effort to complete roads to save from lapsing the vast grants made by Congress in their favor. These grants were on condition that the roads in whose favor they were made should be built within a certain number of years. As they were made to nearly 10,000 miles of line, and were supposed to be very valuable, nearly all the roads to which they were assigned have been built. No land grant roads of any considerable length are now likely to be built at all except the Northern and Southern Pacific, each of which have extensive grants in their favor. That a large quantity of land can be found unoccupied in the immediate vicinity of a railroad implies a very sparse population. The land-grant roads were, however, mostly through a prairie soil, which is easily and rapidly brought into cultivation; but some time must often elapse before a population will be found upon them sufficiently numerous to supply a traffic required to meet the immediate calls for interest, or for other objects. Although the lands may be very valuable, experience has shown that they can be converted only slowly into money.

The mileage of railroads in the New England group of States for 1873 was 5,803, against 4,574 for 1872. Their cost was $263,697,778, against $230,609,794 in 1872, and was made up of $141,478,329 of share capital and $122,224,449 of debt. Their average cost per mile was $48,882, against $50,418 for 1872. Their gross earnings were $51,676,688, against $47,519,835 for 1872. Of the gross earnings $20,810,043 were received for the transportation of freight, and $22,358,643 for the transportation of passengers. The percentage of gross earnings to the cost of the roads was 19.6 per cent. The net earnings were $15,061,777, and equalled 2.92 per cent. of such cost. The earnings per head of population equalled $14.30, against $13.53 for 1872. The dividends paid amounted to $9,004,488, and equalled 6.86 per cent. on the total share capital. The ratio of total mileage to population was 1 mile of line to every 685 inhabitants, against 709 for 1872.

The mileage of the railroads in the Middle group of States for 1873 was 12,441, against 11,617 for 1872. Their cost was $1,126,702,107, against $922,700,776, and was made up of $649,503,037 share capital and $477,199,070 of debt. Their average cost per mile was $90,186, against $79,427 for 1872. Their gross earnings were $194,052,302, against $169,205,307 for 1872. Of the gross earnings $152,250,000 were received for the transportation of freight and $42,675,000 for the transportation of passengers. The percentage of gross earnings upon the cost of roads was 17.4. The net earnings were $69,280,585, and equalled 6.22 per cent. of such cost. The earnings per head of population equalled $18, against $15.86 for 1872. The dividends paid amounted to $30,549,225, and equalled 4.7 per cent. on the share capital. The ratio of total mileage to population was one mile of line to 772, against 792 for 1872.

The mileage of the railroads of the Western States for 1873 was 32,880 miles, against 28,778 for 1872. Their cost was $1,705,846,760, against $1,472,625,232 for 1872, and was made up of $840,823,411 of share capital, and $864,928,349 of debt. Their average cost per mile was $52,964, against $50,558 for 1872. Their gross earnings were $211,717,781, against $178,826,252 for 1872. Of these $58,800,000 were received for the transportation of passengers, and $157,900,000 for that of freight. The percentage of gross earnings to the cost of the roads was 12.41. The net earnings were $71,800,000, and equalled 4.1 per cent. of such cost. The earnings per head of population equalled $14.33 against $13.76 for 1872. The dividends paid amounted to $19,055,247, and equalled 2.26 per cent. on the share capital of the roads. The ratio of total mileage to population was 1 to 406, against 1 to 433 for 1872.

The mileage of the railroads of the Southern States for 1873 was 18,994, against 10,986 for 1872. Their cost was $509,324,106, against $401,918,267 in 1872, and was made up of $228,477,107 of share capital and $280,846,999 of debt. Their average cost per mile was $36,772, against $36,575 for 1872. Their gross earnings were $63,696,409, against $47,888,539 for 1872. Of the earnings, $38,385,420 were received for the transportation of freight and $15,310,989 for that of passengers. The percentage of gross earnings to the cost of the roads was 15.4; the net earnings were $18,133,849, and equalled 3.5 per cent. on such cost. The earnings per head of population equalled $4.21, against $4.31 for 1872. The dividends paid amounted to $951,886, and equalled less than 2 per cent. on the share capital of the roads. The ratio of total mileage to population was 735, against 779 for 1872.

The mileage of the railroads of the Pacific States for 1873 was 1,428, against 1,368 in 1872. Their cost was $154,090,809, against $131,573,990 in 1872, and was made up of $81,251,700 of share capital and $72,839,109 debt. Their average cost per mile was $95,590, against $98,800 in 1872. The gross earnings were $15,276,747, against $13,900,727 for 1872. Of the gross earnings, $9,682,789 were received for the transportation of freight and $3,593,960 for the transportation of passengers. The percentage of gross earnings to the cost of the roads was 9.9; the net earnings were $8,858,639, and equalled 5.7 per cent. on such cost. The earnings per head of population were $17.92, against $17.90 for 1872. No dividends were paid. The ratio of total mileage to population was 1 mile to each 389 of inhabitants, against 1 to each 379 for 1872.

Within the past five years 28,896 miles of railroad have been constructed in this country. At $50,000 per mile the cost of these works has been $1,281,850,000. In the meantime $75,000,000 have been annually expended in enlarging the accommodations and increasing the facilities for business of roads already in operation—in other words, there has been expended upon our railroads $350,000,000 annually in the last five years. If we have not exceeded our means in the construction of these works, we have pushed this great interest out of all proportion to others. We have only to stop construction to have the equilibrium speedily restored. The method is a very simple one. The earnings of the railroads of the Western States the past year equalled $14.33 per head of population. The present year, but for the effect of the recent panic, they would equal $15.33 per head; and in 1875, $16.33 per head. This gain is certain to be made as soon as the country recovers from the present prostration. In the meantime, population is increasing at the rate of more than one million annually. The contribution of this increase alone to railroads will add, at the present rate of earnings, $14,330,000 annually to their gross receipts. But the population of the country increases at the rate of about 2.50 per cent annually, while the earnings of our railroads increase in about five fold greater ratio. The question of earning is one of population, the pioneer contributing as much per head as a citizen of old and densely settled States.

Import Duties.

The Philadelphia *Bulletin* gives the following as the exact rates now charged by the United States on imports of iron and steel:

Iron railway bars, 68 cents per hundred pounds. Steel railway bars, $25.20 per ton of 2,240 pounds Pig iron, $6.30 per ton. Hammered or rolled bar iron: ordinary size, $20.16 per ton; extra size, $30 24 per ton. Rod, slit, hoop, and sheet iron, $25.20 to $35.28 per ton. Previous to June 6, 1872, steel in bars, coils, sheets and ingots, including steel wire not less than one-fourth inch in diameter, valued at 7 cents per pound or less, paid 2½ cents per pound; valued over 7 and not over 11 cents, paid 3 cents per pound; valued over 11, paid 3½ cents per pound and 10 per cent. ad valorem; steel in other forms, not otherwise provided for, paid 30 per cent ad valorem; and steel manufactures, not otherwise provided for, paid 45 per cent. ad valorem. Since June 6, 1872, the duty on each kind of steel enumerated in the first sentence has been reduced 10 per cent. on the rates here given.

Railroad Law.

RAILROAD COMPANIES.—WHEN LIABLE FOR MERCHANDISE AS WELL AS BAGGAGE OF PASSENGERS.

The facts in the case of Stoneman *v.* Erie Railway Co. (52. N. Y., 429,) are set forth at length in the following opinion:

The finding is, that "she delivered seven packages of goods and wearing apparel; that the defendant, in addition to the money for her passage, then demanded of her payment of ten dollars as freight for the carriage of said packages over its road, which plaintiff paid; that defendant thereupon received said packages and contents and promised to transport them," etc. There is no exception to this finding.

There is no finding and no request to find that the defendant received the packages as extra baggage or received any pay for their transportation as extra baggage.

There is no finding or proof that she in any manner concealed the contents of the packages from the defendant, or that she in any manner represented them as containing only her personal baggage; and the finding is that the defendant transported them as merchandise, not as baggage, extra or otherwise. It has become an axiom, that he who alleges error must affirmatively establish it. No presumption is indulged to reverse a judgment.

Under these circumstances, the question of the extent of plaintiff's baggage does not arise, and I think the defendant must pay for the whole property lost. (See Hannibal Railroad *v.* Swift, 13 Wall., 262.)

It is well settled that, in ordinary cases of transportation of freight, the carrier is responsible for a parcel, though ignorant of the contents, no matter how valuable, unless he made a special acceptance. This rule has some exceptions, and is qualified by the condition that the owner should have been guilty of no fraud or imposition in respect to the carrier, as by concealing the value or nature of the parcel, nor should he delude the carrier by his own carelessness in treating the parcel as a thing of no value. (2 Kent, 11th ed., 603; Orange Co. Bk. *v.* Brown, 9 Wend., at 115) There was no such qualification in the case at bar. I think it safe to say that, if the carrier knew or had notice of the character of the goods taken as baggage and still undertook to transport them, he is liable for their loss, although they are not travellers' baggage. (2 Red. on Railways, 149, 151, note 5, and cases.

But as I do not regard the question argued in the appellant's brief as to the liability for goods assumed to be transported as extra baggage and paid for as such, as presented in the case, it is not necessary to consider it.

☞ The directors of the Pennsylvania Railroad company have completed the organization of the treasurer's department by the following appointments, to take effect August 1, 1874: Bayard Butler, treasurer, in place of Edmund Smith, elected second vice president; John D. Taylor, assistant treasurer, in place of Bayard Butler, elected treasurer; Benjamin F. Crawford, cashier.

California Railroads.

At the annual meeting of the following railroad companies, held in San Francisco on the 15th ult., directors were elected as follows for the ensuing year:

Central Pacific Railroad Company: Leland Stanford, C. P. Huntington, Mark Hopkins, E. H. Miller, jr., Robert Robinson, C. H. Cummings, Charles Crocker.

Sacramento Valley Railroad Company: Leland Stanford, C. P. Huntington, Mark Hopkins, E. H. Miller, Jr., C. H. Cummings.

California Pacific Railroad Company: George E. Gray, R. P. Hammond, Moses Hopkins, Joseph B. Gunn, C. J. Robinson, N. T. Smith, J. L. Willcutt.

Stockton and Copperopolis Railroad Company: Leland Stanford, C. P. Huntington, Mark Hopkins, E. H. Miller, jr., Robert Robinson, C. H. Cummings, N. T. Smith.

Stockton and Visalia Railroad Company: Leland Stanford, C. P. Huntington, Mark Hopkins, E. H. Miller, jr., Robert Robinson, C. H. Cummings, N. T. Smith.

San Pablo and Tulare Railroad Company: Leland Stanford, C. P. Huntington, Mark Hopkins, E. H. Miller, jr., C. H. Cummings.

Northern Railroad Company: Leland Stanford, C. P. Huntington, Mark Hopkins, E. H. Miller, jr., C. H. Cummings.

Terminal Railroad Company: Leland Stanford, C. P. Huntington, Mark Hopkins, E. H. Miller, jr., Robert Robinson, E. I. Robinson, Charles Crocker.

Lake Shore and Michigan Southern Railway.

At a meeting of the Executive Committee of this company on the 22nd ult., a statement from the Auditor of the Company as to the business for the six months ending with June 30, 1874, was read as follows:

The Lake Shore and Michigan Southern Rail road Company, six months ending with June 30, 1874:

Earnings		$8,674,839
Operating expenses (including cost of steel rails substituted for iron) and taxes (equal 66 per cent. of earnings)		5,608,998
		$3,065,846
Interest, leases and dividends on guaranteed stock	$1,380,000	
Discount on bonds sold	190,000	
		1,570,000
Leaves equal to 3.025 on capital stock		$1,495,846

The above amount has been expended for the following purposes:

On construction	$263,770
On equipment	626,686
	$890,456
All this was under contracts made by the previous administration prior to 30th of June, 1873, which contracts are now all closed.	
For payments on floating debt	605,390
	$1,495,846

The present floating debt is $2,100,000.

The reduction therein since January 1, 1874, other than by earnings, as shown above, was from proceeds of sales of second mortgage bonds.

Whereupon the following resolutions were adopted:

Whereas, the net proceeds of the business for the six months ending with June 30, 1874, have been used in completing contracts entered into by the previous administration prior to June 30, 1873, and in reducing the floating debt of the company, so that a realization thereof in means for division will require a sale of so many more of the company's bonds;

And whereas, in the opinion of this committee, it is not for the true interests of the owners of the property that their bonds should be disposed of at too great a sacrifice, or that the debt of the company should be injudiciously increased in order to realize means for such division; therefore

Resolved, That it is not expedient to declare a dividend on the capital stock of the company for the six months ending with June 30, 1874.

Resolved, That in view of the improvement in the company's affairs as shown by the statement of its floating debt—which is now reduced to about $2,000,000—and in view of the fact that the company has definitely decided not to engage in any new enterprise involving a diversion of its net earnings, it seems to this committee that it will not be necessary hereafter to pass the payment of dividends.

Railroads in Ohio.

It is expected that the Wheeling and Lake Erie road will cross Sandusky Bay in the vicinity of the Club House and Mud Creek. Wheeling and Toledo are the termini. A line of thirty-six miles, connecting the Niles and New Lisbon railroad and the Wheeling and Lake Erie railroad, is proposed, and likely to be commenced soon. The route of the Valley railway, from Canton south, has been located via the Nimishillen Valley, through North Industry, Sandyville, to Mineral Point, where it joins the Wheeling and Lake Erie railway, near Columbia, Carroll county, and thence follows the line of that road to Martin's Ferry. The heaviest grade on the whole route is thirteen feet to the mile. The whole line has been secured to the company.

Grading on the Circleville, McArthur and Gallipolis road is almost completed from Vinton Furnace southward to a point within eight miles of the work completed northward from Gallipolis. The prospects for making the road from Vinton Station to Gallipolis ready for the locomotive by the 1st of January, 1875, are very good, and all that is needed to extend the road to McArthur by the same time, is an additional subscription of three or four thousand dollars.

Youngstown is constructing a branch connecting with the Ohio and Toledo narrow gauge line now building from Carrollton to Painesville. The rails have been laid on the Ohio and Toledo road to within a mile and a half of Carrollton. Grading from Oneida to Minerva has been contracted for.

Grading on the Bowling Green and Toledo road will be commenced at once. It is believed the line can be graded in thirty days.

Railroads in California.

The Sacramento *Record* says that the Eureka and Palisade Railroad have commenced transporting passengers and freight to a point twenty miles east of Palisade, on the road to Eureka, making a difference of a day and a half in the delivery of freight to Eureka, Hamilton and Pioche. Twenty miles additional of track will be laid as fast as the iron arrives. Grading on the Olympia and Tenino Railroad is fast approaching completion. A narrow gauge railroad project between San Jose and Alviso is on foot. Two miles of grading are completed on the Visalia branch railroad, and the iron for it will arrive on the 20th. The preliminary survey for the route of a railroad from Felton to Guerneville, Sonomo county, has been completed.

The Bakersfield *Courier*, of July 11, says: "To night track laying will have progressed to a point about two and half miles from Kern river. At a distance of one and half miles from the river a temporary landing place for freight and passengers will be established, and we may except regular passenger and freight trains to be running there about the close of next week. From that point onward to the river the work of preparing the road bed will be quite heavy, as in many places it may be necessary to raise the embankment twelve feet high. From this time forward the work will be of a difficult and expensive character, and we are hardly justified in expecting the track to be laid to the depot ground in less than two months from this date."

Allentown Railroad.

The Pottsville *Miner's Journal* says that work is soon to be commenced upon the extension of the line of the Allentown Railroad from Kutztown to the Ontelaunee Creek, so as to form a connection with the Berks County Railroad. It is believed, however, that the plan embraces the pushing of the road clear through to Leesport or Port Clinton. The work upon this line was originally started somewhere about the year 1856, but under the panic of the year following it was abandoned. After lying in dormancy for a long time it fell into the hands of the Philadelphia and Reading Railroad Company, which some two years ago constructed a branch from Topton, on the East Pennsylvania, to Kutztown, a distance of 4½ miles, using part of the old or abandoned road. Most of the line was graded before the enterprise went under, so that it can be completed now at a comparatively low figure.

Wheeling and Lake Erie Railroad.

A meeting of the directors of this company was held at Norwalk, Ohio, on the 23d ult., to determine whether they will make Norwalk or Milan the point of detour in the main line for Toledo, or will take some point between the two places. It is proposed to unite the Ashland road, running south into Coshocton county, and north through Ashland and New London, with the Wheeling and Lake Erie railroad either at New London or at a point in the line from Lodi through Wellington and Clarksfield, so that these two lines will unite before reaching Norwalk, and that place will be made the point of detour for a direct line through Castalia and Oak Harbor to Toledo, throwing out an arm from Norwalk through Milan to the lake, either at Huron or Sandusky.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending July 18, at 254,699 tons, and for the coal year 9,865,528 tons against 10,232,571 tons to corresponding time last year, being a decrease of 367,043 tons. The bituminous tonnage for the week is 64,274 tons, and for the year 1,694,330 tons, against 1,650,605 tons to same time last year, giving a total of all kinds for the week of 818,964 tons, and for the year of 11,559,858 tons, against 11,883,096 tons to same time last year, being a decrease of 323,318 tons.

☞ The officers of the Lake Shore and Tuscarawas Valley Railroad company, recently elected, are: President, W. S. Streator: Secretary William H. Grout; Treasurer, R. L. Chamberlain; Chief Engineer and General Superintendent, W. W. Card.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific:													
1867	38,169	51,831	69,029	81,156	95,823	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,366	467,659	5,670,883
1870	413,104	394,176	488,382	633,758	768,720	729,274	783,100	807,816	787,184	823,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720.929	892,341	795,176	869,297	1,006,373	995,922	981,006	897.234	672,358	9,467,072
1872	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285 567	1,299,900	1,037,992	12,734,720
1873	852,860	691,015	989,778	1,129,469	1,373,675	1,301,202	1,211,765	1,258,600	1,392,125	1,423,875	1,296,812	1,072,750	13,988,969
1874	848,558	794,000	867,666	1,132,000	1,360,000	1,380,000	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342.369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455.607	377,687	5,278,910
1872	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,315	352,604	5,156 326
1873	347,272	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
Chicago and Northwestern:													
1863	.....	... ...	... ...	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,750	716,378	563,400	6.114.566
1865	541,005	482,164	499,296	468,358	586,623	747,942	702,691	767,506	946,707	932,683	754,671	547,842	7,976,490
1866	523,366	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632 739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,387,471
1869	892.093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305.673	1,371,780	1,140.145	845,708	13.355.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,699,337	1,281,574	1,047,318	1,006,235	852,423	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873	752,468	765,249	967,255	1,034,023	1,256,072	1,309,578	1,240,987	1,284,094	1,071,448	1,451,827	1,039,306	1,019,501	13,816,465
1874	993,490	903,021	1,039,986	1,074,725	1,272,293	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col, Cin. and Indianapolis:													
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,060	226,897	244,182	246,646	260,160	274,021	249,355	319,012	317,887	339,230	319,573	284,156	3,273,719
1871	270,304	273,751	315,149	295,460	281,491	288,775	314,850	360,750	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320.022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,422,625
1873	363,921	413,043	448,924	413.443	436,459	411,260	393,806	465,508	466,796	423,893	327,804	322,596	4,887,448
1874	363,053	276,099	318,976	342,247	306,778	330,754	... ...	.....	.....	.....	.....	.....	.....
Erie:													
1871	1,055.469	971,193	1,201,500	1,253,965	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417.211	17,398,827
1872	1,332,994	1,294,076	1,460,174	1,548.813	1,775,324	1,463,961	1,550,023	1,526 243	1,643,464	1,743 752	1,704,374	1,392,615	18,694,096
1873	1,326 505	1 329,422	1,515,382	1,541,958	1,764,821	1,717,593	1,685,384	1,774,570	1,918,247	1,882,421	1,560,023	1,625,129	19,631,781
1874	1,462,650	1,273,775	1,413,223	1,465,550	1,687,772	1,577,945	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,825	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,877	8,823,482
1870	623,383	661,789	601,526	555,087	684,539	712,647	627,216	899,052	901,235	903,226	811,708	697,751	8,678,958
1871	624.744	529,617	563,598	620,228	713,162	718,721	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696.475	698,063	8,026,754
1873	602,241	597,429	660,750	553,912	635,459	742,600	648,840	769,748	884,485	797,121	636,089	703,692	8,268,325
1874	611,491	538,668	567,554	580,921	647,892	678,728	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	133,673	152,264	267,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303,305	210,197	3,321 518
1872	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,695,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	323,281	328,189	333,785	392,510	266,217	201,462	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,360	1,368,948	1,402,597	1,345.316	1,235,285	14,707,975
1872	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459 360	1,635,691	1,764,788	1,558.424	1,483,480	17,591,629
1873	1,412,368	1,549,286	1,735,736	1,694,543	1,680,968	1,585,368	1,451,762	1,582,531	1,776,420	1,742,516	1,375,556	1,546,983	19,134,136
1874	1,519,249	1,305,132	1,371,545	1,593,827	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1871	130,883	126.224	140,740	113,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,920	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029 927
1873	169,845	161,132	178,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	151,793	150,301	2,126,875
1874	171,028	... ...	.....	.....	.....	.....	.....	.....	.....	... ...	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353.569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	406,283	368,187	326 891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	486,980	470,703	480,847	427,096	422,015	529,890	628,860	582,802	557,434	507,050	5,940,102
1872	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873	379,836	440,261	567,314	556,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801.195	496,566	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	868,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,986	387,566	426,223	474,188	580,432	594,769	488,348	565,720	811,961	950,945	702 838	513,787	6,957,771
1873	334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,760	843,192	9,046.124
1874	654,400	657,500	576,620	742,050	964,800	886,900	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,340	184,411	262,515	350,613	329,243	295,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,650	236,108	3,438,930
1871	212.005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,108	299,552	3,630,696
1872	254,319	238,823	303,594	305,755	269,560	304,512	265.406	315,699	338,497	384,193	337,920	360,404	3,678,582
1873	227,897	261,346	344,682	321,047	301,521	272 600	267,784	325,093	382,095	353,165	308,632	306,100	.....
Philadelphia and Reading:													
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,252,903	1,454,026	1,294,621	1,235,368	1,476,405	828,447	11,516,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,129,459	1,241,903	1,199,094	1,143,309	899,256	9,642,177
1871	506,367	423,045	644,503	688,578	1,063,002	1,510,088	1,213,808	1,359,533	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167 008	1,071 407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,748
1873	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	.....	.....
St. Louis, Alton and Terre Haute:													
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,880	202,238	205,750	189,351	160,065	2,008,388
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	187,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,480	152,515	102,995	1,786,547
1872	164 525	137,678	162,336	156,134	148,279	133,503	123,994	169,459	179,457	216,171	177,327	158,700	1,927,471
1873	144,209	159,454	177,514	170,218	161,300	165,260	151,632	165,610	178,302	200,646	135,892	132,762	1,942,669
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	128,775	124,988	123,948	1,372,236
1871	126,218	122,378	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	176,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	158,254	229,260	208,140	230,300	195,490	179,261	205,190	205,500	186,645	160,800	122,657	2,225,647
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	298,344	283,333	434,209	450,205	429,808	323,270	399,430	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,360	323,377	434,284	4,242,343
1870	257,664	298,645	295,279	318,699	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,985	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,868	434,465	614,175	565,811	621,351	489,341	466,081	5,944,570
1873	370,290	405,110	471,301	446.527	470,598	541,191	483,390	642,209	593,504	538,251	418,928	482,767	5,864,076
1874	423,343	400,984	404,699	447,855	420,719	.....	.....	.....	... ...	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,945	706,502	23,550	617,535	758,467	999,665	857,268	716,820	5,709,151
1870	528,529	500,189	529,233	706,603	802,586	746,450	643,055	664 051	728,521	719,696	570,168	505,053	7,654,094
1871	479,513	373,925	499,609	584,540	724,466	738,174	673,896	681,865	800,402	777,302	708,142	469,932	7,521,682
1872	273,936	534,116	565,861	741,802	890,442	835,459	743,282	789,567	863,754	980,706	915,727	757,851	8,892,606
1873	523,975	491,764	708,256	881,266	1,007,831	960,963	876,833	937,277	1,066,987	1,170,586	970,660	768,833	10,396,104
1874	620,715	607,900	687,020	834,954	910,065	.....	.....	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	
Sept. 30,'73	9.50	114	40	Albany .....N.Y.	190,590	190,000	50,000		101,301	26,019	8	100	100	...
Sept. 30, '73	1.04	....	—	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	—	7,229	894	—	100	100	...
Oct. 31, '73	25.00	440	78	Atlantic Avenue (Bklyn)..N. Y.	725,723	680,000	456,800	32,296	266,857	42,314	—	100	100	...
Sept. 30,'73	11.83	344	50	Avenue C (N. Y. City)...N. Y.	540,360	500,000	900,000	109,019	230,082	32,540	—	100	100	...
Dec. 31, '73	7.5	607	94	Baltimore City (Balt.).....Md.	1,038,456	1,000,000	—	98,000	.....	.....	3	25	25	...
Sept. 30,'73	22.01	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,801,673	900,000	694,000	46,850	257,704	37,697	—	100	100	...
Sept. 30,'73	4.63	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,789	7.7	100	100	...
Sept. 30,'73	1.25	—	—	Boston & West Roxbury.Mass.	56,133	41,000	—	—	—	—	—	100	100	...
Sept. 30,'73	13.88	264	50	Broadway (Brooklyn).....N.Y.	378,029	200,000	100,000	52,395	180,504	43,404	12	100	100	...
Sept. 30,'73	24.25	1098	135	B'dway & 7th Av.(N.Y.C.)N.Y.	3,847,159	2,100,000	1,500,000	200,000	920,158	264,449	6	100	100	...
Sept. 30,'73	7.00	....	32	Brooklyn, Bath & Coney I.N.Y.	245,048	180,000	80,000	—	65,906	30,566	—	100	100	...
Sept. 30,'73	31.50	1922	401	Brooklyn City.....N.Y.	2,424,800	2,000,000	300,000	90,000	1,496,294	306,196	14	100	100	...
Sept. 30,'73	18.50	242	68	Brooklyn City & Newtown.N.Y.	613,273	300,000	400,000	32,353	197,186	66,122	—	100	100	...
Sept. 30,'73	19.83	200	50	Brooklyn, Cross-Town.....N.Y.	663,517	300,000	300,000	40,765	167,843	27,229	—	100	100	...
Sept. 30,'73	17.64	382	83	Buffalo street.....N.Y.	528,984	100,000	421,119	36,276	324,266	137,407	—	100	100	...
Sept. 30,'73	11.18	142	26	Bushwick (Brooklyn) .....N.Y.	389,971	300,000	102,000	2,628	44,408	—	—	100	100	...
Sept. 30,'73	29.19	—	—	Cambridge (Boston) .....Mass.	800,500	800,500	150,000	—	73,486	73,486	9	100	100	99½
Sept. 30,'73	1.70	22	4	Central City (Syracuse)....N.Y.	29,473	21,130	6,000	—	20,164	14,024	12	100	100	...
Sept. 30,'73	24.00	960	128	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,948,585	1,667,700	1,200,000	8,857	909,098	342,290	—	100	100	...
Oct. 31, '73	9.00	208	40	Citizens' (Pittsburg) .....Pa.	270,671	184,000	—	—	184,298	78,365	16	50	46	...
Oct. 31, '73	7.25	350	50	Citizens' (Phila.).....Pa.	212,320	192,750	—	1,000	300,145	95,884	17½	50	19½	...
Sept. 30,'73	20.40	240	24	Coney Island (Brooklyn) ..N.Y.	698,806	—	360,000	39,924	221,891	51,196	—	100	100	...
Sept. 30,'73	10.70	960	127	Dry Dock, E.B.& B.(N.Y.C)N.Y.	2,090,847	1,200,000	1,000,000	—	1,275,623	640,633	8	100	100	...
Sept. 30,'73	3.50	12	3	Dunkirk and Fredonia.....N.Y.	43,609	35,100	—	—	4,111	4,111	8	100	100	...
Oct. 31, '73	1.62	14	4	Easton and S. Easton .....Pa.	25,962	29,562	—	—	10,946	3,320	—	25	16	...
Sept. 30,'73	9.50	1002	120	Eighth Avenue (N.Y.City)N.Y.	1,683,574	1,000,000	203,000	66,200	798,040	149,564	12	100	100	...
Oct. 31, '73	2.32	24	6	Erie City.....Pa.	36,997	19,807	20,000	2,341	13,287	2,184	—	50	42	...
Oct. 31, '73	5.50	60	23	Federal St. & Pl. Val. (Pbg.).Pa.	132,842	66,250	90,000	—	45,735	9,000	—	25	22	...
Sept. 30,'73	2 60	18	6	Fifth Ward (Syracuse).....N.Y.	44,766	29,335	10,000	2,150	13,699	1,673	—	100	100	...
Sept. 30,'73	10.26	491	68	42d st.& Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	236,000	29,301	586,757	293,048	9	100	100	...
Oct. 31, '73	17.04	389	56	Frankford & Southwark(Ph.)Pa.	844,171	498,200	290,500	—	412,325	91,138	10	50	50	54
Sept. 30,'73	4.00	26	5	Genesee & Water St.(Syr.)N.Y.	67,017	42,500	14,200	—	31,583	19,095	5	100	100	...
Oct. 31, '73	33.75	360	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	405,614	97,884	6	50	31	...
Sept. 30,'73	7.75	182	37	Gr'd st. & Newtown (Bk'n)N.Y.	310,443	170,000	90,000	12,878	107,824	22,093	—	100	100	...
Sept. 30,'73	8.00	200	40	Gr'd St. Prosp. P'k.& Flatb..N.Y.	437,011	200,000	200,000	37,028	80,086	1,016	—	100	100	...
Oct. 31, '73	7.25	200	42	Green and Coates st. (Phila.).Pa.	244,441	150,000	100,000	—	180,268	—	4	50	30	...
Oct. 31, '73	2.12	10	4	Harrisburg City.....Pa.	60,250	41,994	12,500	1,604	7,185	—	—	25	25	...
Sept. 30,'73	11.96	140	20	Harlm.Br.,Morr. & F'dham.N.Y.	287,302	29,100	135,000	—	89,000	18,391	—	100	100	...
Oct. 31, '73	11.00	378	60	Hest., Mant. & F'mount (Ph.)Pa.	388,486	299,423	100,000	27,000	292,610	71,442	9	50	50	19½
Sept. 30,'73	6.25	92	28	Jamaica, Woodh'n & BklynN.Y.	100,000	100,000	—	—	23,132	1,970	—	100	100	...
Sept. 30,'73	3.25	33	9	Kingston and Rondout.....N.Y.	83,285	75,000	—	—	24,792	5,161	5	100	100	...
Oct. 31, '73	5.01	117	20	Lombard and South st. (Ph.).Pa	170,402	105,000	62,500	—	99,104	35,905	10	55	12½	...
Sept. 30,'73	4.04	50	12	Lowell Horse.....Mass.	81,704	80,000	—	3,500	34,127	2,597	—	100	100	...
Sept. 30,'73	11.62	289	35	Lynn and Boston .....Mass.	277,581	200,500	50,000	43,697	164,270	—	—	100	100	...
Sept. 30,'73	3.60	—	—	Malden and Melrose (Btn). Mass.	60,246	165,500	75,000	—	—	—	—	100	100	...
Sept. 30,'73	3.46	—	—	Medford & Charlest. (Btn).Mass.	34,600	21,000	5,000	—	2,240	819	—	100	100	...
Sept. 30,'73	5.26	65	15	Merrimac Valley.....Mass.	63,000	50,000	—	—	34,845	656	4	100	100	...
Sept. 30,'73	46.29	1220	204	Metropolitan (Boston) ....Mass.	2,371,609	1,500,000	—	589,390	982,854	91,633	3	100	100	45
Sept. 30,'73	16.24	285	53	Middlesex (Boston).....Mass.	679,675	400,000	184,500	158,822	225,893	26,112	—	100	100	...
Sept. 30,'73	7.75	4	2	Mohawk and Ilion.....N.Y.	17,500	15,000	—	—	5,496	2,400	16	100	100	...
Sept. 30,'73	4 00	....	...	New York Elevated .....N.Y.	1,500,000	754,200	—	91,848	64,602	—	—	100	100	...
Sept. 30,'73	6.10	220	27	Ninth Avenue (N. Y. City)N.Y.	999,109	797,320	207,000	13,648	95,704	3,762	—	100	100	...
Sept. 30,'73	3.21	10	2	Northampton & Wmburg. Mass.	50,000	50,000	—	6,499	5,832	—	—	100	100	...
Sept. 30,'73	10.88	128	30	North 2d St. & Middle Vil.N.Y.	200,766	134,500	25,000	45,457	65,641	570	—	100	100	...
Sept. 30,'73	2.74	7	2	North Woburn (Boston)..Mass.	35,310	20,800	—	—	1,924	1,879	—	100	100	...
Dec. 31, '73	11.71	191	42	Orange and Newark .....N.J.	1,038,756	290,300	700,000	123,556	210,171	15,965	—	100	100	...
Sept. 30,'73	14.40	142	37	Park Avenue (Brooklyn)..N.Y.	369,425	200,000	200,000	77,000	126,727	42,908	—	100	100	...
Oct. 31, '73	9.64	40	17	Peoples' street (Scranton) ...Pa.	140,387	125,000	—	—	36,447	13,407	4	100	100	...
Oct. 31, '73	15.00	396	75	Philadelphia City (C.& W.)-Pa.	454,397	225,000	200,000	39,397	347,282	118,632	10	50	50	66
Oct. 31, '73	6.00	60	16	Philadelphia and Darby.....Pa.	257,000	200,000	—	—	—	—	4	20	20	...
Oct. 31, '73	13.07	114	23	Philadelphia & Gray's Ferry.Pa.	299,127	200,175	—	6,500	124,472	38,750	10	50	25	29½
Oct. 31, '73	8.75	116	37	Pbg., Allegheny & Manchest.Pa.	161,752	200,000	48,000	336	149,066	54,721	10	50	50	...
Oct. 31, '73	6.60	100	19	Pittsburg and Birmingham..Pa.	136,239	120,000	60,000	11,549	71,062	650	—	50	50	...
Oct. 31, '73	7.50	72	15	Pbg, Oakland & E. Liberty..Pa.	125,449	130,000	50,000	22,636	42,949	6,359	—	50	50	...
Oct. 31, '73	4.50	85	19	Pittsburg and Ormsby.....Pa.	83,487	100,000	40,000	1,616	37,238	—	—	50	25	...
Sept. 30,'73	6.00	42	11	Poughkeepsie City .....N.Y.	121,706	72,250	26,000	28,500	21,539	1,801	—	100	100	...
Oct. 31, '73	13.50	254	40	Ridge Avenue (Ph.).....Pa.	414,512	336,000	85,000	4,772	244,658	65,485	3	50	28	...
Sept. 30,'73	12.00	120	27	Rochester and Brighton ...N.Y.	192,596	70,000	30,000	38,500	118,947	60,951	10	100	100	...
Sept. 30,'73	7.84	54	20	Salem street.....Mass.	203,735	150,000	35,900	1,800	—	—	6	100	100	...
Oct. 31, '73	3.47	....	—	Schuylkill River (Phila.) ....Pa.	47,465	50,000	—	—	—	—	10	50	50	...
Sept. 30,'73	21.00	1021	137	Second Avenue (N.Y. City)N.Y.	2,511,743	1,180,500	1,220,000	84,988	681,434	171,112	8	100	100	...
Oct. 31, '73	39.50	560	96	2d and 3d street (Phila.).....Pa.	706,255	621,576	—	—	544,545	69,873	10	50	31	...
Oct. 31, '73	6.75	246	42	17th and 19th street (Phila.)..Pa.	186,694	160,000	100,000	10,306	152,406	36,467	4	50	16	...
Sept. 30,'73	8.38	824	102	Sixth Avenue (N.Y. City).N.Y.	2,181,960	750,000	415,000	80,000	938,434	143,950	10	100	100	...
Sept. 30,'73	4.03	—	—	Somerville horse (Boston).Mass.	98,000	98,000	—	—	5,880	5,880	7½	100	100	...
Sept. 30,'73	7.50	330	52	South Boston.....Mass.	450,000	450,000	—	—	289,209	31,089	—	100	100	...
Sept. 30,'73	6.50	80	21	South Brooklyn & Park....N.Y.	259,186	150,000	100,000	19,527	49,380	3,486	—	100	100	...
Sept. 30,'73	2.71	32	6	Springfield street.....Mass.	89,586	60,000	—	7,675	22,364	2,292	—	100	100	...
Sept. 30,'73	2.53	20	5	Stoneham street (Boston)..Mass	38,744	33,000	—	—	2,100	1,779	5	100	100	...
Sept. 30,'73	8.00	35	12	Staten Island Shore.....N.Y.	31,000	31,000	—	—	18,873	—	—	100	100	...
Sept. 30,'73	2.00	21	7	Syracuse and Geddes.....N.Y.	28,578	25,000	25,000	—	17,225	6,370	7	100	100	...
Sept. 30,'73	2.60	16	4	Syracuse and Onondaga ...N.Y.	50,150	37,000	—	10,000	13,748	3,955	1	100	100	...
Sept. 30,'73	4.32	40	8	Taunton street.....Mass.	53,414	40,000	—	7,500	23,671	5,257	10	100	100	...
Oct. 31, '73	7.25	350	50	10th & 11th st. (Citizens')...Pa.	212,320	192,750	—	1,000	300,145	95,984	17½	50	19½	82½
Sept. 30,'73	18.00	2112	267	Third Avenue (N. Y. City).N.Y.	3,757,365	2,000,000	2,000,000	—	2,140,926	549,310	5½	100	100	...
Oct. 31, '73	8.50	198	33	13th and 15th streets (Phila.).Pa.	227,326	334,529	—	—	155,697	37,581	12	50	16½	...
Sept. 30,'73	6.27	35	8	Troy and Albia.....N.Y.	74,537	44,700	35,100	707	21,051	3,902	—	100	100	...
Sept. 30,'73	11.88	226	51	Troy and Lansingburg.....N.Y.	328,387	250,000	96,000	9,352	170,056	19,859	—	100	100	...
Sept. 30,'73	5.00	76	19	23d street (N.Y. City).....N.Y.	702,757	500,000	250,000	—	96,931	31,365	—	100	100	...
Sept. 30,'73	—	731	97	Union street (Boston).....Mass.	472,035	355,500	17,500	132,108	478,742	13,964	—	100	100	...
Oct. 31, '73	30.00	687	118	Union (Phila.).....Pa.	1,032,514	400,000	500,000	—	682,502	77,201	26	50	20	...
Sept. 30,'73	29.60	507	89	Union (Providence).....Pa.	828,329	614,300	75,000	139,029	416,096	72,811	2	100	100	...
Sept. 30,'73	13.13	92	14	Utica, Clinton & Bingham..N.Y.	323,763	121,400	200,000	—	45,450	4,893	—	100	100	...
Sept. 30,'73	2.50	18	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	18,000	—	22,013	6,356	3½	100	100	...
Sept. 30,'73	3.11	12	3	Waltham and Newtown.....Mass.	36,974	30,000	—	16,316	7,659	2,548	4	100	100	...
Sept. 30,'73	14.50	150	25	Watervliet (Albany) .....N.Y.	342,347	240,000	130,000	—	104,231	1,977	—	100	100	...
Oct. 31, '73	15.50	507	79	West Philadelphia.....Pa.	591,348	400,000	100,000	—	462,477	129,289	15	50	50	...
Oct. 31, '73	4.59	16	7	Wilkesbarre and Kingston..Pa.	94,833	100,000	—	—	23,551	8,934	4	50	50	...
Sept. 30,'73	3.25	—	—	Winnisimmet (Boston)....Mass.	62,142	60,400	—	—	2,802	2,335	—	100	100	...

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price
	$	p. c.			
Albany:					
1st Mortgage.....	59,000	7	J. & J.	1883	....
Atlantic (Bklyn) Ave.:					
1st Mortgage.....	115,000	7	A. & O.	1881	....
2d Mortgage.....	100,000	7	A. & O.	1884	....
3d Mortgage.....	166,000	7	J. & J.	1885	....
Avenue C:					
1st Mortgage.....	900,000	7	A. & O.	1896	....
Bleecker St. & Fulton Ferry:					
1st Mortgage.....	604,000	7	J. & J.	1880	...
Broadway (Brooklyn):					
1st Mortgage.....	100,000	7	J. & D.	1882	....
Broadway and 7th Avenue:					
1st Mortgage.....1,	500,000	7	J. & D.	1894	....
Brooklyn, Bath & Coney I.:					
1st Mortgage.....	80,000	7	J. & J.	1890	....
Brooklyn City:					
1st Mortgage.....	300,000	7	J. & J.	1883	....
Brooklyn City & Newtown:					
1st Mortgage.....	400,000	7	J. & D.	1879	....
Brooklyn Cross-Town:					
1st Mortgage.....	300,000	7	J. & J.	1888	....
Buffalo Street:					
1st Mortgage.....	400,000	7	M. & N.	1893	....
Bushwick:					
1st Mortgage.....	102,000	7	J. & J.	1889	....
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J. & J.	1891	....
Central Park, N & E. River:					
1st Mortgage.....	550,000	7	F. & A.	1882	....
2d Mortgage.....	650,000	7	M. & N.	1890	....
Coney Island & Brooklyn:					
1st Mortgage.....	307,000	7	J. & J.	1887	....
D. Dock, E. Bdw. & Battery:					
1st Mortgage.....1,	000,000	7	J. & D.	1895	....
Eighth Avenue (N. Y.):					
1st Mortgage.....	203,000	7	J. & J.	1890	....
Empire:					
1st Mortgage.....guar.	150,000	7	J. & J.	1890	....
42d st. & G'd st. Ferry(N.Y.):					
1st Mortgage.....	236,000	7	A. & O.	1878	....
Federal St. & Pleasant Val.:					
1st Mortgage.....	25,000	7	A. & O.	1878	....
2d Mortgage.....	50,000	7	J. & J.	1881	....
Frankford and Southwark:					
1st Mortgage.....	155,500	7	J. & J.	1877	....
2d Mortgage.....	100,000	7	M. & N.	1891	....
Germantown:					
1st Mortgage.....	250,000	7	J. & D.	1879	....
2d mortgage	100,000	7	.....	1884	....
Green and Coates street:					
1st Mortgage.....	103,000	7	J. & J.	1878	....
Grand St. & Newtown:					
1st Mortgage.....	90,000	7	A. & O.	1887	....
Grand st. P. P. & Flatbush:					
1st Mortgage.....	200,000	7	J. & J.	1891	....
Harl. Br., Morris's & Fordh.:					
1st Mortgage.....	135,000	7	J. & J.	1889	....
Hestonv., Mantua & Fairm.:					
3d Mortgage.....	125,000	7	J. & D.	1880	....
Lombard and South st.(Ph.):					
1st Mortgage.....	62,500	7	J. & J.	1883	....
Lynn and Boston:					
1st Mortgage.....	50,000	6	A. & O.	1879	....
Malden and Melrose:					
1st Mortgage.....	75,000	6	A. & O.	1885	....
Middlesex (Boston:					
1st Mortgage sinking fund	99,500	6	J. & J.	1884	....
2d Mortgage.....	60,000	6	A. & O.	1880	....
3d Mortgage.....	120,000	7	M. & N.	1874	....
Ninth Avenue (N. Y.):					
1st Mortgage.....	207,000	7	J. & J.	1876	....
Orange and Newark:					
1st Mortgage.....	200,000	6	J. & J.	1881	....
2d Mortgage.....	500,000	7	J. & J.	1895	....
Park Avenue (Bkly):					
1st Mortgage.....	200,000	7	M. & N.	1888	....
Philadelphia City:					
1st Mortgage.....	200,000	7	J. & J.	1881	....
Second Avenue (N. Y.):					
1st Mortgage.....	350,000	7	J. & D.	1877	....
2d Mortgage.....	200,000	7	F. & A.	1876	....
3d Mortgage.....	150,000	7	A. & O.	1885	...
Conv. bonds.....	520,000	7	M. & N.	1888	....
17th and 19th street (Ph.):					
1st Mortgage.....	15,000	6	J. & J.	1873	....
2d Mortgage.....	60,000	6	A. & O.	1878	....
Sixth Avenue (N. Y.):					
1st Mortgage.....	415,000	7	J. & J.	1890	....
South Brooklyn and Park:					
1st Mortgage.....	100,000	7	J. & J.	1892	....
Third Avenue (N. Y.):					
1st Mortgage.....2,	000,000	7	J. & J.	1890	....
Troy and Lansingburg:					
1st Mortgage.....	96,000	7	J. & J.	1892	....
Union (Phila.):					
1st Mortgage.....	300,000	6	J. & J.	1885	....
2d Mortgage.....	300,000	7	J. & J.	1881	....
Union (Prov. R. I.):					
1st Mortgage.....	75,000	6	J. & J.	1892	....
Utica, Clinton & Bingham.:					
1st Mortgage.....	200,000	7	J. & D.	1890	....
Watervliet:					
1st Mortgage.....	130,000	7	A. & O.	1887	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,280,000	J. & J.	July '74 3½
Allegheny Valley 50	2,236,350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '73 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " guar..100	780,470	M. & N.	Nov. '73 3½
Atlantic and St. Law*..100	39,494,900	M. & S.	Sept. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Geneseo & Mt. M.*100	194,250	A. & O.	Oct '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N.	May '74 5
Washington Br.....100	1,650,000	A. & O.	Apl. '74 5
Parkersburg Br. pref... 50	5,680,685	— & —	.....
Berkshire*.....100	600,000	J. A. J. & O.	July '74 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N.	May '74 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & D.	June '74 3
Bost., Conc. & Mont.* pref.100	800,000	M. & N.	May '74 3
Boston and Lowell.....500	2,852,900	J. & J.	July '74 3½
Boston and Maine.....100	6,816,807	M. & N.	May '74 4
Boston and Providence..100	3,950,000	M. & N.	May '74 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A.	Feb. '74 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Mar. '74 5
" " pref.100	1,485,900	M. & S.	Mar. '74 5
Camden and Amboy* ...100	5,847,800	J. A. J. O.	July '74 2½
Camden and Atlantic.... 50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Nov. '73 3½
Cape Cod 50	1,020,330	J. & J.	Jan. '72 $2½
Cape May and Millville* 50	447,000	J. & D.	Dec. '73 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa*..... 50	1,159,600	— & —	.....
" pref. 50	2,200,000	M. & N.	May '74 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	July '74 5
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	May '74 1½
" " pref..100	769,600	F. & A.	Aug. '74 3½
Central of Georgia.....100	4,666,800	J. & J.	July '73 5
Central of New Jersey..100	20,000,000	J. A. J. O.	July '74 2½
Central Ohio*..... 50	2,425,000	J. & D.	June '74 3
" pref..... 50	400,000	J. & D.	June '74 3
Central Pacific 100	54,275,500	.....	Sept. '73 3
Chemung*.....100	380,000	J. A. J. & O.	Oct. '73 1½
Cheshire, preferred 100	2 100,000	J. & J.	July '74 2
Chicago and Alton.....100	8 929,900	M. & S.	Mar. '74 5
" " pref...100	2,425,400	M. & S.	Mar. '74 5
Chicago, Burl. & Quincy.100	19,897,000	M. & S.	Mar. '74 5
Chicago, Iowa & Nebras*1 0	3,916 300	J. & J.	July '74 4
Chicago & N. Western..100	14,993,060	J. & D.	Dec. '72 3½
" " pref.100	21,484,113	J. & J.	July '75 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Apl. '74 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.*... 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	429,046	M. & N.	May '74 2
Clev., Col., Cin. & Ind..100	14,991,275	F. & A.	Aug. '74 4
Cleveland & Mahoning*. 50	2,957,589	M. & N.	May '74 3½
Cleveland & Pittsburg*.. 50	11,236,150	F. M. A. N	May '74 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*.... 50	1,786,800	M. J. S. D.	June '74 2
Colum. & Hocking Val..100	2,500,000	F. & A.	Feb. '74 5
Concord.....100	1,500,000	M. & N.	May '74 5
Concord and Ports.*.....100	350,000	J. & J.	July '74 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A.	Aug. '74 3
Connecticut River..... 10	1,950,000	J. & J.	July '74 5
Cumberland Valley..... 10	1,494,250	A. & O.	Apl. '74 4
Danbury and Norwalk . 50	600,000	M. & N.	Nov '73 5
Delaware*..... 50	1,230,941	J. & J.	July '74 3
Del., Lackaw. & Westn. 50	18,868,850	J. A. J. O.	July '74 2½
Detroit & Milwaukee *.. 50	822,140	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	A. & O.	Apl. '74 3
East Pennsylvania*..... 50	1,309,200	J. & J.	July '74 3
East Mahanoy *..... 50	392,950	J. & J.	July '74 3
Eastern (Mass.)..... 100	4,282,600	J. & J.	July '73 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*.100	600,000	F. & A.	Feb. '74 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '74 2½
" " pref. 50	500,000	J. & J.	July '74 3½
Erie Railway 100	78,000,000	.....	Oct. '73 1
" pref.....100	8,536,910	.....	Oct. '73 3½
Erie and Pittsburg*..... 50	1,090,250	M. J. S. D.	Mar. '74 1½
Fitchburg 100	4,000,000	J. & J.	July '74 4
Georgia 100	4,156,000	J. & J.	Apl. '74 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.)...100	19,237,404	A. & O.	Apl '74 1½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	May '74 5
Harlem Extension.....100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '74 3½
Housatonic, pref. 100	1,180,000	J. & J.	July '74 4
Huntingdon & B'd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. & J.	July '68 3½
Illinois Central 100	25,280,510	F. & A.	Aug. '74 4
Indianapolis, Cin. & Laf. 50	7,885,497	M. & S.	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	J. & J.	July '74 2
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J. A. J. O.	July '74 1½
Joliet & North Indiana*100	300 000	J. & J.	July '74 4
Lake Shore & Mich. So..100	49,466,600	F. & A.	Aug. '73 4
" " (guar.)100	538,500	F. & A.	Feb. '74 5
Lawrence*..... 50	280,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	3,739,800	M. & N.	May '67 5
Lehigh Valley 50	21,916,850	J. A. J. O.	July '74 2½
Little Miami*..... 50	5,871,450	J. A. J. O.	Apl. '74 3
Little Schuylkill*..... 50	2,646,100	J. & J.	July '74 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island..... 50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '74 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '74 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Apl. '74 3
Lykens Valley 20	600,000	F. M. A. N	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '76 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	May '74 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*..... 100	400,000	F. & A.	Feb. '74 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	18,738.204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323.375	J. & J.	July '74 5
Milwaukee and St. Paul..100	15,399,261	J. & J	Dec. '70 7s
" " pref.....100	12.274,483	F. & A	Aug'74 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '74 3½
Morris and Essex*..... 50	14,008,100	J. & J	July '74 3½
Nashua and Lowell.....100	800.000	M. & N.	May '74 5
Naugatuck.....100	1,881 900	F. & A.	Aug. '74 5½
Nesquehoning Valley*.. 50	1,000,000	M. & S.	Mar. '74 5
Newark and N. York*..100	977,400	J. & J.	Jan. '74 3½
N. Bedford 100	1,010.100	M. & N.	May '74 4
N. Castle & Beaver Val.* 50	1,800,000	J. A. J. O.	Apl. '74 2½
N Haven & Northamp..100	695,000	J. A. J. O.	Sept '73 3
New Jersey*.....100	7,295,200	J. A. J. O.	July '74 2½
New London Northern*100	1,418,800	J. & J.	July '74 4
N. Y. Cen. & Hudson R..100	89,428,330	A. & O.	Apl. '74 4
New York and Harlem..100	8,500,000	J. & J.	July '74 4
" " pref.100	1,500,000	J. & J.	July '74 4
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	July '74 5
N. Y., Provid. & Boston.100	2,000,000	J. A. J. O.	July '74 2½
Niag Bridge & Canand*100	1,000,000	J. & J.	July '74 3
North Carolina*..... 100	4,600,000	Irregular.	Jan. '73 3
N. Eastern (N C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 473,500	January.	Jan. '74 5s
Northern Central 50	5,842,000	M. & N.	July '74 3½
Northern N. Hampsh...100	3,068,400	J. & D.	June '74 4
Northern New Jersey*..100	1,000,000	J. & J.	July '74 4
Norwich & Worcester*..100	2,823,400	J. & J	July '74 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	July '74 3
" " pref.100	2,000,000	A. & O.	Apl. '74 4
Ohio and Mississippi....100	19,995,847	J. A. J. O.	.....
" " pref.100	4,024,474	J. & D.	Dec'72 3½s
Oil Cr. & Alleghany R... 50	4,259,450	J. A. J. O.	Jan. '74 3
Old Colony & Newport..100	6,297,900	J. & J.	July '74 3½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '74 4
Pacific of Missouri.....100	3,635,750	J. A. J. O.	July '74 1½
Panama.....100	7,000,000	J. A. J. O.	July '74 3
Paterson and Hudson*..100	636,000	J & J.	July '74 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	543,000	J. & J.	Jan. '74 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '74 3
Pennsylvania 50	68,144,475	M. & N.	May '74 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '74 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	July '74 4
Phil., Ger. & Norristwn* 50	1,626 250	M. J. S. D.	June '74 3
Philadelphia & Reading 50	32,684,375	J. A. J. O.	July '74 2½
" " pref.. 50	1,551,800	J. A. J. O.	July '74 2½
Phila. and Trenton*.....100	1,259,100	J. A. J. O.	July '74 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	July '74 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J. A. J. O.	Apl '74 4½
" Special Imp..100	2,000 000	J. A. J. O.	Apl. '74 1½
Pittsfield & N. Adams..100	410,000	J. & J.	July '74 3
Portland and Kennebec.100	616,700	J. & J.	July '74 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces...100	2,000,000	J & J.	July '74 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '74 4
Roch. & Genesse Val.*.110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '74 3½
Rutland*..... 100	2,700,000	— & —	.....
" preferred 100	4,300,000	F. & A.	Aug'74 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " pref.100	2.040,000	July.	July '74 3
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '74 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" pref.100	12,000,000	.....	Nov. '72 3
Saratoga and Schenec.*.100	300,000	A. & O.	Apl. '74 3½
Schuylkill Valley* 50	576,050	J. & J.	July '74 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '74 3
Shore Line*..... 100	995,800	J. & J.	July '74 3½
South Branch (N. J.*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,519,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb. '73 4
Staten Island..... 100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	448,700	J. & J.	July '74 5½
Stony Brook* 100	267,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '74 3
Sussex (N. J.) 100	317,870	J. & J.	Jan. '72 2½
Syr., Bingham. & N. Y.*100	1,670,189	— & —	Dec. '73 3
Taunton Branch 100	500,000	J. & J.	Jan. '74 5
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '74 5
Tol., Peo. & War. 1st pref..100	1,777,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '74 3½
Troy and Greenbush*...100	374,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$2,000,000	A. & O.	Apl. '74 1
Warren (N. J.).....100	1,800,000	J. & D.	Dec. '73 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey*.....100	1,559,750	F. & A.	Feb. '74 4
Winchester & Potomac*100	180,000	J. & J.	July '74 2
Winchester & Strasburg*100	800,000	J. & J.	July '74 1½
Worcester and Nashua.. 75	1,400,555	J. & J.	July '74 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	..... 2½
Baltimore City.....100	800,000	— & —	Jan. '74 3
Bleecker st. & F Fy. (NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl. '74 4
Broadway (Brooklyn)....100	200,000	J. A. J. O.	Apl. '73 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jun. '70
Brooklyn City.....100	1,500,000	F. M. A. N	May '74 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn).....100	392,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Apl. '74 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	500,000	J. & J.	July '74 9
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..'0	800,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F. M. A. N	Feb. '74 2
Eighth Avenue (N.Y.)....100	1,000 000	J. A. J. O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry ..100	748,000	J. & J.	July '74 3½
Frankf. & Southw. (Phi.) 50	491,750	J. & J.	July '74 5
Germantown (Ph.).....50	1,000,000	J. & J.	July '74 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newtown..100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '74 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	July '74 1½
Lomb. & South Sts. (Ph.) 25	105,000	A. & O	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	M. & N.	July '74 3½
Middlesex (Boston).....100	400,000	A. & O.	Apl. '73 4
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,558	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '74 5
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '74 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J. A. J. O.	Oct. '73 2
Second & Third St. (Ph.) 50	962,100	J. & J.	July '74 5
17th & 19th streets (Ph.) 50	800,000	J. & J.	July '74 2
Sixth Avenue (N. Y.).....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F. M. A. N	May '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '74 1½
Somerville (Boston) 100	75,000	M. & N.	May '74 3
South Boston 100	400,000	J. A. J. O.	July '74 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	July '74 8
West Philadelphia..... 50	400,000	J. & J.	July '74 10
CANALS.			
Chesapeake & Delaware 50	1,983,568	J. & D.	June '73 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '74 4
Delaware and Hudson...100	15 000 000	F. & A	Aug. '74 5
Delaware and Raritan*..100	5,847,400	J. A. J. O.	July '74 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat. 50	9 980,350	J. S D. M.	June '74 2
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" "(preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	July '74 80s
" " (pref.) 50	2,838,977	F. & A.	July '74 60s
Susq. and Tide Water... 50	2,004,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M. J. S. D.	June '74 2
American Coal..... 25	1,500,000	M. & S.	Mar. '74 4
Am. Merch. Union Exp.100	18,000,000	J. & J.	July '73 5
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M. J. S. D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 80c
Canton.....16½	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold.....100	2,836,600	— & —	.....
" pref.....100	8,893,400	— & —	.....
" certif.....100	3,324,000	J. & J.	.....
Pacific Mail Steamship.100	20,000,000	M. J. S. D.	Sep. '69 3
Pacific and Atlantic Tel. 25	2,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F. M. A. N	May '74 5
Pullman Palace Car.....100	4,000,000	F. M. A. N	May '74 3
Quicksilver, common ...100	6,700 000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	July '74 5
Spruce Hill Coal 10	1,000 000	— & —	.....
United States Express...100	6,000,000	F. M. A. N	Aug. '74 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	6,000,000	J. & J.	July '74 4
West. Union Telegraph.100	35,000,000	J. & J.	July '74 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 6
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug '69

NATIONAL AND STATE SECURITIES.

	Amount outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities July 1, 1874.					
Loan of June 14, 1858 ..... registered	$250,000	5	Jan. & July.	1874	....
.. .. coupon	.....	5	" "	1874	....
Loan of February 8, 1861 ..... registered	13,768,000	6	Jan. & July.	1880	117
.. .. coupon	4,647,000	6	" "	1880	118½
Oregon War Bonds of March 2, 1861 ... coupon	945 000	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861 .... registered	125,786,400	6	Jan. & July	1881	117
.. .. coupon	63,534,950	6	" "	1881	118½
Loan of Feb. 25, 1862 (5-20s) ..... registered	16,641,400	6	May &. Nov.	1882	113
.. .. .. (5-20s) ..... coupon	151,013,300	6	" "	1882	113½
Loan of March 3, 1863 ..... registered	53,631,350	6	Jan. & July.	1881	117
.. .. coupon	21,368,650	6	" "	1881	118½
Loan of March 3, 1864 (5-20s) ..... registered	946,600	6	May & Nov.	1884	114½
Loan of June 30, 1864 (5-20s) ..... registered	28,027,550	6	May & Nov.	1884	115
.. .. (5-20s) ..... coupon	33,018,650	6	" "	1884	115½
Loan of March 3, 1865 (5-20s) ..... registered	33,729,500	6	May & Nov.	1885	115½
.. .. .. (5-20s) ..... coupon	118,804,850	6	" "	1885	117
.. .. 2d series (5-20s) ..... registered	56,885,050	6	Jan. & July.	1885	115½
.. .. .. (5-20s) ..... coupon	145,778,050	6	" "	1885	115½
.. .. 3d series (5-20s) ..... registered	87,822,550	6	Jan. & July.	1887	115½
.. .. .. (5-20s) ..... coupon	222,801,850	6	" "	1887	117½
.. .. 4th series (5-20s) ..... registered	13,936,500	6	Jan. & July.	1888	116½
.. .. .. (5-20s) ..... coupon	23,537,500	6	" "	1888	118½
Loan of March 3, 1864, (10-40s) .... registered	141,214,200	5	Mar. & Sept.	1904	112½
.. .. .. (10-40s) ..... coupon	53,353,100	5	" "	1904	112½
Consols of July 14, '70 & Jan. 20, '71. registered	178,472,450	5	F. M. A. & N.	1881	111½
.. .. coupon	137,328,300	5	" "	1881	112½
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,623,512	6	Jan. & July.	'95-'99	117½
U. S. Notes and Fractional Currency	427,958,028	nil.	.....	.....	....
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72..	2,582,800	5	May & Nov.	'86-'92	....
.. Bonds (new), 1866, '68 and '72	2,386,000	8	Jan. & July.	'88-'92	....
.. Railroad Aid Bonds, 1870 and '71	2,620,000	8	" "	'90-'91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,800,0 0):					
.. Funded Bonds, 1869 and 70	2,850,000	6	Jan. & July.	'90-'00	....
.. Levee Bonds, 1871	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,600):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	112
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,500):					
.. War Loan, July 1, 1861, (10-20s)	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s)	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($3,728,866):					
.. Convention Bonds 1868	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69	191,000	6	Various.	'98-'99	....
.. Bonds, 1871	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R.R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	....
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R.R., '58, '59, '60 & '61	600,000	6	Feb. & Aug	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,900,' 00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1890	....
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	....
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	77-'78	....
.. Thornton Loan Bonds, 1861	102,000	6	" "	1880	....
.. War Loan Bonds, 1861	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):			Jan		
.. State Bonds (various) 1863 to 1864.....	110,675	6	". & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	"	'76-'89	....
Kentucky—($2,750,510):					
.. State Bonds 1833 and '43	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	49
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	50
.. .. .. 1866	1,000,000	8	Various.	1886	57
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869	500,000	7	Mar. & Sept.	1899	....
.. State B'ds (N.O., Mob. & Chat. R.R.) '70 '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866...	259,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7-8	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1893	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61	271,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"	'83-'89	101
.. Municipal Equalization Bonds.....	3,094,400	6	April & Oct.	1889	98
Maryland—$12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	80
.. Bonds to R. R. and Canals, (stg) 1838...	5,986,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	95
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1868.....	$11,356	6	J. A. J. & O.	1893	106½

	Amount outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.	706,000	5	Various.	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800,000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	94½
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	91½
.. Bounty Loan, 1864.....	4,379,500	5	May & Nov.	1894	99½
.. Bounty Loan, 1864, £826,600 stg.....	4,090,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,561,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	100½
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'93	92½
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	446 000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863...	431,000	6	" "	1878	97
.. $2,000,000 Loan Bonds, 1863..... ...	718,000	6	" "	1883	....
.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	91
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	97
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	97½
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'76-'90	100
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	97
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	99½
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	97½
.. War Loan Bonds, Oct. 1, 1868.....	750,000	6	April & Oct.	'72-'74	98½
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'78-'84	104
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free.....	554,400	6	" "	'97-'02	....
New York—($38,121,600):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1876	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	72-'73	107
.. Canal Stock.....	2,572,000	6	" "	'74-'75	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1877	106½
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	109½
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	28½
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	28
.. State (new) Bonds, 1867 to 1870	3,909,045	6	Jan. & July.	'92-'98	21
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	26½
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	....
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	....
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, skg f'd.....	1,600,000	6	" "	1876	99
.. Loan of 1860 Bonds, skg f'd.....	1,495,309	6	" "	1881	102
.. Loan of 1856 Bonds, skg f'd.....	2,400,000	6	" "	1886	104
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($29,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	108
.. Loan of Feb. 1867 (15-25s).....	722,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	111½
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	"	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,040,000	6	Mar. & Sept.	1882	97½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	19½
.. .. .. '66.-'69.....	2,262,714	6	Jan. & July.	'87-'97	20
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R. Bonds 1854.....	970,000	6	" "	'74-'78	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	600,000	6	April & Oct.	1890	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	79
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	79½
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1878	85
Vermont—($3 2,000):					
.. War Loan Bonds, coupons.....	821,000	6	June & Dec.	'71-'78	100
.. .. registered.....	201,000	6	" "	'71-'78	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'00	35
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'00	35
.. State Bonds, sterling coupon.....	1,866 000	6	" "	'86-'00	....
.. Funded Interest, 1866-'67.....	6,092,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	466,280	6	" "	'85-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,500,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	102½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	101
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1890	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	84
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	43½
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	61
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	..
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	64
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(285 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R.R.)gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	857,250	6	Jan. & July.	Baltimore.	1875	100¾
Loan of 1850-'80	579,500	6	" "	"	1880	100
Loan of 1853-'95	1,710,500	6	April & Oct.	"	1885	101½
Loan of 1865-'90 (Balt.) skg fd.	3,461,146	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,620,320	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,498,016	6	" "	"	1902	....
3d Mort.(N.W.Va.R.R.)assumed	140,000	6	Jan. & July.	Baltimore.	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	99½
Beloit and Madison (C. & N.W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage	499,500	6	March & Sept.	Princeton.	1885	83
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, (S. Car.):						
1st Mortgage guar, by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	79
1st Mortgage (Equalization)	248,000	7	" "	"	1889	89
1st Mortgage (consolidated)	188,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	90½
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	98
1st Mortgage (71 m.)	76,000	6	Feb. & Aug	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200 000	7	" "	New York.	1870	.. .
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	...
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	21½
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	45
Mass. I. (sec'r'd by $1,000,000 Her.)	3,000,000	7*	" "	"	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1870	95
Bonds of 1873 for $1,000,000	653,000	7	" "	"	1892	105

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Brunswick and Albany:						
1st Mort.(gold)end. by Ga.tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1898	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	96½
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	56
Burlington and Missouri River:						
Land and R. R. Mortgage	5,053,350	7	April & Oct.	Boston.	1893	99½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	98½
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,840	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	99
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1894	50
Cairo and Fulton (Arkansas):						
1st Mort. (R.R.& lands) S.F.gold	8,000,000	7*	Jan. & July.	New York.	1891	85
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	96
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	99
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd)g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	54½
Carthage & Burlington(C.B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	...
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	103½
Chattel Mortgage	158,350	5	" "	"	'80-'89	91
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	78
Cedar Rapids & Mo. Riv.(C & N W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	83
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	95½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1896	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	46
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	3,612,700	7	" "	" "	1902	102½
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	107
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	92½
Central Pacific of California:						
1st Mortgage, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	88
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	100
State Aid B'ds(Int. by State)gold	1,500,000	7*	" "	" "	1885	102
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.)	500,000	8*	" "	San Francisco	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,185,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	..
Funded Interest on 1st Mort.	157,400	7	" "	"	1880	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	.. .
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
1st M.(gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	50
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	73½
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	800,400	6	Jan. & July.	Boston.	'75-'80	98½
Chester Creek:						
1st Mortgage guar. by P.W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	100
1st Mortgage	2,408,000	7	Jan. & July.	" "	1893	104½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	28
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	110
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Buri. to Peoria)	680,006	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold..	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,983,225	7	Jan. & July.	Boston.	1896	97
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar....	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul)guar.	1,000,000	8	April & Oct.	" "	1879	98½
1st Mort. (Dix., Peo. & Han.)guar	800,000	8	Jan. & July.	" "	1889	98
1st Mort. (Car. & Burl.) guar....	600,000	8	May & Nov.	" "	1879	98½
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	99½
1st Mort. (O., O. & Fox Rv.)guar.	1,260,000	8	" "	" "	1900	98
1st Mort. (Ill. Gr. Trunk) guar..	960,000	8	April & Oct.	" "	1890	99
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortage (Ill. Div) gold....	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold...	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	41
Chicago and Illinois Southern:						
1st Mortgage for $19,030 p. m...	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000.....	1,750,000	8	Jan. & July.	New York.	1900	92½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar.C&NW	592,000	7	Jan. & July.	Boston.	1880	93½
3d Mort. (now 2d) guar.C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	104
Funded coupons (193 m.).....	750,000	7	May & Nov.	" "	1883	97
General 1st Mortgage (193 m.) ..	3,588,000	7	Feb. & Aug.	" "	1885	100
Appleton Ext. (23 m.& 76,000 ac.)	174,000	7	" "	" "	1885	89
Green Bay Ext. (26m & 76,000 a.)	284 000	7	" "	" "	1885	89
Equipm't (Engs & Cars $406,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)..	1,775,000	7	Feb. & Aug.	" "	1882	103½
2d Mort. (Gal. & Chic. 248 m.)..	938,000	7	May & Nov.	" "	1875	93½
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	129,500	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	331,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y)	3,105,000	7	F. M. A. & N.	" "	1915	86
Consol. gold bonds for$48,000,000	4,534,000	7*	June & Dec	" "	1902	77½
1st Mort. (Madison Exten.) gold.	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	589,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	9,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.)guar	1,141,000	7	Jan. & July.	" "	1898	90½
1st Mort. (Bel.& Mad. R.R.)guar.	306,000	7	"	" "	1883	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.1, '69, $16,000pm	1,350,000	8	May & Nov.	New York.	1889	89
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $3,000,000.....	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C.B.&Q.):						
1st Mortgage for $10,000per mile	.....	8	Feb. & Aug.	New York.	1901	100
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C.,R.I.& Pac.)	8,600,000	7	" "	" "	1896	103
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mortgage gold, Atchison Br..	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd,skg fd for$41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $6,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar.by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.) ..	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	82½
Cin. & Martinsville(I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77 '87	70
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	6
1st Mort. (San., Day. & Cin.)S.F.	988,000	6	Feb. & Aug	Boston.	1900	75
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000 000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m...	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	100
1st Mort. (C., C. and C. R. R.)..	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)..	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning(A.& Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	..
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.....	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.....	1,358,000	7	May & Nov.	" "	1875	100½
4th (now 3d) Mortgage guar.....	1,096,000	6	Jan. & July.	" "	1892	90
Consol. sinking fund guar.....	528,000	7	May & Nov	" "	1900	98
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	..
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	15,344.750	7	April & Oct.	New York.	1903	81
2d Mortgage Consol. skg fund..	3,679,900	7	Feb. & Aug.	" "	1909	50
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co...	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Rav.:						
1st Mortgage sinking fund.....	448,100	6	June & Dec.	Boston.	1876	96
Notes payable, conv. at par	594,000	7	" "	"	1876	97½
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000.....	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	1,000,000	6	March & Sept.	Philadelphia.	1,2,3,4.	88½
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	6	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1866....	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870....	200,000	7	" "	" "	1890	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	58
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,600	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	98½
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	104
2d Mort. (Del., Lack. & Wtn)...	1,633,000	7	March & Sept.	" "	1881	104
Convertible b'ds(Del.Lack.&W.)	5,000,000	7	June & Dec.	" "	1892	104
Denver Pacific:						
1st Mortgage gold, land grant...	2,500,000	7	May & Nov.	New York.	1899	.. ..
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.&Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant.....	4,620,000	8	"	"	1896	..

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	6	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,024	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	...
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	99
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	94
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1893	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1893	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101½
East Tenn. & Georgia(E.T.V.&G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	86
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	99
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1870	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	March & Sept.	"	1882	94
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	98
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	60
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	102½
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	101
3d Mortgage	4,582,000	7	" "	" "	1883	97½
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	96½
5th Mortgage convertible	709,500	7	June & Dec.	" "	1888	94
Buffalo Branch, 1st mortgage	182,000	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	...
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	NY&London.	1920	....
Convertible bonds	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1893	....
Equipmen :Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 50, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease.S.F. 25 000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,500,000	7*	Jan. & uly	New York.	1889	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & N.v	N Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20,000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	Jan & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	90
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	103½
2d Mortgage	948,000	7	May & Nov.	" "	1875	99½
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort' not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1896	96
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	....
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838,335	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'78	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York	'81-'86	90
1st Mortgage not guaranteed	876,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	80
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	75
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York	'71-'77	92½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	92
Six years Mortgage bonds(222m)	53,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,309	8	Various.	" "	1874	...
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	79
1st Mort. (Q. & Palm.R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City&Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1886	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	100½
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f d.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund gold.	6,620,000	7*	Jan. & July.	New York.	1891	...
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104½
3d Mortgage	180,000	7	May & Nov.	" "	1875	104
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1903	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	103½
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	96½
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	60
Illinois Central:						
Construction bonds, cur. skg f'd.	2,742,000	7	April & Oct.	New York.	1875	100
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	...
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	80
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1906	....
2d Mortgage guar. by Pa. Co.	1,450,000	8	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,666,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	81½
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	91
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MO):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1888	96½
2d Mortgage	500,000	8	March & Sept.	" "	1883	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	97
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1880	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (JeffersonvilleR.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	106½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1886	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	115
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1868	96
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	90
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(StJo.&CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1896	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	90
1st Mort. (2d Div. 253.94 m.)gold	4,068,000	6*	June & Dec.	" "	1896	90
1st M.(3d D.244.66m.& 3,000,000s)	6,456,000	6*	May & Nov.	N. Y., L. & F.	1899	....
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,321,000	7*	Jan. & July.	N. Y., L. & F.	1896	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1890	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'96-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.	....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1890	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1902	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	98½
Lackawanna & Bloomsb(D.L.& W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage (Extension)	500,000	7	April & Oct.	" "	1890	....
Income Mortgage	200,000	7	May & Nov.	" "	1890	....
La Crosse, Trempeleau & Prescott:	250,000	7	Jan. & July.	" "	1881	....
1st Mort. assumed by C. & N.W.						
Laf., Blooming. & Miss.(TW&W):	1,000,000	10	— & —	New York.	1877	....
1st Mortgage gold guar.						
Laf., Muncie & Bloom.(TW&W):	1,500,000	7*	Feb. & Aug.	New York.	1891	75
1st Mortgage gold guar.						
Lake Sh. & Tuscarawas Valley:	1,500,000	7*	Feb. & Aug.	New York.	1901	....
1st Mortgage gold						
Lake Superior & Mississippi:	2,000,000	7*	April & Oct.	New York.	1901	....
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N Y B'n.&Ph.	1890	50
2d Mort. gold tax free and conv.	820,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1860	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,280,000	7	J. A. J. & O.	" "	1890	97
Consol. coupon July 1, 1870	1,209,000	7	Jan. & July.	" "	1890	96
Bonds of Oct. 1, 1872	5,205,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore)Ap. 1, '69	1,498,000	7	" "	" "	1890	96
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	99½
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	96
Skg Fund July 1, 1855 C. & Tol.	1,595,000	7	Jan. & July.	" "	1885	104
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	97½
1st Mort. May1, 1855M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	108½
2d Mort. Oct 31, 1857 "	2,692,000	7	" "	" "	1877	100
Mort. Nov. 1, 1858 Buff. & Erie.	.....	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	96
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	97
1st Mort. Aug.1,1856(D.M.&Tol.)	924,000	7	Feb. & Aug.	" "	1876	99
1st Mort. Sept. 1,1869(K.& W.P.)	400,000	7	Jan. & July.	" "	1870	90
1st Mort. Oct. 1, 1867(Sch.&Th.R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M.July1,'68(Kal.A.&Gr.R.)	840,000	8	" "	" "	1888	95½
1st Mort.July 1, 1863(J.& Frank.)	468,000	7	" "	" "	var	....
2d Mort. Jun.1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia	1896	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	256,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold.	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	.....	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	102
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	107
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1900	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	6,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	102½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	6*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	98½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	90½
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1898	....
General Mortgage	175,000	7	" "	" "	1900	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	2,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'86	....
Consol.M.for $8,000,000(302 m.)	6,047,000	7	April & Oct.	" "	1898	83
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00 0	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1898	96
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	87½
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oc	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1901	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	104½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	92½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	74½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Mississippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	8	Feb. & Aug.	Boston.	1880	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (R.D'v.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	101½
Michigan Central:						
1st Mortgage, convertible	556,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	111
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	97½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	102
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1870	95½
1st Mort.(Kal.&So.Hav.)t.f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (" ") guar.	70,000	8	" "	" "	1880	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1889	....
Milwaukee and St. Paul:						
1st Mortgage	5,577,000	7	Jan. & July.	New York.	1898	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	80
1st Mortgage (E. Div. Palmer)	781,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,810,000	7	Jan. & July.	" "	1897	78
1st Mortgage (Minn. Cent)	190,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	82
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1896	108½
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	91½
Milwaukee City Loan	230,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $15,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St. L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	1899	19½
1st Mort. Land Grant gold	1,000,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000pm.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,000	8	Jan. & July.	" "	'81-'98	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st Mortgage Sterling	6,000,000	6* 5*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept	New York.	1886	...
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	...
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	105
2d Mortgage guar.	8,000,000	7	Feb. & Aug.	" "	1891	104
Convertible bonds	1,510,000	7	Jan. & July.	" "	1900	92
Consolidation bonds of 1871	2,991,000	7	Feb. & Aug.	" "	1889	96½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.):						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	89
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st Mortgage, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1880	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1880	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie d bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's						
New Jersey Midland (N.Y.& O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,600,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	31
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern (Vt. Cen.):						
1st Mortgage	800,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N O to T 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1880	...
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	95
Bonds for debts ass'd(N.Y. Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	102
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	99
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	88
Bonds for real estate (")	162,000	6	" "	" "	1883	88
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	92½
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,960,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	103½
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	....
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1903	99
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1833, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	100½
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1884	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1869	....
North Pennsylvania:						
1st Mortgage	2,225 000	6	Jan. & July.	Philadelphia.	1885	100
2d Mortgage	5,000,000	7	May & Nov.	"	1896	102½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	100
North Shore (L. I.)						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	1rred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	95
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	90½
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	95
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	92
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1889	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	30
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	93
Equipment Mortgage	200,000	8	" "	"	1879	93
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage	6,684,000	7	Jan. & July.	New York.	1898	87
Consolidated 1st Mortgage, stg..		7*	" "	London.	1898	....
Consolidated 2d Mortgage	3,529,000	7	April & Oct.	New York.	1911	75
3d Mortgage, (W. Div.)	433,000	7	Jan. & July.	" "	1874	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bond	50,000	7	May & Nov.	" "	1883	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	78½
1st Mortgage (War. & Fkln.)	690,000	7	April & Oct.	"	1882	78
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	42
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	98½
Plain Bonds	485,000	6	April & Oct.	"	1875	95
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101½
Omaha and Northwestern:						
1st M. land grant, gold	$16,000pm	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	89½
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	79½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	80
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	79
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	30½
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	98
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	81½
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	72
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lex. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	75
Pemberton & Highta.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,300,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,970,000	7	Jan. & July.	Philadelphia.	1880	101½
3d Mortgage (")	4,583,800	6	April & Oct.	"	1875	101
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	19,558,760	6	J. A. J. & O.	Philadelphia.	1910	91
State lien for $7,500,000, skg Fd	5,401,675	5	April & Oct.	Harrisburg.	'74-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	316,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	103½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	90½
2d Mortgage (")	3,000,000	7	Jan. & July.	"	1888	84½
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	90
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,138,900	6	Jan. & July.	Philadelphia.	1893	80
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	86,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	102
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	106½
Mortgage Loan of 1836 stg	182,400	6*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	103½
Consolidated Mortgage June 1, 1871. — Dollar registered	3,414,000	7	" "	"	1911	104½
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	....
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	668,000	6*	" "	" "	1911	102½
Consolidated Mortgage June 1, 1871. — Dollar coupon	332,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv	6,690,985	7	Jan. & July.	"	1893	106
New improvement Mort. loan	6,631,616	6*	April & Oct.	Phila.or Lond.	1897	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,800	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866	400,000	6	April & Oct.	"	1876	95
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,312,000	7	Feb. & Aug.	Philadelphia.	1900	68
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	monthly.	New York.	1884	72
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	84
2d Mort. (Balt. Loan) of 1866	1,000,000	6	" "	"	1886	65
1st Mort. (Turtle Cr. Div.10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	104½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	97
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold..	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,200,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg fd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for $450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg fd	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1939	....
Poughkeepsie and Eastern:						
1st Mort. gold, conv. & tax free..	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	18	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	80
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	99½
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitch.)	400,000	7	March & Sept.	New York	1888	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1873	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'75-'90	61
Rich., Fredericksburg & Potomac						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	8	" "	Richmond.	1861	....
Dollar Loan	172,800	7	" "	"	1876	....
Richmond and Petersburg:						
1st Mortgage	130,800	7	June & Dec	Richmond.	1875	....
1st Mortgage	175,000	8	April & Oct		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$2,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund...	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	72½
Equipment Mortgage	500,000	8	March & Sept.	"	1880	75½
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring).....	98,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").....	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1890	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	...
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	89
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	73
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	93½
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	95½
2d Mortgage May 1, 1868 guar..	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	82½
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed.....	1,892,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,021,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands..	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands..	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres.....	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F. :						
1st Mortgage for $450,000.....	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage.....	228,900	6	Feb. & Aug.	Boston.	1878	90½
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1880	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds.....	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1900	100
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1867	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage.....	230,000	10	" "	" "	1881	.. .
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	92½
Sheboygan and Fond du Lac:						
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension.....	604,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	688,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.).						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction.....	300,000	7	March & Sept.	Boston.	1880	. ..
Sioux City and St. Paul:						
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold.....	800,000	7*	Jan. & July.		....	....
Sioux City and Pacific:						
1st Mortgage gold.....	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*.....	1,407,270	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds.....	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000.....	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	64½
South Pacific (Atl. & Pac.)'						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	91
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds.....	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	" "	1890	...
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	6,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold.....	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	...
1st Mortgage (Muscogee) conv..	300,000	7	"	"	'72'-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed.....	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free.....	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.....	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000.....	.....	8	.....	.....	....	...
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage.....	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund....	1,165,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	..
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m....	1,600,000	7	June & Dec.	New York.	1894	80
1st Mortgage (W. Div.) 117 m..	1,800,000	7	Feb. & Aug.	" "	1896	75
2d Mortgage (W. Div.) 117 m...	1,300,000	7	April & Oct.	" "	1886	56
Equipment Mort. sinking fund..	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $8,500,000.	1,406,000	7	May & Nov.	" "	1910	53
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	....
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed.....	80,500	7	.....	New York.	1888	.. .
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar....	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	"	" "	1902	. ..

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	96
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	91
1st Mort. (Quincy & Tol 34 m)	600,000	7	May & Nov.	" "	1890	88
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	90½
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	79
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	75
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	67
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	60½
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	77
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	800,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	83½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	81
Income Mortgage	7,563,000	10	March & Sept.	" "	1874	81½
Omaha Bridge B'ds, stg.£250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,008	6*	April & Oct.	Philadelphia.	1875	98½
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	94
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	97½
Consolidated(mort.)Loan of 1859	5,000,000	6	May & Nov.	Philadelphia.	1889	100
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	" "	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJ Co)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	19½
2d Mortgage consolidated	1,500,000	7	" "	"	1891	2
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	60
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.		....	74
Equipment Mortgage	1,000,000	8	May & Nov.		'76-'77	65
Equipment Mortgage	1,000,000	8	" "		1889	65
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	102
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,489	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	....
Enlarged Mortgage	990,000	6	" "	" "	1884	....
4th Mortgage	846,000	8	March & Sept.	" "	1900	79
Registered Certificates	123.208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	402,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& All.R.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	78
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	709,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	104
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	313,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt.	200,000	6	" "	"	1890	100
2d Mort. " "	300,000	6	" "	"	1890	98½
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	87
2d Mortgage preferred	600,000	6	" "	"	1895	61
3d Mortgage endor. by Balt.	875,000	6	" "	"	1900	99½
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	81½
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1898	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	83
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	96
Consolidated mort. Apr. 1, 1869.	1,000,000	7	April & Oct.	"	1899	103
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	64½
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	90½
2d Mortgage coupon or regis	723,600	7	Jan. & July.	"	1902	79
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1862	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.	2,750,000	7	Jan. & July.	New York.	1890	80
2d Mortgage $12,000 p. m.	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	76½
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	87½
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	107
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage registered. — 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered. — 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1884	103
1st Mortgage registered. — 3d series, Jan. 1, 1871.	5,000,000	7	" "	"	1891	107
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg.	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	97
Mortgage Loan reg.	2,0 0,000	6	F. M. A. & N.	"	1897	98½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	96
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	89½
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	87
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	101½
2d Mortgage	285,000	6	" "	"	1876	96
Boat Loan, sinking fund	236,956	7	" "	"	1885	100½
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	70
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,980	7	" "	"	1875	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	77
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	280,000	6	May & Nov.	"	1870	70
Boat and Car Loan	756,650	6	" "	"	1888	77
Boat and Car Loan	628,100	7	" "	"	1889	88
Coupon Bonds	1,079,000	6	Jan. & July.	"	1905	77
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	74½
2d Mortgage	700,000	6	" "	"	1888	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,610	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1876	....
2d Mortgage	298,000	6	May & Nov.	"	1895	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

The asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." Statesaid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1873	60.0	—	2.5	125.0	3	4	3	56	Adirondac ..... New York	3,113,515	*	3,543,241	.....	3,763,000	930,000	1,963,756	—	60.0	71,936	29,902	40,012	160,425	22,801	—	100	.....
Sept. 30, 1873	81.3	—	5.8	—	13	16	2	113	Alabama Central † ..... Alabama	3,600,000	*	—	.....	2,000,000	1,600,000	.....	—	92.8	.....	.....	.....	350,000	95,000	—	100	.....
Dec. 31, 1873	296.0	—	14.8	—	20	26	6	600	Alabama and Chattanooga ..... Alabama	10,500,000	*	—	.....	2,700,000	8,500,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1873	142.0	—	165.7	—	68	33	12	1,890	Albany and Susq. †(D. & H.)..New York.	10,317,9 0	—	—	—	5,000,000	4,621,000	706,519	.....	142.0	810,519	371,416	631,917	1,672,310	410,677	7	100	94
Dec. 31, 1873	132.0	180.6	16.7	—	73	29	10	1,909	Allegheny Valley † ..... Pennsylvania.	12 332,709	*	.....	.....	2,256,400	7,434,000	1,280,691	—	132.0	.....	861,239	1,778,638	2,628,471	784,026	—	100	....
Oct. 31, 1873	4.5	—	0.3	31.3	—	—	—	—	Allentown (P. & R.)..... Pennsylvania.	1,078,439	—	—	—	568,744	—	649,132	—	—	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1873	99.0	—	3.7	—	13	3	*	96	Arkansas Branch (St. L. & Iron Mt.). Mo.	5,351,250	*	19,971	66,482	2,499,000	2,500,000	438,659	—	99.0	153,190	.....	.....	259,298	98,598	—	50	....
Dec. 31, 1873	62.5	—	6.9	—	—	—	—	—	Ashtabula, Youngst'wn & Pitts. (Pa. Co.).O.	3,300,000	—	—	.....	1,500,000	1,500,000	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	150.0	—	10.0	—	.....	.....	.....	.....	Atchison and Nebraska..... Kan. & Neb.	7,500,000	—	—	.....	3,750,000	3,750,000	.....	—	150.0	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1873	469.3	27.5	30 9	—	38	22	7	778	Atchison, Topeka & Santa Fe.... Kansas.	20,693 238	1,214,307	1,481,420	1,023,087	8,615,000	10,098,500	3,814,785	222,545	282.9	.....	.....	.....	1,172,013	423,803	—	100	10½
Feb. 28, 1874	266.5	—	9.7	—	10	8	3	161	Atlanta & Rich'd Air Line † . Ga. N.C. & S.C.	11.748,000	*	—	—	7,500,000	4,248,000	.....	—	192.0	.....	.....	.....	.....	.....	—	100	....
June 30, 1873	81.0	—	4.0	—	14	7	6	166	Atlanta and West Point ..... Georgia.	1,197,715	*	151,853	63,254	1,282,200	102,500	24,257	53,865	87.0	.....	62,987	86,592	399,344	100 161	8	100	....
June 30, 1873	387.5	34.8	161.0	—	190	41	25	2,911	Atlantic and Great West. N.Y. Penn. & O.	78,713,992	*	8,445,000	.....	24,358 300	62,800,692	2,899,401	—	604.8	5,111,452	957,942	2,605,088	5,456 89	1,856,922	—	100	....
Dec. 31, 1873	236.0	109.0	15.6	162.0	26	19	10	424	Atlantic and Gulf † ..... Georgia.	7,717,971	*	—	—	3,479,677	3,528,700	353,429	—	345.6	683,918	97,227	.....	1,005,947	267,886	—	100	....
Sept. 30, 1873	406.0	20.0	40 0	100.0	84	29	20	1,016	Atlantic, Missis-ippi and Ohio† . Virginia.	19,038,905	*	2,187,338	1,215,021	6,921,900	14,183,000	5,860,427	2,435,934	428.0	1,498,803	245,629	627,639	2,193,757	914,035	—	100	....
Dec. 31, 1873	95.0	—	9.0	—	9	12	6	78	Atlantic and North Carolina † . N. Carolina.	2,200,000	*	—	—	1,000,000	200,000	.....	—	95.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	328.0	4.0	32 8	—	135	74	34	2,842	*Atlantic and Pacific* † . Missouri & Ind. Ter.	36,572,728	*	4,155,500	141,411	19,760,300	16,792,438	1,577,522	—	814.7	.....	.....	.....	5,529,102	2,218,876	—	100	....
Dec. 31, 1873	149.5	1.5	16.9	—	—	—	—	—	Atlantic and St. Lawrence. Me. N.H. & Vt.	7,654,089	—	—	—	4,368,800	3,484,000	.....	—	—	.....	.....	.....	.....	174,762	4	100	....
Nov. 30, 1873	55.0	—	4.8	—	—	—	—	—	Augusta and Savannah (C. of Ga.).... Ga.	1,032,200	—	—	—	733,700	129,000	.....	—	—	.....	.....	.....	.....	73,000	8	100	....
Oct. 31, 1873	51.2	2.5	5.5	—	—	—	—	—	Bald Eagle Valley ..... Pennsylvania.	1,050,000	—	10,000	—	550,000	454,900	.....	—	—	.....	.....	.....	.....	81,222	7	50	....
Sept. 30, 1873	379.6	42.8	439.0	—	473	205	56	10222	Baltimore and Ohio † .... Md. & W. Va.	38,975,584	10,682,286	18,857,395	2,926,765	16,719,862	19,806,733	822,295	29,033,131	497.4	10,292,259	.....	.....	12,252,844	4,099,043	10	100	168½
Sept. 30, 1873	103.5	—	11.4	—	—	—	—	—	Washington Branch † ..... Maryland	10,000,000	—	—	—	5,680,685	—	—	—	103.5	.....	.....	.....	947,729	116,067	10	—	175
Sept. 30, 1873	80.0	—	41.6	—	—	—	—	—	Parkersburg Branch.. .... W. Virginia.	1,650,000	—	—	757,663	1,050,000	20,000	—	737,653	80.0	.....	.....	.....	440,776	284,014	—	100	....
Dec. 31, 1873	63.0	—	3.2	—	—	—	—	—	Baltimore, Pittsburg and Chicago..... O.	3,000,000	—	—	—	500,000	2,500,000	—	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	73.1	19.2	6.1	—	26	47	8	319	Baltimore and Potomac..... Maryland.	8,136,016	654,991	.....	116,915	3,503,900	4,500,000	884,837	19,180	43.0	.....	.....	.....	281,537	70	—	100	....
Dec. 31, 1873	48.2	—	2.5	—	4	2	2	68	Bangor and Piscataquis † ..... Me.	1,207,202	110,200	.....	6,257	357,870	922,000	43,789	—	48.2	64,758	36,450	29,698	113,746	30,441	—	100	....
Oct. 31, 1873	16.0	—	6.0	—	5	2	1	367	Barclay (Towanda Coal Co.)..... Pa.	1,200,000	—	—	—	1,000,000	79,000	.....	—	16.0	58,668	25,347	344,908	996	Loss.	7	50	....
Dec. 31, 1873	33.0	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake (Me. C.). Me.	900,000	—	—	—	750,000	150,000	7,000	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	54.0	—	13.0	76.0	—	—	—	—	Bellville and Southern Illino's ..... Ill.	2,780,000	—	—	—	1,680,000	1,100,000	.....	—	—	.....	.....	.....	.....	36,000	—	50	....
Dec. 31, 1873	67.0	—	6.7	—	—	—	—	—	Belvidere Delaware (Penn. R. R.)...N. J.	4,034,829	—	—	571,587	996,800	2,244,500	1,288,838	—	80.0	.....	397,153	1,444,573	1,148,223	40 p.c.	—	100	....
Sept. 30, 1873	22 0	—	2.0	—	—	—	—	—	Berkshire (Housatonic) ..... Mass.	600,000	—	6,000	7,000	600,000	—	7,245	6,355	—	—	—	—	42,610	85,407	7	100	....
Sept. 30, 1873	201.6	48.0	324.7	—	231	183	52	5,051	Boston and Albany.... Mass. & N. York.	21,876,749	4,453,046	2,316,185	1,067,840	19,864,100	4,319,000	2,266,820	3,263,900	283.9	5,661,554	5,757,624	2,884,520	9,798 033	2,199,873	10	100	132½
Sept. 30, 1873	26.2	—	2.1	9.8	5	6	2	83	Boston, Barre and Gardner..... Mass.	915,537	141.655	40,118	65,899	826,627	4,400	319,013	13,169	28.2	87 304	116,098	29,340	97,046	16,511	—	100	....
Sept. 30, 1873	41.4	1 5	12.2	—	23	24	18	511	Boston, Clinton and Fitchburg ..... Mass.	1,379,111	715,820	259,288	110,779	872,600	1,249,600	224,162	118,736	90.2	489,497	487,274	407,072	677,439	116,973	—	100	....
Mar. 31, 1873	93.5	86.9	11.0	—	24	25	20	529	Boston, Concord and Montreal ..... N. H	2,850,000	*	316,429	229,630	1,800,000	1,050,000	29,603	516,456	150.4	.....	171,511	92,187	670,349	131,715	—	100	....
Sept. 30, 1873	328.8	16.0	45.7	—	40	62	*	953	Boston and Lowell..... Mass.	2,476,831	343,634	2,508,971	799,188	2,493,000	1,199,500	1,338,660	527,464	125.8	826,231	2,086,979	605,617	1,464,942	387,113	8	500	100½
Sept. 30, 1873	115.5	8.5	100.6	—	69	143	*	1,636	Boston and Maine..... Mass., N. H. & Me.	8,817,444	1,335,401	820,083	114,822	6,921,274	2,857,199	305,029	1,842,229	189.5	1,458,963	5,008,074	542,004	2,300,094	680,566	8	100	108
Sept. 30, 1873	44.0	18.5	66.0	—	41	71	11	627	Boston and Providence..... Mass. & R. I.	3,742,516	207,400	1 567,441	219,159	3,960,000	500,000	356,488	430,027	66.5	816,564	3,741,530	827,575	1,822,108	428,342	10	100	148½
Dec. 31, 1872	172.0	—	12.0	70.0	18	12	6	142	Brunswick and Albany† ..... Georgia.	10,548,000	*	—	(Sold Oct. 15 1873.)	—	5,980,000	.....	—	172.0	(Operated by Receiver—No returns.)			.....	.....	—	100	....
Sept. 30, 1873	25.5	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,880,000	—	44,080	.....	2,286,000	588,000	.....	—	—	.....	.....	.....	40,600	—	—	100	....
Sept. 30, 1873	48.2	—	6.8	50.0	8	7	8	72	Buff., Corry and Pittsb.... N. Y. & Penn.	1,561,930	*	—	.....	500,000	1,000,000	350,000	—	43.2	1,343,729	65,542	109.325	169,989	Loss.	—	100	....
Sept. 30, 1873	141.5	—	13.7	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,338,000	—	—	.....	950,000	2,380,000	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1873	120.6	—	13.6	—	18	13	4	604	Buff., New York and Phila. N.Y. & Penn.	4,621,824	784,607	305,000	... ...	1,616,000	2,577,500	1,233,944	—	120.6	261,900	234,766	168,836	398,763	48,546	—	100	....
Dec 31, 1873	371.0	81.0	23.1	—	28	22	9	702	Burl., Cedar Rapids and Minnesota. Iowa.	16,200,000	*	—	—	5,510,000	8,265,000	1,9 3,197	—	49.0	.....	.....	.....	1,078,310	301,306	—	500	.....
Dec. 31, 1873	190.7	48.6	20.8	—	14	12	7	314	Burlington and Missouri River..... Neb.	7,300,000	500,000	476,856	145,904	853,780	7,277,948	118,228	278,126	239.3	392,234	81,217	126,120	628,429	284,214	—	100	57
Dec. 31, 1873	150.0	20.0	16.9	4o1.0	8	7	4	218	Burlington and Southwestern. Iowa & Mo.	6,102,510	601,315	.....	.....	1,976,319	3,820,000	729,954	—	150.0	.....	.....	.....	362,719	Loss.	—	100	....
Dec. 31, 1873	71.0	—	2 1	—	4	6	*	50	Cairo, Arkansas and Texas..... Mo.	3,500,000	—	—	.....	2,000,000	1,500,000	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	301.0	—	19.7	—	27	17	8	710	*Cairo and Fulton*..... Arkansas.	20,000,000	—	—	—	12,000,000	8,000,000	.....	—	202.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1873	53.4	0.6	3.3	15.6	8	4	*	292	Cairo and St Louis (narrow)..... Ill	2,978,000	*	—	.....	478,000	2,500,000	.....	—	54.0	31,780	10,221	5,000	18,286	15weeks.	—	100	....
Jun. 30, 1873	156.6	—	7.8	—	10	8	4	161	Cairo and Vincennes..... Illinois.	6,935,400	*	—	—	—	—	—	—	156.6	113,557	8,418	21,824	72,234	.....	—	100	....
Dec. 31, 1873	60.0	7.0	6.1	—	9	52	9	119	Camden and Atlantic..... New Jersey.	1,842,838	468,692	143,921	42,365	125,236	3,503,636	3,500,000	57,000	—	216,246	463,709	104,541	508,996	210,587	—	50	....
Dec. 31, 1873	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	715,362	—	—	—	381,925	350,000	—	—	—	.....	.....	.....	.....	45,416	6	100	....
Dec. 31, 1873	41.8	—	5.1	—	3	12	—	—	Cape May and Millville (W. N. Jer.). N.J.	979,282	—	—	—	500,000	400,000	79,282	—	—	.....	.....	.....	.....	60,000	6	100	....
June 30, 1873	18.0	0.5	1.2	—	.....	.....	.....	.....	Carbondale and Shawneetown.... Illinois.	550,000	*	—	—	350,000	200,000	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	94.0	4.5	19.8	—	—	—	—	—	Catawissa (Phila. and Reading)..... Penn.	6,126,500	—	—	—	4,359,500	1,740,350	.....	—	98.5	.....	.....	.....	.....	190,000	—	50	....
Sept.30, 1873	34.6	—	6.0	—	—	—	—	—	Cayuga & Susquehanna(D.L.& W.)..N.Y	589,110	—	—	—	589,110	—	—	—	—	.....	.....	.....	.....	53,020	9	100	....
Dec. 31, 1873	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	.....	—	—	.....	.....	.....	.....	113,676	—	100	....
Dec. 31, 1873	271.6	2.5	27.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C.&N.W.).Ia.	11,224,000	—	—	—	7,620,000	3,614,000	.....	—	—	.....	.....	.....	137,052	562,972	3	100	....
Nov. 30, 1873	94.5	—	42.9	—	108	84	60	1,584	Central of Georgia..... Georgia.	7,500,000	*	1,904,144	5,141,594	7,500,000	3,116,000	3,817,530	112,208	708.5	.....	181,404	.....	3,489,398	879,388	—	100	....
Dec 31, 1873	189.0	—	16.9	29.8	26	10	8	512	Central of Iowa..... Iowa.	10,000,000	—	—	—	6,000,000	4,625,000	950,000	—	189.6	.....	.....	.....	656,104	139,88-	—	100	....
Dec. 31, 1873	74.0	6.7	211.8	—	227	128	47	9.082	Central of New Jersey ..... New Jersey.	16,298.003	2,796,445	18,000,000	.....	20,000,000	9.386,700	6,729,046	—	80.7	.....	.....	.....	5,360,018	2,50 ,253	8	100	100½
Dec. 31, 1873	137.1	—	31.7	—	37	41	*	1,353	Central Ohio (B. & O.)..... Ohio.	5,349,500	*	—	—	2,849,500	2,500,000	.....	—	137.2	.....	.....	.....	1,046,435	365,482	6	50	....
Dec. 31, 1873	822.9	335.6	110.4	203.0	200	.....	.....	.....	*Central Pacific* † ..... Cal. Nev. & Utah.	139,746,311	*	38,479,100	2,860,384	64,275,500	.....	.....	.....	1,15 .5	.....	.....	.....	13,871,000	8,281,650	3	100	--
May 31, 1873	118.0	—	108.0	—	170	125	51	6,189	Central Vermont..... Vt.	11,500,000	*	—	—	6,000,000	6,500,000	.....	—	773.0	.....	.....	.....	.....	.....	—	100	....
June 30, 1873	100.0	—	15 0	100.0	6	6	3	128	*Central Br. of Union Pacific*..... Kan.	3,723,700	*	—	—	980,600	3,200,000	305,058	—	100.0	.....	.....	.....	119,663	.....	—	100	....
Dec. 31, 1873	196.0	—	12.0	—	21	10	12	221	Charlotte, Columbia & Augusta... S.Car.	5,017,889	*	97,964	112,353	2,578,000	1,300,000	681,088	669,106	196.0	.....	.....	.....	686,432	291,064	—	100	....
Dec. 31, 1873	22 8	—	2.5	—	—	—	—	—	Chartiers (Penn.)..... Pennsylvania.	1,128,690	—	—	.....	604,110	500,000	4,298	—	22.8	39,119	107,209	214,612	61,293	18,029	—	100	....
Sept. 30, 1873	17.4	—	2.3	—	—	—	—	—	Chemung (N. Central)..... New York.	400,000	—	—	—	380,000	—	—	—	—	.....	.....	.....	.....	.....	—	50	....
Sept. 30, 1873	20.9	—	0.9	—	—	—	—	—	Cherry V. Shar. & Alb. (D. & H. Can.) N.Y.	600,000	—	—	—	281,350	307,000	21,000	—	—	.....	.....	.....	61,293	30,000	6	100	....
Sept. 30, 1873	421.0	9.3	21.5	58.5	70	34	18	2,261	Chesapeake and Ohio..... Va. & W. Va.	41,137,778	*	3,738,067	450,682	15,898,408	22,026,500	7,405,620	—	421.0	1,087,217	220,601	248,226	1,210,569	330,809	—	100	....
Sept. 30, 1873	53.6	—	11.9	—	28	22	10	419	Cheshire..... N. H. & Mass.	2,562,707	326,600	331,259	127,564	2,153,300	808,400	27,288	169,193	88.1	663,014	198,517	456,358	849,088	1,877,575	5	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Year ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. &c.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Jun. 30, 1873	111.0	—	5.5	—	8	6	4	310	Gilman, Clinton & Springfield.....Illinois.	4,056,167	380,630	327,236	41,106	2,000,000	2,000,000	684,266	120,873	111.0	242,036	.....	109,568	237,006	(Deficit)	—	100	....
Sept. 30, 1873	14.8	....	0.6	—	—	—	—	—	Goshen and Deckertown(Erie). New York.	290,901	.....	.....	.....	105,000	246,500	22,108	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	299.3	26.0	19.9	—	84	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	10,163,975	*	.....	.....	2,681,475	7,482,500	.....	.....	325.3	627,211	491,910	311,070	1,055,192	461,272	—	100	....
Dec. 31, 1873	36.0	—	3.8	—	5	3	2	225	Grand Rapids, Newaygo & L. Shore. Mich.	148,872	216,626	.....	.....	352,150	576,000	188,163	.....	36.0	.....	.....	.....	132,772	63,248	—	100	....
May 31, 1873	94.0	—	6.2	—	—	—	—	—	Grand River Valley (M. C.).....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	.....	.....	.....	.....	.....	144,600	5	100	....
Jun. 30, 1873	24.2	—	6.8	—	6	2	1	346	Grand Tower and Carbondale.....Ill.	621,960	*	(Owned	by G. T.	Min. Man	uf. & Tra	ns. Co. B	ankrupt.)	24.2	.....	.....	277,640	65,213	(Deficit)	—	100	....
Dec. 31, 1873	929.0	—	379.0	—	422	274	84	5,575	Grand Trunk †.....Canada.	145,963,770	*	.....	3,600,085	54,942,945	93,720,911	.....	.....	1,388.0	7,088,594	1,884,945	1,608,584	9,799,486	603,905	—	100	....
Jan. 31, 1873	229.0	241.8	94.8	—	177	146	39	2,929	Great Western †.....Canada.	29,137,596	*	4,864,078	841,703	23,667,4 7	10,716,000	.....	.....	470.8	4,416,442	1,017,803	1,387,289	5,732,867	2,203,120	8	100	....
Mar. 31, 1874	66.0	—	4.0	—	5	3	2	66	Gulf, Western Texas and Pacific†..Texas	1,492,000	.....	.....	.....	500,000	990,000	.....	.....	66 0	.....	.....	.....	289,768	134,979	—	100	....
Jun. 30, 1873	46.0	6.0	2.8	—	—	—	—	—	Hannibal and Naples (T. W. & W.)...Ill.	1,357,000	.....	.....	.....	457,000	900,000	.....	.....	52.0	721,908	.....	78,900	116,170	(Deficit)	—	100	....
Aug. 31, 1872	206.0	90.5	29.2	81.0	79	61	62	1,592	*Hannibal and St. Joseph* †.....Missouri.	23,297,728	*	821,792	.....	14,250,828	9,146,900	.....	.....	274.5	1,648,638	320,838	415,563	2,484,671	670,530	—	100	254
Oct. 31, 1873	36.0	—	18.0	—	—	—	—	—	Harrisburg and Lancaster (Pa.).....Pa.	1,882,530	.....	.....	.....	1,182,550	700,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1873	122.4	0.8	18.0	70.0	30	36	16	388	Hartford. Prov. & Fishkill †....Ct. & R. I.	4,704,866	*	277,087	.....	2,037,940	2,055,500	600,000	.....	133.5	.....	1,306,389	298,558	1,064,940	175,132	—	100	....
Sept. 30, 1873	74.0	—	7.0	—	17	16	6	389	Housatonic .....Connecticut.	2,014 871	340.687	.....	.....	2,000,000	641,000	313,981	.....	127 8	264,881	167,628	221,100	454,963	144.284	—	100	....
Dec. 31, 1873	45.0	13.8	15.7	—	23	6	*	116	Huntingdon and Broad Top Mt.....Penn.	4,169 956	*	616,500	78,198	1,870,000	2,161,500	833,153	.....	58.8	.....	71,860	617,237	431,107	190,004	—	50	....
Dec. 31, 1873	705.5	—	134.6	—	197	119	47	4,650	*Illinois Central*.....Illinois.	34,726,588	*	779.127	1,609,' 94	27,250,000	5,389,000	.....	4,526,009	1,108.9	5,961 325	1,473,607	1,121,553	8,268,325	2,860,741	10	100	964
Jun. 30, 1873	14.5	—	6.0	—	4	3	1	166	Illinois and St. Louis.....Illinois.	1,649,757	*	.....	144,803	1,361,100	.....	262,895	70,565	14.5	48,975	.....	.....	124,437	10,780	—	100	....
Jun. 30, 1873	84.9	—	2.6	67.1	6	4	6	250	Indiana and Illinois Central....Ind. & Ill.	3,293.605	312,797	351,448	.....	1,896,000	1,079,000	739,250	.....	84.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1873	202.5	—	26.8	217.0	65	23	13	1,310	Ind., Bloomington & Western..Ind. & Ill.	13.440 735	*	.....	.....	5,003,700	6,500,000	72,426	.....	210.9	1,634,198	.....	404,336	1,469 807	632,819	—	100	....
Dec. 31, 1873	72.0	—	16.2	—	55	34	16	1,352	Indianapolis and St Louis.....Illinois.	4,095,227	*	801,690	.....	600.000	3,378,000	918,918	.....	265.0	.....	.....	.....	2,097,528	690,909	—	100	....
Dec. 31, 1873	117.0	—	18.5	—	8	7	3	197	Indianapolis and Vincennes (Penn.)..Ill.	4,452,729	195,125	.....	85,937	1,402,000	3,150,000	453,296	.....	117.0	.....	.....	.....	253,784	62,187	—	100	....
Nov. 30, 1873	363.0	18.0	20.5	150.0	40	23	6	667	International & Great Northern †....Tex.	16,014,000	*	.....	.....	5,500,000	10,514,000	.....	.....	341.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	183.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City* (Ill. C.).....Ia.	7,585,000	.....	.....	.....	4,625,000	2 960,000	.....	.....	.....	.....	.....	107,636	1,066.245	530,035	—	100	....
May 31, 1873	68.8	—	3.5	—	—	—	—	—	Iowa Midland (C. & N. W.).....Iowa.	2,207,719	*	1,292,281	246 228	44,947	1,350,000	320,428	.....	68.8	.....	.....	.....	433,907	151,867	6	100	....
Sept. 30, 1873	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,275,472	*	.....	.....	494,162	600,000	188,114	.....	35.6	127,238	24,401	158,125	152,308	70,501	—	100	....
May 31, 1873	212.0	—	7.9	—	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	7,000,000	.....	.....	.....	2,000,000	5,000,000	.....	.....	.....	.....	.....	.....	.....	470,000	3½	100	....
Jun. 30, 1873	30.7	—	2.1	94.3	2	1	2	27	Jacksonville (N. W. & S. E.).....Ill.	923,200	*	.....	.....	313,200	610,000	.....	.....	30.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	161.2	25.1	9.7	110.0	14	6	4	155	*Jacksonville, Pensacola and Mobile* †...Fla.	6,000,000	*	.....	.....	6,000,000	4,000,000	.....	.....	215.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	61.1	1.5	16 2	—	—	—	—	—	Jamestown and Franklin (L.S.& M.S.)Pa.	2,616,743	.....	.....	.....	605,000	1,000,000	964,743	.....	51.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	36.8	9.0	8.6	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	5,237,978	.....	.....	.....	2,095,700	2,300,000	942,978	.....	.....	.....	.....	.....	.....	113,186	—	50	....
Dec. 31, 1873	110.0	116.0	36.7	—	45	56	*	967	Jeffersonville, Madison and Ind..Indiana.	6,392,316	*	1,239,310	.....	2,000,000	4,871,000	760,617	.....	226.0	.....	.....	.....	1,379,791	446,200	7	100	....
Dec. 31, 1873	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	.....	164,000	.....	1,500,000	500,000	.....	.....	.....	.....	.....	.....	.....	225.000	—	50	....
May 31, 1874	44.0	—	8.2	—	—	—	—	—	Joliet and N. Indiana (M. C.)..Ill. & Ind.	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	.....	.....	.....	.....	.....	163,127	7	100	....
Dec. 31, 1873	67.6	—	6.7	—	—	—	—	—	K'm'zoo, All'g'n & G. Rap.(L.S.&M.S.)Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	.....	.....	.....	.....	.....	88,000	8	100	....
Dec. 31, 1872	66.0	—	1.7	491.5	3	2	2	89	Kansas Central (3 ft.).....Kas.	755,229	75,765	394,953	.....	840,000	.....	.....	.....	.....	.....	.....	.....	.....	103,800	6	100	....
Mar. 31, 1874	200.2	60.0	16.2	—	21	17	17	263	Kansas City, St. Joseph & Co. Bl. Mo.& Ia.	8,567,729	1,003,410	.....	634,775	2,789,414	6 826,500	.....	.....	260.7	(Return	s for 1872-	'73.)	.....	1,237,813	418,213	—	100	....
Dec 31, 1873	31.9	—	1.8	—	—	—	—	—	Kansas City & Santa Fe (L.L. & G.).Kan.	.....	.....	.....	.....	720,000	720,000	.....	.....	31.9	(Refu	sed.)	.....	.....	.....	—	100	....
Dec. 31, 1873	689.0	34.0	48.0	—	88	55	*	1,163	Kansas Pacific.....Kansas & Col.	35,219,618	*	3,722,901	.....	9,689,950	26,015,600	2,917,359	.....	639.0	.....	.....	.....	3,563,299	1,446,309	—	100	....
Dec. 31, 1873	99.0	—	11.2	—	17	15	6	312	Kentucky Central.....Ky.	.....	.....	.....	.....	.....	1,081,000	.....	.....	90.0	(All | refused.)	.....	.....	.....	.....	—	100	....
Mar. 31 1874	162 0	—	14.0	—	16	10	5	259	Keokuk and Des Moines .....Iowa.	6,078,320	*	.....	.....	3,924,600	2 153,720	.....	.....	162.0	(Re-org	anized Ja	nuary 1, 1	874.)	.....	—	100	....
Dec. 31, 1873	49.0	—	2.4	—	5	11	3	58	Knox and Lincoln .....Maine.	2,707,573	*	72 900	11.762	363,535	2,395,000	34.000	.....	49 0	96,715	91,795	13,392	141,720	68.082	—	100	....
May 31, 1873	29.0	—	3.0	—	—	—	—	—	La Crosse, Tremp. & Pres. (C.& NW)Wis.	1.386,640	.....	.....	5,322	990	1,000,000	390,872	.....	29.0	.....	.....	.....	230.551	165,777	—	100	....
Jun. 30, 1873	80.0	—	3.5	—	—	—	—	—	Laf., Bloom'ton & Miss. (T.W.& W.)..Ill.	2,300,000	.....	.....	.....	1,000,000	1,300,000	.....	.....	80.0	190 672	.....	100,965	157,131	84,926	—	100	....
Dec. 31, 1873	36.0	—	1.9	79.0	—	—	—	—	Laf., Muncie & Bloom'ton(T.W.& W.).Ill.	.....	.....	.....	.....	117,073	666 000	.....	.....	36.0	(Re	fused.)	.....	.....	.....	—	100	....
Jun. 30, 1873	67.5	—	4.0	112.5	6	3	3	83	Lake Erie and Louisville.....Ohio.	2,427,732	*	82,603	22,032	1,115,356	890,000	510,906	16,511	67.5	77,806	48,681	40,676	90,068	21,751	—	100	....
Sept. 30, 1873	51.3	6.0	5.4	83.7	6	8	2	201	Lake Ontario Shore Line.....New York.	2,792,081	*	.....	.....	1,857,106	1,438,200	268,769	.....	57.3	50.128	69,122	37.284	55,785	2,082	—	100	....
Sept. 30, 1873	5 0.4	493.6	61.5	—	462	171	82	9,843	Lake Shore & Mich. S.N.Y.P.O. Ind.& Ill.	63,495,167	13,580 629	8,551,485	4,174 75	50,000,000	31,195,000	6,654,3:2	1,428,675	1,164.0	15,421,103	2,145,163	5,511,918	19,414,509	5,667,911	4	100	73
Jun. 30, 1873	92.4	8.0	12 9	—	9	8	*	200	Lake Shore and Tuscarawas Valley.Ohio.	4,248,158	223,274	.....	58,125	1.981,915	2,300,000	231,890	10,752	75.4	.....	60,863	111,409	128.669	7,011	—	100	....
Aug. 31, 1873	156.0	—	13.4	—	11	10	4	343	Lake Superior and Mississippi.....Minn.	7,081,000	.....	.....	.....	5,125,000	7,647,000	15.000	.....	211.0	.....	81,559	.....	484.811	.....	—	100	....
Dec. 31, 1873	17.8	3.0	12.2	—	—	—	—	—	Lawrence (P. F. W. & C.) .....Pa.	715.126	.....	39,548	.....	380,200	355,000	9,468	.....	20.8	.....	.....	.....	189,382	75,753	10	100	....
Dec. 31, 1873	21.5	—	2.2	—	—	—	—	—	Leav'worth, Atchison & Nthw (Pac.).Ks.	1,000,000	.....	.....	.....	600,500	600,000	.....	.....	.....	.....	.....	.....	.....	42,000	—	100	....
Apr. 30, 1873	144.1	1.8	9.2	—	20	14	9	255	*Leavenworth, Lawrence & Galveston* ...Ks.	5,378,157	604,864	5,660,061	125,119	5,000,000	5,860,000	867,695	.....	208.6	.....	.....	479 756	86,668	—	100	....
Dec. 31, 1873	15.0	—	1.3	21.0	—	—	—	—	Lehigh and Lackawanna (L. & S.)....Pa.	675,100	.....	.....	.....	375,100	300.000	.....	.....	15.0	.....	20,675	44,107	42 387	13.676	—	50	....
Dec. 31, 1873	105.0	32.3	100.0	—	92	14	12	7,762	Lehigh and Susquehanna (C. of N. J.).Pa.	12 757,395	*	.....	(wned	by Lehig	h Coal &	Nav. C	ompany.)	174.0	1,924,045	511,501	3 403,372	3,447.817	2,106,566	10	50	....
Nov. 30, 1873	101.0	13.4	228.7	—	194	44	29	9,728	Lehigh Valley.....Pa.	19,750,425	*	15,384,664	.....	23,2 2,446	10,875,000	1 837,643	.....	238.4	.....	1,096,820	6,373,196	7,424.895	3,540.035	10	50	122
Dec. 31, 1873	120.0	76.0	63.5	—	53	38	24	659	Little Miami & Col. Xenia (P.C.&S.L.)().	6,789,473	*	260,964	44,910	4,668,250	1,590,000	.....	.....	196.0	.....	.....	.....	1,401,548	162 018	8	100	....
Dec. 31, 1873	100.0	—	2.0	60.0	7	4	1	60	*Little Rock and Fort Smith* †.....Ark.	9,350,000	*	.....	.....	4,675,000	4,675,000	.....	.....	100 0	.....	.....	.....	.....	.....	—	100	....
Apr. 30, 1874	70.0	—	....	50.0	2	1	1	12	Little Rock, Pine Bluff & N. O. † (nar.)Ps.	1,400,000	*	.....	.....	700,000	700,000	.....	.....	....	(Operat	ions not r	eported.)	.....	.....	—	100	....
Nov. 30, 1873	28.3	3.0	19 9	—	—	—	—	—	Little Schuylkill (P. & R.). .....Pa.	1,416,188	.....	10,000	.....	2,646,100	747,500	.....	.....	.....	.....	.....	.....	214,839	209,669	7	50	91½
May 31, 1873	93.0	2.0	5.0	—	9	5	3	245	Logansport, Crawfordsville & S. W..Ind.	3,500.000	*	.....	.....	1,500,000	2.000,000	.....	.....	118.0	(Operat	ions not r	eported.)	.....	.....	—	103	....
Dec. 31, 1873	9.0	—	—	—	—	—	—	—	Long Branch and Sea Shore (S.N.J.).N. J.	398.863	.....	.....	.....	171,800	200.000	.....	.....	.....	.....	.....	.....	.....	12.000	—	100	....
Sept. 30, 1873	94.0	64.0	17.1	—	22	43	9	249	Long Island †.....N. Y.	5,226,902	*	.....	.....	3 300,000	1,500,000	205.000	.....	158.0	.....	.....	.....	895,716	473,159	4	100	....
Dec. 31, 1873	101.1	—	9.2	—	—	—	—	—	Louisiana & Missouri River(C.& A.)..Mo.	5,902.440	.....	.....	.....	1,516,500	1,516,500	1,588,343	.....	.....	.....	.....	.....	.....	188,370	—	100	....
July 1, 1873	93 5	81.4	23.1	23.0	42	26	13	379	Louisville, Cincinnati and Lexington..Ky.	7,981,305	*	.....	.....	2,474,483	4,234,519	1,709,147	.....	174.9	.....	.....	.....	1,210,382	301,719	—	100	....
Dec. 31, 1873	288.0	—	17.0	—	36	15	10	474	Louisv., New Albany and Chicago...Ind.	(nominal.)	.....	.....	.....	3,000,000	.....	.....	.....	288.0	(No ret	urns furni	shed.)	.....	.....	.....	—	100	....
Dec. 31, 1873	31.0	—	2.1	124.0	3	1	—	14	Louisv., N. Alb. & St. L. A. L..Ind.& Ill.	2,549,222	44,105	242,677	.....	1 56 ,073	780,000	184.517	.....	31.0	.....	.....	.....	11.764	917	—	100	....
Jun. 30, 1873	185.0	420.8	59.4	—	123	97	*	1,669	Louisv., Nashv. & Gt. So. †..Ky. & Tenn.	22,046,339	*	8,253,418	595,765	8,981,439	14,520,500	5,211,942	1,781,627	605 8	.....	.....	.....	4,909,426	1,411,128	7	100	....
Sept. 30, 1873	12.4	—	2.3	—	—	—	—	—	Lowell and Lawrence (L. & L.). ...Mass.	363.158	.....	.....	13,032	200,000	54,700	10,532	110,768	.....	.....	.....	.....	21.786	18,815	6	100	....
Mar. 31, 1873	78.0	—	3.9	—	—	—	—	—	Macon and Augusta (Ga.).....Ga.	2,506,170	.....	.....	.....	1,631 900	770,000	104,270	.....	78.0	.....	.....	.....	120,758	7.491	—	100	....
Dec. 31, 1873	187.0	10.0	5.6	—	12	19	4	170	Macon and Brunswick †.....Ga.	5,760,000	*	.....	.....	3,500,000	2,250.000	.....	.....	197.0	.....	.....	.....	437,298	148,333	—	100	....
Jun. 30, 1873	88.0	—	6.0	—	—	—	—	—	Mahoning Coal (L. S. & M. S.).....Ohio.	2,199,833	.....	.....	.....	1,075,000	1,075,000	98,179	.....	.....	.....	.....	.....	.....	.....	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	*	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Dec. 31, 1873	354.9	69.0	554.9	—	878	385	136	17589	Pennsylvania.....Pennsylvania	48,571,803	*	97,782,380	4,371,449	68,144,475	43,145,785	22,591,815	6,842,563	869.4	.....	5,879,684	2,968,794	24,886,009	9,044,978	10	50	99½
Dec. 31, 1873	47.0	15.8	57.0	—	23	8	—	1,300	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	3,052,500	.....	4,000,000	487,500	565,000	.....	47.0	.....	3,970	1,391,464	28,501	.....	20	50	285
Dec. 31, 1873	41.5	—	1.4	—	—	—	—	—	Pennsylvania and Delaware (Penn.) ..Pa.	2,502,000	—	—	—	900,000	1,602,000	71,346	—	—	(Opened July 1, 1873.)			—	—	—	50	....
Nov. 30, 1873	104.6	22.6	21.2	—	18	2	—	992	Pennsylvania and N. York.N.Y. & Penn.	5,351,750	791,077	.....	.....	4,061,700	3,000,000	74,017	.....	127.2	752,462	191,584	1,338,081	1,485,806	403,405	2½	50	....
Nov. 30, 1873	23.8	—	3.1	12.7	—	—	—	—	Perkiomen (P. & R.).....Pa.	1,388,700	—	18,529	.....	38,040	1,821,800	20 478	—	—	—	—	—	—	—	—	50	....
Dec. 31, 1873	46.2	—	2.0	—	4	4	1	53	Pensacola and Louisville †.....Fla.	455,327	64,800	150,000	.....	450,000	—	219,627	—	45.2	76,850	16,690	.....	88,930	35,557	—	100	....
Dec. 31, 1873	—	—	—	76.0	—	—	—	—	Peoria, Atlanta and Decatur.....Ill.	800,000	—	—	—	600,000	300,000	—	—	—	—	(Under construction.)		—	—	—	100	....
Dec. 31, 1873	47.0	—	7.4	—	—	—	—	—	Peoria and Bureau Valley (C.R.I.& P.).Ill.	1,566,000	—	—	—	1,266,000	300,000	—	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1873	88.0	—	11.5	—	12	7	4	171	Peoria, Pekin and Jacksonville...Illinois.	5,260,351	245,797	45,000	.....	1,239,700	2,000,000	411.448	—	63.0	280,562	.....	135,465	319,168	125,000	8	100	....
Dec. 31, 1873	91.0	—	4.0	—	8	5	2	163	Peoria and Rock Island.....Ill.	3,772,327	*	.....	.....	1,858,950	1,650,000	49,639	—	9.0	276,058	70,500	194,348	300,045	105,368	—	100	....
Dec. 31, 1873	64.0	18.0	8.0	—	12	9	5	121	Petersburg †.....Virginia	1,817,985	*	.....	.....	1,324,200	500,000	356,112	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1873	46.0	—	6.5	—	10	6	3	95	Philadelphia and Balt. Cent. Penn. & Md.	1,811 107	177,744	.....	.....	220,606	1,500,000	46,945	—	57.0	182,886	309,498	138,262	808.221	78,339	—	50	....
Dec. 31, 1873	287.6	—	121.7	—	—	—	—	—	Philadelphia and Erie †(Penn.).....Pa.	23,777,743	—	2,241,800	16,866	8,448,700	16,625,000	1,335,709	—	287.6	2,912,351	777,273	2,164,246	3,842,067	428,756	—	50	....
Sept. 30, 1873	20.0	—	25.0	24	45	18	192		Phila., Germ. and Norrist'n (P.& R.)..Pa.	1,146,538	368,262	500,798	.....	2,231,900	—	—	—	32.3	.....	.....	.....	281,023	269,791	12	50	178½
Dec. 31, 1873	3.0	—	—	24.0	—	—	—	—	Phila., Newtown and New York .....Pa.	440,400	—	—	—	193,360	164,000	57,000	—	—	—	—	—	—	—	—	50	....
Sept. 30, 1873	98.4	228.6	432.2	—	400	220	60	19018	Philadelphia and Reading..Pennsylvania.	28,260,889	7,480,719	48,349,058	1,741,889	34,269,575	44,188,715	4,876,055	2,498,205	725 3	8,351,682	6,790,088	9,847,747	14,432,661	5,357,766	10	50	112
Dec. 31, 1873	26.6	—	39.7	—	—	—	—	—	Philadelphia and Trenton (Penn.).....Pa.	1,534,479	—	—	—	1,259,100	—	—	—	36.6	882,160	1,747.216	1,400,983	1,996,606	448,574	10	100	128½
Oct. 31, 1873	95.3	14.8	121.6	—	70	160	...	1,240	Phila., Wilm. and Baltimore..Pa. D.& Md.	11,814 764	*	2,103,295	840,363	11.507,750	1,900,000	279,120	743,053	111.8	1,437,207	853,937	886,979	3,074,881	1,095,265	8	50	107
Nov. 30, 1873	11.5	—	43.0	—	—	—	—	—	Pickering Valley (P. & R.).....Pa.	474,551	—	—	—	92,875	332,300	161,363	—	—	—	—	—	—	4,751	—	50	....
Dec. 31, 1873	193.0	8.0	50.8	—	104	34	19	1 648	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	19,682,344	*	3,496 277	—	8,433,750	15,010,588	3,854,872	—	201.0	.....	.....	.....	3,841,214	478,298	—	50	....
Dec. 31, 1873	468 3	—	180.0	—	289	183	54	9,789	Pittsburg, Ft. W. and Chic..P., O., I. & I.	37,368,286	*	.....	.....	23,814,286	14,554,000	14,230	—	500.6	7,878,666	2,134,653	2,366,846	9,619,074	3,522,032	7	100	98
Dec. 31, 1873	30.0	—	4.9	150.0	4	6	3	65	Pitt'sbg, Virg. & Charleston..Pa.& W.Va.	1,106,167	37,226	556,038	.....	673.264	700,000	244,672	—	30.0	57,900	140, .88	4,828	67,137	16,941	—	50	....
Oct. 31, 1873	149.6	1.9	36.0	4.6	26	15	7	400	Pittsburg, Washington & Balt...Pa.& Md	11.934,489	709,835	93,671	.....	1,960,682	9,500,000	2,276,579	—	169.2	1,583,213	859,533	1,130,324	1,564,993	L.38,035	—	50	....
Sept. 30, 1873	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,685	—	—	6,315	450,000	—	—	—	—	—	—	—	—	—	—	50	....
Nov. 30, 1873	71.3	—	3.6	38.7	6	15	5	117	Portland and Ogdensburg....Me. & N. H.	2,502,116	*	125,862	200,937	1,045,270	1,384,000	321,710	77,934	65.3	147,741	73,908	46,045	144,982	49,075	6	100	....
Aug 31, 1873	52.5	—	4.3	—	6	9	4	141	Portland and Rochester.....Me. & N. H.	1,925,741	*	233,124	18,208	656,112	1,407,500	133,461	—	52.5	134,108	142 846	64,290	142,571	40,976	—	100	....
Sept. 30, 1873	52.0	—	8 1	—	19	—	—	167	Portland, Saco and Portsmouth (Etn.).Me.	1,500,000	*	.....	.....	1,500,000	—	—	—	—	—	—	—	—	40,976	—	100	....
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	230	Port Royal † (Ga.).....South Carolina.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	—	—	—	—	—	—	150,000	10	100	113
Sept. 30, 1873	71.4	—	4.9	—	—	—	—	—	Portsm'th, Gt. Falls & Conway(Etn.).Me.	1,229 689	—	.....	.....	767,200	462,489	.....	—	—	—	—	—	—	—	—	25	....
Sept. 30, 1873	41.9	—	2.5	4.8	4	5	...	91	Poughkeepsie and Eastern....New York.	1,475,430	*	.....	.....	524,464	722,500	479,689	—	46.1	95,055	82,180	44,508	86,213	74,241	—	100	....
Sept. 30, 1873	22.8	—	2.0	48.9	2	3	1	65	Providence and Springfield..R.I. & Mass.	933,408	*	.....	.....	472.890	414.000	47,518	—	22.8	.....	32.5 2	5,653	18,418	9,543	—	100	....
Sept. 30, 1873	13.6	—	—	—	4	10	...	20	Providence, Warren and Bristol.....R. I.	526,515	*	.....	.....	437,917	50.000	38,597	—	13.6	.....	879.227	20,504	113,505	9,263	—	100	....
Sept. 30, 1873	43.4	1.0	45.2	—	29	40	...	692	Providence and Worcester..R. I. & Mass.	1,976,025	735,748	.....	271,267	2,000,000	500,000	387,810	95,230	—	526,128	1,785,067	530,620	963,345	257,103	10	100	....
Dec. 31, 1873	36.0	—	2.0	—	4	3	2	—	Queen Anne and Kent †.....Del. & Md.	351,000	*	.....	.....	260.000	269,000	2,600	—	36.0	35,850	12,560	38,231	27,437	9,990	—	50	....
Jun. 30, 1873	42.0	—	4.0	—	1	2	2	44	Quincy, Alton and St. Louis.....Ill.	1,832,100	*	.....	32,200	780,000	1,000,000	52,000	—	42.0	56,000	.....	.....	68,939	(Deficit)	—	100	....
Dec. 31, 1873	70.0	—	1.7	160.0	—	—	—	—	Quincy, Missouri and Pacific.....Mo.	2,000,000	—	.....	.....	700,000	2,000p.m	.....	—	—	(Under construction.)			—	—	—	100	....
May 31, 1873	44.0	—	3.0	62.0	3	3	3	50	Raleigh and Augusta Air-Line †..N. Car.	1,134.221	89,785	.....	.....	876,000	—	—	—	44.0	.....	.....	.....	.....	.....	—	100	....
May 31, 1873	97.0	—	5.8	—	16	10	4	134	Raleigh and Gaston.....North Carolina.	1,500,000	*	155 800	102,936	1,500,000	—	92,150	166,085	97.0	.....	.....	.....	73,474	28,543	—	100	....
Nov. 30, 1873	40.0	8.0	8.1	10.7	8	7	1	29	Reading and Columbia (P. & R.).....Pa.	2,072,999	220,041	62,566	.....	508,268	1,000,000	1,215,911	—	48.0	242.123	138.771	352,399	310,517	92,179	—	50	....
Sept. 30, 1873	101.5	80.9	47.9	—	42	52	17	1,262	Rensselaer and Saratoga (D.& H.)..N. Y.	8,328,362	*	.....	.....	6,000,000	2,000,000	.....	—	182.4	820,468	1,037,327	616,634	1,966,857	903,072	8	100	....
Sept. 30, 1873	189.0	6.9	16.8	—	35	20	9	462	Richmond and Danville †.....Virginia.	5,729,729	*	.....	.....	4,000,000	2,485,411	1,435,205	143,372	185.9	599.792	141,767	227,729	957.129	447,369	...	100	....
Sept. 30, 1873	86.0	—	6.7	—	13	21	16	134	Richmond, Fred'burg and Potomac †..Va	2,727,840	*	131,596	254,875	1,509,829	889,698	82,639	632,148	86.0	199,825	173,985	45,677	496,744	231.136	2	100	....
Sept. 30, 1873	22.5	2.7	4.2	—	8	9	4	164	Richmond and Petersburg †.....Va.	1.215.404	*	48,483	30,119	847,100	326,296	81,527	49,183	46.7	110,712	126,947	91,887	160,227	36,6 5	—	100	....
Sept. 30, 1873	38.3	—	2.2	26.0	3	3	2	42	Richmond, York Riv.& Chesapeake †.Va.	1,257,640	*	.....	.....	650,000	607,640	.....	—	38.3	.....	(No	report supplied.)	.....	.....	—	100	....
Dec. 31, 1873	18.5	—	1.8	—	—	—	—	—	Rochester & Genesee Valley(Erie).N. Y.	671,203	—	.....	.....	557,560	—	—	—	—	(Rental	18 p. c. of	earnings.)	—	—	—	100	....
Sept. 30, 1873	—	—	—	105.0	—	—	—	—	Rochester and State Line.....N. Y.	735,649	—	183,649	.....	24,000	894,000	90,000	—	—	—	—	—	—	34.012	...	100	....
Sept. 30, 1873	10.0	—	—	140.0	—	—	—	—	Rochester, Nunda & Penn. (6 ft.)...N. Y.	716.327	—	.....	.....	625,500	—	58,200	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1873	278.9	25.4	28.7	—	45	14	6	882	Rockford, Rock Island and St. Louis..Ill.	14,519,619	1,178,180	208.567	.....	6,490,579	9,000,000	505,737	—	318.0	1,089,857	.....	262,148	947,550	179,955	—	100	....
Dec. 31, 1873	141.1	48.6	28.	—	42	32	16	909	Rome, Watertown and Ogdensburg.N. Y.	4.780,198	*	147,999	305,486	3,146,800	1,908.249	44,979	142,625	218.2	.....	.....	.....	1,230,555	360,488	7	100	....
Dec. 31, 1873	120.0	—	18.0	—	—	—	—	—	Rutland (C. V.).....Vermont.	9,129.946	*	143,947	92,617	6,648,400	1,972,800	745,740	—	239.0	.....	.....	.....	970.239	492.400	2	100	....
Dec. 31, 187	34.0	—	2.7	—	4	2	...	52	Saginaw Valley and St. Louis.....Mich.	525,716	87,854	.....	4,173	121,775	346,000	149,968	—	34.0	58,650	.....	.....	134.620	79,810	—	100	....
Dec. 31, 1873	22.0	—	6.5	—	5	8	...	230	St. Croix and Penobscot †.....Mo.	364.000	*	.....	20,603	100,000	227,700	7,000	—	22.0	.....	.....	.....	.....	.....	—	100	....
Aug.31, 1873	187.0	—	20.0	38.0	19	...	...	.....	St. Joseph and Denver City..Kan.& Neb.	11,221.764	420,925	245,000	3,803	4.000,000	7,000,000	734,425	157,067	187.0	.....	.....	.....	70,952	28,861	3	50	....
Dec. 31, 1873	197.0	18 0	21.0	—	13	11	4	590	St. Louis, Alton and Terre Haute.Illinois.	11,768,400	*	.....	241,609	4,768,400	7,000,000	241,609	—	265.0	.....	.....	.....	1,042,808	593,849	—	100	....
Jan. 31, 1874	43 3	—	2.2	—	—	—	—	—	St. Louis & C, Rapids (St.L.K.C.&N.).Ia.	(Statements not received.)																
Dec. 31, 1873	195.5	15.3	39.7	—	35	23	15	1,618	St. Louis and Iron Mountain †...Missouri	19,103,348	*	247,884	.....	10,000,000	8,622.000	431,149	298,083	210.8	947,849	537,276	682,903	1,964,281	596,426	3	100	....
Jun. 30, 1873	510.0	45.0	25.0	—	46	27	12	1,175	St. Louis & S. Eastern...Ill., Ky. & Tenn	8,828,400	*	.....	.....	4,628,400	3,200,000	.....	—	—	524,786	70.581	515,719	661,753	265,882	—	100	....
Dec. 31, 1873	76.5	—	2.1	—	—	—	—	—	St. Louis & St. Joe. (St.L.,K.C.& N.).Mo.	2,000,000	—	.....	.....	—	1,000,000	(Sold under foreclosure Feb. 18, 1874 for $1 00,000.)		—	—	—	—	—	—	—	100	....
Dec. 31, 1873	41.5	—	2.3	138.5	—	—	—	—	St. L., C. Bluffs & Omaha(St.LKC&N.)M	2,200,000	—	.....	.....	1,100,000	16,000p m	.....	—	—	—	—	(Rental.)	—	65,000	—	100	....
Dec. 31, 1873	150.6	—	11.6	—	—	—	—	—	St. Louis, Jacksonv. & Chic.(C. & A.).Ill.	5,073,600	—	.....	.....	2,348,600	2,725,000	.....	—	—	—	—	—	—	240,000	—	100	....
Dec. 31, 1873	265.5	87.5	26.7	—	91	41	14	1,516	St. L., Kansas City & Northern.....Mo	28,134,445	*	2,173,893	635,599	24,000,000	6,000,000	943,928	—	581.8	2,387,961	425,326	501,595	2,755,194	670,530	—	100	....
Dec. 31, 1873	157.8	—	24.4	—	32	14	8	841	St. Louis, Vandalia & T. H.(T.H&I).Ill.	8,256,255	*	226,930	.....	2,378,158	5,499.000	467,325	—	157 8	.....	.....	.....	1,130.813	337,768	—	100	....
Aug.31, 1873	108.5	—	4.7	161.0	—	—	—	—	*St. Paul and Pacific*.....Minn.	11,250,000	—	.....	.....	.....	10,500,000	750,000	—	35.0	25,256	16,417	15,786	32,345	£09	—	100	....
Aug.31, 1873	207.0	76.0	19.4	—	28	20	6	374	*St. Paul and Pacific* (1st Div.).Minnesota.	17.214.350	*	.....	.....	1,968,600	15,245,750	472,942	—	283.0	.....	.....	.....	763,805	165,964	—	100	....
Aug.31, 1873	121.3	—	10.0	—	14	6	4	255	St. Paul and Sioux City.....Minn.	4,628,778	*	.....	.....	2,400,000	1,851,500	316,227	—	121.3	244,766	77,755	.....	509,443	40,172	—	100	....
Aug 31, 1873	17.6	3.2	1.0	—	2	2	1	40	St. Paul, Still'w. & Tayler's Falls...Minn.	780,817	—	.....	.....	277,500	450.000	37,000	—	20.8	29,280	22,800	.....	63,718	31,863	—	100	....
Sept. 30, 1873	15.0	—	2.6	—	—	—	—	—	Salem and Lowell (B. & L.).....Mass.	481,469	—	.....	2.714	243,305	226,900	13,978	—	—	—	—	—	17,500	16,784	1	100	....
Jun. 30, 1873	116.3	—	13 9	—	31	15	10	889	Sandusky, Mans. & Newark (B. & O.)..O.	3,241.661	*	.....	59,454	938,000	2,309.743	6,547	46,725	116.3	896,934	193,597	372,011	715,250	81,106	—	£0	....
Dec. 31, 1873	104.0	—	4 9	5.0	10	9	5	80	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	.....	.....	1,000,000	1,427,800	.....	—	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	11.0	—	21.5	—	—	—	—	—	Schuylkill Valley (P. & R.).....Penn.	576,050	—	.....	.....	576,050	—	—	—	—	—	—	—	—	—	—	100	....
Mar. 31, 1874	80.0	—	8.0	—	16	4	6	250	Seaboard and Roanoke.Va. & N. Carolina.	2,058,152	*	568,669	.....	1,365,000	210,000	.....	—	80.0	.....	34,867	.....	609,678	198,004	5	100	....

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PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:	$	p c	p c	p. c.
Atlantic and Great Western, pref...	10,000,000	7	...	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	...	....
" " guar.	276,200	7	...	....
Atlantic and Pacific, preferred	10,000,000	7	...	14½
Atlantic and St. Lawrence,* guar...	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,552,800	6	5	105
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	..
Catawissa,* pref. and guar.....	1,159,500	7	7	85
Camden and Amboy,* guaranteed..	5,847,800	10	10	124½
Camden and Atlantic, preferred.....	763,549	7	3½	82
Cayuga and Susquehanna,* guar....	389,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	709,600	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	106½
Central Ohio,* preferred	411,550	6	6	80
Chemung,* guaranteed.....	350,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	80
Chicago and Alton, † preferred.....	2,425,400	...	10	106
Chicago, Iowa & Nebraska,* guar..	3,916,300	...	8	89½
Chicago and North-Western, pref...	21,289,563	7	7	55½
Cinc., Sand. and Cleveland, pref....	429,000	6	6	25
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	88½
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred...	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	....	....
Dubuque and Sioux City,* guar....	5,000,000	...	3	60
Dubuque South-Western, pref.....	590,315	8	....	....
Eastern (N. H.) * † guaranteed....	492,500	....	6	45
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	76
" " com.& *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	53
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	...	....	....
Hannibal and St. Joseph, pref	2,167,700	7	7	32
Harrisburg and Lancaster,* guar....	1,182,560	7	7	97
Housatonic, preferred.....	1,180,000	8	8	96
Huntington & Broad Top Min, pref.	190,750	7	...	28
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	35
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref...	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	3,101,650	6	...	18
" " 2d pref....	4,438,250	6	...	9
Mich. Southern, (Lake Shore) guar..	538,500	10	10	....
Mill Creek,* guaranteed.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	12,274,483	7	7	54½
Mine Hill,* guaranteed.....	3,858,450	8	8	103½
Montclair,* guaranteed.....	2,000,000	7	...	....
Morris and Essex,* guar.....	15,000,000	7	7	94½
Nesquehoning Valley,* guar.....	2,000,000	10	10	111
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	606,000	10	10	....
New Jersey,* guaranteed.....	7,295,200	10	10	124
New London Northern,* guar.....	971,400	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	127
" " *com.& guar.	8,500,000	8	8	125
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred.....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,822,400	10	10	122
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	49½
" " pf.& *guar.	2,000,000	8	8	92½
Ohio and Mississippi, preferred....	4,030,000	7	7	48
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama, guaranteed.....	7,000,000	12	12	111½
Paterson and Hudson,* guar.....	630,000	—	8½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	...	....	....
Phila., Germant'n & Norrist'n,*guar.	2,231,900	12	12	178½
Philadelphia and Reading, † pref....	1,561,687	—	10	....
Philadelphia and Trenton,* guar....	1,259,100	10	10	123½
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	93
Pittsfield and North Adams,* guar.	450,000	5	6	86
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	118
Rochester & Genesee Valley,* guar.	557,560	...	....	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	30[illegible]
St. Louis, Alton & Terre Haute,*guar.	2,488,400	7	...	25
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	....	....
St. Louis, Kansas City & Nor., pref..	12,000,000	...	—	20
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	—	....
" " 2d pref..	1,000,000	7	—	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	71
Warren,* guaranteed.....	1,800,000	7	7	....
Canal Stocks.				
Delaware Division,* guar.....	1,633,350	8	8	....
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	125
" com. and * guar.....	1,690,000	4	4	50
Schuylkill Navigation preferred	2,808,977	6	6	25½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	40 — @ — —
Gartsherrie		— — @ — —
Summerlee		34 50 @ 36 —
Carnbroe		— — @ 35 —
Langloan		— — @ — —
Glengarnock		35 — @ 36 —
Eglinton		23 — @ 24 —
Pig, American, No. 1		31 — @ 32 50
Pig, American, No. 2		29 — @ 30 —
Pig, American, Forge		26 — @ 28 —
Bar .Refined, English and American		— — @ — —
Bar, Swedes, assorted sizes	(gold)	137 50 @140 —
	Store Prices.	
Bar, Swedes, ordinary sizes		160 — @162 50
Bar, Swedes, Plow sizes		170 — @172 50
Bar, Refined, ¾ to 2 in. rd. & sq. 1 to 6 inch x ¾ to 1 in		67 50 @ 70 —
Bar Refined, 1½ to 6 by ¼ & 5-16 in		72 50 @ 75 —
Bar Refined, 1 & 1½ by ¼ & 5-16		72 50 @ 75 —
Large Rounds, 2½@2¾ to 3¼ @4 in		75 — @ 90 —
Scroll		90 — @130 —
Ovals and Half-round		90 — @100 —
Band, 1 to 6 in. by 3-16 to No. 12		85 — @ 87 50
Horse Shoe		97 50 @100 —
Rods, ¾@1-16 inch		70 — @127 50
Hoop, ¾ by No. 22 to 1 & 1¼ by 13 & 14		95 — @150 —
Nail Rod	per lb.	— 8 @ — 9
Sheet Russia, as to assortment	(gold)	— 15½@ — —
Sheet, Single, D. and T. Common		— 4½@ — 5
Sheet, Doubles and Trebles, Charcoal		— 5 @ — 6
Sheet Galvanized		List 10 per ct. disc.
Rails, English	(gold) per ton.	50 — @ 52 —
Rails, American, at Works in Penna. c'y.		58 — @ 62 50

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)	per lb.	— 17 @ — 21
English Spring (2d and 1st quality)		— 9½@ — 10½
English Blister (2d and 1st quality)		— 14 @ — 18½
English Machinery		— — @ — 14½
English German (2d and 1st quality)		— 12½@ — 14½
American Blister		— — @ — 11½
American, Cast, Tool		— — @ — 17
American, Cast Spring		— — @ — 11
American Machinery		— 11½@ — 12
American German Spring		— — @ — —

NAILS—Duty: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Com. Fence. & Sheath per keg.		3 75 @ 3 85
8d. and 9d. "		4 — @ 4 15
6d. and 7d. "		4 25 @ 4 40
4d. and 5d. "		4 50 @ 4 65
3d. and 4d. Light		5 25 @ 5 40
3d. Fine		6 — @ 6 15
2d		6 75 @ 6 90
Cut Spikes, all sizes		4 — @ 4 15

TIN—Duty: Pig, Bars and Block, free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca	(gold) per lb.	— — @ — 26½
Straits	(gold)	— — @ — 22½
English, L. & F	(gold)	— — @ — 21
English, Refined	(gold)	— 21½@ — 22

Plates—Fair to good brands.	Gold.	
I. C. Charcoal	per box.	10 — @ 10 25
I. C. Coke		8 — @ 8 25
Coke Terne		7 25 @ 8 —
Charcoal Terne		9 — @ 9 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)	— 4½@ — 5
Crude 40@47 gravity (in shipping order)	— 8½@ — 8½
Refined, Standard White (in ship'g order)	— 11½@ — 12
Refined, S. W. (in jobbing lots)	— 12½@ — 12½
Refined, S W. (in tin)	— 16½@ — 19
Naptha, Refined (65@73 gravity)	— 7 @ — 7½
Residuum....(in shipping order) per gall.	— 6½@ — 6½

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.) per lb.	— — @— 22
Copper, Bolts	— — @— 35
Copper, Braziers' (over 16 oz.)	— — @— 35
Copper, Nails	— — @— 40
Copper, Old Sheathing, &c., mixed lots	— 22 @— 22½
Copper, American Ingot Lake	22½ @— 23
Copper, English Pig	— — @— —
Yellow Metal, New Sheathing & Bronze	— — @— 24
Yellow Metal, Bolts	— 30 @— —
Yellow Metal, Nails, Sheathing & Slating	— — @— 24

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb.	6 37½@ — —
German Ordinary	(gold)	6 37½@ — —
English	(gold)	6 50 @ — —
Foreign Refined	(gold)	7 12½@ 7 25
Domestic		5 75 @ 5 85

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 50 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel		11 — @— —
Liverpool House Cannel		12 — @12 —
Anthracite (by cargo)	per ton of 2,000 lb.	5 — @ 6 —

New York Stock Exchange.

Actual Sale Prices for the week ending July 29.

	Th. 23.	F. 24.	Sat. 25.	M. 27.	Tu. 28.	W. 29
Boston, Hart. & Erie....	1½	1½	1½	1½	1½	....
Canton Co	....	....	....	....	....	....
Central Pacific	....	....	....	....	....	....
Central Pacific 6s	....	....	....	87½	88½	85½
Central of N. Jersey....	105½	105½	....	....	105½	106½
Chesapeake & Ohio 1 m	....	....	50	....	50	....
Chicago & Alton	103½	102½	....	....	....	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" S. F	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q	105	....	....	....	....	....
" 8s, 1885	....	....	....	....	....	....
Chic. & Northwestern	38	37½	37½	38	38½	38½
" pref	....	....	....	....	....	55½
" 1st M	....	....	....	....	....	....
" S. F	....	....	....	....	....	....
" Consol	....	....	....	....	....	....
Chic., Rock Isl. & Pac..	98½	98	98	98½	98½	99
Chi., R. I & Pa. 7s, 1896	....	....	....	....	....	....
Clev., Col., C. and Ind	....	....	....	....	....	....
Clev. & Pittsburg guar..	88	88½	....	....	88½	88½
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	....
" 4 M	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C....	17½	....	....	....	17½	17
" 1 M	....	....	81	....	....	....
" 2 M	....	....	....	....	....	....
Del. & Hudson Canal	114½	114½	114½	114½	114½	114½
Del. Lack. & Western...	107½	107	107½	108	108½	107½
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	104	....	....
Erie Railway	31	31½	32½	32	32	32½
" pref	....	....	....	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880 97	....	....	....	....	96½	....
" 5 M. 7s, 1888	....	....	....	....	....	....
" 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort	75	....	....	....	75	....
Hannibal & St. Joseph	25½	....	....	....	....	....
" pref	....	....	....	....	....	....
" 8s, conv	....	....	....	....	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F	....	....	....	....	....	104½
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th.	72	71½	71½	72½	72½	73
Marietta & Cin. 1st pref	....	....	....	....	....	....
" 2d pref	....	....	....	....	....	....
Michigan Central	70½	....	71	....	....	....
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F	....	....	....	....	....	....
" 2 M	....	....	....	....	....	....
Milw. and St. Paul	35	34½	35½	35½	35½	36
" pref	54	54	....	....	....	54½
" 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 8s	....	....	....	....	....	....
" 7 3-10s con	....	....	....	....	....	....
" 7s, gold	....	....	....	....	....	....
Missouri 6s	....	....	....	....	....	....
" H. & St. J. 1s	92½	92½	....	....	....	....
Morris and Essex	94	94½	....	....	94½	....
" 1st mort	....	....	....	....	105	....
" 2d mort	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	99½	99½	99½	99½	99½	100½
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s, S.F. 1883	....	....	95	....	....	....
" 6s, S.F. 1887	92½	....	92½	....	....	....
N. York and Harlem	125	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1 M. 7s	....	....	....	....	105	....
N. York. N. Hav. & Hart	....	....	....	....	....	....
N. Carolina 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss	25½	....	....	26½	25½	25½
" pref	48	....	....	....	....	....
" 2d M	....	....	....	....	....	75
Pacific Mail S. S. Co	44½	43½	43½	44½	44½	44½
Panama	110	....	110	....	111½	111½
Pitts., Ft. W. & Chi. gtd.	93	....	93	....	....	....
" 1 M	103	....	....	....	....	104½
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	....
Quicksilver Mining Co..	23	....	....	....	....	....
St. L., Alton & T. H	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" 2 M. pref	....	....	89	....	....	....
" Income bds	....	....	....	....	....	....
Tennessee 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
Tol., Wab. & Western..	35½	35½	35½	35½	35½	36½
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	96	....
" 2 M	....	....	....	....	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div. 7s	....	....	....	....	78½	....
Union Pacific	26½	26½	26½	26½	27½	27½
" 1st mort	82½	82½	....	82½	....	83½
" L. Gt. 7s	80½	80½	80½	....	....	81
" Inc. 10s	77	....	77½	....	78½	81½
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol	52½	....	....	....	....	....
" def. cert	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending July 29.

	Th.23.	F.24.	Sat.25.	M.27.	Tu.28.	W.29
FEDERAL STOCKS:—						
U. S. 5s, 10-40s, reg.	....	....	....	112¼	112¼	
U. S. 5s, 10-40s, coup.	....	....	....	....	....	
U. S. 5s, 1881, reg.	....	....	....	....	....	
U. S. 5s, 1881, coup.	113¼	113¼	113¼	....	113¼	
U. S. 6s, 1881, reg.	116¼	116¼	117	117	....	
U. S. 6s, 1881, coup.	118¼	118¼	119	118¼	....	118¼
U. S. 6s, 5-20s, reg. '62	....	....	113	....	....	....
U. S. 6s, 5-20s, c. 1862	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '64	....	....	113¼	....	....	113¼
U. S. 6s, 5-20s, reg. '64	114¼	114¼	....	....	....	....
U. S. 6s, 5-20s, c. 1864	....	....	115¼	115¼	115¼	
U. S. 6s, 5-20s, reg. '65	....	115¼	....	....	115¼	
U. S. 6s, 5-20s, c. 1865	....	....	....	....	....	117
U. S. 6s, 5-20s, r. n. '65	115¼	....	115¼	115¼	115¼	....
U. S. 6s, 5-20s, c. n '65	116¼	116¼	116¼	116¼	115¼	
U. S. 6s, 5-20s, reg. '67	115¼	....	115¼	....	116¼	115¼
U. S. 6s, 5-20s, c. 1867	117¼	117¼	117¼	117¼	117¼	
U. S. 6s, 5-20s, reg. '68	116¼	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	117¼	118	....	118¼	....	....
U. S. 6s, Pac. RR issue	....	....	....	117¼	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 28.

	W.22	Th.23.	F.24.	Sat.25.	M.27.	Tu.28
Catawissa preferred	....	....	42	....	....	....
" 7s, new	....	....	....	....	....	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	....	....	....	100	....	
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	98	
Lehigh Navigation	44¼	44¼	44¼	44¼	44¼	44¼
" 6s, 1884	....	97	....	96¾	....	97
" Gold L.	95¼	95¾	96	....	....	....
" R. R. L.	....	....	....	....	....	96¼
" Conv. G. L.	....	....	....	....	....	99¼
Lehigh Valley R. R.	60¾	60¾	60¾	60¼	....	61
" 6s new coup.	....	....	....	....	....	....
" 6s new reg.	....	....	....	....	....	102
" 7s	....	....	106¾	....	....	107
Little Schuylkill R. R.	....	....	....	....	....	..
" 7s	....	....	....	....	....	....
Minehill	51¾	....	....	....	....	....
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
North Pennsylvania	45	....	....	....	....	....
" 6s, 1885	99¼	....	....	100	100	....
" 7s	....	....	102¼	102¼	....	102¼
" 10s, 1877	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Oil Creek & Alleg. Riv.	5¾	5¾	6	6¼	....	6¼
" 7s	....	....	....	....	....	....
Pennsylvania R. R.	49¾	49¾	49¾	49¾	50	49¾
" 1st M.	....	....	101¼	....	....	....
" 2d M.	....	....	....	....	....	101
" Gen. mort.	91	....	....	....	91	....
" " reg.	....	....	....	....	....	....
Penn. State 6s, 2d series	....	108	....	....	....	....
" 6s, 3d series	....	....	....	....	....	....
Philadelphia City, 6s	....	....	101¼	....	....	102
" new	104¼	104¼	104¼	104¼	104¼	104¼
Philad., Germ. & Nor.	....	89¼	....	....	....	89¼
Phila. & Reading	55¾	55¾	55¼	55¾	55¾	56
Philadelphia and Erie	....	....	....	....	....	....
" 6s	90	90	....	....	....	90¼
" 7s	84¼	84¼	....	....	....	....
Phila., Wilm. & Balt.	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	....	....	....	12¾	....	....
" 6s, 1882	77	....	....	....	....	77
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey	124¾	....	124¾	....	....	....
Hestonville, (Horse)	19¼	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	66
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	29¼
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 28.

	W.22.	Th.23	F.24	Sat.25.	M.27.	Tu.28
Baltimore City 6s, 1875	....	....	103	....	....	103
" 1886	....	....	....	....	....	....
" 1890	103¼	....	103	103	102¾	102¾
" 1884	....	102	....	....	....	....
" 1900	....	103¼	....	....	....	....
Balt and Ohio	....	168¾	....	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	100	....	....	....
" " 1885	....	....	101¼	....	101¼	....
Central Ohio	....	....	....	....	....	....
" 1st mort.	....	....	....	....	....	....
Marietta & Cin. 1st M.	105	....	105¼	....	105	104¾
" 2d M.	....	....	....	....	....	....
" 3d M. 8s	....	90¾	....	92¼	92¾	....
Northern Central	....	74	74¼	74¼	....	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	....	....
" G. B. 1900	....	....	....	....	90¼	....
Pittsb. & Connellsv. 7s	....	....	....	....	....	92
N. W. Va. 3d mort.	....	....	83	....	83¾	84
Virginia 6s, Consol.	....	....	....	....	....	....
" Defer. Certif.	....	....	....	....	52¾	52¼
City Passenger R. R.	....	....	....	10	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending July 29.

	Th.23.	F.24.	Sat.25.	M.27.	Tu.28.	W.29
Boston and Albany	132	132¼	....	132¼	133¼	133¼
Boston and Lowell	....	....	100	100	100¼	....
Boston and Maine	107¾	....	....	107¾	108	....
Boston and Providence	....	148¼	....	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s	21¾	22¾	22	22	21¾	....
Cheshire, pref.	....	....	....	....	80	....
Chi., Burl. & Quincy	105¾	....	....	....	....	105¾
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	52¾	52¼	52¾	53¼	53¾	54
Fitchburg	....	....	123	123	123	123
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	71	....	71	71	70¾	....
Northern, N. H.	....	....	....	....	....	....
Ogdens. & Lake Champ.	....	....	....	....	....	....
" pref.	....	....	....	92¼	....	....
Old Colony	107	106¾	....	107	106¾	106¾
Ph., Wil. & Baltimore	53¾	53¼	53¼	....	53	53¼
Portl'd, Saco & Ports.	113	....	....	....	....	....
Union Pacific	28¾	....	....	....	....	....
" 6s	82¼	82¼	....	....	....	....
" Land Grant 7s	....	78¼	....	78¼	....	....
" Income 10s	72¼	....	....	73¼	74	77
Vermont & Canada	55	....	....	....	55	....
Vermont & Mass.	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge "	99	....	99¼	....	....	....
Metropolitan "	....	....	....	....	....	45
Middlesex "	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls "	....	....	....	12¼	12	12
Franklin "	....	....	....	....	....	....
National "	....	....	....	....	....	....
Quincy "	30¼	31	32	30¼	30¼	31

London Stock Exchange.

	—Closing Prices.— July 17.	July 10.
Atlantic & Gt. W. 1st mort., $1,000	51 — 53	48 — 50
Do. 2d mort., $1,000	27 — 29	27 — 29
Do. 3d mort., $1,000	12¼ — 13¼	12¼ — 13¼
Do. Con. mort. Bnds Bisch's Cert.	13 — 15	13 — 15
Do. Leas. Lines, Rental Bonds	60 — 65	60 — 63
Do. 1873	40 — 45	45 — 50
Do. 8 p. c. Scrip, West. Exten	— — —	— — —
Detroit & Milwaukee 1st mort. Bonds	65 — 70	65 — 70
Do. 2d do.	55 — 60	55 — 60
Erie shares 100 dol. all paid	30 — 30¼	28¼ — 29
Do. 6 per cent Convertible Bonds	93 — 95	93 — 95
Cons. Mort. amount autho. to be issued for conv. of existing bonds	88 — 90	89 — 91
Illinois Central $100 shares all paid	91 — 93	87 — 90
Do. Redemption mort. bonds 6 p.c	100 —102	100 —102
Illinois & St. Louis Bridge 1st mort.	100 —102	100 —102
Marietta and Cincinnati Rail. bonds	95 — 98	95 — 98
Michigan Central 8s 1882, conv.	88 — 92	88 — 92
New York Central, 100 dols. shares	91 — 93	91 — 93
Panama General mort.	97 — 99	97 — 99
Pennsylvania, General mort.	97 — 98	97 — 98
Do. $50 shares	45 — 46	45 — 46
Philadelphia and Erie 1st mort.	94 — 96	94 — 96

American Railroad Journal.

Saturday, August 1, 1874.

Stock Exchange and Money Market

The new five per cent Funding Loan negotiation has been the most prominent topic, in financial circles, during the week. Proposals for the Loan were to have been formally opened and decided on, on Thursday of last week; but no definite result was attained until within a day or two, when it was reported from Washington that the negotiation had been completed for marketing the remainder of the Loan, amounting to 179 millions. It was further stated that the contracting parties are the United States on the one hand, and Messrs. August Belmont & Co., on behalf of Messrs. N. M. Rothschild & Sons, of London, and their associate houses in the Continental cities; and J. & W. Seligman & Co., on behalf of themselves and their associates in Paris and Vienna. These parties absolutely subscribed to $45,000,000, with an option to take the remainder of the loan at any time within six months. The loan is to be taken at par, payable in coin, or five twenty bonds. The parties are to receive one fourth of one per cent. commission, and are to defray all expenses of the negotiation and exchange, including the expenses of delivering the bonds. The Money market has been comparatively dull throughout the week. The demand from all responsible sources has been unusually limited, speculation at the Stock and Gold Boards having been very tame; and the mercantile wants, growing out of the crop movements and the Fall trade, as yet not urgent. Lenders have been very prompt in meeting the requirements of unexceptionable borrowers on the basis of 2@3 per cent on call, and 5@7 per cent per annum, in the discount form. The City banks and Sub Treasury movements have been favorable to continued ease. The City banks, last week, augmented their deposit and reduced their specie averages, while again contracting their loan and discount line. They augmented their reserve of legal tender quite handsomely while also enlarging their item of circulation slightly. The U. S. Sub Treasury increased its currency reserve, while cutting down the specie balance, the latter, in part, through the coin interest disbursements. The City banks, last week, while increasing their reserve of legal tender notes $1,881,100, and their deposit item $1,329,700, reduced their specie average $1,108,600. They also report a decrease of $1,146,900 in the loans and discounts, and an increase of $40,100 in the circulation. The U. S. Sub-Treasury in this city closed the week with a currency balance of $54,685,136 against $53,821,698 the preceding week; and a coin board of $48,387,374, against $48,847,785 on the previous return. The City bank exchanges, during the week, were $353,796 075, or a daily average of $58,966,012. The customs revenue of the port, during the week, was $2,637,000, of which $2,444,927 were in coin certificates. The City banks reported their average of gold last week at $26,646,700, and their greenback average at $63,714,800. Their deposits stood at $244,313,300. The loan item was about $284,168,100. The circulation was $25,767,600.

The cash balances of the Treasury Department on Wednesday were: Currency, $12,895,930; special deposits of legal tender for redemption of certificates of deposit, $56,520,000; coin, $70,094,648; including coin certificates, $34,008,800.

The outstanding amount of legal tender notes is now definitely established by law at 382 millions. The National bank circulation is considerably under 350 millions.

Under reports of the successful marketing of the five per cent funding Loan, the Gold speculation has been decidedly bearish and the price has been materially depressed. The customs and export drains of specie have been moderate. The extremes of the price have been 109@110, closing at 109⅜, as against 109⅞ on Wednesday of the preceding week. The specie outflow, last week, was $676,680. The imports of specie at this port since Jan. 1, have been $2,846,619, against $2,081,190 same time last year. The customs demand for Gold last week averaged $439,911 a day. Foreign Exchange has been in less demand at rather easier prices. Bankers' sixty day bills on London closed on Wednesday at $4 87 @4 87⅛; sight bills on London at $4 89⅛ @$4 90 to the £ sterling. The week's exports of Domestic Produce have been to the currency value of $6,661,788.

The import entries of Foreign Merchandise at

New York, including dry goods, amount for the past week to $8,740,546.

Notwithstanding the decline in Gold, Government securities have been in good demand, for investment purposes, mainly on home account, and values have been very well supported. U. S. sixes of 1881 closed on Wednesday of this week at 118@118¼; U. S. Five-Twenties of 1862, 113⅜@113¼; U. S. Five-Twenties of 1864 at 115½@116; U. S. Five-Twenties of 1865, 116⅛@117; U. S. Five-Twenties of 1865 consolidated, 116⅛@116⅜; U. S. Five-Twenties of 1867, 117⅛@117¾; U. S. Five-Twenties of 1868, 118⅜@118½; U. S. Ten-forties at 113⅛@114; U. S. Fives of 1881, (Funding Loan) 113⅛@114; Six per cent. currency Sixes from 117¼@117¾.

State and Railway bonds have been sparingly sought after at about former prices. Railway and miscellaneous share property has been unusually dull, throughout the week; the Stock Exchange dealings having been very light, and values more or less irregular, and weak.

General business has been fairly active in the way of domestic produce, but in most instances, closing in favor of buyers. Foreign merchandise has been attracting more attention at steadier rates. The Metal trade shows rather more animation in American Pig Iron, of which sales have been reported of 2300 tons Nos. 1 and 2 at our quotations. Eglinton Pig Iron quoted at $33 50@$34. Glengarnock, $35, Sumerlee, $36; No. 1 American Pig at $32, No. 2 do at $29@$30; Forge, $26@$28; English Rails at $50@$52, gold; American Rails at works, $56@$60; Old Rails, $36@$40 Wrought Scrap, $38@40. Ocean Freights have been lower, leading more activity; demand mostly from Grain, Petroleum, and Provision shippers.

At the auction sale of Scranton Coal, on Wednesday, 25,000 tons were promptly disposed of at a slight advance in prices; the range having been from $4 72½@$5 77½, as against $4 57½@$5 65 per ton of 2240 lbs. at the sale in June. Private trade, dull; and Prices somewhat unsettled, though quoted about as before.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Michigan Central 7s, 97½; Lake Shore and Michigan Southern 7s, consol., coupon, 96; New York Central 1st mort., coupon, 104¼; do. reg., 104¾; Union Pacific S. F. bonds, 66; St. Louis, and Iron Mt., 1st mort., 93½; do. 2d mort., 55; Quincy and Toledo 1st mort., 80; North Missouri 1st mort., 82½; Central of New Jersey 7s, conv., 102½; Chicago and Milwaukee 1st mort., 90½; Pekin, Lincoln and Decatur 1st mort., 75; Louisville and Nashville 7s, 1898, consol., 88; Clev., Col., Cin. and Ind. 1st mort., 100⅞; Morris and Essex 7s, 1871, 96⅞; Marietta and Cin. 1st mort., 103; Ohio and Mississippi 7s, consol., 89; do. consol. S. F., 90; Boston, Hartford and Erie 1st mort., 21⅛; Buffalo, New York and Erie 1st mort., 86½; Chicago and Northwestern consol. gold bonds, 77½; do. Interest bonds, 97; Del., Lack. and Western 7s, conv., 104; Burlington, Cedar Rapids and Minnesota 1st mort., 56; Toledo, Peoria and Warsaw 1st mort., E. D., 80; Laf., Bloom. and Miss. 1st mort., 75; Galena and Chicago 1st mort., 103½; Albany and Susquehanna R. R., 94; Atlantic and Pacific R. R. pref., 14½; Pacific R. R. of Mo., 89; do. 2d mort., 81¼; Am. Exp., 60¼; Adams Exp., 108; U. S. Exp., 67½; Am. Coal, 62; Spring Mt. Coal, 70; Western Union Telegraph, 78¼; do. 7s, 97½; Tennessee 6s, old, ex-coupon, 53½; do. new, do., 54¼; do. 6s, n. s., 53½; Missouri 6s, l. bonds, 93; do. 6s, 1875, 98; do. 1876, 96; N. Y. State 7s, B. L., reg., 106¾; Brooklyn 6s, W. L., 95¼.

Philadelphia.—Pennsylvania and New York 7s, 103½; Phila. and Reading 7s, 1893, 106¼; do. 7s, new, conv., 106; do. Gen'l mort 7s, coupon, 103½; Pittsburg, Cincinnati and St. Louis 7s, 68; Westchester and Philadelphia 7s, 104; Junction R. R. 2d mort., 88; Pennsylvania R. R. div. scrip, 102¼; Philadelphia and Trenton R. R., 128½; Schuylkill Nav. div. scrip, 85; Fifth and Sixth streets R. R., 54; Fulton Coal, 5½; Allegheny Co. 5s, 78¼. The latest quotations are: City 6s, 102@—; do. free of tax, 104⅜@104½; Pennsylvania State 6s, 2d series, 107@108; do. 3d series, 110⅛@111¼; Philadelphia and Reading, 55¾@56; do. Gen'l mort. 7s, coup., 103¼@104; do. reg., 104⅛@104⅜; do. mort. 6s, 1880, 99⅛@101; do. new, conv., 102⅛@102¼; do. 7s, 1893, 104⅛@106; United New Jersey R. R. and Canal Co., 125¼@125½; Camden and Amboy mort. 6s, 1889, 99⅛@100½; Pennsylvania R. R., 49¾@49⅞; do. div. scrip, 102@102½; do. 1st mort., 100@102; do. 2d mort. 100¼@100½; do. general mort. coupon, 91@91½; do. reg., 94@94½; Little Schuylkill R. R., 46@47; Morris Canal, 49@51; do. pref. 125@128; do. 6s, 100@102; Susquehanna Canal, 6@9; do. 6s, 73½@75; Schuylkill Nav., 6@7; do. pref., 12¼@12½; do. 6s, 1882, 77@78; do. 1872, 88@92; Elmira and Williamsport pref., 37@—; do. 7s, 1873, 97@99; do. 5s, 55@63; Lehigh Coal and Navigation, 44⅜@44½; do. 6s, 1884, 97@97; do. R. R. Loan, 96@96½; do. Gold Loan, 95½@96; North Pennsylvania, 44@45; do. 6s, 99½@100½; do., 7s, 102¼@102½; do. Chattle 10s, 106½@106¾; Philadelphia and Erie, 18½@19; do. 6s, 90@90½; do. 7s, 84@85; Minehill, 52@—; Catawissa, 14@16; do. pref., 42@43; do. new pref., 27@30; do. 7s, 1900, 103½@104½; Lehigh Valley, 60⅞@61; do. 6s. new coupon, 100@100½; do. reg., 101@102; do. 7s, 1867⅞@107; Fifth and Sixth streets (horse) 53@54; Second and Third, 61@63; Thirteenth and Fifteenth, 21@24; Spruce and Pine, 28½@28½; Green and Coates, 50@50; Chestnut and Walnut, 69@71; Hestonville, 19¼@19½; Germantown, 34@40.

Boston.—Burlington and Missouri River R. R. in Nebraska, 57; do. 8s, in Nebraska, old, 99; do. new, 95½; Vermont Central 1st mort., 1886, 19¾; do. 2d mort., 2; Burlington and Missouri River R. R. in Iowa, 101; do. Land Grant, 7s, 98¾; Chicago, Burlington and Quincy 7s, 97; Boston and Albany 7s, 1892, 105¾; Fitchburg R. R. 7s, 105; Boston and Maine 7s, 1894, 104; Old Colony 7s, 1894, 104½; do. 1877, 101½; Jackson, Lansing and Saginaw 8s, 96½; Eastern R. R. 7s, 1887, 93¼; do. 1882, 94; Atchison, Topeka and Santa Fe 1st mort., 61; Kalamazoo, Allegan and Grand Rapids 8s, 96; Vermont and Massachusetts 7s, 102; Michigan Central 8s, 1890, 102; Connecticut and Passumpsic Rivers 7s, 1876, 97⅞; Grand River Valley 1st mort. 8s, 1886, 96; Norwich and Worcester R. R., 122; Worcester and Nashua R. R., 125; Cincinnati, Sandusky and Cleveland R. R., 8; Rutland pref., 30¾; Summit Branch, 88; Nashua and Lowell R. R., 124¾; Chicago, Iowa and Nebraska R. R., 89¾; City Imp., 6⅛; Boston Water Power Co., 10⅜; Quincy R. R. Bridge, 115; New Hampshire 6s, 100; Cambridge 6s, 96; Boston 6s, 1880, 100½; do. 5s, 1880, gold, 100; Chicago 7s, 99½; Cincinnati 7s, 1904, 101; Cleveland 7s, 1876, 99½; St. Louis 6s, 1888, 91⅝; do. 1878, 95⅝; Allouez Mining Co., 9½; Calumet and Hecla, ex-div., 120; St. Clair, 19c.

Baltimore.—Maryland Defense 6s, 108½; Virginia consols, coupons, 80¾; Virginia consols, ex-coupon, 50; Orange, Alex. and Manassas 7s, 80¼; Virginia and Tennessee 2d mort. 8s, 79; Western Maryland 2d mort. guar., 98½; Central Ohio pref., 40; Marietta and Cincinnati 1st pref., 18; Santa Clara Mining Co., 7⅛. The latest quotations are: Richmond and Danville 1st mort., 66@70; Pittsburg and Connellsville 7s, 1898, 84@85; Baltimore and Ohio, 168¼@169; do. 6s, 1875, 100@101; do. 1880, 100@101; do., 1885, 101⅛@108; Washington Branch, —@175; Northern Central, 84@86; do. 6s, 1885, 92@93; do. 6s, 1877, 93@—; do. 1900, 90@91; do., 6s, 1900 gold, 92@93; N. W. Va. 3d mort., 1885, 93@—; Marietta and Cincinnati 1st pref., 17@20; do. 2d pref., 9@12; do. 1st mort. 7s, 1892, 104½@105; do. 2d mort. 7s, 92@92½; do., 3d mort., 8s, 74¼@74¾; Central Ohio, 40@41; do. pref., 40@40; do. 1st mort., 93@94; Western Maryland, 1st mort. 6s, 1890, 80@80; do. 1st mort. guar., 99@100; do. 2d mort. guar., 99@100; do. 3d mort., guar., 98@100; do. 2d mort. pref., 60@70; do., 2d mort. guar. by Washington Co., 87@90; Orange and Alexandria 1st mort. 6s, 90@90½; do., 2d mort. 6s, 80½@82; do., 3d mort. 8s, 79½@81; do., 4th mort. 8s, 73¼@75; Orange, Alex. and Manassas 7s, 80@80¼; Baltimore 6s, 1875, 102¾ 103¼; do., 1884, 102@103; do. 1886, 102@102½; do. 1890, 102⅜@102½; do., 1893, exempt, 105½@—; do., 1900, 102@103; do. 1902, 102@102; Memphis City 6s, 43@46½; Maryland Defense 6s, 1883, 108½@109; do. 6s, 1890, 101@—; do. 5s, 85@95; Virginia coupon 6s, old, 33@34; do. new, 30@40; do. consol. 6s, 52@52¼; do. coupons, 80¾@81; West Virginia, 10@10½; City Passenger R.R., 19@20; George's Creek Coal, 140@160; Atlantic Coal, 2.35@2.45; Santa Clara, 7.00@8.00; do. bonds, 20½@—; Canton Co., 50@70.

☞ The Boston *Traveller* says that the Eastern Railroad proves an exception to the almost universal rule of dull business and decreased income. For the first six months of the financial year, beginning on the first of December, its income was larger by more than one thousand dollars per day, Sundays included, than for the same period of last year. There was a large decrease in expenses, with a small increase of income, notwithstanding the dullness of business in most of the towns on the line of the road. The public, as well as the holders of the stock, will gladly learn of this encouraging state of affairs with that corporation.

☞ The Eastern (Mass.) Railroad Company will redeem $750,000 6 per cent. bonds, due August 1. A portion of these was originally issued in 1854, twenty years to run, and the balance in 1862 to 1864.

Colfax and Nevada Railroad.

The Grass Valley (Cal.) Union of July 14, says: "The railroad survey has been completed so far as the field work is concerned, and in about three weeks the Chief Engineer will make up his report, including maps, profiles, estimates and such things, for the Directors. We learn that the ground is very favorable for the construction of the road. There will be no tunnel on the whole line as located by engineer Bates. The last line surveyed is about one-half a mile longer than that surveyed by Major Watson. The distances according to the Bates' survey, are fifteen miles from Colfax to Grass Valley, and seven miles from Grass Valley to Nevada City. The grades are easy for a mountain country."

☞ The North Shore Railroad of Long Island, having its termini at Richmond Hill on the west and Orient on the east, is in a fair way soon to be an accomplished fact. Authorized representatives of European capitalists in this country have already, it is understood, guaranteed sufficient capital to secure the construction of the road, the security being the bonds of the company, and it is probable that the work of grading and laying the rails will be commenced before the close of July. Considerable grading has already been done at the western end of the line. The importance of the proposed line of travel may be judged when it is stated that it is proposed to establish regular stations at forty three different towns and villages on the route.

☞ The Baltimore, Pittsburg and Chicago railroad has been ironed to a point twenty miles west of the Ohio line, and gangs of hands are now laying iron in Marshall and Laporte counties, Indiana. The bridging, from Defiance west to Chicago, is nearly completed. The road in Indiana is being ballasted east and west, and by the first of November will be opened for business from Chicago Junction on the Lake Erie Division of the Baltimore and Ohio railroad to Chicago. It is said that the road, when completed, will be the best East and West road in the United States, and is the easiest and best grade.

☞ The Hillsboro News says that in case the Michigan and Ohio Railroad is built down the Scioto Valley it will intersect the line of the Southern Ohio railroad at or near Piketon, about 40 miles east of Hillsboro, and that easy connection can be made with the road from that point by extending the Southern Ohio from Hillsboro.

☞ Burlington, Vt., has voted to issue bonds to the amount of $160,000 in aid of the Burlington and Lamoille Railroad between that city and Cambridge, Vermont, 32 miles in length, the construction of which link of the railway will form direct connection between Burlington and Portland.

☞ The Tuscarawas Valley railroad, running from Cleveland to Uhrichsville, Ohio, has a floating debt of $259,072, while its net earnings for the year ending July 1 were only $130,000. Having failed to meet the July interest on its bonds a receiver for the road has been appointed.

☞ The total yield of wheat in California in 1874-'75 is estimated at 20,000,000 centals. This would give for export 675,000 to 750,000 tons.

Taxing Interest Coupons.

Some time since the Erie Railway Company paid, under protest, to Internal Revenue Collector White, of the Sixth district, about $38,000, as a tax upon the interest coupon bonds of that corporation. A suit was brought in the United States Circuit Court, before Judge Shipman, to recover back the money, on the ground that the government had no right to collect such a tax. The interest on the bonds was paid between January 1 and July 1, 1870. The question at issue was whether or not corporations were liable during that time to pay any income tax on interest coupon bonds. Judge Shipman decided that they were. He bases his decision on the Stockdale cases, heard before the United States Supreme Court.

Bridgeton and Port Norris Railroad.

A number of the first mortgage bondholders of the Bridgeton and Port Norris Railroad, in company with A. W. Markley, Esq., Receiver, went over the Bridgeton and Port Norris Railroad on the 21st ult., for the purpose of inspecting it, and to see for themselves the section of country through which it passes. This was to enable them to form a better judgment respecting the future success of the road. From Bridgeton to Port Norris, a distance of twenty miles, the road runs through a fine rolling agricultural district, susceptible of the highest state of cultivation, and quite densely populated. At Fairton there is a population of about 1000, in North Cedarville and Cedarville proper 2300, in Newport, 1200, Dividing Creek 4000, Maurice own and Haleyville 1500, and in Port Norris, the terminus, 600—making a total of 7800 direct in the immediate vicinities of these stations. These gentlemen expressed themselves satisfied that the road has all the elements to secure success.

☞ The Baltimore Bridge Company having replaced a wooden span on the Cecil side of the railroad bridge crossing the Susquehanna river at Havre de Grace with an iron one 225 feet in length, the managers of the road a few days since awarded to Clarke, Reeves & Co., of Phœnixville, Pa., a contract for replacing three more of the wooden spans with iron, each span being the same length as the one furnished by the Baltimore Bridge Company. These three spans will be placed in position during the present year.

☞ The Massachusetts State loan—5 per cent. payable in Gold—sold on the 24th ult. very successfully. The 20 year Troy and Greenfield loan, $300,000, was taken at 101¼ and 102 per cent. premium, and the Five-twenty Harbor Improvement loan, $305,000 at 100 80-100, $10,000 at 101¼ and $85,000 at 100 515-1000, almost the whole amount by New York capitalists.

☞ The coupons of the sinking fund bonds of the Union Pacific Railroad Company, maturing September 1, and of the income bonds presented or exchange, will be paid on and after August 1, without rebate.

☞ The Baltimore Bridge Company have received a contract from Messrs. Dupont, manufacturers of gunpowder, to construct an iron bridge 285 feet in length, which is to be placed over the Brandywine river at the Dupont powder works.

☞ The commissioners of Frederick Co., Md., have awarded the following contracts: for building a bridge 441 feet in length at Furnaceford—masonry to Christian Awail, of Westminster, for $7,990; iron work to the King Iron Bridge Company, of Cleveland, Ohio, for $13,000—total $20,990. Also contract for masonry of the bridge at Lamar's ford, over Middle creek, near Jefferson, to Isaiah Moser, of Myersville; iron work to the King Iron Bridge Company for $1,970 80; and contract for masonry of bridge at Capt. Mains' over Middle creek, to Isaiah Moser; iron work to the King Iron Bridge Company for $1,621 50. Cost of masonry for the two latter bridges $900.

The American Wood Carbolizing Co.

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Drawings and specifications of apparatus, either stationary or portable, will be furnished on application.

67,112 miles of Railroad in the United States use annually over twenty-six million Ties for renewing those destroyed by decay.

The preservation of wood from decay and the attacks of marine worms, has been largely practiced in Europe for thirty years; and with such success that the use of natural wood is now the exception; and of all the various methods that have been employed, that in which creosote oil was used, has best endured the test of time.

This Company, benefiting by the thirty years' practical experience in the use of creosote oil abroad, offer to the public a system of application which is adapted to the wants of our own country, in that green wood can be rapidly and thoroughly treated, even better than dry, and the application of the oil, in connection with the use of moderate heat, be made more uniform and effective than is possible by any other means.

Experience has demonstrated that creosote or dead oil is the only substance by which wood can be treated so as to certainly resist the attacks of marine worms.

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Detailed information can be obtained and specimens of creosoted wood examined at the office of the Company.

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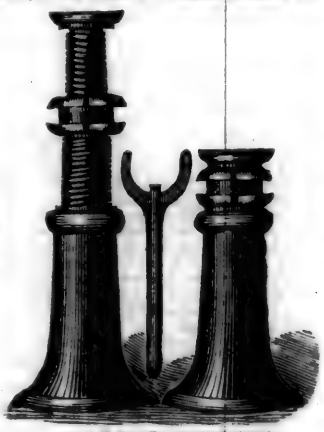
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☞ The contract for the new freight and train house of the Lowell and Andover Railroad has been awarded to J. W Bennett and Frederick Frye of Lowell, for about $30,000. The new depot will be about five hundred feet long, and work will be commenced immediately.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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☞ Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, August 8, 1874.

Railroads in South America.

The net earnings of the Great Southern Railroad Company of South America, for the past year, amounted to £96,088 ($465,065 92). This railway has been a very great success, and although the directors, some time ago, reduced the fares considerably (the reduction averaging about 10 per cent. on the tariff of the whole line), yet the tariff receipts show an increase, during the year, of nearly £32,000 ($154,880). The shares of the company are now commanding a premium of 17½ per cent. The Northern Railway of Buenos Ayres, the length of which is about 19 miles, earned a net profit, for the past year, of £30,771 ($148,931 64) and after payment of interest on debentures and debenture stock, there remained a balance of more than 9 per cent. on the capital stock. The preferred stock of this company is quoted at about 35 per cent. premium. The cost of this railway has been about £20,000 ($96,800) per mile. The Western Railway has been constructed, is worked by the government of Buenos Ayres, and is earning over 9 per cent. The Buenos Ayres and Campana Railway, which is being rapidly pushed toward completion, is about 50 miles in length, and runs from the city of Buenos Ayres to Campana, which is said to be the finest natural port on the Great Parana. It is believed that the traffic on this line will be quite equal to that of the Northern Railway of Buenos Ayres.

Redemption of Five-Twenty Bonds.

The following is the text of the call issued by the Secretary of the Treasury for $25,000,000 of five-twenty six per cent. bonds:

By virtue of the authority given by the act of Congress approved July 11, 1870, entitled, "An act to authorize the refunding of the national debt," I hereby give notice that the principal and accrued interest of the bonds hereinbelow designated, known as "five-twenty bonds," will be paid at the Treasury of the United States, in the City of Washington, on and after the 1st of November, 1874, and that the interest on the said bonds will cease on that day; that is to say:

Coupon bonds known as the third series, act of February 25, 1862, dated May 1, 1862; coupon bonds, $50, Nos. 12 201 to 14,000, both inclusive; $100, Nos. 38,201 to 45,100, both inclusive; $500, Nos. 19,491 to 28,700, both inclusive; $1,000, Nos. 47,801 to 70,200, both inclusive. Total, $20,000,000.

Registered Bonds—$50, No. 1,461 to No. 1,750, both inclusive; $100, No. 10,705 to No. 13,300, both inclusive; $500, No. 6,401 to 7,700, both inclusive; $1,000, No. 26,167 to No. 31,609, both inclusive; $5,000, No. 8,304 to No. 9,800, both inclusive; $10,000, No. 10,518, to No. 11,700, both inclusive. Total, $5,000,000; grand total, $25,000,000.

Of the amount outstanding (embraced in the numbers as above), $20,000,000 are coupon bonds and $5,000,000 are registered bonds. The interest due on November 1, 1874, on the registered bonds embraced in the call, will be paid with the principal of the bonds. United States securities forwarded for redemption should be addressed to the Loan Division, Secretary's Office, and all registered bonds should be assigned to the Secretary of the Treasury for redemption.

☞ The officers of the Berks County (Pa.) Railroad company have determined to extend the road from the Slate Dale branch one and three quarter miles across the Lehigh river to the Lehigh and Susquehanna division of the Central Railroad of New Jersey. The extension has already been located, and the right of way donated.

Our Pig Iron Production.

A statement of the production of pig iron in the United States in 1872 and 1873, compiled from returns made directly to the American Iron and Steel Association, by Mr. James M. Swank, secretary, shows that during 1872, 41 stacks were built, and that during the year 1873, 50 more were built, making the total number of stacks in the country at the beginning of the current year, 662. Of these 410 were in blast on the 1st of January. By the 1st of July, ultimo, the number of completed stacks had increased to 673, and 58 more were building. The number projected at that date is set down at 61. The estimated capacity of finished stacks on the 1st of July, ultimo, is 4,500,000 net tons per annum; the product in net tons is given as 2,854,558 in 1872, 2,868,278 in 1873. The value of the product is estimated as follows: 1872, $132,649,621, averaging a little over $40 per ton; 1873, $118,243,308, averaging about the same price.

Steam Power on Canals.

An experiment in steam motive power, it is stated, is about to be tried on the Chesapeake and Ohio canal, the engines for two boats now being built at Cumberland, Md., having been completed, and being expected to be ready by the 1st of October. The boats are claimed to be upon an entirely new model from any yet built, and there are sanguine expectations as to their success. There are said to be employed on the canals of the State of New York about six thousand boats, of which from six hundred to seven hundred are supposed to be constantly in motion, each boat being drawn by from four to eight horses. Some time ago a handsome prize was offered by the New York State Legislature for "the practical and profitable introduction upon the canals of steam, caloric, electricity, or any motor power other than animal power for the propulsion of boats." The proposition seems to have been successful, so far as the Baxter plan is concerned, by which steam appears to be establishing itself as a motor in the canals of New York. Several significant facts have been developed by the Baxter canal steamers. Among these is the diversion of freight from other channels. We see it stated that for the first time in ten years general assorted freights are being carried on the Erie canal. It is asserted that dry goods, crockery, glass, patent medicines, &c., can be forwarded by canal steamers with sufficient expedition as compared with railroads, and in better order. There appears to be a prevailing idea that merchandise, at least of

certain descriptions, is less liable to injury when forwarded in this manner. Thus it comes about that while, as a rule, canal freights are dull in that quarter, compelling large numbers of boats to lay up, the canal steamers are embarassed with freights offered. If steam canal boats are self-sustaining under wholly unpropitious circumstances of general trade, a great point as to the practical value of the change is established. In answer to inquiries of a correspondent of the New York Commercial Advertiser, it was stated that westward bound boats could fill up to carry not beyond Buffalo, the "way freights," so to speak, being equal to the capacity of the boats. The departures from New York are two boats a week, and the average time to Buffalo is from six and a half to seven days. But so far from meeting the demands for business, the company, it is averred, could load a boat every day. This, if true, is certainly remarkable. At Buffalo alone it is said that something like two hundred boats are tied up, and large numbers are collected at Rochester, Lockport, &c. Freights on grain from the West are said to be lower than ever before, the rate being for corn only eight cents, and wheat nine, from Buffalo to New York. The lowest for which horse boats can carry and derive a profit is ten cents. The steamer agents express the opinion that a rate below this figure is remunerative. A Utica paper gives the following statement of the time and profit of the steamers City of New York and Baxter, on their first round trips for the season of 1874, as follows: City of New York, fourteen days, profits $445 29; Baxter, fourteen days, profits $314 17; City of New York, fifteen days, profits $319 75; Baxter, sixteen days, profits $385 73.

Unexpected delays have occurred in the building of boats additional to their fleet, but the "Baxter Steam Canal Transportation Company" are preparing to open new yards, and will shortly be in a condition to advance more rapidly. As may readily be understood, it is no part of their plan to build boats to sell, the idea being rather to run boats wherever wanted, under the company organization. If the success of steam on the canal as a practical working power may be considered from the Baxter experiment no longer debateable, a wide field of conjecture is opened as to what may be the affects both upon canals and railroads, and upon the propositions which have been made in Congress to give government aid to certain leading canals of the country. It can have no bearing whatever upon the utter want of constitutional authority to engage in such enterprises, though it may add increased plausibility to the appeals based upon expediency for their adoption.—*Balt. Sun.*

Railroads in Canada.

In March last there was organized in Canada the Southern Railway Company, with John Mercer, Sheriff of Kent County, as President, and arrangements have been perfected to carry out the intentions of the organization. It is proposed to construct a road from Windsor diagonally across Essex County in a south-easterly direction to the harbor of Two Creeks, in Kent County, on Lake Ontario, a distance of about forty miles. It will intersect the Canada Southern ten miles east of Amherstburg. The harbor of Two Creeks has been surveyed by the Government and reported upon by the engineer in charge as the best natural harbor on the north shore of Lake Erie, susceptible of being made a first class commercial and refuge harbor at a cost not to exceed $85,000, which outlay will be assumed by the Dominion Government in case the Southwestern Railway scheme shall be perfected. According to the chart, Two Creeks is fifty two miles from Cleveland, and the plan is to establish a fast line of steamers to run across the lake between those points.

A preliminary survey of the line has been made, and the grade is estimated by the engineer in charge, Mr. Salter, as not exceeding an average of five feet to the mile throughout the entire length, with little or no bridging. So soon as $10,000 worth of stock is subscribed, and ten per cent. thereon paid, a meeting of the holders of such stock will be called for the election of a permanent Board of Directors. The act of incorporation of the company requires that the construction of the railway shall be commenced within three years and be completed within six years to entitle it to the Government grant of $100,000, or to keep the charter alive.

Considerable life is also being infused into the proposed railroad to connect Lakes Huron and Erie. The County Council of Kent have elected Mr. Langford, Deputy Reeve of the Township of Harwich, one of the Trustees to represent that body, and the Directors have also elected Mr. Hammond, Reeve of Petrolia, as their Trustees. Messrs. Wilson, of Enniskillen; Hunt, of Wyoming, and Noble, of Petrolia, have been added to the Board of Provisional Directors. The stock books are to be opened at Petrolia, and also at Chatham, on the 1st of September.—*Detroit Tribune.*

Statement of the Public Debt of the United States August 1, 1874.

DEBT BEARING COIN INTEREST.

	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858	$260,000 00	$1,083 33
6 per cent. 1881 bonds, 1861	18,415,000 00	92,075 00
6 per cent. 1881 bonds, (Oregon,) 1861	945,000 00	4,725 00
6 per cent. 1881 bonds, 1861	189,321,350 00	946,606 75
6 per cent. 5-20 bonds, 1862	167,259,700 00	2,508,895 50
6 per cent. 1881 bonds, 1863	75,000,000 00	375,000 00
5 per cent. 10-40 bonds, 1864	194,567,300 00	4,05[illegible]485 42
6 per cent. 5-20 bonds, 1864	946,600 00	14,199 00
6 per cent. 5-20 bonds, 1864	58,046,200 00	870,693 00
6 per cent. 5-20 bonds, 1865	152,534,350 00	2,288,015 25
6 per cent. consols, 1865	202,663,100 00	1,013,315 50
6 per cent. consols, 1867	310,622,750 00	1,553,113 75
6 per cent. consols, 1868	37,474,000 00	187,370 00
5 per cent. funded loan of 1881	316,197,900 00	3,952,473 75
Aggregate of debt bearing coin interest	$1,724,253,250 00	$17,861,051 25
Interest due and unpaid		8,786,329 33

DEBT BEARING INTEREST IN LAWFUL MONEY.

3 per cent. navy pension fund, 1868	$14,000,000 00	$35,000 00
4 per cent. certificate of indebtedness of 1870	678,000 00	11,300 00
Aggregate of debt bearing interest in lawful money	$14,678,000 00	$46,300 00
Interest due and unpaid		

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846	1,104 91	85 74
6 per cent. bonds, 1847	1,250 00	22 00
6 per cent. bounty land scrip, 1847	3,400 00	223 60
5 per cent. Texas indemnity bonds, 1850	172,000 00	9,300 00
5 per cent bonds of 1853	89,000 00	
5 per cent. bonds, 1860	10,000 00	625 00
6 per cent. 5-20 bonds, called 1862	1,440,000 00	25,742 18
1-10 to 6 per cent. treasury notes, prior to 1846	82,575 35	2,670 76
1-10 to 6 per cent. treasury notes, 1846	6,000 00	206 00
6 per ct. treasury notes, 1847	950 00	57 00
3 to 6 per cent. treasury notes, 1857	2,000 00	108 00
6 per ct. treasury notes, 1861	3,150 00	378 00
7 3-10 per cent. 3 years' treasury notes, 1861	19,200 00	1,425 26
5 per cent. 1 year notes, 1863	73,805 00	3,702 35
5 per cent. 2 year notes, 1863	52,650 00	3,439 72
6 per cent. compound interest notes, 1863-64	410,190 00	82,071 42
7 3-10 per cent. 3 years' treasury notes, 1864-65	227,300 00	18,447 64
6 per cent. certificates of indebtedness, 1862-63	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864	78,060 00	7,835 72
3 per cent. certificates called	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$2,740,850 26	$220,722 99

DEBT BEARING NO INTEREST.

Demand notes, 1861-62	$76,707 50	
Legal tender notes, 1862-63	382,000,000 00	
Certificates of deposit	55,955,000 00	
Fractional currency, 1862-3-4	45,719,792 72	
Coin certificates, 1863	33,469,000 00	
Unclaimed interest		29,834 84
Aggregate of debt bearing no interest	$517,220,500 22	$29,834 84

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent	$1,213,228,050 00	
Bonds at 5 per cent	511,025,200 00	
	$1,724,253,250 00	$26,597,380 58
Debt bearing interest in lawful money, viz:		
Certificates at 4 per cent	678,000 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$14,678,000 00	46,300 00
Debt on which interest has ceased since maturity	2,740,850 26	220,722 99
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$382,076,707 50	
Certificates of deposit	55,955,000 00	
Fractional currency	45,719,792 72	
Coin Certificates	33,469,000 00	
	$517,220,500 22	
Unclaimed interest		29,834 84
	$2,258,892,580 48	$26,894,238 41
Total debt, principal and interest, to date, including interest due and unpaid		$2,285,786,818 89

AMOUNT IN TREASURY.

Coin	$71,113,210 96
Currency	16,913,282 87
Special deposit held for redemption of certificates of deposit as provided by law	55,955,000 00
	$143,981,443 83
Debt, less amount in Treasury, Aug. 1, 1874	$2,141,805,375 06
Debt, less amount in Treasury, on the 1st ult.	2,143,088,241 19
Decrease of debt during the past month	$1,282,866 13
Decrease of debt since June 30, 1874	1,282,866 13

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES. INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$129,425 60
Kansas Pacific bonds, 1862-64	6,303,000 00	31,515 00
Union Pacific bonds, 1862-64	27,236,512 00	136,182 56
Central Branch Union Pacific bonds, 1862-64	1,600,000 00	8,000 00
Western Pacific bonds, 1862-4	1,970,560 00	9,852 80
Sioux City and Pacific bonds, 1862-64	1,628,320 00	8,141 60
Totals	$64,623,512 00	$323,117 56

Interest paid by United States, $24,325,396 93; interest repaid by transportation of mails, &c., $5,331,289 17; balance of interest paid by United States, $18,994,107 81.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, July 31, 1874.

B. H. BRISTOW,
Secretary of the Treasury.

Exports of Railway Iron.

The exports of railway iron from the United Kingdom have presented some increase of late, having attained in June the very considerable total of 92,174 tons, as compared with 72,962 tons in June, 1873, and 81,164 tons in June 1872. Russia took 25,202 tons of our railway iron in June; Sweden and Norway, 11,672 tons; and the United States, 12,524 tons. The exports of railway iron from the United Kingdom in the six months ending June 30 this year amounted to 427,267 tons, against 348,757 tons in the first half of 1873, and 448,042 tons in the first half of 1872. Our largest foreign customer for railway iron this year has been Russia, which took 74,460 tons to June 30; the United States came next with 64,969 tons; Sweden and Norway next with 38,968 tons; and Australia next with 38,088 tons. The exports have increased this year to Russia, Sweden and Norway, Holland, Spain, Egypt, Brazil, Chili, British India and Australia; but they have decreased to Germany, Belgium, France, Italy, the United States, the Spanish West Indies, Peru and British America. The value of the railway iron exported in June was £1,111,398 as compared with £692,458 in June, 1873, and £831,946 in June, 1872, and in the nine months ending June 30 this year £5,494,764 as compared with £4,-

586,877 in the first half of 1873, and £4,376,433 in the first half of 1872.—*Herapath*, July 18.

Western Union Railroad.

The earnings of this road for the years ending December 31, 1872 and 1873, were as follows:

	1872.	1873.
From freight	$603,098 97	$895,808 86
" passengers	208,056 56	200,583 72
" mails, express, etc.	35,955 68	41,791 65
Total	$847,111 21	$1,137,634 23
Expenses (ordinary)—		
Repairs of track	$117,147 09	$129,804 96
" bridges	2,393 32	7,348 81
" fences	2,285 28	3,725 94
" buildings	6 546 99	8,177 03
" locomotives	92,335 90	85,970 55
" cars	78,628 96	101,883 40
" tools, etc	5,619 79	6,175 68
Management & general office	22,827 28	23,175 03
Foreign agency and advertising	4,050 29	2,782 20
Station service	64,829 95	71,261 53
Conductors, baggage & brakemen	40,812 57	53,497 59
Engineers, firemen and wipers	49,059 27	63,639 84
Train & station supplies	15 312 65	20,045 46
Fuel consumed	83,097 09	108,616 88
Oil and waste	10,847 63	13 176 65
Personal injuries	1,017 42	2 481 50
Damage to property	515 20	2,147 45
Loss and damage of freight and baggage	3,607 46	3,518 41
Legal expenses	4,246 10	4,539 75
Taxes	31.233 66	30,700 75
Insurance	5,846 65	6,089 39
Miscellaneous	2,381 53	2,350 77
Expenses (extraordinary)—		
Renewal of track	22,152 34	84,874 37
New bridges	5,916 67	2,068 85
New fences	1,777 32	1,815 43
New buildings	3,431 04	7,587 07
New locomotives	117 49	.....
New tools and machin'y	4,426 04	479 36
Savanna transfer	11,986 39	9,572 33
Car service	5,150 21	3,884 04
Train service (C., R. I. & P. R. R.)	1,774 20	15,725 00
Locomotive service	3,585 00	1,625 80
Total	$702,960 18	$878,241 37
Net earnings	$144,151 03	$259,392 86

Compared with the year 1872, the gross earnings of 1873 show an increase of $290,523 02, with an increase in operating expenses of $175,281 19—making an increase in net earnings of $115,-241 83. Percentage of expenses to earnings, 77.

The expenses are divided as follows:

	Ordinary.	Extraordinary.	Total.
1873	$750,609 02	$127,632 35	$878,241 37
1872	642,643 48	60,316 70	702,960 18
	$107,965 54	$67,315 65	$175,281 19

The expenditures for 1873, not charged to operating expenses were as follows:

Watertown Branch	$30,114 33
Winter Bridge, Savanna	6,993 86
Pt. Byron and Rock Island Junction Railroad	125,364 55
Discounts and commissions	67,500 00
Equipment (new locomotives & cars)	75,823 32
New locomotive (in process of construction)	4 404 70
Racine Dredge	1,000 00
Racine Warehouse and Dock Co., for deficiency in grain received at Racine Elevator as per contract	24,809 72
Interest and exchange	13,184 79
Interest on bonded debt	197,107 73
Total	$546,303 00

The number of miles of road operated in 1872 (exclusive of side tracks) was 208½; and in 1873, 212½—an increase of 4¼ miles, viz: from Watertown to Hampton Coal Mines, completed in 1873. The 208½ miles miles operated in 1872, includes the distance between Port Byron and Rock Island Junction of 10 miles, which was operated but not owned in that year, but is now the property of the Western Union Railroad Company, having been purchased in 1873.

The equipment of the road consists of 30 locomotives (all coal burners); 11 first class passenger, 1 sleeping, 1 business, 3 baggage, mail and express, 9 baggage and second class, 372 box freight and caboose, 64 stock, 33 flat, 1 derrick, 1 pile driver and 48 coal cars.

Miles run by passenger trains, 174,784; by freight trains, 528,716; by coal and gravel trains, 48,215—total, 751,715.

Number of tons carried, 368,645; do. carried one mile, 41,299,377. Rate per mile, 2.17 cents. Number of passengers carried, 185,068; do. carried one mile, 5,126,787. Rate per mile, 3.91 cents. Earnings per mile run on freight $1 69; do. on passengers, $1.28. Expenses per mile run, $1 25. Number of passengers carried per mile run, 1.06. Gross earnings per mile of road, $5,-347 28; expenses, $4,128 05; net earnings, $1,-219 23.

GENERAL ACCOUNT, December 31, 1873.

Cost of road		$7,000,000 00
Right of way	$500 00	
Eagle Branch	422 146 98	
Savanna Island Extens'n	48,413 52	
Watertown Branch	54,933 13	
Winter Bridge, Savanna	17,549 75	
Equipment	168,182 52	
New locomotive	4,655 73	
Pt. Byron and Rock Island Junction R. R.	125,364 55	
Discount & commissions	67,500 00	
Racine Dredge	1 000 00	
		905,246 18
Stock of material on hand		52,900 29
Int. on Sabula, Ackley & Dakota R. R. bonds	$62,300 00	
U. S. Government P. O. Department	2,351 68	
New York Office	995 39	
D. R. May, treasurer	37,249 71	
Balance due from station agents, and other Co's	4,606 62	
		107,503 40
		$8,065,649 87
Common stock	$4,000,000 00	
First mortgage bonds	3 500,000 00	
		$7,500,000 00
Unpaid pay rolls & bills	$141,812 93	
Milwaukee and St. Paul Railway Co	93,769 59	
Bills payable	42,031 42	
J. Macdonald and others	18,288 04	
Racine Warehouse and Dock Co	39,952 29	
Due other railways	35,415 00	
		371,269 27
Income account		194,380 60
		$8,065,649 87

President.—ALEX. MITCHELL.

Vice President.—S. S. MERRILL.

Directors.—W. S. Gurnee, Russell Sage, S. S. Merrill, Alex. Mitchell, Hans Crocker, Jno. W. Cary, Jno. L. Mitchell, John Plankinton, Henry T. Fuller, E. P. Barton, Wm. Shannon, D. W. Dame, H. A. Mills.

Secretary and Treasurer.—D. R. MAY.

Gen'l Superintendent.—D. A. OLIN.

Iron Dams.

The Elmira *Gazette* urges a new departure in the method of constructing dams. It says:

Masonry is but a little better than earthwork when opposed by rushing water. What is needed, it seems to us, is material which will not crumble or break up when attacked by rushing water. A dam might be constructed with a frame work of iron held by subterranean guys anchored beyond the reach of the water. The foundation could be planted in a rock bed, or, in the absence of rock, against a system of piling, so as to be absolutely immovable. Thus strength would be attained. By planking the iron frame and covering the latter with earth or cement, tightness would be secured. This system would achieve one end at least. In case of a break in the dam, no disaster could follow to the region below, because only a small portion would give way and the water would escape comparatively slowly. The anchor could be so disposed as to render a complete giving way impossible, or at least improbable. The matter of cost and the process of rendering the iron durable as against rust, are matters for engineers and iron makers to consider. We believe that for dams as well as bridges, iron is destined to come into use.

The Postal Car Service.

We give below the letters of Isaac Hinckley, Esq., President of the Philadelphia, Wilmington and Baltimore Railroad Company, to the Postmaster General, on the controversy as to carrying the mails between Baltimore and Philadelphia; the replies of Postmaster General Marshall and Mr. Hinckley rejoinders which sufficiently explain the situation:

PHILADELPHIA, WILMINGTON & BALT. R.R. Co.,
PRESIDENT'S OFFICE,
Philadelphia, July 28th, 1874.

HON. F. W. MARSHALL, Postmaster General, Washington, D. C.

SIR:—I have the honor of acknowledging receipt of your letter of Saturday last, with enclosures.

I understand therefrom, that you decline increasing our compensation for mail-service, either directly, by paying us a sum greater than that now paid, or indirectly by dispensing with a portion of the car-service now rendered by us, viz., an equivalent of more than eight cars to carry one car load of mails.

I understand, also, that you decline my proposition to continue the service for a reasonable compensation to be fixed by arbitrators or by a jury. The rate now paid us is but an insignificant fraction more than five mills per linear foot of car run by us in mail service one mile.

The rate reported as a proper one by the Senate Committee, after more than twelve months' consideration of testimony and examination of evidence, was eight mills per linear foot of car, or sixty per cent in excess of what we are now paid, per mile run.

The rate now paid us is not so large by from fifty to eighty per cent as is paid for mail-service upon several roads of much more importance than the Philadelphia, Wilmington and Baltimore Railroad. It is less than thirty per cent of the rate paid us for carrying express matter upon mail trains. We are paid for milk cars, on passenger accommodation trains, sixty five per cent more than we are paid for the same amount of car-service rendered to the Post Office Department.

We are paid for furnishing and moving upon slow freight trains, open platform-cars, loaded with bricks or pig iron, twenty-five per cent more than we are paid for furnishing, lighting, warming, and moving upon our fastest passenger trains the expensive postal cars! with twenty-eight clerks or agents free, at our risk, whose fares alone, at regular rates, would amount to nearly forty per cent of our entire mail pay. And, in addition, your Department demands free transport at all

times for its special agents to the number of more than eighty.

The Department was notified, some weeks since, that we should cease to perform postal car service on and after the first proximo, unless we could be paid reasonable compensation, which we fixed at thirteen mills per linear foot of car, or portion of car, employed in mail transport, under certain conditions, as set forth on page 17 of a pamphlet, entitled "Postal Cars or No Postal Cars," which I forward herewith.

We, at the same time, offered to submit to the decision of arbitrators, or of the Courts, as to what constitutes reasonable compensation.

Senate Document No. 478, printed since the adjournment of Congress, and kindly sent me by yourself, enunciates (page 29) the opinion that eight mills would be a fair rate of payment, as that of the Senate Committee.

This Company now offers to continue the present service until the 1st January next, on condition that the terms be those set forth on page 17 of the pamphlet herewith sent, for the service from 1st July to 1st January next, with the exception that the price paid shall be that named by the Senate Committee, viz., eight mills instead of thirteen mills per linear foot of car used. And we still remain willing to submit the whole question of rates and conditions to arbitration or adjudication.

In offering to accept for the current six months the rate deemed fair by the Senate Committee, we are fully aware that we are offering to accept a rate lower than that now paid to railroad companies both larger and smaller than ours. And in so doing we are not influenced by any belief that it will afford reasonable compensation, (for we deny positively that it does,) but by our earnest desire to offer a compromise, which we think should be unobjectionable to the Post Office Department.

We now notify your Department that if, on and after the 1st proximo, your agents continue to use our postal cars for mail-service, it can only be upon terms now offered, or at rates deemed by us fully equivalent thereto. And if the cars be so used, we shall consider our terms accepted as above.

If you accept them, we beg you to consider that if on their examination by the next incumbent of your office, he deem it advisable to reject them on thirty days' notice, we shall make no objection to open up the whole question again.

It is with the greatest reluctance that we take this position, after years wasted in attempts to obtian justice at the hands of the Post Office Department, and after the fullest notice given both to Congress and the Department. But now, after ten years of entirely gratuitous service of our postal cars, introduced upon this road as early as upon any other road, and upon the assurance that we should be paid for their use, we can no longer consent that they be any longer furnished at the expense of our stockholders, nor do we think that the public wish them to be so furnished. Even at the inadequate rate of pay named by the Senate Committee, and which we offer to take for the current six months, we should have been paid over $250,000—more than we have been paid for the past ten years, if, as I believe, our service has been, during those ten years, nearly as large as it is now.

If, in carrying out our determination to require reasonable compensation for our mail service, it be alleged that by so doing we stop or impede the transportation of the mails—we deny the assertion.

We are not aware of any law which prevents payment by the Department, of reasonable compensation to mail-carriers, although advised that, in your opinion, such reasonable compensation must be denied to this company. Parties other than this company stand ready to perform the mail-service between Philadelphia and Baltimore, exactly in all respects as it is now performed, and so that the public would not be in any way affected by change of mail-carriers. If you will invite such proposals, we guarantee that they will be received.

No interruption of mail-service is necessary—no inconvenience need be sustained by the public, and you need pay only reasonable compensation.

Respectfully requesting the favor of an early reply, I remain, very respectfully and truly,

Your obedient Servant,

ISAAC HINCKLEY, President.

POST OFFICE DEPARTMENT,
WASHINGTON, D. C., July 29, 1874.

SIR: I have received your favor of yesterday and carefully noted its contents. In answer, I beg leave respectfully to refer to my letter to you, under date of the 25th instant, in which the views of the department as to its powers and duties under the law, with respect to the mail service on your road, between Philadelphia and Baltimore, and the compensation therefor, are fully stated. According to those views:

First. The department cannot allow for mail service on your road rates of compensation exceeding those prescribed by the laws.

Second. There is no authority of law for submitting the question of compensation to arbitration.

Third. The department does not and cannot assent to your proposition that the use of the postal cars on your road shall entitle your company to compensation at rates exceeding those fixed by law.

Very respectfully and truly yours,

J. W. MARSHALL,
Postmaster General.

ISAAC HINCKLEY, Esq., President Philadelphia, Wilmington and Baltimore Railroad Company, Philadelphia, Pa.

JULY 30, 1874.

HON. J. W. MARSHALL, Postmaster General, Washington, D. C.:

SIR: Your letter of the 29th inst. is in hand, acknowledging the receipt of my letter of the 28th inst., and advising me as follows, viz:

"*First.* That the department cannot allow for mail service upon your road rates of compensation exceeding those prescribed by the laws."

As a comment upon this assertion, I respectfully again call your attention to the fact that the department is now paying many railroad companies rates for mail service higher than those which we have offered to accept for the current six months, and that these higher rates are not confined to railroad companies performing a mail service smaller than that of this company, but are also paid to railroad companies whose mail service is larger than that which we perform.

"*Second.* That there is no authority of law for submitting the question of compensation to arbitration."

I regret that you decline to submit the question of reasonable compensation to the arbitration of disinterested parties. It has been the law in Great Britain for more than thirty-three years that differences of opinion as to rates of mail pay to railroad companies should be settled by arbitration; and in ordinary business, if buyer and seller do not agree as to price, the offer of the latter to allow the price to be fixed by arbitrators, and to allow, moreover, to the purchaser the subsequent option of acceptance or refusal, would, I think, be considered a very liberal one. This company is in the position of a seller who makes such an offer.

"*Third.* The department does not and cannot assent to your proposition, that the use of the postal cars on your road shall entitle your company to compensation at rates exceeding those fixed by the law.

In my letter of the 28th instant, the receipt of which you have acknowledged, you were notified that our postal cars can be used by the department only upon the terms and at the rates which were therein stated, or at rates deemed equivalent thereto by this company.

While declining our proposition you offer no substitute, and are, of course, aware that you cannot use our cars after the 1st proximo, unless you can arrange with this company, or some other party, who will pay us a reasonable compensation for their use.

We should hesitate as to assuming this position if any delay of the mails or inconvenience to the public to the slightest extent will necessarily follow as a consequence. And, in order that the department and the public may lay the blame where it may belong if any such delay or inconvenience result, I call your attention to the fact that private contractors stand ready to perform the mail service in the same way precisely in which we have performed it to this date, and they will do this for such reasonable compensation as you can probably lawfully pay, for, although you construe the laws as forbidding you to pay reasonable compensation to this company, I doubt if it can be warped into such a construction in respect to contractors other than railroad companies.

It is no novelty for a railroad company to carry the mails for a contractor who makes his own terms with the Post Office Department.

It happens that I am president of one railroad company over whose tracks, for more than seven years past, the New York and Washington mails have been carried with regularity and despatch in postal cars, although the company does not own a postal car, nor pay anything for the use of a postal car. That company has no dealings with your department, nor does it recognize your department in any way. It is paid by a contractor more than thrice as much per car per mile for the mere haul as the department pays to the Philadelphia, Wilmington and Baltimore Railroad Company for furnishing, warming, lighting, and hauling the very same cars upon the Philadelphia, Wilmington and Baltimore Railroad, and for furnishing them upon the road to which I allude.

I have thus shown you, I hope conclusively:

First, that if your agents use our cars after the 1st prox., it can only be as a consequence clearly understood by you, of the acceptance of my offer, or the adoption of my suggestions.

Second, that if any delay of mails or inconvenience to the public be experienced in consequence of our postal cars not being used by the department, the public will see that this company is not responsible therefor.

Very respectfully and truly yours,

ISAAC HINCKLEY,
President P., W. and B. R. R. Co.

POST-OFFICE DEPARTMENT,
Washington, D. C., July 31, 1874.

SIR: I am in receipt of your letter of July 30, 1874.

The propositions made therein are answered by my letter to you under date of the 29th, to which you are referred, and to which I can add nothing.

Very respectfully,

J. W. MARSHALL,
Postmaster General.

Isaac Hinckley, Esq., President Wilmington and Baltimore Railroad Company, Philadelphia, Pa.

PHILADELPHIA, WILMINGTON & BALT. R. R. Co.
PRESIDENT'S OFFICE,
Philadelphia, August 1st.

HON. F. W. MARSHALL, Postmaster General,
Washington, D. C.

SIR: Your letter of the 31st ultimo was received this morning. It acknowledges the receipt of my letter of the 30th ultimo, and informs me as follows:—"That the propositions made therein are answered by my letter to you under date of the 29th ultimo"—and you refer me to that letter, to which you say that you can add nothing.

In reply, I can only refer you to my letters of the 28th and 30th ultimo, and again notify you that this company will not allow the Department to use our cars except on terms and conditions set forth therein.

If you ask us to continue the service a few

days, to enable you to contract with other parties, we shall cheerfully do so.

The question of interruption of the mail service rests with the Post-Office Department. There is not the slightest necessity of any interruption.

Several contractors are ready to make proposals to transport the mails each way between Philadelphia and Baltimore at the same speed and in exactly the same manner at which and in which they are now transported. I understand that they will, some of them at least, propose to perform the service at a less price per car per mile than you are now paying to three-fourths of the railroad companies in the United States.

The course taken by your predecessor in office, in employing contractors who for more than seven years past have faithfully transported the New York and Southern and Western mails, is a safe precedent for you. Contractors stand ready to perform mail service between Philadelphia and Baltimore for about one-half the price per car per mile which you pay the contractor on the Junction Railroad for carrying the New York, Washington and Southwestern mail.

Comment is unnecessary. If there be any interruption of mail service between Philadelphia and Baltimore, it will be because the Department so wills.

Very respectfully your obedient servant,
ISAAC HINCKLEY, President.

This letter was supplemented by the following telegram from Mr. Hinckley, dated Aug. 1:

I wrote you by to-day's mail that if you use our cars we consider that you agree to pay us the rate asked, viz: 60 per cent more than present rates, and that that rate shall cover the six months from July 1st to January 1st.

To which the Postmaster General replied under same date:

If you will not continue the transportation of the mails over your road on the terms and conditions prescribed in the law, refuse them when brought to you. Our Mr. Bangs is in Philadelphia with instructions as to mail service between Philadelphia and Baltimore.

PHILADELPHIA, August 1, 1874.

J. W. MARSHALL, Postmaster General:—

I have your telegrams. I shall not refuse to take the mails to-morrow if you send them to our station, for your act in asking us to carry the mails will be our assurance that you mean to pay us our price, and I leave you free to decide the question as to employing our services or not. You, of course, will not employ them unless you mean to pay for them. ISAAC HINCKLEY, President Philadelphia, Wilmington and Baltimore Railroad Company.

To which the Postmaster General replied on the 3d inst.

Your telegram is received, in which you say you will not refuse the mails if sent to your station. If you receive or carry them it must be only on the terms of the law. Under no circumstances can or will the department directly or impliedly undertake or assume to pay a greater compensation than the law allows. George S. Bangs, General Superintendent of the Railway Mail Service, is instructed accordingly.

Subsequently the Postmaster General, on receipt of the letter above referred to, sent the following:

Your letter of August 1, only just received, since my previous telegram of to-day was sent off in that telegram.

The following is the latest on the postal car controversy:

PHILADELPHIA, August 3, 1874.

J. W. MARSHALL, Postmaster General, Washington, D. C.:—

I have your telegrams Nos. 19 and 21. If your agents put mails into our cars at Washington, New York or elsewhere, we shall consider the act as an order to carry the mails on our road at the rates which we have given you. If you cannot pay those rates do not let your agents put any mail into any of our cars, and then plead ignorance of the obligations the Post Office Department is under in consequence. I shall not refuse to carry the mails at present.

ISAAC HINCKLEY, President Philadelphia, Wilmington and Baltimore Railroad Company.

The following, with the above, will show how the postal car matter stands at present:—

WASHINGTON, D. C., August 3, 1874.

ISAAC HINCKLEY, President Philadelphia, Wilmington and Baltimore Railroad:—

Your telegram received, in which you say you will not refuse the mails if sent to your stations. If you receive and carry them it must only be on the terms of the law. Under no consideration can or will the department directly or impliedly undertake or assume to pay greater compensation than the law allows. GEORGE S. BANGS, General Superintendent Railway Mail Service.

The station agent is instructed accordingly.

J. W. MARSHALL, Postmaster General.

The Postmaster General, in a letter to William L. Hunt, Assistant Superintendent of the Railway Mail Service, referring to the above, says:—"If after this the Philadelphia, Wilmington and Baltimore Railroad Company continue the mail service on their road, this action will be considered as a performance of the service for the compensation fixed by law."

Erie Railway.

We gave last week an abstract of the decision of Attorney General Pratt on the application of John C. Angell against the Erie Railway Company. The following is the full text of the decision:

In the matter of the complaint of John C. Angell against the Erie Railway Company, the complainant makes application to the Attorney General for leave to bring an action against the Erie Railway Company and its directors to compel them to account for their official conduct and to restrain them from using or usurping powers not granted to them by the act of incorporation. As an action against the road and its directors might seriously affect the interests, not only of the corporations, but of stockholders and creditors, the Attorney General declined to act upon the affidavits produced by the complainant until notice had been given to the officers of the company and they had had opportunity to be heard.

Having now heard the allegations *pro* and *con.*, and duly considering the same, the Attorney General is of the opinion that the complainant had entirely failed to sustain his allegation of corruption and willful violation of law on the part of the officer of the company. Indeed, the high character of the members of the Board of Directors for honesty and integrity is too well established in the business community to warrant any suspicion that they would intentionally violate the law, or willfully fail in discharging the trust imposed upon them as such directors. And still the Attorney General is not convinced by the able arguments of the counsel for the company, that it has not transcended, in several respects, the power which the company possess under its charter, and the laws of the State. At least there is so much doubt upon the question that he deems it best that it be settled by the courts.

First—As to the question of the purchase of the stock of the Buffalo, New York and Erie Railroad Company. Upon the affidavits the charge of the complainants, that the purchase was made in the interests of directors is wholly disproved, but the Attorney General finds no authority under the charter or elsewhere authorizing the company to purchase the stock and give the notes of the company for it. The counsel for the company in the argument predicated the authority to purchase in the provision of the act of April 3, 1867, chapter 254. That act provides a method by which a railroad company holding another railroad under lease may absorb the leased road by exchanging stock, but it gives no right to one company to purchase the stock of another company. Although it may be doubtful whether the Erie Railway Company is subject to the prohibition in the General Railroad act, making it unlawful for one company to use its funds in the purchase of stock in another corporation, yet it comes within the general statutes of the State restricting corporations to the exercise of powers expressly granted or necessary to the exercise of those powers.

Second—In regard to the purchase of coal lands or stock in coal companies another grave question arises as to the power of the company. The counsel for the company in his argument claimed to find the power in the Erie Railway Company, as the successor to the rights, franchises, or privileges originally granted to the Hudson and Delaware Railroad Company. The Attorney General has not been able to satisfy himself that the Erie Railway has derived any such authority from that source. Nor can the power be implied. As coal is an article of merchandise to be found on sale in all places of any importance, it is not necessary for the purpose of the legitimate business of the road that it should mine its own coal.

Third—As to the power of the company to lease the Great Western Railway, the Attorney General has not found such power in the charter, or the statutes of the State. The act of 1839, chapter 218, makes it lawful for one railroad corporation to contract with another for the use of their respective roads, but the general power of one company to lease and take the entire management and control of the road of another corporation is clearly not found in this act. It is true that, in case of Fisher *vs.* The New York Central and Hudson River Railroad Company, (46 N. Y., 644,) the Court of Appeals assumes that a contract made under that act was a lease, but it is manifest that the question was only raised incidentally, and was not argued or carefully considered. The road claimed to have been leased to the Erie is the road of a foreign corporation lying most of it outside of the State, and outside of all allegiance to the laws of this State. That a domestic corporation may lease and run a railway in another State raises a serious question of corporate power which should be determined by the courts as speedily as may be.

As to the matter of the dividends, the allegation of intentional wrong on the part of the directors is disproved. Still the Attorney General is not satisfied that the condition of the finances of the company were such as to authorize the dividends in question. If that was the only question he should not be inclined to commence proceedings for that cause alone.

There are other points suggested wherein it is claimed that the company have exercised powers not possessed by it which are not necessary to be examined now, as the questions already examined are sufficient to authorize the commencement of an action. They may, therefore, be properly for the courts to pass upon.

simply giving his impression, the Attorney General is of opinion that some of the conceded acts of the company raise serious questions of corporate power which should be determined by the courts.

Without making an elaborate argument, but As the directors have acted in good faith, the management of the business of the corporation may safely be left with them pending litigation.

The Attorney General in assenting to the commencement of an action will feel it his duty to see that the proceedings shall be conducted so as to occasion as little inconvenience to the business of the company as possible.

DANIEL PRATT, Attorney General.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific:													
1867	38,169	51,831	69,029	81,156	95,828	121,702	174,612	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,468	86,937	81,396	96,491	106,835	164,729	259,590	251,892	262,770	298,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,380	467,659	5,670,882
1870	413,104	394.176	488,382	633,758	768.720	729,274	783,100	807,816	787,184	823,447	777.513	583,692	7,995,116
1871	536,499	485,490	614,447	720.929	892,341	795,176	869,297	1,006,373	995,922	981,006	897.234	672,358	9,467,072
1872	592,223	571,836	875,763	949,568	1,080,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285 567	1,299,900	1,037,992	12,784,729
1873	862,860	691,015	939,778	1,129,469	1,378,675	1,301,202	1,211,765	1,258,500	1,392,125	1,423,875	1,296,812	1,072,760	13,938,969
1874	848,568	794,000	867,666	1,132,000	1,360,000	1,380,000	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	343,039	408,686	408,659	418.709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	371,708	332,902	373,217	379,879	409,264	419,196	488,352	559,882	497.261	540.756	431,315	352,604	5,156 326
1873	347,372	396,307	420,898	409,472	430,184	476,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
Chicago and Northwestern:													
1863	.....	... ...	.....	.....	.....	266.100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519.306	669,605	729,759	716,378	563,400	6.114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754.671	647,842	7,976,490
1866	623,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140,145	845,708	13,356,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,518	1,259,282	1,306,338	1,037,964	773,494	12,203,403
1871	656,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,845
1873	752,468	765,249	967,258	1,034,023	1,256,072	1,309,578	1,240,987	1,284,094	1,071,448	1,451,827	1,039,306	1,019,501	13,816,465
1874	993,490	903,021	1,039,986	1,074,725	1,272,206	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1869	204,112	180,840	239,522	247,661	241,456	259,408	253.367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,646	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320.022	372,974	381,113	373,619	341,104	326,268	401,252	417.328	439,581	389,830	358,743	4,492,625
1873	363,921	413,443	448,924	413 443	436,469	411,260	396,806	465,503	466,796	423,893	327,804	322,596	4,887,443
1874	363,953	276,099	318,976	342,247	306,778	330,754	... ...	.....	.....	.....	.....	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,272	1,656,415	1,720,075	1,864,554	1,794,397	1,694,651	1,483,454	1,417 211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548.813	1,775,324	1,463,961	1,550,023	1,525 243	1,643,464	1,743 752	1,704,374	1,392,615	18,694.096
1873	1,326 605	1 329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,685,384	1,774,570	1,918,247	1,882,421	1,560,023	1,625,129	19,631,781
1874	1,462,550	1,273,775	1,413,223	1,465,550	1,687,772	1,577,945	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1866	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,525	889,967	931,580	685,401	681,041	7,817,629
1869	659,138	624,693	709,645	668,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,481
1870	623,383	661,789	601,326	556,087	684,589	712,647	627,216	899,052	901.235	903,225	811,708	697,751	8,678,958
1871	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,436	531,627	575,393	559,871	648,956	659,353	609,846	783,255	744,782	881,693	696,475	698,063	8,026,754
1873	602,241	597.429	660,759	553,912	635,459	742,660	648,840	769,743	884,485	797,121	636,089	703,692	8,288,325
1874	611,491	538,668	567,554	580,921	647,592	678,728	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	133,673	152,264	267,411	303,915	306,944	266,056	282,723	332,555	366,446	387,099	303 305	210,197	3,321 518
1872	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,666,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265.217	201,452	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295.369	1,368,948	1,402,597	1,345.316	1,235,285	14,797,975
1872	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459,360	1,635,691	1,764,788	1,558,424	1,483,490	17,591,629
1873	1,412,368	1,549,285	1,736,736	1.694.543	1,680,968	1,585,368	1,451,762	1,582,531	1,776,420	1,742,516	1,575,556	1,546,983	19,134,136
1874	1,519,249	1,305,132	1,371,645	1,593,827	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1871	130,883	126,224	140,740	113,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,477	207,911	204,196	2,029 927
1873	169 843	161,182	178,009	187,439	193,148	194,787	176,206	172,498	207,529	184,191	151,793	150.301	2,126,875
1874	171,028	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,090	404,283	363,187	326 891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	486,980	470,703	480,547	427,096	422,015	529,890	628,600	582,802	5~7,434	507,050	5,940,102
1872	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,008	464,163	5,608,117
1873	379,836	440,261	567,314	556,180	542,058	480,028	457,553	452,330	617,291	587,031	506,104	552,548	6 088,534
Milwaukee and St. Paul:													
1869	454,560	330,400	420,951	460,288	630.344	678,923	586,581	525,547	724,732	1,040,102	801 195	496,566	7,250 089
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	888,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	431,113	506,557	815,846	841,150	644,025	473,295	6,690,695
1872	460,986	387,565	426,223	474,188	580,432	594,769	438,348	565,729	811,961	950,945	702 838	513,787	6,957,771
1873	334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	813,192	9,046,124
1874	654,400	667,500	576,020	742,050	964,800	886,900	749,200	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	286,108	3,438,939
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	384,128	369,887	385,108	299,552	3,630,666
1872	254,319	238,823	303,594	305,755	289,560	304,512	285,406	315,699	338,497	384,193	337,920	360,404	3,678,682
1873	227,897	261,346	344,632	321,047	301,521	272 600	267,784	326,093	382,098	353,168	308,632	306,100	.....
Philadelphia and Reading:													
1869	479,236	525,490	755,453	904,834	499,463	630,680	1,232,908	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,956	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,503	688,578	1,063,002	1,510,088	1,213,303	1,359,433	1,418,141	1,413,643	1,423.278	837,080	12,500,664
1872	667,316	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071 407	1,142,241	1,190,695	1,322,847	1,127,033	891,791	12,199,748
1873	742,641	745,100	1,258,470	1,370,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	.....	.....
St. Louis, Alton and Terre Haute:													
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,341	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	155,107	188,442	186,489	152,515	102,995	1,786,547
1872	164,525	137,678	162,336	156,134	148,279	133,503	123,994	169,459	179,457	216,171	177,327	158,700	1,927,471
1873	144,209	159,454	177,514	170,218	161,300	165,290	151,532	166,610	178,802	200,646	132,892	182,752	1,942,659
St. Louis and Iron Mountain:													
1870	92,151	95,610	105,033	103,716	117,625	116,242	107,624	126,012	127,412	128,775	124,988	123,943	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	175,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	153,254	229,260	208,140	230,300	195,480	179,261	206,196	206,500	186,645	160,800	122,657	2,223,647
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	454,209	450,203	429,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,630	348,891	310,800	450,246	450,720	422,369	323,377	434,284	4,242,343
1870	257,664	293,645	296,230	318,699	340,892	348,683	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,009	439,515	552,994	552,079	558,817	600,205	531,080	516,935	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,868	434,465	514,176	565,811	621,351	489,341	466,081	5,944 570
1873	370,290	405,110	471,301	446.527	470,598	541,191	483,399	642 200	593,504	539,251	418,928	482,767	5,864,076
1874	423,343	400,984	404,600	447,855	420,719	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,002	23,550	617,585	758,467	999,665	837,368	716,329	5,709,183
1870	528,520	500 180	539,228	706,603	802,586	746,450	643,058	664,051	728,521	718,698	570.163	505,053	7,054,094
1871	479,578	373,925	499,899	584,540	724,466	728,174	673,698	681,805	800,402	777,362	708,142	469,932	7,521,682
1872	573,966	534,115	565,861	741,802	880,443	835,450	743,852	789,567	983,754	980,706	915,727	757,851	8,802,606
1873	523,975	491,784	703,256	831,266	1,007,831	969,963	876,833	837,277	1,068,987	1,170,586	970,660	758,823	10,206,104
1874	620,716	607,990	687,026	834,954	910,055	.....	.....	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'73	9.50	114	40	Albany.....N.Y.	190,590	190,000	59,000		101,301	26,019	8	100	100	...
Sept. 30,'73	1.04	....	—	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	—	7,229	894	—	100	100	...
Oct. 31,'73	25.00	440	78	Atlantic Avenue (Bklyn)..N.Y.	725,723	680,000	456,800	32,296	266,857	42,314	—	100	100	...
Sept. 30,'73	11.83	344	50	Avenue C (N. Y. City)...N.Y.	540,360	500,000	900,000	109,019	230,082	32,540	—	100	100	...
Dec. 31,'73	7.5	697	94	Baltimore City (Balt.).....Md.	1,038,456	1,000,000	—	98,000	—	—	3	25	25	...
Sept. 30,'73	22.01	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,801,673	900,000	694,000	46,850	257,704	37,097	—	100	100	...
Sept. 30,'73	4.63	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,789	7.7	100	100	...
Sept. 30,'73	1.26	—	—	Boston & West Roxbury.Mass.	56,133	41,000	—	—	—	—	—	100	100	...
Sept. 30,'73	13.88	264	50	Broadway (Brooklyn).....N.Y.	378,029	200,000	100,000	52,396	180,504	43,404	12	100	100	...
Sept. 30,'73	24.25	1098	135	B'dway & 7th Av.(N.Y.C.)N.Y.	3,847,159	2,100,000	1,500,000	200,000	920,158	264,449	6	100	100	...
Sept. 30,'73	7.00	....	32	Brooklyn, Bath & Coney I.N.Y.	245,043	180,000	80,000	—	65,906	20,566	—	100	100	...
Sept. 30,'73	81.50	1922	401	Brooklyn City.....N.Y.	2,424,800	2,000,000	800,000	90,000	1,496,294	306,196	14	100	100	...
Sept. 30,'73	18.50	242	68	Brooklyn City & Newtown.N.Y.	513,273	300,000	400,000	32,353	197,186	66,122	—	100	100	...
Sept. 30,'73	19.88	200	50	Brooklyn, Cross-Town.....N.Y.	663,517	300,000	300,000	40,765	167,843	27,229	—	100	100	...
Sept. 30,'73	17.64	362	83	Buffalo street.....N.Y.	528,984	100,000	421,119	86,276	324,285	137,407	—	100	100	...
Sept. 30,'73	11.18	142	26	Bushwick (Brooklyn).....N.Y.	389,971	300,000	102,000	2,628	44,408	—	—	100	100	...
Sept. 30,'73	29.19	—	—	Cambridge (Boston).....Mass.	800,500	800,500	150,000	—	73,486	73,486	9	100	100	99½
Sept. 30,'73	1.70	22	4	Central City (Syracuse).....N.Y.	29,478	21,130	6,000	—	20,164	14,094	12	100	100	...
Sept. 30,'73	24.00	960	128	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,948,585	1,667,700	1,200,000	8,857	909,098	342,290	—	100	100	...
Oct. 31,'73	9.00	208	40	Citizens' (Pittsburg).....Pa.	270,671	184,000	—	—	184,248	78,365	16	50	46	...
Oct. 31,'73	7.25	350	50	Citizens' (Phila.).....Pa.	212,320	192,750	—	1,000	300,145	95,884	17½	50	19½	...
Sept. 30,'73	20.40	240	24	Coney Island (Brooklyn)..N.Y.	698,806	—	369,000	39,924	221,891	51,196	—	—	—	...
Dry Dock, E.B.& B.(N.Y.C)N.Y.	2,090,847	1,200,000	1,000,000	—	1,276,823	640,533	8	100	100	...
Sept. 30,'73	10.70	960	127	Dunkirk and Fredonia.....N.Y.	43,609	35,100	—	—	4,111	4,111	8	100	100	...
Sept. 30,'73	3.50	12	3	Easton and S. Easton.....Pa.	25,962	29,562	—	—	10,946	3,320	—	25	16	...
Oct. 31,'73	1.62	14	4	Eighth Avenue (N.Y.City)N.Y.	1,683,574	1,000,000	203,000	66,200	798,040	149,564	12	100	100	...
Sept. 30,'73	9.50	1002	120	Erie City.....Pa.	36,997	19,807	20,000	2,841	13,287	2,184	—	50	42	...
Oct. 31,'73	2.32	24	6	Federal St. & Pl. Val.(Pbg.).Pa.	132,842	66,250	90,000	—	45,735	9,000	—	25	22	...
Oct. 31,'73	5.50	60	23	Fifth Ward (Syracuse).....N.Y.	44,766	29,335	10,000	2,150	13,999	1,673	—	100	100	...
Sept. 30,'73	2.66	18	6	42d st.& Gr'd st. F.(N.Y.C.)N.Y.	1,054,679	748,000	236,000	29,301	586,757	293,048	9	100	100	...
Sept. 30,'73	10.26	491	68	Frankford & Southwark(Ph.)Pa.	844,171	498,200	290,500	—	412,325	91,138	10	50	50	54
Oct. 31,'73	17.04	389	56	Genesee & Water St.(Syr.)N.Y.	67,017	42,500	14,200	—	31,588	19,095	5	100	100	...
Sept. 30,'73	4.00	26	5	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	406,614	97,884	6	50	31	...
Oct. 31,'73	33.75	360	64	Gr'd st. & Newtown (Bk'n)N.Y.	310,443	170,000	90,000	12,378	107,824	22,093	—	100	100	...
Sept. 30,'73	7.75	182	37	Gr'd St. Prosp. P'z.& Flatb.N.Y.	437,011	200,000	200,000	37,028	80,086	1,016	—	100	100	...
Sept. 30,'73	8.00	200	40	Green and Coates st. (Phila.).Pa.	244,441	150,000	100,000	—	180,268	—	4	50	30	...
Oct. 31,'73	7.25	200	42	Harrisburg City.....Pa.	60,250	41,994	12,500	1,004	7,185	—	—	25	25	...
Oct. 31,'73	2.12	10	4	Harlem.Br.,Morr. & F'dham.N.Y.	287,302	29,100	135,000	—	89,000	18,391	—	100	100	...
Sept. 30,'73	11.95	140	20	Hest., Mant. & F'mount (Ph.)Pa.	388,456	299,423	100,000	27,000	292,610	71,442	9	50	50	19½
Oct. 31,'73	11.00	378	60	Jamaica,Woodh'n & Bklyn.N.Y.	100,000	100,000	—	—	23,132	1,970	—	100	100	...
Sept. 30,'73	6.25	92	26	Kingston and Rondout.....N.Y.	83,285	75,000	—	—	24,792	5,161	5	100	100	...
Sept. 30,'73	3.25	33	9	Lombard and South st. (Ph.).Pa	170,402	105,000	62,500	—	99,104	35,905	10	25	25	12½
Oct. 31,'73	5.01	117	20	Lowell Horse.....Mass.	81,704	80,000	—	3,500	34,127	2,597	—	100	100	...
Sept. 30,'73	4.04	56	12	Lynn and Boston.....Mass.	277,581	200,500	50,000	43,697	164,270	—	—	100	100	...
Sept. 30,'73	11.62	239	35	Malden and Melrose (Btn).Mass.	60,246	165,500	75,900	—	—	—	—	100	100	...
Sept. 30,'73	3.50	—	—	Medford & Charlest. (Btn).Mass.	34,600	21,000	5,000	—	2,240	819	—	100	100	...
Sept. 30,'73	3.46	—	—	Merrimac Valley.....Mass.	63,000	50,000	—	—	34 845	656	4	100	100	...
Sept. 30,'73	5.26	65	15	Metropolitan (Boston) ....Mass.	2,371,609	1,500,000	—	589,390	982,854	91,633	3	100	100	45
Sept. 30,'73	46.29	1220	204	Middlesex (Boston).....Mass.	679,675	400,000	184,500	153,822	223,893	26,112	—	100	100	...
Sept. 30,'73	16.24	285	53	Mohawk and Ilion.....N.Y.	17,500	15,000	—	—	5,496	2,400	16	100	100	...
Sept. 30,'73	1.76	4	2	New York Elevated.....N.Y.	1,500,000	754,200	—	91,848	64,602	—	—	100	100	...
Sept. 30,'73	4.00	....	—	Ninth Avenue (N. Y. City)N.Y.	999,109	797,320	207,000	13,648	95,704	3,762	—	100	100	...
Sept. 30,'73	6.10	220	27	Northampton & Wmbury. Mass	50,000	50,000	—	6,490	5,832	—	—	100	100	...
Sept. 30,'73	3.21	10	2	North 2d St. & Middle Vil.N.Y.	200,765	134,500	25,000	45,467	65,641	570	—	100	100	...
Sept. 30,'73	10.88	126	30	North Woburn (Boston)..Mass.	36,310	20,800	—	—	1,924	1,879	—	100	100	...
Dec. 31,'73	2.74	7	2	Orange and Newark .....N.J.	1,038,756	290,300	700,000	123,556	210,171	15,985	—	100	100	...
Sept. 30,'73	11.71	191	42	Park Avenue (Brooklyn)..N.Y.	369,425	200,000	200,000	77,000	126,727	42,908	—	100	100	...
Sept. 30,'73	14.40	142	37	Peoples' street (Scranton)...Pa.	140,387	125,000	—	—	36,447	13,407	4	100	100	...
Oct. 31,'73	9.64	40	17	Philadelphia City (C.& W.).Pa.	454,397	225,000	200,000	39,397	347,282	118,632	10	50	50	66
Oct. 31,'73	15.00	396	75	Philadelphia and Darby.....Pa.	257,000	200,000	—	—	—	—	4	20	20	...
Oct. 31,'73	6.00	60	16	Philadelphia & Gray's Ferry.Pa.	299,127	200,175	—	6,500	124,472	38,780	10	50	25	29½
Oct. 31,'73	13.07	114	23	Pbg., Allegheny & Manchest.Pa.	161,752	200,000	48,000	336	149,066	54,721	10	50	50	...
Oct. 31,'73	8.75	116	37	Pittsburg and Birmingham..Pa.	136,239	120,000	50,000	11,542	71,062	650	—	50	50	...
Oct. 31,'73	6.00	100	19	Pbg, Oakland & E. Liberty..Pa.	125,449	130,000	50,000	22,636	42,949	6,359	—	50	50	...
Oct. 31,'73	7.50	72	15	Pittsburg and Ormsby.....Pa.	83,487	100,000	40,000	1,616	37,238	—	—	25	25	...
Sept. 30,'73	4.50	85	19	Poughkeepsie City.....N.Y.	121,706	72,250	26,000	28,500	21,539	1,801	—	100	100	...
Sept. 30,'73	6.00	42	11	Ridge Avenue (Ph.).....Pa.	414,512	336,000	85,000	4,772	244,658	66,485	3	50	23	...
Oct. 31,'73	13.50	254	40	Rochester and Brighton ...N.Y.	192,596	70,000	30,000	38,500	118,947	60,951	10	100	100	...
Sept. 30,'73	12.00	120	27	Salem street.....Mass.	203,735	150,000	35,900	1,800	—	—	6	100	100	...
Sept. 30,'73	7.84	54	20	Schuylkill River (Phila.) ....Pa.	47,465	50,000	—	—	—	—	10	50	50	...
Oct. 31,'73	3.47	—	—	Second Avenue (N.Y. City)N.Y.	2,511,743	1,189,500	1,220,000	94,988	681,434	171,112	8	100	100	...
Sept. 30,'73	21.00	1021	137	2d and 3d street (Phila.).....Pa.	706,255	621,676	—	—	544,545	69,873	10	50	31	...
Oct. 31,'73	39.50	560	96	17th and 19th street (Phila.)..Pa.	186,894	160,000	100,000	10,306	152,406	38,467	4	50	16	...
Oct. 31,'73	6.75	246	42	Sixth Avenue (N.Y. City)..N.Y.	2,181,950	750,000	415,000	80,000	538,434	143,950	10	100	100	...
Sept. 30,'73	8.88	824	102	Somerville horse (Boston).Mass.	98,000	98,000	—	—	5,880	5,880	7½	100	100	...
Sept. 30,'73	4.03	—	—	South Boston.....Mass.	450,000	450,000	—	—	289,209	31,089	—	100	100	62½
Sept. 30,'73	7.56	330	52	South Brooklyn & Park.....N.Y.	259,186	150,000	100,000	19,527	49,380	3,486	—	100	100	...
Sept. 30,'73	6.50	80	21	Springfield street.....Mass.	89,586	60,000	—	7,675	22,364	2,292	—	100	100	...
Sept. 30,'73	3.71	32	6	Stoneham street (Boston)..Mass	38,744	33,000	—	—	2,100	1,779	5	100	100	...
Sept. 30,'73	2.58	20	5	Staten Island Shore.....N.Y.	31,000	31,000	—	—	18,873	—	—	100	100	...
Sept. 30,'73	8.00	35	13	Syracuse and Geddes.....N.Y.	28,578	25,000	25,000	—	17,225	6,370	7	100	100	...
Sept. 30,'73	2.00	21	7	Syracuse and Onondaga ...N.Y.	50,150	37,000	—	10,000	13,748	3,955	1	100	100	...
Sept. 30,'73	2.60	16	4	Taunton street.....Mass.	53,414	40,000	—	7,500	23,671	5,257	10	100	100	...
Sept. 30,'73	4.32	40	8	10th & 11th st. (Citizens')...Pa.	212,320	192,750	—	1,000	300,145	95,884	17½	50	19½	824
Sept. 30,'73	7.25	350	50	Third Avenue (N.Y. City).N.Y.	3,757,365	2,000,000	2,000,000	—	2,140,826	549,310	5½	100	100	...
Oct. 31,'73	18.00	2112	267	13th and 15th streets (Phila.).Pa.	227,326	334,529	—	—	155,697	37,581	12	50	16½	...
Sept. 30,'73	8.50	198	33	Troy and Albia.....N.Y.	74,537	44,700	35,100	767	21,051	3,902	—	100	100	...
Sept. 30,'73	6.27	85	8	Troy and Lansingburg.....N.Y.	328,387	253,000	93,000	9,352	170,056	19,859	—	100	100	...
Sept. 30,'73	11.88	228	51	23d street (N.Y. City).....N.Y.	702,757	600,000	250,000	—	96,931	31,365	—	100	100	...
Sept. 30,'73	5.00	76	19	Union street (Boston).....Mass.	472,035	355,500	17,500	132,109	478,742	13,984	—	100	100	...
Sept. 30,'73	—	781	97	Union (Phila.).....Pa.	1,032,514	400,000	500,000	—	682,502	77,201	26	50	20	...
Oct. 31,'73	30.00	667	118	Union (Providence).....Pa.	828,329	614,300	75,000	139,029	416,096	72,611	2	100	100	...
Sept. 30,'73	29 60	507	89	Utica, Clinton & Bingham..N.Y.	323,763	121,400	200,000	—	45,450	4,893	—	100	100	...
Sept. 30,'73	13.13	92	14	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	18,000	—	22,013	6,356	3½	100	100	...
Sept. 30,'73	2.50	18	6	Waltham and Newtown..Mass.	36 974	30,000	—	16,316	7,659	2,546	4	100	100	...
Sept. 30,'73	3.11	12	3	Watervliet (Albany) .....N.Y.	342,347	240,000	130,000	—	104,231	1,977	—	100	100	...
Sept. 30,'73	14.50	150	25	West Philadelphia.....Pa.	591,348	400,000	100,000	—	402,477	129,289	15	50	50	...
Oct. 31,'73	15.50	507	79	Wilkesbarre and Kingston..Pa.	94,833	100,000	—	—	23,551	8,934	4	50	50	...
Oct. 31,'73	4.59	16	7	Wigginsmont (Boston)....Mass.	62,152	50,400	—	—	2,802	2,436	—	100	100	...
Sept. 30,'73	3.24	—	—											

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal Payable.	Market Price
	$	pc			
Albany:					
1st Mortgage.....	59,000	7	J.& J.	1883	....
Atlantic (Bklyn) Ave.:					
1st Mortgage.....	115,000	7	A&O.	1891	....
2d Mortgage.....	100,000	7	A&O.	1884	....
3d Mortgage.....	166,000	7	J.& J.	1886	....
Avenue C:					
1st Mortgage.....	900,000	7	A&O.	1896	....
Bleecker St. & Fulton Ferry:					
1st Mortgage.....	694,000	7	J.& J.	1880	...
Broadway (Brooklyn):					
1st Mortgage.....	100,000	7	J.&D.	1882	...
Broadway and 7th Avenue:					
1st Mortgage.....	1,500,000	7	J.&D.	1884	...
Brooklyn, Bath & Coney I.:					
1st Mortgage.....	80,000	7	J.& J.	1890	....
Brooklyn City:					
1st Mortgage.....	300,000	7	J.& J.	1888	....
Brooklyn City & Newtown:					
1st Mortgage.....	400,000	7	J.&D.	1879	....
Brooklyn Cross-Town:					
1st Mortgage.....	300,000	7	J.& J.	1888	....
Buffalo Street:					
1st Mortgage.....	400,000	7	M&N	1893	....
Bushwick:					
1st Mortgage.....	102,000	7	J.& J.	1889	...
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J.& J.	1891	....
Central Park, N & E. River:					
1st Mortgage.....	550,000	7	F& A	1892	....
2d Mortgage.....	650,000	7	M&N	1890	....
Coney Island & Brooklyn:					
1st Mortgage.....	307,000	7	J.& J.	1887	....
D. Dock, E.Bdw. & Battery:					
1st Mortgage.....1,	000,000	7	J.&D.	1885	....
Eighth Avenue (N. Y.):					
1st Mortgage.....	208,000	7	J.& J.	1890	...
Empire:					
1st Mortgage.....guar.	150,000	7	J.& J.	1890	....
42d st.& G'd st. Ferry(N.Y.):					
1st Mortgage.....	236,000	7	A.&O.	1878	....
Federal St. & Pleasant Val.:					
1st Mortgage.....	25,000	7	A&O.	1878	....
2d Mortgage.....	50,000	7	J.& J.	1881	....
Frankford and Southwark:					
1st Mortgage.....	155,500	7	J.& J	1877	....
2d Mortgage.....	100,000	7	M&N	1891	....
Germantown:					
1st Mortgage.....	250,000	7	J.&D.	1879	....
2d mortgage.....	100,000	7	.....	1884	....
Green and Coates street:					
1st Mortgage.....	100,000	7	J.& J.	1875	...
Grand St. & Newtown:					
1st Mortgage.....	90,000	7	A.&O	1887	....
Grand st. P. P. & Flatbush:					
1st Mortgage.....	200,000	7	J.& J.	1891	...
Harl. Br.,Morris'a & Fordh.:					
1st Mortgage.....	135,000	7	J.& J.	1889	....
Hestonv., Mantua & Fairm.:					
3d Mortgage.....	125,000	7	J.&D.	1889	....
Lombard and South st.(Ph.):					
1st Mortgage.....	62,500	7	J.& J.	1883	....
Lynn and Boston:					
1st Mortgage.....	50,000	6	A&O.	1879	....
Malden and Melrose:					
1st Mortgage.....	75,000	6	A&O.	1895	....
Middlesex (Boston:					
1st Mortgage sinking fund	99,500	6	J.& J.	1884	....
2d Mortgage.....	60,000	6	A.&O	1880	....
3d Mortgage.....	25,000	7	M&N	1874	....
Ninth Avenue (N. Y.):					
1st Mortgage.....	307,000	7	J.& J.	1876	....
Orange and Newark:					
1st Mortgage.....	200,000	6	J.& J.	1881	....
2d Mortgage.....	500,000	7	J.& J.	1899	....
Park Avenue (Bklyn):					
1st Mortgage.....	200,000	7	M&N	1888	....
Philadelphia City:					
1st Mortgage.....	200,000	7	J.& J.	1881	....
Second Avenue (N. Y.):					
1st Mortgage.....	350,000	7	J.&D.	1877	....
2d Mortgage.....	200,000	7	F.& A	1876	....
3d Mortgage.....	150,000	7	A.&O	1885	....
Conv. bonds.....	520,000	7	M&N	1888	....
17th and 19th street (Ph.):					
1st Mortgage.....	15,000	6	J.& J.	1873	....
2d Mortgage.....	60,000	6	A&O.	1876	....
Sixth Avenue (N. Y.):					
1st Mortgage.....	415,000	7	J.& J.	1890	....
South Brooklyn and Park:					
1st Mortgage.....	100,000	7	J.& J.	1892	....
Third Avenue (N. Y.):					
1st Mortgage.....2,	000,000	7	J.& J.	1890	....
Troy and Lansingburg:					
1st Mortgage.....	96,000	7	J.& J.	1893	....
Union (Phila.):					
1st Mortgage.....	300,000	6	J.& J.	1888	....
2d Mortgage.....	300,000	7	J.& J.	1881	....
Union (Prov. R. I.):					
1st Mortgage.....	75,000	6	J.& J.	1892	....
Utica, Clinton & Bingham.:					
1st Mortgage.....	200,000	7	J.&D.	1899	....
Watervliet:					
1st Mortgage.....	130,000	7	A&O.	1887	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,280,000	J. & J.	July '74 2½
Allegheny Valley 50	2,256 350	— & —	....
Atlanta and West Point.100	1,232,200	J. & J.	July '73 4
Atlantic and Gulf 100	3,693,200	— & —	....
" " guar..100	786,476	M. & N.	Nov. '73 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Sept. '73 2
" " new 1870.100	1,500,000	— & —	....
Avon, Genesee & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	18,151,962	M. & N	May '74 5
Washington Br.....100	1,650,000	A. & O.	Apl. '74 5
Parkersburg Br. pref... 50	5,680,685	— & —	....
Berkshire*.....100	600,000	J. A. J. & O	July '74 1½
Bloosburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N	May '74 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	....
Agricultural Br. guar...100	60,000	J. & D	June '74 3
Bost., Conc. & Mont.* pref100	800,000	M. & N.	May '74 3
Boston and Lowell.....500	2,852,900	J. & J.	July '74 3½
Boston and Maine.....100	6,816,807	M & N.	May '74 4
Boston and Providence..100	3,950,000	M & N.	May '74 5
Buffalo, N. Y. and Erie*..100	950,000	F. & A.	Feb. '74 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Mar. '74 5
" " pref.100	1,485,900	M & S.	Mar. '74 5
Camden and Amboy* ...100	5,847,800	J. A. J. O.	July '74 2½
Camden and Atlantic.... 50	379,020	— & —	....
" " pref. 50	752,700	— & —	Nov. '73 3½
Cape Cod 50	1,020,330	J. & J.	Jan. '72 $2½
Cape May and Millville* 50	447,000	J & D.	Dec. '73 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa*.....50	1,169,500	— & —	....
" pref. 50	2,200,000	M. & N.	May '74 3½
Cayuga and Susq.*.....50	589,110	J. & J.	July '74 5
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	May '74 1½
" " pref.100	769,600	F. & A	Aug. '74 3½
Central of Georgia.....100	4,666,800	J & J.	July '73 6
Central of New Jersey.100	20,000,000	J. A J. O.	July '74 2½
Central Ohio*.....50	2,425,000	J. & D.	June '74 3
" pref.....50	400,000	J. & D.	June '74 3
Central Pacific 100	54,275,500	.....	Sept. '73 5
Chemung*.....100	880,000	J. A. J. & O	Oct. '73 1½
Cheshire, preferred 100	2,100,000	J. & J.	July '74 2
Chicago and Alton.....100	8,929,900	M. & S.	Mar. '74 5
" pref..100	2,425,400	M. & S.	Mar. '74 5
Chicago, Burl. & Quincy.100	19,897,000	M. & S.	Mar. '74 5
Chicago, Iowa & Nebras*100	3,916 300	J. & J.	July '74 4
Chicago & N. Western..100	14,993,060	J. & D.	Dec. '72 3½
" pref.100	21,454,113	J. & J.	July '73 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Apl. '74 4
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.* ... 50	2,980,550	— & —	Apl. '72 10s
" pref... 50	429,046	M. & N	May '74 2
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Aug. '74 4
Cleveland & Mahoning*. 50	2,057,560	M. & N.	May '74 3½
Cleveland & Pittsburg*.. 50	11,236,150	F.M.A.N	May '74 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	....
Columbus and Xenia*... 50	1,788,800	M.J.S.D.	June '74 2
Colum. & Hocking Val..100	2,500,000	F. & A	Feb. '74 5
Concord.....50	1,500,000	M. & N.	May '74 5
Concord and Porta.*.....100	350,000	J. & J.	July '74 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A.	Aug. '74 3
Connecticut River.....10	1,950,000	J. & J.	July '74 5
Cumberland Valley..... 50	1,494,250	A. & O.	Apl. '74 4
Danbury and Norwalk . 50	600,000	M. & N.	Nov '73 5
Delaware*..... 50	1,230,941	J. & J.	July '74 3
Del., Lackaw. & Weste. 50	18,868,850	J. A. J. O.	July '74 2½
Detroit & Milwaukee *.. 50	822,140	— & —	....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	A. & O.	Apl. '74 3
East Pennsylvania* 50	1,500,200	J. & J.	July '74 3
East Mahanoy *..... 50	392,950	J. & J.	July '74 3
Eastern (Mass.)..... 100	4,262,600	J. & J.	July '73 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*.100	500,000	F. & A.	Feb. '74 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '74 2½
" " pref. 50	500,000	J. & J.	July '74 3½
Erie Railway 100	78,000,000	.....	Oct. '73 1
" pref.....100	8,536,910	.....	Oct. '73 3½
Erie and Pittsburg*..... 50	1,000,250	M.J.S.D.	Mar. '74 1½
Fitchburg 100	4,000,000	J. & J.	July '74 4
Georgia 100	4,186,000	J. & J.	Apl. '74 4
Grand River Val.* guar 100	1,000,000	— & —	....
Grand Trunk, (Ca.) 100	14,367,946	— & —	....
Great Western, (Ca.)....100	19,237,404	A. & O.	Apl. '74 1½
Hannibal & St. Joseph.100	4,151,700	F. & A.	Aug. '70 5½
" pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N	May '74 5
Harlem Extension 100	4,000,000	— & —	....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '73 3½
Housatonic, pref. 100	1,180,000	J. & J.	July '74 4
Huntingdon & Bd Top. 50	880,000	— & —	....
" " pref. 50	450,750	J. & J.	July '68 3½
Illinois Central 100	25,280,510	F. & A.	Aug. '74 4
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	J. & J.	July '74 2
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J. A. J. O.	July '74 1½
Joliet & North. Indiana*100	300,000	J. & J.	July '74 4
Lake Shore & Mich. So..100	49,466,500	F. & A.	Aug. '73 4
" " (guar.).100	588,500	F. & A.	Feb. '74 5
Lawrence*..... 50	260,200	— & —	....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna. 50	2,789,800	M. & N.	May '67 5
Lehigh Valley 50	21,916,850	J. A. J. O.	July '74 3½
Little Miami*.....50	5,871,456	J. A. J. O.	Apl. '74 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July '74 5½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island..... 50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,623,433	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '74 4½
Louisville & Nashville...100	8,980,600	F. & A.	Feb. '74 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '74 3
Lykens Valley 20	600,000	F.M.A.N	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	....
Manchester and Law....100	1,000,000	M. & N.	May '74 5
Marietta & Cincinnati... 50	1,372,891	— & —	....
" " 1st pref. 50	3,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '74 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	18,733,204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323,375	J. & J	July '74 5
Milwaukee and St. Paul..100	15,399,261	J. & J	Dec. '70 7s
" " pref.....100	12,274,485	F. & A	Aug 74 2½ b
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '74 3½
Morris and Essex*..... 50	14,008,100	J. & J.	July '74 3½
Nashua and Lowell.....100	800,000	M. & N.	May '74 5
Naugatuck.....100	1,881 900	F. & A.	Aug. '74 1½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '74 5
Newark and N. York*...100	977,400	J. & J.	Jan. '74 3½
N. Bedford 100	1,010,100	M. & N.	May '74 4
N. Castle & Beaver Val.* 50	1,800,000	J. A. J. O.	Apl. '74 2½
N. Haven & Northamp...100	605,000	J. A. J. O.	Sept '73 3
New Jersey*.....100	7,295,200	J. A. J. O.	July '74 2½
New London Northern*100	1,418,800	J. & J.	July '74 4
N. Y. Cen. & Hudson R...100	89,428,330	A. & O.	Apl. '74 4
New York and Harlem..100	8,500,000	J. & J.	July '74 4
" " pref.100	1,500,000	J. & J.	July '74 4
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	July '74 5
N. Y., Provid. & Boston.100	2,000,000	J. A. J. O.	July '74 2½
Niag. Bridge & Canand*100	1,000,000	J. & J.	July '74 3
North Carolina*..... 100	4,900,000	irregular.	Jan. '73 3
N. Eastern (N. C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 473,500	January.	Jan. '74 5s
Northern Central 50	5,842,000	M. & N.	July '74 3½
Northern N. Hampsh...100	3,068,400	J. & D.	June '74 4
Northern New Jersey*..100	1,000,000	J. & J.	July '74 4
Norwich & Worcester*..100	2,823,400	J. & J.	July '74 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	July '74 3
" " pref.100	2,000,000	A. & O.	Apl. '74 4
Ohio and Mississippi....100	19,995,847	J. A. J. O.	....
" " pref.100	4,024,474	J. & D.	Dec '72 3s
Oil Cr. & Allegheny R... 50	4,259,450	J. A. J. O.	Jan. '74 3
Old Colony & Newport. 100	6,297,900	J. & J.	July '74 3½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '74 4
Pacific of Missouri.....100	3,635,750	J. A. J. O.	July '74 1½
Panama.....100	1,000,000	J. A. J. O.	July '74 3
Paterson and Hudson*..100	630,000	J & J.	July '74 4
Paterson and Newark*..100	500,000	J. & J.	....
Paterson and Ramapo*..100	248,000	J. & J.	Jan. '74 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '74 3
Pennsylvania 50	68,144,475	M. & N.	May '74 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '74 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	....
" " " pref. 50	2,400,000	J. & J.	July '74 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	June '74 3
Philadelphia & Reading 50	32,684,378	J. A. J. O.	July '74 2½
" " pref.... 50	1,561,800	J. A. J. O.	July '74 2½
Phila. and Trenton*.....100	1,259,100	J. A. J. O.	July '74 3½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	July '74 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J. A. J. O.	Apl. '74 4½
" Special Imp.100	2,000 000	J. A. J. O.	Apl. '74 1½
Pittsfield & N. Adams..100	460,000	J. & J.	July '74 3
Port'and and Kennebec.100	616,700	J. & J.	July '74 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '73 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces...100	2,000,000	J. & J.	July '74 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '74 4
Roch. & Genesse Val.*..110	557,500	— & —	....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '74 3½
Rutland*.....100	2,700,000	— & —	....
" preferred.....100	4,300,000	F. & A.	Aug '74 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	....
" " " pref.100	2,040,000	July.	July '74 3
St. Louis and Iron Mt..100	10,000,000	F. & A.	Feb. '74 3
St. L., Kan. C. & North.100	12,000,000	.....	....
" pref.100	12,000,000	.....	Nov. '72 6%
Saratoga and Schenec.*..100	300,000	A. & O.	Apl. '74 3½
Schuylkill Valley*..... 50	576,050	J. & J.	July '74 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '74 3
Shore Line*.....100	995,800	J. & J.	July '74 3½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '73 4
Staten Island.....100	990,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	443,700	J. & J.	July '74 3½
Stony Brook*.....100	297,300	M. & N.	May '73 3
Summit Branch*..... 50	2,502,280	F. & A.	Feb. '74 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,189	— & —	Dec. '72 3
Taunton Branch 100	500,000	J. & J.	Aug. '74 5
Terre Haute & Indiana.100	1,988,150	F. & A.	Jan. '74 5
Tol., Peo. & War. 1st pref.100	1,797,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '74 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Union and Black River...100	1,666,000	J. & J.	Jan. '73 3
Vermont & Canada*....100	2,500,000	J. & D.	Dec. '72 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$2,800,000	A. & O.	Apl. '74 1
Warren (N. J.).....100	1,800,000	J. & D	Dec. '73 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,554,750	F. & A.	Feb. '74 4
Winchester & Potomac*100	180,000	J. & J.	July '74 3
Winchester & Strasburg*100	500,000	J. & J.	July '74 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	July '74 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	..... 2½
Baltimore City.....100	800,000	— & —	Jan. '74 3
Bleecker st. & F Fy. (N Y)100	900,000	— & —	....
Boston and Chelsea.....100	110,000	A. & O.	Apl. '74 4
Broadway (Brooklyn).....100	200,000	J. A. J. O.	Apl. '73 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jun. '70
Brooklyn City 100	1,500,000	F.M.A.N	May '74 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	....
Bushwick (Brooklyn)....100	202,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Apl. '74 4½
Cen. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	500,000	J. & J.	July '74 9
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..'0	600,000	— & —	....
D. Dock E. B'dw. & Bat..100	1,200,000	F.M.A.N	Feb. '74 2
Eighth Avenue (N.Y.)...100	1,000.000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry ...100	748,000	J. & J.	July '74 3½
Frankf. & Southw. (Ph.) 50	491,750	J. & J.	July '74 5
Germantown (Ph.) 50	1,000,000	J. & J.	July '74 3
Girard College (Ph.) 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '74 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	July '74 1½
Lomb. & South Sts. (Ph.) 25	105,000	A. & O	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	....
Malden and Melrose.....100	200,000	— & —	....
Metropolitan (Boston).... 50	1,600,000	M. & N.	July '74 3½
Middlesex (Boston).....100	400,000	A. & O.	Apl. '73 4
Ninth Avenue (N. Y.)...100	197,320	— & —	....
Orange and Newark.....100	282,555	— & —	....
Philadelphia City..... 50	750,000	J. & J.	July '74 5
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,776	J. & J.	July '74 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 5
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	Oct. '73 2
Second & Third St. (Ph.) 40	962,100	J. & J.	July '74 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '74 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '74 1½
Somerville (Boston) 100	75,000	M. & N.	May '74 5
South Boston 100	400,000	J.A. J.O.	July '74 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	July '74 5
West Philadelphia..... 50	400,000	J. & J.	July '74 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '73 3
Chesapeake and Ohio ... 25	8,229,591	— & —	....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '74 4
Delaware and Hudson....100	15 000,000	F. & A	Aug. '74 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	July '74 2½
Erie of Pennsylvania.... 50	64,000	— & —	....
Lehigh Coal & Navigat.. 50	9,390,350	J.S D.M.	June '74 2
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 100	4,337,950	— & —	....
Schuyl. Nav. (common)* 50	1,998,207	F. & A.	July '74 30s
" " (pref.) 50	2,888,977	F. & A.	July '74 60s
Susq. and Tide Water... 50	2,002,746	— & —	....
Union..... 50	2,907,850	— & —	....
" preferred 50		— & —	....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	June '74 2
American Coal.....100	1,500,000	M. & S.	Mar. '74 4
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton.....164	731,250	— & —	....
Consolidation(Md.)Coal.100	10,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold.....100	2,836,600	— & —	....
" pref.....100	8,698,400	— & —	....
" certif.....100	2,324,000	J. & J.	....
Pacific Mail Steamsh'p.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	May '74 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	May '74 3
Quicksilver, common 100	5,700,000	— & —	....
" preferred 100	4,300,000	— & —	....
Spring Mountain Coal... 50	1,250,000	J. & J.	July '74 5
Spruce Hill Coal 10	1,000,000	— & —	....
United States Express....100	6,000,000	F.M.A.N	Aug. '74 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '74 4
West. Union Telegraph.100	35,000,000	J. & J.	July '74 2
Wilkesbarre Coal.....100	2,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. '66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Aug. 1, 1874.					
Loan of June 14, 1858 ..... registered	$260,000	5	Jan. & July.	1874	....
Loan of February 8, 1861 ..... registered	13,783,000	6	Jan. & July.	1880	117½
.. .. coupon	4,632,000	6	" "	1880	118½
Oregon War Bonds of March 2, 1861 ... coupon	945 000	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861 ... registered	125,804,550	6	Jan. & July	1881	117½
.. .. coupon	63,516,800	6	" "	1881	118½
Loan of Feb. 25, 1862 (5-20s) ..... registered	16,571,600	6	May & Nov.	1882	113
.. .. (5-20s) ..... coupon	150,688,100	6	" "	1882	111½
Loan of March 3, 1863 ..... registered	53,636,350	6	Jan. & July.	1881	117½
.. .. coupon	21,363,650	6	" "	1881	118½
Loan of March 3, 1864 (5-20s) ..... registered	946,000	6	May & Nov.	1884	114½
Loan of June 30, 1864 (5-20s) ..... registered	25,027,250	6	" "	1884	114½
.. .. (5-20s) ..... coupon	33,018,950	6	" "	1884	115½
Loan of March 3, 1865 (5-20s) ..... registered	33,730,200	6	May & Nov.	1885	114½
.. .. (5-20s) ..... coupon	118,804,150	6	" "	1885	116½
.. .. 2d series (5-20s) ..... registered	56,935,650	6	Jan. & July.	1885	115½
.. .. .. (5-20s) ..... coupon	145,727,150	6	" "	1885	116½
.. .. 3d series (5-20s) ..... registered	87,876,300	6	Jan. & July.	1887	115½
.. .. .. (5-20s) ..... coupon	222,746,450	6	" "	1887	117½
.. .. 4th series (5-20s) ..... registered	13,949,500	6	Jan. & July.	1888	116½
.. .. .. (5-20s) ..... coupon	23,524,500	6	" "	1888	117½
Loan of March 3, 1864, (10-40s) ..... registered	141,224,050	5	Mar. & Sept.	1904	110
.. .. (10-40s) ..... coupon	53,343,250	5	" "	1904	113½
Consols of July 14, '70 & Jan. 20, '71 .. registered	178,958,750	5	F. M. A. & N.	1881	111½
.. .. coupon	137,229,150	5	" "	1881	113½
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Debt matured and without interest ..... (var.)	2,740,830	...	.....	Due.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,623,512	6	Jan. & July.	'95-'99	117½
United States Notes	382,076,707	nil.	.....	.....	...
Fractional Currency	45,719,793	"	.....	.....	....
State Securities, latest dates.					
Alabama—($11,258,836):					
.. Bonds (old and extended), 1866 and '72 ..	3,230,800	5	May & Nov.	'86-'92	....
.. Bonds (new), 1866, '68 '72 and '73	2,477,700	8	Jan. & July.	'86-'93	....
.. State Bonds for Railroads	2,300,200	8	" "	'90-'91	....
.. Railroad endorsements	16,386,000	8	" "	'90-'91	....
Arkansas—($10,886,0.0):					
.. Funded Bonds, ($4,400,000) 1869 and 70.	2,850,000	6	Jan. & July.	'90-'00	....
.. Levee Bonds, 1871	2,200,000	7	" "	1891	....
.. Deficiency Bonds, 1872	300,000	7	" "	1882	....
.. Railroad Aid Bonds 1869 to '73	5,350,000	7	April & Oct.	'99-'00	....
California—($2,796,500):					
.. Civil Bonds 1857 and '60	1,639,000	7	Jan. & July.	'77-'80	....
.. Relief Fund Bonds, 1863	110,000	7	" "	'83-'85	....
.. State Capitol Bonds, 1871 and '7	500,000	7	" "	'91-'92	....
.. Funded Debt of 1873	1,497,500	6	" "	1893	....
Connecticut—($5,095,900):					
.. War Loan, (10-30 yrs) of July 1, 1861 ...	532,800	6	Jan. & July.	1881	....
.. War Loan, (20 yrs) of Jan. 1863 and '64.	2,232,500	6	" "	'83-'84	....
.. War Loan, (10-30 yrs) of Oct. 1, 1864	589,500	6	April & Oct.	1894	....
.. War Loan, (20 yrs) tax free, of Oct. 1, '64	1,741,100	6	" "	1885	....
Delaware—($1,231,000):					
.. State War Debt	879,000	6	Jan. & July.	1885	....
.. Railroad Aid (J. and B. Kw. R.)	352,000	6	" "	1885	....
District of Columbia—($4,790,000):					
.. Improvement (gold) bonds	4,000,000	6	Jan. & July.	1902	....
.. Improvement (cur.) bonds	790,000	7	" "	1902	....
Florida—($6,645,763):					
.. Bonds of 1871, and 1873	957,000	7	Jan. & July.	var.	....
.. Railroad Loan (gold) of 1870	4,000,000	8	" "	1890	....
.. Consolidated (gold) Bonds of 1873	1,000,000	6	" "	1903	....
Georgia—($14,871,084):					
.. Bonds for Western & Atlantic R. R.	784,700	6	May & Nov.	1874	....
.. Bonds for Western & Atlantic R. R.	172,500	7	" "	1874	....
.. Bonds for Atlantic and Gulf R. R.	800,000	6	Feb. & Aug	'78-'86	....
.. Bonds of March 12, 1866	3,900,' 00	7	Jan. & July.	1886	....
.. Bonds (gold) of Sept. 1870	2,098,000	7	April & Oct.	1890	....
.. Bonds of Feb. 19, 1873	1,200,000	8	" "	'75-'86	....
.. Railroad endorsements	7,923,000	var	Various.	var.	....
Illinois—($2,060,150):					
.. New Internal Improvement Bonds, 1847	962,445	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	320,000	6	" "	'77-'78	....
.. War Loan Bonds, 1861	367,000	6	" "	1880	....
.. Chicago Relief Bonds 1871	250,000	6	" "	1881	....
Indiana—($4,896,515):					
.. War Loan Bonds, of 1863	139,000	6	May & Nov.	1863	....
.. Temporary Loan Bonds, 1873	710,000	7	Jan. & July.	'75-'76	....
Iowa—($543,056):					
.. War and Defense Fund Bonds, 1861	300,000	7	Jan. & July.	.....	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864	101,175	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869	1,235,500	7	" "	'76-'80	....
Louisiana—($22,306,800):					
.. State Bonds, to R. R. Companies	2,436,000	6	Various.	'79-'96	....
.. Relief (Treasury) Bonds 1853	5,750,000	6	May & Nov.	'86-'07	....
.. Levee Bonds 1865	1,000,000	6	Various.	1886	....
.. Levee Bonds, 1867	4,000,000	6	May & Nov.	1907	....
.. Past due coupons 1865	978,800	6	Jan. & July.	'86-'97	....
.. Levee Bonds, 1870	2,960,000	6	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	2,950,000	6	May & Nov.	1910	....
.. State Penitentiary Bonds, 1869	500,000	7	Mar. & Sept.	1899	....
.. Bonds for Railroad stocks (var.)	2,436,000	6	Various.	'67-'11	....
.. Bonds for Railroads (var.)	5,202,000	8	Various.	'99-'10	....
Miss. & Mex. Gulf Ship Canal Bonds ...	480,000	7.3	Mar. & Sept.	1899	....
Michigan—($2,243,293):					
.. Sault Ste Marie Canal Bonds	51,000	6	Jan. & July.	1879	....
.. Renewal Loan Bonds, 1858	150,000	6	" "	1878	....
.. Two Million Loan, 1863	1,515,000	6	" "	'73-'83	....
.. War Bounty Bonds, 1865	483,000	7	May & Nov.	1890	....
Maine—($7,138,400):					
.. Civil Loan Bonds, 1856-'61	222,000	6	Various.	'74-'78	....
.. War and Bounty Bonds, 1863 and '64 ...	3,832,500	6	Various.	'80-'89	....
.. War (Municipal Equalization)	3,083,900	6	April & Oct.	1889	....
Maryland—($10,741,215):					
.. Bonds to R. R. and Canals	5,709,639	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals	828,222	6	" "	1890	....
.. Bonds to Balt. & Susq. R. R.	269,000	3	" "	1890	....
.. Defense and Bounty Bonds	3,072,083	6	Jan. & July.	1893	....
.. State Loans, 1870 and 1872	799,056	6	" "	'85-'87	....
Massachusetts—($28,477,804):					
.. State (public works) scrip	750,000	5	Various.	'74-'80	....
.. Union Fund Loan, 1861	2,758,000	6	Jan. & July.	'74-'76	....
.. Union Fund Loan, 1862	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863	888,000	5	" "	1883	....
.. Bounty Loan Bonds, 1863 and 1864	8,578,244	5	May & Nov.	'83-'94	....
.. War Loan (currency)	999,944	5	Mar. & Sept.	1888	....
.. Railroad and Tunnel Bonds	10,305,582	5	April & Oct.	'88-'93	....
.. Norwich and Worcester R. R. Bonds ...	400,000	6	Jan. & July.	1877	....
.. B., H. & Erie R. R. Bonds	3,599,024	5	" "	1900	....
Minnesota—($250,000):					
.. State Buildings Loan 1867 and 1869	250,000	7	Jan. & July.	'77-'79	....
Missouri—($18,747,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	....
.. State (funding) Bonds, 1867-68	2,727,000	6	" "	'87-'88	....
.. Railroad Loan Bonds, 1854-'66	12,801,000	6	" "	'74-'86	....
.. Railroad Bonds, guaranteed 1856-'60 ...	1,589,000	7	" "	'76-'91	....
.. State Institutions Loans	1,301,000	6	" "	var.	....
New Hampshire—($3,914,166):					
.. War Loan Bonds, of 1861	614,000	6	Jan. & July.	'69-'78	....
.. War Loan Bonds, of 1864	600,000	6	Mar. & Sept.	'84-'89	....
.. War Loan Bonds, of 1866	494,500	6	April & Oct.	'73-'74	....
New Jersey—($2,696,300):					
.. War Loan Bonds, 1861-'64, tax free	2,690,000	6	Jan. & July.	'74-'02	....
New York—($36,530,400):					
.. State Stock of 1827 and 1832	561,500	5	J. A. J. & O.	pleas.	....
.. State (Deficiency) Stock of 1838	900,000	5	" "	1875	....
.. State (Deficiency) Stock of 1838	800,000	6	" "	1878	....
.. State (Deficiency) Stock of 1838	348,107	5	" "	pleas.	....
.. State (Deficiency) Stock of 1838	1,189,781	6	" "	pleas.	....
.. Canal Stock	1,106,420	5	" "	1874	....
.. Canal Stock	111,200	4	" "	'72-'73	....
.. Canal Stock	10,135,200	6	" "	'74-'77	....
.. Bounty Loan registered	19,861,000	7	Jan. & July.	1877	....
.. Bounty Loan coupon	1,200,000	7	" "	1877	....
North Carolina—($29,547,045):					
.. Old or Ante-War Debt	4,738,800	6	Jan. & July.	'72-'92	....
.. Old or Ante-War Debt	3,639,400	6	April & Oct.	'72-'92	....
.. Bonds issued since the war	3,009,045	6	Jan. & July.	'92-'98	....
.. Bonds issued since the war	1,859,000	6	April & Oct.	'92-'96	....
.. Bonds issued for funding	2,417,400	6	Jan. & July.	'78-'00	....
.. Bonds issued for funding	1,721,400	6	April & Oct.	'78-'00	....
.. Special Tax Bonds	11,407,000	6	" "	'98-'99	....
Ohio—($8,211,062):					
.. Loan of 1860, sinking fund	147,180	6	Jan. & July.	1870	....
.. Loan of 1850, sinking fund	1,585,900	6	" "	1875	....
.. Loan of 1860, sinking fund	4,074,817	6	" "	1881	....
.. Loan of 1856, sinking fund	2,400,000	6	" "	1886	....
Oregon—($290,477):					
.. Bounty and Relief Bonds	90,477	7	Jan. & July.	'74-'84	....
.. Willamette Canal Bonds	200,000	7	" "	1890	....
Pennsylvania—($25,794,062):					
.. Inclined Plane Loan, of 1849	400,000	6	April & Oct.	1879	....
.. Loan of April 1852, reg. and coup	483,000	5	Jan. & July.	1882	....
.. Loan of May 1852, reg. and coup	3,267,500	5	Feb. & Aug.	1877	....
.. Loan of April 1853, coupon	238,000	5	" "	1878	....
.. Loan of April 1861, registered	35,000	6	" "	1878	....
.. Loan of Feb. 1867, reg. and coup	1,185,300	5	" "	'72-'82	....
.. Loan of Feb. 1867, reg. and coup	20,338,250	6	" "	'72-'82	....
.. Chambersburg certificates, registered ..	240,082	6	June & Dec.	1876	....
.. Loans of April 1872	500,000	6	April & Oct.	1876	....
Rhode Island—($2,638,500):					
.. War Bonds of 1862	1,019,000	6	Mar. & Sept.	1882	....
.. .. of 1863	205,000	6	April & Oct.	1883	....
.. .. of 1863	668,000	6	Jan. & July.	1893	....
.. .. of 1864	746,000	6	Feb. & Aug.	1894	....
South Carolina—($20,050,235):					
.. State House, Stock and Bonds '56-'63 ...	953,488	6	Jan. & July	pleas.	....
.. Five Loan Stock of 1838	303,344	6	J. A. J. & O.	1870	....
.. Funding Stocks 1866 and 1869	143,114	6	Jan. & July.	'77-'90	....
.. Five Loan Bonds of 1838	481,944	5	" "	1888	....
.. New State House Bonds 1853-'66	298,000	6	" "	'71-'86	....
.. Blue Ridge R. R. Bonds 1854	966,000	6	" "	'74-'76	....
.. Funding Bonds, 1868	930,000	6	" "	'87-'97	....
.. .. 1869	1,681,000	6	April & Oct.	1888	....
.. .. 1869	1,189,400	6	Jan. & July.	1888	....
.. .. 1860	2,030,000	7	" "	1888	....
.. Conversion Bonds 1869	7,666,500	6	" "	1888	....
.. .. .. 1870	343,000	6	April & Oct.	1889	....
.. Railroad Aid Bonds	4,797,608	6	Various.	'69-'89	....
Tennessee—($20,966,382):					
.. Railroad, &c., Bonds	15,767,922	6	Jan. & July.	'92-'00	....
.. State Bonds (direct)	4,819,544	6	April & Oct.	'89-'90	....
.. State Endorsements	2,197,000	6	Jan. & July.	1900	....
.. Funded Interest Bonds	4,598,036	6	" "	1914	....
Texas—($3,715,979):					
.. Frontier Protection (gold) Bonds, 1870..	700,000	7	Mar. & Sept.	'90-'10	....
.. Deficiency Bonds, 1871	357,000	10	" "	1876	....
.. State Bonds	1,97,000	6	Jan. & July.	'76-'91	....
.. Railroad Aid Bonds	1,753,817	6	" "	var.	....
Vermont—($297,500):					
.. War Loans of 1864, '66 and '68	297,500	6	June & Dec.	'74-'78	....
Virginia—($45,718,112):					
.. Funded under act of 1871	20,278,780	6	Jan. & July.	long.	....
.. Funded under act of 1872	1,754,747	6	" "	"	....
.. Sterling Bonds	2,727,562	5	" "	"	....
.. Deferred (W. Va.) certificates	15,239,370	6	" "	"	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	102½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	101
3d Mortgage	329,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1890	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	84
Special Mortgage to Penn.	3,500,000	6	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	43½
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	60½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	....
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	64
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	857,250	6	Jan. & July.	Baltimore.	1875	100¾
Loan of 1850-'80	579,500	6	" "	"	1880	100
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	101½
Loan of 1855-'90 (Balt.) sktg fd.	3,461,146	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) sktg fund.	3,620,820	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,498,016	6	" "	"	1902	....
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	Jan. & July.	Baltimore.	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	600,000	6	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	99½
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage } guar by C. &	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage } A. Co. and	499,500	6	March & Sept.	Princeton.	1885	83
3d Mortgage } Penn. R. R. Co.	745,000	6	Feb. & Aug.	"	1887	83
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1896	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105¾
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	79
1st Mortgage (Equalization)	248,000	7	" "	"	1889	89
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	90½
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	88
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.)	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1890	21½
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	45
Mass. I. (sec'd by $4,000,000 Ber.)	3,000,000	7*	" "	"	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1870	95
Bonds of 1873 for $1,000,000	686,000	7	" "	"	1893	102

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,680,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,850,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	880,000	7	Jan. & July.	New York	1898	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	86½
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage coin or stg sktg f'd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	56
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	98½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	98½
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,340	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,567,971	8	Jan. & July.	Boston.	1894	98½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1891	50
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	85
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1864	500,000	7	April & Oct.	Camden.	1879	96
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	90
Canada, Michigan and Chicago:						
1st Mort. (sktg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (sktg fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	54½
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and tax free.	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	100
Chattel Mortgage	168,360	6	" "	"	'80-'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	78
Cedar Rapids & Mo. Riv. (C. & N. W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	83
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1919	86½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p. m.	3,248,000	7*	Jan. & July.	New York.	1899	46
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	3,612 700	7	" "	" "	1902	102½
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	107½
Loan of Leh. C. & Nav. Co. ass'd	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	92½
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	90
Convertible 20 years bonds, gold	1,433,000	7*	" "	" "	1883	100
State Aid B'ds (int. by State) gold	1,500,000	7*	" "	" "	1885	102
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.)	500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	4,090,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee						
1st Mort. guar. by Ga. $12,500 p. m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) sktg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	50
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	73½
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	808,400	6	Jan. & July.	Boston.	'75-'80	98½
Chester Creek:						
1st Mortgage guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1906	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	100
1st Mortgage	2,408,000	7	Jan. & July.	" "	1893	104½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	97
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	6	Jan. & July.	New York.	1883	110
Trust Mortgage, skg fund conv.	150,000	6	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,983,225	7	Jan. & July.	Boston.	1893	97
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	98½
1st Mort. (Dix., Peo. & Han) guar	800,000	8	Jan. & July.	" "	1889	98
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	98½
1st Mort. (Quincy & War.) guar.	800,000	6	Jan. & July.	" "	1890	99½
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	98
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	99
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold.	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold.	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	41
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	92½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C. & NW	592,000	7	Jan. & July.	Boston.	1880	93½
3d Mort. (now 2d) guar. C. & NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	104
Funded coupons (193 m.)	780,000	7	May & Nov.	" "	1883	97
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	101
Appleton Ext. (23 m. & 76,000 ac.)	174,000	7	" "	" "	1885	89
Green Bay Ext. (26m & 76,000 a.)	284 000	7	" "	" "	1885	89
Equipm't (Engs & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,775,000	7	Feb. & Aug.	" "	1882	103½
2d Mort. (Gal. & Chic. 248 m.)	938,000	7	May & Nov.	" "	1875	99½
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line (")	129,500	7	" "	" "	1878	....
1st Mort. (Peninsula 79m. & land)	331,000	7	March & Sept.	" "	1896	95
Consol. skg fund (C. & N.W. R'y)	8,105,000	7	F. M. A. & N.	" "	1915	85
Consol. gold bonds for $48,000,000	4,534,000	7*	June & Dec	" "	1902	78½
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil. R.R.) guar.	389,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi. R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	9,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic. & Mil. R.W.) guar	1,141,000	7	Jan. & July.	" "	1898	90½
1st Mort. (Bel. & Mad. R.R.) guar.	306,000	7	"	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000pm	1,350,000	8	May & Nov.	New York.	1889	89
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $5,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C.B.&Q.):						
1st Mortgage for $10,000 per mile	.....	8	Feb. & Aug.	New York.	1901	100
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I. & Pac.)	8,600,000	7	" "	" "	1896	103
Chi. & Southwes'n (C., R.I. & Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St. L. K. C. & W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,280,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1866	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis June.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	250,000	7	June & Dec.	" "	1864	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	1,000,000	7	March & Sept.	New York.	1901	82½
Cincinnati & Muskingum Valley:						
1st Mortgage	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	1,500,000	7	Jan. & July.	New York.	1901	....
	500,000	7	Jan. & July.	New York.	1898	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77 '87	70
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,471	7	June & Dec.	New York.	1890	6
1st Mort. (San., Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	75½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	80
Cincinnati and Springfield:						
1st Mortgage for $2,000 000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	100½
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	..
3d Mortgage (sinking fund) 1856	457,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	700,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	101½
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July	" "	1892	90
Consol. sinking fund guar.	628,000	7	May & Nov	" "	1900	95
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1900	
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344.750	7	April & Oct.	New York.	1908	82
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	59
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1859	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	96
Notes payable, conv. at par	594,000	7	" "	"	1876	97½
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1880	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. ABCD & E $200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1,2,3,4	88½
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	908,500	7	March & Sept.	New York.	1901	....
2d Mortgage, sinking fund	769,000	7	May & Nov.	" "	1898	....
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia	1904	....
2d Mortgage	109,500	6	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	58
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1864	....
2d Mortgage, guar.	443,000	7	March & Sept.	" "	1867	....
3d Mortgage, guar.	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	136,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	99½
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	104
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	104
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	105
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y. L. & Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	"	"	1898	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,736	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.& M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	99
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	94
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1868	101½
East Tenn. & Georgia (E.T.V.& G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	86
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	99
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	March & Sept.	"	1882	94
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1900	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	98
Income Mortgage guaranteed	570,000	8	April & Oct.	"	1872	60
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	103½
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	101
3d Mortgage	4,582,000	7	" "	" "	1883	98
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	96½
5th Mortgage convertible	709,500	7	June & Dec.	" "	1888	94
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	....
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	NY&London.	1920	....
Convertible bonds	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1893	....
Equipmen (Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L. M. (& 1st on 50, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1861	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1862	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.)	221,000	7	Jan. & July.	" "	1887	....
" 3d series (52,091) tx. f.	2,046,000	8	March & Sept.	" "	1888	....
R. & Holly lease, S. F. 25 000 p. a.)	476,000	10	May & Nov.	" "	1886	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,500,000	7*	Jan. & July	New York.	1909	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	800,000	7	Jan. & July.	New York.	1900	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20.000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	,500,000	6	Jan. & July.	New York.	1880	....
2d Mortgage (Equipment)	,000	8	April & Oct	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	Jan. & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	90
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,735,000	7	Feb. & Aug.	New York.	1882	103½
2d Mortgage	948,000	7	May & Nov.	" "	1875	99½
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1909	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.).						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	96
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	....
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838,385.	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765.	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,600	16,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York	'81-'86	60
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples (T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	80
2d Mortgage	525,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	75
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York	'71-'77	92½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	92
Six years Mortgage bonds (222m)	5?,000	10	" "	"	1872	....
Five years' notes (277 m.)	139,300	8	Various.	"	1874	..
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	"	1885	79
1st Mort. (Q. & Palm. R.R. 16 m)	800,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. RR 56 m)	1,200,000	10	Jan. & July.	" "	1886	99
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	550,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 26.04 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F.& P.M.):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	300,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	109,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	109,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,620,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104½
3d Mortgage	180,000	7	May & Nov.	" "	1875	104
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	103½
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	96½
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1890	60
Illinois Central:						
Construction bonds, cur. skg f'd.	2,742,000	7	April & Oct.	New York.	1875	100
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1880	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	80
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	51
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1868	....
1st Mortgage(L. C.& L. F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,980,000	7	April & Oct.	New York.	1917	81½
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.	.....	8	Feb. & Aug.	New York.	1900	91
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw (MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	96½
2d Mortgage	500,000	8	March & Sept.	" "	1868	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	97
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol.	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol.	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (JeffersonvilleR.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	6	Jan. & July.	New York.	1882	108½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1896	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	88
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.& M.So.	840,000	8	Jan. & July.	New York.	1868	96
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1869	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	90
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1876	....
1st Mort.(St Jo.& CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL.&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	80
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	80
1st M.(3d D.244.66m.& 3,040,000s)	8,455,000	7*	May & Nov.	N. Y., L. & F.	1899	....
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,321,000	7*	Jan. & July.	N. Y., L. & F.	1896	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $300,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	98½
Lackawanna & Bloomsb(D.L.&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempelean & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,800,000	7*	Feb. & Aug.	New York.	1891	75
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N Y Bos.& Ph.	1899	60
3d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1899	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1860	$1,800,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,250,000	7	J. A. J. & O.	" "	1890	90½
Consol. coupon July 1, 1870	1,209,000	7	Jan. & July.	" "	1890	96
Bonds of Oct. 1, 1872	5,205,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore) Ap. 1, '60	1,498,000	7	" "	" "	1890	96
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	99½
3d Mort. Oct.1, '67 "	1,000,000	7	April & Oct.	" "	1892	96
Skg Fund July 1, 1855 C. & Tol.	1,595,000	7	Jan. & July.	" "	1885	104
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	97½
1st Mort. May1, 1855 M. S. & N.I.	6,256,000	7	May & Nov.	" "	1885	103½
2d Mort. Oct 31, 1857 "	2,692,000	7	" "	" "	1877	100
Mort. Nov. 1, 1858 Buff. & Erie.	.....	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	96
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	97
1st Mort. Aug.1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	99
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	90
1st Mort. Oct.1, 1867 (Sch.& Th R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M.July1,'68 (Kal.Ali.& Gr.R.)	840,000	8	" "	" "	1868	95½
1st Mort.July 1, 1863 (J.& Frank.)	468,000	7	" "	" "	var	....
2d Mort. Jun.1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	800,000	7	April & Oct.	Philad lphia	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	255,000	7	Feb. & Aug.	New York.	1890	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July	N. Y. & Bost.	1890	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	.....	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,516,000	6	June & Dec.	"	1898	101½
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	106½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	102½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M.& A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	98½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	99½
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'86	....
Consol. M. for $8,000,000 (302 m.)	6,647,000	7	April & Oct.	" "	1898	88
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	680,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,380	7*	Jan. & July.	"	1898	96
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	87½
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	101½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	92½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	74½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1900	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Mayaville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	101½
Michigan Central:						
1st Mortgage, convertible	556,000	8	April & Oct.	New York.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	" "	1882	111
Consol. Mortgage for $10,000,000	8,000,000	7	Jan. & July.	" "	1902	99
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	102
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	95½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (" ") guar.	70,000	8	" "	" "	1880	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1890	....
Milwaukee and St. Paul:						
1st Mortgage	5,527,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	80
1st Mortgage (E. Div. Palmer)	781,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,810,000	7	Jan. & July.	" "	1897	78
1st Mortgage (Minn. Cent)	190,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	82
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	108½
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	91½
Milwaukee City Loan	230,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $18,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	6*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,384,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	1899	19½
1st Mort. Land Grant gold	1,080,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,560,000	7	April & Oct.	....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	...
Consolidated Mort. Sept. of 1866.	1,181,500	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jan. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1890	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st Mortgage Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,500	8	" "	"	1883	....
Interest (sterling) bonds	755,640	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept	New York.	1886	...
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Montucello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	550,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	104
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	104
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	92
Consolidation bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	97

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	87
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.):						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie d bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan'a						
New Jersey Midland (NY.&OM.):						
1st Mortgage gold, guar.	3,060,000	7*	Feb. & Aug.	New York.	1895	...
2d Mortgage currency	1,500,000	7	" "	" "	1861	...
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	31
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, go'd	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	...
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,836,626	6	May & Nov.	New York.	1883	96
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	100
Bonds for B.& N. R.(")	76,000	6	May & Nov.	" "	1883	99
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	88
Bonds for real estate (")	162,000	6	" "	" "	1883	88
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	92½
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	...
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C& H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	103½
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	....
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1903	99
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1880	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	100½
New York & Oswego Midland:						
1st Mortgage gold, tax free	3,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1893	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1893	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	140,000	7	Jan. & July.	" "	1870	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	320,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225 000	6	Jan. & July.	Philadelphia.	1888	100
2d Mortgage	5,000,000	7	May & Nov.	"	1896	102½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	106
North Shore (L. I)						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	95
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	90½
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	95
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	92
Income Mortgage conv	1,000,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold	60,000pm	7.3	Jan. & July.	New York.	1900	80
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	93
Equipment Mortgage	200,000	8	" "	"	1879	93
Sinking Fund Bonds	600,000	8	March & Sept.	"	1900	....
Ohio and Mississippi:						
Consolidated 1st Mortgage	6,694,000	7	Jan. & July.	New York.	1896	90
Consolidated 1st Mortgage, stg.		7*	" "	London.	1898	....
Consolidated 2d Mortgage	3,529,000	7	April & Oct.	New York.	1911	75
2d Mortgage, (W. Div.)	433,000	7	Jan. & July.	" "	1874	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1862	....
Sinking Fund Bond	50,000	7	May & Nov.	" "	1883	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	78½
1st Mortgage (War. & Fkln)	590,000	7	April & Oct.	"	1882	78
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	42
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	98½
Plain Bonds	485,000	6	April & Oct.	"	1875	95
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101½
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	89½
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	80½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	81
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	74
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	90½
Orange and Newark:						
1st Mortgage	646,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,200,000	8	Jan. & July.	Boston.	1900	93
Owensboro' and Russellville.						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	81½
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	72
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1895	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lex. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,505,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama.						
1st Mortgage, stg £19,250	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	75
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1880	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Phg)	4,970,000	7	Jan. & July.	Philadelphia.	1880	101
2d Mortgage (")	2,583,000	6	April & Oct.	"	1875	101
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	19,558,760	6	J. A. J. & O.	Philadelphia.	1910	91
State lien for $7,500,000, skg f'd	5,401,675	5	April & Oct.	Harrisburg.	'74-'90	....
Pennsylvania Coal:						
1st Mortgage	842,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	300,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	316,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	103½
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	600,000	8	Jan. & July.	New York.	1877	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	600,000	8	Jan. & July.	Boston.	1878	....
Peoria and Rock Island:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
1st Mortgage(Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	91
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	85
Gen'l M. for $20,000,000, gold sr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	90
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,138,900	6	Jan. & July.	Philadelphia.	1893	80
Loan of 1870, convertible	28,000	7	" "	"	1880	....
Mortgage Loan of 1857, conv.	86,500	6	" "	"	1886	....
Mort. Loans of 1843-44-45 & 49.	1,521,000	6	" "	"	1880	102
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	105½
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	7,696,000 Dollar coupon	7	June & Dec.	Philadelphia.	1911	103½
	3,414,000 Dollar registered	7	" "	"	1911	104½
	7,000,000 Gold or stg coup.	6*	" "	Phil. or Lond.	1911	..
	668,000 Gold or stg reg.	6*	" "	" "	1911	103½
	332,000 Dollar coupon	6	" "	Philadelphia.	1911	....
New deben. loan, conv.	6,600,985	6	Jan. & July.	"	1893	104½
New improvement Mort. loan	6,631,615	6*	April & Oct.	Phila.or Lond.	1897	...
Philadelphia, Wilmington & Balt.						
Mortgage Loan, convertible	345,600	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866	400,000	6	April & Oct.	"	1876	95
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	64½
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	monthly.	New York.	1884	72
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	85
2d Mort. (Balt. Loan) of 1886	1,000,000	6	" "	"	1886	85
1st Mort. (Turtle Cr. Div.10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	104½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	97
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,000,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold.	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1893	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1889	....
Poughkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	18	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	80
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	99½
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	350,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitch.)	400,000	7	March & Sept.	New York	1906	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'79-'90	61
Rich., Fredericksburg & Potomac						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	296,500	6	" "	Richmond.	1891	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	180,500	7	June & Dec	Richmond.	1875	....
1st Mortgage	175,000	8	April & Oct		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st Mortgage tax free	$2,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	600,000	7	May & Nov.	Boston.	1880	72½
Equipment Mortgage	600,000	8	March & Sept.	"	1880	75½
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lowey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,612,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	...
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	89
3d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
3d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	70
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	86½
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,029,000	7	April & Oct.	New York.	1894	95½
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	82½
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands).	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands.	6,000,000	7	— & —	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	— & —	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1893	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	90½
Sand., Mansfield & Newark (C&O.):						
1st Mortgage guaranteed	2,425,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,400,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	600,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	100
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	.. .
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	92
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	691,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.).						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	. ..
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	800,000	7*	Jan. & July.		....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort.	200,000	7	" "	"	1880	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1886	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	64½
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	93
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	66
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	...
Southern (Cal.) Pacific:						
1st Mortgage gold for $23,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv.	391,060	7	various.	Macon.	'72-'86	...
1st Mortgage (Muscogee) conv.	200,000	7	"	"	'72-'76	...
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	...
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1901	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	. .
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,800,000	7	June & Dec.	New York.	1894	85
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	75
2d Mortgage (W. Div.) 117 m.	1,200,000	7	April & Oct.	" "	1886	56
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	58
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	....
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,000	7	.....	New York.	1888	. .
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar.	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	350,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	"	"	1882	. ..

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	91½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	91
1st Mort. (Quincy & Tol. 84 m)..	500,000	7	May & Nov.	" "	1890	88
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	90½
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	80
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	78
Equipment (Tol. & Wab. 75m.).	600,000	7	" "	" "	1883	67
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	69½
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	76½
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	84½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1899	82½
Income Mortgage	7,563,000	10	March & Sept.	" "	1874	82
Omaha Bridge B'ds, stg.£250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Unica & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	98½
Loan of 1875 (New Jersey Co.).	300,000	6½	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ").	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	94
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	97½
Consolidated(mort.)Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	100
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	"	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	....	....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq. Val.(D&HC):						
1st Mortgage	.....	7	....	....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	19½
2d Mortgage consolidated	1,500,000	7	" "	"	1891	2
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,300	7	Jan. & July.	"	1887	60
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.		....	74
Equipment Mortgage	1,000,000	8	May & Nov.		'76-'77	65
Equipment Mortgage	1,000,000	8	" "		1889	65
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	102
Vermont Valley (Rutland):						
1st Mortgage	336,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	298,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1890	....
Special Loan 1871	225,439	8	Jan. & July.	"	1890	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1900	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.&Lynch.	1873	....
Enlarged Mortgage	990,000	6	" "	" "	1884	....
4th Mortgage	846,000	8	March & Sept.	" "	1900	79
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D.L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	78
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	104
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	613,400	....	....	....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	100
2d Mort. " "	300,000	6	" "	"	1890	98½
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	87
2d Mortgage preferred	600,000	6	" "	"	1895	61
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	90½
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	81
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	83
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	96
Consolidated mort. Apr. 1, 1869.	1,000,000	7	April & Oct.	"	1899	103
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	64½
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	90½
2d Mortgage coupon or regis.	723,600	7	Jan. & July.	"	1902	79
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	80
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	75½
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,907,872	6	Jan. & July.	Philadelphia.	1886	87½
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	107
Delaware Division (L.O. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage registered. — 1st series, Nov. 1, 1867	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered. — 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	103
1st Mortgage registered. — 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	107
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	4,766,277	6	J. A. J. & O.	Philadelphia.	1884	96½
Mortgage Loan reg	2,000,000	6	F. M. A. & N.	"	1897	96½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	95½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	100
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	87
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	101½
2d Mortgage	235,000	6	" "	"	1876	96
Boat Loan, sinking fund	236,965	7	" "	"	1885	100½
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar	2,205,000	6	Jan. & July.	Philadelphia.	1887	70
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	77
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	260,000	6	May & Nov.	"	1870	75
Boat and Car Loan	756,650	6	" "	"	1888	77
Boat and Car Loan	628,100	7	" "	"	1889	88
Coupon Bonds	1,079,000	6	Jan. & July.	"	1896	77
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	74½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,610	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1893	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1876	....
2d Mortgage	299,000	6	May & Nov.	"	1899	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years trading.	Railroad. M. in Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$		$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1873	60.0	—	2.5	125.0	3	4	3	56	Adirondac.....New York	3,113,515	*	3,543,241	.....	3,763,000	930,000	1,963,756		60.0	71,936	29,902	30,012	160,425	22,801	—	100	....
Sept. 30, 1873	81.3	—	5.8	—	13	10	2	113	Alabama Central ¶.....Alabama	3,600,000	*	—	.....	2,000,000	1,600,000	.....		92.8	.....	.....	.....	350,000	95,000	—	100	....
Dec. 31, 1873	296.0	—	14.8	—	20	20	5	600	Alabama and Chattanooga.....Alabama	10,500,000	*	—	.....	2,700,000	8,500,000	3,000,000		296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1873	142.0	—	165.7	—	68	33	12	1,590	Albany and Susq. ¶(D. & H.)..New York.	10,317,910	*	—	.....	5,000,000	4,621,000	706,519	.....	142.0	810,610	371,410	681,917	1,672,319	410,877	7	100	94½
Dec. 31, 1873	132.0	130.5	16.7	—	73	29	10	1,969	Allegheny Valley¶.....Pennsylvania.	12,332,709	*	.....	.....	2,256,400	7,434,000	1,280,691		132.0	.....	861,239	1,778,638	2,628,471	784,026	—	100	....
Oct. 31, 1873	4.5	—	0.3	31.3	—	—	—	—	Allentown (P. & R.).....Pennsylvania.	1,078,439	—	—	—	568,744	—	649,132	—	—	—	—	—	—	—	—	50	....
Dec. 31, 1873	99.0	—	3.7	—	13	3	*	96	Arkansas Branch (St. L. & Iron Mt.). Mo.	5,351,250	*	19,971	66,432	2,499,000	2,500,000	438,659	—	99.0	153,190	.....	.....	259,293	98,598	—	50	....
Dec. 31, 1873	62.5	—	6.9	—	—	—	—	—	Ashtab. Youngst'wn & Pitts. (Pa. Co.).O.	3,300,000	—	—	—	1,800,000	1,500,000	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	150.0	—	10.0	—	.....	.....	.....	.....	Atchison and Nebraska.....Kan. & Neb.	7,500,000	*	.....	.....	3,750,000	3,750,000	.....	—	150.0	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1873	469.3	27.5	30.9	—	38	22	7	778	Atchison, Topeka & Santa Fe....Kansas.	20,693,233	1,214,307	1,481,420	1,023,087	8,615,000	10,096,500	3,814,785	222,545	282.9	.....	.....	.....	1,172,013	423,803	—	100	10½
Feb. 28, 1874	266.5	—	9.7	—	10	8	3	161	Atlanta & Rich'd Air Line¶..Ga.NC.&SC.	11,748,000	*	.....	.....	7,500,000	4,248,000	.....	—	192.0	.....	.....	.....	.....	.....	—	100	....
June 30, 1873	81.0	—	4.0	—	19	7	6	166	Atlanta and West Point .....Georgia.	1,197,715	*	151,853	63,254	1,232,200	102,500	24,257	53,866	87.0	.....	62,987	86,592	399,344	100,161	8	100	....
June 30, 1873	387.5	34.8	161.0	—	190	41	25	2,911	Atlantic and Great West..N.Y. Penn.& O.	78,713,992	*	8,445,000	.....	24,358,300	62,800,692	2,899,401	—	604.8	5,117,452	957,942	2,605,088	5,456,89	1,856,922	—	100	....
Dec. 31, 1873	236.0	109.0	15.6	162.0	26	19	10	424	Atlantic and Gulf ¶.....Georgia.	7,717,971	*	—	—	3,479,677	3,526,700	353,429	—	345.6	683,918	97,227	.....	1,005,947	267,886	—	100	....
Sept. 30, 1873	406.0	20.0	40.0	100.0	84	29	20	1,015	Atlantic, Mississippi and Ohio¶..Virginia.	19,038,905	*	9,157,335	1,215,021	6,921,900	14,183,000	5,860,427	2,435,934	428.0	1,498,808	245,629	627,639	2,193,767	914,035	—	100	....
Dec. 31, 1873	95.0	—	9.0	—	9	12	6	78	Atlantic and North Carolina ¶..N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	—	95.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	328.0	4.0	32.8	—	135	74	34	2,842	*Atlantic and Pacific* ¶..Missouri & Ind.Ter.	36,572,728	*	4,135,500	141,411	19,760,300	16,792,438	1,877,522	.....	814.7	.....	.....	.....	5,529,102	2,218,876	—	100	....
Dec. 31, 1873	149.5	1.5	16.9	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt	7,654,089	—	—	—	4,368,800	3,484,000	—	—	—	—	—	—	—	174,752	4	100	....
Nov. 30, 1873	53.0	—	4.8	—	—	—	—	—	Augusta and Savannah (C. of Ga.)....Ga.	1,082,200	—	—	—	733,700	129,000	—	—	—	—	—	—	—	78,000	8	100	....
Oct. 31, 1873	51.2	2.5	5.5	—	—	—	—	—	Bald Eagle Valley .....Pennsylvania.	1,050,000	—	10,000	—	550,000	454,900	—	—	—	—	—	—	—	81,222	7	50	....
Sept. 30, 1873	379.6	42.8	189.0	—	473	205	56	10299	Baltimore and Ohio ¶ ....Md. & W. Va.	33,975,584	10,682,286	18,957,395	2,926,765	16,719,862	19,866,733	822,298	29,033,131	497.4	10,292,259	.....	.....	12,252,844	4,099,043	10	100	168½
Sept. 30, 1873	108.5	—	11.4	—	—	—	—	—	Washington Branch ¶ .....Maryland.	10,000,000	—	—	—	5,680,685	—	—	—	108.5	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1873	30.0	—	41.6	—	—	—	—	—	Parkersburg Branch.. ....W. Virginia.	1,650,000	—	—	757,652	1,650,000	20,000	—	737,658	30.0	.....	.....	.....	947,729	116,067	10	—	17⅝
Dec. 31, 1873	63.0	—	8.2	—	—	—	—	—	Baltimore, Pittsburg and Chicago.....O.	3,000,000	—	—	—	500,000	2,500,000	—	—	—	—	—	—	440,778	284,014	—	100	6½
Dec. 31, 1873	73.1	19.2	6.1	—	26	47	8	319	Baltimore and Potomac.....Maryland.	8,136,010	654,991	.....	116,915	3,503,900	4,500,000	884,837	19,180	43.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	46.2	—	2.5	—	4	2	2	68	Bangor and Piscataquis ¶.....Me.	1,207,202	110,200	.....	6,257	357,870	922,000	43,789	—	48.2	64,758	36,450	29,698	281,537	70	—	100	....
Oct. 31, 1873	16.0	—	6.0	—	5	2	1	367	Barclay (Towanda Coal Co.).....Pa.	1,200,000	—	—	—	1,000,000	79,000	—	—	16.0	58,668	25,347	344,908	113,746	30,441	—	100	....
Dec. 31, 1873	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake (Me. C.).Me.	900,000	—	—	—	750,000	150,000	7,000	—	—	—	—	—	996	Loss.	7	50	....
Dec. 31, 1873	54.0	—	13.0	76.0	—	—	—	—	Bellville and Southern Illinois Ill	2,780,000	—	—	—	1,680,000	1,100,000	—	—	—	—	—	—	—	36,000	—	50	....
Dec. 31, 1873	67.0	—	6.7	—	—	—	—	—	Belvidere Delaware (Penn. R. R.)...N. J.	4,034,829	—	—	571,587	995,800	2,244,500	1,238,838	—	80.0	—	397,158	1,444,678	1,148,223	40 p.c.	—	100	....
Sept. 30, 1873	22.0	—	2.0	—	—	—	—	—	Berkshire (Housatonic) .....Mass.	600,000	—	6,000	7,000	600,000	—	7,245	6,355	—	—	—	—	152,708	152,700	—	100	....
Sept. 30, 1873	201.6	48.0	324.7	—	231	183	52	5,061	Boston and Albany.... Mass. & N. York.	21,876,749	4,453,046	2,316,185	1,067,840	19,864,100	4,319,000	2,266,820	3,263,900	288.9	5,661,554	5,757,624	2,884,520	42,610	35,407	7	100	....
Sept. 30, 1873	26.2	—	2.1	9.8	5	6	2	83	Boston, Barre and Gardner.....Mass.	915,637	141,655	40,118	65,899	826,627	4,400	319,018	13,169	26.2	87,304	116,098	29,340	9,798,033	2,199,878	10	100	134½
Sept. 30, 1873	41.4	1.5	12.2	—	23	24	13	511	Boston, Clinton and Fitchburg .....Mass.	1,379,111	715,820	259,288	110,779	872,600	1,249,600	224,162	118,636	90.2	489,497	487,274	407,072	97,046	16,511	—	100	....
Mar. 31, 1873	93.5	56.9	11.0	—	24	25	20	529	Boston, Concord and Montreal .....N. H.	2,850,000	*	316,429	229,630	1,800,000	1,050,000	29,603	516,456	150.4	.....	171,511	92,187	677,439	116,973	—	100	....
Sept. 30, 1873	26.8	16.0	45.7	—	40	62	*	958	Boston and Lowell.....Mass.	2,476,331	343,634	2,508,971	799,188	2,993,000	1,199,500	1,338,660	507,464	125.5	826,231	2,086,979	605,617	1,464,942	387,118	8	500	100½
Sept. 30, 1873	115.5	8.5	100.6	—	69	142	*	1,636	Boston and Maine.....Mass., N. H. & Me.	8,817,444	1,335,401	820,083	174,822	6,921,274	2,857,199	305,089	1,342,229	189.5	1,458,963	5,008,074	842,004	2,300,094	680,566	8	100	109½
Sept. 30, 1873	44.0	16.5	66.0	—	41	71	11	627	Boston and Providence.....Mass. & R. I.	3,742,515	207,400	1,567,441	219,159	3,950,000	500,000	856,488	430,027	66.5	816,554	3,741,530	827,575	1,822,108	428,342	10	100	143½
Dec. 31, 1873	172.0	—	12.0	70.0	18	12	6	142	Brunswick and Albany¶.....Georgia.	10,548,000	*	(Sold Oct. 15 1873.)			5,980,000	.....		172.0	(Operated by Receiver—No returns.)				.....	—	100	....
Sept. 30, 1873	25.5	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,000	—	44,080	.....	2,286,000	583,000	.....		—	—	—	—	—	40,600	—	100	....
Sept. 30, 1873	43.2	—	6.8	50.0	8	7	3	72	Buff., Corry and Pittsb.... N. Y. & Penn.	1,561,930	*	.....	.....	500,000	1,000,000	350,000		43.2	1,343,729	65,542	109,325	169,989	Loss.	—	100	....
Sept. 30, 1873	141.5	—	13.7	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,338,000	—	—	—	950,000	2,380,000	—		—	—	—	—	—	233,100	7	100	....
Oct. 31, 1873	120.6	—	13.6	—	18	13	4	604	Buff., New York and Phila. N.Y. & Penn.	4,621,324	784,607	305,000	.....	1,615,060	2,577,500	1,233,944		120.6	261,900	234,760	158,836	398,763	48,546	—	100	....
Dec. 31, 1873	371.0	81.0	23.1	—	28	22	9	792	Burl., Cedar Rapids and Minnesota. Iowa.	16,200,000	*	—	—	5,510,000	8,265,000	1,973,197	—	402.0	—	—	—	1,078,310	301,306	—	500	....
Dec. 31, 1873	190.7	48.6	20.8	—	14	12	7	314	Burlington and Missouri River.....Neb.	7,800,000	500,000	476,356	145,904	853,780	7,277,943	118,228	278,126	239.3	392,234	81,217	126,120	628,429	284,214	—	100	56½
Dec. 31, 1873	130.0	20.0	10.9	401.0	8	7	4	218	Burlington and Southwestern. Iowa & Mo.	6,102,510	601,315	.....	.....	1,976,319	3,820,000	729,954	—	150.0	.....	.....	.....	382,719	Loss.	—	100	....
Dec. 31, 1873	71.0	—	2.1	—	4	6	*	50	Cairo, Arkansas and Texas.....Mo.	3,500,000	*	.....	.....	2,000,000	1,500,000	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	301.0	—	19.7	—	27	17	8	710	*Cairo and Fulton*.....Arkansas.	20,000,000	*	.....	.....	12,000,000	8,000,000	.....	—	202.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1873	53.4	0.6	3.3	15.6	8	4	*	292	Cairo and St Louis (narrow).....Ill	2,978,000	*	.....	.....	478,000	2,500,000	.....	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1873	156.6	—	7.8	—	10	8	4	161	Cairo and Vincennes.....Illinois.	6,935,400	*	—	125,236	3,503,636	3,500,000	57,000	—	156.6	113,587	8,418	21,824	72,284	—	—	100	....
Dec. 31, 1873	60.0	7.0	6.1	—	9	52	9	119	Camden and Atlantic.....New Jersey.	1,842,838	458,692	143,921	42,368	1,215,869	1,076,151	107,096	88,702	.....	216,246	463,708	104,541	508,996	210,587	—	50	....
Dec. 31, 1873	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	381,925	350,000	—	—	—	—	—	—	—	45,415	6	100	....
Dec. 31, 1873	41.8	—	5.1	—	3	12	—	—	Cape May and Millville (W. N. Jer.).N.J.	979,282	—	—	—	500,000	400,000	79,282	—	—	—	—	—	—	60,000	6	100	....
June 30, 1873	18.0	0.5	1.2	—	.....	.....	.....	.....	Carbondale and Shawneetown....Illinois.	550,000	*	—	—	350,000	200,000	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	94.0	4.5	19.8	—	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,126,500	—	—	—	4,359,500	1,740,350	—	—	98.5	.....	.....	.....	.....	190,000	—	50	....
Sept. 30, 1873	34.6	—	6.0	—	—	—	—	—	Cayuga & Susquehanna(D.L.&W.)..N.Y	589,110	—	—	—	589,110	—	—	—	—	—	—	—	—	* 53,020	9	100	....
Dec. 31, 1873	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	—	—	—	—	—	—	—	137,052	113,676	100	....
Dec. 31, 1873	271.6	2.5	27.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C.&N.W.).Ia.	11,234,000	—	—	—	7,620,000	3,614,000	—	—	—	—	—	—	—	562,972	562,972	3	100	....
Nov. 30, 1873	294.5	—	42.9	—	108	84	60	1,584	Central of Georgia.....Georgia.	7,500,000	*	1,904,144	5,141,594	7,500,000	3,116,000	3,817,630	112,208	708.5	.....	131,404	.....	3,489,398	379,888	—	100	....
Dec. 31, 1873	189.0	—	16.9	29.3	26	10	8	512	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000,000	4,625,000	950,000	—	189.6	.....	.....	.....	656,104	139,889	—	100	....
Dec. 31, 1873	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey.....New Jersey.	15,293,003	2,796,445	18,000,000	.....	20,000,000	9,386,700	6,729,046	—	80.7	.....	.....	.....	5,369,013	2,507,253	8	100	105
Dec. 31, 1873	137.1	—	31.7	—	37	41	*	1,353	Central Ohio (B. & O.).....Ohio.	5,349,500	*	—	—	2,849,500	2,500,000	—	—	137.2	.....	.....	.....	1,046,435	365,482	6	50	82
Dec. 31, 1873	822.9	385.6	110.4	208.0	200	—	—	—	*Central Pacific*¶.....Cal. Nev. & Utah.	139,746,311	*	38,479,100	2,860,384	64,275,500	—	—	—	1,158.5	.....	.....	.....	13,871,080	8,281,650	3	100	....
May 31, 1873	118.0	—	108.0	—	170	125	51	5,189	Central Vermont.....Vt.	11,500,000	*	.....	.....	5,000,000	6,500,000	.....	—	773.0	.....	.....	.....	.....	.....	—	100	....
June 30, 1873	100.0	—	15.0	100.0	6	6	3	123	*Central Br. of Union Pacific*.....Kan.	3,723,700	*	.....	.....	980,600	2,200,000	303,058	—	100.0	.....	.....	.....	119,663	—	—	100	....
Dec. 31, 1873	195.0	—	12.0	—	21	10	12	221	Charlotte, Columbia & Augusta.... S.Car.	5,017,889	*	97,954	112,353	2,578,000	1,300,000	681,083	669,106	195.0	.....	.....	.....	688,432	291,064	—	100	....
Dec. 31, 1873	22.8	—	2.5	—	—	—	—	—	Chartiers (Penn.).....Pennsylvania.	1,128,690	—	—	.....	604,110	500,000	4,298	—	22.8	39,119	107,209	214,612	61,293	18,029	—	50	....
Sept. 30, 1873	17.4	—	2.3	—	—	—	—	—	Chemung (N. Central).....New York.	400,000	—	—	—	380,000	—	—	—	—	—	—	—	—	39,000	6	100	....
Sept. 30, 1873	20.9	—	0.9	—	—	—	—	—	Cherry V. Shar.& Alb.(D.& H.Can.)N.Y.	600,000	—	—	—	281,350	307,000	21,000	—	—	—	—	—	—	—	—	—	—
Sept. 30, 1873	421.0	9.3	21.5	58.5	70	84	18	2,261	Chesapeake and Ohio.....Va. & W. Va.	41,137,773	*	3,738,067	450,682	15,898,408	22,026,500	7,405,620	—	421.0	1,087,217	220,801	248,226	1,210,569	330,806	—	100	....
Sept. 30, 1873	53.6	—	11.9	—	28	22	10	419	Cheshire.....N.H. & Mass.	2,362,707	326,600	331,259	127,564	2,153,300	808,400	27,238	159,193	88.1	663,014	198,517	456,358	849,086	1,877,575	5	100	....

Dec. 31, 1873	21.5	—	3.1	—					Chester Valley (P.& R.)....Pennsylvania.	1,371,900				871,900	500,000									35,000	—	50	...
Dec. 31, 1873	242.0	117.4	142.6	—	156	75	24	2,966	Chicago and Alton .....Illinois.	16,506,949	*	4,993,605	419,440	12,293,272	5,851,960	3,389,958	284,814	649.1	3,983,560	829,876	1,642,440	5,497,641	2,121,286	10	100	102
Dec. 31, 1873	694.1	548.2	276.9	—	288	111	63	6,754	Chicago, Burlington and Quincy..Illinois.	47,500,176	8,429,732	1,870,246	1,146,088	26,429,563	25,749,782	1,647,080	5,281,162	1,239.3	.....	1,706,784	2,221,744	11,405,226	4,970,458	10	100	105½
Dec. 31, 1873	86.0	—	....	164.0	....	....	....	....	Chicago and Canada Southern..Mich.& O.	3,640,000	440,000	.....	.....	1,557,300	2,500,000	155,700									100	....
Dec. 31, 1873	73.0	—	3.7	—	5	4	2	168	Chic., Cincinnati and Louisville..Indiana.	2,500,000	156,000	10,000	.....	1,500,000	1,000,000	176,000		86.0	.....	.....	.....	108,172	31,165		100	....
Dec. 31, 1873	60.0	—	2.5	—	2	5	*	125	Chicago, Clinton and Dubuque.....Iowa.	2,460,000	*	.....	.....	960,000	1,500,000	.....		60.0	.....	.....	.....	108,172	31,165		100	....
Jun. 30, 1873	108.0	30.0	8.0	62.0	10	1	1	182	Chicago, Danville and Vincennes.....Ill.	5,825,000	*	.....	.....	2,500,000	3,325,000	.....		108.0	.....	72,116	253,865	654,850	237,536		100	....
Dec. 31, 1872	59.0	—	8.1	—	12	16	4	104	Chic., Det. & Can. G'd Junction.....Mich.	2,073,985	*	.....	.....	978,985	1,095,000	.....		59.0	267,131	.....	.....	357,793	L.66,838		100	....
Dec. 31, 1873	117.8	15.1	11.5	—	10	6	3	300	Chic., Dubuque and Minnesota..Io.&Minn.	6,798,300	*	.....	.....	2,378,300	3,321,500	.....		133.0	.....	.....	.....	313,869	143,793		100	....
Dec. 31, 1873	41.0	—	2.0	166.0	—	—	—	—	Chicago and Illinois Southern..Ill. & Ind.	2,378,000	—	.....	.....	760,000	3,000,000	318,000		46.0	.....	.....	.....	.....	.....		100	....
Dec. 31, 1873	80.0	—	8.0	—	15	6	2	21	Chicago and Iowa (C. B. & Q.)....Illinois.	2,895,000	263,000	20,000	.....	1,318,000	1,750,000	100,000		80.0	.....	.....	.....	472,620	93,404		100	....
May 31, 1873	81.3	1.1	16.9	—	—	—	—	—	Chicago, Iowa and Nebraska (C&NW).Ia.	5,000,000	—	.....	.....	4,200,000	800,000	.....		.....	.....	.....	.....	.....	.....	8	100	89½
Dec. 31, 1872	170.0	80.0	22.0	—	25	12	7	612	Chicago and Michigan Lake Shore..Mich.	7,864,500	793,500	.....	.....	1,683,000	6,675,000	300,000		250.0	482,640	.....	137,113	502,933	227,525		100	....
Dec. 31, 1873	814.0	586.0	187.0	—	198	104	57	3,657	Chicago, Milwaukee & St. Paul.Wis. I.& M.	55,337,753	*	2,211,636	945,220	27,673,744	26,261,500	1,533,759	826,156	1,054.0	5,186,188	967,754	1,791,504	9,046,123	3,665,244		100	134½
May 31, 1873	1,459	—	201.4	—	301	158	84	7,680	Chicago and Northwestern.....Ill. & Wis.	62,086,099	*	3,937,427	.....	36,477,084	25,008,500	2,906,058	1,629,968	1,382.2	7,553,086	2,479,202	2,958,390	12,786,607	3,629,947	3	100	37½
Dec. 31, 1873	36.0	—	4.0	104.0	4	4	2	72	Chicago and Pacific.....Ill.	1,260,906	*	.....	.....	900,000	360,000	107,319		36.0	.....	.....	.....	36,009	14,335		100	....
Dec. 31, 1873	128.0	—	7.8	182.0	6	6	2	284	Chicago and Paducah.....Illinois.	2,238,000	*	.....	.....	1,238,000	1,000,000	5,827		128.0	.....	.....	15 mos	123,706	87,767		100	....
Jun. 30, 1873	—	—	57.9	—	—	—	—	—	Chicago, Pekin & South-Western..Ill&Mo.	826,000	—	.....	.....	826,000	.....	.....		.....	.....	.....	.....	.....	.....		100	....
Mar. 31, 1873	493.0	120.5	142.7	—	197	73	29	3,940	Chicago, Rock Island & Pacific.Ill. & Iowa.	28,721,723	*	7,959,082	2,035,230	25,000,000	8,972,000	154,341	4,589,683	660.0	4,340,995	956,734	1,289,890	6,657,050	3,014,267	6	100	99
Mar. 31, 1873	301.0	—	20.0	—	—	—	—	—	Chic. & S. West.(C.,R.I.& Pac.).Ia. & Mo.	14,388,611	—	.....	.....	7,000,000	6,000,000	1,388,611		301.0	.....	.....	.....	.....	.....		100	....
Jun. 30, 1873	6.0	—	6.0	17.0	—	—	—	—	Cincinnati and Baltimore(M.& C.)..Ohio.	1,343,297	—	48,208	13,556	693,005	315,000	397,056		.....	.....	.....	.....	100,000	99,000	8	100	....
Jun. 30, 1873	59.9	—	118.0	—	35	30	13	553	Cincinnati, Hamilton and Dayton...Ohio.	3,974,655	1,127,251	1,979,596	210,531	3,500,000	2,150,000	972,352	669,651	59.9	637,124	731,228	553,704	1,163,366	358,428	8	100	....
Jun. 30, 1873	98.4	—	5.9	—	19	9	6	440	Cin., Hamilton and Indianapolis..O.& Ind.	2,115,504	*	.....	245,239	.....	1,837,000	623,853		98.4	274,100	55,334	111,134	209,677	(Deficit)		100	....
Jun. 30, 1873	20.5	—	10.8	—	—	—	—	—	Cincinnati and Indiana (I. C.& La. F.)..O.	2,032,209	—	.....	.....	500,000	2,000,000	70,000		.....	.....	.....	.....	216,000	.....	6	150	....
Dec. 31, 1873	56.0	—	9.0	—	10	12	*	212	Cincinnati, Lafayette and Chic.(Ill.& Ind.	2,032,209	*	.....	.....	900,000	1,120,000	700,000		56.0		(No returns.)		.....	.....		100	....
Dec. 31, 1873	182.2	16.8	18.5	—	14	12	3	369	Cincinnati and Muskingum Valley..Ohio.	5,497,081	*	.....	.....	3,996,670	1,500,000	.....		148.5	.....	.....	.....	443,217	19,429		100	....
Mar. 31, 1873	36.0	—	2.7	—	5	1	4	162	Cin., Rich. and Chic. (C.H.&D.).O.& Ind.	1,011,995	*	.....	56,955	382,600	625,000	46,284		42.0	131,870	81,165	151,653	228,239	69,766		100	....
Dec. 31, 1873	91.5	—	4.8	—	—	—	—	—	Cin., Rich. & Ft. Wayne (G.R.& I.)...Ind.	3,756,952	—	.....	.....	2,000,000	1,800,000	.....		.....	.....	.....	.....	.....	.....		100	....
Jun. 30, 1873	175.0	15.5	25.8	—	29	27	12	922	Cincinnati, Sandusky & Cleveland...Ohio.	6,175,195	*	778,069	54,963	4,424,342	2,249,300	305,757	28,832	215.5	784,812	.....	314,845	740,772	240,055	6	50	16
Dec. 31, 1873	48.5	—	11.8	—	16	15	6	300	Cincinnati and Springfield (C.,C.,C.&I.)O.	3,792,164	*	.....	33,361	1,100,000	2,411,000	314,525		80.5	472,400	198,607	340,028	603,495	(Deficit)		100	....
Dec. 31, 1873	340.5	49.9	80.6	—	130	52	19	832	Cleveland, Col. Cin. & Ind...Ohio & Ind	17,097,222	*	2,217,654	875,771	16,000,000	3,429,000	876,507	893,390	472.0	4,350,568	543,624	1,680,588	4,887,448	1,337,032	3½	100	66
Jun. 30, 1873	67.0	54.0	37.5	—	—	—	—	—	Cleveland and Mahoning Valley.....Ohio.	4,526,777	—	455,158	26,992	2,759,791	1,967,600	17,961	263,870	.....	.....	.....	.....	681,621	597,890	21½	50	....
Dec. 31, 1873	145.0	12.5	18.5	35.0	22	19	9	602	Clev., Mt. Vernon and Columbus ...Ohio.	4,716,122	*	.....	10,320	1,751,450	2,300,000	674,992		112.5	227,690	159,854	209,010	355,325	133,166		100	....
Nov. 30, 1873	124.0	75.0	61.5	—	97	43	22	3,185	Cleveland and Pittsburg....Ohio & Penn.	12,845,019	2,884,141	409,220	443,010	11,243,003	4,473,844	391,313	473,230	225.7	1,808,102	703,829	1,981,538	3,750,627	1,844,432	7	50	89½
Dec. 31, 1873	314.0	273.0	78.2	—	164	91	*	1,646	Col., Chic. & Ind. Cent...Ohio, Ind & Ill	37,578,101	*	.....	.....	18,328,569	23,563,194	694,358		587.0	.....	.....	.....	4,477,807	233,183		100	13½
Jun. 30, 1873	45.0	—	5.9	—	—	—	—	—	Columbus, Springfield & Cin.....Ohio.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....		.....	(Operated by Cin c., Sand. & Clev.)			.....	.....	6	100	....
Dec. 31, 1873	76.0	13.0	16.0	22.0	29	8	4	1,214	Columbus and Hocking Valley .....Ohio.	3,231,489	1,234,397	30,200	100,528	1,854,450	2,299,000	217,220	275,944	89.0	668,306	153,745	890,439	1,074,187	376,159	20	50	....
Mar. 31, 1874	35.0	7.0	49.0	—	34	39	10	775	Concord.....New Hampshire.	1,500,000	*	191,263	126,208	1,500,000	.....	112,861	184,609	146.5	800,934	614,327	730,741	1,041,439	171,084	10	50	160
Sept. 30, 1873	50.0	5.9	30.0	—	18	25	10	359	Connecticut River .....Massachusetts.	2,105,980	241,938	282,291	418,124	1,950,000	250,000	508,391	461,622	55.9	350,352	1,124,299	405,801	759,327	232,006	10	100	54½
Jun. 30, 1873	110.2	—	16.1	—	23	15	7	676	Connecticut and Passump. Riv..Vermont.	3,461,500	*	498,300	214,899	2,178,449	1,763,757	232,376	118	146.5	508,839	182,280	158,428	802,889	262,275	6	100	72
Sept. 30, 1873	48.4	—	5.5	—	6	15	4	160	Connecticut Valley.....Connecticut.	2,983,819	*	.....	.....	1,034,600	1,000,000	1,177,564		46.4	.....	.....	.....	247,540	103,181		100	....
Sept 30, 1873	66.1	—	7.9	—	8	10	4	177	Connecticut Western.....Connecticut.	4,543,636	*	18,597	67,293	1,890,125	2,674,000	30,678	24,728	66.7	.....	.....	.....	442,734	154,828		100	....
Dec. 31, 1873	6.8	—	9.5	—	—	—	—	—	Connecting (Phila. & Tr.) .....Penn.	2,278,300	—	.....	.....	1,278,300	991,000	.....		.....	.....	.....	.....	.....	136,658	6	50	....
Dec. 31, 1873	34.0	17.0	28.0	—	32	7	2	689	Consolidation Coal.....Ind.	3,911,910	*	10,298,412	433,500	10,250,000	3,183,100	147,928	783,794	61.0	443,179	101,219	2,470,132	3,800,709	681,067	4	100	....
Nov. 30, 1873	58.0	—	8.1	—	12	4	3	687	Corning, Cowanesque & Antrim.NY&P.	1,600,000	—	187,949	.....	1,600,000	.....	.....	.....	64.0	285,934	93,092	1,089,222	428,893	107,763	3½	50	....
Sept. 30, 1873	75.0	7.0	18.5	—	20	17	6	371	Cumberland Valley.....Penn.	1,753,613	*	924,648	301,682	1,774,912	352,300	83,558	775,174	125.0	343,950	254,932	.....	614,185	331,642	8	50	....
Sept. 30, 1873	33.8	—	4.5	—	6	6	2	72	Danbury and Norwalk .....Connecticut.	1,253,731	*	.....	.....	600,000	462,000	31,553	.....	33.8	.....	.....	.....	172,120	69,796	8	50	....
Dec. 31, 1873	45.0	—	2.6	—	—	2	2	17	Danv., Hazleton & Wilkesbarre....Penn.	1,072,350	30,250	.....	.....	684,235	1,700,000	118,000		.....	.....	.....	.....	.....	.....		50	....
Dec. 31, 1873	125.0	41.0	11.9	—	12	8	3	201	Davenport and St. Paul....Iowa & Minn.	5,927,318	*	.....	.....	2,490,000	3,320,000	491,733		122.0	.....	.....	.....	491,798	72,543		100	....
Mar. 31, 1873	140.7	—	20.2	—	23	17	4	666	Dayton and Michigan .....Ohio.	6,204,363	765,256	.....	67,604	2,663,294	2,824,500	549,420		142.0	686,886	283,683	339,997	1,058,411	295,579	3½	100	....
Jun. 30, 1873	31.8	—	1.8	—	4	4	3	68	Dayton and Union .....Ohio.	612,005	*	.....	.....	186,000	527,445	.....		46.8	110,698	55,904	110,088	136,843	52,400		100	....
Oct. 31, 1872	83.0	16.6	6.0	—	—	—	—	—	Delaware ¶ (P.W.& B.).....Delaware.	2,114,184	—	76,153	71,522	1,317,390	870,000	74,470		99.8	317,067	.....	.....	448,481	121,187	6	100	....
Dec. 31, 1873	45.0	—	65.0	—	52	4	2	4,346	Delaware and Hudson.....Penn.	3,503,971	1,672,155	144,411	.....	(See Del	& Hudson Canal.)			195.0	4,253,431	223,143	4,448,739	6,248,465	3,369,817	5	50	107½
Dec. 31, 1873	115.0	80.0	119.0	—	153	30	14	12601	Delaware, Lack. and Western.....Penn.	15,541,031	5,680,323	2,399,883	.....	23,500,000	6,872,200	3,360,005		133.0	.....	.....	.....	316,336	180,131		100	....
Dec. 31, 1873	100.0	—	....	—	6	5	2	32	*Denver Pacific* (K. P.).....Colorado.	6,492,800	*	.....	.....	4,000,000	2,493,000	.....		118.0	.....	.....	.....	392,564	195,530		100	....
Dec. 31, 1873	118.0	—	5.4	....	13	19	*	285	Denver and Rio Grande (narrow).....Col.	6,324,500	*	.....	.....	3,300,000	3,024,500	.....		88.0	.....	.....	.....	.....	.....		100	....
Dec. 31, 1873	88.0	—	7.2	—	....	....	....	....	Des Moines and Fort Dodge.....Ia.	6,400,000	*	.....	.....	4,000,000	2,400,000	.....		161.0	.....	.....	.....	.....	.....		100	....
Dec. 31, 1873	161.0	—	16.9	—	....	....	....	....	Des Moines Valley.....Iowa.	6,221,600	*	.....	.....	3,924,600	2,300,000	.....		73.6	.....	.....	.....	.....	.....		100	....
Oct. 31, 1873	73.6	—	5.2	—	9	6	2	177	Detroit, Eel River and Illinois..Michigan.	2,955,300	*	.....	.....	1,129,300	1,826,000	.....		65.0	.....	.....	.....	491,752	91,317		100	....
Dec. 31, 1873	65.0	—	3.6	—	5	3	3	67	Detroit, Hillsdale and Indiana..Michigan.	1,972,315	211,799	.....	.....	1,000,000	1,470,000	.....		.....	.....	.....	.....	377,498	49,618		100	....
April 1, 1873	164.0	25.0	7.2	—	22	15	5	398	Detroit, Lansing & Lake Michigan..Mich.	5,425,642	932,858	51,715	.....	1,683,500	6,060,000	89,729		.....	674,505	.....	162,927	593,869	88,548		100	....
Dec. 31, 1873	189.0	—	27.1	—	34	28	27	475	Detroit and Milwaukee.....Michigan.	19,504,851	*	.....	.....	2,517,140	7,696,387	.....	289,324	189.0	.....	406,933	303,185	1,204,877	18,534		100	....
Dec. 31, 1873	14.0	—	2.0	—	—	—	—	—	Dexter and Newport (Me. Cen.)...Maine.	300,000	—	.....	.....	122,000	175,000	.....		.....	.....	.....	.....	.....	18,000	6	100	....
Mar. 31, 1873	29.0	—	3.0	—	—	—	—	—	Dover and Winnipisseogee(B.&M.).N. H.	480,000	—	.....	.....	480,000	.....	.....		.....	.....	.....	.....	.....	29,000	6	100	....
Dec. 31, 1873	142.9	—	14.8	—	—	—	—	—	*Dubuque and Sioux City* (Ill. Cen.)..Iowa.	5,894,000	—	645,249	.....	5,000,000	894,000	.....		.....	.....	.....	.....	1,106,339	387,219	6	100	....
Sept. 30, 1873	90.6	—	6.0	9.9	10	10	2	88	Dunkirk, Allegheny Val.& Pitts..NY&P.	4,500,000	*	20,000	.....	1,300,000	3,200,000	.....		90.6	210,652	110,090	94,303	31,444	(Loss.)		100	....
Nov. 30, 1873	36.0	—	23.8	—	—	—	—	—	East Pennsylvania (P. & R.) ....Pa.	1,484,290	—	.....	.....	1,209,000	495,900	.....		.....	.....	.....	.....	.....	109,265	6	50	....
Jun. 30, 1873	242.0	28.0	27.0	—	41	35	6	455	East Tenn., Va., & Georgia ¶..Tenn. & Ga.	9,167,851	*	.....	.....	1,970,024	4,191,900	.....	3,836,377	270.0	.....	.....	.....	1,378,358	449,210	3	100	....
Sept. 30, 1873	41.4	71.7	68.1	—	78	137	38	1,328	Eastern.....Massachusetts.	7,073,391	2,391,648	4,541,017	1,033,257	4,997,000	6,565,300	3,268,194	308,198	265.1	1,583,229	5,696,351	556,153	2,229,839	543,142	6	100	56½
Sept. 30, 1873	16.6	—	8.1	—	—	—	—	—	Eastern .....N. Hamp.	492,500	—	.....	.....	492,500	.....	.....		.....	.....	.....	.....	.....	.....	6	100	45
Dec. 31, 1873	40.0	—	1.9	—	3	—	—	7	Eastern Shore ¶.....Maryland.	875,000	*	.....	.....	295,000	580,000	.....		40.0	.....	.....	.....	80,037	29,068		100	....
May 31, 1873	185.0	—	13.6	45.7	12	6	3	368	Elizabeth and Paducah.....Kentucky.	5,869,086	309,458	1,175,674	147,927	3,796,400	3,000,000	705,745		166.0	269,992	52,635	83,429	228,739	.....		100	....
Dec. 31, 1873	46.8	—	3.3	—	—	—	—	—	Elmira, Jefferson and Canandaigua..N. Y.	500,000	—	.....	.....	500,000	.....	.....		.....	.....	.....	.....	.....	25,000	5	100	....
Dec. 31, 1873	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,264,000	352,000	.....	.....	1,000,000	1,020,000	.....		79.0	488,813	115,890	329,029	.....	165,000	5	50	....
Sept. 30, 1873	459.0	495.0	572.8	—	497	294	81	10373	Erie .....New Jersey, N. York & Pa.	99,440,129	12,199,993	14,226,950	.....	86,686,910	37,917,142	2,714,103		954.0	13,707,460	3,922,166	6,312,702	20,012,606	4,853,316	1	100	82
Dec. 31, 1873	81.5	—	11.3	—	29	11	3	1,823	Erie and Pittsburg (Penn.).....Pa.	4,939,344	*	.....	.....	1,099,550	3,337,000	.....		81.5	.....	.....	.....	1,165,293	380,626	7	50	....
Dec. 31, 1873	202.0	51.0	13.3	—	22	18	7	376	European & North Am. ¶..Me. & N. Pro.	10,000,000	—	.....	.....	4,673,912	5,822,000	.....		253.0	.....	.....	.....	852,198	.....		100	....
Aug. 31, 1873	109.0	23.0	19.0	—	18	10	7	351	Evansville and Crawfordsville...Indiana.	2,479,492	510,151	57,932	43,139	1,144,415	1,085,000	20,308	840,991	109.0	362,337	131,036	220,000	562,763	221,703		100	....
Dec. 31, 1873	55.0	—	7.8	—	7	4	2	219	Evansville, Terre Haute & Chi..Ind.& Ill.	1,281,010	*	43,560	168,657	899,573	775,000	311,228	7,431	55.0	76,734	48,764	162,270	239,403	109,443		100	....
Sept. 30, 1873	50.0	43.3	59.9	—	41	48	18	869	Fitchburg .....Massachusetts.	3,750,209	410,000	375,751	255,617	4,000,000	.....	260,198	531,379	98.3	759,081	2,040,558	777,368	1,399,313	340,079	8	100	123½
Dec. 31, 1873	205.2	26.8	41.0	48.0	42	30	10	935	*Flint and Pere Marquette*.....Mich.	6,145,219	1,371,016	4,464,327	19,191	3,297,300	6,081,406	2,672,046		232.0	916,264	492,365	370,778	1,365,425	653,822		100	....
Dec. 31, 1872	100.0	—	6.1	—	8	6	3	188	Ft. Wayne, Jackson & Sag..Mich.& Ind.	2,914,475	300,000	.....	.....	1,179,475	2,000,000	35,000		100.0	246,612	.....	85,348	280,949	160,794		100	....
Dec. 31, 1873	109.0	—	3.5	—	—	—	—	—	Ft. Wayne, Muncie & Cin. (Pa.)....Ind.	3,300,000	—	.....	.....	1,000,000	2,300,000	.....		109.0	385,824	88,442	116,594	267,108	81,096		100	....
Sept. 30, 1873	26.1	—	3.1	—	—	—	—	—	Framingham & Lowell (B.O.& F.).Mass.	1,282,856	—	.....	33,712	510,796	674,000	131,772		.....	.....	.....	.....	33,685	31,196		100	....
Dec. 31, 1873	51.0	—	3.0	101.0	—	—	—	—	Fremont, Elkhorn and Mo. Val.....Neb.	1,380,000	—	.....	.....	690,000	690,000	.....		.....	(Oper. temporarily by Sioux City & Pacific.)			.....	.....		100	....
Feb. 28, 1874	114.0	—	9.7	58.0	10	7	4	162	Galv., Harrisb. & St. Antonio ¶.....Tex.	4,397,200	*	.....	.....	2,879,600	1,700,000	.....		85.0	.....	.....	.....	303,978	100,972		100	....
Dec. 31, 1873	50.3	—	8.7	—	15	9	4	311	Galv., Houston & Henderson ¶.....Tex.	2,673,501	409,611	267,959	66,403	1,000,000	1,500,000	402,721	513,729	80.0	272,581	101,766	201,318	762,509	351,928		100	....
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Ga.	4,156,000	*	1,295,367	415,605	4,200,000	676,500	137,940	843,233	232.0	1,108,561	.....	.....	1,623,456	490,196	8	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Year ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Jun. 30, 1873	111.0	—	5.5	—	8	6	4	310	Gilman, Clinton & Springfield.....Illinois.	4,056,167	380,680	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	.....	109,568	237,006	(Deficit)	—	100	....
Sept. 30, 1873	14.8	....	0.6	—					Goshen and Deckertown(Erie).New York.	290,901				105,000	246,500	22,108										
Dec. 31, 1872	299.3	26.0	19.9	—	34	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	10,163,975	*	.....	.....	2,681,475	7,482,500	.....		325.3	627,211	491,910	311,070	1,055,192	461,272	—	100	....
Dec. 31, 1873	36.0	—	3.8	—	5	3	2	229	Grand Rapids, Newaygo & L. Shore.Mich.	143,372	216,620	—	—	352,150	676,000	188,163	—	36.0	.....	.....	.....	132,772	63,248	—	100	....
May 31, 1873	94.0	—	6.2	—					Grand River Valley (M. C.).....Michigan.	1,992,000	—	—	—	492,000	1,500,000	—	—	—	—	—	—	—	—	—	—	—
Jun. 30, 1873	24.2	—	6.8	—	6	2	1	346	Grand Tower and Carbondale.....Ill.	621,960	*	(Owned	by G. T.	Mfn.Man	uf. & Tra	ns.Co.B	ankrupt.)	24.2	.....	.....	.....	.....	144,600	5	100	....
Dec. 31, 1873	929.0	—	379.0	—	422	274	84	5,575	Grand Trunk ¶.....Canada.	145,863,770	*	—	3,600,085	54,942,945	93,720,911	.....	—	1,383.0	7,088,594	1,854,945	1,608,584	9,709,486	603,905	—	100	....
Jan. 31, 1873	229.0	241.8	94.8	—	177	146	39	2,929	Great Western ¶.....Canada.	29,137,596	*	4,864,078	541,793	23,667,467	10,716,000	.....	—	470.8	4,416,442	1,017,803	1,337,289	5,732,867	2,203,120	3½	109	....
Mar. 31, 1874	66.0	—	4.0	—	5	3	2	65	Gulf, Western Texas and Pacific¶..Texas	1,492,000	—	—	—	500,000	990,000	.....	—	66.0	.....	.....	.....	289,768	134,979	—	100	....
Jun. 30, 1873	46.0	6.0	2.8	—					Hannibal and Naples (T. W. & W.)...Ill.	1,357,000	—	—	—	457,000	900,000	.....	—	52.0	721,908	.....	78,900	116,170	(Deficit)	—	100	....
Aug. 31, 1872	206.0	90.5	29.2	51.0	79	61	62	1,592	*Hannibal and St. Joseph* ¶.....Missouri.	23,297,728	*	821,792	.....	14,250,828	9,146,900	.....	—	274.5	1,648,638	320,838	415,563	2,484,671	670,530	—	100	26½
Oct. 31, 1873	18.0	—	18.0	—					Harrisburg and Lancaster (Pa.).....Pa.	1,882,530	—	—	—	1,182,550	700,000	—	—	—	—	—	—	—	—	—	—	—
Sept. 30, 1873	122.4	0.8	18.0	70.0	30	36	16	388	Hartford, Prov. & Fishkill ¶....Ct. & R. I.	4,704,866	*	277,087	.....	2,037,940	2,055,500	600,000	—	133.5	.....	1,306,389	298,558	1,064,940	175,132	7	100	....
Sept. 30, 1873	74.0	—	7.0	—	17	16	8	389	Housatonic .....Connecticut.	2,014,871	340,687	.....	.....	2,000,000	541,000	313,981	—	127.8	264,881	167,628	221,100	454,963	144,284	—	100	....
Dec. 31, 1875	45.0	13.8	15.7	—	23	6	*	116	Huntingdon and Broad Top Mt.....Penn.	4,169,966	*	616,500	78,198	1,870,000	2,161,500	833,153	—	58.8	.....	71,869	617,237	431,107	190,004	—	50	14
Dec. 31, 1873	705.5	—	134.6	—	197	119	47	4,650	*Illinois Central* .....Illinois.	34,726,588	*	779,127	1,609,294	27,250,000	6,389,000	—	4,526,009	1,108.9	5,961,325	1,473,507	1,121,353	8,268,325	2,860,741	10	100	95¼
Jun. 30, 1873	14.5	—	6.0	—	4	3	1	156	Illinois and St. Louis.....Illinois.	1,549,757	*	—	144,803	1,361,100	—	262,895	70,565	14.5	48,975	.....	.....	124,437	10,780	—	100	....
Jun. 30, 1873	84.9	—	2.6	67.1	6	4	6	250	Indiana and Illinois Central....Ind. & Ill.	3,293,605	312,797	351,448	.....	1,596,000	1,079,000	189,250	.....	84.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1873	202.5	—	26.5	217.0	66	23	13	1,310	Ind., Bloomington & Western..Ind. & Ill.	13,440,735	*	.....	.....	5,003,700	6,500,000	72,426	.....	210.9	1,634,198	.....	404,336	1,469,807	632,819	—	100	....
Dec. 31, 1873	72.0	—	16.2	—	55	34	16	1,352	Indianapolis and St Louis.....Illinois.	4,095,227	*	801,600	.....	600,000	3,378,000	918,918	.....	265.0	.....	.....	.....	2,097,528	690,909	—	100	....
Dec. 31, 1873	117.0	—	18.5	—	8	7	3	197	Indianapolis and Vincennes (Penn.)..Ill.	4,452,729	195,125	.....	85,937	1,402,000	3,150,000	458,296	.....	117.0	.....	.....	.....	253,784	62,187	—	100	....
Nov. 30, 1873	383.0	18.0	20.5	150.0	40	23	6	667	International & Great Northern ¶....Tex.	16,014,000	*	.....	.....	5,500,000	10,514,000	.....	.....	341.0	.....	.....	107,636	1,066,245	530,035	—	100	....
Dec. 31, 1875	183.7	—	6.2	—					*Iowa Falls and Sioux City* (Ill. C.).....Ia.	7,585,000	—	—	—	4,625,000	2,960,000	—	—	—	—	—	—	433,907	151,867	6	100	....
May 31, 1873	68.8	—	3.5	—					Iowa Midland (C. & N. W.).....Iowa.	2,207,719	*	1,292,281	246 228	44,947	1,350,000	320,428	—	68.8	.....	.....	.....	84,781	1,980	—	100	....
Sept. 30, 1873	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,275,472	*	—	—	494,162	600,000	188,114	—	35.6	127,238	24,401	158,125	152,808	70,501	—	100	....
May 31, 1873	212.0	—	7.9	—					*Jackson, Lansing and Saginaw*...Michigan.	7,000,000	—	—	—	2,000,000	5,000,000	—	—	—	—	—	—	—	—	—	—	—
Jun. 30, 1873	30.7	—	2.1	94.3	2	1	2	27	Jacksonville (N. W. & S. E.).....Ill.	923,200	*	—	—	313,200	610,000	.....	—	30.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	151.2	25.1	9.7	110.0	14	6	4	155	*Jacksonville, Pensacola and Mobile* ¶...Fla.	6,000,000	*	—	—	6,000,000	4,000,000	.....	—	215.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	51.1	1.5	16.2	—					Jamestown and Franklin (L.S.& M.S.)Pa.	2,616,743	—	—	—	606,000	1,000,000	964,743	—	51.0	.....	.....	.....	.....	113,186	—	50	....
Dec. 31, 1873	36.5	9.0	8.6	—					Jefferson (Erie).....Pennsylvania.	8,237,978	—	—	—	2,095,700	2,300,000	942,978	—	—	—	—	—	—	225,000	—	50	....
Dec. 31, 1873	110.0	116.0	36.7	—	45	56	*	987	Jeffersonville, Madison and Ind..Indiana.	6,292,316	*	1,239,310	.....	2,000,000	4,871,000	760,617	—	226.0	.....	.....	.....	1,379,791	446,200	7	100	....
Dec. 31, 1873	37.7	—	4.2	—					Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	164,000	.....	1,500,000	500,000	.....	—	—	—	—	—	—	162,127	7	100	....
May 31, 1874	44.0	—	8.2	—					Joliet and N. Indiana (M. C.)..Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1873	67.6	—	6.7	—					K'm'zoo, All'g'n & G.Rap.(LS&MS).Mich.	1,450,000	—	—	—	610,000	840,000	—	—	—	—	—	—	—	88,000	8	100	....
Dec. 31, 1872	56.0	—	1.7	491.5	3	2	2	89	Kansas Central (? ft.).....Kas.	755,225	75,765	394,958	—	840,000	—	—	—	—	—	—	—	—	103,800	6	100	....
Mar. 31, 1874	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Joseph & Co. Bl. Mo.& Ia.	8,667,729	1,003,410	.....	634,775	2,789,414	6,626,500	.....	.....	260.7	(Returns for 1872–'73.)			1,237,813	418,213	—	100	....
Dec 31, 1873	31.9	—	1.8	—					Kansas City & Santa Fe (L.L. & G.).Kan.	.....	.....	.....	.....	720,000	720,000	.....	.....	31.9	(Refused.)			.....	.....	—	100	....
Dec. 31, 1873	689.0	34.0	48.0	—	88	56	*	1,163	Kansas Pacific.....Kansas & Col.	35,219,618	*	3,722,901	.....	9,689,950	26,015,600	2,917,359	.....	639.0	.....	.....	.....	3,563,299	1,446,309	—	100	....
Dec. 31, 1873	99.0	—	11.2	—	17	15	6	312	Kentucky Central.....Ky.	.....	.....	.....	.....	.....	1,981,000	.....	.....	99.0	(All refused.)			.....	.....	—	100	....
Mar. 31 1874	162.0	—	14.0	—	16	10	5	259	Keokuk and Des Moines .....Iowa.	6,078,320	*	.....	.....	3,924,600	2,153,720	.....	.....	162.0	(Re-organized January 1, 1874.)			.....	.....	—	100	....
Dec. 31, 1873	49.0	—	2.4	—	5	11	3	58	Knox and Lincoln .....Maine.	2,707,573	*	72,900	11,762	363,335	2,395,000	34,000	.....	49.0	96,716	91,795	13,392	141,720	68,032	—	100	....
May 31, 1873	29.0	—	3.0	—					La Crosse, Tremp. & Pres. (C.&NW)Wis.	1,386,540	—	—	5,322	990	1,000,000	390,872	—	29.0	.....	.....	.....	230,551	165,777	—	100	....
Jun. 30, 1873	80.0	—	3.5	—					Laf., Bloom'ton & Miss. (T.W.&W.)..Ill.	2,300,000	—	—	—	1,000,000	1,300,000	—	—	80.0	199,672	.....	100,965	157,131	34,926	—	100	....
Dec. 31, 1873	36.0	—	1.9	79.0	—	—	—	—	Laf., Muncie & Bloom'ton(T.W.&W.).Ill.	.....	.....	.....	.....	117,073	666,000	.....	.....	36.0	(Refused.)			.....	.....	—	100	....
Jun. 30, 1873	67.5	—	4.0	112.5	6	3	3	83	Lake Erie and Louisville. .....Ohio.	2,427,732	*	82,603	22,032	1,115,350	890,000	510,906	16,511	67.5	77,806	48,651	40,676	90,068	21,751	—	100	....
Sept. 30, 1873	640.4	493.6	61.5	—	462	171	82	9,843	Lake Ontario Shore Line.....New York.	2,792,081	*	.....	.....	1,857,106	1,488,200	268,760	.....	57.3	50.128	69,122	37,234	55,785	2,082	—	100	....
Jun. 30, 1873	92.4	8.0	12.9	—	9	8	*	200	Lake Shore & Mich. S.N.Y.P.,O. Ind.& Ill.	63,496,167	13,586,639	8,551,485	4,174,756	50,000,000	31,195,000	6,654,322	1,428,675	1,164.0	15,421,103	2,145,163	5,511,918	19,414,509	5,667,911	4	100	72½
Aug. 31, 1873	156.0	—	13.4	—	11	10	4	348	Lake Shore and Tuscarawas Valley.Ohio.	4,248,158	223,274	—	53,125	1,981,916	2,300,000	231,890	10,762	75.4	.....	60,863	111,409	128,669	7,011	—	100	....
Dec. 31, 1873	17.8	3.0	12.2	—					Lake Superior and Mississippi.....Minn.	7,081,000	—	—	—	5,125,000	7,647,000	16,000	—	211.0	.....	81,559	.....	484,811	—	—	100	....
Dec. 31, 1873	21.5	—	2.2	—					Lawrence (P. F. W. & C.) .....Pa.	715,126	—	39,548	—	360,200	355,000	9,458	—	20.8	.....	.....	.....	189,382	75,758	10	100	....
Apr. 30, 1873	144.1	1.8	9.2	—	20	14	9	256	Leav'worth, Atchison & Nthw. (Pac.).Ks.	1,000,000	—	—	—	600,500	500,000	—	—	—	—	—	—	—	42,000	—	100	....
Dec. 31, 1873	15.0	—	1.5	21.0	—	—	—	—	*Leavenworth, Lawrence & Galveston* ...Ks.	5,378,157	604,364	5,560,061	125,119	5,000,000	5,860,000	867,695	—	208.6	.....	.....	.....	479,756	86,668	—	100	....
Dec. 31, 1873	105.0	32.3	100.0	—	92	14	12	7,762	Lehigh and Lackawanna (L. & S.)....Pa.	675,100	—	—	—	375,100	300,000	—	—	15.0	.....	20,675	44,107	42,387	13,676	—	50	....
Nov. 30, 1873	101.0	132.4	228.7	—	194	44	29	9,726	Lehigh and Susquehanna (C. of N. J.).Pa.	12,757,895	*	—	(Owned	by Lehig	h Coal'&	Nav. C	ompany.)	174.0	1,924,045	511,501	3,403,372	3,447,817	2,106,566	10	50	....
Dec. 31, 1873	120.0	76.0	63.5	—	53	38	24	659	Lehigh Valley.....Pa.	19,750,425	*	15,384,664	—	23,222,446	10,875,000	1,837,643	—	223.4	.....	1,096,820	6,373,196	7,424,895	3,540,035	10	50	122½
Dec. 31, 1873	100.0	—	2.0	60.0	7	4	1	60	Little Miami & Col. Xenia (P.C.&S.L.)O.	6,789,473	*	260,964	44,910	4,608,250	1,590,000	.....	.....	196.0	.....	.....	.....	1,401,548	162,018	8	100	....
Apr. 30, 1874	70.0	—	....	50.0	2	1	1	12	*Little Rock and Fort Smith* ¶.....Ark.	9,350,000	*	—	—	4,675,000	4,675,000	—	—	100.0	—	—	—	90,880	Loss.	—	100	....
Nov. 30, 1873	28.3	3.0	19.9	—					Little Rock, Pine Bluff & N. O. ¶ (nar.)Ps.	1,400,000	*	—	—	700,000	700,000	.....	—	.....	(Operations not reported.)			—	—	—	100	....
May 31, 1873	98.0	2.0	5.0	—	9	5	3	245	Little Schuylkill (P. & R.). .....Pa.	1,416,188	—	10,000	—	2,646,100	747,500	—	—	—	—	—	—	214,839	209,669	7	50	92
Dec. 31, 1873	9.0	—	—	—					Logansport, Crawfordsville & S. W. .Ind.	3,500,000	*	—	.....	1,500,000	2,000,000	.....	—	118.0	(Operations not reported.)			—	—	—	100	....
Sept. 30, 1873	94.0	64.0	17.1	—	22	43	9	249	Long Branch and Sea Shore (S.N.J.). N. J.	398,863	—	—	—	171,800	200,000	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	101.1	—	9.2	—					Long Island ¶.....N. Y.	5,226,902	*	.....	.....	3,300,000	1,500,000	205,000	—	158.0	.....	.....	.....	806,716	473,159	4	100	....
July 1, 1873	93.5	61.4	23.1	23.0	42	26	13	379	Louisiana & Missouri River(C.&A.)..Mo.	5,902,440	—	—	—	1,516,500	1,516,500	1,588,343	—	—	—	—	—	—	138,370	—	100	....
Dec. 31, 1873	286.0	—	17.0	—	86	15	10	479	Louisville, Cincinnati and Lexington..Ky.	7,981,305	*	.....	.....	2,474,483	4,234,519	1,709,147	—	174.9	.....	.....	.....	1,210,382	301,719	—	100	....
Dec. 31, 1873	31.0	—	2.1	124.0	3	1	—	14	Louisv., New Albany and Chicago...Ind.	(nominal.)	—	—	—	3,000,000	—	—	—	288.0	(No returns furnished.)			—	—	—	100	....
Jun. 30, 1873	186.0	430.8	59.4	—	123	97	*	1,669	Louisv., N. Alb. & St. L. A. L..Ind.& Ill.	2,549,222	44,105	242,677	.....	1,569,073	780,000	184,617	—	31.0	.....	.....	.....	11,764	917	—	100	....
Sept. 30, 1873	12.4	—	2.3	—					Louisv., Nashv. & Gt. So. ¶..Ky. & Tenn.	22,046,339	*	8,253,416	595,765	8,981,439	14,520,500	5,211,942	1,781,627	605.8	.....	.....	.....	4,909,426	1,411,123	7	100	....
Mar. 31, 1873	78.0	—	3.9	—					Lowell and Lawrence (B. & L.). ...Mass.	363,158	—	—	13,032	200,000	54,700	10,532	110,768	—	—	—	—	21,786	18,815	6	100	....
Dec. 31, 1873	187.0	10.0	5.6	—	12	19	4	170	Macon and Augusta (Ga.).....Ga.	2,506,170	—	—	—	1,631 900	770,000	104,270	—	78.0	.....	.....	.....	120,758	7,491	—	100	....
Jun. 30, 1873	38.0	—	6.0	—					Macon and Brunswick ¶.....Ga.	5,750,000	*	.....	.....	3,500,000	2,250,000	.....	—	107.0	.....	.....	.....	437,298	148,333	—	100	....
									Mahoning Coal (L. S. & M. S.).....Ohio.	2,199,833	—	—	.....	1,075,000	1,075,000	98,179	—	—	—	—	—	—	.....	—	100	....

Dec. 31, 1873	129.0	18.1	25.0	—	60	64	44	1,460	Maine Central ¶	Maine.	11,100,270	1,052,313	163,723	314,399	4,412,920	6,894,183	1,397,646	445,956	357.0	1,279,222	719,760	401,904	2,268,077	683,576	—	100	49¼
Mar. 31 1874	22.4	—	3.1	—	—	—	—	—	Manchester and Lawrence	N.H. & Mass.	825,000	175,000	72,124	52,902	1,000,000	—	35,920	89,106	26.0	77,940	160,909	72,314	190,037	100,722	10	100	—
Sept. 30, 1873	21 3	—	4.7	—	—	—	—	—	Mansfield & Framingham	(B.C.&F.).Mass.	768,569	—	—	—	300,000	470,000	—	—	21.3	—	—	—	188,246	—	—	100	—
Jun. 30, 1873	44.0	—	1.8	179.0	—	—	—	—	Mans'fd, C'd Water & L.M.	(Pa.)O.& Mich.	513,909	—	1,666	—	474,644	206,949	133,882	—	37.0	23,080	4,136	3,014	8,803	475,062	—	100	—
Dec. 31, 1873	191.0	86.0	64.0	—	84	27	16	1,231	Marietta and Cincinnati	Ohio.	23,112,721	*	1,399,964	4,359,858	13,999,955	11,307,903	3,594,640	—	284.0	2,745,600	564,457	279,167	2,126,875	482,539	—	100	—
Jun. 30, 1873	58.0	10.0	7.9	29.0	6	4	2	85	Marietta and Pittsburg	Ohio.	2,368,475	74,994	—	—	1,100,000	1,500,000	40,000	—	68.0	(5 mos.)	25,869	39,014	35,687	14,400	—	100	—
Dec. 31, 1873	62.8	20.6	17.3	66.0	30	5	3	1,796	*Marquette Hough. & Ontonagon*	Mich.	7,088,149	1,077,421	160,982	142,138	2,306,600	5,364,000	638,987	159,053	83.4	603,280	174,955	744,800	1,059,673	417,027	—	100	—
Dec. 31, 1873	54.0	—	2.0	—	3	3	1	16	Maryland and Del. (N.J.S.)	Md. and Del.	1,500,000	*	—	—	500,000	1,000,000	—	—	54.0	96,560	—	—	—	—	—	100	—
Jun. 30, 1873	271.0	19.0	25.0	—	48	34	10	762	Mem. & Char. (S.R.S.Co.)	T., M. & Ala.	8,770,952	*	1,081,310	—	5,312,725	4,017,142	586,180	—	290.0	991,695	290,380	—	1,402,116	453,724	—	100	—
Jun. 30, 1873	181.0	—	2.5	—	14	6	3	127	Memphis and Little Rock ¶	Arkansas.	(Ne	w comp	any not y	et repor	ting.)	—	—	—	131.0	—	—	—	557,609	245,258	—	100	—
Dec. 31, 1873	9.8	—	1.1	12.7	—	—	—	—	Mercer & Somerset	(U.Co's of N. J.). N.J.	735,218	—	—	—	270,900	471,000	—	—	—	—	—	—	—	51,943	7	100	—
May 31, 1874	108.0	—	11.3	—	—	—	—	—	Michigan Air Line (M. C.)	Mich. & Ind.	2,698,847	—	—	—	—	1,900,000	554,531	—	—	—	—	—	—	162,000	—	100	—
May 31, 1873	285.0	103.0	158.0	—	210	170	57	4,117	Michigan Central	Mich., Ind. & Ill.	24,536,881	*	5,976,001	803,725	18,738,204	11,685,000	216,437	724,966	788.0	3,992,871	862,352	729,119	7,302,118	2,315,183	9	100	72¼
Dec. 31, 1872	47.8	11.0	3.6	—	5	4	2	4	Michigan Lake Shore (Pa.)	Michigan.	1,349,125	*	—	70,100	450,000	880,000	80,324	—	68.5	620,742	112,122	55,314	117,744	26,401	—	100	—
Dec. 31, 1873	86.0	23.0	5.1	39.0	7	5	2	392	Midland	Canada.	3,186,792	378,246	68,096	22,208	834,782	1,630,333	431,278	758,949	86.0	—	—	—	318,160	137,984	—	100	—
Dec. 31, 1873	84.0	—	5.0	—	5	3	2	100	Midland Pacific	Nebraska.	3,200,000	*	—	—	1,600,000	1,600,000	—	—	84.0	—	—	—	—	—	—	100	—
Nov. 30, 1873	39.0	—	1.4	—	—	—	—	—	Milledgville & Eatonton	(C. of Ca.)...Ga.	600,000	—	—	—	200,000	—	—	—	—	—	—	—	—	14,000	7	100	—
Dec. 31, 1873	110.0	16.7	4.9	—	8	8	3	160	Milwaukee and Northern	(W. C.)....Wis.	3,249,050	*	—	—	1,580,000	1,625,000	—	—	132.0	64,784	40,928	23,141	120,840	74,561	—	100	—
Mar. 31, 1873	90.0	45.0	2.1	—	7	—	—	125	Milwaukee L. Shore and Western	...Wis.	4,200,000	*	—	—	1,500,000	2,700,000	—	—	119.7	—	—	—	—	—	—	100	—
Dec. 31, 1873	52.8	—	85.6	—	—	—	—	—	Mine Hill and Schuy'l Haven	(P.&R.). Pa.	3,969,100	—	76,498	—	3,969,100	—	—	—	—	—	—	—	—	294,271	7½	100	105
Dec. 31, 1873	12.5	—	1.3	87.5	2	2	—	12	Mineral Range	Michigan.	348,000	—	—	—	99,655	161,800	88,726	7,976	12.5	(3 mos.)	12,008	6,378	19,422	7,973	—	100	—
Dec. 31, 1873	27.5	—	2.7	—	—	—	—	—	Missisquoi (C. V.)	Vt.	742,697	—	—	—	243,500	500,000	—	—	—	—	—	—	—	—	—	100	—
Dec. 31, 1873	349.1	—	40.7	—	63	28	13	867	Mississippi Cen. ¶	(S.R.As.)M.K.& Tenn.	17,266,837	*	—	—	5,425,535	8,000,000	3,831,302	—	237.0	—	—	—	—	—	—	100	—
Sept. 30, 1873	100.0	—	6.2	—	12	12	4	144	Mississippi and Tennessee ¶	Miss. & Tenn.	3,833,393	*	—	—	825,407	2,211,214	186,121	—	100.0	273,595	—	—	560,651	240,929	—	100	—
Dec. 31, 1873	42.0	—	4.8	225.0	4	5	4	152	Mississippi Valley and Western	Mo.	1,600,000	*	—	—	800,000	800,000	—	—	—	—	—	—	—	—	—	100	—
Dec. 31, 1873	85.0	—	4.2	200.0	5	2	3	95	Missouri, Iowa and Nebraska	Mo. & Ia.	2,800,000	*	700,000	—	1,500,000	2,000,000	—	—	—	—	—	—	—	—	—	100	—
Mar. 31, 1873	642.9	—	33.0	—	50	36	23	1,028	Missouri, Kansas and Texas	M.K.& Tex.	33,820,216	1,558,224	696,309	3,429,261	16,945,000	16,596,000	4,775,442	1,217,508	586.0	1,295,491	152,148	248,222	2,317,568	940,661	—	100	—
Dec. 31, 1873	100.0	—	8.9	—	21	14	7	792	Missouri River, Ft. Scott & Gulf	Kansas.	13,722,919	*	163,922	79,108	5,947,000	6,993,000	504,702	—	160.0	—	—	—	711,410	291,302	—	100	—
May 31, 1873	84.0	—	6.8	144.0	8	4	2	79	*Mobile and Girard* ¶	Alabama.	1,714,866	*	294,871	91,348	1,278,378	711,000	110,430	—	84.0	—	—	—	182,591	27,123	—	100	—
Apl. 30, 1873	154.0	14.0	6.9	—	31	13	9	328	Mobile and Montgomery ¶	Alabama.	5,474,554	724,590	191,308	429,703	2,034,800	2,596,500	769,046	—	168.0	—	—	—	691,277	162,518	—	100	—
Dec. 31, 1873	472.0	50.1	47.8	—	121	38	17	1,006	*Mobile and Ohio*	Ala., Miss., Tenn. & Ky.	18,123,012	*	3,612,679	331,907	5,320,600	12,073,953	1,451,648	25,263	517.6	1,507,021	359,636	347,588	2,801,127	904,863	—	100	—
Oct. 31, 1873	80.0	—	4.0	—	5	5	2	69	Montg'y and Eufaula ¶	(L.N.&Gt.S.)..Ala.	3,417,920	*	—	197,311	1,149,350	1,810,000	429,716	91,702	80.0	—	—	—	—	—	—	100	—
Sept. 30, 1873	23.8	—	4.3	—	—	—	—	—	Monticello and Port Jervis	(Erie)...N. Y.	1,122,311	—	—	—	418,995	650,000	59 200	—	23.8	24,711	20,107	27,319	56,211	17,201	—	100	—
Dec. 31, 1873	84.0	34.0	144.0	—	30	21	10	757	Morris and Essex (D. I.&W.)	N. Jersey.	17,159,461	12,170,560	—	—	14,165,450	13,796,000	1,368,571	—	118.0	—	—	—	4,214,846	1,193,840	7	100	—
Sept. 30, 1873	20.2	—	1.9	—	—	—	—	—	Nashua, Acton & B	(Fitchb.)N.H.&Mass.	679,960	—	140	5,880	253,700	142,000	280,150	[3 mos.	20.2	14,931	16,518	3,961	10,601	5,750	—	100	95
Sept 30, 1873	14.5	—	18.5	—	18	21	8	422	Nashua and Lowell	(B.& L.)N.H.& Mass.	881,597	155,659	99,520	105,696	800,000	105,535	120,828	216,109	43.2	371,205	937,628	272,088	615,846	83,452	10	100	123¼
Sept. 30, 1873	122.0	12.5	8.6	—	22	9	6	177	Nashv. & Decatur	(L.N.&Gt.S.)T.& Ala.	3,837,619	433,218	655,704	59,108	1,511,807	2,624,000	518,853	327,120	134.5	228,629	108,179	48,583	453,012	160,656	—	100	—
Jun. 30, 1873	321.0	20.0	30.0	92.0	83	26	10	1,115	Nashv., Chattanooga & St. Louis	T.& Ala.	13,286,049	*	342,594	348,252	6,486,049	2,812,165	2,987,668	1,694,018	341.0	1,213,663	166,084	384,240	1,655,519	471,751	—	100	—
Sept. 30, 1873	57.0	4.5	4.9	—	12	14	4	281	Naugatuck	Connecticut.	2,056,852	*	146,087	61,681	1,881,000	103,000	46,146	283,581	61.5	—	—	—	543,937	201,890	10	100	—
Dec. 31, 1873	5.5	—	—	—	—	—	—	—	Newark and Hudson	(Erie)..... N. J.	2-6,000	—	—	—	250,000	250,000	—	—	—	—	—	—	—	41,000	7	100	—
Dec. 31, 1873	8.0	—	10.0	—	—	—	—	—	Newark and New York	(C. of N.J.). N. J.	2,443,032	—	—	—	977,500	600,000	882,675	—	—	—	—	—	—	175,000	7	100	—
Jun. 30, 1873	48.7	1.2	3.8	—	—	—	—	—	Newark, Som'rst & Str'sv'le	(S.M.&N.). O.	1,728,000	—	20,754	—	573,650	800,000	75,100	—	44.9	—	—	—	—	—	—	100	—
Sept. 30, 1873	21.5	16.1	8.2	—	9	22	11	167	New Bedford	Mass.	977,418	241,544	25,500	48,040	1,010,100	171,500	52,405	58,492	37.6	126,156	30,051	—	143,591	29,901	—	100	—
Sept. 30, 1873	8.3	—	0.4	—	2	1	—	—	New Canaan	Conn.	230,747	26,343	—	—	164,050	86,000	9,860	—	8.3	21,021	37,733	5,423	18,491	137,868	5	100	137¼
Dec. 31, 1873	14.9	—	3.2	—	—	—	—	—	Newcastle& Beaver Val.	(P.Ft.W.&C.)Pa.	809,701	—	—	—	605,000	24,200	—	—	14.9	—	—	—	—	Loss.	—	50	—
Sept. 30, 1873	13.0	—	1.3	—	3	4	2	27	New Haven and Derby	Conn.	1,182,460	*	—	—	455,000	550,000	—	—	13.0	—	—	—	351,089	140,436	10	100	—
Sept. 30, 1873	52.0	—	5.0	—	4	8	2	112	N. Hav., Middlet'n & Willimantic	Conn.	5,987,500	*	—	—	677,500	4,000,000	1,268,750	—	52.0	—	—	—	83,820	25,976	—	50	—
Sept. 30, 1873	83.9	25.4	20.7	—	20	17	7	404	New Haven and Northamp.	Conn. & Mass.	3,669,786	783,012	194,174	67,906	2,469,850	1,900,000	286,024	69,004	109.3	449,429	390,220	298,888	660,057	190,122	3	100	—
Dec. 31, 1873	74.0	—	6.8	—	18	20	6	189	New Jersey Midland	New Jersey.	8,795,859	*	—	—	3,000,000	5,000,000	1,000,000	—	74.0	—	—	—	—	—	—	100	—
Dec. 31, 1873	70.5	45.0	12.0	—	22	62	7	381	New Jersey Southern	New Jersey.	9,820,000	*	—	—	5,000,000	4,820,000	—	—	115.5	—	—	—	745,794	39,607	—	100	—
Sept. 30, 1873	100.0	—	2.8	—	21	15	8	266	N. London Northern	(C.V.)Conn.& Mass.	1,661,126	187,448	110,074	25,671	1,428,800	380,000	123,978	31,525	100.0	523,988	324,472	206,005	606,956	150 000	10	100	—
Dec. 31, 1873	206.0	43.0	35.0	—	57	31	15	993	N. Orleans, Jack. and Gt. North.	L. & M.	15,279,042	*	—	1,658,368	4,784,000	8,000,000	1,176,020	3,037,390	206.0	—	—	—	1,790,499	803,561	—	100	—
Dec. 31, 1872	203.0	—	....	532.0	—	—	—	....	N. O., Mobile and Texas ¶	Ala.M.& La.	6,500,000	*	(No	account	can be ob	tained.)	—	—	—	—	—	—	—	—	—	100	—
Sept. 30, 1873	130.8	4.6	5.5	—	39	79	39	538	N. York and Harlem	(N.Y.C.&H.R.)N.Y.	14,486,514	1,549,945	2,366,082	—	9,000,000	7,039,069	667,375	1,566,725	161.8	911,879	1,962,970	430,055	3,369,169	1,440,810	8	100	124¾
Sept. 30, 1873	86.8	53.2	30.7	71.0	30	39	17	418	New York and New England	M.& Conn.	22,500,000	633,200	—	—	20,000,000	2,500,000	—	—	139.0	637,515	1,723,337	363,734	728,568	128,546	—	100	—
Feb. 28, 1873	248.0	131.0	66.0	120.0	84	51	30	1,683	New York and Oswego Midland	N.Y.	17,896,236	2,241,918	979,159	—	7,183,082	10,454,655	3,256,662	368,012	551.0	—	—	—	—	—	—	100	—
Sept. 30, 1873	411.8	298.4	851.8	—	519	421	177	13745	New York Central & Hudson River	N.Y.	78,014,954	*	39,140,046	—	39,428,300	27,225,533	1,167	—	858.3	17,859 361	7,630,741	5,522,724	29,128,851	10,741,489	8	100	100¼
Sept. 30, 1873	75.0	—	4.8	75.0	7	9	3	121	New York, Kingston and Syracuse	N.Y.	3,245,000	*	—	—	2,662,922	2,000,000	92,692	—	75.0	—	(No	returns.)	—	—	—	100	—
Sept. 30, 1873	124.3	16.7	167.6	—	88	171	59	1,324	N. Y., N. H. & Hartford	N.Y.,C.& Mass.	12,577,627	2,075,711	1,593,610	2,023,516	15,500,000	1,126,500	1,089,669	1,554,395	141.0	1,848,201	3,892,674	895,935	4,701,236	1,846,972	10	100	120¼
Aug. 31, 1873	62.5	1.3	34.5	—	22	22	8	229	N. Y., Providence & Boston	Conn.&R.I.	2,598,000	*	459,860	62,584	2,047,860	1,010,000	62,584	—	63.8	452,147	656,551	247,764	933,631	383,320	10	100	—
Sept. 30, 1873	99.0	—	3.6	—	—	—	—	—	Niag. F. & Canandaigua	(N. Y. C.). N.Y.	3,210,616	—	—	—	1,000,000	—	—	—	—	—	—	—	—	60,000	6	100	—
Dec. 31, 1873	233.0	—	11.2	—	24	18	10	277	North Carolina ¶	(R. & D.)..... N.C.	4,947,741	*	—	—	4,000,000	553,413	—	—	—	—	—	—	—	260,000	6	100	—
Feb. 28, 1873	102.0	—	9.0	—	14	14	5	142	Northeastern ¶	S. C.	2,148,131	*	88,820	37,264	979,850	1,210,528	30,457	53,380	102.0	293,721	82,719	—	396,463	159,768	—	100	—
Dec. 31, 1873	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.	—	—	—	—	—	—	—	—	72.0	—	—	—	—	—	—	100	—
Oct. 31, 1873	55.6	12.1	48.5	—	42	42	21	908	North Pennsylvania	Pa.	7,174,125	1,285,461	1,567,582	—	3,596,500	4,456,600	252,985	—	75.0	709,266	984,723	996,213	1,477,540	498,878	5s	50	88¼
Dec. 31, 1873	62.7	—	3.4	—	—	—	—	—	Northwestern Union	(C. & N. W.)... Wis.	3,500,000	—	—	—	—	3,500,000	—	—	—	—	—	—	—	—	—	100	—
Jun. 30, 1873	23.0	—	1.0	115.0	2	2	4	16	North and South Georgia ¶	Ga.	666,000	24,197	—	33,901	472,523	240,000	61,573	—	—	—	—	—	—	—	—	100	—
Dec. 31, 1873	188.0	4.0	129.5	—	141	69	42	6,264	Northern Central ¶	Md. & Pa.	11,959,069	3,470,815	3,000,000	895,882	5,842,000	11,419,756	1,599,924	464,086	357 0	—	—	—	5,031 365	1,152,704	—	50	69
Mar. 31, 1873	69.2	13.4	17.6	—	27	16	6	540	Northern New Hampshire	N. H.	3,068,400	*	368,597	158,979	3,068,400	102,100	145,986	274,490	82.6	506,848	195,406	411,888	706,355	217,103	8	100	103¼
Dec. 31, 1873	21.3	—	4 6	—	—	—	—	—	Northern New Jersey	(Erie) ..... N. J.	527,482	—	872,548	—	1,000,000	400,000	—	—	—	—	—	—	—	108,200	8	100	—
Aug. 31, 1873	491.3	—	9.3	512.0	79	24	24	1,679	*Northern Pacific*	Minn.,Dak.,Wash.&c.	26,285,114	*	1,569,676	1,390,283	18,289,300	24,841,646	6,961,000	—	211.0	—	—	—	—	—	—	100	—
Sept. 30, 1873	59.4	7.0	14.0	—	21	15	7	528	Norwich and Worcester ¶	Conn.& Mass.	3,395,160	*	833,739	78,016	2,823,400	699,000	443,057	421,459	66.4	403,993	377,588	329,624	853,947	281,101	10	100	122¼
Sept. 30, 1873	118.0	4.0	18.0	—	34	19	4	1,026	Ogdensburg & L. Champlain	(C.V.)..N.Y.	5,796,921	*	—	—	5,077,000	1,012,000	—	—	—	—	—	—	—	456,350	7	100	48
Jun. 30, 1873	240.0	53.0	72.0	—	124	59	27	2,480	Ohio and Mississippi	O., Ind. & Ill.	35,308,844	—	—	—	24,039,000	10,559,090	719,754	—	293.0	3,644 714	477,062	927,258	3,754,422	1,141,109	—	100	25¼
Dec. 31, 1873	96.6	28.0	55.5	—	32	19	5	315	Oil Creek and Allegheny Valley	Pa.	5,615,633	1,008,331	—	50,000	4,959,450	3,680,000	249,105	—	123.0	663,296	445,707	556,546	1,067,734	342,738	6	50	11
Sept. 30, 1873	217.1	39.9	63.4	—	59	129	24	916	Old Colony	Mass.	9,080,680	1,134,746	786,898	505,834	6,561,200	3,255,000	1,080,356	611,502	258.9	1,354,474	4,256,840	625,251	2,377,252	712,089	7	100	106¾
Dec. 31, 1873	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	N. Y.	980,953	—	—	—	300,000	550,000	—	—	—	—	—	—	—	62,500	8	100	—
Sept. 30, 1873	35.0	—	57.9	—	11	12	4	258	Oswego and Syracuse	(D. L. & W.)..N.Y.	1,445,114	*	—	—	1,144,400	180,000	—	—	—	—	—	—	—	115,598	9	100	—
Dec. 31, 1873	283.5	15.5	....	—	—	—	—	—	*Pacific*	(A. and P.)..... Mo.	20,500,000	*	—	—	7,000,000	13,500,000	—	—	486.7	—	—	—	1,408,500	1,383,500	5	100	39¼
Dec 31, 1873	115.6	—	4.9	50.4	8	4	2	97	Paducah and Memphis	Ky. and Tenn.	4,124,106	206,108	579,597	233,616	2,924,150	1,541,000	610,062	68,212	90.0	—	—	—	156,849	68,212	—	100	—
Jun. 30, 1873	11.0	—	0.7	83.4	4	1	1	46	Painesville and Youngstown	O.	570,892	*	—	—	571,000	—	—	—	11.0	—	23,251	2,849	13,029	—	—	100	—
Jun. 30, 1873	34.0	—	0.9	—	—	—	—	—	Paris and Danville	Ill.	1,360,000	—	—	—	160,000	1,190,000	10,000	—	34.0	27,456	19,819	—	33,917	(Deficit)	—	100	—
Jun. 30, 1873	72.0	—	6.0	—	7	5	3	127	Paris and Decatur	Ill.	2,800,000	*	—	—	1,600,000	1,200,000	160,000	—	94.0	—	—	—	34,949	(Deficit)	—	100	—
Dec. 31, 1873	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	(Erie)..... N. J.	630,000	—	—	—	630,000	—	—	—	—	—	—	—	—	53,400	8½	100	—
Dec. 31, 1873	12.0	—	2.6	—	—	—	—	—	Paterson and Newark	(Erie)..... N. J.	896,162	—	—	—	250,000	500,000	—	—	—	—	—	—	—	35 p. c.	—	100	—
Dec. 31, 1873	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo	(Erie)..... N. J.	380,000	—	—	—	248,000	100,000	—	—	—	—	—	—	—	—	—	100	—
Jun. 30, 1873	67.2	—	8.0	—	—	—	—	—	Pekin, Lincoln and Decatur	Ill.	2,576,000	—	—	—	1,500,000	1,076,000	—	—	67.2	119,609	47,627	93,848	141,261	38,738	—	100	—
Dec. 31, 1872	119.0	—	5.0	86.0	4	3	2	46	Peninsular (C. and L. H.)	Ind. & Mich.	6,716,351	*	—	—	1,995,000	4,340,000	381,351	—	119.0	—	—	46,333	109,913	Loss.	—	100	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Dec. 31, 1873	354.9	69.0	554.9	—	878	385	136	17589	Pennsylvania.....Pennsylvania	48,571,808	*	97,782,380	4,271,440	68,144,475	42,146,785	28,593,815	6,842,563	869.4	.....	5,879,684	2,998,794	24,886,069	9,044,978	10	50	101¼
Dec. 31, 1873	47.0	15.8	57.0	—	23	8	—	1,300	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	3,052,500	.....	4,000,000	487,500	585,000	.....	47.0	.....	3,970	1,391,454	28,501	.....	20	50	285
Dec. 31, 1873	41.5	—	1.4	—	—	—	—	—	Pennsylvania and Delaware (Penn.)..Pa.	2,502,000				900,000	1,602,000	71,346		—	(Opened July 1, 1873.)						50	....
Nov. 30, 1873	104.6	22.6	21.2	—	18	2	—	992	Pennsylvania and N. York..N.Y. & Penn.	5,351,750	791,077	.....	.....	4,061,700	3,000,000	74,017		127.2	752,452	191,584	1,338,081	1,485,806	463,405	2½	50	....
Nov. 30, 1873	23.8	—	3.1	12.7	—	—	—	—	Perkiomen (P. & R.).....Pa.	1,388,700	—	18,529	.....	38,040	1,821,800	20,478		—	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1873	45.2	—	2.0	—	4	4	1	53	Pensacola and Louisville ¶.....Fla.	455,327	64,300	150,000	.....	450,000	—	219,627		45.2	76,850	16,690	.....	88,930	35,357	—	100	....
Dec. 31, 1870	—	—	—	76.0	—	—	—	—	Peoria, Atlanta and Decatur.....Ill.	800,000	—	—	—	600,000	300,000	—		—	—	(Under construction.)		—	—	—	100	....
Dec. 31, 1873	47.0	—	7.4	—	—	—	—	—	Peoria and Bureau Valley (C.R.I.&P.)Ill.	1,566,000	—	—	—	1,266,000	300,000	—		—	—	—	—	—	—	—	100	....
Jun. 30, 1873	83.0	—	11.5	—	12	7	4	171	Peoria, Pekin and Jacksonville...Illinois.	5,260,351	845,797	45,000	.....	1,239,700	2,000,000	411,448		83.0	280,562	.....	135,465	319,168	30,952	—	50	....
Jun. 30, 1873	91.0	—	4.0	—	8	5	2	163	Peoria and Rock Island.....Ill.	3,772,327	*	.....	.....	1,858,950	1,650,000	49,639		9.0	276,058	70,500	194,348	300,045	105,368	—	100	....
Dec. 31, 1873	64.0	18.0	8.0	—	12	9	5	121	Petersburg ¶.....Virginia	1,817,985	*	.....	.....	1,324,200	500,000	356,112		—	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1873	46.0	—	6.5	—	10	8	3	95	Philadelphia and Balt. Cent. Penn. & Md.	1,811,107	177,744	.....	.....	220,606	1,500,000	46,945		57.0	182,886	309,498	138,262	308,221	78,339	—	50	....
Dec. 31, 1873	287.6	—	121.7	—	—	—	—	—	Philadelphia and Erie ¶ (Penn.).....Pa.	23,777,743	—	2,241,800	16,866	8,448,700	16,625,000	1,335,709		287.6	2,912,351	777,273	2,164,246	3,842,067	428,766	—	50	....
Sept. 30, 1873	20.0	—	25.0	—	24	45	18	192	Phila., Germ. and Norrist'n (P. & R.)..Pa.	1,146,538	868,262	500,793	.....	2,231,900	—	—		32.3	—	—	—	281,623	269,791	12	50	178½
Dec. 31, 1873	3.0	—	—	24.9	—	—	—	—	Phila., Newtown and New York.....Pa.	440,400	—	—	—	199,360	164,000	57,000		—	—	—	—	—	—	—	50	....
Sept. 30, 1873	98.4	228.6	432.2	—	400	220	60	19018	Philadelphia and Reading..Pennsylvania.	28,260,889	7,480,719	48,349,053	1,741,889	34,269,575	44,188,715	4,876,055	2,498,205	725 3	8,351,682	6,790,088	9,847,747	14,832,661	5,357,766	10	50	112
Dec. 31, 1873	26.6	—	39.7	—	—	—	—	—	Philadelphia and Trenton (Penn.).....Pa.	1,534,479	—	—	—	1,259,100	—	—		36.6	882,160	1,747,216	1,400,983	1,995,606	448,574	10	100	123½
Oct. 31, 1873	95.3	14.8	121.6	—	70	160	...	1,240	Phila., Wilm. and Baltimore..Pa. D.& Md.	11,814,764	*	2,103,295	840,363	11,507,750	1,900,000	279,120	743,053	111.8	1,437,207	853,937	836,979	3,074,881	1,095,285	8	50	106½
Nov. 30, 1873	11.3	—	43.0	—	—	—	—	—	Pickering Valley (P. & R.).....Pa.	474,551	—	—	—	92,875	332,300	161,363		—	—	—	—	—	4,751	—	50	....
Dec. 31, 1873	193.0	8.0	50.8	—	104	34	19	1,648	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	19,682,344	*	3,496 277	—	8,433,750	15,010,586	3,854,872		201.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1873	468 3	—	180.0	—	269	133	54	9,789	Pittsburg, Ft. W. and Chic..P., O., I. & I.	37,368,286	*	—	—	23,814,286	14,554,000	14,230		500.6	7,878,666	2,134,653	2,365,846	9,619,074	3,522,032	7	100	93½
Dec. 31, 1873	30.0	—	4.9	150.0	4	6	3	65	Pitt'sbg, Virg. & Charleston..Pa.& W.Va.	1,106,167	37,226	556,038	.....	673,264	700,000	244,672		30.0	57,900	140,188	4,828	67,137	16,941	—	50	....
Oct. 31, 1873	149.6	1.9	36.0	4.6	26	15	7	400	Pittsburg, Washington & Balt...Pa.& Md.	11,934,439	709,835	93,671	.....	1,960,682	9,500,000	2,276,579		169.2	1,583,213	859,533	1,130,334	1,564,993	L.38,035	—	50	....
Sept. 30, 1873	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,685	—	—	6,315	450,000	—	—		—	—	—	—	—	—	—	25	....
Nov. 30, 1873	71.3	—	3.6	38.7	6	15	5	117	Portland and Ogdensburg....Me. & N. H.	2,502,115	*	125,862	200,937	1,045,270	1,384,000	321,710	77,934	65.3	147,741	73,908	46,045	144,982	49,075	6	100	34
Aug 31, 1873	52.5	—	4.3	—	6	9	4	141	Portland and Rochester.....Me. & N. H.	1,925,741	*	233,124	18,208	686,112	1,407,500	133,461		52.5	134,108	142,846	64,290	142,571	40,976	—	100	....
Sept. 30, 1873	52.0	—	8.1	—	19	—	7	167	Portland, Saco and Portsmouth (Etn.).Me.	1,500,000	*	.....	.....	1,500,000	—	—		—	—	—	—	—	—	—	100	....
Apr. 30, 1873	111.8	—	8.0	—	9	6	4	130	Port Royal ¶ (Ga.).....South Carolina.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....		—	—	—	—	—	150,000	10	100	111
Sept. 30, 1873	71.4	—	4.9	—	—	—	—	—	Portsm'th, Gt. Falls & Conway (Etn.).Me.	1,229,689	—	—	—	767,200	462,489	.....		—	—	—	—	—	—	—	25	....
Sept. 30, 1873	41.9	—	2.5	4.8	4	5	...	91	Poughkeepsie and Eastern....New York.	1,475,430	*	.....	.....	524,464	722,500	479,689		46.1	95,055	82,180	44,508	86,218	14,241	—	100	....
Sept. 30, 1873	22.8	—	2.0	48.9	2	3	1	65	Providence and Springfield..R.I. & Mass.	933,408	*	.....	.....	472,890	414,000	47,518		22.8	.....	32,512	5,658	18,418	9,543	—	100	....
Sept. 30, 1873	13.6	—	—	—	4	10	...	20	Providence, Warren and Bristol.....R. I.	526,515	*	.....	.....	437,917	50,000	38,597		13.6	.....	379,227	20,504	113,506	9,263	—	100	....
Sept. 30, 1873	43.4	1.0	45.2	—	29	40	...	692	Providence and Worcester..R. I. & Mass.	1,976,025	735,748	—	271,267	2,000,000	500,000	387,810	95,230	—	526,128	1,785,067	580,620	963,345	257,103	10	100	....
Dec. 31, 1873	36.0	—	2.0	—	4	3	2	—	Queen Anne and Kent ¶.....Del. & Md.	351,000	*	.....	.....	260,000	269,000	2,600		36.0	35,850	12,560	38,231	27,437	9,990	—	50	....
Jun. 30, 1873	42.0	—	4.0	—	1	2	2	44	Quincy, Alton and St. Louis.....Ill.	1,832,100	*	.....	.....	780,000	1,000,000	52,000		42.0	56,000	.....	.....	68,939	(Deficit)	—	100	....
Dec. 31, 1873	70.0	—	1.7	160.0	...	...	...	...	Quincy, Missouri and Pacific.....Mo.	2,000,000	.....	.....	32,200	700,000	20,000p.m	.....		.....	(Under construction.)						100	....
May 31, 1873	44.0	—	3.0	62.0	3	3	3	50	Raleigh and Augusta Air-Line ¶...N. Car.	1,134,221	89,785	.....	.....	876,000	.....	.....		44.0	.....	.....	.....	.....	.....	—	100	....
May 31, 1873	97.0	—	5.9	—	16	10	4	134	Raleigh and Gaston.....North Carolina.	1,500,000	*	155.300	102,935	1,500,000	—	92,150	166,085	97.0	.....	47,069	98,052	78,474	28,543	—	100	....
Nov. 30, 1873	40.0	8.0	8.1	10.7	8	7	1	29	Reading and Columbia (P. & R.).....Pa.	2,072,959	220,041	62,566	.....	508,268	1,000,000	1,215,911		48.0	242,123	138,771	382,399	310,517	92,179	—	50	....
Sept. 30, 1873	101.5	80.9	47.9	—	42	52	17	1,282	Rensselaer and Saratoga (D. & H.)..N. Y.	3,328,362	*	.....	.....	6,000,000	2,000,000	.....		182.4	820,468	1,037,327	616,634	1,965,857	903,072	8	100	108
Sept. 30, 1873	189.0	6.9	16.8	—	35	20	9	462	Richmond and Danville ¶.....Virginia.	5,729,729	*	2,100,682	234,278	4,000,000	2,485,411	1,435,995	143,372	195.9	599,792	141,767	227,729	957,129	447,369	...	100	...
Sept. 30, 1873	86.0	—	6.7	—	13	21	16	134	Richmond, Fred'burg and Potomac ¶..Va	2,727,840	*	131,596	254,875	1,509,829	889,698	82,639	632,148	86.0	199,825	173,985	45,677	496,744	231,136	2	100	....
Sept. 30, 1873	22.5	2.7	4.2	—	8	9	4	164	Richmond and Petersburg ¶.....Va.	1,215,404	*	48,483	80,119	847,100	326,296	81,527	49,183	46.7	110,712	126,947	91,887	160,227	36,685	—	100	....
Sept. 30, 1873	38.3	—	2.2	26.0	3	3	2	42	Richmond, York Riv. & Chesapeake ¶..Va.	1,257,640	.....	.....	.....	650,000	607,640	.....		38.3	.....	(No report supplied.)		.....	.....	—	100	....
Dec. 31, 1873	18.5	—	1.8	—	—	—	—	—	Rochester & Genesee Valley (Erie)..N. Y.	671,303	.....	.....	.....	557,560	.....	.....		—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1873	—	—	—	105.0	—	—	—	—	Rochester and State Line.....N. Y.	735,649	—	183,649	.....	24,000	894,000	90,000		—	(Rental 48 p. c. of earnings.)			.....	34,012	...	100	....
Sept. 30, 1873	10.0	—	—	140.0	...	...	...	...	Rochester, Nunda & Penn. (3 ft.)...N. Y.	716,327	*	.....	.....	625,600	—	58,200		—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1873	278.9	25.4	26.7	—	45	14	6	882	Rockford, Rock Island and St. Louis...Ill.	14,519,619	1,178,130	298,567	.....	6,490,579	9,000,000	505,787		318.0	1,089,857	.....	262,148	947,660	179,955	—	100	....
Dec. 31, 1873	141.1	48.6	28.4	—	42	32	16	909	Rome, Watertown and Ogdensburg..N. Y.	4,789,198	*	147,959	305,486	3,146,800	1,908,249	44,979	142,625	218.2	.....	.....	.....	1,230,555	360,488	7	100	....
Dec. 31, 1873	120.0	—	18.0	—	—	—	—	—	Rutland (C. V.).....Vermont.	9,129,946	*	143,947	92,617	6,648,400	1,972,800	745,700		239.0	.....	.....	.....	970,239	492,400	2	100	....
Dec. 31, 1873	34.0	—	2.7	—	4	2	...	52	Saginaw Valley and St. Louis.....Mich.	525,716	87,854	.....	4,173	121,775	346,000	149,968		34.0	58,650	.....	.....	134,620	79,810	—	100	....
Dec. 31, 1873	22.0	—	6.5	—	5	8	...	230	St. Croix and Penobscot ¶.....Me.	364,000	*	.....	20,663	100,000	227,700	7,000		22.0	.....	.....	.....	70,952	28,861	3	50	....
Aug. 31, 1873	187.0	—	20.0	38.0	19	...	...	...	St. Joseph and Denver City..Kan. & Neb.	11,221,764	420,925	245,000	3,803	4,000,000	7,000,000	734,425	157,067	187.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	197.0	18.0	21.0	—	13	11	4	590	St. Louis, Alton and Terre Haute..Illinois.	11,768,400	*	.....	241,609	4,768,400	7,000,000	241,609		265.0	.....	.....	.....	1,042,808	593,849	—	100	....
Jan. 31, 1874	43 3	—	2.2	—	—	—	—	—	St. Louis & C. Rapids (St. L., K.C. & N.)Ia.	(Statements not received.)																
Dec. 31, 1873	195.5	15.8	39.7	—	85	23	15	1,618	*St. Louis and Iron Mountain* ¶...Missouri.	19,103,348	*	247,884	.....	10,000,000	8,622,000	431,149	298,083	210.8	947,849	537,276	682,903	1,964,281	596,426	3	100	....
Jun. 30, 1873	310.0	48.0	25.0	—	46	27	12	1,175	St. Louis & S. Eastern...Ill., Ky. & Tenn.	8,828,400	*	.....	.....	4,628,400	3,200,000	.....		—	524,786	70,531	515,719	661,753	265,882	—	100	....
Dec. 31, 1873	76.5	—	2.1	—	—	—	—	—	St. Louis & St. Jos. (St. L., K.C. & N.)..Mo.	2,000,000	—	—	—	—	1,000,000	(Sold under foreclosure Feb. 18, 1874 for $1 00,000.)		—	—	—	—	—	—	100	....
Dec. 31, 1873	41.5	—	2.3	188.5	—	—	—	—	St. L., C. Bluffs & Omaha (St. L.K.C. & N.)M.	2,200,000	—	—	—	1,100,000	16,000p m	.....		—	—	—	—	—	—	—	100	....
Dec. 31, 1873	150.6	—	11.6	—	—	—	—	—	St. Louis, Jacksonv. & Chic. (C. & A.)..Ill.	5,073,600	—	—	—	2,348,600	2,725,000	.....		—	—	—	—	(Rental.)	65,000	—	100	....
Dec. 31, 1873	265.5	87.5	26.7	—	91	41	14	1,516	St. L., Kansas City & Northern.....Mo	28,134,445	*	2,173,883	635,599	24,000,000	6,000,000	943,928		581.8	2,387,961	425,326	501,595	2,755,194	670,530	—	100	....
Dec. 31, 1873	157.8	—	24.4	—	32	14	8	841	St. Louis, Vandalia & T. H. (T.H. & I.)..Ill.	8,256,255	*	226,930	.....	2,378,158	5,499,000	467,325		167.8	.....	.....	.....	1,130,813	337,768	—	100	....
Aug. 31, 1873	108.5	—	4.7	161.0	—	—	—	—	*St. Paul and Pacific*.....Minn.	11,250,000	.....	.....	.....	.....	10,500,000	750,000		35.0	25,256	16,417	15,786	32,345	809	—	100	....
Aug. 31, 1873	207.0	76.0	19.4	—	28	20	6	374	*St. Paul and Pacific* (1st Div.)..Minnesota.	17,214,350	*	.....	.....	1,968,600	15,245,750	472,942		283.0	.....	.....	.....	763,805	165,964	—	100	....
Aug. 31, 1873	121.3	—	10.0	—	14	6	4	256	St. Paul and Sioux City.....Minn.	4,628,778	*	.....	.....	2,400,000	1,951,500	316,227		121.3	244,766	77,755	.....	509,443	40,172	—	100	....
Aug 31, 1873	17.6	3.2	1.0	—	2	2	1	40	St. Paul, Stillw. & Taylor's Falls...Minn.	780,817	*	.....	.....	277,500	450,000	37,000		20.8	29,280	22,800	.....	63,718	31,863	—	100	....
Sept. 30, 1873	16.9	—	2.6	—	—	—	—	—	Salem and Lowell (B. & L.).....Mass.	481,469	—	—	2,714	243,305	226,900	13,978		—	—	—	—	17,500	16,784	1	100	....
Jun. 30, 1873	116.3	—	13.9	—	31	15	10	389	Sandusky, Mans. & Newark (B. & O.)..O.	3,241,661	*	—	59,454	938,000	2,309,743	6,547	46,725	116.3	896,934	193,597	372,011	715,250	81,106	—	50	....
Dec. 31, 1873	104.0	—	4.9	5.0	19	9	5	80	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	.....	.....	1,000,000	1,427,800	.....		104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	11.0	—	21.5	—	—	—	—	—	Schuylkill Valley (P. & R.).....Penn.	576,050	.....	.....	.....	576,050	—	—		—	—	—	—	—	—	—	100	....
Mar. 31, 1874	80.0	—	8.0	—	16	4	6	250	Seaboard and Roanoke..Va. & N. Carolina.	2,068,152	*	568,669	.....	1,305,000	210,000	.....		80.0	.....	34,867	.....	609,678	198,004	5	50	....
																								8	100	....

Apr. 30, 1873	237.0	—	11.9	—	39	19	7	411	*Selma, Rome and Dalton*¶.Ala.Ga.& Tenn.	12,980,000	*				3,750,000	9,220,000			237.0	(No	statement	furnished.)					100	
Dec. 31, 1873	28.0	—	4.5	—					Shamokin Valley and Pottsville(N.C.).Pa.	1,208,050	—	1,685,400			869,450	1,994,000			28.0	170,978	47,866	760,305	350,487	157,172	6	50	
Dec. 31, 1873	78.5	—	5.6	—	5	5	3	172	Sheboygan and Fond du Lac..Wisconsin.	2,622,861	*				1,276,000	1,509,000	86,689		78.5	131,140	62,214	59,188	135,777	3,687	—	100	
Nov. 30, 1873	31.1	—	5.2	—	7	4	1	211	Shenango and Allegheny (A.& Gt.W.).Pa.	1,091,747	86,355				199,000	800,000	124,315		31.1	101,065	26,584	166,380	157,301	59,005	—	50	
Sept. 30, 1873	32.3	—	1.0	—	2	2	1	24	Shepaug Valley.....Conn.	241,300	*				239,850	—	817		32.3	12,770	9,469	3,998	13,499	233	—	100	
Sept. 30, 1873	50.0	—	5.1	—					Shore Line (N. Y., N. H. and H.)..Conn.	1,200,000	—				1,000,000	200,000			50.0				413,081	92,668	7	100	
Aug. 31, 1873									*Sioux City and Pacific*.....Neb. & Iowa.		*															100	
Aug. 31, 1873	122.4	—	7.4	—	11	6	3	386	Sioux C. and St. P.(St.P.&S.C.)Ia.& Minn.	4,803,936	*				2,800,000	1,740,000			147.4	56,414	10,766		73,996	52,386	—	100	
Sept. 30, 1873	25.0	—	2.0	—	3	2	1	81	Sodus Point and Southern.....N. Y.	1,479,000	*				715,967	1,200,000		[8½ mos	35.0	37,753	41,941	15,172	27,710	986	—	100	
Jun. 30, 1873	182.0	—	14.8	—	5	1	1	52	South and North Ala.(L.N.&Gt.S...)Ala.	5,684,764	*	87,104			3,458,067	22,000p.m		[10 mos	—	417,348	47,479		483,628		—	100	
Dec. 31, 1872	137.0	106.0	33.7	—	42	49	...	530	South Carolina ¶ .....South Carolina.	8,057,938	886,535	2,931,159	141,584		5,819,275	4,668,645	1,568,843	160,463	243.0	897,530	188,607	294,784	1,491,016	576,465	—	100	
Sept. 30, 1873	11.6	—	2.1	—	3	12	2	15	South Shore.....Mass.	501,593	*	126,500	25,078		259,685	275,000	10,920	107,557	11.6	57,703	394,360	36,596	94,788	17,381	—	100	
Sept. 30, 1873	57.0	1.3	20.0	11.0	20	50	5	117	South Side (L. I.) .....New York.	4,631,734	—				1,000,000	3,250,000	967,658		73.3	340,266	679,055	65,663	488,410	192,742	—	100	
Sept. 30, 1873	116.0	—	14.0	—	14	7	5	401	Southern Central.....N. Y. & Pa.	5,837,290	355,390		1,702		1,784,080	2,264,739	145,563		116.0	391,070	209,778	237,304	445,317	160,815	—	100	
Apr. 30, 1873	—	—	—	80.0	—	—	—	—	Southern Maryland.....Md.	(Under construction.)	*				1,000,000	2,200,000			—	(No part		completed.)				100	
Dec. 31, 1873	167.5	—	10.3	—	12	7	3	269	Southern Minnesota .....Minnesota.	9,328,446	*				3,825,000	4,592,000	1,089,329	—	167.5	355,868	42,444	144,175	663,233	187,039	—	100	
Jun. 30, 1873	202.0	—	10.1	828.0	19	25	5	371	Southern Pacific.....California.	10,136,408	663,577	9,306,402	204,665		12,210,200	5,050,000		50,842	152.0	460,254	350,000	182,661	1,035,312	576,572	—	100	
Nov. 30, 1873	143.0	162.5	22.9	12.5	34	28	7	353	Southwestern (Cent. of Ga.).....Georgia.	4,587,313	*				4,211,600	691,000			—					371,816	7	100	
Sept. 30, 1873	47.1	—	1.5	—	4	2	1	25	Springfield, Athol and Northeastern.Mass.	1,217,850	38,487	73,400	305		809,760	345,000	170,156	5,128	47.1	66 900	36,246	16,558	52,312	10,556	—	100	
Jun. 30, 1873	221.4	—	11.5	—	12	10	6	204	Springfield & Ill. So. Eastern.....Illinois.	7,610,251	300,379	6,993	205,492		3,784,500	3,866,000	280,154	212,461	221.4	430,016			371,220	(Deficit)	—	100	
Sept. 30, 1873	22.0	—	3.2	—	—	—	—	—	Stockbridge and Pittsfield (H.).....Mass.	448,700	—	2,550	538		448,700	—	3,067	19	—	—	—	—	183,500	26,485	6	100	
Sept. 30, 1873	13.2	—	0.9	—	—	—	—	—	Stony Brook (N. and L.).....Mass.	276,601	—	23,492	4,660		300,000	—	1,089	3,664	—	—	—	—	18,300	18,117	6	100	
Dec. 31, 1873	24.0	—	1.5	—	—	—	—	—	Sullivan and Erie (P. and N. Y.).....Pa.	1,597,718	—	1,000,000	.....		1,500,000	1,000,000	196,992		—	—	—	—	—	18,046	—	100	
Dec. 31, 1873	43.5	—	3.3	—	—	—	—	—	Sunbury and Lewiston (Penn.).....Penn.	1,900,000	—				1,400,000	1,400,000			—							50	
Dec. 31, 1873	17.0	—	0.3	83.0	2	1	—	2	Susq., Gettysburg and Corwin.....Pa.	181,000	*	1,319,000	.....		1,500,000	—		21,406	—	—	—	—	—	—	—	—	
Dec. 31, 1873	28.0	7.0	2.9	—	—	—	—	—	Sussex.....New Jersey.	1,873,600	*		.....		1,638,600	235,000	.....	11,421	—	45,126	9,054	18,367	31,079	7,109	—	50	
Sept. 30, 1873	81.0	—	18.3	—	11	10	2	369	Syracuse, Bing. and N. Y.(DL&W.).N.Y.	4,036,139	*		.....		2,400,000	1,670,000	198,422		35.0	90,000			129,165	42,931	2	100	
Sept. 30, 1873	26.0	1.0	2.1	16.0	3	6	2	40	Syr. and Chenango (re-org. Aug.1,'73)N.Y.	1,227,947	*		.....		1,063,400	600,000	229,995		81.0	474,718	192,589	616,990	769,652	281,919	6	100	
Sept. 30, 1873	45.0	—	3.8	—	5	6	4	65	Syracuse Northern.....New York.	1,841,417	*		.....		1,179,600	1,100,000			26.0	23,528	49,219	29,914	23,199	(Defi it)	—	100	
Nov. 30, 1873	79.7	29.6	32.2	—	40	21	14	1,070	Terre Haute and Indianapolis....Indiana.	3,081,378	*	1,372,134	680,428		1,988,150	1,816,000	604,037	1,205,753	45.0	112,320	126,892	40,566	139,328	20,479	—	100	
Dec. 31, 1873	320.0	—	20.0	1,452	28	11	...	231	Texas and Pacific¶.....Texas.	12,800,000	*	(In pro	gress.)		2,000,000	10,000,000	500,000		109.3	860,344	226,745	285,607	1,107,259	282,185	11	100	
Dec. 31, 1873	30.6	—	5.8	—	14	6	1	482	Tioga.....Pa.	899,286	455,015	125,000	.....		580,000	239,500			320.0				346,010	106,008	—	100	
Jun. 30, 1873	43.0	—	2.5	14.0	—	—	—	—	Toledo, Can. Southern and Det.Mich.&O.	1,925,000	—	300,000	.....		1,370,000	855,000			96.0	267,265	107,885	927,476	506,119	219,295	—	50	
July 31, 1873	220.3	10.0	26.0	—	45	13	9	1,655	Toledo, Peoria and Warsaw.....Illinois.	12,585,523	*		.....		5,700,000	6,450,000	446,723		—						—	100	
Jun. 30, 1873	473.0	163.7	125.3	—	187	66	43	4,435	Toledo, Wabash and Western.O. I. & Ill.	33,685,855	*	2,671,069	693,248		16,000,000	19,387,000	747,594	915,278	230.3	997,155	175,784	517,596	1,262,266	219,829	—	100	
Jun. 30, 1873	42.0	—	3.1	—	—	—	—	—	Tol., Tiffin and Eastern (M.C.& L.M.)..O.	1,656,077	—				273,512	850,000	436,565		933.4	4,917,363	615,711	1,374,392	5,958,816	1,325,379	—	100	30½
Sept. 30, 1873	34.9	—	9.5	—	13	17	6	247	Troy and Boston.....New York.	2,389,482	*		.....		1,599,000	1,919,000	113,113		—	14,122	4,369	2,951	8,797	1,421	—	100	
Sept. 30, 1873	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush(N.Y.C.&H.R.).N.Y.	294,908	—				274,900	—			55.3	186,882	295,775	202,808	552,106	272,270	4	100	
Sept. 30, 1873	2.1	—	2.1	—	—	—	—	—	Troy Union and Depot.....New York.	783,985	—				30,000	680,000			—					16,464	6	100	
Dec. 31, 1873	40.8	11.7	9.0	—	—	—	—	—	Tyrone and Clearfield (Pa.).....Pa.	823,587	—				510,000	332,360	313,566		52.5						2	50	
Dec. 31, 1873	1,032	—	103.0	—	151	99	36	2,601	*Union Pacific*.....Nebr. Wy. & Utah.	112,359,336	—	4,470,716	.....		36,762,300	75,427,512	4,640,240		1,032.0	.....	174,894	622,120	10,266,104	5,291,243	—	100	27
Dec. 31, 1873	165.0	—	20.0	—	242	281	33	1,762	United Companies of New Jersey..N. Jer.	33,365,068	*	7,049,845	.....		19,290,627	17,615,608	.....	.....	278.0	.....	8,003,043	3,051,577	8,516,740	1,724,552	10	100	125½
Sept. 30, 1873	87.0	—	6.9	—	14	15	8	124	Utica and Black River.....New York.	2,788,020	*		.....		1,769,620	1,019,000	.....	.....	113.0	205,226	209,589	106,954	423,564	223,571	6	100	
Sept. 30, 1873	76.0	22.0	17.0	—	17	14	7	1,062	Utica, Chen. and Susq. Val.(DL&W)N.Y.	3,946,501	*		.....		3,783,700	—	.....	.....	99.0	277,202	252,774	278,053	458,660	95,755	5	100	
Apr. 30, 1873	51.0	—	3.9	61.0	5	7	4	42	Utica, Ithaca and Elmira.....New York.	1,700,000	*		.....		381,360	25,000p.m	.....	.....	—						—	100	
May 31, 1873	47.0	25.5	9.3	—	—	—	—	—	Vermont and Canada (C.V.).....Vt.	3,000,000	—		.....		3,000,000	—	.....	.....	—					240,000	8	100	55
Sept. 30, 1873	56.0	24.1	11.0	—	13	19	7	276	Vermont and Massachusetts..Mass. & Vt.	3,288,328	261,234	380,640	12,631		2,860,000	900,000	116,521	67,312	66.5	245,641	317,561	139,376	555,234	91,269	4	100	
Mar. 31, 1873	28.7	—	2.9	—	4	—	—	—	Vermont Valley.....Vermont.	1,221,886	*		.....		518,104	783,200	.....	.....	—					65,000	—	100	
Feb. 28, 1873	140.0	2.0	8.3	—	22	8	6	151	Vicksburg and Meridian.....Miss.	3,104,511	*	32,460	1,265,526		1,118,163	3,166,422	128,602		142.0	266,513	87,497	64,868	540,183	141,336	—	100	
Sept. 30, 1873	49.3	—	2.0	—	—	—	—	—	Ware River (B. and A.).....Mass.	971,738	—		3,442		750,000	210,848	14,331		—					14,331	—	100	
Sept. 30, 1873	18.3	—	6.0	—	—	—	—	—	Warren (D. L. and W.) .....New Jersey.	3,102,220	—		.....		1,800,000	1,261,400	40,820		—					757,642	16,137	7	100	
Sept. 30, 1873	44 5	—	2.3	280.5	4	7	3	66	Washington and Ohio .....Virginia.	1,806,194	132,028	474,187	15,401		1,918,478	159 05	350,274		44.5	83,716			92,883	27,787	—	100	
Sept. 30, 1872	282.6	10.0	9.0	81.0	26	21	12	38	Wash. City, Va. Mid. & Gt. Southern. Va.	9,180,634	*		.....		2,692,540	5,622,664	865,430		292.6	713 252	196,394	161,434	988,371	403,698	—	100	
Oct. 31, 1873	26 5	—	5.0	—	10	19	4	69	West Chester and Philadelphia.....Pa.	1,503,969	190,963	397,700	150,704		823,950	1,168,012	251,375		35.5	234,692	.....	.....	354,448	140,093	4	100	
Aug. 31, 1872	112.0	28.0	15.5	—	33	16	5	246	Western of Alabama ¶.....Alabama.	4,832,628	544,555	315,048	586,758		2,008,324	3,162,400	348,341	659,916	160.0	.....	218,808	.....	659,916	165,625	—	100	
Dec. 31, 1873	133.0	—	11.9	—	58	19	12	952	Western and Atlantic ¶....Ga. and Tenn.	(Owned by State of Georgia.)	*	84,500	80,511		688,243	5,000,000			138.0					300,000	—	100	
Dec. 31, 1873	90.0	—	3.0	—	10	10	4	171	Western Maryland ¶.....Maryland.	4,217,959	*				3,675,000	24,727			90.0				218,384	26,300	—	100	
Mar. 31, 1874	111.0	8.0	1.6	31.0	5	6	3	9	Western North Carolina (E. D.) ¶...N. C.	7,125,000	*		.....		6,000,000	850,000	275,000		—	(In ban	kruptcy—	No return	s.)		—	100	
Dec. 30, 1873	57.1	27.5	23.8	—	—	—	—	—	Western Pennsylvania (Penn.) .....Pa.	3,950,872	—	135,179	.....		1,022,450	3,000,000			—						—	50	
Dec. 31, 1873	191.7	20.8	21.8	—	30	14	12	519	Western Union (M. and St. P.).Wis.& Ill.	7,905,246	*		.....		4,000,000	3,500,000	371,269		212.5	.....	.....	.....	1,137,634	259,373	—	100	
Dec. 31, 1873	27.0	—	1.6	—	2	2	1	16	West Feliciana ..... La. and Miss.	745,315	*	110,326	16,811		760,600	110,000	1,845		27.0	13,922	.....	.....	68,129	39,710	—	100	
Dec. 31, 1873	128.2	—	16.6	—	18	47	9	221	West Jersey.....New Jersey.	3,878,266	*	111,037	158,082		2,133,660	3,100,000	413,625	65,314	128.2	.....	.....	.....	680,586	237,607	8	50	
Mar. 31, 1873	197.0	—	10.0	—	26	14	10	660	West Wisconsin.....Wisc.	8,640,000	*	.....	.....		4,000,000	4,640,000	.....	.....	165.0	.....	.....	.....	549,645	263,829	—	100	
Dec 31, 1873	32.0	—	2.1	29.0	3	5	2	24	Wheeling, Pbg. & Balt(B&O). W.Va.&Pa.	579,642	—	.....	.....		500,000	79,642	.....	.....	82.0	.....	.....	.....	47,365	710	—	50	
Apr. 30, 1873	62.4	—	4.2	—	6	6	2	127	White (Cinc.) Water Valley.....Ind.	1,250,855	142,719	16,291	95,821		370,025	944,000	172,319	19,162	69.9	131,918	63,929	101,201	241,716	116,201	—	100	
Apr. 30, 1873	23.0	—	2.0	—	3	5	1	37	Wico-Mico and Pocomoke.....Md.	380,000	*	.....	.....		160,000	200,000	20,000	—	37.0	.....	.....	.....	33,966	14,200	—	25	
Sept 30, 1873	189.6	—	9.0	—	33	12	6	392	Wilm., Colum. and Augusta.N. C. & S. C.	4,863,431	*	29,874	187,890		300,000	3,800,000	861,278	119,916	189.0	690,528	80,595	116,918	722,124	284,886	—	100	
Oct. 31, 1873	63.6	—	9.7	9.2	11	6	5	142	Wilmington and Reading ..Pennsylvania	2,681,102	261,391	169,211	142,827		769,925	2,371,900	121,703		....	241,711	147,122	310,717	257,301	39,018	—	50	
Sept. 30, 1873	192.0	19.0	13 2	—	22	31	...	324	Wilmington and Weldon ¶ (WC&A).N.C.	3,004,044	*	.....	.....		1,456,200	1,619,100	.....	.....	181.0	.....	.....	.....	739,678	280,720	5½	100	
Oct. 31, 1873	19.9	—	2.4	15.1	3	3	2	30	Wilmington and Western.....Del. & Pa.	720,207	76,310	45,038	.....		248,807	500,000	91,599		19 9	38,868	39,308	20,030	35,219	Loss.	—	50	
Mar. 31, 1873	15.5	—	2.5	—	—	—	—	—	Wilton (N. and L.).....N. H.	234 600	—	.....	91		214,600	.....	.....	20,091	—	.....	.....	.....	.....	14,052	6½	100	
Aug. 31, 1873	36.5	3.7	18.4	—	31	7	4	1,136	*Winona and St. Peter* (C. & N.W.).Minn.	10,162,884	*	18,317	606,667		500,000	8,720,000	2,394,879		292.3	.....	.....	.....	728,615	122,349	—	100	
Dec. 31, 1873	228.0	26.0	7.0	—	16	8	3	309	Wisconsin Central .....Wisconsin.	12,800,000	*	.....	.....		6,400,000	6,400,000	.....		165.0	.....	.....	.....	.....	.....	—	100	
Sept. 30, 1873	45.7	—	27.7	—	17	17	6	367	Worcester and Nashua.....N.H.& Mass.	1,993,829	326,133	80,925	204,339		1,706,700	500,000	94,485	304,041	45.7	364,347	375,033	386,030	580,866	205,462	10	100	124½
									CANALS, &c.																								
May 31, 1874	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	.....	396,107	.....		1,880,800	1,922,307	.....	.....	12.5	.....	.....	.....	427,309	271,618	7	50	..
Dec. 31, 1873	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal¶..Md. & Va.	10,505,309	.....	.....	.....		8,229,594	8,065,500	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	
Dec. 31, 1873	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,434,350	.....	.....	.....		1,633,350	800,000	.....	.....	—	(Leased	to Lehigh	Co.)		188,701	188,701	8	50	97
Dec. 31, 1873	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,339,210	.....	28,470,046	.....		19,589,485	13,930,386	143,414	2,195,971	108.0	.....	.....	.....	12,228,707	2,020,606	20	100	114½
Dec. 31, 1873	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,748	.....	35,101,318	427,837		18,990,900	18,758,967	954,903		65.5	.....	.....	2,756,837	1,590,100	708,778	10	100	
Dec. 31, 1873	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	.....	20,097,506	.....		8,784,850	15,767,656	.....	.....	108.0	.....	.....	1,041,891	506,060	43,789	—	50	89½
Dec. 31, 1873	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,146,040	.....	.....	.....		1,004.150	110,000	8,054		85.0	.....	.....	.....	196,140	123,514	9	50	
Dec. 31, 1873	108.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,432,474	.....	.....	.....		2,200,000	1,125,129	.....	.....	108.0	.....	.....	.....	328,654	78,173	4	50	49½
Dec. 31, 1873	358.0	64.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	20,000,000	.....	.....	.....		4,457,150	2,588,000	1,048,200		470.0	.....	.....	870,121	544,625	317,745	—	50	4
Dec. 31, 1873	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	.....	2,567,040	.....		4,385,798	8,576,832	267,198	91,157	108.3	.....	.....	.....	649,351	634,183	1	50	12½
Dec. 31, 1873	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,106	.....	.....	.....		2,092,706	2,757,311	165,810		45.0	(Leas.to	Ph.&R'g.)		426,398	99,151	loss.	—	50	12
Dec. 31, 1873	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....		2,907,850	3,000,000	35,000		84.6	(Leas.to	Ph.&R'g.)		124,961	44,862	loss.	—	50	
Dec. 31, 1873	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	3,030,344	.....	.....	.....		1,100,000	748,000	295,219		—	(Leased	to Penny	lvania Co.)	.....	.....	.....	—	50	

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:	$	p c	p c	p. c.
Atlantic and Great Western, pref...	10,000,000	7	...	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	...	....
" " " guar.	276,200	7	...	....
Atlantic and Pacific, preferred	10,000,000	7	...	14¼
Atlantic and St. Lawrence,* guar....	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	8,552,800	6	5	105
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar.....	1,159,500	7	7	85
Camden and Amboy,* guaranteed..	5,847,800	10	10	125½
Camden and Atlantic, preferred....	763,549	7	3½	82
Cayuga and Susquehanna,* guar....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,600	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	105
Central Ohio,* preferred	411,550	6	6	80
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	80
Chicago and Alton, † preferred.....	2,425,400	...	10	106
Chicago, Iowa & Nebraska,* guar..	3,916,300	...	8	89½
Chicago and North-Western, pref...	21,289,563	7	7	56½
Cinc., Sand. and Cleveland, pref....	429,000	6	6	25
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	89½
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred...	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	...	....
Dubuque and Sioux City,* guar....	5,000,000	...	3	60
Dubuque South-Western, pref.....	590,315	8	...	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	45
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	76
" " " com.& *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	47½
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	...	...	....
Hannibal and St. Joseph, pref.....	2,167,700	7	7	32½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	97
Housatonic, preferred.....	1,180,000	8	8	96
Huntington & Broad Top Mtn, pref.	190,750	7	...	27
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	85
Joliet and Northern Indiana,* guar.	800,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref...	851,000	9	9	....
Marietta and Cincinnati, 1st pref...	3,101,650	6	...	18
" " 2d pref....	4,436,250	6	...	9
Mich. Southern, (Lake Shore) guar..	533,500	10	10	....
Mill Creek,* guaranteed.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	12,274,483	7	7	53½
Mine Hill,* guaranteed.....	3,856,450	8	8	105
Montclair,* guaranteed.....	2,000,000	7	...	....
Morris and Essex,* guar.....	15,000,000	7	7	95
Nesquehoning Valley,* guar.....	2,000,000	10	10	110
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,296,200	10	10	124
New London Northern,* guar.....	971,400	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	127
" " *com.& guar.	8,500,000	8	8	124½
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred.....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	122½
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	48
" " pf.& *guar.	2,000,000	8	8	92½
Ohio and Mississippi, preferred.....	4,030,000	7	7	48
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama, guaranteed.....	7,000,000	12	12	112
Paterson and Hudson,* guar.....	630,000	...	5½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	...	...	....
Phila., Germant'n & Norrist'n,*guar.	2,231,900	12	12	178½
Philadelphia and Reading, † pref....	1,551,687	...	10	....
Philadelphia and Trenton,* guar....	1,259,100	10	10	123½
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	93½
Pittsfield and North Adams,* guar.	450,000	5	6	86
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	111
Rochester & Genesee Valley,* guar.	557,500	...	...	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	28
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	...	25
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	...	...
St. Louis, Kansas City & Nor., pref.	12,000,000	...	...	20
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	...	....
" " 2d pref..	1,000,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	71
Warren,* guaranteed.....	1,800,000	7	7	....
Canal Stocks.				
Delaware Division,* guar.....	1,633,350	8	8	....
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	125
" com. and * guar.....	1,695,000	4	4	50
Schuylkill Navigation preferred....	2,808,977	6	6	24½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	40 — @	— —
Gartsherrie		— — @	— —
Summerlee		34 50 @	— —
Carnbroe		— — @	— —
Langloan		— — @	— —
Glengarnock		34 — @	35 —
Eglinton		33 — @	33 50
Pig, American, No. 1		31 — @	32 —
Pig, American, No. 2		29 — @	30 —
Pig, American, Forge		26 — @	28 —
Bar .Refined, English and American		— — @	— —
Bar, Swedes, assorted sizes	(gold)	137 50 @	140 —

Store Prices.

Bar, Sweder, ordinary sizes	160 —	@162 50
Bar, Swedes, Plow sizes	170 —	@172 50
Bar, Refined, ¼ to 2 in. rd. & sq. 1 to 6 inch x ¼ to 1 in	67 50	@ 70 —
Bar Refined, 1½ to 6 by ¼ & 5-16 in	72 50	@ 75 —
Bar Refined, 1 & 1½ by ¼ & 5-16	72 50	@ 75 —
Large Rounds, 2½@2¾ to 3¼ @4 in	75 —	@ 90 —
Scroll	90 —	@130 —
Ovals and Half-round	90 —	@100 —
Band, 1 to 6 in. by 3-16 to No. 12	85 —	@ 87 50
Horse Shoe	97 50	@100 —
Rods, ¾@1-16 inch	70 —	@127 50
Hoop, ¾ by No. 22 to 1 & 1¼ by 13 & 14	95 —	@150 —
Nail Rod	per lb. —	8 @ — 9
Sheet Russia, as to assortment	(gold) —	15½@ —
Sheet, Single, D. and T. Common	—	4¼@ — 5
Sheet, Doubles and Trebles, Charcoal	—	5 @ — 6
Sheet Galvanized	List 10 per ct. disc.	
Rails, English	(gold) per ton.	— — @ 52 —
Rails, American, at Works in Penna..c'y.		— — @ 62 50

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)	per lb. —	17 @ — 21
English Spring (2d and 1st quality)	—	9½@ — 10½
English Blister (2d and 1st quality)	—	14 @ — 18½
English Machinery	—	— @ — 14½
English German (2d and 1st quality)	—	12½@ — 14½
American Blister	—	— @ — 11½
American, Cast, Tool	—	— @ — 17
American, Cast Spring	—	— @ — 11
American Machinery	—	11½@ — 12
American German Spring	—	— @ — —

NAILS—Duty: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Com. Fence. & Sheath per keg.	3 75	@ 3 85
8d. and 9d. "	4 —	@ 4 15
6d. and 7d. "	4 25	@ 4 40
4d. and 5d. "	4 50	@ 4 65
3d. and 4d. Light	5 25	@ 5 40
3d. Fine	6 —	@ 6 15
2d	6 75	@ 6 90
Cut Spikes, all sizes	4 —	@ 4 15

TIN—Duty: Pig, Bars and Block, free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca	(gold) per lb. —	— @ — 25½
Straits	(gold). —	— @ — 22½
English, L. & F.	(gold). —	— @ — 21
English, Refined	(gold). —	21½@ — —
Plates—Fair to good brands.		Gold.
I. C. Charcoal	per box.	10 — @ 10 25
I. C. Coke		8 — @ 8 25
Coke Terne		7 37½@ 8 —
Charcoal Terne		9 — @ 9 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)	—	5 @ — —
Crude 40@47 gravity (in shipping order)	—	8½@ — —
Refined, Standard White (in ship'g order)	—	11½@ — 12
Refined, S. W. (in jobbing lots)	—	12 @ — 12½
Refined, S W. (in tin)	—	16½@ — 19½
Naptha, Refined (65@73 gravity)	—	7½@ — 7½
Residuum (in shipping order)	per gall. —	6½@ — 6½

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.)	per lb. —	@— 33
Copper, Bolts	—	@— 35
Copper, Braziers' (over 16 oz.)	—	@— 35
Copper, Nails	—	@— 40
Copper, Old Sheathing, &c., mixed lots	—	@— —
Copper, American Ingot Lake	20	@— 22½
Copper, English Pig	—	@— —
Yellow Metal, New Sheathing & Bronze	—	@— 24
Yellow Metal, Bolts	30	@— —
Yellow Metal, Nails, Sheathing & Slating	—	@— 24

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb.	6 37½@— —
German Ordinary	(gold)	6 37½@— —
English	(gold)	6 50 @— —
Foreign Refined	(gold)	7 12½@ 7 25
Domestic	(gold)	5 75 @ 5 80

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel		11 — @— —
Liverpool House Cannel		13 — @19 —
Anthracite (by cargo)	per ton of 2,000 lb.	5 — @ 6 —

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 1.

	Th.30.	F.31.	Sat.1.	M.3.	Tu.4.	W.5
Boston, Hart. & Erie	....	....	1½	....	....	....
Canton Co	....	....	....	....	....	....
Central Pacific	....	....	....	....	....	....
Central Pacific 6s	89½	89½	89½	89½	90	90½
Central of N. Jersey	106½	106	106½	106½	106½	105
Chesapeake & Ohio 1 m	....	....	....	50	....	....
Chicago & Alton	....	....	....	....	104	102
" pref	....	....	....	....	106	....
" 1 M	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Ins. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	105½	105½	....	97
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	38½	38½	38½	38½	37½	37½
" pref	56½	56½	56½	56½	56½	....
" 1st M	101	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	85½	....	....	....	....
Chic., Rock Isl. & Pac.	99½	99	99	99½	99½	99
Chi., R. I. & Pa. 7s, 1906	....	....	....	....	....	....
Clev., Col., C. and Ind.	....	....	....	....	....	....
Clev. & Pittsburg guar.	88½	88½	89	89½	89½	89½
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	....
" 4 M	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C	17	16	16½	16	15½	13½
" 1 M	81½	81½	....	....	....	82
" 2 M	....	....	....	....	....	....
Del. & Hudson Canal	114½	114½	114½	....	....	....
Del. Lack. & Western	107½	107½	107½	107½	107½	....
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Erie Railway	32½	32½	32½	32½	32½	32
" pref	....	....	....	....	48½	47½
" 1 M. 7s, 1897	103½	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	97½	97½	....	98	98	....
" 4 M. 7s, 1880	....	....	....	....	....	....
" 5 M. 7s, 1883	....	....	....	....	....	....
" 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort	....	....	....	....	78	78
Hannibal & St. Joseph	27	....	26½	....	....	26½
" pref	....	....	....	....	....	32½
" 8s, conv	....	79	....	....	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	95½	....
" 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th.	72½	72½	73	73½	72½	....
Marietta & Cin. 1st pref	....	....	....	....	....	....
" 2d pref	....	....	....	....	....	....
Michigan Central	....	....	72½	....	....	....
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F	....	....	....	....	....	....
" 2 M	....	....	....	....	103½	....
Milw. and St. Paul	35½	35½	35½	35½	35	34½
" pref	55	55½	54½	54½	53½	53½
" 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 8s	....	....	....	....	....	....
" 7 3-10s con	....	....	....	....	....	....
" 7s, gold	....	....	....	....	....	....
Missouri 6s	....	....	....	....	....	....
" H. & St. J. 1ns	....	....	....	....	....	....
Morris and Essex	94½	94½	....	95	95	95
" 1st mort	105	....	....	106	....	....
" 2d mort	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	100½	100	99½	100½	100½	100½
" 7s, S.F. 1876	....	....	....	....	....	100s
" 6s, S.F. 1883	....	....	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. York and Harlem	124½	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1 M. 7s	....	....	105½	105½	....	....
N. York. N. Hav. & Hart	....	....	129½	....	....	....
N. Carolina 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss	25½	25½	25½	25½	25½	25½
" pref	....	....	....	....	....	....
" 2d M	....	....	....	....	....	....
Pacific Mail S. S. Co	44½	44½	44½	45½	45½	45
Panama	112	....	111½	....	....	112
Pitts., Ft. W. & Chi. gtd	....	....	92½	93½	....	....
" 1 M	....	....	....	....	....	....
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	....
Quicksilver Mining Co	24	....	....	25	29	29½
St. L., Alton & T. H	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" 2 M. pref	....	....	....	....	....	....
" Income bds	70	....	....	....	....	....
Tennessee 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
Tol., Wab. & Western	36½	36½	36½	36½	36½	36½
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	91½s
" 2 M	....	....	....	80	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div	....	....	77s	....	....	76½
Union Pacific	28	28½	28½	29½	29½	29
" 1st mort	84	84½	84½	84½	84½	....
" L. Gt. 7s	82	82	81½	82½	82½	....
" Ins. 10s	85	85	84½	84	84½	82
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol	....	52	....	....	51½	....
" def. cert	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 5.

	Th.30.	F.31.	Sat.1.	M.3.	Tu.4.	W.5
FEDERAL STOCKS:—						
U. S. 5s, 10-40s, reg.....	112¾	....	110½	110	....	
U. S. 5s, 10-40s, coup.....	....	....	....	....	113¾	
U. S. 5s, 1881, reg.....	112	....	111¾	....	111¾	
U. S. 5s, 1881, coup.....	113¾	....	....	....	....	
U. S. 6s, 1881, reg.....	117¾	....	....	....	117¾	
U. S. 6s, 1881, coup....118¾	118¾	....	118¾	....	118¾	
U. S. 6s, 5-20s. reg. '62....	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1862..111¾	....	....	....	....	....	
U. S. 6s, 5-20s, reg. '64.114¾	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1864. 116	115¾	115¾	....	115¾	115¾	
U. S. 6s, 5-20s, reg. '65....	114¾	....	....	....	....	
U. S. 6s, 5-20s, c. 1865. 117	....	116½	....	....	116¾	
U. S. 6s, 5-20s, r. n. '65.115¾	....	....	....	115¾	....	
U. S. 6s, 5-20s, c. n '65.116¾	116¾	116¾	116¾	116¾	116¾	
U. S. 6s, 5-20s, reg. '67.115¾	....	....	....	115¾	....	
U. S. 6s, 5-20s, c. 1867.117¾	117¾	....	....	117¾	....	
U. S. 6s, 5-20s, reg. '68.....	....	....	....	....	....	
U. S. 6s, 5-20s, c. '68.....	118¾	....	118¾	....	117¾	
U. S. 6s, Pac.RR.issue.....	117¾	....	....	....	....	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 4.

	W.29.	Th.30.	F.31.	Sat.1.	M.3.	Tu.4
Catawissa preferred ... 42	....	....	42	....	42¾	
.. 7s, new	....	....	....	....	....	
Camden and Amboy.....	....	....	....	....	....	
.. 6s, 1875	....	....	101¾	....	....	
.. 6s, 1883	....	....	....	....	....	
.. 6s, 1889	....	....	....	....	....	
.. mort.6s,'89.101	100	100	100¾	....	....	
Elmira & Williamsport....	....	....	....	....	....	
.. pref.	....	....	....	....	....	
.. 7s.....	....	....	....	....	....	
Lehigh Navigation..... 44¾	44¾	44¾	44¾	44¾	44¾	
.. 6s, 1884	96¾	....	96¾	....	....	
.. Gold L..... 95¾	95¾	95¾	....	95¾	95¾	
.. R. R. L.....	....	....	....	....	....	
.. Conv. G. L.....	....	....	....	100	....	
Lehigh Valley R. R..... 61	61	....	61	61¼	....	
.. 6s new coup.....	....	....	....	....	....	
.. 6s new reg.....	....	....	....	....	101¾	
.. 7s.....	....	107	107	....	106¾	
Little Schuylkill R.R.....	....	46	....	....	....	
.. 7s.....	....	....	....	....	....	
Minehill 52	52	....	....	....	52¾	
Morris Canal.....	....	....	....	....	....	
.. pref.....	....	....	....	....	....	
North Pennsylvania	....	....	....	44¾	....	
.. 6s, 1885	100	....	....	....	....	
.. 7s.....	....	....	....	102¾	102¾	
.. 10s, 1887	....	....	....	....	....	
Northern Central	....	34¾	34¾	....	....	
Oil Creek & Alleg. Riv. 6	6	5¾	6	5¾	5¾	
.. 7s.....	42	....	....	....	....	
Pennsylvania R. R..... 49¾	50¾	50¾	50¾	50¾	50¾	
.. 1st M.....	....	....	....	101	....	
.. 2d M.....	....	....	....	....	....	
.. Gen. mort.....	....	....	....	....	91	
.. .. reg.....	93¾	....	....	94	....	
Penn. State 6s, 2d series.....	....	....	107¾	107¾	107¾	
.. 6s, 3d series.....	....	111	110¾	....	110¾	
Philadelphia City, 6s.....	....	102	....	....	....	
.. new 104¾	104¾	104¾	104¾	104¾	104¾	
Philad., Germ. & Nor.....	....	....	....	....	....	
Phila. & Reading 56	56	56	56	56	56	
Philadelphia and Erie.....	....	....	....	....	....	
.. 6s.....	....	....	91	....	....	
.. 7s.....	....	84¾	....	....	85	
Phila., Wilm. & Balt.....	....	....	....	....	....	
Schuylkill Navigation.....	....	....	....	....	....	
.. pref..... 12¾	....	....	....	....	....	
.. 6s, 1882	....	....	77	....	....	
.. 6s, 1876	....	....	....	....	....	
.. 6s, 1872	....	....	....	....	....	
United Co. of N. Jersey.125¾	....	125¾	125¾	125¾	125¾	
Hestonville, (Horse).....	....	....	....	....	....	
Chestnut & Wal.	....	69¾	....	....	....	
Green & Coates	....	....	....	....	....	
2d and 3d streets	....	....	....	....	63¾	
Spruce and Pine	....	....	....	....	....	
13th and 15th sts.	....	....	....	....	21¾	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 4.

	W.29.	Th.30.	F.31.	Sat.1.	M.3.	Tu.4
Baltimore City 6s, 1875.....	....	....	....	....	....	
.. 1886	....	100¾	....	....	....	
.. 1890	....	....	101¾	101¾	101¾	
.. 1884	....	....	....	....	....	
.. 1900	....	....	....	....	....	
Balt and Ohio.....168¾	....	....	....	....	168¾	
.. bonds, 1875.....	....	....	....	....	....	
.. .. 1880.....	....	....	....	....	....	
.. .. 1885.....	....	....	....	....	....	
Central Ohio.....	....	....	....	41	....	
.. 1st mort.....	....	....	....	....	....	
Marietta & Cin. 1st M.....	105	104¾	....	101¾	....	
.. 2d M.....	92¾	92¾	....	92¾	....	
.. 3d M. 8s.....	....	74¾	....	74¾	74¾	
Northern Central.....	....	....	....	....	....	
.. bonds, 1885.....	....	....	....	....	....	
.. .. 1900.....	....	....	....	....	....	
.. G. B. 1900.. 92	92	....	92	92	92	
Pittsb. & Connellsv. 7s. 84¾	85	....	....	....	....	
N. W. Va. 3d mort.....	....	....	....	....	....	
Virginia 6s, Consol..... 52¾	52¾	52¾	52	....	52¾	
.. Defer. Certif.. 10	....	10	9¾	....	....	
City Passenger R R.....	....	....	....	....	....	

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 5.

	Th.30.	F 31.	Sat.1.	M.3.	Tu.4.	W.5
Boston and Albany ... 134¾	135¾	....	....	134¾	....	
Boston and Lowell 100¾	....	....	....	....	....	
Boston and Maine.....	109	108¾	109	109	109¾	
Boston and Providence.149¾	....	148¾	....	....	....	
Boston, Hartford & Erie....	....	....	....	....	....	
.. 7s.....	22	22¾	22¾	....	22¾	
Cheshire, pref.....	....	....	....	....	....	
Chi., Burl. & Quincy.....	105¾	105¾	105¾	105¾	106	
Concord.....	....	....	....	....	....	
Connecticut River.....	....	....	....	....	....	
Eastern.....	55¾	....	56¼	56¼	56¼	
Fitchburg.....	....	....	....	123¾	....	
Manchester & Lawr'ce.....	....	....	....	....	....	
Michigan Central..... 72	72¾	73¼	72¾	71	70¾	
Northern, N. H.....	....	....	103¾	....	....	
Ogdens. & Lake Champ....	48	....	48	....	....	
.. pref.....	....	....	....	....	....	
Old Colony 106¾	107	106¾	107	107	106¾	
Ph., Wil. & Baltimore.. 53	53	53¾	53	53	53¾	
Portl'd, Saco & Porta...113¾	....	....	....	111	....	
Union Pacific	....	....	....	....	....	
" 6s.....	84¾	83¾	....	84	84¼	
" Land Grant 7s....	....	....	80	....	80	
" Income 10s... 80	80¾	80¾	80	80	79¾	
Vermont & Canada.....	....	....	....	....	....	
Vermont & Mass.....	....	....	....	....	....	
South Boston (Horse).....	....	....	....	....	....	
Cambridge	....	....	100	....	....	
Metropolitan	....	....	....	....	....	
Middlesex	....	....	....	....	....	
Central Mining Co.....	....	....	....	....	....	
Copper Falls	....	....	....	....	....	
Franklin	....	....	....	....	....	
National	....	....	....	....	....	
Quincy 30¾	29	....	30	29¾	....	

London Stock Exchange.

	—Closing Prices.— July 17.	July 10.
Atlantic & Gt. W. 1st mort., $1,000..	51 — 53	48 — 50
Do. 2d mort., $1,000.....	27 — 29	27 — 29
Do. 3d mort., $1,000.....	12¼— 13¼	12¼— 13¼
Do. Con. mort. B'nds Bisch's Cert.	13 — 15	13 — 15
Do. Leas. Lines, Rental Bonds....	60 — 65	60 — 63
Do. 1873	40 — 45	45 — 50
Do. 8 p. c. Scrip, West. Exten.....	— —	— —
Detroit & Milwaukee 1st mort. Bonds	65 — 70	65 — 70
Do. 2d do.	55 — 60	55 — 60
Erie shares 100 dol. all paid.....	30 — 30¼	28¼— 29
Do. 6 per cent Convertible Bonds..	93 — 95	93 — 95
Cons. Mort. amount autho. to be issued for conv. of existing bonds..	88 — 90	89 — 91
Illinois Central $100 shares all paid..	91 — 93	87 — 90
Do. Redemption mort. bonds 6 p.c.	100 —102	100 —102
Illinois & St. Louis Bridge 1st mort.	100 —102	100 —102
Marietta and Cincinnati Rail. Bonds	95 — 98	95 — 98
Michigan Central 8s 1882, conv.....	88 — 92	88 — 92
New York Central, 100 dols. shares.	91 — 93	91 — 93
Panama General mort.....	97 — 99	97 — 99
Pennsylvania, General mort.....	97 — 98	97 — 98
Do. $50 shares.....	45 — 46	45 — 46
Philadelphia and Erie 1st mort.....	94 — 96	94 — 96

American Railroad Journal.

Saturday, August 8, 1874.

Stock Exchange and Money Market

The disposition of the unmarketed balance of the Five per cent Funding Loan, substantially as indicated in our last, has been received with favor, as a rule, though the call for only 25 millions of Five Twenties, for redemption by November 1, has been criticised with some severity. The Money market has been without new features of interest. Call loans have been quoted easy at 2 @3 per cent; and best discounts at 5@7 per cent per annum, with a much more liberal offering of funds noted than could have been employed advantageously, in the present dullness at the Stock and Gold Boards, and the very moderate show of activity in general business. The City banks, last week, reduced their deposit and specie averages, while again contracting their loan and discount line. They augmented their reserve of legal tender liberally while contracting their item of circulation slightly. The U. S. Sub Treasury largely increased its currency reserve, and its specie balance. The City banks, last week, while increasing their reserve of legal tender notes $2,104,100, reduced their deposit item $1,572,000, and their specie average $1,358,000. They also report a decrease of $2,155,500 in the loans and discounts, and $45,400 in the circulation. The U. S. Sub-Treasury in this city closed the week with a currency balance of $56,303,092 against $54,685,136 the preceding week; and a coin board of $52,381,270, against $48,887,374 on the previous return. The City bank exchanges, during the week, were $298,819,688, or a daily average of $49,803,281. The customs revenue of the port, during the week, was $2,581,846. The City banks reported their average of gold last week at $25,293,700, and their greenback average at $65,818,900. Their deposits stood at $242,741,300. The loan item was about $282,012,600. The circulation was $25,782,200.

The Government expenditures on ordinary accounts in the last fiscal year were $287,133,873.

The cash balances of the Treasury Department on Monday were: Currency, $16,913,233; special deposits of legal tender for redemption of certificates of deposit, $55,955,000; coin, $71,113,210; including coin certificates, $33,469,000.

The outstanding amount of legal tender notes is now definitely established by law at 382 millions. The National bank circulation is $349,984,993.

Gold has been without very marked alteration during the week, and the market has been comparatively dull. The speculative inquiry has been moderate, and the customs drain, about a fair average. The extremes of the price have been 109⅛@109¼, closing at 109⅜@109⅛, as against 109⅜ on Wednesday of the preceding week. The specie outflow, last week, was $1,248,245. The imports of specie at this port since Jan. 1, have been $2,846,619, against $2,081,190 same time last year. The customs demand for Gold last week averaged $430,807 a day. Foreign Exchange has been quite moderately inquired for and quoted rather easier. Bankers' sixty day bills on London closed on Wednesday at $4 87 @$4 88; sight bills on London at @4 89½ @$4 90½ to the £ sterling. The week's exports of Domestic Produce have been to the currency value of $5,157,917.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $7,208,727.

The last public debt statement indicated a further reduction of $1,282,866 in the aggregate indebtedness in July.

Government securities have been in more general demand, chiefly on investment account, with prices showing more firmness.

U. S sixes of 1881 closed on Wednesday of this week at 118¼@118½; U. S. Five-Twenties of 1862, 111@112; U. S. Five-Twenties of 1864 at 115¾@115⅞; U. S. Five-Twenties of 1865, 116⅛@117; U. S. Five-Twenties of 1865 consolidated, 116@116¼; U. S. Five Twenties of 1867, 117⅛@117¾; U. S. Five-Twenties of 1868, 117⅛@118; U. S. Ten-forties at 118¼@118⅜; U. S. Fives of 1881, (Funding Loan) 111⅛@111¾; Six per cent. currency Sixes from 117⅛@117¾.

State and Railway bonds have been in limited request but quoted generally steady. Railway and miscellaneous share property has been quite moderately dealt in, and have been quoted easier and irregular, though closing more steadily.

General business has been fairly active. Do-

mestic produce has been more sought after, but prices have been unsettled; Breadstuffs, Cotton, Provisions, and Naval Stores closing rather more firmly. Foreign merchandise has been in more request at comparatively steady prices. The Metal trade has been less active. Ingot Copper has been much depressed, by the suspension of a prominent firm, in this line. Iron has been less freely dealt in at about former prices. A sale of 1,000 tons No. 1 American Pig was made on p. t. Eglinton Pig Iron quoted at 32 75@33 50 Glengarnock, $35, Sumerlee, $36; No. 1 American Pig at $32, No. 2 do at $29@$30; Forge, $26@$28; English Rails at $50@$52, gold; American Rails at works, $56@$60; Old Rails, $36@$40 Wrought Scrap, $38@40. Ocean Freights have been more active; demand mostly from Grain, Petroleum, and Provision shippers; rates closed irregular.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Ohio and Mississippi 7s, consol., 90; Michigan Central 7s, 99; Mil. and St. Paul 1st mort. LaC. div., 80; Central of New Jersey 1st mort., ex int., 107½; do. 7s, conv., 102¾; Western Pacific bonds, 81; St. Louis and Iron Mt., 1st mort., ex-int., 86⅞; do. 2d mort., 60; Louisville and Nashville 7s, 1898, consol., 88; Lake Shore and Michigan Southern 7s, consol. reg., 96⅜; do. coupon, 96; Albany and Susquehanna R. R., 94½; do. 1st mort., 102½; do. 2d mort., 101; Del., Lack. and Western 7s, conv., 105; New York Central 1st mort., coupon, 104¾; do. reg., 104¾; Union Pacific S. F. bonds, 70; Toledo, Peoria and Warsaw 1st mort., E. D., 88; Chicago and Northwestern consol. gold bonds, 78¾; Morris and Essex 7s, 1871, 97; Pacific R. R. of Mo., 89½; do. 1st mort., 81; Rensselaer and Saratoga R. R., 108; Consol. Coal of Md., 44; Western Union Telegraph, 74⅞; do. 7s, 99; Quicksilver pref., 34; Adams Exp., 109; U. S. Exp., 68; Am. Exp., 61; Wells-Fargo Exp., 74; Missouri 6s, l. bonds, 92; do. 6s, 1877, 96½; North Carolina 6s, issued to N. C. R. R., 40; Tennessee 6s, old, ex-coupon, 56⅛; do. new, do., 56; do. n. s., 56; South Carolina 6s, new, non. f., 5¼; Brooklyn 6s, W. L., 95⅛.

Philadelphia.—Huntingdon and Broad Top Mt. R. R., 7; do. pref., 13½; Schuylkill Nav. div. scrip, 86; Pennsylvania R. R. div. scrip, 102¼; Fifth and Sixth streets R. R., 54; Philadelphia and Darby R. R. 7s, 92¼; Nesquehoning Valley R. R., 55; Pittsburg, Cincinnati and St. Louis 7s, 64½; Belvidere Delaware 3d mort., 83; Phila. and Reading 7s, new, conv., 104¾; do. Gen'l mort 7s, coupon, 103½; Reading C. and I mort. bonds, 87; Northern Pacific 7-10s, 80; Pennsylvania and New York 7s, 103¼; Shamokin Valley and Pottsville 7s, 92. The latest quotations are: City 6s, 102@—; do. free of tax 104½@104¾; Pennsylvania State 6s, 2d series, 107@107⅜; do. 3d series, 110½@111; Philadelphia and Reading, 55⅞@56; do. Gen'l mort. 7s, coup., 103@104; do. reg., 104⅝@104⅝; do mort. 6s, 1880, 99½@100¼; do. new, conv. 104⅝@105; do. 7s, 1893,—@107; United New Jersey R. R. and Canal Co., 125½@126; Camden and Amboy mort. 6s, 1889, 100@100½; Pennsylvania R. R., 50⅝@50¾; do. div. scrip, 102⅛@102⅜; do. 1st mort., 100⅛@101; do. 2d mort. 100@100½; do. general mort. coupon, 90¾@91¼; do. reg., 94@94⅛; Little Schuylkill R. R., 46¼@46½; Morris Canal, 49@51; do. pref. 125@130; do. 6s, 100@101½; Susquehanna Canal, 6@9; do. 6s, 73@75; Schuylkill Nav., 6@7; do. pref., 12@13; do. 6s, 1882, 77@78; do. 1872, 87@91; Elmira and Williamsport pref., 37@40; do. 7s, 1873, 96@99; do. 5s, 55@62; Lehigh Coal and Navigation, 44¾@44⅞; do. 6s, 1884, 96@96⅞; do. R. R. Loan, 95½@96½; do. Gold Loan, 95¼@95⅝; North Pennsylvania, 44½@45; do. 6s, 99½@100¼; do., 7s, 102¼@102¾; do. Chattle 10s, 106½@106¾; Philadelphia and Erie, 18½@19; do. 6s, 90@91½; do. 7s, 85@85; Minehill, 52½@52½; Catawissa, 14¾@17; do. pref., 42¼@42½; do. new pref., 29½@32; do. 7s, 1900, 100@100; Lehigh Valley, 61@61¼; do. 6s, new coupon, 100@100½; do. reg., 101½@102; do. 7s, 106½@106¾; Fifth and Sixth streets (horse) 53½@54; Second and Third, 62@63½; Thirteenth and Fifteenth, 21@21½; Spruce and Pine, 29@—; Green and Coates, 50@50; Chestnut and Walnut, 70@72; Hestonville, 19½@19½; Germantown, 35@40.

Boston.—Rutland pref, ex-div., 28; do. 8s, 1902, 69⅝; Norwich and Worcester R. R., 122½; Portsmouth, Gt. Falls and Conway R. R., 34; Burlington and Missouri River R. R. in Iowa, 102¼; Summit Branch, 37¾; Worcester and Nashua R. R., 123¼; Maine Central R. R., 49¼; Nashua and Lowell R. R, 122¾; Chicago, Burlington and Quincy 7s, 97; Atchison, Topeka and Santa Fe 1st mort., 60½; do. 1st mort. coupons, 20½; Burlington and Missouri River R. R. in Nebraska, 56½; do. 8s, in Nebraska, old, 98⅞; Boston and Maine 7s, 1891, 104; Eastern R. R. 7s, 1887, 94; Union Pacific S. F. bonds, 67; Old Colony 7s, 1894, 104½; Boston Concord and Montreal 7s, 1893, 103; Boston Water Power Co., 10⅞; Cary Imp., 5⅞; Quincy R. R. Bridge, 115; Pullman Palace Car Co., 95; New Hampshire 6s, 100; Massachusetts 6s, reg., 101½; do. 6s, 1876, gold, 110; Maine 6s, 1889, 101; Rhode Island 6s, 1882, 101¼; St. Louis 6s, 91½; Chicago 7s, 99½; Cook Co., Ills. 7s, 99¼; St. Louis 6s, 1878, 95½; do. 1888, 91⅜; Boston 5s, 1875, gold, 107¼; Allouez Mining Co., 8¼; Calumet and Hecla, 120; Phœnix, 15; Ridge, 5; Star, 50c.

Baltimore.—Orange, Alex. and Manassas 7s, 80¼; Orange and Alexandria 2d mort. 6s, 80¾; do. 3d mort. 8s, 81; do. 4th mort. 8s, 74; Parkersburg R. R., 6¼; Virginia consols, coupons, 80; Virginia consols, ex-coupon, 49⅞; Santa Clara Mining, 7⅞; Maryland Defense 6s, 108½. The latest quotations are: Richmond and Danville 1st mort., 66@70; Pittsburg and Connellsville 7s, 1898, 86@87; Baltimore and Ohio, 168@168½; do. 6s, 1875, 100@101; do. 1880, 100@101; do., 1885, 101½@101; Washington Branch, —@175; Northern Central, 34¼@35; do. 6s, 1885, 92@93; do. 6s, 1877, 93@—; do. 1900, 90@90½; do., 6s, 1900 gold, 92@92¼; N. W. Va. 3d mort., 1885, 93@—; Marietta and Cincinnati 1st pref, 17½@20; do. 2d pref., 10@12; do. 1st mort. 7s, 1892, 101@101¼; do. 2d mort. 7s, 92⅝@93, do., 3d mort., 8s, 74⅝@74¾; Central Ohio, 41@42½; do. pref., 40@40; do. 1st mort., 93@93½; Western Maryland, 1st mort. 6s, 1890, 80@80; do. 1st mort. guar., 99@100; do. 2d mort. guar., 99@100; do. 3d mort., guar., 98@100, do. 2d mort. pref., 60@70; do., 2d mort. guar. by Washington Co., 87@90; Orange and Alexandria 1st mort. 6s, 89@92; do., 2d mort. 6s, 80½@81; do., 3d mort. 8s, 80@82; do., 4th mort. 8s, 73@74; Orange, Alex. and Manassas 7s, 80@80¼; Baltimore 6s, 1875, 102½ 102; do., 1884, 100@102; do. 1886, 100@102; do. 1890, 101½@101¾; do., 1893, exempt, 106@110; do., 1900, 100½@100⅝; do. 1902, 101@102; Memphis City 6s, 48@49; Maryland Defense 6s, 1883, 107@108¼; do. 6s, 1890, 100@—; do. 5s, 80@—; Virginia coupon 6s, old, 33@35; do. new, 30@40; do. consol. 6s, 52@52¼; do. coupons, 80@80¼; West Virginia, 9¾@10; City Passenger R. R., 19½@20; George's Creek Coal, 140@150; Atlantic Coal, 2.35@2.45; Santa Clara, 7.75@8.00; do. bonds, 20½@—; Canton Co., 50@70.

Contract made for Furnishing Iron for the Centennial Buildings.

The Building Committee of the Centennial Board of Finance have announced that a satisfactory contract has been made by Mr. Richard J. Dobbins, the contractor for the Centennial Buildings, for the iron required in the construction of both the main exhibition building and the permanent building. The contract is awarded to Messrs. A. & P. Roberts & Co., of the Pencoyd Iron Works, which are situated on the Schuylkill River near Manayunk, and within a short distance of the Centennial grounds. The Messrs. Roberts express their ability to place the entire amount of iron on the ground within six months, or as fast as the builder requires it; and their extensive reputation for reliability warrants the belief that they will accomplish what they contract for within the specified time.

☞ Mr. Lewis trustee of the estate of Jay Cooke & Co., at Philadelphia, has received another dividend from Captain Ainsworth, president of the Oregon Steam Navigation Company, amounting to $18,687 50, gold, which, reduced to currency, produced $20,822 35, which, added to the dividend previously received, amounts to $61,516 02 already received upon the $1,500,000 stock in that company held by the estate. Other dividends will follow.

☞ The Attorney General has decided that the contract for additional mail service between San Francisco, Japan and China, as provided for in act of June, 1872, is still subsisting, and that the Pacific Mail Steamship Company is entitled to have their new iron steamships inspected, with a view of putting them into service. This decision will secure the company the full subsidy of $1,000,000 per annum.

☞ The directors of the Middlesex Central Railroad, recently elected, are: Spencer W. Richardson of Milton, Jacob Edwards of Boston, William H. Hill, Jr., of Brookline, John V. Barron of Concord, Gardner Prouty of Littleton, Edward D. Adams of Boston, George Keyes of Concord. The road is eight miles in length, extending from Lexington to Concord, and is leased to the Boston and Lowell Railroad Company.

☞ It is gratifying to note a marked revival of activity in the iron trade. Nor is this confined to any particular locality. It includes the iron interests of Paterson as well as Pittsburg, Johnstown, Philadelphia and various places in Ohio, Missouri, Tennessee and other States.

Rutland Railroad.

At an adjourned meeting of the stockholders of this company, held at Rutland, Vt., on the 28th ult., President Page submitted the following report:

Since the submission of the annual report in January last, from information obtained from the books and accounts of the lessees by your road, we are enabled to give you the exact results of the business of the road for the period of 13 months to Jan. 1, 1874; earnings, $1,135,062 13; expenses, $799,256 23; balance net earnings, $335,-805 90, which shows the balance of net earnings for the year 1873 to have been $310,000.

A resolution, modifying the Central Vermont leases, and reducing the rental from that corporation to the Rutland Railroad Company $100,000, was unanimously adopted.

A resolution was also adopted endorsing the action of the directors in purchasing an interest in the Central Vermont Railroad.

The number of directors was increased from seven to nine, and the following gentlemen elected: John B. Page of Rutland; Jacob Edwards, Peter Butler, Edwin A. Birchard, William Sohier, James S. Whitney of Boston; James H. Williams of Bellows Falls; James W Hickok, Lawrence Barnes of Burlington.

At a meeting of the board of directors, John B. Page was elected President, Joel M. Haven Treasurer, B. B. Smalley Clerk.

A dividend of three dollars and a half per share was voted to be paid in scrip to the preferred stock holders August 17th.

The Postal Car Question.

The Postal Car controversy, to which we devote a large space in our paper this week, still remains unsettled, Mr. Hinckley seeming satisfied to allow the mails to go under his last assurance to the Department that a tender of the mails would be considered as an acceptance of his terms, and the Department being willing to send them after repeated notifications to Mr. Hinckley that no more would be paid than allowed by law. Mr. Hinckley places much stress upon the fact that the Department pays the road from Mantua to Gray's Ferry, of which he is also president, a much higher rate per mile than the Philadelphia, Wilmington and Baltimore road. The contract on the Mantua and Gray's Ferry road, which is but three miles long, was made many years ago, and is nominally "messenger service."

An effort was made to induce the Department to contract for service over the Pennsylvania Railroad, which is 51 miles longer, at a fixed rate per mile, and then to allow the mails "for the convenience of all parties" to go in the cars of that road over Mr. Hinckley's track, but the Postmaster General refused to consent to any such arrangement.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending July 25, at 356,488 tons, and for the coal year 9,859,750 tons against 10,418,538 tons to corresponding time last year, being a decrease of 558,-783 tons. The bituminous tonnage for the week is 81,579 tons, and for the year 1,762,719 tons, against 1,715,681, tons to same time last year, giving a total of all kinds for the week of 438,067 tons, and for the year of 11,622,469 tons, against 12,134,214 tons to same time last year, being a decrease of 511,745 tons.

The Washington Iron Works, Newburgh.

We are pleased to learn that the fire which occurred at this extensive establishment recently, was by no means so serious as we feared it might be, as we witnessed the dense volume of smoke arising therefrom, when coming past in the boat the other morning.

Work was resumed in all departments within 12 hours after the occurrence; and is only characteristic of the usual promptness and energy of the proprietors, Messrs. Wm. Wright & Co.

Indeed it would have been a public misfortune to have arrested for a length of time the manufacture there of the justly celebrated Wright Steam Engine, which is made a specialty at this establishment.

☞ The gross earnings of all the lines owned, operated and controlled by the Pennsylvania Railroad Company east of Pittsburg for six months ending June 30, 1874, were $18,013,866, the expenses $11,809,073, and the net earnings $6,204,-703. For the first six months of 1873, the earnings were $19,592,754, the expenses $14,768,393, and the net earnings $4,824,361—showing a decrease in earnings of $1,578,888, with a decrease in expenses of $2,959,320, making the increase in net earnings $1,380,432.

☞ The President of the Michigan and Ohio railway, Mr. James S. Gibbs, writes that the portion of the line between Grand Haven and Defiance, 200 miles, is under contract, and that the contractors will aim to complete it within a year. As soon as the work from Grand Haven to Marshall, 100 miles, shall be finished, the force will be placed on the section between Portsmouth and Columbus, which portion it is intended to have in operation next spring.

☞ The total liabilities of the State of Tennessee amount to $27,920,386 45. Of this there is $6,437,548 95 on which solvent railroads are promptly paying their own interest, so that the amount on which the State is called to pay is $21,-182,837 50.

☞ It is proposed in connection with the extension of the North Shore Railroad of Long Island to Huntington, to establish a steam ferry between that point and Norwalk, Conn. It is believed that the completion of the railroad will make the ferry a necessity.

☞ The money asked for by the North Side (L. I.) Railroad Company to guarantee the extension of their line to the village of Huntington, has all been subscribed, and the work of construction will be commenced during the coming Fall.

☞ The Hanover Branch Railroad has earned $94,192 95 the past year, an increase of $9,279 87 over last year. The running expenses have been reduced $9,896, 67 but the net profits are some less.

☞ A survey of the Woodstock Railroad is in progress and will soon be completed. The object is to get an accurate statement of the work to be done.

☞ S M. Felton, of Philadelphia, has been appointed General Superintendent of the Pan-Handle Division of the Pittsburg, Cincinnati and St. Louis railway.

☞ Mr. August Belmont publishes a card denying the statement of the *Tribune* that the Rothschilds did not invest in United States securities during the war because of his (Belmont's) unfavorable opinion of the securities. On the contrary he says that they did invest largely in United States bonds all through the war, and were uniformly advised so to do by him. And again he says: "I challenge you to point out one single act or word of mine during the whole period of our national troubles which was not dictated by patriotism and devotion to our beloved Union."

☞ The Des Moines Narrow gauge Railroad has been formally opened to Ames.

The American Wood Carbolizing Co.

Is organized for the purpose of Creosoting Timber for Docks, R. R. Ties, Fence-Posts, Pavements, and all other uses where Timber is exposed to the action of water or air. This Company also proposes to License R. R. Companies and others who desire to erect their own apparatus.

Drawings and specifications of apparatus, either stationary or portable, will be furnished on application.

67,112 miles of Railroad in the United States use annually over twenty-six million Ties for renewing those destroyed by decay.

The preservation of wood from decay and the attacks of marine worms, has been largely practiced in Europe for thirty years; and with such success that the use of natural wood is now the exception; and of all the various methods that have been employed, that in which creosote oil was used, has best endured the test of time.

This Company, benefiting by the thirty years' practical experience in the use of creosote oil abroad, offer to the public a system of application which is adapted to the wants of our own country, in that green wood can be rapidly and thoroughly treated, even better than dry, and the application of the oil, in connection with the use of moderate heat, be made more uniform and effective than is possible by any other means.

Experience has demonstrated that creosote or dead oil is the only substance by which wood can be treated so as to certainly resist the attacks of marine worms.

Creosoted wood exposed in Charleston Harbor was not attacked by the teredo, while natural wood attached to it was completely honey-combed.

It is confidently asserted that Railroad Ties creosoted will outlast three sets of ordinary Ties, and that creosoted Paving Blocks being beyond the reach of decay, will last as long as stone, with all the advantages of an elastic roadway, beauty and economy of construction.

The economy in the use of creosoted wood, where the term of service is trebled, is measured by adding to the wood used, the cost of the labor expended in construction, and the loss of time spent in replacing the structure, when either decay or attacks of marine worms destroy it.

The system of Seely and Pelton, employed by this Company, has been fully examined and indorsed by Gen. McClellan, Gen. Barnes, Gen. Babcock, Rob't Harris, C. B. & Q. R. R., Prof. Silliman, Capt. Eads, Gen. Cram, Gen. Humphreys, Gen. Meigs, Gen. Belknap, Prof. Chandler Gen. Gilmore, Gen. Newton, A. B. Mullet, C. H Haswell

It has been used by the U. S. Government upon the Dykes of the St. Clair Flats, and upon Gun Platforms for the fortifications on the Atlantic coast; upon pavements in New York and Pittsburgh, by the Department of Docks of the City of New York and the Board of Public Works of the District of Columbia.

Detailed information can be obtained and specimens of creosoted wood examined at the office of the Company.

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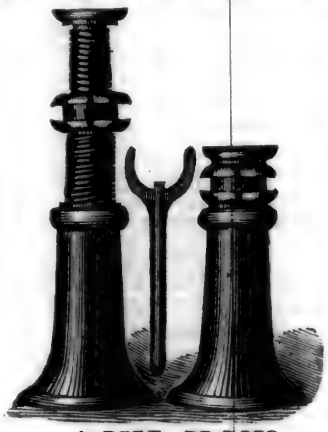
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☞ The earnings of the Chicago, Burlington and Quincy Railroad in June, 1874, were, $1,060,268, the expenses $462,673, and the net earnings $597,595. In June, 1873, the earnings were $1,044 037, the expenses $481,534, and the net earnings $562,503—showing an increase in earnings of $16,281, with a decrease in expenses of $18,861, making the increase in net earnings $35,092.

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American Railroad Journal.

New York, Saturday, August 15, 1874.

Chesapeake and Ohio Railroad.

The proposal submitted to the bondholders and creditors of the Chesapeake and Ohio Railroad, which lately defaulted in the payment of interest on its bonds, embraces the following features:

1. That the holders of the six per cent. first mortgage bonds fund their interest for two years from November 1, 1873; *i. e.*, that falling due November 1, 1873, May 1, 1874, November 1, 1874, and May 1, 1875, into the seven per cent. income bonds of the company, at the rate of eighty five per cent. for the income bonds.

2. That the holders of the seven per cent. mortgage bonds fund seventy five per cent. of the principal of their bonds and the interest for three years from January 1, 1874, on the remaining twenty-five per cent. into the income bonds at the same rate, viz; eighty-five per cent. for the income bonds.

By this means, in connection with the proposal contained in section 4, there will be recovered to the ownership and control of the company, for future use in extending the line, from the present eastern terminus on the James River at Richmond, down the peninsula to deep water on the Chesapeake Bay, enlarging the equipment, and otherwise increasing the earning power of the road, something over $5,000,000 of the seven per cent. mortgage bonds now outstanding.

3. That the creditors of the company holding six per cent. first mortgage bonds as collateral security, take the same to account in full settlement of their respective claims, and fund the interest for two years from Nov. 1, 1873, on the bonds so taken, into income bonds, on the same terms as other holders of six per cent. first mortgage bonds.

4. That the creditors of the company holding the seven per cent. mortgage bonds as collateral security, receive, in settlement of their claims, income bonds, at 85, for three-fourths of the amounts due them, and seven per cent. mortgage bonds, at 85, for the remaining one-fourth, with interest equitably adjusted, and fund the interest on the seven per cent. mortgage bonds so taken to account for three years from Jan. 1, 1874, into income bonds on the same terms as other holders of seven per cent. mortgage bonds.

5. That the creditors of the company holding no security, receive, in payment for their claims, income bonds at 85, with interest adjusted to date of income bonds.

The income bonds issued in settlement, as above, are dated October 1st, 1873, and are payable twenty years after date, with interest at the rate of 7 per cent per annum, payable out of the surplus income of the road, the interest to accumulate until paid.

With the foregoing arrangement, carried into effect, by the general assent thereto of the bondholders and creditors, it is confidently believed that the ultimate payment of every dollar will be insured.

The future financial plans of the company with respect to its existing indebtedness, in view of which the propositions to the bondholders and creditors were made, may be briefly indicated as follows, viz:

1st. To apply the surplus earnings of the road over operating expenses, during the period for which the interest on the first mortgage bonds is funded, after paying off arrears of labor, &c., to increasing the equipment and terminal facilities, and otherwise adding to the efficiency and earning power of the road, in order to give it the necessary capacity to earn the interest on the bonds thereafter.

2d. To resume the regular payment of interest on the first mortgage bonds on the first of November, 1875.

3d. To resume payment of interest on the 7 per cent bonds on the first of January, 1877.

4th. To commence paying the accumulated interest on the income bonds as soon as there shall be a surplus income for that purpose, and continue until all arrears of interest on the income bonds shall be paid up, and to pay the interest thereon regularly thereafter.

Pennsylvania State Debt.

The debt of the State of Pennsylvania, under the system of gradual redemption, is being steadily reduced. The Sinking Fund Commissioners, who are the Auditor General, State Treasurer, and Secretary of State, report that the total debt on the 1st of August, 1874, was $24,999,785 37, and that at that time there was in the Sinking Fund $526,947 available for further reduction. The chief items of the debt are $400,000, bearing six per cent interest in gold; $18,833,950, bearing six per cent in currency; $3,393,500 bearing five per cent in gold; $907,200 bearing five per cent in currency; $87,000 bearing four and one-half per cent in gold; $141,133 of various loans, on which interest has ceased; $100,669 without interest; $83,032, of Chambersburg certificates, at six per cent; and the Agricultural College land scrip fund of $500,000. During July, $21,000 of debt was redeemed, and at the close of that month nearly $453,000 of the General Revenue Fund of the State was deposited on call by the State with various banks and bankers, without collateral or interest. In the reduction of the debt the Constitution of the State requires that there shall be paid off annually a sum not less than $250,000. Between Jan. 1 and July 31, 1874, the reduction has been $800,000, and by the close of the year it will reach, it is said, $1,200,000.

☞ At a meeting of the stockholders of the Woodstock Railroad Company at Woodstock, Vt., on the 8th inst., a resolution was adopted authorising the directors to contract for its completion. A meeting of the directors was called afterward, and the work was let to S. S. Thompson for $200,000, the contract being signed on the spot. The work will begin immediately.

☞ The Canadian Government has advertised for contracts for the grading of the Pembina branch of the Pacific Railway from the boundary line to a point opposite Winnepeg. The bids will remain open until noon of the 25th inst.

Atlantic and Gt. Western Railroad.

The following circular was issued in London by Mr. James McHenry on the 17th ult.:

The annual election of Directors of the Erie Railway Company was held on the 14th instant in New York, and the gentlemen who were supported by the friends of the Atlantic and Great Western railroad were unanimously elected. Over two-thirds of the share capital was represented. The board consists of gentlemen largely interested in the success of the American railway system. The property being no longer controlled by amateurs or speculators, will undoubtedly receive the most energetic, faithful, and business-like administration. There is good reason, therefore, to hope that the contracts made by the Erie Company with the Atlantic and Great Western will now be faithfully, if not liberally, fulfilled. It may be well at this time to repeat that the Atlantic and Great Western was originally suggested as an extension of the Erie railway, and constructed under engagements never fulfilled by the Erie, all subsequent modifications or alterations of these engagements having been equally disbonored. The removal of the Gould administration was undertaken to secure fair dealing, and onerous engagements were assumed in support of the Erie policy, as laid down by Mr. Watson, in consideration of an equitable lease and combination of the several Companies from New York to St. Louis, Chicago, and Cincinnati, including the Cleveland, Columbus, Cincinnati and Indianapolis line. Mr. Watson's engagements proved as fallacious as those of his predecessors. The present board come into power with the lease completed and a clearly defined policy, and it is scarcely possible, therefore, that your interests can again be trifled with. The necessity for the issue of deferred warrants for the payment of the coupons of the First Mortgage Bonds, due July 1st, has arisen from the extraordinary financial crisis in the United States, aggravated by delay in completing the lease, promised two years before, during which period the affairs of the Atlantic and Great Western have been administered provisionally in subjection to the Erie. To this we have submitted patiently in the general interest, having unabated confidence in the future of the line if and when a practical and honest adminstration was found for the Erie Railway. In this I believe we have now succeeded. The warrants in exchange for the first mortgage coupons will be ready in a few days. The coupons will be deposited with Messrs. Bischoffsheim and Goldschmidt, 31, Throgmorton street, London, E. C., to be held by them as security for the warrants, to be returned to you with all rights and priorities preserved if not paid within six months. It is proposed by the Erie Company to remit the rental monthly to Messrs. Bischoffsheim and Goldschmidt, to commence as soon as the formalities of transfer to that Company are completed. If you have not already forwarded your coupons, please do so, in order that all arrangements may be completed, and payment made in cash, with the least possible delay.

JAMES McHENRY,
5, Westminster Chambers, Victoria-street,
London, S. W., July 17th, 1874.

The Monadnock Railroad Lease.

The Springfield *Union* says the Monadnock Railroad is about to be leased to the Boston, Barre and Gardner road. The Monadnock road runs northward from Winchendon to Peterboro', N. H., beyond which place only 18 miles of road remain to be built, in order to secure connections with Concord; that is with all New Hampshire. The Monadnock road thus becomes a link in a new and most important through line from New Hampshire to New York; and its possession has therefore been sought by the managers of three different lines. The Athol road has been thought to have the best hold on the Monadnock, owing to the fact that Willis Phelps, its President, built the Monadnock road, and is a heavy owner of its stock. But now come rumors that Mr. Phelps is about to sell out to Col. Blood of Fitchburg who is interested in the Boston, Clinton and Fitchburg, and the Boston, Barre and Gardner roads, which sale, if consummated will induce the lease of the Monadnock road to the latter. The lease, which is already drawn up, and only awaits the ratification of the stockholders of the contracting roads, is to run 99 years, with a rental of $12,000 the first year, $15,000 the second and $18,000 for each and every year thereafter. If the lease is executed, as now seems likely to be done in two or three weeks, the lessees will immediately construct the eighteen miles of road needed to connect Concord with New York.

Per contra, the Gardner *News* states that it is quite probable that the Monadnock Railroad will be leased to the Worcester, Gardner and Winchendon road, as such a proposition is now under consideration. On the 5th inst. the matter came before the directors of the former road and they voted to lease their line.—*Boston Journal.*

Rhinebeck and Connecticut Railroad.

The Hudson *Star* says that this road is now completed to a point about two and a half miles beyond Ancram, and is being pushed forward at the rate of a quarter of a mile a day. Twenty seven miles of track have already been laid, and on Monday last a large additional force was put on with orders to urge the work to completion as rapidly as possible. The freight dock is to be located midway between the State dock and the Rhinebeck landing. Although there is but a very limited amount of rolling stock at the disposal of the Superintendent at present, there has already been considerable freight brought over the road. Three thousand bales of hay alone have thus far been transported this season, together with considerable quantities of other produce. From Gallatinville sixty barrels of flour are shipped every week by H. Van Valkenburg; while from Ancram the product of Peasley's paper mills form no inconsiderable item. The stations will be located at the following places: Rhinebeck village, Red Hook, Spring Lake, Elizaville, Jackson Corners, Mount Ross, Gallatinville, Ancram, Copake and Boston Corners, where connection is made with the Poughkeepsie and Eastern Road, passing down which the Connecticut Western is struck at Millerton, forming an uninterrupted chain to the east.

The Indus Valley Railway.

Some idea of the difficulties of constructing the Indus Valley Railway, the proper gauge for which was recently so warmly discussed at the Institution of Civil Engineers, London, may be gathered from the "Progress Report" for the year ending the 31st of March last by Col. Peile, R. E., who has charge of the undertaking. Two bridges of extraordinary dimensions will be required, one over the Sutlej River, and the other to cross the Indus itself. The former has been already decided on as to design and position, and will consist of sixteen spans of 264 feet each, measuring from centre to centre of the piers. These piers will have to be built on iron cylinders, about 19 feet in diameter, and sunk 100 feet below low water. But the site of the Indus bridge is not determined, except so far that it will be in the vicinity of Sukkur, and the report indicates three different proposals between which a choice must be made. One of these takes advantage of an island, and crosses the divided channels by very large spans. Another is to cross at New-Sukker, where the river is over 1,000 yards wide, by a bridge of ordinary construction. And a third would take a narrower intermediate part of the channel, where the stream is, of course, deeper, but where there is rock available for the foundations at one extremity. The estimates for these three projects are respectively £210,000, £386,000, and £246,000, so that it is not too much to say that it will cost at least a quarter of a million to execute either of them. A steam ferry is to be established at Sukkur before the line is otherwise complete, to be used pending the successful completion of the bridge.

Michigan Central Railroad.

The earnings of this road for the years ending May 31, 1873 and 1874, have been as follows:

	1873.	1874.
From passengers	$1,785,716 33	$1,803,247 76
" freight	3,852,933 41	4,086,785 12
" mails	48,865 56	58,464 11
" miscellaneous	188,796 77	248,219 18
	$5,876,312 07	$6,196,716 17
Expenses, viz:		
Repairs of road	$414,977 90	$263,571 70
" buildings	171,476 95	151,593 70
" locomotiv's	325,849 02	230,368 39
" cars	641,608 96	619,061 06
Locomotive service	236,739 70	250,174 10
Train service	241,114 15	253,991 83
Station service	781,875 48	993,026 71
Fuel	648,093 04	754,592 09
Oil and waste	86,630 26	103,904 46
Stationery, etc.	48 472 98	49,801 46
Taxes	126,209 94	164,361 09
Telegraph	50,599 64	50,242 07
Miscellaneous	102,595 24	92,189 96
Car mileage	.....	243 078 42
	$3,876,243 26	$4,219,955 14
Net earnings	$2,000,068 81	$1,976,761 03

Compared with the previous year the gross earnings of 1874 show an increase of $320,404 10, with an increase in expenses of $343,711 88—making a decrease in net earnings of $23,307 78.

The earnings from passengers show an increase of $17,531 43, from freight an increase of $233,851 71, and from mails and miscellaneous an increase of $69,020 96.

Passengers earnings per mile were $6,349 46, freight, $14,390 09, miscellaneous, $1,079 87—total $21,819 42, an increase compared with the previous year of $1,128 18.

The expenses of operating the road (not including taxes) were $4,055,594 05, or 65.45 per cent. In 1873, they were 63.80 per cent. The expenses, including taxes, the past year were 68.10 per cent, against 65.96 per cent in 1873.

The following is a comparative statement of the earnings of the entire line, including branches, for the fiscal years ending May 31—

	1873.	1874.
Passengers	$2,367,181 67	$2,360,948 86
Freight	4,652,873 82	4,918,961 93
Miscellaneous	282,062 57	354,170 91
	$7,302,118 06	$7,634,081 70
Operating expenses	$4,840,564 87	$5,316,549 64
Taxes	146,370 59	207,092 75
	$4,986,935 46	$5,523,642 39
Net earnings	$2,315,182 60	$2,110,439 31

—showing an increase in gross earnings of $331,963 64, and a decrease in net earnings of $204,743 29.

The ratio of expenses to earnings in 1874 is 72.35, against 68.29 in 1873; exclusive of taxes, 69.64 in 1874, against 66.29 in 1873. The president in his report says:

The property of the company now consists of

the main line of the Michigan Central road, extending from Detroit to Chicago, a distance of 285 miles, by way of Marshall and Kalamazoo.

This line is shortened by the Air-line road, so called, extending from Jackson to Niles, which was mainly built by this company, though held by it under a lease, the condition of which is the payment of the interest upon the construction bonds, and the principal when due. This road is substantially the double track of the main line between Jackson and Niles, though by the Air-line the distance is shortened by 12 miles. The two lines are, for all freight purposes, used as double tracks, the trains passing west over one, and east over the other. The company also holds, by lease, the Grand River Valley Railroad, extending from Jackson to Grand Rapids, a distance of 94 miles.

Also the Jackson, Lansing and Saginaw Rail road, extending from Jackson, northward, through Lansing, the capital of the State, Saginaw City and the valley of the Saginaw River, and thence in the direction of the Mackinac to a point north of the centre of Otsego County, and about 55 miles south of Mackinac. The road is now 236 miles long.

The company also owns, by way of lease, that portion of the Air-line road, so called, extending from Niles to South Bend, a distance of about 11 miles.

For the Grand River Valley road this company pays the interest on its bonds and the annual sum of $24,560. For the Jackson, Lansing and Saginaw road it pays the interest on its bonds, which are $18,000 per mile, and $70,000 per annum. It, however, holds by ownership something more than a third of its stock. The company owns lands, granted by Congress to aid in its construction, about 600,000 acres.

This company has also acquired, as stated in the last annual report, two thirds of the stock of the Detroit and Bay City road, extending from its station grounds, in Detroit, to Bay City, at the mouth of Saginaw River, and across the river to the intersection with the Jackson, Lansing and Saginaw road, and forming the eastern connection with that road, as the line by Jackson forms the southern and western. This latter company, the Detroit and Bay City, is an independent company, not leased, but is worked by the locomotives and cars of this company, for which reasonable compensation is to be charged.

There is a land grant by the State of about a million of acres, to aid in the construction of a railroad from Mackinac to Marquette, which, but for the financial difficulties of the country for the year past, might perhaps have been well under progress of construction. It is a road demanded by the public interest, and especially by the interests of Michigan, though from its connection with the iron and copper regions of Lake Superior, it is almost of national importance. Should that road be built, both the Bay City and the Jackson, Lansing and Saginaw roads would become at once roads of great importance to the country, and value to those interested in them.

The gross earnings of the main line and leased lines, for the year ending with May, have been:

From passengers	$2,360,948 86
" freight	4,918,961 63
" miscellaneous	354,170 91
	$7,634,081 70
Being in excess of the earnings of the year before of	$331,968 64
The operating expenses during the same time, exclusive of taxes	$5,316,549 64
And taxes have been	207,092 75
	$5,523,642 39
These expenses have been in excess of those of last year by	$536,706 93
The net earnings of the property have been, during the year	$2,110,439 31
Being less than the year before by	204,748 29

This is a statement doubtless discouraging to stockholders, at its first aspect, though when the causes are considered in connection with the business of the year, there will be found much ground of hope in the future.

First. There has been an increase of tonnage on the main line above the prior year, of 177,162 tons, or 12¼ per cent, though the earnings from this business has increased only 6.07 per cent. The increase in through freight carried over the road has been 260,392 tons, being 37.87 per cent. The increase of east-bound through freight has been 262,563 tons, or above that of the same kind of freight of the prior year of 48.25 per cent.

There has been a slight falling off in through west bound freight of 2,171 tons, and a large falling off in local freights of the road of 83,230 tons. But, on the whole, the increase of business has been large, notwithstanding the disturbance and depression in every class of business during three-fourths of the year, resulting from the financial trouble of the country.

The falling off in the amount of local business of the road has resulted from a double cause. The crop of the last year, in the State, was a short one, which is a large cause; and the difficulty in the finances largely paralyzed all business, and especially the traffic in lumber, which is, to a great extent, the business of the Jackson, Lansing and Saginaw Division, Kalamazoo and South Haven, and, to a lesser degree of the Grand River Valley and the main line.

The increase of the gross earnings for the year before the last year, over those of the year before that, was	$860,705 50
Those of the last year over the year before it have been	331,963 64
Had the rates remained the same as the year before, the gross earnings would have been greater than they were by	606,950 12
Or greater than that year by	938,913 76
This would have shown a gross increase of earnings, on the business for the two years done, of	1,799,619 26
And the net earnings of this year would have been in excess of those of last year by	402,206 83
And the net earnings for the year would have been	2,717,389 43
The increase of tonnage on main line in the year ending with May, 1873, was above that of the previous year	178,479
And for the last over the year before	177,162

Being an increase in two years of 355,641 tons, or 43.17 per cent of the whole tonnage of 1870.

The very large increase in the east-bound tonnage of the road is wholly the result of the large improvements which have been made during the past two years, which enables it to do that kind of business with a facility and despatch fully equal to those of any other line—and which, it is believed, will enable it at all times to command a full share of all the business between the West and the East.

But while the business in the aggregate has so largely increased, the earnings therefrom have not increased in proportion, and especially the net earnings. This also has resulted from several causes. Among them is the fact, that from July to January, owing to differences between the roads from New York west, all west-bound freight was carried at less than half the regular rates; and from the same causes all immigrants have been carried west, during all this season, for about one-third of the regular rates. These causes have largely diminished the earnings on all west-bound business, and they are wholly beyond the control of this company.

In the east-bound cattle business, which is very large, and was formerly a very valuable one, the rates have been almost totally destroyed for the past year through the effect of causes connected with the Eastern roads, and which this company has had no ability to obviate; and that whole business has been done during that time at not much, if any, above cost, and is now going at much less than the cost of doing it.

All the other business from the west eastward, since the crisis of September, has been irregular; for a time, after the commencement of the panic, suspended; then gradually reviving, but never in a volume to fill the capacity of the roads between Chicago and New York. Competition for it therefore has been active, and rates have not been maintained. The result has been, from all these causes, that the average rate of all freight carried over the lines of the company has been during the year only 1.29 cents per ton per mile against 1.57 of the year before. This difference in the rate has made a loss to this company, upon the business which it has done, of $606,950 12, all of which is taken from the net earnings, or what should be such, of the company. This loss has not resulted from depreciation of rates such as was set forth in last year's report from the creation of new lines, but simply from dissensions between existing lines, which it is believed are temporary only, to which should be added the causes resulting from the panic, which are equally temporary. That which has been lost in the rates of the last year, therefore, we may confidently expect will be recovered again. With the reviving prosperity of the country, with average crops, and consequently with rates restored to the average only of the two years before the last, we may reasonably expect increased earnings, both gross and net, somewhat corresponding with the ability of the road to meet the necessities of the business.

Stockholders who read the reports of the last three years are aware of the extensive improvements which have been in progress during that time. They have been necessarily greater than was at first deemed requisite. During the long period in which the road had remained stationary, with none or but little enlargement of its ability to meet the demands of business, the North West had increased very greatly in population, and in the extent of the domain which had become subject to productive industry. The business of transportation had assumed proportions which were greatly beyond the capacity of the roads to accommodate, though additional roads had been in the meantime opened, and the capacity of all rival lines had been greatly enlarged. The rates had depreciated within a period of eight years from 3.06 per cent per ton per mile to 1.56. One-half of the rate had therefore been lost permanently. The capacity to do double the business was necessary to earn the same amount of money, and to continue to make profits above expenses, which, other things being equal, increase as business increases, it was necessary to do three or four times as much as when the rates were twice as large. It should be said, also, that with iron rail, which deteriorates rapidly with increased tonnage the expenses assume still larger proportions as compared with the earnings. In fact, with an iron track and very large tonnage, economy is nearly out of the question. Self-preservation therefore compelled the Michigan Central Company to do whatever was necessary to put its road in condition, not only to convey any volume of business which it might be able to obtain, but to do it with the utmost economy. To largely double its track; to lay it with steel rail; to double its power and rolling stock; to construct new shops, both for the repair of cars and locomotives, had become of indispensable necessity.

This work was undertaken in 1872 more extensively than before, and was in progress until the close of the last fall. The cost of the work has been much greater than had been estimated, but it is satisfactory to know that the work has been done in the most substantial manner, and the road made adequate, except perhaps in equipment, for the increase of business which may be expected for some years to come.

There have been laid with steel rails upon the main line seventy-two and a half miles of double track, which, with the Air line, makes one hundred and seventy-five miles in all, of double track between Detroit and Chicago. Of this 28.85 miles have been laid during the first half of the present fiscal year. The bridges and culverts generally under this track are of masonry, and constructed

in the most permanent and substantial manner. The main line has been laid with steel rail the entire length of it, with the exception of sixty-five miles, and the whole track reballasted so far as was necessary. The whole line of both single and double tracks is probably in as good condition as it is possible with tracks not wholly steel. The shops are substantially completed and are both convenient and adequate. A new station or passenger house has been built at Jackson adequate to the convenience of the public and the company. Smaller ones have been built at other points along the road, but only where the necessity has become so urgent as to become imperative. During the past year additional sidings to the extent of twenty-three miles have been laid. The entire siding now laid, including that in the Chicago and Detroit yards, is 123 miles, or about twenty miles less than half the entire length of road. A large yard at Michigan City, and also at Jackson, with adequate sidings for standing and distribution of cars and making up of trains, has been constructed, and an additional engine-house at the former place. The works for the supply of water at the various stations have been enlarged to meet the increased demand upon them. It will be seen that the result has been almost complete reconstruction as well as enlargement of capacity, and this was inevitable, once the determination being had, to make the road adequate to the business it might reasonably expect, with the development of the West, which has been so rapid, and will be so continuous.

It may be admitted that as yet the results of the large expenditures required for these additions to the property of the Company have not met the expectations of the Board. Some of the causes have been alluded to above. Neither the increased earnings, nor the decrease in expenses, have thus far been equal to our hopes and wishes. One other cause of this has been that, until within the last half year, the work of reconstruction and enlarging the ability of the Great Western road, has been in progress. That road is practically a part of our line, but had not been in a position to do its business with punctuality. Its trains westward were very often out of time, and this deranged all the trains of the Central road which connected with the trains of that road. This also deranged, more or less, all the trains on the road, leading to delays and consequent increase of expense in doing the business. The Board, however, are glad to be able to say, that for some time past this cause of increased expense is obviated, and that all trains upon that road are now run with great regularity. That road is now in all respects equal to the best in the country, and at last, ample in all its appointments for all the business which it may be required to do. This is the first time in very many years that this could be said of it. Its lines are steel throughout, and its road-bed excellent, and its equipment equal to the business.

Another and principal cause of the large ratio of expense of doing the business the past year to earnings, is in the diminished rates at which the business has been done, for the reasons above stated. Had not the rates been almost totally demoralized, partly by the condition of the country, and partly by the dissensions among the managers of railroads, the earnings of this Company would have been from the same business $606,950.12 greater than they were during the year, and with no additional cost. The rate of expense in proportion to earnings would have been very much reduced. The ratio of expenses to earnings during the year before the last on the main line, including taxes, was 65.96, and exclusive of them 63.80. During the last year it has been 68.10, including taxes, and 65.45 exclusive of them. But during the year there have been carried the whole length of the road 260,392 tons more of freight, with only $320,404 10 increase of earnings. Had the same rates ruled during the year as did during the prior year, the ratio of expenses to earnings would have been, with taxes included, 62.48, and excluded, 60.05.

During the year 1873 there was much steel rail in the track, and during the past year for most of the time, all the steel rail was in, which is now there. The expense of the repairs of machinery in consequence of the condition of the track had somewhat diminished in the former year, when it was 8.16 cents per mile run during the year. During the last year this expense has been reduced to 4.96 cents per mile run. This reduction is somewhat due to adequate and convenient shops, but is mainly the result of better track, and is a striking result of the use of steel rail. In addition to this it may be stated that, with the country in a healthy condition, financially, the business of the road would have been much larger, with comparatively small increase of expenditures. But even now the business per ton per mile has been done at less expense than ever before. The causes of diminished earnings from business done, and the causes which have affected business itself passing away, it is believed that the expenses will be brought within 60 per cent. of the gross earnings, while the gross earnings from the business done, and the volume of business also, will be very largely increased.

Until the past year, the business has, for several years, exceeded the capacity of the road, and has increased as fast as the enlarged capacity would allow it to do so. In 1870 the tonnage moved over the road was 823,770 tons, which was the largest amount carried in any one year up to that time. In the last year, 1874, it has been 1,593,954 tons, very nearly twice as much as in 1870. These statements have reference only to the business of the main line and its increase.

The other lines during the year have also suffered by the general depression in business. For a time after September the lumber traffic was almost totally suspended, and has not yet fully recovered; and stockholders will observe by the statement of the Treasurer that so far as lateral lines are concerned, they have failed to pay expenses and their rent and interest. This was to have been expected for a short time, with the Jackson, Lansing and Saginaw division, in any event, because having been so recently constructed northward from Bay City, its proper business could not at once become fully established. Though several mills have been built upon the northern portion of the line, and some of them large ones, yet the progress of improvement there has also been kept back by the financial revulsions and the general depressed state of the staple traffic upon which it must mainly rely for its business.

It was not, however, because these lines would be profitable in themselves that this Company ventured upon a lease of them, but because they would contribute to the business of the main line largely, and because in some of them also the control of them by this Company seemed essential to protect the local rates and business of the main line. It is, however, fully believed that with a revival of business, each one of them will take care of itself, while contributing largely to the business of the main line, and that the most important of them, the Jackson, Lansing and Saginaw, will become in itself, not only self sustaining, but profitable.

The largest element, however, which weighed with the Board in making these leases, was the wish to protect the rates and increase the business of the main line. The gross business of that line was last year $6,312,788 23, of which considerable more than one-sixth of the whole amount, is business to and from these lateral roads and upon which this Company generally gets its best rates. This will be a constantly increasing business, and is one which, in the main, might as easily pass over rival roads, as over the Central, if in their interest. Though, therefore, judging by the fruits of the past year from the lines themselves only, it might appear that possibly a mistake had been made perhaps in one of them, yet the action of the Board, even if now to be confirmed, would seem to be not only expedient but a necessity even. It may be remarked, also, that the value of no railway property can be fairly tested by the results of the past year's experience.

There has been expended for construction during the year, $2,060,636 62.

Among the items of expenditure are the grading and superstructure for double track and steel rail in main line	$1,093,344 02
For additional siding	240,513 12
Repair shops for engines at Jackson, and repair shops for cars at Detroit, engine houses, at Jackson, Detroit and Michigan City, passenger depots, coal-shutes and passenger cars	623,507 27

Though all the contemplated improvements made in the permanent property of the Company were substantially completed before the panic occurred, yet there was a large debt remaining unpaid, in various forms. This has been partly paid by the sale of the bonds of the Company, and but for the disturbance in the business of the country by the financial crisis, and the effect upon the revenues of the Company, the remainder would have been now almost entirely liquidated, leaving the future earnings, above expenses and interest, applicable to dividends. The Board regret to say that it is now probable that the earnings until January may be required to extinguish the remaining floating debt.

The addition to the equipment during the year has been small, consisting mainly of passenger stock. The increase of the rolling stock during the two prior years had been very large. That intended for the local or home business of the road is fully adequate, probably, for the purpose. The increase of rolling stock in the through lines running over the road, by other roads with which the road of this Company connects, has been larger in proportion than that made by this Company, which creates large balances against it for the mileage of those cars. This should be remedied, and its full quota of cars should be put into the lines.

The fact that the Jackson, Lansing and Saginaw road was originally planned to extend from Jackson to Saginaw, and the appointments were, consequently, only for a short road, was the cause why they became inadequate, when the road was extended, for a larger business. It became a necessity, therefore, generally to enlarge its sidings south of Wenona, and in the Saginaw Valley to make very considerable changes and improvements. These have been done during the last year, and it is not expected that any considerable expenditure will again be required, beyond operating expenses, for some years. On the other lateral lines but little has been required.

The business of the Company, judging from the past only, will very largely increase, with its increased ability to do it, and though the rates may somewhat decline, the net earnings will from the greater cheapness with which the road can be worked, correspond with the business. Stockholders, therefore, may reasonably hope for early resumption of dividends, and with the revival of business and returning prosperity, that the value of their property may again be restored.

The completion of the International Bridge at Buffalo, across the Niagara River, is an event of much importance in the progress of improvement. It supersedes the old and inconvenient passage by means of a ferry. It improves very greatly the Grand Trunk route between the Michigan Central road at Detroit, and the roads east of Buffalo, and also gives passage to the trains of the Canada Southern road, now open and in use from the Detroit station of this Company, to a connection with the same roads. Both these lines will be valuable at all times, and especially so when the Detroit passage is obstructed by ice, as has been often the case.

The work upon the tunnel at Detroit has been discontinued. The difficulties which were developed by the small experimental tunnel undertaken for the purpose of ascertaining what obstacles were to be met with, have been found to be so great as to force upon our minds the conviction that if practicable at all, the railroad tunnel there

would be too expensive for a private company to undertake its construction. So far as could be determined by the experiment made, much more time, and a very much greater amount of money than had been estimated by the chief engineer, would be required for the work. It has therefore been thought best to go no further with it. This has been matter of great regret, because the interests of the railways, as well as that of the whole public, and especially the West—so greatly interested in easy, quick and cheap transportation—require a much better crossing of the Detroit River than by ferries, and especially during the five months when the navigation upon the lakes is usually closed. A bridge at Detroit seems to be the only alternative if the business of the railroads is to continue to find its way across the river at that point. It is, however, probable that at some other place, where the bottom of the river is rock, a tunnel may be found feasible within reasonable cost, and all roads unite in its construction.

The whole number of locomotives on the main line and branches is 210, the same as last year. The cars are classified as follows: 74 12-wheel and 8 8-wheel day coaches, 30 12-wheel and 4 8-wheel second class, 3 railway postal, 19 12-wheel and 20 8-wheel baggage and mail, 96 conductors', 164 large and 140 small stock, 1,843 merchandise, 474 Blue Line, 21 refrigerator, 1,332 platform, 189 double deck, 2 derrick and 2 pile driver cars.

Miles run by locomotives with passenger trains 1,076,255; with freight trains, 2,406 888; miscellaneous trains, 821,564; switching trains, 1,311,298—total, 5,116,005.

The total number of passengers carried during the year was 877,446, of whom 153,227 were through, and 724,219 way. Total number of tons of freight moved, 1,593,954. Tons carried one mile, 313,401,088.

The Treasurer, in his report, gives the following comparative statement of the business of the past year with that of the previous year:

From June 1, 1872, to June 1, 1873—		
The gross receipts of the main line and branches were		$7,307,024 59
Operating expenses	$4,791,641 40	
Interest account	1,071,306 23	
		5,862,947 63
Net		$1,444,076 96
From June 1, 1873, to June 1, 1874—		
The gross receipts were		$7,665,372 66
Operating expenses	$5,523,642 39	
Interest account	1,284,432 20	
		6,808,074 59
Net		$857,298 07

The bonded debt has been increased during the past year by the issue of $1,000,000, 7 per cent bonds, so that it amounts now to $10,735,000; $650,000 of the bonds of 1882 are in the sinking funds, which reduces the amount of outstanding bonds to $10,085,000.

The sum invested in the sinking funds amounts, as shown in the report of the Trustees, to $1,676,672 86, of which $650,000 are bonds of this company, due in 1882.

There has been no change in the amount of the capital stock, which still stands at	$18,738,204 00
Construction account amounts to	26,992,517 54
The floating debt amounts to	1,056,452 77

—being $284,915 38 less than reported in January last.

Income Account.

Balance from previous year		$724,965 91
Receipts of the Main and Air Lines from June 2, 1873, to May 30, 1874		6,344,079 19
		$7,069,045 10
Operating account Main and Air Lines, exclusive of interest		$4,479,786 16
Interest account		631,103 70
		$5,110,889 86
Balances against Branch Roads, transferred:		
Joliet & N. I R. R. Co.	$48,296 13	
Grand River Valley	48,351 21	
Kalamazoo &. So Haven	18,403 13	
Nunica Division	11,622 12	
South Bend Division of Air Line	6,682 59	
Jackson, Lansing and Saginaw	242,536 08	
		375,891 26
Balance to new account		1,582,263 98
		$7,069,045 10

Trial Balance, May 30, 1874.

Cash	$166,984 93
Chicago land accounts	168,298 67
Sundry securities and accounts	42,235 32
Jackson land accounts	23,911 31
Joliet and N. I. stock	168,225 00
Jackson L. and S. stock	276,730 22
Money loaned account	175,790 19
Detroit and Bay City R. R. Co	128,476 01
Construction account	26,992,517 54
C. F. Livermore, General Receiver	1,023,124 53
James F. Joy, President	96,309 85
Materials on hand	270 488 71
Grand River Valley R. R. Co	909,165 88
Michigan Air Line R. R. Co., construction account	2,723,322 28
Kalamazoo and South Haven R. R. Co., construction account	114,321 39
Joliet and N. I. R.R. Co., construction account	36,404 16
So. Bend Division, construction account	22,535 91
Jackson, L. and S. R. R. Co., construction account	761,041 36
Chicago and Michigan L. S. Bonds	29,024 00
Detroit, Hillsdale & Indiana Bonds	8,475 00
Detroit, Eel River & Illinois Bonds	4,350 00
	$34,141,727 26
Capital stock	$18,738,204 00
Bond accounts:	
8 per cent 1st mort. payable Oct. 1, 1882	$556,000
8 per cent 1st mort. payable Oct. 1, 1882, 2d sinking fund	668,000
8 per cent 1st mort, payable Oct. 1, 1882, 1st sinking fund	1,511,000
7 per cent consol. mort. payable May 1, 1902	8,000,000
	10,735,000 00
8 per cent Air Line mort. payable Jan. 1, 1890	1,900,000 00
Unpaid dividends and coupons	57,741 51
Bills payable	1,056,452 77
Proceeds Jackson, L. and S. equipment bonds	72,065 00
Income account—balance of this account	1,582,263 98
	$34,141,727 26

President.—James F. Joy.

Vice President.—H. H. Hunnewell.

Directors.—James F. Joy, Detroit; John W. Brooks, Nathaniel Thayer, H. H. Hunnewell, Boston; George F. Talman, Moses Taylor, New York; Sidney Bartlett, Boston; John Jacob Astor, New York; Erastus Corning, Albany.

Treasurer.—Isaac Livermore.

Vice Treasurer & Clerk.—Joshua Crane.

Gen'l Superintendent.—H. E. Sargent.

Auditor.—William Boott.

Southern Minnesota Railroad.

At a meeting of the holders of the eight per cent construction bonds of the Southern Minnesota railroad company, held in December last, a committee, previously appointed for the purpose, submitted a plan of reorganization embracing the following features:

1. Upon the bidding in of the road under the foreclosure by the Trustees, new bonds shall be issued in lieu of the eight per cent. construction bonds, and to the same amount per mile, dated April 1, 1874, with interest at six per cent. for the first two years, and thereafter at seven per cent. But should the earnings for the first two years be sufficient, seven per cent. interest shall be paid, otherwise the two per cent. deficiency shall be paid in preferred stock.

2. The coupons in arrear, computed to April 1, 1874, shall be paid in preferred stock limited to the aggregate amount of said coupons ($4,000 per mile,) and of the deficiency in interest above provided for ($400 per mile.)

3. All of the Directors of the organized company, except two, shall be appointed by the holders of the new bonds and of the preferred stock. The remaining two shall be elected by the holders of the common stock. For the first year the Directors to represent the bondholders shall be appointed by the committee.

4. The board shall have power, with the assent of the holders of a majority of the common stock, to issue second mortgage bonds upon the road for an amount not exceeding $2,000 per mile for equipment or repairs.

5. Common stock shall be issued to the holders of the seven per cent. equipment bonds, at the rate of $8,500 per mile, in lieu of the bonds now held by them, and to the present stockholders and holders of the floating debt at the rate of $1,500 per mile, in case they shall assent to this plan of reorganization.

6. No lease shall be made which will not secure the payment of seven per cent. per annum on the common stock, without the consent of a majority of the holders of the common stock.

It is announced that the plan of reorganization, made in conformity with the above agreement, has received the written assent of a large majority of the eight per cent. construction bonds, of the second mortgage bonds, of the floating debt, and of the stock; that a final decree of foreclosure directing a sale has just been obtained from the court by consent of all the parties, and that the committees representing the various interests are acting in full accord in carrying out the above mentioned plan. Under this decree the road will be sold, and bid in by the Trustees for the bondholders. It will then be resold by the order of the majority, pursuant to the right of resale secured in the mortgage and confirmed in the decree.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending August 1, at 407,165 tons, and for the coal year 10,868,962 tons against 11,559,392 tons to corresponding time last year, being a decrease of 669,431 tons. The bituminous tonnage for the week is 72,108 tons, and for the year 1,656,886 tons, against 1,794,244, tons to same time last year, giving a total of all kinds for the week of 479,273 tons, and for the year of 12,525,848 tons, against 12,353,637 tons to same time last year, being a decrease of 827,789 tons.

☞ The citizens of Underhill, Vt., have voted, 138 to 129, to bond the town to the amount of $17,000 in aid of the Burlington and Lamoille Valley Railroad.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific:													
1867	38,169	51,831	69,029	81,156	95,823	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,360	467,059	5,670,882
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777.513	583,692	7,995,116
1871	536,499	485,490	614,447	720.929	892,341	795,176	869,297	1,006,373	995,922	981,006	897.234	672,858	9,467,072
1872	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285 567	1,299,900	1,037,902	12,734,729
1873	852,960	694,015	932,778	1,129,469	1,378,676	1,301,202	1,214,551	1,258,500	1,392,125	1,423,875	1,296,812	1,072,750	13,938,969
1874	848,558	794,000	867,666	1,132,000	1,360,000	1,380,000	1,258,000	.....	.....	.....	.....	.....	....
Chicago and Alton:													
1869	343,182	315,099	388,727	328,390	345,833	402,854	351.045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497.261	540,756	431,315	352,404	5,156 326
1873	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,623	410.907	344,046	5,497,541
Chicago and Northwestern:													
1863	.....	... ...	.....	.....	.....	366,100	281,334	296,169	473.186	551,122	435,945	407,668	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565.145	490,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	586,623	747,942	702,691	767,508	946,707	932,683	754.671	647,842	7,976,490
1866	625,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	766,308	774,280	895,712	893.658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,537	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873	752,468	765,249	967,258	1,034,023	1,256,072	1,300,578	1,240,987	1,284,091	1,071,448	1,451,827	1,039,306	1,019,501	13,816,465
1874	993,490	903,021	1,039,986	1,074,725	1,272,293	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1869	204,112	180,840	239,522	247,661	241,456	259,406	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,060	226,897	244,182	246,046	290,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,022	372,974	381,113	373,619	341,104	326,288	401,252	417,328	439,581	389,830	358,743	4,462,625
1873	363,921	413,043	448,924	413.443	436,469	411,260	393,806	465,508	466,796	423,893	327,804	322,596	4,887,448
1874	363,053	276,099	318,976	342,247	306,778	330,754	327,384	.....	.....	.....	.....	.....	.....
Erie:													
1871	1,055.469	971,193	1,201,500	1,253,955	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,625 243	1,643,464	1,743 752	1,704,374	1,392,615	18,694,096
1873	1,526 505	1 329,422	1,515.382	1,541,958	1,754,821	1,717,593	1,685,384	1,774,570	1,918,247	1,882,421	1,560,023	1,625,129	19,631,781
1874	1,462,650	1,273,775	1,413,223	1,465,550	1,687,772	1,577,945	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1868	587,443	536,165	444,443	518,800	572,551	626,249	649,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,484
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624,744	529,617	583,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,436	531,627	575,393	559,871	648,956	659,363	609,846	783.255	744,782	881,693	696 475	698,063	8,026,754
1873	602,241	597.429	660,759	553,912	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874	611,491	538,668	567,554	580,921	647,892	678,728	624,191	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	133,673	152.264	267,411	303,915	306,944	266,086	282,723	332,555	366,446	387,999	303.305	210,197	3,321 518
1872	189,666	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,695,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265.217	201,462	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,016	1,130,847	1,295,369	1,368,948	1,402,597	1,345.316	1,235,285	14,797,975
1872	1,359,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459,360	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873	1,412,368	1,549,285	1,735,736	1,694,543	1,680,968	1,585,368	1,451,762	1,582,531	1,776,420	1,742,516	1,375,556	1,646,983	19,134,136
1874	1,519,249	1,305,132	1,371,645	1,593,827	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029 927
1873	169,843	161,132	178,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	151,793	150,301	2,126,875
1874	171,028	.....	.....	.....	.....	.....	.....	.....	.....	... ...	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	406,283	363,187	326.891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	486,980	470,703	480,847	427,096	422,015	529,890	628,660	582,802	547,434	507,050	5,940,102
1872	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,903	641,807	487,606	464,163	5,608,117
1873	379,836	440,261	567,314	556,180	542,058	480,028	457,853	452,230	617,291	537,031	506,804	552,548	6 089,634
Milwaukee and St. Paul:													
1869	454,590	330,400	420,951	460,288	630.844	678,923	586,531	525,547	724,732	1,040,102	801.195	496,566	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	893,318	908,318	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,986	387,565	426,223	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702 858	513,787	6,957,771
1873	384,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046.124
1874	654,400	657,500	576,620	742,050	964,800	886,900	749,200	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,828	260,449	343,195	363,677	341,373	321,659	236,108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,123	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	305,755	269,560	304,512	265.406	315,699	338,497	384,193	337,920	380,404	3,678,682
1873	227,897	261,346	344,632	321,047	301,521	272.600	267,784	325,093	382,098	353,168	308,632	206,100	.....
Philadelphia and Reading:													
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,350,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872	667,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071.407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,748
1873	742,641	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	.....	.....
St. Louis, Alton and Terre Haute:													
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	166,107	188,442	186,489	152,515	102,995	1,786,547
1872	164,525	137,678	162,386	156,134	148,270	133,503	123,994	169,459	179,457	216,177	177,327	158,700	1,927,471
1873	144,209	159,454	177,514	170,218	164,300	165,260	151,532	165,610	178,302	200,646	132,892	132,752	1,942,689
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	123,012	127,412	126,775	124,988	123,943	1,372,256
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	163,254	229,260	208,140	230,300	195,480	179,261	206,190	205,500	186,645	160,800	122,657	2,223,647
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,270	399,439	4,013,906
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,369	323,377	434,284	4,242,343
1870	257,664	298,645	295,270	318,699	340,893	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,000	439,515	553,994	552,079	558,817	600,205	531,080	516,935	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,868	434,465	614,175	565,811	621,351	489,341	466,081	5,944.570
1873	370,290	405,110	471,301	446,527	470,598	541,191	483,399	642,209	593,504	538,251	418,928	482,767	5,864,076
1874	423,343	400,981	404,699	447,855	420,719	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	25,550	617,555	758,467	999,665	837,388	716,829	5,700,183
1870	528,529	500,139	539,238	706,606	802,586	746,450	643,068	664,051	728,521	719,698	570.168	505,063	7,654,094
1871	479,573	373,925	499,899	584,540	724,466	728,174	673,698	681,805	800,402	777,362	708,142	469,932	7,521,682
1872	573,936	534,115	566,861	741,802	880,442	835,459	743,382	789,567	868,754	980,706	915,727	757,851	8,892,606
1873	523,975	491,754	708,256	881,266	1,007,851	980,363	876,833	887,277	1,068,987	1,170,586	970,660	758,823	10,266,104
1874	620,716	607,990	687,026	884,954	910,066	.....	.....	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'73	9.50	114	40	Albany.....N.Y.	190,590	190,000	59,000	—	101,301	26,019	8	100	100	....
Sept. 30,'73	1.04	....	—	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	—	7,229	894	—	100	100	....
Oct. 31,'73	25.00	440	78	Atlantic Avenue (Bklyn)..N. Y.	725,723	680,000	456,800	32,296	266,857	42,314	—	100	100	....
Sept. 30,'73	11.83	344	50	Avenue C (N. Y. City)...N. Y.	540,360	500,000	900,000	109,019	230,082	32,540	—	100	100	....
Dec. 31,'73	7.5	697	94	Baltimore City (Balt.).....Md.	1,038,466	1,000,000	—	98,000	.....	.....	3	25	25	....
Sept. 30,'73	22.01	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,801,673	900,000	694,000	46,850	257,704	37,697	—	100	100	....
Sept. 30,'73	4.63	....	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,789	7.7	100	100	....
Sept. 30,'73	1.25	....	—	Boston & West Roxbury.Mass.	56,133	41,000	—	—	—	—	—	100	100	....
Sept. 30,'73	13.88	264	50	Broadway (Brooklyn).....N.Y.	378,029	200,000	100,000	52,395	150,504	43,404	12	100	100	....
Sept. 30,'73	24.25	1098	135	B'dway & 7th Av.(N.Y.C.)N.Y.	3,847,159	2,100,000	1,500,000	200,000	920,158	264,449	6	100	100	....
Sept. 30,'73	7.00	....	32	Brooklyn, Bath & Coney I.N.Y.	245,048	180,000	80,000	—	65,906	30,566	—	100	100	....
Sept. 30,'73	81.50	1922	401	Brooklyn City.....N.Y.	2,424,800	2,000,000	360,000	90,000	1,496,294	306,196	14	100	100	....
Sept. 30,'73	18.50	242	68	Brooklyn City & Newtown.N.Y.	813,273	300,000	400,000	32,353	197,186	66,122	—	100	100	....
Sept. 30,'73	19.83	200	50	Brooklyn, Cross-Town.....N.Y.	663,517	300,000	300,000	40,765	167,843	27,229	—	100	100	....
Sept. 30,'73	17.64	362	83	Buffalo street.....N.Y.	528,984	100,000	421,119	86,276	324,266	137,407	—	100	100	....
Sept. 30,'73	11.13	142	26	Bushwick (Brooklyn).....N.Y.	389,971	300,000	102,000	2,628	44,408	—	—	100	100	....
Sept. 30,'73	20.19	—	—	Cambridge (Boston).....Mass.	800,500	800,500	150,000	—	73,486	73,486	9	100	100	99½
Sept. 30,'73	1.70	22	4	Central City (Syracuse)....N.Y.	29,473	21,130	6,000	—	20,164	14,094	12	100	100	....
Sept. 30,'73	24.00	960	128	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,948,585	1,667,700	1,200,000	8,857	909,098	342,290	—	100	100	....
Oct. 31,'73	9.00	208	40	Citizens' (Pittsburg).....Pa.	270,671	184,000	—	—	184,298	78,385	16	50	46	....
Oct. 31,'73	7.25	350	50	Citizens' (Phila.).....Pa.	212,320	192,750	—	1,000	300,145	95,884	17½	50	19½	....
Sept. 30,'73	20.40	240	24	Coney Island (Brooklyn)..N.Y.	698,806	—	369,000	39,924	221,891	51,196	—	100	100	....
Sept. 30,'73	10.70	960	127	Dry Dock, E.B.& B.(N.Y.C)N.Y.	2,090,847	1,200,000	1,000,000	—	1,275,623	640,633	8	100	100	....
Sept. 30,'73	3.50	12	3	Dunkirk and Fredonia....N.Y.	43,609	35,100	—	—	4,111	4,111	8	100	100	....
Oct. 31,'73	1.62	14	4	Easton and S. Easton .....Pa.	25,982	29,562	—	—	10,946	3,320	—	25	16	....
Sept. 30,'73	9.50	1002	120	Eighth Avenue (N.Y.City)N.Y.	1,683,574	1,080,000	203,000	66,200	798,040	149,564	12	100	100	....
Oct. 31,'73	2.32	24	8	Erie City.....Pa.	36,997	19,807	20,000	2,341	18,287	2,184	—	50	42	....
Oct. 31,'73	5.50	60	23	Federal St. & Pl. Val.(Pbg.).Pa.	132,842	66,250	90,000	—	45,735	9,000	—	25	22	....
Sept. 30,'73	2 60	18	6	Fifth Ward (Syracuse)....N.Y.	44,766	29,335	10,000	2,150	13,699	1,673	—	100	100	....
Sept. 30,'73	10.26	491	68	42d st.& Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	236,000	29,301	586,757	293,048	9	100	100	....
Oct. 31,'73	17.04	389	56	Frankford & Southwark(Ph.)Pa.	844,171	498,200	290,500	—	412,325	91,138	10	50	50	54
Sept. 30,'73	4.00	26	5	Genesee & Water St.(Syr.)N.Y.	67,017	42,500	14,200	—	31,588	19,095	5	100	100	....
Oct. 31,'73	33.75	360	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	405,614	97,884	6	50	31	....
Sept. 30,'73	7.75	182	37	Gr'd st. & Newtown (Bk'n)N.Y.	310,443	170,000	90,000	12,378	107,824	22,093	—	100	100	....
Sept. 30,'73	8.00	200	40	Gr'd St. Prosp. P'k & Flatb.N.Y.	437,011	200,000	200,000	37,028	80,086	1,016	—	100	100	....
Oct. 31,'73	7.25	200	42	Green and Coates st. (Phila.).Pa.	244,441	150,000	100,000	—	180,268	—	4	50	30	....
Oct. 31,'73	2.12	10	4	Harrisburg City.....Pa.	60,250	41,994	12,500	1,604	7,185	—	—	25	25	....
Sept. 30,'73	11.95	140	20	Harlm.Br.,Morr. & F'dham.N.Y.	287,302	29,100	135,000	—	89,000	18,391	—	100	100	....
Oct. 31,'73	11.00	378	60	Hest., Mant. & F'mount (Ph.)Pa.	388,466	299,423	100,000	27,000	292,610	71,442	9	50	50	19½
Sept. 30,'73	6.25	92	26	Jamaica,Woodh'n & Bklyn N.Y.	100,000	100,000	—	—	23,182	1,970	—	100	100	....
Sept. 30,'73	3.25	33	9	Kingston and Rondout.....N.Y.	83,285	75,000	—	—	24,792	5,161	5	100	100	....
Oct. 31,'73	5.01	117	20	Lombard and South st. (Ph.).Pa	170,402	105,000	62,500	—	99,104	35,905	10	25	12½	....
Sept. 30,'73	4.04	50	12	Lowell Horse.....Mass.	81,704	80,000	—	3,500	34,127	2,597	—	100	100	....
Sept. 30,'73	11.62	239	35	Lynn and Boston .....Mass.	277,581	200,500	50,000	43,697	164,270	—	—	100	100	....
Sept. 30,'73	3.60	—	—	Malden and Melrose (Btn). Mass.	60,246	165,500	75,000	—	—	—	—	100	100	....
Sept. 30,'73	3.46	—	—	Medford & Charlest. (Btn).Mass.	34,600	21,000	5,000	—	2,240	819	—	100	100	....
Sept. 30,'73	5.26	65	16	Merrimac Valley.....Mass.	63,000	50,000	—	—	34 845	656	4	100	100	....
Sept. 30,'73	46.29	1220	204	Metropolitan (Boston) .....Mass.	2,371,609	1,500,000	—	589,390	982,854	91,633	3	100	100	45
Sept. 30,'73	16.24	285	53	Middlesex (Boston).....Mass.	679,675	400,000	184,500	158,822	223,893	26,112	—	100	100	....
Sept. 30,'73	1.76	4	2	Mohawk and Ilion.....N. Y.	17,500	15,000	—	—	5,496	2,400	16	100	100	....
Sept. 30,'73	4 00	....	—	New York Elevated .....N.Y.	1,500,000	754,200	—	91,848	64,602	—	—	100	100	....
Sept. 30,'73	6.10	220	27	Ninth Avenue (N. Y. City)N.Y.	999,109	797,320	207,000	13,648	95,704	3,762	—	100	100	....
Sept. 30,'73	3.21	10	2	Northampton & Wmburg. Mass.	50,000	50,000	—	6,499	5,832	—	—	100	100	....
Sept. 30,'73	10.88	128	30	North 2d St. & Middle Vil.N.Y.	200,765	134,500	25,000	45,457	65,641	570	—	100	100	....
Sept. 30,'73	2.74	7	2	North Woburn (Boston)..Mass.	35,310	20,800	—	—	1,924	1,879	—	100	100	....
Dec. 31,'73	11.71	191	42	Orange and Newark .....N.J.	1,038,756	290,300	700,000	123,556	210,171	15,965	—	100	100	....
Sept. 30,'73	14.40	142	37	Park Avenue (Brooklyn)..N.Y.	369,425	200,000	200,000	77,000	126,727	42,908	—	100	100	....
Oct. 31,'73	9.64	40	17	Peoples' street (Scranton)....Pa.	140,387	125,000	—	—	36,447	13,407	4	100	100	....
Oct. 31,'73	15.00	396	75	Philadelphia City (C.& W.).Pa.	454,397	225,000	200,000	39,397	347,282	118,632	10	50	50	66
Oct. 31,'73	6.00	60	16	Philadelphia and Darby.....Pa.	257,000	200,000	—	—	—	—	4	20	20	....
Oct. 31,'73	13.07	114	23	Philadelphia & Gray's Ferry.Pa.	299,127	200,175	—	6,500	124,472	38,750	10	50	25	29½
Oct. 31,'73	8.75	116	37	Pbg., Allegheny & Manchest.Pa.	161,752	200,000	48,000	336	149,066	54,721	10	50	50	....
Oct. 31,'73	6.60	100	19	Pittsburg and Birmingham..Pa.	136,239	120,000	50,000	11,549	71,062	650	—	50	50	....
Oct. 31,'73	7.50	72	15	Pbg, Oakland & E. Liberty..Pa.	125,449	130,000	50,000	22,636	42,949	6,359	—	50	50	....
Oct. 31,'73	4.50	85	19	Pittsburg and Ormsby.....Pa.	83,487	100,000	40,000	1,616	37,238	—	—	50	50	....
Sept. 30,'73	6.00	42	11	Poughkeepsie City.....N.Y.	121,706	72,250	26,000	28,500	21,539	1,801	—	100	100	....
Oct. 31,'73	13.50	254	40	Ridge Avenue (Ph.).....Pa.	414,512	336,000	85,000	4,772	244,658	65,485	3	50	28	....
Sept. 30,'73	12.00	120	27	Rochester and Brighton ...N.Y.	192,596	70,000	30,000	38,500	118,947	60,951	10	100	100	....
Sept. 30,'73	7.84	54	20	Salem street.....Mass.	203,735	150,000	35,900	1,800	—	—	6	100	100	....
Oct. 31,'73	3.47	—	—	Schuylkill River (Phila.) ....Pa.	47,465	50,000	—	—	—	—	10	50	50	....
Sept. 30,'73	21.00	1021	137	Second Avenue (N.Y. City)N.Y.	2,511,743	1,180,500	1,220,000	84,988	681,434	171,112	8	100	100	....
Oct. 31,'73	39.50	560	96	2d and 3d street (Phila.).....Pa.	706,255	621,576	—	—	544,545	69,873	10	50	31	....
Oct. 31,'73	6.75	246	42	17th and 19th street (Phila.)..Pa.	186,694	160,000	100,000	10,306	152,406	36,467	4	50	16	....
Sept. 30,'73	8.38	824	102	Sixth Avenue (N.Y. City)..N.Y.	2,181,960	750,000	415,000	80,000	938,434	143,950	10	100	100	....
Sept. 30,'73	4.03	—	—	Somerville horse (Boston).Mass.	98,000	98,000	—	—	5,880	5,880	7½	100	100	....
Sept. 30,'73	7.56	330	52	South Boston .....Mass.	450,000	450,000	—	—	289,209	31,089	—	100	100	62½
Sept. 30,'73	6.50	80	21	South Brooklyn & Park....N.Y.	259,186	150,000	100,000	19,527	49,380	3,486	—	100	100	....
Sept. 30,'73	2.71	32	6	Springfield street.....Mass.	89,586	50,000	—	7,675	22,364	2,292	—	100	100	....
Sept. 30,'73	2.53	20	5	Stoneham street (Boston)..Mass	38,744	33,000	—	—	2,100	1,779	5	100	100	....
Sept. 30,'73	8.00	35	13	Staten Island Shore.....N.Y.	31,600	31,000	—	—	18,873	—	—	100	100	....
Sept. 30,'73	2.00	21	7	Syracuse and Geddes.....N.Y.	28,578	25,000	25,000	—	17,225	6,370	7	100	100	....
Sept. 30,'73	2.60	16	4	Syracuse and Onondaga ...N.Y.	50,150	37,000	—	10,000	13,748	3,955	1	100	100	....
Sept. 30,'73	4.32	40	8	Taunton street.....Mass.	53,414	40,000	—	7,500	23,671	5,257	10	100	100	....
Oct. 31,'73	7.25	350	50	10th & 11th st. (Citizens')...Pa.	212,320	192,750	—	1,000	300,145	95,884	17½	50	19½	82½
Sept. 30,'73	18.00	2112	267	Third Avenue (N. Y. City).N.Y.	3,757,365	2,000,000	2,000,000	—	2,140,826	549,310	5½	100	100	....
Oct. 31,'73	8.50	198	33	18th and 16th streets (Phila.).Pa.	227,326	334,529	—	—	155,697	37,581	12	50	16½	....
Sept. 30,'73	6.27	35	8	Troy and Albia.....N.Y.	74,537	44,700	35,100	707	21,051	3,902	—	100	100	....
Sept. 30,'73	11.88	226	51	Troy and Lansingburg.....N.Y.	328,387	253,000	96,000	9,352	170,056	19,859	—	100	100	....
Sept. 30,'73	5.00	76	19	23d street (N.Y. City).....N.Y.	702,757	600,000	250,000	—	96,931	31,365	—	100	100	....
Sept. 30,'73	—	731	97	Union street (Boston).....Mass.	472,035	355,500	17,500	132,108	478,742	13,984	—	100	100	....
Oct. 31,'73	30.00	667	118	Union (Phila.).....Pa.	1,034,514	400,000	500,000	—	682,502	77,201	26	50	30	....
Sept. 30,'73	29 60	507	89	Union (Providence).....Pa.	828,329	614,300	75,000	139,029	416,096	72,811	2	100	100	....
Sept. 30,'73	13.13	92	14	Utica, Clinton & Bingham.N.Y.	323,763	121,400	200,000	—	45,450	4,893	—	100	100	....
Sept. 30,'73	2.50	18	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	18,000	—	22,013	6,356	3½	100	100	....
Sept. 30,'73	3.11	12	3	Waltham and Newtown..Mass.	36,974	30,000	—	16,316	7,659	2,546	4	100	100	....
Sept. 30,'73	14.50	150	25	Watervliet (Albany) .....N.Y.	342,347	240,000	130,000	—	104,231	1,977	—	100	100	....
Oct. 31,'73	15.50	507	79	West Philadelphia.....Pa.	591,348	400,000	100,000	—	462,477	129,289	15	50	50	....
Oct. 31,'73	4.59	16	7	Wilkesbarre and Kingston..Pa.	94,833	100,000	—	—	23,551	8,934	4	50	50	....
Sept. 30,'73	3.28	—	—	Winnisimmet (Boston)... Mass.	62,162	50,400	—	—	2,802	2,336	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal Payable.	Market Price
	$	pc			
Albany: 1st Mortgage	50,000	7	J.& J.	1883	....
Atlantic (Bklyn) Ave.: 1st Mortgage	115,000	7	A&O.	1881	....
2d Mortgage	100,000	7	A&O.	1884	....
3d Mortgage	166,000	7	J.& J.	1885	....
Avenue C: 1st Mortgage	900,000	7	A&O.	1896	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1880	....
Broadway (Brooklyn): 1st Mortgage	100,000	7	J.&D.	1882	....
Broadway and 7th Avenue: 1st Mortgage	1,500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	1890	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1883	....
Brooklyn City & Newtown: 1st Mortgage	400,000	7	J.&D.	1879	....
Brooklyn Cross-Town: 1st Mortgage	300,000	7	J.& J.	1888	....
Buffalo Street: 1st Mortgage	400,000	7	M& N	1893	....
Bushwick: 1st Mortgage	102,000	7	J.& J.	1889	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1881	....
Central Park, N & E. River: 1st Mortgage	550,000	7	F& A	1882	....
2d Mortgage	650,000	7	M& N	1890	....
Coney Island & Brooklyn: 1st Mortgage	307,000	7	J.& J.	1887	....
D. Dock, E.Bdw. & Battery: 1st Mortgage	1,000,000	7	J.&D.	1885	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	1890	....
Empire: 1st Mortgage guar.	150,000	7	J.& J.	1890	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	236,000	7	A.&O	1878	....
Federal St. & Pleasant Val.: 1st Mortgage	25,000	7	A&O.	1878	....
2d Mortgage	50,000	7	J.& J.	1881	....
Frankford and Southwark: 1st Mortgage	155,500	7	J.& J	1877	....
2d Mortgage	100,000	7	M& N	1891	....
Germantown: 1st Mortgage	250,000	7	J.&D.	1879	....
2d mortgage	100,000	7	.....	1884	....
Green and Coates street: 1st Mortgage	100,000	7	J.& J.	1876	....
Grand St. & Newtown: 1st Mortgage	90,000	7	A.&O	1887	....
Grand st. P. P. & Flatbush: 1st Mortgage	200,000	7	J.& J.	1891	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage	135,000	7	J.& J.	1889	....
Hestonv., Mantua & Fairm.: 3d Mortgage	125,000	7	J.&D.	1880	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J.	1883	....
Lynn and Boston: 1st Mortgage	50,000	6	A&O.	1879	....
Malden and Melrose: 1st Mortgage	75,000	6	A&O.	1885	....
Middlesex (Boston): 1st Mortgage sinking fund	99,500	6	J.& J.	1884	....
2d Mortgage	60,000	6	A.&O	1880	....
3d Mortgage	25,000	7	M&N	1874	....
Ninth Avenue (N. Y.): 1st Mortgage	207,000	7	J.& J.	1876	....
Orange and Newark: 1st Mortgage	200,000	6	J.& J.	1881	....
2d Mortgage	500,000	7	J.& J.	1883	....
Park Avenue (Bkly): 1st Mortgage	200,000	7	M&N	1888	....
Philadelphia City: 1st Mortgage	200,000	7	J.& J.	1881	....
Second Avenue (N. Y.): 1st Mortgage	350,000	7	J.&D.	1877	....
2d Mortgage	200,000	7	F.& A	1876	....
3d Mortgage	150,000	7	A.&O	1885	....
Conv. bonds	520,000	7	M&N	1888	....
17th and 19th street (Ph.): 1st Mortgage	15,000	6	J.& J.	1873	....
2d Mortgage	60,000	6	A&O.	1878	....
Sixth Avenue (N. Y.): 1st Mortgage	415,000	7	J.& J.	1890	....
South Brooklyn and Park: 1st Mortgage	100,000	7	J.& J.	1892	....
Third Avenue (N. Y.): 1st Mortgage	2,000,000	7	J.& J.	1890	....
Troy and Lansingburg: 1st Mortgage	96,000	7	J.& J.	1882	....
Union (Phila.): 1st Mortgage	300,000	6	J.& J.	1885	....
2d Mortgage	300,000	7	J.& J.	1891	....
Union (Prov. R. I.): 1st Mortgage	75,000	6	J.& J.	1892	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.&D.	1889	....
Watervliet: 1st Mortgage	130,000	7	A&O.	1887	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,280,000	J. & J.	July '74 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '73 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " guar.100	786,476	M. & N.	Nov. '73 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Sept. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Genesee & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '74 5
Washington Br.....100	1,650,000	A. & O.	Apl. '74 5
Parkersburg Br. pref... 50	5,680,685	— & —	.....
Berkshire*.....100	600,000	J. A. J. & O.	July '74 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 3½
Boston and Albany 100	19,664,100	M. & N	May '74 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & D	June '74 3
Bost., Conc. & Mont.*pref100	800,000	M. & N.	May '74 3
Boston and Lowell.....500	2,852,900	J. & J.	July '74 3½
Boston and Maine.....100	6,816,807	M. & N.	May '74 4
Boston and Providence..100	3,950,000	M. & N.	May '74 5
Buffalo, N. Y. and Erie*.100	980,000	F. & A.	Feb. '74 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Mar. '74 5
" " pref.100	1,485,900	M. & S.	Mar. '74 5
Camden and Amboy* ...100	5,847,800	J. A. J. O.	July '74 2½
Camden and Atlantic... 50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Nov. '73 3½
Cape Cod 60	1,020,330	J. & J.	Jan. '72 $24
Cape May and Millville* 50	447,000	J. & D.	Dec. '73 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa*..... 50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	May '74 5½
Cayuga and Susq.*..... 50	589,110	J. & J.	July '74 5
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	May '74 1½
" " pref.100	769,600	F. & A	Aug. '74 3½
Central of Georgia..... 100	4,666,800	J. & J.	July '73 5
Central of New Jersey.100	20,000,000	J. A. J. O.	July '74 2½
Central Ohio*..... 50	2,425,000	J. & D.	June '74 3
" pref..... 50	400,000	J. & D.	June '74 3
Central Pacific 100	54,275,500	.....	Sept. '73 3
Chemung*..... 100	380,000	J. A. J. & O	Oct. '73 1½
Cheshire, preferred 100	2,100,000	J. & J.	July '74 2
Chicago and Alton..... 100	8,929,900	M. & S.	Mar. '74 5
" pref...100	2,425,400	M. & S.	Mar. '74 5
Chicago, Burl. & Quincy.100	19,897,000	M. & S.	Mar. '74 5
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	July '74 4
Chicago & N. Western..100	14,993,060	J. & D.	Dec. '72 3½
" pref.100	21,484,113	J. & J.	July '73 3½
Chicago, R. I. & Pacific-100	19,000,000	A. & O.	Apl. '74 4
Cin., Ham. & Dayton. ...100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.* ... 50	2,980,550	— & —	Apl. '72 10s
" pref... 50	429,045	M. & N	May '74 2
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Aug. '74 4
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '74 3½
Cleveland & Pittsburg*.. 50	11,236,150	F. M. A. N	Aug. '74 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*... 50	1,786,800	M. J. S. D.	June '74 2½
Columb. & Hocking Val..100	2,500,000	F. & A.	Feb. '74 5
Concord 50	1,600,000	M. & N.	May '74 5
Concord and Ports.*..... 100	350,000	J. & J.	July '74 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A.	Aug. '74 3
Connecticut River..... 100	1,950,000	J. & J.	July '74 5
Cumberland Valley..... 50	1,494,250	A. & O.	Apl. '74 4*
Danbury and Norwalk . 50	600,000	M. & N.	Nov '73 5
Delaware*..... 50	1,230,941	J. & J.	July '74 3
Del., Lackaw. & Westn. 50	18,868,850	J. A. J. O.	July '74 2½
Detroit & Milwaukee*.. 50	822,140	— & —	.....
" pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	A. & O.	Apl. '74 2
East Pennsylvania* 50	1,309,200	J. & J.	July '74 3
East Mahanoy *..... 50	392,950	J. & J.	July '74 3
Eastern (Mass.).....100	4,262,600	J. & J.	July '73 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*.100	800,000	F. & A.	Feb. '74 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '74 2½
" " pref. 50	500,000	J. & J.	July '74 3½
Erie Railway 100	78,000,000	.....	Oct. '73 1
" pref.....100	8,538,910	.....	Oct. '73 1½
Erie and Pittsburg*..... 50	1,090,250	M. J. S. D.	Mar. '74 1½
Fitchburg 100	4,000,000	J. & J.	July '74 4
Georgia 100	4,156,000	J. & J.	Apl. '74 4
Grand River Val.* guar.100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.) ...100	19,237,404	A. & O.	Apl. '74 1½
Hannibal & St. Joseph.100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	May '74 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '74 3½
Housatonic, pref. 100	1,180,000	J. & J.	July '74 4
Huntingdon & Bd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. @ J.	July '68 3½
Illinois Central 100	25,280,510	F. & A.	Aug. '74 4
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S.	Sept. '67 4
Iowa Falls & Sioux City*100	4,025,000	J. & J.	July '74 2
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J. A. J. O.	July '74 1½
Joliet & North. Indiana*100	800,000	J. & J.	July '74 4
Lake Shore & Mich. So..100	49,466,800	F. & A.	Aug. '73 4
" " (guar.)100	633,600	F. & A.	Feb. '74 5
Lawrence*..... 50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna. 50	8,739,800	M. & N.	May '67 5
Lehigh Valley 50	21,916,850	J. A. J. O.	July '74 2½
Little Miami.*..... 50	5,871,450	J. A. J. O.	Apl. '74 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July '74 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island..... 50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '74 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '74 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 5
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '74 3
Lykens Valley 20	600,000	F. M. A. N	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law...100	1,000,000	M. & N.	May '74 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 2s
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 2s
Massawippi*..... 100	400,000	F. & A.	Feb. '74 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	18,738,204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323,375	J. & J.	July '74 5
Milwaukee and St. Paul..100	15,399,261	J. & J	Dec. '70 7s
" " pref.....100	12,274,483	F. & A	Aug '74 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '74 2½
Morris and Essex*..... 50	14,008,100	J. & J	July '74 3½
Nashua and Lowell.....100	800,000	M. & N.	May '74 5
Naugatuck 100	1,881 900	F. & A.	Aug. '74 5½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '74 5
Newark and N. York*...100	977,400	J. & J.	Jan. '74 3½
N. Bedford 100	1,010,100	M. & N.	May '74 4
N. Castle & Beaver Val.* 50	1,800,000	J. A. J. O.	Apl. '74 2½
N. Haven & Northamp...100	605,000	J. A. J. O.	Sept '72 3
New Jersey*.....100	7,295,200	J. A. J. O.	July '74 2½
New London Northern*100	1,418,805	J. & J.	July '74 4
N. Y. Cen. & Hudson R..100	89,428,330	A. & O.	Apl. '74 4
New York and Harlem..100	8,500,000	J. & J.	July '74 4
" " pref.100	1,500,000	J. & J.	July '74 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	July '74 5
N. Y., Provid. & Boston.100	2,000,000	J. A. J. O.	July '74 2½
Niag. Bridge & Canand*100	1,000,000	J. & J.	July '74 3
North Carolina*.....100	4,900,000	irregular.	Jan. '73 5
N. Eastern (N. C.) pref...100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3,473,500	January.	Jan. '74 5s
Northern Central 50	5,842,000	M. & N.	July '74 5½
Northern N. Hampsh...100	3,068,400	J. & D.	June '74 4
Northern New Jersey*...100	1,000,000	J. & J.	July '74 4
Norwich & Worcester*..100	2,823,400	J. & J.	July '74 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	July '74 3
" " pref.100	2,000,000	A. & O.	Apl. '74 4
Ohio and Mississippi....100	19,995,847	J. A. J. O.	.....
" " pref.100	4,024,474	J. & D.	Dec '72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J. A. J. O.	Jan. '74 3
Old Colony & Newport..100	6,297,900	J. & J.	July '74 5½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '74 4
Pacific of Missouri.....100	3,635,750	J. A. J. O.	July '74 1½
Panama.....100	7,000,000	J. A. J. O.	July '74 3
Paterson and Hudson*..100	630,000	J. & J.	July '74 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	Jan. '74 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '74 3
Pennsylvania 50	68,144,475	M. & N.	May '74 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '74 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	July '74 4
Phil., Ger. & Norristwn* 50	1,626,250	M. J. S. D.	June '74 3
Philadelphia & Reading 50	32,684,375	J. A. J. O.	July '74 2½
" " pref... 50	1,551,800	J. A. J. O.	July '74 2½
Phila. and Trenton*.....100	1,259,100	J. A. J. O.	July '74 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	July '74 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J. A. J. O.	Apl. '74 1½
" Special Imp..100	2,000 000	J. A. J. O.	Apl. '74 1½
Pittsfield & N. Adams...100	450,000	J. & J.	July '74 3
Portland and Kennebec.100	616,700	J. & J.	July '74 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '73 2
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces...100	2,000,000	J. & J.	July '74 6
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '74 4
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '74 3½
Rutland*..... 100	2,700,000	— & —	.....
" preferred..... 100	4,300,000	F. & A.	Aug '74 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " pref.100	2,040,000	July.	July '74 3
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '74 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" " pref. 100	12,000,000	.....	Nov. '72 $2
Saratoga and Schenec.*..100	300,000	A. & O.	Apl. '74 5½
Schuylkill Valley* 50	576,050	J. & J.	July '74 2½
Seaboard and Roanoke..100	1,161,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '74 3
Shore Line*..... 100	995,800	J. & J.	July '74 3½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '73 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	448,700	J. & J.	July '74 3½
Stony Brook*.....100	267,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '74 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,132	— & —	Dec. '73 3
Taunton Branch 100	500,000	J. & J.	Aug. '74 5
Terre Haute & Indiana.100	1,988,150	F. & A.	Jan. '74 5
Tol., Peo. & War. 1st pref..100	1,700,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '74 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Union and Black River...100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$2,800,000	A. & O.	Apl. '74 1
Warren (N. J.).....100	1,800,000	J. & D.	Dec. '73 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey*.....100	1,559,750	F. & A.	Feb. '74 4
Winchester & Potomac*100	180,000	J. & J.	July '74 3
Winchester & Strasburg*100	500,000	J. & J.	July '74 3½
Worcester and Nashua. 75	1,400,555	J. & J.	July '74 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	..... 2½
Baltimore City.....100	800,000	— & —	Jan. '74 3
Bleecker st. & F Fy. (NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl. '74 4
Broadway (Brooklyn)....100	200,000	J. A. J. O.	Apl. '73 3
Broadw. & 7th Av. (NY)100	2,100,000	J. & D.	Jun. '70
Brooklyn City 100	1,500,000	F. M. A. N	May '74 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica....100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Apl. '74 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	500,000	J. & J.	July '74 9
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..100	500,000	— & —	.....
D. Dock, E. B'dw, & Bat..100	1,200,000	F. M. A. N	Feb. '74 2
Eighth Avenue (N.Y.)....100	1,000 000	J. A. J. O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry....100	748,000	J. & J.	July '74 3½
Frankf. & Southw. (Ph.) 50	491,750	J. & J.	July '74 5
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '74 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '74 4
Heston, Mantan & Fairm. 50	2,050,000	J. & J.	July '74 1½
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	M. & N.	July '74 3½
Middlesex (Boston).....100	400,000	A. & O.	Apl. '73 4
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City 50	750,000	J. & J.	July '74 5
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '74 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J. A. J. O.	Oct. '73 2
Second & Third St.(Ph.) 50	962,100	J. & J.	July '74 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '74 2
Sixth Avenue (N. Y.).....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F. M. A. N	May '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '74 1½
Somerville (Boston) 100	75,000	M. & N.	May '74 5
South Boston 50	400,000	J. A. J. O.	July '74 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	July '74 8
West Philadelphia..... 50	400,000	J. & J.	July '74 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '73 3
Chesapeake and Ohio ... 25	8,229,894	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '74 4
Delaware and Hudson....100	15 000,000	F. & A	Aug '74 5
Delaware and Raritan*..100	5,847,400	J. A. J. O.	July '74 2½
Erie of Pennsylvania..... 50	64,000	— & —	.....
Lehigh Coal & Navigat. 50	9,390,350	J. S. D. M.	June '74 3
Monongahela Navigat.... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	July '74 30s
" " (pref.) 50	2,888,977	F. & A.	July '74 60s
Susq. and Tide Water... 50	2,002,745	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express..... 100	10,000,000	M. J. S. D.	Sept. '74 2
American Coal 25	1,500,000	M. & S.	Mar. '74 4
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M. J. S. D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec '69 85c
Canton..... 100	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref..... 100	8,693,400	— & —	.....
" certif..... 100	2,324,000	J. & J.	.....
Pacific Mail Steamship.100	20,000,000	M. J. S. D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F. M. A. N	May '74 5
Pullman Palace Car..... 100	4,000,000	F. M. A. N	May '74 3
Quicksilver, common 100	6,700,000	— & —	.....
" preferred 100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	July '74 5
Spruce Hill Coal 10	1,000,000	— & —	.....
United States Express.... 100	6,000,000	F. M. A. N	Aug. '74 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '74 4
West. Union Telegraph.100	35,000,000	J. & J.	July '74 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	F. & A	Aug. '66

NATIONAL AND STATE SECURITIES.

		Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Aug. 1, 1874.						
Loan of June 14, 1858	registered	$260,000	5	Jan. & July.	1874	....
Loan of February 8, 1861	registered	13,783,000	6	Jan. & July.	1880	117¼
.. .. ..	coupon	4,632,000	6	" "	1880	118¼
Oregon War Bonds of March 2, 1861	coupon	945 000	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861	registered	125,804,550	6	Jan. & July	1881	117¼
.. .. ..	coupon	63,516,800	6	" "	1881	118¼
Loan of Feb. 25, 1862 (5-20s)	registered	16,571,600	6	May & Nov.	1882	113
.. .. .. (5-20s)	coupon	150,688,100	6	" "	1882	111¼
Loan of March 3, 1863	registered	53,636,350	6	Jan. & July.	1881	117¼
.. .. ..	coupon	21,363,650	6	" "	1881	118¼
Loan of March 3, 1864 (5-20s)	registered	946,000	6	May & Nov.	1884	114½
Loan of June 30, 1864 (5-20s)	registered	25,027,250	6	" "	1884	114½
.. .. (5-20s)	coupon	33,018,950	6	" "	1884	115¼
Loan of March 3, 1865 (5-20s)	registered	33,730,200	6	May & Nov.	1885	115
.. .. (5-20s)	coupon	118,804,150	6	" "	1885	116¼
.. .. 2d series (5-20s)	registered	56,935,950	6	Jan. & July.	1885	115½
.. .. (5-20s)	coupon	145,727,150	6	" "	1885	116
.. .. 3d series (5-20s)	registered	87,876,300	6	Jan. & July.	1887	116
.. .. (5-20s)	coupon	222,746,450	6	" "	1887	117¼
.. .. 4th series (5-20s)	registered	13,949,500	6	Jan. & July.	1888	116½
.. .. (5-20s)	coupon	23,524,500	6	" "	1888	117¼
Loan of March 3, 1864, (10-40s)	registered	141,224,050	5	Mar. & Sept.	1904	110½
.. .. (10-40s)	coupon	53,343,250	5	" "	1904	113¼
Consols of July 14, '70 & Jan. 20, '71	registered	178,958,750	5	F. M. A. & N.	1881	112
.. ..	coupon	137,239,150	5	" "	1881	112
Consols	registered	.....	4½	F. M. A. & N.	1886	....
.. .. ..	coupon	.....	4½	" "	1886	....
Consols	registered	.....	4	F. M. A. & N.	1901	....
.. .. ..	coupon	.....	4	" "	1901	....
Debt matured and without interest (var.)		2,740,850	....	.....	Due.	....
Navy Pension Fund of July 23, 1868 (cur.)		14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 (cur.)		678,000	4	.....	1875	....
Pacific R. R. Bonds (currency)		64,623,512	6	Jan. & July.	'95-'99	117¼
United States Notes		382,076,707	nil.	.....	.....	....
Fractional Currency		45,719,793	"	.....	.....	....
State Securities, latest dates.						
Alabama—($11,258,836):						
.. Bonds (old and extended), 1866 and '72		3,230,800	5	May & Nov.	'86-'92	....
.. Bonds (new), 1866, '68 '72 and '73		2,477,700	8	Jan. & July.	'86-'93	....
.. State Bonds for Railroads		2,300,200	8	" "	'90-'91	....
.. Railroad endorsements		16,386,000	8	" "	'90-'91	....
Arkansas—($10,885,0.0):						
.. Funded Bonds, ($4,400,000) 1869 and 70		2,850,000	6	Jan. & July.	'99-'00	....
.. Levee Bonds, 1871		2,200,000	7	" "	1891	....
.. Deficiency Bonds, 1872		300,000	7	" "	1882	....
.. Railroad Aid Bonds 1869 to '73		5,350,000	7	April & Oct.	'99-'00	....
California—($3,796,500):						
.. Civil Bonds 1857 and '60		1,689,000	7	Jan. & July.	'77-'80	....
.. Relief Fund Bonds, 1863		110,000	7	" "	'83-'85	....
.. State Capitol Bonds, 1871 and '7		500,000	7	" "	'91-'92	....
.. Funded Debt of 1873		1,497,500	6	" "	1893	....
Connecticut—($5,095,930):						
.. War Loan, (10-20 yrs) of July 1, 1861		532,800	6	Jan. & July.	1881	....
.. War Loan, (20 yrs) of Jan. 1863 and '64		2,232,500	6	" "	'83-'84	....
.. War Loan, (10-20 yrs) of Oct. 1, 1864		589,500	6	April & Oct.	1894	....
.. War Loan, (20 yrs) tax free, of Oct. 1, '64		1,741,100	6	" "	1885	....
Delaware—($1,231,000):						
.. State War Debt		879,000	6	Jan. & July.	1885	....
.. Railroad Aid (J. and Breakwater R. R.		352,000	6	" "	1885	....
District of Columbia—($4,790,000):						
.. Improvement (gold) bonds		4,000,000	6	Jan. & July.	1902	....
.. Improvement (cur.) bonds		790,000	7	" "	1902	....
Florida—($6,645,763):						
.. Bonds of 1871, and 1873		957,000	7	Jan. & July.	var.	....
.. Railroad Loan (gold) of 1870		4,000,000	8	" "	1890	....
.. Consolidated (gold) Bonds of 1873		1,000,000	6	" "	1903	....
Georgia—($14,871,084):						
.. Bonds for Western & Atlantic R. R.		784,700	6	May & Nov.	1874	....
.. Bonds for Western & Atlantic R. R.		172,500	7	" "	1874	....
.. Bonds for Atlantic and Gulf R. R.		800,000	6	Feb. & Aug	'78-'86	....
.. Bonds of March 12, 1866		3,900,'00	7	Jan. & July.	1886	....
.. Bonds (gold) of Sept. 1870		2,098,000	7	April & Oct.	1890	....
.. Bonds of Feb. 19, 1873		1,200,000	8	" "	'75-'86	....
.. Railroad endorsements		7,923,000	var	Various.	var.	....
Illinois—($2,060,150):						
.. New internal Improvement Bonds, 1847		962,445	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1850		320,000	6	" "	'77-'78	....
.. War Loan Bonds, 1861		367,000	6	" "	1880	....
.. Chicago Relief Bonds 1871		250,000	6	" "	1881	....
Indiana—($4,598,815):						
.. War Loan Bonds, of 1863		139,000	6	May & Nov.	1866	....
.. Temporary Loan Bonds, 1873		710,000	7	Jan. & July.	'75-'76	....
Iowa—($543,056):						
.. War and Defense Fund Bonds, 1861		300,000	7	Jan. & July.	.....	....
Kansas—($1,336,675):						
.. State Bonds (various) 1863 to 1864		101,175	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869		1,235,500	7	" "	'76-'80	....
Louisiana—($22,308,800):						
.. State Bonds, to R. R. Companies		2,436,000	6	Various.	'76-'06	....
.. Relief (Treasury) Bonds 1863		5,750,000	6	May & Nov.	'86-'07	....
.. Levee Bonds 1865		1,000,000	8	Various.	1886	....
.. Levee Bonds, 1867		4,000,000	6	May & Nov.	1907	....
.. Past due coupons 1865		978,800	6	Jan. & July.	'86-'97	....
.. Levee Bonds, 1870		2,960,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870		2,950,000	6	May & Nov.	1910	....
.. State Penitentiary Bonds, 1869		500,000	7	Mar. & Sept.	1899	....
.. Bonds for Railroad stocks (var.)		2,436,000	6	Various.	'67-'11	....
.. Bonds for Railroads (var.)		5,202,000	8	Various.	'99-'10	....
.. Miss. & Mex. Gulf Ship Canal Bonds		480,000	7.3	Mar. & Sept.	1889	....
Michigan—($1,622,134):						
.. Sault Ste Marie Canal Bonds		61,000	6	Jan. & July.	1879	....
.. Renewal Loan Bonds, 1858		105,000	6	" "	1878	....
.. Two Million Loan, 1863		1,032,000	6	" "	'73-'83	....
.. War Bounty Bonds, 1865		366,000	7	May & Nov.	1890	....
Maine—($7,138,400):						
.. Civil Loan Bonds, 1856-'61		222,000	6	Various.	'74-'78	....
.. War and Bounty Bonds, 1863 and '64		3,832,500	6	Various.	'80-'89	....
.. War (Municipal Equalization)		3,083,900	6	April & Oct.	1889	....
Maryland—$10,741,215):						
.. Bonds to R. R. and Canals		5,709,639	5	J. A. J. & O.	1890	90
.. Bonds to R. R. and Canals		828,222	6	" "	1890	100
.. Bonds to Balt. & Susq. R. R.		269,000	3	" "	1990	....
.. Defense and Bounty Bonds		3,072,083	6	Jan. & July.	1883	106
.. State Loans, 1870 and 1872		799,056	6	" "	'85-'87	....
Massachusetts—($28,477,804):						
.. State (public works) scrip		750,000	5	Various.	'74-'80	....
.. Union Fund Loan, 1861		2,758,000	6	Jan. & July.	'74-'76	....
.. Union Fund Loan, 1862		600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863		888,000	5	" "	1883	....
.. Bounty Loan Bonds, 1863 and 1864		8,578,244	5	May & Nov.	'83-'94	....
.. War Loan (currency)		999,944	5	Mar. & Sept.	1888	....
.. Railroad and Tunnel Bonds		10,305,532	5	April & Oct.	'88-'93	....
.. Norwich and Worcester R. R. Bonds		400,000	6	Jan. & July.	1877	....
.. B., H. & Erie R. R. Bonds		3,599,024	5	" "	1900	....
Minnesota—($250,000):						
.. State Buildings Loan 1867 and 1869		250,000	7	Jan. & July.	'77-'79	....
Missouri—($18,747,000):						
.. State Bonds, proper, 1865-'68		439,000	6	Jan. & July.	'82-'90	....
.. State (funding) Bonds, 1867-68		2,727,000	6	" "	'87-'88	94
.. Railroad Loan Bonds, 1854-'66		12,801,000	6	" "	'74-'86	93
.. Railroad Bonds, guaranteed 1856-'66		1,589,000	7	" "	'76-'91	100
.. State Institutions Loans		1,301,000	6	" "	var.	....
New Hampshire—($3,914,165):						
.. War Loan Bonds, of 1861		614,000	6	Jan. & July.	'69-'78	....
.. War Loan Bonds, of 1864		600,000	6	Mar. & Sept.	'84-'89	100
.. War Loan Bonds, of 1866		494,500	6	April & Oct.	'73-'74	....
New Jersey—($2,696,300):						
.. War Loan Bonds, 1861-'64, tax free		2,690,000	6	Jan. & July.	'74-'02	....
New York—($36,530,400):						
.. State Stock of 1827 and 1832		561,500	5	J. A. J. & O.	pleas.	....
.. State (Deficiency) Stock of 1838		900,000	5	" "	1875	....
.. State (Deficiency) Stock of 1838		800,000	6	" "	1878	....
.. State (Deficiency) Stock of 1838		348,107	5	" "	pleas.	....
.. State (Deficiency) Stock of 1838		1,189,781	6	" "	pleas.	....
.. Canal Stock		1,106,420	5	" "	1874	....
.. Canal Stock		111,200	4	" "	'72-'73	....
.. Canal Stock		10,135,260	6	" "	'74-'77	....
.. Bounty Loan registered		19,861,000	7	Jan. & July.	1877	106½
.. Bounty Loan coupon		1,200,000	7	" "	1877	106½
North Carolina—($29,547,045):						
.. Old or Ante-War Debt		4,738,800	6	Jan. & July.	'72-'92	....
.. Old or Ante-War Debt		3,639,400	6	April & Oct.	'72-'92	....
.. Bonds issued since the war		3,009,645	6	Jan. & July.	'92-'98	....
.. Bonds issued since the war		1,859,000	6	April & Oct.	'92-'98	....
.. Bonds issued for funding		2,417,400	6	Jan. & July.	'78-'00	....
.. Bonds issued for funding		1,721,400	6	April & Oct.	'78-'00	....
.. Special Tax Bonds		11,407,000	6	" "	'98-'99	....
Ohio—($8,211,062):						
.. Loan of 1860, sinking fund		147,180	6	Jan. & July.	1870	....
.. Loan of 1850, sinking fund		1,585,900	6	" "	1875	....
.. Loan of 1860, sinking fund		4,074,817	6	" "	1881	....
.. Loan of 1856, sinking fund		2,400,000	6	" "	1886	....
Oregon—($290,477):						
.. Bounty and Relief Bonds		90,477	7	Jan. & July.	'74-'84	....
.. Willamette Canal Bonds		200,000	7	" "	1890	....
Pennsylvania—($24,999,785):						
.. Inclined Plane Loan, of 1849		400,000	6	April & Oct.	1879	....
.. Loan of April 1852, reg. and coup		483,000	5	Jan. & July.	1882	....
.. Loan of May 1852, reg. and coup		2,637,500	5	Feb. & Aug.	1877	....
.. Loan of April 1853, coupon		238,000	5	" "	1878	....
.. Loan of April 1861, registered		35,000	6	" "	1878	....
.. Loan of Feb. 1867, reg. and coup		907,200	5	" "	'74-'82	....
.. Loan of Feb. 1867, reg. and coup		18,796,950	6	" "	'74-'82	....
.. Chambersburg certificates, registered		83,032	6	June & Dec.	1878	....
.. Loans of April 1872		500,000	6	April & Oct.	1878	....
Rhode Island—($2,638,500):						
.. War Bonds of 1862		1,019,000	6	Mar. & Sept.	1882	....
.. .. of 1863		206,000	6	April & Oct.	1883	....
.. .. of 1863		668,000	6	Jan. & July.	1893	....
.. .. of 1864		746,000	6	Feb. & Aug.	1894	....
South Carolina—($20,650,235):						
.. State House, Stock and Bonds '56-'63		953,488	6	Jan. & July.	pleas.	....
.. Five Loan Stock of 1838		305,344	6	J. A. J. & O.	1870	....
.. Funding Stocks 1866 and 1869		143,114	6	Jan. & July.	'77-'90	....
.. Five Loan Bonds of 1838		481,944	5	" "	1868	....
.. New State House Bonds 1853-'66		298,000	6	" "	'71-'86	....
.. Blue Ridge R. R Bonds 1854		966,000	6	" "	'74-'75	....
.. Funding Bonds, 1868		930,000	6	" "	'87-'97	....
.. .. 1869		1,681,000	6	April & Oct.	1888	....
.. .. 1869		1,189,400	6	Jan. & July.	1888	....
.. .. 1869		2,030,000	7	" "	1888	....
.. Conversion Bonds 1869		7,666,500	6	" "	1888	....
.. .. 1870		343,000	6	April & Oct.	1889	....
.. Railroad Aid Bonds		4,797,808	6	Various.	'69-'89	....
Tennessee—($20,966,362):						
.. Railroad, &c., Bonds		15,767,922	6	Jan. & July.	'92-'00	78
.. State Bonds (direct)		4,819,544	6	April & Oct.	'69-'99	....
.. State Endorsements		2,197,000	6	Jan. & July.	1900	....
.. Funded Interest Bonds		4,598,035	6	" "	1914	....
Texas—($3,715,979):						
.. Frontier Protection (gold) Bonds, 1870		700,000	7	Mar. & Sept.	'90-'10	....
.. Deficiency Bonds, 1871		357,000	10	" "	1876	....
.. State Bonds		197,000	6	Jan. & July.	'76-'91	....
.. Railroad Aid Bonds		1,753,317	6	" "	var.	....
Vermont—($225,500):						
.. War Loans of 1864, '66 and '68		225,500	6	June & Dec.	'74-'78	....
Virginia—($45,718,112):						
.. Funded under act of 1871		20,278,730	6	Jan. & July.	long.	....
.. Funded under act of 1872		1,754,747	6	" "	"	....
.. Sterling Bonds		2,727,562	5	" "	"	....
.. Deferred (W. Va.) certificates		15,299,370	6	" "	"	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	105
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	100¾
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1890	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	85
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	43½
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	60½
Land Grant Mortgage (gold)	7,000pm	7*	April & Oct.	"	1902	....
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	64
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855-'75	857,250	6	Jan. & July.	Baltimore.	1875	100¾
Loan of 1850-'80	579,500	6	" "	"	1880	100
Loan of 1853-'95	1,710,500	6	April & Oct.	"	1885	101¼
Loan of 1855-'90 (Balt.) sk'g fd	3,461,146	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) sk'g fund	3,620,320	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,498,016	6	" "	"	1902	....
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	Jan. & July.	Baltimore.	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	99½
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Princeton.	1885	86½
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	83
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872	3,000,000	7	Feb. & Aug.	Boston.	1892	105½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	79
1st Mortgage (Equalization)	248,000	7	" "	"	1889	89
1st Mortgage (consolidated)	163,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	90½
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	22
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	45
Mass. Loan (rec'd by $4,000,000 Ber.)	3,000,000	7*	" "	"	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct	Boston.	1879	95
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	102

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	86½
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg sk'g f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	56
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	98½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	98½
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	96½
Stock (common) Bonds	1,377,840	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	98½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1896	50
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	85
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	99½
Camden and Burlington County:						
Consolidated 1st Mortgage	383,000	6	Feb. & Aug.	Philadelphia.	'70-'97	90
Canada, Michigan and Chicago:						
1st Mort. (sk'g fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (sk'g fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	54½
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	100
Chattel Mortgage	158,350	5	" "	"	'80-'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan. & July.	" "	1907	73
Cedar Rapids & Mo. Riv. (C. & N. W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	83
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1910	99½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	46
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1991	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	3,612,700	7	" "	" "	1902	102½
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	103
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	99
Central Pacific of California:						
1st Mortgage, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	95
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1893	100
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1895	99½
1st Mort. (Western Pacific) gold	2,736,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	7,066,000	6*	" "	" "	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.)	500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,090,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1889	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) sk'g fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	46
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	73½
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	800,400	6	Jan. & July.	Boston.	'75-'80	95
Chester Creek:						
1st Mortgage guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	100
1st Mortgage	2,409,000	7	Jan. & July.	" "	1893	104½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	97
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	111
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,983,226	7	Jan. & July.	Boston.	1896	96½
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	98½
1st Mort. (Dix., Feo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	98
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	98½
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	99½
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	98
1st Mort. (Ill. Gr. Trunk) guar.	980,000	8	April & Oct.	" "	1890	99
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	41
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	92½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C. & N W	592,000	7	Jan. & July.	Boston.	1880	93½
3d Mort. (now 2d) guar. C. & NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	102½
Funded coupons (193 m.)	750,000	7	May & Nov.	" "	1883	97
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	101
Appleton Ext. (23 m. & 76,000 ac.)	174,000	7	" "	" "	1885	89
Green Bay Ext. (26m & 76,000 a.)	284 000	7	" "	" "	1885	89
Equipm't (Engs & Cars $406,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,775,000	7	Feb. & Aug.	" "	1882	103½
2d Mort. (Gal. & Chic. 248 m.)	938,000	7	May & Nov.	" "	1875	99½
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	129,500	7	" "	" "	1878	....
1st Mort. (Peninsula 79m. & land)	331,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C. & N. W. R'y)	3,105,000	7	F. M. A. & N.	" "	1915	85
Consol. gold bonds for $48,000,000	4,534,000	7*	June & Dec	" "	1902	79½
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil. R.R.) guar.	389,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi. R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	9.500	7	June & Dec.	" "	1898	....
1st Mort. (Chic. & Mil. R.W.) guar	1,141,000	7	Jan. & July.	" "	1898	90½
1st Mort. (Bel. & Mad. R.R.) guar.	306,000	7	"	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000 pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000 pm	1,350,000	8	May & Nov.	New York.	1889	39
1st Mort. of Nov. 1, '71, $16,000 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	6*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B & Q):						
1st Mortgage for $10,000 per mile	.....	8	Feb. & Aug.	New York.	1901	100
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I. & Pac.)	8,600,000	7	" "	" "	1896	103
Chi. & Southwes'n (C., R.I. & Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1880	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd, skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C. & W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	82½
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	660,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77 '87	70
Cmc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	67½
1st Mort. (San., Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	75½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000 000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	100½
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73 '84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487.900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	100½
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July	" "	1892	90
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	96
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344.750	7	April & Oct.	New York.	1908	71½
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	59
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1860	....
Connecticut and Passumpsic Rav.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	96
Notes payable, conv. at par	594,000	7	" "	"	1876	97½
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1.2.3.4.	88½
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowaneseque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	58
Davenport and St. Paul:						
1st Mort. gold skg fd $20.000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500.000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	98½
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	103½
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	104
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	105
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y. L. & Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,000,000	8	" "	"	1898	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,736	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	...
Detroit, Mon. & Tol. (L.Sh.&M.S):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	99
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	94
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101½
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., stg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	86
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	99
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	March & Sept.	"	1882	94
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	98
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	60
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	103½
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	101
3d Mortgage	4,582,000	7	" "	" "	1883	98½
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	98
5th Mortgage convertible	709,500	7	June & Dec.	" "	1888	94
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	...
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	NY& London.	1920	....
Convertible bonds	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1898	....
Equipmen t Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease, S.F. 25 000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1889	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N. Y. & Lond.	1900	...
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20,000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Stg.:						
1st Mortgage traffic guarantee	,500,000	8	Jan. & July.	New York.	1880	....
2d Mortgage (Equipment)	00,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct	Boston,	1899	....
2d Mortgage	500,000	8	Jan & July.	"	1899	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	90
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	103½
2d Mortgage	948,000	7	May & Nov.	" "	1875	99½
Elgin and State Line Purchase.	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1896	96
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	....
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,838,385.	14,191,875	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765 .	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'75	....
Common (") Bonds	2,893,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 887	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York	'81-'86	60
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	80
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	75
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York	'71-'77	92½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	92
Six years Mortgage bonds(222m)	53,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	"	1874	..
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	"	1885	79
1st Mort. (Q. & Palm.R.R. 15 m.)	500,000	8	Feb. & Aug.	"	1892	....
1st Mort.(K. City & Cam.R.R.55m.)	1,200,000	10	Jan. & July.	"	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	"	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	"	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	100½
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F.& P.M.):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund,gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104½
3d Mortgage	180,000	7	May & Nov.	" "	1875	104
Hudson Connecting (N.Y.&O.Mid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	103½
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	96½
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	60
Illinois Central:						
Construction bonds, cur. skg f'd.	2,742,000	7	April & Oct.	New York.	1875	100
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,560 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	80
2d Mortgage	1,500,000	8	Jan. & July.	" "	1899	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	....
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	81½
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.	.....	8	Feb. & Aug.	New York.	1900	91
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	96½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	97
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol.	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol.	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	108½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	88
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.& M.So.	840,000	8	Jan. & July.	New York.	1888	96
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	160,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	90
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(StJo.&CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL.&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	60
1st Mort. (2d Div. 253.94 m.)gold	4,068,000	6*	June & Dec.	" "	1896	60
1st M.(3dD.244.66m.& 3,000,000s)	6,455,000	7*	May & Nov.	N. Y., L. & F.	1899	....
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,921,000	7*	Jan. & July.	N. Y., L. & F.	1886	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	98½
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	75
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N Y B's.& Ph.	1890	50
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,250,000	7	J. A. J. & O.	" "	1890	96½
Consol. coupon July 1, 1870	1,209,000	7	Jan. & July.	" "	1890	96½
Bonds of Oct. 1, 1872	5,205,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore)Ap. 1, '69	1,498,000	7	" "	" "	1899	96
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	99
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	96
Skg Fund July 1, 1855 C. & Tol.	1,595,000	7	Jan. & July.	" "	1885	104
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	97½
1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	103
2d Mort. Oct 31, 1857 "	2,692,000	7	" "	" "	1877	100
Mort. Nov. 1, 1858 Buff. & Erie	.....	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	97
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	99
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	90
1st Mort. Oct 1, 1867 (Sch.& Tb.R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M.July 1, '68 (Kal. All.& Gr.R.)	540,000	8	" "	" "	1888	95½
1st Mort. July 1, 1863 (J.& Frank.)	468,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philad.lphia	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	.....	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	2,546,000	6	June & Dec.	"	1898	101½
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	107
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	102½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M.& A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	98
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	90½
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	130,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol.M.for $5,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	88
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,360	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	87½
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'80-'91	....
1st Mortgage (Ken. & P.)	217,360	6	April & Oc	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,360	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	102
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	93
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	74
1st Mort. (Scioto & H. Val. R.R.)	300,000	7	May & Nov	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	8	Feb. & Aug.	Boston.	1899	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	101½
Michigan Central:						
1st Mortgage, convertible	356,000	8	April & Oct.	New York.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	" "	1882	111
Consol. Mortgage for $10,000,000	8,000,000	7	Jan. & July.	" "	1902	99
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	102
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	95½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (" ") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv. & W.Gap(E)						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1890	....
Milwaukee and St. Paul:						
1st Mortgage	5,527,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	80
1st Mortgage (E. Div. Palmer)	781,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,810,000	7	Jan. & July.	" "	1897	78
1st Mortgage (Minn. Cent.)	190,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	82
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	104
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	91½
Milwaukee City Loan	230,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $13,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St. L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	1899	19½
1st Mort. Land Grant gold	1,080,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,000	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,600,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st Mortgage Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	106
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	100½
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	92
Construction bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	97

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L & Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	87
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie'd bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	31
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.)						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,026	6	May & Nov.	New York.	1883	95
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	100
Bonds for B.& N. R.(")	76,000	6	May & Nov.	" "	1883	89
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	88
Bonds for real estate (")	162,000	6	" "	" "	1883	88
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	93½
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C& H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	103½
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	....
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	99
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	108,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	100½
New York & Oswego Midland:						
1st Mortgage gold, tax free	3,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1898	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225 000	6	Jan. & July.	Philadelphia.	1885	100
2d Mortgage	5,000,000	7	May & Nov.	"	1896	102½
Chattel Mortgage	380,000	10	April & Oct.	"	1877	107
North Shore (L. I.)						
1st Mortgage	155,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	92½
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	90½
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	95
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	91½
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1890	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	30
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	93
Equipment Mortgage	200,000	8	" "	"	1879	93
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage	6,694,000	7	Jan. & July.	New York.	1898	90
Consolidated 1st Mortgage, stg..		7*	" "	London.	1898	....
Consolidated 2d Mortgage	3,529,000	7	April & Oct.	New York.	1911	75
2d Mortgage, (W. Div.)	433,000	7	Jan. & July.	" "	1874	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bond	50,000	7	May & Nov.	" "	1883	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	78½
1st Mortgage (War. & Fkln)	580,000	7	April & Oct.	"	1882	78
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	43
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	98½
Plain Bonds	486,000	6	April & Oct.	"	1875	95
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	67½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	89½
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	81
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	84½
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	74
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	90
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New Yor k.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	98
Owensboro' and Russellville.						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	78
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	72
Income Bonds	1,500,000	7	" "	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(T.W.& W.):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	75
Pemberton & Highta.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.R.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,970,000	7	Jan. & July.	Philadelphia.	1880	100½
2d Mortgage (")	2,583,600	6	April & Oct.	"	1875	101
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	19,558,760	6	J. A. J. & O.	Philadelphia.	1910	91
State lien for $7,500,000, sk'g f'd	5,401,675	5	April & Oct.	Harrisburg.	'74-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	340,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	108
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.B.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1884	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40my	1,000,000	7	April & Oct.	Philadelphia.	1877	102½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	91
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	84½
Gen'l M. for $20,000,000, gold str.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	90
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,138,900	6	Jan. & July.	Philadelphia.	1893	79
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	86,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	102
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	106½
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	104
Consolidated Mortgage June 1, 1871. — Dollar registered	3,414,000	7	" "	"	1911	105
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	..
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	668,000	6*	" "	" "	1911	103½
Consolidated Mortgage June 1, 1871. — Dollar coupon	332,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv	6,690,985	7	Jan. & July.	"	1893	104½
New improvement Mort. loan	6,631,615	6*	April & Oct.	Phila.or Lond.	1897	...
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,600	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866	400,000	6	April & Oct.	"	1876	95
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	64½
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	monthly.	New York.	1884	72
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	85
2d Mort. (Balt. Loan) of 1866	1,000,000	6	" "	"	1886	65
1st Mort. (Turtle Cr. Div.10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	96½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1890	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold..	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg(Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1889	....
Poughkeepsie and Eastern:						
1st Mort. gold, conv. & tax free..	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	18	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	80
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	99½
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guarnteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitch.)	400,000	7	March & Sept.	New York	1888	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'76-'90	61
Rich., Fredericksburg & Potomac						
Sterling Loan	97,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	6	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	180,500	7	June & Dec	Rich'mond.	1875	....
1st Mortgage	175,000	8	April & Oct		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$2,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	600,000	7	May & Nov.	Boston.	1880	72½
Equipment Mortgage	500,000	8	March & Sept.	"	1880	75½
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	103
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	...
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	89
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	70
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	88
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,029,000	7	April & Oct.	New York.	1894	97½
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	82½
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands).	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands.	6,000,000	7	— & —	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	— & —	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	90½
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,625,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,600,000	6*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	800,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	805,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.& H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	100
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1891	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	92
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.).						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	Jan. & July.		....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,200	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	64½
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	93
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va.(A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,600,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.	891,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	196,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000.	.....	8	.....	.....	....	....
Suspens. Brid. & Erie June.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L.&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1870	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1908	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,800,000	7	June & Dec.	New York.	1894	83
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	72
2d Mortgage (W. Div.) 117 m.	1,800,000	7	April & Oct.	" "	1886	56
Equipment Mort. sinking fund.	94,000	8	Jan. & July.	" "	1870	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	56
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	....
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,000	7	.....	New York.	1883	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, unr.	100,000	7	Jan. & July.	Troy.	1873	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	"	" "	1883	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	93
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M.(Gt. W.Rwy of '59, 181m.)	2,500,000	7	Feb. & Aug.	" "	1888	91
1st Mort. (Quincy & Tol. 34 m.)	500,000	7	May & Nov.	" "	1890	88
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	90½
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	78
2d M.(Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	76
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	67
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	67
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	77
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1873	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	83½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,195,000	7	April & Oct.	" "	1899	82½
Income Mortgage	7,563,000	10	March & Sept.	" "	1874	82½
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.E.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	98½
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1883	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	94
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	97½
Consolidated(mort.)Loan of 1839	5,000,000	6	May & Nov.	Philadelphia.	1889	100½
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "		1888	....
Bond to State of New J.(NJ Co)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7			....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1873	....
Utica, Chen. & Susq. Val.(D&HC):						
1st Mortgage		7			....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	19½
2d Mortgage consolidated	1,500,000	7	" "	"	1891	2
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	60
Guar. Stock (Vt. & Ca.R.R.)	796 500	8	June & Dec.		....	74
Equipment Mortgage	1,000,000	8	May & Nov.		'76-'77	85
Equipment Mortgage	1,000,000	8	" "		1889	65
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	102
Vermont Valley (Rutland):						
1st Mortgage	556,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series(not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	....
Enlarged Mortgage	990,000	6	" "	" "	1884	....
4th Mortgage	846,000	8	March & Sept.	" "	1900	79
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	78
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000		7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	700,000	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage						
General Mortgage, tax free	108,400	7	Jan. & July.	Philadelphia.	1873	....
Western of Alabama:	1,072,300	7	April & Oct.	"	1891	104
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	813,400	...			....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	100
2d Mort. " "	300,000	6	" "	"	1890	98½
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	87
2d Mortgage preferred	600,000	6	" "	"	1895	61
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	99½
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	52
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	82
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	96
Consolidated mort. Apr. 1, 1869	1,000,000	7	April & Oct.	"	1899	103
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	65
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	90½
2d Mortgage coupon or regis	723,600	7	Jan. & July.	"	1902	70
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	80
2d Mortgage $12,000 p. m	1,585,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.gold S. F.$25,000pm		7*	Jan. & July.	Boston.	1901	75½
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	87½
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	107
Delaware Division (L.C.& N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage registered — 1st series, Nov. 1, 1867	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered — 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	103
1st Mortgage registered — 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	107
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	97
Mortgage Loan reg	2,000,000	6	F. M. A. & N.	"	1897	96½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	95½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	100
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	87
Monongahela Navigation:						
1st Mortgage	108,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	101½
2d Mortgage	285,000	6	" "	"	1876	96
Boat Loan, sinking fund	236,965	7	" "	"	1885	100½
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,206,000	6	Jan. & July.	Philadelphia.	1887	67
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 18:0	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,018,670	6	Jan. & July.	"	1882	77
Plain Bonds	85,222	6	" "	"	1876	76
Improvement bonds	260,000	6	May & Nov.	"	1870	75
Boat and Car Loan	756,650	6	" "	"	1888	77
Boat and Car Loan	628,100	7	" "	"	1889	88
Coupon Bonds	1,079,000	6	Jan. & July.	"	1895	76
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	74½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1879	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1866	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*), occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years Running.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1873	60.0	—	2.5	125.0	3	4	3	56	Adirondac.....New York	3,113,515	*	3,543,241	.....	3,763,000	930,000	1,963,756	—	60.0	71,936	29,902	30,012	100,425	22,801	—	100	....
Sept. 30, 1873	81.3	—	5.8	—	13	10	2	118	Alabama Central ¶.....Alabama.	3,600,000	*	—	.....	2,000,000	1,600,000	.....	—	92.8	.....	.....	.....	350,000	95,000	—	100	....
Dec. 31, 1873	290.0	—	14.8	—	20	20	5	600	Alabama and Chattanooga.....Alabama	10,500,000	*	—	.....	2,700,000	8,500,000	3,000,000	—	296.0	—	—	—	—	—	—	100	....
Sept. 30, 1873	142.0	—	165.7	—	68	33	12	1,590	Albany and Susq. ¶(D. & H.)..New York.	10,317,910	*	—	.....	5,000,000	4,621,000	706,519	.....	142.0	810,519	371,410	631,917	1,672,819	410,877	7	100	94½
Dec. 31, 1873	132.0	130.5	16.7	—	73	29	10	1,969	Allegheny Valley ¶.....Pennsylvania.	12,332,709	*	—	.....	2,256,400	7,434,000	1,280,691	—	132.0	.....	861,239	1,778,638	2,628,471	784,026	—	100	....
Oct. 31, 1873	4.5	—	0.3	31.3	—	—	—	—	Allentown (P. & R.).....Pennsylvania.	1,078,439	—	—	—	568,744	—	649,132	—	—	—	—	—	—	—	—	50	....
Dec. 31, 1873	99.0	—	3.7	—	13	3	*	96	Arkansas Branch (St. L. & Iron Mt.).Mo.	5,361,250	*	19,971	66,482	2,499,000	2,500,000	438,659	—	99.0	153,190	.....	.....	259,293	98,598	—	50	....
Dec. 31, 1873	62.5	—	6.9	—	—	—	—	—	Ashtab. Youngst'wn & Pitts. (Pa. Co.).O.	3,300,000	—	—	—	1,800,000	1,500,000	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	150.0	—	10.0	—	.....	.....	.....	.....	Atchison and Nebraska.....Kan. & Neb.	7,500,000	*	—	—	3,750,000	3,750,000	—	—	150.0	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1873	469.3	27.5	30.9	—	38	23	7	778	Atchison, Topeka & Santa Fe....Kansas.	20,593,238	1,214,307	1,481,420	1,023,087	8,615,000	10,096,500	3,814,785	222,545	282.9	.....	.....	.....	1,172,013	423,803	—	100	10½
Feb. 28, 1874	266.5	—	9.7	—	10	8	3	161	Atlanta & Rich'd Air Line ¶.Ga.NC.&SC.	11,748,000	*	—	—	7,500,000	4,248,000	—	—	192.0	.....	.....	.....	.....	.....	—	100	....
June 30, 1873	81.0	—	4.0	—	19	7	6	165	Atlanta and West Point .....Georgia.	1,197,715	—	151,853	63,264	1,282,200	102,500	24,257	53,865	87.0	.....	62,987	88,592	398,344	100,161	8	100	....
June 30, 1873	387.5	34.8	161.0	—	190	41	25	2,911	Atlantic and Great West.N.Y. Penn.& O.	78,718,992	*	8,445,000	.....	24,358,300	62,800,692	2,899,401	—	604.8	5,111,452	957,942	2,605,088	5,456,896	1,886,922	—	100	....
Dec. 31, 1873	236.0	100.0	15.6	162.0	28	19	10	424	Atlantic and Gulf ¶.....Georgia.	7,717,971	—	—	—	3,479,677	3,526,700	353,429	—	345.6	683,918	97,227	.....	1,005,947	267,886	—	100	....
Sept. 30, 1873	405.0	20.0	40.0	100.0	84	29	20	1,015	Atlantic, Mississippi and Ohio¶..Virginia.	19,038,906	*	9,157,335	1,215,021	6,921,900	14,183,000	5,860,427	2,435,934	428.0	1,498,863	245,629	627,639	2,193,757	914,035	—	100	....
Dec. 31, 1873	95.0	—	9.0	—	9	12	6	78	Atlantic and North Carolina ¶..N.Carolina.	2,200,000	*	—	—	1,600,000	200,000	—	—	95.0	—	—	—	—	—	—	100	....
Dec. 31, 1873	328.0	4.0	32.8	—	135	74	34	2,842	*Atlantic and Pacific* ¶..Missouri & Ind.Ter.	36,572,728	*	4,135,500	141,411	19,760,300	16,792,438	1,577,522	.....	814.7	.....	.....	.....	5,529,102	2,218,876	—	100	....
Dec. 31, 1873	149.5	1.5	16.9	—	—	—	—	—	Atlantic and St. Lawrence.Me..N.H.& Vt.	7,654,089	—	—	—	4,368,800	3,484,000	—	—	—	—	—	—	—	174,752	4	100	....
Nov. 30, 1873	53.0	—	4.8	—	—	—	—	—	Augusta and Savannah (C. of Ga.)....Ga.	1,032,200	—	—	—	732,700	129,000	—	—	—	—	—	—	—	73,000	8	100	....
Oct. 31, 1873	51.2	2.5	5.5	—	—	—	—	—	Bald Eagle Valley .....Pennsylvania.	1,050,000	—	10,000	—	550,000	454,900	—	—	—	—	—	—	—	81,222	7	50	....
Sept. 30, 1873	379.6	42.8	439.0	—	478	205	56	16292	Baltimore and Ohio ¶ ....Md. & W. Va.	33,975,584	10,682,286	18,857,395	2,926,765	16,719,862	19,866,733	822,298	29,033,131	497.4	10,292,959	.....	.....	12,252,844	4,099,043	10	100	168½
Sept. 30, 1873	103.5	—	11.4	—	—	—	—	—	Washington Branch ¶ .....Maryland.	10,000,000	—	—	—	5,680,685	—	—	—	103.5	—	—	—	947,729	116,067	10	—	175
Sept. 30, 1873	30.0	—	41.6	—	—	—	—	—	Parkersburg Branch.. ....W. Virginia.	1,650,000	—	—	757,653	1,650,000	20,000	—	737,653	30.0	—	—	—	440,775	284,014	—	100	64
Dec. 31, 1873	63.0	—	3.2	—	—	—	—	—	Baltimore, Pittsburg and Chicago.....O.	3,000,000	—	—	—	500,000	2,500,000	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	73.1	19.2	6.1	—	26	47	8	319	Baltimore and Potomac.....Maryland.	8,136,010	654,991	.....	116,915	3,503,900	4,500,000	884,837	19,180	43.0	.....	.....	.....	281,537	70	—	100	....
Dec. 31, 1873	48.2	—	2.5	—	4	2	2	66	Bangor and Piscataquis ¶.....Me.	1,207,202	110,200	—	6,257	357,870	922,000	43,789	—	48.2	64,758	36,450	29,698	113,746	30,441	—	100	....
Oct. 31, 1873	16.0	—	6.0	—	5	2	1	367	Barclay (Towanda Coal Co.).....Pa.	1,200,000	—	—	—	1,000,000	79,000	—	—	16.0	58,668	25,347	344,908	996	Loss.	7	50	....
Dec. 31, 1873	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake (Me. C.).Me.	900,000	—	—	—	750,000	150,000	7,000	—	—	—	—	—	—	36,000	—	50	....
Dec. 31, 1873	54.0	—	13.0	76.0	—	—	—	—	Bellville and Southern Illinois .....Ill.	2,780,000	—	—	—	1,680,000	1,100,000	—	—	—	—	—	—	—	40 p.c.	—	100	....
Dec. 31, 1873	67.0	—	6.7	—	—	—	—	—	Belvidere Delaware (Penn. R. R.)...N. J.	4,034,829	—	—	571,587	995,800	2,244,500	1,288,838	—	80.0	—	397,153	1,444,573	1,148,223	153,700	—	100	....
Sept. 30, 1873	22.0	—	2.0	—	—	—	—	—	Berkshire (Housatonic) .....Mass.	600,000	—	6,000	7,600	600,000	—	7,245	6,355	—	—	—	—	42,610	35,407	7	100	....
Sept. 30, 1873	201.6	48.0	324.7	—	231	183	52	5,051	Boston and Albany....Mass. & N. York.	21,876,749	4,453,046	2,316,185	1,067,840	19,864,100	4,319,000	2,266,820	3,263,900	283.9	5,661,554	5,757,624	2,884,520	9,798,033	2,199,873	10	100	132½
Sept. 30, 1873	26.2	—	2.1	9.8	5	6	2	83	Boston, Barre and Gardner.....Mass.	915,537	141,655	40,118	65,899	826,627	4,400	319,018	13,169	26.2	87,304	116,098	29,340	97,046	16,511	—	100	....
Sept. 30, 1873	41.4	1.5	12.2	—	28	24	13	511	Boston, Clinton and Fitchburg .....Mass.	1,379,111	715,820	259,288	110,779	872,600	1,249,600	224,162	118,736	90.2	489,497	487,274	407,072	677,432	116,973	—	100	....
Mar. 31, 1873	93.5	66.9	11.0	—	24	25	20	529	Boston, Concord and Montreal .....N. H.	2,850,000	*	316,429	229,630	1,800,000	1,050,000	29,603	816,456	150.4	.....	171,511	92,187	670,349	181,715	—	100	....
Sept. 30, 1873	26.8	16.0	45.7	—	40	62	*	953	Boston and Lowell.....Mass.	2,476,831	343,634	2,508,971	799,188	2,993,000	1,199,500	1,338,660	597,464	125.5	826,231	2,086,979	605,617	1,464,942	387,113	8	500	102
Sept. 30, 1873	115.5	8.5	100.6	—	69	149	*	1,636	Boston and Maine.....Mass., N. H. & Me.	8,817,444	1,285,401	820,083	114,822	6,921,274	2,857,199	305,639	1,342,229	189.6	1,458,963	5,008,074	542,004	2,300,094	680,566	8	100	111½
Sept. 30, 1873	44.0	18.5	66.0	—	41	71	11	627	Boston and Providence.....Mass. & R. I.	3,742,515	207,400	1,567,441	219,159	3,950,000	500,000	856,488	430,027	66.5	816,554	3,741,580	827,575	1,822,108	428,342	10	100	149½
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany¶.....Georgia.	10,548,000	*	(Sold Oct. 15 1873.)		—	5,980,000	.....	.....	172.0	(Operated by Receiver—No returns.)						100	....
Sept. 30, 1873	25.5	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,000	—	44,080	.....	2,286,000	583,000	.....	.....	—	—	—	—	—	40,600	—	100	....
Sept. 30, 1873	43.2	—	6.8	50.0	8	7	3	72	Buff., Corry and Pittsb.... N. Y. & Penn.	1,561,930	*	—	.....	500,000	1,000,000	350,000	—	43.2	1,343,729	65,542	109,325	169,989	Loss.	—	100	....
Sept. 30, 1873	141.5	—	13.7	—	—	—	—	—	Buffalo, New York & Erie...N.Y. & Penn.	3,338,000	—	—	.....	950,000	2,380,000	.....	.....	—	—	—	—	—	283,100	7	100	....
Oct. 31, 1873	120.6	—	13.6	—	18	13	4	604	Buff., New York and Phila.N.Y. & Penn.	4,621,324	784,607	305,000	.....	1,615,060	2,577,500	1,233,944	—	120.6	261,000	234,760	158,836	398,763	48,546	—	100	....
Dec. 31, 1873	371.0	81.0	23.1	—	28	22	9	702	Burl., Cedar Rapids and Minnesota..Iowa.	16,200,000	*	—	.....	5,510,000	8,265,000	1,973,197	—	402.0	—	—	—	1,078,310	301,306	—	500	....
Dec. 31, 1873	190.7	48.6	20.8	—	14	12	7	314	Burlington and Missouri River.....Neb.	7,300,000	500,000	476,356	145,904	853,780	7,277,948	118,228	278,126	239.3	892,234	81,217	126,120	628,429	284,214	—	100	66
Dec. 31, 1873	130.0	20.0	10.9	101.6	8	7	4	218	Burlington and Southwestern..Iowa & Mo.	6,102,510	601,315	.....	.....	1,976,319	3,820,000	729,954	—	150.0	—	—	—	862,719	Loss.	—	100	....
Dec. 31, 1873	71.0	—	2.1	—	4	6	*	50	Cairo, Arkansas and Texas.....Mo.	3,500,000	*	—	.....	2,000,000	1,500,000	.....	.....	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	301.0	—	19.7	—	27	17	8	710	*Cairo and Fulton*.....Arkansas.	20,000,000	*	—	.....	12,000,000	8,000,000	.....	.....	202.0	—	—	—	—	—	—	100	....
Jun. 30, 1873	53.4	0.6	3.3	15.6	8	4	*	292	Cairo and St Louis (narrow).....Ill.	2,978,600	*	—	.....	478,000	2,500,000	.....	.....	—	—	—	—	—	—	—	100	....
Jun. 30, 1873	156.6	—	7.8	—	10	8	4	161	Cairo and Vincennes.....Illinois.	6,935,400	—	—	125,236	3,503,636	3,500,000	57,000	—	156.6	113,567	8,418	21,824	72,234	—	—	100	....
Dec. 31, 1873	60.0	7.0	6.1	—	9	52	9	119	Camden and Atlantic.....New Jersey.	1,842,838	488,692	143,921	42,868	1,215,869	1,076,151	107,096	88,702	....	216,246	463,708	104,541	508,996	210,587	—	50	72
Dec. 31, 1873	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	381,925	350,000	—	—	—	—	—	—	—	45,415	6	100	....
Dec. 31, 1873	41.8	—	5.1	—	8	12	—	—	Cape May and Millville (W. N. Jer.).N.J.	979,282	—	—	—	500,000	400,000	79,282	—	—	—	—	—	—	60,000	6	100	....
June 30, 1873	18.0	0.5	1.2	—	.....	.....	.....	.....	Carbondale and Shawneetown....Illinois.	550,000	*	—	—	350,000	200,000	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	94.0	4.5	19.8	—	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,126,500	—	—	.....	4,386,500	1,740,350	—	—	98.5	—	—	—	—	190,000	—	50	30½
Sept. 30, 1873	34.6	—	6.0	—	—	—	—	—	Cayuga & Susquehanna(D.L.&W.)..N.Y.	589,110	—	—	—	589,110	—	—	—	—	—	—	—	—	53,020	9	100	....
Dec. 31, 1873	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	—	—	—	—	—	—	137,052	113,676	—	100	....
Dec. 31, 1873	271.6	2.5	27.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C.&N.W.).Ia.	11,234,000	—	—	—	7,620,000	3,614,000	—	—	—	—	—	—	562,972	562,972	3	100	....
Nov. 30, 1873	294.5	—	42.9	—	108	84	60	1,584	Central of Georgia.....Georgia.	7,500,000	*	1,904,144	5,141,594	7,500,000	3,116,000	3,817,580	112,298	708.5	.....	131,404	.....	3,489,338	379,388	—	100	....
Dec. 31, 1873	189.0	—	16.9	29.3	26	10	8	512	Central of Iowa.....Iowa.	10,000,000	*	—	—	6,000,000	4,625,000	950,000	—	129.6	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey.....New Jersey.	15,298,008	2,796,445	18,000,000	.....	20,000,000	9,386,700	6,729,046	—	187.2	.....	.....	.....	656,104	139,388	—	100	....
Dec. 31, 1873	137.1	—	31.7	—	37	41	*	1,358	Central Ohio (B. & O.).....Ohio.	5,349,500	*	—	—	2,849,500	2,500,000	—	—	80.7	.....	.....	.....	5,389,013	2,507,253	8	100	106½
Dec. 31, 1873	822.9	335.6	110.4	203.0	200	—	—	—	*Central Pacific*¶.....Cal. Nev. & Utah.	139,746,311	*	38,479,100	2,860,284	64,275,500	.....	.....	.....	1,155.5	.....	.....	.....	13,871,090	3,281,650	3	100	....
May 31, 1873	118.0	—	108.0	—	170	125	51	5,189	Central Vermont.....Vt.	11,500,000	*	.....	.....	5,000,000	6,500,000	.....	.....	773.0	.....	.....	.....	.....	.....	—	100	....
June 30, 1873	100.0	—	15.0	100.0	6	6	3	123	*Central Br. of Union Pacific*.....Kan.	3,723,700	*	.....	.....	980,600	3,200,000	303,058	—	100.0	.....	.....	.....	119,663	.....	—	100	....
Dec. 31, 1873	195.0	—	12.0	—	21	10	12	221	Charlotte, Columbia & Augusta....S.Car.	5,017,886	*	97,954	112,363	2,578,000	1,300,000	681,083	669,106	195.0	.....	.....	.....	686,432	291,064	—	100	....
Dec. 31, 1873	22.8	—	2.5	—	—	—	—	—	Chartiers (Penn.).....Pennsylvania.	1,128,690	—	—	.....	604,110	500,000	4,298	—	22.8	39,110	107,209	214,612	61,293	18,029	—	50	....
Sept. 30, 1873	17.4	—	2.3	—	—	—	—	—	Chemung (N. Central).....New York.	400,000	—	—	—	380,000	—	—	—	—	—	—	—	—	30,000	6	100	....
Sept. 30, 1873	20.9	—	0.9	—	—	—	—	—	Cherry V. Shar.& Alb.(D.& H.Can.)N.Y.	600,000	—	—	—	281,350	307,000	21,000	—	—	—	—	—	—	—	—	100	....
Sept. 30, 1873	421.0	9.3	21.5	58.5	70	84	18	2,261	Chesapeake and Ohio.....Va. & W. Va.	41,187,778	*	3,788,067	450,682	15,898,408	22,026,500	7,405,620	—	421.0	1,087,217	220,601	248,226	1,210,509	330,809	—	100	....
Sept. 30, 1873	53.6	—	11.0	—	28	22	10	419	Cheshire.....N. H. & Mass.	2,362,707	326,600	331,259	127,564	2,168,300	808,400	27,226	149,198	88.1	668,014	198,617	456,358	849,086	1,877,575	5	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) *occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "¶."*

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Jun. 30, 1873	111.0	—	5.5	—	8	6	4	310	Gilman, Clinton & Springfield.....Illinois.	4,056,167	380,630	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	.....	109,568	237,006	(Deficit)	—	100	....
Sept. 30, 1873	14.8	....	0.6	—					Goshen and Deckertown (Erie).New York.	280,901				105,000	246,500	22,108											
Dec. 31, 1872	299.3	26.0	19.9	—	34	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	10,163,975	*			2,681,475	7,482,500	.....		325.3	627,211	491,910	311,070	1,055,192	461,272	—	100	....
Dec. 31, 1873	36.0	—	3.5	—	5	3	2	225	Grand Rapids, Newago & L. Shore. Mich.	143,372	216,626			352,150	576,000	188,163		36.0	.....	.....	.....	132,772	63,248	—	100	....
May 31, 1873	94.0	—	6.2	—					Grand River Valley (M. C.).....Michigan.	1,992,000				492,000	1,500,000								144,600	5	100	....
Jun. 30, 1873	24.2	—	6.8	—	6	2	1	345	Grand Tower and Carbondale.....Ill.	621,960	*	(Owned	by G. T.	Min. Man	uf. & Tra	ns. Co. B	ankrupt.)	24.2									
Dec. 31, 1873	929 0	—	379.0	—	422	274	84	5,575	Grand Trunk ¶.....Canada.	145,063,770	*		3,600,085	54,942,945	93,720,911	.....		1,388.0	7,088,594	1,834,945	1,608,584	9,799,486	663,905	—	100	....
Jan. 31, 1873	229.0	241.8	94.8	—	177	146	39	2,929	Great Western ¶.....Canada.	29,137,596	*	4,864,078	541,793	23,667,407	10,716,000	.....		470.8	4,416,442	1,017,803	1,237,289	5,732,867	2,203,120	8½	109	....
Mar. 31, 1874	66.0	—	4.0	—	5	3	2	66	Gulf, Western Texas and Pacific¶..Texas	1,492,000	*	.....	.....	500,000	990,000	.....		66.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1873	46.0	6.0	2.8	—					Hannibal and Naples (T. W. & W.)...Ill.	1,357,000		.....	.....	457,000	900,000	.....		52.0	721,908	.....	78,900	289,768	134,979	—	100	....
Aug. 31, 1872	206.0	90.5	29.2	81.0	79	61	62	1,592	*Hannibal and St. Joseph* ¶.....Missouri.	23,397,728	*	821,792	.....	14,250,828	9,146,900	.....		274.5	1,648,638	320,838	415,563	2,484,671	670,530	—	100	24½
Oct. 31, 1873	36.0	—	18.0	—					Harrisburg and Lancaster (Pa.).....Pa.	1,882,580				1,182,550	700,000								124,778	7	50	....
Sept. 30, 1873	122.4	0.8	18.0	70.0	30	36	16	368	Hartford, Prov. & Fishkill ¶....Ct. & R. I.	4,704,866	*	277,087	.....	2,037,940	2,055,500	600,000		130.5	.....	1,306,389	298,558	1,064,940	175,132	—	100	....
Sept. 30, 1873	74.0	—	7.0	—	17	16	8	389	Housatonic .....Connecticut.	2,014,871	340,687	.....	.....	2,000,000	541,000	313,981		127 8	264,881	167,628	221,100	454,963	144,284	—	100	....
Dec. 31, 1873	45.0	13.8	15.7	—	23	6	*	116	Huntingdon and Broad Top Mt.....Penn.	4,169,956	*	616,500	78,198	1,870,000	2,161,500	833,153		58.8	.....	71,869	617,237	431,107	190,004	—	50	14
Dec. 31, 1873	705.5	—	134.6	—	197	119	47	4,650	*Illinois Central* .....Illinois.	34,726,588	*	779,127	1,609,794	27,250,000	5,339,000	.....	4,526,009	1,108.9	5,361,325	1,475,507	1,121,353	8,288,325	2,860,741	10	100	94
Jun. 30, 1873	14.5	—	6.0	—	4	3	1	156	Illinois and St. Louis.....Illinois.	1,549,757	*	.....	144,803	1,361,100	.....	262,895	70,565	14.5	48,975	.....	.....	124,437	10,780	—	100	....
Jun. 30, 1873	84.9	—	2.6	67.1	6	4	6	250	Indiana and Illinois Central....Ind. & Ill.	3,293,605	312,797	351,448	.....	1,896,000	1,079,000	739,250	.....	84.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1873	202.5	—	26.8	217.0	65	23	13	1,310	Ind., Bloomington & Western...Ind. & Ill.	13,440 735	*	.....	.....	5,003,700	6,500,000	72,426		210.9	1,634,198	.....	404,336	1,469,807	632,819	—	100	....
Dec. 31, 1873	72.0	—	16.2	—	55	34	16	1,362	Indianapolis and St Louis.....Illinois.	4,095,227	*	301,690	.....	600,000	3,378,000	918,918		265.0	.....	.....	.....	2,097,528	690,909	—	100	....
Dec. 31, 1873	117.0	—	18.5	—	8	7	3	197	Indianapolis and Vincennes (Penn.)..Ill.	4,452,729	195,125	.....	85,937	1,402,000	3,150,000	453,296		117.0	.....	.....	.....	253,784	62,157	—	100	....
Nov. 30, 1873	383.0	18.0	20.5	150.0	40	23	6	667	International & Great Northern ¶....Tex.	16,014,000	*	.....	.....	5,500,000	10,514,000	.....		341.0	.....	.....	107,636	1,066,245	530,035	—	100	....
Dec. 31, 1873	183.7	—	6.2	—					*Iowa Falls and Sioux City* (Ill. C.).....Ia.	7,585,000	*	.....	.....	4,625,000	2 960,000	.....						433,907	151,867	6	100	....
May 31, 1873	68.8	—	3.5	—					Iowa Midland (C. & N. W.).....Iowa.	2,207,719	*	1,292,281	246 228	44,947	1,350,000	320,428		68.8	.....	.....	.....	84,781	1,980	—	100	....
Sept. 30, 1873	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,275,472	*	.....	.....	494,162	600,000	188,114		35.6	127,238	24,401	158,125	152,308	70,501	—	100	....
May 31, 1873	212.0	—	7.9	—					*Jackson, Lansing and Saginaw*..Michigan.	7,000,000				2,000,000	5,000,000								470,000	3½	100	....
Jun. 30, 1873	30.7	—	2.1	94.3	2	1	2	27	Jacksonville (N. W. & S. R.).....Ill.	923,200	*	.....	.....	313,200	610,000	.....		30.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	161.2	25.1	9.7	110.0	14	6	4	155	*Jacksonville, Pensacola and Mobile* ¶...Fla.	6,000,000	*	.....	.....	6,000,000	4,000,000	.....		215.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	51.1	1.5	16.2	—					Jamestown and Franklin (L.S.& M.S.)Pa.	2,616,743		.....	.....	605,000	1,000,000	964,743		51.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	36.5	9.0	8.6	—					Jefferson (Erie).....Pennsylvania.	5,237,978		.....	.....	2,095,700	2,300,000	942,978						.....	113,186	—	50	....
Dec. 31, 1873	110.0	116.0	36.7	—	45	56	*	967	Jeffersonville, Madison and Ind..Indiana.	6,392,316	*	1,239,310	.....	2,000,000	4,871,000	760,617		226.0	.....	.....	.....	.....	225,000	—	50	....
Dec. 31, 1873	37.7	—	4.2	—					Joliet and Chicago (C. & A.).....Illinois.	2,000,000		164,000	.....	1,500,000	500,000	.....						1,379,791	446,200	7	100	....
May 31, 1874	44.0	—	8.2	—					Joliet and N. Indiana (M. C.)..Ill. & Ind.	1,100,000				300,000	800,000								163,127	7	100	....
Dec. 31, 1873	57.6	—	6.7	—					K'm'zoo, Alleg'n & G.Rap.(L.S.&M.S).Mich.	1,450,000				610,000	840,000								88,000	8	100	....
Dec. 31, 1872	56.0	—	1.7	491.5	3	2	2	89	Kansas Central (3 ft.).....Kas.	755,229	75,765	394,953	.....	340,000	.....	.....							103,800	6	100	....
Mar. 31, 1874	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Joseph & Co. Bl. Mo.& Ia.	8,567,729	1,003,410	.....	634,775	2,789,414	6,826,500	.....		260.7	(Returns for 1872-'73.)			1,237,813	418,213	—	100	....
Dec. 31, 1873	31.9	—	1.8	—					Kansas City & Santa Fe (L.L. & G.).Kan.	.....	.....	.....	.....	720,000	720,000	.....		31.9	(Refused.)					—	100	....
Dec. 31, 1873	639.0	34.0	48.0	—	88	55	*	1,163	Kansas Pacific.....Kansas & Col.	35,219,618	*	3,722,901	.....	9,689,950	26,015,600	2,917,359		639.0	.....	.....	.....	3,563,299	1,446,309	—	100	....
Dec. 31, 1873	99.0	—	11.2	—	17	15	6	312	Kentucky Central.....Ky.	.....	.....	.....	.....	.....	1,081,000	.....		99.0	(All refused.)			.....	.....	—	100	....
Mar. 31 1874	162 0	—	14.0	—	16	10	5	289	Keokuk and Des Moines .....Iowa.	6,078,320	*	.....	.....	3,924,600	2,153,720	.....		162.0	(Re-organized January 1, 1874.)			.....	.....	—	100	....
Dec. 31, 1873	49.0	—	2.4	—	5	11	3	88	Knox and Lincoln .....Maine.	2,707,573	*	72,900	11,762	363,235	2,395,000	34,000		49.0	96,715	91,795	13,392	141,720	68,082	—	100	....
May 31, 1873	29.0	—	3.0	—					La Crosse, Tremp. & Pres. (C.&NW.)Wis.	1,386,540			5,322	990	1,000,000	390,872		29.0	.....	.....	.....	230,551	165,777	—	100	....
Jun. 30, 1873	80.0	—	3.5	—					Laf., Bloom'ton & Mis. (T.W.& W.)..Ill.	2,300,000				1,000,000	1,300,000	.....		80.0	199,672	.....	100,965	157,131	84,926	—	100	....
Dec. 31, 1873	36.0	—	1.9	79.0					Laf., Muncie & Bloom'ton(T.W.& W.)..Ill.	.....	.....	.....	.....	117,073	666,000	.....		36.0	(Refused.)					—	100	....
Jun. 30, 1873	67.5	—	4.0	112.5	6	3	3	83	Lake Erie and Louisville.....Ohio.	2,427,732	*	82,603	22,032	1,115,350	890,000	510,906	16,511	67.5	77,806	48,681	40,676	90,068	21,751	—	100	....
Sept. 30, 1873	51.3	6.0	5.4	83.7	6	8	2	201	Lake Ontario Shore Line.....New York.	2,792,081	*	.....	.....	720,000	720,000	.....		57.3	50.128	69,122	37,234	55,785	2,082	—	100	....
Sept. 30, 1873	510.4	493.6	61.5	—	462	171	82	9,843	Lake Shore & Mich. S.N.Y.P..O. Ind.& Ill.	63,495,167	13,580 689	8,551,485	4,174 756	50,000,000	31,195,000	6,854,322	1,428,675	1,154.0	15,421,103	2,145,163	5,511,918	19,414,509	5,667,911	4	100	72½
Jun. 30, 1873	92.4	8.0	12 9	—	9	8	*	200	Lake Shore and Tuscarawas Valley.Ohio.	4,248,158	223,274	.....	53,125	1,981,915	2,300,000	231,890	10,762	75.4	.....	60,863	111,409	128,669	7,011	—	100	....
Aug. 31, 1873	156.0	—	13.4	—	11	10	4	343	Lake Superior and Mississippi.....Minn.	7,081,000		.....	.....	5,125,000	7,647,000	15,000		211.0	.....	81,559	.....	484,811	.....	—	100	....
Dec. 31, 1873	17.8	3.0	12.2	—					Lawrence (P. F. W. & C.) .....Pa.	715,126		39,548	.....	360,200	355,000	9,458		20.8	.....	.....	.....	189,382	75,758	10	100	....
Dec. 31, 1873	21.5	—	2.2	—					Leav'worth, Atchison & Nthw. (Pac.).Ks.	1,000,000		.....	.....	600,500	500,000	.....							42,000	—	100	....
Apr. 30, 1873	144.1	1.8	9.2	—	20	14	9	255	*Leavenworth, Lawrence & Galveston* ...Ks.	5,378,157	604,364	5,560,061	125,119	5,000,000	5,800,000	867,695		208.6	.....	.....	.....	479,756	86,668	—	100	....
Dec. 31, 1873	15.0	—	1.5	21.0					Lehigh and Lackawanna (L. & S.)....Pa.	675,100		.....	.....	375,100	300,000	.....		15.0	.....	20,675	44,107	42,387	13,676	—	50	....
Dec. 31, 1873	105.0	32.3	100.0	—	92	14	12	7,762	Lehigh and Susquehanna (C. of N. J.).Pa.	12 757,395	*	.....	(	wned by Lehigh	Coal &	Nav. C	ompany.)	174.0	1,924,045	511,501	3,403,372	3,447,817	2,106,566	10	50	....
Nov. 30, 1873	101.0	132.4	228.7	—	194	44	29	9,726	Lehigh Valley.....Pa.	19,750,425	*	15,384,664	.....	23,222,446	10,875,000	1 837,643		233.4	.....	1,096,820	6,373,196	7,424,895	3,540,035	10	50	122½
Dec. 31, 1873	120.0	76.0	68.5	—	53	38	24	659	Little Miami & Col. Xenia (P.C.&S.L.)O.	6,789,473	*	260,964	44,910	4,608,250	1,590,000	.....		196.0	.....	.....	.....	1,401,548	162,018	8	100	....
Dec. 31, 1873	100.0	—	2.0	60.0	7	4	1	60	*Little Rock and Fort Smith* ¶.....Ark.	9,350,000	*	.....	.....	4,675,000	4,675,000	.....		100.0	.....	.....	.....	90,880	Loss.	—	100	....
Apr. 30, 1874	70.0	—	....	50.0	2	1	1	12	Little Rock, Pine Bluff & N. O. ¶ (nar.)Ps.	1,400,000	*	.....	.....	700,000	700,000	.....		....	(Operations not reported.)					—	100	....
Nov. 30, 1873	28.3	3.0	19.9	—					Little Schuylkill (P. & R.). .....Pa.	1,416,188	*	10,000	.....	2,646,100	747,500	.....						214,839	209,669	7	50	92
May 31, 1873	93.0	2.0	5.0	—	9	5	3	245	Logansport, Crawfordsville & S. W..Ind.	3,500,000	*	.....	.....	1,500,000	2.000,000	.....		118.0	(Operations not reported.)					—	100	....
Dec. 31, 1873	9.0	—	—	—					Long Branch and Sea Shore (S.N.J.)..N. J.	398,863		.....	.....	171,800	200,000	.....							12,000	—	100	....
Sept. 30, 1873	94.0	64.0	17.1	—	22	43	9	249	Long Island ¶.....N. Y.	5,226,902	*	.....	.....	3,300,000	1,500,000	205,000		158.0	.....	.....	.....	895,716	473,159	4	100	....
Dec. 31, 1873	101.1	—	9.2	—					Louisiana & Missouri River(C.&A.)..Mo.	5,902,440	*	.....	.....	1,516,500	1,516,500	1,588,343							138,370	—	100	....
July 1, 1873	93 5	81.4	23.1	23.0	42	26	13	379	Louisville, Cincinnati and Lexington..Ky.	7,981,305	*	.....	.....	2,474,483	4,234,519	1,709,147		174.9	.....	.....	.....	1,210,382	301,719	—	100	....
Dec. 31, 1873	288.0	—	17.0	—	36	15	10	479	Louisv., New Albany and Chicago...Ind.	(nominal.)		.....	.....	3,000,000	.....	.....		288.0	(No returns furnished.)			.....	.....	—	100	....
Dec. 31, 1873	31.0	—	2.1	124.0	3	1	—	14	Louisv., N. Alb. & St. L. A. L..Ind.& Ill.	2,549,222	44,105	242,677	.....	1,563,073	780,000	184,517		31.0	.....	.....	.....	11,764	917	—	100	....
Jun. 30, 1873	185.0	420.8	59.4	—	123	97	*	1,669	Louisv., Nashv. & Gt. So. ¶..Ky. & Tenn.	22,048,339	*	8,253,416	595,765	8,981,439	14,520,500	5,211,942	1,781,627	605 8	.....	.....	.....	4,909,426	1,411,123	7	100	....
Sept. 30, 1873	12.4	—	2.3	—					Lowell and Lawrence (B. & L.).....Mass.	363,158			13,032	200,000	54,700	10,532	110,768					21,786	18,815	6	100	....
Mar. 31, 1873	78.0	—	3.9	—					Macon and Augusta (Ga.).....Ga.	2,506,170	*	.....	.....	1,631 900	770,000	104,270		78.0	.....	.....	.....	120,758	7.491	—	100	....
Dec. 31, 1873	187.0	10.0	5.6	—	12	19	4	170	Macon and Brunswick ¶.....Ga.	5,750,000	*	.....	.....	3,500,000	2,250,000	.....		197.0	.....	.....	.....	437,298	148,333	—	100	....
Jun. 30, 1873	38.0	—	6.0	—					Mahoning Coal (L. S. & M. S.).....Ohio.	2,199,833		.....	.....	1,075,000	1,075,000	98,179									100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "‡."

Years ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	*	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	pc
Dec. 31, 1873	354.9	69.0	554.9	—	878	385	136	17589	Pennsylvania.....Pennsylvania	48,371,803	*	97,782,880	4,371,449	66,144,475	43,145,785	22,592,815	6,842,563	869.4	.....	5,879,684	9,998,794	24,886,009	9,044,978	10	50	101¼
Dec. 31, 1873	47.0	15.5	57.0	—	23	6	—	1,300	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	3,052,500	.....	4,000,000	487,500	565,000	.....	47.0	.....	3,970	1,391,484	28,501	.....	20	50	285
Dec. 31, 1873	41.5	—	1.4	—	—	—	—	—	Pennsylvania and Delaware (Penn.)..Pa.	2,502,000	—	—	—	900,000	1,602,000	71,346	—	—	(Opened July 1, 1873.)			—	—	—	—	—
Nov. 30, 1873	104.6	22.6	21.2	—	18	2	—	992	Pennsylvania and N. York..N.Y. & Penn.	5,351,750	791,077	.....	.....	4,061,700	3,000,000	74,017	.....	127.2	752,462	191,584	1,338,081	1,485,806	403,405	2½	50	....
Nov. 30, 1873	28.8	—	8.1	12.7	—	—	—	—	Perkiomen (P. & R.).....Pa.	1,388,700	—	18,529	.....	38,040	1,821,800	20,478	.....	.....	.....	.....	.....	.....	.....	.....	50	....
Dec. 31, 1873	45.2	—	2.0	—	4	4	1	53	Pensacola and Louisville ‡.....Fla.	455,327	64,800	150,000	.....	450,000	—	219,627	.....	45.2	76,850	16,690	.....	88,930	35,357	—	100	....
Dec. 31, 1870	—	—	—	76.0	—	—	—	—	Peoria, Atlanta and Decatur.....Ill.	800,000	—	—	.....	600,000	300,000	—	—	—	—	(Under construction.)		—	—	—	100	....
Dec. 31, 1873	47.0	—	7.4	—	—	—	—	—	Peoria and Bureau Valley (C.R.I.& P.).Ill.	1,566,000	—	—	—	1,266,000	300,000	—	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1873	83.0	—	11.5	—	12	7	4	171	Peoria, Pekin and Jacksonville...Illinois.	3,280,351	345,797	45,000	.....	1,239,700	2,000,000	411,448	.....	83.0	280,562	.....	135,465	319,168	30,952	—	50	....
Jun. 30, 1873	91.0	—	4.0	—	8	5	2	163	Peoria and Rock Island.....Ill.	3,772,327	*	.....	.....	1,858,950	1,650,000	49,639	.....	9.0	276,058	70,500	194,348	300,045	105,368	—	100	....
Dec. 31, 1873	64.0	18.0	8.0	—	12	9	5	121	Petersburg ‡.....Virginia	1,817,985	*	.....	.....	1,324,200	500,000	356,112	.....	.....	.....	.....	.....	.....	.....	.....	100	....
Oct. 31, 1873	46.0	—	6.5	—	10	8	3	95	Philadelphia and Balt. Cent. Penn. & Md.	1,811,107	177,744	.....	.....	220,806	1,500,000	46,945	.....	57.0	182,886	309,498	138,262	303,221	78,339	—	50	....
Dec. 31, 1873	287.6	—	121.7	—	—	—	—	—	Philadelphia and Erie ‡ (Penn.).....Pa.	23,777,743	—	2,241,800	16,866	8,448,700	16,625,000	1,335,709	—	287.6	2,912,351	777,273	2,164,246	3,842,067	428,756	—	50	37
Sept. 30, 1873	20.0	—	25.0	—	24	45	13	192	Phila., Germ. and Norriat'n (P. & R.)..Pa.	1,146,588	368,262	500,798	.....	2,231,900	—	—	.....	32.8	.....	.....	.....	281,623	269,791	12	50	178½
Dec. 31, 1873	8.0	—	—	24.0	—	—	—	—	Phila., Newtown and New York .....Pa.	440,400	—	—	—	199,360	164,000	57,000	—	—	—	—	—	—	—	—	50	....
Sept. 30, 1873	98.4	228.6	432.2	—	400	220	60	19018	Philadelphia and Reading..Pennsylvania.	28,260,889	7,480,719	48,349,053	1,741,889	34,269,575	44,188,715	4,876,055	2,496,205	725.3	8,351,682	6,790,088	9,847,747	14,932,561	5,357,766	10	50	111
Dec. 31, 1873	26.6	—	30.7	—	—	—	—	—	Philadelphia and Trenton (Penn.).....Pa.	1,534,479	—	—	—	1,259,190	—	—	—	26.6	882,180	1,747,216	1,400,983	1,996,606	448,574	10	100	1234
Oct. 31, 1873	95.3	14.8	121.6	—	70	160	...	1,240	Phila., Wilm. and Baltimore..Pa. D.& Md.	11,814,764	*	2,103,295	840,863	11,507,750	1,900,000	279,120	743,053	111.8	1,437,207	853,937	836,979	3,074,881	1,095,265	8	50	107
Nov. 30, 1873	11.8	—	48.0	—	—	—	—	—	Pickering Valley (P. & R.).....Pa.	474,551	—	—	—	92,875	332,300	161,363	—	—	—	—	—	—	4,751	—	50	....
Dec. 31, 1873	193.0	8.0	50.8	—	104	34	19	1,648	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	19,662,344	*	3,490 277	—	8,433,750	15,010,586	3,854,872	—	201.0	—	—	—	—	—	—	50	....
Dec. 31, 1873	468.3	—	180.0	—	269	183	54	9,789	Pittsburg, Ft. W. and Chic...P., O., I. & I.	37,368,286	*	—	—	23,814,286	14,554,000	14,230	—	500.6	7,878,666	2,134,653	2,365,846	9,619,074	3,522,032	7	100	93½
Dec. 31, 1873	30.0	—	4.9	160.0	4	6	3	65	Pittsbg, Virg. & Charleston...Pa.& W.Va.	1,106,167	37,226	556,038	.....	673,264	700,000	244,672	—	30.0	57,900	140,188	4,828	67,137	16,941	—	50	....
Oct. 31, 1873	149.6	1.9	36.0	4.6	20	15	7	400	Pittsburg, Washington & Balt...Pa.& Md.	11,934,439	709,635	93,671	.....	1,960,682	9,500,000	2,276,579	—	169.2	1,588,213	859,533	1,180,334	1,564,993	L.38,035	—	50	....
Sept. 30, 1873	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,685	—	—	6,315	450,000	—	—	—	—	—	—	—	—	27,000	6	100	....
Nov. 30, 1873	71.3	—	3.6	38.7	6	15	5	117	Portland and Ogdensburg....Me. & N. H.	2,502,145	*	125,862	200,937	1,045,270	1,384,000	321,710	77,934	65.5	147,741	73,908	46,045	144,982	49,075	—	100	....
Aug 31, 1873	52.5	—	4.3	—	6	9	4	141	Portland and Rochester.....Me.& N. H.	1,925,741	*	233,124	18,205	636,112	1,407,500	133,461	—	52.5	134,108	142 848	64,290	142,571	40,976	—	100	....
Sept. 30, 1873	52.0	—	8.1	—	19	—	7	167	Portland, Saco and Portsmouth (Etn.).Me.	1,500,000	*	—	—	1,500,000	—	—	—	—	—	—	—	—	150,000	10	100	112
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	130	Port Royal ‡ (Ga.).....South Carolina.	5,500,000	*	—	—	3,000,000	2,500,000	—	—	—	—	—	—	—	—	—	25	....
Sept. 30, 1873	71.4	—	4.9	—	—	—	—	—	Portsm'th, Gt. Falls & Conway(Etn.).Me.	1,229,689	—	—	—	767,200	462,489	—	—	—	—	—	—	—	—	—	6	34
Sept. 30, 1873	41.9	—	2.5	4.8	4	5	...	91	Poughkeepsie and Eastern....New York.	1,475,430	*	—	—	524,464	722,500	479,689	—	46.1	95,055	82,180	44,508	86,213	14,241	—	100	....
Sept. 30, 1873	22.8	—	2.0	48.9	2	3	1	65	Providence and Springfield..R.I. & Mass.	983,408	*	—	—	472,890	414,000	47,518	—	22.8	.....	32 512	5,652	18,418	9,543	—	100	....
Sept. 30, 1873	13.6	—	—	—	4	10	...	20	Providence, Warren and Bristol.....R. I.	526,515	*	—	—	437,917	50.000	38,597	—	13.6	—	379.227	20,504	113,606	9,268	—	100	....
Sept. 30, 1873	43.4	1.0	45.2	—	29	40	...	692	Providence and Worcester..R. I. & Mass.	1,976,025	735,748	—	—	2,000,000	500,000	387,810	95,230	—	526,128	1,785,667	580,620	963,345	257,103	10	100	105
Dec. 31, 1873	36.0	—	2.0	—	4	3	2	—	Queen Anne and Kent ‡.....Del.& Md.	351,000	*	.....	.....	260,000	269,000	2,600	—	36.0	35,850	12,560	38,231	27,437	9,990	—	50	....
Jun. 30, 1873	42.0	—	4.0	—	1	2	2	44	Quincy, Alton and St. Louis.....Ill.	1,832,100	*	—	32,200	780,000	1,000,000	52,000	—	42.0	56,000	.....	.....	68,239	(Deficit)	—	100	....
Dec. 31, 1873	70.0	—	1.7	160.0	—	—	—	—	Quincy, Missouri and Pacific.....Mo.	2,000,000	—	—	—	700,000	20,000p.m	.....	—	.....	(Under construction.)			.....	.....	—	100	....
May 31, 1873	44.0	—	3.0	62.0	3	3	3	50	Raleigh and Augusta Air-Line ‡..N. Car.	1,184,221	89,785	—	—	876,000	—	—	—	.....	—	—	—	—	—	—	100	....
May 31, 1873	97.0	—	5.0	—	16	10	4	134	Raleigh and Gaston.....North Carolina.	1,500,000	*	155 300	102,936	1,500,000	—	92,150	166,086	44.0	.....	.....	.....	73,474	28,543	—	100	....
Nov. 30, 1873	40.0	8.0	8.1	10.7	8	7	1	29	Reading and Columbia (P. & R.).....Pa.	2,072,959	220,041	62,566	.....	508,258	1,000,000	1,215,911	—	97.0	.....	47,069	98,052	369,646	178,652	—	100	....
Sept. 30, 1873	101.5	30.9	47.9	—	42	52	17	1,262	Rensselaer and Saratoga (D.& H.)..N. Y.	8,328,362	*	.....	.....	6,000,000	2,000,000	.....	.....	182.4	820,468	1,037,327	616,834	1,965,857	903,072	8	100	108
Sept. 30, 1873	159.0	4.0	16.8	—	35	20	9	462	Richmond and Danville ‡.....Virginia.	5,799,729	*	2,160,682	234,278	4,000,000	2,485,411	1,425,905	143,372	195.9	599,792	141,767	227,729	957,129	447,369	—	—	—
Sept. 30, 1873	86.0	—	6.7	—	13	21	16	134	Richmond, Fred'burg and Potomac ‡..Va	2,727,840	*	131,596	254,875	1,509,829	889,698	82,689	632,148	86.0	199,825	173,985	45,677	496,744	231,136	2	100	....
Sept. 30, 1873	22.5	2.7	4.2	—	8	9	4	164	Richmond and Petersburg ‡.....Va.	1,215,404	*	48,455	80,119	847,100	328,296	81,527	49,183	46.7	110,712	126,947	91,887	160,227	36,655	—	100	....
Sept. 30, 1873	38.3	—	2.2	26.0	3	3	2	42	Richmond, York Riv. & Chesapeake ‡..Va.	1,257,640	*	.....	.....	650,000	607,640	.....	.....	38.3	.....	.....	(No report supplied.)	.....	.....	.....	100	....
Dec. 31, 1873	18.5	—	1.8	—	—	—	—	—	Rochester & Genesee Valley (Erie).N. Y.	671,308	—	—	—	557,580	—	—	—	—	(Rental 18 p. c. of earnings.)			—	—	—	100	....
Sept. 30, 1873	—	—	—	105.0	—	—	—	—	Rochester and State Line.....N. Y.	735,649	*	153,649	.....	24,000	894,000	90,000	—	—				—	34,012	...	100	....
Sept. 30, 1873	10.0	—	—	140.0	—	—	—	—	Rochester, Nunda & Penn. (3 ft.)..N. Y.	716,227	*	—	—	625,000	—	58,200	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1873	278.9	25.4	26.7	—	45	14	6	682	Rockford, Rock Island and St. Louis..Ill.	14,519,619	1,178,130	298,567	.....	6,490,579	9,000,000	505,737	—	318.0	1,089,857	.....	262,148	947,650	179,955	—	100	....
Dec. 31, 1873	141.1	48.6	28.4	—	42	32	16	909	Rome, Watertown and Ogdensburg.N. Y.	4,786,198	*	147,969	306,486	3,146,800	1,908,249	44,979	142,625	218.2	.....	.....	.....	1,230,555	360,488	7	100	....
Dec. 31, 1873	120.0	—	18.0	—	—	—	—	—	Rutland (C. V.).....Vermont.	9,129,946	*	143,947	92,617	6,648,400	1,972,800	745,700	—	239.0	.....	.....	.....	970,339	492,400	2	100	....
Dec. 31, 187	34.0	—	2.7	—	4	2	...	52	Saginaw Valley and St. Louis.....Mich.	528,716	57,854	.....	4,173	121,775	346,000	149,968	—	34.0	58,650	.....	.....	134,620	79,810	—	100	....
Dec. 31, 1873	22.0	—	6.5	—	5	8	...	230	St. Croix and Penobscot ‡.....Me.	364,000	*	.....	20,503	100,000	227,700	7,000	—	22.0	.....	.....	.....	70,952	28,861	3	50	....
Aug.31, 1873	187.0	—	20.0	39.0	19	...	...	.....	St. Joseph and Denver City...Kan.& Neb.	11,271,764	420,925	245,000	3,803	4,000,000	7,000,000	734,425	157,067	187.0	.....	.....	.....	.....	.....	.....	100	....
Dec. 31, 1873	197.0	18.0	21.0	—	13	11	4	590	St. Louis, Alton and Terre Haute.Illinois.	11,768,400	*	.....	241,609	4,768,400	7,000,000	241,609	—	265.0	.....	.....	.....	1,042,808	593,849	—	100	....
Jan. 31, 1874	48 3	—	2.2	—	—	—	—	—	St. Louis & O. Rapids (St.L.K.C.&N.)Ia.	—	—	(Statements not received.)	—	—	—	—	—	—	—	—	90,329	3,111	—	100	....
Dec. 31, 1873	195.5	15.2	38.7	—	85	23	15	1,018	St. Louis and Iron Mountain ‡...Missouri.	19,163,348	*	247,684	.....	16,000,000	8,622,000	431,149	298,083	210.8	947,849	537,276	682,903	1,964,281	596,426	3	100	....
Jun. 30, 1873	310.0	43.0	25.0	—	46	27	12	1,175	St. Louis & S. Eastern...Ill., Ky. & Tenn.	8,828,400	*	.....	.....	4,628,400	3,200,000	.....	—	—	524,786	70.581	515,719	661,753	265,882	—	100	....
Dec. 31, 1873	76.5	—	2.1	—	—	—	—	—	St. Louis & St. Jos. (St.L.,K.C.& N.).Mo.	2,000,000	—	—	—	—	1,000,000	(Sold under foreclosure Feb. 18, 1874 for $1 00,000.)		—	—	—	—	—	—	100	....
Dec. 31, 1873	41.5	—	2.3	138.5	—	—	—	—	St. L., C. Bluffs & Omaha(St.L.K.C.&N.)M.	2,200,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	150.6	—	11.6	—	—	—	—	—	St. Louis, Jacksonv. & Chic.(C. & A.).Ill.	5,073,600	—	—	—	1,100,000	16,000 p m	.....	—	—	—	—	(Rental.)	65,000	—	100	....
Dec. 31, 1873	265.5	87.5	26.7	—	91	42	14	1,516	St. L., Kansas City & Northern.....Mo	28,134,448	*	2,178,888	636,599	2,348,600	2,725,000	.....	—	—	—	—	—	240,000	—	100	....
Dec 31, 1873	157.8	—	24.4	—	32	14	8	841	St. Louis, Vandalia & T. H. (T.H.&I).Ill.	8,256,255	*	226,930	.....	24,000,000	6,000,000	943,928	—	581.8	2,387,961	425,326	501,596	2,755,194	670,580	—	100	....
Aug.31, 1873	106.5	—	4.7	161.0	—	—	—	—	St. Paul and Pacific.....Minn.	11,250,000	—	—	.....	2,278,158	5,499,000	467,325	—	157 8	.....	.....	.....	1,130,813	337,768	—	100	....
Aug.31, 1873	207.0	70.0	19.4	—	28	20	6	874	St. Paul and Pacific (1st Div.).Minnesota.	17,214,856	*	.....	.....	.....	10,500,000	.....	—	35.0	25,256	16,417	15,786	32,345	509	—	100	....
Aug.31, 1873	121.3	—	10.0	—	14	6	4	255	St. Paul and Sioux City.....Minn.	4,628,778	*	.....	.....	1,968,800	15,245,750	472,942	—	283.0	.....	.....	.....	768,805	165,964	—	100	....
Aug.31, 1873	17.6	3.2	1.0	—	2	2	1	40	St. Paul, Stillw. & Taylor's Falls...Minn.	780,317	*	.....	.....	2,400,000	1,951,500	316,227	—	121.3	244,756	77,755	.....	509,443	40,172	—	100	....
Sept.30, 1873	16.2	—	2.6	—	—	—	—	—	Salem and Lowell (B. & L.).....Mass.	481,469	—	—	—	277,500	450,000	37,000	—	20.8	29,280	22,800	.....	63,718	31,863	—	100	....
Jun. 30, 1873	116.3	—	13.9	—	31	15	10	389	Sandusky, Mans. & Newark (B. & O.)..O.	3,341,661	*	.....	2,714	248,305	225,900	18,978	—	—	—	—	—	17,500	16,784	1	100	....
Dec. 31, 1873	104.0	—	4.9	5.0	10	9	5	80	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	.....	59,454	988,000	2,300 743	6,547	46,725	116.3	896,934	193,597	372,011	715,250	81,106	—	50	....
Dec. 31, 1873	11.0	—	21.5	—	—	—	—	—	Schuylkill Valley (P. & R.).....Penn.	576,050	—	.....	.....	1,000,000	1,427,800	.....	—	104.0	.....	.....	.....	.....	.....	.....	100	....
Mar. 31, 1874	90.0	—	8.0	—	16	4	6	250	Seaboard and Roanoke.Va. & N. Carolina.	2,088,162	*	588,669	.....	1,365,000	210,000	.....	—	80.0	.....	34,867	.....	609,678	196,004	8	100	....

Apr. 30, 1872	237.0	—	11.0	—	39	19	7	411	*Selma, Rome and Dalton* ¶..Ala. Ga. & Tenn.	12,960,000	*				3,750,000	9,230,000			237.0	(No	statement	furnished.)					100	
Dec. 31, 1873	28.0	—	4.6	—					Shamokin Valley and Pottsville(N.C.)..Pa.	1,208,050	—	1,655,400			869,450	1,994,000			28.0	170,978	47,868	760,306		350,487	157,172	6	50	
Dec. 31, 1873	76.5	—	5.6	—	5	5	3	172	Sheboygan and Fond du Lac..Wisconsin.	2,622,861	*				1,276,000	1,509,000	86,689		78.5	131,140	62,214	59,188	135,777	3,887	—	100	
Nov. 30, 1873	31.1	—	5.2	—	7	4	1	211	Shenango and Allegheny (A. & Gt.W.)..Pa.	1,091,747	86,355				199,000	800,000	124,315		31.1	101,065	26,584	166,360	157,301	59,005	—	50	
Sept. 30, 1873	32.3	—	1.0	—	2	2	1	24	Shepaug Valley.....Conn.	241,300	*				239,850	817			32.3	12,770	9,469	3,998	13,499	238	—	100	
Sept. 30, 1873	30.0	—	5.1	—					Shore Line (N. Y., N. H. and H.)..Conn.	1,200,000	*				1,000,000	200,000			30.0				413,081	92,658	7	100	
									Sioux City and Pacific.....Neb. & Iowa.		*															100	
Aug. 31, 1873	122.4	—	7.4	—	11	6	3	386	Sioux C. and St. P.(St.P.&S.C.)Ia.& Minn.	4,803,936	*				2,800,000	1,740,000			147.4	56,414	10,766		73,996	52,386	—	100	
Sept. 30, 1873	35.0	—	2.0	—	3	2	1	81	Sodus Point and Southern.....N. Y.	1,479,000	*				715,967	1,200,000		[8½ mos	35.0	37,753	41,941	15,172	27,710	986	—	100	
Jun. 30, 1873	182.0	—	14.8	—	5	1	1	52	South and North Ala. (L.N.&Gt.S...)Ala.	5,684,764	*	87,104			3,458,067	22,000p.m		[10 mos		417,348	47,479		483,628		—	100	
Dec. 31, 1872	187.0	106.0	35.7	—	42	49	...	580	South Carolina ¶.....South Carolina.	8,057,938	886,535	2,931,159	141,584		5,819,275	4,668,645	1,568,843	160,468	243.0	897,530	188,607	294,784	1,491,016	576,455	—	100	
Sept. 30, 1873	11.6	—	2.1	—	3	12	2	15	South Shore.....Mass.	501,593	*	126,500	25,078		259,685	275,000	10,920	107,557	11.6	57,703	394,360	36,596	94,788	17,381	—	100	
Sept. 30, 1873	57.0	1.3	20.0	11.0	20	50	5	117	South Side (L. I.).....New York.	4,531,734	*				1,000,000	3,250,000	967,658		73.3	340,266	679,055	65,663	488,410	192,742	—	100	
Sept. 30, 1873	116.0	—	14.0	—	14	7	5	401	Southern Central.....N. Y. & Pa.	6,837,290	355,390		1,702		1,784,080	2,264,739	145,563		116.0	391,070	209,778	237,304	445,317	160,815	—	100	
Apr. 30, 1873				89.0					Southern Maryland.....Md.	(Und	er const	ruction.)			1,000,000	2,200,000						(No part completed.)				—	100	
Dec. 31, 1873	167.5	—	19.3	—	12	7	3	269	Southern Minnesota.....Minnesota.	9,328,446	*		127,883		3,825,000	4,592,000	1,089,329		167.5	355,868	42,444	144,175	663,238	187,039	—	100	
Jun. 30, 1873	202.0	—	10.1	628.0	19	25	8	371	Southern Pacific.....California.	10,156,408	663,577	9,306,402	204,656		12,210,200	8,050,000		50,842	152.0	463,254	330,000	182,661	1,035,312	576,572	—	100	
Nov. 30, 1873	143.0	162.5	22.9	12.5	34	28	7	353	Southwestern (Cent. of Ga.).....Georgia.	4,587,313	*				4,211,800	691,000								371,816	7	100	
Sept. 30, 1873	47.1	—	1.5	—	4	2	1	25	Springfield, Athol and Northeastern..Mass.	1,217,850	38,487	73,400	305		809,760	345,000	170,155	5,128	47.1	66,900	36,246	16,558	52,312	10,556	—	100	
Jun. 30, 1873	221.4	—	11.5	—	12	10	6	204	Springfield & Ill. So. Eastern.....Illinois.	7,610,251	300,379	6,993	205,492		3,784,600	3,866,000	260,154	212,461	221.4	430,016			371,220	(Deficit.)	—	100	
Sept. 30, 1873	22.0	—	3.2	—					Stockbridge and Pittsfield (H.).....Mass.	448,700	—	2,550	536		448,700		3,067	19					183,500	26,486	6	100	
Sept. 30, 1873	13.2	—	0.9	—					Stony Brook (N. and L.).....Mass.	276,601	—	28,492	4,660		300,000		1,089	8,664					18,300	18,117	6	100	
Dec. 31, 1873	24.0	—	1.6	—					Sullivan and Erie (P. and N. Y.).....Pa.	1,597,716	—	1,000,000	.....		1,600,000	1,000,000	196,992							18,045	—	100	
Dec. 31, 1873	43.5	—	3.3	—					Sunbury and Lewiston (Penn.).....Penn.	1,900,000	—				1,400,000	1,400,000										50	
Dec. 31, 1873	17.0	—	0.3	83.0	2	1	—	2	Susq., Gettysburg and Corwin.....Pa.	181,000	*	1,319,000	.....		1,500,000			21,406		45,126	9,054	18,367	31,079	7,109	—	50	
Dec. 31, 1873	28.0	7.0	2.9	—					Sussex.....New Jersey.	1,873,600	*				1,638,600	235,000		11,421	35.0	90,000			129,165	42,931	2	100	
Sept. 30, 1873	81.0	—	18.3	—	11	10	2	369	Syracuse, Bing. and N. Y.(D.L.&W.)..N.Y.	4,036,139	*				2,400,000	1,670,000	198,422		81.0	474,718	192,539	616,990	769,652	281,919	6	100	
Sept. 30, 1872	26.0	1.0	2.1	16.0	3	6	2	40	Syr. and Chenango (re-org. Aug. 1, '73)N.Y.	1,227,047	*				1,063,400	500,000	229,993		26.0	23,528	49,219	29,914	23,199	(Defi it)	—	100	
Sept. 30, 1873	45.0	—	3.8	—	5	6	4	65	Syracuse Northern.....New York.	1,841,417	*				1,179,600	1,100,000			45.0	112,320	128,892	40,566	139,328	20,479	—	100	
Nov. 30, 1873	79.7	29.6	32.2	—	40	21	14	1,07.	Terre Haute and Indianapolis....Indiana.	3,081,378	*	1,372,134	660,428		1,988,150	1,316,000	604,037	1,205,753	109.3	860,344	226,745	286,607	1,107,259	282,183	11	100	
Dec. 31, 1873	320.0	—	20.0	1,452	28	11	...	231	Texas and Pacific ¶.....Texas.	12,800,000	—	(In pro	gress.)		2,000,000	10,000,000	500,000		320.0				346,010	106,008	—	100	
Dec. 31, 1873	30.6	—	5.8	—	14	6	1	482	Tioga.....Pa.	899,286	455,015	125,000			580,000	239,500			96.0	267,265	107,885	927,476	506,119	219,293	—	50	
Jun. 30, 1873	43.0	—	2.8	14.0	—	—	—	—	Toledo, Can. Southern and Det. Mich.&O.	1,925,000	—	300,000	.....		1,370,000	855,000										100	
July 31, 1873	220.3	10.0	26.0	—	45	13	9	1,655	Toledo, Peoria and Warsaw.....Illinois.	12,585,523	*				5,700,000	6,450,000	446,723		230.3	997,155	175,784	517,596	1,262,266	219,829	—	100	
Jun. 30, 1873	478.0	163.7	125.8	—	187	66	48	4,488	Toledo, Wabash and Western..O. I. & Ill.	33,885,855	*	2,671,069	693,248		16,000,000	19,387,000	747,894	915,278	938.4	4,917,863	615,711	1,374,392	5,958,815	1,325,379	—	100	35½
Jun. 30, 1873	42.0	—	3.1	—					Tol., Tiffin and Eastern (M.C.& L.M.)..O.	1,555,077	—				273,512	850,000	436,565			14,122	4,309	2,951	8,797	1,421	—	100	
Sept. 30, 1873	34.9	—	9.9	—	13	17	6	247	Troy and Boston.....New York.	2,389,482	*				1,599,000	1,919,000	113,113		55.3	186,882	295,775	202,808	552,106	272,270	4	100	
Sept. 30, 1873	6.0	—	6.0	—					Troy and Greenbush(N.Y.C.&H.R.)N.Y.	294,908	—				274,900									16,464	6	100	
Sept. 30, 1873	2.1	—	2.1	—					Troy Union and Depot.....New York.	763,986	—				30,000	680,000										100	
Dec. 31, 1873	40.8	11.7	9.0	—					Tyrone and Clearfield (Pa.).....Pa.	823,567	—				510,000	332,360	313,566		52.5						2	55	
Dec. 31, 1873	1 032	—	103.0	—	151	99	38	2,501	*Union Pacific*.....Nebr. Wy. & Utah.	112,939,336	*	4,470,716	.....		36,762,300	75,427,512	4,540,240		1,032.0	.....	174,894	622,120	10,266,104	5,291,248	—	100	29½
Dec. 31, 1873	165.0	—	20.0	—	242	281	3	1,762	United Companies of New Jersey..N. Jer.	33,568,053	*	7,049,845	.....		19,290,627	17,615,808			273.0	.....	8,008,043	3,051,577	8,516,740	1,724,552	10	100	125½
Sept. 30, 1873	87.0	—	5.9	—	14	15	8	124	Utica and Black River.....New York.	2,788,620	*		.....		1,769,620	1,019,000			113.0	205,226	209,589	106,954	423,664	223,571	6	100	
Sept. 30, 1873	76.0	22.0	17.0	—	17	14	7	1,002	Utica, Chen. and Susq. Val.(DL&W)N.Y.	3,946,501	*		.....		3,783,700				99.0	277,202	252,774	278,053	458,660	95,755	5	100	
Apr. 30, 1873	51.0	—	8.2	61.0	5	7	4	42	Utica, Ithaca and Elmira.....New York.	1,700,000	—		.....		381,360	25,000p.m										100	
May 31, 1873	47.0	25.5	9.3	—					Vermont and Canada (C.V.).....Vt.	3,000,000	—		.....		3,000,000									240,000	8	100	55
Sept. 30, 1873	56.0	24.1	11.0	—	18	19	7	276	Vermont and Massachusetts..Mass. & Vt.	3,288,328	261,234	380,640	12,631		2,860,000	900,000	115,521	67,312	66.5	245,641	317,561	139,376	555,234	91,269	4	100	
Mar. 31, 1873	23.7	—	2.9	—	4	—	—	—	Vermont Valley.....Vermont.	1,221,886	*				516,104	788,200								65,000	—	100	
Feb. 28, 1873	140.0	2.0	8.3	—	22	8	6	151	Vicksburg and Meridian.....Miss.	3,104,511	*	32,460	1,265,526		1,118,163	3,155,422	128,602		142.0	266,513	87,497	64,868	540,183	141,336	—	100	
Sept. 30, 1873	49.3	—	2.0	—					Ware River (B. and A.).....Mass.	971,738	—		8,442		750,000		210,848	14,331						14,331	—	100	
Sept. 30, 1873	18.3	—	6.0	—					Warren (D. L. and W.).....New Jersey.	3,102,220	—				1,800,000	1,261,400	40,820						757,642	16,137	7	100	
Sept. 30, 1873	44 5	—	2.3	280.5	4	7	3	65	Washington and Ohio.....Virginia.	1,806,104	132,028	474,187	15,401		1,918,478	159 05	350,274		44.5	63,716			92,883	27,787	—	100	
Sept. 30, 1872	282.6	10.0	9.0	81.0	25	21	12	38.	Wash. City, Va. Mid. & Gt. Southern. Va.	9,180,684	*				2,692,540	5,622,664	865,430		292.6	713 252	196,394	161,434	988,371	403,598	—	100	
Oct. 31, 1873	26 5	—	5.0	—	10	19	4	69	West Chester and Philadelphia.....Pa.	1,503,989	190,963	397,700	150,704		823,950	1,168,012	251,375		35.5	234,692			354,448	140,093	4	100	
Aug. 31, 1872	112.0	28.0	15.5	—	33	16	5	246	Western of Alabama ¶.....Alabama.	4,832,628	544,555	815,048	586,758		2,008,324	3,162,400	348,341	659,916	160.0		218,808		659,916	165,623	—	100	
Dec. 31, 1873	133.0	—	11.9	—	58	19	12	952	Western and Atlantic ¶...Ga. and Tenn.	(Owned by State of Georgia.)						5,000,000			138.0					300,000	—	100	
Dec. 31, 1873	90.0	—	3.0	—	10	10	4	171	Western Maryland ¶.....Maryland.	4,217,959	*	84,500	80,511		683,243	3,676,000	24,727		90.0				218,384	26,300	—	100	
Mar. 31, 1874	111.0	3.0	1.6	31.0	5	6	3	9	Western North Carolina (E. D.) ¶...N. C.	7,125,000	*				6,000,000	850,000	275,000			(In ban	kruptcy—	No return	s.)			—	100	
Dec. 30, 1873	57.1	27.5	23.8	—					Western Pennsylvania (Penn.).....Pa.	3,950,872	—	135,179	.....		1,022,450	3,000,000									—	100	
Dec. 31, 1873	191.7	20.8	21.8	—	80	14	12	519	Western Union (M. and St. P.). Wis. & Ill.	7,905,246	*		.....		4,000,000	3,500,000	371,269		212.5	.....			1,137,634	269,373	—	100	
Dec. 31, 1873	27.0	—	1.6	—	2	2	1	16	West Feliciana.....La. and Miss.	745,316	*	110,325	16,811		760,600	110,000	1,845		27.0	13,922	.....	.....	68,129	39,710	—	100	
Dec. 31, 1873	128.2	—	16.6	—	18	47	9	221	West Jersey.....New Jersey.	3,876,266	*	111,037	158,082		2,133,660	3,100,000	413,625	65,314	128.2	.....	.....	.....	680,586	237,607	8	50	
Mar. 31, 1873	197.0	—	10.0	—	26	14	10	660	West Wisconsin.....Wisc.	8,640,000	*	.....	.....		4,000,000	4,640,000	.....		165.0	.....	.....	.....	549,645	283,829	—	100	
Dec. 31, 1873	32.0	—	2.1	29.0	3	5	2	24	Wheeling, Pbg. & Balt(B&O). W.Va.&Pa.	579,642	—	.....	.....		500,000	.....	79,642		32.0	.....	.....	.....	47,365	710	—	50	
Apr. 30, 1873	62.4	—	4.2	—	6	6	2	127	White (Cinc.) Water Valley.....Ind.	1,250,855	142,719	16,291	95,821		370,025	944,000	172,319	19,162	69.9	131,918	63,929	101,201	241,716	116,201	—	100	
Apr. 30, 1873	23.0	—	2.0	—	3	5	1	37	Wico-Mico and Pocomoke.....Md.	380,000	*	.....	.....		160,000	200,000	20,000		37.0	.....	.....	.....	33,966	14,200	—	25	
Sept 30, 1873	189.0	—	9.0	—	33	12	6	392	Wilm., Colum. and Augusta.N. C. & S. C.	4,863,431	*	29,874	187,890		300,000	3,800,000	861,278	119,916	189.0	690,528	80,595	116,918	722,124	284,886	—	100	
Oct. 31, 1873	63.6	—	9.7	0.2	11	6	5	142	Wilmington and Reading..Pennsylvania.	2,681,102	261,391	169,211	142,827		759,928	2,371,900	121,703		....	241,711	147,122	310,717	257,301	39,018	—	50	
Sept. 30, 1873	162.0	19.0	13.2	—	22	31	...	324	Wilmington and Weldon ¶ (WC&A).N.C.	3,004,044	*	.....	.....		1,456,200	1,619,100	.....		181.0	.....	.....	.....	739,678	280,720	5½	100	
Oct. 31, 1873	19.9	—	2.4	15.1	3	3	2	80	Wilmington and Western.....Del. & Pa.	720,207	76,310	45,088	.....		248,807	500,000	91,599		19.9	38,868	39,308	20,080	85,219	Loss.	—	50	
Mar. 31, 1873	15.5	—	2.3	—					Wilton (N. and L.).....N. H.	234 600	—		91		214,600			20,091						14.062	6½	100	
Aug. 31, 1873	326.5	3.7	18.4	—	31	7	4	1,136	*Winona and St. Peter* (C. & N.W.)..Minn.	10,162,884	*	16,317	606,667		509,000	8,720,000	2,394,879		292.3	.....	.....	.....	728,615	122,349	—	100	
Dec. 31, 1873	228.0	26.0	7.0	—	15	8	3	309	Wisconsin Central.....Wisconsin.	12,800,000	*				6,400,000	6,400,000			165.0	.....	.....	.....			—	100	
Sept. 30, 1873	45.7	—	27.7	—	17	17	5	367	Worcester and Nashua.....N.H.& Mass.	1,993,829	326,133	80,925	204,339		1,706,700	800,000	94,485	304,041	45.7	364,347	375,033	386,030	580,666	208,462	10	100	124½
									CANALS, &c.																							
May 31, 1874	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	.....	396,107	.....		1,880,300	1,922,307			12.5	.....	.....	.....	427,309	271,618	7	50	
Dec. 31, 1873	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal..Md. & Va.	10,505,309	.....	.....	.....		8,229,594	8,065,500			184.5	.....	.....	.....	.....	.....	—	25	
Dec. 31, 1873	60.0	—	—	—	—	—	—	—	Delaware Division Canal..Pennsylvania.	2,433,350	.....	.....	.....		1,633,350	800,000			—	(Leased	to Lehigh	Co.)		188,701	188,701	8	50	97
Dec. 31, 1873	168.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	28,470,046	.....	28,470,046	.....		19,439,485	13,930,386	143,414	2,196,971	108.0	.....	.....	.....	12,228,707	2,020,609	20	100	114½
Dec. 31, 1873	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,748	.....	36,101,313	427,837		18,990,900	18,758,987	954,905		65.6	.....	.....	2,756,837	1,890,100	706,778	10	100	
Dec. 31, 1873	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	.....	20,097,596	.....		8,784,850	15,767,686	.....		108.0	.....	.....	1,041,891	[508,060	43,789	—	50	90½
Dec. 31, 1873	35.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,146,040	.....	.....	.....		1,004.150	110,000	8,064		35.0	.....	.....	.....	196,149	123,514	9	50	...
Dec. 31, 1873	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,432,474	.....	.....	.....		2,200,000	1,125,129			103.0	.....	.....	.....	323,664	78,173	4	50	49½
Dec. 31, 1873	388.0	64.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	20,000,000	.....	.....	.....		4,457,150	2,688,000	1,048,200		470.0	.....	.....	870,121	544,625	317,745	—	50	4
Dec. 31, 1873	108.3	—	—	—	—	—	—	—	Schuylkill Navigation.....Pennsylvania.	10,547,126	.....	2,557,040	.....		4,355,796	8,576,332	267,198	91,157	108.3	.....	.....	.....	649,351	634,183	1	50	12½
Dec. 31, 1873	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,106	.....	.....	.....		2,092,706	2,757,311	165,510		45.0	(Leas.to	Ph.& R'g.)	426,393	99,151	loss.	—	50	13
Dec. 31, 1873	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....		2,907,850	3,000,000	35,000		84.6	(Leas.to	Ph.& R'g.)	124,961	44,862	loss.	—	50	.....
Dec. 31, 1873	122.6	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	3,630,344	.....	.....	.....		1,100,000	748,000	295,719		—	(Leased	to Pennsylvania Co.)		.....	.....	—	97	.....

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Rate.	Paid.	Market Price.
Railroad Stocks:	$	p.	p c	p. c.
Atlantic and Great Western, pref...	10,000,000	7	...	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	...	....
" " " guar.	276,200	7	...	....
Atlantic and Pacific, preferred	10,000,000	7	...	14¼
Atlantic and St. Lawrence,* guar...	3,994,900	4	4	....
Baltimore and Ohio,* preferred....	3,552,800	6	5	105
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	..
Catawissa,* pref. and guar.....	1,159,500	7	7	85
Camden and Amboy,* guaranteed..	5,447,800	10	10	126
Camden and Atlantic, preferred....	763,549	7	3½	52
Cayuga and Susquehanna,* guar....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,600	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	106½
Central Ohio,* preferred	411,550	6	6	80
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	79
Chicago and Alton, † preferred.....	2,425,400	...	10	103
Chicago, Iowa & Nebraska,* guar..	3,916,300	...	8	89½
Chicago and North-Western, pref...	21,289,563	7	7	55½
Cinc., Sand. and Cleveland, pref....	429,000	6	6	25
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	86½
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred....	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	...	....
Dubuque and Sioux City,* guar....	5,000,000	...	3	60
Dubuque South-Western, pref.....	590,315	8	...	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	44
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	76
" " com.& *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,588,910	7	7	47½
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	...	...	....
Hannibal and St. Joseph, pref	2,167,700	7	7	32½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	97
Housatonic, preferred.....	1,180,000	8	8	96
Huntington & Broad Top Min, pref.	190,750	7	...	27
Jeff., Mad. & Indianapolis,* guar....	2,006,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	95
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref...	861,000	9	9	....
Marietta and Cincinnati, 1st pref....	8,101,650	6	...	18
" " 2d pref....	4,436,250	6	...	9
Mich. Southern, (Lake Shore) guar..	533,500	10	10	....
Mill Creek,* guaranteed.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	12,274,488	7	7	53
Mine Hill,* guaranteed.....	3,856,450	8	8	106
Montclair,* guaranteed.....	2,000,000	7	...	....
Morris and Essex,* guar.....	15,000,000	7	7	95½
Nesquehoning Valley,* guar....	2,000,000	10	10	110
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	695,000	10	10	....
New Jersey,* guaranteed.....	7,295,200	10	10	124
New London Northern,* guar.....	971,400	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	127
" " *com.& guar.	8,500,000	8	8	123½
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	122½
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	49
" " pf.& *guar.	2,000,000	8	8	92
Ohio and Mississippi, preferred.....	4,030,000	7	7	24½
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama, guaranteed.....	7,000,000	12	12	112
Paterson and Hudson,* guar.....	630,000	...	8½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	...	...	....
Phila., Germant'n & Norristt'n,*guar.	2,231,900	12	12	178½
Philadelphia and Reading, † pref....	1,561,687	...	10	....
Philadelphia and Trenton,* guar....	1,259,100	10	10	123½
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	93½
Pittsfield and North Adams,* guar.	400 000	5	6	86
Portland, Saco & Portsmouth,* guar.	1,600,000	10	10	112
Rochester & Genesee Valley,* guar.	537,560	...	...	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	24
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	...	25
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	...	....
St. Louis, Kansas City & Nor., pref..	12,000,000	...	...	21
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	...	....
" " 2d pref..	1,000,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	71
Warren,* guaranteed.....	1,800,000	7	7	....
Canal Stocks.				
Delaware Division,* guar.....	1,833,350	8	8	....
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	125
" com. and * guar.....	1,695,000	4	4	50
Schuylkill Navigation preferred....	2,808,977	6	6	24½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2¼; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch--Coltness.....per ton	40 — @ — —	
Gartsherrie.....	— — @ — —	
Summerlee.....	34 50 @ — —	
Carnbroe.....	— — @ — —	
Langloan.....	— — @ — —	
Glengarnock.....	34 — @ 35 —	
Eglinton.....	23 — @ 23 50	
Pig, American, No. 1.....	30 — @ 32 —	
Pig, American, No. 2.....	27 — @ 29 —	
Pig, American, Forge.....	26 — @ 27 —	
Bar Refined, English and American.....	— — @ — —	
Bar, Swedes, assorted sizes.....(gold)	137 50 @140 —	
	—Store Prices.—	
Bar, Swedes, ordinary sizes 160	— @162 50	
Bar, Swedes, Flow sizes.....	170 — @172 50	
Bar, Refined, ¾ to 2 in. rd. & sq. 1 to 6 inch x ¾ to 1 in.....	67 50 @ 70 —	
Bar Refined, 1½ to 6 by ¼ & 5-16 in.....	72 50 @ 75 —	
Bar Refined, 1 & 1¼ by ¼ & 5-16.....	72 50 @? 5 —	
Large Rounds, 2¼@2½ to 3¼ @4 in.....	75 — @ 90 —	
Scroll.....	90 — @130 —	
Ovals and Half-round	90 — @100 —	
Band, 1 to 6 in. by 3-16 to No. 12.....	55 — @ 57 50	
Horse Shoe.....	97 50 @100 —	
Rods, ¾@1-16 inch.....	70 — @127 50	
Hoop, ¾ by No. 22 to 1 & 1¼ by 13 & 14...	95 — @150 —	
Nail Rod..... per lb.	— 8 @ — 9	
Sheet Russia, as to assortment.....(gold)	— 15½@ — —	
Sheet, Single, D. and T. Common.....	— 4½@ — 5	
Sheet, Doubles and Trebles, Charcoal....	— 5 @ — 6	
Sheet Galvanized.....List 10 per ct. disc,		
Rails, English.....(gold).....per ton.	— — @ 52 —	
Rails, American, at Works in Penna...c'y.	— — @ 62 50	

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)..per lb.	— 17 @ — 21
English Spring (2d and 1st quality).....	— 9½@ — 10½
English Blister (2d and 1st quality).....	— 14 @ — 18½
English Machinery	— — @ — 14½
English German (2d and 1st quality).....	— 12½@ — 14½
American Blister.....	— — @ — 11½
American, Cast, Tool.....	— — @ — 16
American, Cast Spring.....	— — @ — 10
American Machinery.....	— — @ — 11
American German Spring.....	— — @ — —

NAILS—Duty: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Com. Fence. & Sheath per keg.	3 75 @ 3 85
8d. and 9d. "	4 — @ 4 15
6d. and 7d. "	4 25 @ 4 40
4d. and 5d. "	4 50 @ 4 65
3d. and 4d. Light.....	5 25 @ 5 40
3d. Fine.....	6 — @ 6 15
2d.....	6 75 @ 6 90
Cut Spikes, all sizes.....	4 — @ 4 15

TIN—Duty: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca.....(gold) per lb.	— — @ — 25½
Straits.....(gold).	— — @ — 22½
English, L. & F.....(gold).	— — @ — 21
English, Refined.....(gold).	— 21½@ — —

Plates—Fair to good brands. Gold.

I. C. Charcoal.....per box.	10 — @ 10 25
I. C. Coke.....	7 75 @ 8 25
Coke Terne.....	7 25 @ 7 75
Charcoal Terne.....	9 — @ 9 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)	— 5 @ — 5½
Crude 40@47 gravity (in shipping order)..	— 8½@ — 5½
Refined, Standard White (in ship'g order).	— 11½@ — 12
Refined, S. W. (in jobbing lots).....	— 12 @ — 12½
Refined, S. W. (in tin).....	— 17 @ — 20
Naptha, Refined (65@73 gravity).....	— 8 @ — —
Residuum....(in shipping order).per gall.	— 0½@ — 0½

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.) per lb.	— — @— 33
Copper, Bolts.....	— — @— 35
Copper, Braziers' (over 16 oz.)	— — @— 35
Copper, Nails	— — @— 40
Copper, Old Sheathing, &c., mixed lots.....	— — @— —
Copper, American Ingot Lake.....	— 19 @— 19½
Copper, English Pig.....	— — @— —
Yellow Metal, New Sheathing & Bronze...	— — @— 24
Yellow Metal, Bolts.....	— 30 @— —
Yellow Metal, Nails, Sheathing & Slating ..	— — @— 24

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary.....(gold) per 100 lb.	6 37½@— —
German Ordinary.....(gold)	6 37½@— —
English.....(gold)	6 50 @— —
Foreign Refined.....(gold)	7 12½@ 7 25
Domestic.....(gold)	5 75 @— —

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel.....	11 — @— —
Liverpool House Cannel.....	18 — @19 —
Anthracite (by cargo) ... per ton of 1,000 lb.	5 — @ 6 —

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 12.

	Th.6.	F.7.	Sat.8.	M.10.	Tu.11.	W.12
Boston, Hart. & Erie.....	....	....	....	....	....	....
Canton Co.....	....	....	....	....	....	....
Central Pacific.....	....	....	....	....	....	....
Central Pacific 6s..... 90½	90½	....	90½	90	....	
Central of N. Jersey.....	106½	106	106	....	....	106½
Chesapeake & Ohio 1 m.....	....	....	49½	48	....	
Chicago & Alton.....103½	....	....	102	99½	99	102
" pref.....	....	....	105	....	....	103
" 1 M.....	....	....	....	....	....	....
" S. F.....	....	....	....	....	....	....
" Ins. bds.....	....	....	....	....	....	....
Chicago, Burl. & Q.....	....	....	105½	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern.. 36½	38	38	37½	111	....	
" pref..... 55½	55½	....	....	37½	37½	37½
" 1st M.....	....	....	....	55	55½	55½
" S. F.....102½a	....	....	....	....	....	....
" Consol.	....	....	....	85	85	85
Chic., Rock Isl. & Pac.. 98½	99½	99½	99	98½	99	99
Chi., R. I. & Pa. 7s, 1896.....	....	....	....	....	....	....
Clev., Col., C. and Ind.....	....	....	....	....	....	....
Clev. & Pittsburg guar.. 88	88½	88½	88½	....	86½a	
" 2 M.....	....	....	....	....	....	....
" 3 M.....	....	....	....	....	....	....
" 4 M.....	....	....	....	90	....	....
Clev. and Toledo.....	....	....	....	....	....	....
" S. F. 7s.....	....	....	....	....	....	....
Col., Chi., & Ind. C..... 12½	13	12½	12½	12½	12½	12½
" 1 M..... 81½	81½	....	81½	81	81½	
" 2 M.....	....	....	....	....	....	....
Del. & Hudson Canal	114½	114½	....	....	114½	
Del. Lack. & Western.....	107½	107½	....	107½	107½	
" 1 M. 7s.....	....	....	103	103½	....	
" 2 M. 7s.....	....	....	....	....	....	....
Erie Railway..... 31½	31½	32½	32½	32½	32	
" pref.....	....	....	....	....	....	....
" 1 M. 7s, 1897.....	....	....	....	....	....	....
" 2 M. 7s, 1879.....	....	....	....	....	....	76
" 3 M. 7s, 1883 98	....	....	....	24½	....	
" 4 M. 7s, 1880.....	....	....	....	....	....	98½
" 5 M. 7s, 1888.....	....	....	....	98	....	....
" 7s, con. gold.....	....	....	....	....	....	....
Great Western 2d mort.....	....	....	....	....	....	....
Hannibal & St. Joseph. 25½	26½	....	....	....	76	
" pref.....	....	....	31½	....	....	....
" 8s, conv.....	....	....	....	....	....	....
Hudson River.....	....	....	....	....	....	....
" 2 M. S. F.....	....	....	....	....	....	....
" 3 M. 7s, 1875.....	....	....	....	....	....	....
Illinois Central 96	94	....	94½	....	94	
" 7s	....	....	....	....	....	....
Lake Shore & Mich.S'th. 73½	73½	73½	72½	72½	72½	
Marietta & Cin. 1st pref.....	....	....	....	....	....	....
" 2d pref.....	....	....	....	....	....	....
Michigan Central.....	70½	....	....	69	69	
" S.F. 8s, 1882.....	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F. 103	103	....	....	....	....	....
" 2 M.....	....	....	....	....	....	....
Milw. and St. Paul..... 53½	54½	54½	54½	54½	54½	
" pref.....	53½	53½	53½	53	53	
" 1st mort.....	....	....	....	....	....	....
" 2d mort.....	....	....	....	....	....	....
" 8s.....	....	....	....	....	....	104
" 7 3-10s con.....	....	....	....	....	....	....
" 7s, gold.....	....	....	....	....	....	....
Missouri 6s.....	....	....	....	....	....	....
" H. & St. J. 8s.....	....	....	....	....	....	....
Morris and Essex..... 94½	95	94½	....	95	95½	
" 1st mort....106	106½	106	106	106	....	
" 2d mort.....	100½	....	....	....	....	....
N. Y. Cen. & Hud. Riv. 100½	101	101½	100½	100½	100½	
" 7s, S.F. 1876.....	....	....	....	....	....	....
" 6s, S.F. 1883.....	....	....	95	....	....	....
" 8s, S.F. 1887.....	....	....	93½	....	....	....
N. York and Harlem.....	....	123½	....	....	....	....
" pref.....	....	....	....	....	....	....
" 1 M. 7s.....105½	....	....	....	....	....	....
N. York, N. Hav. & Hart. 129½	....	....	....	....	....	....
N. Carolina 6s, old.....	....	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss..... 24½	25	25	24½	23½	23½	
" pref..... 45	....	....	45	....	....	....
" 2d M..... 75	....	....	....	....	....	....
Pacific Mail S. S. Co..... 45½	45½	45½	46½	46	46½	
Panama	112	....	....	....	....	....
Pitts., Ft. W. & Chi. gtd.....	92½	....	....	93½	....	....
" 1 M.....	....	....	....	105	....	....
" 2 M.....	....	....	....	....	....	....
" 3 M.....	....	....	....	96½	96½	
Quicksilver Mining Co.. 2 ½	....	....	....	....	27½	
St. L., Alton & T. H.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
" 1 M.....103	....	....	103	....	....	....
" 2 M. pref.....	....	....	....	....	....	....
" Income bds.....	....	....	....	....	....	....
Tennessee 6s, old.....	78	....	....	78	....	....
" new.....	....	....	....	....	....	....
Tol., Wab. & Western.. 35½	36½	36	35½	35½	36½	
" pref.....	....	....	....	....	....	....
" 1 M.....	....	....	92½	....	93	....
" 2 M.....	....	78	....	....	....	....
" Equipment.....	....	....	....	....	....	....
" St. Lou. Div.....	77	....	....	....	....	....
Union Pacific..... 28½	29½	29½	28½	28½	29½	
" 1st mort... 84	84½	84½	84	84	83½	
" L. Gt. 7s.... 82	....	....	....	....	82½	
" Inc. 10s.... 82	82½	82½	84½	....	83½	
Virginia 6s, old.....	....	....	....	....	....	....
" new.....	....	....	....	....	....	....
" consol.....	....	....	....	....	....	....
" def. cert.....	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 12.

	Th.6.	F.7.	Sat.8.	M.10.	Tu.11.	W.12
FEDERAL STOCKS:—						
U. S. 5s, 10-40s, reg.....	110¼	110¼	....	110¼	110¼	
U. S. 5s, 10-40s, coup..112¼	114	....	....	....	113¾	
U. S. 5s, 1881, reg.....112	111½	112	....	....	....	
U. S. 5s, 1881, coup.....	112¼	112	....	....	....	
U. S. 6s, 1881, reg.....117¼	117¾	117¾	117½	....	117½	
U. S. 6s, 1881, coup.....	118¼	....	....	118¼	....	
U. S. 6s, 5-20s. reg. '62....	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1862.....	111¼	....	....	....	....	
U. S. 6s, 5-20s, reg. '64....	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1864.....	....	....	115¾	....	....	
U. S. 6s, 5-20s, reg. '65....	....	....	....	....	115	
U. S. 6s, 5-20s, c. 1865.117	....	....	....	....	116¾	
U. S. 6s, 5-20s, r. n. '65.115½	....	....	115½	....	....	
U. S. 6s, 5-20s, c. n '65.116¼	116¾	116¼	116½	....	116	
U. S. 6s, 5-20s, reg. '67.115¾	116	116	116	....	....	
U. S. 6s, 5-20s, c. 1867.117¾	117½	117¾	117½	....	117¾	
U. S. 6s, 5-20s, reg. '68....	....	....	....	....	....	
U. S. 6s, 5-20s, c. '68.....	....	....	117½	....	....	
U. S. 6s, Pac.RR.issue.....	....	117¾	....	....	....	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 11.

	W.5.	Th.6.	F.7.	Sat.8.	M.10.	Tu.11
Catawissa preferred	....	....	....	....	....	....
.. 7s, new 100¼	....	....	....	....	....	....
Camden and Amboy.....	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort.6s, '89.....	....	....	100¼	....	....	....
Elmira & Williamsport....	....	....	....	....	....	....
.. pref.....	....	....	....	....	....	....
.. 7s.....	....	....	....	....	....	....
Lehigh Navigation..... 44¾	44¾	44¾	45¼	45¾	45¼	
.. 6s, 1884 .... 96¼	97	....	....	....	97	
.. Gold L..... 95¼	95¼	....	95¾	....	....	
.. R. R. L..... 96¼	96¼	....	....	....	96¼	
.. Conv. G. L.....	....	....	....	....	....	
Lehigh Valley R. R..... 61	61¼	61¼	61½	61¾	61¼	
.. 6s new coup....	....	....	....	....	....	
.. 6s new reg.....	....	....	....	....	....	
.. 7s..... ..107	....	107	....	....	....	
Little Schuylkill R.R.....	....	....	....	....	....	
.. 7s.....	....	....	....	....	....	
Minehill 52¾	52¾	....	....	53	53	
Morris Canal.....	....	....	....	....	....	
.. pref.....	....	....	....	....	....	
North Pennsylvania	....	....	....	....	....	
.. 6s, 1885	100	....	....	....	....	
.. 7s.....	102¾	....	....	....	....	
.. 10s, 1887	107	....	....	....	....	
Northern Central 35	....	....	....	34¼	....	
Oil Creek & Alleg. Riv. 6¼	7¼	7¼	8¼	8¼	8¼	
.. 7s.....	41	....	....	....	43	
Penn ylvania R. R..... 50¾	50¾	50¾	51	51	50¾	
.. 1st M.....101	....	100¾	....	....	....	
.. 2d M.....	....	....	....	....	....	
.. Gen. mort.. 91	91	....	91	....	....	
.. .. reg.....	....	....	....	....	....	
Penn. State 6s, 2d series.....	1 7¼	....	....	....	107¾	
.. 6s, 3d series.....	110¾	....	....	....	110¼	
Philadelphia City, 6s...102	....	....	101¾	....	....	
.. new 104¼	104¾	104¾	104¾	104¼	104¼	
Philad., Germ. & Nor.....	....	....	....	....	....	
Phila. & Reading 55¾	56	55	56	55¾	55¾	
Philadelphia and Erie.....	18¾	....	18¾	18¾	18¾	
.. 6s.....	....	....	....	....	....	
.. 7s.....	....	....	....	....	84¾	
Phila., Wilm. & Balt.....	....	....	....	....	....	
Schuylkill Navigation.....	....	....	....	....	....	
.. pref.....	....	....	....	12¾	....	
.. 6s, 1882 77	....	....	....	77	....	
.. 6s, 1876	....	....	....	....	....	
.. 6s, 1872	....	....	....	88	....	
United Co. of N. Jersey.....	126	....	125¾	....	126	
Hestonville, (Horse).....	....	....	20	20¼	....	
Chestnut & Wal.	....	....	....	....	71	
Green & Coates	....	....	....	....	....	
2d and 3d streets	....	....	....	63¾	....	
Spruce and Pine	....	....	....	....	....	
13th and 15th sts.	....	....	....	....	....	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 11.

	W.5.	Th.6.	F.7.	Sat.8.	M.10.	Tu.11
Baltimore City 6s, 1875.101¼	....	....	....	....	....	
.. 1885 .....101¼	101	....	....	....	....	
.. 1890 .....101¼	....	101¼	....	101¼	101¼	
.. 1884	....	....	....	....	....	
.. 1900	....	....	....	....	101	
Balt and Ohio.....	....	100¼	....	....	....	
.. bonds, 1875.....	....	....	....	....	....	
.. .. 1880.....	....	....	....	....	....	
.. .. 1885.....	....	....	....	....	....	
Central Ohio.....	....	....	....	....	....	
.. 1st mort... 93	93	....	....	....	....	
Marietta & Cin. 1st M..101¼	101¼	101¼	102¼	....	102	
.. 2d M..... 92¾	....	....	93	93	93	
.. 3d M. 8s.... 74¼	....	....	....	....	74¼	
Northern Central.....	35	....	....	....	....	
.. bonds, 1885.....	....	92¼	....	....	....	
.. .. 1900.....	....	....	90¼	....	....	
.. G. R. 1900.....	....	....	....	92	91¾	
Pittsb. & Connellsv. 7s. 86	....	86	86	....	85	
N. W. Va. 3d mort.....	....	....	....	....	....	
Virginia 6s, Consol..... 52¼	....	....	52¾	53	52¼	
.. Defer. Certif.....	....	....	....	....	....	
City Passenger R. R.....	....	....	....	....	....	

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 12.

	Th.6.	F.7.	Sat.8.	M.10.	Tu.11.	W.12
Boston and Albany ... 134	133¾	....	132¾	132¾	....	
Boston and Lowell	....	....	102	....	....	
Boston and Maine.....116	110¾	111	111	111¼	....	
Boston and Providence.....	....	....	....	149¾	149¾	
Boston, Hartford & Erie....	....	....	....	....	....	
.. 7s..... 22¾	22	....	22	....	22¾	
Cheshire, pref.....	79	....	....	....	79	
Chi., Burl. & Quincy...106	106¼	....	....	106	106¼	
Concord.....	....	....	....	....	....	
Connecticut River.....	....	....	....	....	....	
Eastern..... 56	56	55¾	55¼	55	55	
Fitchburg.....	123	123	....	123	....	
Manchester & Lawr'ce.....	....	....	....	....	....	
Michigan Central..... 69¾	69¼	69¼	69¼	....	68¾	
Northern, N. H.....	....	....	....	103	103	
Ogdens. & Lake Champ.....	....	....	....	....	49	
.. pref.....	....	....	....	....	....	
Old Colony 106¾	106¼	....	....	106¾	106¾	
Ph., Wil. & Baltimore.. 53¾	53¾	....	53¼	53¾	53¾	
Portl'd, Saco & Ports.....	....	....	....	112	....	
Union Pacific	....	....	....	....	....	
" 6s..... 84	....	....	84	....	....	
" Land Grant 7s 79¾	....	....	....	80	80¼	
" Income 10s... 78	77¾	....	78¼	....	78¼	
Vermont & Canada.....	....	....	....	....	....	
Vermont & Mass.....	....	....	....	....	....	
South Boston (Horse).....	....	....	....	....	....	
Cambridge	....	....	....	....	100	
Metropolitan	....	....	....	....	....	
Middlesex	....	....	....	....	....	
Central Mining Co.....	....	....	....	....	....	
Copper Falls	....	....	....	11	....	
Franklin	....	....	....	....	....	
National	....	....	....	....	....	
Quincy 29¼	28¾	28¾	....	....	30	

London Stock Exchange.

	—Closing Prices.— July 31.	July 24.
Atlantic & Gt. W. 1st mort., $1,000..	51 — 53	50 — 52
Do. 2d mort., $1,000.....	27 — 29	26 — 28
Do. 3d mort., $1,000.....	12½— 13½	12½— 13½
Do. Con. mort. B'nds Bisch's Cert.	13 — 15	13 — 15
Do. Leas. Lines, Rental Bonds....	60 — 65	60 — 65
Do. 1873	43 — 48	43 — 48
Do. 8 p. c. Scrip, West. Exten.....	— — —	— — —
Detroit & Milwaukee 1st mort. Bonds	60 — 65	65 — 70
Do. 2d do.	55 — 60	55 — 60
Erie shares 100 dol. all paid.....	30 — 30½	29½— 29¾
Do. 6 per cent Convertible Bonds..	95 — 97	94 — 96
Cons. Mort. amount autho. to be issued for conv. of existing bonds..	88 — 90	88 — 90
Illinois Central $100 shares all paid..	86 — 88	86 — 88
Do. Redemption mort. bonds 6 p.c.	100 —102	100 —102
Illinois & St. Louis Bridge 1st mort.	100 —102	100 —102
Marietta and Cincinnati Rail. Bonds.	95 — 98	95 — 98
Michigan Central 8s 1882, conv.	100 —105	100 —105
New York Central, 100 dols. shares.	93 — 94	91 — 93
Panama General mort.....	97 — 99	97 — 99
Pennsylvania, General mort.....	97 — 98	97 — 98
Do. $50 shares.....	46 — 47	45½— 46¼
Philadelphia and Erie 1st mort.....	95 — 97	94 — 96

American Railroad Journal.

Saturday, August 15, 1874.

Stock Exchange and Money Market

The financial movements of the week have not been of especial interest. The Money market has been comparatively quiet on the steady and very easy basis of 2@3 per cent on call to the leading street bonses. and 5@7 per cent per annum in the discount line. The Gold market has fluctuated considerably, but the dealings have not been extensive. Foreign Exchange has been brisker and firmer. The outflow of specie has been unusually large, but has had very little effect on the course of street affairs. The fall season's business has been more active in produce and merchandise; opening quite encouragingly in most branches of trade. One mercantile failure, in the dry goods line, was reported, but it was only a case of default on extended paper of an old house, which had been forced to make an arrange ment with its creditors, during the panic times of last year. The City banks, last week, reduced their deposit and increased their specie averages, while again contracting their loan and discount line. They augmented their reserve of legal tender quite handsomely while enlarging their item of circulation slightly. The U. S. Sub Treasury again largely increased its currency reserve, while reducing its specie balance. The City banks, last week, while increasing their reserve of legal tender notes $730,600, reduced their deposit item $479,700, and augmented their specie average $446,300. They also report a decrease of $1,478,300 in the loans and discounts, and added $43,500 to the circulation. The U. S. Sub-Treasury in this city closed the week with a currency balance of $59,109,277 against $56,303,092 the preceding week; and a coin hoard of $50,294,683, against $52,627,562 on the previous return. The City bank exchanges, during the week, were $339,534,953, or a daily average of $56,589,159. The customs revenue of the port, during the week, was $2,409,203. The City banks reported their average of gold last week at $25,740,000, and their greenback average at $66,549,500. Their deposits stood at $242,-261,600. The loan item was about $280,534,300. The circulation was $25,805,700.

The outstanding amount of legal tender notes is now definitely established by law at 382 millions. The National bank circulation is $350,-128,378.

The income of the Government, from internal evenues, thus far, in the current fiscal year, commencing with July 1, 1874, has been $11,963,932.

Gold has been quoted higher, but variable, during the week. The free export movement has been favorable to the operators for a rise. The customs drain has been moderate. The later dealings indicated less firmness. The extremes of the price have been 109⅜@110¼, closing at 109⅝, as against 109½ on Wednesday of the preceding week. The specie outflow, last week, was $3,521,442. The imports of specie at this port since Jan. 1, have been $2,415,239, against $2,176,151 same time last year. The customs demand for Gold last week averaged $409,-167 a day. Foreign Exchange has been more active but quoted rather unsettled. Bankers' sixty day bills on London closed on Wednesday at $4 87½@$4 88; sight bills on London at @4 89½ @$4 90½ to the £ sterling. The week's exports of Domestic Produce have been to the currency value of $5,276,814.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $7,009,676.

Government securities have been in fair demand, especially on investment account; closing with considerable firmness.

U. S sixes of 1881 closed on Wednesday of this week at 118½@118½; U. S. Five-Twenties of 1862, 111¾@112; U. S. Five-Twenties of 1864 at 115¾@116; U. S. Five-Twenties of 1865, 116¾@117¼; U. S. Five-Twenties of 1865 consolidated, 116@116¼; U. S. Five Twenties of 1867, 117⅜@117¾; U. S. Five-Twenties of 1868, 117½@118; U. S. Ten-forties at 113½@ 114; U. S. Fives of 1881, (Funding Loan) 111⅞@112; Six per cent. currency Sixes from 117¼@117¾.

State and Railway bonds have been very moderately dealt in, yet quoted generally steady. Railway and miscellaneous share property has been rather more active, but lower and irregular as to values.

General business has been brisker in most lines. Domestic Produce has been in better request,

though at irregular prices. Foreign merchandise has been more freely dealt in at steady rates, in the leading instances. The dry goods movement has been quite animated. Hardware has also been in lively request, and the prominent houses have reported an unusually good run of custom. The Boot and Shoe trade has been more satisfactory. Metals have been selling more freely, but, in several instances, at lower prices. Eglinton Pig Iron quoted at 32 75@33 50; Glengarnock, $35; Sumerlee, $36; No. 1 American Pig at $31@$32, No. 2 do. at $27@$29; Forge, $25@$27; English Rails at $50@$52, gold; American Rails at works, 57 50@$62 50; Old Rails, $34@$38. Wrought Scrap, $35@$37 50. Included in the sales have been 3,500 tons Gray Forge Iron part @$25; 500 tons, No. 2 American Pig @$27; 1,000 tons new Scrap on p. t; and 2,350,000 lbs. Ingot Copper @19@19½, closing @19½@20. Ocean freights, active and at the close stronger.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Union Pacific R. R. S. F. 8s, 68; Boston, Hartford and Erie 1st mort., 22; Albany and Susquehanna R. R., 94½; do. 1st mort., 103; do. 2d mort., 100¾; Long Dock bonds, 98; Lake Shore and Michigan Southern 7s, consol. coupon, 96¾; New York Central 1st mort., coupon, 105; do. reg., 104¾; Clev., Paines. and Ash. 7s, old, 99; Mil. and St. Paul 1st mort., La C. div., 80; Del. and Hudson Canal reg. 7s, 1884, 103; Pacific R. R. 7s, guar. by Mo. 100; Ohio and Mississippi 7s, consol., 90; New York and New Haven 6s, 101½; St. Louis and Iron Mt., 1st mort., 88; do. 2d mort., 59¾; Central of New Jersey 1st mort., 103; do. 7s, conv., 102¼; Chicago and Northwestern consol. coup. gold bonds, 79⅞; do. reg., 78½; Central Pacific State-Aid bonds, 99¼; Morris and Essex 7s, 1871, 97; Cleveland and Toledo 7s, new, 97½; Michigan Central 7s, 99; St. Louis, Jacksonville and Chicago 1st mort., 97¼; Western Pacific R. R. bonds, 82; Toledo, Wabash and Western 7s, consol., 67; Toledo, Peoria and Warsaw 1st mort., W. D., 72; Pacific R. R. of Mo., 89¾; do. 1st mort., 78; Atlantic and Pacific R. R. pref., 14½; St. Louis, Kansas City and Northern R. R. pref., 21; Western Union Telegraph, 75⅛; do. 7s, 99½ Adams Exp., 107⅛; U. S. Exp., 67½; Am. Exp., 60⅛; Quicksilver pref., 32; Maryland Coal, 18; Consol. Coal of Md., 43; Tennessee 6s, old, ex-coupon, 58; do. new, do., 57½; do. 6s, n. s., 57⅞; Missouri 6s, F. B., 94; do. L. B. 93; N. Y. State 7s, B. L., coup., 106¾ do. reg., 106¾; Brooklyn 7s, Park Loan, 102½.

Philadelphia.—Phila. and Reading 7s, new, conv., 104½; do. deben. bonds, 79; do. Gen'l mort 7s, coupon, 104; do. reg., 105; Schuylkill Nav. 6s, 1895, 76; do. div. scrip, 87; Sunbury and Erie 7s, 102¼; Pittsburg, Cincinnati and St Louis 7s, 64¾; Reading C. and I. deben. bonds, 83; Pennsylvania and New York 7s, 103; Camden and Atlantic 2d mort., 99½; Pennsylvania Canal 6s, 67; Allegheny Valley 7 3-10s, 85; Belvidere Delaware 2d mort., 86½; Pennsylvania R.R. div. scrip, 102; Catawissa R. R., 15⅜; Huntingdon and Broad Top Mt. R. R., 7; do. pref., 13½; Camden and Atlantic R. R., 36; Fulton Coal, 5¼; Fifth and Sixth streets R. R., 54; Pittsburg 7s, W. L., 103¼. The latest quotations are: City 6s, 101½@102¼; do. free of tax, 104¼@104½; Pennsylvania State 6s, 2d series, 107⅛@107¾; do. 3d series, 110¼@110¾; Philadelphia and Reading, 55½@55¾; do. Gen'l mort. 7s, coup., 104@104; do. reg., 105¼@—; do. mort. 6s, 1880, 99½@100¼; do. new, conv., 104½@105; do. 7s, 1893, —@107; United New Jersey R. R. and Canal Co., 126@126¼; Camden and Amboy mort. 6s, 1889, 100@100½; Pennsylvania R. R., 50¾@50⅞; do. div. scrip, 102@102¼; do. 1st mort., 100½@101¼; do. 2d mort. 100½@101½; do. general mort. coupon, 90½@90¾; do. reg., 94@94¼; Little Schuylkill R. R., 46⅞@—; Morris Canal, 49@51; do. pref. 120@125; do. 6s, 97½@100; Susquehanna Canal, 5@8; do. 6s, 73@76; Schuylkill Nav., 6@7; do. pref., 12@13; do. 6s, 1882, 76¼@77; do. 1872, 88½@91; Elmira and Williamsport pref., 35@40; do. 7s, 1878, 97@99; do. 5s, 55@63; Lehigh Coal and Navigation, 45½@45¼; do. 6s, 1884, 96½@97; do R.R. Loan, 96¼@96¾; do. Gold Loan, 95@96; North Pennsylvania, 44⅛@45½; do. 6s, 100@100¼; do., 7s, 102½@102¾; do. Chattle 10s, 106@107½; Philadelphia and Erie, 18¼@18¾; do. 6s, 91@91½; do. 7s, 84½@84⅞; Minehill, 53@53¼; Catawissa, 14½@15; do. pref., 42⅜@42½; do. new pref., 30@32; do. 7s, 1900, 100¼@100¾; Lehigh Valley, 61@61⅛; do. 6s, new coupon, 100@100½; do. reg., 101@102; do. 7s, 106@107½; Fifth and Sixth streets (horse) 54@54; Second and Third, 63¾@64; Thirteenth and Fifteenth, 21¼@22½; Spruce and Pine, 29@—; Green and Coates, 50@50; Chestnut and Walnut, 70@71; Hestonville, 19½@19⅝; Germantown, 35@40.

Boston.— Boston Water Power Co., 12½; Cary Imp., 6; Allouez Mining Co., 8⅜; Calumet and Hecla, 124¾; International, 16c.; Phœnix, 14; Ridge, 5; Star, 75c.; Pullman Palace Car Co., 94; Eastern (N. H.) R.R., 44; Rutland pref., 24; Burlington and Missouri River R. R. in Iowa, 102½; Burlington and Missouri River R. R. in Nebraska, 56; do. 8s, new, 95; New Bedford R. R., 105; Worcester and Nashua R. R., 124¾; Nashua and Lowell R. R., 128¾; Highland Horse R. R., 104; Norwich and Worcester R. R., 122¼; Indianapolis, Cincinnati and Lafayette R.R., 5⅛; do. 7s, 1908, 30; do. 10s, 1883, 80; Eastern R. R. 7s, 1887, 94; Boston and Maine 7s, 104½; Old Colony 7s, 1894, 104½; do. 7s, 1877, 101; Chicago, Burlington and Quincy 7s, 96¾; Cheshire R. R. 6s, 1880, 93½; do. 1877, 95; New Hampshire 6s, 1880@1892, 100; Cambridge 6s, 1884, 97; do. 1894, 96; Chicago 7s, 1888@1894, 99¼; Dover (N. H.) 6s, 92⅜; Lynn 5s, 1882, 90; St. Louis 6s, 1888, 92½; Toledo 8s, 1878, 101¼; Boston 5s, 1880, gold, 100.

Baltimore.—Virginia consols, coupons, 83⅝; Maryland Defense 6s, 108; Virginia consols, ex-coupon, 49¾; Orange, Alex. and Manassas 7s, 80; Orange and Alexandria 2d mort. 6s, 81; do. 3d mort. 8s, 81½; do. 4th mort. 8s, 74; Virginia and Tennessee 3d mort. 8s, 78½; Wilmington, Columbia and Augusta 7s, 65; Santa Clara Mining, Co., 8; Atlantic Coal, 2.35. The latest quotations are: Richmond and Danville 1st mort., 66@70; Pittsburg and Connellsville 7s, 1898, 84⅞@85; Baltimore and Ohio, 167@170; do. 6s, 1875, 100½@101; do. 1880, 100½@101; do., 1885, 101½@104; Washington Branch, —@175; Northern Central, 84½@85; do. 6s, 1885, 92@93; do. 6s, 1877, 93@—; do. 1900, 90@90½; do., 6s, 1900 gold, 91¼@92; N. W. Va. 3d mort., 1885, 93@—; Marietta and Cincinnati 1st pref., 17½@20; do. 2d pref., 9@12; do. 1st mort. 7s, 1892, 101¾@102; do. 2d mort., 7s, 92⅞@93; do., 3d mort., 8s, 74⅜@74½; Central Ohio, 41½@42¼; do. pref., 40@40; do. 1st mort., 92@93; Western Maryland, 1st mort. 6s, 1890, 80@80; do. 1st mort. guar., 98@99; do. 2d mort. guar., 99@100; do. 3d mort., guar., 98@99; do. 2d mort. pref., 60@70; do., 2d mort. guar. by Washington Co., 90@92; Virginia and Tennessee 2d mort. 6s, 69@75; do. 3d mort. 8s, 78@79; Orange and Alexandria 1st mort. 6s, 89@92; do., 2d mort. 6s, 80¾@81½; do., 3d mort. 8s, 81½@82; do., 4th mort. 8s, 73¾@74; Orange, Alex. and Manassas 7s, 80@80¼; Baltimore 6s, 1875, 101½102; do., 1884, 101@102; do. 1886, 101@101¼; do. 1890, 101⅝@101¾; do., 1893, exempt, 108@110; do., 1900, 101@101⅜; do. 1902, 101@102; Memphis City 6s, 44@46; Maryland Defense 6s, 1883, 108@108½; do. 6s, 1890, 100@—; do. 6s, exempt, 107@108; do. 5s, 80@86; Virginia coupon 6s, old, 34@34¼; do. new, 32@40; do. consol. 6s, 52@52¼; do. coupons, 80¼@81; West Virginia, 9⅛@9¾; City Passenger R. R., 19@19⅞; George's Creek Coal, 140@150; Atlantic Coal, 2.35@2.45; Santa Clara, 8.00@8.12; do. bonds, 20½@—; Canton Co., 50@70.

Chesapeake and Ohio Canal.

At the regular monthly meeting of this company, held at Annapolis, Md., on the 7th inst., Hon. A. P. Gorman, President, submitted his report for the month of July, from which we make the following extracts:

The tonnage during the month was 117,124 tons, which is an increase of 8,903 tons over July, 1873. The accrued revenue for the month was $69,009 28, which is an increase over the corresponding month of the past year of $7,876 62.

The ordinary expenses, including pay of officers, for the month were $19,892 10, and there were expended in dredging Rock creek, construction of steam pump, stone crusher and other extraordinary expenses, $4,460 56, making the total expenses $24,352 66, which shows the net revenue for the month to be $44,656 62.

During the past month the entire tonnage destined for Alexandria has been passed through Rock creek basin, the number of boats locked in the Potomac being eight hundred and forty, or more than one-half the entire tonnage of the canal. To accommodate this trade necessarily requires very extensive improvements, and consequently largely increased expenses, but the increased trade and revenue attributable to these improvements for the past month alone is not less than $25,000.

The balance in the various banks to the credit of the company on the 1st was $86,789 40. This large balance, together with the accrued revenue, will enable the board to appropriate a sufficient amount to pay the overdue coupon in the preferred construction bonds now next in order. I, therefore, respectfully recommend that the sum of $50,985 be appropriated, and that notice be given that the coupon due July, 1860, will be paid at the banking house of Messrs. Alex. Brown & Sons, Baltimore, on the 20th inst.

The appropriation to pay the coupon named was accordingly made, and the board adjourned to September 10th.

☞ The Lehigh and Wilkesbarre coal company resumed work at all their collieries on Monday, having been idle from the 11th of July. Business prospects are much brighter in that section.

Atlantic and Lake Erie Railroad.

The Columbus (Ohio) *Journal* of the 7th inst., says: "The directors of the Atlantic and Lake Erie railroad have been in session for two days past at the Neil House. Quite a full attendance of stockholders and other interested persons was in the city, and altogether the road and its interests were energetically talked over and decisive steps were taken. The road is a bee line from Toledo to the coal fields of Perry county, the southern terminus being at Moxahala. From Toledo to Bucyrus the road bed is completed, except a distance of about three miles near Toledo. From Bucyrus to Mt. Gilead, in Morrow county, the substructure is being built by Houston, Wright & Co., of Zanesville, and will be completed this fall. From Mt. Gilead to New Lexington the road bed is complete, with the exception of a few places of short distance, and will all be ready for the rails in a short time. The distance below New Lexington, about seven miles, to the southern terminus, is ready for the rails, and a contract was awarded yesterday to B. B. McDonald & Co., of Bucyrus, to put down the ties and rails, the work to be completed within sixty days. The company receiving the contract has already made a cash purchase of the iron of the Columbus Rolling Mill company, to be delivered next week. McDonald & Co, are also to furnish a coal train of twenty cars, to be put on the track as soon as completed. Altogether, the prospects of the road are very flattering, and the directors feel confident that within a twelve month they will have a direct through connection between Toledo and the coal fields."

☞ The Amador *Ledger* of July 25, says: "A very valuable strike has been made in the Amador Quicksilver Mine. A vein three feet thick has been discovered at a depth of 30 feet below the surface, well charged with ore of a remarkably high grade. Specimens of the ore recently brought over will assay 50 per cent. of pure metal. From every indication the workmen have struck the right track to a every valuable mine, and a few weeks' work will establish it. The mine has never presented as favorable indications of great value as it does at present."

☞ Up to Saturday last there had been subscribed $17,000 in Huntington towards the stock of the Roslyn and Huntington Railroad, the proposed extension of the Flushing and North Side road. The entire subscription required from the people of Huntington is understood to be $25,000; so there are $8,000 yet to be raised. In addition to what has already been subscribed about $6,000 in cash has been contributed as a fund with which to negotiate for the right of way between Cold Spring and Huntington.

☞ The Baltimore *Sun* says that Hon. J. C Clarke, of Maryland who has for a year or more been connected with the Erie Railway as general manager, has resigned that position, and in a few days he will assume control of the Toledo, Wabash and Western railroad, over 300 miles long, with lateral branches connecting Toledo, Ohio, with the Mississippi river. Mr. Clarke has entered into an agreement for three years at an annual salary of $15,000, added to which are large pecuniary interests in the road.

☞ J. H. Bates, chief engineer of the Colfax and Nevada Railroad, has completed his preliminary survey, and is now engaged on the maps, profiles and estimates.

Illinois Central Railroad.

The statement of this Company for the month of July, 1874, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	1,071.00 for	$8,411 45
Acres Interest Fund Lands Sold	..... for	.....
Acres Free Lands Sold	..... for	.....
Total sales during the m'th of July, 1874	1,071.00 for	$8,411 45
To which add Town Lot Sales	..... for	....
Total of all	1,071.00 for	$8,411 45
Cash collected in July, 1874		$39,452 90

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois. 707 Miles.	In Iowa. 402 Miles.	Total. 1,109 Miles.
Freight	$324,928 00	$67,323 00	$392,251 00
Passengers	105,329 50	41,140 70	146,470 20
Mails	9,072 08	3,059 33	12,131 41
Other sources	70,927 92	2,410 67	73,338 59
Tot'l July '74.	$510,257 50	$113,933 70	$624,191 20
Total actual earn'gs, July, 1873	$548,372 78	$136,167 55	$684,840 33

☞ The Passaic Rolling Mills of Paterson, N. J., have secured the two largest orders on the present market for iron beams—that of the Centennial Building at Philadelphia and the new Capitol at Albany. The men employed in the establishment generally volunteered a reduction of wages, which enabled the company to successfully compete for these large orders. They were previously kept busy in filling the orders of the Paterson locomotive shops, but the depression in that branch necessitated the embarkation into other lines, such as that in which they have proven so successful. This company employes about 275 men and pays out an average of $7,000 every fortnight.

☞ The Chicago *Tribune* says: "The Baltimore and Ohio Railroad Company is pushing the work on its extension to this city with the utmost energy. A large force of laborers has now been set to work on this end of the line, and they are rapidly pushing the work forward to form a junction with those working from the other side. The Illinois Central has been hauling a large amount of iron to Parkside station for the new road, and construction trains are run out daily. The new road will be in running order in a short time."

☞ The Chillicothe (Ohio) Street Railroad Company has been organized, with a capital of $30,000, to build a street railroad from the Marietta and Cincinnati depot in Chillicothe to the Limestone road. Edwin P. Safford, Samuel Epstine, Henry Sulzbacher, Benjamin Esker, Paul Warzluff, John Marklejohn, James Ewing and M. H. Marshall are the corporators.

☞ The Prince Edward Island Railway is expected to be formally opened in September. The Dominion Government has not yet taken possession of it. When finished it will make a very complete railway system for the Island.

☞ The State of Vermont has a balance of assets over liabilities of $20,000. About $50,000 of bonds fall due in December next, $110,000 in two years, and $65,000 in four years.

South Side Railroad of Long Island.

This road is advertised to be sold by two different parties and at different dates. The first notice of sale appeared in the papers some two or three weeks ago, in pursuance of a judgment of foreclosure, procured by Nicholas Wyckoff and Elbert Floyd Jones, Trustees of the extension bonds, upon which there had been a default of interest; the date of sale being fixed for the 31st inst. The second notice appeared subsequently, but it fixes the date of sale earlier than the first—Saturday, the 22d inst. This sale is to be made by order of the United States District Court, by Mr. Charles Jones, assignee in Bankruptcy, and subject to all liens and incumbrances on the road. So it appears that the conflict of authority between the State and United States courts is to be further continued. It is understood that there are three parties endeavoring to obtain possession of the road, represented respectively by Oliver Charlick, the present Receiver, (Mr. Cornell,) and Mr. Fox, the old President, and the various cross proceedings are supposed to be instigated by the opposing interests. Meantime, the road is doing a very heavy business, and needs only the control of men who will place it upon a sound financial basis to assume permanent prosperity.

Finances of Michigan.

The receipts into the Michigan State Treasury for the month of July, 1874, (including $1,119 077 68, balance on hand June 30,) were $1,339,876 80; and the payments $191,394 77—leaving a balance July 31, 1874, of $1,148,482 03. The State debt Aug. 1, 1874, was as follows:

INTEREST-BEARING DEBT.

Sault Canal debt, 6s, due July 1st, 1879	$61,000 00
Renewal loan bonds, 6s, due July 1, 1878	105,000 00
Two-million loan bonds, 6s, due Jan. 1, 1878	337,000 00
Ditto, due Jan. 1, 1883	695,000 00
War Bounty loan bonds, 7s, due May 1, 1890	366,000 00
Total	$1,564,000 00

NON-INTEREST BEARING DEBT.

Adjusted bonds, July 1, 1873	8,000 00
War bounty loan bond, Jan. 1, 1863	25,050 00
$52,000 part paid five million loan bonds, adjustable at $578 57 per $1,000.	30,085 64
Total bonded debt	$1,622,135 64

☞ The shipments of Cumberland coal for the week ending August 1 amounted to 63,243 tons 8 cwt., an increase compared with the corresponding week of last year of 20,040 tons 7 cwt. For the year to that date 1,340,583 tons 9 cwt. were shipped, showing a decrease compared with the like period in 1873 of 76,959 tons 17 cwt. Decrease in canal shipments, 15,763 tons 2 cwt.; in railroad shipments, 61,496 tons 15 cwt. Baltimore and Ohio Railroad decrease, 63,431 tons 19 cwt. Pennsylvania Railroad increase, 2,235 tons 4 cwt.

☞ The bridge over the Merrimack, on the Nashua and Rochester R. R., is fast approaching completion, and the road will be opened to business on the first of September; but twenty-two miles of rails remain to be laid.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of July, were:

ENTERED FOR CONSUMPTION.

	1873.	1874.
Manufactures of wool.....	$2,089,788	$2,192,422
" cotton...	1,386,622	1,368,669
" silk	1,040,083	1,410,708
" flax	640,256	720,928
Miscellaneous dry goods..	424,621	400,214
Total entered for consump.	$5,581,370	$6,092,941

WITHDRAWN FROM WAREHOUSE

	1873.	1874.
Manufactures of wool.....	$1,101,166	$751,471
" cotton ...	455,648	338,580
" silk.....	468,521	328,884
" flax	879,788	324,845
Miscellaneous dry goods..	54,264	34,718
Total withdrawn from warehouse	$2,454,337	$1,778,498
Add entered for consump.	5,581,370	6,092,941
Tot. thrown on the market..	$8,035,707	$7,871,439

ENTERED FOR WAREHOUSING.

	1873.	1874.
Manufactures of wool....	$1,814,949	$2,102,753
" cotton ...	556,606	542,749
" silk.....	621,070	581,678
" flax	526,295	535,489
Miscellaneous dry goods..	63,401	92,752
Total entered for wareh'g..	$3,582,821	$3,805,421
Add entered for consump.	5,581,370	6,092,941
Total entered at the port..	$9,163,691	$9,898,362

The imports of foreign dry goods at New York for seven months from January 1, were:

ENTERED FOR CONSUMPTION.

	1873.	1874.
Manufactures of wool...	$13,387,819	$11,948,637
" cotton.	12,821,213	11,300,933
" silk ...	11,088,112	12,612,743
" flax ...	6,854,654	6,112,677
Miscellane's dry goods..	4,301,784	3,992,562
Total, as above.....	$48,453,382	$45,967,552

WITHDRAWN FROM WAREHOUSE.

	1873.	1874.
Manufactures of wool ...	$8,142,497	$7,704,351
" cotton..	5,846,968	4,043,629
" silk	5,747,004	3,505,943
" flax	4,181,051	3,852,614
Miscellaneous dry goods.	1,155,889	1,029,691
Total withdrawn from warehouse	$25,023,409	$20,136,228
Add entered for consump.	48,453,382	45,967,552
Total thrown on the market....	$73,476,791	$66,103,780

ENTERED FOR WAREHOUSING.

	1873.	1874.
Manufactures of wool....	$8,432,600	$8,580,349
" cotton..	5,411,121	3,826,285
" silk	5,508,500	2,860,961
" flax	3,686,822	3,624,575
Miscellaneous dry goods.	1,195,847	1,059,400
Total entered warehouse.	$24,184,890	$19,951,570
Add entered for consump.	48,453,382	45,967,552
Total entered at the port..	$72,638,272	$65,919,122

☞ The gross earnings of the Denver and Rio Grande railway (118 miles) in May, 1874, were $38,083 17, the expenses $17,024 89, and the net earnings (55.29 per cent) $21,058 28. In May, 1873, (same mileage) the gross earnings were $38,384 78, and the net earnings $20,045 06—showing a decrease in gross earnings of $301 61, with an increase in net earnings of $1,013 22.

A Grangers' Railway.

A movement to secure the building of a Grangers' Railway from East to West is referred to in the following terms by the Chicago *Inter Ocean* of the 7th inst:

Yesterday a meeting was held in this city, which was composed of Eastern, Western, and Southern capitalists, and in which there was great unanimity in the project. Whether the meeting was composed entirely of Grangers or not cannot be stated, so quiet was the matter kept. There is abundant capital and all the influence necessary, the movers say, to make the scheme a success, and no efforts will be spared. It is proposed to make a through track line from the Atlantic to the Pacific. It is not proposed, however, to construct it all the way, but by connections that the projectors know they can get to accomplish their purpose. Whether the Boston scheme has anything to do with this cannot yet be learned, but it is believed that it has. Numerous excursion parties have been visiting Illinois recently, and it is given out that the object is to investigate into the feasibility of the matter. The gentlemen now here will remain for several days, and will probably hold another meeting to day, at which a delegation expected from the Pacific may be present. It is noticeable that several of the Eastern railroad kings are in Chicago.

The Grand Island Bridge.

The Lockport *Journal* says that surveys are quietly proceeding on Grand Island for another international railroad bridge, and then adds:

The company was chartered last Spring both in the Dominion Parliament and the American Congress, and already capitalists have been induced to co-operate, and engineers set to work. The bridge is being built in the interests of the Canada Southern, whose managers complain that not only is the International Bridge unavailable on account of its single track, but that the City of Buffalo, through which trains can only be run at the rate of six miles an hour, is a serious obstacle in the way of railroad traffic. Hence they feel themselves compelled to "go round" Buffalo. The Grand Island bridge will have a double track, also a double carriage-way. It will cross the western International branch of the Niagara River just below Black Creek, to which a short line will be built from Stevensville; then run along Grand Island a distance of about seven miles, and cross the eastern American branch to the main land near Tonawanda, there connecting with the Erie and Central. The situation is an exceedingly favorable one, the water being only twenty feet deep and the current one and one half miles an hour, as against a current of from eight to twelve miles at Buffalo. The bridge will be finished in August, 1875, and an important saving in time will, it is confidently anticipated, ensue from its construction.

☞ The remaining sections of the Grand Trunk broad gauge track, east of Montreal, it is understood, will be changed to the uniform standard on the 26th of September next. The Grand Trunk Railway will then be able to pass the cars of nearly all the American railways to any stations on its line. Extensive preparations are being made in advance, and no doubt the change will be effected as successfully as that between Montreal and Stratford last year.

☞ The St. Louis, Iron Mountain and Southern Railway Company has just negotiated in London about $1,000,000 second mortgage bonds at 79 per cent. currency, and $1,500,000 of its consolidated mortgage bonds at 71 per cent. currency. This company has lately reduced its floating debt more than one-half, and expects to fund the most of the remainder ($1,000,000) within a year.

☞ A despatch from Portland, Me., says the contract between the Portland and Ogdensburg Railroad Company and the contractors, Messrs. Fuller & Harding, has been modified, so that the latter received more cash and less bonds. The contractors are to proceed rapidly with the work, so that the road will be opened to Fabyan's and connect with the Boston, Concord and Montreal Railroad by next May.

☞ Work was resumed on the Flint and Pere Marquette Railroad, west of Reed city, Mich., on the 28th ult. The company expect to complete the entire line to Ludington in six weeks, forming a great through route from the lake ports to the Eastern cities.

Iron Bridges, Pivot Bridges,

AND

TURN TABLES.

F. C. LOWTHORP,

CIVIL ENGINEER,

Patentee and Builder,

78 E. STATE-ST.,

TRENTON, N. J.

The American Wood Carbolizing Co.

Is organized for the purpose of Creosoting Timber for Docks, R. R. Ties, Fence-Posts, Pavements, and all other uses where Timber is exposed to the action of water or air. This Company also proposes to License R. R. Companies and others who desire to erect their own apparatus.

Drawings and specifications of apparatus, either stationary or portable, will be furnished on application.

67,112 miles of Railroad in the United States use annually over twenty-six million Ties for renewing those destroyed by decay.

The preservation of wood from decay and the attacks of marine worms, has been largely practiced in Europe for thirty years; and with such success that the use of natural wood is now the exception; and of all the various methods that have been employed, that in which creosote oil was used, has best endured the test of time.

This Company, benefiting by the thirty years' practical experience in the use of creosote oil abroad, offer to the public a system of application which is adapted to the wants of our own country, in that green wood can be rapidly and thoroughly treated, even better than dry, and the application of the oil, in connection with the use of moderate heat, be made more uniform and effective than is possible by any other means.

Experience has demonstrated that creosote or dead oil is the only substance by which wood can be treated so as to certainly resist the attacks of marine worms.

Creosoted wood exposed in Charleston Harbor was not attacked by the teredo, while natural wood attached to it was completely honey-combed.

It is confidently asserted that Railroad Ties creosoted will outlast three sets of ordinary Ties, and that creosoted Paving Blocks being beyond the reach of decay, will last as long as stone, with all the advantages of an elastic roadway, beauty and economy of construction.

The economy in the use of creosoted wood, where the term of service is trebled, is measured by adding to the wood used, the cost of the labor expended in construction, and the loss of time spent in replacing the structure, when either decay or attacks of marine worms destroy it.

The system of Seely and Pelton, employed by this Company, has been fully examined and indorsed by Gen. McClellan, Gen. Barnes, Gen. Babcock, Rob't Harris, C. B. & Q. R. R., Prof. Silliman, Capt. Eads, Gen. Cram, Gen. Humphreys, Gen. Meigs, Gen. Belknap, Prof. Chandler Gen. Gilmore, Gen. Newton, A. B. Mullet, C. H Haswell

It has been used by the U. S. Government upon the Dykes of the St. Clair Flats, and upon Gun Platforms for the fortifications on the Atlantic coast; upon pavements in New York and Pittsburgh, by the Department of Docks of the City of New York and the Board of Public Works of the District of Columbia.

Detailed information can be obtained and specimens of creosoted wood examined at the office of the Company.

TRUSTEES.

GEO. W. CASS, THOS. A. SCOTT,
M. Y. TILDEN, RUSSELL SAGE,
LLOYD ASPINWALL, H. A. TILDEN,
M. N. WISEWELL, WM. F. DRAKE,
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Vice-Prest. President.

59 Liberty St., New York.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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☞ Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, August 22, 1874.

Foreign Commerce of the United States.

The statistics of foreign commerce of the whole United States for the month of April, 1874, and for the ten months of the Government fiscal year then terminating, have just been issued by the Bureau of Statistics at Washington. The figures given are all in specie values. From this we learn that the imports for the month of April, 1874, amounted to $57,659,807, and for the ten months ending April 30, 1874, to $495,304,876, against $57,618,833 for the month, and $556,567,409 for the corresponding ten months of 1873. The domestic exports for the month of April, 1874, were $51,842,036, and for the ten months $518,951,386, while in 1873 they were for the month $52,809,961, and for the ten months $485,457,353. The foreign exports amounted in April, 1874, to $1,907,232, and for the ten months ending April 30, 1874, to $18,702,172, against $2,558,084 for the month, and $22,105,593 for the corresponding ten months of 1873.

Of the total imports and exports for the ten months ended April 30, 1874 and 1873, respectively, the following portions consisted of merchandise and of Gold and Silver:

1874.	Imports.	Domestic Exports.	Foreign Exports.
Mdse.....	$469,769,679	$479,775,710	$13,693,281
Specie and bullion..	25,534,697	39,175,676	5,008,891
1873.			
Mdse.....	538,006,901	420,765,311	13,418,209
Specie and bullion..	18,560,508	64,692,042	8,687,384

The total value of foreign commodities remaining in warehouse April 30, 1874, was $58,475,974, against $71,535,219 April 30, 1873.

Allowing for the differences in the warehouse account, the exports for the ten months ended April 30, 1874, are in excess of the imports to the extent of $29,289,937, while for the same period of 1873 the imports exceeded the exports by $68,411,617.

Steel Rails.

The Truckee *Times* says that the Central Pacific Railroad Company are experimenting extensively with steel rails at various points between Emigrant Gap and Truckee. They have already about sixteen miles of these rails laid down across the Sierras. In front of the Truckee Hotel, about one year ago, they laid down a steel rail on the main track, in place of one of the common rails in use. As nearly all the switching and making up of trains takes place in front of the hotel, on the track mentioned, the wear and tear of the rails is enormous. Frequently trains pass over the spot from fifty to a hundred times a day. Since the steel rail has been laid down the common iron one have been taken up and replaced with new ones five times, and the steel rail is still in good serviceable condition. We understand that twenty miles more of steel rail will be laid down this summer and fall across the Sierras.

☞ The New Bedford *Mercury* says the Old Colony Railroad has decided upon the plans for the construction of the bridge at Slade's Ferry. The work of building the two eastern piers is to commence very soon. There are to be ten spans of about 155 feet each, and the bridge is to be of the style known as a double decker. The upper deck will be occupied by the railroad, and the lower one will be an ordinary roadway.

Commerce of New York.

The gold value of the foreign imports at this port in July, including specie, was $33,207,729, against $31,173,126 same time in 1873, and $38,136,235 same time in 1872. For the first seven months of the calendar year the imports amount to $251,780,727, against $252,221,108 same time in 1873, and $270,916,871 same time in 1872. The chief feature in the imports this year is the large falling off in Dry Goods and the decreased withdrawals of goods from bond, the latter reflecting the depression of business. For the seven months the relative imports thus compare with previous years:

	Dry Goods.	Mdse.	Specie.	Total.
1870	58,163,413	118,145,657	7,357,949	183,666,019
1871	78,044,000	149,912,503	4,918,692	282,875,195
1872	85,877,426	182,219,963	2,819,482	270,916,871
1873	72,638,272	176,641,174	2,941,662	252,221,108
1874	65,919,122	182,793,197	3,068,408	251,780,727

The Customs receipts in July were $9,654,569 49, against $10,008,929 55 same month in 1873, and $7,251,160 35 same month in 1872. For seven months the Customs receipts foot up $66,542,422 76, against $71,990,446 20 same period in 1873, and $81,073,870 11 same period 1872. The exports from this port to foreign countries in July (mixed values) were as follows:

	1872.	1873.	1874.
Produce and Mdse.....	$20,060,988	$25,621,503	$26,454,378
Specie.....	17,248,688	10,038,643	3,503,728
Total...	$37,309,676	$35,660,146	$29,958,106

In Produce and Merchandise there has been a decided gain, and a no less marked decrease in the Specie outflow. For seven months of the year the exports are as follows:

	1872.	1873.	1874.
Produce & Mdse..	$126,519,471	$165,109,384	$169,885,987
Specie...	54,363,587	37,857,927	33,122,894
Total....	$180,883,058	$202,967,311	$203,008,881

In view of this healthful exhibit, in connection with the fullness of the harvests, the marked depression of trade and industry seems altogether unwarranted.

A Busy Scene.

At the new depot of the Pennsylvania Railroad at Delaware avenue and Dock street, there was a scene of activity already at an early hour yesterday morning, although it was but the second day of its being opened for business. Piles of freight were on the platform, and trains of cars were being pulled in and out by locomotives, a novelty for that locality. We are surprised to see how naturally everything seemed to work. The horses seemed to know all about it, taking no notice, in an objectionable manner at least, but pulled away in friendly proximity to their iron relatives without fear or anxiety as to danger or rivalry.

This depot is unusually light, airy and well ventilated, and admirably arranged for weighing and shipping merchandise with dispatch. The scales are of the same make as those at the other depot, which have not yet been all removed. They are from the Philadelphia Scale and Testing Machine Works of Messrs. Riehle Bros. This firm are making a patent scale, both for warehouse and railroad truck, which appears to be peculiarly adapted for railroad use, and are rapidly superseding the older styles, being very strong and reliable, and sealed with great care to government standard.

In regard to freight depots so convenient and accessible as this, too much cannot be said in their favor. How much they save in different ways it is impossible to estimate; the injury done to merchandise, to say nothing of the enormous charges for carting, is very great, when the goods are jostled and tossed for long distances over stony streets and handled in the roughest manner in loading and unloading.—*Phila. Inq. Aug.* 12.

Central Pacific Railroad.

The earnings of this road for the year ending December 31, 1873, were as follows, viz:

	Coin.	Currency.
From freight	$4,989,996 21	$2,472,898 71
" passengers	2,235,942 81	2,182,474 61
" express	119,251 85	93,785 05
" wharf (2 mos.)	87 70	.....
" mail	.....	269,014 28
" miscellaneous	126,398 23	39,681 59
" sleeping cars	34,327 05	120,240 75
" telegraph	86,997 52	6,255 19
" rental	40,213 44	1,689 54
" baggage	10 254 77	34,443 68
	$7,643,469 58	$5,220,483 40
Expenses, viz:		
Superintendence	$41,807 05	$.....
Station service	457,678 09	7,916 58
Telegraph service	133,655 44	.....
Train service	386,825 85	1,538 00
Sleeping car service	19,842 17	.....
Locomotive service	1,339,106 14	.....
Wharf service (2mos.)	2,354 52	.....
Ferry service	221,735 49	.....
Water service	57,090 96	66 00
Repairs of track	792 658 87	12 10
" buildings	49,742 48	29 00
" bridges	65,110 97	.....
" engines	484,954 31	.....
" cars	467,049 72	.....
" tools, etc.	36,831 91	.....
" snow plows	2,064 89	.....
" snow sheds	59,831 22	.....
" docks	19,020 96	.....
Office expenses	102,340 34	80 25
Miscellaneous exp.	17 965 85	1,782 10
Stationery, etc.	40,874 27	1,824 69
Advertising	7,273 23	8,644 05
Loss & damage (fght)	18,354 12	16,800 86
Damage (persons)	16,568 57	1,494 30
Rental	87,712 92	.....
Insurance	1,283 75	.....
	$4,929,684 09	$39,587 43
Earnings over operating expenses	$2,713,785 49	$5,180,895 97

The following is a recapitulation of the earnings and expenses for the year 1873, together with a comparison of the same with the year 1872:

	1872.	1873.
EARNINGS.		
Gross earnings, coin	$7,400,089 35	$7,643,469 58
Gross earnings, currency	4,563,551 22	5,220,483 40
Total earnings, coin and currency	$11,963,640 57	$12,863 952 98
Tot. earnings, equal to currency	$12,734,729 88	$13,851,489 24
OPERATING EXPENSES.		
Operating expenses, coin	$4,953,612 42	$4,929,684 09
Operating expenses, currency	57,666 42	39,587 43
Total expenses, coin and currency	$5,021,278 84	$4,969,271 52
Total expenses, equal to currency	$5,527,445 25	$5,606,186 70
Earnings over operating expenses (all in currency)	$7,207,284 63	$8,245,302 54
Percentage of operating expenses to gross earnings	43.40	40.47

The percentage of operating expenses to gross earnings as shown above, was 2.93 per cent less than in 1872.

The earnings over operating expenses for 1873 were (all in currency)	$8,245,302 54
The year ending Dec. 31, 1872	7,207,284 63
Being a gain of	$1,038,017 91

—or 14.40 per cent.

The amount of capital stock authorized is $100,000,000; of which $62 608,800 is subscribed, and $54,275,500 paid in. Of the amount subscribed, there is held in trust for the company $8,333,300.

The debts of the company are: funded debt $54,400,000, less sinking fund $1,151,731 70—leaving $53,248,268 30; to which add United States subsidy bonds, $27,885,680—making a total of $81,133,948 30.

The assets of the company, as given in the annexed balance sheet, amount to $145,484,158 32; to which add farming lands, (estimated value), $29,306,000; undivided half of 60 acres of land in Mission Bay in San Francisco, 500 acres water front at Oakland, and about 140 acres and water front at Sacramento, (estimated value, independent of improvements) $7,750,000—making a total of $182,540,158 32. The president in his report says:

The anticipations in the Annual Report for 1872, in relation to increase of business, have been realized, and we may expect as much or greater increase for the year 1874. The increase of population of the State, by immigration, during the year 1873 was 84,000, this year it promises to be much larger. The harvest is abundant, and unusual prosperity prevails throughout the State.

At the last session of the Legislature the question of change of the law, in regard to freights and fares, was largely discussed, and, as a conclusion, no legislation was had. But an important principle was recognized, viz: that as a question of sound political economy, railroad companies should be assured of stability in the laws regulating their tariffs.

To this end, and because the good faith of the State, in this respect, had been questioned, four special bills were passed conferring rights upon associations to build as many separate lines of railroads, with varying tariff rates; in some cases increasing the rates above those of the general Incorporation Law, and in others, decreasing them. The main and only object of the companies in accepting these special acts, so far as they accept less rates than those provided in the general law, was to secure themselves against future legislation reducing their rates. It was openly stated, and it was clearly true, that unless they could have a guarantee that the income of the lines to be constructed should not be interfered with by legislative control of tariffs, the roads could not obtain credit and could not be built. No other benefits over those to be had by the general Corporation Law were gained by these special acts, and there was nothing else to justify their passage by the legislature, or their approval by the Governor. And it is clear that if railroads are to be built by other organizations than the Government, they must be left as free to make profits, under the law as it exists at the time of their organization, as others making investments in any species of property. It is just, and has its foundation in the soundest political economy. The fact that the State exercises its right of eminent domain to secure the right of way for the construction of railroads is, in itself, an evidence of their great public utility, and it is only this that justifies it in the exercise of its right of eminent domain to procure the right of way. This exercise of eminent domain is made for the benefit of the public, and not for that of the corporation which must pay the full value of all it takes for right of way, and which, from that time, holds it and controls it as private property. Can it be wise to discourage investments that are so unqualifiedly stamped by the State as beneficial to the public?

Whether there is a reserved power to the State to regulate the tariffs of railroads, other than the limitation of the general Corporation Law, is a mooted question. Whatever the power is, it is equally applicable to every corporation formed under it, whatever its business or objects. But, however this may be, the exercise of it, if it exists, must ultimately be regulated by justice and by sound and correct principles.

In the passage of the special bills, before alluded to, this principle was evidently recognized. The people seem to have acquiesced in the action of the legislature, and we may confidently look for a full recognition of the principle hereafter. The question is now being largely discussed throughout the United States, and if the principle is correct, we may rest with confidence that the good faith and intelligence of the people will recognize it, and upon this good faith and intelligence must the railroads of the present and future rely. Decisions by the courts, upholding a law that is repugnant to the will of the people, will avail nothing; but the majority will protect individuals in the right. The railroad companies are made up of individuals, and a wrong to one of these is a wrong to the whole people. And the question at last resolves itself into this, that either individuals must be protected in their investments in railroads, and allowed to make such profits as their enterprise commands, or the State must own and construct railroads, or railroading must cease.

There is no such thing as separating control and ownership. Control is ownership.

If the exigencies of the State shall require it, to assume partial or complete control of any species of property, good faith will compel it to provide compensation accordingly, as it does when it exercises the right of eminent domain, and takes private property for public use.

The financial and business prospects of your company were never brighter. The end of each year in its history seems to more than realize the promises of the beginning.

The number of miles of road operated, including the ferry between San Francisco and Oakland wharf, at the close of the year, was, as stated in annexed repoat of the Chief Engineer, 1,218.93. There are also 41.2 miles in the San Joaquin Valley operated under lease from the Southern Pacific Railroad Company, of which 20.3 miles were completed July 1st.

The number of engines owned by the company is 188. Twelve new engines were built in 1873, and nine sold. The number of miles run, as compared with the preceding year, is as follows:

	1872.	1873.
Miles run by passenger engines	1,243,720	1,351,740
Miles run by freight engines	2,530,776	2,748,556
Miles run by switching engines	584,182	725,217
Miles run by miscellaneous engines	540,148	185,419
Totals	4,898,826	5,010,932

—being an increase of 112,106 miles, or 2.3 per cent. Cost of repairs per mile run, 8.46 cents; wiping, 1.22; enginemen, 7.35; fuel, 18.48; stores, 0.89—total, 36.4 cents.

At the close of the year, the number and kind of cars were as follows: 92 first-class and 52 second-class passenger, 23 sleeping, 19 mail and express, 21 baggage, 55 caboose, 1 directors', 1 superintendent's, 1 pay, 2040 box, 1499 platform, 170 section, 212 hand, 110 dump, 52 track-laying, 2 wrecking, and 7 snow plows. The total number of miles run by cars of all kinds, including those from foreign roads, was 48,280,608.

The company have five ferry steamers employed in the ferry service between San Francisco, Oakland and Alameda. Also, 25 river steamers and 9 barges. The number of ferry passengers carried in 1873 was 2,621,976, a gain over the year 1872 of 206,835, or 8.56 per cent. The Superintendent in his report, from which the above is obtained, says:

The Utah Northern Railroad, (narrow gauge), connecting with your road at Ogden and Corinne, has its line extended to Franklin, Idaho, a point 18 miles distant from Ogden.

The survey for the Railroad from Visalia, connecting with the Central Pacific at Goshen, is completed. Work has already been commenced on the grading, and the iron and ties are being forwarded. The road will be completed in time to move the grain crop of this season.

The Eureka and Palisade Railroad (narrow gauge) connecting with the Central Pacific at Palisade, will prove a valuable feeder. The traffic to the Eureka mining district, already large, will be materially increased as the road progresses. The work is being prosecuted with vigor, and twenty miles will be completed and put in running order by the middle of June. It is believed the road will be pushed forward to completion at an early day.

The prospective value of the commerce of the Pacific Ocean to the road can scarcely be over estimated. The business from the Islands and coast wise centering at this port, in connection with the road, is rapidly increasing. The new Trans-Pacific Steamship Line between San Francisco and Asia is meeting with much encouragement, and the business already inaugurated between this port and the Australian Colonies, by the Australian and American Mail Steamship Line, carrying the English mails, bids fair to exceed the most sanguine expectations of its projectors.

The acreage of grain sown in California was never before so large, and the prospects are most flattering for an abundant harvest. A general increase of business may be expected, and additional rolling stock will be needed to meet the requirements of the road.

The trains have been run with great regularity, and the road has been remarkably free from casualties.

From the report of the General Freight Agent, J. C. Stubbs, we learn that the number of pounds of local freight carried in 1873 was 1,398,827,364; through freight, 220,375,432; company's freight, 438,001,832—total, 2,057,204,628 lbs., against 1,881,646,021 lbs. in 1872—an increase of 175,558,607, or 9.33 per cent. Total mileage of freight in 1873, 248,793,085; in 1872, 235,637,423—increase 13,155,662. Average charge per ton per mile, in 1873, (exclusive of company's freight) 3 675 cents. Of the local freight there was forwarded to the general markets from the agricultural districts 244,862,013 lbs. of grain, from which the company earned $464,210 41 coin, at an average rate of 3.32 cents per ton per mile. Of the through freight eastward, the following are some of the principal items: barley 2,524,498 lbs., butter 290,898, borax 647,934, blankets, 81 348, beans 98,439, coffee 4 101,836, flour 1,905,125, furs, skins, etc., 794,984, green fruit 2,896 523, glue 369,877, hops 551,995, leather1, 337,830, quicksilver 432,453, rice 285,000, sugar 110 050, silk 877,279, canned fruits 678,582, cotton 195,348, salmon 3,624,109, seal skins 1,392,173, tea 12,726,465, whalebone 144,202, wheat 20,965, wine 3,803,648, wool 29,010,975. Westward there were carried: alcohol 584,700 lbs., agricultural implements 3 697,270, boots and shoes 2,464,380, candles 2,521,000, carpets 1,218,140, clothing 1,159,858, domestics 13,167,767, fish 4,026,660, hams 6,415,990, live stock 3,032,480, lard 1,498,820, lumber 2 541,818, machinery 5,165,580, bulk meats 4,823,867, oil 2,749,300, oysters 1,190,780, paper 2,160,090, liquors 1,596,800, tobacco 4,976,430, wagons 5,037,670.

As reported by T. H. Goodman, General Passenger and Ticket Agent, the number of passengers carried east was 1,630,801; do. west, 1,649,370—total, 3,280,171, of these 67,856 were through, 590,339 local, and 2,621,976 ferry. Average number of miles traveled by each passenger, 36.85. Average charge per passenger per mile, 3.65 cents In 1872 the total number of passengers carried was 3,003,974; the average number of miles traveled by each passenger 35.33; and the average charge per passenger per mile, 3.83 cents. It will be seen that the increase in the number of passengers in the past over the preceding year was 276,197.

STATEMENT OF PROFIT AND LOSS FOR YEAR 1873.

Interest	$3,179,649 13
Taxes	315,821 94
General and miscellaneous expenses	178 089 80
Legal expenses	61,327 71
Civil engineering	20,312 68
Discount on currency receipts	592,814 97
Dividend No. 1	1,628 265 00
Operating river steamers & barges.	35,485 79
Shop and store accounts short on inventories	58,608 40
U. S. Government transportation, amount disallowed by Gov	18,336 44
Balance	9,339,151 99
	$15,427,863 85
Balance to credit of this account, Jan. 1, 1873	$7,433,960 20
Earnings for year 1873 $12,863,952 98	
Less operating exp. 4,969,271 52	7,894,681 46
Interest on sinking funds	87,884 70
Forfeited stock, part payment on 352 shares forfeited	7,690 00
Fuel account over on inventory	8,647 49
	$15,427,863 85

The currency receipts for the year were sold at a discount of $592,814 97, leaving the earnings over operating expenses, $7,301,866 49, in coin. Average premium on gold, 12.92 per cent; adding this premium, the earnings over operating expenses would be equivalent to $8,245 802 54 in currency.

GENERAL LEDGER BALANCE SHEET, Dec. 31, 1873.

Construction account		$131,419,110 53
Equipment account		6,156,746 44
Real estate account		1,002,712 08
Shops account		855,638 15
Machinery in shops		515,765 00
Furniture, telegraph instruments, safes, etc.		92,350 00
Steamers, Sacramento River		853,569 41
Sinking fund No. 1, for redemption of convertible mortgage bonds		582,631 70
Sinking fund No. 2, for redemption of California State And B'ds		232,050 00
Sinking fund No. 3, for redemption of first mortgage bonds of the company, series "A, B, C and D."		232,050 00
Sicking fund No. 4, for redemption of first mortgage bonds of the company, series "E, F, G, H and I."		105,000 00
Material in shops		866,580 05
Material in store		100,872 13
Fuel		369,369 79
Balance of accounts outstanding and in hands of agents, deducting obligations		1 666,787 84
Cash		1,584,661 71
		$146,635,890 02
Capital stock	$54,275,500 00	
Funded debt (see Am. R. R. Journal Bond List, p. 1066)	54,400,000 00	
Lands	624,594 41	
Unclaimed Dividend No. 1	107,523 00	
Hospital fund	23,440 62	
Government bonds	27,855,680 00	
Profit and loss	9,339,151 99	
	$146,635,890 02	

President.—LELAND STANFORD.

Vice Pres't and Gen'l Agent—C. P. HUNTINGTON.

2d Vice President.—CHAS. CROCKER.

Directors.—Leland Stanford, Mark Hopkins, E. H. Miller, jr., Robert Robinson, Chas. Crocker, of San Francisco, Cal.; Charles H. Cummings, of Sacramento, Cal.; C. P. Huntington, of New York City.

Treasurer.—MARK HOPKINS.

Secretary.—E. H. MILLER, jr.

General Sup't.—A. N. TOWNE, San Francisco, Cal.

Assistant Gen'l Sup't.—JOHN CORNING, San Francisco, Cal.

Division Superintendents.—E. C. Fellows, Oakland, Cal.; J. A. Fillmore, Sacramento, Cal.; Frank Free, Wadsworth; R. S. Mattison, Carlin, Nev.; R. H. Pratt, Ogden, Utah; of River Steamers, W. H. Moor, San Francisco, Cal.

Chief Engineer.—S. S. MONTAGUE, San Francisco, Cal.

☞ California has just discovered a new source of wealth. To her gold and quicksilver, wheat, barley, malt, cattle, fruits, wine and wool, coal and iron are to be added—recent discoveries of coal in the Ione Valley giving abundant promise. Iron is already known to exist, and the proximity of the two may make the iron ore available if transportation is not too costly. The San Francisco *Chronicle* says: "California will be impelled forward with great strides when she begins to smelt iron, and the first plate turned out will do more to insure future prosperity than the locating of a diamond mine."

Central Pacific Railroad.

CHIEF ENGINEER'S REPORT.

CHIEF ENGINEER'S OFFICE,
SAN FRANCISCO, June 1st, 1874.

HON. LELAND STANFORD,
President C. P. R. R. Co.:

The following brief report of matters, under the supervision of the Engineer Department for the year 1873, is respectfully submitted.

The surveys made during the year, were chiefly those incident to the improvement and repairs of road already built, and the completion of some topographical work at various points on the main line.

The location surveys of the Oregon Division were not extended, nor was anything done towards the extension of the main line on this division during the year.

The work of construction of this line, is already considerably in advance of the requirements of the Act of Congress, granting right of way, lands, etc., and it will not be necessary to construct any new road during 1874, to meet those requirements.

A section of twenty miles of completed road, viz., from the 77.6 to the 97.6 miles was examined and favorably reported on by the United States Commissioners, Edgar Mills, Lauren Upson, and Christopher Green, on January 8th, 1874, and has been duly accepted by the Department of the Interior.

The only new road built during the year, was the addition of 3.79 miles to the Oakland and Alameda branch, consisting of a second track through Railroad Avenue and Seventh Street, Oakland, from Bay Street to Harrison Street, and a branch thence to Mastick's Station, Alameda. This branch crosses the main line at the intersection of First and Alice Streets, and crosses San Antonio Creek on a bridge, consisting of 12 spans of 60 feet each, and a swing bridge with two clear openings of 80 feet each.

The construction of this new line was necessary, to enable the local trains and ferry to make half hourly trips, which the rapidly increasing travel seemed to require.

In consummating this arrangement, the Alameda ferry has been abandoned, and the steamer Alameda, formerly run on that route, has been placed on the Oakland line, and now makes alternate trips with the El Capitan.

The new track was completed, and boats and trains commenced making half hourly trips on the 29th day of September last, and the new arrangment is highly satisfactory to the patrons of the line.

To complete the necessary ferry facilities between San Francisco and Oakland, a large boat is needed for the Creek route—one that will accommodate passengers and teams as well as freight, and enable you to discontinue the team ferriage to Oakland Wharf.

I would mention in this connection, that more ample accommodations for your ferry lines in San Francisco seems an immediate necessity, and a more central location than the one now occupied should, if possible, be secured.

The location is, however, a matter of more importance to the patrons, than the owners of the line, and the advantages of landing at, or in the near vicinity of Market Street Wharf, are so apparent to any one conversant with the map of San Francisco, than any argument in its favor seems unnecessary.

OAKLAND WHARF.

This being the most important structure of the kind on your road, and over which a large daily travel is passing, deserves special mention.

A careful examination of all parts of the structure is made at frequent intervals, but thus far, no repairs have been found necessary, and it is as safe to-day as upon the day of its completion. I will add here, that the same careful supervision is extended over all the structures on the road, it being the aim to keep them up to a first-class standard.

The work charged to construction account during the past year, in addition to that already mentioned, includes a large addition to the south side of Oakland Wharf; an addition to Second Street Wharf, San Francisco, and a large amount of work in Mission Bay, in furtherance of the plan for the improvement of the lands granted by the State to the Central and Southern Pacific Railroad Companies for depot purposes.

The increasing want of space for railroad use in San Francisco will render the rapid improvement of this property, and its early occupancy for your principal freight depot, a necessity. But until something is done towards the improvement of the proposed ship basin in Mission Bay, you will lack the connection with ships tackle, which is requisite for the cheap and speedy handling of freight between ship and car.

Important improvements in, and additions to sidings, freight and passenger depots, shops, water-stations, etc., have also been made.

The change of line at Deep Gulch Trestle, in Clipper Ravine, mentioned in my last report, was completed, and trains run over the new line on the 24th day of July last.

The amount of material moved, was as follows:

	Cubic Yards.
Loose Rock	34,981
Hard "	51,136
Excavation in Tunnel	10,927

Though the rock in the tunnel was all hard, it was so much broken by seams, that timber supports had to be resorted to during construction, and 500 feet in length was lined, requiring 2,185 yards of masonry. There were also 271 cubic yards of culvert masonry.

WATER SUPPLY.

The expenses of this department have been heavier than during the previous year, owing principally to the removal of a large amount of water pipe, (substituting iron for wooden pipe at first used), and to the work expended in boring for water at Hot Springs, 19½ miles east of Wadsworth. Three wells have been sunk—two of them to a depth of about 700 feet, which we were compelled to abandon on account of difficulties arising from the peculiar character of the material encountered. The third attempt was more successful; the boring in this instance being carried to a depth of 1316 feet; through alternating strata of clay, soapstone, scoria and trap, with occasional thin seams of gravel and sandstone.

Several veins of water were found, most of them hot, and highly charged with various salts, and none suitable for engine use. The last vein is, however, much better than the preceding ones, and the formation, which seems to be approaching a sand-stone, is more favorable for finding good water, than that overlying it.

The work has been suspended temporarily, but it is proposed to renew it at an early day.

The success of the Union Pacific Railroad Company in finding water by deep boring at various points on their line, has encouraged the belief that we may be equally successful, and the importance and value of a permanent supply at the principal stations, is thought to be sufficient to warrant considerable expenditures in the way of experiment.

The bridges, buildings, wharves, etc., are all in as good condition as at the date of my last report, all repairs, (as heretofore stated,) having been carefully kept up.

I am pleased to be able to state, that no loss of snow galleries from fire has occurred during the past season. A few fires have caught, but their timely discovery saved serious loss. A large additional quantity of galvanized, corrugated iron has been used in replacing the wooden covering of the snow galleries, and the deck bridges at Long Ravine, Butte Canon, Upper and Lower Cascades, Donner Creek, Prosser Creek, and Little Truckee, have been covered with the same material. The only serious fires during the year were at Pleasanton, on July 26th, and Rocklin, Nov. 27th.

At the former place, the freight and passenger depots, and at the latter, the round house, with the exception of the rear and end walls, were destroyed.

The Pleasanton depot and 18 stalls of the Rocklin round house have been rebuilt; the new roof of the latter being a light combination truss, covered with galvanized corrugated iron, and the building may now be considered fire proof. A fire proof store house, an oil room, and a new water tank of 52,000 gallons capacity, have been erected near the round house at this station.

CONDITION OF THE ROAD.

Under this head, I can refer you to the statement made in my last report. No unusual repairs to road-bed have been required, with the exception of the removal of a heavy slide in the new cutting made in Clipper Ravine.

A larger quantity of material was used in renewal of track than during the previous year. The remainder of the steel rail, noticed in my last report, was laid early in the year, and besides this, a considerable quantity of new iron rail was also laid in main track, and the renewal of a large proportion of the rail on the mountain divisions must soon be provided for.

I will mention in this connection that a contract has been made with the Pacific Rolling Mills Co. for re-rolling five thousand tons of rails, all of which is to be delivered in 1874, and it will all be needed on the main line during the year. The year following a much larger quantity will be required, and after two years an annual renewal of at least twelve per cent. of the iron in main track must be provided for unless steel rail is substituted.

I would again call your attention to the importance of this question, and urge the adoption of steel rails for all lines of heavy traffic as soon as practicable.

I do not believe you can afford to relay your main line with iron rail while the present relative cost to steel is maintained, or even if the latter cost twice as much as the former.

The renewal of the ties on a portion of the line between Truckee and Ogden, where pine and other mountain timber was necessarily used in first construction, is also pressing upon us. This is being done as rapidly as occasion requires; redwood, transported from the coast counties via San Francisco, and the better varieties of mountain timber being used. Except for the cost of transporting them so great distance, the former would be preferable as being the most durable in many localities.

It is a fact worthy of note that wherever the pine ties have been laid in contact with the strong alkaline soil, which occurs in many portions of Nevada and Utah, they are as sound to-day as when first laid; while, in adjacent localities, on a gravelly or sandy road-bed, the ties show unmistakable signs of decay, and in many instances have already required renewal.

This difference in the life of the ties in the different soils is so marked that the propriety of partially removing the gravel ballast from some parts of the road has been seriously considered.

The rainfall in that region is so light that gravel ballasting is a necessity in but a few localities, and there seems to be no reasonable objection to its partial or even entire removal in many places, while the gain by the increased durability of the ties would evidently be very great.

Some experiments are being made of mixing the alkali soil with gravel ballast, and also seasoning the ties by immersion in the strongly alkaline and saline waters, which can be obtained by digging a few feet, in many localities. Some time will, of course, be required to make these experiments, but the results cannot fail to possess much interest, and possibly value.

The effect of the various soils upon the decay of timber has also been noted in the telegraph poles, which are perfectly preserved on alkali flats, while in the sandy and gravelly soil of the uplands they decay rapidly.

I append a statement showing length of road in operation at the close of the year. This, it will be noticed, is less than that reported last year,

The main track taken up during the year was a portion of the Oakland and Alameda branch, running near and almost parallel to the main line from Melrose to Haywards. The business of this portion of the branch having naturally been absorbed by the main line; the operation of the former was no longer essential, and it was accordingly discontinued. The amount of track removed is shown below.

LENGTH OF ROAD OPERATED—MAIN LINE AND BRANCHES—December 31st, 1873.

Main Line:		Miles.
From San Francisco to Ogden		882.89
Branches:		
Oregon Division—from Roseville to Redding	151.45	
Visalia Division—from Lathrop to Goshen	146.30	
Oakland and Alameda Branches:		
From Oakland Wharf to Brooklyn	5 67	
From Oakland Point to Mastick's	3 79	
From Alameda Wharf to Melrose	5.19	
From San Leandro to Haywards	6.10	
San Jose Branch:		
From Niles to San Jose	17.54	
		336 04
Total		1,218.93
Length of road operated, Dec. 31, 1872		1,221.56
Track constructed in 1873		3.79
Total		1,225.35
Deduct track removed from Oakland and Alameda Branch		6.42
Balance as per above statement		1,218.93
Total length of sidings		140.89
Total length, Dec. 31, 1873		1,359.82

S. S. MONTAGUE, Chief Engineer.

Central Pacific Railroad.

LAND AGENT'S REPORT.

LAND DEPART. CENTRAL PACIFIC R. R. Co.
San Francisco, Cal., July 1, 1874.

To the President and Directors of the Central Pacific Railroad Company:

GENTLEMEN: The following report will show the operations and condition of the Land Department of the C. P. R. R. Co. from the commencement of the same, up to the present time, viz:

	Acres.
The land grant from the United States Government to the Central Pacific Railroad Company of 12,800 acres per mile, for 742 miles, is	9,497,600
Deduct for lands previously granted and reserved, say	1,500,000
Leaves	7,997,600
The land grant to the California and Oregon Railroad of 12 800 acres per mile, for 291 miles, is	3,724,800
Total	11,722,400

The grant to the C. and O. R. R. Co. provides that where lands are lost to the company by reason of previous grants or reservations, they can be made good from an indemnity grant of ten miles wide on either side of the twenty mile limit, which insures to the railroad company the full amount of land granted. The value of these lands at the Government minimum price for adjoining lands, $2 50 per acre, would be..... ..... $29,306,000

A large portion of this is the choicest agricultural and timber land in the country, and will sell for a much greater price.

The policy of the company has been to sell its farming lands at low prices, and on easy terms of payment, to actual settlers, believing the best interests of the company are promoted by selling in limited quantities to those who will cultivate the soil, and who will own the land they cultivate. By this means an industrious, agricultural population is invited, whose improvements and the product of whose labor, tend to enhance the value of the unsold lands.

Most of the lands that have been sold were purchased for gold, on a credit of five years; a payment of twenty per cent being made at the time of purchase, the remainder to be paid at the end of the term, with annual interest, payable in advance, on all sums remaining due.

The total sales of land by this department from its organization to June 30th, 1874, amount to 353,818.78 acres, which were disposed of for $1,459,768 38, being an average of a little more than $4 12½ per acre.

Of these lands, there were sold previous to October 1st, 1870, 127,637.55 acres, for $295,065 50, being an average of $2 31 per acre.

From October 1, 1870, to December 31, 1872, there were sold 122,765.09 acres, for $484,227 97, being an average of $3 94½ per acre.

From December 31, 1872, to December 31, 1873, there were sold 58,733.60 acres, for $410,314 92, being an average of $7 00 per acre.

From December 31, 1873, to June 30, 1874, there were sold 44,682 49 acres, for $270,159 99, being an average of $6 04.6 per acre.

That the average price of the lands sold in 1874, seems to be less than that of 1873, is attributable to the fact that large tracts of second and third rate timber land have been sold this year. The prices obtained for these timber lands are far in advance of any that could have been got for them one year ago; but while they have been sold for an increased price, the quantity disposed of has been so large, that the average rate per acre, thus far, for 1874, has been, apparently, reduced.

These sales were made to 1,619 individual purchasers, being an average of 218.54½ acres to each buyer.

It will be seen by the foregoing, that the amounts realized from the sales of land, continue to increase year by year. Prices advance as the country becomes settled, and with the rapid augmentation of the population, which California will undoubtedly have every year, lands will greatly and with rapidity, still further enhance in value.

This Land Department is daily in receipt of letters from the Eastern States and from Europe, making inquiries about lands, the prices at which they can be procured, and the products which can be raised from them. The writers of almost all these letters avow a fixed determination to come to California for the purpose of procuring lands for homes, for themselves or for colonies of farmers and mechanics, who wish to leave the rigors of winter in Michigan, Iowa, Illinois, Wisconsin and other Northern States, for a more genial climate. Many agriculturists from the Southern States, in Louisiana and elsewhere, say they are coming to California to remain permanently. There are, also, letters from England, Ireland, Scotland and Wales, and from Australia, asking all manner of questions about railroad and other lands in this State. Everything tends to show that the wheat, the wine, the fruit and the wool of California, together with its fine climate and the productiveness of its soil, have attracted to it the attention of the world.

Heretofore, the stream of immigration has been but small. It has at last wonderfully increased. Within the last three months, twelve thousand farmers and mechanics, seeking homes, have come to California. This small stream will, in a few years, turn into a mighty current of people, who will pour in and fill up every available tract in the country, making land of great value, and requiring large and abundant railroad facilities for travel and for commercial and agricultural transportation.

The lands of the Central Pacific Railroad Company may justly be regarded as one of its most valuable assets,

B. B. REDDING, Land Agent.

Portsmouth and Dover Railroad.

At the annual meeting of the stockholders of this company, held at Portsmouth, N. H., on the 12th inst., the following gentlemen were elected directors: Frank Jones, Daniel Marcy, F. W. Miller, Wm. Hays, Oliver Wyatt, A. H. Young and A. E. Purinton. At a subsequent meeting of the directors, Frank Jones was elected President, and Wm. Hackett clerk. The report of the Treasurer was read, showing the total cost of the road to date to have been $745,660; stock taken by the cities of Portsmouth and Dover amount to $525,000; that subscribed for by individuals amounts to $151,860; outstanding notes payable $68,800; unpaid bills, including land damages, about $200,000. The recent act of the Legislature authorizing an increase of the capital stock of the road to an amount not exceeding $100,000 was accepted and adopted, thus making the whole amount of stock $800,000.

Rocky Mountain Coal Fields.

The following statement will indicate the general locality of the Rocky Mountain coal field, and is from reports made to the Government Land Office:

	Area, Sq. miles.	Coal area, Sq. miles.
Texas	237,000	30,000
Indian Territory	68,000	40,000
New Mexico	122,000	20,000
Kansas	80,000	80,000
Missouri	67,000	24,000
Nebraska	84,000	84,000
Iowa	55,000	24,000
Wyoming	67,000	20,000
Colorado	102,000	20,000
Montana	148,000	71,000
Dakota	150,000	100,000
Total	1,180,000	513,000
Add approximate Coal area of Britih America		737,000
Total		1,250,000

☞ The Amador *Dispatch* says an agreement, or contract, has just been placed on record in the County Clerk's office, between H. B. Platt, contractor of the Stockton and Ione Railroad Company, and the Arroyo Seco Grant Company, whereby the latter agree to donate to the railroad company the right of way through their possessions and twenty-five acres of land near Ione City for depot purposes, together with the privilege of mining and hauling coal from the coal beds on the grant for a number of years. On the other hand, Mr. Platt agrees to pay the grant company 50 cents per ton for a specified amount of coal so taken out each year, and to finish the road to Ione within two years from the time work was commenced on the same.

☞ The Richmond *Enquirer* says that Major Conway R. Howard, late division engineer on the Chesapeake and Ohio railroad, has been directed by Col. H. D. Whitcomb, formerly chief engineer of the same road, but now in the employment of the United States government, to begin a reconnoissance of the country between Clifton Forge, Allegany county, and Lynchburg, with a view to ascertain its practical adaptation to the purposes of a double track freight railway. The government wishes to ascertain, by comparison, the value to the country of such double track freight railway and the James River and Kanawha canal,

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific:													
1867	38,169	51,831	69,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,483	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	291,308	485,048	568,270	556 080	532,657	511,854	669,786	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777.513	583,692	7,995,116
1871	536,499	485,490	614,447	720.929	892,341	795,176	869,297	1,006,373	995,922	981,006	897.234	672,358	9,467,072
1872	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,089	1,285 567	1,299.900	1,037,992	12,734,729
1873	852,860	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,258,500	1,392,125	1,423,875	1,296,812	1,072,750	13,938,969
1874	848,558	794,000	867,666	1,132,000	1,360,000	1,390,000	1,258,000	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1869	343,182	315,099	383,727	328,390	345,553	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,008	441,197	404,264	4,849,405
1871	353,235	342,389	384,999	388,964	461,290	466,097	533,655	554,163	507,617	473,227	455.607	377,687	5,278,910
1872	371.708	332,902	373.217	379,879	409.264	419.196	488.352	559,882	497.261	540.756	431,315	352,604	5,156 326
1873	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410.907	344,046	5,497,541
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366.100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,580	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,087,974	1 305 673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,403
1871	655,423	602,182	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873	752,468	765,249	967,258	1,034,023	1,256,072	1,309,578	1,240,987	1,284,094	1,071,448	1,451,827	1,039,306	1,019,501	13,816,465
1874	993,490	903,021	1,039,986	1,074,725	1,272,293	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1869	204,112	180,840	239,522	247,651	241.456	259,408	253,367	341,783	320,025	293,615	271,585	242,621	3,095,948
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270.204	273,751	315,149	295.460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,022	372,974	381,113	373,619	341.104	326,268	401,252	417.328	439,581	389,830	358,743	4,492,625
1873	363.921	413,043	448,924	413.443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448
1874	363,053	276,099	318,976	342,247	306,778	380,754	327,384	.....	.....	.....	.....	.....	.....
Erie.													
1871	1,055.469	971,193	1,201,500	1,253,955	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417.211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525 248	1,643,464	1,743 752	1,704,374	1,392,615	18,694,096
1873	1,326 505	1 329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,665,384	1,774,570	1,918,247	1,882,421	1,560,023	1,625,129	19,631,781
1874	1,462,650	1,273,775	1,413,223	1,566,550	1,687,772	1,577,946	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,226	555,087	684,539	712,647	627,216	899,052	901,235	905,225	811,703	697,751	8,678,958
1871	624,744	559,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	658,131	8,401,142
1872	637,436	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696 475	698,063	8,026,754
1873	602,241	597,429	660,759	553,912	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874	611,491	538,668	567,554	580,921	647,892	678,728	624,191	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	123,673	152,264	267,411	303,915	306,944	266,085	282,723	332,555	365,446	387,999	303,305	210,197	3,321 518
1872	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	273,240	3,993,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265,217	201,492	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1,368,948	1,402,597	1,345.316	1,235,285	14,797.975
1872	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,706	1,469 360	1,635,691	1,764,788	1,568,424	1,483,480	17,591,629
1873	1,412,368	1,549,285	1,735,736	1,694,543	1,680,968	1,585,368	1,451,762	1,582,531	1,776,420	1,742,516	1,375,566	1,546,983	19,134,136
1874	1,519,249	1,305,132	1,371,545	1,593,827	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1871	130,883	126,224	140,740	115,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204.196	2,029 927
1873	169 843	161,132	178,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	151,793	150,301	2,126,875
1874	171,028	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412.030	406,283	363,187	326 891	378,880	467,990	511,447	453,875	387.827	4,755,958
1871	418,755	442,665	486,980	470,703	480,547	427,096	422,015	529,890	628,660	582,802	547,434	507,050	5,940,102
1872	411,113	384,058	449,483	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873	379,836	440,261	567,314	556,180	542,058	480,028	457,853	452,330	617,291	537,031	506,104	552,548	6 089,534
Milwaukee and St. Paul:													
1869	454.590	330,400	420,951	460,288	630,844	678,923	586,531	625,547	724,732	1,040,102	801.195	496,566	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	868,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	668,017	491,113	606,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,986	387,565	426,223	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702 898	513,787	6,967,771
1873	384,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,016.124
1874	664,400	657,500	576,620	742,050	964,800	886,900	749,200	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	262,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,698
1872	234,319	238,823	303,594	305,755	269,560	304,512	285,406	315,899	338,497	384,193	337,920	360.404	3,678,682
1873	227,897	261,346	344,632	321,947	301,521	272 600	267,734	325,093	382,098	353,168	308,632	206,100	.....
Philadelphia and Reading:													
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	814,493	593,966	617,058	569,697	1,120,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423.278	837,080	12,500.664
1872	687.318	645,090	823,683	1.044,251	1,116,387	1,167.008	1,071.407	1,142,241	1,190,695	1,522,847	1,127,031	891,791	12,199,748
1873	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	.....	.....
St. Louis, Alton and Terre Haute:													
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,880	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
1872	164.525	137,678	162,336	156,134	148,279	133,503	123,994	169,459	179,457	216,177	177,827	158,700	1,927,471
1873	144,209	159,454	177,514	170,218	164,300	165,260	151,532	165,610	178,302	200,646	132,892	132,752	1,942,689
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,983	123,945	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	178,707	156,292	181,055	175,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	153,254	229,260	208,140	230,300	195,480	179,261	206,190	205,500	186,645	160,900	122,657	2,223,647
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	296,344	283,833	484,200	450,203	429,896	323,270	399,430	4,013,206
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,360	323,377	434,284	4,242,343
1870	257,864	293,645	295,270	318,699	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365.175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,935	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,868	434,465	614,175	565,811	621,351	489,341	466,051	5,944,579
1873	370,290	405,110	471,301	446.527	470,598	541,191	483,399	642,209	593,504	538,251	414,928	482,767	5,864,076
1874	423,543	400,981	404,699	447,855	420,719	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	23,560	617,555	758,467	999,065	827,388	716,829	5,700,183
1870	525,529	500 139	589,238	706,602	802,586	746,450	643,058	664,061	728.521	719,698	570.168	605,063	7,654,094
1871	479.573	373,925	499,599	584,540	724,466	728,174	678,696	681,866	800,402	777,362	708,142	469,932	7,521,682
1872	373,936	334,115	566,861	741,302	890,442	835,450	743,382	789,567	863,754	980,706	915,727	757,851	8,892,606
1873	523,975	491,764	708,256	881,266	1,007,831	969,865	876,833	837,277	1,068,987	1,170,586	970,660	758,822	10,266,104
1874	629,715	607,990	687,028	854,954	910,065	9 2,381	.....	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'73	9.50	114	40	Albany .....N.Y.	190,590	190,000	50,000		101,301	26,019	8	100	100	....
Sept. 30,'73	1.04	....		Albany st. Freight (B'ton).Mass.	48,709	75,000			7,229	894		100	100	....
Oct. 31,'73	25.00	440	78	Atlantic Avenue (Bklyn)..N.Y.	725,723	680,000	456,800	32,296	266,857	42,314		100	100	....
Sept. 30,'73	11.83	344	50	Avenue C (N. Y. City)...N.Y.	540,360	500,000	900,000	109,019	230,082	32,540		100	100	....
Dec. 31,'73	7.5	097	94	Baltimore City (Balt.).....Md.	1,038,486	1,000,000		98,000			3	25	25	....
Sept. 30,'73	22.01	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,801,673	900,000	694,000	46,850	257,704	37,697		100	100	....
Sept. 30,'73	4.63			Boston and Chelsea.....Mass.	110,000	110,000			8,800	7,789	7.7	100	100	....
Sept. 30,'73	1.25			Boston & West Roxbury.Mass.	56,133	41,000						100	100	....
Sept. 30,'73	13.88	264	50	Broadway (Brooklyn).....N.Y.	378,029	200,000	100,000	52,395	150,504	43,404	12	100	100	....
Sept. 30,'73	24.25	1098	135	B'dway & 7th Av.(N.Y.C.)N.Y.	3,847,159	2,100,000	1,600,000	200,000	920,158	264,449	6	100	100	....
Sept. 30,'73	7.00	....	32	Brooklyn, Bath & Coney I.N.Y.	245,048	180,000	80,000		65,906	30,568		100	100	....
Sept. 30,'73	81.50	1922	401	Brooklyn City.....N.Y.	2,424,800	2,000,000	300,000	90,000	1,496,294	306,196	14	100	100	....
Sept. 30,'73	18.50	242	68	Brooklyn City & Newtown.N.Y.	813,273	300,000	400,000	32,353	197,186	66,122		100	100	....
Sept. 30,'73	19.83	200	50	Brooklyn, Cross-Town.....N.Y.	663,517	300,000	300,000	40,765	167,843	27,229		100	100	....
Sept. 30,'73	17.64	302	83	Buffalo street.....N.Y.	528,984	100,000	421,119	86,276	324,269	137,407		100	100	....
Sept. 30,'73	11.13	142	26	Bushwick (Brooklyn) .....N.Y.	389,971	300,000	102,000	2,628	44,408		9	100	100	....
Sept. 30,'73	29.19			Cambridge (Boston) .....Mass.	800,500	800,500	150,000		73,486	73,486	9	100	100	99½
Sept. 30,'73	1.70	22	4	Central City (Syracuse).....N.Y.	29,473	21,130	6,000		20,164	14,094	12	100	100	....
Sept. 30,'73	24.00	960	128	Cen. P., N. & E.R. (N.Y.C.)N.Y.	1,948,585	1,667,700	1,200,000	8,857	909,098	342,290		100	100	....
Oct. 31,'73	9.00	208	40	Citizens' (Pittsburg) .....Pa.	270,671	184,000			184,298	78,365	16	50	46	....
Oct. 31,'73	7.25	240	50	Citizens' (Phila.).....Pa.	212,320	192,750		1,000	300,145	95,884	17½	50	19½	....
Sept. 30,'73	20.40	240	24	Coney Island (Brooklyn)..N.Y.	698,806		369,000	39,924	221,891	51,196				....
Sept. 30,'73	10.70	960	127	Dry Dock,E.B.&B.(N.Y.C)N.Y.	2,090,847	1,200,000	1,000,000		1,275,623	640,633	8	100	100	....
Sept. 30,'73	3.50	12	3	Dunkirk and Fredonia....N.Y.	43,609	35,100			4,111	4,111	8	100	100	....
Oct. 31,'73	1.62	14	4	Easton and S. Easton .....Pa.	25,962	29,562			10,946	3,320		25	16	....
Sept. 30,'78	9.50	1002	120	Eighth Avenue (N.Y.City)N.Y.	1,683,574	1,000,000	203,000	66,260	798,040	149,584	12	100	100	....
Oct. 31,'73	2.32	24	6	Erie City. .....Pa.	36,997	19,807	20,000	2,341	13,287	2,184		50	42	....
Oct. 31,'73	5.50	60	23	Federal St. & Pl. Val.(Pbg.).Pa.	132,842	66,250	90,000		45,735	9,000		25	22	....
Sept. 30,'78	2 60	18	6	Fifth Ward (Syracuse).....N.Y.	44,766	29,335	10,000	2,150	13,699	1,673		100	100	....
Sept. 30,'73	10.26	491	68	42d st.& Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	236,000	29,301	586,757	293,048	9	100	100	....
Oct. 31,'73	17.04	389	56	Frankford & Southwark(Ph.)Pa.	844,171	498,200	200,500		412,325	91,138	10	50	50	54
Sept. 30,'73	4.00	26	5	Genesee & Water St.(Syr.)N.Y.	67,017	42,500	14,200		31,588	19,095	5	100	100	....
Oct. 31,'73	33.75	360	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000		405,614	97,884	6	50	31	....
Sept. 30,'73	7.75	182	37	Gr'd st. & Newtown (Bk'n)N.Y.	310,443	170,000	90,000	12,378	107,824	22,093		100	100	....
Sept. 30,'73	8.00	200	40	Gr'd St. Prosp. Pk.& Flatb..N.Y.	437,011	200,000	200,000	37,028	80,086	1,016		100	100	....
Oct. 31,'73	7.25	200	42	Green and Coates st. (Phila.).Pa.	244,441	150,000	100,000		180,268		4	50	30	50
Oct. 31,'73	2.12	10	4	Harrisburg City.....Pa.	60,250	41,994	12,500	1,604	7,185			25	25	....
Sept. 30,'73	11.95	140	20	Harlm.Br.,Morr. & F'dham.N.Y.	287,302	29,100	135,000		89,000	18,391		100	100	....
Oct. 31,'73	11.00	378	60	Hest., Mant. & F'mount (Ph.)Pa.	388,466	299,423	100,000	27,000	292,610	71,442	9	50	50	19½
Sept. 30,'73	6.25	92	26	Jamaica,Woodh'n & Bklyn N.Y.	100,000	100,000			23,132	1,970		100	100	....
Sept. 30,'73	3.25	33	9	Kingston and Rondout.....N.Y.	83,285	75,000			24,792	5,161	5	100	100	....
Oct. 31,'73	5.01	117	20	Lombard and South st. (Ph.).Pa	170,402	105,000	62,500		99,104	35,905	10	25	25	12½
Sept. 30,'73	4.04	50	12	Lowell Horse.....Mass.	81,704	80,000		3,500	34,127	2,597		100	100	....
Sept. 30,'73	11.62	239	35	Lynn and Boston .....Mass.	277,581	200,500	50,000	43,697	164,270			100	100	....
Sept. 30,'73	3.60			Malden and Melrose (Btn). Mass.	80,246	165,500	75,000					100	100	....
Sept. 30,'73	3.46			Medford & Charlest. (Btn).Mass.	34,600	21,000	5,000		2,240	819		100	100	....
Sept. 30,'73	5.26	65	15	Merrimac Valley.....Mass.	63,000	50,000			34 845	656	4	100	100	45
Sept. 30,'73	46.20	1220	204	Metropolitan (Boston) .....Mass.	2,371,609	1,500,000		589,390	982,854	91,633	3	100	100	....
Sept. 30,'73	16.24	285	53	Middlesex (Boston).....Mass.	679,675	400,000	184,500	158,822	223,893	26,112		100	100	....
Sept. 30,'73	4		2	Mohawk and Ilion.....N.Y.	17,500	15,000			5,496	2,400	16	100	100	....
Sept. 30,'73	1.76			New York Elevated .....N.Y.	1,500,000	754,200		91,848	64.602			100	100	....
Sept. 30,'73	4 00	....	....	Ninth Avenue (N. Y. City)N.Y.	999,109	797,320	207,000	13,648	95,704	3,762		100	100	....
Sept. 30,'73	6.10	220	27	Northampton & Wmburg. Mass	50,000	50,000		6,490	5,832			100	100	....
Sept. 30,'73	3.21	10	2	North 2d St. & Middle Vil.N.Y.	200,765	134,500	25,000	45,457	65,641	570		100	100	....
Sept. 30,'73	10.88	126	30	North Woburn (Boston)..Mass.	35,310	20,800			1,924	1,879		100	100	....
Sept. 30,'73	2.74	7	2	Orange and Newark .....N.J.	1,038,756	290,300	700,000	123,556	210,171	15,965		100	100	....
Dec. 31,'73	11.71	191	42	Park Avenue (Brooklyn)..N.Y.	369,425	200,000	200,000	77,000	126,727	42,808		100	100	....
Sept. 30,'73	14.40	142	37	Peoples' street (Scranton) ...Pa.	140,387	125,000			36,447	13,407	4	100	100	....
Oct. 31,'73	9.64	40	17	Philadelphia City (C.& W.).Pa.	454,397	225,000	200,000	39,397	347,282	118,632	10	50	50	66
Oct. 31,'73	15.00	396	75	Philadelphia and Darby.....Pa.	257,000	200,000					4	20	20	....
Oct. 31,'73	6.00	60	16	Philadelphia & Gray's Ferry.Pa.	299,127	200,175		6,500	124,472	38,750	10	50	50	29½
Oct. 31,'73	13.07	114	23	Pbg., Allegheny & Manchest.Pa.	161,752	200,000	48,000	336	149,066	54,721	10	50	50	....
Oct. 31,'73	8.75	116	37	Pittsburg and Birmingham..Pa	136,239	120,000	50,000	11,549	71,062	650		50	50	....
Oct. 31,'73	6.60	100	19	Pbg, Oakland & E. Liberty..Pa.	125,449	130,000	50,000	22,636	42,949	6,359		50	50	....
Oct. 31,'73	7.50	72	15	Pittsburg and Ormsby.....Pa.	83,487	100,000	40,000	1,616	37,238			25	25	....
Oct. 31,'73	4.50	85	19	Poughkeepsie City .....N.Y.	121,706	72,250	26,000	28,500	21,539	1,801		100	100	....
Sept. 30,'73	6.00	42	11	Ridge Avenue (Ph.).....Pa.	414,512	336,000	85,000	4,772	244,658	65,485	3	50	28	....
Oct. 31,'73	13.50	254	40	Rochester and Brighton ...N.Y.	192,596	70,000	30,000	38,500	118,947	60,951	6	100	100	....
Sept. 30,'73	12.00	120	27	Salem street.....Mass.	203,735	150,000	35,000	1,800			10	100	100	....
Sept. 30,'73	7.84	54	30	Schuylkill River (Phila.) ....Pa.	47,465	50,000					10	50	50	....
Oct. 31,'73	3.47			Second Avenue (N.Y. City)N.Y.	2,511,743	1,180,500	1,220,000	84,988	681,434	171,112	8	100	100	....
Sept. 30,'73	21.00	1021	137	2d and 8d street (Phila.).....Pa.	706,255	621,576			544,545	69,873	10	50	31	....
Oct. 31,'73	39.50	560	96	17th and 19th street (Phila.)..Pa.	186,694	160,000	100,000	10,306	152,406	36,467	4	50	16	....
Sept. 30,'73	6.75	246	42	Sixth Avenue (N.Y. City)..N.Y.	3,181,960	750,000	415,000	80,000	968,434	143,950	10	100	100	....
Sept. 30,'73	8.38	824	102	Somerville horse (Boston).Mass.	98,000	98,000			5,880	5,880	7½	100	100	....
Sept. 30,'73	4.03			South Boston .....Mass.	450,000	450,000			289,209	31,089		100	100	62½
Sept. 30,'73	7.56	330	52	South Brooklyn & Park....N.Y.	259,156	150,000	100,000	19,527	49,380	3,486		100	100	....
Sept. 30,'73	6.50	80	21	Springfield street.....Mass.	89,586	50,000		7,675	22,364	2,292		100	100	....
Sept. 30,'73	2.71	32	6	Stoneham street (Boston)..Mass	38,744	33,000			2,100	1,779	5	100	100	....
Sept. 30,'73	2.53	20	5	Staten Island Shore.....N.Y.	31,600	31,000			18,873			100	100	....
Sept. 30,'73	8.00	35	13	Syracuse and Geddes.....N.Y.	28,578	25,000	25,000		17,225	6,370	7	100	100	....
Sept. 30,'73	2.00	21	7	Syracuse and Onondaga ...N.Y.	50,150	37,000		10,000	13,748	3,955	1	100	100	....
Sept. 30,'73	2.60	16	4	Taunton street.....Mass.	53,414	40,000		7,500	23,671	5,257	10	100	100	....
Oct. 31,'73	4.32	40	8	10th & 11th st. (Citizens')...Pa.	212,320	192,750		1,000	300,145	95,884	17½	50	19½	82½
Sept. 30,'73	18.00	2112	267	Third Avenue (N. Y. City).N.Y.	3,757,365	2,000,000	2,000,000		2,140,826	549,310	5½	100	100	....
Oct. 31,'73	8.50	198	33	18th and 16th streets (Phila.).Pa.	227,326	334,529			155,697	37,581	12	50	16½	....
Sept. 30,'73	6.27	85	6	Troy and Albia.....N.Y.	74,537	44,700	35,100	767	21,051	3,902		100	100	....
Sept. 30,'73	11.88	226	51	Troy and Lansingburg.....N.Y.	328,387	250,000	96,000	9,252	170,056	19,859		100	100	....
Sept. 30,'73	5.00	76	19	23d street (N.Y. City).....N.Y.	702,757	600,000	250,000		96,931	31,365		100	100	....
Sept. 30,'73		731	97	Union street (Boston).....Mass.	472,035	355,500	17,500	132,108	478,742	13,984		100	100	....
Oct. 31,'73	30.00	687	118	Union (Phila.).....Pa.	1,032,514	400,000	500,000		682,502	77,201	26	50	20	....
Sept. 30,'73	29 60	507	89	Union (Providence).....Pa.	828,329	614,300	75,000	139,029	416,096	72,811	2	100	100	....
Sept. 30,'73	13.13	92	14	Utica, Clinton & Bingham..N.Y.	323,763	121,400	200,000		45,450	4,893		100	100	....
Sept. 30,'73	2.50	18	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	16,000		22,013	6,356	3½	100	100	....
Sept. 30,'73	3.11	12	3	Waltham and Newtown..Mass.	36,974	30,000		16,316	7,659	2,546	4	100	100	....
Sept. 30,'73	14.50	150	25	Watervliet (Albany) .....N.Y.	342,347	240,000	130,000		104,231	1,977		100	100	....
Oct. 31,'73	15.50	507	79	West Philadelphia.....Pa.	591,348	400,000	100,000		462,477	129,289	15	50	50	....
Oct. 31,'73	4.59	16	7	Wilkesbarre and Kingston..Pa.	94,833	100,000			23,551	8,934	4	50	50	....
Sept. 30,'73	3.28			Winnisimmet(Boston)... Mass.	62,152	50,400			2,802	2,385		100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal Payable.	Market Price
Albany.	$	pc			
1st Mortgage.....	59,000	7	J.& J.	1883	....
Atlantic (Bklyn) Ave.:					
1st Mortgage.....	115,000	7	A&O.	1891	....
2d Mortgage.....	100,000	7	A&O.	1884	....
3d Mortgage.....	166,000	7	J.& J.	1885	....
Avenue C:					
1st Mortgage.....	900,000	7	A&O.	1896	....
Bleecker St. & Fulton Ferry:					
1st Mortgage.....	694,000	7	J.& J.	1880	....
Broadway (Brooklyn):					
1st Mortgage.....	100,000	7	J.&D.	1882	....
Broadway and 7th Avenue:					
1st Mortgage.....1,	500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.:					
1st Mortgage.....	80,000	7	J.& J.	1890	....
Brooklyn City:					
1st Mortgage.....	300,000	7	J.& J.	1893	....
Brooklyn City & Newtown:					
1st Mortgage.....	400,000	7	J.&D.	1879	....
Brooklyn Cross-Town:					
1st Mortgage.....	300,000	7	J.& J.	1888	....
Buffalo Street:					
1st Mortgage.	400,000	7	M&N	1893	....
Bushwick:					
1st Mortgage.....	102,000	7	J.& J.	1889	....
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J.& J.	1881	....
Central Park, N & E. River:					
1st Mortgage.....	550,000	7	F& A	1882	....
2d Mortgage.....	650,000	7	M&N	1890	....
Coney Island & Brooklyn:					
1st Mortgage.....	307,000	7	J.& J.	1887	....
D. Dock, E.Bdw. & Battery:					
1st Mortgage.....1,	000,000	7	J.&D	1886	....
Eighth Avenue (N. Y.):					
1st Mortgage.....	203,000	7	J.& J.	1890	....
Empire:					
1st Mortgage.....guar.	150,000	7	J.& J.	1890	....
42d st. & G'd st. Ferry(N.Y.):					
1st Mortgage.....	236,000	7	A.&O	1878	....
Federal St. & Pleasant Val.:					
1st Mortgage.....	25,000	7	A&O.	1878	....
2d Mortgage.....	50,000	7	J.& J.	1881	....
Frankford and Southwark:					
1st Mortgage.....	155,500	7	J.& J	1877	....
2d Mortgage.....	100,000	7	M&N	1891	....
Germantown:					
1st Mortgage.....	250,000	7	J.&D.	1879	....
2d mortgage	100,000	7	.....	1884	....
Green and Coates street:					
1st Mortgage.....	100,000	7	J.& J.	1878	....
Grand St. & Newtown:					
1st Mortgage.....	90,000	7	A.&O	1887	....
Grand st. P. P. & Flatbush:					
1st Mortgage.....	200,000	7	J.& J.	1891	....
Harl. Br., Morris & Fordh.:					
1st Mortgage.....	135,000	7	J.& J.	1890	....
Hestonv., Mantua & Fairm.:					
3d Mortgage.....	125,000	7	J.&D.	1889	....
Lombard and South st.(Ph.):					
1st Mortgage.....	62,500	7	J.& J.	1883	....
Lynn and Boston:					
1st Mortgage.....	50,000	6	A&O.	1879	....
Malden and Melrose:					
1st Mortgage.....	75,000	6	A&O.	1885	....
Middlesex (Boston:					
1st Mortgage sinking fund	99,500	6	J.& J.	1884	....
2d Mortgage.....	60,000	6	A.&O	1880	....
3d Mortgage.....	25,000	7	M&N	1874	....
Ninth Avenue (N. Y.):					
1st Mortgage.....	207,000	7	J.& J.	1876	....
Orange and Newark:					
1st Mortgage.....	200,000	6	J.& J.	1881	....
2d Mortgage.....	500,000	7	J.& J.	1885	....
Park Avenue (Bkly):					
1st Mortgage.....	300,000	7	M&N	1888	....
Philadelphia City:					
1st Mortgage.....	200,000	7	J.& J.	1881	....
Second Avenue (N. Y.):					
1st Mortgage.....	350,000	7	J.&D.	1877	....
2d Mortgage.....	200,000	7	F.& A	1876	....
3d Mortgage.....	150,000	7	A.&O	1885	....
Conv. bonds.....	520,000	7	M&N	1888	....
17th and 19th street (Ph.):					
1st Mortgage.....	15,000	6	J.& J.	1873	....
2d Mortgage.....	60,000	6	A.&O.	1878	....
Sixth Avenue (N. Y.):					
1st Mortgage.....	415,000	7	J.& J.	1890	....
South Brooklyn and Park:					
1st Mortgage.....	100,000	7	J.& J.	1892	....
Third Avenue (N. Y.):					
1st Mortgage.....2,	000,000	7	J.& J	1890	....
Troy and Lansingburg:					
1st Mortgage.....	96,000	7	J.& J	1882	....
Union (Phila.):					
1st Mortgage.....	300,000	6	J.& J.	1895	....
2d Mortgage.....	300,000	7	J.& J.	1881	....
Union (Prov. R. I.):					
1st Mortgage.....	75,000	6	J.& J.	1892	....
Utica, Clinton & Bingham.:					
1st Mortgage.....	200,000	7	J.&D.	1888	....
Watervliet:					
1st Mortgage.....	120,000	7	A&O.	1887	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,280,000	J. & J.	July '74 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '73 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " guar.100	786,476	M. & N.	Nov. '73 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Sept. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Geneseo & Mt. M.*100	194,250	A. & O.	Oct '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '74 5
Washington Br.....100	1,650,000	A. & O.	Apl. '74 5
Parkersburg Br. pref... 50	5,680,685	— & —	.....
Berkshire*.....100	600,000	J. A. J. & O.	July '74 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N	May '74 5
Bos., Clin. & Fitchb.pref.100	635,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & D	June'74 3
Bost., Conc. & Mont.* pref.100	800,000	M. & N.	May '74 3
Boston and Lowell.....500	2,852,900	J. & J.	July '74 3½
Boston and Maine.....100	6,816,807	M. & N.	May '74 4
Boston and Providence..100	3,950,000	M. & N.	May '74 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A	Feb. '74 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Mar. '74 5
" " pref.100	1,485,900	M. & S.	Mar. '74 3
Camden and Amboy* ...100	5,847,800	J. A. J.O.	July '74 2½
Camden and Atlantic.... 50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Nov. '73 3½
Cape Cod 60	1,020,330	J. & J.	Jan. '72 $2½
Cape May and Millville* 50	447,000	J. & D.	Dec. '73 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa*..... 50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	May '74 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	July '74 5
Cedar Rapids & Mo. R.*.100	6,850,400	M. & N.	May '74 1½
" " pref.100	769,600	F. & A	Aug. '74 3½
Central of Georgia.....100	4,666,800	J. & J.	July '73 5
Central of New Jersey..100	20,000,000	J. A. J. O.	July '74 2½
Central Ohio*..... 50	2,425,000	J. & D.	June '74 3
" pref..... 50	400,000	J. & D.	June '74 3
Central Pacific 100	54,275,500	.....	Aug. '74 5g
Chemung*..... 100	380,000	J. A. J. & O	Oct. '72 1½
Cheshire, preferred 100	2 100,000	J. & J.	July '74 2
Chicago and Alton.....100	8 929,900	M. & S.	Sept. '74 5
" pref...100	2,425,400	M. & S.	Sept. '74 6
Chicago, Burl. & Quincy.100	19,897,000	M. & S.	Sept. '74 5
Chicago, Iowa & Nebras*100	3,916 300	J. & J.	July '74 4
Chicago & N. Western..100	14,993 060	J. & D.	Dec. '72 3½
" pref.100	21,484,113	J. & J.	July '74 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Apl. '74 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.* ... 50	2,980,550	— & —	Apl. '72 10s
" pref... 50	429,046	M. & N	May '74 2
Clev., Col., Cin. & Ind....100	14,991,275	F. & A.	Aug. '74 4
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '74 3½
Cleveland & Pittsburg*.. 50	11,236,150	F. M. AN	Aug. '74 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*... 50	1,788,800	M. J. S. D.	June '74 2
Colum. & Hocking Val..100	2,500,000	F. & A	Feb. '74 5
Concord..... 50	1,000,000	M. & N.	May '74 5
Concord and Ports.*.....100	350,000	J. & J.	July '74 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A.	Aug. '74 3
Connecticut River..... 10	1,950,000	J. & J.	July '74 5
Cumberland Valley..... 10	1,484,250	A. & O.	Apl. '74 4
Danbury and Norwalk.. 50	600,000	M. & N.	Nov '73 5
Delaware*..... 50	1,230,941	J. & J.	July '74 3
Del., Lackaw. & Westn. 50	18,868,850	J. A. J. O.	July '74 2½
Detroit & Milwaukee *.. 50	822,140	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	A. & O.	Apl. '74 3
East Pennsylvania* 50	1,309,200	J. & J.	July '74 3
East Mahanoy *..... 50	392,950	J. & J.	July '74 3
Eastern (Mass.)..... 100	4,262,600	J. & J.	July '72 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*.100	800,000	F. & A.	Feb. '74 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '74 2½
" " pref. 50	500,000	J. & J.	July '74 3½
Erie Railway 100	78,000,000	.....	Oct. '73 1
" pref..... 100	8,536,910	.....	Oct. '73 3½
Erie and Pittsburg*..... 50	1,000,250	M. J. S. D.	Mar. '74 1½
Fitchburg..... 100	4,000,000	J. & J.	July '74 4
Georgia 100	4,156,000	J. & J.	Apl. '74 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.)..... 100	14,367,948	— & —	.....
Great Western, (Ca.)... 100	19,237,404	A. & O.	Apl. '74 1½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	May '74 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '74 3½
Housatonic, pref. 100	1,180,000	J. & J.	July '74 4
Huntingdon & Bd Top.. 50	880,000	— & —	.....
" pref. 50	450,750	J. @ J.	July '68 2½
Illinois Central.....100	25,280,510	F. & A.	Aug. '74 4
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	J. & J.	July '74 2
Jeffersonv., Mad. & Ind.100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J. A. J.O.	July '74 1½
Joliet & North. Indiana*100	300,000	J. & J.	July '74 4
Lake Shore & Mich. So...100	49,466,500	F. & A.	Aug. '73 4
" " (guar.)100	533,500	F. & A.	Feb. '74 6
Lawrence*..... 100	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	3,739,800	M. & N.	May '67 5
Lehigh Valley 50	21,916,850	J. A. J.O.	July '74 2½
Little Miami*..... 50	5,871,456	J. A. J.O.	Apl. '74 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July '74 6½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island..... 50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '74 4½
Louisville & Nashville...100	8,980,600	F. & A.	Feb. '74 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '74 3
Lykens Valley 20	600,000	F. M. A N	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	May '74 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*..... 100	400,000	F. & A.	Feb. '74 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	18,728 204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323.375	J. & J.	July '74 5
Milwaukee and St. Paul..100	15,399,261	J. & J	Dec. '70 7s
" " pref.....100	12,274,483	F. & A	Aug'74 3½
M. Hill & Schuyl. Hav.* 50	3,856,456	J. & J.	July '74 3½
Morris and Essex*..... 50	14,008,100	J. & J	July '74 3½
Nashua and Lowell.....100	800.000	M. & N.	May '74 5
Naugatuck.....100	1,881 900	F. & A.	Aug. '74 5½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '74 5
Newark and N. York*...100	977,400	J. & J.	Jan. '74 3½
N. Bedford 100	1,678,500	M. & N.	May '74 4
N. Castle & Beaver Val.* 50	1,800,000	J. A. J.O.	Apl. '74 2½
N Haven & Northamp...100	605,000	J. A. J.O.	Sept '73 3
New Jersey*.....100	7,295,200	J. A. J.O.	July '74 2½
New London Northern*100	1,418,800	J. & J.	July '74 4
N.Y. Cen. & Hudson R..100	80,428,330	A. & O.	Apl. '74 4
New York and Harlem..100	8,500,000	J. & J.	July '74 4
" " pref.100	1,500,000	J. & J.	July '74 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	July '74 6
N. Y., Provid. & Boston.100	2,000,000	J. A. J.O.	July '74 2½
Niag. Bridge & Canand*100	1,000,000	J. & J.	July '74 3
North Carolina*..... 100	4,800,000	irregular.	Jan. '73 5
N. Eastern (S. C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 473,500	January.	Jan. '74 5s
Northern Central 50	5,842,000	M. & N.	July '74 3½
Northern N. Hampsh...100	3,068,400	J. & D.	June '74 4
Northern New Jersey*...100	1,000,000	J. & J.	July '74 4
Norwich & Worcester*..100	2,823,400	J. & J.	July '74 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	July '74 3
" " pref.100	2,000,000	A. & O.	Apl. '74 4
Ohio and Mississippi....100	19,995,847	J. A. J.O.	.....
" " pref.100	4,024,474	J. & D.	Dec '72 3½s
Oil Cr. & Allegheny R... 50	4,259,450	J. A. J.O.	Jan. '74 3
Old Colony & Newport..100	6,297,900	J. & J.	July '74 3½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '74 3
Pacific of Missouri.....100	3,635,750	J. A. J.O.	July '74 1½
Panama.....100	7,000,000	J. A. J.O.	July '74 3
Paterson and Hudson*..100	630,000	J & J.	July '74 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	Jan. '74 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '74 3
Pennsylvania 50	68,144,475	M. & N.	May '74 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '74 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	July '74 4
Phil., Ger. & Norristwn* 50	1,626,250	M. J. S. D.	June'74 3
Philadelphia & Reading 50	32,084,375	J. A. J.O.	July '74 2½
" " pref.. 50	1,551,800	J. A. J.O.	July '74 2½
Phila. and Trenton*.....100	1,259,100	J. A. J.O.	July '74 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	July '74 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J. A. J.O.	Apl '74 1½
" Special Imp..100	2,000 000	J. A. J.O.	Apl. '74 1½
Pittsfield & N. Adams..100	410,000	J. & J.	July '74 3
Portland and Kennebec.100	616,700	J. & J.	July '74 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces...100	2,000,000	J. & J.	July '74 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '74 4
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '74 3½
Rutland*..... 100	2,700,000	— & —	.....
" preferred 100	4,800,000	F. & A.	Aug'74 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,040,000	July.	July '74 3
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '74 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" " pref.100	12,000,000	.....	Nov. '72 2
Saratoga and Schenec.*..100	300,000	A. & O.	Apl. '74 3½
Schuylkill Valley* 50	576,050	J. & J.	July '74 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '74 3
Shore Line*..... 100	995,800	J. & J.	July '74 3½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb. '73 4
Staten Island..... 100	600,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	443,700	J. & J.	July '74 3½
Stony Brook*..... 100	267,800	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '74 3
Sussex (N. J.)..... 100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	Dec. '72 3
Taunton Branch 100	500,000	J. & J.	Aug. '74 5
Terre Haute & Indiana.100	1,988,150	F. & A.	Jan. '74 5
Tol., Peo. & War. 1st pref..100	1,797,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '74 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Union and Black River...100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$2,800,000	A. & O.	Apl. '74 1
Warren (N. J.).....100	1,800,000	J. & D	Dec. '73 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey..... 100	1,559,750	F. & A.	Feb. '74 4
Winchester & Potomac*100	180,000	J. & J.	July '74 2
Winchester & Strasburg*100	500,000	J. & J.	July '74 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	July '74 $5
HORSE-POWER R. R.			
Albany City..... 100	110,300	— & —	..... 2½
Baltimore City.....100	801,000	— & —	Jan. '74 3
Bleecker st. & F Fy.(N Y)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl. '74 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Apl. '73 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jun. '70
Brooklyn City 100	1,500,000	F. M. A. N	May '74 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica....100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Apl. '74 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	500,000	J. & J.	July '74 9
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..100	600,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F. M. A. N	Feb. '74 2
Eighth Avenue (N.Y.)....100	1,000,000	J. A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	J. & J.	July '74 3½
Frankf. & Southw.(Ph.) 50	491,750	J. & J.	July '74 5
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '74 3
Girard College (Ph.)..... 50	600,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	600,000	J. & J.	July '74 4
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	July '74 1½
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	M. & N.	July '74 3½
Middlesex (Boston).....100	400,000	A. & O.	Apl. '73 4
Ninth Avenue (N. Y.)....100	197,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '74 5
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '74 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J. A. J.O.	Oct. '73 2
Second & Third St.(Ph.) 40	962,100	J. & J.	July '74 5
17th & 19th streets (Ph.) 50	600,000	J. & J.	July '74 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F. M. A. N	May '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '74 1½
Somerville (Boston) 100	75,000	M. & N.	May '74 3
South Boston 50	400,000	J. A. J.O.	July '74 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	July '74 3
West Philadelphia..... 50	400,000	J. & J.	July '74 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'73 3
Chesapeake and Ohio ... 25	3,229,591	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug. '74 4
Delaware and Hudson...100	15 000.000	F. & A	Aug. '74 5
Delaware and Raritan*..100	5,847,400	J. A. J.O.	July '74 2½
Erie of Pennsylvania..... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	9,390,350	J. S D. M.	June '74 2
Monongahela Navigat.... 50	1,003,500	J. & J.	Jan. '73 5
Morris (consolidated).... 100	1,025,000	F. & A.	Aug. '72 3
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania..... 50	4,337,950	— & —	.....
Susqu. Nav. (common)* 50	1,908,207	F. & A.	July '74 30s
" " (pref.). 50	2,888,977	F. & A.	July '74 60s
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express..... 100	10,000,000	M. J. S. D.	Sept. '74 2
American Coal..... 25	1,500,000	M. & S.	Mar. '74 4
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M. J. S. D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 80c
Canton..... 100	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref.....100	3,668,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamship.100	20,000,000	M. J. S. D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F. M. A. N	May '74 5
Pullman Palace Car.....100	4,000,000	F. M. A. N	May '74 3
Quicksilver, common ...100	5,700,000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	July '74 5
Spruce Hill Coal 10	1,000,000	— & —	.....
United States Express...100	6,000,000	F. M. A. N	Aug. '74 2
United States Trust 100	1,500,000	J. & J.	July '74 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '74 4
West. Union Telegraph.100	35,000,000	J. & J.	July '74 2
Wilkesbarre Coal..... 100	2,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	.....	Aug. '64

F. & A

NATIONAL AND STATE SECURITIES.

		Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Aug. 1, 1874.						
Loan of June 14, 1858	registered	$260,000	5	Jan. & July.	1874	....
Loan of February 8, 1861	registered	13,783,000	6	Jan. & July.	1880	117¼
.. ..	coupon	4,632,000	6	" "	1880	118¼
Oregon War Bonds of March 2, 1861	coupon	945 000	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861	registered	125,804,550	6	Jan. & July	1881	117¼
.. .. ..	coupon	63,516,800	6	" "	1881	118¼
Loan of Feb. 25, 1862 (5-20s)	registered	16,571,600	6	May & Nov.	1882	113
.. .. (5-20s)	coupon	150,688,100	6	" "	1882	112
Loan of March 3, 1863	registered	53,636,350	6	Jan. & July.	1881	117¼
.. ..	coupon	21,363,650	6	" "	1881	118¼
Loan of March 3, 1864 (5-20s)	registered	946,000	6	May & Nov.	1884	114¼
Loan of June 30, 1864 (5-20s)	registered	26,027,250	6	" "	1884	114¼
.. .. (5-20s)	coupon	33,018,950	6	" "	1884	115¼
Loan of March 3, 1865 (5-20s)	registered	33,730,200	6	May & Nov.	1885	115
.. .. (5-20s)	coupon	118,804,150	6	" "	1885	117¼
.. .. 2d series (5-20s)	registered	56,935,950	6	Jan. & July.	1885	115¾
.. .. (5-20s)	coupon	145,727,150	6	" "	1885	116¼
.. .. 3d series (5-20s)	registered	87,876,300	6	Jan. & July.	1887	116¼
.. .. (5-20s)	coupon	222,746,450	6	" "	1887	117¼
.. .. 4th series (5-20s)	registered	13,949,500	6	Jan. & July.	1888	116¼
.. .. (5-20s)	coupon	23,524,500	6	" "	1888	118
Loan of March 3, 1864, (10-40s)	registered	141,224,050	5	Mar. & Sept.	1904	110¾
.. .. (10-40s)	coupon	53,343,250	5	" "	1904	113¾
Consols of July 14, '70 & Jan. 20, '71	registered	178,958,750	5	F. M. A. & N.	1881	111¾
.. ..	coupon	137,239,150	5	" "	1881	112¼
Consols	registered	.....	4½	F. M. A. & N.	1886	....
.. .. ..	coupon	.....	4½	" "	1886	....
Consols	registered	.....	4	F. M. A. & N.	1901	....
.. .. ..	coupon	.....	4	" "	1901	....
Debt matured and without interest	(var.)	2,740,830	...	.....	Due.	....
Navy Pension Fund of July 23, 1868	(cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870	(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds	(currency)	64,623,512	6	Jan. & July.	'95-'99	117¾
United States Notes		382,076,707	nil.	.....	.....	....
Fractional Currency		45,719,793	"	.....	.....	....
State Securities, latest dates.						
Alabama—($11,258,836):						
.. Bonds (old and extended), 1866 and '72		3,230,800	5	May & Nov.	'86-'92	....
.. Bonds (new), 1866, '68 '72 and '73		2,477,700	8	Jan. & July.	'86-'93	....
.. State Bonds for Railroads		2,300,200	8	" "	'90-'91	....
.. Railroad endorsements		16,386,000	8	" "	'90-'91	....
Arkansas—($10,885,0.0):						
.. Funded Bonds, ($4,400,000) 1869 and 70.		2,850,000	6	Jan. & July.	'99-'00	....
.. Levee Bonds, 1871		2,200,000	7	" "	1891	....
.. Deficiency Bonds, 1872		300,000	7	" "	1882	....
.. Railroad Aid Bonds 1869 to '73		5,360,000	7	April & Oct.	'99-'00	....
California—($3,796,500):						
.. Civil Bonds 1857 and '60		1,689,000	7	Jan. & July.	'77-'80	....
.. Relief Fund Bonds, 1863		110,000	7	" "	'83-'85	....
.. State Capitol Bonds, 1871 and '7		530,000	7	" "	'91-'92	....
.. Funded Debt of 1873		1,497,500	6	" "	1893	....
Connecticut—($5,095,900):						
.. War Loan, (10-30 yrs) of July 1, 1861		532,800	6	Jan. & July.	1881	100
.. War Loan, (20 yrs) of Jan. 1863 and '64.		2,232,500	6	" "	'83-'84	....
.. War Loan, (10-30 yrs) of Oct. 1, 1864		589,500	6	April & Oct.	1894	....
.. War Loan, (20 yrs) tax free, of Oct. 1, '64		1,741,100	6	" "	1885	....
Delaware—($1,231,000):						
.. State War Debt		879,000	6	Jan. & July.	1885	....
.. Railroad Aid (J. and Breakwater R. R.		352,000	6	" "	1885	....
District of Columbia—($4,790,000):						
.. Improvement (gold) bonds		4,000,000	6	Jan. & July.	1902	....
.. Improvement (cur.) bonds		790,000	7	" "	1902	....
Florida—($6,645,768):						
.. Bonds of 1871, and 1873		957,000	7	Jan. & July.	var.	....
.. Railroad Loan (gold) of 1870		4,000,000	8	" "	1890	....
.. Consolidated (gold) Bonds of 1873		1,000,000	6	" "	1903	....
Georgia—($14,871,084):						
.. Bonds for Western & Atlantic R. R.		784,700	6	May & Nov.	1874	....
.. Bonds for Western & Atlantic R. R.		172,500	7	" "	1874	....
.. Bonds for Atlantic and Gulf R. R.		800,000	6	Feb. & Aug	'78-'86	....
.. Bonds of March 12, 1866		3,900, 00	7	Jan. & July.	1886	90
.. Bonds (gold) of Sept. 1870		2,098,000	7	April & Oct.	1890	....
.. Bonds of Feb. 19, 1873		1,200,000	8	" "	'75-'86	....
.. Railroad endorsements		7,923,000	var	Various.	var.	....
Illinois—($2,060,150):						
.. New Internal Improvement Bonds, 1847		932,445	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859		320,000	6	" "	'77-'78	....
.. War Loan Bonds, 1861		367,000	6	" "	1880	....
.. Chicago Relief Bonds 1871		250,000	6	" "	1881	....
Indiana—($4,598,815):						
.. War Loan Bonds, of 1863		139,000	6	May & Nov.	1866	....
.. Temporary Loan Bonds, 1873		710,000	7	Jan. & July.	'75-'76	....
Iowa—($548,056):						
.. War and Defense Fund Bonds, 1861		300,000	7	Jan. & July.	.....	....
Kansas—($1,336,675):						
.. State Bonds (various) 1863 to 1864		101,175	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869		1,235,500	7	" "	'76-'89	....
Louisiana—($22,308,800):						
.. State Bonds, to R. R. Companies		2,436,000	6	Various.	'76-'06	....
.. Relief (Treasury) Bonds 1863		5,750,000	6	May & Nov.	'86-'07	....
.. Levee Bonds 1865		1,000,000	8	Various.	1886	....
.. Levee Bonds, 1867		4,000,000	6	May & Nov.	1907	....
.. Past due coupons 1865		978,800	6	Jan. & July.	'86-'97	....
.. Levee Bonds, 1870		2,960,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870		2,950,000	6	May & Nov.	1910	....
.. State Penitentiary Bonds, 1869		500,000	7	Mar. & Sept.	1899	....
.. Bonds for Railroad stocks (var.)		2,436,000	6	Various.	'67-'11	....
.. Bonds for Railroads (var.)		5,202,000	8	Various.	'99-'10	....
.. Miss. & Mex. Gulf Ship Canal Bonds		480,000	7.3	Mar. & Sept.	1889	....
Michigan—($1,622,134):						
.. Sault Ste Marie Canal Bonds		61,000	6	Jan. & July.	1879	....
.. Renewal Loan Bonds, 1858		105.000	6	" "	1878	....
.. Two Million Loan, 1863		1,032,000	6	" "	'73-'83	....
.. War Bounty Bonds, 1865		366,000	7	May & Nov.	1890	....
Maine—($7,138,400):						
.. Civil Loan Bonds, 1856-'61		222,000	6	Various.	'74-'78	....
.. War and Bounty Bonds, 1863 and '64		3,832,500	6	Various.	'80-'89	....
.. War (Municipal Equalization)		3,083,900	6	April & Oct.	1890	....
Maryland—($10,741,215):						
.. Bonds to R. R. and Canals		5,709,639	5	J. A. J. & O.	1890	90
.. Bonds to R. R. and Canals		828,222	6	" "	1890	100
.. Bonds to Balt. & Susq. R. R.		269,000	3	" "	1890	....
.. Defense and Bounty Bonds		3,072,083	6	Jan. & July.	1883	107
.. State Loans, 1870 and 1872		799,056	6	" "	'85-'87	....
Massachusetts—($28,477,804):						
.. State (public works) scrip		750,000	5	Various.	'74-'80	....
.. Union Fund Loan, 1861		2,758,000	6	Jan. & July.	'74-'76	....
.. Union Fund Loan, 1862		600,000	6	" "	'77-'78	....
.. Coast Defense Loan, 1863		888,000	6	" "	1883	....
.. Bounty Loan Bonds, 1863 and 1864		8,578,244	6	May & Nov.	'83-'94	....
.. War Loan (currency)		999,944	6	Mar. & Sept.	1888	....
.. Railroad and Tunnel Bonds		10,305,532	5	April & Oct.	'88-'93	....
.. Norwich and Worcester R. R. Bonds		400,000	6	Jan. & July.	1877	....
.. B., H. & Erie R. R. Bonds		3,599,024	5	" "	1900	....
Minnesota—($250,000):						
.. State Buildings Loan 1867 and 1869		250,000	7	Jan. & July.	'77-'79	....
Missouri—($18,747,000):						
.. State Bonds, proper, 1865-'68		439,000	6	Jan. & July.	'82-'90	....
.. State (funding) Bonds, 1867-68		2,727,000	6	" "	'87-'88	92½
.. Railroad Loan Bonds, 1854-'66		12,801,000	6	" "	'74- 86	93
.. Railroad Bonds, guaranteed 1856-'66		1,589,000	7	" "	'76-'91	100
.. State Institutions Loans		1,301,000	6	" "	var.	....
New Hampshire—($3,914,165):						
.. War Loan Bonds, of 1861		614,000	6	Jan. & July.	'69-'78	....
.. War Loan Bonds, of 1864		600,000	6	Mar. & Sept.	'84-'89	100
.. War Loan Bonds, of 1866		494,500	6	April & Oct.	'78-'74	....
New Jersey—($2,696,300):						
.. War Loan Bonds, 1861-'64, tax free		2,690,000	6	Jan. & July.	'74-'02	....
New York—($36,530,400):						
.. State Stock of 1827 and 1832		561,500	5	J. A. J. & O.	pleas.	....
.. State (Deficiency) Stock of 1838		900,000	5	" "	1875	....
.. State (Deficiency) Stock of 1838		900,000	6	" "	1878	....
.. State (Deficiency) Stock of 1838		348,107	5	" "	pleas.	....
.. State (Deficiency) Stock of 1838		1,189,781	6	" "	pleas.	....
.. Canal Stock		1,106,420	5	" "	1874	....
.. Canal Stock		111,200	4	" "	'72-'78	....
.. Canal Stock		10,135,280	6	" "	'74-'77	....
.. Bounty Loan registered		19,861,000	7	Jan. & July.	1877	107
.. Bounty Loan coupon		1,200,000	7	" "	1877	106¾
North Carolina—($29,547,045):						
.. Old or Ante-War Debt		4,738,800	6	Jan. & July.	'72-'92	....
.. Old or Ante-War Debt		3,639,400	6	April & Oct.	'72-'92	....
.. Bonds issued since the war		3,009,045	6	Jan. & July.	'92-'98	....
.. Bonds issued since the war		1,859,000	6	April & Oct.	'92-'98	....
.. Bonds issued for funding		2,417,400	6	Jan. & July.	'78-'90	....
.. Bonds issued for funding		1,721,400	6	April & Oct.	'78-'90	....
.. Special Tax Bonds		11,407,000	6	" "	'98-'99	....
Ohio—($8,211,062):						
.. Loan of 1860, sinking fund		147,180	6	Jan. & July.	1870	....
.. Loan of 1850, sinking fund		1,585,900	6	" "	1876	....
.. Loan of 1860, sinking fund		4,074,817	6	" "	1881	....
.. Loan of 1856, sinking fund		2,400,000	6	" "	1880	....
Oregon—($290,477):						
.. Bounty and Relief Bonds		90,477	7	Jan. & July.	'74-'84	....
.. Willamette Canal Bonds		200,000	7	" "	1890	....
Pennsylvania—($24,999,785):						
.. Inclined Plane Loan, of 1849		400,000	6	April & Oct.	1879	....
.. Loan of April 1852, reg. and coup		483,000	5	Jan. & July.	1882	....
.. Loan of May 1852, reg. and coup		2,637,500	5	Feb. & Aug.	1877	....
.. Loan of April 1853, coupon		238,000	5	" "	1878	....
.. Loan of April 1861, registered		35,000	6	" "	1878	....
.. Loan of Feb. 1867, reg. and coup		907,200	5	" "	'74-'82	....
.. Loan of Feb. 1867, reg. and coup		18,798,950	6	" "	'74-'82	....
.. Chambersburg certificates, registered		83,632	6	June & Dec.	1876	....
.. Loans of April 1872		500,000	6	April & Oct.	1876	....
Rhode Island—($2,638,500):						
.. War Bonds of 1862		1,019,000	6	Mar. & Sept.	1882	....
.. .. of 1863		205,000	6	April & Oct.	1883	....
.. .. of 1863		668,000	6	Jan. & July.	1893	....
.. .. of 1864		746,000	6	Feb. & Aug.	1894	....
South Carolina—($20,650,235):						
.. State House, Stock and Bonds '66-'63		953,488	6	Jan. & July	pleas.	....
.. Five Loan Stock of 1838		805,344	6	J. A. J. & O.	1870	....
.. Funding Stocks 1866 and 1869		143,114	6	Jan. & July.	'77-'99	....
.. Five Loan Bonds of 1838		481,944	5	" "	1868	....
.. New State House Bonds 1853-'66		298,000	6	" "	'71-'86	....
.. Blue Ridge R. R Bonds 1854		986,000	6	" "	'74-'75	....
.. Funding Bonds, 1868		930,000	6	" "	'87-'97	....
.. .. 1869		1,681,000	6	April & Oct.	1888	....
.. .. 1869		1,189,400	6	Jan. & July.	1888	18
.. .. 1869		2,030,000	7	" "	1888	....
.. Conversion Bonds 1869		7,666,500	6	" "	1888	....
.. 1870		343,000	6	April & Oct.	1889	....
.. Railroad Aid Bonds		4,797,908	6	Various.	'69-'89	....
Tennessee—($20,966,382):						
.. Railroad, &c., Bonds		15,767,922	6	Jan. & July.	'92-'00	78
.. State Bonds (direct)		4,619,644	6	April & Oct.	'69-'99	....
.. State Endorsements		2,197,000	6	Jan. & July.	1900	....
.. Funded Interest Bonds		4,595,035	6	" "	1914	77¼
Texas—($3,715,979):						
.. Frontier Protection (gold) Bonds, 1870		700,000	7	Mar. & Sept.	'90-'10	....
.. Deficiency Bonds, 1871		357,000	10	" "	1876	....
.. State Bonds		197,000	6	Jan. & July.	'76-'91	....
.. Railroad Aid Bonds		1,763,317	6	" "	var.	....
Vermont—($225,500)?						
.. War Loans of 1864, '68 and '68		225,500	6	June & Dec.	'74-'76	....
Virginia—($45,718,112):						
.. Funded under act of 1871		30,278,750	6	Jan. & July.	long.	....
.. Funded under act of 1872		1,764,747	6	" "	"	....
.. Sterling Bonds		2,727,562	5	" "	"	....
.. Deferred (W. Va.) certificates		15,239,870	6	" "	"	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	103½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	101
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	89
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	43½
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	60½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	....
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	64
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R. R.)	484,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	857,250	6	Jan. & July.	Baltimore.	1875	100½
Loan of 1850-'80	579,400	6	" "	"	1890	100
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	102
Loan of 1858-'90 (Balt.) stg fd.	3,461,146	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) stg fund.	3,620,320	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,498,016	6	" "	"	1902	....
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	Jan. & July.	Baltimore.	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) exten'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	99½
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. &	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (A. Co. and	499,500	6	March & Sept.	Princeton.	1885	86½
3d Mortgage (Penn. R. R. Co.)	746,000	6	Feb. & Aug.	"	1887	83
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1893	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	70
1st Mortgage (Equalization)	248,000	7	" "	"	1889	89
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	90½
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1890	22
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	45
Mass. Loan (sec'r'd by $4,000,000 Ber.)	3,000,000	7*	" "	"	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct	Boston.	1879	95
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	102

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	86½
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg stg f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	56
Burlington and Missouri River:						
Land and R. R. Mortgage	5,068,350	7	April & Oct.	Boston.	1893	98
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	93½
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	96½
Stock (common) Bonds	1,377,840	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,587,971	8	Jan. & July.	Boston.	1894	98½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1894	50
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	85
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	99½
Camden and Burlington County:						
Consolidated 1st Mortgage	888,000	6	Feb. & Aug.	Philadelphia.	'70-'97	90
Canada, Michigan and Chicago:						
1st Mort. (stg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (stg fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	54½
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	100
Chattel Mortgage	168,360	6	" "	"	'80-'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	77
Cedar Rapids & Mo. Riv. (C & NW):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	83
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1910	86½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p. m.	3,248,000	7*	Jan. & July.	New York.	1899	40
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	3,612,700	7	" "	" "	1902	102
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	104
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	92½
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	90
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	100
State Aid B'ds (1st. by State) gold	1,500,000	7*	" "	" "	1895	99½
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	7,066,000	6*	" "	" "	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.)	500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,000,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee						
1st Mort. guar. by Ga. $12,500 p. m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) stg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	48
1st Mort. (Va. Con.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	73½
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75-'80	95
Chester Creek:						
1st Mortgage guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Morigage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	100
1st Mortgage	2,406,000	7	Jan. & July.	" "	1893	104½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	98
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	111
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,983,225	7	Jan. & July.	Boston.	1896	96½
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	98½
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1880	98
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	98½
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	99½
1st Mort. (O., O. & Fox Rv.) guar.	1,200,000	8	" "	" "	1900	98
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	99
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	41
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	92½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C.& NW	592,000	7	Jan. & July.	Boston.	1880	93½
3d Mort. (now 2d) guar. C.& NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	102½
Funded coupons (193 m.)	750,000	7	May & Nov.	" "	1863	97
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	101
Appleton Ext. (23 m.& 76,000 ac.)	174,000	7	" "	" "	1885	89
Green Bay Ext. (26m & 76,000 a.)	284 000	7	" "	" "	1885	89
Equipm't (Engs & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,775,000	7	Feb. & Aug.	" "	1882	100½
2d Mort. (Gal. & Chic. 248 m.)	938,000	7	May & Nov.	" "	1875	99½
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	129,500	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	331,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y	3,105,000	7	F. M. A. & N.	" "	1915	85
Consol. gold bonds for $48,000,000	4,534,000	7*	June & Dec	" "	1902	70
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil.R.R.) guar.	389,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" " ") guar.	9,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.) guar	1,141,000	7	Jan. & July.	" "	1898	90½
1st Mort. (Bel.& Mad. R.R.) guar.	306,000	7	"	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000pm	1,350,000	8	May & Nov.	New York.	1889	89
1st Mort. of Nov. 1, '71, $16,000 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $6,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $10,000per mile	.....	8	Feb. & Aug.	New York.	1901	100
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C., R.I.& Pac.)	8,600,000	7	" "	" "	1896	104½
Chi. & Southwes'n(C.,R.I.& Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1880	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar.by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	82½
Cin. & Martinsville(I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Morigage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77 '87	70
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	67½
1st Mort. (San., Day. & Cin.)S.F.	988,000	6	Feb. & Aug.	Boston.	1900	75½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000 000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div.) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	100½
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73 '84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning(A.& Gt.Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	-
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	100½
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July	" "	1892	90
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	95
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	11½
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	50
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1850	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	96
Notes payable, conv. at par	594,000	7	" "	"	1876	97½
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A BCD& E$200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1,2,3,4.	68½
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept	New York.	1889	....
Cowaneseque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1889	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	58
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	44 ,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	98½
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	103½
2d Mort. (Del., Lack. & Wtn.)	1,633,000	7	March & Sept.	" "	1861	104
Convertible b'ds(Del.Lack.& W.)	5,000,000	7	June & Dec.	" "	1892	105
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	"	"	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	...
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1870	99
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	94
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	103½
East Tenn. & Georgia(E.T.V.&G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., stg fund for $3 500,000	2,510,000	7	Jan. & July.	New York.	1890	86
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	99
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	March & Sept.	"	1882	94
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	....
2 l Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	98
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	60
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	103½
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	101
3d Mortgage	4,582,000	7	" "	" "	1883	98½
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	98
5th Mortgage convertible	709,500	7	June & Dec.	" "	1888	93½
Buffalo Branch, 1st mortgage	182,000	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,600,000) conv.	4,437,470	6*	March & Sept.	London.	1875	....
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	NY& London.	1920	....
Convertible bonds	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 50, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(82,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease, S.F. 25 000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1899	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20,000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct	Boston,	1899	....
2d Mortgage	500,000	8	Jan & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	90
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	100½
2d Mortgage	948,000	7	May & Nov.	" "	1875	99½
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	96
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	....
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,838,385	14,191,675	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	...
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,087	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York	'81-'86	60
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	80
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	75
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York	'71-'77	92½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	92
Six years Mortgage bonds(222m)	5',000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	-
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	79
1st Mort. (Q. & Palm.R.R. 15 m)	200,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City& Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	...
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	100½
Hartford and New Haven:						
1st Mortgage	590,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F.&P.M.):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1860	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund,gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104½
3d Mortgage	180,000	7	May & Nov.	" "	1875	104
Hudson Connecting (N.Y.&O.Mid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	108½
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	96½
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	60
Illinois Central:						
Construction bonds, cur. skg f'd.	2,742,000	7	April & Oct.	New York.	1875	100
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	80
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	....
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(L. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage	2,000,000	7	Jan. & July.	New York.	1916	....
1st Mortgage		7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,980,000	7	April & Oct.	New York.	1917	81½
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	88
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	96½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	97
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	108½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	85
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1888	96
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	90
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(St.Jo.& C.B.78 m)cv.& fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.).	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (L.L.& G):						
1st Mortgage guar. by Lessees.	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	60
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	60
1st M.(3d D.244.36m.& 3,000,000m)	6,455,000	7*	May & Nov.	N. Y., L. & F.	1899	....
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,321,000	7*	Jan. & July.	N. Y., L. & F.	1895	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....
3d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.		1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1890	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	99½
Lackawanna & Bloomsb(D.L.& W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	200,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	75
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N Y B'k.& Ph.	1890	50
2d Mort. gold tax free and conv.	820,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1860	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,280,000	7	J. A. J. & O.	" "	1890	97
Consol. coupon July 1, 1870	1,209,000	7	Jan. & July.	" "	1890	97
Bonds of Oct. 1, 1872	5,205,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore)Ap. 1, '69	1,498,000	7	" "	" "	1899	98
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	99
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	96
Sk'g Fund July 1, 1855 C. & Tol.	1,595,000	7	Jan. & July.	" "	1885	104
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	97½
1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	103
2d Mort. Oct 31, 1857 "	2,692,000	7	" "	" "	1877	100
Mort. Nov. 1, 1858 Buff. & Erie.	.....	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	97
1st Mort. Aug. 1, 1856(D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	99
1st Mort. Sept. 1, 1869(K.& W.P.)	400,000	7	Jan. & July.	" "	1870	90
1st Mort. Oct 1, 1867(Sch.& Th.R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68(Kal. All.& Gr.R.)	840,000	8	" "	" "	1888	95½
1st Mort. July 1, 1863(J.& Frank.)	468,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia	1886	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	356,000	7	Feb. & Aug.	New York.	1890	....
Leaven., Lawrence & Galveston:						
1st Mort. sk'g fund conv., gold	5,000,000	10	Jan. & July.	N. Y. & Bost.	1890	66
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	.....	6	May & Nov.	Philadelphia.	1872	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	101½
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	107
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	102½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	98
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	90½
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.).	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	" "	'80-'85	....
Consol.M.for $5,000,000(392 m.).	6,647,000	7	April & Oct.	" "	1898	88
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.		1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00 0	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	87½
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	102½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	92½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	74½
1st Mort. (Scioto & H. Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1900	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$350,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.) $15,000pm.	.....	8	Jan. & July.	Boston.	1890	101½
Michigan Central:						
1st Mortgage, convertible	556,000	8	April & Oct.	New York.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	" "	1882	113
Consol. Mortgage for $10,000,000	8,000,000	7	Jan. & July.	" "	1902	99
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	101
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	95½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (" ") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,527,000	7	Jan. & July.	New York.	1898	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	80
1st Mortgage (E. Div. Palmer)	781,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,810,000	7	Jan. & July.	" "	1897	78
1st Mortgage (Minn. Cent.)	190,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	82
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	103½
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	91½
Milwaukee City Loan	230,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $18,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	1890	19½
1st Mort. Land Grant gold	1,080,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,000	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jan. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1890	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st Mortgage Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept	New York.	1886	...
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	...
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	...
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	108½
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	102½
Convertible bonds	1,810,000	7	Jan. & July.	" "	1900	92
Consolidation bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	96½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	89
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st Mortgage, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1909	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie'd bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan'a						
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	...
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	31
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern (Vt. Cen.)						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	...
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La.	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	...
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	95
Bonds for debts ass'd(N.Y. Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	100
Bonds for B.& N. S't(")	76,000	6	May & Nov.	" "	1883	99
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	88
Bonds for real estate (")	162,000	6	" "	" "	1883	88
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	93½
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	...
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	.....	1902	103½
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	....
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	99
Sinking Fund mortgage of 1861	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	100½
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.)						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225 000	6	Jan. & July.	Philadelphia.	1885	100
2d Mortgage	5,000,000	7	May & Nov.	"	1896	104½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	107
North Shore (L. I.)						
1st Mortgage	155,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	92½
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	90½
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	95
Consol. Mortgage gold	2,495,080	6*	" "	"	1900	91½
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1889	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	30
Norwich & Worcester(B.H.& L.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1900	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	93
Equipment Mortgage	200,000	8	" "	"	1879	93
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage	6,684,000	7	Jan. & July.	New York.	1898	91
Consolidated 1st Mortgage, stg..		7*	" "	London.	1898	....
Consolidated 2d Mortgage	3,529,000	7	April & Oct.	New York.	1911	75
2d Mortgage, (W. Div.)	433,000	7	Jan. & July.	" "	1874	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bond	50,000	7	May & Nov.	" "	1883	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	78½
1st Mortgage (War. & Fkln.)	530,000	7	April & Oct.	"	1882	78
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	47½
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	98½
Plain Bonds	485,000	6	April & Oct.	"	1875	95
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101
Omaha and Northwestern:						
1st M. land grant, gold	$16,000pm	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	67½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	89½
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	81
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	81½
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	74
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	90
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.R.& Q.)	1,260,000	6	Jan. & July.	Boston.	1900	93
Owensboro' and Russellville:						
1st Mortgage for $1,500,000		8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	78
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	72
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama.						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £507,800.	3,869,329	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW & W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	75
Pemberton & Highta.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1890	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,970,000	7	Jan. & July.	Philadelphia.	1880	100½
2d Mortgage (")	2,583,600	6	April & Oct.	"	1875	101½
3d Mortgage (")stg.	2,232,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	19,558,760	6	J. A. J. & O.	Philadelphia.	1910	91
State lien for $7,500,000, skg Fd	5,401,675	5	April & Oct.	Harrisburg.	'74-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	300,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	310,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	103½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. R. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage						
2d Mort. conv., and tax free	1,000,000	7	Jan. & July.	New York.	1894	....
Peoria and Rock Island:	1,000,000	7	April & Oct.	" "	1900	....
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	102½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	91
2d Mortgage(" ")	3,000,000	7	Jan. & July.	"	1888	84½
Gen'l M. for $20,000,000, gold cr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	90
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,138,900	6	Jan. & July.	Philadelphia.	1893	79
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	86,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	102
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	106½
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage — Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	107
Consolidated Mortgage — Dollar registered	3,414,000	7	" "	"	1911	105½
June 1, 1871. — Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	....
June 1, 1871. — Gold or stg reg.	668,000	6*	" "	" "	1911	103½
June 1, 1871. — Dollar coupon	332,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv	6,690,965	7	Jan. & July.	"	1893	105
New improvement Mort. loan	6,631,615	6*	April & Oct.	Phila.or Lond.	1897	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,600	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866	400,000	6	April & Oct.	"	1876	95
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	64½
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	monthly.	New York.	1884	72
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	85
2d Mort. (Balt. Loan) of 1866	1,000,000	6	" "	"	1886	65
1st Mort. (Turtle Cr. Div.10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	96½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000		7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000		7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold..	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000		6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000		6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000		7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	" "	1889	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free..	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	18	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	80
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	99½
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1883	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitch.)	400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'76-'90	67½
Rich., Fredericksburg & Potomac						
Sterling Loan	87,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	6	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	130,500	7	June & Dec	Richmond	1875	....
1st Mortgage	175,000	8	April & Oct		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st Mortgage tax free	$2,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	72½
Equipment Mortgage	500,000	8	March & Sept.	"	1880	75½
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	103
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	...
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	86
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	70
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	84
St. Louis, Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	97½
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	82½
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	700,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N. Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)	2,000,000	7	Jan. & July.	....	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands	6,000,000	7	— & —	New York.	....	....
2d M. (W.Line) R. R. & Lands	3,000,000	7	— & —	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $460,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	90½
Sand., Mansfield & Newark (C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	6*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	167,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	162,000	7	Jan. & July.	Macon.	1901	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	100
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1900	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	92
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.).						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	Jan. & July.		....	....
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,200	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	64½
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	93
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.	391,060	7	various.	Macon.	'72-'88	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1870	....
1st Mortgage not endorsed	198,370	7	" "	"	1870	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	850,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	...
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1878	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,168,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	..
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,800,000	7	June & Dec.	New York.	1894	85
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	72
2d Mortgage (W. Div.) 117 m.	1,300,000	7	April & Oct.	" "	1880	66
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	66
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	....
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,800	7	.....	New York.	1888	.. .
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar.	100,600	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1878	....
Convertible Bonds	643,000	7	"	" "	1882	.. .

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	93
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1893	91
1st Mort. (Quincy & Tol 34 m)	500,000	7	May & Nov.	" "	1890	88
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	90½
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	78
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	76
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	67
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	67
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	77
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	84½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	85
Income Mortgage	7,663,000	10	March & Sept.	" "	1874	83
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000.	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,006	6*	April & Oct.	Philadelphia.	1875	98½
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ").	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	92
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	87½
Consolidated(mort.)Loan of 1859	5,000,000	6	May & Nov.	Philadelphia.	1889	100½
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £380,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	"	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	....	....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	....	....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	15½
2d Mortgage consolidated	1,500,000	7	" "	"	1891	2
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	60
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.		....	74
Equipment Mortgage	1,000,000	8	May & Nov.		'76-'77	65
Equipment Mortgage	1,000,000	8	" "		1889	65
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	102
Vermont Valley (Rutland):						
1st Mortgage	536,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	....
Enlarged Mortgage	990,000	6	" "	" "	1884	....
4th Mortgage	846,000	8	March & Sept.	" "	1900	79
Registered Certificates	123 208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	78
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	104
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	513,400	....	....	....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	100
2d Mort. " "	300,000	6	" "	"	1890	98½
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	91
2d Mortgage preferred	600,000	6	" "	"	1895	61
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	99½
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	52
Western Pennsylvania (Penn.):						
1st Mortgage (main line 67 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	82
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	96
Consolidated mort. Apr. 1, 1869.	1,000,000	7	April & Oct.	"	1899	103½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	65
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	90½
2d Mortgage coupon or regis	723,600	7	Jan & July.	"	1902	79
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	80
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G. gold S. F. $25,000pm	.....	7*	Jan. & July.	Boston.	1901	75½
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	90
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	107
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	80
Delaware and Hudson:						
1st Mortgage registered — 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered — 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1884	103
1st Mortgage registered — 3d series, Jan. 1, 1871.	5,000,000	7	" "	"	1891	107
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	96½
Mortgage Loan reg	2,0 0,000	6	F. M. A. & N.	"	1897	96½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	95½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	100
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	87
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Essex):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	101½
2d Mortgage	285,000	6	" "	"	1876	96
Boat Loan, sinking fund	236,965	7	" "	"	1885	100½
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	68
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1885	....
Interest Bonds (Erie Canal) 1850	161,980	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	77
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	260,000	6	May & Nov.	"	1870	75
Boat and Car Loan	756,650	5	" "	"	1888	77
Boat and Car Loan	628,100	7	" "	"	1889	88
Coupon Bonds	1,079,000	6	Jan. & July.	"	1895	76
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	74½
2d Mortgage	700,000	6	" "	"	1886	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	480,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	208,000	6	May & Nov.	"	1898	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State and Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroads.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1873	60.0	—	2.5	125.0	3	4	3	56	Adirondac.....New York	3,113,515	*	3,543,241	.....	3,763,000	930,000	1,963,756	—	60.0	71,936	29,902	30,012	160,425	22,801	—	100	.....
Sept. 30, 1873	81.3	—	5.8	—	18	10	2	118	Alabama Central †.....Alabama.	3,600,000	*	—	—	2,000,000	1,600,000	—	—	92.8	.....	.....	.....	360,000	95,000	—	100	.....
Dec. 31, 1873	296.0	—	14.8	—	20	20	5	600	Alabama and Chattanooga.....Alabama.	10,500,000	*	—	—	2,700,000	8,500,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1873	142.0	—	165.7	—	68	33	12	1,890	Albany and Susq. †(D. & H.)..New York.	10,317,910	*	—	—	5,000,000	4,621,000	706,519	.....	142.0	810,519	371,410	631,917	1,672,319	410,877	7	100	95
Dec. 31, 1873	132.0	130.5	16.7	—	73	29	10	1,969	Allegheny Valley†.....Pennsylvania.	12 332,709	.....	.....	.....	2,256,400	7,434,000	1,280,691	—	132.0	.....	861,239	1,778,638	2,628,471	784,028	—	100	.....
Oct. 31, 1873	4.5	—	0.3	31.3	—	—	—	—	Allentown (P. & R.).....Pennsylvania.	1,078,439	—	—	—	568,744	—	649,132	—	—	—	—	—	—	—	—	50	.....
Dec. 31, 1873	99.0	—	3.7	—	13	3	*	96	Arkansas Branch (St. L. & Iron Mt.).Mo.	5,351,250	*	19,971	66,432	2,499,000	2,500,000	438,659	—	99.0	153,190	.....	.....	269,293	98,598	—	50	.....
Dec. 31, 1873	62.5	—	6.9	—	—	—	—	—	Ashtab. Youngst'wn & Pitts. (Pa. Co.).O.	3,300,000	—	—	—	1,800,000	1,500,000	—	—	—	—	—	—	—	—	—	100	.....
Dec. 31, 1873	150.0	—	10.0	—	.....	.....	.....	.....	Atchison and Nebraska.....Kan. & Neb.	7,800,000	*	—	—	3,750,000	3,750,000	.....	—	150.0	.....	.....	.....	.....	.....	—	100	.....
Mar. 31, 1873	469.3	27.5	30.9	—	38	22	7	778	Atchison, Topeka & Santa Fe.....Kansas.	20,593,238	1,214,307	1,481,420	1,023,087	8,615,000	10,096,500	3,814,785	222,545	282.9	.....	.....	.....	1,172,018	423,803	—	100	10½
Feb. 28, 1874	266.5	—	9.7	—	10	8	3	161	Atlanta & Rich'd Air Line †.Ga.N.C.&S.C.	11,748,000	*	—	—	7,500,000	4,248,000	.....	—	192.0	.....	.....	.....	.....	.....	—	100	.....
June 30, 1873	81.0	—	4.0	—	19	7	6	165	Atlanta and West Point.....Georgia.	1,197,715	*	151,853	63,254	1,232,200	102,500	24,257	53,865	87.0	.....	62,987	86,592	399,344	100,161	8	100	.....
June 30, 1873	387.5	34.8	161.0	—	190	41	25	2,911	Atlantic and Great West.N.Y. Penn.& O.	78,713,992	*	8,445,000	.....	24,358,300	62,800,692	2,899,401	—	604.8	5,111,452	957,942	2,605,088	5,456,896	1,886,922	—	100	.....
Dec. 31, 1873	236.0	109.0	15.6	162.0	26	19	10	424	Atlantic and Gulf †.....Georgia.	7,717,971	*	—	—	3,479,677	3,526,700	353,429	—	345.6	683,918	97,227	.....	1,005,947	267,886	—	100	.....
Sept. 30, 1873	408.0	20.0	40.0	100.0	84	29	20	1,015	Atlantic, Mississippi and Ohio†..Virginia.	19,038,905	*	9,157,335	1,216,021	6,921,900	14,183,000	5,860,427	2,435,934	428.0	1,498,803	245,629	627,639	2,193,757	914,085	—	100	.....
Dec. 31, 1873	95.0	—	9.0	—	9	12	6	78	Atlantic and North Carolina †.N.Carolina.	2,200,000	*	—	—	1,600,000	200,000	.....	—	95.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1873	328.0	4.0	32.8	—	135	74	34	2,842	*Atlantic and Pacific* †..Missouri & Ind.Ter.	36,572,728	*	4,135,500	141,411	19,760,300	16,792,438	1,577,522	.....	814.7	.....	.....	.....	5,529,102	2,218,876	—	100	.....
Dec. 31, 1873	149.5	1.5	16.9	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	.....	.....	4,388,800	3,484,000	.....	—	—	—	—	—	—	174,752	4	100	.....
Nov. 30, 1873	53.0	—	4.8	—	—	—	—	—	Augusta and Savannah (C. of Ga.)....Ga.	1,032,200	—	—	—	733,700	129,000	—	—	—	—	—	—	—	73,000	8	100	.....
Oct. 31, 1873	51.2	2.5	5.5	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	—	10,000	—	550,000	454,900	—	—	—	—	—	—	—	81,222	7	50	.....
Sept. 30, 1873	379.6	42.8	439.0	—	473	205	56	10292	Baltimore and Ohio †.....Md. & W. Va.	33,975,584	10,682,286	18,857,396	2,926,765	16,719,862	19,866,733	822,296	29,033,131	497.4	10,392,259	.....	.....	12,252,844	4,099,043	10	100	169
Sept. 30, 1873	108.5	—	11.4	—	—	—	—	—	Washington Branch †.....Maryland.	10,000,000	—	—	—	5,680,685	—	—	—	103.5	.....	.....	.....	947,729	116,067	10	—	175
Sept. 30, 1873	30.0	—	41.6	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	1,650,000	—	—	757,653	1,650,000	20,000	—	737,653	30.0	.....	.....	.....	440,775	284,014	—	100	64
Dec. 31, 1873	68.0	—	8.2	—	—	—	—	—	Baltimore, Pittsburg and Chicago.....O.	3,000,000	—	—	—	500,000	2,500,000	.....	—	—	—	—	—	—	—	—	100	.....
Dec. 31, 1873	73.1	19.2	6.1	—	26	47	8	319	Baltimore and Potomac.....Maryland.	8,136,010	654,991	.....	116,915	3,503,900	4,500,000	884,837	19,180	43.0	.....	.....	.....	281,537	70	—	100	.....
Dec. 31, 1873	48.2	—	2.5	—	4	2	2	68	Bangor and Piscataquis †.....Me.	1,207,202	110,200	.....	6,257	357,870	922,000	43,789	—	48.2	64,755	36,450	29,698	113,746	30,441	—	100	.....
Oct. 31, 1873	16.0	—	6.0	—	5	2	1	367	Barclay (Towanda Coal Co.).....Pa.	1,200,000	—	—	—	1,000,000	79,000	—	—	16.0	58,668	25,347	344,908	996	Loss.	7	50	.....
Dec. 31, 1873	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake (Me. C.).Me.	900,000	—	—	—	750,000	150,000	7,000	—	—	—	—	—	—	36,000	—	50	.....
Dec. 31, 1873	54.0	—	13.0	76.0	—	—	—	—	Bellville and Southern Illinois .....Ill.	2,780,000	—	.....	.....	1,680,000	1,100,000	.....	—	—	—	—	—	—	40 p.c.	—	100	.....
Dec. 31, 1873	67.0	—	6.7	—	—	—	—	—	Belvidere Delaware (Penn. R. R.)....N. J.	4,034,829	—	—	571,587	995,800	2,244,500	1,238,838	—	80.0	.....	397,153	1,444,573	1,148,223	153,700	—	100	.....
Sept. 30, 1873	22.0	—	2.0	—	—	—	—	—	Berkshire (Housatonic).....Mass.	600,000	—	6,000	7,600	600,000	—	7,245	6,355	—	—	—	—	42,610	35,407	7	100	.....
Sept. 30, 1873	201.6	48.0	324.7	—	231	183	52	5,051	Boston and Albany.....Mass. & N. York.	21,876,749	4,453,046	2,316,185	1,067,840	19,864,100	4,319,000	2,266,820	3,263,900	283.9	5,661,554	5,757,624	2,884,520	9,798,038	2,199,873	10	100	132½
Sept. 30, 1873	26.2	—	2.1	9.8	5	6	2	83	Boston, Barre and Gardner.....Mass.	915,537	141,655	40,118	65,899	826,627	4,400	319,018	13,169	26.2	87,304	116,098	29,340	97,046	16,511	—	100	.....
Sept. 30, 1873	41.4	1.5	12.2	—	23	24	13	511	Boston, Clinton and Fitchburg.....Mass.	1,379,111	715,820	259,288	110,779	872,600	1,249,600	224,162	118,636	90.2	489,497	487,274	407,072	677,439	116,973	—	100	.....
Mar. 31, 1873	93.5	56.9	11.0	—	24	25	20	529	Boston, Concord and Montreal.....N. H.	2,850,000	*	316,429	229,630	1,800,000	1,050,000	29,603	516,466	150.4	.....	171,511	92,187	670,349	131,715	—	100	.....
Sept. 30, 1873	26.8	16.0	45.7	—	40	62	*	953	Boston and Lowell.....Mass.	2,476,831	343,634	2,508,971	799,188	2,993,000	1,199,500	1,338,660	597,464	125.5	826,231	2,086,979	605,617	1,464,942	387,116	8	500	103
Sept. 30, 1873	115.5	8.5	100.6	—	69	142	*	1,636	Boston and Maine.....Mass., N. H. & Me.	8,817,444	1,335,401	820,083	114,822	6,921,274	2,857,199	305,039	1,342,229	189.5	1,458,963	5,008,074	542,004	2,300,094	680,566	8	100	111½
Sept. 30, 1873	44.0	18.5	66.0	—	41	71	11	627	Boston and Providence.....Mass. & R. I.	3,742,515	207,400	1,567,441	219,159	3,950,000	500,000	856,488	430,027	66.5	816,554	3,741,530	827,575	1,822,108	428,342	10	100	149½
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany†.....Georgia.	10,548,000	*	—	(Sold Oct. 15 1873.)	—	5,980,000	.....	—	172.0	(Operated by Receiver—No returns.)				.....	—	100	.....
Sept. 30, 1873	25.5	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,000	—	44,080	.....	2,286,000	583,000	.....	—	—	—	—	—	—	40,600	—	100	.....
Sept. 30, 1873	43.2	—	6.8	50.0	8	7	3	72	Buff., Corry and Pittsb.....N. Y. & Penn.	1,561,930	*	.....	.....	500,000	1,000,000	350,000	—	43.2	1,343,729	65,542	109,325	169,989	Loss.	—	100	.....
Sept. 30, 1873	141.5	—	13.7	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,330,000	—	.....	.....	950,000	2,380,000	.....	—	—	—	—	—	—	233,100	7	100	.....
Oct. 31, 1873	120.6	—	13.6	—	18	13	4	604	Buff., New York and Phila.N.Y. & Penn.	4,621,324	784,607	305,000	.....	1,615,060	2,577,500	1,233,944	—	120.6	261,900	234,766	158,836	398,763	48,546	—	100	.....
Dec. 31, 1873	371.0	81.0	23.1	—	28	22	9	702	Burl., Cedar Rapids and Minnesota.Iowa.	16,200,000	*	—	—	5,510,000	8,265,000	1,973,197	—	402.0	.....	.....	.....	1,078,310	301,306	—	500	.....
Dec. 31, 1873	190.7	48.6	20.8	—	14	12	7	314	Burlington and Missouri River.....Neb.	7,300,000	500,000	476,356	145,904	853,780	7,277,943	118,228	278,126	239.3	392,234	81,217	126,120	628,429	284,214	—	100	56
Dec. 31, 1873	130.0	20.0	10.9	4o1.0	8	7	4	218	Burlington and Southwestern.Iowa & Mo.	6,102,610	601,315	.....	.....	1,976,319	3,820,000	729,954	—	150.0	.....	.....	.....	362,719	Loss.	—	100	.....
Dec. 31, 1873	71.0	—	2.1	—	4	6	*	50	Cairo, Arkansas and Texas.....Mo.	3,500,000	*	.....	.....	2,000,000	1,500,000	.....	—	—	—	—	—	—	—	—	100	.....
Dec. 31, 1873	301.0	—	19.7	—	27	17	8	719	*Cairo and Fulton*.....Arkansas.	20,000,000	*	.....	.....	12,000,000	8,000,000	.....	—	202.0	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1873	53.4	0.6	3.3	15.6	8	4	*	292	Cairo and St Louis (narrow).....Ill	2,978,000	*	.....	.....	478,000	2,500,000	.....	—	—	—	—	—	—	—	—	100	.....
Jun. 30, 1873	156.6	—	7.8	—	10	8	4	161	Cairo and Vincennes.....Illinois.	6,935,490	*	—	125,236	3,503,636	3,500,000	57,000	—	54.0	31,780	10,221	5,000	18,286	15weeks	—	100	.....
Dec. 31, 1873	60.0	7.0	6.1	—	9	52	9	119	Camden and Atlantic.....New Jersey.	1,842,838	458,692	143,921	42,368	1,215,869	1,076,151	107,096	88,702	156.6	113,557	8,418	21,824	72,234	.....	—	100	.....
Dec. 31, 1873	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	381,925	350,000	—	—	.....	216,246	463,708	104,541	508,996	210,587	—	50	72
Dec. 31, 1873	41.8	—	5.1	—	3	12	—	—	Cape May and Millville (W. N. Jer.).N.J.	979,282	—	—	—	500,000	400,000	79,282	—	—	—	—	—	—	45,415	6	100	.....
June 30, 1873	18.0	0.5	1.2	—	.....	.....	.....	.....	Carbondale and Shawneetown.....Illinois.	550,000	*	—	—	350,000	200,000	—	—	—	—	—	—	—	60,000	6	100	.....
Dec. 31, 1873	94.0	4.5	19.8	—	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,126,500	—	.....	.....	4,359,500	1,740,350	—	—	—	—	—	—	—	—	—	100	.....
Sept.30, 1873	34.6	—	6.0	—	—	—	—	—	Cayuga & Susquehanna(D.L.&W.)..N.Y.	589,110	—	—	—	589,110	—	—	—	98.5	.....	.....	.....	.....	190,000	—	50	30½
Dec. 31, 1873	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	—	—	—	—	—	—	—	—	—	—	—	53,020	9	100	.....
Dec. 31, 1873	271.6	2.5	27.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C.&N.W.).Ia.	11,234,000	—	—	—	1,587,000	1,587,000	—	—	—	—	—	—	—	137,052	113,676	—	100	.....
Nov. 30, 1873	294.5	—	42.9	—	108	84	60	1,584	Central of Georgia.....Georgia.	7,500,000	*	1,904,144	5,141,594	7,620,000	3,614,000	—	—	—	—	—	—	—	562,972	562,972	3	100	.....
Dec. 31, 1873	189.0	—	16.9	29.3	26	10	8	512	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	7,500,000	4,625,000	3,116,000	3,817,530	112,208	708.5	.....	131,404	.....	3,489,398	379,388	—	100	.....
Dec. 31, 1873	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey.....New Jersey.	15,293,003	2,796,445	18,000,000	.....	6,000,000	950,000	—	—	189.6	.....	.....	.....	656,104	139,889	—	100	.....
Dec. 31, 1873	137.1	—	31.7	—	37	41	*	1,353	Central Ohio (B. & O.).....Ohio.	5,849,500	*	—	—	2,849,500	2,500,000	—	—	80.7	.....	.....	.....	5,369,013	2,507,253	8	100	106½
Dec. 31, 1873	822.9	335.6	110.4	208.0	200	—	.....	.....	*Central Pacific* †.....Cal. Nev. & Utah.	139,746,311	*	38,479,100	2,860,384	64,275,500	.....	.....	.....	137.2	.....	.....	.....	1,046,435	365,482	6	50	82
May 31, 1873	118.0	—	108.0	—	170	125	51	5,189	Central Vermont.....Vt.	11,500,000	*	.....	.....	5,000,000	6,500,000	.....	.....	1,158.5	.....	.....	.....	13,871,090	8,281,650	3	100	.....
June 30, 1873	100.0	—	15.0	100.0	6	6	3	123	*Central Br. of Union Pacific*.....Kan.	3,723,700	*	—	—	980,600	3,200,000	303,058	—	773.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1873	195.0	—	12.0	—	21	10	12	721	Charlotte, Columbia & Augusta....S.Car.	5,017,880	*	97,954	112,353	2,578,000	1,300,000	681,083	669,106	100.0	.....	.....	.....	119,663	.....	—	100	.....
Dec. 31, 1873	22.8	—	2.5	—	—	—	—	—	Chartiers (Penn.).....Pennsylvania.	1,128,690	—	—	.....	604,110	500,000	4,298	—	195.0	.....	.....	.....	686,432	291,004	—	100	.....
Sept. 30, 1873	17.4	—	2.3	—	—	—	—	—	Chemung (N. Central).....New York.	400,000	—	—	—	380,000	—	—	—	22.8	39,119	107,209	214,612	61,293	18,029	—	50	.....
Sept. 30, 1873	20.9	—	0.9	—	—	—	—	—	Cherry V. Shar.& Alb.(D.& H.Can.).N.Y.	600,000	—	—	—	281,350	307,000	21,000	—	—	—	—	—	—	30,000	6	100	.....
Sept. 30, 1873	421.0	9.3	21.5	58.5	70	34	18	2,261	Chesapeake and Ohio.....Va. & W. Va.	41,137,778	*	3,738,067	450,682	15,898,408	22,026,500	7,405,620	—	421.0	1,087,217	220,601	248,226	1,210,509	330,809	—	100	.....
Sept. 30, 1873	53.6	—	11.9	—	28	22	10	419	Cheshire.....N. H. & Mass.	2,362,707	326,600	331,259	127,564	2,153,300	808,400	27,238	159,193	88.1	663,014	198,517	456,365	849,086	1,877,578	5	100	.....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Jun. 30, 1873	111.0	—	5.5	—	8	6	4	310	Gilman, Clinton & Springfield.....Illinois.	4,056,167	380,630	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	.....	109,568	237,006	(Deficit)	—	100	....
Sept. 30, 1873	14.8	....	0.6	—	—	—	—	—	Goshen and Deckertown(Erie).New York.	290,901	—	.....	.....	105,000	246,500	22,108	—	—	—	.....	.....	.....	21,500	—	100	....
Dec. 31, 1872	299.3	26.0	19.9	—	34	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	10,163,975	*	.....	.....	2,681,475	7,482,500	.....	.....	325.3	627,241	491,910	311,070	1,055,192	461,272	—	100	....
Dec. 31, 1873	36.0	—	3.8	—	5	3	2	223	Grand Rapids, Newago & L. Shore.Mich.	143,372	216,626	.....	.....	352,150	576,000	188,163	—	36.0	.....	.....	.....	132,772	63,248	—	100	....
May 31, 1873	94.0	—	6.2	—	—	—	—	—	Grand River Valley (M. C.).....Michigan.	1,992,000	—	.....	.....	492,000	1,500,000	.....	—	—	.....	.....	.....	.....	144,600	5	100	....
Jun. 30, 1873	24.2	—	6.8	—	6	2	1	345	Grand Tower and Carbondale.....Ill.	621,960	*	(Owned	by G. T.	Min. Man	uf. & Tra	ns. Co. B	ankrupt.)	24.2	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	929.0	—	879.0	—	422	274	84	5,575	Grand Trunk ¶.....Canada.	145,063,776	*	.....	3,600,085	54,942,945	98,720,911	.....	—	1,383.0	7,088,594	1,834,945	1,608,584	9,799,486	603,905	—	100	....
Jan. 31, 1873	229.0	241.8	94.8	—	177	146	39	2,929	Great Western ¶.....Canada.	29,137,596	*	4,804,078	541,793	23,667,447	10,716,000	.....	—	470.8	4,416,442	1,017,803	1,337,289	5,732,867	2,203,120	8½	100	....
Mar. 31, 1874	66.0	—	4.0	—	5	3	2	65	Gulf, Western Texas and Pacific¶..Texas	1,492,000	—	.....	.....	500,000	990,000	.....	—	66.0	.....	.....	.....	289,768	134,979	—	100	....
Jun. 30, 1873	46.0	6.0	2.8	—	—	—	—	—	Hannibal and Naples (T. W. & W.)...Ill.	1,357,000	—	.....	.....	457,000	900,000	.....	—	52.0	721,908	.....	78,900	116,170	(Deficit)	—	100	....
Aug. 31, 1872	206.0	90.5	29.2	81.0	79	61	62	1,592	*Hannibal and St. Joseph* ¶.....Missouri.	23,297,728	*	821,792	.....	14,250,828	9,146,900	.....	—	274.5	1,648,638	320,838	415,563	2,484,671	670,530	—	100	26½
Oct. 31, 1873	36.0	—	18.0	—	—	—	—	—	Harrisburg and Lancaster (Pa.).....Pa.	1,882,530	—	.....	.....	1,182,550	760,000	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1873	122.4	0.8	18.0	70.0	30	36	16	388	Hartford, Prov. & Fishkill ¶....Ct. & R. I.	4,704,866	*	277,087	.....	2,037,940	2,055,500	600,000	—	130.5	.....	1,306,389	298,558	1,064,940	175,132	—	100	....
Sept. 30, 1873	74.0	—	7.0	—	17	16	8	389	Housatonic .....Connecticut.	2,014,871	340,687	.....	.....	2,000,000	541,000	313,981	—	127.8	264,881	167,628	221,100	454,963	144,284	—	100	....
Dec. 31, 1873	45.0	13.8	15.7	—	23	6	*	116	Huntingdon and Broad Top Mt.....Penn.	4,169,956	*	616,500	78,196	1,870,000	2,161,500	833,153	—	58.8	.....	71,869	617,237	431,107	190,004	—	50	14
Dec. 31, 1873	705.5	—	134.6	—	197	119	47	4,650	*Illinois Central* .....Illinois.	34,728,588	*	779,127	1,609,294	27,250,000	8,389,000	.....	4,526,009	1,108.9	5,961,325	1,473,507	1,121,353	8,268,325	2,860,741	10	100	95
Jun. 30, 1873	14.5	—	6.0	—	4	3	1	156	Illinois and St. Louis.....Illinois.	1,549,757	*	.....	144,803	1,361,100	.....	262,895	70,565	14.5	48,975	.....	.....	124,437	10,780	—	100	....
Jun. 30, 1873	84.9	—	2.6	67.1	6	4	6	250	Indiana and Illinois Central....Ind. & Ill.	3,293,605	312,797	351,448	.....	1,896,000	1,079,000	739,250	—	84.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1873	202.5	—	26.8	217.0	65	23	13	1,310	Ind., Bloomington & Western..Ind. & Ill.	13,440,785	*	.....	.....	5,003,700	6,500,000	72,426	—	210.9	1,634,198	.....	404,336	1,469,807	632,819	—	100	....
Dec. 31, 1873	72.0	—	16.2	—	55	34	16	1,352	Indianapolis and St Louis.....Illinois.	4,095,227	*	801,690	.....	600,000	3,378,000	918,918	—	265.0	.....	.....	.....	2,097,528	690,909	—	100	....
Dec. 31, 1873	117.0	—	18.5	—	8	7	3	197	Indianapolis and Vincennes (Penn.)..Ill.	4,452,729	195,125	.....	85,937	1,402,000	3,150,000	463,296	—	117.0	.....	.....	.....	253,784	62,137	—	100	....
Nov. 30, 1873	383.0	18.0	20.5	150.0	40	23	6	667	International & Great Northern ¶....Tex.	16,014,000	*	.....	.....	5,500,000	10,514,000	.....	—	341.0	.....	.....	107,636	1,066,245	530,035	—	100	....
Dec. 31, 1875	188.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City* (Ill. C.).....Ia.	7,585,000	—	.....	.....	4,625,000	2,960,000	.....	—	—	.....	.....	.....	433,907	151,867	6	100	....
May 31, 1873	68.8	—	3.5	—	—	—	—	—	Iowa Midland (C. & N. W.).....Iowa.	2,207,719	*	1,292,281	246 228	44,947	1,350,000	320,428	—	68.8	.....	.....	.....	84,781	1,980	—	100	....
Sept. 30, 1873	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,275,472	*	.....	.....	494,162	600,000	188,114	—	35.6	127,238	24,401	158,125	152,308	70,501	—	100	....
May 31, 1873	212.0	—	7.9	—	—	—	—	—	*Jackson, Lansing and Saginaw*...Michigan.	7,000,000	—	.....	.....	2,000,000	5,000,000	.....	—	—	.....	.....	.....	.....	470,000	3½	100	....
Jun. 30, 1873	30.7	—	2.1	94.3	2	1	2	27	Jacksonville (N. W. & S. E.).....Ill.	923,200	*	.....	.....	318,200	610,000	.....	—	30.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	151.2	25.1	9.7	110.0	14	6	4	155	*Jacksonville, Pensacola and Mobile* ¶...Fla.	6,000,000	*	.....	.....	6,000,000	4,000,000	.....	—	215.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	51.1	1.5	16.2	—	—	—	—	—	Jamestown and Franklin (L.S.& M.S.)Pa.	2,616,743	—	.....	.....	668,000	1,000,000	964,743	—	51.0	.....	.....	.....	.....	113,186	—	50	....
Dec. 31, 1873	36.5	9.0	8.6	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	5,237,978	—	.....	.....	2,095,700	2,300,000	942,978	—	—	.....	.....	.....	.....	225,000	—	50	....
Dec. 31, 1873	110.0	116.0	36.7	—	45	56	*	987	Jeffersonville, Madison and Ind..Indiana.	6,392,316	*	1,239,310	.....	2,000,000	4,871,000	760,617	—	226.0	.....	.....	.....	1,879,791	446,200	7	100	....
Dec. 31, 1873	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	164,000	.....	1,500,000	500,000	.....	—	—	.....	.....	.....	.....	163,127	7	100	....
May 31, 1874	44.0	—	8.2	—	—	—	—	—	Joliet and N. Indiana (M. C.)..Ill. & Ind.	1,100,000	—	.....	.....	300,000	800,000	.....	—	—	.....	.....	.....	.....	88,000	8	100	....
Dec. 31, 1873	57.6	—	6.7	—	—	—	—	—	K'm'zoo, Allg'n & G. Rap.(L8&M8).Mich.	1,450,000	—	.....	.....	610,000	840,000	.....	—	—	.....	.....	.....	.....	103,800	6	100	....
Dec. 31, 1872	56.0	—	1.7	491.5	3	2	2	89	Kansas Central (3 ft.).....Kas.	755,229	75,766	394,953	.....	840,000	.....	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1874	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Joseph & Co. Bl. Mo.& Ia.	8,567,729	1,003,410	.....	634,775	2,789,414	6,826,500	.....	.....	260.7	(Returns for 1872–'73.)	.....	.....	1,237,813	418,218	—	100	....
Dec 31, 1873	31.9	—	1.8	—	—	—	—	—	Kansas City & Santa Fe (L.L. & G.).Kan.	.....	.....	.....	.....	720,000	720,000	.....	.....	31.9	(Refused.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	639.0	34.0	48.0	—	88	55	*	1,163	Kansas Pacific.....Kansas & Col.	35,219,618	*	3,722,901	.....	9,689,950	26,015,600	2,917,359	.....	639.0	.....	.....	.....	3,563,299	1,446,309	—	100	....
Dec. 31, 1873	99.0	—	11.2	—	17	15	6	312	Kentucky Central.....Ky.	.....	.....	.....	.....	.....	1,081,000	.....	.....	99.0	(All refused.)	.....	.....	.....	.....	—	100	....
Mar. 31, 1874	162.0	—	14.0	—	16	10	5	269	Keokuk and Des Moines .....Iowa.	6,078,320	*	72,900	11,762	363,335	2,395,000	34.000	.....	162.0	(Re-organized January 1, 1874.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	49.0	—	2.4	—	5	11	3	58	Knox and Lincoln .....Maine.	2,707,573	*	.....	5,322	990	1,000,000	390,872	.....	49.0	96,715	01,795	13,392	141,720	68,082	—	100	....
May 31, 1873	29.0	—	3.0	—	—	—	—	—	La Crosse, Tremp. & Pres. (C.&NW)Wis.	1,386,540	—	.....	.....	1,000,000	1,300,000	.....	.....	29.0	.....	.....	.....	230,551	105,777	—	100	....
Jun. 30, 1873	80.0	—	3.5	—	—	—	—	—	Laf., Bloom'ton & Miss. (T.W.&W.)..Ill.	2,300,000	—	.....	.....	117,073	666,000	.....	.....	80.0	199,672	.....	100,965	167,131	34,926	—	100	....
Dec. 31, 1873	36.0	—	1.9	79.0	—	—	—	—	Laf., Muncie & Bloom'ton(T.W.&W.).Ill.	.....	.....	.....	.....	.....	.....	.....	.....	36.0	(Refused.)	.....	.....	.....	.....	—	100	....
Jun. 30, 1873	67.5	—	4.0	112.5	6	3	3	83	Lake Erie and Louisville.....Ohio.	2,427,732	*	82,603	22,032	1,115,350	890,000	510,906	16,511	67.5	77,806	48,681	40,676	90,068	21,751	—	100	....
Sept. 30, 1873	51.3	6.0	5.4	83.7	6	8	2	201	Lake Ontario Shore Line.....New York.	2,792,081	*	.....	.....	1,857,106	1,488,200	268,769	.....	57.3	50.128	69,122	37,234	55,785	2,082	—	100	....
Sept. 30, 1873	540.4	493.6	61.5	—	462	171	82	9,843	Lake Shore & Mich. S.N.Y.P.,O. Ind.& Ill.	63,495,167	13,580,689	8,551,485	4,174 756	50,000,000	31,195,000	6,654,322	1,428,675	1,154.0	15,421,103	2,145,163	5,511,918	19,414,509	5,667,911	4	100	73½
Jun. 30, 1873	92.4	8.0	12.9	—	9	8	*	200	Lake Shore and Tuscarawas Valley.Ohio.	4,248,158	223,274	.....	53,125	1,981,915	2,300,000	231,890	10,762	75.4	.....	60,863	111,409	128,669	7,011	—	100	....
Aug. 31, 1873	156.0	—	13.4	—	11	10	4	343	Lake Superior and Mississippi.....Minn.	7,081,000	—	.....	.....	5,125,000	7,647,000	15,000	—	211.0	.....	81,559	.....	484,811	.....	—	100	....
Dec. 31, 1873	17.8	3.0	12.2	—	—	—	—	—	Lawrence (P. F. W. & C.) .....Pa.	715,126	—	39,548	.....	360,200	355,000	9,458	—	20.8	.....	.....	.....	189,382	75,753	10	100	....
Dec. 31, 1873	21.5	—	2.2	—	—	—	—	—	Leav'worth, Atchison & Nthw. (Pac.).Ks.	1,000,000	—	.....	.....	600,500	500,000	.....	—	—	.....	.....	.....	.....	42,000	—	100	....
Apr. 30, 1873	144.1	1.8	9.2	—	20	14	9	255	*Leavenworth, Lawrence & Galveston* ...Ks.	5,378,157	604,364	5,560,061	125,119	5,000,000	5,860,000	867,695	—	208.6	.....	.....	.....	479,756	86,668	—	100	....
Dec. 31, 1873	15.0	—	1.5	21.0	—	—	—	—	Lehigh and Lackawanna (L. & S.)....Pa.	675,100	—	.....	.....	375,100	300,000	.....	—	15.0	.....	20,675	44,107	42,387	13,676	—	50	....
Dec. 31, 1873	105.0	82.3	100.0	—	92	14	12	7,762	Lehigh and Susquehanna (C. of N. J.).Pa.	12,757,395	*	.....	(Owned	by Lehigh	Coal &	Nav. C	ompany.)	174.0	1,924,045	511,501	3,403,372	3,447,817	2,106,566	10	50	....
Nov. 30, 1873	101.0	132.4	228.7	—	194	44	29	9,726	Lehigh Valley.....Pa.	19,750,425	*	15,384,664	.....	23,222,446	10,875,000	1,837,643	.....	233.4	.....	1,096,820	6,378,196	7,424,895	3,540,035	10	50	122
Dec. 31, 1873	120.0	76.0	63.5	—	53	38	24	659	Little Miami & Col. Xenia (P.C.&S.L.)O.	6,789,473	*	260,964	44,910	4,608,250	1,590,000	.....	.....	196.0	.....	.....	.....	1,401,548	162,018	8	100	....
Dec. 31, 1873	100.0	—	2.0	60.0	7	4	1	60	*Little Rock and Fort Smith* ¶.....Ark.	9,350,000	*	.....	.....	4,675,000	4,675,000	.....	.....	100.0	.....	.....	.....	90,880	Loss.	—	100	....
Apr. 30, 1874	70.0	....	....	50.0	2	1	1	12	Little Rock, Pine Bluff & N. O. ¶ (nar.)Pa.	1,400,000	*	.....	.....	700,000	700,000	.....	.....	....	(Operations not reported.)	.....	.....	.....	.....	—	100	....
Nov. 30, 1873	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill (P. & R.).....Pa.	1,416,188	—	10,000	.....	2,646,100	747,500	.....	.....	—	.....	.....	.....	214,839	209,669	7	50	94
May 31, 1873	93.0	2.0	5.0	—	9	5	3	245	Logansport, Crawfordsville & S. W..Ind.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	118.0	(Operations not reported.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	9.0	—	—	—	—	—	—	—	Long Branch and Sea Shore (S.N.J.).N. J.	398,863	—	.....	.....	171,800	200,000	.....	.....	—	.....	.....	.....	.....	12,000	—	100	....
Sept. 30, 1873	94.0	64.0	17.1	—	22	43	9	249	Long Island ¶.....N. Y.	5,226,902	*	.....	.....	3,300,000	1,500,000	205,000	.....	158.0	.....	.....	.....	895,716	473,159	4	100	....
Dec. 31, 1873	101.1	—	9.2	—	—	—	—	—	Louisiana & Missouri River(C.&A.)..Mo.	5,902,440	—	.....	.....	1,516,500	1,516,500	1,588,343	.....	—	.....	.....	.....	.....	188,370	—	100	....
July 1, 1873	93.5	81.4	23.1	23.0	42	26	13	379	Louisville, Cincinnati and Lexington..Ky.	7,981,305	*	.....	.....	2,474,483	4,234,519	1,709,147	.....	174.9	.....	.....	.....	1,210,382	301,719	—	100	....
Dec. 31, 1873	288.0	—	17.0	—	36	15	10	479	Louisv., New Albany and Chicago...Ind.	(nominal.)	—	.....	.....	3,000,000	.....	.....	.....	288.0	(No returns furnished.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	31.0	—	2.1	124.0	3	1	—	14	Louisv., N. Alb. & St. L. A. L..Ind.& Ill.	2,549.222	44,105	242,677	.....	1,569,073	780,000	184,517	.....	31.0	.....	.....	.....	11,764	917	—	100	....
Jun. 30, 1873	185.0	420.8	59.4	—	123	97	*	1,659	Louisv., Nashv. & St. So. ¶..Ky. & Tenn.	22,046,339	*	8,253,416	595,765	8,981,439	14,520,500	5,211,942	1,781,627	605.8	.....	.....	.....	4,909,426	1,411,123	7	100	....
Sept. 30, 1873	12.4	—	2.3	—	—	—	—	—	Lowell and Lawrence (B. & L.). ...Mass.	363,158	—	.....	13,032	200,000	54,700	10,532	110,768	—	.....	.....	.....	21,786	18,815	6	100	....
Mar. 31, 1873	78.0	—	3.9	—	—	—	—	—	Macon and Augusta (Ga.).....Ga.	2,506,170	—	.....	.....	1,631 900	770,000	104,270	.....	78.0	.....	.....	.....	120,758	7,491	—	100	....
Dec. 31, 1873	187.0	10.0	5.6	—	12	19	4	170	Macon and Brunswick ¶.....Ga.	5,750,000	*	.....	.....	3,500,000	2,250,000	.....	.....	197.0	.....	.....	.....	437,298	148,383	—	100	....
Jun. 30, 1873	38.0	—	6.0	—	—	—	—	—	Mahoning Coal (L. S. & M. S.).....Ohio.	2,199,833	—	.....	.....	1,075,000	1,075,000	98,179	.....	—	.....	.....	.....	.....	.....	—	100	....

Dec. 31, 1873	129.0	18.1	25.0	—	60	64	44	1,460	Maine Central ¶	Maine.	11,100,270	1,052,313	163,723	314,899	4,412,920	6,394,183	1,397,646	445,956	357.0	1,279,222	719,760	401,904	2,268,077	683,576	—	100	49½
Mar. 31	1874	22.4	—	3.1	—	—	—	—	Manchester and Lawrence	N.H.& Mass.	825,000	175,000	72,124	52,902	1,000,000	—	35,920	89,106	26.0	77,940	160,909	72,314	190,037	100,722	10	100	....
Sept. 30,	1873	21 3	—	4.7	—	—	—	—	Mansfield & Framingham	(B.C.&F.).Mass.	768,569	—	—	—	300,000	470,000	—	—	21.3	—	—	—	188,246	—	—	100	....
Jun. 30,	1873	44.0	—	1.8	179.0	—	—	—	Mans'fd, C'd Water & L.M.	(Pa.)O & Mich.	813,909	—	1,666	—	474,644	206,949	133,382	—	37.0	23,080	4,136	3,014	8,803	475,062	—	100	....
Dec. 31,	1873	191.0	86.0	64.0	—	84	27	16	1,281	Marietta and Cincinnati	Ohio.	23,112,721	*	1,399,964	4,389,858	13,999,955	11,307,903	3,594,640	—	284.0	2,745,600	564,457	379,167	2,126,875	432,589	—	100	....
Jun. 30,	1873	58.0	10.0	7.9	29.0	6	4	2	85	Marietta and Pittsburg	Ohio.	2,368,475	74,994	—	—	1,100,000	1,500,000	40,000	—	68.0	(5 mos.)	25,869	39,014	35,687	14,400	—	100	....
Dec. 31,	1873	62.8	20.6	17.8	66.0	30	5	3	1,796	*Marquette Hough. & Ontonagon*	Mich.	7,088,149	1,077,421	160,982	142,138	2,306,800	5,364,000	638,987	159,053	83.4	603,280	174,955	744,800	1,059,673	417,027	—	100	....
Dec. 31,	1873	54.0	—	2.0	—	8	8	1	16	Maryland and Del. (N.J.S.)	Md. and Del.	1,500,000	*	—	—	500,000	1,000,000	—	—	54.0	96,560	—	—	—	—	—	100	....
Jun. 30,	1873	271.0	19.0	25.0	—	48	34	10	762	Mem. & Char. (S.R.S.Co.)	T., M. & Ala.	8,770,952	*	1,081,310	—	5,312,725	4,017,142	586,180	—	290.0	991,695	290,380	—	1,402,116	468,724	—	100	....
Jun. 30,	1873	131.0	—	2.5	—	14	8	3	127	Memphis and Little Rock ¶	Arkansas.	(New	comp	any not y	et repor	ting.)	—	—	—	131.0	—	—	—	557,609	245,258	—	100	....
Dec. 31,	1873	9.8	—	1.1	12.7	—	—	—	—	Mercer & Somerset	(U.Co's of N. J.).N.J.	735,218	—	—	—	270,900	471,000	—	—	—	—	—	—	—	51,943	7	100	....
May 31,	1874	103.0	—	11.3	—	—	—	—	—	Michigan Air Line (M. C.)	Mich. & Ind.	2,698,847	—	—	—	—	1,900,000	554,531	—	—	—	—	—	—	162,000	—	100	....
May 31,	1873	285.0	103.0	158.0	—	210	170	57	4,117	Michigan Central	Mich., Ind. & Ill.	24,536,881	*	5,976,001	803,725	18,738,204	11,636,000	216,437	724,966	788.0	3,992,871	852,352	729,119	7,302,118	2,315,183	9	100	73½
Dec. 31,	1872	57.5	11.0	3.5	—	5	4	2	4	Michigan Lake Shore (Pa.)	Michigan.	1,349,125	*	—	70,100	450,000	880,000	80,324	—	68.5	620,742	112,122	55,314	117,744	26,401	—	100	....
Dec. 31,	1873	86.0	23.0	5.1	39.0	7	7	2	392	Midland	Canada.	3,186,792	378,246	68,096	22,208	834,782	1,630,333	431,278	758,949	86.0	—	—	—	318,160	137,984	—	100	....
Dec. 31,	1872	84.0	—	5.0	—	5	3	2	100	Midland Pacific	Nebraska.	3,200,000	*	—	—	1,600,000	1,600,000	—	—	84.0	—	—	—	—	—	—	100	....
Nov. 30,	1873	39.0	—	1.4	—	—	—	—	—	Milledgville & Eatonton	(C. of Ga.)...Ga.	600,000	—	—	—	200,000	—	—	—	—	—	—	—	—	14,000	7	100	....
Dec. 31,	1872	110.0	16.7	4.9	—	8	8	3	160	Milwaukee and Northern	(W. C.).... Wis.	3,249,050	*	—	—	1,530,000	1,625,000	—	—	132.0	64,784	40,928	23,141	120,840	74,561	—	100	....
Mar. 31,	1873	90.0	45.0	2.1	—	7	—	—	125	Milwaukee L. Shore and Western	Wis.	4,200,000	*	—	—	1,500,000	2,700,000	—	—	119.7	—	—	—	—	—	—	100	....
Dec. 31,	1873	52.8	—	85.6	—	—	—	—	—	Mine Hill and Schuy'l Haven	(P.&R.).Pa.	3,969,100	—	76,498	—	3,969,100	—	—	—	—	—	—	—	—	294,271	7½	100	106
Dec. 31,	1873	12.5	—	1.3	87.5	2	2	—	12	Mineral Range	Michigan.	348,000	—	—	—	99,655	161,800	88,726	7,976	12.5	(3 mos.)	12,008	6,378	19,422	7,973	—	100	....
Dec. 31,	1873	27.5	—	2.7	—	—	—	—	—	Missisquoi (C. V.)	Vt.	742,697	—	—	—	243,500	500,000	—	—	—	—	—	—	—	—	—	100	....
Dec. 31,	1873	349.1	—	40.7	—	63	28	13	867	Mississippi Cen. ¶	(S.R.As.)M.K.& Tenn.	17,266,837	*	—	—	5,425,535	8,000,000	3,831,302	—	237.0	—	—	—	1,442,525	619,194	—	100	....
Sept. 30,	1873	100.0	—	6.2	—	12	12	4	144	Mississippi and Tennessee ¶	Miss. & Tenn.	3,833,393	*	—	—	825,407	2,211,214	186,121	—	100.0	273,595	—	—	560,651	240,929	—	100	....
Dec. 31,	1873	42.0	—	4.8	225.0	4	5	4	152	Mississippi Valley and Western	Mo.	1,600,000	*	—	—	800,000	800,000	—	—	—	—	—	—	—	—	—	100	....
Dec. 31,	1873	85.0	—	4.2	200.0	5	2	3	95	Missouri, Iowa and Nebraska	Mo. & Ia.	2,800,000	*	700,000	—	1,500,000	2,000,000	—	—	—	—	—	—	—	—	—	100	....
Mar. 31,	1873	642.9	—	33.0	—	50	36	23	1,028	Missouri, Kansas and Texas	M.K.& Tex.	33,820,216	1,558,224	696,309	3,429,261	16,945,000	16,596,000	4,775,442	1,217,508	586.0	1,295,491	152,148	248,222	2,317,568	940,661	—	100	....
Dec. 31,	1873	160.0	—	8.9	—	21	14	7	792	Missouri River, Ft. Scott & Gulf	Kansas.	13,722,919	*	163,922	79,108	5,947,000	6,993,000	504,702	—	160.0	—	—	—	711,410	291,302	—	100	....
May 31,	1873	84.0	—	6.8	144.0	8	4	2	79	*Mobile and Girard* ¶	Alabama.	1,714,866	*	294,871	91,348	1,278,378	711,000	110,430	—	84.0	—	—	—	182,591	27,123	—	100	....
Apl. 30,	1873	164.0	14.0	6.9	—	31	13	9	328	Mobile and Montgomery ¶	Alabama.	5,474,554	724,590	191,308	429,703	2,034,800	2,596,500	769,046	—	168.0	—	—	—	691,277	162,518	—	100	....
Dec. 31,	1873	472.0	50.1	47.8	—	121	38	17	1,006	*Mobile and Ohio*	Ala., Miss., Tenn. & Ky.	18,123,012	*	3,612,679	331,907	5,820,600	12,073,953	1,451,848	25,263	517.6	1,507,021	359,636	347,588	2,801,127	904,863	—	100	....
Oct. 31,	1873	80.0	—	4.0	—	5	5	2	69	Montg'y and Eufaula ¶	(L.N.&Gt.S.)..Ala.	3,417,920	*	—	197,311	1,149,350	1,810,000	429,716	91,702	80.0	—	—	—	—	—	—	100	....
Sept. 30,	1873	23.8	—	4.3	—	—	—	—	—	Monticello and Port Jervis	(Erie)...N. Y.	1,122,311	—	—	—	418,995	650,000	59 200	—	23.8	24,711	20,107	27,319	56,211	17,201	—	100	....
Dec. 31,	1873	84.0	34.0	144.0	—	30	21	10	757	Morris and Essex	(D. I.&W.)..N. Jersey.	17,159,461	12,170,560	—	—	14,165,450	13,796,000	1,368,571	—	118.0	—	—	—	4,214,846	1,193,840	7	100	....
Sept. 30,	1873	20.2	—	1.9	—	—	—	—	—	Nashua, Acton & B	(Fitchb.)N H.&Mass.	679,960	—	140	5,880	253,700	142,000	280,150	(3 mos.	20.2	14,931	16,518	3,961	10,601	5,750	—	100	96
Sept. 30,	1873	14.5	—	18.5	—	18	21	6	422	Nashua and Lowell	(B.& L.)N.H.& Mass.	881,597	155,659	99,520	105,696	800,000	105,535	120,828	216,109	43.2	371,205	937,628	272,088	615,846	83,452	10	100	123½
Sept. 30,	1873	122.0	12.5	8.6	—	22	9	6	177	Nashv. & Decatur ¶	(L.N.&Gt.S.)T.& Ala.	3,837,619	433,218	655,704	59,108	1,511,807	2,624,000	618,853	327,120	134.5	228,629	108,179	48,583	453,012	160,686	—	100	....
Jun. 30,	1873	321.0	20.0	30.0	92.0	83	26	10	1,115	Nashv., Chattanooga & St. Louis ¶	T.& Ala.	13,286,049	*	342,594	348,252	6,486,049	2,812,165	2,987,663	1,694,018	341.0	1,213,663	166,084	384,240	1,655,519	471,731	—	100	....
Sept. 30,	1873	57.0	4.5	4.9	—	12	14	4	281	Naugatuck	Connecticut.	2,066,852	*	146,087	61,681	1,881,900	103,000	46,146	233,681	61.5	—	—	—	543,937	201,890	10	100	....
Dec. 31,	1873	5.5	—	—	—	—	—	—	—	Newark and Hudson (Erie)	N. J.	256,000	—	—	—	—	250,000	250,000	—	—	—	—	—	—	41,500	7	100	....
Dec. 31,	1873	8.0	—	10.0	—	—	—	—	—	Newark and New York (C. of N.J.)	N. J.	2,443,032	—	—	—	977,500	600,000	882,675	—	—	—	—	—	—	175,000	7	100	....
Jun. 30,	1873	43.7	1.2	3.5	—	—	—	—	—	Newark, Som'rst & Str'sv'le	(S.M.&N.). O.	1,728,000	—	20,754	—	873,650	800,000	75,100	—	44.9	—	30,051	—	143,591	29,601	—	100	....
Sept. 30,	1873	21.5	16.1	8.2	—	9	22	11	157	New Bedford	Mass.	977,413	241,544	25,500	48,040	1,010,100	171,500	52,405	58,492	37.6	126,156	351,027	159,911	292,307	82,481	8	100	136½
Sept. 30,	1873	8.3	—	0.4	—	2	1	—	—	New Canaan	Conn.	230,747	26,343	—	—	164,050	86,000	9,860	—	8.3	21,021	37,788	5,423	18,491	Loss.	—	50	....
Dec. 31,	1873	14.9	—	3.2	—	—	—	—	—	Newcastle & Beaver Val.	(P.Ft.W.&C.),Pa.	809,701	—	—	—	605,000	24,200	—	—	14.9	—	—	—	351,089	140,436	10	100	....
Sept. 30,	1873	13.0	—	1.3	—	3	4	2	27	New Haven and Derby	Conn.	1,132,460	*	—	—	455,700	550,000	—	—	13.0	44,172	139,728	13,911	83,820	25,976	—	50	....
Sept. 30,	1873	52.0	—	5.0	—	4	8	2	112	N. Hav., Middlet'n & Willimantic	Conn.	5,987,500	*	—	—	677,500	4,000,000	1,268,750	—	52.0	—	—	—	—	—	—	100	....
Sept. 30,	1873	83.9	25.4	20.7	—	20	17	7	404	New Haven and Northamp.	Conn. & Mass.	3,669,786	783,012	194,174	67,906	2,469,850	1,900,000	286,024	69,004	109.3	449,429	390,220	298,888	660,057	190,122	8	100	....
Dec. 31,	1873	74.0	—	6.8	—	18	20	6	189	New Jersey Midland	New Jersey.	8,795,859	*	—	—	3,000,000	5,000,000	1,000,000	—	74.0	—	—	—	—	—	—	100	....
Dec. 31,	1873	70.5	45.0	12.0	—	22	62	7	381	New Jersey Southern	New Jersey.	9,820,060	*	—	—	5,000,000	4,820,000	—	—	115.5	—	—	—	745,794	39,607	—	100	....
Sept. 30,	1873	100.0	—	2.8	—	21	15	8	266	N. London Northern (C.V.)	Conn.& Mass.	1,651,126	187,443	110,074	25,671	1,428,800	390,000	123,978	31,525	100.0	523,988	324,472	206,008	606,956	150 000	10	100	....
Dec. 31,	1873	206.0	43.0	35.0	—	57	31	15	993	N. Orleans, Jack. and Gt. North. ¶	L. & M.	15,279,042	*	—	1,658,368	4,734,000	8,000,000	1,176,020	3,037,390	206.0	—	—	—	1,780,489	803,261	—	100	....
Dec. 31,	1872	203.0	—	....	632.0	....	....	....	....	N. O., Mobile and Texas ¶	Ala.M.& La.	6,500,000	*	(No	account	can be ob	tained.)	—	—	—	—	—	—	—	—	—	100	....
Sept. 30,	1873	130.8	4.0	35.5	—	39	79	39	838	N. York and Harlem	(N.Y.C.&H.R.)N.Y.	14,486,514	1,549,945	2,366,082	—	4,000,000	7,038,069	667,375	1,566,725	161.8	911,879	1,962,970	430,055	3,369,169	1,440,810	8	100	124½
Sept. 30,	1873	85.8	58.2	30.7	71.0	30	39	17	418	New York and New England	M.& Conn.	22,500,000	633,200	—	—	20,000,000	2,500,000	—	—	139.0	637,515	1,723,337	363,734	728,568	128,546	—	100	....
Feb. 28,	1873	248.0	181.0	66.0	120.0	84	51	30	1,683	New York and Oswego Midland	N.Y.	17,896,230	2,241,918	979,159	—	7,183,082	10,454,655	3,256,662	368,012	551.0	—	—	—	—	—	—	100	....
Sept. 30,	1873	441.8	298.4	851.8	—	519	421	177	13745	New York Central & Hudson River	N.Y.	78,014,954	*	39,140,046	—	$9,428,300	27,225,533	1,167	—	858.3	17,259 361	7,630,741	5,522,724	29,126,851	10,741,480	8	100	102½
Sept. 30,	1873	75.0	—	4.8	76.0	7	9	3	121	New York, Kingston and Syracuse	N.Y.	3,245,000	*	—	—	2,662,922	2,000,000	92,092	—	75.0	—	(No	returns.)	—	—	—	100	....
Sept. 30,	1873	124.3	16.7	167.6	—	88	171	59	1,324	N. Y., N. H. & Hartford	N.Y.,C.& Mass.	12,577,627	2,075,711	1,593,610	2,023,516	15,500,000	1,126,500	1,089,669	1,564,395	141.0	1,848,201	3,802,674	895,985	4,701,236	1,846,972	10	100	129½
Aug. 31,	1873	62.5	1.3	34.5	—	22	22	8	229	N. Y., Providence & Boston	Conn.& R.I.	2,598,000	*	459,860	62,584	2,047,860	1,010,000	62,584	—	63.8	452,147	656,561	247,764	933,631	383,320	10	100	....
Sept. 30,	1873	99.0	—	3.6	—	—	—	—	—	Niag. F. & Canandaigua	(N. Y. C.).N.Y.	3,210,616	—	—	—	1,000,000	—	—	—	—	—	—	—	—	60,000	6	100	....
Dec. 31,	1873	233.0	—	11.2	—	24	18	10	277	North Carolina ¶	(R. & D.)..... N.C.	4,947,741	*	—	—	4,000,000	553,413	—	—	—	—	—	—	—	260,000	6	100	....
Feb. 28,	1873	102.0	—	9.0	—	14	14	5	142	Northeastern ¶	S. C.	2,148,131	*	88,820	37,264	979,850	1,210,528	30,457	53,380	102.0	293,721	92,719	—	395,463	169,768	—	100	....
Dec. 31,	1873	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.	—	—	—	—	—	—	—	—	72.0	—	—	—	—	—	—	100	....
Oct. 31,	1873	55.6	12.1	48.5	—	42	42	21	908	North Pennsylvania	Pa.	7,174,125	1,285,451	1,567,582	—	3,598,500	4,456,600	252,985	—	75.0	709,286	984,723	996,213	1,477,540	498,878	5s	50	88½
Dec. 31,	1873	62.7	—	3.4	—	—	—	—	—	Northwestern Union	(C. & N. W.)... Wis.	3,500,000	—	—	—	—	3,500,000	—	—	—	—	—	—	—	—	—	100	....
Jun. 30,	1873	23.0	—	1.0	115.0	2	2	4	16	North and South Georgia ¶	Ga.	656,000	24,197	—	33,901	472,523	240,000	61,573	—	—	—	—	—	—	—	—	100	....
Dec. 31,	1873	138.0	4.0	129.5	—	141	69	42	6,264	Northern Central ¶	Md. & Pa.	11,959,089	3,470,815	3,000,000	895,882	5,842,000	11,419,756	1,599,924	464,086	357.0	—	—	—	5,031 385	1,152,704	—	50	68
Mar. 31,	1873	69.2	13.4	17.6	—	27	16	6	540	Northern New Hampshire	N. H.	3,068,400	*	368,597	153,979	3,068,400	102,100	145,986	274,490	82.6	506,848	195,406	411,888	706,355	217,103	8	100	103
Dec. 31,	1873	21.3	—	4 6	—	—	—	—	—	Northern New Jersey (Erie)	N. J.	527,452	—	872,548	—	1,000,000	400,000	—	—	—	—	—	—	—	108,200	8	100	....
Aug. 31,	1873	491.3	—	9.3	512.0	79	24	24	1,679	*Northern Pacific*	Minn.,Dak.,Wash.&c.	26,285,114	*	1,569,676	1,390,283	18,239,300	24,841,046	6,961,000	—	211.0	—	33,786	—	364,635	—	—	100	....
Sept. 30,	1873	50.4	7.0	14.0	—	21	15	7	523	Norwich and Worcester ¶	Conn.& Mass.	3,395,160	*	833,739	78,016	2,823,400	609,000	443,057	431,459	66.4	403,993	377,588	329,624	858,947	281,101	10	100	122½
Sept. 30,	1873	118.0	4.0	18.0	—	34	19	4	1,026	Ogdensburg & L. Champlain	(C.V.),N.Y.	5,796,921	*	—	—	5,077,000	1,012,000	—	—	—	—	—	—	—	456,350	7	100	49
Jun. 30,	1873	240.0	53.0	72.0	—	124	59	27	2,480	Ohio and Mississippi	O., Ind. & Ill.	35,308,844	*	—	—	24,080,000	10,559,090	719,754	—	293.0	3,644,714	477,062	927,258	3,754,422	1,141,109	—	100	24½
Dec. 31,	1873	95.0	28.0	55.5	—	32	19	5	315	Oil Creek and Allegheny Valley	Pa.	8,816,533	1,008,331	50,000	—	4,959,450	3,880,000	249,105	—	123.0	663,298	445,707	556,546	1,067,734	342,738	6	50	14½
Sept. 30,	1873	217.1	89.9	63.4	—	59	129	24	916	Old Colony	Mass.	9,080,680	1,134,746	786,898	505,834	6,561,300	3,255,000	1,080,356	611,502	256.9	1,354,474	4,256,840	625,251	2,377,252	712,039	7	100	106½
Dec. 31,	1873	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	N. Y.	950,953	—	—	—	300,000	650,000	—	—	—	—	—	—	—	62,500	8	100	....
Sept. 30,	1873	35.0	—	57.9	—	11	12	4	258	Oswego and Syracuse	(D. L. & W.).N.Y.	1,445,114	*	—	—	1,144,400	180,000	—	—	—	—	—	—	—	115,596	9	100	....
Dec. 31,	1873	283.5	15.5	....	—	—	—	—	—	*Pacific*	(A. and P.)..... Mo.	20,500,000	*	—	—	7,000,000	13,500,000	—	—	486.7	—	—	—	1,408,500	1,383,500	5	100	39½
Dec 31,	1873	115.6	—	4.9	50.4	8	4	2	97	Paducah and Memphis	Ky. and Tenn.	4,124,108	206,103	579,597	233,616	2,924,150	1,541,000	610,062	68,212	90.0	—	—	—	156,849	68,212	—	100	....
Jun. 30,	1873	11.0	—	0.7	53.4	4	1	1	46	Painesville and Youngstown	O.	570,892	*	—	—	571,000	—	—	—	11.0	—	23,251	2,849	13,029	—	—	100	....
Jun. 30,	1873	84.0	—	0.9	—	—	—	—	—	Paris and Danville	Ill.	1,360,000	—	—	—	160,000	1,190,000	10,000	—	84.0	27,456	19,819	—	33,917	(Deficit)	—	100	....
Jun. 30,	1873	72.0	—	6.0	—	7	5	3	127	Paris and Decatur	Ill.	2,800,000	*	—	—	1,600,000	1,200,000	150,000	—	94.0	—	—	—	34,949	(Deficit)	—	100	....
Dec. 31,	1873	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson (Erie)	N. J.	630,000	—	—	—	630,000	—	—	—	—	—	—	—	—	88,400	8½	100	....
Dec. 31,	1873	12.0	—	2.6	—	—	—	—	—	Paterson and Newark (Erie)	N. J.	896,162	—	—	—	250,000	500,000	—	—	—	—	—	—	—	35 p. c.	—	100	....
Dec. 31,	1873	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo (Erie)	N. J.	350,000	—	—	—	248,000	100,000	—	—	—	—	—	—	—	26,500	7	100	....
Jun. 30,	1873	67.2	—	3.0	—	—	—	—	—	Pekin, Lincoln and Decatur	Ill.	2,576,000	—	—	—	1,500,000	1,076,000	—	—	67.2	119,609	47,027	98,848	141,261	38,738	—	100	....
Dec. 31,	1872	110.0	—	6.0	86.0	4	3	2	46	Peninsular (C. and L. H.)	Ind. & Mich.	6,716,351	*	—	—	1,995,000	4,340,000	381,351	—	119.0	—	—	46,333	109,913	Loss.	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending	Companies.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.
		M.	M.	M.	M.				
Dec. 31, 1873	Pennsylvania.....Pennsylvania	354.9	69.0	554.9	—	878	385	126	17589
Dec. 31, 1873	Pennsylvania Coal.....Pennsylvania.	47.0	15.8	57.0	—	23	8	—	1,300
Dec. 31, 1873	Pennsylvania and Delaware (Penn.)..Pa.	41.5	—	1.4	—	—	—	—	—
Nov. 30, 1873	Pennsylvania and N. York.N.Y. & Penn.	104.6	22.6	21.2	—	18	2	—	992
Nov. 30, 1873	Perkiomen (P. & R.).....Pa.	23.8	—	3.1	12.7	—	—	—	—
Dec. 31, 1873	Pensacola and Louisville ¶.....Fla.	45.2	—	2.0	—	4	4	1	53
Dec. 31, 1870	Peoria, Atlanta and Decatur.....Ill.	—	—	—	76.0	—	—	—	—
Dec. 31, 1873	Peoria and Bureau Valley (C.R.I.&P.).Ill.	47.0	—	7.4	—	—	—	—	—
Jun. 30, 1873	Peoria and Rock Island.....Ill.	83.0	—	11.5	—	12	7	4	171
Jun. 30 1873	Petersburg ¶.....Virginia	91.0	—	4.0	—	8	5	2	163
Dec. 31, 1873	Philadelphia and Baltimore..Pa. D.& Md.	64.0	18.0	8.0	—	12	9	5	121
Oct. 31, 1873	Philadelphia and Balt. Cent. Penn. & Md.	46.0	—	6.5	—	10	8	3	95
Dec. 31, 1873	Philadelphia and Erie ¶ (Penn.).....Pa.	287.6	—	121.7	—	—	—	—	—
Sept. 30, 1873	Philadelphia and Reading...Pennsylvania.	20.0	—	25.0	—	24	45	18	192
Dec. 31, 1873	Philadelphia and Trenton (Penn.).....Pa.	3.0	—	—	24.7	—	—	—	—
Sept. 30, 1873	Phila., Newtown and New York .....Pa.	98.4	228.6	432.2	—	400	220	60	19018
Dec. 31, 1873	Phila., Wilm. and Baltimore..Pa. D.& Md.	26.6	—	39.7	—	—	—	—	—
Oct. 31, 1873	Pickering Valley (P. & R.).....Pa.	95.8	14.8	121.6	—	70	160	...	1,240
Nov.30, 1873	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	11.3	—	43.0	—	—	—	—	—
Dec. 31, 1873	Pittsburg, Ft. W. and Chic...P., O., I. & I.	193.0	8.0	50.8	—	104	34	19	1,648
Dec. 31, 1873	Pittsburg, Ft. Wayne and Chicago.....Pa. & Ohio.	468.3	—	180.0	—	269	133	54	9,789
Dec. 31, 1873	Pittsburg, Virg. & Charleston..Pa.& W.Va.	30.0	—	4.9	150.0	4	6	3	65
Oct. 31, 1873	Pittsburg, Washington & Balt...Pa.& Md.	149.6	1.9	36.0	4.6	26	15	7	400
Sept. 30, 1873	Pittsfield and North Adams.....Mass.	18.6	—	1.4	—	—	—	—	—
Nov.30, 1873	Portland and Ogdensburg....Me. & N. H.	71.3	—	3.6	38.7	6	15	5	117
Aug 31, 1873	Portland and Rochester.....Me. & N. H.	52.5	—	4.3	—	6	9	4	141
Sept. 30, 1873	Portland, Saco and Portsmouth (Etn.).Me.	52.0	—	8.1	—	19	—	7	167
Apl. 30, 1873	Port Royal ¶ (Ga.).....South Carolina.	111.8	—	8.0	—	9	6	4	130
Sept. 30, 1873	Portsm'th, Gt. Falls & Conway(Etn.).Me.	71.4	—	4.9	—	—	—	—	—
Sept. 30, 1873	Poughkeepsie and Eastern....New York.	41.9	—	2.5	4.8	4	5	...	91
Sept. 30, 1873	Providence and Springfield..R.I. & Mass.	22.8	—	2.0	48.9	2	3	1	65
Sept. 30, 1873	Providence, Warren and Bristol.....R. I.	13.6	—	—	—	4	10	...	20
Sept. 30, 1873	Providence and Worcester..R. I. & Mass.	43.4	1.0	45.2	—	29	40	...	692
Dec. 31, 1873	Queen Anne and Kent ¶.....Del. & Md.	36.0	—	2.0	—	4	3	2	—
Jun. 30, 1873	Quincy, Alton and St. Louis.....Ill.	42.0	—	4.0	—	1	2	2	44
Dec. 31, 1873	Quincy, Missouri and Pacific.....Mo.	70.0	—	1.7	160.0	—	—	—	—
May 31, 1873	Raleigh and Augusta Air-Line ¶...N. Car.	44.0	—	3.0	62.0	3	3	3	50
May 31, 1873	Raleigh and Gaston.....North Carolina.	97.0	—	5.0	—	16	10	4	134
Nov.30, 1873	Reading and Columbia (P. & R.).....Pa.	40.0	8.0	8.1	10.7	8	7	1	29
Sept.30, 1873	Rensselaer and Saratoga (D.& H.)...N. Y.	161.5	80.9	47.9	—	42	52	17	1,262
Sept.30, 1873	Richmond and Danville ¶.....Virginia.	189.0	6.9	16.8	—	35	20	9	462
Sept. 30, 1873	Richmond, Fred'burg and Potomac ¶..Va	86.0	—	6.7	—	13	21	16	134
Sept. 30, 1873	Richmond and Petersburg ¶.....Va.	22.5	2.7	4.2	—	8	9	4	164
Sept. 30, 1873	Richmond, York Riv.& Chesapeake ¶.Va.	38.3	—	2.2	26.0	3	3	2	42
Dec. 31, 1873	Rochester & Genesee Valley(Erie).N. Y.	18.5	—	1.8	—	—	—	—	—
Sept. 30, 1873	Rochester and State Line.....N. Y.	—	—	—	105.0	—	—	—	—
Sept.30, 1873	Rochester, Nunda & Penn. (3 ft.)...N. Y.	10.0	—	—	140.0	—	—	—	—
Jun. 30, 1873	Rockford, Rock Island and St. Louis..Ill.	278.9	25.4	26.7	—	45	14	6	882
Dec. 31, 1873	Rome, Watertown and Ogdensburg.N. Y.	141.1	48.6	28.4	—	42	32	16	909
Dec. 31, 1873	Rutland (C. V.).....Vermont.	120.0	—	18.0	—	—	—	—	—
Dec. 31, 187	Saginaw Valley and St. Louis.....Mich.	34.0	—	2.7	—	4	2	...	52
Dec. 31, 1873	St. Croix and Penobscot ¶.....Me.	22.0	—	6.5	—	5	8	...	230
Aug.31, 1873	St. Joseph and Denver City..Kan.& Neb.	187.0	—	20.0	38.0	19	...	...	...
Dec. 31, 1873	St. Louis, Alton and Terre Haute.Illinois.	197.0	18.0	21.0	—	13	11	4	590
Jan. 31, 1874	St. Louis & C. Rapids (St.L.,K.C.&N.)Ia.	43.3	—	2.2	—	—	—	—	—
Dec. 31, 1873	*St. Louis and Iron Mountain* ¶...Missouri.	195.5	15.2	39.7	—	85	23	15	1,618
Jun. 30, 1873	St. Louis & S. Eastern...Ill., Ky. & Tenn.	310.0	42.0	25.0	—	46	27	12	1,175
Dec. 31, 1873	St. Louis & St. Jos. (St.L.,K.C.& N.).Mo	76.5	—	2.1	—	—	—	—	—
Dec. 31, 1873	St. L., C. Bluffs & Omaha(St.LKC&N.)M.	41.5	—	2.3	138.5	—	—	—	—
Dec. 31, 1873	St. Louis, Jacksonv. & Chic.(C. & A.)..Ill.	150.6	—	11.6	—	—	—	—	—
Dec. 31, 1873	St. L., Kansas City & Northern.....Mo	265.5	87.5	26.7	—	91	42	14	1,516
Dec. 31, 1873	St. Louis, Vandalia & T. H. (T.H&I).Ill.	157.8	—	24.4	—	32	14	8	841
Aug.31, 1873	*St. Paul and Pacific*.....Minn.	108.5	—	4.7	161.0	—	—	—	—
Aug.31, 1873	*St. Paul and Pacific* (1st Div.).Minnesota.	207.0	76.0	19.4	—	28	20	6	374
Aug.31, 1873	St. Paul and Sioux City.....Minn.	121.3	—	10.0	—	14	6	4	255
Aug 31, 1873	St. Paul, Stillw. & Taylor's Falls...Minn.	17.6	3.2	1.0	—	2	2	1	40
Sept.30, 1873	Salem and Lowell (B. & L.).....Mass.	16.0	—	2.6	—	—	—	—	—
Jun. 30, 1873	Sandusky, Mans. & Newark (B. & O.)..O.	116.3	—	13.9	—	31	15	10	389
Dec. 31, 1873	Savannah & Charleston.....S. Car. & Ga.	104.0	—	4.9	5.0	10	9	5	80
Dec. 31, 1873	Schuylkill Valley (P. & R.).....Penn.	11.0	—	21.5	—	—	—	—	—
Mar. 31, 1874	Seaboard and Roanoke.Va. & N. Carolina.	80.0	—	8.0	—	16	4	6	250

Abstract of General Balance Sheet.

Years ending	Companies.	Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.
		$	*	$	$	$	$	$	$
Dec. 31, 1873	Pennsylvania.....Pennsylvania	48,571,803	*	97,782,380	4,371,449	68,144,475	43,145,785	22,592,815	6,842,563
Dec. 31, 1873	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	3,052,500	.....	4,000,000	487,500	565,000	.....
Dec. 31, 1873	Pennsylvania and Delaware (Penn.)..Pa.	2,502,000	—	—	—	900,000	1,602,000	71,346	—
Nov. 30, 1873	Pennsylvania and N. York.N.Y. & Penn.	5,351,750	791,077	.....	.....	4,061,700	3,000,000	74,017	—
Dec. 31, 1873	Perkiomen (P. & R.).....Pa.	1,388,700	—	18,529	.....	38,040	1,821,800	20,478	—
Dec. 31, 1873	Pensacola and Louisville ¶.....Fla.	455,327	64,300	150,000	.....	450,000	—	219,627	—
Dec. 31, 1873	Peoria, Atlanta and Decatur.....Ill.	800,000	—	—	—	600,000	300,000	—	—
Dec. 31, 1873	Peoria and Bureau Valley (C.R.I.&P.).Ill.	1,566,000	—	—	—	1,266,000	300,000	—	—
Jun. 30, 1873	Peoria and Rock Island.....Ill.	3,772,327	*	.....	.....	1,239,700	2,000,000	411,448	—
Jun. 30 1873	Petersburg ¶.....Virginia	1,817,985	*	.....	.....	1,858,950	1,650,000	49,639	—
Dec. 31, 1873	Philadelphia and Baltimore..Pa. D.& Md.	1,811,107	177,744	.....	.....	1,324,200	500,000	356,112	—
Dec. 31, 1873	Philadelphia and Balt. Cent. Penn. & Md.	—	—	—	—	220,606	1,500,000	46,945	—
Dec. 31, 1873	Philadelphia and Erie ¶ (Penn.).....Pa.	23,777,743	*	2,241,800	16,866	8,448,700	16,625,000	1,335,709	—
Sept. 30, 1873	Philadelphia and Reading...Pennsylvania.	1,146,538	368,282	500,793	.....	2,231,900	—	—	—
Dec. 31, 1873	Philadelphia and Trenton (Penn.).....Pa.	440,400	—	—	—	199,380	164,000	57,000	—
Sept. 30, 1873	Phila., Newtown and New York .....Pa.	28,260,889	7,480,719	48,349,053	1,741,889	34,269,575	44,188,715	4,876,055	2,498,205
Dec. 31, 1873	Phila., Wilm. and Baltimore..Pa. D.& Md.	1,534,479	—	—	—	1,259,190	—	—	—
Oct. 31, 1873	Philadelphia and Reading...Pennsylvania.	11,814,764	*	2,103,295	840,363	11,507,750	1,900,000	279,120	743,053
Nov.30, 1873	Philadelphia and Trenton (Penn.).....Pa.	474,551	—	—	—	92,875	332,300	161,363	—
Dec. 31, 1873	Pickering Valley (P. & R.).....Pa.	19,682,344	*	3,496 277	—	8,433,750	15,010,586	3,854,872	—
Dec. 31, 1873	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	37,368,286	*	—	—	23,814,286	14,554,000	14,230	—
Dec. 31, 1873	Pittsburg, Ft. W. and Chic...P., O., I. & I.	1,106,167	37,226	556,038	.....	673,264	700,000	244,672	—
Dec. 31, 1873	Pittsburg, Virg. & Charleston..Pa.& W.Va.	11,934,439	709,835	93,671	.....	1,960,682	9,500,000	2,276,579	—
Sept. 30, 1873	Pittsburg, Washington & Balt...Pa.& Md.	443,685	—	—	6,315	450,000	—	—	—
Sept. 30, 1873	Pittsfield and North Adams.....Mass.	2,502,115	*	125,862	200,937	1,045,270	1,384,000	321,710	77,934
Nov.30, 1873	Portland and Ogdensburg....Me. & N. H.	1,925,741	*	233,124	18,208	686,112	1,407,500	133,461	—
Aug 31, 1873	Portland and Rochester.....Me. & N. H.	1,500,000	*	—	—	1,500,000	—	—	—
Sept. 30, 1873	Portland, Saco and Portsmouth (Etn.).Me.	5,500,000	—	.....	.....	3,000,000	2,500,000	.....	—
Apl. 30, 1873	Port Royal ¶ (Ga.).....South Carolina.	1,229,689	—	.....	.....	767,200	462,489	.....	—
Sept. 30, 1873	Portsm'th, Gt. Falls & Conway(Etn.).Me.	1,475,430	*	.....	.....	524,464	722,500	479,089	—
Sept. 30, 1873	Poughkeepsie and Eastern....New York.	933,408	*	.....	.....	472,890	414,000	47,518	—
Sept. 30, 1873	Providence and Springfield..R.I. & Mass.	526,515	*	.....	.....	437,917	50,000	38,597	—
Sept. 30, 1873	Providence, Warren and Bristol.....R. I.	1,976,025	735,748	—	271,267	2,000,000	500,000	387,810	95,230
Sept. 30, 1873	Providence and Worcester..R. I. & Mass.	351,000	*	.....	.....	260,000	269,000	2,600	—
Dec. 31, 1873	Queen Anne and Kent ¶.....Del. & Md.	1,832,100	*	.....	32,200	780,000	1,000,000	52,000	—
Jun. 30, 1873	Quincy, Alton and St. Louis.....Ill.	2,000,000	—	.....	.....	700,000	20,000p.m	.....	—
Dec. 31, 1873	Quincy, Missouri and Pacific.....Mo.	1,134,221	89,785	.....	.....	876,000	.....	.....	—
May 31, 1873	Raleigh and Augusta Air-Line ¶...N. Car.	1,500,000	*	155.300	102,986	1,500,000	—	92,150	166,085
May 31, 1873	Raleigh and Gaston.....North Carolina.	2,072,959	220,041	62,566	.....	508,268	1,000,000	1,215,911	—
Nov.30, 1873	Reading and Columbia (P. & R.).....Pa.	8,328,362	*	—	—	6,000,000	2,000,000	.....	—
Sept.30, 1873	Rensselaer and Saratoga (D.& H.)...N. Y.	5,729,729	*	2,100,682	234,278	4,000,000	2,485,411	1,435,895	143,372
Sept.30, 1873	Richmond and Danville ¶.....Virginia.	2,727,840	*	131,596	254,875	1,509,829	889,698	82,639	632,148
Sept. 30, 1873	Richmond, Fred'burg and Potomac ¶..Va	1,215,404	*	48,483	30,119	847,100	326,296	81,527	49,183
Sept. 30, 1873	Richmond and Petersburg ¶.....Va.	1,257,640	—	.....	.....	650,000	607,640	.....	—
Sept. 30, 1873	Richmond, York Riv.& Chesapeake ¶.Va.	671,303	—	.....	.....	557,560	.....	.....	—
Dec. 31, 1873	Rochester & Genesee Valley(Erie).N. Y.	735,649	—	183,649	.....	24,000	894,000	90,000	—
Sept. 30, 1873	Rochester and State Line.....N. Y.	716,327	*	.....	.....	625,600	.....	58,200	—
Sept.30, 1873	Rochester, Nunda & Penn. (3 ft.)...N. Y.	14,519,619	1,178,130	298,567	.....	6,490,579	9,000,000	505,737	—
Jun. 30, 1873	Rockford, Rock Island and St. Louis..Ill.	4,789,198	*	147,969	305,486	3,146,800	1,908,249	44,979	142,625
Dec. 31, 1873	Rome, Watertown and Ogdensburg.N. Y.	9,129,946	*	143,947	92,617	6,648,400	1,972,800	745,700	—
Dec. 31, 1873	Rutland (C. V.).....Vermont.	525,716	87,854	.....	4,173	121,775	346,000	149,968	—
Dec. 31, 187	Saginaw Valley and St. Louis.....Mich.	864,000	*	.....	20,603	100,000	227,700	7,000	—
Dec. 31, 1873	St. Croix and Penobscot ¶.....Me.	11,221,764	420,925	245,000	3,803	4,000,000	7,000,000	734,425	157,067
Aug.31, 1873	St. Joseph and Denver City..Kan.& Neb.	11,768,400	*	.....	241,609	4,768,400	7,000,000	241,609	—
Dec. 31, 1873	St. Louis, Alton and Terre Haute.Illinois.	(Statem	ents not	received	.)				
Jan. 31, 1874	St. Louis & C. Rapids (St.L.,K.C.&N.)Ia.	19,103,348	*	247,884	.....	10,000,000	8,622,000	431,149	298,083
Dec. 31, 1873	*St. Louis and Iron Mountain* ¶...Missouri.	8,828,490	*	.....	.....	4,628,400	3,200,000	.....	—
Jun. 30, 1873	St. Louis & S. Eastern...Ill., Ky. & Tenn.	2,000,000	—	.....	.....	—	1,000,000	(Sold un	der forec
Dec. 31, 1873	St. Louis & St. Jos. (St.L.,K.C.& N.).Mo	2,200,000	—	.....	.....	1,100,000	16,000 p m	.....	—
Dec. 31, 1873	St. L., C. Bluffs & Omaha(St.LKC&N.)M.	5,073,600	—	.....	.....	2,348,600	2,725,000	.....	—
Dec. 31, 1873	St. Louis, Jacksonv. & Chic.(C. & A.)..Ill.	28,134,445	*	2,173,883	635,599	24,000,000	6,000,000	943,928	—
Dec. 31, 1873	St. L., Kansas City & Northern.....Mo	8,258,255	*	226,930	.....	2,378,158	5,499,000	467,325	—
Dec. 31, 1873	St. Louis, Vandalia & T. H. (T.H&I).Ill.	11,250,000	—	.....	.....	—	10,500,000	750,000	—
Aug.31, 1873	*St. Paul and Pacific*.....Minn.	17,214,350	*	.....	.....	1,968,600	15,245,750	472,942	—
Aug.31, 1873	*St. Paul and Pacific* (1st Div.).Minnesota.	4,628,778	*	.....	.....	2,400,000	1,851,800	316,227	—
Aug.31, 1873	St. Paul and Sioux City.....Minn.	780,817	*	.....	.....	277,500	450,000	37,000	—
Aug 31, 1873	St. Paul, Stillw. & Taylor's Falls...Minn.	481,469	—	.....	2,714	243,305	226,900	13,978	—
Sept.30, 1873	Salem and Lowell (B. & L.).....Mass.	3,241,661	*	.....	59,454	938,000	2,309,743	6,547	46,725
Jun. 30, 1873	Sandusky, Mans. & Newark (B. & O.)..O.	2,288,966	—	.....	.....	1,000,000	1,427,800	.....	—
Dec. 31, 1873	Savannah & Charleston.....S. Car. & Ga.	576,050	—	.....	.....	576,050	.....	.....	—
Dec. 31, 1873	Schuylkill Valley (P. & R.).....Penn.	2,058,152	*	568,669	.....	1,365,000	210,000	.....	—
Mar. 31, 1874	Seaboard and Roanoke.Va. & N. Carolina.								

Operations.

Years ending	Companies.	Railroad Operated.	Trains Moved.	Passengers.	Freight.
		M.	M.	Number.	Tons.
Dec. 31, 1873	Pennsylvania.....Pennsylvania	869.4	.....	5,879,684	9,998,794
Dec. 31, 1873	Pennsylvania Coal.....Pennsylvania.	47.0	.....	3,970	1,391,454
Dec. 31, 1873	Pennsylvania and Delaware (Penn.)..Pa.	—	(Opened July 1, 1873.)		
Nov. 30, 1873	Pennsylvania and N. York.N.Y. & Penn.	127.2	752,462	191,584	1,338,081
Nov. 30, 1873	Perkiomen (P. & R.).....Pa.	45.2	76,850	16,690	.....
Dec. 31, 1873	Pensacola and Louisville ¶.....Fla.	—	—	(Under construc	tion.)
Dec. 31, 1870	Peoria, Atlanta and Decatur.....Ill.	—	—	—	—
Dec. 31, 1873	Peoria and Bureau Valley (C.R.I.&P.).Ill.	—	—	—	—
Jun. 30, 1873	Peoria and Rock Island.....Ill.	83.0	280,562	.....	135,465
Jun. 30 1873	Petersburg ¶.....Virginia	9.0	276,058	70,500	194,348
Dec. 31, 1873	Philadelphia and Baltimore..Pa. D.& Md.	57.0	182,886	309,498	138,262
Dec. 31, 1873	Philadelphia and Balt. Cent. Penn. & Md.	287.6	2,912,351	777,273	2,164,246
Dec. 31, 1873	Philadelphia and Erie ¶ (Penn.).....Pa.	32.3	.....	.....	.....
Sept. 30, 1873	Philadelphia and Reading...Pennsylvania.	—	—	—	281,623
Dec. 31, 1873	Philadelphia and Trenton (Penn.).....Pa.	—	—	—	—
Sept. 30, 1873	Phila., Newtown and New York .....Pa.	725 3	8,351,682	6,790,088	9,847,747
Dec. 31, 1873	Phila., Wilm. and Baltimore..Pa. D.& Md.	38.6	882,160	1,747,216	1,400,983
Oct. 31, 1873	Philadelphia and Reading...Pennsylvania.	111.8	1,437,207	853,937	836,979
Nov.30, 1873	Philadelphia and Trenton (Penn.).....Pa.	—	—	—	—
Dec. 31, 1873	Pickering Valley (P. & R.).....Pa.	201.0	.....	.....	.....
Dec. 31, 1873	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	500.6	7,878,666	2,184,653	2,365,846
Oct. 31, 1873	Pittsburg, Ft. W. and Chic...P., O., I. & I.	30.0	57,900	140,188	4,828
Dec. 31, 1873	Pittsburg, Virg. & Charleston..Pa.& W.Va.	169.2	1,588,213	859,533	1,130,334
Sept. 30, 1873	Pittsburg, Washington & Balt...Pa.& Md.	—	—	—	—
Sept. 30, 1873	Pittsfield and North Adams.....Mass.	—	—	—	—
Nov.30, 1873	Portland and Ogdensburg....Me. & N. H.	65.3	147,741	73,908	46,045
Aug 31, 1873	Portland and Rochester.....Me. & N. H.	52.5	134,108	142 846	64,290
Sept. 30, 1873	Portland, Saco and Portsmouth (Etn.).Me.	—	—	—	—
Apl. 30, 1873	Port Royal ¶ (Ga.).....South Carolina.	—	—	—	—
Sept. 30, 1873	Portsm'th, Gt. Falls & Conway(Etn.).Me.	—	—	—	—
Sept. 30, 1873	Poughkeepsie and Eastern....New York.	—	—	—	—
Sept. 30, 1873	Providence and Springfield..R.I. & Mass.	46.1	95,055	82,180	44,508
Sept. 30, 1873	Providence, Warren and Bristol.....R. I.	22.8	.....	32,512	5,658
Sept. 30, 1873	Providence and Worcester..R. I. & Mass.	13.6	.....	379,227	20,504
Dec. 31, 1873	Queen Anne and Kent ¶.....Del. & Md.	—	526,128	1,785,067	530,620
Jun. 30, 1873	Quincy, Alton and St. Louis.....Ill.	36.0	35,850	12,560	38,231
Dec. 31, 1873	Quincy, Missouri and Pacific.....Mo.	42.0	56,000	.....	.....
May 31, 1873	Raleigh and Augusta Air-Line ¶...N. Car.	—	(Under	constructi	on.)
May 31, 1873	Raleigh and Gaston.....North Carolina.	44.0	.....	.....	.....
Nov.30, 1873	Reading and Columbia (P. & R.).....Pa.	97.0	.....	47,069	98.052
Sept.30, 1873	Rensselaer and Saratoga (D.& H.)...N. Y.	48.0	242,123	138,771	362,399
Sept.30, 1873	Richmond and Danville ¶.....Virginia.	182.4	820,468	1,037,327	616,634
Sept. 30, 1873	Richmond, Fred'burg and Potomac ¶..Va	195.9	599,792	141,767	227,729
Sept. 30, 1873	Richmond and Petersburg ¶.....Va.	86.0	199,825	173,985	45,677
Sept. 30, 1873	Richmond, York Riv.& Chesapeake ¶.Va.	46.7	110,712	126,947	91,887
Dec. 31, 1873	Rochester & Genesee Valley(Erie).N. Y.	38.3	—	(No	report sup
Sept. 30, 1873	Rochester and State Line.....N. Y.	—	(Rental	18 p. c. of	earnings.)
Sept.30, 1873	Rochester, Nunda & Penn. (3 ft.)...N. Y.	—	—	—	—
Jun. 30, 1873	Rockford, Rock Island and St. Louis..Ill.	318.0	1,089,857	.....	262,148
Dec. 31, 1873	Rome, Watertown and Ogdensburg.N. Y.	218.2	.....	.....	.....
Dec. 31, 1873	Rutland (C. V.).....Vermont.	239.0	.....	.....	.....
Dec. 31, 187	Saginaw Valley and St. Louis.....Mich.	34.0	58,650	.....	.....
Dec. 31, 1873	St. Croix and Penobscot ¶.....Me.	22.0	.....	.....	.....
Aug.31, 1873	St. Joseph and Denver City..Kan.& Neb.	—	—	—	—
Dec. 31, 1873	St. Louis, Alton and Terre Haute.Illinois.	187.0	.....	.....	.....
Jan. 31, 1874	St. Louis & C. Rapids (St.L.,K.C.&N.)Ia.	285.0	.....	.....	.....
Dec. 31, 1873	*St. Louis and Iron Mountain* ¶...Missouri.	—	—	—	1,042,808
Jun. 30, 1873	St. Louis & S. Eastern...Ill., Ky. & Tenn.	210.8	947,849	537,276	682,908
Dec. 31, 1873	St. Louis & St. Jos. (St.L.,K.C.& N.).Mo	—	524,786	70,531	515,719
Dec. 31, 1873	St. L., C. Bluffs & Omaha(St.LKC&N.)M.	—	Feb. 18,	1874 for $1	00,000.)
Dec. 31, 1873	St. Louis, Jacksonv. & Chic.(C. & A.)..Ill.	—	—	—	—
Dec. 31, 1873	St. L., Kansas City & Northern.....Mo	—	—	—	—
Dec. 31, 1873	St. Louis, Vandalia & T. H. (T.H&I).Ill.	581.8	2,387,961	425,326	501,595
Aug.31, 1873	*St. Paul and Pacific*.....Minn.	157 8	.....	.....	.....
Aug.31, 1873	*St. Paul and Pacific* (1st Div.).Minnesota.	35.0	25,256	16,417	15,786
Aug.31, 1873	St. Paul and Sioux City.....Minn.	283.0	.....	.....	.....
Aug 31, 1873	St. Paul, Stillw. & Taylor's Falls...Minn.	121.3	244,766	77,755	.....
Sept.30, 1873	Salem and Lowell (B. & L.).....Mass.	20.8	29,280	22,800	.....
Jun. 30, 1873	Sandusky, Mans. & Newark (B. & O.)..O.	—	—	—	—
Dec. 31, 1873	Savannah & Charleston.....S. Car. & Ga.	116.3	896,934	193,597	372,011
Dec. 31, 1873	Schuylkill Valley (P. & R.).....Penn.	104.0	.....	.....	.....
Mar. 31, 1874	Seaboard and Roanoke.Va. & N. Carolina.	80.0	.....	34,867	.....

Earnings.

Years ending	Companies.	Gross.	Net
		$	$
Dec. 31, 1873	Pennsylvania.....Pennsylvania	24,886,009	9,044,978
Dec. 31, 1873	Pennsylvania Coal.....Pennsylvania.	28,501	.....
Dec. 31, 1873	Pennsylvania and Delaware (Penn.)..Pa.	—	—
Nov. 30, 1873	Pennsylvania and N. York.N.Y. & Penn.	1,485,806	403,406
Nov. 30, 1873	Perkiomen (P. & R.).....Pa.	—	—
Dec. 31, 1873	Pensacola and Louisville ¶.....Fla.	88,936	35,357
Dec. 31, 1870	Peoria, Atlanta and Decatur.....Ill.	—	—
Dec. 31, 1873	Peoria and Bureau Valley (C.R.I.&P.).Ill.	—	—
Jun. 30, 1873	Peoria and Rock Island.....Ill.	319,168	30,952
Jun. 30 1873	Petersburg ¶.....Virginia	300,045	105,368
Dec. 31, 1873	Philadelphia and Baltimore..Pa. D.& Md.	—	—
Dec. 31, 1873	Philadelphia and Balt. Cent. Penn. & Md.	—	—
Dec. 31, 1873	Philadelphia and Erie ¶ (Penn.).....Pa.	803,221	78,339
Dec. 31, 1873	Philadelphia and Reading...Pennsylvania.	3,842,067	428,756
Sept. 30, 1873	Philadelphia and Trenton (Penn.).....Pa.	281,623	269,791
Sept. 30, 1873	Phila., Newtown and New York .....Pa.	14,832,661	5,357,766
Dec. 31, 1873	Phila., Wilm. and Baltimore..Pa. D.& Md.	1,995,606	448,574
Oct. 31, 1873	Philadelphia and Reading...Pennsylvania.	3,074,881	1,095,265
Nov.30, 1873	Philadelphia and Trenton (Penn.).....Pa.	—	4,751
Dec. 31, 1873	Pickering Valley (P. & R.).....Pa.	3,841,214	478,298
Dec. 31, 1873	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	9,619,074	3,522,032
Dec. 31, 1873	Pittsburg, Ft. W. and Chic...P., O., I. & I.	867,187	16,941
Dec

| | | |

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Rate.	Paid.	Market Price.
Railroad Stocks:	$	p c	p c	p. c.
Atlantic and Great Western, pref...	10,000,000	7	...	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	...	....
" " " guar.	276,200	7	...	....
Atlantic and Pacific, preferred	10,000,000	7	...	14¼
Atlantic and St. Lawrence,* guar...	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,562,800	6	5	105
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	..
Catawissa,* pref. and guar.....	1,139,500	7	7	86
Camden and Amboy,* guaranteed..	5,847,800	10	10	125½
Camden and Atlantic, preferred.....	763,549	7	3½	82
Cayuga and Susquehanna,* guar.....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,600	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	106½
Central Ohio,* preferred	411,550	6	6	80
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	78½
Chicago and Alton, † preferred.....	2,425,400	...	10	108
Chicago, Iowa & Nebraska,* guar..	3,916,300	...	8	89½
Chicago and North-Western, pref...	21,289,563	7	7	55½
Cinc., Sand. and Cleveland, pref....	429,000	6	6	25
Cleveland and Mahoning,* guar.....	2,089,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	87
Cumberland Valley, 1st preferred....	241,900	8	8	....
" " 2d preferred....	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	...	....
Dubuque and Sioux City,* guar....	5,000,000	...	3	60
Dubuque South-Western, pref.....	590,315	8	...	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	44
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	76
" " com.& *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	47½
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	....	....	....
Hannibal and St. Joseph, pref	2,167,700	7	7	32½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	97
Housatonic, preferred.....	1,180,000	8	8	96
Huntington & Broad Top Min, pref.	190,750	7	...	27
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	95
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref...	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	3,101,650	6	...	18
" " 2d pref.....	4,436,250	6	...	9
Mich. Southern, (Lake Shore) guar..	533,500	10	10	....
Mill Creek,* guaranteed.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	12,274,483	7	7	52½
Mine Hill,* guaranteed.....	3,856,450	8	8	106
Montclair,* guaranteed.....	2,000,000	7	...	....
Morris and Essex,* guar.....	15,000,000	7	7	96
Nesquehoning Valley,* guar...	2,000,000	10	10	111½
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,296,200	10	10	124
New London Northern,* guar.....	971,400	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	127
" " * *com.& guar.	8,500,000	8	8	124½
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred.....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	122½
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	49
" " pf.& *guar.	2,000,000	8	8	92½
Ohio and Mississippi, preferred.....	4,030,000	7	7	50
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama, guaranteed.....	7,000,000	12	12	112½
Paterson and Hudson,* guar.....	630,000	—	8½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	....	....	....
Phila., Germant'n & Norrist'n,*guar.	2,231,900	12	12	179
Philadelphia and Reading, † pref....	1,551,687	—	10	....
Philadelphia and Trenton,* guar....	1,259,100	10	10	123½
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	93
Pittsfield and North Adams,* guar.	450,000	5	6	86
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	113
Rochester & Genesee Valley,* guar.	557,580	....	....	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	25
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	...	14
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	...	....
St. Louis, Kansas City & Nor., pref..	12,000,000	...	...	21
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	...	....
" " 2d pref..	1,000,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	71
Warren,* guaranteed.....	1,800,000	7	7	....
Canal Stocks.				
Delaware Division,* guar.....	1,633,350	8	8	....
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	125
" com. and * guar.....	1,695,000	4	4	50
Schuylkill Navigation preferred....	2,808,977	6	6	24½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	40 — @ — —	
Gartsherrie		— — @ — —	
Summerlee		34 50 @ — —	
Carnbroe		— — @ — —	
Langloan		— — @ — —	
Glengarnock		34 — @ 35 —	
Eglinton		33 — @ 33 50	
Pig, American, No. 1		30 — @ 32 —	
Pig, American, No. 2		27 — @ 29 —	
Pig, American, Forge		26 — @ 27 —	
Bar Refined, English and American		— — @ — —	
Bar, Swedes, assorted sizes	(gold).	137 50 @140 —	
		Store Prices.	
Bar, Swedes, ordinary sizes ...		160 — @162 50	
Bar, Swedes, Plow sizes		170 — @172 50	
Bar, Refined, ¾ to 2 in. rd. & sq. 1 to 6 inch x ¾ to 1 in		67 50 @ 70 —	
Bar Refined, 1¼ to 6 by ¼ & 5-16 in		72 50 @ 75 —	
Bar Refined, 1 & 1¼ by ¼ & 5-16		72 50 @1 5 —	
Large Rounds, 2¼@2¾ to 3¾ @4 in		75 — @ 90 —	
Scroll		90 — @130 —	
Ovals and Half-round		90 — @100 —	
Band, 1 to 6 in. by 3-16 to No. 12		85 — @ 87 50	
Horse Shoe		97 50 @100 —	
Rods, ¾@1-16 inch		70 — @127 50	
Hoop, ¾ by No. 22 to 1 & 1¼ by 13 & 14		95 — @150 —	
Nail Rod	per lb.	— 8 @ — 9	
Sheet Russia, as to assortment	(gold)	— — @ — 15½	
Sheet, Single, D. and T. Common		— 4½@ — 5	
Sheet, Doubles and Trebles, Charcoal		— 5 @ — 6	
Sheet Galvanized	List 10 per ct. disc.		
Rails, English	(gold) per ton.	50 — @ 52 —	
Rails, American, at Works in Penna.	c'y.	58 — @ 62 50	

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)..	per lb.	— 17 @ — 21	
English Spring (2d and 1st quality).....		— 9½@ — 10½	
English Blister (2d and 1st quality).....		— 14 @ — 18½	
English Machinery		— — @ — 14½	
English German (2d and 1st quality).....		— 12½@ — 14½	
American Blister		— — @ — 11¢	
American, Cast, Tool		— — @ — 16	
American, Cast Spring		— — @ — 10	
American Machinery		— — @ — 11	
American German Spring		— — @ — —	

NAILS—Duty: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Com. Fence. & Sheath per keg.		3 75 @ 3 85	
8d. and 9d. "		4 — @ 4 15	
6d. and 7d. "		4 25 @ 4 40	
4d. and 5d. "		4 50 @ 4 65	
3d. and 4d. Light		5 25 @ 5 40	
3d. Fine		6 — @ 6 15	
2d		6 75 @ 6 90	
Cut Spikes, all sizes		4 — @ 4 15	

TIN—Duty: Pig, Bars and Block, free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca	(gold) per lb.	— — @ — 25½	
Straits	(gold).	— 22 @ — 22½	
English, L. & F.	(gold).	— — @ — 20½	
English, Refined	(gold).	— — @ — 21½	
Plates—Fair to good brands.		Gold.	
I. C. Charcoal	per box.	10 — @ 10 25	
I. C. Coke		7 50 @ 8 —	
Coke Terne		7 25 @ 7 50	
Charcoal Terne		8 87½@ 9 —	

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)	— — @ — 5	
Crude 40@47 gravity (in shipping order)..	— 8½@ — 8½	
Refined, Standard White (in ship'g order).	— 11½@ — 11½	
Refined, S. W. (in jobbing lots)	— 11½@ — 12	
Refined, S W. (in tin)	— 16½@ — 20	
Naptha, Refined (65@73 gravity)	— 9½@ — 10	
Residuum....(in shipping order).per gall.	— 6½@ — 7	

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.) per lb.	— 30 @— 31	
Copper, Bolts	— 32 @— 33	
Copper, Braziers' (over 16 oz.)	— 32 @— 33	
Copper, Nails	— 37 @— 38	
Copper, Old Sheathing, &c., mixed lots	— — @— —	
Copper, American Ingot Lake	.... — 19 @— 19½	
Copper, English Pig	— — @— —	
Yellow Metal, New Sheathing & Bronze	— 22 @— 22	
Yellow Metal, Bolts	— 30 @— —	
Yellow Metal, Nails, Sheathing & Slating ..	— 23 @— 24	

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb.	6 37½@— —
German Ordinary	(gold)	6 37½@— —
English	(gold)	6 50 @— —
Foreign Refined	(gold)	7 12½@ 7 25
Domestic	(gold)	5 75 @— —

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel		11 — @— —
Liverpool House Cannel		18 — @19 —
Anthracite (by cargo)	per ton of 2,000 lb.	5 — @ 6 25

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 19.

	Th.13.	F.14.	Sat.15.	M.17.	Tu.18.	W.19
Boston, Hart. & Erie....	1¼	1¼	....	1¼	1¼	....
Canton Co	....	....	....	....	....	....
Central Pacific	....	....	....	....	....	....
Central Pacific 6s.....	90	....	90	90	....	90
Central of N. Jersey.....	106½	106½	106½	106½	106½	106½
Chesapeake & Ohio 1 m.....	....	....	....	....	....	....
Chicago & Alton.....	108	....	....	....	....	104½
" pref.....	104½	....	....	....	108	108
" 1 M.....	....	....	....	....	....	....
" S. F.....	....	....	....	....	....	....
" Inc. bds....	98	....	....	....	....	....
Chicago, Burl. & Q.....	107	108	107	....	....	....
" 8s, 1883	....	....	....	....	....	108
Chic. & Northwestern..	37½	38½	38½	38½	38½	38½
" pref.....	55½	....	....	55½	....	55½
" 1st M.....	....	....	....	....	....	....
" S. F.....	....	....	....	....	....	....
" Consol.....	....	....	....	....	....	....
Chic., Rock Isl. & Pac..	98½	98½	99½	100⅝	100½	101½
Chi., R. I. & Pa. 7s, 1896.....	....	....	....	104½	....	....
Clev., Col., C. and Ind..	65	....	62	....	65	....
Clev. & Pittsburg guar..	86½	....	....	87	86½	87
" 2 M.....	....	....	....	....	....	....
" 3 M.....	....	....	....	....	....	....
" 4 M.....	....	....	....	....	....	....
Clev. and Toledo.....	....	....	....	....	....	....
" S. F. 7s.....	....	....	....	....	....	....
Col., Chi., & Ind. C.....	13	13½	13⅝	13⅝	13½	13½
" 1 M.....	....	....	....	....	....	....
" 2 M.....	....	....	....	....	....	....
Del. & Hudson Canal ..114½	....	....	114	113	113½	....
Del. Lack. & Western.....	107½	....	107½	107⅝	107½	....
" 1 M. 7s.....	....	103½	....	....	....	....
" 2 M 7s.....	....	....	....	....	....	....
Erie Railway.....	32⅝	31½	31½	32⅝	32½	32⅝
" pref.....	....	....	....	....	....	....
" 1 M. 7s, 1897.....	....	....	....	103½	....	....
" 2 M. 7s, 1879....	....	....	....	....	....	....
" 3 M. 7s, 1883.....	98⅝	....	....	....	....	....
" 4 M. 7s, 1880.....	....	....	....	....	....	....
" 5 M. 7s, 1888.....	....	....	....	....	....	....
" 7s, con. gold.....	....	....	....	....	....	....
Great Western 2d mort.....	....	....	....	....	....	....
Hannibal & St. Joseph.....	....	....	25½	26⅝	....	....
" pref.....	....	....	....	....	....	....
" 8s, conv. 79	....	....	79	....	....	....
Hudson River.....	....	....	....	....	....	....
" 2 M. S. F.....	....	....	....	....	....	....
" 3 M. 7s, 1875.....	....	....	....	....	....	....
Illinois Central	94	94	94½	95	....	....
" 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th.	72⅝	72½	72⅝	72½	73	73⅛
Marietta & Cin. 1st pref.	18	....	....	....	....	....
" 2d pref.....	....	....	....	....	....	....
Michigan Central.....	68½	71	70	....	72½	73½
" S. F. 8s, 1882.....	....	....	....	113	....	....
M. S. and N. I. 1 M. S. F.....	....	....	....	....	....	....
" 2 M.....	....	....	....	....	....	....
Milw. and St. Paul.....	34½	34⅝	34⅝	35½	35	35½
" pref.....	....	53	53	53½	52½	....
" 1st mort.....	....	....	....	....	....	....
" 2d mort.....	....	....	....	....	....	....
" 8s.....	104	....	....	104	....	103½
" 7 3-10s con.....	....	....	....	....	....	....
" 7s, gold.....	....	....	....	....	....	....
Missouri 6s.....	....	....	....	....	....	....
" H. & St. J. 8s.....	....	....	....	....	....	....
Morris and Essex.....	95½	....	....	95½	....	96
" 1st mort.....	....	....	....	....	....	106½
" 2d mort.....	....	....	....	....	....	102½
N. Y. Cen. & Hud. Riv.	101	101	102	102⅝	102½	102½
" 7s, S.F. 1876.....	....	....	....	....	....	....
" 6s, S.F. 1883.....	....	....	....	....	....	....
" 6s, S.F. 1887.....	....	....	....	....	....	....
N. York and Harlem.....	125	124½	....	....	....	....
" pref.....	....	....	....	....	....	....
" 1 M. 7s.....	....	....	....	106	105	....
N. York. N. Hav. & Hart.....	....	130	....	....	129⅝	....
N. Carolina 6s, old.....	....	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss.....	22⅝	23½	23½	24½	24⅜	....
" pref.....	....	....	45	50	....	....
" 2d M.....	74	....	....	....	75	....
Pacific Mail S. S. Co....	46½	46⅜	46⅜	47⅜	47½	....
Panama	....	111½	112	....	112½	....
Pitts., Ft. W. & Chi. gtd.....	92	92	....	93	93	....
" 1 M.....	....	....	....	105	....	....
" 2 M.....	....	....	....	....	....	....
" 3 M.....	....	....	....	....	....	....
Quicksilver Mining Co.....	....	....	....	....	....	....
St. L., Alton & T. H.....	....	....	....	....	....	....
" pref.....	14	....	....	....	....	....
" 1 M.....	....	....	....	....	....	....
" 2 M. pref.....	....	....	....	86	....	....
" Income bds	....	....	....	....	....	....
Tennessee 6s, old.....	77	....	....	....	....	78
" new.....	....	....	....	....	....	77½
Tol., Wab. & Western..	35⅝	35½	36⅛	36	36½	....
" pref.....	....	....	....	....	....	....
" 1 M.....	....	....	....	....	....	....
" 2 M.....	....	....	....	....	....	....
" Equipment.....	....	....	....	....	....	....
" St. Lou. Div.....	....	....	....	....	....	....
Union Pacific.....	28⅛	28½	29½	29½	29⅝	29⅝
" 1st mort..	83⅜	83½	84	84	84	84½
" L. Gt. 7s.....	83½	....	84	85	....	....
" Inc. 10s.... ..	82½	....	83½	....	....	83
Virginia 6s, old.....	....	....	....	....	....	....
" new.....	....	....	....	....	....	....
" consol.....	....	....	....	....	M	....
" def. cert.....	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 19.

	Th.13.	F.14.	Sat.15	M.17.	Tu.18.	W.19
FEDERAL STOCKS:—						
U. S. 5s, 10-40s, reg.....	110⅜	....	110½	110⅜	110⅜	
U. S. 5s, 10-40s, coup.....	113⅜	....	113⅜	113⅜	....	
U. S. 5s, 1881, reg.....112	111½	....	....	....	....	
U. S. 5s, 1881, coup.....	112½	....	....	112	112½	
U. S. 6s, 1881, reg.....	117⅜	117½	....	....	....	
U. S. 6s, 1881, coup.....	....	....	....	....	....	
U. S. 6s, 5-20s. reg. '62.....	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1862.....	....	....	111⅜	112	....	
U. S. 6s, 5-20s, reg. '64.....	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1864.....	....	115½	....	115⅝	....	
U. S. 6s, 5-20s, reg. '65.....	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1865.116⅜	....	116⅜	....	....	117⅛	
U. S. 6s, 5-20s, r. n. '65.....	115½	....	115½	115⅞	....	
U. S. 6s, 5-20s, c. n '65.....	116½	116½	116½	....	116⅜	
U. S. 6s, 5-20s, reg. '67. ...	....	116⅜	116½	....	....	
U. S. 6s, 5-20s, c. 1867.....	117½	117⅝	117⅜	....	117½	
U. S. 6s, 5-20s, reg. '68.....	....	....	....	....	....	
U. S. 6s, 5-20s, c. '68.....	117⅜	....	117⅜	118	118	
U. S. 6s, Pac. RR issue.117⅜	....	117⅜	....	....	....	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 18.

	W.12	Th.13.	F.14.	Sat.15.	M.17.	Tu.18
Catawissa preferred	....	....	....	43	43	
" 7s, new	....	....	....	....	....	
Camden and Amboy.....	....	....	....	....	....	
" 6s, 1875	....	....	....	....	....	
" 6s, 1883	....	....	....	92	....	
" 6s, 1889	....	....	....	....	100⅜	
" mort. 6s, '89.100	....	....	....	....	....	
Elmira & Williamsport....	....	....	....	....	....	
" pref.....	....	....	....	....	....	
" 7s..... 98	....	98	....	....	....	
Lehigh Navigation..... 45½	45½	45⅝	45½	44½	45½	
" 6s, 1884 .... 96½	....	....	....	....	....	
" Gold L..... 96	....	95½	95½	96	95½	
" R. R. L..... 96½	....	96½	....	....	96⅜	
" Conv. G. L.....	....	....	....	....	....	
Lehigh Valley R. R..... 61	61	61½	61½	61½	61	
" 6s new coup.....	....	....	....	....	....	
" 6s new reg.....	....	....	....	....	....	
" 7s.....	....	....	....	....	....	
Little Schuylkill R.R.....	....	....	....	47	..	
" 7s.....	....	....	....	....	....	
Minehill 53	....	....	....	53	....	
Morris Canal.....	....	....	....	....	....	
" pref..... 120	....	....	....	....	....	
North Pennsylvania	....	....	....	....	....	
" 6s, 1885	....	....	....	....	....	
" 7s.....102½	102½	....	....	....	....	
" 10s, 1887	....	....	....	....	....	
Northern Central	....	34	....	....	....	
Oil Creek & Allcg. Riv. 8½	8½	8½	8½	8½	7½	
" 7s.....	....	....	....	47½	....	
Pennsylvania R. R..... 50½	50½	51	50½	51½	51½	
" 1st M.....	....	100½	....	....	....	
" 2d M.....101	....	....	....	....	101½	
" Gen. mort.. 91	....	....	....	....	....	
" " reg.....	....	....	....	94½	94½	
Penn. State 6s. 2d series.....	....	....	....	....	....	
" 6s, 3d series.....	....	....	....	....	....	
Philadelphia City, 6s.....	....	....	....	....	101½	
" new 104½	104½	104½	104½	104½	104⅜	
Philad., Germ. & Nor... 89½	....	....	89½	89½	....	
Phila. & Reading 55⅜	55⅜	55⅜	55½	55⅜	55½	
Philadelphia and Erie.. 18½	....	....	....	18	17⅞	
" 6s.....	....	....	....	....	....	
" 7s..... 84½	84½	....	....	....	....	
Phila., Wilm. & Balt... 63½	....	....	....	....	....	
Schuylkill Navigation.....	....	....	....	....	....	
" pref.....	....	....	12½	....	12½	
" 6s, 1882 77	....	....	....	....	....	
" 6s, 1876	....	....	....	....	....	
" 6s, 1872 ..... 88½	....	....	....	....	....	
United Co. of N. Jersey.126	125⅝	....	125½	125½	125½	
Hestonville, (Horse).....	....	....	....	....	....	
Chestnut & Wal.	....	....	....	....	....	
Green & Coates 50	50	49½	....	50	50	
2d and 3d streets	....	....	....	....	....	
Spruce and Pine	....	....	....	....	29½	
13th and 15th sts.	....	....	....	....	....	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 18.

	W.12	Th.13.	F.14	Sat.15.	M.17.	Tu.18
Baltimore City 6s, 1875.....	....	102	....	102	....	
" 1886 .....101½	....	....	....	....	....	
" 1890 .....101½	101½	101½	....	101½	....	
" 1884	....	....	....	....	....	
" 1900	....	....	....	....	....	
Balt and Ohio..... 168½	....	....	....	169	....	
" bonds, 1875.....	....	....	....	....	....	
" " 1880.....	....	....	....	....	....	
" " 1885.....	....	....	....	....	102	
Central Ohio.....	....	....	....	....	....	
" 1st mort... 92½	....	....	....	....	92⅜	
Marietta & Cin. 1st M.....	....	102½	103½	....	102½	
" 2d M.....	92⅜	....	....	....	92⅜	
" 3d M. 8s.....	74½	....	74½	....	....	
Northern Central.....	84½	84½	84	....	....	
" bonds, 1885.....	....	....	....	....	....	
" " 1900.....	....	....	....	....	....	
" G. B. 1900.....	....	....	....	....	91½	
Pittsb. & Connellav. 7s.....	....	....	....	....	....	
N. W. Va. 2d mort.....	....	....	....	....	....	
Virginia 6s, Consol.....	....	....	....	52½	....	
" Defer. Certif.....	....	....	....	....	....	
City Passenger R. R....	....	....	....	....	....	

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 19.

	Th.13.	F 14.	Sat.15.	M 17.	Tu.18.	W.19
Boston and Albany	....	132½	132½	132½	132½	
Boston and Lowell	108	....	....	....	....	
Boston and Maine.....112	111½	111½	....	....	....	
Boston and Providence.....	....	....	....	....	....	
Boston, Hartford & Erie....	....	....	....	....	....	
" 7s..... 22½	23	23½	....	23	23⅜	
Cheshire, pref.....	....	....	....	....	....	
Chi., Burl. & Quincy...107½	....	107½	107½	....	....	
Concord.....	....	....	....	....	....	
Connecticut River.....	....	....	....	....	....	
Eastern.....	55½	....	55½	55½	....	
Fitchburg.....	123	....	....	123	....	
Manchester & Lawr'ce.....	....	....	....	....	....	
Michigan Central..... 68½	68½	....	70½	71½	73½	
Northern, N. H.....	....	....	....	....	....	
Ogdens. & Lake Champ....	49	49	....	....	....	
" pref.....	....	....	....	....	....	
Old Colony 106½	....	106½	107	106½	106⅝	
Ph., Wil. & Baltimore.....	....	....	53½	53½	53⅜	
Portl'd, Saco & Ports.....	....	....	....	....	113	
Union Pacific	....	....	....	....	....	
" 6s.....	....	....	....	....	....	
" Land Grant 7s.... 81	....	....	....	....	....	
" Income 10s..... 78	....	....	....	....	78½	
Vermont & Canada.....	....	....	....	....	....	
Vermont & Mass.....	....	....	....	....	....	
South Boston (Horse).....	....	....	....	....	....	
Cambridge	....	....	....	....	....	
Metropolitan	....	....	....	....	....	
Middlesex	....	....	....	....	....	
Central Mining Co.....	....	....	....	....	....	
Copper Falls 11½	....	11½	....	....	....	
Franklin	....	....	....	....	....	
National	....	....	....	....	....	
Quincy 30⅜	....	30½	....	....	....	

London Stock Exchange.

	—Closing Prices.— July 31.	Aug. 7.
Atlantic & Gt. W. 1st mort., $1,000..	51 — 53	50 — 52
Do. 2d mort., $1,000.....	27 — 29	27 — 29
Do. 3d mort., $1,000.....	12½ — 13½	12 — 13
Do. Con. mort. B'nds Bisch's Cert.	13 — 15	13 — 15
Do. Leas. Lines, Rental Bonds....	60 — 65	60 — 65
Do. 1873	43 — 48	43 — 48
Do. 8 p. c. Scrip, West. Exten.....	— —	— —
Detroit & Milwaukee 1st mort. Bonds	60 — 65	60 — 65
Do. 2d do.	55 — 60	55 — 60
Erie shares 100 dol. all paid.....	30 — 30½	29½ — 30½
Do. Convertible Gold Bonds	63 — 65	63 — 65
Do. 6 per cent Convertible Bonds..	95 — 97	95 — 97
Cons. Mort. amount autho. to be issued for conv. of existing bonds..	88 — 90	88 — 90
Illinois Central $100 shares all paid..	86 — 88	86 — 88
Do. Redemption mort. bonds 6 p.c.	100 —102	100 —102
Illinois & St. Louis Bridge 1st mort.	100 —102	100 —102
Marietta and Cincinnati Rail. Bonds.	95 — 98	95 — 98
Michigan Central 8s 1882, conv.	100 —105	— —
New York Central, 100 dols. shares.	93 — 94	93½ — 94½
Panama General mort.....	97 — 99	99 —101
Pennsylvania, General mort.....	97 — 98	97 — 98
Do. $50 shares.....	46 — 47	46½ — 47½
Philadelphia and Erie 1st mort.....	95 — 97	95 — 97

American Railroad Journal.

Saturday, August 22, 1874.

Stock Exchange and Money Market

Money has been in moderately active demand, but the very liberal offerings of capital have kept the market quite easy for all responsible borrowers on the basis of 2@3 per cent on call, and 5@7 per cent per annum, in the discount line. The speculative inquiry for accommodation was somewhat brisker toward the close, but was promptly met by lenders. And the better grades of mercantile paper were in more request within the range. Some time loans have been made to prominent Street houses on very advantageous terms for the borrowers. The City Banks have been reducing their leading averages, in good part, through preparations on the part of the commercial classes, for the Fall trade. The Government office in this city enlarged its specie and currency reserves; the former quite liberally. The City banks, last week, reduced their deposit and their specie averages materially, while again contracting their loan and discount line. They augmented their reserve of legal tender slightly, while also enlarging their item of circulation. The U. S. Sub-Treasury again increased both its currency and specie reserves. The City banks, last week, while increasing their reserve of legal tender notes $28,600, reduced their deposit item $4,346,100, and their specie average $3,388,000. They also report a decrease of $1,284,100 in the loans and discounts, and added $3,400 to the circulation. The U. S. Sub-Treasury in this city closed the week with a currency balance of $59,899,721, against $59,109,277 the preceding week; and a coin hoard of $51,716,376, against $50,294,683 on the previous return. The City bank exchanges, during the week, were $301,191,647, or a daily average of $50,198,608. The customs revenue of the port, during the week, was $2,745,000. The City banks reported their average of gold last week at $22,352,000, and their greenback average at $66,578,100. Their deposits stood at $237,915,500. The loan item was $279,250,200. The circulation was $25,809,100.

The outstanding amount of legal tender notes is now definitely established by law at 382 millions. The National bank circulation is over 350 millions.

The income of the Government, from internal evenues, thus far, in the current fiscal year, commencing with July 1, 1874, has been over 13 millions.

The Treasury balances at the opening of business on Wednesday were as follows: currency, $15,515,153; special deposit of legal tenders for the redemption of certificates of deposit, $60,045,000; coin, $70,292,146, including $31,904,000 in coin certificates; outstanding legal tenders, $382,000,000.

The Gold movement has been comparatively tame, since our last. The speculative dealings have been on a restricted scale. The customs call has been fair; while the export drain has been of less magnitude. Prices have not varied materially. The extremes of the price have been 109⅜@119¾, closing at 109⅝, as against 109⅝ on Wednesday of the preceding week. The specie outflow, last week, was $2,032,733. The imports of specie at this port since Jan. 1, have been $2,495,967, against $2,176,151 same time last year. The customs demand for Gold last week averaged $457,500 a day. Foreign Exchange has been quite moderately sought after. Bankers' sixty day bills on London closed on Wednesday at $4 87½@$4 88½; sight bills on London at @4 90@$4 91 to the £ sterling. The week's exports of Domestic Produce have been to the currency value of $5,496,733.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $5,252,836.

Government securities have been in more confident demand chiefly on investment account, and the restricted offerings of the more popular issues have tended to stiffen values. U. S sixes of 1881 closed on Wednesday of this week at 118¼@118½; U. S. Five-Twenties of 1862, 112@112¼; U. S. Five-Twenties of 1864 at 115¾@116; U. S. Five-Twenties of 1865, 117@117¼; U. S. Five-Twenties of 1865 consolidated, 116¼@116½; U. S. Five Twenties of 1867, 117⅝@117¾; U. S. Five-Twenties of 1868, 117⅞@118; U. S. Ten-forties at 113¾@114; U. S. Fives of 1881, (Funding Loan) 112@112¼; Six per cent. currency Sixes from 117½@118.

State and Railway bonds have been generally

dull, yet quoted steady. Railway and miscellaneous share property has been more freely dealt in, especially toward the close, on a firmer and buoyant market.

General business has been more satisfactory as to amount, in the domestic produce lines, though, in instances, less so as to values. The Breadstuffs and Cotton movements have been fair. Provisions Petroleum, Naval Stores, and Tobacco, tamer. Wool, in good demand. Foreign merchandise has been more sought after as a rule. The Metal trade has been exceptionally dull in the local market, no important dealings having been reported in Iron. Eglinton Pig Iron quoted at 32 75@33 50; Glengarnock, $35; Sumerlee, $36; No. 1 American Pig at $31@$32, No. 2 do. at $27 @$29; Forge, $25@$27; English Rails at $50@ $52, gold; American Rails at works, 57 50@$62 50; Old Rails, $34@$38. Wrought Scrap, $35 @$37 50. Sales have been made of 450,000 lbs. Ingot Copper at 19¼. Ocean freights, have been more active, and quoted stronger toward the close.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Western Union Telegraph, 76⅝; do. 7s, 99; Atlantic and Pacific Tel., 15½; Am. Exp., 61; U. S. Exp., 68; Adams Exp., 106½; Pennsylvania Coal, 240; Quicksilver mining pref., 31½; St. Louis and Iron Mt., R. R., 15; do. 1st mort., 84; do. 2d mort., 60; Pacific R. R. of Mo, 39⅞; Atlantic and Pacific R. R., pref., 14¼; New York Central 1st mort., coupon, 104¾; Chicago and Northwestern consol. gold bonds, 79; L. and Mo. R. R. 1st mort., 82⅞; Central of New Jersey 7s, conv., 102; do. 1st mort., new, 104; Michigan Central 7s, 99; Union Pacific R. R. S. F. 8s, 69; Lake Shore and Michigan Southern R. R. 7s, consol., reg., 97; do. coupon. 97; Albany and Susquehanna R. R., 95; do. 1st mort., 103½; do. 2d mort., 101; Iowa Midland 1st mort., 86; Long Dock bonds, 98; Ohio and Mississippi 7s, consol., 91; do. consol. S. F., 94; Western Pacific bonds, 82; Dubuque and Sioux City 2d div., 90; Morris and Essex 7s, 1871, 96½; Galena and Chicago 1st mort., 100⅛; Am. Dock. and Imp. 7s, 99; Cedar Falls and Minnesota 1st mort., 77; Del., Lack. and Western 7s, conv., 105; Tennessee 6s, old, ex-coupon, 57¼; do. new, do., 57¼; do. 6s, n. s., 57⅛; South Carolina 6s, new, Jan. and July, 18; Missouri 6s, l. bonds, 93; Connecticut 6s, W. L., 100; Georgia 7s, new, 90; N. Y. State 7s, B. L., reg., 107.

Philadelphia.—Allegheny Valley 7 3-10s, 89; Pennsylvania and New York 7s, 103¼; Phila. and Reading 7s, new, conv., 105; do. Gen'l mort. 7s, reg., 105½; do. coupon, 107; Union Pass. R. R., bonds, 89; Belvidere Delaware 1st mort., 95; Chesapeake and Delaware Canal 6s, 90; East Pennsylvania R. R. 7s, 103¼; Pittsburg, Cincinnati and St Louis 7s 64¾; Pennsylvania Canal 6s, 68; Harrisburg and Lancaster R. R., 6s, 100¾; West Jersey 7s, 103½; Reading C. and I mort., 7s, 89; do. deben. bonds, 84; Nesquehoning Valley R. R., 55¾; Chestnut Hill R. R., 88½; Schuylkill Nav. div. scrip, 87; Pennsylvania R. R., div. scrip, 102¼; Pittsburg 5 per ct. scrip, 70. The latest quotations are: City 6s, 100¾ @101¼; do. free of tax, 104¼@104⅝; Pennsylvania State 6s 2d series, 107¼@107¾; do. 3d series, 110½@110⅝; Philadelphia and Reading, 55@55⅛; do. Gen'l mort. 7s, coup., 104@104¼; do. reg., 105@106; do. mort. 6s, 1880, 99½@ 101; do. new, conv., 104½@105¼; do. 7s, 1893, —@107; United New Jersey R. R. and Canal Co., 125½@126; Camden and Amboy mort. 6s, 1889, 99½@100; Pennsylvania R. R., 51⅛@51¼; do. div. scrip, 102⅛@102¼; do. 1st mort., 100@ 100¾; do. 2d mort. 100½@101; do. general mort. coupon, 91@92; do. reg., 94@94½; Little Schuylkill R. R., 47⅛@48; Morris Canal, 48@51; do. pref. 120@122; do. 6s, 97½@100½; Susquehanna Canal, 5@8; do. 6s, 73@75; Schuylkill Nav., 6@7; do. pref., 12¼@12½; do. 6s, 1882, 76¾@77; do. 1872, 88@91; Elmira and Williamsport pref., 35@40; do. 7s, 1878, 97@99; do. 5s, 53@59; Lehigh Coal and Navigation, 45⅜@ 45¼; do. 6s, 1884, 96½@97; do R.R. Loan, 96¼ @96¾; do. Gold Loan, 95¼@95¾; North Pennsylvania, 44½@45; do. 6s, 100@100¼; do., 7s, 102½@102¾; do. Chattle 10s, 106½@108; Philadelphia and Erie, 17@17½; do. 6s, 90⅜@ 92; do. 7s, 84¼@85; Minehill, 52¾@53; Catawissa, 14½@17; do. pref., 42¾@43¼; do. new pref., 30½@31; do. 7s, 1900, 100@101; Lehigh Valley, 61@61½; do. 6s, new coupon, 100 @100½; do. reg., 101@101¾; do. 7s, 107@107½; Fifth and Sixth streets (horse) 54@54; Second and Third, 64@64; Thirteenth and Fifteenth, 21@25; Spruce and Pine, 29@29¼; Green and Coates, 49⅞@50½; Chestnut and Walnut, 70@80; Hestonville, 19¼@19½; Germantown, 35@40.

Boston.—Allouez Mining Co., 8¼; Calumet and Hecla, 127¾; Ridge, 5; Pullman Palace Car Co., 96; Boston Water Power Co., 12¼; Cary Imp., 5¾; Rutland pref., 25; do. scrip, No. 6, 50; do. No. 5, 70; Burlington and Missouri River R. R. in Iowa, 103¾; do. Land Grant 7s, 98; Cincinnati, Sandusky and Cleveland R. R., 9; Worcester and Nashua R. R., 124¾; Burlington and Missouri River R. R. in Nebraska, 8s, old, 98⅞; Michigan Central (Air-line) 8s, 1890, 101; Atchison, Topeka and Santa Fe R. R., 10¼; do. 1st mort. coupons, 22½; Summit Branch R. R., 85¾; Norwich and Worcester R. R., 122¼; New Bedford R. R., 105½; Eastern R. R. 7s, 1882, 93⅝; do. 1887, 94; Chicago, Burlington and Quincy 7s, 96⅞; Vermont Central 1st mort., 15¼; Boston and Maine 7s, 104¼; New Hampshire 6s, 100; St. Louis 6s, 1886@1888, 92¼; Chicago 7s, 99½; Cambridge 6s, 96¼@97; Louisville 6s, 1889, 90; Toledo 8s, 101@101¾; Cleveland 7s, 99¼@99½; Cook Co., Ills., 7s, 1885, 99¼; Boston 5s, 1886, gold, 100; do. 6s, 1880, 99⅞.

Baltimore.—Maryland Defense 6s, 107; Virginia consols, coupons, 81; Virginia consols, ex-coupon, 50; Richmond and Danville 1st mort., 67½; Western Maryland 6s, guar. by Washington Co., 91; Orange, Alex. and Manassas 7s, 80; Orange and Alexandria 2d mort. 6s, 81: Santa Clara Mining, Co., 5⅝. The latest quotations are: Richmond and Danville 1st mort., 67½@67⅝; Pittsburg and Connellsville 7s, 1898, 84½@85½; Baltimore and Ohio, 168@170. do. 6s, 1875, 100@102; do. 1880, 100@101; do., 1885, 102@ 103; Washington Branch, —@175; Northern Central, 83½@84; do. 6s, 1885, 92½@93; do. 6s, 1877, 93@--; do. 1900, 90@91; do., 6s, 1900 gold, 91½@92; N. W. Va. 3d mort., 1885, 93@—; Marietta and Cincinnati 1st pref., 17@18½; do. 2d pref., 9@12; do. 1st mort. 7s, 1892, 102¼@ 102½; do. 2d mort., 7s, 92½@92⅝; do., 3d mort., 8s, 74¼@74½; Central Ohio, 41@—; do. pref., 40@40; do. 1st mort., 92½@93; Western Maryland, 1st mort. 6s, 1890, 80@89; do. 1st mort. guar., 98@100; do. 2d mort. guar., 98@100; do. 3d mort., guar., 98@100; do. 2d mort. pref., 60@70; do., 2d mort. guar. by Washington Co., 90@91; Virginia and Tennessee 2d mort. 6s, 69@75; do. 3d mort. 8s, 78@79; Orange and Alexandria 1st mort. 6s, 89@92; do., 2d mort. 6s, 80½@82; do., 3d mort. 8s, 80½@82; do., 4th mort. 8s, 73 @74; Orange, Alex. and Manassas 7s, 79@80; Baltimore 6s, 1875, 101½@102; do., 1884, 101@ 102; do. 1886, 101@102; do. 1890, 101¾@102; do., 1898, exempt, 103@105½; do., 1900, 100¾@ 101; do. 1902, 101@102; do. 5s, 80@85; Memphis City 6s, 43@46; Maryland Defense 6s, 1883, 107@ 108; do. 6s, 1890, 100@—; do. 6s, exempt, 107½ @108; do. 5s, 80@90; Virginia coupon 6s, old, 34 @34¾; do. new, 34@42; do. consol. 6s, 52@52½; do. coupons, 80¾@81; West Virginia, 9@9¾; City Passenger R. R., 19@20; George's Creek Coal, 130@150; Atlantic Coal, 2.35@2.40; Santa Clara, 5.12@5.75; Canton Co., 50@70.

Union Pacific Railroad.

The earnings of the Union Pacific Railroad for June, 1874, were $902,881 48, the expenses $408,418 52, and the net earnings $494,462 96. In June, 1873, the earnings were $969,863 68, the expenses $417,118 04, and the net earnings $552,745 64—showing a decrease in earnings of $66,982 20, with a decrease in expenses of $8,699 52, making a decrease in net earnings of $58,282 68. For the six months ending June 30, 1874, the earnings were $4,563,632 77, the expenses $2,422,102 72, and the net earnings were $2,141,530 05—showing a decrease in earnings, as compared with corresponding period of the previous year, of $19,343,50, with an increase in expenses of $69,187 89, making a decrease in net earnings of $88,531 39. The decrease of $88,531 39 in net earnings is on account of extra expenditures in filling up trestle bridges, which work will be completed within the next thirty days.

☞ The gross earnings of the Central Pacific Railroad for the six months ending June 30, 1874, were: coin, $3,478, 255 76; currency, $2,439,341 95—total, coin and currency, $5,917,597 71. During the same time the operating expenses were: coin, $2,404,068 34; currency, $18,287 66—total coin and currency, $2,422,356; leaving earnings over operating expenses $3,495,241 71. For the six months ending June 30, 1873, the total gross earnings, in coin and currency, were $5,772,495 59, the operating expenses $2,573,933 86, and the earnings over operating expenses $3,198,561 73—showing an increase in gross earnings of $145,102 12, with a decrease in expenses of $151,577 86, making the increase in earnings over operating expenses $296,679 98.

☞ The Flint and Pere Marquette Railroad Company have completed the first ten miles of their road west of Reed City, Michigan, where the work was suspended for want of rails. Only 30 miles now intervene between the terminus of the road and Ludington.

Virginia State Finances.

The Richmond correspondent of the Petersburg *News* says that the Governor of Virginia is in correspondence with the English bondholders regarding the public debt, paying of interest, &c.; and to be informed as to the resources and indebtedness of the people he has sent out circulars to clerks of courts inquiring the number and extent of sales and offers under judgments and executions. The bondholders complain that the present rate of taxation does not raise enough money to pay the interest upon the public debt, because Virginia has put down her assessments, but the Governor thinks he can show that in all sections of the State lands have been offered for sale by the courts on long credits, and have found no purchasers because they failed to bring three-fourths of their assessed value, as required by law. The correspondent adds:

"I do not know whether the information he is thus obtaining is preliminary to the conference with the bondholders provided for by law so far as the State is concerned, or is to be used in his annual message or otherwise. Certainly it will afford an insight into our affairs that we have never had. Whether it will increase immigration to Virginia or not remains to be seen."

☞ The earnings of the Indianapolis, Cincinnati and Lafayette Railroad for June, 1874, were $142,560, the expenses $87,015, and the net earnings $55,545; for the month of June, 1873, the earnings were $160,456, the expenses $130,060, and the net earnings $30,396. For the six months ending June 30, 1874, the earnings were $871,310, the expenses $569,777, and the net earnings $301,533; for the six months ending June 30, 1873, the earnings were $903,494, the expenses $741,103, and the net earnings $162,391. For the year ending June 30, 1874, the earnings were $1,859,076, the expenses $1,207,562, and the net earnings $651,414.

☞ The St. John *News* says that the contractors for the Albert Railway are making good progress with the work. Messrs. Gray & Wheaton at the Salisbury end, advertise for more men, as do also Messrs. McManus at the Hopewell end, but large forces are at work at both places, and the work of grading is making rapid progress. Mr. McDonald is succeeding well with the bridge across the river at Salisbury, and altogether the people may congratulate themselves on the prospect of the early completion of the road.

☞ The Atchison, Topeka and Santa Fe Railway will soon be extended to Pueblo, Col. The line locally known as the Pueblo and Salt Lake Railroad is now under contract and will be rapidly built eastward, to connect with the Atchison, Topeka and Santa Fe to Grenada, the present terminus of the latter road. This will make a continuous line of railway under one direction, from the Missouri River, at Atchison, to the foot of the Rocky Mountains.

☞ It is stated that the Pennsylvania Railroad Company have ordered a survey for a road to connect with the Newtown Railroad at Fox Chase, and to run as near a direct line as possible to connect with the Philadelphia and Trenton Railroad between Tyburn and Morrisville. This line will avoid Frankford, Bridesburg, Bristol, &c.

The Freight Business of the Pacific Railroads.

The San Francisco *Bulletin* publishes the following returns of freight forwarded to the Atlantic States over the Central Pacific and Union Pacific Railroads during the first half of the current year. The increase is 100 per cent. greater than the corresponding period of the two previous years, which is chiefly due to the shipments of barley and malt, new features in the operation of the roads. The movement in rice, sugar and syrup is also comparatively new. The prominent articles shipped within the period mentioned are as follows:

	Pounds.		Pounds.
Barley	19,067,200	Borax	819,300
Butter	270,700	Coffee	570,000
Dried Fruit	740,600	Fish, Salm'n	1,366,100
Glue	151,100	Hides	252,000
Hops	37,400	Leather	578,700
Malt	1,608,500	Powder	202,900
Quicksilver	196,700	Rice	238,800
Ripe Fruit	33,100	Silk	214,900
Sugar	40,000	Syrup	909,609
Tea	5,251,400	Wine	2,340,000
Wool	18,319,800	Merchandise	6,087,500
Total			59,121,200

In addition, over 6,000,000 lbs. of freight has been shipped direct to the East from prominent points in the interior, including 1,718,000 lbs. barley, 47,600 lbs. canned goods, 20,200 lbs. flour, 22,800 lbs. quicksilver and 23,800 lbs. California tobacco from San Jose; 18,00 lbs. leather and 92,000 lbs. wine from Stockton; 894,000 lbs. wool, 217,000 lbs. wine, 102,600 lbs. salmon, 304,000 lbs. malt, 269,500 lbs. barley, 120,000 lbs. flour and 105,760 lbs. fruit from Sacramento, and 1,000,009 lbs. barley and 109,000 lbs. hides from Marysville. The total shipments East from San Francisco and the interior aggregate 65,372,200 lbs, an increase of 39,000,000 lbs as compared with the same time last year. Included in the total is 22,000,000 lbs. barley, 1,922,000 lbs. malt, and 19,214,000 lbs. wool. It is difficult to determine the value of this trade, since there is no accessible record of the invoice cost of the shipments, and no means of ascertaining even an approximate value of the unspecified merchandise forwarded. It is probably safe to put down the value of this freight at $5,000,000, though a good portion of this sum is simply for merchandise in transit. It is noteworthy that the tea shipments are nearly 100 per cent larger than the average for the two previous years, notwithstanding the rupture between the railroad and steamship company.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending August 8, at 435,575 tons, and for the coal year 11,314,540 tons against 12,034,603 tons to corresponding time last year, being a decrease of 720,063 tons. The bituminous tonnage for the week is 72,371 tons, and for the year 1,742,680 tons, against 1,882,064, tons to same time last year, giving a total of all kinds for the week of 507,946 tons, and for the year of 13,157,220 tons, against 13,898,687 tons to same time last year, being a decrease of 742,467 tons.

☞ The Secretary of the Treasury has decided that pig lead imported from and after the 22d of June, 1874, is entitled to the reduction of ten per cent off the duties, under the provision in section 2,503 of the revised statutes of 1874.

☞ The net earnings of the Welland Railway of Canada for the year were £9,298; being equal to interest at 6 per cent. on £154,108, a result far above any previous season.

☞ In reply to an interrogatory by the Secretary of the Treasury, the acting Attorney General has decided that a railroad existing, in contemplation, or unfinished, is defined and identified by its track and termini. If, therefore, a land grant has been made to a company to aid it in constructing, in whole or in part, a road between certain termini, upon condition that it shall lie between the termini mentioned, no more or less, any subsequent change of termini will not affect the original application of the condition.

☞ During the season of 1873-'74, ending May 1st, there were exported from Japan to foreign markets 19,864,333 pounds of tea, of which 12,446,916 pounds were exported from Yokohama, all of which, except 4,500,000 pounds left that port on steamers bound for San Francisco. Most of the remainder was shipped by sailing vessels to New York. Nearly all the tea raised in Japan is taken by American consumers. The British patronise China and India almost exclusively for their teas.

☞ We notice heavy shipments of tobacco abroad from Richmond, Va. One firm is said to be filling an order from France for $8,000,000 worth, while another has a contract with Austria, amounting to $6,000,000, which is now being executed.

☞ The Central Pacific Railroad Company has declared a dividend of 5 per cent gold on its capital stock, payable on the 15th instant, on the presentation and surrender of dividend warrant No. 2. This dividend is out of the net earnings for ten months ending June 30, 1874.

☞ The Lowell and Andover Railroad Company began work on their bridge across the Concord river on the 17th inst. It is the last important job on the route. The first trip over the line is expected to be made October 1.

☞ Franklin Fairbanks, J. D. Bell, G. W. Hendee, W. Brigham, O. Buck, R S. Reed, D. D. Wead, A. B. Jewett, G. Abel, D. W. Aiken, and J. H. George, have been elected directors of the Lamoille Valley Railroad Company.

☞ In the construction of the railroad from Attleboro', Penn,, to Bristol, it has been agreed to select the route which passes through Hulmeville, Knights' Hollow.

☞ The Portland and Ogdensburg Railroad have commenced running three miles above upper Bartlett, giving half an hour more time at the Crawford House.

☞ The tolls received on all the canals of the State of New York up to August 8, 1874, amounted to $1,339,071, against $1,259,994 for the same period in 1873, an increase of $79,077.

☞ The vintage of California this season will, it is estimated, amount to 10,000,000 gallons, against 4,000,000 in 1873 and 2,500,000 in 1872.

☞ The indebtedness of San Francisco, Cal., amounts to $3,204,500, with a sinking fund to its credit of $115,000.

☞ Boston, Mass., has a debt of $42,735,785, which is partly provided for by the sinking funds which amount to $14,264,451.

Coal and Iron in California.

No country has ever yet in our day, attained to commercial greatness that has not been able to boast of large and easily accessible deposits of Coal and Iron. This is emphatically the Iron Age; we have Iron horses, stores, and churches, Iron ships—in short almost every article of convenience or utility is made of Iron or Steel, from the ponderous anchor to the bright Damascus blade. And the complement of Iron is Coal, for without the latter in large quantities, Iron Ore can only be smelted, reduced, and manufactured so long as the original forests of the land hold out. And of how short a time it will take to get rid of them an idea may be formed, when it is known that already the cry is being raised east of the Rocky Mountains, that the great forests of Canada, the Atlantic slope, and the Lake region are giving signs of being exhausted, before many years have elapsed.

The same thing must also happen on the Pacific Coast sooner or later, and then if we have not Coal to fall back on, to supply fuel for our manufacturing needs, we must give up all hopes of being a manufacturing people. To import Coal for this purpose cannot, save in exceptional cases, be even dreamed of. It is therefore with pleasure that we learn of the discovery of vast Coal deposits on the line of the Ione Railroad, connecting that place with the city of Stockton, and of the existence of Iron deposits in the same direction.

The Stockton papers are in ecstacies over the future which these discoveries open out for that prosperous and rapidly growing city. Speaking of them the *Independent* says:

"The supply of Coal on the above named grant is practically inexhaustible. It has been struck at different points for a distance of seven miles, and at one place the vein is nearly half a mile wide. At the point near Ione, where Coal is now being mined to supply the flour mill at Ione city and several quartz mills in the vicinity of Sutter Creek, the vein is on an average ten feet in thickness, and its limit has not yet been ascertained, although tunnels several hundred feet in length have been run in different directions to ascertain the size of the deposit. At this place it is estimated that the vein extends through a number of acres, and that there are at least ten thousand tons to each acre.

* * * * *

"It is feasible to construct a branch road from Linden via the Calaveras river and its branches to the Big Trees of Calaveras county, which undoubtedly would be one of the most profitable roads that could be built in the State, as it would tap one of the most extensive timber regions in California, pass in close proximity to the most valuable deposits of Iron Ore on the coast, and aid in the rapid development of a large region of country that abounds in valuable resources that would be rendered available as soon as the road is constructed."

If the figures given above are thoroughly reliable, it would indicate the existence of a Coal bed containing 22,400,000 tons, a quantity equal to the requirements of the coast for forty four years, with a population equalling the present. We may be sure, however, that this is not the only deposit that could be made easily accessible by the construction of a good railroad, and that other deposits of Iron Ore of equal importance will be discovered. Should this be the case, a great manufacturing future would be opened out before us.

Let good Coal for manufacturing purposes be laid down in San Francisco at $4 to $5 per ton, and let Pig Iron be laid down at $20 to $25 per ton, and our industrial millenium would have come. We would then not only be able to drive Eastern and English manufacturers of Hardware and Agricultural Implements out of our markets, but we could also compete with them in the markets of Mexico, South America, Australia, the Dutch and Spanish East Indies, and China and Japan, that is as soon as it became known that the trade marks of our manufacturers covered goods of acknowledged excellence. Cheap Coal, too, would enable us to carry on successfully many other branches of manufacture that we cannot now even dream of.—*San Francisco Journal of Commerce.*

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley left at tide-water from the commencement of navigation to the 31st July, inclusive, during the years 1873 and 1874, was as follows:

	Flour, bbls.	Wheat, bushels.	Corn, bushels.	Barley, bushels.
1873	57,700	6,804,400	5,127,000	22,200
1874	32,400	11,029,900	8,440,000	74,100
Dec.	25,300	*4,225,500	*3,313,400	*51,900

* Increase.

By reducing the wheat to flour the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows an increase equal to 819,800 bbls. of flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 31st of July, in the years indicated:

	1872.	1873.	1874.
Canal opened—	May 13.	May 15.	May 5.
Flour, bbls.	47,100	57,700	32,400
Wheat, bush	2,951,000	6,804,400	11,029,900
Corn, bush.	11,458,900	5,127,000	8,440,400
Barley, bush	401,500	22,200	74,100
Rye, bush	245,800	550,400	189,800
Oats, bush.	3,165,100	1,672,400	1,214,400
Malt, bush.	447,900	313,400	308,700
Feed, lbs	3,296,700	3,362,200	181,500

☞ The new railroad line from Philadelphia to New York, through the lower end of Bucks county, is under the control of the North Pennsylvania Railroad Company from Philadelphia to Bound Brook, New Jersey. The road will be built from the main line at Jenkintown to the middle of the Delaware river, below Yardleyville by the direct action of that company, under its charter. From the middle of the Delaware to Bound Brook it will be built by the "Delaware and Bound Brook Railroad Company," formed under the general railroad law of New Jersey, with a fully subscribed capital of $1,000,000. It is stated that work will be commenced upon this line in a very short time.

☞ A company has been organized under the laws of Oregon, having its principal business office in Corvallis, for the purpose of constructing a narrow-gauge railroad from Corvallis to the navigable waters of Yaquina Bay, to connect there with ocean steamers and sail vessels.

☞ The Governor of the Cape of Good Hope, on the recent opening of Parliament, stated that the revenue of the colony was annually increasing, and that about 800 miles of railway will at once be built, at a cost of from £4,000,000 to £5,000,000.

☞ The imports at the Port of St. John, N. B., for the month ending July 31st, 1874, was $501,003, against $413,401 for July, 1873; and the exports were $688,319, against $508,133 for the corresponding month of 1873.

☞ The traffic of the Midland Railway of Canada for the year to July 31, 1874, was $177,417 99; year previous, $184,658 22—decrease, $7,140 23.

☞ The yield of wheat in Nebraska, in 1869, was but 148,867 bushels, while in 1873 it amounted to 3,000,000 bushels, notwithstanding the fact that it was an unfavorable year for agriculture. Nebraska wheat, though not so good as the wheat of California, is of excellent quality, and averages fair prices in the markets of St. Louis and Chicago.

OFFICE CENTRAL PACIFIC RAILROAD COMPANY, No. 9 NASSAU-ST., NEW-YORK, Aug. 14, 1874.

THE BOARD OF DIRECTORS OF THE CENtral Pacific Railroad Company have declared a Dividend of Five per Cent., gold, on its capital stock, payable on the 15th inst., on the presentation and surrender of dividend warrant No. 2, said dividend being for ten months ending June 30, 1874. Eastern shareholders can collect their dividend at the above office.

C. P. HUNTINGTON, Vice President.

Iron Bridges, Pivot Bridges,
AND
TURN TABLES.

F. C. LOWTHORP,
CIVIL ENGINEER,
Patentee and Builder,
78 E. STATE-ST.,
TRENTON, N. J.

The American Wood Carbolizing Co.

Is organized for the purpose of Creosoting Timber for Docks, R. R. Ties, Fence-Posts, Pavements, and all other uses where Timber is exposed to the action of water or air. This Company also proposes to License R. R. Companies and others who desire to erect their own apparatus.

Drawings and specifications of apparatus, either stationary or portable, will be furnished on application.

67,112 miles of Railroad in the United States use annually over twenty-six million Ties for renewing those destroyed by decay.

The preservation of wood from decay and the attacks of marine worms, has been largely practiced in Europe for thirty years; and with such success that the use of natural wood is now the exception; and of all the various methods that have been employed, that in which creosote oil was used, has best endured the test of time.

This Company, benefiting by the thirty years' practical experience in the use of creosote oil abroad, offer to the public a system of application which is adapted to the wants of our own country, in that green wood can be rapidly and thoroughly treated, even better than dry, and the application of the oil, in connection with the use of moderate heat, be made more uniform and effective than is possible by any other means.

Experience has demonstrated that creosote or dead oil is the only substance by which wood can be treated so as to certainly resist the attacks of marine worms.

Creosoted wood exposed in Charleston Harbor was not attacked by the teredo, while natural wood attached to it was completely honey-combed.

It is confidently asserted that Railroad Ties creosoted will outlast three sets of ordinary Ties, and that creosoted Paving Blocks being beyond the reach of decay, will last as long as stone, with all the advantages of an elastic roadway, beauty and economy of construction.

The economy in the use of creosoted wood, where the term of service is trebled, is measured by adding to the wood used, the cost of the labor expended in construction, and the loss of time spent in replacing the structure, when either decay or attacks of marine worms destroy it.

The system of Seely and Pelton, employed by this Company, has been fully examined and indorsed by Gen. McClellan, Gen. Barnes, Gen. Babcock, Rob't Harris, C. B. & Q. R. R., Prof. Silliman, Capt. Eads, Gen. Cram, Gen. Humphreys, Gen. Meigs, Gen. Belknap, Prof. Chandler Gen. Gilmore, Gen. Newton, A. B. Mullet, C. H Haswell

It has been used by the U. S. Government upon the Dykes of the St. Clair Flats, and upon Gun Platforms for the fortifications on the Atlantic coast; upon pavements in New York and Pittsburgh, by the Department of Docks of the City of New York and the Board of Public Works of the District of Columbia.

Detailed information can be obtained and specimens of creosoted wood examined at the office of the Company.

TRUSTEES.

GEO. W. CASS,	THOS. A. SCOTT,
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American Railroad Journal.

New York, Saturday, August 29, 1874.

Union Pacific Railroad.

The Land Department of the Union Pacific Railroad Company reports the sales of land for the month of July, 1874, at 22,005.54 acres for $100,568 07, or an average price per acre of $4 57. The total sales to July 31, 1874, have been 1,035,784.00 acres, for $4,719,367 79, or an average price per acre of $4 55. The lands belonging to the company remaining unsold, now amount to 11,044,315.10 acres.

Land grant bonds issued	$10,400,000
Less bonds cancelled by land department	$1,574,000
Less bonds cancelled by trustees	731,000
	2,305,000
Leaving bonds outstanding July 31, 1874	$8,095,000 00
Land notes on hand, July 31, 1874 —principal (interest not included)	$2,675,719 59
Cash in hands of trustees for the purchase of land grant bonds, July 31, 1874	$34,203 38

Horse-Car Railroads of San Francisco.

Annexed will be found full and most interesting statistics relative to the ten main street-car lines of San Francisco and their six branches—the cars and horses they own, the total length of their main and branch lines, the total number of passengers carried by each in 1873, and the gross earnings of each of the companies during that year. We also append the grand totals for 1872 -'3:

	No. of horses.	No. of cars used.	Total length in miles.	Passengers carried in 1873.	Gross earnings for 1873.
Omnibus (2 main, 1 branch)	280	30	6½	4,670,000	$233,500
N. B. and Miss'n (2 main)	250	36	6	4,274,702	213,735
Central (2 main lines)	215	22	5	2,670,162	171,610
Sutter-st. (1 main, 3 branches)	180	19	8¼	1,750,000	118,750
City (W'wds, 1 main, 1 branch)	200	26	4	8,500,000	180,000
Market-st. (1 main, 1 branch)	209	23	6⅔	2,786,965	130,253
Potrero and Bay View (1 main)	58	9	8¼	537,578	33,984
Clay-st. Hill (1 main)	22	10	2⅔	no returns	received.
Grand totals for 1872	1,391	163	40½	18,801,574	985,812
Grand totals for 1873	1,414	169	41⅙	20,189,397	$996,832

The street-car lines of San Francisco have never been very profitable to their builders, but they are monthly becoming more valuable, as the suburbs become filled with population. In a few years they will rank among the most profitable, as they are already among the safest local securities. The length of 41⅙ miles does not include the double tracks, but is based on the actual distance only over which the roads extend.

☞ The Wells and Mankato (Minn.) railroad, forty miles long, will be completed October 1st.

Land Grants to Railroads.

The following statement, prepared by the Congressional Committee, from the books of the General Land office at Washington, shows the number of acres of land granted to railroads which have reverted to the Government under the conditions of their grant and the recent decision of the Attorney General. The lands will soon be again opened for settlement. They are distributed as follows:

	Miles.	Acres.
Jacksonville, Pensacola and Florida R. R.	160	600,000
Pensacola and Louisville R. R.	43	165,000
Alabama and Florida R. R.	150	374,000
Coosa and Tennessee R. R.	37	67,784
Mobile and Girard R. R.	140	800,000
North Louisiana and Texas R. R.	90	250,000
St. Croix and Lake Superior R. R.	220	1,186,000
Jackson, Lansing and Saginaw R.R.	50	180,000
Total	888	3,106,784

It has long been held that lands that have once been granted to railroads could not revert to the national domain except by some subsequent legislation of Congress. This opinion was held by Joseph Wilson, the late Commissioner of the Land Office, and has not been reversed until within a few days, when Attorney General Williams, in response to an inquiry of the Secretary of the Interior, decided that subsequent action of Congress was not necessary, and that original grants were to be interpreted in accordance with the real intent of Congress, and not by the principle of the common law as to conditions subsequent.

Russian Railways.

On the 1st of January, 1874, the Russian Railway system comprised a total length of 15,842 versts, of which 5,262 versts were State owned lines; 651 versts are in Finland. These figures refer only to lines already fully completed and worked; 1,740 versts more are in progress of construction, and 2 348 versts are projected. Of the 50 railway companies existing in the empire, only 10 have constructed their lines altogether without government assistance; the remaining 40 are guaranteed—20 to the full amount of their capital, the other 20 only to a partial extent. The entire sum annually guaranteed by the State in the shape of interest and repayment of capital

amounts to 51,177,627 roubles. In 1873 14,592,172 roubles, being 78.52 per cent of the sum total, were actually paid out of the exchequer. The charters granted to railway companies are for the most part terminable after between 75 and 85 years. Some small companies have charters only for 37 years.

Mobile and Ohio Railroad.

The following is a comparative statement of the earnings and expenses of the Mobile and Ohio Railroad for the fiscal years ending December 31, 1872 and 1873:

Earnings:	1872.	1873.
From freight.....	$2,089,681 25	$2,074,794 84
" passengers.....	734,970 39	596,605 14
" express.....	67,150 00	68,000 00
" mail.....	60,705 95	61,727 40
	$2,952,507 59	$2,801,127 38
Expenses:		
Repairs of roadway..	$574,768 35	$514,247 85
Repairs of machinery.	522,211 34	522,037 21
Conducting transp...	792,076 92	820,378 47
Bureau expenses.....	41,162 57	39,600 86
	$1,930,219 18	$1,896,264 39
Net earnings....	$1,022,288 41	$904,862 99

Compared with the year 1872 the gross earnings of 1873 show a decrease of $151 380 21, with a decrease in expenses of $33,954 79, making a decrease in the net earnings of $117,425 42. The President in his report presented at the annual meeting of the stockholders held in Mobile on the 21st of April, 1874, says:

The receipts for 1873 were less than for 1872 by $151,380 21, of which $96,622 82 was in passengers alone during the panic months. During the first eight months of the year under review the business had steadily increased, and the prospects for the remaining four months were cheering. But on the 18th of September the most destructive financial storm burst upon the country ever known in its history. The development was first announced by the failure of two large banking houses in New York that were agents of the government, and had thereby an endorsement that gave to the market confidence in their strength.

The sudden shock thus given to public confidence was followed by the wildest excitement at all the money centres, even the banks presenting the anomalous spectacle of inability to continue—not specie—but currency payments. As might be expected, the business of the country was at once paralyzed, and even now, after seven months, is but slowly recovering itself. Acting upon the experience of the mariner who, when overtaken by storms, "takes in sail," your Directors at once set about the reduction of expenses in all departments by curtailment of forces and wages, confining all expenditures to what was only of absolute necessity for the protection of the property and the efficient operation of the road. By means of this it is believed that your net earnings will, for the present year, equal, if not exceed those of former years, while the economy being practiced by the people, added to the great stimulus forced by necessity in the direction of productive industry will, in the end, restore the country to a prosperity in which you are largely to participate.

The proposition for issuance of new stock submitted by your authority at the last meeting, was sanctioned by a vote approaching to unanimity, and was responded to by a large majority of the holders by payment of first installment of five dollars per share on first of July last, but the disastrous storm that followed prevented the larger number from completing the payments, thus leaving the company with an amount of untaken stock which necessity required should be utilized, to accomplish which, bonds of the company were issued, convertible into stock, at the pleasure of the holder, at the same price at which it had been forfeited to the company—all shareholders having been allowed stock to the full extent of payment made.

Under the advice of the best financial minds, your Directors have issued a consolidated mortgage bond for fifteen millions of dollars, depositing with trustees for the protection of bonds issued under former mortgages, twelve and one-half millions, and leaving the company with two and one-half millions unappropriated, and which may be hereafter used by our successors in the discharge of liabilities and the improvement of the property.

The condition of the roadway and rolling stock as exhibited in the report of the Chief Engineer and General Superintendent, will be found very satisfactory. The regularity with which trains have been run and the continued exemption from serious accidents, is just cause for congratulation, and more especially so in a season of unprecedented rains, when nearly all the roads in this region have been seriously injured by freshets, from which yours has been exempt, showing conclusively that your line was not only judiciously located, but substantially built.

The Okibbeha Branch has been completed, a distance of 4½ miles west of Artesia, and trains are now running over it daily; a contract has been made for grading the remaining distance to the town of Starkville, payable in the bonds of that county and town. The interest on these bonds has been promptly paid, and the bonds maturing in July next have been paid in advance of their maturity. The people of that county are deserving more than a passing notice, as they have, in a season of unprecedented pressure, and while laboring under an onerous tax, promptly met their engagements in full. You can safely rely that such a people are in earnest in seeking connection with your main line, and are possessed of resources that promise a profitable traffic with you.

There is a steady increase in manufacturing and mechanical enterprises along the line, which promise you not only a more diversified traffic, but a continuous one throughout the year.

The enquiry for lands has been for some months past on a much larger scale than heretofore known. The lumber men of the East and West are looking with eager eyes to your rich pine forests, while agriculturists of the colder regions are seeking a location in a more friendly climate. The sale and settlement of your lands looks promising, and nothing can be more desirable for your company, as it not only brings money in the treasury from its sale, but locates a permanent producer on your road, who is to aid for all time to come in swelling the volume of your business.

But little progress has been made since your last meeting with roads that proposed to connect with you. The financial storm had the immediate effect of stopping all new enterprises, and the time is probably distant when they will be able to resume work, as the men of capital are impressed with the belief that railway enterprises have been multiplied beyond the necessities of commerce, while they fear hostile legislation, either by the general or State government, that may affect the earning power and threaten the safety of their investments.

The floating debt, which in times such as we have experienced the past few months, becomes extremely embarrassing, is being steadily reduced by the economic plan adopted of suspending improvements and reducing all expenses possible. The policy of your Directors is to retire it at the earliest possible moment, and their efforts are being specially directed to that end.

The road is 472 miles in length, extending from Mobile, Ala., to Columbus, Ky., with branches from Narkeeta, Miss., to Gainesville, Ala., 21.5 miles, from Muldon, Miss., to Aberdeen, Miss., 9.5 miles, from Columbus, Miss., to Artesia, Miss., 14.5 miles, and from Artesia to Starkville, Miss., 11 miles—making a total of 528.5 miles owned and operated by the company, of which 56.5 miles are branches. There are also 47.5 miles of sidings and other tracks.

The cost of repairing each mile of road, including ballasting and new rails, in 1873, was $794 15; repairing bridges and trestle work, $122 26—total, $916 41, against $1,057 89 in 1872. During the year 24.5 miles of new iron, with fastenings, 232,005 cross-ties, 218,795 new fish-bar bolts, and a large number of spikes were used in repairs.

There were 93 engines in actual use in 1873, of which 5 were new Baldwin engines, purchased in January of that year.

The rolling stock consists of 37 passenger, 1 sleeping, 11 baggage and mail, 6 express, 678 box freight, 290 platform and 38 stock cars.

The service and performance of the locomotives during the year is as follows: on passenger trains, 549,636; on freight trains, 676,626; on gravel trains, 177,114; switching trains, 112,645—total, 1,507,021—a decrease, compared with the previous year of 114,460.

The earnings per mile of road were: from passengers, $1,156; from freight, $4,021; from mail and express, $251—total, $5,428, against $5,720 in 1872.

The number of passengers carried was 322,717; do. carried one mile, 14,183,438. Tons of freight carried, 347,588; do. carried one mile, 54,201,544. Decrease in number of passenger, 76,767; and in mileage of do., 2,129,080. Decrease in tons carried, 26,943; and in mileage of do., 1,197,758. Number of bales of cotton moved, 206,286, against 184,676 in 1872. The Superintendent, in his report, says:

An additional wire has been erected between Corinth and Jackson, Tenn., which has completed the necessary facilities for this all important branch of the service over the entire line. By its instrumentality, the rolling stock which would otherwise have been entirely inadequate was made to approximate the demands upon it, even in the busy season, and in the following manner:

The road is divided into five freight divisions, each run separately. As far as practicable, trains are made up into local and through freights for each division. These "locals" are run on schedule time, stopping at all stations for the transaction of business; whereas, the "throughs" stop only for wood, water and at meeting points. These last through telegraph trains, were enabled to make nearly double ordinary schedule speed, without running objectionably fast. This system has proved a very great success in an economical point of view since its adoption towards the close of the year, and has given additional satisfaction to the public, combining as it does, safety and speed.

In the summer months when business is lightest, weather finest, days longest, and consequently most work can be done, trains will be run almost exclusively by schedule to enable section hands and working trains, temporarily increased in number, to attain the utmost efficiency.

New general offices have been erected at Mobile, of such a character as to meet all reasonable requirements for many years to come. Several station buildings have been improved, and cotton platforms generally renovated, especially that at Mobile, which is capable of receiving 5,000 bales of cotton. This last has been surrounded by an enclosure—wall in front and fence in rear—intended to prevent hereafter the losses by theft which have been incurred in the past.

The water stations on the road have also received attention, having been greatly improved, and in many instances rebuilt. Two new turntables of an approved plan were greatly needed, and have been constructed—one at Macon, and

the other at Baldwyn—both points division termini. Additional side tracks have been made at Mobile, Shubuta, Macon, Baldwyn, and Columbus, Ky.—those at Jackson were already sufficient—by means of which, the separation of division "through" from "local" freight cars, has been greatly facilitated.

The paint shop at Whistler has been nearly doubled in capacity, an improvement absolutely required to preserve the passenger equipment, as well as maintain its neat appearance.

The half of a new 28 stall round house at Whistler, has been commenced. The foundations are in, the turn-table pit completed, a new iron turntable purchased, but not yet erected, and the greater part of the necessary materials secured. The prompt completion of this improvement is urgently recommended, as at Whistler are located, not only the mechanical headquarters of the Southern Division, but the principal repair shops of the company. The old round house having fallen into decay and been removed, there is no shelter for the locomotives nor those employed upon them. A double loss is thus incurred by the unnecessary exposure of men and machinery to the inclemency of the weather.

Two or three stations of comparative importance are without station houses. The construction of them at an early day, on a simple and economical plan, is earnestly recommended.

The year 1873 towards its close, has proved a very trying one to all railroad interests, including those of the Mobile and Ohio Railroad. Expensive preparations were made for a large fall business which never came, and hence net results have been injuriously affected. The preparations made, have, however, borne good fruit, inasmuch as the movement of trains during the past winter have been so economical, regular and free from accidents, as to compare favorably with that of any railroad in the country.

The Chief Engineer and General Superintendent, A. L. Rives, Esq., in concluding his report, says that since entering into office in May, 1873, he has given special attention to improving the attractiveness of the passenger equipment, to reducing the stoppage of trains at stations to a minimum, to increasing the average number of cars to the freight train, to the introduction of greater system generally, and latterly to the strictest possible economy consistent with safety. In these attempts, the hearty co-operation of the employes generally has been conspicuous, and is cordially acknowledged.

CONDENSED BALANCE SHEET, Dec. 31, 1873.

Cost of road and equipment	$17,303,161 50
Donated lands	1,796,153 11
Additions to rolling stock, etc.	532,880 63
Real estate	93 918 91
Cairo Extension	58,362 14
Okibbeha Branch	39,689 34
Supplies on hand	393,078 82
Railroad and County bonds	308,255 11
Convertible bonds	605,375 00
Railroad stock	288,232 44
Sinking fund 1st mort. sterling b'ds	82,634 90
Sinking fund Tennessee substitution bonds	17,249 18
City of Aberdeen—advanced to Aberdeen Branch	21,901 11
Interest on 1st and 2d mort. bonds paid in 1873	836,049 59
Interest paid on floating debt	117,527 98
U. S. Quartermaster's department	132,044 07
Bills receivable, secured by collaterals	59,875 58
Individual balances	19,905 76
U. S. Post Office Department	15,353 76
Connecting roads and agents	74,520 43
Uncurrent funds—Mississippi notes	4,709 00
Cash balance	25,500 22
	$23,021,878 58

Capital stock—active, 53,206 shares		$5,320,600 00
Convertible reserve—40,000 shares	$4,000,000	
Less par value of convertible bonds issued (in part of $1,000,000 authorized)	847,975	
		3,152,025 00
Funded debt ($12,073,953 47) viz:		
First mortgage bonds		9,719,120 00
Second mortgage bonds		1,453,858 46
Special, Gainesville Branch bonds		53,000 00
Convertible 8 per cent bonds		847,975 00
Floating debt ($1,451,647 77) viz:		
Bills payable, maturing 1874-75		1,018 882 45
Auditor's warrants		156,080 15
Pay roll warrants		129 272 77
Call loans, New York and Mobile		147,412 40
Sales of donated lands		84,166 00
Sales of station lots		8,860 46
Earnings less operating expenses, 1873		904,862 99
Profit and loss		25,262 89
		$23,021,378 58

President.—WM. BUTLER DUNCAN.

Vice President.—JOHN J. WALKER.

Directors.—W. P. Halliday, of Illinois; W. D. Dunn, J. J. Walker, W. H. Pratt, M. Waring, H. Hall, of Alabama; A. J. Gillespie, A. Murdock, of Mississippi; W. B. Duncan, David Utley, R. K. Dow, W. H. Hayes, Chas. Bard, of New York.

Secretary & Treasurer.—ALONZO L. WILLOUGHBY.

Auditor.—OLIVER S. BEERS.

Consulting Eng.—L. J. FLEMING.

Chief Engineer & General Sup't.—A. L. RIVES.

The Lake Superior Iron Mines.

A Marquette (Mich.) correspondent writes: "The great iron region may be roughly described as lying from twelve to thirty miles back from Marquette, and reaching into Wisconsin, a distance of one hundred and fifty miles, making such a magazine of iron ore as is nowhere else known. There are now in active operation more than fifty mining companies, giving occupation to many thousands of miners, mostly Scandinavians. The principal centres are Negaunee, Ishpeming, and Michgamme. The ores here obtained are of the valuable classes, chiefly specular and brown hematites and magnetic. During the year 1873 the total amount of iron ore shipped from the three ports, Marquette, Escanaba, and L'Anse, was over a million tons, besides a large amount of pig-iron, representing a cash value of more than eleven million dollars."

Alamaba and Chattanooga Railroad.

The London *Times* of August 6th publishes the following resolution of a meeting in London of Alabama and Chattanooga Railway eight per cent first mortgage bondholders:

That this meeting entirely approves of the action of the Hon. David A. Wells in his proceedings in the courts of Alabama, and, in the opinion of this meeting, it is now essential that all holders of Alabama and Chattanooga 8 per cent railway bonds in England, France and Germany should immediately deposit their bonds, so as to strengthen the hands of Mr. Wells, and insure a united action in the enforcement of their rights, and that the Corporation of Foreign Bondholders and the committee in Frankfort be empowered to take all necessary measures in their behalf for obtaining legal possession of the railway and controlling its management, and vesting it in a committee of five trustees on behalf of the bondholders; that an agreement conferring the necessary powers on the trustees be submitted to the bondholders for their execution; and that the Corporation of Foreign Bondholders be authorized to nominate three of such trustees on behalf of the English and French bondholders, and the Committee in Frankfort be authorized to nominate the remaining two trustees on behalf of the German bondholders.

Railroads of Ohio.

Work has been resumed on the Cuyahoga Valley Railroad, and the track from Cleveland to Canton will be laid this fall.

The Vinton *Record* says that the road will be completed and the cars running between Gallipolis and Vinton Station, on the Gallipolis, McArthur and Circeville Railroad, by the first of January next. This road, if continued on northwestwardly, will run through Troy to Bradford Junction, and thence by the Logansport branch of the Pan-Handle to Chicago. When completed it will form a bee line from the mineral region of southern Ohio to Chicago.

The grading on the Ohio and Toledo Narrow Gauge Railway has been nearly completed from Oneida to Minerva, and it is expected that trains will be running between Minerva and Carrollton by the first of October next.

A new railroad is proposed, to run from College Corners, on the Indiana State line, through Eaton, Lewisburg, Milton and Troy, making its eastern terminus at Urbana.

The Bowling Green and Tontogany Wood Railway is to be completed by October 1, and the railroad from Lake Erie to Pomeroy within a year.

Only seventy miles of the Baltimore, Pittsburg and Chicago road, between Defiance and Chicago, remains to be finished. The ballasting is rapidly going on, and the road will be ready for use by the first of January next.

Locomotives and Cars for South America.

A dispatch to the Boston *Journal*, dated New York, Aug. 20, 1874, says:

Nineteen locomotives and two hundred cars have been shipped from here for Peru, for a new railroad in that country. The ship Gardner Colby is preparing to take with her a very large cargo of a like nature for the same country. Peru has been ordering extensively for the past five years until within about twelve or eighteen months, when business generally became stagnant. Very recently exportation began to be lively again, and there is every prospect that it will continue to increase. Chili, too, is beginning to make demands for rolling stock, and the vessel Annie Camp is now here with eighteen locomotives on board, consigned to a southern part of that country.

☞ The Texas Midland, Gulf and New Orleans Railroad Company was recently organized at Waco, Texas, by the election of the following directors: W. A. Taylor, D. T. Chamberlin, O. E. Battle, G. C. McGregor, Waco, Texas; J. B. Robertson, Houston, Texas; Joseph U. Orvis, Norman A. Smith, New York; J. N. Harrington, James McKaye, London, England. The board subsequently elected the following officers: President, James McKaye; Vice President, W. A. Taylor; Assistant Treasurer, D. T. Chamberlin; Secretary, I. C. Colton, New York.

☞ A narrow gauge railroad from Petaluma, Cal., to San Quentin has been projected, the road also to be extended northward from Petaluma to Healdsburg.

☞ The Nashua and Rochester Railroad will be completed in October. Thirty out of the forty-eight miles are already laid.

New York and Oswego Midland Railroad.

The difficulties of the Midland Railway have increased so rapidly of late that the public need not be surprised if it shall learn that the road has suspended business altogether pending the sale on foreclosure. The current receipts under the present management have not been sufficient to pay the accruing obligations. The employes have not been paid since the 1st of June. Receiver Hewitt recently issued a circular apologizing for further delay on the ground that the Delaware and Hudson Canal Company had refused to pay over some $35,000 due to the road for coal transportation. The company's excuse for this refusal is based upon the fact that the Midland has failed to pay the semi annual rental for the Utica, Clinton, and Binghamton Railroad, and the Rome and Clinton Railroad. The coal company is the surety of the Midland in the lease of these roads, and expects to be obliged to make good the over-due rental. This amounts to $47,000, the total rental for the two roads being $94,000 a year. On the 26th of this month the sixty days expire which the law allows to the Midland Railroad to make good its obligations, under the lease. We have the best of reasons for believing that upon that day, the Delaware and Hudson Canal Company will take possession of the Clinton roads, and thereafter run them. News reached this city yesterday that an adjustment of the difficulties between the two companies had been effected. What the terms of this adjustment are it was impossible to discover, except that the Hudson Canal Company will not pay the Midland the $35,000 which it owes on coal freights. If it had been otherwise, the paymaster of the Midland would be under instructions to pay the employes the full amount past due to them. As it is the car starts to day to pay the men one sixth of their back wages. Yesterday the Midland Company resumed the transportation of the Canal Company's coal, after refusing to carry it for three days.

The surrender of the Clinton Branch is just now looked upon as the best thing that can happen to that road. No repairs have been put upon it since the commencement of the lease, and the whole line is in a most wretched condition. Many tons of new rails are needed, as well as some 10,000 new ties, to make it safe for the Winter. The branches from Utica to Smith's Valley, and from Rome to Clinton, have paid a handsome profit above their expenses. This is more than can be said of the main road.

Meanwhile another difficulty confronts the Midland management. The last Legislature passed an act directing that the property of the Midland Railroad be hereafter subjected to assessment and taxation. Assessors along the line are taking steps to discharge their duty under the law. Mr. Hewitt publishes a letter declaring the inability of the road to meet this tax. He takes counsel of his General Superintendent as to the advisability of resisting payment on the ground of the alleged illegality of the act of the Legislature. Such a resistance will gain time, but it does not seem likely that it can be otherwise successful. The people along the line of the road would willingly unite with the Receiver in the endeavor to resist the collection of the tax with a view to the ultimate repeal of the statute, if they had any guarantee that such a course would insure the continued operation of the road. The suspension of business would undoubtedly prove a great hardship to the people residing along its line. But it is feared that such a suspension cannot be much longer delayed. It is nowhere charged that Receiver Hewitt has not been efficient and honest in the management of the road since it fell into his hands. He has had difficulties to contend with which were insurmountable. It is not anticipated that the sale of the road will be made before the close of the year. Meanwhile the first mortgage bondholders have as yet united upon no plan of action regarding the purchase of the road, or the securing of their bonds. Its early suspension would be an advantage to them by decreasing the amount of indebtedness which is now daily increasing, and whose payment is contemplated in all plans of reorganization yet suggested. There is no doubt in our minds, as there never has been, that the Midland Railroad can ultimately be brought into a condition where it will pay the interest on a limited amount of indebtedness, and prove of great benefit in developing the country through which it runs. But great changes must be effected before that day arrives.—*Utica Herald, Aug.* 21.

Railroad Law.

RAILROAD COMPANIES.—ROLLING STOCK—SALE OF PROPERTY FOR TAXES.

The facts in the late case of Randall *v.* Elwell, (52. N. Y., 521), are sufficiently apparent in the following opinion, rendered in the Court of Appeals by Judge Grover:

The only objection to the validity of the assessment of the railroad company by the assessors, to the levying of the tax, the regularity of the sale by the Collector, and the purchase by the plaintiff, was that made upon the motion for a non suit, which was that the plaintiff had failed to show a title to the cars in question. This was too general to call upon the court to consider and determine any of the defects now insisted upon by the counsel. The counsel is mistaken in supposing that the evidence proved that the plaintiff was a director of the company at the time of the purchase by him, or that the evidence was such as to render that a proper question for the consideration of the jury if that fact was material. The plaintiff, in substance, testified that he thought he was not a director; that he had been two or three years before that time; had then gone to California, and, for the year preceding the purchase, had not acted as a director at all; and believed that he had not been elected as such. It was admitted by the plaintiff's counsel that the company in its report to the State engineer for the year in which the cars were purchased by the plaintiff, stated that the plaintiff was a director. This report was not evidence against the plaintiff. It did not appear that he had anything to with it, or knew anything about it. The questions whether had the plaintiff been a director at the time of his purchase it would have any and what effect upon the title, do not arise and will not be considered. The conclusion of the Judge upon the trial, that the testimony proved that the plaintiff purchased the cars for himself, and thereby acquired the title thereto, was correct. There was no conflicting evidence as to these facts. There was a conflict as to the value of the cars, and of their use while detained by the defendants. The counsel for the respondent states, in his points, that the parties finally agreed upon these facts, and refers to the folio that he claims shows it, which, upon examination, I think hardly sustain the counsel; but as the Judge, in his direction to the Jury, to find a verdict for the plaintiff, fixed the specific sums, which were to be found as the value of the cars, and of their use while detained by the defendants, and as no specific objection was made to either sums so fixed by the defendant's counsel, or any point made in this court founded thereon, I shall assume that such agreement was made.

The only remaining question is whether the cars were the personal property of the company against which the tax was levied, or a part of its real estate. If the former, no question can be made but that the Collector had the right to levy on and sell them for the purpose of collecting the tax; being at the time in possession of the company, against which the tax warrant was issued, irrespective of the lien or title of any other person by mortgage or otherwise. (1 R. S., 378, § 2.) If the cars were a part of the real estate, it is equally clear that the collector had no right to levy upon or sell them; and that the plaintiff, by his purchase at such sale, acquired no title thereto, as a collector of taxes has no power to sell real estate. The question is whether the rolling stock of a railroad company is real or personal property. It is obvious that the mode of propelling the cars, whether by steam, horse or any other power, can have no bearing upon the question. The question does not at all depend upon the length of the road, or whether the road of one company connects with that of others of the same gauge, and the companies so connecting, in the transaction of their business, are in the habit of running the cars of each other over all the roads so connecting (as is often done,) or whether the road has no connections, and, consequently, in the transacting of its business, its cars do not run beyond its own track. I think no one would claim that a car of the New York Central, which in the course of business, had been run to Chicago, was part of its real estate while there; and, if not such, I can discover no principle upon which the character of the property should be changed when it reached the Central track upon its return trip to New York. It must be borne in mind the defendants in this case can claim no equity upon the ground that they acquired title by purchase upon the foreclosure of a mortgage given to secure the bonds of the company, as the collector's warrant overrides all equities of third persons in the property. The question is presented, free from embarassment, whether cars, while owned and used by the company upon its track, were real estate or personal property. My conclusion is that they were personal property, and, as such liable to be seized and sold for the collection of a tax against the company. The reasons upon which this conclusion is based will be found in Stevens *et al., vs.* The Buffalo and N. Y. City R. R. Co., (31 Barbour, 590), and in Beardsley *et al., vs.* The Ontario Bank *et al*, (31 Id., 919), and the authorities cited and reviewed; and a repetition here is unnecessary. The reasons and authorities for holding that the cars were real estate will be found clearly and ably set forth in The Farmers Loan and Trust Co *vs.* Hendrickson, (25 Barb., 485.)

Steam Whistles.

Mr. A. A. Folsom, Superintendent of the Boston and Providence Railroad, has issued the following order:

To the Engineers of the Road—Under the recommendation of the railroad commissioners, both of Massachusetts and Rhode Island, a great reduction will be required in the use of the whistle on our locomotives.

You will therefore after midnight of Saturday, Aug. 22, discontinue its use for all purposes, except as a special danger signal.

It will not be used in passing other trains or in approaching crossings or stations, except at those regarded as specially dangerous, and in the case of freight trains where it is necessary to inform the station agents and switchmen that the train

men will have work at such station. In all other cases the signal must be given by the ringing of the bell.

American Bessemer Steel.

In 1868 an output of 500 tons of ingots per month was barely reached in the best works; in 1870 the production at Troy and Harrisburg had risen to about 1,700 tons per month, maximum. Early in 1872 the Harrisburg works turned out above 2,000 tons per month, and for a year or more these and the Cambria works took the lead in this direction, the latter plant having run as high as 640 tons in one week. During 1873 the Cambria, Harrisburg, North Chicago and Joliet works averaged 25 to 30 heats of five tons each, per 24 hours. During the week ending July 12, 1873, the Harrisburg works made 180 heats, yielding 890 tons of ingots. The product of the Cambria works, the week ending January 17, 1874, was 189 heats, giving 956 tons of ingots. During one twenty-four hours (Friday January 16), forty six blows were made. On Friday February 13, 1874, the Troy works made fifty heats in twenty-four hours, yielding 267 tons of ingots. This is the most remarkable run on record. During the week ending April 4, the Troy works made 195 heats, yielding 972 tons of ingots, which is the largest week's work. In January, 1874, the Troy works made 2,898 tons of ingots, and in April the North Chicago works made 3,526 tons, which is the largest month's work.

These are all five ton plants, consisting of two five ton vessels and accessories, and they work only eleven turns, or 5½ days per week.

The blooming trains employed at Troy, Cambria, North Chicago, Joliet and Bethlehem, are capable of rolling more than the average product of the Bessemer works. The first of these was erected at Troy in 1870; the feeding tables were first applied by Mr. Fritz to the Cambria mill, and have since been applied to all the mills, with some modifications. The Troy and Bethlehem mills roll ingots fourteen inches square, weighing over a ton, to make three rails each. The other mills at present roll twelve inch two-rail ingots.

The production of rails from blooms has been more uniform because the rail train was a highly perfected machine long before the Bessemer process was introduced. The Cambria mill has often produced 1,000 tons of rails per week, from a 21 inch train. Probably the best week's running on record, all things considered, was the Troy, ending April 25, 1874, viz: 1,012 tons of 62 pound rails, in eleven turns, from the mine furnaces and a 21-inch mill; of these there was not one second quality rail, and there were but 3¼ per cent of short rails.—*Mr. A. L. Holley in the Journal of the Franklin Institute.*

Mexico and Vera Cruz Railway.

The completion of the railway connecting Vera Cruz, the principal port, with the capital of the republic, at the beginning of last year, marks an epoch in the history of Mexico.

That railway is the most remarkable work of the kind on the continent, and in overcoming asperities of nature, seemingly insurmountable, it is a grand triumph of engineering genius. The length of the road is 200 miles, with a branch thirty miles long, connecting the main line with the city of Puebla. The highest altitude it attains is 8,500 feet. For more than twenty miles at the Cumbres of Maltrata, there is a continuous grade of four per cent, or one in twenty five.

The scenery all along the line of this road, from the moment of leaving Vera Cruz until your arrival in this city of Mexico, cannot be surpassed in beauty, majesty and sublimity. It is an ever changing and shifting panorama. Within a few hours you encounter several distinct changes of climate—the temperature depending less upon latitude than elevation.

As you ascend the eye is constantly feasted with the endless and exquisite forms of beauty, in hill, and valley, and plain, robed, for the most part, in the gay and brilliant colors so peculiar to the Mexican flora. The terrific grandeur of the mountain views between Orizaba and Boca del Monte must be seen to be appreciated or comprehended, although the outlook from the car windows appears to be perilous as you glance down thousands of feet upon the cultivated plains below. For more than one hundred miles you have constantly in view the snow-clad peak of the volcano of Orizaba.—*Extract from an Address by ex-Minister Nelson.*

Timing Railroad Trains.

The chief subject of interest on the east division of the Vandalia Railroad now is an ingenious arrangement for recording the rate of motion of railroad cars. A specimen is now on trial on caboose No. 10, now running between this city and Indianapolis. In the caboose, attached to one side, is an iron box, with a glass front, the key of which is kept by the officers of the line. There is a common clock in the box. A spiral thread is fastened upon one of the axles of the car, which turns a wheel over the axle. This communicates its motion to a set of rods, which in turn move another small wheel under the edge of the car and it again turns a small rod which projects upward into the iron box before mentioned, and moves a pencil point slowly back and forth across a long and narrow sheet of paper, wound upon a small drum, the drum being turned at a constant rate of progression by the clock work. The paper is ruled in red lines into very small sections, every fourth line the short way being a dotted line, representing a mile. Now, as the pencil is moved slowly across the paper by the rods, their motion being governed by the rate of the axle, and as the paper is slowly moved forward by the clock-work, at a uniform rate, the pencil point makes a diagonal line across the paper back and forth. If the car goes a mile in four minutes the line will cross just four sections diagonally from one dotted line to the next one. If it goes a mile in two minutes the line will pass forward more rapidly, crossing only two sections diagonally. And thus the rate of the car, and consequently the rate of the train, is recorded by the pencil point on the paper. If the train stops the line crosses the paper directly and not diagonally, and the time in minutes it stops is shown by the number of sections crossed in that manner. The names of the stations along the road are written at the proper places on the paper. Thus the exact rate made at any point on the line can be found afterward. If the train stops it can be told how long it stopped and where. If the wheels are locked and allowed to drag, it can be told how far they dragged and where. All fraudulent or reckless rates of progression can be unerringly detected, and if the train is run faster or slower than is allowed, the "bosses" are sure to know it. The railroad men are charmed with the ingenious arrangement. The specimen on No. 10 has now been in use for several days and is found to work well. The man who invented it is at work on a machine which will record the amount of resistance, in pounds, to be overcome in pulling any train up any grade.—*Terre Haute (Ind.) Journal.*

Norwich and Worcester R. R.

At a special meeting of the stockholders, held at Worcester, Mass., on the 20th inst., it was voted to accept the State legislation that authorizes the issue of $1,000,000 new stock. The proceeds of the new stock are to be devoted to the expenses of depot changes in Worcester, the construction of a new bridge at Norwich, and the extension of the road from Allyn's Point to Groton, where it could connect with the Providence and New-London road. It was stated at the meeting that the "facilities at Allyn's Point are not such as will admit of a coal transportation in large vessels, and the road should be extended. To successfully compete with Providence and other points the road should be extended to deep water." Commenting upon this the Providence *Journal* says: "It is vexatious to reflect that while the Norwich road is seeking deep water to successfully compete with Providence, Providence is taking no steps to check the encroachments that threaten to leave her without any deep water at all."

The Osage Land Case.

The great Osage ceded land case of Kansas has just been decided by the Circuit Court of the United States. The land in controversy was claimed by certain railroad companies under grants from Congress. The amount in dispute was about 1,000,000 acres, and the disputed tract is fifty by thirty miles in extent, embracing the counties of Neosho and Labette and part of the counties of Bourbon, Crawford, Allen, Wilson, and Montgomery, in Kansas, and upon which, claiming adverse to the railroad companies, are over 30,000 people. The court decided against the railroad companies, holding that they have no title, and setting aside their patents issued by the Interior Department. The opinion of the court was prepared by Mr. Justice Miller, of the United States Supreme Court, and concurred in by Circuit Judge Dillon, and the decrees have been forwarded by the latter from his residence in this city to the Clerk, to be entered at the adjourned term of the court, which meets at an early date. The court decided that when a patent for lands has been issued contrary to law, the United States may file a bill in equity to cancel it. It also decides that the lands in question, having been reserved in a treaty with the Osage Indians for their use, and being occupied by them at the date of the railroad grant of public lands, were not public lands of the United States within the meaning of the granting clause of the act; and also, that if such lands were within the granting clause, they were excepted out of this grant by the words that the grant should not extend to the lands previously reserved by the United States for any other use or purpose. This decision will create some stir in Kansas—and not only in Kansas but among a great number of capitalists and land agents in various portions of the United States and Europe, who have based loans upon them—not to mention the thousands of settlers who occupy the lands, and who have been nervous with anxiety over the claims of railroad companies for the lands they occupy. The settlers need feel nervous no longer, for the court decides in their favor.—*Davenport (Iowa) Gazette.*

☞ Among the passengers by the steamer City of Brussels, which sailed from this port the 22d inst., was Mr. J. D. Bigelow, Chief of the Loan division of the U. S. Treasury, having in charge $20,000,000 new Five Per Cent Bonds, which he will deliver to the Syndicate at London. The first installment of $5,000,000 was sent out about a week previous.

☞ The Paterson, N. J., *Guardian* of the 17th inst. says: "A corps of hands were put to work this morning in the Rogers shops. Large amounts of working stock are being put in and the prospect is that the works will be running to their full capacity in a short time. Danforth's will also have an increase of force. Business is getting better every day."

☞ Surveyors are actively at work in Ewing township, Mercer county, New Jersey, in laying out the grade for a new through railroad from the Delaware River to New York, which is to connect with the North Pennsylvania Railroad at Yardleyville. The surveying will be completed the coming fall.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific:													
1867	38,169	51,831	69,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768,720	729.274	783,100	807,816	787,184	828,447	777.513	583,692	7,995,116
1871	536,499	485,490	614,447	720.929	892,341	795,176	869,297	1,006,373	995.922	981,006	897.234	672,358	9,467,072
1872	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285 567	1,299,900	1,037,992	12,734,729
1873	852,860	694,015	932,778	1,129,469	1,373,675	1,301,202	1,214,551	1,258,500	1,292,125	1,423,875	1,296,812	1,072,750	13,938,909
1874	848,558	794,000	867,666	1,132,000	1,360,000	1,390,000	1,258,000	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1869	343,182	315,099	388,727	328,390	345,833	402,854	351.045	493,232	506 628	468.212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,886	408,659	418,709	506.681	497,519	475,608	441,197	404,264	4,849,405
1871	353.235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455.607	377,687	5,278,910
1872	371.708	332,902	373,217	379.879	409.254	419,196	488,352	559.882	497 261	540,756	431,315	352,404	5,156 326
1873	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410.907	344,046	5,497,541
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	278,876	317,839	390.355	421,363	466,830	565,145	480,710	519,306	669.605	729,759	716,378	563,400	6.114.566
1865	641,005	482,164	499,296	468,358	586,623	747,942	702,601	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,619	858,948	925,983	808,524	797,475	1.000.086	1,200,216	1,010,892	712,389	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,983	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,098	830,287	1,142,166	1,112,190	1,268,444	1,251,961	1,157,056	1,037,974	1 305 673	1,271,780	1,140.145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,893	1,227,513	1,259,282	1,306,388	1,037,964	773,494	12,203,408
1871	655,428	602,182	774,994	787,641	1,094,101	952,890	851,846	1,099,337	1,281,574	1,047,318	1,008,235	852,422	11,008,227
1872	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873	752,468	765,240	967.258	1 034,023	1,256.072	1,309,578	1,240,987	1,284,094	1,071,448	1,451,827	1,039,306	1,019,501	13,816,465
1874	993,490	903,021	1,039,986	1,074,725	1,272,293	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,650	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,422,625
1873	363,921	413,043	448,924	413.443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448
1874	863,053	276,099	318,976	342,247	306,778	330,754	327,384	.....	.....	.....	.....	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525 243	1,643,464	1,743 752	1,704,374	1,392,615	18,694,096
1873	1,326 505	1 329,422	1,515,382	1,541,958	1,754,921	1,717,593	1,685,384	1,774,570	1,918,247	1,882,421	1,560,023	1,625,129	19,631,781
1874	1,462,650	1,273,775	1,413,223	1,465,550	1,687,772	1,577,945	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1858	587,443	536,165	444,443	518,800	572,551	620,249	549,714	794,825	880,967	931,530	685,401	681,041	7,817,629
1860	669,138	524,693	709,645	568,282	640,975	778,261	696,228	841.363	979,401	914,406	814,413	696,677	8,823,481
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	687,430	531,627	575,893	559,871	648,956	659,363	609,846	783.255	744,782	881.693	696 475	698,063	8,026,754
1873	602,241	597,429	660,759	553,912	635,459	742,600	681,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874	611,491	538,668	567,554	580,921	647,892	678,728	624,191	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	183,673	152,264	267,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303,305	210,197	3,321 518
1872	189 606	191,738	300,783	322,875	341,843	322,359	329,838	357,302	349.468	449,418	314.513	223,240	3,693,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265.217	201,462	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,016	1,130,847	1,295 369	1,368,948	1,402,597	1,345.316	1,235,285	14,797.975
1872	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,325,708	1,459 360	1,635,691	1,764,788	1,558.424	1,483,480	17,691,629
1873	1,412,368	1,549,285	1,735.736	1,694 543	1,680,968	1,585,369	1,451,762	1,582,531	1,776,420	1,742,516	1,375,556	1,546,983	19,134,136
1874	1,519,249	1,305,182	1,371,545	1,593,827	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1871	130,883	126,224	140,740	118,173	119.650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690.714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029 927
1873	169 843	161,132	178,009	187,439	193,148	194,787	176,205	172,496	207,529	194,191	151,793	150,801	2,126,876
1874	171,028	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1869	384.120	320,636	386.527	411,514	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	406,283	363,187	326 891	378,880	487,990	511,447	453,878	387,827	4,755,958
1871	418,755	442.665	486,980	470,703	480,847	427,096	422,015	529,890	628,860	582,802	537,434	507,050	5,940.102
1872	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873	379,836	440,261	567,314	556,180	542,058	480,028	457,853	452,350	617,291	537,031	506,704	552,548	6 089,534
Milwaukee and St. Paul:													
1869	454.590	330,400	420,951	460,288	630.844	678,923	586,531	525,547	724,732	1,040.102	801 195	496,666	7,250 969
1870	396,171	382,823	377,571	443,133	730,700	755,737	636,434	661,020	868.318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,895
1872	460,986	287,565	426,223	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702 898	613,787	6,957,771
1873	334 715	423,716	555,287	574,258	805,802	929,211	834,341	767,971	1,193,210	1,012,741	771,780	843,192	9,046.124
1874	664,400	657,500	576,620	742,050	964,800	836,900	749,200	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,706	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	286,108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,666
1872	254,319	238,823	303,594	305,755	269,560	304,512	265.406	315,699	338,497	384,193	337,920	360,404	3,676,683
1873	227,897	261,846	344,632	321,047	301,521	272 600	267,734	325,093	392,098	353,168	308,632	306,100	.....
Philadelphia and Reading:													
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,236,366	1,476,405	828,447	11,816,904
1870	479,872	574,706	679,382	514,493	593,966	617,058	569,697	1,139.489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,501	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423.278	837,080	12,500,664
1872	657,318	645,090	823,683	1 044,251	1,116,387	1,167 008	1,071 407	1,142,241	1,197,695	1,522,847	1,127,081	891,791	12,190,749
1873	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	.....	.....
St. Louis, Alton and Terre Haute:													
1869	132,628	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,285
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,245	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,480	152,515	102,995	1,786,547
1872	161 525	137,678	162,336	166,134	148,279	133,503	123,994	169,459	179,457	216,171	177,327	168,700	1,927,471
1873	144,209	159,454	177,514	170,218	164,300	165,260	151,582	165,610	178,302	200,646	132,892	182,752	1,942,699
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	128,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,645,769
1872	178,707	156,292	181,055	178,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	153,254	229,260	208,140	230,300	195,480	179,261	206,190	205,500	186,645	180,800	122,657	2,223,647
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	454,209	450,203	429,898	323,270	399,439	4,013,206
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	4.0,720	422,869	323,377	434,284	4,242,343
1870	257,664	293,645	295,270	318,699	340,892	348,638	322,756	466,431	508,043	451,294	425,687	515,618	4,454,461
1871	365.175	328.791	393,455	443,611	453,909	439.515	553,994	552,079	558,817	600,205	531,080	516,935	5,736,666
1872	139,780	431,949	460,646	447,311	510,792	462,868	434,465	614,175	565,811	621,351	489,341	466,081	5,944 570
1873	370,290	405,110	471,301	446.527	470.598	541,191	483,369	642 209	593,504	538,251	418,928	462,767	5,864,076
1874	423,343	400,981	404,699	447,855	420,719	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	23,560	617,586	755,467	999,665	837,388	716,829	5,709,193
1870	528 520	500 139	589,238	706,603	802,586	746,460	643,058	644 051	728,521	719,698	570 168	506,053	7,684,094
1871	479.573	373,925	499,699	584 540	724,466	728,174	673,696	681,865	600,402	777,362	708,143	469,032	7,521,882
1872	273,936	534,116	565,861	741,802	890,442	835,450	743,382	789,567	863,754	980,706	915,727	757,851	8,892,600
1873	523,976	491,754	708,256	881,286	1,007,831	969,863	876,883	837,277	1,068,987	1,170,586	970,660	768,822	10,206,104
1874	620,715	607,900	687,026	834,954	910,005	902,861	.....	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'73	0.50	114	40	Albany.....N.Y.	190,590	190,000	59,000		101,301	26,019	8	100	100	...
Sept. 30,'73	1.04	....	—	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	—	7,249	894	—	100	100	...
Oct. 31,'73	25.00	440	78	Atlantic Avenue (Bklyn)..N. Y.	725 723	680,000	456,800	32,296	266,857	42.314	—	100	100	...
Sept. 30,'73	11.83	344	50	Avenue C (N. Y. City)...N. Y.	540,360	500,000	900,000	109.019	230,082	32,540	—	100	100	...
Dec. 31,'73	7.5	697	94	Baltimore City (Balt.).....Md.	1,038,156	1,000,000	—	98,000	.....	.....	3	25	25	...
Sept. 30,'73	22.01	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,801,673	900,000	694,000	46,850	257,704	37,697	—	100	100	...
Sept. 30,'73	4.63	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,789	7.7	100	100	...
Sept. 30,'73	1.25	—	—	Boston & West Roxbury..Mass.	56,133	41,000	—	—	—	—	—	100	100	...
Sept. 30,'73	13.88	264	50	Broadway (Brooklyn).....N.Y.	378,029	200,000	100,000	52,395	180,504	43,404	12	100	100	...
Sept. 30,'73	24.25	1098	135	B'dway & 7th Av.(N.Y.C.)N.Y.	3,847,159	2,100,000	1,500,000	200,000	929,158	264.449	6	100	100	...
Sept. 30,'73	7.00	....	32	Brooklyn, Bath & Coney I.N.Y.	245,048	180,000	80,000	—	65,906	30,566	—	100	100	...
Sept. 30,'73	81.50	1922	401	Brooklyn City.....N.Y.	2,424,800	2,000 000	800,000	90,000	1,496,294	306,196	14	100	100	...
Sept. 30,'73	18.50	242	68	Brooklyn City & Newtown.N.Y.	813,273	300,000	400,000	32,353	197,186	66,122	—	100	100	...
Sept. 30,'73	19.83	200	50	Brooklyn, Cross-Town.....N.Y.	663,517	300.000	300,000	40,765	167,843	27,229	—	100	100	...
Sept. 30,'73	17.64	362	83	Buffalo street.....N.Y.	624,984	100,000	421,119	86,276	324,266	137,407	—	100	100	...
Sept. 30,'73	11.13	142	26	Bushwick (Brooklyn).....N.Y.	389,971	300,000	102,000	2,628	44,408	—	—	100	100	...
Sept. 30,'73	29.19	—	—	Cambridge (Boston).....Mass.	800,500	800,500	150,000	—	73,486	73,486	9	100	100	99⅝
Sept. 30,'73	1.70	22	4	Central City (Syracuse).....N.Y.	29,473	21,130	6,000	—	20.164	14,094	12	100	100	...
Sept. 30,'73	24.00	960	128	Cen. P., N. & E.R.(N.Y.C.)N.Y.	1,948,585	1,667,700	1,200,000	8,857	909,098	342.290	—	100	100	...
Oct. 31,'73	9.00	208	40	Citizens' (Pittsburg).....Pa.	270,671	184,000	—	—	184,296	78,365	16	50	46	...
Oct. 31,'73	7.25	350	50	Citizens' (Phila.).....Pa.	212,320	192,750	—	1,000	300,145	95,884	17½	50	19½	...
Sept. 30,'73	20 40	240	24	Coney Island (Brooklyn)...N.Y.	698,806	—	389,000	39,924	221,891	51,196	—	—	—	...
Sept. 30,'73	10.70	960	127	Dry Dock, E.B.&B.(N.Y.C)N.Y	2,090,847	1,200,000	1,000,000	—	1,275,623	640,633	8	100	100	...
Sept. 30,'73	3.50	12	3	Dunkirk and Fredonia....N.Y.	43,609	35,100	—	—	4,111	4.111	8	100	100	...
Oct. 31,'73	1.62	14	4	Easton and S. Easton.....Pa.	25,962	29,562	—	—	10,946	3.320	—	25	16	...
Sept. 30,'73	9.50	1002	120	Eighth Avenue (N.Y.City)N.Y.	1,683,574	1,000,000	203,000	66,200	798.040	149.564	12	100	100	...
Oct. 31,'73	2.32	24	6	Erie City.....Pa.	36,997	19,807	20,000	2,342	13,287	2,184	—	50	42	...
Oct. 31,'73	5.50	60	28	Federal St. & Pl. Val.(Pbg.).Pa.	132,842	64,250	90,000	—	45,735	9,000	—	25	22	...
Sept. 30,'73	2 60	18	6	Fifth Ward (Syracuse).....N.Y.	44,766	29.335	10,000	2,150	13,699	1,673	—	100	100	...
Sept. 30,'73	10.26	491	68	42d st.& Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	236,000	29,301	586,757	293,048	9	100	100	...
Oct. 31,'73	17.04	389	56	Frankford & Southwark(Ph.)Pa	844,171	498,200	290,500	—	412,325	91,138	10	50	50	55
Sept. 30,'73	4.00	26	5	Genesee & Water St.(Syr.)N.Y.	67,017	42,500	14,200	—	31,588	19,095	5	100	100	...
Oct. 31,'73	33.75	360	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	405,614	97,884	6	50	31	...
Sept. 30,'73	7.75	182	37	Gr'd st. & Newtown (Bk'n)N.Y.	310,443	170,000	90,000	12,378	107,824	22.093	—	100	100	...
Sept. 30,'73	8.00	200	40	Gr'd St. Prosp. Pk.& Flatb..N.Y.	437,011	200,000	200,000	37,028	80,086	1,016	—	100	100	...
Oct. 31,'73	7.2;	200	42	Green and Coates st. (Phila.).Pa.	244,441	150,000	100,000	—	180,268	—	4	50	30	50
Oct. 31,'73	2.12	10	4	Harrisburg City.....Pa.	60,250	41,994	12,500	1,604	7,185	—	—	25	25	...
Sept. 30,'73	11.95	140	20	Harlm.Br.,Morr. & F'dham.N.Y.	287,302	29,100	135,000	—	89,000	18.391	—	100	100	...
Oct. 31,'73	11.00	378	60	Hest., Maut. & F'mount (Ph.)Pa.	388,456	299,428	100,000	27,000	292,610	71,442	9	50	50	19½
Sept. 30,'73	6.25	92	26	Jamaica, Woodh'n & Bklyn.N.Y.	100,000	100,000	—	—	23,132	1,970	—	50	100	...
Sept. 30,'73	3.25	33	9	Kingston and Rondout.....N.Y.	83,285	75,000	—	—	24,792	5,161	5	100	100	...
Oct. 31,'73	5.01	117	20	Lombard and South st. (Ph.).Pa	170,402	105,000	62,500	—	99,104	35,905	10	25	12½	...
Sept. 30,'73	4.04	50	12	Lowell Horse.....Mass.	81,704	80,000	—	3,500	34,127	2,597	—	100	100	...
Sept. 30,'73	11.62	239	35	Lynn and Boston.....Mass.	277,581	200,500	50,000	43,697	164,270	—	—	100	100	...
Sept. 30,'73	3.60	—	—	Malden and Melrose (Btn).Mass.	60,346	165,500	75,000	—	—	—	—	100	100	...
Sept. 30,'73	3.46	—	—	Medford & Charlest. (Btn).Mass.	34,000	21,000	5,000	—	2,240	819	—	100	100	...
Sept. 30,'73	5.26	65	15	Merrimac Valley.....Mass.	65,000	50,000	—	—	34 845	656	4	100	100	...
Sept. 30,'73	46.29	1220	204	Metropolitan (Boston) ....Mass.	2,371,609	1,500,000	—	589,390	982,854	91,633	3	100	100	42
Sept. 30,'73	16.24	285	53	Middlesex (Boston).....Mass.	679,675	400,000	184,500	158,822	223,893	26,112	—	100	100	...
Sept. 30,'73	1.76	4	2	Mohawk and Ilion.....N. Y.	17,500	15,000	—	—	5,496	2,400	16	100	100	...
Sept. 30,'73	4 00	....	...	New York Elevated.....N.Y.	1,500,000	754,200	—	91,848	64,602	—	—	100	100	...
Sept. 30,'73	6.10	220	27	Ninth Avenue (N. Y. City)N.Y.	999,109	797,320	207,000	13,648	95,704	3,762	—	100	100	...
Sept. 30,'73	3.21	10	2	Northampton & Wmburg. Mass	50,000	50,000	—	6,409	5,832	—	—	100	100	...
Sept. 30,'73	10.88	128	30	North 2d St. & Middle Vil.N.Y.	200,765	134,500	25,000	45,457	65,641	570	—	100	100	...
Sept. 30,'73	2.74	7	2	North Woburn (Boston)...Mass.	35,310	20,800	—	—	1,924	1,879	—	100	100	...
Dec. 31,'73	11.71	191	42	Orange and Newark .....N.J.	1,038,756	290,300	700,000	123,556	210,171	15,965	—	100	100	...
Sept. 30,'73	14.40	142	37	Park Avenue (Brooklyn)..N.Y.	369,425	200,000	200,000	77,000	126,727	42,908	—	100	100	...
Oct. 31,'73	9.64	40	17	Peoples' street (Scranton)...Pa.	140,387	125,000	—	—	36,447	13,407	4	100	100	...
Oct. 31,'73	15.00	396	75	Philadelphia City (C.& W.).Pa.	454,397	225,000	200,000	39,397	347,282	118,632	10	50	50	66
Oct. 31,'73	6 00	60	16	Philadelphia and Darby.....Pa.	257,000	200,000	—	—	—	—	4	20	20	...
Oct. 31,'73	13.07	114	23	Philadelphia & Gray's Ferry.Pa.	299,127	200,175	—	6,500	124,472	38,750	10	50	25	29¼
Oct. 31,'73	8.75	116	37	Pbg., Allegheny & Manchest..Pa.	161,752	200,000	48,000	336	149,066	54,721	10	50	50	...
Oct. 31,'73	6.60	100	19	Pittsburg and Birmingham..Pa	136,239	120,000	50,000	11,549	71,062	650	—	50	50	...
Oct. 31,'73	7.50	72	15	Pbg, Oakland & E. Liberty..Pa.	125,449	130,000	50,000	22,636	42,949	6,359	—	50	50	...
Oct. 31,'73	4.50	85	19	Pittsburg and Ormsby.....Pa.	83,487	100,000	40,000	1,616	37,238	—	—	25	25	...
Sept. 30,'73	6.00	44	11	Poughkeepsie City .....N.Y.	121,706	72,250	26,000	28,500	21,539	1,801	—	100	100	...
Oct. 31,'73	13.50	254	40	Ridge Avenue (Ph.).....Pa.	414,512	336,000	85,000	4,772	244,658	65,485	3	50	28	...
Sept. 30,'73	12.00	120	27	Rochester and Brighton ...N.Y.	192,596	70,000	30,000	38,500	118,947	60,951	10	100	100	...
Sept. 30,'73	7.84	84	20	Salem street.....Mass.	203,735	150,000	35,900	1,800	—	—	6	100	100	...
Oct. 31,'73	3.47	—	—	Schuylkill River (Phila.) ....Pa.	47,465	50,000	—	—	—	—	10	50	50	...
Sept. 30,'73	21.00	1021	137	Second Avenue (N.Y. City)N.Y.	2,511,743	1,180,500	1,220,000	84,988	681,434	171,112	8	100	100	...
Oct. 31,'73	39.50	560	96	2d and 3d street (Phila.).....Pa.	708,255	621,576	—	—	544,545	69,873	10	50	31	64½
Oct. 31,'73	6.75	240	42	17th and 19th street (Phila.)..Pa.	186,694	160,000	100,000	10,306	152,406	36,467	4	50	16	...
Sept. 30,'73	8.38	824	102	Sixth Avenue (N.Y. City)..N.Y.	2,181,960	750,000	415,000	80,000	938,434	143,950	10	100	100	...
Sept. 30,'73	4.03	—	—	Somerville horse (Boston)..Mass.	98,000	98,000	—	—	5,880	5,880	7½	100	100	...
Sept. 30,'73	7.56	330	52	South Boston.....Mass.	450,000	450,000	—	—	289,209	31,089	—	100	100	65
Sept. 30,'73	6.50	80	21	South Brooklyn & Park....N.Y.	259,196	150,000	100,000	19,527	49,380	3,486	—	100	100	...
Sept. 30,'73	2.71	32	6	Springfield street.....Mass.	89,586	50,000	—	7,675	22,364	2,292	—	100	100	...
Sept. 30,'73	2.63	20	5	Stoneham street (Boston)..Mass	38,744	33,000	—	—	2,100	1,779	5	100	100	...
Sept. 30,'73	8.00	35	13	Staten Island Shore.....N.Y.	31,600	31,000	—	—	18,873	—	—	100	100	...
Sept. 30,'73	2.80	21	7	Syracuse and Geddes.....N.Y.	28,578	25,000	25,000	—	17,225	6,370	7	100	100	...
Sept. 30,'73	2.60	16	4	Syracuse and Onondaga ...N.Y.	50,150	37,000	—	10,000	13,748	3,955	1	100	100	...
Sept. 30,'73	4.32	40	8	Taunton street.....Mass.	53,414	40,000	—	7,500	23,671	5,257	10	100	100	...
Oct. 31,'73	7.25	350	50	10th & 11th st. (Citizens')...Pa.	212,320	192,750	—	1,000	300,145	95,884	17½	50	19½	82½
Sept. 30,'73	18.00	2112	267	Third Avenue (N.Y. City).N.Y.	3,757,365	2,000,000	2,000,000	—	2,140,926	549,310	5½	100	100	...
Oct. 31,'73	8.50	198	33	13th and 15th streets (Phila.).Pa.	227,326	334,529	—	—	156,697	37,581	12	50	16½	...
Sept. 30,'73	6.27	85	8	Troy and Albia.....N.Y.	74,537	44,700	35,100	767	21,051	3,902	—	100	100	...
Sept. 30,'73	11.88	226	51	Troy and Lansingburg.....N.Y.	328,387	251,000	96,000	9,352	170,056	19,859	—	100	100	...
Sept. 30,'73	5.00	76	19	23d street (N.Y. City).....N.Y.	702,757	600,000	250,000	—	96,931	31,365	—	100	100	...
Sept. 30,'73	—	731	97	Union street (Boston).....Mass.	472,035	355,500	17,500	132,108	478,742	13,964	—	100	100	...
Oct. 31,'73	30.00	687	118	Union (Phila.).....Pa.	1,032,514	400,000	500,000	—	682,502	77,201	26	50	20	...
Sept. 30,'73	29 60	507	89	Union (Providence).....Pa.	828,329	614,300	75,000	139,029	416,096	72,811	2	100	100	...
Sept. 30,'73	13.13	92	14	Utica, Clinton & Bingham.N.Y.	323,763	121,400	200,000	—	45,450	4,893	—	100	100	...
Sept. 30,'73	2.50	18	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	18,000	—	22,013	6,356	3½	100	100	...
Sept. 30,'73	3.11	12	3	Waltham and Newtown..Mass.	36 974	30,000	—	16,316	7,659	2,548	4	100	100	...
Sept. 30,'73	14.50	150	25	Watervliet (Albany).....N.Y.	342,347	240,000	130,000	—	104,231	1,977	—	100	100	...
Oct. 31,'73	15.50	507	79	West Philadelphia.....Pa.	591,348	400,000	100,000	—	462,477	129,289	15	50	50	...
Oct. 31,'73	4.59	16	7	Wilkesbarre and Kingston..Pa.	94,833	100,000	—	—	23,551	8,934	4	50	50	...
Sept. 30,'73	3.25	—	—	Winnisimmet (Boston)... Mass.	62,152	50,400	—	—	2,802	2,335	—	100	100	...

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price
	$	per c.			
Albany.					
1st Mortgage	59,000	7	J. & J.	1883	....
Atlantic (Bklyn) Ave.:					
1st Mortgage	115,000	7	A & O.	1891	....
2d Mortgage	100,000	7	A & O.	1884	....
3d Mortgage	166,000	7	J. & J.	1885	....
Avenue C:					
1st Mortgage	900,000	7	A & O.	1890	....
Bleecker St. & Fulton Ferry:					
1st Mortgage	694,000	7	J. & J.	1880	...
Broadway (Brooklyn):					
1st Mortgage	100,000	7	J. & D.	1882	...
Broadway and 7th Avenue:					
1st Mortgage	1,500,000	7	J. & D.	1884	...
Brooklyn, Bath & Coney I.:					
1st Mortgage	80,000	7	J. & J.	1890	....
Brooklyn City:					
1st Mortgage	300,000	7	J. & J.	1883	....
Brooklyn City & Newtown:					
1st Mortgage	400,000	7	J. & D.	1879	....
Brooklyn Cross-Town:					
1st Mortgage	300,000	7	J. & J.	1888	....
Buffalo Street:					
1st Mortgage	400,000	7	M & N	1893	....
Bushwick:					
1st Mortgage	102,000	7	J. & J.	1889	...
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J. & J.	1891	....
Central Park, N. & E. River:					
1st Mortgage	550,000	7	F. & A.	1892	....
2d Mortgage	650,000	7	M. & N.	1890	....
Coney Island & Brooklyn:					
1st Mortgage	307,000	7	J. & J.	1897	....
D. Dock, E. Bdw. & Battery:					
1st Mortgage	1,000,000	7	J. & D.	1885	....
Eighth Avenue (N. Y.):					
1st Mortgage	203,000	7	J. & J.	1890	....
Empire:					
1st Mortgage.....guar.	150,000	7	J. & J.	1890	....
42d st. & G'd st. Ferry (N.Y.):					
1st Mortgage	236,000	7	A. & O.	1878	....
Federal St. & Pleasant Val.:					
1st Mortgage	25,000	7	A. & O.	1878	....
2d Mortgage	50,000	7	J. & J.	1881	....
Frankford and Southwark:					
1st Mortgage	156,500	7	J. & J.	1877	....
2d Mortgage	100,000	7	M. & N.	1891	....
Germantown:					
1st Mortgage	250,000	7	J. & D.	1879	....
2d mortgage	100,000	7	.....	1884	....
Green and Coates street:					
1st Mortgage	103,000	7	J. & J.	1878	....
Grand St. & Newtown:					
1st Mortgage	90,000	7	A. & O.	1887	....
Grand st. P. P. & Flatbush:					
1st Mortgage	200,000	7	J. & J.	1891	....
Harl. Br., Morris's & Fordh.:					
1st Mortgage	135,000	7	J. & J.	1890	....
Hestonv., Mantua & Fairm.:					
3d Mortgage	125,000	7	J. & D.	1880	....
Lombard and South st. (Ph.):					
1st Mortgage	62,500	7	J. & J.	1883	....
Lynn and Boston:					
1st Mortgage	50,000	6	A. & O.	1879	....
Malden and Melrose:					
1st Mortgage	75,000	6	A. & O.	1886	....
Middlesex (Boston):					
1st Mortgage sinking fund	99,500	6	J. & J.	1884	....
2d Mortgage	60,000	6	A. & O.	1880	....
3d Mortgage	25,000	7	M. & N.	1874	....
Ninth Avenue (N. Y.):					
1st Mortgage	207,000	7	J. & J.	1876	....
Orange and Newark:					
1st Mortgage	200,000	6	J. & J.	1891	....
2d Mortgage	500,000	7	J. & J.	1893	....
Park Avenue (Bkly):					
1st Mortgage	200,000	7	M. & N.	1888	....
Philadelphia City:					
1st Mortgage	200,000	7	J. & J.	1881	....
Second Avenue (N. Y.):					
1st Mortgage	350,000	7	J. & D.	1877	....
2d Mortgage	200,000	7	F. & A.	1876	....
3d Mortgage	150,000	7	A. & O.	1885	...
Conv. bonds	520,000	7	M. & N.	1888	....
17th and 19th street (Ph.):					
1st Mortgage	15,000	6	J. & J.	1873	....
2d Mortgage	60,000	6	A. & O.	1878	....
Sixth Avenue (N. Y.):					
1st Mortgage	415,000	7	J. & J.	1890	....
South Brooklyn and Park:					
1st Mortgage	100,000	7	J. & J.	1892	....
Third Avenue (N. Y.):					
1st Mortgage	2,000,000	7	J. & J.	1890	....
Troy and Lansingburg:					
1st Mortgage	96,000	7	J. & J.	1917	....
Union (Phila.):					
1st Mortgage	300,000	6	J. & J.	1 86	...
2d Mortgage	300,000	7	J. & J.	1881	....
Union (Prov. R. I.):					
1st Mortgage	75,000	6	J. & J.	1892	....
Utica, Clinton & Bingham.:					
1st Mortgage	200,000	7	J. & D.	1889	....
Watervliet:					
1st Mortgage	130,000	7	A. & O.	1887	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Sneq*.....100	$3,280,000	J. & J.	July '74 3½
Allegheny Valley.....50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '73 4
Atlantic and Gulf.....100	3,693,200	— & —	.....
" " guar.100	780,476	M. & N.	Nov. '73 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Sept. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Geneseo & Mt. M.*100	194,250	A. & O.	Oct '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '74 5
Washington Br.....100	1,650,000	A. & O.	Apl. '74 5
Parkersburg Br. pref...50	5,680,685	— & —	.....
Berkshire*.....100	600,000	J.A J&O	July '74 1½
Bloesburg & Corning.*...50	250,000	J. & D.	Dec. '72 2½
Boston and Albany.....100	19,664,100	M. & N	May '74 5
Bos., Clin. & Fitchb.pref.100	633,200	— & —	.....
Agricultural Br guar...100	60,000	J. & D	June '74 3
Bost., Conc. & Mont.*pref100	800,000	M. & N.	May '74 2
Boston and Lowell.....500	2,852,900	J. & J.	July '74 3½
Boston and Maine.....100	6,816,807	M & N.	May '74 4
Boston and Providence..100	3,950,000	M & N	May '74 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A	Feb. '74 3½
Burlington and Mo. Riv.100	5,636,000	M. & S.	Mar. '74 5
" " pref.100	1 485,900	M & S.	Mar. '74 5
Camden and Amboy*...100	5,847,800	J A J.O.	July '74 2½
Camden and Atlantic....50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Nov. '73 3½
Cape Cod.....60	1,020,330	J. & J.	Jan. '72 $2½
Cape May and Millville*.50	447,000	J & D.	Dec. '73 3
Catasauqua & Fogelsv..50	426,900	Novemb.	Nov. '71 6
Catawissa*.....50	1,159,600	— & —	.....
" pref.....50	2,200,000	M. & N.	May '74 3½
Cayuga and Sneq.*.....50	589,110	J. & J.	July '74 5
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	May '74 1½
" " pref.100	769,600	F. & A	Aug. '74 3½
Central of Georgia.....100	4,666,800	J & J.	July '73 5
Central of New Jersey.100	20,000,000	J. A J.O.	July '74 2½
Central Ohio*.....50	2,425,000	J. & D.	June '74 3
" pref.....50	400,000	J. & D.	June '74 3
Central Pacific.....100	54,275,500	.....	Aug. '74 5g
Chemung*.....100	380,000	J.A.J&O	Oct. '73 1½
Cheshire, preferred.....100	2 100,000	J. & J.	July '74 2
Chicago and Alton.....100	8,929,900	M. & S.	Sept. '74 5
" " pref.100	2,425,400	M. & S.	Sept. '74 5
Chicago, Burl. & Quincy.100	19.897,000	M. & S.	Sept. '74 5
Chicago, Iowa & Nebras*100	3,916 300	J. & J.	July '74 4
Chicago & N. Western.100	14,993,060	J. & D.	Dec. '72 3½
" pref.100	21,484,113	J. & J.	July '75 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Apl. '74 4
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.*.....50	2,980,550	— & —	Apl. '72 10s
" " pref...50	429,046	M. & N	May '74 2
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Aug. '74 4
Cleveland & Mahoning*.50	2,057,569	M. & N.	May '74 3½
Cleveland & Pittsburg*..50	11,236,150	F.M.A.N	Aug. '74 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*...50	1,786,800	M.J.S.D.	June '74 2
Colum. & Hocking Val.100	2,500,000	F. & A	Feb. '74 5
Concord.....50	1,500,000	M. & N.	May '74 5
Concord and Ports.*.....100	350,000	J. & J.	July '74 3½
Conn. & Passumpsic Riv..1 0	2,100,000	F. & A.	Aug. '74 3
Connecticut River.....10	1,950,000	J. & J.	July '74 5
Cumberland Valley.....50	1,494,250	A. & O.	Apl. '74 4
Danbury and Norwalk...50	600,000	M. & N.	Nov '73 5
Delaware*.....50	1,230,941	J. & J.	July '74 3
Del., Lackaw. & Westn.50	18,868,850	J.A.J. O.	July '74 2½
Detroit & Milwaukee*...50	822,140	— & —	.....
" " pref.50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	A. & O.	Apl. '74 3
East Pennsylvania*.....50	1,309,200	J. & J.	July '74 3
East Mahanoy*.....50	392,950	J. & J.	July '74 3
Eastern (Mass.).....100	4,262,600	J. & J.	July '73 3
Eastern (N. H.).....100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*.100	800,000	F. & A.	Feb. '74 2½
Elmira & Williamsport*.50	800,000	M. & N.	May '74 2½
" " pref.50	800,000	J. & J.	July '74 3½
Erie Railway.....100	78,000,000	.....	Oct. '73 1
" pref.....100	8,536,910	.....	Oct. '73 3½
Erie and Pittsburg*.....50	1,090,250	M.J.S.D.	Mar. '74 1½
Fitchburg.....100	4,000,000	J. & J.	July '74 4
Georgia.....100	4,166,000	J. & J.	Apl. '74 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.)...100	19,237,404	A. & O.	Apl. '74 1½
Hannical & St. Joseph.100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.)..50	116,850	M. & N.	May '74 5
Harlem Extension.....100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '74 3½
Housatonic, pref.....100	1,180,000	J. & J.	July '74 4
Huntingdon & Bd Top.50	880,000	— & —	.....
" " pref. 50	450,750	J. @ J.	July '68 3½
Illinois Central.....100	25,280,510	F. & A.	Aug. '74 4
Indianapolis, Cin. & Laf. 50	7,685,487	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	J. & J.	July '74 2
Jeffersonv., Mad. & Ind.100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	July '74 1½
Joliet & North. Indiana*100	300,000	J. & J.	July '74 4
Lake Shore & Mich. So...100	49,466,500	F. & A.	Aug. '73 4
" (guar.).100	533,500	F. & A.	Feb. '74 5
Lawrence*.....50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna..50	8,739,800	M. & N.	May '67 5
Lehigh Valley.....50	21,916,850	J.A. J.O.	July '74 2½
Little Miami.*.....50	5,871,450	J.A. J.O.	Apl. '74 2
Little Schuylkill*.....50	2,646,100	J. & J.	July '74 3½
Long Island.....50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex...50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '74 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '74 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence...100	200,000	A. & O.	Apl. '74 3
Lykens Valley.....20	600,000	F.M.A.N	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law...100	1,000,000	M. & N.	May '74 5
Marietta & Cincinnati...50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '74 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central.....100	18,738,204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323.375	J. & J.	July '74 5
Milwaukee and St. Paul..100	15,399,261	J & J	Dec. '70 7s
" " pref.....100	12.274,483	F. & A	Aug'74 3½b
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '74 3½
Morris and Essex*..... 50	14,008,100	J. & J	July '74 3½
Nashua and Lowell.....100	800.000	M. & N.	May '74 5
Naugatuck.....100	1,881 900	F. & A.	Aug. '74 6½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '74 5
Newark and N. York*...100	977,400	J. & J.	Jan. '74 3½
N. Bedford.....100	1,678,500	M. & N.	May '74 4
N. Castle & Beaver Val.* 50	1,800,000	J. A. J.O.	Apl. '74 2½
N Haven & Northamp...100	606,000	J.A. J.O.	Sept '73 3
New Jersey*.....100	7,295,200	J.A. J.O.	July '74 2½
New London Northern*100	1,418,800	J. & J.	July '74 4
N.Y. Cen. & Hudson R...100	89,428,330	A. & O.	Apl. '74 4
New York and Harlem...50	8,500,000	J. & J.	July '74 4
" " pref.100	1,500,000	J. & J.	July '74 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	July '74 6
N. Y., Provid. & Boston.100	2,000,000	J.A. J.O.	July '74 2½
Niag. Bridge & Canand*100	1,000,000	J. & J.	July '74 3
North Carolina*.....100	4,000,000	irregular.	Jan. '73 5
N. Eastern (N.C.) pref...100	111,000	M. & N.	May '67 4
North Pennsylvania.....50	3 473,500	January.	Jan. '74 5s
Northern Central.....50	5,842,000	M. & N	July '74 3½
Northern N. Hampsh...100	3,068,400	J. & D.	June '74 4
Northern New Jersey*...100	1,000,000	J. & J.	July '74 4
Norwich & Worcester*.100	2,823,400	J. & J.	July '74 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	July '74 3
" " pref.100	2,000,000	A. & O.	Apl. '74 4
Ohio and Mississippi...100	19,995,847	J.A. J.O.	.....
" " pref.100	4,024,474	J. & D.	Dec'72 3½s
Oil Cr. & Allegheny R.... 50	4,259,450	J.A. J.O.	Jan. '74 3
Old Colony & Newport..100	6,297,900	J. & J.	July '74 3½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '74 4
Pacific of Missouri.....100	3,635,750	J.A. J.O.	July '74 1½
Panama.....100	7,000,000	J.A. J.O.	July '74 3
Paterson and Hudson*..100	630,000	J & J.	July '74 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo.*.100	248,000	J. & J.	Jan. '74 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '74 3
Pennsylvania.....50	68,144,475	M. & N.	May '74 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '74 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	July '74 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D.	June '74 3
Philadelphia & Reading 50	32,684,375	J. A. J.O.	July '74 2½
" " pref... 50	1,551,800	J.A. J.O.	July '74 2½
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	July '74 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	July '74 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Apl. '74 1½
" Special Imp.100	2,000 000	J.A. J.O.	Apl. '74 1½
Pittsfield & N. Adams..100	400,000	J. & J.	July '74 3
Portland and Kennebec.100	616,700	J. & J.	July '74 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Porti., Saco & Portsm...100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces...100	2,000,000	J. & J.	July '74 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '74 4
Roch. & Genesse Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '74 3½
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Aug'74 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " pref.100	2.040,000	July.	July '74 3
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '74 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" " pref.100	12,000,000	.....	Nov. '72 4½
Saratoga and Schenec.*..100	300,000	A. & O.	Apl. '74 5½
Schuylkill Valley*.....50	576,050	J. & J.	July '74 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '74 3
Shore Line*.....100	995,800	J. & J.	July '74 3½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina.....100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb. '73 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	443,700	J. & J.	July '74 3½
Stony Brook*.....100	267,300	M. & N.	May '72 3
Summit Branch*.....50	2,502,250	F. & A.	Feb. '74 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	Dec. '72 3
Taunton Branch.....100	500,000	J. & J.	Jan. '74 5
Terre Haute & Indiana.100	1,988,150	F. & A.	Aug. '74 5
Tol., Peo. & War. 1st pref.100	1,797,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '74 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Union and Black River...100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 3
Vermont and Mass.....100	$2,860,000	A. & O.	Apl. '74 1
Warren (N. J.).....100	1,800,000	J. & D	Dec. '73 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,550,750	F. & A.	Feb. '74 4
Winchester & Potomac*100	180,000	J. & J.	July '74 3
Winchester & Strasburg*100	500,000	J. & J.	July '74 3½
Worcester and Nashua..75	1,400,555	J. & J.	July '74 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	..... 2½
Baltimore City.....100	801 000	— & —	Jan. '74 3
Bleeckerst. & F Fy.(NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl. '74 4
Broadway (Brooklyn)...100	200,000	J.A. J.O.	Apl. '73 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jun. '70
Brooklyn City.....100	1,500,000	F.M.A.N	May '74 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn).....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Apl. '74 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct '67 2½
Citizens' (Phil.).....50	500,000	J. & J.	July '74 9
Citizens' (Pbg.).....50	200,000	M. & N.	Nov. '71 7
Coney Island & Brooklyn 50	600,000	— & —	.....
D. Dock, E. B'dw. & Bat. 0	1,200,000	F.M.A.N	Feb. '74 2
Eighth Avenue (N.Y.)...1 0	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark.100	200,000	— & —	 3
42nd St. & G St. Ferry...100	748,000	J. & J.	July '74 3½
Frankf. & Southw. (Ph.) 50	491 750	J. & J.	July '74 5
Germantown (Ph.).....50	1,000.000	J. & J.	July '74 3
Girard College (Ph.).....50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '74 4
Hoston, Mantau & Fairm. 50	2,050 000	J. & J.	July '74 1½
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	M. & N.	July '74 3½
Middlesex (Boston).....100	400,000	A. & O.	Apl. '73 4
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City.....50	750,000	J. & J.	July '74 5
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J & J.	July '74 2½
Pbg, Alleg. & Manchester '50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)...100	888,100	J.A. J.O.	Oct. '73 2
Second & Third St.(Ph.) 50	962,100	J. & J.	July '74 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '74 2
Sixth Avenue (N. Y.)...100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)...100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.). 50	1,000,000	J. & J.	July '74 1½
Somerville (Boston).....100	75,000	M. & N.	May '74 3
South Boston.....50	400,000	J.A. J.O.	July '74 2½
Union (Boston).....100	200,000	.....	July '72 7½
Union (Phila.).....50	400,000	J. & J.	July '74 8
West Philadelphia.....50	400,000	J. & J.	July '74 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '73 3
Chesapeake and Ohio ... 25	8,229,591	— & —	.....
Delaware Division.....	1,633,350	F. & A.	Aug '74 4
Delaware and Hudson...100	15 000,000	F. & A	Aug. '74 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	July '74 2½
Erie of Pennsylvania.....50	64,000	— & —	.....
Lehigh Coal & Navigat..50	9 390,350	J.S D.M.	Sept. '74 2
Monongahela Navigat...50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)...100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania.....50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	July '74 30s
" " (pref.) 50	2 888,977	F. & A.	July '74 60s
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union.....50	2,907,850	— & —	.....
" preferred.....50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Sept. '74 2
American Coal.....25	1,500,000	M. & S.	Mar. '74 4
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal.....50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	.....
Butler Coal.....25	500,000	J. & D.	Dec'69 80
Canton.....16½	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal.....100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold.....100	2,826,800	— & —	.....
" pref.....100	8,693,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal.....50	4,000,000	F.M.A.N	May '74 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	May '74 3
Quicksilver, common ...100	5,700 000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	July '74 5
Spruce Hill Coal.....10	1,000 000	— & —	.....
United States Express...100	6,000,000	F.M.A.N	Aug. '74 2
United States Trust.....100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '74 4
West. Union Telegraph.100	35,000,000	J. & J.	July '74 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69
Wyoming Valley Coal ..100	1,250,000	F. & A	Aug. '68

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Aug. 1, 1874.					
Loan of June 14, 1858 ..... registered	$20,000	5	Jan. & July.	1874	....
Loan of February 8, 1861 ..... registered	13,783,000	6	Jan. & July.	1880	117¼
.. .. coupon	4,632,000	6	" "	1880	118¼
Oregon War Bonds of March 2, 1861 ... coupon	945 000	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861 .... registered	125,804,550	6	Jan. & July	1881	117¾
.. .. coupon	63,516,800	6	" "	1881	118¼
Loan of Feb. 25, 1862 (5-20s) ..... registered	16,571,600	6	May & Nov.	1882	112
.. .. .. (5-20s) ..... coupon	150,688,100	6	" "	1882	112
Loan of March 3, 1863 ..... registered	53,636,350	6	Jan. & July.	1881	117¼
.. .. coupon	21,363,650	6	" "	1881	118¼
Loan of March 3, 1864 (5-20s) ..... registered	946,000	6	May & Nov.	1884	114¾
Loan of June 30, 1864 (5-20s) ..... registered	26,027,250	6	" "	1884	114¾
.. .. .. (5-20s) ..... coupon	33,018,950	6	" "	1884	116
Loan of March 3, 1865 (5-20s) ..... registered	33,730,200	6	May & Nov.	1885	115¾
.. .. .. (5-20s) ..... coupon	118,804,150	6	" "	1885	117
.. .. 2d series (5-20s) ..... registered	56,935,950	6	Jan. & July.	1885	116¼
.. .. .. (5-20s) ..... coupon	145,727,150	6	" "	1885	116¼
.. .. 3d series (5-20s) ..... registered	87,676,300	6	Jan. & July.	1887	117¼
.. .. .. (5-20s) ..... coupon	222,746,450	6	" "	1887	117¼
.. .. 4th series (5-20s) ..... registered	13,949,500	6	Jan. & July.	1888	116¼
.. .. .. (5-20s) ..... coupon	23,524,500	6	" "	1888	118
Loan of March 3, 1864, (10-40s) ..... registered	141,224,050	5	Mar. & Sept.	1904	110¾
.. .. .. (10-40s) ..... coupon	53,343,250	5	" "	1904	114¼
Consols of July 14, '70 & Jan. 20, '71. registered	178,958,750	5	F. M. A. & N.	1881	112¼
.. .. coupon	137,239,150	5	" "	1881	112¼
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. .. coupon	.....	4	" "	1901	....
Debt matured and without interest ..... (var.)	2,740,830	...	.....	Due.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,623,512	6	Jan. & July.	'95-'99	117¾
United States Notes	382,076,707	nil.	.....	.....	...
Fractional Currency	45,719,793	"	.....	.....	....
State Securities, latest dates.					
Alabama—($11,258,839):					
.. Bonds (old and extended), 1866 and '72 ...	3,230,800	5	May & Nov.	'88-'92	....
.. Bonds (new), 1866, '68 '72 and '73	2,477,700	8	Jan. & July.	'86-'93	....
.. State Bonds for Railroads	2,300,200	8	" "	'90-'91	....
.. Railroad endorsements	16,386,000	8	" "	'90-'91	....
Arkansas—($3,0[illegible],0 0):					
.. Funded Bonds, ($4,400,000) 1869 and 70.	2,850,000	6	Jan. & July.	'89-'00	....
.. Levee Bonds, 1871	2,200,000	7	" "	1891	...
.. Deficiency Bonds, 1872	300,000	7	" "	1882	....
.. Railroad Aid Bonds 1869 to '73	5,350,000	7	April & Oct.	'99-'00	....
California—($3,796,500):					
.. Civil Bonds 1857 and '60	1,689,000	7	Jan. & July.	'77-'80	....
.. Relief Fund Bonds, 1863	110,000	7	" "	'83-'85	....
.. State Capitol Bonds, 1871 and '7	500,000	7	" "	'91-'92	....
.. Funded Debt of 1873	1,497,500	6	" "	1893	....
Connecticut—($5,095,990):					
.. War Loan, (10-30 yrs) of July 1, 1861 ...	582,800	6	Jan. & July.	1881	102¼
.. War Loan, (20 yrs) of Jan. 1863 and '64.	2,232,500	6	" "	'83-'84	....
.. War Loan, (10-30 yrs) of Oct. 1, 1864	589,500	6	April & Oct.	1894	....
.. War Loan, (20 yrs) tax free, of Oct. 1, '64	1,741,100	6	" "	1885	....
Delaware—($1,731,000):					
.. State War Debt	879,000	6	Jan. & July.	1885	....
.. Railroad Aid (J. and Breakwater R. R..	352,000	6	" "	1885	....
District of Columbia—($4,790,000):					
.. Improvement (gold) bonds	4,000,000	6	Jan. & July.	1902	....
.. Improvement (cur.) bonds	790,000	7	" "	1902	....
Florida—($6,645,763):					
.. Bonds of 1871, and 1873	957,000	7	Jan. & July.	var.	....
.. Railroad Loan (gold) of 1870	4,000,000	8	" "	1890	....
.. Consolidated (gold) Bonds of 1873	1,000,000	6	" "	1903	....
Georgia—($14,871,084):					
.. Bonds for Western & Atlantic R. R.	784,700	6	May & Nov.	1874	79
.. Bonds for Western & Atlantic R. R.	172,500	7	" "	1874	....
.. Bonds for Atlantic and Gulf R. R	800,000	6	Feb. & Aug	'78-'86	....
.. Bonds of March 12, 1866	3,900, 00	7	Jan. & July.	1886	90
.. Bonds (gold) of Sept. 1870	2,098,000	7	April & Oct.	1890	....
.. Bonds of Feb. 19, 1873	1,200,000	8	" "	'75-'86	....
.. Railroad endorsements	7,923,000	var	Various.	var.	....
Illinois—($2,060,150):					
.. New Internal Improvement Bonds, 1847	962,445	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	320,000	6	" "	'77-'78	....
.. War Loan Bonds, 1861	367,000	6	" "	1880	....
.. Chicago Relief Bonds 1871	250,000	6	" "	1881	....
Indiana—($1,[illegible]98,815):					
.. War Loan Bonds, of 1863	139,000	6	May & Nov.	1866	....
.. Temporary Loan Bonds, 1873	710,000	7	Jan. & July.	'75-'76	....
Iowa—($543,050):					
.. War and Defense Fund Bonds, 1861....	300,000	7	Jan. & July.	.....	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864	101,175	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869	1,235,500	7	" "	'76-'89	....
Louisiana—($22,308,800):					
.. State Bonds, to R. R. Companies	2,436,000	6	Various.	'76-'06	....
.. Relief (Treasury) Bonds 1853	5,750,000	6	May & Nov.	'86-'07	....
.. Levee Bonds 1866	1,000,000	8	Various.	1886	....
.. Levee Bonds, 1867	4,000,000	6	May & Nov.	1907	....
.. Past due coupons 1866	978,800	6	Jan. & July.	'86-'97	....
.. Levee Bonds, 1870	2,980,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	2,950,000	6	May & Nov.	1910	....
.. State Penitentiary Bonds, 1869	500,000	7	Mar. & Sept.	1899	....
.. Bonds for Railroad stocks (var.)	2,436,000	6	Various.	'67-'11	....
.. Bonds for Railroads (var.)	5,202,000	8	Various.	'99-'10	....
.. Miss. & Mex. Gulf Ship Canal Bonds...	480,000	7.3	Mar. & Sept.	1889	....
Michigan—($1,622,134):					
.. Sault Ste Marie Canal Bonds	61,000	6	Jan. & July.	1879	....
.. Renewal Loan Bonds, 1858	105,000	6	" "	1878	....
.. Two Million Loan, 1863	1,032,000	6	" "	'73-'83	....
.. War Bounty Bonds, 1865	366,000	7	May & Nov.	1890	....
Maine—($7,138,400):					
.. Civil Loan Bonds, 1856-'61	222,000	6	Various.	'74-'78	....
.. War and Bounty Bonds, 1863 and '64..	3,832,500	6	Various.	'80-'89	....
.. War (Municipal Equalization)	3,083,900	6	April & Oct.	1889	....
Maryland—($10,741,215):					
.. Bonds to R. R. and Canals	5,709,639	5	J. A. J. & O	1890	80
.. Bonds to R. R. and Canals	828,222	6	" "	1890	100
.. Bonds to Balt. & Susq. R. R.	269,000	3	" "	1890	....
.. Defense and Bounty Bonds	3,072,083	6	Jan. & July.	1883	107
.. State Loans, 1870 and 1872	799,056	6	" "	'85-'87	....
Massachusetts—($28,477,804):					
.. State (public works) scrip	750,000	5	Various.	'74-'80	....
.. Union Fund Loan, 1861	2,758,000	6	Jan. & July.	'74-'76	....
.. Union Fund Loan, 1862	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863	888,000	5	" "	1883	....
.. Bounty Loan Bonds, 1863 and 1864	8,578,244	5	May & Nov.	'83-'94	....
.. War Loan (currency)	999,944	5	Mar. & Sept.	1888	....
.. Railroad and Tunnel Bonds	10,305,532	5	April & Oct.	'88-'93	....
.. Norwich and Worcester R. R Bonds...	400,000	6	Jan. & July.	1877	....
.. B., H. & Erie R. R. Bonds	3,599,024	5	" "	1900	....
Minnesota—($250,000):					
.. State Buildings Loan 1867 and 1869	250,000	7	Jan. & July	'77-'79	....
Missouri—($18,747,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	....
.. State (funding) Bonds, 1867-68	2,727,000	6	" "	87-'88	92¾
.. Railroad Loan Bonds, 1854-'66	12,801,000	6	" "	'74-'86	92¾
.. Railroad Bonds, guaranteed 1856-'66....	1,589,000	7	" "	'76-'91	100
.. State Institutions Loans	1,301,000	6	" "	var.	....
New Hampshire—($3,914,165):					
.. War Loan Bonds, of 1861	614,000	6	Jan. & July.	'60-'78	....
.. War Loan Bonds, of 1864	600,000	6	Mar. & Sept.	84-'89	100¾
.. War Loan Bonds, of 1866	494,500	6	April & Oct.	'75-'74	....
New Jersey—($2,696,300):					
.. War Loan Bonds, 1861-'64, tax free	2,690,000	6	Jan. & July.	'74-'02	....
New York—($36,530,406):					
.. State Stock of 1827 and 1832	561,500	5	J. A. J. & O.	pleas.	....
.. State (Deficiency) Stock of 1838	900,000	5	" "	1875	....
.. State (Deficiency) Stock of 1838	800,000	6	" "	1878	....
.. State (Deficiency) Stock of 1838	348,107	5	" "	pleas.	....
.. State (Deficiency) Stock of 1838	1,189,781	6	" "	pleas.	....
.. Canal Stock	1,106,420	5	" "	1874	....
.. Canal Stock	111,200	4	" "	'72-'73	....
.. Canal Stock	10,135,280	6	" "	'74-'77	....
.. Bounty Loan registered	19,861,000	7	Jan. & July.	1877	107
.. Bounty Loan coupon	1,300,000	7	" "	1877	108¼
North Carolina—($29,547,045):					
.. Old or Ante-War Debt	4,738,800	6	Jan. & July.	'72-'92	18¼
.. Old or Ante-War Debt	3,639,400	6	April & Oct.	'72-'92	....
.. Bonds issued since the war	3,009,045	6	Jan. & July.	'92-'98	....
.. Bonds issued since the war	1,859,000	6	April & Oct.	'92-'98	....
.. Bonds issued for funding	2,417,400	6	Jan. & July.	'78-'00	14¼
.. Bonds issued for funding	1,727,400	6	April & Oct.	'78-'00	....
.. Special Tax Bonds	11,407,000	6	" "	'98-'99	....
Ohio—($8,211,062):					
.. Loan of 1860, sinking fund	147,180	6	Jan. & July.	1870	....
.. Loan of 1860, sinking fund	1,585,940	6	" "	1876	....
.. Loan of 1860, sinking fund	4,074,517	6	" "	1881	....
.. Loan of 1856, sinking fund	2,400,000	6	" "	1886	....
Oregon—($290,477):					
.. Bounty and Relief Bonds	90,477	7	Jan. & July.	'74-'84	....
.. Willamette Canal Bonds	200,000	7	" "	1880	....
Pennsylvania—($24,999,785):					
.. Inclined Plane Loan, of 1849	400,000	6	April & Oct.	1879	....
.. Loan of April 1852, reg. and coup	483,000	5	Jan. & July.	1882	....
.. Loan of May 1852, reg. and coup	2,637,500	5	Feb. & Aug.	1877	....
.. Loan of April 1853, coupon	238,000	5	" "	1878	....
.. Loan of April 1861, registered	35,000	6	" "	1878	....
.. Loan of Feb. 1867, reg. and coup	907,200	5	" "	'74-'82	....
.. Loan of Feb. 1867, reg. and coup	18,798,950	6	" "	'74-'82	....
.. Chambersburg certificates, registered..	83,032	6	June & Dec.	1876	....
.. Loans of April 1872	500,000	6	April & Oct.	1876	....
Rhode Island—($2,638,500):					
.. War Bonds of 1862	1,010,000	6	Mar. & Sept.	1882	....
.. .. of 1863	200,000	6	April & Oct.	1883	....
.. .. of 1863	668,000	6	Jan. & July.	1893	....
.. .. of 1864	746,000	6	Feb. & Aug.	1894	....
South Carolina—($20,650,236):					
.. State House, Stock and Bonds '56-'63..	953,488	6	Jan. & July	pleas.	....
.. Five Loan Stock of 1838	205,344	6	J. A. J. & O.	1870	....
.. Funding Stocks 1866 and 1869	143,114	6	Jan. & July.	'77-'90	....
.. Five Loan Bonds of 1838	481,944	5	" "	1868	....
.. New State House Bonds 1853-'66	298,000	6	" "	'71-'86	....
.. Blue Ridge R. R. Bonds 1854	966,000	6	" "	'74-'76	....
.. Funding Bonds, 1868	930,000	6	" "	87-'97	....
.. .. 1869	1,681,000	6	April & Oct.	1888	....
.. .. 1869	1,189,400	6	Jan. & July.	1888	18
.. .. 1869	2,030,000	7	" "	1888	....
.. Conversion Bonds 1869	7,666,500	6	" "	1888	....
.. .. .. 1870	343,000	6	April & Oct	1889	....
.. Railroad Aid Bonds	4,797,608	6	Various.	69-'89	....
Tennessee—($20,966,382):					
.. Railroad, &c., Bonds	15,767,922	6	Jan. & July.	'92-'00	77¼
.. State Bonds (direct)	4,819,544	6	April & Oct.	'69-'99	....
.. State Endorsements	2,197,000	6	Jan. & July.	1900	....
.. Funded Interest Bonds	4,598,035	6	" "	1914	77¼
Texas—($3,715,979):					
.. Frontier Protection (gold) Bonds, 1870..	700,000	7	Mar. & Sept.	'90-'10	....
.. Deficiency Bonds, 1871	257,000	10	" "	1876	....
.. State Bonds	197,000	6	Jan. & July.	'76-'91	....
.. Railroad Aid Bonds	1,763,317	6	" "	var.	....
Vermont—($225,500):					
.. War Loans of 1864, '66 and '68	225,500	6	June & Dec.	'74-'78	....
Virginia—($45,718,112):					
.. Funded under act of 1871	20,278,730	6	Jan. & July.	long.	....
.. Funded under act of 1872	1,764,747	6	" "	"	....
.. Sterling Bonds	2,727,562	5	" "	"	....
.. Deferred (W. Va.) certificates	15,239,370	6	" "	"	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,000,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	103½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	101
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1890	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	89
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	43½
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	60½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	64
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (265 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R. gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1853 '75	857,250	6	Jan. & July.	Baltimore.	1875	101
Loan of 1850–'80	879,500	6	" "	"	1880	100
Loan of 1853–'85	1,710,500	6	April & Oct.	"	1885	102
Loan of 1855–'90 (Balt.) skg fd.	3,491,146	6	Jan. & July.	"	1890	....
Loan of 1870–'95 (stg.) skg fund.	3,620,320	6	March & Sept.	London.	1895	....
Loan of 1872–1902 (stg.) S. F.	9,193,016	6	" "	"	1902	....
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	Jan. & July.	Baltimore.	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1800	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	5	April & Oct.	New York.	1896	99½
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. &	1,000,000	6	June & Dec.	New York.	1877	96
2d Mortgage } A. Co. and	499,500	6	March & Sept.	Princeton.	1885	86½
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	83
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1894	79
1st Mortgage (Equalization)	248,000	7	" "	"	1889	89
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	90½
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	660,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1890	24½
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	40
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,000,000	7*	" "	"	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1870	95
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	102

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,360,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	85
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	56
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	98
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	98½
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,840	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	98½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1894	50
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	85
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	100½
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	95
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	55
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and tax free.	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	100
Chattel Mortgage	168,360	6	" "	"	'80-'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan. & July.	" "	1907	77
Cedar Rapids & Mo. Riv. (C & N W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	83
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	57½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	55½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p. m.	3,248,000	7*	Jan. & July.	New York.	1899	46
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	3,612,700	7	" "	" "	1902	102½
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	104
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	92½
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	100
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	100
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	99½
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	7,066,000	6*	" "	" "	'88-'92	....
1st Mort. (S. Fr., Okld & Aln.)	800,000	6*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,000,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,158,000	6*	" "	" "	1900	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p. m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	48
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	73½
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75-'80	95
Chester Creek:						
1st Mortgage guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	100
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	104½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	98
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	111
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,9 3,225	7	Jan. & July.	Boston.	1896	98½
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	98½
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	98
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	98½
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	99½
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	98
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	99
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	41
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	92½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C&NW	592,000	7	Jan. & July.	Boston.	1880	93½
3d Mort. (now 2d) guar. C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	102½
Funded coupons (193 m.)	700,000	7	May & Nov.	" "	1883	97
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	101
Appleton Ext. (23 m.& 76,000 ac.)	174,000	7	" "	" "	1885	89
Green Bay Ext. (26m & 76,000 a.)	284 000	7	" "	" "	1885	89
Equipm't (Engs & Cars $400,000)	101.000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.).	1,776,000	7	Feb. & Aug.	" "	1882	100½
2d Mort. (Gal. & Chic. 248 m.).	938,000	7	May & Nov.	" "	1875	99½
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	129,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	331,000	7	March & Sept.	" "	1896	95
Consol. skg fund (C.& N.W.R'y	3,105,000	7	F. M. A. & N.	" "	1915	85
Consol. gold bonds for $48,000,000	4,534,000	7*	June & Dec	" "	1902	104
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	389,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	9.500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.) guar	1,141,000	7	Jan. & July.	" "	1898	92½
1st Mort. (Bel.& Mad. R.R.) guar.	306,000	7	"	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.1, '69, $16,000pm	1,350,000	8	May & Nov.	New York.	1889	89
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $10,000per mile	.....	8	Feb. & Aug.	New York.	1901	100
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C.,R.I.& Pac.)	8,600,000	7	" "	" "	1896	104½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	800,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1858	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1901	82½
Cin. & Martinsville(I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1898	....
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77 '87	70
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	65½
1st Mort. (San., Day. & Cin.)S.F.	988,000	6	Feb. & Aug	Boston.	1900	75½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000 000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	—— & ——	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	101½
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning(A.& Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	..
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	100½
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	90
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	98
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund.	15,344.750	7	April & Oct.	New York.	1908	87
2d Mortgage Consol. skg fund.	3,679,900	7	Feb. & Aug.	" "	1909	59
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1860	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448.100	6	June & Dec.	Boston.	1876	96
Notes payable, conv. at par	594,000	7	" "	"	1876	97½
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1900	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1,2,3,4.	88½
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1869	....
Cowanesque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	6	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York.	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	58
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	361,000	7	April & Oct.	" "	1889	....
Toledo Depot bonds guar.	106,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	98½
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	103½
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	104
Convertible b'ds(Del.Lack.&W.)	5,000,000	7	June & Dec.	" "	1892	105
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Ame.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,000,000	8	"	"	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1876	....
2d Funded Coup. (")	375,736	7	" "	" "	1876	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	...
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	97½
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	94
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1893	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1893	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,600,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	6	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	103½
East Tenn. & Georgia(E.T.V.&G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., stg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	86
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	99
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	March & Sept.	"	1882	93½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	6	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	98
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	5-4
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	104
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	101
3d Mortgage	4,582,000	7	" "	" "	1883	100½
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	98
5th Mortgage convertible	709,500	7	June & Dec.	" "	1888	93½
Buffalo Branch, 1st mortgage	182,000	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	...
Consol Mort. for $30,000,000), g'd	12,076,000	7*	" "	NY&London.	1920	....
Convertible bonds	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1898	....
Equipmen : Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L. M.(& 1st on 50, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1890	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1892	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
R. & Holly lease, S.F. 25 000 p. a.)	476,000	10	May & Nov.	" "	1886	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1899	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N. Y. & Lond.	1900	...
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1900	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20.000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Stag.:						
1st Mortgage traffic guarantee	,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	600,000	8	Jan & July.	"	1895	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	90
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	100½
2d Mortgage	948,000	7	May & Nov.	" "	1875	99½
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1896	97
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	95½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838,385.	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765 .	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	...
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York	'81-'86	60
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1893	80
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	75
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York	'71-'77	92½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	92
Six years Mortgage bonds(222m)	53,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	..
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	70
1st Mort. (Q. & Palm.R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City & Cam.R R55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1886	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	...
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	100½
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F.&P.M):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund,gold.	6,520,000	7*	Jan. & July.	New York.	1891	...
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104½
3d Mortgage	180,000	7	May & Nov.	" "	1875	104
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	...
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	103½
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	90½
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1896	60
Illinois Central:						
Construction bonds, cur. skg f'd.	2,742,000	7	April & Oct.	New York.	1875	100
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	...
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	80
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1905	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	....
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapol's and St. Louis:						
1st Mor tage.....	2,000,000	7	Jan. & July.	New York.	1916	....
1st Mortgage.....		7	March & Sept.	" "	1916	....
1st Mortgage.....		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage.....	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold.....	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed.....	2,960,000	7	April & Oct.	New York.	1917	81½
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.....	.....	8	Feb. & Aug.	New York.	1900	86
Ironton (Penna.):						
1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund.....	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1886	96½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext....	940,000	8	May & Nov.	" "	1890	94½
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed.....	496,000	7	Jan. & July.	New York.	1897	...
2d Mortgage guaranteed.....	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section).....	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (").....	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)..	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol.....	2,089,000	7	April & Oct.	New York.	1906	.. ..
2d Mortgage consol.....	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.....	500,000	8	Jan. & July.	New York.	1882	103½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage.....	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guarnteed....	300,000	6	April & Oct.	"	1900	88
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by L.S.& M.So.	840,000	8	Jan. & July.	New York.	1888	96
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees...	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	90
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.&CB,78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 139 m.)...	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (280m.)conv.	687,000	8	March & Sept.	" "	1892	.. ..
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees..	2,000,000	10	May & Nov.	Boston.	1900	...
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	60
1st Mort. (2d Div. 253.94 m.)gold	4,068,000	6*	June & Dec.	" "	1896	60
1st M.(3dD.244.66m.& 3,000,000a)	8,456,000	7*	May & Nov.	N. Y., L. & F.	1899	....
1st Mortgage (1,000,000 acres)....	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,321,000	7*	Jan. & July.	N. Y., L. & F.	1896	....
2d Mortgage on do. gold.....	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1856..	237,000	7	June & Dec.	" "	1885	.. ..
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	1,000,000	8	April & Oct.	Boston.	1879	98½
Lackawanna & Bloomsb(DL&W):						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	" "	1885	....
2d Mortgage.....	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension).....	200,000	7	May & Nov.	" "	1890	....
Income Mortgage.....	200,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming & Miss.(TW&W):						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	75
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N Y B'k.& Ph.	1899	50
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869.....	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870..	4,280,907	7	J. A. J. & O.	" "	1890	97½
Consol. coupon July 1, 1870.....	1,209,000	7	Jan. & July.	" "	1890	97
Bonds of Oct. 1, 1872.....	5,205,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore)Ap. 1, '69	1,498,000	7	" "	" "	1899	96
Sunbury July 1, 1854.....	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	99
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	96
Skg Fund July 1, 1855 C. & Tol.	1,595,000	7	Jan. & July.	" "	1885	104
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	97½
1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	103
2d Mort. Oct 31, 1857 "	2,602,000	7	" "	" "	1877	100
Mort. Nov. 1, 1858 Buff. & Erie.	.....	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	97
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	97½
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	90
1st Mort. Oct 1, 1867 (Sch.& Thr.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. All.& Gr. R.)	840,000	8	" "	" "	1868	95½
1st Mort. July 1, 1863 (J.& Frank.)	468,000	7	" "	" "	1 ar	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	600,000	7	April & Oct.	Philadelphia	1905	...
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	355,000	7	Feb. & Aug.	New York.	1890	...
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold...	5,000,000	10	Jan. & July	N. Y. & Bost.	1899	55
Lehigh and Luckawanna:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan).....	.....	6	May & Nov.	Philadelphia.	1873	...
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	101
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	104
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage.....	1,474,000	6	May & Nov.	New York.	1883	...
Street Connection Bonds.....	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	...
Land Grant sinking fund.....	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed.....	771,500	7	April & Oct.	Philadelphia.	1877	102½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. & A. N.	New York.	1900	90
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed.....	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed.....	3,500,000	7	June & Dec.	New York.	1892	99
Long Island:						
1st Mortgage main line.....	500,000	6	Jan. & July.	New York.	1875	96½
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	" "	1893	....
General Mortgage.....	775,000	7	" "	" "	1899	...
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage.....	4,300,000	7	Feb. & Aug.	New York.	1900	...
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br..	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000.....	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.).	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	...
1st Mort. (Leb. Br. Ext. 78.2m.).	88,000	7	" "	" "	'80-'86	..
Consol. M. for $5,000,000(392 m.).	6,647,000	7	April & Oct.	" "	1898	88
Louisv., N. Al. & St. Lo. Air-Line						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed ...	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	800,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free.....	746,380	7*	Jan. & July.	"	1893	94
Bangor (P. & K.) Loan.....	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan.....	491,000	6	" "	"	1900	87½
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oc	Augusta.	1885	....
Consolidated (P. & K.) Loan...	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.).....	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ").....	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.).....	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	.. ..
Mansfield & Framing. (B.C.& F.),						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	103
2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1896	92½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	74
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	.. ..
Marietta and Pittsburg:						
1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400,000	6	Feb. & Aug.	Boston.	1888	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	101½
Michigan Central:						
1st Mortgage, convertible	556,000	8	April & Oct.	New York.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	" "	1882	113
Consol. Mortgage for $10,000,000	6,000,000	7	Jan. & July.	" "	1902	99
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	101
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	97
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	95½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (") guar.	70,000	8	" "	" "	1880	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown,Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,527,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	80
1st Mortgage (E. Div. Palmer)	781,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,810,000	7	Jan. & July.	" "	1897	78
1st Mortgage (Minn. Cent.)	190,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	82
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	104
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	91½
Milwaukee City Loan	230,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $13,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St. L. (L.Sun.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,364,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	1899	19½
1st Mort. Land Grant gold	1,000,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866	1,181,800	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1880	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	6*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st Mortgage Sterling	6,000,000	6* / 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,600	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept	New York.	1886	...
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	106½
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	101
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	92
Consumption bonds of 1871	3,999,000	7	Feb. & Aug.	" "	1889	96½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	89
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.):						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st Mortgage, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfield bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	...
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	31
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd.	2,825,000	8	Jan. & July.	New York.	1915	...
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La.	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	...
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	94
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	100
Bonds for B.& N. R'l.(")	76,000	6	May & Nov.	" "	1883	89
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	88
Bonds for real estate (")	162,000	6	" "	" "	1883	88
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	93½
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	...
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(NYC&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	103½
New York and Harlem:						
1st Mortgage of 1858	3,000,000	7	May & Nov.	New York.	1873	....
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	90
Sinking Fund mortgage of 1861	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	100½
New York & Oswego Midland:						
1st Mortgage gold, tax free	3,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	600,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	100
2d Mortgage	5,000,000	7	May & Nov.	"	1896	104½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	107
North Shore (L. I.)						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	1rred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	92½
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	90½
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	95
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	91½
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	30
Norwich & Worcester(B.H.& N.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1900	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	93
Equipment Mortgage	200,000	8	" "	"	1879	93
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage	6,694,000	7	Jan. & July.	New York.	1898	91
Consolidated 1st Mortgage, stg..		7*	" "	London.	1898	...
Consolidated 2d Mortgage	3,529,000	7	April & Oct.	New York.	1911	77
2d Mortgage, (W. Div.)	433,000	7	Jan. & July.	" "	1874	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bond	50,000	7	May & Nov.	" "	1883	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	78½
1st Mortgage (War. & Fkln.)	580,000	7	April & Oct.	"	1882	78
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	47½
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	98½
Plain Bonds	485,000	6	April & Oct.	"	1875	95
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101
Omaha and Northwestern:						
1st M. land grant, gold	$10,000pm	.....	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1898	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	89½
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	82
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	81½
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	74
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	90
Orange and Newark:						
1st Mortgage	646,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	98
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	78½
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	72
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(T.W.& W.):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	75
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1880	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,970,000	7	Jan. & July.	Philadelphia.	1880	100½
2d Mortgage (")	2,583,000	6	April & Oct.	"	1875	101
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	19,558,760	6	J. A. J. & O.	Philadelphia.	1910	92
State lien for $7,500,000, skg f'd	5,401,675	5	April & Oct.	Harrisburg.	'74-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	380,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	310,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	103½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(O.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	102½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	91
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	84½
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	90
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (Instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¾ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,138,900	6	Jan. & July.	Philadelphia.	1893	79½
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	86,500	6	" "	"	1886	....
Mort. Loans of 1843-44-45 & 49.	1,521,000	6	" "	"	1889	100
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	106½
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	107
Consolidated Mortgage June 1, 1871. — Dollar registered	3,414,000	7	" "	"	1911	105
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	..
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	663,000	6*	" "	" "	1911	103½
Consolidated Mortgage June 1, 1871. — Dollar coupon	332,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv	6,690,985	7	Jan. & July.	"	1893	104
New improvement Mort. loan	6,631,615	6*	April & Oct.	Phila.or Lond.	1897	...
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,600	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866	400,000	6	April & Oct.	"	1876	95
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	64½
1st Mort. (Steub. & Ind.) conv	3,000,000	6	monthly.	New York.	1884	72
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	84½
2d Mort. (Balt. Loan) of 1866	1,000,000	6	" "	"	1886	66
1st Mort. (Turtle Cr. Div.10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	102
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	96½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	.....	7	Jan. & July.	.....	1901	...
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	...
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for $450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1889	....
Poughkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	18	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed	600,000	7	May & Nov.	New York.	1890	86
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	99½
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	308,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.)	400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'76-'90	97½
Rich., Fredericksburg & Potomac						
Sterling Loan	87,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	6	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	130,500	7	June & Dec	Richmond.	1875	....
1st Mortgage	176,000	8	April & Oct		....	....

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Sk'g Fund	799,000	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Sk'g Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	72½
Equipment Mortgage	500,000	8	March & Sept.	"	1880	75½
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) s&g f'd.	1,100,000	7	Jan. & July.	New York.	1894	103
1st Mortgage (Series B) s&g f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	86
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	70
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	53
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	96½
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.).	6,000,000	7	Jan. & July.	New York.	1901	82½
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold s&g fund conv.	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold s&g f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold s&g f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N. Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands).	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands.	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J. & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage	226,000	6	Feb. & Aug.	Boston.	1878	90½
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1896	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	100
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	92
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.).						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	Jan. & July.		....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	500,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,200	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1886	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	64½
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1889	93
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, s&g fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,000,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, s&g fund	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, s&g fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewisten:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1875	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L.&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, s&g fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	..
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,600,000	7	June & Dec.	New York.	1894	53
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	73
2d Mortgage (W. Div.) 117 m.	1,300,000	7	April & Oct.	" "	1886	49
Equipment Mort. sinking fund.	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	58
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	....
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,000	7	.....	New York.	1888	..
Troy & Bennington (T. &):						
1st Mortgage s&g fund, uar.	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1881	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	94
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	91
1st Mort. (Quincy & Tol. 34 m).	500,000	7	May & Nov.	" "	1890	88
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	90½
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
3d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	78½
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	76
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	67
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	67
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	77
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	84
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1899	85
Income Mortgage	7,563,000	10	March & Sept.	" "	1874	86½
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	98½
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	93
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	97½
Consolidated(mort.)Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	100
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	"	1888	....
Bond to State of New J.(NJ Co)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	16
2d Mortgage consolidated	1,500,000	7	" "	"	1891	2
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	60
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.		....	74
Equipment Mortgage	1,000,000	8	May & Nov.		'76-'77	65
Equipment Mortgage	1,000,000	8	" "		1889	65
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	102
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1869	....
Vicksburg and Meridian:						
General Mortgage 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage 4th series (not end.)	1,273,000	7	April & Oct.	"	1890	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.&Lynch.	1873	....
Enlarged Mortgage	990,000	6	" "	" "	1884	....
4th Mortgage	846,000	8	March & Sept.	" "	1900	79
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& All R.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	78
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	104
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	513,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	98½
2d Mort. " "	300,000	6	" "	"	1890	98½
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	91
2d Mortgage preferred	600,000	6	" "	"	1895	61
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	96
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	82
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	83
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	96
Consolidated mort. Apr. 1, 1869.	1,000,000	7	April & Oct.	"	1899	103½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	65
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	90½
2d Mortgage coupon or regis	723,600	7	Jan. & July.	"	1902	79
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	80
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	75½
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	90
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	107
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	88
Delaware and Hudson:						
1st Mortgage registered. 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered. 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1884	103
1st Mortgage registered. 3d series, Jan. 1, 1871.	5,000,000	7	" "	"	1891	107
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	97
Mortgage Loan reg	2,000,000	6	F. M. A. & N.	"	1897	96½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	95½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	100
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	87
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	101½
2d Mortgage	285,000	6	" "	"	1876	96
Boat Loan, sinking fund	236,965	7	" "	"	1885	100½
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	88
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1885	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	76½
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	260,000	6	May & Nov.	"	1870	75
Boat and Car Loan	756,650	6	" "	"	1888	77
Boat and Car Loan	628,100	7	" "	"	1889	88
Coupon Bonds	1,079,000	6	Jan. & July.	"	1895	76
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	74
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1874	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1898	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. In Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30, 1873	60.0	—	2.5	125.0	3	4	3	56	Adirondac.....New York	3,113,515	*	3,543,241	.....	3,768,000	930,000	1,963,756		60.0	71,936	29,902	30,012	100,425	22,801	—	100	....
Sept. 30, 1873	81.3	—	5.8	—	13	10	2	113	Alabama Central †.....Alabama	3,600,000	*		.....	2,000,000	1,600,000	.....		92.8				350,000	95,000	—	100	....
Dec. 31, 1873	296.0	—	14.8	—	20	20	5	600	Alabama and Chattanooga.....Alabama	10,500,000	*		.....	2,700,000	8,500,000	3,000,000		296.0							100	....
Sept. 30, 1873	142.0	—	165.7	—	68	38	12	1,890	Albany and Susq. †(D. & H.)..New York.	10,317,910	*		.....	5,000,000	4,621,000	706,519	.....	142.0	810,519	371,410	631,917	1,672,319	410,877	7	100	95
Dec. 31, 1873	132.0	130.5	16.7	—	73	29	10	1,969	Allegheny Valley†.....Pennsylvania.	12 332,709	*		.....	2,256,400	7,434,000	1,280,691		132.0	.....	861,239	1,778,638	2,628,471	784,026	—	100	....
Oct. 31, 1873	4.5	—	0.3	31.3	—	—	—	—	Allentown (P. & R.).....Pennsylvania.	1,078,439			.....	568,744		649,132									50	....
Dec. 31, 1873	99.0	—	3.7	—	13	3	*	96	Arkansas Branch (St. L. & Iron Mt.).Mo.	5,351,250	*	19,971	66,432	2,499,000	2,500,000	438,659		99.0	153,190	.....	.....	259,293	98,598	—	50	....
Dec. 31, 1873	62.5	—	6.9	—	—	—	—	—	Ashtab. Youngst'wn & Pitts. (Pa. Co.).O.	3,300,000			.....	1,800,000	1,500,000	.....									100	....
Dec. 31, 1873	150.0	—	10.0	—	.....	.....	.....	.....	Atchison and Nebraska.....Kan. & Neb.	7,500,000	*		.....	3,750,000	3,750,000	.....		150.0	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1873	469.3	27.5	30 9	—	38	23	7	778	Atchison, Topeka & Santa Fe....Kansas.	20,593,233	1,214,307	1,481,420	1,023,087	8,615,000	10,096,500	3,814,785	222,545	282.9	.....	.....	.....	1,172,013	423,803	—	100	10½
Feb. 28, 1874	266.5	—	9.7	—	10	8	3	161	Atlanta & Rich'd Air Line †.Ga.NC.&SC.	11,748,000	*		.....	7,500,000	4,248,000	.....		192.0	.....	.....	.....	.....	.....	—	100	....
June 30, 1873	81.0	—	4.0	—	19	7	6	165	Atlanta and West Point .....Georgia.	1,197,715	*	151,853	63,254	1,232,200	102,500	24,257	53,865	87.0	.....	62,987	86,592	399,344	100,161	8	100	....
June 30, 1873	387.5	34.8	161.0	—	190	41	25	2,911	Atlantic and Great West. N.Y. Penn. & O.	78,713,992	*	8,445,000	.....	24,358,300	62,800,692	2,899,401		604.8	5,111,452	957,942	2,605,088	5,456,896	1,886,922	—	100	....
Dec. 31, 1873	236.0	109.0	15.6	162.0	26	19	10	424	Atlantic and Gulf †.....Georgia.	7,717,971				3,479,677	3,526,700	353,429		345.6	683,918	97,227	.....	1,005,947	267,886	—	100	....
Sept. 30, 1873	405.0	20.0	40 0	100.0	84	29	20	1,015	Atlantic, Mississippi and Ohio†..Virginia.	19,038,905	*	9,167,335	1,215,021	6,921,900	14,183,000	5,800,427	2,435,934	428.0	1,498,803	245,629	627,639	2,193,757	914,035	—	100	....
Dec. 31, 1873	95.0	—	9.0	—	9	12	6	76	Atlantic and North Carolina †..N.Carolina.	2,200,000			.....	1,000,000	200,000	.....		95.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	328.0	4.0	32.8	—	135	74	34	2,842	*Atlantic and Pacific* †..Missouri & Ind.Ter.	36,572,728	*	4,135,500	141,411	19,760,300	16,792,438	1,577,522	.....	814.7	.....	.....	.....	5,529,102	2,218,876	—	100	....
Dec. 31, 1873	149.5	1.5	16.9	—					Atlantic and St. Lawrence. Me., N.H.& Vt.	7,654,089		.....	.....	4,388,800	3,484,000	.....							774,752	4	100	....
Nov. 30, 1873	58.0	—	4.8	—	—	—	—	—	Augusta and Savannah (C. of Ga.)....Ga.	1,082,200				733,700	129,000								73,000	8	100	....
Oct. 31, 1873	51.2	2.5	5.5	—					Bald Eagle Valley .....Pennsylvania.	1,050,000		10,000		550,000	454,900								81,222	7	50	....
Sept. 30, 1873	379.6	42.8	439.0	—	473	205	56	10292	Baltimore and Ohio †.....Md. & W. Va.	33,975,584	10,683,880	18,857,395	2,926,765	16,719,862	19,866,733	822,298	29,033,131	497.4	10,292,259	.....	.....	12,252,844	4,099,043	10	100	169
Sept. 30, 1873	108.5	—	11.4	—	—	—	—	—	Washington branch †.....Maryland.	10,000,000				5,680,685				103.5								
Sept. 30, 1873	30.0	—	41.6	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	1,650,000			757,652	1,650,000	20,000		737,653	30.0				947,729	116,067	10	—	175
Dec. 31, 1873	63.0	—	3.2	—					Baltimore, Pittsburg and Chicago.....O.	3,000,000				500,000	2,500,000							440,776	284,014	—	100	6½
Dec. 31, 1873	78.1	19.2	6.1	—	26	47	8	319	Baltimore and Potomac.....Maryland.	8,136,010	654,991	.....	116,915	3,503,900	4,500,000	884,837	19,180	43.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	48.2	—	2.5	—	4	2	2	68	Bangor and Piscataquis †.....Me.	1,207,202	110,200	.....	6,257	357,870	922,000	43,789		48.2	64,758	36,450	29,698	113,746	30,441	—	100	....
Oct. 31, 1873	16.0	—	6.0	—	5	2	1	367	Barclay (Towanda Coal Co.).....Pa.	1,200,000				1,000,000	79,000			16.0	58,668	25,347	344,908	996	Loss.	7	50	....
Dec. 31, 1873	33.5	—	2.7	—					Belfast and Moosehead Lake (Me. C.).Me.	900,000				750,000	150,000	7,000							36,000		50	....
Dec. 31, 1873	54.0	—	13.0	76.0	—	—	—	—	Bellville and Southern Illinois .....Ill.	2,780,000				1,680,000	1,100,000	.....							40 p.c.		100	....
Dec. 31, 1873	67.0	—	6.7	—					Belvidere Delaware (Penn. R. R.)....N. J.	4,034,829			571,587	995,800	2,244,500	1,238,838		80.0		297,153	1,444,573	1,148,223	153,700	—	100	....
Sept. 30, 1873	22.0	—	2.0	—					Berkshire (Housatonic) .....Mass.	600,000		6,000	7,600	600,000		7,245	6,355					42,610	35,407	7	100	....
Sept. 30, 1873	201.6	48.0	324.7	—	231	183	52	5,051	Boston and Albany.....Mass. & N. York.	21,876,749	4,453,046	2,316,185	1,067,840	19,864,100	4,319,000	2,266,820	3,263,900	283.9	5,661,554	5,757,624	2,884,520	9,798,033	2,199,873	10	100	133½
Sept. 30, 1873	26.2	—	2.1	9.8	5	6	2	83	Boston, Barre and Gardner.....Mass.	915,537	141,655	40,118	65,899	826,627	4,400	319,013	13,169	26.2	87,304	116,098	29,340	97,046	16,511	—	100	....
Sept. 30, 1873	41.4	1.5	12.2	—	23	24	13	511	Boston, Clinton and Fitchburg .....Mass.	1,379,111	715,820	259,288	110,779	872,600	1,249,600	224,162	118,636	90.2	489,497	487,274	407,072	677,439	116,973	—	100	....
Mar. 31, 1873	93.5	56.9	11.0	—	24	25	20	529	Boston, Concord and Montreal .....N. H.	2,850,000	*	316,429	229,630	1,800,000	1,050,000	29,603	516,456	150.4	.....	171,511	92,187	670,349	131,715	—	100	....
Sept. 30, 1873	26.8	16.0	45.7	—	40	62	*	953	Boston and Lowell.....Mass.	2,476,831	343,634	2,508,971	799,188	2,993,000	1,199,500	1,338,660	597,464	125.5	826,231	2,086,979	605,617	1,464,942	387,116	8	500	103
Sept. 30, 1873	115.5	8.5	100.6	—	69	149	*	1,636	Boston and Maine.....Mass., N. H. & Me.	8,817,444	1,335,401	820,083	114,822	6,921,274	2,857,199	305,039	1,342,229	189.5	1,458,963	5,008,074	542,004	2,300,094	680,566	8	100	111½
Sept. 30, 1873	44.0	18.5	66.0	—	41	71	11	627	Boston and Providence.....Mass. & R. I.	3,742,515	207,400	1,567,441	219,159	3,950,000	500,000	856,488	430,027	66.5	816,554	3,741,530	827,575	1,822,108	428,342	10	100	149½
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany†.....Georgia.	10,548,000	*	(Sold Oct. 15 1873.)			5,980,000	.....		172.0	(Operated by Receiver—No returns.)						—	100	....
Sept. 30, 1873	25.5	—	2.0	—					Buff., Bradford and Pittsburg..New York.	2,869,000		44,080	.....	2,286,600	583,000	.....							40,600		100	....
Sept. 30, 1873	43.2	—	6.8	50.0	8	7	3	72	Buff., Corry and Pittsb.....N. Y. & Penn.	1,561,930	*	.....	.....	500,000	1,000,000	350,000		43.2	1,343,729	65,542	109,325	169,989	Loss.	—	100	....
Sept. 30, 1873	141.5	—	13.7	—					Buffalo, New York & Erie...N.Y.& Penn.	3,339,000		.....	.....	950,000	2,380,000	.....							233,100	7	100	....
Oct. 31, 1873	120.6	—	13.6	—	18	13	4	604	Buff., New York and Phila. N.Y. & Penn.	4,621,324	784,607	305,000	.....	1,615,060	2,577,500	1,233,944		120.6	261,900	234,760	158,836	398,763	48,546	—	100	....
Dec 31, 1873	371.0	81.0	23.1	—	28	22	9	702	Burl., Cedar Rapids and Minnesota..Iowa.	16,200,000	*			5,510,000	8,265,000	1,973,197		402.0				1,078,310	301,306	—	500	....
Dec. 31, 1873	190.7	48.6	20.8	—	14	12	7	314	Burlington and Missouri River.....Neb.	7,300,000	500,000	476,356	145,904	853,780	7,277,943	118,228	278,128	239.3	392,234	81,217	126,120	628,429	284,214	—	100	55
Dec. 31, 1873	180.0	20.0	10.9	4o1.0	8	7	4	218	Burlington and Southwestern. Iowa & Mo.	6,102,510	601,315	.....	.....	1,976,319	3,820,000	729,954		150.0	.....	.....	.....	362,719	Loss.	—	100	....
Dec. 31, 1873	71.0	—	2.1	—	4	6	*	50	Cairo, Arkansas and Texas.....Mo.	3,500,000	*			2,000,000	1,500,000	.....									100	....
Dec. 31, 1873	301.0	—	19.7	—	27	17	8	710	*Cairo and Fulton*.....Arkansas.	20,000,000	*	.....	.....	12,000,000	8,000,000	.....		202.0							100	....
Jun. 30, 1873	53.4	0.6	3.3	15.6	8	4	*	292	Cairo and St Louis (narrow).....Ill	2,978,000	*	.....	.....	478,000	2,500,000	.....		54.0	31,780	10,221	5,000	18,286	15weeks	—	100	....
Jun. 30, 1873	156.6	—	7.8	—	10	8	4	161	Cairo and Vincennes.....Illinois.	6,935,400			125,236	3,503,636	3,530,000	57,000		156.6	113,557	8,418	21,824	72,234		—	100	....
Dec. 31, 1873	60.0	7.0	6.1	—	9	52	9	119	Camden and Atlantic.....New Jersey.	1,842,638	458,692	143,921	42,368	1,215,869	1,076,151	107,096	88,762	....	216,246	463,708	104,541	508,996	210,587	—	50	72
Dec. 31, 1873	23.0	7.2	3.9	—					Camden and Burlington Co..New Jersey.	715,562				381,925	350,000								45,415	6	100	....
Dec. 31, 1873	41.8	—	5.1	—	3	12	—	—	Cape May and Millville (W. N. Jer.).N.J.	979,282				500,000	400,000	79,282							60,000	6	100	....
June 30, 1873	18.0	0.5	1.2	—	.....	.....	.....	.....	Carbondale and Shawneetown....Illinois.	550,000	*			350,000	200,000	.....									50	....
Dec. 31, 1873	94.0	4.5	19.8	—					Catawissa (Phila. and Reading).....Penn.	6,126,500		.....	.....	4,359,500	1,740,350	.....		98.5	.....	.....	.....	.....	190,000	—	50	30½
Sept. 30, 1873	34.6	—	6.0	—					Cayuga & Susquehanna (D.L.&W.)..N.Y.	589,110	—	—	—	589,110	—	—	—						53,020	9	100	....
Dec. 31, 1873	75.6	—	3.8	—					Cedar Falls and Minnesota .....Iowa.	3,174,000				1,587,000	1,587,000										100	....
Dec. 31, 1873	271.6	2.5	27.9	—					*Cedar Rapids and Mo. Riv.* (C.&N.W.).Ia.	11,234,000				7,620,000	3,614,000							137,052	113,676	—	100	....
Nov. 30, 1873	294.5	—	42.9	—	108	84	60	1,584	Central of Georgia.....Georgia.	7,500,000	*	1,904,144	5,141,594	7,500,000	3,116,000	3,817,530	112,208	708.5	.....	131,404	.....	562,972	562,972	3	100	....
Dec. 31, 1873	189.0	—	16.9	29.3	26	10	8	512	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000,000	4,625,000	950,000		129.6	.....	.....	.....	3,489,398	379,388	—	100	....
Dec. 31, 1873	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey.....New Jersey.	15,293,003	2,796,445	18,000,000	.....	20,000,000	9,386,700	6,729,046		80.7	.....	.....	.....	656,104	139,889	—	100	....
Dec. 31, 1873	137.1	—	31.7	—	37	41	*	1,353	Central Ohio (B. & O.).....Ohio.	5,249,500	*			2,849,500	2,500,000			137.2				5,369,013	2,567,253	8	100	106
Dec. 31, 1873	922.9	336.6	110.4	203.0	200	—	—	—	*Central Pacific*†.....Cal. Nev. & Utah.	139,746,311	*	38,479,100	2,860,384	54,275,500	.....	.....	.....	1,15·.5	.....	.....	.....	1,046,435	265,482	6	50	82
May 31, 1873	118.0	—	108.0	—	170	125	51	5,189	Central Vermont.....Vt.	11,500,000	*	.....	.....	5,000,000	6,500,000	.....		773.0	.....	.....	.....	13,871,090	8,281,650	3	100	....
June 30, 1873	100.0	—	15.0	100.0	6	6	3	123	*Central Br. of Union Pacific*.....Kan.	3,723,700	*	.....	.....	980,600	2,200,000	303,058		100.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	195.0	—	12.0	—	21	10	12	221	Charlotte, Columbia & Augusta.....S.Car.	5,617,880	*	.....	.....	2,578,000	1,300,000	681,083	669,106	195.0	.....	.....	.....	119,663		—	100	....
Dec. 31, 1873	22.8	—	2.5	—					Chartiers (Penn.).....Pennsylvania.	1,128,690		97,954	112,383	604,110	500,000	4,298		22.8	39,119	107,209	214,612	686,432	291,064	—	100	....
Sept. 30, 1873	17.4	—	2.3	—					Chemung (N. Central).....New York.	400,000				380,000								61,298	18,029	—	50	....
Sept. 30, 1873	20.9	—	0.9	—					Cherry V. Shar.& Alb.(D.& H.Can.)N.Y.	600,000				281,350									30,000	6	100	....
Sept. 30, 1873	421.0	9.3	21.5	58.5	70	34	18	2,261	Chesapeake and Ohio.....Va. & W. Va.	41,137,773	*	3,738,067	450,682	15,898,408	22,026,500	7,405,620		421.0	1,087,217	220,601	248,226	1,210,509	380,809	—	100	....
Sept. 30, 1873	53.6	—	11.9	—	28	22	10	419	Cheshire.....N. H. & Mass.	2,362,707	326,600	381,259	127,564	2,153,308	808,400	27,238	189,193	88.1	663,014	199,517	456,368	849,086	1,877,575	5	100	....

Dec. 31, 1873	21.5	—	3.1	—	—	—	—	—	Chester Valley (P. & R.)....Pennsylvania.	1,371,900	—	—	—	—	871,900	500,000	—	—	—	—	—	—	—	—	—	35,000	—	50	....							
Dec. 31, 1873	242.0	117.4	142.6	—	155	75	24	2,966	Chicago and Alton.....Illinois.	16,506,949	*	4,993,605	419,440	12,293,272	5,851,950	3,389,958	284,814	649.1	3,983,560	829,876	1,642,440	5,497,541	2,121,286	10	100	99									
Dec. 31, 1873	694.1	545.2	276.9	—	288	111	63	6,764	Chicago, Burlington and Quincy...Illinois.	47,500,176	8,429,732	1,870,246	1,146,088	26,429,563	26,749,782	1,647,030	5,281,162	1,239.3	.....	1,706,734	2 221,744	11,465,228	4,970,458	10	100	103								
Dec. 31, 1873	86.0	—	....	164.0	....	....	....	....	Chicago and Canada Southern...Mich. & O.	3,640,000	440,000	.....	.....	1,557,300	2,500,000	156,700	—	86.0	.....	.....	.....	108,172	31,165	—	100	....									
Dec. 31, 1873	73.0	—	3.7	—	5	4	2	168	Chic., Cincinnati and Louisville...Indiana.	2,500,000	156,000	10,000	.....	1,500,000	1,000,000	176,000	—	60.0	.....	.....	.....	108,172	31,165	—	100	....									
Dec. 31, 1873	60.0	—	2.5	—	2	5	*	125	Chicago, Clinton and Dubuque.....Iowa.	2,460,000	*	.....	.....	960,000	1,500,000	.....	—	108.0	.....	72,116	253,565	654,850	237,536	—	100	....									
Jun. 30, 1873	108.0	30.0	8.0	62.0	10	1	1	132	Chicago, Danville and Vincennes.....Ill.	5,825,000	*	.....	.....	2,500,000	3,325,000	.....	—	89.0	267,131	.....	.....	357,798	L.66,838	—	100	....									
Dec. 31, 1873	59.0	—	8.1	—	12	16	4	104	Chic., Det. & Can. G'd Junction....Mich.	2,073,985	*	.....	.....	978,985	1,095,000	.....	—	123.0	.....	.....	.....	313,859	143,793	—	100	....									
Dec. 31, 1873	117.8	16.1	11.5	—	10	6	3	300	Chic., Dubuque and Minnesota. Io. & Minn.	6,798,300	*	.....	.....	2,373,300	3,321,500	.....	—	46.0	.....	.....	.....	.....	.....	—	100	....									
Dec. 31, 1873	41.0	—	2.0	156.0	—	—	—	—	Chicago and Illinois Southern..Ill. & Ind.	2,378,000	—	—	—	760,000	3,000,000	318,000	—	80.0	.....	.....	.....	472,620	93,404	—	100	....									
Dec. 31, 1873	80.0	—	8.0	—	15	6	2	21	Chicago and Iowa (C. B. & Q.)....Illinois.	2 895,000	263,000	20,000	.....	1 318,000	1,750,000	100,000	—	128.0	.....	.....	15 mos	123,706	87,767	—	100	....									
May 31, 1873	81.3	1.1	16.9	—	—	—	—	—	Chicago, Iowa and Nebraska (C&NW).Ia.	5,000,000	—	.....	.....	4,200,000	800,000	—	—	8	100	88																
Dec. 31, 1872	170.0	80.0	22.0	—	25	12	7	612	Chicago and Michigan Lake Shore..Mich.	7,864,500	793,500	.....	.....	1,683,000	6,675,000	300,000	—	250.0	482,640	.....	137,113	502,933	227,525	—	100	....									
Dec. 31, 1873	814.0	585.0	187.0	—	158	104	57	3,057	Chicago, Milwaukee & St. Paul. Wis. I. & M.	55,337,753	*	2,211,686	945,220	27,673,744	26,261,500	1,533,759	826,156	1,654.0	5,186,188	967,754	1,791,504	9,046,123	3,665,244	—	100	35									
May 31, 1873	1,459	—	201.4	—	301	158	84	7,880	Chicago and Northwestern.....Ill. & Wis.	62,086,099	*	3,937,427	.....	36,477,084	25,008,500	2,908,058	1,629,968	1,382.2	7,553,086	2,479,202	2,958,390	12,736,607	3,629,947	3½	100	38									
Dec. 31, 1873	36.0	—	4.0	104.0	4	4	2	72	Chicago and Pacific.....Ill.	1,260,906	*	.....	.....	900,000	360,000	107,319	—	36.0	.....	.....	.....	36,009	14,335	—	100	....									
Dec. 31, 1873	128.0	—	7.3	132.0	6	6	2	284	Chicago and Paducah.....Illinois.	2,238,000	*	—	—	1,238,000	1,000,000	5,827	—	128.0	.....	.....	15 mos	123,706	87,767	—	100	....									
Jun. 30, 1873	—	—	—	57.9	—	—	—	—	Chicago, Pekin & South-Western. Ill. & Mo.	826,000	—	—	—	826,000	.....	.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mar. 31, 1873	493.0	120.5	142.7	—	197	73	29	3,940	Chicago, Rock Island & Pacific. Ill. & Iowa.	28,721,723	*	7,959,082	2,035,230	25,000,000	8,972,000	154,341	4,589,683	660.0	4,340,995	956,734	1,289,890	6,657,050	3,014,267	6	100	101									
Mar. 31, 1873	301.0	—	20.0	—	—	—	—	—	Chic. & S. West. (C., R.I. & Pac.). Ia. & Mo.	14,388,611	—	—	—	7,000,000	6,000,000	1,388,611	—	301.0	.....	.....	.....	.....	.....	—	—	—	—	—	—	—	—	—	—	—	—
Jun. 30, 1873	6.0	—	6.0	17.0	—	—	—	—	Cincinnati and Baltimore (M. & C.)...Ohio.	1,343,297	—	48,208	13,556	693,005	316,000	397,056	—	—	—	—	—	100,000	99,000	8	100	....									
Jun. 30, 1873	59.9	—	118.0	—	35	30	13	553	Cincinnati, Hamilton and Dayton...Ohio.	3,974,655	1,127,251	1,979,596	210,531	3,500,000	2,150,000	972,352	669,651	59.9	637,124	731,228	583,704	1,163,356	358,428	8	100	....									
Jun. 30, 1873	98.4	—	5.9	—	19	9	6	440	Cin., Hamilton and Indianapolis. O. & Ind.	2,115,504	*	.....	245,239	.....	1,837,000	523,853	—	98.4	274,100	55,334	111,184	209,677	(Deficit)	—	100	....									
Jun. 30, 1873	30.5	—	10.3	—	—	—	—	—	Cincinnati and Indiana (I. C. & La. F.)..O.	2,032,209	—	—	—	500,000	2,000,000	70,000	—	—	—	—	—	216,000	.....	6	150	....									
Dec. 31, 1873	56.0	—	9.0	—	10	12	*	212	Cincinnati, Lafayette and Chic. (Ill. & Ind.	2,032,209	*	.....	.....	900,000	1,120,000	700,000	—	56.0		(No returns.)				—	100	....									
Dec. 31, 1873	132.2	16.3	18.5	—	14	12	3	369	Cincinnati and Muskingum Valley..Ohio.	5,497,031	*	—	—	3,996,670	1,500,000	—	—	148.5	.....	.....	.....	443,217	19,429	—	100	....									
Mar. 31, 1873	36.0	—	2.7	—	5	1	4	162	Cin., Rich. and Chic. (C.H. & D.). O. & Ind.	1,011,995	*	.....	56,955	382,600	625,000	46,284	—	42.0	131,870	81,165	151,653	228,239	69,766	—	100	....									
Dec. 31, 1873	91.5	—	4.8	—	—	—	—	—	Cin., Rich. & Ft. Wayne (G.R. & I.)...Ind.	3,756,962	—	—	—	2,000,000	1,800,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Jun. 30, 1873	175.0	15.5	25.8	—	29	27	12	922	Cincinnati, Sandusky & Cleveland...Ohio.	6,175,195	*	778,069	54,963	4,424,342	2,249,300	305,757	28,832	215.5	784,812	.....	314,845	740,772	240,055	6	50	20									
Dec. 31, 1873	48.5	—	11.3	—	16	15	6	300	Cincinnati and Springfield (C., C., C. & I.) O	3,792,164	*	—	33,361	1,100,000	2,411,000	314,525	—	80.5	472,400	198,607	340,028	603,496	(Deficit)	—	100	....									
Dec. 31, 1873	340.5	49.9	80.6	—	130	54	19	352	Cleveland, Col. Cin. & Ind...Ohio & Ind	17,097,222	*	2,217,654	875,771	15,000,000	3,429,000	876,507	893,390	472.0	4,350,568	543,624	1,680,588	4,887,448	1,337,032	3½	100	64									
Jun. 30, 1873	67.0	54.0	37.5	—	—	—	—	—	Cleveland and Mahoning Valley.....Ohio.	4 526,777	—	455,153	26,992	2,759,791	1,967,600	17,961	263,870	—	—	—	—	681,621	597,890	2½	50	....									
Dec. 31, 1873	145.0	12.5	18.5	35.0	22	19	9	602	Clev., Mt. Vernon and Columbus ...Ohio.	4,716,122	*	.....	10,320	1,751,450	2,300,000	674,992	—	112.5	227,590	159,854	209,010	355,325	133,166	—	100	....									
Nov. 30, 1873	124.0	75.0	81.5	—	97	43	22	3,185	Cleveland and Pittsburg....Ohio & Penn.	12,845,019	2,884,141	409,220	443,010	11,243,003	4,473,844	391,813	473,280	225.7	1,808,102	703,829	1,981,538	3,760,627	1,844,432	7	50	86									
Dec. 31, 1873	314.0	273.0	78.2	—	164	91	*	1,646	Col., Chic. & Ind. Cent...Ohio, Ind & Ill	37,578,101	*	—	—	13,328,566	23,553,194	694,358	—	587.0	—	—	—	4,477,807	233,183	—	100	12									
Jun. 30, 1873	45.0	—	5.9	—	—	—	—	—	Columbus, Springfield & Cin.....Ohio.	2,000,000	—	—	—	1,000,000	1,000,000	—	—	—	(Operated by Cin., Sand. & Clev.)					6	100	....									
Dec. 31, 1873	76.0	13.0	16.0	22.0	29	8	4	1,214	Columbus and Hocking Valley .....Ohio.	3,281,489	1,234,397	30,200	100,528	1,854,456	2,299,000	217,220	275,944	89.0	668,306	153,745	890,439	1,074,187	376,159	20	50	....									
Mar. 31, 1874	35.0	7.0	49.0	—	34	39	10	775	Concord.....New Hampshire.	1,500,000	*	191,263	126,208	1,500,000	—	112,861	184,609	145.5	800,934	614,327	730,741	1,041,439	171,084	10	50	160									
Sept. 30, 1873	50.0	5.9	30.0	—	18	25	10	359	Connecticut River .....Massachusetts.	2,105,980	241,938	282,291	418,124	1,950,000	250,000	508,391	461,622	55.9	350,352	1,124,299	406,801	759,327	232,006	10	100	54									
Jun. 30, 1873	110.2	—	16.1	—	23	15	7	679	Connecticut and Passump. Riv.. Vermont.	3,461,500	*	498,300	214,899	2,178,449	1,768,757	232,376	118	145.8	508,839	182,280	158,428	802,889	262,275	6	100	72									
Sept. 30, 1873	46.4	—	5.5	—	6	15	4	160	Connecticut Valley.....Connecticut.	2,883,819	*	.....	.....	1,034,600	1,000,600	1,177,564	—	46.4	.....	.....	.....	247,540	108,181	—	100	....									
Sept 30, 1873	66.7	—	7.0	—	8	10	4	177	Connecticut Western.....Connecticut.	4,543,686	*	18,597	67,293	1,890,125	2,674,000	30,673	24,728	66.7	.....	.....	.....	442,734	154,828	—	100	....									
Dec. 31, 1873	6.8	—	9.5	—	—	—	—	—	Connecting (Phila. & Tr.) .....Penn.	2,278,300	—	—	—	1,278,300	991,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1873	34.0	17.0	28.0	—	32	7	2	684	Consolidation Coal.....Ind.	3,911,910	*	10,298,412	433,500	10,250,000	3,183,100	147,928	783,794	51.0	443,179	101,219	2,470,182	3,300,709	681,067	4	100	....									
Nov. 30, 1873	63.0	—	8.1	—	12	4	3	687	Corning, Cowanesque & Antrim. NY & P.	1,600,000	—	187,949	—	1,600,000	—	—	—	64.0	285,934	93,092	1,089,222	428,893	107,763	3½	50	....									
Sept. 30, 1873	75.0	7.0	18.5	—	20	17	6	371	Cumberland Valley.....Penn.	1,753,613	*	924,648	301,682	1,774,912	352,300	83,558	776,174	125.0	343,950	254,982	.....	614,185	331,642	8	50	....									
Sept. 30, 1873	33.8	—	4.5	—	6	6	2	72	Danbury and Norwalk .....Connecticut.	1,253,731	*	.....	.....	600,000	462,000	31,553	.....	33.8	.....	.....	.....	172,120	69,796	8	50	....									
Sept. 30, 1873	45.0	—	2.6	—	2	2	1	17	Danv., Hazleton & Wilkesbarre....Penn.	1,072,350	30,250	.....	.....	684,235	1,700,000	118,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1873	125.0	41.0	11.9	—	12	8	3	201	Davenport and St. Paul....Iowa & Minn.	5,927,318	*	.....	.....	2,490,000	3,320,000	491,733	—	122.0	.....	.....	.....	491,798	72,543	—	100	....									
Mar. 31, 1873	140.7	—	20.2	—	23	17	4	666	Dayton and Michigan .....Ohio.	6,204,363	765,256	.....	67,604	2,663,294	2,824,500	549,420	—	142.0	686,886	293,683	339,997	1,058,411	295,579	3½	100	....									
Jun. 30, 1873	31.8	—	1.8	—	4	4	3	68	Dayton and Union .....Ohio.	612,095	*	.....	.....	186,000	527,445	.....	—	46.8	110,698	55,904	110,088	136,843	52,400	—	100	....									
Oct. 31, 1872	83.0	16.6	6.0	—	—	—	—	—	Delaware ¶ (P.W. & B.).....Delaware.	2,114,184	—	76,153	71,522	1,317,390	870,000	74,470	—	99.6	317,067	.....	.....	448,481	121,187	6	100	....									
Dec. 31, 1873	45.0	—	65.0	—	52	4	2	4,346	Delaware and Hudson.....Penn.	3,503,971	1,072,155	144,411	—	(See Del. & Hudson Canal.)				62.0	63,810	144,561	2,811,594	125,666	.....	10	100	....									
Dec. 31, 1873	115.0	80.0	119.0	—	168	30	14	12601	Delaware, Lack. and Western.....Penn.	15,541,031	5,680,323	2,399,883	.....	23,500,000	6,872,500	3,360,005	—	195.0	4,253,431	223,143	4,448,739	6,248,466	3,369,817	5	50	108									
Dec. 31, 1873	109.0	—	....	—	6	5	2	32	*Denver Pacific* (K. P.).....Colorado.	6,493,800	*	—	—	4,000,000	2,493,000	.....	—	133.0	.....	.....	.....	316,336	180,131	—	100	....									
Dec. 31, 1873	118.0	—	5.4	....	13	19	*	285	Denver and Rio Grande (narrow).....Col.	6,324,560	*	—	—	3,300,000	3,024,500	—	—	118.0	.....	.....	.....	392,964	195,530	—	100	....									
Dec. 31, 1873	88.0	—	7.2	....	....	....	....	....	Des Moines and Fort Dodge.....Ia.	6,400,000	*	—	—	4,000,000	2,400,000	—	—	88.0	.....	.....	.....	.....	.....	—	100	....									
Dec. 31, 1873	161.0	—	16.9	—	....	....	....	....	Des Moines Valley.....Iowa.	6,224,600	*	—	—	3,924,600	2,300,000	—	—	161.0	.....	.....	.....	.....	.....	—	100	....									
Oct. 31, 1873	73.6	—	5.2	—	9	6	2	177	Detroit, Eel River and Illinois..Michigan.	2,955,300	*	.....	.....	1,129,300	1,826,000	.....	—	73.6	.....	.....	.....	491,752	91,317	—	100	....									
Dec. 31, 1873	65.0	—	3.6	—	5	3	3	67	Detroit, Hillsdale and Indiana..Michigan.	1,972,315	211,799	.....	.....	1,000,000	1,470,000	.....	—	65.0	.....	.....	.....	377,498	49,618	—	100	....									
April 1, 1873	164.0	25.0	7.2	—	22	15	5	398	Detroit, Lansing & Lake Michigan. Mich.	5,425,642	932,858	51,715	.....	1,673,500	6,060,000	89,729	—	—	674,505	.....	162,927	593,869	88,548	—	100	....									
Dec. 31, 1873	189.0	—	27.1	—	34	28	27	475	Detroit and Milwaukee.....Michigan.	19,504,851	*	—	—	2,517,140	7,696,387	—	289,324	189.0	—	406,983	303,185	1,204,877	18,534	—	100	....									
Dec. 31, 1873	14.0	—	2.0	—	—	—	—	—	Dexter and Newport (Me. Cen.)...Maine.	300,000	—	—	—	122,000	175,000	—	—	—	—	—	—	—	18,000	6	100	....									
Mar. 31, 1873	29.0	—	3.0	—	—	—	—	—	Dover and Winnipisseogee (B. & M.). N. H.	480,000	—	—	—	480,000	—	—	—	—	—	—	—	—	29,000	6	100	....									
Dec. 31, 1873	142.9	—	14.8	—	—	—	—	—	*Dubuque and Sioux City* (Ill. Cen.)..Iowa.	5,894,000	—	645,249	.....	5,000,000	894,000	—	—	—	—	—	—	1,106,339	387,219	6	100	....									
Sept. 30 1873	90 6	—	6.0	9.9	10	10	2	88	Dunkirk, Allegheny Val. & Pitts. NY & P.	4,500,000	*	20,000	.....	1,300,000	3,200,000	—	—	90.6	210,652	110,090	94,303	31,444	(Loss.)	—	100	....									
Nov. 30, 1873	36.0	—	23.8	—	—	—	—	—	East Pennsylvania (P. & R.) ....Pa.	1,484,290	—	.....	.....	1,209,000	495,900	—	—	—	—	—	—	—	109,266	6	50	....									
Jun. 30, 1873	242.0	28.0	27.0	—	41	35	8	455	East Tenn., Va., & Georgia ¶. Tenn. & Ga.	9,167,851	*	.....	.....	1,970,024	4,191,900	.....	3,836,377	270.0	.....	.....	.....	1,378,358	449,210	3	100	....									
Sept. 30, 1873	41.4	71.7	68 1	—	78	137	38	1,328	Eastern.....Massachusetts.	7,073,391	2,391,648	4,641,017	1,033,257	4,997,600	6,565,300	3,258,194	308,198	265.1	1,585,229	5,696,351	586,153	2,229,839	643,142	6	100	56									
Sept. 30, 1873	16.6	—	3.1	—	—	—	—	—	Eastern .....N. Hamp.	492,500	—	—	—	492,500	—	—	—	—	—	—	—	—	—	6	100	44									
Dec. 31, 1873	40.0	—	1.9	—	3	—	—	7	Eastern Shore ¶ .....Maryland.	875,000	*	.....	.....	295,000	580,000	.....	—	40.0	.....	.....	.....	83,037	29,068	—	100	....									
May 31, 1873	185.0	—	13.6	45.7	12	6	3	358	Elizabeth and Paducah.....Kentucky.	5,869,086	309,458	1,175,674	147,927	3,796,400	3,000,000	705,745	—	165.0	269,992	52,635	83,429	228,739	—	—	—	—									
Dec. 31, 1873	46.8	—	3.3	—	—	—	—	—	Elmira, Jefferson and Canandaigua. N. Y.	500,000	—	—	—	500,000	—	—	—	—	—	—	—	—	25,000	5	100	....									
Dec. 31, 1873	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,264,000	352,000	—	—	1,000,000	1,620,000	—	—	78.0	488,813	115,890	329,029	—	165,000	5	50	....									
Sept. 30, 1873	459.0	405.0	572.8	—	497	204	81	10373	Erie .....New Jersey, N. York & Pa.	99,440.129	12,189,963	14,226,980	.....	86,536,910	37,917,142	2,714,103	—	954.0	13,707,460	3,922,156	6,312,702	20,012,606	4,853,316	1	100	31									
Dec. 31, 1873	81.5	—	11.3	—	29	11	3	1,328	Erie and Pittsburg (Penn.).....Pa.	4,939,344	*	—	—	1,099,550	3,337,000	—	—	81.5	.....	.....	.....	1,165,293	380,626	7	50	....									
Dec. 31, 1873	202.0	51.0	13.3	—	22	18	7	376	European & North Am. ¶..Me. & N. Pro.	10,000,000	*	—	—	4,673,912	5,822,000	—	—	263.0	.....	.....	.....	652,198	—	—	100	....									
Aug. 31, 1873	109.0	23.0	19.0	—	18	10	7	351	Evansville and Crawfordsville...Indiana.	2,479,492	510,151	57,932	43,139	1,144,415	1,085,000	20,308	840,991	109.0	362,337	131,036	220,000	562,763	221,703	—	100	....									
Dec. 31, 1873	55.0	—	7.3	—	7	4	2	219	Evansville, Terre Haute & Chi. Ind. & Ill.	1,281,016	*	43,560	168,667	399,573	775,000	311,228	7,431	55.0	76,784	48,764	162,270	239,403	109,443	—	100	....									
Sept. 30, 1873	56.0	43.3	89.9	—	41	48	13	869	Fitchburg .....Massachusetts.	3,750,209	410,000	375,751	256,617	4,000,000	—	280,198	531,379	93.3	759,081	2,040,558	777,368	1,399,313	340,079	8	100	123									
Dec. 31, 1873	205.2	26.8	41.0	48.0	42	30	10	935	*Flint and Pere Marquette*.....Mich.	6,145,219	1,371,016	4,464,227	19,191	3,297,300	6,031,406	2,672,046	—	232.0	916,264	492,365	370,778	1,366,425	653,822	—	100	....									
Dec. 31, 1873	10.0	—	0.1	—	8	6	3	188	Ft. Wayne, Jackson & Sag.. Mich. & Ind.	2,914,475	300,000	—	—	1,179,475	2,400,000	35,000	—	100.0	246,612	.....	.....	280,949	160,794	—	100	....									
Dec. 31, 1873	109.0	—	3.5	—	—	—	—	—	Ft. Wayne, Muncie & Cin. (Pa.).... Ind.	3,300,000	—	—	—	1,000,000	2,300,000	—	—	109.0	885,824	88,442	116,594	257,108	81,096	—	100	....									
Dec. 31, 1873	26.1	—	3.1	—	—	—	—	—	Framingham & Lowell (B.C. & F.). Mass.	1,282,856	—	—	33,712	510,796	674,000	131,772	—	—	—	—	—	33,685	31,195	—	100	....									
Sept. 30, 1873	51.0	—	3.0	101.0	—	—	—	—	Fremont, Elkhorn and Mo. Val.....Neb.	1,380,000	—	—	—	680,000	690,000	—	—	—	(Oper. temporarily by Sioux City & Pacific.)					—	100	....									
Feb. 28, 1874	114.0	—	9.7	88.0	10	7	4	162	Galv., Harrisb. & St. Antonio ¶.....Tex.	4,397,200	—	—	—	2,879,600	1,700,000	—	—	—	—	—	—	303,978	100,972	—	100	....									
Dec. 31, 1873	50.9	—	8.7	—	15	9	4	311	Galv., Houston & Henderson ¶.....Tex.	2,673,501	409,611	267,959	66,403	1,000,000	1,500,000	402,721	518,729	85.0	272,581	101,766	201,318	762,509	351,928	—	100	....									
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia .....Ga.	4,156,000	*	1,295,367	415,605	4,200,000	676,500	137,240	853,238	232.0	1,103,551	.....	.....	1,623,458	490,196	8	100	....									

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

The asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$								M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Jun. 30, 1873	111.0	—	5.5	—	8	6	4	310	Gilman, Clinton & Springfield.....Illinois.	4,056,167	380,630	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	.....	109,568	237,006	(Deficit)	—	100	....
Sept. 30, 1873	14.8	....	0.5	—	—	—	—	—	Goshen and Dockertown(Erie).New York.	290,901	—	—	—	105,000	246,500	22,108	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1872	299.3	26.0	19.9	—	34	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	10,163,975	*	.....	.....	2,681,475	7,482,500	.....	—	325.3	627,211	491,910	311,070	1,055,192	461,272	—	100	....
Dec. 31, 1873	36.0	—	3.8	—	5	3	2	225	Grand Rapids, Newago & L. Shore.Mich.	143,372	216,626	—	—	352,150	576,000	188,163	—	36.0	.....	.....	.....	132,772	63,248	—	100	....
May 31, 1873	94.0	—	6.2	—	—	—	—	—	Grand River Valley (M. C.).....Michigan.	1,992,000	—	—	—	492,000	1,500,000	—	—	—	—	—	—	—	144,600	5	100	....
Jun. 30, 1873	24.2	—	6.8	—	6	2	1	345	Grand Tower and Carbondale.....Ill.	621,960	*	(Owned	by G. T.	Min. Man	uf. & Tra	ns. Co. B	ankrupt.)	24.2	.....	.....	277,640	65,218	(Deficit)	—	100	....
Dec. 31, 1873	929 0	—	379.0	—	422	274	84	5,575	Grand Trunk ¶.....Canada.	145,063,776	*	—	3,600,085	54,942,945	93,720,911	.....	—	1,383.0	7,088,594	1,834,945	1,608,584	9,799,486	603,905	—	100	....
Jan. 31, 1873	229.0	241.8	94.8	—	177	146	39	2,929	Great Western ¶.....Canada.	29,137,596	*	4,804,078	541,793	23,667,407	11,716,000	.....	—	470.8	4,416,442	1,017,803	1,337,289	5,732,867	2,203,120	3½	100	....
Mar. 31, 1874	66.0	—	4.0	—	5	3	2	65	Gulf, Western Texas and Pacific¶..Texas	1,492,000	*	.....	.....	500,000	990,000	.....	—	66.0	.....	.....	.....	289,768	134,979	—	100	....
Jun. 30, 1873	46.0	6.0	2.8	—	—	—	—	—	Hannibal and Naples (T. W. & W.)...Ill.	1,357,000	—	—	—	457,000	900,000	.....	—	52.0	721,908	.....	78,900	116,170	(Deficit)	—	100	....
Aug. 31, 1872	206.0	90.5	29.2	81.0	79	61	62	1,592	*Hannibal and St. Joseph* ¶.....Missouri.	23,297,728	*	821,792	.....	14,250,828	9,146,900	.....	—	274.5	1,648,638	320,838	415,563	2,484,671	670,530	—	100	25½
Oct. 31, 1873	36.0	—	18.0	—	—	—	—	—	Harrisburg and Lancaster (Pa.).....Pa.	1,882,530	—	—	—	1,182,550	700,000	.....	—	—	—	—	—	—	124,778	7	50	....
Sept. 30, 1873	122.4	0.8	18.0	70.0	30	36	16	388	Hartford. Prov. & Fishkill ¶....Ct. & R. I.	4,704,866	*	277,087	.....	2,037,940	2,055,500	600,000	—	133.5	.....	1,306,389	298,558	1,064,940	175,132	—	100	....
Sept. 30, 1873	74.0	—	7.0	—	17	16	8	389	Housatonic .....Connecticut.	2,014,871	340,687	.....	.....	2,000,000	541,000	313,981	—	127.8	264,881	167,628	221,100	454,963	144,284	—	100	....
Dec. 31, 1873	45.0	13.8	15.7	—	23	6	*	116	Huntingdon and Broad Top Mt....Penn.	4,169,956	*	616,500	78,198	1,870,000	2,161,500	833,153	—	58.8	.....	71,869	617,237	431,107	190,004	—	50	14
Dec. 31, 1873	705.5	—	134.6	—	197	119	47	4,650	*Illinois Central* .....Illinois.	34,726,588	*	779,127	1,609,294	27,250,000	5,339,000	.....	4,526,009	1,108.9	5,961,325	1,473,507	1,121,353	8,268,325	2,860,741	10	100	95
Jun. 30, 1873	14.5	—	6.0	—	4	3	1	156	Illinois and St. Louis.....Illinois.	1,549,757	*	.....	144,803	1,361,100	.....	262,895	70,565	14.5	48,975	.....	.....	124,437	10,780	—	100	....
Jun. 30, 1873	84.0	—	2.6	67.1	6	4	6	250	Indiana and Illinois Central....Ind. & Ill.	3,293,605	312,797	351,448	.....	1,890,000	1,079,000	739,250	.....	210.9	1,634,198	.....	404,336	1,469,807	632,819	—	100	....
Jun. 30, 1873	202.5	—	26.8	217.0	65	23	13	1,310	Ind., Bloomington & Western...Ind. & Ill.	13,440,785	*	—	—	5,003,700	6,500,000	72,426	—	84.9	—	—	—	—	—	—	—	—
Dec. 31, 1873	72.0	—	16.2	—	55	34	16	1,352	Indianapolis and St Louis.....Illinois.	4,095,227	*	801,690	—	600,000	3,378,000	918,918	—	265.0	.....	.....	.....	2,097,528	690,909	—	100	....
Dec. 31, 1873	117.0	—	18.5	—	8	7	3	197	Indianapolis and Vincennes (Penn.)..Ill.	4,452,729	195,125	.....	85,937	1,402,000	3,150,000	453,296	—	117.0	.....	.....	.....	253,784	62,187	—	100	....
Nov. 30, 1873	353.0	18.0	20.5	150.0	40	23	6	667	International & Great Northern ¶....Tex.	16,014,000	*	—	—	5,500,000	10,514,000	—	—	341.0	—	—	107,636	1,066,245	530,035	—	100	....
Dec. 31, 1875	183.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City* (Ill. C.).....Ia.	7,585,000	—	—	—	4,625,000	2,960,000	—	—	—	—	—	—	433,907	151,867	6	100	....
May 31, 1873	68.8	—	3.5	—	—	—	—	—	Iowa Midland (C. & N. W.).....Iowa.	2,207,719	*	1,292,281	246 228	44,947	1,350,000	320,428	—	68.8	—	—	—	—	—	—	—	—
Sept. 30, 1873	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,275,472	—	—	—	494,162	800,000	188,114	—	35.6	127,238	24,401	158,125	152,308	70,501	—	100	....
May 31, 1873	212.0	—	7.9	—	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	7,000,000	—	—	—	2,000,000	5,000,000	—	—	—	—	—	—	—	470,000	3½	100	....
Jun. 30, 1873	30.7	—	2.1	94.3	2	1	2	27	Jacksonville (N. W. & S. E.).....Ill.	923,200	*	—	—	313,200	610,000	.....	—	30.7	—	—	—	—	—	—	100	....
Dec. 31, 1873	151.2	25.1	9.7	110.0	14	6	4	155	*Jacksonville, Pensacola and Mobile* ¶...Fla.	6,000,000	*	—	—	6,000,000	4,000,000	.....	—	215.0	—	—	—	—	—	—	100	....
Dec. 31, 1873	51.1	1.5	16.2	—	—	—	—	—	Jamestown and Franklin (L.S.& M.S.)Pa.	2,616,743	—	—	—	606,000	1,000,000	964,743	—	51.0	—	—	—	—	113,186	—	50	....
Dec. 31, 1873	36.5	9.0	8.6	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	5,237,978	—	—	—	2,095,700	2,300,000	942,978	—	—	—	—	—	—	225,000	—	50	....
Dec. 31, 1873	110.0	116.0	36.7	—	45	56	*	987	Jeffersonville, Madison and Ind..Indiana.	6,392,316	*	1,289,310	.....	2,900,000	4,871,000	760,617	—	226.0	—	—	—	1,379,791	446,200	7	100	....
Dec. 31, 1873	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	164,000	.....	1,500,000	500,000	.....	—	—	—	—	—	—	163,127	7	100	....
May 31, 1874	44.0	—	8.2	—	—	—	—	—	Joliet and N. Indiana (M. C.)..Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	—	—	—	—	88,000	8	100	....
Dec. 31, 1873	57.6	—	6.7	—	—	—	—	—	K'm'zoo, All'g'n & G.Rap.(LS&MS).Mich.	1,450,000	—	—	—	610,000	840,000	—	—	—	—	—	—	—	103,800	6	100	....
Dec. 31, 1872	56.0	—	1.7	491.5	3	2	2	89	Kansas Central (3 ft.).....Kas.	755,225	75,765	394,953	—	840,000	—	—	—	—	—	—	—	—	—	—	100	....
Mar. 31, 1874	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Joseph & Co. Bl. Mo. & Ia.	8,567,729	1,003,410	.....	634,775	2,789,414	6,826,500	.....	.....	260.7	(Returns for 1872–'73.)			1,237,813	418,213	—	100	....
Dec. 31, 1873	31.9	—	1.8	—	—	—	—	—	Kansas City & Santa Fe (L.L. & G.).Kan.	.....	—	.....	.....	720,000	720,000	.....	.....	31.9	(Refused.)			—	—	—	100	....
Dec. 31, 1873	639.0	34.0	48.0	—	88	55	*	1,163	Kansas Pacific.....Kansas & Col.	35,219,618	*	3,722,901	—	9,689,950	26,015,600	2,917,359	—	639.0	.....	.....	.....	3,563,299	1,446,309	—	100	....
Dec. 31, 1873	99.0	—	11.2	—	17	15	6	312	Kentucky Central.....Ky.	.....	—	.....	.....	.....	1,081,000	.....	.....	99.0	(All refused.)			.....	.....	—	100	....
Mar. 31, 1874	162.0	—	14.0	—	16	10	5	289	Keokuk and Des Moines .....Iowa.	6,078,320	*	—	—	3,924,600	2,158,720	—	—	162.0	(Re-organized January 1, 1874.)			—	—	—	100	....
Dec. 31, 1873	49.0	—	2.4	—	5	11	3	58	Knox and Lincoln .....Maine.	2,707,573	*	72,900	11,762	363,335	2,395,000	34,000	—	49.0	96,715	91,795	13,392	141,720	68,982	—	100	....
May 31, 1873	29.0	—	3.0	—	—	—	—	—	La Crosse, Tremp. & Pres. (C.&NW)Wis.	1,386,540	—	—	5,322	990	1,000,000	390,872	—	29.0	.....	.....	.....	230,551	165,777	—	100	....
Jun. 30, 1873	80.0	—	3.5	—	—	—	—	—	Laf., Bloom'ton & Miss. (T.W.&W.)...Ill.	2,300,000	—	—	—	1,000,000	1,300,000	—	—	80.0	199,672	.....	109,965	157,131	34,926	—	100	....
Dec. 31, 1873	36.0	—	1.9	79.0	—	—	—	—	Laf., Muncie & Bloom'ton(T.W.&W.).Ill.	.....	—	.....	.....	117,073	666,000	.....	—	36.0	(Refused.)			—	—	—	100	....
Jun. 30, 1873	67.5	—	4.0	112.5	6	3	3	83	Lake Erie and Louisville.....Ohio.	2,427,732	*	82,603	22,032	1,115,350	890,000	510,906	16,511	67.5	77,806	48,681	40,676	90,068	21,751	—	100	....
Sept. 30, 1873	51.8	6.0	5.4	83.7	6	8	2	201	Lake Ontario Shore Line.....New York.	2,792,081	—	.....	.....	1,857,106	1,438,200	268,769	—	57.3	50.128	69,122	37,234	55,785	2,082	—	100	....
Sept. 30, 1873	540.4	493.6	61.5	—	462	171	82	9,843	Lake Shore & Mich. S.N.Y.P.O. Ind.& Ill.	63,495,167	13,586,689	8,551,486	4,174,756	50,000,000	31,195,000	6,654,322	1,428,675	1,154.0	15,491,103	2,145,163	5,511,918	19,414,509	5,667,911	4	100	73½
Jun. 30, 1873	92.4	8.0	12.9	—	9	8	*	200	Lake Shore and Tuscarawas Valley.Ohio.	4,248,158	223,274	—	53,125	1,981,915	2,300,000	231,890	10,752	75.4	.....	60,863	111,409	128,669	7,011	—	100	....
Aug. 31, 1873	156.0	—	13.4	—	11	10	4	343	Lake Superior and Mississippi.....Minn.	7,081,000	—	—	.....	5,125,000	7,647,000	15,000	—	211.0	.....	81,559	.....	484,811	—	—	100	....
Dec. 31, 1873	17.8	3.0	12.2	—	—	—	—	—	Lawrence (P. F. W. & C.) .....Pa.	715,126	—	39,548	—	360,200	355,000	9,458	—	20.8	—	—	—	189,382	75,753	10	100	....
Dec. 31, 1873	21.5	—	2.2	—	—	—	—	—	Leav'worth, Atchison & Nthw. (Pac.).Ks.	1,000,000	—	—	—	600,500	500,000	—	—	—	—	—	—	—	42,000	—	100	....
Apr. 30, 1873	144.1	1.8	9.2	—	20	14	9	255	*Leavenworth, Lawrence & Galveston* ...Ks.	5,378,157	604,364	5,560,061	125,119	5,000,000	5,800,000	867,695	—	208.6	.....	.....	.....	479,756	86,668	—	100	....
Dec. 31, 1873	15.0	—	1.5	21.0	—	—	—	—	Lehigh and Lackawanna (L. & S.)....Pa.	675,100	—	—	—	375,100	300,000	.....	—	15.0	.....	20,675	44,107	42,387	13,676	—	50	....
Dec. 31, 1873	105.0	32.3	100.0	—	92	14	12	7,762	Lehigh and Susquehanna (C. of N. J.).Pa.	12,757,395	*	—	(Owned	by Lehig	h Coal &	Nav. C	ompany.)	174.0	1,924,045	511,501	3,403,372	3,447,817	2,106,566	10	50	....
Nov. 30, 1873	101.0	132.4	228.7	—	194	44	29	9,726	Lehigh Valley.....Pa.	19,750,425	*	15,384,664	—	23,222,446	10,875,000	1,837,643	—	233.4	.....	1,096,820	6,373,196	7,424,895	3,540,035	10	50	122½
Dec. 31, 1873	120.0	76.0	63.5	—	53	38	24	659	Little Miami & Col. Xenia (P.C.&S.L.)O.	6,789,473	*	260,964	44,910	4,608,250	1,590,000	.....	—	196.0	—	—	—	1,401,548	162,018	8	100	....
Dec. 31, 1873	100.0	—	2.0	60.0	7	4	1	60	*Little Rock and Fort Smith* ¶.....Ark.	9,350,000	*	—	—	4,675,000	4,675,000	—	—	100.0	—	—	—	90,880	Loss.	—	100	....
Apr. 30, 1874	70.0	—	....	50.0	2	1	1	12	Little Rock, Pine Bluff & N. O. ¶ (nar.)Pa.	1,400,000	*	—	—	700,000	700,000	.....	—	....	(Operations not reported.)			—	—	—	100	....
Nov. 30, 1873	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill (P. & R.)..... Pa.	1,416,188	—	10,000	—	2,646,100	747,500	—	—	—	—	—	—	214,839	209,669	7	50	94
May 31, 1873	93.0	2.0	5.0	—	9	5	3	245	Loganspport, Crawfordsville & S. W...Ind.	3,500,000	*	—	—	1,500,000	2,000,000	.....	—	118.0	(Operations not reported.)			—	—	—	100	....
Dec. 31, 1873	9.0	—	—	—	—	—	—	—	Long Branch and Sea Shore (S.N.J.)..N. J.	398,863	—	—	—	171,800	200,000	—	—	—	—	—	—	—	12,000	—	100	....
Dec. 31, 1873	101.1	—	9.2	—	—	—	—	—	Long Island ¶.....N. Y.	5,226,902	*	—	—	3,300,000	1,500,000	205,000	—	158.0	—	—	—	896,716	473,159	4	100	....
July 1, 1873	93.5	81.4	23.1	28.0	42	26	13	370	Louisiana & Missouri River(C.&A.)..Mo.	5,902,440	—	—	—	1,516,500	1,516,500	1,588,343	—	—	—	—	—	—	188,370	—	100	....
Louisville, Cincinnati and Lexington..Ky.	7,981,305	*	—	—	—	—	—	—	—	—	—	—	—	2,474,483	4,234,519	1,709,147	—	174.9	—	—	—	—	—	—	100	....
Dec. 31, 1873	288.0	—	17.0	—	36	15	10	479	Louisv., New Albany and Chicago...Ind.	(nominal.)	—	—	—	3,000,000	—	—	—	288.0	(No returns furnished.)			—	—	—	100	....
Dec. 31, 1873	31.0	—	2.1	124.0	3	1	—	14	Louisv., N. Alb. & St. L. A. L...Ind. & Ill.	2,549,222	44,105	242,677	.....	1,563,073	780,000	184,517	—	31.0	.....	.....	.....	11,764	917	—	100	....
Jun. 30, 1873	185.0	420.8	59.4	—	123	97	*	1,659	Louisv., Nashv. & Gt. So. ¶..Ky. & Tenn.	22,046,339	*	8,258,416	595,765	8,981,439	14,520,500	5,211,942	1,781,627	605 8	.....	.....	.....	4,909,426	1,411,123	7	100	....
Sept. 30, 1873	12.4	—	2.3	—	—	—	—	—	Lowell and Lawrence (B. & L.)....Mass.	363,158	—	—	18,032	200,000	54,700	10,532	110,768	—	—	—	—	21,786	18,815	6	100	....
Mar. 31, 1873	78.0	—	3.9	—	—	—	—	—	Macon and Augusta (Ga.).....Ga.	2,506,170	—	—	—	1,631 900	770,000	104,270	—	78.0	.....	.....	.....	120,758	7,491	—	100	....
Dec. 31, 1873	187.0	10.0	6.6	—	12	19	4	170	Macon and Brunswick ¶.....Ga.	5,750,000	*	.....	.....	3,500,000	2,250,000	.....	.....	107.0	.....	.....	.....	437,298	148,333	—	100	....
Jun. 30, 1873	34.0	—	6.0	—	—	—	—	—	Mahoning Coal (L. S. & M. S.).....Ohio.	2,199,888	—	.....	.....	1,075,000	1,075,000	98,179	—	—	—	—	—	—	—	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

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Years ending.	Railroad. Main Line.	Branch Line.	Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$								M.	M.	Number.	Tons.			pc.	$	p c
Dec. 31, 1873	364.9	69.0	554.9	—	878	385	136	17589	Pennsylvania.....Pennsylvania.	48,571,809	*	97,782,380	4,371,449	68,144,475	43,145,785	23,593,815	6,842,563	869.4	.....	5,879,684	9,998,794	24,886,009	9,044,978	10	50	103½
Dec. 31, 1873	47.0	15.8	57.0	—	23	8	—	1,300	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	3,052,500	.....	4,000,000	487,500	565,000	.....	47.0	.....	3,970	1,391,454	28,501	.....	20	50	240
Dec. 31, 1873	41.5	—	1.4	—	—	—	—	—	Pennsylvania and Delaware (Penn.)..Pa.	2,502,000				900,000	1,602,000	71,346		—	(Opene	d July 1, 1	873.)	.....	.....	—	50	.....
Nov. 30, 1873	104.6	22.6	21.2	—	18	2	—	992	Pennsylvania and N. York. N.Y. & Penn.	5,351,750	791,077	.....	.....	4,061,700	3,000,000	74,017		127.2	752,452	191,584	1,338,081	1,485,806	403,405	24	50	.....
Nov. 30, 1873	28.8	—	3.1	12.7	—	—	—	—	Perkiomen (P. & R.).....Pa.	1,388,700		18,529		88,040	1,821,800	20,478		—						—	50	.....
Dec. 31, 1873	45.2	—	2.0	—	4	4	1	53	Pensacola and Louisville ¶.....Fla.	455,327	64,300	150,000	.....	450,000		219,627		45.2	76,850	16,690	.....	88,930	35,357	—	50	.....
Dec. 31, 1873	—	—	—	76.0	—	—	—	—	Peoria, Atlanta and Decatur.....Ill.	800,000				600,000	300,000			—		(Unde	r construc	tion.)		—	100	.....
Dec. 31, 1873	47.0	—	7.4	—	—	—	—	—	Peoria and Bureau Valley (C.R.I.&P.).Ill.	1,566,000				1,266,000	300,000			—						—	100	.....
Jun. 30, 1873	83.0	—	11.5	—	12	7	4	171	Peoria, Pekin and Jacksonville....Illinois.	5,260,351	345,797	45,000	.....	1,239,700	2,000,000	411,448		83.0	280,562	.....	135,465	319,168	30,952	—	50	.....
Jun. 30, 1873	91.0	—	4.0	—	8	5	2	163	Peoria and Rock Island.....Ill.	3,772,327	*	.....	.....	1,858,950	1,650,000	49,639		9.0	276,058	70,500	194,348	300,045	105,368	—	100	.....
Dec. 31, 1873	64.0	18.0	8.0	—	12	9	5	121	Petersburg ¶.....Virginia.	1,817,985		.....	.....	1,324,200	500,000	356,112		—						—	100	.....
Oct. 31, 1873	46.0	—	6.5	—	10	8	3	95	Philadelphia and Balt. Cent. Penn. & Md.	1,811,107	177,744	.....	.....	220,606	1,500,000	46,945		57.0	182,886	309,498	138,262	303,221	78,339	—	50	.....
Dec. 31, 1873	287.6	—	121.7	—	—	—	—	—	Philadelphia and Erie ¶ (Penn.).....Pa.	23,777,743		2,241,800	16,866	8,448,700	16,625,000	1,335,709		287.6	2,912,351	777,273	2,164,246	3,842,067	428,756	—	50	34½
Sept. 30, 1873	20.0	—	25.0	—	24	45	13	192	Phila., Germ. and Norrist'n (P. & R.)..Pa.	1,146,538	368,262	500,793	.....	2,231,900				32.8	.....	.....	.....	281,623	269,791	12	50	180
Dec. 31, 1873	3.0	—	—	24.9	—	—	—	—	Phila., Newtown and New York.....Pa.	440,400				199,360	164,000	57,000									50	
Sept. 30, 1873	98.4	228.6	432.2	—	400	220	60	19018	Philadelphia and Reading..Pennsylvania.	28,260,889	7,480,719	48,349,053	1,741,889	34,269,575	44,188,715	4,876,055	2,498,205	725 3	8,351,682	6,790,088	9,847,747	14,832,661	5,357,766	10	50	111½
Dec. 31, 1873	26.6	—	39.7	—	—	—	—	—	Philadelphia and Trenton (Penn.).....Pa.	1,534,479				1,259,100				36.6	882,160	1,747,216	1,400,983	1,995,606	448,574	10	100	123½
Oct. 31, 1873	95.3	14.8	121.6	—	70	160	...	1,240	Phila., Wilm. and Baltimore. Pa. D.& Md.	11,814,764	*	2,103,295	840,363	11,507,750	1,900,000	279,120	743,063	111.8	1,437,207	853,937	836,979	3,074,881	1,095,265	8	50	107½
Nov. 30, 1873	11.3	—	43.0	—	—	—	—	—	Pickering Valley (P. & R.).....Pa.	474,551				92,875	332,300	161,363										
Dec. 31, 1873	193.0	8.0	50.8	—	104	34	19	1,648	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	19,682,344	*	3,496,277	.....	8,433,750	15,010,586	3,854,872		201.0					4,751		50	.....
Dec. 31, 1873	468.3	—	180.0	—	269	133	54	9,789	Pittsburg, Ft. W. and Chic..P., O., L & I.	37,368,286	*			28,814,286	14,554,000	14,230		500.6	7,878,666	2,134,653	2,365,846	9,619,074	3,522,032	7	100	93½
Dec. 31, 1873	30.0	—	4.9	150.0	4	6	3	65	Pitt'sbg, Virg. & Charleston..Pa.& W.Va.	1,106,167	37,226	556,038	.....	673,264	700,000	244,672		30.0	57,900	140,188	4,828	67,137	16,941	—	50	.....
Oct. 31, 1873	149.6	1.9	36.0	4.6	26	15	7	400	Pittsburg, Washington & Balt...Pa.& Md.	11,934,439	709,835	93,671	.....	1,960,682	9,500,000	2,276,579		169.2	1,688,213	859,533	1,130,334	1,564,993	1,88,035	—	50	.....
Sept. 30, 1873	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,685			6,315	450,000												
Nov. 30, 1873	71.3	—	3.6	38.7	6	15	5	117	Portland and Ogdensburg....Me. & N. H.	2,502,115	*	125,862	200,937	1,045,270	1,384,000	321,710	77,934	65.3	147,741	75,908	46,045	144,982	49,075	—	100	.....
Aug. 31, 1873	52.5	—	4.3	—	6	9	4	141	Portland and Rochester.....Me. & N. H.	1,925,741	*	233,124	18,208	686,112	1,407,500	135,461		52.5	134,108	142,846	64,290	142,571	40,976	—	100	.....
Sept. 30, 1873	52.0	—	8.1	—	19	—	7	167	Portland, Saco and Portsmouth (Etn.).Me.	1,500,000	*			1,500,000									27,000	6	100	.....
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	130	Port Royal ¶ (Ga.).....South Carolina.	5,500,000	*			3,000,000	2,500,000								150,000	10	100	113
Sept. 30, 1873	71.4	—	4.9	—	—	—	—	—	Portsm'th, Gt. Falls & Conway (Etn.).Me.	1,229,689				767,200	462,489										25	
Sept. 30, 1873	41.9	—	2.5	4.8	4	5	...	91	Poughkeepsie and Eastern.....New York.	1,475,430	*			524,464	722,500	479,689		46.1	95,055	32,180	44,508	86,213	14,241	—	100	.....
Sept. 30, 1873	22.8	—	2.0	48.9	2	3	1	65	Providence and Springfield..R.I. & Mass.	933,408	*			472,890	414,000	47,518		22.8	.....	32,512	5,653	18,418	9,543	—	100	.....
Sept. 30, 1873	13.6	—	—	—	4	10	...	20	Providence, Warren and Bristol.....R. I.	526,515	*			437,917	50,000	38,597		13.6	.....	379,227	20,504	112,505	9,263	—	100	.....
Sept. 30, 1873	43.4	1.0	45.2	—	29	40	...	692	Providence and Worcester..R. I. & Mass.	1,976,025	735,748		271,267	2,000,000	500,000	387,810	95,230		526,128	1,785,067	530,620	963,345	257,108	10	100	.....
Dec. 31, 1873	36.0	—	2.0	—	4	3	2	—	Queen Anne and Kent ¶.....Del. & Md.	351,000	*	.....	.....	260,000	269,000	2,600		36.0	35,850	12,560	38,231	27,437	9,990	—	50	.....
Jun. 30, 1873	42.0	—	4.0	—	1	2	2	44	Quincy, Alton and St. Louis.....Ill.	1,832,100	*	.....	32,200	780,000	1,000,000	52,000		42.0	56,000	.....	.....	68,939	(Deficit)	—	100	.....
Dec. 31, 1873	70.0	—	1.7	160.0	—	—	—	.....	Quincy, Missouri and Pacific.....Mo.	2,000,000		.....	.....	700,000	20,000 p.m			.....	(Under	constructi	on.)			—	100	.....
May 31, 1873	44.0	—	3.0	62.0	3	3	3	50	Raleigh and Augusta Air-Line ¶..N. Car.	1,134,221	89,785	.....	.....	876,000	.....	.....		44.0	.....	.....	.....	.....	.....	—	100	.....
May 31, 1873	97.0	—	5.0	—	16	10	4	134	Raleigh and Gaston.....North Carolina.	1,500,000	*	.....	.....	650,000	607,640	.....		38.3	.....	.....	(No	report sup	plied.)	—	100	.....
Nov. 30, 1873	40.0	8.0	8.1	10.7	8	7	1	29	Reading and Columbia (P. & R.).....Pa.	2,072,959	220,041	62,566	.....	557,560	.....	.....			(Rental	8 p. c. of	earnings.)			—	100	.....
Sept. 30, 1873	101.5	80.9	47.9	—	42	52	17	1,262	Rensselaer and Saratoga (D. & H.)..N. Y.	8,328,362	*	.....	.....	508,268	1,000,000	1,215,911		48.0	242,123	138,771	352,399	310,517	92,179	—	50	.....
Sept. 30, 1873	189.0	6.9	16.8	—	35	20	9	462	Richmond and Danville ¶.....Virginia.	5,729,729	*	2,100,682	234,278	4,000,000	2,485,411	1,435,905	143,372	195.9	599,792	141,767	227,729	957,129	447,360	—	100	108
Sept. 30, 1873	86.0	—	6.7	—	18	21	16	134	Richmond, Fred'burg and Potomac ¶..Va	2,727,840	*	131,596	254,875	1,509,829	889,698	82,639	632,148	86.0	199,825	173,985	45,677	496,744	231,136	2	100	.....
Sept. 30, 1873	22.5	2.7	4.2	—	8	9	4	164	Richmond and Petersburg ¶.....Va.	1,215,404	*	48,483	30,119	847,100	326,296	31,527	49,183	46.7	110,712	126,947	91,887	160,227	36,685	—	100	.....
Sept. 30, 1873	38.3	—	2.2	26.0	3	3	2	42	Richmond, York Riv. & Chesapeake ¶..Va.	1,257,640		.....	.....	650,000	607,640	.....		38.3		(No	report sup	plied.)		—	100	.....
Dec. 31, 1873	18.5	—	1.8	—	—	—	—	—	Rochester & Genesee Valley (Erie).N. Y.	671,303				557,560					(Rental	8 p. c. of	earnings.)		34,012	—	100	.....
Sept. 30, 1873	—	—	—	105.0	—	—	—	—	Rochester and State Line.....N. Y.	735,649		183,649	.....	24,000	894,000	90,000									100	.....
Sept. 30, 1873	10.0	—	—	140.0	—	—	—	.....	Rochester, Nunda & Penn. (3 ft.)...N. Y.	716,327	*	.....	.....	625,600		58,200									100	.....
Jun. 30, 1873	278.9	25.4	26.7	—	45	14	6	882	Rockford, Rock Island and St. Louis..Ill.	14,519,619	1,178,180	298,567	.....	6,490,579	9,000,000	505,787		318.0	1,089,857	.....	262,148	947,650	179,955	—	100	.....
Dec. 31, 1873	141.1	48.6	28.4	—	42	32	16	909	Rome, Watertown and Ogdensburg. N. Y.	4,789,198	*	147,969	305,486	3,146,800	1,908,249	44,979	142,625	218.2	.....	.....	.....	1,230,555	360,488	7	100	.....
Dec. 31, 1873	120.0	—	18.0	—	—	—	—	—	Rutland (C. V.).....Vermont.	9,129,946	*	143,947	92,617	6,648,400	1,972,800	745,700		239.0	.....	.....	.....	970,239	492,400	2	100	.....
Dec. 31, 1873	34.0	—	2.7	—	4	2	...	52	Saginaw Valley and St. Louis.....Mich.	525,716	87,854	.....	4,178	121,775	346,000	149,968		34.0	58,650	.....	.....	134,620	79,810	—	100	.....
Dec. 31, 1873	22.0	—	6.5	—	5	8	...	220	St. Croix and Penobscot ¶.....Me.	364,000	*	.....	20,603	100,000	227,700	7,000		22.0	.....	.....	.....	70,952	28,861	3	50	.....
Aug. 31, 1873	187.0	—	20.0	38.0	19	...	...	.....	St. Joseph and Denver City..Kan. & Neb.	11,221,764	420,925	245,000	3,803	4,000,000	7,000,000	734,425	157,067	187.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1873	197.0	18.0	21.0	—	13	11	4	590	St. Louis, Alton and Terre Haute. Illinois.	11,768,400	*	.....	241,609	4,768,400	7,000,000	241,609		265.0	.....	.....	.....	1,042,808	593,849	—	100	.....
Jan. 31, 1874	43 3	—	2.2	—	—	—	—	—	St. Louis & C. Rapids (St. L., K. C. & N.) Ia.		(Statem	ents not	received.)												
Dec. 31, 1873	195.5	15.3	39.7	—	85	23	15	1,618	*St. Louis and Iron Mountain* ¶...Missouri.	19,103,348	*	247,884	.....	10,000,000	8,622,000	431,149	298,083	210.8	947,849	537,276	682,903	1,964,281	596,426	3	100	15
Jun. 30, 1873	310.0	48.0	25.0	—	46	27	12	1,175	St. Louis & S. Eastern...Ill., Ky. & Tenn.	8,828,400	*	.....	.....	4,628,400	3,200,000	.....			524,786	70,531	515,719	661,753	265,882	—	100	.....
Dec. 31, 1873	76.5	—	2.1	—	—	—	—	—	St. Louis & St. Jos. (St. L., K. C. & N.). Mo.	2,000,000					1,000,000	(Sold un	der foreclosure		Feb. 18,	1874 for $1	00,000.)			—	100	.....
Dec. 31, 1873	41.5	—	2.3	138.5	—	—	—	—	St. L., C. Bluffs & Omaha (St. L. K. C. & N.) M.	2,200,000												(Rental.)	65,000	—	100	.....
Dec. 31, 1873	150.6	—	11.6	—	—	—	—	—	St. Louis, Jacksonv. & Chic. (C. & A.). Ill.	5,073,600		.....	.....	1,100,000	16,000 p m	.....							240,000	—	100	.....
Dec. 31, 1873	265.5	87.5	26.7	—	91	41	14	1,516	St. L., Kansas City & Northern.....Mo	28,134,445	*	2,173,883	635,599	2,348,600	2,725,000	.....									100	.....
Dec. 31, 1873	157.8	—	24.4	—	32	14	8	841	St. Louis, Vandalia & T. H. (T. H. & I.). Ill.	8,256,255	*	226,930	.....	24,000,000	6,000,000	943,928		581.8	2,387,961	425,326	501,595	2,755,194	670,530	—	100	.....
Aug. 31, 1873	108.5	—	4.7	161.0	—	—	—	—	*St. Paul and Pacific*.....Minn.	11,250,000		.....	.....	2,378,158	5,499,000	467,325		157 8	.....	.....	.....	1,130,813	337,768	—	100	.....
Aug. 31, 1873	207.0	76.0	19.4	—	28	20	6	574	*St. Paul and Pacific* (1st Div.). Minnesota.	17,214,350	*	.....	.....	.....	10,500,000	750,000		35.0	25,256	16,417	15,786	82,345	309	—	100	.....
Aug. 31, 1873	121.3	—	10.0	—	14	6	4	255	St. Paul and Sioux City.....Minn.	4,628,778	*	.....	.....	1,968,600	15,245,750	472,942		283.0	.....	.....	.....	763,805	165,964	—	100	.....
Aug 31, 1873	17.6	3.2	1.0	—	2	2	1	40	St. Paul, Stillw. & Taylor's Falls...Minn.	780,817	*	.....	.....	2,400,000	1,251,500	316,227		121.3	244,766	77,755	.....	509,443	40,172	—	100	.....
Sept. 30, 1873	16.9	—	2.6	—	—	—	—	—	Salem and Lowell (B. & L.).....Mass.	481,469		.....	.....	277,500	450,000	37,000		20.8	29,230	22,800	.....	63,718	31,863	—	100	.....
Jun. 30, 1873	116.3	—	13.9	—	31	15	10	389	Sandusky, Mans. & Newark (B. & O.)..O.	3,241,661	*	.....	2,714	243,305	226,900	13,978						17,500	16,784	1	100	.....
Dec. 31, 1873	104.0	—	4.9	5.0	10	9	5	80	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	.....	59,454	938,000	2,309,743	6,547	46,725	116.3	896,934	193,597	372,011	715,250	81,106	—	50	.....
Dec. 31, 1873	11.0	—	21.5	—	—	—	—	—	Schuylkill Valley (P. & R.).....Penn.	576,050		.....	.....	1,000,000	1,427,800	.....		104.0	.....	.....	.....	.....	.....	—	50	.....
Mar. 31, 1874	80.0	—	8.0	—	16	4	6	250	Seaboard and Roanoke. Va. & N. Carolina.	2,058,162	*	568,669	.....	1,365,000	210,000	.....		80.0	.....	34,867	.....	609,678	198,004	8	100	.....

Apr. 30, 1872	237.0	—	11.9	—	39	10	7	411	*Selma, Rome and Dalton* ¶. Ala. Ga. & Tenn.	12,980,000				3,750,000	9,230,000	.....		237.0	(No statement furnished.)							
Dec. 31, 1873	28.0	—	4.5	—	—	—	—	—	Shamokin, Valley and Pottsville.....Penn.																	

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PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:	$	p c	p c	p. c.
Atlantic and Great Western, pref...	10,000,000	7	...	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	...	....
" " guar.	276,200	7	...	....
Atlantic and Pacific, preferred	10,000,000	7	...	14½
Atlantic and St. Lawrence,* guar....	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,552,800	6	5	105
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar.....	1,159,500	7	7	86
Camden and Amboy,* guaranteed..	5,847,800	10	10	125½
Camden and Atlantic, preferred.....	763,549	7	3½	91½
Cayuga and Susquehanna,* guar....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,600	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	106
Central Ohio,* preferred	411,550	6	6	80
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	78½
Chicago and Alton, † preferred.....	2,425,400	...	10	101½
Chicago, Iowa & Nebraska,* guar..	3,916,300	...	8	89½
Chicago and North-Western, pref...	21,289,563	7	7	57
Cinc., Sand. and Cleveland, pref....	429,000	6	6	25
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,286,150	7	7	86½
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred....	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	....	....
Dubuque and Sioux City,* guar.....	5,000,000	...	3	60
Dubuque South-Western, pref.....	590,315	8	....	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	44
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref. & *guar.	500,000	7	7	76
" " com. & *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	47½
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	....	....	....
Hannibal and St. Joseph, pref	2,167,700	7	7	30½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	97
Housatonic, preferred.....	1,180,000	8	8	96
Huntington & Broad Top Mtn, pref.	190,750	7	...	26
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	85
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,384,450	8	8	....
Louisv., Cincinnati and Lex. pref....	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	3,101,650	6	...	18
" " 2d pref....	4,436,250	6	...	9
Mich. Southern, (Lake Shore) guar..	538,500	10	10	....
Mill Creek,* guaranteed.....	328,375	10	10	....
Milwaukee and St. Paul, preferred..	12,274,483	7	7	54½
Mine Hill,* guaranteed.....	3,856,450	8	8	106
Montclair,* guaranteed.....	2,000,000	7	....	....
Morris and Essex,* guar.....	15,000,000	7	7	96½
Nesquehoning Valley,* guar...	2,000,000	10	10	111½
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,295,200	10	10	124
New London Northern,* guar.....	971,400	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	127
" " *com. & guar.	8,500,000	8	8	126
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	122
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	49
" " pf. & *guar.	2,000,000	8	8	92½
Ohio and Mississippi, preferred.....	4,030,000	7	7	50
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama, guaranteed.....	7,000,000	12	12	112½
Paterson and Hudson,* guar.....	630,000	....	8½	....
Pemberton and Hightstown,* guar....	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	....	....	....
Phila., Germant'n & Norrist'n,*guar.	2,231,900	12	12	180
Philadelphia and Reading, † pref....	1,551,687	....	10	110½
Philadelphia and Trenton,* guar....	1,250,100	10	10	123½
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	93½
Pittsfield and North Adams,* guar.	450 000	5	6	86
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	113
Rochester & Genesee Valley,* guar.	557,560	....	....	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	25
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	...	14
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	....	....
St. Louis, Kansas City & Nor., pref..	12,000,000	...	....	22
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	....	....
" " 2d pref..	1,000,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	71
Warren,* guaranteed.....	1,800,000	7	7	....
CANAL STOCKS.				
Delaware Division,* guar.....	1,633,350	8	8	....
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	125
" com. and * guar.....	1,695,000	4	4	50
Schuylkill Navigation preferred....	2,809,977	6	6	24½

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	— —	@ — —
Gartsherrie		— —	@ — —
Summerlee		— —	@ — —
Carnbroe		— —	@ — —
Langloan		— —	@ — —
Glengarnock		— —	@ 37 —
Eglinton		— —	@ 35 —
Pig, American, No. 1		30 —	@ 32 —
Pig, American, No. 2		27 —	@ 29 —
Pig, American, Forge		26 —	@ 27 —
Bar Refined, English and American		— —	@ — —
Bar, Swedes, assorted sizes	(gold)	137 50	@140 —
	—STORE PRICES.—		
Bar, Swedes, ordinary sizes		160 —	@162 50
Bar, Swedes, Plow sizes		170 —	@172 50
Bar, Refined, ¾ to 2 in. rd. & sq. 1 to 6 inch x ¾ to 1 in		67 50	@ 70 —
Bar Refined, 1½ to 6 by ¾ & 5-16 in		72 50	@ 75 —
Bar Refined, 1 & 1½ by ¾ & 5-16		72 50	@ 75 —
Large Rounds, 2½@2¾ to 3¾ @4 in		75 —	@ 90 —
Scroll		90 —	@130 —
Ovals and Half-round		90 —	@100 —
Band, 1 to 6 in. by 3-16 to No. 12		85 —	@ 87 50
Horse Shoe		97 50	@100 —
Rods, ¾@1-16 inch		70 —	@127 50
Hoop, ¾ by No. 22 to 1 & 1½ by 13 & 14		95 —	@150 —
Nail Rod	per lb.	— 8	@ — 9
Sheet Russia, as to assortment	(gold)	— —	@ — 15½
Sheet, Single, D. and T. Common		— 4½	@ — 5
Sheet, Doubles and Trebles, Charcoal		— 5	@ — 6
Sheet Galvanized	List 10 per ct. disc,		
Rails, English	(gold) per ton.	50 —	@ 52 —
Rails, American, at Works in Penna..c'y.		58 —	@ 62 50

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)	per lb.	— 17	@ — 21
English Spring (2d and 1st quality)		— 9½	@ — 10½
English Blister (2d and 1st quality)		— 14	@ — 18½
English Machinery		— —	@ — 14½
English German (2d and 1st quality)		— 12½	@ — 14½
American Blister		— —	@ — 11½
American, Cast, Tool		— —	@ — 16
American, Cast Spring		— —	@ — 10
American Machinery		— —	@ — 11
American German Spring		— —	@ — —

NAILS—DUTY: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Com. Fence. & Sheath per keg.		3 75	@ 3 85
8d. and 9d. "		4 —	@ 4 15
6d. and 7d. "		4 25	@ 4 40
4d. and 5d. "		4 50	@ 4 65
3d. and 4d. Light		5 25	@ 5 40
3d. Fine		6 —	@ 6 15
2d		6 75	@ 6 90
Cut Spikes, all sizes		4 —	@ 4 15

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca	(gold) per lb.	— 25½	@ — 25¾
Straits	(gold).	— 22½	@ — 22¾
English, L. & F.	(gold).	— —	@ — 20¾
English, Refined	(gold).	— 21½	@ — 21¾
Plates—Fair to good brands.		Gold.	
I. C. Charcoal	per box.	9 87½	@ 10 —
I. C. Coke		7 50	@ 8 25
Coke Terne		6 50	@ 7 25
Charcoal Terne		8 87½	@ 9 —

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@43 gravity (in bulk)	— 5	@ — 5½
Crude 40@47 gravity (in shipping order)	— 8½	@ — 8¾
Refined, Standard White (in ship'g order)	— 11½	@ — 12
Refined, S. W. (in jobbing lots)	— 11¾	@ — 12½
Refined, S. W. (in tin)	— 17	@ — 20
Naptha, Refined (65@73 gravity)	— 9	@ — 10
Residuum....(in shipping order) per gall.	— 6¼	@ — 7

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.) per lb.	— 30	@— 31
Copper, Bolts	— 32	@— 33
Copper, Braziers' (over 16 oz.)	— 32	@— 33
Copper, Nails	— 37	@— 38
Copper, Old Sheathing, &c., mixed lots	— —	@— 16
Copper, American Ingot Lake	— 19¼	@— 19½
Copper, English Pig	— —	@— —
Yellow Metal, New Sheathing & Bronze	— 22	@— 23
Yellow Metal, Bolts	— 30	@— —
Yellow Metal, Nails, Sheathing & Slating	— 23	@— 24

LEAD—DUTY: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb.	6 37½	@— —
German Ordinary	(gold)	6 37½	@— —
English	(gold)	6 50	@— —
Foreign Refined	(gold)	7 12½	@ 7 25
Domestic	(gold)	6 65	@ 5 70

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel	11 —	@— —
Liverpool House Cannel	18 —	@19 —
Anthracite (by cargo) ...	per ton of 1,000 lb. 5 —	@ 6 25

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 26.

	Th. 20.	F. 21.	Sat. 22.	M. 24.	Tu. 25.	W. 26
Boston, Hart. & Erie	....	....	1¾	1¾	....	
Canton Co	....	....	....	....	....	
Central Pacific	....	....	....	....	....	
Central Pacific 6s	90½	90½	90¾	90¾	....	90¾
Central of N. Jersey	106	106½	106½	106½	106	....
Chesapeake & Ohio 1 m	....	....	....	....	....	....
Chicago & Alton	104	104	....	....	100x	99½
" pref	....	....	....	....	101½x	101½
" 1 M	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	108½	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	38¾	38¾	39½	39¾	39¾	38¾
" pref	56¾	57¼	57	57¾	57¾	57
" 1st M	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	102	101¾	102½	102¾	102¾	101¾
Chi., R. I. & Pa. 7s, 1896	104½	104¾	....	....	....	....
Clev., Col., C. and Ind	....	66	....	....	....	64
Clev. & Pittsburg guar	....	....	87	....	86¾	....
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	100½	100½	....
" 4 M	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C	13¾	13¾	13	13	12¾	12¾
" 1 M	80	....	80	81	....	81
" 2 M	....	....	....	....	....	....
Del. & Hudson Canal	113¾	....	113¾	114	114	114
Del. Lack. & Western	108	108	108¾	108¾	109	108¾
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Erie Railway	32¾	32¾	32¾	32¾	32¾	31¾
" pref	....	....	....	....	....	....
" 1 M 7s, 1897	104	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883 100	....	....	....	....	100½	....
" 4 M. 7s, 1880	....	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
" 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort	....	....	....	....	....	....
Hannibal & St. Joseph	26	26	26	25¾	25¾	
" pref	30½	....	....	....	....	....
" 6s, conv	....	....	....	....	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	95	95
" 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th	74¾	73¾	74¼	74¼	74¼	73¾
Marietta & Cin. 1st pref	....	....	....	....	....	....
" 2d pref	....	....	....	....	....	....
Michigan Central	....	....	74	....	75	....
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	103	....	....	....	....	....
" 2 M	....	....	....	....	....	....
Milw. and St. Paul	35¾	35¾	36¼	36¼	35¾	35¾
" pref	53¾	53¾	54¼	54¼	54¼	....
" 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 8s	....	104	....	....	....	....
" 7 3-10s con	....	....	....	....	....	....
" 7s, gold	....	....	....	....	....	....
Missouri 6s	....	....	....	....	....	....
" H. & St. J. 8s	....	....	....	....	....	....
Morris and Essex	96	97	....	....	....	96¾
" 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	101	....
N. Y. Cen. & Hud. Riv.	102¾	102¾	102¾	103	102¾	102¾
" 7s, S. F. 1876	....	....	....	....	....	....
" 6s, S. F. 1883	....	....	94	....	....	....
" 6s, S. F. 1878	....	....	....	....	....	....
N. York and Harlem	125¾	125¾	....	126	126	....
" pref	....	....	....	....	....	....
" 1 M. 7s	....	....	....	....	....	....
N. York, N. Hav. & Hart.	130	130	....	....	130¾	129¾
N. Carolina 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss	24¾	24¾	25	25¾	25	24¾
" pref	....	....	....	....	50	50
" 2d M	75	77	....	....	....	....
Pacific Mail S. S. Co	47¾	46¾	47¾	48	48¾	47¾
Panama	112	112	112¾	112¾	....	....
Pitts., Ft. W. & Chi. gtd.	93¾	....	....	....	....	93¾
" 1 M	....	....	....	....	....	....
" 2 M	....	....	....	....	102	....
" 3 M	....	....	96¾	....	....	....
Quicksilver Mining Co.	29	....	....	....	....	....
St. L., Alton & T. H	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" 2 M. pref	....	....	....	....	....	....
" Income bds	....	....	....	....	....	77¾
Tennessee 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
Tol., Wab. & Western	36¾	36¾	37¼	37¼	36¾	36¾
" pref	....	....	....	....	....	....
" 1 M	94	....	....	....	....	....
" 2 M	....	....	....	....	....	....
" Equipment	....	....	78¾	78¾	....	....
" St. Lou. Div	....	76	....	....	76¾	....
Union Pacific	29¼	29¼	29¾	29¾	29¾	29
" 1st mort	84	84¼	84¼	84¼	84¼	84
" L. Gt. 7s	84¼	85	....	....	....	....
" Inc. 10s	84¼	85	85¼	....	85¾	86¼
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol	....	....	....	....	....	....
" def. cert	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 26.

	Th.20.	F.21.	Sat.22.	M.24	Tu.25.	W.26
FEDERAL STOCKS:—						
U. S. 5s, 10-40s, reg...110¼	....	....	110¾	....	....	
U. S. 5s, 10-40s, coup..113¾	114¼	114¾	114¼	....	....	
U. S. 5s, 1881, reg.....	....	112¾	112¾	112¼	112¼	
U. S. 5s, 1881, coup.....	....	....	112¾	....	112¼	
U. S. 6s, 1881, reg.....117¾	117¾	....	....	117¾	117¼	
U. S. 6s, 1881, coup.....	...	118¼	118¼	118¼	....	
U. S. 6s, 5-20s. reg. '62.....	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1862.....	....	112	....	....	....	
U. S. 6s, 5-20s, reg. '64.....	....	....	114¼	....	....	
U. S. 6s, 5-20s, c. 1864. 116	115¾	115¾	....	....	116	
U. S. 6s, 5-20s, reg. '65.....	....	....	115¼	115¾	....	
U. S. 6s, 5-20s, c. 1865. 117¼	115¾	....	....	....	117	
U. S. 6s, 5-20s, r. n. '65.115¾	....	116	116¼	....	116	
U. S. 6s, 5-20s, c. n '65.116¾	....	116¾	....	116¼	116¼	
U. S. 6s, 5-20s, reg. '67.....	....	....	....	....	117¼	
U. S. 6s, 5-20s, c. 1867.117¾	117¾	117¾	117¾	117¾	....	
U. S. 6s, 5-20s, reg. '68.....	....	....	....	....	....	
U. S. 6s, 5-20s, c. '68.....	117¾	117¾	....	118	....	
U. S. 6s, Pac.RR.issue.117¾	....	....	117¼	117¾	....	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 25.

	W.19.	Th.20.	F.21.	Sat.22.	M.24.	Tu.25
Catawissa preferred	....	....	43	....	....	
" 7s, new	....	....	....	....	....	
Camden and Amboy.....	....	....	....	....	....	
" 6s, 1875	....	....	....	....	....	
" 6s, 1883	....	....	....	93	....	
" 6s, 1889	....	....	....	....	....	
" mort.6s, '89.....	100¾	100	....	....	....	
Elmira & Williamsport....	....	....	....	....	....	
" pref.....	....	....	....	....	....	
" 7s.....	....	....	....	....	....	
Lehigh Navigation..... 45¾	45¾	45¾	45¾	45¾	45¼x	
" 6s, 1884	....	97	....	....	....	
" Gold L.....	95¼	....	....	96	95¼	
" R. R. L..... 96¼	....	....	....	96¼	....	
" Conv. G. L.....	....	....	....	....	....	
Lehigh Valley R. R..... 61	61¼	61	61½	61¼	61¼	
" 6s new coup.....	....	....	....	....	....	
" 6s new reg.....	101	101	....	....	....	
" 7s.....	....	....	....	104	....	
Little Schuylkill R.R.....	....	....	....	....	....	
" 7s.....	....	....	....	....	....	
Minehill	....	....	....	....	....	
Morris Canal.....	....	....	....	....	....	
" pref.....	....	....	....	....	....	
North Pennsylvania	....	....	....	....	....	
" 6s, 1885	....	....	....	....	....	
" 7s.....102¾	....	....	....	....	102¾	
" 10s, 1887	....	....	....	....	....	
Northern Central	....	....	....	....	....	
Oil Creek & Alleg. Riv. 7	7¼	7	6¾	7	7	
" 7s.....	....	....	....	....	....	
Pennsylvania R. R..... 51¾	51¾	51¾	51½	51¾	51¾	
" 1st M.....	....	....	100¼	....	100¾	
" 2d M.....	....	....	....	101	....	
" Gen. mort.. 91	....	....	....	92	....	
" reg.....	....	....	....	94¼	94¼	
Penn. State 6s. 2d series.....	107¼	107¼	....	....	....	
" 6s, 3d series.....	....	....	....	110	....	
Philadelphia City, 6s.....	....	....	....	....	101¼	
" new 104¾	104¾	104¾	104¼	104¾	104¾	
Philad., Germ. & Nor.....	90	....	....	....	....	
Phila. & Reading 55¾	55¼	55¼	55¾	55¾	55¾	
Philadelphia and Erie.....	17¾	17	17¼	....	....	
" 6s.....	....	....	....	....	....	
" 7s.....	....	....	....	....	84¼	
Phila., Wilm. & Balt.....	....	....	....	....	....	
Schuylkill Navigation.....	....	....	....	....	....	
" pref.....	....	....	....	....	12¾	
" 6s, 1882	....	....	76¾	....	....	
" 6s, 1876	....	....	....	....	....	
" 6s, 1872	....	....	....	....	....	
United Co. of N. Jersey.....	....	....	....	125¾	....	
Westonville, (Horse).....	....	19¼	....	19¼	....	
Chestnut & Wal.	....	....	....	....	....	
Green & Coates	....	....	....	....	50	
2d and 3d streets	....	....	....	....	64¼	
Spruce and Pine	....	....	....	....	....	
13th and 15th sts.	....	....	....	....	....	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 25.

	W.19.	Th.20.	F.21.	Sat.22.	M.24.	Tu.25
Baltimore City 6s, 1875.102¾	....	102	....	101	101¾	
" 1886	101¼	....	101¼	....	....	
" 1890 102	....	....	102¼	102¼	102	
" 1884	....	....	....	....	....	
" 1900	101¼	....	....	....	....	
Balt and Ohio.....	....	....	....	....	169	
" bonds, 1875.....	....	101	....	....	....	
" " 1880.....	....	....	....	....	....	
" " 1885.....	....	....	....	....	....	
Central Ohio.....	....	....	....	....	....	
" 1st mort... 92¾	....	....	....	....	....	
Marietta & Cin. 1st M...103	....	....	....	....	....	
" 2d M.....	....	....	....	92¾	92¾	
" 3d M. 8s.....	....	74	....	....	....	
Northern Central.....	....	....	....	....	....	
" bonds, 1885.....	92¾	....	....	....	....	
" " 1900.....	....	....	....	....	....	
" G. B. 1900.....	....	....	....	....	....	
Pittsb. & Connellsv. 7s. 84¾	....	84¾	....	....	....	
N. W. Va. 3d mort.....	....	....	....	....	....	
Virginia 6s, Consol..... 52	....	....	....	....	....	
" Defer. Certif.....	....	....	....	....	....	
City Passenger R R..... 19	....	....	....	....	....	

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 26.

	Th.20.	F.21.	Sat.22.	M.24.	Tu.25.	W.26
Boston and Albany	....	133	133	....	133¾	
Boston and Lowell.....	....	....	....	....	....	
Boston and Maine.....112	....	....	....	111¾	111¾	
Boston and Providence.....	....	149¼	....	....	....	
Boston, Hartford & Erie....	....	....	....	....	....	
" 7s..... 24	24¾	25	25¼	24¼	25¾	
Cheshire, pref.....	....	....	....	....	....	
Chi., Burl. & Quincy...108¾	108	102¼x	....	....	103	
Concord.....	....	....	....	....	....	
Connecticut River.....	....	....	....	....	....	
Eastern..... 55¾	56	....	56	56¾	....	
Fitchburg.....	123	....	123	....	....	
Manchester & Lawr'ce.....	....	....	....	....	....	
Michigan Central..... 73¼	....	....	73	73¼	75	
Northern, N. H.....	....	....	....	....	....	
Ogdens. & Lake Champ....	....	....	49	....	....	
" pref.....	....	....	....	....	....	
Old Colony 106	....	....	106	....	....	
Ph., Wil. & Baltimore.. 53¾	53¾	....	....	....	....	
Portl'd, Saco & Ports.....	....	....	....	....	....	
Union Pacific	....	....	....	....	....	
" 6s..... 83¼	....	83¼	....	83¾	....	
" Land Grant 7s....	....	82¼	....	....	....	
" Income 10s.....	80¾	80	80¾	80¾	80¾	
Vermont & Canada.....	50	....	....	....	....	
Vermont & Mass.....	....	....	....	....	....	
South Boston (Horse).....	...	65	....	....	....	
Cambridge	....	....	....	....	....	
Metropolitan	42	....	....	....	....	
Middlesex	....	....	....	....	....	
Central Mining Co.....	....	....	23¾	....	....	
Copper Falls 11¼	11¾	11¼	....	....	....	
Franklin	....	....	....	....	....	
National	....	....	....	....	....	
Quincy 30	....	30¾	30¼	....		

London Stock Exchange.

	Closing Prices. Aug. 14.	Aug. 7.
Atlantic & Gt. W. 1st mort., $1,000..	48 — 50	50 — 52
Do. 2d mort., $1,000.....	25 — 27	27 — 29
Do. 3d mort., $1,000.....	11¼— 12¼	12 — 13
Do. Con. mort. B'nds Bisch's Cert.	12 — 14	13 — 15
Do. Leas. Lines, Rental Bonds....	58 — 62	60 — 65
Do. 1873	40 — 45	43 — 48
Do. 8 p. c. Scrip, West. Exten.....	— — —	— — —
Detroit & Milwaukee 1st mort. Bonds	60 — 65	60 — 65
Do. 2d do.	55 — 60	55 — 60
Erie shares 100 dol. all paid.....	29¼— 30	29¼— 30¼
Do. Convertible Gold Bonds	62 — 64	63 — 65
Do. 6 per cent Convertible Bonds..	96 — 98	95 — 97
Cons. Mort. amount autho. to be issued for conv. of existing bonds..	89 — 91	88 — 90
Illinois Central $100 shares all paid..	86 — 88	86 — 88
Do. Redemption mort. bonds 6 p.c.	100 —102	100 —102
Illinois & St. Louis Bridge 1st mort.	101¼—102½	100 —102
Marietta and Cincinnati Rail. Bonds.	95 — 98	95 — 98
Michigan Central 8s 1882, conv.....	— — —	— — —
New York Central, 100 dols. shares.	93¼— 94¼	93¼— 94¼
Panama General mort.....	100 —102	99 —101
Pennsylvania, General mort.....	97¼— 98¼	97 — 98
Do. $50 shares.....	47 — 48	46¼— 47¼
Philadelphia and Erie 1st mort.....	95 — 97	95 — 97

American Railroad Journal.

Saturday, August 29, 1874.

Stock Exchange and Money Market

The Money movement during the week has been indicative of continued ease for the leading borrowers on ample offerings of capital on both call and time. The demand from nearly all sources has been on a moderate scale for the season. Some inquiry has been noted for currency to be used in the forwarding of the abundant harvest products to market. The increase in speculative activity at the Stock and Gold Boards, especially the former, has tended to augment the requirements of the prominent Street firms. From the mercantile classes there has been a moderate demand for aid in the discount line. Lenders, however, have been liberal of accommodation. Call loans have been quoted to the leading borrowers at 2@3, and the best commercial credits at 5@7 per cent per annum. The City banks, last week, again reduced their deposit and their specie averages materially, while further contracting their loan and discount line. They likewise reduced their reserve of legal tender, while enlarging their item of circulation slightly. The U. S. Sub-Treasury again increased both its currency and specie reserves, the former quite liberally. The City banks, last week, reduced their reserve of legal tender notes $686,700, their deposit item $3,051,400, and their specie average $2,797,100. They also report a decrease of $674,200 in the loans and discounts, and an addition of $10,900 to the circulation. The U. S. Sub Treasury in this city closed the week with a currency balance of $62,254,381, against $59,899,722 the preceding week; and a coin hoard of $52,212,785, against $51,716,277 on the previous return. The City bank exchanges, during the week, were $320,109,469, or a daily average of $53,351,578. The customs revenue of the port, during the week, was $2,972,256. The City banks reported their average of gold last week at $19,554,900, and their greenback average at $65,891,400. Their deposits stood at $234,864,100. The loan item was $278,576,000. The circulation was $25,820,000.

The outstanding amount of legal tender notes is now definitely established by law at 382 millions. The National bank circulation is over 350 millions.

The income of the Government, from internal revenues, thus far, in the current fiscal year, commencing with July 1, 1874, has been over 14½ millions.

The Treasury balances at the opening of business on Wednesday were as follows: currency, $15,345,939; special deposit of legal tenders for the redemption of certificates of deposit, $61,430,000; coin, $72,485,471, including $30,884,200 in coin certificates.

Gold has been quoted stronger in price, on a more confident demand from speculative sources, and heavier drains for Custom House purposes. The export movement has been less extensive. The later dealings indicated less firmness. The extremes of the price have been 109½@110, closing at 109¾, as against 109⅝ on Wednesday of the preceding week. The specie outflow, last week, was only $693,229. The imports of specie at this port since Jan. 1, have been $2,942,628. The customs demand for Gold last week averaged $503,167 a day. Foreign Exchange has been less sought after and quoted lower. Bankers' sixty day bills on London closed on Wednesday at $4 86¼@$4 86¾; sight bills on London at @4 89@$4 89½ to the £ sterling. The week's exports of Domestic Produce have been to the currency value of $5,660,319.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $6,871,325.

Government securities have been quoted somewhat firmer in price, on a fairly active demand, on investment account. U. S sixes of 1881 closed on Wednesday of this week at 118⅜@118⅝; U. S. Five-Twenties of 1862, 112½@112¾; U. S. Five-Twenties of 1864 at 116@116¼; U. S. Five-Twenties of 1865, 117½@117⅝; U. S. Five-Twenties of 1865 consolidated, 116½@116¾; U. S. Five-Twenties of 1867, 117⅝@117⅞; U. S. Five-Twenties of 1868, 117⅝@117⅞; U. S. Ten-forties at 114¼@114½; U. S. Fives of 1881, (Funding Loan) 112⅜@112½; Six per cent. currency Sixes from 117⅜@117⅝.

State and Railway bonds have been inactive at about former rates. Railway and miscellane-

ous share property has been much more freely dealt in, opening at firmer and buoyant prices, but closing lower, and unsettled.

General business, though fairly active, has not quite realized the anticipations of the mercantile classes. Domestic Produce has been quite freely dealt in; Breadstuffs, Provisions, and Cotton have been quoted lower. Flour and Wheat unusually depressed. Foreign merchandise has been in moderate demand. Scotch Pig Iron has been held more firmly, on light offerings. American dull and weak. Eglinton Pig Iron quoted at 34 @35; Glengarnock, $36@37; Sumerlee, $36; No. 1 American Pig at $31@$32, No. 2 do. at $27 @$29; Forge, $25@$27; English Rails at $50@ $52, gold; American Rails at works, 57 50@$62 50; Old Rails, $34@$38. Wrought Scrap, $35 @$37 50. Sales have been made of 600 tons of the latter on p. t. Ocean freights have been fairly active, opening lower, but quoted firmer toward the close. The Hardware business has been up to a good average; and values have been well maintained.

At the auction sale of Scranton Coal on Wednesday, 50,000 tons were disposed of within the range of $4 77½@5 92½ per ton; an advance on the July prices.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Pacific R. R. of Mo., 39⅝; do. 1st mort., 78½; Chicago and Alton scrip, ex-div., 93; Atlantic and Pacific R. R., pref., 14½; St. Louis, Kansas City and Northern pref., 22; Ohio and Mississippi 7s, consol., 91; do. consol. S. F., 92; Detroit, Monroe and Toledo 1st mort., 97¼; Union Pacific R. R. S. F. 8s, 71½; New York Central 1st mort., reg., 105; do. coupon, 105; Chicago and Northwestern consol. gold bonds, 79¾; Canada Southern 1st mort., 55; Toledo, Peoria and Warsaw 2d mort., 49; do. 1st mort., W. D., 73; Boston, Hartford and Erie 1st mort., 24¾; do. guar., 40; Central of New Jersey 7s, conv., 102¼; Del., Lack. and Western 7s, conv., 105; Morris and Essex 7s, 1871, 96½; Michigan Central 7s, 99; Albany and Susquehanna 1st mort., 103½; do. 2d mort., 101; St. Louis, Jacksonville and Chicago 1st mort., 96½; Long Dock bonds, 99; North Missouri 1st mort., 82⅝; St. Louis and Iron Mt., 1st mort., 83; Chicago and Milwaukee 1st mort., 92½; Lake Shore and Michigan Southern 7s, consol., reg., 97¾; Clev., Col., Cin. and Ind. 1st mort., 101½; Buffalo, New York and Erie 1st mort., 85; Western Pacific bonds, 82; Chesapeake and Ohio 1st mort., ex-coupon, 47; Western Union Telegraph, 76½; do. 7s, 99¼; Atlantic and Pacific Tel., 15; Consol. Coal of Md., 47; Maryland Coal, 20; Adams Exp., 107; Wells Fargo Exp., 75; U. S. Exp., 68¼; Quicksilver mining pref., 31; Connecticut 6s, 102⅞; Tennessee 6s, old, ex-coupon, 57⅞; do. new, do., 57½; do. 6s, n. s., 57⅝; Missouri 6s, l. bonds, 92¾; North Carolina 6s, Fund Act, 1868, 14½; do. 6s, old, Jan. and July, 18½; Georgia 6s, 79.

Philadelphia.—Pennsylvania R. R. div. scrip., 102; Huntingdon and Broad Top Mt. pref., 18; Catawissa new pref., 31; Fifth and Sixth streets, R. R., 55; Camden and Atlantic pref., 45¾; do. 2d mort., 100¼; West Pennsylvania R. R. bonds, 80; West Jersey R. R. 7s, 103½; Phila. and Reading Gen'l mort. 7s, reg., 105; do. deben. bonds, 79¼; do. 6s, 1844-'80, 100; do. 7s, new, conv., 104; Elmira and Williamsport 5s, 58½; Pennsylvania Canal 6s, 69; Delaware Division Canal 6s, 88; Schuylkill Nav. 6s, 76½; Pittsburg, Cincinnati and St Louis 7s 64¾; Allegheny Valley 7 3-10s, 89; Allegheny County 5s, 78½; Pittsburg 7s, 64¾. The latest quotations are: City 6s, 101¼@101½; do. free of tax, 104¼@104⅜; Pennsylvania State 6s, 2d series, 107½@107¾; do. 3d series, 109@111; Philadelphia and Reading, 55¼@55⅜; do. Gen'l mort. 7s, coup., 103½@104; do. reg., 104½@105½; do. mort. 6s, 1880, 99½@ 101; do. new, conv., 104@104¼; do. 7s, 1893, —@107; United New Jersey R. R. and Canal Co., 125¾@126; Camden and Amboy mort. 6s, 1889, 100@101; Pennsylvania R. R., 51½@51⅝; do. div. scrip, 102@102¼; do. 1st mort., 100¼@ 101¼; do. 2d mort. 100¾@102; do. general mort. coupon, 91@92; do. reg., 94@94¾; Little Schuylkill R. R., 47@48; Morris Canal, 48 @51; do. pref. 120@122½; do. 6s, 97½@100½; Susquehanna Canal, 5@8; do.6s, 73½@77; Schuylkill Nav., 6¼@7; do. pref., 12⅜@12½; do. 6s, 1882, 76½@77; do. 1872, 87½@91; Elmira and Williamsport pref., 35@40; do. 7s, 1878, 98@99; do. 5s, 58½@62; Lehigh Coal and Navigation, 45@ 45⅛; do. 6s, 1884, 96½@97; do R.R. Loan, 96½ @97; do. Gold Loan, 95¼@96; North Pennsylvania, 45½@46; do. 6s, 100@100¼; do., 7s, 102½@103; do. Chattle 10s, 107@108; Philadelphia and Erie, 17@17½; do. 6s, 90½@ 92; do. 7s, 84¼@85¾; Minehill, 52½@53; Catawissa, 14@17; do. pref., 43@43½; do. new pref., 31@31½; do. 7s, 1900, 100½@101; Lehigh Valley, 61@61½; do. 6s, new coupon, 100 @100½; do. reg., 100¾@101; do. 7s, 103½@104; Fifth and Sixth streets (horse) 55@56; Second and Third, 64@64¼; Thirteenth and Fifteenth, 22@25; Spruce and Pine, 29½@31; Green and Coates, 50@51; Chestnut and Walnut, 70@80; Hestonville, 19¼@19⅝; Germantown, 35@40.

Boston.—Worcester and Nashua R. R., 124½; Indianapolis, Cincinnati and Lafayette R. R., 6½; Cincinnati, Sandusky and Cleveland R. R., 10; Burlington and Missouri River R. R. in Nebraska, 55; do. 8s, old, 98⅜; Norwich and Worcester R. R., 122; Summit Branch, 35⅝; Nashua and Lowell R. R, 122¾; Rutland scrip, No. 6, 40; Chicago, Burlington and Quincy 7s, 96¾; Vermont Central 1st mort., 16; Grand River Valley 1st mort. 8s, 97; Boston and Albany 7s, 1894, 104½; Burlington and Missouri River R. R. in Iowa, 104½; do. Land Grant 7s, 98; Old Colony 7s, 1894, 104½; Boston Concord and Montreal 7s, 1893, 103; Eastern R. R. 7s, 1882, 93¾; do. 1887, 92¾; New Bedford R.R. 7s, 103½; Jackson, Lansing and Saginaw 8s, 1891, 94¼; Cary Imp., 5¾; Boston Land, 5; Boston Water Power Co., 11¾; Pullman Palace Car Co., 95¼; Essex Co., 125; New Hampshire 6s, 100¼; Chicago 7s, 1894, 99½; Cincinnati 7s, 1894, 101; Worcester 6s, 97; Cleveland 7s, 1879, 99½; Minneapolis 8s, 1899, 99¾; Toledo 8s, 1878, 101⅜; do. 7 3-10s, 95; Boston 5s, 1884, gold, 99¾; do. 6s, 1880@1894, 100; Cambridge 6s, 1884, 97; do. 1894, 96½; Charlestown 6s, 1891, 98¼; Allouez Mining Co., 8½; Calumet and Hecla, 127¼; Ridge, 5.

Baltimore.—Orange and Alexandria 2d mort. 6s, 82; Western Maryland 1st mort., guar. by Baltimore, 98⅞; do. 3d mort., guar. by Baltimore, 98; do. 2d mort., guar. by Washington Co., 91; Wilmington and Weldon 7s, 90; Virginia consols, coupons, 81; Virginia consols, ex-coupon, 49½; Virginia consols, new, 34; Memphis City 6s, 43; Santa Clara bonds, 12. The latest quotations are: Richmond and Danville 1st mort., 67½ @67½; Pittsburg and Connellsville 7s, 1898, 84¾ @86; Baltimore and Ohio, 169@170; do. 6s, 1875, 100½@101½; do. 1880, 100½@101; do., 1885, 101½@102; Washington Branch, —@175; Northern Central, 83@84; do. 6s, 1885, 92@93; do. 6s, 1877, 93@—; do. 1900, 90@91 do., 6s, 1900 gold, 90¾@91½; N. W. Va. 3d mort., 1885, 95@ 98; Marietta and Cincinnati 1st pref., 16½@20; do. 2d pref., 9@12; do. 1st mort. 7s, 1892, 102@ 103; do. 2d mort., 7s, 92½@92¾; do., 3d mort., 8s, 74@74½; Central Ohio, 42@43; do. pref., —@—; do. 1st mort., 92¾@93; Western Maryland, 1st mort. 6s, 1890, 80@89; do. 1st mort. guar., 98@100; do. 2d mort. guar., 98@100; do. 3d mort., guar., 98@99; do. 2d mort. pref., 60@70; do., 2d mort. guar. by Washington Co., 90@91; Virginia and Tennessee 2d mort. 6s, 69@75; do. 3d mort. 8s, 78@80; Orange and Alexandria 1st mort. 6s, 89@92; do., 2d mort. 6s, 80½@82; do., 3d mort. 8s, 80@81½; do., 4th mort. 8s, 74 @75; Orange, Alex. and Manassas 7s, 79@79½; Baltimore 6s, 1875, 101⅝@102; do., 1884, 100@ 102; do. 1886, 101@101½; do. 1890, 102@102¼; do., 1900, 101@101¼; do. 1902, 101@101½; do., 6s, exempt, 103¾@106; do. 5s, 80@86; Memphis City 6s, 42@43; Maryland Defense 6s, 1883, 106@ 108; do. 6s, 1890, 100@—; do. 6s, exempt, 106@ 108; do. 5s, 80@90; Virginia coupon 6s, old, 33¾ @33⅞; do. new, 30@40; do. consol. 6s, 52@52¼; do. coupons, 80½@81½; West Virginia, 9@10; City Passenger R. R., 19@20; George's Creek Coal, 140@150; Atlantic Coal, 2.30@2.40; Santa Clara, 4.50@6.50; Canton Co., 50@70.

Calumet and Hecla Mining Co.

At the annual meeting of this company, held in Boston on the 19th inst., the following Board of Directors was elected:, Alexander Agassiz, H. H. Hunnewell and George Higginson of Boston, Quincy A. Shaw of West Roxbury and James N. Wright of Calumet, Michigan. At a subsequent meeting of the directors Mr. Agassiz was chosen President, and Mr. Chas. W. Seabury Treasurer and Secretary. From the reports rendered it appears that, for the season of 1873, 18,392,000 pounds of copper were sold, netting 26 40-100 cents a pound. The expenses of marketing were .01 87-100, and of smelting and barrelling .01 27-100 a pound. The assets of the company over liabilities is $2,253,545. The mine never looked better, and is opened five years in advance.

☞ The first ten of the 65 locomotives ordered from the Grant Locomotive Works, at Paterson N. J., are now being shipped at Jersey City. They are to be delivered at the port of Taganrog, at the head of the Sea of Azov.

☞ Surveys have been completed for a branch of the St. Louis, Iron Mountain and Southern railroad which is to leave the main line near Benton, Ark., and run west about 25 miles to the Hot Springs.

☞ The Land Office of the Northern Pacific Railroad Company has been removed from Kalama to Tacoma.

Allegheny Valley Railroad.

A meeting of the creditors was held in Pittsburg on the 11th inst. to consider the report of the Executive Committee which had conferred with the Pennsylvania Railroad Company. The following proposition was reported by them as satisfactory to the Pennsylvania Railroad and accepted by Mr. Thos. A. Scott, who said if the creditors of the Allegheny Valley would fund their claims his road was prepared to execute a contract. The propositions are as follows:

1. That the Allegheny Valley Railroad shall apply to the payment of interest on the income bonds, all her surplus earnings, after providing for existing mortgages and operating expenses only.

2. That there shall be devoted to the payment of the interest and principal of three and a half millions income bonds, the amount due creditors other than the Pennsylvania Railroad and the Pittsburg and Erie Railroad, one-tenth of the gross receipts for freight to and from the Allegheny Valley Railroad, and over the Pennsylvania Railroad the Pittsburg and Erie Railroad and the Northern Central Railroad. This one-tenth shall be placed with the trustees of the mortgage, one of whom shall be the Safe Deposit Company of Pittsburg.

3. That for any deficiency in interest on the income bonds, by reason of the Allegheny Valley Railroad failing to realize a sufficient amount, the trustees shall apply (out of this ten per cent) a sufficient amount to pay the deficiency in interest, and the remainder shall be applied to the purchase of the three and a half millions outstanding bonds by advertisement.

4. The entire amount of income bonds under this trust shall be ten millions, of which a sufficient amount shall be used for the payment of existing debts at par, and out of the remainder the Pennsylvania Railroad shall be entitled to a sufficient amount at par, as may be necessary for her advances, and Pittsburg and Erie Railroad Company for indebtedness due to it.

5. These bonds to run for twenty years.

6. The interest to be at the rate of 7 per cent per annum.

An agreement was drawn up on the basis of these propositions and signed by $5,000,000 out of the total claims of $6,300,000. The settlement may thus be considered to be effected on this basis.

☞ A meeting of the holders of the consolidated bonds of the Oil Creek and Allegheny River Railroad was held in Philadelphia on the 18th inst., to consider the present difficulties of the company, and to agree upon a plan for reorganization. A letter from the president of the Allegheny Valley Railroad, John Scott, was read, suggesting as a basis of representation that the first mortgage remain at $2,580,000; that the second or consolidated mortgage be converted into preferred stock, at $1,100,000; that the floating debt, $368,000, be also made preferred stock, and that the capital be $4,959,000. A committee was appointed to co-operate with the trustees of the consolidated mortgage, and the meeting adjourned to October 13.

☞ The Tuscarawas *Chronicle* says that the twelve miles of railroad between Marietta and Parkersburg has come under control of the Marietta, Pittsburg and Cleveland Railway, and hereafter will be operated by that company. The southern terminus of the road is now Parkersburg, between which point and Canal Dover Railroad communication is established without change of cars.

Railroads of Colorado.

Work has been commenced on the section of the Pueblo and Salt Lake railroad, which is to extend from Pueblo, Col., east to Las Animas, the terminus of the Arkansas Valley Branch of the Kansas Pacific Railway. The length of road to be built is about 85 miles. From Las Animas to Carson City, Col., is about 56 miles.

It is said that work on the line of the Colorado Central Railroad, to Julesburg, is soon to be resumed. A section of this line from Golden Junction to Longmont, 39 miles, has been in operation some time.

The branch, or extension, of the Denver and Rio Grande Railway, eight miles in length, from Labran, Col., on the Canon Branch, to Canon City has been completed, and trains are now running from Denver to Canon City. The company has 163 miles of road in operation.

The Denver, South Park and Pacific Railroad is completed from Denver, Col., southwest to Morrison, a distance of 15 miles. The road is to be extended to Fairplay in the South Park and thence into southwest Colorado. It is 3 feet gauge.

☞ At the annual meeting of the stockholders of the Atlantic and Pacific Railroad company in this city on the 19th inst., the following Board of Directors was elected for the ensuing year:—Andrew Pierce, Thomas T. Buckley, Joseph Seligman, Andrew V. Stout, William H. Coffin, Clinton B. Fiske, David Salomon, Cornelius J. Bergen, James D. Fish, D. R. Garrison, Charles P. Choteu, Thomas W. Pierce and Henry F. Verhuven. The new board organized by electing Andrew Pierce President and General Manager, D. R. Garrison, of St. Louis, Vice President, and Clinton B. Fisk Treasurer.

☞ The Chester and Delaware River Railroad company is about to build the extension of its road from Chester Pa., northeast to Ridley Junction on the line of the Chester Branch of the Philadelphia and Reading, the old line of the Philadelphia, Wilmington and Baltimore. The distance is about four miles. The contract for the pile bridging, of which considerable will be required, has been let to Messrs Powell & Son of Philadelphia.

☞ A survey and map of the new Delaware and Bound Brook Railroad has been filed in the office of the Secretary of State at Trenton, New Jersey. The road commences at a point on the Delaware River below Yardleyville, and runs thence to a point on the Central Railroad distant nearly two miles west of the station at Bound Brook on that road.

☞ The Chippewa (Wis.) *Herald* is informed by Messrs. McDougall and Riley the contractors for the Chippewa Falls Railroad, that the road between Chippewa Falls and the West Wisconsin depot at Eau Claire will be ready for the iron by the 25th of October, and if the iron is secured by that time cars will undoubtedly be running in November.

☞ Four locomotives, designed for service across the Illinois and St. Louis Bridge, and through the Tunnel, have recently been constructed at the Baldwin Locomotive Works, in Philadelphia, and are now on their way to St. Louis.

Columbus and Toledo Railroad.

Those having charge of the interests of the Columbus and Toledo Railroad company expected to let the contracts for grading in September next, but some delay has attended the procuring of contracts for the right of way, and the letting of grading contracts is therefore necessarily delayed. Hon. N. Hatfield, of Wood county, has been devoting some time to the work of procuring right of way, and we believe this has about all been secured between Fostoria and Walbridge, a station on the Toledo, Tiffin and Eastern road near this city. Beyond Fostoria, we understand, there are still some unsettled claims for right of way, all of which will be disposed of as speedily as possible. The road will doubtless be ready for the cars by the fall of 1876.—*Toledo Blade.*

☞ The New-Orleans *Times* of the 18th inst. says: "The Louisiana State Funding Board began work last Thursday, seemingly in earnest, having received for conversion 228 old bonds, chiefly red-back bonds, which were examined and canceled Friday, and new consols issued in exchange for same on Saturday. The first coupon of interest due July 1 on each of the bonds was paid by the Treasurer on demand. A considerable amount of taxes for current interest has been collected, and there seems to be no reasonable doubt that the interest on the new bonds will be promptly and regularly paid. We trust the work will now proceed without further interruption."

☞ The Woodland (Cal.) *Mail* says: "The locating agent of the Central Pacific Railroad Company returned a few days ago from an official visit to the Colusa line above Dunnigans, and undoubtedly work will be commenced at an early day on the branch road from Woodland to Colusa. The right of way has been secured by all the landowners on the route except five or six, and they are only waiting for developments. We understand from good authority that the bridge which is to span Cache creek, near Cacheville, is already framed at Vallejo, and will be put in place just as soon as the work of grading and laying the track reaches that point.

☞ The Marinez *Gazette* says: "The Central Pacific Railroad Company has again put a corps of engineers in the field for a resurvey of what is termed the air line route from Sacramento, crossing the middle ground of Suisun bay, from the north side to a point on this side above Bay Point. This line was surveyed and soundings in crossing the bay taken some two years ago with much care and accuracy by a corps under Engineer Guppy, who has also charge of the survey now to be made."

☞ Railway carriages to the value of $260,568 were imported into Canada from the United States during the fifteen months previous to April, 1874. Importations of horse cars during the same period amounted to $21,448. To these sums a duty of fifteen per cent must be added to give the total cost.

☞ Along the Portsmouth branch of the Marietta and Cincinnati Railroad, from Hamilton to the Ohio river, a distance of 56 miles, there are 23 iron furnaces, and most of them are now in blast.

☞ One hundred and fifty men are employed in laying the rails from Berlin to the terminus of the Wicomico and Pocomoke Railroad.

Steam on the City Railroads.

The Atlantic Avenue Railroad Company of Brooklyn, has been authorized to use steam in place of horses for street travel for a distance of four miles north from East New York. It is understood to be the intention of the company to apply the authorized steam power by means of dummy engines or fireless locomotives patented by the Ammonia and Thermo-specific Propelling Company of New Orleans. A dozen or two of these engines are said to be in use in New Orleans, and the number is to be increased. In Chicago some of them have been put to use. The full charge of steam required is two hundred pounds, and one charge will be sufficient on a level track to run the engine twenty miles. The locomotive can be easily changed in 2½ minutes, and only one person is required to manage it. Stoppages can be made every two or three blocks with ease. One or two cars to each locomotive will be the average. Last March the Common Council of this city adopted an ordinance permitting the use of steam on any of our city railroads, and it is quite probable, if the Brooklyn experiment should prove a success, it will lead to the adoption of such a system of locomotion on here. Some capitalists are understood to think favorably of the plan.

Burlington, Cedar Rapids and Minnesota Railroad.

Mr. George Greene, President of this road, in his report dated May 15, 1874, says:

"You now have over 400 miles of road, exclusive of side and transfer tracks, in successful operation. Last spring (1873), we had some 75 miles of road nearly graded, and about 100,000 ties, and a large amount of materials for bridges and culverts on hand. Notwithstanding financial difficulties, the Milwaukee extension was completed, and large and valuable additions were made in side tracks, equipments, station buildings, water tanks, machinery and fencing. All the work has been done in a thorough and substantial manner. The track being laid, except the first twenty miles, with the fish-plate rail, is remarkably smooth. The new portion of the line has been open so short a time that a satisfactory statement of the returns to be expected from the entire property cannot yet be given. For the purpose of showing the working capacity of the road, a small amount of construction account (less than $8,000) was added monthly to the earnings during the process of construction up to October 1, 1873, since which time the earnings, as reported, are the actual proceeds of regular traffic. The earnings for 1874 are estimated at $1,500,000. The company now own 29 first-class locomotives, 1 first-class switching locomotive, 556 box and cattle cars, 188 coal and platform cars, 14 first class passenger cars, and 18 other cars for traffic. The work of construction has been entirely discontinued, and will not be resumed until existing liabilities are liquidated, and the market value of the bonds advanced to at least 5 per cent."

☞ Peru has decided to construct a railroad from the Port of Payta to Piura, a distance of 68 miles. The Bank of Peru is to advance $300,000, and the firm of Bryce, Grace and Co., of Callao, has received a deposit of £200,000 in Peruvian bonds, and will at once advance the necessary funds for purchasing materials.

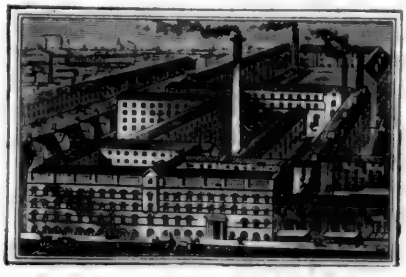
☞ The number of railroad cars in use in the United States is given at 859,979; and of locomotives, 14,167. In Canada there are 13,980 cars and 774 locomotives.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending August 15, at 886,942 tons, and for the coal year 10,999,303 tons against 11,848,896 tons to corresponding time last year, being a decrease of 849,593 tons. The bituminous tonnage for the week is 77,813 tons, and for the year 2,020,492 tons, against 1,982,923 tons to same time last year, giving a total of all kinds for the week of 464,755 tons, and for the year of 18,049,795 tons, against 13,781,819 tons to same time last year, being a decrease of 762,054 tons.

☞ The Baxter line have now six steam canal boats running between New York city and Buffalo. They have a carrying capacity of about 200 tons each, and make the trip each way in about six days. Allowing for one day at each terminus, the round trip is made in fourteen days or two trips a month. This is double the speed of the horse boats, they averaging but one trip a month. During the winter these boats will be run on some of the Southern canals. They are already playing a very important part in solving the problem of cheap transportation.

☞ Fried. Krupp, the celebrated iron master and steel maker of Prussia, has just bought in the Basque provinces of Spain a vast body of iron land containing four hundred and forty-four iron mines, four mines of coal, and five great founderies and workshops which he proposes to devote to the construction of iron ships of war. He has built a railroad about fourteen miles long to transport the metal to the coast of the Bay of Biscay.

☞ The Des Moines and Minnesota Narrow Gauge railroad is completed to Ames, on the Chicago and Northwestern railroad.



Manufactory of the Spencerian Pens, Birmingham, England.

SWAN QUILL Action!

SPENCERIAN

STEEL PENS.

These Pens are comprised in 15 numbers; of the NUMBER ONE PEN alone we sold more than

5,000,000

in 1873.

and the sale is continually increasing.

They are of superior English make, and are justly celebrated for their elasticity, durability, and evenness of point. *For sale by the trade generally.*

☞ *To accommodate those who may wish to try these Pens, we will send a Sample Card, containing all of the 15 numbers by mail on receipt of 25 cents.*

IVISON, BLAKEMAN, TAYLOR & CO.,

138 & 140 Grand Street, N. Y.

Quicksilver Mines.

Colusa County, California, from all accounts, is about to divide the honors with Santa Clara, Sonoma, Napa, and other quicksilver producing counties, in the extraction of valuable ores. The Colusa *Sun* of August 1st, says: "Both the Buckeye and the Elgin continue to take out quicksilver with their retorts. The latter sent down eight flasks last week. The castings for the furnace of the Abbott mine have all been made, and most of them will be at the Colusa wharf by the 3d instant. The brick will be ready for delivery by the 10th, and by the 10th of September the furnace will be ready to turn out from 500 to 1,000 pounds of quicksilver a day."

Iron Bridges, Pivot Bridges,

AND

TURN TABLES.

F. C. LOWTHORP,

CIVIL ENGINEER,

Patentee and Builder,

78 E. STATE-ST.,

TRENTON, N. J.

The American Wood Carbolizing Co.

Is organized for the purpose of Creosoting Timber for Docks, R. R. Ties, Fence-Posts, Pavements, and all other uses where Timber is exposed to the action of water or air. This Company also proposes to License R. R. Companies and others who desire to erect their own apparatus.

Drawings and specifications of apparatus, either stationary or portable, will be furnished on application.

67,112 miles of Railroad in the United States use annually over twenty-six million Ties for renewing those destroyed by decay.

The preservation of wood from decay and the attacks of marine worms, has been largely practiced in Europe for thirty years; and with such success that the use of natural wood is now the exception; and of all the various methods that have been employed, that in which creosote oil was used, has best endured the test of time.

This Company, benefiting by the thirty years' practical experience in the use of creosote oil abroad, offer to the public a system of application which is adapted to the wants of our own country, in that green wood can be rapidly and thoroughly treated, even better than dry, and the application of the oil, in connection with the use of moderate heat, be made more uniform and effective than is possible by any other means.

Experience has demonstrated that creosote or dead oil is the only substance by which wood can be treated so as to certainly resist the attacks of marine worms.

Creosoted wood exposed in Charleston Harbor was not attacked by the teredo, while natural wood attached to it was completely honey-combed.

It is confidently asserted that Railroad Ties creosoted will outlast three sets of ordinary Ties, and that creosoted Paving Blocks being beyond the reach of decay, will last as long as stone, with all the advantages of an elastic roadway, beauty and economy of construction.

The economy in the use of creosoted wood, where the term of service is trebled, is measured by adding to the wood used, the cost of the labor expended in construction, and the loss of time spent in replacing the structure, when either decay or attacks of marine worms destroy it.

The system of Seely and Pelton, employed by this Company, has been fully examined and indorsed by Gen. McClellan, Gen. Barnes, Gen. Babcock, Rob't Harris, C. B. & Q. R. R., Prof. Silliman, Capt. Eads, Gen. Cram, Gen. Humphreys, Gen. Meigs, Gen. Belknap, Prof. Chandler Gen. Gilmore, Gen. Newton, A. B. Mullet, C. H Haswell.

It has been used by the U. S. Government upon the Dykes of the St. Clair Flats, and upon Gun Platforms for the fortifications on the Atlantic coast; upon pavements in New York and Pittsburgh, by the Department of Docks of the City of New York and the Board of Public Works of the District of Columbia.

Detailed information can be obtained and specimens of creosoted wood examined at the office of the Company

TRUSTEES.

GEO. W. CASS, THOS. A. SCOTT,
M. Y. TILDEN, RUSSELL SAGE,
LLOYD ASPINWALL, H. A. TILDEN,
M. N. WISEWELL, WM. F. DRAKE,
AUSTIN BALDWIN, WM. ORTON,
W. T. PELTON, Vice-Prest. F. E. WOODBRIDGE, President.

59 Liberty St., New York.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, September 5, 1874.

Central Railroad of New Jersey.

The Central Railroad Company of New Jersey has decided to create a consolidated mortgage on all their railroad properties and appurtenances, the entire issue not to exceed $25,000,000. Of this amount they will reserve sufficient for the conversion by exchange of the existing $5,000,000 first mortgage bonds, $600,000 Newark Branch bonds, (assumed,) the $175,000 outstanding of the issue due in 1875, and as many of the $5,000,000 convertible bonds as may not be converted into stock by 1875. The new issue will be created from time to time as required by the necessities of the company. There will be 5,000 bonds issued, of the par value of $1,000 each, and having twenty-five years to run. They will be dated Sept. 1, 1874, to bear interest at the rate of 7 per cent. per annum, payable quarterly, and will be held free of all taxes, State or National. The bonds are offered to stockholders alone, at an issue price of 90 per cent., in view of the general depression in all securities, and subscriptions will close on the 15th inst. The proceeds are required for the cancellation of various items of indebtedness and completion of improvements now in progress or projected.

Redemption of Five-Twenty Bonds.

The eleventh call for redemption of Five Twenty bonds of 1862 is as follows:

TREASURY DEPARTMENT, Sept. 1, 1874.

By virtue of authority given by act of Congress, approved July 14, 1870, entitled "An act to authorize the refunding of the national debt, I hereby give notice that the principal and accrued interest of the bonds hereinbelow designated, known as five twenty bonds, will be paid at the Treasury of the United States, in the City of Washington, on and after the first day of December, 1874, and that the interest on said bonds will cease on that day. That is to say, coupon bonds known as the third and fourth series, act of Feb. 25, 1862, dated May 1, 1862, as follows:

Coupon Bonds.—Third series, $50, Nos. 14,501 to 17,874, both inclusive; $100, Nos. 45,101 to 54,928, both inclusive; $500, Nos. 28,701 to 30,968, both inclusive; $1,000, Nos. 78,201 to 79,182, both inclusive. Fourth series—$50, Nos. 1 to 1,310, both inclusive; $100, Nos. 1 to 1,966, both inclusive; $500, Nos. 1 to 1,786, both inclusive; $1,000, Nos. 1 to 4,370, both inclusive. Total, $12,000,000.

Registered Bonds.—$50, Nos. 1,751 to 1,800, both inclusive; $100, Nos. 13,301 to 13,900, both inclusive; $500, Nos. 7,701 to 7,950, both inclusive; $1,000, Nos. 31,610 to 32,950, both inclusive; $5,000, Nos. 9,801 to 10,150, both inclusive; $10,000, Nos. 11,751 to 12,500, both inclusive. Total, $3,000,000; grand total, $15,000,000.

Of the amount outstanding (embraced in the numbers as above) $12,000,000 are coupon bonds and $3,000,000 are registered bonds.

United States securities forwarded for redemption should be addressed to the Loan Division, Secretary's Office, and all registered bonds should be assigned to the Secretary of the Treasury for redemption.

B. H. BRISTOW, Secretary.

Appended to this call is a statement of the ten previous calls for the redemption of five twenty bonds, (act Feb. 25, 1862). They commence with Sept. 1, 1871, and aggregate to Aug. 1, 1874, $261,000,000, and with the present, or eleventh call, $276,000,000.

☞ Arrangements have been made for a regular weekly line of steamers from New York to Port Royal, to run in connection with the Port Royal Railroad.

Iron Steam Collier.

The iron steam collier Pottsville, built for the Philadelphia and Reading Railroad Company, was launched on the 27th ult., from the ship yard of Messrs. Wm. Cramp & Sons, in Richmond. This ship, says the Philadelphia *Ledger*, is the last of a fleet of fourteen constructed for the company, and it is expected that a number of additional ones will be built at the new ship yard, above the Reading coal wharves, during the next two years. The Pottsville is 250 feet long, 37 feet beam, and 20 feet depth of hold. She has only one deck, but has a full set of hold beams prepared for putting in a second deck if necessary. She is built entirely of iron, double riveted, with an iron deck, deck houses, hatches and covers, and iron waist. Her iron is from 9-16 to 13-16 inches thick. She has a "water bottom," 42 inches deep, and will carry 500 tons of water in it as ballast when not loaded. She has four water-tight compartments, provided with Kingston valves, opening from the spar deck, to relieve the hold of water that may collect above the water bottom.

The quarters for the officers and crew will be in the houses on deck. These houses are of iron, bolted fast to the iron deck, and will be provided with iron doors and round lights in brass frames, all of which shut on flanges of vulcanized rubber, thus making it practicable to shut the rooms up hermetically from the sea, the ventilation being supplied from the roof. She has four cargo hatches with iron covers, the flanges of which are lined with rubber. She has two masts, and is square rigged forward and schooner rigged aft, and will spread 2,150 square yards of canvass. She is to be provided with an Emerson patent windlass to work by steam or hand; she also will have two Williamson patent hoisting engines for hoisting and discharging cargo, and handling the sails and hatch covers. She will be provided with two Hall's pulsometer pumps, with a capacity of seven hundred and fifty gallons each per minute, with two steam syphons for pumping out the water bottom by steam from either the main or donkey boilers, and one steam pump for pumping, either from the water bottom, the hold or the sea. She will also have one double-acting circulating pump for pumping either from the sea or

the water bottom, and one bilge pump. She will have a vertical direct acting surface condensing engine of 540 horse power. Her propeller is 12 feet in diameter, and 16 feet pitch. She will have two return tubular boilers, besides a donkey boiler on the main deck. Her line shaft is provided with solid wrought iron collars, forged on, and the propeller shaft is faced with brass, and runs in lignum-vitæ stuffing. She will be provided with apparatus for forcing steam jets in the apartments in case of fire, and will have every provision and appurtenance requisite for a first-class iron steamship.

Kansas Pacific Railway.

The earnings of this road for the years ending December 31, 1872 and 1873 were as follows:

	1872.	1873.
From freight	$2 294.299 11	$2,077,169 67
" passengers	1,100,197 51	1,189,703 24
" U. S. troops	72,426 82	52,502 85
" U. S. mails	82,935 84	84,000 00
" express	84,000 00	98,655 00
" rents	34,904 85	30,696 15
" individuals and companies	39,234 95	19,554 56
" sundry sources	15,714 10	11,018 02
	$3,723,713 18	$3,563,299 49
Expenses, viz:		
Conducting transp	$615,865 64	$559,426 62
Motive power	719,534 66	665,684 26
Maintenance of cars	176,322 70	193,046 41
Maintenance of way	604,261 83	596,634 79
General expenses	113,280 94	102,198 51
	$2,229,265 77	$2,116.990 59
Net earnings	$1,494,447 41	$1,446,308 90

Compared with the previous year, the gross earnings of 1873 show a decrease of $160,413 69, with a decrease in expenses of $112,275 18—making the decrease in net earnings only $48,138 51. The percentage of operating expenses to earnings in 1873 was 59.41, against 59.87 in 1872. The first nine months of the year 1873 show an increase in earnings over the corresponding period of 1872 of $22,132 51; while the last three months give a decrease of $182,546 20—a result directly attributable to the panic, which so disastrously affected every branch of business during the last three months of 1873. The Government business of all kinds amounted, for the year, to $205,265 50; but, as since September 30, 1872, the Government retains all the earnings for services rendered it, no part of this amount has been available to meet any of the obligations of the company, and hence is to be deducted.

During the year 1873 there were constructed, under the auspices of this company, 33½ miles of the Junction City and Fort Kearney Railway, and 56 miles of the Arkansas Valley—making the length of road now operated 762 miles. For the purpose of comparison, however, the statements herewith submitted relate only to the main line and Leavenworth Branch, 673—being the same length of road as reported upon since August, 1870. The President, in his report dated April 30, 1874, says:

In all of the departments, except Maintenance of Cars, a reduction of expenses, as compared with previous years, has been effected. At the same time, not only has the Road-bed been improved by the substitution of substantial and permanent structures for more temporary ones, but the equipment has been maintained at its standard, and is in excellent condition. The report of the General Superintendent, for the year 1872, recommended the purchase of 250 Combination Freight Cars, to accommodate the Spring business, and there being no funds wherewith to pay for the same, arrangements were made with the Kansas Equipment Company to furnish them on a basis of mileage. Under the agreement, that Company has furnished 100 cars of the class required, which are now in the service of the Company. The cars were constructed under the supervision, and according to the specifications of your Company, and subject to the inspection of its officers; and the agreement provides that your Company may, at any time after ten days' notice, take the cars by paying for them at cost, less a liberal discount for wear.

The bridge over the Kaw River, at Kansas City, built in 1865, gave so many evidences of weakness, that it became necessary to replace it, and a new bridge having stone abutments and piers, and iron cords, has been substituted. The Atlantic and Pacific Railroad Company pay one half the cost, and use the bridge jointly.

During the year the Topeka Rolling Mills have been completed, and the re-rolling of worn rails can now be done at home.

The Junction City and Fort Kearney Railway was opened for business February 18, 1873, and since that date has been operated by your Company. The earnings for that portion of the year, over operating expenses, were $5,182 04. The trade coming to that Line has been hitherto, in a great measure, tributary to other Lines, and difficult to divert into the new channel, yet the rapid development of the valley of the Republican river warrants the belief that a paying traffic will accrue to the Road.

The Arkansas Valley Railway was opened for business from Kit Carson to Las Animas, in October, 1873. It crosses the Arkansas river at a point about 2½ miles west of Fort Lyon, by a bridge of 480 feet in length.

The earnings from the date of the opening of the Road, to Dec. 31, 1873, over operating expenses, was $2,959 22.

The principal and interest of the First Mortgage Bonds of both the Junction City and Fort Kearney, and Arkansas Valley Railways, were guaranteed, by endorsement thereon, by your Company, in accordance with resolution of the stockholders, heretofore adopted. It was contemplated that both of these Lines should be leased to the Kansas Pacific, but as yet no lease of either has been formally entered into. Your Company own a controlling interest in the stock of the Arkansas Valley, as well as in the Junction City and Fort Kearney Railway.

LAND DEPARTMENT.

The number of acres of Lands sold during the year was	25,423.43
Aggregate amount received for same, including lots sold	$93,335 43
Average price per acre,	$3 66¼

KANSAS PACIFIC LAND GRANT TRUST.

The net proceeds of sales of Lands and Lots for account of this Trust, in 1873, was	$44,740 54
Amount received on account of Interest	12,981 84
Total	$57,722 38
Amount previously placed in hands of Trustees	588,166 10
Total amount received by Trustees for redemption of the Bonds secured under this Trust	$645,888 48
Of these Bonds the Trustees have purchased and cancelled to Dec. 31, 1873, $248,250, for which they paid in cash	$215,034 49
Balance in hands of Trustees in cash and notes,—with 1,790,174.53 acres of Lands unsold	$430,853 99

DENVER EXTENSION TRUST.

This trust covers 8,000,000 acres of the most westerly lands, on 286 miles of your Road, and with a first mortgage on that part of the Road forms the security for the $6,500,000 Bonds known as Denver Extension Bonds.

The net proceeds of sales of Lands for the year for account of this Trust, were	$28,288 53
Amount received on account of interest	5,395 15
Total	$33,783 68
Amount received previous to 1873	145,367 58
Total amount placed in the hands of the Trustees for redemption of these Bonds	$179,151 26
Of the Bonds of this Trust, the Trustees have purchased and cancelled, to Dec. 31, 1873, $68,000, for which they paid, in cash	63,640 00
Balance in hands of Trustees, Dec. 31, 1873, in cash and notes	$115 511 26

Number of acres of lands unsold, 2,967,560.98.

PAYMENT OF INTEREST.

The severe stringency in the money market, and the general unsettling of business, resulting from the sudden and wide spread financial panic of September last, rendered it impossible for the Company to meet all its obligations as they matured, and has forced it to default in the payment of the interest on its bonded debt since November, 1873. The affairs of the Company have been laid before the representatives of a large proportion of the bondholders and creditors of the Company, and after mature consideration, a plan was decided upon for extending the time for the payment of the interest and outstanding obligations of the Company; the protection of the interests of the bondholders and to prevent any sacrifice of the property of the Company, which hasty and inconsiderate action would cause, and it affords me pleasure to be able to state that the plan agreed upon has already been accepted by so large a number of the bondholders, that arrangements are being perfected for carrying it out.

If the proposed extension is secured, we believe that the Company will be enabled to meet all of its obligations, and that the interests of all its bondholders and creditors will be fully protected.

The company have 86 locomotives and tenders, and 2 tank locomotives for switching. The number and description of cars is as follows: 27 first-class and 15 second-class passenger, 9 Pullman sleeping, 2 reclining seat, 1 directors', 1 pay, 18 baggage, mail and express, 36 caboose, 2 magazine, 106 combination, 169 stock and rack stock, 312 box, 210 flat, 228 coal, 3 construction, boarding and sleeping, 1 tool, 3 derrick, 118 hand and 113 push cars, and 4 large and 11 small snow plows. The locomotive mileage for the year was 2,114,496 miles; the traffic train mileage, 1,441,229 miles. The total cost of locomotive repairs was $155,746 58. Cost of locomotive service per mile run, 24.88 cents. Average miles run per ton of coal, 39.83.

INCOME ACCOUNT, DEC. 31, 1873.

Construction	$68,046 85
Real Estate	76 25
Operating and general expenses	2,116,990 59
Discount, interest and exchange	295 858 67
Taxes, State, County and City	105,767 41
Insurance	21,659 02
Joint Traffic balance (106 miles)	45,794 47
Interest, 1st mort. 6 per cent bonds	419,058 26
Interest, 1st mort. 7 per cent bonds	486,552 47
Interest, 2d mort. bonds	93 339 76
Interest, Land Grant gold bonds	146,928 96
Interest, Land Grant currency bonds	13 440 00
Interest, Leavenworth Branch bonds	42,000 00
	$3,855,512 71

Gross earnings	$3,563,299 49
Balance income account J. C. & Ft. K. R. W. Co.	847 94
Balance income account Arkansas Valley R. W. Co.	179 74
Real Estate sales	800 26
Profit and loss	13,450 35
Balance	276,934 93
	$3,855,512 71

The total tonnage for the year was 273,405 tons, of which 122,980 tons were carried east and 140,425 tons west. Total number of tons carried one mile, 61,987 443. Average distance each ton was carried, 235.33 miles. Cost per ton per mile, 2.12 cents.

The number of passengers carried east was 80,238; do. west, 93,413—total number of passengers carried, 173,651. Number of passengers carried one mile, 23,589,686. Average distance each passenger was carried, 135.85 miles. Cost per passenger per mile, 2.64 cents.

No General Account is given in the Report. The Funded Debt, amounting December 31, 1873, to $21,108,100, (exclusive of Government Subsidy Bonds) is fully described on page 1113 of this week's issue. The statement of Resources and Liabilities at the close of the fiscal year is as follows:

RESOURCES.

Miscellaneous investments and assets		$2,884,338 08
Cash in hands of treasurer and agents		155,705 82
Value of material on hand		216,961 56
Bills receivable		364,252 87
Due from U. S. Gov.	$327,174 82	
Less fifty per cent to be retained by U. S. Treasury Department.	163,587 41	
		163,587 41
Due from foreign roads		332,721 94
Total		$4,117,567 68

LIABILITIES.

Bills payable, and loans	$2,584,365 10
Auditor's checks in circulation	170,527 77
Due on audited accounts, pay rolls, unclaimed wages and coupons	781,719 44
Due to foreign roads	51,093 97
Excess of resources over liabilities	529,861 40
Total as above	$4,117,567 68

President.—Robert E. Carr.

Vice President.—Adolphus Meier.

Directors.—Robert E. Carr, Adolphus Meier, Carlos S. Greeley, John D. Perry, S. M. Edgell, R. W. Lewis, Jr., and F. W. Meister, of St Louis, Mo.; Thomas A. Scott, Matthew Baird, Philadelphia, Pa.

Treasurer.—Carlos S. Greeley.

Auditor.—S. T. Smith.

Secretary.—Chas. B. Lamborn.

General Sup't.—Edmund S. Bowen.

☞ The directors of the Fall River Railroad met at New Bedford on the 29th ult., and completed a reorganization made necessary by a change in the articles of association, caused by the adoption of a new route. The following are the directors: J. A. Beauvais, John H. Perry, Charles R. Tucker, Lewis S. Judd, Geo. Wilson, George A. Bourne, L. M. Kollock, Benj. H. Waite, and George R. Phillips. J. A. Beauvais is president and T. B. Fuller clerk and treasurer. The road is to be located at once and work begun as soon as the cities and towns interested give permission. This company is not the one which asks aid from the city, all of the stock being subscribed.

Preservation of Wood.—The Seeley-Pelton Process.

In our Detroit exchanges, we find in the official report of the doings of the common council of that city, some facts and testimony bearing on the subject of wood pavements, which at this time have special value and interest not only to the tax payers of New York, but all other cities that use, or contemplate using wood for paving purposes.

It appears that the board of common council appointed a committee consisting of the Mayor, the President of the board of public works, and the Controller, to proceed to different cities and examine into the merits of the different methods of preserving the wood from decay, as well as the various plans in use for laying down the same to resist the wear and tear of street traffic.

It is only to that part of the committee's report relating to the treatment of the wood that we desire now to direct attention.

After a careful analysis and comparison of the different methods in use, this committee seem to arrive at a very positive conclusion that the Seeley-Pelton process is superior to all others, not only in the simplicity and economy of its application, but in the subsequent durability of the blocks so treated.

Hence the committee recommend that in all future use of wood as a paving material, it be carbolized or treated by the method above referred to.

The city journals from which we derive these facts, also strongly endorse the Seeley-Pelton plan.

And from a pretty exhaustive investigation made into this same subject some time since, we can cordially add our testimony to the above.

In conclusion perhaps we cannot do better than append the following letter received by the president of the Board of Public Works from Gen. Cram, who had entire charge of the St. Clair Flats Ship Canal, and whose opinion upon this treating process ought to be entitled to great respect:

Gloucester, Mass., August 8, 1874.

Harvey King, Esq., President of Board Public Works, Detroit:

Dear Sir—Your letter of the 1st inst., has just been received. In reply I have briefly to say:

First—If wooden pavement is to be made in your city I think the best known process for preserving the block is the Seeley process of carbolic acidizing, which is what I used for the timber laid in dirt, on the St. Clair Flats work.

Second—I have none of my printed reports at hand setting forth the durability of wood subjected to this process or I would send you one, nor can I get into the full explanation of the process in a letter.

Third—In this country the process has not yet been tried long enough to say how long it will prevent timber and wood, subjected as a pavement would be, will last; but in Europe, it proved, after thirty-two years, as sound as when laid down, and how much longer it will last remains to be seen. Very truly, T. J. Cram.

Since the foregoing was in type, later papers have come to hand containing an official report of the final action of the Detroit common council, adopting the Seeley-Pelton process of preserving wood from decay, as the one to be hereafter exclusively used in that city. This is pretty strong, practical testimony, as we view it, in favor of that system:

Whereas, The Special Committee who visited Pittsburg and Cleveland by the authority of this Council did, in their report of August 11th, recommend that all wood used in the paving of streets in this city should be treated with the Seeley Pelton, or some other equally good preserving process, therefore be it

Resolved, That this Common Council do adopt the report made by said committee and its recommendations, and they do hereby request the Board of Public Works to adopt as a specification for all wood pavements that the wood shall be treated with dead oil by the Seeley-Pelton process, believing that this treatment will result in a great saving of money to the taxpayers by preserving the wood from decay, and making it unnecessary to repave only at long intervals.

Laid on the table.

On motion of Ald. Thompson the resolution requesting the Board of Public Works to adopt as specifications for all wood pavements that the wood shall be treated with dead oil by the Seeley-Pelton process, was taken from the table and he moved its adoption.

Ald. Daly moved to amend by excepting cedar blocks from the requirements of the resolution.

The resolution as amended, was adopted.

Alabama and Chattanooga Railroad.

Justice Joseph P. Bradley, of the Supreme Court of the United States, has issued an order removing the present receivers, Abraham Murdock and A. Foster Elliot, and placing the trustees of the first mortgage bonds of the Alabama and Chattanooga Railroad Company in possession. The order also postpones the sale heretofore ordered until after the next meeting of the court, and removes the limit heretofore placed on the sale. It is therefore allowed that the bondholders shall obtain the best price possible subject to the receiver's certificates and court charges, which are a prior lien to the first mortgage bonds. The order also authorizes the Trustees to purchase the property for the protection of the bondholders in case it should become necessary, subject to the outstanding certificates and charges, and also that the bids of the Trustees shall inure to the benefit of the holders of the first mortgage bonds, who shall surrender their bonds to the Trustees for the purchase of the road.

☞ The annual meeting of the stockholders of the Consolidated European and North American Railway Company was held in Bangor, Me., on the 25th ult., and the following board of directors were elected for the ensuing year:—George K. Jewett, M. S. Drummond, A. Jardine, J. R. Ruel, E. R. Burpee, T. R. Jones, R. Robinson, A. Thompson, C. P. Stetson, Noah Woods, J. W. Emery, S. F. Hersey and W. G. Case. Subsequently Hon. G. K. Jewett was elected President, and Hon. Noah Woods, Treasurer of the company.

☞ The *Pajaronian* says that Messrs. F. A. Hihn and T. Hale, of the Santa Cruz Narrow Gauge Railroad, are seemingly pushing the work ahead in a manner very satisfactory to the stockholders. A number of prominent citizens of Santa Cruz lately passed over the road on invitation of Mr. Hihn, the President.

☞ The first construction train on the Lowell and Andover Railroad passed over a portion of the road on the 27th ult. It is expected that the road will be fully completed for travel by November.

Railroad Law.

RAILROAD COMPANIES—RESPONSIBILITY TO EMPLOYEES—CARE REQUIRED IN MAKING UP TRAINS.

The opinion in the late case of Flike *vs.* Boston and Albany R. R. Co., (53 N. Y., 549), is as follows:

The plaintiff's intestate was a fireman upon a freight train upon defendant's road, which left Albany at an early hour on a cold day. Some miles east of Albany eleven cars of another freight train, a short distance in advance, became accidentally detached and ran back and collided with the train on which the deceased was employed, by means of which he was killed. The evidence tended to show that the former train was deficient in brakemen; that but two were aboard when there should have been three, which was the usual number, and that if a third brakeman had been there he would have been stationed on the eleven runaway cars, and with the brakeman on them could have controlled their impetus and prevented the accident. The company had at Albany an agent, called a head conductor, whose business it was to make up the morning trains, hire and station the brakemen and generally to prepare and despatch these trains.

The general rule that the employer is not liable to one servant or laborer for an injury resulting from the carelessness or negligence of another servant or co-laborer has been recently so fully considered by this Court in the two cases of Lanning *vs.* N. Y. C. R. R. Co. (49 N. Y., 521), and Brickner *vs.* The Same (49 id., 672), that discussion is unnecessary except as far as may be pertinent to determine its application to the facts of this case. This doctrine was first promulgated in England in 1837, (3 M. & W., 1), in South Carolina in 1841, (1 McCollum, 385), and in Massachusetts in 1842 (4 Met, 49), and has been adopted in this and of the other States in the Union. There has been a diversity of reasons given for its adoption, which have led to some confusion in its application. The reasons for the rule are well stated by Pratt, J., in the first case in which it was applied in this State (6 Barb., 231), and were in substance that the rule *respondeat superior* does not itself spring directly from principles of natural justice and equity, but has been established upon principles of expediency and public policy for the protection of the community; and that in view of the unjust consequences which may ensue from its application for injuries by co-servants, the same principles of public policy demand its limitation, and that while the general rule was demanded for the protection of the community, the exception is demanded for the protection of the employer, especially in view of the manner in which the principal business of the country is now transacted. This view evinces the flexibility of the principles of the Common Law, which are capable of adaptation to new or changed circumstances and enables Courts to adjust the application of the principle not in obedience to a supposed arbitrary rule, but with such limitations and qualification, as best accord with reason and justice. In applying the rule we should be cautious not to violate the very principles upon which it is founded. While shielding the employer from unjust and burdensome liabilities, we should not withhold all redress from the employed for carelessness and carelessness in respect to duties which fairly devolve upon the former as the principal, and over which the latter have no control. In 5 M. H. & G., 852, the Court very justly said: "Though we have said that a master is not generally responsible to a servant for an injury occasioned by a fellow servant while they are acting in one common service, yet this must be taken with the qualification that the master shall have taken due care not to expose his servants to unreasonable risks."

The master is liable if his own negligence or want of care produces the injury, and this may be manifested by employing unfit servants or agents, or furnishing improper or unsafe machinery, implements, facilities or materials for the use of the servant, (25 N. Y., 562; 391 id., 468). It was at first doubted by this Court whether the exemption should not be limited to injuries by servants whose employment was the same (1 Seld, 492 per Gardiner, J.) but it has since been repeatedly held that injuries by servants or agents, engaged in the same general business or enterprise, are within the exemption. (Id.) Hence the difficulty of applying the rule in actions against corporations whose whole business can only be transacted by agents who are in some sense co-servants. In 39 N. Y., *supra*, the Court decided that a corporation was liable if negligence causing an injury to a subordinate servant could be imputed to the Directors, but did not establish any definite rule on the subject. The true rule, I apprehend, is to hold the corporation liable for negligence or want of proper care in respect to such acts and duties as it is required to perform and discharge as master or principal, without regard to the rank or title of the agent intrusted with their performance. As to such acts the agent occupies the place of the corporation, and the latter should be deemed present, and consequently liable for the manner in which they are performed. If an agent employ's unfit servants his fault is that of the corporation, because it occurred in the performance of the principals duty, although only an agent himself. So in providing machinery or materials, and in the general arrangement and management of the business, he is in the discharge of his duty pertaining to the principal.

In the case before us it was clearly the duty of the corporation, in making up and despatching the advance train, to supply it with suitable machinery and sufficient help for the business and journey which it was about to undertake; and if there was any want of care in these respects, which caused the injury, it is liable. Rockefeller had the general charge of this business, and, within the principle decided in the Lading case, represented the corporation itself.

It is claimed, by the counsel for the appellant, that the company are not liable, because the agent had in fact, employed a third brakeman to go upon this train, who, by reason of oversleeping, failed to get aboard in time, and hence, that the injury must be attributed to his negligence, or, if attributable to the negligence of the general agent in not supplying his place by another man, such negligence must be regarded as committed while acting in the capacity of a mere co-servant, within the doctrine of irresponsibility. Neither of these positions is tenable. The hiring of a third brakeman was only one of the steps proper to be taken to discharge the principal's duty which was to supply with sufficient help and machinery, and properly despatch the train in question, and the duty remained to be performed, although the hired brakeman failed to wake up in time, or was sick, or failed to appear for any other reason. It was negligent for the company to start the train without sufficient help. The acts of Rockefeller cannot be divided up, and a part of them regarded as those of the company, and the other part as those of a co-servant merely, for the obvious reason that all his acts constituted but a single duty. His acts were indivisible, and the attempt to create a distinction in their character would involve a refinement in favor of corporate immunity not warranted by reason of authority. As well might the company be relieved if the train was started without an engineer, or without brakes, or with a defective engine. The same duty rested upon the company, though every man employed had died or run away during the night, and if negligent in discharging it, either by acts of commission or omission, whether in employing improper help, or not enough of it, or in not requiring their presence upon the train, it is upon every just principle, responsible for the consequences. Nor is the company relieved, although negligence may be imputed to the defaulting brakeman. The only effect of that circumstance would be to make the negligence contributory with the brakeman, but would not effect the liability of the company. It is unnecessary, therefore, to enquire, whether the sleeping brakeman was so engaged in the common service as that the defendants could be exempted from liability if the injury was solely attributable to his neglect.

Assuming that the facts are as the jury must have found, the liability of the company is clear. These heavy freight trains were dispatched only five minutes apart, and traversed a very heavy grade, and were liable, especially in cold weather, to precisely such accidents as did occur, in which event collision, with fatal results, were almost certain to ensue. The principal protection in such cases is the prompt and efficient application of the brakes, and the utmost care should be exercised in providing a sufficient number of reliable men to perform this duty. If we were called upon to spell out a contract between the parties, it would be implied that the company agreed to use proper care not to expose the deceased to risks of this character. He was engaged upon another train in the discharge of his duty, and was not only in no way connected with the broken train, but he could neither know or provide against the defect.

No authority has been cited which would justify us in relieving the defendant from this liability, nor have I been able to find any. In 3 Cush., 270, the Supreme Court of Massachusetts intimate, although it was unnecessary to decide that a railroad company is liable for an injury to an employe, caused by a deficiency of help upon another train.

Mr. Redfield, in a note in a recent edition of his work on railways, expresses the opinion that corporations should be regarded as constructively present in all acts performed by their general agents, within the range of their employment; and the tendency of judicial, while it adheres to the general rule of irresponsibility, is against extending it.

Houston and Texas Central Railroad.

The great through line of railway in the State of Texas, is the one whose name heads this article. With its initial point at the city of Houston, it has its northern terminus at Red River on the border of the Indian Territory, there connecting with the Missouri, Kansas and Texas Railway, one of the livest and best managed roads of the country. The Houston and Texas Central Railroad is a very important link in the vast chain of roads reaching St. Louis from the south and west.

This long railway line and its completed branches, runs through Harris, Washington, Bastrop, Travis, Grimes, Brazos, Robertson, Fall, McLennan, Limestone, Freestone, Navarro, Ellis, Dallas, Collin and Grayson counties; seventeen counties, larger than many of our other States, and as rich agricultural counties as can be found in the State of Texas. The entire region that lies adjacent and pays tribute to this road is a great corn and cotton country. Along and near its line most magnificent farms are springing into existence; extensive orchards are showing golden fruit; the cotton gin and compress are being put into operation. Cities and towns are growing up rapidly, and manufacturing industries being established. The road penetrates a region rich in iron and other ores, marble, building stone, fire clay, ochre paints and other valuable substances. The connecting and branch feeders will go into regions rich in lead, copper and silver. There is no portion of the State now traversed by the Houston and Texas Central Railroad or will be by its branches, but what may be considered the best of pasture land. Portions of the country are heavily timbered with pine, cedar and hard woods.

There are millions of acres of the finest lands owned by the railroad company, that can be bought on the most liberal terms, and at low prices. There are millions more belonging to the State that can be entered at $1 an acre, but the best has been picked up. We have visited every county traversed by the road, and many of those where its branches are to be constructed, and we feel safe in saying that there is no region at this time offering superior advantages to the immigrant. We know of no region where a little money will buy as much, or large investments meet with so great reward. In the counties of Fall, McLennan, Bastrop, Washington and Brazos, there are cheap and splendid tracts to be had very low, and they are the best of corn and cotton lands. In Johnson, Tarrant, Hill, Ellis, Dallas and Grayson, there are splendid wheat, oats, corn, cotton and pasture lands.

With Mr. Baker overlooking the General Management, and Mr. Durand filling the place of General Superintendent, the Houston and Texas Central will meet with the success it deserves. Whenever there is promise of business from any point that will warrant special rates, they are cheerfully given. The Trenton group of limestones near Austin, afford a most splendid and durable stone for street curbing purposes, for flagging and paving. This rock is now being put down in Galveston at much cheaper rates than any other article. The distance is something near 210 miles, and the Houston and Texas Central Railroad Company give rates by which this stone is laid down so cheaply in the Island City of the Gulf.

Arrangements have been entered into by which low freights will be secured from any portion of Texas over this road and the Missouri, Kansas and Texas Railway for St. Louis, or from that city and other points to the southwest. With an immense business already secured, the rush of immigration pouring in to settle and develop the State of Texas, this road, ten years hence, will have more freight and passenger travel than one track can accommodate.—*St. Louis Railway Register.*

☞ The Secretary of the Treasury will sell $8,000,000 in gold during September, namely: $1,000,000 on the first and second Thursdays, and $500,000 on the third and fourth Thursdays during the month.

Grain Trade of Baltimore.

The extension of the Baltimore and Ohio Railroad to Chicago is now so nearly completed that in a few weeks the entire line will be open to traffic. This new route, leaving the Central Ohio and Lake Erie division of the Baltimore and Ohio road at Centerton, follows almost an air line at about an equal distance from the Lake Shore road on the north and the Pittsburg and Fort Wayne on the south, making a distance from Centerton to Chicago of 268 miles, crossing in its course thirteen other lines of railroad, with one of which—the Toledo and Wabash—by making a running connection, it can offer a line from Toledo to Chicago thirteen miles shorter than that of the Lake Shore and Michigan Southern or any other existing line. The company are building elevators at the points of connection with other roads as well as at Chicago, and are making every preparation to compete for the grain trade of that section. The distances from Chicago to Philadelphia, from Chicago to Baltimore and from Chicago to New York by the various lines are as follows: To Philadelphia, via Pennsylvania Railroad, 810 miles; to Baltimore, via Baltimore and Ohio, 815 miles; to New York, via N. Y. Central and Lake Shore, 982 miles; to New York, via N. Y. Central and Michigan Central, 972 miles; to New York, via Erie and its connections, 961 miles. In speaking of this new enterprise the Chicago *Tribune* remarks that the completion of the line "is an event of the greatest consequence to Chicago and the country tributary. The new line to the seaboard is some miles shorter than any of the old ones, except that to this city by the Pennsylvania Railroad. It has the additional advantage of leading to a port at which the elevator charges are comparatively moderate and where there is no expensive lighterage system," as at New York. This new enterprise has been going forward for more than a year past, though it has failed to attract the attention we think it deserves of the other Atlantic cities doing business in competition with Baltimore. The grain trade of Baltimore has largely increased, as will be seen by the following tabular statement of exports, and proves the importance of the action of the Baltimore and Ohio Railroad Company in its now nearly completed extension to Chicago.

	1870.	1871.	1872.
New York....	19,310,143	34,919,348	89,608,249
Philadelphia .	445,925	2,810,711	3,885,183
Boston	16,866	995,629	1,825 689
Baltimore..	....	3,004,868	5,232,168

It is in this grain trade that the ambition of Baltimore is most distinctly marked, as the construction of her elevators, piers and other works point out.

☞ The first meeting of the corporators of the Messalonskee and Kennebec Railroad Company was held in Augusta, Me., on the 31st of August. E. F. Pillsbury, Esq., presided, and William Atkinson was Secretary. The charter granted by the last Legislature was accepted and a Board of Directors chosen. A committee was appointed to draft by-laws and the sense of the meeting was that the road must be built.

☞ Ten miles of the Wyandotte, Kansas City and Northwestern Railroad, extending from Kansas City to Independence, have been completed. Regular trains are running over this finished section. It is proposed to build 34 miles more of road, from Independence east to the coal fields of Lafayette county, this fall. The gauge of the road is three feet.

Gt. Western (Canada) Railway.

The Toronto, Ontario, *Globe* of August 31, has a special dispatch from London, England, via Farther Point, dated Aug. 30. The reply to the Committee of Investigation into the affairs of the Great Western Railway Company has been issued by the Directors. The board review in detail all the matters referred to by the committee, and state that, while liable to err like other men, they have always striven to promote the company's interest to the utmost of their power. They add that over certain events they had no control. They could not mitigate the rigor of the unprecedented Canadian Winter of 1872-73. They could not stop the rapid advance of the price paid for labor and materials of all kinds. They could do no more than they did to ward off the construction of through routes by competing companies; and, above all, they could not foresee or control the aggravated financial American crisis of last Autumn, from the effects of which the property is at the present moment, in common with all other railways in this part of the world, suffering severely. A large amount of capital, expended in improving accommodations for a rapidly-increasing traffic, which the contractors were informed had no limit except the ability of the company to carry it, is for the moment partially unproductive; but when the present depression passes away and the ordinary course of trade is resumed, there can be no doubt that every shilling which has been laid out will yield an adequate return to the stockholders.

The Railway Troubles at Clifton.

Referring to the settlement of the difficulties between the Great Western and Canada Southern Railways concerning the right of way across the narrow strip of ground near the Suspension Bridge, the Buffalo *Express* says: The affair, which had a very bad look from a distance, does not seem to have been very seriously regarded by the men on the ground, as the employes of the conflicting companies are said to have spent much of the time when work was stopped drinking beer and joking each other over their belligerent attitudes. All good things must end, however, and so did the 'war,' and early this week the wrecked engine was removed and work was resumed. The terms upon which the adjustment of difficulties is made are private. The representatives of the two roads met at the scene of the difficulty and settled that the Canada Southern Company should have the right to lay their tracks to the bridge, as they had attempted to do before; but what consideration or reason led the Great Western Company to withdraw its objection is not stated. It also appears from the terms of the settlement that instead of the Great Western Company having a lease of the bridge, as heretofore, the Canada Southern now has an equal right to it, and each company will pay for its use in proportion to the freight it carries over it. But little work was necessary to connect the Canada Southern track with the bridge, and that work has already been completed. Connections have also been made by the Southern road with the New York Central and Erie roads, and the work of making connections with the International Bridge is under way, the necessary arrangements to that end having been completed.

☞ The preliminary surveys for the Spartanburg and Asheville Railroad from Spartanburg, S. C., northwest to Asheville, N. C., have been completed. Two lines were surveyed and estimates made for both. The estimated cost of the line by way of Columbus, North Carolina, is $1,000,757, and of the line by the Warrior and North Pacolet, $865,280. C. C. Memminger is president of the company.

RAILROAD EARNINGS—MONTHLY.

Central Pacific:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	69,029	81,154	95,528	121,702	174,812	181,297	200,550	212,109	128,166	76,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	294,422	286,562	342,743	2,300,767
1869	212,004	218,982	391,308	485,048	568,270	556 080	582,657	511,854	609,788	579,642	535,360	467,559	5,670,882
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777.513	583,692	7,995,116
1871	536,499	485,490	614,447	720 929	892,341	795,176	869,297	1,006,373	995,922	981,006	897.234	672,358	9,467,072
1872	592,223	571,836	875,763	949,566	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285 667	1,299,900	1,037,992	12,734,729
1873	852,360	694,015	939,778	1,129,469	1,378,675	1,301,202	1,214,551	1,258,500	1,392,125	1,423,875	1,296,812	1,072,750	13,939,969
1874	848,558	791,000	867,666	1,132,000	1,360,000	1,380,000	1,258,000	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1869	343,182	315,090	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	368,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	371,706	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497 261	540,756	431,315	352,604	5,156 326
1873	347,372	396,807	420,893	409,472	480,184	475,819	540,342	596,708	560,558	564,633	410,907	344,046	5,497,541
Chicago and Northwestern:													
1863	.....	... ...	.....	.....	.....	356,100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,006	482,164	499,296	468,358	585,623	747.942	702,691	767,508	946,707	982,683	754,671	547,842	7,976,490
1866	623,566	399,917	523,845	567,519	856,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,350	9,299,430
1867	606,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632 739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,935	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,087,974	1 305 673	1,371,780	1,140.145	845,708	13,355.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,084,393	1,227,513	1,259,282	1,306,338	1,087,964	773,494	12,203,409
1871	655,428	602,482	774,994	787,641	1,094,101	962,899	861,846	1,099,337	1,281,574	1,047,318	1,008,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873	752,468	765,249	967,258	1,034,623	1,256,072	1,309,578	1,240,987	1,284,091	1,071,448	1,451,827	1,039,306	1,019,501	13,816,465
1874	993,490	903,021	1,039,986	1,074,725	1,372,293	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	208,960	226,897	244,182	246,646	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,022	372,974	381,113	378,619	341.104	326,268	401,252	417.328	439,581	389,830	358,743	4,452,625
1873	363,921	413,043	448,924	413.443	438,469	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,449
1874	363,053	276,099	318,976	342,247	306,778	330,754	327,284	.....	.....	.....	.....	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,694.651	1,483,454	1,417.211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548.813	1,775,224	1,463,961	1,550,023	1,525 243	1,643,464	1,743 752	1,704,374	1,392,615	18,694,096
1873	1,326 605	1 329,422	1,515,382	1,541,958	1,764,821	1,717,593	1,685,384	1,774,570	1,918,247	1,882,421	1,560,023	1,625,129	19,631,781
1874	1,462,550	1,273,775	1,418,223	1,665,550	1,687,772	1,677,945	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,646	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	628,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,436	531,627	575,393	559,871	648,956	659,368	609,846	783,255	744,782	881,693	696 475	698,063	8,026,754
1873	602,241	597.429	660,759	553,912	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874	611,491	538,668	567,554	580,921	647,892	678,728	624,191	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	133,573	152,284	267,411	303.915	306.944	286,086	282,723	332,555	365,446	387,999	303.305	210,197	3,321 518
1872	189,806	191,738	300,783	322,875	341,843	322,350	329,838	357.302	349.468	449,418	314,513	223,240	3,893,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	338,785	392,510	295.217	201,452	.....
Lake Shore and Michigan Southern:													
1871	1,082,395	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,296.369	1,368,943	1,402,597	1,345.316	1,235,285	14,797,975
1872	1,339,389	1,294,710	1,498,403	1,528,250	1,479,945	1,325,476	1,225,708	1,459 360	1,635,691	1,764,788	1,558.424	1,483,480	17,591,629
1873	1,412,368	1,549,:85	1,735,736	1.694,543	1,680,968	1,585,368	1,451,762	1,582,531	1,776,420	1,742,616	1,375,556	1,546,983	19,134,136
1874	1,519,249	1,305,132	1,371,545	1,593,827	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1871	130,883	126.224	140.740	113,173	119.650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	160,784	145,858	158.717	154,587	149,550	162,521	191,841	208,977	207,911	204.196	2,029 927
1873	169 843	161,132	178,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	151,793	150.301	2,126,875
1874	171,023	... ...	.....	.....	.....	.....	.....	.....	.....	... ...	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,123	384,431	412,030	405,283	363,187	326.891	378,880	467,990	511,447	453,873	387.827	4,755,958
1871	418,755	442,665	486,990	470,706	486,547	427,096	422,015	529,890	628,660	582,802	547,434	507,950	5,940.102
1872	411,113	384,058	449,453	485,559	487,282	398,300	402,084	480,101	536,603	641,807	487,603	464,163	5,608,117
1873	379,886	440,261	567,314	556,180	542,058	480,028	457,853	452,330	617,291	537,081	506,:04	552,548	6 089,534
Milwaukee and St. Paul:													
1869	454,590	330,400	420,961	460,288	650,844	678,923	586,531	525,547	724,732	1,040,102	801.195	496,566	7,250 669
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,696
1872	460,986	387,566	426,223	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702 858	513,787	6,957,771
1873	334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046.124
1874	654,400	657,500	576,620	742,050	964,800	886,900	749,200	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	294,273	249,349	184,411	262,815	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,378	321,659	236,106	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,504	305,755	289,560	304,512	265,406	315,699	338,497	384,193	337,920	360,404	3,678,562
1873	227,897	261,845	344,632	321,047	301,521	272 600	267,734	325,093	382,098	353,168	308,632	206,100	.....
Philadelphia and Reading:													
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,816,904
1870	479,872	574,700	679,332	514,493	593,960	617,053	569,697	1,129,489	1,241,903	1,199,094	1,143,309	892,258	9,642,177
1871	506,367	423,045	544,604	688,578	1,063,002	1,510,088	1,213,303	1,389,633	1,418,141	1,413,643	1,423.278	837,080	12,500,604
1872	657,316	645,090	823,683	1,044,251	1,116,387	1,167.008	1,071 407	1,142,241	1,191,695	1,522,847	1,127,037	891,791	12,199,749
1873	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	.....	.....
St. Louis, Alton and Terre Haute:													
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,086	2,008,269
1870	152,398	158,788	172,216	172.347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,890	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
1872	144,525	137,678	162,336	156,134	148,279	133,503	123,994	169,459	179,457	216,171	177,327	158,700	1,927,471
1873	144,209	159,464	177,514	170,218	161,300	165,260	151,532	165,610	178,302	200,646	132,892	132,752	1,942,899
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,633	103,716	117,625	116,242	107,524	126,012	127,412	128,775	124,968	123,948	1,372,236
1871	124,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,763
1872	173,707	156,292	181,055	175,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,166	158,264	229,260	208,140	230,300	195,480	179,261	206,190	205,500	188,645	160,800	122,657	2,223,647
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	236,825	260,529	293,344	283,833	454,209	450,203	429,806	323,270	309,439	4,013,206
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	4:0,720	422,389	323,377	434,284	4,242,343
1870	257,664	293,645	295,239	318,699	340,892	348,633	322,756	466,431	506,043	451,294	425,687	315,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,000	439,515	553,994	552,079	558,817	600,205	531,080	516,935	5,736,666
1872	439,780	431,949	460 646	447,311	510,792	462,868	434,485	514,175	565,811	621,351	489,341	466,081	5,944.570
1873	370,290	405,110	471,301	446,527	470,598	541,191	483,389	642 209	593,504	538,251	414,928	482,767	5,864,076
1874	423,343	400,984	404,699	447,855	420,719	.....	.....	.....	... ...	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	23,560	617,585	755,467	999,665	857,263	716,639	5,709,182
1870	528,829	500 139	589,258	706,803	802,586	746,450	643.058	944 051	728.521	719,696	670.168	505.053	7,654,094
1871	479,573	373,925	499,809	584,840	724,466	728,174	678,698	651,865	580,402	777,362	708,142	469,933	7,521,982
1872	378,936	334,115	565,861	741,302	890,442	855,459	743,282	789,567	863,754	980,706	915,727	757,851	8,892,008
1873	523,975	491,784	709,256	981,266	1,007,851	969,863	876,833	887,277	1,068,937	1,170,586	970,660	758,822	10,396,104
1874	620,715	607,990	687,026	834,954	910,065	902,881	.....	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No.		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'73	9.50	114	40	Albany.....N.Y.	190,590	190,000	59,000		101,301	26,019	8	100	100	
Sept 30,'73	1.04	....	—	Albany st. Freight (B'ton).Mass.	48,709	75,000			7,229	894		100	100	
Oct. 31,'73	25.00	440	78	Atlantic Avenue (Bklyn)..N.Y.	725,723	680,000	456,800	32,296	266,857	42,314		100	100	
Sept. 30,'73	11.83	344	50	Avenue C (N. Y. City)...N. Y.	540,360	500,000	900,000	109,019	230,082	32,540		100	100	
Dec. 31,'73	7.5	097	94	Baltimore City (Balt.).....Md.	1,038,456	1,000,000		98,000	.....	.....		100	100	
Sept. 30,'73	22.01	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,801,673	900,000	694,000	46,850	257,704	37,697	3	25	25	19
Sept. 30,'73	4.63		—	Boston and Chelsea.....Mass.	110,000	110,000			8,800	7,789	7.7	100	100	
Sept. 30,'73	1.25		—	Boston & West Roxbury.Mass.	56,133	41,000						100	100	
Sept. 30,'73	13.88	264	50	Broadway (Brooklyn).....N.Y.	378,029	300,000	100,000	52,395	180,504	43,404	12	100	100	
Sept. 30,'73	24.25	1098	135	B'dway & 7th Av.(N.Y.C.)N.Y.	3,847,159	2,100,000	1,500,000	200,000	920,158	264,449	6	100	100	
Sept. 30,'73	7.00	....	32	Brooklyn, Bath & Coney I.N.Y.	245,048	180,000	80,000		65,206	30,566		100	100	
Sept. 30,'73	81.50	1922	401	Brooklyn City.....N.Y.	2,474,800	2,000,000	300,000	90,000	1,496,294	306,196	14	100	100	
Sept. 30,'73	18.50	242	68	Brooklyn City & Newtown.N.Y.	513,273	300,000	400,000	32,353	197,186	66,122		100	100	
Sept. 30,'73	19.83	200	50	Brooklyn, Cross-Town.....N.Y.	663,517	300,000	300,000	40.765	167,843	27,220		100	100	
Sept. 30,'73	17.64	302	83	Buffalo street.....N.Y.	528,984	100,000	421,119	86,276	324,265	137,407		100	100	
Sept. 30,'73	11.13	142	26	Bushwick (Brooklyn) .....N.Y.	389,971	300,000	102,000	2,628	44,408			100	100	
Sept. 30,'73	29.19			Cambridge (Boston) .....Mass.	800,500	800,500	150,000		73,486	73,486	9	100	100	99½
Sept. 30,'73	1.70	22	4	Central City (Syracuse).....N.Y.	29,473	21,130	6,000		20,164	14,024	12	100	100	
Sept. 30,'73	24.00	960	128	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,948,585	1,667,700	1,200,000	6.857	909,098	342.290		100	100	
Oct. 31,'73	9.00	208	40	Citizens' (Pittsburg) .....Pa.	270,671	184,000			184,298	78,365	16	50	46	
Oct. 31,'73	7.25	350	50	Citizens' (Phila.).....Pa.	212,320	192,750		1,000	300,145	95,884	17½	50	19½	
Sept. 30,'73	20 40	240	24	Coney Island (Brooklyn) ..N.Y.	698,806		369,000	39,924	221,891	51,196		100	100	
Sept. 30,'73	10.70	960	127	Dry Dock, E.B.& B.(N.Y.C)N.Y.	2,090,847	1,200,000	1,000,000		1,275,623	640,633	8	100	100	
Sept. 30,'73	3.50	12	3	Dunkirk and Fredonia....N.Y.	43,609	35,100			4,111	4,111	8	100	100	
Oct. 31,'73	1.62	14	4	Easton and S. Easton .....Pa.	25,962	29,562			10,946	3,320		25	16	
Sept. 30,'73	9.50	1002	120	Eighth Avenue (N.Y.City)N.Y.	1,683,574	1,000,000	208,000	66,200	798,040	149,564	12	100	100	
Oct. 31,'73	2.32	24	6	Erie City.....Pa.	36,997	19,807	20,000	2,341	18,287	2,184		50	42	
Oct. 31,'73	5.50	60	23	Federal St. & Pl. Val.(Pbg.).Pa.	132,842	66,250	90,000		45,735	9,000		25	22	
Sept. 30,'73	2 60	18	6	Fifth Ward (Syracuse).....N.Y.	44,766	29,335	10,000	2,156	13,690	1,673		100	100	
Sept. 30,'73	10.26	491	68	42d st.& Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	236,000	29,301	536,757	203,048	9	100	100	
Oct. 31,'73	17.04	389	56	Frankford & Southwark(Ph.).Pa.	844,171	498,200	290,500		412,325	91,158	10	50	50	57
Sept. 30,'73	4.00	26	5	Genesee & Water St.(Syr.)N.Y.	67,017	42,500	14,200		31,588	19,695	5	100	100	
Oct. 31,'73	33.75	360	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000		405,614	97,884	6	50	31	
Sept. 30,'73	7.75	182	37	Gr'd st. & Newtown (Bk'n)N.Y.	310,443	170,000	90,000	12,578	107,824	22.093		100	100	
Sept. 30,'73	8.00	200	40	Gr'd St. Prosp. P'k.& Flatb.N.Y.	437,011	200,000	200,000	37,028	80,086	1,016		100	100	
Oct. 31,'73	7.25	200	42	Green and Coates st. (Phila.).Pa.	244,441	150,000	100,000		180,268		4	50	30	50½
Oct. 31,'73	2.12	10	4	Harrisburg City.....Pa.	60,250	41,994	12,500	1,604	7,185			25	25	
Sept. 30,'73	11.95	140	20	Harlem Br., Morr. & F'dham.N.Y.	287,302	29,100	135,000		89,000	18,391		100	100	
Oct. 31,'73	11.00	378	60	Hest., Mant. & F'mount (Ph.)Pa.	388,486	299,423	100,000	27,000	292,610	71,442	9	50	50	10½
Sept. 30,'73	6.25	92	26	Jamaica, Woodh'n & Bklyn.N.Y.	100,000	100,000			23,132	1,970		100	100	
Sept. 30,'73	3.25	33	9	Kingston and Rondout.....N.Y.	83,285	75,000			24,792	5,161	5	100	100	
Oct. 31,'73	5.01	117	20	Lombard and South st. (Ph.).Pa	170,402	105,000	62,500		99,104	35,906	10	25	25	12½
Sept. 30,'73	4.04	50	12	Lowell Horse.....Mass.	81,704	80,000		3,500	34,127	2,597		100	100	
Sept. 30,'73	11.62	239	35	Lynn and Boston .....Mass.	277,581	200,500	50,000	43,697	164,270			100	100	
Sept. 30,'73	3.60			Malden and Melrose (Btn). Mass.	60,246	165,500	75,000					100	100	
Sept. 30,'73	3.46		—	Medford & Charlest. (Btn).Mass.	34,600	21,000	5,000		2,240	810		100	100	
Sept. 30,'73	5.26	65	16	Merrimac Valley.....Mass.	63,000	50,000			34 845	650	4	100	100	
Sept. 30,'73	46.29	1220	204	Metropolitan (Boston) ....Mass.	2,371,609	1,500,000		589,390	982,854	91,633	3	100	100	42
Sept. 30,'73	16.24	285	53	Middlesex (Boston).....Mass.	679,675	400,000	184,500	158,922	223,893	26,112		100	100	
Sept. 30,'73	1.76	4	2	Mohawk and Ilion.....N.Y.	17,500	15,000			5,496	2,400	16	100	100	
Sept. 30,'73	4 00	....	...	New York Elevated .....N.Y.	1,500,000	754,200		91,848	64,602			100	100	
Sept. 30,'73	6.10	220	27	Ninth Avenue (N.Y. City).N.Y.	999,109	797,320	297,000	13,648	95,704	3,762		100	100	
Sept. 30,'73	3.21	10	2	Northampton & Wmburg. Mass	50,000	50,000		6,499	5,832			100	100	
Sept. 30,'73	10.88	128	30	North 2d St. & Middle Vil.N.Y.	200,765	134,500	25,000	45,457	65,641	570		100	100	
Sept. 30,'73	2.74	7	2	North Woburn (Boston)..Mass.	35,310	20,800			1,924	1,879		100	100	
Dec. 31,'73	11.71	191	42	Orange and Newark .....N.J.	1,038,756	290,300	700,000	123,556	210,171	15,965		100	100	
Sept. 30,'73	14.40	142	37	Park Avenue (Brooklyn)..N.Y.	369,425	200,000	200,000	77,000	126,727	42,908		100	100	
Oct. 31,'73	9.64	40	17	Peoples' street (Scranton)...Pa.	140,387	125,000			36,447	18,407	4	100	100	
Oct. 31,'73	15.00	396	75	Philadelphia City (C.& W.).Pa.	454,397	225,000	200,000	32,397	347,282	118,632	10	50	50	66
Oct. 31,'73	6.00	60	16	Philadelphia and Darby.....Pa.	257,000	200,000					4	20	20	
Oct. 31,'73	13.07	114	23	Philadelphia & Gray's Ferry.Pa.	299,127	200,175		6,500	124,472	88,760	10	50	25	29½
Oct. 31,'73	8.75	116	37	Pbg., Allegheny & Manchest.Pa.	161,752	200,000	48,000	336	149,966	54,721	10	50	50	
Oct. 31,'73	6.60	100	19	Pittsburg and Birmingham...Pa	136,239	120,000	50,000	11,849	71,062	650		50	50	
Oct. 31,'73	7.50	72	15	Pbg, Oakland & E. Liberty...Pa.	125,449	130,000	50,000	22,636	42,949	6,360		50	50	
Oct. 31,'73	4.50	85	19	Pittsburg and Ormsby.....Pa.	83,487	100,000	40,000	1,616	37,238			25	25	
Sept. 30,'73	6.00	42	11	Poughkeepsie City .....N.Y.	121,706	72,250	28,000	28,500	21,539	1,801		100	100	
Oct. 31,'73	13.50	254	40	Ridge Avenue (Ph.).....Pa.	414,512	336,000	85,000	4,772	244,658	65,485	3	50	23	
Sept. 30,'73	12.00	120	27	Rochester and Brighton ...N.Y.	192,596	70,000	30,000	38,500	118,947	60,951	10	100	100	
Sept. 30,'73	7.84	64	20	Salem street.....Mass.	208,735	150,000	36,900	1,800			6	100	100	
Oct. 31,'73	3.47			Schuylkill River (Phila.) ....Pa.	47,465	50,000					10	50	50	
Sept. 30,'73	21.00	1021	137	Second Avenue (N.Y. City)N.Y.	2,511,743	1,180,500	1,220,000	84,988	631,434	171,112	8	100	100	
Oct. 31,'73	39.50	560	96	2d and 3d street (Phila.).....Pa.	706,255	621,576			644,545	69,873	10	50	31	64½
Oct. 31,'73	6.75	246	42	17th and 19th street (Phila.).Pa.	186,694	160,000	100,000	10,306	152,406	36,467	4	50	16	
Sept. 30,'73	8.38	324	102	Sixth Avenue (N.Y. City)..N.Y.	2,181,960	750,000	415,000	80,000	938,434	143,950	10	100	100	
Sept. 30,'73	4.03			Somerville horse (Boston). Mass.	98,000	98,000			5,880	5,880	7½	100	100	
Sept. 30,'73	7.56	330	52	South Boston .....Mass.	450,000	450,000			289,209	31,089		100	100	65
Sept. 30,'73	6.50	80	21	South Brooklyn & Park....N.Y.	259,186	150,000	100,000	19,527	49,380	3,486		100	100	
Sept. 30,'73	2.71	32	6	Springfield street.....Mass.	89,586	50,000		7,676	22,564	2,222		100	100	
Sept. 30,'73	2.53	20	5	Stoneham street (Boston)..Mass	38,744	33,000			2,100	1,779	5	100	100	
Sept. 30,'73	8.00	35	13	Staten Island Shore.....N.Y.	31,000	31,000			18,873			100	100	
Sept. 30,'73	2.00	21	7	Syracuse and Geddes.....N.Y.	28,578	25,000	25,000		17,225	6,370	7	100	100	
Sept. 30,'73	2.60	16	4	Syracuse and Onondaga ...N.Y.	50,150	37,000		10,000	13,748	3,955	1	100	100	
Sept. 30,'73	4.32	40	8	Taunton street.....Mass.	53,414	40,000		7,500	23,671	5,257	10	100	100	
Oct. 31,'73	7.25	360	50	10th & 11th st. (Citizens')...Pa.	212,320	192,750		1,000	300,145	95,884	17½	50	19½	82½
Sept. 30,'73	18.00	2112	267	Third Avenue (N.Y. City).N.Y.	3,757,365	2,000,000	2,000,000		2,140,826	549,316	5½	100	100	
Oct. 31,'73	8.50	198	33	13th and 15th streets (Phila.).Pa.	227,326	334,529			155,607	37,581	12	50	16½	
Sept. 30,'73	6.27	85	8	Troy and Albia.....N.Y.	74,537	44,700	35,100	707	21,051	3,902		100	100	
Sept. 30,'73	11.88	226	51	Troy and Lansingburg.....N.Y.	328,387	253,000	96,000	9,352	170,056	19,859		100	100	
Sept. 30,'73	5.00	76	19	23d street (N.Y. City).....N.Y.	702,757	600,000	250,000		96,931	31,365		100	100	
Sept. 30,'73	—	731	97	Union street (Boston).....Mass.	472,035	355,500	17,500	132,108	478,742	18,984		100	100	
Oct. 31,'73	30.00	687	118	Union (Phila.).....Pa.	1,032,514	400,000	500,000		682,502	77,201	26	50	20	
Sept. 30,'73	29.60	507	89	Union (Providence).....Pa.	828,329	614,300	75,000	139,029	416,096	72,811	2	100	100	
Sept. 30,'73	13.13	92	14	Utica, Clinton & Bingham.N.Y.	323,763	121,400	200,000		45,450	4,893		100	100	
Sept. 30,'73	2.50	18	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	18,000		22,013	6,356	3½	100	100	
Sept. 30,'73	3.11	12	3	Waltham and Newtown..Mass.	36 974	30,000		16,316	7,659	2,546	4	100	100	
Sept. 30,'73	14.50	150	25	Watervliet (Albany) .....N.Y.	342,347	240,000	130,000		104,231	1,977		100	100	
Oct. 31,'73	15.50	507	79	West Philadelphia.....Pa.	591,348	400,000	100,000		462,477	139,289	15	50	50	
Oct. 31,'73	4.59	16	7	Wilkesbarre and Kingston...Pa.	94,833	100,000			28,551	6,034	4	50	40	
Sept. 30,'73	3.25	—	—	Winnisimmet (Boston)... Mass.	62,152	50,400	—	—	2,802	2,385	—	100	100	

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price
	$	p. c.			
Albany: 1st Mortgage.....	50,000	7	J. & J.	1893	....
Atlantic (Bklyn) Ave.: 1st Mortgage.....	118,000	7	A. & O.	1881	....
2d Mortgage.....	100,000	7	A. & O.	1884	....
3d Mortgage.....	166,000	7	J. & J.	1885	....
Avenue C: 1st Mortgage.....	900,000	7	A. & O.	1890	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J. & J.	1890	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J. & D.	1888	....
Broadway and 7th Avenue: 1st Mortgage.....	1,500,000	7	J. & D.	1894	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J. & J.	1890	....
Brooklyn City: 1st Mortgage.....	300,000	7	J. & J.	1893	....
Brooklyn City & Newtown: 1st Mortgage.....	400,000	7	J. & D.	1879	....
Brooklyn Cross-Town: 1st Mortgage.....	300,000	7	J. & J.	1893	....
Buffalo Street: 1st Mortgage.....	400,000	7	M. & N	1893	....
Bushwick: 1st Mortgage.....	102,000	7	J. & J.	1889	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J. & J.	1891	....
Central Park, N. & E. River: 1st Mortgage.....	550,000	7	F. & A	1892	....
2d Mortgage.....	660,000	7	M. & N	1890	....
Coney Island & Brooklyn: 1st Mortgage.....	307,000	7	J. & J.	1887	....
D. Dock, E.Bdw. & Battery: 1st Mortgage.....	1,000,000	7	J. & D	1888	....
Eighth Avenue (N. Y.): 1st Mortgage.....	208,000	7	J. & J.	1890	....
Empire: 1st Mortgage.....guar.	150,000	7	J. & J.	1890	....
42d st. & G'd st. Ferry (N. Y.): 1st Mortgage.....	236,000	7	A. & O	1878	....
Federal St. & Pleasant Val.: 1st Mortgage.....	25,000	7	A. & O.	1878	....
2d Mortgage.....	50,000	7	J. & J.	1881	....
Frankford and Southwark: 1st Mortgage.....	158,500	7	J. & J	1877	....
2d Mortgage.....	100,000	7	M. & N	1891	....
Germantown: 1st Mortgage.....	250,000	7	J. & D.	1879	....
2d mortgage.....	100,000	7	.....	1884	....
Green and Coates street: 1st Mortgage.....	100,000	7	J. & J.	1878	....
Grand St. & Newtown: 1st Mortgage.....	90,000	7	A. & O	1887	....
Grand st. P. P. & Flatbush: 1st Mortgage.....	200,000	7	J. & J.	1891	....
Harl. Br., Morris'a & Fordh.: 1st Mortgage.....	135,000	7	J. & J.	1899	....
Hestonv., Mantua & Fairm.: 3d Mortgage.....	125,000	7	J. & D.	1890	....
Lombard and South st. (Ph.): 1st Mortgage.....	62,500	7	J. & J.	1893	....
Lynn and Boston: 1st Mortgage.....	50,000	6	A. & O.	1879	....
Malden and Melrose: 1st Mortgage.....	75,000	6	A. & O.	1893	....
Middlesex (Boston): 1st Mortgage sinking fund	99,500	6	J. & J.	1894	....
2d Mortgage.....	60,000	6	A. & O	1880	....
3d Mortgage.....	25,000	7	M. & N	1874	....
Ninth Avenue (N. Y.): 1st Mortgage.....	207,000	7	J. & J.	1879	....
Orange and Newark: 1st Mortgage.....	200,000	6	J. & J.	1891	....
2d Mortgage.....	500,000	7	J. & J.	1895	....
Park Avenue (Bklyn): 1st Mortgage.....	200,000	7	M. & N	1888	....
Philadelphia City: 1st Mortgage.....	300,000	7	J. & J.	1891	....
Second Avenue (N. Y.): 1st Mortgage.....	350,000	7	J. & D.	1877	....
2d Mortgage.....	200,000	7	F. & A	1876	....
3d Mortgage.....	150,000	7	A. & O	1885	....
Conv. bonds.....	520,000	7	M. & N	1866	....
17th and 19th street (Ph.): 1st Mortgage.....	15,000	6	J. & J.	1873	....
2d Mortgage.....	60,000	6	A. & O.	1878	....
Sixth Avenue (N. Y.): 1st Mortgage.....	415,000	7	J. & J.	1890	....
South Brooklyn and Park: 1st Mortgage.....	100,000	7	J. & J.	1892	....
Third Avenue (N. Y.): 1st Mortgage.....2,	000,000	7	J. & J.	1890	....
Troy and Lansingburg: 1st Mortgage.....	96,000	7	J. & J.	1893	....
Union (Phila.): 1st Mortgage.....	300,000	6	J. & J.	1895	....
2d Mortgage.....	300,000	7	J. & J.	1891	....
Union (Prov. R. I.): 1st Mortgage.....	75,000	6	J. & J.	1892	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J. & D.	1886	....
Watervliet: 1st Mortgage.....	130,000	7	A. & O.	1887	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3 280,000	J. & J.	July '74 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '73 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " guar.100	786,476	M. & N.	Nov. '73 3½
Atlantic and St. Law*..100	39,494,900	M. & S.	Sept. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Genesee & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '74 5
Washington Br.....100	1,660,000	A. & O.	Apl. '74 5
Parkersburg Br. pref... 50	5,680 685	— & —	.....
Berkshire*.....100	600,000	J. A. J. & O	July '74 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N	May '74 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br guar...100	60,000	J. & D	June '74 3
Bost., Conc. & Mont.*pref100	800,000	M. & N.	May '74 2
Boston and Lowell.....500	2,852,900	J. & J.	July '74 3½
Boston and Maine 100	6,816,807	M. & N.	May '74 4
Boston and Providence..100	3,950,000	M. & N.	May '74 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A	Feb. '74 3½
Burlington and Mo. Riv.100	5,636,000	M. & S.	Sept. '74 5
" " pref.100	1,485,900	M. & S.	Sept. '74 5
Camden and Amboy* ...100	5,847,800	J. A. J. O.	July '74 2½
Camden and Atlantic.... 50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Nov. '73 3½
Cape Cod 100	1,020,330	J. & J.	Jan. '72 2½
Cape May and Millville* 50	447,000	J. & D.	Dec. '73 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa*.....50	1,189,800	— & —	.....
" pref. 50	2,200,000	M. & N.	May '74 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	July '74 5
Cedar Rapids & Mo. R.*100	6,880,400	M. & N.	May '74 1½
" " pref.100	769,600	F. & A	Aug. '74 3½
Central of Georgia.....100	4,666,800	J. & J.	July '73 5
Central of New Jersey..100	20,000,000	J. A. J. O.	July '74 2½
Central Ohio*..... 50	2,425,000	J. & D.	June '74 3
" pref..... 50	400,000	J. & D.	June '74 3
Central Pacific 100	54,275,500	.....	Aug. '74 6g
Chemung*.....100	380,000	J. A. J. & O	Oct. '73 1½
Cheshire, preferred 100	2 100,000	J. & J.	July '74 2
Chicago and Alton.....100	8 929,900	M. & S.	Sept. '74 5
" " pref...100	2,425,400	M. & S.	Sept. '74 5
Chicago, Burl. & Quincy.100	19,897,000	M. & S.	Sept. '74 5
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	July '74 4
Chicago & N. Western..100	14,993,060	J. & D.	Dec. '72 3½
" pref.100	21,484,113	J. & J.	July '73 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Apl. '74 4
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.*.. 50	2,980,550	— & —	Apl. '72 10s
" pref... 50	429,046	M. & N	May '74 3
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Aug. '74 4
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '74 3½
Cleveland & Pittsburg*.. 50	11,236,150	F. M. A. N	Aug. '74 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*... 50	1,786,800	M. J. S. D.	June '74 2
Colum. & Hocking Val..100	2,500,000	F. & A	Feb. '74 5
Concord.....10	1,600,000	M. & N.	May '74 5
Concord and Ports.*.....100	350,000	J. & J.	July '74 3½
Conn. & Passum p Riv..10 0	2,100,000	F. & A.	Aug. '74 3
Connecticut Rive.....10 0	1,959,0 0 0	J. & J.	July '74 5
Cumberland Valley..... 5	1,494,250	A. & O.	Apl. '74 4
Danbury and Norwalk . 50	600,000	M. & N.	Nov '73 5
Delaware*..... 50	1,230,941	J. & J.	July '74 3
Del., Lackaw. & Westn. 50	18,568,850	J. A. J. O.	July '74 2½
Detroit & Milwaukee *.. 50	822,140	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	A. & O.	Apl. '74 3
East Pennsylvania*..... 50	1,309,200	J. & J.	July '74 3
East Mahanoy *..... 50	392,950	J. & J.	July '74 3
Eastern (Mass.).....100	4,262,600	J. & J.	July '73 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*..100	600,000	F. & A.	Feb. '74 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '74 2½
" " pref. 50	500,000	J. & J.	July '74 3½
Erie Railway 100	78,000,000	.....	Oct. '73 1
" pref.....100	8,536,910	.....	Oct. '73 3½
Erie and Pittsburg*..... 50	1,099,250	M. J. S. D.	Mar. '74 1½
Fitchburg 100	4,000,000	J. & J.	July '74 4
Georgia 100	4,156,000	J. & J.	Apl. '74 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.).....100	19,237,404	A. & O.	Apl. '74 1½
Hannibal & St. Joseph.100	4,151,700	F. & A.	Aug. '70 5s
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	May '74 5
Harlem Extension..... 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '73 3½
Housatonic, pref. 100	1,180,000	J. & J.	July '74 4
Huntingdon & Bd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. & J.	July '68 3½
Illinois Central 100	25,280,510	F. & A	Aug. '74 4
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,825,000	J. & J.	July '74 2
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J. A. J. O.	July '74 1½
Joliet & North. Indiana*100	300,000	J. & J	July '74 4
Lake Shore & Mich. So..100	49,466,500	F. & A.	Aug. '73 4
" " (guar.)100	633,500	F. & A.	Feb. '74 5
Lawrence*.....50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	8,739,800	M. & N.	May '67 5
Lehigh Valley 50	21,916,850	J. A. J. O.	July '74 2½
Little Miami.*..... 50	5,871,460	J. A. J. O.	Apl. '74 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July '74 4½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island.....50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '74 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '74 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Apl. '74 3
Lykens Valley 20	600,000	F. M. A. N	Feb. '75 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	May '74 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '74 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	18,738 204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	823 375	J. & J.	July '74 5
Milwaukee and St. Paul..100	15,899,261	J. & J	Dec. '70 7s
" " pref.....100	12 274,483	F. & A	Aug 74 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '74 3½
Morris and Essex*..... 50	14,008,100	J. & J	July '74 3½
Nashua and Lowell.....100	800.000	M. & N.	May '74 5
Naugatuck 100	1,881 900	F. & A.	Aug. '74 6½
Nesquehoning Valley*.. 50	1,000,000	M. & S.	Sept. '74 5
Newark and N. York*..100	977,400	J. & J.	Jan. '74 3½
N. Bedford 100	1,678,500	M. & N.	May '74 4
N. Castle & Beaver Val.* 50	1,800,000	J. A. J. O.	Apl. '74 2½
N Haven & Northamp...100	605,000	J. A. J. O.	Sept '72 3
New Jersey*.....100	7,295,200	J. A. J. O.	July '74 2½
New London Northern*100	1,418,806	J. & J.	July '74 4
N. Y. Cen. & Hudson R...100	89,428,330	A. & O.	Apl. '74 4
New York and Harlem..100	8,500,000	J. & J.	July '74 4
" " pref.100	1,500,000	J. & J.	July '74 4
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	July '74 5
N. Y., Provid. & Boston.100	2,000,000	J. A. J. O.	July '74 2½
Niag. Bridge & Canand*100	1,000,000	J. & J.	July '74 4
North Carolina*.....100	4,000,000	irregular.	Jan. '73 5
N. Eastern (N. C.) pref...100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 473,600	January.	Jan. '74 5s
Northern Central 50	5,842,000	M. & N.	July '74 3½
Northern N. Hampsh...100	3,068,400	J. & D.	June '74 4
Northern New Jersey*..100	1,000,000	J. & J.	July '74 4
Norwich & Worcester*..100	2,823,400	J. & J.	July '74 5
Ogdensb. & L. Champl.*100	2,077,800	J. & J.	July '74 3
" " pref.100	2,000,000	A. & O.	Apl. '74 4
Ohio and Mississippi....100	19,995,847	J. A. J. O.	.....
" " pref.100	4,024,474	J. & D.	Dec '72 3s
Oil Cr. & Allegheny R.... 50	4,250,450	J. A. J. O.	Jan. '74 5
Old Colony & Newport..100	6,297,900	J. & J.	July '74 3½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '74 4
Pacific of Missouri.....100	3,635,750	J. A. J. O.	July '74 1½
Panama.....100	7,000,000	J. A. J. O.	July '74 3
Paterson and Hudson*..100	630,000	J. & J.	July '74 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	243,000	J. & J.	Jan. '74 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '74 3
Pennsylvania 50	68,144,475	M. & N.	May '74 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '74 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	July '74 4
Phil., Ger. & Norristwn* 50	1,626.250	M. J. S. D.	Sept. '74 3
Philadelphia & Reading 50	32,684,375	J. A. J. O.	July '74 2½
" " " pref... 50	1,861,800	J. A. J. O.	July '74 2½
Phila. and Trenton*.....100	1,250,100	J. A. J. O.	July '74 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	July '74 4
Pittsb., Ft. W. & Chi.*...100	19,714,280	J. A. J. O.	Apl. '74 1½
" Special Imp..100	2,000 000	J. A. J. O.	Apl. '74 1½
Pittsfield & N. Adams...100	400,000	J. & J.	July '74 3
Portland and Kennebec.100	616,700	J. & J.	July '74 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces...100	2,000,000	J. & J.	July '74 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '74 4
Roch. & Genesee Val.*.110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '74 3½
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Aug '74 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,040,000	July.	July '74 3
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '74 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" " pref.100	12,000,000	.....	Nov. '72 3
Saratoga and Schenec.*..100	300,000	A. & O.	Apl. '74 3½
Schuylkill Valley*..... 50	676,050	J. & J.	July '74 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Potts v.* 50	869,450	F. & A.	Feb. '74 3
Shore Line*.....100	995,800	J. & J.	July '74 3½
South Branch (N. J.)*...100	438,800	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,999,900	F. & A.	Feb. '73 4
Staten Island.....100	600,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	448,700	J. & J.	July '74 3½
Stony Brook*.....100	267,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502 250	F. & A.	Feb. '74 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 1½
Syr., Bingham. & N. Y.*100	1,670,139	— & —	Dec. '72 5
Taunton Branch 100	500,000	J. & J.	Jan. '74 5
Terre Haute & Indiana.100	1,988,150	F. & A.	Aug. '74 5
Tol., Peo. & War. 1st pref..100	1,727,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '74 3½
Troy and Greenbush*....100	274,400	J. & D.	Dec. '71 3½
Utica and Black River....100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*....100	2,600,000	J. & D.	Dec. '72 5

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$2,860,000	A. & O.	Apl. '74 1
Warren (N. J.).....100	1,800,000	J. & D.	Dec. '73 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey. 100	1,559,750	F. & A.	Feb. '74 4
Winchester & Potomac*100	180,000	J. & J.	July '74 3
Winchester & Strasburg*100	500,000	J. & J.	July '74 3½
Worcester and Nashua. 75	1,400,555	J. & J.	July '74 4½
HORSE-POWER R. R.			
Albany City 100	110,800	— & —	..... 2½
Baltimore City 100	800,000	— & —	Jan. '74 3
Bleeckerst. & F Fy. (NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl. '74 4
Broadway (Brooklyn)...100	200,000	J. A. J. O.	Apl. '73 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jun. '70
Brooklyn City 100	1,500,000	F. M. A. N	May '74 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)...100	302,000	J. & J.	July '71 5½
Cambridge.....100	727,800	A. & O.	Apl. '74 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	600,000	J. & J.	July '74 9
Citizens' (Pbg.) 50	200,000	M. & S.	Nov. '71 7
Coney Island & Brookl..100	500,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F. M. A. N	Feb. '74 2
Eighth Avenue (N.Y.)...100	1,000 000	J. A. J. O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	J. & J.	July '74 3½
Frankf. & Southw. (Ph.) 50	491.750	J. & J.	July '74 5
Germantown (Ph.).....50	1,000,000	J. & J.	July '74 3
Girard College (Ph.).... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '74 4
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	July '74 1½
Lomb. & South Sts. (Ph.) 25	105 000	A. & O	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	M. & N.	July '74 3½
Middlesex (Boston).....100	400,000	A. & O.	Apl. '73 4
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark 100	232,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '74 5
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '74 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)...100	888,100	J. A. J. O.	Oct. '73 2
Second & Third St. (Ph.) 50	962,100	J. & J.	July '74 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '74 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F. M. A. N	May '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '74 1½
Somerville (Boston) 100	75,000	M. & N.	May '74 3
South Boston 50	400,000	J. A. J. O.	July '74 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	July '74 8
West Philadelphia.....50	400,000	J. & J.	July '74 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '73 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug '74 4
Delaware and Hudson...100	15 000 000	F. & A	Aug '74 5
Delaware and Raritan*..100	5,847,400	J. A. J. O.	July '74 2½
Erie of Pennsylvania..... 50	64,000	— & —	.....
Lehigh Coal & Navigat. 50	9 390,350	J. S. D. M.	Sept. '74 2
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania..... 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	July '74 30s
" " (pref.) 50	2,888,977	F. & A.	July '74 40s
Susq. and Tide Water... 50	2,002,748	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M. J. S. D	Sept. '74 2
American Coal..... 25	1,500,000	M. & S	Mar. '74 4
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 5
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M. J. S. D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec '69 85c
Canton.....16½	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '72 6
Maryland Coal.....100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold.....100	2,836,600	— & —	.....
" pref.....100	8,693,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamship.100	20,000,000	M. J. S. D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F. M. A. N	May '74 5
Pullman Palace Car.....100	4,000.000	F. M. A. N	May '74 3
Quicksilver, common ...100	5,700 000	— & —	.....
" preferred 100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	July '74 5
Spruce Hill Coal 10	1,000 000	— & —	.....
United States Express....100	6,000,000	F. M. A. N	Aug. '74 3
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '74 4
West. Union Telegraph.100	35,000,000	J. A. J. O.	Oct. '74 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 6
Wyoming Valley Coal ..100	1,250,000	F. & A	Aug. '66

NATIONAL AND STATE SECURITIES.

		Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities, Aug. 1, 1874.						
Loan of June 14, 1858	registered	$260,000	5	Jan. & July.	1874	....
Loan of February 8, 1861	registered	13,783,000	6	Jan. & July.	1880	117¼
.. .. ..	coupon	4,632,000	6	" "	1880	118¼
Oregon War Bonds of March 2, 1861	coupon	945 000	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861	registered	125,804,550	6	Jan. & July	1881	117¼
.. .. ..	coupon	63,516,800	6	" "	1881	118
Loan of Feb. 25, 1862 (5-20s)	registered	16.571,600	6	May & Nov.	1882	112½
.. .. (5-20s)	coupon	150,688,100	6	" "	1882	112½
Loan of March 3, 1863	registered	53,636,350	6	Jan. & July.	1881	117¼
.. .. ..	coupon	21,363,650	6	" "	1881	118¼
Loan of March 3, 1864 (5-20s)	registered	946,000	6	May & Nov.	1884	114¼
Loan of June 30, 1864 (5-20s)	registered	28,027,250	6	" "	1884	114¼
.. .. (5-20s)	coupon	33,015,950	6	" "	1884	116
Loan of March 3, 1865 (5-20s)	registered	33.730.200	6	May & Nov.	1885	115¾
.. .. (5-20s)	coupon	118,804,150	6	" "	1885	117
.. .. 2d series (5-20s)	registered	56.935,950	6	Jan. & July.	1885	116¾
.. .. (5-20s)	coupon	145,727,150	6	" "	1885	116¾
.. .. 3d series (5-20s)	registered	87,876,300	6	Jan. & July.	1887	117
.. .. .. (5-20s)	coupon	222.746.450	6	" "	1887	117¾
.. .. 4th series (5-20s)	registered	13,949,500	6	Jan. & July.	1888	116¾
.. .. .. (5-20s)	coupon	23.524.500	6	" "	1888	117¾
Loan of March 3, 1864, (10-40s)	registered	141,224,050	5	Mar. & Sept.	1904	110¾
.. .. .. (10-40s)	coupon	53,343,250	5	" "	1904	111½
Consols of July 14, '70 & Jan. 20, '71	registered	178,958,750	5	F. M. A. & N.	1881	112½
.. ..	coupon	137,239,150	5	" "	1881	112¾
Consols	registered	.....	4½	F. M. A. & N.	1886	....
.. ..	coupon	.....	4½	" "	1886	....
Consols	registered	.....	4	F. M. A. & N.	1901	....
.. ..	coupon	.....	4	" "	1901	....
Debt matured and without interest....	(Var.)	2,740,830	....	.....	Due.	....
Navy Pension Fund of July 23, 1868....	(cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....	(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds..	(currency)	64,623,512	6	Jan. & July.	'95-'99	117¾
United States Notes		382,076,707	nil.	.....	.....	....
Fractional Currency.....		45,719,793	"	.....	.....	....
State Securities, latest dates.						
Alabama—($11,258,836):						
.. Bonds (old and extended), 1866 and '72..		3,230,800	5	May & Nov.	'84-'92	....
.. Bonds (new), 1866, '68 '72 and '73.....		2,477,700	8	Jan. & July.	'86-'93	....
.. State Bonds for Railroads.....		2,300,200	8	" "	'90-'91	....
.. Railroad endorsements.....		16,386,000	8	" "	'90-'91	....
Arkansas—($.0,885,0 0):						
.. Funded Bonds, ($4,400,000) 1869 and 70.		2,850,000	6	Jan. & July.	'99-'00	....
.. Levee Bonds, 1871.....		2,200,000	7	" "	1891	....
.. Deficiency Bonds, 1872.....		300,000	7	" "	1882	....
.. Railroad Aid Bonds 1869 to '73.....		5,350,000	7	April & Oct.	'99-'00	....
California—($3,796,500):						
.. Civil Bonds 1857 and '60		1,689,000	7	Jan. & July.	'77-'80	....
.. Relief Fund Bonds, 1863.....		110,000	7	" "	'83-'85	....
.. State Capitol Bonds, 1871 and '7		590,000	7	" "	'91-'92	....
.. Funded Debt of 1873.....		1,497,500	6	" "	1893	....
Connecticut—($5,095,900):						
.. War Loan, (10-30 yrs) of July 1, 1861...		532,800	6	Jan. & July.	1881	102¼
.. War Loan, (20 yrs) of Jan. 1863 and '64.		2,232.500	6	" "	'83-'84	....
.. War Loan, (10-30 yrs) of Oct. 1, 1864....		589,500	6	April & Oct.	1894	....
.. War Loan, (20 yrs) tax free, of Oct. 1, '64		1,741,100	6	" "	1885	....
Delaware—($1,231,000):						
.. State War Debt.....		879,000	6	Jan. & July.	1885	....
.. Railroad Aid (J. and Breakwater R. R..		352,000	6	" "	1885	....
District of Columbia—($4,790,000):						
.. Improvement (gold) bonds.....		4,000,000	6	Jan. & July.	1902	....
.. Improvement (cur.) bonds.....		790,000	7	" "	1902	....
Florida—($6,645,763):						
.. Bonds of 1871, and 1873.....		957,000	7	Jan. & July.	var.	....
.. Railroad Loan (gold) of 1870.....		4,000,000	8	" "	1890	....
.. Consolidated (gold) Bonds of 1873.....		1,000,000	6	" "	1903	....
Georgia—($14.871,084):						
.. Bonds for Western & Atlantic R. R.....		784,700	6	May & Nov.	1874	79
.. Bonds for Western & Atlantic R. R.....		172,500	7	" "	1874	....
.. Bonds for Atlantic and Gulf R. R.....		800,000	6	Feb. & Aug	'78-'86	....
.. Bonds of March 12, 1866.....		3,9'0, 00	7	Jan. & July.	1886	90
.. Bonds (gold) of Sept. 1870		2,098,000	7	April & Oct.	1890	....
.. Bonds of Feb. 19, 1873		1,200,000	8	" "	'75-'86	....
.. Railroad endorsements.....		7,923,000	var	Various.	var.	....
Illinois—($2,060,150):						
.. New Internal Improvement Bonds, 1847		962,445	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859		320,000	6	" "	'77-'78	....
.. War Loan Bonds, 1861.....		367,000	6	" "	1880	....
.. Chicago Relief Bonds 1871.....		250,000	6	" "	1881	....
Indiana—($4,498,815):						
.. War Loan Bonds, of 1865.....		139,000	6	May & Nov.	1866	....
.. Temporary Loan Bonds, 1873.....		710,000	7	Jan. & July.	'75-'76	....
Iowa—($543,056):						
.. War and Defense Fund Bonds, 1861....		300,000	7	Jan. & July.	.....	....
Kansas—($1,336,675):						
.. State Bonds (various) 1863 to 1864.....		101,175	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....		1,235,500	7	" "	'76-'89	....
Louisiana—($22,306,800):						
.. State Bonds, to R. R. Companies.....		2,436,000	6	Various.	'70-'06	....
.. Relief (Treasury) Bonds 1853.....		5,750,000	6	May & Nov.	'86-'07	....
.. Levee Bonds 1865.....		1,000,000	8	Various.	1886	....
.. Levee Bonds, 1867.....		4,000,000	6	May & Nov.	1907	....
.. Past due coupons 1865.....		978,800	6	Jan. & July.	'86-'97	....
.. Levee Bonds, 1870		2,960,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870		2,950,000	6	May & Nov.	1910	....
.. State Penitentiary Bonds, 1869		500,000	7	Mar. & Sept.	1899	....
.. Bonds for Railroad stocks (var.).....		2,436,000	6	Various.	'67-'11	....
.. Bonds for Railroads (var.)		5,202,000	8	Various.	'99-'10	....
.. Misc. & Mex. Gulf Ship Canal Bonds....		480,000	7.3	Mar. & Sept.	1889	....
Michigan—($1,622,134):						
.. Sault Ste Marie Canal Bonds.....		61,000	6	Jan. & July.	1879	....
.. Renewal Loan Bonds, 1858.....		105,000	6	" "	1878	....
.. Two Million Loan, 1863..		1,032,000	6	" "	'73-'83	....
.. War Bounty Bonds, 1865..... :		366,000	7	May & Nov.	1890	....
Maine—($7,138,400):						
.. Civil Loan Bonds, 1856-'61.....		222,000	6	Various.	'74-'78	....
.. War and Bounty Bonds, 1863 and '64...		3.832.500	6	Various.	'80-'89	....
.. War (Municipal Equalization).....		3,083,900	6	April & Oct.	1889	....
Maryland—$10,741,215):						
.. Bonds to R. R. and Canals.....		5,709,639	5	J. A. J. & O.	1890	80
.. Bonds to R. R. and Canals.....		828,222	6	" "	1880	100
.. Bonds to Balt. & Susq. R. R.....		209,000	3	" "	1900	....
.. Defense and Bounty Bonds		3,072,083	6	Jan. & July.	1883	107
.. State Loans, 1870 and 1872		799,056	6	" "	'85-'87	....
Massachusetts—($28,477,804):						
.. State (public works) scrip.....		750,000	5	Various.	'74-'80	....
.. Union Fund Loan, 1861.....		2,758,000	6	Jan. & July.	'74-'76	....
.. Union Fund Loan, 1862.....		600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....		888,000	5	" "	1883	....
.. Bounty Loan Bonds, 1863 and 1864.....		8,578,244	5	May & Nov.	'83-'94	101¼
.. War Loan (currency).....		999,944	5	Mar. & Sept.	1888	....
.. Railroad and Tunnel Bonds.....		10,305,532	5	April & Oct.	'88-'93	....
.. Norwich and Worcester R. R. Bonds...		400,000	6	Jan. & July.	1877	....
.. B., H. & Erie R. R. Bonds.....		3,599,024	5	" "	1900	....
Minnesota—($250,000):						
.. State Buildings Loan 1867 and 1869.....		250,000	7	Jan. & July.	'77-'79	....
Missouri—($18,747,000):						
.. State Bonds, proper, 1865-'68		439,000	6	Jan. & July.	'82-'90	....
.. State (funding) Bonds, 1867-68		2,727,000	6	" "	'87-'88	92¼
.. Railroad Loan Bonds, 1854-'66.....		12,801,000	6	" "	'74-'86	92¼
.. Railroad Bonds, guaranteed 1856-'66....		1,589,000	7	" "	'76-'91	100
.. State Institutions Loans.....		1,301,000	6	" "	var.	....
New Hampshire—($3,914,165):						
.. War Loan Bonds, of 1861.....		614,000	6	Jan. & July.	'69-'78	....
.. War Loan Bonds, of 1864.....		800,000	6	Mar. & Sept.	'84-'89	100¼
.. War Loan Bonds, of 1866.....		494,500	6	April & Oct.	'78-'74	....
New Jersey—($2,696,300):						
.. War Loan Bonds, 1861-'64, tax free.....		2,690,000	6	Jan. & July.	'74-'02	....
New York—($36,530,400):						
.. State Stock of 1827 and 1832.....		561,500	5	J. A. J. & O.	pleas.	....
.. State (Deficiency) Stock of 1838.....		900,000	5	" "	1876	....
.. State (Deficiency) Stock of 1838.....		800,000	6	" "	1878	....
.. State (Deficiency) Stock of 1838.....		348,107	5	" "	pleas.	....
.. State (Deficiency) Stock of 1838.....		1,189,781	6	" "	pleas.	....
.. Canal Stock.....		1,10 ,420	5	" "	1874	....
.. Canal Stock.....		111,200	4	" "	72-'73	....
.. Canal Stock.....		10,135,280	6	" "	'76-'77	....
.. Bounty Loan registered		19,861,000	7	Jan. & July.	1877	107
.. Bounty Loan coupon.....		1,200,000	7	" "	1877	107¼
North Carolina—($29,547,045):						
.. Old or Ante-War Debt.....		4,738,800	6	Jan. & July.	'72-'92	19
.. Old or Ante-War Debt.....		3,688,400	6	April & Oct.	72-'92	....
.. Bonds issued since the war		3,009,045	6	Jan. & July.	'92-'98	....
.. Bonds issued since the war.....		1,8'9,000	6	April & Oct.	'2-'98	....
.. Bonds issued for funding.....		2,417,400	6	Jan. & July.	'78-'00	14¼
.. Bonds issued for funding.....		1,721,400	6	April & Oct.	'78-'00	....
.. Special Tax Bonds.....		11,407,000	6	" "	'98-'99	....
Ohio—($8,211,062):						
.. Loan of 1860, sinking fund.....		147,180	6	Jan. & July.	1870	....
.. Loan of 1850, sinking fund.....		1,'35,9'0	6	" "	1876	....
.. Loan of 1860, sinking fund.....		4,074,817	6	" "	1884	....
.. Loan of 1856, sinking fund.....		2,400,000	6	" "	1886	....
Oregon—($290,477):						
.. Bounty and Relief Bonds.....		90,477	7	Jan. & July.	'74-'84	....
.. Willamette Canal Bonds.....		200,000	7	" "	1890	....
Pennsylvania—($24,999,785):						
.. Inclined Plane Loan, of 1849.....		400,000	6	April & Oct.	1879	....
.. Loan of April 1852, reg. and coup.....		483,000	5	Jan. & July.	1882	....
.. Loan of May 1852, reg. and coup.....		2,637,500	5	Feb. & Aug.	1877	....
.. Loan of April 1853, coupon		238,000	5	" "	1878	....
.. Loan of April 1861, registered.....		35,000	6	" "	1878	....
.. Loan of Feb. 1867, reg. and coup.....		907,200	5	" "	'74-'85	....
.. Loan of Feb. 1867, reg. and coup.....		18,798,950	6	" "	'74-'85	....
.. Chambersburg certificates, registered...		83,632	6	June & Dec.	1876	....
.. Loans of April 1872.....		500,000	6	April & Oct.	1876	....
Rhode Island—($2,638,500):						
.. War Bonds of 1862		1,019,000	6	Mar. & Sept.	1882	....
.. .. of 1863		295,000	6	April & Oct.	1883	....
.. .. of 1863		668,000	6	Jan. & July.	1893	....
.. .. of 1864		746,000	6	Feb. & Aug.	1894	....
South Carolina—($20,650,235):						
.. State House, Stock and Bonds '66-'68...		963,488	6	Jan. & July	pleas.	....
.. Five Loan Stock of 1838.....		205 344	6	J. A. J. & O.	1870	....
.. Funding Stocks 1866 and 1869.....		143.114	6	Jan. & July.	'77-'99	....
.. Fire Loan Bonds of 1838.....		481,944	5	" "	1868	....
.. New State House Bonds 1853-'66.....		298,000	6	" "	'71-'86	....
.. Blue Ridge R. R Bonds 1854.....		966.000.	6	" "	'74-'76	....
.. Funding Bonds, 1868.....		930,000	6	" "	87-'97	....
.. .. 1869.....		1,681,000	6	April & Oct.	1888	....
.. .. 1869.....		1,189,400	6	Jan. & July.	1888	18
.. .. 1869.....		2,030,000	7	" "	1888	....
.. Conversion Bonds 1869.....		7,666,500	6	" "	1888	....
.. .. .. 1870.....		343,000	6	April & Oct.	1889	....
.. Railroad Aid Bonds.....		4,797,008	6	Various.	69-'89	....
Tennessee—($20,966,382):						
.. Railroad, &c., Bonds.....		15,767,922	6	Jan. & July.	92-'00	77
.. State Bonds (direct)		4,819.544	6	April & Oct.	'69-'90	....
.. State Endorsements		2,197,000	6	Jan. & July.	1900	....
.. Funded Interest Bonds		4,598,935	6	" "	1914	79¾
Texas—($3,715,979):						
.. Frontier Protection (gold) Bonds, 1870..		700,000	7	Mar. & Sept.	'90-'10	....
.. Deficiency Bonds, 1871.....		357.000	10	" "	1876	....
.. State Bonds.....		1'7.000	6	Jan. & July.	'76-'91	....
.. Railroad Aid Bonds.....		1,753.817	6	" "	var.	....
Vermont—($225,500):						
.. War Loans of 1864, '68 and '68		225,500	6	June & Dec.	'74-'78	....
Virginia—($45,718,112):						
.. Funded under act of 1871.....		20,278,730	6	Jan. & July.	long.	....
.. Funded under act of 1872.....		1,754,747	6	" "	"	....
.. Sterling Bonds		2,727.562	5	" "	"	....
.. Deferred (W. Va.) certificates.....		15,239,370	6	" "	"	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,000,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	103½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	100
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1890	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	89
Special Mortgage to Penn.	3,000,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	43½
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	60½
Land Grant Mortgage (gold)	7,000pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	64
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(286 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310 000	7	" "	" "	var.	....
1st Mortgage (S. Ga & Fla.R.R.)	484,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R. gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1853 '75	857,250	6	Jan. & July.	Baltimore.	1875	101
Loan of 1860-'80	579,500	6	" "	"	1880	100
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	101½
Loan of 1865-'90 (Balt.) skg fd.	3,461,146	6	Jan. & July.	"	1890	....
Loan of 1870-'96 (stg.) skg fund.	3,620,320	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,498,016	6	" "	"	1902	....
3d Mort.(N.W.Va.R.R.)assumed	140,000	6	Jan. & July.	Baltimore.	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	99½
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (Penn. R. R. Co.)	499,500	6	March & Sept.	Princeton.	1885	86½
2d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	83
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	79
1st Mortgage (Equalization)	249,000	7	" "	"	1889	89
1st Mortgage (consolidated)	163,000	7	" "	"	1899	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	90½
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.)	200 000	7	"	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	24½
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	40
Mass. L. (rec'd by $4,000,000 Bor.)	3,000,000	7*	" "	"	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct	Boston.	1879	95
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	102

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Brunswick and Albany:						
1st Mort.(gold)end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	680,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	85
Buffalo, New York & Phila.:						
1st Mortgage	8,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	84
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	98
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	98½
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	96½
Stock (common) Bonds	1,377,840	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,587,971	8	Jan. & July.	Boston.	1894	98½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1891	56
Cairo and Fulton (Arkansas):						
1st Mort. (R.R.& lands) S.F. gold	8,000,000	7*	Jan. & July.	New York.	1891	85
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	...
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	100½
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	90
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd)g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	55
Carthage & Burlington(C.B & Q.):						
1st Mortgage guar. and tax free.	600,000	8	May & Nov.	New York.	1879	.. .
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	100
Chattel Mortgage	158,350	6	" "	"	'80-'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	77
Cedar Rapids & Mo. Riv.(C & N W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	83
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1910	86½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	48
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174 000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	3,612 700	7	" "	" "	1902	102½
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	105
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	90
Central Pacific of California:						
1st Mortgage, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	90½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	100
State Aid B'ds(Int. by State)gold	1,500,000	7*	" "	" "	1885	89½
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	7,066,000	6*	" "	" "	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.)	500,000	6*	" "	San Francisco	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,168,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	167,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	...
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M.(gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	48½
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	73½
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	800,400	6	Jan. & July.	Boston.	'75-'80	95
Chester Creek:						
1st Mortgage guar. by P. W. & B.	184,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,900,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	100
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	104½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	95
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (" ")	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,502,000	8	Jan. & July.	New York.	1883	111
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,983,225	7	Jan. & July.	Boston.	1896	97
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	98½
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	98
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	98½
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	99½
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	98
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	99
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	41
Chicago and Illinois Southern:						
1st Mortgage for $10,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	92½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C.& NW	592,000	7	Jan. & July.	Boston.	1880	93½
3d Mort. (now 2d) guar. C.& NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	102½
Funded coupons (193 m.)	750,000	7	May & Nov.	" "	1883	97
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	96
Appleton Ext. (23 m.& 76,000 ac.)	174,000	7	" "	" "	1885	89
Green Bay Ext. (26m & 76,000 a.)	284 000	7	" "	" "	1885	89
Equipm't (Engs & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,775,000	7	Feb. & Aug.	" "	1882	100½
2d Mort. (Gal. & Chic. 248 m.)	938,000	7	May & Nov.	" "	1875	90½
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line (")	129,500	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	331,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y)	3,105,000	7	F. M. A. & N.	" "	1915	85
Consol. gold bonds for $48,000,000	4,584,000	7*	June & Dec	" "	1902	78
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	389,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	9 500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.) guar	1,141,000	7	Jan. & July.	" "	1898	92½
1st Mort. (Bel.& Mad. R.R.) guar.	306,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.1, '69, $16,000pm	1,350,000	8	May & Nov	New York.	1889	89
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C.B.& Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $10,000per mile	.....	8	Feb. & Aug.	New York.	1901	100
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C.,R.I.& Pac.)	8,600,000	7	" "	" "	1896	104½
Chi. & Southwes'n(C.,R.I.& Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $6,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar.by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	82½
Cin. & Martinsville(I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	800,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1902	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77 '87	70
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C.,S. & C.)	1,067,421	7	June & Dec.	New York.	1890	6½
1st Mort. (San., Day. & Cin.)S.F.	998,000	6	Feb. & Aug	Boston.	1900	78½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	85½
Cincinnati and Springfield:						
1st Mortgage for $2,000 000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	1 2½
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning(A.& Gt.Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	..
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	100½
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	90
Consol. sinking fund guar.	628,000	7	May & Nov	" "	1900	98
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1908	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,844,750	7	April & Oct.	New York.	1908	79½
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	49
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1900	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	96
Notes payable, conv. at par	594,000	7	" "	"	1876	97½
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. ABCD& E$200,000each	1,000,000	6	March & Sept.	Philadelphia.	1.2.3.4.	88½
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	6	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York.	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	55
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	44.,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	98½
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort.(Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	103½
2d Mort. (Del., Lack. & Wtn.)	1,633,000	7	March & Sept.	" "	1881	104
Convertible b'ds(Del.Lack.& W.)	5,000,000	7	June & Dec.	" "	1892	105
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1900	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.&Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,800,000	8	"	"	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,784	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.& M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	97½
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	94
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1878	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	103½
East Tenn. & Georgia (E.T.V.& G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76–'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	86
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864–'74	750,000	6	Feb. & Aug.	Boston.	1874	99
1st Mort. (Essex R.R.) assumed	194,400	6	Jan. & July.	"	1876	94
Loan of 1865–'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868–'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869–'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872–'92	1,500,000	7	March & Sept.	"	1892	93½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	98
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	89½
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	102
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	101
3d Mortgage	4,582,000	7	" "	" "	1883	101
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	98
5th Mortgage convertible	709,500	7	June & Dec.	" "	1888	93½
Buffalo Branch, 1st mortgage	182,000	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	....
Consol Mort. for $30,000,000, g'd	12 076,000	7*	" "	N Y & London.	1920	....
Convertible bonds	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free	2,089,000	7	Jan. & July.	" "	1896	....
Equipmen Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L M. (& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New York.	1890	....
" 2d series (92,748 a.)	221,000	7	Jan. & July.	" "	1887	....
" 3d series (52,091) tx. f.	2,046,000	8	March & Sept.	" "	1888	....
R. & Holly lease, S. F. 25 000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1899	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & St. L.:						
1st Mortgage traffic guarantee	500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	300,000	8	April & Oct	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct	Boston.	1899	....
2d Mortgage	500,000	8	Jan & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	90
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	100½
2d Mortgage	948,000	7	May & Nov.	" "	1875	99½
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1900	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	" "	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1896	97
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	95½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,380 000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838 335	14,191,6 5	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765	8.428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	...
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,087	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York	'81-'86	60
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples (T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	80
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	75
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York	'71-'77	92½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	92
Six years Mortgage bonds (222m)	5 ,000	10	" "	"	1872	....
Five years' notes (277 m.)	139,300	8	Various.	"	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	"	1885	74
1st Mort. (Q. & Palm. R. R. 15 m)	600,000	8	Feb. & Aug.	"	1892	....
1st Mort. (K. City & Cam. R R 55 m)	1,200,000	10	Jan. & July.	"	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	"	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	"	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	100½
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f d.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F.& P.M.):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	...
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104½
3d Mortgage	180,000	7	May & Nov.	" "	1875	104
Hudson Connecting (N.Y.& O.Mid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	...
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	104
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	98½
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	60
Illinois Central:						
Construction bonds, cur. skg f'd.	2,742,000	7	April & Oct.	New York.	1875	100
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	...
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1900	80
2d Mortgage	1,500,000	8	Jan. & July.	" "	1899	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	....
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianap'l and St. Louis:						
1st Mor gage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	81½
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.	.....	8	Feb. & Aug.	New York.	1900	85
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw (MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	96½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	94½
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	597,000	7	May & Nov.	" "	1882	....
2d Mortgage (JeffersonvilleR.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	108½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	795,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	88
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.& M.So.	840,000	8	Jan. & July.	New York.	1888	96
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	90
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(StJo.&CB.78 m)cv.t.fr.	1,400,000	10	March & Sept	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)...	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	60
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	60
1st M.(3dD.244.66m.& 3,0 0,000a)	6,432,000	7*	May & Nov.	N. Y., L. & F.	1899	....
1st Mortgage (1,000,000 acres)...	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,751,750	7*	Jan. & July.	N. Y., L. & F.	1896	....
2d Mortgage on do. gold	1 500,000	7*	March & Sept	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov	N. Y. & St. Lo.	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	814,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865..	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	98½
Lackawanna & Bloomsb (DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	200,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	75
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N Y B'k.& Ph.	1899	50
2d Mort. gold tax free and conv.	820,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870..	4,280,000	7	J. A. J. & O.	" "	1890	97½
Consol. coupon July 1, 1870	1,200,000	7	Jan. & July.	" "	1890	97
Bonds of Oct. 1, 1872	5,205,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore) Ap. 1, '69	1.498,000	7	" "	" "	1899	96
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	99
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	96
Skg Fund July 1, 1855 C. & Tol.	1,595,000	7	Jan. & July.	" "	1885	104
Mort. April 1, 1866 "	360,000	7	April & Oct.	" "	1886	97½
1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	103½
2d Mort. Oct 31, 1857 "	2,692,000	7	" "	" "	1877	99½
Mort. Nov. 1, 1858 Buff. & Erie.	.....	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	98
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	97½
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	90
1st Mort. Oct 1, 1867 (Sch.& Th.R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M.July 1, '68 (Kal.A.& Gr.R.)	840,000	8	" "	" "	1888	95½
1st Mort. July 1, 1865 (J.& Frank.)	468,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July	N. Y. & Bost.	1899	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	.....	6	May & Nov.	Philadelphia	1873	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	101
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	104
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	102½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	6*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1880	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	99
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	99½
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1890	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	2,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.).	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	" "	'80-'86	....
Consol. M. for $5,000,000 (392 m.).	6,647,000	7	April & Oct.	" "	1898	88
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	88-'91	....
1st Mortgage not guaranteed	160,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000.00 0	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	87½
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oc	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	102
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	92½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	74½
1st Mort. (Scioto & H. Val. R.R.)	300,000	7	May & Nov	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1899	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	101½
Michigan Central:						
1st Mortgage, convertible	356,000	8	April & Oct.	New York.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	" "	1882	113
Consol. Mortgage for $10,000,000	8,000,000	7	Jan. & July.	" "	1902	99
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	101
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	97
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	95½
1st Mort.(Kal.&So.Hav.)t.f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (" ") guar..	70,000	8	" "	" "	1880	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown,Unionv.& W.Gap(E)						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000..	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,527,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	80
1st Mortgage (E. Div. Palmer)..	781,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,816,000	7	Jan. & July.	" "	1897	78
1st Mortgage (Minn. Cent)	190,000	7	" "	" "	1880	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	82
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	104
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	91½
Milwaukee City Loan	230,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $15,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed..	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed..	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	— & —	.....	1890	19½
2st Mort. Land Grant gold	1,000,000	7*	— & —	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1868.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st Mortgage Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,500	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)..	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	— & —	" "	....	....
Income Mortgage	700,000	7	— & —	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	...
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	...
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	...
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	106
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	101
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	92
Consolidation bonds of 1879	2,000,000	7	Feb. & Aug.	" "	1889	96½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L & Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	89
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st Mortgage, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1,000,000	7	Jan. & July.	N. Y. & N. H.	1889	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfield bonds..	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (NY.&OM.):						
1st Mortgage gold, guar	3,000,000	7*	Feb. & Aug.	New York.	1895	..
2d Mortgage currency	1,500,000	7	" "	" "	1881	..
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	31
1st Mortgage (Tom's Riv. Br.)..	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.)						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	...
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold..	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, go'd	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N.O.toT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La..	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	..
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)....	5,936,626	6	May & Nov.	New York.	1883	95
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B.& N. St.(")	76,000	6	May & Nov.	" "	1883	89
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	88
Bonds for real estate (")	162,000	6	" "	" "	1883	88
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	93½
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	...
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	...
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	103½
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	....
Consolidated mortgage of 1863..	1,754,000	6	Feb. & Aug.	" "	1903	99
Sinking Fund mortgage of 1801.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	...
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	100½
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	....
2d Mortgage non-convertible ...	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	...
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	...
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.)						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869....	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869....	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225 000	6	Jan. & July.	Philadelphia.	1885	90½
2d Mortgage	5,000,000	7	May & Nov.	"	1896	102½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	103
North Shore (L. I.)						
1st Mortgage	155,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	92½
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	90½
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	95
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	91½
Income Mortgage conv.	1,300,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	29¼
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan.....	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds.....	200,000	...	" "	" "	1874	....
Machine shop &c., bonds.....	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	93
Equipment Mortgage	200,000	8	" "	"	1879	93
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage.....	6,694,000	7	Jan. & July.	New York.	1898	91
Consolidated 1st Mortgage, stg..		7*	" "	London.	1898	....
Consolidated 2d Mortgage.....	3,529,000	7	April & Oct.	New York.	1911	77½
2d Mortgage, (W. Div.)	433,000	7	Jan. & July.	" "	1874	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bond.....	50,000	7	May & Nov.	" "	1883	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	78½
1st Mortgage (War. & Fkln)....	580.000	7	April & Oct.	"	1882	78
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	42
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	98½
Plain Bonds	485,000	6	April & Oct.	"	1875	95
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101½
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.....	1,000,000	8	June & Dec.	Boston.	1898	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	89½
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	82
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	80½
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	74
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	79½
Orange and Newark:						
1st Mortgage.....	646,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York	1888	....
Oshkosh & Miss. (M. & S. P)):						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	98
Owensboro' and Russellville.						
1st Mortgage for $1,500,000.....	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug	New York.	1888	78½
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	" "	1891	72
Income Bonds.....	1,500,000	7	"	" "	1892	....
St. Louis County Bonds.....	700,800	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	...
Panama.						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,230	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold.....	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	75
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)....	4,970,000	7	Jan. & July.	Philadelphia.	1880	100½
2d Mortgage (").....	2,583,800	6	April & Oct.	"	1875	100½
2d Mortgage (")stg.	2,28,2,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	19,558,760	6	J. A. J. & O.	Philadelphia.	1910	92
State lien for $7,500,000, skg Fd	5,401,675	5	April & Oct.	Harrisburg.	'74-'90	....
Pennsylvania Coal:						
1st Mortgage.....	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage.....	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage.....	3.0,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	103
1st Mortgage guaranteed.....	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(O.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free.....	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	102½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	91
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	84½
Gen'l M. for $20,000,000, gold str.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed.....	$619,000	6	April & Oct.	Philadelphia.	1897	90
Perth Amboy & Woodbr.(C& A):						
1st Mortgage.....	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (Instalments).	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¾ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9¼ m.)...	300, 00	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)..	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868.....	1,138,900	6	Jan. & July.	Philadelphia.	1893	79
Loan of 1870, convertible.....	28,000	7	" "	"	1880	....
Mortgage Loan of 1857, conv....	83,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	109
Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	106½
Mortgage Loan of 1836 stg.....	184,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg.....	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg....	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon...	7,646,000	7	June & Dec.	Philadelphia.	1911	104
	Dollar registered	3,414,000	7	" "	"	1911	105½
	Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	..
	Gold or stg reg..	668,000	6*	" "	"	1911	103½
	Dollar coupon...	332,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv.....		6,690 985	7	Jan. & July.	"	1893	104½
New improvement Mort. loan..		6,631,615	6*	April & Oct.	Phila.or Lond.	1897	....
Philadelphia, Wilmington & Balt.:							
Mortgage Loan, convertible		345,000	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866.....		400,000	6	April & Oct.	"	1876	95
Loan of 1867.....		1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):							
1st Mortgage, guaranteed.....		330,300	7	April & Oct.	Philadelphia.	1900	...
Pittsburg, Cin. & St. Louis (Pa.):							
Consol. Mortgage for $10,000,000.		6,212,000	7	Feb. & Aug.	Philadelphia.	1900	64½
1st Mort. (Steub & Ind.) conv..		3,000,000	6	monthly.	New York.	1884	72
1st Mort.(Ct.& New'k 33m)conv		775,000	7	Jan. & July.	Philadelphia.	1890	..
Pittsburg & Connellsville:							
1st Mortgage of 1868, tax free...		4,000,000	7	Jan. & July.	Baltimore.	1898	85
2d Mort. (Balt. Loan) of 1866...		1,000,000	6	" "	"	1886	65
1st Mort. (Turtle Cr. Div.10¼ m)		400,000	6	Feb. & Aug.	Pittsburg.	1889	...
Pittsburg, Ft. Wayne & Chicago:							
1st Mortgage (Series A).....		875,000	7	Jan. & July.	New York.	1912	104½
1st Mortgage (Series B).....		875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C).....		875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D).....		875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E).....		875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)		875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G).....		860,000	7	Jan. & July.	" "	1912	102
2d Mortgage (Series H).....		860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I).....		860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K).....		860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L).....		860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M).....		860,000	7	June & Dec.	" "	1912	....
3d Mortgage		2,000,000	7	April & Oct.	" "	1912	96½
Bridge (O. & P. R. R.) bonds...		153,000	7	May & Nov.	" "	1876	....
Construction bonds of Jan. 1,'70		100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:							
1st Mortgage for $3,600,000.....		.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:							
1st Mortgage gold, for $1,800,000		.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):							
1st Mort. (Maine Section) gold..		800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3.300,000		.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg(Vt.):							
1st Mortgage gold, for $2,300,000		.....	6*	May & Nov.	Boston.	1891	64½
Portland and Oxford Central:							
1st Mortgage of 1863		250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:							
1st Mort.(Portland Loan)skg fd		700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)		350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000		.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):							
1st Mortgage gold, skg fd.....		1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.		1,000,000	7*	" "	"	1889	....
Pougkeepsie and Eastern:							
1st Mort. gold, conv. & tax free..		800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:							
1st Mortgage.....		300,000	6	Jan. & July.	Providence.	18	....
Quincy, Alton and St. Louis:							
1st Mortgage gold.....		850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):							
1st Mortgage, guaranteed.....		500,000	7	May & Nov.	New York.	1890	80
Quincy & Warsaw (C. B. & Q.):							
1st Mortgage, guaranteed.....		800,000	8	Jan. & July.	Boston.	1890	99½
Reading and Columbia (P.& R.):							
1st Mortgage, guaranteed.....		850,000	7	March & Sept.	New York.	1892	....
2d Mortgage, guaranteed.....		350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:							
1st Mortgage.....		150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage.....		300,000	7	" "	"	1880	....
3d Mortgage.....		150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitch.).		400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)		500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)....		125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:							
Virginia State Loan, skg fund..		600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds.....		157,800	6	" "	"	1875	....
Consolidated Mortgage.....		1,722,000	6	May & Nov.	New York.	'78-'90	67½
Rich., Fredericksburg & Potomac							
Sterling Loan		97,777	6*	Jan. & July.	London.	1875	....
Dollar Loan		295,500	8	" "	Richmond.	1881	....
Dollar Loan		172,800	7	" "	"	1875	....
Richmond and Petersburg:							
1st Mortgage.....		130,500	7	June & Dec	Richmond	1878	....
1st Mortgage.....		175.000	8	April & Oct		....	

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,000	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,000	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20.000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	72½
Equipment Mortgage	500,000	8	March & Sept.	"	1880	75½
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,700	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	103
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	...
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	86
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	70
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	83¼
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 1st, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	96½
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	82½
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N. Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands).	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands.	6,000,000	7	— & —	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	— & —	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	90½
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500.000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold. endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1800	100
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	92
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.).						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	Jan. & July.		....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	500,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,200	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	64½
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	93
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,600	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,000,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,870	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,600,000	7	June & Dec.	New York.	1894	83
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	73
2d Mortgage (W. Div.) 117 m.	1,300,000	7	April & Oct.	" "	1886	49
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,466,000	7	May & Nov.	" "	1910	58
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	....
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,800	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar.	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	"	" "	1882	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	94
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M.(Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1893	91
1st Mort. (Quincy & Tol. 84 m)	500,000	7	May & Nov.	" "	1890	88
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	90½
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	78½
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	76
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	67
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	67
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	75
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	84½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	84
Income Mortgage	7,568,000	10	March & Sept.	" "	1874	80
Omaha Bridge B'ds, stg.£250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1890	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	98½
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	93
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	97½
Consolidated(mort.)Loan of 1839	5,000,000	6	May & Nov.	Philadelphia.	1889	101
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6			1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7			....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage		7			....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	16
2d Mortgage consolidated	1,500,000	7	" "	"	1891	2
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	60
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.		....	74
Equipment Mortgage	1,000,000	8	May & Nov.		'76-'77	65
Equipment Mortgage	1,000,000	8	" "		1889	65
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	102
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	298,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.&Lynch.	1873	....
Enlarged Mortgage	990,000	6	" "	" "	1884	....
4th Mortgage	846,000	8	March & Sept.	" "	1900	79
Registered Certificates	123.208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	78
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000		7	April & Oct.	New York.	1891	....
Watertown & Rome(R.W. & O.):						
Sinking Fund Bonds	700,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	104
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	518,400	....			....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	98½
2d Mort. " "	300,000	6	" "	"	1890	98½
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	91
2d Mortgage preferred	600,000	6	" "	"	1895	61
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	99
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	82½
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	83
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	96
Consolidated mort. Apr. 1, 1869	1,000,000	7	April & Oct.	"	1899	103½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	65
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	90
2d Mortgage coupon or regis	723,600	7	Jan. & July.	"	1902	79
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	80
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm		7*	Jan. & July.	Boston.	1901	75½
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	90
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	107
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	90½
Delaware and Hudson:						
1st Mortgage reg. — 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage reg. — 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	104
1st Mortgage reg. — 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	107
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	97
Mortgage Loan reg	2,0(0,000	6	F. M. A. & N.	"	1897	97
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	95½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	102
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	68
Monongahela Navigation:						
1st Mortgage	108,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	5	April & Oct.	Philadelphia.	1876	101½
2d Mortgage	285,000	6	" "	"	1876	96
Boat Loan, sinking fund	236,966	7	" "	"	1855	100½
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	68
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1878	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'62-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	77
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	260,000	6	May & Nov.	"	1870	75
Boat and Car Loan	766,650	6	" "	"	1888	77
Boat and Car Loan	628,100	7	" "	"	1889	88
Coupon Bonds	1,079,000	6	Jan. & July.	"	1896	76
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1884	74
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1884	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1876	....
2d Mortgage	298,000	6	May & Nov.	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State and Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line. M.	Branch Line. M.	2d Track and Sidings. M.	Railroad in progress. M.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad. $	Rolling Stock. $	Assets. $	Accounts and Cash. $	Liabilities. Stocks. $	Bonds. $	Accounts. $	Surplus Income. $	Railroad Operated. M.	Operations. Trains Moved. M.	Passengers. Number.	Freight. Tons.	Earnings. Gross. $	Net $	Dividends. pc.	Value of Shares. Par. $	Market. pc.
Sept. 30, 1873	60.0	—	2.5	125.0	3	4	3	56	Adirondac.....New York	3,113,515	*	3,543,241	.....	3,763,000	930,000	1,963,756	—	60.0	71,936	29,902	30,012	160,425	22,801	—	100	....
Sept. 30, 1873	81.3	—	5.8	—	13	10	2	113	Alabama Central ¶.....Alabama.	3,600,000	*	—	—	2,000,000	1,600,000	.....	—	92.8	.....	.....	.....	350,000	95,000	—	100	....
Dec. 31, 1873	296.0	—	14.8	—	20	20	5	600	Alabama and Chattanooga.....Alabama.	10,500,000	—	—	—	2,700,000	8,500,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1873	142.0	—	165.7	—	68	33	12	1,890	Albany and Susq. ¶(D. & H.)..New York.	10,317,910	*	—	—	5,000,000	4,621,000	706,519	.....	142.0	810,519	371,410	631,917	1,672,319	410,877	7	100	95
Dec. 31, 1873	132.0	130.5	16.7	—	73	29	10	1,969	Allegheny Valley¶.....Pennsylvania.	12 332,709	*	.....	.....	2,256,400	7,434,000	1,280,691	—	132.0	.....	861,239	1,778,638	2,628,471	784,026	—	100	....
Oct. 31, 1873	4.5	—	0.3	31.3	—	—	—	—	Allentown (P. & R.).....Pennsylvania.	1,078,439	—	—	—	568,744	—	649,132	—	—	—	—	—	—	—	—	50	....
Dec. 31, 1873	99.0	—	3.7	—	13	3	*	96	Arkansas Branch (St. L. & Iron Mt.).Mo.	5,351,250	*	19,971	66,432	2,499,000	2,500,000	438,659	—	99.0	153,190	.....	.....	259,293	98,598	—	50	....
Dec. 31, 1873	62.5	—	6.9	—	—	—	—	—	Ash'ab. Youngst'wn & Pitts. (Pa. Co.).O.	3,300,000	—	—	—	1,800,000	1,500,000	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	160.0	—	10.0	—	.....	.....	.....	.....	Atchison and Nebraska.....Kan. & Neb.	7,500,000	*	.....	.....	3,750,000	3,750,000	.....	—	150.0	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1873	469.3	27.5	30.9	—	38	22	7	778	Atchison, Topeka & Santa Fe....Kansas.	20,598 238	1,214,307	1,481,420	1,023,087	8,615,000	10,096,500	3,814,785	222,545	282.9	.....	.....	.....	1,172,013	423,803	—	100	10½
Feb. 28, 1874	266.5	—	9.7	—	10	8	3	161	Atlanta & Rich'd Air Line ¶.Ga.N.C.&SC.	11.748,000	*	—	—	7,500,000	4,248,000	.....	—	192.0	.....	.....	.....	.....	.....	—	100	....
June 30, 1873	81.0	—	4.0	—	19	7	6	165	Atlanta and West Point .....Georgia.	1,197,715	*	—	—	1,232,200	102,500	24,257	58,865	87.0	.....	62,987	86,592	399,344	100,161	8	100	....
June 30, 1873	387.5	34.8	161.0	—	190	41	25	2,911	Atlantic and Great West.N.Y. Penn.& O.	78,718,992	*	8,445,000	.....	24,358 300	62,800,692	2,899,401	—	604.8	5,111,452	957,942	2,605,088	5,456,896	1,886,922	—	100	....
Dec. 31, 1873	236.0	109.0	15.6	162.0	26	19	10	424	Atlantic and Gulf ¶.....Georgia.	7,717,971	*	—	—	3,479,677	3,526,700	353,429	—	345.6	683,918	97,227	.....	1,005,947	267,886	—	100	....
Sept. 30, 1873	406.0	20.0	40 0	100.0	84	29	20	1,015	Atlantic, Mississippi and Ohio¶..Virginia.	19,038,905	*	9,167,335	1,215,021	6,921,900	14,183,000	5,860,427	2,435,934	428.0	1,498,803	245,629	627,639	2,193,757	914,035	—	100	....
Dec. 31, 1873	95.0	—	9.0	—	9	12	6	78	Atlantic and North Carolina ¶..N.Carolina.	2,200,000	—	.....	.....	1,600,000	200,000	.....	—	95.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	328.0	4.0	32.8	—	135	74	34	2,842	*Atlantic and Pacific* ¶.Missouri & Ind.Ter.	36,572,728	*	4,135,500	141,411	19,760,300	16,792,438	1,577,522	.....	814.7	.....	.....	.....	5,629,102	2,218,876	—	100	....
Dec. 31, 1873	149.5	1.5	16.9	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	—	—	4,368,800	3,484,000	.....	—	—	—	—	—	—	174,752	4	100	....
Nov. 30, 1873	53.0	—	4.8	—	—	—	—	—	Augusta and Savannah (C. of Ga.)....Ga.	1,032,200	—	—	—	733,700	129,000	.....	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1873	51.2	2.5	5.5	—	—	—	—	—	Bald Eagle Valley .....Pennsylvania.	1,05 0,000	—	10,000	—	550,000	454,900	.....	—	—	—	—	—	—	81,222	7	50	....
Sept. 30, 1873	379.6	42.8	439.0	—	478	205	56	10292	Baltimore and Ohio ¶ ....Md. & W. Va.	38,975,584	16,683,286	18,857,395	2,926,766	16,719,862	19,866,783	822,298	29,083,131	497.4	10,292,250	.....	.....	12,252,844	4,099,043	10	100	169½
Sept. 30, 1873	103.5	—	11.4	—	—	—	—	—	Washington Branch ¶ .....Maryland.	10,000,000	—	—	—	5,680,685	—	—	—	103.5	—	—	—	947,729	116,067	10	—	175
Sept. 30, 1873	30.0	—	41.6	—	—	—	—	—	Parkersburg Branch.. ....W. Virginia.	1,650,000	—	—	757,652	1,650,000	20,000	—	787,653	30.0	—	.....	.....	440,775	284,014	—	100	6½
Dec. 31, 1873	63.0	—	3.2	—	—	—	—	—	Baltimore, Pittsburg and Chicago.....O.	3,000,000	—	—	—	500,000	2,500,000	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	73.1	19.2	6.1	—	26	47	8	319	Baltimore and Potomac.....Maryland.	8,138,010	654,991	.....	116,915	3,503,900	4,500,000	884,837	19,180	43.0	.....	.....	.....	281,537	70	—	100	....
Dec. 31, 1873	48.2	—	2.5	—	4	2	2	68	Bangor and Piscataquis ¶.....Me.	1,207,202	110,200	.....	6,257	357,870	922,000	43,789	—	48.2	64,758	36,450	29,698	113,746	30,441	—	100	....
Oct. 31, 1873	16.0	—	6.0	—	5	2	1	367	Barclay (Towanda Coal Co.).....Pa.	1,200,000	—	—	—	1,000,000	79,000	—	—	16.0	58,668	25,347	344,908	996	Loss.	7	50	....
Dec. 31, 1873	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake (Me. C.).Me.	900,000	—	—	—	750,000	150,000	7,000	—	—	—	—	—	—	36,000	—	50	....
Dec. 31, 1873	54.0	—	13.0	76.0	—	—	—	—	Bellville and Southern Illinois .....Ill.	2,780,000	—	—	—	1,680,000	1,100,000	.....	—	—	—	—	—	—	40 p.c.	—	100	....
Dec. 31, 1873	67.0	—	6.7	—	—	—	—	—	Belvidere Delaware (Penn. R. R.)...N. J.	4,034,829	—	—	571,587	995,800	2,244,500	1,238,888	—	80.0	—	297,163	1,444,573	1,148,223	153,700	—	100	....
Sept. 30, 1873	22 0	—	2.0	—	—	—	—	—	Berkshire (Housatonic) .....Mass.	600,000	—	6,000	7,600	600,000	—	7,245	6,355	—	—	—	—	—	42,610	35,407	7	100	....
Sept. 30, 1873	201.8	48.0	324.7	—	231	183	52	5,051	Boston and Albany.... Mass. & N. York.	21,876,749	4,453,046	2,316,185	1,067,840	19,884,100	4,319,000	2,266,820	3,263,900	283.9	5,661,554	5,757,624	2,884,520	9,798,033	2,199,873	10	100	138½
Sept. 30, 1873	26.2	—	2.1	9.8	5	6	2	83	Boston, Barre and Gardner.....Mass.	915,537	141,655	40,118	65,899	826,627	4,400	319,018	13,169	26.2	87,304	116,088	29,340	97,046	16,511	—	100	....
Sept. 30, 1873	41.4	1.5	12.2	—	23	24	13	511	Boston, Clinton and Fitchburg .....Mass.	1,379,111	715,820	259,288	110,779	872,600	1,249,600	224,162	118,686	90.2	489,497	487,274	407,072	677,439	116,978	—	100	....
Mar. 31, 1873	93.5	66.9	11.0	—	24	25	20	529	Boston, Concord and Montreal .....N. H.	2,850,000	—	316,429	229,630	1,800,000	1,050,000	29,603	516,466	150.4	.....	171,511	92,187	670,349	131,715	—	100	....
Sept. 30, 1873	26.8	16.0	45.7	—	40	62	*	953	Boston and Lowell.....Mass.	2,476,831	343,634	2,508,971	799,188	2,493,000	1,199,500	1,338,660	597,464	125.5	826,231	2,086,979	605,617	1,464,942	387,116	8	500	100
Sept. 30, 1873	115.5	8.5	100.6	—	69	149	*	1,636	Boston and Maine.....Mass., N. H. & Me.	8,817,444	1,335,401	820,083	114,822	6,921,274	2,857,199	305,039	1,342,229	189.5	1,458,963	5,008,074	542,004	2,300,094	680,566	8	100	112
Sept. 30, 1873	44.0	18.6	66.0	—	41	71	11	627	Boston and Providence.....Mass. & R. I.	3,742,515	207,400	1,567,441	219,169	3,960,000	500,000	856,488	430,027	66.5	816,554	3,741,580	827,575	1,822,108	428,842	10	100	149
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany¶.....Georgia.	10,548,000	*	(Sold Oct. 15 1873.)		—	5,980,000	.....	—	172.0	(Operated by Receiver—No returns.)			.....	.....	—	100	....
Sept. 30, 1873	25.5	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,000	—	44,080	.....	2,286,000	583,000	.....	—	—	—	—	—	—	40,600	—	100	....
Sept. 30, 1873	43.2	—	6.8	50.0	8	7	3	72	Buff., Corry and Pittsb.... N. Y. & Penn.	1,561,930	*	.....	.....	500,000	1,000,000	350,000	—	43.2	1,343,729	65,542	109,325	169,989	Loss.	—	100	....
Sept. 30, 1873	141.5	—	13.7	—	—	—	—	—	Buffalo, New York & Erie....N.Y.& Penn.	3,339,000	—	.....	.....	950,000	2,380,000	.....	—	—	—	—	—	—	233,100	7	100	....
Oct. 31, 1873	120.6	—	13.6	—	18	13	4	604	Buff., New York & Phila.N.Y. & Penn.	4,621,324	784,607	305,000	.....	1,615,060	2,577,500	1,233,944	—	120.6	261,900	234,760	158,836	398,763	48,546	—	100	....
Dec. 31, 1873	371.0	31.0	23.1	—	28	22	9	702	Burl., Cedar Rapids and Minnesota..Iowa.	16,200,000	*	—	—	5,510,000	8,265,000	1,973,197	—	402.0	.....	.....	.....	1,078,310	301,306	—	500	....
Dec. 31, 1873	190.7	48.6	20.8	—	14	12	7	314	Burlington and Missouri River.....Neb.	7,300,000	500,000	476,856	145,904	853,780	7,277,943	118,228	278,126	239.3	392,234	81,217	126,120	628,429	284,214	—	100	55½
Dec. 31, 1873	180.0	20.0	10.9	40.0	8	7	4	218	Burlington and Southwestern..Iowa & Mo.	6,102,510	601,315	.....	.....	1,976,819	3,820,000	729,954	—	150.0	.....	.....	.....	362,719	Loss.	—	100	....
Dec. 31, 1873	71.0	—	2.1	—	4	6	*	50	Cairo, Arkansas and Texas.....Mo.	3,500,000	*	.....	.....	2,000,000	1,500,000	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	301.0	—	19.7	—	27	17	8	710	*Cairo and Fulton*.....Arkansas.	20,000,000	*	.....	.....	12,000,000	8,000,000	.....	—	202.0	—	—	—	—	—	—	100	....
Jun. 30, 1873	53.4	0.6	3.3	15.6	8	4	*	292	Cairo and St Louis (narrow).....Ill	2,978,000	*	.....	.....	478,000	2,500,000	.....	—	54.0	31,780	10,221	5,000	18,286	15weeks	—	100	....
Jun. 30, 1873	156.6	—	7.8	—	10	8	4	161	Cairo and Vincennes.....Illinois.	6,935,400	—	—	125,236	3,503,636	3,500,000	57,000	—	156.6	113,557	8,418	21,824	72,234	.....	—	100	....
Dec. 31, 1873	60.0	7.0	6.1	—	9	52	9	119	Camden and Atlantic.....New Jersey.	1,842,838	458,692	143,921	42,366	1,215,869	1,076,151	107,096	88,702	.....	216,246	463,708	104,541	508,996	210,587	—	50	72
Dec. 31, 1873	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	381,925	350,000	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	41.8	—	5.1	—	3	12	—	—	Cape May and Millville (W. N. Jer.).N.J.	979,282	—	—	—	500,000	400,000	79,282	—	—	—	—	—	—	45,416	6	100	....
June 30, 1873	18.0	0.5	1.2	—	.....	.....	.....	.....	Carbondale and Shawneetown....Illinois.	550.000	*	—	—	350,000	200,000	.....	—	—	—	—	—	—	60,000	6	100	....
Dec. 31, 1873	94.0	4.5	19.8	—	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,126,500	—	.....	.....	4,359,500	1,740,350	.....	—	—	—	—	—	—	—	—	100	....
Sept. 30, 1873	34.6	—	6.0	—	—	—	—	—	Cayuga & Susquehanna(D.L.&W.)..N.Y.	589,110	—	—	—	589,110	—	—	—	98.5	—	—	—	.....	190,000	—	50	30½
Dec. 31, 1873	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	—	—	—	—	—	—	—	53,020	9	100	....
Dec. 31, 1873	271.6	2.5	27.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C.&N.W.).Ia.	11,234,000	—	—	—	7,620,000	3,614,000	—	—	—	—	—	—	—	113,676	—	100	....
Nov. 30, 1873	294.5	—	42.9	—	108	84	60	1,584	Central of Georgia.....Georgia.	7,500,000	*	1,904,144	5,141,594	7,500,000	3,116,000	3,817,580	112,208	708.5	.....	131,404	.....	137,052	562,972	—	100	....
Dec. 31, 1873	189.0	—	16.9	29.3	26	10	8	512	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000,000	4,625,000	950,000	—	189.6	.....	.....	.....	562,972	562,972	3	100	....
Dec. 31, 1873	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey.....New Jersey.	15,293,003	2,796,445	18,000,000	.....	20,000,000	9,386,700	6,729,046	—	80.7	.....	.....	.....	3,489,398	379,388	—	100	....
Dec. 31, 1873	137.1	—	31.7	—	37	41	*	1,363	Central Ohio (B. & O.).....Ohio.	5,349,500	*	—	—	2,849,500	2,500,000	—	—	137.2	.....	.....	.....	656,104	139,589	—	100	....
Dec. 31, 1873	822.9	335.6	110.4	208.0	200	.....	.....	.....	*Central Pacific*¶.....Cal. Nev. & Utah.	139,746,311	*	38,479,100	2,860,884	54,275,500	.....	.....	—	1,156.5	.....	.....	.....	5,360,013	2,507,253	8	100	102½
May 31, 1873	118.0	—	108.0	—	170	125	51	5,189	Central Vermont.....Vt.	11,500,000	*	.....	.....	5,000,000	6,500,000	.....	—	773.0	.....	.....	.....	1,046,435	365,482	6	50	82
June 30, 1873	100.0	—	15 0	100.0	6	6	3	123	*Central Br. of Union Pacific*.....Kan.	3,723,700	*	—	—	980,600	3,200,000	503,058	—	100.0	.....	.....	.....	13,871,090	8,281,650	3	100	....
Dec. 31, 1873	196 0	—	12.0	—	21	10	12	221	Charlotte, Columbia & Augusta....S.Car.	5,017,880	*	97,954	112,353	2,578,000	1,300,000	681,088	669,106	195.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	22 8	—	2.5	—	—	—	—	—	Chartiers (Penn.).....Pennsylvania.	1,128,690	—	.....	.....	604,110	500,000	4,298	—	100.0	.....	.....	.....	119,663	.....	—	100	....
Sept. 30, 1873	17.4	—	3.3	—	—	—	—	—	Chemung (N. Central).....New York.	400,000	—	—	—	380,000	—	—	—	22.8	39,119	107,209	214,612	61,293	18,029	—	50	....
Sept. 30, 1873	20.9	—	0.9	—	—	—	—	—	Cherry V. Shar.& Alb.(D.& H.Can.)N.Y.	600,000	—	—	—	281,350	307,000	21,000	—	—	—	—	—	—	30,000	6	100	....
Sept. 30, 1873	421.0	9.3	21.5	58.5	70	34	18	2,261	Chesapeake and Ohio.....Va. & W. Va.	41,137,773	*	3,738,067	450,682	15,898,408	22,026,500	7,405,620	—	421.0	1,087,217	220,801	248,226	1,210,509	330,809	—	100	....
Sept. 30, 1873	53.6	—	11.9	—	28	22	10	419	Cheshire.....N. H. & Mass.	2,362,707	326,600	331,259	127,564	2,158,300	808,400	27,238	159,193	88.1	663,014	198,517	456,358	849,086	1,877,575	5	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. X.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Jun. 30, 1873	111.0	—	5.5	—	8	6	4	310	Gilman, Clinton & Springfield.....Illinois.	4,056,167	380,630	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	.....	109,568	237,006	(Deficit)	—	100	....
Sept. 30, 1873	14.8	....	0.6	—	—	—	—	—	Goshen and Deckertown(Erie).New York.	290,901	.....	.....	.....	105,000	246,500	22,108	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	299.3	26.0	19.9	—	34	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	10,168,975	*	.....	.....	2,681,475	7,482,500	.....	.....	.....	.....	.....	.....	.....	21,500	—	100	....
Dec. 31, 1873	36.0	—	3.5	—	5	3	2	225	Grand Rapids, Newago & L. Shore.Mich.	143,372	216,626	.....	.....	352,150	576,000	188,163	.....	36.0	.....	.....	.....	.....	144,600	5	100	....
May 31, 1873	94.0	—	6.2	—	—	—	—	—	Grand River Valley (M. C.).....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	.....	.....	.....	.....	132,772	63,248	—	100	....
Jun. 30, 1873	24.2	—	6.8	—	6	2	1	345	Grand Tower and Carbondale.....Ill.	621,960	*	(Owned	by G. T.	Min. Man	uf. & Tra	ns. Co. B	ankrupt.)	24.2	.....	.....	277,640	65,213	(Deficit)	—	100	....
Dec. 31, 1873	929.0	—	379.0	—	422	274	84	5,575	Grand Trunk ¶.....Canada.	145,063,770	*	.....	3,600,085	54,942,945	93,720,911	.....	.....	1,383.0	7,088,594	1,834,945	1,608,584	9,799,486	603,905	—	100	....
Jan. 31, 1873	229.0	241.8	94.8	—	177	146	39	2,929	Great Western ¶.....Canada.	29,137,596	*	4,804,078	541,793	23,667,4	7	10 716,000	.....	470.8	4,416,442	1,017,803	1,337,289	5,732,867	2,203,120	3½	100	....
Mar. 31, 1874	66.0	—	4.0	—	5	3	2	65	Gulf, Western Texas and Pacific¶..Texas	1,492,000	*	.....	.....	500,000	90,000	.....	.....	66 0	.....	.....	.....	289,768	134,979	—	100	....
Jun. 30, 1873	46.0	6.0	2.8	—	—	—	—	—	Hannibal and Naples (T. W. & W.)...Ill.	1,357,000	.....	.....	.....	457,000	900,000	.....	.....	52.0	721,908	.....	78,900	116,170	(Deficit)	—	100	....
Aug. 31, 1872	206.0	93.5	29.2	81.0	79	61	62	1,592	*Hannibal and St. Joseph* ¶.....Missouri.	23,297,728	*	821,792	.....	14,250,828	9,146,900	.....	.....	274.5	1,648,638	320,838	415,563	2,484,671	670,530	—	100	25
Oct. 31, 1873	36.0	—	18.0	—	—	—	—	—	Harrisburg and Lancaster (Pa.).....Pa.	1,882,530	*	.....	.....	1,182,550	700,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1873	122.4	0.8	18.0	70.0	30	36	16	338	Hartford, Prov. & Fishkill ¶....Ct & R. I.	4,704,866	*	277,087	.....	2,037,940	2,055,500	600,000	.....	133.5	.....	1,306,389	298,558	1,064,940	124,778	7	50	....
Sept. 30, 1873	74.0	—	7.0	—	17	16	8	389	Housatonic .....Connecticut.	2,014,871	340,687	.....	.....	2,000,000	541,000	313,981	.....	127 8	264,881	167,628	221,100	454,963	175,132	—	100	....
Dec. 31, 1873	45.0	13.8	15.7	—	23	6	*	116	Huntingdon and Broad Top Mt.....Penn.	4,169,956	*	616,500	78,198	1,870,000	2,161,500	833,153	.....	58.8	.....	71,869	617,237	431,107	190,004	—	50	14
Dec. 31, 1873	705.5	—	134.6	—	197	119	47	4,650	*Illinois Central* .....Illinois.	34,726,588	*	779,127	1,608,794	27,250,000	5,339,000	.....	4,526,009	1,108.9	5,861,325	1,478,507	1,121,353	8,268,325	2,860,741	10	100	95
Jun. 30, 1873	14.5	—	6.0	—	4	3	1	156	Illinois and St. Louis.....Illinois.	1,549,757	*	.....	144,803	1,361,100	.....	262,895	70,565	14.5	48,975	.....	.....	124,437	10,780	—	100	....
Jun. 30, 1873	84.9	—	2.6	67.1	6	4	6	250	Indiana and Illinois Central....Ind. & Ill.	3,293,605	312,797	351,448	.....	1,896,000	1,079,000	739,250	.....	84.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1873	202.5	—	26.8	217.0	65	23	13	1,310	Ind., Bloomington & Western...Ind. & Ill.	13,440 785	*	.....	.....	5,003,700	6,500,000	72,426	.....	210.9	1,634,198	.....	404,336	2,097,528	690,909	—	100	....
Dec. 31, 1873	72.0	—	16.2	—	55	34	16	1,352	Indianapolis and St Louis.....Illinois.	4,095,227	*	801,690	.....	600,000	3,378,000	918,918	.....	265.0	.....	.....	.....	2,097,528	690,909	—	100	....
Dec. 31, 1873	117.0	—	18.5	—	8	7	3	197	Indianapolis and Vincennes (Penn.)..Ill.	4,452,729	195,125	.....	86,937	1,402,000	3,150,000	453,296	.....	117.0	.....	.....	.....	253,784	62,187	—	100	....
Nov. 30, 1873	383.0	18.0	20.5	150.0	40	23	6	687	International & Great Northern ¶....Tex	16,014,000	*	.....	.....	5,500,000	10,514,000	.....	.....	341.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	183.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City* (Ill. C.).....Ia.	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	.....	.....	.....	107,636	1,066,246	530,035	—	100	....
May 31, 1873	68.8	—	3.5	—	—	—	—	—	Iowa Midland (C. & N. W.).....Iowa.	2,207,719	*	1,292,281	246 228	44,947	1,350,000	320,428	.....	68.8	.....	.....	.....	433,907	151,867	6	100	....
Sept. 30, 1873	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,275,472	*	.....	.....	494,162	600,000	188,114	.....	35.6	127,238	24,401	158,125	84,781	1,980	—	100	....
May 31, 1873	212.0	—	7.9	—	—	—	—	—	*Jackson, Lansing and Saginaw*...Michigan.	7,000,000	.....	.....	.....	2,000,000	5,000,000	.....	.....	.....	.....	.....	.....	152.308	70,501	—	100	....
Jun. 30, 1873	30.7	—	2.1	94.3	2	1	2	27	Jacksonville (N. W. & S. E.).....Ill.	923,200	*	.....	.....	313,200	610,000	.....	.....	30.7	.....	.....	.....	.....	470,000	3½	100	....
Dec. 31, 1873	151.2	25.1	9.7	119.0	14	6	4	155	*Jacksonville, Pensacola and Mobile* ¶...Fla.	6,000,000	*	.....	.....	6,000,000	4,000,000	.....	.....	215.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	51.1	1.5	16.2	—	—	—	—	—	Jamestown and Franklin (L.S.& M.S.)Pa.	2,616,743	.....	.....	.....	606,000	1,000,000	964,743	.....	51.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	36.5	9.0	8.6	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	5,237,978	.....	.....	.....	2,095,700	2,300,000	942,978	.....	.....	.....	.....	.....	.....	113,186	—	50	....
Dec. 31, 1873	110.0	110.0	36.7	—	45	56	*	987	Jeffersonville, Madison and Ind..Indiana.	6,392,316	*	1,239,310	.....	2,900,000	4,871,000	760,617	.....	226.0	.....	.....	.....	.....	225.000	—	50	....
Dec. 31, 1873	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	.....	164,000	.....	1,500,000	500,000	.....	.....	.....	.....	.....	.....	1,379,791	446,200	7	100	....
May 31, 1874	44.0	—	8.2	—	—	—	—	—	Joliet and N. Indiana (M. C.)..Ill. & Ind.	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	.....	.....	.....	.....	.....	163,127	7	100	....
Dec. 31, 1873	57.6	—	6.7	—	—	—	—	—	K'm'zoo, Allg'n & G.Rap.(LS&MS).Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	.....	.....	.....	.....	.....	88,000	8	100	....
Dec. 31, 1872	56.0	—	1.7	491.5	3	2	2	89	Kansas Central (3 ft.).....Kas.	755,225	75,765	394,953	.....	840,000	.....	.....	.....	.....	.....	.....	.....	.....	103,800	6	100	....
Mar. 31, 1874	200.2	60.0	15.2	—	21	17	17	268	Kansas City, St. Joseph & Co. Bl. Mo.& Ia.	8,567,729	1,003,410	.....	634,775	2,789,414	6,826,500	.....	.....	260.7	(Returns for 1872–'73.)	.....	.....	1,237,813	418,213	—	100	....
Dec 31, 1873	31.9	—	1.8	—	—	—	—	—	Kansas City & Santa Fe (L.L. & G.).Kan.	.....	.....	.....	.....	720,000	720,000	.....	.....	31.9	(Refused.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	639.0	34.0	48.0	—	88	55	*	1,163	Kansas Pacific.....Kansas & Col.	35,219,618	*	3,722,901	.....	9,689,950	26,015,600	2,917,359	.....	639.0	.....	.....	.....	3,563,299	1,446,300	—	100	....
Dec. 31, 1873	99.0	—	11.2	—	17	15	6	312	Kentucky Central.....Ky.	.....	.....	.....	.....	.....	1,081,000	.....	.....	99.0	(All refused.)	.....	.....	.....	.....	—	100	....
Mar. 31 1874	162 0	—	14.0	—	16	10	5	289	Keokuk and Des Moines .....Iowa.	6,078,320	*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	49.0	—	2.4	—	5	11	3	58	Knox and Lincoln .....Maine.	2,707,573	*	72,900	11.762	3,924,600	2,153,720	.....	.....	162.0	(Re-organized Ja	nuary 1, 1	874.)	.....	.....	—	100	....
May 31, 1873	29.0	—	3.0	—	—	—	—	—	La Crosse, Tremp. & Pres. (C.&NW)Wis.	1,386,540	.....	.....	5,322	363,335	2,395,000	84.000	.....	49.0	96,715	91,795	13,392	141,720	68.082	—	100	....
Jun. 30, 1873	80.0	—	3.5	—	—	—	—	—	Laf., Bloom'ton & Miss. (T.W.&W.)..Ill.	2,300,000	.....	.....	.....	990	1,000,000	390,872	.....	29.0	.....	.....	.....	230,551	165,777	—	100	....
Dec. 31, 1873	36.0	—	1.9	79.0	—	—	—	—	Laf., Muncie & Bloom'ton(T.W.&W.).Ill.	.....	.....	.....	.....	1,000,000	1,300,000	.....	.....	80.0	199,672	.....	100,965	157,131	34,926	—	100	....
Jun. 30, 1873	67.5	—	4.0	112.5	6	3	3	83	Lake Erie and Louisville.....Ohio.	2,427,782	*	82,603	22,032	1,115,350	890,000	510,906	16,511	67.5	77,806	48,681	40,676	90,068	21,751	—	100	....
Sept. 30, 1873	201	6.0	5.4	83.7	6	8	2	201	Lake Ontario Shore Line.....New York.	2,792,081	*	.....	.....	1,857,106	1,438,200	268,769	.....	57.3	50.128	69,122	37,234	55,785	2,082	—	100	....
Sept. 30, 1873	510.4	493.6	61.5	—	462	171	82	9,843	Lake Shore & Mich. S.N.Y.P.O. Ind.& Ill.	63,495,167	13,589 689	8,561,486	4,174 756	50,000,000	31,195,000	6,654,322	1,428,675	1,154.0	15,421,103	2,145,163	5,511,918	19,414,509	5,667,911	4	100	74
Jun. 30, 1873	92.4	8.0	12.9	—	9	8	*	200	Lake Shore and Tuscarawas Valley..Ohio.	4,248,158	223,274	.....	53,125	1,981,915	2,300,000	231,890	10,752	75.4	.....	60,863	111,409	128,669	7,011	—	100	....
Aug. 31, 1873	156.0	—	13.4	—	11	10	4	343	Lake Superior and Mississippi.....Minn.	7,081,000	.....	.....	.....	5,125,000	7,647,000	15,000	.....	211.0	.....	81,559	.....	484,811	.....	—	100	....
Dec. 31, 1873	17.8	3.0	12.2	—	—	—	—	—	Lawrence (P. F. W. & C.) .....Pa.	715,128	.....	39,548	.....	380,200	355,000	9,458	.....	20.8	.....	.....	.....	189,382	75,758	10	100	....
Dec. 31, 1873	21.5	—	2.2	—	—	—	—	—	Leav'worth, Atchison & Nthw. (Pac.).Ks.	1,000,000	.....	.....	.....	500,500	500,000	.....	.....	.....	.....	.....	.....	.....	42,000	—	100	....
Apr. 30, 1873	144.1	1.8	9.2	—	20	14	9	255	*Leavenworth, Lawrence & Galveston* ...Ks.	5,378,157	604,364	5,560,061	125,119	5,000,000	5,800,000	867,695	.....	208.6	.....	.....	.....	479,756	86,668	—	100	....
Dec. 31, 1873	15.0	—	1.5	21.0	—	—	—	—	Lehigh and Lackawanna (L. & S.)....Pa.	675,100	.....	.....	.....	375,100	300,000	.....	.....	15.0	.....	20,675	44,107	42 387	13,676	—	50	....
Dec. 31, 1873	105.0	32.3	100.0	—	92	14	12	7,762	Lehigh and Susquehanna (C. of N. J.).Pa.	12 757,395	*	.....	(Owned	by Lehig	h Coal &	Nav. C	ompany.)	174.0	1,924,045	511,501	3,403,372	3,447,817	2,106,566	10	50	....
Nov. 30, 1873	101.0	132.4	228.7	—	194	44	29	9,726	Lehigh Valley.....Pa.	19,750,425	*	15,384,664	.....	23,222,446	10,875,000	1,837,643	.....	238.4	.....	1,096,820	6,373,196	7,424,895	3,540,035	10	50	122
Dec. 31, 1873	120.0	76.0	63.5	—	53	38	24	659	Little Miami & Col. Xenia (P.C.&S.L.)O.	6,789,473	*	260,964	44,910	4,608,250	1,590,000	.....	.....	196.0	.....	.....	.....	1,401,548	162,018	8	100	....
Dec. 31, 1873	100.0	—	2.0	60.0	7	4	1	60	*Little Rock and Fort Smith* ¶.....Ark.	9,350,000	*	.....	.....	4,675,000	4,675,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Apr. 30, 1874	70.0	....	....	50.0	2	1	1	12	Little Rock, Pine Bluff & N. O. ¶ (nar.)Pa.	1,400,000	*	.....	.....	700,000	700,000	.....	.....	.....	.....	.....	.....	90,880	Loss.	—	100	....
Nov. 30, 1873	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill (P. & R.).....	1,416,188	.....	10,000	.....	2,646,100	747,500	.....	.....	....	(Operations not reported.)	.....	.....	.....	.....	—	100	....
May 31, 1873	93.0	2.0	5.0	—	9	5	3	245	Loganesport, Crawfordsville & S. W...Ind.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	.....	.....	.....	.....	214,839	209,669	7	50	94
Dec. 31, 1873	9.0	—	—	—	—	—	—	—	Long Branch and Sea Shore (S.N.J.)..N. J.	398,863	.....	.....	.....	171,800	200,000	.....	.....	118.0	(Operations not reported.)	.....	.....	.....	.....	—	100	....
Sept. 30, 1873	94.0	64.0	17.1	—	22	48	9	249	Long Island ¶.....N. Y.	5,226,902	*	.....	.....	3,300,000	1,500,000	205,000	.....	.....	.....	.....	.....	.....	12.000	—	100	....
Dec. 31, 1873	101.1	—	9.2	—	—	—	—	—	Louisiana & Missouri River(C.& A.)..Mo.	5,902,440	.....	.....	.....	1,516,500	1,516,500	1,588,343	.....	158.0	.....	.....	.....	895,716	473,159	4	100	....
July 1, 1873	93 5	81.4	23.1	23.0	42	26	13	879	Louisville, Cincinnati and Lexington..Ky.	7,981,305	*	.....	.....	2,474,483	4,234,519	1,709,147	.....	.....	.....	.....	.....	.....	138,370	—	100	....
Dec. 31, 1873	288.0	—	17.0	—	36	15	10	479	Louisv., New Albany and Chicago...Ind.	(nominal.)	.....	.....	.....	3,000,000	.....	.....	.....	174.9	.....	.....	.....	1,210,382	301,719	—	100	....
Dec. 31, 1873	31.0	—	2.1	124.0	3	1	—	14	Louisv., N. Alb. & St. L. A. L..Ind.& Ill.	2,549,222	44,105	242,677	.....	1,568,073	780,000	184,517	.....	288.0	(No returns furnished.)	.....	.....	.....	.....	—	100	....
Jun. 30, 1873	183.0	420.8	59.4	—	123	97	*	1,659	Louisv., Nashv. & Gt. So. ¶..Ky. & Tenn.	22,046,339	*	8,253,416	595,765	8,981,439	14,520,500	5,211,942	1,781,627	31.0	.....	.....	.....	11,764	917	—	100	....
Sept. 30, 1873	12.4	—	2.3	—	—	—	—	—	Lowell and Lawrence (B. & L.)....Mass.	363,158	.....	.....	13,032	200,000	54,700	10,532	110,768	605 8	.....	.....	.....	4,909,426	1,411,123	7	100	....
Mar. 31, 1873	78.0	—	3.9	—	—	—	—	—	Macon and Augusta (Ga.).....Ga.	2,506,170	.....	.....	.....	1,631 900	770,000	104,270	.....	78.0	.....	.....	.....	21.786	18,815	6	100	....
Dec. 31, 1873	187.0	10.0	5.5	—	12	19	4	170	Macon and Brunswick ¶.....Ga.	5,750,000	*	.....	.....	3,500,000	2,250,000	.....	.....	197.0	.....	.....	.....	120,758	7.491	—	100	....
Jun. 30, 1873	38.0	—	6.0	—	—	—	—	—	Mahoning Coal (L. S. & M. S.).....Ohio.	2,199,833	.....	.....	.....	1,075,000	1,075,000	98,179	.....	.....	.....	.....	.....	437,298	148,333	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in *Italics*. State and Railroads are distinguished by a "†."

Years ending	Railroad. Main Line.	Branch Line.	Sidings.	2d Track and	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.							$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	pc.
Dec. 31, 1873	554.9	69.0	554.9	—	678	385	128	17569	Pennsylvania.....Pennsylvania	48,571,802	*	97,782,280	4,371,448	68,144,475	43,145,785	23,592,815	6,842,555	869.4	.....	5,879,684	9,998,794	24,886,009	9,044,978	10	50	103½
Dec. 31, 1873	47.0	15.8	67.0	—	22	8	—	1,300	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	3,052,500	.....	4,000,000	487,500	565,000	.....	47.0	.....	3,970	1,391,454	28,501	.....	20	50	240
Dec. 31, 1873	41.5	—	1.4	—					Pennsylvania and Delaware (Penn.)..Pa.	2,502,000				900,000	1,602,000	71,346			(Opened July 1, 1873.)						50	....
Nov. 30, 1873	104.6	22.6	21.2	—	18	2	—	992	Pennsylvania and N. York. N.Y. & Penn.	5,351,750	791,077			4,061,700	3,000,000	74,017		127.2	752,452	191,584	1,338,081	1,485,806	403,405	24	50	....
Nov. 30, 1873	13.8	—	3.1	12.7					Perkiomen (P. & R.).....Pa.	1,388,700		15,529		38,040	1,321,800	20,478									50	....
Dec. 31, 1873	45.2	—	2.0	—	4	4	1	53	Pensacola and Louisville †.....Fla.	455,327	64,300	150,000	.....	450,000		219,627		45.2	76,850	16,690	.....	68,930	35,357	—	100	....
Dec. 31, 1870	—	—	—	76.0					Peoria, Atlanta and Decatur.....Ill.	800,000				600,000	300,000					(Under construction.)				—	100	....
Dec. 31, 1873	47.0	—	7.4	—					Peoria and Bureau Valley (C.R.I.& P.).Ill.	1,566,000				1,266,000	300,000									—	100	....
Jun. 30, 1873	83.0	—	11.5	—	12	7	4	171	Peoria, Pekin and Jacksonville...Illinois.	5,260,351	345,797	46,000	.....	1,239,700	2,000,000	411,448		83.0	280,562	.....	135,465	319,168	125,000	8	100	....
Jun. 30, 1873	91.0	—	4.0	—	8	5	2	163	Peoria and Rock Island.....Ill.	3,272,327	*	.....	.....	1,858,950	1,650,000	49,639		9.0	276,058	70,500	194,348	300,045	30,952	—	50	....
Dec. 31, 1873	64.0	18.0	8.0	—	12	9	5	121	Petersburg †.....Virginia	1,817,985	*	.....	.....	1,324,200	500,000	356,112								—	100	....
Oct. 31, 1873	46.0	—	6.5	—	10	8	3	96	Philadelphia and Balt. Cent. Penn. & Md.	1,811,107	177,744	.....	.....	220,806	1,500,000	46,945		57.0	182,886	309,498	138,262	363,221	78,329	—	50	....
Dec. 31, 1873	287.6	—	121.7	—					Philadelphia and Erie †(Penn.).....Pa.	23,777,743	*	7,241,800	16,866	8,448,700	16,625,000	1,335,709		287.6	2,912,351	777,273	2,164,246	3,842,067	428,756	—	50	30
Sept. 30, 1873	20.0	—	25.0	—	24	45	13	192	Phila., Germ. and Norrist'n (P. & R.)..Pa.	1,146,538	358,262	500,793	.....	2,231,900				32.3	.....	.....	.....	281,623	260,791	12	50	180
Dec. 31, 1873	3.0	—	—	24.7					Phila., Newtown and New York .....Pa.	440,400				199,380	164,000	57,000									50	....
Sept. 30, 1873	98.4	223.6	432.2	—	400	220	60	19018	Philadelphia and Reading..Pennsylvania.	28,260,889	7,480,719	45,849,053	1,741,889	34,269,875	44,188,715	4,876,055	2,498,205	725 3	8,351,682	6,790,088	9,847,747	14,832,661	5,357,766	10	50	110½
Dec. 31, 1873	26.6	—	39.7	—					Philadelphia and Trenton (Penn.).....Pa.	1,584,479				1,259,190				36.6	882,160	1,747,216	1,400,983	1,995,606	448,574	10	100	123½
Oct. 31, 1873	95.3	14.8	121.6	—	70	160	...	1,240	Phila., Wilm. and Baltimore. Pa. D.& Md.	11,814,764	*	3,103,295	840,383	11,507,750	1,900,000	279,120	743,053	111.8	1,437,207	853,937	886,979	3,074,881	1,096,288	8	50	108½
Nov. 30, 1873	11.3	—	43.0	—					Pickering Valley (P. & R.).....Pa.	474,551				92,875	332,300	161,363							4,751	—	50	....
Dec. 31, 1873	193.0	8.0	50.8	—	104	34	19	1,648	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	19,682,344	*	8,496,277	.....	8,433,750	15,010,586	3,854,872		201.0	.....	.....	.....	3,841,214	478,298	—	50	....
Dec. 31, 1873	468.3	—	180.0	—	269	183	64	9,789	Pittsburg, Ft. W. and Chic...P., C., I. & L.	37,368,286	*	.....	.....	23,814,286	14,554,000	14,230		500.6	7,878,666	2,134,653	2,365,846	9,619,074	3,522,032	7	100	98½
Dec. 31, 1873	30.0	—	4.9	150.0	4	6	3	65	Pitt'sbg, Virg. & Charleston...Pa.& W.Va.	1,106,167	37,226	556,088	.....	673,286	700,000	244,672		30.0	87,900	140,188	4,828	67,137	16,941	—	50	....
Oct. 31, 1873	149.5	1.9	35.0	4.6	28	18	7	400	Pittsburg, Washington & Balt...Pa.& Md.	11,984,439	709,835	93,671	.....	1,960,682	9,500,000	2,276,679		160.2	1,583,213	859,533	1,130,334	1,564,998	1,38,035	—	50	....
Sept. 30, 1873	18.6	—	1.4	—					Pittsfield and North Adams.....Mass.	443,685			6,315	450,000									27,000	6	100	....
Nov. 30, 1873	71.3	—	3.6	35.7	6	15	5	117	Portland and Ogdensburg....Me. & N. H.	2,502,115	*	125,882	200,937	1,045,270	1,384,000	321,710	77,934	65.3	147,741	73,908	46,045	144,982	49,075	—	100	....
Aug. 31, 1873	62.5	—	4.3	—	6	3	4	141	Portland and Rochester.....Me. & N. H.	1,925,741	*	233,124	18,208	656,112	1,407,500	133,461		52.5	134,108	142 846	64,290	142,571	40,976	—	100	....
Sept. 30, 1873	52.0	—	8.1	—	12	—	7	167	Portland, Saco and Portsmouth (Extn.).Me.	1,500,000	*	.....	.....	1,500,000									160,000	10	100	113½
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	130	Port Royal †(Ga.).....South Carolina.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....									25	....
Sept. 30, 1873	71.4	—	4.9	—					Portsm'th, Gt. Falls & Conway (Extn.).Me.	1,229,689		.....	.....	767,200	462,489	.....								6	100	34
Sept. 30, 1873	41.9	—	2.5	4.8	4	5	...	91	Poughkeepsie and Eastern.....New York.	1,475,430	*	.....	.....	524,464	722,500	479,689		46.1	95,055	82,190	44,503	86,213	14,241	—	100	....
Sept. 30, 1873	22.8	—	2.0	48.9	2	2	1	65	Providence and Springfield..R. I. & Mass.	933,408	*	.....	.....	472,890	414,000	47,518		22.8	.....	32,512	5,663	18,418	9,543	—	100	....
Sept. 30, 1873	18.6	—	—	—	4	10	...	20	Providence, Warren and Bristol.....R. I.	626,515	*	.....	.....	437,917	50,000	38,597		13.6	.....	379,227	20,504	113,505	9,263	—	100	....
Sept. 30, 1873	48.4	1.0	45.2	—	29	40	...	692	Providence and Worcester...R. I. & Mass.	1,976,025	735,748	.....	271,267	2,000,000	500,000	387,810	95,230		526,128	1,785,067	530,620	963,345	267,103	10	100	....
Dec. 31, 1873	36.0	—	2.0	—	4	3	2	—	Queen Anne and Kent †.....Del. & Md.	361,000	*	.....	.....	260,000	269,000	2,600		36.0	35,850	12,560	38,231	27,437	9,990	—	50	....
Jun. 30, 1873	42.0	—	4.0	—	1	2	2	44	Quincy, Alton and St. Louis.....Ill.	1,852,100	*	.....	32,200	780,000	1,000,000	52,000		42.0	56,000	.....	.....	68,939	(Deficit)	—	100	....
Dec. 31, 1873	70.0	—	1.7	160.0	.....	.....	.....	.....	Quincy, Missouri and Pacific.....Mo.	2,000,000	.....	.....	.....	700,000	20,000p.m.	.....		.....	(Under construction.)					—	100	....
May 31, 1873	44.0	—	3.0	62.0	3	3	3	50	Raleigh and Augusta Air-Line †.N. Car.	1,134,221	89,785	.....	.....	876,000	.....	.....		44.0	.....	.....	.....	73,474	28,543	—	100	....
May 31, 1873	97.0	—	5.0	—	16	10	4	134	Raleigh and Gaston.....North Carolina.	1,500,000	*	155 300	102,935	1,500,000	.....	92,150	166,086	97.0	.....	47,069	98.052	369,646	178,652	—	100	....
Nov. 30, 1873	49.0	8.0	8.1	10.7	8	7	1	29	Reading and Columbia (P. & R.).....Pa.	2,072,959	220,041	62,566	.....	508,288	1,000,000	1,218,911		48.0	242,123	138,771	382,399	310,517	92,179	—	50	....
Sept.29, 1873	101.5	80.9	47.9	—	42	52	17	1,262	Rensselaer and Saratoga (D.& H.)..N. Y.	5,832,362	*	.....	.....	6,000,000	2,000,000	.....		182.4	820,468	1,037,327	616,634	1,965,857	903,072	8	100	108
Sept.30, 1873	189.0	6.9	16.8	—	35	20	9	462	Richmond and Danville †.....Virginia.	6,779,729	*	2,100,632	234,278	4,000,000	2,485,411	1,435,295	148,372	195.9	599,792	141,767	227,729	967,129	447,369	...	100	...
Sept. 30, 1873	86.0	—	6.7	—	13	21	10	134	Richmond, Fred'burg and Potomac †..Va.	2,727,840	*	131,596	254,875	1,509,829	889,698	82,639	632,148	86.0	199,525	173,985	45,677	496,744	231,136	2	100	....
Sept. 30, 1873	22.5	2.7	4.2	—	6	9	4	164	Richmond and Petersburg †.....Va.	1,215,404	*	48,483	20,119	347,100	326,296	81,527	49,183	46.7	110,712	126,947	91,887	160,227	36,655	—	100	....
Sept. 30, 1873	38.2	—	2.2	26.0	3	3	2	42	Richmond, York Riv. & Chesapeake †..Va.	1,237,640	*	.....	.....	650,000	607,640	.....		38.3	.....	(No report supplied.)				—	100	....
Dec. 31, 1873	18.5	—	1.8	—					Rochester & Genesee Valley (Erie).N. Y.	671,303				557,560										—	100	....
Sept. 30, 1873	—	—	—	105.0					Rochester and State Line.....N. Y.	735,649		183,649		24,000	894,000	90,000			(Rental 18 p. c. of earnings.)				34,012	...	100	....
Sept. 30, 1873	10.0	—	—	140.0					Rochester, Nunda & Penn. (3 ft.)...N. Y.	716,327	*	.....	.....	625,800		58,200								—	100	....
Jun. 30, 1873	278.9	28.4	26.7	—	45	14	6	582	Rockford, Rock Island and St. Louis..Ill.	14,619,619	1,178,130	298,567	.....	6,490,579	9,600,000	505,787		318.0	1,089,857	.....	262,148	947,650	179,955	—	100	....
Dec. 31, 1873	141.1	48.6	28.4	—	42	32	16	909	Rome, Watertown and Ogdensburg.N. Y.	4,789,198	*	147,940	305,488	3,146,800	1,908,249	44,979	142,625	218.2	.....	.....	.....	1,230,555	350,488	7	100	86
Dec. 31, 1873	120.0	—	16.0	—					Rutland (C. V.).....Vermont.	3,129,946	*	143,947	92,617	2,648,400	1,972,800	745,700		239.0	.....	.....	.....	970,239	492,400	2	100	....
Dec. 31, 187	34.0	—	2.7	—	4	2	...	52	Saginaw Valley and St. Louis.....Mich.	525,716	87,554	.....	4,173	121,775	346,000	149,968		34.0	58,650	.....	.....	134,620	79,810	—	100	....
Dec. 31, 1873	22.0	—	6.5	—	3	3	...	230	St. Croix and Penobscot †.....Me.	364,000	*	.....	20,603	100,000	227,700	7,000		22.0	.....	.....	.....	70,952	28,861	3	50	....
Aug. 31, 1873	187.0	—	20.0	38.0	19	.....	.....	.....	St. Joseph and Denver City..Kan. & Neb.	11,231,764	420,925	245,000	3,803	4,000,000	7,000,000	734,425	157,067	187.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	197.0	18.0	21.0	—	13	11	4	590	St. Louis, Alton and Terre Haute.Illinois.	11,768,400	*	.....	.....	4,788,400	7,000,000	241,809		265.0	.....	.....	.....	.....	.....	—	100	....
Jan. 31, 1874	43 3	—	2.2	—					St. Louis & C. Rapids (St.L.,K.C.& N.)Ia.		(Statements not received.)		241,809									1,042,808	593,849	—	100	....
Dec. 31, 1873	195.5	15.3	29.7	—	83	28	15	1,618	St. Louis and Iron Mountain †...Missouri.	19,163,348	*	247,884	.....	10,000,000	8,622,000	431,149	298,083	210.8	947,849	537,276	632,903	1,964,281	596,426	3	100	15
Jun. 30, 1873	310.0	43.0	23.0	—	46	27	12	1,175	St. Louis & S. Eastern...Ill., Ky. & Tenn.	3,828,400	*	.....	.....	4,628,400	3,200,000	.....			524,786	70,531	515,719	661,753	265,882	—	100	....
Dec. 31, 1873	76.5	—	2.1	—					St. Louis & St. Joe. (St.L.,K.C.& N.). Mo.	2,000,000					1,000,000	(Sold under foreclosure Feb. 18, 1874 for $1 00,000.)								—	100	....
Dec. 31, 1873	41.5	—	2.5	138.5					St. L., C. Bluffs & Omaha (St.L.K.C.& N.)M.	2,200,000				1,100,000	16,000p m									—	100	....
Dec. 31, 1873	150.6	—	11.6	—					St. Louis, Jacksonv. & Chic. (C. & A.). Ill.	5,073,600				2,348,600	2,725,000							(Rental.)	65,000	—	100	....
Dec. 31, 1873	265.5	57.5	28.7	—	91	41	14	1,516	St. L., Kansas City & Northern.....Mo	28,134,445	*	2,173,843	635,599	24,000,000	6,000,000	943,928		581.8	2,387,961	425,326	501,595	2,755,194	670,530	—	100	....
Dec. 31, 1873	157.8	—	24.4	—	32	14	8	841	St. Louis, Vandalia & T. H. (T.H.&I). Ill.	3,366,255	*	225,930	.....	2,378,158	5,499,000	467,325		157 8	.....	.....	.....	1,130,813	337,768	—	100	....
Aug. 31, 1873	108.5	—	4.7	161.0					*St. Paul and Pacific*.....Minn.	11,250,000					10,500,000	750,000		35.0	25,256	16,417	15,786	32,345	309	—	100	....
Aug. 31, 1873	207.0	76.0	19.4	—	28	20	6	374	*St. Paul and Pacific* (1st Div.). Minnesota.	17,214,350	*	.....	.....	1,968,600	15,245,750	472,942		288.0	.....	.....	.....	763,805	165,964	—	100	....
Aug. 31, 1873	121.3	—	10.0	—	14	6	4	255	St. Paul and Sioux City.....Minn.	4,628,778	*	.....	.....	2,400,000	1,851,500	316,227		121.3	244,766	77,755	.....	509,443	40,172	—	100	....
Aug. 31, 1873	17.6	8.2	1.0	—	2	2	1	40	St. Paul, Stillw. & Taylor's Falls...Minn.	780,817	*	.....	.....	277,500	450,000	37,000		20.8	29,280	22,800	.....	63,718	31,863	—	100	....
Sept.30, 1873	16.0	—	2.6	—					Salem and Lowell (B. & L.).....Mass.	481,469			2,714	243,305	226,900	13,978						17,500	16,784	1	100	....
Jun. 30, 1873	116.2	—	13 9	—	31	15	10	389	Sandusky, Mans. & Newark (B. & O.)..O.	3,241,661	*	.....	59,454	938,000	2,309.743	6,547	46,725	116.3	896,934	193,497	372,011	715,260	81,106	—	50	....
Dec. 31, 1873	104.0	—	4 9	5.0	10	6	5	80	Savannah & Charleston.....S. Car. & Ga.	2,388,966	*	.....	.....	1,000,000	1,427,800	.....		104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	11.0	—	21.5	—					Schuylkill Valley (P. & R.).....Penn.	576,050				576,050										—	100	....
Mar. 31, 1874	80.0	—	8.0	—	16	4	6	220	Seaboard and Roanoke. Va. & N. Carolina.	2,058,152	*	568,669	.....	1,365,000	210,000	.....		80.0	.....	34,867	.....	609,678	196,004	8	100	....

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PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:	$	p c	p c	p. c.
Atlantic and Great Western, pref...	10,000,000	7	....	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	....	....
" " " guar.	276,200	7	....	....
Atlantic and Pacific, preferred	10,000,000	7	....	14
Atlantic and St. Lawrence,* guar....	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,552,800	6	5	105
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	4	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	..
Catawissa,* pref. and guar.....	1,159,500	7	7	50
Camden and Amboy,* guaranteed..	5,847,800	10	10	126
Camden and Atlantic, preferred.....	763,549	7	3½	91½
Cayuga and Susquehanna,* guar....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,600	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	102½
Central Ohio,* preferred	411,550	6	6	80
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	78½
Chicago and Alton, † preferred.....	2,426,400	...	10	101½
Chicago, Iowa & Nebraska,* guar..	3,916,300	...	8	89½
Chicago and North-Western, pref...	21,289,563	7	7	57½
Cinc., Sand. and Cleveland, pref....	429,000	6	6	25
Cleveland and Mahoning,* guar....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	87½
Cumberland Valley, 1st preferred....	241,900	8	8	....
" " 2d preferred....	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	....	....
Dubuque and Sioux City,* guar....	5,000,000	...	3	60
Dubuque South-Western, pref.....	590,315	8	....	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	44
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	76
" " com.& *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	47½
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	....	....	....
Hannibal and St. Joseph, pref	2,167,700	7	7	31½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	97
Housatonic, preferred.....	1,180,000	8	8	96
Huntington & Broad Top Mtn, pref.	190,750	7	...	26
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	85
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref...	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	8,101,650	6	....	18
" " 2d pref....	4,436,250	6	...	9
Mich. Southern, (Lake Shore) guar..	533,500	10	10	....
Mill Creek,* guaranteed.....	323,376	10	10	....
Milwaukee and St. Paul, preferred..	12,274,483	7	7	53½
Mine Hill,* guaranteed.....	3,856,450	8	8	105
Montclair,* guaranteed.....	2,000,000	7	....	....
Morris and Essex,* guar.....	15,000,000	7	7	97
Nesquehoning Valley,* guar.....	2,000,000	10	10	111½
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,245,200	10	10	124
New London Northern,* guar.....	971,400	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	127
" " *com.& guar.	8,500,000	8	8	125
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred.....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	121½
Ogdensburg & Lake Champ.,* guar....	3,077,000	7	7	49
" " pf.& *guar.	2,000,000	8	8	92½
Ohio and Mississippi, preferred.....	4,030,000	7	7	50
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama, guaranteed.....	7,000,000	12	12	112½
Paterson and Hudson,* guar.....	630,000	—	8½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	...	....	....
Phila., Germant'n & Norrist'n,*guar.	2,231,900	12	12	180
Philadelphia and Reading, † pref....	1,551,687	—	10	110½
Philadelphia and Trenton,* guar....	1,259,100	10	10	123½
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	93½
Pittsfield and North Adams,* guar.	450 000	5	6	86
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	118
Rochester & Genesee Valley,* guar.	557,560	....	....	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	25½
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	....	14
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	—	22
St. Louis, Kansas City & Nor., pref..	12,000,000	...	—	....
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	389,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	....	....
" " 2d pref..	1,000,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	71
Warren,* guaranteed.....	1,800,000	7	7	....
Canal Stocks.				
Delaware Division,* guar.....	1,633,350	8	8	....
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	125
" com. and * guar.....	1,695,000	4	4	50
Schuylkill Navigatio n preferred....	2,808,977	6	6	24½

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 2.

	Th.27.	F.28.	Sat.29.	M.31.	Tu.1.	W.2.
Boston, Hart. & Erie.....	1½	1½	1½	....	....	1½
Canton Co.....	....	....	....	....	....	....
Central Pacific.....	....	....	....	....	....	....
Central Pacific 6s.....	90½	....	90½	90½	....	90½
Central of N. Jersey....100	105½	....	105½	104½	102½	....
Chesapeake & Ohio 1 m.....	48	....	48½	48½	48½	....
Chicago & Alton.....100	....	100	....	99½	....	....
" pref.....	....	....	....	....	....	....
" 1 M.....	....	....	....	....	....	....
" S. F.....	....	....	....	....	....	....
" Inc. bds.....	....	....	....	....	....	....
Chicago, Burl. & Q.....	....	102½	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern.. 38½	38½	37½	38	38	38½	....
" pref..... 56½	....	....	56½	57	57½	....
" 1st M.....	....	....	98	....	....	....
" S. F.....	....	....	....	....	....	....
" Consol.....	84½	....	....	85	....	....
Chic., Rock Isl. & Pac..101½	101½	100½	101	101½	101½	....
Chi., R. I. & Pa. 7s, 1896.....	....	....	....	....	104½	104½
Clev., Col., C. and Ind.. 63½	64½	....	....	64	....	....
Clev. & Pittsburg guar.. 87½	87½	89½	....	87½	....	....
" 2 M.....	....	....	....	....	....	....
" 3 M.....	....	....	....	....	....	....
" 4 M.....	....	....	....	....	....	....
Clev. and Toledo.....	....	....	....	....	....	....
" S. F. 7s.....	....	....	....	....	....	....
Col., Chi., & Ind. C..... 11½	12½	11½	11½	11½	10½	....
" 1 M..... 80½	....	81	81½	81½	79½	....
" 2 M.....	....	....	....	....	....	....
Del. & Hudson Canal	114½	....	114½	....	113	....
Del. Lack. & Western...109	108½	109	109	109	108½	....
" 1 M. 7s.....	....	....	....	....	....	....
" 2 M 7s.....	....	....	....	....	....	....
Erie Railway..... 32½	32½	32	34	34½	34½	....
" pref.....	....	....	....	....	....	....
" 1 M. 7s, 1897.....	....	....	....	....	103	....
" 2 M. 7s, 1879.....	....	....	....	....	....	....
" 3 M. 7s, 1883 ... 101½	....	101	....	....	....	....
" 4 M. 7s, 1880.....	....	....	....	....	....	....
" 5 M. 7s, 1888.....	....	....	....	....	....	....
" 7s, con. gold.....	....	....	....	....	....	....
Great Western 2d mort. 77	....	....	....	....	....	....
Hannibal & St. Joseph. 24½	24½	24½	....	....	25	....
" pref.....	....	....	....	....	....	....
" 8s, conv.....	....	79	....	74x	....	....
Hudson River.....	....	....	....	....	....	....
" 2 M. S. F.....	....	....	....	....	....	....
" 3 M. 7s, 1875.....	....	....	....	....	....	....
Illinois Central	94½	....	96	....	....	....
" 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th. 72½	73½	73	73	73½	74	....
Marietta & Cin. 1st pref.....	....	....	....	....	....	....
" 2d pref.....	....	....	....	....	....	....
Michigan Central..... 74½	73½	....	73	....	....	....
" S. F. 8s, 1882.....	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F..... 103½	....	....	103½	....	....	....
" 2 M..... 99½	....	....	....	....	....	....
Milw. and St. Paul..... 35½	35½	34½	34½	35	35½	....
" pref..... 54	....	....	53½	54	53½	....
" 1st mort.....	....	....	....	....	....	....
" 2d mort.....	....	....	....	....	....	....
" 8s.....104	104	....	....	....	104	....
" 7 3-10s con.....	....	....	....	....	....	....
" 7s, gold.....	....	....	....	....	....	....
Missouri 6s.....	....	....	....	....	....	....
" H. & St. J. 8s.....	....	....	....	....	....	....
Morris and Essex..... 96½	96½	....	96½	97	97	....
" 1st mort.....	....	106	....	....	....	....
" 2d mort.....	....	....	....	101	....	....
N. Y. Cen. & Hud. Riv.102	102½	102	102	102½	102½	....
" 7s, S.F. 1876.....	....	....	....	....	100½	....
" 6s, S.F. 1883.....	....	....	95	....	95	....
" 6s, S.F. 1887.....	....	....	....	....	93½	....
N. York and Harlem.....	125	....	125	....	....	....
" pref.....	....	....	....	....	....	....
" 1 M. 7s.....	....	....	....	106	....	....
N. York N. Hav. & Hart. 129½	....	130	130	129½	....	....
N. Carolina 6s, old.....	....	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss..... 24½	24½	23½	23½	24½	24½	....
" pref.....	....	....	....	....	....	....
" 2d M..... 77½	....	....	....	....	....	....
Pacific Mail S. S. Co.... 47½	47½	47½	47½	47½	47½	....
Panama	....	112	111½	111½	....	....
Pitts., Ft. W. & Chi. gtd.....	93½	....	93	....	93½	....
" 1 M.....	....	....	104½	....	....	....
" 2 M.....	....	....	....	....	....	....
" 3 M.....	....	....	....	....	....	....
Quicksilver Mining Co.. 29½	30½	30	30½	30½	30½	....
St. L., Alton & T. H.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
" 1 M.....	....	....	....	....	....	....
" 2 M. pref.....	....	....	....	....	....	....
" Income bds	....	....	....	....	77	....
Tennessee 6s, old.....	....	....	....	....	....	....
" new.....	....	75½	....	....	....	....
Tol., Wab. & Western.. 36½	35½	33½	34½	34½	34½	....
" pref.....	....	....	....	....	....	....
" 1 M.....	....	....	....	....	....	....
" 2 M.....	....	....	....	....	....	....
" Equipment.....	....	....	....	....	....	....
" St. Lou. Div. 76	....	75	....	....	....	....
Union Pacific..... 28½	29	27½	28	29½	30½	....
" 1st mort... 84	....	84½	84½	84½	84½	....
" L. Gt. 7s..... 84½	....	....	84	....	....	....
" Inc. 10s.... 86½	87½	85	86x	....	....	....
Virginia 6s, old.....	....	....	....	....	....	....
" new.....	....	....	....	....	....	....
" consol.....	52	52	....	....	52	....
" def. cert.....	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 2.

	Th.27.	F.28.	Sat.29.	M.31.	Tu.1.	W.2.
Federal Stocks:—						
U. S. 5s, 10-40s, reg.....	110½	110½	110½	....	....	....
U. S. 5s, 10-40s, coup..114½	....	....	114½	....	x111½	....
U. S. 5s, 1881, reg.....	....	....	....	....	....	....
U. S. 5s, 1881, coup....112½	112½	....	112½	112½	112½	....
U. S. 6s, 1881, reg.....	117½	....	....	....	117½	....
U. S. 6s, 1881, coup.....	....	....	118½	....	118½	....
U. S. 6s, 5-20s, reg. '62.112½	....	112½	....	....	....	....
U. S. 6s, 5-20s, c. 1862..112½	112½	112½	112½	112½	112½	....
U. S. 6s, 5-20s, reg. '64.....	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.....	....	....	116	....	....	....
U. S. 6s, 5-20s, reg. '65.115½	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865.117½	....	....	117½	....	....	....
U. S. 6s, 5-20s, r. n. '65.115½	....	116½	....	....	....	....
U. S. 6s, 5-20s, c. n '65.116½	....	116½	116½	116½	116½	....
U. S. 6s, 5-20s, reg. '67.	....	....	116½	117	....	....
U. S. 6s, 5-20s, c. 1867.117½	....	117½	117½	....	117½	....
U. S. 6s, 5-20s, reg. '68.....	117	117	116½	116½	....	....
U. S. 6s, 5-20s, c. '68...118	....	117½	117½	....	....	....
U. S. 6s, Pac. R R Issue.....	....	....	117½	....	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 1.

	W.26.	Th.27.	F.28.	Sat.29.	M.31.	Tu.1.
Catawissa preferred	43½	....	....	....	....	43
" 7s, new	....	....	....	....	....	....
Camden and Amboy.....	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	93	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89.....	100½	101	....	....	....	....
Elmira & Williamsport.....	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s.....	....	....	....	....	....	....
Lehigh Navigation..... 45½	45½	45½	45½	45½	45½	....
" 6s, 1884	....	....	97	....	....	97
" Gold L.....	95½	95½	95½	95½	....	....
" R. R. L..... 97	....	....	....	....	....	....
" Conv. G. L.....	....	....	102	....	....	....
Lehigh Valley R. R..... 61½	61	61	61½	61	61	....
" 6s new coup.....	....	....	....	....	....	....
" 6s new reg..101	....	....	....	....	....	....
" 7s.....	....	104	....	....	....	....
Little Schuylkill R.R.....	....	....	....	....	....	....
" 7s.....	....	....	....	....	....	....
Minehill	52½	....	....	....	....	....
Morris Canal.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1885 ....100½	....	100½	100½	....	....	....
" 7s.....	....	....	....	....	....	....
" 10s, 1887	....	108	108	....	....	....
Northern Central	....	....	....	....	....	....
Oil Creek & Alleg. Riv. 7½	7½	7½	8	8	7½	....
" 7s.....	42	....	....	....	....	....
Pennsylvania R. R..... 51½	51½	51½	51½	51½	51½	....
" 1st M.....	....	....	....	....	....	....
" 2d M.....	....	....	....	....	....	100½
" Gen. mort.. 92	....	92	....	....	....	....
" " reg.. 94½	....	94½	....	....	....	....
Penn. State 6s, 2d series.....	....	....	....	108	....	....
" 6s, 3d series.....	111	....	....	....	....	....
Philadelphia City, 6s...101½	....	101½	....	....	....	....
" new	104½	104½	104½	104½	104½	....
Philad., Germ. & Nor.....	....	....	....	....	....	....
Phila. & Reading 55½	55½	55½	55½	55½	55½	....
Philadelphia and Erie.. 17½	17½	17	17½	16½	15	....
" 6s.....	....	....	....	....	....	....
" 7s..... 84½	84½	84½	....	....	....	....
Phila., Wilm. & Balt.....	....	....	....	....	....	....
Schuylkill Navigation.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	12½
" 6s, 1882	....	77	77	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey.126	126	....	....	....	....	....
Hestonville, (Horse).. 19½	19½	....	....	....	....	....
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates 50	....	....	50½	....	....	....
2d and 3d streets ..	....	....	....	....	....	....
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 1.

	W.26.	Th.27.	F.28.	Sat.29.	M.31.	Tu.1.
Baltimore City 6s, 1875.....	....	102	....	....	....	101½
" 1886	....	....	....	....	....	....
" 1890 102	....	102	....	102	....	....
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	101½
Balt and Ohio.....	....	....	....	169½	....	....
" bonds, 1875.....	....	....	....	....	....	....
" " 1880.....	....	....	....	....	....	....
" " 1885.102	....	....	....	101½	....	101½
Central Ohio.....	....	....	....	....	....	....
" 1st mort.....	....	....	....	....	....	90
Marietta & Cin. 1st M.....	....	....	102	....	....	102
" 2d M..... 92½	....	....	....	92½	....	92½
" 3d M. 8s.... 74½	....	....	....	....	....	74½
Northern Central.....	....	....	....	....	....	....
" bonds, 1885.....	....	....	....	....	....	....
" " 1900.....	....	....	....	....	....	91½
" G. B. 1900.....	....	....	....	....	....	....
Pittsb. & Connellsv. 7s. 85	....	....	....	....	....	....
N. W. Va. 3d mort.....	....	....	....	....	....	....
Virginia 6s, Consol.....	....	52	....	....	....	....
" Defer. Certif.....	....	....	....	....	....	....
City Passenger R. R....	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 2.

	Th. 27.	F 28.	Sat. 29.	M 31.	Tu. 1.	W. 2.
Boston and Albany	133½	133½	134	133½	133½	133½
Boston and Lowell	....	....	....	100	....	....
Boston and Maine	111½	111½	....	....	112	....
Boston and Providence	....	....	149	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s	....	24½	24½	24½	24½	....
Cheshire, pref.	....	....	....	....	....	....
Chi., Burl. & Quincy	103	....	....	....	102½	102
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	58½	....	58	....	59½	59½
Fitchburg	123	....	123½	123½	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	74	....	....	....	....	73½
Northern, N. H.	....	104½	....	....	....	104½
Ogdens. & Lake Champ.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
Old Colony	105½	....	105	105	105	105½
Ph., Wil. & Baltimore	53½	....	....	54½	54½	54½
Portl'd, Saco & Ports.	114	....	113½	113½	....	....
Union Pacific	....	....	....	....	....	30½
" 8s	....	....	....	83½	....	....
" Land Grant 7s	....	....	....	....	....	....
" Income 10s	81½	81	82	81	....	....
Vermont & Canada	....	....	....	50	50	....
Vermont & Mass.	....	....	....	....	....	84
South Boston (Horse)	....	....	....	....	....	....
Cambridge "	....	....	....	....	....	....
Metropolitan "	....	....	....	....	....	....
Middlesex "	....	....	....	....	....	....
Central Mining Co.	....	24	....	....	....	....
Copper Falls "	12	13	13½	....	....	11½
Franklin "	....	....	....	....	....	....
National "	....	....	....	....	....	....
Quincy "	31½	32½	32½	33	33½	33

London Stock Exchange.

	Closing Prices. Aug. 14.	Aug. 21.
Atlantic & Gt. W. 1st mort., $1,000	48 — 50	50 — 52
Do. 2d mort., $1,000	25 — 27	26 — 28
Do. 3d mort., $1,000	11½ — 12½	12 — 13
Do. Con. mort. B'nds Bisch's Cert.	12 — 14	12 — 14
Do. Leas. Lines, Rental Bonds	58 — 62	62 — 65
Do. 1873	40 — 45	40 — 50
Do. 8 p. c. Scrip, West. Exten.	— —	— —
Detroit & Milwaukee 1st mort. Bonds	60 — 65	60 — 65
Do. 2d do.	55 — 60	55 — 60
Erie shares 100 dol. all paid	29½ — 30	30½ — 30½
Do. Convertible Gold Bonds	62 — 64	63 — 65
Do. 6 per cent Convertible Bonds	96 — 98	96 — 98
Cons. Mort. amount autho. to be issued for conv. of existing bonds	89 — 91	91 — 93
Illinois Central $100 shares all paid	86 — 88	85 — 87
Do. Redemption mort. bonds 6 p.c.	100 —102	100 —102
Illinois & St. Louis Bridge 1st mort.	101½ —102½	103 —104
Marietta and Cincinnati Rail. Bonds	95 — 98	96 — 99
Michigan Central 8s 1882, conv.	— —	— —
New York Central, 100 dols. shares	93½ — 94½	95 — 97
Panama General mort.	100 —102	100 —102
Pennsylvania, General mort.	97½ — 98½	98 — 99
Do. $50 shares	47 — 48	47 — 48
Philadelphia and Erie 1st mort.	95 — 97	96 — 98

American Railroad Journal.

Saturday, September 5, 1874.

Stock Exchange and Money Market.

The Stock Exchange dealings have been increasing in volume, on a generally buoyant market; and business in Produce and Merchandise has also been more animated. The demand for Money has been consequently more active, but not yet equal to the prompt employment of the unusually liberal balances which have accumulated at this centre; and borrowers, in good standing have experienced very little difficulty in procuring all necessary aid on the previous basis of 2@3 per cent on call to the leading Street firms, and 5@7 per cent per annum on the best mercantile credits. There have been some further shipments of currency to the interior, to be used in forwarding to market the product of our bountiful harvests. The City banks, last week, enlarged their deposit line while further contracting their specie and loan and discount averages. They likewise augmented their reserve of legal tender, while contracting their item of circulation slightly. The U. S. Sub-Treasury again increased both its currency and specie reserves, handsomely. The City banks, last week, increased their reserve of legal tender notes $1,891,000, their deposit item $3,051,400, and reduced their specie average $916,800. They also report a decrease of $256,200 in the loans and discounts, and $16,700 in their circulation. The U. S. Sub Treasury in this city closed the week with a currency balance of $63,030,327, against $62,254,381 the preceding week; and a coin hoard of $53,258,273, against $52,212,785, on the previous return. The City bank exchanges, during the week, were $327,151,644, or a daily average of $53,351,578. The customs revenue of the port, during the week, was $2,987,817. The City banks reported their average of gold last week at $18,638,100, and their greenback average at $67,282,600. Their deposits stood at $235,000,100. The loan item was $278,319,800. The circulation was $25,803,300.

The business at the U. S. Sub Treasury in August embraced receipts from all sources of $48,860,913, including $12,058,813 from customs; and disbursements on all accounts of $41,500,455, including on interest account $4,114,942. The balance on hand at the close of business on Monday amounted to $117 489,565 61, of which $97,251,436 22 are to the credit of the United States, $17,606,951 23 to disbursing accounts, $2,472,824 88 to the Assay Office, and $108,303 28 to interest accounts.

The aggregate of the outstanding U. S. currency, of all denominations, Sept. 1, was $428,422,258. The outstanding amount of legal tender notes is 382 millions. The National bank circulation is over 350 millions.

The income of the Government, from internal revenues, thus far, in the fiscal year, commencing with July 1, 1874, has been over 18¼ millions.

The Treasury balances at the opening of business on Tuesday were as follows: currency, $16,619,232; special deposit of legal tenders for the redemption of certificates of deposit, $58,690,000; coin, $71,083,929, including $29,141,200 in coin certificates.

The Gold movement has been comparatively tame and uninteresting, the fluctuation in the price having been unimportant; while the demand from all sources other than for custom house purposes has been limited. The extremes of the price have been 109½@109⅞, closing at 109¾, as against 109¾ on Wednesday of the preceding week. The specie outflow, last week, was only $642,456. The imports of specie at this port since Jan. 1, have been $3,253,946. The customs demand for Gold last week averaged $500,000 a day. Foreign Exchange has been in less confident demand, with Bankers' sixty day bills on London closing weak on Wednesday at $4 86¼@$4 86⅛; sight bills on London at @4 89@$4 89⅛ to the £ sterling. The week's exports of Domestic Produce have been to the currency value of $5,588,067.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $9,525,261.

Government securities have been in fair investment demand, and held with increasing firmness. The Public Debt Statement of Sept. 1, shows a further liquidation in August of $1,626,761, and since June 30th 1874, of $2,909,627.

U. S sixes of 1881 closed on Wednesday of this week at 118⅜@118⅝; U. S. Five-Twenties of 1862, 112⅛@112¾; U. S. Five-Twenties of 1864 at 116@116½; U. S. FiveTwenties of 1865, 116⅞@117¼; U. S. Five-Twenties of 1865 consolidated, 116⅜@116⅝; U. S. Five-Twenties of 1867, 117⅛@117¾; U. S. Five Twenties of 1868, 117⅝@117⅞; U. S. Ten-forties at 111⅝@111¾; U. S. Fives of 1881, (Funding Loan) 112⅜@112⅝; Six per cent. currency Sixes from 117⅝@117⅞.

State and Railway bonds have been in quite moderate request at about steady rates. Railway and miscellaneous share property has been decidedly more active and quoted much stronger and quite buoyant in price toward the close. The exchanges of Union Pacific incomes for Sinking Funds have been continued both here and in Boston, the total conversions aggregating nearly $8,000,000. The interest was promptly paid in both cities where the exchanges were made.

General business has been more active in produce and merchandise. Breadstuffs have been more confidently sought after, closing more firmly. Cotton has been unsettled in price, on a somewhat restricted trade, closing heavily. Provisions have been fairly active. Petroleum, Naval Stores, and Tobacco in good request. Metals have been attracting rather more attention. Ingot Copper has advanced to 21@21¼ cts per lb. Scotch Pig Iron has been held higher on a very light supply, but has been quiet. American dull and weak. Eglinton Pig Iron quoted at $35; Glengarnock, $37; Sumerlee, $36; No. 1 American Pig at $31@$32, No. 2 do. at $27@$29; Forge, $25@$27; English Rails at $50@$52, gold; American Rails at works, $57 50@$62 50; Old Rails, $34@$38. Wrought Scrap, $33@$35. Sales have been made of 400 tons of Wrought Scrap, port at $33. Ocean freights have been moderately active, but at easier rates. Wool, in fair demand and firmer.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Chicago and Northwestern consol. gold bonds, 78; Central Pacific State-aid bonds, 99½; Albany and Susquehanna R. R., 95; do. 2d mort., 100; Clev., Col. Cin. and Ind. 1st mort., 102½; Central of New Jersey 1st mort., new, 105; do. 7s, conv., 102⅜; Buffalo and Erie 7s, new, 98; Michigan Central 7s, 99; Union Pacific S. F. 8s, ex-int., 66; New York Central 1st mort., coupon, 105⅛; do. reg., 105½; Del. and Hudson Canal reg. 7s, 1884, 104; St. Louis and Iron Mt., 1st mort., 83½; Canada Southern 1st mort., 55; Boston, Hartford and Erie 1st mort., 24¾; Am. Dock and Imp. 7s, 99; Del., Lack. and Western 7s, conv., 105; Long Dock bonds, 99; North Missouri 1st mort., 82; Lake Shore and Michigan Southern 7s, consol., reg., 97; Western Pacific bonds, 82½; Chicago and Milwaukee 1st mort., 92½; Iowa Midland 1st mort. 8s, 85; Buffalo, New York and Erie 1st mort., 85; Toledo, Peoria and Warsaw 1st mort., W. D., 73; Pacific R. R. of Mo., 89⅞; Rome, Watertown and Ogdensburg R. R., 80; Atlantic and Pacific R. R., pref., 14; Quicksilver pref., 34¼; Western Union Telegraph, 78; Atlantic and Pacific Tel., 15½; Maryland Coal, 19½; Consol. Coal of Md., 47; Am. Exp., 61; Adams Exp., 107½; U. S. Exp., 67⅞; Wells-Fargo Exp., 77; Missouri 6s, l. bonds, 93⅛; do. f.

bonds, 1894, 92½; do. 6s, 1878, 94; do. 1875, 98½; do. 1876, 98; South Carolina 6s, new, non. f., 5½; North Carolina 6s, old, Jan. and July, 19; N. Y. State 7s, B. L., coupon, 107¼; Tennessee 6s, old, ex-coupon, 57½; do. new, do., 57½.

Philadelphia.—Phila. and Reading 7s, new, conv., 104½; do. deben. bonds, 79; do. Gen'l mort. 7s, reg., 105½; do. coupon, 104; Huntingdon and Broad Top Mt. 1st mort., 104; Lehigh Nav. 6s, 1877, 88; Northern Pacific 7-30s, 29¼; Pittsburg, Cincinnati and St Louis 7s 64½; Reading Coal and Iron 1st mort., 89; Pennsylvania Canal 6s, 68; Pennsylvania and New York 7s, 103; Allegheny Valley 7s, guar., 80; Delaware Division Canal 6s, 90½; Wilmington and Reading 1st mort., 80; Pennsylvania R. R. div. scrip., 102¼; Fifth and Sixth streets, (horse) R. R., 57; Schuylkill Nav. div. scrip, 87½; do. 6s, 1895, 76; Allegheny County 5s, 75. The latest quotations are: City 6s, 101@101½; do. free of tax, 104½@104⅜; Pennsylvania State 6s, 2d series, 107½@108¼; do. 3d series, 110@111½; Philadelphia and Reading, 55½@55¼; do. Gen'l mort. 7s, coup., 103½@104½; do. reg., 105@106; do. mort. 6s, 1880, 99½@—; do. new, conv., 104@104¼; do. 7s, 1893, —@107; United New Jersey R. R. and Canal Co., 126@126½; Camden and Amboy mort. 6s, 1889, 100½@101; Pennsylvania R. R., 51⅝@51¾; do. div. scrip, 102¼@102⅜; do. 1st mort., 100@101¼; do. 2d mort. 100@101; do. general mort. coupon, 92@95; do. reg., 94¼@94¼; Little Schuylkill R. R., 47½@48; Morris Canal, 48@51; do. pref. 120@122½; do. 6s, 97½@100½; Susquehanna Canal, 6@9; do. 6s, —@75; Schuylkill Nav., 6¼@7; do. pref., 12⅜@12⅝; do. 6s, 1882, 76½@77; do. 1872, 88@91; Elmira and Williamsport pref., 36@40; do. 7s, 1878, 98@99; do. 5s, 58½@63; Lehigh Coal and Navigation, 45@45¼; do. 6s, 1884, 96¾@97; do R. R. Loan, 97¼@—; do. Gold Loan, 95¾@96; North Pennsylvania, 45@46; do. 6s, 100½@101; do., 7s, 102½@103; do. Chattle 10s, 108@108½; Philadelphia and Erie, 15@15¼; do. 6s, 90@92; do. 7s, 84@84¾; Minehill, 52½@53; Catawissa, 14@17; do. pref., 42½@48¼; do. new pref., 31@31½; do. 7s, 1900, 100@101; Lehigh Valley, 61@61⅛; do. 6s, new coupon, 100@100½; do. reg., 100¾@101; do. 7s, 103¾@104; Fifth and Sixth streets (horse) 56¾@57¼; Second and Third, 65@—; Thirteenth and Fifteenth, 21@23; Spruce and Pine, 29½@31; Green and Coates, 48@51; Chestnut and Walnut, 70@80; Hestonville, 19@19½; Germantown, 35@40.

Boston.—Norwich and Worcester R. R., 121½; Burlington and Missouri River R. R. in Iowa, 99; Cincinnati, Sandusky and Cleveland R. R., 9½; Rutland pref., 25¼; do. scrip, No. 6, 40; Burlington and Missouri River R. R. in Nebraska, 55¾; Summit Branch, 35⅝; Connecticut and Passumpsic Rivers R. R. pref., 70; Chicago, Burlington and Quincy 7s, 97; Old Colony 7s, 1894, 104½; do. 1877, 101¾; Boston and Maine 7s, 1894, 104½; Atchison, Topeka and Santa Fe 1st mort. 60; Western R. R. 6s, 1875, 99½; Eastern R. R. 7s, 1882, 93½; do. 1887, 94; Portsmouth, Gt. Falls and Conway 7s, 84¾; Portland and Ogdensburg 1st mort. 6s, 1891, 64¾; Vermont Central 8s, 1902, 65; Boston Land, 4¾; Boston Water Power Co., 12; Cary Imp., 5⅞; New Hampshire 6s, 100¼; Massachusetts 5s, 1894, gold, 101½; Fitchburg 6, 1893, 95; Brooklyn 7s, 1896, 95; Charlestown 6s, 1891, 98¼; Boston 6s, 1884@1894, 99¾; do. 5s, 1883@1886, gold, 99½; Cincinnati 7s, 1904, 101; Cleveland 7s, 1883, 99½; Cambridge 6s, 1884, 97; do. 1894, 96½; do. 1904, 96; St. Louis 6s, 1887, 92½; Chicago 7s, 99; Toledo 8s, 1893, 101¾; Allouez Mining Co., 10½; Calumet and Hecla, 180; Phœnix, 14; Ridge, 5¼.

Baltimore.—Western Maryland R. R. 3d mort., guar., 99; Orange and Alexandria 2d mort. 6s, 82; Orange, Alex. and Manassas 7s, 79⅞; Richmond City 6s, 82½; Virginia consols, coupons, 82½; Virginia Peelers, 35; Santa Clara Mining Co., 12; do. bonds, 15. The latest quotations are: Richmond and Danville 1st mort., 67½@67¾; Pittsburg and Connellsville 7s, 1898, 84@86; Baltimore and Ohio, 169¾@199⅜; do. 6s, 1875, 101@102; do. 1880, 101@102; do., 1885, 101½@102; Washington Branch, —@175; Northern Central, 82½@83⅛; do. 6s, 1885, 93@95; do. 6s, 1877, 95@—; do. 1900, 90@91 do., 6s, 1900 gold, 91⅜@91½; N. W. Va. 3d mort., 1885, 93@98; Marietta and Cincinnati 1st pref., 17@18; do. 2d pref., 9@12; do. 1st mort. 7s, 1892, 101½@102; do. 2d mort., 7s, 92½@93; do., 3d mort., 8s, 74@74¼; Central Ohio, 42@43; do. pref., —@—; do. 1st mort., 90@90⅛; Western Maryland, 1st mort. 6s, 1890, 80@89; do. 1st mort. guar., 99@100; do. 2d mort. guar., 98@100; do. 3d mort., guar., 99@100; do. 2d mort. pref., 60@70; do., 2d mort. guar. by Washington Co., 90@91; Virginia and Tennessee 2d mort. 6s, 69@75; do. 3d mort. 8s, 78@79; Orange and Alexandria 1st mort. 6s, 89@92; do., 2d mort. 6s, 81@82; do., 3d mort. 8s, 80@80½; do., 4th mort. 8s, 70@74; Orange, Alex. and Manassas 7s, 79@79½; Baltimore 6s, 1875, 101½@102; do., 1884, 101@102; do. 1886, 101¼@101½; do. 1890, 102@102¼; do., 1900, 100@102; do. 1902, 101@102; do., 6s, exempt, 104@106; do. 5s, 80@83½; Memphis City 6s, 40@43; Maryland Defense 6s, 1883, 106¼@107; do. 6s, 1890, 100@102; do. 6s, exempt, 106@108; do. 5s, 85@90; Virginia coupon 6s, old, 34@34¾; do. new, 30@33; do. consol. 6s, 52@52¼; do. coupons, 81½@81¾; West Virginia, 9@9¾; City Passenger R. R., 19@21; George's Creek Coal, 140@150; Atlantic Coal, 2.35@2.45; Santa Clara, 8.00@12.00; Canton Co., 35@70.

Railroads of Ohio.

At the annual meeting of stockholders of the Cincinnati and Great Northern Railroad at Van Wert, Ohio, on the 29th ult., the following Directors were elected: J. R. Carson, New York; R. C. McMullen and T. P. Roberts, Pittsburg; Judge Latimer, Defiance; T. P. Turpen and W. A. Weston, Greenville; Davis Johnson, Van Wert; John A. Hubbard, President, of West Virginia. The directors decided to build twenty-four miles of road at once, which will take it to the crossing of the Wabash road in Paulding county.

It has been proposed to change the name of the Wheeling and Lake Erie Railroad to "Ohio City and Lake Erie."

The first coal train from the Mahoning Valley over the Painesville and Youngstown Narrow Gauge Railway passed over the line a few days ago.

The iron for the Atlantic and Lake Erie Railroad has been received at New Lexington. Iron enough has been shipped to lay the track as far as Moxahala.

The iron and rolling stock of the Carrollton and Ohio Railroad was sold recently to Edwin Reed, of Wood county, to be used in the construction of a branch road.

The entire engineer corps on the Pittsburg and Youngstown road has been transferred to the unfinished portion between Niles and Youngstown. The whole line will be completed and in running order by the last of September.

The Toledo and Maumee narrow gauge railroad is completed and in operation.

The Wheeling and Lake Erie road has been permanently located from Lodi to Milan.

Statement of the Public Debt of the United States September 1, 1874.

DEBT BEARING COIN INTEREST.

	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858	$260,000 00	$2,166 67
6 per cent. 1881 bonds, 1861	18,416,000 00	184,160 00
6 per cent. 1881 bonds, (Oregon,) 1861	945,000 00	9,450 00
6 per cent. 1881 bonds, 1861	189,321,350 00	1,893,213 50
6 per cent. 5-20 bonds, 1862	167,259,700 00	3,345,194 00
6 per cent. 1881 bonds, 1863	75,000,000 00	750,000 00
5 per cent. 10-40 bonds, 1864	194,567,300 00	4,864,182 50
6 per cent. 5-20 bonds, 1864	946,600 00	18,932 00
6 per cent. 5-20 bonds, 1864	58,046,200 00	1,160,924 00
6 per cent. 5-20 bonds, 1865	152,534,350 00	3,050,687 00
6 per cent. consols, 1865	202,663,100 00	2,026,631 00
6 per cent. consols, 1867	310,622,750 00	5,106,227 50
6 per cent. consols, 1868	37,474,000 00	374,740 00
5 per cent. funded loan of 1881	316,197,900 00	1,317,491 25
Aggregate of debt bearing coin interest	$1,724,253,250 00	$22,103,989 42
Interest due and unpaid		6,984,055 81

DEBT BEARING INTEREST IN LAWFUL MONEY.

3 per cent. navy pension fund, 1868	$14,000,000 00	$70,000 00
4 per cent. certificate of indebtedness of 1870	678,000 00	13,560 00
Aggregate of debt bearing interest in lawful money	$14,678,000 00	$83,560 00
Interest due and unpaid		

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846	1,104 91	85 74
6 per cent. bonds, 1847	1,250 00	22 00
6 per cent. bounty land scrip, 1847	3,400 00	223 60
5 per cent. Texas indemnity bonds, 1850	172,000 00	9,300 00
5 per cent bonds, of 1858	86,000 00	
5 per cent. bonds, 1860	10,000 00	625 00
6 per cent. 5-20 bonds, called 1862	1,287,650 00	24,216 16
1-10 to 6 per cent. treasury notes, prior to 1846	82,575 35	2,670 76
1-10 to 6 per cent. treasury notes, 1846	6,000 00	206 00
6 per ct. treasury notes, 1847	950 00	57 00
3 to 6 per cent. treasury notes, 1857	2,000 00	108 00
6 per ct. treasury notes, 1861	3,150 00	378 00
7 3-10 per cent. 3 years' treasury notes, 1861	19,200 00	1,425 26
5 per cent. 1 year notes, 1863	73,315 00	3,677 85
5 per cent. 2 year notes, 1863	52,300 00	3,404 72
6 per cent. compound interest notes, 1863-64	406,720 00	81,332 42
7 3-10 per cent. 3 years' treasury notes, 1864-65	225,100 00	18,020 59
6 per cent. certificates of indebtedness, 1862-63	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864	78,000 00	7,335 72
3 per cent. certificates called	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$2,578,440 26	$218,061 42

DEBT BEARING NO INTEREST.

Demand notes, 1861-62	$76,697 50	
Legal tender notes, 1862-63	382,000,000 00	
Certificates of deposit	58,690,000 00	
Fractional currency, 1862-3-4	45,797,675 87	
Coin certificates, 1863	29,141,200 00	
Unclaimed interest		16,874 84
Aggregate of debt bearing no interest	$515,705,573 37	$16,874 84

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent	$1,213,228,050 00	
Bonds at 5 per cent	511,025,200 00	
	$1,724,253,250 00	$29,038,045 23
Debt bearing interest in lawful money, viz:		
Certificates at 4 per cent	678,000 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$14,678,000 00	33,560 00
Debt on which interest has ceased since maturity	2,578,440 26	218,031 42
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$382,076,697 50	
Certificates of deposit	58,690,000 00	
Fractional currency	45,797,675 87	
Coin Certificates	29,141,200 00	
	$515,705,573 37	
Unclaimed interest		16,874 84
	$2,257,215,263 63	$29,366,511 49
Total debt, principal and interest, to date, including interest due and unpaid	$2,286,571,775 12	

AMOUNT IN TREASURY.

Coin	$71,083,928 50
Currency	16,619,232 38
Special deposit held for redemption of certificates of deposit as provided by law	58,690,000 00
	$146,393,160 88
Debt, less amount in Treasury, Sept. 1, 1874	$2,140,178,614 24
Debt, less amount in Treasury, on the 1st ult.	2,141,805,375 03
Decrease of debt during the past month	$1,626,760 79
Decrease of debt since June 30, 1874	2,909,626 92

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES. INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$258,851 20
Kansas Pacific bonds, 1862-64	6,303,000 00	63,030 00
Union Pacific bonds, 1862-64.	27,236,512 00	272,365 12
Central Branch Union Pacific bonds, 1862-64	1,600,000 00	16,000 00
Western Pacific bonds, 1862-4	1,970,580 00	19,705 80
Sioux City and Pacific bonds, 1862-64	1,628,320 00	16,283 20
Totals	$64,623,512 00	$646,235 12

Interest paid by United States, $24,325,896 98; interest repaid by transportation of mails, &c., $5,388,092 54; balance of interest paid by United States, $18,936,704 44.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, August 31, 1874.

B. H. BRISTOW,
Secretary of the Treasury.

☞ There has been put on record in Indiana a consolidated mortgage on the Cleveland, Columbus, Cincinnati and Indianapolis for $7,500,000. The new mortgage is intended to cover the existing mortgages which amount to about $3,450,000, and a new issue of $4,050,000. Of the bonds to be issued under the new mortgage a sufficient number is to be retained to exchange for all outstanding issues.

☞ Mr. F. G. Palmer has secured the contract for building the Lake View and Collamer railroad, except depot and equipment, for $54,700; the work to be done by July 1, 1875. This road is to be seven miles long, from Cleveland, Ohio, east to Euclid. It is to be of 3-feet gauge and is intended for suburban passenger travel.

☞ The survey for the Worcester County Central Railroad is nearly completed. The road is to run from Worcester through Leicester, Spencer, North Brookfield, New Braintree and Hardwick, intersecting the Massachusetts Central Railroad at Furnace Village, in the last named town.

☞ The resignation of R. S. Bowen, Superintendent of the Kansas Pacific railway, was announced at Kansas City, on the 21st of August.

New York and Oswego Midland Railroad.

The report of the special committee of the first mortgage bondholders of the New York and Oswego Midland Railroad, made on the 28th ult., at the meeting in the Cooper Institute, embraced the following basis for reorganizing the company:

First—That the control and management of the road should be left in the hands of the first mortgage bondholders until the regular payment of interest on the bonds is secured.

Second—That holders the first mortgage bonds and Receiver's certificates should have new first mortgage bonds given them, which should bear coupons from as early a date as possible.

Third—That before the property of the company be mortgaged, money should be raised on it to secure the proper repairing and finishing of the road.

Fourth—Junior securities and outstanding indebtedness shall come in the exact order of their respective priority.

Fifth—That the Western Extension be regarded as a separate undertaking, having no relation to first mortgages, but that there should be some recognition among junior securities, invested on the main road.

The debate on adopting the above plans was long. Those in favor thought delay disastrous. After numerous motions and votes the plans proposed were adopted, and the committee who made the report were instructed to select five competent persons to act as trustees of the road.

Agricultural Machines.

The Chicago *Inter-Ocean* mentions that one of the symptons of a revival of trade generally is the increase in the volume of sales of iron in the last month, and adds:

This evidence is corroborated by what we learn in regard to some of the agricultural implement and machine makers. Thus we hear of several reaper factories that are not able to fill the orders that are now pouring in upon them. The movement of the grangers to buy by the wholesale, and to compel manufacturers to sell at low prices only, had the effect of alarming some of them so that they reduced their scale of operations, and the supply of many kinds of agricultural machines and implements has been so reduced that it is not equal to the present demand. We may therefore expect increased activity in this and cognate lines of business.

☞ The Los Angeles *Herald* says: "The tunnel through which the Southern Pacific will pass out of and into San Fernando valley will be nearly a mile in length, and will run through a range of hills out of which coal oil is constantly oozing. Experienced oil miners are confident that the tunnel will tap so many small veins of oil that a considerable quantity of crude petroleum will run steadily from its mouth. One enthusiastic San Fernandan predicts that the oil from the tunnel will flood the San Fernando valley. Certain it is that the oil is exuding from the mountain through which the tunnel must be cut."

☞ The Ohio Comet Silver Mining company, of Washington, C. H., with a capital stock of $100,000, in shares of $1,000 each, filed a certificate of incorporation with the Secretary of State at Columbus, Ohio, on the 18th inst. The mining and manufacturing establishment of the company will be located in Griffith Mining district, Clear Creek county, near Georgetown, Colorado. The corporators are John L. Van Demen, John N. Van Demen, H. P. Ustick, George Dahl and John A. Hamilton.

Belleville and Northern Hastings Railway.

The provisional board of directors of this company was organized in Belleville, Canada, on the 12th ult., and the following gentlemen were elected. Mr. A. F. Wood, Warden of the County, President; Mr. James Brown, M. P., Vice President; Mr. N. B. Falkiner, Solicitor; Mr. Jas. Young, Manager of the Royal Canadian Bank, Treasurer. Stock books were opened and stock taken to the amount of $170,000, ten per cent of which has been paid into the Royal Canadian Bank. The survey is to be proceeded with at once. This road is to connect with the Grand Junction Railway at some point east of Stirling, and run thence to the iron mines of Madoc and Pardee. A large proprietor of coal and iron in Lehigh Valley, Penn., has taken $100,000 worth of stock in the road. The company will run fifteen miles over the Grand Junction from Belleville, upon which road work is now being pushed ahead as fast as possible, the track being already completed through a portion of the town. They also have upwards of 15,000 tons of rails now at the dock ready for laying, and their own docks are being rapidly pushed towards completion.

Land Grants to Railroads.

It having been published that the Jackson, Lansing and Saginaw Railroad Company had forfeited the right to 180,000 acres of Government lands, we are credibly informed that that company had no interest in the lands in question. They were granted to a corporation which was to be called the Amboy, Lansing and Traverse Bay Railroad Company—the road to extend from Amboy, on the Indiana line, north through the State of Michigan. This road never was completed and the lands, if any, revert to the Government, and are the ones referred to as forfeited. The Jackson, Lansing and Saginaw Company purchased a portion of this road between Lansing and Owasso, with all its franchises, including the land grant applicable to that portion.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending August 22, at 328,150 tons, and for the coal year 11,436,094 tons against 12,266,601 tons to corresponding time last year, being a decrease of 880,607 tons. The bituminous tonnage for the week is 86,428 tons, and for the year 2,178,008 tons, against 1,974,491 tons to same time last year, giving a total of all kinds for the week of 414,578 tons, and for the year of 13,604,172 tons, against 14,241,092 tons to same time last year, being a decrease of 636,920 tons.

☞ The West Virginia Iron Company has been incorporated, with a capital stock of not less than ten thousand or more than two hundred thousand dollars, and is to mine, manufacture, and transport iron, coal, &c., along the line of the Washington, Cincinnati and St. Louis Railroad. The company will commence operations at once.

☞ The Attorney-General has decided that the revised statutes do not change the law as to the toll upon tonnage of vessels engaged in foreign commerce, and that now, as formerly, the said tax is only collectable upon the entry of such vessels, and not before their clearance, and is only collectable once in each year.

The New Fairmount Bridge.

The new bridge across the Schuylkill River at Callowhill street is well advanced towards completion. The stone-work of the eastern approach is finished except the laying of the coping stones of the upper wall, the coping-stones of the lower wall being laid except for a distance of about 40 feet. On this side the approach is graded, drain-pipes are being put in, and the work of curbing will begin this week and will shortly be followed by the paving. The Callowhill street abutment requires only the laying of the cornice for its completion.

Both the eastern towers on Callowhill street for the upper deck of the bridge are finished to the cornice, and between them and the river eight small granite shafts are ready to receive the columns which will support the iron work. The eastern river abutment is up to within one course of the bridge seat. On this abutment two towers will be raised, but the main span crossing the river can be placed in position before the completion of these towers. This span will be 348 feet long, and will be entirely supported by iron columns springing from the bridge seat. The false work for the raising of the iron work for the main span is all up.

For the foundation of the western abutment 600 piles have been driven, and there will be 60 or 80 more. The laying of the concrete has also been commenced. In preparing the foundation for this abutment part of the old bridge has been cut away, leaving one side for the passage of vehicles and pedestrians. On the west side of the river all the masonry, except the cornices on two of the towers, and all the supporting iron work, have been finished. The floor beams, or buckle for the upper floors, are yet to be put on.

Between the river and Thirtieth street are six towers and sixteen shafts, all sunk to the solid rock, at an average depth of 50 feet—the depth in some places being 60 feet below the surface. At Thirtieth street is a large pier, and west of it are four low piers for iron columns, with another large pier at the end. Here terminates the city's portion of the work, at a distance of 125 feet from the Pennsylvania Railroad, and begins that of the Pennsylvania Railroad. Engineers were yesterday surveying the ground for the location of the railroad company's share of the work.

Between the last city pier and the railroad the company will erect two low piers for iron columns and one high pier to support the span across the railroad track, which will be over 100 feet in length. West of the railroad the span will end at a large road abutment with side wings extending back about 35 feet to support the embankment of the roadway, and beyond this abutment the grade of the street will be raised to meet the level of the bridge. The stone and iron work done by the railroad company will correspond with that of the other portions of the new bridge.

The contractor for the city's portion of the mason work is Wm. M. Wiley, while the contract for that of the Pennsylvania Railroad is executed by Wiley & Smith. The railroad company's part of the stonework it is estimated will cost $70,000.—*Phila. Ledger, Aug.* 28.

☞ The Clarion (Penn.) *Democrat* says: "The Bennett's Branch is becoming a great thoroughfare. Besides two passenger and two freight trains each way, every day, there are four or five oil trains each way, making fifteen or sixteen trains a day on the road. The coal trade at New Bethelem, Reynoldsville, and other points along the line, is becoming extensive."

☞ The stockholders of the Cincinnati, Rockport and Southwestern Railway Company have elected the following Board of Directors: S. S. L'Hommedieu, A. H. Sabine, Jacob Seasongood, Wm. Hannaman, H. Lewis, F. Smith, F. M. Sabine, John A. Munn, Aquilla Jones, M. N. Moore, W. O. Rockwood, H. G. Hannaman, Clement Doane.

Texas Railways.

The Texas and Pacific railroad company have commenced work again west of Dallas, and will have the road ironed to Fort Worth as soon as it is possible to have it done.

The Missouri, Kansas and Texas railway are transporting coal for the Osage coal company from McAlister to various towns and cities in Texas.

Work is progressing favorably on the Galveston, Harrisburg and San Antonio railroad.

Denison has been determined upon as the terminus of the Houston and Texas Central railroad, and the permanent junction with the Missouri, Kansas and Texas railway.

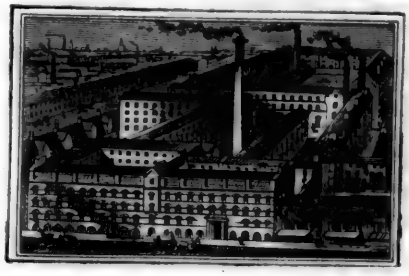
The Missouri, Kansas and Texas railway at McAlister, are grading a track from that station out to their coal mines and coke ovens.

☞ At the regular meeting of the directors of the Maine Central Railroad Company, held August 25th, it was decided to build an iron bridge in place of the present wooden structure which spans the river at Ticonic Falls, Waterville, the work to be done by Clark, Reeves & Co., of Phoenixville, Pa., contractors for the new bridge just built at Waterville. The bridge will be built the present season, the rebuilding of the piers having already been begun.

☞ The contractors, Larochelle and Scott, are pushing forward the grading on the Levis and Kennebec Railroad from Levis, Quebec, southward. Much of the lumber required for buildings, fences and bridges was cut and brought out of the woods on the line last winter. A Howe truss bridge over the Echemin river at St. Anselm is contemplated. The rails are on the way from England, and two engines from the Rogers Locomotive Works at Paterson are on the road.

Baltimore and Ohio Railroad.

The Illinois Central Railroad Company is now laying an additional track from Hyde Park to this city for the use of the Baltimore and Ohio Railroad. It is also building a new freight depot for the use of the same company. The new building will front on South Water street, just east of the Michigan Central depot and opposite the Michigan Central offices. As the present grounds are used only temporarily, the building will be unpretentious. The dimensions will be as follows: Length 850 feet; width 52½ feet; heighth 20 feet. The foundations will be of stone, four feet above ground, and the walls will be of brick, 16 inches thick. It will be two stories high, and have a quarter-pitch roof, covered with slate. The track will be on the west side of the building. The passenger trains will enter the present Central depot.—*Chicago Tribune.*



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Iron Bridges, Pivot Bridges,

AND

TURN TABLES.

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TRENTON, N. J.

The American Wood Carbolizing Co.

Is organized for the purpose of Creosoting Timber for Docks, R. R. Ties, Fence-Posts, Pavements, and all other uses where Timber is exposed to the action of water or air. This Company also proposes to License R. R. Companies and others who desire to erect their own apparatus.

Drawings and specifications of apparatus, either stationary or portable, will be furnished on application.

67,112 miles of Railroad in the United States use annually over twenty-six million Ties for renewing those destroyed by decay.

The preservation of wood from decay and the attacks of marine worms, has been largely practiced in Europe for thirty years; and with such success that the use of natural wood is now the exception; and of all the various methods that have been employed, that in which creosote oil was used, has best endured the test of time.

This Company, benefiting by the thirty years' practical experience in the use of creosote oil abroad, offer to the public a system of application which is adapted to the wants of our own country, in that green wood can be rapidly and thoroughly treated, even better than dry, and the application of the oil, in connection with the use of moderate heat, be made more uniform and effective than is possible by any other means.

Experience has demonstrated that creosote or dead oil is the only substance by which wood can be treated so as to certainly resist the attacks of marine worms.

Creosoted wood exposed in Charleston Harbor was not attacked by the teredo, while natural wood attached to it was completely honey-combed.

It is confidently asserted that Railroad Ties creosoted will outlast three sets of ordinary Ties, and that creosoted Paving Blocks being beyond the reach of decay, will last as long as stone, with all the advantages of an elastic roadway, beauty and economy of construction.

The economy in the use of creosoted wood, where the term of service is trebled, is measured by adding to the wood used, the cost of the labor expended in construction, and the loss of time spent in replacing the structure, when either decay or attacks of marine worms destroy it.

The system of Seely and Pelton, employed by this Company, has been fully examined and indorsed by Gen. McClellan, Gen. Barnes, Gen. Babcock, Rob't Harris, U. B. & Q. R. R., Prof. Silliman, Capt. Eads, Gen. Cram, Gen. Humphreys, Gen. Meigs, Gen. Belknap, Prof. Chandler Gen. Gilmore, Gen. Newton, A. B. Mullet, C. H Haswell.

It has been used by the U. S. Government upon the Dykes of the St. Clair Flats, and upon Gun Platforms for the fortifications on the Atlantic coast; upon pavements in New York and Pittsburgh, by the Department of Docks of the City of New York and the Board of Public Works of the District of Columbia.

Detailed information can be obtained and specimens of creosoted wood examined at the office of the Company

TRUSTEES.

GEO. W. CASS,	THOS. A. SCOTT,
M. Y. TILDEN,	RUSSELL SAGE,
LLOYD ASPINWALL,	H. A. TILDEN,
M. N. WISEWELL,	WM. F. DRAKE,
AUSTIN BALDWIN,	WM. ORTON,
W. T. PELTON, Vice-Prest.	F. E. WOODBRIDGE, President.

59 Liberty St., New York.

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American Railroad Journal.

New York, Saturday, September 12, 1874.

Union Pacific Railroad.

The assets of the Union Pacific Railroad Company are as follows:

Notes receivable	$7,655 66
Cash	225,878 02
Due from United States Treasury Department	515,267 12
Colorado Central Railroad bonds and stock	1,220,411 00
Utah Central Railroad stock	500,000 00
Utah Southern Railroad bonds	412,000 00
Omaha Bridge bonds	5,161 35
Union Pacific stock	8,244 13
Atlantic and Pacific Telegraph stock	2,420,080 00
St. Louis, Council Bluffs, and Omaha bonds	29,711 31
Douglas and Washington County bonds	170,000 00
Due from Central Pacific Railroad	87,170 71
Due from Utah Northern Pacific Railroad	64,311 02
Land agent and sundry accounts	5,400 00
Land notes to July 1, 1874	2,675,719 54
11,044,000 acres of land at $5 per acre	55,220,000 00
Total	$63,517,099 20

These assets are exclusive of the road, its equipments, and franchise. The land-grant notes, which are a mortgage upon the farms and improvements along the line of the road, have been increased from $2,042,606 in January, to $2,675,719 in July, an increase of $633,000 since Jan. 1, by the company's purchases. They now stand at a little over $,8000,000, and at the average price of the last three years the amount of land notes on hand would be sufficient to retire $3,500,000 more of the bonds. This would leave only $4,500,000 outstanding, and the sale of another million acres of land would entirely wipe out the land grants. Then the company would have 10,000,000 acres of land upon which the new sinking fund bonds would be a first mortgage. It would require the sale of only 2,500,000 acres to pay off the sinking fund bonds, leaving 7,500,000 acres for the stockholders.

Atlantic and Pacific Railroad.

The following table shows the earnings of the Atlantic and Pacific Railroad and leased lines for July and August, 1874, compared with the same months in 1873:

	July, 1873.	July, 1874.	Increase.
Earnings	$377,825 40	$387,358 37	
Less exp	260,057 71	249,664 31	
Net	$117,767 69	$137,694 06	—$19,926 37
	Aug. 1873.	Aug. 1874.	
Earnings	$438,168 19	$459,779 41	
Less exp	260,370 90	249,450 17	
Net	$177,797 29	$210,329 24	— 32,531 95
Total			$52,458 82
Net earnings for six months to June 30, 1873		$794,341 56	
For same period in 1874		888,725 79	—94,384 23
Increase of net earnings from Jan. 1 to Aug. 31, 1874, over corresponding months in 1873			$146,842 55

Baltimore and Drum Point Railroad.

Our readers will be pleased to learn that the directors of the Baltimore and Drum Point railroad have entered into contracts with Messrs. McDonald and others for the entire grading and construction of the road. The contractors are gentlemen of large means, who have had great experience in railroad building, having recently constructed the Valley road and other important works under the management of the Baltimore and Ohio railroad. The contracts in the present instance have been carefully prepared by the experienced vice-president of the road, Wm. R. Hutton, Esq., and there can be no doubt of faithful execution by the contractors. By discarding the heavy rail used by the great trunk lines, and using lighter rails and rolling stock, a saving of nearly a fourth of a million of dollars will be made on previous estimates of the cost of the work. We are reliably informed that the commissioners of Anne Arundel county will at their next meeting make the subscription of $200,000 authorized by the Legislature.—*Calvert County Journal.*

Illinois Central Railroad.

The statement of this Company for the month of August, 1874, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	2,048.11 for	$14,258 79
Acres Interest Fund Lands Sold	..... for	.....
Acres Free Lands Sold	..... for	.....
Total sales during the m'th of August, 1874	2,048.11 for	$14,258 79
To which add Town Lot Sales	..... for	....
Total of all	2,048.11 for	$14,258 79
Cash collected in August, 1874		$35,646 48

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois. 707 Miles.	In Iowa. 402 Miles.	Total. 1,109 Miles.
Freight	$386,979 00	$85,302 00	$472,281 00
Passengers	98,242 25	42,784 80	141,027 05
Mails	9,671 66	3,059 33	12,730 99
Other sources	80,328 34	2,440 67	82,769 01
Tot'l Aug. '74.	$575,221 25	$133,586 80	$708,808 05
Total actual earn'gs, Aug., 1873	$623,187 05	$146,560 65	$769,747 70

The San Jose Railroad.—The Shore Line to be Built.

We some time since stated that Wm. C. Ralston and Wm. Sharon had purchased the Burlingame tract, three miles this side of San Mateo, and that they designed laying out a new town there. The work is now in progress. The first and most important point was to secure much more frequent and rapid communication with the property, and this has finally been arranged. Sharon and Ralston have made an arrangement with the Southern Pacific Railroad Company, by which the trips are to be increased to six daily. Early and late trips will be made, the intention being to have the last train leave the city at 10½ or 11 P. M. The line of the Southern Pacific road is to be changed between the city and the Seventeen Mile House. The short line route—across South Beach, the Potrero, and South San Francisco—is to be immediately built; the right of way, where not

already secured in San Mateo County, now being arranged for. The rate of fare will be reduced to a very low figure, and every effort made to make the eastern portion of San Mateo County a suburb of this city. This will be a heavy blow to Oakland, and a great advantage to outside property southward, which has long languished for just such aid as the proposed change will give it. This change will also be of the greatest possible benefit to land contiguous to the railroad line all the way to San Jose. In this matter the railroad company will have placed the public under lasting obligations. This is the most important information bearing on the value of real estate southward, that we have had the pleasure of publishing for five years.—*San Francisco Real Estate Circular.*

Railroads of Ohio.

The survey of the proposed Massillon and Coshocton Railroad has been completed.

Upper Sandusky has subscribed $40,000 of the $75,000 necessary to secure the Wheeling and Lake Erie Railway.

Central Railroad and Banking Company of Georgia.

The earnings of the Central Railroad and Branches for the years ending November 30, 1872 and 1873 were as follows:

	1872.	1873.
Up through freights..	$302,698 12	$290,932 49
Up way freights.....	280,820 66	221,121 87
Up mail freights.....	12,196 62	9,865 01
Down through freig'ts	437,233 20	523,480 13
Down way freights ..	327,784 39	343,599 27
Down mail freights ..	8,978 20	8,298 28
Up through passage..	51,800 89	47 553 65
Down through pas'age	47,292 65	47,994 76
Up way passage.....	94 707 83	91,264 32
Down way passage ..	113,348 26	131,879 55
Transp. of mails.....	29,792 88	29,792 88
Net earn'gs River road	....	34,389 85
Total, all sources....	$1,656,153 70	$1,780,116 06
Add earnings from—		
Macon and Western, including Thomaston Branch	$706,646 85	$.....
Central Railroad, Atlanta division	....	748,995 60
Southwestern R. R..	896,155 86	895,967 95
Upson County R. R..	....	12,340 85
Total earnings.....	$3,258,956 41	$3,437,419 96
Expenses, viz:		
Transportation	$609,299 04	$634,858 00
Motive power	590,542 82	710,364 70
Cars....	163,028 49	259,845 20
Repairs of road.....	623,284 27	949,275 33
Stock killed....	22,969 65	22,276 35
Incidentals....	69,078 01	61 488 55
Repairs of buildings.	38,289 64	51,050 12
	$2,116,441 92	$2,689,158 25
Earnings less exp...	$1,142,514 49	$748,261 71

Compared with the year 1872, the gross earnings of all the roads show an increase of $178,463 55, with an increase in expenditures of $572,716 33, making a decrease in the net earnings of $394,252 78. The President in his report for the year 1873, says:

The earnings of your road and Bank, with those of the Southwestern and Upson County Railroads, for the past year, have been $3,489,398 03, as follows:

Central Railroad, Savannah Division.	$1,780,116 06
Central Railroad, Atlanta Division..	748,995 60
Central Railroad Bank....	51,978 07
Southwestern Railroad....	895,967 95
Upson County Railroad....	12,340 85
Total for roads and banks	$3,489,398 03

The expenses properly chargeable for the same period have been for Central Railroad, Savannah Division $1,097,709 84

Central Railroad, Atlanta Division.....	547,473 54	
Central Railroad Bank	22,943 80	
Southwestern Railroad	624,548 27	
Upson County Railr'd.	12,426 60	
		2,305,101 55
Leaving.....		$1,184,296 48

But in addition to the above expenses there have been payments made that belonged, fairly, to the previous year, with extraordinary payments that have fallen into this year's business, as follows:

Central Railroad, Savannah Division.....	$194,000 00	
Central Railroad, Atlanta Division....	150,000 00	
Southwestern Railroad.	63,000 00	
		407,000 00
Leaving net.....		$777,296 48

The very great increase in expenses over the previous year is accounted for by the General Superintendent, and your attention is specially called to his detailed statement of items that make up the excess. By the report of the Superintendent of the Atlanta Division, it will be seen that that part of the line has called for very heavy outlays, and yet there is necessity for a considerable amount of iron, to provide for the removal of that which has become so much worn, that it is difficult to keep the track up to the standard of a first class road. The complete reconstruction of all the tracks at Atlanta, with additional grading in order to obtain more room for new tracks, has been attended with considerable expense at that point, but all the improvements that have been made, were absolutely necessary to enable us to conduct the business with economy and dispatch, and it is yet necessary to erect a shelter over a portion of the transfer platform, for the protection of men and goods in inclement weather. It will also be necessary to erect a house at Atlanta for the protection of engines at as early a day as possible, the old house having been blown down by a severe gale on the night of November 16th. The loss by its destruction was but little as the roof was very temporary, and the walls had been so much damaged by fire when Atlanta was destroyed, that they were hardly safe.

The destruction of iron rails has become a very serious matter in the cost of maintaining our road, and from experience thus far it is feared that there is no remedy except by the use of steel. Early in the year the Board had this matter under consideration, and, judging from the trial of a small lot of re-rolled rails which had proved satisfactory, together with a proposition to guarantee the quality equal to the best imported iron, it was determined to obtain our year's supply by re-rolling, with the hope of better results than had been obtained from English rails, but from a recent inspection of those which have been in the track less than six months, it is feared that we shall be greatly disappointed. Your special attention is called to the remarks of the road master, on the Savannah Division, upon this subject, and to statistics furnished by him as to the durability of rails that we have laid during the last few years.

While upon this subject of expenses, it is proper to remark that the Board recognizes fully the necessity for reducing them as far as possible, and to that end instructions have been given to each of the Superintendents, to reduce wherever it is practicable, consistent with keeping up your property, and it is not doubted that the close of another year will show a very much more favorable result.

From the foregoing statement of earnings and expenses, it will readily be seen that the declaration of a dividend is wholly inconsistent with a prudent management of your financial affairs. This the Board regrets exceedingly, but it is beyond their power to change and it is believed to be sound policy, to place your financial condition beyond doubt rather than yield to the temptation of distributing money which has not been fairly earned.

In the last annual report a brief reference was made to securities held by the company, all of which appear in the balance sheets of the road and bank, but for a more clear understanding as to their exact character, the following detailed statement is given, and for the purpose of showing the entire amount, all investments are included outside of the Road and appurtenances. Large as this amount appears, it is believed that the outlay has been rendered necessary in order to protect the interests of your company.

Real estate, other than railroad and appurtenances—

Vale Royal property, cost $82,000, improvements $130,000, pays more than 10 per cent on	$300,000 00
Macon City property, valued at	122,000 00
Banking House....	50,000 00
West Broad street property, not in use of road, (city valuation)....	17,200 00
Purse street property, not in use of road, (city valuation).....	47,000 00
New street property, not in use of road, (city valuation).....	6,000 00
Canal lots property, not in use of road, (city valuation)....	8,000 00
Received from Macon and Western Railroad lots in Atlanta, Macon and Pulaski county....	47,500 00
	$597,700 00

Stocks—

4,900 shares Southwestern Railroad..	$490,000 00
241 shares Eatonton Branch R. R..	24,100 00
770 shares Macon and Western, now Central Railroad....	77,000 00
6,715 shares Mobile and Girard Railroad, at 25c....	167,875 00
1,555 shares Savannah, Griffin and North Alabama Railroad, at 25c...	38,875 00
5,256 shares Western Railroad of Alabama, at 25c....	131,400 00
20 shares Baltimore and Savannah steamship.....	2,000 00
	$931,250 00

Bonds—

City of Macon.....	$202,000 00
Muscogee Railroad.....	21,500 00
Mobile and Girard Railroad	240,500 00
Savannah, Griffin and North Alabama Railroad	185,000 00
Western Railroad of Alabama..... ...	164,500 00
	$813,506 00

Steamers—

6 steamships....	$600,000 00
4 steamboats	75,000 00
Net profits of ships and boats.... ...	120,308 90
	$795,308 90

Indebtedness of Railroads—

Southwestern Railroad....	$300,000 00
Mobile and Girard Railroad	111,951 49
Savannah, Griffin and North Alabama Railroad	818,570 12
Western Railroad of Alabama..... ...	236,709 98
	$967,231 59

RECAPITULATION.

Real estate.....	$597,700 00
Stocks	931,250 00
Bonds....	813,500 00
Steamers.....	795,308 90
Railroads	967,231 59
	$4,104,990 49

Against these securities and investments we have liabilities direct and contingent, as follows:

LIABILITIES.

Direct Liability—	
Central Railroad Bonds due 1875...	$993,000 00
Macon and Western Railroad Bonds due 1880	150,000 00
Southwestern Railroad Bonds due 1876 to 1882	399,000 00
Muscogee Railroad Bonds due 1876.	172,500 00
Central, Southwestern and Macon and Western Railroads Bonds due 1893	1,672,000 00
Bonds for steamships	300,000 00
	$3,686,500 00
Liability as Endorser—	
City of Macon Bonds	$80,000 00
Mobile and Girard Railroad Bonds, 1st mortgage, due 1876	212,500 00
Mobile and Girard Railroad Bonds, 2d mortgage, due 1889	300,000 00
Western Railroad Bonds, with Georgia Railroad and Banking Company—	
1st mortgage, $600,000, our half...	300,000 00
2d mortgage, $1,200,000, our half..	600,000 00
	$1,492,500 00
Total liability	$5,179,000 00

For the purpose of carrying out the union and consolidation of the Macon and Western Railroad Company with the Central Railroad and Banking Company of Georgia, as contemplated by the lease of the road of the former company to the latter, an Act was passed by the General Assembly of Georgia, approved August 24th 1872, prescribing certain terms for the union and consolidation of the two companies, under the name and charter of the Central Railroad and Banking Company of Georgia. In compliance with this Act the two companies were united by the formal action of the Board of Directors of the Central Railroad and Banking Company of Georgia, on the 26th day of November, 1872, and by the Stockholders and Board of Directors of the Macon and Western Railroad Company on the 7th day of January, 1873. The proceedings of both companies were duly certified to the Governor of the State, and are on file in the office of the Secretary of State.

By the report of Wm. R. Garrison, Esq., the company's agent for the management of its steamships, it will be seen that they continue to yield a profit, and the advantage resulting from their ownership by the company cannot be doubted. New York is, and will continue to be, the great commercial centre of the country. This being recognized, and the fact that there are numerous land routes from the South and Southwest, terminating at New York, the question to be settled is whether an all rail or rail and ocean transportation is the cheapest. This contest is upon us, and without the absolute control of ships, it would be quite out of our power to make the issue, which, it is believed, must ultimately be decided in our favor.

The company's steamboats on the Chattahoochee continue useful as outposts, and they are gradually refunding advances that were made while they had to encounter competition. The Southwestern Railroad made these advances, and its return has gone into the accounts of that company, but upon closing their books will inure to your benefit.

It will be seen by the report of Virgil Powers, Esq., Chief Engineer, that the branch to Perry has been completed, and the extension of the Southwestern road to Blakely is finished to Arlington, a point within about 14 miles of Blakely. As soon as it was seen that the very large amount necessary to be expended upon other parts of the line, would call for all the available means of the company, orders were given to stop this extension at Arlington, but it is hoped that more propitious times will return, so as to enable us to carry this extension to Blakely, as originally contemplated.

The Cashier's usual balance sheet from the books of the Bank, with his report, will show the result of operations in this department. The agencies at Macon and Albany have continued to act as valuable auxiliaries in the transaction of our business, but they, as well as the principal office, could be made much more useful, if we had the requisite capital to conduct them upon a scale commensurate with the demands that are made upon us for monied facilities.

The report of the General Superintendent of the Central Railroad will show, in detail, the business of the entire line under control of your company, as well as the condition of the road and its appurtenances under his immediate charge. The condition of the Southwestern Road and the Atlanta Division will be shown by reports of their respective Superintendents. By an examination of these reports it will be seen that we have had a most disastrous year in the way of accidents, and two of the most fatal were caused by gross carelessness on the part of the company's employees. The parties in fault in one of these cases were prosecuted, but upon trial they were acquitted. The public appear to regard a railroad as a person, that must suffer for every wrong act, but that its employees are in no way responsible, however much they may be in fault, forgetting, apparently, that, for the time, the company is represented by the very person who is in fault. Until public sentiment is changed in this particular, it will be vain to expect that care on the part of railroad employees which is necessary for the protection of life and property.

The improvement of the Vale Royal property rendered a connection between it and the city necessary. The City Council was therefore asked to open Canal street over the Savannah, Ogeeche and Altamaha Canal, and thence through its property to Musgrove Creek, the company agreeing to bridge the creek and thus make the shortest possible connection with the business part of the city. This the city declined to do, but agreed to open the street upon condition that the company would construct the bridge and build the road to the company's wharf, the city agreeing to keep up the bridge over the canal and the company to keep up the road from the canal to its wharf.

After mature deliberation the Board agreed to the terms proposed by the City Council, and the work was commenced early in the fall and is now so far completed that it has been brought into use. It will cost $3,525 00, and while it is believed that the expenditure ought to have been made by the city, I am fully satisfied that it will largely enhance the income from our wharf property.

Messrs. Wadley & Co., who have very extensive saw mills in Emanuel county, being desirous to obtain facilities to ship their lumber from this port without the necessity of draying through the city, proposed to the company the construction of a wharf on its property, specially for the lumber trade, and as an inducement offered to take the company's bonds at par to the extent of the cost of a wharf 500 feet in length and a track to it for the delivery of lumber; also to guarantee the shipment of 4,000,000 feet of lumber, annually for three years over the company's river road and from the wharf to be built, thus giving the road an income of $2,400 per annum on this improvement, which it was estimated would cost not far from $12,000. This proposition was accepted by the Board, and it is expected that the work will be completed early in January, at a cost of not much over $10,000.

The number of locomotives in use is stated at 103, viz: on the Central Railroad, 56; Atlanta division, 16; and Southwestern Railroad, 31. The number of cars is as follows: On the Central Railroad—28 first class and 15 second-class passenger and baggage, 5 mail, passenger and baggage, 19 baggage and package, 8 express, 589 box, 212 platform, 26 stock, 15 coal, 21 conductor's, 4 provision, 2 paymaster's and 2 construction cars; On the Atlanta Division—10 first-class and 8 second-class passenger, 4 baggage and mail, 2 express, 142 box, 41 platform, 6 conductor's, 16 stock, 11 coal and 2 construction cars; and on the Southwestern Railroad—17 first-class and 11 second-class passenger and baggage, 5 baggage and mail, 1 express, 231 box, 131 platform, 8 stock, 11 conductor's and 2 construction cars. The aggregate number of cars of all classes in use on all the roads is therefore 1,595, viz: 55 first-class and 29 second-class passenger, 14 mail and baggage, 19 baggage and package, 6 express, 962 box, 384 platform, 50 stock, 26 coal, 38 conductor's, 2 paymaster's, 4 provision and 6 construction cars. Adding the 133 box cars detailed for "Green Line" service, would make the whole number of cars owned by the company 1,728. The number of passengers carried was 131,404, viz: through, 1,544; way, 115,958. Number of bales of cotton moved, 477,448; pounds of guano, 94,358,025.

BALANCES FROM THE BOOKS OF THE CENTRAL RAILROAD, NOVEMBER 30, 1873.

Railroad and appurtenances	$7,500 000 00
Central Railroad Steamship line	600,000 00
Real estate	167,480 02
Depot lots and right of way in City of Macon	122,000 00
Improvements on same	94,504 48
Savannah river road	98,785 72
Steamboats Julia St. Clair and Bandy Moore	56 964 14
Stocks of other companies	691,960 00
Bonds of other companies	72,500 00
Cash	1,078,183 10
Bills receivable	20,247 02
United States	411 24
Post Office Department	4,965 48
Due by treasurers and agents	191,067 71
Due by other roads	607,540 26
Purchasing agent	2,925 98
Railroad expenditures	2,689,158 25
Rent Southwestern Railroad	185,908 00
Rent Macon and Western Railroad	125 000 00
Rent Augusta and Savannah R. R.	78,000 00
Rent Eatonton Branch Railroad	14,000 00
Interest Central Railroad Bonds	129,027 06
Interest Macon and Western Railroad Bonds	20,160 00
	$14,545,738 41
Capital stock	$7,500,000 00
Bonds of 1852	1,000 00
Bonds of 1865	998,000 00
Bonds of 1872	1,672 000 00
Bonds for steamships	300,000 00
Bonds of Macon and Western R.R.	150,000 00
Fare notes Central Railroad	286,600 00
Dividends unclaimed	82,102 62
Forwarding account	27,581 29
Freight accounts, other roads	88,876 69
Railroad Earnings—	
Central Railroad	1,745,727 71
Southwestern Railroad	895,967 95
Atlanta Division	748,995 60
Upson County Railroad	12,340 35
Savannah River Wharf	34,388 35
Profit and loss	112,207 85
	$14,545,738 41

President.—WM. M. WADLEY, Savannah.

Directors.—Andrew Low, John R. Wilder, Geo. W. Wylly, Gen. J. F. Gilmer, John Cunningham, A. S. Hartridge, E. C. Anderson, W. B. Johnston, A. J. White, J. F. Bozeman, Moses Taylor, W. R. Garrison.

Gen'l Superintendent.—WM. ROGERS.

Auditor.—B. J. CUBBEDGE.

Treasurer.—H. C. CUNNINGHAM.

Finance and Taxation.

We give below a portion of a letter from ex-Secretary Hugh McCulloch, addressed to gentlemen in Cincinnati. The remainder will be published in our next issue.

PLAINFIELD, N. J., August 17, 1874.

GENTLEMEN—Your kind letter of the 25th ult., was forwarded to me from Fort Wayne after I had left. I regret that other engagements prevent me from accepting your flattering invitation to meet my fellow citizens of Cincinnati, with many of whom I was formerly connected by business and social ties, and to speak to them upon the interesting and what you term "perplexing" subjects of finance and taxation.

I am in no sense a teacher. My opinions upon these subjects are valuable only as the views of one who has given to them some thought, and who has been influenced in his conclusions neither by personal nor political (party) considerations. As, however, you desire an expression of them, and as I now find this cannot be given *viva voce*, I do not hesitate to express them in this manner.

It will be sufficient for my purpose to consider that you especially refer by "finance" to the currency and by "taxation" to the tariff, although this is but a limited view of the terms. From want of time I shall only be able to express the conclusions I have reached, without undertaking to give the facts or arguments on which they are based.

My opinions on the subject of the currency are well known by those who took the trouble to read my Fort Wayne speech, and my reports as Secretary of the Treasury from 1865 to 1869. The opinions I then expressed, in language as strong and unequivocal as I could command, have neither been changed nor modified. On the contrary they have been confirmed and strengthened by further observation and reflection. I thought it to be the duty of Congress, considering the subject in its moral as well as its financial bearings, to adopt decisive and effective measures to bring about specie payments, and that the time for the adoption of these measures was at the close of the war. I did not think that "the way to prepare to resume specie payment was to resume," but I did think it of vital importance to the best interests of the country that the restoration of the specie standard should be the end and aim of all legislation bearing upon the subject of the currency. My conviction was clear and decided that this could only be effected—within any reasonable time, and before such financial disaster as has recently occurred would overwhelm the country—by retiring so much of the paper currency in circulation as would be necessary to bring up the residue to par. I thought that this could be accomplished without the occurrence of the apprehended disaster to the business of the country, and without affecting in the least the real value of property; that by a curtailment of the amount of inconvertible notes in circulation the purchasing or measuring power of the remainder would be proportionately increased, and that consequently the amount of real money in circulation would not be thereby diminished; that the measuring property by a false standard could not add to its value, nor, by any a true standard reduce it. There was, it seemed to me, but one class in the community, the debtor class, who could be benefited by a depreciated currency, and I was anxious that decided action for relieving the country of such a currency should be taken immediately after the close of the war, when individual indebtedness was less than it had been for many years. It seemed to me, also, that the injury to this class from a reduction, and consequent improvement, of the currency, would be altogether less than was feared by them; that what honest and energetic debtors needed was not legislation to enable them to pay their debts in a depreciated currency, but legislation that would give activity to well directed, not speculative, enterprise, and stability to business; that as, in fact, one debt is, in the course of trade, usually paid by the the creation of another, and the general indebtedness of the people is not ordinarily, from year to year, materially reduced, the debtor class itself was in no serious danger of being injured by the elevation of the standard of values, and that if debtors were to be injured by it, the injury would be small in comparison with that which had been inflicted upon the creditors through the legal tender acts, which compelled them to receive, in satisfaction of existing contracts, a currency of far less value than that which was the only lawful money at the time they were made, and who generally bore their losses without murmuring, as a sacrifice required by the government in its struggles with a gigantic rebellion. At that time, in language which made up by explicitness what it may have lacked in strength, I pointed out the danger and the immoral influences of an inconvertible and depreciated currency. By every argument I could make, and every illustration I could bring to bear upon the subject, I endeavored to prove in each of my reports that a depreciated currency was, and never could be anything else than, a positive, unmistakable injury to the people, morally and financially; that in regard to such a currency there could be no "stand-still-until the country-grows-up-to-it" policy; that by wise legislation we should move toward specie payments, or by unwise laws, or by drifting without chart or compass, we should find ourselves upon financial breakers before we were conscious of immediate danger.

In my earliest utterances upon the financial question, in a free talk with my Fort Wayne friends, I remarked "that while I regarded an exclusive metallic currency, among an enterprising and commercial people, an impracticable thing, I regarded an irredeemable paper currency as an evil, which extreme circumstances for a season might render a necessity, but which should never be sustained as a policy; that the legal tender notes were issued as a war measure, and as the war had been brought to a successful termination, measures should be taken for retiring these notes altogether or bringing them up to the specie standard; that I had no faith in prosperity that was based upon depreciated paper money, and that I saw no safe path to tread but that which led to specie payments; that the extremely high prices prevailing in the United States were an unerring indication that we were measuring property by false standard, that the United States was becoming the best country in the world for foreigners to sell in, and the worst to buy in; that the longer inflation continued the more difficult would it be to get it back to the solid ground of specie payments; that if Congress should early in the approaching session (1865-6), authorize the funding of the legal tender notes, and the work of reduction should be commenced and carried on resolutely, but carefully and prudently, we should reach the solid ground without serious embarrassment to legitimate business. If not, we might have a brief period of hollow and seductive prosperity, resulting in widespread bankruptcy and disaster." Such were my sentiments then and such are they now.

The truth is, gentlemen, and the reiteration of it ought not to be necessary, gold and silver are the only standards of value, and as long as we are a part of the great family of nations and are a commercial people we can adopt no inferior standard without being greatly the loser by it. A sound currency is the very life-blood of a commercial people.

None but bankrupt nations, with the exception of the United States, keep in circulation an irredeemable paper currency—a currency which, in their cases tends to produce and perpetuate the poverty it indicates. To the United States such a currency is utterly disreputable, since there is not the slightest necessity for it. That a nation so rich as ours, so grand in its resources, so vast in its productions, a nation which has challenged the admiration of the civilized world by the rapid reduction of its public debt, commencing that reduction at the close of a war the most expensive that has ever been carried on, and actually reducing its indebtedness at the rate of nearly a $100,000,000 a year, that such a nation should, for so long a period, maintain a depreciated circulating medium, made lawful money by statute, is, to intelligent foreigners, an inexplicable mystery. The specie standard ought to have been restored before now, and I believe it would have been if that great power in the land, the press, had given the doctrines enunciated from the Treasury Department from 1865 to 1869 the hearty indorsement it has given to similar doctrines when proclaimed by the President in 1874.

If the financial trouble that has come upon us and the consequent prostration of the business in nearly all branches of trade, notwithstanding the plentifulness of currency, shall tend to correct the public sentiment in regard to the nature and offices of money, they will not be entirely without compensation. It required the sacrifice of a great war to uproot slavery; perhaps it required the experience of a great financial disaster to teach the people the danger of discarding the true measure of value, and substituting therefor the uncertain, fluctuating standard of irredeemable legal tender notes. It will be lamentable, indeed, if, instead of having profited by experience—our financial trouble, the result of our financial mistakes—we shall cause a still wider departure from the paths of wisdom and safety. Real money—and the world always has had, and ever will have, plenty of it for legitimate uses—leaves or avoids countries that have an inferior substitute for it, no matter what other standard may be adopted by law or how the fact may be attempted to be disguised, for the value of all property is still regulated by it. The Legal Tender act compels the people of the United States to treat the greenback dollar as if it were a dollar in fact, but, except in payment of debts, it is not one. It has not the purchasing power of one. Its value has been forty-five cents; it is now ninety; a year hence it may be ninety five, or what it may be no man can tell. It is the paper dollar, not the gold dollar, that fluctuates, and is, therefore, an uncertain and dangerous standard. Can it then be doubted that it is the duty of Congress so to legislate as to make, as soon as practicable, the paper dollar of which it authorizes the issue equal to the gold one?

The question then arises what legislation is required to effect this most desirable result. Our new Secretary is a gentleman of ability, and he belongs to a State in which good financial seed was sown at an early day, as has been proved by her high financial credit and the soundess of her banking institutions. I know not what his views are, but he would not be a true scion of Kentucky stock if he were unsound upon the financial question. If the management of our finances were in his hands I for one should be willing to take him upon trust, not doubting that he would pursue the right course to relieve the country from the burden—for so it is—of an irredeemable currency. But such is not the fact. His hands are tied. Congress is to determine what shall be our financial policy, and this determination may depend on the result of the approaching elections.

As parties now stand the financia lquestion can not be made a strictly party question, nor will it be—as in the better part of the late session it was feared might be the case—a sectional one. It is a question upon which there will be differences of opinion among men of the same party and the same State. That there should be speedy legislation and a definite policy established every one who is not a gambler in business admits and desires. Nothing but further inflation can be worse than uncertainty upon a matter so important to the well being of the country as the currency. It is for these reasons that I now feel at liberty to give my opinion upon the financial legislation that is required. I state my views frankly, not as presenting the only way, but as that which seems to me the most certain and direct path for reaching specie payments. If a wise plan shall be adopted no one will be more pleased than myself.

First—Congress should fix a period, say the 1st of December, 1876—the time is not material if it be not remote—after which United States notes should cease to be a legal tender.

Second—The Secretary of the Treasury should be authorized to retire (by the use of the surplus revenue, and if this should be insufficient, by the sale of bonds) at least $50,000,000 of United States notes per annum, until all have been retired, and he shall be prohibited from reissuing the notes thus retired under any pretext or circumstances whatever.

Third—In lieu of the United States notes retired an equal amount of bank notes, if they should be required, should be issued to national banks.

Fourth—When the specie standard has been re-established by the repeal of the Legal Tender acts, banking should be made free, and Congress should cease to interfere with the currency except so far as may be necessary to prevent illegal issues and to provide that every dollar in circulation by authority of law shall be secured beyond contingency, as is now the case, by a deposit of United States bonds in the treasury.

It is obvious that as long as United States notes are a legal tender the specie standard will not be restored. These notes should be gradually retired, because until the volume is reduced they will not permanently improve in value, and because, until the banks perceive that the reduction is actually taking place, they will make no effort to supply themselves with coin for the protection of their own circulation. It will be safe to provide for an issue of notes for supplying the place of United States notes as they may be retired, because the bank notes will not be applied for if the business of the country does not require them, and because they ought to be furnished if it does. It is not likely that an issue of bank notes, corresponding to the amount of United States notes withdrawn, will be required, as the value of both kinds of our paper money will be steadily increasing, and specie will be taking the place of paper as a reserve of the banks, and, ultimately, as a circulation among the people. This will be a self-regulating matter. As the United States notes are retired the banks will fortify themselves with coin, so that when the time of coin redemption comes round they will be prepared to meet the calls which may be made upon them, but which cannot be large, as the preparation for this state of things will have brought the business of the country into a healthy condition and there will be little demand for coin for exportation.

Nor will this withdrawal of United States notes preparatory to a return to specie payments, nor the return itself, affect the value of property or disturb business. Some intelligent men, who are anxious to stand again upon solid ground, are apt to speak of the "shrinkage" which must occur before this can be brought about, not reflecting that the real value of property is not affected by the standard by which it is estimated. Property is not dependent for its value upon a fiction. We speak of the price of gold, of its rise and fall, and some of us seem to think that we are richer as it rises and poorer as it falls, while its real value is permanent, except so far as it is effected by the yield of the mines. In spite of the Legal Tender acts it is to day, and it must continue to be, the real measuring standard of property. There is no foundation, therefore, for the apprehension of a shrinkage in the value of property as a consequence of a return to specie payments; nor is there any more foundation for the apprehension that such a change in our financial policy will make money scarcer and times harder. As I have already said, money, whether it be gold or paper, goes where it is wanted.

The advocates in Congress of inflation, or an increase of the currency, were chiefly from the Western States. How truly they reflected the sentiments of that section I cannot say; but I am sure that what is needed in the West is not so much more money as better money, and greater and cheaper means for the transportation of its products to markets. There is no class of men who are so much injured by irredeemable paper money as the agriculturists.

It is the farmer especially who is cheated by fictitious money. It is said, I know, that he pays his taxes with it and for what he needs to purchase; but is it not true also that it increases his taxes and adds largely to the cost of what he buys? The cotton, sugar and rice of the South and the grain, beef and pork of the West are needed at home and by foreign nations, and these necessaries will always command money. The people who have them to dispose of must decide what kind of money it shall be—money in the form of broken promises or gold and silver and convertible bank notes.

I have been for a long time absent from the country, but I am greatly deceived if the demand of the West for more currency does not come chiefly from those who have little or nothing to sell, and who would be consequently injured by a compliance with their demands. There may be at present depression in the price of agricultural products, but this is not owing to scarcity of money, but to a falling off in the demand. Consumption at home is less and the foreign demand is smaller than it has been. Many of our manufactories are idle, and European markets are disturbed by our financial troubles. It is these causes—that are only temporary—and not scarce money which occasions the depression that at present exists. There has never been a time when the products of the West (I can speak advisedly of this section) have failed to bring what they were really worth, according to prices at the home and foreign markets, for want of money to pay for them, and there never will be. I know that these products have commanded at various times extremely low prices, but this was owing to the lack of means of transportation or of a supply superior to the demand. The fact that nine out of ten of those who have been engaged in buying and shipping the products of the West to the seaboard, where prices are usually regulated by the European markets, have failed in business, is an evidence that those products have not been sacrificed or sold at home for less than their value by reason of a scarcity of money. There need, then, be no apprehension on the part of the farmers of the West that they will be injured, or that there would be a scarcity of money, by reason of the withdrawal of the United States notes or a reduction of paper circulation. For every dollar of depreciated currency withdrawn they would have a dollar, in value, at least, of convertible paper or of specie. What is true in regard to farmers is equally true in regard to manufacturers, merchants, and laborers.

My own deliberate opinion is that we shall never have really cheap money, as we can never have reliable money, until the United States notes are stripped of their false character, retired from circulation and their place supplied by specie and perfectly secured convertible bank notes. Specie, then, will cease to flow out of the country, as now it does, but will commence flowing in as soon as we drive out of circulation the notes which have deprived it of its monetary character. The products of our gold and silver mines now leave us because we have no use for them. As the precious metals are not circulating mediums, nor bases for money, they would be a burden if retained.

In regard to a substitution of bank notes for greenbacks, I have only to say that there ought not to be, and there will not long be, two kinds of paper money in circulation. One kind or the other will occupy the field. This I think inevitable. We shall get rid of United States notes, or there will be an irresistible demand for more of them. I advocate the substitution of bank notes for United States notes, because the latter stand in the way of a return to specie. The government lacks the means and machinery to keep in circulation a convertible currency of its own. To maintain such a currency the Treasury Department, or a department to be created for the purpose, would necessarily become a bank of issue. Such a bank would be as unsuited to our institutions as it would be deficient in the power required to give flexibility to its issues, and secure a joint and equal distribution of them throughout the country. For such an experiment we are not prepared. As long as we have a legal tender paper currency we shall have an incontrovertible currency. I advocate the substitution of bank notes for United States notes also, because I regard it of exceeding importance that the subject of the currency should be withdrawn from politics. Politicians are necessarily agitators. They cannot be otherwise. They need capital, and agitation is their capital. That this capital should not be made by a perpetual interference with what affects every man's interest is an obvious truth. A government currency, therefore, is not what is needed for a circulating medium. No political party should be intrusted with the power of making money—or what is called money—scarce or plentiful at pleasure. Let the United States notes then, be retired. Let the restraints upon bank circulation be removed. Let banking be free, and the business of banking be managed by those who embark in it. Let the circulation of banks, secured by the bonds of the government, be regulated by their ability to redeem, and by the requirements of the country, and we shall have that freedom from political interference, and that flexible, yet stable, because convertible, currency which is needed to stimulate enterprise and secure to labor its proper reward. The loss that the people would sustain in the matter of interest by the withdrawal of the United States notes would not be felt. If this loss should not be made up by the taxes assessed upon the banks and the facilities which they render to business it would be small in comparison with what would be gained by the withdrawal of the currency question from the arena of politics. I am no advocate for banks. If they did not exist, I might regard the creation of them a question of doubtful expediency; but they are so interwoven with our financial interests that they could not be destroyed without a financial revolution. And it must be borne in mind, in considering our banking system, that it is a very different one from that it superseded, inasmuch as it gives to the people a circulation of uniform value and unquestionable solvency. It is undoubtedly the best system now in existence, and it should be sustained until a better one is devised, or until the country is prepared to do without banks altogether.

In what I have said in regard to the United States notes I must not be understood as reflecting upon the financial minister who advocated, or the Congress that authorized, the issue. In regard to the wisdom of this measure there are now, as there were then, differences of opinion; but, admitting that this was not the wisest measure, the advocacy of it ought not to detract from the great merit of Mr. Chase, to whose administration of the Treasury the successful termination of the war is very largely to be attributed. If Mr. Chase lacked financial training and experience, he possessed what was better in the trying circumstances in which he was placed, courage, nerve, faith. Great victories in the field are but seldom won by a strict adherence to the scientific rules of war. Great commanders are seldom found in distinguished military engineers. The same is true in great financial contests, and the struggle for supremacy between the government and the Southern States was as much a contest of dollars as of arms. If the government had broken down financially the rebellion would not have been suppressed. That it did not break down was largely owing to the qualifications of Mr. Chase for the position he held. He undoubtedly made mistakes, but there is cause for wonder that he did not make more. I do not believe there was another man in the Union who would have made less.

☞ The Bay City Lumberman says it is stated that contracts for grading nine miles of the projected railroad from St. Louis, Michigan, to Bay City were let on Friday. Midland is to be left out in the cold, the road crossing the Flint and Pere Marquette Railroad near Freeland's, according to report.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific:													
1867	38,169	51,831	69,029	81,156	95,928	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	552,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,382	633,768	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	485.490	614,447	720 929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	592 223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,628	1,254,689	1,285 567	1,299,900	1 037,992	12,734,720
1873	852,860	694,015	989,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,622	1,392,125	1,423,875	1,296,812	1,072,750	13,938,969
1874	848,558	794,000	867,666	1,132,000	1,309,000	1,390,000	1,258,000	1,301,000	.....	.....	.....	.....	.....
Chicago and Alton:													
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	398,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	371.708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,315	352,604	5,156 326
1873	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	490,710	519,306	660,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,802	712,359	9,299,430
1867	696,147	674,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,003	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13,355.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,403
1871	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,008,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,397	859,780	12,272,645
1873	752,468	766,249	967,258	1 034,023	1,256,072	1,309,578	1,240,987	1,284,094	1,071,448	1,451,827	1,039,306	1,019,501	13,516,465
1874	993,490	903,021	1,039,986	1,074,725	1,272,206	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1869	204,112	180,840	239,522	247,661	241,456	259,408	253.367	341,783	320.025	293,615	271,555	242.621	3,096,965
1870	203,069	226.897	244,182	246,046	260,169	274,021	249,355	319.012	317,887	339,239	319.573	284,166	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,022	372,974	381,113	373,619	341,104	326,288	401,252	417,328	439,581	359,830	358,743	4,492,625
1873	363,921	413,043	448,924	413 443	436,459	411,260	393,506	466,503	466,796	423,893	327,804	322,596	4,887,448
1874	363,053	276,099	318,976	342,247	306,778	330,754	327,384	403,175	.....	.....	.....	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,694.651	1,483,454	1,417.211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525 243	1,643,484	1,743 752	1,704,374	1,392,615	18,694,096
1873	1,326 505	1 329,422	1,615,382	1,541,958	1,764,821	1,717,593	1,685,384	1,774,570	1,918,247	1,882,421	1,560,023	1,625,129	19,631,781
1874	1,462,550	1,273,775	1,413,223	1,665,550	1,687,772	1,577,945	1,443,283	.....	.....	.....	.....	.....	.....
Illinois Central:													
1868	587,443	536,165	444,443	518,800	572,551	626,249	649,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	624,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,226	555,087	684,539	712,647	627,216	899,052	901,235	905,225	811,708	697,751	8,678,958
1871	624 744	529,617	583,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,436	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696 475	698,063	8,026,754
1873	602,241	597,429	660,769	553,912	635,459	742,600	684,840	769,748	884,485	797,121	636,089	703,692	8,268,325
1874	611,491	538,668	567,554	580,921	647,892	678,728	624,191	708,808	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	133,673	152.264	267,411	303.915	306.944	266,086	282,723	332,555	365,446	387,999	303.305	210,197	3,321 518
1872	189,606	191,738	300,783	322,875	341,843	322,550	329,838	357,302	349,468	449,418	314,513	223,240	3,993,183
1873	150,567	194,786	300,719	352,800	332,764	312,614	323,231	328,189	333,785	392,510	265,217	201,492	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1,368,948	1,402,597	1,345.316	1,235,285	14,797,975
1872	1,339,380	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459,360	1,635,691	1,764,788	1,558.424	1,483,480	17,591,629
1873	1,412,368	1,549,285	1,735,736	1,694,543	1,680,968	1,585,368	1,451,762	1,582,531	1,776,420	1,742,516	1,375,556	1,546,983	19,134,136
1874	1,519,249	1,305,132	1,371,645	1,693,827	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1871	130,883	126.224	140,740	113,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690.714
1872	152,577	142,408	150,784	145,858	158.717	154,587	149,550	162,521	191,841	208,977	207,911	204.196	2,029.927
1873	169 843	161,132	178,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	151,793	150.301	2,126,875
1874	171,028	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1869	334,120	320,636	336,527	411,514	403,646	366,623	329,950	353.569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	334.431	412,030	405,258	363,187	326.891	378,880	467,990	511,447	453,573	387,627	4,755,958
1871	418,755	442.665	486,980	470,703	480.847	427,096	422,015	529,890	628,660	582,802	5~7,434	507,050	5,940,102
1872	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873	379,886	440,261	567,314	556,180	542,058	480,028	457,853	452,330	617,291	637,031	506,~04	552,548	6 089,534
Milwaukee and St. Paul:													
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,581	525,547	724,732	1,040,102	801 195	496,566	7,250 069
1870	398,171	382,823	377,571	443,132	730,700	755,737	630,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	431,113	506,557	815,346	841,150	644,625	473,296	6,690,695
1872	460,986	387,566	426,223	474,183	580,432	594,769	488,348	565,729	811,961	950,945	702 838	513,787	6,967,771
1873	334 715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046,124
1874	654,400	657,500	576,620	742,050	964,800	886,900	749,200	704,300	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,840	184,411	262,615	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	286,106	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	360,887	385,103	299,552	3,630,696
1872	254,319	238,823	305,594	305,755	269,560	304,512	265,406	315,699	338,497	384,193	337,920	380,404	3,678,652
1873	227,897	261,346	344,632	321,047	301,521	272 600	267,734	325,003	382,096	358,168	308,632	306,100	.....
Philadelphia and Reading:													
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,504	688,578	1,063,002	1,610,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167 008	1,071.407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,748
1873	742,641	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	.....	.....
St. Louis, Alton and Terre Haute:													
1869	132,623	127,817	175,960	171,868	157,398	154,183	144,164	186,889	202,288	205,750	189,351	160,085	2,008,285
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	187,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
1872	164,525	137,678	162,336	156,134	148,279	133,503	123,994	169,459	179,457	216,177	177,327	158,700	1,927,471
1873	144,209	159,454	177,514	170,218	164,300	165,260	151,532	165,610	178,302	200,646	182,892	132,753	1,942,689
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,378	144,583	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,763
1872	173,707	156,292	181,055	178,686	167,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	153,254	229,260	208,140	230,300	195,480	179,261	206,190	205,500	186,445	160,800	122,657	2,223,647
Toledo, Wabash and Western:													
1868	278,712	265,187	257,800	286,825	260,529	293,344	283,833	454,209	450,303	429,896	323,270	399,430	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	460,246	470,720	422,369	323,377	434,284	4,242,343
1870	257,964	295,645	295,279	318,699	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	366,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,935	5,736,666
1872	439,780	431,949	460,645	447,311	510,792	462,868	434,465	614,175	565,811	621,351	489,341	466,081	5,944,570
1873	370,290	405,110	471,301	446,527	470,598	541,191	483,899	642 209	593,504	538,251	419,928	482,767	5,864,076
1874	423,343	400,984	404,699	447,855	420,719	.....	.....	478,475	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,943	706,602	23,850	617,585	758,467	999,665	837,383	716,829	5,709,183
1870	528,529	500,139	539,238	706,603	802,586	744,450	643,058	664 051	728,521	719,698	570.163	505,053	7,664,094
1871	479,513	373,925	499,699	584,540	724,466	728,174	673,698	681,865	800,402	777,362	708,142	489,932	7,521,682
1872	273,936	534,116	566,861	741,802	890,442	835,450	743,382	789,567	863,754	980,706	915,727	757,851	8,892,606
1873	523,975	491,754	708,258	881,268	1,007,831	969,863	876,833	837,277	1,068,987	1,170,586	970,660	765,823	10,266,104
1874	620,715	607,990	667,026	854,954	910,065	902,881	850,142	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'73	9.50	114	40	Albany .....N.Y.	190,590	190,000	50,000		101,301	26,019	8	100	100	...
Sept. 30, '73	1.04	....		Albany st. Freight (B'ton).Mass.	48,709	75,000			7,229	894		100	100	...
Oct. 31, '73	25.00	440	78	Atlantic Avenue (Bklyn)..N. Y.	725,723	680,000	456,800	32,296	266,857	42,314		100	100	...
Sept. 30,'73	11.83	344	50	Avenue C (N. Y. City)....N. Y.	540,360	500,000	900,000	109,019	230,082	32,540		100	100	...
Dec. 31, '73	7.5	697	94	Baltimore City (Balt.).....Md.	1,038,456	1,000,000		98,000	.....	.....	3	25	25	19
Sept. 30,'73	22.01	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,801,673	900,000	694,000	48,850	257,704	37,697		100	100	...
Sept. 30,'73	4.63			Boston and Chelsea.....Mass.	110,000	110,000			8,800	7,789	7.7	100	100	...
Sept. 30,'73	1.25			Boston & West Roxbury. Mass'.	56,133	41,000						100	100	...
Sept. 30,'73	13.88	264	50	Broadway (Brooklyn).....N.Y.	378,029	200,000	100,000	52,395	180,504	43,404	12	100	100	...
Sept. 30,'73	24.25	1098	135	B'dway & 7th Av.(N.Y.C.)N.Y.	3,847,159	2,100,000	1,500,000	200,000	920,158	284,449	6	100	100	...
Sept. 30,'73	7.00	....	32	Brooklyn, Bath & Coney I.N.Y.	245,048	180,000	80,000		65,906	30,566		100	100	...
Sept. 30,'73	81.50	1922	401	Brooklyn City.....N.Y.	2,424,800	2,000,000	300,000	96,000	1,496,294	306,198	14	100	100	...
Sept. 30,'73	18.50	242	68	Brooklyn City & Newtown.N.Y.	513,273	300,000	400,000	32,353	197,186	66,122		100	100	...
Sept. 30,'73	19.83	200	50	Brooklyn, Cross-Town.....N.Y.	663,517	300,000	300,000	40,765	167,843	27,229		100	100	...
Sept. 30,'73	17.64	382	83	Buffalo street.....N.Y.	523,984	100,000	421,119	86,276	324,286	137,407		100	100	...
Sept. 30,'73	11.13	142	28	Bushwick (Brooklyn) .....N.Y.	389,971	300,000	102,000	2,028	44,408			100	100	...
Sept. 30,'73	29.19			Cambridge (Boston) .....Mass.	800,500	800,500	150,000		73,486	73,486	9	100	100	99½
Sept. 30,'73	1.70	22	4	Central City (Syracuse)....N.Y.	29,473	21,130	6,000		20,184	14,094	12	100	100	...
Sept. 30,'73	24.00	960	128	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,948,585	1,667,700	1,200,000	8,857	909,088	342,290		100	100	...
Oct. 31, '73	9.00	208	40	Citizens' (Pittsburg) .....Pa.	270,671	184,000			184,298	78,365	16	50	46	...
Oct. 31, '73	7.25	350	50	Citizens' (Phila.).....Pa.	212,320	192,750		1,000	300,145	95,884	17½	50	19½	...
Sept. 30,'73	20.40	240	24	Coney Island (Brooklyn)..N.Y.	698,806		389,000	39,924	221,891	51,196		100	100	...
Sept. 30,'73	10.70	960	127	Dry Dock, E.B.& B.(N.Y.C)N.Y.	2,090,847	1,200,000	1,000,000		1,275,623	640,633	8	100	100	...
Sept. 30,'73	3.50	12	3	Dunkirk and Fredonia.....N.Y.	43,609	35,100			4,111	4,111	8	100	100	...
Oct. 31, '73	1.62	14	4	Easton and S. Easton .....Pa.	25,962	29,562			10,946	3,320		25	16	...
Sept. 30,'73	9.50	1002	120	Eighth Avenue (N.Y.City)N.Y.	1,683,574	1,000,000	203,000	66,200	798,040	149,564	12	100	100	...
Oct. 31, '73	2.32	24	6	Erie City. .....Pa.	36,997	19,807	20,000	2,341	13,287	2,184		50	42	...
Oct. 31, '73	5.50	60	23	Federal St. & Pl. Val.(Pbg.).Pa.	132,842	66,250	90,000		45,735	9,000		25	22	...
Sept. 30,'73	2 60	18	6	Fifth Ward (Syracuse)....N.Y.	44,766	29,335	10,000	2,150	13,699	1,673	9	100	100	...
Sept. 30,'73	10.26	491	68	42d st.& Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	236,000	29,301	586,757	293,048	10	100	100	...
Oct. 31, '73	17.04	389	56	Frankford & Southwark(Ph.)Pa.	844,171	498,200	290,500		412,325	91,138		50	50	57
Sept. 30,'73	4.00	28	5	Genesee & Water St.(Syr.)N.Y.	67,017	42,500	14,200		31,588	19,095	5	100	100	...
Oct. 31, '73	33.75	360	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000		405,614	97,884	6	50	31	...
Sept. 30,'73	7.75	182	37	Gr'd st. & Newtown (Bk'n)N.Y.	310,443	170,000	90,000	12,878	107,824	22,093		100	100	...
Sept. 30,'73	8.00	200	40	Gr'd St. Prosp. Pk.& Flatb..N.Y.	437,011	200,000	200,000	37,028	80,086	1,016		100	100	...
Oct. 31, '73	7.25	200	42	Green and Coates st. (Phila.).Pa.	244,441	150,000	100,000		180,268		4	50	30	50½
Oct. 31, '73	2.12	10	4	Harrisburg City.....Pa.	60,250	41,994	12,500	1,604	7,185			25	25	...
Sept. 30,'73	11.95	140	20	Harlm. Br., Morr. & F'dham.N.Y.	287,302	29,100	135,000		89,000	18.391		100	100	...
Oct. 31, '73	11.00	378	60	Hest., Mant. & F'mount (Ph.)Pa.	388,456	299,423	100,000	27,000	292,610	71,442	9	50	50	19
Sept. 30,'73	6.25	92	26	Jamaica, Woodh'n & BklynN.Y.	100,000	100,000			23,132	1,970		100	100	...
Sept. 30,'73	3.25	33	9	Kingston and Rondout.....N.Y.	83,285	75,000			24,792	5,161	5	100	100	...
Oct. 31, '73	5.01	117	20	Lombard and South st. (Ph.).Pa.	170,402	105,000	62,500		99,104	35,905	10	25	12½	...
Sept. 30,'73	4.04	50	12	Lowell Horse.....Mass.	81,704	80,000		3,500	34,127	2,597		100	100	...
Sept. 30,'73	11.62	239	35	Lynn and Boston .....Mass.	277,581	200,500	50,000	43,697	164,270			100	100	...
Sept. 30,'73	3.60			Malden and Melrose (Btn). Mass.	50,246	165,500	75,000					100	100	...
Sept. 30,'73	3.46			Medford & Charlest. (Btn).Mass.	34,600	21,000	5,000		2,240	819		100	100	...
Sept. 30,'73	5.28	65	15	Merrimac Valley.....Mass.	63,000	50,000			34 845	656	4	100	100	...
Sept. 30,'73	46.29	1220	204	Metropolitan (Boston) ....Mass.	2,371,609	1,500,000		589,390	982,854	91,633	3	100	100	42
Sept. 30,'73	16.24	285	53	Middlesex (Boston).....Mass.	679,675	400,000	184,500	158,822	223,893	26,112		100	100	...
Sept. 30,'73	1.76	4	2	Mohawk and Ilion.....N.Y.	17,500	15,000			5,496	2,400	16	100	100	...
Sept. 30,'73	4 00	....		New York Elevated ...r..N.Y.	1,500,000	754,200		91,848	64,602			100	100	...
Sept. 30,'73	6.10	220	27	Ninth Avenue (N. Y. City)N.Y.	999,109	797,320	207,000	13,648	95,704	3,762		100	100	...
Sept. 30,'73	3.21	10	2	Northampton & Wmburg. Mass	50,000	50,000		6,499	5,832			100	100	...
Sept. 30,'73	10.88	126	30	North 2d St. & Middle Vil. N.Y.	200,766	134,500	25,000	46,457	65,641	570		100	100	...
Sept. 30,'73	2.74	7	2	North Woburn (Boston)..Mass.	35,310	29,800			1,924	1,879		100	100	...
Dec. 31, '73	11.71	191	42	Orange and Newark .....N.J.	1,038,756	290,300	700,000	123,556	210,171	15,965		100	100	...
Sept. 30,'73	14.40	142	37	Park Avenue (Brooklyn)..N.Y.	369,425	200,000	200,000	77,000	126,727	42,908	4	100	100	...
Oct. 31, '73	9.64	40	17	Peoples' street (Scranton)...Pa.	140,387	125,000			36,447	13,407	4	100	100	...
Oct. 31, '73	15.00	396	75	Philadelphia City (C.& W.). Pa.	454,397	225,000	200,000	39,397	347,282	118,632	10	50	50	66
Oct. 31, '73	6.00	60	16	Philadelphia and Darby.....Pa.	257,000	200,000					4	20	20	...
Oct. 31, '73	18.07	114	23	Philadelphia & Gray's Ferry.Pa.	299,127	200,175		6,500	124,472	38,750	10	50	25	29½
Oct. 31, '73	8.75	116	37	Pbg., Allegheny & Manchest.Pa.	161,752	200,000	48,000	336	149,066	54,721	10	50	50	...
Oct. 31, '73	6.60	100	19	Pittsburg and Birmingham..Pa	136,239	120,000	50,000	11,549	71,062	650		50	50	...
Oct. 31, '73	7.50	72	15	Pbg, Oakland & E. Liberty .	125,449	130,000	50,000	22,636	42,949	6,359		50	50	...
Oct. 31, '73	4.50	85	19	Pittsburg and Ormsby.....	83,487	100,000	40,000	1,616	37,238			25	25	...
Sept. 30,'73	6.00	42	11	Poughkeepsie City.....N .	121,706	72,250	26,000	28,500	21,539	1,801		100	100	...
Oct. 31, '73	13.50	254	40	Ridge Avenu (I).....	414,512	336,000	85,000	4,772	244,658	65,485	3	50	28	...
Sept. 30,'73	12.00	120	27	Rochester and Brighton ....N.Y.	192,596	70,000	30,000	38,500	118,947	60,951	10	100	100	...
Sept. 30,'73	7.84	55	20	Salem street.....Mass.	203,735	150,000	35,900	1,800			6	100	100	...
Oct. 31, '73	3.47			Schuylkill River (Phila.) ....Pa.	47,465	50,000					10	50	50	...
Sept. 30,'73	21.00	1021	137	Second Avenue (N.Y. City)N.Y.	2,511,743	1,180,500	1,220,000	84,988	681,434	171,112	8	100	100	...
Oct. 31, '73	39.50	560	96	2d and 3d street (Phila.).....Pa.	706,255	621,576			544,545	69,873	10	50	31	65
Oct. 31, '73	6.75	246	42	17th and 19th street (Phila.)..Pa.	186,694	160,000	100,000	10,306	152,406	36,467	4	50	16	...
Sept. 30,'73	8.38	824	102	Sixth Avenue (N.Y. City)..N.Y.	2,181,960	750,000	415,000	80,000	838,434	143,950	10	100	100	...
Sept. 30,'73	4.03			Somerville horse (Boston). Mass.	98,000	98,000			5,890	5,880	7½	100	100	...
Sept. 30,'73	7.56	330	52	South Boston .....Mass.	450,000	450,000			289,209	31,089		100	100	65
Sept. 30,'73	6.50	80	21	South Brooklyn & Park....N.Y.	259,196	150,000	100,000	19,527	49,380	3,486		100	100	...
Sept. 30,'73	2.71	32	6	Springfield street.....Mass.	89,586	50,000		7,675	22,364	2,292		100	100	...
Sept. 30,'73	2.53	20	5	Stoneham street (Boston)..Mass	38,744	33,000			2,100	1,779	5	100	100	...
Sept. 30,'73	5.00	35	13	Staten Island Shore.....N.Y.	31,500	31,000			18,873			100	100	...
Sept. 30,'73	2.00	21	7	Syracuse and Geddes.....N.Y.	23,578	25,000	25,000		17,225	6,370	7	100	100	...
Sept. 30,'73	2.60	16	4	Syracuse and Onondaga ....N.Y.	50,150	37,000		10,000	13,748	3,955	1	100	100	...
Sept. 30,'73	4.32	40	8	Taunton street.....Mass.	53,414	40,000		7,500	23,671	5,257	10	100	100	...
Oct. 31, '73	7.25	350	50	10th & 11th st. (Citizens')...Pa.	212,320	192,750		1,000	300,145	95,884	17½	50	19½	82½
Sept. 30,'73	18.00	2112	267	Third Avenue (N. Y. City).N.Y.	3,757,365	2,000,000	2,000,000		2,140,826	549,310	5½	100	100	...
Oct. 31, '73	8.50	198	33	13th and 15th streets (Phila.).Pa.	227,326	334,529			155,697	37,581	12	50	16½	23
Sept. 30,'73	6.27	35	8	Troy and Albia.....N.Y.	74,537	44,700	35,100	707	21,051	3,902		100	100	...
Sept. 30,'73	11.88	226	51	Troy and Lansingburg.....N.Y.	328,387	250,000	96,000	9,352	170,056	19,859		100	100	...
Sept. 30,'73	5.00	76	19	23d street (N.Y. City)....N.Y.	702,757	600,000	250,000		96,931	31,365		100	100	...
Sept. 30,'73		731	97	Union street (Boston).....Mass.	472,035	355,500	17,500	132,108	478,742	13,964		100	100	...
Oct. 31, '73	30.00	687	118	Union (Phila.).....Pa.	1,032,514	400,000	500,000		682,502	77,201	26	50	20	...
Sept. 30,'73	29 60	507	89	Union (Providence).....Pa.	828,329	614,300	75,000	139,020	416,096	72,811	2	100	100	...
Sept. 30,'73	13.13	92	14	Utica, Clinton & Bingham.N.Y.	323,763	121,400	200,000		45,450	4,893		100	100	...
Sept. 30,'73	2.50	18	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	18,000		22,013	6,356	3½	100	100	...
Sept. 30,'73	3.11	12	3	Waltham and Newtown..Mass.	36,974	30,000		16,316	7,659	2,546	4	100	100	...
Sept. 30,'73	14.50	150	25	Watervliet (Albany) .....N.Y.	342,347	240,000	130,000		104,231	1,977		100	100	...
Oct. 31, '73	15.50	507	79	West Philadelphia.....Pa.	691,348	400,000	100,000		462,477	129,289	15	50	50	...
Oct. 31, '73	4.59	16	7	Wilkesbarre and Kingston..Pa.	94,833	100,000			23,551	8,934	4	50	50	...
Sept. 30,'73	3.25			Winnisimmet (Boston)... Mass.	62,152	50,400			2,802	2,335		100	100	...

PASSENGER RAILROAD BONDS.

Companies.	Amount out-standing.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price
	$	pc			
Albany:					
1st Mortgage.....	50,000	7	J.& J.	1883	....
Atlantic (Bklyn) Ave.:					
1st Mortgage.....	115,000	7	A&O.	1881	....
2d Mortgage.....	100,000	7	A&O.	1884	....
3d Mortgage.....	166,000	7	J.& J.	1885	....
Avenue C:					
1st Mortgage.....	900,000	7	A&O.	1890	....
Bleecker St. & Fulton Ferry:					
1st Mortgage.....	694,000	7	J.& J.	1880	....
Broadway (Brooklyn):					
1st Mortgage.....	100,000	7	J.&D.	1882	....
Broadway and 7th Avenue:					
1st Mortgage.....1,	500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.:					
1st Mortgage.....	80,000	7	J.& J.	1890	....
Brooklyn City:					
1st Mortgage.....	300,000	7	J.& J.	1883	....
Brooklyn City & Newtown:					
1st Mortgage.....	400,000	7	J.&D.	1879	....
Brooklyn Cross-Town:					
1st Mortgage.....	300,000	7	J.& J.	1888	....
Buffalo Street:					
1st Mortgage.....	400,000	7	M&N	1893	....
Bushwick:					
1st Mortgage.....	102,000	7	J.& J.	1889	....
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J.& J.	1881	....
Central Park, N. & E. River:					
1st Mortgage.....	550,000	7	F& A	1892	....
2d Mortgage.....	650,000	7	M&N	1890	....
Coney Island & Brooklyn:					
1st Mortgage.....	307,000	7	J.& J.	1887	....
D. Dock, E.Bdw. & Battery:					
1st Mortgage.....1,	000,000	7	J.&D.	1585	....
Eighth Avenue (N. Y.):					
1st Mortgage.....	203,000	7	J.& J.	1890	....
Empire:					
1st Mortgage.....guar.	150,000	7	J.& J.	1890	....
42d st.& Gr'd st. Ferry(N.Y.):					
1st Mortgage.....	236,000	7	A.&O	1878	....
Federal St. & Pleasant Val.:					
1st Mortgage.....	25,000	7	A&O.	1878	....
2d Mortgage.....	50,000	7	J.& J.	1881	....
Frankford and Southwark:					
1st Mortgage.....	155,500	7	J.& J	1877	....
2d Mortgage.....	100,000	7	M&N	1891	....
Germantown:					
1st Mortgage.....	250,000	7	J.&D.	1879	....
2d mortgage	100,000	7	.....	1884	....
Green and Coates street:					
1st Mortgage.....	103,000	7	J.& J.	1878	....
Grand St. & Newtown:					
1st Mortgage.....	90,000	7	A.&O	1887	....
Grand st. P. P. & Flatbush:					
1st Mortgage.....	200,000	7	J.& J.	1891	....
Harl. Br., Morris'a & Fordh.:					
1st Mortgage.....	135,000	7	J.& J.	1886	....
Hestonv., Mantua & Fairm.:					
3d Mortgage.....	125,000	7	J.&D.	1889	....
Lombard and South st.(Ph.):					
1st Mortgage.....	62,500	7	J.& J.	1883	....
Lynn and Boston:					
1st Mortgage.....	50,000	6	A&O.	1879	....
Malden and Melrose:					
1st Mortgage.....	75,000	6	A&O.	1885	....
Middlesex (Boston):					
1st Mortgage sinking fund	99,500	6	J.& J.	1884	....
2d Mortgage.....	60,000	6	A.&O	1890	....
3d Mortgage.....	25,000	7	M&N	1874	....
Ninth Avenue (N. Y.):					
1st Mortgage.....	207,000	7	J.& J.	1876	....
Orange and Newark:					
1st Mortgage.....	200,000	6	J.& J.	1881	....
2d Mortgage.....	500,000	7	J.& J.	1883	....
Park Avenue (Bkly):					
1st Mortgage.....	200,000	7	M&N	1888	....
Philadelphia City:					
1st Mortgage.....	300,000	7	J.& J.	1881	....
Second Avenue (N. Y.):					
1st Mortgage.....	350,000	7	J.&D.	1877	....
2d Mortgage.....	200,000	7	F.& A	1876	....
3d Mortgage.....	150,000	7	A.&O	1885	....
Conv. bonds.....	520,000	7	M&N	1885	....
17th and 19th street (Ph.):					
1st Mortgage.....	15,000	6	J.& J.	1873	....
2d Mortgage.....	60,000	6	A.&O.	1878	....
Sixth Avenue (N. Y.):					
1st Mortgage.....	415,000	7	J.& J.	1890	....
South Brooklyn and Park:					
1st Mortgage.....	100,000	7	J.& J.	1892	....
Third Avenue (N. Y.):					
1st Mortgage.....2,	000,000	7	J.& J.	1890	....
Troy and Lansingburg:					
1st Mortgage.....	96,000	7	J.& J.	1918	....
Union (Phila.):					
1st Mortgage.....	300,000	6	J.& J.	1865	....
2d Mortgage.....	300,000	7	J.& J.	1881	....
Union (Prov. R. I.):					
1st Mortgage.....	75,000	6	J.& J.	1892	....
Utica, Clinton & Bingham.:					
1st Mortgage.....	200,000	7	J.&D.	1890	....
Watervliet:					
1st Mortgage.....	120,000	7	A&O.	1887	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3,280,000	J. & J.	July '74 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point. 100	1,232,200	J. & J.	July '73 4
Atlantic and Gulf 100	3,692,200	— & —	.....
" " guar. 100	786,476	M. & N.	Nov. '73 3½
Atlantic and St. Law* .. 100	39,494,900	M. & S.	Sept. '73 2
" " new 1870. 100	1,500,000	— & —	.....
Avon, Geneseo & Mt. M.* 100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio..... 100	13,151,962	M. & N	May '74 5
Washington Br..... 100	1,650,000	A. & O.	Apl. '74 5
Parkersburg Br. pref... 50	5,680,685	— & —	.....
Berkshire* 100	600,000	J. A. J. & O.	July '74 1½
Bloomsburg & Corning.* .. 50	250,000	J. & D.	Dec. '72 3½
Boston and Albany 100	19,664,100	M. & N	May '74 5
Bos., Clin. & Fitchb. pref. 100	633,200	— & —	.....
Agricultural Br. guar... 100	60,000	J. & D	June '74 3
Bost., Conc. & Mont.* pref 100	800,000	M. & N.	May '74 3
Boston and Lowell..... 500	2,852,900	J. & J.	July '74 3½
Boston and Maine..... 100	6,816,807	M. & N.	May '74 4
Boston and Providence. 100	3,950,000	M. & N.	May '74 5
Buffalo, N. Y. and Erie*. 100	950,000	F. & A.	Feb. '74 2½
Burlington and Mo. Riv. 100	5,636,000	M. & S.	Sept. '74 5
" pref. 100	1,485,900	M. & S.	Sept. '74 5
Camden and Amboy* ... 100	5,847,800	J. A. J. O.	July '74 2½
Camden and Atlantic.... 50	379,020	— & —	.....
" " pref. 50	762,760	— & —	Nov. '73 3½
Cape Cod 60	1,020,330	J. & J.	Jan. '72 $2½
Cape May and Millville* 50	447,000	J. & D.	Dec. '73 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa* 50	1,159,800	— & —	.....
" pref. 50	2,200,000	M. & N.	May '74 3½
Cayuga and Susq.* 50	589,110	J. & J.	July '74 5
Cedar Rapids & Mo. R.* 100	6,850,406	M. & N.	May '74 1½
" " pref. 100	769,600	F. & A	Aug. '74 3½
Central of Georgia..... 100	4,668,800	J. & J.	July '73 5
Central of New Jersey. 100	20,000,000	J. A. J. O.	July '74 2½
Central Ohio* 50	2,425,000	J. & D.	June '74 3
" pref. 50	400,000	J. & D.	June '74 3
Central Pacific 100	54,275,500	.....	Aug. '74 5g
Chemung* 100	380,000	J. A. J. & O.	Oct. '72 1½
Cheshire, preferred 100	2,100,000	J. & J.	July '74 2
Chicago and Alton..... 100	8,929,900	M. & S.	Sept. '74 5
" " pref.. 100	2,425,400	M. & S.	Sept. '74 5
Chicago, Burl. & Quincy. 100	19,897,000	M. & S.	Sept. '74 5
Chicago, Iowa & Nebras* 100	3,916,300	J. & J.	July '74 4
Chicago & N. Western.. 100	14,993,000	J. & D.	Dec. '72 3½
" pref. 100	21,484,113	J. & J.	July '75 3½
Chicago, R. I. & Pacific. 100	19,000,000	A. & O.	Apl. '74 4
Cin., Ham. & Dayton..... 100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.* .. 50	2,980,550	— & —	Apl. '72 10s
" " pref.. 50	429,046	M. & N	May '74 2
Clev., Col., Cin. & Ind.... 100	14,991,275	F. & A.	Aug. '74 4
Cleveland & Mahoning*. 50	2,067,569	M. & N.	May '74 3½
Cleveland & Pittsburg*.. 50	11,236,150	F. M. A. N	Aug. '74 1½
Col., Chic. & Ind. Cen.* 100	13,000,000	.....	.....
Columbus and Xenia* 50	1,786,800	M. J. S. D.	June '74 2
Columb. & Hocking Val. 100	2,500,000	F. & A	Feb. '74 5
Concord 50	1,000,000	M. & N.	May '74 5
Concord and Ports.* 100	350,000	J. & J.	July '74 3½
Conn. & Passum p Riv.. 1 0	2,100,000	F. & A.	Aug. '74 3
Connecticut River..... 100	1,950,000	J. & J.	July '74 5
Cumberland Valley..... 100	1,494,250	A. & O.	Apl. '74 4
Danbury and Norwalk .. 50	600,000	M. & N.	Nov '73 5
Delaware* 50	1,230,941	J. & J.	July '74 3
Del., Lackaw. & Westn. 50	18,568,850	J. A. J. O.	July '74 2½
Detroit & Milwaukee* .. 50	822,140	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City* 100	5,000,000	A. & O.	Apl. '74 3
East Pennsylvania* 50	1,309,200	J. & J.	July '74 3
East Mahanoy* 50	392,950	J. & J.	July '74 3
Eastern (Mass.)..... 100	4,262,600	J. & J.	July '73 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*.. 100	500,000	F. & A.	Feb. '74 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '74 2½
" " pref. 50	500,000	J. & J.	July '74 3½
Erie Railway 100	78,000,000	.....	Oct. '73 1
" 100	8,536,910	.....	Oct. '73 3½
Erie and Pittsburg*..... 50	1,090,250	M. J. S. D.	Mar. '74 1½
Fitchburg 100	4,000,000	J. & J.	July '74 4
Georgia 100	4,156,000	J. & J.	Apl. '74 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.)..... 100	14,367,946	— & —	.....
Great Western, (Ca.) .. 100	19,237,404	A. & O.	Apl. '74 1½
Hannibal & St. Joseph.. 100	4,151,700	F. & A.	Aug. '70 3½
" " pref. 100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	May '74 5
Harlem Extension 100	4,000,000	& —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '74 3½
Housatonic, pref. 100	1,180,000	J. & J.	July '74 4
Huntingdon & B'd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. & J.	July '68 3½
Illinois Central 100	25,280,510	F. & A.	Aug. '74 4
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City* 100	4,625,000	J. & J.	July '74 2
Jeffersonv., Mad. & Ind. 100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*..... 100	1,500,000	J. A. J. O.	July '74 1½
Joliet & North. Indiana* 100	300,000	J. & J.	July '74 4
Lake Shore & Mich. So.. 100	49,466,500	F. & A.	Aug. '73 4
" " (guar.). 100	533,500	F. & A.	Feb. '74 5
Lawrence* 100	260,200	— & —	.....
Leeds and Farmington* 100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	2,739,800	M. & N.	May '67 5
Lehigh Valley 50	21,916,850	J. A. J. O.	July '74 2½
Little Miami.* 50	5,871,450	J. A. J. O.	Apl. '74 2
Little Schuylkill* 50	2,646,100	J. & J.	July '74 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island 50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref. 100	848,700	J. & J.	Jan. '74 4½
Louisville & Nashville.. 100	8,980,600	F. & A.	Feb. '74 4
Louisv., N. Alb. & Chi... 100	3,000,000	J. & D.	Dec. '70 5
Lowell and Lawrence ... 100	200,000	A. & O.	Apl. '74 3
Lykens Valley 20	600,000	F. M. A. N	Feb. '73 2½
Macon and Western..... 100	2,500,000	J. & J.	July '73 5
Maine Central..... 100	3,400,500	— & —	.....
Manchester and Law.... 100	1,000,000	M. & N.	May '74 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi* 100	400,000	F. & A.	Feb. '74 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	18,738,204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323,375	J. & J.	July '74 5
Milwaukee and St. Paul.. 100	15,399,261	J. & J	Dec. '70 7s
" " pref..... 100	12,274,483	F. & A	Aug '74 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '74 3½
Morris and Essex*..... 50	14,008,100	J. & J	July '74 3½
Nashua and Lowell..... 100	800,000	M. & N.	May '74 5
Naugatuck 100	1,881 900	F. & A.	Aug. '74 5½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept. '74 5
Newark and N. York*.. 100	977,400	J. & J.	Jan. '74 5½
N. Bedford 100	1,678,500	M. & N.	May '74 4
N. Castle & Beaver Val.* 50	1,800,000	J. A. J. O.	Apl. '74 2½
N Haven & Northamp.. 100	605,000	J. A. J. O.	Sept '73 3
New Jersey* 100	7,295,200	J. A. J. O.	July '74 2½
New London Northern* 100	1,418,800	J. & J.	July '74 4
N. Y. Cen. & Hudson R.. 100	89,428,330	A. & O.	Oct. '74 4
New York and Harlem.. 100	8,500,000	J. & J.	July '74 4
" " pref. 100	1,500,000	J. & J.	July '74 4
N. Y., N. H. & Hartf... 100	15,500,000	J. & J.	July '74 5
N. Y., Provid. & Boston. 100	2,000,000	J. A. J. O.	July '74 2½
Niag. Bridge & Canand* 100	1,000,000	J. & J.	July '74 3
North Carolina* 100	4,900,000	irregular.	Jan. '73 3
N. Eastern (N. C.) pref... 100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 473,500	January.	Jan. '74 5s
Northern Central 50	5,842,000	M. & N	July '74 3½
Northern N. Hampsh... 100	3,068,400	J. & D.	June '74 4
Northern New Jersey*... 100	1,000,000	J. & J.	July '74 4
Norwich & Worcester*.. 100	2,823,400	J. & J.	July '74 5
Ogdensb. & L. Champl.* 100	3,077,800	J. & J.	July '74 3
" " pref. 100	2,000,000	A. & O.	Apl. '74 4
Ohio and Mississippi.... 100	19,995,847	J. A. J. O.	.....
" " pref. 100	4,024,474	J. & D.	Dec '72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J. A. J. O.	Jan. '74 3
Old Colony & Newport.. 100	6,297,900	J. & J.	July '74 3½
Oswego and Syracuse*.. 100	482,400	F. & A.	Feb. '74 4
Pacific of Missouri..... 100	3,635,750	J. A. J. O.	July '74 1½
Panama 100	7,000,000	J. A. J. O.	July '74 3
Paterson and Hudson*.. 100	630,000	J. & J.	July '74 4
Paterson and Newark*.. 100	500,000	J. & J.	.....
Paterson and Ramapo*.. 100	248,000	J. & J.	Jan. '74 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '74 3
Pennsylvania 50	68,144,475	M. & N.	May '74 5
Peoria & Bureau Val.*.. 100	1,200,000	F. & A.	Feb. '74 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	July '74 4
Phil., Ger. & Norristwn* 50	1,626,250	M. J. S. D.	Sept. '74 3
Philadelphia & Reading 50	32,684,375	J. A. J. O.	July '74 2½
" " pref.. 50	1,551,800	J. A. J. O.	July '74 2½
Phila. and Trenton*..... 100	1,259,100	J. A. J. O.	July '74 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	July '74 4
Pittsb., Ft. W. & Chi.*.. 100	19,714,285	J. A. J. O.	Apl. '74 1½
" Special Imp.. 100	2,000,000	J. A. J. O.	Apl. '74 1½
Pittsfield & N. Adams.. 100	400,000	J. & J.	July '74 3
Portland and Kennebec. 100	616,700	J. & J.	July '74 3
Yarmouth certificates.. 100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm... 100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces.. 100	2,000,000	J. & J.	July '74 5
Raleigh and Gaston..... 100	1,500,000	J. & J.	July '74 5
Rensselaer & Saratoga*. 100	6,000,000	J. & J.	July '74 4
Roch. & Genesse Val*..110	557,500	— & —	.....
Rome, Watert. and Ogd. 100	2,998,900	J. & J.	July '74 3½
Rutland* 100	2,700,000	— & —	.....
" preferred 100	4,300,000	F. & A.	Aug '74 3½
St. Croix and Penobscot. 100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.. 100	2,300,000	— & —	.....
" " " pref. 100	2,040,000	July.	July '74 3
St. Louis and Iron Mt... 100	10,000,000	F. & A.	Feb. '74 3
St. L., Kan. C. & North. 100	12,000,000	.....	.....
" pref. 100	12,000,000	.....	Nov. '72 2
Saratoga and Schenec.*. 100	300,000	A. & O.	Apl. '74 3½
Schuylkill Valley* 50	576,050	J. & J.	July '74 2½
Seaboard and Roanoke.. 100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '74 3
Shore Line* 100	995,800	J. & J.	July '74 3½
South Branch (N. J.)*.. 100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.. 100	3,939,900	F. & A.	Feb. '73 4
Staten Island..... 100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.. 100	448,700	J. & J.	July '74 3½
Stony Brook* 100	287,300	M. & N.	May '72 3
Summit Branch* 50	2,502,250	F. & A.	Feb. '74 3
Sussex (N. J.)..... 100	317,870	J. & J.	Jan. '72 2½
Syr., Bingham. & N. Y.* 100	1,670,139	— & —	Dec. '73 3
Taunton Branch 100	500,000	J. & J.	Jan. '76 5
Terre Haute & Indiana. 100	1,988,150	F. & A	Aug. '74 5
Tol., Peo. & War. 1st pref. 100	1,797,000	— & —	Ja. '70 11-4s
Tol., Wab. & West. pref. 100	1,000,000	M. & N.	May '74 3½
Troy and Greenbush*.. 100	274,400	J. & D.	Dec. '71 3½
Utica and Black River... 100	1,666,000	J. & J.	Jan. '73 3
Vermont & Canada*.. 100	2,500,000	J. & D.	Dec. '72 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$2,800,000	A. & O.	Apl. '74 1
Warren (N. J.)..... 100	1,800,000	J. & D.	Dec. '73 3½
Warwick Valley..... 100	225,000	A. & O.	Apl. '72 2½
West Jersey..... 100	1,559,750	F. & A.	Feb. '74 4
Winchester & Potomac* 100	180,000	J. & J.	July '74 3
Winchester & Strasburg* 100	500,000	J. & J.	July '74 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	July '74 $5
HORSE-POWER R. R.			
Albany City..... 100	110,300	— & —	..... 2½
Baltimore City..... 100	800,000	— & —	Jan. '74 3
Bleecker st. & F Fy. (NY) 100	900,000	— & —	.....
Boston and Chelsea..... 100	110,000	A. & O.	Apl. '74 4
Broadway (Brooklyn).... 100	200,000	J. A. J. O.	Apl. '73 5
Broadw. & 7th Av. (NY) 100	2,100,000	J. & D.	Jan. '70
Brooklyn City..... 100	1,500,000	F. M. A. N	May '74 3
Brooklyn City & Newt.. 100	600,000	J. & J.	July '70
Brooklyn and Jamaica.... 100	488 100	— & —	.....
Bushwick (Brooklyn).... 100	302,000	J. & J.	July '71 3½
Cambridge..... 100	727,800	A. & O.	Apl. '74 4½
Cen. Park, N. & E. Riv. 100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	500,000	J. & J.	July '74 9
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl.. 100	800,000	— & —	.....
D. Dock, E. B'dw. & Bat.. 100	1,200,000	F. M. A. N	Feb. '74 2
Eighth Avenue (N. Y.).... 100	1,000 000	J. A. J. O.	Oct. '71 3
Elizabeth and Newark .. 100	200,000	— & —	 3
42nd St. & G. St. Ferry.. 100	748,000	J. & J.	July '74 3½
Frankf. & Southw. (Phi.) 50	491,750	J. & J.	July '74 5
Germantown (Ph.)..... 50	1,000.000	J. & J.	July '74 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton... 100	170,000	J. & J.	July '71 3
Green & Coates St. (Ph.) 50	800,000	J. & J.	July '74 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	July '74 1½
Lomb. & South Sts. (Ph.) 25	105,000	A. & O	Oct. '71 6
Lynn and Boston..... 100	200 000	— & —	.....
Malden and Melrose.... 100	200,000	— & —	.....
Metropolitan (Boston).... 50	1,600,000	M. & N.	July '74 3½
Middlesex (Boston)..... 100	400,000	A. & O.	Apl. '73 4
Ninth Avenue (N. Y.).... 100	197,320	— & —	.....
Orange and Newark..... 100	232,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '74 5
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '74 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 5
Second Avenue (N. Y.).... 100	888,100	J. A. J. O.	Oct. '73 2
Second & Third St. (Ph.) 50	962,100	J. & J.	July '74 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '74 2
Sixth Avenue (N. Y.)..... 100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)..... 100	1,170.000	F. M. A. N	May '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '74 1½
Somerville (Boston)..... 100	75,000	M. & N.	May '74 3
South Boston 50	400,000	J. A. J. O.	July '74 2½
Union (Boston)..... 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	July '74 3
West Philadelphia..... 50	400,000	J. & J.	July '74 10
CANALS.			
Chesapeake & Delaware 50	1,983,562	J. & D.	June '73 3
Chesapeake and Ohio ... 25	8,229,591	— & —	.....
Delaware Division..... 50	1,833,350	F. & A.	Aug '74 4
Delaware and Hudson... 100	15 000.000	F. & A	Aug. '74 5
Delaware and Raritan*.. 100	5,847,400	J. A. J. O.	July '74 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	9,390,350	J. S. D. M.	Sept. '74 2
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated).... 100	1,025,000	F. & A.	Aug. '72 2
" (preferred)..... 100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	July '74 80s
" " (pref.). 50	2,898,977	F. & A.	July '74 60s
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50		— & —	.....
" preferred 50	2,907,850	— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express..... 100	10,000,000	M. J. S. D.	Sept. '74 2
American Coal..... 25	1,500,000	M. & S.	Mar. '74 4
Am. Merch. Union Exp.. 100	18,000,000	J. & J.	July '73 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '68 4
Atlantic Mail Steamship 100	4,000,000	M. J. S. D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec '69 85c
Canton..... 100	731,250	— & —	.....
Consolidation (Md.) Coal. 100	10,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron. 100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref..... 100	8,688,400	— & —	.....
" certif..... 100	2,324,000	J. & J.	.....
Pacific Mail Steamship.. 100	20,000,000	M. J. S. D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F. M. A. N	May '74 5
Pullman Palace Car..... 100	4,000,000	F. M. A. N	May '74 3
Quicksilver, common ... 100	6,700,000	— & —	.....
" preferred ... 100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	July '74 5
Spruce Hill Coal 10	1,000,000	— & —	.....
United States Express... 100	6,000,000	F. M. A. N	Aug. '74 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '74 4
West. Union Telegraph.. 100	35,000,000	J. A. J. O.	Oct. '74 2
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,200,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities, Sept. 1, 1874.					
Loan of June 14, 1858 ..... registered	$280,000	5	Jan. & July.	1874	....
Loan of February 8, 1861 ..... registered	13,783,000	6	Jan. & July.	1880	117¼
.. .. coupon	4,632,000	6	" "	1880	118¼
Oregon War Bonds of March 2, 1861...coupon	945 000	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861....registered	125,806,750	6	Jan. & July	1881	117¾
.. .. coupon	63,514,600	6	" "	1881	118¼
Loan of Feb. 25, 1862 (5-20s).....registered	16,572,600	6	May & Nov.	1882	112¾
.. .. .. (5-20s).....coupon	150,687,100	6	" "	1882	112¾
Loan of March 3, 1863.....registered	53,636,700	6	Jan. & July.	1881	117¾
.. ..coupon	21,363,300	6	" "	1881	118¼
Loan of March 3, 1864 (5-20s).....registered	946,600	6	May & Nov.	1884	114¼
Loan of June 30, 1864 (5-20s).....registered	25,027,250	6	" "	1884	114¼
.. .. .. (5-20s).....coupon	33,018,950	6	" "	1884	115¼
Loan of March 3, 1865 (5-20s).....registered	33,732,200	6	May & Nov.	1885	115¼
.. .. .. (5-20s).....coupon	118,802,150	6	" "	1885	116¼
.. .. 2d series (5-20s).....registered	56,943,700	6	Jan. & July.	1885	116¼
.. .. .. (5-20s).....coupon	145,719,400	6	" "	1885	116¼
.. .. 3d series (5-20s).....registered	87,891,250	6	Jan. & July.	1887	116¼
.. .. .. (5-20s).....coupon	222,731,500	6	" "	1887	117¼
.. .. 4th series (5-20s).....registered	13,951,000	6	Jan. & July.	1888	116¼
.. .. .. (5-20s).....coupon	23,523,000	6	" "	1888	117¼
Loan of March 3, 1864, (10-40s)....registered	141,229,350	5	Mar. & Sept.	1904	111
.. .. .. (10-40s).....coupon	53,337,950	5	" "	1904	111¼
Consols of July 14, '70 & Jan. 20, '71.registered	179,302,900	5	F. M. A. & N.	1881	112¾
.. .. coupon	136,895,000	5	" "	1881	112¾
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Debt matured and without interest.....(var.)	516,705,573	....	....	Due.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	117¼
United States Notes	382,076,697	nil.	.....	.....	...
Fractional Currency.....	45,797,675	"	.....	.....	....
State Securities, latest dates.					
Alabama—($11,258,833):					
.. Bonds (old and extended), 1866 and '72...	3,230,800	5	May & Nov.	'86-'92	....
.. Bonds (new), 1866, '68 '72 and '78.....	2,477,700	8	Jan. & July.	'86-'93	....
.. State Bonds for Railroads.....	2,300,200	8	" "	'90-'91	....
.. Railroad endorsements.....	16,386,000	8	" "	'90-'91	....
Arkansas—($10,885,0.0):					
.. Funded Bonds, ($4,400,000) 1869 and 70.	2,850,000	6	Jan. & July.	'99-'00	....
.. Levee Bonds, 1871.....	2,200,000	7	" "	1891	....
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds 1869 to '73.....	5,350,000	7	April & Oct.	'99-'00	....
California—($3,796,500):					
.. Civil Bonds 1857 and '60	1,689,000	7	Jan. & July.	'77-'80	....
.. Relief Fund Bonds, 1863.....	110,000	7	" "	'83-'85	....
.. State Capitol Bonds, 1871 and '7	500,000	7	" "	'91-'92	....
.. Funded Debt of 1873.....	1,497,500	6	" "	1893	....
Connecticut—($5,095,900):					
.. War Loan, (10-30 yrs) of July 1, 1861...	532,800	6	Jan. & July.	1881	102¼
.. War Loan, (20 yrs) of Jan. 1863 and '64.	2,232,500	6	" "	'83-'84	....
.. War Loan, (10-20 yrs) of Oct. 1, 1864....	589,500	6	April & Oct.	1894	....
.. War Loan, (20 yrs) tax free, of Oct. 1, '64	1,741,100	6	" "	1885	....
Delaware—($1,231,000):					
.. State War Debt.....	879,000	6	Jan. & July.	1885	....
.. Railroad Aid (J. and Breakwater R. R..	352,000	6	" "	1885	....
District of Columbia—($4,790,000):					
.. Improvement (gold) bonds.....	4,000,000	6	Jan. & July.	1902	....
.. Improvement (cur.) bonds.....	790,000	7	" "	1902	....
Florida—($6,645,763):					
.. Bonds of 1871, and 1873.....	957,000	7	Jan. & July.	var.	....
.. Railroad Loan (gold) of 1870.....	4,000,000	8	" "	1890	....
.. Consolidated (gold) Bonds of 1873.....	1,000,000	6	" "	1903	....
Georgia—($14,871,084):					
.. Bonds for Western & Atlantic R. R.....	784,700	6	May & Nov.	1874	79
.. Bonds for Western & Atlantic R. R.....	172,500	7	" "	1874	....
.. Bonds for Atlantic and Gulf R. R.....	800,000	6	Feb. & Aug	'78-'86	....
.. Bonds of March 12, 1866.....	3,900,'00	7	Jan. & July.	1886	90
.. Bonds (gold) of Sept. 1870	2,098,000	7	April & Oct.	1890	....
.. Bonds of Feb. 19, 1873	1,200,000	8	" "	'75-'86	....
.. Railroad endorsements.....	7,923,000	var	Various.	var.	....
Illinois—($2,060,150):					
.. New Internal Improvement Bonds, 1847	962,445	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	320,000	6	" "	'77-'78	....
.. War Loan Bonds, 1861.....	367,000	6	" "	1880	....
.. Chicago Relief Bonds 1871.....	250,000	6	" "	1881	....
Indiana—($4,898,815):					
.. War Loan Bonds, of 1863.....	139,000	6	May & Nov.	1866	....
.. Temporary Loan Bonds, 1873.....	710,000	7	Jan. & July.	'75-'76	....
Iowa—($543,056):					
.. War and Defense Fund Bonds, 1861....	300,000	7	Jan. & July.	.....	....
Kansas—($1,336,676):					
.. State Bonds (various) 1863 to 1864.....	101,175	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,235,500	7	" "	'76-'89	....
Louisiana—($22,308,800):					
.. State Bonds, to R. R. Companies.....	2,436,000	6	Various.	'70-'06	....
.. Relief (Treasury) Bonds 1853.....	5,750,000	6	May & Nov.	'86-'07	....
.. Levee Bonds 1865.....	1,000,000	8	Various.	1886	....
.. Levee Bonds, 1867.....	4,000,000	6	May & Nov.	1907	....
.. Past due coupons 1865.....	978,800	6	Jan. & July.	'86-'97	....
.. Levee Bonds, 1870	2,960,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	2,950,000	6	May & Nov.	1910	....
.. State Penitentiary Bonds, 1869	500,000	7	Mar. & Sept.	1890	....
.. Bonds for Railroad stocks (var.).....	2,436,000	6	Various.	'67-'11	....
.. Bonds for Railroads (var.)	5,202,000	8	Various.	'99-'10	....
.. Misc. & Mex. Gulf Ship Canal Bonds...	480,000	7.3	Mar. & Sept.	1889	....
Michigan—($1,622,134):					
.. Sault Ste Marie Canal Bonds.....	61,000	6	Jan. & July.	1879	102
.. Renewal Loan Bonds, 1858.....	105,000	6	" "	1878	....
.. Two Million Loan, 1863...	1,032,000	6	" "	'78-'83	....
.. War Bounty Bonds, 1865.....	366,000	7	May & Nov.	1890	....
Maine—($7,138,400):					
.. Civil Loan Bonds, 1856-'61.....	222,000	6	Various.	'74-'78	....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	Various.	'80-'89	....
.. War (Municipal Equalization).....	3,083,900	6	April & Oct.	1889	....
Maryland—($10,741,215):					
.. Bonds to R. R. and Canals.....	5,709,639	5	J. A. J. & O.	1890	80
.. Bonds to R. R. and Canals.....	828,222	6	" "	1890	100
.. Bonds to Balt. & Susq. R. R.....	269,000	3	" "	1890	....
.. Defense and Bounty Bonds	3,072,083	6	Jan. & July.	1883	107
.. State Loans, 1870 and 1872	799,056	6	" "	'85-'87	....
Massachusetts—($28,477,804):					
.. State (public works) scrip.....	750,000	5	Various.	'74-'80	....
.. Union Fund Loan, 1861.....	2,758,000	6	Jan. & July.	'74-'76	109¼
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	....
.. Bounty Loan Bonds, 1863 and 1864.....	8,578,244	5	May & Nov.	'83-'94	101¼
.. War Loan (currency).....	999,944	5	Mar. & Sept.	1888	....
.. Railroad and Tunnel Bonds.....	10,305,532	5	April & Oct.	'88-'93	....
.. Norwich and Worcester R. R. Bonds..	400,000	6	Jan. & July.	1877	....
.. B., H. & Erie R. R. Bonds.....	3,599,024	5	" "	1900	....
Minnesota—($250,000):					
.. State Buildings Loan 1867 and 1869.....	250,000	7	Jan. & July.	'77-'79	....
Missouri—($18,747,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	....
.. State (funding) Bonds, 1867-68	2,727,000	6	" "	'87-'88	93½
.. Railroad Loan Bonds, 1854-'66.....	12,801,000	6	" "	'74-'86	93½
.. Railroad Bonds, guaranteed 1856-'66....	1,589,000	7	" "	'76-'91	99½
.. State Institutions Loans.....	1,301,000	6	" "	var.	....
New Hampshire—($3,914,165):					
.. War Loan Bonds, of 1861.....	614,000	6	Jan. & July.	'69-'78	....
.. War Loan Bonds, of 1864.....	600,000	6	Mar. & Sept.	'84-'89	101
.. War Loan Bonds, of 1866.....	494,500	6	April & Oct.	'78-'74	....
New Jersey—($2,696,300):					
.. War Loan Bonds, 1861-'64, tax free.....	2,690,000	6	Jan. & July.	'74-'92	....
New York—($36,530,400):					
.. State Stock of 1827 and 1832.....	561,500	5	J. A. J. & O.	pleas.	....
.. State (Deficiency) Stock of 1838.....	900,000	5	" "	1875	....
.. State (Deficiency) Stock of 1838.....	800,000	6	" "	1878	....
.. State (Deficiency) Stock of 1838.....	348,107	5	" "	pleas.	....
.. State (Deficiency) Stock of 1838.....	1,189,781	6	" "	pleas.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	111,200	4	" "	'72-'78	....
.. Canal Stock.....	10,135,260	6	" "	'74-'77	....
.. Bounty Loan registered	19,861,000	7	Jan. & July.	1877	107
.. Bounty Loan coupon.....	1,200,000	7	" "	1877	107¼
North Carolina—($29,547,045):					
.. Old or Ante-War Debt.....	4,738,800	6	Jan. & July.	'72-'92	19
.. Old or Ante-War Debt.....	3,639,400	6	April & Oct.	'72-'92	....
.. Bonds issued since the war.....	3,009,045	6	Jan. & July.	'92-'98	....
.. Bonds issued since the war.....	1,839,000	6	April & Oct.	'92-'98	....
.. Bonds issued for funding.....	2,417,400	6	Jan. & July.	'78-'00	14¼
.. Bonds issued for funding.....	1,721,400	6	April & Oct.	'78-'00	....
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	5
Ohio—($8,211,062):					
.. Loan of 1860, sinking fund.....	147,180	6	Jan. & July.	1870	....
.. Loan of 1850, sinking fund.....	1,586,900	6	" "	1875	....
.. Loan of 1860, sinking fund.....	4,074,817	6	" "	1881	....
.. Loan of 1856, sinking fund.....	2,400,000	6	" "	1886	....
Oregon—($290,477):					
.. Bounty and Relief Bonds.....	90,477	7	Jan. & July.	'74-'84	....
.. Willamette Canal Bonds.....	200,000	7	" "	1890	....
Pennsylvania—($24,999,785):					
.. Inclined Plane Loan, of 1849.....	400,000	6	April & Oct.	1879	....
.. Loan of April 1852, reg. and coup.....	483,000	5	Jan. & July.	1882	....
.. Loan of May 1852, reg. and coup.....	2,637,500	5	Feb. & Aug.	1877	....
.. Loan of April 1853, coupon	238,000	5	" "	1878	....
.. Loan of April 1861, registered.....	35,000	6	" "	1878	....
.. Loan of Feb. 1867, reg. and coup.....	907,200	5	" "	'74-'85	....
.. Loan of Feb. 1867, reg. and coup.....	18,796,950	6	" "	'74-'85	....
.. Chambersburg certificates, registered...	83,032	6	June & Dec.	1876	....
.. Loans of April 1872.....	500,000	6	April & Oct.	1876	....
Rhode Island—($2,638,500):					
.. War Bonds of 1862	1,019,000	6	Mar. & Sept.	1882	....
.. .. of 1863	205,000	6	April & Oct.	1883	....
.. .. of 1863	668,000	6	Jan. & July.	1893	....
.. .. of 1864	746,000	6	Feb. & Aug.	1894	....
South Carolina—($20,650,235):					
.. State House, Stock and Bonds '56-'63...	953,488	6	Jan. & July	pleas.	....
.. Fire Loan Stock of 1838.....	205,344	6	J. A. J. & O.	1870	....
.. Funding Stocks 1866 and 1869.....	143,114	6	Jan. & July.	'77-'90	....
.. Fire Loan Bonds of 1838.....	481,944	5	" "	1868	....
.. New State House Bonds 1853-'66.....	295,000	6	" "	'71-'86	....
.. Blue Ridge R. R. Bonds 1854.....	966,000	6	" "	'74-'75	....
.. Funding Bonds, 1868.....	930,000	6	" "	'87-'97	....
.. .. 1869.....	1,681,000	6	April & Oct.	1888	....
.. .. 1869.....	1,189,400	6	Jan. & July.	1888	18
.. .. 1869.....	2,030,000	7	" "	1888	....
.. Conversion Bonds 1869.....	7,666,500	6	" "	1888	....
.. .. .. 1870.....	343,000	6	April & Oct.	1889	....
.. Railroad Aid Bonds.....	4,797,608	6	Various.	89-'99	....
Tennessee—($20,966,382):					
.. Railroad, &c., Bonds.....	15,767,922	6	Jan. & July	'92-'00	77
.. State Bonds (direct)	4,819,544	6	April & Oct.	'64-'90	....
.. State Endorsements	2,197,000	6	Jan. & July.	1900	....
.. Funded Interest Bonds	4,598,035	6	" "	1914	75¼
Texas—($3,715,979):					
.. Frontier Protection (gold) Bonds, 1870..	700,000	7	Mar. & Sept.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	" "	1876	....
.. State Bonds.....	197,000	6	Jan. & July.	'76-'91	....
.. Railroad Aid Bonds.....	1,763,317	6	" "	var.	....
Vermont—($225,500):					
.. War Loans of 1864, '65 and '68	225,500	6	June & Dec.	'74-'78	....
Virginia—($45,718,112):					
.. Funded under act of 1871.....	20,278,730	6	Jan. & July.	long.	....
.. Funded under act of 1872.....	1,764,747	6	" "	"	....
.. Sterling Bonds	2,727,562	5	" "	"	....
.. Deferred (W. Va.) certificates.....	15,229,370	6	" "	"	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	103
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	100
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1890	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	89
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	43½
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	59½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	....
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	64
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	857,250	6	Jan. & July.	Baltimore.	1875	101
Loan of 1850-'80	579,500	6	" "	"	1880	100
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	102
Loan of 1855-'90 (Balt.) sk'g fd.	3,461,146	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) sk'g fund.	3,620,320	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,498,016	6	" "	"	1902	....
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	Jan. & July.	Baltimore.	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1890	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by P. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	99½
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (Penn. R. R. Co.)	499,500	6	March & Sept.	Princeton.	1885	86½
3d Mortgage	745,000	6	Feb. & Aug.	"	1887	83
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	79
1st Mortgage (Equalization)	248,000	7	" "	"	1889	89
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	90½
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	91
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200 000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1890	24½
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	40
Mass. I. (sec'd by $4,000,000 Ber.)	3,000,000	7*	" "	"	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	95
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	102

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York.	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1896	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	85
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg sk'g f'd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	56
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	98
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	98½
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,587,971	8	Jan. & July.	Boston.	1894	98½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	50
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	85
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	...
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1864	500,000	7	April & Oct.	Camden.	1879	100½
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	90
Canada, Michigan and Chicago:						
1st Mort. (sk'g fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (sk'g fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	55
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and tax free.	600,000	9	May & Nov.	New York.	1879	.. .
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	100
Chattel Mortgage	158,350	6	" "	"	'80-'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan. & July.	" "	1907	77
Cedar Rapids & Mo. Riv. (C. & N. W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	83
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1910	95½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1896	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	...
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	46
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174 000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	3,612 700	7	" "	" "	1902	102½
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	105½
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. C.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	90
Central Pacific of California:						
1st Mortgage, 20 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	90½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	100
State Aid B'ds (1st by State) gold	1,500,000	7*	" "	" "	1885	99½
1st Mort. (Western Pacific) gold	2,736,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	7,066,000	6*	" "	" "	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.)	500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	...
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) sk'g fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	48½
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	73½
2d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	6	" "	" "	1876	....
Funded Interest, coupon	160,500	6	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75-'80	93½
Chester Creek:						
1st Mortgage guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	100
1st Mortgage	2,406,000	7	Jan. & July.	" "	1893	105
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	98
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
3d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	111
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1860	....
Loan of 1872	6,983,225	7	Jan. & July.	Boston.	1896	97
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	98½
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	98
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	98½
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	99½
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	98
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	99
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	41
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	92½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C.& NW	592,000	7	Jan. & July.	Boston.	1880	93½
3d Mort. (now 2d) guar. C.& NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (198 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	100
Funded coupons (193 m.)	780,000	7	May & Nov.	" "	1883	98
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	98
Appleton Ext. (23 m.& 76,000 ac.)	174,000	7	" "	" "	1885	89
Green Bay Ext. (26m & 76,000 a.)	284 000	7	" "	" "	1885	89
Equipm't (Engs & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,775,000	7	Feb. & Aug.	" "	1882	100½
2d Mort. (Gal. & Chic. 248 m.)	938,000	7	May & Nov.	" "	1875	99½
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	129,500	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	331,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y	3,105,000	7	F. M. A. & N.	" "	1915	85
Consol. gold bonds for $48,000,000	4,534,000	7*	June & Dec	" "	1902	77½
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	889,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	9.500	7	June & Dec.	" "	1896	....
1st Mort. (Chic.& Mil.R.W.) guar	1,141,000	7	Jan. & July.	" "	1898	92½
1st Mort. (Bel.& Mad. R.R.) guar.	306,000	7	" "	" "	1868	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.1, '69, $16,000pm	1,350,000	8	May & Nov	New York.	1889	39
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $3,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C.B.&Q.):						
1st Mortgage for $10,000 per mile	.....	8	Feb. & Aug.	New York.	1901	100
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C., R.I.& Pac.)	8,000,000	7	" "	" "	1896	104½
Chi. & Southwes'n (C., R.I.& Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd,skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	82½
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1898	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77 '87	70
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	6 ¾
1st Mort. (San., Day. & Cin.) S.F.	988,000	6	Feb. & Aug	Boston.	1900	75½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000 000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	103
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning (A.& Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	..
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	104½
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July	" "	1892	90
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	98
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,760	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund.	15,344,750	7	April & Oct.	New York.	1903	72½
2d Mortgage Consol. skg fund.	3,679,900	7	Feb. & Aug.	" "	1909	25
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	96
Notes payable, conv. at par	594,000	7	" "	"	1876	97½
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A BCD& E $200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1,2,3,4.	88½
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept	New York.	1869	....
Cowanesque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of July 1, 1860	100.000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	58
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,600	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	98½
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	103½
2d Mort. (Del., Lack. & Wtn.)	1,633,000	7	March & Sept.	" "	1881	104
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	105
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov	New York.	1890	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	"	"	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,784	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	...
Detroit, Mon. & Tol. (L.Sh.& M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	97½
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	94
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1893	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1893	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	103½
East Tenn. & Georgia (E.T.V.& G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	86
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	99
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	March & Sept.	"	1882	93½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N. Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	98
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	58½
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	102
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	100
3d Mortgage	4,582,000	7	" "	" "	1883	97½
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	100½
5th Mortgage convertible	709,500	7	June & Dec.	" "	1888	93½
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	....
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	N Y & London.	1920	....
Convertible bonds	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free	2,089,000	7	Jan. & July.	" "	1893	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1884	....
1st L.M. (& 1st on 59, & 2d on 55 m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.)	221,000	7	Jan. & July.	" "	1887	....
" 3d series (52,091 a. r.f.	2,046,000	8	March & Sept.	" "	1888	....
R. & Holly lease, S. F. 25 000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1899	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20,000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	Jan. & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	90
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	101½
2d Mortgage	948,000	7	May & Nov.	" "	1875	99½
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1902	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	97
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	95½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,838,335	14,191,675	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	...
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,893,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York	'81-'86	60
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples (T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	80
2d Mortgage	125,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	75
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York	'71-'77	92½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	92
Six years Mortgage bonds (222m)	5 0,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,309	8	Various.	" "	1874	..
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	73
1st Mort. (Q. & Palm. R.R. 15 m)	600,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R R 55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	...
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	100½
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1878	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F.& P.M.):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104½
3d Mortgage	180,000	7	May & Nov.	" "	1875	104
Hudson Connecting (N.Y.& O Mid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	105
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	96½
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	60
Illinois Central:						
Construction bonds, cur. skg f'd.	2,742,000	7	April & Oct.	New York.	1875	100
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1900	80
2d Mortgage	1,500,000	8	Jan. & July.	" "	1900	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	....
International (Texas						
1st Mort. gold, skg. fund tax free	16,000 pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(L. C.& L. F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapol's and St. Louis:						
1st Mor gage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,980,000	7	April & Oct.	New York.	1917	81½
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.	.....	8	Feb. & Aug.	New York.	1900	85
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	87
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	96½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	94½
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol.	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol.	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R. R.)	345,000	7	April & Oct.	" "	1878	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	108½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	88
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1868	96
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1880	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	90
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL.& G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	60
1st Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June & Dec.	" "	1896	60
1st M.(3d D.344.66m.& 3,000,000m)	6,432,000	7*	May & Nov.	N. Y., L. & F.	1899	....
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,751,750	7*	Jan. & July.	N. Y., L. & F.	1895	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,250	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $300,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865.	287,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1902	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	98½
Lackawanna & Bloomsb(D L&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage (Extension)	600,000	7	April & Oct.	" "	1880	....
Income Mortgage	200,000	7	May & Nov.	" "	1890	....
La Crosse, Trempelean & Prescott:						
1st Mort. assumed by C. & N. W.	250,000	7	Jan. & July.	" "	1881	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1891	75
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	2,000,000	7*	April & Oct.	New York.	1901	....
2d Mort. gold tax free and conv.	4,500,000	7*	Jan. & July.	N Y B's.&Ph.	1899	50
	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,280,000	7	J. A. J. & O.	" "	1890	97½
Consol. coupon July 1, 1870	1,209,000	7	Jan. & July.	" "	1890	97
Bonds of Oct. 1, 1872	5,205,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore)Ap. 1, '69	1,498,000	7	" "	" "	1890	98
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	99
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	96
Skg Fund July 1, 1855 C. & Tol.	1,595,000	7	Jan. & July.	" "	1885	102
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	97½
1st Mort. May1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	103½
2d Mort. Oct 31,1857 "	2,692,000	7	" "	" "	1877	99½
Mort. Nov. 1, 1858 Buff. & Erie.	.....	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	96
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1,1868 "	3,000,000	7	April & Oct.	" "	1898	90
1st Mort. Aug.1,1856(D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	97½
1st Mort. Sept. 1,1869(K.& W.P.)	400,000	7	Jan. & July.	" "	1870	90
1st Mort. Oct. 1, 1867(Sch.& Th.R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M.July1,'68(Kal.All.& Gr.R.)	840,000	8	" "	" "	1888	95½
1st Mort.July 1, 1868(J.& Frank.)	468,000	7	" "	" "	var	....
2d Mort. Jun.1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia	1896	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July	N. Y. & Bost.	1890	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	.....	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	102
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	104
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1900	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	102½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	99
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1878	90½
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1890	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'86	....
Consol. M. for $8,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	88
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00 0	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,360	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	87½
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (")	250,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	91
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	103
2d Mortgage Dollar	2,500 000	7	May & Nov.	"	1896	92½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	74½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawipp Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1889	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	101½
Michigan Central:						
1st Mortgage, convertible	356,000	8	April & Oct.	New York.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	" "	1882	112
Consol. Mortgage for $10,000,000	8,000,000	7	Jan. & July.	" "	1902	99
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	101½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	97
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	95½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (" ") guar.	70,000	8	" "	" "	1880	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown,Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,527,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	80
1st Mortgage (E. Div. Palmer)	781,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,810,000	7	Jan. & July.	" "	1897	78
1st Mortgage (Minn. Cent.)	190,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	82
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	104
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	91½
Milwaukee City Loan	230,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Win.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee & Northern:						
1st Mortgage for $18,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	1899	19½
1st Mort. Land Grant gold	1,060,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,560,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jan. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1890	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,860	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept	New York.	1886	...
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	8,000,000	7	March & Sept.	New York.	1914	106½
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	101
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	92
Construction bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	97½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	89
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1907	....
Newburg & New York (Erie):						
1st Mortgage for $900,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1890	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfield bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan'a.						
New Jersey Midland (NY.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	...
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1899	31
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd.	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La.	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	...
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	94½
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B.& N. R'd.(")	76,000	6	May & Nov.	" "	1883	90
Bonds for R.R.stocks(")	502,000	6	" "	" "	1883	88
Bonds for real estate (")	102,000	6	" "	" "	1883	86
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	91
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C & H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	103½
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	....
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1903	99
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1880	....
New York and New Haven:						
1st Mortgage	1,959,500	7	April & Oct.	New York.	1875	100½
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1880	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1893	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1893	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225 000	6	Jan. & July.	Philadelphia.	1885	100
2d Mortgage	5,000,000	7	May & Nov.	"	1896	102½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	100
North Shore (L. I.)						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	92½
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	90½
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	95
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	91½
Income Mortgage conv.	1,980,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	29
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	93
Equipment Mortgage	200,000	8	" "	"	1879	93
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage	6,694,000	7	Jan. & July.	New York.	1898	91
Consolidated 1st Mortgage, stg..		7*	" "	London.	1898	....
Consolidated 2d Mortgage	3,529,000	7	April & Oct.	New York.	1911	76
2d Mortgage, (W. Div.)	433,000	7	Jan. & July.	" "	1874	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bond	50,000	7	May & Nov.	" "	1883	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	78½
1st Mortgage (War. & Erie)	580,000	7	April & Oct.	"	1882	78
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	42
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	98½
Plain Bonds	485,000	6	April & Oct.	"	1875	95
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	100½
Omaha and Northwestern:						
1st M. land grant, gold	$16,000pm	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	89½
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	82
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	80½
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	74
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1832	79½
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	98
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1837	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	80
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	69
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lex. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,899,380	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(T W & W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	75
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,970,000	7	Jan. & July.	Philadelphia.	1880	100½
2d Mortgage (")	2,583,600	6	April & Oct.	"	1875	101
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	19,558,760	6	J. A. J. & O.	Philadelphia.	1910	92
State lien for $7,500,000, skg Fd	5,401,675	5	April & Oct.	Harrisburg.	'74-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	316,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	103
Peoria & Bureau Val(C.R.I.& P.)	1,500,000	7	" "	"	1906	....
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	103½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	91
2d Mortgage(" ")	3,000,000	7	Jan. & July.	"	1888	82½
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	90
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,138,900	6	Jan. & July.	Philadelphia.	1898	79
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	86,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	100
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	106½
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	104½
Consolidated Mortgage June 1, 1871. — Dollar registered	3,414,000	7	" "	"	1911	105½
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	....
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	665,000	6*	" "	"	1911	102
Consolidated Mortgage June 1, 1871. — Dollar coupon	332,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv	6,690,985	7	Jan. & July.	"	1893	104½
New improvement Mort. loan	6,631,618	6*	April & Oct.	Phila.or Lond.	1897	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,600	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866	400,000	6	April & Oct.	"	1876	95
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	63½
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	monthly.	New York.	1884	72
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free...	4,000,000	7	Jan. & July.	Baltimore.	1898	84
2d Mort. (Balt. Loan) of 1866..	1,000,000	6	" "	"	1886	65
1st Mort. (Turtle Cr. Div.10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	104½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	102
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	96½
Bridge (O. & P. R. R.) bonds...	153,000	7	May & Nov.	" "	1876	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,000,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1899	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold..	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	64½
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for $460,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1889	....
Poughkeepsie and Eastern:						
1st Mort. gold, conv. & tax free..	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	18	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	80
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	99½
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1878	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitch.)	400,000	7	March & Sept.	New York	1896	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'75-'90	67½
Rich., Fredericksburg & Potomac						
Sterling Loan	87,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	6	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1876	....
Richmond and Petersburg:						
1st Mortgage	130,500	7	June & Dec	Richmond.	1875	....
1st Mortgage	175,000	6	April & Oct.	"	....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1916	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	....
Equipment Mortgage	500,000	8	March & Sept.	"	1880	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1890	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	103
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	...
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	86
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	70
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	83½
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	96
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	81½
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands).	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands.	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	90½
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	100
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	.. ..
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	92
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.).						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	.. ..
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	Jan. & July.		....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	500,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,370	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	64½
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,180,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	93
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	...
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'86	...
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	...
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	...
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	..
Toledo, Peoria and Warsaw:						
1st Mortgage (R. Div.) 110 m.	1,000,000	7	June & Dec.	New York.	1894	83
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	73
2d Mortgage (W. Div.) 117 m.	1,300,000	7	April & Oct.	" "	1896	49
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	58
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	....
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,000	7	.....	New York.	1888	.. ..
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar.	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1886	....
3d Mortgage	660,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	"	" "	1882	.. ..

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	94
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1893	95
1st Mort. (Quincy & Tol. 24 m.)	500,000	7	May & Nov.	" "	1890	88
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	90½
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	73
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	70
Equipment (Tol. & Wab. 75m.)	500,000	7	" "	" "	1883	67
Consol. Mortgage ($00 m.)	2,700,000	7	F. M. A. & N.	" "	1907	60
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	73
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	85
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,198,000	7	April & Oct.	" "	1889	85
Income Mortgage	7,563,000	10	March & Sept.	" "	1874	87
Omaha Bridge B'ds, stg.£250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000.	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	98½
Loan of 1875 (New Jersey Co.).	300,000	6½	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ").	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6'	" "	Philadelphia.	1883	93½
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	97½
Consolidated(mort.)Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	100½
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq. Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	16
2d Mortgage consolidated	1,500,000	7	" "	"	1891	2
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	60
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.		....	74
Equipment Mortgage	1,000,000	8	May & Nov.		'76-'77	65
Equipment Mortgage	1,000,000	8	" "		1889	65
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	102
Vermont Valley (Rutland):						
1st Mortgage	886,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	....
Enlarged Mortgage	990,000	6	" "	" "	1884	....
4th Mortgage	846,000	8	March & Sept.	" "	1900	79
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	78
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome(R.W.& O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	104
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	613,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt.	200,000	6	" "	"	1890	98½
2d Mort. " "	300,000	6	" "	"	1890	98½
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	91
3d Mortgage preferred	600,000	6	" "	"	1895	161
3d Mortgage endor. by Balt.	875,000	6	" "	"	1900	99
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	62½
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1936	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	83
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	96
Consolidated mort. Apr. 1, 1869.	1,000,000	7	April & Oct.	"	1899	103½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	65
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	75
2d Mortgage coupon or regis.	723,600	7	Jan. & July.	"	1902	79
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.	2,750,000	7	Jan. & July.	New York.	1890	80
2d Mortgage $12,000 p. m.	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	75½
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	90
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	90½
Delaware and Hudson:						
1st Mortgage registered — 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered — 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1884	104
1st Mortgage registered — 3d series, Jan. 1, 1871.	5,000,000	7	" "	"	1891	107
Delaware & Raritan Sea U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg.	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	97½
Mortgage Loan reg.	2,000,000	6	F. M. A. & N.	"	1897	97
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	96½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	102
Convertible Bonds	1,496,870	6	June & Dec.	"	1877	88
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	101½
2d Mortgage	285,000	6	" "	"	1876	96
Boat Loan, sinking fund	236,965	7	" "	"	1885	100½
Preferred Stock Dividend Scrip.	105,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	68
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	77
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	280,000	6	May & Nov.	"	1870	75
Boat and Car Loan	756,650	6	" "	"	1888	77
Boat and Car Loan	628,100	7	" "	"	1889	86
Coupon Bonds	1,079,000	6	Jan. & July.	"	1895	76
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	74½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1872	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1896	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Siding.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1873	60.0	—	2.5	125.0	3	4	3	56	Adirondac.....New York.	3,113,515	*	3,643,241	.....	3,763,000	930,000	1,968,756		60.0	71,936	29,902	30,012	100,425	22,801	—	100	....
Sept. 30, 1873	81.3	—	5.9	—	13	10	2	118	Alabama Central †.....Alabama.	3,600,000	*		.....	2,000,000	1,600,000	.....		92.8	.....	.....	.....	350,000	95,000	—	100	....
Dec. 31, 1873	296.0	—	14.8	—	20	20	5	600	Alabama and Chattanooga.....Alabama.	10,500,000			.....	2,700,000	8,500,000	3,000,000		296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1873	142.0	—	165.7	—	68	32	12	1,890	Albany and Susq. †(D. & H.)...New York.	10,317,910				5,000,000	4,621,000	706,519		142.0	810,519	371,410	631,917	1,672,319	410,877	7	100	95
Dec. 31, 1873	132.0	130.5	16.7	—	73	29	10	1,969	Allegheny Valley†.....Pennsylvania.	12,332,709	*	.....	.....	2,256,400	7,434,000	1,280,691		132.0	.....	861,239	1,778,638	2,628,471	784,026	—	100	....
Oct. 31, 1873	4.5	—	0.3	31.3	—	—	—	—	Allentown (P. & R.).....Pennsylvania.	1,078,439				568,744		649,132								—	50	....
Dec. 31, 1873	99.0	—	3.7	—	13	3	*	96	Arkansas Branch (St. L. & Iron Mt.).Mo.	5,351,250	*	19,971	66,482	2,499,000	2,500,000	438,659		99.0	153,190	.....	.....	259,293	98,598	—	50	....
Dec. 31, 1873	62.5	—	6.9	—					Ashtab. Youngst'wn & Pitts. (Pa. Co.).O.	3,300,000			.....	1,800,000	1,500,000	.....								—	100	....
Dec. 31, 1873	150.0	—	10.0	—	.....	.....	.....	.....	Atchison and Nebraska.....Kan. & Neb.	7,500,000	*	.....	.....	3,750,000	3,750,000	.....		150.0	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1873	469.3	27.5	30.9	—	38	22	7	778	Atchison, Topeka & Santa Fe.....Kansas.	20,893,238	1,214,307	1,481,420	1,023,087	8,615,000	10,096,500	3,814,785	222,545	282.9	.....	.....	.....	1,172,013	423,803	—	100	8
Feb. 28, 1874	266.5	—	9.7	—	10	8	3	161	Atlanta & Rich'd Air Line †.Ga.NC.&SC.	11,748,000	*			7,500,000	4,248,000	.....		192.0	.....	.....	.....	.....	.....	—	100	....
June 30, 1873	81.0	—	4.0	—	19	7	6	165	Atlanta and West Point.....Georgia.	1,197,715	*	151,853	63,254	1,232,200	102,500	24,257	53,865	87.0	.....	62,987	86,592	399,344	100,161	8	100	....
June 30, 1873	387.5	34.8	161.0	—	190	41	25	2,911	Atlantic and Great West..N.Y. Penn.& O.	78,713,992	*	8,445,000	.....	24,358,300	62,800,692	2,899,401		604.8	5,111,452	957,942	2,606,088	5,456,896	1,886,922	—	100	....
Dec. 31, 1873	236.0	109.0	15.6	162.0	26	19	10	424	Atlantic and Gulf †.....Georgia.	7,717,971	*	.....	.....	3,479,677	3,526,700	353,429		345.6	683,918	97,227	.....	1,095,947	267,886	—	100	....
Sept. 30, 1873	408.0	20.0	40.0	100.0	84	29	20	1,015	Atlantic, Mississippi and Ohio†..Virginia.	19,038,905	*	9,167,335	1,215,021	6,921,900	14,183,000	5,860,427	2,435,934	428.0	1,498,803	245,629	627,639	2,198,757	914,035	—	100	....
Dec. 31, 1873	95.0	—	9.0	—	9	12	6	78	Atlantic and North Carolina †.N.Carolina.	2,200,000				1,600,000	200,000	.....		95.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	328.0	4.0	32.8	—	135	74	34	2,842	*Atlantic and Pacific* †.Missouri & Ind.Ter.	36,572,728	*	4,135,500	141,411	19,760,300	16,792,438	1,577,522	.....	814.7	.....	.....	.....	5,529,102	2,218,876	—	100	....
Dec. 31, 1873	149.5	1.5	16.9	—					Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089		.....	.....	4,368,800	3,484,000	.....							174,752	4	100	....
Nov. 30, 1873	53.0	—	4.8	—					Augusta and Savannah (C. of Ga.).....Ga.	1,032,200				733,700	129,000	.....							73,000	8	100	....
Oct. 31, 1873	51.2	2.5	5.5	—					Bald Eagle Valley.....Pennsylvania.	1,05 0,000		10,000		550,000	454,900	.....							81,222	7	50	....
Sept. 30, 1873	379.6	42.8	439.0	—	473	205	56	16292	Baltimore and Ohio †.....Md. & W. Va.	33,975,584	10,682,286	18,857,395	2,926,765	16,719,862	19,866,733	822,298	22,033,131	497.4	16,292,359	.....	.....	12,252,844	4,099,043	10	100	169
Sept. 30, 1873	103.5	—	11.4	—					Washington Branch †.....Maryland.	10,000,000				5,680,685				103.5	.....	.....	.....	947,729	116,067	10	—	175
Sept. 30, 1873	30.0	—	41.6	—					Parkersburg Branch.....W. Virginia.	1,650,000			757,653	1,650,000	20,000		737,653	30.0	.....	.....	.....	440,775	284,014	—	100	64
Dec. 31, 1873	63.0	—	3.2	—					Baltimore, Pittsburg and Chicago.....O.	3,000,000		.....	.....	500,000	2,500,000	.....								—	100	....
Dec. 31, 1873	73.1	19.2	6.1	—	26	47	8	319	Baltimore and Potomac.....Maryland.	3,136,010	654,991	.....	116,915	3,503,900	4,500,000	884,837	19,180	43.0	.....	.....	.....	281,537	70	—	100	....
Dec. 31, 1873	48.2	—	2.5	—	4	2	2	68	Bangor and Piscataquis †.....Me.	1,207,202	110,200	.....	6,257	357,870	922,000	43,789		48.2	64,758	36,450	29,698	113,746	30,441	—	100	....
Oct. 31, 1873	16.0	—	6.0	—	5	2	1	367	Barclay (Towanda Coal Co.).....Pa.	1,200,000				1,000,000	79,000			16.0	58,668	25,347	344,908	996	Loss.	7	50	....
Dec. 31, 1873	33.5	—	2.7	—					Belfast and Moosehead Lake (Me. C.).Me.	900,000				750,000	150,000	7,000							36,000	—	50	....
Dec. 31, 1873	54.0	—	13.0	76.0					Bellville and Southern Illinois.....Ill.	2,780,000		.....	.....	1,680,000	1,100,000	.....							40 p.c.	—	100	....
Dec. 31, 1873	67.0	—	6.7	—					Belvidere Delaware (Penn. R. R.)...N. J.	4,034,829			571,587	995,800	2,244,500	1,238,838		80.0	.....	397,153	1,444,573	1,148,223	153,700	—	100	....
Sept. 30, 1873	22.0	—	2.0	—					Berkshire (Housatonic).....Mass.	600,000		6,000	7,600	600,000		7,245	6,355					42,610	35,407	7	100	....
Sept. 30, 1873	201.6	48.0	324.7	—	231	188	52	5,051	Boston and Albany.....Mass. & N. York.	21,876,749	4,453,046	2,316,185	1,067,840	19,864,100	4,319,000	2,266,820	3,263,900	283.9	5,661,554	5,757,624	2,884,520	9,798,033	2,199,873	10	100	132
Sept. 30, 1873	26.2	—	2.1	9.8	5	6	2	83	Boston, Barre and Gardner.....Mass.	915,537	141,655	40,118	65,899	826,627	4,400	319,018	13,169	26.2	87,304	116,098	29,340	97,046	16,511	—	100	....
Sept. 30, 1873	41.4	1.5	12.2	—	23	24	13	511	Boston, Clinton and Fitchburg.....Mass.	1,379,111	715,820	259,288	110,779	872,600	1,249,600	224,162	118,636	90.2	489,497	487,274	407,072	677,439	116,978	—	100	....
Mar. 31, 1873	93.5	56.9	11.0	—	24	25	20	529	Boston, Concord and Montreal.....N. H.	2,850,000	*	316,429	229,630	1,800,000	1,050,000	29,603	516,456	150.4	.....	171,511	92,187	670,349	181,715	—	100	....
Sept. 30, 1873	26.8	16.0	45.7	—	40	62	*	963	Boston and Lowell.....Mass.	2,476,831	343,634	2,508,971	799,188	2,993,000	1,199,500	1,338,660	897,464	125.5	826,231	2,086,979	605,617	1,464,942	387,116	8	500	100
Sept. 30, 1873	115.5	8.5	100.6	—	69	149	*	1,636	Boston and Maine.....Mass., N. H. & Me.	8,617,444	1,335,401	820,083	114,822	6,921,274	2,857,199	305,039	1,342,229	189.5	1,458,963	5,008,074	542,004	2,300,094	680,566	8	100	111
Sept. 30, 1873	44.0	18.5	66.0	—	41	71	11	627	Boston and Providence.....Mass. & R. I.	3,742,515	207,400	1,567,441	219,159	3,950,000	500,000	856,488	430,027	66.5	816,554	3,741,530	827,576	1,822,108	423,342	10	100	149
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany†.....Georgia.	10,548,000	*	(Sold Oct. 15 1873.)		5,980,000	.....	.....		172.0	(Operated by Receiver—No returns.)			.....	.....	—	100	....
Sept. 30, 1873	25.5	—	2.0	—					Buff., Bradford and Pittsburg..New York.	2,869,000		44,080	.....	2,286,000	583,000	.....							40,600	—	100	....
Sept. 30, 1873	43.2	—	6.8	50.0	8	7	3	72	Buff., Corry and Pittsb.....N. Y. & Penn.	1,561,930	*	.....	.....	500,000	1,000,000	350,000		43.2	1,343,729	65,542	109,326	169,989	Loss.	—	100	....
Sept. 30, 1873	141.5	—	13.7	—					Buffalo, New York & Erie...N.Y.& Penn.	3,380,000		.....	.....	950,000	2,380,000	.....							283,100	7	100	....
Oct. 31, 1873	120.6	—	18.6	—	18	13	4	604	Buff., New York and Phila..N.Y. & Penn.	4,621,324	784,607	305,000	.....	1,615,060	2,577,500	1,233,944		120.6	261,900	234,760	158,836	398,763	48,546	—	100	....
Dec. 31, 1873	871.0	81.0	23.1	—	28	22	9	702	Burl., Cedar Rapids and Minnesota..Iowa.	16,200,000	*			5,510,000	8,265,000	1,973,197		402.0	.....	.....	.....	1,078,310	301,306	—	500	....
Dec. 31, 1873	190.7	48.6	20.8	—	14	12	7	314	Burlington and Missouri River.....Neb.	7,300,000	500,000	476,356	145,904	853,780	7,277,943	118,228	278,126	239.3	392,234	81,217	126,120	628,429	284,214	—	100	56
Dec. 31, 1873	130.0	20.0	10.9	4o1.0	8	7	4	218	Burlington and Southwestern..Iowa & Mo.	6,102,510	601,315	.....	.....	1,976,319	3,820,000	729,954		150.0	.....	.....	.....	362,719	Loss.	—	100	....
Dec. 31, 1873	71.0	—	2.1	—	4	6	*	50	Cairo, Arkansas and Texas.....Mo.	3,500,000	*	.....	.....	2,000,000	1,500,000	.....								—	100	....
Dec. 31, 1873	801.0	—	19.7	—	27	17	8	710	*Cairo and Fulton*.....Arkansas.	20,000,000	*	.....	.....	12,000,000	8,000,000	.....		202.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1873	53.4	0.6	3.3	15.6	8	4	*	292	Cairo and St Louis (narrow).....Ill	2,978,000	*	.....	.....	478,000	2,500,000	.....		54.0	31,780	10,221	5,000	18,286	15weeks	—	100	....
Jun. 30, 1873	156.6	—	7.8	—	10	8	4	161	Cairo and Vincennes.....Illinois.	6,936,400	*	.....	126,236	3,503,638	3,590,000	57,000		156.6	113,557	8,418	21,824	72,234	.....	—	100	....
Dec. 31, 1873	60.0	7.0	6.1	—	9	52	9	119	Camden and Atlantic.....New Jersey.	1,842,838	458,692	143,921	42,368	1,215,869	1,076,151	107,096	88,702	.....	216,246	463,709	104,541	508,996	210,587	—	50	72
Dec. 31, 1873	23.0	7.2	3.9	—					Camden and Burlington Co..New Jersey.	715,362				381,925	350,000								45,419	6	100	....
Dec. 31, 1873	41.8	—	5.1	—	3	12	—	—	Cape May and Millville (W. N. Jer.).N.J.	979,282				500,000	400,000	79,282							60,000	6	100	....
June 30, 1873	18.0	0.5	1.2	—	.....	.....	.....	.....	Carbondale and Shawneetown....Illinois.	550,000	*			350,000	200,000	.....								—	100	....
Dec. 31, 1873	94.0	4.5	19.8	—					Catawissa (Phila. and Reading).....Penn.	6,126,500		.....	.....	4,359,500	1,740,350	.....		98.5	.....	.....	.....	.....	190,000	—	50	30
Sept. 30, 1873	34.6	—	6.0	—					Cayuga & Susquehanna(D.L.&W.)..N.Y.	589,110	—			589,110									58,020	9	100	....
Dec. 31, 1873	75.6	—	3.8	—					Cedar Falls and Minnesota.....Iowa.	3,174,000				1,587,000	1,587,000									—	100	....
Dec. 31, 1873	271.6	2.5	27.9	—					*Cedar Rapids and Mo. Riv.* (C.&N.W.).Ia.	11,284,000				7,620,000	3,614,000									—	100	....
Nov. 30, 1873	294.5	—	42.0	—	108	84	60	1,584	Central of Georgia.....Georgia.	7,500,000	*	1,904,144	5,141,694	7,500,000	8,116,000	3,817,530	112,208	708.5	.....	181,404	.....	3,489,398	379,388	—	100	....
Dec. 31, 1873	189.0	—	16.9	29.3	26	10	8	512	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000,000	4,625,000	950,000		189.6	.....	.....	.....	556,104	139,889	—	100	....
Dec. 31, 1873	74.0	4.7	211.8	—	227	128	47	9,082	Central of New Jersey.....New Jersey.	15,293,003	2,796,445	18,000,000	.....	20,000,000	9,386,700	6,729,946		80.7	.....	.....	.....	5,369,013	2,507,253	8	100	104
Dec. 31, 1873	137.1	—	31.7	—	37	41	*	1,383	Central Ohio (B. & O.).....Ohio.	5,349,500				2,849,500	2,500,000			137.2	.....	.....	.....	1,046,435	366,482	6	50	82
Dec. 31, 1873	864.9	336.0	140.9	203.0	188	167	48	3,594	*Central Pacific* †.....Cal. Nev. & Utah.	131,419,110	6,156,746	5,809,535	3,251,449	64,275,500	82,855,680	767,558	9,339,152	1,212.9	5,010,962	3,708,171	1,028,602	12,863,963	7,894,681	3	100	....
May 31, 1873	118.0	—	108.0	—	170	125	51	5,189	Central Vermont.....Vt.	11,500,000	*	.....	.....	5,000,000	6,500,000	.....		778.0	.....	.....	.....	.....	.....	—	100	....
June 30, 1873	100.0	—	15.0	100.0	6	6	3	123	*Central Br. of Union Pacific*.....Kan.	3,723,700	*	.....	.....	980,600	2,200,000	303,058		100.0	.....	.....	.....	119,663	.....	—	100	....
Dec. 31, 1873	195.0	—	12.0	—	21	10	12	221	Charlotte, Columbia & Augusta....S.Car.	5,017,880	*	97,964	112,353	2,578,000	1,300,000	681,083	669,106	195.0	.....	.....	.....	686,432	291,064	—	100	....
Dec. 31, 1873	22.8	—	2.5	—					Chartiers (Penn.).....Pennsylvania.	1,128,690		.....	.....	604,110	500,000	4,298		22.8	39,119	107,209	214,612	61,293	18,029	—	100	....
Sept. 30, 1873	17.4	—	2.3	—					Chemung (N. Central).....New York.	400,000				380,000									30,000	6	100	....
Sept. 30, 1873	20.9	—	0.9	—					Cherry V. Shar.& Alb.(D.& H. Can.)N.Y.	600,000				281,350	307,000	21,000								—	100	....
Sept. 30, 1873	421.0	9.8	21.5	58.5	70	34	18	2,261	Chesapeake and Ohio.....Va. & W. Va.	41,137,778	*	3,788,067	450,682	15,898,408	22,026,500	7,405,620		421.0	1,087,217	220,601	248,226	1,210,509	330,809	—	100	....
Sept. 30, 1873	53.6	—	11.9	—	26	22	10	419	Cheshire.....N. H. & Mass.	2,362,707	326,600	331,259	127,564	2,153,300	808,400	27,288	169,193	53.1	663,014	193,517	466,358	849,086	1,877,575	5	100	....

Dec. 31, 1873	21.5	—	3.1	—					Chester Valley (P. & R.)....Pennsylvania	1,371,900					871,900	500,000									35,000	10	50	
Dec. 31, 1873	342.0	117.4	142.6	—	155	78	24	2,966	Chicago and Alton.....Illinois.	16,506,949	*	4,993,605	419,440	12,293,272	5,851,950	3,359,958	284,814	649.1	3,983,560		829,876	1,642,440	5,497,541	2,121,286	10	100	99½
Dec. 31, 1873	694.1	545.2	276.9	—	288	111	63	6,754	Chicago, Burlington and Quincy..Illinois.	47,500,176	8,429,782	1,870,246	1,146,083	26,429,563	25,749,782	1,647,080	5,281,162	1,289.3			1,706,784	2,221,744	11,405,226	4,970,458	10	100	102
Dec. 31, 1873	86.0	—	....	164.0	....	....	....	....	Chicago and Canada Southern..Mich. & O.	3,640,000	440,000			1,557,300	2,500,000	155,700										100	....
Dec. 31, 1873	78.0	—	3.7	—	5	4	2	168	Chic., Cincinnati and Louisville..Indiana.	2,500,000	156,000	10,000		1,500,000	1,000,000	176,000		36.0					108,172	31,165		100	....
Dec. 31, 1873	60.0	—	2.5	—	2	5	*	125	Chicago, Clinton and Dubuque.....Iowa.	2,460,000	*			960,000	1,500,000			60.0					108,172	31,165		100	....
Jun. 30, 1873	108.0	30.0	8.0	62.0	10	1	1	132	Chicago, Danville and Vincennes.....Ill.	5,825,000	*			2,500,000	3,325,000			108.0		72,116	283,865		654,350	237,536		100	....
Dec. 31, 1873	59.0	—	8.1	—	12	16	4	104	Chic., Det. & Can. G'd Junction....Mich.	2,073,985	*			978,985	1,095,000			59.0	267,131				357,798	L.66,838		100	....
Dec. 31, 1873	117.8	15.1	11.5	—	10	6	3	300	Chic., Dubuque and Minnesota..Io. & Minn.	6,798,300	*			2,373,300	3,321,500			133.0					313,359	143,793		100	....
Dec. 31, 1873	41.0	—	2.0	156.0	....	....	....	....	Chicago and Illinois Southern..Ill. & Ind.	2,378,000				760,000	3,000,000	318,000		46.0								100	....
Dec. 31, 1873	80.0	—	8.0	—	15	6	2	21	Chicago and Iowa (C. B. & Q.)....Illinois.	2 895,000	263,000	20,000		1,318,000	1,750,000	100,000		80.0					472,020	93,404		100	....
Dec. 31, 1873			8.0	—					Chicago, Iowa and Nebraska (C&NW).Ia.	5,000,000				4,200,000	800,000										8	100	88½
May 31, 1873	81.3	1.1	16.9	—					Chicago and Michigan Lake Shore..Mich.	7,864,500	793,500			1,683,000	6,675,000	800,000		250.0	482,640		137,113	502,933	227,525		100	....
Dec. 31, 1872	170.0	80.0	22.0	—	25	12	7	612	Chicago, Milwaukee & St. Paul. Wis. I. & M.	55,337,763	*	2,211,636	945,220	27,673,744	26,261,500	1,533,759	826,156	1,654.0	5,186,188	967,754	1,791,504	9,046,123	3,665,244		100	33½
Dec. 31, 1873	814.0	585.0	187.0	—	198	104	57	3,657	Chicago and Northwestern.....Ill. & Wis.	62,086,099	*	3,937,427		36,477,084	25,008,500	2,908,058	1,629,968	1,382.2	7,568,086	2,479,202	2,958,390	12,786,607	3,629,947	3½	100	38½
May 31, 1873	1,459	—	201.4	—	301	158	84	7,680	Chicago and Pacific.....Ill.	1,260,906	*			900,000	360,000	107,319		36.0					36,009	14,335		100	....
Dec. 31, 1873	36.0	—	4.0	104.0	4	4	2	72	Chicago and Paducah.....Illinois.	2,238,000	*			1,238,000	1,000,000	5,827		128.0			15 mos	123,706	87,767		100	....
Dec. 31, 1873	128.0	—	7.3	132.0	6	6	2	284	Chicago, Pekin & South-Western..Ill. & Mo.	826,000				826,000											100	....
Jun. 30, 1873				57.9					Chicago, Rock Island & Pacific. Ill. & Iowa.	28,721,723	*	7,959,082	2,035,230	25,000,000	8,972,000	164,341	4,589,683	660.0	4,340,995	956,784	1,289,890	6,657,050	3,014,267	6	100	101½
Mar. 31, 1873	493.0	120.5	142.7	—	197	78	29	3,940	Chic. & S. West. (C., R.I. & Pac.). Ia. & Mo.	14,388,611				7,000,000	6,000,000	1,388,611		301.0								100	....
Mar. 31, 1873	301.0	—	20.0	—					Cincinnati and Baltimore (M. & C.)...Ohio.	1,343,297		48,208	13,556	693,005	315,000	397,056							100,000	99,000	8	100	....
Jun. 30, 1873	6.0	—	6.0	17.0	....	....	....	....	Cincinnati, Hamilton and Dayton...Ohio.	3,974,655	1,127,261	1,979,596	210,531	3,500,000	2,150,000	972,352	669,651	59.9	637,124	731,228	553,704	1,163,356	358,428	8	100	....
Jun. 30, 1873	59.9	—	118.0	—	35	30	18	558	Cin., Hamilton and Indianapolis..O. & Ind.	2,115,504	*		245,239		1,837,000	523,853		98.4	274,100	55,334	111,184	209,677	(Deficit)		150	....
Jun. 30, 1873	98.4	—	5.9	—	19	9	6	440	Cincinnati and Indiana (I. C. & La. F.)..O.	2,032,209				500,000	2,000,000	70,000							216,000	.....	6	150	....
Jun. 30, 1873	20.5	—	10.3	—					Cincinnati, Lafayette and Chic. (Ill. & Ind.	2,032,209	*			900,000	1,120,000	700,000		56.0		(No returns.)						100	....
Dec. 31, 1873	56.0	—	9.0	—	10	12	*	212	Cincinnati and Muskingum Valley..Ohio.	5,497,031	*			3,996,670	1,500,000			148.5					443,217	19,429		100	....
Dec. 31, 1873	132.2	16.3	16.5	—	14	12	3	369	Cin., Rich. and Chic. (C.H. & D.).O. & Ind.	1,011,995	*		56,955	382,500	625,000	46,284		42.0	131,870	81,165	151,653	228,289	69,766		100	....
Mar. 31, 1873	36.0	—	2.7	—	5	1	4	162	Cin., Rich. & Ft. Wayne (G.R. & I.)...Ind.	3,756,952	*			2,000,000	1,800,000											100	....
Dec. 31, 1873	91.5	—	4.8	—					Cincinnati, Sandusky & Cleveland...Ohio.	6,175,195	*	778,069	54,963	4,424,342	2,249,300	305,757	28,832	215.5	784,812		314,845	740,772	240,055	6	50	19
Jun. 30, 1873	175.0	15.5	25.8	—	29	27	12	922	Cincinnati and Springfield (C., C. & I.)O.	3,792,164	*		33,361	1,100,000	2,411,000	314,525		80.5	472,400	198,607	340,028	603,495	(Deficit)		100	....
Dec. 31, 1873	48.5	—	11.3	—	16	15	6	300	Cleveland, Col. Cin. & Ind...Ohio & Ind	17,097,222	*	2,217,654	875,771	15,000,000	3,429,000	876,507	893,390	472.0	4,350,568	543,624	1,680,588	4,887,448	1,337,032	3½	100	64
Dec. 31, 1873	340.5	49.9	80 0	—	130	52	19	382	Cleveland and Mahoning Valley.....Ohio.	4,526,777	*	455,153	26,992	2,759,791	1,967,600	17,961	263,870						681,621	597,890	21½	50	....
Jun. 30, 1873	67.0	54.0	37.5	—					Clev., Mt. Vernon and Columbus...Ohio.	4,716,122	*		10,320	1,751,450	2,300,000	674,992		112.5	227,590	159,854	209,010	355,325	133,166		100	....
Dec. 31, 1873	145.0	12.5	18.5	35.0	22	19	9	602	Cleveland and Pittsburg....Ohio & Penn.	12,845,019	2,884,141	409,220	443,010	11,243,003	4,473,844	391,313	473,230	225.7	1,868,102	703,829	1,981,538	3,750,627	1,844,482	7	50	87½
Nov. 30, 1873	124.0	75.0	81.5	—	97	43	22	3,188	Col., Chic. & Ind. Cent...Ohio, Ind & Ill	37,578,101	*			13,328,569	23,553,194	694,358		587.0				4,477,807	233,183		100	81
Dec. 31, 1873	314.0	273.0	78.2	—	164	91	*	1,646	Columbus, Springfield & Cin.....Ohio.	2,000,000				1,000,000	1,000,000				(Operated by Cin., Sand. & Clev.)						6	100	....
Jun. 30, 1873	45.0	—	5.9	—					Columbus and Hocking Valley.....Ohio.	3,281,489	1,234,397	30,200	100,528	1,854,450	2,299,000	217,230	275,944	89.0	668,306	153,745	890,439	1,074,187	376,159	20	50	....
Dec. 31, 1873	76.0	13.0	16.0	22.0	29	8	4	1,214	Concord.....New Hampshire.	1,500,000	*	191,263	126,208	1,500,000		112,861	184,609	145.5	800,934	614,327	730,741	1,041,439	171,084	10	50	160
Mar. 31, 1874	35.0	7.0	49.0	—	34	39	10	775	Connecticut River.....Massachusetts.	2,105,980	241,938	282,291	418,124	1,950,000	250,000	508,391	461,622	55.9	350,352	1,124,299	405,801	759,327	232,006	10	100	54½
Sept. 30, 1873	50.0	5.9	30.0	—	18	25	10	359	Connecticut and Passump. Riv..Vermont.	3,461,500	*	498,300	214,899	2,178,449	1,763,757	282,376	118	145.8	508,839	182,280	158,428	802,889	262,275	6	100	70
Jun. 30, 1873	110.2	—	16.1	—	23	15	7	676	Connecticut Valley.....Connecticut.	2,883,819	*			1,034,600	1,000,600	1,177,564		46.4				247,540	108,181		100	....
Sept. 30, 1873	46.4	—	5.5	—	6	15	4	160	Connecticut Western.....Connecticut.	4,543,636	*	18,597	67,293	1,690,125	2,674,000	30,673	24,728	66.7				442,734	154,828		100	....
Sept 30, 1873	66.7	—	7.0	—	5	10	4	177	Connecting (Phila. & Tr.).....Penn.	2,278,300				1,278,300	991,000								136,658	6	50	....
Dec. 31, 1873	6.8	—	9.5	—					Consolidation Coal.....Ind.	3,911,910	*	10,298,412	433,500	10,250,000	3,183,100	147,928	783,794	51.0	443,179	101,219	2,470,132	3,300,709	681,067	4	100	....
Dec. 31, 1873	54.0	17.0	28.0	—	32	7	2	684	Corning, Cowanesque & Antrim. NY & P.	1,600,000		187,949		1,600,000				64.0	285,934	93,092	1,089,222	428,893	107,763	3½	50	....
Nov. 30, 1873	58.0	—	8.1	—	12	4	3	687	Cumberland Valley.....Penn.	1,758,613	*	924,648	301,662	1,774,912	352,300	83,558	775,174	125.0	343,950	254,932	.....	614,185	331,642	8	50	....
Sept. 30, 1873	75.0	7.0	18.5	—	20	17	6	371	Danbury and Norwalk .....Connecticut.	1,233,731	*			600,000	462,000	31,553		33.8				172,120	69,796	8	50	....
Sept. 30, 1873	33.8	—	4.5	—	6	6	2	72	Danv., Hazleton & Wilkesbarre....Penn.	1,072,350	30,250			684,235	1,700,000	118,000										100	....
Dec. 31, 1873	45.0	—	2.6	—		2	2	17	Davenport and St. Paul....Iowa & Minn.	5,927,318	*			2,490,000	3,320,000	491,733		122.0				491,798	72,543		100	....
Dec. 31, 1873	125.0	41.0	11.9	—	12	8	3	201	Dayton and Michigan .....Ohio.	6,204,363	765,256		67,604	2,663,294	2,824,500	549,420		142.0	686,886	253,683	389,997	1,058,411	295,579	3½	100	....
Mar. 31, 1873	140.7	—	20.2	—	23	17	4	666	Dayton and Union .....Ohio.	612,095	*			186,000	527,445			46.8	110,698	55,904	110,088	136,843	52,400		100	....
Jun. 30, 1873	31.8	—	1.8	—	4	4	3	68	Delaware ¶ (P.W. & B.).....Delaware.	2,114,184		76,153	71,522	1,317,390	870,000	74,470		93.6	317,067			448,481	121,187	6	100	....
Oct. 31, 1872	83.0	16.6	6.0	—					Delaware and Hudson.....Penn.	3,503,971	1,672,155	144,411		(See Del.	& Hudson Can	al.)		62.0	63,810	144,561	2,811,594	125,656		10	100	....
Dec. 31, 1873	45.0	—	65.0	—	52	4	2	4,346	Delaware, Lack. and Western.....Penn.	15,541,031	5,680,323	2,899,883		23,500,000	6,872,200	3,360,005		195.0	4,263,431	223,143	4,448,739	6,248,465	3,389,517	5	50	108½
Dec. 31, 1873	115.0	80.0	119.0	—	153	30	14	12601	*Denver Pacific* (K. P.).....Colorado.	6,493,800	*			4,000,000	2,493,000			133.0				316,336	180,131		100	....
Dec. 31, 1873	206.0	—	....	—	6	5	2	32	Denver and Rio Grande (narrow).....Col.	6,324,500	*			3,300,000	3,024,500			118.0				392,654	195,530		100	....
Dec. 31, 1873	118.0	—	5.4	....	13	19	*	285	Des Moines and Fort Dodge.....Ia.	6,400,000	*			4,000,000	2,400,000			88.0							100	....
Dec. 31, 1873	88.0	—	7.2	—	....	....	....	....	Des Moines Valley.....Iowa.	6,224,600	*			3,924,600	2,300,000			161.0							100	....
Dec. 31, 1873	161.0	—	16.9	—	....	....	....	....	Detroit, Bel River and Illinois..Michigan.	2,955,300	*			1,129,300	1,826,000			73.6				491,752	91,317		100	....
Oct. 31, 1873	73.6	—	5.2	—	9	6	2	177	Detroit, Hillsdale and Indiana..Michigan.	1,972,315	211,799			1,000,000	1,470,000			65.0				377,498	49,618		100	....
Dec. 31, 1873	65.0	—	3.6	—	5	3	3	67	Detroit, Lansing & Lake Michigan. Mich.	5,425,642	932,858	51,715		1,663,500	6,060,000	89,720			674,506		162,927	593,869	88,548		100	....
April 1, 1873	164.0	25.0	7.2	—	22	15	5	399	Detroit and Milwaukee.....Michigan.	19,502,851	*			2,517,140	7,690,387		289,324	189.0		406,933	303,186	1,204,877	18,534		100	....
Dec. 31, 1873	189.0	—	27.1	—	34	28	27	475	Dexter and Newport (Me. Cen.)...Maine.	300,000				122,000	175,000								18,000	6	100	....
Dec. 31, 1873	14.0	—	2.0	—					Dover and Winnipisseogee (B. & M.). N. H.	480,000				480,000									29,000	6	100	....
Mar. 31, 1873	29.0	—	3.0	—					*Dubuque and Sioux City* (Ill. Cen.)..Iowa.	5,894,000		645,249		5,000,000	894,000							1,106,339	387,219	6	100	....
Dec. 31, 1873	142.9	—	14.8	—					Dunkirk, Allegheny Val. & Pitts..NY & P.	4,500,000	*	20,000		1,300,000	3,200,000			90.6	210,652	110,090	94,303	31,444	(Loss.)		100	....
Sept. 30, 1873	90 6	—	6.0	9.9	10	10	2	88	East Pennsylvania (P. & R.) ..... Pa.	1,484,290	*			1,309,000	496,900								109,265	6	50	....
Nov. 30, 1873	36.0	—	23.8	—					East Tenn., Va., & Georgia ¶..Tenn. & Ga.	9,167,851	*			1,970,024	4,191,900		3,886,377	270.0				1,378,358	449,210	3	100	....
Jun. 30, 1873	242.0	28.0	27.0	—	41	35	8	455	Eastern.....Massachusetts.	7,073,391	2,391,648	4,541,017	1,033,257	4,997,000	6,565,800	3,258,194	308,198	265.1	585,229	5,696,351	586,163	2,229,839	543,142	6	100	66
Sept. 30, 1873	41.4	71.7	68.1	—	78	137	38	1,328	Eastern.....N. Hamp.	492,500	*			492,500											100	....
Sept. 30, 1873	16.6	—	3.1	—					Eastern Shore ¶.....Maryland.	875,000	*			295,000	580,000			40.0				86,037	29,068		100	....
Dec. 31, 1873	40.0	—	1.9	—	3	—	—	7	Elizabeth and Paducah.....Kentucky.	5,869,086	309,458	1,175,674	147,927	3,796,400	3,000,000	705,745		165.0	269,992	52,635	83,429	228,789			100	....
May 31, 1873	185.0	—	13.6	45.7	12	6	3	358	Elmira, Jefferson and Canandaigua. N. Y.	500,000				500,000									25,000	5	100	....
Dec. 31, 1873	46.8	—	3.3	—					Elmira and Williamsport..Penn. & N. Y.	2,264,000	352,000			1,000,000	1,620,000			73.0	488 13	115,890	329,029		165,000	5	50	....
Dec. 31, 1873	78.0	—	14.0	—					Erie.....New Jersey, N. York & Pa.	99,440,129	12,189,963	14,226,980		86,586,910	37,917,142	2,714,103		954.0	13,707,460	3,922,156	6,312,702	20,012,606	4,853,316	1	100	34½
Sept. 30, 1873	459.0	496.0	572.8	—	497	294	81	10373	Erie and Pittsburg (Penn.).....Pa.	4,989,344	*			1,099,550	3,337,000			81.5				1,165,293	380,626	7	50	....
Dec. 31, 1873	81.5	—	11.3	—	29	11	3	1,323	European & North Am. ¶...Me. & N. Pro.	10,000,000	*			4,673,912	5,822,000			253.0				652,198			100	....
Dec. 31, 1873	202.0	51.0	13.3	—	22	18	7	376	Evansville and Crawfordsville...Indiana.	2,479,492	510,161	57,932	43,189	1,144,415	1,035,000	20,308	840,991	109.0	362,337	131,036	220,000	562,763	221,703		100	....
Aug. 31, 1873	109.0	23.0	19.0	—	18	10	7	351	Evansville, Terre Haute & Chi..Ind. & Ill.	1,281,010	*	43,560	168,667	399,573	775,000	311,228	7,431	55.0	76,734	48,764	162,270	239,403	109,443		100	....
Dec. 31, 1873	55.0	—	7.3	—	7	4	2	219	*Flint and Pere Marquette*.....Mich.	6,145,219	1,371,016	4,464,327	19,191	3,297,300	6,031,406	2,672,046		93.3	759,081	2,040,558	777,368	1,399,313	340,079	8	100	123½
Sept. 30, 1873	50.0	42.8	89.9	—	41	48	13	869	Ft. Wayne, Jackson & Sag..Mich. & Ind.	2,914,475	300,000			1,179,475	2,000,000	35,000		232.0	916,264	492,365	370,778	1,365,428	653,822		100	....
Dec. 31, 1873	205.2	26.8	41.0	48.0	42	30	10	935	Ft. Wayne, Muncie & Cin. (Pa.)....Ind.	3,300,000				1,000,000	2,300,000			100.0	246,612		85,348	280,949	160,794		100	....
Dec. 31, 1872	100.0	—	6.1	—	8	6	3	188	Framingham & Lowell (B.C. & F.).Mass.	1,282,856			83,712	510,796	674,000	131,772		109.0	885,624	88,442	116,694	257,108	81,096		100	....
Dec. 31, 1873	109.0	—	3.5	—					Fremont, Elkhorn and Mo. Val.....Neb.	1,380,000				690,000	690,000				(Operated temporarily by Sioux City & Pacific.)							100	....
Sept. 30, 1873	26.1	—	3.1	—					Galv., Harrisb. & St. Antonio ¶.....Tex.	4,397,200	*			2,879,600	1,700,000			55.0				303.978	100,972		100	....
Dec. 31, 1873	51.0	—	3.0	101.0	....	....	....	....	Galv., Houston & Henderson ¶.....Tex.	2,673,501	[409,611	267,959	66,403	1,000,000	1,500,000	402,721	513,729	50.0	272,581	101,766	201,318	762,509	351,928		100	....
Feb. 28, 1874	114.0	—	9.7	58.0	10	7	4	102	Georgia.....Ga.	4,156,000	*	1,295,367	415,606	4,200,000	676,500	137,240	853,233	232.0	1,103,551			1,623,456	490,196	8	100	....
Dec. 31, 1873	50.0	—	8.7	—	15	9	4	311																					
Mar 31, 1873	171.0	61.0	31.0	—	56	27	17	682																					

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line. M.	Branch Line. M.	2d Track and Sidings. M.	Railroad in progress. M.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad. $	Rolling Stock. $	Assets. $	Accounts and Cash. $	Liabilities. Stocks. $	Bonds. $	Accounts. $	Surplus Income.	Railroad Opened. M.	Operations. Trains Moved. M.	Passengers. Number.	Freight. Tons.	Earnings. Gross. $	Net. $	Dividends. pc.	Value of Shares. Par. $	Market. p.c.
Jun. 30, 1873	111.0	—	5.5	—	8	6	4	310	Gilman, Clinton & Springfield.....Illinois.	4,056,167	380,630	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	.....	109,568	237,006	(Deficit)	—	100	....
Sept. 30, 1873	14.8	....	0.6	—	—	—	—	—	Goshen and Deckertown(Erie).New York.	290,901	.....	.....	.....	105,000	246,500	22,108	.....	.....	.....	.....	.....	.....	21,500	—	100	....
Dec. 31, 1872	299.3	26.0	19.9	—	34	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	10,163,975	*	.....	.....	2,581,475	7,482,500	.....	.....	325.3	627,211	491,910	311,070	1,055,192	461,272	—	100	....
Dec. 31, 1873	36.0	—	3.5	—	5	3	2	225	Grand Rapids, Newago & L. Shore..Mich.	148,372	216,620	.....	.....	382,150	576,000	188,163	.....	36.0	.....	.....	.....	132,772	63,248	—	100	....
May 31, 1873	94.0	—	6.2	—	—	—	—	—	Grand River Valley (M. C.).....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	.....	.....	.....	.....	.....	144,660	5	100	....
Jun. 30, 1873	24.2	—	6.8	—	6	2	1	345	Grand Tower and Carbondale.....Ill.	621,960	*	(Owned	by G. T.	Min. Man	uf. & Tra	ns. Co. B	ankrupt.)	24.2	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	929.0	—	379.0	—	422	274	84	5,575	Grand Trunk ¶ .....Canada.	145,063,770	*	.....	3,600,085	54,942,945	93,720,911	.....	.....	1,388.0	7,088,594	1,834,945	1,608,584	9,799,486	603,905	—	100	....
Jan. 31, 1873	229.0	241.8	94.8	—	177	146	39	2,929	Great Western ¶.....Canada.	29,137,596	*	4,804,078	541,798	23,667,467	10,716,000	.....	.....	470.8	4,416,442	1,017,803	1,337,280	6,732,867	2,203,120	3½	100	....
Mar. 31, 1874	66.0	—	4.0	—	5	3	2	65	Gulf, Western Texas and Pacific¶..Texas.	1,492,000	*	.....	.....	500,000	990,000	.....	.....	66.0	.....	.....	.....	289,768	134,979	—	100	....
Jun. 30, 1873	46.0	6.0	2.8	—	—	—	—	—	Hannibal and Naples (T. W. & W.)...Ill.	1,357,000	.....	.....	.....	457,000	900,000	.....	.....	52.0	721,908	.....	78,900	116,170	(Deficit)	—	100	....
Aug. 31, 1872	206.0	90.5	29.2	61.0	79	61	62	1,592	*Hannibal and St. Joseph* ¶.....Missouri.	23,297,728	*	821,792	.....	14,250,828	9,146,900	.....	.....	274.5	1,648,638	320,838	415,563	2,484,671	670,530	—	100	23½
Oct. 31, 1873	36.0	—	18.0	—	—	—	—	—	Harrisburg and Lancaster (Pa.).....Pa.	1,882,530	.....	.....	.....	1,182,550	760,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1873	122.4	0.8	18.0	70.0	30	36	16	388	Hartford, Prov. & Fishkill ¶....Ct. & R. I.	4,704,866	*	277,087	.....	2,037,940	2,055,500	600,000	.....	133.5	.....	.....	.....	.....	124,778	7	50	....
Sept. 30, 1873	74.0	—	7.0	—	17	16	8	369	Housatonic .....Connecticut.	2,014,871	340,687	.....	.....	2,000,000	541,000	313,981	.....	127.8	264,881	167,628	221,100	454,963	144,284	—	100	....
Dec. 31, 1873	45.0	13.8	15.7	—	23	6	*	116	Huntingdon and Broad Top Mt.....Penn.	4,169,956	*	616,500	78,198	1,870,000	2,161,500	833,163	.....	58.8	.....	71,869	617,237	431,107	190,004	—	50	14
Dec. 31, 1873	705.5	—	134.6	—	197	119	47	4,650	*Illinois Central* .....Illinois.	34,726,588	*	779,127	1,609,294	27,250,000	5,380,000	.....	4,526,009	1,108.9	5,961,325	1,473,507	1,121,353	8,288,325	2,860,741	10	100	91½
Jun. 30, 1873	14.5	—	6.0	—	4	3	1	156	Illinois and St. Louis.....Illinois.	1,549,757	*	.....	144,803	1,361,100	.....	262,895	70,565	14.5	48,975	.....	.....	124,437	10,780	—	100	....
Jun. 30, 1873	84.9	—	2.6	67.1	6	4	6	250	Indiana and Illinois Central....Ind. & Ill.	3,293,605	312,707	351,448	.....	1,896,000	1,079,000	789,250	.....	84.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1873	202.5	—	26.8	217.0	66	28	18	1,310	Ind., Bloomington & Western..Ind. & Ill.	13,440,785	*	.....	.....	5,003,700	6,500,000	72,426	.....	210.9	1,634,198	.....	404,336	1,469,807	632,819	—	100	....
Dec. 31, 1873	72.0	—	16.2	—	55	34	16	1,352	Indianapolis and St. Louis.....Illinois.	4,095,227	*	801,690	.....	600,000	3,378,000	918,918	.....	265.0	.....	.....	.....	2,097,528	690,909	—	100	....
Dec. 31, 1873	117.0	—	18.5	—	8	7	3	197	Indianapolis and Vincennes (Penn.)..Ill.	4,452,729	195,125	.....	a 85,937	1,402,000	3,150,000	453,296	.....	117.0	.....	.....	.....	253,784	62,187	—	100	....
Nov. 30, 1873	383.0	18.0	20.5	150.0	40	23	6	667	International & Great Northern ¶....Tex.	16,014,000	*	.....	.....	5,500,000	10,514,000	.....	.....	341.0	.....	.....	107,636	1,066,245	530,035	—	100	....
Dec. 31, 1873	183.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City* (Ill. C.).....Ia.	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	.....	.....	.....	.....	433,907	151,867	6	100	....
May 31, 1873	68.8	—	3.5	—	—	—	—	—	Iowa Midland (C. & N. W.).....Iowa.	2,207,719	*	1,292,281	246 228	44,947	1,350,000	320,428	.....	68.8	.....	.....	.....	84,781	1,980	—	100	....
Sept. 30, 1873	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,275,472	*	.....	.....	494,162	600,000	188,114	.....	35.6	127,238	24,401	158,125	152,308	70,501	—	100	....
May 31, 1873	212.0	—	7.9	—	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	7,000,000	.....	.....	.....	2,000,000	5,000,000	.....	.....	.....	.....	.....	.....	.....	470,000	3½	100	....
Jun. 30, 1873	30.7	—	2.1	94.8	2	1	2	27	Jacksonville (N. W. & S. E.).....Ill.	923,200	*	.....	.....	313,200	610,000	.....	.....	30.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	151.2	25.1	9.7	110.0	14	6	4	155	*Jacksonville, Pensacola and Mobile* ¶...Fla.	6,000,000	*	.....	.....	6,000,000	4,000,000	.....	.....	215.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	51.1	1.5	16.2	—	—	—	—	—	Jamestown and Franklin (L.S.& M.S.)Pa.	2,616,743	.....	.....	.....	606,000	1,000,000	964,743	.....	51.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1873	36.5	9.0	8.6	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	5,237,978	.....	.....	.....	2,096,700	2,300,000	942,978	.....	.....	.....	.....	.....	.....	113,186	—	50	....
Dec. 31, 1873	110.0	116.0	36.7	—	45	56	*	987	Jeffersonville, Madison and Ind..Indiana.	6,392,816	*	1,239,310	.....	2,900,000	4,871,000	760,617	.....	226.0	.....	.....	.....	.....	225,000	—	50	....
Dec. 31, 1873	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	.....	164,000	.....	1,500,000	500,000	.....	.....	.....	.....	.....	.....	1,379,791	446,200	7	100	....
May 31, 1874	44.0	—	8.2	—	—	—	—	—	Joliet and N. Indiana (M. C.)..Ill. & Ind.	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	.....	.....	.....	.....	.....	168,127	7	100	....
Dec. 31, 1873	57.6	—	6.7	—	—	—	—	—	K'm'zoo, All'g'n & G.Rap.(L.S.&M.S).Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	.....	.....	.....	.....	.....	88,000	8	100	....
Dec. 31, 1872	56.0	—	1.7	491.5	3	2	2	89	Kansas Central (3 ft.).....Kas.	755,225	75,765	394,953	.....	840,000	.....	.....	.....	.....	.....	.....	.....	.....	103,800	6	100	....
Mar. 31, 1874	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Joseph & Co. Bl. Mo. & Ia.	8,567,729	1,003,410	.....	634,775	2,789,414	6,826,500	.....	.....	260.7	(Returns for 1872–'73.)			1,237,813	418,213	—	100	....
Dec. 31, 1873	31.9	—	1.8	—	—	—	—	—	Kansas City & Santa Fe (L.L. & G.).Kan.	.....	.....	.....	.....	720,000	720,000	.....	.....	31.9	(Refused.)			.....	.....	—	100	....
Dec. 31, 1873	639.0	34.0	48.0	—	88	55	18	1,316	Kansas Pacific.....Kansas & Col.	35,219,618	*	3,722,901	.....	9,689,950	26,015,600	2,917,359	.....	639.0	1,441,229	173,651	273,405	3,563,299	1,446,309	—	100	....
Dec. 31, 1873	99.0	—	11.2	—	17	15	6	312	Kentucky Central.....Ky.	.....	.....	.....	.....	.....	1,081,000	.....	.....	99.0	(All refused.)			.....	.....	—	100	....
Mar. 31, 1874	162.0	—	14.0	—	16	10	5	289	Keokuk and Des Moines .....Iowa.	6,078,320	*	.....	.....	3,924,600	2,158,720	.....	.....	162.0	(Re-organized January 1, 1874.)			.....	.....	—	100	....
Dec. 31, 1873	49.0	—	2.4	—	5	11	3	58	Knox and Lincoln .....Maine.	2,707,578	*	72,900	11,762	363,335	2,395,000	84,000	.....	49.0	96,715	91,795	13,392	141,720	68,082	—	100	....
May 31, 1873	29.0	—	3.0	—	—	—	—	—	La Crosse, Tremp. & Pres. (C.&NW)Wis.	1,386,540	.....	.....	5,822	990	1,000,000	390,872	.....	29.0	.....	.....	.....	230,551	165,777	—	100	....
Jun. 30, 1873	80.0	—	3.5	—	—	—	—	—	Laf., Bloom'ton & Miss. (T.W.&W.)..Ill.	2,300,000	.....	.....	.....	.....	1,300,000	.....	.....	80.0	199,672	.....	100,966	157,131	34,926	—	100	....
Dec. 31, 1873	36.0	—	1.9	79.0	—	—	—	—	Laf., Muncie & Bloom'ton(T.W.&W.).Ill.	.....	.....	.....	.....	.....	.....	.....	.....	36.0	(Refused.)			.....	.....	—	100	....
Jun. 30, 1873	67.5	—	4.0	112.5	6	3	3	83	Lake Erie and Louisville. .....Ohio.	2,427,732	*	82,603	22,032	1,116,350	690,000	510,906	16,611	67.5	77,806	48,681	40,676	90,068	21,751	—	100	....
Sept. 30, 1873	51.3	6.0	5.4	83.7	6	8	2	201	Lake Ontario Shore Line.....New York.	2,792,081	*	.....	.....	1,857,106	1,438,200	268,769	.....	57.3	50,128	09,122	37,234	55,785	2,082	—	100	....
Sept. 30, 1873	540.4	493.6	61.5	—	462	171	82	9,843	Lake Shore & Mich. S.N.Y.P.,O. Ind.& Ill.	63,495,167	13,586,689	8,551,485	4,174,756	50,000,000	31,195,000	6,654,322	1,428,675	1,154.0	15,481,163	2,145,163	5,511,918	19,414,509	5,667,911	4	100	74½
Jun. 30, 1873	92.4	8.0	12.9	—	9	8	*	200	Lake Shore and Tuscarawas Valley..Ohio.	4,248,168	223,274	.....	53,125	1,981,915	2,300,000	231,890	10,752	75.4	.....	60,863	111,409	128,669	7,011	—	100	....
Aug. 31, 1873	156.0	—	13.4	—	11	10	4	343	Lake Superior and Mississippi.....Minn.	7,081,000	.....	.....	.....	5,125,000	7,647,000	15,000	.....	211.0	.....	61,559	.....	484,811	.....	—	100	....
Dec. 31, 1873	17.8	3.0	12.2	—	—	—	—	—	Lawrence (P. F. W. & C.) .....Pa.	715,126	.....	39,548	.....	380,200	355,000	9,458	.....	20.8	.....	.....	.....	189,382	75,753	10	100	....
Dec. 31, 1873	21.5	—	2.2	—	—	—	—	—	Leav'worth, Atchison & Nthw. (Pac.).Ks.	1,000,000	.....	.....	.....	500,500	500,000	.....	.....	.....	.....	.....	.....	.....	42,000	—	100	....
Apr. 30, 1873	144.1	1.8	9.2	—	20	14	9	255	*Leavenworth, Lawrence & Galveston* ...Ks.	5,378,157	604,364	5,560,061	125,119	5,000,000	5,860,000	867,695	.....	206.6	.....	.....	.....	479,756	86,668	—	100	....
Dec. 31, 1873	15.0	—	1.5	21.0	—	—	—	—	Lehigh and Lackawanna (L. & S.)....Pa.	675,100	.....	.....	.....	375,100	300,000	.....	.....	15.0	.....	20,675	44,107	42,387	13,676	—	50	....
Dec. 31, 1873	105.0	32.3	100.0	—	92	14	12	7,762	Lehigh and Susquehanna (C. of N. J.).Pa.	12,757,395	*	.....	.....	(Owned	by Lehig	h Coal &	Nav. C	ompany.)	174.0	1,924,045	511,501	3,403,372	3,447,817	2,106,566	10	50	....
Nov. 30, 1873	101.0	132.4	228.7	—	194	44	29	9,726	Lehigh Valley.....Pa.	19,750,425	*	15,384,664	.....	23,222,446	10,875,000	1,837,643	.....	233.4	.....	1,096,820	6,373,196	7,424,895	3,540,035	10	50	121
Dec. 31, 1873	120.0	76.0	63.5	—	53	38	24	669	Little Miami & Col. Xenia (P.C.&S.L.)O.	6,789,473	*	260,964	44,910	4,608,250	1,590,000	.....	.....	196.0	.....	.....	.....	1,401,548	162,018	8	100	....
Dec. 31, 1873	100.0	—	2.0	60.0	7	4	1	60	*Little Rock and Fort Smith* ¶.....Ark.	9,350,000	*	.....	.....	4,675,000	4,675,000	.....	.....	100.0	.....	.....	.....	90,880	Loss.	—	100	....
Apr. 30, 1874	70.0	....	....	50.0	2	1	1	12	Little Rock, Pine Bluff & N. O. ¶ (nar.)Pa.	1,400,000	*	.....	.....	700,000	700,000	.....	.....	....	(Operations not reported.)			.....	.....	—	100	....
Nov. 30, 1873	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill (P. & R.). .....Pa.	1,416,188	.....	10,000	.....	2,646,100	747,500	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
May 31, 1873	93.0	2.0	5.0	—	9	5	3	245	Logansport, Crawfordsville & S. W..Ind.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	118.0	(Operations not reported.)			214,839	209,669	7	50	96
Dec. 31, 1873	9.0	—	—	—	—	—	—	—	Long Branch and Sea Shore (S.N.J.).N. J.	398,863	.....	.....	.....	171,800	200,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1873	94.0	64.0	17.1	—	22	43	9	249	Long Island ¶ .....N. Y.	5,226,902	*	.....	.....	3,300,000	1,500,000	205,000	.....	158.0	.....	.....	.....	.....	12,000	—	100	....
Dec. 31, 1873	101.1	—	9.2	—	—	—	—	—	Louisiana & Missouri River(C.& A.)..Mo.	5,902,440	.....	.....	.....	1,616,500	1,516,500	1,588,343	.....	.....	.....	.....	.....	895,716	473,159	4	100	....
July 1, 1873	93.5	81.4	23.1	23.0	42	26	13	379	Louisville, Cincinnati and Lexington..Ky.	7,981,305	*	.....	.....	2,474,488	4,234,519	1,709,147	.....	174.9	.....	.....	.....	.....	188,370	—	100	....
Dec. 31, 1873	288.0	—	17.0	—	36	15	10	479	Louisv., New Albany and Chicago...Ind.	(nominal.)	.....	.....	.....	3,000,000	.....	.....	.....	.....	.....	.....	.....	1,210,382	301,719	—	100	....
Dec. 31, 1873	31.0	—	2.1	124.0	3	1	—	14	Louisv., N. Alb. & St. L. A. L..Ind.& Ill.	2,549,222	44,106	242,677	.....	1,568,078	780,000	184,517	.....	31.0	.....	.....	.....	11,764	917	—	100	....
Jun. 30, 1873	185.0	420.8	59.4	—	123	97	*	1,359	Louisv., Nashv. & Gt. So. ¶..Ky. & Tenn.	22,046,339	*	8,253,416	595,765	8,981,439	14,520,500	5,211,942	1,781,627	605.8	.....	.....	.....	4,909,426	1,411,123	7	100	....
Sept. 30, 1873	12.4	—	2.3	—	—	—	—	—	Lowell and Lawrence (B. & L.). ...Mass.	363,158	.....	.....	18,032	200,000	54,700	10,532	110,768	.....	.....	.....	.....	21,786	18,815	6	100	....
Mar. 31, 1873	78.0	—	3.9	—	—	—	—	—	Macon and Augusta (Ga.).....Ga.	2,506,170	.....	.....	.....	1,631 900	770,000	104,270	.....	78.0	.....	.....	.....	120,758	7,491	—	100	....
Dec. 31, 1873	187.0	10.0	5.6	—	12	19	4	170	Macon and Brunswick ¶.....Ga.	5,750,000	*	.....	.....	3,500,000	2,250,000	.....	.....	197.0	.....	.....	.....	437,298	148,333	—	100	....
Jun. 30, 1873	38.0	—	6.0	—	—	—	—	—	Mahoning Coal (L. S. & M. S.).....Ohio.	2,199,833	.....	.....	.....	1,075,000	1,075,000	98,179	.....	.....	.....	.....	.....	.....	.....	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p. c.	$	p. c.
Dec. 31, 1873	354.9	69.0	554.9	—	878	385	136	17589	Pennsylvania.....Pennsylvania.	48,571,808	*	97,782,380	4,371,449	68,144,475	43,145,785	22,592,815	6,842,563	869.4	.....	5,879,684	9,998,794	24,886,009	9,044,978	10	50	106
Dec. 31, 1873	47.0	15.8	57.0	—	23	8	—	1,300	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	3,052,500	.....	4,000,000	487,500	565,000	.....	47.0	.....	3,970	1,391,454	28,501	.....	20	50	240
Dec. 31, 1873	41.5	—	1.4	—	—	—	—	—	Pennsylvania and Delaware (Penn.)..Pa.	2,502,000	—	—	—	900,000	1,602,000	71,346	—	—	(Opened July 1, 1873.)						50	—
Nov. 30, 1873	104.6	22.6	21.2	—	18	2	—	992	Pennsylvania and N. York..N.Y. & Penn.	5,351,750	791,077	.....	.....	4,061,700	3,000,000	74,017	—	127.2	752,462	191,584	1,338,081	1,485,806	403,405	24	50	.....
Nov. 30, 1873	23.8	—	3.1	12.7	—	—	—	—	Perkiomen (P. & R.).....Pa.	1,388,700	—	—	—	38,040	1,821,800	20,478	—	—	—	—	—	—	—	—	50	.....
Dec. 31, 1873	45.2	—	2.0	—	4	4	1	53	Pensacola and Louisville †.....Fla.	455,327	64,300	150,000	.....	450,000	—	219,627	—	45.2	76,850	16,690	.....	88,930	35,357	—	100	.....
Dec. 31, 1870	—	—	—	76.0	—	—	—	—	Peoria, Atlanta and Decatur.....Ill.	800,000	—	—	—	600,000	800,000	—	—	—	—	(Under construction.)					100	.....
Dec. 31, 1873	47.0	—	7.4	—	—	—	—	—	Peoria and Bureau Valley (C.R.I.&P.).Ill.	1,566,000	—	—	—	1,266,000	300,000	—	—	—	—	—	—	—	—	—	100	.....
Jun. 30, 1873	83.0	—	11.5	—	12	7	4	171	Peoria, Pekin and Jacksonville...Illinois.	3,260,351	345,797	45,000	.....	1,239,700	2,056,000	411,448	—	83.9	280,562	.....	135,465	319,168	125,000	8	100	.....
Dec. 31, 1873	91.0	—	4.0	—	8	5	2	163	Peoria and Rock Island.....Ill.	3,772,327	*	.....	.....	1,858,950	1,650,000	49,639	—	9.0	276,058	70,500	194,348	300,045	30,952	—	50	.....
Dec. 31, 1873	64.0	18.0	8.0	—	12	9	5	121	Petersburg †.....Virginia	1,817,985	*	.....	.....	1,324,200	500,000	356,112	—	—	—	—	—	—	—	—	100	.....
Oct. 31, 1873	46.0	—	6.5	—	10	8	3	95	Philadelphia and Balt. Cent. Penn. & Md.	1,811,107	177,744	.....	.....	220,606	1,500,000	46,945	—	57.0	182,886	309,498	138,262	308,221	78,339	—	50	.....
Dec. 31, 1873	287.6	—	121.7	—	—	—	—	—	Philadelphia and Erie † (Penn.).....Pa.	23,777,743	—	2,241,800	16,866	8,448,700	16,625,000	1,335,709	—	287.6	2,912,351	777,273	2,164,246	3,842,067	428,756	—	50	31
Dec. 31, 1873	3.0	—	—	24.0	—	—	—	—	Phila., Germ. and Norrist'n (P.& R.)..Pa.	1,146,538	368,262	500,798	.....	2,231,900	—	—	—	32.3	.....	.....	.....	281,623	269,791	12	50	179
Sept. 30, 1873	98.4	228.6	432.2	—	400	220	60	19018	Phila., Newtown and New York .....Pa.	440,400	—	—	—	199,360	164,000	57,000	—	—	—	—	—	—	—	—	50	—
Dec. 31, 1873	28.6	—	39.7	—	—	—	—	—	Philadelphia and Reading..Pennsylvania.	28,260,889	7,480,719	48,349,053	1,741,889	34,269,575	44,188,715	4,876,055	2,498,205	725.3	8,351,682	6,790,088	9,847,747	14,532,661	5,857,766	10	50	111½
Oct. 31, 1873	95.3	14.8	121.6	—	70	160	...	1,240	Philadelphia and Trenton (Penn.).....Pa.	1,534,479	—	—	—	1,259,100	—	—	—	36.6	882,160	1,747,216	1,400,963	1,995,606	448,574	10	100	123
Nov. 30, 1873	11.3	—	43.0	—	—	—	—	—	Phila., Wilm. and Baltimore..Pa. D.& Md.	11,814,764	*	2,103,295	840,368	11,507,750	1,900,000	279,120	743,063	111.8	1,437,207	853,937	836,979	3,074,881	1,095,265	8	50	108½
Dec. 31, 1873	193.0	8.0	50.8	—	104	34	19	1,648	Pickering Valley (P. & R.).....Pa.	474,551	—	—	—	92,875	332,300	161,363	—	—	—	—	—	—	4,751	—	50	.....
Dec. 31, 1873	468.3	—	180.0	—	269	133	64	9,789	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	19,682,344	*	3,496,277	—	8,433,750	15,010,586	3,854,872	—	201.0	.....	.....	.....	3,841,214	478,298	—	50	.....
Dec. 31, 1873	30.0	—	4.9	150.0	4	6	3	65	Pittsburg, Ft. W. and Chic..P., O., L. & I.	37,368,286	*	.....	.....	23,814,286	14,554,000	14,230	—	500.6	7,878,666	2,134,653	2,365,846	9,619,074	3,522,032	7	100	96
Oct. 31, 1873	149.6	1.9	36.0	4.6	26	15	7	400	Pitt'sbg, Virg. & Charleston..Pa.& W.Va.	1,106,167	37,226	* 556,038	.....	673,264	700,000	244,672	—	30.0	57,900	140,188	4,828	67,137	16,941	—	50	.....
Sept. 30, 1873	18.6	—	1.4	—	—	—	—	—	Pittsburg, Washington & Balt...Pa.& Md.	11,924,439	709,835	93,671	.....	1,960,682	9,500,000	2,276,579	—	169.2	1,583,213	359,533	1,130,354	1,564,993	L.38,035	—	50	.....
Nov. 30, 1873	71.3	—	3.6	38.7	6	15	5	117	Pittsfield and North Adams.....Mass.	443,685	—	—	6,315	450,000	—	—	—	—	—	—	—	—	27,000	6	100	.....
Aug. 31, 1873	52.5	—	4.3	—	6	9	4	141	Portland and Ogdensburg....Me. & N. H.	2,502,115	*	125,862	200,937	1,046,270	1,384,000	321,710	77,934	65.3	147,741	73,908	46,045	144,982	49,075	—	100	.....
Sept. 30, 1873	52.0	—	8.1	—	19	—	7	167	Portland and Rochester.....Me. & N. H.	1,925,741	*	233,124	15,208	686,112	1,407,500	133,461	—	52.5	134,108	142,846	64,290	142,571	40,976	—	100	.....
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	130	Portland, Saco and Portsmouth (Etn.).Me.	1,500,000	*	.....	.....	1,500,000	—	—	—	—	—	—	—	—	—	—	100	.....
Sept. 30, 1873	71.4	—	4.9	—	—	—	—	—	Port Royal † (Ga.).....South Carolina.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	—	—	—	—	—	—	150,000	10	100	113½
Sept. 30, 1873	41.9	—	2.5	4.8	4	5	...	91	Portsm'th, Gt. Falls & Conway (Etn.).Me.	1,229,689	—	.....	.....	767,200	462,489	.....	—	—	—	—	—	—	—	—	25	.....
Sept. 30, 1873	22.8	—	2.0	48.9	2	3	1	66	Poughkeepsie and Eastern....New York.	1,475,430	*	.....	.....	524,464	722,500	479,689	—	46.1	95,055	82,180	44,508	86,213	14,241	6	100	34
Sept. 30, 1873	13.6	—	—	—	4	10	...	20	Providence and Springfield..R.I. & Mass.	933,408	*	.....	.....	472,890	414,000	47,518	—	22.8	.....	32,512	5,653	18,418	9,543	—	100	.....
Sept. 30, 1873	43.4	1.0	45.2	—	29	40	...	692	Providence, Warren and Bristol.....R. I.	526,515	*	.....	.....	437,917	50,000	38,597	—	13.6	.....	379,227	20,504	113,505	9,268	—	100	.....
Dec. 31, 1873	36.0	—	2.0	—	4	3	2	—	Providence and Worcester..R. I. & Mass.	1,976,025	735,748	.....	271,267	2,000,000	500,000	387,810	95,230	—	526,128	1,785,067	530,620	963,345	257,103	—	100	.....
Jun. 30, 1873	42.0	—	4.0	—	1	2	2	44	Queen Anne and Kent †.....Del. & Md.	351,000	*	.....	.....	260,000	289,000	2,600	—	36.0	35,850	12,560	38,231	27,437	9,990	—	50	.....
Dec. 31, 1873	70.0	—	1.7	160.0	.....	.....	.....	.....	Quincy, Alton and St. Louis.....Ill.	1,832,100	*	.....	32,200	780,000	1,000,000	52,000	—	42.0	56,000	.....	.....	68,939	(Deficit)	—	100	.....
May 31, 1873	44.0	—	3.0	62.0	3	3	3	50	Quincy, Missouri and Pacific.....Mo.	2,000,000	—	.....	.....	700,000	20,000p.m.	.....	—	....	(Under	construction.)					100	.....
May 31, 1873	97.0	—	5.0	—	16	10	4	134	Raleigh and Augusta Air-Line †..N. Car.	1,134,221	89,785	.....	.....	876,000	.....	.....	—	44.0	.....	.....	.....	.....	.....	—	100	.....
Nov. 30, 1873	40.0	8.0	8.1	10.7	8	7	1	29	Raleigh and Gaston.....North Carolina.	1,500,000	*	155,300	102,935	1,500,000	.....	92,150	166,086	97.0	.....	47,069	98,052	369,646	178,652	—	100	.....
Sept. 30, 1873	101.5	80.9	47.9	—	42	52	17	1,262	Rensselaer and Saratoga (D.& H.)..N. Y.	8,328,362	*	.....	.....	6,000,000	2,000,000	.....	—	48.0	242,123	138,771	382,399	310,517	92,179	—	50	.....
Sept. 30, 1873	189.0	6.9	16.8	—	35	20	9	462	Richmond and Danville †.....Virginia.	5,729,729	*	.....	.....	4,000,000	2,485,411	1,435,905	143,372	182.4	820,468	1,037,327	616,634	1,965,857	903,072	8	100	108
Sept. 30, 1873	86.0	—	6.7	—	13	21	16	134	Richmond, Fred'burg and Potomac †..Va	2,727,840	*	2,100,682	234,278	4,000,000	2,485,411	1,435,905	143,372	196.9	599,792	141,767	227,729	957,129	447,369	...	100	.....
Sept. 30, 1873	22.5	2.7	4.2	—	8	9	4	164	Richmond and Petersburg †.....Va.	1,215,404	*	131,596	254,875	1,509,829	889,698	82,639	632,148	86.0	199,825	173,985	45,677	496,744	231,136	2	100	.....
Sept. 30, 1873	38.3	—	2.2	26.0	3	3	2	42	Richmond, York Riv.& Chesapeake †..Va.	1,257,640	*	48,483	80,119	847,100	326,296	81,527	49,183	46.7	110,712	126,947	91,887	160,227	36,686	—	100	.....
Dec. 31, 1873	18.5	—	1.8	—	—	—	—	—	Rochester & Genesee Valley (Erie).N. Y.	671,368	—	.....	.....	650,000	607,640	.....	—	38.3	.....	(No report supplied.)					100	.....
Sept. 30, 1873	—	—	—	105.0	—	—	—	—	Rochester and State Line.....N. Y.	735,649	—	183,649	.....	557,560	.....	.....	—	—	(Rental 48 p. c. of earnings.)				34,012	...	100	.....
Sept. 30, 1873	10.0	—	—	140.0	.....	.....	.....	.....	Rochester, Nunda & Penn. (3 ft)...N. Y.	716,327	*	.....	.....	24,000	894,000	90,000	—	—	—	—	—	—	—	—	100	.....
Jun. 30, 1873	278.9	25.4	26.7	—	45	14	6	882	Rockford, Rock Island and St. Louis..Ill.	14,519,619	1,178,130	298,567	.....	625,600	—	58,200	—	—	—	—	—	—	—	—	100	.....
Dec. 31, 1873	141.1	48.6	28.4	—	42	32	16	909	Rome, Watertown and Ogdensburg.N. Y.	4,789,198	*	147,969	305,488	6,490,579	9,000,000	505,737	—	318.0	1,089,857	.....	262,148	947,650	179,955	—	100	.....
Dec. 31, 1873	120.0	—	18.0	—	—	—	—	—	Rutland (C. V.).....Vermont.	9,129,946	*	143,947	92,617	3,146,800	1,908,249	44,979	142,625	218.2	.....	.....	.....	1,230,555	360,488	7	100	79
Dec. 31, 187-	34.0	—	2.7	—	4	2	...	52	Saginaw Valley and St. Louis.....Mich.	525,716	87,854	.....	4,178	6,648,400	1,972,800	745,700	—	239.0	.....	.....	.....	970,239	492,400	2	100	.....
Dec. 31, 1873	22.0	—	6.5	—	6	8	...	230	St. Croix and Penobscot †.....Me.	364,000	*	.....	20,603	121,775	346,000	149,968	—	34.0	58,650	.....	.....	134,620	79,810	—	100	.....
Aug. 31, 1873	187.0	—	20.0	35.0	19	.....	.....	.....	St. Joseph and Denver City..Kan.& Neb.	11,221,764	420,925	245,000	3,803	100,000	227,700	7,000	—	22.0	.....	.....	.....	70,952	28,861	3	50	.....
Dec. 31, 1873	197.0	16.0	21.0	—	13	11	4	590	St. Louis, Alton and Terre Haute.Illinois.	11,768,400	*	.....	.....	4,000,000	7,000,000	734,425	157,067	187.0	.....	.....	.....	.....	.....	—	100	.....
Jan. 31, 1874	43 3	—	2.2	—	—	—	—	—	St. Louis & C. Rapids (St.L.K.C.&N.)Ia.	.....	(Statements not received.)	.....	241,609	4,768,400	7,000,000	241,809	—	265.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1873	195.5	16.3	39.7	—	85	23	15	1,618	*St. Louis and Iron Mountain* †...Missouri.	19,103,348	*	247,884	.....	.....	.....	.....	—	—	—	—	1,042,808	593,849	—	100	.....
Jun. 30, 1873	310.0	48.0	25.0	—	40	27	12	1,175	St. Louis & S. Eastern...Ill., Ky. & Tenn.	8,328,400	*	.....	.....	10,000,000	8,622,000	431,149	298,083	210.8	947,849	537,276	682,903	1,964,281	596,426	3	100	12
Dec. 31, 1873	76.5	—	2.1	—	—	—	—	—	St. Louis & St. Jos. (St.L.,K.C.& N.).Mo.	2,000,000	—	.....	.....	4,628,400	3,200,000	.....	—	—	524,786	70,531	515,719	661,753	265,882	—	100	.....
Dec. 31, 1873	41.5	—	2.3	188.5	—	—	—	—	St. L., C. Bluffs & Omaha (St.L.K.C&N.).M.	2,200,000	—	.....	.....	.....	1,000,000	(Sold under foreclosure Feb. 18, 1874 for $100,000.)		—	—	—	—	—	—	—	100	.....
Dec. 31, 1873	150.6	—	11.6	—	—	—	—	—	St. Louis, Jacksonv. & Chic.(C. & A.).Ill.	5,073,600	—	.....	.....	1,100,000	16,000p.m.	.....	—	—	—	—	(Rental.)	65,000	—	—	100	.....
Dec. 31, 1873	265.5	87.5	26.7	—	91	42	14	1,516	St. L., Kansas City & Northern.....Mo	28,134,445	*	2,178,888	635,599	2,348,600	2,725,000	.....	—	—	—	—	—	240,000	—	—	100	.....
Dec 31, 1873	157.8	—	24.4	—	32	14	8	841	St. Louis, Vandalia & T. H. (T.H.&I.).Ill.	8,256,255	*	226,930	.....	24,000,000	6,000,000	943,928	—	581.8	2,387,961	425,326	501,595	2,755,194	670,530	—	100	.....
Aug.31, 1873	108.5	—	4.7	161.0	—	—	—	—	*St. Paul and Pacific*.....Minn.	11,250,000	—	.....	.....	2,378,158	5,499,000	467,325	—	157.8	.....	.....	.....	1,130,813	337,768	—	100	.....
Aug.31, 1873	207.0	76.0	19.4	—	28	20	6	374	*St. Paul and Pacific* (1st Div.).Minnesota.	17,214,350	*	.....	.....	1,968,600	10,500,000	750,000	—	35.0	25,256	16,417	15,786	32,345	509	—	100	.....
Aug.31, 1873	121.2	—	10.0	—	14	6	4	255	St. Paul and Sioux City.....Minn.	4,628,778	*	.....	.....	2,400,000	15,245,750	472,942	—	283.0	.....	.....	.....	763,805	165,964	—	100	.....
Aug.31, 1873	17.6	3.2	1.0	—	2	2	1	40	St. Paul, Still'w. & Tayler's Falls...Minn.	780,817	*	.....	.....	277,500	1,851,500	816,227	—	121.3	244,766	77,755	.....	509,443	40,172	—	100	.....
Sept.30, 1873	16.9	—	2.6	—	—	—	—	—	Salem and Lowell (B. & L.).....Mass.	481,469	—	.....	2,714	243,305	450,000	37,000	—	20.8	29,280	22,800	.....	63,718	31,863	—	100	.....
Jun. 30, 1873	116.3	—	13.9	—	31	15	10	389	Sandusky, Mans. & Newark (B. & O.)..O.	3,241,661	*	.....	59,464	938,000	2,309,743	6,547	46,725	116.3	896,934	193,597	372,011	715,250	81,106	—	50	.....
Dec. 31, 1873	104.0	—	4.9	5.0	10	9	5	80	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	.....	.....	1,000,000	1,427,800	.....	—	104.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1873	11.0	—	21.5	—	—	—	—	—	Schuylkill Valley (P. & R.).....Penn.	576,050	—	.....	.....	576,050	—	.....	—	—	—	—	—	—	28,803	5	50	.....
Mar. 31, 1874	80.0	—	8.0	—	16	4	6	250	Seaboard and Roanoke.Va. & N. Carolina.	2,058,162	*	568,669	.....	1,365,000	210,000	.....	—	80.0	.....	34,867	.....	609,678	198,004	3	100	.....

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PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:	$	p c	p c	p. c.
Atlantic and Great Western, pref...	10,000,000	7	....	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	....	....
" " " guar.	276,200	7	....	....
Atlantic and Pacific, preferred	10,000,000	7	....	12½
Atlantic and St. Lawrence,* guar...	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,552,800	6	5	105
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar.....	1,169,500	7	7	56
Camden and Amboy,* guaranteed,.	6,847,890	10	10	127½
Camden and Atlantic, preferred.....	763,549	7	2½	91½
Cayuga and Susquehanna,* guar....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,600	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	104½
Central Ohio,* preferred	411,550	6	6	80
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	78½
Chicago and Alton, † preferred.....	2,425,400	...	10	101½
Chicago, Iowa & Nebraska,* guar..	3,916,300	...	8	89½
Chicago and North-Western, pref...	21,289,563	7	7	56
Cinc., Sand. and Cleveland, pref....	429,080	6	6	25
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	87½
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred...	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	3,517,140	6	....	....
Dubuque and Sioux City,* guar....	5,000,000	...	3	60
Dubuque South-Western, pref.....	590,315	8	....	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	84
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref. & *guar.	500,000	7	7	76
" " com. & *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	50
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	...	....	....
Hannibal and St. Joseph, pref	2,167,700	7	7	39½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	97
Housatonic, preferred.....	1,180,000	8	8	96
Huntington & Broad Top Min, pref.	190,750	7	....	26
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	85
Joliet and Northern Indiana,* guar.	800,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref...	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	8,101,650	6	...	18
" " 2d pref....	4,436,250	6	...	9
Mich. Southern, (Lake Shore) guar..	538,500	10	10	....
Mill Creek,* guaranteed.....	328,376	10	10	....
Milwaukee and St. Paul, preferred..	12,274,483	7	7	53
Mine Hill,* guaranteed.....	3,856,450	8	8	103
Montclair,* guaranteed.....	2,000,000	7	...	....
Morris and Essex,* guar.....	15,000,000	7	7	96½
Nesquehoning Valley,* guar....	2,000,000	10	10	111½
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,295,280	10	10	124
New London Northern,* guar.....	971,400	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	127
" " *com. & guar.	8,500,000	8	8	126½
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred....	105,000	8	8	....
Northern Neodessex,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	120
Ogdensburg & Lake Champ.,* guar.	3,077,000	7	7	49
" " pf. & *guar.	2,000,000	8	8	92½
Ohio and Mississippi, preferred.....	4,030,000	7	7	50
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama, guaranteed.....	7,000,000	12	12	111½
Paterson and Hudson,* guar.....	630,000	....	8½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	....	....	....
Phila., Germant'n & Norristn,*guar.	2,231,900	12	12	179
Philadelphia and Reading, † pref....	1,551,687	....	10	110½
Philadelphia and Trenton,* guar....	1,259,100	10	10	123
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	98
Pittsfield and North Adams,* guar.	450,000	5	6	86
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	113½
Rochester & Genesee Valley,* guar.	557,580	....	....	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	25½
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	...	14
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	....	....
St. Louis, Kansas City & Nor., pref.	12,000,000	....	....	21½
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	....	....
" " 2d pref..	1,000,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	71
Warren,* guaranteed.....	1,800,000	7	7	....
Canal Stocks.				
Delaware Division,* guar.....	1,633,350	8	8	....
Delaware and Raritan,* guar.....	5,847,600	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	125
" com. and * guar.....	1,896,000	4	4	50
Schuylkill Navigation preferred....	2,808,977	6	6	24½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

		Store Prices.
Pig, Scotch—Coltness.....per ton	— —	@ — —
Gartsherrie.....	— —	@ — —
Summerlee.....	— —	@ — —
Carnbroe.....	— —	@ 35 —
Langloan.....	.... —	@ — —
Glengarnock.....	— —	@ 37 —
Eglinton.....	— —	@ 35 —
Pig, American, No. 1.....	30 —	@ 31 —
Pig, American, No. 2.....	27 —	@ 29 —
Pig, American, Forge.....	25 —	@ 27 —
Bar Refined, English and American.....	— —	@ — —
Bar, Swedes, assorted sizes.....(gold)	115 —	@120 —
Bar, Swedes, ordinary sizes	140 —	@145 —
Bar, Swedes, Plow sizes.....	155 —	@160 —
Bar, Refined, ¼ to 2 in. rd. & sq. 1 to 6 inch x ¼ to 1 in.....	67 50	@ 70 —
Bar Refined, 1½ to 6 by ¼ & 5-16 in.....	72 50	@ 75 —
Bar Refined, 1 & 1½ by ¼ & 5-16.....	72 50	@ 75 —
Large Rounds, 2¼@2½ to 3¼ @4 in.....	75 —	@ 90 —
Scroll.....	90 —	@130 —
Ovals and Half-round	90 —	@100 —
Band, 1 to 6 in. by 3-16 to No. 12.....	85 —	@ 87 50
Horse Shoe.....	100 —	@105 —
Rods, ¼@1-16 inch.....	70 —	@127 50
Hoop, ¼ by No. 22 to 1 & 1¼ by 13 & 14...	97 50	@155 —
Nail Rod..... per lb.	— 7¼	@ — 8¼
Sheet Russia, as to assortment.....(gold)	— 15½	@ — 16
Sheet, Single, D. and T. Common.....	— 4½	@ — 5
Sheet, Doubles and Trebles, Charcoal....	— 5	@ — 6
Sheet Galvanized 1st and 2d quality..1st 20@35 p ct. disc.		
Rails, English.....(gold).....per ton.	50 —	@ — —
Rails, American, at Works in Penna...c'y.	57 —	@ 60 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 5½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)..per lb.	— 17 @ — 21
English Spring (2d and 1st quality).....	— 9½@ — 10½
English Blister (2d and 1st quality).....	— 14 @ — 18½
English Machinery	— - @ — 14½
English German (2d and 1st quality).....	— 12½@ — 14½
American Blister.....	— — @ — 11½
American, Cast, Tool.....	— — @ — 16
American, Cast Spring.....	— — @ — 10
American Machinery.....	— — @ — 11
American German Spring.....	— — @ — —

NAILS—Duty: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Com. Fence. & Sheath per keg.	3 75 @ 3 75
8d. and 9d. "	4 — @ — —
6d. and 7d. "	4 25 @ — —
4d. and 5d. "	4 50 @ — —
3d. and 4d. Light.....	5 25 @ — —
3d. Fine.....	6 — @ — —
2d.....	6 75 @ — —
Cut Spikes, all sizes.....	4 — @ — —

TIN—Duty: Pig, Bars and Block, free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca.....(gold) per lb.	— — @ — 25
Straits.....(gold).	— 21½@ — 22
English, L. & F.....(gold).	— — @ — 20½
English, Refined.....(gold).	— — @ — 21½

Plates—Fair to good brands.	Gold.
I. C. Charcoal.....per box.	9 75 @ 10 —
I. C. Coke.....	7 75 @ 8 —
Coke Terne.....	6 62½@ 7 —
Charcoal Terne.....	8 75 @ 9 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)	— 5½@ — 5
Crude 40@47 gravity (in shipping order)..	— 8½@ — 8½
Refined, Standard White (in ship'g order).	— 11½@ — 12
Refined, S. W. (in jobbing lots).....	— 12½@ — 12½
Refined, S W. (in tin).....	— 16½@ — 20
Naptha, Refined (65@73 gravity).....	— 9 @ — 10½
Residuum....(in shipping order).per gall.	— 6½@ — —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.) per lb.	— 30 @ — 31
Copper, Bolts.....	— 32 @ — 33
Copper, Braziers' (over 16 oz.)	— 32 @ — 33
Copper, Nails	— 37 @ — 38
Copper, Old Sheathing, &c., mixed lots.....	— — @ — 21
Copper, American Ingot Lake.....	— 21 @ — 21½
Copper, English Pig.....	— — @ — —
Yellow Metal, New Sheathing & Bronze....	— 22 @ — 23
Yellow Metal, Bolts.....	— 30 @ — —
Yellow Metal, Nails, Sheathing & Slating ..	— 23 @ — 24

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary.....(gold) per 100 lb.	6 50 @ 6 62½
German Ordinary.....(gold)	— @ 6 62½
English.....(gold)	— @ 6 62½
Foreign Refined.....(gold)	— @ 7 12½
Domestic.....(gold)	— @ 5 85

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 50 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel.....	11 — @ — —
Liverpool House Cannel.....	13 — @10 —
Anthracite (by cargo) ... per ton of 1,000 lb.	5 — @ 6 25

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 9.

	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9.
Boston, Hart. & Erie....	1½	1½	1½	....	1½	1
Canton Co.....	....	....	....	....	....	....
Central Pacific.....	....	....	....	....	....	....
Central Pacific 6s.....	....	90½	90½	90¼	90½	90½
Central of N. Jersey....103	105	104	103½	104½	....	
Chesapeake & Ohio 1 m. 48½	49	49	....	48½	....	
Chicago & Alton..... 99½	....	....	99½	....	....	
" pref..... ...102½	....	....	102½	101½	....	
" 1 M.....105	....	....	105	....	....	
" S. F.....	....	....	....	....	....	
" Ins. bds.....	....	....	....	....	....	
Chicago, Burl. & Q.....102½	....	....	102	....	....	
" 8s, 1883	111	....	....	....	....	
Chic. & Northwestern.. 37½	37½	36½	37½	37½	37	
" pref..... 56½	55½	56½	55½	56	....	
" 1st M.....	....	....	....	....	....	
" S. F.....100	....	....	....	....	....	
" Consol.....	....	85	84½	....	....	
Chic., Rock Isl. & Pac..100½	100½	99½	100½	100½	101½	
Chi., R. I. & Pa. 7s,1896.104½	....	....	....	....	104½	
Clev., Col., C. and Ind.....	65½	....	....	64	....	
Clev. & Pittsburg guar.. 87½	....	87½	87½	87½	87½	
" 2 M.....	....	....	....	....	....	
" 3 M.....	100½	....	....	....	....	
" 4 M.....	....	....	....	90	....	
Clev. and Toledo.....	....	....	....	....	....	
" S. F. 7s.....	102	....	....	....	....	
Col., Chi., & Ind. C..... 8½	9½	8½	9	8½	8½	
" 1 M.....	....	79	....	75	72½	
" 2 M.....	....	....	....	....	25	
Del. & Hudson Canal ..114½	114½	....	115	114½	....	
Del. Lack. & Western...108	108½	108	108	108½	108½	
" 1 M. 7s.....	....	....	....	....	....	
" 2 M 7s.....	....	....	....	....	....	
Erie Railway..... 34	35½	33½	34½	31½	34½	
" pref.....	50	....	....	....	....	
" 1 M.7s, 1897....	....	....	....	....	....	
" 2 M. 7s, 1879....	....	....	....	100	....	
" 3 M. 7s, 1883 ...	....	....	97½	....	....	
" 4 M. 7s, 1880....	....	....	100	....	100½	
" 5 M. 7s, 1888....	....	....	....	....	....	
" 7s, con. gold.....	....	....	....	....	....	
Great Western 2d mort.....	....	....	....	....	....	
Hannibal & St. Joseph. 23½	24½	23	23½	....	....	
" pref.....	....	....	....	....	....	
" 8s, conv.....	....	....	....	....	....	73
Hudson River.....	....	....	....	....	....	
" 2 M. S. F.....	....	....	....	....	....	
" 3 M. 7s, 1875....	....	....	....	....	....	
Illinois Central	....	....	....	91½	....	
" 7s	....	....	....	....	....	
Lake Shore & Mich.S'th. 73½	73½	73½	74	74½	74½	
Marietta & Cin. 1st pref....	....	....	....	....	....	
" 2d pref.....	....	....	....	....	....	
Michigan Central..... 73	73½	....	73½	73½	....	
" S.F. 8s,1882....	112	....	....	....	....	
M. S. and N. I. 1 M. S. F....	....	....	....	....	....	
" 2 M.....	....	....	99½	99½	....	
Milw. and St. Paul..... 34½	33½	33½	34½	34	33½	
" pref..... 53	53	52½	52½	53	....	
" 1st mort.....	....	....	....	....	....	
" 2d mort.....	....	....	....	....	....	
" 8s.....104	....	....	....	104	....	
" 7 3-10s con.....	....	....	....	....	....	
" 7s, gold.....	....	....	....	....	....	
Missouri 6s.....	....	93½	93½	93	93½	
" H. & St. J. 8s.....	....	....	....	....	....	
Morris and Essex..... 97	96½	96½	....	97	96½	
" 1st mort.....	....	....	106½	....	106½	
" 2d mort.....	....	....	....	....	....	
N. Y. Cen. & Hud. Riv.102½	102½	102½	103½	104	104½	
" 7s, S.F.1876.....	....	....	....	....	....	
" 6s, S.F. 1883.....	95½	95½	....	....	....	
" 6s, S.F. 1887 93½	93	....	93	....	94	
N. York and Harlem.....	....	126	....	....	126½	
" pref.....	....	....	....	....	....	
" 1 M.7s.....	....	106	....	106½	106½	
N. York N. Hav. & Hart.....	130	....	....	130	....	
N. Carolina 6s, old.....	....	....	....	....	....	
" new	....	....	....	....	....	
Ohio and Miss..... 24	24½	24½	23½	24½	24½	
" pref.....	....	....	....	....	....	
" 2d M.....	....	....	74½	....	76	
Pacific Mail S. S. Co.... 47½	47½	48½	49	47½	47½	
Panama	....	111	....	111½	111	
Pitts., Ft. W. & Chi. gtd.....	....	....	92½	....	93	
" 1 M.....104½	....	....	....	....	....	
" 2 M.....	....	....	....	....	....	
" 3 M.....	....	....	....	....	....	
Quicksilver Mining Co.. 31½	31½	31½	31	31½	....	
St. L., Alton & T. H.....	....	....	....	....	....	
" pref.....	....	....	....	....	25	
" 1 M.....	....	....	....	....	....	
" 2 M. pref.....	....	....	....	....	....	
" Income bds	....	....	....	....	....	
Tennessee 6s, old.....	....	....	....	....	....	
" new.....	....	....	....	....	....	
Tol., Wab. & Western.. 32	32½	32½	32½	31½	32½	
" pref.....	....	....	....	....	....	
" 1 M.....	....	....	....	....	....	
" 2 M.....	....	....	....	....	73	
" Equipment.....	....	....	....	....	....	
" St. Lou. Div. 73	....	....	....	....	....	
Union Pacific..... 30	30½	30½	30½	30½	30½	
" 1st mort.. 84½	84½	84½	84½	84½	85	
" L. Gt. 7s.... 85	....	....	85	85	85	
" Inc. 10s.....	....	80½	....	82	87	
Virginia 6s, old.....	....	....	....	....	....	
" new.....	....	....	....	....	....	
" consol.....	52	52	....	....	....	
" def. cert.....	....	....	....	....	....	

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 9.

	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9.
FEDERAL STOCKS:—						
U. S. 5s, 10-40s, reg...111	....	....	....	....	111
U. S. 5s, 10-40s, coup..111¾	111¾	111¾	111¾	111¾	111¾
U. S. 5s, 1881, reg.....	112¾	112¾	...	112¾	....
U. S. 5s, 1881, coup.....	....	....	112¾	....	112¾
U. S. 6s, 1881, reg.....	....	117¾	117¾	117¾	117¾
U. S. 6s, 1881, coup....118¾	....	...	118¼	118¾	118¼
U. S. 6s, 5-20s, reg. '62....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862..112¾	....	....	112¾	....	....
U. S. 6s, 5-20s, reg. '64....	114¾	....	....	114¼	114¼
U. S. 6s, 5-20s, c. 1864..115¾	....	115¾	....	....	115¾
U. S. 6s, 5-20s, reg. '65....	115¾	115¾	115¾	....	....
U. S. 6s, 5-20s, c. 1865..116¾	....	116¾	116¾	116¾	116¾
U. S. 6s, 5-20s, r. n. '65....	....	....	....	....	....
U. S. 6s, 5-20s, c. n '65.116¼	116¾	....	116¼	116¾	116¾
U. S. 6s, 5-20s, reg. '67. ...	....	....	116¾	116¾	116¾
U. S. 6s, 5-20s, c. 1867.117¾	117¾	117¾	117¼	....	117¾
U. S. 6s, 5-20s, reg. '68.....	....	....	116¾	116¾	....
U. S. 6s, 5-20s, c. '68...117¾	....	....	117¾	....	....
U. S. 6s, Pac.R.R.issue....	....	....	117¾	....	117¼

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 8.

	W.2	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.
Catawissa preferred	....	....	43	....	....	....
.. 7s, new	100¾	....	....	....	....	....
Camden and Amboy.....	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883 93	....	....	....	....	....	93¼
.. 6s, 1889	....	100¾	....	....	....	....
.. mort.6s, '89.....	....	....	....	....	....	....
Elmira & Williamsport....	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s.....	....	....	....	....	....	....
Lehigh Navigation..... 45¼	45¾	45¾	45¼	45¾	45¾
.. 6s, 1884	97	....	....	97¼	....
.. Gold L..... 96	....	....	96	96¼	96¼
.. R. R. L.....	....	....	....	....	....
.. Conv. G. L.....	....	....	....	....	....
Lehigh Valley R. R..... 61	61¼	61¼	61	61¼	61
.. 6s new coup.....	....	....	....	....	....
.. 6s new reg.....	....	....	....	....	102
.. 7s..... ..104	104	104	....	104	104
Little Schuylkill R.R.....	....	48	....	....	..
.. 7s.....	....	....	....	....	....
Minehill	....	....	....	....	52¾
Morris Canal.....	....	....	....	....	....
.. pref.....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....
.. 6s, 1885	....	....	100	100	....
.. 7s.....	....	....	....	....	....
.. 10s, 1887	....	....	....	....	....
Northern Central	30	....	31¼	....	....
Oil Creek & Alleg. Riv.....	....	7¼	7¾	7¾	7¾
.. 7s.....	....	....	....	....	....
Pennsylvania R. R..... 52	52¼	52¾	52¾	53¼	53
.. 1st M.....	100¾	....	....	....	100¾
.. 2d M.....	....	....	....	101	....
.. Gen. mort.....	....	....	....	....	....
.. .. reg.. 94¾	....	....	....	94¾	....
Penn. State 6s, 2d series.108	108	108	....	....	....
.. 6s, 3d series.....	....	....	....	....	....
Philadelphia City, 6s.....	....	....	....	101	....
.. new 104¼	104¼	104¼	104¼	104¾	104¾
Philad., Germ. & Nor.....	....	....	....	....	89¼
Phila. & Reading 55¼	55¼	55¼	55¼	55¼	55¾
Philadelphia and Erie.. 16¼	16	15¾	16¼	15¾	....
.. 6s.....	....	....	....	....	....
.. 7s..... 84¼	....	83¼	....	83	82¾
Phila., Wilm. & Balt... 54	....	....	....	....	....
Schuylkill Navigation.....	....	....	....	....	....
.. pref..... 12¼	....	12¼	....	....	....
.. 6s, 1882	....	....	....	....	76¼
.. 6s, 1876	....	....	....	....	....
.. 6s, 1872 90	....	90	....	90	....
United Co. of N. Jersey.....	....	126¼	126¾	126¾	127¼
Hestonville, (Horse).. 19	19	19	....	....	....
Chestnut & Wal.	....	....	....	....	....
Green & Coates	....	....	50¼	50¾	....
2d and 3d streets 64¼	....	....	....	65	....
Spruce and Pine	....	....	....	....	....
13th and 15th sts.	....	....	....	23	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 8.

	W.2.	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.
Baltimore City 6s, 1875.102	102	....	102	....	102
.. 1886	101¾	....	101¾	....	....
.. 1890 .....102¼	....	102¼	102¼	102¼	102¼
.. 1884	101¼	....	....	....	....
.. 1900 .....101¼	....	....	....	....	....
Balt and Ohio.....170	....	170	169¾	....	....
.. bonds, 1875.....	....	....	....	....	....
.. .. 1880.....	....	....	....	....	....
.. .. 1885.....	102	....	101¼	....	102
Central Ohio.....	....	....	....	....	....
.. 1st mort... 90	....	....	....	....	....
Marietta & Cin. 1st M.....	103	103	....	....	....
.. 2d M..... 92¼	92¾	92¾	....	....	92¼
.. 3d M. 8s.....	74	74¼	....	....	....
Northern Central.....	30	....	....	....	35¼
.. bonds, 1885.....	....	....	....	92¾	....
.. .. 1900.....	....	....	....	....	....
.. G. B. 1900.. 91¾	91¾	....	91¼	....	91¾
Pittsb. & Connellsv. 7s.....	....	....	....	....	84
N. W. Va. 3d mort.....	....	....	....	....	....
Virginia 6s, Consol.....	49¼	....	49¼	....	52¾
.. Defer. Certif.....	....	....	....	....	....
City Passenger R. R.....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 9.

	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9.
Boston and Albany ... 133¾	133¾	....	133¾	133	132
Boston and Lowell 100	100	....	....	100¼	....
Boston and Maine.....111¾	....	....	112	....	111¾
Boston and Providence.....	....	....	149	149¼	....
Boston, Hartford & Erie....	....	....	....	....	....
.. 7s.....	....	24¼	24¾	24¼	....
Cheshire, pref.....	....	....	....	....	....
Chi., Burl. & Quincy...102	....	102	102	102	....
Concord.....	....	....	....	....	....
Connecticut River.....	....	....	....	....	....
Eastern..... 60	60	....	....	65	66
Fitchburg.....	....	123¾	....	....	....
Manchester & Lawr'ce.....	....	....	....	....	....
Michigan Central.....	72¾	72¼	....	73¼	....
Northern, N. H.....	....	105	....	....	104¼
Ogdens. & Lake Champ....	....	....	....	....	....
.. pref.....	....	....	....	....	....
Old Colony 106	106¾	....	....	....	107¼
Ph., Wil. & Baltimore.....	54	52¾	....	54	54¼
Portl'd, Saco & Ports.....	....	....	113¾	113¾	113¾
Union Pacific.....	....	....	....	....	....
" 6s..... 83¾	83¼	....	83¾	83¼	83¼
" Land Grant 7s....	....	....	....	83	....
" Income 10s.....	....	....	80	81¼	....
Vermont & Canada.....	....	....	....	51	....
Vermont & Mass..... 84	....	....	....	84	....
South Boston (Horse).....	....	....	....	....	....
Cambridge	....	....	....	....	....
Metropolitan	....	....	....	....	....
Middlesex	....	....	....	....	....
Central Mining Co..... 24¼	....	....	....	....	....
Copper Falls 12¾	....	....	....	....	12
Franklin	....	....	....	....	....
National	....	....	....	....	....
Quincy 33¾	33	32¾	33¼	....	33¼

London Stock Exchange.

	—Closing Prices.—	
	Aug. 14.	Aug. 21.
Atlantic & Gt. W. 1st mort., $1,000..	48 — 50	50 — 52
Do. 2d mort., $1,000.....	25 — 27	26 — 28
Do. 3d mort., $1,000.....	11½— 12½	12 — 13
Do. Con. mort. B'nds Bisch's Cert.	12 — 14	12 — 14
Do. Leas. Lines, Rental Bonds....	58 — 62	62 — 65
Do. 1873	40 — 45	40 — 50
Do. 8 p. c. Scrip, West. Exten.....	— — —	— — —
Detroit & Milwaukee 1st mort. Bonds	60 — 65	60 — 65
Do. 2d do.	55 — 60	55 — 60
Erie shares 100 dol. all paid.....	29½— 30	30½— 30¾
Do. Convertible Gold Bonds	62 — 64	63 — 65
Do. 6 per cent Convertible Bonds..	96 — 98	96 — 98
Cons. Mort. amount autho. to be issued for conv. of existing bonds..	89 — 91	91 — 93
Illinois Central $100 shares all paid..	86 — 88	85 — 87
Do. Redemption mort. bonds 6 p.c.	100 —102	100 —102
Illinois & St. Louis Bridge 1st mort.	101¼—102½	103 —104
Marietta and Cincinnati Rail. Bonds.	95 — 98	96 — 99
Michigan Central 8s 1882, conv.....	— — —	— — —
New York Central, 100 dols. shares.	93½— 94¼	95 — 97
Panama General mort.....	100 —102	100 —102
Pennsylvania, General mort.....	97½— 98¾	98 — 99
Do. $50 shares.....	47 — 48	47 — 48
Philadelphia and Erie 1st mort.....	95 — 97	96 — 98

American Railroad Journal.

Saturday, September 12, 1874.

Stock Exchange and Money Market.

Money continues quite easy in the open market, notwithstanding the more active dealings in Stocks, Produce, and Merchandise, and the consequent increase of demand for accommodation in the loan and discount line. Call loans to the leading Street houses have been quoted at 2@3 per cent; and the best mercantile cre its have rated at 5@7 per cent per annum. The outflow of currency to the interior, for crop moving purposes, has been more liberal, yet the city banks have maintained the average reserves, remarkably well; while the Government office has been losing both currency and specie. The City banks, last week, reduced their deposit line while augmenting their specie and loan and discount averages. They reduced their reserve of legal tender, while further contracting their item of circulation slightly. The U. S. Sub-Treasury reduced both its currency and specie reserves, the former materially. The City banks, last week, diminished their reserve of legal tender notes $1,677,900, and their deposit item $254,100, while enlarging their specie average $258,200. They report an increase of $765,100 in the loans and discounts, and a reduction of $140,900 in their circulation. The U. S. Sub Treasury in this city closed the week with a currency balance of $60,827,320, against $63,080,327 the preceding week; and a coin board of $52,553,648, against $53,258,273, on the previous return. The City bank exchanges, during the week, were $373,742,143, or a daily average of $62,290,357. The customs revenue of the port, during the week, was $2,760,000. The City banks reported their average of gold last week at $18,891,300, and their greenback average at $65,604,700. Their deposits stood at $234,746,000. The loan item was $279,084,900. The circulation was $25,662,400.

The aggregate of the outstanding U. S. currency, of all denominations, Sept. 1, was $428,422,258. The outstanding amount of legal tender notes is 382 millions. The National bank circulation is $350,584,208.

The income of the Government, from internal revenues, thus far, in the fiscal year, commencing with July 1, 1874, has been over 20¼ millions.

The Treasury balances at the opening of business on Wednesday were as follows: currency, $15,249,862; special deposit of legal tenders for the redemption of certificates of deposit, $59,255,000; coin, $68,612,461, including $29,119,440 in coin certificates.

Gold has been comparatively quiet, all through the week, with the price ruling almost stationary. The speculative demand has been devoid of spirit. A fair average inquiry has been noted for coin for custom house purposes. The export drain has been unimportant. The extremes of the price have been 109⅛@109⅞, closing at 109¾, as against 109¾ on Wednesday of the preceding week, showing no variation of movement from previous reports. The specie outflow, last week, was only $472,244. The imports of specie at this port since Jan. 1, have been $3,553,222. The customs demand for Gold last week averaged $460,000 a day. Foreign Exchange has been quite moderately sought after, with Bankers' sixty day bills on London closing heavily on Wednesday at $4 85@$4 86; sight bills on London at @4 87½@$4 88½ to the £ sterling. The week's exports of Domestic Produce have been to the currency value of $5,907,998.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $6,771,208.

A comparatively steady market has been noted for Government Securities, the demand for which has been fairly active, chiefly from home investment buyers.

U. S sixes of 1881 closed on Wednesday of this week at 118⅜@118⅝; U. S. Five-Twenties of 1862, 112¼@112½; U. S. Five-Twenties of 1864 at 115⅝@115⅞; U. S. Five-Twenties of 1865, 116⅝@117; U. S. Five-Twenties of 1865 consolidated, 116⅜@116⅝; U. S. Five-Twenties of 1867, 117⅜@117⅝; U. S. Five-Twenties of 1868, 117¼@117¾; U. S. Ten-forties at 111⅝@111⅞; U. S. Fives of 1881, (Funding Loan) 112⅜@112⅝; Six per cent. currency Sixes from 117⅜@117¾.

State and Railway bonds have been attracting more attention and have been quoted rather firmer. Railway and miscellaneous share prop-

erty has been much more freely dealt in and prices have been quoted decidedly stronger, and quite buoyant.

General business has been fairly active for the season, both in Produce, and in Merchandise. A free movement has been reported in Breadstuffs and Cotton, but at variable prices. Provisions have been rather less confidently dealt in, and values of hog products have been depressed and lower. Wool, Tobacco, and Naval Stores have been in good demand and held more firmly. Petroleum has been quiet and weak in price. Hides, Leather, and Skins, have been moderately active on generally steady basis as to values. Foreign merchandise has been more salable, with prices, however, quoted irregular. Hardware has attracted less notice, while Earthenware has been quite dull. The Metal trade has been slow. Scotch Pig Iron has been scarce and held higher on a very light supply, but has been inactive. American depressed and unsettled, under the influence of some forced realizations. Eglinton Pig Iron quoted at $35; Glengarnock $37; Sumerlee, $35@$36; No. 1 American Pig at $30@$32, No. 2 do. at $27@$29; Forge, $25@$27; English Rails at $50@$52, gold; American Rails at works, $55@$60; Old Rails, $34@$38. Wrought Scrap, $33@$37. Ocean freights have been moderately active, but weak as to rates, in most instances.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Union Pacific S. F. 8s, 72; Albany and Susquehanna R. R., 95; do. 1st mort., 103; do. 2d mort., 100; Clev., Col., Cin. and Ind. 1st mort., 103; New York Central 1st mort., coupon, 106; do. reg., 105¾; Central of New Jersey 1st mort., new, 105¼; Am. Dock and Imp. 7s, 98; Michigan Central 7s, 99; Pacific R. R. 7s, guar. by Mo., 100; Chicago and Northwestern Int. bonds, 98; do. consol. gold bonds, 77½; Morris and Essex 7s, 1871, 97½; Ohio and Miss. consol. S. F. 91½; Buffalo and Erie 7s, new, 99; Pacific R. R. of Mo., 89; do. 2d mort., 69; do. 1st mort., 80; Toledo, Wabash and Western 7s, consol., 60; St. Louis, Jacksonville and Chicago 1st mort., 96; Gt. Western 1st mort. 1888, 85; Boston, Hartford and Erie 1st mort., 24½; Lake Shore div. bonds, 98; North Missouri 1st mort., 81½; Milwaukee and St. Paul 8s, 1st mort. LaC. div., 83; Galena and Chicago 1st mort., 101½; Lake Shore and Michigan Southern 7s, consol., 97; Atlantic and Pacific R. R., pref., 12⅛; New Jersey Southern R. R., 8½; St. Louis and Iron Mt., R. R., 12; Rome, Watertown and Ogdensburg R. R., 79; St. Louis, Kansas City and Northern pref., 21½; Western Union Telegraph, 79; do. 7s, 99½; Atlantic and Pacific Tel., 16½; Consol. Coal of Md., 47; Quicksilver pref., 36⅛; U. S. Exp., 67; Am. Exp., 60¾; Wells-Fargo Exp., 78; Adams Exp., 67½; Tennessee 6s, n. s., 55½; Michigan 6s, 1879, 102; South Carolina 6s, new, non. f., 6; Missouri 6s, l. bonds, 93½; do. 6s, 1875, 99½; do. 1878, 95; North Carolina 6s, special tax, 3d class, 5; Brooklyn 6s., W. L., 95½.

Philadelphia.—Allegheny Valley 7s, 88; do. 7 3-10s, 89; Reading Coal and Iron mort. bonds, 93; Northern Pacific 7-30s, 29; Pittsburg, Cincinnati and St. Louis 7s, 68¾; Texas Pacific L. G. 7s, 24; Wilmington and Reading 1st mort., 75; Ithaca and Athens 7s, 87; Phila. and Reading 7s, new, conv., 104¼; do. 6s, gold, 102; do. Gen'l mort. 7s, coupon, 104½; do. reg., 105½; do. 6s, 1843-'80, 100; Sunbury and Erie 7s, 103¼; Chesapeake and Delaware Canal 6s, 90; Pennsylvania R. R. div. scrip., 103; Schuylkill Nav. 7s, Boat Loan, 86; do. div. scrip, 88; 18th and 15th streets, R. R., 23; Huntingdon and Broad Top Mt. R. R., 7; do. pref., 13; do. 1st mort., 105; Philadelphia and Trenton R. R., 123. The latest quotations are: City 6s, 101@101½; do. free of tax, 104¼@104½; Pennsylvania State 6s, 2d series, 107⅛@108⅛; do. 3d series, 111@111⅛; Philadelphia and Reading, 55½@55¾; do. Gen'l mort. 7s, coup., 103@—; do. reg., 105½@106; do. mort. 6s, 1880, 99⅛@—; do. new, conv., 104@104⅜; do. 7s, 1893, 105@108; United New Jersey R. R. and Canal Co., 127@—; Camden and Amboy mort. 6s, 1889, 100⅜@101¼; Pennsylvania R. R., 53@53⅛; do. div. scrip, 102⅜@102⅞; do. 1st mort., 100⅜@100½; do. 2d mort. 101@101¼; do. general mort. coupon 92⅛@95; do. reg., 94⅛@94¾; Little Schuylkill R. R., 47⅛@48; Morris Canal, 48@51; do. pref. 120@122½; do. 6s, 97⅛@—; Susquehanna Canal, 6@9; do. 6s, 75@75; Schuylkill Nav., 6¼@7; do. pref., 12⅜@13; do. 6s, 1882, 76½@77; do. 1872, 89⅛@91; Elmira and Williamsport pref., 35@40; do. 7s, 1873, 97@98; do. 5s, 61@65; Lehigh Coal and Navigation, 45⅛@45⅜; do. 6s, 1884, 97@97½; do R. R. Loan, 98@—; do. Gold Loan, 96@96⅛; North Pennsylvania, 45⅛@46⅛; do. 6s, 100@100½; do., 7s, 102⅛@103; do. Chattle 10s, 108@108½; Philadelphia and Erie, 15@15⅛; do. 6s, 92@93; do. 7s, 82⅛@83; Minehill, 52¼@52⅛; Catawissa, 14⅜@16; do. pref., 42¾@43; do. new pref., 32@33; do. 7s, 1900, 100¾@101; Lehigh Valley, 61@61⅛; do. 6s, new coupon, 100@101; do. reg., 101¾@102¼; do. 7s, 104@104¼; Fifth and Sixth streets (horse) 55@57; Second and Third, 64@65; Thirteenth and Fifteenth, 22½@23½; Spruce and Pine, 29½@31; Green and Coates, 50⅜@50¾; Chestnut and Walnut, 78¼@79; Hestonville, 19@19¼; Germantown, 35@45.

Boston.—Union Pacific S. F. 8s, 72¼; Boston and Maine 7s, 1894, 104½; Old Colony 7s, 1894, 104½; do. 1877, 100⅞; Eastern R. R. 7s, 1887, 93¾; Burlington and Missouri River R. R. in Nebraska, 55½; do. 8s, old, 98½; Cheshire R.R. 6s, 1880, 93½; Connecticut and Passumpsic Rivers R. R. 7s, 1893, 97; Michigan Central (Airline) 8s, 1890, 101¼; Atchison, Topeka and Santa Fe R. R., 8; do 1st mort. 59¼; Western (B. & A.) R. R. 6s, 1875, 99; Mansfield and Framingham R. R. 7s, 91; Burlington and Missouri River R. R. in Iowa, 98; Norwich and Worcester R. R., 120; Worcester and Nashua R. R., 123; Cincinnati, Sandusky and Cleveland R. R., 9½; Eastern (N. H.) R. R., 54; Nashua and Lowell R. R., 121¾; Rutland pref., 25½; do. 1st mort. 8s, 1902, 72½; do. scrip, No. 6, 40; do. No. 5, 65; Union Pacific Fractions, 135½; Boston Water Power Co., 12; Pullman Palace Car Co., 97; Cary Imp., 5⅞; New Hampshire 6s, 101; Massachusetts 6s, 1876, gold, 109¼; Cambridge 6s, 1884, 96½; Worcester 6s, 97; Cincinnati 7s, 1894, 101; St. Louis 6s, 1887, 92½; Boston 5s, 1876, gold, 105¼; do. 1885, gold, 99½; do. 6s, 1875, 99¾; Lowell 6s, 1890, 95⅝; Fall River 6s, 1894, 95; Fitchburg 6s, 1893, 95; Cleveland 7s, 1879, 99½; Chicago 7s, 1892, 99⅛; Portland 6s, 1887, 91½; Charlestown 6s, 1892, 98; Allouez Mining Co., 9; Calumet and Hecla, 131.

Baltimore.—Virginia consols, coupons, 86; Maryland Defense 6s, 107; do. 6s, 1890, 100; Orange, Alex. and Manassas 7s, 79½; Orange and Alexandria 4th mort. 8s, 70; Chesapeake and Ohio Canal bonds, 84; Santa Clara Mining Co., 10⅞; do. bonds, 18½. The latest quotations are: Richmond and Danville 1st mort., 67½@67½; Pittsburg and Connellsville 7s, 1898, 83@84; Baltimore and Ohio, 169@173; do. 6s, 1875, 100⅛@100½; do. 1880, 100¾@101½; do., 1885, 102@103; Washington Branch, —@175; Northern Central, 83@83¼; do. 6s, 1885, 92¾@93; do. 6s, 1877, 93@—; do. 1900, 90@91 do., 6s, 1900 gold, 91¼@91¾; N. W. Va. 3d mort., 1885, 93@98; Marietta and Cincinnati 1st pref., 18@18¼; do. 2d pref., 12@12; do. 1st mort. 7s, 1892, 101¾@102; do. 2d mort., 7s, 92½@93; do., 8d mort., 8s, 74@74¼; Central Ohio, 42@43; do. pref., —@—; do. 1st mort., 90@90¼; Western Maryland, 1st mort. 6s, 1890, 80@89; do. 1st mort. guar., 99@100; do. 2d mort. guar., 98@100; do. 3d mort., guar., 99@100; do. 2d mort. pref., 60@70; do., 2d mort. guar. by Washington Co., 90@95; Virginia and Tennessee 2d mort. 6s, 70@75; do. 3d mort. 8s, 78@80; Orange and Alexandria 1st mort. 6s, 90@91; do., 2d mort. 6s, 81@82; do., 3d mort. 8s, 81@82; do., 4th mort. 8s, 70@71; Orange, Alex. and Manassas 7s, 79½@80; Baltimore 6s, 1875, 101¾@102; do., 1884, 101@102; do. 1886, 101¼@102; do. 1890, 102@102¼; do., 1900, 100@101; do. 1902, 100⅜@101; do., 6s, exempt, 104@105; do. 5s, 80@90; Memphis City 6s, 40@43; Maryland Defense 6s, 1883, 107@108; do. 6s, 1890, 100@101; do. 6s, exempt, 107@108; do. 5s, 85@90; Virginia coupon 6s, old, 28@35; do. new, 30@40; do. consol. 6s, 52@52¼; do. coupons, 86@90; West Virginia, 9@9½; City Passenger R. R., 19@20; George's Creek Coal, 140@150; Atlantic Coal, 2.30@2.40; Santa Clara, 12.50@15.00; do. bonds, 16¼@18½; Canton Co., 55@70.

☞ The Chicago and Northeastern Railroad Company has been organized at Lansing, Michigan, for the purpose of building a railroad, 47 miles long, from Lansing east by north to Flint, to connect the two divisions of the Chicago and Lake Huron. It is designed to begin work at once.

☞ The work on the Southern Extension of the Chicago, Danville and Vincennes Railroad is progressing rapidly. It is now completed to Big Creek and is ready for iron as far as Hutonsville, 60 miles south of Terre Haute.

☞ The earnings of the Ohio and Mississippi Railroad in August, 1874, were $324,359 70, against $306,560 77, in August, 1873—an increase of $17,798 93, or 5⅞ per cent.

☞ Edmund S. Bowen, who has been appointed General Superintendent of the Erie Railway, was formerly General Superintendent of the Kansas Pacific Railway.

☞ An immediate extention of the Shore Railroad from West Brighton, S. I., to Mariner's Harbor, is proposed.

☞ The net receipts of the Philadelphia and Erie Railway for the first six months of the current year, as previously given, were $265,054. The gross receipts for the month of July were $313,615; the expenses for the month were $231,291, leaving as net receipts for July $82,323; which, added to the net receipts of the previous six months, makes the total net receipts for the seven months of the year $347,378. The increase of net receipts in July last is $51,991 in excess of those in corresponding month in 1873. The net earnings of the company for seven months of 1874 about equal the net earnings of the entire year of 1873.

☞ The Springfield and Illinois Southeastern Railroad is to be sold at Springfield, Ill., September 15, under a decree of foreclosure of the first mortgage granted by the United States Circuit Court. The smallest bid which will be accepted is $1,000,000, and payment must be made in cash, or in bonds *pro rata*, (that is each bond will be accepted only for such fraction of the purchase money as it forms of the whole issue of bonds.) The road is 228 miles long, from Beardstown, Ill., southeast through Springfield to Shawneetown on the Ohio. The first mortgage bonds outstanding amount to $3,400,000.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending August 29, at 287,913 tons, and for the coal year 11,724,166 tons against 12,787,803 tons to corresponding time last year, being a decrease of 1,063,637 tons. The bituminous tonnage for the week is 79,174 tons, and for the year 2,202,129 tons, against 2,058,880 tons to same time last year, giving a total of all kinds for the week of 366,087 tons, and for the year of 13,926,295 tons, against 14,846,383 tons to same time last year, being a decrease of 920,188 tons.

☞ The earnings of the Indianapolis, Cincinnati and Lafayette Railroad in July, 1874, were $141,539, the expenses $88,174, and the net earnings $53,365. In July, 1873, the earnings were $159,174, the expenses $109,148, and the net earnings $50,026—showing a decrease in earnings of $17,637, with a decrease in expenses of $20,974, making an increase in net earnings of $3,339.

☞ The earnings of the Central Pacific Railroad in August, 1874, were $1,301,000, against $1,251,622 in August, 1873, and $1,271,628 in August, 1872. For the eight months ending August 31, 1874, the earnings were $8,911,903, against $8,791,582 for the first eight months of 1873, and $8,052,755 for the first eight months of 1872.

☞ At a distance of thirty miles south of the Union Pacific Railroad, and 900 miles west of Omaha, a great hill of almost pure sulphur was discovered about two years ago. This is one of the most remarkable deposits of native sulphur in the world. It contains only fifteen per cent of impurities.

☞ Since the 1st instant, the Terre Haute, Paris and Decatur Railroad has been operated by the Vandalia Line. D. Hitchcock has been appointed General Superintendent, H. W. Hubbard General Freight Agent, and C. E. Follett General Passenger Agent.

Texas Railroads.

Texas has just added another stretch to her railway facilities by opening ten miles of road from Gonzales, on the Gaudalupe, up that river into Caldwell county, with the promise of adding an equal amount this month. At Gonzales the road connects with the Houston, Columbus and San Antonio, that is incomplete. It is intended to continue the construction to Austin, on the projected Fulton and San Antonio road, connecting there with the Columbus. Harwood is to be the shipping point for Gonzales and much of Caldwell county, though Port Lovca and Indianola are the contemplated points on the Gulf.

☞ The Wilmington, Del., Every *Evening* says: "The Smyrna and Delaware Bay (or Bombay Hook) railroad is under execution, and the sheriff of Kent county will sell all the property on Thursday, 17th of this month, at the instance of several creditors. The sale will take place in Smyrna."

☞ There is a movement for the extension of the Bethpage branch of Stewart's Central Railroad further north,so as to accommodate the farming interest of the neighborhood. Mr. G. D. Barton, Superintendent of the road, was in Farmingdale a day or two ago looking to the matter.

☞ The Sandusky, O., *Register* says a rolling mill at Columbus has recently contracted to furnish a large amount of rails to a railroad company at $52 a ton, which is said to be $3 a ton less than the same quality of rails are quoted at in the English market.

☞ The narrow gauge railroad will be completed from Galena to Plattsville this fall. The city and citizens of Galena have already invested nearly $300,000 in the road, in grading and tunnelling.

☞ It is said that the contract for the extension of the railway in Halifax, N. S., has been awarded to Mr. McKeene of Moncton.

Railroad Law.

RAILROAD COMPANIES—IN WHAT MANNER SUBJECT TO LAW OF OTHER STATES THAN THOSE GRANTING THEIR CHARTERS.

The facts in the late case of Milnor *vs.* N. Y. and N. H. R. R. Co., (53 N. Y., 363), are fully set forth in the following opinion of Chief Justice Church:

It is very clear, from the facts found by the Court, that the plaintiff has a good cause of action for the loss of the baggage of his assignor, and the only question is whether he has sued the right party. We have been asked to place the decision in favor of the defendant upon the ground that it is a Connecticut corporation, and that the Courts in that State have decided that it had no power to contract for carrying passengers and baggage or freight beyond the line of its road; and if such is deemed to be the contract in this case, it is *ultra vires* (22 Conn., 1,502; 33 id., 179.)

Although in the view we take of this case, it is unnecessary to pass upon this point, it is proper to suggest that, for obvious reasons, we should be disinclined to accede to this position. It is well settled in this State that a railroad corporation may bind itself, by contract, beyond its line, (45 N. Y., 514; 22 id., 269; 4 Seld., 17; N. Y., 306.)—

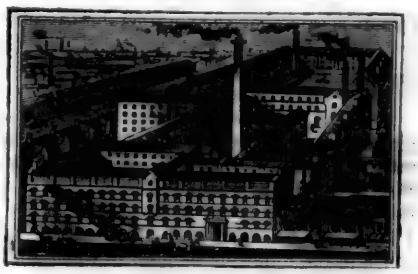
When the defendant sought and obtained permission of the Legislature to continue its line and transact business in this State, it must be deemed as to its contracts made here, to possess the powers, and be subject to all the liabilities of similar corporations created by this State, as adjudicated by our courts. It should not be permitted to make a contract valid here and enforcible according to our decisions, and then, when its interests dictated, set up the decisions of Connecticut, holding a want of power as an excuse for its violation. All obligations of comity are fully discharged in permitting the defendant to build its road and transact its business in this State upon the same footing as like corporations created here. The decisions of Connecticut are exceptional to the general current of authority on this subject, and, in 33 conn., 180, before cited, I infer from the opinion that the Courts in that State are contemplating the propriety of modifying their former decisions "for the sake of uniformity."

We must assume that the defendant has power to contract to carry the plaintiff's assignor and his baggage to Sheffield, which was off from their road and on the Housatonic railroad.

The precise question is whether the defendant did so contract, or rather whether the Court was puted facts that such a contract was not proved, justified in holding from the admitted and undis-The defendant received the usual fare from New York to Bridgeport on its road, and also the fare over the Housatonic road from Bridgeport to Sheffield, in one sum, and gave the person applying two tickets printed together, but easily detached, one purporting on its face to be the defendant's tickets from New York to Bridgeport, and the other the ticket of the Housatonic company from Bridgeport to Sheffield, the latter containing a notice to change cars at Bridgeport; and the defendant also checked the baggage to Sheffield with a check, a duplicate of which was delivered to the owner marked H. R. R., indicating that it was a check of the Housatonic Railroad. It appears, affirmatively, that the baggage was property transferred by the defendant's employes at Bridgeport to the latter Railroad Company, and was destroyed while in its possession, under circumstances which render it liable for its value as a common carrier. The facts proved are not merely consistent with an agency on the part of the defendant to sell the Housatonic tickets, but we think they fairly imply such agency. The line was not a continuous Railroad route, the cars of the defendant did not pass over the Housatonic Road, and there was no fact proved tending to show that the defendant assumed to contract to Sheffield, except the sale of the separate tickets, the receipt of the fare and the use of the Housatonic check. The facts import an agency, and not a contract as principal, and the obligations of the parties are the same as though the tickets had been purchased at the offices of the respective companies. There was no community of interest between the two companies, and it does not appear that the defendant derived any pecuniary benefit from the transaction. The stipulation and finding is that the arrangement to sell tickets was for the mutual *convenience* of passengers and companies. It is obvious that the convenience of passengers would be promoted in

saving the care and trouble of rechecking baggage, and purchasing a ticket at Bridgeport, and some care and labor would be also saved by the companies. The finding of convenience repels the idea that the arrangement was for a pecuniary or other purpose. The inference is that the two companies exchanged tickets, and each sold as agent of the other, and furnished the other with checks to be used as occasion required. The circumstances that the tickets were printed upon the same paper does not change the presumption; that was formal and for mere convenience. The face of each ticket spoke for itself. One was the defendant's ticket, and the other was the Housatonic ticket, and persons purchasing such tickets would not infer that the defendant was operating the latter road, or had any other arrangement than an agency to sell tickets, and the use of a check of the latter Road would confirm rather than weaken the inference. If the check had been the defendant's, stamped from New York to Sheffield, there would have been force in the argument of the plaintiff's counsel likening it to a bill of lading issued by the defendant from the former to the latter place, but we do not intend to say what the legal effect would have been. We only intend to decide this case. The importance to the public of holding the first company liable was pressed upon us upon the argument. It was conceded that it is competent for one company to sell tickets as the agent of another, in which case the company selling would not be liable where it appeared, as in this case, that the injury was caused by the neglect of another company. We can see no propriety in straining the rules of law or overturning ordinary presumptions of fact upon the supposed ground that the public will be benefited thereby. It is conceded that a notice upon the ticket, that the defendant acted as agent in the sale of the Housatonic ticket, would have relieved it of responsibility. The effect, therefore, of a decision against it, instead of benefiting the traveling public, would only lead to a slight change in the form of the tickets.

The case of Quimby *v.* Vanderbilt (17 N. Y., 306) was very much relied upon by the counsel for the plaintiff. This court held in that case that separate tickets were not such contracts as precluded parol evidence that the contract was in fact entire. Denio, J., said, "They are quite consistent with a more special bargain," and added, "we do not say that the receiving of separate tickets for the different lines is not evidence of some weight upon the question whether the contract was entire, but we hold that it does not come within the rule which excludes parol testimony respecting a contract which has been reduced to writing." In that case there was positive evidence of a verbal contract from New York to San Francisco for a specified sum in gross, and there were various facts and circumstances tending to prove that the contract was entire on the part of the defendant. I agree that a contract might be shown independent of the tickets, and it would be competent to show that the tickets were delivered in pursuance of such contract, and it is unnecessary to say that the tickets would be inconsistent with proof of an entire contract. Here there was nothing proved but the sale of the tickets, he use of the check, and the receipt of the money; and in holding that, from these facts, and that the arrangement was for convenience, the presumption is an agency to sell the Housatonic tickets, we do not collude with anything said or decided in the case referred to. In the case of Hart *v.* The Rensselaer and Saratoga R. R. Co., (8 N. Y., 37), the defendant was the last of three connecting railroads between Whitehall and Troy, and was held liable upon the ground that the defendant's agents received the baggage at Whitehall and had charge of it through to Troy. The separate tickets were not material. In Weed *v.* Saratoga and Schenectady R. R. Co. (19 Wend., 534), the defendant contracted to Albany and ran its cars the whole distance, but a part of the way over the Mohawk and Hudson River railroad. In Cary *v.* Cleveland and Toledo Railroad Company (29 Bart., 35), where the circumstances were similar to those in this case, the Court held, upon the point as to a thorough contract, that it was a question of fact for the Jury and as no request was made to submit it, the decision of the Court was not erroneous. In the recent case of Burnell *v.* The N. Y. C. R. R. Co. (45 N. Y., 184), the ticket and check were from Palmyra to New York, and the contract was therefore held to be a through contract and the defendant liable for the negligence of the Hudson River Railroad Company. Each case must depend upon its own facts, but I have been unable to find any authority in this country which holds that the facts in this case constitute in law a contract on the part of the company selling the tickets for the entire route. The decided tendency of the authorities is the other way. (Knight *v.* Portland S. and P. R. R. Co., 56 Maine., 234; Brooke *v.* Grand Trunk R. Co., 15 Mich., 332; 2 E. D. Smiths, 184; Root *v.* Great Western R. Co., 45 N. Y., 524).



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☞ The Chester (Pa.) *News* says that Mr. John Roach, of that city, has received the contract for building three new vessels for the Pacific Mail Steamship Company, and that preparations for their construction have been commenced. These steamers will, as usual, be of iron, 352 feet in length, 40 feet breadth of beam, with 36 feet depth of hold, and will, in regard to construction, machinery, &c., be equal to former specimens of marine architecture built at the same establishment.

☞ The contract for grading and bridging the extension of the Wisconsin Valley Railroad from Stevens Point to Wausau has been let to Messrs. Thompson & Smith of Detroit.

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It has been used by the U. S. Government upon the Dykes of the St. Clair Flats, and upon Gun Platforms for the fortifications on the Atlantic coast; upon pavements in New York and Pittsburgh, by the Department of Docks of the City of New York and the Board of Public Works of the District of Columbia.

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American Railroad Journal.

New York, Saturday, September 19, 1874.

THE

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Railroad Bridge at Havre de Grace.

The replacement of the wooden spans of the Philadelphia, Wilmington and Baltimore Railroad bridge over the Susquehanna River at Havre de Grace with iron is progressing rapidly. On the 9th of July a contract was closed with Messrs. Clark, Reeves & Co., of the Phœnixville Bridge Works, for building from three to five spans during the present season. The contract stipulated that one span should be completed in sixty days, and another in each ten days thereafter, if the railroad company required them so rapidly. All of the iron for span 6, having first been put together at Phœnixville, was delivered at Perryville on the 17th August. The work of raising was begun on the 27th of August, and finished on the 5th inst., and on the 6th it was satisfactorily tested with five locomotives. The other spans are ready for forwarding, and will be raised as soon as the necessary preliminary work can be done. The span is 255 feet long and 35 feet high, and weighs about 200 tons, composed entirely of wrought iron, except the post feet and joint boxes, which weigh in all about 10 tons.

Chesapeake and Ohio Railroad.

Messrs. Fisk & Hatch, 5 Nassau st., New York, have just issued a circular (supplementary to the circular of August 1st) addressed to the bondholders and creditors of the Chesapeake and Ohio Railroad Company, in which are exhibited many and important details as to the company's present condition, prospects, capabilities, and intentions. This document is especially designed to answer all questions which might be suggested by the former pamphlet, and shows that about $10,000,000 first mortgage bonds have been already funded or negotiated for that purpose; three-fourths of the floating debt creditors have accepted the company's proposition for settlement, and nearly all the second mortgage bondholders have acquiesced in the terms offered. A statement is also given showing the earnings of the road for the eight months ending August 31, 1874, to have been $998,578 95, against $812,465 64 in the corresponding eight months of 1873, showing that, notwithstanding the general depression and stagnation of business throughout the country, and the unsettled condition of the financial affairs of the company, there has been a moderate but steady increase in the business and earnings of the road. It is but fair to say, however, that the earnings have thus far represented but little more than ordinary, miscellaneous and incidental business, with but comparatively little contribution from the coal, iron, and through traffic, from which its principal revenues will ultimately be derived.

Portland and Rochester R. R.

The Common Council of the city of Portland, Me., at an adjourned meeting held on the 10th inst., concurred with the Board of Aldermen in their action of Monday evening, and accepted the report of the Joint Special Committee on the Portland and Rochester Railroad affairs; they also accepted the agreement drawn by the City Solicitor and the orders authorizing the Mayor to sign and execute the same. The action in both Boards was unanimous. The report and agreement in substance adopts the proposition of the directors of the Portland and Rochester Railroad, that in view of the delay in the construction of the Nashua and Rochester road, which will now be finished in November, they find the outlay for prospective business so large as to compel them to ask the city for temporary assistance, as follows: That the company will provide the equipment for the road required by the contract with the Nashua and Rochester road, and will pay the interest on the $350,000 loan, and the interest on all bonds issued by the city, to meet the interest on the loan to the road, the city to issue its bonds on six years to pay interest on its loan to this company as it falls due during the next three years, the bonds thus issued to be paid by the company when due. Upon completion of the Nashua and Rochester road, opening the New York, Worcester and Portland line, the Portland and Rochester Directors are confident that the road will be placed in a most prosperous and thriving position, and its business be very large and important.

☞ A company of Rhode Island capitalists have obtained the contract for constructing a railroad from San Buenaventura to Bogota, a distance of 240 miles.

How to Keep Railroad Trains on the Track

The Boston *Journal* says an experiment extremely interesting to railroad men and to people who are anxious for the greatest safety in railway travel occurred on the Eastern Railroad at Revere on the 10th inst., and then adds:

A special train of two cars left the Eastern depot in this city about 2 o clock, having on board about one hundred gentlemen, including Hon. George B. Loring, Hon. Moses Kimball, Mr. F. M. Johnson and Mr. Crafts of the Railway Commission, Vice President D. Waldo Lincoln of the Boston and Albany Railroad, President White of the Boston and Maine Railroad, Superintendent Heywood and Mr. Adams of the Fitchburg Railroad, Manager Hatch of the Eastern Railroad and many others interested in railroad matters. Arriving at Revere, on the track of the Eastern Railroad running to East Boston, the party found an engine waiting, with an ordinary platform car, on which was about four tons of iron rails. The car bore the inscription, "Emery & Doyen's patent safety shoe."

An inspection of the car showed that there were four wheels each running on an independent axle, that is to say, the axle did not extend across the track from wheel to wheel, but each had two journals. Extending along each side of each wheel, a half inch from the rail and an equal distance from each wheel, was a horizontal strip of wrought iron seven-eighths of an inch thick and six inches wide, having a flange upon each edge, forming what the inventor calls a safety shoe. The car was built expressly for the experiments and was a little heavier than the ordinary platform car. It was intended to have one with eight wheels, but through some misunderstanding it did not arrive. With a car having four trucks or eight wheels the inventors claim the experiments are vastly more satisfactory. The first test was to open a switch, or set it wrong as a misplaced switch would be, so that a train must inevitably run off the track. The engine then got up a speed of about twelve miles an hour; the car was detached before reaching the switch. The wheels ran off as soon as the switch was reached, but the shoe immediately caught the rails and the car slid along about three rods and stopped. By means of a switch rope the car was then got on the track by again leaving the switch open, the wheels striking the rails, the distance from the edge of the shoe to the centre of the wheel being exactly that of the distance between two rails when a switch is opened.

The second test was at a greater rate of speed and was equally successful, the car sliding on the track by means of the shoes only a short distance further than before. The third time the engine went back a long distance from the switch and put on a speed of from thirty to forty miles an hour, and the car came at a fearful rate. The result was exactly the same, the shoes holding the car on the track and sliding a distance of about 300 feet before it stopped. The next test was to take out one rail entirely from the track. The car was then sent along the track at a speed of nearly twenty miles an hour. As soon as the open space left by the taking up of the rail was reached the wheels were thrown from the opposite rail, but the shoe on that side caught and held the car on that rail until the open space was crossed, when the shoe on the other side also caught and the car stopped within three rods. The last experiment was a desperate one. One rail was loosened and the end to be first reached by the car was turned toward the inside of the track about twelve inches. The result must naturally be that if the shoe caught on that rail it would give the car a direction to throw it from the track unless the shoes were strong enough to resist the tremendous strain. The speed was about fifteen miles an hour and the loosened rail was passed in safety, but the tremendous strain on the rear shoe on that side broke it and the car was left with one shoe on the track. An examination showed that the iron had a weak spot in it, through being improperly welded. The frame work of that truck was somewhat smashed, and one or two iron rails were torn off, but otherwise the car sustained no damage and was easily got on the track again by means of an appliance fastened to the rails. The experiments were very interesting and the general opinion quite freely expressed by railroad men and others present was that it was, if not a complete insurer against any serious accidents, certainly a great additional safeguard. Mr. A. L. Richards of Watertown, formerly a member of the Legislature, and who is interested in the patent, claims that it will bear even severer tests, and has done so at Portland, Maine, where trials were made with greater weight and upon curves. The shoe can be applied to any trucks with but slight change and at an expense for a passenger car of about $115, and of a freight car about $90. In addition to its being a preventive to trains running off the track it acts as a brake, stopping a train as quickly as a Westinghouse brake or any steam brake. Other experiments are to be made.

Wisconsin Railroad Law.

DECISION OF THE SUPREME COURT OF WISCONSIN.

The following is an abstract prepared by Chief Justice Ryan of the opinion of the Supreme Court of Wisconsin in the case brought by the Attorney General and the Railroad Commissioners for an injunction to compel a compliance by the Chicago and Northwestern Railroad and the Chicago, Milwaukee and St. Paul Railway Companies with the provisions of the Potter Railroad law.

This court has no original jurisdiction of proceedings by injunction at the suit of private persons or to enforce private remedies, but has jurisdiction of the writ in matters of public injuries upon information of the Attorney General in the nature of injunction bills to restrain excess where a mandamus would go to remedy the defect. The writ given by this court in a group of prerogative writs is given as a quasi prerogative writ for prerogative purposes. [Attorney General Blossag, Wisconsin 317, considered and approved of sections 13 and 14, chapter 148, R. S.] Courts of Equity in this State have jurisdiction, upon information of the Attorney General, ex-officio, to restrain corporations from excess or abuse of corporate franchise, or other violation of public law, under color of franchise, to the public injury. These sections confer no jurisdiction in this court. Whether they operate to limit the jurisdiction of the Circuit Courts is not here considered. It is for the courts to determine in such an information whether the acts charged work a public injury. This jurisdiction was an established equitable jurisdiction at the time of the adoption of the State Constitution, and section 5, article 1 of that Constitution, in relation to trial by jury, has no application to it. Were this otherwise, the questions raised by these informations are questions of law, and the jurisdiction of them in equity deprives the defendants of no right of trial by jury.

Chapter 273 of 1874 is not repealed by chapter 292 or 341 of the same session. All the chapters can well stand together. The court finds no difficulty in holding that the Chicago, Milwaukee and St. Paul Railroad Company is the corporation designated as the Milwaukee and St. Paul Railroad Company in chapter 273. The corporation is sufficiently indicated by the name used in the statute, although it had a month before added the prefix of "Chicago" to its name.

The constitutional amendment of 1871, prohibiting special acts of the Legislature for granting corporate powers or privileges, except to cities, is prospective only, and has no relation to existing corporate charters by special acts before the amendments. These may be amended or repealed by special act as before. The rule established in Dartmouth vs. Woodward (4 Wheaton, 518,) considered this point so far as it is extended to quasi private corporations intrusted by charter with public interests, so as to constitute them quasi public corporations. The rule is followed, nevertheless, by the court, because it is the rule of the Supreme Court of the United States, on the construction of a clause in the State Constitution. But the reserved power in the State Constitution to alter or repeal corporate charters was designed to take, and does take all corporations created under it, out of the rule in the Dartmouth College case, and the Legislature has the same power over such corporations as if the rule in that case had never existed.

The reserved power to alter or repeal has no other limit in law than is implied in the words used. The exercise of the power should be under the guidance of extreme moderation, and should not be oppressive and unreasonable. But all this rests in the legislative discretion. So far as the corporate franchises are concerned, the Legislature is under a moral obligation not to reduce the tolls of railroads below a fair and adequate amount, but its power over the franchise is absolute. But the power to alter or repeal cannot affect the property of corporations other than the franchise. Such right of property is inviolate. It is not material here whether the defendants had an election to accept or reject the alternative of their charters by chapter 273. They were bound to obey the statute or to discontinue their operations as corporate bodies. In either case they had no right to conduct their operations in defiance of public law.

Chapter 273, of 1874, so far as its provisions are before the court in these cases, is a valid amendment of the special charters of the defendants, granted by the State. Whether it would be a valid amendment of the general Railroad act of 1872, is not here considered.

The Territorial charter of 1847 of the Milwaukee and Waukesha Railroad Company, extended by the Territorial act of 1848, is the subsisting charter of the railroad built under it from Milwaukee to Prairie du Chien. It does not appear in this case whether the charter was accepted and the corporation organized under it before the adoption of the State Constitution. There is a presumption in the circumstances that they were. Such being the case, the charter is not subject to the reserved power to alter or repeal, and as chapter 273 of 1874 would impair the obligation of a franchise of that charter, within the rule in the Dartmouth College case, chapter 273 of 1874 can not be held to apply to the railroad built and existing under that charter, if accepted before the adoption of the State Constitution. An information in equity by the Attorney General *ex-officio* has the same effect as to answer and injunction, as a bill in chancery, verified on information and belief. Here the question is unimportant, because the violation of chapter 273, charged, is apparent from the affidavits on both sides. There is a judicial discretion to withhold injunction and mandamus in aid of private remedies, but there is no such discretion at the suit of the State in mat-

ters of public injuries. In such cases writs go peremptorily *ex debito justicia*. The court has no discretion to withhold either of the writs in cases of positive public injury.

The motions of the Attorney General must be granted, and the writs issue, as to all the roads of the Chicago and Northwestern Railroad Company and all of the roads of the Chicago, Milwaukee and St. Paul Railroad Company, except the railroad from Milwaukee to Prairie du Chien, built under the Territorial charter of 1847 and 1848. But before the writs issue the Attorney General must file in these cases his official stipulation not to prosecute the defendants for forfeiture of their charters for any violation of chapter 273 charged in these informations before the 1st day of October next, that time being allowed by the court to the defendants to arrange their rates of toll under chapter 273.

Connecticut and Passumpsic Rivers R. R.

The earnings of this road for the years ending June 30, 1873 and 1874 were as follows:

	1873.	1874.
From passengers	$287,110 53	$287,488 27
" freights	484,046 43	445,760 59
" mails	13,780 95	22,080 82
" express	7,800 00	8,700 02
" rents	10,101 38	7,923 15
	$802,889 29	$771,902 35
Expenses, viz:		
Repairs of road	$189,153 83	$151,680 89
Stations and buildings	6,412 44	18,843 28
Bridges	7,919 66	11,603 68
Wood	89,951 76	74,029 73
Car & locomotive repairs	89,388 54	96,981 62
Oil and waste	10,288 82	7,726 73
Passenger expense	37,076 76	37,098 01
Freight expense	63,066 30	53,147 50
Losses and bad debts	4,676 52	9,349 53
General expense	17,792 19	19,818 43
Tools	3,540 45	2,389 63
Shop expense	6,513 02	7,010 52
Stationery and printing	8,025 12	4,404 30
Insurance	6,703 61	5,028 15
	$540,564 02	$499,112 10
Net earnings	$262,275 27	$272,790 25
Add balance of income, June 30, 1873		118 54
Total income		$272,908 79
Disbursed as follows:		
Paid trustees of sinking fund		$8,000 00
Interest on bonds and notes		79,294 90
Coupons on Massawippi R. R. bonds		26,547 80
Dividends, February and August, 1874		154,356 00
Balance of interest account		1,297 72
Balance of income, June 30, 1874		3,412 37
Total, as above		$272,908 79

Compared with the previous year, the gross earnings of 1874 show a decrease of $30,936 94 with a decrease in expenses of operating of $41,451 92—making an increase in net earnings of $10,514 98. The President, in his report, says:

The tonnage is less than last year by 5,085 tons; this is mainly in the article of lumber, which trade has been very much depressed since the panic of last season. Other classes of freight have held up very well, considering the dull state of trade throughout the country. The passenger receipts are a trifle over last year, being $287,488 27 against $287,110 53 last year. The local passengers have fallen off some, but this has been made up by a gain in through passengers, and the prospect in the future for passenger traffic we look upon as encouraging. We have continued liberal expenditures on the road-bed and track, and the road is now in a very satisfactory condition, and we think will compare favorably with most New England roads; 843 tons of new rails have been laid, and 6,945 rails have been taken up, repaired and relaid during the year; 51,420 new sleepers have been used in the track. Extra attention has been paid to the bridges, and they have been examined and repaired in the most thorough manner; we feel that they are all safe and will compare favorably with the bridges of any other road. Our aim has been to put the bridges and road in such a condition that it can be operated with safety and economy.

The equipment of the road is now ample for the business we have, and it has been kept in thorough repair. There have been built at our shops and added to equipment during the year—1 first-class engine; 2 boarding house cars for wood department, 3 belt cars, 2 section hand cars, 4 push cars 2 station push cars, 2 wood cars, 2 section dump cars, and 2 first-class monitor top passenger cars (purchased). Rebuilt—5 platform cars, 1 hay car, 1 horse car, 12 platform cars, new above the trucks, 1 section push car, and 8 hand cars, and 2 coal cars changed to horse cars.

One hundred and fifty-one new brakes have been put on to freight cars. We have purchased the right for the Miller platform and put it on to thirteen passenger cars; also for the Westinghouse air brake and put it on to sixteen passenger cars; all the above has been charged to the current operating expenses of the road. No charge has been made to construction during the year. The stations and buildings have been carefully looked after and kept in good repair, and some new buildings have been added, and we think that the general condition of the road, the bridges and all the property has materially improved within the year.

The equipment of the road now consists of 24 locomotives, 17 passenger, 7 baggage, 330 platform, 8 ore, 12 horse, 55 hay, 93 rack, 170 box, 8 saloon, 22 gravel, 3 crane, 40 push, 27 wood, 2 boarding house, 3 belt and 42 hand cars, and 1 snow plow. Number of miles run, 458,662. Number of passengers carried, 193,520; do. carried one mile, 6,736,788. Tons of merchandise carried, 153,343; do. carried one mile, 9,722,187.

The indebtedness of the corporation and the assets applicable thereto, are as follows:

INDEBTEDNESS.

Coupon bonds due 1876, 6 per cent	$296,500 00
Coupon notes due 1876, 7 per cent	480,000 00
Coupon notes due 1881, 7 per cent	154,000 00
Coupon mortgage bonds due 1893, 7 per cent	603,000 00
Notes payable	268,119 58
	$1,801,619 58

ASSETS.

Due for money loaned on collateral	$124,425 00
7 p. c. mort. bonds in sinking fund	133,000 00
7 per cent mort. bonds of Massisquoi and Clyde Rivers Railroad	350,000 00
Notes and bills receivable	16 686 20
Cash on hand	17,806 95
Notes for land sold at Lyndonville	10,928 79
Materials on hand	102,283 86
Wood on hand	80,232 50
	$835,863 80

BALANCES, AUGUST 22, 1874.

Construction	$3,461,500 29
Wood lots	5,028 14
Notes receivable	12,620 19
Superintendent, including stock and materials on hand	173,866 46
South Eastern Railway Co	89,112 75
Massisquoi and Clyde Rivers Railroad bonds	350 000 00
Interest	1,823 96
Interest on accounts not adjusted	8,778 41
Memphremagog House	60,433 80
Cash	25,867 51
Montpelier and Wells River R. R.	26,779 16
	$4,214,810 17
Coupons uncalled for	$3,306 20
Dividends uncalled for	3,445 14
Lyndon lands	30,178 65
Stock issued	2,175,500 00
Partial payments on stock	2,048 23
Notes payable	288.119 58
Bonds payable Dec. 1, 1876	296.500 00
Notes payable July 1, 1881	154,000 00
Notes payable Dec. 1, 1876	480.000 00
Bonds payable April 1 1893	608,500 00
Trustees of sinking fund	65,900 00
Sinking fund	128,000 00
Earnings	3,412 37
	$4,214,810 17

President.—EMMONS RAYMOND, Boston, Mass.

Vice President.—B. P. CHENEY, Boston, Mass.

Directors.—Emmons Raymond, Josiah Stickney, Elijah Cleveland, B. P. Cheney, Albert Knight, Henry Chase, Gardner C. Brown, T. P. Redfield, F. M. Weld, Horace Fairbanks, Amos Barnes, S. S. Thompson, D. R. Sortwell.

Treasurer.—N. P. LOVERING, Boston, Mass.

Secretary.—ELIJAH CLEVELAND, Coventry, Vt.

Sup't.—GEORGE A. MERRILL, Lyndonville, Vt.

Flushing, North Side and Central R. R.

Negotiations which have been pending for some time between the Flushing and North Side Railroad, A. T. Stewart, and other owners of branches, for a consolidation of five roads, has been perfected and the new corporation is to be known as the Flushing, North Side and Central Railroad Company. The roads consolidated are: the Flushing and North Side Railroad, from Hunter's Point to Whitestone; the Whitestone and Westchester, which is about a mile long and terminates at the East River; the North Shore Railroad, from Flushing to Great Neck; the Central Railroad, from Flushing to Farmingdale, and the Central Railroad extension, from Farmingdale to Babylon. The new company has already negotiated a loan of $1,500,000 through an English banking house, and as soon as the money arrives the work of extending the Flushing branch is to be begun. It is to be extended to Great Neck, thence crossing Manhasset Bay to the village of Huntington.

Conference between the Commissioners and Creditors of Virginia.

The following circular, addressed to the "Creditors of Virginia," has just been issued by the Governor and Treasurer of the Commonwealth:

TO THE CREDITORS OF VIRGINIA:

Pursuant to authority vested in the Governor and Treasurer by a joint resolution of the General Assembly of Virginia, approved April 30, 1874, we invite and appoint a conference to be held in the Capitol, at Richmond, at 12 o'clock M. on Tuesday, the 10th day of November next, between all the creditors of the State—home and foreign—or their duly accredited deputies, and the undersigned, as Commissioners for Virginia. The object of the conference is to effect such exact and authentic understanding of the resources and liabilities of Virginia, and to consider such propositions for final agreement between the parties interested as will afford the best attainable security for the rights and interests both of public creditors and the Commonwealth.

JAMES L. KEMPER, Governor.
R. M. T. HUNTER, Treasurer.

Richmond, Va., Sept. 10, 1874.

☞ A dispatch from Fort Garry, Manitoba, Sept. 14th, says: "Mr. Whitehead, contractor of the Pembina Branch Railroad, will arrive by boat to-morrow, when work will be commenced forthwith."

Finance and Taxation.

We give below the remainder of the letter from ex-Secretary McCulloch, addressed to gentlemen in Cincinnati; the preceding portion having been given in our last issue.

There is another subject to which I should not allude, if there was not a "plank" in the "platform" adopted by the recent Democratic Convention at Indianapolis in favor of the payment of five-twenty bonds in greenbanks. Although it is known that party platforms are usually made to be disregarded and "spit upon," the expression of such a sentiment by an intelligent and highly respectable body of men, claiming to represent a great political party, whose record upon financial questions has been most credible, is calculated to mislead well meaning people, if not to damage the national credit. This subject is rapidly losing its interest in a pecuniary point of view, by the fact that the six per cent five twenties are being rapidly converted into five per cents, which, in order to prevent any question in regard to the currency in which they are to be paid, are on their face made payable in coin. Still, presented as the resolution has been for the consideration of the voters of Indiana, it is not without importance. I feel it to be important because it affects the good name of my own State. That such a proposition should be revived by men claiming to represent democracy indicates a want of political sagacity on their part and an abandonment by them of principles to which the democratic party, in the palmy days of its greatness and power, conscientiously adhered, and which it must again avow and adhere to if it is to become the party of the future as it has been of the past. If this resolution of the Convention truly expresses or reflects the sentiment of the democracy of Indiana it is to be hoped that the spirits of Jefferson and Jackson, of Benton and Wright, and the host of other democratic worthies whose fame is the nation's pride, do not witness the apostacy of those who claim to be their followers. That the five-twenty bonds should not and cannot be paid in depreciated greenbacks is evident, for the following reasons:—

First—These bonds are national obligations, intended to be circulated and held in foreign countries as well as in the United States, and all such obligations are always understood to be payable in the currency which alone is recognized as money by the common consent of the great family of nations.

Second—They cannot be paid in greenbacks, because it could not be done without increasing the issue of legal tender notes beyond $400,000,000; and a large portion of these bonds were issued after the faith of the government had been pledged by act of Congress that this should be the limit, and also because Congress by a special act, in 1869, declared that these bonds were payable in coin.

Third—Because it was the express understanding between the government and the people which these bonds were issued that the principal as well as the interest should be paid in coin.

The language of the Indiana resolution, "We are in favor of the redemption of the five twenty bonds in greenbacks, according to the law under which they were issued," if not positively untrue, is calculated to mislead. That these bonds should be paid in greenbacks is not in accordance with the law under which the issue was made. The reverse is the fact. It is true that the law does not expressly state that they are payable in coin, but it is provided that the interest be so paid. If it is silent in regard to the principal it is because no one at that time regarded United States notes as anything else than a temporary currency, which was to be redeemed or retired by conversion into bonds long before the bonds by their terms would be brought under the control of the government. Who, in fact, ever heard of a national obligation the interest on which was payable in one kind of currency and the principal in another and depreciated kind, and what would be thought of a people who should take advantage of the technical construction of their own law and compel the holders of their bonds to take in payment their own dishonored paper, notwithstanding their servants in the Treasury Department, their servants who solicited subscriptions and the public press, with the full knowledge and approval of the lawmaking power, had represented the principal as well as the interest of the bonds to be payable in coin! By every member of the House and of the Senate who participated in the debate when the subject of the issue of these bonds was under consideration, and who in terms alluded to them, they were spoken of as "gold bonds." To repudiate all these promises now the people of the United States would reach a depth of degradation and dishonor to which no nation has yet descended. The statement of the proposition, stripped of all its disguises, is enough to condemn it in the estimation of all honorable men. It is not, I am sure, in harmony with the sentiments of a majority of the democrats of Indiana. As a bid for votes the resolution of the Convention was a blunder, which in politics is worse than a crime. Morally and economically considered as well as politically, if it was an expression of the intelligent sentiment of its members, which I apprehend it was not, it might justly be pronounced a crime and blunder combined.

I have said so much upon the currency question I have neither time nor space to dwell long upon the tariff. Nor is it necessary that I should, as it is a question which is being discussed by those who have given to it much more attention than I have and who understand it better. I favor a revenue, not a protective, tariff. The present tariff has been highly productive of revenue; and it is therefore contended that it is in fact a revenue tariff, and that, inasmuch as a large portion of our revenues are to be derived from customs duties, the difference between a tariff for protection and a tariff for revenue must always be more imaginary than real. Now, while it is true that since 1862 the importations into the United States have been heavy, and the revenues from this source have, consequently, been large, it does not follow that the present tariff, in the proper meaning of the term, is a revenue tariff. It was intended and framed to protect certain interests in the United States, and it has done and is still doing this by preventing fair competition between home and foreign manufacturers, thereby increasing to consumers the cost of many articles of common and indispensable use. It is true also that this, to some extent, must be the effect of any system of raising revenue by custom duties; and free trade, desirable as it may be, is not likely to be adopted as long as large revenues are needed for the payment of the public debt and for defraying the expenses of the government.

Indirect taxation especially taxes upon imports, is undoubtedly the most expensive and demoralizing, if not the most unequal, mode of raising revenue that has ever been resorted to; and yet it is the most popular, because it is not inquisitorial and does not introduce the tax gatherer to the consumer, and it is felt only in the enhanced prices of the articles which are subject to it; the cause of such enhanced prices is not often considered. The policy of raising revenues by taxes upon imports is not, however, to be abandoned; and it will not be possible, even it were desirable, to frame laws which will yield such revenues as will be required from this source without giving home industry liberal protection.

Now, what I think the people should earnestly and persistently contend for is a tariff in which revenue should be the object and not the incident; that a commission fairly representing the different sections of the country be appointed by Congress to prepare a bill, the aim of which should be to raise the necessary revenues from the smallest number of articles, discarding the policy of protection, and which should be so clear in its provisions and language that common people could understand it. I suggest that such a bill should be prepared by a commission, because it seems to me to be the only means by which an intelligible, symmetrical, and consistent bill can be secured. As long as tariff bills are prepared by committees that do not command the confidence of the House in a sufficient degree to insure their passage through that body, without important alterations, and such bills are subject to still further alterations by the Senate, and receive their final touches from committees of conference, amid the haste and confusion distinguishing the closing hours of the session, we shall have inconsistent patchwork, difficult to understand, and fruitful of fraud and litigation, instead of symmetrical, consistent and intelligible laws. It is true that the work of a commission would be subject to the same ordeal as would the reports of the Ways and Means and Finance committees; but, as the commission would be selected for the single purpose of preparing a tariff, it would be more likely to fairly represent the different sections of the country than a committee. It would have more time for the preparation of a bill than a committee, and if composed, as it ought to be, of able and upright men—not partisans, nor the representatives of particular interests—I believe such a commission would prepare a bill that could be carried through both houses without change. It cannot be denied, I apprehend, that by the present tariff both the revenues and the people are badly cheated; that it is in regard to some articles prohibitory; that it increases the cost of many things, without yielding revenue enough therefrom to cover the expense of collection, thereby profiting home manufacturers to the amount of that increased cost, without benefiting the government; that, by its heavy duties upon some kinds of raw materials, it has rendered unprofitable and gradually destroyed industries that before the war were prosperous and profitable, and, finally, that it is difficult of interpretation and on some points inconsistent, thus opening the door to, if not inviting, fraud on the part of importers and giving opportunity for oppressive and dishonest practices to the officers of the customs.

Whether the protective principle be retained or not, there is no question that the present tariff should be subjected to a thorough revision, and I believe this will only be done in the manner in which it ought to be done—through the agency of a commission. The policy of protection should, in my judgment, be abandoned, because it favors, by direct legislation, particular interests; because it induces the manufacturer to rely upon the government in a contest with foreign competitors instead of cultivating skill, economy and a spirit of self-reliance, which are so important for success in all branches of business; because, as we cannot sell liberally unless we buy liberally, it diminishes the foreign demand for our agricultural and other products, and, consequently, lessens the price of them; because it is inconsistent with the spirit of the age, which demands that all unnecessary obstacles in the way of the freest exchange of products between nations should be removed, and, finally, because its end, if not its aim, is to enrich the few at the expense of the many. In its essential character a protective tariff is barbarism. Such a tariff may be defended for a time, like an irredeemable currency, on the ground of necessity, but not as a permanent national policy. I am not prepared to say that there have not been periods in the history of our manufactures when protection was necessary, in order that inducements might be offered to capitalists to engage in them and that labor might be properly educated; but such periods have passed by. Our manufacturing interests, long fostered by government, no longer need protection against foreign capital and skill. If they were not able in their infancy to stand alone they are able now; but even this they will not be required to do, as they will have the advantage over their foreign rivals of government duties for revenue and the cost of transportation afford. That this will be sufficient not only to enable them to continue business, if economically conducted, but to make handsome profits, there can be little doubt. If there be any kind of manufacturing in the United States that cannot live with such advantages as a judicious revenue tariff and the cost of transportation from distant countries give, it is very clear that it is unfitted

to the country or the habits of the people, and that it ought not to be encouraged. I have so high an opinion of the faculty for invention and aptitude in the use of machinery of my countrymen that I am satisfied there is no branch of manufactures suited to the country that has prospered under existing laws which would not continue to prosper even under a system of absolutely free trade.

It is very certain that under a wise tariff many new industries would come into existence, and others which have died out, or are languishing under existing laws, would be restored to life and quickened into prosperity. I have time to mention but one instance. Iron steam ships can even now be built about as cheaply in the United States as they can be in Europe. With a reduction of duties upon the materials which are used in their construction they could be built cheaper, so that the great shipyards for building iron ships, not only for the United States, but for other nations, would be found, at no distant day, on the Delaware instead of on the Clyde.

The great State of Pennsylvania, an empire of itself, clings to protection, as if her prosperity depended upon it; but she will never know how great her resources and power are, nor what her people are capable of accomplishing, until she ceases to look to the government to protect her interests and learn to rely upon herself. There is no more reason why she should ask the government to protect her iron manufacturers against foreign competitors than against the competition of Missouri, Virginia and Tennessee.

The plan that American labor must be protected against what is called the "pauper labor" of Europe is, if I may use the expression, "played out." Pauper labor in the factories and furnaces of Europe is a myth. Skilled labor is in as great demand, and is as costly, estimating the difference in the expense of living on the other side of the Atlantic, as on this. If it were not so the difference would be more than equalized by our superior machinery and our superior cleverness in the use of it. We have in the United States the best cotton mills in the world, with all the capital that is needed to run them, and we are producing better cotton than can be grown elsewhere. Is it possible that the cotton spinners of New England need protection against the cotton spinners of Great Britain?

We have iron literally cropping out of the earth—mountains of it, in fact—of the best quality, and coal for smelting and manufacturing it in its immediate neighborhood. In Great Britain iron is only found hundreds, if not thousands, of feet below the surface, a large portion of which has to be transported at great expense to the coal districts to be manufactured, and at still greater expense, when manufactured, to the markets of the United States. Do the iron makers of Tennessee, Missouri and Pennsylvania need to be protected against competition from England?

Coal—the producer of the great motive power of the world—coal, which is found in inexhaustible supply throughout this country, which is indispensable in manufacturing, and, in the older States, is used by almost every family for fuel, should coal be increased in price by a tariff which prevents the introduction of it from the Dominion of Canada?

Is it right that every family in the United States should pay an extra price for the salt it uses for the benefit of the few who are manufacturing it, and who can make it as cheaply as it can be made in any other country? These questions—and the number, can be largely increased—are not new, but they lose none of their interest because they have been frequently asked. The present is a good time for the people to ponder them. No protection laws were ever so ably defended as the corn laws of England.

No interest ever seemed to demand protection more than the agricultural interests of that country. It was thought proved, as clearly as figures and arguments could prove anything, that free trade in corn would be a death blow to the owners of landed property. What! abolish the sliding scale of import duties, and open the English ports to the cheap grain of the Continent and of the United States? The very suggestion of such a proposition by English reformers was regarded by land owners as evidence that the world was moving in the wrong direction, and that crack-brained theorists were aiming to control it.

Now, what has been the effect of the repeal of the English Corn laws? Low prices for lands? Neglect in their cultivation? Prostration of agricultural interests? The reverse are the facts. Land, instead of declining, advanced in value. The cultivation of it was at once improved, and the interest which it was said was to be prostrated by free trade in breadstuffs speedily became vastly more prosperous than ever. The English land owner, who should now advocate the re-enactment of the Corn laws, would be considered a fit subject to be handed over to the surgeon to be operated upon for the "simples." The same will be true in regard to the protection laws now in force in the United States. It will, at no distant day, be as difficult to find a protectionist in this country as it now is to find a land owner in England who would acknowledge that he ever favored the Corn laws.

The United States, with their rich soil, abounding resources and intelligent people, will prosper, no matter what laws may be upon their statute books; but they will never make the advance which they are capable of making in wealth, in morals and civilization until they have a sound currency and more extended, because freer, trade with foreign nations.

I have the honor to be, gentlemen, your obedient servant. HUGH M'CULLOCH.

To Messrs. L. B. HARRISON, EDWARD SARGENT, C. RUMELIN, JOHN A. GANO, JOHN H. OSBORNE and others, Cincinnati.

Galvinized Iron Works.

Recently a new branch of industry has been established in Camden, New Jersey, which already claims importance—that of manufacturing galvanized iron. Protecting iron forms against rust, as well as adding to its strength and appearance the galvanized or zinc-coated iron is desirable in the manufacture of numerous articles, useful and ornamental. This business is carried on largely by the Reynolds Iron Roofing Company, who have within a few months erected on Front street, above Market, Camden, the finest works of the kind in the United States. The factories are in two distinct buildings, the first a three-storied brick, seventy by ninety feet, used for the manufacture of galvanized iron cornices, window caps, dormer windows, brackets, sign blocks, finials, mouldings, modillions, window sills, door trimmings, urns, ballustrades, signs, chimney caps, &c., together with sheet metal ornamental work of any design, cast, stamped or spun. A large quantity of these articles have just been completed and ready for shipment to the Eastern and Southern markets, in which States the company are doing a heavy trade.

In this establishment has been introduced the latest and most improved machinery for this branch of business, which enables the proprietors to manufacture cornices from heavy No. 16 iron.

In connection with the manufacture of the foregoing, the same company, in a separate building, 35 by 75 feet in dimensions, make what is known as the "Reynolds Iron Roofing," the peculiarity of which is that it is constructed without the use of solder, and is not liable to breakage, the joint being formed so as to allow for expansion and contraction in each direction, yet perfectly tight against sleet, standing water or melting snow. These results are claimed to give this style of roofing superior advantage.

Several buildings are now in process of erection in Camden on which these trimmings and roofing are used—and, from the satisfaction generally expressed, the impression obtains that galvanized iron is destined soon to assume a high rank in building and ornamental architecture. The works in Camden are driven by a 75-horse power engine, and furnish employment to a large number of skilled workmen.

Railways in France.

In October, 1873, there were 11,806 miles of railroad completed in France, 1,122 in progress, and 5,344 projected—so that there must now be in the neighborhood of thirteen thousand miles. The following table will show the progress of railway building in France from 1854 to 1873:

Year.	Miles.	Year.	Miles.
1854	2,697	1864	8,076
1855	3,038	1865	8,405
1856	3,343	1866	8,917
1857	4,218	1867	9,301
1858	5,022	1868	9,715
1859	5,488	1869	10,067
1860	5,748	1870	10,192
1861	6,200	1871	10,312
1862	6,512	1872	10,540
1863	7,141	1873	11,806

The railroad system of France was commenced under Louis Napoleon. All the main and necessary lines were then constructed, but under the Republic the progress has been steady for the past three years. Generally speaking the French railroads pay a better dividend than those of any other country.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending September 5, at 426,898 tons, and for the coal year 12,151,129 tons against 13,474,820 tons to corresponding time last year, being a decrease of 1,323,691 tons. The bituminous tonnage for the week is 60,769 tons, and for the year 2,240,315 tons, against 2,047,277 tons to same time last year, giving a total of all kinds for the week of 487,667 tons, and for the year of 14,391,443 tons, against 15,522,097 tons to same time last year, being a decrease of 1,130,654 tons.

☞ The Manistee, Michigan, *Standard* says: "A mortgage has just been left with Mr. Charles Hurd, the Register of Deeds, of Manistee County, to be recorded, given by the Grand Rapids and Indiana Railroad Company to Messrs. Thomas D. Messler, Geo. B. Roberts, Jno. Edgar Thomson, and George W. Cass on 1,160,000 acres of land, to secure the payment of $8,000,000."

☞ At a meeting of the Atlantic and Lake Erie Railroad company, at Columbus, Ohio, on the 9th inst., Col. Jessie R. Shaughan was appointed Chief Engineer. Measures were also taken for the completion of the company's railroad line from Gilead Junction to Toledo, and from New Lexington to the Newark junction—the line from New Lexington southward being already in rapid process of construction.

☞ Mr. H. C. Fiske, of Buffalo, has been appointed General Manager of the Buffalo, New York and Philadelphia Railway Company. Mr. Fiske was at one time the Superintendent of the Buffalo division of the New York and Erie Railroad.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific:													
1867	38,169	51,831	69,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	435,048	568,270	556 080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394.176	488,332	633,758	768.720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	495,490	614,447	720 929	892,341	795,176	869,297	1,006,373	995,922	981,006	897.234	672,358	9,467,072
1872	592.223	571,836	875,763	949,668	1,380,928	1,138,273	1,272,510	1,271,628	1,254,689	1,285 567	1,299,900	1,037,992	12,734,729
1873	852,800	694,015	932,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,622	1,392,125	1,423,875	1,296,812	1,072,750	13,938,969
1874	848,556	794,000	867,666	1,132,000	1,369,000	1,390,000	1,258,000	1,301,000	.....	.....	.....	.....	.....
Chicago and Alton:													
1869	343,182	315,099	388,727	328,390	345,883	402,854	351.045	493,252	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	371.708	332,902	373.217	379,879	409,254	419,196	488,352	559,882	497.261	540,756	431,315	352,604	5,156 326
1873	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,100	473,186	551,122	435,945	407,688	2,811,544
1864	273,878	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6.114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,871	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,088	1,200,216	1,010,892	712,350	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140,145	845,708	13,355.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,838	1,037,964	773,494	12,203,409
1871	655,428	602,182	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008.277
1872	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12.272,065
1873	752,468	765,249	967,258	1,034,023	1,256,072	1,309,578	1,240,987	1,284,091	1,071,448	1,451,827	1,039,306	1,019,501	13,816,465
1874	993,490	903,021	1,039,986	1,074,725	1,272,293	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,096,966
1870	203,069	226,897	244,182	246,646	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	315.149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,022	372,974	361,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,442,625
1873	363,921	413.043	448,924	413.443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,443
1874	363,053	276,099	318,976	342,247	306,778	330,754	327,384	403,175	.....	.....	.....	.....	.....
Erie.													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417.211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525 243	1,643,464	1,743 752	1,704,374	1,392,615	18,694,096
1873	1,326 505	1 329,422	1,515.382	1,541,958	1,784,821	1,717,598	1,685,384	1,774,570	1,918,247	1,882,421	1,560,023	1,625,129	19,631,781
1874	1,462,650	1,273,775	1,418,223	1,565,550	1,687,772	1,577,945	1,443,283	.....	.....	.....	.....	.....	.....
Illinois Central:													
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	624.698	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,277	8,823,482
1870	623,383	661,789	601,326	555,087	684,589	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696 475	698,063	8,026,754
1873	602,241	597,429	660,759	553,912	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874	611,491	538,668	567,564	580,921	647,892	678,728	624,191	708,808	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	133,673	152.264	267,411	303,915	306.944	266,056	282,723	332,555	305,446	387,990	303,305	210,197	3,321 518
1872	189.606	191,738	300.783	322,575	341,843	322,359	329,838	357,302	349,468	449,418	314,513	223,240	3,993,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265,217	201,462	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,360	1,368,948	1,402,597	1,345.316	1,225,285	14,797,975
1872	1,339,389	1,294,710	1,498,408	1,528,250	1,479.945	1,323,476	1,225,708	1,459 360	1,635,691	1,764,788	1,558.424	1,483,480	17,591,629
1873	1,412,368	1,549,285	1,735,736	1,694,543	1,680,968	1,585,368	1,451,762	1,582,531	1,776,420	1,742,516	1,375,556	1,546,983	19,134,136
1874	1,519,249	1,305,132	1,371,545	1,593,827	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1871	130,883	126.224	140,740	115,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158.717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873	169,843	161,132	178,009	187,489	193,148	194,787	176,205	172,498	207,529	184,191	151,793	150,801	2,126,875
1874	171,028	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,609	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	406,283	363,187	326 891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,756	442,665	486,980	470,703	480,847	427,096	422,015	529,890	628,660	582,802	547,434	507,050	5,940,102
1872	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873	379,836	440,261	567,314	556,180	542,068	480,028	457,853	452,330	617,291	587,031	506,204	552,648	6 089,534
Milwaukee and St. Paul:													
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,782	1,040,102	801 195	496,564	7,250 669
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	893,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,140	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,986	387,565	426,223	474,183	580,432	594,769	488,348	565,729	811,961	950,945	702 838	513,787	6,957,771
1873	334 715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046.124
1874	664,400	657,500	576,620	742,050	964,800	886,900	749,200	704,300	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,650	236,108	3,438,939
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	388,103	299,552	3,630,696
1872	254,319	238,823	303,594	305,755	289,560	304,512	265,406	315,699	338,497	384,193	337,920	360,404	3,678,682
1873	227,897	261,346	344,682	321,047	301,521	272 600	267,734	325,093	382,093	353,168	308,632	206,100	.....
Philadelphia and Reading:													
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	814,493	593,986	617,058	569,697	1,139,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,501	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071 407	1,142,241	1,199,695	1,522,847	1,127,032	891,791	12,199,748
1873	742,641	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,643	1,446,247	1,647,475	1,486,091	1,324,348	.....	.....
St. Louis, Alton and Terre Haute:													
1869	132,623	127,817	175,950	171,868	157,398	154,153	144,164	188,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
1872	164,525	137,678	162,336	156,134	148,279	138,508	123,994	169,450	179,457	216,171	177,327	158,700	1,927,471
1873	144,209	159,454	177,514	170,218	164,300	165,200	151,532	165,610	178,302	200,646	132,892	132,752	1,942,689
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	128,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,583	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	176,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	153,254	229,260	208,140	230,300	195,480	179,261	206,190	205,500	186,645	160,800	122,657	2,223,647
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,533	434,209	450,203	420,998	322,270	389,439	4,013,208
1869	284,193	240,395	242,706	311,833	312,530	348,891	310,800	450.246	470.720	422,389	323,377	434,284	4,242,343
1870	257,664	298,645	295,270	318,699	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,309	439,515	553,994	552,079	558,817	600,205	531,080	516,935	5,736,666
1872	439,780	431,949	460 646	447,311	510,792	462,868	434,465	614,175	566,811	621,351	489,341	466,081	5,944.570
1873	370,290	405,110	471,301	446,527	470,598	541,191	483,399	642 209	593,504	538,251	414,928	482.767	5,864,076
1874	423,343	400,984	404,699	447,855	420,719	.....	.....	478,475	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	23,560	617,585	758,467	999,665	837,388	716,820	5,709,185
1870	528,529	500 139	589,238	706,606	802,586	748,450	643,058	664 061	728,521	719,698	570,168	505,053	7,654,094
1871	479,573	373,925	492,509	554,540	724,463	728,174	673,698	681,866	800,402	777,362	708,142	469,932	7,521,682
1872	278,936	534,115	565,861	741,863	880,442	835,459	742,382	789,567	863,754	980,706	915,727	757,851	8,882,606
1873	523,975	491,754	703,256	881,266	1,007,851	969,863	876,833	837,277	1,065,987	1,176,586	970,660	756,823	10,266,104
1874	620,715	607,990	687,026	834,954	910,065	902,881	850,142	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'73	9.50	114	40	Albany.....N.Y.	190,590	190,000	50,000		101,301	26,019	8	100	100	....
Sept. 30,'73	1.04	....	....	Albany st. Freight (B'ton).Mass.	48,709	75,000			7,229	894		100	100	....
Oct. 31,'73	25.00	440	78	Atlantic Avenue (Bklyn)..N. Y.	725,723	680,000	456,800	32,296	266,857	42,314		100	100	....
Sept. 30,'73	11.83	344	60	Avenue C (N. Y. City)...N. Y.	540,360	500,000	900,000	109,019	230,082	32,540		100	100	....
Dec. 31, '73	7.5	697	94	Baltimore City (Balt.).....Md.	1,038,458	1,000,000		98,000			3	25	25	19
Sept. 30,'73	22.01	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,801,673	900,000	694,000	46,850	257,704	37,697		100	100	....
Sept. 30,'73	4.63	....	....	Boston and Chelsea.....Mass.	110,000	110,000			8,800	7,789	7.7	100	100	....
Sept. 30,'73	1.25	....	....	Boston & West Roxbury. Mass.	56,133	41,000						100	100	....
Sept. 30,'73	13.88	264	60	Broadway (Brooklyn).....N.Y.	378,029	200,000	100,000	52,395	150,504	43,404	12	100	100	....
Sept. 30,'73	24.25	1098	135	B'dway & 7th Av.(N.Y.C.)N.Y.	3,847,159	2,100,000	1,500,000	200,000	920,158	264,449	6	100	100	....
Sept. 30,'73	7.00	....	32	Brooklyn, Bath & Coney I.N.Y.	245,048	180,000	80,000		65,206	30,566		100	100	....
Sept. 30,'73	81.50	1922	401	Brooklyn City.....N.Y.	2,424,800	2,000,000	300,000	90,000	1,496,294	306,196	14	100	100	....
Sept. 30,'73	18.50	242	68	Brooklyn City & Newtown.N.Y.	513,273	300,000	400,000	32,353	197,186	66,122		100	100	....
Sept. 30,'73	19.88	200	50	Brooklyn, Cross-Town.....N.Y.	663,517	300,000	300,000	40,765	167,843	27,229		100	100	....
Sept. 30,'73	17.64	382	83	Buffalo street.....N.Y.	528,984	100,000	421,119	86,276	324,269	137,407		100	100	....
Sept. 30,'73	11.13	142	26	Bushwick (Brooklyn) .....N.Y.	389,971	300,000	102,000	2,628	44,408			100	100	....
Sept. 30,'73	29.19	....	....	Cambridge (Boston) .....Mass.	800,500	800,500	150,000		73,486	73,486	9	100	100	102
Sept. 30,'73	1.70	22	4	Central City (Syracuse).....N.Y.	29,473	21,130	6,000		20,164	14,094	12	100	100	....
Sept. 30,'73	24.00	960	128	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,948,585	1,667,700	1,200,000	8,857	909,098	342,290		100	100	....
Oct. 31,'73	9.00	203	40	Citizens' (Pittsburg) .....Pa.	270,671	184,000			184,298	78,365	16	50	46	....
Oct. 31,'73	7.25	350	50	Citizens' (Phila.).....Pa.	212,320	192,750		1,000	300,145	95,884	17½	50	19½	....
Sept. 30,'73	20.40	240	24	Coney Island (Brooklyn)...N.Y.	698,806		369,000	39,924	221,891	51,196				....
Sept. 30,'73	10.70	960	127	Dry Dock, E.B.&B.(N.Y.C)N.Y.	2,090,847	1,200,000	1,000,000		1,275,623	640,633	8	100	100	....
Sept. 30,'73	3.50	12	3	Dunkirk and Fredonia.....N.Y.	43,609	35,100			4,111	4,111	8	100	100	....
Oct. 31,'73	1.62	14	4	Easton and S. Easton .....Pa.	25,962	29,562			10,946	3,320		25	16	....
Sept. 30,'73	9.50	1002	120	Eighth Avenue (N.Y.City)N.Y.	1,683,574	1,000,000	208,000	66,200	798,040	149,564	12	100	100	....
Oct. 31,'73	2.32	24	6	Erie City.....Pa.	36,997	19,807	20,000	2,341	13,287	2,184		50	42	....
Oct. 31,'73	5.50	60	23	Federal St. & Pl. Val. (Pbg.).Pa.	132,842	66,250	90,000		45,735	9,000		25	22	....
Oct. 31,'73	2 60	18	6	Fifth Ward (Syracuse).....N.Y.	44,766	29,335	10,000	2,150	13,699	1,673		100	100	....
Sept. 30,'73	10.26	491	68	42d st.& Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	236,000	29,301	586,757	293,048	9	100	100	....
Oct. 31,'73	17.04	389	56	Frankford & Southwark(Ph.)Pa.	844,171	498,200	290,500		412,325	91,138	10	50	50	57
Sept. 30,'73	4.00	28	5	Genesee & Water St.(Syr.)N.Y.	67,017	42,500	14,200		31,588	19,095	5	100	100	....
Oct. 31,'73	33.75	360	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000		405,614	97,884	6	50	31	....
Sept. 30,'73	7.75	182	37	Gr'd st. & Newtown (Bk'n)N.Y.	310,443	170,000	90,000	12,378	107,824	22,093		100	100	....
Sept. 30,'73	8.00	200	40	Gr'd St. Prosp. Pk.& Flatb.N.Y.	437,011	200,000	200,000	37,028	80,086	1,016		100	100	....
Oct. 31,'73	7.25	200	42	Green and Coates st. (Phila.).Pa.	244,441	150,000	100,000		180,268		4	50	30	50½
Oct. 31,'73	2.12	10	4	Harrisburg City.....Pa.	60,250	41,994	12,500	1,804	7,185			25	25	....
Sept. 30,'73	11.95	140	20	Harlm.Br.,Morr. & F'dham.N.Y.	287,302	29,100	135,000		89,000	18,391		100	100	....
Oct. 31,'73	11.00	378	60	Hest., Mant. & F'mount (Ph.)Pa.	388,486	299,423	100,000	27,000	292,610	71,442	9	50	50	19½
Sept. 30,'73	6.25	92	26	Jamaica,Woodh'n & Bklyn N.Y.	100,000	100,000			23,132	1,970		100	100	....
Sept. 30,'73	3.25	33	9	Kingston and Rondout.....N.Y.	83,285	75,000			24,792	5,161	5	100	100	....
Oct. 31,'73	5.01	117	20	Lombard and South st. (Ph.).Pa	170,402	105,000	62,500		99,104	35,905	10	25	12½	....
Sept. 30,'73	4.04	50	12	Lowell Horse.....Mass.	81,704	80,000		3,500	34,127	2,597		100	100	....
Sept. 30,'73	11.62	239	35	Lynn and Boston .....Mass.	277,581	200,500	50,000	43,697	164,270			100	100	....
Sept. 30,'73	3.60	....	....	Malden and Melrose (Btn). Mass.	60,246	165,500	75,000					100	100	....
Sept. 30,'73	3.46	....	....	Medford & Charlest. (Btn).Mass.	84,600	21,000	5,000		2,240	819		100	100	....
Sept. 30,'73	5.26	65	15	Merrimac Valley.....Mass.	63,000	50,000			34 845	656	4	100	100	....
Sept. 30,'73	46.29	1220	204	Metropolitan (Boston) ....Mass.	2,371,609	1,500,000		589,390	982,854	91,638	3	100	100	42
Sept. 30,'73	16.24	285	53	Middlesex (Boston).....Mass.	679,675	400,000	184,500	158,822	225,893	26,112		100	100	....
Sept. 30,'73	1.76	4	2	Mohawk and Ilion.....N. Y.	17,500	15,000			5,496	2,400	16	100	100	....
Sept. 30,'73	4 00	....	....	New York Elevated .....N.Y.	1,500,000	754,200		91,848	64,602			100	100	....
Sept. 30,'73	6.10	220	27	Ninth Avenue (N. Y. City)N.Y.	999,109	797,320	207,000	13,648	95,704	3,762		100	100	....
Sept. 30,'73	3.21	10	2	Northampton & Wmburg. Mass	50,000	50,000		6,499	5,832			100	100	....
Sept. 30,'73	10.88	126	30	North 2d St. & Middle Vil. N.Y.	200,765	184,500	25,000	45,457	65,641	570		100	100	....
Sept. 30,'73	2.74	7	2	North Woburn (Boston)...Mass.	35,310	20,800			1,924	1,879		100	100	....
Dec. 31,'73	11.71	191	42	Orange and Newark .....N.J.	1,038,756	290,300	700,000	123,556	210,171	15,965		100	100	....
Sept. 30,'73	14.40	142	37	Park Avenue (Brooklyn)..N.Y.	369,425	200,000	200,000	77,000	126,727	42,908		100	100	....
Oct. 31,'73	9.64	40	17	Peoples' street (Scranton)...Pa.	140,387	125,000			36,447	13,407	4	100	100	....
Oct. 31,'73	15.00	396	75	Philadelphia City (C.& W.).Pa.	454,397	225,000	200,000	39,397	347,282	118,632	10	50	50	66
Oct. 31,'73	6.00	60	16	Philadelphia and Darby.....Pa.	257,000	200,000					4	20	20	....
Oct. 31,'73	13.07	114	23	Philadelphia & Gray's Ferry.Pa.	299,127	200,175		6,500	124,472	38,750	10	50	25	29½
Oct. 31,'73	8.75	116	37	Pbg., Allegheny & Manchest.Pa.	161,752	200,000	48,000	336	149,066	54,721	10	50	50	....
Oct. 31,'73	6.60	100	19	Pittsburg and Birmingham..Pa	136,239	120,000	50,000	11,549	71,062	650		50	50	....
Oct. 31,'73	7.50	-72	15	Pbg, Oakland & E. Liberty...Pa.	125,449	130,000	50,000	22,636	42,949	6,359		50	50	....
Oct. 31,'73	4.50	85	19	Pittsburg and Ormsby.....Pa.	83,487	100,000	40,000	1,616	37,238			25	25	....
Sept. 30,'73	6.00	42	11	Poughkeepsie City.....N.Y.	121,706	72,250	26,000	28,500	21,539	1,801		100	100	....
Oct. 31,'73	13.50	254	40	Ridge Avenue (Ph.).....Pa.	414,512	336,000	85,000	4,772	244,658	65,485	3	50	28	46
Sept. 30,'73	12.00	120	27	Rochester and Brighton ...N.Y.	192,596	70,000	30,000	38,500	118,947	60,951	10	100	100	....
Sept. 30,'73	7.84	54	20	Salem street.....Mass.	203,735	150,000	35,900	1,800			6	100	100	....
Oct. 31,'73	3.47	....	....	Schuylkill River (Phila.) ....Pa.	47,455	50,000					10	50	50	....
Sept. 30,'73	21.00	1021	137	Second Avenue (N.Y. City)N.Y.	2,511,743	1,180,500	1,220,000	84,988	681,434	171,112	8	100	100	....
Oct. 31,'73	39.50	560	96	2d and 3d street (Phila.).....Pa.	706,255	621,576			544,545	69,873	10	50	31	65
Oct. 31,'73	6.75	246	42	17th and 19th street (Phila.).Pa.	186,894	160,000	100,000	10,306	152,406	36,467	4	50	16	....
Sept. 30,'73	8.38	324	102	Sixth Avenue (N.Y. City).N.Y.	2,181,960	750,000	415,000	80,000	938,434	143,950	10	100	100	....
Sept. 30,'73	4.03	....	....	Somerville horse (Boston).Mass.	98,000	98,000			5,880	5,880	7½	100	100	....
Sept. 30,'73	7.56	330	52	South Boston .....Mass.	450,000	450,000			289,209	31,089		100	100	65
Sept. 30,'73	6.50	80	21	South Brooklyn & Park....N.Y.	259,186	150,000	100,000	19,527	49,380	3,486		100	100	....
Sept. 30,'73	2.71	32	6	Springfield street.....Mass.	89,586	50,000		7,675	22,364	2,292		100	100	....
Sept. 30,'73	2.53	20	5	Stoneham street (Boston)..Mass	38,744	33,000			2,100	1,779	5	100	100	....
Sept. 30,'73	8.00	35	13	Staten Island Shore.....N.Y.	31,000	31,000			18,373			100	100	....
Sept. 30,'73	2.00	21	7	Syracuse and Geddes.....N.Y.	28,578	25,000	25,000		17,225	6,370	7	100	100	....
Sept. 30,'73	2.60	16	4	Syracuse and Onondaga ...N.Y.	50,150	37,000		10,000	13,748	3,955	1	100	100	....
Sept. 30,'73	4.32	40	8	Taunton street.....Mass.	53,414	40,000		7,500	23,671	5,257	10	100	100	....
Oct. 31, '73	7.25	350	50	10th & 11th st. (Citizens')...Pa.	212,320	192,750		1,000	300,145	95,884	17½	50	19½	82½
Sept. 30,'73	18.00	2112	267	Third Avenue (N. Y. City).N.Y.	3,757,365	2,000,000	2,000,000		2,140,826	549,310	5½	100	100	....
Oct. 31, '73	8.50	198	33	13th and 15th streets (Phila.).Pa.	227,326	334,529			155,697	37,581	12	50	16½	24
Sept. 30,'73	6.27	85	8	Troy and Albia.....N.Y.	74,537	44,700	35,100	707	21,051	3,902		100	100	....
Sept. 30,'73	11.88	226	51	Troy and Lansingburg.....N.Y.	328,387	250,000	96,000	9,352	170,056	19,859		100	100	....
Sept. 30,'73	5.00	76	19	23d street (N.Y. City).....N.Y.	702,757	600,000	250,000		98,931	31,365		100	100	....
Sept. 30,'73	....	731	97	Union street (Boston).....Mass.	472,035	355,500	17,500	132,108	478,742	13,944		100	100	....
Oct. 31, '73	30.00	687	118	Union (Phila.).....Pa.	1,032,514	400,000	500,000		682,502	77,201	26	50	20	....
Sept. 30,'73	29.60	507	89	Union (Providence).....Pa.	828,829	614,300	75,000	139,029	416,096	72,811	2	100	100	....
Sept. 30,'73	13.13	92	14	Utica, Clinton & Bingham..N.Y.	323,763	121,400	200,000		45,450	4,893		100	100	....
Sept. 30,'73	2.50	18	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	18,000		22,013	6,356	3½	100	100	....
Sept. 30,'73	3.11	12	3	Waltham and Newtown..Mass.	36.974	30,000		16,316	7,650	2,546	4	100	100	....
Sept. 30,'73	14.50	150	25	Watervliet (Albany) .....N.Y.	342,347	240,000	130,000		104,231	1,977		100	100	....
Oct. 31, '73	15.50	507	79	West Philadelphia.....Pa.	591,848	400,000	100,000		462,477	129,289	15	50	50	....
Dec. 31, '73	4.59	16	7	Wilkesbarre and Kingston..Pa.	94,833	100,000			23,551	8,984	4	50	50	....
Sept. 30,'73	3.38	....	....	Winnisimmet (Boston)... Mass.	62,142	50,400			2,802	2,335		100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal Payable.	Market Price
Albany:	$	pc			
1st Mortgage.....	59,000	7	J.& J.	1883	....
Atlantic (Bklyn) Ave.:					
1st Mortgage.....	115,000	7	A&O.	1881	....
2d Mortgage.....	100,000	7	A&O.	1884	....
3d Mortgage.....	166,000	7	J.& J.	1885	....
Avenue C:					
1st Mortgage.....	900,000	7	A&O.	1896	....
Bleecker St. & Fulton Ferry:					
1st Mortgage.....	694,000	7	J.& J.	1880	....
Broadway (Brooklyn):					
1st Mortgage.....	100,000	7	J.&D.	1882	....
Broadway and 7th Avenue:					
1st Mortgage.....1,	500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.:					
1st Mortgage.....	80,000	7	J.& J.	1890	....
Brooklyn City:					
1st Mortgage.....	300,000	7	J.& J.	1893	....
Brooklyn City & Newtown:					
1st Mortgage.....	400,000	7	J.&D.	1879	....
Brooklyn Cross-Town:					
1st Mortgage.....	300,000	7	J.& J.	1888	....
Buffalo Street:					
1st Mortgage.....	400,000	7	M&N	1893	....
Bushwick:					
1st Mortgage.....	102,000	7	J.& J.	1889	....
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J.& J.	1881	....
Central Park, N & E. River:					
1st Mortgage.....	550,000	7	F& A	1882	....
2d Mortgage.....	650,000	7	M&N	1890	....
Coney Island & Brooklyn:					
1st Mortgage.....	307,000	7	J.& J.	1887	....
D. Dock, E. Bdw. & Battery:					
1st Mortgage.....1,	000,000	7	J.&D.	1885	....
Eighth Avenue (N. Y.):					
1st Mortgage.....	203,000	7	J.& J.	1890	....
Empire:					
1st Mortgage.....guar.	150,000	7	J.& J.	1890	....
42d st.& Gr'd st. Ferry(N.Y.):					
1st Mortgage.....	236,000	7	A.&O	1875	....
Federal St. & Pleasant Val.:					
1st Mortgage.....	25,000	7	A&O.	1878	....
2d Mortgage.....	50,000	7	J.& J.	1881	....
Frankford and Southwark:					
1st Mortgage.....	155,500	7	J.& J	1877	....
2d Mortgage.....	100,000	7	M&N	1891	....
Germantown:					
1st Mortgage.....	250,000	7	J.&D.	1879	....
2d mortgage	100,000	7	.....	1884	....
Green and Coates street:					
1st Mortgage.....	109,000	7	J.& J.	1878	....
Grand St. & Newtown:					
1st Mortgage.....	90,000	7	A.&O	1887	....
Grand st. P. P. & Flatbush:					
1st Mortgage.....	200,000	7	J.& J.	1891	....
Harl. Br., Morris'a & Fordh.:					
1st Mortgage.....	135,000	7	J.& J.	1889	....
Hestonv., Mantua & Fairm.:					
3d Mortgage.....	125,000	7	J.&D.	1889	....
Lombard and South st.(Ph.):					
1st Mortgage.....	62,500	7	J.& J.	1883	....
Lynn and Boston:					
1st Mortgage.....	50,000	6	A&O.	1879	....
Malden and Melrose:					
1st Mortgage.....	75,000	6	A&O.	1885	....
Middlesex (Boston):					
1st Mortgage sinking fund	99,500	6	J.& J.	1884	....
2d Mortgage.....	60,000	6	A.&O	1880	....
3d Mortgage.....	25,000	7	M&N	1874	....
Ninth Avenue (N. Y.):					
1st Mortgage.....	207,000	7	J.& J.	1876	....
Orange and Newark:					
1st Mortgage.....	200,000	6	J.& J.	1881	....
2d Mortgage.....	500,000	7	J.& J.	1893	....
Park Avenue (Bkly):					
1st Mortgage.....	200,000	7	M&N	1888	....
Philadelphia City:					
1st Mortgage.....	200,000	7	J.& J.	1881	....
Second Avenue (N. Y.):					
1st Mortgage.....	350,000	7	J.&D.	1877	....
2d Mortgage.....	200,000	7	F.& A	1876	....
3d Mortgage.....	150,000	7	A.&O	1885	....
Conv. bonds.....	520,000	7	M&N	1888	....
17th and 19th street (Ph.):					
1st Mortgage.....	15,000	6	J.& J.	1873	....
2d Mortgage.....	60,000	6	A&O.	1878	....
Sixth Avenue (N. Y.):					
1st Mortgage.....	415,000	7	J.& J.	1890	....
South Brooklyn and Park:					
1st Mortgage.....	100,000	7	J.& J.	1892	....
Third Avenue (N. Y.):					
1st Mortgage.....2,	000,000	7	J.& J.	1890	....
Troy and Lansingburg:					
1st Mortgage.....	96,000	7	J.& J.	1918	....
Union (Phila.):					
1st Mortgage.....	300,000	6	J.& J.	1895	....
2d Mortgage.....	300,000	7	J.& J.	1881	....
Union (Prov. R. I.):					
1st Mortgage.....	75,000	6	J.& J.	1892	....
Utica, Clinton & Bingham.:					
1st Mortgage.....	200,000	7	J.&D.	1889	....
Watervliet:					
1st Mortgage.....	130,000	7	A&O.	1887	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,280,000	J. & J.	July '74 3½
Allegheny Valley.....50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '73 4
Atlantic and Gulf.....100	3,693,200	— & —	.....
" " guar.100	786,476	M. & N.	Nov. '73 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Sept.'73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Genesee & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '74 5
Washington Br.....100	1,050,000	A. & O.	Apl. '74 5
Parkersburg Br. pref...50	5,680,685	— & —	.....
Berkshire*.....100	600,000	J. A J. & O	July '74 1½
Blossburg & Corning.*...50	250,000	J. & D.	Dec. '72 2½
Boston and Albany.....100	19,664,100	M. & N	May '74 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & D	June'74 3
Bost., Conc. & Mont.* pref100	800,000	M. & N.	May '74 3
Boston and Lowell.....500	2,852,900	J. & J.	July '74 3½
Boston and Maine.....100	6,816,807	M. & N.	May '74 4
Boston and Providence..100	3,950,000	M. & N.	May '74 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A.	Feb. '74 3½
Burlington and Mo. Riv.100	5,636,000	M. & S.	Sept.'74 5
" " prof.100	1,485,900	M. & S.	Sept. '74 5
Camden and Amboy*...100	5,847,800	J.A. J.O.	July '74 2½
Camden and Atlantic....50	379,020	— & —	.....
" " pref.50	752,700	— & —	Nov.'73 3½
Cape Cod.....60	1,020,330	J. & J.	Jan.'72 $2½
Cape May and Millville*.50	447,000	J & D.	Novemb.
Catasauqua & Fogelsv..50	428,900	Novemb.	Nov.'71 6
Catawissa*.....50	1,159,500	— & —	.....
" pref.....50	2,200,000	M. & N.	May '74 3½
Cayuga and Susq.*.....50	589,110	J. & J.	July '74 5
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	May '74 1½
" " pref.100	769,600	F. & A	Aug. '74 3½
Central of Georgia.....100	4,666,800	J & J.	July '73 5
Central of New Jersey.100	20,000,000	J. A J O.	July '74 2½
Central Ohio*.....50	2,425,000	J & D	June '74 3
" pref.....50	400,000	J. & D.	June '74 3
Central Pacific.....100	54,275,500	.....	.....
Chemung*.....100	380,000	J.A.J&O	Oct. '72 1½
Cheshire, preferred.....100	2 100,000	J. & J.	July '74 2
Chicago and Alton.....100	8,929,900	M. & S.	Sept. '74 5
" pref...100	2,425,400	M. & S.	Sept. '74 5
Chicago, Burl. & Quincy.100	19,897,000	M. & S.	Sept. '74 5
Chicago, Iowa & Nebras*100	3,916 300	J. & J.	July '74 4
Chicago & N. Western..100	14,993,060	J. & D.	Dec. '72 3½
" pref.100	21,454,113	J. & J.	July '75 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O	Apl. '74 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O	Apl. '73 4
Cin., Sand. and Clev.*.....50	2,980,550	— & —	Apl. '72 10s
" pref.....50	429,046	M. & N	May '74 2
Clev., Col., Cin. & Ind...100	14,991,275	F. & A	Aug. '74 4
Cleveland & Mahoning*.50	2,057,589	M. & N.	May '74 3½
Cleveland & Pittsburg*.50	11,236,150	F.M.A.N	Aug. '74 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*.....50	1,786,800	M.J.S.D.	June '74 2
Colum. & Hocking Val..100	2,500,000	F. & A	Feb. '74 5
Concord.....50	1,500,000	M. & N	May '74 5
Concord and Ports.*.....100	350,000	J. & J.	July '74 3½
Conn. & Passum p riv..1 0	2,100,000	F. & A.	Aug. '74 3
Connecticut River.....100	1,950,000	J. & J.	July '74 5
Cumberland Valley.....100	1,494,250	A. & O.	Apl. '74 4
Danbury and Norwalk...50	600,000	M. & N	Nov '73 5
Delaware*.....50	1,230,941	J. & J.	July '74 3
Del., Lackaw. & Westn.50	18,868,850	J.A.J. O.	July '74 2½
Detroit & Milwaukee*..50	822,140	— & —	.....
" pref.50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	A. & O.	Oct. '74 2
East Pennsylvania*.....50	1,309,200	J. & J.	July '74 3
East Mahanoy*.....50	392,950	J. & J.	July '74 3
Eastern (Mass.).....100	4,262,600	J. & J.	July '73 3
Eastern (N. H.).....100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*.100	800,000	F. & A.	Feb. '74 2½
Elmira & Williamsport*.50	500,000	M. & N.	May '74 2½
" " pref.50	500,000	J. & J.	July '74 3½
Erie Railway.....100	78,000,000	.....	Oct. '73 1
" pref.....100	8,536,916	.....	Oct. '73 3½
Erie and Pittsburg*.....50	1,000,250	M.J.S.D.	Mar. '74 1½
Fitchburg.....100	4,000,000	J. & J.	July '74 4
Georgia.....100	4,156,000	J. & J.	Apl. '74 4
Grand River Val.* guar.100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.)...100	19,237,404	A. & O.	Apl. '74 1½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug.'70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.)..50	116,850	M. & N	May '74 5
Harlem Extension.....100	4,000,000	— & —	.....
Harrisburg & Lancaster*.50	1,182,500	J. & J.	July '74 3½
Housatonic, pref.....100	1,180,000	J. & J.	July '74 4
Huntingdon & B'd Top.50	880,000	— & —	.....
" pref.50	450,750	J. & J.	July '68 2½
Illinois Central.....100	25,280,510	F. & A.	Aug. '74 4
Indianapolis, Cin. & Laf..50	7,885,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	J. & J.	July '74 2
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	July '74 1½
Joliet & North. Indiana*100	300,000	J. & J.	July '74 4
Lake Shore & Mich. So..100	49,466,500	F. & A.	Aug.'73 4
" " (guar.)100	533,500	F. & A.	Feb. '74 5
Lawrence*.....50	280,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna..50	3,739,800	M & N.	May '67 5
Lehigh Valley.....50	21,916,850	J.A. J.O.	July '74 2½
Little Miami*.....50	3,871,450	J.A. J.O.	Apl. '74 2
Little Schuylkill*.....50	3,246,100	J. & J.	July '74 3½
Long Island.....50	3,000,000	M. & S.	May'73 10s
Louisv., Cin. and Lex...50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '74 4½
Louisville & Nashville...100	8,980,600	F. & A.	Feb. '74 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 5
Lowell and Lawrence...100	200,000	A. & O.	Apl. '74 3
Lykens Valley.....20	600,000	F.M.AN	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	May '74 5
Marietta & Cincinnati...50	1,372,891	— & —	.....
" " 1st pref.50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref.50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '74 3
Memphis & Charleston*.25	5,312,725	J. & D.	Jan. '69 3
Michigan Central.....100	18,738,204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*.50	323,375	J. & J.	July '74 5
Milwaukee and St. Paul..100	15,399,261	J. & J	Dec. '70 7s
" " pref.....100	12 274,483	F. & A	Aug'74 3½
M. Hill & Schuyl. Hav.*.50	3,856,450	J. & J.	July '74 3½
Morris and Essex*.....50	14,008,100	J. & J.	July '74 3½
Nashua and Lowell.....100	800.000	M. & N.	May '74 5
Naugatuck.....100	1,881 900	F. & A.	Aug. '74 6½
Nesquehoning Valley*....50	1,000,000	M. & S.	Sept.'74 5
Newark and N. York*...100	977,400	J. & J.	Jan. '74 3½
N. Bedford.....100	1,678,500	M. & N.	May '74 4
N. Castle & Beaver Val.* 50	1,500,000	J. A. J.O.	Apl. '74 2½
N. Haven & Northamp...100	695,000	J. A. J.O.	Sept.'72 3
New Jersey*.....100	7,295,200	J.A. J.O.	July '74 2½
New London Northern*100	1,418,800	J. & J.	July '74 4
N.Y. Cen. & Hudson R...100	89,428,330	A. & O.	Oct. '74 4
New York and Harlem...100	8,500,000	J. & J.	July '74 4
" " pref.100	1,500,000	J. & J.	July '74 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	July '74 6
N. Y., Provid. & Boston.100	2,000,000	J.A. J.O.	July '74 2½
Nisg. Bridge & Canand*100	1,000,000	J. & J.	July '74 3
North Carolina*.....100	4,600,000	irregular.	Jan. '74 3
N. Eastern (N.C.) pref...100	111,000	M. & N.	May '67 4
North Pennsylvania.....50	3 473,500	January.	Jan. '74 5s
Northern Central.....50	5,842,000	M. & N.	July '74 3½
Northern N. Hampsh...100	3,068,400	J. & D.	June '74 4
Northern New Jersey*...100	1,000,000	J. & J.	July '74 4
Norwich & Worcester*.100	2,823,400	J. & J.	July '74 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	July '74 3
" " pref.100	2,000,000	A. & O.	Apl. '74 4
Ohio and Mississippi.....100	19,995,847	J. A. J.O.	.....
" " pref.100	4,024,474	J. & D.	Dec'72 3½s
Oil Cr. & Allegheny R....50	4,259,450	J.A. J.O.	Jan. '74 3
Old Colony & Newport..100	6,297,900	J. & J.	July '74 3½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '74 4
Pacific of Missouri.....100	3,635,750	J.A. J.O.	July '74 1½
Panama.....100	7,000,000	J.A. J.O.	July '74 3
Paterson and Hudson*..100	630,000	J & J.	July '74 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	Jan. '74 4
Pember. & Hightstown*.50	342,150	J. & J.	Jan. '74 3
Pennsylvania.....50	68,144,475	M. & N.	May '74 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '74 4
Philadelphia and Erie*..50	6,004,300	J. & J.	.....
" " pref.50	2,400,000	J. & J.	July '74 4
Phil., Ger. & Norristwn*.50	1,626,250	M.J.S.D.	Sept.'74 3
Philadelphia & Reading.50	32,684,375	J. A. J.O.	July '74 2½
" " pref.50	1,551,800	J.A. J.O.	July '74 2½
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	July '74 1½
Phila., Wil. & Balt.....50	11,485,750	J. & J.	July '74 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Apl. '74 1½
" Special Imp.100	2,000 000	J.A. J.O.	Apl. '74 1½
Pittsfield & N. Adams..100	460,000	J. & J.	July '74 3
Portland and Kennebec.100	616,700	J. & J.	July '74 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '72 3
Portsl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces...100	2,000,000	J. & J.	July '74 6
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '74 4
Roch. & Genesse Val.*.110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '74 3½
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Aug'74 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " pref.100	2,040,000	July.	July '74 3
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '74 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" pref.100	12,000,000	.....	Nov. '72 3
Saratoga and Schenec.*..100	300,000	A. & O.	Apl. '74 5½
Schuylkill Valley*.....50	576,050	J. & J.	July '74 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.*.50	869,450	F. & A.	Feb. '74 3
Shore Line*.....100	995,800	J. & J.	July '74 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina.....100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '73 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	443,700	J. & J.	July '74 5½
Stony Brook*.....100	267,300	M. & N.	May '72 3
Summit Branch*.....50	2,502,250	F. & A.	Feb. '74 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,189	— & —	Dec. '73 3
Taunton Branch.....100	500,000	J. & J.	Jan. '74 5
Terre Haute & Indiana.100	1,988,150	F. & A.	Aug. '74 5
Tol., Peo. & War. 1st pref..100	1,777,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '74 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '73 3
Vermont and Mass.....100	$3,800,000	A. & O.	Apl. '74 1
Warren (N. J.).....100	1,800,000	J. & D.	Dec.'73 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,559,750	F. & A.	Feb. '74 4
Winchester & Potomac*100	180,000	J. & J.	July '74 3
Winchester & Strasburg*100	500,000	J. & J.	July '74 3½
Worcester and Nashua..75	1,400,555	J. & J.	July '74 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	..... 2½
Baltimore City.....100	800.000	— & —	Jan. '74 3
Bleecker st. & F Fy.(NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl. '74 4
Broadway (Brooklyn)....100	200,000	J. A. J.O.	Apl. '73 5
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jan.'70
Brooklyn City.....100	1,500,000	F.M.A.N	May '74 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Apl. '74 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	500,000	J. & J.	July '74 9
Citizens' (Phg.).....50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..100	800,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Feb. '74 2
Eighth Avenue (N.Y.)....100	1,000.000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark..100	200,000	— & —	 3
42nd St. & G. St. Ferry....100	748,000	J. & J.	July '74 3½
Frankf. & Southw. (Ph.) 50	491,750	J. & J.	July '74 5
Germantown (Ph.).....50	1,(00,000	J. & J.	July '74 3
Girard College (Ph.).....50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '74 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	July '74 1½
Lomb. & South Sts. (Ph.) 25	105,000	A. & O	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	M. & N.	July '74 3½
Middlesex (Boston).....100	400,000	A. & O.	Apl. '73 4
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City.....50	750,000	J. & J.	July '74 5
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '74 2½
Phg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	Oct. '73 2
Second & Third St. (Ph.) 50	962,100	J. & J.	July '74 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '74 2
Sixth Avenue (N. Y.).....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.)..50	1,000,000	J. & J.	July '74 1½
Somerville (Boston).....100	75,000	M. & N.	May '74 3
South Boston.....50	400,000	J.A. J.O.	July '74 2½
Union (Boston).....100	200,000	.....	July '72 7½
Union (Phila.).....50	400,000	J. & J.	July '74 8
West Philadelphia.....50	400,000	J. & J.	July '74 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'73 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division.....50	1,633,350	F. & A.	Aug.'74 4
Delaware and Hudson....100	15 000,000	F. & A.	Aug. '74 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	July '74 2½
Erie of Pennsylvania.....50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	9 390,350	J.S.D.M.	Sept. '74 2
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania.....50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	July'74 30s
" " (pref.) 50	2,888,977	F. & A.	July'74 60s
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union.....50	2,907,850	— & —	.....
" preferred.....50		— & —	.....
W. Branch and Susq.....50	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Sept.'74 2
American Coal.....25	1,500,000	M. & S.	Mar. '74 4
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal.....50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	.....
Butler Coal.....25	500,000	J. & D.	Dec'69 35c
Canton.....16¼	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal.....100	4,400,000	J. & D.	Dec. '70 5
Mariposa Gold.....100	2,836,600	— & —	.....
" pref.....100	3,698,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamship..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal.....50	4,000,000	F.M.A.N	May '74 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	May '74 3
Quicksilver, common....100	5,700,000	— & —	.....
" preferred....100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	July '74 5
Spruce Hill Coal.....10	1,000,000	— & —	.....
United States Express....100	6,000,000	F.M.A.N	Aug. '74 2
United States Trust.....100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '74 4
West. Union Telegraph..100	35,000,000	J.A. J.O.	Oct. '74 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 8
Wyoming Valley Coal ..50	1,360,000	F. & A	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities, Sept. 1, 1874.					
Loan of June 14, 1858 ..... registered	$260,000	5	Jan. & July.	1874	....
Loan of February 8, 1861 ..... registered	13,783,000	6	Jan. & July.	1880	117¼
.. .. coupon	4,632,000	6	" "	1880	118¼
Oregon War Bonds of March 2, 1861 ... coupon	945 000	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861 .... registered	125,806,750	6	Jan. & July	1881	117¾
.. .. coupon	63,514,600	6	" "	1881	118¼
Loan of Feb. 25, 1862 (5-20s) ..... registered	16,572,600	6	May & Nov.	1882	112¾
.. .. (5-20s) ..... coupon	150,687,100	6	" "	1882	112¼
Loan of March 3, 1863 ..... registered	53,636,700	6	Jan. & July.	1881	117¾
.. .. coupon	21,363,300	6	" "	1881	118¼
Loan of March 3, 1864 (5-20s) ..... registered	946,600	6	May & Nov.	1884	114¼
Loan of June 30, 1864 (5-20s) ..... registered	25,027,250	6	" "	1884	114¾
.. .. (5-20s) ..... coupon	33,018,950	6	" "	1884	115¼
Loan of March 3, 1865 (5-20s) ..... registered	33,732,200	6	May & Nov.	1885	115¾
.. .. (5-20s) ..... coupon	118,802,150	6	" "	1885	116¼
.. .. 2d series (5-20s) ..... registered	56,943,700	6	Jan. & July.	1885	114¼
.. .. (5-20s) ..... coupon	145,719,400	6	" "	1885	116¼
.. .. 3d series (5-20s) ..... registered	87,891,250	6	Jan. & July.	1887	116¾
.. .. (5-20s) ..... coupon	222,731,500	6	" "	1887	117¼
.. .. 4th series (5-20s) ..... registered	13,951,000	6	Jan. & July.	1888	116¾
.. .. (5-20s) ..... coupon	23,523,000	6	" "	1888	117
Loan of March 3, 1864, (10-40s) ..... registered	141,229,350	5	Mar. & Sept.	1904	110¾
.. .. (10-40s) ..... coupon	53,337,950	5	" "	1904	111¼
Consols of July 14, '70 & Jan. 20, '71 .registered	179,302,900	5	F. M. A. & N.	1881	112¾
coupon	136,895,000	5	" "	1881	112¾
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. .. coupon	.....	4	" "	1901	....
Debt matured and without interest ..... (var.)	515,705,573	...	.....	Due.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14,000,000	6	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,623,512	6	Jan. & July.	'95-'99	117¼
United States Notes	382,076,697	nil.	.....	.....	...
Fractional Currency	45,797,675	"	.....	.....	....
State Securities, latest dates.					
Alabama—($11,258,836):					
.. Bonds (old and extended), 1866 and '72 ...	3,230,800	5	May & Nov.	'66-'92	....
.. Bonds (new), 1866, '68 '72 and '73	2,477,700	8	Jan. & July.	'86-'93	....
.. State Bonds for Railroads	2,300,200	8	" "	'80-'91	....
.. Railroad endorsements	16,386,000	8	" "	'90-'91	....
Arkansas—($10,685,000):					
.. Funded Bonds, ($4,400,000) 1869 and 70.	2,850,000	6	Jan. & July.	'99-'00	....
.. Levee Bonds, 1871	2,200,000	7	" "	1891	....
.. Deficiency Bonds, 1872	300,000	7	" "	1882	....
.. Railroad Aid Bonds 1869 to '73	5,350,000	7	April & Oct.	'99-'00	....
California—($3,796,500):					
.. Civil Bonds 1857 and '60	1,689,000	7	Jan. & July.	'77-'80	111
.. Relief Fund Bonds, 1863	110,000	7	" "	'83-'85	....
.. State Capitol Bonds, 1871 and '7	500,000	7	" "	'91-'92	....
.. Funded Debt of 1873	1,497,500	6	" "	1893	....
Connecticut—($5,095,900):					
.. War Loan, (10-30 yrs) of July 1, 1861 ...	532,800	6	Jan. & July.	1881	103¼
.. War Loan, (20 yrs) of Jan. 1863 and '64.	2,232,500	6	" "	'83-'84	....
.. War Loan, (10-30 yrs) of Oct. 1, 1864	589,500	6	April & Oct.	1894	....
.. War Loan, (20 yrs) tax free, of Oct. 1, '64	1,741,100	6	" "	1885	....
Delaware—($1,231,000):					
.. State War Debt	879,000	6	Jan. & July.	1885	....
.. Railroad Aid (J. and Breakwater R. R..	352,000	6	" "	1885	....
District of Columbia—($4,790,000):					
.. Improvement (gold) bonds	4,000,000	6	Jan. & July.	1902	....
.. Improvement (cur.) bonds	790,000	7	" "	1902	....
Florida—($6,645,763):					
.. Bonds of 1871, and 1873	957,000	7	Jan. & July.	var.	....
.. Railroad Loan (gold) of 1870	4,000,000	8	" "	1890	....
.. Consolidated (gold) Bonds of 1873	1,000,000	6	" "	1903	....
Georgia—($14,871,084):					
.. Bonds for Western & Atlantic R. R	784,700	6	May & Nov.	1874	79
.. Bonds for Western & Atlantic R. R	172,500	7	" "	1874	....
.. Bonds for Atlantic and Gulf R. R	800,000	6	Feb. & Aug	'78-'86	....
.. Bonds of March 12, 1866	3,900,000	7	Jan. & July.	1886	90
.. Bonds (gold) of Sept. 1870	2,068,000	7	April & Oct.	1890	....
.. Bonds of Feb. 19, 1873	1,200,000	8	" "	'75-'86	....
.. Railroad endorsements	7,923,000	var	Various.	var.	....
Illinois—($2,080,150):					
.. New Internal Improvement Bonds, 1847	902,445	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	320,000	6	" "	'77-'78	....
.. War Loan Bonds, 1861	367,000	6	" "	1880	....
.. Chicago Relief Bonds 1871	250,000	6	" "	1881	....
Indiana—($4,898,815):					
.. War Loan Bonds, of 1863	139,000	6	May & Nov.	1866	....
.. Temporary Loan Bonds, 1873	710,000	7	Jan. & July.	'75-'76	....
Iowa—($543,056):					
.. War and Defense Fund Bonds, 1861	300,000	7	Jan. & July.	.....	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864	101,175	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869	1,235,500	7	" "	'76-'89	....
Louisiana—($22,306,800):					
.. State Bonds, to R. R. Companies	2,436,000	6	Various.	'70-'06	....
.. Relief (Treasury) Bonds 1853	5,750,000	6	May & Nov.	'86-'07	....
.. Levee Bonds 1865	1,000,000	8	Various.	1886	....
.. Levee Bonds, 1867	4,000,000	6	May & Nov.	1907	....
.. Past due coupons 1866	978,800	6	Jan. & July.	'86-'97	....
.. Levee Bonds, 1870	2,960,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	2,950,000	6	May & Nov.	1910	....
.. State Penitentiary Bonds, 1869	500,000	7	Mar. & Sept.	1899	....
.. Bonds for Railroad stocks (var.)	2,436 000	6	Various.	'67-'11	....
.. Bonds for Railroads (var.)	5,202,000	8	Various.	'99-'10	....
.. Miss. & Mex. Gulf Ship Canal Bonds	480,000	7.8	Mar. & Sept.	1889	....
Michigan—($1,622,134):					
.. Sault Ste Marie Canal Bonds	61,000	6	Jan. & July.	1879	102
.. Renewal Loan Bonds, 1858	105.000	6	" "	1878	....
.. Two Million Loan, 1863	1,032,000	6	" "	'73-'83	....
.. War Bounty Bonds, 1865	366,000	7	May & Nov.	1890	....
Maine—($7,138,400):					
.. Civil Loan Bonds, 1856-'61	222,000	6	Various.	'74-'78	....
.. War and Bounty Bonds, 1863 and '64 ...	3,832,500	6	Various.	'80-'89	....
.. War (Municipal Equalization)	3,083,900	6	April & Oct.	1889	....
Maryland—$10,741,215):					
.. Bonds to R. R. and Canals	5,709,639	5	J. A. J. & O.	1890	80
.. Bonds to R. R. and Canals	828,222	6	" "	1890	100
.. Bonds to Balt. & Susq. R. R	269,000	3	" "	1890	....
.. Defense and Bounty Bonds	3,072,083	6	Jan. & July.	1883	107
.. State Loans, 1870 and 1872	799,056	6	" "	'85-'87	....
Massachusetts—($28,477,804):					
.. State (public works) scrip	750,000	5	Various.	'74-'80	....
.. Union Fund Loan, 1861	2,758,000	6	Jan. & July.	'74-'76	109¼
.. Union Fund Loan, 1862	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863	888,000	5	" "	1883	....
.. Bounty Loan Bonds, 1863 and 1864	8,578,244	5	May & Nov.	'83-'94	101¼
.. War Loan (currency)	999,944	5	Mar. & Sept.	1888	....
.. Railroad and Tunnel Bonds	10,305,532	5	April & Oct.	'88-'93	....
.. Norwich and Worcester R. R. Bonds ..	400,000	6	Jan. & July.	1877	....
.. B., H. & Erie R. R. Bonds	3,599,024	5	" "	1900	....
Minnesota—($250,000):					
.. State Buildings Loan 1867 and 1869	250,000	7	Jan. & July.	'77-'79	....
Missouri—($18,747,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	....
.. State (funding) Bonds, 1867-68	2,727,000	6	" "	'87-'88	92¾
.. Railroad Loan Bonds, 1854-'66	12,801,000	6	" "	'74-'86	94
.. Railroad Bonds, guaranteed 1856-'66 ..	1,589,000	7	" "	'76-'91	97¾
.. State Institutions Loans	1,301,000	6	" "	var.	....
New Hampshire—($3,914,165):					
.. War Loan Bonds, of 1861	614,000	6	Jan. & July.	'69-'78	....
.. War Loan Bonds, of 1864	600,000	6	Mar. & Sept.	'84-'89	101¼
.. War Loan Bonds, of 1866	494,500	6	April & Oct.	'73-'74	....
New Jersey—($2,696,300):					
.. War Loan Bonds, 1861-'64, tax free	2,690,000	6	Jan. & July.	'74-'92	....
New York—($36,530,406):					
.. State Stock of 1827 and 1832	561,500	5	J. A. J. & O.	pleas.	....
.. State (Deficiency) Stock of 1838	900,000	5	" "	1875	109¼
.. State (Deficiency) Stock of 1838	800,000	6	" "	1878	....
.. State (Deficiency) Stock of 1838	348,107	5	" "	pleas.	....
.. State (Deficiency) Stock of 1838	1,189,781	6	" "	pleas.	....
.. Canal Stock	1,106,420	5	" "	1874	....
.. Canal Stock	111,200	4	" "	'72-'73	....
.. Canal Stock	10,135,260	6	" "	'74-'77	....
.. Bounty Loan registered	19,861,000	7	Jan. & July.	1877	107
.. Bounty Loan coupon	1,300,000	7	" "	1877	107¼
North Carolina—($29,547,045):					
.. Old or Ante-War Debt	4,738,800	6	Jan. & July.	'72-'92	19
.. Old or Ante-War Debt	3,639,400	6	April & Oct.	'72-'92	....
.. Bonds issued since the war	3,009,045	6	Jan. & July.	'92-'98	....
.. Bonds issued since the war	1,859,000	6	April & Oct.	'92-'98	....
.. Bonds issued for funding	2,417,400	6	Jan. & July.	'78-'00	14¼
.. Bonds issued for funding	1,721,400	6	April & Oct.	'78-'00	....
.. Special Tax Bonds	11,407,000	6	" "	'98-'99	5
Ohio—($8,211,062):					
.. Loan of 1860, sinking fund	147,180	6	Jan. & July.	1870	....
.. Loan of 1850, sinking fund	1,585,900	6	" "	1875	....
.. Loan of 1860, sinking fund	4,074,817	6	" "	1881	103
.. Loan of 1856, sinking fund	2,400,000	6	" "	1886	....
Oregon—($290,477):					
.. Bounty and Relief Bonds	90,477	7	Jan. & July.	'74-'84	....
.. Willamette Canal Bonds	200,000	7	" "	1890	....
Pennsylvania—($24,999,785):					
.. Inclined Plane Loan, of 1849	400,000	6	April & Oct.	1879	....
.. Loan of April 1852, reg. and coup	483,000	5	Jan. & July.	1882	....
.. Loan of May 1852, reg. and coup	2,637,500	5	Feb. & Aug.	1877	....
.. Loan of April 1853, coupon	238,000	5	" "	1878	....
.. Loan of April 1861, registered	35,000	6	" "	1878	....
.. Loan of Feb. 1867, reg. and coup	907,200	6	" "	'74-'87	....
.. Loan of Feb. 1867, reg. and coup	18,798,950	6	" "	'74-'87	....
.. Chambersburg certificates, registered ...	83,032	6	June & Dec.	1876	....
.. Loans of April 1872	500,000	6	April & Oct.	1876	....
Rhode Island—($2,638,500):					
.. War Bonds of 1862	1,019,000	6	Mar. & Sept.	1882	....
.. .. of 1863	205,000	6	April & Oct.	1883	....
.. .. of 1863	668,000	6	Jan. & July.	1893	....
.. .. of 1864	746,000	6	Feb. & Aug.	1894	....
South Carolina—($20,650,235):					
.. State House, Stock and Bonds '56-'63 ...	963,488	6	Jan. & July.	pleas.	....
.. Fire Loan Stock of 1838	205,344	6	J. A. J. & O.	1870	....
.. Funding Stocks 1866 and 1869	143,114	6	Jan. & July.	77-'90	....
.. Fire Loan Bonds of 1838	481,944	5	" "	1868	....
.. New State House Bonds 1853-'66	298,000	6	" "	'71-'86	....
.. Blue Ridge R. R. Bonds 1854	966,000	6	" "	'74-'78	....
.. Funding Bonds, 1868	930,000	6	" "	87-'97	....
.. .. 1869	1,681,000	6	April & Oct.	1888	....
.. .. 1869	1,189,400	6	Jan. & July.	1883	19
.. .. 1869	2,030,000	7	" "	1888	....
.. Conversion Bonds 1869	7,666,500	6	" "	1888	....
.. .. .. 1870	343,000	6	April & Oct.	1889	....
.. Railroad Aid Bonds	4,797,608	6	Various.	'69-'89	....
Tennessee—($20,966,382):					
.. Railroad, &c., Bonds	15,767,922	6	Jan. & July.	92-'00	77
.. State Bonds (direct)	4,819,544	6	April & Oct.	69-'99	....
.. State Endorsements	2,197,000	6	Jan. & July.	1900	....
.. Funded Interest Bonds	4,598,035	6	" "	1914	75¼
Texas—($3,715,979):					
.. Frontier Protection (gold) Bonds, 1870..	700,000	7	Mar. & Sept.	'90-'10	....
.. Deficiency Bonds, 1871	357,000	10	" "	1876	....
.. State Bonds	197,000	6	Jan. & July.	'76-'81	....
.. Railroad Aid Bonds	1,753,817	6	" "	var.	....
Vermont—($225,500):					
.. War Loans of 1864, '66 and '68	225,500	6	June & Dec.	'74-'78	....
Virginia—($45,718,112):					
.. Funded under act of 1871	20,278,750	6	Jan. & July.	long.	....
.. Funded under act of 1872	1,754,747	6	" "	"	....
.. Sterling Bonds	2,727,562	6	" "	"	....
.. Deferred (W. Va.) certificates	15,299,370	6	" "	"	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	103½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	100
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	89
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	43½
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	57
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	....
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	64
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(265 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga & Fla.R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R R.)gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1858 '75	857,200	6	Jan. & July.	Baltimore.	1875	101
Loan of 1850–'80	579,500	6	" "	"	1880	100
Loan of 1853–'85	1,710,500	6	April & Oct.	"	1885	102
Loan of 1855–'90 (Balt.) sk'g fd.	3,461,136	6	Jan. & July.	"	1890	....
Loan of 1870–'95 (stg.) sk'g fund.	3,620,320	6	March & Sept.	London.	1895	....
Loan of 1872–1902 (stg.) S. F.	9,498,016	6	" "	"	1902	....
3d Mort.(N.W.Va.R.R.)assumed	140,000	6	Jan. & July.	Baltimore.	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	99½
Beloit and Madison (C. & N.W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. &	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (A. Co. and	499,500	6	March & Sept.	Princeton.	1885	86
3d Mortgage (Penn. R. R. Co.	745,000	6	Feb. & Aug.	"	1887	83
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	79
1st Mortgage (Equalization)	248,000	7	" "	"	1889	89
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	90½
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	91
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.)	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	24½
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	40
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,000,000	7*	" "	"	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	95
Bonds of 1872 for $1,000,000	666,000	7	" "	"	1892	103

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort.(gold)end. by Ga.tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	85
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg sk'g f'd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	56
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	98
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	98½
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	96½
Stock (common) Bonds	1,377,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,587,971	8	Jan. & July.	Boston.	1894	98
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	60
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	85
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	100½
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70–'97	90
Canada, Michigan and Chicago:						
1st Mort. (sk'g fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (sk'g fd)g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1908	53
Carthage & Burlington(C.B & Q.):						
1st Mortgage guar. and tax free.	600,000	8	May & Nov.	New York.	1879	.. .
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,200,000	7	" "	"	1900	100
Chattel Mortgage	158,350	5	" "	"	'80–'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan. & July.	" "	1907	77
Cedar Rapids & Mo.Riv.(C.& N.W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	83
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	85½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	46
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1991	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	3,612,700	7	" "	" "	1902	102
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	105½
Loan of Leh. C. & Nav. Co. (ass'd)	2,510,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	90½
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95–'99	90½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	100
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	99½
1st Mort. (Western Pacific) gold	2,736,000	6*	" "	" "	1899	82½
1st Mort. (Calif. & Oregon) gold	7,066,000	6*	" "	" "	'88–'92	....
1st Mort. (S. Fr., Okld & Ala.)	500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V.D.) gold	6,030,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
1st M.(gold) sk'g fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	48
1st Mort. (Va. Con.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	73½
2d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	309,400	6	Jan. & July.	Boston.	'75–'80	93½
Chester Creek:						
1st Mortgage guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction: 1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa: 1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley: 1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton: 1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	100
1st Mortgage	2,408,000	7	Jan. & July.	" "	1893	105
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	98
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (") "	185,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy: Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	111
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,983,225	7	Jan. & July.	Boston.	1896	97
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	98½
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	98
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	98½
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	99½
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	97½
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	99
Chicago, Cincinnati and Louisv.: 1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque: 1st Mort. guar. C., B. & Q.	1,800,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes: 1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota: 1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	41
Chicago and Illinois Southern: 1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa: 1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	92½
Chicago, Iowa and Nebraska: 2d Mort. (now 1st) guar. C.&N.W	592,000	7	Jan. & July.	Boston.	1880	93½
3d Mort. (now 2d) guar. C.&N.W	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern: Preferred sinking fund (198 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	100
Funded coupons (198 m.)	750,000	7	May & Nov.	" "	1885	98
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	98
Appleton Ext. (23 m.& 76,000 ac.)	174,000	7	" "	" "	1885	80
Green Bay Ext. (26m & 76,000 a.)	284 000	7	" "	" "	1885	80
Equipm't (Engs & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,775,000	7	Feb. & Aug.	" "	1882	100½
2d Mort. (Gal. & Chic. 248 m.)	938,000	7	May & Nov.	" "	1875	99½
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line (")	129,500	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	331,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y)	3,105,000	7	F. M. A. & N.	" "	1915	85
Consol. gold bonds for $48,000,000	4,534,000	7*	June & Dec	" "	1902	77½
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	389,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	9,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.)guar	1,141,000	7	Jan. & July.	" "	1898	92
1st Mort. (Bel.& Mad. R.R.)guar.	306,000	7	"	" "	1888	....
Chicago & Northern Pac. Air-L.: 1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore: 1st Mort. of Sept.1, '69, $16,000pm	1,350,000	8	May & Nov	New York.	1889	136
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph: 1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.): 1st Mortgage $26,000 p. m. gold	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (CB&Q): 1st Mortgage for $10,000 per mile	.....	8	Feb. & Aug.	New York.	1901	100
Chicago, Rock Island and Pacific: 1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C.,R.I.& Pac.)	8,000,000	7	" "	" "	1896	105½
Chi. & Southwes'n(C.,R.I.&Pac.): 1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland: 1st Mort. g'd.skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior: 1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick: 1st Mort. guar. by St.L.K.C.& W.	500,000	6	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore: 1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton: 1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.: 1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.: 1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	82½
Cin. & Martinsville(I.C. & La.F.): 1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley: 1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago: 1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....
Cinc. & Indiana (Ind. C. & La.F.): 1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77 '87	70
Cinc., Richmond & Fort Wayne: 1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.: 1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	6[illegible]
1st Mort. (San., Day. & Cin.)S.F.	988,000	6	Feb. & Aug.	Boston.	1900	75½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	89½
Cincinnati and Springfield: 1st Mortgage for $2,000 000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute: 1st Mort.(Ind.Div.) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.: 1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis: 1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	103
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July	" "	1895	....
Clev. & Mahoning(A.& Gt.Wtn.): 1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	..
2d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware: 1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.): 2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	103½
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July	" "	1892	90
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	100
Colebrookdale: 1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge): 1st Mortgage	225,000	8	June & Dec.	Boston.	1890	..
Columbus, Chicago & Ind. Cent.: 1st Mortgage Consol. skg fund	15,344.750	7	April & Oct.	New York.	1908	69
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	25
Columbus, Springfield and Cin.: 1st M.(assumed by Cinn.,S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley: 1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia: 1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1890	..
Connecticut and Passumpsic Riv.: 1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	96
Notes payable, conv. at par	594,000	7	" "	"	1876	97½
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River: 1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley: 1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western: 1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia): 1st Mort. ABCD&E$200,000each	1,000,000	6	March & Sept.	Philadelphia.	1,2,3,4.	88½
Cooperstown and Susq. Valley: 1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley: 1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal): 1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley: 1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	"	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk: 1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre: 1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	63
Davenport and St. Paul: 1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.): 1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union: 1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.): 1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon: 1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.): 1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	98½
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western: 1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	103½
2d Mort. (Del., Lack. & Wtn.)	1,633,000	7	March & Sept.	" "	1881	104
Convertible b'ds(Del.Lack.& W.)	5,000,000	7	June & Dec.	" "	1892	105
Denver Pacific: 1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	.. ..
Denver & Rio Grande(3 ft.gauge): 1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.&Ams.	1900	....
Des Moines Valley: 1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	"	"	1906	.. ..

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	....
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1890	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	...
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	97½
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	94
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	103½
East Tenn. & Georgia(E.T.V.&G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., stg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	86
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	99
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	March & Sept.	"	1882	94
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1889	98
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	58½
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	102
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	95
3d Mortgage	4,582,000	7	" "	" "	1883	97½
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	100
5th Mortgage convertible	709,500	7	June & Dec.	" "	1888	93½
Buffalo Branch, 1st mortgage	182,000	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	....
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	NY&London.	1920	....
Convertible bonds	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1893	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	168,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease, S. F. 25 000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1899	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20.000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Stg.:						
1st Mortgage traffic guarantee	500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	300,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct	Boston.	1899	....
2d Mortgage	500,000	8	Jan & July.	"	1895	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	90
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	101½
2d Mortgage	948,000	7	May & Nov.	" "	1875	99½
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	97
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	95½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,300,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,838,335.	14,191,675	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,800	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York	'81-'86	60
1st Mortgage not guaranteed	876,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	80
2d Mortgage	425,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	75
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York	'71-'77	92½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	92
Six years Mortgage bonds(222m)	5?,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,309	5	Various.	" "	1874	..
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	75
1st Mort. (Q. & Palm. R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City & Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1886	90
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,500	7	Jan. & July.	" "	1886	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	..
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104½
3d Mortgage	180,000	7	May & Nov.	" "	1875	104
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	..
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	105
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	95½
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	60
Illinois Central:						
Construction bonds, cur. skg f'd.	2,742,000	7	April & Oct.	New York.	1875	100
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	..
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	80
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	....
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L. F.)of 1867	2,770,080	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	81½
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.	.....	8	Feb. & Aug.	New York.	1900	85
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, sk'g fund	600,000	7*	Jan. & July.	New York.	1890	87
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	96½
2d Mortgage	500,000	8	March & Sept.	" "	1885	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	94½
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,600	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage sk'g fund guar.	500,000	8	Jan. & July.	New York.	1882	103½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1909	88
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1899	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1868	96
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1869	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	90
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" ")	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	80
1st Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June & Dec.	" "	1896	80
1st M.(3d D.244.66m.& 3,000,000m)	8,432,000	7*	May & Nov.	N. Y., L. & F.	1899	....
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,751,750	7*	Jan. & July.	N. Y., L. & F.	1895	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $300,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Kook., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (O.R.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	98½
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,200,000	7*	Feb. & Aug.	New York.	1891	75
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. sk'g fund gold tax free.	4,500,000	7*	Jan. & July.	N Y B's.& Ph.	1890	50
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	" "	1890	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1860	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,250,000	7	J. A. J. & O.	" "	1890	98
Consol. coupon July 1, 1870	1,309,000	7	Jan. & July.	" "	1890	98½
Bonds of Oct. 1, 1872	5,205,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore)Ap. 1, '69	1,498,000	7	" "	" "	1890	96
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	100
3d Mort. Oct.1, '67 "	1,000,000	7	April & Oct.	" "	1892	96
Sk'g Fund July 1, 1855 C. & Tol.	1,595,000	7	Jan. & July.	" "	1885	103
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	97½
1st Mort. May1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	104
2d Mort. Oct 31, 1857 "	2,692,000	7	" "	" "	1877	99½
Mort. Nov. 1, 1858 Buff. & Erie.	.....	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1896	99
1st Mort. Aug.1, 1856(D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	98
1st Mort. Sept. 1, 1869(K.& W.P.)	400,000	7	Jan. & July.	" "	1870	90
1st Mort. Oct.1, 1867(Sch&ThR.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M.July1,'63(Kal.All.& Gr.R.)	840,000	6	" "	" "	1858	95½
1st Mort.July 1, 1863(J.& Frank.)	468,000	7	" "	" "	var	....
2d Mort. Jun.1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philad lphia	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	856,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. sk'g fund conv., gold	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	.....	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	100½
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	104½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1900	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	102½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1880	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	99
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1878	90½
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol.M. for $6,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	87½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	660,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000.00 0	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,360	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	87½
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oc	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	91
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	102
2d Mortgage Dollar	2,500 000	7	May & Nov.	"	1896	92½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	74½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1900	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$350,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1880	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1900	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.D'v.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	101½
Michigan Central:						
1st Mortgage, convertible	356,000	8	April & Oct.	New York.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	" "	1883	112
Consol. Mortgage for $10,000,000	8,000,000	7	Jan. & July.	" "	1902	99½
1st Mort. (M. Air L.,W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	101½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	97
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	95½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (") guar.	70,000	8	" "	" "	1880	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv.& W.Gap(E)						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,527,000	7	Jan. & July.	New York.	1898	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	80
1st Mortgage (E. Div. Palmer)	781,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,810,000	7	Jan. & July.	" "	1897	78
1st Mortgage (Minn. Cent)	190,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	82
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	104½
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	91½
Milwaukee City Loan	230,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	143,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $13,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	1899	19½
1st Mort. Land Grant gold	1,000,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,333,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	3,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st Mortgage Sterling	6,000,000	6* 6*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,860	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1900	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	106½
2d Mortgage guar.	5,000,000	7	Feb. & Aug.	" "	1891	103
Convertible bonds	1,510,000	7	Jan. & July.	" "	1900	92
Construction bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	93½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	89
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st Mortgage, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $500,000	.....	7	Jan. & July.	New York.	1880	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfield bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	...
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	31
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.)						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N Oto T 227 m)skg fd.	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La.	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	96
Bonds for debts ass'd(N.Y.Cen.)	1,614,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B.& N. St.(")	76,000	6	May & Nov.	" "	1883	99
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	88
Bonds for real estate (")	162,000	6	" "	" "	1883	88
Bonds of 1854 renew'd(")	2,000,000	6	June & Dec.	" "	1887	95
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C & H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	103½
New York and Harlem:						
1st Mortgage of 1863	3,000,000	7	May & Nov.	New York.	1873	....
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1903	99
Sinking Fund mortgage of 1861	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1899	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	100½
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $36,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	6	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,900	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,226,000	6	Jan. & July.	Philadelphia.	1885	100
2d Mortgage	5,000,000	7	May & Nov.	"	1896	103
Chattel Mortgage	350,000	10	April & Oct.	"	1877	103
North Shore (L. I.)						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	1rred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	95
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	90½
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	95
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	91½
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	29
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan.....	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds.....	200,000	...	" "	" "	1874	....
Machine shop &c., bonds.....	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	93
Equipment Mortgage	200,000	8	" "	"	1879	93
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage.....	6,994,000	7	Jan. & July.	New York.	1898	91
Consolidated 1st Mortgage, stg..		7*	" "	London.	1898	....
Consolidated 2d Mortgage.....	3,529,000	7	April & Oct.	New York.	1911	74
2d Mortgage, (W. Div.).....	438,000	7	Jan. & July.	" "	1874	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bond.....	50,000	7	May & Nov.	" "	1883	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	78
1st Mortgage (War. & Erie)....	580,000	7	April & Oct.	"	1882	78
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	45
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	98
Plain Bonds	485,000	6	April & Oct.	"	1875	95
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	100
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.....	1,000,000	8	June & Dec.	Boston.	1896	87
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	89
2d Mort. (Charlotte to Lynchb.)	1,156,500	6	Jan. & July.	" "	1875	82
3d Mort. " "	593,000	8	May & Nov.	Richmond.	1873	80
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	71
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	80
Orange and Newark:						
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York	1888	....
Oshkosh & Miss. (M. & S. P)):						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R. W. & O.):						
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,200,000	8	Jan. & July.	Boston.	1900	98
Owensboro' and Russellville.						
1st Mortgage for $1,500,000.....	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug	New York.	1888	79
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	" "	1891	69
Income Bonds.....	1,500,000	7	"	" "	1892	....
St. Louis County Bonds.....	700,800	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama.						
1st Mortgage, stg £19,350	98,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold.....	1,200,000	1*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(T W & W):						
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	75
Pemberton & Highta.(UC of NJ):						
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg).....	4,970,000	7	Jan. & July.	Philadelphia.	1880	100
2d Mortgage (").....	2,583,000	6	April & Oct.	"	1875	10
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	19,558,700	6	J. A. J. & O.	Philadelphia.	1910	92
State lien for $7,500,000, skg Fd	5,401,675	5	April & Oct.	Harrisburg.	'74-'90	....
Pennsylvania Coal:						
1st Mortgage.....	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage.....	300,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage.....	316,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	103
1st Mortgage guaranteed.....	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free.....	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	103
1st Mortgage(whole road 287m)	5,000,000	6	" "	"	1881	91
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	82
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed.....	$619,000	6	April & Oct.	Philadelphia.	1897	90
Perth Amboy & Woodbr.(C&A):						
1st Mortgage.....	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments).	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9) m.)...	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)...	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868.....	1,138,900	6	Jan. & July.	Philadelphia.	1893	79
Loan of 1870, convertible.....	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv...	86,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	100
Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	105
Mortgage Loan of 1836 stg.....	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg.....	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg.....	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon...	7,696,000	7	June & Dec.	Philadelphia.	1911	104
	Dollar registered	3,414,000	7	" "	"	1911	105
	Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	..
	Gold or stg reg..	668,000	6*	" "	" "	1911	102
	Dollar coupon...	332,000	6	" "	Philadelphia.	1911	...
New deben. loan, conv.....		6,690,985	7	Jan. & July.	"	1893	104
New improvement Mort. loan..		6,631,615	6*	April & Oct.	Phila.or Lond.	1897	...
Philadelphia, Wilmington & Balt:							
Mortgage Loan, convertible	345,600	6	Jan. & July.	Philadelphia.	1884	111
Loan of 1866.....	400,000	6	April & Oct.	"	1876	96
Loan of 1867.....	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed.....	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	63
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	monthly.	New York.	1884	72
1st Mort.(Ct.& New'k 23m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	..
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free...	4,000,000	7	Jan. & July.	Baltimore.	1898	84
2d Mort. (Balt. Loan) of 1866...	1,000,000	6	" "	"	1886	65
1st Mort. (Turtle Cr. Div.10 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	104
1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G).....	860,000	7	Jan. & July.	" "	1912	102
2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I).....	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K).....	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L).....	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M).....	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	96
Bridge (O. & P. R. R.) bonds...	153,000	7	May & Nov.	" "	1876	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000.....	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold..	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	64
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg fd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien).....	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg fd.....	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1899	....
Poughkeepsie and Eastern:						
1st Mort. gold, conv. & tax free..	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage.....	300,000	6	Jan. & July.	Providence.	18	....
Quincy, Alton and St. Louis:						
1st Mortgage gold.....	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed.....	600,000	7	May & Nov.	New York.	1890	80
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	Boston.	1890	99
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed.....	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage.....	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage.....	300,000	7	" "	"	1880	....
3d Mortgage.....	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.).	400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)....	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds.....	157,800	6	" "	"	1875	....
Consolidated Mortgage.....	1,722,000	6	May & Nov.	New York.	'75-'90	67
Rich., Fredericksburg & Potomac						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	6	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage.....	180,800	7	June & Dec	Richmond.	1875	....
1st Mortgage.....	175,000	8	April & Oct		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1880	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	....
Equipment Mortgage	500,000	8	March & Sept.	"	1880	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1889	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1909	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	103
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	87
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	70
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	84
St. Louis, Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	96½
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	92
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands).	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands.	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1806	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	90½
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1900	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	100
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	92
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	6	April & Oct.	" "	1890	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.).						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	206,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1891	....
Land Grant Mortgage gold	500,000	7*	Jan. & July.		....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'83-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,280	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1886	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1886	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	64½
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1889	93
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va.(A.M.& O.):						
1st preferred bonds	675,000	6	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	66
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,000,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	8,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.	391,080	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	200,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L.&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $560,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	300,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	..
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,800,000	7	June & Dec.	New York.	1894	80
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	72
2d Mortgage (W. Div.) 117 m.	1,300,000	7	April & Oct.	" "	1886	49
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	53
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	....
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,000	7	.....	New York.	1883	.. ..
Troy & Bennington (T. &):						
1st Mortgage skg fund, unr.	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1886	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1883	.. ..

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	94
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M. (Gt. W. Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1896	85
1st Mort. (Quincy & Tol. 34 m)	500,000	7	May & Nov.	" "	1890	88
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	90½
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T. Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	70
2d M. (Gt. W. Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	76
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	67
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	55
1st M. (Dec. & East St. L. 109m.)	2,700,000	7	" "	" "	1900	73
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland (R. & Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	85½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	87½
Income Mortgage	7,563,000	10	March & Sept.	" "	1874	88½
Omaha Bridge B'ds, sterl £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M. K. & T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1890	....
Union & Titusville (O. C. & A. Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £202,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	98½
Loan of 1875 (New Jersey Co.)	300,000	6*	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883 (Camden & Amb'y)	1,700,000	6	" "	Philadelphia.	1883	93½
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	91
Consolidated (mort.) Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	101½
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £380,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J. (NJCo)	160,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer. (U. Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July	N. Y. & Utica.	1878	....
Utica, Chen. & Susq. Val. (D. & H. C.):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	22
2d Mortgage consolidated	1,500,000	7	" "	"	1891	2
1st Mort. (Stan., Sheff. & Ch. R. R.)	443,800	7	Jan. & July.	"	1887	60
Guar. Stock (Vt. & Ca. R. R.)	795 500	8	June & Dec.		....	74
Equipment Mortgage	1,000,000	8	May & Nov.		'76-'77	66
Equipment Mortgage	1,000,000	8	" "		1889	65
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	102
Vermont Valley (Rutland):						
1st Mortgage	336,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee (A. M. & O.):						
1st Mortgage	494,000	6	Jan. & July.	N. Y. & Lynch.	1873	....
Enlarged Mortgage	990,000	6	" "	" "	1884	....
4th Mortgage	846,000	8	March & Sept.	" "	1900	70
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L. & W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin (O. C. & All R.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	78
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7	April & Oct.	New York.	1891	....
Watertown & Rome (R. W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1894	104
Western of Alabama:						
1st Mortgage (Western R. R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage (M. & W. Point R. R.)	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	513,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	98½
2d Mort. "	300,000	6	" "	"	1890	98½
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	91
2d Mortgage preferred	600,000	6	" "	"	1895	61
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	99
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	52½
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M. & St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863, gr. by C. & A.	400,000	6	March & Sept.	Camden.	1883	83
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	97
Consolidated mort. Apr. 1, 1869	1,000,000	7	April & Oct.	"	1899	104
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N. Y. or Lond.	1896	84½
Whitehall & Plattsburg (M. & P.):						
1st Mortgage	250,000	8	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	65
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	75
2d Mortgage coupon or regis	723,600	7	Jan. & July.	"	1902	79
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	80
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G. gold S. F. $25,000pm	.....	7*	Jan. & July.	Boston.	1901	75½
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	91
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1900	....
Preferred Bonds (next lien)	1,899,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L. C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	90½
Delaware and Hudson:						
1st Mortgage — 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered — 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	103½
1st Mortgage registered — 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	104½
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,786,277	6	J. A. J. & O.	Philadelphia.	1884	97½
Mortgage Loan reg	2,0 0,000	6	F. M. A. & N.	"	1897	97½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	97½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	100
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	88
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	101½
2d Mortgage	285,000	6	" "	"	1876	96
Boat Loan, sinking fund	236,966	7	" "	"	1885	100½
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	98
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1866	....
Interest Bonds (Erie Canal) 1850	161,980	7	" "	"	1873	....
Schuylkill Navigation (Ph. & Rdg:						
1st Mortgage	1,748,937	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,870	6	Jan. & July.	"	1882	76½
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	260,000	6	May & Nov.	"	1870	75
Boat and Car Loan	756,650	6	" "	"	1888	77
Boat and Car Loan	628,100	7	" "	"	1889	86
Coupon Bonds	1,079,000	6	Jan. & July.	"	1896	76½
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	74
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1833	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	299,000	6	May & Nov.	"	1904	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

The asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1873	60.0	—	2.5	125.0	3	4	3	56	Adirondac ..... New York	3,113,615	*	3,543,241	.....	3,763,000	930,000	1,963,756	—	60.0	71,936	29,902	30,012	100,425	22,601	—	100	....
Sept. 30, 1873	81.3	—	5.8	—	13	10	2	118	Alabama Central † ..... Alabama.	3,600,000	*	—	.....	2,000,000	1,600,000	—	—	92.8	.....	.....	.....	350,000	95,000	—	100	....
Dec. 31, 1873	296.0	—	14.8	—	20	20	5	600	Alabama and Chattanooga ..... Alabama.	10,500,000	*	—	.....	2,700,000	8,500,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1873	142.0	—	165.7	—	68	33	12	1,890	Albany and Susq. † (D. & H.). New York.	10,317,910	*	—	.....	5,000,000	4,621,000	706,519	.....	142.0	816,519	371,410	631,917	1,672,319	410,877	7	100	95
Dec. 31, 1873	132.0	130.5	16.7	—	73	29	10	1,969	Allegheny Valley † ..... Pennsylvania.	12,332,709	*	—	.....	2,256,400	7,434,000	1,280,691	—	132.0	.....	661,239	1,776,638	2,028,471	784,026	—	100	....
Oct. 31, 1873	4.5	—	0.3	31.3	—	—	—	—	Allentown (P. & R.) ..... Pennsylvania.	1,078,439	—	—	—	568,744	—	649,132	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	99.0	—	3.7	—	13	3	*	96	Arkansas Branch (St. L. & Iron Mt.). Mo.	5,351,250	*	19,971	66,482	2,499,000	2,500,000	438,659	—	99.0	153,190	.....	.....	259,293	98,598	—	50	....
Dec. 31, 1873	62.5	—	6.9	—	—	—	—	—	Ashtab. Youngst'wn & Pitts. (Pa. Co.).O.	3,500,000	—	—	.....	1,800,000	1,500,000	.....	—	—	—	—	—	—	—	—	50	....
Dec. 31, 1873	150.0	—	10.0	—	.....	.....	.....	.....	Atchison and Nebraska ..... Kan. & Neb.	7,500,000	*	.....	.....	3,750,000	3,750,000	.....	—	150.0	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1873	469.3	27.6	30.9	—	58	23	7	778	Atchison, Topeka & Santa Fe ..... Kansas.	20,593,233	1,214,807	1,481,420	1,023,087	8,615,000	10,096,500	3,814,785	222,545	282.9	.....	.....	.....	1,172,013	423,803	—	100	9
Feb. 28, 1874	266.5	—	9.7	—	10	6	3	161	Atlanta & Rich'd Air Line † . Ga. N.C. & S.C.	11,748,000	*	—	—	7,500,000	4,248,000	.....	—	192.0	.....	.....	.....	.....	.....	—	100	....
June 30, 1873	81.0	—	4.0	—	19	7	6	165	Atlanta and West Point ..... Georgia.	1,197,715	*	151,858	63,254	1,232,200	102,500	24,257	53,865	87.0	.....	62,987	86,592	399,344	100,161	8	100	....
June 30, 1873	387.5	34.8	161.0	—	190	41	25	2,911	Atlantic and Great West. N.Y. Penn. & O.	78,713,992	*	8,445,000	.....	24,358,300	62,800,692	2,899,401	—	604.8	5,111,452	957,942	2,605,088	5,456,896	1,886,922	—	100	....
Dec. 31, 1873	236.0	109.0	15.6	162.0	28	19	10	424	Atlantic and Gulf † ..... Georgia.	7,717,971	—	—	—	3,479,677	3,526,700	353,429	—	345.6	683,918	97,227	.....	1,005,947	267,886	—	100	....
Sept. 30, 1873	408.0	20.0	40 0	100.0	84	29	20	1,015	Atlantic, Mississippi and Ohio † . Virginia.	19,038,906	*	9,157,385	1,215,021	6,921,900	14,183,000	5,860,427	2,436,934	428.0	1,498,803	245,629	627,689	2,193,757	914,035	—	100	....
Dec. 31, 1873	95.0	—	9.0	—	9	12	6	78	Atlantic and North Carolina † . N. Carolina.	2,200,000	—	—	—	1,600,000	200,000	.....	—	95.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	328.0	4.0	32.8	—	135	74	34	2,842	*Atlantic and Pacific* † . Missouri & Ind. Ter.	36,572,726	*	4,135,500	141,411	19,760,300	16,792,438	1,577,522	.....	314.7	.....	.....	.....	5,529,102	2,218,876	—	100	....
Dec. 31, 1873	149.5	1.5	16.9	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,089	—	—	—	4,368,800	3,484,000	.....	.....	—	—	—	—	—	73,000	8	100	....
Nov. 30, 1873	53.0	—	4.8	—	—	—	—	—	Augusta and Savannah (C. of Ga.) .... Ga.	1,032,200	—	—	—	732,700	129,000	.....	.....	—	—	—	—	—	74,752	4	100	....
Oct. 31, 1873	51.2	2.5	5.5	—	—	—	—	—	Bald Eagle Valley ..... Pennsylvania.	1,05 0,000	—	10,000	—	550,000	454,900	.....	.....	—	—	—	—	—	81,222	7	50	....
Sept. 30, 1873	379.6	42.8	439.0	—	473	205	56	10299	Baltimore and Ohio † .... Md. & W. Va.	33,975,584	10,682,286	18,867,396	2,926,765	16,719,862	19,866,733	822,298	29,033,131	497.4	10,298,259	.....	.....	12,252,844	4,099,043	10	100	169
Sept. 30, 1873	39.0	—	41.6	—	—	—	—	—	Washington branch † ..... Maryland.	10,000,000	—	—	—	5,680,685	—	—	—	103.5	—	—	—	947,729	116,067	10	—	175
Dec. 31, 1873	68.0	—	3.2	—	—	—	—	—	Parkersburg Branch .... W. Virginia.	1,650,000	—	—	757,663	1,650,000	20,000	—	737,663	80.0	.....	.....	.....	440,776	284,014	—	100	61
Dec. 31, 1873	78.1	19.2	6.1	—	26	47	8	319	Baltimore, Pittsburg and Chicago ..... O.	3,000,000	—	—	—	500,000	2,500,000	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	48.2	—	2.5	—	4	2	2	68	Baltimore and Potomac ..... Maryland.	8,136,010	684,991	.....	116,915	3,503,900	4,500,000	884,837	19,180	43.0	.....	.....	.....	281,537	70	—	100	....
Oct. 31, 1873	16.0	—	6.0	—	5	2	1	367	Bangor and Piscataquis † ..... Me.	1,207,202	110,200	.....	6,257	357,870	922,000	43,789	—	48.2	64,758	36,450	29,696	113,746	30,441	—	100	....
Dec. 31, 1873	33.5	—	2.7	—	—	—	—	—	Barclay (Towanda Coal Co.) ..... Pa.	1,200,000	—	—	—	1,000,000	79,000	.....	—	16.0	58,668	28,347	344,908	996	Loss.	7	50	....
Dec. 31, 1873	54.0	—	13.0	76.0	—	—	—	—	Belfast and Moosehead Lake (Me. C.). Me.	960,000	—	—	—	750,000	150,000	7,000	—	—	—	—	—	—	36,000	—	50	....
Dec. 31, 1873	67.0	—	6.7	—	—	—	—	—	Belleville and Southern Illinois ..... Ill.	2,780,000	—	.....	.....	1,680,000	1,100,000	.....	—	—	—	—	—	—	40 p.c.	—	100	....
Sept. 30, 1873	22.0	—	2.0	—	—	—	—	—	Belvidere Delaware (Penn. R. R.) .... N. J.	4,034,829	—	—	571,587	995,800	2,244,600	1,238,888	—	80.0	.....	397,153	1,444,573	1,148,223	153,700	—	100	....
Sept. 30, 1873	201.6	48.0	324.7	—	231	183	52	5,061	Berkshire (Housatonic) ..... Mass.	600,000	—	6,000	7,600	600,000	—	7,245	6,355	—	—	—	—	42,610	35,407	7	100	....
Sept. 30, 1873	26.2	—	2.1	9.8	5	6	2	83	Boston and Albany .... Mass. & N. York.	21,876,749	4,453,046	2,216,185	1,067,840	19,884,100	4,319,000	2,266,820	3,263,900	283.9	5,661,554	5,757,624	2,884,520	9,798,033	2,199,373	10	100	132½
Sept. 30, 1873	41.4	1.5	12.2	—	23	24	13	511	Boston, Barre and Gardner ..... Mass.	915,537	141,655	40,118	65,899	826,627	4,400	319,018	13,169	26.2	87,304	116,098	29,340	97,046	16,511	—	100	....
Mar. 31, 1873	93.5	56.9	11.0	—	24	25	20	529	Boston, Clinton and Fitchburg ..... Mass.	1,379,111	715,820	259,288	110,779	872,600	1,249,600	224,162	118,686	90.2	489,497	487,274	407,072	677,439	116,973	—	100	....
Sept. 30, 1873	26.5	16.0	45.7	—	40	62	*	953	Boston, Concord and Montreal ..... N. H.	2,850,000	*	316,429	229,630	1,800,000	1,050,000	29,603	516,456	180.4	.....	171,511	92,187	670,349	131,715	—	100	....
Sept. 30, 1873	115.5	8.5	100.6	—	69	142	*	1,636	Boston and Lowell ..... Mass.	2,476,831	343,634	2,508,971	799,188	2,993,000	1,199,500	1,338,660	597,464	125.5	828,231	2,086,979	605,617	1,464,942	387,113	8	500	100
Sept. 30, 1873	44.0	18.6	66.0	—	41	71	11	627	Boston and Maine ..... Mass., N. H. & Me.	8,817,444	1,335,401	829,083	114,822	6,921,274	2,857,199	305,039	1,342,229	189.5	1,458,963	5,008,074	542,004	2,360,094	680,566	8	100	112
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	142	Boston and Providence ..... Mass. & R. I.	3,742,516	207,400	1,567,441	219,159	3,950,000	500,000	856,488	430,027	66.5	816,554	3,741,580	827,575	1,822,108	428,342	10	100	149½
Sept. 30, 1873	25.8	—	2.0	—	—	—	—	—	Brunswick and Albany † ..... Georgia.	10,548,000	*	(Sold Oct. 15 1873.)		—	5,980,000	.....	.....	172.0	(Operated by Receiver—No returns.)			.....	.....	—	100	....
Sept. 30, 1873	43.2	—	6.8	50.0	8	7	3	72	Buff., Bradford and Pittsburg .. New York.	2,869,000	—	44,080	.....	2,286,000	583,000	.....	.....	—	—	—	—	—	40,600	—	100	....
Sept. 30, 1873	141.5	—	13.7	—	—	—	—	—	Buff., Corry and Pittsb. .... N. Y. & Penn.	1,561,930	*	.....	.....	950,000	2,380,000	.....	.....	48.2	1,243,729	65,542	109,325	169,989	Loss.	—	100	....
Oct. 31, 1873	120.6	—	13.6	—	18	18	4	604	Buffalo, New York & Erie .. N.Y. & Penn.	3,330,000	—	.....	.....	500,000	1,000,000	350,000	—	—	—	—	—	—	283,100	7	100	....
Dec. 31, 1873	371.0	81.0	23.1	—	28	22	9	702	Buff., New York and Phila. N.Y. & Penn.	4,621,324	784,607	305,000	.....	1,615,060	2,577,500	1,233,944	—	120.6	261,900	234,760	158,836	398,763	48,546	—	100	....
Dec. 31, 1873	190.7	48.6	20.8	—	14	12	7	314	Burl., Cedar Rapids and Minnesota. Iowa.	16,200,000	*	—	—	5,510,000	8,265,000	1,973,197	—	402.0	.....	.....	.....	1,078,310	301,306	—	100	....
Dec. 31, 1873	130.0	20.0	10.9	401.0	8	7	4	218	Burlington and Missouri River ..... Neb.	7,300,000	500,000	476,356	145,904	853,780	7,277,943	118,228	278,126	239.3	392,234	81,217	126,120	628,429	284,214	—	100	85½
Dec. 31, 1873	71.0	—	2.1	—	4	6	*	50	Burlington and Southwestern. Iowa & Mo.	6,102,510	601,315	.....	.....	1,976,319	3,820,000	729,954	—	150.0	.....	.....	.....	362,719	Loss.	—	100	....
Dec. 31, 1873	301.0	—	19.7	—	27	17	8	710	Cairo, Arkansas and Texas ..... Mo.	3,500,000	*	.....	.....	2,000,000	1,500,000	.....	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1873	53.4	0.6	3.3	15.6	8	4	*	292	*Cairo and Fulton* ..... Arkansas.	20,000,000	*	.....	.....	12,000,000	8,000,000	.....	—	202.0	—	—	—	—	—	—	100	....
Jun. 30, 1873	156.6	—	7.8	—	10	8	4	161	Cairo and St Louis (narrow) Ill	2,978,000	*	.....	.....	478,000	2,500,000	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	60.0	7.0	6.1	—	9	52	9	119	Cairo and Vincennes ..... Illinois.	6,935,400	—	—	125,236	3,503,636	3,800,000	57,000	—	54.0	31,780	10,221	5,000	18,286	18weeks	—	100	....
Dec. 31, 1873	23.0	7.2	3.9	—	—	—	—	—	Camden and Atlantic ..... New Jersey.	1,842,838	468,692	143,921	42,368	1,215,869	1,076,151	107,096	88,702	156.6	113,557	8,418	21,824	72,234	.....	—	100	....
Dec. 31, 1873	41.8	—	5.1	—	8	12	—	—	Camden and Burlington Co. . New Jersey.	715,362	—	—	—	381,925	350,000	.....	—	....	216,246	463,708	104,541	503,996	210,587	—	50	72
June 30, 1873	18.0	0.5	1.2	—	.....	.....	.....	.....	Cape May and Millville (W. N. Jer.). N.J.	979,282	—	—	—	500,000	400,000	79,282	—	—	—	—	—	—	45,415	6	100	....
Dec. 31, 1873	94.0	4.5	19.8	—	—	—	—	—	Carbondale and Shawneetown .... Illinois.	550,000	*	—	—	350,000	200,000	.....	—	—	—	—	—	—	60,000	6	100	....
Sept. 30, 1873	34.6	—	6.0	—	—	—	—	—	Catawissa (Phila. and Reading) ..... Penn.	6,126,500	—	.....	.....	4,359,500	1,740,350	.....	—	98 5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	75.6	—	3.8	—	—	—	—	—	Cayuga & Susquehanna (D.L.& W.). N.Y.	589,110	—	—	—	589,110	—	.....	—	—	—	—	—	—	190.000	—	50	29
Dec. 31, 1873	271.6	2.5	27.9	—	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	.....	—	—	—	—	—	—	53,020	9	100	....
Nov. 30, 1873	294.5	—	42.9	—	108	84	60	1,584	*Cedar Rapids and Mo. Riv.* (C. & N. W.). Ia.	11,234,000	—	—	—	7,620,000	3,614,000	.....	—	—	—	—	—	137,052	113,676	—	100	....
Dec. 31, 1873	189.0	—	16.9	29.3	26	10	8	512	Central of Georgia ..... Georgia.	7,500,000	*	1,904,144	5,141,594	7,500,000	3,116,000	3,817,530	112,208	708.5	.....	131,404	.....	562,972	562,972	2	100	....
Dec. 31, 1873	74.0	6.7	211.8	—	227	128	47	9,082	Central of Iowa ..... Iowa.	10,000,000	*	.....	.....	6,000,000	4,625,000	950,000	—	189.6	.....	.....	.....	3,489,398	379,388	—	100	....
Dec. 31, 1873	137.1	—	31.7	—	37	41	*	1,353	Central of New Jersey ..... New Jersey.	16,293,003	2,796,445	18,000,000	.....	20,000,000	9,386,700	6,729,046	—	80.7	.....	.....	.....	556,104	139,889	—	100	....
Dec. 31, 1873	864.9	336.0	140.9	203.0	188	167	43	8,594	Central Ohio (B. & O.) ..... Ohio.	5,849,500	*	.....	.....	2,849,500	2,600,000	.....	—	137.2	.....	.....	.....	1,046,435	365,482	6	50	82
May 31, 1873	118.0	—	108.0	—	170	125	51	5,189	*Central Pacific* † ..... Cal. Nev. & Utah.	131,419,116	6,156,746	5,809,535	3,251,449	64,275,500	82,855,650	767,558	9,329,152	1,215.9	5,016,962	3,708,171	1,028,902	12,883,953	7,894,681	3	100	....
June 30, 1873	100.0	—	15 0	100.0	6	6	3	123	Central Vermont ..... Vt.	11,500,000	*	.....	.....	5,000,000	6,500,000	.....	—	773.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	195.0	—	12.0	—	21	10	12	221	*Central Br. of Union Pacific* ..... Kan.	3,723,700	*	.....	.....	980,600	2,200,000	303,058	—	100.0	.....	.....	.....	119,663	.....	—	100	....
Dec. 31, 1873	22.8	—	2.5	—	—	—	—	—	Charlotte, Columbia & Augusta .... S. Car.	5,617,880	*	97,954	112,353	2,578,000	1,300,000	681,083	669,106	195.0	.....	.....	.....	688,432	291,064	—	100	....
Sept. 30, 1873	17.4	—	2.3	—	—	—	—	—	Chartiers (Penn.) ..... Pennsylvania.	1,128,690	—	—	.....	604,110	500,000	4,298	—	22.8	39,119	107,209	214,612	61,298	18,029	—	50	....
Sept. 30, 1873	20.9	—	0.9	—	—	—	—	—	Chemung (N. Central) ..... New York.	400,000	—	—	—	380,000	—	—	—	—	—	—	—	—	30,000	6	100	....
Sept. 30, 1873	421.0	9.3	21.5	58.5	70	34	18	2,261	Cherry V. Shar. & Alb. (D. & H. Can.) N.Y.	600,000	—	—	—	281,350	307,000	21,000	—	—	—	—	—	—	—	—	100	....
Sept. 30, 1873	53.6	—	11.9	—	28	22	10	419	Chesapeake and Ohio ..... Va. & W. Va.	41,137,773	*	3,738,057	450,682	15,898,408	22,026,500	7,405,620	—	421.0	1,087,217	220,601	248,226	1,210,509	330,809	—	100	....
									Cheshire ..... N. H. & Mass.	2,362,707	326,600	331,259	127,544	2,168,300	803,400	27,238	189,193	86.1	663,014	195,617	456,358	849,086	1,877,575	5	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$			$	$	$		M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Jun. 30, 1873	111.0	—	5.5	—	8	6	4	310	Gilman, Clinton & Springfield.....Illinois.	4,056,167	380,630	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	.....	109,568	237,006	(Deficit)	—	100	...
Sept. 30, 1873	14.8	....	0.6	—					Goshen and Deckertown(Erie).New York.	290,901	.....	.....	.....	105,000	246,500	22,108	—	.....	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1872	299.3	26.0	19.9	—	34	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	10,163,975	.....	.....	.....	2,681,475	7,482,500	.....	—	325.3	667,211	491,910	311,070	1,055,192	461,272	—	100	...
Dec. 31, 1873	36.0	—	3.5	—	5	3	2	225	Grand Rapids, Newago & L. Shore.Mich.	143,372	216,626	.....	.....	352,150	576,000	188,163	—	36.0	.....	.....	.....	.....	.....	—	100	...
May 31, 1873	94.0	—	6.2	—					Grand River Valley (M. C.).....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....	—	.....	.....	.....	.....	132,772	63,248	—	100	...
Jun. 30, 1873	24.2	—	6.8	—	6	2	1	348	Grand Tower and Carbondale.....Ill.	621,960	*	(Owned	by G. T.	Min. Man	uf. & Tra	ns.Co.B	ankrupt.)	24.2	.....	.....	.....	.....	144,600	5	100	...
Dec. 31, 1873	929.0	379.0	—	422	274	84	5,578	Grand Trunk ¶.....Canada.	145,063,776	*	.....	3,600,085	54,942,945	93,720,911	.....	—	1,383.0	7,088,594	1,834,945	1,608,584	9,799,486	608,905	—	100	...
Jan. 31, 1873	229.0	241.8	94.8	—	177	146	39	2,929	Great Western ¶.....Canada.	29,137,596	*	4,864,078	541,793	23,667,467	16,716,000	.....	—	476.8	4,416,442	1,017,803	1,337,289	5,732,867	2,203,120	8½	100	...
Mar. 31, 1874	66.0	—	4.0	—	5	3	2	65	Gulf, Western Texas and Pacific¶..Texas.	1,492,000	*	.....	.....	500,000	990,000	.....	—	66.0	.....	.....	.....	289,768	134,979	—	100	...
Jun. 30, 1873	46.0	6.0	2.8	—	—	—	—	—	Hannibal and Naples (T. W. & W.)...Ill.	1,357,000	.....	.....	.....	457,000	900,000	.....	—	52.0	721,908	.....	78,900	116,170	(Deficit)	—	100	...
Aug. 31, 1872	206.0	90.5	29.2	81.0	70	61	62	1,592	*Hannibal and St. Joseph* ¶.....Missouri.	23,397,728	*	821,792	.....	14,250,828	9,146,900	.....	—	274.5	1,648,638	320,838	415,563	2,484,671	670,530	—	100	24½
Oct. 31, 1873	36.0	—	18.0	—	—	—	—	—	Harrisburg and Lancaster (Pa.).....Pa.	1,882,530	.....	.....	.....	1,182,550	700,000	.....	—	.....	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1873	122.4	0.8	18.0	70.0	30	36	16	338	Hartford, Prov. & Fishkill ¶....Ct. & R. I.	4,704,866	*	277,087	.....	2,037,910	2,055,500	600,000	—	133.5	.....	1,306,389	298,556	1,064,940	175,132	—	100	...
Sept. 30, 1873	74.0	—	7.0	—	17	16	8	389	Housatonic .....Connecticut.	2,014,871	340,687	.....	.....	2,000,000	541,000	313,981	—	127.8	264,881	167,628	221,100	454,963	144,284	—	100	...
Dec. 31, 1873	45.0	13.8	15.7	—	22	6	*	116	Huntingdon and Broad Top Mt.....Penn.	4,169,956	*	616,500	78,198	1,870,000	2,161,800	833,153	—	58.8	.....	71,869	617,237	431,107	190,004	—	50	14
Dec. 31, 1873	705.5	—	134.6	—	197	119	47	4,660	*Illinois Central* .....Illinois.	34,726,588	*	779,127	1,609,294	27,250,000	5,339,000	.....	4,526,009	1,108.9	5,961,325	1,473,507	1,121,353	8,268,325	2,863,741	10	100	91
Jun. 30, 1873	14.5	—	6.0	—	4	3	1	155	Illinois and St. Louis.....Illinois.	1,549,757	.....	.....	144,803	1,361,100	.....	262,895	70,565	14.5	48,975	.....	.....	124,437	10,780	—	100	....
Jun. 30, 1873	54.9	—	2.6	67.1	6	4	6	250	Indiana and Illinois Central....Ind. & Ill.	3,293,605	312,797	551,448	.....	1,896,000	1,079,000	739,250	.....	84.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1873	202.5	—	26.8	217.0	65	23	18	1,310	Ind., Bloomington & Western..Ind. & Ill.	13,440,735	*	.....	.....	5,003,700	6,500,000	72,426	—	210.9	1,634,198	.....	404,336	1,469,807	632,819	—	100	....
Dec. 31, 1873	72.0	—	16.2	—	55	34	16	1,352	Indianapolis and St Louis.....Illinois.	4,095,227	*	801,690	.....	600,000	3,378,000	918,918	—	265.0	.....	.....	.....	2,097,528	690,909	—	100	....
Dec. 31, 1873	117.0	—	18.5	—	8	7	3	197	Indianapolis and Vincennes (Penn.)..Ill.	4,452,729	196,125	.....	85,937	1,402,000	3,150,000	453,296	—	117.0	.....	.....	.....	253,784	62,137	—	100	....
Nov. 30, 1873	363.0	18.0	20.5	150.0	40	23	6	667	International & Great Northern ¶.....Tex.	16,014,000	*	.....	.....	5,500,000	10,514,000	.....	—	341.0	.....	.....	107,636	1,066,245	530,035	—	100	....
Dec. 31, 1875	183.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City* (Ill. C.).....Ia.	7,585,000	.....	.....	.....	4,625,000	2 960,000	.....	—	.....	.....	.....	.....	433,907	151,867	6	100	....
May 31, 1873	68.8	—	3.5	—	—	—	—	—	Iowa Midland (C. & N. W.).....Iowa.	2,207,719	*	1,292,281	246 228	44,947	1,350,000	320,428	—	68.8	.....	.....	.....	84,781	1,980	—	100	....
Sept. 30, 1873	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,275,472	*	.....	.....	494,162	600,000	188,114	—	35.6	127,238	24,401	158,125	152,306	70,501	—	100	....
May 31, 1873	212.0	—	7.9	—	—	—	—	—	*Jackson, Lansing and Saginaw*...Michigan.	7,000,000	.....	.....	.....	2,000,000	5,000,000	.....	—	.....	.....	.....	.....	.....	470,000	3½	100	...
Jun. 30, 1873	30.7	—	2.1	94.2	2	1	2	27	Jacksonville (N. W. & S. E.).....Ill.	923,200	*	.....	.....	313,200	610,000	.....	—	30.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	161.2	25.1	9.7	110.0	14	6	4	155	*Jacksonville, Pensacola and Mobile* ¶...Fla.	6,000,000	*	.....	.....	6,000,000	4,000,000	.....	—	215.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	51.1	1.5	16.2	—	—	—	—	—	Jamestown and Franklin (L.S.& M.S.)Pa.	2,616,743	.....	.....	.....	606,000	1,000,000	964,743	—	51.0	.....	.....	.....	.....	113,186	—	50	....
Dec. 31, 1873	36.5	9.0	8.6	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	5,237,978	.....	.....	.....	2,095,700	2,300,000	942,978	—	.....	.....	.....	.....	.....	225,000	—	50	....
Dec. 31, 1873	110.0	116.0	36.7	—	45	56	*	967	Jeffersonville, Madison and Ind..Indiana.	6,892,316	*	1,289,310	.....	2,000,000	4,871,000	760,617	—	226.0	.....	.....	.....	1,379,791	446,200	7	100	....
Dec. 31, 1873	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	.....	164,000	.....	1,500,000	500,000	.....	—	.....	.....	.....	.....	.....	446,200	7	100	....
May 31, 1874	44.0	—	8.2	—	—	—	—	—	Joliet and N. Indiana (M. C.)..Ill. & Ind.	1,100,000	.....	.....	.....	300,000	800,000	.....	—	.....	.....	.....	.....	.....	163,127	7	100	....
Dec. 31, 1873	57.6	—	6.7	—	—	—	—	—	K'm'zoo, All'g'n & G.Rap.(LS&MS).Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	—	.....	.....	.....	.....	.....	88,000	8	100	....
Dec. 31, 1873	56.0	—	1.7	491.5	3	2	2	80	Kansas Central (3 ft.).....Kas.	755,229	75,765	394,953	.....	840,000	.....	.....	—	.....	.....	.....	.....	.....	103,800	6	100	....
Mar. 31, 1874	200.2	60.0	15.2	—	21	17	17	238	Kansas City, St. Joseph & Co. Bl. Mo. & Ia.	8,567,729	1,003,410	.....	634,776	2,789,414	6,826,500	.....	—	260.7	(Returns for 1872–'73.)			1,237,813	418,212	—	100	....
Dec. 31, 1873	31.9	—	1.8	—	—	—	—	—	Kansas City & Santa Fe (L.L. & G.).Kan.	.....	.....	.....	.....	720,000	720,000	.....	—	31.9	(Refused.)			.....	.....	—	100	....
Dec. 31, 1873	639.0	34.0	48.0	—	88	55	18	1,316	Kansas Pacific.....Kansas & Col.	35,219,618	*	3,722,901	.....	9,689,950	26,018,600	2,917,359	—	639.0	1,441,229	173,651	273,405	3,563,299	1,446,309	—	100	....
Dec. 31, 1873	99.0	—	11.2	—	17	15	6	312	Kentucky Central.....Ky.	.....	.....	.....	.....	.....	1,081,000	.....	—	99.0	(All refused.)			.....	.....	—	100	....
Mar. 31 1874	162.0	—	14.0	—	16	10	5	259	Keokuk and Des Moines .....Iowa.	6,078,320	*	.....	.....	3,924,600	2,153,720	.....	—	162.0	(Re-organized January 1, 1874.)			.....	.....	—	100	....
Dec. 31, 1873	49.0	—	2.4	—	5	11	3	58	Knox and Lincoln .....Maine.	2,707,573	*	72,900	11,762	363,335	2,395,000	34,000	—	49.0	96,715	91,795	13,392	141,720	68,082	—	100	....
May 31, 1873	29.0	—	3.0	—	—	—	—	—	La Crosse, Tremp. & Pres. (C.&NW.)Wis.	1,386,540	.....	.....	5,322	990	1,000,000	390,872	—	29.0	.....	.....	.....	230,551	165,777	—	100	....
Jun. 30, 1873	80.0	—	3.5	—	—	—	—	—	Laf., Bloom'ton & Miss. (T.W.&W.)..Ill.	2,300,000	.....	.....	.....	1,000,000	1,300,000	.....	—	80.0	199,672	.....	100,965	187,131	84,926	—	100	....
Dec. 31, 1873	36.0	—	1.9	79.0	—	—	—	—	Laf., Muncie & Bloom'ton(T.W.& W.)..Ill.	.....	.....	.....	.....	117,073	666,000	.....	—	36.0	(Refused.)			.....	.....	—	100	....
Jun. 30, 1873	67.5	—	4.0	112.5	6	3	3	83	Lake Erie and Louisville.....Ohio.	2,427,782	*	82,603	22,032	1,115,356	890,000	510,906	16,511	67.5	77,806	45,681	40,676	90,068	21,751	—	100	....
Sept. 30, 1873	51.3	6.0	5.4	83.7	6	6	2	201	Lake Ontario Shore Line.....New York.	2,792,081	*	.....	.....	1,857,106	1,438,200	268,769	—	57.3	50.128	60,122	37,234	55,785	2,082	—	100	....
Sept. 30, 1873	840.4	493.6	61.5	—	402	171	82	2,843	Lake Shore & Mich. S.N.Y.P.,O. Ind.& Ill.	63,495,167	13,586 689	8,551,485	4,174 756	50,000,000	31,196,000	6,654,322	1,428,675	1,154.0	15,421,163	2,145,163	5,511,918	19,414,509	5,667,911	4	100	75½
Jun. 30, 1873	92.4	8.0	12.9	—	9	8	*	200	Lake Shore and Tuscarawas Valley.Ohio.	4,248,158	223,274	.....	53,125	1,981,915	2,300,000	231,890	10,752	75.4	.....	60,863	111,400	128,689	7,011	—	100	....
Aug. 31, 1873	156.0	—	13.4	—	11	10	4	343	Lake Superior and Mississippi.....Minn.	7,081,000	.....	.....	.....	5,125,000	7,647,000	15,000	—	211.0	.....	81,559	.....	484,811	.....	—	100	....
Dec. 31, 1873	17.8	3.0	12.2	—	—	—	—	—	Lawrence (P. F. W. & C.).....Pa.	715.126	.....	39,548	.....	360,200	355,000	9,458	—	20.8	.....	.....	.....	189,382	75,753	10	100	....
Dec. 31, 1873	21.5	—	2.2	—	—	—	—	—	Leav'worth, Atchison & Nthw. (Pac.).Ks.	1,000,000	.....	.....	.....	600,500	500,000	.....	—	.....	.....	.....	.....	.....	42,000	—	100	....
Apr. 30, 1873	144.1	1.8	9.3	—	20	14	9	286	*Leavenworth, Lawrence & Galveston* ...Ks.	5,378,157	604,864	5,560,061	125,119	5,000,000	5,800,000	867,696	—	208.6	.....	.....	.....	479,756	86,668	—	100	....
Dec. 31, 1873	15.0	—	1.5	21.0	—	—	—	—	Lehigh and Lackawanna (L. & S.)....Pa.	675,100	.....	.....	.....	375,100	300,000	.....	—	15.0	.....	20,675	44,107	42,387	13,676	—	50	....
Dec. 31, 1873	105.0	32.3	100.0	—	92	14	12	7,762	Lehigh and Susquehanna (C. of N. J.).Pa.	12,757,396	*	.....	(Owned	by Lehig	h Coal &	Nav. C	ompany.)	174.0	1,924,045	511,501	3,403,372	3,447,817	2,106,566	10	50	....
Nov. 30, 1873	101.0	132.4	228.7	—	194	44	29	9,726	Lehigh Valley.....Pa.	19,750,425	*	15,384,664	.....	23,222,446	10,875,000	1 837,648	—	238.4	.....	1,096,820	6,873,196	7,424,895	3,540,035	10	50	122½
Dec. 31, 1873	120.0	76.0	63.5	—	53	38	24	660	Little Miami & Col. Xenia (P.C.&S.L.)O.	6,789,473	*	260,964	44,910	4,608,250	1,590,000	.....	.....	196.0	.....	.....	.....	1,401,548	162.018	8	100	....
Dec. 31, 1873	100.0	—	2.0	60.0	7	4	1	60	*Little Rock and Fort Smith* ¶.....Ark.	9,350,000	*	.....	.....	4,675,000	4,675,000	.....	.....	100.0	.....	.....	.....	.....	90,380	Loss.	—	100	....
Apr. 30, 1874	70.0	....	....	50.0	2	1	1	12	Little Rock, Pine Bluff & N. O. ¶ (nar.)Pa.	1,400,000	*	.....	.....	700,000	700,000	.....	.....	....	(Operations not reported.)			.....	.....	—	100	....
Nov. 30, 1873	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill (P. & R.). . .....Pa.	1,416,188	.....	10,000	.....	2,646,100	747,500	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
May 31, 1873	93.0	2.0	5.0	—	9	5	3	245	Logansport, Crawfordsville & S. W..Ind.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	118.0	(Operations not reported.)			214,839	209,669	7	50	97
Dec. 31, 1873	9.0	—	—	—	—	—	—	—	Long Branch and Sea Shore (S.N.J.).N. J.	398,863	.....	.....	.....	171,800	200,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1873	94.0	64.0	17.1	—	22	43	9	249	Long Island ¶.....N. Y.	5,226,902	*	.....	.....	3,300,000	1,500,000	205,000	.....	158.0	.....	.....	.....	.....	12.000	—	100	....
Dec. 31, 1873	101.1	—	9.2	—	—	—	—	—	Louisiana & Missouri River(C.&A.)..Mo.	5,902,440	.....	.....	.....	1,516,500	1,516,500	1,588,343	.....	.....	.....	.....	.....	806,716	473,159	4	100	....
July 1, 1873	93.5	81.4	23.1	23.0	42	26	13	379	Louisville, Cincinnati and Lexington..Ky.	7,981,306	*	.....	.....	2,474,483	4,234,519	1,709,147	.....	174.9	.....	.....	.....	.....	138,370	—	100	....
Dec. 31, 1873	288.0	—	17.0	—	36	15	10	479	Louisv., New Albany and Chicago..Ind.	(nominal.)	.....	.....	.....	3,000,000	.....	.....	.....	288.0	(No returns furnished.)			1,210,382	301,719	—	100	....
Dec. 31, 1873	31.0	—	2.1	124.0	3	1	—	14	Louisv., N. Alb. & St. L. A. L..Ind.& Ill.	2,549.222	44,165	242,677	.....	1,568,073	780,000	184,517	.....	31.0	.....	.....	.....	.....	11,764	917	—	100	....
Jan. 30, 1873	185.0	420.8	59.4	—	123	67	*	1,669	Louisv., Nashv. & Gt. So. ¶..Ky. & Tenn.	22,046,339	*	8,253,416	595,765	8,931,439	14,520,500	5,211,942	1,781,627	605 8	.....	.....	.....	4,909,428	1,411,123	7	100	....
Sept. 30, 1873	12.4	—	2.3	—	—	—	—	—	Lowell and Lawrence (B. & L.). ...Mass.	383,158	.....	.....	13,032	200,000	54,700	10,532	110,768	.....	.....	.....	.....	21.786	18,315	6	100	....
Mar. 31, 1873	78.0	—	3.9	—	—	—	—	—	Macon and Augusta (Ga.).....Ga.	2,506,170	.....	.....	.....	1,631 900	770,000	104,270	.....	78.0	.....	.....	.....	120,758	7.491	—	100	....
Dec. 31, 1873	187.0	10.0	5.6	—	12	19	4	179	Macon and Brunswick ¶.....Ga.	5,750,000	*	.....	.....	3,500,000	2,250,000	.....	.....	197.0	.....	.....	.....	437,298	148,338	—	100	....
Jun. 30, 1873	38.0	—	6.0	—	—	—	—	—	Mahoning Coal (L. S. & M. S.).....Ohio.	2,199,833	.....	.....	.....	1,075,000	1,075,000	98,179	.....	.....	.....	.....	.....	.....	.....	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p c
Dec. 31, 1873	354.9	69.0	554.9	—	878	385	156	17589	Pennsylvania .....Pennsylvania	48,571,808	*	97,782,380	4,371,449	68,144,475	43,145,785	21,592,815	6,842,563	869.4	.....	5,879,684	9,998,794	24,886,009	9,044,978	10	50	107½
Dec. 31, 1873	47.0	15.8	57.0	—	23	8	—	1,300	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	3,052,500	.....	4,000,000	487,500	565,000	.....	47.0	.....	3,970	1,391,454	28,501	.....	20	50	240
Dec. 31, 1873	41.5	—	1.4	—	—	—	—	—	Pennsylvania and Delaware (Penn.) ..Pa.	2,502,000	—	—	—	900,000	1,602,000	71,346	—	—	(Opened July 1, 1873.)			—	—	—	50	....
Nov. 30, 1873	104.6	22.6	21.2	—	18	2	—	992	Pennsylvania and N. York..N.Y. & Penn.	5,351,750	791,077	.....	.....	4,061,700	3,000,000	74,017	.....	127.2	752,462	191,584	1,338,061	1,485,806	403,405	24	50	....
Nov. 30, 1873	73.8	—	3.1	12.7	—	—	—	—	Perkiomen (P. & R.).....Pa.	1,268,700	—	18,529	—	38,040	1,821,800	20,478	—	—	—	—	—	—	—	—	50	....
Dec. 31, 1873	45.2	—	2.0	—	4	4	1	53	Pensacola and Louisville †.....Fla.	455,327	64,300	150,000	.....	450,000	—	219,627	—	45.2	76,850	16,690	—	88,930	35,357	—	100	....
Dec. 31, 1870	—	—	—	76.0	—	—	—	—	Peoria, Atlanta and Decatur.....Ill.	800,000	—	—	—	600,000	200,000	—	—	—	—	(Under construction.)		—	—	—	100	....
Dec. 31, 1873	47.0	—	7.4	—	—	—	—	—	Peoria and Bureau Valley (C.R.I.&P.).Ill.	1,566,000	—	—	—	1,266,000	300,000	—	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1873	83.0	—	11.5	—	12	7	4	171	Peoria, Pekin and Jacksonville...Illinois.	5,260,351	845,797	45,000	.....	1,239,700	2,000,000	411,448	—	83.0	280,562	.....	135,465	319,168	125,000	8	100	....
Jun. 30 1873	91.0	—	4.0	—	8	5	2	163	Peoria and Rock Island.....Ill.	3,772,327	*	.....	.....	1,858,950	1,650,000	49,639	—	9.0	276,058	70,500	194,348	300,045	105,368	—	100	....
Dec. 31, 1873	64.0	18.0	8.0	—	12	9	6	121	Petersburg †.....Virginia	1,817,985	*	.....	.....	1,824,200	500,000	356,112	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1873	46.0	—	6.5	—	10	8	3	96	Philadelphia and Balt. Cent. Penn. & Md.	1,811,107	177,744	.....	.....	220,606	1,500,000	46,945	—	57.0	182,886	309,498	138,262	308,221	78,339	—	50	....
Dec. 31, 1873	287.6	—	121.7	—	—	—	—	—	Philadelphia and Erie † (Penn.).....Pa.	23,777,743	—	2,241,800	16,866	8,448,700	16,625,000	1,385,709	—	287.6	2,912,351	777,273	2,164,246	3,842,067	428,756	—	50	26½
Sept. 30, 1873	20.0	—	25.0	—	24	45	13	192	Phila., Germ. and Norrist'n (P. & R.)..Pa.	1,146,538	368,262	500,793	.....	2,231,900	—	—	—	32.3	—	—	—	281,623	269,791	12	50	180
Dec. 31, 1873	3.0	—	—	24.0	—	—	—	—	Phila., Newtown and New York .....Pa.	440,400	—	—	—	199,360	164,000	57,000	—	—	—	—	—	—	—	—	50	....
Sept. 30, 1873	98.4	228.6	432.2	—	400	220	60	19016	Philadelphia and Reading..Pennsylvania.	28,260,889	7,480,719	48,349,053	1,741,889	34,269,575	44,188,715	4,876,055	2,498,205	725 3	8,551,682	6,790,088	9,847,747	14,832,661	5,357,766	10	50	110½
Dec. 31, 1873	26.6	—	39.7	—	—	—	—	—	Philadelphia and Trenton (Penn.).....Pa.	1,534,479	—	—	—	1,259,100	—	—	—	36.6	882,160	1,747,216	1,400,983	1,995,606	448,574	10	100	123
Oct. 31, 1873	95.3	14.8	121.6	—	70	160	...	1,240	Phila., Wilm. and Baltimore..Pa. D.& Md.	11,814,764	*	2,103,295	840,363	11,507,750	1,900,000	279,120	743,053	111.8	1,437,207	863,937	836,979	3,074,881	1,096,286	8	50	108½
Nov. 30, 1873	11.3	—	43.0	—	—	—	—	—	Pickering Valley (P. & R.).....Pa.	474,551	—	—	—	92,875	332,300	161,863	—	—	—	—	—	—	4,751	—	50	....
Dec. 31, 1873	193.0	8.0	50.8	—	104	34	19	1,648	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	19,682,344	*	3,496 277	—	8,433,750	15,010,586	3,854,872	—	201.0	—	—	—	3,841,214	478,298	—	50	....
Dec. 31, 1873	468.3	—	180.0	—	269	133	54	9,789	Pittsburg, Ft. W. and Chic...P., O., I. & I.	37,368,286	*	—	—	23,814,286	14,554,000	14,230	—	500.6	7,878,666	2,184,653	2,365,846	9,619,074	3,522,032	7	100	93
Dec. 31, 1873	80.0	—	4.9	150.0	4	6	3	65	Pitt'sbg, Virg. & Charleston...Pa.& W.Va.	1,106,167	37,226	556,038	.....	673,264	700,000	244,672	—	30.0	57,900	140,188	4,828	67,137	16,941	—	50	....
Oct. 31, 1873	149.6	1.9	36.0	4.6	26	15	7	400	Pittsburg, Washington & Balt...Pa.& Md.	11,934,439	709,835	93,671	.....	1,960,682	9,500,000	2,276,579	—	169.2	1,583,213	859,533	1,130,334	1,564,993	L.38,035	—	50	....
Sept. 30, 1873	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,685	—	—	6,315	450,000	—	—	—	—	—	—	—	—	—	—	50	....
Nov. 30, 1873	71.3	—	3.6	36.7	6	15	5	117	Portland and Ogdensburg....Me. & N. H.	2,502,115	*	125,862	200,937	1,045,270	1,384,000	321,710	77,934	65.3	147,741	73,906	46,045	144,982	49,075	—	100	....
Aug. 31, 1873	62.5	—	4.3	—	6	9	4	141	Portland and Rochester.....Me. & N. H.	1,925,741	*	253,124	18,208	656,112	1,407,500	133,461	—	52.5	134,108	142.846	64,290	143,571	40,976	—	100	....
Sept. 30, 1873	52.0	—	8.1	—	19	—	7	167	Portland, Saco and Portsmouth (Etn.).Me.	1,500,000	*	—	—	1,500,000	—	—	—	—	—	—	—	—	—	—	100	....
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	230	Port Royal † (Ga.).....South Carolina.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	—	—	—	—	—	—	150,000	10	100	113½
Sept. 30, 1873	71.4	—	4.8	—	—	—	—	—	Portsm'th, Gt. Falls & Conway (Etn.).Me.	1,229,689	—	.....	.....	767,200	462,489	.....	—	—	—	—	—	—	—	—	25	....
Sept. 30, 1873	41.2	—	2.5	4.8	4	5	...	91	Poughkeepsie and Eastern....New York.	1,475,430	*	.....	.....	524,464	722,500	479,689	—	46.1	95,055	82,180	44,508	86,213	14,241	—	100	45
Sept. 30, 1873	22.8	—	2.0	48.9	2	3	1	65	Providence and Springfield..R. I. & Mass.	933,408	*	.....	.....	472,890	414,000	47,518	—	22.8	.....	32,512	5,663	18,418	9,543	—	100	....
Sept. 30, 1873	13.6	—	—	—	4	10	...	20	Providence, Warren and Bristol.....R. I.	526,515	*	.....	.....	437,917	50,000	38,597	—	13.6	.....	379,227	20,504	113,506	9,263	—	100	....
Sept. 30, 1873	43.4	1.0	45.2	—	29	40	...	892	Providence and Worcester..R. I. & Mass.	1,976,025	735,748	.....	271,267	2,000,000	500,000	387,810	95,220	—	626,128	1,785,067	530,620	963,345	267,103	10	100	....
Dec. 31, 1873	36.0	—	2.0	—	4	3	2	—	Queen Anne and Kent †.....Del. & Md.	351,000	*	.....	.....	260,000	269,000	2,000	—	36.0	35,850	12,560	38,231	27,437	9,990	—	50	....
Jun. 30, 1873	42.0	—	4.0	—	1	2	2	44	Quincy, Alton and St. Louis.....Ill.	1,832,100	*	.....	32,200	780,000	1,000,000	52,000	—	42.0	56,000	.....	.....	68,939	(Deficit)	—	100	....
Dec. 31, 1873	70.0	—	1.7	160.0	—	—	—	—	Quincy, Missouri and Pacific.....Mo.	2,000,000	—	—	—	700,000	20,000p.m	.....	—	....	(Under construction.)			—	—	—	100	....
May 31, 1873	44.0	—	3.6	62.0	3	3	3	50	Raleigh and Augusta Air-Line †..N. Car.	1,134,221	89,785	—	—	876,000	—	—	—	44.0	—	—	—	—	—	—	100	....
May 31, 1873	97.0	—	5.8	—	16	10	4	134	Raleigh and Gaston.....North Carolina.	1,500,000	*	155 300	102,935	1,500,000	—	92,150	166,085	97.0	.....	47,069	98.052	309,646	178,652	—	100	....
Nov. 30, 1873	40.0	8.0	8.1	10.7	8	7	1	29	Reading and Columbia (P. & R.).....Pa.	2,072,959	220,041	62,566	.....	508,268	1,000,000	1,215,911	—	48.0	242,123	138,771	382,399	810,517	92,179	—	50	....
Sept. 30, 1873	101.5	30.9	47.9	—	42	52	17	1,232	Rensselaer and Saratoga (D.& H.)..N. Y.	8,328,362	*	.....	.....	6,000,000	2,000,000	.....	—	182.4	820,468	1,037,827	616,634	1,966,857	903,072	8	100	108
Sept. 30, 1873	189.0	6.9	16.8	—	35	20	9	462	Richmond and Danville †.....Virginia.	5,729,729	*	2,100,982	254,278	4,000,000	2,485,411	1,435,905	148,872	195.9	699,792	141,767	227,729	957,129	447,369	—	100	....
Sept. 30, 1873	96.0	—	6.7	—	13	21	16	134	Richmond, Fred'burg and Potomac †..Va.	2,727,840	*	131,596	254,875	1,809,829	889,698	82,689	632,148	86.0	199,825	173,985	45,677	496,744	231,136	2	100	....
Sept. 30, 1873	22.5	2.7	4.2	—	8	9	4	164	Richmond and Petersburg †.....Va.	1,215,404	*	48,453	30,119	847,100	326,296	81,527	49,183	46.7	110,712	126,947	91,887	160,227	36,655	—	100	....
Sept. 30, 1873	38.3	—	2.2	26.0	3	3	2	42	Richmond, York Riv. & Chesapeake †.Va.	1,257,640	*	.....	.....	650,000	607,640	.....	—	38.3	—	(Not reported supplied.)		—	—	—	100	....
Dec. 31, 1873	18.5	—	1.8	—	—	—	—	—	Rochester & Genesee Valley (Erie).N. Y.	671,303	—	—	—	557,560	—	—	—	—	(Rental 48 p. c. of earnings.)			—	84,012	—	100	....
Sept. 30, 1873	—	—	—	105.0	—	—	—	—	Rochester and State Line.....N. Y.	735,649	—	183,649	.....	24,000	894,000	90,000	—	—				—		—	100	....
Sept. 30, 1873	10.6	—	—	140.0	.....	.....	.....	.....	Rochester, Nunda & Penn. (3 ft.)...N. Y.	716,827	—	.....	.....	625,600	—	58,200	—	—				—		—	100	....
Jun. 30, 1873	278.9	25.4	28.7	—	45	14	6	882	Rockford, Rock Island and St. Louis..Ill.	14,519,619	1,178,130	208,567	.....	6,490,579	9,000,000	606,787	—	316.0	1,089,867	.....	262,148	947,650	179,955	—	100	....
Dec. 31, 1873	141.1	48.6	28.4	—	42	32	16	909	Rome, Watertown and Ogdensburg.N. Y.	4,789,198	*	147,969	305,486	3,146,800	1,908,249	44,979	142,625	218.2	.....	.....	.....	1,230,555	360,488	7	100	70
Dec. 31, 1873	120.0	—	18.0	—	—	—	—	—	Rutland (C. V.).....Vermont.	9,129,946	*	143,947	92,617	6,648,400	1,972,800	745,700	—	230.0	.....	.....	.....	970,239	492,400	2	100	....
Dec. 31, 187.	34.0	—	2.7	—	4	2	...	52	Saginaw Valley and St. Louis.....Mich.	525,716	87,854	.....	4,173	121,775	346,000	149,968	—	34.0	58,650	.....	.....	134,020	79,810	—	100	....
Dec. 31, 1873	22.0	—	6.5	—	5	8	...	236	St. Croix and Penobscot †.....Me.	364,000	*	.....	20,603	100,000	227,700	7,000	—	22.0	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1873	187.0	—	20.0	38.0	19	...	...	....	St. Joseph and Denver City..Kan.& Neb.	11,221,764	420,925	245,000	3,803	4,000,000	7,000,000	734,425	157,067	187.0	.....	.....	.....	70,962	28,861	3	50	....
Dec. 31, 1873	197.3	18.0	21.0	—	13	11	4	590	St. Louis, Alton and Terre Haute.Illinois.	11,768,400	*	.....	241,609	4,768,400	7,000,000	241,609	—	266.0	.....	.....	.....	.....	.....	—	100	....
Jan. 31, 1874	43.2	—	2.2	—	—	—	—	—	St. Louis & C. Rapids (St.L.,K.C.&N.).Ia.	(Statements not received.)								—	—	—	—	—	—	—	—
Dec. 31, 1873	195.5	15.3	38.7	—	85	23	15	1,618	St. Louis and Iron Mountain †...Missouri.	19,103,348	*	247,884	—	10,000,000	8,622,000	431,149	296,062	210.8	947,849	587,276	682,903	1,964,281	596,426	3	100	15
Jun. 30, 1873	310.0	48.0	25.9	—	46	27	12	1,175	St. Louis & S. Eastern...Ill., Ky. & Tenn.	8,828,400	*	.....	.....	4,628,400	3,200,000	.....	—	—	524,786	70,531	515,719	661,763	265,882	—	100	....
Dec. 31, 1873	76.5	—	2.1	—	—	—	—	—	St. Louis & St. Jos. (St.L.,K.C.& N.).Mo.	2,000,000	—	—	—	—	1,000,000	(Sold under foreclosure Feb. 18, 1874 for $1,000,000.)		—	—	—	—	—	—	100	....
Dec. 31, 1873	41.5	—	2.8	138.5	—	—	—	—	St. L., C. Bluffs & Omaha (St.LKC&N.)M.	2,200,000	—	—	—	—	16,000p m	—	—	—	—	—	(Rental.)	65,000	—	—	100	....
Dec. 31, 1873	150.6	—	11.6	—	—	—	—	—	St. Louis, Jacksonv. & Chic.(C. & A.).Ill.	5,073,600	—	—	—	1,100,000	2,348,600	2,725,000	—	—	—	—	—	240,000	—	—	100	....
Dec. 31, 1873	265.5	87.5	26.7	—	91	42	14	1,516	St. L., Kansas City & Northern.....Mo	28,134,445	*	2,173,883	635,599	24,000,000	6,000,000	943,928	—	581.8	2,387,961	425,326	501,595	2,785,194	670,530	—	100	....
Dec. 31, 1873	157.8	—	24.4	—	32	14	8	841	St. Louis, Vandalia & T. H. (T.H.&I).Ill.	8,256,255	*	226,930	.....	2,378,158	5,490,000	467,326	—	157.8	.....	.....	.....	1,130,813	337,768	—	100	....
Aug. 31, 1873	108.5	—	4.7	161.0	—	—	—	—	*St. Paul and Pacific*.....Minn.	11,250,000	—	.....	.....	—	10,500,000	750,000	—	35.0	25,256	16,417	15,786	32,345	502	—	100	....
Aug. 31, 1873	207.0	76.0	19.4	—	28	20	6	374	*St. Paul and Pacific* (1st Div.).Minnesota.	17,214,350	*	.....	.....	1,968,600	15,245,750	472,942	—	283.0	.....	.....	.....	763,805	165,964	—	100	....
Aug 31, 1873	121.3	—	10.0	—	14	6	4	255	St. Paul and Sioux City.....Minn.	4,628,778	*	.....	.....	2,400,000	1,851,500	316,227	—	121.3	244.766	77,755	.....	509,443	40,172	—	100	....
Aug 31, 1873	17.6	3.2	1.0	—	2	2	1	40	St. Paul, Stillw. & Taylor's Falls...Minn.	780,817	*	.....	.....	277,500	450,000	37,000	—	20.8	29,280	22,800	.....	63,718	31,863	—	100	....
Sept. 30, 1873	16.9	—	2.6	—	—	—	—	—	Salem and Lowell (B. & L.).....Mass.	481,469	—	—	2,714	243,305	226,900	13,978	—	—	—	—	—	17,500	16,784	1	100	....
Jun. 30, 1873	116.3	—	13.9	—	31	15	10	389	Sandusky, Mans. & Newark (B. & O.)..O.	3,241,661	*	—	59,454	938,000	2,309.743	6,547	46,725	116.3	696,934	193,597	372,011	715,250	81,106	—	50	....
Dec. 31, 1873	104.0	—	4.9	5.0	10	9	5	80	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	.....	.....	1,000,000	1,427,800	.....	—	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	11.0	—	21.5	—	—	—	—	—	Schuylkill Valley (P. & R.).....Penn.	576,050	—	—	—	576,050	—	—	—	—	—	—	—	—	28,803	5	50	....
Mar. 31, 1874	80.0	—	8.0	—	16	4	6	250	Seaboard and Roanoke.Va. & N. Carolina.	2,058,152	*	568,669	.....	1,365,000	210,000	.....	—	80.6	.....	84,867	.....	609,678	198,004	8	100	....

Apr. 30, 1873	237.0	—	11.9	—	39	19	7	411	*Selma, Rome and Dalton* ¶..Ala.Ga.& Tenn	12,980,000	*			3,750,000	9,230,000			237.0	(No	statement	furnished.)					100	
Dec. 31, 1873	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville(N.C.)..Pa.	1,208,050	—	1,665,400		869,450	1,994,000			28.0	170,978	47,866	760,306	360,467	157,172	6	50	
Dec. 31, 1873	78.5	—	5.6	—	5	5	3	172	Sheboygan and Fond du Lac..Wisconsin.	2,622,861	*			1,276,000	1,509,000	86,689		78.5	131,140	62,214	59,185	135,777	3,687	—	100	
Nov. 30, 1873	31.1	—	5.2	—	7	4	1	211	Shenango and Allegheny (A.& Gt.W.)..Pa.	1,091,747	86,355			199,000	800,000	124,315		31.1	101,065	26,584	166,350	157,391	59,006	—	50	
Sept. 30, 1873	32.3	—	1.0	—	2	2	1	24	Shepaug Valley.....Conn.	241,300	*			239,850		817		32.3	12,770	9,469	3,998	18,499	233	—	100	
Sept. 30, 1873	50.0	—	5.1	—	—	—	—	—	Shore Line (N. Y., N. H. and H.)..Conn.	1,200,000	—			1,000,000	200,000			50.0	.....	.....	.....	413,081	92,668	7	100	
Aug. 31, 1873									*Sioux City and Pacific*.....Neb. & Iowa.	.....	*														100	
Aug. 31, 1873	122.4	—	7.4	—	11	6	3	386	Sioux C. and St. P.(St.P.&S.C.)Ia.& Minn.	4,803,936	*			2,800,000	1,740,000			147.4	56,414	10,766	.....	73,996	52,386	—	100	
Sept. 30, 1873	35.0	—	2.0	—	3	2	1	81	Sodus Point and Southern.....N. Y.	1,479,000	*			715,967	1,200,000		(8½ mos	35.0	37,753	41,941	15,172	27,710	986	—	100	
Jun. 30, 1873	182.0	—	14.5	—	5	1	1	52	South and North Ala.(L.N.&Gt.S...)Ala.	5,684,764	*	87,104		3,458,067	22,000p.m		(10 mos	—	417,343	47,479	.....	483,291	.....	—	100	
Dec. 31, 1873	137.0	106.0	33.7	—	42	49	...	530	South Carolina ¶.....South Carolina.	8,057,938	886,536	2,931,159	141,584	5,819,275	4,668,645	1,568,843	160,453	243.0	897,530	188,607	294,784	1,491,016	576,465	—	100	
Sept. 30, 1873	11.6	—	2.1	—	3	12	2	16	South Shore.....Mass.	501,593	*	126,500	25,078	259,685	275,000	10,920	107,557	11.6	57,703	394,360	36,596	94,788	17,381	—	100	
Sept. 30, 1873	57.0	1.3	20.0	11.0	20	50	5	117	South Side (L. I.).....New York.	4,531,734	*			1,000,000	3,250,000	967,658		73.3	340,266	679,055	65,663	488,410	192,742	—	100	
Sept. 30, 1873	116.0	—	14.0	—	14	7	5	401	Southern Central.....N. Y. & Pa.	5,837,290	355,390	.....	1,702	1,784,080	2,264,739	145,563		116.0	391,070	209,778	237,304	445,317	160,815	—	100	
Apr. 30, 1873			80.0	.....	.....	.....	.....	.....	Southern Maryland.....Md.	(Under const	ruction.)			1,000,000	2,200,000					(No part	completed.)				—	100	
Dec. 31, 1873	167.5	—	10.3	—	12	7	3	269	Southern Minnesota .....Minnesota.	9,328,446	*		127,883	3,825,000	4,592,000	1,089,329		167.5	355,868	42,444	144,175	663,233	187,039	—	100	
Jun. 30, 1873	202.0	—	10.1	828.0	19	25	8	871	Southern Pacific.....California.	10,136,408	663,577	9,306,402	204,655	12,210,200	8,050,000		50,842	152.0	460,264	320,000	182,661	1,035,312	576,572	—	100	
Nov. 30, 1873	143.0	162.5	22.6	12.5	34	28	7	858	Southwestern (Cent. of Ga.).....Georgia.	4,587,313	*			4,211,600	691,000								371,516	7	100	
Sept. 30, 1873	47.1	—	1.5	—	4	2	1	25	Springfield, Athol and Northeastern Mass.	1,217,850	88,487	73,400	305	809,760	345,000	170,155	5,128	47.1	66,900	36,246	16,558	52,312	10,556	—	100	
Jun. 30, 1873	221.4	—	11.5	—	12	10	6	204	Springfield & Ill. So. Eastern.....Illinois.	7,610,251	300,379	6,993	203,492	3,784,500	3,866,000	260,154	212,461	221.4	430,016	.....	.....	371,220	(Deficit)	—	100	
Sept. 30, 1873	22.0	—	3.2	—	—	—	—	—	Stockbridge and Pittsfield (H.).....Mass.	448,700	—	2,550	536	448,700	—	3,067	19	—	—	—	—	183,500	26,485	6	100	...
Sept. 30, 1873	13.2	—	0.9	—	—	—	—	—	Stony Brook (N. and L.).....Mass.	276,601	—	23,492	4,660	300,000	—	1,089	3,664	—	—	—	—	18,300	18,117	6	100	
Dec. 31, 1873	24.0	—	1.5	—	—	—	—	—	Sullivan and Erie (P. and N. Y.).....Pa.	1,597,718	—	1,000,000	.....	1,500,000	1,000,000	196,992		—	—	—	—	—	18,045	—	100	
Dec. 31, 1873	43.5	—	3.3	—	—	—	—	—	Sunbury and Lewiston (Penn.).....Penn.	1,900,000	—			1,400,000	1,400,000			—	—	—	—	—	—	—	50	
Dec. 31, 1873	17.0	—	0.3	83.0	2	1	—	2	Susq., Gettysburg and Corwin.....Pa.	181,000	*	1,319,000	.....	1,500,000			21,406		45,126	9,054	18,367	31,079	7,109	—	50	
Dec. 31, 1873	28.0	7.0	2.9	—	.....	.....	.....	.....	Sussex.....New Jersey.	1,873,600	*	.....	.....	1,638,600	235,000	.....	11,421	35.0	90,000	.....	.....	129,165	42,931	2	100	
Sept. 30, 1873	81.0	—	18.3	—	11	10	2	86	Syracuse, Bing. and N. Y.(DL&W.).N.Y.	4,036,139	*	.....	.....	2,400,000	1,670,000	198,422		81.0	474,718	192,589	616,990	769,652	281,919	6	100	
Sept. 30, 1872	26.0	1.0	2.1	16.0	3	6	2	40	Syr. and Chenango (re-org Aug.1,'73).N.Y.	1,227,047	*	.....	.....	1,063,400	500,000	229,998		26.0	23,528	49,219	29,914	23,199	(Ddf. it)	—	100	
Sept. 30, 1873	45.0	—	3.8	—	5	6	4	65	Syracuse Northern.....New York.	1,841,417	*	.....	.....	1,179,600	1,100,000	.....		45.0	112,320	128,892	40,566	139,328	20,479	—	100	
Nov. 30, 1873	79.7	29.6	32.2	—	40	21	14	1,070	Terre Haute and Indianapolis....Indiana.	3,081,378	*	1,372,134	660,428	1,988,150	1,316,000	604,037	1,205,758	109.3	860,344	226,745	285,607	1,107,259	282,133	11	100	
Dec. 31, 1873	320.0	—	20.0	1,452	28	11	...	231	Texas and Pacific ¶.....Texas.	12,800,000	*	(In pro	gress.)	2,000,000	10,000,000	500,000		320.0	.....	.....	.....	346,010	106,008	—	100	
Dec. 31, 1873	30.6	—	8.8	—	14	6	1	482	Tioga.....Pa.	899,286	455,015	125,000	.....	580,000	239,500			96.0	267,265	107,885	927,476	506,119	219,293	—	50	
Jun. 30, 1873	43.0	—	2.5	14.0	—	—	—	—	Toledo, Can. Southern and Det. Mich.&O.	1,925,000	*	300,000	.....	1,370,000	855,000	.....		—	—	—	—	—	—	2	50	
July 31, 1873	220.8	10.0	26.0	—	45	13	9	1,655	Toledo, Peoria and Warsaw.....Illinois.	12,685,523	*	.....	.....	5,700,000	6,450,000	446,723		230.3	997,155	175,784	517,596	1,262,266	219,829	—	100	
Dec. 31, 1873	452.1	155.2	58.9	—	188	71	43	4,419	Toledo, Wabash and Western.O. I. & Ill.	35,368,855	*	255,677	2,218,641	16,000,000	19,800,000	1,446,579	596,594	627.5	5,567,626	629,729	1,442,963	5,738,808	1,381,429	—	100	32½
Jun. 30, 1873	42.0	—	3.1	—	—	—	—	—	Tol., Tiffin and Eastern (M.C.& L.M.)..O.	1,555,077	—			273,512	850,000	436,565		—	14,122	4,369	2,951	8,797	1,421	—	100	
Sept. 30, 1873	34.9	—	9.9	—	18	17	6	247	Troy and Boston.....New York.	2,389,482	*	.....	.....	1,599,000	1,919,000	113,113		55.3	186,882	295,775	202,808	552,106	272,270	4	100	
Sept. 30, 1873	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush(N.Y.C.&H.R.)N.Y.	294,908	—			274,900				—	—	—	—	—	16,464	6	100	
Sept. 30, 1873	2.1	—	2.1	—	—	—	—	—	Troy Union and Depot.....New York.	763,985	—			30,000	680,000			—	—	—	—	—	—	—	100	
Dec. 31, 1873	40.8	11.7	9.0	—	—	—	—	—	Tyrone and Clearfield (Pa.).....Pa.	823,567	—			510,000	332,360	313,666		52.5	—	—	—	—	—	2	50	
Dec. 31, 1873	1,032	—	103.0	—	151	99	36	2,501	*Union Pacific*.....Nebr. Wy. & Utah.	112,259,336	—	4,470,716	.....	36,762,300	75,427,512	4,540,240		1,032.0	.....	174,894	622,120	10,266,104	5,291,243	—	100	34½
Dec. 31, 1873	165.0	—	20.0	—	242	281	38	1,762	United Companies of New Jersey..N. Jer.	33,368,953	*	7,049,845	.....	19,290,627	17,615,608	.....	.....	273.0	.....	3,003,043	3,051,577	8,516,740	1,724,552	10	100	12½
Sept. 30, 1873	87.0	—	6.9	—	14	15	5	124	Utica and Black River.....New York.	2,788,620	*	.....	.....	1,769,620	1,019,000	.....	.....	113.0	205,226	209,589	106,954	423,664	223,571	6	100	
Sept. 30, 1873	76.0	22.0	17.0	—	17	14	7	1,062	Utica, Chen. and Susq. Val.(DL&W)N.Y.	3,946,501	*	.....	.....	3,783,700	.....	.....	.....	99.0	277,202	252,774	278,053	458,660	95,755	5	100	
Apr. 30, 1873	51.0	—	3.9	61.0	5	7	4	42	Utica, Ithaca and Elmira.....New York.	1,700,000	*	.....	.....	381,360	25,000p.m	.....	.....	—	—	—	—	—	—	—	100	
May 31, 1873	47.0	25.5	9.3	—	—	—	—	—	Vermont and Canada (C.V.).....Vt.	3,000,000	—			3,000,000				—	—	—	—	—	240,000	8	100	52½
Sept. 30, 1873	56.0	24.1	11.0	—	18	19	7	276	Vermont and Massachusetts..Mass. & Vt.	3,288,328	261,234	380,640	12,631	2,860,000	900,000	115,521	67,312	66.5	245,641	317,561	139,376	555,234	91,269	4	100	...
Mar. 31, 1873	28.7	—	2.9	—	4	—	—	—	Vermont Valley.....Vermont.	1,221,886	*	.....	.....	516,104	783,200	.....	.....	—	—	—	—	—	65,000	—	100	84
Feb. 28, 1873	140.0	2.0	8.3	—	22	8	6	151	Vicksburg and Meridian.....Miss.	3,104,511	*	32,450	1,265,526	1,118,163	3,155,422	128,602		142.0	266,513	87,497	64,868	540,183	141,386	—	100	
Sept. 30, 1873	49.3	—	2.0	—	—	—	—	—	Ware River (B. and A.).....Mass.	971,738	—		3,442	750,000		210,848	14,331	—	—	—	—	—	14,331	—	100	
Sept. 30, 1873	18.3	—	6.0	—	—	—	—	—	Warren (D. L. and W.) .....New Jersey.	3,102,220	—			1,800,000	1,261,400	40,820		—	—	—	—	757,642	16,137	7	100	
Sept. 30, 1873	44 5	—	2.3	280.5	4	7	3	66	Washington and Ohio .....Virginia.	1,806,194	132,028	474,187	15,401	1,918,478	159 05p	350,274		44.5	83,716	.....	.....	92,883	27,787	—	100	
Sept. 30, 1872	282.6	10.0	9.0	81.0	25	21	12	884	Wash. City, Va.Mid. & Gt.Southern. Va.	9,180,634	*	.....	.....	2,692,540	5,622,664	865,430		292.6	718 252	196,394	161,434	988,371	403,598	—	100	
Oct. 31, 1873	26 5	—	5.0	—	10	10	4	69	West Chester and Philadelphia.....Pa.	1,603,969	190,963	397,700	150,704	823,950	1,168,012	281,375		35.5	234,692	.....	.....	354,448	140,093	4	100	
Aug. 31, 1872	112.0	28.0	15.5	—	33	16	5	246	Western of Alabama ¶.....Alabama.	4,832,628	544,555	315,048	586,758	2,008,324	3,162,400	348,341	659,916	160.0	.....	218,808	.....	659,916	165,623	—	100	
Dec. 31, 1873	138.0	—	11.9	—	58	19	12	952	Western and Atlantic ¶....Ga. and Tenn.	(Owned by	State	of Georgia.)			5,000,000			138.0	.....	.....	.....	.....	300,000	—	100	
Dec. 31, 1873	90.0	—	3.0	—	10	10	4	171	Western Maryland ¶.....Maryland.	4,217,959	*	84,500	80,511	683,243	3,675,000	24,727		90.0	.....	.....	.....	213,384	26,300	—	100	
Mar. 31, 1874	111.0	3.0	1.6	31.0	5	6	3	9	Western North Carolina (E. D.) ¶...N. C.	1,125,000	*	.....	.....	6,000,000	850,000	275,000			(In ban	kruptcy—	No return	s.)			100	
Dec. 30, 1873	57.1	27.5	23.8	—	—	—	—	—	Western Pennsylvania (Penn.) .....Pa.	3,950,872	*	185,179	.....	1,022,450	3,000,000										50	
Dec. 31, 1873	191.7	20.8	21.8	—	80	14	12	619	Western Union (M. and St. P.)..Wis.& Ill.	7,905,246	*	.....	.....	4,000,000	3,500,000	371,269		212.5	.....	.....	.....	1,137,634	259,373	—	100	
Dec. 31, 1873	27.0	—	1.6	—	2	2	1	16	West Feliciana ..... La. and Miss.	745,315	*	110,324	16,811	760,600	110,000	1,845		27.0	13,922	.....	.....	68,129	39,710	—	100	
Dec. 31, 1873	128.2	—	16.6	—	18	47	9	221	West Jersey.....New Jersey.	3,878,206	*	111,037	158,082	2,133,660	3,100,000	413,625	65,314	128.2	.....	.....	.....	680,586	237,607	8	50	
Mar. 31, 1873	197.0	—	10.0	—	26	14	10	660	West Wisconsin.....Wisc.	8,640,000	*	.....	.....	4,000,000	4,640,000	.....		165.0	.....	.....	.....	549,645	263,829	—	100	
Dec. 31, 1873	32.0	—	2.1	29.0	3	5	2	24	Wheeling, Pbg. & Bal(B&O). W.Va.&Pa.	579,642	*	.....	.....	500,000	.....	79,642		32.0	.....	.....	.....	47,365	710	—	50	
Apr. 30, 1873	62.4	—	4.2	—	6	6	2	127	White (Cinc.) Water Valley.....Ind.	1,250,855	142,719	16,291	95,821	370,025	944,000	172,319	19,162	69.9	131,918	62,929	101,201	241,716	116,201	—	100	
Apr. 30, 1873	23.0	—	2.0	—	3	5	1	37	Wico-Mico and Pocomoke.....Md.	380,000	*	.....	.....	160,000	200,000	20,000		37.0	.....	.....	.....	33,966	14,200	—	25	
Sept 30, 1873	189.0	—	9.0	—	33	12	6	392	Wilm., Colum. and Augusta.N. C. & S. C.	4,883,431	*	29,874	187,890	300,000	3,800,000	861,278	119,916	189.0	690,528	80,595	116,918	722,124	284,886	—	100	
Oct. 31, 1873	68.6	—	9.7	9.2	11	6	5	142	Wilmington and Reading ..Pennsylvania.	2,681,102	261,391	169,211	142,827	759,928	2,371,900	121,703		....	241,711	147,122	310,717	257,201	39,018	—	50	
Sept. 30, 1873	162.0	19.0	18 2	—	22	31	...	324	Wilmington and Weldon ¶ (WC&A).N.C.	3,004,044	*	.....	.....	1,456,200	1,619,100	.....		181.0	.....	.....	.....	739,678	280,720	5½	100	
Oct. 31, 1873	19.9	—	2.4	15.1	3	3	2	30	Wilmington and Western.....Del. & Pa.	720,207	76,310	45,038	.....	248,807	500,000	91,599		19 9	38,868	39,308	20,030	35,219	Loss.	—	50	
Mar. 31, 1873	15.6	—	2.3	—	—	—	—	—	Wilton (N. and L.).....N. H.	234,600	—		91	214,600			20,091	—	—	—	—	—	14,052	6½	100	
Aug. 31, 1873	326.5	3.7	15.4	—	31	7	4	1,136	*Winona and St. Peter* (C. & N.W.). Minn.	10,162,884	*	18,317	606,667	500,000	8,720,000	2,394,879		292.3	.....	.....	.....	728,618	122,349	—	100	
Dec. 31, 1873	228.0	26.0	7.0	—	16	8	3	309	Wisconsin Central .....Wisconsin.	12,800,000	*	.....	.....	6,400,000	6,400,000	.....		165.0	.....	.....	.....	.....	.....	—	100	
Sept. 30, 1873	45.7	—	27.7	—	17	17	5	367	Worcester and Nashua.....N.H.& Mass.	1,993,829	326,133	20,925	204,389	1,706,700	500,000	94,455	304,041	45.7	364,347	375,033	386,030	380,666	208,462	10	100	122½
									CANALS, &c.																								
May 31, 1874	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	.....	396,107	.....	1,880,800	1,922,307			12.6	.....	.....	.....	427,309	271,618	7	50	
Dec. 31, 1873	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal ¶..Md. & Va.	10,505,309	.....	.....	.....	8,229,594	8,065,500			184.5	.....	.....	.....	.....	.....	—	25	
Dec. 31, 1873	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	.....	.....	.....	1,633,350	800,000			—	(Leased	to Lehigh	Co.)	188,701	188,701	8	50	97
Dec. 31, 1873	168.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,339,210	.....	28,470,046	.....	19,529,485	13,930,385	148,414	2,195,971	108.0	.....	.....	.....	12,228,707	2,020,606	20	100	114½
Dec. 31, 1873	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,748	.....	35,101,313	427,837	18,990,900	18,758,967	964,903		65.5	.....	.....	2,756,837	1,590,100	706,778	10	100	
Dec. 31, 1873	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	.....	20,097,506	.....	8,784,850	15,767,656	.....		108.0	.....	.....	1,041,891	506,960	43,789	—	50	91
Dec. 31, 1873	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,146,040	.....	.....	.....	1,004,160	110,000	8,054		85.0	.....	.....	.....	196,149	123,514	9	50	...
Dec. 31, 1873	108.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,432,474	.....	.....	.....	2,200,000	1,125,129			103.0	.....	.....	.....	323,654	78,173	4	50	49½
Dec. 31, 1873	358.0	64.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	20,000,000	.....	.....	.....	4,457,180	2,588,000	1,048,200		470.0	.....	.....	870,121	544,626	317,745	—	50	4
Dec. 31, 1873	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	.....	2,557,040	.....	4,355,798	8,576,332	267,198	91,157	108.3	.....	.....	.....	649,351	634,183	1	50	12½
Dec. 31, 1873	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	.....	.....	.....	2,092,706	2,757,311	165,810		45.0	(Leas.to	Ph.&R'g.)	426,393	99,151	loss.	—	50	12
Dec. 31, 1873	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,880	.....	.....	.....	2,907,880	3,000,000	35,000		84.6	(Leas.to	Ph.&R'g.)	124,961	44,862	loss.	—	50	...
Dec. 31, 1873	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	3,630,344	.....	.....	.....	1,100,000	748,000	295,219		—	(Leased	to Penns	lvania Co.)	.....	.....	—	50	...

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
	$	p c	p c	p. c.
Railroad Stocks:				
Atlantic and Great Western, pref...	10,000,000	7	...	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	...	....
" " " guar.	276,200	7	...	....
Atlantic and Pacific, preferred	10,000,000	7	...	12
Atlantic and St. Lawrence,* guar...	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,552,800	6	5	105
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar.....	1,159,500	7	7	85½
Camden and Amboy,* guaranteed..	5,847,900	10	10	127
Camden and Atlantic, preferred....	763,849	7	3½	94
Cayuga and Susquehanna,* guar....	689,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,000	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	104½
Central Ohio,* preferred	411,550	6	6	80
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	77½
Chicago and Alton, † preferred.....	2,425,400	...	10	102½
Chicago, Iowa & Nebraska,* guar..	3,916,300	...	8	89½
Chicago and North-Western, pref...	21,289,583	7	7	55½
Cinc., Sand. and Cleveland, pref....	429,000	6	6	25
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar....	11,236,150	7	7	87½
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred...	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,300	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	...	....
Dubuque and Sioux City,* guar....	5,000,000	...	3	60
Dubuque South-Western, pref.....	590,315	8	...	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	54
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref. & *guar.	500,000	7	7	70
" " com. & *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	50
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	...	...	....
Hannibal and St. Joseph, pref	2,167,700	7	7	3½
Harrisburg and Lancaster,* guar....	1,182,580	7	7	97
Housatonic, preferred.....	1,180,000	8	8	96
Huntington & Broad Top Min, pref.	190,750	7	...	26
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	55
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref...	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	3,101,650	6	...	18
" " 2d pref.....	4,436,250	6	...	12
Mich. Southern, (Lake Shore) guar..	533,500	10	10	....
Mill Creek,* guaranteed.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	12,274,488	7	7	52
Mine Hill,* guaranteed.....	3,856,450	8	8	104
Montclair,* guaranteed.....	2,000,000	7	...	....
Morris and Essex,* guar.....	15,000,000	7	7	97
Nesquehoning Valley,* guar.....	2,000,000	10	10	108
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,295,200	10	10	124
New London Northern,* guar.....	971,400	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	127
" " *com. & guar.	8,500,000	8	8	125
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	118½
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	49
" " pf. & *guar.	2,000,000	8	8	92½
Ohio and Mississippi, preferred.....	4,030,000	7	7	50
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama, guaranteed.....	7,000,000	12	12	113
Paterson and Hudson,* guar.....	630,000	—	8½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	...	...	....
Phila., Germant'n & Norrist'n,*guar.	2,231,900	12	12	180
Philadelphia and Reading, † pref....	1,551,687	—	10	110½
Philadelphia and Trenton,* guar....	1,259,100	10	10	123
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	93
Pittsfield and North Adams,* guar.	450 000	5	6	86
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	113½
Rochester & Genesee Valley,* guar.	557,560	...	...	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	25
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	...	14
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	—	....
St. Louis, Kansas City & Nor., pref..	12,000,000	...	—	21½
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	—	....
" " 2d pref..	1,000,000	7	—	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	71
Warren,* guaranteed.....	1,500,000	7	7	....
Canal Stocks.				
Delaware Division,* guar.....	1,633,350	8	8	....
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	125
" com. and * guar.....	1,696,000	4	4	50
Schuylkill Navigation preferred....	2,808,977	6	6	24½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	— @	— —
Gartsherrie		— @	— —
Summerlee		— @	— —
Carnbroe		36 — @	37 —
Langloan		— @	— —
Glengarnock		37 — @	38 —
Eglinton		35 — @	35 —
Pig, American, No. 1		29 — @	31 —
Pig, American, No. 2		27 — @	29 —
Pig, American, Forge		25 — @	27 —
Bar, Refined, English and American		— @	— —
Bar, Swedes, assorted sizes	(gold)	115 — @	120 —
		—Store Prices.—	
Bar, Swedes, ordinary sizes		140 — @	145 —
Bar, Swedes, Plow sizes		155 — @	160 —
Bar, Refined, ¼ to 2 in. rd. & sq. 1 to 6 inch x ¼ to 1 in		67 50 @	70 —
Bar Refined, 1½ to 6 by ¼ & 5-16 in		72 50 @	75 —
Bar Refined, 1 & 1½ by ¼ & 5-16		72 50 @	75 —
Large Rounds, 2½@2¾ to 3¾ @4 in		75 — @	90 —
Scroll		90 — @	130 —
Ovals and Half-round		90 — @	100 —
Band, 1 to 6 in. by 3-16 to No. 12		85 — @	87 50
Horse Shoe		100 — @	105 —
Rods, ¼@1-16 inch		70 — @	127 50
Hoop, ¼ by No. 22 to 1 & 1½ by 13 & 14		97 50 @	155 —
Nail Rod	per lb.	7½@ —	8½
Sheet Russia, as to assortment	(gold)	15 @ —	15½
Sheet, Single, D. and T. Common		4½@ —	5
Sheet, Doubles and Trebles, Charcoal		5 @ —	6
Sheet Galvanized 1st and 2d quality. List 20@35 p ct. disc.			
Rails, English	(gold) per ton.	48 — @	50 —
Rails, American, at Works in Penna. c'y.		55 — @	60 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)	per lb.	— 17 @	— 21
English Spring (2d and 1st quality)		— 9½@	— 10½
English Blister (2d and 1st quality)		— 14 @	— 18½
English Machinery		— @	— 14½
English German (2d and 1st quality)		— 12½@	— 14½
American Blister		— — @	— 9
American, Cast, Tool		— — @	— 16
American, Cast Spring		— — @	— 10
American Machinery		— — @	— 11
American German Spring		— — @	— —

NAILS—Duty: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Com. Fence. & Sheath per keg.		3 65 @	3 75
8d. and 9d. "		4 — @	— —
6d. and 7d. "		4 25 @	— —
4d. and 5d. "		4 50 @	— —
3d. and 4d. Light		5 25 @	— —
3d. Fine		6 — @	— —
2d		6 75 @	— —
Cut Spikes, all sizes		4 — @	— —

TIN—Duty: Pig, Bars and Block, free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca	(gold) per lb.	— 25 @	— 25½
Straits	(gold).	— 22 @	— 22½
English, L. & F.	(gold).	— 21 @	— 21½
English, Refined	(gold).	— 21½@	— 22
Plates—Fair to good brands.		Gold.	
I. C. Charcoal	per box.	9 75 @	10 12
I. C. Coke		7 75 @	8 —
Coke Terne		6 87½@	7 12½
Charcoal Terne		8 75 @	9 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)		— 4½@	— 5
Crude 40@47 gravity (in shipping order)		— 8½@	— 9½
Refined, Standard White (in ship'g order)		— 11½@	— 12
Refined, S. W. (in jobbing lots)		— 12½@	— 12½
Refined, S W. (in tin)		— 16½@	— 20
Naptha, Refined (65@73 gravity)		— 9 @	— 10½
Residuum (in shipping order)	per gall.	— 6 @	— —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.)	per lb.	— 30 @	— 31
Copper, Bolts		— 32 @	— 33
Copper, Braziers' (over 16 oz.)		— 32 @	— 33
Copper, Nails		— 37 @	— 38
Copper, Old Sheathing, &c., mixed lots		— 18 @	— 20
Copper, American Ingot Lake		— 21 @	— 21½
Copper, English Pig		— — @	— —
Yellow Metal, New Sheathing & Bronze		— 22 @	— 23
Yellow Metal, Bolts		— 30 @	— —
Yellow Metal, Nails, Sheathing & Slating		— 23 @	— 24

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb.	— — @	6 62½
German Ordinary	(gold)	— — @	6 62½
English	(gold)	— — @	6 62½
Foreign Refined	(gold)	7 — @	7 12½
Domestic	(gold)	— — @	6 —

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel		11 — @	— —
Liverpool House Cannel		13 — @	— —
Anthracite (by cargo)	per ton of 1,000 lb.	5 — @	6 50

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 16.

	Th. 10.	F. 11.	Sat. 12.	M. 14.	Tu. 15	W. 16.
Boston, Hart. & Erie	1½	....	....	....	1½	....
Canton Co	....	....	....	....	....	....
Central Pacific	....	....	....	....	....	....
Central Pacific 6s	90½	90½	....	90½	....	....
Central of N. Jersey	104½	104	104½	104½	105	104½
Chesapeake & Ohio 1 m	....	....	49	....	48	....
Chicago & Alton	....	98½	98½	99½	....	....
" pref	....	102½	....	....	....	....
" 1 M	....	....	....	....	....	....
" S. F	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q	....	....	102½	....	....	....
" 8s, 1883	....	....	111	111	....	....
Chic. & Northwestern	87½	87½	86½	87½	86½	86½
" pref	56	55½	54½	56	55½	55½
" 1st M	....	....	....	....	....	....
" S. F	....	....	....	....	....	....
" Consol	85	....	....	....	....	83½
Chic., Rock Isl. & Pac	100½	100½	101	101½	101	....
Chi, R. I. & Fa. 7s, 1896	104½	....	....	....	....	105½
Clev., Col., C. and Ind	64	....	64½	....	65	65
Clev. & Pittsburg guar	87½	....	87½	87½	87½	87½
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	....
" 4 M	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	102	....	....	102	103	....
Col., Chi., & Ind. C	9½	9	8½	8½	8½	8½
" 1 M	70	71	71	70	69	69
" 2 M	....	....	....	....	....	....
Del. & Hudson Canal	114½	114½	114½	....	114½	....
Del. Lack. & Western	108½	108½	109	109½	109	109½
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Erie Railway	34½	34½	34½	34	34½	34½
" pref	....	....	....	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	95a	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	....	....	....	....	....	100
" 5 M. 7s, 1888	....	....	....	....	....	....
" 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort	....	....	....	....	....	....
Hannibal & St. Joseph	25½	24½	24	24½	24½	....
" pref	....	....	....	....	....	....
" 8s, conv	....	....	73	....	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F	105½	105½	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	90	....	....	91
" 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th	74½	74½	74½	75½	75½	75½
Marietta & Cin. 1st pref	....	....	....	....	....	....
" 2d pref	....	....	....	....	....	....
Michigan Central	....	73½	....	....	....	73½
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F	....	....	103½	....	104	....
" 2 M	99½	....	....	....	....	99½
Milw. and St. Paul	33½	32½	32½	33½	32½	33½
" pref	52½	52	52	53	53	52
" 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 8s	....	....	104½	....	....	....
" 7 3-10s con	....	....	....	....	....	....
" 7s, gold	....	....	....	....	....	....
Missouri 6s	....	....	....	....	....	....
" H. & St. J. 8s	....	....	....	....	....	....
Morris and Essex	96½	....	96½	96½	97	....
" 1st mort	....	....	....	....	....	....
" 2d mort	....	....	102	....	....	102
N. Y. Cen. & Hud. Riv	104½	104½	104½	104½	104½	104
" 7s, S. F. 1876	....	....	....	....	....	....
" 6s, S. F. 1883	....	96	....	....	95	....
" 6s, S. F. 1887	....	....	....	....	....	95
N. York and Harlem	127	....	126½	126½	127	125
" pref	....	....	....	....	....	....
" 1 M. 7s	106½	106½	106½	....	....	107½
N. York N. Hav. & Hart	130½	....	....	....	132½	....
N. Carolina 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss	24½	24½	24½	24½	24½	24½
" pref	....	....	....	....	....	....
" 2d M	....	....	....	....	....	74
Pacific Mail S. S. Co	48½	48½	48½	48½	48½	48½
Panama	112	....	112½	113	....	113
Pitts., Ft. W. & Chi. gtd	....	....	....	91½	....	93
" 1 M	....	....	....	....	....	....
" 2 M	....	....	....	....	....	102
" 3 M	....	....	....	....	....	....
Quicksilver Mining Co	31½	32½	33	33½	35	....
St. L., Alton & T. H	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" 2 M. pref	57	....	....	....	....	....
" Income bds	....	....	....	....	....	....
Tennessee 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
Tol., Wab. & Western	33½	32½	32½	32½	32½	32½
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" 2 M	....	....	....	....	....	70
" Equipment	....	....	....	....	....	....
" St. Lou. Div	....	....	....	....	....	....
Union Pacific	31½	31½	33½	34½	34½	34½
" 1st mort	85½	85	85½	85½	85½	85½
" L. Gt. 7s	86	....	85½	86	86½	87½
" Inc. 10s	88	88	....	88½	88½	88½
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol	53	52	....	....	....	....
" def. cert	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 16.

	Th.10.	F.11.	Sat.12	M.14.	Tu.15.	W.16.
FEDERAL STOCKS:—						
U. S. 5s, 10-40s, reg...	111	....	110¼	110¾	110¾	110¾
U. S. 5s, 10-40s, coup..	111¾	111¾	111¾	111¼	....	111¼
U. S. 5s, 1881, reg.....	112¾	112¼	....	112¼	....	112¼
U. S. 5s, 1881, coup....	112¾	112¾	....	112¾	....	112¾
U. S. 6s, 1881, reg.....	....	117¼	....	....	....	117¾
U. S. 6s, 1881, coup.....	....	118¼	....	....	....	118¼
U. S. 6s, 5-20s, reg. '62	....	....	....	112¾	....	....
U. S. 6s, 5-20s, c. 1862.	....	....	112¼	....	....	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.	115¾	115¼	....	....	115¾	115¾
U. S. 6s, 5-20s, reg. '65.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865.	116¼	116¾	....	....	....	....
U. S. 6s, 5-20s, r. n. '65.	....	....	....	....	114¼	....
U. S. 6s, 5-20s, c. n '65.	116¼	....	116	116¾	115¾	116¼
U. S. 6s, 5-20s, reg. '67.	116¾	116¼	....	....	....	116¾
U. S. 6s, 5-20s, c. 1867.	....	117¼	116¾	116¾	116¾	117¼
U. S. 6s, 5-20s, reg. '68.	117¾	....	....	116¾	116¾	....
U. S. 6s, 5-20s, c. '68....	....	117¾	117¾	....	117	....
U. S. 6s, Pac. RR issue....	....	....	117¾	....	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 15.

	W.9.	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.
Catawissa preferred ...	43	42¾	....	42¾	....	....
" 7s, new	....	....	....	....	....	....
Camden and Amboy.....	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	91	....	....	....	....	....
" mort. 6s, '89.....	....	101¼	102	101¾	....	....
Elmira & Williamsport....	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s.....	....	....	....	....	....	....
Lehigh Navigation.....	45¾	45¾	45¾	45¼	45¼	45¼
" 6s, 1884	97¼	....	97¼	....	....	97¼
" Gold L.....	96¼	96¼	97¼	....	....	....
" R. R. L.....	....	....	....	....	97¼	....
" Conv. G. L.....	99¾	100	....	....	....	....
Lehigh Valley R. R.....	61¼	61¼	61¾	61¼	61¼	61¼
" 6s new coup....	100¼	....	....	....	....	....
" 6s new reg..102	....	102	....	....	....	....
" 7s.....	104¼	....	....	....	....	....
Little Schuylkill R.R.....	....	....	....	....	48¼	....
" 7s.....	....	....	....	....	....	....
Minehill	....	....	....	....	52¼	52
Morris Canal.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1885	....	....	....	....	....	....
" 7s.....	....	103	....	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	33	....	32¾
Oil Creek & Alleg. Riv.	8	8	8	....	7¾	....
" 7s.....	....	....	....	....	45	45
Pennsylvania R. R.....	53¾	53¾	52¾	53¼	53¾	53¾
" 1st M.....	101¾	....	....	....	101¾	100¼
" 2d M.....	....	101¼	....	....	....	....
" Gen. mort..	93	....	....	....	....	92¾
" " reg.....	....	....	....	....	....	....
Penn. State 6s, 2d series.....	....	....	....	....	....	....
" 6s, 3d series.....	....	....	....	....	111	....
Philadelphia City, 6s.....	....	....	....	....	101¼	....
" new 104¼	104¾	104	104	104	104	
Philad., Germ. & Nor...	90	90	....	90	....	90
Phila. & Reading	55¾	55¼	55¼	55¼	55¼	55¾
Philadelphia and Erie..	15	15	14¼	13¼	12¼	13¼
" 6s.....	91¼	....	....	....	....	....
" 7s.....	....	....	82¼	....	....	82
Phila., Wilm. & Balt.....	....	....	....	....	....	....
Schuylkill Navigation.....	....	....	....	....	....	....
" pref.....	....	....	12¼	....	....	....
" 6s, 1882	76¼	....	....	....	76¼	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	88	....
United Co. of N. Jersey.	127¼	127¼	....	127	127	....
Hestonville, (Horse).....	19	....	....	....	....	19¼
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	50¼	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 16th sts.	....	24	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 15.

	W.9.	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.
Baltimore City 6s, 1875.	102	102	....	102	101¼	....
" 1886	....	101	....	....	....	....
" 1890 .....101¾	101¾	....	....	....	100¼	....
" 1884	....	....	....	....	....	....
" 1900 101	....	....	....	....	....	....
Balt. and Ohio.....	....	....	....	....	....	....
" bonds, 1875.....	....	....	....	....	....	....
" " 1880.....	....	....	....	....	....	....
" " 1885.....	....	....	....	....	....	....
Central Ohio.....	....	....	....	....	....	....
" 1st mort...	90¼	....	....	....	....	....
Marietta & Cin. 1st M.....	....	....	....	....	103	102
" 2d M.....	....	....	92¼	92¾	92¾	....
" 3d M. 8s.....	....	....	....	....	....	....
Northern Central.....	....	....	93¼	....	....	....
" bonds, 1885.....	....	....	93	....	....	93
" " 1900.....	....	....	....	....	....	....
" G. B. 1900.....	....	....	....	....	....	91¼
Pittsb. & Connellsv. 7s.....	88¼	....	....	....	88¼	83
N. W. Va. 3d mort.....	....	....	....	....	....	....
Virginia 6s, Consol.....	....	....	....	53	....	52¾
" Defer. Certif.....	....	....	....	....	....	....
City Passenger R. R....	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 16.

	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.	W.16.
Boston and Albany	132¼	....	....	....	....	132¼
Boston and Lowell 100¼	....	....	....	....	....	100
Boston and Maine.....111¾	112	....	....	....	....	....
Boston and Providence.....	149¼	149¼	....	....	....	....
Boston, Hartford & Erie....	....	....	....	....	....	....
" 7s..... 24¼	23¾	23¾	23¼	....	23¼	
Cheshire, pref.....	....	....	....	....	....	....
Chi., Burl. & Quincy...102	....	....	....	102¼	....	102¼
Concord.....	....	....	....	....	....	....
Connecticut River.....	....	....	....	....	....	....
Eastern..... 64	62¼	62¼	62¼	61	60¼	
Fitchburg.....124¼	....	125	....	....	....	....
Manchester & Lawr'ce....	....	....	....	....	....	....
Michigan Central..... 74	73¾	73¾	....	....	73	
Northern, N. H.....	....	....	....	104¾	104¾	
Ogdens. & Lake Champ....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	107
Old Colony 107¾	106¾	106¾	....	....	....	
Ph., Wil. & Baltimore.. 54¼	....	....	54¼	54¼	54¼	
Portl'd, Saco & Ports.....	113¾	113¾	....	....	....	
Union Pacific	....	....	....	....	....	
" 6s..... 83¾	....	....	84	....	84¼	
" Land Grant 7s 83	....	....	....	82¼	83	
" Income 10s..... 88	....	....	88¼	88¼	88¼	
Vermont & Canada.....	....	....	52¼	....	....	
Vermont & Mass.....	....	....	94	....	....	
South Boston (Horse).....	....	....	....	....	....	
Cambridge	....	....	....	....	....	
Metropolitan	....	....	....	....	....	
Middlesex	....	....	....	....	....	
Central Mining Co.....	....	....	....	....	....	
Copper Falls 12	....	12¼	12¼	....	12	
Franklin	....	....	....	....	....	
National	....	....	....	....	....	
Quincy 33	....	32¼	....	31¼		

London Stock Exchange.

	Closing Prices. Aug. 28.	Sept. 4.
Atlantic & Gt. W. 1st mort., $1,000..	48 — 50	51 — 53
Do. 2d mort., $1,000.....	25 — 27	28 — 30
Do. 3d mort., $1,000.....	12 — 13	13¼ — 14¼
Do. Con. mort. B'nds Bisch's Cert.	12 — 14	15 — 17
Do. Leas. Lines, Rental Bonds....	63 — 66	65 — 70
Do. 1873	40 — 45	44 — 48
Do. 8 p. c. Scrip, West. Exten.....	— —	— —
Detroit & Milwaukee 1st mort. Bonds	60 — 65	60 — 65
Do. 2d do.	55 — 60	55 — 60
Erie shares 100 dol. all paid.....	29¼ — 30	31¼ — 32
Do. Convertible Gold Bonds	63 — 65	66 — 68
Do. 6 per cent Convertible Bonds..	96 — 98	94 — 96
Cons Mort. amount autho. to be issued for conv. of existing bonds..	93¼ — 94¼	91 — 93
Illinois Central $100 shares all paid..	85 — 87	85 — 87
Do. Redemption mort. bonds 6 p.c	100 —102	100 —102
Illinois & St. Louis Bridge 1st mort.	103 —104	103¼—104¼
Marietta and Cincinnati Rail. Bonds.	96 — 99	96 — 99
Michigan Central 8s 1882, conv.....	— — —	— — —
New York Central, 100 dols. shares.	95 — 97	95 — 97
Panama General mort.....	100 —102	100 —102
Pennsylvania, General mort.....	99 —100	99 —100
Do. $50 shares.....	47¼ — 48¼	47¼ — 48¼
Philadelphia and Erie 1st mort.....	96 — —	97 — 99

American Railroad Journal.

Saturday, September 19, 1874.

Stock Exchange and Money Market.

The demand for Money has been fairly active on speculative and mercantile account, but the offerings of capital have been largely in excess of the requirements of responsible borrowers, and rates have been ruling quite easy at 2@3 per cent on call to the leading Street houses, and 5@7 per cent per annum, on the best commercial credits. The general business of the city is now quite animated in the wholesale line, and shows a gratifying improvement in retail dealings also. The crop movement is comparatively brisk, though checked, in part, by disposition of the farming interest to hold back supplies, rather than accept current prices; a disposition which has been fostered, in part, by some professional advisers, political and otherwise, of the agricultural classes. The recent returns of railroad earnings have been indicative of increased traffic, on the trunk lines, both eastward and westward freights offering more liberally. The Wisconsin decision, rendered this week, as against the subject railroad corporations has been viewed as discouraging to railroad enterprise and management. According to Washington dispatches, the Treasurer of the United States has issued a circular asking the national banks to make an additional deposit with him of legal-tender notes to the amount of 5 per cent of the circulation of the national banks. It is stated that the Treasurer's reason for making this call is that unless such deposit is made the redemption of national bank notes may be interrupted, because the clerical force in the Redemption Bureau of the Treasury has been insufficient to keep up with the work of assorting the notes since the new law went into operation, which was so soon after its enactment as not to give General Spinner the time needed to organize for the new work thrown upon him. The City Banks, in their last weekly return, show an increase in all their averages, other than those of legal tender notes, and circulation, which are slightly reduced. The U. S. Sub-Treasury augmented both its currency and specie reserves. The City banks, last week, diminished their reserve of legal tender notes $278,800, while enlarging their deposit item $3,136,500, and their specie average $971,800. They report an increase of $1,782,900 in the loans and discounts, and a reduction of $56,700 in their circulation. The U. S. Sub Treasury in this city closed the week with a currency balance of $60,938,997, against $60,827,320 the preceding week; and a coin board of $53,482,111, against $52,553,648, on the previous return. The City bank exchanges, during the week, were $390,896,790, or a daily average of $65,149,465. The customs revenue of the port, during the week, was $2,822,168. The City banks reported their average of gold last week at $19,863,100, and their greenback average at $65,325,900. Their deposits stood at $237,882,500. The loan item was $280,867,800. The circulation was $25,605,700.

The aggregate of the outstanding U. S. currency, of all denominations, Sept. 1, was $428,422,258. The outstanding amount of legal tender notes is 382 millions. The National bank circulation is $350,622,208.

The income of the Government, from internal revennes, thus far, in the fiscal year, commencing with July 1, 1874, has been over 22 millions.

The Treasury balances at the opening of business on Wednesday were as follows: currency, $15,373,121; special deposit of legal tenders for the redemption of certificates of deposit, $59,935,000; coin, $72,511,554, including $29,400,740 in coin certificates.

The Gold movement on all accounts has been on a restricted scale. The speculative demand lacks spirit; while the export drain has been light. The requirments of coin for custom house purposes have been the chief source of legitimate inquiry. The price has fluctuated very little. The extremes of the week have been 109⅜ @109⅞, closing at 109¾, as against 109¾ on Wednesday of the preceding week. The specie outflow last week, was $722,088. The imports of specie at this port since Jan. 1, have been $3,969,770. The customs demand for Gold last week averaged $482,000 a day. Foreign Exchange has been rather more sought after, with Bankers' sixty day bills on London closing more firmly on Wednesday at $4 83¼@$4 84; sight bills on London at @4 85¾@$4 86¼ to the £ sterling. The week's exports of Domestic Pro-

duce have been to the currency value of $4,591,531.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $6,953,507.

Government Securities have been in moderately active request on investment account, but at rather easier prices.

U. S sixes of 1881 closed on Wednesday of this week at 117⅝@118; U. S. Five-Twenties of 1862, 112½@112¾; U. S. Five-Twenties of 1864 at 115¼@115⅝; U. S. Five-Twenties of 1865, 116@116¼; U. S. Five-Twenties of 1865 consolidated, 116@116¼; U. S. Five-Twenties of 1867, 117@117¼; U. S. Five-Twenties of 1868, 117@117⅛; U. S. Ten-forties at 111¼@111½; U. S. Fives of 1881, (Funding Loan) 112@112¼; Six per cent. currency Sixes from 117⅜@117⅝.

State and Railway bonds have been in fair demand and have been quoted generally steady in price. Railway and miscellaneous share property has been again quite active, opening strong and buoyant, but closing irregularly.

In general business, an encouraging degree of animation is noted. Domestic produce is more active, though at lower prices for Breadstuffs, while Provisions are lighter; and Cotton is fairly supported, considering the liberal arrivals at the ports. Wool and Tobacco meet with a ready sale at full figures. Hides and Leather are in fair demand and firm. Hardware is moderately active. Metals are in less request. Copper is steady. Pig Iron, quiet. Sales 500 tons No. 1 American at $30. Eglinton Pig Iron quoted at $35; Glengarnock, $37@$38; No. 1 American Pig at $30@$31, No. 2 do. at $27@$29; Forge, $25@$27; English Rails at $50@$52, gold; American Rails at works, $55@$60; Old Rails, $34@$38. Wrought Scrap, $33@$37. Ocean freights have been more active, with rates quoted firmer toward the close.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Toledo, Wabash and Western 7s, consol., 55; New York Central 1st mort., coupon, 107¾; do. reg., 107¾; Union Pacific S. F. 8s, 74½; Ohio and Miss. consol. S. F. 90; Louisville and Nashville 7s, consol., 1898, 87½; Central of New Jersey conv., 102; Albany and Susquehanna R. R., 95; do. 1st mort., 103¼; Michigan Central 7s, 99¼; Clev., Paines. and Ash. 7s, old, 100; St. Louis and Iron Mt., R. R., 13; do. 1st mort., 84; Del. and Hudson Canal reg. 7s, 1884, 103½; do. 1891, 104½; Toledo, Peoria and Warsaw 1st mort. E. D., 80; Lake Shore and Michigan Southern 7s, consol., coupon, 98½; do. reg., 98; Chicago and Northwestern consol. gold bonds, 77½; Del., Lack. and Western 7s, conv., 105; Buffalo and Erie 7s, new, 99; Pacific R. R. of Mo., 89½; do. mort., 79; Gt. Western 1st mort. 1888, 85; Morris and Essex 7s, 1871, 98½; St. Louis, Jacksonville and Chicago 1st mort., 96½; Canada Southern 1st mort., 53; Detroit, Monroe and Toledo 1st mort., 93; Cleveland and Pittsburg 7s, consol, 100; North Missouri 1st mort., 82; Western Pacific bonds, 82¾; Galena and Chicago 2d mort., 100½; Chicago and Milwaukee 1st mort., 92; Am. Dock and Imp 7s, 98; Milwaukee and St. Paul 8s, 1st mort. LaC. div., 81¼; Atlantic and Pacific R. R., pref., 12; Western Union Telegraph, 79½; do. 7s, 99; Atlantic and Pacific Tel., 16½; Quicksilver pref., 36; Am. Exp., 61; Wells Fargo Exp., 77½; U. S. Exp., 67; Spring Mt. Coal, 68; Consol. Coal of Md., 47; Missouri 6s, l. bonds, 94; do. 6s, f. bonds, 1894, 92⅝; do. 6s, 1876, 97¾; do. 6s, 1878, 96; New York State 5s, 1875, ex-div., 109⅝; North Carolina 6s, special tax, 1st class, 5; South Carolina 6s, new, non. f., 6; Connecticut 6s, 103½; Tennessee 6s, n. s., 53; Ohio 6s, 1881, 103; California 7s, 111; Brooklyn 6s, W. L., 95½; do. P. L., 95.

Philadelphia.—Pennsylvania R. R. div. scrip, 103¾; Camden and Atlantic pref., 47; Catawissa R. R., 14½; do. new, pref., 33; Ridge Avenue R R., 46; Huntingdon and Broad Top Mt. 7; Nesquehoning Valley R. R., 54; Schuylkill Nav. 6s, 1895, 76½; Pittsburg, Cincinnati and St. Louis 7s, 63½; Westchester and Philadelphia 7s, 104; Phila. and Reading deben. bonds, 79; do. 7s, 1893, 105¾; do. 7s, new, conv., 104½; do. Gen'l mort. 7s, reg., 105½; Chesapeake and Delaware Canal 6s, 91; Pennsylvania and New York 7s, 103½; Shamakin Valley and Pottsville 7s, 92; West Jersey 1st mort., 6s, 97; do. 7s, consol., 104; Wilmington and Reading 1st mort., 75; Allegheny Valley 7s, guar., 83; do. 7-30s, 89; Belvidere Delaware 2d mort., 83. The latest quotations are: City 6s, 101@101½; do. free of tax, 103¾@104; Pennsylvania State 6s, 2d series, 107½@—; do. 3d series, 111@111¼; Philadelphia and Reading, 55¼@55½; do. Gen'l mort. 7s, coup., 103¾@104½; do. reg., 104@105; do. mort. 6s, 1880, 98½@—; do. new, conv., 104@104¼; do. 7s, 1893, 105½@107; United New Jersey R. R. and Canal Co., 127@127½; Camden and Amboy mort. 6s, 1889, 100½@101; Pennsylvania R. R., 53⅞@54; do. div. scrip, 104@—; do. 1st mort., 101¼@101½; do. 2d mort. 101½@102; do. general mort. coupon 92½@93; do. reg., 94½@95; Little Schuylkill R. R., 48¼@48¾; Morris Canal, 48@51; do. pref. 120@125; do. 6s, 99@101; Susquehanna Canal, 6@9; do. 6s, 75@76; Schuylkill Nav., 6@6¾; do. pref., 12⅜@12⅝; do. 6s, 1882, 76½@77; do. 1872, 88@90; Elmira and Williamsport pref., 38@40; do. 7s, 1873, 98@99; do. 5s, 60@65; Lehigh Coal and Navigation, 45½@45⅝; do. 6s, 1884, 97½@98; do R. R. Loan, 97½@97¾; do. Gold Loan, 96½@96¾; North Pennsylvania, 48@—; do. 6s, 100½@101; do., 7s, 103½@104¼; do. Chattle 10s, 108@108½; Philadelphia and Erie, 13¼@13⅝; do. 6s, 91@92; do. 7s, 81¼@82¼; Minehill, 52@52¾; Catawissa, 14@15; do. pref., 42⅞@43; do. new pref., 32¾@33¼; do. 7s, 1900, 101@102; Lehigh Valley, 61¼@61½; do. 6s, new coupon, 100¾@101; do. reg., 101@101½; do. 7s, 104½@105; Fifth and Sixth streets (horse) 55@57; Second and Third, 63@66; Thirteenth and Fifteenth, 23@24; Spruce and Pine, 29½@31; Green and Coates, 50½@51; Chestnut and Walnut, 74@75; Hestonville, 19¼@19½; Germantown, 35@45.

Boston.—Old Colony 7s, 1894, 104½; Boston and Maine 7s, 104¼; Chicago, Burlington and Quincy 7s, 97; Union Pacific S. F. 8s, 73¾; Atchison, Topeka and Santa Fe 1st mort. 57; Vermont Central 1st mort., 22; Burlington and Missouri River R.R. in Nebraska, 55; do. 8s, new, 95; do. old, 98; Western (B. & A.) R. R. 6s, 1875, 99⅛; Salem and Lowell 6s, 1878, 90; Eastern 7s, 1882, 94; Vermont Central and Vermont and Canada 8s, 65; Jackson, Lansing and Saginaw 8s, 1891, 94½; Chicago and Michigan Lake Shore 8s, 36; Ottawa, Oswego and Fox River 8s, 97½; Burlington and Missouri River R. R. in Iowa, 98; Cincinnati, Sandusky and Cleveland R. R., 9; Portsmouth, Gt. Falls and Conway R. R., 45; Norwich and Worcester R. R., 118¼; Rutland pref, 25; do. scrip, No. 6, 40; do. Nos. 3, 4 and 5, 65; Eastern (N. H.) R. R., 55¼; Nashua and Lowell R. R., 120; Worcester and Nashua R. R., 122½; Attleboro' Branch, 107¾; Cary Imp., 5¾; Boston Water Power Co., 11; New Hampshire 6s, 101½; Boston 5s, 1885, gold, 99½; Chicago 7s, 99¼; Toledo, 8s, 1880, 101½; Cincinnati 7 3-10s, 1899, 102⅞; do. 7s, 1897, 100½; St. Louis 6s, 1880@1887, 92¼.

Baltimore.—Orange, Alex. and Manassas 7s, 80; Orange and Alexandria 4th mort. 8s, 71½; Marietta and Cincinnati 2d pref., 12; Virginia consols, coupons, 86½; Virginia consols, ex-coupon, 50¼; Santa Clara bonds, 30½. The latest quotations are: Richmond and Danville 1st mort., 67@70; Pittsburg and Connellsville 7s, 1898, 82⅞@83⅝; Baltimore and Ohio, 170¼@172⅞; do. 6s, 1875, 101@102; do. 1880, 101@102; do., 1885, 102@104; Washington Branch, —@175; Northern Central, 33@33½; do. 6s, 1885, 93@94; do. 6s, 1877, 95@—; do. 1900, 90@92; do., 6s, 1900 gold, 91½@91¾; N. W. Va. 3d mort., 1885, 98@98; Marietta and Cincinnati 1st pref., 18@20; do. 2d pref., 10@12; do. 1st mort. 7s, 1892, 101¾@102; do. 2d mort., 7s, 92½@93; do., 3d mort., 8s, 74@74¼; Central Ohio, 42@44; do. pref., —@—; do. 1st mort., 90@90¼; Western Maryland, 1st mort. 6s, 1890, 80@89; do. 1st mort. guar., 99@100; do. 2d mort. guar., 98@100; do. 3d mort., guar., 99@100; do. 2d mort. pref., 60@70; do., 2d mort. guar. by Washington Co., 90@92; Virginia and Tennessee 2d mort. 6s, 70@75; do. 3d mort. 8s, 77@78½; Orange and Alexandria 1st mort. 6s, 90@92; do., 2d mort. 6s, 84@86; do., 3d mort. 8s, 80@81½; do., 4th mort. 8s, 70@71; Orange, Alex. and Manassas 7s, 79¾@80; Baltimore 6s, 1875, 101¾@102; do., 1884, 101@102; do. 1886, 101¼@102; do. 1890, 100½@100¼; do., 1900, 100@101¼; do. 1902, 100½@102¼; do., 6s, exempt, 104@105; do. 5s, 80@90; Memphis City 6s, 40@42; Maryland Defense 6s, 1883, 106½@107; do. 6s, 1890, 102@—; do. 6s, exempt, 106½@108; do. 5s, 80@90; Virginia coupon 6s, old, 28@31; do. new, 30@38; do. consol. 6s, 52¼@52½; do. coupons, 86¼@87; West Virginia, 9@9¼; City Passenger R. R., 19½@22; George's Creek Coal, 140@150; Atlantic Coal, 2.30@2.45; Santa Clara, 9.00@15.00; do. bonds, 30½@35; Canton Co., 55@70.

☞ John M. Toucey, Manager, has issued an order forbidding the use of the locomotive whistle between the Grand Central Depot and Harlem River.

☞ Mr. G. C. Kimball has been appointed General Manager of the Chicago and Michigan Lake Shore Railroad, in place of A. H. Morrison, resigned.

☞ M. Stanton has been appointed General Superintendent of the Selma, Rome and Dalton Railroad, in place of John B. Peck resigned.

Illinois Central Railroad.

The following letter from Messrs. Robert Benson & Co., of London, published in Herapath's Railway Journal of August 29th, conveys important information:

10 Kings Arms yard, Moorgate street,
London, E. C., Aug. 26, 1874.

As doubtless any information respecting the Illinois Central Railroad Company may be of interest to you, we hand you the following extract of a letter received this day from the secretary of that company. This company is prepared to pay its Construction Bonds on presentation, $2,835,500. This sum is held in trust for that purpose. It owes $5,000,000 of 6 per cent bonds: $2,500,000 payable the 1st April, 1875, and $2,500,000 1st April, 1890. The share capital is $29,000,000. The cash assets on the 8th inst. (subsequent to August dividend) are $1,665,075 43c., and the working stock of supplies $869,254 90c. The Company has 315,846 acres of lands on hand for sale, and about $1,000,000 balances due on contracts for lands sold. The net traffic for the year 1873 was $2,530,890 56-100ths. The decrease in gross earnings for the first six months of 1874 was $199,444 32-100ths. The decrease in operating expenses $420,080 51-100ths, resulting in a net gain for the six months of $220,636 19-100ths. The cash collected in the Land Office the first six months of this year is $207,803 69-100ths; the estimated collection for the year are $400,000; and we may look for three to four hundred thousand dollars per annum for the next half dozen years, which will pay the interest on $5,000,000 of 6 per cent bonds. The Directors have approved of the mortgage to the United States Trust Company, which includes the $5,000,000 of $5 per cent bonds, of which $4,842,000 have been issued, and to cover them $4,842,000 of 7 per cent bonds of the New Orleans, St. Louis, and Chicago Railroad Company are held in trust, to meet the interest payments, and discharge the principal of the 5 per cent bonds. The connections, now perfected with the southern lines, extend over 3,000 miles of railway. Since the 1st May we have had a regular daily traffic, chiefly towards Georgia and Alabama. It is found already that the rail is superseding the river communication; more than half our deliveries, at Cairo, being sent by rail and not by boat as heretofore. Yours faithfully,

ROBERT BENSON & Co.

☞ The Towsontown *Journal* says that "Workmen are still engaged upon the line of the Maryland and Pennsylvania Railroad, between Towsontown and the junction with the Northern Central at Lake Roland. All that now seems necessary is the building of three bridges and the laying of the rails. The bridges are all contracted for and ready to be put up when ordered by the contractors."

☞ The Littleton *Republic* understands the contract to build the Portland and Ogdensburgh Railroad through Whitefield has been canceled, and a full force put on to complete the section remaining to be built to connect with the Boston, Concord and Montreal Railroad at the Fabyan House.

☞ The Commissioner of Internal Revenue says: "Advices from revenue agents throughout the country show a general resumption of business. The indications are that the receipts this month will exceed those of the corresponding month last year."

☞ A. H. Nagle, of Baltimore county, Md., has received the contract for building a wooden bridge over Gwynn's falls, at Wilkens avenue, 450 feet span and 40 feet wide, for $16,850.

Valley (Va.) Railroad.

At a meeting of the city council of Staunton, Va., held on the 12th inst., a resolution was adopted instructing the financial committee to deliver to the treasurer of the Valley Railroad Company, or other proper officer of that company legally authorized to receive and receipt for the same, $100,000 of the six per cent bonds of the city in discharge of the subscription of the city of August, 1871, for $100,000 to the stock of said company, the committee to receive at the time of said delivery a proper certificate of stock to the amount then subscribed for. The committee are also instructed, after proper consultation with the attorney for the city, to see that all things are done, in connection with this payment or delivery of bonds, which may be necessary, to protect the rights and interests of the city, especially negotiating for and securing an acquittance from Mr. Robert Garrett of his claim for money loaned by him to the city, the same to be paid from the proceeds of said bonds, and fixing the dates from which the interest on the various installments or calls on said subscription shall be computed.

Philadelphia and Reading Railroad Colliers.

The Philadelphia and Reading Railroad Company having executed a mortgage to the Fidelity Trust and Safe Deposit Company, containing the following provisions, viz: "Together with all the rolling stock, steam colliers and other ships, barges, tools, machinery, implements and materials now belonging or which may hereafter belong to the Railroad Company, and now or hereafter in use or intended for use," the Collector of the Port of Philadelphia submits:

1. Ought the collector of customs record a mortgage which fails to set forth the names of the vessels mortgaged?

2. Should a mortgage be recorded which refers only to vessels owned by the mortgagee in the future, without specifying the vessels?

It was held by the Treasury Department at Washington, that unless a proper bill of sale is produced, it is the duty of the collector to refuse to receive the document for record, for the reason that it does not give the name of the vessel, nor recite at length the former document. If not recorded, the bill of sale would be valid as against the granter.

Union Pacific Railroad.

The earnings of the Union Pacific Railroad for July, 1874, were $850,142 90, the expenses $370,080 89, and the net earnings $480,062 01. In July, 1873, the earnings were $876,833 39, the expenses $437,182 02, and the net earnings $439,651 37—showing a decrease in earnings of $26,690 49, with a decrease in expenses of $67,101 13, making an increase in net earnings of $40,410 64. For the seven months ending July 31, 1874, the earnings were $5,413,775 67, the expenses $2,792,183 61, and the net earnings were $2,621,592 06—showing a decrease in earnings, as compared with corresponding period of the previous year, of $46,033 99, with an increase in expenses of $2,086 76, making a decrease in net earnings of $48,120 75.

☞ General Braxton Bragg has been appointed Chief Engineer of the Gulf, Colorado and Santa Fe Railway, and will, for the present, have his headquarters at Galveston, Texas. He proposes to have a corps of 100 men in the field shortly.

New Jersey and New York Railway.

The New Jersey and New York Railway Company was formed by the consolidation of the Hackensack and New York Railroad Company and the Hackensack and New York Extension Company, forming together a road of about 22 miles in length extending from Hackensack Junction to Spring Valley, New Jersey. These 22 miles are now in successful operation, and though up to the present time the road has been deprived of the advantages of a terminus on the Hudson River, the thrift and industry of a dense population inhabiting the rich and fertile country through which it runs, have, for several years, enabled it to pay large interest on its capital invested.

The northern extension of this road from Spring Valley to Haverstraw, 16½ miles, is now in course of construction, and when fully completed and in operation, as it is expected to be in October next, will give the company (including the new branch) about 38 miles of completed road. The next section of the company's road to be constructed will be from Carlstadt, on the line of the Erie Railway, to the Hudson River, including the opening of a new tunnel through the Bergen Hills to the Elysian Fields, by means of which its western branch will connect with every railway terminating on the west bank of the Hudson at Jersey City, thus affording additional facilities for their great and rapidly increasing traffic.

For this work, and the construction of their wharves, docks, depots and warehouses on the Hudson, with the Western Branch to the city of Newark, the company have executed a first mortgage on their entire property for $6,000,000, the proceeds of which will be exclusively applied to the completion and equipment of the several extensions. The company are now offering, through their financial agents, Messrs. Knoblauch & Lichtenstein, 87 Broad st., this city, $500,000 of their issue, the proceeds of which are to be specially applied to the completion and equipment of the section of road between Spring Valley and Haverstraw, the balance of the bonds being reserved for the construction of the line from Carlstadt to the Hudson, including the tunnel, etc., for which purpose they will be appropriated as the work progresses.

According to the report of the auditor, the gross earnings of the road for the fiscal year ending March 1, 1874, were $152,736 89, the operating expenses, taxes, interest, etc., $135,690 03, and the net earnings $17,046 86. For the months of March, April and May, 1874, the earnings were $39,894 47, the operating expenses, etc., $25,931 40, and the net earnings, $13,963 07. The amount of capital stock subscribed is $1,205,600 of which $1,201,880 has been paid up. The amount of bonds actually out on the 1st of March was $565,000, and the cost of construction to that date $1,801,789 41. The indebtedness of the company on the 1st of August, 1874, amounted to $64,968 50, against which it had accounts and bills receivable to that date, of $69,917 55.

☞ The South Side Railroad of Long Island was sold at auction on the 16th inst., under foreclosure, and purchased by Herman C. and Alfred L. Poppenhusen, of College Point, L. I. and E. B. Hinsdale, the manager of A. T. Stewart's "Garden City," for $200,000 above its liabilities, which are stated at $2,554,225.

Consumption of Coal.

The importance of the iron industry is often underrated in purely commercial quarters. We can, however, show that in one point of view, namely, as regards consumption of coal, it is fully as important here as in England; that is, in comparison with other industries. We find that the United States produced in 1873, 2,290,658 tons pig iron, exclusive of charcoal pig; 721,775 tons iron rails; 980,000 tons rolled iron of other kinds; 128,296 tons Bessemer steel rails; 40,000 tons cast steel.

We find also that the total production of anthracite and bituminous coal amounted in 1868 to 50,862,940 tons.

For cast steel we estimate only the coal required to convert from bar iron.

The tons used are all those of 2,000 pounds.

Now, having these figures, we are enabled to work backward, by knowing the ratio of coal used to the ton of iron of different kinds, and to the ton of steel. We make the following estimates, based on experience and careful calculation to cover waste, loss in coking, etc., etc.:

One ton pig iron requires	2.25 tons coal.
One ton rolled iron, other than rails	2.40 "
One ton iron rails, including steel-headed rails	2.00 "
One ton Bessemer rails	1.80 "
One ton cast steel	5.00 "

These figures are considered slightly low, certainly fairly representing the average work of the whole country. They refer, of course, to the finished merchantable product in each case. Multiplying one set of figures by the other, we have:

Tons pig iron	2,290,685 x 2.25 =	5,153,098
Tons iron rails	721,775 x 2.00 =	1,443,550
Tons rolled iron	980,000 x 2.40 =	2,352,000
Tons of Bessemer rails	128,296 x 1.80 =	230,878
Tons of cast steel	40,000 x 5.00 =	2,000,000
Total tons coal		9,380,408

Taking these totals we find that the manufacture of iron in the United States requires no less than 18¼ per cent of the coal mined in the country. This is merely for the production of the metal, not including the transportation of the 18¼ per cent of the entire coal, nor the power used in mining it.

Our estimate includes iron, excepting rails only, as a raw material for a second series of industries. The pig iron goes into castings say to one third the amount produced, and the plate and bar iron goes into a vast variety of products. The foundries, forges, mills, and mechanical and locomotive shops form a most extensive series of industries, perhaps rivaling the original in importance. But they all depend on the original production of iron, as given above, and this industry alone uses nearly one-fifth of the entire coal mined in the country.

We cannot compare our estimate with the English figures, as they include all the other industries mentioned, while we are unable to make an estimate of them. If, however, England mined last year 130,000,000 tons of coal and used 89,000,000 for all her iron and steel works, we make a good showing with over 9¼ million tons used solely to produce the iron itself.

When we consider the facts involved here, we see how vast an industry this represents. Coal forms but a small part of its needs; its demand for iron ore peoples portions of our country; and its need of limestone, fire-brick, machinery, and manufactured products of all kinds, give rise to an enormous interchange of products. Very few have any idea of the transportation required to effect this exchange. It is easy to see why such an industry should be fostered. We can judge of its value to England by the sacrifices she makes and the efforts she puts forth to break up our trade and retain the markets of the world. It is worth as much to us as it is to her, and it is incumbent on us to use every means in our power to supply our own wants and transfer hither as much of her trade as we can.—*U. S. Railroad and Mining Register.*

Columbus, Chicago and Indiana Central Railway.

Col. Thomas A. Scott, President of the Pennsylvania Railroad Company, has issued, under date Sept. 12, 1874, the following notice:

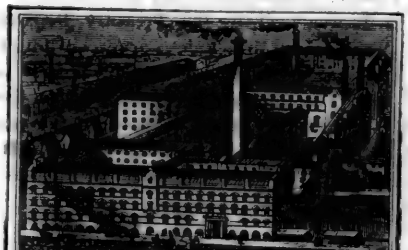
The Pennsylvania Railroad Company have been advised, through several correspondents since Aug. 24th, that the following statement has been placed upon certain Bonds of the Columbus, Chicago and Indiana Central Railway Company, secured by the second mortgage of that company.

"The within bond is additionally secured by a lease of the road to the Pittsburg, Cincinnati and St. Louis Railway Company, and the payment of the interest and principal of the entire series of bonds mentioned herein is guaranteed by the Pittsburg, Cincinnati and St. Louis Railway Company and the Pennsylvania Railroad Company."

The Pennsylvania Railroad Company and the Pittsburg, Cincinnati and St. Louis Railway Company desire to state to all parties interested, that neither of said companies ever authorized this or any other statement, or the placing thereof upon any of said bonds or on any other bonds of said Columbus, Chicago and Indiana Central Railway Company; and they were not aware of the existence of any such statement until after the failure of the Columbus, Chicago and Indiana Central Railway Company to pay the interest on its second mortgage bonds, Aug. 1, 1874.

The second mortgage bonds are not included in the terms of the existing lease of the Columbus, Chicago and Indiana Central Railway to the Pittsburg, Cincinnati and St. Louis Railway Company, and neither that company, as lessee, nor the Pennsylvania Railroad Company, as the guarantor for the fulfilment of the conditions of the lease, is in any way responsible for these bonds or the interest thereon, unless there shall be a surplus of net earnings or rental applicable thereto under the terms of the lease under which this line is now operated.

☞ The use of the steam whistle, except as a special danger signal, has been discontinued on the Providence and Stonington Railroad.



Manufactory of the Spencerian Pens, Birmingham, England.

SWAN QUILL Action!

SPENCERIAN

STEEL PENS.

These Pens are comprised in 15 numbers; of the NUMBER ONE PEN alone we sold more than

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in 1873,

and the sale is continually increasing.

They are of superior English make, and are justly celebrated for their elasticity, durability, and evenness of point. *For sale by the trade generally.*

☞ *To accommodate those who may wish to try these Pens, we will send a Sample Card, containing all of the 15 numbers by mail on receipt of 25 cents.*

IVISON, BLAKEMAN, TAYLOR & CO.,

138 & 140 Grand Street, N. Y.

Railways in Gt. Britain.

In England and Wales at the close of 1873, there were 11,369 miles of railroad in operation, representing a capital of $2,450,030,000. The number of passengers conveyed last year was upwards of 400,000,000; the traffic receipts were $235,000,000, and the working expenses $130,000,000. Scotland had 2,612 miles of road, carried 37,500,000 passengers, received upwards of $30,000,000, and the working expenses amounted to $17,590,420. Ireland had 2,000 miles of road, carried 16,500,000 passengers, received $12,500,000, and cost for working expenses $7,106,935. The total capital invested in railroads in the United Kingdom amounted to $2,940,000,000.

Iron Bridges, Pivot Bridges,

AND

TURN TABLES.

—o—

F. C. LOWTHORP,

CIVIL ENGINEER,

Patentee and Builder,

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The American Wood Carbolizing Co.

Is organized for the purpose of Creosoting Timber for Docks, R. R. Ties, Fence-Posts, Pavements, and all other uses where Timber is exposed to the action of water or air. This Company also proposes to License R. R. Companies and others who desire to erect their own apparatus.

Drawings and specifications of apparatus, either stationary or portable, will be furnished on application.

67,112 miles of Railroad in the United States use annually over twenty-six million Ties for renewing those destroyed by decay.

The preservation of wood from decay and the attacks of marine worms, has been largely practiced in Europe for thirty years; and with such success that the use of natural wood is now the exception; and of all the various methods that have been employed, that in which creosote oil was used, has best endured the test of time.

This Company, benefiting by the thirty years' practical experience in the use of creosote oil abroad, offer to the public a system of application which is adapted to the wants of our own country, in that green wood can be rapidly and thoroughly treated, even better than dry, and the application of the oil, in connection with the use of moderate heat, be made more uniform and effective than is possible by any other means.

Experience has demonstrated that creosote or dead oil is the only substance by which wood can be treated so as to certainly resist the attacks of marine worms.

Creosoted wood exposed in Charleston Harbor was not attacked by the teredo, while natural wood attached to it was completely honey-combed.

It is confidently asserted that Railroad Ties creosoted will outlast three sets of ordinary Ties, and that creosoted Paving Blocks being beyond the reach of decay, will last as long as stone, with all the advantages of an elastic roadway, beauty and economy of construction.

The economy in the use of creosoted wood, where the term of service is trebled, is measured by adding to the wood used, the cost of the labor expended in construction, and the loss of time spent in replacing the structure, when either decay or attacks of marine worms destroy it.

The system of Seely and Pelton, employed by this Company, has been fully examined and indorsed by Gen. McClellan, Gen. Barnes, Gen. Babcock, Rob't Harris, C. B. & Q. R. R., Prof. Silliman, Capt. Eads, Gen. Cram, Gen. Humphreys, Gen. Meigs, Gen. Belknap, Prof. Chandler Gen. Gilmore, Gen. Newton, A. B. Mullet, C. H. Haswell.

It has been used by the U. S. Government upon the Dykes of the St. Clair Flats, and upon Gun Platforms for the fortifications on the Atlantic coast; upon pavements in New York and Pittsburgh, by the Department of Docks of the City of New York and the Board of Public Works of the District of Columbia.

Detailed information can be obtained and specimens of creosoted wood examined at the office of the Company

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59 Liberty St., New York.

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☞ Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, September 26, 1874.

THE

NEW-JERSEY AND NEW-YORK RAILWAY COMPANY

Offer for sale through their Financial Agents,

Messrs. Knoblauch & Lichtenstein,

37 BROAD ST., NEW-YORK,

$500,000 OF THEIR

FIRST MORTGAGE 7 PER CENT. GOLD BONDS.

Coupon Bonds of $1,000 (£200) each.

Interest March 1 and Sept. 1,

PAYABLE IN NEW-YORK OR LONDON,

At the option of the Holders.

Principal due 1893, at 87 1-2 and accr. inter.

Particulars, Maps, and Pamphlets at above Agency.

☞ A patent for Processes for Preserving Wood has been issued to R. W. Archer, Corpus Christi, Texas. This mode of preserving wood, consists in first charring the wood in the usual manner, and then filling the crevices with sand, and then coating the whole with coal tar.

Penobscot Bay and River Railroad.

A contract was concluded at Belfast, Me., on the 10th inst., between J. H. Leadly & Co., of New York, and President Hickborn of the Penobscot Bay and River Railroad Company, for the construction of the road from Rockland to Bangor, a distance of about 58 miles, for $35,000 per mile —the whole to be completed on or before July 4, 1876. It is proposed to commence work on the road this fall, and finish it in one year. At Bangor, the road will connect with the European and North American and Maine Central Railroads, at Belfast with the Belfast and Moosehead Lake Railroad, and at Rockland with the Knox and Lincoln Railroad. The route of the road lies along the west bank of the Penobscot, and when finished will supply by its connections a continuous line from Bangor to Portland.

Chesapeake and Ohio Railroad Company.

As so large a majority of the Bondholders and Creditors have accepted the Company's proposition, it is very important for all interests that the balance should do so without further delay; this will enable the Company to proceed at once with their arrangements for increasing their equipment, extending their line to deep sea water, and gaining a rail connection with Cincinnati and Louisville. Our circulars of Aug. 1st and Sept. 10th can be had on application, giving every particular of the plans and affairs of the Company.

Bondholders can leave their coupons with us, and we will attend to all the details of funding them without charge.

FISK & HATCH,
No. 5 Nassau St.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending September 12, at 449,955 tons, and for the coal year 12,594,612 tons, against 13,705,047 tons to corresponding time last year, being a decrease of 1,110,435 tons. The bituminous tonnage for the week is 61,665 tons, and for the year 2,298,688 tons, against 2,218,878 tons to same time last year, giving a total of all kinds for the week of 511,620 tons, and for the year of 14,892,300 tons, against 15,923,420 tons to same time last year, being a decrease of 1,031,120 tons.

Grand Trunk Railway.

A letter to the Boston *Journal* dated Portland, Me., September 21, 1874, says:

The work of changing the gauge from broad to narrow on the Grand Trunk Railway, between Montreal and Portland, will begin next Saturday at 2 A. M. The squads will be divided into twelve men each, and each squad be given five miles, beginning at the centre of each section and working each way. In the yard here there will be fifty men. The work will be completed by Monday, and it will mark an era in railroad affairs in Maine unsurpassed in importance by any in its railroad annals. The close alliance between the Grand Trunk and the Boston and Maine will give the latter road an immense freight business. The cars of the Grand Trunk Railroad for the first time in its history will be seen in Boston, and its merchants will find that "the new departure" will be of as great benefit to them, as to those of this city. There will be fewer blockades of Grand Trunk Railroad freight here, for instead of the awkward and expensive method of transshipment and handling as now, through freight will at once be sent on its way over the other roads westerly of this city. The foreign steamship lines, Allan and Dominion, will find their freight more certain and the delays and bothers less than before.

The Grank Trunk Railway have had made several new cars and engines besides the changing over of their old broad gauge ones. Several of the narrow gauge cars are on their way from Montreal via the Vermont Central and Boston and Maine roads to be ready for business. No trains will pass over the Grand Trunk between Friday the 25th, and Monday the 28th, during the changing of the gauge.

Five of the new Burnside narrow gauge engines for the Grand Trunk arrived here on Friday last from Providence. They are very powerful engines and have six driving wheels each, and are to be used on the heavy grades between Island Pond and Sherbrooke.

The new freight house, the extensive wharf and the improvements of the general property of the Grand Trunk in this city are rapidly approaching completion, and no road in the country will be better conditioned than the Grand Trunk.

☞ The completion of the Baltimore Short Line Railroad between Warren station, Athens county, Ohio, and Parkersburg, shortens the line between Cincinnati and Parkersburg fourteen

miles, and is a vast improvement to the Marietta and Cincinnati Railroad.

Maine Central Railroad.

The earnings of the Maine Central Railroad and Branches for the years ending December 31, 1872 and 1873, were as follows:

	1872.	1873.
From passengers.....	$877,408 72	$916,405 22
" freight	947,805 19	1,010,615 11
" U. S. mail.....	33,911 94	33,911 58
" express	33,158 71	37,288 00
" cars service....	34,776 43	55,303 65
" extra baggage..	1,746 53	1 836 45
	$1,928,807 52	$2,065,360 01
Expenses, viz:		
Fuel consumed	$227,489 59	$176,287 53
Repairs of tools in shops.....	2.643 28	2,390 70
Maintenance of way..	465,449 16	467,296 37
Train expenses..... ..	386,001 61	410,261 16
Station expenses....	176,789 19	191,002 62
Office establishment..	43,861 41	35,396 51
General expenses....	26,798 29	35,405 27
Add for discrepancy in the accounts of mechanical depart. for 1871, '72 and '73	.....	12,465 28
	$1,828,982 48	$1,830,501 44
Earni'gs less expenses	$599,825 04	$734,858 57
Add rents & wharfage	7,375 52	2,417 77
Dividend D. and N. R. R. stock....	296 25	300 00
Net earnings....	$607,496 81	$737,576 34
Deduct interest on loans, dividends on stocks, rent of Dexter and Newport & Belfast and Moosehead Lake Railroads, etc.....	561,620 33	603,388 04
Leaving a surplus of	$45,876 48	$134,188 30
Add balance from report of 1872...		669,819 22
Received from sale of bonds..... ..		124,800 00
Notes payable....		60,824 84
Due sundry persons		850 19
Unpaid dividends and coupons.....		18,264 04
		$1,008,746 59
Paid on improvement account	$130,157 56	
Paid discount and commissions on bonds sold	3,742 50	
Paid for engines and cars	341,899 04	
Paid bonded debt..... ..	34,826 38	
		510,625 48
Balance, December 31, 1873...		$498,121 11

This balance is composed of the following assets:

Cash on hand....	$59,986 83
Stock for repairs on hand	79,604 18
Wood and coal on hand.....	120 829 42
Real estate	52,021 71
Bangor Pier Co.....	51,606 78
European and North American Railway Loan	20,000 00
European and North American Railway bond	1,000 00
Dexter and Newport Railroad stock..	5,000 00
Ticonic Water Power Co. stock.....	5,000 00
Due from other Railroad Companies.	56,046 85
" Post Office department....	4,061 27
" station agents....	7,451 67
Notes receivable	6,418 14
Waterville Bridge....	29,094 31
Total, as above....	$498,121 11

From a comparison with the Report of last year, it will be seen there is an increase in gross receipts of $131,598 49, while the working expenses have been but slightly increased. From the earnings of the road, apart from the working expenses, the whole amount of interest on the bonded and floating debt, the dividends on Portland and Kennebec Railroad and Yarmouth Stock, Maine Central and Androscoggin Railroad Scrip, and rents of leased roads, have been paid, leaving a surplus of $134.188 30. And while large expenditures have been made for other purposes, such as $342,000 for locomotives and cars, $80,000 for Benton line of road, $29,000 for foundation and approaches of Waterville bridge, filling Portland and Belfast wharves, balance of Maine Central Extension Line—amounting in all to about $460,000—have all been paid, there has been an increase only of $150,798 46 the past year, to the total liabilities of this corporation. The President in his report says:

The total earnings for 1872 were $1,936,470 29; total earnings for 1873, $2,068,077 78; showing an increase of $131,598 49. The operating expenses for 1872 were $1,328,982 48; net earnings for 1872, $607,496 81. The operating expenses for 1873 were $1,330,501 44, net earnings for 1873, $737,576 34, showing an increase of net earnings for 1873 of $130.738 44. Our receipts from passengers were $916,405 22; from freight, $1,010,615 11; from all other sources, $141,057 45. The number of passengers transported has been 719,760, an increase of 47,545 over the year 1872. Average distance traveled by each passenger, 38¼ miles; average price per mile for passengers 3¼ cents. The number of tons of freight carried has been 401,904; increase over 1872, 42,617 tons; average miles per ton of freight, 57.6; average price per ton per mile, 4.37 cents. The number of miles run by engines connected with passenger trains has been 580,593; with freight trains, 428,115; for wood, construction and miscellaneous work, 270,508 miles. The trains have been run with great promptness and care, so that no important accident has occurred during the year. This is valuable testimony in favor of the employees of the road, showing that they have carefully and judiciously discharged the responsible duties of their positions.

Besides keeping our rolling stock in good repair, we have added to it the past year 6 new locomotives, at a cost of $75,000; 6 passenger cars, 5 baggage and mail cars, 1 postal car, 200 merchandise, 115 platform, 4 conductors' saloon cars and 6 snow plows, 4 of which are to take the place of those destroyed last winter.

The following items of interest in expenditures to improve and keep the road in prime condition, are taken from the report of the Chief Engineer, Mr. Holt.

"We have built eleven new bridges, amounting in the aggregate to 1,232 feet in length, and costing $22,449 44, and repaired fifty-eight other bridges and culverts, at a cost of $24,950 42, making the whole expense on bridges and culverts during the year $47,400 36. We have built a new freight house at Pittsfield at a cost of $2,208 90; 5 new water stations, as follows: Brunswick, Vassalboro, Leeds Junction, North Jay, and one on the Skowhegan Branch, at a cost of $7,545 76. Three new turn tables, as follows: Bath, Skowhegan and Dexter, at a cost of $3,658 37. We have expended for the repairs of passenger stations, freight houses, water stations, turn tables and other buildings, the amount of $33,760 14, making the total expenditure on buildings during the year, $47,173 17. We have laid 31.06 miles of new rails, at a cost of $113,901 27, and 20.4 miles of rails have been repaired at the company's shops and relaid, at a cost of $11,571 91. 69,865 new sleepers have been put in the track, at a cost of $26,904 75. We have ballasted 67.8 miles of track at a cost of $21,949 41; have changed one mile of road bed at Vassalboro' and Skowhegan, and have laid three miles of new side track. The total cost for the repairs of track for the past year has been $395,758 20. 86.6 miles of new fence have been built, at a cost of $13,804 85. On account of the extraordinary severity of last winter the amount $9,417 59 has been expended for the removal of snow and ice. Other expenditures have amounted to $6,881 86.

There has been expended for permanent improvements the sum of $134,333 53, on the following structures: New Benton line, 4 miles in length; new bridge between Waterville and Kendall's Mills; new wharves at Portland and Belfast; two new stone arches in place of wooden structures, and for change of grade at Etna Ledge."

We have encountered serious misfortunes by storm and fire during the year, which we trust will not be of annual occurrence. The winter of 1873 was one of the severest for many years. The unusual quantity of snow packed heavily upon our track, by continued high winds, taxed our locomotives to their utmost capacity, disabling twenty-one of their number, several of which were badly damaged. Through the efficiency of our mechanical department, all have been thoroughly repaired and improved, so that nearly every engine of the company is in good condition.

The loss of the bridge at Kendall's Mills by fire, which occurred on the 23d of April, was a serious misfortune. It had recently been repaired at very heavy expense, and was in good condition for many years service. At the time of the fire we were doing a large through traffic, and the interruption to our business, and the daily expense of making a connection over the toll-bridge at that place was large (nearly $350 a day), and inconvenient and annoying to the public. This was the second time a bridge at this place had been burned in twelve years. It was a structure of nearly 2,000 feet in length, and crossed the river at an elevation of about fifty-five feet above the water. While great care had been taken to render it safe to travel, the public, to a great extent, could not view it in that light, and a growing prejudice existed against it. To rebuild the bridge, it was necessary to wait for low water in the river, and several months must elapse before the old connection could be restored. After a careful examination of the river below the burnt bridge, by competent engineers, a good crossing was found where the river could be spanned with a bridge of 618 feet, at a point about two miles south of the old location, and nearly midway between the villages of Kendall's Mills and Waterville. In order to make a connection of our rails as early as possible, and give time to erect a bridge on the new location, it was deemed expedient to extend our track down the east bank of the river, four miles, to Winslow, where a connection was made June 16th and our through line restored. That portion of this connecting link which lies south of the new bridge location, was constructed for a temporary purpose, to be discontinued when that bridge is completed. At this writing, the piers and other masonry are completed in a most thorough manner, and a first class iron bridge is being placed in position by the eminent firm of CLARK, REEVES & Co. In a few weeks, with favorable weather, our trains will be passing over this elegant and permanent structure. This gives us three main iron bridges, erected within the last three years, at a cost of $250,000, which secures our line from Portland to Bangor against interruption by fire, from which we have severely suffered heretofore.

It is particularly interesting and encouraging, to notice the constant annual increase of earnings of the road; showing net earnings the present year of a sum sufficient to pay the interest on all loans and liabilities, rental of leased roads, and leaving a balance of $134,188 30. This balance of net earnings has been used to meet the extraordinary outlay caused by the destruction of the bridge at Kendall's Mills, believing that such use of it would be more satisfactory to the stockholders than a dividend to that amount. Arrangements are being made for the funding of our floating debt. This done, and a dividend ought to be reached the coming year.

That the stockholders and all persons interested in our Consolidated Bonds, authorized by act of the Legislature, Feb. 7, 1872, may see that the Directors have by their action provided so far as possible against any misappropriation of these bonds, now, or hereafter, we subjoin the vote of Directors of October 2, 1873, on this important matter:

Whereas, The Maine Central Railroad Co., by its vote of March 19, 1872, authorized the issue of its consolidated Bonds for $9,000,000, pursuant to the Act of February 7, 1872, which Bonds are secured by a mortgage of its railroad and appurtenances and rolling stock, and that of the Portland and Kennebec, Somerset and Kennebec, Leeds and Farmington and Androscoggin Railroad Companies, made to Artemas Libbey, Josiah H. Drummond and Galen C. Moses, Trustees, and by the vote of said company were appropriated, in part, to take up existing mortgage bonds now outstanding against said railroads, as by said vote appears:

Now, the more effectually to insure the execution of said trust by said Trustees, and to protect all parties that shall be interested in said Bonds, it is hereby provided (said Trustees concurring therein), and

Voted, That it shall be the duty of said Trustees and their successors in said trust, hereafter to withhold their certificate upon said Bonds, so far and to that extent, that the aggregate amount of neither class of consolidated Bonds of Classes B, C, and D, that shall been certified by them, shall at any time be more than $75,000 in excess of the aggregate amount of the Bonds and claims that shall have been actually paid, taken up and cancelled, for the payment of which said class is appropriated and designed to be applied as follows, viz:

Class B, $3,975, to discharge liabilities of the Maine Central Railroad Co., as follows:

$1,100,000 7 per cent bonds	$746,300
Bangor City loan	514,000
Maine Central, $500,000 loan	2,800
A. & K. $1,100,000 loan	1,100,000
M. C. interest scrip	386,892
Bills payable	711,605
Extension bonds	491,500

Bonds of Class B designated for bills payable, may be certified by the Trustees upon order of the Directors and the certificate of the Treasurer that they are all needed to provide means to meet the liabilities of the company, not exceeding, however, the amount appropriated for said bills payable as above.

Class C, $2,850,000, to discharge the liabilities of the Portland and Kennebec Railroad Company, and provide for the proposed exchange and cancellation of stock for bonds as follows:

Stock	$741,400
Yarmouth bonds outstanding	47,000
K. & P. 1st mortgage	217,300
P. & K. funded interest	20,698
Portland loan	90,000
Consolidation P. & K. bonds	1,155,000
City and town loan	8,100
Somerset & Kennebec, 1st mortgage	300,000
" " 2d "	360,000

Class D, $1,175,000, to discharge the liabilities of the Androscoggin, and Leeds and Farmington Railroad Cos., as follows:

Bath City bonds	$425,000
Leeds and Farmington bonds	633,000
Scrip to Androscoggin R. R	110,000

Voted, That said Trustees shall annually report the amount of Bonds of each of said classes certified by them up to that time, and the amount of the old Bonds and claims evidenced to them to have been taken up thereby.

Voted, That the Clerk present an attested copy of these votes to said Trustees, and request the assent of each thereon, in writing in the trust and duty hereby imposed, and make record thereof.

A true copy of record,
Attest: JOSIAH H. DRUMMOND,
Clerk of Maine Central Railroad Company.

The undersigned, the above mentioned Trustees, assent to and concur in the foregoing modification of their trust. Dated this second day of October, A. D. 1873.

ARTEMAS LIBBEY,
JOSIAH H. DRUMMOND } Trustees.
GALEN C. MOSES,

The Directors have made an agreement with the Eastern Railroad Company, whereby the business interests of the two companies are united for a long term of years.

GENERAL BALANCE.

Construction account	$6,688,972 48	
Improvement do	295,027 59	
Maine Central Extension Line	563,395 82	
Portland & Kennebec R. R. lease	2,103,492 00	
Androscoggin R. R. lease	768,833 33	
Leeds & Farmington R. R. lease	631,333 33	
Somerset Railroad	52,716 04	
Equipment account	1,052,312 48	
Assets, as above	498,121 11	
	$12,650,704 93	
City of Bangor loan	$475,000 00	
Androsc'gin & Kennebec R.R.loan	1,100,000 00	
$400,000 do., (over due)	500 00	
M. C. Extension Line loan	496,500 00	
M. C. 1,100,000 7 per cent loan	756,800 00	
Portland and Kennebec R. R. 1st mortgage	217,300 00	
P. & K. funded interest loan	17,582 51	
P. & K. consolidated loan	1,166,700 00	
Somerset and Kennebec R. R. 1st mort. loan, due 1874	300,000 00	
Somerset and Kennebec R. R. 2d mort. due 1876	260,000 00	
Androsc'gin R.R. City of Bath loan	425,000 00	
Leeds & Farmington R. R. loan	633,000 00	
Maine Central consolidated 7 per cent loan	545,800 00	
Notes payable	881,640 21	
Maine Central Int. scrip	496,892 00	
Portland & Kennebec R. R. stock	741,400 00	
Yarmouth stock	37,000 00	
Maine Central stock	3,615,800 00	
Do. bonds and coupons	18,720 00	
Due for over due coupons and dividends not called for	18,264 04	
Due sundry persons	850 19	
Profit and loss, balance	445,955 98	
	$12,650,704 93	

President.—ANSON P. MORRILL.

Directors.—A. P. Morrill, R. D. Rice, A. Coburn, J. B. Brown, Darius Alden, Geo. M. Patten, H. N. Jose, Geo. L. Ward, Lewis Pierce, Noah Woods, Lysander Strickland.

General Manager.—CHAS. F. HATCH.

Treasurer.—J. S. CUSHING.

☞ The Philadelphia *Ledger* says that the Philadelphia, Wilmington and Baltimore Railroad Company are now testing a novel arrangement to secure greater safety to trains. The invention consists of an iron pipe, one end of which extends through the cab on the locomotive, and the other near where the engineer sits or stands when on duty. In the upper end of the pipe is a camera, upon which the reflection of the train is thrown, and therefore always in view of the engineer when he looks in at the lower end of the pipe. The object of this invention seems to be to give the engineer immediate notice of cars that may become detached by the breaking of couplings, or other accidents to cars connected with the train.

☞ Work on the New York and Canada Railroad is progressing slowly. The track is nearly all laid south of Ticonderoga, and the Lake George branch is just completed. It is thought the cars will commence running from Port Henry to Whitehall about November.

Chesapeake and Ohio Canal.

The Chesapeake and Ohio Canal Company are operating their great work to such advantage that in a few years we may expect to see the whole outstanding debt cancelled. The past due coupons are being rapidly discharged and all the signs betoken an unusual period of prosperity, which will make her large investment a lucrative one to the State, more so than any work of internal improvement in which she has heretofore embarked her credit. It is not at all improbable that at no very distant day we may expect to see the State's revenues from this source ample to liquidate her current civil expenses. In the meanwhile the officers of the company are not satisfied with depending on the present slow and expensive mode of transportation, and are considering plans to supersede the same with expedients better adapted to rapid transit of the immense and annually increasing freight which seeks this outlet to the markets. Some time since the officers of the company and a number of others interested in the matter took a trip of inspection along the entire route, with a view of testing the efficiency of the proposed substitution of steam for animal locomotion. Hitherto all experiments designed to accomplish this object have failed, no inventor having yet suggested any feasible method that would not originate more inconveniences than it would suppress. In consequence, all such projects have had to be abandoned, and the use of the old system continued, in spite of its manifest objections and liability to contend with the rapid transportation afforded by railroad companies.—*Annapolis Advertiser.*

☞ The Treasury Department at Washington hold that machinery, chiefly of iron and wood, though having small portions of steel, does not necessarily take the classification of manufactures of steel, but retains that of manufactures of iron or of wood, according to the leading material. Separate values or parts of steel, should, however, pay duty as manufactures of steel.

☞ Mr. Whitehead, principal contractor, has commenced grading the Pembina branch of the Canadian Pacific Railway. Grading will be completed by the first of November, and rails and track will be in thorough order by the first of July, 1875. The impression is that trade with St. Paul will be very brisk next summer.

☞ On the 31st of July, 1874, there remained outstanding of the first series of $180,000 of the Land Grant mortgage bonds of the Flint and Pere Marquette Railroad but $7,000 and of the $500,000 second series, $83,000; or but $92,000 of the entire $980,000. The balance of these will probably be paid and canceled during this year.

☞ Work on the Baltimore, Pittsburg, and Chicago Railroad is progressing, and the expectation of the builders, the Baltimore and Ohio company, that communication with Chicago will be opened by the middle of October, will undoubtedly be realized.

☞ The Sandusky, Mansfield and Newark Railroad Company has declared a dividend of Two per cent. on the share capital stock of the company, payable on and after Oct. 1, at the First National Bank of Sandusky, in par exchange to Eastern holders.

☞ The use of the steam whistle on arriving at or departure from stations on the Intercolonial Railway has been abolished. At stations other than main stations the ringing of the bell denotes departure. At main station gongs are used.

Lehigh Coal and Navigation Company.

We gave in our issue of March 14th the Report of the President of this company for the year ending December 31, 1873. The financial condition of the company at that date is given in the annexed Balance Sheet:

Lehigh and Susquehanna Railroad Construction and Branches		$12,764,395 17
Lehigh Navigation and Shipping Pockets		3,000,000 00
Shipping Improvements—Hazardville		99,050 58
Coal Lands—Lehigh Region		5,000,000 00
Greenwood Lands and Improvements		948,277 13
Coal Improvments—Lehigh Region		1,818,258 88
Summit Hill Railroad Improvements		96,254 37
Landed Property and Improvements		883,178 04
Canal Equipment		210,181 05
Mining Equipment and Supplies on Hand—Lehigh Region		625,064 83
Coal on Hand		153,275 61
Contingent Fund		390,550 83
Bills Receivable	$107,864 19	
Bonds and Mortgages	62,727 41	
Ground and Water Rents	174,634 54	
		345,226 14
Cash on hand		234,497 69
Balance due by Agents and Rents due Company		18,854 62
Gold Loan, 1897, assumed by Central R. R. Co. of New Jersey		2,310,000 00
Gold Loan, 1897, assumed by Honey Brook Coal Company		500,000 00
Gold Loan, 1894, assumed by Honey Brook Coal Company		856,000 00
Due by Honey Brook Coal Co., on acct. sale Wyoming property		3,122,803 63
Balance of Individual Ledger		285,678 24
		$33,651,546 81
Capital Stock		$9,390,350 00
Loan of 1877	$762,779 18	
Loan of 1881 (Nanticoke)	9,000 00	
Loan of 1882 (Convertible)	692,100 00	
Loan of 1884	5,566,276 70	
Loan of 1894 (Convertible Gold)	856,000 00	
Loan of 1897 (Gold)	4,916,500 90	
Loan of 1897 (Railroad)	2,400,000 00	
Loan of 1911 (Consolidated Mortgage)	199,000 00	
Greenwood Mortgage Loan, due February 1, 1892	796,000 00	
Do. due October 1, 1877 (L. S.)	140,000 00	
		15,937,655 88
Bills Payable		3,408,907 58
Due Boatmen and Depositors—Manch Chunk		253,644 97
Due Central R. R. Co. of N. J., for L. and S. R. R. Construction Work		840,000 00
Ground Rents, Mortgages, and Dowers		66,450 67
Pay Rolls charged to business of 1873, payable in January, 1874		104,920 58
Vouchers charged to business of 1873 payable in January, 1874		76,091 49
Unclaimed Wages due and unpaid		8,167 15
Dividends due and unpaid		719 20
Interest due January 1, and arrears		114,251 66
Profit and Loss		2,587,304 14
Dividend Fund (subject to deduction as stated in report, page 11)		863,083 49
		$33,651,546 81

At an election held February 24, 1874, the following named persons were chosen officers of the Lehigh Coal and Navigation Company for the ensuing year:

President.—E. W. CLARK.

Managers.—Francis R. Cope, Francis C. Yarnall, Fisher Hazard, Charles Parrish, George F. Tyler, Philip C. Garrett, Charles Wheeler, George Whitney, Alexander Biddle, John Leisenring, Samuel Thomas.

Treasurer.—SOLOMON SHEPHERD.

Secretary.—F. MITCHELL.

Pennsylvania Railroad.

REPORT OF THE INVESTIGATING COMMITTEE.

This committee, which was appointed by the chairman of the meeting of stockholders held on the 10th of March, 1874, consists of William A. Stokes, Chairman; Wm. H. Kemble, David E. Small, John S. Irick, William C. Longstreth, John A. Wright and A. Loudon Secretary. These gentlemen, appointed at the suggestion of the directors to investigate the condition of the company in every respect, are shareholders but entirely disconnected with the management of the road. The resolution creating the committee gave it every facility for making a thorough investigation and a reliable report. They divide this report, which has just appeared, into 14 Articles, designated as follows:

1. Statement of General Account. 2. Valuation of Property and Equipment of Main Line and Branches. 3. Liabilities as Guarantor. 4. Policy in Controlling other Roads and Canals. 5. General Account of all Railroads Controlled. 6. Use of the Road by Private Parties. 7. Coal Lands. 8. Finances. 9. Powers and Election of Directors. 10. Sources of Distrust in Railroad Stocks in General. 11. Organization. 12. *Resume.* 13. Conclusion. 14. Resolutions. Also five appendices giving tabulated statements of stocks and bonds and earnings and date of maturity of mortgages and two maps.

The committee reports virtually that after a most critical examination it finds the road on a most stable basis, and that on some mooted questions it has been obliged to acknowledge the wisdom of the policy pursued, against its own previous inclination. The substance of the report amounts to this, that the committee say that the general policy heretofore pursued was necessary, that in some instances losses were incurred (the data given by the committee shows them to be of a character unavoidable in large transaction covering long periods), but that the general result of the workings of the company had been most successful, and that the company is, and was indeed, far stronger than it had represented itself on its own books.

The committee are decidedly of the opinion that owing to the vast interests involved to competition of other corporations, and to vexed questions of railway management and finance, a change in the policy of the road is advisable, and also a change in the composition of the Board. At the suggestion of the present President, on his acceptance of the office, the Board of Directors made many advantageous changes in respect to the government of the service of the company. These regulations, the committee reports, should be adopted by the stockholders and placed beyond change.

The report is an able and exhaustive document, and gives a clear insight into the affairs of the road. The committee could state nothing more favorable to the past management than the fact that each share of stock is worth in actual property valuation 174 per cent of its par value; and that the assets over and above all debt, bonds and stock amount to $50,810,930 08.

It is a most opportune occurrence that this general inventory was taken, in a reliable way, just when a new management assumed the reins. All circumstances and relations are thus clearly defined as the basis of a new period of effort, of which the aims may be regarded as radically different from those of that just closed. In the latter period the corporation was built up and strengthened, and protected by the necessary extensions and acquisition of connecting roads; measures of all kinds were necessary to insure suitable outlets and permanent provision for freight traffic. All this was done well. Now, the changes taking place in all directions necessitate the consolidation of all these roads and interests as intimately as possible, into one grand whole as far as possible. We may be confident that this will be wisely done, and the necessities of the times freely met and foreseen.

The conclusions of the articles into which the report is divided may be summed up as follows, under each head:

1. The general account of the Treasurer has been rigidly examined, and large reductions made in various creditor items for satisfactory reasons due to different basis of valuation adopted by the committee. The revised General Account stands as follows:

Debtor.

To stock paid in	$68,144,475 00
Mortgages and ground rents	43,145,784 73
Bills payable and acceptances	4,611,797 24
Accounts payable	11,658,791 12
Balance to credit of profit and loss	4,985,254 46
	$132,545,102 55

The credit side, as revised by the committee, stands:

Creditor.

By total construction account	$48,571,808 18
" Bonds and stocks owned	49,711,087 00
" Fuel and materials on hand	4,945,650 67
" Bills receivable, advances, &c	23,945,107 44
" Appraised value of suspense account	1,000,000 00
" Balance in hands of agents and Treasurer	4,371,449 26
	$132,545,102 55

The committee have confidence in the future value of the profit and loss account, but prefer to err on the side of prudence. The committee, however, present a statement of the Profit and Loss account in their judgment correct. They increase it on the debit side to $50,810,938 08, and on the creditor $45,826,675 62, because they find the valuation of the road and appurtenances far too low, being only $19,728 59 per mile of single track.

2. As regards valuation of the road and appurtenances, the committee have made an estimate at fair values, and present the following summary: Real Estate—Total number of properties 785, and acres, 7,833 23-100, valued at $18,556,022 83; Machinery and Tools appraised, irrespective of cost, at $1,270,420; Equipment being 15,900 eight wheel cars, 1,791 four wheel cars, 521 passenger traffic cars, and 879 locomotives, all valued at $20,098,600; Road bed and Telegraph including branches, $65,473,441; making the above total, in Article 1, of $45,826,675 65. The properties represented are very valuable, and could not be procured by rivals even at a much higher cost than the appraised increased value.

3. As an endorser of bonds of other companies, the committee report the company liable for a principal of $33,988,000, the annual interest of which is $2,106,440, and for the annual payment of $180,000. As a guarantor of rental, the company is liable to the extent of $18,862,319 94, on all of which there was a deficiency in 1873 of only $1,470,129 45, confined to roads and interests east of Pittsburg. Estimating for 1874, the deficiency should not exceed $280,000.

4. In carrying out the necessary policy of extension and control rendered necessary by competition and to secure trade to Philadelphia, two general systems of roads west of Pittsburg were aided to completion, controlled or leased, namely, the Pittsburg, Fort Wayne and Chicago system, and the Pittsburg, Cincinnati and St. Louis, or Southern system, the average cost of the whole of

which, including Equipment, is $57,341 17 per mile. The net gain to the Pennsylvania Railroad on the operation of these systems in 1873 was $1,023,612 12, or nearly enough to pay for all additions to track and equipment of the Southern system of roads. The probable loss on the Southern system will be for some time $500,000 yearly, but the profits on the Northern system should square the account fully.

The Pennsylvania Railroad Company is now in no way liable for any guarantees, leases or otherwise, on account of any railroad south of Washington.

The Eastern system of roads, owned and operated by the Pennsylvania Railroad, includes 2,408 miles of railroad, and 408 of canal, and including the railways east of Pittsburg to New York.

The committee report that the Philadelphia and Erie cannot be expected to pay more than the interest on its funded debt, and on the equipment supplied by the Pennsylvania Railroad. The Allegheny Valley Railroad is well located and commands an immense tonnage, but years will be required to heal the wounds inflicted by the independent management, that made it cost over $117,000 per mile. The Northern Central Railroad has a large local and through traffic; affords a direct outlet for anthracite coal to the centre of the State of New York, and is one of the great coal avenues to the coast, but it is financially unable to utilize these advantages. It is the more important it should do so now that the City of Baltimore has built the Union Railroad to connect it with the Chesapeake Bay. An absorbtion or absolute control of this road is plainly necessary. The Pennsylvania Canal System embraces altogether 36.3 miles, and was bought in 1857 at the appraised value of $1,000,000; organized in 1867 as a distinct corporation, with a capital of $2,750,000.

This corporation absorbed the West Branch in 1867, the Wyoming Valley in 1869, and the Wisconsco Canals, and expended its whole earnings down in the end of 1873 in deepening and enlarging the main line from Columbia to Williamsport, and acquiring a stock of boats (184 in all). Owing to these improvements, the cost of shipments from Wilkesbarre to Havre de Grace, was reduced from $2 25 to $1 per gross ton, and with boats of over 250 tons can compete with railroad traffic at the present low rates. The United Railroads of the New Jersey Division embraces 356 miles, and its control was absolutely necessary to give the company command over through traffic West and South. The Delaware and Raritan Canal has proved very profitable paying in 1873, $706,778, 66 net profit; nearly double the profit in 1874. On all the New Jersey lines the losses in three years have been $1,840,217 27, but these losses, being charged to expense account, will be repaid on profits. The Pennsylvania Railroad Division embraces 1,021 miles; it may be, in our opinion, regarded as ultimately the most valuable road in the United States, being located among vast mineral industries, in a thickly settled country, and being the most important artery of travel and transportation, taking into account the diversified industries and comparatively dense population of the regions it serves.

5. The comparative earnings of the various systems of railroads is tabulated in systems as follows: Northern or Ft. Wayne system includes 1,966 miles of single track, with net expenses of $7,011 42, and net receipts of $4,820 86 per mile. The Southern or Pittsburg, Cincinnati and St. Louis system includes 1,504 miles of single track, with net expenses of $7,727 07 per mile, and net earnings of $898 92 per mile. The Eastern or Pennsylvania system includes 3,159 miles of single track, about 600 miles of which are double, much of this part being laid with steel rails. Its net expenses are $12,432 per mile, and net earnings $6,000 96 per mile. The Pennsylvania system pays well because cheaply built with fine engineering. The Northern system was built at too high a cost, while the Southern system cost extravagantly. Hence their relative rates of profit.

6. The Pennsylvania Railroad Company is compelled by law and its charter to allow its tracks to be used by individuals or corporations as common carriers at proper compensation. Repeated decisions have removed all doubt on this subject. After a careful examination of the matter, the committee report that it is advisable that the Empire Line should continue its service, and that they believe the company wise in maintaining the old organization of the Union Line as part of the staff of the Pennsylvania Company. Respecting the Pullman Palace Car Company the committee express no opinion further than that passengers should pay the railroad more for the accommodation enjoyed than they now do.

7. The coal lands owned wholly or partly by the Pennsylvania Railroad embraces a total of 27,950 acres. The Lykens Valley lands lie in a block extending nine miles, with an area of 9,200 acres. No other company has access to these veins, containing on a low estimate 100,000,000 tons of coal, commanding 75 cents per ton more than any other anthracite. The Shamokin coal lands amount to 7,808 acres. The coal mined there is of good quality and liked in Boston, but subject to little competition. The Hazleton property, owned by the Pennsylvania Railroad exclusively, covers 2,100 to 2,200 acres. Explorations show that almost the whole of this land is underlaid with coal, and borings indicate that the Mammoth Vein underlies a large portion of it. If this is the case the value will be increased from a cost of say $137 an acre to a value of at least $1,000 an acre. The Susquehanna coal property lies in a basin, on both sides of the Nanticoke Dam, containing 5,823 acres, and no property in the State is better adapted for shipping coal, particularly on the completion of the bridge at Nanticoke to connect with the Lackawanna and Bloomsburg Railroad. The money put into these lands is extremely well invested, but the policy of controlling mining and other interests apart from the railroad is regarded as of doubtful propriety. Purchases should be, in the opinion of the committee, made only so far as necessary to secure tonnage along the lines of railway. This ground has been taken by the present management, which will protect but not enlarge present investments.

8. The plan of working roads at fixed rentals will undoubtedly prove profitable to the company in an increasing ratio as population and traffic increase, and is the best where the prospects of the railroad are clear, but the plan of working leased roads at cost is advisable in many instances, as has been proved. Experience has shown that wherever possible all smaller companies should be absorbed to effect economy and simplicity in the accounts.

The committee is convinced that it is necessary to consolidate within the company itself the Financial management of the roads under its control, since these roads fall back as far as possible on the credit of the company. In addition to furnishing the capital to transact the business of the controlled roads, the sum of $180,000,000 must be provided for in the payment or renewal of bonds maturing withing 30 years.

The large amount of stocks and bonds owned should be used as far as possible in providing increased capital required, and as large an amount as possible should be released by consolidation with other roads, so that the company may not again be liable to the difficulties experienced during the fall of 1873.

The whole of the financial difficulties of the company are concentrated in one item, namely, floating debt of the Pennsylvania Railroad and companies controlled by it. When this is provided for there will be an end to any financial trouble connected with the company.

9. The committee report that all Directors should be elected by the stockholders, who should ratify all laws affecting their property and interests.

10. The committee attribute the existing distrust of railway stocks and securities to meagre and incomplete information in reports, to the fear that the property of the company may be improperly used for personal ends, the lack of intimate interest on the part of shareholders, and the constant tendency to expansion and extension. They advise that measures should be adopted to require the assent of stockholders to further extension.

11. The committee, basing their views on their report and on English practise, recommend that the Directors retain Executive functions only, that their number be reduced from 17 to 13, that they be nominated by a committee of shareholders as at the last meeting and be all elected by the shareholders direct, and that the report of the company be published at least two weeks before each annual meeting.

They suggest an organization of the Directors as follows: Three to be skilled railway men, one of financial experience and ability, and nine to be non-professional shareholders. One of the three professional railway men to be President, another in charge of the interests of the company west of Pittsburg. The whole four professional Directors to form an Executive Council, under the control of the whole Board, and to devote their time to the interests of the company at a liberal compensation.—*U. S. R. R. and Mining Reg.*

☞ The *Manitoban* says: "The terminus of the Pembina Railway has not yet been fixed. The Engineers now out to locate the Pembina Railroad expect to do it in less than two weeks. The grading of the Railway from Winnipeg to Pembina will require the labor of about 1,000 men."

☞ The new stockholders of the Kent and Queen Annie's (Md.) railroad have elected the following officers: President, Major B. T. Biggs, of Delaware; treasurer, secretary and superintendent, P. H. Irwin, of Westminster, Carroll county, Md. A new board of directors has also been elected.

☞ The reservoir for the use of the Phoenixville Iron Works, which will soon be completed, will have a capacity of 4,000,000 gallons. The company are also building furnaces for heating iron by gas. There are to be twenty of these furnaces, each costing about $20,000.

☞ The rails on the Nashua and Rochester road have been laid to West Windham, and Hudson, which is on the opposite side of the river from Nashua, will probably be reached in two weeks. It is expected that the road will be opened the first of November.

☞ The Littlestown (Penn.) Railroad has been purchased by the Hanover and York "Short Line" Railroad company, and that road therefore is now part and parcel of the Hanover and York railroad.

☞ The Cape Breton *Advocate* learns from a private letter that the extension Eastward of the railway from New Glasgow to Louisburg will be proceeded with in a short time.

☞ It is stated that work on the Baltimore and Towsontown narrow-gauge railroad will be resumed the first of October; the greater part of the grading has been done.

☞ Mr. Thomas H. Dodamead had been appointed general superintendent of transportation of the Chesapeake and Ohio Railroad Company He formerly held the same position.

☞ The use of the steam whistle, except where required by law, and in cases of special emergency, has been discontinued on the New London Northern Railroad.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific:													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	294,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	600,788	579,642	535,366	467,669	5,670,882
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720 929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	592 223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,623	1,264,689	1,285 567	1,299,900	1,037,992	12,734,729
1873	852,860	691,015	939,778	1,129,469	1 373,675	1,301,202	1,214,551	1,251,622	1,392,125	1,423,875	1,296,812	1,072,750	13,938,909
1874	848,558	794,000	867,666	1,132,000	1,360,000	1,330,000	1,258,000	1,301,000	.....	.....	.....	.....	.....
Chicago and Alton:													
1869	343.182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	358,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	371.708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497.261	540,756	431,315	352,604	5,156 326
1873	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366.100	281,334	296,169	473,156	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519.306	669,605	729,750	716,378	563,400	6.114,566
1865	541,005	482,164	499.296	468,358	585.623	747.942	702.691	767,508	946,707	932.683	754.671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858.948	925.983	808.524	797.475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574.664	765,398	774,280	895,712	893.658	888,214	1,083,237	1,448,942	1,541.057	1,211,530	879.900	11,632.739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251.940	1,507.479	1,570,067	1,107.084	1,001,987	13,381,471
1869	892,093	830,287	1,142,166	1,112,190	1,208,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13.355.467
1870	706,025	763,782	858,359	929,077	1,177,897	1,139,284	1,084,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,423	602,182	774,934	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008.277
1872	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,308,304	1,433.948	1,067,387	859,780	12.272.645
1873	752,468	765,249	967,258	1,034,023	1,256,072	1,309,578	1,240,987	1,284,091	1,071,448	1,451,827	1,039,306	1,019,501	13,816,465
1874	993,490	903,021	1,039,986	1,074,725	1,272,293	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1869	204,112	180,840	239,522	247,061	241,456	259,408	253.367	341,783	320.025	293.615	271,555	242,621	3,095,965
1870	293,069	226,897	244,182	248,646	260,169	274,021	249,355	319,012	317,887	359,259	319,573	284,156	3,273,719
1871	270.264	273,751	315,149	295,460	281,491	288.775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,022	372,974	381,113	378,619	341.104	326,268	401,252	417.328	459.581	389,830	358,743	4,492,625
1873	393,921	413,043	448,924	413.443	436,459	411,260	393,506	465.503	466,796	423,893	327,804	322,596	4,887,443
1874	363,053	276,099	318,976	342,247	366,778	330,754	327,394	493,175	.....	.....	.....	.....	.....
Erie:													
1871	1,055.469	971,193	1,201,500	1,258,955	1,443,272	1,656,415	1,720.078	1,564,554	1,794,397	1,694.651	1,483,454	1,417.211	17,398,327
1872	1,332.994	1,294,076	1,460,174	1,548.813	1,776,324	1,463,951	1,550,023	1,525 243	1,643,484	1,743 752	1,704.374	1,392,615	18,694,096
1873	1,326 505	1 329,422	1,515.382	1,541,958	1,754,821	1,717,593	1,685,384	1,774,570	1,918,247	1,882,421	1,560,023	1,625,129	19,631,781
1874	1,462,650	1,273,775	1,413,223	1,465,550	1,687,772	1,577,945	1,443,283	.....	.....	.....	.....	.....	.....
Illinois Central:													
1868	587,443	536.165	444.443	518,800	572,551	626,249	549,714	794.325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524.693	709,645	588,282	640,975	778,261	696,228	841.363	979,401	914,406	814,413	696,677	8,823,482
1870	623.383	661,789	601,926	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624 744	5 9,617	563,598	620,228	713,192	718.722	707,992	836.041	890,287	763,184	755,436	688,131	8,401,142
1872	637,436	531,627	575 293	559,871	648,956	659,363	609,846	783.255	744,782	881.693	696 475	698,063	8,026,754
1873	602,241	597,429	660,759	553.912	635,459	742,600	681,840	769.748	884,485	797,121	636,039	703,892	8,268,325
1874	611,491	538,668	567,554	550,921	647,892	678,728	624,191	708,868	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	193,673	152.264	267,411	303.915	306.944	266.086	282,723	332,555	365.446	387,999	303.305	210,197	3,321 518
1872	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349.468	449,418	314.513	223.240	3,693,183
1873	150,567	194,786	300,719	352,300	332,764	312,014	323,231	328,189	333,785	392,510	265.217	201,462	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295 369	1.368,948	1,402,597	1,345.316	1,235,285	14,797.975
1872	1,339,389	1,294,710	1.498,408	1,528,250	1,479.945	1,323,476	1,225,708	1,459 360	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873	1,412,368	1,549,285	1,735.736	1,694.543	1,680.968	1,585,369	1,451,762	1,582,531	1,776,420	1,742,516	1,375,556	1,546,983	19,134,136
1874	1,519,249	1,305,132	1,371,545	1,593,827	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1871	130,883	126.224	140.740	113,173	119.650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158.717	154,587	149,550	162,521	191,841	208,977	207,911	204.196	2,029 927
1873	169 843	161,132	178,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	151,793	150 301	2,126,875
1874	171,028	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,080	406,283	363,187	326 891	378,880	457,990	511,447	453,873	387.827	4,755,958
1871	418.755	442 665	486,980	470.703	480 547	427,096	422.015	529,890	628,660	582,802	5 7,434	507,050	5,940.102
1872	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460.101	536,603	641,807	487,603	464,163	5,608,117
1873	379,838	440,261	567,314	556,180	542,058	480,028	457,853	452,350	617,291	537,031	506,104	552,548	6 089,534
Milwaukee and St. Paul:													
1869	454.590	330,400	420,951	460,288	630.844	678,923	586,531	525,547	724,732	1,040,102	801 195	498,566	7,250 069
1870	396.171	382,823	377,571	443,132	730,700	755,737	686,434	661,030	808,318	908,313	791,014	529.758	7,420,421
1871	396,780	327,431	400,149	483,884	662,368	658,017	451,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,986	387,565	426,223	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702 858	513,787	6,957,771
1873	334 715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046.124
1874	664,400	657,500	576,620	742,050	964,800	886,900	748,200	704,300	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294.302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,950
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,562	3,630,606
1872	254,319	238,823	303,594	305,755	269,560	304,512	265.406	315,699	338,497	384,193	337,920	360 404	3,678,682
1873	227,897	261,346	344,032	321,047	301,521	272 600	267,734	325,093	332,098	353,168	308,632	206,100	.....
Philadelphia and Reading:													
1869	479.236	525,490	755.433	904,834	499.463	630,680	1,232.903	1,454,026	1,294,621	1,235.366	1,476,405	828,447	11,316,904
1870	479.872	574.706	679.332	514.493	593.986	617,058	569,697	1,1?9,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,501	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423.278	837,080	12,500,064
1872	657.318	645.090	823,683	1 044.251	1,116,387	1,167 008	1,071 407	1,142,241	1,19 ,695	1,522,847	1,127,030	891,791	12,199,748
1873	742,641	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	.....	.....
St. Louis, Alton and Terre Haute:													
1869	132,623	127,817	175,950	171,868	157,398	154,133	144.164	186,889	202,238	205,750	189,351	160,035	2.008,285
1870	152.398	158,788	172.216	172.347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143.468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
1872	161 525	137,678	162,336	156,134	148,279	133,503	123,994	169,459	179,457	216,177	177,327	158,700	1,927,471
1873	144,209	159,454	177,514	170,218	164,300	165,260	151,532	165,610	178,302	200,646	132,892	132,752	1,942,689
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,943	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,065	175,686	187,625	180,786	181,240	194,450	188,204	213,325	226,503	207,967	2,270,840
1873	146,160	153,254	229,260	208,140	230,300	195.480	179,261	206,190	205,500	186,645	160,800	122,657	2,223,647
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	454,209	450,203	429,896	323,270	399,439	4,013,206
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	4 0.720	422,389	323,377	434,284	4,242,348
1870	257,664	295,645	295,270	318,699	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365.175	328.791	393,455	443,611	453,909	439.515	553,994	552,079	558,817	600,205	531,090	516,935	5,736,666
1872	439,780	431,949	460 646	447,311	510,792	462,868	434,465	614,175	565,811	621,351	489.841	466,081	5,944.570
1873	370,290	405,110	471,301	446.527	470.598	541,191	483,390	642 209	593,504	538,251	418,928	482,767	5,864,076
1874	423,343	400,984	404,699	447,855	420,719	.....	.....	478,475	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,945	706,602	23,560	617,585	758,467	999,665	837,388	716,529	5,709,183
1870	528,829	500 180	539,238	708,603	802,586	746,450	643,058	664 951	728,521	719,698	570 168	506,053	7,654,094
1871	479 373	373,925	499,809	584,540	724,466	728,174	673,893	681,865	800,402	777,362	708,142	469,932	7,521,682
1872	373,936	534,115	566,861	741,802	800,443	855,450	743,862	759,567	863,754	880,706	915,727	757,851	8,892,606
1873	523,975	491,784	709,256	881,964	1,007,831	939,863	876,833	837,277	1,068,967	1,170,586	970,660	758,329	10,966,104
1874	620,715	607,990	687,020	834,964	910,066	902,581	850,142	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'73	9.50	114	40	Albany .....N.Y.	190,590	190,000	59,000		101,301	26,019	8	100	100	....
Sept. 30,'73	1.04	....	—	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	—	7,229	894	—	100	100	....
Oct. 31,'73	25.00	440	78	Atlantic Avenue (Bklyn)..N. Y.	725 723	680,000	456,800	32,296	266,857	42 314	—	100	100	....
Sept. 30,'73	11.83	344	50	Avenue C (N. Y. City)....N. Y.	540,360	500,000	900,000	109,019	230,082	32,540	—	100	100	....
Dec. 31,'73	7.5	697	94	Baltimore City (Balt.).....Md.	1,038,456	1,000,000	—	98,000	.....	.....	—	100	100	....
Sept. 30,'73	22.01	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,801,613	900,000	694,000	46,850	257,704	37,697	3	25	25	19
Sept. 30,'73	4.63	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,789	—	100	100	....
Sept. 30,'73	1.25	—	—	Boston & West Roxbury..Mass.	56,133	41,000	—	—	—	—	7.7	100	100	....
Sept. 30,'73	13.88	264	50	Broadway (Brooklyn).....N.Y.	378,029	200,000	100,000	52,395	160,504	43,404	12	100	100	....
Sept. 30,'73	24.25	1098	135	B'dway & 7th Av.(N.Y.C.)N.Y.	3,847,159	2,100,000	1,500,000	200,000	920,158	264.449	6	100	100	....
Sept. 30,'73	7.00	....	32	Brooklyn, Bath & Coney I.N.Y.	245,048	180,000	80,000	—	65,906	30,566	—	100	100	....
Sept. 30,'73	81.50	1922	401	Brooklyn City.....N.Y.	2,424,800	2,000 000	300,000	90,000	1,496,294	306,196	14	100	100	....
Sept. 30,'73	18.50	•242	68	Brooklyn City & Newtown.N.Y.	513,273	300,000	400,000	32,353	197,186	66,122	—	100	100	....
Sept. 30,'73	19.83	200	50	Brooklyn, Cross-Town.....N.Y.	663,517	300,000	300,000	40,765	167,843	27,229	—	100	100	....
Sept. 30,'73	17.64	362	83	Buffalo street.....N.Y.	528,984	100,000	421,119	86,276	324,269	137,407	—	100	100	....
Sept. 30,'73	11.18	142	26	Bushwick (Brooklyn) .....N.Y.	389,971	300,000	102,000	2,628	44,408	—	—	100	100	....
Sept. 30,'73	29.19	—	—	Cambridge (Boston) .....Mass.	800,500	800,500	150,000	—	73,486	73,486	9	100	100	102
Sept. 30,'73	1.70	22	4	Central City (Syracuse)....N.Y.	29,473	21,130	6,000	—	20,164	14,084	12	100	100	....
Sept. 30,'73	24.00	980	128	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,948,585	1,667,700	1,200,000	8 857	909,098	342 290	—	100	100	....
Oct. 31,'73	9.00	208	40	Citizens' (Pittsburg) .....Pa	270,671	184,000	—	—	184,298	78,365	16	50	46	....
Oct. 31,'73	7.25	350	50	Citizens' (Phila.).....Pa.	212,320	192,750	—	1,000	300,145	95,884	17½	50	19½	....
Sept. 30,'73	20.40	240	24	Coney Island (Brooklyn)..N.Y.	698,806	—	369,000	39,924	221,891	51,196	—	100	100	....
Sept. 30,'73	10.70	960	127	Dry Dock, E.B.&B.(N.Y.C)N.Y.	2,090,847	1,200,000	1,000,000	—	1,275,623	640,633	8	100	100	....
Sept. 30,'73	3.50	12	3	Dunkirk and Fredonia.....N.Y.	43,609	35,100	—	—	4,111	4,111	—	100	100	....
Oct. 31,'73	1.62	14	4	Easton and S. Easton .....Pa.	25,962	29,562	—	—	10,946	3.320	—	25	16	....
Sept. 30,'73	9.50	1002	120	Eighth Avenue (N.Y.City)N.Y.	1,683,574	1,000,000	203,000	66,200	798.040	149,564	12	100	100	....
Oct. 31,'73	2.32	24	6	Erie City. .....Pa.	36,997	19,807	20,000	2,341	13,287	2,184	—	50	42	....
Oct. 31,'73	5.50	60	23	Federal St. & Pl. Val (Pbg.).Pa.	132,842	66,250	90,000	—	45,735	9,000	—	25	22	....
Sept. 30,'73	2 60	18	6	Fifth Ward (Syracuse).....N.Y.	44,766	29,335	10,000	2,150	13,699	1,673	—	100	100	....
Sept. 30,'73	10.26	491	68	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	236,000	29,301	586,757	293,048	9	100	100	....
Oct. 31,'73	17.04	389	56	Frankford & Southwark(Ph.)Pa	844,171	498,200	290,500	—	412,325	91,138	10	50	50	57
Sept. 30,'73	4.00	26	5	Genesee & Water St.(Syr.)N.Y.	67,017	42,500	14,200	—	31,585	19,095	5	100	100	....
Oct. 31,'73	33.75	360	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	405,614	97,884	6	50	31	....
Sept. 30,'73	7.75	182	37	Gr'd st. & Newtown (Bk'n)N.Y.	310,443	170,000	90,000	12,378	107,824	22.093	—	100	100	....
Sept. 30,'73	8.00	200	40	Gr'd St. Prosp. Pk.& Flatb..N.Y.	437,011	200,000	200,000	37,028	80,086	1,016	—	100	100	....
Oct. 31,'73	7.25	200	42	Green and Coates st. (Phila.).Pa.	244,441	150,000	100,000	—	180,268	—	4	50	30	50½
Oct. 31,'73	2.12	10	4	Harrisburg City.....Pa.	60,250	41,994	12,500	1,604	7,185	—	—	25	25	....
Sept. 30,'73	11.95	140	20	Harlm. Br., Morr. & F'dham.N.Y.	287,302	29,100	135,000	—	89,000	18,391	—	100	100	....
Oct. 31,'73	11.00	378	60	Hest., Mant. & F'mount (Ph.)Pa.	388,486	299,423	100,000	27,000	292,610	71,442	9	50	50	19½
Sept. 30,'73	6.25	92	26	Jamaica, Woodh'n & Bklyn.N.Y.	100,000	100,000	—	—	23,132	1,970	—	100	100	....
Sept. 30,'73	3.25	33	9	Kingston and Rondout.....N.Y.	83,285	75,000	—	—	24,792	5,161	5	100	100	....
Oct. 31,'73	5.01	117	20	Lombard and South st. (Ph.).Pa	170,402	105,000	62,500	—	99,104	35,905	10	25	12½	....
Sept. 30,'73	4.04	50	12	Lowell Horse.....Mass.	81,704	80,000	—	3,500	34,127	2,597	—	100	100	....
Sept. 30,'73	11.62	239	35	Lynn and Boston .....Mass.	277,581	200,500	50,000	43,697	164,270	—	—	100	100	....
Sept. 30,'73	3.60	—	—	Malden and Melrose (Btn).Mass.	60,246	165,500	75,000	—	—	—	—	100	100	....
Sept. 30,'73	3.46	—	—	Medford & Charlest. (Btn).Mass.	34,600	21,000	5,000	—	2,240	819	—	100	100	....
Sept. 30,'73	5.26	65	15	Merrimac Valley.....Mass.	63,000	50,000	—	—	34 845	656	4	100	100	....
Sept. 30,'73	46.29	1220	204	Metropolitan (Boston) ....Mass.	2,371,609	1,500,000	—	589,390	982,854	91,633	3	100	100	42
Sept. 30,'73	16.24	285	53	Middlesex (Boston).....Mass.	679,675	400,000	184,500	158,822	223,893	26,112	—	100	100	....
Sept. 30,'73	1.76	4	2	Mohawk and Ilion.....N.Y.	17,500	15,000	—	—	5,496	2,400	16	100	100	....
Sept. 30,'73	4 00	....	—	New York Elevated .....N.Y.	1,500,000	754,200	—	91,843	64,602	—	—	100	100	....
Sept. 30,'73	6.10	220	27	Ninth Avenue (N. Y. City)N.Y.	999,109	797,320	207,000	13,648	95,704	3,762	—	100	100	....
Sept. 30,'73	3.21	10	2	Northampton & Wmburg.Mass.	50,000	50,000	—	6,499	5,832	—	—	100	100	....
Sept. 30,'73	10.88	128	30	North 2d St. & Middle Vil.N.Y.	200,765	134,500	25,000	45,457	65,641	570	—	100	100	....
Sept. 30,'73	2.74	7	2	North Woburn (Boston)..Mass.	35,310	20,800	—	—	1,924	1,879	—	100	100	....
Dec. 31,'73	11.71	191	42	Orange and Newark .....N.J.	1,038,756	290,300	700,000	123,556	210,171	15,965	—	100	100	....
Sept. 30,'73	14.40	142	37	Park Avenue (Brooklyn)..N.Y.	369,425	200,000	200,000	77,000	126,727	42,908	—	100	100	....
Oct. 31,'73	9.64	40	17	Peoples' street (Scranton)...Pa.	140,387	125,000	—	—	36,447	13,407	4	100	100	....
Oct. 31,'73	15.00	396	75	Philadelphia City (C.& W.).Pa	454,397	225,000	200,000	39,397	347,282	118,632	10	50	50	66
Oct. 31,'73	6.00	60	10	Philadelphia and Darby.....Pa.	257,000	200,000	—	—	—	—	4	20	20	....
Oct. 31,'73	13.07	114	33	Philadelphia & Gray's Ferry.Pa.	299,127	200,175	—	6,500	124,472	38,750	10	50	25	29½
Oct. 31,'73	8.75	116	37	Pbg., Allegheny & Manchest..Pa.	161,752	200,000	48,000	336	149,066	54,721	10	50	50	....
Oct. 31,'73	6.80	100	19	Pittsburg and Birmingham..Pa.	136,239	120,000	50,000	11,549	71,092	650	—	50	50	....
Oct. 31,'73	7.50	72	15	Pbg, Oakland & E. Liberty..Pa.	125,449	130,000	50,000	22,636	42,949	6,359	—	50	50	....
Oct. 31,'73	4.50	85	19	Pittsburg and Ormsby.....Pa.	83,487	100,000	40,000	1,616	37,238	—	—	25	25	....
Sept. 30,'73	6.00	42	11	Poughkeepsie City .....N.Y.	121,706	72,250	28,000	28,500	21,539	1,801	—	100	100	....
Oct. 31,'73	13.50	254	40	Ridge Avenue (Ph.).....Pa	414,512	336,000	85,000	4,772	244,658	65,485	3	50	28	43½
Sept. 30,'73	12.00	120	27	Rochester and Brighton ...N.Y.	192,596	70,000	30,000	38,500	118,947	60,951	10	100	100	....
Sept. 30,'73	7.84	54	20	Salem street.....Mass.	203,735	150,000	85,900	1,800	—	—	6	100	100	....
Oct. 31,'73	3.47	—	—	Schuylkill River (Phila.) ....Pa.	47,466	50,000	—	—	—	—	10	50	50	....
Sept. 30,'73	21.00	1021	137	Second Avenue (N.Y. City)N.Y.	2,511,743	1,180,500	1,220,000	84,988	681,434	171,112	8	100	100	....
Oct. 31,'73	39.50	560	96	2d and 3d street (Phila.).....Pa.	706,255	621,576	—	—	544,545	69,873	10	50	31	65
Oct. 31,'73	6.75	246	42	17th and 19th street (Phila.)..Pa.	186,694	160,000	100,000	10,306	152,406	36,467	4	50	16	....
Sept. 30,'73	8.38	824	102	Sixth Avenue (N.Y. City)..N.Y.	2,181,960	750,000	415,000	80,000	988,434	143,950	10	100	100	....
Sept. 30,'73	4.03	—	—	Somerville horse (Boston).Mass.	98,000	98,000	—	—	5,880	5,880	7½	100	100	....
Sept. 30,'73	7.56	350	42	South Boston .....Mass.	450,000	450,000	—	—	289,209	31,089	—	100	100	65
Sept. 30,'73	6.50	80	21	South Brooklyn & Park....N.Y.	259,186	150,000	100,000	19,527	49,380	3,486	—	100	100	....
Sept. 30,'73	2.71	32	6	Springfield street.....Mass.	89,586	50,000	—	7,675	22,364	2,292	—	100	100	....
Sept. 30,'73	2.53	20	5	Stoneham street (Boston)..Mass	38,744	33,000	—	—	2,100	1,779	5	100	100	....
Sept. 30,'73	8.00	35	13	Staten Island Shore.....N.Y.	31,000	31,000	—	—	18,873	—	—	100	100	....
Sept. 30,'73	2.00	21	7	Syracuse and Geddes.....N.Y.	28,578	25,000	25,000	—	17,225	6,370	7	100	100	....
Sept. 30,'73	2.60	16	4	Syracuse and Onondaga ...N.Y.	50,150	37,000	—	10,000	13,748	3,955	1	100	100	....
Sept. 30,'73	4.32	40	8	Taunton street.....Mass.	53,414	40,000	—	7,500	23,671	5,257	10	100	100	....
Oct. 31,'73	7.25	350	50	10th & 11th st. (Citizens')...Pa.	212,320	192,750	—	1,000	300,145	95,884	17½	50	19½	82½
Sept. 30,'73	18.00	2112	267	Third Avenue (N. Y. City).N.Y.	3,757,565	2,000,000	2,000,000	—	2,140,826	549,310	5½	100	100	....
Oct. 31,'73	8.50	198	33	13th and 15th streets (Phila.).Pa.	227,326	334,529	—	—	155,697	37,581	12	50	16½	24
Sept. 30,'73	6.27	85	8	Troy and Albia.....N.Y.	74,537	44,700	35,100	767	21,051	3,902	—	100	100	....
Sept. 30,'73	11.38	226	51	Troy and Lansingburg.....N.Y.	328,287	250,000	96,000	9,352	170,056	19,859	—	100	100	....
Sept. 30,'73	5.00	76	19	23d street (N.Y. City).....N.Y.	702,757	600,000	250,000	—	96,931	31,365	—	100	100	....
Sept. 30,'73	—	731	97	Union street (Boston).....Mass.	472,035	355,500	17,500	132,108	478,742	13,964	—	100	100	108
Oct. 31,'73	30.00	687	118	Union (Phila.).....Pa.	1,032,514	400,000	500,000	—	682,502	77,201	26	50	20	....
Sept. 30,'73	29 60	607	89	Union (Providence).....Pa.	828,329	614,300	75,000	139,029	416,096	72,911	2	100	100	....
Sept. 30,'73	13.13	92	14	Utica, Clinton & Bingham..N.Y.	323,763	121,400	200,000	—	45,450	4,893	—	100	100	....
Sept. 30,'73	2.50	18	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	18,000	—	22,013	6,356	3½	100	100	....
Sept. 30,'73	3.11	12	3	Waltham and Newtown..Mass.	36 974	30,000	—	16,316	7,659	2,546	4	100	100	....
Sept. 30,'73	14.50	150	25	Watervliet (Albany) .....N.Y.	342,347	240,000	130,000	—	104,231	1,977	—	100	100	....
Oct. 31,'73	15.50	507	79	West Philadelphia.....Pa.	591,348	400,000	100,000	—	462,477	129,289	15	50	50	....
Oct. 31,'73	4.59	16	7	Wilkesbarre and Kingston..Pa.	94,833	100,000	—	—	23,551	8,934	4	50	50	....
Sept. 30,'73	3.25	—	—	Winnisimmet (Boston)... Mass.	62,152	50,400	—	—	2,802	2,335	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal Payable.	Market Price
	$	pc			
Albany.					
1st Mortgage.....	59,000	7	J.& J.	1883	....
Atlantic (Bklyn) Ave.:					
1st Mortgage.....	115,000	7	A&O.	1881	....
2d Mortgage.....	100,000	7	A&O.	1884	....
3d Mortgage.....	166,000	7	J.& J.	1885	....
Avenue C:					
1st Mortgage.....	900,000	7	A&O.	1896	....
Bleecker St. & Fulton Ferry:					
1st Mortgage.....	694,000	7	J.& J.	1880	....
Broadway (Brooklyn):					
1st Mortgage.....	100,000	7	J.&D.	1882	....
Broadway and 7th Avenue:					
1st Mortgage.....1,	500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.:					
1st Mortgage.....	80,000	7	J.& J.	1890	....
Brooklyn City:					
1st Mortgage.....	300,000	7	J.& J.	1883	....
Brooklyn City & Newtown:					
1st Mortgage.....	400,000	7	J.&D.	1879	....
Brooklyn Cross-Town:					
1st Mortgage.....	300,000	7	J.& J.	1888	....
Buffalo Street:					
1st Mortgage.	400,000	7	M&N	1893	....
Bushwick:					
1st Mortgage.....	102,000	7	J.& J.	1889	....
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J.& J.	1891	....
Central Park, N & E. River:					
1st Mortgage.....	550,000	7	F& A	1882	....
2d Mortgage.....	650,000	7	M&N	1890	....
Coney Island & Brooklyn:					
1st Mortgage.....	307,000	7	J.& J.	1887	....
D. Dock, E.Bdw. & Battery:					
1st Mortgage.....1,	000,000	7	J.&D	1885	....
Eighth Avenue (N. Y.):					
1st Mortgage.....	203,000	7	J.& J.	1890	....
Empire:					
1st Mortgage.....guar.	150,000	7	J.& J.	1890	....
42d st. & G'd st. Ferry(N.Y.):					
1st Mortgage.....	236,000	7	A.&O	1878	....
Federal St. & Pleasant Val.:					
1st Mortgage.....	25,000	7	A&O.	1878	....
2d Mortgage.....	50,000	7	J.& J.	1881	....
Frankford and Southwark:					
1st Mortgage.....	155,500	7	J.& J	1877	....
2d Mortgage.....	100,000	7	M&N	1891	....
Germantown:					
1st Mortgage.....	250,000	7	J.&D.	1879	....
2d mortgage	100,000	7	.....	1884	....
Green and Coates street:					
1st Mortgage.....	100,000	7	J.& J.	1875	....
Grand St. & Newtown:					
1st Mortgage.....	90,000	7	A.&O	1887	....
Grand st. P. P. & Flatbush:					
1st Mortgage.....	200,000	7	J.& J.	1891	....
Harl. Br., Morris's & Fordh.:					
1st Mortgage.....	135,000	7	J.& J.	1889	....
Hestonv., Mantua & Fairm.:					
3d Mortgage.....	125,000	7	J.&D.	1880	....
Lombard and South st.(Ph.):					
1st Mortgage.....	62,500	7	J.& J.	1883	....
Lynn and Boston:					
1st Mortgage.....	50,000	6	A&O.	1879	....
Malden and Melrose:					
1st Mortgage.....	75,000	6	A&O.	1885	....
Middlesex (Boston:					
1st Mortgage sinking fund	99,500	6	J.& J.	1894	....
2d Mortgage.....	60,000	6	A.&O	1880	....
3d Mortgage.....	20,000	7	M&N	1874	....
Ninth Avenue (N. Y.):					
1st Mortgage.....	207,000	7	J.& J.	1876	....
Orange and Newark:					
1st Mortgage.....	200,000	6	J.& J.	1881	....
2d Mortgage.....	500,000	7	J.& J.	1883	....
Park Avenue (Bkly):					
1st Mortgage.....	200,000	7	M&N	1888	....
Philadelphia City:					
1st Mortgage.....	200,000	7	J.& J.	1881	....
Second Avenue (N. Y.):					
1st Mortgage.....	350,000	7	J.&D.	1877	....
2d Mortgage.....	200,000	7	F.&A	1876	....
3d Mortgage.....	150,000	7	A.&O	1885	....
Conv. bonds.....	520,000	7	M&N	1888	....
17th and 19th street (Ph.):					
1st Mortgage.....	15,000	6	J.& J.	1873	....
2d Mortgage.....	60,000	6	A&O.	1878	....
Sixth Avenue (N. Y.):					
1st Mortgage.....	415,000	7	J.& J.	1890	....
South Brooklyn and Park:					
1st Mortgage.....	100,000	7	J.& J.	1892	....
Third Avenue (N. Y.):					
1st Mortgage.....2,	000,000	7	J.& J.	1890	....
Troy and Lansingburg:					
1st Mortgage.....	96,000	7	J.& J.	1892	....
Union (Phila.):					
1st Mortgage.....	300,000	6	J.& J.	1885	....
2d Mortgage.....	300,000	7	J.& J.	1881	....
Union (Prov. R. I.):					
1st Mortgage.....	75,000	6	J.& J.	1892	....
Utica, Clinton & Bingham.:					
1st Mortgage.....	200,000	7	J.&D.	1889	....
Watervliet:					
1st Mortgage.....	130,000	7	A&O.	1887	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,280,000	J. & J.	July '74 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '73 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " guar.100	786,476	M. & N.	Nov. '73 3½
Atlantic and St. Law*....100	39,494,900	M. & S.	Sept. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Geneseo & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '74 5
Washington Br.....100	1,650,000	A. & O.	Apl. '74 5
Parkersburg Br. pref... 50	5,680,685	— & —	.....
Berkshire*.....100	600,000	J. A J & O	July '74 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 3½
Boston and Albany 100	19,664,100	M. & N	May '74 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & D	June '74 3
Bost., Conc. & Mont.* pref100	800,000	M. & N.	May '74 2
Boston and Lowell.....500	2,852,900	J. & J.	July '74 3½
Boston and Maine.....100	6,816,807	M & N	May '74 4
Boston and Providence..100	8,950,000	M & N	May '74 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A	Feb. '74 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Sept. '74 5
" " pref.100	1,485,900	M & S.	Sept. '74 5
Camden and Amboy* ...100	5,847,800	J. A. J. O.	Oct. '74 2½
Camden and Atlantic.... 50	451,701	— & —	Oct. '74 3½
" " pref. 50	763,549	— & —	Oct. '74 7
Cape Cod 100	1,020,330	J. & J.	Jan. '72 2½
Cape May and Millville* 50	447,000	J & D.	Dec. '73 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa*..... 50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	May '74 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	July '74 5
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	May '74 1½
" " pref.100	789,600	F. & A	Aug. '74 3½
Central of Georgia.....100	4,666,800	J & J.	July '73 5
Central of New Jersey..100	20,000,000	J. A. J. O.	July '74 2½
Central Ohio*..... 50	2,425,000	J & D.	June '74 3
" pref..... 50	400,000	J. & D.	June '74 3
Central Pacific 100	54,275,500	.....	Aug. '74 5g
Chemung*..... 100	380,000	J.A.J&O	Oct. '72 1½
Cheshire, preferred 100	2,100,000	J. & J.	July '74 2
Chicago and Alton.....100	8 929,900	M. & S.	Sept. '74 5
" pref...100	2,425,400	M. & S.	Sept. '74 5
Chicago, Burl. & Quincy.100	19,897,000	M. & S.	Sept. '74 5
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	July '74 4
Chicago & N. Western..100	14,993,060	J. & D.	Dec. '72 3½
" pref.100	21,484,113	J. & J.	July '75 3½
Chicago, R. I. & Pacific*100	19,000,000	A. & O.	Apl. '74 4
Cin., Ham. & Dayton...100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.*... 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	429,046	M. & N	May '74 2
Clev., Col., Cin. & Ind...100	14,991,275	F. & A	Aug. '74 4
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '74 3½
Cleveland & Pittsburg*.. 50	11,236,150	F.M.A.N	Aug. '74 1½
Col., Chic. & Ind. Cen.*100	13,000,000	.....	.....
Columbus and Xenia*... 50	1,786,800	M.J.S.D.	June '74 2
Colum. & Hocking Val..100	2,500,000	F. & A	Feb. '74 5
Concord 50	1,600,000	M. & N.	May '74 5
Concord and Ports.*.....100	350,000	J. & J.	July '74 3½
Conn. & Passump Riv..1 0	2,100,000	F. & A	Aug. '74 3
Connecticut River..... 10.	1,950,000	J. & J.	July '74 5
Cumberland Valley..... 5	1,494,250	A. & O.	Apl. '74 4
Danbury and Norwalk . 50	600,000	M. & N.	Nov '73 5
Delaware*..... 50	1,230,941	J. & J.	July '74 3
Del., Lackaw. & Westn. 50	18,568,850	J.A.J. O.	July '74 2½
Detroit & Milwaukee *.. 50	822,140	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	A. & O.	Oct. '74 2
East Pennsylvania* 50	1,309,200	J. & J.	July '74 3
East Mahanoy * 50	392,950	J. & J.	July '74 3
Eastern (Mass.) 100	4,262,600	J. & J.	July '73 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*.100	800,000	F. & A.	Feb. '74 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '74 2½
" " pref. 50	800,000	J. & J.	July '74 3½
Erie Railway 100	78,000,000	.....	Oct. '73 1
" pref.....100	8,536,910	.....	Oct. '73 1½
Erie and Pittsburg*..... 50	1,000,250	M.J.S.D.	Mar. '74 1½
Fitchburg 100	4,000,000	J. & J.	July '74 4
Georgia 100	4,156,000	J. & J.	Apl. '74 4
Grand River Val.* guar.100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,267,946	— & —	.....
Great Western, (Ca.) ...100	19,237,404	A. & O.	Apl. '74 1½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	May '74 5
Harlem Extension..... 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '74 3½
Housatonic, pref. 100	1,180,000	J. & J.	July '74 4
Huntingdon & Bd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. & J.	July '68 2½
Illinois Central 100	25,280,510	F. & A.	Aug. '74 4
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	J. & J.	July '74 2
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	July '74 1½
Joliet & North. Indiana*100	800,000	J. & J.	July '74 4
Lake Shore & Mich. So..100	49,466,500	F. & A.	Aug. '73 4
" " (guar.).100	533,500	F. & A.	Feb. '74 5
Lawrence*..... 50	280,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	3,739,800	M. & N.	May '67 5
Lehigh Valley 50	21,916,850	J.A. J.O.	July '74 2½
Little Miami.*..... 50	5,871,450	J.A. J.O.	Apl. '74 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July '74 3½
Long Island..... 50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '74 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '74 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '74 3
Lykens Valley 20	600,000	F.M.A.N	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	May '74 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '74 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	18,738 204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323.375	J. & J.	July '74 5
Milwaukee and St. Paul..100	15,399,261	J & J	Dec. '70 7s
" " pref.....100	12 274,483	F. & A	Aug'74 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '74 3½
Morris and Essex*..... 50	14,008,100	J. & J	July '74 3½
Nashua and Lowell.....100	800.000	M. & N.	May '74 5
Naugatuck 100	1,881 900	F. & A.	Aug. '74 6½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept. '74 5
Newark and N. York*...100	977,400	J. & J.	Jan. '74 3½
N. Bedford 100	1,678,500	M. & N.	May '74 4
N. Castle & Beaver Val.* 50	1,800,000	J. A. J. O.	Apl. '74 2½
N Haven & Northamp..100	605,000	J.A. J.O.	Sept '73 3
New Jersey*..... 100	7,295,200	J.A. J.O.	Oct. '74 2½
New London Northern*100	1,418.800	J. & J.	July '74 4
N.Y. Cen. & Hudson R..100	89,428,330	A. & O.	Oct. '74 4
New York and Harlem..100	8,500,000	J. & J.	July '74 4
" " pref.100	1,500,000	J. & J.	July '74 4
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	July '74 6
N. Y., Provid. & Boston.100	2,000,000	J. A. J. O.	July '74 2½
Nieg. Bridge & Canand*100	1,000,000	J. & J.	July '74 3
North Carolina*.....100	4,800,000	irregular.	Jan. '73 3
N. Eastern (N. C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 473,500	January.	Jan. '74 5s
Northern Central 50	5,842,000	M. & N.	July '74 3½
N rthern N. Hampsh....100	3,088,400	J. & D.	June '74 4
Northern New Jersey*..100	1,000,000	J. & J.	July '74 4
Norwich & Worcester*..100	2,823,400	J. & J.	July '74 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	July '74 3
" " pref.100	2,000,000	A. & O.	Apl. '74 4
Ohio and Mississippi....100	19,995,847	J. A. J. O.	.....
" " pref.100	4,024,474	J. & D.	Dec'72 3½s
Oil Cr. & Allegheny R... 50	4,259,450	J. A. J. O.	Jan. '74 3
Old Colony & Newport..100	6,297,900	J. & J.	July '74 3½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '74 4
Pacific of Missouri.....100	3,635,750	J. A. J. O.	July '74 1½
Panama.....100	7,000,000	J. A. J. O.	Oct. '74 3
Paterson and Hudson*..100	630,000	J & J.	July '74 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	243,000	J. & J.	Jan. '74 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '74 3
Pennsylvania 50	68,144,475	M. & N.	May '74 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '74 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	July '74 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D.	Sept. '74 3
Philadelphia & Reading 50	32,684,375	J. A. J. O.	Oct. '74 2½
" pref... 50	1,551,800	J.A. J.O.	Oct. '74 2½
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Oct. '74 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	July '74 4
Pittsb., Ft. W. & Chi.*...100	19,714,286	J.A. J.O.	Apl. '74 1½
" Special Imp.100	2,000 000	J.A. J.O.	Apl. '74 1½
Pittsfield & N. Adams..100	420,000	J. & J.	July '74 3
Portland and Kennebec.100	616,700	J. & J.	July '74 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces...100	2,000,000	J. & J.	July '74 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '74 4
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '74 3½
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Aug'74 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " pref.100	2,040,000	July.	July '74 3
St. Louis and Iron Mt..100	10,000,000	F. & A.	Feb. '74 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" pref..100	12,000,000	.....	Nov. '72 3
Saratoga and Schenec*..100	300,000	A. & O.	Apl. '74 3½
Schuylkill Valley*..... 50	576,050	J. & J.	July '74 2½
Seaboard and Roanoke..100	1,151,400	M & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '74 3
Shore Line*.....100	995,800	J. & J.	July '74 3½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb. '73 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	448,700	J. & J.	July '74 2½
Stony Brook*.....100	267,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '74 3
Sussex (N. J.)..... 100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	Dec. '73 3
Taunton Branch 100	500,000	J. & J.	Jan. '74 5
Terre Haute & Indiana.100	1,988,150	F. & A.	Aug. '74 5
Tol., Peo. & War. 1st pref..100	1,797,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '72 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 1½
Utica and Black River...100	1,666,000	J. & J.	Jan. '73 3
Vermont & Canada*...100	2,500,000	J. & D.	Dec. '71 3
Vermont and Mass 100	$2,860,000	A. & O.	Apl. '74 1
Warren (N. J.).....100	1,800,000	J. & D.	Dec. '73 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,559,750	F. & A.	Feb. '74 4
Winchester & Potomac*100	180,000	J. & J.	July '74 3
Winchester & Strasburg*100	500,000	J. & J.	July '74 3½
Worcester and Nashua. 75	1,400,555	J. & J.	July '74 4s
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	..... 2½
Baltimore City.....100	800.000	— & —	Jan. '74 3
Bleecker st. & F Fy.(N Y)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl. '74 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Apl. '73 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jun. '70
Brooklyn City 100	1,500,000	F.M.A.N	May '74 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	802,000	J. & J.	July '71 2½
Cambridge.....100	727,800	A. & O.	Apl. '74 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	500,000	J. & J.	July '74 9
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..100	800,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Feb. '74 2
Eighth Avenue (N.Y.)....100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry ..100	748,000	J. & J.	July '74 3½
Frankf. & Southw.(Ph.) 50	491,750	J. & J.	July '74 5
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '74 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	800,000	J. & J.	July '74 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	July '74 1½
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	M. & N.	July '74 3½
Middlesex (Boston).....100	400,000	A. & O.	Apl. '73 4
Ninth Avenue (N. Y.)....100	197,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '74 5
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '74 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	858,100	J.A. J.O.	Oct. '73 2
Second & Third St.(Ph.) 50	962,100	J. & J.	July '74 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '74 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '74 1½
Somerville (Boston) 100	75,000	M. & N.	May '74 3
South Boston 50	400,000	J.A. J.O.	July '74 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	July '74 8
West Philadelphia..... 50	400,000	J. & J.	July '74 10
CANALS.			
Chesapeake & Delaware 50	1,983,568	J. & D.	June'73 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug. '74 4
Delaware and Hudson....100	15 000,000	F. & A	Aug. '74 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	Oct. '74 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	9 390,350	J.S D.M.	Sept. '74 3
Monongahela Navigat.. 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 3
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 100	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	July'74 30s
" " (pref.). 50	2,888,977	F. & A.	July'74 60s
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Sept. '74 2
American Coal..... 25	1,500,000	M. & S.	Mar. '74 4
Am. Mersh. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton..... 164	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref..... 100	8,693,400	— & —	.....
" certif..... 100	2,324,000	J. & J.	.....
Pacific Mail Steamship..100	20,000,000	M.J. S.D.	Sept. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	May '74 5
Pullman Palace Car..... 100	4,000,000	F.M.A.N	May '74 3
Quicksilver, common 100	5,700,000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	July '74 5
Spruce Hill Coal 10	1,000 000	— & —	.....
United States Express....100	6,000,000	F.M.A.N	Aug. '74 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '74 4
West. Union Telegraph.100	35,000,000	J. A. J.O.	Oct. '74 2
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities, Sept. 1, 1874.					
Loan of June 14, 1858 .....registered	$260,000	5	Jan. & July.	1874	....
Loan of February 8, 1861 .....registered	13,783,000	6	Jan. & July.	1880	117
.. ..coupon	4,632,000	6	" "	1880	118½
Oregon War Bonds of March 2, 1861...coupon	945 000	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861....registered	125,806,750	6	Jan. & July	1881	117
.. ..coupon	63,514,600	6	" "	1881	118½
Loan of Feb. 25, 1862 (5-20s).....registered	16,572,600	6	May & Nov.	1882	112?
.. .. .. (5-20s).....coupon	150,687,100	6	" "	1882	112½
Loan of March 3, 1863.....registered	53,636,700	6	Jan. & July.	1881	117
.. ..coupon	21,363,300	6	" "	1881	118½
Loan of March 3, 1864 (5-20s).....registered	946,600	6	May & Nov.	1884	114
Loan of June 30, 1864 (5-20s).....registered	25,027,250	6	" "	1884	114
.. .. .. (5-20s).....coupon	33,018,950	6	" "	1884	115
Loan of March 3, 1865 (5-20s).....registered	33,732.200	6	May & Nov.	1885	114?
.. .. .. (5-20s).....coupon	118,802,150	6	" "	1885	115½
.. .. 2d series (5-20s).....registered	56,943,700	6	Jan. & July.	1885	115
.. .. .. (5-20s).....coupon	145,719,400	6	" "	1885	115½
.. .. 3d series (5-20s).....registered	87,691,250	6	Jan. & July.	1887	115½
.. .. .. (5-20s).....coupon	222,731,500	6	" "	1887	116½
.. .. 4th series (5-20s).....registered	13,951,000	6	Jan. & July.	1888	116½
.. .. .. (5-20s).....coupon	23,523,000	6	" "	1888	117½
Loan of March 3, 1864, (10-40s)....registered	141,229,350	5	Mar. & Sept.	1904	110½
.. .. .. (10-40s).....coupon	53,337,950	5	" "	1904	111?
Consols of July 14, '70 & Jan. 20, '71..registered	179,302,900	5	F. M. A. & N.	1881	112½
.. .. coupon	136,895,000	5	" "	1881	112
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Debt matured and without interest.....(var.)	515,705,573	...	....	Due.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623.512	6	Jan. & July.	'95-'99	117½
United States Notes	382,076,697	nil	.....	.....	...
Fractional Currency.....	45,797,675	"	.....	.....	....
State Securities, latest dates.					
Alabama—($11,258,836):					
.. Bonds (old and extended), 1866 and '72..	3,230,800	5	May & Nov.	'86-'92	....
.. Bonds (new), 1866, '68 '72 and '73.....	2,477,700	8	Jan. & July.	'86-'93	....
.. State Bonds for Railroads.....	2,300,200	8	" "	'90-'91	....
.. Railroad endorsements.....	16,386,000	8	" "	'90-'91	....
Arkansas—($10,885,0.0):					
.. Funded Bonds, ($4,400,000) 1869 and 70.	2,850,000	6	Jan. & July.	'99-'00	....
.. Levee Bonds, 1871.....	2,200,000	7	" "	1891	...
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds 1869 to '73.....	5,350,000	7	April & Oct.	'99-'00	....
California—($3,796,500):					
.. Civil Bonds 1857 and '60	1,639,000	7	Jan. & July.	'77-'80	111
.. Relief Fund Bonds, 1863.....	110,000	7	" "	'83-'85	....
.. State Capitol Bonds, 1871 and '7	500,000	7	" "	'91-'92	....
.. Funded Debt of 1873.....	1,497,500	6	" "	1893	....
Connecticut—($5,095,900):					
.. War Loan, (10-30 yrs) of July 1, 1861...	532,800	6	Jan. & July.	1881	108½
.. War Loan, (20 yrs) of Jan. 1863 and '64.	2,232.500	6	" "	'83-'84	....
.. War Loan, (10-30 yrs) of Oct. 1, 1864....	589,500	6	April & Oct.	1894	....
.. War Loan, (20 yrs) tax free, of Oct. 1, '64	1,741,100	6	" "	1886	....
Delaware—($1,231,000):					
.. State War Debt.....	879,000	6	Jan. & July.	1885	....
.. Railroad Aid (J. and Breakwatet R. R..	352,000	6	" "	1885	....
District of Columbia—($4,790,000):					
.. Improvement (gold) bonds.....	4,000,000	6	Jan. & July.	1902	....
.. Improvement (cur.) bonds.....	790,000	7	" "	1902	....
Florida—($6,645,763):					
.. Bonds of 1871, and 1873.....	957,000	7	Jan. & July.	var.	....
.. Railroad Loan (gold) of 1870.....	4,000,000	8	" "	1890	....
.. Consolidated (gold) Bonds of 1873.....	1,000,000	6	" "	1903	....
Georgia—($14,871,084):					
.. Bonds for Western & Atlantic R. R.....	784,700	6	May & Nov.	1874	79
.. Bonds for Western & Atlantic R. R.....	172,500	7	" "	1874	....
.. Bonds for Atlantic and Gulf R. R.....	800,000	6	Feb. & Aug	'78-'86	....
.. Bonds of March 12, 1866.....	3,900,'00	7	Jan. & July.	1886	90
.. Bonds (gold) of Sept. 1870	2,088,000	7	April & Oct.	1890	....
.. Bonds of Feb. 19, 1873	1,200,000	8	" "	'75-'86	....
.. Railroad endorsements.....	7,923,000	var	Various.	var.	....
Illinois—($2,060,150):					
.. New Internal Improvement Bonds, 1847	962,445	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	320,000	6	" "	'77-'78	....
.. War Loan Bonds, 1861.....	367,000	6	" "	1880	...
.. Chicago Relief Bonds 1871.....	250,000	6	" "	1881	...
Indiana—($4,598,815):					
.. War Loan Bonds, of 1865.....	139,000	6	May & Nov.	1866	....
.. Temporary Loan Bonds, 1873.....	710,000	7	Jan. & July.	'75-'76	....
Iowa—($543,056):					
.. War and Defense Fund Bonds, 1861....	300,000	7	Jan. & July.	.....	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864.....	101,175	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,235,500	7	" "	'76-'89	....
Louisiana—($22,306,800):					
.. State Bonds, to R. R. Companies.....	2,436,000	6	Various.	'76-'06	....
.. Relief (Treasury) Bonds 1853.....	5,750,000	6	May & Nov.	'86-'07	....
.. Levee Bonds 1865.....	1,000,000	8	Various.	1886	....
.. Levee Bonds, 1867.....	4,000,000	6	May & Nov.	1907	....
.. Past due coupons 1865.....	978,800	6	Jan. & July.	'86-'97	....
.. Levee Bonds, 1870	2,960,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	2,950,000	6	May & Nov.	1910	....
.. State Penitentiary Bonds, 1869	500,000	7	Mar. & Sept.	1899	....
.. Bonds for Railroad stocks (var.).....	2,436 000	6	Various.	'67-'11	....
.. Bonds for Railroads (var.)	5,202,000	8	Various.	'99-'10	....
.. Miss. & Mex. Gulf Ship Canal Bonds...	480,000	7.3	Mar. & Sept.	1889	....
Michigan—($1,622,134):					
.. Sault Ste Marie Canal Bonds.....	61,000	6	Jan. & July.	1879	102
.. Renewal Loan Bonds, 1858.....	105.000	6	" "	1878	....
.. Two Million Loan, 1863...	1,032,000	6	" "	'78-'83	....
.. War Bounty Bonds, 1865..... :	366,000	7	May & Nov.	1890	....
Maine—($7,138,400):					
.. Civil Loan Bonds, 1856–'61.....	222.000	6	Various.	'74-'78	....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	Various.	'80-'89	....
.. War (Municipal Equalization).....	3,083,900	6	April & Oct.	1889	....
Maryland—($10,741,215):					
.. Bonds to R. R. and Canals.....	5,709,639	5	J. A. J. & O	1890	80
.. Bonds to R. R. and Canals.....	828,222	6	" "	1890	100
.. Bonds to Balt. & Susq. R. R.....	269,000	3	" "	1890	....
.. Defense and Bounty Bonds	3,072,083	6	Jan. & July.	1883	106½
.. State Loans, 1870 and 1872	799,056	6	" "	'85-'87	...
Massachusetts—($28,477,804):					
.. State (public works) scrip.....	750,000	5	Various.	'74-'80	....
.. Union Fund Loan, 1861.....	2,755,000	6	Jan. & July.	'74-'76	109½
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	....
.. Bounty Loan Bonds, 1863 and 1864.....	8,578,244	5	May & Nov.	'83-'94	101½
.. War Loan (currency).....	999,944	5	Mar. & Sept.	1888	....
.. Railroad and Tunnel Bonds.....	10,305,522	5	April & Oct.	'88-'93	....
.. Norwich and Worcester R. R. Bonds...	400,0.0	6	Jan. & July.	1877	....
.. B., H. & Erie R. R. Bonds.....	3,599,024	5	" "	1900	....
Minnesota—($250,000):					
.. State Buildings Loan 1867 and 1869.....	250,000	7	Jan. & July.	'77-'79	....
Missouri—($18,747,000):					
.. State Bonds, proper, 1865–'68	439,000	6	Jan. & July.	'82-'90	....
.. State (funding) Bonds, 1867–68	2,727,000	6	" "	87-'88	....
.. Railroad Loan Bonds, 1854–'66.....	12,801,000	6	" "	'74- 86	....
.. Railroad Bonds, guaranteed 1856–'66....	1,589,000	7	" "	'76-'91	....
.. State Institutions Loans.....	1,301,000	6	" "	var.	....
New Hampshire—($3,914,165):					
.. War Loan Bonds, of 1861.....	614,000	6	Jan. & July.	'69-'78	....
.. War Loan Bonds, of 1864.....	600,000	6	Mar. & Sept.	'84-'85	101½
.. War Loan Bonds, of 1866.....	494,500	6	April & Oct.	78-'79	....
New Jersey—($2,696,300):					
.. War Loan Bonds, 1861-'64, tax free.....	2,690,000	6	Jan. & July.	'74-'02	....
New York—($36,530,400):					
.. State Stock of 1827 and 1832.....	561,500	5	J. A. J. & O.	plens.	....
.. State (Deficiency) Stock of 1838.....	900,000	5	" "	1875	109½
.. State (Deficiency) Stock of 1838.....	900,000	6	" "	1878	....
.. State (Deficiency) Stock of 1838.....	348,107	5	" "	plens.	....
.. State (Deficiency) Stock of 1838.....	1,189,781	6	" "	plens.	....
.. Canal Stock.....	1,10?,420	5	" "	1874	....
.. Canal Stock.....	111,200	4	" "	'72-'73	....
.. Canal Stock.....	10,135,280	6	" "	'74-'77	....
.. Bounty Loan registered	19,861,000	7	Jan. & July.	1877	107½
.. Bounty Loan coupon.....	1,200,000	7	" "	1877	107½
North Carolina—($29,547,045):					
.. Old or Ante-War Debt.....	4,738,800	6	Jan. & July.	'72-'92	19
.. Old or Ante-War Debt.....	3,639,400	6	April & Oct.	'72-'92	....
.. Bonds issued since the war.....	3,009,045	6	Jan. & July.	'92-'98	....
.. Bonds issued since the war.....	1,859,000	6	April & Oct.	'92-'98	....
.. Bonds issued for funding.....	2,417,400	6	Jan. & July.	'78-'0?	14½
.. Bonds issued for funding.....	1,721,400	6	April & Oct.	'78-'00	....
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	5
Ohio—($8,211,062):					
.. Loan of 1860, sinking fund.....	147,180	6	Jan. & July.	1870	....
.. Loan of 1850, sinking fund.....	1,585,900	6	" "	1875	....
.. Loan of 1860, sinking fund.....	4,074,817	6	" "	1881	102
.. Loan of 1856, sinking fund.....	2,400,000	6	" "	1886	....
Oregon—($290,477):					
.. Bounty and Relief Bonds.....	90,477	7	Jan. & July.	'74-'84	....
.. Willamette Canal Bonds.....	200,000	7	" "	1890	....
Pennsylvania—($24,999,785):					
.. Inclined Plane Loan, of 1849.....	400,000	6	April & Oct.	1879	....
.. Loan of April 1852, reg. and coup.....	483,000	5	Jan. & July.	1882	....
.. Loan of May 1852, reg. and coup.....	2,637,500	5	Feb. & Aug	1877	....
.. Loan of April 1853, coupon	238,000	5	" "	1878	....
.. Loan of April 1861, registered.....	35,000	6	" "	1878	....
.. Loan of Feb. 1867, reg. and coup.....	907,200	6	" "	'74-'8?	....
.. Loan of Feb. 1867, reg. and coup.....	18,798,950	6	" "	'74-'8?	....
.. Chambersburg certificates, registered...	83,032	6	June & Dec.	1876	....
.. Loans of April 1872.....	500,000	6	April & Oct.	1896	....
Rhode Island—($2,638,500):					
.. War Bonds of 1862	1,019,000	6	Mar. & Sept.	1882	....
.. .. of 1863	205,000	6	April & Oct.	1883	....
.. .. of 1863	668,000	6	Jan. & July.	1893	....
.. .. of 1864	746,000	6	Feb. & Aug.	1896	....
South Carolina—($20,650,235):					
.. State House, Stock and Bonds '55-'63...	953,488	6	Jan. & July	plens.	....
.. Fire Loan Stock of 1838.....	803,344	6	J. A. J. & O.	1870	....
.. Funding Stocks 1866 and 1869.....	143,114	6	Jan. & July.	'?-'90	....
.. Fire Loan Bonds of 1838.....	481,944	5	" "	1868	....
.. New State House Bonds 1853-'66.....	298,000	6	" "	'71-'86	....
.. Blue Ridge R. R Bonds 1854.....	966,000	6	" "	'74-'7?	....
.. Funding Bonds, 1868.....	930,000	6	" "	87-'97	....
.. .. 1869.....	1,681,000	6	April & Oct.	1888	17
.. .. 1869.....	1,189,400	6	Jan. & July.	1888	18
.. .. 1869.....	2,050,000	7	" "	1888	....
.. Conversion Bonds 1869.....	7,666,500	6	" "	1888	....
.. .. .. 1870.....	348,000	6	April & Oct.	1889	....
.. Railroad Aid Bonds.....	4,797,608	6	Various.	69-'89	....
Tennessee—($20,966,282):					
.. Railroad, &c., Bonds.....	15,767,922	6	Jan. & July.	92-'00	77
.. State Bonds (direct)	4,819,544	6	April & Oct.	69-'0?	....
.. State Endorsements	2,197,000	6	Jan. & July.	1900	....
.. Funded Interest Bonds	4,598,035	6	" "	1914	75½
Texas—($3,715,979):					
.. Frontier Protection (gold) Bonds, 1870..	700,000	7	Mar. & Sept.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	" "	1876	....
.. State Bonds.....	197.000	6	Jan. & July.	'76-'91	....
.. Railroad Aid Bonds.....	1,753,817	6	" "	var.	....
Vermont—($225,500):					
.. War Loans of 1864, '65 and '68	225,500	6	June & Dec.	74-'75	....
Virginia—($45,718,112):					
.. Funded under act of 1871.....	20,278,730	6	Jan. & July.	long.	....
.. Funded under act of 1872.....	1,754,747	6	" "	"	....
.. Sterling Bonds	2,727,562	5	" "	"	....
.. Deferred (W. Va.) certificates.....	15,239,370	6	" "	"	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	103½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	101
3d Mortgage	399,000	7	May & Nov.	" "	1881	92⅝
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	88½
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	43½
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	57
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	64
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(265 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1894	....
3d Mortgage (sterling) of 1871	712,982	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	857,250	6	Jan. & July.	Baltimore.	1875	101
Loan of 1850–'80	579,500	6	" "	"	1880	101½
Loan of 1853–'85	1,710,500	6	April & Oct.	"	1885	102½
Loan of 1855–'90 (Balt.) skg fd.	3,461,146	6	Jan. & July.	"	1890	....
Loan of 1870–'95 (stg.) skg fund.	3,620,320	6	March & Sept.	London.	1895	....
Loan of 1872–1902 (stg.) S. F.	9,498,016	6	" "	"	1902	....
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	Jan. & July.	Baltimore.	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	...
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	...
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	99½
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar. by C. &	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (A. Co. and	497,500	6	March & Sept.	Princeton.	1885	83
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	83
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	79
1st Mortgage (Equalization)	248,000	7	" "	"	1889	89
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	90½
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200 000	7	"	New York.	1870	...
Boston, Hartford and Erie:						
1st Mortgage (old)	666,000	7	March & Sept.	Boston.	1884	...
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	24½
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	40
Mass. L. (rec'd by $4,000,000 Ber.)	3,000,000	7*	" "	"	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct	Boston.	1879	95
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	102
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	85
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coln or stg skg f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	56
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	98
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	98½
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,840	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,857,971	8	Jan. & July.	Boston.	1894	98
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1894	19
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	85
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	100½
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	90
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	53
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	.. .
Catawissa:						
1st Mortgage (old)	280,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	100
Chattel Mortgage	158,350	6	" "	"	'80–'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	77
Cedar Rapids & Mo. Riv. (C. & N. W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	83
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	85
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	46
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1991	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174 000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	3,612 700	7	" "	" "	1902	102
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	105½
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	90½
Central Pacific of California:						
1st Mortgage, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95–'99	91½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	100
State Aid B'ds (Int. by State) gold	1,500.000	7*	" "	" "	1885	99½
1st Mort. (Western Pacific) gold	2,735.000	6*	" "	" "	1899	82½
1st Mort. (Calif. & Oregon) gold	7,066,000	6*	" "	" "	'88–'92	....
1st Mort. (S. Fr., Okld & Ala.)	500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,080,000	6*	April & Oct.	New York.	1900	...
Land bonds (Cen. Pac. Co.) gold	9,153.000	6*	" "	" "	1890	...
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	...
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	.. .
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	800,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	49½
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	73½
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	800,400	6	Jan. & July.	Boston.	'75–'80	93½
Chester Creek:						
1st Mortgage guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (In default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	258,000	7	May & Nov.	New York.	1877	100
1st Mortgage	2,406,000	7	Jan. & July.	" "	1893	105
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	96
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	111
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,983,225	7	Jan. & July.	Boston.	1896	97
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	98½
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	98
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	98½
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	99½
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	97½
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	99
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	41
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	92½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C&NW	592,000	7	Jan. & July.	Boston.	1880	93½
3d Mort. (now 2d) guar. C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	100
Funded coupons (193 m.)	780,000	7	May & Nov.	" "	1883	98
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	97
Appleton Ext. (23 m.& 76,000 ac.)	174,000	7	" "	" "	1885	89
Green Bay Ext. (26m & 76,000 a.)	284 000	7	" "	" "	1885	89
Equipm't (Engs & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,775,000	7	Feb. & Aug.	" "	1892	100½
2d Mort. (Gal. & Chic. 248 m.)	938,000	7	May & Nov.	" "	1875	93½
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line (")	129,500	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	331,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y	3,105,000	7	F. M. A. & N.	" "	1915	85
Consol. gold bonds for $48,000,000	4,534,000	7*	June & Dec	" "	1902	78
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil.R.R.) guar.	589,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	9.500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.) guar	1,141,000	7	Jan. & July.	" "	1898	92
1st Mort. (Bel.& Mad. R.R.) guar.	306,000	7	"	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.1, '69, $16,000pm	1,350,000	8	May & Nov.	New York.	1889	30
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $10,000 per mile	.....	8	Feb. & Aug.	New York.	1901	100
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund (C., R.I.& Pac.)	8,600,000	7	" "	" "	1896	106½
Chi. & Southwes'n (C.,R.I.& Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.& C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1863	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798.000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	82½
Cin. & Martinsville(I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	..
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77 '87	70
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	6
1st Mort. (San., Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	70
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	80
Cincinnati and Springfield:						
1st Mortgage for $2,000 000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	104
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning (A.& Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	..
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov	" "	1875	100½
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July	" "	1892	90
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	101
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344.750	7	April & Oct.	New York.	1908	39
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	7
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1887	....
General Mortgage	1,000,000	7	April & Oct.	" "	19 91	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1890	..
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	96
Notes payable, conv. at par	594,000	7	" "	"	1876	97½
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7*	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1,2,3,4.	88½
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York.	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv..Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	58
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	44 ,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500.000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	98½
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1878	103½
2d Mort. (Del., Lack. & Wtn.)	1,633,000	7	March & Sept.	" "	1881	104
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	105
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,000,000	8	"	"	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	30
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,784	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	...
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	97½
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	94
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	100½
East Tenn. & Georgia(E.T.V.&G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., stg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	86
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	99
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	March & Sept.	"	1882	94
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	98
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	5-[illegible]
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	104
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	100
[illegible] Mortgage	4,582,000	7	" "	" "	1883	97½
3d Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	99½
4th Mortgage convertible	709,500	7	June & Dec.	" "	1888	93½
5th Mo[illegible]anch, 1st mortgage	182,600	7	Jan. & July.	" "	1891	....
Buffalo L[illegible] (£1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	...
Sterling Loan for $30,000,000, g'd	12,076,000	7*	" "	NY& London.	1920	....
Consol Mort. [illegible]nds	8,000,000	7	.....	.....	....	....
Convertible bo.						
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
3d Mortgage	2,089,000	7	Jan. & July.	" "	1894	....
Consolidated Mortgage tax free.	600,000	7	April & Oct.	" "	1890	....
Equipmen[illegible]Mortgage						
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	7,000	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	83,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)ex.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease,(8 M. 25 000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	New York.	1889	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & N[illegible]	N Y. & Lond.	1[illegible]0	...
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20.000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	[illegible],000	8	April & Oct	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct	Boston.	1899	....
2d Mortgage	500,000	8	Jan & July.	"	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	90
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	101½
2d Mortgage	948,000	7	May & Nov.	" "	1875	99½
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.).						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	97
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	95½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,838,385.	14,191,675	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765 .	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	6½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York	'81-'86	60
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	80
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	75
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York	'71-'77	92½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	92
Six years Mortgage bonds(222m)	53,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	..
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	78
1st Mort. (Q. & Palm.R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City&Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	101½
Hartford and New Haven:						
1st Mortgage	500,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1860	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	...
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104½
3d Mortgage	180,000	7	May & Nov.	" "	1875	104
Hudson Connecting (N Y&O Mid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	...
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	105
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	96½
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	55
Illinois Central:						
Construction bonds, cur. skg f'd.	2,742,000	7	April & Oct.	New York.	1875	100
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	...
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	80
2d Mortgage	1,50[illegible],000	8	Jan. & July.	" "	1909	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	....
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct	New York.	1901	60

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	81½
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.	.....	8	Feb. & Aug.	New York.	1900	85
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	87
Jackson, Lansing & Saginaw (MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	96½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	94½
Jacksonville, Penaac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	108½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	88
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.& M.So.	840,000	8	Jan. & July.	New York.	1888	96
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	90
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" ").	150,000	10	" "	" "	1878	....
1st Mort.(St.Jo.& CB.78 m)cv.t.fr.	1,400,000	10	March & Sept	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (L.L.& G.):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	60
1st Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June & Dec.	" "	1896	60
1st M.(3d D.244.66m.& 3,000,000a)	6,432,000	7*	May & Nov.	N. Y., L. & F.	1899	....
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,751,750	7*	Jan. & July.	N. Y., L. & F.	1886	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,360	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	98½
Lackawanna & Bloomsb(D.L.& W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,200,000	7*	Feb. & Aug.	New York.	1891	75
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N Y B'k.& Ph.	1899	50
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,280,000	7	J. A. J. & O.	" "	1890	98
Consol. coupon July 1, 1870	1,200,000	7	Jan. & July.	" "	1890	98½
Bonds of Oct. 1, 1872	5,205,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore) Ap. 1, '69	1,498,000	7	" "	" "	1899	98
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	100
3d Mort. Oct. 1, '57 "	1,000,000	7	April & Oct.	" "	1892	96
Skg Fund July 1, 1855 C. & Tol.	1,595,000	7	Jan. & July.	" "	1885	103
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	97½
1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	103½
2d Mort. Oct 31, 1857 "	2,692,000	7	" "	" "	1877	100
Mort. Nov. 1, 1858 Buff. & Erie.	.....	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	96
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	99
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	98
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	90
1st Mort. Oct 1, 1867 (Sch.& Th.R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. Al.& Gr.R.)	840,000	8	" "	" "	1888	95½
1st Mort. July 1, 1863 (J.& Frank.)	468,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1890	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold.	5,000,000	10	Jan. & July	N. Y. & Bost.	1900	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	.....	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	100½
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	104½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1863	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	102½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1880	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	99
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	90½
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1889	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol. M. for $6,000,000 (392 m.)	6,647,000	7	April & Oct.	" "	1898	87½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,000,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,360	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	87½
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1896	....
1st Mortgage (S. & K.)	300,000	6	June & Dec	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1880	91
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	101½
2d Mortgage Dollar	2,500,000	7	May & Nov.	" "	1896	92½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	" "	1890	74½
1st Mort. (Scioto & H. Val. & R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1889	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.D'v.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	101½
Michigan Central:						
1st Mortgage, convertible	356,000	8	April & Oct.	New York.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	" "	1882	112
Consol. Mortgage for $10,000,000	8,000,000	7	Jan. & July.	" "	1902	99½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	101½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	97
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	95½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (" ") guar..	70,000	8	" "	" "	1880	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown,Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000..	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,527,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	80
1st Mortgage (E. Div. Palmer)	781,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,810,000	7	Jan. & July.	" "	1897	78
1st Mortgage (Minn. Cent)	190,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	82
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	104½
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	91½
Milwaukee City Loan	230,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $18,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	— & —	.....	1890	19½
1st Mort. Land Grant gold	1,000,000	7*	— & —	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st Mortgage Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	8*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	— & —	" "	....	....
Income Mortgage	700,000	7	— & —	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	108
2d Mortgage guar.	5,000,000	7	Feb. & Aug.	" "	1891	103
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	92
Consolidation bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	98½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	89
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st Mortgage, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $500,000	.....	7	Jan. & July.	New York.	1880	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfield bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan'a						
New Jersey Midland (NY.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	..
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	31
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La.	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	..
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	96½
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B.& N. St'k(")	76,000	6	May & Nov.	" "	1883	99
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	88
Bonds for real estate (")	162,000	6	" "	" "	1883	88
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	95
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	103½
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	....
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	99
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	100½
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	782,000	7	" "	" "	1890	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	468,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225 000	6	Jan. & July.	Philadelphia.	1885	100
2d Mortgage	5,00 ,000	7	May & Nov.	"	1896	103
Chattel Mortgage	860,000	10	April & Oct.	"	1877	106
North Shore (L. I.)						
1st Mortgage	155,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	93
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	90½
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	95
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	91½
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	29
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	93
Equipment Mortgage	200,000	8	" "	"	1879	93
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage	6,094,000	7	Jan. & July.	New York.	1898	91
Consolidated 1st Mortgage, stg..		7*	" "	London.	1898	....
Consolidated 2d Mortgage	3,529,000	7	April & Oct.	New York.	1911	76½
2d Mortgage, (W. Div)	433,000	7	Jan. & July.	" "	1874	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bond	50,000	7	May & Nov.	" "	1883	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	78½
1st Mortgage (War. & Fkln)	580,000	7	April & Oct.	"	1882	78
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	51
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	98½
Plain Bonds	485,000	6	April & Oct.	"	1875	95
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	100½
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	89½
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	84
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	80½
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	70
Consolidated Mort.	1,045,500	7	Jan. & July.	New York.	1882	80
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New Yor k.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	98
Owensboro' and Russellville.						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	79
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	69
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,505,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	75
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,970,000	7	Jan. & July.	Philadelphia.	1880	100½
2d Mortgage (")	2,583,600	6	April & Oct.	"	1875	101½
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	19,558,700	6	J. A. J. & O.	Philadelphia.	1910	92½
State lien for $7,500,000, skg f'd	5,401,675	5	April & Oct.	Harrisburg.	'74-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	310,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	103½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(O.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	103½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	91½
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	82
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	90
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¼ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9¼ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,138,900	6	Jan. & July.	Philadelphia.	1893	79
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv.	86,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	100
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	105½
Mortgage Loan of 1836 stg.	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg.	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg.	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	104½
Consolidated Mortgage June 1, 1871. — Dollar registered	3,414,000	7	" "	"	1911	105
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	..
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	663,000	6*	" "	" "	1911	102
Consolidated Mortgage June 1, 1871. — Dollar coupon	332,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv.	6,600,985	7	Jan. & July.	"	1893	104
New improvement Mort. loan	6,631,615	6*	April & Oct.	Phila.or Lond.	1897	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,600	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866	400,000	6	April & Oct.	"	1876	95
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	63½
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	monthly.	New York.	1884	72
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	84
2d Mort. (Balt. Loan) of 1866	1,000,000	6	" "	"	1886	65
1st Mort. (Turtle Cr. Div.10¼ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	104½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	102
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	96½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	64½
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,600,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1889	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	18	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1900	80
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	99½
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitch.)	400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'75-'90	67½
Rich., Fredericksburg & Potomac						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	6	" "	Richmond.	1861	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	130,500	7	June & Dec	Richmond.	1875	....
1st Mortgage	175,000	8	April & Oct		....	....

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,000	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund...	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	....
Equipment Mortgage	500,000	8	March & Sept.	"	1880	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").....	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	107
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	87
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	72
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	84
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	96½
2d Mortgage May 1, 1868 guar..	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	82
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands..	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands..	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000.....	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	90½
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	800,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds.....	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1800	100
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage.....	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	92
Sheboygan and Fond du Lac:						
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension.....	691,000	8	April & Oct.	" "	1886	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.).						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold.....	500,000	7*	Jan. & July.		....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold.....	$200,000	6*	Jan. & July.	Boston.	1896	....
Somerset (Me. Central):						
1st Mortgage gold.....	500,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	842,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds.....	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000.....	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold..	22,000 pm	8*	Jan. & July.	New York.	1890	(4)
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,159,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	93
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds.....	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant...	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold.....	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.....	391,080	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv..	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed.....	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free.....	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.....	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000.....	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage.....	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m...	1,600,000	7	June & Dec.	New York.	1894	80
1st Mortgage (W. Div.) 117 m...	1,800,000	7	Feb. & Aug.	" "	1896	73½
2d Mortgage (W. Div.) 117 m..	1,300,000	7	April & Oct.	" "	1886	49
Equipment Mort. sinking fund..	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000..	1,406,000	7	May & Nov.	" "	1910	58
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	....
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed.....	80,000	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, unr....	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	"	" "	1882	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	94
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M.(Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	85½
1st M. (Gt. W.Rwy & Tol. 34 m.)	500,000	7	May & Nov.	" "	1890	88
1st Mort. (Quincy & Tol. 34 m.)	300,000	7	Feb. & Aug.	" "	1882	90½
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	May & Nov.	" "	1878	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	" "	" "	1871	70
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1893	76
2d M.(Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1883	67
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1907	57
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1900	73
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1893	....
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "		
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	88½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1899	88½
Income Mortgage	7,563,000	10	March & Sept.	" "	1874	91
Omaha Bridge B'ds, stg.£250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000.	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	98½
Loan of 1875 (New Jersey Co.).	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ").	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	93
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	91
Consolidated(mort.)Loan of 1859	5,000,000	6	May & Nov.	Philadelphia.	1889	101½
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	" "	....	....
Loan of 1888	164,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	22
2d Mortgage consolidated	1,500,000	7	" "	"	1891	2
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	60
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.		....	74
Equipment Mortgage	1,000,000	8	May & Nov.		'76-'77	65
Equipment Mortgage	1,000,000	8	" "		1889	65
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	102
Vermont Valley (Rutland):						
1st Mortgage	586,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1890	....
Special Loan 1871	225,459	8	Jan. & July.	"	1889	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee('A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	....
Enlarged Mortgage	990,000	6	" "	" "	1884	....
4th Mortgage	846,000	8	March & Sept.	" "	1900	79
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	78
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome(R.W. & O.):						
Sinking Fund Bonds	790,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	102½
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	613,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	98½
2d Mort. " "	300,000	6	" "	"	1890	98½
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	91
2d Mortgage preferred	600,000	6	" "	"	1895	61
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	99
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	84
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	83
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	97
Consolidated mort. Apr. 1, 1869.	1,000,000	7	April & Oct.	"	1899	104
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	65
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage. endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	75
2d Mortgage coupon or regis	723,600	7	Jan. & July.	"	1902	79
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	80
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G. gold S. F. $25,000pm	.....	7*	Jan. & July.	Boston.	1901	75½
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	91
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,376,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1836	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	90
Delaware and Hudson:						
1st Mortgage registered. — 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered. — 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1884	103½
1st Mortgage registered. — 3d series, Jan. 1, 1871.	5,000,000	7	" "	" "	1891	104½
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	97½
Mortgage Loan reg	2,000,000	6	F. M. A. & N.	"	1897	97½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	97
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	100
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	88
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Essex Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	101½
2d Mortgage	285,000	6	" "	"	1870	96
Boat Loan, sinking fund	236,965	7	" "	"	1885	100½
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar	2,205,000	6	Jan. & July.	Philadelphia.	1887	88
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1885	....
Interest Bonds (Erie Canal) 1850	151,980	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	76½
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	260,000	6	May & Nov.	"	1870	75
Boat and Car Loan	756,650	6	" "	"	1883	77
Boat and Car Loan	628,100	7	" "	"	1889	86
Coupon Bonds	1,079,000	6	Jan. & July.	"	1895	76½
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	74½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,510	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1889	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years Owning.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. F. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1873	60.0	—	2.5	125.0	3	4	2	56	Adirondac.....New York	3,113,515	*	3,643,241	.....	3,768,000	980,000	1,963,756	—	60.0	71,936	29,902	30,012	100,425	22,801	—	100	....
Sept. 30, 1873	81.8	—	5.8	—	13	10	2	113	Alabama Central †.....Alabama	3,600,000	*	—	.....	2,000,000	1,600,000	.....	—	92.8	.....	.....	.....	350,000	95,000	—	100	....
Dec. 31, 1873	296.0	—	14.8	—	20	20	5	600	Alabama and Chattanooga.....Alabama	10,500,000	*	—	.....	2,700,000	8,500,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1873	142.0	—	165.7	—	68	33	12	1,590	Albany and Susq. †(D. & H.)..New York	19,317,910	*	—	.....	5,000,000	4,621,000	708,519	.....	142.0	816,619	371,410	631,917	1,672,319	410,877	7	100	95
Dec. 31, 1873	132.0	130.5	16.7	—	73	29	10	1,969	Allegheny Valley†.....Pennsylvania.	12,382,709	*	.....	.....	2,256,400	7,434,000	1,280,691	—	132.0	.....	861,239	1,778,638	2,628,471	784,026	—	100	....
Oct. 31, 1873	4.5	—	0.3	31.3	—	—	—	—	Allentown (P. & R.).....Pennsylvania.	1,078,439	—	—	.....	568,744	—	649,132	—	—	—	—	—	—	—	—	50	....
Dec. 31, 1873	99.0	—	3.7	—	13	3	*	96	Arkansas Branch (St. L. & Iron Mt.).Mo.	5,351,250	*	19,971	66,432	2,499,000	2,500,000	438,659	—	99.0	153,190	.....	.....	259,293	98,598	—	50	....
Dec. 31, 1873	62.5	—	6.9	—	—	—	—	—	Ashtab. Youngst'wn & Pitts. (Pa. Co.).O.	3,300,000	—	—	—	1,800,000	1,500,000	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	150.0	—	10.0	—	.....	.....	.....	.....	Atchison and Nebraska.....Kan. & Neb.	7,500,000	*	—	—	3,750,000	3,750,000	.....	—	150.0	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1873	469.8	27.5	30.9	—	38	23	7	778	Atchison, Topeka & Santa Fe....Kansas.	20,593,233	1,214,307	1,481,420	1,023,087	8,615,000	10,096,500	3,814,785	222,545	282.9	.....	.....	.....	1,172,018	423,803	—	100	1
Feb. 28, 1874	266.5	—	9.7	—	10	8	3	161	Atlanta & Rich'd Air Line †.Ga.N.C.&S.C.	11,748,000	*	—	—	7,500,000	4,248,000	.....	—	192.0	.....	.....	.....	.....	.....	—	100	....
June 30, 1873	81.0	—	4.0	—	19	7	6	166	Atlanta and West Point.....Georgia.	1,197,715	*	151,853	63,254	1,232,200	102,500	24,257	53,365	87.0	.....	62,987	86,592	399,344	100,161	8	100	....
June 30, 1873	387.5	34.8	161.0	—	190	41	25	2,911	Atlantic and Great West.N.Y. Penn.& O.	78,713,992	*	8,445,000	.....	24,358,300	62,800,692	2,899,401	—	604.8	5,117,452	957,942	2,606,088	5,456,896	1,889,922	—	100	....
Dec. 31, 1873	286.0	109.0	15.6	162.0	26	19	10	424	Atlantic and Gulf †.....Georgia.	7,717,971	*	.....	.....	3,479,077	3,526,700	353,429	—	345.6	653,918	97,227	.....	1,005,947	267,886	—	100	....
Sept. 30, 1873	406.0	20.0	40 0	100.0	84	29	20	1,015	Atlantic, Mississippi and Ohio†..Virginia.	19,038,905	*	9,167,336	1,215,021	6,921,900	14,183,000	5,860,427	2,435,934	428.0	1,498,803	245,629	627,639	2,193,757	914,035	—	100	....
Dec. 31, 1873	95.0	—	9.0	—	9	12	6	78	Atlantic and North Carolina †..N.Carolina.	2,200,000	—	.....	.....	1,600,000	200,000	.....	—	95.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	328.0	4.0	32.8	—	135	74	34	2,842	*Atlantic and Pacific* †..Missouri & Ind.Ter.	36,572,728	*	4,135,500	141,411	19,760,300	16,792,438	1,577,522	.....	814.7	.....	.....	.....	5,529,102	2,218,876	—	100	....
Dec. 31, 1873	149.5	1.5	16.9	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	—	.....	4,388,800	3,484,000	.....	—	—	—	—	—	—	74,752	4	100	....
Nov. 30, 1873	55.0	—	4.8	—	—	—	—	—	Augusta and Savannah (C. of Ga.)....Ga.	1,032,200	—	—	—	733,700	129,000	.....	—	—	—	—	—	—	73,000	8	100	....
Oct. 31, 1873	61.2	2.5	5.5	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,05 0,000	—	10,000	—	550,000	454,900	.....	—	—	—	—	—	—	81,222	7	50	....
Sept. 30, 1873	379.6	42.8	439.0	—	473	205	56	10222	Baltimore and Ohio †.....Md. & W. Va.	33,975,584	10,683,280	18,857,395	2,926,765	16,719,862	19,866,733	822,298	29,083,131	497.4	10,292,259	.....	.....	12,252,844	4,099,043	10	100	171
Sept. 30, 1873	103.5	—	11.4	—	—	—	—	—	Washington Branch † .....Maryland.	10,000,000	—	—	—	5,680,685	—	—	—	103.5	.....	.....	.....	947,729	116,067	10	—	175
Sept. 30, 1873	30.0	—	41.6	—	—	—	—	—	Parkersburg Branch.. ....W. Virginia.	1,650,000	—	—	757,663	1,650,000	20,000	—	737,663	30.0	—	—	—	440,775	284,014	—	100	61
Dec. 31, 1873	63.0	—	3.2	—	—	—	—	—	Baltimore, Pittsburg and Chicago.....O.	3,000,000	—	.....	.....	500,000	2,500,000	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	73.1	19.2	6.1	—	26	47	6	319	Baltimore and Potomac.....Maryland.	8,136,010	654,991	.....	116,915	3,503,900	4,500,000	884,837	19,180	43.0	—	—	—	281,537	70	—	100	....
Dec. 31, 1873	48.2	—	2.5	—	4	2	2	68	Bangor and Piscataquis †.....Me.	1,207,202	110,200	.....	6,257	357,870	922,000	43,789	—	48.2	64,758	36,450	29,698	113,746	30,441	—	100	....
Oct. 31, 1873	16.0	—	6.0	—	8	2	1	367	Barclay (Towanda Coal Co.).....Pa.	1,200,000	—	—	—	1,000,000	79,000	.....	—	16.0	58,668	25,347	344,908	996	Loss.	7	50	....
Dec. 31, 1873	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake (Me. C.).Me.	900,000	—	—	—	750,000	150,000	7,000	—	—	—	—	—	—	36,000	—	50	....
Dec. 31, 1873	54.0	—	13.0	76.0	—	—	—	—	Bellville and Southern Illinois .....Ill.	2,780,000	—	.....	.....	1,680,000	1,100,000	.....	—	—	—	—	—	—	40 p.c.	—	100	....
Dec. 31, 1873	67.0	—	6.7	—	—	—	—	—	Belvidere Delaware (Penn. R. R.)...N. J.	4,034,829	—	—	571,587	995,800	2,244,500	1,238,838	—	80.0	—	397,163	1,444,573	1,148,223	152,700	—	100	....
Sept. 30, 1873	22.0	—	2.0	—	—	—	—	—	Berkshire (Housatonic) .....Mass.	600,000	—	6,000	7,600	600,000	—	7,245	6,355	—	—	—	—	42,610	35,407	7	100	....
Sept. 30, 1873	201.6	48.0	324.7	—	231	183	52	5,061	Boston and Albany.... Mass. & N. York.	21,876,749	4,453,046	2,316,185	1,067,840	19,864,100	4,319,000	2,266,820	3,263,900	283.9	5,661,554	5,757,624	2,884,520	9,798,033	2,199,873	10	100	134
Sept. 30, 1873	26.2	—	2.1	9.8	5	6	2	83	Boston, Barre and Gardner.....Mass.	915,537	141,655	40,118	65,899	826,627	4,400	319,015	18,169	26.2	87,304	116,098	29,340	97,016	16,511	—	100	....
Sept. 30, 1873	41.4	1.5	12.2	—	23	24	13	511	Boston, Clinton and Fitchburg .....Mass.	1,379,111	715,820	259,288	110,779	872,600	1,249,600	224,162	118,636	90.2	439,497	487,274	407,072	677,432	116,973	—	100	....
Mar. 31, 1873	93.5	56.9	11.0	—	24	25	20	529	Boston, Concord and Montreal .....N. H.	2,850,000	*	316,429	229,630	1,800,000	1,050,000	29,603	516,456	150.4	.....	171,511	92,187	670,349	131,715	—	100	....
Sept. 30, 1873	26.8	16.0	45.7	—	40	62	*	958	Boston and Lowell.....Mass.	2,476,831	343,634	2,508,971	799,188	2,993,000	1,199,500	1,338,660	597,464	125.5	826,231	2,086,979	605,617	1,464,942	387,118	8	500	100
Sept. 30, 1873	115.5	8.5	100.6	—	69	149	*	1,636	Boston and Maine.....Mass., N. H. & Me.	8,817,444	1,335,401	820,083	114,822	6,921,274	2,857,199	305,039	1,342,229	189.5	1,458,963	5,008,074	542,004	2,300,094	680,586	8	100	116
Sept. 30, 1873	44.0	18.5	66.0	—	41	71	11	627	Boston and Providence.....Mass. & R. I.	3,742,516	207,400	1,567,441	219,159	3,950,000	500,000	856,488	430,027	66.5	816,554	3,741,530	827,575	1,822,108	428,342	10	100	149
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany†.....Georgia.	10,548,000	*	(Sold Oct. 15 1873.)		5,980,000	.....	.....	—	172.0	(Operated by Receiver—No returns.)			.....	.....	—	100	....
Sept. 30, 1873	25.5	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,000	—	44,080	.....	2,286,000	583,000	.....	—	—	—	—	—	—	40,000	—	100	....
Sept. 30, 1873	43.2	—	6.8	50.0	8	7	3	72	Buff., Corry and Pittsb.... N. Y. & Penn.	1,561,930	*	.....	.....	500,000	1,000,000	360,000	—	43.2	1,343,729	66,542	109.325	169,989	Loss.	—	100	....
Sept. 30, 1873	141.5	—	13.7	—	—	—	—	—	Buffalo, New York & Erie....N.Y.& Penn.	3,330,000	—	.....	.....	950,000	2,380,000	.....	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1873	120.6	—	13.6	—	18	13	4	604	Buff., New York and Phila.N.Y. & Penn.	4,621,324	784,607	305,000	.....	1,615,060	2,577,500	1,233,944	—	120.6	261,900	234,760	158,836	398,763	48,546	—	100	....
Dec. 31, 1873	371.0	51.0	23.1	—	28	22	9	702	Burl., Cedar Rapids and Minnesota..Iowa.	16,200,000	*	—	—	5,510,000	8,265,000	1,913,197	—	402.0	.....	.....	.....	1,078,810	301,306	—	500	....
Dec. 31, 1873	190.7	48.6	20.8	—	14	12	7	314	Burlington and Missouri River.....Neb.	7,300,000	500,000	476,356	145,904	853,780	7,277,943	118,228	278,126	239.3	392,234	81,217	126,120	628,429	284,214	—	100	55
Dec. 31, 1873	130.0	20.0	10.9	4o1.0	8	7	4	218	Burlington and Southwestern. Iowa & Mo.	6,102,510	601,315	.....	.....	1,976,319	3,820,000	729,954	—	150.0	.....	.....	.....	362,719	Loss.	—	100	....
Dec. 31, 1873	71.0	—	2.1	—	4	6	*	50	Cairo, Arkansas and Texas.....Mo.	3,500,000	*	.....	.....	2,000,000	1,500,000	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	301.0	—	19.7	—	27	17	8	710	*Cairo and Fulton*.....Arkansas.	20,000,000	*	.....	.....	12,000,000	8,000,000	.....	—	202.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1873	58.4	0.6	3.3	15.6	8	4	*	292	Cairo and St Louis (narrow).....Ill.	2,978,000	*	.....	.....	478,000	2,500,000	.....	—	54.0	31,780	10,221	5,000	18,286	15weeks	—	100	....
Jun. 30, 1873	156.6	—	7.8	—	10	8	4	161	Cairo and Vincennes.....Illinois.	6,935,400	*	—	125,236	3,503,636	3,530,000	57,000	—	156.6	113,557	8,418	21,824	72,234	.....	—	100	....
Dec. 31, 1873	60.0	7.0	6.1	—	9	52	9	119	Camden and Atlantic.....New Jersey.	1,842,838	458,692	143,921	42,388	1,215,869	1,076,151	107,096	88,702	....	216,246	463,708	104,541	503,996	210,587	—	50	72
Dec. 31, 1873	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co...New Jersey.	715,362	—	—	—	381,925	350,000	.....	—	—	—	—	—	—	45,416	6	100	....
Dec. 31, 1873	41.8	—	5.1	—	3	12	—	—	Cape May and Millville (W. N. Jer.).N.J.	979,282	—	—	—	500,000	400,000	79,282	—	—	—	—	—	—	60,000	6	100	....
June 30, 1873	18.0	0.5	1.2	—	.....	.....	.....	.....	Carbondale and Shawneetown....Illinois.	550,000	*	—	—	350,000	200,000	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	94.0	4.5	19.8	—	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,126,500	—	.....	.....	4,359,500	1,740,350	.....	—	98.5	.....	.....	.....	.....	190,000	—	50	29
Sept.30, 1873	34.6	—	6.0	—	—	—	—	—	Cayuga & Susquehanna(D.L.&W.)..N.Y	589,110	—	—	—	589,110	—	.....	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1873	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	.....	—	—	—	—	—	—	53,020	9	100	....
Dec. 31, 1873	271.6	2.5	27.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C.&N.W.).Ia.	11,234,000	—	—	—	7,620,000	3,614,000	.....	—	—	—	—	—	—	118,676	—	100	....
Nov. 30, 1873	294.5	—	42.9	—	106	84	60	1,584	Central of Georgia.....Georgia.	7,500,000	*	1,904,144	5,141,594	7,500,000	3,116,000	3,817,530	112,208	708.5	.....	131,404	.....	562,972	562,972	3	100	....
Dec. 31, 1873	189.0	—	16.9	29.3	26	10	8	512	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000,000	4,625,000	950,000	—	189.6	.....	.....	.....	656,104	139,889	—	100	....
Dec. 31, 1873	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey.....New Jersey.	15,293,003	2,796,445	18,000,000	.....	20,000,000	9,388,700	6,729,046	—	80.7	.....	.....	.....	5,369,013	2,507,252	8	100	106
Dec. 31, 1873	137.1	—	31.7	—	37	41	*	1,383	Central Ohio (B. & O.).....Ohio.	5,349,500	*	—	—	2,849,500	2,500,000	.....	—	137.2	.....	.....	.....	1,046,435	365,482	6	50	82
Dec. 31, 1873	864.9	336.0	140.9	208.0	188	167	43	3,594	*Central Pacific*†.....Cal. Nev. & Utah.	131,419,110	6,156,746	5,809,536	3,251,449	64,275,500	82,855,650	767,556	9,339,152	1,21[illegible].9	5,010,982	3,708,171	1,023,602	12,863,953	7,894,681	3	100	....
May 31, 1873	118.0	—	108.0	—	170	125	51	5,189	Central Vermont.....Vt.	11,500,000	*	—	—	5,000,000	6,500,000	.....	—	773.0	.....	.....	.....	.....	.....	—	100	....
June 30, 1873	100.0	—	15.0	100.0	6	6	3	123	*Central Br. of Union Pacific*.....Kan.	3,728,700	*	.....	.....	980,600	3,200,000	303,068	—	100.0	.....	.....	.....	119,663	—	—	100	....
Dec. 31, 1872	195.0	—	12.0	—	21	10	12	221	Charlotte, Columbia & Augusta....S.Car.	5,617,880	*	—	—	2,578,000	1,300,000	681,063	669,106	195.0	.....	.....	.....	686,432	291,064	—	100	....
Dec. 31, 1873	22.8	—	2.5	—	—	—	—	—	Chartiers (Penn.).....Pennsylvania.	1,128,690	—	—	.....	604,110	500,000	4,298	—	22.8	39,119	107,209	214,612	61,293	18,029	—	50	....
Sept. 30, 1873	17.4	—	2.3	—	—	—	—	—	Chemung (N. Central).....New York.	400,000	—	—	—	380,000	—	.....	—	—	—	—	—	—	80,000	6	100	....
Sept. 30, 1873	20.9	—	0.9	—	—	—	—	—	Cherry V. Shar.& Alb.(D.& H.Can.)N.Y.	600,000	—	—	—	281,350	307,000	21,000	—	—	—	—	—	—	—	—	100	....
Sept. 30, 1873	421.0	9.3	21.5	68.5	70	34	18	2,261	Chesapeake and Ohio.....Va. & W. Va.	41,137,773	*	3,738,067	450,682	15,898,408	22,026,500	7,405,620	—	421.0	1,087,217	220,801	248,226	1,210,509	330,809	—	100	....
Sept. 30, 1873	53.6	—	11.9	—	28	22	10	419	Cheshire.....N. H. & Mass.	2,862,707	326,600	331,259	127,564	2,163,300	808,400	27,238	159,193	88.1	663,014	198,517	456,353	849,086	1,877,575	5	100	....

Dec. 31, 1873 | 21.5 | — | 3.1 | — | — | — | — | — | Chester Valley (P. & R.) | — | — | — | — | — | — | — | — | — | —

| | | |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. &c.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Jun. 30, 1873	111.0	—	5.5	—	8	6	4	310	Gilman, Clinton & Springfield.....Illinois.	4,056,167	380,630	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	.....	109,568	237,006	(Deficit)	—	100	...
Sept. 30, 1873	14.8	....	0.6	—	—	—	—	—	Goshen and Deckertown(Erie).New York.	290,901	.....	.....	.....	105,000	246,500	22,108	.....	.....	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1872	299.3	26.0	19.9	—	34	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	10,163,975	*	.....	.....	2,681,478	7,482,500	.....	.....	325.3	627,211	491,910	311,070	1,055,192	461,272	—	100	...
Dec. 31, 1873	66.0	—	6.5	—	5	3	2	225	Grand Rapids, Newago & L. Shore..Mich.	143,372	216,626	.....	.....	352,150	676,000	188,168	.....	36.0	.....	.....	.....	132,772	63,248	—	100	...
May 31, 1873	94.0	—	6.2	—	—	—	—	—	Grand River Valley (M. C.).....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	...
Jun. 30, 1873	24.2	—	6.8	—	6	2	1	345	Grand Tower and Carbondale.....Ill.	621,960	*	(Owned	by G. T.	Min. Man	uf. & Tra	ns. Co. B	ankrupt.)	24.2	.....	.....	277,640	65,218	(Deficit)	—	100	...
Dec. 31, 1873	929.0	—	379.0	—	422	274	84	5,675	Grand Trunk ¶.....Canada.	145,063,770	*	.....	3,600,085	54,942,945	93,720,911	.....	.....	1,383.0	7,088,594	1,834,945	1,608,584	9,799,486	603,905	—	100	...
Jan. 31, 1873	229.0	241.8	94.8	—	177	146	39	2,929	Great Western ¶.....Canada.	29,137,596	*	4,804,078	541,793	23,667,1[illegible]7	10,716,000	.....	.....	470.8	4,416,442	1,017,803	1,337,289	5,732,867	2,203,120	3½	100	...
Mar. 31, 1874	66.0	—	4.0	—	5	3	2	65	Gulf, Western Texas and Pacific¶..Texas.	1,492,000	*	.....	.....	500,000	990,000	.....	.....	66.0	.....	.....	.....	289,768	134,979	—	100	...
Jun. 30, 1873	46.0	6.0	2.8	—	—	—	—	—	Hannibal and Naples (T. W. & W.)...Ill.	1,357,000	.....	.....	.....	457,000	900,000	.....	.....	52.0	721,908	.....	78,900	116,170	(Deficit)	—	100	...
Aug. 31, 1872	206.0	90.5	29.2	81.0	79	61	62	1,592	*Hannibal and St. Joseph* ¶.....Missouri.	23,297,728	*	821,792	.....	14,250,828	9,146,900	.....	.....	274.5	1,648,638	320,838	415,663	2,484,671	670,530	—	100	27
Oct. 31, 1873	36.0	—	18.0	—	—	—	—	—	Harrisburg and Lancaster (Pa.).....Pa.	1,882,530	.....	.....	.....	1,182,550	700,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1873	122.4	0.8	18.0	70.0	30	36	16	358	Hartford, Prov. & Fishkill ¶....Ct. & R. I.	4,704,866	*	277,087	.....	2,037,940	2,055,500	600,000	.....	130.5	.....	1,306,389	298,558	1,064,940	175,132	—	100	...
Sept. 30, 1873	74.0	—	7.0	—	17	16	8	389	Housatonic .....Connecticut.	2,014,871	340,687	.....	.....	2,000,000	541,000	313,981	.....	127 8	264,881	167,628	221,100	454,963	144,284	—	100	...
Dec. 31, 1873	45.0	18.8	16.7	—	23	6	*	116	Huntingdon and Broad Top Mt.....Penn.	4,169,956	*	616,500	78,198	1,870,000	2,161,500	833,153	.....	58.8	.....	71,869	617,237	431,107	190,004	—	50	14
Dec. 31, 1873	705.5	—	134.6	—	197	119	47	4,650	*Illinois Central* .....Illinois.	34,726,588	*	779,127	1,609,294	27,250,000	5,339,000	.....	4,526,009	1,108.9	5,961,325	1,473,507	1,121,353	8,268,325	2,869,741	10	100	90
Jun. 30, 1873	14.5	—	6.0	—	4	3	1	166	Illinois and St. Louis.....Illinois.	1,549,757	*	.....	144,808	1,361,100	.....	262,895	70,565	14.5	48,975	.....	.....	124,437	10,780	—	100	...
Jun. 30, 1873	84.9	—	2.6	67.1	6	4	6	250	Indiana and Illinois Central....Ind. & Ill.	3,293,605	312,797	551,448	.....	1,896,000	1,079,000	789,250	.....	84.9	.....	.....	.....	.....	.....	—	100	...
Jun. 30, 1873	202.5	—	26.8	217.0	65	23	13	1,310	Ind., Bloomington & Western..Ind. & Ill.	13,440,735	*	.....	.....	5,003,700	6,500,000	72,426	.....	210.9	1,634,198	.....	404,336	1,469,807	632,819	—	100	...
Dec. 31, 1873	72.0	—	16.2	—	55	34	16	1,352	Indianapolis and St Louis.....Illinois.	4,095,227	*	801,690	.....	600,000	3,378,000	918,918	.....	265.0	.....	.....	.....	2,097,528	690,909	—	100	...
Dec. 31, 1873	117.0	—	18.5	—	8	7	3	197	Indianapolis and Vincennes (Penn.)..Ill.	4,452,729	195,125	.....	85,937	1,402,000	3,150,000	453,296	.....	117.0	.....	.....	.....	283,784	62,137	—	100	...
Nov. 30, 1873	383.0	18.0	20.5	150.0	40	23	6	667	International & Great Northern ¶....Tex.	16,014,000	*	.....	.....	5,500,000	10,514,000	.....	.....	341.0	.....	.....	107,636	1,066,245	530,035	—	100	...
Dec. 31, 1873	188.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City* (Ill. C.).....Ia.	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	.....	.....	.....	.....	433,907	151,867	6	100	...
May 31, 1873	68.8	—	3.5	—	—	—	—	—	Iowa Midland (C. & N. W.).....Iowa.	2,207,719	*	1,292,281	246 228	44,947	1,350,000	320,428	.....	68.8	.....	.....	.....	84,781	1,980	—	100	...
Sept. 30, 1873	35.6	—	3.7	—	6	3	2	168	Ithaca and Athens.....New York.	1,275,472	*	.....	.....	494,162	600,000	188,114	.....	35.6	127,238	24,401	158,125	152,308	70,501	—	100	...
May 31, 1873	212.0	—	7.9	—	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	7,000,000	.....	.....	.....	2,000,000	5,000,000	.....	.....	.....	.....	.....	.....	.....	470,000	3½	100	...
Jun. 30, 1873	30.7	—	2.1	94.3	2	1	2	27	Jacksonville (N. W. & S. E.).....Ill.	923,200	*	.....	.....	313,200	610,000	.....	.....	30.7	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1873	161.2	25.1	9.7	110.0	14	6	4	155	*Jacksonville, Pensacola and Mobile* ¶....Fla.	6,000,000	*	.....	.....	6,000,000	4,000,000	.....	.....	215.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1873	61.1	1.5	16.2	—	—	—	—	—	Jamestown and Franklin (L.S.& M.S.)Pa.	2,616,743	.....	.....	.....	605,000	1,000,000	964,743	.....	51.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1873	36.5	9.0	8.6	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	5,237,978	.....	.....	.....	2,095,700	2,300,000	942,978	.....	.....	.....	.....	.....	.....	118,186	—	50	...
Dec. 31, 1873	110.0	116.0	36.7	—	45	56	*	987	Jeffersonville, Madison and Ind..Indiana.	6,392,316	*	1,239,310	.....	2,000,000	4,871,000	760,617	.....	226.0	.....	.....	.....	1,379,791	446,200	7	100	...
Dec. 31, 1873	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	.....	164,000	.....	1,500,000	500,000	.....	.....	.....	.....	.....	.....	.....	225,000	—	50	...
May 31, 1874	44.0	—	8.2	—	—	—	—	—	Joliet and N. Indiana (M. C.)..Ill. & Ind.	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	.....	.....	.....	.....	.....	163,127	7	100	...
Dec. 31, 1873	57.6	—	6.7	—	—	—	—	—	K'm'zoo, All'g'n & G. Rap.(LS&MS).Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	.....	.....	.....	.....	.....	88,000	8	100	...
Dec. 31, 1872	56.0	—	1.7	491.5	3	2	2	80	Kansas Central (3 ft.).....Kas.	755,229	75,765	394,953	.....	840,000	.....	.....	.....	.....	.....	.....	.....	.....	103,800	6	100	...
Mar. 31, 1874	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Joseph & Co. Bl. Mo. & Ia.	8,567,729	1,003,410	.....	634,775	2,789,414	6,826,500	.....	.....	260.7	(Returns for 1872-'73.)			1,237,813	418,213	—	100	...
Dec 31, 1873	31.9	—	1.8	—	—	—	—	—	Kansas City & Santa Fe (L.L. & G.).Kan.	.....	.....	.....	.....	720,000	720,000	.....	.....	31.9	(Refused.)			.....	.....	—	100	...
Dec. 31, 1873	689.0	34.0	48.0	—	88	55	18	1,316	Kansas Pacific.....Kansas & Col.	35,219,618	*	3,722,901	.....	9,689,950	26,015,600	2,917,359	.....	639.0	1,441,229	173,651	273,405	3,563,299	1,446,309	—	100	...
Dec. 31, 1873	99.0	—	11.2	—	17	15	6	312	Kentucky Central.....Ky.	.....	.....	.....	.....	.....	1,081,000	.....	.....	99.0	(All refused.)			.....	.....	—	100	...
Mar. 31, 1874	162.0	—	14.0	—	16	10	5	280	Keokuk and Des Moines .....Iowa.	6,078,320	*	.....	.....	3,924,600	2,153,720	.....	.....	162.0	(Re-organized January 1, 1874.)			.....	.....	—	100	...
Dec. 31, 1873	49.0	—	2.4	—	5	11	3	58	Knox and Lincoln .....Maine.	2,707,573	*	72,900	11,762	263,335	2,395,000	34,000	.....	49.0	96,715	91,795	13,392	141,720	68,082	—	100	...
May 31, 1873	29.0	—	3.0	—	—	—	—	—	La Crosse, Tremp. & Pres. (C.&NW)Wis.	1,386,540	.....	.....	5,322	990	1,000,000	390,872	.....	29.0	.....	.....	.....	230,551	166,777	—	100	...
Jun. 30, 1873	80.0	—	3.5	—	—	—	—	—	Laf., Bloom'ton & Miss. (T.W.&W.)...Ill.	2,300,000	.....	.....	.....	1,000,000	1,300,000	.....	.....	80.0	199,672	.....	100,965	157,181	34,926	—	100	...
Dec. 31, 1873	36.0	—	1.9	79.0	—	—	—	—	Laf., Muncie & Bloom'ton(T.W.&W.).Ill.	.....	.....	.....	.....	117,073	666,000	.....	.....	36.0	(Refused.)			.....	.....	—	100	...
Jun. 30, 1873	67.5	—	4.0	112.5	6	3	3	83	Lake Erie and Louisville.....Ohio.	2,427,782	*	82,603	22,032	1,115,350	890,000	510,906	16,511	67.5	77,806	48,681	40,676	90,068	21,751	—	100	...
Sept. 30, 1873	51.3	6.0	5.4	63.7	6	8	2	201	Lake Ontario Shore Line.....New York.	2,792,081	*	.....	.....	1,854,106	1,438,200	263,769	.....	57.3	50.128	69,122	37,234	55,785	2,082	—	100	...
Sept. 30, 1873	510.4	493.6	91.5	—	462	171	82	9,843	Lake Shore & Mich. S.N.Y.P.,O. Ind.& Ill.	63,495,167	13,380,689	8,551,485	4,174 756	50,000,000	31,195,000	6,654,322	1,428,675	1,154.0	15,421,163	2,145,163	5,511,918	19,414,509	5,667,911	4	100	77½
Jun. 30, 1873	92.4	8.0	12.9	—	9	8	*	200	Lake Shore and Tuscarawas Valley.Ohio.	4,248,158	223,274	.....	53,125	1,961,915	2,300,000	231,890	10,752	75.4	.....	60,863	111,409	128,669	7,011	—	100	...
Aug. 31, 1873	156.0	—	13.4	—	11	10	4	343	Lake Superior and Mississippi.....Minn.	7,081,000	.....	.....	.....	5,125,000	7,647,000	15,000	.....	211.0	.....	81,559	.....	484,811	.....	—	100	...
Dec. 31, 1873	17.8	3.0	12.2	—	—	—	—	—	Lawrence (P. F. W. & C.) .....Pa.	715,126	.....	39,548	.....	360,200	355,000	9,458	.....	20.8	.....	.....	.....	189,382	75,753	10	100	...
Dec. 31, 1873	21.5	—	2.2	—	—	—	—	—	Leav'worth, Atchison & Nthw. (Pac.).Ks.	1,000,000	.....	.....	.....	600,500	800,000	.....	.....	.....	.....	.....	.....	.....	42,000	—	100	...
Apr. 30, 1873	144.1	1.8	9.2	—	20	14	9	255	*Leavenworth, Lawrence & Galveston* ...Ks.	5,378,157	604,364	5,560,061	125,119	5,000,000	5,800,000	867,695	.....	208.6	.....	.....	.....	479,756	86,668	—	100	...
Dec. 31, 1873	15.0	—	1.5	21.0	—	—	—	—	Lehigh and Lackawanna (L. & S.)....Pa.	675,100	.....	.....	.....	375,100	300,000	.....	.....	15.0	.....	20,675	44,107	42,387	13,676	—	50	...
Dec. 31, 1873	105.0	82.3	100.0	—	92	14	12	7,762	Lehigh and Susquehanna (C. of N. J.).Pa.	12,757,395	*	.....	(	Owned	by Lehigh	Coal &	Nav. C	ompany.)	174.0	1,924,045	511,501	3,403,372	3,447,817	2,106,566	10	50	...
Nov. 30, 1873	101.0	182.4	228.7	—	194	44	29	9,726	Lehigh Valley.....Pa.	19,750,425	*	15,384,664	.....	23,222,446	10,875,000	1,837,643	.....	233.4	.....	1,096,820	6,373,196	7,424,895	3,540,035	10	50	125½
Dec. 31, 1873	120.0	76.0	68.5	—	53	38	24	659	Little Miami & Col. Xenia (P.C.&S.L.)O.	6,789,473	*	260,964	44,910	4,608,250	1,590,000	.....	.....	196.0	.....	.....	.....	1,401,548	162,018	8	100	...
Dec. 31, 1873	100.0	—	2.0	60.0	7	4	1	60	*Little Rock and Fort Smith* ¶.....Ark.	9,350,000	*	.....	.....	4,675,000	4,675,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	...
Apr. 30, 1874	70.0	—	....	50.0	2	1	1	12	Little Rock, Pine Bluff & N. O. ¶ (nar.)Pa.	1,400,000	.....	.....	.....	700,000	700,000	.....	.....	....	(Operations not reported.)			90,880	Loss.	—	100	...
Nov. 30, 1873	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill (P. & R.). .....Pa.	1,416,188	.....	10,000	.....	2,646,100	747,500	.....	.....	.....	.....	.....	.....	214,839	209,669	7	50	97
May 31, 1873	93.0	2.0	5.0	—	9	5	3	245	Logansport, Crawfordsville & S. W..Ind.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	118.0	(Operations not reported.)			.....	.....	—	100	...
Dec. 31, 1873	9.0	—	—	—	—	—	—	—	Long Branch and Sea Shore (S.N.J.).N. J.	398,863	.....	.....	.....	171,800	200,000	.....	.....	.....	.....	.....	.....	.....	12,000	—	100	...
Sept. 30, 1873	94.0	64.0	17.1	—	22	43	9	249	Long Island ¶.....N. Y.	5,226,902	*	.....	.....	3 300,000	1,500,000	205,000	.....	168.0	.....	.....	.....	896,716	473,159	4	100	...
Dec. 31, 1873	101.1	—	9.2	—	—	—	—	—	Louisiana & Missouri River(C.& A.)..Mo.	5,902,440	.....	.....	.....	1,516,500	1,516,500	1,588,343	.....	.....	.....	.....	.....	.....	138,370	—	100	...
July 1, 1873	93 5	61.4	23.1	23.0	42	26	13	879	Louisville, Cincinnati and Lexington..Ky.	7,981,305	*	.....	.....	2,474,483	4,234,519	1,709,147	.....	174.9	.....	.....	.....	1,210,382	301,719	—	100	...
Dec. 31, 1873	288.0	—	17.0	—	86	15	10	479	Louisv., New Albany and Chicago..Ind.	(nominal.)	.....	.....	.....	3,000,000	.....	.....	.....	288.0	(No returns furnished.)			.....	.....	—	100	...
Dec. 31, 1873	31.0	—	2.1	126.0	3	1	—	14	Louisv., N. Alb. & St. L. A. L..Ind.& Ill.	2,549.222	44,165	242,677	.....	1,568,073	780,000	184,517	.....	31 0	.....	.....	.....	11,764	917	—	100	...
Jun. 30, 1873	185.0	420.8	59.4	—	122	97	*	1,659	Louisv., Nashv. & Gt. So. ¶..Ky. & Tenn.	22,046,339	*	8,253,416	595,765	8,981,439	14,620,500	5,211,942	1,781,627	605 8	.....	.....	.....	4,909,426	1,411,123	7	100	...
Sept. 30, 1873	12.4	—	2.3	—	—	—	—	—	Lowell and Lawrence (B. & L.). ...Mass.	363,158	.....	.....	13,032	200,000	54,700	10,532	110,768	.....	.....	.....	.....	21.786	18,815	6	100	...
Mar. 31, 1873	78.0	—	3.9	—	—	—	—	—	Macon and Augusta (Ga.).....Ga.	2,500,170	.....	.....	.....	1,631 900	770,000	104,270	.....	78.0	.....	.....	.....	120,758	7.491	—	100	...
Dec. 31, 1873	167.0	10.0	5.6	—	12	19	4	170	Macon and Brunswick ¶.....Ga.	5,750,000	*	.....	.....	3,500,000	2,250,000	.....	.....	197.0	.....	.....	.....	437,298	148,333	—	100	...
Jun. 30, 1873	33.0	—	6.0	—	—	—	—	—	Mahoning Coal (L. S. & M. S.).....Ohio.	2,199,838	.....	.....	.....	1,075,000	1,075,000	98,179	.....	.....	.....	.....	.....	.....	.....	—	100	...

Dec. 31, 1873	129.0	18.1	25.0	—	60	64	44	1,460	Maine Central ¶.....Maine.	11,300,270	1,052,513	.....	163,723	314,399	4,412,820	6,394,188	1,397,646	445,956	357.0	1,219,222	.....	719,760	401,904	2,268,077	683,576	—	100	49½
Mar. 31, 1874	22.4	—	3.1	—	—	—	—	—	[illegible]	[illegible]	[illegible]	.....	[illegible]	[illegible]	[illegible]	.....	[illegible]	[illegible]	26.0	.....	.....	[illegible]	72,314	190,037	100,723	10	100	...

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "§."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Siddings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p c
Dec. 31, 1873	354.9	69.0	554.9	—	878	385	136	17589	Pennsylvania.....Pennsylvania	48,571,808	*	97,782,380	4,371,449	68,144,475	43,145,785	21,592,815	6,842,563	869.4	.....	5,879,684	9,998,794	24,886,009	9,044,978	10	50	108½
Dec. 31, 1873	47.0	15.8	57.0	—	23	8	—	1,300	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	3,052,500	.....	4,000,000	487,500	565,000	.....	47.0	.....	3,970	1,391,454	28,501	.....	20	50	240
Dec. 31, 1873	41.5	—	1.4	—	—	—	—	—	Pennsylvania and Delaware (Penn.)..Pa.	2,502,000	.....	.....	.....	900,000	1,602,000	71,346	.....	.....	(Opened July 1, 1873.)			.....	.....	.....	50	....
Nov. 30, 1873	104.6	22.6	21.2	—	18	2	—	992	Pennsylvania and N. York..N.Y. & Penn.	5,351,750	791,077	.....	.....	4,061,700	3,000,000	74,017	.....	127.2	752,452	191,584	1,338,081	1,485,806	403,405	2½	50	....
Nov. 30, 1873	23.8	—	3.1	12.7	—	—	—	—	Perkiomen (P. & R.).....Pa.	1,388,700	.....	18,529	.....	38,040	1,821,800	20,478	.....	.....	.....	.....	.....	.....	.....	.....	50	....
Dec. 31, 1873	45.2	—	2.0	—	4	4	1	58	Pensacola and Louisville §.....Fla.	455,327	64,300	150,000	.....	450,000	.....	219,627	.....	45.2	76,850	16,690	.....	88,930	35,357	—	100	....
Dec. 31, 1870	—	—	—	76.0	—	—	—	—	Peoria, Atlanta and Decatur.....Ill.	800,000	.....	.....	.....	600,000	200,000	.....	.....	.....	.....	(Under construction.)		.....	.....	—	100	....
Dec. 31, 1873	47.0	—	7.4	—	—	—	—	—	Peoria and Bureau Valley (C.R.I.&P.).Ill.	1,566,000	.....	.....	.....	1,266,000	300,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1873	83.0	—	11.5	—	12	7	4	171	Peoria, Pekin and Jacksonville...Illinois.	5,260,351	345,797	45,000	....	1,239,700	2,000,000	411,448	.....	83.0	280,562	.....	135,465	319,168	30,952	—	50	....
Jun. 30 1873	91.0	—	4.0	—	8	5	2	163	Peoria and Rock Island.....Ill.	3,772,327	*	.....	.....	1,858,950	1,650,000	49,639	.....	9.0	276,058	70,500	194,348	300,045	105,368	—	50	....
Dec. 31, 1873	64.0	18.0	8.0	—	12	9	5	121	Petersburg §.....Virginia	1,817,985	*	.....	.....	1,324,200	500,000	356,112	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1873	46.0	—	6.5	—	10	8	3	95	Philadelphia and Balt. Cent..Penn. & Md.	1,811.107	177,744	.....	.....	220,606	1,500,000	46,945	.....	57.0	182,886	309,498	138,262	303,221	78,339	—	50	....
Dec. 31, 1873	287.6	—	151.7	—	—	—	—	—	Philadelphia and Erie § (Penn.).....Pa.	23,777,743	.....	2,241,800	16,866	8,448,700	16,625,000	1,335,709	.....	287.6	2,912,351	777,273	2,164,246	3,842,067	428,756	—	50	20
Sept. 30, 1873	20.0	—	25.0	—	24	45	13	192	Phila., Germ. and Norrist'n (P.& R.)..Pa.	1,146,538	368,262	500,793	.....	2,231,900	.....	.....	.....	32.8	.....	.....	.....	.....	.....	—	50	180
Dec. 31, 1873	3.0	—	—	24.7	—	—	—	—	Phila., Newtown and New York .....Pa.	440,400	.....	.....	.....	199,360	164,000	57,000	.....	.....	.....	.....	.....	.....	.....	—	50	....
Sept. 30, 1873	98.4	228.6	432.2	—	400	220	60	19018	Philadelphia and Reading..Pennsylvania.	28,260,889	7,480,719	48,349,058	1,741,889	34,269,575	44,188,715	4,876,055	2,498,205	725 3	8,351,682	6,790,088	9,847,747	14,832,661	5,357,766	10	50	112½
Dec. 31, 1873	26.6	—	39.7	—	—	—	—	—	Philadelphia and Trenton (Penn.).....Pa.	1,534,479	.....	.....	.....	1,259,190	.....	.....	.....	36.6	882,160	1,747,216	1,400,983	1,995,606	448,574	10	100	123
Oct. 31, 1873	95.3	14.8	121.6	—	70	160	...	1,240	Phila., Wilm. and Baltimore..Pa. D.& Md.	11,814,764	*	2,103,295	840,363	11,507,750	1,900,000	279,120	748,053	111.8	1,437,207	853,937	836,979	3,074,881	1,096,265	8	50	108½
Nov. 30, 1873	11.3	—	43.0	—	—	—	—	—	Pickering Valley (P. & R.).....Pa.	474,551	.....	.....	.....	92,875	332,300	161,363	.....	.....	.....	.....	.....	.....	4,751	—	50	....
Dec. 31, 1873	193.0	8.0	50.8	—	104	34	19	1,648	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	19,682,344	*	3,496 277	.....	8,433,750	15,010,586	3,854,872	.....	201.0	.....	.....	.....	3,841,214	478,298	—	50	....
Dec. 31, 1873	468 3	—	180.0	—	269	133	54	9,789	Pittsburg, Ft. W. and Chic..P., O., I. & I.	37,368,286	*	.....	.....	23,814,286	14,554,000	14,230	.....	500.6	7,878,466	2,134,653	2,365,846	9,619,074	3,522,032	7	100	92½
Dec. 31, 1873	30.0	—	4.9	150.0	4	6	3	65	Pitt'sbg, Virg. & Charleston..Pa.& W.Va.	1,106,167	37,226	556,038	.....	673,264	700,000	244,872	.....	30.0	67,900	140,188	4,828	67,137	16,941	—	50	....
Oct. 31, 1873	149.6	1.9	36.0	4.6	26	15	7	400	Pittsburg, Washington & Balt...Pa.& Md	11,934,439	709,835	93,671	.....	1,960,682	9,500,000	2,276,579	.....	169.2	1,683,213	859,533	1,130,334	1,564,993	L.38,035	—	50	....
Sept. 30, 1873	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,685	.....	.....	6,315	450,000	.....	.....	.....	.....	.....	.....	.....	.....	27,000	6	100	....
Nov. 30, 1873	71.3	—	3.6	38.7	6	15	5	117	Portland and Ogdensburg....Me. & N. H.	2,502,115	*	125,862	200,937	1,045,270	1,384,000	321,710	77,934	65.3	147,741	73,908	46,045	144,982	49,075	—	100	....
Dec. 31, 1873	52.5	—	4.3	—	6	9	4	141	Portland and Rochester.....Me. & N. H.	1,925,741	*	253,124	18,208	656,112	1,407,500	133,461	.....	52.5	134,108	142 846	64,290	142,571	40,976	—	100	....
Sept. 30, 1873	52.0	—	8.1	—	19	—	7	167	Portland, Saco and Portsmouth (Etn.).Me	1,500,000	*	.....	.....	1,500,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	130	Port Royal § (Ga.).....South Carolina.	5,500,000	*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	150,000	10	100	113½
Sept. 30, 1873	71.4	—	4.9	—	—	—	—	—	Portsm'th, Gt. Falls & Conway(Etn.).Me.	1,229,689	.....	.....	.....	3,000,000	2,600,000	.....	.....	.....	.....	.....	.....	.....	.....	—	25	....
Sept. 30, 1873	41.9	—	2.5	4.8	4	5	...	91	Poughkeepsie and Eastern....New York.	1,475,430	*	.....	.....	767,200	462,489	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1873	22.8	—	2.0	48.9	2	3	1	65	Providence and Springfield..R.I.& Mass.	933,408	*	.....	.....	524,464	722,500	479,689	.....	46.1	95,055	82,180	44,508	86,218	14,241	6	100	45
Sept. 30, 1873	13.6	—	—	—	4	10	...	20	Providence, Warren and Bristol.....R. I.	526,515	*	.....	.....	472,680	414,000	47,518	.....	22.8	.....	32,512	5,653	18,418	9,643	—	100	....
Sept. 30, 1873	43.4	1.0	45.2	—	29	40	...	692	Providence and Worcester..R. I. & Mass.	1,976,025	735,748	.....	271,267	437,917	50,000	38,597	.....	13.6	.....	379.227	20,504	113,606	9,263	—	100	....
Dec. 31, 1873	36.0	—	2.0	—	4	3	2	—	Queen Anne and Kent §.....Del. & Md.	351,000	*	.....	.....	2,000,000	500,000	387,810	95,230	.....	526,128	1,785,067	530,620	963,345	257,103	10	100	....
Jun. 30, 1873	42.0	—	4.0	—	1	2	2	44	Quincy, Alton and St. Louis.....Ill.	1,832,100	*	.....	.....	280,000	269,000	2,600	.....	36.0	35,850	12,560	36,231	27,437	9,990	—	50	....
Dec. 31, 1873	70.0	—	1.7	160.0	.....	.....	.....	.....	Quincy, Missouri and Pacific.....Mo.	2,000,000	.....	.....	32,200	780,000	1,000,000	52,000	.....	42.0	56,000	.....	.....	68,939	(Deficit)	—	100	....
May 31, 1873	44.0	—	3.0	62.0	3	3	3	50	Raleigh and Augusta Air-Line §..N. Car.	1,134,221	89,785	.....	.....	700,000	20,000p.m	.....	.....	.....	(Under	construction.)		.....	.....	—	100	....
May 31, 1873	97.0	—	5.0	—	16	10	4	184	Raleigh and Gaston.....North Carolina.	1,500,000	*	.....	.....	876,000	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1873	40.0	8.0	8.1	10.7	8	7	1	29	Reading and Columbia (P. & R.).....Pa.	2,072,959	220,041	62,566	.....	508,268	1,000,000	1,215,911	.....	48.0	242,123	138,771	362,399	310,517	92,179	—	50	....
Sept. 30, 1873	101.5	80.9	47.9	—	42	52	17	1,262	Rensselaer and Saratoga (D.& H.)..N. Y.	8,328,362	*	.....	.....	6,000,000	2,000,000	.....	.....	182.4	820,468	1,037,327	616,634	1,966,857	903,072	8	100	108
Sept. 30, 1873	189.0	6.9	16.8	—	35	20	9	462	Richmond and Danville §.....Virginia.	5,729,729	*	.....	.....	4,000,000	2,485,411	1,438,905	143,372	195.9	599,792	141,767	227,729	957,129	447,369	...	100	....
Sept. 30, 1873	86.0	—	6.7	—	13	21	16	134	Richmond, Fred'burg and Potomac §..Va	2,727,840	*	131,596	254,875	1,509,829	889,698	82,639	632,148	86.0	199,825	173,985	45,677	496,744	231,136	2	100	....
Sept. 30, 1873	22.5	2.7	4.2	—	8	9	4	164	Richmond and Petersburg §.....Va.	1,215,404	*	48,483	30,119	847,100	326,296	81,527	49,183	46.7	110,712	126,947	91,887	160,227	36,685	—	100	....
Sept. 30, 1873	38.5	—	2.2	26.0	3	3	2	42	Richmond, York Riv.& Chesapeake §..Va.	1,257,640	*	.....	.....	650,000	607,640	.....	.....	38.3	.....	(No report supplied.)		.....	.....	—	100	....
Dec. 31, 1873	18.5	—	1.8	—	—	—	—	—	Rochester & Genesee Valley(Erie)..N. Y.	671,303	.....	.....	.....	557,560	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1873	—	—	—	105.0	—	—	—	—	Rochester and State Line.....N. Y.	735,649	.....	183,649	.....	24,000	894,000	90,000	.....	.....	(Rental 18 p. c. of earnings.)			34,012	...	100	....
Sept. 30, 1873	10.0	—	—	140.0	—	—	—	—	Rochester, Nunda & Penn. (3 ft.)...N. Y.	716.327	*	.....	.....	625,600	.....	58,200	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1873	278.9	25.4	26.7	—	45	14	6	882	Rockford, Rock Island and St. Louis..Ill.	14,519,619	1,178,130	298,567	.....	6,490,579	9,000,000	505,737	.....	318.0	1,089,857	.....	262,148	947,660	179,955	—	100	....
Dec. 31, 1873	141.1	48.6	28.4	—	42	32	16	909	Rome, Watertown and Ogdensburg.N. Y.	4.789,198	*	147,969	305,486	3,146,800	1,908,249	44,979	142,625	218.2	.....	.....	.....	1,280,555	360,488	7	100	79
Dec. 31, 1873	120.0	—	18.0	—	—	—	—	—	Rutland (C. V.).....Vermont.	9,129,946	*	143,947	92,617	6,648,400	1,972,800	745,700	.....	239.0	.....	.....	.....	970,239	492,400	2	100	....
Dec. 31, 187-	34.0	—	2.7	—	4	2	...	52	Saginaw Valley and St. Louis.....Mich.	525,716	87,854	.....	4,173	121,775	346,000	149,968	.....	34.0	58,650	.....	.....	134,620	79,810	—	100	....
Dec. 31, 1873	22.0	—	6.5	—	6	8	...	280	St. Croix and Penobscot §.....Me.	364,000	*	.....	20,603	100,000	227,700	7,000	.....	22.0	.....	.....	.....	70,952	28,861	3	50	....
Aug. 31, 1873	187.0	—	20.0	38.0	19	.....	.....	.....	St. Joseph and Denver City..Kan.& Neb.	11,221,764	420,925	245,000	3,803	4,000,000	7,000,000	734,425	157,067	187.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	197.0	18.0	31.0	—	13	11	4	590	St. Louis, Alton and Terre Haute.Illinois.	11,768,400	*	.....	241,609	4,768,400	7,000,000	241,809	.....	265.0	.....	.....	.....	1,042,808	593,849	—	100	....
Jan. 31, 1874	43 3	—	2.2	—	—	—	—	—	St. Louis & C. Rapids (St.L.,K.C.&N.)Ia.	.....	(Statements not received.)			.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	195.5	15.3	39.7	—	85	23	15	1,618	*St. Louis and Iron Mountain* §...Missouri.	19,103,348	*	247,884	.....	10,000,000	8,622,000	431,149	298,083	210.8	947,849	537,276	682,903	90,329	3,111	—	100	....
Jun. 30, 1873	310.0	48.0	25.0	—	46	27	12	1,175	St. Louis & S. Eastern...Ill., Ky. & Tenn.	8,828,400	*	.....	.....	4,628,400	3,200,000	.....	.....	.....	524,786	70,531	516,719	1,964,281	596,426	3	100	16½
Dec. 31, 1873	76.5	—	2.1	—	—	—	—	—	St. Louis & St. Jos. (St.L.,K.C.& N.). Mo.	2,000,000	.....	.....	.....	.....	2,000,000	.....	.....	.....	.....	.....	.....	661,753	265,882	.....	100	....
Dec. 31, 1873	41.5	—	2.3	138.5	—	—	—	—	St. L., C. Bluffs & Omaha(St.L.K.C&N.)M.	2,200,000	.....	.....	.....	.....	1,000,000	(Sold under foreclosure Feb. 18, 1874 for $1 00,000.)								—	100	....
Dec. 31, 1873	150.6	—	11.6	—	—	—	—	—	St. Louis, Jacksonv. & Chic.(C. & A.)..Ill.	5,078,600	.....	.....	.....	1,100,000	16,000p m	.....	.....	.....	.....	.....	.....	(Rental.)	66,000	—	100	....
Dec. 31, 1873	265.5	67.5	26.7	—	91	42	14	1,516	St. L., Kansas City & Northern.....Mo	28,134,445	*	2,173,883	635,599	24,000,000	6,000,000	943,928	.....	581.8	2,387,961	425,326	501,595	2,755,194	240,000	—	100	....
Dec 31, 1873	157.8	—	24.4	—	32	14	8	841	St. Louis, Vandalia & T. H. (T.H&I).Ill.	8,256,255	*	226,930	.....	2,378,158	5,499,000	467,325	.....	157 8	.....	.....	.....	1,130,813	670,530	—	100	....
Aug. 31, 1873	108.5	—	4.7	161.0	—	—	—	—	*St. Paul and Pacific*.....Minn.	11,250,000	.....	.....	.....	.....	10,500,000	750,000	.....	35.0	25,256	16,417	15,786	32,345	337,768	—	100	....
Aug. 31, 1873	207.0	76.6	19.4	—	28	20	6	374	*St. Paul and Pacific* (1st Div.).Minnesota.	17.214,350	*	.....	.....	.....	.....	.....	.....	283.0	.....	.....	.....	.....	$00	—	100	....
Aug 31, 1873	121.3	—	10.0	—	14	6	4	255	St. Paul and Sioux City.....Minn.	4,628,778	*	.....	.....	1,968,600	15,245,750	472,942	.....	121.3	244,766	77,755	.....	763,805	165,964	—	100	....
Aug 31, 1873	17.6	3.2	1.0	—	2	2	1	40	St. Paul, Stillw. & Taylor's Falls...Minn.	780,817	.....	.....	.....	2,400,000	1,251,500	316,227	.....	20.8	29,280	22,800	.....	509,443	40,172	—	100	....
Sept. 30, 1873	16.0	—	2.6	—	—	—	—	—	Salem and Lowell (B. & L.).....Mass.	481,499	.....	.....	2,714	277,500	450,000	37,000	.....	.....	.....	.....	.....	63,718	31,863	—	100	....
Jun. 30, 1873	116.3	—	13 9	—	31	15	10	389	Sandusky, Mans. & Newark (B.& O.)...O.	3,241,661	*	.....	59,454	243,305	226,900	13,978	.....	.....	.....	.....	.....	17,500	16,784	1	100	....
Dec. 31, 1873	104.0	—	4 9	5.0	10	9	5	80	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	.....	.....	938,000	2,309,743	6,547	46,725	116.3	896,934	193,597	372,011	715,250	81,106	—	50	....
Dec. 31, 1873	11.0	—	21.5	—	—	—	—	—	Schuylkill Valley (P. & R.).....Penn.	576,050	.....	.....	.....	1,000,000	1,427,800	.....	.....	104.0	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1874	80.0	—	8.0	—	16	4	6	280	Seaboard and Roanoke.Va. & N. Carolina.	2,058,152	*	588,669	.....	576,050	.....	.....	.....	80.0	.....	$4,867	.....	609,678	28,603	5	50	....
														1,366,000	210,000	.....	.....						196,004	$	100	....

Apr. 30, 1872 237.0 — 11.9 — 28 12 7 411 Spring... [illegible]

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PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:	$	p c	p c	p. c.
Atlantic and Great Western, pref...	10,000,000	7	....	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	....	....
" " " guar.	276,200	7	....	....
Atlantic and Pacific, preferred	10,000,000	7	....	14½
Atlantic and St. Lawrence,* guar....	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,552,800	6	5	105
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar.....	1,159,500	7	7	86
Camden and Amboy,* guaranteed..	5,847,900	10	10	127½
Camden and Atlantic, preferred.....	763,549	7	7	96
Cayuga and Susquehanna,* guar....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,600	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	106
Central Ohio,* preferred	411,550	6	6	80
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	77½
Chicago and Alton, † preferred.....	2,425,400	...	10	102½
Chicago, Iowa & Nebraska,* guar..	3,916,300	...	8	89½
Chicago and North-Western, pref...	21,289,563	7	7	56
Cinc., Sand. and Cleveland, pref....	429,000	6	6	25
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,230,150	7	7	87½
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred...	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,380	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	....	....
Dubuque and Sioux City,* guar....	5,000,000	...	8	60
Dubuque South-Western, pref.....	590,315	8	....	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	85
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	76
" " com.& *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	55
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	....	....	....
Hannibal and St. Joseph, pref	2,167,700	7	7	32
Harrisburg and Lancaster,* guar....	1,182,550	7	7	97
Housatonic, preferred.....	1,180,000	8	8	96
Huntington & Broad Top Mtn, pref.	190,750	...	....	26
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	55
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref...	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	8,101,650	6	....	18
" " 2d pref....	4,436,259	6	....	9½
Mich. Southern, (Lake Shore) guar..	533,500	10	10	....
Mill Creek,* guaranteed.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	12,274,483	7	7	52½
Mine Hill,* guaranteed.....	3,856,450	8	8	105
Montclair,* guaranteed.....	2,000,000	7	....	....
Morris and Essex,* guar.....	15,000,000	7	7	96½
Nesquehoning Valley,* guar...	2,000,000	10	10	107½
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,295,200	10	10	124
New London Northern,* guar.....	971,400	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	127
" " *com.& guar.	8,500,000	8	8	128½
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred.....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	116½
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	47
" " pf.& *guar.	2,000,000	8	8	90
Ohio and Mississippi, preferred.....	4,030,000	7	7	50
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama, guaranteed.....	7,000,000	12	12	115
Paterson and Hudson,* guar.....	630,000	....	8½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	....	....	....
Phila., Germant'n & Norrist'n,*guar.	2,231,900	12	12	180
Philadelphia and Reading, † pref....	1,551,687	—	10	110½
Philadelphia and Trenton,* guar....	1,259,100	10	10	123
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	92½
Pittsfield and North Adams,* guar.	450 000	5	6	86
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	113½
Rochester & Genesee Valley,* guar.	557,580	....	....	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	26
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	....	14
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	....	....
St. Louis, Kansas City & Nor., pref..	12,000,000	....	....	21
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	....	....
" " 2d pref..	1,000,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	71
Warren,* guaranteed.....	1,800,000	7	7	85
Canal Stocks.				
Delaware Division,* guar.....	1,833,250	8	8	....
Delaware and Raritan,* guar.....	5,847,900	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	125
" com. and * guar.....	1,000,000	4	4	48
Schuylkill Navigation preferred	2,808,977	6	6	24½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness.....per ton	—	— @ — —
Gartsherrie.....	—	— @ — —
Summerlee.....	—	— @ — —
Carnbroe.....	36	— @ 37 —
Langloan.....	—	— @ — —
Glengarnock.....	37	— @ 38 —
Eglinton.....	35	— @ — —
Pig, American, No. 1.....	29	— @ 31 —
Pig, American, No. 2.....	27	— @ 29 —
Pig, American, Forge.....	24	— @ 26 —
Bar .Refined, English and American.....	—	— @ — —
Bar, Swedes, assorted sizes.....(gold)	115	— @120 —
	Store Prices.	
Bar, Swedes, ordinary sizes	140	— @145 —
Bar, Swedes, Plow sizes.....	155	— @160 —
Bar, Refined, ⅜ to 2 in. rd. & sq. 1 to 6 inch x ⅜ to 1 in.....	67 50	@ 70 —
Bar Refined, 1½ to 6 by ½ & 5-16 in.....	72 50	@ 75 —
Bar Refined, 1 & 1½ by ½ & 5-16.....	72 50	@ 75 —
Large Rounds, 2½@2¾ to 3¾ @4 in.....	75 —	@ 90 —
Scroll.....	90 —	@130 —
Ovals and Half-round.....	90 —	@100 —
Band, 1 to 6 in. by 3-16 to No. 12.....	85 —	@ 87 50
Horse Shoe.....	100 —	@105 —
Rods, ½@1-16 inch.....	70 —	@127 50
Hoop, ⅜ by No. 22 to 1 & 1½ by 13 & 14...	97 50	@155 —
Nail Rod..... per lb.	—	7½@ — 8½
Sheet Russia, as to assortment.....(gold)	— 15	@ — 15½
Sheet, Single, D. and T. Common.....	— 4½	@ — 5
Sheet, Doubles and Trebles, Charcoal....	— 5	@ — 6
Sheet Galvanized 1st and 2d quality.. List 20@35 p ct. disc.		
Rails, English.....(gold).....per ton.	48 —	@ 50 —
Rails, American, at Works in Penna...c'y.	55 —	@ 60 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)..per lb.	— 17 @ — 21
English Spring (2d and 1st quality).....	— 9½@ — 10½
English Blister (2d and 1st quality).....	— 14 @ — 18½
English Machinery	— — @ — 14½
English German (2d and 1st quality).....	— 12½@ — 14½
American Blister.....	— — @ — 9
American, Cast, Tool.....	— — @ — 16
American, Cast Spring.....	— — @ — 10
American Machinery.....	— — @ — 11
American German Spring.....	— — @ — —

NAILS—Duty: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Com. Fence. & Sheath per keg.	3 65 @ 3 75
8d. and 9d. "	4 — @ — —
6d. and 7d. "	4 25 @ — —
4d. and 5d. "	4 50 @ — —
3d. and 4d. Light.....	5 25 @ — —
3d. Fine.....	6 — @ — —
2d.....	6 75 @ — —
Cut Spikes, all sizes.....	4 — @ — —

TIN—Duty: Pig, Bars and Block, free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca.....(gold) per lb.	— 25½@ — 26
Straits.....(gold).	— 21½@ — 22½
English, L. & F.....(gold).	— — @ — 20
English, Refined.....(gold).	— 21½@ — 21½

Plates—Fair to good brands. Gold.

I. C. Charcoal.....per box.	9 75 @ 10 12½
I. C. Coke.....	7 75 @ 8 —
Coke Terne.....	6 87½@ 7 12½
Charcoal Terne.....	8 75 @ 9 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)	— 5½@ — 5½
Crude 40@47 gravity (in shipping order)..	— 8½@ — 8½
Refined, Standard White (in ship'g order).	— 12½@ — 12½
Refined, S. W. (in jobbing lots).....	— 12½@ — 12½
Refined, S W. (in tin).....	— 17½@ — 19
Naptha, Refined (65@78 gravity).....	— 9 @ — 11
Residuum....(in shipping order). per gall.	— 6 @ — —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.) per lb.	— 30 @— 31
Copper, Bolts.....	— 32 @— 33
Copper, Braziers' (over 16 oz.)	— 32 @— 33
Copper, Nails	— 37 @— 38
Copper, Old Sheathing, &c., mixed lots.....	— 18 @— 21½
Copper, American Ingot Lake.....	— — @— 21
Copper, English Pig.....	— — @— —
Yellow Metal, New Sheathing & Bronze...	— 22 @— 23
Yellow Metal, Bolts.....	— 30 @— 30
Yellow Metal, Nails, Sheathing & Slating ..	— — @— 23

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary.....(gold) per 100 lb.	— — @ 6 62½
German Ordinary.....(gold)	— — @ 6 62½
English.....(gold	— — @ 6 62½
Foreign Refined.....(gold)	6 87½@ 7 —
Domestic.....(gold)	6 — @ 6 10

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel.....	11 — @— —
Liverpool House Cannel.....	18 — @— —
Anthracite (by cargo) ... per ton of 1,000 lb.	6 — @ 6 50

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 28.

	Th. 17.	F. 18.	Sat. 19.	M. 21.	Tu. 22	W. 23.
Boston, Hart. & Erie.....	....	....	....	....	....	....
Central Pacific.....	....	....	....	....	....	....
Central Pacific 6s..... 90	90½	91	92	91½	91½	
Central of N. Jersey.....	105	105	105½	105½	106	
Chesapeake & Ohio 1 m. 49½	49½	49	49½	....	....	
Chicago & Alton..... 99½	....	....	98½	98½	98	
" pref.....	....	....	....	....	....	
" 1 M.....	....	....	....	....	....	
" S. F.....	....	....	....	....	....	
" Inc. bds.....	....	....	....	....	....	
Chicago, Burl. & Q.....102½	102	....	102	....	102½	
" 8s, 1883	....	111	....	....	....	
Chic. & Northwestern.. 36½	36½	35½	37½	37½	38½	
" pref..... 55	54½	53½	54½	55	55	
" 1st M..... 97	....	....	....	....	....	
" S. F.....	....	....	....	....	....	
" Consol.....	....	....	....	....	....	
Chic., Rock Isl. & Pac..101	101½	101½	102	102½	103½	
Chi., R. I. & Pa. 7s, 1896. 105½	....	....	106½	106½	106½	
Clev., Col., C. and Ind.....	....	....	67	....	....	
Clev. & Pittsburg guar.. 87½	87½	....	....	....	87½	
" 2 M.....	....	....	....	....	....	
" 3 M.....	....	....	....	....	....	
" 4 M.....	....	....	....	....	....	
Clev. and Toledo.....	....	....	....	....	....	
" S. F. 7s.....103	101	....	....	....	....	
Col., Chi., & Ind. C..... 9	9½	10½	11½	12½	13½	
" 1 M..... 66½	70	70½	71	72½	....	
" 2 M.....	....	....	....	....	....	
Del. & Hudson Canal ..114½	114½	....	114½	....	....	
Del. Lack. & Western...109½	....	109	109½	109½	109½	
" 1 M. 7s.....	....	....	....	....	....	
" 2 M 7s.....	....	....	....	....	....	
Erie Railway..... 34½	34½	35½	37	36½	37½	
" pref.....	....	....	....	55	....	
" 1 M.7s, 1897.....	103	104	....	....	....	
" 2 M. 7s, 1879.....	....	....	100	....	100	
" 3 M. 7s, 1883 97½	....	....	....	....	....	
" 4 M. 7s, 1880.....	100	99½	....	....	....	
" 5 M. 7s, 1888.....	....	....	....	....	....	
" 7s, con. gold.....	....	....	....	....	....	
Great Western 2d mort.....	....	....	....	....	....	
Hannibal & St. Joseph.....	26½	27½	27½	28	27	
" pref.....	30	31	32	33	....	
" 8s, conv.....	....	....	....	....	78	
Hudson River.....	....	....	....	....	....	
" 2 M. S. F.....	....	....	....	....	....	
" 3 M. 7s, 1875.....	....	....	....	....	....	
Illinois Central	....	....	91	90	90	
" 7s	....	....	....	....	....	
Lake Shore & Mich. S'th. 76½	75½	75½	76½	77½	77½	
Marietta & Cin. 1st pref.....	....	....	....	....	....	
" 2d pref.....	....	....	....	....	....	
Michigan Central..... 73½	....	....	73½	74	76	
" S. F. 8s, 1882.....	....	....	....	....	....	
M. S. and N. I. 1 M. S. F.....	....	....	....	103½	....	
" 2 M.....100	100	....	....	....	....	
Milw. and St. Paul..... 33½	33	32½	33½	33½	34½	
" pref..... 52½	52½	....	52½	52	53½	
" 1st mort.....	....	....	....	....	....	
" 2d mort.....	....	....	....	....	....	
" 8s.....	....	....	....	....	....	
" 7 3-10s con.....	....	....	....	....	....	
" 7s, gold.....	....	....	....	....	....	
Morris and Essex..... 97	96½	....	....	....	96½	
" 1st mort.....	....	....	....	108	108	
" 2d mort.....	....	....	....	103	....	
N. Y. Cen. & Hud. Riv. 100½	100½	100½	101	101½	101½	
" 7s, S.F. 1876.....	....	....	....	....	....	
" 6s, S.F. 1883.....	....	....	95½	95½	95½	
" 6s, S.F. 1887 95	....	....	....	....	....	
" 1st mort...107½	107½	107½	108	108	....	
" reg....	108	107½	108	....	....	
N. York and Harlem...126½	....	....	125½	129	128½	
" pref.....	....	....	....	....	....	
" 1 M. 7s.....107½	107½	....	107½	107½	....	
N. York N. Hav. & Hart. 132	....	....	132½	....	....	
N. Carolina 6s, old.....	....	....	....	....	....	
" new	....	....	....	....	....	
Ohio and Miss..... 24	24	24	24½	26	26½	
" pref.....	....	....	....	....	51	
" 2d M.....	....	....	....	76½	....	
Pacific Mail S. S. Co.... 47½	47½	48	48	47½	48½	
Panama	....	112	113½	114½	115	
Pitts., Ft. W. & Chi. gtd. 93	....	....	92½	92½	....	
" 1 M.....	....	....	....	....	....	
" 2 M.....	....	....	....	....	....	
" 3 M.....	....	....	....	....	....	
Quicksilver Mining Co.. 33½	33½	33	33½	33½	32½	
St. L., Alton & T. H.....	....	....	....	....	....	
" pref.....	....	....	....	....	....	
" 1 M.....107	107	....	....	....	....	
" 2 M. pref.....	87	87	....	....	....	
" Income bds	72	....	72	....	....	
Tennessee 6s, old.....	....	....	....	....	....	
" new..... 49	50½	....	....	....	....	
Tol., Wab. & Western.. 32½	32½	31½	32	32½	32½	
" pref.....	....	....	....	....	....	
" 1 M.....	....	....	....	....	....	
" 2 M.....	....	70	....	70	....	
" Equipment.....	....	....	....	....	....	
" St. Lou. Div.....	....	....	....	....	....	
Union Pacific..... 34½	35½	35½	36½	36½	36½	
" 1st mort.. 85½	86½	86½	87½	88½	88½	
" L. Gt. 7s... 87½	89	88½	89	88½	88½	
" Inc. 10s.....	....	....	91	....	....	
" S. F. 8s.... 74½	75	75	75	76½	76½	
Virginia 6s, old.....	....	....	....	....	....	
" new.....	....	....	....	....	....	
" consol.....	....	....	....	....	....	
" def. cert.....	9	....	....	8½	....	

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 23.

	Th.17.	F.18.	Sat.19.	M.21.	Tu.22.	W.23.
FEDERAL STOCKS:—						
U. S. 5s, 10-40s, reg...	110⅝	110⅝	110⅝	....	110⅝	110⅝
U. S. 5s, 10-40s, coup...	111¼	111¼	....	110¼	111¼	111⅜
U. S. 5s, 1881, reg.....	....	....	....	....	....	....
U. S. 5s, 1881, coup...	112⅛	112¼	....	....	112	....
U. S. 6s, 1881, reg.....	117⅜	117¼	117⅛	117¼	116⅞	117
U. S. 6s, 1881, coup....	118⅛	118¼	....	118⅛	....	....
U. S. 6s, 5-20s. reg. '62....	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862.....	....	112⅜	....	....	....	....
U. S. 6s, 5-20s, reg. '64.....	....	....	114	....	....	....
U. S. 6s, 5-20s, c. 1864.....	....	....	....	....	....	115
U. S. 6s, 5-20s, reg. '65.114⅞	....	....	114⅞	114⅞	....	....
U. S. 6s, 5-20s, c. 1865.116	....	....	115⅝	....	....	....
U. S. 6s, 5-20s, r. n. '65.115⅝	....	115⅝	....	115	....	....
U. S. 6s, 5-20s, c. n '65.116	115⅝	115⅛	115⅛	115⅛	115⅛	....
U. S. 6s, 5-20s, reg. '67.	116⅛	....	115⅞	115⅞	....	....
U. S. 6s, 5-20s, c. 1867.116⅛	117	....	116⅞	116⅝	....	....
U. S. 6s, 5-20s, reg. '68.116⅛	....	....	....	116⅜	116⅜	....
U. S. 6s, 5-20s, c. '68.....	....	....	117	116⅛	117⅛	....
U. S. 6s, Pac.RR issue....	....	....	....	117⅛	117⅛	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 22.

	W.16	Th.17.	F.18.	Sat.19.	M.21.	Tu.22.
Catawissa preferred	43	....	....	....	....	....
.. 7s, new	101	....	....	....	....	....
Camden and Amboy.....	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	93	....	....	....
.. 6s, 1890	....	....	....	....	....	....
.. mort.6s, '89.....	101¼	....	....	....	....	....
Elmira & Williamsport.....	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s.....	....	....	....	....	....	....
Lehigh Navigation.....	45¼	45¼	45¼	45¼	45¼	45¼
.. 6s, 1884	....	....	....	....	....	....
.. Gold L....	95⅞	....	97	....	97	....
.. R. R. L.....	....	....	....	....	....	....
.. Conv. G. L....	....	....	....	....	....	....
Lehigh Valley R. R.....	61⅜	61¼	....	62¼	62⅜	62¼
.. 6s new coup	100⅞	....	....	100⅜	101¼	....
.. 6s new reg..101⅛	....	....	....	....	102	....
.. 7s.....	....	....	....	....	104¼	....
Little Schuylkill R.R...	48¼	....	....	....	....	....
.. 7s.....	....	....	....	....	....	....
Minehill	52¼	52¼	52¼	....	52¼	....
Morris Canal.....	....	....	48	....	....	....
.. pref.....	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1885	100	....	....	....	....	....
.. 7s.....	....	....	....	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	32⅜	....	....	....
Oil Creek & Alleg. Riv.....	7¼	....	7¼	8¼	9¼	....
.. 7s.....	....	....	....	51	....	....
Pennsylvania R. R.....	53¼	53¼	53¼	53¼	54¼	54¼
.. 1st M.....	....	....	....	....	....	....
.. 2d M.....	....	....	....	....	....	....
.. Gen. mort.....	....	....	92¼	92¼	....	....
.. .. reg.....	....	....	....	....	....	....
Penn. State 6s, 2d series....	....	....	....	....	....	....
.. 6s, 3d series.....	....	....	....	....	....	....
Philadelphia City, 6s.....	....	....	101	....	....	101¼
.. new 103⅛	103⅛	103⅛	103⅛	103⅛	103⅜	....
Philad., Germ. & Nor...	90	....	....	....	90	....
Phila. & Reading	55⅛	55¼	56	56¼	56¼	56¼
Philadelphia and Erie..	13	13⅛	13⅛	13¼	14	14¼
.. 6s.....	....	....	....	91¼	....	....
.. 7s.....	81⅜	81¼	....	81¼	....	82
Phila., Wilm. & Balt...	53⅛	....	....	....	....	....
Schuylkill Navigation.....	....	....	....	....	6	....
.. pref.....	12⅜	....	....	....	12¼	....
.. 6s, 1882	....	70¼	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey.127	127	127½	127¼	....	....	....
Hestonville, (Horse).....	....	19¼	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	30
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 22.

	W.16.	Th.17.	F.18.	Sat.19.	M.21.	Tu.22
Baltimore City 6s, 1875.101¼	....	102	102	102	....	
.. 1886	....	....	....	....	101	....
.. 1890 100	100¼	100¼	....	100¼	100¼	
.. 1884	....	....	....	....	....	....
.. 1900 100	....	100	....	....	....	
Balt and Ohio.....	....	....	....	....	171	....
.. bonds, 1875.....	....	....	....	....	....	....
.. .. 1880.....	....	101¼	....	....	101¼	....
.. .. 1885.....	....	102¼	....	....	....	....
Central Ohio.....	....	....	....	....	....	....
.. 1st mort.....	....	....	....	....	....	....
Marietta & Cin. 1st M.....	102¼	....	....	101¼	101¼	....
.. 2d M.....	92¼	92¼	....	92¼	92¼	....
.. 3d M. 8s.... 74¼	....	74	....	....	....	....
Northern Central.....	....	....	....	....	....	....
.. bonds, 1885.....	....	....	....	....	....	....
.. .. 1900.....	....	....	....	....	....	....
.. G. B. 1900.....	....	....	....	....	....	....
Pittsb. & Connellsv. 7s.....	....	....	....	....	....	....
N. W. Va. 3d mort.....	....	....	....	....	....	....
Virginia 6s, Consol.....	50	52	51¼	51¼	52	....
.. Defer. Certif.....	....	....	....	....	....	....
City Passenger R R....	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 23.

	Th.17.	F.18.	Sat.19.	M.21.	Tu.22.	W.23.
Boston and Albany ... 132	....	....	....	....	134	
Boston and Lowell	....	....	....	....	....	....
Boston and Maine.....	....	....	115	....	....	....
Boston and Providence.....	....	....	....	....	....	....
Boston, Hartford & Erie....	....	....	....	....	....	....
.. 7s.....	....	....	23⅜	24	24	
Cheshire, pref.....	....	....	....	....	77½	
Chi., Burl. & Quincy...101¼	....	101¼	101¼	102	102	
Concord.....	....	....	....	....	....	....
Connecticut River.....	....	....	....	....	....	....
Eastern..... 61	....	....	62	61	61	
Fitchburg.....	....	....	....	....	....	....
Manchester & Lawr'ce.....	....	....	....	....	....	....
Michigan Central.....	....	....	73	74¼	74¼	
Northern, N. H.....	....	....	....	....	104¼	
Ogdens. & Lake Champ....	....	....	....	....	....	....
.. pref.....	....	....	....	....	....	....
Old Colony 106⅜	....	....	....	....	106⅜	
Ph., Wil. & Baltimore.. 54¼	....	....	....	....	54¼	
Portl'd, Saco & Ports...114	....	....	....	....	113⅜	
Union Pacific	....	....	....	....	....	....
" 6s..... 84¼	....	....	....	86	....	
" Land Grant 7s 83¼	....	....	....	85	85¼	
" Income 10s.....	....	89¼	....	89¼	....	
" S. F. 8s..... 73⅜	73¼	74¼	73⅜	75	75¼	
Vermont & Canada.....	....	....	....	....	....	....
Vermont & Mass.....	....	....	....	84	84	
South Boston (Horse).....	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	....	....	....	....	44	
Middlesex	....	....	....	....	....	....
Central Mining Co.....	....	....	....	....	....	....
Copper Falls	....	....	....	....	....	....
Franklin	....	....	....	....	....	....
National	....	....	....	....	....	....
Quincy 31⅜	....	31¼	....	....	31¼	

London Stock Exchange.

	Closing Prices.— Sept. 11.	Sept. 4.
Atlantic & Gt. W. 1st mort., $1,000..	51 — 53	51 — 53
Do. 2d mort., $1,000.....	28 — 30	28 — 30
Do. 3d mort., $1,000.....	14 — 15	13½— 14½
Do. Con. mort. B'nds Bisch's Cert.	15 — 17	15 — 17
Do. Leas. Lines, Rental Bonds....	68 — 72	65 — 70
Do. 1873	47 — 50	44 — 48
Do. 8 p. c. Scrip, West. Exten.....	— — —	— — —
Detroit & Milwaukee 1st mort. Bonds	60 — 65	60 — 65
Do. 2d do.	55 — 60	55 — 60
Erie shares 100 dol. all paid....	31½ — 32½	31½— 32
Do. Convertible Gold Bonds	65 — 67	66 — 68
Do. 6 per cent Convertible Bonds..	94 — 96	94 — 96
Cons. Mort. amount antho. to be issued for conv. of existing bonds..	90 — 92	91 — 93
Illinois Central $100 shares all paid..	85 — 87	85 — 87
Do. Redemption mort. bonds 6 p.c	100 —102	100 —102
Illinois & St. Louis Bridge 1st mort.	103½—104½	103¾—104½
Marietta and Cincinnati Rail. Bonds.	96 — 99	96 — 99
Michigan Central 8s 1882, conv.	— — —	— — —
New York Central, 100 dols. shares.	95 — 97	95 — 97
Panama General mort.....	100 —102	100 —102
Pennsylvania, General mort.....	99¼—100½	99 —100
Do. $50 shares.....	49 — 50	47½— 48½
Philadelphia and Erie 1st mort.....	97 — 99	97 — 99

American Railroad Journal

Saturday, September 26, 1874.

Stock Exchange and Money Market.

The Money market has shown no really new feature during the week, the offerings of capital having been very liberal, with call loans generally quoted as before, at 2@3 per cent, and the best mercantile credits rated at 5@7 per cent per annum. The demand for accommodation, though more active, as well for speculative, as for legitimate business purposes, has not been equal to the absorption of the accumulated balances at this point, seeking prompt and remunerative employment. The City Banks have shown no important alterations in their averages, apart from the falling off in the deposit line, which has been over a million dollars. The Sub-Treasury more than offset a loss of currency, by a gain in specie. The City banks, last week, diminished their reserve of legal tender notes $521,100, and their deposit item $1,041,700, while enlarging their specie average $89,000. They report a decrease of $298,600 in the loans and discounts, and an increase of $32,900 in their circulation. The U. S. Sub Treasury in this city closed the week with a currency balance of $59,608,770, against $60,938,997 the preceding week; and a coin board of $55,117,510, against 53,482,111, on the previous return. The City bank exchanges, during the week, were $404,199,714, or a daily average of $67,366,619. The customs revenue of the port, during the week, was $2,364,126. The City banks reported their average of gold last week at $19,952,100, and their greenback average at $64,804,800. Their deposits stood at $236,840,800. The loan item was $280,569,200. The circulation was $25,638,600.

The aggregate of the outstanding U. S. currency, of all denominations, Sept. 1, was $428,422,258. The outstanding amount of legal tender notes is 382 millions. The National bank circulation is 350,383,606.

The income of the Government, from internal revenues, thus far, in the fiscal year, commencing with July 1, 1874, has been over 24¾ millions.

The Treasury balances at the opening of business on Wednesday were as follows: currency, $14,665,947; special deposit of legal tenders for the redemption of certificates of deposit, $60,445,000; coin, $73,867,236, including $28,651,340 in coin certificates.

Gold has been less active within the previous range. There has been less inquiry from speculative sources; and the export movement has been lighter. The customs call has been fair. The extremes of the week have been 109⅜@109⅞, closing at 109⅝, as against 109¾ on Wednesday of the preceding week. The specie outflow last week, was only $400,184. The imports of specie at this port since Jan. 1, have been $4,052,486, against $2,959,807 same time last year. The customs demand for Gold last week averaged $406,666 a day. Foreign Exchange has been in moderate request, with Bankers' sixty day bills on London closing on Wednesday at $4 83¾@$4 84½; sight bills on London at @4 86¼@$4 87 to the £ sterling. The week's exports of Domestic Produce have been to the currency value of $4,354 724.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $6,669,952.

There has been a somewhat restricted business reported in Government Securities since our last, with prices quoted a shade lower in most instances, though the offerings of bonds have been comparatively limited.

U. S sixes of 1881 closed on Wednesday of this week at 117⅝@118⅜; U. S. Five-Twenties of 1862, 112¾@113; U. S. Five-Twenties of 1864 at 114⅞@115¼; U. S. Five-Twenties of 1865, 115⅝@116; U. S. Five-Twenties of 1865 consolidated, 115⅜@115⅝; U. S. Five-Twenties of 1867, 116¾@117; U. S. Five-Twenties of 1868, 116¾@117; U. S. Ten-forties at 111⅜@111½; U. S. Fives of 1881, (Funding Loan) 111⅝@112; Six per cent. currency Sixes from 117@117¼.

The dealings in State and Railway bonds have been more extensive and prices have been quoted generally stronger. Railway and miscellaneous share property has been in more confident demand, especially toward the close, at firm and buoyant prices.

A fairly active business has been reported in the leading kinds of Domestic produce, but at variable prices. Flour, Wheat, Oats, Cotton,

Pork, Lard, and Petroleum closed lower. Corn, Butter, Cheese, Naval Stores, Wool, Tobacco, Fish, and Tallow, firmer. The Metal trade has shown steadiness as to values, on, however, very moderate dealings. Eglinton Pig Iron quoted at $35; Glengarnock, $37@$38; No. 1 American Pig at $30@$31, No. 2 do. at $27@$29; Forge, $25@$27; English Rails at $50, gold; American Rails at works, $55@$60; Old Rails, $34@$38. Wrought Scrap, $33@$37. Hardware has been in less request and unsettled in price. Dry Goods have been moderately active, but quoted weaker as to values. Boots and Shoes have been in brisk request and held more confidently. Hides have been rather more sought after, and Leather has been in fair demand, at about previous quotations. Groceries have been attracting more attention, and have been quoted firmer. A livelier business has been reported in ocean freights, but without leading to improvement as to rates.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Atlantic and Pacific R. R. pref., 14¼; Pacific R. R. of Mo., 39¼; do. 1st mort., 78½; New Jersey Southern R. R., 3; St. Louis, Kansas City and Northern pref., 21; Warren R. R., 85; Del., Lack. and Western 7s, conv., 105; Del. and Hudson Canal reg. 7s, 1891, 104½; Chicago and Northwestern consol. gold bonds, 78; Morris and Essex 7s, 1871, 98½; St. Louis and Iron Mt., R. R., 16½; do. 2d mort., 59; International 1st mort., 69; Albany and Susquehanna 1st mort., 103½; do. 2d mort., 101; Central of New Jersey 1st mort., new, 105½; do. 7s, conv., 102; Michigan Central 7s, 99½; Ohio and Miss. consol. S. F. 90¼; Toledo, Wabash and Western 7s, consol, 57; Toledo, Peoria and Warsaw 1st mort. W. D., 73½; Gt. Western 1st mort. 1888, 85½; Clev., Col., Cin. and Ind. 1st mort., 104; Western Pacific bonds, 84; Cleveland and Pittsburg 7s, consol, 101; Quicksilver pref., 39½; Western Union Telegraph 78½; do. 7s, 99½; Adams Exp., 108; U. S. Exp., 64⅞; Wells Fargo Exp., 78½; Am. Exp., 62; Maryland Coal, 19¾; Spring Mt. Coal; 68; Consol. Coal of Md., 47½; Ohio 6s, 1881, 102; New York State 5s, 1875, 109⅜; do. 7s, B. L., reg., 107½; Missouri 6s, 1875, 99¼; do. 1876, 98⅜; do. 1877, 97; do. 1878, 94½; do. 6s, l. bonds 94½; South Carolina 6s, new, April and Oct., 17; do. 6s, non. f., 7; Tennessee 6s, n. s., 51½; do. 6s, old, ex-coupon, 52; do. new, ex-coupon, 51; Brooklyn 6s., W. L., 94.

Philadelphia.—Sunbury and Erie 7s, 103¾; Huntingdon and Broad Top Mt. 7s, consol., 55; Phila. and Reading 6s, 1844-'80, 100; do. 7s, new, conv., 104; do. Gen'l mort. 7s, reg., 105; do. coupon, 104¼; do. 7s, 1893, 105½; do, deben. bonds, 79; Pittsburg, Cincinnati and St. Louis 7s, 68½; West Jersey 1st mort. 6s, 97; Northern Pacific 7 30s, 29; Delaware Division Canal 6s, 90; Pennsylvania and New York 7s, 103¼; Harrisburg and Lancaster 6s, 101¼; Allegheny Valley 7 3-10s, 88½; Westchester and Philadelphia 7s, 103¾; Pennsylvania R. R. div. scrip, 103⅜; East Pennsylvania R. R., 41; do. 7s, 100½; Camden and Atlantic pref., 48; Nesquehoning Valley R. R., 53⅞; Catawissa new pref., 32¾; Schuylkill Nav. div. scrip, 88; Ridge Avenue R. R., 46¾. The latest quotations are: City 6s, 101½@102; do. free of tax, 103½@103⅝; Pennsylvania State 6s, 2d series, 107½@108; do. 3d series, 110½@111; Philadelphia and Reading, 56½@56¼; do. Gen'l mort. 7s, coup., 104½@104¾; do. reg., 104¾@105¼; do. mort. 6s, 1880, 98½@100; do. new, conv., 103⅞@104½; do. 7s, 1893, 105½@107; United New Jersey R. R. and Canal Co., 124¾@—; Camden and Amboy mort. 6s, 1889, 100¾@101¼; Pennsylvania R. R., 54⅛@54¼; do. div. scrip, 103⅝@104; do. 1st mort., 101¼@101½; do. 2d mort. 101@101¾; do. general mort. coupon 92½@92¾; do. reg., 94½@97; Little Schuylkill R. R., 47½@48¼; Morris Canal, 47¾@48¼; do. pref. 123@125; do. 6s, 100½@101; Susquehanna Canal, 6@9; do. 6s, 75@75; Schuylkill Nav., 6@6¼; do. pref., 12@12¼; do. 6s, 1882, 76½@77; do. 1872, 89@91; Elmira and Williamsport pref., 36@40; do. 7s, 1878, 95@98; do. 5s, 60@63; Lehigh Coal and Navigation, 45⅞@46; do. 6s, 1884, 97½@98; do R. R. Loan, 98@98; do. Gold Loan, 97@97¼; North Pennsylvania, 47@—; do. 6s, 100½@100¾; do., 7s, 103½@104; do. Chattle 10s, 108@108½; Philadelphia and Erie, 14¾@14⅞; do. 6s, 92@93; do. 7s, 81¾@82¼; Minehill, 52½@52⅝; Catawissa, 14@15¼; do. pref., 42⅞@43¼; do. new pref., 32¾@33¼; do. 7s, 1900, 101@101½; Lehigh Valley, 62¼@62½; do. 6s, new coupon, 100¼@100¾; do. reg., 101⅞@102⅛; do. 7s, 104@104½; Fifth and Sixth streets (horse) 55½@57; Second and Third, 65@66; Thirteenth and Fifteenth, 23@24; Spruce and Pine, 29¾@30¼; Green and Coates, 50½@51; Chestnut and Walnut, 74@75; Hestonville, 19¼@19¾; Germantown, 35@45.

Boston.—Worcester and Nashua R. R., 122½; Rutland pref, 26; do. scrip, No. 6, 40; Nashua and Lowell R.R., 117¼; Burlington and Missouri River R. R. in Iowa, 98½; do. L. G. 7s, 98; Connecticut and Passumpsic Rivers R. R., 75; do. 7s, 95½; Cincinnati, Sandusky and Cleveland R. R., 9⅛; Norwich and Worcester R. R., 116¼; Eastern (N.H.) R. R., 55; Old Colony 7s, 1894, 104½; Atchison, Topeka and Santa Fe 1st mort. 57; Stanstead, Shefford and Chambly 7s, 60; Boston and Maine 7s, 1894, 104½; Chicago, Burlington and Quincy 7s, 97; Union Horse R. R., 108; Eastern 7s, 1887, 93½; Boston Concord and Montreal 7s, 103; Detroit, Hillsdale and Indiana 1st mort., 30; Chicago and Michigan Lake Shore 8s, 30; Burlington and Southwestern 1st mort. 8s, 19; Cedar Rapids and Missouri 7s 1916, 85; Boston Water Power Co., 11; Cary Imp., 5⅞; New Hampshire 6s, 1892, 101¼; Massachusetts 6s, 101½; Cambridge 6s, 1894, 96½; Boston 6s, 1880@1893, 100; Chicago 7s, 1890, 99; Cleveland 7s, 1875, 98¾; Toledo, 8s, 1878, 101½; Louisville 6s, 1887, 82.

Baltimore.—Virginia consols, coupons, 86¼; Maryland Defense 6s, 106½; Marietta and Cincinnati 2d pref., 9½; Western Maryland R.R., 3; do. 6s, guar. by Washington Co., 91; Orange and Alexandria 2d mort. 6s, 84; do. 4th mort. 8s, 70; Chesapeake and Ohio R. R. 6s, 49¼; Orange, Alex. and Manassas 7s, 80; Santa Clara Mining Co., 9; do. bonds, 27. The latest quotations are: Richmond and Danville 1st mort., 67@70; Pittsburg and Connellsville 7s, 1898, 80@82; Baltimore and Ohio, 170½@172; do. 6s, 1875, 101@101½; do. 1880, 101¾@102; do., 1885, 103@104; Washington Branch, —@175; Northern Central, 82½@83½; do. 6s, 1885, 93¾@94¼; do. s, 1877, 96@100; do. 1900, 90@92; do., 6s, 1900 gold, 91@92; N. W. Va. 3d mort., 1885, 97@98; Marietta and Cincinnati 1st pref., 17@19; do. 2d pref., 8@9½; do. 1st mort. 7s, 1892, 102@102½; do. 2d mort., 7s, 92⅜@92¾; do., 8d mort., 8s, 74@74¼; Central Ohio, 42@45; do. pref., —@—; do. 1st mort., 90@91; Western Maryland, 1st mort. 6s, 1890, 80@89; do. 1st mort. guar., 99@100; do. 2d mort. guar., 98@100; do. 3d mort., guar., 99@100; do. 2d mort. pref., 60@70; do., 2d mort. guar. by Washington Co., 90@92; Virginia and Tennessee 2d mort. 6s, 69½@70; do. 3d mort. 8s, 77@80; Orange and Alexandria 1st mort. 6s, 90@92; do., 2d mort. 6s, 84@85; do., 3d mort. 8s, 80@80½; do., 4th mort. 8s, 69½@70½; Orange, Alex. and Manassas 7s, 79½@80; Baltimore 6s, 1875, 102@102½; do., 1884, 100@102; do. 1886, 101@101; do. 1890, 100@100¼; do., 1900, 100@100¼; do. 1902, 100½@101¼; do., 6s, exempt, 104@105; do. 5s, 80@85; Memphis City 6s, 88@42; Maryland Defense 6s, 1883, 106@107¼; do. 6s, 1890, 102@—; do. 6s, exempt, 106@107¼; do. 5s, 80@85; Virginia coupon 6s, old, 28@85; do. new, 30@40; do. consol. 6s, 51¾@52; do. coupons, 86@86½; West Virginia, 8@9¼; City Passenger R.R., 19¾@22; George's Creek Coal, 140@150; Atlantic Coal, 2.30@2.45; Santa Clara, 9.00@9.00; do. bonds, 27@27; Canton Co., 55@70.

☞ It is stated that the New York Central Railroad Company intends abandoning the present line of the Niagara branch through Rochester. The plan is to run all but Charlotte trains over the main or Buffalo line to the Field Tavern, or in that vicinity, and to connect with the Falls road from that point. A new route through Rochester has been decided on for the Charlotte road.

☞ The Hempstead branch of the South Side Railroad, commonly known as the Hempstead and Rockaway Railroad, which is distinct from the main line of the South Side Railroad just purchased by the Messrs. Poppenhusen, is advertised to be sold on Wednesday October 28, at Hewlett's Hotel, in Hempstead, to satisfy a judgmant order, the Brooklyn Trust Company being the plaintiff.

☞ We are afforded another illustration of the fact that railroads are fast superseding canals, in the abandonment of that portion of the West Branch and Susquehanna Canal, above Lock Haven, and of that portion of the Juniata Canal, above Petersburg, both of which branches were closed to boatmen on and after the 1st of September.

☞ At the regular meeting of the Board of Directors of the Columbus and Hocking Valley Railroad Company, held in Columbus, Ohio, on the 9th inst., H. C. Noble, Esq., was elected a director vice Hon. Wm. Dennison, resigned. The resignation of J. W. Doherty as Superintendent was accepted, and the duties of his office placed in the hands of M. M. Greene, Vice President.

☞ The Los Angeles *Express* says that articles of incorporation of a new railroad to tide water from that city including a wharf at the terminus reaching to ship water, have been signed by the foremost of its citizens.

☞ A letter to the Baltimore *Sun*, dated Frederick, Md., Sept. 18, says: "It is currently stated that the Pennsylvania Railroad Company have secured control of a line of railroad now in process of completion from York, Pennsylvania, to Hanover, and have negotiated with the Hanover and Littlestown Railroad Company, and are about to conclude an arrangement with the Frederick and Pennsylvania Line Railroad Co., which will secure them a continuous line from York to Frederick, and give them a through connection from Frederick to Philadelphia and New York. In all probability this movement will lead to the extension at no distant day of the Frederick and Pennsylvania Line Railroad to Washington city, giving an important competing trunk line from the national metropolis to New York city. This line traverses one of the most beautiful and fertile regions of the country east of the Alleganies."

☞ The Boston *Journal* says that an important railroad conference was held in Lawrence on the 16th inst., between representatives of the Boston and Lowell and Eastern Railroad Companies. The former is now building a connection with Lawrence, and the latter has a line located from North Andover to Lawrence, and the location of a union depot was considered. But the more important project under discussion arises from the design of the Boston and Lowell to form a new line to Portland. Building under a charter recently granted, from Lawrence, through Methuen, to Hampstead, N. H., the Lowell Railroad Company claim they then have, by using roads now running to Portland, a continuous line from Boston to Portland, which, it is claimed by them, is shorter than the Boston and Maine by fourteen miles.

☞ The new owners of the South Side Railroad of Long Island are now in control of the road. It is understood that as soon as the arrangements can be made the passenger trains will be run to Hunter's Point, instead of to the foot of South Eighth street Williamsburg. New rails will be laid nearly the whole length of the road, and a considerable amount of grading will be done to make the road first class in every respect. It is proposed to run a heavier and better class of passenger cars. In this connection, there is a rumor that the Flushing and North Side and the Central combination have also purchased the Long Island Railroad, of which Oliver Charlick is President, at private sale.

☞ The earnings of the Philadelphia and Erie Railroad for the month of August, 1874, were $349,518, the expenses $280,185, and the net earnings $119,383. In August, 1873, the earnings were $334,586, the expenses $318,453, and the net earnings $16,132—showing an increase in earnings of $14,932, with a decrease in expenses of $88,818, making an increase in net earnings of $103,250. For the eight months ending August 31, 1874, the net earnings have been $548,040, against $428,756 for the corresponding period of 1873—an increase of $119,283.

☞ Mr. W. W. Scranton has been appointed general manager of the Delaware, Lackawanna and Western Iron Company, to fill the position formerly held for twenty years by his father the late Mr. Joseph W. Scranton.

☞ There is a report that the Delaware and Lackawanna Coal Company is negotiating for the purchase of the New York and Hempstead Railroad, and, if bought will complete it at once to Bay Ridge and build suitable docks there. Coal cars can then be ferried on barges across the bay, landed at Bay Ridge, and go from there to any point on Long Island which is reached by rail road. The completed portion of the road, from Valley Stream on the South Side road, to Hempstead, fifteen and one half miles, is to be sold under foreclosure of mortgage, in Hempstead, N. Y., October 28. The sale includes the franchises and charter of the company.

☞ At a meeting of the directors of the Illinois Central R. R. Co., recently held in this city, to choose officers for the ensuing year, Mr. Wilson G. Hunt was chosen President, Mr. W. K. Ackerman, Treasurer; Mr. L. V. F. Randolph, Assistant Treasurer, and Mr. L. A. Catlin, Secretary. Mr. W. H. Osborn was chosen chairman of the Board of Directors, and Mr. James C. Clarke was appointed general manager, to reside at Chicago. The duties which have been performed at Chicago by the late President, Mr. John Newell, were by resolution imposed on Mr. John M. Douglas, formerly president of the company and for many years its leading legal counsel.

☞ Messrs. McGrann & Fitzpatrick, of Lancaster, Penn., have been awarded the contract for the grading and masonry of the Delaware River Branch of the North Pennsylvania Railroad, from Jenkintown to Yardleyville. This is a portion of the new line from Philadelphia to New York, and together with the Delaware River and Bound Brook Railroad, forms a line about fifty miles in length. Work will be commenced on the above section immediately, and will afford employment to a great many laborers during the coming winter. The contractors above named have recently completed the East Broad Top Railroad.

☞ The gross earnings of the Pittsburg, Fort Wayne and Chicago Railway for the six months ending June 30, 1874, were $4,474,158, the expenses $2,684,826, and the net earnings $1,789,332; for the six months ending June 30, 1873, the earnings were $5,084,140, the expenses $3,116,137, and the net earnings $1,968,002, showing a decrease in earnings of $609,982, in expenses of $431,311, and in net earnings of $178,670.

☞ The organization of the Massillon and Coshocton Railway Company has been completed, the following officers being chosen: R. B. Dennis, President; F. C. Goff, Treasurer; W. L. Holden, Secretary, all of Cleveland. Of the $30,000 of capital stock already taken, $26,000 was represented and voted upon at the meeting for the election of Directors.

☞ The Northern Colonization Railway is being rapidly pushed forward; it is mostly graded, in some parts quite ready for the rails, and will be, it is stated, in running order by this time next year over two-thirds if not the whole of its length. One of the large bridges over the fork of the Ottawa has its piers half up.

☞ The Coast Railway Company, to build a narrow gauge railroad from Los Angeles to the coast, has been organized in Los Angeles.

Chesapeake and Ohio Railroad.

Messrs. Fisk & Hatch, financial agents of the Chesapeake and Ohio Railroad company have issued a supplement to their circular of August 1, 1874, in regard to the affairs of that company. It is replete with information, and holders of the securities of the company will do well to send for a copy of it. From the concluding paragraphs of the pamphlet we take the following:

"We earnestly invite the co-operation of all bondholders and creditors in re-establishing the credit of the company. It can be done, the former market value of the bonds can be restored, and every dollar saved to the creditors. To this result we are giving our time and our best energies, and we trust that all who have not yet acted in the matter will give us a helping hand by an immediate and favorable decision.

"The holders of about $10,000,000, of the first mortgage bonds have already funded, or agreed to fund, their coupons; nearly all of the second mortgage have accepted the proposition; and over three quarters in amount of the creditors."

In this supplemental circular Messrs. Fisk & Hatch state that the length of the Chesapeake and Ohio Railroad, including main line and sidings, is 465 miles. Since January the earnings of the road from passengers has been $297,874,98, and from freight $700,703 97.

The Advertisement of Messrs. Fisk & Hatch will be found on another page of this week's issue.

☞ A letter from Tuscon, Arizona, dated September 5th, says: "Mr. J. C. Truman, of New York, arrived here this morning from Guaymas. Mr. Truman and D. B. Blair, of San Francisco (who is to arrive next week), are engaged in a preliminary survey for a railroad from Guaymas, Mexico, to some point on the Texas and Pacific Railroad in Arizona. This morning he said he was unable to give any definite information as yet concerning the proposed road. He is the agent of Eastern capitalists who will build the road provided the Mexican Government grants the desired permission."

☞ The earnings of the Cleveland and Pittsburg Railroad for the six months ending June 30 1874, were $1,460,837, the expenses $710,755, and the net earnings $749,631; for the six months ending June 30, 1873, the earnings were $1,790,470, the expenses $951,833, and the net earnings $838,637, showing a decrease in earnings of $330,083, in expenses of $241,077, and in net earnings of $89,006.

☞ Jesse R. Shaughan has been appointed chief engineer on the Wheeling and Lake Erie Railroad. Measures have been taken for the early completion of this road from Gilead Junction to Toledo, and from New Lexington to the Newark Junction—the line from New Lexington southward being in rapid process of construction.

☞ D. W. C. Brown has been appointed General Manager of the Cincinnati, Sandusky and Cleveland Railroad, in the place of G. T. Benedict deceased.

☞ The Bombay Hook Railroad has been sold to the American Dredging Co., of Philadelphia, for the sum of $54,300. The sale was made by the Sheriff of Kent county.

☞ The directors of the Nevada County Narrow Gauge Railroad Company have decided to proceed with the construction of the road.

Pacific Mail Steamship Company.

The committee appointed to examine into the affairs of the Pacific Mail Steamship Company have made the following report:

OFFICE OF THE PACIFIC MAIL STEAMSHIP CO., NEW YORK, Sept. 18, 1874.

To Russell Sage, Esq., President, and the Directors of the Company:

GENTLEMEN: After a thorough examination of the books of the company, we find the result, as per statement annexed, of cash assets and liabilities, now presented to you.

ASSETS SEPT. 17, 1874.

Cash in bank		$256,146 61
Loaned on call		100,000 00
At J. S. Morgan & Co.'s, London, £12,892 11s. 6d.		70,908 00
Insurance on City of Guatemala, which we have been notified will be paid to our London bankers when French Consul's certificate, now on the way, is received, 1,000,000 francs		220,000 00
Subsidy due Oct. 1 from United States Government		125,000 00
Six thousand shares Pacific Mail, at 48		288,000 00
Total		$1,060,054 61

LIABILITIES.

Due John Roach & Son on City of Tokio on application of steam, say Sept. 25—Oct. 1	$150,000 00	
After successful trial trip, showing 14½ knots per hour	150,000 00	
Loan from Panama Railroad Company, due Aug. 29, 1875	500,000 00	
Bills payable—		
Sept. 1874	$17,835 03	
Oct. 1874	60,632 34	
Nov. 1874	53,899 06	
Dec. 1874	59,518 52	
Jan. 1875	12,430 76	
Feb. 1875	16,497 66	
	220,313 37	
Due in London, Feb. 15, 1875, on charter of British steamer Mikado, £7,374 3s. 3d. sterling	36,871 56	
		1,057,184 93
Surplus of assets		$2,869 68

—which could be realized by Oct. 1, 1874, over total liabilities of every kind.

Additional Assets.

Due the company by Central American States up to June 1, 1874, for mail service	$70,000 00
Due from Mexican government for mail service up to October 1, 1874	65,000 00
Due from United States government, Alabama claims	20,600 00
	$155,600 00
Due from Union Pacific R. R. Co. in dispute	$225,000 00
(25 per cent of this sum is due to the Panama Railroad when collected.)	
Due from insurance companies on steamship Guatemala, in litigation. (Lost on Central American coast in 1872.)	40,000 00

Contingent Liability.

The city claims from the company for taxes, now in litigation | 43,000 00

The steamship City of Peking is entirely paid for, and no other amount is due on the City of Tokio except the $300,000 stated in the list of liabilities.

$75,000 cash has been paid to John Roach & Son on three new iron propellers now being built, of about 3,700 tons each, to cost $600,000 apiece, to be finished in one year and to be paid for in twenty-four monthly payments of $75,000 each.

The committee further explicity state that there is no other obligation in the shape of loans, or any other indebtedness, except what arises in the regular course of the business of the Pacific Mail Steamship Company, as shown by their books.

The amount of freight uncollected on cargoes now afloat is, we believe, more than sufficient to pay all unaudited accounts and debts of all agencies of the company.

FREDK. L. TALCOTT,
F. ALEXANDER,
WM. H. GUION,
} Auditing Committee.

By order of the Board.

☞ Baltimore City subscribed $1,000,000 to the Virginia Valley Railroad. Of this $950,000 has been paid, and the balance, $50,000, will be paid on the 1st of October next.

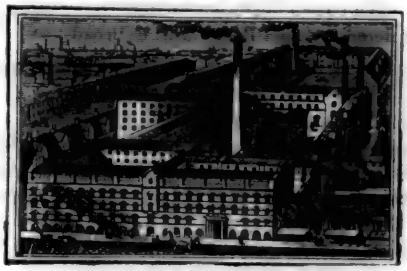
☞ The earnings of the Burlington, Cedar Rapids and Minnesota railroad in August 1874, were $114,316 74, against $108,100 13 in August, 1873, an increase of $6,216 61.

☞ A company has been organized at Portland, Oregon, to construct a railroad from Winnemucca to Columbia river, at the middle fork of the Williamette. Capital stock $7,500,000.

☞ Mr. Samuel Gill has been appointed Receiver of the Louisville, Cincinnati and Lexington Short Line Railroad.

☞ Over three-quarters of the entire length of the Boston and Albany railroad has been relaid with steel rails.

☞ The new street railroad which has been projected in San Francisco is to be built on the elevated single rail plan.



Manufactory of the Spencerian Pens, Birmingham, England.

SWAN QUILL Action!

SPENCERIAN

STEEL PENS.

These Pens are comprised in 15 numbers; of the NUMBER ONE PEN alone we sold more than

5,000,000

in 1873.

and the sale is continually increasing.

They are of superior English make, and are justly celebrated for their elasticity, durability, and evenness of point. *For sale by the trade generally.*

☞ *To accommodate those who may wish to try these Pens, we will send a Sample Card, containing all of the 15 numbers by mail on receipt of 25 cents.*

IVISON, BLAKEMAN, TAYLOR & CO.,

138 & 140 Grand Street, N. Y.

FOR SALE.

A SECOND HAND LOCOMOTIVE, IN NO. 1 working order, about 22 tons weight. Cylinder 13½ by 22 inches. Four driving wheels and trucks. Diameter of drivers 5 ft. 6 in. Boiler in good order, with 96 copper flues. For further information apply to

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ESTABLISHED IN 1836.

GEO. G. LOBDELL, Pres't.
WM. W. LOBDELL, Sec.
P. N. BRENNAN, Treas.

Lobdell Car Wheel Co.,
Wilmington, Del.

The American Wood Carbolizing Co.

Is organized for the purpose of Creosoting Timber for Docks, R. R. Ties, Fence-Posts, Pavements, and all other uses where Timber is exposed to the action of water or air. This Company also proposes to License R. R. Companies and others who desire to erect their own apparatus.

Drawings and specifications of apparatus, either stationary or portable, will be furnished on application.

97,112 miles of Railroad in the United States use annually over twenty-six million Ties for renewing those destroyed by decay.

The preservation of wood from decay and the attacks of marine worms, has been largely practiced in Europe for thirty years; and with such success that the use of natural wood is now the exception; and of all the various methods that have been employed, that in which creosote oil was used, has best endured the test of time.

This Company, benefiting by the thirty years' practical experience in the use of creosote oil abroad, offer to the public a system of application which is adapted to the wants of our own country, in that green wood can be rapidly and thoroughly treated, even better than dry, and the application of the oil, in connection with the use of moderate heat, be made more uniform and effective than is possible by any other means.

Experience has demonstrated that creosote or dead oil is the only substance by which wood can be treated so as to certainly resist the attacks of marine worms.

Creosoted wood exposed in Charleston Harbor was not attacked by the teredo, while natural wood attached to it was completely honey-combed.

It is confidently asserted that Railroad Ties creosoted will outlast three sets of ordinary Ties, and that creosoted Paving Blocks being beyond the reach of decay, will last as long as stone, with all the advantages of an elastic roadway, beauty and economy of construction.

The economy in the use of creosoted wood, where the term of service is trebled, is measured by adding to the wood used, the cost of the labor expended in construction, and the loss of time spent in replacing the structure, when either decay or attacks of marine worms destroy it.

The system of Seely and Pelton, employed by this Company, has been fully examined and indorsed by Gen. McClellan, Gen. Barnes, Gen. Babcock, Rob't Harris, C. B. & Q. R. R., Prof. Silliman, Capt. Eads, Gen. Cram, Gen. Humphreys, Gen. Meigs, Gen. Belknap, Prof. Chandler Gen. Gilmore, Gen. Newton, A. B. Mullet, C. H Haswell.

It has been used by the U. S. Government upon the Dykes of the St. Clair Flats, and upon Gun Platforms for the fortifications on the Atlantic coast; upon pavements in New York and Pittsburgh, by the Department of Docks of the City of New York and the Board of Public Works of the District of Columbia.

Detailed information can be obtained and specimens of creosoted wood examined at the office of the Company

TRUSTEES.

GEO. W. CASS,	THOS. A. SCOTT,
M. Y. TILDEN,	RUSSELL SAGE,
LLOYD ASPINWALL,	H. A. TILDEN,
M. N. WISEWELL,	WM. F. DRAKE,
AUSTIN BALDWIN,	WM. ORTON,
W. T. PELTON, Vice-Prest.	F. E. WOODBRIDGE, President.

59 Liberty St., New York.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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☞ Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, October 3, 1874.

THE

NEW-JERSEY AND NEW-YORK RAILWAY COMPANY

Offer for sale through their Financial Agents,

Messrs. Knoblauch & Lichtenstein,

37 BROAD ST., NEW-YORK,

$500,000 OF THEIR

FIRST MORTGAGE 7 PER CENT. GOLD BONDS,

Coupon Bonds of $1,000 (£200) each,

Interest March 1 and Sept. 1,

PAYABLE IN NEW-YORK OR LONDON,

At the option of the Holder.

Principal due 1893, at 87 1-2 and accr. interest.

Particulars, Maps, and Pamphlets at above Agency.

☞ A new track is soon to be laid on the West Quincy branch by the Old Colony Railroad Co., for the accommodation of the Quincy Granite Company.

Foreign Commerce of the United States.

The statistics of foreign commerce of the whole United States for the month of June, 1874, and for the Government fiscal year then terminating, have just been issued by the Bureau of Statistics at Washington. The figures given are all in specie values. From this we learn that the imports for the month of June, 1874, amounted to $40,302,334, and for the year ending June 30, 1874, to $595,861,248, against $49,420,791 for the month, and $663,617,147 for the year 1873. The domestic exports for the month of June, 1874, were $52,250,109, and for the year $629,252,156; while in 1873 they were for the month $46,215,059, and for the year $576,938,985. The foreign exports amounted in June, 1874, to $1,959,926, and for the year ending June 30, 1874, to $28,780,338, against $3,149,101 for the month, and $28,149,511 for the year 1873.

Of the total imports and exports for the fiscal years 1874 and 1873, the following values consisted of specie and bullion and of merchandise, respectively:

1874.	Imports.	Domestic exports (specie values.)	Foreign exports.
Specie and bullion..	$28,454,906	$59,699,686	$6,930,719
Mdse.....	567,406,342	*569,552,470	16,849,619
1873.			
Specie and bullion..	21,480,937	73,905,546	10,703,028
Mdse.....	642,136,210	505,033,439	17,446,488

* The returns of exports to Canada will, when corrected, increase the aggregate several millions of dollars.

An analysis of the above table shows a decrease in the imports of merchandise in 1874 of $74,729,868, an increase in domestic exports of $64,519,031, and a decrease in foreign exports of $596,864. The movement of specie and bullion shows an increase in 1874, of $6,073,969, a decrease in domestic exports of $14,205,860, and in foreign exports of $3,772,309.

The value of foreign commodities remaining in warehouse June 30, 1874, was $59,705,758, against $77,583,978, June 30, 1873, being a decrease of $17,878,225.

Allowing for the differences in the warehouse account, the exports for the fiscal year 1874 exceed the imports by $39,293,021, while for 1873 there is an excess of imports over exports of $101,155,939.

Chesapeake and Ohio Railroad Company.

The Bondholders and Creditors are responding to our circulars of Aug. 1st and Sept. 10th so generally and promptly as to afford reasonable and gratifying assurance that the adjustment of the affairs of the Company will now be rapidly completed.

Coupons on over two millions bonds have been funded the past week. If the remaining Bondholders will act with like promptness, the protection of their interests will soon be fully assured.

Bondholders can leave their coupons with us and we will attend to the details of funding them without charge.

FISK & HATCH,

No. 5 Nassau St.

Bucksport and Bangor Railroad.

The coupons on the first mortgage bonds of this road, due October 1, will be paid at the Hanover National Bank, in this city. The Bucksport and Bangor Railroad is the only connecting link between the ocean where ships of any size may load and proceed to sea in winter, and the European and North American Railway at Bangor, which latter port is closed by ice four or five months, while Bucksport is open at all seasons. The Bucksport road is just about finished, and will be in running order in November next, thus affording a new outlet to the products of the Penobscot valley, and a connection at Bangor with the Maine Central Railroad for Portland and Boston, the European and North American Railroad for St. John and Halifax, and the Piscataquis Railway to the Katahdin Iron Works and the slate quarries at Brownville.

Pennsylvania Railroad.

We gave last week, from the *U. S. R. R. and Mining Register*, a carefully condensed full statement of all the facts involved in the Report of the Investigating Committee; and we now publish from the Report a description of the Eastern Group of Railroads and canals controlled by the Company. The Committee says:

We now come to the consideration of the lines of railway and canal under your control and owned by you east of Pittsburg and Erie. This may be called the Eastern or Pennsylvania system, and consists of seven divisions, viz:

	Miles.
1. The Allegheny Valley Railroad Division	446
2. The Philadelphia and Erie Railroad Division	288
3. The Northern Central Railway Division	309
4. The Pennsylvania Canal Company Division	347
5. The United Railroads of New Jersey Division	344
6. The Delaware and Raritan Canal Division	61
7. The Pennsylvania Railroad Division	1,021
Total miles railway	2,408
Total miles canal	408

As perhaps properly connected with this system, we name—

8. The Pittsburg, Virginia and Charleston Railroad. This road is to extend from South Pittsburg up the Monongahela Valley to Charleston. It is built and was opened in 1873 to Monongahela City, a distance of thirty miles. The object of this line, in addition to developing the local trade of the valley, is to draw its trade and travel to Pittsburg, there meeting your several lines east and west, but more especially to open by means of a short branch from this road, a connection with your main line near Brinton's Station. This piece of road will be valuable, as it will afford the means of passing through freight between your main line and the Pittsburg, Cincinnati and St. Louis road, without going through the city of Pittsburg proper.

9. The Columbia and Port Deposit Railroad, a branch about forty miles long, between Columbia and Port Deposit, partially graded, and when finished it will make a connection with the Philadelphia, Wilmington and Baltimore Railroad at Perryville, and thus open new markets for the distribution of the coal of the Susquehanna Valley.

1. THE ALLEGHENY VALLEY RAILROAD DIVISION.

	Miles.
This division consists of the Allegheny Valley Railroad proper, extending from Pittsburg to Oil City	132
The Low Grade Extension	110
Other branches	87
	147
The Oil Creek and Allegheny River Railroad	123
The Buffalo, Corry and Pittsburg Railroad	44
Total	446

This road passes through one of the most valuable freight producing valleys in the State, abounding in coal, iron, oil, timber, and other products; its branches connect with the Philadelphia and Erie, Atlantic and Great Western, and Lake Shore railroads on the north, the Philadelphia and Erie on the east, by means of the "Low Grade Line," and the Pennsylvania Railroad on the south. Thus located, commanding such immense tonnage, prudent management should have made it profitable to its owners. The history of its recent financial troubles we need not repeat, but congratulate all parties interested in the prospect of their being removed. It will take years of patient labor and continued confidence in the ultimate result by its stockholders before the effect of the errors of judgment committed can be overcome, and their stock be again worth what it has been.

These lines have advantages which in time will largely increase their traffic, and may make some of the branches profitable, but which for a time will entail an annual expense.

It is thought by some of your officers that this road will be able to pay the interest as it becomes due, on the bonds of the "Low Grade Line." These bonds are endorsed, interest and principal, by the Pennsylvania Railroad Company, and are there for a good security to the holders.

2. THE PHILADELPHIA AND ERIE RAILROAD DIVISION.

So fully have your directors reported as to the condition and prospects of this road, that little more is left for us to add. The unfortunate location of the road between Driftwood and Warren—with its two summits of two thousand and six feet and one thousand six hundred and eight-two feet to overcome, and lying north of the line of abundant coal and heavy timber, causes it to traverse a country moderately timbered, and which, when cut off, leaves an unproductive slate soil. The result will be that, in a few years, the local trade and travel will have a tendency to decrease rather than to increase.

The competition of other roads along most of its line prevents its receiving fair rates for its competition with water and rail lines to the east local business, while its through business has close and west. The fears of many early interested in this line seem to be realized, that so long a line of rail cannot successfully compete with the water and rail lines to New York. Much more has been expected from the completion of the "Low Grade Line" than seems warranted. Let us look at it: The trade coming to or going from your line over that road would use one hundred and twenty miles of the track of the Philadelphia and Erie Railroad.

The leading reasons for building the "Low Grade Line" we understand to be—

1. A strategic movement to control the valley of the Bennett's Branch at the lowest summit of the mountains between the east and the west in Pennsylvania.

2. The making a good connection with the oil regions for transportation of oil eastward.

3. The development of the minerals on its line and the manufacture of its timber into lumber.

4. The carrying fourth class freight at slow speed, at very low rates, from west to east.

The first three points are tenable, though it is questionable whether the strategic advantages are worth the cost, or whether the oil cannot be carried by way of the Western Pennsylvania Railroad and your main line at really as low rates and much quicker than by the "Low Grade Road." There certainly is not enough to be gained, by whatever advantage the "Low Grade Line" might have in this respect, to warrant its being built at a cost of near $12,900,000, or over $117,000 per mile.

As to the fourth argument, we think it defective for three reasons—

1. The Pennsylvania Railroad Company would lose by sending freight from Pittsburg east by that line. If its main line should be overloaded, it would be wiser to enlarge its capacity than to turn away the business on to another road.

2. The question whether freight shippers would regard the small saving in charges as an equivalent to loss in time. The saving in time for one hundred and ten miles would not be much, and when it reaches the Philadelphia and Erie road slow speed could only be used on about seventy miles of that road; so that the whole distance on which slow speed could be used would be one hundred and eighty miles, which could not make a difference of over ten hours in time, which is not worth much reduction in rates.

3. The working a line at slow speed practically limits the capacity of the line, and involves large additional expenditure of motive power and cars.

We cannot, therefore, look forward to any large increase of traffic from this source; and should there be a large tonnage on the principle of low rates and slow speed, it would probably be years before it is realized, and when it does come will be of little pecuniary gain to that road.

The most we can hope from the Philadelphia and Erie Railroad is, that it will earn enough to pay the interest on its funded debt and the Pennsylvania Railroad Company for the interest on its equipment.

According to the report of your Directors of March 14, 1873, the Philadelphia and Erie Railroad, with a single track, represents a cost per mile of $75,744, while the Pennsylvania Railroad, with two tracks, represents but $71,999 per mile; and that since 1869, while the increase in gross receipts has been but 17 7-10 per cent, the increase in bonded debt and preferred stock has been 39 6 10 per cent. These two facts furnish little ground for hope in the future that more will ever be realized than enough to satisfy the claims of the Pennsylvania Railroad Company for working the road and for advances already made to cover the deficiency of net receipts.

3. THE NORTHERN CENTRAL RAILWAY.

	Miles.
Main line from Baltimore to Sunbury	138
Shamokin Valley and Pottsville Railroad	28
Elmira and Williamsport Railroad, held by lease	78
Chemung Railroad*	18
Elmira, Jefferson and Canandaigua Railroad*	47
Total	309

* These roads are held by the Northern Central Railway Company, owning four thousand seven hundred and six of the five thousand shares of the Chemung Railroad, and fourteen thousand and twenty-two shares of the fifteen thousand two hundred shares of the Elmira, Jefferson and Canandaigua Railroad.

The importance of this line of road will be appreciated when you trace its connections. At Baltimore it connects with the Baltimore and Potomac Railroad to Washington and the South, passes north through a beautiful and rich country to Harrisburg, where it reaches your main line and makes connection with the Cumberland Valley Railroad and the system of railroads under control of the Reading Railroad Company, and thence to Sunbury, having also valuable branches by rail to the Lykens Valley coal mines, the Trevorton mines, and by the Shamokin Valley Railroad to the fine coals of that valley, and to a large body of coal land owned by that company near Shamokin.

At Williamsport it takes control of the Elmira and Williamsport Railroad to Elmira, and thence, by the Elmira and Canandaigua Railroad, secures a market in the centre of the State of New York and in the cities of Rochester and Buffalo for anthracite coal, and also makes valuable connections with the New York and Erie and New York Central Railroad lines.

The natural division of this line would be to work the road from Harrisburg to Baltimore as a branch to your main line, and to place the Shamokin Valley Railroad, with the line to Buffalo (through Elmira), under the Philadelphia and Erie Railroad management. It is to be regretted that this course was not adopted as soon as you acquired the lease of the Philadelphia and Erie Railroad. The many economic advantages of this plan are apparent, and it is to a limited extent so managed at this time.

The Northen Central Railway is not only a valuable feeder to and distributor of products taken from your road to local points on either road and to the West, but it has a large local trade, and is one of the great coal avenues from the mines to the Atlantic coast.

The growing local trade of this line between Buffalo and Baltimore, with the through trade thrown on it by your road, requires largely increased facilities at its terminus in Baltimore—that city having built the Union Railroad to connect the Northern Central Railway with the bay, making a complete line to tidewater. These facilities are required to handle cheaply the coal, lumber, grain, live stock, oil, &c., that comes over that line. The financial inability of the Northern

Central Railway Company to complete its terminal improvements and stock its road, causes it, naturally, to look for aid to its main stockholder, who is so largely interested, not only as a stockholder, but also as a gainer by these improvements in the traffic it will bring to its main line.

The advantages arising from the natural affiliances and economic workings of the mixed lines of the Northern Central Railway above suggested—the absolute value of these lines to your main line—and the financial inability of the Northern Central Company to develop and take care of its growing trade—plainly indicate that a just lease of that road or other satisfactory arrangement would be advantageous to the interests of stockholders in both companies.

4. THE PENNSYLVANIA CANAL DIVISION.

The ownership and control of the canal property in Pennsylvania fell to your company in the purchase of the public works throughout the State. The unjust discrimination made by the State of Pennsylvania in the tonnage tax, rendered it necessary for the company to pave the way to its abrogation, as well as to secure the railroad from Philadelphia to Columbia by purchase. This took place in 1857, and consisted of the railroad from Philadelphia to Columbia, and the canals extending thence by the Juniata to Pittsburg, with the Portage Railroad and other appurtenances. The price paid was $7,500,000, of which $1,000 000 was apportioned upon the company's books as the value of the canals purchased. The Portage road and the Pittsburg Division of the canal were abandoned. The portion of the canal line extends from Columbia to Hollidaysburg, about one hundred and seventy-three miles.

In 1867 this canal interest was organized as an independent corporation, with the corporate title of the Pennsylvania Canal Company, with a capital stock of $2,750,000, which represented the $1,000,000 originally paid the State, with the interest thereon and expenditures for enlargement of the canal after it came into the possession of your company. In 1867 the majority of the stock of the West Branch and Susquehanna Canal, extending from Clark's Ferry to Farrandsville, on the West Branch, a distance of one hundred and twenty-three miles, was purchased with the bonds of the Pennsylvania Canal Company, and afterwards, as its indebtedness matured or approached maturity, it was taken up in exchange for canal bonds having forty years to run. This enabled your company to reach the lumber regions on the West Branch; and in order to have access to the anthracite coal fields, the Pennsylvania Canal Company, in 1869, merged with the Wyoming Valley Canal, by the exchange of an equal number of shares of its stock—exchanging its forty year bonds at par for the mortgage bonds of the Wyoming Company, then maturing, amounting to $600,000. In 1872, for the purpose of giving direct access by water to the Lykens Valley coal fields, there was purchased most of the stock and all of the indebtedness of the Wiconisco Canal, extending from Clark's Ferry to Millersburg, for one thousand nine hundred and eighty-two shares of Pennsylvania Canal stock. Afterwards the West Branch and Wiconisco Canals were sold under judgment and purchased by the Pennsylvania Canal Company, which thus became the absolute owner of all these several canals, embracing altogether about three hundred and sixty miles. These canals having become much deteriorated, and their capacity reduced, while great improvements had taken place in the rail lines, it was decided to enlarge and improve the main line, extending from Columbia to Wilkesbarre, and procure a stock of boats, in order to insure regular transportation. This policy having been determined upon, the whole earnings of the canal, in excess of the ordinary expenditures and interest, were applied to the purpose, down to the end of 1873, when a stock of one hundred and eighty-four boats had been acquired and the enlargement of the main line completed. This enlargement consisted in widening and deepening the canal, doubling the length of the locks, and renewing all important structures on the line—using durable materials, and making them of a permanent character. The capacity of the lockage was increased from eighty to two hundred and sixty gross tons; the cost of shipment from Wilkesbarre to Havre de Grace was reduced from two dollars and twenty five cents to one dollar per gross ton, and from eleven and twenty-five one hundredths mills to five mills per gross ton per mile. Without this improvement it is now evident that the canals would have been abandoned of sustained serious and constant losses. The history of water navigation has established one fact beyond dispute, that to compete with the present low rates of freight on railroads, boats should be constructed to carry not less than two hundred and fifty tons gross. The nearer this minimum tonnage is attained or exceeded, the more certainty is there of a return. In enlarging the main lines of canals the tonnage has been increased to about two hundred and sixty to two hundred and eighty tons. It is to be regretted that the minimum capacity was not made three hundred tons. The whole expenditure on eplargement account, on the 31st December, was $1,983,499—about $13,223 per mile—which compares favorably with the expenditures of other canals for like purposes. It is claimed by the officers of the canal that the whole cost of these improvements was earned from the line during the progress of the work.

From sources of information at its disposal, your committee is led to believe that the earnings of the canals will pay the working expenses, the interest on the funded debt, and lay by a sufficient sum to meet the principal at maturity.

These canals in other hands, at the present reduced prices of transportation, might have been used to the disadvantage of your company.

Nothing has been done towards the enlargement of the Juniata division, which extends to the bituminous regions; that being postponed until the results of the present work are fully ascertained.

5. UNITED RAILROADS OF NEW JERSEY.

These lines, so lately brought under your charge, will prove this year the wisdom of the lease. The causes of the losses in working them in 1871, 1872 and 1873 have been clearly stated in the reports of the Directors: 1874 will demonstrate their ability to pay all charges, and probably yield hereafter a surplus, which, in time, will largely provide for necessary enlargements, additions, or betterments.

THE UNITED RAILROADS OF NEW JERSEY DIVISION.

These lines embrace the following railroads:

	Miles.
Mantua to New York	89
Camden to South Amboy	61
Princeton Branch	3
Rocky Hill and Kingston Railroad	6
Millstone and New Brunswick Railroad	7
Perth Amboy and Woodbridge Railroad	7
Monmouth Junction to Jamesburg	6
Pemberton and Higbstown Railroad	25
Camden and Burlington County Railroad	25
Columbus, Kinkora and Springfield Railroad	14
Burlington and Mount Holly Railroad	7
Medford Branch	7
Vincentown Branch	3
Mercer and Somerset Railroad*	5
Frankford and Holmesburg Railroad	5
Bordentown to Trenton	6
	276

*Seventeen miles additional have been opened in 1874.

BELVIDERE DIVISION.

	Miles.
Belvidere Delaware Railroad	68
Flemington Branch	12
	80
	356

The importance of the control of the United Railroads of New Jersey with the Belvidere Division and the Raritan Canal will not now be questioned, for it secured—

1. A continuous line of railroad between the city of New York and the West under one control.

2. The use of the unrivalled terminal advantages at the city of New York, Jersey City and South Amboy.

3. The key of the line of Southern travel to Baltimore and Washington.

4. The ability to place the products of the mine and the farm on tidewater, at the least expense, nearest to the centre of shipment and consumption.

5. The power to fix through rates.

6. The control of a line of railroads and canal that must continually increase in value and profit.

These points are of immense value to the Pennsylvania Railroad Company, and by this lease many serious impediments to your success were removed.

6. THE DELAWARE AND RARITAN CANAL

Is a very valuable and important water connection between Philadelphia and New York. The result of the management since it came into your hands has been very satisfactory, not in increased tonnage, but in net profits. An examination of the figures of the company presents the following facts: The aggregate tonnage of the canal was in 1871, 2,990,095. The aggregate tonnage of the canal was in 1872, 2,887,532. The aggregate tonnage of the canal was in 1873, 2,754,837.

The reduction of tonnage was due to throwing a considerable amount of freight from the canal upon the railroad, where it was supposed to return larger profits.

An abstract of the expenditures and receipts for the same period may be interesting, and is as follows:

	1871.	1872.	1873.
Receipts:			
Gross canal receipts	$1,045,957 31	$997,551 25	$1,071,102 74
Gross steam tonnage receipts	383,686 77	567,053 99	518 997 88
Total	$1,429,594 11	$1,524,605 24	$1,590,100 12
Deduct drawbacks refunded	148,857 27	109,448 80	70,108 75
Actual gross receipts	$1,280,736 84	$1,415,166 44	$1,519,991 37
Actual expenditures, each carried to the appropriate year, without regard to time of payment	889,381 97	874,527 28	813,212 71
Net profits	$391,354 87	$540,629 21	$706,778 66

It will be seen from the above figures that whilst the tonnage of 1873 was 82,695 less than in 1872, the net earnings were $166,149 85 greater; and that whilst the tonnage of 1871 was 135,258 greater than in 1873, the net earnings in 1873 over that year were $315,423 79.

The losses in operating all these lines since they came under your control have been—

In 1871 and 1872	$1,154,527 57
In 1873	685,689 70
Amounting to	$1,840,217 27

Though these losses have been charged to expense account, they will be repaid and reappear in the shape of profits. Yet the company is subjected to the cost of the use of the money during the intervening time.

The outlays for improvements on this line are, by the terms of the lease, to be met by an issue of shares in the United Companies in the proportion of thirty thousand shares of stock for $4,000,000 expended.

Louisville and Nashville Railroad.

The following is a condensed statement of the earnings of the Main Stem and Branches for the year ending June 30, 1873:

	Memphis Line.	Knoxville Branch.	Main Stem.
Passengers	$612,918 35	$92,599 82	$677,775 47
Freight...	1,011,341 65	210,653 27	1,882,781 82
Express...	48,547 35	10,593 26	81,906 38
Mail.....	52,218 47	5,494 95	32,655 03
Miscellan's	6,826 15	734 30	123,714 42

Total Main Stem	$2,798,833 12
" Memphis Line	1,731,851 97
" Knoxville Branch	319,985 60
" Bardstown Branch	22,927 67
" Richmond Branch	35,828 08

Total Main Stem and Branches, viz:

From passengers	$1,406,883 56	
" freight	3,135,797 91	
" express	142,598 66	
" mail	92,598 44	
" miscellaneous	131,607 87	
		$4,909,426 44

Expenses, viz:

Main Stem—passenger.	$570,280 21	
" freight...	1,217,072 17	
Memphis Line—pass..	541,411 89	
" freight	821,024 97	
Knoxville Br.—pass...	117,448 95	
" freight.	183,538 95	
Bardstown Br.—pass..	7,407 90	
" freight	8 465 55	
Richmond Br.—pass..	14,974 49	
" freight	16,678 21	
Total passengers	$1,251,523 44	
" freight	2,246,779 85	
		3,498,303 29

Net earnings:

Main Stem	$1,011,480 74	
Memphis Line	869,415 11	
Knoxville Branch	18,997 70	
Bardstown Branch	7,054 22	
Richmond Branch	4,175 88	
		$1,411,123 15
Add balance from previous year		1,778,412 78
Sundry credits during the year		14,010 00
Total		$3,198,545 93

From which deduct—

Interest account	$745,838 59	
Discount account	41,560 87	
Dividend No. 20	269,442 00	
Dividend No. 21	359,296 00	
Sundry charges	771 55	
		1,416,909 01
Balance to credit June 30, 1873		$1,781,636 92

The following is a comparative statement of the earnings of the Main Stem and Branches during the years—

	1871-'72.	1872 73.
Gross earnings	$3,200,068 09	$4,909,426 44
Operating expenses	1,986,874 68	3,498,303 29
Net earnings	$1,213,193 41	$1,411,123 15

This shows an increase in gross earnings of $1,709,368 35; with an increase in expenses of $1,511,428 61—making an increase in net earnings of $197,929 74. The president in his report says:

The Secretary's statement exhibits the cost of the property and the resources and liabilities of the company. A comparison with the corresponding tables in the report for the previous year will show an increase in the cost of the road from $14,198,238 50 to $22,946,838 79.

During the past year the contemplated consolidation with the Memphis and Ohio Railroad Company has been carried out, and the amount expended on account of this road has been charged to "cost of road."

The amount that in last year's statement stood charged to "Lebanon Branch Extension south of Lebanon" has also been placed in the account of "cost of road," and in addition there has been charged the amount expended on the Main Stem and Branches, Memphis, Clarksville and Louisville, and Memphis and Ohio Railroads during the past year for new rolling-stock and other improvements, making the total cost of the road and rolling stock to June 30, 1873, $22,946,838 79.

The company owns now the following roads:

	Miles.
Main Stem, Louisville to Nashville	185.00
Bardstown Branch	17.30
Lebanon Branch	110.32
Richmond Branch	33.46
Memphis Line, Memphis Junction to Memp.	259.67
Total	605.75

The cost is nearly $38,000 per mile of road. In this cost is not only included rolling stock for the use of the 606 miles of road, but a large additional amount that is used on the leased roads. The property and resources of the company—exclusive of road and rolling stock and fixtures, after deducting liabilities—amount to $2,637,237 16; or the total cost of all the property of the company

Has been	$25,583,575 95

Its stock and bond liabilities are

Stock	$8,981,439 03	
Bond	14,820,500 00	
		23,801,939 03
Amount to credit of profit and loss.		$1,781,636 92

The earnings of the whole road owned by this company, as above specified, have been

During the past year	$4,909,426 44
And operating expenditures	3,498,303 29
Net earnings	$1,411,123 15

The net earnings have been applied to the payment of the interest on the bonded and floating debt, and a seven per cent dividend to the stockholders, leaving a surplus of $8,224 14 to the credit of profit and loss account on account of last year's operations.

The bonded debt as per last report was—

Main Stem and Branches	$8,744,000
Memphis and Ohio Railroad Company	3,500,000
Memphis, Clarksville and Louisville Railroad Co., issued this year	2,425,000
Memphis and Ohio income bonds, assumed this year	164,500
Consolidated mortgage, issued this year	725,000
	$15,558,500
Redeemed Main Stem bonds. $658,000	
Memphis Branch	48,000
Paid to sinking fund in consolidated mortgage bonds.	37,000
	738,000
	$14,820,500
In this is included city of Louisville Bonds without mortgage	849,000
Total mortgage on all roads	$13,971,500

The total earnings of the whole road, including the Memphis Line, which comprises the road from Memphis Junction to Memphis (formerly reported separately under the heads of Memphis Branch Memphis, Clarksville and Louisville Railroad, and Memphis and Ohio Railroad), were $4,909,426 44, an increase as compared with last year of $255,646 45, or 4.85 per cent. The expenditures were $3,498 303 29, an increase over last year of $316,767 19, or 9.61 per cent. The net receipts were

During the previous year	$1,462,467 45
During the past year	1,411,128 15
Showing a reduction of 3.48 p. c...	$51,344 30

The increase of the earnings have been derived mostly from freight, and the increase in the expenditures is due to the extensive repairs performed on the road and rolling stock. A greater amount of money has been expended on this account than was required to compensate for the wear and tear for one year; the operating expenditures during the year can therefore be considerably reduced.

Owing to the constantly increasing business of the road, and the lease of the Nashville and Decatur Railroad, as well as to the opening of the South and North Alabama Railroad, it was necessary to make a very large outlay for rolling stock and other improvements to meet the requirements of the business. The total amount expended on this account is $2,176,978 95, of which $1,604,745 15 alone were expended for rolling stock. Thirty six new locomotives, eleven hundred and seventy three freight, twenty one passenger, and seven baggage cars have been placed on the road; real estate, costing $91,216 83, for depot purposes has been bought at Louisville; and additional shops have been erected, costing, including shop tools, $70,000. To place the Memphis, Clarksville and Louisville Railroad after the same was purchased by us in proper condition $154,000 had to be expended.

With the large sums thus expended, and the additional outlet secured by the South and North Alabama Railroad, the company is now prepared to do a greatly increased amount of business, and to do it promptly and satisfactorily both to the local and through shippers.

During the last year the company has continued to operate under lease the Glasgow Branch Railroad, 10.19 miles long, and on the first of July last took charge of the Nashville and Decatur Railroad, 122 miles long, under the contract previously made and published in the report of 1870-'71.

The total number of miles of road leased is	132.19
Add to this the length of road owned by the company	605.75
Total number of miles operated	737.94

GLASGOW BRANCH.

The gross earnings of this road were	$17,050 99
Operating expenses	12,943 09
Net earnings	$5,007 90

Which amount will be applied to the payment of the interest on the $40,000 in bonds held by this company,

NASHVILLE AND DECATUR RAILROAD.

The earnings of this road for twelve months were	$695,046 21
Operating expenses	585,887 72
Net earnings	$109,158 49

This road when it passed into the hands of this company required considerable repairs of track, the cost of which has been charged to operating expenses. But the improvements rendered necessary by the increased business, such as rolling stock, additions to side track, water stations, and others of a permanent nature, the benefit of which will be felt during the whole term of the lease, have been charged to construction account. The value of such improvements is to be ascertained at the end of the lease, and the compensation made for the same.

The advances made on account of this road during the past year are as follows:

Interest paid on bonds and other indebtedness	$210,955 49
Deduct net earnings	109,158 49
Total	$101,797 00
Construction of side tracks, new rolling stock, and other improvements	143,186 85
Total	$244,983 85
Indebtedness of the N. & D. R.R. paid, for which the company is to receive stock	286,348 59
Total outlay on account of this road	$531,282 44

During the first three months of the lease the South and North Alabama Railroad was not in operation, and the receipts of the Nashville and Decatur road were in consequence small. After the South and North Alabama Railroad was opened the receipts increased $244,287 08 over the corresponding nine months of the previous year.

During the busy season of the year we had not rolling stock sufficient to perform promptly the business that was offered to the road. Contracts made in the East for locomotives were not filled in the time agreed upon, on account of intervening strikes in the builders' shops. It was therefore not possible to operate the road satisfactorily to its patrons or to ourselves; but, the then existing difficulties having been removed, better results are to be confidently expected hereafter.

NORTH AND SOUTH ALABAMA RAILROAD.

This road was completed on the first of October last, under the contracts with the South and North Alabama Railroad Company and Sam. Tate and associates, as published in the annual report of 1870-71:

The amount expended on this road to October 1, 1872, including advances made since that time to the end of the fiscal year, is	$4,642,608 12
Under the contract the L. & N. R R. Co. has taken $2,000,000 of stock in the S. & N. A. R. R. Co., and has paid for the same	800,000 00
Leaving expended	$3,842,608 12

Toward the liquidation of this amount the company took, at ninety cents on the dollar, the first mortgage bonds of the South and North Alabama Railroad Company, bearing eight per cent interest, and indorsed by the state of Alabama.

During last winter the Legislature of Alabama passed a law under which the state assumes absolutely an indebtedness of $4,000 per mile of road of any railway company surrendering its bonds indorsed by the State.

The South and North Alabama Railroad Company has availed itself of this law, and the first mortgage bonds, except three hundred and ninety-four, which could not be obtained, have been canceled, and in lieu thereof has issued new mortgage bonds bearing six per cent gold interest. The Louisville and Nashville Railroad Company has purchased this new issue of bonds, and has returned the eight per cent bonds to the South and North Alabama Railroad Company. The new bonds, in accordance with the action of the stock holders in their special meeting of May 15, 1872, have been indorsed by this company.

The company have 180 locomotives, 52 passenger, 46 baggage, mail and express, 1,711 box, 20 caboose, 211 rack, 484 gondola, 440 platform, 30 boarding, 6 tool and 210 other cars.

COST, RESOURCES, AND LIABILITIES.

Total cost of road to June 30, 1873 $22,946,338 79

RESOURCES.

Due from transportation department	$211,116 99	
Sundry railroad and State bonds	849,078 85	
Sundry railroad stock	1,081,484 25	
Louisville bridge stock	378,220 62	
Sundry railroads and persons	337,717 99	
Real estate, timber & quarry lands	72,253 92	
South and North Alabama R. R. Bonds	3,514,991 47	
South and North Alabama R.R. Co.	323,365 03	
Nashville & Decatur Railroad Co.	581,282 44	
Shop and fuel stock	1,002,789 80	
Cash	46,930 06	
	7,849,180 92	
	$30,795,519 71	

LIABILITIES.

Capital stock		$8,981,439 03
Bills payable	$3,706,320 64	
Due sundry persons	498,414 36	
Bills and pay rolls for June	428,692 88	
Back interest, due July and August	171,315 70	
Back dividends, including Jan., 1873,	47,904 18	
July, 1873, dividend, due August 1	859,296 00	
		5,211,943 76
Consolidated mort.	$6,814,000 00	
First mortgage bonds Memphis and Ohio Railroad	2,500,000 00	
Income bonds Memphis and Ohio R.R.	164,500 00	
First mortgage bonds Memphis, Clarksville and Louisville Railroad	2,425,000 00	
First mortgage bonds Main Stem	326,000 00	
First mortgage bonds Memphis Branch	96,000 00	
First mortgage bonds Lebanon Branch Extension	88,000 00	
City of Louisville to Lebanon Branch	225,000 00	
City of Louisville to Lebanon Branch Extension	383,000 00	
City of Louisville to Main Stem (no mortgage)	849,000 00	
		14,820,500 00
Profit and loss account		1,781,636 92
		$30,795,519 71

President,—H. D. NEWCOMB.

Vice President.—THOS. J. MARTIN.

Directors.—For one year: H. D. Newcomb, W. B. Caldwell, James Whitworth. For two years: B. F. Guthrie, Geo. H. Hutchings, P. J. Potter. For three years: Thos. J. Martin, W. H. Smith, Wm. M. Farrington.

Secretary.—WILLIS RANNEY.

Assistant Secretary.—A. M. QUARRIER.

Vice Pres't & Gen'l Sup't.—ALBERT FINK.

Delaware Bay and Bombay Hook R. R.

The Delaware Bay and Bombay Hook Railroad, which was recently seized by the sheriff of Kent County, Del., and sold for debt, was purchased by the American Dredging Company of Philadelphia for $54,800, who purchased the road to secure themselves against loss. This road, says the Wilmington *Commercial*, was built by Jay Gould, who intended it, he said, in connection with Jersey roads and proposed new lines, for a great freight route between New York and Baltimore.

A correspondent of the Wilmington *Journal*, writing from Smyrna, in relation to the sale of the above road, says:

"Jay Gould's agent who was present, did not manifest much interest in the sale of the road, only bidding, I believe, about $35,000. It is not known what will be eventually done with the road, and there is but very little speculation indulged in as to its future condition, but I think there is but little room to doubt that it will be put in running order and operated next spring. Should the Maryland and Delaware, the Kent county, and the Queen Annie's roads, together with the Smyrna and the Delaware Bay railroad, consolidate, and run passengers and freight to Bombay Hook, thence by fast steamers, to both Philadelphia and New York, I have but little doubt those roads might be made profitable, as they would surely take most of the freight and passengers that go from along the line of these roads now by the Delware railroad, and that road would be compelled to reduce both freight and passenger charges or run empty cars."

Lake Ontario Shore Railroad.

This road was sold at auction, by the Sheriff, at Oswego, on the 22d ult., and purchased in the interest of the Rome, Watertown and Ogdensburg Railroad Company for the sum of $1,950,000, gold, and $1,360 67 currency. The indebtedness of the road is said to be $2,340,161 85, gold. It is calculated that the sale will realise to the bondholders about eighty-five cents on the dollar, and wipes out the stock. The parties for whom the purchase was made are:—Moses Taylor, Samuel Sloan, Edwin F. Hatfield, Jr.; John T. Denny, Marcellus Massey, John S. Barnes, Theodore Irwin, Charles Rhodes, George B. Sloan, Talcott H. Camp, John Brisbin, James C. Ford, Christian Zabriskie. In commenting upon the sale the Oswego *Times* says:

"The Lake Ontario Shore Railroad, by this transfer, is placed in the hands of capitalists who have the means and disposition to push the enterprise to a final and speedy completion and make it an institution that will contribute to the benefit of the public as well as themselves. The work on the road is going forward, and the track will soon reach the Genesee River, and trains will probably be run to that point this fall. Next season the line will doubtless be completed to the Niagara."

☞ The St. Louis, Kansas City and Northern (late North Missouri) Railroad Co. have placed a new mortgage on their road, which will be a first lien on certain real estate at St. Louis, Kansas City, Moberly and other places, and on the eastern extension to connect with the bridge in St. Louis, and a second lien on the rest of the company's property, which is covered by a first mortgage for $6,000,000. The new bonds will bear 7 per cent interest and have 21 years to run from September 1, 1874. The proceeds are to be used for building the extension and providing better terminal facilities in St. Louis for building some 10 miles of road from the present junction with the Hannibal and St. Joseph into Kansas City, for other improvements and new equipment.

☞ The work of laying the tracks of the Jersey City and Albany Railroad, between Tappen and Haverstraw, is being rapidly prosecuted, and will be completed in a short time. On the 26th ult. the corporate authorities of Haverstraw proceeded to the office of Delos E. Culver, in Jersey City, and paid over to the officers of the railroad, $86,000 in bonds of the village, which had been voted by the citizens to aid in the construction of the road. The bonds will be immediately sold and invested in rails.

☞ A dividend of two per cent has been declared on the share capital stock of the Sandusky, Mansfield and Newark Railroad (Lake Erie division of the Baltimore and Ohio) payable on and after the 1st of October, at the office of the First National Bank of Sandusky, in par exchange, to Eastern shareholders.

☞ The Boston and Lowell and Lowell and Nashua Railroad Company have adopted Hall's system of automatic signals, and have contracted to have ten miles of their road, between Boston and Stoneham Branch junction, fully equipped with the device.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific:													
1867	38,169	51,831	69,029	81,156	96,828	121,702	174,812	181,297	200,850	212,199	128,196	76,871	1,470,061
1868	64,463	86,987	81,396	96,451	106,835	164,729	259,540	251,832	262,770	294,422	286,502	342,745	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	582,657	511,864	609,788	579,642	535,364	467,659	5,670,883
1870	418,104	394,176	488,332	633,758	768,720	729,274	783,100	697,816	787,184	828,447	777,513	583,602	7,995,116
1871	536,499	485,490	614,447	720 929	892,341	795,176	969,297	1,006,373	936,922	981,066	897,234	672,355	9,467,973
1872	592,225	571,836	875,763	949,568	1,380,928	1,138,275	1,274,510	1,271,628	1,254,689	1,285 567	1,299,900	1,037,992	12,734,729
1873	852,860	694,016	982,778	1,129,469	1,373,675	1,301 202	1,214,551	1,251,022	1,392,125	1,423,875	1,296,812	1,072,750	13,938,969
1874	848,558	794,000	867,666	1,132,000	1,360,000	1,380,000	1,258,000	1,301,000	.....	.....	.....	.....	.....
Chicago and Alton:													
1869	343,182	315,099	388,727	328,390	345,853	402,854	351.045	493,222	506 628	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418.709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	358,235	342,369	384,990	388,964	461,290	466,097	453,655	584,163	507,617	473,227	455,607	377,687	5,278,910
1872	371,708	332,902	373,217	379,879	409,264	419,196	485,352	559,682	497,261	540,756	431,315	352,604	5,156 820
1873	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	580,856	564,623	419,907	344,046	5,427,541
Chicago and Northwestern:													
1863	.....	... ...	... .	.....	.....	356.100	281,384	296,169	473,184	551,122	435,945	407.658	2,811,544
1864	278,676	317.839	390,355	421,363	466,330	565,145	480,710	519,306	669,606	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767.508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,943	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712.350	9,299,430
1867	596,147	674,664	766,398	774,280	895,712	898,656	888,214	1,063,287	1,448,942	1,541,057	1,211,530	879,900	11,632,789
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,988	1,076,674	1,281,940	1,607,479	1,670,067	1,107,084	1,001,887	13,384,471
1869	892,083	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1,306 673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,984	773,494	12,203,408
1871	555,428	602,482	774,994	787,641	1,094,104	952,899	851,846	1,099,337	1,281,574	1,047,316	1,009,236	892,422	11,908,277
1872	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,956	1,196,700	1,303,304	1,433,945	1,067,387	839,780	12,372,645
1873	752,468	765,249	967,258	1,034,023	1,256,072	1,309,578	1,240,987	1,284,094	1,071,448	1,451,827	1,039,306	1,019,591	13,816,445
1874	998,490	903,021	1,039,986	1,074,725	1,272,293	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1869	204,112	180,840	239,522	247,061	241,456	259,408	253,867	341,788	320,025	293,615	271,555	242,621	3,095,966
1870	203,089	226,807	244,182	246,046	260,169	274,021	249,255	319,012	317,887	339,230	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	296,460	281,491	288,775	314,350	360,759	374,671	338,723	340,625	317,775	3,766,343
1872	340,791	320,022	372,974	381,113	373,619	341,104	326,266	401,252	417,328	439,581	389,830	358,743	4,422,623
1873	363,921	413.043	448,924	413 443	436,469	411,260	393,806	465.502	466,796	428,893	327,804	322,590	4,887,443
1874	363,053	276,099	318,976	342,247	306,778	330,754	327,334	408,175	.....	.....	.....	.....	.....
Erie.													
1871	1,055,469	971,193	1,201,500	1,253,965	1,443,272	1,666,615	1,720,078	1,864,554	1,794,807	1,694,851	1,483,484	1,417 211	17,366,327
1872	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,468,961	1,559,023	1,525 243	1,643,464	1,743 752	1,704,374	1,392,615	18,694,096
1873	1,326 505	1 329,422	1,515.382	1,541,968	1,754,821	1,717,593	1,685,384	1,774,570	1,918,247	1,882,421	1,560,023	1,625,129	19,631,781
1874	1,462,660	1,378,775	1,418,223	1,466,550	1,687,772	1,577,945	1,443,283	.....	.....	.....	.....	.....	.....
Illinois Central:													
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,326	899,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624.744	529,617	563,598	620,228	713,162	718.722	707,992	836,041	890,287	753,184	755,486	688,131	8,401,143
1872	637,436	531,627	575,393	559,871	648,966	659,363	609,646	783,256	744,782	881,993	696,476	694,063	8,026,754
1873	602,341	597,429	660,750	553,912	636,459	742,009	654,540	769,748	884,435	797,121	636,030	703,692	8,268,326
1874	611,491	538,668	567,554	580,921	647,892	678,728	624,191	708,968	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	133,673	152,264	207,411	303,916	306,944	296,036	232,722	332,556	366,446	387,999	308,805	210,127	3,321,518
1872	189,606	191,738	300,783	322,875	341,843	322,560	329,838	367,802	349,468	449,418	314,513	273,240	3,993,183
1873	150,567	194,786	300,719	352,800	332,764	312,614	323,231	323,189	333,785	392,510	305,217	301,162	.....
Lake Shore and Michigan Southern:													
1871	1,092,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1,366,948	1,402,597	1,345,619	1,205,285	14,797,975
1872	1,339,389	1,294,710	1,466,408	1,528,250	1,479,945	1,323,476	1,225,706	1,459,360	1,635,091	1,764,788	1,558,424	1,483,480	17,591,629
1873	1,412,368	1,549,285	1,735,786	1,694,543	1,680,966	1,585,368	1,451,762	1,582,531	1,776,429	1,742,516	1,375,556	1,546,983	19,134,193
1874	1,519,249	1,305,132	1,371,845	1,593,927	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1871	130,883	126,224	140,740	113,173	119.650	115,715	118,572	137,341	166,191	175,436	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,853	158.717	154,587	149,550	162,521	191,841	208,977	207,911	204,198	2,029,927
1873	169 843	161,132	178,009	187,439	193,143	194,787	176,305	172,498	207,529	184,191	161,783	150,301	2,126,878
1874	171,028	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1869	334,120	320,636	396,527	411,514	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,451	412,030	405,283	363,187	326,891	378,890	467,960	511,447	456,873	387,897	4,755,968
1871	418,755	442.665	486,980	470,703	480,847	427,096	422,015	529,890	628,660	582,802	547,434	507,080	5,940,102
1872	411,113	384,058	449,459	488,560	487,282	398,300	402,984	469,101	536,003	641,807	487,603	464,163	5,808,117
1873	379,536	440,261	567,314	556,180	542,058	480,028	457,853	459,330	617,291	587,031	506,504	552,548	6 089,534
Milwaukee and St. Paul:													
1869	434,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,782	1,049,102	801,195	486,480	7,250 603
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	868,318	908,313	791,014	529,758	7,420,421
1871	398,760	327,431	400,149	488,884	662,806	658,017	491,113	606,557	815,346	841,150	644,025	478,298	6,660,696
1872	460,986	387,565	426,223	474,185	580,432	594,789	488,345	565,729	811,981	950,945	702 858	613,782	6,957,771
1873	334 715	423,716	455,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	813,192	9,046,124
1874	654,490	657,500	676,020	742,950	964,800	882,900	749,200	704,300	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,849	184,411	262,515	350,613	329,248	296,708	271,307	3,184,292
1870	202,447	250,617	294,874	289,550	283,221	263,326	260,449	343,196	353,677	341,273	321,459	236,106	3,435,930
1871	212,005	219,604	319,765	285,416	284,782	275,351	287,540	329,270	364,128	369,887	335,103	299,552	3,680,606
1872	256,319	238,823	303,594	305,755	289,560	304,513	285,466	315,699	338,497	384,193	337,999	260,464	3,673,682
1873	227,897	261,346	344,632	321,047	301,521	272 600	267,784	325,093	382,098	353,168	308,632	306,100	.....
Philadelphia and Reading:													
1869	479,236	525,490	755,433	904,834	899,463	930,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	814,493	893,966	617,058	569,697	1,129,459	1,241,908	1,199,094	1,143,302	899,258	9,642,127
1871	506,361	423,045	644,501	688,573	1,068,002	1,510,088	1,218,203	1,356,633	1,418,141	1,413,043	1,423,279	837,080	12,600,684
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167 008	1,071,407	1,142,241	1,190,695	1,522,847	1,127,030	801,791	12,199,746
1873	742,641	745,100	1,258,470	1,379,000	1,308,450	1,382,096	1,321,543	1,446,247	1,647,475	1,496,991	1,324,348	.....	.....
Louis, Alton and Terre Haute:													
1869	132,623	127,817	175,950	171,863	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,065	2,005,391
1870	152,393	158,788	173,216	173,247	156,961	150,719	129,567	167,305	158,627	163,295	152,909	187,794	1,871,081
1871	148,468	124,810	154,697	140,302	134,390	138,761	153,471	165,107	188,442	186,480	152,515	162,995	1,786,947
1872	164,525	137,678	162,336	166,134	148,279	133,503	123,994	169,459	179,457	216,171	177,327	158,700	1,927,471
1873	144,209	159,454	177,514	170,218	161,300	165,260	151,532	165,610	178,302	200,646	132,892	132,752	1,942,659
St. Louis and Iron Mountain:													
1870	92,181	95,610	108,033	103,716	117,635	116,242	107,824	126,012	127,412	128,776	124,688	123,943	1,372,266
1871	126,218	122,373	144,553	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,645,768
872	173,707	156,292	181,055	178,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	153,254	229,260	208,140	230,300	196,490	179,261	208,190	205,500	186,445	160,900	122,687	2,228,647
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	236,825	260,529	293,344	253,833	434,209	450,203	429,980	323,270	309,420	4,013,206
1869	284,196	240,895	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,360	328,377	434,284	4,242,343
1870	257,664	298,645	295,279	316,699	340,892	348,633	322,756	466,481	508,043	451,294	425,687	515,218	4,454,464
1871	366,175	328,791	393,455	443,611	453,960	439,819	383,994	542,079	558,817	600,395	531,180	516,935	5,736,609
1872	439,780	431,949	460,646	447,311	510,792	462,868	434,465	614,125	565,811	621,351	469,241	466,951	5,944,570
1873	370,290	405,110	471,301	446,527	470,598	541,191	483,399	642 209	593,504	535,251	418,928	482,767	5,864,076
1874	423,343	400,984	404,699	447,855	420,719	.....	.....	478,475	... ...	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,943	706,602	23,500	617,685	755,467	990,065	837,288	716,929	5,709,189
1870	528,529	500 139	539,238	706,603	802,586	746,450	643,058	664 051	728,521	719,698	570.168	505,053	7,664,096
1871	479,573	373,925	469,809	534,540	724,469	728,174	673,698	681,395	800,402	777,382	708,143	469,983	7,521,693
1872	278,936	534,115	565,861	741,802	980,442	835,460	742,382	789,567	883,754	980,706	915,727	757,851	8,862,606
1873	523,975	491,784	709,256	881,266	1,007,851	969,863	876,833	887,277	1,065,987	1,170,586	970,660	758,831	10,296,104
1874	620,715	607,990	687,026	824,954	910,065	902,881	850,142	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'73	9.50	114	40	Albany.....N.Y.	190,590	190,000	59,000		101,301	26,019	8	100	100	...
Sept. 30,'73	1.04	....	....	Albany st. Freight (B'ton).Mass.	48,709	75,000			7,229	894		100	100	....
Oct. 31, '7	25.00	440	78	Atlantic Avenue (Bklyn)..N.Y.	725 723	680,000	456,800	32,296	266,857	42,314		100	100	....
Oct. 31, '7	7.5	307	94	Avenue C (N. Y. City)...N.Y.	540,360	500,000	900,000	109.019	230,082	32,540		100	100	....
Sept. 30,'73	11.83	344	50	Baltimore City (Balt.).....Md.	1,038,456	1,000,000		98,000			3	25	25	19
Dec. 31, '73	7.5	307	94	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,801,673	900,000	694,000	46,850	257,704	37,697		100	100	....
Sept. 30,'73	22.01	400	90	Boston and Chelsea.....Mass.	110,000	110,000			8,800	7,789	7.7	100	100	....
Sept. 30,'73	4.63	....	....	Boston & West Roxbury.Mass.	56,133	41,000						100	100	....
Sept. 30,'73	1.25	....	....	Broadway (Brooklyn).....N.Y.	378,029	200,000	100,000	52,305	180,504	43,404	12	100	100	....
Sept. 30,'73	13.88	294	90	B'dway & 7th Av.(N.Y.C.)N.Y.	3,847,159	2,100,000	1,500,000	200,000	920,158	284,449	6	100	100	....
Sept. 30,'73	24.25	1098	135	Brooklyn, Bath & Coney I.N.Y.	245,043	180,000	80,000		65,906	30,566		100	100	....
Sept. 30,'73	7.00	....	12	Brooklyn City.....N.Y.	2,424,800	2,000,000	300,000	90,000	1,496,294	306,196	14	100	100	....
Sept. 30,'73	61.50	1922	401	Brooklyn City & Newtown.N.Y.	513,273	300,000	400,000	32,353	197,186	66,122		100	100	....
Sept. 30,'73	13.50	242	68	Brooklyn, Cross-Town.....N.Y.	663,517	300,000	300,000	40,765	167,843	27,229		100	100	....
Sept. 30,'73	19.83	200	50	Buffalo street.....N.Y.	525,984	100,000	421,119	86,276	324,209	137,407		100	100	....
Sept. 30,'73	17.64	302	83	Bushwick (Brooklyn).....N.Y.	389,971	300,000	102,000	2,628	44,406			100	100	....
Sept. 30,'73	11.13	142	26	Cambridge (Boston).....Mass.	800,500	800,500	150,000		73,486	73,486	9	100	100	102
Sept. 30,'73	29.19	....	....	Central City (Syracuse).....N.Y.	29,473	21,130	6,000		20,164	14,094	12	100	100	....
Sept. 30,'73	1.70	....	4	Cen. P., N. & E.R. (N.Y.C.)N.Y.	1,948,585	1,667,700	1,200,000	8,857	909,098	342,290		100	100	....
Sept. 30,'73	24.00	960	128	Citizens' (Pittsburg).....Pa.	270,671	184,000			184,298	76,365	16	50	46	....
Oct. 31, '73	9.00	208	40	Citizens' (Phila.).....Pa.	212,320	192,750		1,000	300,145	95,884	17½	50	19½	....
Oct. 31, '73	7.25	350	50	Coney Island (Brooklyn)...N.Y.	698,806		368,900	39,924	221,891	51,196		100		....
Sept. 30,'73	20.40	240	24	Dry Dock, E.B.&B.(N.Y.C)N.Y.	2,090,847	1,200,000	1,000,000		1,275,623	340,633	8	100	100	....
Sept. 30,'73	10.70	960	127	Dunkirk and Fredonia.....N.Y.	43,609	35,100			4,111	4,111	8	100	100	....
Sept. 30,'73	3.50	14	3	Easton and S. Easton .....Pa.	25,962	29,562			10,946	3,320		25	16	....
Oct. 31, '73	1.62	14	4	Eighth Avenue (N.Y.City)N.Y.	1,683,574	1,000,000	203,000	66,200	798,040	149,564	12	100	100	....
Sept. 30,'73	9.50	1002	120	Erie City.....Pa.	36,997	19,807	20,000	2,341	13,287	2,184		50	42	....
Oct. 31, '73	2.32	24	6	Federal St. & Pi. Val. (Pbg.).Pa.	132,842	66,250	90,000		45,785	9,000		25	22	....
Oct. 31, '73	5.50	60	23	Fifth Ward (Syracuse).....N.Y.	44,766	29,335	10,000	2,150	13,699	1,673		100	100	....
Sept. 30,'73	2 60	18	6	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,954 679	748,800	236,000	29,301	586,757	293,048	9	100	100	....
Sept. 30,'73	19.26	891	88	Frankford & Southwark(Ph.)Pa.	344,171	498,200	290,500		412,325	91,138	10	50	50	56
Oct. 31, '73	17.04	289	56	Genesee & Water St.(Syr.)N.Y.	67,017	42,500	14,200		31,588	19,095	5	100	100	....
Sept. 30,'73	4.00	....	5	Germantown (Phila.).....Pa.	562,270	307,545	340,000		405,614	97,884	6	50	31	....
Oct. 31, '73	32.75	366	84	Gr'd st. & Newtown (Bk'n)N.Y.	310,443	170,000	90,000	12,878	107,824	22,093		100	100	....
Sept. 30,'73	7.75	182	37	Gr'd St. Prosp. Pk.& Flatb..N.Y.	437,011	200,000	200,000	37,028	80,086	1,016		100	100	....
Sept. 30,'73	8.00	200	40	Green and Coates st. (Phila.).Pa.	244,441	150,000	100,000		180,268		4	50	30	50½
Oct. 31, '73	7.25	200	42	Harrisburg City.....Pa.	60,250	41,994	12,500	1,604	7,185			25	25	....
Sept. 30,'73	2.12	10	4	Harlm.Br.,Morr. & F'dham.N.Y.	287,202	29,100	135,000		80,000	18,891		100	100	....
Oct. 31, '73	11.06	140	26	Hest., Mant. & F'mount (Ph.)Pa.	388,466	299,423	100,000	27,000	292,610	71,442	9	50	50	19½
Sept. 30,'73	11.00	378	80	Jamaica, Woodh'n & BklynN.Y.	100,000	100,000			23,132	1,970		100	100	....
Sept. 30,'73	6.25	97	26	Kingston and Rondout.....N.Y.	83,285	75,000			24,792	5,161	5	100	100	....
Sept. 30,'73	3.25	33	9	Lombard and South st. (Ph.).Pa	170,402	105,000	62,500		99,104	35,905	10	25	12½	....
Oct. 31, '73	6.01	117	20	Lowell Horse.....Mass.	81,704	80,000		3,500	34,127	2,597		100	100	....
Sept. 30,'73	4.04	50	12	Lynn and Boston .....Mass.	277,581	200,500	50,000	43,697	164,270			100	100	....
Sept. 30,'73	11.42	289	35	Malden and Melrose (Btn). Mass.	60,246	165,500	75,000					100	100	....
Sept. 30,'73	3.60	....	....	Medford & Charlest. (Btn).Mass.	34,600	21,000	5,000		2,240	819		100	100	....
Sept. 30,'73	3.48	....	....	Merrimac Valley.....Mass.	63,000	50,000			34 845	656	4	100	100	....
Sept. 30,'73	5 26	65	16	Metropolitan (Boston).....Mass.	2,371,609	1,500,000		589,390	982,854	91,633	3	100	100	43
Sept. 30,'73	46.29	1220	204	Middlesex (Boston).....Mass.	679,675	400,000	184,500	153,822	225,893	26,112		100	100	....
Sept. 30,'73	16.24	285	53	Mohawk and Ilion.....N.Y.	17,500	15,000			5,496	2,400	16	100	100	....
Sept. 30,'73	1.76	4	2	New York Elevated .....N.Y.	1,500,000	754,200		91,848	64,602			100	100	....
Sept. 30,'73	4 90	....	....	Ninth Avenue (N. Y. City)N.Y.	999,109	797,320	207,000	13,648	95,704	3,762		100	100	....
Sept. 30,'73	6.10	200	27	Northampton & Wmbury. Mass.	50,000	50,000		6,499	5,832			100	100	....
Sept. 30,'73	3.24	10	2	North 2d St. & Middle Vil.N.Y.	200,766	134,500	25,000	46,457	65,641	570		100	100	....
Sept. 30,'73	10.88	129	30	North Woburn (Boston)...Mass.	35,310	20,800			1,924	1,879		100	100	....
Sept. 30,'73	2.74	7	2	Orange and Newark .....N.J.	1,038,756	290,300	700,000	123,656	219,171	15,965		100	100	....
Dec. 31, '73	11.71	191	42	Park Avenue (Brooklyn)..N.Y.	369,425	200,000	200,000	77,000	126,727	42,908		100	100	....
Sept. 30,'73	14.49	142	37	Peoples' street (Scranton)...Pa.	140,387	125,000			36,447	13,407	4	100	100	....
Oct. 31, '73	9.64	40	17	Philadelphia City (C.& W.).Pa	454,397	225,000	200,000	39,397	347,282	118,632	10	50	50	74½
Oct. 31, '73	15.00	396	75	Philadelphia and Darby.....Pa.	257,000	200,000					4	20	20	....
Oct. 31, '73	6.00	60	16	Philadelphia & Gray's Ferry.Pa.	299,127	200,175		6,500	124,472	38,750	10	50	25	20½
Oct. 31, '73	14.07	114	28	Pbg., Allegheny & Manchest.Pa.	161,752	200,000	48,000	336	149,066	54,721	10	50	50	....
Oct. 31, '73	8.75	116	37	Pittsburg and Birmingham..Pa.	136,239	120,000	50,000	11,549	71,062	650		50	50	....
Oct. 31, '73	6.60	100	19	Pbg, Oakland & E. Liberty..Pa.	125,449	130,000	50,000	22,636	42,949	6,850		50	50	....
Oct. 31, '73	7.50	75	15	Pittsburg and Ormsby.....Pa.	83,487	100,000	40,000	1,616	37,238			25	25	....
Sept. 30,'73	4.50	58	9	Poughkeepsie City .....N.Y.	121,706	72,250	26,000	28,500	21,539	1,801		100	100	....
Oct. 31, '73	8.00	142	11	Ridge Avenue (Ph.)..... Pa.	414,512	336,000	35,000	4,772	244,658	65,485	3	50	28	42½
Sept. 30,'73	13.50	254	40	Rochester and Brighton ....N.Y.	162,596	70,000	20,000	33,500	118,947	60,951	10	100	100	....
Sept. 30,'73	12.00	120	27	Salem street.....Mass.	203,735	150,000	35,000	1,800			6	100	100	....
Sept. 30,'73	7.84	84	20	Schuylkill River (Phila.) ....Pa.	47,465	50,000					10	50	50	....
Oct. 31, '73	3.47	....	....	Second Avenue (N.Y. City)N.Y.	2,511,743	1,180,500	1,220,000	84,988	681,434	171,112	8	100	100	....
Sept. 30,'73	21.00	1021	137	2d and 3d street (Phila.).....Pa.	706,265	621,576			644,545	69,873	10	50	31	66
Oct. 31, '73	39.50	560	96	17th and 19th street (Phila.)..Pa.	186,694	160,000	100,000	10,306	152,406	36,467	4	50	16	....
Oct. 31, '73	6.75	246	42	Sixth Avenue (N.Y. City)..N.Y.	2,161,960	750,000	415,000	80,000	968,434	143,960	10	100	100	....
Sept. 30,'73	8.38	324	102	Somerville horse (Boston).Mass.	98,000	98,000			5,880	5,880	7½	100	100	....
Sept. 30,'73	4.03	....	....	South Boston.....Mass.	450,000	450,000			289,309	31,089		100	100	66
Sept. 30,'73	7.58	330	62	South Brooklyn & Park....N.Y.	259,186	150,000	100,000	19,527	49,380	3,486		100	100	....
Sept. 30,'73	6.50	80	21	Springfield street.....Mass.	99,586	50,000		7,675	22,364	2,292		100	100	....
Sept. 30,'73	2.71	32	6	Stoneham street (Boston)..Mass	38,744	33,000			2,100	1,779	5	100	100	....
Sept. 30,'73	2.63	20	5	Staten Island Shore.....N.Y.	31,000	31,000			18,873			100	100	....
Sept. 30,'73	8.60	95	13	Syracuse and Geddes.....N.Y.	23,578	25,000	25,000		17,225	6,370	7	100	100	....
Sept. 30,'73	2.00	21	7	Syracuse and Onondaga ...N.Y.	50,150	37,000		10,000	13,748	3,955	1	100	100	....
Sept. 30,'73	2.60	16	4	Taunton street.....Mass.	53,414	40,000		7,500	23,671	5,257	10	100	100	....
Sept. 30,'73	4.32	40	8	10th & 11th st. (Citizens')...Pa.	212,320	192,750		1,000	300,145	95,884	17½	50	19½	62½
Oct. 31, '73	7.25	360	50	Third Avenue (N. Y. City).N.Y.	3,757,365	2,000,000	2,000,000		2,140,826	549,310	5½	100	100	....
Sept. 30,'73	18.00	2112	267	13th and 15th streets (Phila.).Pa.	227,326	334,529			155,097	37,581	12	50	16½	23½
Oct. 31, '73	6.50	198	33	Troy and Albia.....N.Y.	74,537	44,780	35,160	707	21,051	3,902		100	100	....
Sept. 30,'73	6.27	35	8	Troy and Lansingburg.....N.Y.	328,387	250,000	95,000	9,352	170,056	19,859		100	100	....
Sept. 30,'73	11.38	226	51	23d street (N.Y. City).....N.Y.	702,757	600,000	250,000		98,931	31,365		100	100	....
Sept. 30,'73	8.00	76	10	Union street (Boston).....Mass.	472,035	355,500	17,500	132,108	478,742	13,984		100	100	108
Sept. 30,'73	....	731	97	Union (Phila.).....Pa.	1,032,514	400,000	580,000		682,502	77,201	26	50	20	....
Oct. 31, '73	30,00	687	118	Union (Providence).....Pa.	828,329	614,300	75,000	130,029	416,098	72,811	2	100	100	....
Sept. 30,'73	29 60	597	89	Utica, Clinton & Bingham.N.Y.	322,763	121,400	200,000		45,450	4,893		100	100	....
Sept. 30,'73	13.13	93	14	Van Brunt st (Brooklyn)...N.Y.	37,000	75,000	16,000		22,013	6,356	3½	100	100	....
Sept. 30,'73	2.50	18	6	Waltham and Newtown...Mass.	36 974	30,000		14,316	7,659	2,540	4	100	100	....
Sept. 30,'73	3.11	12	3	Watervliet (Albany) .....N.Y.	242,347	240,000	130,000		104,231	1,977		100	100	....
Sept. 30,'73	14.50	150	25	West Philadelphia.....Pa.	591,348	400,000	100,000		462,477	129,289	15	50	50	....
Oct. 31, '73	15.50	507	76	Wilkesbarre and Kingston...Pa.	94,833	100,000			23,551	5,934	4	50	50	....
Oct. 31, '73	4.50	16	7	Winnisimmet (Boston)... Mass.	62,153	50,400			2,802	2,438		100	100	....
Sept. 30,'73	3.38	....	....											

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal Payable.	Market Price
	$	pc			
Albany: 1st Mortgage.....	50,000	7	J.& J.	1883	....
Atlantic (Bklyn) Ave.: 1st Mortgage.....	115,000	7	A&O.	1881	....
2d Mortgage.....	100,000	7	A&O.	1884	....
3d Mortgage.....	166,000	7	J.& J.	1885	....
Avenue C: 1st Mortgage.....	900,000	7	A&O.	1896	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1890	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.&D.	1882	....
Broadway and 7th Avenue: 1st Mortgage.....1,	500,000	7	J.&D.	1894	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	1890	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1893	....
Brooklyn City & Newtown: 1st Mortgage.....	460,000	7	J.&D.	1879	....
Brooklyn Cross-Town: 1st Mortgage.....	300,000	7	J.& J.	1888	....
Buffalo Street: 1st Mortgage.	400,000	7	M&N	1903	....
Bushwick: 1st Mortgage.....	102,000	7	J.& J.	1889	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1881	....
Central Park, N & E. River: 1st Mortgage.....	550,000	7	F& A	1892	....
2d Mortgage.....	650,000	7	M&N	1890	....
Coney Island & Brooklyn: 1st Mortgage.....	307,000	7	J.& J.	1887	....
D. Dock, E.Bdw. & Battery: 1st Mortgage.....1,	000,000	7	J.&D	1885	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	1890	....
Empire: 1st Mortgage.....guar.	150,000	7	J.& J.	1890	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	236,000	7	A.&O	1878	....
Federal St. & Pleasant Val.: 1st Mortgage.....	25,000	7	A&O.	1878	....
2d Mortgage.....	50,000	7	J.& J.	1881	....
Frankford and Southwark: 1st Mortgage.....	156,500	7	J.& J	1877	....
2d Mortgage.....	100,000	7	M&N	1891	....
Germantown: 1st Mortgage.....	250,000	7	J.&D.	1879	....
2d mortgage	100,000	7	.....	1884	....
Green and Coates street: 1st Mortgage.....	100,000	7	J.& J.	1878	....
Grand St. & Newtown: 1st Mortgage.....	90,000	7	A.&O	1887	....
Grand st. P. P. & Flatbush: 1st Mortgage.....	200,000	7	J.& J.	1891	....
Harl. Br., Morris'a & Fordh.: 1st Mortgage.....	135,000	7	J.& J.	1889	....
Hestonv., Mantua & Fairm.: 2d Mortgage.....	125,000	7	J.&D.	1880	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.& J.	1888	....
Lynn and Boston: 1st Mortgage.....	50,000	6	A&O.	1879	....
Malden and Melrose: 1st Mortgage.....	75,000	6	A&O.	1885	....
Middlesex (Boston): 1st Mortgage sinking fund	90,500	6	J.& J.	1894	....
2d Mortgage.....	60,000	6	A.&O	1880	....
3d Mortgage.....	25,000	7	M&N	1874	....
Ninth Avenue (N. Y.): 1st Mortgage.....	207,000	7	J.& J.	1876	....
Orange and Newark: 1st Mortgage.....	200,000	6	J.& J.	1881	....
2d Mortgage.....	500,000	7	J.& J.	1883	....
Park Avenue (Bkly): 1st Mortgage.....	200,000	7	M&N	1888	....
Philadelphia City: 1st Mortgage.....	200,000	7	J.& J.	1881	....
Second Avenue (N. Y.): 1st Mortgage.....	350,000	7	J.&D.	1877	....
2d Mortgage.....	200,000	7	F.&A	1876	....
3d Mortgage.....	160,000	7	A.&O	1885	....
Conv. bonds.....	520,000	7	M&N	1888	....
17th and 19th street (Ph.): 1st Mortgage.....	15,000	6	J.& J.	1873	....
2d Mortgage.....	60,000	6	A&O.	1878	....
Sixth Avenue (N. Y.): 1st Mortgage.....	415,000	7	J.& J.	1890	....
South Brooklyn and Park: 1st Mortgage.....	100,000	7	J.& J.	1892	....
Third Avenue (N. Y.): 1st Mortgage.....2,	000,000	7	J.& J.	1890	....
Troy and Lansingburg: 1st Mortgage.....	95,000	7	J.& J.	1782	....
Union (Phila.): 1st Mortgage.....	300,000	6	J.& J.	1845	....
2d Mortgage.....	300,000	7	J.& J.	1861	....
Union (Prov. R. I.): 1st Mortgage.....	75,000	6	J.& J.	1892	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.&D.	1889	....
Watervliet: 1st Mortgage.....	120,000	7	A&O.	1887	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3,280,000	J. & J.	July '74 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '73 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " guar.100	786,476	M. & N.	Nov. '73 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Sept. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Genesee & Mt. M.*100	194,250	A. & O.	Oct '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '74 5
Washington Br. 100	1,650,000	A. & O.	Apl. '74 5
Parkersburg Br. pref... 50	5,680,685	— & —	.....
Berkshire* 100	600,000	J.A.J.&O.	Oct. '74 0
Biossburg & Corning*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N	May '74 5
Bos., Clin. & Fitchb. pref.100	623,200	— & —	.....
Agricultural Br guar...100	60,000	J. & D	June '74 3
Bost., Cong. & Mont.*pref100	800,000	M. & N.	May '74 3
Boston and Lowell.....500	2,852,900	J. & J.	July '74 3½
Boston and Maine.....100	6,816,807	M. & N.	May '74 4
Boston and Providence..100	3,950,000	M. & N.	May '74 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A.	Feb. '74 3½
Burlington and Mo. Riv.100	5,630,000	M. & S.	Sept. '74 5
" " pref.100	1,485,900	M. & S.	Sept. '74 5
Camden and Amboy* ...100	5,847,800	J.A. J.O.	Oct. '74 2½
Camden and Atlantic.... 50	451,701	— & —	Oct. '74 3½
" " pref. 50	763,549	— & —	Oct. '74 7
Cape Cod 50	1,020,330	J. & J.	Jan. '72 2½
Cape May and Millville* 50	447,000	J & D.	Dec. '73 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa*..... 50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	May '74 3½
Cayuga and Susq.*..... 50	889,116	J. & J.	July '74 5
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	May '74 1½
" " pref.100	769,600	F. & A	Aug. '74 3½
Central of Georgia.....100	4,666,800	J & J.	July '73 5
Central of New Jersey..100	27,000,000	J. A. J. O.	Oct. '74 2½
Central Ohio*..... 50	2,425,000	J & D.	June '74 3
" pref..... 50	400,000	J. & D.	June '74 3
Central Pacific 100	54,275,500	.....	Aug. '74 5g
Chemung*..... 100	350,000	J.A.J.&O.	Oct. '73 1½
Cheshire, preferred 100	2,100,000	J. & J.	July '74 2
Chicago and Alton..... 100	8,929,900	M. & S.	Sept. '74 5
" " pref...100	2,425,400	M. & S.	Sept. '74 5
Chicago, Burl. & Quincy.100	19,897,000	M. & S.	Sept. '74 3
Chicago, Iowa & Nebras*130	3,916,300	J. & J.	July '74 4
Chicago & N. Western..100	14,903,080	J. & D.	Dec. '72 3½
" pref.100	21,444,113	J. & J.	July '75 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Oct. '74 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.* ... 50	2,980,550	— & —	Apl. '72 10s
" pref... 50	429,046	M. & N	May '74 2
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Aug. '74 4
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '74 5½
Cleveland & Pittsburg*.. 50	11,236,150	F.M.A.N	Aug. '74 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*... 5	1,786,800	M.J.S.D.	June '74 2
Colum. & Hocking Val..100	2,500,000	F. & A	Feb. '74 5
Concord 50	1,500,000	M. & N.	May '74 5
Concord and Porte*.....100	350,000	J. & J.	July '74 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A.	Aug. '74 3
Connecticut River..... 10	1,950,000	J. & J.	July '74 5
Cumberland Valley 5	1,494,250	A. & O.	Apl. '74 4
Danbury and Norwalk . 50	600,000	M. & N.	Nov '73 6
Delaware*..... 50	1,220,941	J. & J.	July '74 3
Del., Lackaw. & Westn. 50	18,868,850	J.A.J.O.	Oct. '74 2½
Detroit & Milwaukee *.. 50	822,140	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	A. & O.	Oct. '74 2
East Pennsylvania* 50	1,509,200	J. & J.	July '74 3
East Mahanoy * 50	392,950	J. & J.	July '74 3
Eastern (Mass.).....100	4,282,600	J. & J.	July '73 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*.100	500,000	F. & A.	Feb. '74 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '74 2½
" " pref. 50	500,000	J. & J.	July '74 3½
Erie Railway 100	78,000,000	.....	Oct. '73 1
" pref.....100	8,536,910	.....	Oct. '73 1½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Mar. '74 1½
Fitchburg 100	4,000,000	J. & J.	July '74 4
Georgia 100	4,166,000	J. & J.	Apl. '74 4
Grand River Val.* guar.100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.)....100	19,237,404	A. & O.	Apl. '74 1½
Hannibal & st. Joseph.*100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual.	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	May '74 5
Harlem Extension..... 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '73 3½
Housatonic, pref. 100	1,180,000	J. & J.	July '74 4
Huntingdon & Bd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. & J.	July '68 3½
Illinois Central 100	25,280,510	F. & A.	Aug. '74 4
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	J. & J.	July '74 2
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A.J.O.	July '74 1½
Joliet & North. Indiana*100	300,000	J. & J.	July '74 4
Lake Shore & Mich. So...100	49,466,560	F. & A.	Aug. '73 4
" " (guar.).100	653,500	F. & A.	Feb. '74 5
Lawrence*..... 50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna. 50	3,789,800	M & N.	May '67 5
Lehigh Valley 50	21,916,85-	J.A. J.O.	July '74 2½
Little Miami.*..... 50	5,871,45-	J.A. J.O.	Apl. '74 2
Little Schuylkill*..... 50	2,648,100	J. & J.	July '74 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island..... 50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,623,488	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '74 4½
Louisville & Nashville..100	8,930,600	F. & A.	Feb. '74 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200 000	A. & O.	Oct. '74 3
Lykens Valley 20	600,000	F.M.AN	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '75 5
Maine Central..... 100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	May '74 5
Marietta & Cincinnati... 50	1,372,991	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,388	M. & S.	Sep. '66 3s
Massawippi*..... 100	400,000	F. & A.	Feb. '74 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	18,728,204	J. & J.	Jan. '73 4s
Mill Creek & Mtchill*. 50	3,3.3,375	J. & J.	July '74 5
Milwaukee and St. Paul..100	15,399,261	J. & J	Dec. '70 7s
" " pref.....100	12,274,483	F. & A	Aug'74 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '74 3½
Morris and Essex*..... 50	14,008,100	J. & J	July '74 3½
Nashua and Lowell..... 100	800 000	M. & N.	May '74 5
Naugatuck 100	1,881 900	F. & A.	Aug. '74 3½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept. '74 5
Newark and N. York*.... 100	977,400	J. & J.	Jan. '74 3½
N. Bedford 100	1,518,500	M. & N.	May '74 4
N. Castle & Beaver Val.* 50	1,800,000	J.A. J.O.	July '74 2½
N. Haven & Northamp...100	605,000	J.A. J.O.	Sept '72 3
New Jersey*..... 100	7,295,200	J.A. J.O.	Oct. '74 2½
New London Northern*.100	1,418,800	J.A.J. O.	Oct. '74 2
N.Y. Cen. & Hudson R..100	89,428,330	A. & O.	Oct. '74 4
New York and Harlem..100	8,500,000	J. & J.	July '74 4
" " pref.100	1,500,000	J. & J.	July '74 4
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	July '74 5
N. Y., Provid. & Boston.100	2,000,000	J.A. J.O.	Oct. '74 2½
Nieg. Bridge & Canand*100	1,000,000	J. & J.	July '74 3
North Carolina*..... 100	4,000,000	Irregular.	Jan. '73 3
N. Eastern (N. C.) prof..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3,473,500	January.	Jan. '74 5s
Northern Central 50	5,342,006	M. & N.	July '74 3½
N rthern N. Hampsh....100	3,068,400	J. & D.	June '74 4
Northern New Jersey*...100	1,080,000	J. & J.	July '74 4
Norwich & Worcester*..100	2,823,400	J. & J.	July '74 5
Ogdensh & L. Champl.*100	3,077,800	J. & J.	July '74 3
" " pref.100	2,000,000	A. & O.	Oct. '74 4
Ohio and Mississippi.....100	19,995,847	J.A. J.O.	.....
" " pref.100	4,024,474	J. & D.	Dec'72 3½
Oil Cr. & Allegheny R.... 50	4,259,450	J.A. J.O.	Jan. '74 3
Old Colony & Newport..100	6,297,900	J. & J.	July '74 3½
Oswego and Syracuse*..100	483,400	F. & A.	Feb. '74 3
Pacific of Missouri.....100	8,635,750	J.A. J.O.	Oct. '74 3
Panama..... 100	7,000,000	J.A. J.O.	Oct. '74 3
Paterson and Hudson*..100	630,000	J & J.	July '74 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	249,000	J. & J.	Jan. '74 4
Pember. & Hightstown*. 50	242,150	J. & J.	Jan. '74 3
Pennsylvania 50	68,144,475	M. & N.	May '74 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '74 4
Philadelphia and Erie*. 50	4,004,800	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	July '74 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Sept. '74 3
Philadelphia & Reading 50	32,684,375	J.A. J.O.	Oct. '74 2½
" " pref... 50	1,551,800	J.A. J.O.	Oct. '74 2½
Phila. and Trenton*.....100	1,299,100	J.A. J.O.	Oct. '74 2½
Phila., Wil. & Balt..... 50	11,495,750	J. & J.	July '74 3
Pittsb., Ft. W. & Chi.*..100	19,714,285	J.A. J.O.	Apl. '74 1½
" Special Imp.100	2,000 000	J.A. J.O.	Apl. '74 1½
Pittsfield & N. Adams...100	440,000	J. & J.	July '74 3
Portland and Kennebec.100	616,700	J. & J.	July '74 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm....100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces....100	2,000,000	J. & J.	July '74 3
Raleigh and Gaston.....100	1,400,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '74 4
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '74 3½
Rutland*..... 100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Aug'74 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " " pref.100	2,040,000	July.	July '74 3
St. Louis and Iron Mt..100	10,000,000	F. & A.	Feb. '74 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" " pref.100	12,000,000	.....	.....
Saratoga and Schenec.*..100	300,000	A. & O.	Nov. '72 4
Schuylkill Valley* 50	576,050	J. & J.	Apl. '74 3½
Seaboard and Roanoke..100	1,151,400	J. & J.	July '74 2½
Shamokin V. & Pottsv.* 50	859,450	M & N.	Nov. '70
Shore Line*..... 100	995,800	F. & A.	July '74 3
South Branch (N. J.)*....	488,800	J. & J.	July '74 3½
South Carolina 100	4,819,276	F. & A.	Jan. '72 3
South Western, (Ga.) *..100	3,999,900	F. & A.	Feb. '72 1
Staten Island..... 100	650,000	J. & J.	July '74 3
Stockbridge and Pitts.*..100	443,700	J. & J.	July '67 4
Stony Brook*..... 100	267,900	J. & J.	July '74 3½
Summit Branch*..... 50	2,502,250	M. & N.	May '72 1
Sussex (N. J.)..... 100	317,850	F. & A.	Feb. '74 3
Syr., Bingham. & N.Y.*100	1,670,152	J. & J.	Jan. '72 2½
Taunton Branch 100	500,000	— & —	.....
Terre Haute & Indiana.100	1,933,150	J. & J.	Jan. '74 5
Tol., Peo. & Warsaw*.....100	1,722,000	F. & A.	Aug. '74 5
Tol., Wab. & West. pref.100	1,000,000	— & —	Jn. '70 11-4
Troy and Greenbush*....100	274,400	M & N.	May '74 3½
Union and Black River....100	1,666,000	J. & D.	Dec. '71 3½
Vermont and Canada*....100	2,500,000	J. & J.	Dec. '72 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$2,860,000	A. & O.	Oct. '74 2
Warren (N. J.).....100	1,800,000	J. & D.	Dec. '73 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey..... 100	1,559,750	F. & A.	Feb. '74 4
Winchester & Potomac*100	180,000	J. & J.	July '74 3
Winchester & Strasburg*100	500,000	J. & J.	July '74 3½
Worcester and Nashua.. 75	1,400,556	J. & J.	July '74 4½
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	..... 2½
Baltimore City..... 100	800,000	— & —	Jan. '74 3
Bleecker st. & F Fy.(NY)100	900,000	— & —	.....
Boston and Chelsea..... 100	110,000	A. & O.	Oct. '74 4
Broadway (Brooklyn)....100	900,000	J. A. J.O.	Apl. '73 4
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jun. '70
Brooklyn City 100	1,500,000	F.M.A.N	May '74 5
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica....100	488 100	— & —	.....
Bushwick (Brooklyn)....100	892,000	J. & J.	July '71 3½
Cambridge..... 100	727,800	A. & D.	Oct. '74 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	600,000	J. & J.	July '74 2
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 3
Coney Island & Brookl..10 0	600,000	— & —	.....
D. Dock, R. B'dw. & Bat..100	1,200,000	F.M.A.N	Feb. '74 2
Eighth Avenue (N.Y.)....100	1,000,000	J.A. J.O.	Oct. '71 5
Elizabeth and Newark ..100	200,000	— & —	.....
42nd St. & G. St. Ferry ..100	748,000	J. & J.	July '74 3½
Frankf. & Southw. (Ph.) 50	491,750	J. & J.	July '74 5
Germantown (Ph.)..... 50	1,00 000	J. & J.	July '74 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton.... 100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '74 4
Hoston, Mantau & Fairm. 50	2,050,000	J. & J.	July '74 1½
Lomb. & South Sts. (Ph.) 25	105,000	A. & O	Oct. '71 5
Lynn and Boston..... 100	250 000	— & —	.....
Malden and Melrose..... 100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	M. & N.	July '74 3½
Middlesex (Boston)..... 100	400,000	A. & O.	Apl. '73 4
Ninth Avenue (N. Y.)....100	197,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '74 5
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry. 50	284,775	J. & J.	July '74 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	588,100	J.A. J.O.	Oct. '73 2
Second & Third St. (Ph.) 10	962,100	J. & J.	July '74 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '74 2
Sixth Avenue (N. Y.)....100	750,000	M & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '74 1½
Somerville (Boston) 100	75,000	M. & N.	May '74 3
South Boston 100	400,000	J.A. J.O.	Oct. '74 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.)..... 50	400,000	J. & J.	July '74 8
West Philadelphia..... 50	400,000	J. & J.	July '74 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '73 3
Chesapeake and Ohio 25	3,229,594	— & —	.....
Delaware Division..... 50	1,623,350	F. & A	Aug '74 4
Delaware and Hudson.... 100	15 000,000	F. & A	Aug. '74 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	Oct. '74 2½
Erie of Pennsylvania.... 50	64,080	— & —	.....
Lehigh Coal & Navigat.. 50	9 390,350	J.S.D.M.	Sept. '74 2
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
" Morris (consolidated).... 100	1,025,900	F. & A.	Aug. '72 2
" (preferred)..... 100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,297	F. & A	July'74 30s
" " (pref.). 50	2,888,977	F. & A.	July '74 60s
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,997,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 —
MISCELLANEOUS.			
Adams Express..... 100	10,000,000	M.J. S.D.	Sept. '74 2
American Coal..... 25	1,500,000	M. & S.	Mar. '74 4
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship 100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	800,000	J. & D.	Dec'66 85c
Canton..... 25	731,250	— & —	.....
Consolidation(Md.)Coal.100	16,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron.100	800,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,936,800	— & —	.....
" pref..... 100	6,998,400	— & —	.....
" certif..... 100	2,324,600	J. & J.	.....
Pacific Mail Steamsh'p..100	20,000,000	M.J. S.D.	Sep. '69 6
Pacific and Atlantic Tel. 25	3,000,000	.....	.....
Pennsylvania Coal 50	4,000,000	F.M.A.N	May '74 3
Pullman Palace Car..... 100	4,000,000	F.M.A.N	May '74 3
Quicksilver, common ...100	8,700,000	— & —	.....
" preferred ...100	4,350,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	July '74 3
Spruce Hill Coal 10	1,000,000	— & —	.....
United States Express... 100	6,000,000	F.M.A.N	Aug. '74 2
United States Trust 100	1,500,000	J. & J.	July '74 4
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '74 4
West. Union Telegraph.100	35,000,000	J.A. J.O.	Oct. '74 2
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov. '65 5
Wyoming Valley Coal ..100	1,250,000	F. & A	Aug. 61

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Sept. 1, 1874.					
Loan of June 14, 1858 ..... registered	$200,000	6	Jan. & July.	1874	....
Loan of February 8, 1861 ..... registered	18,783,000	6	Jan. & July.	1880	117½
.. .. coupon	4,632,000	6	" "	1880	118½
Oregon War Bonds of March 2, 1861 ... coupon	945,000	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861 ... registered	125,806,750	6	Jan. & July	1881	117½
.. .. coupon	65,614,600	6	" "	1881	118½
Loan of Feb. 25, 1862 (5-20s) ..... registered	16,572,600	6	May & Nov.	1882	112½
.. .. (5-20s) ..... coupon	166,687,100	6	" "	1882	112½
Loan of March 3, 1863 ..... registered	53,636,700	6	Jan. & July.	1881	117½
.. .. coupon	91,363,300	6	" "	1881	118½
Loan of March 3, 1864 (5-20s) ..... registered	946,600	6	May & Nov.	1884	114½
Loan of June 30, 1864 (5-20s) ..... registered	28,027,250	6	" "	1884	114½
.. .. (5-20s) ..... coupon	83,018,950	6	" "	1884	115½
Loan of March 3, 1865 (5-20s) ..... registered	83,732,200	6	May & Nov.	1885	115½
.. .. (5-20s) ..... coupon	118,802,150	6	" "	1885	116
.. .. 2d series (5-20s) ..... registered	56,943,700	6	Jan. & July.	1885	115½
.. .. (5-20s) ..... coupon	145,719,400	6	" "	1885	115½
.. .. 3d series (5-20s) ..... registered	87,891,250	6	Jan. & July.	1887	116½
.. .. (5-20s) ..... coupon	222,731,500	6	" "	1887	117
.. .. 4th series (5-20s) ..... registered	13,951,000	6	Jan. & July.	1888	116½
.. .. (5-20s) ..... coupon	23,523,900	6	" "	1888	117½
Loan of March 3, 1864, (10-40s) ..... registered	141,229,350	5	Mar. & Sept.	1904	111
.. .. (10-40s) ..... coupon	53,337,950	5	" "	1904	111½
Consols of July 14, '70 & Jan. 20, '71 . registered	179,302,900	5	F. M. A. & N.	1881	112½
.. .. coupon	136,895,000	5	" "	1881	112½
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Debt matured and without interest ..... (var.)	515,705,573	...	....	Due.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,623,512	6	Jan. & July.	'95-'99	117½
United States Notes	382,076,697	mat.	.....	.....	....
Fractional Currency	45,797,675	"	.....	.....	....
State Securities, latest dates.					
Alabama—($11,258,838):					
.. Bonds (old and extended), 1866 and '72 ..	3,230,800	8	May & Nov.	'86-'92	....
.. Bonds (new), 1866, '68 '72 and '73	2,477,700	8	Jan. & July.	'86-'93	....
.. State Bonds for Railroads	2,300,200	8	" "	'90-'91	....
.. Railroad endorsements	16,386,000	8	" "	'90-'91	....
Arkansas—($10,885,0.0):					
.. Funded Bonds, ($4,400,000) 1869 and 70.	2,850,000	6	Jan. & July.	'99-'00	....
.. Levee Bonds, 1871	2,200,000	7	" "	1891	....
.. Deficiency Bonds, 1872	300,000	7	" "	1892	....
.. Railroad Aid Bonds 1869 to '73	5,350,000	7	April & Oct.	'99-'00	....
California—($3,796,500):					
.. Civil Bonds 1857 and '60	1,689,000	7	Jan. & July.	'77-'80	111
.. Relief Fund Bonds, 1868	110,000	7	" "	'83-'86	....
.. State Capitol Bonds, 1871 and '7	500,000	7	" "	'91-'92	....
.. Funded Debt of 1873	1,497,500	6	" "	1893	....
Connecticut—($5,095,900):					
.. War Loan, (10-20 yrs) of July 1, 1861 ...	532,800	6	Jan. & July.	1881	103½
.. War Loan, (20 yrs) of Jan. 1863 and '64.	2,232,500	6	" "	'83-'84	....
.. War Loan, (10-30 yrs) of Oct. 1, 1864	589,500	6	April & Oct.	1894	....
.. War Loan, (20 yrs) tax free, of Oct. 1, '64	1,741,100	6	" "	1885	....
Delaware—($1,231,000):					
.. State War Debt	879,000	6	Jan. & July.	1883	....
.. Railroad Aid (J. and Breakwater R. R..	352,000	6	" "	1885	....
District of Columbia—($4,790,000):					
.. Improvement (gold) bonds	4,000,000	6	Jan. & July.	1902	....
.. Improvement (cur.) bonds	790,000	7	" "	1902	....
Florida—($6,645,763):					
.. Bonds of 1871, and 1873	957,000	7	Jan. & July.	var.	....
.. Railroad Loan (gold) of 1870	4,000,000	8	" "	1890	....
.. Consolidated (gold) Bonds of 1873	1,000,000	6	" "	1903	....
Georgia—($14,871,084):					
.. Bonds for Western & Atlantic R. R.	784,700	6	May & Nov.	1874	79
.. Bonds for Western & Atlantic R. R.	172,500	7	" "	1874	....
.. Bonds for Atlantic and Gulf R. R.	800,000	6	Feb. & Aug	'78-'86	....
.. Bonds of March 12, 1866	3,900,'00	7	Jan. & July.	1886	90
.. Bonds (gold) of Sept. 1870	2,088,000	7	April & Oct.	1890	78
.. Bonds of Feb. 10, 1873	1,200,000	8	" "	'75-'86	....
.. Railroad endorsements	7,923,000	var	Various.	var.	....
Illinois—($2,060,150):					
.. New Internal Improvement Bonds, 1847	962,445	6	Jan. & July.	1875	....
.. Refunded Stock Bonds, 1859	320,000	6	" "	'77-'78	....
.. War Loan Bonds, 1861.	367,000	6	" "	1880	....
.. Chicago Relief Bonds 1871	250,000	6	" "	1881	....
Indiana—($4,898,815):					
.. War Loan Bonds, of 1868	189,000	6	May & Nov.	1868	....
.. Temporary Loan Bonds, 1873	710,000	7	Jan. & July.	'75-'76	....
Iowa—($543,056):					
.. War and Defense Fund Bonds, 1861 ..	300,000	7	Jan. & July.	.....	....
Kansas—($1,336,675):					
.. State Bonds (various) 1868 to 1884	101,175	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869	1,235,500	7	" "	'76-'89	....
Louisiana—($22,308,800):					
.. State Bonds, to R. R. Companies	2,436,000	6	Various.	'79-'06	....
.. Relief (Treasury) Bonds 1863	5,750,000	6	May & Nov.	'86-'07	....
.. Levee Bonds 1865	1,000,000	8	Various.	1886	....
.. Levee Bonds, 1867	4,000,000	6	May & Nov.	1907	....
.. Past due coupons 1865	978,800	6	Jan. & July.	'86-'97	....
.. Levee Bonds, 1870	2,960,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	2,950,000	6	May & Nov.	1910	....
.. State Penitentiary Bonds, 1869	500,000	7	Mar. & Sept.	1899	....
.. Bonds for Railroad stocks (var.)	2,436,000	6	Various.	'67-'11	....
.. Bonds for Railroads (var.)	5,202,000	8	Various.	'99-'10	....
.. Miss. & Mex. Gulf Ship Canal Bonds...	480,000	7.3	Mar. & Sept.	1889	....
Michigan—($1,622,134):					
.. Sault Ste Marie Canal Bonds	61,000	6	Jan. & July.	1870	102
.. Renewal Loan Bonds, 1868	105,000	6	" "	1878	....
.. Two Million Loan, 1868	1,052,000	6	" "	'73-'83	....
.. War Bounty Bonds, 1865	366,000	7	May & Nov.	1890	....
Maine—($7,138,400):					
.. Civil Loan Bonds, 1856-'61	222,000	6	Various.	'74-'78	....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	Various.	'80-'88	101½
.. War (Municipal Equalization)	3,083,900	6	April & Oct.	1889	....
Maryland—($10,741,215):					
.. Bonds to R. R. and Canals	5,709,639	5	J. A. J. & O.	1890	80
.. Bonds to R. R. and Canals	828,222	6	" "	1890	100
.. Bonds to Balt. & Susq. R. R.	200,000	3	" "	1890	....
.. Defense and Bounty Bonds	3,072,053	6	Jan. & July.	1893	107
.. State Loans, 1870 and 1872	799,056	6	" "	'85-'87	....
Massachusetts—($28,477,804):					
.. State (public works) scrip	750,000	5	Various.	'74-'80	....
.. Union Fund Loan, 1861	2,758,000	6	Jan. & July.	'74-'78	109½
.. Union Fund Loan, 1862	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863	888,000	5	" "	1883	....
.. Bounty Loan Bonds, 1863 and 1864	8,578,244	5	May & Nov.	'83-'94	101½
.. War Loan (currency)	999,944	5	Mar. & Sept.	1883	....
.. Railroad and Tunnel Bonds	10,305,532	5	April & Oct.	'88-'03	....
.. Norwich and Worcester R. R. Bonds...	400,000	6	Jan. & July.	1877	....
.. B., H. & Erie R. R. Bonds	3,599,024	5	" "	1900	....
Minnesota—($250,000):					
.. State Buildings Loan 1867 and 1869	250,000	7	Jan. & July.	'77-'79	....
Missouri—($18,747,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	....
.. State (funding) Bonds, 1867-68	2,727,000	6	" "	87-'88	....
.. Railroad Loan Bonds, 1854-'66	12,801,000	6	" "	'74-'86	100½
.. Railroad Bonds, guaranteed 1856-'66...	1,589,000	7	" "	'76-'91	....
.. State Institutions Loans	1,301,000	6	" "	var.	....
New Hampshire—($3,914,165):					
.. War Loan Bonds, of 1861	614,000	6	Jan. & July.	'69-'78	....
.. War Loan Bonds, of 1864	800,000	6	Mar. & Sept.	'84-'88	101½
.. War Loan Bonds, of 1865	494,500	6	April & Oct.	'73-'74	....
New Jersey—($2,696,300):					
.. War Loan Bonds, 1861-'64, tax free	2,690,000	6	Jan. & July.	'74-'02	....
New York—($36,530,406):					
.. State Stock of 1827 and 1832	561,500	5	J. A. J. & O.	pleas.	....
.. State (Deficiency) Stock of 1838	900,000	5	" "	1875	109½
.. State (Deficiency) Stock of 1838	800,000	6	" "	1876	....
.. State (Deficiency) Stock of 1838	348,107	5	" "	pleas.	....
.. State (Deficiency) Stock of 1838	1,189,781	6	" "	pleas.	....
.. Canal Stock	1,106,428	6	" "	1874	....
.. Canal Stock	111,200	4	" "	'72-'73	....
.. Canal Stock	10,135,280	6	" "	'74-'77	....
.. Bounty Loan registered	19,861,000	7	Jan. & July.	1877	107½
.. Bounty Loan coupon	1,200,000	7	" "	1877	107½
North Carolina—($29,547,045):					
.. Old or Ante-War Debt	4,738,800	6	Jan. & July.	'72-'0.	10
.. Old or Ante-War Debt	3,639,400	6	April & Oct.	'72-'0.	....
.. Bonds issued since the war	3,009,045	6	Jan. & July.	'92-'96	....
.. Bonds issued since the war	1,859,000	6	April & Oct.	'92-'0.	....
.. Bonds issued for funding	2,417,400	6	Jan. & July	'78-'0	14½
.. Bonds issued for funding	1,721,400	6	April & Oct.	'78-'00	....
.. Special Tax Bonds	11,407,000	6	" "	'98-'99	5
Ohio—($8,211,062):					
.. Loan of 1860, sinking fund	147,180	6	Jan. & July	1870	....
.. Loan of 1850, sinking fund	1,585,000	6	" "	1876	....
.. Loan of 1860, sinking fund	4,074,817	6	" "	1881	102
.. Loan of 1856, sinking fund	2,400,000	6	" "	1886	106½
Oregon—($290,477):					
.. Bounty and Relief Bonds	90,477	7	Jan. & July.	'74-'84	....
.. Willamette Canal Bonds	200,000	7	" "	1890	....
Pennsylvania—($24,999,785):					
.. Inclined Plane Loan, of 1849	400,000	6	April & Oct.	1879	....
.. Loan of April 1852, reg. and coup	483,000	6	Jan. & July.	1882	....
.. Loan of May 1852, reg. and coup	2,637,500	5	Feb. & Aug.	1877	....
.. Loan of April 1853, coupon	238,000	6	" "	1878	....
.. Loan of April 1861, registered	35,000	6	" "	1878	....
.. Loan of Feb. 1867, reg. and coup	907,200	6	" "	'74-'6.	....
.. Loan of Feb. 1867, reg. and coup	18,798,950	6	" "	'74-'8.	....
.. Chambersburg certificates, registered...	83,032	6	June & Dec.	1870	....
.. Loans of April 1872	500,000	6	April & Oct.	1876	....
Rhode Island—($2,638,500):					
.. War Bonds of 1862	1,019,000	6	Mar. & Sept.	1882	....
.. .. of 1863	205,000	6	April & Oct.	1883	....
.. .. of 1863	668,000	6	Jan. & July.	1883	....
.. .. of 1864	746,000	6	Feb. & Aug.	1894	....
South Carolina—($20,650,235):					
.. State House, Stock and Bonds '56-'63...	953,488	6	Jan. & July	pleas.	....
.. Fire Loan Stock of 1838	203,344	6	J. A. J. & O.	1870	....
.. Funding Stocks 1866 and 1869	143,114	6	Jan. & July.	77-'90	....
.. Fire Loan Bonds of 1838	431,944	5	" "	1868	....
.. New State House Bonds 1853-'66	298,000	6	" "	71-'86	....
.. Blue Ridge R. R. Bonds 1854	986,000	6	" "	'74-'7.	....
.. Funding Bonds, 1868	930,000	6	" "	87-'97	....
.. .. 1869	1,681,000	6	April & Oct.	1888	17
.. .. 1869	1,189,400	6	Jan. & July.	1888	18
.. .. 1869	2,030,000	7	" "	1888	....
.. Conversion Bonds 1869	7,666,500	6	" "	1888	....
.. .. .. 1870	343,000	6	April & Oct.	1889	....
.. Railroad Aid Bonds	4,797,808	6	Various.	'69-'84	....
Tennessee—($20,966,382):					
.. Railroad, &c., Bonds	15,767,922	6	Jan. & July.	92-'0.	76
.. State Bonds (direct)	4,819,544	6	April & Oct.	69-'9.	....
.. State Endorsements	2,197,000	6	Jan. & July.	1900	....
.. Funded Interest Bonds	4,598,035	6	" "	1914	75
Texas—($3,715,979):					
.. Frontier Protection (gold) Bonds, 1870..	700,000	7	Mar. & Sept.	'90-'10	....
.. Deficiency Bonds, 1871	857,000	10	" "	1876	96
.. State Bonds	197,000	6	Jan. & July.	'76-'91	....
.. Railroad Aid Bonds	1,763,317	6	" "	var.	....
Vermont—($225,500):					
.. War Loans of 1864, '65 and '68	225,500	6	June & Dec.	'74-'78	....
Virginia—($45,718,112):					
.. Funded under act of 1871	20,278,730	6	Jan. & July.	long.	....
.. Funded under act of 1872	1,754,747	6	" "	"	....
.. Sterling Bonds	2,727,562	5	" "	"	....
.. Deferred (W. Va.) certificates	15,239,270	6	" "	"	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Adirondack:						
1st Mortgage	$980,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1880	....
2d Mortgage	9,000pm	8	" "	" "	1880	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	10,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,800,000	7	Jan. & July.	New York.	1883	104
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	102½
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	83½
Special Mortgage to Penn.	3,500,000	5	....	Harrisburg.	....	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	43½
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	58
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	....
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	10,000pm	8	Jan. & July.	New York.	1900	84
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	300,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $16,000,000	....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1889	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	857,250	6	Jan. & July.	Baltimore.	1875	101
Loan of 1850-'80	579,500	6	" "	"	1880	101½
Loan of 1853-'95	1,710,500	6	April & Oct.	"	1885	108
Loan of 1855-'90 (Balt.) stg fd.	2,461,186	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) stg fund.	3,620,320	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,498,016	6	" "	"	1902	....
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	Jan. & July.	Baltimore.	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1888	....
Bedford and Bridgeport:						
1st Mortgage	600,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	99½
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Princeton.	1885	83½
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	83
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	79
1st Mortgage (Equalization)	248,000	7	" "	"	1889	89
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	160,000	8	April & Oct.	"	1881	90½
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1866	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200 000	7	" "	New York.	1870	105
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	24½
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	40
Mass. L. (rec'd by $4,000,000 Ber.)	3,908,000	7*	" "	"	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1878	95
Bonds of 1872 for $1,000,000	666,000	7	" "	"	1892	103

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$2,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1898	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	500,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	85
Buffalo, New York & Phila.:						
1st Mortgage	8,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg stg fd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	56
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	98
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	90½
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,840	8	" "	"	1880	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,567,971	8	Jan. & July.	Boston.	1894	98
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1894	19
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	85
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	2,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1864	500,000	7	April & Oct.	Camden.	1879	100½
Camden and Burlington County:						
Consolidated 1st Mortgage	333,000	6	Feb. & Aug.	Philadelphia.	'70-'97	80
Canada, Michigan and Chicago:						
1st Mort. (stg fd) for $2,750,000	....	7	....	New York.	....	....
Canada Southern:						
1st Mort (stg fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1908	53
Carthage & Burlington (C. B. & Q.):						
1st Mortgage guar. and tax free.	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	100
Chattel Mortgage	158,350	5	" "	"	'80-'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1899	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	90
1st Mort. (W. to Minn. Line)	1,877,000	7	Jan. & July.	" "	1907	77
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	83
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,232,000	7	May & Nov.	" "	1916	86
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	780,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p. m.	3,248,000	7*	Jan. & July.	New York.	1899	46
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	3,612 700	7	" "	" "	1902	102½
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	104½
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	90½
Central Pacific of California:						
1st Mortgage, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	99½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	100
State Aid B'ds (1st by State) gold	1,500,000	7*	" "	" "	1885	99½
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	85
1st Mort. (Calif. & Oregon) gold	7,056,000	6*	" "	" "	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.)	500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,020,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,163,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	508,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1880	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1880.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p. m.	....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
1st M. (gold) stg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1900	50
1st Mort. (Va. Con.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	73½
2d Mort. (") coupon	913,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1870	....
Funded Interest, coupon	180,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	500,400	6	Jan. & July.	Boston.	'75-'80	83½
Chester Creek:						
1st Mortgage guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1906	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	258,000	7	May & Nov.	New York.	1877	100
1st Mortgage	2,408,000	7	Jan. & July.	" "	1893	105
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	98
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	97
2d Mort. (" ") "	188,000	7	Jan. & July.	" "	1896	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,522,000	8	Jan. & July.	New York.	1883	111
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	550,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,933,225	7	Jan. & July.	Boston.	1896	96½
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	98½
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	98
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	98½
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	99½
1st Mort. (C., O. & Fox Rv.) guar.	1,250,000	8	" "	" "	1900	97½
1st Mort. (Ill. Gr. Trunk) guar.	900,000	8	April & Oct.	" "	1890	99
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque						
1st Mort. guar. C., R. & Q.	1,200,000	8	Jan. & July.	Boston.	1898	90
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	41
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $3,200,000	1,750,000	8	Jan. & July.	New York.	1900	92½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C. & N.W	592,000	7	Jan. & July.	Boston.	1880	93½
3d Mort. (now 2d) guar. C. & N.W	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (198 m.)	1,245,500	7	Feb. & Aug.	New York.	1885	100
Funded coupons (198 m.)	780,000	7	May & Nov.	" "	1883	98
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	97
Appleton Ext. (23 m. & 76,000 ac.)	174,000	7	" "	" "	1885	89
Green Bay Ext. (26m & 76,000 a.)	294 000	7	" "	" "	1885	88
Equipm't (Engs & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,776,000	7	Feb. & Aug.	" "	1882	100½
2d Mort. (Gal. & Chic. 248 m.)	938,000	7	May & Nov.	" "	1875	99½
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line (")	129,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m. & land)	331,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C. & N.W.R'y)	3,105,000	7	F. M. A. & N.	" "	1915	86
Consol. gold bonds for $48,000,000	4,534,000	7*	June & Dec	" "	1902	80
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil. R.R.) guar.	389,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi. R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	9,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic. & Mil. R.W.) guar	1,141,000	7	Jan. & July.	" "	1898	92
1st Mort. (Bel. & Mad. R.R.) guar.	306,000	7	"	" "	1883	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000 pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000 pm	1,350,000	8	May & Nov.	New York.	1889	30
1st Mort. of Nov. 1, '71, $16,000 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. H. & O.):						
1st Mortgage $26,000 p. m. gold	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $16,000 per mile	.....	8	Feb. & Aug.	New York.	1901	100
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I. & Pac.)	8,800,000	7	" "	" "	1898	106½
Chi. & Southwes'n (C., R.I. & Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg f'd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C. & W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B. & O. & H. & C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853						
2d Mortgage of 1860	1,250,000	7	May & Nov.	New York.	1880	....
3d Mortgage of 1867	500,000	7	Jan. & July.	" "	1885	....
Cincinnati and Indianapolis June.:	282,000	8	June & Dec.	" "	1877	....
1st Mortgage						
2d Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
1st Mortgage (Newcastle Br.)	798,000	7	March & Sept.	" "	1893	....
Cincinnati, Lafayette and Chi.:	250,000	7	June & Dec.	" "	1864	....
1st Mortgage						
Cin. & Martinsville (L.C. & L.R.):	1,000,000	7	March & Sept.	New York.	1891	82½
1st Mortgage guaranteed						
Cincinnati & Muskingum Valley:	400,000	7	Feb. & Aug.	New York.	1895	....
1st Mortgage						
Cincinnati, Richmond & Chicago:	1,500,000	7	Jan. & July.	New York.	1901	....
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,600,000	7	Jan. & July.	" "	'77 '81	70
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	6
1st Mort. (San., Day. & Cin.) S.F.	688,000	6	Feb. & Aug.	Boston.	1900	70
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	80
Cincinnati and Springfield:						
1st Mortgage for $2,000 000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	104
1st Mort. (C., U. and C. R. R.)	272,000	7	June & Dec.	" "	'73 '84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July	" "	1895	....
Clev. & Mahoning (A. & Gt. Wtn):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,800	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov	" "	1875	101
4th (now 3d) Mortgage guar.	1,926,000	6	Jan. & July	" "	1892	100½
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	101
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	77
2d Mortgage Consol. skg fund	3,678,900	7	Feb. & Aug.	" "	1909	30
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	802,000	6	March & Sept.	New York.	1860	....
Connecticut and Passumpsic Rav.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	96
Notes payable, conv. at par	594,000	7	" "	"	1876	97½
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7*	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. ABCD & E $200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1, 2, 3, 4	86
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1860	....
Cowanesque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1889	....
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia	1904	....
2d Mortgage	109,500	6	" "	" "	1906	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	88
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,800	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	125,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	425,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	" "	1875	95
1st Mortgage extension	100,000	6	" "	" "	1890	....
Delaware State Loan	170,000	6	" "	" "	1870	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,171,000	7	April & Oct.	New York.	1876	104½
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	105
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	106½
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y. L. & Ama.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1885	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	30
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	376,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,897	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1896	...
Detroit, Mon. & Tol. (L.Sh.& M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	97½
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	94
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,000,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	33,000	6	" "	"	1875	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1893	100½
East Tenn. & Georgia(E.T.V.& G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Va. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1900	96
Eastern (Mass.):						
English Loan, July 1, 1862	883,000	6*	Jan. & July.	London.	1872	....
Loan of 1864–'74	750,000	6	Feb. & Aug.	Boston.	1874	99
1st Mort. (Essex R.R.) assumed	194,400	6	Jan. & July.	" "	1879	94
Loan of 1865–'85	160,000	6	April & Oct.	" "	1885	....
Loan of 1868–'88	500,000	6	March & Sept.	" "	1888	91
Loan of 1869–'89	1,000,000	6	May & Nov.	" "	1889	90
Loan of 1872–'82	1,500,000	7	March & Sept.	"	1882	94
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	...
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	...
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1890	98
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1892	80½
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	104½
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	100
3d Mortgage	4,862,000	7	" "	" "	1883	98½
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	99½
5th Mortgage convertible	709,500	7	June & Dec.	" "	1888	93½
Buffalo Branch, 1st mortgage	182,000	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	...
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	NY& London.	1920	....
Convertible bonds	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	...
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	715,296	7	March & Sept.	" "	1890	...
Consolidated Mortgage tax free	2,089,000	7	Jan. & July.	" "	1893	...
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	...
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 50, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1890	80
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension)	180,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	760,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1892	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.)	7,000	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.)	83,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tax f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease, 8 F. 25 000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	166,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,800,000	7*	Jan. & July	New York.	1920	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N. Y. & Lond.	1900	....
Fonda, Johnston & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20,000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	50,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	Jan & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	95
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,500	7	Feb. & Aug.	New York.	1892	101½
2d Mortgage	948,000	7	May & Nov.	" "	1875	99½
Elgin and State Line Purchase	125,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1902	....
Goshen and Deckertown:						
1st Mortgage	238,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	" "	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	97
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	95½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838,335	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	....	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'76	....
Common (") Bonds	2,993,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York	'81-'86	60
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1895	....
Hannibal and Naples(T.W.& W.):						
1st Mortgage	875,000	7	May & Nov.	New York.	1896	80
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	75
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York	'71-'77	92½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	92
Six years' Mortgage bonds(222m)	55,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.		1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.		1885	78
1st Mort. (Q. & Palm.R.R. 15 m.)	600,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City& Cam.R R55m.)	1,200,000	10	Jan. & July.	" "	1886	20
General Land Mortgage (277 m.)	1,184,100	7	April & Oct.	" "	1893	....
General Mortgage conv. (277 m.)	3,500	7	Jan. & July.	" "	1886	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	101½
Hartford and New Haven:						
1st Mortgage	480,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f'd.	1,574,000	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	101,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold	6,620,000	7*	Jan. & July.	New York.	1901	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104½
3d Mortgage	180,000	7	May & Nov.	" "	1875	104
Hudson Connecting (N.Y.&O.Mid.):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	105
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	96½
3d Mortgage (Consol)	1,241,000	7	April & Oct.	"	1895	45
Illinois Central:						
Construction bonds, cur. skg f'd.	2,742,000	7	April & Oct.	New York.	1875	100
Construction bonds, coin	382,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	3,000,000	7*	April & Oct.	New York.	1900	45
2d Mortgage	1,500,000	8	Jan. & July.	" "	1900	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1906	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	....
International (Texas						
1st Mort. gold, skg. fund tax free	16,000,000	7	April & Oct.	New York.	1901	71

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) of 1858	$1,580,500	7	April & Oct.	New York.	1888	....
1st Mortgage (L. C. & L. P.) of 1867	2,720,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage ( ) of 1869	1,565,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mor gage	2,000,000	7	Jan. & July.	New York.	1916	....
1st Mortgage		7	March & Sept.	" "	1915	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill. Cen.):						
1st Mortgage guaranteed	2,000,000	7	April & Oct.	New York.	1917	81½
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	85
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	800,000	7*	Jan. & July.	New York.	1890	87
Jackson, Lansing & Saginaw (MO):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	95½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	94½
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan gld	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	200,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	94,000	7	" "	" "	1880	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1880	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol.	2,000,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol.	3,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	327,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R. R.)	845,000	7	April & Oct.	" "	1875	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	800,000	8	Jan. & July.	New York.	1882	105½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1886	....
2d Mortgage	794,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1894	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	86
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.& M.So.	840,000	8	Jan. & July.	New York.	1888	96
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1880	100
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	90
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
3d Mort. (" " ")	150,000	10	" "	" "	1876	....
1st Mort. (St Jo. & CH. 78 m) ex. t. fr.	1,400,000	10	March & Sept	" "	1892	....
2d Mort. (" " ")	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 120 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" " gold	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (280m. conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (L.L.& G.):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	80
1st Mort. (2d Div. 253.94 m.) gold	4,063,000	6*	June & Dec.	" "	1896	80
1st M. (3d D. 244.66m & 2,000,000a)	6,432,000	7*	May & Nov.	N. Y., L. & F.	1899	....
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (8,000,000 acres) gold	1,751,750	7*	Jan. & July.	N. Y., L. & F.	1896	....
2d Mortgage sh. gd. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.	" "	1916	....
Kent County (Del.):						
1st Mortgage for $400,000	400,000	6	Jan. & July.	Philadelphia.	1890	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok. Iowa C. & Minn. (F.W. & W.):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B. & Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	93½
Lackawanna & Bloomsb. (D.L. & W.):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage (Extension)	500,000	7	April & Oct.	" "	1880	....
Income Mortgage	200,000	7	May & Nov.	" "	1890	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N. W.	1,250,000	7	Jan. & July.	" "	1881	....
Laf., Blooming. & Miss. (TW. & W.):						
1st Mortgage gold guar.	1,000,000	10	—— & ——	New York.	1877	12
Laf., Muncie & Bloom. (TW. & W.):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	75
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	New York.	1891	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	2,000,000	7*	April & Oct.	New York.	1891	....
2d Mort. gold tax free and conv.	1,500,000	7*	Jan. & July.	N Y B'n & Ph.	1899	80
	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,250,000	7	J. A. J. & O.	" "	1890	100
Consol. coupon July 1, 1870	1,200,000	7	Jan. & July.	" "	1890	99
Bonds of Oct. 1, 1872	6,295,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore) Ap. 1, '69	1,498,000	7	" "	" "	1900	98
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1865 C.P. & A. R.R.	1,000,000	7	" "	" "	1885	100
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	98
Skg Fund July 1, 1855 C. & Tol.	1,596,000	7	Jan. & July.	" "	1885	103
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	97½
1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	105½
2d Mort. Oct 31, 1857 "	2,692,000	7	" "	" "	1877	100
Mort. Nov. 1, 1858 Buff. & Erie.	.....	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1868	90
1st Mort. Aug. 1, 1856 (D.M. & Tol.)	924,000	7	Feb. & Aug.	" "	1876	98
1st Mort. Sept. 1, 1869 (K. & W.P.)	400,000	7	Jan. & July.	" "	1870	90
1st Mort. Oct. 1, 1867 (Sch. & Th R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal. & Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. A. & Gr. R.)	340,000	8	" "	" "	1868	95½
1st Mort. July 1, 1863 (J. & Frank.)	468,000	7	" "	" "	1900	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philad lphia	1896	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	235,000	7	Feb. & Aug.	New York.	1890	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July.	N. Y. & Bost.	1890	86
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	.....	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	2,546,000	6	June & Dec.	" "	1898	101½
2d Mortgage for $6,000 000	4,712,000	7	March & Sept.	" "	1910	104½
Lexington & St. Louis (P. of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	102½
Logansport, Crawf. & S'wstn Ind.						
1st Mortgage gold	1,500,000	6*	F. M. & A. N.	New York.	1900	60
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1890	1.0
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	90½
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1897	....
Louisiana & Mo. Riv. (Ch. & Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'72-'76	91
1st Mortgage (Memp Br. 46.37m.)	139,000	7	May & Nov.	" "	'72-'76	....
1st Mort. (Leb. Br. Ext. 73.2m.)	38,000	7	" "	" "	'80-'85	....
Consol. M. for $8,000,000 (392 m.)	6,647,000	7	April & Oct.	" "	1898	88
Louisv., N. Al. & St. Lo. Air-Line						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'85-'91	....
1st Mortgage not guaranteed	190,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.		1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,360	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	87½
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'80-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	200,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	632,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1901	....
Mansfield & Framing. (B.C. & F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	91
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	102½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	92½
3d Mortgage Dollar	6,000,000	8	Jan. & July.	"	1897	76
1st Mort. (Scioto & H. Val. R.R.)	300,000	7	May & Nov.	"	1890	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1900	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1880	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	80
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	101½
Michigan Central:						
1st Mortgage, convertible	356,000	8	April & Oct.	New York.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	" "	1882	114
Consol. Mortgage for $10,000,000	5,000,000	7	Jan. & July.	" "	1902	95½
1st Mort. (M. Air L.W.D.)assu'd	1,000,000	8	May & Nov	" "	1890	100½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	97
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	95½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (" ") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown,Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,527,000	7	Jan. & July.	New York.	1898	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	80
1st Mortgage (E. Div. Palmer)	781,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,410,000	7	Jan. & July.	" "	1897	78
1st Mortgage (Minn. Cent.)	190,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	82
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	104½
2d Mortgage (P. du Chien)	1,319,000	7.3	" "	" "	1899	91
Milwaukee City Loan	230,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Win.)	284,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $13,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	1899	19½
1st Mort. Land Grant gold	1,000,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866	1,181,000	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p.m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1886	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 6*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	6	" "	Mobile.	1877	....
Interest bonds	371,860	6	" "	" "	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	6	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept.	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1886	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	850,000	7	J. & J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	107½
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	102½
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	92
Construction bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	99½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,166,000	7	Jan. & July.	New York.	1900	80
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1900	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1887	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1888	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1888	....
New Haven & Northampton:						
1st Mortgage	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	406,500	6	April & Oct.	" " "	1886	....
Holyoke and Westfield bonds	2,000,000	7	" "	" " "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1888	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	91
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1883	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern (Vt. Cen.)						
1st Mortgage	300,000	6	March & Sept.	New York.	1883	....
1st Mortgage	200,000	7	Jan. & July.	" "	1883	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N.O.toT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La.	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.						
Debt Certif. (N. Y. Central)	5,886,626	6	May & Nov.	New York.	1883	98½
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	99
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	99
Bonds for real estate (")	162,000	6	" "	" "	1883	99
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	99
1st Mort. (Hudson Riv.)	260,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (" ")	150,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N.Y.C.&H)	1,950,000	7	April & Oct.	" "	1902	108½
Consol. Mort. for $40,000,000	.....	7	.....	.....	....	....
New York and Harlem:						
1st Mortgage of 1858	3,000,000	7	May & Nov.	New York.	1873	....
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1903	99
Sinking Fund mortgage of 1861	111,840	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1899	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1876	105
New York & Oswego Midland:						
1st Mortgage gold, tax free	3,000,000	7	Jan. & July.	New York.	1969	....
2d Mortgage convertible	3,000,000	7	May & Nov.	" "	1968	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1968	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	75-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1870	....
Extension Bonds	250,000	6	May & Nov.	" "	75-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $25,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,500	6	March & Sept.	Boston.	1894	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	908,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	436,000	8	" "	Norfolk.	1888	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	320,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	" "	1899	....
North Pennsylvania:						
1st Mortgage	2,223,000	6	Jan. & July.	Philadelphia.	1888	100
2d Mortgage	5,000,000	7	May & Nov.	" "	1890	105
Chattel Mortgage	300,000	10	April & Oct.	" "	1877	105
North Shore (L. I.)						
1st Mortgage	133,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. & J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	95
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	90½
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	98
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	97½
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1900	....
Northern New Hampshire:						
1st Mortgage	105,000	6	April & Oct.	Boston.	1878	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold	50,000pm	7.3	Jan. & July.	New York.	1900	29
Norwich & Worcester (R.H. & M.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	"	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	93
Equipment Mortgage	300,000	8	" "	"	1879	93
Sinking Fund Bonds	600,000	8	March & Sept.	"	1900	....
Ohio and Mississippi:						
Consolidated 1st Mortgage	6,694,000	7	Jan. & July.	New York.	1898	91½
Consolidated 1st Mortgage, stg		7*	" "	London.	1898	....
Consolidated 2d Mortgage	3,529,000	7	April & Oct.	New York.	1911	78
2d Mortgage, (W. Div.)	433,000	7	Jan. & July.	" "	1874	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bond	50,000	7	May & Nov.	" "	1883	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	78½
1st Mortgage (War. & Elkn.)	580,000	7	April & Oct.	"	1882	74
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	61
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	98½
Plain Bonds	485,000	6	April & Oct.	"	1875	96
Plain Bonds	1,480,000	7	Feb. & Aug.	"	1877	101
Omaha and Northwestern:						
1st M. land grant, gold	$16,000pm	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	67½
Orange, Alexandria & Manassas:						
1st Mort (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	89½
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	86
3d Mort. " "	998,000	6	May & Nov.	Richmond.	1873	80
4th Mort. " "	574,000	6	March & Sept.	Alexandria.	1880	69½
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1842	90
Orange and Newark:						
1st Mortgage	346,000	6	May & Nov.	Newark.	1881	....
Orange Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1885	....
Oshkosh & Miss. (M. & St. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L. & W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1868	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by (O.B. & Q.)	1,200,000	8	Jan. & July.	Boston.	1900	93
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1857	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	78½
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	62
Income Bonds	1,500,000	7	" "	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis) gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage (Lex. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000	1,071,000	7*	Feb. & Aug.	New York.	1897	....
Panama:						
1st Mortgage, stg £10,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (R&S):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Lasc. & Decatur (P.W. & W.):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	75
Pemberton & Hights. (UC of NJ):						
1st Mortgage guaranteed	150,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold (S.F.) 1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1896	....
1st Mortgage gold (S.F.) 2d series	979,000	7*	" "	" "	1909	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg.)	4,976,000	7	Jan. & July.	Philadelphia.	1880	102
2d Mortgage (" ")	2,583,000	6	April & Oct.	"	1875	102
General Mortgage (coup. & reg.)	2,282,240	6*	" "	London.	1875	....
State lien for $7,500,000, stg'd	12,580,000	6	J. A. J. & O.	Philadelphia.	1910	93
Pennsylvania Coal:	5,401,675	5	April & Oct.	Harrisburg.	'74-90	....
1st Mortgage						
Pennsylvania and Delaware:	542,500	7	Feb. & Aug.	New York.	1881	....
1st Mortgage						
Income Mortgage	260,000	7	Feb. & Aug.	Philadelphia.	1901	....
Pennsylvania & New York (L.V.):	316,000	7	March & Sept.	"	1891	....
1st Mortgage guaranteed	2,500,000	7	June & Dec.	Philadelphia.	1896	104
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val (C.R.I. & P.):						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C.B. & Q.):						
1st Mortgage, trans guarantee	300,000	8	Jan. & July.	Boston.	1895	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,060,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv. and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	103½
1st Mortgage (which& road 287m)	5,000,000	6*	" "	"	1881	91½
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1885	92½
Gen'l M. for $20,000,000, gold rr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$610,000	6	April & Oct.	Philadelphia.	1897	90
Perth Amboy & Woodbr. (C. & A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,138,900	6	Jan. & July.	Philadelphia.	1893	79
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	86,500	6	" "	"	1886	....
Mort. Loans of 1843-44-45 & 46	1,521,000	6	" "	"	1880	100
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	80½
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1886	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	104½
	Dollar registered	3,414,000	7	" "	"	1911	105
	Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	....
	Gold or stg reg.	668,000	6*	" "	" "	1911	102
	Dollar coupon	332,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv		6,690,985	7	Jan. & July.	"	1893	104
New improvement Mort. loan		6,631,615	6*	April & Oct.	Phila.or Lond.	1897	....
Philadelphia, Wilmington & Balt:							
Mortgage Loan, convertible		345,600	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866		400,000	6	April & Oct.	"	1876	95
Loan of 1867		1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):							
1st Mortgage, guaranteed		330,500	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):							
Consol. Mortgage for $10,000,000		6,212,000	7	Feb. & Aug.	Philadelphia.	1900	63½
1st Mort. (Steub. & Ind.) conv.		3,000,000	6	monthly.	New York.	1894	72
1st Mort. (Ct. & New'k 33m) conv		775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:							
1st Mortgage of 1868, tax free		4,000,000	7	Jan. & July.	Baltimore.	1898	81
2d Mort. (Balt. Loan) of 1866		1,000,000	6	" "	"	1896	85
1st Mort. (Turtle Cr. Div. 10½ m)		400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:							
1st Mortgage (Series A)		875,000	7	Jan. & July.	New York.	1912	107½
1st Mortgage (Series B)		875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)		875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)		875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)		875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)		875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)		860,000	7	Jan. & July.	" "	1912	102½
2d Mortgage (Series H)		860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)		860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)		860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)		860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)		860,000	7	June & Dec.	" "	1912	....
3d Mortgage		2,000,000	7	April & Oct.	" "	1912	95½
Bridge (O. & P. R. R.) bonds		163,000	7	May & Nov.	" "	1836	....
Construction bonds of Jan. 1,'70		100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:							
1st Mortgage for $3,600,000		.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:							
1st Mortgage gold, for $1,800,000		.....	7*	May & Nov.	New York.	1890	80
Portland & Ogdensb. (Me. & N.H.):							
1st Mort. (Maine Section) gold		800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $2,300,000		.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):							
1st Mortgage gold, for $2,300,000		.....	6*	May & Nov.	Boston.	1891	64½
Portland and Oxford Central:							
1st Mortgage of 1863		250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:							
1st Mort. (Portland Loan) skg f'd		700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)		350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for $450,000		.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):							
1st Mortgage gold, skg f'd		1,500,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mort. gold, guar. by Ga. Co.		1,000,000	7*	" "	" "	1899	....
Pougkeepsie and Eastern:							
1st Mort. gold, conv. & tax free		800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:							
1st Mortgage		300,000	6	Jan. & July.	Providence.	19	....
Quincy, Alton and St. Louis:							
1st Mortgage gold		850,000	7*	May & Nov.	Philadelphia.	1893	....
Quincy and Toledo (T., W. & W.):							
1st Mortgage, guaranteed		500,000	7	May & Nov.	New York.	1890	80
Quincy & Warsaw (C. B. & Q.):							
1st Mortgage, guaranteed		800,000	8	Jan. & July.	Boston.	1890	99½
Reading and Columbia (P. & R.):							
1st Mortgage, guaranteed		850,000	7	March & Sept.	New York.	1883	....
2d Mortgage, guaranteed		350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:							
1st Mortgage		150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage		300,000	7	" "	"	1880	....
2d Mortgage		150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitch.)		400,000	7	March & Sept.	New York	1906	....
1st Mort. (Troy, Salem & Rutl.)		500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)		125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:							
Virginia State Loan, skg fund		600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds		157,800	6	" "	"	1875	....
Consolidated Mortgage		1,722,000	6	May & Nov.	New York.	'78-'90	64½
Rich., Fredericksburg & Potomac:							
Sterling Loan		$7,775	6*	Jan. & July.	London.	1875	....
Dollar Loan		295,500	6	" "	Richmond.	1871	....
Dollar Loan		112,800	7	" "	"	1875	....
Richmond and Petersburg:							
1st Mortgage		130,500	7	June & Dec.	Richmond.	1876	....
1st Mortgage		175,000	8	April & Oct.	"	....	....

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$2,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,000	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	624,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Ruthand (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	660,000	7	May & Nov.	Boston.	1880	....
Equipment Mortgage	500,000	8	March & Sept.	"	1880	75
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1890	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	107
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	87
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	72
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	86
St. Louis,Jacksonv.& Chicago:						
1st Mortage Mar. 16, 1864	2,929,000	7	April & Oct.	New York.	1894	90
2d Mortgage May 1, 1868	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	81
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold,	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	796,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N. Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands).	2,000,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) sg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands.	6,000,000	7	&	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	&	"	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1891	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	92
Salem and Lowell (B. & L.):						
1st Mortgage	220,000	6	Feb. & Aug.	Boston.	1878	90
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	6*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	100
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.)						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	92
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1864	....
1st Mortgage extension	593,000	6	April & Oct.	" "	1890	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1890	....
Shepaug Valley (Ct.).						
1st Mortgage	250,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1,760,000	8	May & Nov.	New York.	1881	....
Land Grant Mortgage gold	500,000	7*	Jan. & July.			....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	800,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1873	....
Domestic (G) Bonds	342,500	6	Jan. & July.	" "	'73-'74	....
Domestic (I) Bonds	1,476,000	7	April & Oct.	" "	'88-'91	....
Domestic Bonds	74,000	6	Jan. & July.	" "	'80-'82	....
Domestic (special) Bonds	71,200	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16,000pm	.....	8	.....	.....	.....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1893	....
2d Mort. " " "	200,000	7	" "	" "	1869	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1883	....
2d Mortgage for $200,000	179,800	7	March & Sept.	" "	1894	....
South and North Alabama:						
1st Mort. endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	64
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	66
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	66
3d preferred bonds	443,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,000,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1899	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	.....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	" "	1880	....
South Western (Cen. of Ga)						
Plain Bonds, various conv.	891,000	7	various.	Macon.	'79-'86	....
1st Mortgage (Muscogee) copy.	800,000	7	" "	"	'72-'73	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car.	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	" "	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York.	1891	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1888	....
Sterling Mountain:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	.....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	.....	....
Suspens. Brid. & Erie June.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	.....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1875	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	.....	....
Syracuse, Bing. & N.Y. (DL&W)						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1892	....
2d Mortgage	270,000	7	June & Dec.	" "	1897	....
Syracuse and Chemango Valley						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.)						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1900	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1879	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,600,000	7	June & Dec.	New York.	1894	20
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1900	75
2d Mortgage (W. Div.) 117 m.	1,300,000	7	April & Oct.	" "	1898	40
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $3,500,000.	1,406,000	7	May & Nov.	" "	1919	25
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1919	....
Tom's River & Waterf.(N.J.So.)						
1st Mortgage guaranteed	80,500	7	.....	New York.	1888	....
Troy & Bennington (T. &)						
1st Mortgage skg fund, unr.	100,000	7	Jan. & July.	Troy.	1879	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1897	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 78 m.)	$900,000	7	Feb. & Aug.	New York.	1890	97½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M.(Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	86
1st M. (Gt. W.Rwy of '59, 181m)	500,000	7	May & Nov.	" "	1890	88
1st Mort. (Quincy & Tol. 34 m)	300,000	7	Feb. & Aug.	" "	1882	90½
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	May & Nov.	" "	1878	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	" "	" "	1871	70
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1893	76
3d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1883	67
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1907	55
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1900	73
1st M. (Dec. & East St. L. 109m.)	2,700,000	7	" "	" "	1893	....
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "		
Troy, Salem & Rutland (R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	88½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,196,000	7	April & Oct.	" "	1889	88
Income Mortgage	7,568,000	10	March & Sept.	" "	1874	91
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1890	....
Union & Titusville (O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,008	6*	April & Oct.	Philadelphia.	1875	98½
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883 (Camden & Amb'y)	1,700,000	6	" "	Philadelphia.	1883	93
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	91
Consolidated (mort.) Loan of 1859	5,000,000	6	May & Nov.	Philadelphia.	1889	101½
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	" "	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J. (NJ Co)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer. (U. Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y. & Utica.	1878	....
Utica, Chen. & Susq. Val. (D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	23
2d Mortgage consolidated	1,500,000	7	" "	"	1891	2
1st Mort. (Stan., Sheff. & Ch. R. R.)	443,800	7	Jan. & July.	"	1887	60
Guar. Stock (Vt. & Ca. R. R.)	795 500	8	June & Dec.		....	74
Equipment Mortgage	1,000,000	8	May & Nov.		'76-'77	65
Equipment Mortgage	1,000,000	8	" "		1880	65
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	102
Vermont Valley (Rutland):						
1st Mortgage	886,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee (A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	....
Enlarged Mortgage	990,000	6	" "	" "	1884	....
4th Mortgage	846,000	8	March & Sept.	" "	1900	75½
Registered Certificates	123,208	6	Jan. & July.	" "	'71-'76	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1880	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin (O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	70
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $2,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	709,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,073,300	7	April & Oct.	"	1891	102½
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage (M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	813,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	98½
2d Mort. " "	300,000	6	" "	"	1890	96½
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	61
2d Mortgage preferred	600,000	6	" "	"	1895	61
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	90
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	55
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1896	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863, gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	82
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	97
Consolidated mort. Apr. 1, 1869	1,000,000	7	April & Oct.	"	1899	104
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1890	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1878	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	65
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Bending:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	75
2d Mortgage coupon or regis	723,000	7	Jan & July.	"	1902	79
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	80
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G. gold S. F. $25,000pm	.....	7*	Jan. & July.	Boston.	1901	76½
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,907,872	6	Jan. & July.	Philadelphia.	1886	91
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	90
Delaware and Hudson:						
1st Mortgage registered — 1st series, Nov. 1, 1867	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered — 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	104
1st Mortgage registered — 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	104½
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,166,277	6	J. A. J. & O.	Philadelphia.	1884	97½
Mortgage Loan reg	2,0 0,000	6	F. M. A. & N.	"	1897	98½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	97½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	100
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	88
Monongahela Navigation:						
1st Mortgage	108,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	101½
2d Mortgage	285,000	6	" "	"	1876	96
Boat Loan, sinking fund	236,985	7	" "	"	1855	100½
Preferred Stock Dividend Scrip	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	88
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation (Ph.& Rdg):						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	76½
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	260,000	6	May & Nov.	"	1870	75
Boat and Car Loan	756,650	5	" "	"	1888	77
Boat and Car Loan	628.100	7	" "	"	1889	86
Coupon Bonds	1,079,000	6	Jan. & July.	"	1896	76½
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	74½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1871	....
2d Mortgage	298,000	6	May & Nov.		1880	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	Sidings.	Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.							$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30, 1873	60.0	—	2.5	125.0		3	4	2	56	Adirondack.....New York.	3,118,515	*	3,543,241	.....	3,766,000	930,000	1,963,756	—	60.0	71,936	29,902	80,012	100,425	22,801	—	100	....
Sept. 30, 1873	81.3	—	5.8	—		13	10	2	113	Alabama Central †.....Alabama.	3,600,000	*	—	.....	2,100,000	1,600,000	.....	—	92.8	.....	.....	.....	350,000	95,000	—	100	....
Dec. 31, 1873	290.0	—	14.8	—		40	20	6	800	Alabama and Chattanooga.....Alabama.	10,500,000	—	—	.....	2,700,000	8,000,000	3,000,000	—	290.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1873	142.0	—	165.7	—		68	33	12	1,890	Albany and Susq. †(D. & H.)..New York.	10,317,910	*	—	.....	5,000,000	4,621,000	706,519	.....	142.0	810,619	371,410	631,917	1,672,319	410,877	7	100	95
Dec. 31, 1873	132.0	130.5	16.7	—		73	29	10	1,969	Allegheny Valley †.....Pennsylvania.	12,332,709	*	—	.....	2,256,400	7,424,000	1,280,691	—	132.0	.....	861,289	1,778,638	2,628,471	784,026	—	100	....
Oct. 31, 1873	4.5	—	9.3	21.3		—	—	—	—	Allentown (P. & R.).....Pennsylvania.	1,078,439	—	—	.....	568,744	—	649,132	—	—	—	—	—	—	—	—	50	....
Dec. 31, 1873	99.0	—	3.7	—		13	3	*	96	Arkansas Branch (St. L. & Iron Mt.).Mo.	5,351,250	*	19,971	66,482	2,499,000	2,500,000	438,659	—	99.0	153,100	.....	.....	259,293	98,598	—	50	....
Dec. 31, 1873	92.5	—	6.9	—		—	—	—	—	Ashtab. Youngst'wn & Pitts. (Pa. Co.).O.	3,300,000	—	—	.....	1,800,000	1,500,000	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	150.0	—	10.0	—		.....	.....	.....	.....	Atchison and Nebraska.....Kan. & Neb.	7,500,000	*	—	.....	3,750,000	3,750,000	.....	—	150.0	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1873	469.3	27.8	30.9	—		38	23	7	778	Atchison, Topeka & Santa Fe.....Kansas.	20,593,233	1,214,307	1,481,420	1,023,087	8,615,000	10,096,500	3,814,785	222,545	282.9	.....	.....	.....	1,172,013	423,803	—	100	10
Feb. 28, 1874	266.5	—	9.7	—		10	8	3	161	Atlanta & Rich'd Air Line †.Ga. N.C. & S.C.	11,748,000	*	—	.....	7,500,000	4,248,000	.....	—	192.0	.....	.....	.....	.....	.....	—	100	....
June 30, 1873	81.0	—	4.0	—		19	7	6	165	Atlanta and West Point.....Georgia.	1,197,715	*	151,853	63,254	1,282,200	102,500	24,257	53,865	87.0	.....	62,987	86,592	399,344	100,161	8	100	....
June 30, 1873	387.5	34.8	161.0	—		190	41	25	2,911	Atlantic and Great West. N.Y. Penn. & O.	78,718,992	*	8,445,000	.....	24,358,300	62,800,692	2,899,401	—	604.8	5,111,462	957,942	2,606,088	5,456,896	1,886,922	—	100	....
Dec. 31, 1873	236.0	109.0	15.6	162.0		26	19	10	424	Atlantic and Gulf †.....Georgia.	7,717,971	—	—	.....	3,479,677	3,526,700	353,429	—	345.6	688,918	97,237	.....	1,005,947	267,886	—	100	....
Sept. 30, 1873	405.0	20.0	40.0	100.0	84	29	20	1,015	Atlantic, Mississippi and Ohio †..Virginia.	19,038,905	*	9,167,335	1,215,021	6,921,900	14,183,000	5,860,427	2,435,934	428.0	1,498,803	246,629	627,639	2,193,757	914,085	—	100	....
Dec. 31, 1873	95.0	—	9.0	—		9	12	6	78	Atlantic and North Carolina †..N. Carolina.	2,200,000	—	—	.....	1,600,000	200,000	.....	—	95.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	328.0	4.0	32.8	—		135	74	34	2,842	*Atlantic and Pacific* †..Missouri & Ind. Ter.	36,572,728	*	4,135,500	141,411	19,760,800	16,792,438	1,577,522	.....	814.7	.....	.....	.....	5,529,102	2,218,876	—	100	....
Dec. 31, 1873	149.5	1.5	16.9	—		—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,089	—	—	.....	4,368,800	3,484,000	.....	—	—	—	—	—	—	—	—	100	....
Nov. 30, 1873	53.0	—	4.8	—		—	—	—	—	Augusta and Savannah (C. of Ga.)....Ga.	1,032,200	—	—	.....	733,700	129,000	.....	—	—	—	—	—	—	174,752	4	100	....
Oct. 31, 1873	51.2	2.5	5.5	—		—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,05 0,000	—	10,000	.....	550,000	454,900	.....	—	—	—	—	—	—	81,222	7	50	....
Sept. 30, 1873	379.6	42.8	439.0	—		473	205	56	10293	Baltimore and Ohio †.....Md. & W. Va.	33,975,584	10,682,289	18,857,395	2,926,765	16,719,862	19,866,733	822,298	29,033,181	497.4	10,892,259	.....	.....	12,252,844	4,099,043	10	100	171
Sept. 30, 1873	108.5	—	11.4	—		—	—	—	—	Washington Branch †.....Maryland.	10,000,000	—	—	—	5,680,685	—	—	—	108.5	—	—	—	947,739	116,067	10	—	175
Sept. 30, 1873	30.0	—	41.6	—		—	—	—	—	Parkersburg Branch.....W. Virginia.	1,650,000	—	—	757,683	1,650,000	20,000	—	787,653	80.0	—	—	—	440,775	284,014	—	100	64
Dec. 31, 1873	63.0	—	3.2	—		—	—	—	—	Baltimore, Pittsburg and Chicago.....O.	3,000,000	—	—	.....	500,000	2,500,000	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	78.1	19.2	6.1	—		26	47	8	319	Baltimore and Potomac.....Maryland.	8,138,010	654,991	.....	116,915	3,503,900	4,500,000	884,837	19,180	43.0	—	—	—	281,537	70	—	100	....
Dec. 31, 1873	48.2	—	2.5	—		4	2	2	68	Bangor and Piscataquis †.....Me.	1,207,202	110,200	.....	6,257	357,870	922,000	43,789	—	48.2	64.758	36,450	29,698	113,746	30,441	—	100	....
Oct. 31, 1873	16.0	—	6.0	—		6	2	1	367	Barclay (Towanda Coal Co.).....Pa.	1,200,000	—	—	—	1,000,000	79,000	—	—	16.0	58,568	25,347	344,908	996	Loss.	7	50	....
Dec. 31, 1873	33.5	—	2.7	—		—	—	—	—	Belfast and Moosehead Lake (Me. C.).Me.	900,000	—	—	—	750,000	150,000	7,000	—	—	—	—	—	—	36,000	—	50	....
Dec. 31, 1873	54.0	—	13.0	76.0		—	—	—	—	Bellville and Southern Illinois.....Ill.	2,780,000	—	—	.....	1,680,000	1,100,000	.....	—	—	—	—	—	—	40 p.c.	—	100	....
Dec. 31, 1873	67.0	—	6.7	—		—	—	—	—	Belvidere Delaware (Penn. R. R.)...N. J.	4,034,829	—	—	571,587	995,800	2,244,500	1,238,838	—	80.0	—	—	—	—	—	—	100	....
Sept. 30, 1873	22.0	—	2.0	—		—	—	—	—	Berkshire (Housatonic).....Mass.	600,000	—	6,000	7,600	600,000	—	7,245	6,355	—	—	397,153	1,444,573	1,148,223	153,700	—	100	....
Sept. 30, 1873	201.6	48.0	324.7	—		231	183	52	5,061	Boston and Albany.....Mass. & N. York.	21,876,749	4,453,046	2,316,185	1,067,840	10,864,100	4,319,000	2,266,820	3,263,900	283.9	5,661,554	5,757,624	2,884,520	9,798,033	2,199,878	10	100	133
Sept. 30, 1873	26.2	—	2.1	9.8	5	6	2	83	Boston, Barre and Gardner.....Mass.	915,537	141,655	40,118	65,899	828,627	4,400	319,018	13,169	26.2	87,304	116,098	29,340	97,046	16,511	—	100	....
Sept. 30, 1873	41.4	1.5	12.2	—		23	24	13	51	Boston, Clinton and Fitchburg.....Mass.	1,379,111	715,820	259,288	110,779	872,600	1,249,600	224,162	118,636	90.2	480,497	487,274	407,072	677,439	116,973	—	100	....
Mar. 31, 1873	93.5	56.9	11.0	—		24	25	20	52	Boston, Concord and Montreal.....N. H.	2,350,000	*	316,429	229,630	1,800,000	1,050,000	29,603	516,456	150.4	.....	171,511	92,187	670,349	131,715	—	100	....
Sept. 30, 1873	26.8	16.0	45.7	—		40	62	*	95	Boston and Lowell.....Mass.	2,476,831	343,634	2,508,971	799,188	2,993,000	1,199,500	1,338,660	597,464	125.5	826,281	2,086,979	605,617	1,464,942	387,113	8	500	941
Sept. 30, 1873	115.5	8.5	100.6	—		69	142	*	1,636	Boston and Maine.....Mass., N. H. & Me.	8,517,444	1,335,401	820,083	114,822	6,921,274	2,857,199	305,039	1,342,229	189.5	1,458,963	5,008,074	542,004	2,300,094	680,566	8	100	115
Sept. 30, 1873	44.0	18.5	66.0	—		41	71	11	627	Boston and Providence.....Mass. & R. I.	3,742,515	207,400	1 567,441	219,169	3,950,000	500,000	856,488	430,027	66.5	816,554	3,741,530	827,575	1,822,108	428,342	10	100	150
Dec. 31, 1873	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany †.....Georgia.	10,548,000	*	—	(Sold Oct. 15 1873.)	—	5,980,000	.....	—	172.0	(Operated by Receiver—No returns.)			.....	.....	—	100	....
Sept. 30, 1873	25.5	—	2.0	—		—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,000	—	44,080	.....	2,286,000	583,000	.....	—	—	—	—	—	—	40,600	—	100	....
Sept. 30, 1873	43.2	—	6.8	50.0	8	7	3	72	Buff., Corry and Pittsb.....N. Y. & Penn.	1,561,980	*	—	.....	500,000	1,000,000	350,000	—	43.2	1,343,729	65,542	109,325	169,989	Loss.	—	100	....
Sept. 30, 1873	141.5	—	13.3	—		—	—	—	—	Buffalo, New York & Erie...N.Y. & Penn.	3,332,000	—	—	.....	950,000	2,380,000	.....	—	—	—	—	—	—	233,100	7	100	....
Oct. 31, 1873	120.6	—	13.6	—	18	13	4	604	Buff., New York and Phila. N.Y. & Penn.	4,621,324	784,607	305,000	.....	1,615,060	2,577,500	1,238,944	—	120.6	261,900	234,760	158,836	398,763	48,546	—	100	....
Dec. 31, 1873	871.0	81.0	23.1	—	28	22	9	702	Burl., Cedar Rapids and Minnesota. Iowa.	16,200,000	*	—	—	5,610,000	8,265,000	1,978,197	—	402.0	—	—	—	1,078,310	301,306	—	500	....
Dec. 31, 1873	190.7	48.6	20.8	—	14	12	7	314	Burlington and Missouri River.....Neb.	7,300,000	500,000	476,356	145,904	853,780	7,277,943	118,228	278,126	239.3	392,234	81,217	126,120	628,429	284,214	—	100	64
Dec. 31, 1873	180.0	20.0	14.9	401.0	6	7	4	218	Burlington and Southwestern. Iowa & Mo.	6,102,610	601,315	.....	.....	1,976,319	3,820,000	729,954	—	180.0	.....	.....	.....	362,719	Loss.	—	100	....
Dec. 31, 187	71.0	—	2.1	—	4	6	*	50	Cairo, Arkansas and Texas.....Mo.	3,500,000	—	—	.....	2,000,000	1,500,000	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	301.0	—	19.7	—	27	17	8	710	*Cairo and Fulton*.....Arkansas.	20,000,000	*	—	—	12,000,000	8,000,000	.....	—	202.0	—	—	—	—	—	—	100	....
Jun. 30, 1873	53.4	0.6	3.3	15.6	6	4	*	292	Cairo and St Louis (narrow).....Ill	2,978,000	*	—	—	478,000	2,500,000	.....	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1873	166.6	—	7.8	—	10	8	4	161	Cairo and Vincennes.....Illinois.	6,935,400	*	—	—	125,236	3,503,686	3,530,000	57,000	—	54.0	31,780	10,221	5,000	18,286	15weeks	—	100	....
Dec. 31, 1873	60.0	7.0	6.1	—	9	62	9	119	Camden and Atlantic.....New Jersey.	1,842,838	458,692	142,921	42,368	1,216,869	1,076,151	107,096	68,702	156.6	113,557	8,418	21,824	72,234	—	—	100	....
Dec. 31, 1873	23.0	7.2	3.9	—		—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	381,925	350,000	—	—	....	216,246	463,708	104,541	808,996	210,587	—	50	72
Dec. 31, 1873	41.8	—	5.1	—	3	12	—	—	Cape May and Millville (W. N. Jer.).N.J.	979,282	—	—	—	500,000	400,000	79,282	—	—	—	—	—	—	45,415	6	100	....
June 30, 1873	18.0	0.5	1.2	—	—	—	—	—	Carbondale and Shawneetown....Illinois.	550,000	*	—	—	—	200,000	.....	—	—	—	—	—	—	60,000	6	100	....
Dec. 31, 1873	94.0	4.5	19.8	—	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,126,500	—	—	—	4,359,800	1,740,350	—	—	98.5	—	—	—	—	—	—	100	....
Sept. 30, 1873	84.6	—	6.0	—	—	—	—	—	Cayuga & Susquehanna (D.L. & W.)..N.Y.	589,110	—	—	—	589,110	—	—	—	—	—	—	—	—	190,000	—	50	29
Dec. 31, 1873	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	—	—	—	—	—	—	—	53,020	9	100	....
Dec. 31, 1873	271.5	2.5	27.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C. & N.W.).Ia.	11,234,000	—	—	—	7,620,000	3,614,000	—	—	—	—	—	—	—	137,052	113,676	100	....
Nov. 30, 1873	94.5	—	42.6	—	108	84	60	1,584	Central of Georgia.....Georgia.	7,500,000	*	1,904,144	5,141,594	7,500,000	3,116,000	3,817,530	112,208	708.5	.....	131,404	.....	3,482,398	562,972	562,972	3	100	....
Dec. 31, 1873	189.0	—	16.9	29.8	26	10	3	612	Central of Iowa.....Iowa.	10,000,000	—	—	—	6,000,000	4,625,000	950,900	—	199.6	—	—	—	655,104	139,889	—	100	....
Dec. 31, 1873	74.0	6.7	211.8	—	227	126	47	9,082	Central of New Jersey.....New Jersey.	15,293,003	2,796,445	18,000,000	.....	20,000,000	9,386,700	6,729,046	—	90.7	.....	.....	.....	5,809,013	2,507,253	8	100	106
Dec. 31, 1873	127.1	—	81.7	—	37	41	*	1,353	Central Ohio (B. & O.).....Ohio.	5,349,500	*	—	—	2,349,500	2,500,000	—	—	137.2	—	—	—	1,046,435	365,482	6	50	86
Dec. 31, 1873	864.9	336.0	140.9	205.0	188	167	43	8,591	*Central Pacific* †.....Cal. Nev. & Utah.	131,419,116	6,156,746	5,809,538	3,251,449	54,275,500	82,855,680	767,558	9,339,152	1,219.0	5,010,962	3,908,171	1,028,602	12,863,953	7,894,681	3	100	....
May 31, 1873	118.0	—	108.0	—	170	125	51	5,189	Central Vermont.....Vt.	11,500,000	*	—	—	5,000,000	6,500,000	—	—	773.0	—	—	—	—	—	—	100	....
June 30, 1873	100.0	—	15.0	100.0	6	6	3	123	*Central Br. of Union Pacific*.....Kan.	3,725,700	*	—	—	980,000	2,200,000	303,058	—	100.0	—	—	—	119,663	—	—	100	....
Dec. 31, 1873	195.0	—	12.0	—	21	10	13	221	Charlotte, Columbia & Augusta....S.Car.	5,617,880	*	97,954	112,353	2,578,000	1,300,000	681,082	662,106	195.0	—	—	—	693,422	291,064	—	100	....
Dec. 31, 1873	22.8	—	2.5	—	—	—	—	—	Chartiers (Penn.).....Pennsylvania.	1,128,690	—	—	—	604,110	500,000	4,298	—	22.8	39,119	107,200	214,612	61,293	18,029	—	50	....
Sept. 30, 1873	17.4	—	2.3	—	—	—	—	—	Chemung (N. Central).....New York.	400,000	—	—	—	380,000	—	—	—	—	—	—	—	—	—	—	100	....
Sept. 30, 1873	20.9	—	0.9	—	—	—	—	—	Cherry V. Shar. & Alb. (D. & H. Can.).N.Y.	600,000	—	—	—	281,350	307,000	21,000	—	—	—	—	—	—	30,000	6	100	....
Sept. 30, 1873	421.0	9.3	21.5	58.5	70	34	18	2,261	Chesapeake and Ohio.....Va. & W. Va.	41,137,773	*	3,738,067	450,682	15,898,408	22,026,500	7,405,620	—	421.0	1,087,217	220,601	248,226	1,210,509	330,804	—	100	....
Sept. 30, 1873	53.6	—	11.9	—	28	22	10	419	Cheshire.....N. H. & Mass.	2,362,707	326,600	331,259	127,564	2,153,300	808,400	27,238	189,193	88.1	663,014	198,517	456,358	849,086	1,877,575	5	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "§."

Year ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Jun. 30, 1873	111.0	....	5.5	....	8	6	4	310	Gilman, Clinton & Springfield....Illinois.	4,066,167	380,630	327,236	41,106	2,000,000	2,000,000	584,266	120,673	111.0	242,036	.....	109,568	237,006	(Deficit)	....	100	....
Sept. 30, 1873	14.8	....	0.6	....	....	....	....	....	Goshen and Deckertown(Erie).New York.	290,901	....	....	....	105,000	246,500	22,106	....	....	*	.....	.....	.....	21,500	....	....	100	....
Dec. 31, 1872	299.3	26.0	19.9	....	84	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	10,168,975	*	....	....	2,681,473	7,482,500	.....	....	325.3	627,211	491,910	311,070	1,055,192	461,272	....	100	....
Dec. 31, 1873	36.0	....	3.8	....	5	3	2	225	Grand Rapids, Newaygo & L. Shore..Mich.	143,372	216,628	....	....	362,100	576,000	188,163	....	36.0	.....	.....	.....	182,772	63,248	....	100	....
May 31, 1873	24.0	....	6.2	....	....	....	....	....	Grand River Valley (M. C.).....Michigan.	1,992,000	....	....	....	492,000	1,500,000	....	....	....	.....	.....	.....	.....	144,600	5	100	....
Jun. 30, 1873	24.2	....	6.8	....	6	2	1	345	Grand Tower and Carbondale.....Ill.	621,960	*	(Owned	by G. T.	Min. Man	uf. & Tra	ns. Co. B	ankrupt.)	24.2	.....	.....	.....	.....	144,600	5	100	....
Dec. 31, 1873	929 0	....	379.0	....	422	274	84	5,575	Grand Trunk §.....Canada.	145,983,776	*	....	3,600,085	54,942,945	93,720,911	.....	....	1,383.0	7,088,594	1,834,945	1,608,584	9,799,486	603,905	....	100	....
Jan. 31, 1873	229.0	241.8	94.8	....	177	146	39	2,929	Great Western §.....Canada.	29,137,696	*	4,864,078	541,793	23,667,4 7	1 716,000	.....	....	470.8	4,416,442	1,017,803	1,337,289	5,732,867	2,293,120	3½	100	....
Mar. 31, 1874	66.0	....	4.0	....	5	3	2	65	Gulf, Western Texas and Pacific §..Texas	1,492,000	*	.....	.....	500,000	80,000	.....	....	66 0	.....	.....	.....	289,768	184,979	....	100	....
Jun. 30, 1873	46.0	6.0	2.8	....	....	....	....	....	Hannibal and Naples (T. W. & W.)...Ill.	1,357,000	....	....	....	457,000	800,000	.....	....	52.0	721,908	.....	78,900	116,170	(Deficit)	....	100	....
Aug. 31, 1872	206.9	90.5	29.2	81.0	79	61	62	1,592	*Hannibal and St. Joseph* §.....Missouri.	23,897,728	*	821,792	.....	14,250,828	6,146,900	.....	....	274.5	1,648,638	320,838	415,563	2,484,671	670,630	....	100	28
Oct. 31, 1873	36.0	....	18.0	....	....	....	....	....	Harrisburg and Lancaster (Pa.).....Pa.	1,832,530	....	....	....	1,132,550	700,000	....	....	....	.....	.....	.....	.....	144,600	5	100	....
Sept. 30, 1873	122.4	0.8	18.0	70.0	30	36	16	338	Hartford, Prov. & Fishkill §....Ct. & R. I.	4,704,866	*	277,087	.....	2,037,940	2,055,500	600,000	....	130.5	.....	.....	.....	.....	124,778	7	50	....
Sept. 30, 1873	74.0	....	7.0	....	17	16	8	389	Housatonic .....Connecticut.	2,014,871	340,687	.....	.....	2,000,000	541,000	313,981	....	127 8	264,881	167,628	221,100	454,963	144,284	....	100	....
Dec. 31, 1873	45.0	18.8	15.7	....	23	6	*	116	Huntingdon and Broad Top Mt.....Penn.	4,169 956	*	616,500	78,198	1,870,000	2,161,500	833,158	....	58.8	.....	71,869	617,237	431,107	190,004	....	50	14
Dec. 31, 1873	705.5	....	134.6	....	197	119	47	4,650	*Illinois Central*.....Illinois.	34,736,588	*	779,127	1,606,94	27,250,000	5,339,000	.....	4,526,000	1,108.9	5,951,325	1,473,607	1,121,353	8,288,325	2,869,741	10	100	91½
Jun. 30, 1873	14.5	....	6.0	....	4	3	1	166	Illinois and St. Louis.....Illinois.	1,549,757	*	.....	144,803	1,361,100	.....	262,895	70,563	14.5	48,975	.....	.....	124,437	10,780	....	100	....
Jun. 30, 1873	84.9	....	2.6	67.1	6	4	6	250	Indiana and Illinois Central....Ind. & Ill.	3,293,605	312,797	351,448	.....	1,896,000	1,079,000	739,250	.....	94.9	.....	.....	.....	.....	.....	....	100	....
Jun. 30, 1873	202.5	....	26.8	217.0	65	23	13	1,310	Ind., Bloomington & Western..Ind. & Ill.	13,440 785	*	.....	.....	5,003,700	6,500,000	72,426	.....	210.9	1,684,198	.....	404,236	1,469,807	632,819	....	100	....
Dec. 31, 1873	72.0	....	16.2	....	55	34	16	1,352	Indianapolis and St Louis.....Illinois.	4,095,227	*	801,600	.....	600,000	3,378,000	918,918	.....	265.0	.....	.....	.....	2,097,528	690,900	....	100	....
Dec. 31, 1873	117.0	....	18.5	....	8	7	3	197	Indianapolis and Vincennes (Penn.)..Ill.	4,452,729	195,125	.....	86,937	1,402,000	3,150,000	453,296	....	117.0	.....	.....	.....	253,784	62,187	....	100	....
Nov. 30, 1873	353.0	18.0	20.5	150.0	40	23	6	667	International & Great Northern §....Tex.	16,014,000	*	.....	.....	5,500,000	10,514,000	.....	....	341.0	.....	.....	107,636	1,066,249	530,035	....	100	....
Dec. 31, 1875	183.7	....	6.2	....	....	....	....	....	*Iowa Falls and Sioux City* (Ill. C.).....Ia.	7,585,000	....	....	....	4,625,000	2,960,000	.....	....	....	.....	.....	.....	433,907	151,867	6	100	....
May 31, 1873	68.8	....	3.5	....	....	....	....	....	Iowa Midland (C. & N. W.).....Iowa.	2,207,719	*	1,292,281	246 228	44,947	1,350,000	320,428	....	68.8	.....	.....	.....	84,781	1,980	....	100	....
Sept. 30, 1873	35.6	....	3.7	....	6	3	2	188	Ithaca and Athens.....New York.	1,275,472	*	.....	.....	494,162	600,000	188,114	....	35.6	127,238	24,401	158,125	152,308	70,501	....	100	....
May 31, 1873	212.0	....	7.9	....	....	....	....	....	*Jackson, Lansing and Saginaw*..Michigan.	7,000,000	....	....	....	2,000,000	5,000,000	....	....	....	.....	.....	.....	.....	470,000	3½	100	....
Jun. 30, 1873	30.7	....	2.1	94.3	2	1	2	27	Jacksonville (N. W. & S. E.).....Ill.	923,200	*	.....	.....	313,200	610,000	.....	....	30.7	.....	.....	.....	.....	.....	....	100	....
Dec. 31, 1873	151.2	25.1	9.7	110.0	14	6	4	155	*Jacksonville, Pensacola and Mobile* §....Fla.	6,000,000	*	.....	.....	6,000,000	4,000,000	.....	....	215.0	.....	.....	.....	.....	.....	....	100	....
Dec. 31, 1873	51.1	1.5	16 2	....	....	....	....	....	Jamestown and Franklin (L.S.& M.S.)Pa.	2,616,743	....	....	....	606,000	1,000,000	964,743	....	51.0	.....	.....	.....	.....	118,186	....	50	....
Dec. 31, 1873	36.5	9.0	8.6	....	....	....	....	....	Jefferson (Erie).....Pennsylvania.	5,237,978	....	....	....	2,095,700	2,800,000	942,978	....	....	.....	.....	.....	.....	225,000	....	50	....
Dec. 31, 1873	110.0	116.0	36.7	....	45	56	*	987	Jeffersonville, Madison and Ind..Indiana.	6,392,816	*	1,239,310	.....	2,000,000	4,871,000	760,617	....	226.0	.....	.....	.....	1,379,791	446,200	7	100	....
Dec. 31, 1873	37.7	....	4.2	....	....	....	....	....	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	....	164,000	.....	1,500,000	500,000	.....	....	....	.....	.....	.....	.....	163,127	7	100	....
May 31, 1874	44.0	....	8.2	....	....	....	....	....	Joliet and N. Indiana (M. C.)..Ill. & Ind.	1,100,000	....	....	....	300,000	800,000	.....	....	....	.....	.....	.....	.....	88,000	8	100	....
Dec. 31, 1873	57.6	....	6.7	....	....	....	....	....	K'm'zoo, Al'g'n & G. Rap.(LS&MS).Mich.	1,450,000	....	.....	.....	610,000	840,000	.....	....	....	.....	.....	.....	.....	103,800	6	100	....
Dec. 31, 1872	98.0	....	1.7	491.5	3	2	2	89	Kansas Central (3 ft.).....Kas.	765,229	75,765	394,953	.....	840,000	.....	.....	....	....	.....	.....	.....	.....	.....	....	100	....
Mar. 31, 1874	200.2	60.0	15.2	....	21	17	17	228	Kansas City, St. Joseph & Co. Bl. Mo.& Ia.	8,567,729	1,003,410	.....	634,775	2,789,414	6,826,500	.....	....	280.7	(Returns for 1872-'73.)	.....	.....	1,237,813	418,213	....	100	....
Dec 31, 1873	31.9	....	1.8	....	....	....	....	....	Kansas City & Santa Fe(L.L. & G.).Kan.	.....	.....	.....	.....	.....	.....	.....	....	31.9	(Refused.)	.....	.....	.....	.....	....	100	....
Dec. 31, 1873	639.0	34.0	48.0	....	88	55	18	1,816	Kansas Pacific.....Kansas & Col.	35,219,618	*	3,722,901	.....	9,689,950	26,015,600	2,917,359	....	639.6	1,441,229	173,651	278,406	3,563,299	1,440,309	....	100	....
Dec. 31, 1873	99.0	....	11.2	....	17	15	6	312	Kentucky Central.....Ky.	.....	.....	.....	.....	.....	1,081,000	.....	....	99.0	(All r	efused.)	.....	.....	.....	....	100	....
Mar. 31 1874	162 0	....	14.0	....	16	10	5	269	Keokuk and Des Moines .....Iowa.	6,078,320	*	.....	.....	.....	2,153,720	.....	....	162.0	(Re-organized Ja	nuary 1, 1	874.)	.....	.....	....	100	....
Dec. 31, 1873	49 0	....	2.4	....	5	11	3	68	Knox and Lincoln .....Maine.	2,707,573	*	72,900	11.762	3,924,600	2,395,000	34.000	....	49.0	96,715	91,795	13,392	141,720	68,082	....	100	....
May 31, 1873	29.0	....	3.0	....	....	....	....	....	La Crosse, Tremp. & Pres. (C.&NW)Wis.	1,386,540	....	.....	5,322	368,835	990	1,000,000	390,872	29.0	.....	.....	.....	230,551	165,777	....	100	....
Jun. 30, 1873	80.0	....	3.5	....	....	....	....	....	Laf., Bloom'ton & Mies. (T.W.& W.)..Ill.	2,300,000	....	.....	.....	.....	1,000,000	1,300,000	....	80.0	199,672	.....	100,965	157,131	84,926	....	100	....
Dec. 31, 1873	36.0	....	1.9	79.0	....	....	....	....	Laf., Muncie & Bloom'ton(T.W.& W.).Ill.	.....	.....	.....	.....	.....	.....	.....	....	36.0	(Re	fused.)	.....	.....	.....	....	100	....
Jun. 30, 1873	67.5	....	4.0	112.5	6	3	3	63	Lake Erie and Louisville.....Ohio.	2,427,732	*	.....	.....	117,078	666,000	.....	....	67.5	77,806	48,681	40,676	90,068	21,751	....	100	....
Sept. 30, 1873	51.8	6.0	5.4	83.7	6	8	2	201	Lake Ontario Shore Line.....New York.	2,792,081	*	82,603	22,032	1,115,350	890,000	510,906	16,511	57.5	50.128	69,122	37,234	55,785	2,082	....	100	....
Sept. 30, 1873	5.0.4	493.6	61.5	....	462	171	82	9,643	Lake Shore & Mich. S.N.Y.P.O. Ind.& Ill.	63,495,167	13,586 689	8,551,485	4,174 756	50,000,000	31,196,000	6,654,322	1,428,675	1,154.0	13,491,163	2,145,163	5,511,918	19,414,509	5,667,911	4	100	91½
Jun. 30, 1873	92.4	8.0	12 9	....	9	8	*	200	Lake Shore and Tuscarawas Valley..Ohio.	4,248,156	223,274	.....	53,125	1,981,915	2,300,000	281,890	10,752	75.4	.....	60,863	111,409	128,669	7,011	....	100	....
Aug. 31, 1873	150.0	....	13.4	....	11	10	4	343	Lake Superior and Mississippi.....Minn.	7,081,000	....	.....	.....	5,125,000	7,047,000	16,000	....	211.0	.....	81,559	.....	484,811	.....	....	100	....
Dec. 31, 1873	17.8	3.0	12.2	....	....	....	....	....	Lawrence (P. F. W. & C.).....Pa.	715,126	.....	39,548	.....	380,200	355,000	9,458	....	20.8	.....	.....	.....	189,382	75,753	10	100	....
Dec. 31, 1873	21.5	....	2.2	....	....	....	....	....	Leav'worth, Atchison & Nthw. (Pac.).Ks.	1,000,000	....	.....	.....	600,500	600,000	.....	....	....	.....	.....	.....	.....	42,000	....	100	....
Apr. 30, 1873	144.1	1.8	9.2	....	20	14	9	255	*Leavenworth, Lawrence & Galveston*...Ks.	4,378,157	604,364	5,560,061	125,119	5,000,000	5,800,000	867,695	....	208.6	.....	.....	.....	479.756	86,668	....	100	....
Dec. 31, 1873	15.6	....	1.5	21.0	....	....	....	....	Lehigh and Lackawanna (L. & S.)....Pa.	675,100	....	.....	.....	375,100	300,000	.....	....	15.0	.....	20,675	44,107	42,287	13,676	....	50	....
Dec. 31, 1873	105.0	32.3	100.0	....	92	14	12	7,762	Lehigh and Susquehanna (C. of N. J.).Pa.	12,757,396	*	.....	(wned	by Lehig	h Coal &	Nav. C	ompany.)	174.0	1,924,045	511,501	3,408,372	3,447,817	2,166,566	10	50	....
Nov. 30, 1873	101.0	132.4	238.7	....	194	44	29	9,726	Lehigh Valley.....Pa.	19,750,425	*	15,384,664	.....	23,222,446	10,875,000	1,837,643	....	233.4	.....	1,096,820	6,378,196	7,424,895	3,540,035	10	50	121
Dec. 31, 1873	120.0	76.0	68.5	....	53	38	24	659	Little Miami & Col. Xenia (P.C.&S.L.)O.	6,789,473	*	260,964	44,910	4,608,250	1,590,000	.....	....	196.0	.....	.....	.....	1,461,548	162,018	8	100	....
Dec. 31, 1873	100.0	....	4.0	60.0	7	4	1	60	*Little Rock and Fort Smith* §.....Ark.	9,350,000	*	.....	.....	4,675,000	4,675,000	.....	....	100.0	.....	.....	.....	.....	.....	....	100	....
Apr. 30, 1874	70.0	....	....	50.0	2	1	1	12	Little Rock, Pine Bluff & N. O. § (mar.)Pa.	1,400,000	*	.....	.....	.....	700,000	.....	....	....	(Operat	ions not r	eported.)	99,880	Loss.	....	100	....
Nov. 30, 1873	28.3	3.0	19.9	....	....	....	....	....	Little Schuylkill (P. & R.).....Pa.	1,416,188	....	10,000	.....	2,646,100	747,800	.....	....	118.0	(Operat	ions not r	eported.)	214,639	209,669	7	50	96
May 31, 1873	93.0	2.0	5.0	....	9	5	2	245	Logansport, Crawfordsville & S. W..Ind.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	....	....	.....	.....	.....	.....	.....	....	100	....
Dec. 31, 1873	9.0	....	....	....	....	....	....	....	Long Branch and Sea Shore (S.N.J.).N. J.	396,863	....	.....	.....	171,800	200,000	.....	....	....	.....	.....	.....	.....	.....	....	103	....
Sept. 30, 1873	94.0	54.0	17.1	....	22	43	9	249	Long Island §.....N. Y.	5,226,902	*	.....	.....	3,300,000	1,500,000	205,000	....	168.0	.....	.....	.....	895,716	473,159	4	100	....
Dec. 31, 1873	101.1	....	9.2	....	....	....	....	....	Louisiana & Missouri River(C.&A.)..Mo.	5,902,440	....	.....	.....	1,516,500	1,515,500	1,588,348	....	....	.....	.....	.....	.....	138,370	....	100	....
July 1, 1873	93 5	61.4	23.1	23.0	42	26	13	879	Louisville, Cincinnati and Lexington..Ky.	7,961,305	*	.....	.....	2,474,483	4,234,619	1,709,147	....	174.9	.....	.....	.....	1,210,382	301,719	....	100	....
Dec. 31, 1873	288.0	....	17.0	....	36	15	10	479	Louisv., New Albany and Chicago...Ind.	(nominal.)	....	.....	.....	3,000,000	.....	.....	....	288.0	(No ret	urns furn	ished.)	.....	.....	....	100	....
Dec. 31, 1873	31.0	....	2.1	124.0	2	1	....	14	Louisv., N. Alb. & St. L. A. L. Ind.& Ill.	2,649,222	44,105	242,677	.....	1,56 ,073	780,000	184,517	....	31.0	.....	.....	.....	11,764	917	....	100	....
Jun. 30, 1873	185.0	429.8	59.4	....	123	97	*	1,559	Louisv., Nashv. & Gt. So. §..Ky. & Tenn.	22,046,339	*	8,253,416	595,765	8,981,439	14,520,500	3,211,942	1,781,627	605 8	.....	.....	.....	4,909,426	1,411,123	7	100	....
Sept. 30, 1873	12.4	....	2.3	....	....	....	....	....	Lowell and Lawrence (B. & L.)....Mass.	863,158	....	.....	13,032	200,000	54,700	10,532	110,768	....	.....	.....	.....	21 786	18,815	6	100	....
Mar. 31, 1873	78.0	....	3.9	....	....	....	....	....	Macon and Augusta (Ga.).....Ga.	2,506,170	....	.....	.....	1,631 900	770,000	104,270	....	78.0	.....	.....	.....	120,768	7,491	....	100	....
Dec. 31, 1873	187.0	10.0	5.6	....	12	19	4	170	Macon and Brunswick §.....Ga.	5,750,000	*	.....	.....	3,500,000	2,250,000	.....	....	197.0	.....	.....	.....	437,298	148,333	....	100	....
Jun. 30, 1873	38.0	....	6.0	....	....	....	....	....	Mahoning Coal (L. S. & M. S.).....Ohio.	2,199,822	....	.....	.....	1,075,000	1,075,000	98,179	....	....	.....	.....	.....	.....	.....	....	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending	Railroad. Main Line.	Branch Lines.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. H. M. &c.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p c
Dec. 31, 1873	354.9	69.0	554.9	—	878	385	136	17589	Pennsylvania.....Pennsylvania	48,571,808	*	97,782,380	4,371,449	68,144,475	43,145,785	22,391,815	6,842,563	869.4	.....	5,879,684	9,998,794	24,886,009	9,044,978	10	50	108
Dec. 31, 1873	47.0	15.5	57.0	—	23	8	—	1,300	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	3,052,500	.....	4,000,000	487,500	565,000	.....	47.0	.....	3,970	1,391,454	28,501	.....	20	50	240
Dec. 31, 1873	41.5	—	1.4	—	—	—	—	—	Pennsylvania and Delaware (Penn.)..Pa.	2,502,000	—	—	—	900,000	1,602,000	71,346	—	—	(Opened July 1, 1873.)			.....	.....	—	50	.....
Nov. 30, 1873	104.6	22.6	21.2	—	18	2	—	992	Pennsylvania and N. York. N.Y. & Penn.	6,861,760	791,077	.....	.....	4,661,760	3,000,000	74,017	—	127.2	762,462	101,584	1,838,061	1,485,806	403,405	24	50	.....
Dec. 31, 1873	23.8	—	8.1	12.7	—	—	—	—	Perkiomen (P. & R.).....Pa.	1,388,700	—	18,529	.....	38,040	1,821,800	20,478	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1873	45.2	—	2.0	—	4	4	1	58	Pensacola and Louisville †.....Fla.	455,327	64,300	150,000	.....	450,000	—	219,627	—	45.2	76,850	16,690	.....	58,930	35,357	—	100	.....
Dec. 31, 1870	—	—	—	76.0	—	—	—	—	Peoria, Atlanta and Decatur.....Ill.	800,000	—	—	—	600,000	300,000	—	—	—	—	(Under construction.)		—	—	—	100	.....
Dec. 31, 1873	47.0	—	7.4	—	—	—	—	—	Peoria and Bureau Valley (C.R.I.&P.).Ill.	1,566,000	—	—	—	1,266,000	300,000	—	—	—	—	—	—	—	—	—	100	.....
Jun. 30, 1873	83.0	—	11.5	—	12	7	4	171	Peoria, Pekin and Jacksonville...Illinois.	5,260,351	345,797	45,000	.....	1,239,700	2,000,000	411,448	—	83.6	280,562	.....	135,466	319,168	80,952	—	50	.....
Jun. 30, 1873	91.0	—	4.0	—	8	5	2	163	Peoria and Rock Island.....Ill.	3,772,327	*	.....	.....	1,858,950	1,650,000	49,639	—	9.0	276,058	70,500	194,348	300,045	105,368	—	100	.....
Dec. 31, 1873	64.0	18.0	8.0	—	12	3	5	121	Petersburg †.....Virginia	1,817,985	*	.....	.....	1,324,200	500,000	356,112	—	—	—	—	—	—	—	—	—	—
Oct. 31, 1873	46.0	—	6.5	—	10	8	3	95	Philadelphia and Balt. Cent. Penn. & Md.	1,811.107	177,744	.....	.....	220,606	1,500,000	46,945	—	57.0	182,886	309,498	138,262	303,221	78,339	—	50	.....
Dec. 31, 1873	287.6	—	121.7	—	—	—	—	—	Philadelphia and Erie †(Penn.).....Pa.	23,777,743	—	2,241,800	16,866	8,448,700	16,625,000	1,335,709	—	287.6	2,912,351	777,273	2,164,246	3,842,067	428,786	—	50	29
Sept. 30, 1873	20.0	—	25.0	—	24	45	18	192	Phila., Germ. and Norrist'n (P.& R.)..Pa.	1,146,538	368,262	500,793	.....	2,231,900	—	—	—	32.3	—	—	—	281,623	269,791	12	50	178
Dec. 31, 1873	3.0	—	—	24.0	—	—	—	—	Phila., Newtown and New York .....Pa.	440,400	—	—	—	—	—	—	—	—	—	—	—	—	—	—	50	—
Sept. 30, 1873	98.4	228.6	432.2	—	400	220	60	19018	Philadelphia and Reading..Pennsylvania.	28,260,889	7,480,719	48,349,068	1,741,889	34,289,575	44,188,715	4,676,055	2,498,205	725.3	8,351,682	6,790,088	9,847,747	14,832,661	5,357,766	10	50	112½
Dec. 31, 1873	26.6	—	39.7	—	—	—	—	—	Philadelphia and Trenton (Penn.).....Pa.	1,584,470	—	—	—	1,259,190	—	—	—	36.6	882,160	1,747,216	1,400,983	1,995,606	448,574	10	100	123
Oct. 31, 1873	95.3	14.8	121.6	—	70	160	...	1,240	Phila., Wilm. and Baltimore..Pa. D.& Md.	11,814,764	*	2,108,295	840,363	11,507,750	1,900,000	279,120	743,053	111.8	1,497,207	853,937	836,979	3,074,881	1,095,265	8	50	108
Nov. 30, 1873	11.3	—	43.0	—	—	—	—	—	Pickering Valley (P. & R.).....Pa.	474,551	—	—	—	92,875	382,300	161,363	—	—	—	—	—	—	4,751	—	50	.....
Dec. 31, 1873	193.0	8.0	50.8	—	104	34	19	1,648	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	19,682,344	*	3,496 277	.....	8,483,750	15,010,586	3,864,872	—	201.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1873	468 3	—	180.0	—	269	183	54	9,789	Pittsburg, Ft. W. and Chic..P., O., I. & I.	37,368,286	*	.....	.....	23,814,286	14,554,000	14,230	—	500.6	7,578,666	2,184,653	2,366,846	3,841,214	478,298	—	50	.....
Dec. 31, 1873	30.0	—	4.9	160.0	4	6	3	65	Pitts'bg, Virg. & Charleston...Pa.& W.Va.	1,106,167	37,226	556,038	.....	673,264	700,000	244,672	—	30.0	57,900	140,188	4,828	9,619,074	3,522,032	7	100	90†
Oct. 31, 1873	149.6	1.9	36.0	4.6	26	15	7	400	Pittsburg, Washington & Balt...Pa.& Md.	11,934,439	709,835	93,671	.....	1,960,682	9,500,000	2,276,579	—	160.2	1,583,213	859,533	1,130,334	67,137	16,941	—	50	.....
Sept. 30, 1873	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,685	—	—	6,315	450,000	—	—	—	—	—	—	—	1,564,993	L.88,035	—	50	.....
Nov. 30, 1873	71.3	—	3.6	38.7	6	15	5	117	Portland and Ogdensburg....Me. & N. H.	2,502,115	*	125,862	200,987	1,046,270	1,384,000	321,710	77,934	65.3	147,741	73,908	46,045	144,982	49,075	6	100	.....
Aug 31, 1873	52.5	—	4.3	—	6	9	4	141	Portland and Rochester.....Me. & N. H.	1,925,741	*	238,124	18,208	636,112	1,407,500	133,461	—	52.5	134,108	142 846	64,290	142,571	40,976	—	100	.....
Sept. 30, 1873	52.0	—	8.1	—	19	—	—	167	Portland, Saco and Portsmouth (Etn.).Me.	1,500,000	*	.....	.....	1,500,000	—	—	—	—	—	—	—	—	40,976	—	100	.....
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	130	Port Royal †(Ga.).....South Carolina.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	—	—	—	—	—	—	150,000	10	100	113½
Sept. 30, 1873	71.4	—	4.9	—	—	—	—	—	Portsm'th, Gt. Falls & Conway(Etn.).Me.	1,229,689	—	—	—	—	—	—	—	—	—	—	—	—	—	—	25	.....
Sept. 30, 1873	41.9	—	2.5	4.8	4	5	...	91	Poughkeepsie and Eastern....New York.	1,475,430	*	.....	.....	767,200	462,489	.....	—	—	—	—	—	—	—	6	100	45
Sept. 30, 1873	22.8	—	2.0	48.9	2	3	1	65	Providence and Springfield..R.I. & Mass.	983,408	*	.....	.....	524,464	722,500	479,689	—	46.1	95,055	82,180	44,508	86,213	14,241	—	100	.....
Sept. 30, 1873	13.6	—	—	—	4	10	—	20	Providence, Warren and Bristol.....R. I.	526,516	*	.....	.....	472,890	414,000	47,518	—	22.5	.....	325 2	5,663	18,418	9,543	—	100	.....
Sept. 30, 1873	43.4	1.0	45.2	—	22	40	...	692	Providence and Worcester..R. I. & Mass.	1,976,025	735,748	.....	271,267	2,000,000	500,000	387,810	96,230	13.6	.....	379,227	20,504	113,505	9,263	—	100	.....
Dec. 31, 1873	36.0	—	2.0	—	4	3	2	—	Queen Anne and Kent †.....Del. & Md.	351,000	*	.....	.....	269,000	269,000	2,600	—	—	526,128	1,785,067	530,620	963,345	257,103	10	100	.....
Jun. 30, 1873	42.0	—	4.0	—	1	2	2	44	Quincy, Alton and St. Louis.....Ill.	1,832,100	*	.....	32,200	780,000	1,000,000	52,000	—	36.0	35,850	12,560	38,231	27,437	9,990	—	50	.....
Dec. 31, 1873	70.0	—	1.7	160.0	—	—	—	—	Quincy, Missouri and Pacific.....Mo.	2,000,000	.....	.....	.....	700,000	20,000p.m	.....	—	42.0	56,000	.....	.....	68,939	(Deficit)	—	100	.....
May 31, 1873	44.0	—	3.0	62.0	3	3	3	50	Raleigh and Augusta Air-Line †..N. Car.	1,134,221	89,785	.....	.....	876,000	.....	.....	—	.....	(Under construction.)			.....	.....	—	100	.....
May 31, 1873	97.0	—	5.0	—	16	10	4	134	Raleigh and Gaston.....North Carolina.	1,500,000	*	155 300	102,935	1,500,000	—	92,150	166,085	44.0	.....	.....	.....	73,474	28,543	—	100	.....
Nov. 30, 1873	40.0	8.0	8.1	10.7	8	7	1	29	Reading and Columbia (P. & R.).....Pa.	2,072,960	220,041	62,566	.....	508,268	1,000,000	1,216,911	—	97.0	.....	47,069	98.052	369,646	178,652	—	50	.....
Sept. 30, 1873	101.5	80.9	47.9	—	42	52	17	1,362	Rensselaer and Saratoga (D.& H.)..N. Y.	8,328,362	*	.....	.....	6,000,000	2,000,000	.....	—	48.0	242,123	138,771	352,399	310,517	92,179	—	50	.....
Sept. 30, 1873	169.0	6.9	16.8	—	35	20	9	462	Richmond and Danville †.....Virginia.	5,729,729	*	2,100,682	254,278	4,000,000	2,485,411	1,438,995	148,372	182.4	820,468	1,037,327	616,634	1,966,857	903,072	8	100	109
Sept. 30, 1873	86.0	—	6.7	—	13	21	15	134	Richmond, Fred'burg and Potomac †..Va	2,727,840	*	131,596	254,875	1,609,829	889,698	82,639	632,148	195.9	599,792	141,767	227,729	987,129	447,369	...	100	...
Sept. 30, 1873	22.5	2.7	4.2	—	8	9	4	164	Richmond and Petersburg †.....Va.	1,215,404	*	48,483	30,119	847,100	326,298	81,527	49,183	86.0	199,825	173,985	45,677	496,744	231,136	2	100	.....
Sept. 30, 1873	38.3	—	2.2	26.0	3	3	2	42	Richmond, York Riv. & Chesapeake †..Va.	1,257,640	*	.....	.....	650,000	607,640	.....	—	46.7	110,712	126,947	91,887	160,227	36,685	—	100	.....
Dec. 31, 1873	18.5	—	1.8	—	—	—	—	—	Rochester & Genesee Valley(Erie).N. Y.	671,303	—	.....	.....	557,560	—	—	—	38.3	—	(No report supplied.)		—	—	—	100	.....
Sept. 30, 1873	—	—	—	105.0	—	—	—	—	Rochester and State Line.....N. Y.	735,649	—	183,649	.....	24,000	894,000	90,000	—	—	(Rental 48 p. c. of earnings.)			—	34,012	...	100	.....
Sept. 30, 1873	10.0	—	—	140.0	...	...	...	.....	Rochester, Nunda & Penn. (3 ft.)...N. Y.	716,327	*	.....	.....	625,600	—	58,200	—	—	—	—	—	—	—	—	100	.....
Jun. 30, 1873	278.9	25.4	26.7	—	45	14	6	882	Rockford, Rock Island and St. Louis..Ill.	14,519,619	1,178,130	298,567	.....	6,490,579	9,000,000	506,737	—	318.0	1,069,857	.....	262,148	947,660	179,955	—	100	.....
Dec. 31, 1873	141.1	48.6	28.3	—	42	32	16	909	Rome, Watertown and Ogdensburg.N. Y.	4,789,198	*	147,969	306,486	3,146,800	1,906,346	44,979	142,625	278.2	.....	.....	.....	1,230,555	260,488	7	100	70
Dec. 31, 1873	120.0	—	18.0	—	—	—	—	—	Rutland (C. V.).....Vermont.	9,129,946	*	148,947	92,617	6,648,400	1,972,800	745,700	—	239.0	.....	.....	.....	979,239	492,400	2	100	.....
Dec. 31, 187	34.0	—	2.7	—	4	2	...	52	Saginaw Valley and St. Louis.....Mich.	625,716	87,854	.....	4,173	121,775	346,000	149,968	—	34.0	58,650	.....	.....	134,620	79,810	—	100	...
Dec. 31, 1873	22.0	—	6.5	—	6	8	...	230	St. Croix and Penobscot †.....Me.	364,000	*	.....	20,603	100,000	227,700	7,000	—	22.0	.....	.....	.....	70,962	28,861	3	50	.....
Aug. 31, 1873	187.0	—	20.0	38.0	19	...	...	.....	St. Joseph and Denver City..Kan.& Neb.	11,221,764	420,925	245,000	3,803	4,000,000	7,000,000	734,426	157,067	187.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1873	197.0	18 0	21.0	—	18	11	4	690	St. Louis, Alton and Terre Haute.Illinois.	11,768,400	*	.....	241,609	4,768,400	7,000,000	241,609	—	266.6	.....	.....	.....	1,042,808	593,849	—	100	.....
Jan. 31, 1874	43 3	—	2.2	—	—	—	—	—	St. Louis & C. Rapids (St.L.,K.C.&N.)Ia.	(Statements not received.)																
Dec. 31, 1873	195.5	15.5	39.7	—	85	23	15	1,618	*St. Louis and Iron Mountain* †...Missouri.	19,103,348	*	247,884	.....	10,000,000	8,622,000	431,149	298,085	210.8	947,849	537,276	682,903	1,964,281	596,426	3	100	17½
Jun. 30, 1873	310.0	49.0	25.0	—	46	27	12	1,175	St. Louis & S. Eastern...Ill., Ky. & Tenn.	8,828,400	*	.....	.....	4,628,400	3,200,000	.....	—	—	524,786	70.531	515,719	661,753	265,882	—	100	.....
Dec. 31, 1873	76.5	—	2.1	—	—	—	—	—	St. Louis & St. Jos. (St.L.,K.C.& N.).Mo.	2,000,000	—	—	—	—	—	—	—	—	(Sold under foreclosure Feb. 18, 1874 for $1 00,000.)			—	—	—	100	.....
Dec. 31, 1873	41.5	—	2.3	138.5	—	—	—	—	St. L., C. Bluffs & Omaha(St.LK.C&N.)M.	2,200,000	—	—	—	—	—	—	—	—				—	—	—	100	.....
Dec. 31, 1873	160.6	—	11.6	—	—	—	—	—	St. Louis, Jacksonv. & Chic.(C. & A.).Ill.	5,078,600	—	.....	.....	1,100,000	16,000p.m	.....	—	—				—	—	—	100	.....
Dec. 31, 1873	265.5	87.5	26.7	—	91	47	14	1,516	St. L., Kansas City & Northern.....Mo	28,134,445	*	2,178,888	635,599	24,000,000	6,000,000	943,928	—	581.8	2,387,961	425,326	501,595	2,755,194	670,580	—	100	.....
Dec 31, 1873	157.8	—	24.4	—	32	14	8	841	St. Louis, Vandalia & T. H. (T.H.&I).Ill.	8,256,265	*	226,930	.....	2,378,158	5,499,000	467,325	—	157 8	.....	.....	.....	1,130,818	337,768	—	100	.....
Aug. 31, 1873	108.5	—	4.7	161.0	—	—	—	—	*St. Paul and Pacific*.....Minn.	11,250,000	—	—	—	—	10,500,000	750,000	—	35.0	26,256	16,417	16,786	52,346	209	—	100	.....
Aug. 31, 1873	207.0	76.0	19.4	—	29	20	6	874	*St. Paul and Pacific* (1st Div.).Minnesota	17,214,350	*	.....	.....	1,968,600	10,245,750	472,942	—	283.0	.....	.....	.....	763,805	165,964	—	100	.....
Aug 31, 1873	121.3	—	10.0	—	15	6	4	255	St. Paul and Sioux City.....Minn.	4,928,778	*	.....	.....	2,400,000	1,851,500	816,227	—	121.3	244,766	77,755	.....	509,448	40,172	—	100	.....
Aug 31, 1873	17.6	3.2	1.0	—	2	2	1	40	St. Paul, Still'w. & Taylor's Falls...Minn.	780,817	—	.....	.....	277,500	450,000	37,000	—	20.8	29,280	22,800	.....	63,718	31,863	—	100	.....
Sept. 30, 1873	16.9	—	2.6	—	—	—	—	—	Salem and Lowell (B. & L.).....Mass.	481,469	—	.....	2.714	243,305	226,900	18,978	—	—	—	—	—	17,500	16,784	1	100	.....
Jun. 30, 1873	116.3	—	13.9	—	31	15	10	389	Sandusky, Mans. & Newark (B.& O.)..O.	3,241,661	*	.....	59,464	938,000	2,309.743	6,547	46,725	116.3	806,934	193,697	372,011	715,250	81,100	—	50	.....
Dec. 31, 1873	104.0	—	4.9	5.0	10	9	5	60	Savannah & Charleston.....S. Car. & Ga.	2,288,986	*	.....	.....	1,000,000	1,427,800	.....	—	104.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1873	11.0	—	21.5	—	—	—	—	—	Schuylkill Valley (P. & R.).....Penn.	576,050	—	.....	.....	576,050	—	—	—	—	—	—	—	—	—	—	100	.....
Mar. 31, 1874	80.0	—	8.0	—	16	4	6	280	Seaboard and Roanoke.Va. & N. Carolina.	2,058,152	*	508,668	.....	1,366,000	210,000	.....	—	80.0	.....	24,867	.....	909,678	126,004	3	100	.....

Apr. 30, 1872	237.0	—	11.9	—	39	19	7	411	*Selma, Rome and Dalton* ¶	Ala. Ga. & Tenn.	12,980,000	*				3,750,000	9,230,000			227.0	(No	statement	furnished.)	*			100	
Dec. 31, 1873	28.0	—	4.5	—					Shamokin Valley and Pottsville	(N. C.) Pa.	1,208,050		1,685,400			869,450	1,994,000			28.0	170,978	47,865	760,305	350,487	157,172	6	80	
Dec. 31, 1873	78.5	—	5.0	—	5	5	3	172	Sheboygan and Fond du Lac	Wisconsin.	2,622,861	*				1,276,000	1,509,000	86,689	—	78.6	131,140	62,214	59,188	135,777	3,687	—	100	
Nov. 30, 1873	31.1	—	5.2	—	7	4	1	211	Shenango and Allegheny	(A. & Gt. W.) Pa.	1,091,747	80,355				199,000	800,000	124,315	—	31.1	101,066	26,684	166,850	157,301	69,006	—	50	
Sept. 30, 1873	32.3	—	1.0	—	2	2	1	24	Shepaug Valley	Conn.	241,300					239,350		817		32.3	12,770	9,465	3,998	13,499	233	—	100	
Sept. 30, 1873	60.0	—	5.1	—					Shore Line (N. Y., N. H. and H.)	Conn.	1,200,000					1,000,000	200,000			50.0				413,681	92,658	7	100	
Aug. 31, 1873	—	—	—	—					*Sioux City and Pacific*	Neb. & Iowa.		*															100	
Aug. 31, 1873	122.4	—	7.4	—	11	6	3	336	Sioux C. and St. P. (St. P. & S. C.)	Ia. & Minn.	4,863,336	*				2,800,000	1,740,000			147.4	56,414	10,766		73,996	52,336	—	100	
Sept. 30, 1873	35.0	—	2.0	—	3	2	1	81	Sodus Point and Southern	N. Y.	1,479,000	*				715,967	1,200,000		(8½ mos	35.0	37,753	41,941	15,172	27,710	986	—	100	
Jun. 30, 1873	182.0	—	14.8	—	5	1	1	52	South and North Ala. (L. N. & Gt. S.	Ala.	5,884,764	*				3,458,067	22,005 p.m		(10 mos	—	417,343	47,479		483,628		—	100	
Dec. 31, 1872	137.0	106.0	33.7	—	42	49	...	530	South Carolina ¶	South Carolina.	8,057,938	886,535	2,931,159	141,584		5,819,275	4,668,646	1,668,843	160,458	243.0	897,530	188,607	294,784	1,491,016	576,465	—	100	
Sept. 30, 1873	11.6	—	2.1	—	3	12	2	15	South Shore	Mass.	501,593	*				259,685	275,000	10,920	107,557	11.6	57,703	394,360	36,596	94,788	17,381	—	100	
Sept. 30, 1873	57.0	1.3	20.0	11.0	20	50	6	117	South Side (L. I.)	New York	4,531,134	*				1,000,000	3,250,000	967,658	—	73.3	340,260	679,055	65,663	488,410	192,742	—	100	
Sept. 30, 1873	116.0	—	14.0	—	14	7	5	401	Southern Central	N. Y. & Pa.	5,837,290	355,390		1,702		1,784,080	2,264,739	145,563	—	116.0	891,070	209,778	237,304	445,317	160,815	—	100	
Apr. 30, 1873	—	—	80.0	—					Southern Maryland	Md.		(Under construction.)				1,000,000	2,200,000			—		(No part	completed.)				100	
Dec. 31, 1873	167.5	—	10.8	—	12	7	3	269	Southern Minnesota	Minnesota.	9,328,445	*		127,383		3,825,000	4,592,000	1,089,329	—	167.5	355,868	42,444	144,175	363,233	187,039	—	100	
Jun. 30, 1873	202.0	—	10.1	828.0	19	25	8	371	Southern Pacific	California.	10,156,408	663,577	9,306,402	204,665		12,210,200	8,050,000		50,842	152.0	464,254	330,000	182,661	1,035,312	576,572	—	100	
Nov. 30, 1873	143.0	162.5	22.5	12.5	34	28	7	303	Southwestern (Cent. of Ga.)	Georgia.	4,587,313	*				4,211,500	691,000								371,516	7	100	
Sept. 30, 1873	47.1	—	1.5	—	4	2	1	25	Springfield, Athol and Northeastern	Mass.	1,217,350	38,487	73,400	305		809,760	345,000	170,155	5,128	47.1	66,900	36,246	16,558	52,312	10,556	—	100	
Jun. 30, 1873	221.4	—	11.5	—	12	10	6	204	Springfield & Ill. So. Eastern	Illinois.	7,310,251	300,379	6,993	205,492		3,784,500	3,866,000	260,154	212,461	221.4	430,016			371,220	(Deficit)	—	100	
Sept. 30, 1873	22.0	—	3.2	—					Stockbridge and Pittsfield (H.)	Mass.	448,700		2,550	536		448,700		3,067	19					183,500	28,485	6	100	
Sept. 30, 1873	13.2	—	0.9	—					Stony Brook (N. and L.)	Mass.	276,601		28,492	4,660		300,000		1,084	3,664					18,300	18,117	6	100	
Dec. 31, 1873	24.0	—	1.8	—					Sullivan and Erie (P. and N. Y.)	Pa.	1,597,718		1,000,000			1,500,000	1,000,000	196,992							18,045	—	100	
Dec. 31, 1873	43.5	—	3.3	—					Sunbury and Lewiston (Penn.)	Penn.	1,900,000					1,400,000	1,400,000										50	
Dec. 31, 1873	17.0	—	0.3	83.0	2	1	—	2	Susq., Gettysburg and Corwin	Pa.	181,000	*	1,319,000			1,500,000			21,406	—	45,126	9,054	18,387	31,079	7,109	—	50	
Dec. 31, 1873	28.0	7.0	2.9	—					Sussex	New Jersey.	1,878,600	*				1,638,600	285,000		11,421	35.0	90,000			129,165	42,931	2	100	
Sept. 30, 1873	81.0	—	18.3	—	11	10	2	36	Syracuse, Bing. and N. Y. (DL&W.)	N. Y.	4,036,139	*				2,400,000	1,670,000	198,422		81.0	474,718	192,539	616,999	769,652	281,919	6	100	
Sept. 30, 1872	26.0	1.9	2.1	16.0	3	5	2	40	Syr. and Chenango (re-org. Aug. 1, '73)	N. Y.	1,227,047	*				1,063,400	500,000	229,995		26.0	23,528	49,219	29,914	23,199	(Ddfi it)	—	100	
Sept. 30, 1873	46.0	—	3.6	—	5	6	4	65	Syracuse Northern	New York.	1,841,417	*				1,179,600	1,100,000			45.0	112,320	128,892	40,566	139,328	20,479	—	100	
Nov. 30, 1873	79.7	29.6	32.2	—	40	21	14	1,07	Terre Haute and Indianapolis	Indiana.	3,081,378	*	1,372,184	660,428		1,988,150	1,316,000	604,037	1,205,753	109.5	860,344	220,745	285,607	1,107,259	282,133	11	100	
Dec. 31, 1873	320.0	—	20.0	1,462	28	11	...	231	Texas and Pacific ¶	Texas.	12,800,000		(In progress.)			2,000,000	10,000,000	500,000		320.0				346,010	106,008	—	100	
Dec. 31, 1873	30.6	—	8.8	—	14	6	1	482	Tioga	Pa.	899,286	455,015	125,000			880,000	239,500			96.0	267,265	107,885	927,476	506,119	219,293	—	50	
Jun. 30, 1873	43.9	—	2.5	14.0					Toledo, Can. Southern and Det. Mich. & O.		1,925,000		300,000			1,370,000	355,000										50	
July 31, 1873	220.3	10.0	26.0	—	45	13	9	1,655	Toledo, Peoria and Warsaw	Illinois.	12,585,523	*				5,700,000	6,450,000	446,723		230.3	997,155	175,784	517,596	1,262,266	219,829	—	100	36
Dec. 31, 1873	452.1	155.2	58.9	—	188	71	45	4,419	Toledo, Wabash and Western. (O. L. & Ill.		35,368,855	*	255,677	2,218,641		16,000,000	19,800,000	1,446,579	596,594	627.5	5,567,626	629,729	1,442,963	5,788,808	1,331,429	—	100	35
Jun. 30, 1873	42.0	—	3.1	—					Tol., Tiffin and Eastern (M. C. & L. M.)	O.	1,565,077					273,512	850,000	436,565		—	14,122	4,389	2,951	8,797	1,421	—	100	
Sept. 30, 1873	34.9	—	9.9	—	13	17	6	27	Troy and Boston	New York.	2,389,482	*				1,599,000	1,919,000	118,113		55.3	186,882	295,775	202,803	652,106	272,270	4	100	
Sept. 30, 1873	6.0	—	6.0	—					Troy and Greenbush (N. Y. C. & H. R.)	N. Y.	294,908					274,908									10,464	6	100	
Sept. 30, 1873	2.1	—	2.1	—					Troy Union and Depot	New York.	763,986					30,000	680,000										100	
Dec. 31, 1873	40.8	11.7	9.0	—					Tyrone and Clearfield (Pa.)	Pa.	823,567					510,000	332,360	313,566		52.5						2	50	
Dec. 31, 1873	1,032	—	103.0	—	151	99	36	2,501	*Union Pacific*	Nebr. Wy. & Utah.	112,259,336		4,470,716			36,762,300	75,427,512	4,540,240		1,032.0		174,894	622,129	10,266,104	5,291,243	—	100	36
Dec. 31, 1873	165.0	—	20.0	—	242	281	3	1,784	United Companies of New Jersey	N. Jer.	33,565,053	*	7,049,845			12,290,627	17,615,608			273.0		8,003,043	3,051,577	8,516,740	1,724,552	10	100	123
Sept. 30, 1873	87.0	—	6.9	—	14	15	5	124	Utica and Black River	New York.	2,788,620	*				1,789,620	1,019,000			113.0	205,226	209,569	106,954	423,564	223,571	6	100	
Sept. 30, 1873	76.0	22.0	17.0	—	17	14	7	1,062	Utica, Chen. and Susq. Val. (DL&W)	N. Y.	3,946,501	*				3,783,700				99.0	277,202	252,774	278,058	458,666	95,755	5	100	
Apr. 30, 1873	51.0	—	3.9	61.0	5	7	4	42	Utica, Ithaca and Elmira	New York.	1,700,000					381,360	25,000 p.m										100	
May 31, 1873	47.0	28.5	9.3	—					Vermont and Canada (C. V.)	Vt.	3,000,000					3,000,000									240,000	8	100	52
Sept. 30, 1873	56.0	24.1	11.0	—	18	19	7	276	Vermont and Massachusetts	Mass. & Vt.	3,288,328	261,234	380,640	12,631		2,860,000	900,000	115,521	67,312	66.5	245,641	317,561	139,876	555,284	91,269	4	100	
Mar. 31, 1873	23.7	—	2.9	—	4				Vermont Valley	Vermont.	1,221,886	*				516,104	783,200								65,000		100	84
Feb. 28, 1873	140.0	2.0	5.3	—	22	8	6	151	Vicksburg and Meridian	Miss.	3,104,511	*	32,450	1,265,526		1,118,165	3,155,422	128,602		142.0	266,513	87,497	64,868	540,188	141,336	—	100	
Sept. 30, 1873	49.3	—	2.0	—					Ware River (B. and A.)	Mass.	971,738			3,442		750,000		210,848	14,331						14,331	—	100	
Sept. 30, 1873	18.3	—	6.0	—					Warren (D. L. and W.)	New Jersey.	3,102,220					1,800,000	1,261,400	40,820									100	
Sept. 30, 1873	44.5	—	2.3	280.5	4	7	3	65	Washington and Ohio	Virginia.	1,808,194	132,028	474,187	15,401		1,918,478	159 05	380,274		44.5	63,716			92,883	27,787	—	100	
Sept. 30, 1872	282.6	10.0	9.0	61.0	25	21	12	38	Wash. City, Va. Mid. & Gt. Southern	Va.	9,180,634	*				2,692,540	5,622,664	865,430		292.6	713 252	196,394	161,434	988,371	403,598	—	100	
Oct. 31, 1873	26.5	—	5.0	—	10	19	4	69	West Chester and Philadelphia	Pa.	1,503,969	190,963	397,700	150,704		823,950	1,168,012	281,375		55.5	254,692			354,448	140,093	4	100	
Aug. 31, 1872	112.0	28.0	16.5	—	33	16	5	240	Western of Alabama ¶	Alabama.	4,832,628	544,555	315,048	586,758		2,008,324	3,162,400	348,341	650,916	160.0		218,808		659,916	166,623	—	100	
Dec. 31, 1873	133.0	—	11.9	—	58	19	12	952	Western and Atlantic ¶	Ga. and Tenn.	(Owned by State of Georgia.)						5,000,000			138.0					300,000	—	100	
Dec. 31, 1873	90.6	—	8.0	—	10	10	4	171	Western Maryland ¶	Maryland.	4,217,959	*	84,500	80,511		688,243	3,675,000	24,727		90.0			218,384	26,300	—	100	
Mar. 31, 1874	111.0	3.0	1.6	31.0	5	6	3	9	Western North Carolina (E. D.) ¶	N. C.	7,125,000	*				6,000,000	850,000	275,000		—	(In bankruptcy—		No returns.)			—	100	
Dec. 30, 1873	57.1	27.5	23.8	—					Western Pennsylvania (Penn.)	Pa.	3,960,872		135,179			1,022,450	3,000,000										50	
Dec. 31, 1873	191.7	20.8	21.8	—	80	14	14	519	Western Union (M. and St. P.)	Wis. & Ill.	7,905,246	*				4,000,000	3,500,000	371,269		212.5				1,137,634	259,373	—	100	
Dec. 31, 1873	27.0	—	1.6	—	2	2	1	10	West Feliciana	La. and Miss.	745,315	*	110,52	10.81		760,600	110,000	1,845		27.0	13,922			68,129	39,710	—	100	
Dec. 31, 1873	128.2	—	16.6	—	18	47	9	221	West Jersey	New Jersey.	3,878,206	*	111,037	158,682		2,188,660	3,100,000	413,625	66,314	128.2				680,586	227,007	8	50	
Mar. 31, 1873	197.0	—	10.0	—	26	14	10	660	West Wisconsin	Wisc.	8,640,000	*				4,000,000	4,640,000			165.0				549,645	263,829	—	100	
Dec. 31, 1873	32.0	—	2.1	29.0	3	5	2	24	Wheeling, Pbg. & Bal. (B. & O.)	W. Va. & Pa.	579,642	*				500,000		79,642		32.0				47,365	710	—	50	
Apr. 30, 1873	62.4	—	4.2	—	6	6	2	127	White (Cinc.) Water Valley	Ind.	1,250,855	142,719	16,291	95,821		370,025	944,000	172,319	19,162	69.9	131,918	63,929	101,201	241,716	116,201	—	100	
Apr. 30, 1873	23.0	—	2.0	—	3	5	1	87	Wico-Mico and Pocomoke	Md.	350,000	*				160,000	200,000	20,000		37.0				53,986	14,200	—	25	
Sept. 30, 1873	189.6	—	4.0	—	33	12	6	394	Wilm., Colum. and Augusta.	N. C. & S. C.	4,863,431	*	20,874	187,890		300,000	3,800,000	861,278	119,916	189.0	699,528	80,595	116,916	722,124	284,886	—	100	
Oct. 31, 1873	63.6	—	9.7	9.2	21	6	5	14	Wilmington and Reading	Pennsylvania	3,681,102	261,391	169,211	142,847		759,928	2,371,900	121,708		—	241,711	147,122	310,717	257,301	89,018	—	50	
Sept. 30, 1873	162.0	12.0	13.2	—	22	31	...	324	Wilmington and Weldon ¶	(WC&A.) N. C.	3,064,044	*				1,456,200	1,619,100			181.0				739,678	280,720	5½	100	
Oct. 31, 1873	19.9	—	2.4	15.1	3	3	2	50	Wilmington and Western	Del. & Pa.	720,207	76,310	45,038			248,807	500,000	91,599		19.9	38,868	39,308	20,020	35,219	Loss.	—	50	
Mar. 31, 1873	15.5	—	2.3	—					Wilton (N. and L.)	N. H.	234 600			91		214,600			20,091						14,052	6½	100	
Aug. 31, 1873	338.5	3.7	18.4	—	31	7	4	1,136	*Winona and St. Peter*	(C. & N. W.) Minn.	10,162,884	*	18,817	606,667		500,000	8,720,000	2,394,879		292.3				758,616	122,349	—	100	
Dec. 31, 1873	228.0	26.0	7.0	—	15	8	3	309	Wisconsin Central	Wisconsin.	12,800,000	*				6,400,000	6,400,000			165.0						—	100	
Sept. 30, 1873	46.7	—	27.7	—	17	17	5	367	Worcester and Nashua	N. H. & Mass.	1,995,829	326,153	90,925	204,339		1,706,700	500,000	94,485	304,041	45.7	364,347	375,033	386,030	580,666	208,462	10	100	122
									CANALS, &c.																											
May 31, 1874	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal	Del. & Md.	3,662,316		396,107			1,880,800	1,922,307			12.5				427,309	271,618	7	50	
Dec. 31, 1873	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal	Md. & Va.	10,505,300					8,229,594	8,065,500			184.5							25	
Dec. 31, 1873	80.0	—	—	—	—	—	—	—	Delaware Division Canal	Pennsylvania.	2,433,380					1,633,350	800,000			—	(Leased to Lehigh Co.)			188,701	188,701	8	50	97
Dec. 31, 1873	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal	Penn. & N. Y.	6,339,210		23,470,046			12,529,485	13,930,385	143,414	2,105,971	108.0				12,228,707	2,020,606	30	100	116
Dec. 31, 1873	66.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal	New Jersey.	4,888,748		35,101,313	427,637		18,990,000	15,758,967	954,993		65.5			2,756,837	1,590,100	706,778	10	100	
Dec. 31, 1873	48.0	—	—	—	—	—	—	—	Lehigh Navigation	Pennsylvania.	4,455,600		20,097,500			8,784,850	15,767,056			108.0			1,041,891	506,060	43,789	—	50	93
Dec. 31, 1873	95.0	—	—	—	—	—	—	—	Monongahela Navigation Canal	Penn.	1,146,040					1,004,150	110,900	6,054		95.0				196,149	123,514	9	50	
Dec. 31, 1873	103.0	—	—	—	—	—	—	—	Morris Canal	New Jersey.	3,432,474					2,200,000	1,125,129			103.0				323,664	78,178	4	50	42
Dec. 31, 1873	58.0	64.0	—	—	—	—	—	—	Pennsylvania Canal	Pennsylvania	20,000,000					4,457,150	2,588,600	1,048,200		470.0			870,121	544,625	317,745	—	50	4
Dec. 31, 1873	108.2	—	—	—	—	—	—	—	Schuylkill Navigation	Pennsylvania.	10,547,128		2,557,040			4,355,798	8,576,332	267,198	91,157	108.2				649,351	634,183	6	50	12
Dec. 31, 1873	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal	Penn. & Md.	4,857,105					2,092,706	2,757,311	165,810		45.0	(Lease to	Ph. & R'g.)	426,393	99,151	loss.	—	50	12
Dec. 31, 1873	77.6	7.0	—	—	—	—	—	—	Union Canal	Pennsylvania.	5,997,350					2,907,850	3,090,000	85,000		34.6	(Lease to	Ph. & R'g.)	124,961	44,862	loss.	—	50	
Dec. 31, 1873	123.6	—	—	—	—	—	—	—	West Branch and Susquehanna	Penn.	3,050,344					1,100,000	748,000	25,278		—	(Leased to Pennsylvania Co.)						50	

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:	$	p c	p c	p. c.
Atlantic and Great Western, pref...	10,000,000	7	....	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	....	....
" " " guar.	276,200	7	....	....
Atlantic and Pacific, preferred	10,000,000	7	....	15½
Atlantic and St. Lawrence,* guar...	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,552,800	6	5	108
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar.....	1,159,500	7	7	85½
Camden and Amboy,* guaranteed..	5,847,800	10	10	125½
Camden and Atlantic, preferred.....	763,549	7	7	96
Cayuga and Susquehanna,* guar.....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,600	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	106
Central Ohio,* preferred	411,550	6	6	80
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	77½
Chicago and Alton, † preferred.....	2,425,400	...	10	101
Chicago, Iowa & Nebraska,* guar..	3,916,300	...	8	89½
Chicago and North-Western, pref...	21,283,563	7	7	57
Cinc., Sand. and Cleveland, pref....	422,000	6	6	25
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar....	11,236,150	7	7	87½
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred..	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,313,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	....	....
Dubuque and Sioux City,* guar.....	5,000,000	...	3	60
Dubuque South-Western, pref.....	590,315	8	....	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	56
Elmira, Jeff. and Canad. * guar.....	600,000	5	5	....
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	76
" " com.& *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,539,910	7	7	56
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	....	....	....
Hannibal and St. Joseph, pref	2,167,700	7	7	82½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	97
Housatonic, preferred.....	1,180,000	8	6	96
Huntington & Broad Top Mtn, pref.	196,750	7	...	26
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	85
Joliet and Northern In diana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref....	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	3,101,850	6	....	18
" " 2d pref....	4,486,250	6	....	9½
Mich. Southern, (Lake Shore) guar..	583,500	10	10	....
Mill Creek,* guaranteed.....	328,375	10	10	....
Milwaukee and St. Paul, preferred..	12,274,483	7	7	53½
Mine Hill,* guaranteed.....	3,856,450	8	8	104
Montclair,* guaranteed.....	2,000,000	7	....	....
Morris and Essex,* guar.....	15,000,000	7	7	97½
Nesquehoning Valley,* guar.....	2,000,000	10	10	107½
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	603,000	10	10	....
New Jersey,* guaranteed.....	7,293,200	10	10	124
New London Northern,* guar.....	971,400	10	10	106
New York & Harlem,* pref. & guar.	1,500,000	8	8	127
" " *com.& guar.	8,500,000	8	8	128½
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,822,400	10	10	115½
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	47
" " pf.& *guar.	2,000,000	8	8	90
Ohio and Mississippi, preferred.....	4,036,000	7	7	55
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama, guaranteed.....	7,000,000	12	12	115
Paterson and Hudson,* guar.....	630,000	....	8½	....
Pemberton and Hightstown,* guar...	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	....	....	....
Phila., Germant'n & Norrist'n,*guar.	2,231,900	12	12	178
Philadelphia and Reading, † pref....	1,551,687	....	10	110½
Philadelphia and Trenton,* guar....	1,259,100	10	10	128
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	90½
Pittsfield and North Adams,* guar.	460 000	8	8	86
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	113½
Rochester & Genesee Valley,* guar.	557,560	....	....	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	20
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	....	27
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	....	....
St. Louis, Kansas City & Nor., pref..	12,000,000	....	....	29½
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	....	....
" " 2d pref..	1,000,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	71
Warren,* guaranteed.....	1,800,000	7	7	85
Canal Stocks.				
Delaware Division,* guar.....	1,633,350	8	8	....
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	123
" com. and * guar.....	1,690,000	4	4	43
Schuylkill Navigatio) preferred....	3,808,977	6	6	34½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2¼; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness.....per ton	—	— @	— —
Gartsherrie.....	—	— @	— —
Summerlee.....	—	— @	— —
Carnbroe.....	37	— @	38 —
Langloan.....	....	— @	— —
Glengarnock.....	38	— @	39 —
Eglinton.....	37	— @	— —
Pig, American, No. 1.....	29	— @	30 —
Pig, American, No. 2.....	27	— @	29 —
Pig, American, Forge.....	24	— @	26 —
Bar Refined, English and American.....	—	— @	— —
Bar, Swedes, assorted sizes.....(gold)	115	— @	120 —
—Store Prices.—			
Bar, Swedes, ordinary sizes	140	— @	145 —
Bar, Swedes, Plow sizes.....	155	— @	160 —
Bar, Refined, ½ to 2 in. rd. & sq. 1 to 6 inch x ½ to 1 in.....	67 50	@	70 —
Bar Refined, 1½ to 6 by ½ & 5-16 in.....	72 50	@	75 —
Bar Refined, 1 & 1½ by ½ & 5-16.....	72 50	@	75 —
Large Rounds, 2½@2¾ to 3½ @4 in.....	75 —	@	90 —
Scroll.....	90 —	@	130 —
Ovals and Half-round.....	90 —	@	100 —
Band, 1 to 6 in. by 3-16 to No. 12.....	85 —	@	87 50
Horse Shoe.....	100 —	@	105 —
Rods, ½@1-16 inch.....	70 —	@	127 50
Hoop, ½ by No. 22 to 1 & 1½ by 13 & 14...	97 50	@	155 —
Nail Rod..... per lb.	—	7½@	— 8½
Sheet Russia, as to assortment.....(gold)	—	15 @	— 15½
Sheet, Single, D. and T. Common.....	—	4½@	— 5
Sheet, Doubles and Trebles, Charcoal....	—	5 @	— 6
Sheet Galvanized 1st and 2d quality..List 20@35 p ct. disc.			
Rails, English.....(gold).....per ton.	50 —	@	— —
Rails, American, at Works in Penna..c'y.	55 —	@	60 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)..per lb.	— 17	@	— 21
English Spring (2d and 1st quality).....	— 9½	@	— 10½
English Blister (2d and 1st quality).....	— 14	@	— 18½
English Machinery	—	@	— 14½
English German (2d and 1st quality).....	— 12½	@	— 14½
American Blister.....	— —	@	— 9
American, Cast, Tool.....	— —	@	— 16
American, Cast Spring.....	— —	@	— 10
American Machinery.....	— —	@	— 11
American German Spring.....	— —	@	— —

NAILS—Duty: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Com. Fence. & Sheath per keg.	3 65	@	3 75
8d. and 9d. "	4 —	@	— —
6d. and 7d. "	4 25	@	— —
4d. and 5d. "	4 50	@	— —
3d. and 4d. Light.....	5 25	@	— —
3d. Fine.....	6 —	@	— —
2d.....	6 75	@	— —
Cut Spikes, all sizes.....	4 —	@	— —

TIN—Duty: Pig, Bars and Block, Free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca.....(gold) per lb.	— —	@	— 25½
Straits.....(gold).	— 21½	@	— 22
English, L. & F.....(gold).	— —	@	— 21½
English, Refined.....(gold).	— 21½	@	— 22

Plates—Fair to good brands.

	Gold.		
I. C. Charcoal.....per box.	9 75	@	10 —
I. C. Coke.....	7 75	@	8 25
Coke Terne.....	6 87½	@	7 12½
Charcoal Terne.....	8 75	@	9 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)	— 5½	@	— 5½
Crude 40@47 gravity (in shipping order)..	— 8½	@	— 9
Refined, Standard White (in ship'g order).	— 12½	@	— 12½
Refined, S. W. (in jobbing lots).....	— 12½	@	— 13
Refined, S W. (in tin).....	— 17½	@	— 19
Naptha, Refined (65@73 gravity).....	— 9	@	— 11
Residuum....(in shipping order). per gall.	— 6	@	— —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 13 oz.) per lb.	— 30	@	— 31
Copper, Bolts.....	— 32	@	— 33
Copper, Braziers' (over 16 oz.)	— 32	@	— 33
Copper, Nails	— 37	@	— 38
Copper, Old Sheathing, &c., mixed lots.....	— 21	@	— 21½
Copper, American Ingot Lake.....	— 21½	@	— 21½
Copper, English Pig.....	— —	@	— —
Yellow Metal, New Sheathing & Bronze....	— 22	@	— 23
Yellow Metal, Bolts.....	— 28	@	— 30
Yellow Metal, Nails, Sheathing & Slating	— —	@	— 33

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary.....(gold) per 100 lb.	— —	@	6 02½
German Ordinary.....(gold)	— —	@	6 02½
English .....(gold)	— —	@	6 02½
Foreign Refined.....(gold)	6 87½	@	7 —
Domestic.....(gold)	6 —	@	6 12½

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel.....	11 —	@	— —
Liverpool House Cannel.....	18 —	@	— —
Anthracite (by cargo) ....per ton of 2,000 lb.	5 —	@	6 50

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 30.

	Th. 24.	F. 25.	Sat. 26.	M. 28.	Tu. 29.	W. 30.
Boston, Hart. & Erie.... 1	1¼	1¼	....	1⅞	1¼	
Central Pacific.....	....	....	....	....	....	
Central Pacific 6s..... 92½	92⅜	92½	92½	....	93½	
Central of N. Jersey....106	....	106	106½	106½	106	
Chesapeake & Ohio 1 m....	49½	49½	....	50	50	
Chicago & Alton.....	98	98	....	....	....	
" pref..... ...102	....	....	101	....	102½	
" 1 M.....	....	....	....	....	....	
" S. F.....	....	....	....	....	....	
" Ino. bds.....	....	....	....	....	....	
Chicago, Burl. & Q.....104	....	....	....	....	....	
" 8s, 1883	....	....	....	....	....	
Chic. & Northwestern.. 35½	38⅞	38⅞	39½	39½	40⅝	
" pref..... 57	56	....	55½	....	57	
" 1st M.....	....	....	....	....	....	
" S. F.....	....	....	....	....	....	
" Consol.....	86	....	....	....	86	
Chic., Rock Isl. & Pac..103⅜	103⅜	103⅜	103½	102½	104½	
Chi., R. I. & Pa. 7s, 1896.....	106½	106	106¼	106½	....	
Clev., Col., C. and Ind.. 68½	69	70	71	70¼	....	
Clev. & Pittsburg guar.....	87½	87½	....	87½	87½	
" 2 M.....	....	....	....	....	....	
" 3 M.....	....	....	....	....	101	
" 4 M.....	90½	....	....	....	....	
Clev. and Toledo.....	....	....	....	....	....	
" S. F. 7s.....	....	....	....	....	....	
Col., Chi., & Ind. C..... 12½	12½	12½	12½	13½	13½	
" 1 M..... 74	73	73	74	76½	77	
" 2 M.....	....	....	....	....	30	
Del. & Hudson Canal ..114½	114½	114½	114½	115	115	
Del. Lack. & Western.....	110½	110½	....	110	110½	
" 1 M. 7s.....	....	....	....	....	....	
" 2 M 7s.....	....	....	....	105	....	
Erie Railway..... 37⅛	37½	37½	37½	38½	38	
" pref.....	....	....	....	....	....	
" 1 M. 7s, 1897.....	....	....	104½	104½	....	
" 2 M. 7s, 1879.....	....	....	....	....	....	
" 3 M. 7s, 1883.....	....	....	98½	....	....	
" 4 M. 7s, 1880.....	....	....	....	....	....	
" 5 M. 7s, 1888.....	....	....	....	....	....	
" 7s, con. gold.....	....	....	....	....	....	
Great Western 2d mort.....	....	....	....	....	....	
Hannibal & St. Joseph. 27⅞	27½	27½	27½	27½	28	
" pref.....	....	....	31½	31½	32½	
" 8s, conv.....	....	....	....	....	78	
Hudson River.....	....	....	....	....	....	
" 2 M. S. F....	....	....	....	....	....	
" 3 M. 7s, 1875.....	....	....	....	....	....	
Illinois Central 91	91½	92½	91½	91½	91½	
" 7s	....	....	....	....	....	
Lake Shore & Mich. S'th. 76⅞	77½	79	78½	80⅞	81½	
Marietta & Cin. 1st pref.....	....	....	....	....	....	
" 2d pref.....	....	....	....	....	....	
Michigan Central..... 78½	77½	77⅞	76½	76	77	
" S. F. 8s, 1882.....	....	....	114	....	....	
M. S. and N. I. 1 M. S. F.....	....	....	....	105½	....	
" 2 M.....	....	....	....	....	100½	
Milw. and St. Paul..... 34½	34½	34½	34½	34⅝	35½	
" pref..... 53½	53½	53	53½	53	53½	
" 1st mort.....	....	....	....	....	....	
" 2d mort.....	....	....	....	....	....	
" 8s.....104½	....	....	....	....	....	
" 7 3-10s con.....	91	....	....	....	....	
" 7s, gold.....	....	....	....	....	....	
Morris and Essex.....	....	....	97	97	97½	
" 1st mort.....	....	....	....	107½	....	
" 2d mort.....	....	....	....	....	102½	
N. Y. Cen. & Hud. Riv. 101⅜	101½	101⅜	101½	101	101⅜	
" 7s, S.F. 1876.....	....	....	....	....	....	
" 6s, S.F. 1883.....	96½	....	96½	96½	....	
" 6s, S.F. 1887.....	....	....	....	....	....	
" 1st mort....105	....	108½	109	....	....	
" reg.....	....	....	....	....	....	
N. York and Harlem...128½	128	128½	129½	....	129½	
" pref.....	....	....	....	....	....	
" 1 M. 7s.....108	108	....	108½	109	....	
N. York, N. Hav. & Hart. 132½	133	133	133	133	....	
N. Carolina 6s, old.....	....	....	....	....	....	
" new	....	....	....	....	....	
Ohio and Miss..... 26½	26⅞	27½	28½	29	29½	
" pref..... 51	....	51	51	55	....	
" 2d M.....	....	77½	77½	78	....	
Pacific Mail S. S. Co.... 48⅝	49½	50½	50½	51½	51½	
Panama 116	....	115½	....	115	....	
Pitts., Ft. W. & Chi. gtd..... 90½	91	90½	....	....	....	
" 1 M..... 107½	....	....	....	....	....	
" 2 M.....	102½	....	....	....	....	
" 3 M.....	....	....	....	....	....	
Quicksilver Mining Co.. 32½	32½	32½	32	32	32½	
St. L., Alton & T. H.....	....	....	....	....	....	
" pref..... 27½	....	27	....	....	....	
" 1 M.....	....	....	....	....	....	
" 2 M. pref.....	....	....	....	....	....	
" Income bds	....	....	....	....	....	
Tennessee 6s, old.....	....	....	76	....	....	
" new.....	....	....	76	....	....	
Tol., Wab. & Western.. 33½	33½	33⅜	33⅜	34½	35½	
" pref.....	....	....	....	....	....	
" 1 M..... 87½	87½	....	....	....	....	
" 2 M.....	....	....	....	....	....	
" Equipment.....	....	....	....	....	....	
" St. Lou. Div.....	....	....	....	....	....	
Union Pacific..... 36½	37½	37½	36½	36½	36⅜	
" 1st mort.... 88½	89	89	89	88⅜	88½	
" L. Gt. 7s.... 89½	89½	89½	....	88½	89	
" Ins. 10s.....	....	....	....	....	....	
" S. F. 8s.... 75½	75½	76	75½	74½	75	
Virginia 6s, old.....	....	....	....	....	....	
" new.....	....	....	....	....	....	
" consol.....	....	....	....	....	....	
" def. cert.....	....	....	....	....	....	

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 30.

	Th.24.	F.25.	Sat.26.	M.28.	Tu.29.	W.30.
FEDERAL STOCKS:—						
U. S. 5s, 10-40s, reg...	111	....	111	....	....	....
U. S. 5s, 10-40s, coup....	111¼	....	111¼	111¼	111¼	111¼
U. S. 5s, 1881, reg.....	....	....	....	....	....	....
U. S. 5s, 1881, coup...	112	....	112	....	112¼	
U. S. 6s, 1881, reg.....	117	117	117¼	117¼	117¼	
U. S. 6s, 1881, coup....	117¼	....	....	118	118	118¼
U. S. 6s, 5-20s, reg. '62	112¾	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862..	112¾	....	....	112¾	....	....
U. S. 6s, 5-20s, reg. '64....	....	....	114¼	....	....	....
U. S. 6s, 5-20s, c. 1864....	....	....	116¼	....	....	....
U. S. 6s, 5-20s, reg. '65.	115¼	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865.	116¼	117	116	....	....	....
U. S. 6s, 5-20s, r. n. '65....	115¼	115¼	....	....	....	....
U. S. 6s, 5-20s, c. n '65.	115¼	115¼	....	115¼	....	....
U. S. 6s, 5-20s, reg. '67.	....	....	....	116	....	116¼
U. S. 6s, 5-20s, c. 1867.	116¼	117	117	....	....	117
U. S. 6s, 5-20s, reg. '68....	....	....	....	....	116¼	....
U. S. 6s, 5-20s, c. '68....	117	....	117	117	117	117¼
U. S. 6s, Pac. R.R. issue.	117¼	117¼	....	....	117¼	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 29.

	W.23.	Th.24.	F.25.	Sat.26.	M.28.	Tu.29.
Catawissa preferred	....	....	....	....	....	42¾
" 7s, new	....	....	....	....	....	....
Camden and Amboy.....	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	93	93	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, 1880....	....	....	....	....	....	....
Elmira & Williamsport.....	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s.....	....	....	....	....	....	....
Lehigh Navigation.....	46¾	46¾	46¾	47¼	47¼	46¾
" 6s, 1884	....	....	....	....	....	....
" Gold L.....	97¾	97¾	98	97¼	....	....
" R. R. L.....	97¾	....	98¾	....	....	....
" Conv. G. L.....	....	....	....	....	100	100
Lehigh Valley R. R.....	62¼	62¼	62¼	62¼	62	60¾
" 6s new coup	100¾	....	100¾	100¾	101	101¼
" 6s new reg.....	....	....	101¼	....	....	101¼
" 7s.....	104¾	....	104¾	....	....	104¾
Little Schuylkill R.R.....	....	....	48	....	....	....
" 7s.....	....	....	....	....	....	....
Minehill	....	52	....	....	....	52
Morris Canal.....	....	....	....	....	....	....
" pref.....	....	....	....	....	123	....
North Pennsylvania	....	....	....	....	47	....
" 6s, 1885	....	....	....	....	....	....
" 7s.....	104	....	....	....	105	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	32¾	32¾	32¾	....	....	....
Oil Creek & Alleg. Riv.	8¼	8¼	8¼	8¼	8¼	....
" 7s.....	51	....	....	....	....	....
Pennsylvania R. R.....	54¼	54	54¼	54¼	54¼	54¼
" 1st M.....	....	....	101¾	....	....	102
" 2d M.....	102	102	....	....	....	102
" Gen. mort..	92¾	....	....	93	....	....
" reg.....	....	96¼	....	....	....	....
Penn. State 6s, 2d series.....	....	....	....	....	108	108
" 6s, 3d series.....	....	....	....	110¼	....	....
Philadelphia City, 6s,..101¾	....	....	....	....	....	....
" new	103¼	103¼	103¾	103¼	103¾	103¾
Philad., Germ. & Nor.....	....	....	....	....	80	....
Phila. & Reading	56	56¼	56¼	56¼	56¼	56¼
Philadelphia and Erie..	14¾	14¾	14¼	....	14¾	....
" 6s.....	....	....	....	....	....	....
" 7s.....	....	82¼	....	....	....	....
Phila., Wilm. & Balt....	....	....	....	....	....	....
Schuylkill Navigation.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
" 6s, 1882	....	....	....	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey.....	....	....	124¾	....	125	125¼
Bestonville, (Horse).....	....	19¾	....	....	....	....
Chestnut & Wal.	....	74¾	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	23¾	23¾	....	....	23¾	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 29.

	W.23.	Th.24.	F.25.	Sat.26.	M.28.	Tu.29
Baltimore City 6s, 1875.....	102	....	....	....	....	....
" 1880	....	101	....	....	....	....
" 1890 .....100¾	....	....	....	....	....	....
" 1884	....	....	....	100¾	100¾	....
" 1900	....	....	....	....	....	....
Balt and Ohio.....	....	....	....	....	100	100
" bonds, 1875.....	....	....	....	....	....	....
" " 1880.....	....	....	....	....	....	....
" " 1885.104	103	....	....	103	....	....
Central Ohio.....	....	....	....	....	....	....
" 1st mort.....	....	....	....	45	....	....
Marietta & Cin. 1st M..102¾	....	....	90¾	90¾	90¾	....
" 2d M..... 92¾	....	....	....	....	....	92¾
" 3d M. 8s.... 74¾	74	....	....	75¾	76	76
Northern Central.....	....	....	....	....	....	....
" bonds, 1885.....	....	....	....	....	....	....
" " 1900.....	....	....	....	....	....	....
" G. B. 1900.....	....	....	....	....	....	....
Pittsb. & Connellav. 7s.....	....	....	....	....	....	....
N. W. Va. 3d mort.....	80	80	....	....	81	....
Virginia 6s, Consol.... 52¾	52¾	....	....	52¾	52¾	....
" Defer. Certif.....	....	....	....	....	....	....
City Passenger R. R....	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 30.

	Th.24.	F.25.	Sat.26.	M.28.	Tu.29.	W.30.
Boston and Albany	133	....	133¾	133¾	133	
Boston and Lowell	....	....	....	....	94¾	
Boston and Maine.....	114¾	....	114¼	114¾	115	
Boston and Providence.....	150	149¾	....	....	166	
Boston, Hartford & Erie....	....	....	....	....	....	
" 7s..... 24¾	24	24¼	....	....	23¾	
Cheshire, pref.....	....	....	....	....	....	
Chi., Burl. & Quincy...102¾	102¾	....	....	....	102¾	
Concord.....	....	....	....	....	....	
Connecticut River.....	....	....	....	....	....	
Eastern..... 61	61	....	61	....	61	
Fitchburg.....	....	....	....	....	128	
Manchester & Lawr'co.....	....	....	....	....	....	
Michigan Central..... 78	76¾	77¼	76¾	76¾	....	
Northern, N. H.....104¾	104¼	....	....	....	....	
Ogdens. & Lake Champ....	....	....	....	....	....	
" pref.....	....	....	....	....	....	
Old Colony 106¾	106	....	....	106	105¾	
Ph., Wil. & Baltimore.. 54¼	54¼	....	....	54	54	
Portl'd, Saco & Ports.....	113¾	....	....	....	....	
Union Pacific	....	....	....	....	....	
" 6s.....	87¼	....	87	....	....	
" Land Grant 7s....	....	....	....	....	....	
" Income 10s.....	....	....	91	....	....	
" S. F. 8s..... 75¾	75¾	....	....	73¾	74¾	
Vermont & Canada.....	....	....	....	....	....	
Vermont & Mass.....	84	....	....	....	....	
South Boston (Horse).....	....	....	....	....	....	
Cambridge	....	....	....	....	....	
Metropolitan	....	....	....	....	43	
Middlesex	....	....	....	....	....	
Central Mining Co.....	....	....	....	....	....	
Copper Falls 12	12	....	....	11	10¾	
Franklin	....	....	....	....	....	
National	....	....	....	....	....	
Quincy 32¾	32¾	33	33	32¾	....	

London Stock Exchange.

	Closing Prices. Sept. 11.	Sept. 4.
Atlantic & Gt. W. 1st mort., $1,000..	51 — 53	51 — 53
Do. 2d mort., $1,000.....	28 — 30	28 — 30
Do. 3d mort., $1,000.....	14 — 15	13¾— 14¾
Do. Con. mort. B'nds Bisch's Cert.	15 — 17	15 — 17
Do. Leas. Lines, Rental Bonds....	68 — 72	65 — 70
Do. 1873	47 — 50	44 — 48
Do. 8 p. c. Scrip, West. Exten.....	— — —	— — —
Detroit & Milwaukee 1st mort. Bonds	60 — 65	60 — 65
Do. 2d do.	55 — 60	55 — 60
Erie shares 100 dol. all paid.....	31¾ — 32¾	31¼— 32
Do. Convertible Gold Bonds	65 — 67	66 — 68
Do. 6 per cent Convertible Bonds..	94 — 96	94 — 96
Cons. Mort. amount autho. to be issued for conv. of existing bonds..	90 — 92	91 — 93
Illinois Central $100 shares all paid..	85 — 87	85 — 87
Do. Redemption mort. bonds 6 p.c.	100 —102	100 —102
Illinois & St. Louis Bridge 1st mort.	103¾—104¾	103¾—104¾
Marietta and Cincinnati Rail. Bonds.	96 — 99	96 — 99
Michigan Central 8s 1882, conv.....	— — —	— — —
New York Central, 100 dols. shares.	95 — 97	95 — 97
Panama General mort.....	100 —102	100 —102
Pennsylvania, General mort.....	99¾—100¼	99 —100
Do. $50 shares.....	49 — 50	47¾— 48¾
Philadelphia and Erie 1st mort.....	97 — 99	97 — 9

American Railroad Journal.

Saturday, October 3, 1874.

Stock Exchange and Money Market.

The financial situation is more encouraging. The demand for Government bonds and for Railway and Miscellaneous securities has been much more confident, and the course of values has been generally upward. The movements in the commercial line have been on a more liberal scale, and prices of most commodities have shown more steadiness. There has been less depression noted in domestic cotton goods; partly because of the resolve of the New England manufacturers, at their late meeting in Boston, to reduce production fully one-third until further notice. Domestic Woolens have been fairly active, and the more seasonable fabrics have been held with firmness. The Money market has been ruling easy for responsible borrowers all through the week, with call loans quoted at 2@3, and the best discounts at 5@7 per cent per annum. The offerings of funds have been far greater in amount than the requirements of borrowers, in good standing. A few failures in the mercantile line, during the week, tended somewhat to arrest the restoration of confidence, but the impression was quite temporary. The City banks, last week increased their reserve of legal tender notes $895,600, and reduced their deposit item $380,000, while cutting down their specie average $1,032,200. They report a decrease of $1,029,800 in the loans and discounts, and of $12,800 in their circulation. The U. S. Sub Treasury in this city closed the week with a currency balance of $57,691,022, against $59,608,770, the preceding week; and a coin board of $54,107,501, against 55,117,510, on the previous return. The City bank exchanges, during the week, were $405,048,052, or a daily average of $67,508,000. The customs revenue of the port, during the week, was $2,449,139. The City banks reported their average of gold last week at $18,919,900, and their greenback average at $65,700,400. Their deposits stood at $236,460,800. The loan item was $279,539,400. The circulation was $25,625,800.

The aggregate of the outstanding U. S. currency, of all denominations, Sept. 1, was $428,422,256. The outstanding amount of legal tender notes is 382 millions. The National bank circulation is 350,436,158.

The income of the Government, from internal revenues, thus far, in the fiscal year, commencing with July 1, 1874, has been over 26⅛ millions.

The Treasury balances at the opening of business on Wednesday were as follows: currency, $14,569,339; special deposit of legal tenders for the redemption of certificates of deposit, $56,165,000; coin, $73,611,241, including $26,216,100 in coin certificates.

There has been more animation in the Gold line. The speculative demand has been more confident, while the inquiry for Custom House use has been up to a fair average. The export drain has been moderate. The price of Gold has been higher. The extremes of the week have been 109⅝@110¼, closing at 110⅛, as against 109⅝ on Wednesday of the preceding week. The specie outflow last week was $564,602. The imports of specie at this port since Jan. 1, have been $4,142,503, against $3,109,107 same time last year. The customs demand for Gold last week averaged $419,000 a day. Foreign Exchange has been more sought after and quoted firmer, with Bankers' sixty day bills on London closing on Wednesday at $4 84@$4 84½; sight bills on London at @4 86½@$4 87 to the £ sterling. The week's exports of Domestic Produce have been to the currency value of $5,278,759.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $7,503,092.

Government Securities have been attracting more attention from investment buyers, and have shown more firmness toward the close. The offerings of the favorite issues have been generally lighter.

U. S sixes of 1881 closed on Wednesday of this week at 117⅞@118⅛; U. S. Five-Twenties of 1862, 112⅝@112¾; U. S. Five-Twenties of 1864 at 115@115¼; U. S. Five-Twenties of 1865, 115⅝@116⅛; U. S. Five-Twenties of 1865 consolidated, 115⅝@115⅞; U. S. Five-Twenties of 1867, 117@117⅛; U. S. Five-Twenties of 1868, 117@117⅛; U. S. Ten-forties at 111⅝@112; U. S. Fives of 1881, (Funding Loan) 118@118¼;

Six per cent. currency Sixes from 117⅜@117⅝.

A more active inquiry has been noted for State and Railway bonds, prices of which have been quoted generally firmer. Railway and miscellaneous share property has been decidedly brisker, and quite buoyant as to values.

In general business there has been more activity reported in the leading lines, with prices of Breadstuffs and Cotton quoted steadier; Provisions, lower and irregular. Tobacco, Wool, Petroleum, and Naval Stores, firmer. The Metal trade has been more active, with a better demand noted for American Pig Iron, especially No. 1, within our range. Scotch Pig Iron, scarce, and somewhat nominal in price. Eglinton Pig Iron $36@$37; Glengarnock, $37@$38; No. 1 American Pig at $29@$31, No. 2 do. at $27@$29; Forge, $24@$26; English Rails at $50, gold; American Rails at works, $55@$60; Old Rails, $34@$38. Wrought Scrap, $38@$37. Hardware has been moderately sought after. Earthenware, dull and unsettled. Groceries closed tamely at the advanced figures on Sugars and Coffee. The ocean freight market has been more active, with the main inquiry for accommodation from Grain, Petroleum, Cotton, and Lumber Shippers, at, however, irregular rates.

At the auction sale of Scranton Coal, on Wednesday, 60,000 tons were disposed of at $4 95@6 05, as against $4 75@5 92½ in August.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New London Northern R. R., 105; Pacific R. R. of Mo., 38⅛; do. 1st mort., 78¾; Atlantic and Pacific R. R. pref., 13¼; St. Louis, Iron Mt. and Southern R. R., 17½; do. 1st mort., 86; do. 2d mort., 59; Rensselaer and Saratoga R. R., 109; New Jersey Southern R. R., 3½; St. Louis, Kansas City and Northern pref., 20½; Central of New Jersey 1st mort., new, 106½; do. 7s, conv., 102½; Long Dock bonds, 100; Albany and Susquehanna 1st mort., 104; do. 2d mort., 102½; Milwaukee and St. Paul 1st mort. LaC. div., 85; Clev., Col., Cin. and Ind. 1st mort., 104; Chicago and Northwestern consol. gold bonds, 80; Indianapolis, Bloomington and Western 1st mort., 48; Western Pacific bonds, 85; Houston and Gt. Northern 1st mort., 68; Louisville and Nashville 7s, 1898, consol., 88; Lake Shore and Michigan Southern 1st mort., consol., coupon, 100; do. reg., 99; do. 2d mort. consol., 91; St. Louis, Jacksonville and Chicago 1st mort., 97; Am. Dock and Imp. 7s, 97; North Missouri 1st mort., 81; Ohio and Miss. 7s, consol., 91¾; do. consol., S. F. 91¼; International 1st mort., 71; Del. and Hudson Canal reg. 7s, 1884, 104; Toledo, Peoria and Warsaw R. R., 2½; do. 1st mort. W. D., 75; Cleveland and Pittsburg 7s, consol., 101; Morris and Essex 7s, 1871, 99½; Toledo, Wabash and Western 7s, consol., 55; Del., Lack. and Western 7s, conv., 106½; Cedar Falls and Minnesota 1st mort., 80; Gt. Western 1st mort. 1888, 86; Pacific R. R. 7s, guar. by Mo., 100⅜; N. Y. and N. H. 6s, 103; Memphis and Charleston 1st mort., 80; Western Union Tel., 80½; At. and Pacific Tel., 16¼; Canton Co., 59; Quicksilver pref., 39; Adams Exp., 108; Am. Exp., 61; U. S. Exp., 60; Consol. Coal of Md., 47; Maryland Coal, 19½; Spring Mt. Coal, 67; Am. Coal, 60; Missouri 6s, L. bonds 94¾; do. 6s, (Hannibal and St. Joseph) 1887, 92; Texas 10s, 1876, 96; Ohio 6s, 1886, 105½; Tennessee 6s, old, ex-coupon, 57; do. new, ex-coupon, 57¼; do. 6s, n. s., 56; Georgia 7s, gold, 78; Brooklyn 6s, P. L., 94.

Philadelphia.—Pittsburg, Cincinnati and St. Louis 7s, 63½; Philadelphia and Reading Coal and Iron mort., 91¾; Belvidere Delaware 2d mort., 83½; Phila. and Reading 7s, new, conv., 104; do. Gen'l mort. 7s, coupon, 104¼; do. reg., 105; do. 6s, 1844-'80, 100; Pennsylvania and New York 7s, 104; West Jersey 7s, 104; Wilmington and Reading 1st mort., 75; Warren and Franklin 7s, 74; Northern Pacific 7.30s, 29; Schuylkill Nav. 6s, B. L., 77; Connecting R. R., bonds, 86; Pennsylvania R. R. div. scrip, 103¾; Fifth and Sixth sts. R. R., 56; Catawissa new pref., 32¾. The latest quotations are: City 6s, 101⅛@102; do. free of tax, 103⅛@103⅝; Pennsylvania State 6s, 2d series, 107¾@108¼; do. 3d series, 110⅛@111; Philadelphia and Reading, 56¼@56⅝; do. Gen'l mort. 7s, coup., 104⅛@104⅜; do. reg., 104⅜@105¼; do. mort. 6s, 1880, 100@101; do. new, conv., 103¾@104¼; do. 7s, 1893, 105⅛@107; United New Jersey R. R. and Canal Co., 125@125⅛; Camden and Amboy mort 6s, 1889, 101⅛@102; Pennsylvania R. R., 54⅛@54⅜; do. div. scrip, 103¾@104; do. 1st mort., 101⅞@102⅛; do. 2d mort. 101¾@102; do. general mort. coupon 92¾@93¼; do. reg., 94⅛@95⅛; Little Schuylkill R. R., 48@48⅛; Morris Canal, 48@51; do. pref. 123@124; do. 6s, 101@102½; Susquehanna Canal, 6@10; do. 6s, —@73½; Schuylkill Nav., 6⅛@6¼; do. pref., 12⅛@12⅜; do. 6s, 1882, 76@77; do. 1872, 89@90. Elmira and Williamsport pref., 36@40; do. 7s, 1873, 97@98; do. 5s, 60@68; Lehigh Coal and Navigation, 46⅞@47; do. 6s, 1884, 97¾@98; do R. R. Loan, 98@98; do. Gold Loan, 97¾@98; North Pennsylvania, 47@49; do. 6s, 100½@101; do., 7s, 104¾@105¼; do. Chattle 10s, 108@108½; Philadelphia and Erie, 14@14⅛; do. 6s, 91@92; do. 7s, 82½@82⅝; Minehill, 51⅞@52⅛; Catawissa, 14@15; do. pref., 42¾@43; do. new pref., 32¾@33½; do. 7s, 1900, 101@102; Lehigh Valley, 60@60½; do. 6s, new coupon, 100¾@101¼; do. reg., 101½@102; do. 7s, 104¼@104¾; Fifth and Sixth streets (horse) 55¾@56¼; Second and Third, 64@67; Thirteenth and Fifteenth, 23⅛@24; Spruce and Pine, 30@31; Green and Coates, 50⅛@51; Chestnut and Walnut, 74⅜@74⅝; Hestonville, 18¾@19⅛; Germantown 35@45.

Boston.—Summit Branch R. R., 86½; Cincinnati, Sandusky and Cleveland R.R., 87⅛; Burlington and Missouri River R. R. in Iowa, 99; Indianapolis, Cin. and Lafayette R. R., 6; Norwich and Worcester R. R., 115½; New Bedford R. R., 107½; Connecticut and Passumpsic Rivers R. R., 73; Nashua and Lowell R. R., 115¼; Atchison, Topeka and Santa Fe R. R., 10; do. 1st mort. 58; do. 2d mort., 26; do. 12s, 90; Vermont Central 1st mort., 23; Boston Concord and Montreal 7s, 103; Burlington and Missouri River R. R. in Nebraska, 54¾; do. 8s, old, 98; Rutland R. R. 8s, 75½; Old Colony 7s, 1877, 101; Michigan Central (Air Line) 8s, 1890, 100¼; do. 7s, 95½; Chicago, Burlington and Quincy 7s, 96¼; Boston Water Power Co., 11¾; Waverly Land, 2⅞; Boston Land, 4; Cary Imp., 5½; Brookline Land, 4½; New Hampshire 6s, 101¼; Maine 6s, 1889, 101¾; Chicago 7s, 1890, 98¾; Boston 6s, 1894, 99¾; Cincinnati 7s, 1904, 101; Providence 5s, 1900, gold, 92¼; Worcester 6s, 1893, 97½; Manchester 6s, 1895, 94¾; Charlestown 6s, 1892, 101¼; Cambridge 6s, 1884, 97; St. Louis 8s, 1880, 94; do. 1886, 92; Cleveland 7s, 1877, 99; do. 1894, 100½; Toledo, 8s, 1879, 101¼; Boston 6s, 1876@1894, 99¾; Allouez Mining Co., 7; Calumet and Hecla, 132; Petherick, 1.05.

Baltimore.—Orange, Alex. and Manassas 7s, 80; Orange and Alexandria 4th mort. 8s, 69⅞; do. 3d mort. 8s, 80; do 2d mort. 6s, 86; Virginia and Tennessee 3d mort, 8s, 75½; Western Maryland R.R., 3; Virginia consols, ex-coupon, 50½; Virginia consols, coupons, 86½; Maryland Defense 6s, 107; do. 5s, 84; do. 6s, exempt, 105½; Santa Clara bonds, 24. The latest quotations are: Richmond and Danville 1st mort., 67@70; Pittsburg and Connellsville 7s, 1898, 81¾@82; Baltimore and Ohio, 171@175; do. 6s, 1875, 101¾@102; do. 1880, 101¾@102; do., 1885, 103@104; Washington Branch, —@175; Northern Central, 82½@83⅛; do. 6s, 1885, 93@93¼; do. 6s, 1877, 95@—; do. 1900, 90@92; do., 6s, 1900 gold, 91¼@92; N. W. Va. 3d mort., 1885, 97@98; Marietta and Cincinnati 1st pref., 17@19; do. 2d pref., 8@9½; do. 1st mort. 7s, 1892, 101¾@102; do. 2d mort., 7s, 92⅜@92½; do., 3d mort., 8s, 75@75; Central Ohio, 42@45; do. pref., —@—; do. 1st mort., 90¼@90½; Western Maryland, 1st mort. 6s, 1890, 80@89; do. 1st mort. guar., 99@100; do. 2d mort. guar., 98@100; do. 3d mort., guar., 99@100; do. 2d mort. pref., 60@70; do., 2d mort. guar. by Washington Co., 91@92; Virginia and Tennessee 2d mort. 6s, 70@75; do. 3d mort. 8s, 75@76; Orange and Alexandria 1st mort. 6s, 90@92; do., 2d mort. 6s, 85¾@86; do., 3d mort. 8s, 80@81; do., 4th mort. 8s, 69@70½; Orange, Alex. and Manassas 7s, 79½@80; Baltimore 6s, 1875, 102@102½; do., 1884, 100@101; do. 1886, 101@101; do. 1890, 100⅜@100½; do., 1900, 100@101; do. 1902, 100@101; do., 6s, exempt, 103¾@106; do. 5s, 80@85; Memphis City 6s, 38¼@41; Maryland Defense 6s, 1883, 107@109; do. 6s, 1890, 100@—; do. 6s, exempt, 107@109; do. 5s, 80@85; Virginia coupon 6s, old, 28@35; do. new, 30@40; do. consol. 6s, 52½@52¾; do. coupons, 86@87; West Virginia, 8@9; City Passenger R. R., 20@22; George's Creek Coal, 130@148; Atlantic Coal, 2.25@2.40; Santa Clara, 9.00@9.00; do. bonds, 25@28½; Canton Co., 55@70.

☞ The earnings of the Cleveland, Columbus, Cincinnati and Indianapolis Railroad for the six months ending June 30, 1874, were $2,083,600 69, the expenses $1,686,099 78, and the net earnings $347,500 91. For the six months ending June 30, 1873, the earnings were $2,487,050 30, the expenses $1,783,644 56, and the net earnings $703,405 74—showing a decrease in earnings of $453,449 61, with a decrease in expenses of $97,544 78, making a decrease in the net earnings of $355,904 83. The assets of the company June 30, 1874, amounted to $20,516,281 83, against $20,190,646 94, on the 31st of December, 1873—an increase of $325,634 89.

☞ Ground was broken on the 16th ult., at Valcourt Village, upon the proposed Missisquoi and Black River Valley Railroad, which is to run between Richmond, Quebec, and Newport, Vt.

Milwaukee and Southwestern Railroad.

The Milwaukee *Wisconsin* says that active measures are being taken to organize a company to complete the Milwaukee and Beloit Railroad, which was graded nearly twenty years ago, but which the panic of 1857 left unfinished, and then adds:

It is proposed to place a narrow gauge track on this line, to connect in due time with the narrow gauge system in Iowa, that is meeting with such success.

There is no richer country than that through which this road runs, and Milwaukeeans should not be slow in taking advantage of the circumstance that we have a road bed already graded awaiting the rails and rolling stock that will so materially assist in bringing prosperity to the city.

The proposition is to form a new company, taking the old franchise and allowing the old stockholders a proportionate share of the new stock, and to complete the road by local means, through honesty and economy. Those who have stock in the old company are respectfully requested to correspond with Major T. H. Stears, Milwaukee, who has the completion of this road at heart, and is interested in the new company.

Chesapeake and Ohio Railroad.

A meeting of the creditors of this company was held in Baltimore on the 28th ult. There was no formal organization of the meeting, but the affairs of the company were discussed by those present, and there seemed to be a willingness to accept the proposition of the company that the creditors extend the debt by taking income bonds in exchange for the present obligations of the corporation. It was stated that over three-quarters in amount of the creditors outside the city have agreed to the proposition. In a supplemental circular recently issued by Messrs. FISK & HATCH of this city—a copy of which may be obtained by making application therefor—they say:

"It is a mistake to look upon the proposed settlement as a sharp bargain between the company and its creditors, or to suppose that there is other than the fullest community of interest. The directors of the company are among the largest holders of both classes of the bonds, and it is up on them and upon ourselves that the settlement imposes the heaviest concessions. Our own pecuniary interest in the road extends to both classes of the bonds, and to the floating debt, while, in consequence of our connection with the company as their financial agents, during the period in which most of the existing indebtedness has been incurred, we cannot do otherwise than feel a degree of responsibility for the interests of all concerned."

Taxation of Corporations.

The Court of Appeals has recently made an important decision, affirming the judgment of the Supreme Court in the question at issue between the Tax Commissioners and the Pacific Mail Steamship Company. This corporation, which holds its charter under the laws of New York, refused to pay taxes on the steamships used exclusively in navigating the Pacific Ocean, on the ground that as the tax laws have no extra territorial operation, this property, being situated permanently beyond the limits of the State, is not liable to assessment for taxation here. In the Hoyt case, in 1861, the Court of Appeals maintained this point of exemption of property outside of the State, but the Tax Commissioners contended that this decision was not applicable to corporations for the reason that they are taxed on different rules from those which regulate the taxation of individuals. Special stress was laid by them on the value of the franchise as a subject of taxation, and it was urged that the personal estate of a corporation is blended inseparably with the franchise. This view was disapproved by the Supreme Court, who decided against the Tax Commissioners on the authority of the Hoyt case; and the Court of Appeals have now affirmed this judgment.

Bridge Building.

A letter to the Baltimore *Sun*, dated at Washington, September 27th, says that arrangements for the erection of a new navy yard bridge across the eastern branch have been matured, and a contract made for the construction of the bridge with the Phœnixville Bridge Company of Pennsylvania, which constructed the new iron bridge on the site of the old chain bridge. The new bridge will be of iron, of the Murphy-Whipple truss pattern, 1,362 feet long, twenty five feet wide, twenty of which will be carriage way and five foot path. The floor of the bridge will be of wood, resting on fifteen inch iron beams and supported by fourteen arches, in spans of ninety six feet. The posts will be handsomely ornamented and the footpath separated from the carriage way by a tasteful iron railing. The strength of the bridge will be equal to a moving weight of six hundred pounds to each square foot, and its cost will be $142,899. There will be a new draw near the middle of the bridge.

The Wilmington (Del.) *Commercial* says that the Philadelphia, Wilmington and Baltimore Railroad Company have contracted with the Baltimore Bridge Company for the erection of the eight remaining spans in the bridge over the Susquehanna River at Havre de Grace. The contractors, however, are merely architects, and not builders, and have divided the work equally between the Phœnixville Iron Company and the Edgemoor Iron Company, who will each build four spans. The draw is not included in this contract. The work is to be completed in 1877, or sooner, if practicable.

Pueblo and Salt Lake City.

The Pueblo *People* says that the executive committee of this company have awarded the following contracts for the road between Pueblo and West Las Animas: Messrs. Moore, Carlile and Orman grading of the road; C. C. Welch, Golden, tieing and bridging the road. The grading is to be finished by March 1, 1875, and the tieing and bridging by July 1, 1875. The whole work to be paid for in county bonds. There is but little doubt about obtaining the iron as soon as the road bed is ready for it, as negotiations already made to that end have been successful thus far. The work of grading already commenced will now be vigorously pushed forward, and Pueblo will have an Eastern railroad as soon as it is possible for the workmen to build it.

Quincy and St. Paul Railway.

A company has been organized in Missouri for the purpose of building a road from West Quincy to Albia, Ia., to be known as the Quincy and St. Paul railroad. The road will connect at Albia with the Central of Iowa, giving Quincy a direct line to St. Paul. The programme is to run the line from West Quincy to LaGrange, thence west and northwest through Monticello, on to the terminus. The West Branch of the old Mississippi, Valley and Western was recently purchased by this company, and has been graded for some distance west from Canton. The line of the new road is to strike the graded portion somewhere near Monticello.

Cincinnati, Sandusky and Cleveland R. R.

The annual report of the Cincinnati, Sandusky and Cleveland Railroad has been just received. It has the merit too often wanting in railroad reports, and in some of the previous reports of this road, of clearness and conciseness. Stockholders can understand, as it is evidently made with that object in view and not to mystify and deceive. The gross earnings for the year ending June 30 were $800,351 44; expenses, $533,179 91, net earnings, $267,171 53—being about 33 per cent of the gross earnings. From this sum was paid interest, dividends on preferred stock and rents, $266,864; leaving a surplus of $307 53. These results of the past most unfavorable year in railroad earnings are very satisfactory, and prove that there is a real value in the stock when we consider that a general improvement must undoubtedly take place in the earnings of all our roads. The defalcation of the late President is well commented upon in the report, and a statement given showing the amount he disgorged of his ill-gotten plunder. This with other assets is sufficient to provide for the floating debt. The road is now in the hands of honest and efficient men and its future prospects very encouraging. The earnings since the report show a gain in July of $2,000, in August of $5,500. Three weeks of September show a falling off of $6,000 owing to the temporary suspension of the grain carrying traffic.—*Boston Journal.*

Erie Railway.

At a regular meeting of the directors of this company on the 24th ult., the President stated that the affairs of the company were steadily improving, and that operating expenses had been largely reduced without in any way impairing the capacity or efficiency of the road, the business of which was considerably increased. Dispatches received from Mr. John A. C. Gray, the director who went to London six weeks ago, announce that he has successfully negotiated a sufficient amount of the company's second consolidated mortgage bonds to pay off all London indebtedness and substantially to pay all the floating debt in this country. This negotiation finally disposes of the Erie railway's floating debt, and leaves the road on a cash footing.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending September 19, at 476,530 tons, and for the coal year 13,017,328 tons, against 14,224,937 tons to corresponding time last year, being a decrease of 1,207,609 tons. The bituminous tonnage for the week is 72,921 tons, and for the year 2,371,609 tons, against 2,287,709 tons to same time last year, giving a total of all kinds for the week of 478,451 tons, and for the year of 15,388,937 tons, against 16,514,646 tons to same time last year, being a decrease of 1,125,709 tons.

☞ Eight new locomotives and twenty passenger cars are being constructed for the New Jersey and New York Railroad. The lease of this road, which is known as the Hackensack branch of the Erie Railway, expires on November 1, and will not be renewed.

☞ A company, with ample means, has been organized to extend the Des Moines narrow gauge road south to St. Louis. The success of the road to Ames has led to this movement.

Railway Construction in Europe and the United States of America since 1850.

A statistical abstract has just been published by the Board of Trade, showing the length of railways in various States, distinguishing as far as practicable the length constructed by private Companies and by the State respectively in various years between 1850 and 1872. Commencing with the United Kingdom, we find that in 1850 the length of railways constructed amounted to 6,621 miles, increasing in 1855 to 8,280 miles, reaching 10,433 miles in 1860, and 13,289 miles in 1865, when the increase up to 1870 becomes more moderate, being a total of 15,537, and in 1872 reaching a total of 15,814 miles. These figures show the steady growth of the railway system in a country like ours, where capital is abundant and joint-stock enterprise is unhampered by State interference. In France, the development of railways under the Companies' system is remarkable. In 1850 there were only 1,689 miles constructed by Companies, and 209 by the State, after which period the State ceased construction, and the total mileage constructed rose to 3,434 in 1855, advanced to 5,858 in 1860, increased to 8,439 in 1865, and reached, 10,847 in 1870; the increase between the two latter periods being greater than that of the United Kingdom. The seven States comprising the present German Empire have been very progressive in railway construction, and here, with the exception of Prussia, the State since 1860 appears to have gone ahead of the Companies, especially during the five years preceding the Franco German war, in which the State alone constructed nearly 2,000 additional miles of railway, and the Companies over 1,000 miles. As might be anticipated, Prussia takes the lead. In 1850 that State possessed but 1,776 miles of railway, 1,190 miles being made by Companies. In 1872 the total mileage of the Prussian railways reached 8,646, and of this 4,788 miles, or over 50 per cent., were in the hands of Companies. The railway mileage of total Germany in 1872 was 12,701, 7,619 of which were State and 5,082 Companies' lines. The Prussian thus represents more than two-thirds of the entire railway system of Germany. Russia since 1865 has been making some progress in railway extension, and like her neighbor Austria very wisely gives the preference to Companies over State construction, having increased the mileage of Companies' lines from 1,773 miles in 1865 to 6,572 miles in 1870, having only 399 miles of State railway in that year, making a total of 6,971 miles of railway, a very small matter for so vast an empire. The returns before us, however, do not include the additional extensions constructed since 1870. Austria since 1860 has not been inactive in railway construction, having increased her mileage from 1,788 miles in 1860, to 2,231 in 1865, reaching 8,724 in 1870, while Hungary keeps pace with the empire by making over 1,100 miles of railway between 1860 and 1870. In Spain the effects of disruption and civil war are clearly apparent in the fact that within the five years ending in 1870 but 898 miles of railway have been opened, whilst in the five years preceding 1865 there were 1,791 miles constructed by private Companies. Portugal exhibits but little activity in railway making, the country being no doubt an unpromising one in an engineering point of view. Italy exhibits a striking contrast to Spain in the rapid strides she has made in opening up the country by railways, having advanced the mileage of her completed railways in the 10 years ending 1870 from 1,117 to 3,855 miles, whilst in the two last years ending 1872 the total length constructed by private Companies in Italy (including Rome) amounted to 4,087. In Holland and Belgium, where the State appears desirous of acquiring the ownership of the railways, but few additional lines have been made since 1870, the increased mileage between 1865 and 1872 being nearly equal in both States. The total length constructed in the former State up to 1872 was 1,043, against 560 miles in 1865, and in the latter 2,004 in 1872, against 1,418 miles in 1865. In the Northern States of Sweden and Norway the total open mileage has increased in the former from 956 miles in 1865 to 1,198 in 1872, and in Norway from 168 miles in 1865 to 307 in 1872. During the same period Switzerland constructed 137 miles of additional railway, making the total length of Swiss railways up to 1872, 913 miles. Denmark shows a total mileage of 640 miles up to 1872, whilst Turkey had only constructed by Companies a total length of 152 miles of railway up to 1870, and the unprogressive kingdom of Greece winds up the list of Europern railways with a total of 6 miles. According to the return before us the total length of European railways in 1865 constructed by private Companies amounted to 39,626 miles, and those constructed by the States to 7,013, making a total of 46,639 miles. In the United States of America the total length of railways constructed was in 1850, 9 022 miles; in 1855 the mileage increased to 18,454; in 1860 it had risen to 30,634. In 1865 it rose to 35,085, and in 1870 it reached the total amount of 53,399 miles, thus in ten years nearly doubling the lines constructed.—*Herapath.*

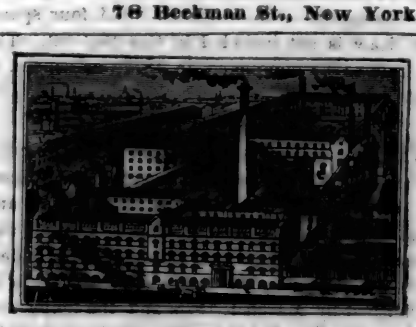
☞ The stockholders of the Boston, Barre and Gardner Railroad have authorized their directors to lease the Monadnock Railroad for a term of 99 years. The lessees will pay $12,000 per year for two years, $15,000 for three years and $18,000 for the remainder.

☞ We learn from the Chicago *Tribune* that Mr. W. B. Strong, the assistant general superintendent of the Chicago, Burlington and Quincy Railroad, has been appointed general superintendent of the Michigan Central in place of H. E. Sargent resigned.

IRON CUTTERS.

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This Company, benefiting by the thirty years' practical experience in the use of creosote oil abroad, offer to the public a system of application which is adapted to the wants of our own country, in that green wood can be rapidly and thoroughly treated, even better than dry, and the application of the oil, in connection with the use of moderate heat, be made more uniform and effective than is possible by any other means.

Experience has demonstrated that creosote or dead oil is the only substance by which wood can be treated so as to certainly resist the attacks of marine worms.

Creosoted wood exposed in Charleston Harbor was not attacked by the teredo, while natural wood attached to it was completely honey-combed.

It is confidently asserted that Railroad Ties creosoted will outlast three sets of ordinary Ties, and that creosoted Paving Blocks being beyond the reach of decay, will last as long as stone, with all the advantages of an elastic roadway, beauty and economy of construction.

The economy in the use of creosoted wood, where the term of service is trebled, is measured by adding to the wood used, the cost of the labor expended in construction, and the loss of time spent in replacing the structure, when either decay or attacks of marine worms destroy it.

The system of Seely and Pelton, employed by this Company, has been fully examined and indorsed by Gen. McClellan, Gen. Barnes, Gen. Babcock, Rob't Harris, C. B. & Q. R. R., Prof. Silliman, Capt. Eads, Gen. Cram, Gen. Humphreys, Gen. Meigs, Gen. Belknap, Prof. Chandler, Gen. Gilmore, Gen. Newton, A. B. Mullet, C. H. Haswell.

It has been used by the U. S. Government upon the Dykes of the St. Clair Flats, and upon Gun Platforms for the fortifications on the Atlantic coast; upon pavements in New York and Pittsburgh, by the Department of Docks of the City of New York and the Board of Public Works of the District of Columbia.

Detailed information can be obtained and specimens of creosoted wood examined at the office of the Company

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American Railroad Journal.

New York, Saturday, October 10, 1874.

THE

NEW-JERSEY AND NEW-YORK RAILWAY COMPANY

Offer for sale through their Financial Agents,

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PAYABLE IN NEW-YORK OR LONDON,

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Principal due 1903, at 87 1-2 and accr. inter.

Particulars, Maps, and Pamphlets at above Agency.

☞ A dividend of 4½ per cent on the old stock of the Nashville and Chattanooga Railroad Company, and a dividend of 1½ per cent on the new consolidated stock of the Nashville, Chattanooga and St. Louis Railway, has been declared, payable October 1 at New York.

Pennsylvania Railroad.

A meeting of the stockholders of the Pennsylvania Railroad Company was held in Philadelphia on the 3d inst. to take action on the Report of the Investigating Committee. President Thomas A. Scott stated that advanced copies of the report sent to the European shareholders had not up to Friday been received for general circulation, and they therefore had called upon him asking that no action be taken on the report, but postponed till the regular annual meeting of the company on the second Tuesday of March next, by which time every shareholder will have an opportunity to act intelligently in regard to it, which was agreed to. The following is a copy of the resolution which was offered and unanimously adopted:

Resolved, That, in order to enable every shareholder in America and Europe to have an opportunity of thoroughly understanding the report, the condition of the company and the policy indicated by the resolutions attached thereto, final action thereon be postponed until the regular annual meeting of stockholders in March next, and that the Board of Directors of the company be requested in the interim to carry on the recommendations of the committee.

It was also voted that the report of the Committee of Shareholders be received, and that the thanks of the shareholders of the company be tendered to the committee, Messrs. Wm. A. Stokes, Wm. H. Kemble, A. Louden Snowden, David A. Small, John S. Frick, Wm. C. Longstreth and John A. Wright, for the ability, care and fidelity which they have exercised in bringing before the owners of the property, by their report, a full and comprehensive statement of everything pertaining to its affairs; and that the Board of Directors pay all the expenses incurred by the committee in connection with the examination into the affairs of the company, and in the preparation and publication of their report.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending September 26, at 432,293 tons, and for the coal year 18,459,659 tons, against 14,759,075 tons to corresponding time last year, being a decrease of 1,358,416 tons. The bituminous tonnage for the week is 71,041 tons, and for the year 2,441,658 tons, against 2,362,987 tons to same time last year, giving a total of all kinds for the week of 504,341 tons, and for the year of 15,892,317 tons, against 17,072,062 tons to same time last year, being a decrease of 1,125,709 tons.

Toledo, Wabash and Western Railway.

The earnings of this road for the years ending December 31, 1872 and 1873, were as follows:

	1872.	1873.
From passengers	$1,132,764 60	$1,050,198 21
" freight	4,311,970 28	4,335,226 40
" mails	105,809 73	127,419 99
" express	94,664 64	94,382 40
" miscellaneous	363,768 40	131,580 76
	$6,008,077 65	$5,738,807 76
Expenses, viz:		
Conducting transp.	$1,156,917 13	$1,141,014 58
Motive power & cars	1,597,812 28	1,654,065 19
Repairs of roadway and structures	625,308 86	654,855 27
Renewals of roadway and structures	777,078 93	716,726 86
Renewals of equipm't	4,115 70	23,827 73
General expenses	69,126 85	108,942 00
Taxes	101,541 30	102,805 08
Insurance	33,243 07	5,142 08
	$4,365,143 62	$4,407,378 74
Net earnings	$1,643,834 03	$1,331,429 02
Balance income account, 1872		996,208 51
Consolidated second mortgage bonds		1,683,000 00
Accrued interest second mort. bonds		25,100 66
Total		$4,035,738 19
Thus accounted for—		
Interest on bonds		$1,299,935 00
Interest on preferred stock		70,000 00
Rent of track		50,000 00
Rental Wabash Equipment Co's cars		100,000 00
Discount consol. second mort. bonds		336,600 00
Construction and improvements, roadway and structures		1,095,219 01
Construction and improvements, equipment		247,671 77
One-fifth interest in Wabash Equipment Co's cars		200,000 00
Iron and steel rails, 1872		31,767 95
Profit and loss		8,060 84
Balance income account 1873		596,594 12
Total, as above		$4,035,738 19

Compared with the previous year the gross earnings of 1873 show a decrease of $270,169 89, with an increase in expenses of $42,235 12, making a decrease in net earnings of $312,405 01.

The resources for the year and disposition of the same were as follows:

RESOURCES OF THE YEAR.

Net earnings as above		$1,331,429 02
Increase in bonded debt		2,186,000 00
Increase in floating liabilities	$864,212 58	
Less increase in floating assets	127,228 56	
		736,983 97
Sinking fund account		119,925 00
Lafayette, Bloomington and Mississippi Railway		12,726 24
Lafayette, Muncie and Bloomington Railroad		7,854 63
Accrued interest second mort. bonds		26,100 66
Surplus earnings Hannibal Bridge		70,607 48
Total		$4,490,627 00

DISPOSITION OF RESOURCES.

Construction and improvements		$1,342,790 78
Interest on bonded debt		1,395,791 84
Wabash Equipment bonds (purchase of equipment)		200,000 00
Interest Wabash Equipment bonds (use of equipment)		100,000 00
Discount second consol. mort. bonds sold		336,600 00
Consol. S.F. mort. bonds for sinking fund		90,000 09
Advances to leased lines	$297,291 25	
Less unpaid coupons	2,122 00	
		295,169 25
Hannibal and Central Missouri Railroad (general account)		560,158 25
Interest account Hannibal Bridge		83,258 14
Keokuk and Hamilton Bridge (deficiency of earnings)		10,229 84
Advances to Union Bridge, Toledo		18,757 00
Jacksonville depot stock purchased		14,818 03
Payments on real estate for depot purposes		7,635 58
Union Depot Co., St. Louis		600 00
Steel rails of 1872, not charged in that year		31,757 95
Profit and loss		8,060 34
Total, as above		$4,490,627 00

The Toledo, Wabash and Western Railway is composed of the following parts:

	Miles.
Main Line in Ohio	75.5
Main Line in Indiana	166.1
Main Line in Illinois	110.5
Total, Toledo to Camp Point	452 1
Camp Point to Quincy (rented)	21.5
Total Main Line	473.6
Keokuk Branch, Clayton to Elvaston	34.5
Do. Elvaston to Keokuk (rented)	7.0
	41.5
Hannibal Branch, Bluffs to Naples	8.8
St. Louis Line, Decatur to East St. Louis	108.4
Total owned and rented	627.3

The leased lines are operated separate and distinct from the above, and their operations are not embraced in any of the above statements or those which follow. Including these, the total miles operated amount to 933.4 miles. The leased lines are as follows:

	Miles.
Hannibal and Naples Railroad	52.0
Hannibal and Central Missouri Railroad	70.2
Pekin, Lincoln and Decatur Railroad	67.2
Lafayette, Muncie and Bloomington R. R.	86.7
Lafayette, Bloomington and Mississippi R.R.	80.0
Total leased	306.1

At the close of the year the company had 197 locomotives, 102 passenger, mail and baggage, and 4,506 freight cars of all classes. Miles run by locomotives with passenger trains 1,039,874, with freight trains 3,800,679, switching 948,786, fuel 81,815, construction and repairs 252,122—total mileage of locomotives, 5,567,626.

The expenditures for construction and improvements during the year, as stated above, amounted to $1,342,790 78, viz: for roadway and structures $1,095,219 01, and for equipment $247,571 77. There were added to equipment during the year 6 locomotives, 1 postal, 100 coal, 100 stock and 12 caboose cars. 21 miles 940 feet of new side track were added at a cost of $200,063 64; and 6,242 tons of steel rails were laid a cost of $697,242 68. Two new docks were built at Toledo, and a pile bridge one half a mile in length constructed.

From January 1 to the 1st of October, 1873, the earnings had increased $168,794 41. The panic of September caused a falling off of $293,347 32 in receipts for the last three months of the year as compared with the same months of 1872—making the total decrease (excluding elevator earnings for 1872) of $124,552 91.

The number of tons of freight carried east in 1873 was 1,024,389; do. west, 418,574—total 1,442,963, an increase over the previous year of 93,911. Number of tons carried one mile 506,755,366, an increase of 18,044,556. Av. distance each ton was carried, 212 miles. Av. price per ton per mile, 1.406 cents, against 1.487 cents in 1872, a decrease of 0 081 cents. The report says:

This trifling decrease in the average rate, (only a fraction of a mill for each ton per mile) caused a falling off in freight revenue of $248,488 04.

The movement of freight cars was largely in excess of the preceding year, although the earnings were not increased in proportion, owing to the lower rates received, and the greater number of empty cars moved.

For the first four months of 1873, Lake Erie was closed by ice, and owing to the crowded condition of the Lake Shore and Michigan Southern Railway, a light traffic was the result.

For several winters the lack of facilities to move freight eastward from Toledo had been an embargo upon the business of the road, preventing it from realizing the amount of earnings an unobstructed outlet would have secured. Its managers had always anticipated that when additional rail lines were provided at the eastern terminus, the road would do a very large winter business, and as freight rates are then comparatively high, such business would be the most remunerative of any during the year. As the Canada Southern road was to be in operation in the fall of 1873, while very large additions had been made during the spring and summer to the carrying facilities of the L. S. & M. S. R. W., and a full crop of grain was in the country tributary to this road to be moved, it was confidently believed, judging from the two preceding years, that the months of October, November, and December would show a gross revenue of nearly or quite $2,000,000. Repairs and renewals were therefore pushed forward early in the season to be prepared to meet the anticipated pressure for transportation in the later months. Instead of realizing that result the actual earnings for those three months, owing to the monetary panic, were only $1,319,745 29, a decrease from the earnings of the same months in the previous year, as already stated, of $293,347 32.

The earnings from passengers decreased $82,566 39, and earnings from "passengers, mail and express" decreased $61,288 37.

From 1869, the passenger traffic of the road has steadily decreased, owing partly to the opening of new lines and partly to the superior facilities of rival roads.

An effort was begun in August, 1873, to regain the lost passenger traffic, if possible, and also add to it.

The roads from Quincy and St. Louis by way of Chicago, though longer, ran their trains at higher speed and made the same eastern connections as by the trains of this line which left those cities at the same hours.

Commencing August 3d, a train has been run which made the distance from East St. Louis to Toledo, 432 miles, in 14¼ hours, and, with a small increase in running time at the beginning of winter, has since been continued.

To prepare for making this high speed required the track of the whole road (excepting the Keokuk Branch) to be in the best order, and so kept up, and the amount expended during the season for "surfacing track" was $50,644 22, an increase over the previous year of $34,280 61. It also rendered imperative very extensive renewal of cross ties. During the previous winter many accidents (and some very bad ones) had been caused by the breaking of rails, and the damage from such accidents was of course greatest where the ties were decayed. At one part of the road over 1,000 broken rails were taken out of a section of ten miles of track during the winter. To meet the requirements for high speed, and render the track safe as possible, the ties were renewed to the number of 835,000, at a cost of $134,641 42, an increase over the previous year of $44,044 27.

The delay which has unintentionally occurred in publishing this report enables us to notice the good results of the expenditures upon roadway and track, above referred to. The winter of 1873-'4 has been remarkably free from accidents and delays to trains, and broken rails have been almost unknown; notwithstanding the continued rains and soft weather, the track has been thoroughly kept up, and has never been in better condition for business than at the opening of the spring of 1874.

The condition of business following the commercial revulsion of October last, made imperatively necessary a careful revision of the expenditures of the company, with a view to meeting the decrease of traffic and of rates, by a corresponding economy of management.

On the 1st of December a reduction of 20 per cent in salaries of general officers was made, and a similar reduction, scaled according to amounts of salaries and wages, was enforced throughout the whole pay-rolls of the company. This was received by officers and employees in the best spirit—the necessity being clearly recognized. At the same time, the five Divisions of the road were reduced to two, the duties of three master machinists concentrated in the hands of one Superintendent of machinery, and the principle of reduction of organization to a minimum carried into all departments, whilst purchases and all other expenditures were rigidly revised. The President and two Division Superintendents are now performing the duties last year shared by nine officers.

As a result we are able to report that the practical working of the organization seems to have lost nothing of efficiency but rather to have gained; the road, shops and equipments are in no respect run down, and the moving of trains was never more successful and systematic, whilst the comparison of earnings and expenses shows a gratifying increase of net income.

No apology will be thought necessary for thus extending this report beyond the period to which it strictly applies, for as the year 1873 closed with the somewhat gloomy results of the panic, in the autumn, it has seemed due to the Stockholders to show with what success the management has tried to meet the emergency.

It is safe to predict that the growth of the country during the next decade must be very largely shown in increased density of population, in the States east of Kansas and Nebraska. The tide of westward migration will not be drawn to the great plains whilst the now fertile regions of Indiana and Illinois, with their better access to market, are not supporting a quarter of the agricultural population they are capable of enriching. This inevitable modification of the westward

movement must operate to the advantage of the Wabash Railway—reaching as it does into the heart of the choicest country of the west. It seems demonstrably clear, therefore, that the test applied to our success by the events since September, 1873, are the best proof of the certain and great increase of the value and public usefulness of your company's property, from this time forward.

The number of passengers carried in 1873 was 629,799, against 667,059, in 1872, a decrease of 37,260. Number of passengers carried one mile 29,426,175. Av. distance traveled by each passenger 46.72 miles. Av. receipts per passenger per mile 3.57 cents.

CONDENSED BALANCE SHEET, Dec. 31, 1873.

Road bed and equipment	$35,868,855 00
Stock in trust	13,145 00
Griswold, White & Worden, trustees	5,000 00
Redemption fund, G. W. Tens	3,040 65
Illinois and Mississippi telegraph stock	11,950 00
Jacksonville depot stock	19,024 88
Quincy Railroad bridge stock	3,900 00
Great Western Despatch Co. stock	6,000 00
Bills receivable	8,244 01
New York office	123,848 27
New York gold account	17,555 00
Materials on hand	174,907 48
Fuel on hand	73,666 84
Stationery on hand	7,103 07
Uncollected earnings	144,076 14
Interest account, Hannibal Bridge	166,288 14
Due from other companies	102,203 61
General Post Office Department	34,515 95
Red Line Transit Company	5,094 74
Keokuk and Hamilton Bridge	26,118 84
Quincy and Palmyra R. R. Co	22,223 95
Buffalo and Erie R. R. Co	567 05
Hannibal and St. Joseph R. R. Co.	419 02
A. G. Wells & Co.	6,485 99
Pekin Telegraph Line	1,006 19
Pullman Palace Car Co	14,737 87
Decatur and State Line Survey	3,876 88
Attica and State Line Survey	20 40
Bloomington Telegraph Line	3,023 42
Toledo, Canada Southern and Detroit R. R. Co.	9,358 35
La Fayette, Muncie and Bloomington (A. Earle, Pres't)	7,344 24
Bloomington and Ohio River (R. Plumb & Co.)	1,832 22
Chicago and Paducah (D. Strawn & Co.)	265 00
Union Bridge Company	13,757 00
Cincinnati, La Fayette and Chicago R. R. Co.	20,749 12
Decatur Depot Land	7,335 58
Delevan Depot Land	300 00
S. Simonson (advance for elevator)	3 000 00
Bills for collection	4,818 38
Missouri, Kansas & Texas R.R. Co.	1,944 47
Union Stock Yards	12,966 20
Springfield Iron Company	22,021 16
Logansport, Crawfordsville and South Western Railway Co	3,898 91
Paris and Danville R. R. Co.	2,140 18
Toledo, Peoria and Warsaw Railway Co	1,559 41
Union Depot Co. (St. Louis)	600 00
Sundry small accounts	4,193 46
Hannibal and Central Missouri R. R.—General Account	560,158 25
La Fayette, Bloomington and Mississippi—Income Account	93,199 13
Pekin, Lincoln and Decatur—Income Account	78,926 13
Hannibal and Naples—Income Account	318,001 15
Hannibal and Central Missouri—Income Account	241,659 36
Cash on hand in New York	54,992 96
Cash on hand in Toledo	11,259 33
	$37,843,173 38

General stock	$15,000,000 00
Preferred stock	1,000,000 00
First mortgage bonds, Toledo and Illinois R. R. Co	900,000 00
First mortgage bonds, L. E. W. and St. L. R. R. Co.	2,500,000 00
First mortgage bonds, G. W. R. R. (West of Decatur)	4,000 00
First mortgage bonds, Gt. Western Railway, of 1859	2,500,000 00
First mortgage bonds, Quincy and Toledo	500,000 00
First mortgage bonds, Illinois and Southern Iowa	800,000 00
First mortgage bonds, Decatur and East St. Louis	2,700,000 00
Second mortgage bonds, Toledo and Wabash	1,000,000 00
Second mortgage bonds, Wabash and Western	1,500,000 00
Second mortgage bonds, Gt. Western Railway, of 1859	2,500,000 00
Equipment mortgage bonds, Toledo and Wabash Railway Co.	600,000 00
Consolidated sinking fund, 1st mort. bonds, T. W. & W.	2,610,000 00
Consolidated 2d mort. bonds, T. W. & W.	2,186,000 00
Sinking fund	44,925 00
Unpaid interest preferred stock	1,604 70
Coupons	29,468 00
Vouchers and pay-rolls audited	750,912 80
Bills payable	450,826 95
Pekin Railroad Construction Co.	7,000 00
Steel rails, 1873, unpaid	24,863 09
Chicago, Burlington and Quincy R. R. Co	20,000 00
Hannibal Bridge	88,719 69
La Fayette, Muncie and Bloomington—Income Account	7,678 16
La Fayette, Muncie and Bloomington—General Account	7,854 63
La Fayette, Bloomington and Mississippi—General Account	12,726 24
Balance Income Account	596,594 12
	$37,843,173 38

President.—J. D. Cox.

Vice President & Gen'l Manager.—A. ANDERSON.

Directors.—Kenyon Cox, Jno. F. Tracy, Sidney Dillon, Milton Courtright, Augustus Schell, George Cecil, John R. Cecil, David Dows, Jno. Ross, E. C. Benedict, S. F. Barger, New York; Wm. L. Scott, Erie, Pa.; J. D. Cox, Toledo, O.; J. S. Casement, Toledo, O.; P. L. Cable, Rock Island, Ill.

Secretary & Treasurer.—WM. B. CORNEAU.

Pennsylvania Railroad.

The following is a continuation of the Report of the Investigating Committee on the Eastern Group of Railroads and Canals controlled by this company, a portion of which was given in our last issue:

7. THE PENNSYLVANIA RAILROAD DIVISION.

This division consists of the following lines:

	Miles.
Pennsylvania Railroad Main Line	358
Columbia Bridge	1
York Branch	13
Hollidaysburg Branch	42
Indiana Branch	19
East Brandywine and Waynesburg Railroad	18
Bald Eagle Valley Railroad	52
Mifflin and Centre County Railroad	13
Sunbury and Lewistown Railroad	45
Tyrone and Clearfield Railroad	44
Ebensburg and Cresson Railroad	11
Western Pennsylvania Railroad	85
Bedford and Bridgeport Railroad	51
Southwest Pennsylvania Railroad	24
Pennsylvania and Delaware Railroad	88
Lewisburg Centre and Spruce Creek Railroad	11
Danville, Hazleton and Wilkesbarre Railroad	44
Cumberland Valley Railroad	152
Total	1,021

We do not deem it necessary to discuss each of the branches above named—to most of the stockholders their condition is well known. The York Branch and Columbia Bridge are now consolidated with your company; the Hollidaysburg Branch, the Bald Eagle Valley, the Tyrone and Clearfield, the Western Pennsylvania, the Southwest Pennsylvania and the Cumberland Valley railroads are all profitable, and most of the other branches will pay the cost of working; but we fail to see the wisdom of the very peculiar contract or lease of the Danville, Hazleton and Wilkesbarre Railroad. This road can scarcely be expected to pay the cost of working, and to invest money in the purchase of coupons is but to obtain a claim that cannot be paid; the company is certainly in default to its bondholders.

A glance at the accompanying map will show you how these roads penetrate rich agricultural valleys, reach valuable coal fields, forests of timber, and mines of iron ore, and make the necessary connections between the valleys of the Juniata and the Susquehanna, the Juniata and the Potomac, and the Conemaugh and the Monongahela rivers. They are valuable feeders, and, on the whole, are of great financial value to your main line.

THE PENNSYLVANIA RAILROAD MAIN LINE.

After treating of so many railroads of varied strength and usefulness, we with pleasure now refer to this grand line of road—this trunk which gives life and support to so many branches, and which, in return, receives strength from them—affecting not only the welfare of the State of Pennsylvania, but directly promoting the happiness and prosperity of a large portion of the people of this continent.

Look at its geographical position: commencing on the waters of the Delaware and Schuylkill rivers, and by its connection to New York city, on the North river and New York bay, it passes westward through the richest parts of the State of Pennsylvania, reaching by its arms of iron the valleys of the two branches of the Susquehanna river—passing along the Juniata river to its source—numerous connections are made both north and south, reaching mines of ore, forests of timber and beds of coal; crossing the great water shed between the waters of the Susquehanna and the Ohio, it is laid upon an almost continuous bed of coal until the Ohio river is reached at Pittsburg, and there by other branches reaches the valleys of the Allegheny and Monongahela rivers. A well built railroad traversing such a densely populated country, and connecting two cities like Pittsburg and Philadelphia, could not fail to attract a large and profitable traffic.

To come to details, the Pennsylvania Railroad consists of four parts.

1. The line from Harrisburg to Pittsburg.

2. The line from Harrisburg to Dillerville and from Middletown to Columbia (leased for nine hundred and ninety-nine years from January 1, 1861), and practically owned by the control of its stock.

3. The Columbia Railroad, from Philadelphia to Columbia (purchased from the State).

4. The Delaware Extension line.

In all forming a direct line from Philadelphia to Pittsburg of three hundred and sixty-five miles, including the Delaware Extension of seven miles.

COST OF MAIN LINE.

By referring to the article on the cost of real estate, road, &c., you will find that the real value of your main line, including the Philadelphia and Columbia Railroad, with the present value of its equipment, real estate, &c., amounts to $94,898,483, while it stands charged on your books at $48 571,808; showing a value exceeding your capital account of $45,826,875.

The retaining of low valuations of personal property in times of great prosperity is an evidence of the wisdom and caution of your late distinguished President. In this connection the following important considerations affecting its value, are necessary to be kept in view in placing an estimate on your property:

1. That the road from Harrisburg to Pittsburg

was built for cash, and at a time of exceptionally low wages.

2. That the Philadelphia and Columbia Railroad (the most valuable eighty miles of railroad in the United States) was purchased from the State at what is now proved to have been a very low figure.

3. The lease of the Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad was obtained on very favorable terms.

And still further, the real estate owned by the company (much of it purchased at an early date) is worth a large advance on the price paid for it, as appears in the statement above referred to, which shows a substantial basis for the security of your bonds in addition to the value of the road itself, and saves you from great outlay year by year for lands to accommodate your continually increasing traffic.

Now all these different items give your company a vantage ground which will always place it beyond any successful or dangerous competition from present or future rivals; for while the cost of other main roads is fully represented by the amount of stock and indebtedness, on all of which interest and dividends must be paid, your road is expected to pay dividends only on a part of its real value.

TERMINAL FACILITIES.

We repeat the summary of the estimates of the real estate, buildings and improvements given in the former article, as follows:

Philadelphia Division	$13,319,133 75
Middle Division	4,866,598 00
Pittsburg Division	9,679,509 08
Amounting in all to	$27,865,240 83

These investments of capital are mainly in the cities of Philadelphia, Columbia, Harrisburg, Altoona and Pittsburg. About $22,000,000 has been expended for terminal facilities, machine and repair shops, depots, &c., &c.

To give you a better idea of the extent of these terminal requirements, take the city of Philadelphia, and you have—

1. The freight depot at Thirteenth and Market streets.

2. The freight depot at Fifteenth and Sixteenth and Market streets.

3. The general office in Fourth street, below Walnut.

4. The emigrant depot, No. 116 Market street.

5. The very large depot grounds, with the machine shops, in West Philadelphia, extending from the Schuylkill river to near Hestonville, a distance of about six miles, and covering about three hundred and twenty acres.

6. The one hundred and thirty acres of ground at Greenwich.

7. The Washington Avenue elevator, wharves and buildings.

8. The extension of rail along the Delaware river front, and the new freight station at the foot of Walnut street.

9. The extensive grounds on the Connecting Railroad purchased for a cattle yard, containing about two hundred acres.

10. We might properly add, as terminal properties, the large investment made, with your assistance, by private capital at Point Breeze and Girard Point.

We are sure we need go no further to satisfy you that the building of the line of a railroad is but the beginning of the cost. We have gone carefully over the long list of real estate owned by the company, and find it all required for the business of the road except a few unimportant and two valuable properties, which can now be sold—the necessity for their ownership having ceased. These two are the stock yard at East Liberty, near Pittsburg, and the freight depot at Thirteenth and Market streets, in the city of Philadelphia.

THE ROAD AND ITS APPURTENANCES.

We found your road in capital condition, with care and skill everywhere evidenced in its construction. The introduction of steel rails has been a success; for the time had almost arrived when the substitution of some more durable and safer article than the iron rail would become an absolute necessity.

The shops are judiciously located and substantially constructed, with the most approved machinery and all the modern appliances for saving labor. The locomotives are classified, and thereby repairs are lessened in cost and their time for being in the shop shortened.

The car shops are arranged to build and repair cars at the lowest cost, and so far as we are competent to form an opinion, there was that air of adaptation about all the appurtenances to the road, from one end to the other, which impressed us very favorably with the management thereof.

COST OF WORKING.

As an evidence of the condition of the road, the motive power, the cars, the shops, machinery, and other adjuncts, we point you to the following table, showing the number of tons of freight moved one mile, with other details, and at the end the cost of or the rate paid per mile for moving freight:

PENNSYLVANIA RAILROAD DIVISION.

Year.	Tons one mile.	Average tons moved one mile by each engine, including distributing and shifting engines.	Rate per ton per mile paid for moving freight.
1864....	420,627,222	1,581,305	1.87
1865....	420,060,260	1,516,463	2.28
1866....	513,102,181	1,682,302	1.82
1867....	565,657,813	1,724,566	1.54
1868....	675,775,560	1,958,770	1.25
1869....	752,711,312	1,925,093	1.20
1870....	825,979,692	2,091,088	1.00
1871....	1,011,892,207	2,375,334	0.87
1872....	1,190,144,036	2,389,847	0 886
1873....	1,384,831,970	2,442,384	0.857

The figures in the foregoing table corroborate our statement of the economical workings—a result which could only be reached with a high state of perfection in the three great departments of Maintenance of Way, Motive Power, and Maintenance of Cars.

We call your particular attention to a few points, knowing they will be very satisfactory, viz:

In 1864 it required two hundred and sixty-two locomotives (including shifting and distributing engines) to move 420,627,822 tons of freight one mile, giving average tons moved one mile by each engine	1,581,305
In 1873, five hundred and sixty-seven locomotives moved 1,384,831,970 tons one mile, giving average tons moved one mile by each engine	2,442,384
A gain of	861,079

tons moved one mile, or over fifty-four per cent increased service of each engine, while the average mileage of each engine was increased from 17,448 miles in 1864 to 23,213 miles in 1873—an increase of thirty three per cent; and the average cost of moving one ton one mile was reduced from 1 87-100 cents in 1864 to 0 857-1000 cents in 1873—a decrease of nearly sixty per cent.

THE SYSTEM OF ACCOUNTS.

While in our examination we necessarily assumed the accuracy of the books, yet we were the better satisfied to do this, as upon examination of the methods adopted, they show that a charge or entry of a day's labor, of the purchase of a keg of nails, or the largest order, goes through such a series of checks and audits as to make frauds almost an impossibility, requiring, as it would, the assent and knowledge of too many persons to make it safe or successful; yet with all these checks the system is simple and easily carried out.

In the various offices on the road the methods of keeping the details of the cost of working the road in the different departments are very complete, and monthly comparisons are made by each branch—thereby giving a perfect control over the expenditures and insuring economical results.

These sytems of accounts and methods of comparing cost are the growth of years—a cumulative development, year by year, making it more complete.

THE GROWTH OF THE BUSINESS OF THE ROAD COMPARED WITH INCREASED CAPITAL.

We have thought it would be interesting, instructive and satisfactory to the shareholders to know what effect the large expenditures on your main line have had in stimulating the business of your road, and have prepared the tables following:

Extract from the Comparative Statement, showing Cost of Road, Tons of Freight Moved, Earnings and Expenses, and Percentage of Increase and Decrease from 1864 to 1873, inclusive:

Year.	Tons one mile.	Earnings per ton per mile.	Expenses per ton per mile.	Net earings per ton per mile.
1864..	420,627,222	2.46	1.87	0.59
1865..	420,060 260	2.66	2.28	0.38
1866..	513,102,181	2.28	1.82	0.46
1867..	565,657,813	2.09	1.54	0.55
1868..	675,775,560	1 91	1.25	0.66
1869..	752,711,312	1.72	1.20	0.52
1870..	825,979,692	1.55	1.00	0 55
1871..	1,011,892,207	1 39	0.87	0.52
1872..	1,190,144,036	1.4163	0.886	0.53
1873..	1,384,831,970	1.4159	0.857	0.55

Extract from the Comparative Statement showing, Cost of Road, Number of Passengers Carried, Earnings and Expenses, Percentage of Increase and Decrease from 1864 to 1873 inclusive:

Year.	Passengers one mile.	Earnings per passenger per mile excluding mail and expresses.	Expenses per passenger per m.	Net ear'gs per passenger per m.
1864 ...	146,873,005	2 62	1.92	0.70
1865 ...	204,564,893	2 66	1.80	0.86
1866 ...	139,085,550	2.83	2.48	0.35
1867 ...	126,443 284	2.86	2 64	0 22
1868 ...	133,198,302	2 71	2.57	0.14
1869 ...	144,728,652	2.51	2.19	0.32
1870 ...	150,850,087	2.49	1.99	0.50
1871 ...	152,918,042	2.53	1.94	0.59
1872 ...	178,842,748	2.45	1.85	0.60
1873 ...	177,479,020	2.48	2.01	0.47

You will note that these tables include the years 1864 and 1865, during which large amounts of Government freight and a large number of troops were carried over your road. The results of the year 1866 more clearly give the normal condition of freight and travel. Yet we have had the calculations by comparison made with the year 1864, giving you ten years' working. These tables merit study, and we will not weary you with detail, except to call your attention to a comparison between the years 1864 and 1873, where you will note—

1. That with an increase of 59 466 1000 per cent of capital, there was a gain in tons carried one mile of 229 49 100 per cent, and a gain in freight earnings of 210 42 100 per cent, while the rate of compensation received for carrying one ton one mile was reduced from 2 48-100 cents to 1 4159-10000 cents per ton per mile, and expenses from 1 89-100 cents to 0 859-1000, and the profit per ton only from 0 59-100 cents to 0 5589-10000 cents per ton per mile; thus showing that while the charge for moving freight was reduced 1 641-1000 cents per ton per mile, the expense of doing the work was reduced 1 33-1000 cents per ton per mile, and the profit was only brought down 311-100000, or one-third of a mill per mile per ton.

2. The passenger travel will not, of course, show such favorable results, as the outlay on the road was mainly to carry freight; but it shows, as between 1864 and 1873, that with an addition to the capital of 59 460-1000 per cent, the passenger

travel has increased 20 84 100 per cent, and the cost of carrying one passenger one mile from 1 92-100 to 2 7-100; while the net earnings have decreased from 0 70-100 to 0 47-100 cents per mile.

The increase of cost in carrying passengers is due to—

1. The increased number of trains.
2. Increased comfort in the cars.
3. Use of the Pullman cars.
4. High speed of trains.

The slow growth of the passenger travel in the last ten years, showing an increase of only two per cent per year, and the increased cost of carrying a passenger a mile, suggests very forcibly the question whether your Directors, to meet the competition of other roads, are not furnishing the traveling public with facilities beyond the necessities of the case, and at too great a sacrifice of profit in making no difference in charges for transportation per mile between slow or fast trains, plain or elegant cars, medium-weight cars, or the heavey track-destroying Pullman cars. Competition has run wild as to Western travel; the accommodations which the traveler to Chicago, St. Louis, or Cincinnati receives on your fast lines, when considered in relation to the money he pays for them, shows the absurdity. To furnish on these fast lines a through car from each of these cities, without reference to the number of passengers, entails a constant loss to your treasury, as it does to that of other roads pursuing the same policy. Railroad companies will be driven by their absolute needs to adopt the juster principle of charging in proportion to services rendered. The lessened receipts of passengers per mile is due to the competition between trunk lines and the extended introduction of commutation tickets.

From this statement of the workings of increased capital put into your main line, it will be near enough to note that for every million of dollars invested since the year 1863 there has been an increased annual profit of $280,000, taking your profit of 1873 as a basis.

This gratifying result shows that all the addition to capital put in the main line has been well invested. Yet, as trade and travel increase, much more money will be required. The termini at New York, Amboy, Philadelphia, Pittsburg and Baltimore, will continue to need enlargement, and with this increase of trade comes a demand for additional equipment, shops, machinery, track, and all the appurtenances necessary for the working of a railroad.

It seems to be a problem, to those unacquainted with the working of railways, to explain why additional traffic requires such continual outlay of money to move it. Yet we have shown the practical working and given the solution of the problem, in that after a road reaches a certain stage of development, as did your road in 1864, every dollar invested moves a much larger proportion of tonnage than the dollar originally invested could do, and thereby earns a larger percentage of profit.

So true is this, that a question of expense of increased facilities and the increasing trade is annually estimated by your officers, and provided for on the basis of the profit which this increase of investment of money will bring to your treasury. Their calculations will be interfered with at times by causes beyond their control—such as in 1873, when they had been spending money freely in enlarging their facilities to meet the expected increase of traffic, and when the panic came, affecting their trade as it did that of the whole country; but, with the return of general prosperity, these expensive improvements will be found to be of great value and fully remunerative.

PROBABLE FINANCIAL DEMANDS OF THE MAIN LINE.

How soon the trade of the country will recover from its present paralyzed condition we cannot tell; but no one doubts that it will recover and be again prosperous, and it is wise even now to look forward and make some calculations for the future.

There is another bountiful harvest in all parts of our country. This crop will have to be handled and moved in some manner, and it will bring some price. The very moving of a great crop gives employment to many machines and to many hands. The coming of better times must be hastened by the creation of values arising from an abundant harvest. Again, when prosperity comes to us, and every machine and every man is employed, it is hard to foresee how rapid the increase of their combined productions will be. But we have some data to depend upon—found in the workings of your road during the past ten years, from 1864 to 1873. By referring to the table, we find in the ten years the capital was increased 59 46-1000 per cent. or per year, nearly six per cent; and that the tons of freight moved one mile increased 229 49 100 per cent, or per year, nearly twenty-three per cent.

Now, while the increase of capital is not in arithmetical but in geometrical progression, yet, if we take six per cent on the capital on January 1, 1874, viz, $51,511,169 32, being the amount invested in the main line, as a basis for the wants of the Pennsylvania Railroad for 1874, it will give about $3,000,000 as the amount required for enlargement for this year, which should give a proportionate increase of twenty-three per cent on the tonnage moved one mile in 1873. It may not require so much for this year's actual business, and yet 1875 may demand a much more liberal outlay.

The expenditure of money for enlargement is not uniform over the length of the road, nor year by year. In some years the expenses will be very much greater than in others, on account of the character of the improvements. But we should not be surprised to find that the experience of the past ten years on your road would furnish a nearly reliable basis for the future, and we feel satisfied we are not far wrong when we estimate for your main line an additional outlay of three millions in 1874, and of near four millions in 1875.

As another evidence of the approximate accuracy of the above estimate, and of the truth of a former assertion as to the large proportionate increase of percentage of profit on every dollar invested, after a road reaches a certain status, which your road reached in 1864, we submit an interesting estimate to show further how much increase of traffic may be estimated before the limit of capacity is reached, the cost of the required improvements, and the profit that should be made—

1. There can be moved on the present main tracks of the Pennsylvania Railroad, between Pittsburg and New York, a traffic in passengers and freight seventy five per cent greater than that moved in 1873.

2. To move this increased traffic promptly and safely there will be required—

Forty miles of additional third track or middle sidings, costing $25,000 per mile	$1,000,000
Three hundred locomotives, at $13,000 each	3,900,000
Five thousand freight cars, at $650 each	3,250,000
Two hundred passenger, baggage and express cars, at $5,000 each	1,000,000
Increased siding room and other terminal facilities at Pittsburg, Altoona, Harrisburg, Philadelphia and New York—say thirty miles of sidings, at $25,000 each	750,000
Increased depot facilities and real estate at terminal points, say	3,000,000
Enlargement and extension of shops, engine houses, &c., to take care of the additional motive power and rolling stock, say	1,500,000
Total	$14,400,000

Let us examine and ascertain what these figures mean.

1. The main line, to be worked to its full present capacity, viz., seventy five per cent increase over business of 1873. By referring to the table, we find the traffic of 1873 to have been 1,384,831,970 tons moved one mile, or an average of 3,890,000 tons passing over the whole line from Pittsburg to Philadelphia, and 177,479,020 passengers carried one mile, or an average of 498 536 passengers carried over the same distance. Seventy five per cent increase on this would give an average through tonnage of 6,825,000 tons freight and of 872,438 passengers.

2. If the rates received for carrying freight and passengers and the cost of doing the work preserve the same proportion as in 1873, the net freight earnings would amount to		$13,547,375 52
And the net passenger earnings to		2,511,412 44
Total		$16,058,787 96
Add amount to receive from miscellaneous sources to be same as in 1873		269,253 47
And the total profit would be		$16,328,041 43
Total net earnings in 1873 were		9,445,703 74
Or an increase of profit of		$6,882,337 69
3. The capital invested in cost of main line and materials on hand January 1, 1874, was		$51,511,169 32
The additional capital required as above would be	$14,400,000	
And for additional material, say	4,600,000	
		19,000,000 00
Making capital and material cost		$70,511,169 32

That is, for an additional investment of capital of thirty-seven per cent there would be an increased profit of seventy three per cent; or, every million of dollars invested would pay a profit of $362,228. We have shown you that for each $1,000,000 invested between 1873 and 1874 there was a profit of $280,000. The increased profit we now show you is a logical result of the fullest use of your road, and making the largest possible amount of money out of it.

To compensate for a possibly too low estimate of capital required to do this increased business, we have, on the other hand, the lower cost per ton for moving freight and passengers, arising from the less *pro rata* expense in every department of the road, which should make a very large item.

But these figures also include the line to New York which, by the same character of calculation, would show an increased profit of | $1,294,163 91
Profit in 1873 | 1,725,551 88
Or a total profit of | $3,019,715 79

Adding this to profit on the line from Pittsburg to Philadelphia would make a total yearly profit on each $1,000,000 invested of $430,342.

If the same *pro rata* rate of increase of freight and passengers should continue in the future as in the past ten years, viz, twenty-three per cent, it would take but little over three years to reach the figures named, which would require an average of $6,333,333 per year; or, if it is reached in five years, an average of $3,800,000. So that our estimate of the future financial needs of the main line must be nearly correct.

After these figures are reached and the line is worked to its utmost capacity, very heavy expenditures must be made to prepare additional through tracks to carry the traffic, which will for a time reduce the *pro rata* profit made on additional investments.

☞ The project of building a new railroad from Philadelphia to this City by the way of the North Pennsylvania Railroad to Yardleyville, on the Delaware, thence to a junction with the Central of New Jersey to Jersey City, is said to be progressing favorably. According to a Philadelphia paper, the stock is all taken by strong parties, and the money in hand to pay all contracts,

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic & Pacific:													
1873	319,648	354,941	472,838	432,217	418,546	374,769	383,965	451,528	502,087	468,671	397,485	397,729	4,948,672
1874	341,995	323,055	396,286	398,308	423,685	404,560	395,893	459,854	.....	.....	.....	.....	.....
Central Pacific:													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,423	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556,080	532,657	511,854	609,788	579,643	535,360	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787.184	828,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720,929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,628	1,254,689	1,285,567	1,299,900	1,037,992	12,734,729
1873	852,860	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,622	1,392,125	1,423,875	1,296,812	1,072,750	13,938,969
1874	848,558	794,000	867,666	1,132,000	1,360,000	1,380,000	1,258,000	1,301,000	1,406,000	.....	.....	.....	.....
Chicago and Alton:													
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,961	540,756	431,315	352,604	5,156,326
1873	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
Chicago and Northwestern:													
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873	752,468	765,249	967,258	1,034,023	1,256,072	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915	13,816,465
1874	1,014,514	900,765	1,024,061	1,080,193	1,290,596	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801,195	496,566	7,250,069
1870	396,171	382,823	377,571	443,133	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,986	387,565	426,223	474,188	580,432	594,769	488,348	565,729	811,961	950,915	702,838	513,787	6,957,771
1873	334,715	423,716	555,287	574,258	805,802	929,311	844,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046,124
1874	654,400	657,500	576,620	742,050	964,800	886,900	749,200	704,300	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,819
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,253	417,328	439,581	389,830	358,743	4,462,625
1873	363,921	413 043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448
1874	363,053	276,099	318,976	342,247	306,778	330,784	327,384	403,175	.....	.....	.....	.....	.....
Erie:													
1871	1,056,469	971,193	1,201,500	1,253,955	1,443,372	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18 694,096
1873	1,325,505	1,329,423	1,515,382	1,541,958	1,754,821	1,717,593	1,685,384	1,774,570	1,918,247	1,882,421	1,560,023	1,625,129	19,631,781
1874	1,462,650	1,273,775	1,413,223	1,465,550	1,687,772	1,577,945	1,443,283	.....	.....	.....	.....	.....	.....
Illinois Central:													
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	628,383	661,789	601,326	555,087	684,539	712,647	627,216	899 052	901,235	903,225	811,708	697,751	8,678,958
1871	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698 063	8,026,754
1873	602,241	597,429	660,759	553,912	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874	611,491	538,668	567,554	580,921	647,893	678,728	624,191	708,808	763,106	.....	.....	.....	.....
Kansas Pacific:													
1871	133,673	152,264	267,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303,305	210,197	3,321,518
1872	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265,217	201,492	3,498,160
1874	170,349	178,429	245,774	292,143	316,647	316,379	293,217	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1871	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1,368,948	1,402,597	1,345,316	1,235,285	14,797,975
1872	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459,360	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873	1,412,368	1,549,285	1,735,736	1,694,543	1,680,968	1,585,368	1,451,769	1,582,531	1,776,420	1,742,516	1,375,556	1,546,983	19,134,136
1874	1,519,249	1,305,132	1,371,545	1,593,827	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta & Cincinnati:													
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690.714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873	169,843	161,133	178,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	151,793	150,301	2,126,875
1874	171,028	144,215	161,031	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1870	337,992	329,128	384,431	412,030	406,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	496,980	470,703	480,847	427,096	422,015	529,890	638,660	582,082	587,434	507,050	5,940.102
1872	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873	379,836	440,261	567,314	556,180	542,058	480,028	457,853	452,330	617,291	537,031	506,804	552,548	6,089,534
Mo., Kan. & Texas:													
1873	200,539	224,393	256,719	258,871	250,935	249,343	301,318	336,823	399,939	370,710	309,028	285,603	3,444,321
1874	266,333	230,371	262,801	214,011	224,589	237,425	245,595	288,999	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1873	383,605	291,630	338,725	338,708	307,520	290,470	274,297	306,561	371,344	325,841	266,533	261,275	3,656,509
1874	265,375	239,303	297,613	299,805	269,975	294,838	282,667	324,360	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1871	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,748
1873	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	.....	.....
St. Louis, I. Mt. & South'n:													
1873	145,834	152,054	224,449	207,627	255,277	216,223	198,562	222,753	196,403	179,385	143,267	170,607	2,312,441
1874	156,699	149,035	169,475	160,901	251,509	238,610	235,250	254,230	.....	.....	.....	.....	.....
Toledo, Wab. & Western:													
1871	365,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,935	5,736,666
1872	439,780	431,949	460,646	447,313	510,792	462,868	432,056	614,175	565,811	621,351	489,341	532,895	6,008,978
1873	403,487	427,097	437,835	423,517	459,506	537,819	488,911	647,080	593,810	528,844	369,605	421,296	5,738,808
1874	423,343	400,984	404,699	447,855	420,719	388,535	440,587	478,475	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528,529	500,139	539,238	706,603	802,586	746,450	643,058	664,051	728,521	719,698	570,168	505,053	7,654,094
1871	479,573	373,925	499,899	584 540	724,466	728,174	673,693	681,865	800,402	777,362	708,142	469,932	7,521,682
1872	273,936	534,115	565,861	741,802	890,442	835,459	743,382	789,567	863,754	980,706	915,727	757,851	8,892,606
1873	533,975	491,784	708,256	881,266	1,007,831	969,863	876,833	837,277	1,068,937	1,170,586	970,660	758,833	10,266,104
1874	690,715	607,900	697,006	834,954	910,068	902,881	830,149	1,049,516	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'73	9.50	114	40	Albany.....N.Y.	190,590	190,000	59,000		101,301	26,019	8	100	100	...
Sept. 30,'73	1.04	....		Albany st. Freight (B'ton).Mass.	48,709	75,000			7,229	894		100	100	....
Sept. 30,'73	25.00	440	78	Atlantic Avenue (Bklyn)..N. Y.	725 723	680,000	456,800	32,296	266,857	42,314		100	100	....
Oct. 31, '73	25.00	344	50	Avenue C (N. Y. City)...N. Y.	540,360	500,000	900,000	109.019	230,082	32,540		100	100	....
Sept. 30,'73	11.83	244	50	Baltimore City (Balt.).....Md.	1,038,458	1,000,000		98,000	.....	.....	3	25	25	19
Dec. 31, '72	7.5	097	94	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,801,673	900,000	694,000	46,850	257,704	37,697		100	100	....
Sept. 30,'73	22.01	400	50	Boston and Chelsea.....Mass.	110,000	110,000			8,800	7,789	7.7	100	100	....
Sept. 30,'73	4.63			Boston & West Roxbury..Mass.	56,133	41,000						100	100	....
Sept. 30,'73	1.25			Broadway (Brooklyn).....N.Y.	378,029	200,000	100,000	52,395	180,504	43,404	12	100	100	....
Sept. 30,'73	13.88	264	50	B'dway & 7th Av.(N.Y.C.)N.Y.	3,847,159	2,100,000	1,500,000	200,000	920,158	264,449	6	100	100	....
Sept. 30,'73	24.25	1098	135	Brooklyn, Bath & Coney I.N.Y.	245,048	180,000	80,000		65,906	30,566		100	100	....
Sept. 30,'73	7.00	....	32	Brooklyn City.....N.Y.	2,424,800	2,000 000	300,000	90.000	1,496,294	306,196	14	100	100	....
Sept. 30,'73	81.50	1922	401	Brooklyn City & Newtown.N.Y.	513,273	300,000	400,000	32,353	197,186	66,122		100	100	....
Sept. 30,'73	18.50	242	68	Brooklyn, Cross-Town.....N.Y.	663,517	300,000	300,000	40,765	167,843	27,229		100	100	....
Sept. 30,'73	19.83	200	50	Buffalo street.....N.Y.	528,984	100,000	421,119	86,276	324,286	137,407		100	100	....
Sept. 30,'73	17.64	302	83	Bushwick (Brooklyn) .....N.Y.	389,971	300,000	102,000	2,628	44,408			100	100	....
Sept. 30,'73	11.13	142	26	Cambridge (Boston) .....Mass.	800,500	800,500	150,000		73,486	73,486	9	100	100	102
Sept. 30,'73	29.19			Central City (Syracuse).....N.Y.	29,473	21,130	6,000		20,164	14,094	12	100	100	....
Sept. 30,'73	1.70	22	4	Cen. P., N. & E.R. (N.Y.C.)N.Y.	1,948,585	1,667,700	1,200,000	8,857	909,098	342,290		100	100	....
Sept. 30,'73	24.00	960	128	Citizens' (Pittsburg) .....Pa.	270,671	184,000			184,298	78,365	16	50	46	....
Oct. 31, '73	9.00	208	40	Citizens' (Phila.).....Pa.	212,320	192,750		1,000	300,145	95,884	17½	50	19½	....
Oct. 31, '73	7.25	350	50	Coney Island (Brooklyn)...N.Y.	698,806		369,000	39,924	221,891	51,196				....
Sept. 30,'73	20.40	240	24	Dry Dock, E.B.&B.(N.Y.C)N.Y.	2,090,847	1,200,000	1,000,000		1,275,623	640,633	8	100	100	....
Sept. 30,'73	10.70	960	127	Dunkirk and Fredonia.....N.Y.	43,609	35,100			4,111	4,111	6	100	100	....
Sept. 30,'73	3.50	12	3	Easton and S. Easton .....Pa.	25,962	29,562			10,946	3,320		25	16	....
Oct. 31, '73	1.62	14	4	Eighth Avenue (N.Y.City)N.Y.	1,683,674	1,000,000	203,000	66,200	798,040	149,564	12	100	100	....
Sept. 30,'73	9.50	1002	120	Erie City.....Pa.	36,997	19,807	20,000	2,341	13,287	2,184		50	42	....
Oct. 31, '73	2.32	24	6	Federal St. & Pl. Val.(Phg.).Pa.	132,842	66,250	90,000		45,735	9,000		25	22	....
Oct. 31, '73	5.50	60	23	Fifth Ward (Syracuse).....N.Y.	44,766	29,335	10,000	2,150	13,699	1,673		100	100	....
Sept. 30,'73	2 60	18	6	42d st.& Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	236,000	29,301	586,757	293,048	9	100	100	....
Sept. 30,'73	10.26	491	68	Frankford & Southwark(Ph.)Pa.	844,171	498,200	290,500		412,325	91,138	10	50	50	56
Oct. 31, '73	17.04	389	56	Genesee & Water St.(Syr.).N.Y.	67,017	42,500	14,200		31,588	19,095	6	50	100	....
Sept. 30,'73	4.00	28	5	Germantown (Phila.).....Pa.	562,270	307,545	350,000		405,614	97,884	6	50	31	....
Oct. 31, '73	33.75	360	64	Gr'd st. & Newtown (Bk'n).N.Y.	310,443	170,000	90,000	12,378	107,824	22.093		100	100	....
Sept. 30,'73	7.75	182	37	Gr'd St. Prosp. Pk.& Flatb.N.Y.	437,011	200,000	200,000	37,023	80,086	1,016		100	100	....
Sept. 30,'73	8.00	200	40	Green and Coates st. (Phila.).Pa.	244,441	150,000	100,000		180,268		4	50	30	50½
Oct. 31, '73	7.25	200	42	Harrisburg City.....Pa.	60,250	41,994	12,500	1,604	7,185			25	25	....
Oct. 31, '73	2.12	10	4	Harlem Br., Morr. & F'dham.N.Y.	287,302	29,100	135,000		89,000	18,391		100	100	....
Sept. 30,'73	11.96	140	20	Hest., Mant. & F'mount (Ph.)Pa.	338,456	299,423	100,000	27,000	292,610	71,442	9	50	50	19½
Oct. 31, '73	11.00	378	60	Jamaica, Woodh'n & Bklyn.N.Y.	100.000	100,000			23,132	1,970		100	100	....
Sept. 30,'73	6.25	92	26	Kingston and Rondout.....N.Y.	83,285	75,000			24,792	5,161	5	100	100	....
Sept. 30,'73	3.25	33	9	Lombard and South st. (Ph.).Pa	170,402	105,000	62,500		99,104	35,905	10	25	12½	....
Oct. 31, '73	5.01	117	20	Lowell Horse.....Mass.	81,704	80,000		3,500	34,127	2,597		100	100	....
Sept. 30,'73	4.04	50	12	Lynn and Boston.....Mass.	277,581	200,500	50,000	43,697	164,270			100	100	....
Sept. 30,'73	11.62	239	35	Malden and Melrose (Btn).Mass.	60,246	165,500	75,000					100	100	....
Sept. 30,'73	3.60			Medford & Charlest. (Btn).Mass.	34,000	21,000	5,000		2,240	319		100	100	....
Sept. 30,'73	3.46			Merrimac Valley.....Mass.	83,000	50,000			34 845	656	4	100	100	....
Sept. 30,'73	5.26	65	15	Metropolitan (Boston) ....Mass.	2,871,609	1,500,000		589,390	982,854	91,633	3	100	100	48
Sept. 30,'73	46.29	1220	204	Middlesex (Boston).....Mass.	679,675	400,000	184,500	168,822	223,893	26,112		100	100	....
Sept. 30,'73	16.24	286	53	Mohawk and Ilion.....N.Y.	17,500	15,000			5,496	2,400	16	100	100	....
Sept. 30,'73	1.76	4	2	New York Elevated .....N.Y.	1,500,000	754,200		91,848	64,602			100	100	....
Sept. 30,'73	4 00	....	....	Ninth Avenue (N.Y. City)N.Y.	999,109	797,320	207,000	13,648	96,704	3,762		100	100	....
Sept. 30,'73	6.10	220	27	Northampton & Wmburg. Mass.	50,000	50,000		6,499	5,832			100	100	....
Sept. 30,'73	3.21	10	2	North 2d St. & Middle Vil.N.Y.	200,765	134,500	25,000	45,457	65,641	570		100	100	....
Sept. 30,'73	10.88	126	30	North Woburn (Boston)..Mass.	38,310	20,800			1,924	1,879		100	100	....
Dec. 31, '73	2.74	7	2	Orange and Newark .....N.J.	1,038,756	290,300	700,000	123,556	219,171	15,965		100	100	....
Sept. 30,'73	11.71	191	42	Park Avenue (Brooklyn)..N.Y.	369,425	200,000	200,000	77,000	126,727	42,808		100	100	....
Sept. 30,'73	14.40	142	27	Peoples' street (Scranton)...Pa.	140,387	125,000			36,447	13,40'	4	100	100	....
Oct. 31, '73	9.64	40	17	Philadelphia City (C.& W.).Pa	454,397	225,000	200,000	39,397	347,282	118,632	10	50	50	74½
Oct. 31, '73	15.00	396	75	Philadelphia and Darby.....Pa.	257,000	200,000					4	20	20	....
Oct. 31, '73	6.00	60	16	Philadelphia & Gray's Ferry.Pa.	299,127	200,175		6,500	124,472	38,750	10	50	25	29½
Oct. 31, '73	13.07	114	23	Pbg., Allegheny & Manchest.Pa.	161,752	200,000	48,000	336	149,066	54,721	10	50	50	....
Oct. 31, '73	8.75	116	27	Pittsburg and Birmingham..Pa	136,239	120,000	60,000	11,549	71,062	660		50	50	....
Oct. 31, '73	6.60	100	19	Pbg, Oakland & E. Liberty..Pa.	125,449	130,000	60,000	22,636	42,949	6,359		50	50	....
Oct. 31, '73	7.50	72	15	Pittsburg and Ormsby.....Pa.	83,487	100,000	40,000	1,616	37,238			25	25	....
Oct. 31, '73	4.50	85	19	Poughkeepsie City .....N.Y.	121,706	72,250	26,000	28,500	21,539	1,801		100	100	....
Sept. 30,'73	6.00	42	11	Ridge Avenue (Ph.).....Pa.	414,512	336,000	85,000	4,772	244,658	65,485	3	50	28	43½
Sept. 30,'73	13.50	254	40	Rochester and Brighton ...N.Y.	192,596	70,000	30,000	38,500	118,947	60,951	10	100	100	....
Sept. 30,'73	12.00	120	27	Salem street.....Mass.	203,735	150,000	35,900	1,800			10	50	50	....
Sept. 30,'73	7.84	54	20	Schuylkill River (Phila.) ....Pa.	47,465	50,000					6	100	100	....
Oct. 31, '73	3.47			Second Avenue (N.Y. City)N.Y.	2,611,743	1,180,500	1,220,000	84,988	681,434	171,112	10	50	50	....
Sept. 30,'73	21.00	1021	137	2d and 3d street (Phila.).....Pa.	706,255	621,576			544,545	99,873	8	100	100	....
Oct. 31, '73	39.50	560	96	17th and 19th street (Phila.)..Pa.	186,694	160,000	100,000	10,306	152,406	36,467	10	50	31	65
Oct. 31, '73	6.75	246	42	Sixth Avenue (N.Y. City)..N.Y.	2,181,960	750,000	415,000	80,000	538,434	143,950	4	50	16	....
Sept. 30,'73	8.38	824	102	Somerville horse (Boston).Mass.	98,000	98,000			5,880	5,880	10	100	100	....
Sept. 30,'73	4.03			South Boston.....Mass.	450,000	450,000			289,209	31,089	7½	100	100	....
Sept. 30,'73	7.58	330	52	South Brooklyn & Park....N.Y.	259,186	150,000	100,000	19,527	49,380	3,486		100	100	65
Sept. 30,'73	6.50	80	21	Springfield street.....Mass.	89,586	50,000		7,675	22,364	2,292		100	100	....
Sept. 30,'73	2.71	32	6	Stoneham street (Boston)..Mass	38,744	33,000			2,100	1,779	5	100	100	....
Sept. 30,'73	2.53	20	5	Staten Island Shore.....N.Y.	31,600	31,000			18,873			100	100	....
Sept. 30,'73	8.00	35	13	Syracuse and Geddes.....N.Y.	28,578	25,000	25,000		17,225	6,370	7	100	100	....
Sept. 30,'73	2.00	21	7	Syracuse and Onondaga ...N.Y.	50,150	37,000		10,000	13,748	3,955	1	100	100	....
Sept. 30,'73	2.60	16	4	Taunton street.....Mass.	53,414	40,000		7,500	23,671	5,257	10	100	100	....
Oct. 31, '73	4.32	40	8	10th & 11th st. (Citizens')...Pa.	212,320	192,750		1,000	300,145	95,884	17½	50	19½	82½
Oct. 31, '73	7.25	350	50	Third Avenue (N.Y. City).N.Y.	3,757,365	2,000,000	2,000,000		2,140,826	549,310	5½	100	100	....
Sept. 30,'73	18.00	2112	207	13th and 15th streets (Phila.).Pa.	227,326	334,529			155,697	37,581	12	50	16½	23½
Oct. 31, '73	6.50	198	33	Troy and Albia.....N.Y.	74,537	44,700	35,100	767	21,051	3,902		100	100	....
Sept. 30,'73	6.27	35	8	Troy and Lansingburg.....N.Y.	328,387	253,000	96,000	9,352	170,056	19,859		100	100	....
Sept. 30,'73	11.88	226	51	23d street (N.Y. City).....N.Y.	702,757	600,000	250,000		96,931	31,365		100	100	....
Sept. 30,'73	6.00	76	19	Union street (Boston).....Mass.	472,035	355,500	17,500	132,108	478,742	13,984		100	100	108
Sept. 30,'73	....	731	97	Union (Phila.).....Pa.	1,032,514	400,000	500,000		682,502	77,201	26	50	20	....
Oct. 31, '73	30.00	687	118	Union (Providence).....Pa.	823,329	614,300	75,000	139,029	416,096	72,811	2	100	100	....
Sept. 30,'73	29 60	507	89	Utica, Clinton & Bingham. N.Y.	323,763	121,400	200,000		45,450	4,893		100	100	....
Sept. 30,'73	13.13	92	14	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	16,000		22,013	6,356	4½	100	100	....
Sept. 30,'73	2.50	18	6	Waltham and Newtown..Mass.	39,974	30,000		16,316	7,659	2,546	4	100	100	....
Sept. 30,'73	3.11	12	3	Watervliet (Albany) .....N.Y.	242,347	240,000	130,000		104,231	1,977		100	100	....
Sept. 30,'73	14.50	150	26	West Philadelphia.....Pa.	591,348	400,000	100,000		462,477	129,289	15	50	50	....
Oct. 31, '73	16.50	507	79	Wilkesbarre and Kingston..Pa.	94,833	100,000			23,551	8,934	4	50	50	....
Oct. 31, '73	4.59	16	7	Winnisimmet (Boston)... Mass.	62,152	50,400			2,802	2,335		100	100	....
Sept. 30,'73	3.25													

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price
	$	pc			
Albany: 1st Mortgage.....	69,000	7	J.& J.	1883	....
Atlantic (Bklyn) Ave.: 1st Mortgage.....	115,000	7	A&O.	1881	....
2d Mortgage.....	100,000	7	A&O.	1884	....
3d Mortgage.....	166,000	7	J.& J.	1895	....
Avenue C: 1st Mortgage.....	900,000	7	A.&O.	1896	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1880	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.&D.	1882	....
Broadway and 7th Avenue: 1st Mortgage.....1,	500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	1890	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1883	....
Brooklyn City & Newtown: 1st Mortgage.....	400,000	7	J.&D.	1879	....
Brooklyn Cross-Town: 1st Mortgage.....	300,000	7	J.& J.	1888	....
Buffalo Street: 1st Mortgage.....	400,000	7	M.&N	1893	....
Bushwick: 1st Mortgage.....	102,000	7	J.& J.	1889	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1881	....
Central Park, N. & E. River: 1st Mortgage.....	550,000	7	F.& A	1882	....
2d Mortgage.....	650,000	7	M.&N	1890	....
Coney Island & Brooklyn: 1st Mortgage.....	307,000	7	J.& J.	1887	....
D. Dock, E.Bdw. & Battery: 1st Mortgage.....1,	600,000	7	J.&D	1885	....
Eighth Avenue (N. Y.): 1st Mortgage.....	208,000	7	J.& J.	1890	....
Empire: 1st Mortgage.....guar.	150,000	7	J.& J.	1890	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	236,000	7	A.&O	1878	....
Federal St. & Pleasant Val.: 1st Mortgage.....	25,000	7	A&O.	1878	....
2d Mortgage.....	50,000	7	J.& J.	1881	....
Frankford and Southwark: 1st Mortgage.....	155,500	7	J.& J	1877	....
2d Mortgage.....	100,000	7	M.&N	1891	....
Germantown: 1st Mortgage.....	250,000	7	J.&D.	1879	....
2d mortgage.....	100,000	7	.....	1884	....
Green and Coates street: 1st Mortgage.....	100,000	7	J.& J.	1878	....
Grand St. & Newtown: 1st Mortgage.....	90,000	7	A.&O	1887	....
Grand st. P. P. & Flatbush: 1st Mortgage.....	200,000	7	J.& J.	1891	....
Harl. Br., Morris's & Fordh.: 1st Mortgage.....	135,000	7	J.& J.	1889	....
Hestonv., Mantua & Fairm.: 3d Mortgage.....	125,000	7	J.&D.	1888	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.& J.	1883	....
Lynn and Boston: 1st Mortgage.....	50,000	6	A.&O.	1879	....
Malden and Melrose: 1st Mortgage.....	75,000	6	A.&O.	1885	....
Middlesex (Boston: 1st Mortgage sinking fund	99,500	6	J.& J.	1884	....
2d Mortgage.....	60,000	6	A.&O	1880	....
3d Mortgage.....	25,000	7	M.&N	1874	....
Ninth Avenue (N. Y.): 1st Mortgage.....	207,000	7	J.& J.	1876	....
Orange and Newark: 1st Mortgage.....	200,000	6	J.& J.	1881	....
2d Mortgage.....	300,000	7	J.& J.	1895	....
Park Avenue (Bkly): 1st Mortgage.....	200,000	7	M.&N	1888	....
Philadelphia City: 1st Mortgage.....	200,000	7	J.& J.	1881	....
Second Avenue (N. Y.): 1st Mortgage.....	350,000	7	J.&D.	1877	....
2d Mortgage.....	200,000	7	F.& A	1876	....
3d Mortgage.....	150,000	7	A.&O	1885	....
Conv. bonds.....	520,000	7	M.&N	1888	....
17th and 19th street (Ph.): 1st Mortgage.....	15,000	6	J.& J.	1873	....
2d Mortgage.....	60,000	6	A.&O.	1878	....
Sixth Avenue (N. Y.): 1st Mortgage.....	415,000	7	J.& J.	1890	....
South Brooklyn and Park: 1st Mortgage.....	100,000	7	J.& J	1892	....
Third Avenue (N. Y.): 1st Mortgage.....2,	000,000	7	J.& J.	1890	....
Troy and Lansingburg: 1st Mortgage.....	96,000	7	J.& J.	1891	....
Union (Phila.): 1st Mortgage.....	300,000	6	J.& J.	1885	....
2d Mortgage.....	300,000	7	J.& J.	1881	....
Union (Prov. R. I.): 1st Mortgage.....	75,000	6	J.& J.	1892	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.&D.	1889	....
Watervliet: 1st Mortgage.....	130,000	7	A.&O.	1887	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3,280,000	J. & J.	July '74 3½
Allegheny Valley 50	2,256 350	— & —	....
Atlanta and West Point.100	1,232,200	J. & J.	July '73 4
Atlantic and Gulf 100	3,693,200	— & —	....
" " guar.100	786,476	M. & N.	Nov. '73 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Sept. '73 2
" " new 1870.100	1,500,000	— & —	....
Avon, Genesee & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,963	M. & N	May '74 5
Washington Br. 100	1,650,000	A. & O.	Apl. '74 5
Parkersburg Br. pref... 50	5,680,685	— & —	....
Berkshire* 100	600,000	J.A.J&O	Oct. '74 0
Blossburg & Corning.* ... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N	May '74 5
Bos., Clin. & Fitchb.pref.100	633,200	— & —	....
Agricultural Br guar...100	60,000	J. & D	June'74 3
Bost., Conc. & Mont.* pref100	800,000	M. & N.	May '74 2
Boston and Lowell.....500	2,852,900	J. & J.	July '74 3½
Boston and Maine.....100	6,816,807	M. & N.	May '74 4
Boston and Providence..100	3,950,000	M. & N.	May '74 5
Buffalo, N. Y. and Erie*.100	980,000	F. & A	Feb. '74 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Sept. '74 5
" " pref..100	1,485,900	M. & S.	Sept. '74 5
Camden and Amboy* ...100	5,847,800	J.A. J.O.	Oct. '74 2½
Camden and Atlantic... 50	451,701	— & —	Oct. '74 3½
" " pref. 50	765,549	— & —	Oct. '74 7
Cape Cod 50	1,020,330	J. & J.	Jan. '72 $2½
Cape May and Millville* 50	447,000	J & D.	Dec. '73 3
Catasauqua & Fogelsv... 50	428,900	Novemb.	Nov. '71 6
Catawissa* 50	1,159,800	— & —	....
" pref. 50	2,200,000	M. & N.	May '74 3½
Cayuga and Susq.* 50	589,110	J. & J.	July '74 5
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	May '74 3½
" " pref..100	769,600	F. & A	Aug. '74 3½
Central of Georgia.....100	4,666,800	J & J.	July '73 5
Central of New Jersey..100	20,000,000	J. A J.O.	Oct. '74 2½
Central Ohio* 50	2,425,000	J. & D.	June '74 3
" pref..... 50	400,000	J. & D.	June '74 3
Central Pacific 100	54,275,500	.....	Aug. '74 5g
Chemung* 100	380,000	J.A.J&O	Oct. '73 1½
Cheshire, preferred 100	2,100,000	J. & J.	July '74 3
Chicago and Alton.....	8,929,900	M. & S.	Sept. '74 5
" pref...100	2,425,400	M. & S.	Sept. '74 5
Chicago, Burl. & Quincy.100	19,897,000	M. & S.	Sept. '74 3
Chicago, Iowa & Nebras*100	3,916 300	J. & J.	July '74 4
Chicago & N. Western..100	14,993,080	J. & D.	Dec. '72 3½
" pref.100	21,484,113	J. & J.	July '75 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Oct. '74 4
Cin., Ham. & Dayton...100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.* ... 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	429,045	M. & N	May '74 2
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Aug. '74 4
Cleveland & Mahoning*. 50	2,057,589	M. & N.	May '74 3½
Cleveland & Pittsburg*.. 50	11,236,150	F.M.A.N	Aug. '74 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	....
Columbus and Xenia* .. 5	1,786,800	M.J.S.D.	June '74 2
Colum. & Hocking Val..100	2,500,000	F. & A	Feb. '74 5
Concord 50	1,600,000	M. & N.	May '74 5
Concord and Porta.* 100	350,000	J. & J.	July '74 3½
Conn. & Passump Riv..1 0	2,100,000	F. & A.	Aug. '74 3
Connecticut River 50	1,950,000	J. & J.	July '74 5
Cumberland Valley	1,494,230	A. & O.	Apl. '74 4
Danbury and Norwalk . 50	600,000	M. & N.	Nov '73 5
Delaware* 50	1,230,941	J. & J.	July '74 3
Del., Lackaw & Westn. 50	18,868,850	J.A.J. O.	Oct. '74 2½
Detroit & Milwaukee *.. 5	322,140	— & —	....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	A. & O.	Oct. '74 2
East Pennsylvania* 50	1,309,200	J. & J.	July '74 3
East Mahanoy * 50	392,900	J. & J.	July '74 3
Eastern (Mass.) 100	4,262,600	J. & J.	July '73 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*.100	800,000	F. & A.	Feb. '74 2½
Elmira & Williamsport* 50	800,000	M. & N.	May '74 2½
" " pref. 50	800,000	J. & J.	July '74 3½
Erie Railway 100	78,000,000	.....	Oct. '73 1
" pref..... 100	8,536,910	.....	Oct. '73 3½
Erie and Pittsburg* 50	1,090,250	M.J.S.D.	Mar. '74 1½
Fitchburg 100	4,000,000	J. & J.	July '74 4
Georgia 100	4,156,000	J. & J.	Apl. '74 4
Grand River Val.* guar..100	1,000,000	— & —	....
Grand Trunk, (Ca.) 100	14,367,946	— & —	....
Great Western, (Ca.) 100	19,237,444	A. & O.	Apl. '74 1½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual.	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	May '74 5
Harlem Extension 100	4,000,000	— & —	....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '74 3½
Housatonic, pref. 100	1,180,000	J. & J.	July '74 4
Huntingdon & Bd Top. 50	880,000	— & —	....
" " pref. 50	450,750	J. & J.	July '68 5½
Illinois Central 100	26,280,510	F. & A.	Aug. '74 4
Indianapolis, Cin. & Laf. 50	7,885,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	J. & J.	July '74 2
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago* 100	1,500,000	J.A. J.O.	July '74 1½
Joliet & North. Indiana*100	300,000	J. & J.	July '74 4
Lake Shore & Mich. So...100	49,466,500	F. & A.	Aug. '73 4
" " (guar.)..100	693,500	F. & A.	Feb. '74 5
Lawrence* 50	260,200	— & —	....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	3,739,800	M & N.	May '67 5
Lehigh Valley 50	21,916,850	J.A. J.O.	Oct. '74 2½
Little Miami.* 50	5,871,450	J.A. J.O.	Apl. '74 2
Little Schuylkill* 50	2,646,100	J. & J.	July '74 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island 50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,323,488	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '74 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '74 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Oct. '74 3
Lykens Valley 20	600,000	F.M.AN	Feb. '75 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central 100	3,400,500	— & —	....
Manchester and Law....100	1,000,000	M. & N.	May '74 5
Marietta & Cincinnati... 50	1,372,891	— & —	....
" " 1st pref. 50	3,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi* 100	400,000	F. & A.	Feb. '74 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	18,728,204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323.375	J. & J.	July '74 5
Milwaukee and St. Paul..100	15,309,261	J. & J	Dec. '70 7s
" " pref.....100	12 274,483	F. & A	Aug'74 3½b
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '74 1½
Morris and Essex* 50	14,008,100	J. & J	July '74 3½
Nashua and Lowell 100	800.000	M. & N.	May '74 5
Naugatuck 100	1.881 900	F. & A.	Aug. '74 5½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept. '74 5
Newark and N. York*...100	977,400	J. & J.	Jan. '74 3½
N. Bedford 100	1,678,500	M. & N.	May '74 4
N. Castle & Beaver Val.* 50	1,800,000	J.A. J.O.	Apl. '74 2½
N. Haven & Northamp...100	605,000	J.A. J.O.	Sept '73 3
New Jersey* 100	7,295,200	J.A. J.O.	Oct. '74 2½
New London Northern*100	1,418,800	J.A. J. O.	Oct. '74 2
N.Y. Cen. & Hudson R...100	39,428,330	A. & O.	Oct. '74 4
New York and Harlem...100	3,500,000	J. & J.	July '74 4
" " pref.100	1,500,000	J. & J.	July '74 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	July '74 5
N. Y., Provid. & Boston.100	2,000,000	J.A. J.O.	Oct. '74 2½
Niag. Bridge & Canand*100	1,000,000	J. & J.	July '74 3
North Carolina* 100	4,800,000	irregular.	Jan. '73 5
N. Eastern (N. C.) pref...100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 473,500	January.	Jan. '74 5s
Northern Central 50	5,842,000	M. & N.	July '74 5½
Northern N. Hampsh...100	3,068,400	J. & D.	June '74 4
Northern New Jersey*...100	1,000,000	J. & J.	July '74 4
Norwich & Worcester*.100	2,823,400	J. & J.	July '74 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	July '74 3
" " pref.100	2,000,000	A. & O.	Oct. '74 4
Ohio and Mississippi....100	19,995,847	J.A. J.O.	....
" " pref.100	4,024,474	J. & D.	Dec'72 3½s
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	Jan. '74 3
Old Colony & Newport...100	6,297,900	J. & J.	July '74 5½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '74 4
Pacific of Missouri.....100	3,625,750	J.A. J.O.	Oct. '74 1½
Panama 100	7,000,000	J.A. J.O.	Oct. '74 2
Paterson and Hudson*..100	630,000	J & J.	July '74 4
Paterson and Newark*..100	500,000	J. & J.	....
Paterson and Ramapo*..100	249,000	J. & J.	Jan. '74 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '74 3
Pennsylvania 50	68,144,475	M. & N.	May '74 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '74 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	....
" " pref. 50	2,400,000	J. & J.	July '74 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D	Sept. '74 3
Philadelphia & Reading 50	32,684,375	J. A. J.O.	Oct. '74 2½
" " pref... 50	1,551,800	J.A. J.O.	Oct. '74 2½
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Oct. '74 3½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	July '74 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Oct. '74 1½
" Special Imp..100	2,000 000	J.A. J.O.	Oct. '74 1½
Pittsfield & N. Adams..100	400,000	J. & J.	July '74 3
Portland and Kennebec.100	616,700	J. & J.	July '74 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '75 2
Ports., Saco & Portsm...100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces...100	2,000,000	J. & J.	July '74 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '74 4
Roch. & Genesee Val.*.110	557,500	— & —	....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '74 3½
Rutland* 100	2,700,000	— & —	....
" preferred.....100	4,300,000	F. & A.	Aug'74 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	....
" " " pref.100	2,040,000	July.	July '74 3
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '74 3
St. L., Kan. C. & North.100	12,000,000	.....	....
" pref. 100	12,000,000	.....	Nov. '72 3
Saratoga and Schenec.*..100	300,000	A. & O.	Apl. '74 1½
Schuylkill Valley* 50	576,050	J. & J.	July '74 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '74 3
Shore Line* 100	995,800	J. & J.	July '74 3½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '73 4
Staten Island..... 100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	448,700	J. & J.	July '74 3½
Stony Brook* 100	267,300	M. & N.	May '73 3
Summit Branch* 50	2,502,250	F. & A.	Feb. '74 3
Sussex (N. J.) 100	317,870	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,070,139	— & —	Dec. '72 3
Taunton Branch 100	500,000	J. & J.	Jan. '74 5
Terre Haute & Indiana.100	1,988,150	F. & A	Aug. '74 5
Tol., Peo. & War. 1st pref.100	1,797,000	— & —	Jn.'70 11-4c
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '74 3½
Troy and Greenbush*....100	274,400	J. & D.	Dec. '71 3½
Utica and Black River....100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*....100	2,500,000	J. & D.	Dec. '72 5

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$2,800,000	A. & O.	Oct. '74 2
Warren (N. J.) 100	1,800,000	J. & D.	Dec.'73 1½
Warwick Valley 100	225,000	A. & O.	Apl. '72 2½
West Jersey 100	1,559,750	F. & A.	Feb. '74 4
Winchester & Potomac* 100	180,000	J. & J.	July '74 3
Winchester & Strasburg* 100	500,000	J. & J.	July '74 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	July '74 $5
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	..... 2½
Baltimore City 100	800,000	— & —	Jan. '74 3
Bleecker st. & F Fy.(NY)100	900,000	— & —	....
Boston and Chelsea..... 100	110,000	A. & O.	Oct. '74 4
Broadway (Brooklyn)....100	200,000	J. A. J.O.	Apl. '73 3
Broadw. & 7th Av. (NY)100	2,100,000	J. & D.	Jun.'70
Brooklyn City 100	1,500,000	F.M.A.N	May '74 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica..100	488 100	— & —	....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge 100	727,800	A. & O.	Oct. '74 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.) 5	600,000	J. & J.	July '74 9
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl.'(0	800,000	— & —	....
D. Dock, E. B'dw, & Bat..100	1,200,000	F.M.A.N	Feb. '74 2
Eighth Avenue (N.Y.)....100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry....100	748,000	J. & J.	July '74 3½
Frankf. & Southw.(Ph.) 50	491,750	J. & J.	July '74 5
Germantown (Ph.) 50	1,000,000	J. & J.	July '74 3
Girard College (Ph.) 50	600,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '74 4
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	July '74 1½
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '71 6
Lynn and Boston..... 100	200 000	— & —	....
Malden and Melrose..... 100	200,000	— & —	....
Metropolitan (Boston)... 50	1,500,000	M. & N.	July '74 3½
Middlesex (Boston)..... 100	400,000	A. & O.	Apl. '73 4
Ninth Avenue (N. Y.)....100	797,320	— & —	....
Orange and Newark 100	282,555	— & —	....
Philadelphia City 50	750,000	J. & J.	July '74 5
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '74 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	Oct. '73 2
Second & Third St.(Ph.) 10	992,100	J. & J.	July '74 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '74 2
Sixth Avenue (N. Y.)....100	750.000	M & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.)- 50	1,000,000	J. & J.	July '74 1½
Somerville (Boston) 100	75,000	M. & N.	May '74 3
South Boston 50	400,000	J.A. J.O.	Oct. '74 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	July '74 8
West Philadelphia..... 50	400,000	J. & J.	July '74 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'73 3
Chesapeake and Ohio ... 25	8,229,694	— & —	....
Delaware Division..... 50	1,633,350	F. & A.	Aug '74 4
Delaware and Hudson....100	15 000,000	F. & A	Aug. '74 5
Delaware and Raritan*.100	5,847,400	J.A. J.O.	Oct. '74 2½
Erie of Pennsylvania.... 50	64,000	— & —	....
Lehigh Coal & Navigat. 50	9 380,350	J.S D.M.	Sept. '74 2
Monongahela Navigat... 50	1,008,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,026,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	July '74 30s
" " (pref.). 50	2,888,977	F. & A.	July '74 40s
Susq. and Tide Water... 50	2,002,746	— & —	....
Union 50	2,907,350	— & —	....
" preferred 50		— & —	....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express..... 100	10,000,000	M.J. S.D.	Sept. '74 2
American Coal..... 25	1,500,000	M. & S.	Mar. '74 4
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	....
Butler Coal 25	500,000	J. & D.	Dec'69 85c
Canton 100	731,250	— & —	....
Consolidation(Md.)Coal.100	10,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 5
Mariposa Gold..... 100	2,836,600	— & —	....
" pref..... 100	8,668,400	— & —	....
" certif..... 100	2,324,000	J. & J.	....
Pacific Mail Steamship.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	May '74 5
Pullman Palace Car..... 100	4,000,000	F.M.A.N	May '74 3
Quicksilver, common 100	6,700,000	— & —	....
" preferred 100	4,800,000	— & —	....
Spring Mountain Coal... 50	1,250,000	J. & J.	July '74 5
Spruce Hill Coal 10	1,000 000	— & —	....
United States Express....100	6,000,000	F.M.A.N	Aug. '74 2
United States Trust 100	1,500,000	J. & J.	July '74 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '74 4
West. Union Telegraph.100	35,000,000	J. A. J.O.	Oct. '74 2
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov. '74 5
Wyoming Valley Coal ..100	1,250,000	F. & A	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Oct. 1, 1874.					
Loan of June 14, 1858 ..... registered	$260,000	5	Jan. & July.	1874	....
Loan of February 8, 1861 ..... registered	13,783,000	6	Jan. & July.	1880	117¼
.. .. coupon	4,632,000	6	" "	1880	118¼
Oregon War Bonds of March 2, 1861 ... coupon	945 000	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861 .... registered	125,814,250	6	Jan. & July	1881	117¼
.. .. coupon	63,507,100	6	" "	1881	118¼
Loan of Feb. 25, 1862 (5-20s) ..... registered	15,991,850	6	May & Nov.	1882	112¼
.. .. (5-20s) ..... coupon	145,244,400	6	" "	1882	112¼
Loan of March 3, 1863 ..... registered	53,640,700	6	Jan. & July.	1881	117¼
.. .. coupon	21,359,300	6	" "	1881	118¼
Loan of March 3, 1864 (5-20s) ..... registered	946,600	6	May & Nov.	1884	114¼
Loan of June 30, 1864 (5-20s) ..... registered	26,027,250	6	" "	1884	114¼
.. .. (5-20s) ..... coupon	33,018,950	6	" "	1884	115¼
Loan of March 3, 1865 (5-20s) ..... registered	38,736,100	6	May & Nov.	1885	115¼
.. .. (5-20s) ..... coupon	118,798,250	6	" "	1885	116¼
.. .. 2d series (5-20s) ..... registered	56,990,850	6	Jan. & July.	1885	115¼
.. .. (5-20s) ..... coupon	145,672,250	6	" "	1885	116
.. .. 3d series (5-20s) ..... registered	87,957,950	6	Jan. & July.	1887	116¼
.. .. (5-20s) ..... coupon	222,664,800	6	" "	1887	117¼
.. .. 4th series (5-20s) ..... registered	13,967,500	6	Jan. & July.	1888	116¼
.. .. (5-20s) ..... coupon	23,506,500	6	" "	1888	117¼
Loan of March 3, 1864, (10-40s) .... registered	141,240,300	5	Mar. & Sept.	1904	111¼
.. .. (10-40s) ..... coupon	53,327,000	5	" "	1904	111¼
Consols of July 14, '70 & Jan. 20, '71. registered	180,262,950	5	F. M. A. & N.	1881	112¼
.. .. coupon	141,934,950	5	" "	1881	112¼
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Debt matured and without interest ..... (var.)	511,672,026	...	....	Due.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,623,512	6	Jan. & July.	'95-'99	117¼
United States Notes	382,075,408	nil.	.....	.....	....
Fractional Currency	46,731,019	"	.....	.....	....
State Securities, latest dates.					
Alabama—($11,268,835):					
.. Bonds (old and extended), 1866 and '72 ...	3,230,800	5	May & Nov.	'86-'92	....
.. Bonds (new), 1866, '68 '72 and '73	2,477,700	8	Jan. & July.	'86-'93	....
.. State Bonds for Railroads	2,300,200	8	" "	'90-'91	....
.. Railroad endorsements	16,386,000	8	" "	'90-'91	....
Arkansas—($10,885,000):					
.. Funded Bonds, ($4,400,000) 1869 and 70.	2,850,000	6	Jan. & July.	'99-'00	....
.. Levee Bonds, 1871	2,200,000	7	" "	1891	....
.. Deficiency Bonds, 1872	300,000	7	" "	1882	....
.. Railroad Aid Bonds 1869 to '73	5,350,000	7	April & Oct.	'99-'00	....
California—($3,796,500):					
.. Civil Bonds 1857 and '60	1,699,000	7	Jan. & July.	'77-'80	111
.. Relief Fund Bonds, 1863	110,000	7	" "	'83-'85	....
.. State Capitol Bonds, 1871 and '7	500,000	7	" "	'91-'92	....
.. Funded Debt of 1873	1,497,500	6	" "	1893	....
Connecticut—($5,095,900):					
.. War Loan, (10-30 yrs) of July 1, 1861 ...	532,800	6	Jan. & July.	1881	103¼
.. War Loan, (20 yrs) of Jan. 1863 and '64.	2,232,500	6	" "	'83-'84	....
.. War Loan, (10-20 yrs) of Oct. 1, 1864	589,500	6	April & Oct.	1894	....
.. War Loan, (20 yrs) tax free, of Oct. 1, '64	1,741,100	6	" "	1885	....
Delaware—($1,231,000):					
.. State War Debt	879,000	6	Jan. & July.	1885	....
.. Railroad Aid (J. and Breakwater R. R..	352,000	6	" "	1885	....
District of Columbia—($4,790,000):					
.. Improvement (gold) bonds	4,000,000	6	Jan. & July.	1902	....
.. Improvement (cur.) bonds	790,000	7	" "	1902	....
Florida—($6,645,763):					
.. Bonds of 1871, and 1873	957,000	7	Jan. & July.	var.	....
.. Railroad Loan (gold) of 1870	4,000,000	8	" "	1890	....
.. Consolidated (gold) Bonds of 1873	1,000,000	6	" "	1903	....
Georgia—($14,871,084):					
.. Bonds for Western & Atlantic R. R	784,700	6	May & Nov.	1874	78¼
.. Bonds for Western & Atlantic R. R	172,500	7	" "	1874	....
.. Bonds for Atlantic and Gulf R. R	800,000	6	Feb. & Aug	'78-'86	....
.. Bonds of March 12, 1866	3,900,00	7	Jan. & July.	1886	90
.. Bonds (gold) of Sept. 1870	2,088,000	7	April & Oct.	1890	78
.. Bonds of Feb. 19, 1873	1,200,000	8	" "	'75-'86	....
.. Railroad endorsements	7,923,000	var	Various.	var.	....
Illinois—($2,060,150):					
.. New Internal Improvement Bonds, 1847	982,445	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	320,000	6	" "	'77-'78	....
.. War Loan Bonds, 1861	367,000	6	" "	1880	....
.. Chicago Relief Bonds 1871	250,000	6	" "	1881	....
Indiana—($4,398,815):					
.. War Loan Bonds, of 1863	139,000	6	May & Nov.	1866	....
.. Temporary Loan Bonds, 1873	710,000	7	Jan. & July.	'75-'76	....
Iowa—($543,056):					
.. War and Defense Fund Bonds, 1861	300,000	7	Jan. & July.	.....	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864	101,175	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869	1,235,500	7	" "	'76-'89	....
Louisiana—($22,308,900):					
.. State Bonds, to R. R. Companies	2,436,000	6	Various.	'70-'06	....
.. Relief (Treasury) Bonds 1853	5,750,000	6	May & Nov.	'86-'07	....
.. Levee Bonds 1865	1,000,000	8	Various.	1886	....
.. Levee Bonds, 1867	4,000,000	6	May & Nov.	1907	....
.. Past due coupons 1865	978,800	6	Jan. & July.	'86-'07	....
.. Levee Bonds, 1870	2,960,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	2,950,000	6	May & Nov.	1910	....
.. State Penitentiary Bonds, 1869	500,000	7	Mar. & Sept.	1899	....
.. Bonds for Railroad stocks (var.)	2,436 000	6	Various.	'67-'11	....
.. Bonds for Railroads (var.)	5,202,000	8	Various.	'99-'10	....
.. Miss. & Mex. Gulf Ship Canal Bonds...	480,000	7.3	Mar. & Sept.	1889	....
Michigan—($1,622,134):					
.. Sault Ste Marie Canal Bonds	61,000	6	Jan. & July.	1879	102
.. Renewal Loan Bonds, 1868	105,000	6	" "	1878	....
.. Two Million Loan, 1863	1,062,000	6	" "	'73-'83	....
.. War Bounty Bonds, 1865	366,000	7	May & Nov.	1890	....
Maine—($7,138,400):					
.. Civil Loan Bonds, 1856-'61	222,000	6	Various.	'74-'78	....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	Various.	'80-'89	101¼
.. War (Municipal Equalization)	3,083,900	6	April & Oct.	1889	....
Maryland—($10,741,215):					
.. Bonds to R. R. and Canals	5,709,639	5	J. A. J. & O.	1890	80
.. Bonds to R. R. and Canals	828,222	6	" "	1890	100
.. Bonds to Balt. & Susq. R. R	269,000	3	" "	1900	....
.. Defense and Bounty Bonds	3,072,093	6	Jan. & July.	1893	107
.. State Loans, 1870 and 1872	799,056	6	" "	'85-'87	....
Massachusetts—($28,477,804):					
.. State (public works) scrip	750,000	5	Various.	'74-'80	....
.. Union Fund Loan, 1861	2,758,000	6	Jan. & July.	'74-'76	109¼
.. Union Fund Loan, 1862	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863	888,000	5	" "	1883	....
.. Bounty Loan Bonds, 1863 and 1864	8,578,244	5	May & Nov.	'83-'94	101¼
.. War Loan (currency)	999,944	5	Mar. & Sept.	1888	102¼
.. Railroad and Tunnel Bonds	10,306,532	5	April & Oct.	'88-'93	....
.. Norwich and Worcester R. R. Bonds...	400,000	6	Jan. & July.	1877	....
.. B., H. & Erie R. R. Bonds	3,599,024	5	" "	1900	....
Minnesota—($250,000):					
.. State Buildings Loan 1867 and 1869	250,000	7	Jan. & July.	'77-'79	....
Missouri—($18,747,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	....
.. State (funding) Bonds, 1867-68	2,727,000	6	" "	'87-'88	....
.. Railroad Loan Bonds, 1854-'66	12,801,000	6	" "	'74-'86	....
.. Railroad Bonds, guaranteed 1856-'66 ...	1,589,000	7	" "	'76-'91	100¼
.. State Institutions Loans	1,301,000	6	" "	var.	....
New Hampshire—($3,914,165):					
.. War Loan Bonds, of 1861	614,000	6	Jan. & July.	'69-'78	....
.. War Loan Bonds, of 1864	600,000	6	Mar. & Sept.	'84-'89	101¼
.. War Loan Bonds, of 1866	494,500	6	April & Oct.	'72-'74	....
New Jersey—($2,696,300):					
.. War Loan Bonds, 1861-'64, tax free	2,690,000	6	Jan. & July.	'74-'02	....
New York—($36,530,400):					
.. State Stock of 1827 and 1832	561,500	5	J. A. J. & O.	pleas.	....
.. State (Deficiency) Stock of 1838	900,000	5	" "	1875	110
.. State (Deficiency) Stock of 1838	800,000	6	" "	1878	....
.. State (Deficiency) Stock of 1838	348,107	5	" "	pleas.	....
.. State (Deficiency) Stock of 1838	1,189,781	6	" "	pleas.	....
.. Canal Stock	1,106,420	5	" "	1874	....
.. Canal Stock	111,200	4	" "	'72-'78	....
.. Canal Stock	10,135,260	6	" "	'74-'77	....
.. Bounty Loan registered	19,861,000	7	Jan. & July.	1877	107¼
.. Bounty Loan coupon	1,200,000	7	" "	1877	108
North Carolina—($29,547,045):					
.. Old or Ante-War Debt	4,738,800	6	Jan. & July.	'72-'92	19
.. Old or Ante-War Debt	3,639,400	6	April & Oct.	'72-'92	....
.. Bonds issued since the war	3,009,045	6	Jan. & July.	'92-'98	14¼
.. Bonds issued since the war	1,859,000	6	April & Oct.	'92-'98	....
.. Bonds issued for funding	2,417,400	6	Jan. & July.	'78-'00	....
.. Bonds issued for funding	1,721,400	6	April & Oct.	'78-'00	....
.. Special Tax Bonds	11,407,000	6	" "	'98-'99	5
Ohio—($8,211,062):					
.. Loan of 1860, sinking fund	147,180	6	Jan. & July.	1870	....
.. Loan of 1850, sinking fund	1,926,900	6	" "	1875	....
.. Loan of 1860, sinking fund	4,074,817	6	" "	1881	102
.. Loan of 1856, sinking fund	2,400,000	6	" "	1886	105¼
Oregon—($290,477):					
.. Bounty and Relief Bonds	90,477	7	Jan. & July.	'74-'84	....
.. Willamette Canal Bonds	200,000	7	" "	1890	....
Pennsylvania—($24,999,785):					
.. Inclined Plane Loan, of 1849	400,000	6	April & Oct.	1879	....
.. Loan of April 1852, reg. and coup	483,000	5	Jan. & July.	1882	....
.. Loan of May 1852, reg. and coup	2,637,500	5	Feb. & Aug.	1877	....
.. Loan of April 1853, coupon	238,000	5	" "	1878	....
.. Loan of April 1861, registered	35,000	6	" "	1878	....
.. Loan of Feb. 1867, reg. and coup	907,200	6	" "	'74-'87	....
.. Loan of Feb. 1867, reg. and coup	18,798,950	6	" "	'74-'87	....
.. Chambersburg certificates, registered...	83,032	6	June & Dec.	1879	....
.. Loans of April 1872	500,000	6	April & Oct.	1875	....
Rhode Island—($2,638,500):					
.. War Bonds of 1862	1,019,000	6	Mar. & Sept.	1882	....
.. .. of 1863	205,000	6	April & Oct.	1883	....
.. .. of 1863	668,000	6	Jan. & July.	1893	....
.. .. of 1864	746,000	6	Feb. & Aug.	1894	....
South Carolina—($20,650,235):					
.. State House, Stock and Bonds '56-'63...	953,488	6	Jan. & July.	pleas.	25
.. Fire Loan Stock of 1838	205,344	6	J. A. J. & O.	1870	....
.. Funding Stocks 1866 and 1869	143,114	6	Jan. & July.	'77-'00	....
.. Fire Loan Bonds of 1838	481,944	5	" "	1868	....
.. New State House Bonds 1853-'66	298,000	6	" "	'71-'86	....
.. Blue Ridge R. R Bonds 1854	966,000	6	" "	'74-'78	....
.. Funding Bonds, 1868	980,000	6	" "	'87-'97	....
.. .. 1869	1,681,000	6	April & Oct.	1888	17
.. .. 1869	1,189,400	6	Jan. & July.	1888	16
.. .. 1869	2,030,000	7	" "	1888	....
.. Conversion Bonds 1869	7,606,500	6	" "	1888	....
.. .. .. 1870	343,000	6	April & Oct.	1889	....
.. Railroad Aid Bonds	4,797,806	6	Various.	'69-'89	....
Tennessee—($20,966,382):					
.. Railroad, &c., Bonds	15,767,922	6	Jan. & July.	'92-'90	76
.. State Bonds (direct)	4,819,544	6	April & Oct.	'69-'99	....
.. State Endorsements	2,197,000	6	Jan. & July.	1900	....
.. Funded Interest Bonds	4,598,035	6	" "	1914	75
Texas—($3,715,979):					
.. Frontier Protection (gold) Bonds, 1870..	700,000	7	Mar. & Sept.	'90-'10	....
.. Deficiency Bonds, 1871	357,000	10	" "	1876	98
.. State Bonds	197,000	6	Jan. & July.	'76-'91	....
.. Railroad Aid Bonds	1,763,317	6	" "	var.	....
Vermont—($225,500):					
.. War Loans of 1864, '66 and '68	225,500	6	June & Dec.	'74-'78	....
Virginia—($45,718,112):					
.. Funded under act of 1871	20,278,780	6	Jan. & July.	long.	....
.. Funded under act of 1872	1,764,747	6	" "	"	....
.. Sterling Bonds	2,727,562	5	" "	"	....
.. Deferred (W. Va.) certificates	15,239,370	6	" "	"	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1889	....
2d Mortgage	2,673,000	8	" "	" "	1889	....
Receiver's Bonds for $1,200,000.	450,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,800,000	7	Jan. & July.	New York.	1888	104
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	100
3d Mortgage	434,000	7	May & Nov.	" "	1881	....
Albany Loan	933,000	6	" "	" "	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	3,889,000	7.3	Jan. & July.	New York.	1896	89½
Special Mortgage to Penn.	3,500,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	6,000,000	7	April & Oct.	Phil. or Lond.	1900	....
American Central:						
1st Mort., guar. by C., B. & Q.	736,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage ($12,000 p. m.)	620,000	8*	Jan. & July.	Lond. or Ams.	1891	...
2d Mortgage for $1,200,000	700,000	7*	April & Oct.	New York.	1893	....
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
Atchison and Nebraska:						
1st Mortgage	3,750,000	8	March & Sept.	Boston.	1896	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,042,000	7*	Jan. & July.	New York.	1899	58
Land Grant Mortgage (gold)	3,521,000	7*	April & Oct.	Boston.	1900	....
1st Mort. (Wichita Branch) guar.	412,000	7*	Jan. & July.	"	1902	....
Consolidated Mortgage (gold)	976,000	7*	April & Oct.	N. Y. or Bost.	1903	....
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Georgia)	4,240,000	8	Jan. & July.	New York.	1900	64
Atlantic and Great Western:						
1st Mortgage (gold)	14,414,980	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	8,707,200	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,790,214	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1887	....
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	...	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,836,500	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	1,958,000	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R. R. assumed	7,189,000	6*	Jan & July.	" "	1888	....
1st Mort. (Central Div.) gold	1,189,500	6*	May & Nov.	" "	1891	....
Equipment Bonds	674,000	10	June & Dec.	" "	1883	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853.	434,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	718,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1893	....
Augusta and Savannah:						
1st Mortgage	129,500	7	....	Savannah.	....	....
Avon, Geneseo & Mt. Morris (Erie):						
1st Mortgage	20,000	7	Jan. & July.	New York.	1883	....
Bald Eagle Valley:						
1st Mortgage	360,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1854 '75	857,250	6	Jan. & July.	Baltimore.	1875	101
Loan of 1850-'80	570,500	6	" "	"	1880	101½
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	100½
Loan of 1855-'90 (Balt.) skg fd.	3,461,148	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,020,320	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,198,018	6*	" "	"	1902	....
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	Jan. & July.	Baltimore.	1885	96
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	90,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C., C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	....
Beloit and Madison (C. & N. W.):						
1st Mortgage (guaranteed)	300,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage	499,500	6	March & Sept.	Philadelphia.	1885	83½
3d Mortgage	745,000	6	Feb. & Aug.	"	1887	....
Bingham Canyon & Camp Floyd:						
1st Mortgage	240,000	8*	Jan. & July.	.....	1903	....
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1893	....
Boston and Albany:						
Albany loans (Alb. & W. Stk. bge.)	106,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds (Western R. R.)	666,000	6	April & Oct.	"	1875	99
Currency bonds of Feb. 1, 1872.	3,764,000	7	Feb. and Aug.	"	1892	105½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage (Equalization)	248,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	168,000	7	" "	"	1890	....
Equipment Mortgage	350,000	8	Apr. and Oct.	"	1881	100½
Boston, Concord and Montreal:						
Sinking Fund Mortgage	624,000	6&7	Jan. and July.	Boston.	1889	....
1st Mortgage (22½ m.) convertible	150,000	6	" "	"	1876	....
1st Mortgage (22½ m.) "	200,000	6	" "	New York.	1875	....
Consol. Mortgage for $2,000,000.	966,400	7	Apr. and Oct.	Boston.	1893	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	24½
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	40
Mass. L. (sec'd by $1,000,000 Ber.)	3,800,000	7*	" "	Boston.	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1873 for $1,000,000	999,500	7	" "	"	1892	....
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	2,000,000	7	May and Nov.	Boston.	1893	104½
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500,000	7	May and Nov.	Boston.	1891	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,430,000	6*	Apr. and Oct.	New York.	1906	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	480,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1886	....
Buffalo and Erie:						
Mort. bonds (ass'd by L S & M S)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" " ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" " ")	3,000,000	7	Apr. and Oct.	" "	1898	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	85
Buffalo, New York & Phila.:						
1st Mortgage	2,296,000	6	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	281,500	10	.....	" "	1893	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage, stg., skg. fund	5,470,000	7*	May & Nov.	N. Y. & Lond.	1919	....
1st Mort., (gold) Mil. Div.	2,200,000	7*	Feb. and Aug.	" "	1902	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,898,350	7	April & Oct.	N. Y. & Bost.	1893	98
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	Boston.	1875	....
Stock Bonds pref. 3d lien	566,000	8	" "	"	1878	....
Stock (common) Bonds	340,000	8	April & Oct.	N. Y. & Bost.	1879	....
Stock (common) Bonds	356,500	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	430,500	8	" "	" "	1899	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,715,000	8	Jan. & July.	N. Y. & Bost.	1894	97½
Bonds convertible until 1882	628,947	8	" "	Boston.	1883	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov.	Boston.	1896	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S.F.	8,000,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1898	....
California and Oregon (Cen. Pac.):						
1st Mortgage (gold)	6,000,000	6*	Jan. & July.	New York.	'89-'91	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage (end. by Cen. Pac.)	1,600,000	6*	June & Dec.	" "	....	....
Camden and Amboy:						
Loan of 1875 (Joint Companies)	675,000	6	April & Oct.	Philadelphia.	1875	....
Loan of 1883	1,700,000	6	Feb. & Aug.	"	1883	....
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	....
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	102½
Sterling Loan, S. F. (£262,000)	1,286,080	6*	Feb. & Aug.	London.	1880	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage of 1854	600,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	....
Canada Southern:						
1st Mort. (skg fd) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1908	53
Cape Girardeau and State Line:						
1st Mortgage (gold)	1,000,000	7	Jan. & July.	Cape Gir'deau	1891	....
Cape May and Millville:						
2d Mort. guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	....
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	1,500,000	6*	Jan. & July.	New York.	1923	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,200,000	7	" "	"	1900	101½
Chattel Mortgage	209,850	6	" "	"	'88-'89	....
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	198,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,334,000	7	Jan. & July.	" "	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	100
1st Mortgage	2,408,000	7	Jan. & July.	" "	1893	107
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	96
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	92½
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	111
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,963,225	7	Jan. & July.	Boston.	1896	96½
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	98½
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	98
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	98½
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	99½
1st Mort. (O., O. & Fox Rv.) guar.	1,280,000	8	" "	" "	1900	97½
1st Mort. (Ill. Gr. Trunk) guar.	900,000	8	April & Oct.	" "	1890	99
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	41
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	90
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C.&NW	592,000	7	Jan. & July.	Boston.	1880	93½
3d Mort. (now 2d) guar. C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1 242.700	7	Feb. & Aug.	New York.	1885	101½
Funded coupons (193 m.)	743,700	7	May & Nov.	" "	1885	98
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	97
Appleton Ext. (23 m.& 76,000 ac.)	147,000	7	" "	" "	1885	89
Green Bay Ext. (26m & 76,000 a.)	292 000	7	" "	" "	1885	89
Equipm't (Engs.& Cars $406,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,693,000	7	Feb. & Aug.	" "	1882	101½
2d Mort. (Gal. & Chic. 248 m.)	854,000	7	May & Nov.	" "	1875	99½
Miss. Riv. Bridge (")	190,000	7	Jan. & July.	" "	1884	....
Elgin & State Line (")	128,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	331,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y	3,580,000	7	F. M. A. & N.	" "	1915	86
Consol. gold bonds for $48,000,000	8,995,000	7*	June & Dec	" "	1902	89½
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	589,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	9.500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.) guar	1,642,000	7	Jan. & July.	" "	1898	92
1st Mort. (Bel.& Mad. R.R.) guar.	306,000	7	"	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000pm	1,350,000	8	May & Nov.	New York.	1889	30
1st Mort. of Nov. 1, '71, $16,000 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C.B.&Q.):						
1st Mortgage for $10,000per mile	.....	8	Feb. & Aug.	New York.	1901	100
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C.,R.I.& Pac.)	8,000,000	7	" "	" "	1896	106
Chi. & Southwes'n(C.,R.I.& Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd,skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1909	....
1st M. (Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St. L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1901	82½
Cin. & Martinsville(I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July	New York.	1898	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77 '81	70
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067.421	7	June & Dec.	New York.	1890	6 ?
1st Mort. (San., Day. & Cin.)S.F.	988,000	6	Feb. & Aug.	Boston.	1900	70½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	80½
Cincinnati and Springfield:						
1st Mortgage for $2,000 000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	103½
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning(A.& Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	..
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa. Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	102
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July	" "	1892	90
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	101
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	..
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344.750	7	April & Oct.	New York.	1908	71
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	30
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1890	..
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	95
Notes payable, conv. at par	594,000	7	" "	"	1876	97½
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1880	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1900	....
Connecting (Philadelphia):						
1st Mort. A BCD& E$200,000each	1,000,000	6	March & Sept.	Philadelphia.	1,2,3,4	86
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903.500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	6	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100.000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	88
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,600	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1870	....
Income Bonds	252,445	6	" "	" "	1870	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500.000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	95½
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	103½
2d Mort. (Del., Lack. & Wtn.)	1,633,000	7	March & Sept.	" "	1881	105
Convertible b'ds(Del.Lack.& W.)	5,000,000	7	June & Dec.	" "	1892	106½
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y.L.&Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,000,000	8	"	"	1895	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	30
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	...
Detroit, Mon. & Tol. (L.Sh.& M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	97½
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	94
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1893	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1893	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	100½
East Tenn. & Georgia (E.T.V.& G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., sks fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	87½
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	99
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	March & Sept.	"	1882	94
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Eliz'bethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Con.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	98
Income Mortgage guaranteed	670,000	5	April & Oct.	"	1872	58½
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	104½
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	100
3d Mortgage	4,582,000	7	" "	" "	1883	98½
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	93½
5th Mortgage convertible	709,500	7	June & Dec.	" "	1888	93½
Buffalo Branch, 1st mortgage	182,000	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	...
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	NY& London.	1920	....
Convertible bonds	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1898	....
Equipmen Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 50, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1890	87
Evansville and Crawfordsville:						
1st Mortgage (main line) sks fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	7,000	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	83,000	7	Jan. & July.	" "	1887	....
" 3d series (52,091) tx.f.	2,046,000	8	March & Sept.	" "	1888	....
R. & Holly lease, S.F. 25 000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1889	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20.000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	500,000	8	Jan. & July.	New York.	1880	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
3d Mortgage	500,000	8	Jan & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	92½
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	101½
2d Mortgage	948,000	7	May & Nov.	" "	1875	99½
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1896	97
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	95½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838,385.	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765 .	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	....	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,278	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York	'81-'86	60
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples (T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	80
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	75
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York	'71-'77	92½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	92
Six years Mortgage bonds (222m)	5½,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	..
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	72½
1st Mort. (Q. & Palm. R.R. 16 m.)	300,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R R 55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1900	...
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	101½
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) sks fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) sks f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F.& P.M.):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. sks fund gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	106½
3d Mortgage	180,000	7	May & Nov.	" "	1875	104
Hudson Connecting (N Y & O Mid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	105
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	96½
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	55
Illinois Central:						
Construction bonds, cur. sks f'd.	2,742,000	7	April & Oct.	New York.	1875	100
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1900	48
2d Mortgage	1,500,000	8	Jan. & July.	" "	1899	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	....
International (Texas						
1st Mort. gold, sks. fund tax free	16,000pm	7	April & Oct.	New York.	1901	71

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(L. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,666,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mor gage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,980,000	7	April & Oct.	New York.	1917	81¼
Iowa Midland (C. & N. W.):						
1st Mort., $10,000 guar.		8	Feb. & Aug.	New York.	1900	85
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	87
Jackson, Lansing & Saginaw(MO):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	93½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	94½
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	108½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	88
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by L.S.&M.So.	840,000	8	Jan. & July.	New York.	1888	96
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	90
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(St.Jo.& CR.78 m)cv.t.fr.	1,400,000	10	March & Sept	" "	1892	....
2d Mort. (" ")	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (266m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (L.L.& G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	3,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	80
1st Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June & Dec.	" "	1896	80
1st M.(3d D.244.66m.& 3,000,000m)	6,432,000	6*	May & Nov.	N. Y., L. & F.	1899	....
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,751,750	7*	Jan. & July.	N. Y., L. & F.	1896	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
Kent County (Del.)	4,275,350	7	March & Sept.	.....	1916	....
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853	844,000	7	March & Sept.	New York.	1883	....
2d Mortgage (Kent. Cen.) 1865	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	98½
Lackawanna & Bloomsb(D.L&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage (Extension)	500,000	7	April & Oct.	" "	1890	....
Income Mortgage	200,000	7	May & Nov.	" "	1890	....
La Crosse, Trempeleau & Prescott:	250,000	7	Jan. & July.	" "	1881	....
1st Mort. assumed by C. & N.W.						
Laf., Blooming. & Miss.(TW&W):	1,000,000	10	—— & ——	New York.	1877	....
1st Mortgage gold guar.	1,200,000	7*	Feb. & Aug.	New York.	1891	75
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N Y B'n.&Ph.	1899	50
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,250,000	7	J. A. J. & O.	" "	1890	100
Consol. coupon July 1, 1870	1,200,000	7	Jan. & July.	" "	1890	99
Bonds of Oct. 1, 1872	5,205,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore) Ap. 1, '69	1,498,000	7	" "	" "	1899	98
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	100
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	96
Skg Fund July 1, 1855 C. & Tol.	1,695,000	7	Jan. & July.	" "	1885	103
Mort. April 1, 1856 "	880,000	7	April & Oct.	" "	1886	97½
1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	105½
2d Mort. Oct 31, 1857 "	2,092,000	7	" "	" "	1877	101½
Mort. Nov. 1, 1858 Buff. & Erie.	.....	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1896	97
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	98
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	90
1st Mort. Oct. 1, 1867 (Sch.& Th R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. All. & Gr. R.)	840,000	8	" "	" "	1888	95½
1st Mort. July 1, 1868 (J.& Frank.)	468,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	855,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	85
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	.....	6	May & Nov.	Philadelphia	1873	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	101
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	104½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1882	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1940	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	102½
Logansport, Crawf. & S'wain Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	90
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	106
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	90½
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1903	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisiana & Mo. Riv. (Ch. & Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	6	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 78.2m.)	88,000	7	" "	" "	'80-'85	....
Consol. M. for $8,000,000(392 m.)	6,847,000	7	April & Oct.	" "	1898	83½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'83-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1890	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00 0	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	87½
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,148,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1878	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1901	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	91
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	103
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	94½
3d Mortgage Dollar	3,000,000	6	Jan. & July.	"	1900	79½
1st Mort. (Scioto & H. Val. & R.)	300,000	7	May & Nov.	"	1900	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1920	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	80
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (R.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	101½
Michigan Central:						
1st Mortgage, convertible	366,000	8	April & Oct.	New York.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	" "	1882	114
Consol. Mortgage for $10,000,000	8,000,000	7	Jan. & July.	" "	1902	99½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	100½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	97
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	95½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown,Unionv.& W.Gap(E)						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,527,000	7	Jan. & July.	New York.	1898	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	80
1st Mortgage (E. Div. Palmer)	781,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,810,000	7	Jan. & July.	" "	1897	77
1st Mortgage (Minn. Cent.)	100,000	7	" "	" "	1870	96
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	82
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	105½
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	91
Milwaukee City Loan	230,500	7	March & Sept.	" "	1878	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $15,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1863	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1896	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'60-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,800,000	7*	—— & ——	.....	1899	19½
1st Mort. Land Grant gold	1,000,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,560,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,838,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1880	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st Mortgage Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	800,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	6,000,000	7	May & Nov.	New York.	1914	103
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	102½
Convertible bonds	383,000	7	Jan. & July.	" "	1900	92
Construction bonds of 1871	640,000	7	April & Oct.	" "	1889	96½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.&Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	80
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	360,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1907	....
Newburg & New York (Erie):						
1st Mortgage for $400,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1,000,000	7	Jan. & July.	N. Y. & N. H.	1890	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfield bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (NY.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	31
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,036,626	6	May & Nov.	New York.	1883	96½
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B.& N. St's(")	76,000	6	May & Nov.	" "	1883	88
Bonds for R.R.stocks(")	892,000	6	" "	" "	1883	88
Bonds for real estate (")	162,000	6	" "	" "	1883	88
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	95½
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,960,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	103½
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	....
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1903	90
Sinking Fund mortgage of 1861	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1868, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,069,500	7	April & Oct.	New York.	1875	100
New York & Oswego Midland:						
1st Mortgage gold, tax free	6,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1896	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1896	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1884	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	320,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,725 000	6	Jan. & July.	Philadelphia.	1935	100
2d Mortgage	5,000,000	7	May & Nov.	"	1896	105
Chattel Mortgage	300,000	10	April & Oct.	"	1877	101
North Shore (L. I.)						
1st Mortgage	125,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	93
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	90½
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	96
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	93½
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	$0,000pm	7.3	Jan. & July.	New York.	1900	28
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	93
Equipment Mortgage	200,000	8	" "	"	1879	93
Sinking Fund Bonds	800,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage	6,694,000	7	Jan. & July.	New York.	1898	93
Consolidated 1st Mortgage, stg.		7*	" "	London.	1898	....
Consolidated 2d Mortgage	3,529,000	7	April & Oct.	New York.	1911	78
2d Mortgage, (W. Div)	433,000	7	Jan. & July.	" "	1874	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bond	50,000	7	May & Nov.	" "	1883	....
Oil Creek and Allegheny River:						
1st Mortgage (J. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	78½
1st Mortgage (War & Frkln)	550,000	7	April & Oct.	"	1882	74
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	52½
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston.	1870	98½
Plain Bonds	486,000	6	April & Oct.	"	1875	95
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101½
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm		7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	89½
2d Mort. (Charlotte to Lynchb.)	1,156,500	6	Jan. & July.	" "	1875	86
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	81
4th Mort. " "	874,000	8	March & Sept.	Alexandria.	1880	69½
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	81½
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P)):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1855	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,250,000	8	Jan. & July.	Boston.	1900	98
Owensboro' and Russellville:						
1st Mortgage for $1,500,000		8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	78½
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	69
Income Bonds	1,500,000	7	" "	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lex. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama.						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(T W & W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	75
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	100,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,500,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,970,000	7	Jan. & July.	Philadelphia.	1880	103
2d Mortgage (" ")	2,583,000	6	April & Oct.	"	1875	99
2d Mortgage (" ")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	19,558,760	6	J. A. J. & O.	Philadelphia.	1910	93
State lien for $7,500,000, stg Fd	5,401,675	5	April & Oct.	Harrisburg.	'74-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	316,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guarnteed	1,500,000	7	June & Dec.	Philadelphia.	1896	104
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantees.	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage						
2d Mort. conv., and tax free	1,000,000	7	Jan. & July.	New York.	1894	....
Peoria and Rock Island:	1,000,000	7	April & Oct.	" "	1900	....
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	103½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	88
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	82½
Gen'l M. for $20,000,000, gold st	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	90
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,138,900	6	Jan. & July.	Philadelphia.	1893	79
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	36,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	101
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	902
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,000	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	104½
	Dollar registered	3,414,000	7	" "	"	1911	105
	Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	....
	Gold or stg reg.	668,000	6*	" "	" "	1911	102
	Dollar coupon	332,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv		6,600,985	7	Jan. & July.	"	1893	104
New improvement Mort. loan		6,631,616	6*	April & Oct.	Phila.or Lond.	1897	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible		345,600	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866		400,000	6	April & Oct.	"	1876	96
Loan of 1867		1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):							
1st Mortgage, guaranteed		330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):							
Consol. Mortgage for $10,000,000.		6,212,000	7	Feb. & Aug.	Philadelphia.	1900	67½
1st Mort. (Steub. & Ind.) conv.		3,000,000	6	monthly.	New York.	1884	72
1st Mort.(Ct.& New'k 33m)conv		775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:							
1st Mortgage of 1868, tax free		4,000,000	7	Jan. & July.	Baltimore.	1898	82½
2d Mort. (Balt. Loan) of 1866		1,000,000	6	" "	"	1886	95
1st Mort. (Turtle Cr. Div.10½ m)		400,000	6	Feb. & Aug.	Pittsburg.	1899	....
Pittsburg, Ft. Wayne & Chicago:							
1st Mortgage (Series A)		875,000	7	Jan. & July.	New York.	1912	107½
1st Mortgage (Series B)		875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)		875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)		875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)		875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)		875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)		860,000	7	Jan. & July.	" "	1912	102½
2d Mortgage (Series H)		860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)		860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)		860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)		860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)		860,000	7	June & Dec.	" "	1912	....
3d Mortgage		2,000,000	7	April & Oct.	" "	1912	95
Bridge (O. & P. R. R.) bonds		163,000	7	May & Nov.	" "	1876	....
Construction bonds of Jan. 1,'70		100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:							
1st Mortgage for $3,000,000			7	Jan. & July.		1901	....
Port Huron & Lake Michigan:							
1st Mortgage gold, for $1,800,000			7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):							
1st Mort. (Maine Section) gold.		800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000			6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):							
1st Mortgage gold, for $2,200,000			6*	May & Nov.	Boston.	1891	64½
Portland and Oxford Central:							
1st Mortgage of 1863		250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:							
1st Mort.(Portland Loan)skg f'd		700,000	6	Jan. & July	Portland.	1887	....
1st Mortgage (equal lien)		350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000			7	March & Sept.	"	1891	....
Port Royal (S. C.):							
1st Mortgage gold, skg f'd		1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.		1,000,000	7*	" "	"	1889	....
Poughkeepsie and Eastern:							
1st Mort. gold, conv. & tax free.		800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:							
1st Mortgage		300,000	6	Jan. & July.	Providence.	18	....
Quincy, Alton and St. Louis:							
1st Mortgage gold		850,000	7*	May & Nov.	Philadelphia.	1892	....
Quincy and Toledo (T., W. & W.):							
1st Mortgage, guaranteed		500,000	7	May & Nov.	New York.	1890	80
Quincy & Warsaw (C. B. & Q.):							
1st Mortgage, guaranteed		800,000	8	Jan. & July.	Boston.	1890	99½
Reading and Columbia (P.& R.):							
1st Mortgage, guaranteed		850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed		350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:							
1st Mortgage		150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage		300,000	7	" "	"	1880	....
3d Mortgage		150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitehall)		400,000	7	March & Sept.	New York	1866	....
1st Mort. (Troy, Salem & Rutl.)		500,000	7	May & Nov.	" "	1880	....
1st Mortgage (Glenn's Falls)		125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:							
Virginia State Loan, skg fund		600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds		167,800	6	" "	"	1875	....
Consolidated Mortgage		1,722,000	6	May & Nov.	New York.	'78-'90	67½
Rich., Fredericksburg & Potomac							
Sterling Loan		97,777	6*	Jan. & July.	London.	1875	....
Dollar Loan		295,500	6	" "	Richmond.	1881	....
Dollar Loan		172,800	7	" "	"	1875	....
Richmond and Petersburg:							
1st Mortgage		180,500	7	June & Dec	Richmond	1875	....
1st Mortgage		175,000	8	April & Oct		1888	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Sks Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Sks Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	....
Equipment Mortgage	500,000	8	March & Sept.	"	1880	75½
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	96,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	107½
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	87
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	72
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	87
St. Louis, Jacksonv.& Chicago:						
1st Mortgage Mar. 16, 1864	2,929,000	7	April & Oct.	New York.	1894	92½
2d Mortgage May 1, 1868	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	81
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1896	....
St. Louis, Van.& T. H.(T.H.&I.):						
1st Mortgage, guaranteed	1,898,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage	228,900	6	Feb. & Aug.	Boston.	1878	90½
Sand., Mansfield & Newark(C&O.):						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1869	....
State guaranteed (C.& S.)bonds	500,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1880	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar	182,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	100
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	92½
Sheboygan and Fond du Lac:						
1st Mortgage	720,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	695,000	8	April & Oct.	" "	1898	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	850,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	600,000	7*	Jan. & July.		....	....
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1873	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,200	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	.....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gul	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	" "	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1883	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	64½
South Pacific (Atl. & Pac.)	7,189,000	6*	Jan. & July.	New York.	1886	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1886	93
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va.(A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	66
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	5,750,000	6*	.....	.....	.....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	" "	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1878	90½
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1879	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	168,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y.(D.L.&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1878	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m	1,600,000	7	June & Dec.	New York.	1894	30
1st Mortgage (W. Div.) 117 m	1,800,000	7	Feb. & Aug.	" "	1896	75
2d Mortgage (W. Div.) 117 m	1,300,000	7	April & Oct.	" "	1888	40
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000	1,406,000	7	May & Nov.	" "	1910	50
1st Mortgage (Burl. Br.) 19 m	250,000	7	June & Dec.	" "	1910	....
Tom's River & Water.(N.J.So.):						
1st Mortgage guaranteed	80,800	7	.....	New York.	1886	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, nar	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1895	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1883	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	87½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	87
1st Mort. (Quincy & Tol 34 m.)	500,000	7	May & Nov.	" "	1890	88
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	90½
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
9d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	73
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	76
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	67
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	60
1st M. (Dec. & East St. L. 109m.)	2,700,000	7	" "	" "	1900	71
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	87½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	85
Income Mortgage	7,563,000	10	March & Sept.	" "	1874	....
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	98½
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	93
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	91
Consolidated(mort.)Loan of 1839	5,000,000	6	May & Nov.	Philadelphia.	1889	101½
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "		1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7			....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7			....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	23
2d Mortgage consolidated	1,500,000	7	" "	"	1891	2
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	60
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.		....	74
Equipment Mortgage	1,000,000	8	May & Nov.		'76-'77	65
Equipment Mortgage	1,000,000	8	" "		1889	65
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	96½
Convertible bonds, tax free	200,000	7	" "	"	1879	102
Vermont Valley (Rutland):						
1st Mortgage	886,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.&Lynch.	1873	....
Enlarged Mortgage	990,000	6	" "	" "	1884	....
4th Mortgage	846,000	8	March & Sept.	" "	1900	75½
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.).						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	74
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R. W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1890	....
Westchester and Philadelphia:						
1st Mortgage	103,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	102½
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	$13,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	98½
2d Mort. " "	300,000	6	" "	"	1890	98½
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	91
2d Mortgage preferred	600,000	6	" "	"	1895	61
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	99
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	85
Western Pennsylvania (Penn.):						
1st Mortgage (main line 67 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1898	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	83
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	97
Consolidated mort. Apr. 1, 1869	1,000,000	7	April & Oct.	"	1899	100½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	65
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	71½
2d Mortgage coupon or regis	723,600	7	Jan & July.	"	1902	25
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	80
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1880	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	75½
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	91
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	90
Delaware and Hudson:						
1st Mortgage registered — 1st series, Nov. 1, 1867	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered — 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	104
1st Mortgage registered — 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	104½
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	96
Mortgage Loan reg	2,0 0,000	6	F. M. A. & N.	"	1897	98½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	97½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	97½
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	88
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	97½
2d Mortgage	285,000	6	" "	"	1876	96
Boat Loan, sinking fund	236,966	7	" "	"	1885	95½
Preferred Stock Dividend Scrip	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	88
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,854	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,980	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	76½
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	260,000	6	May & Nov.	"	1870	75
Boat and Car Loan	756,650	6	" "	"	1888	77
Boat and Car Loan	628,100	7	" "	"	1880	86
Coupon Bonds	1,079,000	6	Jan. & July.	"	1896	76½
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	74½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,510	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	2,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1876	....
2d Mortgage	226,000	6	May & Nov.		1896	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1873	60.0	—	2.5	125.0	3	4	3	56	Adirondack.....New York.	3,113,515	*	3,543,241	.....	3,763,000	930,000	1,963,756	—	60.0	71,986	29,902	30,012	160,425	22,801	—	100	....
Sept. 30, 1873	81.3	—	5.8	—	13	10	2	113	Alabama Central †.....Alabama.	3,600,000	*	—	.....	2,000,000	1,600,000	.....	—	92.8	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	296.0	—	14.8	—	20	20	5	600	Alabama and Chattanooga.....Alabama.	10,500,000	*	—	.....	2,700,000	8,500,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1873	142.0	—	165.7	—	66	38	12	1,696	Albany and Susq. †(D. & H.)..New York.	10,817,910	*	—	.....	5,000,000	4,621,000	708,519	.....	142.0	810,519	371,410	631,017	1,672,319	410,877	7	100	95
Dec. 31, 1873	132.0	130.5	16.7	—	78	29	10	1,969	Allegheny Valley †.....Pennsylvania.	12 332,709	—	.....	.....	2,256,400	7,434,000	1,280,691	—	132.0	.....	861,239	1,778,638	2,628,471	784,026	—	100	....
Oct. 31, 1873	4.5	—	0.3	31.3	—	—	—	—	Allentown (P. & R.).....Pennsylvania.	1,078,439	—	—	.....	568,744	—	649,132	—	—	—	—	—	—	—	—	50	....
Dec. 31, 1873	99.0	—	8.7	—	13	3	*	96	Arkansas Branch (St. L. & Iron Mt.).Mo.	5,351,250	*	19,971	66,432	2,499,000	2,500,000	438,659	—	99.0	153,190	.....	.....	259,293	98,598	—	50	....
Dec. 31, 1873	62.5	—	6.9	—	—	—	—	—	Ashtab. Youngst'wn & Pitts. (Pa. Co.).O.	3,300,000	—	—	.....	1,500,000	1,500,000	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	150.0	—	10.0	—	.....	.....	.....	.....	Atchison and Nebraska.....Kan. & Neb.	7,500,000	*	—	.....	3,750,000	3,750,000	.....	—	150.0	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1873	469.8	27.5	30.9	—	38	23	7	778	Atchison, Topeka & Santa Fe....Kansas.	20,593 233	1,214,307	1,481,420	1,023,087	8,615,000	10,096,500	3,814,785	222,545	282.9	.....	.....	.....	.....	.....	—	100	....
Feb. 28, 1874	266.5	—	9.7	—	10	8	3	161	Atlanta & Rich'd Air Line †.Ga.N.C.&S.C.	11,748,000	*	—	.....	7,500,000	4,248,000	.....	—	192.0	.....	.....	.....	1,172,018	423,803	—	100	10
June 30, 1873	81.0	—	4.0	—	19	7	6	165	Atlanta and West Point .....Georgia.	1,197,715	*	151,858	63,254	1,232,200	102,500	24,257	53,865	87.0	.....	62,987	86,592	399,344	100,161	8	100	....
June 30, 1873	387.5	34.8	161.0	—	190	41	25	2,911	Atlantic and Great West.N.Y. Penn.& O.	78,713,992	—	8,445,000	.....	24,358 300	62,800,692	2,899,401	—	604.8	5,111,452	957,942	2,605,088	5,456,896	1,886,922	—	100	....
Dec. 31, 1873	236.0	109.0	15.6	162.0	26	19	10	424	Atlantic and Gulf †.....Georgia.	7,717,971	—	—	.....	3,479,677	3,526,700	353,429	—	345.6	683,918	97,227	.....	1,005,947	267,886	—	100	....
Sept. 30, 1873	405.0	20.0	40 0	100.0	84	29	20	1,015	Atlantic, Mississippi and Ohio†..Virginia.	19,038,905	*	9,187,336	1,215,021	6,921,900	14,183,000	5,360,427	2,435,934	428.0	1,498,803	245,629	627,639	2,193,757	914,035	—	100	....
Dec. 31, 1873	95.0	—	9.0	—	9	12	6	78	Atlantic and North Carolina †.N.Carolina.	2,200,000	*	—	.....	1,600,000	200,000	.....	—	95.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	328.0	4.0	32.8	—	185	74	34	2,842	*Atlantic and Pacific* †..Missouri & Ind.Ter.	36,572,728	*	4,135,500	141,411	19,760,300	16,792,438	1,677,522	—	814.7	.....	.....	.....	5,529,102	2,218,876	—	100	....
Dec. 31, 1873	149.5	1.5	16.9	—	—	—	—	—	Atlantic and St. Lawrence.Me., N.H.& Vt.	7,654,089	—	.....	.....	4,388,800	3,484,000	.....	—	—	—	—	—	—	774,752	4	100	....
Nov. 30, 1873	53.0	—	4.8	—	—	—	—	—	Augusta and Savannah (C. of Ga.)....Ga.	1,032,200	—	—	.....	733,700	129,000	.....	—	—	—	—	—	—	81,222	7	50	....
Oct. 31, 1873	51.2	2.5	5.5	—	—	—	—	—	Bald Eagle Valley .....Pennsylvania.	1,05 0,000	—	10,000	—	550,000	454,900	.....	—	—	—	—	—	—	73,000	8	100	....
Sept. 30, 1873	379.6	42.8	439.0	—	473	205	56	10292	Baltimore and Ohio †....Md. & W. Va	33,975,584	10,682,286	18,857,395	2,926,766	16,719,862	19,866,733	822,298	29,083,131	497.4	10,222,259	.....	.....	12,252,844	4,099,043	10	100	172½
Sept. 30, 1873	103.5	—	11.4	—	—	—	—	—	Washington branch †.....Maryland.	10,000,000	—	—	—	5,680,685	—	—	—	103.5	—	—	—	947,729	116,067	10	—	175
Sept. 30, 1873	30.0	—	41.6	—	—	—	—	—	Parkersburg Branch.. ....W. Virginia.	1,650,000	—	—	757,662	1,650,000	20,000	—	737,653	30.0	—	—	—	440,775	284,014	—	100	64
Dec. 31, 1873	63.0	—	3.2	—	—	—	—	—	Baltimore, Pittsburg and Chicago.....O.	3,000,000	—	—	—	500,000	2,500,000	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	73.1	19.2	6.1	—	26	47	8	319	Baltimore and Potomac.....Maryland.	8,136,010	654,991	.....	116,915	3,503,900	4,500,000	884,837	19,180	43.0	.....	.....	.....	281,537	70	—	100	....
Dec. 31, 1873	48.2	—	2.5	—	4	2	2	68	Bangor and Piscataquis †.....Me.	1,207,202	110,200	.....	6,257	357,870	922,000	43,789	—	48.2	64,758	36,450	29,698	113,746	30,441	—	100	....
Oct. 31, 1873	16.0	—	6.0	—	5	2	1	367	Barclay (Towanda Coal Co.).....Pa.	1,200,000	—	—	—	1,000,000	79,000	.....	—	16.0	58,668	25,847	344,908	996	Loss.	7	50	....
Dec. 31, 1873	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake (Me. C.).Me.	900,000	—	—	—	750,000	150,000	7,000	—	—	—	—	—	—	36,000	—	50	....
Dec. 31, 1873	54.0	—	13.0	76.0	—	—	—	—	Belleville and Southern Illinois .....Ill.	2,780,000	—	—	—	1,680,000	1,100,000	.....	—	—	—	—	—	—	40 p.c.	—	—	....
Dec. 31, 1873	67.0	—	6.7	—	—	—	—	—	Belvidere Delaware (Penn. R. R.)...N. J.	4,034,829	—	—	571,587	995,800	2,244,500	1,238,838	—	80.0	—	397,153	1,444,573	1,148,223	152,700	—	100	....
Sept. 30, 1873	22.0	—	2.0	—	—	—	—	—	Berkshire (Housatonic) .....Mass.	600,000	—	6,000	7,600	600,000	—	7,245	6,355	—	—	—	—	42,610	35,407	7	100	....
Sept. 30, 1873	201.6	48.0	324.7	—	231	183	52	5,051	Boston and Albany.... Mass. & N. York.	21,876,749	4,453,046	2,316,185	1,067,840	19,864,100	4,319,000	2,268,820	3,263,900	283.9	5,661,554	5,757,624	2,884,520	9,798,038	2,199,873	10	100	132½
Sept. 30, 1873	26.2	—	2.1	9.8	5	6	2	83	Boston, Barre and Gardner.....Mass.	915,537	141,655	40,118	65,899	826,627	4,400	319,013	13,169	26.2	87,304	116,093	29,340	97,046	16,511	—	100	....
Sept. 30, 1873	41.4	1.5	12.2	—	23	24	13	511	Boston, Clinton and Fitchburg .....Mass.	1,379,111	715,820	259,288	110,779	872,600	1,249,600	224,162	118,636	90.2	489,497	487,274	407,072	677,439	116,973	—	100	....
Mar. 31, 1873	93.5	56.9	11.0	—	24	25	20	529	Boston, Concord and Montreal .....N. H	2,850,000	*	316,429	229,630	1,800,000	1,050,000	29,603	516,456	150.4	.....	171,511	92,187	670,349	131,715	—	100	....
Sept. 30, 1873	26.8	16.0	45.7	—	40	62	*	953	Boston and Lowell.....Mass.	2,476,831	343,634	2,506,971	799,188	2,993,000	1,199,500	1,338,660	597,464	125.5	826,231	2,086,979	605,617	1,464,942	387,116	8	500	94½
Sept. 30, 1873	115.5	8.5	100.6	—	69	142	*	1,636	Boston and Maine.....Mass., N. H. & Me.	8,817,444	1,335,401	820,083	114,822	6,921,274	2,857,199	305,039	1,342,229	189.5	1,458,963	5,008,074	542,004	2,300,094	680,566	8	100	114½
Sept. 30, 1873	44.0	18.5	66.0	—	41	71	11	927	Boston and Providence.....Mass. & R. I.	3,742,515	207,400	1,567,441	219,159	3,960,000	500,000	856,488	430,027	66.5	816,554	3,741,530	927,575	1,822,108	428,342	10	100	150
Dec. 31, 1872	172.0	—	12.0	70.0	18	12	6	142	Brunswick and Albany†.....Georgia.	10,548,000	*	(Sold Oct. 15 1873.)		—	5,980,000	.....	—	172.0	(Operated by Receiver—No returns.)			.....	.....	—	100	....
Sept. 30, 1873	25.5	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,000	—	44,080	.....	2,286,000	583,000	.....	—	—	—	—	—	.....	.....	—	100	....
Sept. 30, 1873	43.2	—	6.8	50.0	8	7	3	72	Buff., Corry and Pittsb.... N. Y. & Penn.	1,561,936	*	.....	.....	500,000	1,000,000	350,000	—	43.2	1,343,729	65,542	109,325	169,989	Loss.	—	100	....
Sept. 30, 1873	141.5	—	13.7	—	—	—	—	—	Buffalo, New York & Erie...N.Y. & Penn.	3,330,000	—	—	—	960,000	2,380,000	.....	—	—	—	—	—	—	40,600	—	100	....
Oct. 31, 1873	120.6	—	13.6	—	18	13	4	604	Buff., New York and Phila.N.Y. & Penn.	4,621,324	784,607	305,000	.....	1,615,060	2,577,500	1,233,944	—	120.6	281,900	234,760	158,836	398,763	48,546	—	100	....
Dec. 31, 1873	371.0	81.0	23.1	—	28	22	9	702	Burl., Cedar Rapids and Minnesota.Iowa.	16,200,000	*	—	—	5,510,000	8,265,000	1,973,197	—	402.0	.....	.....	.....	1,078,310	301,306	—	500	....
Dec. 31, 1873	190.7	48.6	20.8	—	14	12	7	314	Burlington and Missouri River.....Neb.	7,300,000	500,000	476,356	145,904	853,780	7,277,948	118,228	278,128	239.3	392,234	81,217	126,120	628,429	284,214	—	100	54
Dec. 31, 1873	180.0	20.0	10.9	461.0	8	7	4	218	Burlington and Southwestern.Iowa & Mo.	6,102,510	601,315	.....	.....	1,976,319	3,820,000	729,954	—	150.0	.....	.....	.....	362,719	Loss.	—	100	....
Dec. 31, 1873	71.0	—	2.1	—	4	6	*	80	Cairo, Arkansas and Texas.....Mo.	3,500,000	*	.....	.....	2,000,000	1,500,000	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	301.0	—	19.7	—	27	17	5	710	*Cairo and Fulton*.....Arkansas.	20,000,000	*	.....	.....	12,000,000	8,000,000	.....	—	202.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1873	53.4	0.6	3.3	15.6	8	4	*	292	Cairo and St Louis (narrow).....Ill	2,978,000	*	.....	.....	.....	.....	.....	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1873	156.6	—	7.8	—	10	8	4	161	Cairo and Vincennes.....Illinois.	6,935,400	*	.....	.....	478,000	2,500,000	.....	—	54.0	31,780	10,221	5,000	18,286	15weeks	—	100	....
Dec. 31, 1873	60.0	7.0	6.1	—	9	52	9	179	Camden and Atlantic.....New Jersey.	1,842,838	458,692	143,921	42,368	3,503,636	3,500,000	57,000	—	156.6	113,557	8,418	21,824	72,234	.....	—	100	....
Dec. 31, 1873	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	1,215,869	1,076,151	107,096	88,702	.....	216,246	463,709	104,541	508,996	210,587	—	50	72
Dec. 31, 1873	41.8	—	5.1	—	3	12	—	—	Cape May and Millville (W. N. Jer.).N.J.	979,282	—	—	—	381,925	350,000	.....	—	—	—	—	—	—	45,415	6	100	....
June 30, 1873	18.0	0.6	1.2	—	.....	.....	.....	.....	Carbondale and Shawneetown....Illinois.	550,000	*	—	—	500,000	400,000	79,282	—	—	—	—	—	—	60,000	6	100	....
Dec. 31, 1873	94.0	4.5	19.8	—	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,126,500	—	—	—	350,000	200,000	.....	—	—	—	—	—	—	—	—	100	....
Sept. 30, 1873	34.6	—	6.0	—	—	—	—	—	Cayuga & Susquehanna(D.L.&W.)..N.Y.	589,110	—	—	—	4,359,500	1,740,350	.....	—	98.5	.....	.....	.....	.....	190,000	—	50	29
Dec. 31, 1873	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	—	—	589,110	—	—	—	—	—	—	—	—	53,020	9	100	....
Dec. 31, 1873	271.6	2.5	27.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C.&N.W.).Ia.	11,234,000	—	—	—	1,587,000	1,587,000	.....	—	—	—	—	—	—	137.052	113,676	—	100	....
Nov. 30, 1873	294.5	—	42.9	—	108	84	60	1,584	Central of Georgia.....Georgia.	7,500,000	*	1,904,144	5,141,594	7,620,000	3,614,000	.....	—	—	—	—	—	—	562,972	562,972	3	100	....
Dec. 31, 1873	189.0	—	16.9	29.3	26	10	8	512	Central of Iowa.....Iowa.	10,000,000	*	—	.....	7,500,000	3,116,000	3,817,530	112,208	708.5	.....	131,404	.....	3,489,398	379,388	—	100	....
Dec. 31, 1873	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey.....New Jersey.	15,293,003	2,796,445	18,000,000	.....	6,000,000	4,625,000	950,000	—	129.6	.....	.....	.....	3,489,398	379,388	—	100	....
Dec. 31, 1873	137.1	—	31.7	—	37	41	*	1,353	Central Ohio (B. & O.).....Ohio.	5,349,500	*	—	—	20,000,000	9,386,700	6,729,046	—	80.7	.....	.....	.....	656,104	139,889	—	100	....
Dec. 31, 1873	864.9	336.0	140.9	203.0	168	167	43	3,594	*Central Pacific* †.....Cal. Nev. & Utah.	131,419.110	6,156,746	5,809,535	3,251,449	64,275,500	82,855,680	767,558	9,339,152	187.2	.....	.....	.....	5,369,013	2,507,263	8	100	103½
May 31, 1873	118.0	—	108.0	—	170	125	51	5,189	Central Vermont.....Vt.	11,500,000	*	.....	.....	5,000,000	6,500,000	.....	—	773.0	.....	.....	.....	1,046,435	365,482	6	50	84
June 30, 1873	100.0	—	15.0	100.0	6	6	3	123	*Central Br. of Union Pacific*.....Kan.	3,723,700	*	—	—	980,600	3,200,000	393,058	—	100.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	195.0	—	12.0	—	21	10	12	221	Charlotte, Columbia & Augusta....S.Car.	6,617,880	*	97,954	112,353	2,578,000	1,300,000	681,083	669,106	195.0	.....	.....	.....	119,663	.....	—	100	....
Dec. 31, 1873	22.8	—	2.5	—	—	—	—	—	Chartiers (Penn.).....Pennsylvania.	1,128,690	—	—	.....	604,110	500,000	4,298	—	22.8	39,119	107,209	214,612	61,293	18,029	—	50	....
Sept. 30, 1873	17.4	—	2.3	—	—	—	—	—	Chemung (N. Central).....New York.	400,000	—	—	—	380,000	—	—	—	—	—	—	—	688,432	291,064	—	100	....
Sept. 30, 1873	20.9	—	0.9	—	—	—	—	—	Cherry V. Shar.& Alb.(D.& H.Can.)N.Y.	600,000	—	—	—	281,350	307,000	21,000	—	—	—	—	—	—	30,000	6	100	....
Sept. 30, 1873	421.0	9.3	21.5	58.5	70	34	18	2,261	Chesapeake and Ohio.....Va. & W. Va.	41,137,773	*	3,738,067	450,682	15,898,408	22,026,500	7,405,920	—	421.0	1,087,217	220,801	248,226	1,210,509	330,809	—	100	....
Sept. 30, 1873	83.6	—	11.9	—	28	22	10	419	Cheshire.....N. H. & Mass.	2,362,707	326,600	331,259	127,564	2,153,300	808,400	27,238	159,193	88.1	663,014	193,617	456,358	849,086	1,877,575	5	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Jun. 30, 1873	111.0	....	5.5	—	8	6	4	310	Gilman, Clinton & Springfield.....Illinois.	4,056,167	380,630	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	.....	109,568	237,006	(Deficit)	—	100	....
Sept. 30, 1873	14.8	....	0.6	—	—	—	—	—	Goshen and Deckertown(Erie).New York.	290,901	—	.....	.....	105,000	246,500	22,108	—	—	.....	.....	.....	.....	21,500	—	100	....
Dec. 31, 1872	299.3	26.0	19.9	—	54	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	10,163,975	*	—	—	2,681,475	7,482,500	.....	—	326.3	627,211	491,916	311,070	1,055,192	461,272	—	100	....
Dec. 31, 1873	36.0	—	3.8	—	5	3	2	225	Grand Rapids, Newago & L. Shore.Mich.	143,372	216,626	—	—	352,150	676,000	188,163	—	36.0	.....	.....	.....	132,772	63,248	—	100	....
May 31, 1873	94.0	—	6.2	—	—	—	—	—	Grand River Valley (M. C.).....Michigan.	1,992,000	—	—	—	492,000	1,500,000	—	—	—	.....	.....	.....	.....	144,600	5	100	....
Jun. 30, 1873	24.2	—	6.8	—	6	2	1	345	Grand Tower and Carbondale.....Ill.	621,960	*	(Owned	by G. T.	Min. Man	uf. & Tra	ns. Co. B	ankrupt.)	24.2	.....	.....	277,640	65,218	(Deficit)	—	100	....
Dec. 31, 1873	929.0	—	379.0	—	422	274	84	5,575	Grand Trunk ¶.....Canada.	145,063,770	*	—	3,600,085	54,942,945	93,720,911	.....	—	1,388.0	7,088,594	1,834,945	1,608,584	9,799,486	603,905	—	100	....
Jan. 31, 1873	229.0	241.8	94.8	—	177	146	39	2,929	Great Western ¶.....Canada.	29,137,596	*	4,804,078	541,793	23,667,477	10,716,000	.....	—	470.8	4,416,442	1,017,803	1,337,289	5,732,867	2,203,120	3½	100	....
Mar. 31, 1874	66.0	—	4.0	—	5	3	2	65	Gulf, Western Texas and Pacific¶..Texas	1,492,000	—	.....	.....	500,000	990,000	.....	—	66.0	.....	.....	.....	289,768	134,979	—	100	....
Jun. 30, 1873	46.0	6.0	2.8	—	—	—	—	—	Hannibal and Naples (T. W. & W.)...Ill.	1,357,000	—	—	—	457,000	900,000	.....	—	52.0	721,908	.....	78,900	116,170	(Deficit)	—	100	....
Aug. 31, 1872	206.0	90.5	29.2	81.0	79	61	62	1,592	*Hannibal and St. Joseph* ¶.....Missouri.	23,297,728	*	821,792	.....	14,250,828	9,146,900	.....	—	274.5	1,648,638	320,338	415,563	2,484,671	670,530	—	100	25¼
Oct. 31, 1873	36.0	—	18.0	—	—	—	—	—	Harrisburg and Lancaster (Pa.).....Pa.	1,882,530	—	—	—	1,182,550	700,000	.....	—	—	.....	.....	.....	.....	124,778	7	50	....
Sept. 30, 1873	122.4	0.8	18.0	70.0	30	36	16	388	Hartford, Prov. & Fishkill ¶....Ct. & R. I.	4,704,866	*	277,087	.....	2,037,940	2,055,500	600,000	—	133.5	.....	1,306,389	298,558	1,064,940	175,132	—	100	....
Sept. 30, 1873	74.0	—	7.0	—	17	16	8	389	Housatonic .....Connecticut.	2,014,871	340,687	.....	.....	2,000,000	541,000	313,981	—	127.8	264,881	167,628	221,100	454,963	144,284	—	100	....
Dec. 31, 1873	45.0	13.8	15.7	—	23	6	*	116	Huntingdon and Broad Top Mt.....Penn.	4,169,956	*	616,500	78,198	1,870,000	2,161,500	833,153	—	58.8	.....	71,869	617,237	431,107	190,004	—	50	14
Dec. 31, 1873	705.5	—	134.6	—	197	119	47	4,650	*Illinois Central* .....Illinois.	34,726,589	*	779,127	1,609,294	27,250,000	5,339,000	.....	4,526,009	1,108.9	5,861,325	1,473,507	1,121,353	8,268,325	2,860,741	10	100	92
Jun. 30, 1873	14.5	—	6.0	—	4	3	1	156	Illinois and St. Louis.....Illinois.	1,549,757	*	—	144,803	1,361,100	—	262,895	70,565	14.5	48,975	.....	.....	124,437	10,780	—	100	....
Jun. 30, 1873	84.9	—	2.6	67.1	6	4	6	260	Indiana and Illinois Central....Ind. & Ill.	3,293,605	312,797	551,448	.....	1,896,000	1,079,000	739,250	.....	84.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1873	202.5	—	26.8	217.0	65	28	13	1,310	Ind., Bloomington & Western..Ind. & Ill.	13,440,735	*	—	.....	5,003,700	6,500,000	72,426	—	210.2	1,634,198	.....	404,336	1,469,807	632,819	—	100	....
Dec. 31, 1873	72.0	—	16.2	—	55	34	16	1,352	Indianapolis and St Louis.....Illinois.	4,095,227	*	801,690	.....	600,000	3,378,000	918,918	—	265.0	.....	.....	.....	2,097,528	690,909	—	100	....
Dec. 31, 1873	117.0	—	18.5	—	8	7	3	197	Indianapolis and Vincennes (Penn.)..Ill.	4,452,729	195,125	.....	85,937	1,402,000	3,150,000	453,296	—	117.0	.....	.....	.....	253,784	62,137	—	100	....
Nov. 30, 1873	383.0	18.0	20.5	150.0	40	23	6	667	International & Great Northern ¶....Tex.	16,014,000	*	.....	.....	5,500,000	10,514,000	.....	—	341.0	.....	.....	107,636	1,066,245	530,035	—	100	....
Dec. 31, 1873	188.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City* (Ill. C.).....Ia.	7,585,000	—	.....	.....	4,625,000	2,960,000	.....	—	—	.....	.....	.....	433,907	151,867	6	100	....
May 31, 1873	68.8	—	3.5	—	—	—	—	—	Iowa Midland (C. & N. W.).....Iowa.	2,207,719	*	1,292,281	246 228	44,947	1,350,000	320,428	—	68.8	.....	.....	.....	84,781	1,980	—	100	....
Sept. 30, 1873	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,275,472	*	—	—	494,162	600,000	188,114	—	35.6	127,238	24,401	158,125	152,308	70,501	—	100	....
May 31, 1873	212.0	—	7.9	—	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	7,000,000	—	—	—	2,000,000	5,000,000	—	—	—	.....	.....	.....	.....	470,000	3½	100	....
Jun. 30, 1873	30.7	—	2.1	94.3	2	1	2	27	Jacksonville (N. W. & S. E.).....Ill.	923,200	*	—	.....	313,200	610,000	.....	—	30.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	161.2	25.1	9.7	110.0	14	6	4	155	*Jacksonville, Pensacola and Mobile* ¶...Fla.	6,000,000	*	—	.....	6,000,000	4,000,000	.....	—	215.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	51.1	1.5	16.2	—	—	—	—	—	Jamestown and Franklin (L.S.& M.S.)Pa.	2,616,743	—	—	.....	606,000	1,000,000	964,743	—	51.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	36.5	9.0	8.6	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	5,237,978	—	—	.....	2,095,700	2,300,000	942,978	—	—	.....	.....	.....	.....	118,186	—	50	....
Dec. 31, 1873	110.0	116.0	36.7	—	45	56	*	987	Jeffersonville, Madison and Ind..Indiana.	6,392,316	*	1,239,310	.....	2,000,000	4,871,000	760,617	—	226.0	.....	.....	.....	.....	225,000	—	100	....
Dec. 31, 1873	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	164,000	.....	1,500,000	500,000	.....	—	—	.....	.....	.....	1,379,791	446,200	7	100	....
May 31, 1874	44.0	—	8.2	—	—	—	—	—	Joliet and N. Indiana (M. C.)..Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	.....	—	—	.....	.....	.....	.....	163,127	7	100	....
Dec. 31, 1873	57.6	—	6.7	—	—	—	—	—	K'm'zoo, All'g'n & G.Rap.(LS&MS).Mich.	1,450,000	—	—	—	610,000	840,000	.....	—	—	.....	.....	.....	.....	88,000	8	100	....
Dec 31, 1872	56.0	—	1.7	491.5	3	2	2	89	Kansas Central (3 ft.).....Kas.	755,225	75,766	394,953	—	840,000	—	—	—	—	.....	.....	.....	.....	103,800	6	100	....
Mar. 31, 1874	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Joseph & Co. Bl. Mo.& Ia.	8,567,729	1,003,410	.....	634,775	2,789,414	6,826,500	....	—	260.7	(Return	s for 1872-	'73.)	1,237,813	418,213	—	100	....
Dec 31, 1873	31.9	—	1.8	—	—	—	—	—	Kansas City & Santa Fe (L. L. & G.).Kan.	—	—	—	—	720,000	720,000	.....	—	31.9	(Refu	sed.)	.....	.....	.....	—	100	....
Dec. 31, 1873	639.0	34.0	48.0	—	88	55	18	1,316	Kansas Pacific.....Kansas & Col.	35,219,618	*	3,722,901	.....	9,689,950	26,015,600	2,917,359	—	639.0	1,441,229	173,651	273,405	3,563,299	1,446,309	—	100	....
Dec. 31, 1873	99.0	—	11.2	—	17	15	6	312	Kentucky Central.....Ky.	—	—	—	—	—	1,081,000	.....	—	99.0	(All r	efused.)	.....	.....	.....	—	100	....
Mar. 31 1874	162.0	—	14.0	—	16	10	6	269	Keokuk and Des Moines .....Iowa.	6,078,320	*	—	—	3,924,600	2,153,720	.....	—	162.0	(Re-org	anized Ja	nuary 1, 1	874.)	.....	—	100	....
Dec. 31, 1873	49.0	—	2.4	—	5	11	3	58	Knox and Lincoln .....Maine.	2,707,573	*	72.900	11,762	368,335	2,395,000	34.000	—	29.0	.....	.....	.....	.....	.....	—	100	....
May 31, 1873	29.0	—	3.0	—	—	—	—	—	La Crosse, Tremp. & Pres. (C.& N W)Wis.	1,386,540	—	—	5,322	990	1,000,000	390,872	—	—	.....	.....	.....	230,551	165,777	—	100	....
Jun. 30, 1873	80.0	—	3.5	—	—	—	—	—	Laf., Bloom'ton & Mis. (T.W.& W.)..Ill.	2,300,000	—	—	—	1,000,000	1,300,000	.....	—	80.0	199,672	.....	100,965	157,131	34,926	—	100	....
Dec. 31, 1873	36.0	—	1.9	79.0	—	—	—	—	Laf., Muncie & Bloom'ton(T.W.& W.).Ill.	—	—	—	—	117,073	666,000	.....	—	36.0	(Re	fused.)	.....	.....	.....	—	100	....
Jun. 30, 1873	67.5	—	4.0	112.5	6	3	3	83	Lake Erie and Louisville. .....Ohio.	2,427,782	*	82,603	22,032	1,115,350	890,000	510,906	16,511	67.5	77,806	48,681	40,676	90,068	21,751	—	100	....
Sept. 30, 1873	5.0	493.6	61.5	—	462	171	82	9,843	Lake Ontario Shore Line.....New York.	2,792,081	*	.....	.....	1,854,106	1,438,200	268,769	—	57.3	50.128	69,122	37,234	55,785	2,082	—	100	....
Jun. 30, 1873	92.4	8.0	12.9	—	9	8	*	200	Lake Shore and Tuscarawas Valley.Ohio.	4,248,158	223,274	—	53,125	1,981,915	2,300,000	231,890	10,752	75.4	.....	60,363	111,409	128,669	7,011	—	100	....
Aug. 31, 1873	156.0	—	13.4	—	11	10	4	343	Lake Superior and Mississippi.....Minn.	7,081,000	—	—	—	5,125,000	7,047,000	15,000	—	211.0	.....	81,559	.....	484,811	.....	—	100	....
Dec. 31, 1873	17.8	3.0	12.2	—	—	—	—	—	Lawrence (P. F. W. & C.) .....Pa.	715,126	—	39,548	—	360,200	355,000	9,458	—	20.8	.....	.....	.....	189,382	75,753	10	100	....
Dec. 31, 1873	21.5	—	2.2	—	—	—	—	—	Leav'worth, Atchison & Nthw. (Pac.).Ks.	1,000,000	—	—	—	600,500	500,000	.....	—	—	.....	.....	.....	.....	42,000	—	100	....
Apr. 30, 1873	144.1	1.8	9.2	—	20	14	9	255	*Leavenworth, Lawrence & Galveston* ...Ks.	5,378,157	604,364	5,560,061	125,119	5,000,000	5,800,000	867,695	—	206.6	.....	.....	.....	479,756	86,668	—	100	....
Dec. 31, 1873	15.0	—	1.5	21.0	—	—	—	—	Lehigh and Lackawanna (L. & S.)....Pa.	675,100	—	—	—	375,100	300,000	.....	—	15.0	.....	20,675	44,107	42,887	13,676	—	50	....
Dec. 31, 1873	105.0	32.3	100.0	—	92	14	12	7,762	Lehigh and Susquehanna (C. of N. J.).Pa.	12,757,395	*	—	—	(Owned	by Lehig	h Coal &	Nav. C	ompany.)	174.0	1,924,045	511,501	3,403,372	3,447,817	2,106,566	10	50	....
Nov. 30, 1873	101.0	132.4	228.7	—	194	44	29	9,726	Lehigh Valley.....Pa.	19,750,425	*	15,384,664	.....	28,222,446	10,875,000	1,837,643	—	233.4	.....	1,096,820	6,373,196	7,424,895	3,540,035	10	50	121¼
Dec. 31, 1873	120.0	76.0	63.5	—	53	38	24	659	Little Miami & Col. Xenia (P.C.&S.L.)O.	6,789,473	*	260,964	44,910	4,608,250	1,590,000	.....	—	196.0	.....	.....	.....	1,401,548	162,018	8	100	....
Dec. 31, 1873	100.0	—	2.0	60.0	7	4	1	60	*Little Rock and Fort Smith* ¶.....Ark.	2,350,000	*	—	—	4,575,000	4,675,000	.....	—	100.0	.....	.....	.....	90,890	Loss.	—	100	....
Apr. 30, 1874	70.0	—	....	50.0	2	1	1	12	Little Rock, Pine Bluff & N. O. ¶ (nar.)Pa.	1,400,000	*	—	—	700,000	700,000	.....	—	....	(Operat	ions not r	eported.)	.....	.....	—	100	....
Nov. 30, 1873	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill (P. & R.). . .....Pa.	1,416,188	—	10,000	—	2,646,100	747,500	.....	—	—	.....	.....	.....	214,839	209,669	7	50	96
May 31, 1873	93.0	2.0	5.0	—	9	5	3	245	Logansport, Crawfordsville & S. W..Ind.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	—	118.0	(Operat	ions not r	eported.)	.....	.....	—	100	....
Dec. 31, 1873	9.0	—	—	—	—	—	—	—	Long Branch and Sea Shore (S.N.J.).N. J.	398,863	—	—	—	171,800	200,000	.....	—	—	.....	.....	.....	.....	.....	—	103	....
Sept. 30, 1873	94.0	64.0	17.1	—	22	43	9	249	Long Island ¶.....N. Y.	5,226,902	*	.....	.....	3,300,000	1,500,000	205,000	—	158.0	.....	.....	.....	.....	12,000	—	100	....
Dec. 31, 1873	101.1	—	9.2	—	—	—	—	—	Louisiana & Missouri River(C.& A.)..Mo.	5,902,440	—	.....	.....	1,516,500	1,510,500	1,588,343	—	—	.....	.....	.....	895,716	473,159	4	100	....
July 1, 1873	98 5	81.4	23.1	23.0	42	26	13	379	Louisville, Cincinnati and Lexington...Ky.	7,981,306	*	.....	.....	2,474,483	4,234,519	1,709,147	—	174.9	.....	.....	.....	.....	138,370	—	100	....
Dec. 31, 1873	288.0	—	17.0	—	86	15	10	479	Louisv., New Albany and Chicago...Ind.	(nominal.)	—	—	—	3,000,000	—	.....	—	288.0	(No ret	urns furni	shed.)	.....	1,210,382	301,719	—	100	....
Dec. 31, 1873	31.0	—	2.1	124.0	3	1	—	14	Louisv., N. Alb. & St. L. A. L..Ind.& Ill.	2,549,222	44,105	242,677	.....	1,563,073	780,000	184,517	—	31.0	.....	.....	.....	11.764	917	—	100	....
Jun. 30, 1873	185.0	420.8	59.4	—	123	97	*	1,659	Louisv., Nashv. & Gt. So. ¶..Ky. & Tenn.	22,046,339	*	8,253,416	593,765	8,981,439	14,520,500	5,211,942	1,781,627	605.8	.....	.....	.....	4,909,426	1,411,123	7	100	....
Sept. 30, 1873	12.4	—	2.3	—	—	—	—	—	Lowell and Lawrence (B. & L.). ...Mass.	363,158	—	—	13,032	200,000	54,700	10,532	110,768	—	.....	.....	.....	21.786	18,815	6	100	....
Mar. 31, 1873	78.0	—	3.9	—	—	—	—	—	Macon and Augusta (Ga.).....Ga.	2,506,170	—	—	—	1,631 900	770,000	104,270	—	78.0	.....	.....	.....	120,758	7,491	—	100	....
Dec. 31, 1873	187.0	10.0	5.6	—	12	19	4	170	Macon and Brunswick ¶.....Ga.	5,750,000	*	.....	.....	3,500,000	2,250,000	.....	—	197.0	.....	.....	.....	437,298	143,333	—	100	....
Jun. 30, 1873	38.0	—	6.0	—	—	—	—	—	Mahoning Coal (L. S. & M. S.).....Ohio.	2,199,833	—	.....	.....	1,075,000	1,075,000	98,179	—	—	.....	.....	.....	.....	.....	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Dec. 31, 1873	354.9	69.0	554.9	—	878	385	136	17589	Pennsylvania	48,571,808	*	97,782,380	4,371,449	68,144,475	43,145,785	39,502,815	6,842,563	869.4	.....	5,879,684	9,998,794	24,886,009	9,044,978	10	50	1081
Dec. 31, 1873	47.0	15.8	57.0	—	23	8	—	1,300	Pennsylvania Coal	2,000,000	*	3,052,500	.....	4,000,000	487,500	565,000	.....	47.0	.....	3,970	1,391,454	28,501	.....	20	50	240
Dec. 31, 1873	41.5	—	1.4	—	—	—	—	—	Pennsylvania and Delaware (Penn.)	2,502,000	—	—	—	900,000	1,602,000	71,346	—	—	(Opened July 1, 1873.)			—	—	—	50	....
Nov. 30, 1873	104.6	22.6	21.2	—	18	2	—	992	Pennsylvania and N. York	5,351,750	791,077	.....	.....	4,061,700	3,000,000	74,017	—	127.2	752,462	191,584	1,338,081	1,485,806	403,405	2½	50	....
Nov. 30, 1873	13.8	—	3.1	12.7	—	—	—	—	Perkiomen (P. & R.)	1,388,700	—	18,529	—	38,040	1,321,900	20,478	—	—	—	—	—	—	—	—	50	....
Dec. 31, 1873	45.2	—	2.0	—	4	4	1	53	Pensacola and Louisville †	455,327	64,300	150,000	.....	450,000	—	219,627	—	45.2	76,850	16,690	.....	88,930	35,357	—	100	....
Dec. 31, 1870	—	—	—	76.0	—	—	—	—	Peoria, Atlanta and Decatur	800,000	—	—	—	600,000	300,000	—	—	—	—	(Under construction.)		—	—	—	100	....
Dec. 31, 1873	47.0	—	7.4	—	—	—	—	—	Peoria and Bureau Valley (C.R.I.&P.)	1,566,000	—	—	—	1,266,000	300,000	—	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1873	83.0	—	11.5	—	12	7	4	171	Peoria, Pekin and Jacksonville	3,280,351	345,797	45,000	.....	1,239,700	2,000,000	411,448	—	83.0	280,562	.....	135,465	319,168	30,962	—	50	....
Jun. 30, 1873	91.0	—	4.0	—	8	5	2	168	Peoria and Rock Island	3,772,327	*	.....	.....	1,858,950	1,650,000	49,639	—	9.0	276,058	70,500	194,348	300,045	105,368	—	100	....
Dec. 31, 1873	64.0	18.0	8.0	—	12	9	6	121	Petersburg †	1,817,985	*	.....	.....	1,324,200	500,000	356,112	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1873	46.0	—	6.5	—	10	8	3	95	Philadelphia and Balt. Cent. Penn. & Md.	1,811,107	177,744	.....	.....	220,606	1,500,000	46,945	—	57.0	182,886	309,498	138,262	303,221	78,339	—	50	....
Dec. 31, 1873	287.6	—	151.7	—	—	—	—	—	Philadelphia and Erie † (Penn.)	23,777,743	—	2,241,800	16,866	8,448,700	16,625,000	1,336,709	—	287.6	2,912,351	777,273	2,164,246	3,842,067	428,756	—	50	29
Dec. 31, 1873	3.0	—	—	24.0	—	—	—	—	Phila., Germ. and Norrist'n (P. & R.)	1,146,538	368,262	500,793	.....	2,231,900	—	—	—	32.3	.....	.....	.....	.....	.....	—	50	....
Sept. 30, 1873	98.4	228.6	432.2	—	400	220	60	19018	Phila., Newtown and New York	440,400	—	—	—	199,360	164,000	57,000	—	—	—	—	—	281,623	269,791	12	50	180
Dec. 31, 1873	26.6	—	39.7	—	—	—	—	—	Philadelphia and Reading	28,260,889	7,480,719	48,349,053	1,741,889	34,269,575	44,188,715	4,876,056	2,498,305	725.3	8,351,682	6,790,088	9,847,747	14,832,661	5,357,766	10	50	110½
Oct. 31, 1873	96.3	14.8	121.6	—	70	160	...	1,240	Philadelphia and Trenton (Penn.)	1,534,479	—	—	—	1,259,190	—	—	—	26.6	882,160	1,747,216	1,400,983	1,995,606	448,574	10	100	123
Nov. 30, 1873	11.3	—	43.0	—	—	—	—	—	Phila., Wilm. and Baltimore	11,814,764	*	2,103,295	840,368	11,507,750	1,900,000	279,120	742,053	111.8	1,437,207	853,937	836,979	3,074,881	1,095,265	8	50	108½
Dec. 31, 1873	193.0	8.0	50.8	—	104	34	19	1,648	Pickering Valley (P. & R.)	474,551	*	.....	—	92,875	382,300	161,383	—	—	—	—	—	—	4,751	—	50	....
Dec. 31, 1873	468.8	—	180.0	—	269	133	54	9,789	Pittsburg, Cin. & St. Louis	19,682,344	*	3,496 277	—	8,433,750	15,010,586	3,854,872	—	201.0	—	—	—	3,841,214	478,298	—	50	....
Dec. 31, 1873	30.0	—	4.9	150.0	4	6	3	65	Pittsburg, Ft. W. and Chic.	37,388,286	*	—	—	23,814,286	14,554,000	14,230	—	500.6	7,878,666	2,134,652	2,365,846	9,619,074	3,522,082	7	100	91½
Oct. 31, 1873	149.6	1.9	36.0	4.6	26	15	7	400	Pittsburg, Virg. & Charleston	1,106,167	37,226	556,038	.....	673,264	700,000	244,672	—	30.0	57,900	140,188	4,828	67,137	16,941	—	50	....
Sept. 30, 1873	18.6	—	1.4	—	—	—	—	—	Pittsburg, Washington & Balt.	11,934,439	709,835	93,671	.....	1,960,682	9,500,000	2,276,579	—	169.2	1,583,213	859,533	1,130,334	1,564,993	L.88,035	—	50	....
Nov. 30, 1873	71.3	—	3.6	38.7	6	15	5	117	Pittsfield and North Adams	443,688	—	—	6,315	450,000	—	—	—	—	—	—	—	—	27,000	6	100	....
Aug 31, 1873	62.6	—	4.3	—	6	9	4	141	Portland and Ogdensburg	2,502,115	*	125,862	200,937	1,045,270	1,384,000	321,710	77,034	65.3	147,741	73,908	46,045	144,982	49,075	—	100	....
Sept. 30, 1873	52.0	—	8.1	—	19	—	7	167	Portland and Rochester	1,925,741	*	258,124	18,208	686,112	1,407,500	183,461	—	52.5	134,108	142,846	64,290	142,571	40,976	—	100	....
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	330	Portland, Saco and Portsmouth (Etn.)	1,500,000	*	—	—	1,500,000	—	—	—	—	—	—	—	—	—	—	100	....
Sept. 30, 1873	71.4	—	4.9	—	—	—	—	—	Port Royal † (Ga.)	5,500,000	*	—	—	3,000,000	2,500,000	—	—	—	—	—	—	—	150,000	10	100	113½
Sept. 30, 1873	41.9	—	2.5	4.8	4	5	...	91	Portsm'th, Gt. Falls & Conway (Etn.)	1,229,689	—	.....	.....	767,200	462,489	.....	—	—	—	—	—	—	—	—	25	....
Sept. 30, 1873	22.8	—	2.0	48.9	2	3	1	65	Poughkeepsie and Eastern	1,475,430	*	.....	.....	524,464	722,500	479,689	—	46.1	95,055	82,180	44,508	86,213	24,241	—	100	....
Sept. 30, 1873	13.6	—	—	—	4	10	...	20	Providence and Springfield	933,408	*	.....	.....	472,890	414,000	47,518	—	22.8	.....	32,512	5,653	18,418	9,543	—	100	....
Sept. 30, 1873	43.4	1.0	45.2	—	29	40	...	692	Providence, Warren and Bristol	526,515	*	.....	.....	437,917	50,000	38,597	—	13.6	.....	379,227	20,504	113,505	9,263	—	100	....
Dec. 31, 1873	36.0	—	2.0	—	4	3	2	—	Providence and Worcester	1,976,025	735,748	—	271,267	2,000,000	500,000	387,810	95,280	—	526,128	1,785,067	530,620	963,345	257,103	10	100	....
Jun. 30, 1873	42.0	—	4.0	—	1	2	2	44	Queen Anne and Kent †	351,000	*	.....	.....	260,000	289,000	2,600	—	36.0	35,850	12,560	38,231	27,437	2,990	—	50	....
Dec. 31, 1873	70.0	—	1.7	160.0	—	—	—	—	Quincy, Alton and St. Louis	1,832,100	*	.....	32,200	780,000	1,600,000	52,000	—	42.0	56,000	.....	.....	68,939	(Deficit)	—	100	....
May 31, 1873	44.0	—	3.0	62.0	3	3	3	50	Quincy, Missouri and Pacific	2,000,000	—	.....	—	700,000	20,000p-m	.....	—	—	(Under construction.)			—	—	—	100	....
May 31, 1873	97.0	—	5.0	—	16	10	4	134	Raleigh and Augusta Air-Line †	1,134,221	89,785	.....	.....	876,000	.....	.....	—	44.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1873	40.0	8.0	8.1	10.7	8	7	1	29	Raleigh and Gaston	1,500,000	*	155.300	102,935	1,500,000	—	92,150	166,085	97.0	.....	47,069	98.052	360,646	178,652	—	100	....
Dec. 31, 1873	150.0	6.9	16.8	—	35	20	9	462	Reading and Columbia (P. & R.)	2,072,959	220,041	62,566	.....	508,268	1,000,000	1,215,911	—	48.0	242,123	138,771	382,399	310,517	92,179	—	50	....
Sept. 30, 1873	180.0	—	6.7	—	13	21	16	134	Rensselaer and Saratoga (D.& H.)	8,328,362	*	.....	.....	6,000,000	2,000,000	.....	—	182.4	820,468	1,037,327	616,634	1,965,357	903,072	8	100	109
Sept. 30, 1873	22.5	2.7	4.2	—	8	9	4	164	Richmond and Danville †	5,729,729	*	2,100,482	234,278	4,000,000	2,485,411	1,435,295	143,372	195.9	599,792	141,767	227,729	957,129	447,369	...	100	...
Sept. 30, 1873	38.3	—	2.2	26.0	3	3	2	42	Richmond, Fred'burg and Potomac †	2,727,840	*	131.596	264,875	1,509,829	889,698	82,639	632,148	86.0	199,825	173,985	45,677	496,744	231,136	2	100	....
Dec. 31, 1873	18.6	—	1.8	—	—	—	—	—	Richmond and Petersburg †	1,215,404	*	48,483	20,119	847,100	326,296	81,527	49,183	46.7	110,712	126,947	91,887	160,227	36,685	—	100	....
Sept. 30, 1873	—	—	—	105.0	—	—	—	—	Richmond, York Riv. & Chesapeake †	1,257,640	*	.....	.....	650,000	607,640	.....	—	38.3	.....	(No report supplied.)		.....	.....	—	100	....
Sept. 30, 1873	10.0	—	—	140.0	—	—	—	—	Rochester & Genesee Valley (Erie)	671,303	—	.....	.....	557,560	—	—	—	—	(Rental 48 p. c. of earnings.)			—	—	—	100	....
Jun. 30, 1873	278.9	25.4	26.7	—	45	14	6	882	Rochester and State Line	735,649	—	183,649	—	24,000	894,000	90,000	—	—				—	34,012	...	100	....
Dec. 31, 1873	141.1	48.6	28.4	—	42	32	16	909	Rochester, Nunda & Penn. (3 ft.)	716,327	*	.....	.....	625,600	—	58,200	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	120.0	—	18.0	—	—	—	—	—	Rockford, Rock Island and St. Louis	14,519,619	1,178,130	298,567	—	6,490,579	9,000,000	505,737	—	318.0	1,089,857	.....	262,148	947,660	179,955	—	100	....
Dec. 31, 1873	141.1	48.6	28.4	—	42	32	16	909	Rome, Watertown and Ogdensburg	4,789,198	*	147,969	305,486	3,146,800	1,908.249	44,979	142,625	218.2	.....	.....	.....	1,230,555	260,488	7	100	79
Dec. 31, 1873	120.0	—	18.0	—	—	—	—	—	Rutland (C. V.)	9,129.946	*	143,947	92,617	6,648,400	1,972,800	745,700	—	239.0	.....	.....	.....	970,239	492,400	2	100	....
Dec. 31, 187	84.0	—	2.7	—	4	2	...	52	Saginaw Valley and St. Louis	525,716	87,854	.....	4,173	121,775	346,000	149,968	—	34.9	58,650	.....	.....	134,620	79,810	—	100	....
Dec. 31, 1873	22.0	—	6.5	—	6	6	...	230	St. Croix and Penobscot †	864,000	*	.....	20,868	100,000	227,700	7,000	—	22.0	.....	.....	.....	70,952	28,861	3	50	....
Aug. 31, 1873	187.0	—	20.0	38.0	19	...	...	....	St. Joseph and Denver City	11,221,764	420,925	245,000	3,803	4,000,000	7,000,000	734,425	157,067	187.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	197.0	18.0	21.0	—	13	11	4	590	St. Louis, Alton and Terre Haute	11,768,400	*	.....	241,609	4,768,400	7,000,000	241,609	—	265.0	.....	.....	.....	.....	.....	—	100	....
Jan. 31, 1874	43 3	—	2.2	—	—	—	—	—	St. Louis & C. Rapids (St.L.,K.C.&N.)	(Statements not received.)												1,042,808	593,849	—	100	....
Dec. 31, 1873	195.5	15.8	39.7	—	85	23	15	1,618	St. Louis and Iron Mountain †	19,103,348	*	247,884	—	10,000,000	8,622.000	421,149	298,083	210.8	947,849	537,276	682,903	1,964,281	566,426	3	100	17½
Jun. 30, 1873	310.0	48.0	25.0	—	46	27	12	1,175	St. Louis & S. Eastern	8,828,400	*	.....	.....	4,628,400	3,200,000	.....	—	—	524,786	70,531	515,719	661,753	265,882	—	100	....
Dec. 31, 1873	76.5	—	2.1	—	—	—	—	—	St. Louis & St. Joe. (St.L.,K.C.& N.)	2,000,000	—	.....	.....	—	1,000,000	(Sold under foreclosure Feb. 18, 1874 for $1 00,000.)		—	—	—	—	—	—	—	100	....
Dec. 31, 1873	41.5	—	2.8	138.5	—	—	—	—	St. L., C. Bluffs & Omaha (St.LKC&N.)	2,200,000	—	.....	.....	1,100,000	16,000p m	.....	—	—	—	—	—	.....	.....	—	100	....
Dec. 31, 1873	150.6	—	11.6	—	—	—	—	—	St. Louis, Jacksonv. & Chic. (C. & A.)	5,073,600	—	.....	.....	2,348,600	2,725,000	.....	—	—	—	—	—	(Rental.)	65,000	—	100	....
Dec. 31, 1873	265.5	87.5	28.7	—	91	42	14	1,516	St. L., Kansas City & Northern	28,134,445	*	2,178,883	635,599	24,000,000	6,000,000	943,928	—	581.8	2,387,961	425,326	501,595	2,755,194	670,530	—	100	....
Dec 31, 1873	157.8	—	24.4	—	32	14	9	841	St. Louis, Vandalia & T. H. (T.H&I.)	8,256,255	*	226,930	.....	2,378,158	5,499,000	467,325	—	187 8	.....	.....	.....	1,130,813	337,768	—	100	....
Aug. 31, 1873	108.5	—	4.7	161.0	—	—	—	—	*St. Paul and Pacific*	11,250,000	—	.....	.....	—	10,500,000	750,000	—	35.0	25,256	16,417	15,786	32,345	509	—	100	....
Aug. 31, 1873	207.0	76.0	19.4	—	28	20	6	374	*St. Paul and Pacific* (1st Div.)	17,214,350	*	.....	.....	1,968,600	15,245,750	472,942	—	283.0	.....	.....	.....	763,805	165,964	—	100	....
Aug. 31, 1873	121.3	—	10.0	—	14	6	4	255	St. Paul and Sioux City	4,628,778	*	.....	.....	2,400,000	1,851,500	216,227	—	121.3	244,766	77,755	.....	509,443	40,172	—	100	....
Aug 31, 1873	17.6	3.2	1.0	—	2	2	1	40	St. Paul, Stillw. & Taylor's Falls	780,817	*	.....	.....	277,500	450,000	37,000	—	20.8	29,280	22,800	.....	63,718	31,863	—	100	....
Sept. 30, 1873	16.9	—	2.6	—	—	—	—	—	Salem and Lowell (B. & L.)	481,499	—	—	2,714	243,305	226,900	13,978	—	—	—	—	—	17,500	16,784	1	100	....
Jun. 30, 1873	116.3	—	13 9	—	31	15	10	389	Sandusky, Mans. & Newark (B. & O.)	3,241,681	*	.....	59,454	938,000	2,309,743	6,547	46,725	116.3	696,934	193,597	372,011	715,250	81,106	—	50	....
Dec. 31, 1873	104.0	—	4.9	5.0	10	9	5	80	Savannah & Charleston	2,288,966	*	.....	.....	1,000,000	1,427,800	.....	—	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	11.0	—	21.5	—	—	—	—	—	Schuylkill Valley (P. & R.)	576,050	—	.....	.....	576,050	.....	.....	—	—	—	—	—	—	28,803	5	50	....
Mar. 31, 1874	90.0	—	8.0	—	16	4	6	250	Seaboard and Roanoke. Va. & N. Carolina	2,053,152	*	568,669	.....	1,365,000	210,000	.....	—	30.0	.....	34,867	.....	609,678	198,004	3	100	....

Apr. 30, 1872	237.0	—	11.9	—	39	19	7	411	*Selma, Rome and Dalton* ¶..Ala.Ga.& Tenn.	12,980,000	*								237.0	(No	statement	furnished)					100	
Dec. 31, 1873	28.0	—	4.5	—					Shamokin Valley and Pottsville(N.C.)..Pa.	1,208,050		1,655,400		3,750,000	9,230,000				28.0	170,978	47,865	760,306	350,487	157,172	6	50	
Dec. 31, 1873	78.5	—	5.6	—	5	5	3	172	Sheboygan and Fond du Lac..Wisconsin.	2,622,861	*			1,276,000	1,509,000	86,689			78.5	131,140	62,214	59,188	135,777	3,687	—	100	
Nov. 30, 1873	31.1	—	5.2	—	7	4	1	211	Shenango and Allegheny (A.& Gt.W.)..Pa.	1,091,747	86,355			199,000	800,000	124,315			31.1	101,065	26,584	166,350	157,301	59,005	—	50	
Sept. 30, 1873	32.3	—	1.0	—	2	2	1	24	Shepaug Valley.....Conn.	241,300	*			239,850		517			32.3	12,779	9,462	3,998	13,499	233	—	100	
Sept. 30, 1873	50.0	—	5.1	—					Shore Line (N. Y., N. H. and H.)..Conn.	1,200,000	*			1,000,000	200,000				50.0				413,081	92,658	7	100	
Aug. 31, 1873									*Sioux City and Pacific*.....Neb. & Iowa.		*														100	
Aug. 31, 1873	122.4	—	7.4	—	11	6	3	386	Sioux C. and St. P.(St.P.&S.C.)Ia.& Minn.	4,803,936	*			2,800,000	1,740,000				147.4	56,414	10,766		73,996	52,386	—	100	
Sept. 30, 1873	35.0	—	2.0	—	3	2	1	81	Sodus Point and Southern.....N. Y.	1,479,000	*			715,967	1,200,000		[8½ mos		35.0	37,753	41,941	15,172	27,710	986	—	100	
Jan. 30, 1873	182.0	—	14.8	—	5	1	1	52	South and North Ala.(L.N.&Gt.S...)Ala.	5,684,764	*	87,104		3,458,067	22,000p.m		[10 mos		—	417,348	47,479		483,628		—	100	
Dec. 31, 1873	137.0	106.0	33.7	—	42	49	...	580	South Carolina ¶.....South Carolina.	8,057,936	886,535	2,931,159	141,584	5,819,275	4,668,645	1,568,843	160,453		243.0	897,530	188,607	294,784	1,491,016	576,465	—	100	
Sept. 30, 1873	11.6	—	2.1	—	3	12	2	15	South Shore.....Mass.	501,598	*	126,500	25,078	259,685	275,000	10,920	107,557		11.6	57,703	304,360	36,596	94,788	17,381	—	100	
Sept. 30, 1873	57.0	1.3	20.0	11.0	20	50	5	117	South Side (L. I.).....New York	4,531,734	*			1,000,000	3,250,000	967,658			73.3	340,266	679,055	65,668	488,410	192,742	—	100	
Sept. 30, 1873	116.0	—	14.0	—	14	7	5	401	Southern Central.....N. Y. & Pa.	5,837,290	355,390		1,702	1,784,080	2,264,739	145,563			116.0	891,070	209,778	237,304	445,317	160,815	—	100	
Apr. 30, 1873		—		80.0					Southern Maryland.....Md.		(Under const	ruction.)		1,000,000	2,200,000						(No part	completed.)				—	100	
Dec. 31, 1873	167.5	—	10.3	—	12	7	3	269	Southern Minnesota.....Minnesota.	9,328,446	*		127,883	3,825,000	4,592,000	1,089,329	—	—	167.5	355,868	42,444	144,176	668,233	187,039	—	100	
Jun. 30, 1873	202.0	—	10.1	828.0	19	25	8	371	Southern Pacific.....California.	10,136,408	663,577	9,306,402	204,655	12,210,200	8,050,000		50,842		152.0	463,254	330,000	182,661	1,035,312	576,572	—	100	
Nov. 30, 1873	143.0	162.6	22.9	12.5	34	28	7	383	Southwestern (Cent. of Ga.).....Georgia.	4,687,313	*			4,211,600	691,000									371,516	7	100	
Sept. 30, 1873	47.1	—	1.5	—	4	2	1	25	Springfield, Athol and Northeastern Mass.	1,217,856	38,487	72,400	305	809,760	345,000	170,155	5,128		47.1	66,900	36,246	16,568	52,312	10,556	—	100	
Jun. 30, 1873	221.4	—	11.5	—	12	16	6	204	Springfield & Ill. So. Eastern.....Illinois.	7,610,251	300,379	6,993	205,492	3,784,500	3,866,000	260,154	212,461		221.4	436,016			371,220	(Deficit)	—	100	
Sept. 30, 1873	22.0	—	3.2	—					Stockbridge and Pittsfield (H.).....Mass.	448,700		2,550	536	448,700		3,067	19						183,500	26,485	6	100	
Sept. 30, 1873	13.2	—	0.9	—					Stony Brook (N. and L.).....Mass.	276,601		23,492	4,660	300,000		1,089	3,664						18,300	18,117	6	100	
Dec. 31, 1873	24.0	—	1.5	—					Sullivan and Erie (P. and N. Y.).....Pa.	1,597,718		1,000,000		1,500,000	1,000,000	196,992								18,045	—	100	
Dec. 31, 1873	43.5	—	3.5	—					Sunbury and Lewiston (Penn.).....Penn.	1,900,000				1,400,000	1,400,000										—	50	
Dec. 31, 1873	17.0	—	0.3	83.0	2	1	—	2	Susq., Gettysburg and Corwin.....Pa.	181,000	*	1,819,000		1,500,000			21,406			45,126	9,054	18,367	31,079	7,109	—	50	
Dec. 31, 1873	28.0	7.0	2.9	—					Sussex.....New Jersey.	1,873,600	*			1,638,600	235,000		11,421		35.0	90,000			129,165	42,931	2	100	
Sept. 30, 1873	81.0	—	18.3	—	11	10	2	360	Syracuse, Bing. and N. Y.(DL&W.)..N.Y.	4,036,139	*			2,400,000	1,670,000	198,422			81.0	474,718	192,539	616,990	769,552	281,919	6	100	
Sept. 30, 1872	26.0	1.0	2.1	16.0	3	6	2	40	Syr. and Chenango (re-org. Aug.1,'73)N.Y.	1,227,047				1,068,400	500,000	229,998			26.0	23,528	49,219	29,914	23,199	(Ddfi. it)	—	100	
Sept. 30, 1873	45.0	—	3.8	—	5	6	4	65	Syracuse Northern.....New York.	1,841,417				1,179,600	1,100,000				45.0	112,320	128,892	40,566	139,328	20,479	—	100	
Nov. 30, 1873	79.7	29.6	32.2	—	40	21	14	1,070	Terre Haute and Indianapolis....Indiana.	3,081,378	*	1,372,134	660,428	1,988,150	1,316,000	604,037	1,205,753		109.3	860,344	226,745	285,607	1,107,259	282,183	11	100	
Dec. 31, 1873	320.0	—	20.0	1,452	28	11	...	231	Texas and Pacific ¶.....Texas.	12,800,000	*	(In pro	gress.)	2,000,000	10,000,000	500,000			320.0				346,010	106,008	—	100	
Dec. 31, 1873	30.6	—	3.8	—	14	6	1	482	Tioga.....Pa.	899,286	455,015	125,000		580,000	239,500				96.0	267,265	107,885	927,476	806,119	219,293	—	50	
Jun. 30, 1873	43.0	—	2.5	14.0					Toledo, Can. Southern and Det. Mich.&O.	1,925,000		300,000		1,370,000	855,000										—	100	
July 31, 1873	220.3	10.0	26.0	—	45	13	9	1,655	Toledo, Peoria and Warsaw.....Illinois.	12,585,523	*			5,700,000	6,450,000	446,723			220.3	997,155	175,784	517,696	1,262,266	219,829	—	100	
Dec. 31, 1873	452.1	155.2	58.9	—	188	71	43	4,419	Toledo, Wabash and Western..O. I. & Ill.	35,368,855		255,677	2,218,641	16,000,000	19,800,000	1,446,579	596,594		627.5	5,567,626	629,729	1,442,963	5,738,808	1,581,429	—	100	33½
Jun. 30, 1873	42.0	—	3.1	—					Tol., Tiffin and Eastern (M.C.& L.M.)..O.	1,555,077				273,512	850,000	436,565			—	14,122	4,369	2,951	8,797	1,421	—	100	
Sept. 30, 1873	34.9	—	9.9	—	18	17	6	247	Troy and Boston.....New York.	2,389,482	*			1,599,000	1,919,000	113,113			55.8	186,882	295,775	202,805	552,106	272,270	4	100	
Sept. 30, 1873	6.0	—	6.0	—					Troy and Greenbush(N.Y.C.&H.R.)N.Y.	294,908				274,900										16,464	6	100	
Sept. 30, 1873	2.1	—	2.1	—					Troy Union and Depot.....New York.	758,980				30,000	680,000										—	100	
Dec. 31, 1873	40.8	11.7	9.0	—					Tyrone and Clearfield (Pa.).....Pa.	823,567				510,000	332,360	313,566			52.5						2	50	
Dec. 31, 1873	1,032	—	103.0	—	151	99	36	2,501	*Union Pacific*.....Nebr. Wy. & Utah.	113,359,336		4,470,716		36,762,300	75,427,512	4,540,240			1,032.0		174,894	622,120	10,266,104	5,291,243	—	100	38½
Dec. 31, 1873	165.0	—	201.0	—	242	281	38	1,762	United Companies of New Jersey..N. Jer.	33,368,053	*	7,049,845		19,290,627	17,515,608				278.0		8,003,043	3,051,577	8,616,740	1,724,552	10	100	125½
Sept. 30, 1873	87.0	—	6.9	—	14	15	5	124	Utica and Black River.....New York.	2,788,620	*			1,769,620	1,019,000				115.0	205,226	209,589	106,954	423,664	223,571	6	100	
Sept. 30, 1873	76.0	22.0	17.0	—	17	14	7	1,062	Utica, Chen. and Susq. Val.(DL&W)N.Y.	3,946,501	*			3,783,700					99.0	277,202	252,774	278,053	458,660	95,755	5	100	
Apr. 30, 1873	51.0	—	8.9	61.0	5	7	4	42	Utica, Ithaca and Elmira.....New York.	1,700,000				381,360	25,000p.m										—	100	
May 31, 1873	47.0	25.5	9.3	—					Vermont and Canada (C.V.).....Vt.	3,000,000				3,000,000										240,000	8	100	57
Sept. 30, 1873	56.0	24.1	11.0	—	13	19	7	276	Vermont and Massachusetts..Mass. & Vt.	3,288,328	261,234	380,640	12,631	2,860,000	900,000	115,521	67,312		66.5	245,041	317,561	139,376	555,234	91,269	4	100	
Mar. 31, 1873	23.7	—	2.9	—	4	—	—		Vermont Valley.....Vermont.	1,221,886	*			516,104	783,200									65,000	—	100	82
Feb. 28, 1873	140.0	2.0	8.3	—	22	8	6	151	Vicksburg and Meridian.....Miss.	3,104,511	*	32,450	1,265,526	1,118,163	3,155,422	128,602			142.0	266,513	87,497	64,868	540,188	141,336	—	100	
Sept. 30, 1873	49.3	—	2.0	—					Ware River (B. and A.).....Mass.	971,738			3,442	750,000		210,848	14,331							14,331	—	100	
Sept. 30, 1873	18.3	—	6.0	—					Warren (D., L. and W.) .....New Jersey.	3,102,220				1,800,000	1,261,400	40 820							757,642	16,137	7	100	85
Sept. 30, 1873	44.5	—	2.3	280.5	4	7	3	65	Washington and Ohio .....Virginia.	1,806,194	182,028	474,187	16,401	1,918,478	159 05*	350,274			44.5	83,716			92,883	27,787	—	100	
Sept. 30, 1872	282.6	10.0	9.0	61.0	25	21	12	382	Wash. City, Va. Mid. & Gt. Southern. Va.	9,180,634	*			2,892,540	5,622,664	865,430			292.6	713 252	196,394	161,434	988,371	403,598	—	100	
Oct. 31, 1873	26.5	—	5.0	—	10	19	4	69	West Chester and Philadelphia.....Pa.	1,503,969	190,968	397,700	159,704	823,950	1,168,012	251,375			35.5	234,692			354,448	140,093	4	100	
Aug. 31, 1872	112.0	28.0	15.5	—	33	16	6	246	Western of Alabama ¶.....Alabama.	4,832,628	544,555	315,048	586,758	2,008,324	3,162,400	848,341	659,916		160.0		218,808		659,916	165,623	—	100	
Dec. 31, 1873	133.0	—	11.9	—	58	19	12	952	Western and Atlantic ¶....Ga. and Tenn.	(Owned by State of Georgia.)					5,000,000				138.0					300,000	—	100	
Dec. 31, 1873	90.0	—	8.0	—	10	10	4	171	Western Maryland ¶.....Maryland.	4,217,959	*	84,500	80,511	683,243	3,675,000	24,727			90.0				218,384	26,300	—	100	
Mar. 31, 1874	111.0	3.0	1.6	31.0	5	6	3	9	Western North Carolina (E. D.) ¶...N. C.	7,125,000	*			6,000,000	850,000	275,000				(In bankruptcy— No returns.)					—	100	
Dec. 30, 1873	57.1	27.5	23.8	—					Western Pennsylvania (Penn.).....Pa.	3,950,872		185,179		1,022,450	3,000,000										—	50	
Dec. 31, 1873	191.7	20.8	21.5	—	30	14	12	519	Western Union (M. and St. P.)..Wis.& Ill.	7,905,246	*			4,000,000	3,500,000	371,269			212.5				1,137,634	259,373	—	100	
Dec. 31, 1873	27.0	—	1.6	—	2	2	1	16	West Feliciana .....La. and Miss.	745,315	*	110,326	16,811	760,000	110,000	1,845			27.0	13,922			68,129	39,710	—	100	
Dec. 31, 1873	128.2	—	10.6	—	18	47	9	221	West Jersey.....New Jersey.	3,878,266	*	111,037	158,082	2,133,660	3,100,000	413,625	65,314		128.2				680,586	237,607	8	50	
Mar. 31, 1873	197.0	—	10.0	—	26	14	10	660	West Wisconsin.....Wisc.	8,640,000	*			4,000,000	4,640,000				166.0				549,645	263,829	—	100	
Dec. 31, 1873	32.0	—	2.1	29.0	3	6	2	24	Wheeling, Pbg. & Balt(B&O). W.Va.&Pa.	579,642	*			500,000		79,642			32.0				47,365	710	—	50	
Apr. 30, 1873	62.4	—	4.2	—	6	6	2	127	White (Cinc.) Water Valley.....Ind.	1,250,855	142,719	16,291	95,821	370,025	944,000	172,319	19,162		69.9	131,918	63,929	101,291	241,716	116,201	—	100	
Apr. 30, 1873	28.0	—	2.0	—	3	5	1	37	Wico-Mico and Pocomoke.....Md.	380,000	*			160,000	200,000	20,000			37.0				33,966	14,200	—	25	
Sept. 30, 1873	189.0	—	9.0	—	33	12	6	392	Wilm., Colum. and Augusta.N. C. & S. C.	4,863,431	*	29,874	187,890	300,000	3,800,000	861,278	119,916		189.0	690,528	80,595	116,918	722,124	284,886	—	100	
Oct. 31, 1873	68.6	—	9.7	9.2	11	6	5	142	Wilmington and Reading ..Pennsylvania.	2,681,102	261,391	169,211	142,827	759,928	2,371,900	121,703			....	241,711	147,122	310,717	257,301	39,018	—	50	
Sept. 30, 1873	162.0	19.0	13.2	—	22	31	...	324	Wilmington and Weldon ¶ (W.C.&A).N.C.	3,004,044	*			1,456,200	1,619,100				181.0				739,678	280,720	5½	100	
Oct. 31, 1873	19.9	—	2.4	15.1	3	3	2	30	Wilmington and Western.....Del. & Pa.	720,207	76,310	45,038		248,807	500,000	91,599			19.9	38,868	39,308	20,030	35,219	Loss.	—	50	
Mar. 31, 1873	16.5	—	2.3	—					Wilton (N. and L.).....N. H.	234,600			91	214,600			20,091							14,052	6½	100	
Aug. 31, 1873	326.5	3.7	18.4	—	31	7	4	1,136	*Winona and St. Peter* (C. & N.W.). Minn.	10,162,884	*	18,317	600,667	500,000	8,710,000	2,394,879			292.3				728,615	122,349	—	100	
Dec. 31, 1873	228.0	26.0	7.0	—	15	8	5	309	Wisconsin Central .....Wisconsin.	12,800,000	*			6,400,000	6,400,000				165.0						—	100	
Sept. 30, 1873	45.7	—	27.7	—	17	17	5	367	Worcester and Nashua.....N.H.& Mass.	1,993,829	326,113	80,925	204,339	1,706,700	800,000	94,485	804,041		45.7	364,347	375,033	386,030	880,666	208,462	10	100	121
									CANALS, &c.																							
May 31, 1874	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	.....	396,107	.....	1,880,800	1,922,307				12.5				427,309	271,618	7	50	
Dec. 31, 1873	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal ¶..Md. & Va.	10,505,309	.....			8,229,594	8,065,800				184.5						—	25	
Dec. 31, 1873	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	.....			800,000	1,633,350				—	(Leased to Lehigh Co.)			168,701	168,701	8	50	97
Dec. 31, 1873	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,339,210	.....	28,470,046	.....	19,539,485	13,930,385	143,414	2,195,971		108.0	.....	.....	.....	12,228,707	2,020,608	20	100	15½
Dec. 31, 1873	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,748	.....	35,101,313	427,837	18,990,900	18,758,967	954,908			65.5	.....	.....	2,766,837	1,590,100	706,778	10	100	
Dec. 31, 1873	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	.....	20,097,506	.....	8,784,860	15,767,666				108.0	.....	.....	1,041,891	506,060	43,789	—	50	93½
Dec. 31, 1873	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal.... Penn.	1,146,040	.....	.....	.....	1,004,150	110,000	8,054			85.0	.....	.....	.....	196,149	123,514	9	50	
Dec. 31, 1873	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,432,474	.....	.....	.....	2,200,000	1,125,129				103.0	.....	.....	.....	323,654	78,173	4	50	49½
Dec. 31, 1873	358.0	64.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	20,000,000	.....	.....	.....	4,457,150	2,588,000	1,048,200			479.0	.....	.....	870,121	544,625	317,745	—	50	24
Dec. 31, 1873	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	.....	2,557,040	.....	4,385,798	8,576,232	267,198	91,157		108.3	.....	.....	.....	649,351	634,183	1	50	12
Dec. 31, 1873	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	.....	.....	.....	2,092,706	2,757,311	165,810			45.0	(Lease to Ph. & R'g.)		426,393	99,151	loss.	—	50	12
Dec. 31, 1873	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	35,000			84.6	(Lease to Ph. & R'g.)		124,961	44,862	loss.	—	50	
Dec. 31, 1873	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	3,030,344	.....	.....	.....	1,100,000	748,000	295,219			—	(Leased to Pennsylvania Co.)					—	50	

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
	$	p c	p c	p. c.
Railroad Stocks:				
Atlantic and Great Western, pref...	10,000,000	7	...	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	...	....
" " " guar.	276,200	7	...	....
Atlantic and Pacific, preferred	10,000,000	7	...	12½
Atlantic and St. Lawrence,* guar....	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,552,800	6	5	105
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	960,000	7	7	..
Catawissa,* pref. and guar.....	1,159,500	7	7	86
Camden and Amboy,* guaranteed..	5,847,800	10	10	125½
Camden and Atlantic, preferred.....	763,549	7	7	86
Cayuga and Susquehanna,* guar....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,600	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	103½
Central Ohio,* preferred	411,550	6	6	80
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	75
Chicago and Alton, † preferred.....	2,425,400	...	10	102
Chicago, Iowa & Nebraska,* guar..	3,916,300	...	8	89½
Chicago and North-Western, pref...	21,848,118	7	7	54½
Cinc., Sand. and Cleveland, pref....	429,000	6	6	25
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	87½
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred..	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	...	....
Dubuque and Sioux City,* guar....	5,000,000	...	3	60
Dubuque South-Western, pref.....	590,315	8	...	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	55
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	76
" " com.& *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	56
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	...	...	....
Hannibal and St. Joseph, pref.....	2,167,700	7	7	30½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	97
Housatonic, preferred.....	1,180,000	8	8	96
Huntington & Broad Top Min, pref.	190,750	7	...	26
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	95
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref....	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	3,101,650	6	...	17½
" " 2d pref.	4,436,250	6	...	9½
Mich. Southern, (Lake Shore) guar..	533,500	10	10	....
Mill Creek,* guaranteed.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	12,274,483	7	7	52
Mine Hill,* guaranteed.....	3,856,450	8	8	103
Montclair,* guaranteed.....	2,000,000	7	...	....
Morris and Essex,* guar.....	15,000,000	7	7	97½
Nesquehoning Valley,* guar...	2,000,000	10	10	107
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,295,200	10	10	124
New London Northern,* guar.....	971,400	10	10	105
New York & Harlem,* pref. & guar.	1,500,000	8	8	127
" " *com.& guar.	8,500,000	8	8	127½
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred.....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	122
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	47
" " pf.& *guar.	2,000,000	8	8	87
Ohio and Mississippi, preferred.....	4,030,000	7	7	45
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama, guaranteed.....	7,000,000	12	12	110½
Paterson and Hudson,* guar.....	630,000	...	8½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	...	...	....
Phila., Germant'n & Norrist'n,*guar.	2,231,900	12	12	180
Philadelphia and Reading, † pref....	1,551,687	...	10	110½
Philadelphia and Trenton,* guar....	1,259,100	10	10	123
Pittsburg, Ft. Wayne & Chic.*guar.	22,214,285	7	7	91½
Pittsfield and North Adams,* guar.	450,000	5	5	88
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	113½
Rochester & Genesee Valley,* guar.	557,580	...	...	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	25
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	...	25
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	...	....
St. Louis, Kansas City & Nor., pref..	12,000,000	...	...	20½
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	...	....
" " " 2d pref..	1,000,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	71
Warren,* guaranteed.....	1,300,000	7	7	85
Canal Stocks.				
Delaware Division,* guar.....	1,533,350	8	8	....
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	123
" com. and * guar.	1,695,000	4	4	48
Schuylkill Navigation preferred....	2,808,977	6	6	24½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	— — @	— —
Gartsherrie		— — @	— —
Summerlee		— — @	— —
Carnbroe		37 — @	38 —
Langloan		— — @	— —
Glengarnock		38 — @	39 —
Eglinton		37 — @	— —
Pig, American, No. 1		29 — @	30 —
Pig, American, No. 2		27 — @	29 —
Pig, American, Forge		24 — @	26 —
Bar Refined, English and American		— — @	— —
Bar, Swedes, assorted sizes	(gold)	115 — @	120 —
		Store Prices.	
Bar, Swedes, ordinary sizes		140 —	@145 —
Bar, Swedes, Flow sizes		155 —	@160 —
Bar, Refined, ¾ to 2 in. rd. & sq. 1 to 6 inch x ¾ to 1 in		67 50 @	70 —
Bar Refined, 1½ to 6 by ¾ & 5-16 in		72 50 @	75 —
Bar Refined, 1 & 1½ by ¾ & 5-16		72 50 @	75 —
Large Rounds, 2½@2¾ to 3¾ @4 in		75 — @	90 —
Scroll		90 — @	130 —
Ovals and Half-round		90 — @	100 —
Band, 1 to 6 in. by 3-16 to No. 12		85 — @	87 50
Horse Shoe		100 — @	105 —
Rods, ¾@1-16 inch		70 — @	127 50
Hoop, ¾ by No. 22 to 1 & 1½ by 13 & 14		97 50 @	155 —
Nail Rod	per lb.	— 7½@	— 8½
Sheet Russia, as to assortment	(gold)	— 15 @	— 15½
Sheet, Single, D. and T. Common		— 4½@	— 5
Sheet, Doubles and Trebles, Charcoal		— 5 @	— 6
Sheet Galvanized 1st and 2d quality. List 20@35 p ct. disc.			
Rails, English	(gold) per ton.	50 — @	— —
Rails, American, at Works in Penna. c'y.		55 — @	60 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)	per lb.	— 17 @	— 20
English Spring (2d and 1st quality)		— 8 @	— 9
English Blister (2d and 1st quality)		— 12 @	— 17
English Machinery		— 12½@	— —
English German (2d and 1st quality)		— 12½@	— —
American Blister		— — @	— 9
American, Cast, Tool		— — @	— 16
American, Cast Spring		— — @	— 10
American Machinery		— — @	— 11
American German Spring		— — @	— —

NAILS—Duty: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Com. Fence. & Sheath	per keg.	3 65 @	3 75
8d. and 9d. "		4 — @	— —
6d. and 7d. "		4 25 @	— —
4d. and 5d. "		4 50 @	— —
3d. and 4d. Light		5 25 @	— —
3d. Fine		6 — @	— —
2d		6 75 @	— —
Cut Spikes, all sizes		4 — @	— —

TIN—Duty: Pig, Bars and Block, free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca	(gold) per lb.	— — @	— 25½
Straits	(gold).	— — @	— 21½
English, L. & F.	(gold).	— 21½@	— 21½
English, Refined	(gold).	— 21½@	— 21½

Plates—Fair to good brands.

	Gold.		
I. C. Charcoal	per box.	9 62½@	10 —
I. C. Coke		7 75 @	8 25
Coke Terne		6 87½@	7 25
Charcoal Terne		8 75 @	9 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)		— 5½@	-- 5½
Crude 40@47 gravity (in shipping order)		— 9 @	— 9½
Refined, Standard White (in ship'g order)		— 12½@	— 12½
Refined, S. W. (in jobbing lots)		— 13 @	— 13½
Refined, S W. (in tin)		— 18 @	— 20
Naptha, Refined (65@73 gravity)		— 9 @	— 11
Residuum....(in shipping order)	per gall.	— 6 @	— —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.)	per lb.	— 30 @	— 31
Copper, Bolts		— 32 @	— 33
Copper, Braziers' (over 16 oz.)		— 32 @	— 33
Copper, Nails		— 37 @	— 38
Copper, Old Sheathing, &c., mixed lots		— 21 @	— 21½
Copper, American Ingot Lake		— 21½@	— 21½
Copper, English Pig		— — @	— —
Yellow Metal, New Sheathing & Bronze		— 22 @	— 23
Yellow Metal, Bolts		— 28 @	— 30
Yellow Metal, Nails, Sheathing & Slating		— — @	— 23

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb.	— — @	6 62½
German Ordinary	(gold)	— — @	6 62½
English	(gold)	— — @	6 62½
Foreign Refined	(gold)	6 87½@	7 —
Domestic	(gold)	6 12½@	6 25

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel		11 — @	— —
Liverpool House Cannel		18 — @	— —
Anthracite (by cargo)	per ton of 1,000 lb.	5 — @	6 50

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 7.

	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.	W.7.
Boston, Hart. & Erie.... 1½	1½	1½	....	1½	1½	....
Central Pacific	....	....	....	....	....	....
Central Pacific 6s..... 93½	93	93	93	93	93	92½
Central of N. Jersey.....	104½	104	104	103½	....	....
Chesapeake & Ohio 1 m. 50	....	....	....	....	....	....
Chicago & Alton.....	98	....	....	....	....	98
" pref..... ...102	....	....	....	102	....	....
" 1 M.....	....	....	....	....	....	107
" S. F.....	....	....	....	....	....	....
" Inc. bds.....	....	....	....	....	....	96
Chicago, Burl. & Q.....102½	....	103	102½	102	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern... 40½	39½	39½	38½	37½	39½	....
" pref..... 56½	56½	56	55½	54½	....	....
" 1st M.....	....	....	....	....	....	....
" S. F.....	101½	....	....	....	....	....
" Consol.....	....	....	86	....	....	....
" .... gold. 81	80½	81	81	80	80½	....
Chic., Rock Isl. & Pac..103½	103½	103½	103½	102	103	....
Chi., R. I. & Pa. 7s,1896.....	106	....	106½	....	106	....
Clev., Col., C. and Ind.. ...	....	....	68	....	....	....
Clev. & Pittsburg guar.....	87½	87½	87½	87½	87½	....
" 2 M.....	....	....	....	....	....	....
" 3 M.....102	....	....	....	....	....	....
" 4 M.....	....	....	....	90	....	....
Clev. and Toledo.....	....	....	....	....	....	....
" S. F. 7s.....	....	....	....	....	....	....
Col., Chi., & Ind. C..... 12½	12½	12	12½	10½	10½	....
" 1 M..... 73s	....	72	72	71	....	....
" 2 M.....	....	....	....	30	30	....
Del. & Hudson Canal ..115½	115½	115½	....	115½	....	....
Del. Lack. & Western...107½s	107½	107½	106½	106½	107	....
" 1 M. 7s.....	....	....	....	....	....	....
" 2 M 7s.....	....	....	....	....	....	....
Erie Railway..... 35½	35½	35	33½	34½	33½	....
" pref..... 50	....	....	....	....	....	....
" 1 M.7s, 1897.....	....	....	....	....	....	....
" 2 M. 7s, 1879.....	....	....	....	....	....	....
" 3 M. 7s, 1883.....	....	....	....	....	....	....
" 4 M. 7s, 1880.....	....	....	....	....	....	....
" 5 M. 7s, 1883.....	....	....	....	....	....	....
" 7s, con. gold.....	....	....	....	....	....	....
Great Western 2d mort.....	....	....	....	....	....	69
Hannibal & St. Joseph. 27	27	....	26½	26½	25½	....
" pref..... 33	33	....	32½	....	30½	....
" 8s, conv. 78	....	....	78	....	77½	....
Hudson River.....	....	....	....	....	....	....
" 2 M. S. F...106½	....	....	....	....	....	....
" 3 M. 7s, 1875.....	....	....	....	....	....	....
Illinois Central	....	....	91½	....	....	92
" 7s	....	....	....	....	....	....
Lake Shore & Mich.S'th. 82½	81½	82½	82½	80½	81	....
Marietta & Cin. 1st pref.....	....	....	....	....	....	....
" 2d pref.....	....	....	....	....	....	....
Michigan Central..... 76½	....	76½	....	....	....	....
" S.F. 8s,1882.....	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.....	....	....	....	....	....	....
" 2 M.....	101½	....	....	....	....	101½
Milw. and St. Paul..... 35	34½	34½	33½	33½	34	....
" pref..... 52½	52½	52½	53	52	52	....
" 1st mort.....	....	....	....	....	....	....
" 2d mort.....	....	....	....	....	....	....
" 8s.....	....	....	....	105½	....	....
" 7 3-10s con.....	....	....	....	....	....	....
" 7s, gold.....	....	....	....	....	....	....
Morris and Essex 97	97	....	97½	97½	97½	....
" 1st mort.....	....	....	107½	....	108	....
" 2d mort.....	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.101½	101½	102½	102½	101½	101½	....
" 7s, S.F.1876.100½	....	....	....	....	....	....
" 6s, S.F. 1883.....	96½	....	....	....	....	....
" 6s, S.F. 1887.....	....	....	....	95½	....	....
" 1st mort....110	....	110½	109½	110	109½	....
" " reg.....	....	....	....	....	....	....
N. York and Harlem...129	....	128½	129	127½	....	....
" pref.....	....	....	....	....	....	....
" 1 M.7s.....	....	....	....	108½	....	....
N.York.N. Hav.& Hart.....	....	....	....	....	....	133½
N. Carolina 6s. old.....	....	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss..... 28	28	28½	28	27½	28½	....
" pref.....	....	....	....	45	....	....
" 2d M.....	....	....	....	....	....	....
Pacific Mail S. S. Co.... 50½	50	49½	48½	47½	48½	....
Panama	114½	113	114	110½	110½	....
Pitts., Ft. W. & Chi. gtd. 91	90½	90½	90½	....	91½	....
" 1 M.....	....	....	....	....	....	....
" 2 M.....	....	....	....	....	....	....
" 3 M.....	....	....	....	....	....	79
Quicksilver Mining Co.. 34½	32½	32½	....	....	....	....
St. L., Alton & T. H.....	....	25	....	....	....	....
" pref.....	....	....	....	....	....	107½
" 1 M.....	....	....	....	....	....	....
" 2 M. pref.....	....	....	....	....	....	....
" Income bds	....	....	....	....	....	....
Tennessee 6s, old.....	....	....	....	....	....	72
" new.....	....	....	....	....	....	....
Tol., Wab. & Western.. 34½	34½	34½	33	32½	33½	....
" pref.....	....	....	....	....	....	....
" 1 M.....	....	....	....	....	....	....
" 2 M..... 73	....	....	....	....	....	....
" Equipment.....	....	....	....	....	....	....
" St. Lou. Div.....	....	....	....	71	....	....
Union Pacific..... 36½	36½	37	36½	35½	36½	....
" 1st mort... 88½	88	87½	88	87½	87½	....
" L. Gt. 7s... 86s	86½	86	86	85½	86	....
" S. F. 8s.... 75½	75	75½	74½	74	74½	....
Virginia 6s, old.....	....	....	....	....	....	....
" new.....	....	....	....	....	....	....
" consol.....	....	....	....	....	....	....
" def. cert.....	9½	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 7.

	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.	W.7.
FEDERAL STOCKS:—						
U. S. 5s, 10-40s, reg.	111¼	....	111¼	111¼	111¼	....
U. S. 5s, 10-40s, coup.	....	....	111¼	111¼	111¼	111¼
U. S. 5s, 1881, reg.	....	112⅝	....	....	....	....
U. S. 5s, 1881, coup.	112¼	....	112⅝	112¼	112¼	112¼
U. S. 6s, 1881, reg.	117½	....	....	117⅝	....	....
U. S. 6s, 1881, coup.	....	....	118¼	118	118	118¼
U. S. 6s, 5-20s, reg. '62.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862.	....	112⅝	....	....	112¼	....
U. S. 6s, 5-20s, reg. '64.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.	....	....	115⅜	....	....	....
U. S. 6s, 5-20s, reg. '65.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865.	....	....	....	116⅜	....	....
U. S. 6s, 5-20s, r. n. '65.	115¼	115⅜	....	115¼	....	....
U. S. 6s, 5-20s, c. n '65.	115½	115½	116	116	116	....
U. S. 6s, 5-20s, reg. '67.	116¼	116¼	116¼	116¼	116¼	116¼
U. S. 6s, 5-20s, c. 1867.	117	....	117½	117½	117¼	117¼
U. S. 6s, 5-20s, reg. '68.	....	....	116¼	116¼	116¼	....
U. S. 6s, 5-20s, c. '68.	....	....	....	....	117¼	....
U. S. 6s, Pac. R.R. issue.	....	....	....	....	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 6.

	W.30.	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.
Catawissa preferred	43	....	....	....	....	....
" 7s, new	101½	....	....	....	101½	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	....	102	104	....	....	102½
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	47	47	47	47¼	47	46⅞
" 6s, 1884	....	96½	96½	....	....	....
" Gold L.	....	....	....	....	....	97¼
" R. R. L.	....	98⅜	....	98⅜	....	....
" Conv. G. L.	100	97½	97⅜	....	....	....
Lehigh Valley R. R.	60½	60½	60¼	60¼	60½	60⅜
" 6s new coup	100⅞	....	101	101	....	....
" 6s new reg.	102	....	102½	102	....	....
" 7s	....	....	104½	....	104½	104½
Little Schuylkill R.R.	....	....	....	....	48	48
" 7s	....	....	....	....	....	....
Minehill	....	....	51¼	....	51¼	51¼
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
North Pennsylvania	48½	48½	49	....	....	....
" 6s, 1885	....	....	....	....	....	....
" 7s	105	....	....	....	105	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	32¾	....	....	....	....	....
Oil Creek & Allcg. Riv.	8⅜	8½	9	9½	9½	9
" 7s	....	....	....	....	52½	....
Pennsylvania R. R.	54¼	54¼	54¼	54½	54½	54⅜
" 1st M.	102½	....	....	....	102½	103
" 2d M.	....	....	99½	99⅜	....	99
" Gen. mort.	....	....	....	....	93	93
" " reg.	....	....	....	92½	92½	....
Penn. State 6s, 2d series	108	....	....	....	....	....
" 6s, 3d series	111	....	111½	....	....	....
Philadelphia City, 6s	....	....	....	....	....	....
" new	103⅜	103⅜	104	104	104½	104½
Philad., Germ. & Nor.	....	....	....	....	....	90
Phila. & Reading	56⅜	55½	55½	55½	55½	55½
Philadelphia and Erie	14¼	....	14¼	14¼	14¼	14¼
" 6s	....	....	....	....	....	....
" 7s	....	....	....	82½	....	....
Phila., Wilm. & Balt.	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	....	....	12¼	....	12¼	12¼
" 6s, 1882	....	....	76	76	76½	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey	125½	125½	125⅝	....	125⅝	....
Hestonville, (Horse)	....	19½	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	50¼	50¼	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	23¼	23¼

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 6.

	W.30.	Th.1.	F.2.	Sat.3.	M.5.	Tu.6
Baltimore City 6s, 1875	....	102	....	102	102½	102½
" 1886	....	....	....	101	....	....
" 1890	100	100½	100¼	100⅝	100⅝	100½
" 1884	....	....	....	....	99¼	....
" 1900	....	....	....	....	100	100
Balt and Ohio	....	172½	....	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	105	....	....	....	....	100⅛
Central Ohio	....	42	....	....	....	....
" 1st mort.	....	90½	....	....	....	....
Marietta & Cin. 1st M.	102½	....	102½	103	102½	103
" 2d M.	....	93	93½	....	94½	....
" 3d M. 8s	....	77	78	79½	....	....
Northern Central	....	....	....	....	....	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	....	....
" G. B. 1900	....	....	92	....	92½	92½
Pittsb. & Connellsv. 7s	....	82	....	....	....	82½
N. W. Va. 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	....	....	....	....	....	....
" Defer. Certif.	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	22	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 7.

	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.	W.7.
Boston and Albany	132¼	132½	132⅝	133	133½	133¾
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	115	....	....	114¼	....	....
Boston and Providence	150	149½	....	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s	23¼	23¼	23½	23¼	22¼	....
Cheshire, pref.	....	....	....	....	....	....
Chi., Burl. & Quincy	102¼	....	102½	102¼	102¼	101¼
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	60¼	60¼	60¼	60	60	59¾
Fitchburg	....	....	....	125	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	76	76	76	75¼	75	75
Northern, N. H.	....	....	....	105¼	106	....
Ogdens. & Lake Champ.	....	....	....	....	....	....
" pref.	....	....	....	....	....	87
Old Colony	105	105¼	....	....	105¾	105¼
Ph., Wil. & Baltimore	54	54	....	54	54	54¼
Portl'd, Saco & Ports.	113	....	....	....	....	113¾
Union Pacific	....	....	....	....	....	....
" 6s	84¼	86¼	86¼	86	....	....
" Land Grant 7s	....	....	86¼	86	....	....
" Income 10s	89¼	90¼	....	....	....	....
" S. F. 8s	74¼	74¼	74¼	....	72¾	....
Vermont & Canada	....	54	....	....	55	57
Vermont & Mass.	....	81¼	....	....	82	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	....	....	....	....	....	....
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	11	10	....	....	10	....
Franklin	....	....	....	....	....	....
National	....	....	....	....	....	....
Quincy	33¼	33⅜	34	34¼	33¼	....

London Stock Exchange.

	Closing Prices. Sept. 18.	Sept. 25.
Atlantic & Gt. W. 1st mort., $1,000	51 — 53	56 — 59
Do. 2d mort., $1,000	28 — 30	32 — 34
Do. 3d mort., $1,000	14 — 15	13½ — 19
Do. Con. mort. B'nds Bisch's Cert.	15 — 17	18 — 20
Do. Leas. Lines, Rental Bonds	68 — 72	70 — 75
Do. 1873	47 — 50	50 — 55
Do. 8 p. c. Scrip, West. Exten.	— — —	— — —
Detroit & Milwaukee 1st mort. Bonds	60 — 65	60 — 65
Do. 2d do.	55 — 60	55 — 60
Erie shares 100 dol. all paid	32 — 32½	34½ — 35
Do. Convertible Gold Bonds	66 — 68	70 — 72
Do. 6 per cent Convertible Bonds	94 — 96	95 — 97
Cons. Mort. amount autho. to be issued for conv. of existing bonds	90 — 92	92 — 93
Illinois Central $100 shares all paid	84 — 86	85 — 87
Do. Redemption mort. bonds 6 p.c	100 —102	100 —102
Illinois & St. Louis Bridge 1st mort.	103½—104½	103½—104½
Marietta and Cincinnati Rail. Bonds	96 — 99	96 — 99
Michigan Central 8s 1882, conv.	— — —	— — —
New York Central, 100 dols. shares	96 — 98	97 — 99
Panama General mort.	100 —102	100 —102
Pennsylvania, General mort.	99½—100½	99½—100½
Do. $50 shares	49½— 50½	50½— 51½
Philadelphia and Erie 1st mort.	97 — 99	97 — 99

American Railroad Journal.

Saturday, October 10, 1874.

Stock Exchange and Money Market.

The week has been one of more or less disturbance in financial and commercial circles, growing out of failures and rumors of failures, which failures, chiefly in the mercantile line, were the result, in most instances, of the weakness and embarrassments caused by the panic of September 1873. The Money market has been more active, but the rates, as a rule, have not advanced beyond the low figures of 2@3 per cent on call to Street borrowers, in unexceptionable standing; and 5½@7 per cent per annum on the best grades of commercial paper. Apart from the excitement and fluctuations at the Stock Exchange, the general business situation has been, as a whole, encouraging. Produce and merchandise have been selling more freely, and values have been generally without further depression. The autumn trade thus far has been most prudently conducted, and with the unusually good crops, and the conservative course adopted as to mercantile credits, the commercial position cannot be regarded as otherwise than sound, and substantial, far beyond the usual condition of affairs, in these respects. The City banks, last week reduced their reserve of legal tender notes $1,734,800, and enlarged their deposit item $465,100, while cutting down their specie average $545,700. They report an increase of $1,737,600 in the loans and discounts, and a decrease of $206,200 in their circulation. The U. S. Sub Treasury in this city closed the week with a currency balance of $57,321,575, against $57,691,022, the preceding week; and a coin hoard of $55,303,013, against $54,107,501, on the previous return. The City bank exchanges, during the week, were $516,055,766, or a daily average of $86,009,294. The customs revenue of the port, during the week, was $2,386,100. The City banks reported their average of gold last week at $18,374,200, and their greenback average at $63,966,100. Their deposits stood at $236,925,900. The loan item was $281,277,000. The circulation was $25,419,600.

The aggregate of the outstanding U. S. currency, of all denominations, Oct. 1, was $428,806,425. The outstanding amount of legal tender notes is 382 millions. The National bank circulation is 350,436,158.

The income of the Government, from internal revenues, thus far, in the fiscal year, commencing with July 1, 1874, has been over 28½ millions.

The Treasury balances at the opening of business on Wednesday were as follows: currency, $15,221,792; special deposit of legal tenders for the redemption of certificates of deposit, $56,905,000; coin, $78,473,124, including $26,542,000 in coin certificates.

The Gold movement has been on a more confident basis as to price, though the dealings have not been extensive, even on speculative account. The customs call has been moderate, and export drain light. The extremes of the week have been 110@110⅜, closing on Wednesday at 110⅛, as against 110⅛ on Wednesday of the preceding week. The specie outflow last week was only $220,429. The imports of specie at this port since Jan. 1, have been $4,142,503, against $3,109,107 same time last year. The customs demand for Gold last week averaged $397,683 a day. Foreign Exchange has been more active, with Bankers' sixty day bills on London closing on Wednesday more firmly at $4 85@$4 85½; sight bills on London at @4 88@$4 88½ to the £ sterling. The week's exports of Domestic Produce have been to the currency value of $6,866,219.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $6,632,465.

Government Securities have been moderately active, and, on the whole, comparatively buoyant in price. The demand has been mostly on investment account.

U. S sixes of 1881 closed on Wednesday of this week at 118@118¼; U. S. Five-Twenties of 1862, 112⅝@112⅞; U. S. Five-Twenties of 1864 at 115⅜@115¾; U. S. Five-Twenties of 1865, 116½@116¾; U. S. Five-Twenties of 1865 consolidated, 116@116⅛; U. S. Five-Twenties of 1867, 117¼@117⅜; U. S. Five-Twenties of 1868, 117⅛@117⅜; U. S. Ten-forties at 111⅝@112; U. S. Fives of 1881, (Funding Loan) 112⅜@112½; Six per cent. currency Sixes from 117¼@117⅜.

There has been a less general inquiry for State

and Railway bonds, prices of which have been quoted irregular. Railway and miscellaneous share property has been quite active, opening buoyantly as to values, but closing lower and more or less unsettled. The very latest dealings, however, indicated a rather steadier range of prices.

General business has been fairly active in the line of domestic produce, with values, in most instances, quoted stronger. The export movement in Cotton, Breadstuffs, Provisions, Naval Stores, and Petroleum has been more animated. There has been a somewhat livlier trade noted in general merchandise. The Metal trade has been more active, especially in the line of Ingot Copper, No. 1 American Pig Iron, and Iron and Steel Rails, prices of which have shown more firmness. Recent sales of Rails included about 8,000 tons Iron Rails, and considerable amounts of Steel Rails, the latter for next year's deliveries. Eglinton Pig Iron quoted at $37; Glengarnock, $38 @$39; No. 1 American Pig at $29@$31, No. 2 do. at $27@$29; Forge, $24 50@$27; English Rails at $50, gold; American Rails at works, $55 @$60; Old Rails, $33@$36. Wrought Scrap, $32 @$34. Hardware, and Earthenware have been inactive and unsettled. Wool, in less demand. Tobacco, quite brisk. Ocean freights more active, closing steadier. The outward cotton movement has been much brisker.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Pacific R. R. of Mo., 36½; do. 1st mort., 80; Atlantic and Pacific R. R. pref., 12½; Marietta and Cin. 1st pref., 17½; Rensselaer and Saratoga R. R., 109; Central of New Jersey 7s, conv., 103¼; do. 1st mort., new, 107; Gt. Western 1st mort. 1888, 87; Milwaukee and St. Paul 1st mort. I. and M. div., 77; do. LaC. div., 85; Louisville and Nashville 7s, consol., 1898, 83½; Long Dock bonds, 100; Ohio and Miss. 7s, consol., 93; Michigan Central 7s, 99½; Del. and Hudson Canal reg. 7s, 1891, 104½; do. 1884, 104; Albany and Susquehanna 1st mort., 104; do. 2d mort., 100; Galena and Chicago 1st mort., 101½; Lake Shore and Michigan Southern 2d consol., 94; N. Y. and N. H. 6s, 100; Morris and Essex 7s, 1871, 96½; St. Louis, Iron Mt. and Southern R. R., 15; do. 1st mort., 87; Buffalo and Erie 7s, new, 97; Am. Dock and Imp. 7s, 98; Chicago and Milwaukee 1st mort., 92; Clev., Col., Cin. and Ind. 1st mort., 103¾; International 1st mort., 70; St. Louis, Jacksonville and Chicago 1st mort., 92½; Buffalo and State Line 1st mort., 99½; North Missouri 1st mort., 81; Pacific R. R. 7s, guar. by Mo., 100⅛; East Tenn., Va. and Ga. 1st mort., 87½; Toledo, Wabash and Western 7s, consol., 60; Western Pacific bonds, 85; Western Union Tel., 80¼; do. 7s, 100; Spring Mt. Coal, 67; Maryland Coal, 19; Pennsylvania Coal, 245; Consol. Coal 47; Am. Exp., 60¾; Wells Fargo Exp., 80; Adams Exp., 108; U. S. Exp., 67; Quicksilver pref., 39½; North Carolina 6s, special tax, 3d class, 6; Missouri 6s, 1876, 99½; do. 1877, 97¾; do. 1878, 95¾; do. H. and St. J. issue, 93; do. l. bonds, 94¼; do. f. bonds, 1894, 92¾; N. Y. State 7s, B. L. coupon, 108; do. 5s, 1875, 110; South Carolina 6s, old, 25; do. 6s, new, non. f., 6¾; Tennessee 6s, new, ex-coupon, 55; do, old, do., 56; do. 6s, n. s., 55; Georgia 6s, 78¼; Brooklyn 6s, W. L., 95¼.

Philadelphia.—East Pennsylvania R. R., 41; Pennsylvania R. R. div. scrip, 103¾; Fifth and Sixth sts. R. R., 56; Camden and Atlantic R. R., 86; do. pref., 43; Nesquehoning Valley R. R., 53½; Huntingdon and Broad Top Mt. pref., 13; Pittsburg, Cincinnati and St. Louis 7s, 67½; Phila. and Reading Gen'l mort. 7s, reg., 105; do. coupon, 104½; do. 7s, new, conv., 104; do. 6s, 1844-'80, 101; Shamokin Valley and Pottsville 7s, 92½; West Jersey R. R., 7s, 100½; Wilmington and Reading 1st mort., 71½; do. 2d mort., 25; Allegheny Valley 7 3-10s, 89⅛; Philadelphia and Reading C. and I. mort., 86⅛; Morris Canal Boat Loan, 95½; Northern Pacific 7.30s, 28; Harrisburg and Lancaster 6s, 101¼; The latest quotations are: City 6s, 101⅛@101½; do. free of tax, 104¼@104½; Pennsylvania State 6s, 2d series, 108@108¼; do. 3d series 110½@111½; Philadelphia and Reading, 55@55⅛; do. Gen'l mort. 7s, coup., 104½@104¾; do. reg., 104¾@105¼; do. mort. 6s, 1880, 101@101; do. new, conv., 103¾@104; do. 7s, 1893, 102@— United New Jersey R. R. and Canal Co., 126@—; Camden and Amboy mort 6s, 1889, 102¾@—; Pennsylvania R. R., 54⅛@54⅜; do. div. scrip, 103¾@104; do. 1st mort., 102½@103¼; do. 2d mort. 99@99½; do. general mort. coupon 92¾@93¾; do. reg., 92½@93; Little Schuylkill R. R., 47⅞@48⅛; Morris Canal, 48@51; do. pref. 118@128; do. 6s, 97½@—; Susquehanna Canal, 6@9; do. 6s, 72@76; Schuylkill Nav., 6@6¼; do. pref., 12⅛@12⅜; do. 6s, 1882, 76@76¼; do. 1872, 89@90; Elmira and Williamsport pref., 36@40; do. 7s, 1878, 97@98; do. 5s, 60@63; Lehigh Coal and Navigation, 46½@46⅞; do. 6s, 1884, 96@97; do R. R. Loan, 98¾@99; do. Gold Loan, 97¾@98¼; North Pennsylvania, 48½@49½; do. 6s 101@101½; do., 7s, 105@105¼; do. Chattle 10s, 104@—; Philadelphia and Erie, 14⅜@14⅝; do. 6s, 88@—; do. 7s, 82@82¼; Minehill, 51⅜@51⅝; Catawissa, 14@15; do. pref., 42⅞@43⅛; do. new pref., 32¾@33; do. 7s, 1900, 100¾@101¾; Lehigh Valley, 60⅛@60¾; do. 6s, new coupon, 100¾@101¼; do. reg., 101¾@102; do. 7s, 104¼@104¾; Fifth and Sixth streets (horse) 55¾@56¼; Second and Third, 65@66; Thirteenth and Fifteenth, 23½@24; Spruce and Pine, 30@31; Green and Coates, 50@50½; Chestnut and Walnut, 74⅜@74¾; Hestonville, 19⅛@19⅜; Germantown 35@45.

Boston.—Chicago, Burlington and Quincy 7s, 96⅞; Old Colony 7s, 1877, 101¼; do. 1894, 104¼; Eastern R. R. 7s, 1887, 93½; Vermont Central and Vermont and Canada 8s, ind., 60; Fitchburg R. R. 7s, 105½; Vermont Central 1st mort., 23; Atchison, Topeka and Santa Fe 7s, 58; Cape Cod 7s, 1881, 102½; Western (B. & A.) 6s, 1875, 99; Vt. and Mass. 6s, 1883, guar., 96½; Chicago and Iowa 8s, 90; Jackson, Lansing and Saginaw 8s, 93¾; Michigan Central (Air Line) 8s, 1890, 100¼; Boston and Maine 7s, 1894, 104½; Boston, Clinton and Fitchburg 8s, 1882, 89¾; Framingham and Lowell 7s, 1900, 92½; Lowell and Andover R.R., 95; Connecticut and Passumpsic Rivers R. R., pref., 73¼; Burlington and Missouri River R. R. in Iowa, 99; do. L. G. 7s, 98; Norwich and Worcester R. R., 122; Cincinnati, Sandusky and Cleveland R.R., 85⅛; Worcester and Nashua R. R., 121; Eastern (N. H.) R. R., 55; Indianapolis, Cin. and Lafayette R. R., 6½; Burlington and Missouri River R. R. in Nebraska, 54; do. 8s, old, 97½; Rutland R. R. pref., 25; do. scrip No. 6s, 40; Boston Water Power Co., 11; Cary Imp., 5⅛; Brookline Land, 4½; Boston Land, 4; Massachusetts 5s, 102⅛; New Hampshire 6s, 1892, 101¼; Chicago 7s, 98¾; St. Louis 6s, 1886, 91¾; Boston 5s, 1877, 101; do. 1884, 99; St. Louis Co. 7s, 1877, 98¾; Cincinnati 7s, 1904, 101; Cleveland 7s, 1893, 101; Toledo 8s, 1878, 160⅞; Allouez Mining Co., 6⅞; Calumet and Hecla, 131; New England, 25c.; Ridge, 5⅛; Petherick, 1; Humboldt, 37c.

Baltimore.—Maryland 6s, exempt, 108; do. Defense 6s, 107; Virginia consols, coupons, 86½; Virginia consols, ex-coupon, 51; Virginia Peelers, 37⅛; Orange and Alexandria 3d mort. 8s, 81; do. 4th mort. 8s, 69½; Western Maryland bonds, guar. by Washington Co., 91; Orange, Alex. and Manassas 7s, 81¾; Santa Clara bonds, 26. The latest quotations are: Richmond and Danville 1st mort., 67@70; Pittsburg and Connellsville 7s, 1898, 82@82¾; Baltimore and Ohio, 172@175; do. 6s, 1875, 101@102; do. 1880, 101¾@102½; do., 1885, 100½@101; Washington Branch, —@175; Northern Central, 82@82½; do. 6s, 1885, 93@95; do. 6s, 1877, 95@100; do. 1900, 85@90; do. 6s, 1900 gold, 92½@92¾; N. W. Va. 3d mort., 1885, 96@98; Marietta and Cincinnati 1st pref., 17@18; do. 2d pref., 9@9½; do. 1st mort. 7s, 1892, 102@102¼; do. 2d mort., 7s, 94½@95; do., 3d mort. 8s, 78@79; Central Ohio, 42@45; do. pref., —@—; do. 1st mort., 90¼@90¾; Western Maryland, 1st mort. 6s, 1890, 80@89; do. 1st mort. guar., 98@99; do. 2d mort. guar., 98@100; do. 3d mort., guar., 98@99; do. 2d mort. pref., 60@70; do., 2d mort. guar. by Washington Co., 90@92; Virginia and Tennessee 2d mort. 6s, 65@78; do. 3d mort. 8s, 75@76; Orange and Alexandria 1st mort. 6s, 90@93; do., 2d mort. 6s, 84@86; do., 3d mort. 8s, 80@81; do., 4th mort. 8s, 69@70; Orange, Alex. and Manassas 7s, 80@80¼; Baltimore 6s, 1875, 102@102¼; do., 1884, 100@101; do. 1886, 101@101¾; do. 1890, 100@100½; do., 1900, 100@101; do. 1902, 100@101; do., 6s, exempt, 104@105; do. 5s, 80@85; Memphis City 6s, 38@41; Maryland Defense 6s, 1883, 107@108½; do. 6s, 1890, 101@103; do. 6s, exempt, 108@109; do. 5s, 83@86; Virginia coupon 6s, old, 30@45; do. new, 30@45; do. consol. 6s, 53¼@54; do. coupons, 85½@87; West Virginia, 9@9½; City Passenger R. R., 21¾@24; George's Creek Coal, 143@148; Atlantic Coal, 2.25@2.45; Santa Clara, 9.00@9.00; do. bonds, 26@26½; Canton Co., 55@70.

☞ The earnings of the Central Pacific Railroad in September, 1874, were $1,406,000, against $1,407,224 in September 1873, and $1,254,688 in September, 1872. For the nine months ending September 30, 1874, the earnings were $10,317,903, against $10,198,806 for the first nine months of 1873, and $9,807,444 for the first nine months of 1872.

☞ The sale of the Alabama and Chattanooga Railroad has been postponed till the first Monday in February next.

☞ The sale of the Worcester and Somerset (Md.) Railroad, which was to have taken place on the 6th inst., has been postponed,

McKean and Buffalo Railroad and Coal Co.

At a meeting of the stockholders of the McKean and Buffalo Coal Company, held at Buffalo on the 23d ult., the following persons were elected Directors of the McKean and Buffalo Railroad Company--capital stock, $400,000; Byron D. Hamlin, Smithport, Penn., President; John F. McPherson, Warren, Penn.; Delano R. Hamlin, Smithport, Penn.; John W. Gale, North-east, Penn.; George J. Magee, Watkins, N. Y.; J. C. Smith, and William H. Glenny, of Buffalo, N. Y., Directors. For the McKean and Buffalo Coal Company, capital stock, $1,000,000, the following directors were elected: George J. Magee, John Long, and Daniel Beach, of Watkins, N. Y.; D. C. Howell, of Bath, N. Y.; J. C. Smith, W. H. Glenny, G. R. Wilson, F. H. Root, B. C. Rumsey, of Buffalo, N. Y.; James Mc Farland, of Tonawanda, N. Y.; Byron D. Hamilton, of Smithport, Penn., and A. Pardee, of Hazleton, Penn.

Union Pacific Railroad.

The earnings of the Union Pacific Railroad for August, 1874, (including about $100,000 received from Central Pacific Railroad Co., for lease of five miles of road,) were $1,042,416 26, the expenses $377,852,83, and the net earnings $664,563 43. In August, 1873, the earnings were $837,277, 29, the expenses $400,947 26, and the net earnings $436,330 93—showing an increase in earnings of $205,138 97, with a decrease in expenses of $28,093 53, making an increase in net earnings of $228,282 50. For the eight months ending August 31, 1874, the earnings were $6,456,191 93, the expenses $3,170,036 44, and the net earnings $3,286,155 49—showing an increase in earnings, as compared with the corresponding period of the previous year, of $159,103 98, with a decrease in expenses of $21,077 77—making an increase in net earnings of $180,111 75.

Lake Ontario Railroad.

The Lake Ontario Shore Railroad Company, whose road was recently sold under foreclosure, has been replaced by a new organization called the Lake Ontario Railroad Company, with a capital fixed at $4,000,000. The directors are Moses Taylor, Samuel Sloan, Marcellus Massey, John T. Denny, C. Zabriskie, John S. Barnes, E. F. Hatfield, and John Bresben, of New York, and Theodore Irvin, George B. Sloan, Charles Rhodes and James K. Ford, of Oswego, and T. H. Camp of Watertown, N. Y. Marcellus Massey has been chosen president, and J. A. Sawyer secretary and treasurer.

The line of the road extends about 150 miles, from Oswego westward to the Niagara River. About 60 miles are already in operation. It is intended to build 25 miles more this fall, and to complete the road next year.

☞ The Paris and Terre Haute, the Paris and Decatur, and the Peoria, Atlantic and Decatur Railroads, have been consolidated into one road under the presidency of R. G. Henry, making a line of 180 miles between Terre Haute and Peoria, the last rail upon which will be laid within thirty days.

☞ J. F. Barnard, superintendent of the Kansas City, St. Joseph and Council Bluffs Railroad, has assumed the position of superintendent of the Atchison and Nebraska Railroad.

Redemption of 5-20 Bonds.

The Secretary of the Treasury has issued the twelfth call for the redemption of five-twenty bonds of 1862. Of the total amount of the call $9,000,000 are coupon, and $1,000,000 registered bonds, as follows—Coupon Bonds—Fifty dollars, No. 1,311 to No. 4,200, both inclusive; one hundred dollars, No. 1,907, to No. 6,200, inclusive; five hundred dollars, No. 1,787 to No. 5,000 inclusive; one thousand dollars, No. 4,371 to No. 14,900, inclusive. Registered Bonds—Fifty dollars, No. 1,801 to 1,820, both inclusive; one hundred dollars, No. 13,901 to No. 14,150, inclusive; five hundred dollars, No. 7,951 to 8,070, inclusive; one thousand dollars, No. 32,951 to No. 33,350 inclusive; five thousand dollars, No. 10,151 to No. 10,260, inclusive; ten thousand dollars, No. 12,501 to No. 13,200, inclusive. The redemption under this call will commence January 1, 1875.

Statement of the Public Debt of the United States October 1, 1874.

DEBT BEARING COIN INTEREST.

	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858	$260,000 00	$3,250 00
6 per cent. 1881 bonds, 1861	18,415,000 00	276,225 00
6 per cent. 1881 bonds, (Oregon,) 1861	945,000 00	14,175 00
6 per cent. 1881 bonds, 1861	189,821,350 00	2,889,820 25
6 per cent. 5-20 bonds, 1862	161,236,250 00	4,030,906 25
6 per cent. 1881 bonds, 1863	75,000,000 00	1,125,000 00
5 per cent. 10-40 bonds, 1864	194,567,300 00	810,697 08
6 per cent. 5-20 bonds, 1864	946,600 00	23,665 00
6 per cent. 5-20 bonds, 1864	58,046,200 00	1,451,155 00
6 per cent. 5-20 bonds, 1865	152,534,350 00	2,813,353 75
6 per cent. consols, 1865	202,663,100 00	3,039,946 50
6 per cent. consols, 1867	310,622,750 00	4,659,341 25
6 per cent. consols, 1868	37,474,000 00	562,110 00
5 per cent. funded loan of 1881	322,197,900 00	2,684,982 50
Aggregate of debt bearing coin interest	$1,724,229,800 00	$25,334,632 58
Interest due and unpaid		7,010,216 51

DEBT BEARING INTEREST IN LAWFUL MONEY.

3 per cent. navy pension fund, 1868	$14,000,000 00	$105,000 00
4 per cent. certificate of indebtedness of 1870	678,000 00	2,260 00
Aggregate of debt bearing interest in lawful money	$14,678,000 00	$107,260 00
Interest due and unpaid		2,440 00

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846	1,104 91	85 74
6 per cent. bonds, 1847	1,250 00	22 00
6 per cent. bounty land scrip, 1847	3,400 00	223 60
5 per cent. Texas indemnity bonds, 1850	172,000 00	9,300 00
5 per cent bonds, of 1853	85,000 00	
5 per cent. bonds, 1860	10,000 00	625 00
6 per cent. 5-20 bonds, called 1862	5,250,850 00	24,216 16
1-10 to 6 per cent. treasury notes, prior to 1846	82,575 35	2,670 76
1-10 to 6 per cent. treasury notes, 1846	6,000 00	206 00
6 per ct. treasury notes, 1847	950 00	57 00
3 to 6 per cent. treasury notes, 1857	2,000 00	108 00
6 per ct. treasury notes, 1861	3,150 00	378 00
7 3-10 per cent. 3 years' treasury notes, 1861	19,200 00	1,425 26
5 per cent. 1 year notes, 1863	71,895 00	3,606 85
5 per cent. 2 year notes, 1863	61,950 00	3,370 21
6 per cent. compound interest notes, 1863-64	402,410 00	80,575 68
7 3-10 per cent. 3 years' treasury notes, 1864-65	223,250 00	17,745 02
6 per cent. certificates of indebtedness, 1862-63	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864	3,060 00	256 06
3 per cent. certificates called	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$6,457,710 26	$209,753 94

DEBT BEARING NO INTEREST.

Demand notes, 1861-62	$76,407 50	
Legal tender notes, 1862-63	382,000,000 00	
Certificates of deposit	56,350,000 00	
Fractional currency, 1862-3-4	46,731,018 91	
Coin certificates, 1863	26,415,600 00	
Unclaimed interest		16,874 84
Aggregate of debt bearing no interest	$511,572,026 41	$16,874 84

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent	$1,207,204,600 00	
Bonds at 5 per cent	517,025,200 00	
	$1,724,229,800 00	$32,344,849 09
Debt bearing interest in lawful money, viz:		
Certificates at 4 per cent	678,000 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$14,678,000 00	109,700 00
Debt on which interest has ceased since maturity	6,457,710 26	209,753 94
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$382,075,407 50	
Certificates of deposit	56,350,000 00	
Fractional currency	46,731,018 91	
Coin Certificates	26,415,600 00	
	$511,572,026 41	
Unclaimed interest		16,874 84
	$2,256,937,536 67	$32,681,177 87
Total debt, principal and interest, to date, including interest due and unpaid		$2,289,619,714 54

AMOUNT IN TREASURY.

Coin	$77,409,677 83
Currency	16,115,840 39
Special deposit held for redemption of certificates of deposit as provided by law	56,350,000 00
	$149,875,518 22
Debt, less amount in Treasury, Oct. 1, 1874	$2,139,743,196 32
Debt, less amount in Treasury, on the 1st ult.	2,140,178,614 24
Decrease of debt during the past month	$435,417 92
Decrease of debt since June 30, 1874	3,245,044 84

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES. INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$388,276 80
Kansas Pacific bonds, 1862-64	6,303,000 00	94,545 00
Union Pacific bonds, 1862-64	27,236,512 00	408,547 68
Central Branch Union Pacific bonds, 1862-64	1,600,000 00	24,000 00
Western Pacific bonds, 1862-4	1,970,560 00	29,558 40
Sioux City and Pacific bonds, 1862-64	1,628,320 00	24,424 80
Totals	$64,623,512 00	$969,352 68

Interest paid by United States, $24,325,396 98; interest repaid by transportation of mails, &c., $5,469,978 35; balance of interest paid by United States, $18,855,418 63.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, September 30, 1874.

B. H. BRISTOW,
Secretary of the Treasury.

Ohio and Mississippi Railroad.

The earnings of this road for the year ending June 30, 1874, were $3,478,074 10, the expenses $2,546,880 78, and the net earnings $931,193 32. Compared with the previous year the gross earnings show a decrease of $317,097 32, and the net earnings a decrease of $243,464 23. The actual operating expenses, including taxes, were 67.75 per cent of gross earnings. There has been an increase of $79,461 79 in floating assets, and a decrease of $115,848 69 in current liabilities; together, $195,311 48 in favor of the stockholders. The funded debt has been reduced by the payment of $386,000 Western division bonds at maturity, January 1, 1874, and by payment of $164,000 on account of several sinking funds.

☞ The earnings of the Indianapolis, Cincinnati and Lafayette railway for the year ending July 1, 1874, were $1,859,474 87, and the expenses $1,228,333 39, leaving a profit over running expenses of $631,141 48.

☞ Mr. James C. Clarke, late General Manager of the Erie Railway, has been appointed General Superintendent of the Toledo, Peoria and Warsaw Railway in place of Mr. W. H. Gruger, resigned.

Baltimore Short Line Railroad.

The Cincinnati *Gazette* says that a railroad is being built from Athens, Ohio, on the Marietta and Cincinnati Railroad, to Scott's Landing on the Ohio river, opposite Parkersburg. This is called the Baltimore Short Line railroad, and its construction is promoted by the Baltimore and Ohio, and Marietta and Cincinnati railroads. It is only twenty-eight miles long, and it shortens the distance from Cincinnati to Parkersburg eight miles; but the shorter distance is by no means the most important advantage which will be gained by the new line. It is very nearly a straight line, its curves being inconsiderable, while it has only one considerable grade, and that is only fifty feet to the mile. There are only seven bridges on the whole line. It is built in first-class order, the bridges being of iron and masonry of the best quality. This road-bed is substantial, and first quality of rails will be used for the track. By this road the trestles, tunnels, steep grades, sharp curves, and expensive operations of the present line, from Athens to Marietta, will be avoided, and the time of passenger trains between Cincinnati and Pittsburg, and all Eastern cities, will be shortened one hour and twenty minutes. It is designed to have the trains run over this road by the 1st of November, when the winter time table will be made, and a fast train will be run between Cincinnati and Baltimore in twenty hours, and New York in twenty-seven hours.

Success of Narrow Gauge Railways.

The building of narrow gauge railways continues to receive much attention, and while there is latterly a falling off in the construction of roads of regular gauge, there has been an important increase in narrow gauge building. It is contended that the "three foot" road can be built at a much less cost and in a shorter space of time; also, that the equipment can be had at less cost. The Denver and Rio Grande railroad is said to have been saved from bankruptcy during the panic only on the account of the manner it could be utilized as a narrow gauge. Missouri capitalists are beginning to awaken to this fact. The line recently established to extend from Bismarck on the Northern Pacific railroad to St. Louis via Sioux City and Des Moines, is to be a narrow gauge; and it is estimated that $10,000 per mile can build and equip it. A short line has been recently constructed centering at Edgartown, Mass., the construction and operating expenses of which are said to be comparatively less than any other road in New England. The Baldwin Locomotive Works, the largest in the world, are authority for the statement that "up to July 17th last, the narrow gauge engines built and in progress in 1874 amounted to 26 per cent. of the whole. They add, that in the year 1873 the proportion was ten per cent., and that the panic has not affected it as much as the wide gauge." The orders for power show a steady increase of narrow gauge business, while the wide gauge has shown considerable decrease.

☞ A survey for a railroad from Cranston, on the line of the Hartford and Providence road, to a point in or near Danielsonville, on the Norwich and Worcester road, is to be started at once. It is the work of the Ponegansett Railroad Company.

Washington, Cincinnati and St. Louis R. R.

A letter to the Baltimore *Sun*, dated at Luray, Page Co., Va., September 29, 1874, says:

I have the pleasure to inform you that the County Court of Page county on Monday last made an order, upon the application of Hon. Peter B. Borst, the able and energetic president of the Washington, Cincinnati and St. Louis Railroad Company, (narrow gauge,) to submit to the voters of the county at the general election, on the 3d of November next, the proposition to vote the sum of $100,000 to the capital stock of said company, to be expended in the construction of their road through the county. It is now almost universally conceded that the project of constructing of the Shenandoah Valley railroad through this county is dead, and hence the anxiety expressed for the construction of the narrow-gauge road through our territory. It is what we want precisely, and the sentiment of all our leading farmers is strongly for it. Page is a rich agricultural county, and abounds in the richest iron ores. A large body of rich magnetic ore is one of the developments recently made.

Illinois Central Railroad.

The statement of this Company for the month of September, 1874, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	2,927.30 for	$20,686 51
Acres Interest Fund Lands Sold	122 75 for	982 00
Acres Free Lands Sold	40 00 for	1,000 00
Total sales during the m'th of Sept, 1874	3,090.05 for	$22,668 51
To which add Town Lot Sales	for	310 00
Total of all	3,090.05 for	$22,978 51
Cash collected in Sept. 1874		$38,724 94

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois. 707 Miles.	In Iowa. 402 Miles.	Total. 1,109 Miles.
Freight	$378,564 00	$111,994 00	$490,558 00
Passengers	129,690 70	49,367 30	170 058 00
Mails	9,072 08	3,059 32	12,131 40
Other sources	87,927 92	2,430 68	90,358 60
Tot'l Sept. '74	$596,254 70	$166,851 30	$763,106 00
Total actual earn'gs, Sept., 1873	$663,668 74	$220,816 06	$884,484 80

☞ The earnings of the Columbus, Chicago and Indiana Central Railroad for the six months ending June 30, 1874, were $1,931,458 55, the expenses $1,491,640 37, and the net earnings $439,818 18. For the six months ending June 30, 1873, the earnings were $2,281,535 91, the expenses $2,000,615 12, and the net earnings $280,920 79—showing a decrease in earnings of $350,077 36, with a decrease in expenses of $508,974 75—making an increase in the net earnings of $158,897 39. The expenses were 77.23 per cent of earnings in 1874, and 87.69 per cent in 1873.

☞ The Warwick (R. I.) Railroad, having been graded, is now receiving the iron. Track laying has commenced, and will probably be completed this month.

IRON CUTTERS.

WE WILL SELL THE BEST IRON CUTTER in use for one quarter the price of any other machine which will do the same work. With it one man can cut rapidly and perfectly one inch round, square and flat Iron, and all smaller sizes. These prices will last only during the dull times. Send for full particulars.

MILLERS FALLS CO.,
78 Beekman St., New York.

FIFTH AND LAST
GIFT CONCERT,
IN AID OF THE
PUBLIC LIBRARY OF KENTUCKY.

DRAWING CERTAIN ON
November 30th, 1874.

$2,500,000 IN GIFTS!

100,000 Tickets! 20,000 Gifts!

This is the last Concert of the series. Four have already been given and nearly **Two Millions and a Half** distributed among the ticket-holders. In the First Concert the principal gift of $35,000, was drawn by Jno. R. Durff, of Memphis, Tenn., now a resident of New Albany, Ind. In the second it amounted to $75,000, and went to a club at Columbus, Ind., gotten up by Mr. T. C. Burgess. In the Third Concert, the first Gift of $100,000 was drawn by Mr. L. H. Keith, of Kingston, Mass. In the Fourth Concert, Memphis was again the lucky holder of the ticket which drew the Capital Prize of $187,500, which was distributed among various clubs and individuals in that city.

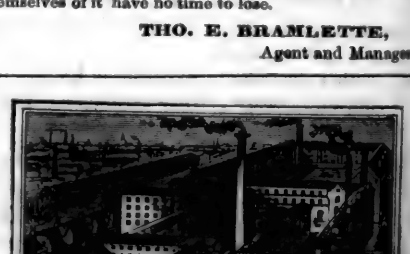
In the Fifth and Last Concert, which comes off on 30th November next, the principal Gift will be $250,000, and it waits only the turning of the wheel of fortune to ascertain the fortunate possessors of the lucky numbers which will entitle the holders to such fortunes as $250,000, $100,000, $75,000, $50,000, $25,000, &c. Twenty thousand gifts, from $250,000 down to $50, will be distributed by lot among the ticket-holders.

Whole Tickets, $50; Halves, $25; Tenths, $5.

11 Whole Tickets, $500.

The time is fixed and near at hand. This is the *last chance for easy fortunes*, and those who want to avail themselves of it have no time to lose.

THO. E. BRAMLETTE,
Agent and Manager.



Manufactory of the Spencerian Pens, Birmingham, England.

SWAN QUILL Action!

SPENCERIAN

STEEL PENS.

These Pens are comprised in 15 numbers; of the NUMBER ONE PEN alone we sold more than

5,000,000
in 1873.

and the sale is continually increasing.

They are of superior English make, and are justly celebrated for their elasticity, durability, and evenness of point. *For sale by the trade generally.*

☞ *To accommodate those who may wish to try these Pens, we will send a Sample Card, containing all of the 15 numbers by mail on receipt of 25 cents.*

IVISON, BLAKEMAN, TAYLOR & CO.,
138 & 140 Grand Street, N. Y.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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☞ Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, October 17, 1874.

Pequest and Wallkill Valley Railroad.

On Wednesday of last week the new Board of Directors of the Pequest and Wallkill Valley Railroad Company held a meeting in New York City and organized by the election of the following officers: Grinnell Burt, President; Sheldon T. Scranton, Vice-President; John W. Wyckoff, Secretary and Treasurer; Homer Ramsdell, of the Erie Railroad Company, S. T. Scranton, of the Oxford Iron Company, N. J., Joshua Hunt, Superintendent of the Crain Iron Company, Pa., and J. G. Shipman, Executive Committee. It is now some three or four years since this company was organized, and we have had frequent promises of a speedy construction of the road, but circumstances have tended to prevent it. Although the present state of the money market would indicate this as an unfavorable time to commence an undertaking of this description, we understand it is the intention of the Board to push it through at as early a period as possible, and when it is taken into consideration that the price of iron, labor and other necessary expenses are now at their lowest, it will be readily seen that the road can now be constructed at a lower rate than could have been done for the past ten years, and the importance of the undertaking is so evident that we have no doubt the monied men of the country will unite in making it a success. The high character of the officers above named is a sufficient guarantee of an energetic and successful completion of the work. Of the President, Mr. G. BURT, we need but say that he has developed a natural genius for railroad construction and management which will have a tendency to give confidence to the public mind in the successful pushing forward of the enterprise. We shall have more to say on this subject at an early day.—*Warwick Adv., Oct. 3.*

Portland and Rochester Railroad.

The annual meeting of the stockholders of this company was held in Portland on the 7th inst. The President, John Lynch, read the directors' report for the year ending August 31, 1874. The receipts were $158,388 76, and expenses $111,100,-66; material on hand, $8,331 50. The gross earnings of the road have increased $15,817 87, and the expenses, deducting the excess of material over the amount on hand Aug. 31, 1873, $3,104,-10, and $899 paid on account of old claims against the road, are $5,224 10. Number of miles run during the year, 139,799; passengers carried, 156,332; tons of freight, 66,065. Of the above number of passengers, 25,693 were carried in and out of Rochester.

The marginal way on Back Bay is completed sufficient for connection and use with the Grand Trunk. The road all along the route has been improved; ninety tons of new rails and twelve thousand two hundred oak and cedar ties have been laid.

Reference is made at length to the arrangement with the city by which the latter assumes temporarily the interest on the city loan of $350,000, and on all bonds issued by the city to meet said interest, and to pay when due said bonds for interest, which are at six years at six per cent., coupons. This arrangement with the city relieves the company from financial embarassments, caused by outlays in anticipation of the completion ere this of the Nashua and Rochester road, and will enable it to meet all future obligations as they mature.

The following Directors were unanimously chosen: John Lynch, H. J. Libby, J. S. Ricker, Rufus E. Wood, A. K. Shurtleff, George E. B. Jackson, G. P. Wescott and Charles McCarthy of Portland; Frederick Robie of Gorham; W. G. Ray, of New York; and E. G. Wallace of Rochester, N. H.

The agreement with the City of Portland as to assumption of interest and requirements as to repairs of rolling stock, payment of earnings and other 'contingencies, was accepted. Col. F. Robie called attention to the fact that by the agreement with the city the road agrees to furnish its own equipment, which will be done by the Rolling Stock Company, composed of the directors and others. About $31,000 had been expended by the company, and as much more is needed. The Nashua and Rochester road is almost finished, the contract requiring the connection to be made December 1.

Burlington, Cedar Rapids and Minnesota Railroad.

The earnings of this road for the year ending December 31, 1873, were $1,180,321 10, the expenses $622,105 77, and the net earnings $588,-215 33. For the year 1872 the earnings were $995,959 85, the expenses $461,171 46, and the net earnings $534,787 95—showing an increase in earnings of $184,361 75, in expenses of $160,-934 87, and in net earnings of $23,427 38. The company operate 424 miles of road, viz: Main line, Burlington to Austin (including 32 miles, from Plymouth to Austin, leased,) 261 miles; Milwaukee division, Cedar Rapids to Postville, 100 miles; Muscatine division, Muscatine to Riverside, 32 miles; Pacific division, Vinton to Tracy, 25 miles. During the year 1873, 9 miles of the Muscatine division, 5 of the Pacific division, and 52 of the Milwaukee division were completed. For the first five months of 1874 (January 1 to May 31) the earnings were $449,072 31, against $385,111 82 for the first five months of 1873, an increase of $63,960 99. The earnings for the year 1874 are estimated at $1,500,000.

Lake Shore and Tuscarawas Valley Railroad.

The earnings of this road for the year ending May 31, 1874, were: from passengers, $71,775 98; from freight, $249,159 72; from other sources, $8,011 66—total, $329,547 36. Operating expenses, $198,126 03. Net earnings $131,421 33. The road is about 100 miles in length, (including 8 miles of the Elyria and Black River Railroad) and extends from Black River to Urichsville, Ohio. The property is represented by capital stock and subscriptions, $2,023,957 50; first mortgage bonds, $2,000,000; Second Mortgage bonds,

$696,000; and Elyria and Black River Railroad bonds, $180,000—total, $4,899,957 50. The floating debt amounted, at the close of the fiscal year, to $267,891 32, besides $25,305 interest due and unpaid on bonds. The Elyra and Black River Railroad was purchased in October, 1872, and the bonded indebtedness assumed by this company. The capital stock, amounting to $200,000, was also to have been exchanged for the capital stock of the Lake Shore and Tuscarawas Valley Railroad company in full payment of the purchase.

Shelburne Falls and Rutland Railroad.

The Springfield (Mass.) *Union* says that Engineer E. C. Davis of Northampton has just completed the survey for the proposed new narrow gauge railroad from Shelburne Falls to Rutland, Vt. The route is found to be perfectly feasible, running up North river, through the middle of Colerains, to Halifax, Vt. There, striking the east branch of the Deerfield river, it follows it up through Halifax to Wilmington, a town now 25 miles from any railroad. Thence it runs nearly due north to Rutland, a distance of 86 miles. The towns along the line raised funds sufficient to pay the expense of the preliminary survey. One of the main results to be obtained by this road will be the opening up of a large and excellent timber tract. It will also furnish a new and competing line to tide water. The carrying out of this plan will almost of necessity insure the construction of the road from Williamsburg to Shelburne Falls, which has already been chartered.

Chicago and Northwestern Railway.

The earnings of this road for the years ending May 31, 1873 and 1874, were as follows:

	1872-'3.	1873-'4.
From passengers ..	$3,509,702 28	$3,426,824 35
" freight	8,614,260 25	10,270,518 95
" express.....	237,530 75	264,583 32
" mail.....	205,337 31	266,568 08
" miscellaneous.	169,776 16	123,028 63
	$12,736,606 75	$14,351,523 33
Expenses, viz:		
Repairs of engines...	$680,777 64	$685,633 42
" cars.....	920,522 70	939,164 00
" buildings.	131,408 87	129,210 58
" fences, etc.	80,897 99	63,002 82
" bridges ..	175,545 94	137,901 27
" track	1,616,968 56	2,265,418 81
" tools, etc.	148,858 19	121,804 21
Fuel used by locomotives	883,046 06	1,058,054 83
Fuel and lights used in cars and at stations.....	135,458 85	121,164 66
Oil and waste used..	114,712 32	113,999 28
Office and station furniture and exp....	68,603 59	57,398 48
Furniture & fixtures for cars.....	20,804 38	18,624 39
Foreign agents	44,721 96	44,530 80
Advertising	15,227 30	19,449 02
Stationery, etc.....	62,961 39	66 671 06
Enginemen, etc.....	697,952 54	766,781 96
Conductors, etc.....	409,730 23	470,322 57
Laborers and switchmen.....	724,469 95	767,012 38
Agents and clerks at stations.....	560,350 18	606,404 94
Superintendence	117,986 44	101,989 42
Rents	21,089 92	21 191 74
Loss and damage....	76,291 57	94,922 87
Injury to persons....	55,988 00	110,932 57
Teaming freight, etc.	9,826 59	9,370 61
Insurance.....	12,145 00	302 40
Miscellaneous exp...	49,821 97	92,461 99
Operating exp....	$7,776,168 13	$8,883,720 03
Taxes.....	369,787 59	387,054 88
Renewals on account Chicago fire..... ..	32,280 99	5,074 75
Total expenses..	$8,178 236 71	$9,275,849 66
Net earnings.....	$4,558,370 04	$5,075,673 67
From which deduct—		
Interest on bonds....	$1,869,747 36	
Interest and exchange and gold premium .	201,939 18	
Sinking funds.....	42,120 00	
Rent of Chicago, Iowa and Nebraska R. R.	464,877 39	
Rent of Cedar Rapids and Missouri River Railroad....	584,771 92	
Dividends in adjustment of C. & C. U. R. R. stock surrendered....	464 84	
		3,168,920 69
Leaving a balance of.....		$1,911,752 98
From which deduct advances made to proprietary roads for expenses, interest, etc., during the year....		556,671 63
Leaving a net profit of.....		$1,355,081 35
Add balance of Income Account May 31, 1873.....$1,629,967 84		
Less advances to proprietary roads to May 31, 1873.....	865,702 93	
		764,264 91
Balance of Income Account, May 31, 1874.....		$2,119,346 26

Compared with the previous year, the gross earnings show an increase of $1,614,916 58, with an increase in expenses of $1,097,612 95, making an increase in the net earnings of $517,303 63. There was a decrease in gross earnings of $82,877 93 from passengers; an increase of $1,656,258 70 from freight, and an increase of $41,535 81 from other items. Number of passengers carried in 1873-'4, 2,823,889; do. in 1872-'3 2,479,202—increase, 344,687. Tons of freight carried in 1873-'4, 3,591,090; do. in 1872-'3, 2,958,390—increase, 632,700. Number of passengers carried one mile in 1873-'4, 109,134,533; do. in 1872-'3, 111,071,927—decrease, 1,937,394. Number of tons of freight carried one mile in 1873-'4 461,412,030; do. in 1872-'3, 366,475,480—increase, 94,936,550. Total number of passengers and tons of freight carried one mile in 1873-'4, 570,546,563; do. in 1872-'3, 477,547,407—increase, 92,999,156, or 19.47 per cent.

The earnings per passenger, in 1872-'3, averaged $1.41 each; and in 1873-'4, $1.21 each—being a decrease in the latter of 14.18 per cent. The earnings per ton of freight in 1872-'3, were $2.91, and in 1873-'4 $2.86—a decrease of 01.72 per cent. The average earnings, per passenger and per ton, were $2.23 in 1872-'3, and $2.14 in 1873-'4—a decrease of 04.04 per cent.

The average earnings per passenger, per mile, were 03.16 cents, and per ton of freight 02.35 cents, in 1872-'3, as against 03.14 cents, per passenger, and 02.22 cents per ton in 1873-'4—being a decrease of 00.63 per cent on passenger, and 05 53 per cent on freight earnings during the last year.

The average earnings per passenger and per ton, per mile, were 02.54 in 1872-'3, and 02.40 in 1873-'4—showing a decline of 05.51 per cent, in the latter year.

The freight movement for the year was as follows:

Increase in earnings....	19.23 per cent
" number of tons hauled.	21.39 "
" tons hauled one mile..	25.91 "

This comparison shows that the increase of a rnings was 06.68 per cent less than the increase of tons carried one mile, resulting from a decline in the average receipts per ton, per mile, of 05.53 per cent.

In the movement of passengers there was an increase of 13.90 per cent in the number of passengers carried, and a decrease of 02.36 per cent in the amount of earnings derived therefrom, as compared with the previous year, resulting from the fractional decline of 00.63 per cent in the average receipts per passenger, per mile.

The last year thus repeats the experience of former years, in showing a steady depreciation of the rates which the company receives for its services. The decrease in earnings from freight and passengers, arising from the reduction in the rates received per ton per mile, and per passenger per mile, is equal to the sum of $621,662 55 during the last year, and this large abatement has been suffered by the company without the ability to realize a corresponding decrease in wages, or other expenses of working the road. The President, in his report, says:

At the date of the last Annual Report, on the 31st of May, 1873, there were three unfinished lines of this company's railways in progress and nearly completed, viz: the Madison Extension, between Elroy and Sparta, Wisconsin; the Northwestern Union, between Milwaukee and Fond du Lac; and the Winona and St. Peter Extension, between the western border of the state of Minnesota and the Big Sioux river, in Dakota—that being the terminus described by the acts of Congress conferring the land grant.

The Madison Extension was opened for public business on the 14th of September, the Northwestern Union on the 7th of September, and the Winona and St. Peter on the 17th of September last—a brief interval before the occurrence of the great financial panic of last year.

The number of miles now embraced in the system of railroads owned and controlled by the Chicago and Northwestern Railway Company is 1,989.88, of which the Chicago and Northwestern proper—inclusive of 85 miles of Chicago and Milwaukee road, and 356 60 miles of leased roads in Iowa, and 87.90 miles of extensions to the iron mines on the Peninsula—has 1,498.70 miles; and the Proprietary roads 491.18 miles—as follows, viz: the Iowa Midland has 68.80 miles, the Northwestern Union, 62.63 miles, the La Crosse, Trempeleau and Prescott 29 miles, and the Winona and St. Peter Railroad and Mankato Branch, 330.75 miles.

Territorially, there are in the state of Illinois 489.00 miles; in Iowa 433.90 miles; in Wisconsin, 565.68 miles; in Michigan, 170.55 miles; in Minnesota, 292.25 miles; and in Dakota, 38.50 miles.

The miles of railroad completed and brought into operation during the year were 136.06, consisting of 34.93 miles on the Chicago and Northwestern; 38.50 on the Winona and St. Peter, and 62.63 on the Northwestern Union road.

The average length of road operated, during the entire year, was 1,952.05 miles; of which the Chicago and Northwestern operated 1,489.10, and the Proprietary roads, 462.95 miles.

The gross earnings of the combined system for the fiscal year ending on the 31st of May, 1874, were $15,631,936 61; and the total charges for operating expenses, taxes, rent of leased roads, interest on bonds, and sinking fund account, amounted to $14,276,855 26, leaving a combined net profit for the year of $1,355,081 35.

To the aggregate earnings of the year there were contributed by the

Chicago and Northwestern	$14,351,623 33
Iowa Midland	98,023 88
Northwestern Union	165,049 07
La Crosse, Trempeleau & Prescott	222,520 48
Winona and St. Peter, and Mankato branch	794,820 85
	$15,631,936 61

No dividends have been declared since June, 1873, when 3½ per cent was paid on the preferred stock. At that time it was anticipated that the outlays made by the company, for completion of the new lines then in progress, and for other works of construction, and new equipment, would be met by the sale of bonds in sufficient amount to represent the cost of these permanent improvements; but the financial troubles which began in September, and the unfriendly legislation since, in the States where our property is situated, prevented the company from realizing its expectations from the sale of bonds.

All the net earnings have been applied towards the payment of construction indebtedness, mostly incurred before the panic, and for such further expenditures as have since been found necessary to finish up and utilize the works then nearly completed.

CAPITAL STOCK.

The capital stock of the Chicago and North western Railway Company, at the close of the fiscal year, was $36,477,173 82, viz:

Common stock	$14,993 060 40
Preferred stock	21,484,113 42
Total	$36,477,173 82

being an increase of $40 in the amount of common stock, and $50 in the amount of preferred stock, which represents scrip issued in adjustment of dividends.

BONDS.

The following bonds have been retired and cancelled during the year, viz:

Preferred Sinking Fund Bonds, $2,800; Green Bay Extension $2,000; Funded Coupon, $6,700; Galena and Chicago Union, first mortgage, $82,000; Galena and Chicago Union, second mortgage, $84,000; Elgin and State Line, $1,500; Mississippi River Bridge Bonds, $10,000; Seven per cent Equipment Bonds, $86,000; Chicago and Milwaukee, first mortgage, $335,000; Milwaukee and Chicago, second mortgage, $84,500; and Milwaukee and Chicago, third mortgage, $9,500. Total, $704,000.

In conformity with the trust deeds which provide for consolidating the above debts, the following bonds have been issued therefor, viz:

Consolidated sinking fund, seven per cent, bonds of the Chicago and Northwestern Railway Company, maturing 1915	$275,000
Consolidated, seven per cent, bonds of the Chicago and Milwaukee Railway Company, maturing 1898	498,000
Total issued	$773,000

The excess of bonds thus issued and sold, over the amount retired and cancelled, is $69,000 of Chicago and Milwaukee consolidated bonds, which issue is protected by the company's deposit of $69,000 in cash, with the trustee, to remain in his hands until a like amount of the bonds which mature in 1874 shall come in for redemption.*

The company has sold for the purpose of construction account, new equipment, and for steel rails, purchased during the last year, the amount of $4,461,000 of its General Consolidated Gold Bonds, making a total of $8,996,000 of the bonds of this issue outstanding on the 31st of May last.

The bonded debt of the company at the close of the fiscal year was $29,538,500, consisting of $14,693,500 of bonds, bearing currency interest, and $14,845,000 of gold bonds.

The bonded debt of the proprietary roads at the same time was $14,625,000, consisting of $6,750,000 of bonds, bearing interest in currency, (less $505 000 unsold), and $7,875 000 of gold bonds.

Aggregate of bonded debt outstanding, $43,658,500.

* Bonds since redeemed and deposit taken up.

CONSTRUCTION AND EQUIPMENT.

The expenditures made during the year for and on account of the Chicago and North Western Railway Company and its proprietary roads, for completing the lines that were in progress, for new shops, new general offices in Chicago, extra cost of steel rails over iron, new side tracks, tracks to the iron mines, and other important improvements, and for 41 new locomotives and 183 new cars, of various kinds, amounted to the sum of $4,935,668 81. Of this amount there was expended for account of the Chicago and North Western Railway Company on construction account $3,191,829 86; on equipment account $679,060 53; and for the proprietary roads $1,065,278 92.

Among the important improvements, completed during the past year may be mentioned the general office building in Chicago, a substantial and convenient brick building, 64 by 200 feet, with three stories and basement, containing large fire proof vaults, for the protection of books, papers, and other valuable property, erected on the company's grounds, on Kinzie and Market streets, Chicago, for the accommodation of the general offices and business departments of the company.

The building was finished in season to be occupied on the 1st of last December, at a cost of $122,172 02.

New machine and repair shops were completed at West Chicago, consisting of one shop, 120 feet wide by 550 feet long, with transfer table for repairs of locomotives and machinery.

A blacksmith shop, 80 by 400 feet.

An engine house, containing stalls for 10 locomotives, with a turn table and necessary fixtures, and with side tracks to accommodate the working of the shops.

Two water tanks, each 30 feet in diameter and 16 feet deep, to supply the stationary and locomotive boilers.

A coal shed, 24 by 160 feet, with chutes for delivering coal to the engines. An artesian well 1,800 feet deep. Also, the stone foundations for four additional buildings for car shops, each 80 by 300 feet.

The shops are of brick and stone, with iron truss roofs, and have been furnished with a new stationary engine and boiler, and much new machinery for the construction and repairs of engines and cars. Economy of operations is anticipated from this consolidation of the principal shops of the company.

At Winona, a new machine shop has been completed and put into operation, to facilitate the repairs of equipment on the Winona and St. Peter, the La Crosse, Trempeleau and Prescott, and the Madison Extension lines.

At Chicago, a viaduct has been constructed by the city, to carry Canal street over the tracks of this company and of the C. B. and Q. R. R. Co., near 16th street, and the share of expense which was required to be paid by this company amounted to $23,370 16.

One wooden span, 200 feet long, of the bridge across the Mississippi River, at Clinton, has been replaced with a substantial iron structure, and the timber protection for the drawbridge mostly renewed.

A large number of pile bridges on the Iowa Division have been rebuilt, and many water stations and other structures repaired, and five new coal houses erected at the stations.

On the Peninsula Division, the sum of $123,068 94 was expended in completing tracks and branches extending to the iron mines; and the sum of $8,292 60 was expended on repairs of ore dock, at Escanaba.

On the Milwaukee Division, the work was begun of filling up and renewing the long tressle bridge at Racine, and lands for filling, and a steam excavator have been obtained for this purpose.

An arch culvert of 24 feet span, and an embankment across the valley at Kenosha, are being put in to replace the piling and tressle work at that point.

In the general disbursements for construction, a considerable expenditure has necessarily been incurred on the new roads since their opening in September, in preparing tracks, ditches, cuts and embankments for the winter; and in providing adequate side tracks, water stations, etc., for the convenience of operating. Some further outlays of moderate amount will be required from time to time for the same general purposes.

To set at rest all questions in regard to the construction of new roads, it may be remarked that all works of this kind which were in progress at the beginning of the fiscal year were completed during the year, and no new roads are now building, nor are any contemplated.

The expenditures made for this class of construction during the year were necessary to complete the new lines and extensions which had been authorized and entered upon in former years, and upon which a large outlay had already been made.

The capital expended on the new lines has been faithfully applied to their construction under the immediate supervision of the principal officers and chief engineer of the company, and all materials have been purchased and the works prosecuted to completion without the intervention, in any manner, of "construction companies," or other intermediary instrumentalities.

REPAIRS AND RENEWALS.

In addition to the purchase of the ten thousand tons of steel rails, which were mentioned in the last Annual Report, the company ordered the further quantity of ten thousand tons during the last winter and spring, and have relaid 168 miles of the main lines with steel track during the year. Nine hundred tons were laid down on the Peninsula division, and the residue on the Chicago and Milwaukee line, on the Wisconsin division from Chicago northerly, and on the Dixon air line between Turner Junction and Fulton.

In the changes from iron to steel, the track has been mostly laid with new ties, and thoroughly ballasted, dressed up, and improved, thus increasing the ordinary cost of track repairs.

The difference between the cost of steel and iron rails has been charged to reconstruction of track in steel.

The total length of steel rail track laid down and in use, on the 31st of May last, was 206.60 miles.

For extensive improvements made to the track during the past year the large sum of $2,265,418 31 was expended and charged to track repairs. This expenditure, which constituted about twenty-five per cent. of the entire cost of operating, and exceeded by $648,449 75, or more than forty per cent., the same class of expenditure for the previous year, has materially improved the value of the property, and will greatly add to the comfort, security, and economy of operations in the future.

Included in this outlay for track repairs is the renewal-cost (at the price of iron rails) of $168\frac{575}{5280}$ miles of new steel rails, and $2\frac{453}{5280}$ miles of new iron rails, together amounting to $1,135,994 28; also $15.901\frac{534}{2240}$ tons re rolled iron rails, equal to $168\frac{2428}{5280}$ miles of track, costing $510,058 86; also 22,700 iron rails repaired and re-rolled at the Company's shops—equal to $45\frac{3008}{5280}$ miles, at a cost of $24,645 62. The length of track so renewed is more than double that renewed in either the two previous years, and measures $384\frac{2856}{5280}$ miles, or over 25 per cent of the entire length of the Company's road. The large number of 550,587 new track, switch and bridge ties, costing 38.61 cents each, or an average cost in the track of 58.54 cents each, amounting to $321,773 71, were used, and are equal to 196.64 miles of road laid with new ties.

The sum of $83,295 97 was expended in raising track to grade and for ballasting, and $26,874 92 for deepening and widening ditches.

The equipment of the Chicago and Northwestern Railway on the 31st of May, 1874, consisted of 342 locomotives, and 8,106 cars, viz: 141 first class and 26 second class passenger cars, 65 baggage and express cars, 15 mail cars, 140 caboose and way cars, 4 paymasters', directors', officers', and business cars, 18 boarding cars, 4,293 box freight, 1,025 platform, 384 stock, 26 dump, 1,957 iron ore, and 11 pile driving, wrecking, etc., cars. And of the Winona and St. Peter Railroad, 27 locomotives, and 1,087 cars, as follows: 7 first class passenger, 2 baggage mail and express, 2 caboose, 893 box freight, and 183 platform cars. Total number of engines, 369; total number of cars, 9,143.

Thorough repairs have been made to the rolling stock, and its condition for effective service has been fully maintained. Eleven engines have been rebuilt and improved, and 13 more rebuilt, repaired and changed from wood to coal burners; 7 first class cars, 2 second class cars, 1 baggage car, and 68 freight cars of all sorts, were rebuilt in the shops. Other renewals and repairs of engines and cars have been made as required.

The total number of miles run by engines in 1873 '4, for passenger service was 2,119,760, freight 4,587,373, wood 102,112, gravel 354,722, switching 1,980,313—total, 9,144,280, being an increase of 1,591,194 miles, or 21 per cent over the service of the preceding year.

The quantity of fuel consumed was 95,734 cords of wood, and 223,975 tons of coal, costing $1,156,616 53, being 11.8 per cent greater than in the preceding year, owing to the increased mileage. The cost of fuel per mile run was 11.57 cents, against 11.69 cents in the previous year. The distance run for cord of wood and ton of coal was 30.79 miles. The average cost per cord of wood was $4.19, and per ton of coal $3.87.

GENERAL BALANCE SHEET, May 31, 1874.

Old construction:		
Cost of property (in consolidation)		$39,979,262 62
New construction:		
Balance expended to May 31, 1873	$14,832,609 35	
Expended for year ending May 31, 1874	3,191,329 36	
		18,023,938 71
New equipment:		
Balance expended to May 31, 1873	$7,274,226 63	
Expended for year endi'g May 31, 1874	679,060 53	
		7,953,287 16
Proprietary Railroads:		
Balance of advances for construction & operating	$4,366,528 87	
Less amount allotted to income account	1,422,374 56	
		2,944,154 31
General assets	$451,674 78	
Less balance account sinking funds	91,720 00	
		359,954 78
Materials on hand		2,268,244 45
		$71,528,842 03
Capital stock:		
Common stock		$14,993,060 40
Preferred stock		21,484,113 42
		$36,477,173 82
Funded debt ($29,538,500) viz:		
Preferred Sinking Fund bonds	$1,242,700 00	
General First Mortgage bonds	3,588,000 00	
Funded Coupon (interest) bonds	743,300 00	
Appleton Extension bonds	147,000 00	
Green Bay Extension bonds	282,000 00	
Seven per cent Equipment bonds	15,000 00	
Consolidated Sinking Fund bonds	3,380,000 00	
		9,398,000 00
Madison Extension gold bonds	$3,150,000 00	
Menominee Extension gold bonds	2,700,000 00	
General Consolidated gold bonds	8,995,000 00	
		14,845,000 00
Galena and Chicago Union First Mortgage bonds	$1,693,000 00	
Galena and Chicago Union Second Mortgage bonds	854,000 00	
Elgin and State Line bonds	128,000 00	
Mississippi River Br. bonds	190,000 00	
Beloit and Madison bonds	306,000 00	
Peninsula Railroad bonds	331,000 00	
Chicago and Milwaukee Railroad 1st mort.	54,000 00	
Milwaukee and Chicago Railroad 2d mort.	97,500 00	
Chicago and Milwaukee Railway 1st mort.	1,642,000 00	
		5,295,500 00
Proprietary roads:		
Northwestern Union Railway Co.		633,233 27
Unfunded debt less assets:		
Balance due leased roads in Iowa	$195,730 60	
Current bills, pay rolls and accounts	1,493,047 10	
Bills payable	2,271,450 72	
	$3,960,228 42	
Cash	$881,638 81	
Accou'ts	1,188,961 44	
	2,070,599 75	
		1,889,628 67
Outstanding coupons, dividends, etc., including coupons due June 1, 1874		709,717 00
Balance due sundry Railroad Co's.		101,243 01
Amount due on purchase of Winona and St. Peter Railroad		60,000 00
Income account—balance May 31, 1874		2,119,346 26
		$71,528,842 03

President.—ALBERT KEEP.

Vice Pres't, Sec. & Treas.—M. L. SYKES, Jr.

Directors.—Albert Keep, John F. Tracy, Henry H. Porter, Wm. H. Perry, Chicago; B. F. Allen, Des Moines, Iowa; Wm. L. Scott, Milton Courtright, Erie; A. G. Dulman, Geo. S. Scott, M. L. Sykes, Jr., Charles R. Marvin, Harvey Kennedy, A. B. Baylis, David Dows, R. P. Flower, Francis H. Tows, New York; J. L. Ten Have Fzn, Amsterdam, Holland.

Assis't Secretary & Treasurer.—S. O. HOWE.

General Manager.—HENRY H. PORTER.

Gen'l Superintendent.—MARVIN HUGHITT.

Pennsylvania Railroad.

We gave in our last and preceding issues the Report of the Investigating Committee on the Eastern Group of Railroads and Canals controlled by this company. The following, from the same Report, refers to the Western Group of Railroads controlled by the company.

To facilitate and systematize this inquiry, we divide the railways into the Western and Eastern Groups. The Western Group, embracing the railways west of Pittsburg, we again divide into the Fort Wayne or Northern system, and the Pittsburg, Cincinnati and St. Louis or Southern system. The Eastern Group embraces the railways east of Pittsburg and Erie, and is called the Eastern or Pennsylvania system, in contra-distinction to the Western system, and for convenience we include in this system the interests held south of Baltimore and Cairo.

The early policy of your company was, and still is, to encourage the building of branches along its main line, and to make such business connections with other roads within the Commonwealth as would attract the trade of the State over your line to the city of Philapelphia. In carrying out this policy, such lines as the Western Pennsylvania, Bald Eagle Valley, Clearfield, Southern Pennsylvania, and Blair County Railways were aided, and interests taken in them to develop the local trade of your road.

It was also found to be necessary to acquire interests, first, in the Northern Central Railway, to keep the port of Baltimore open to trade and travel between that city and the West over your line; and, second, the Cumberland Valley Railroad, to turn the products of that rich valley to Philadelphia over your road, and, third, the Philadelphia and Erie Railroad. By leasing it much of the trade of the country dependent on that line is secured to the city of Philadelphia.

For some years you kept aloof from investments in Western railroads, trusting to business alliances, mutual benefits, and advantages offered to Western roads, and the absolute strength of your main line to secure a fair proportion of the Western trade and travel. True to this wise policy, no interest had been taken in the West except in the Pittsburg, Fort Wayne and Chicago Railway, which was mainly done to secure its completion to Chicago, and which being accomplished at a favorable moment of high prices for the stock, your interest in that road was sold out at a large profit.

But subsequently the Pittsburg, Fort Wayne and Chicago Railway Company considered their road long enough, as a base line, to have an independent eastern connection, and your company were forced to prepare another outlet to the west, which resulted in commencing the exceedingly expensive piece of railway from Pittsburg to Steubenville, to make a connection via the Steubenville and Newark line and the Little Miami Railroad to Cincinnati, and by other lines to St. Louis. A little later new interests, decidedly averse to yours, seemed likely to get control of the Pittsburg, Fort Wayne and Chicago line, and your Directors felt themselves obliged to acquire control of the Columbus, Chicago and Indiana Central line to Chicago after the acquisition of which by you, the stockholders of the Pittsburg, Fort Wayne and Chicago line quickly recognized their true interest in leasing their lines to your company, which was a responsible one, rather than to another of more questionable ability.

It is easy, now, to see the error of disposing of your interest in the Pittsburg, Fort Wayne and Chicago Railway, instead of taking control of it, when it could have been obtained at a less cost. This line held the strategic position. With it the Pennsylvania Railroad Company could have largely influenced and controlled the trade and travel of the country south of it, your only competitor being the Baltimore and Ohio Railroad.

Your company being so far committed in the West, it was but natural—affected as the whole country was with the fever of railroad building, and constantly provoked by the efforts of the

other trunk lines to interfere with the country which your company thought belonged to them geographically—that they should partake of the same spirit, and, with grand ideas, form a plan or policy to reach all important points in the West with their lines; and this they have done; then followed the lease of the Little Miami Railroad and its branches, the Muskingum Valley Railroad, the building of the Vandalia road to St. Louis, the Indianapolis and Vincennes road, the three grand bridges over the Ohio river at Steubenville, Cincinnati, and Louisville, the control of the Jeffersonville, Madison and Indianapolis, the Cleveland, Mount Vernon and Delaware road, and many other branches, which give your company a giant hold on the West. Commencing on Lake Erie, you reach with your lines the ports of Erie, Cleveland, Ashtabula, Toledo; and going North, the timber of Michigan; the cities of Cincinnati, Chicago, and St. Louis each with two lines; Cairo (by aid of Vincennes and Cairo Railroad;) New Albany, Jeffersonville, Madison and Louisville, on the Ohio; while these lines encircle the country directly tributary to them, they also have their feelers pointing to a greater circle outside, and drawing trade and travel to the main lines.

You will agree with us that the conception was grand, attractive, and likely, in times of great speculation, to captivate the most prudent. This grand conception appealed both to sentiment and interest with most irresistible power, and it is not marvellous that every effort was made to put it into practical effect.

Having thus briefly sketched the circumstances that give rise to the policy of your company in the West, we will now consider the methods of management of your interests in the railways west of Pittsburg.

1. WESTERN GROUP.

These roads are managed through the organization known as The Pennsylvania Company, the control of the management of which is secured by a majority of the stock being held by you, or by that company in your interest, and also by leasing from other companies lines which you control.

The Pennsylvania Company was originated and organized by your company as a medium through which to make the best working organization for the Northern Group of lines west of Pittsburg. By centralizing the management, it was thought those roads could be more effectively managed, and their interests more readily harmonized. Whether this was the best policy we shall not now consider, for the Pennsylvania Company is so intimately connected with those lines as manager of some and lessee of others, and as owner of real estate and rolling stocks, &c., that its existence had better be continued. It would have been well if it could have been arranged for that company to have sufficient capital to manage its own finances, independently of the aid of the Pennsylvania Railroad Company.

The capital of the Pennsylvania Company is $11,360,900, of which $8,000,000 is held as a preferred stock by the Pennsylvania Railroad Company, in exchange for securities and leases conveyed to it by the Pennsylvania Railroad Company.

This stock is entitled to a dividend of six per cent per annum, and to a proportionate increase as profits may be divided over that rate. Its practical organization dates from April 1, 1872.

The Pennsylvania company, in 1873, purchased the property of the Union (Star) Line for $3,000,000, payable in their own stock. In addition to the stock there is the amount of $360,900 held by different persons.

This introduction of new stockholders suggests an important question. If the object of your company in organizing the Pennsylvania Company was simply to have a better means of managing some of your western interests, and these interests are to be managed solely or primarily in the interest of your company, is it judicious to introduce other stockholders whose interest may at times clash or interfere with yours?

It is not difficult to see that these interferences of interest may frequently occur, and so largely as to create great trouble. In fact, the Pennsylvania Company cannot be well managed for the purposes for which it was organized without ignoring the interests of its other stockholders.

Again, having other stockholders in the company affects the free working of the Pennsylvania Company. The policy of your company may change, and it may be desirable to close the Pennsylvania Company, and we therefore suggest that your Board of Directors be recommended to re-examine the subject and see if an arrangement cannot be made by which your company shall become the sole owners of the stock of the Pennsylvania Company.

FORT WAYNE OR NORTHERN SYSTEM.

The lines managed by the Pennsylvania Company are as follows:

1. The Pittsburg, Fort Wayne and Chicago Railway, extending from Pittsburg to Chicago	468 3
And under this company, the New Castle and Beaver Valley Railroad	14 9
The Lawrence Railroad	20.4
NOTE.—The Pittsburg, Fort Wayne and Chicago Railway was leased by the Pennsylvania Railroad Company and the lease transferred to the Pennsylvania Company.	
2. The Erie and Pittsburg Railroad, extending from a point on New Castle and Beaver Valley Railroad to Girard, on the Lake Shore Railroad	84
Branch at Erie	2
	86.0
NOTE.—This line leased by Pennsylvania Railroad Company and transferred to Pennsylvania Company.	
3. The Cleveland and Pittsburg Railroad. This line extends from Rochester, in Pennsylvania, by way of Millville, Ohio, to Bridgeport and Cleveland, with other branches	202.0
NOTE.—This line leased by Pennsylvania Railroad Company and transferred to Pennsylvania Company.	
4. Ashtabula, Youngstown and Pittsburg Railroad, from Youngstown to Ashtabula.	62.5
NOTE.—This line is worked at cost by Pennsylvania Company, but there is no responsibility or guaranty of dividend.	
5. Mansfield, Coldwater and Lake Michigan Railroad is to extend from Mansfield Junction, on the Pittsburg, Fort Wayne and Chicago Railway to Allegan, Michigan, two hundred and sixteen miles. The track is laid from Junction, seven miles west of Mansfield, to a point twenty-seven and three-quarter miles west of Tiffin	65.8
Track is laid from Allegan to Grand Rapids and Indiana Railroad	19.7
Total track laid on Mansfield, Coldwater and Lake Michigan Railroad	85.5
NOTE.—This line is worked by Pennsylvania Company at cost.	
6. Tiffin, Toledo and Eastern Railroad	24
Woodville and Toledo Railroad, leased by Tiffin, Toledo and Eastern Railroad	18
	42.0
	981.6

NOTE—Operated by Pennsylvania Company for account of Tiffin, Toledo and Eastern Railroad Company, at cost.

These roads, embracing 981.6 miles, are more properly the system of the Pennsylvania Company's lines; but with the lease of the Pittsburg, Fort Wayne and Chicago Railway there was also conveyed a contract with the Indianapolis and St. Louis Railroad, by which the Pennsylvania Railroad Company acquired one-half interest in this line, being the northern line between those cities, and therefore the accounts of this line come into the workings of the Pennsylvania Company. The result in 1873 was a loss of $8,078 16, being one-half the total loss, the balance being paid by the Cleveland, Columbus, Cincinnati and Indianapolis Railway Company.

	Miles.
7. The Indianapolis and St. Louis Railroad, Indianapolis to Terre Haute	72
Terre Haute to St. Louis	189
Branch to Alton	4
	265
NOTE.—This interest was transferred to the Pennsylvania Company with the lease of the Pittsburg, Fort Wayne and Chicago Railway.	
8. The Pennsylvania Company leases the Jeffersonville, Madison and Indianapolis Railroad, with the guarantees of the Pennsylvania Railroad Co. This line extends from Indianapolis to Louisville	110
Madison to Columbus	45
Columbus to Cambridge	65
	220.0
9. The Indianapolis and Vincennes Railroad, extending between these points	117.0
NOTE.—Controlled by Pennsylvania Company, by majority of stock, and by paying interest on funded debt.	
	582.0
Making, with the northern system of	981.6
Miles of railway operated by the Pennsylvania Co	1,568.6

The amount of stock and bonds issued on these roads, and their floating and other indebtedness,* are—

Stock to amount of	$44,020,140 35
Bonds to amount of	41 005,000 00
Floating and other indebtedness	2,572,196 22
Amounting in all to	$87,597,336 57

With a cost per mile of road of $51,316 54.

We now add a table of the workings of these lines for 1873, showing the earnings, expenses, rental, profit and loss.

Summary of Results of Pennsylvania Co.'s Lines in 1873.

Roads.	Rental.	Profit.	Loss.
Pittsburg, Ft. Wayne and Chicago Railway	$2,617,177 24	$904,855 13	
New Castle and Beaver Valley Railroad	140,435 79	52,078 94	
Lawrence Railroad	75,962 96	258 87	
Erie and Pittsburg Railroad	380,626 00	108,772 74	
Mansfield, Coldwater and Lake Michigan Railr'd		2,269 63	
Toledo, Tiffin and Eastern Railroad			
Ashtabula, Youngstown and Pittsburg Railroad		7,281 22	
Cleveland and Pittsburg Railroad	1,226,884 47	534,078 02	
Jeffersonville, Madison & Indianapolis Railroad	582,651 70		$8,592 80
Indianapolis and Vincennes Railroad	206,000 00		148,862 99
	$5,179,478 16	$1,604,594 05	$286,491 51
Net profit on the system		$1,368,102 54	
Less one half of loss on the Indianapolis and St. Louis road		8,078 16	
Amount of profit		$1,360,024 38	

* With the Cleveland, Mt. Vernon and Delaware Railroad, which has stock, $1,562,791 92; bonds, $2,300,000; debt, $362,643 08; total, $4,225,435. Length of road, 144 miles.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic & Pacific:													
1873	319,648	354,941	472,838	432,217	418,546	374,769	383,965	451,528	502,087	468,671	397,485	397,729	4,948,673
1874	341,995	323,055	396,286	398,308	423,685	404,560	395,893	459,854	498,413	.....	.....	.....	.....
Central Pacific:													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556,080	533,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720,929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,628	1,254,689	1,285,567	1,299,900	1,037,992	12,734,729
1873	852,860	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,622	1,392,125	1,423,875	1,296,812	1,072,750	13,938,969
1874	848,558	794,000	867,666	1,132,000	1,360,000	1,380,000	1,258,000	1,301,000	1,406,000	.....	.....	.....	.....
Chicago and Alton:													
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377 687	5,278,910
1872	371,708	332,903	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,315	352,604	5,156,326
1873	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
Chicago and Northwestern:													
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873	752,468	765,249	967,258	1,034,023	1,256,072	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915	13,816,465
1874	1,014,514	900,765	1,024,061	1,080,193	1,290,596	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1869	454,590	330,400	420,951	460,388	630,844	678,923	586,531	525,547	724,732	1,040,102	801,195	496,566	7,250,069
1870	396,171	382,823	377,571	443,133	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,986	387,565	426,223	474,188	580,433	594,769	488,348	565,729	811,961	950,945	702,838	513,787	6,957,771
1873	334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,193	9,046,124
1874	654,400	657,500	576,620	742,050	964,800	886,900	749,200	704,300	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1869	204,119	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,819
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,462,625
1873	363,921	413 043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448
1874	363,053	276,099	318,976	342,247	306,778	330,754	327,384	403,175	369,334	.....	.....	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,372	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18 694,096
1873	1,326,505	1,329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,685,384	1,774,570	1,918,247	1,882,421	1,560,023	1,625,129	19,631,781
1874	1,462,650	1,273,775	1,413,223	1,465,550	1,687,772	1,577,945	1,443,283	.....	.....	.....	.....	.....	.....
Illinois Central:													
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623 383	661,789	601,326	555,087	684,539	712,647	627,216	899 053	901,235	903,225	811,708	697,751	8,678,958
1871	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698,063	8,026,754
1873	602,241	597,429	660,759	553,912	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,693	8,268,325
1874	611,491	538,668	567,554	580,921	647,893	678,728	624,191	708,808	763,106	.....	.....	.....	.....
Kansas Pacific:													
1871	133,673	152,264	267,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303,305	210,197	3,321,518
1872	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265,217	201,492	3,498,160
1874	170,349	178,429	245,774	292,143	316,647	316,379	293,247	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1871	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1,368,948	1,402,597	1,345,316	1,235,285	14,797,975
1872	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459,360	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873	1,412,368	1,549,285	1,735,736	1,694,543	1,680,968	1,585,368	1,451,762	1,582,531	1,776,420	1,742,516	1,375,556	1,546,983	19,134,136
1874	1,519,249	1,305,132	1,371,545	1,593,827	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta & Cincinnati:													
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690.714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873	169,843	161,132	178,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	151,793	150,301	2,126,875
1874	171,028	144,215	161,031	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1870	337,992	329,128	384,431	412,030	406,283	363,187	326,891	378,880	467,990	511,447	453,673	387,827	4,755,958
1871	418,755	442,665	486,980	470,703	480,847	427,096	422,015	529,890	628,660	582,089	587,434	507,050	5,940,102
1872	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873	379,836	440,261	567,314	556,180	542,058	480,028	457,853	452,330	617,291	537,031	506,804	552,548	6,089,534
Mo., Kan. & Texas:													
1873	200.639	224,393	256,719	258,871	250,935	249,343	301,318	336,823	399,939	370,710	309,028	285,603	3,444,321
1874	266,333	230,371	262,801	214,011	224,589	237,425	245,595	288,999	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1373	383,605	291,630	338,725	338,708	307,520	290,470	274,297	306,561	371,344	325,841	266,533	261,275	3,656,509
1874	265,375	239,303	297,613	299,805	269,975	294,838	282,667	324,360	364,374	.....	.....	.....	.....
Philadelphia and Reading:													
1871	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,748
1873	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,331,543	1,446,247	1,547,475	1,486,091	1,324,348	.....	.....
St. Louis, I. Mt. & South'n:													
1873	145,834	152,054	224,449	207,627	255,277	216,223	198,562	222,753	196,403	179,385	143,267	170,607	2,312,441
1874	156,699	149,035	169,475	160,901	251,509	238,610	235,250	254,230	258,447	.....	.....	.....	.....
Toledo, Wab. & Western:													
1871	365,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,935	5,736,666
1872	439,780	431,949	460,646	447,313	510,792	462,868	432,056	614,175	565,811	621,351	469,341	532,895	6,008,978
1873	403.487	427,097	437,835	423,517	459,506	537,819	488,911	647,080	593,810	528,844	369,605	421,296	5,738,808
1874	423,343	400,984	404,699	447,855	420,719	388,535	440,587	478,475	459,894	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	.....	797,948	706,602	623,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528,529	500,139	539,238	706,603	802,586	746,450	643,058	664,051	728,521	719,693	570,168	505,053	7,654,094
1871	479,573	373,925	499,899	584 540	724,466	728,174	673,693	681,865	800,402	777,362	708,142	469,932	7,521,682
1872	273,936	534,115	565,861	741,802	890,442	835,459	743,382	789,567	863,754	980,706	915,727	757,851	8,892,606
1873	523,975	491,784	708,256	881,266	1,007,831	969,863	876,833	837,277	1,068,937	1,170,586	970,660	758,833	10,266,104
1874	620,715	607,990	687,026	834,954	910,065	902,881	850,142	1,042,516	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No.		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'73	9.50	114	40	Albany.....N.Y.	190,590	190,000	59,000		101,301	26,019	8	100	100	...
Sept. 30,'73	1.04	....		Albany st. Freight (B'ton).Mass.	48,709	75,000			7,229	894		100	100	...
Oct. 31, '73	25.00	440	78	Atlantic Avenue (Bklyn)..N. Y.	725 723	680,000	456,800	32.296	266,857	42,814		100	100	...
Sept. 30,'73	11.83	344	50	Avenue C (N. Y. City)....N. Y.	540,360	500,000	900,000	109.019	230,082	32,540		100	100	...
Dec. 31, '73	7.5	697	94	Baltimore City (Balt.).....Md.	1,038,456	1,000,000		98,000			3	25	25	19
Sept. 30,'73	22.01	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,801,673	900,000	694,600	46,850	257,704	37,097		100	100	...
Sept. 30,'73	4.63			Boston and Chelsea.....Mass.	110,000	110,000			8,800	7,789	7.7	100	100	...
Sept. 30,'73	1.25			Boston & West Roxbury.Mass.	56,133	41,000						100	100	...
Sept. 30,'73	13.88	264	50	Broadway (Brooklyn).....N.Y.	378,029	200,000	100,000	52,395	180,504	43,404	12	100	100	...
Sept. 30,'73	24.25	1098	135	B'dway & 7th Av.(N.Y.C.)N.Y.	3,847,159	2,100,000	1,500,000	200,000	920,158	264.449	6	100	100	...
Sept. 30,'73	7.00	....	32	Brooklyn, Bath & Coney I.N.Y.	245,048	180,000	80,000		65,906	30,566		100	100	...
Sept. 30,'73	81.50	1922	401	Brooklyn City.....N.Y.	2,424,800	2,000 000	800,000	90.000	1,496,294	306,196	14	100	100	...
Sept. 30,'73	18.50	242	68	Brooklyn City & Newtown.N.Y.	513,273	300,000	400,000	32,353	197,186	66,122		100	100	...
Sept. 30,'73	19.83	200	50	Brooklyn, Cross-Town.....N.Y.	668,517	300,000	300,000	40.765	167,848	27,229		100	100	...
Sept. 30,'73	17.64	362	83	Buffalo street.....N.Y.	528,984	100,000	421,119	86,276	324,269	137,407		100	100	...
Sept. 30,'73	11.13	142	26	Bushwick (Brooklyn) .....N.Y.	389,971	300,000	102,000	2,628	44,408			100	100	...
Sept. 30,'73	29.19			Cambridge (Boston) .....Mass.	800,500	800,500	150,000		73,486	73,486	9	100	100	102
Sept. 30,'73	1.70	.22	4	Central City (Syracuse).....N.Y.	29,473	21,130	6,000		20,164	14,094	12	100	100	...
Sept. 30,'73	24.00	960	128	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,948,585	1,667,700	1,200,000	8,857	909,098	342,290		100	100	...
Oct. 31, '73	9.00	208	40	Citizens' (Pittsburg) .....Pa.	270,671	184,000			184,298	78,365	16	50	46	...
Oct. 31, '73	7.25	350	50	Citizens' (Phila.).....Pa.	212,320	192,750		1,000	300,145	95,884	17½	50	19½	...
Sept. 30,'73	20.40	240	24	Coney Island (Brooklyn)..N.Y.	698,806		369,000	39,924	221,891	51,196		100	100	...
Sept. 30,'73	10.70	960	127	Dry Dock, E.B.& B.(N.Y.C)N.Y.	2,090,847	1,200,000	1,000,000		1,275,623	640,633	8	100	100	...
Sept. 30,'73	3.50	12	3	Dunkirk and Fredonia.....N.Y.	43,609	35,100			4,111	4,111	8	100	100	...
Oct. 31, '73	1.62	14	4	Easton and S. Easton .....Pa.	25,962	29,562			10,946	3,320		25	16	...
Sept. 30,'73	9.50	1002	120	Eighth Avenue (N.Y.City)N.Y.	1,688,574	1,080,000	203,000	66,200	798,040	149,564	12	100	100	...
Oct. 31, '73	2.32	24	6	Erie City.....Pa.	36,997	19,807	20,000	2,341	13,287	2,184		50	42	...
Oct. 31, '73	5.50	60	23	Federal St. & Pl. Val.(Pbg.).Pa.	132,842	66,250	90,000		45,735	9,000		25	22	...
Sept. 30,'73	2 60	491	18	Fifth Ward (Syracuse).....N.Y.	44,766	29,335	10,000	2,150	13,699	1,673		100	100	...
Sept. 30,'73	10.26	491	68	42d st.& Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	236,000	29,301	586,757	293,048	9	100	100	...
Oct. 31, '73	17.04	389	56	Frankford & Southwark(Ph.)Pa.	644,171	498,200	220,500		412,325	91,138	10	50	50	56
Sept. 30,'73	4.00	26	5	Genesee & Water St.(Syr.)N.Y.	67,017	42,500	14,200		31,588	19,095	5	100	100	...
Oct. 31, '73	33.75	360	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000		405,614	97,884	6	50	31	...
Sept. 30,'73	7.75	182	37	Gr'd st. & Newtown (Bk'n)N.Y.	310,443	170,000	90,000	12,378	107,824	22,083		100	100	...
Sept. 30,'73	8.00	200	40	Gr'd St. Prosp. P'k.& Flatb..N.Y.	437,011	200,000	200,000	37,028	80,086	1,016		100	100	...
Oct. 31, '73	7.25	200	42	Green and Coates st. (Phila.).Pa.	244,441	150,000	100,000		180,268		4	50	30	50½
Oct. 31, '73	2.12	10	4	Harrisburg City.....Pa.	60,250	41,994	12,500	1,604	7,185			25	25	...
Sept. 30,'73	11.95	140	20	Harlm.Br.,Morr. & F'dham.N.Y.	287,302	29,100	135,000		89,000	18,391		100	100	...
Oct. 31, '73	11.00	378	60	Hest., Mant. & F'mount (Ph.)Pa.	388,466	299,423	100,000	27,000	292,610	71,442	9	50	50	19½
Sept. 30,'73	6.25	92	26	Jamaica, Woodh'n & Bklyn.N.Y.	100.000	100,000			23,132	1,970		100	100	...
Sept. 30,'73	3.25	33	9	Kingston and Rondout.....N.Y.	88,285	75,000			24,792	5,161	5	100	100	...
Oct. 31, '73	5.01	117	20	Lombard and South st. (Ph.).Pa	170,402	105,000	62,500		99,104	35,905	10	25	12½	...
Sept. 30,'73	4.04	50	12	Lowell Horse.....Mass.	61,704	80,000		3,500	34,127	2,597		100	100	...
Sept. 30,'73	11.62	239	35	Lynn and Boston .....Mass.	277,581	200,500	50,000	43,697	164,270			100	100	...
Sept. 30,'73	3.60			Malden and Melrose (Btn).Mass.	60,246	165,500	75,000					100	100	...
Sept. 30,'73	3.46			Medford & Charlest. (Btn).Mass.	34,600	21,000	5,000		2,240	819		100	100	...
Sept. 30,'73	5.26	65	15	Merrimac Valley.....Mass.	63,000	50,000			34 845	656	4	100	100	43
Sept. 30,'73	46.29	1230	204	Metropolitan (Boston) ....Mass.	2,371,609	1,500,000		589,390	982,854	91,633	3	100	100	...
Sept. 30,'73	16.24	285	53	Middlesex (Boston).....Mass.	679,675	400,000	184,500	158,822	223,893	26,112		100	100	...
Sept. 30,'73	1.76	4	2	Mohawk and Ilion.....N.Y.	17,500	15,000			5,496	2,400	16	100	100	...
Sept. 30,'73	4 00	.....		New York Elevated .....N.Y.	1,500,000	754,200		91.848	64,602			100	100	...
Sept. 30,'73	6.10	220	27	Ninth Avenue (N. Y. City)N.Y.	999,109	797,320	207,000	13,648	95,704	3,762		100	100	...
Sept. 30,'73	3.21	10	2	Northampton & Wmburg.Mass.	50,000	50,000		6,499	5,832			100	100	...
Sept. 30,'73	10.88	128	30	North 2d St. & Middle Vil.N.Y.	200,765	134,500	25,000	45,457	65,641	570		100	100	...
Sept. 30,'73	2.74	7	2	North Woburn (Boston)..Mass.	35,310	20,800			1,924	1,879		100	100	...
Dec. 31, '73	11.71	191	42	Orange and Newark .....N.J.	1,038,756	290,300	700,000	123,556	210,171	15,965		100	100	...
Sept. 30,'73	14.40	142	37	Park Avenue (Brooklyn)..N.Y.	369,425	200,000	200,000	77,000	126,727	42,908		100	100	...
Oct. 31, '73	9.64	40	17	Peoples' street (Scranton)...Pa.	140,387	125,000			36,447	13,40?	4	100	100	...
Oct. 31, '73	15.00	396	75	Philadelphia City (C.& W.).Pa	454,397	225,000	200,000	39,397	347,282	118,632	10	50	50	70
Oct. 31, '73	6.00	60	16	Philadelphia and Darby.....Pa.	257,000	200,000					4	20	20	...
Oct. 31, '73	13.07	114	23	Philadelphia & Gray's Ferry.Pa.	299,127	200,175					10	50	25	29½
Oct. 31, '73	8.75	116	37	Pbg., Allegheny & Manchest.Pa.	161,752	200,000	48,000	6,500	124,472	38,750	10	50	50	...
Oct. 31, '73	6.60	100	19	Pittsburg and Birmingham..Pa	136,239	120,000	50,000	336	149,066	54,721	10	50	50	...
Oct. 31, '73	7.50	72	15	Pbg, Oakland &E. Liberty...Pa.	125,449	138,000	50,000	11,549	71,052	650		50	50	...
Oct. 31, '73	4.50	85	19	Pittsburg and Ormsb y a	83,487	100,000	40,000	22,636	42,949	6,359		50	50	...
Sept. 30,'73	6.00	42	11	Poughkeepsie City.... Y.	121,706	72,250	28,000	1,616	37,238			25	25	...
Oct. 31, '73	13.50	254	40	Ridge Avenue (Ph.). Pa	414,512	336,000	85,030	28,500	21,539	1,801		100	100	...
Sept. 30,'73	12.00	120	27	Rochester and Brighton ...N.Y.	192,596	70,000	30,000	4,772	244,658	65,485	3	50	28	43½
Sept. 30,'73	7.84	84	20	Salem street.....Mass.	208,736	150,000	35,900	38,500	118,947	60,951	10	100	100	...
Oct. 31, '73	3.47			Schuylkill River (Phila.) ....Pa.	47,465	50,000		1,800			6	100	100	...
Sept. 30,'73	21.06	1021	137	Second Avenue (N.Y. City)N.Y.	2,511,743	1,180,500	1,220,000	84,988	681,434	171,112	10	50	50	...
Oct. 31, '73	30.50	560	96	2d and 3d street (Phila.).....Pa.	706,255	621,576			544,545	69,873	8	100	100	...
Oct. 31, '73	6.75	245	42	17th and 19th street (Phila.)..Pa.	186,694	160,000	100,000	10,306	152,406	36,467	10	50	31	63½
Sept. 30,'73	8.38	824	102	Sixth Avenue (N.Y. City)..N.Y.	2,181,960	750,000	415,000	80,000	938,434	143,950	4	50	16	...
Sept. 30,'73	4.03			Somerville horse (Boston).Mass.	98,000	98,000			5,880	5,880	10	100	100	...
Sept. 30,'73	7.56	330	52	South Boston .....Mass.	450,000	450,000			289,209	31,089	7½	100	100	...
Sept. 30,'73	6.50	80	21	South Brooklyn & Park....N.Y.	259,186	150,000	100,000	19,527	49,380	3,486		100	100	65
Sept. 30,'73	2.71	32	6	Springfield street.....Mass.	89,586	50,000		7,675	22,364	2,242		100	100	...
Sept. 30,'73	2.58	20	5	Stoneham street (Boston)..Mass	36,744	33,000			2,100	1,779	5	100	100	...
Sept. 30,'73	8.00	85	13	Staten Island Shore.....N.Y.	31,000	31,000			18,873			100	100	...
Sept. 30,'73	2.00	21	7	Syracuse and Geddes.....N.Y.	28,578	25,000	25,000		17,225	6,370	7	100	100	...
Sept. 30,'73	2.60	16	4	Syracuse and Onondaga ...N.Y.	50,150	37,000		10.000	13,748	3,955	1	100	100	...
Sept. 30,'73	4.32	40	8	Taunton street.....Mass.	53,414	40,000		7,500	23,671	5,257	10	100	100	...
Oct. 31, '73	7.25	350	50	10th & 11th st. (Citizens')...Pa.	212,320	192,750		1,000	300,145	95,884	17½	50	19½	82½
Sept. 30,'73	18.00	2112	267	Third Avenue (N. Y. City).N.Y.	3,757,365	2,000,000	2,000,000		2,140,826	549,310	5½	100	100	...
Oct. 31, '73	8.50	198	33	13th and 15th streets (Phila.).Pa.	227,326	334,629			155,097	37,581	12	50	16½	23½
Sept. 30,'73	6.27	85	8	Troy and Albia.....N.Y.	74,537	44,700	35,100	767	21,051	3,902		100	100	...
Sept. 30,'73	11.88	226	51	Troy and Lansingburg.....N.Y.	328,387	250,000	96,000	9,352	170,056	19,859		100	100	...
Sept. 30,'73	5.00	76	19	23d street (N.Y. City).....N.Y.	702,757	600,000	250,000		96,931	31,365		100	100	...
Sept. 30,'73	——	731	97	Union street (Boston).....Mass.	472,035	355,500	17,500	132,108	478,742	13,964		100	100	108
Oct. 31, '73	30.00	667	118	Union (Phila.).....Pa.	1,032,514	400,000	500,000		682,502	77,201	26	50	20	...
Sept. 30,'73	29 60	507	89	Union (Providence).....Pa.	823,329	614,300	75,000	139,029	416,096	72,911	2	100	100	...
Sept. 30,'73	13.13	92	14	Utica, Clinton & Bingham..N.Y.	323,763	121,400	200,000		45,450	4,893		100	100	...
Sept. 30,'73	2.50	18	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	18,000		22,013	6,356	3½	100	100	...
Sept. 30,'73	3.11	12	3	Waltham and Newtown...Mass.	36 974	30,000		16,316	7,659	2,546	4	100	100	...
Sept. 30,'73	14.50	159	25	Watervliet (Albany) .....N.Y.	342,347	240,000	130,000		104,231	1,977		100	100	...
Oct. 31, '73	16.50	507	79	West Philadelphia.....Pa.	591,348	400,000	100,000		482,477	129,289	15	50	50	...
Oct. 31, '73	4.59	16	7	Wilkesbarre and Kingston..Pa.	94,833	100,000			23,551	8,934	4	50	50	...
Sept. 30,'73	5.26	——		Winnisimmet (Boston)... Mass.	62,152	50,400	——	——	2,902	2,335	——	100	100	...

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price
	$	pc			
Albany: 1st Mortgage.....	50,000	7	J.& J.	1883	....
Atlantic (Bklyn) Ave.: 1st Mortgage.....	115,000	7	A&O.	1881	....
2d Mortgage.....	100,000	7	A&O.	1884	....
3d Mortgage.....	166,000	7	J.& J.	1885	....
Avenue C: 1st Mortgage.....	900,000	7	A&O.	1896	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1880	...
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.&D.	1882	...
Broadway and 7th Avenue: 1st Mortgage.....1,	500,000	7	J.&D.	1884	...
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	1890	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1883	....
Brooklyn City & Newtown: 1st Mortgage.....	400,000	7	J.&D.	1879	....
Brooklyn Cross-Town: 1st Mortgage.....	300,000	7	J.& J.	1888	....
Buffalo Street: 1st Mortgage.....	400,000	7	M&N	1893	....
Bushwick: 1st Mortgage.....	102,000	7	J.& J.	1889	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1891	....
Central Park, N & E. River: 1st Mortgage.....	550,000	7	F& A	1882	....
2d Mortgage.....	650,000	7	M&N	1890	....
Coney Island & Brooklyn: 1st Mortgage.....	307,000	7	J.& J.	1887	....
D. Dock, E.Bdw. & Battery: 1st Mortgage.....1,	000,000	7	J.&D	1885	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	1890	....
Empire: 1st Mortgage.....guar.	150,000	7	J.& J.	1890	....
42d st. & G'd st. Ferry(N.Y.): 1st Mortgage.....	236,000	7	A.&O	1878	....
Federal St. & Pleasant Val.: 1st Mortgage.....	25,000	7	A&O.	1878	....
2d Mortgage.....	50,000	7	J.& J.	1881	....
Frankford and Southwark: 1st Mortgage.....	155,500	7	J.& J	1877	....
2d Mortgage.....	100,000	7	M&N	1891	....
Germantown: 1st Mortgage.....	250,000	7	J.&D.	1879	....
2d mortgage	100,000	7	.....	1884	....
Green and Coates street: 1st Mortgage.....	103,000	7	J.& J.	1878	....
Grand St. & Newtown: 1st Mortgage.....	90,000	7	A.&O	1887	....
Grand st. P. P. & Flatbush: 1st Mortgage.....	200,000	7	J.& J.	1891	....
Harl. Br.,Morris's & Fordh.: 1st Mortgage.....	135,000	7	J.& J.	1889	....
Hestonv., Mantua & Fairm.: 3d Mortgage.....	125,000	7	J.&D	1880	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.& J.	1883	....
Lynn and Boston: 1st Mortgage.....	50,000	6	A&O.	1879	....
Malden and Melrose: 1st Mortgage.....	75,000	6	A&O.	1885	....
Middlesex (Boston): 1st Mortgage sinking fund	99,500	6	J.& J.	1884	....
2d Mortgage.....	50,000	6	A.&O	1880	....
3d Mortgage.....	25,000	7	M&N	1874	...
Ninth Avenue (N. Y.): 1st Mortgage.....	207,000	7	J.& J.	1876	....
Orange and Newark: 1st Mortgage.....	200,000	6	J.& J.	1881	....
2d Mortgage.....	500,000	7	J.& J.	1893	....
Park Avenue (Bkly): 1st Mortgage.....	200,000	7	M&N	1888	....
Philadelphia City: 1st Mortgage.....	200,000	7	J.& J.	1881	....
Second Avenue (N. Y.): 1st Mortgage.....	350,000	7	J.&D.	1877	....
2d Mortgage.....	200,000	7	F.&A	1876	....
3d Mortgage.....	150,000	7	A.&O	1885	....
Conv. bonds.....	520,000	7	M&N	1888	....
17th and 19th street (Ph.): 1st Mortgage.....	15,000	6	J.& J.	1878	....
2d Mortgage.....	60,000	6	A.&O.	1878	....
Sixth Avenue (N. Y.): 1st Mortgage.....	415,000	7	J.& J.	1890	....
South Brooklyn and Park: 1st Mortgage.....	100,000	7	J.& J	1892	...
Third Avenue (N. Y.): 1st Mortgage.....2,	000,000	7	J.& J.	1890	....
Troy and Lansingburg: 1st Mortgage.....	96,000	7	J.& J.	1892	....
Union (Phila.): 1st Mortgage.....	300,000	6	J.& J.	1888	....
2d Mortgage.....	300,000	7	J.& J.	1881	....
Union (Prov. R. I.): 1st Mortgage.....	75,000	6	J.& J.	1892	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.&D	1889	....
Watervliet: 1st Mortgage.....	120,000	7	A&O.	1887	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,280,000	J. & J.	July '74 2½
Allegheny Valley 50	2,250 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '73 4
Atlantic and Gulf 100	3,893,200	— & —	.....
" " guar.100	786,478	M. & N.	Nov. '73 3½
Atlantic and St. Law*....100	39,494,900	M. & S.	Sept. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Genesco & Mt. M.*100	194,250	A. & O.	Oct '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '74 5
Washington Br.....100	1,650,000	A. & O.	Apl. '74 5
Parkersburg Br. pref.... 50	5,680,685	— & —	.....
Berkshire*.....100	600,000	J.A.J.&O	Oct. '74 0
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N	May '74 5
Bos., Clin. & Fitchb.pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & D	June '74 3
Bost., Conc. & Mont.*pref100	800,000	M. & N.	May '74 3
Boston and Lowell.....500	2,852,900	J. & J.	July '74 3½
Boston and Maine.....100	6,816,907	M. & N.	May '74 4
Boston and Providence..100	3,950,600	M. & N.	May '74 5
Buffalo, N. Y. and Erie*.100	980,000	F. & A.	Feb. '74 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Sept. '74 5
" " pref.100	1,486,900	M. & S.	Sept. '74 5
Camden and Amboy* ...100	5,847,800	J.A.J.O.	Oct. '74 2½
Camden and Atlantic.... 50	461,701	— & —	Oct. '74 3½
" " pref. 50	763,549	— & —	Oct. '74 7
Cape Cod 100	1,020,330	J. & J.	Jan. '72 2½
Cape May and Millville* 50	447,000	J. & D.	Dec. '73 3
Catasauqua & Fogelsv... 50	426,900	Novemb.	Nov. '71 6
Catawissa*.....50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	May '74 2½
Cayuga and Susq*.....50	582,110	J. & J.	July '74 5
Cedar Rapids & Mo. R.*100	6,880,400	M. & N.	May '74 1½
" " pref.100	769,600	F. & A	Aug. '74 3½
Central of Georgia.....100	4,666,800	J. & J.	July '73 5
Central of New Jersey..100	99,000,000	J. A. J. O.	Oct. '74 2½
Central Ohio*.....50	2,425,000	J. & D.	June '74 3
" pref.....50	400,000	J. & D.	June '74 3
Central Pacific 100	$4,275,500	.....	Aug. '74 5g
Chemung*.....100	280,000	J.A.J.&O	Oct. '73 1½
Cheshire, preferred 100	2,100,000	J. & J.	July '74 2
Chicago and Alton.....100	8 929,900	M. & S.	Sept. '74 5
" " pref.....100	2,425,400	M. & S.	Sept. '74 5
Chicago, Burl. & Quincy.100	19,897,000	M. & S.	Sept. '74 5
Chicago, Iowa & Nebras*100	3,916 300	J. & J.	July '74 4
Chicago & N. Western.100	14,998,060	J. & D.	Dec. '72 3½
" pref.100	21,484,113	J. & J.	July '75 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Oct. '74 4
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.*.. 50	2,980,550	— & —	Apl. '72 10s
" " pref.... 50	429,048	M. & N	May '74 2
Clev., Col., Cin. & Ind....100	14,991,275	F. & A.	Aug. '74 4
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '74 3½
Cleveland & Pittsburg*.. 50	11,236,150	F.M.A.N	Aug. '74 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*... 5	1,788,800	M.J.S.D.	June '74 2
Colum. & Hocking Val..100	2,500,000	F. & A.	Feb. '74 5
Concord 50	1,600,000	M. & N.	May '74 5
Concord and Ports.*.....100	350,000	J. & J.	July '74 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A.	Aug. '74 3
Connecticut Rive 10	1,950,000	J. & J.	July '74 5
Cumberland Valley 5	1,494,250	A. & O.	Apl. '74 4
Danbury and Norwalk . 50	600,000	M. & N.	Nov '73 5
Delaware*.....50	1,230,941	J. & J.	July '74 3
Del., Lackaw. & Wesin. 50	23,500,000	J.A.J. O.	Oct. '74 2½
Detroit & Milwaukee*.. 5	822,14	— & —	.....
" " pref. 50	2,096,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	A. & O.	Oct. '74 2
East Pennsylvania* 50	1,500,200	J. & J.	July '74 3
East Mahanoy * 50	392,950	J. & J.	July '74 3
Eastern (Mass.).....100	4,262,600	J. & J.	July '72 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*.100	500,000	F. & A.	Feb. '74 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '74 2½
" " pref. 50	500,000	J. & J.	July '74 3½
Erie Railway 100	78,000,000	.....	Oct. '73 1
" pref.....100	8,598,910	.....	Oct. '73 3½
Erie and Pittsburg*..... 50	1,080,250	M.J.S.D.	Mar. '74 1½
Fitchburg 100	4,000,000	J. & J.	July '74 4
Georgia 100	4,156,000	J. & J.	Apl. '74 4
Grand River Val.* guar.100	1,000,000	— & —	.....
Grand Trunk, (Ca.) 100	14,367,940	— & —	.....
Great Western, (Ca.) ..100	19,237,404	A. & O.	Apl. '74 1½
Hannibal & St. Joseph.100	4,151,700	F. & A.	Aug. '70 3½
" pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	May '74 5
Harlem Extension 50	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '73 3½
Housatonic, pref. 100	1,180,000	J. & J.	July '74 4
Huntingdon & Bd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. & J.	July '68 3½
Illinois Central 100	25,280,610	F. & A.	Aug. '74 4
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S.	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	J. & J.	July '74 2
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	July '74 1½
Joliet & North. Indiana*100	300,000	J. & J	July '74 4
Lake Shore & Mich. So..100	49,466,900	F. & A.	Aug. '73 4
" " (guar.).100	833,500	F. & A.	Feb. '74 5
Lawrence*.....50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	2,739,800	M. & N	May '67 5
Lehigh Valley 50	21,916,850	J.A. J.O.	Oct. '74 2½
Little Miami.*.....50	3,871,450	J.A. J.O.	Apl. '74 3
Little Schuylkill*..... 50	2,646,100	J. & J.	July '74 3½
Long Island.....50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,023,488	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '74 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '74 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Oct. '74 3
Lykens Valley 20	600,000	F.M.A.N	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	May '74 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	5,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '74 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	18,738,204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323.375	J. & J.	July '74 5
Milwaukee and St. Paul..100	15,392,261	J. & J	Dec. '70 7s
" " pref.....100	12 274,483	F. & A	Aug'74 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '74 3½
Morris and Essex*..... 50	14,008,100	J. & J	July '74 5½
Nashua and Lowell.....100	800.000	M. & N.	May '74 5
Naugatuck 100	1,881 900	F. & A.	Aug. '74 4½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept. '74 5
Newark and N. York*....100	977,400	J. & J.	Jan. '74 3½
N. Bedford 100	1,678,500	M. & N.	May '74 4
N. Castle & Beaver Val.* 50	1,800,000	J. A. J. O.	Apl. '74 2½
N. Haven & Northamp...100	606,000	J. A. J. O.	Sept '73 3
New Jersey*.....100	7,295,200	J. A. J. O.	Oct. '74 2½
New London Northern*100	1,418,800	J. A. J. O.	Oct. '74 2
N. Y. Cen. & Hudson R...100	89,428,330	A. & O.	Oct. '74 4
New York and Harlem..100	5,500,000	J. & J.	July '74 4
" " pref.100	1,500,000	J. & J.	July '74 4
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	July '74 6
N. Y., Provid. & Boston.100	2,000,000	J. A. J. O.	Oct. '74 2½
Niag. Bridge & Canand*100	1,000,000	J. & J.	July '74 5
North Carolina*.....100	4,800,000	irregular.	Jan. '73 3
N. Eastern (N. C.) pref...100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 473,500	January.	Jan. '74 5s
Northern Central 50	5,842,000	M. & N.	July '74 3½
Northern N. Hampsh....100	3,068,400	J. & D.	June '74 4
Northern New Jersey*...100	1,000,000	J. & J.	July '74 4
Norwich & Worcester*..100	2,823,400	J. & J.	July '74 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	July '74 3
" " pref.100	2,000,000	A. & O.	Oct. '74 4
Ohio and Mississippi....100	20,000,000	J. A. J. O.	.....
" " pref.100	4,030,000	J. & D.	Dec'72 3½s
Oil Cr. & Allegheny R... 50	4,259,450	J. A. J. O.	Jan. '74 3
Old Colony & Newport..100	6,297,900	J. & J.	July '74 3½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '74 4
Pacific of Missouri.....100	3,635,750	J. A. J. O.	Oct. '74 1½
Panama.....100	7,000,000	J. A. J. O.	Oct. '74 3
Paterson and Hudson*..100	630,000	J. & J.	July '74 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	Jan. '74 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '74 3
Pennsylvania 50	63,144,475	M. & N.	May '74 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '74 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	July '74 4
Phil., Ger. & Norristwn* 50	1,626.250	M.J.S.D.	Sept. '74 3
Philadelphia & Reading 50	32,684,375	J. A. J. O.	Oct. '74 2½
" " pref.... 50	1,551,800	J.A. J.O.	Oct. '74 2½
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Oct. '74 2½
Phila., Wil. & Balt..... 50	17,485,750	J. & J.	July '74 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Oct. '74 1½
" Special Imp..100	2,000 000	J.A. J.O.	Oct. '74 1½
Pittsfield & N. Adams..100	610,000	J. & J.	July '74 3
Portland and Kennebec.100	616,700	J. & J.	July '74 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '75 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces...100	2,000,000	J. & J.	July '74 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '74 4
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '74 3½
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Aug '74 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 3
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,040,000	July.	July '74 3
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '74 3
St. L., Kan. C. & North..100	12,000,000	.....	.....
" pref.100	12,000,000	.....	Nov. '72 3
Saratoga and Schenec.*..100	300,000	A. & O.	Apl. '74 3½
Schuylkill Valley* 50	576,050	J. & J.	July '74 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '74 3
Shore Line*.....100	995,800	J. & J.	July '74 3½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '73 3
South Carolina 100	5,816,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '73 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	448,700	J. & J.	July '74 3½
Stony Brook*.....100	287,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '74 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	Dec. '73 3
Taunton Branch 100	500,000	J. & J.	Jan. '74 5
Terre Haute & Indiana.100	1,988,150	F. & A	Aug. '74 5
Tol., Peo. & War. 1st pref.100	1,777,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '74 3½
Troy and Greenbush*....100	374,400	J. & D.	Dec. '71 3½
Ulster and Black River....100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*....100	2,500,000	J. & D.	Dec. '72 3
Vermont and Mass 100	$2,800,000	A. & O.	Oct. '74 2
Warren (N. J.).....100	1,800,000	J. & D	Dec. '73 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,554,750	F. & A.	Feb. '74 4
Winchester & Potomac*100	180,000	J. & J.	July '74 3
Winchester & Strasburg*100	500,000	J. & J.	July '74 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	July '74 4s
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	..... 2½
Baltimore City.....100	800.000	— & —	Jan. '74 3
Bleecker st. & F Fy.(NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Oct. '74 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Apl. '73 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jan. '70
Brooklyn City 100	1,500,000	F.M.A.N	May '74 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica....100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Oct. '74 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	500,000	J. & J.	July '74 9
Citizens' (Pbg.) 50	200,000	M. & S.	Nov. '71 7
Coney Island & Brookl..100	500,000	— & —	.....
D. Dock R. R'w. & Bat..100	1,200,000	F.M.A.N	Feb. '74 2
Eighth Avenue (N.Y.)....100	1,000.000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry ...100	748,000	J. & J.	July '74 3½
Frankf. & Southw.(Ph.) 50	491,750	J. & J.	July '74 5
Germantown (Ph.).....50	1,000,000	J. & J.	July '74 3
Girard College (Ph.) 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '74 4
Heston, Mantau & Fairm. 50	2,050.000	J. & J.	July '74 1½
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '71 6
Lynn and Boston.....100	200.000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	M. & N.	July '74 3½
Middlesex (Boston).....100	400,000	A. & O.	Apl. '73 4
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '74 5
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '74 2½
Pbg. Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	Oct. '73 2
Second & Third St.(Ph.) 50	992,100	J. & J.	July '74 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '74 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.). 50	1,000,000	J. & J.	July '74 1½
Somerville (Boston) 100	75,000	M. & N.	May '74 5
South Boston 50	400,000	J.A. J.O.	Oct. '74 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.).....50	400,000	J. & J.	July '74 3
West Philadelphia..... 50	400,000	J. & J.	July '74 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'73 3
Chesapeake and Ohio ... 25	2,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug. '74 4
Delaware and Hudson....100	15 000,000	F. & A	Aug. '74 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	Oct. '74 2½
Erie of Pennsylvania..... 50	64,000	— & —	.....
Lehigh Coal & Navigat. 50	9 390,350	J.S D.M.	Sept. '74 3
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,008	F. & A.	Aug. '72 3
" (preferred).....100	1 175,000	F. & A.	Aug '73 5
Pennsylvania 50	4,387,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	July '74 30s
" " (pref.) 50	2,898,977	F. & A.	July '74 60s
Susq. and Tide Water... 50	2,002,745	— & —	.....
Union 50	2,907,350	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 —
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Sept. '74 2
American Coal..... 25	1,500,000	M. & S.	Mar. '74 4
Am. Mercb. Union Exp..100	12,000,000	J. & J.	July '73 5
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '69 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City.....	1,000,000	— & —	.....
Butler Coal..... 25	600,000	J. & D.	Dec'69 25c
Canton.....100	781,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal.....100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold.....100	2,835,800	— & —	.....
" pref.....100	2,698,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	May '74 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	May '74 3
Quicksilver, common 100	5,760,000	— & —	.....
" preferred 100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	July '74 5
Spruce Hill Coal 10	1,000,000	— & —	.....
United States Express....100	6,000,000	F.M.A.N	Aug. '74 2
United States Trust 100	1,500,000	J. & J.	July '71 6
Wells-Fargo & Co. Exp.100	5,000,000	J. & J.	July '74 4
West. Union Telegraph.100	35,000,000	J.A. J.O.	Oct. '74 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '67 5
Wyoming Valley Coal ..100	1,250,000	F. & A	Aug. '69

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Oct. 1, 1874.					
Loan of June 14, 1858 ..... registered	$260,000	5	Jan. & July.	1874	....
Loan of February 8, 1861 ..... registered	18,788,000	6	Jan. & July.	1880	117½
.. .. coupon	4,632,000	6	" "	1880	118½
.. .. coupon	945 000	6	Jan. & July.	1881	....
Oregon War Bonds of March 2, 1861... coupon	125,814,250	6	Jan. & July	1881	117½
Loan of July 17, and Aug. 5, 1861... registered	63,507,100	6	" "	1881	118½
.. .. coupon	15,991,850	6	May & Nov.	1882	109½
Loan of Feb. 25, 1862 (5-20s)..... registered	145,244,400	6	" "	1882	112½
.. .. .. (5-20s)..... coupon	53,640,700	6	Jan. & July.	1881	117½
Loan of March 3, 1863..... registered	21,359,300	6	" "	1881	118½
.. .. coupon	946,600	6	May & Nov.	1884	111½
Loan of March 3, 1864 (5-20s)..... registered	25,027,250	6	" "	1884	111½
Loan of June 30, 1864 (5-20s)..... registered	33,018,950	6	" "	1884	115½
.. .. .. (5-20s)..... coupon	23,736,100	6	May & Nov.	1885	115½
Loan of March 3, 1865 (5-20s)..... registered	118,798,250	6	" "	1885	116½
.. .. .. (5-20s)..... coupon	56,990,850	6	Jan. & July.	1885	115½
.. .. 2d series (5-20s)..... registered	145,672,250	6	" "	1885	116½
.. .. .. (5-20s)..... coupon	87,957,950	6	Jan. & July.	1887	116½
.. .. 3d series (5-20s)..... registered	222,864,500	6	" "	1887	117½
.. .. .. (5-20s)..... coupon	13,967,500	6	Jan. & July.	1888	117
.. .. 4th series (5-20s)..... registered	23,506,500	6	" "	1888	117½
.. .. .. (5-20s)..... coupon	141,240,300	5	Mar. & Sept.	1904	111½
Loan of March 3, 1864, (10-40s)..... registered	53,327,000	5	" "	1904	111½
.. .. .. (10-40s)..... coupon	180,262,950	5	F. M. A. & N.	1881	112½
Consols of July 14, '70 & Jan. 20, '71. registered	141,934,950	5	" "	1881	112½
.. .. coupon	.....	4½	F. M. A. & N.	1886	....
Consols .. .. registered	.....	4½	" " "	1886	....
.. .. coupon	.....	4	F. M. A. & N.	1901	....
Consols .. .. registered	.....	4	" " "	1901	....
.. .. coupon	.....				
Debt matured and without interest..... (var.)	6,457,710	...	....	Due.	....
Navy Pension Fund of July 23, 1868..... (cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds..... (currency)	64,623,512	6	Jan. & July.	'95-'99	117½
United States Notes	382,075,408	not.	.....	.....	...
Fractional Currency.....	46,731,019	"	.....	.....	....
State Securities, latest dates.					
Alabama—($11,258,836):					
.. Bonds (old and extended), 1866 and '72...	3,230,800	5	May & Nov.	'88-'92	....
.. Bonds (new), 1866, '68 '72 and '78.....	2,477,700	8	Jan. & July.	'86-'93	....
.. State Bonds for Railroads.....	2,300,200	8	" "	'90-'91	....
.. Railroad endorsements.....	16,386,000	8	" "	'90-'91	....
Arkansas—($10,885,000):					
.. Funded Bonds, ($4,400,000) 1869 and 70.	2,850,000	6	Jan. & July.	'99-'00	....
.. Levee Bonds, 1871.....	2,200,000	7	" "	1891	...
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds 1869 to '73.....	5,350,000	7	April & Oct.	'99-'00	....
California—($3,796,500):					
.. Civil Bonds 1857 and '80	1,699,000	7	Jan. & July.	'77-'80	111½
.. Relief Fund Bonds, 1863.....	110,000	7	" "	'83-'85	....
.. State Capitol Bonds, 1871 and '7	500,000	7	" "	'91-'92	....
.. Funded Debt of 1873.....	1,497,500	6	" "	1893	....
Connecticut—($5,095,900):					
.. War Loan, (10-30 yrs) of July 1, 1861...	532,800	6	Jan. & July.	1881	108½
.. War Loan, (20 yrs) of Jan. 1863 and '64.	2,232,500	6	" "	'83-'84	....
.. War Loan, (10-30 yrs) of Oct. 1, 1864....	589,500	6	April & Oct.	1894	....
.. War Loan, (20 yrs) tax free, of Oct. 1, '64	1,741,100	6	" "	1885	....
Delaware—($1,281,000):					
.. State War Debt.....	879,000	6	Jan. & July.	1885	....
.. Railroad Aid (J. and Breakwater R. R..	352,000	6	" "	1885	....
District of Columbia—($4,790,000):					
.. Improvement (gold) bonds.....	4,000,000	6	Jan. & July.	1902	....
.. Improvement (cur.) bonds.....	790,000	7	" "	1902	....
Florida—($6,045,700):					
.. Bonds of 1871, and 1873.....	957,000	7	Jan. & July.	var.	....
.. Railroad Loan (gold) of 1870.....	4,000,000	8	" "	1890	....
.. Consolidated (gold) Bonds of 1873.....	1,000,000	8	" "	1903	....
Georgia—($14,871,084):					
.. Bonds for Western & Atlantic R. R.....	784,700	6	May & Nov.	1874	75½
.. Bonds for Western & Atlantic R. R.....	172,500	7	" "	1874	....
.. Bonds for Atlantic and Gulf R. R.....	800,000	6	Feb. & Aug	'78-'86	....
.. Bonds of March 12, 1866.....	3,900,' 00	7	Jan. & July.	1886	90
.. Bonds (gold) of Sept. 1870	2,098,000	7	April & Oct.	1890	78
.. Bonds of Feb. 19, 1873	1,200,000	8	" "	'75-'86	....
.. Railroad endorsements.....	7,923,000	var	Various.	var.	....
Illinois—($2,060,150):					
.. New Internal Improvement Bonds, 1847	962,445	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	320,000	6	" "	'77-'78	....
.. War Loan Bonds, 1861.....	367,000	6	" "	1880	....
.. Chicago Relief Bonds 1871.....	250,000	6	" "	1881	....
Indiana—($4,396,815):					
.. War Loan Bonds, of 1863.....	139,000	6	May & Nov.	1868	....
.. Temporary Loan Bonds, 1873.....	710,000	7	Jan. & July.	'75-'76	....
Iowa—($543,056):					
.. War and Defense Fund Bonds, 1861....	300,000	7	Jan. & July.	.....	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864.....	101,175	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,235,500	7	" "	'76-'89	....
Louisiana—($22,306,800):					
.. State Bonds, to R. R. Companies.....	2,436,000	6	Various.	'70-'06	....
.. Relief (Treasury) Bonds 1855.....	5,750,000	6	May & Nov.	'86-'07	....
.. Levee Bonds 1865.....	1,000,000	8	Various.	1886	....
.. Levee Bonds, 1867.....	4,000,000	6	May & Nov.	1907	....
.. Past due coupons 1865.....	978,800	6	Jan. & July.	'88-'97	....
.. Levee Bonds, 1870	2,960,000	6	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	2,950,000	6	May & Nov.	1910	....
.. State Penitentiary Bonds, 1869	500,000	7	Mar. & Sept.	1899	....
.. Bonds for Railroad stocks (var.).....	2,436,000	6	Various.	'67-'11	....
.. Bonds for Railroads (var.)	5,202,000	8	Various.	'99-'10	....
.. Miss. & Mex. Gulf Ship Canal Bonds...	480,000	7-8	Mar. & Sept.	1889	....
Michigan—($1,012,194):					
.. Sault Ste Marie Canal Bonds.....	61,000	6	Jan. & July.	1879	102
.. Renewal Loan Bonds, 1858.....	105,000	6	" "	1878	103½
.. Two Million Loan, 1863.....	1,032,000	6	" "	'78-'83	....
.. War Bounty Bonds, 1866.....	866,000	7	May & Nov.	1890	....
Maine—($7,138,400):					
.. Civil Loan Bonds, 1856-'61.....	222,000	6	Various.	'74-'78	....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	Various.	'80-'89	101½
.. War (Municipal Equalization).....	3,083,900	6	April & Oct.	1890	....
Maryland—($10,741,215):					
.. Bonds to R. R. and Canals.....	5,709,639	5	J. A. J. & O.	1890	80
.. Bonds to R. R. and Canals.....	828,222	6	" "	1890	102
.. Bonds to Balt. & Susq. R. R.....	200,000	3	" "	1890	....
.. Defense and Bounty Bonds	3,072,083	6	Jan. & July.	1883	107½
.. State Loans, 1870 and 1872	709,056	6	" "	'85-'87	...
Massachusetts—($28,477,804):					
.. State (public works) scrip.....	750,000	5	Various.	'74-'80	....
.. Union Fund Loan, 1861.....	2,758,000	6	Jan. & July.	'74-'76	109½
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	....
.. Bounty Loan Bonds, 1863 and 1864.....	8,578,244	5	May & Nov.	'83-'94	101½
.. War Loan (currency).....	999,944	5	Mar. & Sept.	1888	102½
.. Railroad and Tunnel Bonds.....	10,305,532	5	April & Oct.	'88-'93	....
.. Norwich and Worcester R. R. Bonds..	400,000	6	Jan. & July.	1877	....
.. B., H. & Erie R. R. Bonds.....	3,599,024	5	" "	1900	....
Minnesota—($250,000):					
.. State Buildings Loan 1867 and 1869.....	250,000	7	Jan. & July.	'77-'79	....
Missouri—($18,747,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	....
.. State (funding) Bonds, 1867-68	2,727,000	6	" "	'87-'88	....
.. Railroad Loan Bonds, 1854-'66.....	12,801,000	6	" "	'74-'86	....
.. Railroad Bonds, guaranteed 1856-'66....	1,589,000	7	" "	'76-'91	100½
.. State Institutions Loans.....	1,301,000	6	" "	var.	....
New Hampshire—($3,914,165):					
.. War Loan Bonds, of 1861.....	614,000	6	Jan. & July.	'80-'78	....
.. War Loan Bonds, of 1864.....	800,000	6	Mar. & Sept.	'84-'89	101½
.. War Loan Bonds, of 1866.....	494,500	6	April & Oct.	'73-'74	....
New Jersey—($2,696,300):					
.. War Loan Bonds, 1861-'64, tax free.....	2,690,000	6	Jan. & July.	'74-'02	....
New York—($36,530,400):					
.. State Stock of 1827 and 1832.....	561,500	5	J. A. J. & O.	pleas.	....
.. State (Deficiency) Stock of 1838.....	900,000	5	" "	1875	110
.. State (Deficiency) Stock of 1838.....	800,000	6	" "	1878	....
.. State (Deficiency) Stock of 1838.....	248,107	5	" "	pleas.	....
.. State (Deficiency) Stock of 1838.....	1,180,781	6	" "	pleas.	....
.. Canal Stock.....	1,106,426	5	" "	1874	....
.. Canal Stock.....	111,200	4	" "	'72-'73	....
.. Canal Stock.....	10,138,260	6	" "	'74-'77	....
.. Bounty Loan registered	19,861,000	7	Jan. & July.	1877	103
.. Bounty Loan coupon.....	1,200,000	7	" "	1877	103½
North Carolina—($29,547,045):					
.. Old or Ante-War Debt.....	4,738,800	6	Jan. & July.	'72-'92	19
.. Old or Ante-War Debt.....	3,639,400	6	April & Oct.	'72-'92	....
.. Bonds issued since the war.....	3,009,045	6	Jan. & July.	'92-'98	14½
.. Bonds issued since the war.....	1,839,000	6	April & Oct.	'92-'98	....
.. Bonds issued for funding.....	2,417,400	6	Jan. & July.	'78-'00	....
.. Bonds issued for funding.....	1,721,400	6	April & Oct.	'78-'00	....
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	5
Ohio—($8,211,062):					
.. Loan of 1860, sinking fund.....	147,180	6	Jan. & July.	1870	....
.. Loan of 1850, sinking fund.....	1,685,900	6	" "	1875	....
.. Loan of 1860, sinking fund.....	4,074,817	6	" "	1881	102
.. Loan of 1856, sinking fund.....	2,400,000	6	" "	1886	105½
Oregon—($290,477):					
.. Bounty and Relief Bonds.....	90,477	7	Jan. & July.	'74-'84	....
.. Willamette Canal Bonds.....	200,000	7	" "	1890	....
Pennsylvania—($24,999,788):					
.. Inclined Plane Loan, of 1849.....	400,000	6	April & Oct.	1879	....
.. Loan of April 1852, reg. and coup.....	483,000	5	Jan. & July.	1882	....
.. Loan of May 1852, reg. and coup.....	2,637,500	5	Feb. & Aug.	1877	....
.. Loan of April 1853, coupon	238,000	5	" "	1878	....
.. Loan of April 1861, registered.....	35,000	6	" "	1878	....
.. Loan of Feb. 1867, reg. and coup.....	907,200	6	" "	'74-'82	....
.. Loan of Feb. 1867, reg. and coup.....	18,798,950	6	" "	'74-'82	....
.. Chambersburg certificates, registered...	83,032	6	June & Dec.	1876	....
.. Loans of April 1872.....	500,000	6	April & Oct.	1876	....
Rhode Island—($2,638,500):					
.. War Bonds of 1862	1,018,000	6	Mar. & Sept.	1882	....
.. .. of 1863	205,000	6	April & Oct.	1883	....
.. .. of 1863	668,000	6	Jan. & July.	1893	....
.. .. of 1864	746,000	6	Feb. & Aug.	1894	....
South Carolina—($20,850,235):					
.. State House, Stock and Bonds '56-'62...	953,488	6	Jan. & July	pleas.	25
.. Fire Loan Stock of 1838.....	303,344	6	J. A. J. & O.	1870	....
.. Funding Stocks 1866 and 1869.....	143,114	6	Jan. & July.	'77-'90	....
.. Fire Loan Bonds of 1838.....	481,944	5	" "	1888	....
.. New State House Bonds 1853-'66.....	298,000	6	" "	'71-'86	....
.. Blue Ridge R. R. Bonds 1854.....	966,000	6	" "	'74-'75	....
.. Funding Bonds, 1868.....	960,000	6	" "	'87-'97	....
.. .. 1869.....	1,681,000	6	April & Oct.	1888	17
.. .. 1869.....	1,189,400	6	Jan. & July.	1888	18
.. .. 1869.....	2,030,000	7	" "	1888	....
.. Conversion Bonds 1869.....	7,666,500	6	" "	1889	....
.. .. .. 1870.....	343,000	6	April & Oct.	1889	....
.. Railroad Aid Bonds.....	4,797,908	6	Various.	'60-'89	....
Tennessee—($20,966,282):					
.. Railroad, &c., Bonds.....	15,767,922	6	Jan. & July.	'82-'90	76
.. State Bonds (direct)	4,819,544	6	April & Oct.	'69-'90	....
.. State Endorsements	2,197,000	6	Jan. & July.	1900	....
.. Funded Interest Bonds	4,598,035	6	" "	1914	75
Texas—($3,715,979):					
.. Frontier Protection (gold) Bonds, 1870..	700,000	7	Mar. & Sept.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	" "	1876	98
.. State Bonds.....	197.000	6	Jan. & July.	'76-'91	....
.. Railroad Aid Bonds.....	1,753,317	6	" "	var.	....
Vermont—($225,500):					
.. War Loans of 1864, '65 and '68	225,500	6	June & Dec.	'74-'78	....
Virginia—($45,718,112):					
.. Funded under act of 1871.....	20,278,730	6	Jan. & July.	long.	....
.. Funded under act of 1872.....	1,754,747	6	" "	"	....
.. Sterling Bonds	2,737,562	5	" "	"	....
.. Deferred (W. Va.) certificates.....	15,239,370	6	" "	"	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1889	....
2d Mortgage	2,673,000	8	" "	" "	1889	....
Receiver's Bonds for $1,200,000.	450,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	104
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	100
3d Mortgage	434,000	7	May & Nov.	" "	1881	....
Albany Loan	933,000	6	" "	" "	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1890	....
Allegheny Valley:						
General Mortgage	3,889,000	7.3	Jan. & July.	New York.	1896	89½
Special Mortgage to Penn.	3 500,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	6,000,000	7	April & Oct.	Phil. or Lond.	1900	82
American Central:						
1st Mort., guar. by C., B. & Q.	736,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage ($12,000 p. m.)	620,000	8*	Jan. & July.	Lond. or Ams.	1891	...
2d Mortgage for $1,200,000	700,000	7*	April & Oct.	New York.	1893	....
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
Atchison and Nebraska:						
1st Mortgage	3,750,000	8	March & Sept.	Boston.	1896	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,042,000	7*	Jan. & July.	New York.	1899	58
Land Grant Mortgage (gold)	3,521,000	7*	April & Oct.	Boston.	1900	....
1st Mort. (Wichita Branch) guar.	412,000	7*	Jan. & July.	"	1902	....
Consolidated Mortgage (gold)	976,000	7*	April & Oct.	N. Y. or Bost.	1903	....
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Georgia)	4,240,000	8	Jan. & July.	New York.	1900	64
Atlantic and Great Western:						
1st Mortgage (gold)	14,414,980	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	8,707,200	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,790,214	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.		1897	....
Sectional (S. A. & G. R. R.) bonds	310 000	7	" "		var.	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.		1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "		1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $6,000,000	.....	7*	Jan. & July.		1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $16,000,000	5,470,000	7*	April & Oct.		1901	....
2d Mort. to State (no int. till '80)	4,000,000	...	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,836,600	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	1,958,400	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R. R. assumed	7,189,000	6*	Jan & July.	" "	1888	....
1st Mort. (Central Div.) gold	1,189,800	6*	May & Nov.	" "	1891	....
Equipment Bonds	674,000	10	June & Dec.	" "	1883	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London.	1873	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1886	....
Augusta and Savannah:						
1st Mortgage	129,000	7	....	Savannah.	....	....
Avon, Genesee & Mt. Morris (Erie):						
1st Mortgage	20,000	7	Jan. & July.	New York.	1883	....
Bald Eagle Valley:						
1st Mortgage	360,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1854 '75	857,250	6	Jan. & July.	Baltimore.	1875	101½
Loan of 1850-'80	579,500	6	" "	"	1880	101½
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	101½
Loan of 1855-'90 (Balt.) stg fd.	3,461,146	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) stg fund.	3,620,320	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,498,016	6*	" "	"	1902	....
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	Jan. & July.	Baltimore.	1885	96
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'od by C., C., C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	....
Beloit and Madison (C. & N. W.):						
1st Mortgage (guaranteed)	306,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Philadelphia.	1885	84
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	....
Bingham Canyon & Camp Floyd:						
1st Mortgage	240,000	8*	Jan. & July.	.....	1903	....
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Albany loans (Alb. & W. Stk bge.)	106,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds (Western R. R.)	666.000	6	April & Oct.	"	1875	99
Currency bonds of Feb. 1, 1872.	3,764,000	7	Feb. and Aug.	"	1892	105½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage (Equalization)	248,000	7	" "	"	1880	....
1st Mortgage (Consolidation)	168,000	7	" "	"	1890	....
Equipment Mortgage	350,000	8	Apr. and Oct.	"	1881	89½
Boston, Concord and Montreal:						
Sinking Fund Mortgage	624,000	6a7	Jan. and July.	Boston.	1889	....
1st Mortgage (22½ m.) convertible	150,000	6	" "	"	1875	....
1st Mortgage (22½ m.) "	200,000	6	" "	New York.	1875	....
Consol. Mortgage for $2,000,000.	966,400	7	Apr. and Oct.	Boston.	1893	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	24½
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	40
Mass. L (ass'd by $4,000,000 Ber.)	3,600,000	7*	" "	Boston.	1899	....
Boston and Lowell:						
1st Mortgage	900,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1892	....
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	2,000,000	7	May and Nov.	Boston.	1893	104½
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500,000	7	May and Nov.	Boston.	1891	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,430,000	6*	Apr. and Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1886	....
Buffalo and Erie:						
Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" " ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" " ")	3 000,000	7	Apr. and Oct.	" "	1898	96
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	85
Buffalo, New York & Phila.:						
1st Mortgage	2,298.000	6	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	281,500	10	.....	" "	1893	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage, stg., stg. fund	5,470,000	7*	May & Nov.	N. Y. & Lond.	1910	....
1st Mort., (gold) Mil. Div.	2,200,000	7*	Feb. and Aug.	" "	1902	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,898,350	7	April & Oct.	N. Y. & Bost.	1893	98
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	Boston.	1875	....
Stock Bonds pref. 3d lien	566,000	8	" "	"	1878	....
Stock (common) Bonds	340,000	8	April & Oct.	N. Y. & Bost.	1879	....
Stock (common) Bonds	356,500	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	430,500	8	" "	" "	1899	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	6,715,000	8	Jan. & July.	N. Y. & Bost.	1894	98½
Bonds convertible until 1882	628,947	8	" "	Boston.	1883	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov.	Boston.	1896	....
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. and lands) S. F.	3,000,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1898	....
California and Oregon (Cen. Pac.):						
1st Mortgage (gold)	6,000,000	6*	Jan. & July.	New York.	'89-'91	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage (end. by Cen. Pac.)	1,600,000	6*	June & Dec.	" "	....	....
Camden and Amboy:						
Loan of 1875 (Joint Companies)	675,000	6	April & Oct.	Philadelphia.	1875	....
Loan of 1883	1,700,000	6	Feb. & Aug.	"	1883	....
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	....
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	103½
Sterling Loan, S. F. (£262,000)	1,286,080	6*	Feb. & Aug.	London.	1889	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage of 1854	600,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	....
Canada Southern:						
1st Mort. (stg fd.) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1908	58
Cape Girardeau and State Line:						
1st Mortgage (gold)	1,000,000	7	Jan. & July.	Cape Gir'deau	1891	....
Cape May and Millville:						
2d Mort, guar. by W. Jersey R. R.	400,000	7	April & Oct.	Camden.	....	....
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	1,500,000	6*	Jan. & July.	New York.	1923	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1893	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	101½
Chattel Mortgage	208,850	5	" "	"	'88-'89	....
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	198,000	7	April & Oct.	New York.	1894	80
1st Mort. (W. to Minn. Line)	1,334,000	7	Jan. & July.	" "	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	....
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	....
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,000,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,000,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage.....	993,000	7	March & Sept.	New York.	1875	....
General Mort. for $5,000,000....	1,672,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	150,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July	New York.	1899	....
2d Mortgage, gold, $4,000 p. m..	925,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
Convertible bonds of 1872.....	3,612 700	7	May & Nov.	New York.	1902	....
1st Mort.(New)for $5,000,000....	5,000,000	7	Feb. & Aug.	" "	1890	107
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....
Loan of Leh.C. & Nav.Co.(assu'd)	2,310,000	6	J. A. J. & O	Philadelphia.	1897	....
Consol. Mort. for $25,000,000....	5,000,000	7	" "	New York.	1899	....
Central Ohio (B. and O.):						
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	90½
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'99	92½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	....
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	101
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury.	'95 '99	....
1st Mort. (Western Pacific) gold	2,736,000	6*	" "	New York.	1899	....
1st Mort. (Calif. & Oregon) gold	7,066,000	6*	" "	" "	1892	....
1st Mort. (S. Fr, Okld & Aln.)..	500,000	8*	" "	San Francisco	1890	....
1st Mort.(San Joaquin V.D.)gold	4,000,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol.(").	1,500,000	7	June & Dec	"	1891	....
1st Mort. (Stan., Sheff. and Ch.)	444,107	7	Jan. & July.	"	1887	....
Income and Extension Bonds..	1,008,600	8	May & Nov.	"	1902	....
Equipment Mort. (Vt. Central).	1,000 000	8	" "	"	'76-'77	....
Equipment Mort. (").	1,000,000	8	" "	"	1889	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	" "	"	....	....
Missisquoi R.R.(" ")	500,000	7	Jan. & July.	"	1891	....
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	....
Charleston and Savannah:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,600	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M.(gold) skg fd for $15,000,000	15,000,000	6*	May & Nov.	New York.	1899	50½
1st Mort. Extension.(con. or reg)	2,124,000	7*	Jan. & July.	" "	1902	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "	" "	1880	....
3d Mort. (")coupon....	918,000	6	" "	" "	1884	....
Income (")coupon....	300,000	8	" "	" "	1876	....
Funded Interest, coupon.....	100,557	6	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort).....	607,000	6	Jan. & July.	Boston.	'75-'80	....
Chester Creek:						
1st Mort., guar. by P., W. & B..	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	1 0,000	7	May & Nov.	New York.	1877	....
1st Mortgage.....	2,408,000	7	Jan. & July.	" "	1893	110
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	98
Consol. Bonds (£200 stg. each).	1,149,950	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	105
2d Mort. (") "	188,000	7	Jan. & July.	" "	1896	....
1st Mort. (Louisiana and Mo.)..	4,800,000	7	Feb. & Aug.	" "	1900	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,692,000	6	Jan & July.	New York.	1883	....
Trust Mortgage, skg fund conv..	150,000	6	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....
Loan of 1872.....	7,029,875	7	Jan. & July.	Boston.	1896	97
1st Mort. (Am. Cen. R.R.) guar.	786,000	8	" "	New York.	1878	....
1st Mort. (Car. and Burl.) guar..	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Dix., Peo. & Han)guar.	800,000	8	Jan. & July.	" "	1889	....
1st Mort. (Ill. Gr. Trunk) guar..	960,000	8	April & Oct.	Boston.	1890	....
1st Mort. (Keok. & St.Paul)guar.	1,000,000	8	" "	"	1879	....
1st Mort. (O., O. & Fox Rv.)guar.	1,241,000	6	Jan. & July.	N.Y. & Bost.	1900	....
1st Mort. (Peo. and Han.) guar..	600,000	8	" "	New York.	1878	....
1st Mort. (Quincy & War.) guar.	800,000	8	" "	N.Y. & Bost.	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	" "	Frankfort.	1890	....
Chicago and Canada Southern:						
1st Mortgage.....	2,500,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton and Dubuque:						
1st Mort. guar. C., B. and Q.....	1,500,000	8	June & Dec.	Boston.	1896	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold....	2,500,000	7*	Apr. and Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold....	825,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p. m.	4,425,000	8	June & Dec.	Boston.	1896	....
Chicago and Iowa:						
1st Mortgage for $2,200,000.....	1,750,000	8	Jan. & July.	N.Y. & Bost.	1901	....
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar.C&NW	563,200	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar.C.&NW	211,500	7	Feb. & Aug.	New York.	1892	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Chicago and Milwaukee Railway:	$					
1st Mort., guar. by C. and N.W.	1,642,000	7	Jan. & July.	New York.	1898	98
Chicago and Mich. Lake Shore:						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1889	....
1st Mortgage.....	2,500,000	8	Jan. & July.	Boston.	1890	....
1st Mortgage.....	1,350,000	8	May & Nov	"	1891	....
1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (Mil. and St. Paul R'y)	5,527,000	7	Jan. & July.	New York.	1893	....
2d Mort. (" ")	1 191,000	7	April & Oct.	" "	1884	..
1st Mort. (Chic. and Mil. Div.)	2,500 000	7	Jan. & July.	" "	....	....
1st Mort. (East. Div. Palmer.)	781,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1897	....
1st Mort. (Minnesota Central.)	190,000	7	" "	" "	1870	....
1st Mort. (St. Paul Division.)	4,000,000	7	" "	" "	....	....
1st Mort. (Iowa and Dak. Div.)	1 000,000	7	" "	" "	1870	....
1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	107
2d Mort. (" ")	1,315,000	7 3	" "	" "	1898	....
1st Mort. (Ills. and Iowa Div.)	37.000	7	Jan. & July.	" "	....	....
1st Mort. (Hast. and Dak. Div.)	1,250,000	7	" "	" "	....	....
Income bonds(Mil. and St.Paul)	20,0 0	7	April & Oct.	" "	....	....
Milwaukee City Loan.....	230,800	7	March & Sept.	" "	1873	....
1st Mort. (Mil. and Western)...	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	" "	" "	....	....
Equipment and Bridge Bonds..	245,000	10	June & Dec.	" "	1883	....
Consol. Mort. for $35,000,000....	.....	7	Jan. & July.	" "	1904	..
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1 242 700	7	Feb. & Aug.	New York.	1885	....
General 1st Mortgage (193 m.) ..	3 588,000	7	" "	" "	1885	....
Funded coupons (193 m.)	743,200	7	May & Nov.	" "	1883	....
Appleton Ext. (28 m.& 76,000 ac.)	147,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	282 000	7	" "	" "	1885	..
1st Mort. (Gal. & Chi. U.) 248 m.	1,693,000	7	" "	" "	1892	108½
2d Mort. (Gal. & Chi. U.) 248 m.	854,000	7	May & Nov.	" "	1875	....
Elgin and State Line.....	128,000	6	Jan. & July.	" "	1878	....
Mississippi River Bridge	190,000	7	" "	" "	1884	....
1st Mortgage (Peninsula)	330,000	7	March & Sept.	" "	1896	....
Consol. skg fund (C.& N.W.R'y)	3,380,000	7	F. M. A. & N.	" "	1915	....
General Consol. Gold Bonds ...	8,995,000	7*	June & Dec.	" "	1902	80½
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S.F.(Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
2d Mort. (Mil. & Chi.R. R.) guar.	97.500	7	" "	" "	1898	....
1st Mort. (Chic.& Mil.R.W.)guar	1,642,000	7	Jan. & July.	" "	1898	98
1st Mort. (Bel.& Mad. R.R.)guar	306,000	7	" "	" "	1883	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000.....	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1908	.. ..
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund.....	9,000,000	7	Jan. & July.	New York.	1898	106
Chi. & Southwes'n (C., R.I.& Pac.):						
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago, Wisconsin & Canada:						
1st Mort. gold. skg fd for $410,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st Mortgage (gold) for $5,000,000	.....	7*	Jan. & July.	" "	1902	....
Chillicothe and Brunswick:						
1st Mort, guar.by St.L., K.C.& N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.& C.	274,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863.....	1,250,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865.....	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867.....	400,000	8	June & Dec.	" "	1877	....
Cincinnati, Ham.& Ind.(C., H.& D.):						
1st Mort., guar. for $2,500,000...	1,846,000	7	Jan. and July.	New York.	1903	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	....
Cincinnati and Martinsville:						
1st Mort., guar. by I., C. & L.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	.. ..
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C., H.& D.	560 000	7	Jan. and July.	New York.	1905	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich. & Ft. Wayne(G.R.& I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage.....	1,072,300	7	June & Dec.	New York.	1900	....
1st Mort. (San., Day. & Cin.)S.F.	900,000	6	Feb. & Aug	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1877	....
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	....
Cincinnati and Springfield:						
1st Mortgage for $2,000 000(guar)	2,000,000	7	April & Oct.	New York.	1901	....
2d Mortgage.....	411,000	7	.....	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m....	2,000,000	7	Jan. and July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,700,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.)..	271,000	7	June & Dec.	" "	'94 '94	....
1st Mort. (Bell. and Ind. R.R.)..	453,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500 000.	.....	7	.....	" "	....	....
Clev.& Mahoning V.(A.& Gt.W.)						
3d (now 2d)Mort.(skg fund) 1856	487,900	7	March & Sept.	New York.	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Cleveland and Pittsburg (Pa.Co.):						
3d (now 2d) Mortgage guar.....	1,252,000	7	May & Nov.	New York.	1875	....
4th (now 3d) Mortgage guar.....	1,096,000	6	Jan. and July	" "	1892	90½
Consol. sinking fund guar.....	1,499,000	7	May & Nov.	" "	1900	100

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Mt. Vernon and Delaware:	$					
1st Mortgage gold	1,300,000	7*	Jan. & July.	New York.	1900	....
2d Mortgage	1,000,000	7	" "	" "	1902	...
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York	1885	....
2d Mortgage (" ")	860,000	7	April & Oct	" "	1886	97
Cobourg, Peterboro' & Marmora:						
Mortgage Bonds	500,000	8	Jan. & July.	.....	'75–'82	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg	584,700	6	June & Dec.	Philadelphia.	1895	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	10,333,000	7	April & Oct.	New York.	1902	71½
2d Mortgage skg fund	3, 47,000	7	Feb. & Aug.	" "	1900	30
1st Mort. (Chic. and Gt.Eastern)	461,000	7	April & Oct.	" "	'93–'95	....
2d Mort. (" ")	344,400	7	Jan. & July.	" "	....	....
Income conv. (" ")	2,554 000	7	Feb. & Aug.	" "	1890	....
1st Mort, (Cin. and Chi. Air-L.)	1 4,100	7	" "	" "	1890	....
1st M., s.f.(" ")	39,650	7	May & Nov.	" "	1890	...
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	...
1st M. (Col. & Ind.) 1st&2d pref.	109,500	7	Jan. & July.	" "	1883	....
2d Mortgage (Ind. Central)	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Logansp't & Bur.)	554,500	7	Feb. & Aug.	" "	1884	....
Income (" ")	74,024	7	" "	" "	....	....
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	" "	1905	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn., S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	469,100	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000	607,5 0	7	April & Oct.	Boston.	1893	....
1st Mortgage sinking fund	296,500	6	June & Dec.	"	1876	....
Coupon Notes	634,000	7	" "	"	'76–91	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free	2,676,000	7	Jan. & July.	N. Y. & Bost.	1900	....
Connecting (Philadelphia):						
1st Mort. A BCD&E $200,000 each	991,000	6	March & Sept	Philadelphia.	1,2,3,4.	99
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	96,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	160,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	6	" "	"	1908	....
Plain bonds	81,800	6	" "	"	1884	....
Danbury and Norwalk:						
Mortgage Bonds of 1870	100,000	7	Jan. & July.	New York.	1890	....
Mortgage Bonds of 1 70–'72	400,000	7	" "	" "	'90–'92	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	....
2d Mortgage	300,000	7	" "	"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage	2,000,000	7*	April & Oct.	New York.	1909	....
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (O. H. & D.):						
1st Mortgage sinking fund guar.	1,886,000	7	Jan. & July.	New York.	1934	....
2d Mortgage, guar	441,000	7	March & Sept.	"	1887	....
3d Mortgage, guar	356,000	7	April & Oct	"	1888	....
Toledo Depot bonds guar	105,500	7	March & Sept.	"	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	136,000	7	June & Dec.	"	1870	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R):						
1st Mortgage (assumed)	189,000	7	Jan. & July.	New York.	1895	....
1st Mortgage (")	463,000	6	" "	"	1895	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. and Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1870	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	Apr. and Oct.	New York.	1875	....
2d Mortgage	1,633,000	7	March & Sept.	" "	1881	....
Convertible Bonds	5,000,000	7	June & Dec.	" "	1892	106½
2d Mort. (Lack. & Bloomsburg)	500,000	7	Apr. and Oct.	" "	1880	....
1st M. Ext.(" ")	400,000	7	March & Sept.	" "	1885	....
2d M. Ext. (" ")	200,000	7	May & Nov.	" "	1890	....
Denver & Boulder Val.(Den. Pac)						
1st Mortgage	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant	2,493,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	3,024,500	7	May & Nov.	N.Y.L.& Ams.	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Des Moines and Ft Dodge:	$					
1st Mortgage (coupon)	2,400,000	6	Jan. & July.	New York.	1904	...
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	1,826,000	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....
2d Mortgage, (coupon) guar.	300,000	8	Jan. & July.	" "	1881	....
Detroit, Lansing and Lake Mich.:						
1st Mortgage	3,219,000	8	April & Oct.	Boston.	1896	....
1st Mortgage (on Branches)	575,000	8	June & Dec.	"	1897	....
2d Mortgage	1,359,000	8	Feb. & Aug.	"	1898	....
1st Mort. (Ionia and Lansing)	770,000	8	Jan. & July.	New York.	1889	....
2d Mort. (" ")	81,000	8	May & Nov.	" "	1880	....
Detroit & Milwaukee(Gt. W. of Ca.):						
1st Mortgage, (D.& M.R.'y)	2,500,000	7	May & Nov.	New York	1875	....
2d Mortgage (" ")	1,000,000	8	" "	" "	1875	...
1st Funded Coup. (D.& M.R.R.)	626,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (" ")	375,784	7	May & Nov.	" "	1875	....
1st Mort. (Detr. & Pontiac R.R.)	180,000	7	April & Oct.	" "	1878	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1878	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1886	....
Bonds of Sept. 1, 1866	110,000	7	March & Sept.	" "	1886	....
Bonds of June 30, 1866	1 702,317	6–7	Jan. & July.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.& M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	....
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	800,000	8	Jan. & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage tax free	882,000	7	Jan. & July.	New York.	1893	....
Dubuque Southwestern:						
1st Mortgage	450,000	7	April & Oct.	New York.	1893	....
1st Mortgage, preferred	78,500	7	Jan. & July.	" "	1893	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold)	1,200,000	7*	June & Dec.	New York.	1909	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1855	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,976,000	7	Jan. & July.	New York.	1900	....
1st Mort. (East Tenn. & Ga.)	635,000	6	" "	" "	'80–'86	....
1st Mort. (East Tenn. & Va.)end.	161,000	6	May & Nov.	" "	1886	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	Boston.	1876	....
Loan of 1865–'85	160,000	6	April & Oct.	"	1885	....
Loan of 1867–'87	890,000	7	March & Sept.	"	1887	99½
Loan of 1868–'88	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869–'89	500,000	6	May & Nov.	"	1889	....
Loan of 1872–'82	1,553,000	7	March & Sept.	"	1882	....
Loan of 1873–'93	878,900	6	" "	"	1893	....
New Bonds	1,000,000	7	—— & ——	"	1892	....
Sterling Sink. Fd. Bonds	3,000,000	6*	March & Sept.	London.	1893	....
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1880	....
2d Mortgage	200,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	93
Income Mortgage guaranteed	570,000	6	April & Oct.	"	2862	..
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York	1897	....
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	..
3d Mortgage	4,582,000	7	" "	" "	1883	....
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	....
5th Mortgage convertible	709,500	7	June and Dec.	" "	1888	95
Buffalo Branch, 1st mortgage	182,800	7	Jan. & July.	" "	1891	....
Sterling loan (£1,000,000) conv.	4,580,000	6*	March & Sept.	London.	1875	....
1st Consol Mort. for $30,000,000	12,076 000	7*	" "	N.Y.& London.	1920	....
2d Consol Mort. for $40,000,000	18 000,000	7*	June and Dec.	London.	1894	....
Long Dock Co's Mortgage	3,000 000	7	" "	New York.	1893	100
Convertible bonds	8,000,000	7*	Jan. & July.	London.	1903	....
Erie and Pittsburg (Penn.):						
1st Mortgage	292 200	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,800	7	April & Oct.	" "	1890	....
Consolidated Mortgage	2,192,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	750,000	7	April & Oct	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6*	Jan. & July.	N.Y. & Lond.	1894	....
1st L.M.(& 1st on 50, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1890	....
New Mortgage for $6,000,000	.....	...	.....	.....	....	....
Evansville and Crawfordsville:						
1st Mortgage (51 miles)skg. fund	302,000	7	Jan. & July.	New York	1887	....
1st Mortgage (109 m.)	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	775,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Prov.(B&P):						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1883	....
Fitchburg:						
Bonds of 1874 for $500,000	.....	7	.....	Boston.	1894	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)	2,210,000	8	March & Sept.	New York.	1888	....
Flint & Holly S. F. ($25,000 p.y.)	425,000	10	May & Nov.	" "	1888	....
1st Mort.(Bay C. & E.Sag.)guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.)	75,000	10	March & Sept.	New York.	1887	....
1st Mort. skg.fd.(H., W.& Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
Consolidated Sinking Fund	1,771,000	8	May & Nov.	" "	1902	....
Construction Loan	230,400	8	Jan. & July.	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,800,000	7*	Jan. & July.	N. Y. & Lond.	1880	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,539,500	7	April & Oct.	New York.	1888	....
1st Mortgage(L. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(" ")of 1869	1,666,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage	2,000,000	7	Jan. & July.	New York.	1916	....
1st Mortgage		7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,900,000	7	April & Oct.	New York.	1917	81½
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	85
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	87
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	93½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	94½
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	109½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	88
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1888	90
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	840,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	85
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1893	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.&CB.78 m)cv.t.fr.	1,400,000	10	March & Sept	" "	1892	....
2d Mort. (" " ")	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 150 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" " gold	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL.&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	60
1st Mort. (2d Div. 263.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	60
1st M.(3d D.244.66m.& 3,0 0,000a)	6,432,000	7*	May & Nov.	N. Y., L. & F.	1899	....
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,751,750	7*	Jan. & July.	N. Y., L. & F.	1896	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.		1916	....
Kent County (Del.):						
1st Mortgage for $600,000	408,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	344,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	98½
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	800,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage (Extension)	500,000	7	April & Oct.	" "	1880	....
Income Mortgage	200,000	7	May & Nov.	" "	1890	....
La Crosse, Trempelean & Prescott:	250,000	7	Jan. & July.	" "	1881	....
1st Mort. assumed by C. &N.W.						
Laf., Blooming. & Miss.(TW&W):	1,000,000	10	— & —	New York.	1877	....
1st Mortgage gold guar.	1,200,000	7*	Feb. & Aug.	New York.	1891	75
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N Y B'k & Ph.	1890	50
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1862	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,200,000	7	J. A. J. & O.	" "	1900	100
Consol. coupon July 1, 1870	1,200,000	7	Jan. & July.	" "	1900	100
Bonds of Oct. 1, 1872	5,205,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore)Ap. 1, '69	1,498,000	7	" "	" "	1890	98
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1856 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	100
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	96
Sk'g Fund July 1, 1855 C. & Tol.	1,595,000	7	Jan. & July.	" "	1885	103
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	97
1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	105
2d Mort. Oct 31, 1857 "	2,692,000	7	" "	" "	1877	101½
Mort. Nov. 1, 1858 Buff. & Erie.	.....	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	96
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	98
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	85
1st Mort. Oct. 1, 1867 (Sch.& Th R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. All.& Gr.R.)	840,000	8	" "	" "	1888	95½
1st Mort. July 1, 1863 (J.& Frank.)	468,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	660,000	7	April & Oct.	Philad lphia	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1890	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold.	5,000,000	10	Jan. & July.	N. Y. & Bost.	1890	65
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	.....	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	8,546,000	6	June & Dec.	"	1898	102½
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	104½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1900	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1863	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	102½
Logansport, Crawf. & S'west Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	90
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1900	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1893	1.0
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	90
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1903	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisiana & Mo. Riv. (Ch. & Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'86	....
Consol. M. for $6,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	84
Louisv., N. Al. & St. Lo. Air-Line						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1882	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.		1890	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00 0	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	748,380	7*	Jan. & July.	"	1893	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	87½
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oc	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec	"	1874	....
2d Mortgage (" ")	250,000	6	" "	"	1879	....
1st Mortgage (L. & F.)	632,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.),						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1880	91
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	103½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	94
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	77½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1889	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	80
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.) $15,000pm.	.....	8	Jan. & July.	Boston.	1890	101½
Michigan Central:						
1st Mortgage, convertible	556,000	8	April & Oct.	New York.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	" "	1882	114
Consol. Mortgage for $10,000,000	8,000,000	7	Jan. & July.	" "	1902	106½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	101
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	95½
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	95½
1st Mort.(Kal.&So.Hav.)st. l.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (" ") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,067	8*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1890	....
Milwaukee and St. Paul:						
1st Mortgage	5,527,000	7	Jan. & July.	New York.	1898	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	80
1st Mortgage (E. Div. Palmer)	781,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,810,000	7	Jan. & July.	" "	1897	77
1st Mortgage (Minn. Cent.)	190,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	82
1st Mortgage (P. du Chien)	5,674,000	8	Feb. & Aug.	" "	1896	107
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	91
Milwaukee City Loan	230,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	142,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $18,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St. L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	— & —	.....	1899	19½
1st Mort. Land Grant gold	1,000,000	7*	— & —	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866	1,181,600	8	Jan. & July.	" "	'81-'96	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1890	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1890	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st Mortgage Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	— & —	" "	....	....
Income Mortgage	700,000	7	— & —	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1880	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	6,000,000	7	May & Nov.	New York.	1914	108
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	102½
Convertible bonds	283,000	7	Jan. & July.	" "	1900	92
Construction bonds of 1871	540,000	7	April & Oct.	" "	1889	96½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	89
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.):						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st Mortgage, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1880	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1890	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie d bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (NY.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	...
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	31
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1883	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern (Vt. Cen.)						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	6	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	6*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N Oto T 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	...
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La.	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $1,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	...
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,896,626	6	May & Nov.	New York.	1883	97
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for R.& N. S'ks(")	76,000	6	May & Nov.	" "	1883	90
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	88
Bonds for real estate (")	162,000	6	" "	" "	1883	88
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	90
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1876	....
Bonds of '71, tax free(N Y C & H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1903	103½
New York and Harlem:						
1st Mortgage of 1858	3,000,000	7	May & Nov.	New York.	1873	....
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1903	99
Sinking Fund mortgage of 1861	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1880	....
New York and New Haven:						
1st Mortgage	1,080,500	7	April & Oct.	New York.	1875	100
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1893	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1893	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'78-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p.m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	6	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	468,000	6	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1860	820,000	7	March & Sept.	Charleston.	1890	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1890	....
North Pennsylvania:						
1st Mortgage	2,225 000	6	Jan. & July.	Philadelphia.	1885	100
2d Mortgage	6,000,000	7	May & Nov.	"	1896	104
Chattel Mortgage	300,000	10	April & Oct.	"	1877	104
North Shore (L. I.)						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	1rred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	96
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	90½
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	95
Consol. Mortgage gold	2,495,000	6*	" "	"	1903	92½
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	28
Norwich & Worcester(N.H.& N.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	93
Equipment Mortgage	200,000	8	" "	"	1879	93
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage	6,684,000	7	Jan. & July.	New York.	1898	93
Consolidated 1st Mortgage, stg.		7*	" "	London.	1898	....
Consolidated 2d Mortgage	3,529,000	7	April & Oct.	New York.	1911	75½
3d Mortgage, (W. Div)	433,000	7	Jan. & July.	" "	1874	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bond	50,000	7	May & Nov.	" "	1883	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	78½
1st Mortgage (War. & Erie)	580,000	7	April & Oct.	"	1882	74
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	50
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	98½
Plain Bonds	485,000	6	April & Oct.	"	1875	95
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101½
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm		7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	89½
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	86
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	81
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	69½
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	80
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	93
Owensboro' and Russellville:						
1st Mortgage for $1,500,000		8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	80
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	69
Income Bonds	4,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,800	7	Monthly.	St. Louis.	1886	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lex. Atch & Nev.)	500,000	7	April & Oct.	" "	1880	....
Paducah and Memphis:						
1st Mortgage gold for $2,305,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama.						
1st Mortgage, stg £19,250	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1876	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	75
Pemberton & Highta.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1890	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Phg)	4,970,000	7	Jan. & July.	Philadelphia.	1880	103½
2d Mortgage (")...	2,583,600	6	April & Oct.	"	1875	99½
2d Mortgage (")stg.	2,232,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	19,558,760	6	J. A. J. & O.	Philadelphia.	1910	93
State lien for $7,500,000, skg Fd	5,401,575	5	April & Oct.	Harrisburg.	'74-'90	....
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	316,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	104
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	103½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	88
2d Mortgage (" ")	2,000,000	7	" "	"	1881	88
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	Jan. & July.	"	1888	82½
			" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	90
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	6	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,138,900	6	Jan. & July.	Philadelphia.	1893	79
Loan of 1870, convertible	28,000	7	" "	"	1880	....
Mortgage Loan of 1857, conv.	86,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	101
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	102
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupons	7,696,000	7	June & Dec.	Philadelphia.	1911	105
	Dollar registered	3,414,000	7	" "	"	1911	105
	Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	..
	Gold or stg reg..	668,000	6*	" "	" "	1911	102
	Dollar coupon...	382,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv		6,600.985	7	Jan. & July.	"	1893	103½
New improvement Mort. loan..		6,631,615	6*	April & Oct.	Phila.or Lond.	1897	....
Philadelphia, Wilmington & Balt:						
Mortgage Loan, convertible		345,000	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866		400,000	6	April & Oct.	"	1876	95
Loan of 1867		1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed		330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.		6,212,000	7	Feb. & Aug.	Philadelphia.	1900	67½
1st Mort. (Steub. & Ind.) conv.		3,000,000	6	monthly.	New York.	1884	72
1st Mort.(Cl.& New'k 33m)conv		775,000	7	Jan. & July.	Philadelphia.	1890	..
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free..		4,000,000	7	Jan. & July.	Baltimore.	1898	82½
2d Mort. (Balt. Loan) of 1866...		1,000,000	6	" "	"	1886	66
1st Mort. (Turtle Cr. Div.10½ m)		400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)		875,000	7	Jan. & July.	New York.	1912	108½
1st Mortgage (Series B)		875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)		875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)		875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)		875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)		875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)		860,000	7	Jan. & July.	" "	1912	102½
2d Mortgage (Series H)		860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)		860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)		860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)		860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)		860,000	7	June & Dec.	" "	1912	....
3d Mortgage		2,000,000	7	April & Oct.	" "	1912	95
Bridge (O. & P. R. R.) bonds		153,000	7	May & Nov.	" "	1876	....
Construction bonds of Jan. 1,'70		100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000		.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000		.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Bostion) gold..		800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000		.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg(Vt.):						
1st Mortgage gold, for $2,300,000		.....	6*	May & Nov.	Boston.	1891	64½
Portland and Oxford Central:						
1st Mortgage of 1863		240,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd		700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)		350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000		.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd		1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.		1,000,000	7*	" "	"	1889	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free..		800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage		300,000	6	Jan. & July.	Providence.	18	....
Quincy, Alton and St. Louis:						
1st Mortgage gold		850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T.,W.& W.):						
1st Mortgage, guaranteed		500,000	7	May & Nov.	New York.	1890	80
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed		800,000	8	Jan. & July.	Boston.	1900	99½
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed		850,000	7	March & Sept.	New York.	1883	....
2d Mortgage, guaranteed		350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage		150,000	7	Jan. & July.	Troy.	1878	....
2d Mortgage		300,000	7	" "	"	1880	....
3d Mortgage		150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.)		400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)		500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)		125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..		600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds		157,800	6	" "	"	1875	....
Consolidated Mortgage		1,722,000	6	May & Nov.	New York.	'75-'90	67½
Rich., Fredericksburg & Potomac							
Sterling Loan		97,777	6*	Jan. & July.	London.	1875	....
Dollar Loan		295,500	6	" "	Richmond.	1881	....
Dollar Loan		172,800	7	" "	"	1875	....
Richmond and Petersburg:							
1st Mortgage		130,500	7	June & Dec	Richmond.	1875	....
1st Mortgage		175,000	8	April & Oct	"	....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$3,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1916	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, (W. & R.) Sk'g Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Sk'g Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen. & Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	....
Equipment Mortgage	500,000	8	March & Sept.	"	1880	75½
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M. (W. D.) land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) sk'g f'd.	1,100,000	7	Jan. & July.	New York.	1894	108
1st Mortgage (Series B) sk'g f'd.	1,100,000	7	April & Oct.	" "	1894	...
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	87
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	73
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	87
St. Louis, Jacksonv. & Chicago:						
1st Mortgage Mar. 16, 1864	2,929,000	7	April & Oct.	New York.	1894	92½
2d Mortgage May 1, 1868	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	81
St. Louis, Lawr. & Denv. (Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold sk'g fund conv	2,250,000	7	May & Nov.	New York.	1894	...
1st M. (Evans. D.) gold sk'g f'd, con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van. & T. H. (T. H. & I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M. & St. P.):						
1st M. land gr. gold sk'g f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (St. Paul to Wab.) 70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M. (N. Line) 80 m. & 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M. (W. Line) R.R. & Lands	6,000,000	7	— & —	New York.	....	....
2d M. (W. Line) R. R. & Lands	3,000,000	7	— & —	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J. & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	90½
Sand., Mansfield & Newark (C. & O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage (Sav. & Char.) bonds	500,000	7	Jan. & July.	New York.	1880	....
State guaranteed (C. & S.) bonds	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq. (D. & H. Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	100
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000 pm.	.....	8*	April & Oct.	New York.	1880	....
Selma, Marion and Memphis:						
1st M. gold gr. by Ala. $16,000 pm.	.....	8*	March & Sept.	New York.	1880	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1891	....
Shamokin Valley & Pottsv. (N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	92½
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	691,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	634,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	Jan. & July.		....	....
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	500,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,400	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,200	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16,000 pm	.....	8				
South Georgia & Florida (A. & G):						
1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron (Cumb. Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	64½
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1895	93
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1897	....
South Side, Va. (A. M. & O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, sk'g fund conv	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	...
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv	891,060	7	various.	Macon.	'72-'86	...
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72'-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, sk'g fund	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1888	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, sk'g fund	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	60
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc. (Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1879	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N. Y. (D. L. & W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C. & T.):						
1st Mortgage gold, sk'g fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m	1,800,000	7	June & Dec.	New York.	1894	80
1st Mortgage (W. Div.) 117 m	1,800,000	7	Feb. & Aug.	" "	1890	74
2d Mortgage (W. Div.) 117 m	1,300,000	7	April & Oct.	" "	1886	49
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000	1,406,000	7	May & Nov.	" "	1910	50
1st Mortgage (Burl. Br.) 19 m	250,000	7	June & Dec.	" "	1910	....
Tom's River & Watert. (N. J. So.):						
1st Mortgage guaranteed	80,600	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage sk'g fund, uar	100,600	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov	" "	1875	....
Convertible Bonds	648,000	7	"	" "	1883	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	86½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	86½
1st Mort. (Quincy & Tol. 34 m)	500,000	7	May & Nov.	" "	1890	88
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	90½
1st Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (Tol. & Wabash 75 m.)	1,500,000	7	" "	" "	1871	74
2d Mort. (T.Wab.& Wt. 167 m.)	2,500,000	7	" "	" "	1893	71
2d M. (Gt. W.Rwy of '59, 181m.)	600,000	7	" "	" "	1883	67
Equipment (Tol. & Wab. 75m.)	2,700,000	7	F. M. A. & N.	" "	1907	60
Consol. Mortgage (500 m.)	2,700,000	7	" "	" "	1900	72
1st M. (Dec. & East St. L.109m.)	5,000,000	7*	Feb. & Aug.	" "	1893	....
Consol. 2d mort. (500 m.) gold						
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	85½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	84½
Income Mortgage	7,563,000	10	March & Sept.	" "	1874	....
Omaha Bridge B'ds, stg.£250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000.	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	98½
Loan of 1875 (New Jersey Co.).	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ").	450,000	6*	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6*	" "	Philadelphia.	1883	91
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	91
Consolidated(mort.)Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	103½
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	" "	....	....
Loan of 1888	154,000	6	" "	....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	....	....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq. Val.(D&HC):						
1st Mortgage	.....	7	....	....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	22
2d Mortgage consolidated	1,500,000	7	" "	"	1891	2
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	60
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.		....	60½
Equipment Mortgage	1,000,000	8	May & Nov.		'76-'77	60
Equipment Mortgage	1,000,000	8	" "		1889	60
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	96½
Convertible bonds, tax free	200,000	7	" "	"	1879	102
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage: 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage: 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage: 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage: 4th series (not end.)	1,273,000	7	April & Oct.	"	1890	....
Special Loan 1871	225,439	8	Jan. & July.	"	1890	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	....
Enlarged Mortgage	990,000	6	" "	" "	1884	....
4th Mortgage	846,000	8	March & Sept.	" "	1900	75½
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage(fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guarantead	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	74
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	101
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	813,400	....	....	....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt.	200,000	6	" "	"	1890	98½
2d Mort. " "	300,000	6	" "	"	1890	98½
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	91
2d Mortgage preferred	600,000	6	" "	"	1895	61
3d Mortgage endor. by Balt.	875,000	6	" "	"	1900	99
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	85
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1890	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	83
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	97½
Consolidated mort. Apr. 1, 1869.	1,000,000	7	April & Oct.	"	1899	100½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	65
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	71½
2d Mortgage coupon or regis.	723,600	7	Jan. & July.	"	1902	25
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.	2,750,000	7	Jan. & July.	New York.	1890	80
2d Mortgage $12,000 p. m.	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	75½
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	91
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	90
Delaware and Hudson:						
1st Mortgage registered. 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered. 2d series, July 1, 1869.	2,500,000	7	Jan. & July.	" "	1884	104
1st Mortgage registered. 3d series, Jan. 1, 1871.	5,000,000	7	" "	" "	1891	106
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg.	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	97
Mortgage Loan reg.	2,0 0,000	6	F. M. A. & N.	"	1897	98
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	97½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	97½
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	88
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Essex):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	97½
2d Mortgage	285,000	6	" "	"	1876	96
Boat Loan, sinking fund	236,965	7	" "	"	1885	95½
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	87
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1866	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Phila Rdg):						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	75½
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	260,000	6	May & Nov.	"	1870	75
Boat and Car Loan	756,650	6	" "	"	1888	77
Boat and Car Loan	628,100	7	" "	"	1889	86
Coupon Bonds	1,079,000	6	Jan. & July.	"	1895	76½
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	74½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1895	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.		1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years Owning.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1873	60.0	—	2.5	125.0	3	4	3	56	Adirondack ..... New York.	3,113,515	*	3,543,241	.....	3,763,000	980,000	1,963,756	—	60.0	71,936	29,902	30,012	100,425	22,801	—	100	.....
Sept. 30, 1873	81.3	—	5.9	—	13	10	2	113	Alabama Central ¶ ..... Alabama.	3,600,000	—	—	—	2,000,000	1,600,000	.....	—	92.8	.....	.....	.....	350,000	95,000	—	100	.....
Dec. 31, 1873	296.0	—	14.8	—	20	20	5	600	Alabama and Chattanooga..... Alabama.	10,500,000	—	—	—	2,700,000	8,500,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1873	142.6	—	165.7	—	68	33	12	1,500	Albany and Susq. ¶ (D. & H.).. New York.	10,317,910	*	—	—	5,000,000	4,621,000	706,519	.....	142.0	810,519	371,410	631,917	1,672,319	410,877	7	100	95
Dec. 31, 1873	132.0	180.6	16.7	—	73	29	10	1,969	Allegheny Valley ¶ ..... Pennsylvania.	12 332,709	—	—	—	2,256,400	7,434,000	1,280,691	—	132.0	.....	861,239	1,778,638	2,628,471	784,026	—	100	.....
Oct. 31, 1873	4.5	—	0.3	31.3	—	—	—	—	Allentown (P. & R.)..... Pennsylvania.	1,078,439	—	—	—	568,744	—	649,132	—	—	—	—	—	—	—	—	50	.....
Dec. 31, 1873	99.0	—	3.7	—	13	3	...	96	Arkansas Branch (St. L. & Iron Mt.). Mo.	5,351,250	*	19,971	66,432	2,499,000	2,500,000	438,659	—	99.0	153,190	.....	.....	259,293	98,598	—	50	.....
Dec. 31, 1873	62.5	—	6.9	—	—	—	—	—	Ash'ab. Youngst'wn & Pitts. (Pa. Co.).O.	3,300,000	—	—	.....	1,800,000	1,500,000	.....	—	—	—	—	—	—	—	—	100	.....
Dec. 31, 1873	150.0	—	10.0	—	...	...	...	...	Atchison and Nebraska..... Kan. & Neb.	7,500,000	*	.....	.....	3,750,000	3,750,000	.....	—	150.0	.....	.....	.....	.....	.....	—	100	.....
Mar. 31, 1873	469.3	27.5	30 9	—	38	22	7	778	Atchison, Topeka & Santa Fe.... Kansas.	20 593 233	1,214,307	1,481,420	1,023,087	8,615,000	10,096,500	3,814,765	222,545	292.9	.....	.....	.....	.....	.....	—	100	.....
Feb. 28, 1874	266.5	—	9.7	—	10	8	3	161	Atlanta & Rich'd Air Line ¶ .Ga. N.C. & S.C.	11,748,000	*	—	—	7,500,000	4,248,000	.....	—	192.0	.....	.....	.....	1,172,013	423,803	—	100	10
June 30, 1873	81.0	—	4.0	—	19	7	6	165	Atlanta and West Point ..... Georgia.	1,197,715	*	151,853	63,264	1,232,200	102,500	24,257	53,865	87.0	.....	62,987	86,592	399,344	100.161	8	100	.....
June 30, 1873	387.5	34.8	161.0	—	190	41	25	2,911	Atlantic and Great West. N.Y. Penn. & O.	78,713,992	—	8,445,000	.....	24,358 300	62,860,692	2,899,401	—	604.8	5,111,452	957,942	2,605,088	5,456,896	1,886,922	—	100	.....
Dec. 31, 1873	236.0	109.0	15.6	162.0	28	19	10	424	Atlantic and Gulf ¶ ..... Georgia.	7,717,971	—	.....	.....	3,479,677	3,526,700	353,429	—	345.6	683,918	97,227	.....	1,005,947	267,886	—	100	.....
Sept. 30, 1873	406.0	20.0	40 0	100.0	84	29	20	1,015	Atlantic, Mississippi and Ohio ¶ .. Virginia.	19,088,905	—	9,187,335	1,215,021	6,921,900	14,183,000	5,860,427	2,435,934	428.0	1,498,803	246,629	627,639	2,193,757	914,035	—	100	.....
Dec. 31, 1873	95.0	—	9.0	—	9	12	6	78	Atlantic and North Carolina ¶ .N. Carolina.	2,200,000	—	—	—	1,600,000	200,000	.....	—	95.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1873	328.0	4.0	32.8	—	135	74	34	2,842	*Atlantic and Pacific* ¶ .Missouri & Ind. Ter.	36,572,728	*	4,136,500	141,411	19,760,300	16,792,488	1,577,522	.....	814.7	.....	.....	.....	5,529,102	2,218,876	—	100	.....
Dec. 31, 1873	149.5	1.5	16.9	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,089	—	.....	.....	4,388,800	3,484,000	.....	—	—	—	—	—	—	74,752	4	100	.....
Nov. 30, 1873	53.0	—	4.8	—	—	—	—	—	Augusta and Savannah (C. of Ga.).... Ga.	1,032,200	—	—	—	733,700	129,000	.....	—	—	—	—	—	—	73,000	8	100	.....
Oct. 31, 1873	51.2	2.5	5.5	—	—	—	—	—	Bald Eagle Valley ..... Pennsylvania.	1,05 0,000	—	10,000	—	550,000	454,900	—	—	—	—	—	—	—	81,222	7	50	.....
Sept. 30, 1873	379.6	42.8	439.0	—	478	205	56	10298	Baltimore and Ohio ¶ .... Md. & W. Va.	33,976,584	10,682,280	18,857,396	2,926,765	16,719,862	19,866,733	822,298	29,033,131	497.4	10,292,259	.....	.....	12,252,844	4,099,043	10	100	172½
Sept. 30, 1873	103.5	—	11.4	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	10,000,000	—	—	—	5,680,685	—	—	—	103.5	—	—	—	—	—	—	—	—
Sept. 30, 1873	30.0	—	41.6	—	—	—	—	—	Parkersburg Branch.. .... W. Virginia.	1,650,000	—	—	757,652	1,650,000	20,000	—	737,658	30.0	—	—	—	947,720	116,067	10	—	175
Dec. 31, 1873	63.0	—	3.2	—	—	—	—	—	Baltimore, Pittsburg and Chicago..... O.	3,000,000	—	—	—	500,000	2,500,000	.....	—	—	—	—	—	440,778	284,014	—	100	64
Dec. 31, 1873	73.1	19.2	6.1	—	26	47	8	319	Baltimore and Potomac..... Maryland.	8,186,010	664,991	.....	116,915	3,503,900	4,500,000	884,537	19,180	43.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1873	48.2	—	2.5	—	4	2	2	68	Bangor and Piscataquis ¶ ..... Me.	1,207,202	110,200	.....	6,257	357,870	922,000	43,789	—	48.2	64,758	36,450	29,698	281,537	70	—	100	.....
Oct. 31, 1873	16.0	—	6.0	—	5	2	1	367	Barclay (Towanda Coal Co.)..... Pa.	1,200,000	—	—	—	1,000,000	79,000	—	—	16.0	58,668	25,347	344,908	113,746	30,441	—	100	.....
Dec. 31, 1873	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake (Me. C.). Me.	900,000	—	—	—	750,000	150,000	7,000	—	—	—	—	—	996	Loss.	7	50	.....
Dec. 31, 1873	54.0	—	13.0	76.0	—	—	—	—	Bellville and Southern Illinois ..... Ill.	2,780,000	—	—	—	1,680,000	1,100,000	.....	—	—	—	—	—	—	36,000	—	50	.....
Dec. 31, 1873	67.0	—	6.7	—	—	—	—	—	Belvidere Delaware (Penn. R. R.)... N. J.	4,034,829	—	.....	571,587	995,800	2,244,500	1,238,838	—	—	—	—	—	—	40 p.c.	—	100	.....
Sept. 30, 1873	22.0	—	2.0	—	—	—	—	—	Berkshire (Housatonic) ..... Mass.	600,000	—	6,000	7,600	600,000	—	7,245	6,355	80.0	—	397,153	1,444,573	1,148,223	153,700	—	100	.....
Sept. 30, 1873	201.6	48.0	324.7	—	231	183	52	5,061	Boston and Albany..... Mass. & N. York.	21,876,749	4,453,046	2,316,185	1,067,840	19,864,100	4,319,000	2,266,820	3,263,900	283.9	5,661,554	5,757,624	2,884,520	9,798.033	2,199,878	10	100	132
Sept. 30, 1873	26.2	—	2.1	9.8	5	6	2	83	Boston, Barre and Gardner..... Mass.	915,537	141.655	40,118	65,899	826,627	4,400	319,018	13,169	26.2	87,304	116,098	29,340	97,046	16,511	—	100	.....
Sept. 30, 1873	41.4	1 5	12.2	—	23	24	13	511	Boston, Clinton and Fitchburg ..... Mass.	1,379,111	715,820	259,288	110,779	872,600	1,249,600	224,162	118,636	90.2	489,497	487,274	407,072	677,439	116,978	—	100	.....
Mar. 31, 1873	93.5	56.9	11.0	—	24	25	20	529	Boston, Concord and Montreal ..... N. H	2,850,000	*	316,429	229,630	1,800,000	1,050,000	29,603	516,456	150.4	.....	171,511	92,187	670,349	131,715	—	100	.....
Sept. 30, 1873	26.8	16.0	45.7	—	40	62	...	963	Boston and Lowell..... Mass.	2,476,831	343,634	2,508,971	799,188	2,993,000	1,199,500	1,338,660	597,464	125.5	826,231	2,086,979	605,617	1,464,942	387,113	8	500	91
Sept. 30, 1873	115.5	8.5	100.6	—	69	142	...	1,636	Boston and Maine..... Mass., N. H. & Me.	8,817.444	1,335,401	820,083	114,822	6,921,274	2,857,199	305,039	1,342,229	189.5	1,458,963	5,008,074	542,004	2,300.094	680,566	8	100	115
Sept. 30, 1873	44.0	18.5	66.0	—	41	71	11	627	Boston and Providence..... Mass. & R. I.	3,742,515	207,400	1,567,441	219,159	3,950,000	500,000	856,488	430,027	66.5	816,554	3,741,530	827,575	1,822,108	428,342	10	100	150
Dec. 31, 1872	172.0	—	12.0	70.0	18	12	6	142	Brunswick and Albany ¶ ..... Georgia.	10,548,000	*	(Sold Oct. 15 1873.)			5,980,000	.....	—	172.0	(Operated by Receiver—No returns.)			.....	.....	—	100	.....
Sept. 30, 1873	25.5	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg. New York.	2,869,000	—	44,080	.....	2,286,000	583,000	.....	—	—	—	—	—	.....	.....	—	100	.....
Sept. 30, 1873	48.2	—	6.8	50.0	8	7	3	72	Buff., Corry and Pittsb.... N. Y. & Penn.	1,561,930	*	.....	.....	500,000	1,000,000	350,000	—	43.2	1,343,729	65,542	109,325	169,989	Loss.	—	100	.....
Sept. 30, 1873	141.5	—	18.7	—	—	—	—	—	Buffalo, New York & Erie.. N.Y. & Penn.	3,338,000	—	.....	.....	950,000	2,380,000	.....	—	—	—	—	—	—	233,100	7	100	.....
Oct. 31, 1873	120.6	—	13.6	—	18	13	4	604	Buff., New York and Phila. N.Y. & Penn.	4,621,324	784,607	305,000	.....	1,615,060	2,577,500	1,233,944	—	120.6	261,900	234,760	158,836	398,763	48,546	—	100	.....
Dec. 31, 1873	371.0	81.0	23.1	—	28	22	9	702	Burl., Cedar Rapids and Minnesota. Iowa.	16,200,000	*	—	—	5,510,000	8,265,000	1,973,197	—	402.0	.....	.....	.....	1,078,310	301,306	—	500	.....
Dec. 31, 1873	190.7	48.6	20.8	—	14	12	7	314	Burlington and Missouri River..... Neb.	7,800,000	500,000	476,356	145,904	853,780	7,277,948	118,228	278,126	239.3	392,234	81,217	126,120	628,429	284,214	—	100	54
Dec. 31, 1873	180.0	20.0	10.9	481.0	8	7	4	218	Burlington and Southwestern. Iowa & Mo.	6,102,510	601,315	.....	.....	1,976,319	3,820,000	729,954	—	180.0	.....	.....	.....	362,719	Loss.	—	100	.....
Dec. 31, 1873	71.0	—	2.1	—	4	6	...	50	Cairo, Arkansas and Texas..... Mo.	3,500,000	*	.....	.....	2,000,000	1,500,000	.....	—	—	—	—	—	—	—	—	100	.....
Dec. 31, 1873	301.0	—	19.7	—	27	17	5	710	*Cairo and Fulton*..... Arkansas.	20,000,000	*	.....	.....	12,000,000	8,000,000	.....	—	202.0	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1873	53.4	0.6	3.3	15.6	8	4	..	292	Cairo and St Louis (narrow)..... Ill	2,978,000	—	.....	.....	478,000	2,500,000	.....	—	54.0	31,780	10,221	5,000	18,286	15weeks	—	100	.....
Jun. 30, 1873	156.6	—	7.8	—	10	8	4	161	Cairo and Vincennes..... Illinois.	6,936,400	*	.....	125,236	3,503,636	3,500,000	57,000	—	156.6	113,557	8,418	21,824	72,234	.....	—	100	.....
Dec. 31, 1873	60.0	7.0	6.1	—	9	52	9	119	Camden and Atlantic..... New Jersey.	1,842,638	458,692	143,921	42,368	1,215,869	1,076,151	107,096	88,702	....	216,246	463,708	104,541	508,996	210,587	—	50	72
Dec. 31, 1873	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	715,362	—	—	—	381,925	350,000	—	—	—	—	—	—	—	45,415	6	100	.....
Dec. 31, 1873	41.8	—	5.1	—	3	12	—	—	Cape May and Millville (W. N. Jer.). N.J.	979,282	—	—	—	500,000	400,000	79,282	—	—	—	—	—	—	60,000	6	100	.....
June 30, 1873	18.0	0.5	1.2	—	.....	.....	.....	.....	Carbondale and Shawneetown.... Illinois.	550,000	*	.....	.....	350,000	200,000	.....	—	—	—	—	—	—	—	—	100	.....
Dec. 31, 1873	94.0	4.5	19.8	—	—	—	—	—	Catawissa (Phila. and Reading)..... Penn.	6,126,500	—	.....	.....	4,359,500	1,740,350	—	—	98.5	.....	.....	.....	.....	190,000	—	50	29
Sept. 30, 1873	34.6	—	6.0	—	—	—	—	—	Cayuga & Susquehanna (D.L.&W.).. N.Y	589,110	—	—	—	589,110	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1873	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	—	—	—	—	—	—	—	53,020	9	100	.....
Dec. 31, 1873	271.6	2.5	27.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C.&N.W.).Ia.	11,234,000	—	—	—	7,620,000	3,614,000	—	—	—	—	—	—	137.052	113,676	—	100	.....
Nov. 30, 1873	294.5	—	42.9	—	108	84	60	1,564	Central of Georgia..... Georgia.	7,500,000	*	1,964,144	5,141,594	7,500,000	3,116,000	3,817,530	112,208	708.5	.....	.....	.....	562,972	562,972	3	100	.....
Dec. 31, 1873	189.0	—	16.9	29.3	26	10	8	512	Central of Iowa..... Iowa.	10,000,000	*	.....	.....	6,000,000	4,625,000	950,000	—	189.6	.....	131,404	.....	3,489,398	379,388	—	100	.....
Dec. 31, 1873	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey..... New Jersey.	15,293,008	2,796,445	18,000,000	.....	20,000,000	9,386,700	6,729,046	—	80.7	.....	.....	.....	656,104	139,889	—	100	.....
Dec. 31, 1873	137.1	—	31.7	—	37	41	...	1,353	Central Ohio (B. & O.)..... Ohio.	5,349,500	*	.....	.....	2,849,500	2,500,000	—	—	137.2	.....	.....	.....	5,389,013	2,507,253	8	100	104½
Dec. 31, 1873	864.9	336.0	140.9	203.6	188	167	43	3,594	*Central Pacific* ¶ ..... Cal. Nev. & Utah.	131,419,110	6,166,746	5,809,586	3,251,449	54,275,500	82,855,680	767,568	9,339,152	1,218.9	5,010,962	3,208,171	1,028,692	12,863,953	7,894,681	8	100	.....
May 31, 1873	118.0	—	108.0	—	170	125	51	5,189	Central Vermont..... Vt.	11,500,000	*	.....	.....	5,000,000	6,500,000	.....	—	773.0	.....	.....	.....	.....	.....	—	100	.....
June 30, 1873	100.0	—	15.0	100.0	6	6	3	123	*Central Br. of Union Pacific*..... Kan.	3,723,700	*	.....	.....	980,600	3,200,000	303,068	—	100.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1873	195.0	—	12.0	—	21	10	12	221	Charlotte, Columbia & Augusta.... S. Car.	5,017,880	*	97,954	112,363	2,578,000	1,300,000	681,083	669,106	195.0	.....	.....	.....	119,663	.....	—	100	.....
Dec. 31, 1873	22.8	—	2.5	—	—	—	—	—	Chartiers (Penn.)..... Pennsylvania.	1,128,690	—	—	—	604,110	500,000	4,298	—	—	—	—	—	686,432	291,064	—	100	.....
Sept. 30, 1873	17.4	—	2.3	—	—	—	—	—	Chemung (N. Central)..... New York.	400,000	—	—	—	380,000	—	—	—	22.8	39,119	107,209	214,612	61,298	18,029	—	50	.....
Sept. 30, 1873	20.9	—	0.9	—	—	—	—	—	Cherry V. Shar. & Alb. (D. & H. Can.) N.Y.	600,000	—	—	—	281,350	307,000	21,000	—	—	—	—	—	—	30,000	6	100	.....
Sept. 30, 1873	421.0	9.3	21.5	58.5	70	34	18	2,261	Chesapeake and Ohio..... Va. & W. Va.	41,137,778	*	3,738,067	450,682	18,898,408	22,026,500	7,405,920	—	421.0	1,087,217	220,601	248,226	1,210,509	330,809	—	100	.....
Sept. 30, 1873	33.0	—	11.9	—	28	23	10	419	Cheshire..... N. H. & Mass.	2,362,707	326,600	331,259	127,564	2,153,300	808,400	27,238	159,193	88.1	663,014	198,517	456,358	849,086	1,877,575	5	100	.....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Jun. 30, 1873	111.0	—	5.5	—	8	6	4	310	Gilman, Clinton & Springfield.....Illinois.	4,056,167	380,630	327,236	41,106	2,000,000	2,000,000	584,266	120,573	111.0	242,036	.....	109,568	237,006	(Deficit)	—	100	...
Sept. 30, 1873	14.8	....	0.6	—	—	—	—	—	Goshen and Deckertown(Erie).New York.	260,901	—	.....	.....	105,000	246,500	22,108	—		.....	.....	.....	.....	21,500	—	100	...
Dec. 31, 1872	299.3	26.0	19.9	—	34	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	10,163 975	*	.....	.....	2,681,475	7,482 500	.....	—	325.3	627,211	491,910	311,070	1,055,192	461,272	—	100	...
Dec. 31, 1873	36.0	—	3.8	—	5	3	2	225	Grand Rapids, Newago & L. Shore..Mich.	143.372	216,626	.....	.....	352,150	576,000	188,163	—	36.0	.....	.....	.....	132,772	62,948	—	100	...
May 31, 1873	94.0	—	6.2	—	—	—	—	—	Grand River Valley (M. C.).....Michigan.	1,994,000	—	.....	.....	492,000	1,500,000	.....	—		.....	.....	.....	.....	.....	—	100	...
Jun. 30, 1873	24.2	—	6.8	—	6	2	1	345	Grand Tower and Carbondale.....Ill.	621,960	*	(Owned	by G. T.	Min. Man	uf. & Tra	ns. Co. B	ankrupt.)	24.2	.....	.....	.....	.....	144.600	5	100	...
Dec. 31, 1873	929 0	—	379.0	—	422	274	84	5.575	Grand Trunk ¶.....Canada.	145,063,770	*	.....	3,600,085	54,942,945	93,720.911	.....	—	1,383.0	7,088,594	1,834,945	1,608,584	9,799,486	603,905	—	100	...
Jan. 31, 1873	229.0	241.8	94.8	—	177	146	39	2,929	Great Western ¶.....Canada.	29,137,596	*	4,804,078	541,793	23,667,4 7	1 716,000	.....	—	470.8	4,416,442	1,017,803	1,337,289	5,732,887	2,203,120	3½	100	...
Mar. 31, 1874	66.0	—	4.0	—	5	3	2	65	Gulf, Western Texas and Pacific¶..Texas	1,492,000	*	.....	.....	500,000	900,000	.....	—	66 0	.....	.....	.....	289,768	134.979	—	100	...
Jun. 30, 1873	46.0	6.0	2.8	—	—	—	—	—	Hannibal and Naples (T. W. & W.)...Ill.	1,357,000	—	.....	.....	457,000	900,000	.....	—	52.0	721,908	.....	78,900	116.170	(Deficit)	—	100	...
Aug. 31, 1872	206.0	90.5	29.2	81.0	79	61	62	1,692	*Hannibal and St. Joseph* ¶.....Missouri.	23,297,728	*	821,792	.....	14,250.828	9,146,900	.....	—	274.5	1,648,638	320,838	415,563	2,484,671	670,530	—	100	26½
Oct. 31, 1873	36.0	—	18.0	—	—	—	—	—	Harrisburg and Lancaster (Pa.).....Pa.	1,882,530	—	.....	.....	1,182,550	700,000	.....	—		.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1873	122.4	0.8	18.0	70.0	30	36	16	388	Hartford, Prov. & Fishkill ¶....Ct. & R. I.	4,704,866	*	277,087	.....	2,037,940	2,055,500	600,000	—	130.5	.....	1,306,389	298,568	1,004,940	175,132	—	100	...
Sept. 30, 1873	74.0	—	7.0	—	17	16	8	359	Housatonic .....Connecticut.	2,014,871	340,687	.....	.....	2,000,000	541,000	313,981	—	127 8	264,881	167,628	221,100	454,963	144.284	—	100	...
Dec. 31, 1873	45.0	13.8	15.7	—	23	6	...	116	Huntingdon and Broad Top Mt.....Penn.	4,169 956	*	616,500	78,198	1,870,000	2,161,500	833,153	—	58.8	.....	71,869	617,237	431,107	190,004	—	50	14
Dec. 31, 1873	705.5	—	134.6	—	197	119	47	4,650	*Illinois Central* .....Illinois.	34,726,588	*	779.127	1,609,294	27,250,000	5,339,000	.....	4,526,009	1,108.9	5,961,326	1,473,507	1,121,353	8,268,325	2,860.741	10	100	91
Jun. 30, 1873	14.5	—	6.0	—	4	3	1	156	Illinois and St. Louis.....Illinois.	1,549,757	*	.....	144,803	1,361,100	.....	262,895	70,565	14.5	48,975	.....	.....	124,437	10,780	—	100	...
Jun. 30, 1873	84.9	—	2.6	67.1	6	4	6	250	Indiana and Illinois Central....Ind. & Ill.	3,293.605	312,797	351,448	.....	1,896,000	1,079,000	739,250	—	84.9	.....	.....	.....	.....	.....	—	100	...
Jun. 30, 1873	202.5	—	26.8	217.0	65	23	13	1,310	Ind., Bloomington & Western..Ind. & Ill.	13,440 735	*	.....	.....	5,003,700	6,500,000	72,426	—	210.9	1,634,198	.....	404,336	1,469,807	632,819	—	100	...
Dec. 31, 1873	72.0	—	16.2	—	55	34	16	1,352	Indianapolis and St Louis.....Illinois.	4,095,227	*	801,690	.....	600.000	3.378,000	918,918	—	265.0	.....	.....	.....	2,097,528	690,909	—	100	...
Dec. 31, 1873	117.0	—	18.5	—	8	7	3	197	Indianapolis and Vincennes (Penn.)..Ill.	4,452,729	195,125	.....	85,937	1,402,000	3,150,000	453,296	—	117.0	.....	.....	.....	253,784	62,187	—	100	...
Nov. 30, 1873	383.0	18.0	20.5	150.0	40	23	6	667	International & Great Northern ¶....Tex.	16,014.000	*	.....	.....	5,500,000	10,514,000	.....	—	341.0	.....	.....	107,636	1,066.245	530,035	—	100	...
Dec. 31, 1873	183.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City* (Ill. C.).....Ia.	7,585,000	—	.....	.....	4,625,000	2 960,000	.....	—		.....	.....	.....	433,907	151,867	6	100	...
May 31, 1873	68.8	—	3.5	—	—	—	—	—	Iowa Midland (C. & N. W.).....Iowa.	2,207,719	*	1,292,281	246 228	44,947	1,350,000	320,428	—	68.8	.....	.....	.....	84,781	1,980	—	100	...
Sept. 30, 1873	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,275.472	*	.....	.....	494,162	600,000	188,114	—	35.6	127,238	24,401	158,125	152,308	70,501	—	100	...
May 31, 1873	212.0	—	7.9	—	—	—	—	—	*Jackson, Lansing and Saginaw*...Michigan.	7,000,000	—	.....	.....	2,000,000	5,000,000	.....	—		.....	.....	.....	.....	470,000	3½	100	...
Jun. 30, 1873	30.7	—	2.1	94.3	2	1	2	27	Jacksonville (N. W. & S. E.).....Ill.	923,200	*	.....	.....	313,200	610,000	.....	—	30.7	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1873	161.2	25.1	9.7	110.0	14	6	4	155	*Jacksonville, Pensacola and Mobile* ¶....Fla.	6,000,000	*	.....	.....	6,000,000	4,000,000	.....	—	215.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1873	51.1	1.5	16.2	—	—	—	—	—	Jamestown and Franklin (L.S.& M.S.)Pa.	2,616,743	—	.....	.....	606,000	1,000,000	964,743	—	51.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1873	36.5	9.0	8.6	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	5,237,978	—	.....	.....	2,095,700	2,300,000	942,978	—		.....	.....	.....	.....	113,186	—	50	...
Dec. 31, 1873	110.0	116.0	36.7	—	45	56	...	987	Jeffersonville, Madison and Ind..Indiana.	6,392,316	*	1,239,310	.....	2,000,000	4,871,000	760,617	—	226.0	.....	.....	.....	1,879,791	446,200	7	100	...
Dec. 31, 1873	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	164,000	.....	1,500,000	500,000	.....	—		.....	.....	.....	.....	163,127	7	100	...
May 31, 1874	44.0	—	8.2	—	—	—	—	—	Joliet and N. Indiana (M. C.)..Ill. & Ind.	1,100,000	—	.....	.....	300,000	800,000	.....	—		.....	.....	.....	.....	88,000	6	100	...
Dec. 31, 1873	57.6	—	6.7	—	—	—	—	—	K'm'zoo, All'g'n & G.Rap.(LS&MS).Mich.	1,450,000	—	.....	.....	610,000	840,000	.....	—		.....	.....	.....	.....	103,800	6	100	...
Dec. 31, 1872	56.0	—	1.7	494.5	3	2	2	69	Kansas Central (3 ft.).....Kas.	756,229	75,765	394,953	.....	840,000	.....	.....	—		.....	.....	.....	.....	.....	—	100	...
Mar. 31, 1874	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Joseph & Co. Bl. Mo.& Ia.	8,567,729	1,003,410	.....	634,775	2,789,414	6.826,500	.....	—	260.7	(Returns for 1872-'73.)			1,237,813	418,213	—	100	...
Dec 31, 1873	31.9	—	1.8	—	—	—	—	—	Kansas City & Santa Fe (L.L. & G.).Kan.	.....	—	.....	.....	720,000	720,000	.....	—	31.9	(Refused.)			.....	.....	—	100	...
Dec. 31, 1873	639.0	34.0	48.0	—	88	55	18	1,816	Kansas Pacific.....Kansas & Col.	35,219,618	*	3,722,901	.....	9,689,950	26,015,800	2,017,359	—	639.0	1,441,229	173,651	273,405	3,563,299	1,446,309	—	100	...
Dec. 31, 1873	99.0	—	11.2	—	17	15	6	312	Kentucky Central.....Ky.	.....	—	.....	.....	.....	1,081,000	.....	—	99.0	(All refused.)			.....	.....	—	101	...
Mar. 31 1874	162 0	—	14.0	—	16	10	5	289	Keokuk and Des Moines .....Iowa.	6,078,320	*	.....	.....	3,924,600	2 158,720	.....	—	162.0	(Re-organized January 1, 1874.)			.....	.....	—	100	...
Dec. 31, 1873	49.0	—	2.4	—	5	11	3	58	Knox and Lincoln .....Maine.	2,707,573	*	72,900	11,762	263,235	2,395,000	34,000	—	49.0	96,715	91,795	13,392	141,720	68,082	—	100	...
May 31, 1873	29.0	—	3.0	—	—	—	—	—	La Crosse, Tremp. & Pres. (C.& N W)Wis.	1,386,540	—	.....	5,322	990	1,000,000	390,872	—	29.0	.....	.....	.....	230,551	165,777	—	100	...
Jun. 30, 1873	80.0	—	3.5	—	—	—	—	—	Laf., Bloom'ton & Miss. (T.W.& W.)...Ill.	2,300,000	—	.....	.....	1,000,000	1,300,000	.....	—	80.0	199,672	.....	100,965	167,131	34,926	—	100	...
Dec. 31, 1873	36.0	—	1.9	79.0	—	—	—	—	Laf., Muncie & Bloom'ton(T. W.& W.).Ill.	.....	—	.....	.....	117,073	666,000	.....	—	36.0	(Refused.)			.....	.....	—	100	...
Jun. 20, 1873	67.5	—	4.0	112.5	6	3	3	63	Lake Erie and Louisville.....Ohio.	2,427,732	*	82,603	22,032	1,116,350	890,000	510,906	16,511	67.5	77,806	48,681	40,676	90,068	21,751	—	100	...
Sept. 30, 1873	51.3	6.0	5.4	83.7	6	8	2	201	Lake Ontario Shore Line.....New York.	2,792,081	*	.....	.....	1,857,106	1,438,200	268,769	—	57.3	50.128	69,122	37,234	55,785	2,082	—	100	...
Sept. 30, 1873	5-0.4	493.6	61.5	—	462	171	82	9,843	Lake Shore & Mich. S.N.Y.P.,O. Ind.& Ill.	63,495,167	13,580 639	8,551,485	4,174 756	50,000,000	31,195,000	6,654,322	1,428,675	1,154.0	15,421,103	2,145,163	5,511,918	19,414.509	5,667,911	4	100	78½
Jun. 30, 1873	92.4	8.0	12.9	—	9	8	...	200	Lake Shore and Tuscarawas Valley.Ohio.	4,248,158	223,274	.....	53,125	1,981,915	2,300,000	231,890	10,752	75.4	.....	60,863	111,409	128.669	7,011	—	100	...
Aug. 31, 1873	156.0	—	13.4	—	11	10	4	343	Lake Superior and Mississippi.....Minn.	7,081,000	—	.....	.....	5,125,000	7,647,000	15,000	—	211.0	.....	81,559	.....	484,811	.....	—	100	...
Dec. 31, 1873	17.8	3.0	12.2	—	—	—	—	—	Lawrence (P. F. W. & C.) .....Pa.	715.126	—	39,548	.....	360,200	355,000	9,458	—	20.8	.....	.....	.....	189,382	75,753	10	100	...
Dec. 31, 1873	21.5	—	2.2	—	—	—	—	—	Leav'worth, Atchison & Nthw. (Pac.).Ks.	1,000,000	—	.....	.....	600.500	500,000	.....	—		.....	.....	.....	.....	42,000	—	100	...
Apr. 30, 1873	144.1	1.8	9.2	—	20	14	9	255	*Leavenworth, Lawrence & Galveston* ...Ks.	5,378,157	604,864	5,560,061	125,119	5,000,000	5,860,000	867,695	—	208.6	.....	.....	.....	479.756	86,668	—	100	...
Dec. 31, 1873	15.0	—	1.5	21.0	—	—	—	—	Lehigh and Lackawanna (L. & S.)....Pa.	675,100	—	.....	.....	375,100	300,000	.....	—	15.0	.....	20,675	44,107	42 387	13,676	—	50	...
Dec. 31, 1873	105.0	32.3	100.0	—	92	14	12	7,762	Lehigh and Susquehanna (C. of N. J.).Pa.	12,757,395	*	.....	.....	(Owned	by Lehig	h Coal &	Nav. C	ompany.)	174.0	1,924,045	511,501	3,403,372	3,447.817	2,106,666	10	50	...
Nov. 30, 1873	101.0	132.4	228.7	—	194	44	29	9,726	Lehigh Valley.....Pa.	19,750,425	*	15,384,664	.....	23,222,446	10,875,000	1,837,643	—	233.4	.....	1,096,820	6,373,196	7,424,895	3,540,035	10	50	122½
Dec. 31, 1873	120.0	76.0	63.5	—	53	38	24	669	Little Miami & Col. Xenia (P.C.&S.L.)O.	6,789,473	*	260,964	44,910	4,608,250	1,590,000	.....	.....	196.0	.....	.....	.....	1,401,548	162,018	8	100	...
Dec. 31, 1873	100.0	—	2.0	60.0	7	4	1	60	*Little Rock and Fort Smith* ¶.....Ark.	9,350,000	*	.....	.....	4,675,000	4,675,000	.....	.....	100.0	.....	.....	.....	90,880	Loss.	—	100	...
Apr. 30, 1874	70.0	....	....	50.0	2	1	1	12	Little Rock, Pine Bluff & N. O. ¶ (nar.)Pa.	1,400,000	*	.....	.....	700,000	700,000	.....	.....	....	(Operations not reported.)			.....	.....	—	100	...
Nov. 30, 1873	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill (P. & R.). .....Pa.	1,416,188	—	10,000	.....	2,646,100	747,500	.....	—		.....	.....	.....	214,839	209,669	7	50	96
May 31, 1873	93.0	2.0	5.0	—	9	5	3	245	Logansport, Crawfordsville & S. W...Ind.	3,500,000	*	.....	.....	1,500,000	2.000,000	.....	—	118.0	(Operations not reported.)			.....	.....	—	103	...
Dec. 31, 1873	9.0	—	—	—	—	—	—	—	Long Branch and Sea Shore (S.N.J.). N. J.	398,863	—	.....	.....	171,800	200,000	.....	—		.....	.....	.....	.....	12,000	—	100	...
Sept. 30, 1873	94.0	64.0	17.1	—	22	43	9	249	Long Island ¶.....N. Y.	5,226,902	*	.....	.....	3,300,000	1,500,000	205,000	—	158.0	.....	.....	.....	895,716	473,159	4	100	...
Dec. 31, 1873	101.1	—	9.2	—	—	—	—	—	Louisiana & Missouri River(C.& A.)..Mo.	5,902,440	—	.....	.....	1,516,500	1,516,500	1,588,343	—		.....	.....	.....	.....	301,719	—	100	...
July 1, 1873	93 5	81.4	28.1	23.0	42	26	18	879	Louisville, Cincinnati and Lexington..Ky.	7,981,305	*	.....	.....	2,474,483	4,234,519	1,709,147	—	174.9	.....	.....	.....	1,210,382	138,370	—	100	...
Dec. 31, 1873	288.0	—	17.0	—	36	18	10	479	Louisv., New Albany and Chicago...Ind.	(nominal.)	—	.....	.....	3,000,000	.....	.....	—		.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1873	31.0	—	2.1	124.0	3	1	—	14	Louisv., N. Alb. & St. L. A. L..Ind.& Ill.	2,549.222	44,105	248,677	.....	1,563,073	780,000	184,517	—	288.0	(No returns furnished.)			.....	.....	—	100	...
Jun. 30, 1873	185.0	420.8	59.4	—	123	97	...	1,669	Louisv., Nashv. & Gt. So. ¶..Ky. & Tenn.	22,046,339	*	8,253,416	595,765	8,981,439	14,520,500	5,211,942	1,781,627	31.0	.....	.....	.....	11.764	917	—	100	...
Sept. 30, 1873	12.4	—	2.3	—	—	—	—	—	Lowell and Lawrence (E. & L.). ...Mass.	363,158	—	.....	13,032	200,000	54,700	10,532	110,768	605 8	.....	.....	.....	4,909,426	1,411,123	7	100	...
Mar. 31, 1873	78.0	—	3.9	—	—	—	—	—	Macon and Augusta (Ga.).....Ga.	2,506,170	—	.....	.....	1,631 900	770,000	104,270	—	78.0	.....	.....	.....	21.786	18,815	6	100	...
Dec. 31, 1873	187.0	10.0	8.6	—	12	19	4	170	Macon and Brunswick ¶.....Ga.	5,750,000	*	.....	.....	3,500,000	2,250,000	.....	—	197.0	.....	.....	.....	120,758	7.491	—	100	...
Jun. 30, 1873	38.0	—	6.0	—	—	—	—	—	Mahoning Coal (L. S. & M. S.).....Ohio.	2,199,833	—	.....	.....	1,075,000	1,075,000	98,179	—		.....	.....	.....	437,298	148,333	—	100	...

Dec. 31, 1872	129.0	18.1	25.0	—	60	64	44	1,460	Maine Central ¶	Maine.	11,100,270	1,052,313	168,723	314,399	4,412,920	6,394,183	1,397,646	445,956	357.0	1,279,222	719,760	401,904	2,268,077	683,576	—	100	491
Mar. 31 1874	22.4	—	3.1	—	...	...	...	....	Manchester and Lawrence	N.H.& Mass.	825.000	175,000	72,124	52,902	1,000,000		35,920	89,106	26.0	77,940	160,909	72,314	190,037	100,722	10	100	....
Sept. 30, 1873	21 3	—	4.7	—					Mansfield & Framingham	(B.C.&F.).Mass.	768,569				300,000	470,000			21.3				188,246		—	100	....
Jun. 30, 1873	44.0	—	1.8	179.0	—	—	—	—	Mans'fd, C'd Water & L.M.(Pa.)O & Mich.		813,909		1,666		474,644	206,949	133,882		37.0	23,080	4,136	3,014	8,803	475,062	—	100	....
Dec. 31, 1873	191.0	86.0	64.0	—	84	27	16	1,231	Marietta and Cincinnati	Ohio.	23,112,721	*	1,399,964	4,389,858	13,999,955	11,307,903	3,594,640		284.0	2,746,600	564,457	379,167	2,126,875	432,539	—	100	....
Jun. 30, 1873	58.0	10.0	7.9	29.0	6	4	2	85	Marietta and Pittsburg	Ohio.	2,368,475	74,994			1,100,000	1,500,000	40,000		68.0	(5 mos.)	25,869	39,014	35,687	14,400	—	100	....
Dec. 31, 1873	62.8	20.6	17.3	66.0	30	5	3	1,796	*Marquette Hough. & Ontonagon*	Mich.	7,088,149	1,077,421	160,932	142,138	2,306,600	5,384,000	638,987	159,053	83.4	608,280	174,955	744,800	1,059,673	417,027	—	100	....
Dec. 31, 1873	54.0	—	2.0	—	3	3	1	16	Maryland and Del. (N.J.S.)	Md. and Del.	1,500,000	*			500,000	1,000,000			54.0	96,560					—	100	....
Jun. 30, 1873	271.0	19.0	25.0	—	48	34	10	762	Mem. & Char. (S.R.S.Co.)	T., M. & Ala.	8,770,952	*	1,081,310		5,312,725	4,017,142	586,180		290.0	991,695	290,380		1,402,116	453,724	—	100	....
Jun. 30, 1873	131.0	—	2.5	—	14	8	3	127	Memphis and Little Rock ¶	Arkansas.	(New	comp	any not y	et report	ing.)				131.0				557,609	245,258	—	100	....
Dec. 31, 1873	9.8	—	1.1	12.7	—	—	—	—	Mercer & Somerset (U.Co's of N. J.)	N.J.	735,218				270,900	471,000								51,943	7	100	....
May 31, 1874	103.0	—	11.3	—	—	—	—	—	Michigan Air Line (M. C.)	Mich. & Ind.	2,698,847					1,900,000	554,531							162,000	—	100	....
May 31, 1874	285.0	103.0	191.6	—	210	168	51	4,259	Michigan Central	Mich., Ind. & Ill.	26,992,518	*	5,548,870	1,600,339	18,738,204	12,635,000	1,156,259	1,582,264	788.0	5,116,095	877,446	1,593,954	6,196,706	1,976,761	—	100	724
Dec. 31, 1872	57.5	11.0	3.5	—	5	4	2	4	Michigan Lake Shore (Pa.)	Michigan.	1,849,125	*		70,100	450,000	880,000	80,324		68.5	520,742	112,122	55,314	117,744	28,401	—	100	....
Dec. 31, 1873	86.0	23.0	5.1	39.0	7	7	2	392	Midland	Canada.	3,186,792	378,246	68,096	22,208	834,782	1,630,333	431,278	758,949	86.0				318,160	137,984	—	100	....
Dec. 31, 1872	84.0	—	5.0	—	5	3	2	100	Midland Pacific	Nebraska.	3,200,000	*			1,600,000	1,600,000			84.0						—	100	....
Nov. 30, 1873	39.0	—	1.4	—	—	—	—	—	Milledgville & Eatonton (C. of Ga.)	Ga.	600,000				200,000									14,000	7	100	....
Dec. 31, 1872	110.0	16.7	4.9	—	8	8	3	160	Milwaukee and Northern (W. C.)	Wis.	3,249,050	*			1,530,000	1,625,000			182.0	64,784	40,928	23,141	120,840	74,561	—	100	....
Mar. 31, 1873	90.0	46.0	21	—	7	—	—	125	Milwaukee L. Shore and Western	Wis.	4,200,000	*			1,500,000	2,700,000			119.7						—	100	....
Dec. 31, 1873	52.8	—	85.6	—	—	—	—	—	Mine Hill and Schuy'l Haven (P.& R.)	Pa.	3,969,100		76,498		3,969,100									294,271	7	100	103
Dec. 31, 1873	12.5	—	1.3	87.5	2	2	—	12	Mineral Range	Michigan.	348,000				99,655	161,800	88,726	7,976	12.5	(3 mos.)	12,008	6,378	19,422	7,973	—	100	....
Dec. 31, 1873	27.5	—	2.7	—	—	—	—	—	Missisquoi (C. V.)	Vt.	742,697				243,500	500,000									—	100	....
Dec. 31, 1873	349.1	—	40.7	—	63	28	13	867	Mississippi Cen. ¶ (S.R.As.)	M.K.& Tenn.	17,266,837	*			5,425,535	8,000,000	3,831,302		237.0				1,442,525	619,194	—	100	....
Sept. 30, 1873	100.0	—	6.2	—	12	12	4	144	Mississippi and Tennessee ¶	Miss. & Tenn.	3,833,393	*			825,407	2,211,214	136,121		100.0	273,595			560,651	240,929	—	100	....
Dec. 31, 1873	42.0	—	4.8	225.0	4	5	4	152	Mississippi Valley and Western	Mo.	1,800,000	*			800,000	800,000									—	100	....
Dec. 31, 1873	85.0	—	4.2	200.0	5	2	3	95	Missouri, Iowa and Nebraska	Mo. & Ia.	2,800,000	*	700,000		1,500,000	2,000,000									—	100	....
Mar. 31, 1873	642.9	—	33.0	—	50	36	23	1,028	Missouri, Kansas and Texas	M.K.& Tex.	38,830,216	1,558,224	696,309	3,429,261	16,945,000	16,596,000	4,775,442	1,217,608	586.0	1,295,491	152,148	248,222	2,317,568	940,661	—	100	....
Dec. 31, 1873	160.0	—	8.9	—	21	14	7	792	Missouri River, Ft. Scott & Gulf	Kansas.	13,722,919	*	168,922	79,108	5,947,000	6,993,000	504,702		160.0				711,410	291,302	—	100	....
May 31, 1873	84.0	—	6.8	144.0	8	4	2	79	*Mobile and Girard* ¶	Alabama.	1,714,866	*	294 871	91,348	1,278,378	711,000	110,430		84.0				182,591	27,123	—	100	....
Apl. 30, 1873	154.0	14.0	6.9	—	31	13	9	328	Mobile and Montgomery ¶	Alabama.	5,474,554	724,590	191,308	429,708	2,084,800	2,596,500	769,046		168.0				691,277	162,518	—	100	....
Dec. 31, 1873	472.0	50.1	47.8	—	121	38	17	1,006	*Mobile and Ohio*	Ala., Miss., Tenn. & Ky.	18,123 012	*	3,612,679	331,907	5,320,600	12,073,953	1,451,648	25,263	517.6	1,607,021	359,636	347,588	2,801,127	904,863	—	100	....
Oct. 31, 1873	80.0	—	4.0	—	5	5	2	69	Montg'y and Eufaula ¶	(L.N.& Gt.S.) Ala.	3,417,920	*		197,311	1,149,350	1,810,000	429,716	91,702	80.0						—	100	....
Sept. 30, 1873	23.8	—	4.3	—	—	—	—	—	Monticello and Port Jervis (Erie)	N. Y.	1,122,311				418,995	650,000	59 200		23.8	24,711	30,107	27,319	56,211	17,201	—	100	....
Dec. 31, 1873	84.0	34.0	144.0	—	30	21	10	757	Morris and Essex	(D. I.&W.) N. Jersey.	17,159,461	12,170,560			14,165,450	13,796,000	1,368,571		118.0				4,214,846	1,193,840	7	100	....
Sept. 30, 1873	20.2	—	1.9	—	—	—	—	—	Nashua, Acton & B (Fitchb.)	N H.& Mass.	679,960	—	140	5,880	253,700	142,000	280,150	(3 mos.	20.2	14,931	16,518	3,961	10,601	5,750	—	100	97
Sept 30, 1873	14.5	—	18.5	—	18	21	8	422	Nashua and Lowell (B.& L.)	N.H.& Mass.	881,597	155,659	99,520	105,696	800,000	105,535	120,828	216,109	43.2	371,205	937,628	272,088	615,846	83,452	10	100	115
Sept. 30, 1873	122.0	12.5	8.6	—	22	9	6	177	Nashv. & Decatur ¶	(L.N.& Gt.S.) T.& Ala.	3,837,619	433,218	615,704	59,108	1,511,807	2,624,000	518,853	327,120	134.5	228,629	108,179	48,583	453,012	160,686	—	100	....
Jun. 30, 1873	321.0	20.0	30 0	92.0	83	26	10	1,115	Nashv., Chattanooga & St. Louis ¶	T.& Ala	13,286,049	*	342,594	348,252	6,486 049	2,812,165	2,987,663	1,694,018	341.0	1,213,663	166,084	384,240	1,655,519	471,731	—	100	....
Sept. 30, 1873	57.0	4.5	4.9	—	12	14	4	281	Naugatuck	Connecticut.	2,056,852	*	146,087	61,681	1,891,900	103,000	46,146	253,581	61.5				543,937	201,890	10	100	....
Dec. 31, 1873	5.5	—	—	—	—	—	—	—	Newark and Hudson (Erie)	N. J.	2 6,000				250,000	250,000								41,500	7	100	....
Dec. 31, 1873	8.0	—	10.0	—	—	—	—	—	Newark and New York (C. of N.J.)	N. J.	2,443,032				977,500	600,000	882,675							175,000	7	100	....
Jun. 30, 1873	43.7	1.2	3.8	—	—	—	—	—	Newark, Som'rst & Str'sv'le	(S.M.&N.) O.	1,728 000	—	20,754	—	873,650	800,000	75,100	—	44.9	—	30,051	—	143,591	29,601	—	100	....
Sept. 30, 1873	21.5	16.1	8.2	—	9	22	11	157	New Bedford	Mass.	977,418	241,644	25,500	48,040	1,010,100	171,500	52,405	58,492	37.6	126,156	351,627	159,911	292,307	82,481	8	100	107
Sept. 30, 1873	8.3	—	0.4	—	2	1	—	—	New Canaan	Conn.	230,747	26,343			164,050	86,000	9,860		8.3	21,021	37,733	5,423	18,491	Loss.	—	50	....
Dec. 31, 1873	14.9	—	3.2	—	—	—	—	—	Newcastle & Beaver Val.	(P.Ft.W.&C.) Pa.	809,701				605,000	24,200			14.9				351,089	140,436	10	100	....
Sept. 30, 1873	13.0	—	1.3	—	3	4	2	27	New Haven and Derby	Conn.	1,132,460	*			455,.00	550,000			13.0	44,172	139,728	13,911	83,820	25,976	—	50	....
Sept. 30, 1873	52.0	—	5.0	—	4	8	2	112	N. Hav., Middlet'n & Willimantic	Conn.	5,987,500	*			677,500	4,000,000	1,268,750		52.0						—	100	....
Sept. 30, 1873	83.9	25.4	20.7	—	20	17	7	404	New Haven and Northamp.	Conn. & Mass.	3,669,786	783,012	194,174	67,906	2,459,850	1,900,000	286,024	69,004	109.3	449,420	390,220	298,888	660,057	190,122	3	100	....
Dec. 31, 1873	74.0	—	6.8	—	18	20	6	189	New Jersey Midland	New Jersey.	8,795,559	*			3,000,000	5,000,000	1,000,000		74.0						—	100	....
Dec. 31, 1873	70.5	45.0	12.0	—	22	62	7	381	New Jersey Southern	New Jersey.	9,820,000	*			5,000,000	4,820,000			115.5				745,794	39,607	—	100	34
Sept. 30, 1873	100.0	—	2.8	—	21	15	8	266	N. London Northern (C.V.)	Conn.& Mass.	1,651,126	187,443	110,074	25,671	1,428,800	390,000	123,978	31,525	100.0	523,988	324,472	206,008	606,956	150 000	10	100	105
Dec. 31, 1873	206.0	43.0	35.0	—	57	31	15	993	N. Orleans, Jack. and Gt. North. ¶	L. & M	15,279,042	*		1,658,368	4,734,000	8,000,000	1,176,020	3,037,390	206.0				1,790,429	803,261	—	100	....
Dec. 31, 1872	2 3.0	—	....	532.0	....	....	....	....	N. O., Mobile and Texas ¶	Ala.M.& La.	6,500,000	*	(No	account	can be ob	tained.)									—	100	....
Sept. 30, 1873	130.8	4.0	45.5	—	39	79	39	538	N. York and Harlem	(N.Y.C.&H.R.) N.Y.	14,486,514	1,549,945	2,366,082		9,000,000	7,038,069	667,375	1,566,725	161.8	911,879	1,962 970	430,055	3,369,169	1,440,810	8	100	129
Sept. 30, 1873	80.8	53.2	30.7	71.0	30	39	17	418	New York and New England	M. & Conn.	22,500,000	633,200			20,000,000	2,500,000			139.0	637,515	1,723,337	363,734	728,588	128,546	—	100	....
Feb. 28, 1873	248.0	131.0	66.0	120.0	84	51	30	1,683	New York and Oswego Midland	N.Y.	17,896,236	2,241,918	979,159		7,183,082	10,454,655	3,256,662	366,012	551.0						—	100	....
Sept. 30, 1873	4 1.8	298.4	851.8	—	519	421	177	13745	New York Central & Hudson River	N.Y.	78,014,954	*	39,140,046		89,428,300	27,225,533	1,167		858 3	17,259 361	7,620,741	5,522.724	29,126,851	10,741,490	8	100	100
Sept. 30, 1873	75.0	—	4.8	76.0	7	9	3	121	New York, Kingston and Syracuse	N.Y.	3,245,000	*			2,662,922	2,000,000	92,692		75.0		(No	returns.)			—	100	....
Sept. 30, 1873	124.3	16.7	167.6	—	88	171	59	1,324	N. Y., N. H. & Hartford	N.Y. C.& Mass.	12,577,627	2,075,711	1,593,610	2,023,516	15,500,000	1,126,500	1,089,669	1,554,395	141.0	1,848,201	3,892,674	895,945	4,701,286	1,846,972	10	100	134
Aug. 31, 1873	62.5	1.3	34.5	—	22	22	8	229	N. Y., Providence & Boston	Conn.& R.I.	2,598,000	*	469.860	62,584	2,047,860	1,010,000	62,584		63.8	452,14	656,551	247,754	933,631	383,320	10	100	....
Sept. 30, 1873	99.0	—	3.6	—	—	—	—	—	Nag. F. & Canandaigua	(N. Y. C.) N.Y.	3,210,616				1,000,000									60,000	6	100	....
Dec. 31, 1873	33.0	—	11.2	—	24	18	10	277	North Carolina ¶	(R. & D.) N.C.	4,947,741	*			4,000,000	553,413								260,000	6	100	....
Feb. 28, 1873	102.0	—	9.0	—	14	14	5	142	Northeastern ¶	S. C.	2,148,131	*	88,820	37,264	979,850	1,210,528	30,457	53,380	102.0	293,721	82,719		395,463	159,768	—	100	....
Dec. 31, 1873	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.									72.0						—	100	....
Oct. 31, 1873	55.6	12.1	48.5	—	42	42	21	908	North Pennsylvania	Pa.	7,174,125	1,286,451	1,567,582		3,596,500	4,456,600	252,985		75.0	709,286	984,723	996,213	1,477,540	498,878	5s	50	98
Dec. 31, 1873	62.7	—	3.4	—	—	—	—	—	Northwestern Union (C. & N. W.)	Wis.	3,500,000					3,500,000									—	100	....
Jun. 30, 1873	23.0	—	1.0	115.0	2	2	4	16	North and South Georgia ¶	Ga.	656,000	24,197		33,901	472,523	240,000	61,573								—	100	....
Dec. 31, 1873	138.0	4.0	129.5	—	141	69	42	6,264	Northern Central ¶	Md. & Pa.	11,959,069	3,470,815	3,000,000	895.882	5,842,000	11,419,756	1,599,924	464.086	357 0				5,031 365	1,152,704	—	50	64
Mar. 31, 1873	69.2	13.4	17.6	—	27	18	6	540	Northern New Hampshire	N. H.	3,068,400	*	368,597	153,979	3,068,400	102,100	145,986	274,490	82.6	506,848	195,406	411,888	706,355	217,103	8	100	106
Dec. 31, 1873	21.3	—	4 6	—	—	—	—	—	Northern New Jersey (Erie)	N. J.	527,452	—	872,548	—	1,000,000	400,000	—	—	—	—	—	—	—	108,200	8	100	....
Aug. 31, 1873	491.3	—	9.3	512.0	79	24	24	1,679	*Northern Pacific*	Minn.,Dak.,Wash.,&c.	26.285,114	*	1,569,676	1,390,383	18,239,300	24,841,046	6,961,000		211.0						—	100	....
Sept. 30, 1873	59.4	7.5	14.0	—	21	15	7	523	Norwich and Worcester ¶	Conn.& Mass.	3,395,160	*	883,789	78,016	2,823,400	639.000	443,057	431,459	66 4	403,993	377,588	329,624	853.947	281,101	10	100	124
Sept. 30, 1873	113.0	4.0	18.0	—	34	19	4	1,026	Ogdensburg & L. Champlain	(C.V.) N.Y.	5,796.921	*			5,077,000	1,012,000								456,350	7	100	49
Jun. 30, 1873	240.0	53.0	72.0	—	124	59	27	2,480	Ohio and Mississippi	Ill., Ind. & Ill.	35,308,844	*			24,030,000	10,559,090	719,754		293.0	3,644 714	477,062	927,258	3,754,422	1,141,109	—	100	27
Dec. 31, 187	95.0	28.0	55.5	—	32	19	5	315	Oil Creek and Allegheny Valley	Pa.	8,615,633	1,008,331	50,000		4,959,450	3,680,000	249,105		123.0	663,296	445,707	556,646	1,067,734	342,738	6	50	16
Sept. 30, 1873	217.1	39.9	63.4	—	50	129	24	916	Old Colony	Mass.	9,080,680	1,134,746	786,898	505,834	6,581,300	3,245,000	1,080,356	611,502	256.9	1,354,474	4,26,340	625,251	2,377,252	712,039	7	100	104
Dec. 31, 1873	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	N. Y.	930,953				300,000	550,000								62,500	8	100	....
Sept. 30, 1873	35.0	—	57.9	—	11	12	4	258	Oswego and Syracuse	(D. L. & W.) N.Y.	1,445,114	*			1,144,400	180,000								115,598	9	100	....
Dec. 31, 1873	283 5	15.5	....	—	—	—	—	—	*Pacific*	(A. and P.) Mo.	20,500,000	*			7,000,000	13,500,000			486.7				1,408,500	1,383,500	5	100	36
Dec 31, 1873	115.6	—	4.9	50.4	8	4	2	97	Paducah and Memphis	Ky. and Tenn.	4,124,108	206,103	579,597	233,616	2,924,150	1,541,000	610,062	68,212	99.0				166,849	68,212	—	100	....
Jun. 30, 1873	11.0	—	0.7	53.4	4	1	1	46	Painesville and Youngstown	O.	570,892	*			571,000				11.0		23.251	2,849	13,029		—	100	....
Jun. 30, 1873	34.0	—	0.9	—	—	—	—	—	Paris and Danville	Ill.	1,360 000				160,000	1,193,000	10,000		34.0	27,456	19,819		33,917	(Deficit)	—	100	....
Jun. 30, 1873	72.0	—	6.0	—	7	5	3	127	Paris and Decatur	Ill.	2,800,000	*			1,600,000	1,200,000	150,000		94.0				34,949	(Deficit)	—	100	....
Dec. 31, 1873	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson (Erie)	N. J.	630,000				630,000									53,400	8	100	....
Dec. 31, 1873	12.0	—	2.6	—	—	—	—	—	Paterson and Newark (Erie)	N. J.	896,162				250,000	500,000								35 p. c.	—	100	....
Dec. 31, 1873	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo (Erie)	N. J.	380,000				248,000	100,000								26,500	7	100	....
Jun. 30, 1873	67.2	—	3.0	—	—	—	—	—	Pekin, Lincoln and Decatur	Ill.	2,576,000				1,500,000	1,076,000			67.2	119.0	47,627	98,848	141,261	38,738	—	100	....
Dec. 31, 1873	119.0	—	5.0	86.0	4	3	2	46	Peninsular (C. and L. H.)	Ind. & Mich.	6,716,351	*			1,995,000	4,340,000	351,351		119.0			46,333	109,913	Loss.	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	All Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.			pc.	$	p.c
Dec. 31, 1873	354.9	69.0	554.9	—	878	385	136	17589	Pennsylvania.....Pennsylvania	48,571,808	*	97,782,380	4,371,449	68,144,475	43,145,785	22,592,815	6,842,563	869.4	.....	5,879,684	9,998,794	24,886,009	9,044,978	10	50	108½
Dec. 31, 1873	47.0	15.8	57.0	—	23	8	—	1,300	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	3,052,500	.....	4,000,000	487,500	565,000	.....	47.0	.....	3,970	1,391,454	28,501	.....	20	50	240
Dec. 31, 1873	41.5	—	1.4	—	—	—	—	—	Pennsylvania and Delaware (Penn.) ..Pa.	2,502,000	.....	.....	.....	900,000	1,602,000	71,346	.....	—	(Opened July 1, 1873.)			.....	.....	—	50	....
Nov. 30, 1873	104.6	22.6	21.2	—	18	2	—	992	Pennsylvania and N. York..N.Y. & Penn.	5,351,750	791,077	.....	.....	4,061,700	3,000,000	74,017	.....	127.2	752,452	191,584	1,338,031	1,485,806	403,405	24	50	....
Nov. 30, 1873	3.8	—	3.1	12.7	—	—	—	—	Perkiomen (P. & R.).....Pa.	1,388,700	—	18,529	—	38,040	1,821,800	20,478	—	—	—	—	—	—	—	—	50	....
Dec. 31, 1873	45.2	—	2.0	—	4	4	1	53	Pensacola and Louisville ¶.....Fla.	455,327	64,300	150,000	.....	450,000	—	219,627	—	45.2	76,850	16,690	.....	88,930	35,057	—	50	....
Dec. 31, 1870	—	—	—	76.0	—	—	—	—	Peoria, Atlanta and Decatur.....Ill.	800,000	—	—	—	600,000	300,000	—	—	—	—	(Under construction.)		—	—	—	100	....
Dec. 31, 1873	47.0	—	7.4	—	—	—	—	—	Peoria and Bureau Valley (C.R.I.&P.).Ill.	1,566,000	—	—	—	1,266,000	300,000	—	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1873	83.0	—	11.5	—	12	7	4	171	Peoria, Pekin and Jacksonville...Illinois.	3,260,351	345,797	45,000	.....	1,239,700	2,000,000	411,448	—	83.0	280,562	.....	135,465	319,168	30,952	—	50	....
Jun. 30, 1873	91.0	—	4.0	—	8	5	2	163	Peoria and Rock Island.....Ill.	3,772,327	*	.....	.....	1,858,950	1,650,000	49,639	—	9.0	276,058	70,500	194,348	300,045	105,368	—	100	....
Dec. 31, 1873	64.0	18.0	8.0	—	12	9	5	121	Petersburg ¶.....Virginia	1,817,985	*	.....	.....	1,324,200	500,000	356,112	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1873	46.0	—	6.5	—	10	8	3	95	Philadelphia and Balt. Cent. Penn. & Md.	1,811,107	177,744	.....	.....	220,606	1,500,000	46,945	—	57.0	182,886	309,498	138,262	303,221	78,389	—	50	....
Dec. 31, 1873	287.6	—	121.7	—	—	—	—	—	Philadelphia and Erie ¶ (Penn.).....Pa.	23,777,743	—	2,241,800	16,866	8,448,700	16,625,000	1,335,709	—	287.6	2,912,351	777,273	2,164,246	3,842,067	428,756	—	50	28½
Sept. 30, 1873	20.0	—	25.0	—	24	45	13	192	Phila., Germ. and Norrist'n (P. & R.)..Pa.	1,146,538	368,262	500,793	.....	2,231,900	—	—	—	32.3	.....	.....	.....	281,623	269,791	12	50	180
Dec. 31, 1873	3.0	—	—	24.0	—	—	—	—	Phila., Newtown and New York .....Pa.	440,400	—	—	—	194,360	164,000	57,000	—	—	—	—	—	—	—	—	50	....
Sept. 30, 1873	98.4	228.6	432.2	—	400	220	60	19018	Philadelphia and Reading..Pennsylvania.	28,260,889	7,480,719	48,349,058	1,741,889	34,269,575	44,188,715	4,876,055	2,498,205	725.3	8,351,682	6,790,088	9,847,747	14,932,661	5,357,766	10	50	107½
Dec. 31, 1873	26.6	—	39.7	—	—	—	—	—	Philadelphia and Trenton (Penn.).....Pa.	1,534,479	—	—	—	1,259,100	—	—	—	26.6	882,160	1,747,216	1,400,983	1,995,606	448,574	10	100	123
Oct. 31, 1873	95.3	14.8	121.6	—	70	160	...	1,240	Phila., Wilm. and Baltimore..Pa. D.& Md.	11,814,764	*	2,103,295	840,363	11,507,750	1,900,000	279,120	743,053	111.8	1,437,207	853,937	836,979	3,074,881	1,095,265	8	50	108
Nov. 30, 1873	11.3	—	43.0	—	—	—	—	—	Pickering Valley (P. & R.).....Pa.	474,551	—	—	—	92,875	332,300	161,363	—	—	—	—	—	—	4,751	—	50	....
Dec. 31, 1873	193.0	8.0	50.8	—	104	34	19	1,648	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	19,682,344	*	3,496 277	—	8,433,750	15,010,586	3,854,872	—	201.0	.....	.....	.....	3,841,214	478,298	—	50	....
Dec. 31, 1873	468 3	—	180.0	—	269	133	54	9,789	Pittsburg, Ft. W. and Chic..P., O., I. & I.	37,368,286	*	—	—	23,814,286	14,554,000	14,230	—	500.6	7,878,666	2,134,653	2,365,846	9,619,074	3,522,032	7	100	91½
Dec. 31, 1873	80.0	—	4.9	150.0	4	6	3	65	Pitt'sbg, Virg. & Charleston..Pa.& W.Va.	1,106,167	37,226	556,038	.....	673,264	700,000	244,672	—	30.0	57,900	140,188	4,828	67,137	16,941	—	50	....
Oct. 31, 1873	149.6	1.9	36.0	4.6	26	15	7	400	Pittsburg, Washington & Balt...Pa.& Md.	11,934,439	709,835	93,671	.....	1,960,682	9,500,000	2,276,579	—	169.2	1,583,213	859,533	1,130,334	1,564,993	L.38,035	—	50	....
Sept. 30, 1873	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,685	—	—	6,315	450,000	—	—	—	—	—	—	—	—	27,000	6	100	....
Nov. 30, 1873	71.3	—	3.6	36.7	6	15	5	117	Portland and Ogdensburg....Me. & N. H.	2,502,115	*	125,862	200,937	1,045,270	1,384,000	321,710	77,934	65.3	147,741	73,908	46,045	144,982	49,075	—	100	....
Aug 31, 1873	62.5	—	4.5	—	6	9	4	141	Portland and Rochester.....Me. & N. H.	1,925,741	*	233,124	18,208	686,112	1,407,500	133,461	—	52.5	134,108	142 846	64,290	142,571	40.976	—	100	....
Sept. 30, 1873	52.0	—	8.1	—	19	—	7	167	Portland, Saco and Portsmouth (Etn.).Me.	1,500,000	*	—	—	1,500,000	—	—	—	—	—	—	—	—	150,000	10	100	118½
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	230	Port Royal ¶ (Ga.).....South Carolina.	5,500,000	*	—	—	3,000,000	2,500,000	—	—	—	—	—	—	—	—	—	25	....
Sept. 30, 1873	71.4	—	4.9	—	—	—	—	—	Portsm'th, Gt. Falls & Conway (Etn.).Me.	1,229,689	—	—	—	767,200	462,489	—	—	—	—	—	—	—	—	6	100	44
Sept. 30, 1873	47.9	—	2.5	4.8	4	5	...	91	Poughkeepsie and Eastern....New York.	1,475,430	*	.....	.....	524,464	722,500	479,689	—	46.1	95,055	82,180	44,508	86,218	14,241	—	100	....
Sept. 30, 1873	22.8	—	2.0	48.9	2	3	1	65	Providence and Springfield..R.I. & Mass.	933,408	*	.....	.....	472,890	414,000	47,518	—	22.8	.....	32.512	5,653	18,418	9,543	—	100	....
Sept. 30, 1873	13.6	—	—	—	4	10	...	20	Providence, Warren and Bristol.....R. I.	526,515	*	—	—	437,917	50,000	38,597	—	13.6	.....	379.227	20,504	113,505	9,263	—	100	....
Sept. 30, 1873	43.4	1.0	45.2	—	29	40	...	692	Providence and Worcester..R. I. & Mass.	1,976,025	735,748	.....	271,267	2,000,000	500,000	387,810	95,230	—	526,128	1,785,067	580,620	963,845	257,103	10	100	....
Dec. 31, 1873	36.0	—	2.0	—	4	3	2	—	Queen Anne and Kent ¶.....Del.& Md.	351,000	*	.....	.....	260,000	269,000	2,600	—	36.0	35,850	12,560	38,231	27,437	9,990	—	50	....
Jun. 30, 1873	42.0	—	4.0	—	1	2	2	44	Quincy, Alton and St. Louis.....Ill.	1,832,100	*	.....	32,200	780,000	1,000,000	52,000	—	42.0	56,000	.....	.....	68,939	(Deficit)	—	100	....
Dec. 31, 1873	70.0	—	1.7	160.0	.....	.....	.....	.....	Quincy, Missouri and Pacific.....Mo.	2,000,000	.....	.....	.....	700,000	20,000p.m	.....	.....	....	(Under construction.)			.....	.....	—	100	....
May 31, 1873	44.0	—	3.0	62.0	3	3	3	50	Raleigh and Augusta Air-Line ¶..N. Car.	1,184,221	89,785	.....	.....	876,000	.....	.....	.....	44.0	.....	.....	.....	73,474	28,543	—	100	....
May 31, 1873	97.0	—	5.0	—	16	10	4	134	Raleigh and Gaston.....North Carolina.	1,500,000	*	155 300	102,935	1,500,000	—	92,150	166,085	97.0	.....	47.069	98.052	369,646	178,652	—	100	....
Nov. 30, 1873	40.0	5.0	8.1	10.7	8	7	1	28	Reading and Columbia (P. & R.).....Pa.	2,072,959	220,041	62,566	.....	808,268	1,000,000	1,215,911	—	48.0	242,123	138,771	352,399	310,517	92,179	—	50	....
Sept. 30, 1873	101.5	80.9	47.9	—	42	52	17	1,262	Rensselaer and Saratoga (D.& H.)..N. Y.	8,328,362	*	.....	.....	6,000,000	2,000,000	.....	.....	182.4	820,468	1,037,827	616,634	1,966,857	903,072	8	100	109
Sept. 30, 1873	149.0	6.9	16.8	—	35	20	9	462	Richmond and Danville ¶.....Virginia.	5,729,729	*	2,100,682	234,278	4,000,000	2,485,411	1,435,905	143,372	195.9	599,792	141,767	227,729	957,129	447,369	...	100	....
Sept. 30, 1873	86.0	—	6.7	—	13	21	16	134	Richmond, Fred'burg and Potomac ¶..Va	2,727,840	*	131,596	254,875	1,509,829	889,698	82,639	632,148	86.0	199,825	173,985	45,677	496,744	231,136	2	100	....
Sept. 30, 1873	22.5	2.7	4.2	—	8	9	4	164	Richmond and Petersburg ¶.....Va.	1,215.404	*	48,483	30,119	847,100	326,296	81,527	49,183	46.7	110,712	126,947	91,887	160,227	36,685	—	100	....
Sept. 30, 1873	38.3	—	2.2	26.0	3	3	2	42	Richmond, York Riv. & Chesapeake ¶..Va.	1,257,640	—	.....	.....	650,000	607,640	.....	.....	38.3	.....	.....	(No report supplied.)	.....	.....	—	100	....
Dec. 31, 1873	18.5	—	1.8	—	—	—	—	—	Rochester & Genesee Valley (Erie).N. Y.	671,303	—	.....	.....	557,560	—	.....	.....	—	(Rental 48 p. c. of earnings.)			.....	.....	—	100	....
Sept. 30, 1873	—	—	—	105.0	—	—	—	—	Rochester and State Line.....N. Y.	735,649	—	183,649	—	24,000	894,000	90,000	—	—				.....	34,012	...	100	....
Sept. 30, 1873	10.0	—	—	140.0	.....	.....	.....	.....	Rochester, Nunda & Penn. (3 ft.)...N. Y.	716,327	*	.....	.....	625,600	—	58,200	—	—				.....	.....	—	100	....
Jun. 30, 1873	278.9	25.4	26.7	—	45	14	6	682	Rockford, Rock Island and St. Louis..Ill.	14,519,619	1,178,130	298,567	—	6,490,579	9,000,000	505,737	—	318.0	1,089,857	.....	262,148	947,650	179.955	—	100	....
Dec. 31, 1873	141.1	48.6	28.4	—	42	32	16	909	Rome, Watertown and Ogdensburg.N. Y.	4,789,198	*	147,969	305,486	3,146,800	1,908,249	44,979	142,625	218.2	.....	.....	.....	1,230,555	360,488	7	100	79
Dec. 31, 1873	120.0	—	18.0	—	—	—	—	—	Rutland (C. V.).....Vermont.	9,129,946	*	143,947	92,617	6,648,400	1,972,800	745,700	—	239.0	.....	.....	.....	970,239	492,400	2	100	....
Dec. 31, 1873	34.0	—	2.7	—	4	2	...	52	Saginaw Valley and St. Louis.....Mich.	525,716	87,854	.....	4,173	121,775	346,000	149,968	—	34.0	58,650	.....	.....	134,620	79.810	—	100	....
Dec. 31, 1873	22.0	—	6.5	—	5	8	...	230	St. Croix and Penobscot ¶.....Me.	364,000	*	.....	20,663	100,000	227,700	7,000	—	22.0	.....	.....	.....	.....	70,952	28,861	3	50	....
Aug. 31, 1873	187.0	—	20.0	38.0	19	.....	.....	.....	St. Joseph and Denver City..Kan.& Neb.	11,221,764	420,925	245,000	3,803	4,000,000	7,000,000	734,425	157,067	187.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	197.0	18.0	21.0	—	13	11	4	590	St. Louis, Alton and Terre Haute.Illinois.	11,768,400	*	.....	241,609	4,768,400	7,000,000	241,609	—	265.0	.....	.....	.....	1,042,808	593,849	—	100	....
Jan. 31, 1874	43 3	—	2.2	—	—	—	—	—	St. Louis & C. Rapids (St.L.,K.C.&N.)Ia.	—	(Statements not received.)															
Dec. 31, 1873	195.5	15.8	39.7	—	85	23	15	1,618	*St. Louis and Iron Mountain* ¶...Missouri.	19,103,348	*	247,884	—	10,000,000	8,622.000	431,149	298,083	210.8	947,849	587,276	682,903	1,964,281	596,426	3	100	17
Jun. 30, 1873	310.0	48.0	25.0	—	46	27	12	1,176	St. Louis & S. Eastern...Ill., Ky. & Tenn.	8,828,400	*	.....	.....	4,628,400	3,200,000	.....	.....	—	524,786	70.531	515,719	661,753	265,882	—	100	....
Dec. 31, 1873	76.5	—	2.1	—	—	—	—	—	St. Louis & St. Jos. (St.L.,K.C.& N.).Mo.	2,000,000	—	—	—	—	1,000,000	(Sold under foreclosure		Feb. 18,	1874 for $1	00,000.)	.....	.....	—	100	....
Dec. 31, 1873	41.5	—	2.3	188.5	—	—	—	—	St. L., C. Bluffs & Omaha (St.LKC&N.)M.	2,200,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	163.0	—	11.6	—	—	—	—	—	St. Louis, Jacksonv. & Chic. (C. & A.).Ill.	5,078,600	—	—	—	1,100,000	16,000p m	.....	—	—	—	—	—	(Rental.)	65,000	—	100	....
Dec. 31, 1873	265.5	87.5	26.7	—	91	42	14	1,516	St. L., Kansas City & Northern.....Mo	28,134,445	*	2,173,883	635,599	24,000,000	6,000,000	943,928	—	581.8	2,387,961	425,326	501,595	2,755,194	670,530	—	100	....
Dec 31, 1873	157.8	—	24.4	—	32	14	8	841	St. Louis, Vandalia & T. H. (T.H&I).Ill.	8,256,255	*	226,930	.....	2,378,158	5,499,000	467,325	—	157 8	.....	.....	.....	1,130,813	337,768	—	100	....
Aug. 31, 1873	108.5	—	4.7	161.0	—	—	—	—	*St. Paul and Pacific*.....Minn.	11,250,000	—	.....	.....	—	10,500,000	750,000	—	35.0	25,256	16,417	15,786	32,345	209	—	100	....
Aug. 31, 1873	207.0	76.0	19.4	—	28	20	6	374	*St. Paul and Pacific* (1st Div.).Minnesota.	17,214,350	*	.....	.....	1,968,600	15,245,750	472,942	—	283.0	.....	.....	.....	763,805	165,964	—	100	....
Aug. 31, 1873	121.3	—	10.0	—	14	6	4	255	St. Paul and Sioux City.....Minn.	4,628,778	*	.....	.....	2,400,000	1,851,500	316,227	—	121.3	244,766	77,755	.....	509,443	40,172	—	100	....
Aug 31, 1873	17.6	3.2	1.0	—	2	2	1	40	St. Paul, Stillw. & Taylor's Falls...Minn.	780,817	*	.....	.....	277,500	450,000	37,000	—	20.8	29,280	22,800	.....	63,718	31,863	—	100	....
Sept. 30, 1873	16.0	—	2.6	—	—	—	—	—	Salem and Lowell (B. & L.).....Mass.	481,469	—	—	2,714	243,305	226,900	13,978	—	—	—	—	—	17,500	16,784	1	100	....
Jun. 30, 1873	116.3	—	13.9	—	31	16	10	389	Sandusky, Mans. & Newark (B. & O.)..O.	3,241,661	*	—	59,454	938,000	2,309,743	6,547	46,725	116.3	896,934	193,597	372,011	715,250	51,106	—	50	....
Dec. 31, 1873	104.0	—	4.9	5.0	10	9	5	80	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	.....	.....	1,000,000	1,427,800	.....	.....	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	11.0	—	21.5	—	—	—	—	—	Schuylkill Valley (P. & R.).....Penn.	576,050	—	.....	.....	576,050	—	—	—	—	—	—	—	—	—	—	100	....
Mar. 31, 1874	80.0	—	8.0	—	16	4	6	250	Seaboard and Roanoke.Va. & N. Carolina.	2,058,152	*	568,669	.....	1,365,000	210,000	.....	.....	80.0	.....	34,867	.....	609,678	196,004	8	100	....

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PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:	$	p c	p c	p. c.
Atlantic and Great Western, pref...	10,000,000	7	...	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	...	....
" " " guar.	276,200	7	...	....
Atlantic and Pacific, preferred	10,000,000	7	...	11½
Atlantic and St. Lawrence,* guar...	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,583,800	6	5	105
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	..
Catawissa,* pref. and guar.....	1,159,500	7	7	80½
Camden and Amboy,* guaranteed..	5,947,800	10	10	125½
Camden and Atlantic, preferred.....	763,549	7	7	86½
Cayuga and Susquehanna,* guar....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,600	7	7	....
Central of New Jersey,* guar.....	20,060,000	10	10	104½
Central Ohio,* preferred	411,550	6	6	80
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	75
Chicago and Alton, † preferred.....	2,425,400	...	10	102
Chicago, Iowa & Nebraska,* guar..	3,916,300	...	8	89½
Chicago and North-Western, pref...	21,484,113	7	7	53½
Cinc., Sand. and Cleveland, pref....	429,000	6	6	25
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	87½
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred...	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	...	....
Dubuque and Sioux City,* guar....	5,000,000	...	3	60
Dubuque South-Western, pref.....	590,315	8	...	....
Eastern (N. H.) * † guaranteed..	492,500	...	6	55
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	76
" " com.& *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	56
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	...	...	....
Hannibal and St. Joseph, pref	2,167,700	7	7	30½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	97
Housatonic, preferred.....	1,180,000	8	8	96
Huntington & Broad Top Min, pref.	190,750	7	...	26
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	95
Joliet and Northern In diana,* guar.	300,000	8	8	...
Little Miami, Col. and Xenia,* guar.	6,384,450	8	8	....
Louisv., Cincinnati and Lex. pref...	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	8,101,650	6	...	17½
" " 2d pref.....	4,436,250	6	...	9½
Mich. Southern, (Lake Shore) guar..	533,500	10	10	....
Mill Creek,* guaranteed.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	12,274,483	7	7	51½
Mine Hill,* guaranteed.....	3,856,450	8	8	103
Montclair,* guaranteed.....	2,000,000	7	...	....
Morris and Essex,* guar.....	15,000,000	7	7	97½
Nesquehoning Valley,* guar...	2,000,000	10	10	107½
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,295,200	10	10	124
New London Northern,* guar.....	971,400	10	10	105
New York & Harlem,* pref. & guar.	1,500,000	8	8	127
" " *com.& guar.	8,500,000	8	8	129
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	124
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	47
" " pf.& *guar.	2,000,000	8	8	89
Ohio and Mississippi, preferred....	4,030,000	7	7	55
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama, guaranteed.....	7,000,000	12	12	112
Paterson and Hudson,* guar.....	630,000	—	8½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	...	—	....
Phila., Germant'n & Norristn,*guar.	2,231,900	12	12	180
Philadelphia and Reading, † pref....	1,551,687	—	10	110½
Philadelphia and Trenton,* guar....	1,259,100	10	10	123
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	91½
Pittsfield and North Adams,* guar.	400,000	5	6	86
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	113½
Rochester & Genesee Valley,* guar.	557,500	...	...	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	25
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	...	25
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	—	....
St. Louis, Kansas City & Nor., pref..	12,000,000	...	—	20½
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	—	....
" " 2d pref..	1,000,000	7	—	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	40½
Warren,* guaranteed.....	1,800,000	7	7	85
Canal Stocks.				
Delaware Division,* guar.....	1,633,350	8	8	....
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	123
" com. and * guar.....	1,695,000	4	4	49
Schuylkill Navigation preferred....	2,808,977	6	6	24½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	— —	@ — —
Gartsherrie		— —	@ — —
Summerlee		— —	@ — —
Carnbroe		— —	@ — —
Langloan		— —	@ — —
Glengarnock		39 —	@ 40 —
Eglinton		38 —	@ — —
Pig, American, No. 1		29 —	@ 30 —
Pig, American, No. 2		27 —	@ 29 —
Pig, American, Forge		24 —	@ 27 —
Bar .Refined, English and American		— —	@ — —
Bar, Swedes, assorted sizes	(gold)	115 —	@120 —
	—Store Prices.—		
Bar, Swedes, ordinary sizes		140 —	@145 —
Bar, Swedes, Plow sizes		155 —	@160 —
Bar, Refined, ¾ to 2 in. rd. & sq. 1 to 6 inch x ¾ to 1 in		67 50	@ 70 —
Bar Refined, 1½ to 6 by ¼ & 5-16 in		72 50	@ 75 —
Bar Refined, 1 & 1¼ by ¼ & 5-16		72 50	@ 75 —
Large Rounds, 2¼@2½ to 3¼ @4 in		75 —	@ 90 —
Scroll		90 —	@130 —
Ovals and Half-round		90 —	@100 —
Band, 1 to 6 in. by 3-16 to No. 12		85 —	@ 87 50
Horse Shoe		100 —	@105 —
Rods, ¾@1-16 inch		70 —	@127 50
Hoop, ¾ by No. 22 to 1 & 1¼ by 13 & 14		97 50	@155 —
Nail Rod	per lb.	— 7½	@ — 8½
Sheet Russia, as to assortment	(gold)	— 15	@ — 15½
Sheet, Single, D. and T. Common		— 4½	@ — 5
Sheet, Doubles and Trebles, Charcoal		— 5	@ — 6
Sheet Galvanized 1st and 2d quality.. List 20@35 p ct. disc.			
Rails, English	(gold) per ton.	50 —	@ — —
Rails, American, at Works in Penna..c'y.		55 —	@ 60 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)..	per lb.	— 17	@ — 20
English Spring (2d and 1st quality).....		— 8	@ — 9
English Blister (2d and 1st quality).....		— 12	@ — 17
English Machinery		— 12½	@ — —
English German (2d and 1st quality).....		— 12½	@ — —
American Blister.....		— —	@ — 9
American, Cast, Tool.....		— —	@ — 16
American, Cast Spring.....		— —	@ — 10
American Machinery.....		— —	@ — 11
American German Spring.....		— —	@ — —

NAILS—Duty: Cut, 1½; Wrought, 2¼. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Com. Fence. & Sheath per keg.		3 65	@ 3 75
8d. and 9d. "		4 —	@ — —
6d. and 7d. "		4 25	@ — —
4d. and 5d. "		4 50	@ — —
3d. and 4d. Light		5 25	@ — —
3d. Fine		6 —	@ — —
2d		6 75	@ — —
Cut Spikes, all sizes		4 —	@ — —

TIN—Duty: Pig, Bars and Block, free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Blanca	(gold) per lb.	— —	@ — 25
Straits	(gold).	— —	@ — 21½
English, L. & F	(gold).	— —	@ — 21½
English, Refined	(gold).	— —	@ — 21½
Plates—Fair to good brands.		Gold.	
I. C. Charcoal	per box.	9 62½	@ 9 75
I. C. Coke		7 75	@ 8 25
Coke Terne		6 87½	@ 7 25
Charcoal Terne		8 50	@ 8 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)	— 5½	@ — 5½
Crude 40@47 gravity (in shipping order)..	— 8½	@ — 9
Refined, Standard White (in ship'g order).	— 12	@ — —
Refined, S. W. (in jobbing lots)	— 12½	@ — 12½
Refined, S W. (in tin)	— 17½	@ — 19½
Naptha, Refined (65@73 gravity)	— 9	@ — 10½
Residuum....(in shipping order).per gall.	— 6	@ — —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.) per lb.	— 30	@— 31
Copper, Bolts	— 32	@— 33
Copper, Braziers' (over 16 oz.)	— 32	@— 33
Copper, Nails	— 37	@— 38
Copper, Old Sheathing, &c., mixed lots	— 21	@— 21½
Copper, American Ingot Lake	— 22	@— 22½
Copper, English Pig	— —	@— —
Yellow Metal, New Sheathing & Bronze	— 22	@— 23
Yellow Metal, Bolts	— 28	@— 30
Yellow Metal, Nails, Sheathing & Slating	— —	@— 23

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb.	— @ 6 62½
German Ordinary	(gold)	— @ 6 62½
English	(gold)	— @ 6 62½
Foreign Refined	(gold)	6 87½ @ 7 —
Domestic	(gold)	6 12½ @ 6 25

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel	11 —	@— —
Liverpool House Cannel	18 —	@— —
Anthracite (by cargo)	per ton of 1,400 lb. 5 —	@ 6 50

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 14.

	Th. 8.	F. 9	Sat. 10.	M. 12.	Tu. 13.	W. 14.
Atlantic & Pacific pref..	12½	12½	12	11½	11½	11½
Boston, Hart. & Erie....	1½	....	1½	1½	1½	1½
Central Pacific.....	....	....	....	....	....	....
Central Pacific 6s.....	93	92½	....	92½	92½	92½
Central of N. Jersey....	103½	104	103½	104	104½	104½
Chesapeake & Ohio 1 m.	50½	50½	50	....	50½	50½
Chicago & Alton.....	....	....	....	....	....	....
" pref.....	...102	....	....	....	....	....
" 1 M.....	....	....	....	....	....	110
" S. F.....	....	....	....	....	....	....
" Inc. bds.....	....	....	96½	....	....	98
Chicago, Burl. & Q.....101½	....	101½	....	101	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern.. 39½	38½	38½	39	38½	37½	....
" pref.....	55	55	55½	55	53½	....
" 1st M.....	....	....	....	....	....	....
" S. F.....	....	....	....	....	....	....
" Consol.....	....	....	....	....	....	....
" " gold.....	....	80½	81	80½	80½	....
Chic., Rock Isl. & Pac..103½	102½	99¾	99½	98½	97½	....
Chi., R. I. & Pa. 7s, 1896.....	106½	....	....	106	....	....
Clev., Col., C. and Ind.....	....	....	....	....	....	....
Clev. & Pittsburg guar.. 87½	87½	87½	....	....	87½	....
" 2 M.....	....	....	....	....	....	....
" 3 M.....	....	....	....	....	....	....
" 4 M.....	....	....	....	90½	....	....
Clev. and Toledo.....	....	....	....	....	....	....
" S. F. 7s.....	....	....	....	....	....	....
Col., Chi., & Ind. C..... 11	10½	11	10½	10½	10½	....
" 1 M.....	....	71	72	72	71½	....
" 2 M.....	....	....	30	....	....	....
Del. & Hudson Canal ..116	116	....	116	....	115½	....
Del. Lack. & Western...107½	107½	106½	106½	106½	....	....
" 1 M. 7s.....	....	....	....	....	....	....
" 2 M 7s.....	....	....	....	....	....	....
Erie Railway..... 33½	31½	29½	30½	28½	27½	....
" pref.....	....	....	....	....	....	....
" 1 M.7s, 1897.....	....	....	....	....	....	....
" 2 M. 7s, 1879.....	....	....	....	....	....	....
" 3 M. 7s, 1883.....	....	....	....	....	....	....
" 4 M. 7s, 1880.....	....	....	....	....	....	....
" 5 M. 7s, 1888.....	95	....	....	....	....	....
" 7s, con. gold.....	....	....	....	....	....	....
Great Western 2d mort.....	....	....	70	....	71	....
Hannibal & St. Joseph. 26½	....	25½	25½	26½	....	....
" pref.....	....	....	....	....	....	....
" 8s, conv. 78½	....	....	79½	7 ½	79½	....
Hudson River.....	....	....	....	....	....	....
" 2 M. S. F.....	....	....	....	....	....	....
" 3 M. 7s, 1875.....	....	....	....	....	....	....
Illinois Central	91½	90	91	....	91	....
" 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th. 80½	79½	79½	80½	79	78½	....
Marietta & Cin. 1st pref....	....	....	....	....	....	....
" 2d pref.....	....	....	....	....	....	....
Michigan Central..... 74½	....	....	....	73	72½	....
" S. F. 8s, 1882.....	....	....	....	....	....	....
" 7s, 1902.....	99½	....	....	100½	100½	....
M. S. and N. I. 1 M. S. F....	....	105	....	....	....	....
" 2 M.....	....	101½	101½	....	....	....
Milw. and St. Paul..... 33½	33½	33½	33½	33	32½	....
" pref..... 52	52	51	....	....	51½	....
" 1st mort.....	....	....	....	....	....	....
" 2d mort.....	....	....	....	....	....	....
" 8s.....106	....	....	....	107	....	....
" 7 3-10s con.....	....	....	....	....	....	....
" 7s, gold.....	....	....	....	....	....	....
Morris and Essex..... 97½	97½	....	....	97½	97½	....
" 1st mort.....	....	....	....	....	....	....
" 2d mort.....	....	....	....	102½	....	....
N. Y. Cen. & Hud. Riv.101½	101½	101½	101½	100½	100½	....
" 7s, S.F.1876.....	....	....	....	....	....	....
" 6s, S.F. 1883 96½	....	97	....	....	....	....
" 6s, S.F. 1887.....	....	96	....	96	....	....
" 1st mort....109½	110	....	....	....	....	....
" reg.....	....	....	....	....	....	....
N. York and Harlem....129½	....	129	129	129	....	....
" pref.....	....	....	....	....	....	....
" 1 M.7s.....	....	....	....	108½	....	....
N. York. N. Hav. & Hart.134	134	....	....	....	....	....
N. Carolina 6s, old.....	....	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss..... 28½	28	27½	28½	27½	27½	....
" pref.....	....	....	55	....	....	....
" 2d M.....	....	74	....	74	73½	....
Pacific Mail S. S. Co.... 48	47½	47½	48½	47	46½	....
Panama	110½	110½	111	112½	112	....
Pitts., Ft. W. & Chi. gtd. 91½	....	91	91½	....	91½	....
" 1 M.....108½	107	....	108½	....	....	....
" 2 M.....	....	....	....	....	....	....
" 3 M.....	....	95	....	....	....	....
Quicksilver Mining Co.....	....	....	31½	....	....	....
St. L., Alton & T. H.....	....	....	....	....	....	....
" pref.....	25	....	....	....	....	....
" 1 M.....	....	....	108	....	....	....
" 2 M. pref.....	....	....	....	....	....	....
" Income bds	....	....	....	73	....	....
Tennessee 6s, old.....	....	....	....	....	....	....
" new.....	....	....	....	....	....	....
Tol., Wab. & Western.. 33½	32½	32½	32½	31½	31½	....
" pref.....	....	....	40½	....	....	....
" 1 M.....	....	....	86½	....	....	....
" 2 M.....	....	....	75½	74	....	....
" Equipment.....	....	....	....	....	....	....
" St. Lou. Div.....	....	....	72	....	....	....
Union Pacific..... 35½	35½	35½	36½	36	35½	....
" 1st mort... 88½	89	88½	88½	88½	88½	....
" L. Gt. 7s.....	....	85	....	85½	84½	....
" S. F. 8s.... 74½	74½	75	....	74½	....	....
Virginia 6s, consol.....	....	53	....	....	....	....
" def. cert.....	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 14.

	Th.8.	F.9.	Sat.10.	M.12.	Tu.13.	W.14.
GENERAL STOCKS:—						
U. S. 5s, 10-40s, reg.....	....	....	....	111⅜	111⅜	
U. S. 5s, 10-40s, coup.....	111⅛	....	111⅛	....	....	
U. S. 5s, 1881, reg.....	112¼	....	112⅜	112⅜	112⅜	
U. S. 5s, 1881, coup...112¼	112¼	....	....	112⅜	....	
U. S. 6s, 1881, reg.....117⅛	117⅛	....	....	....	117⅜	
U. S. 6s, 1881, coup....118⅛	....	118⅛	118	118⅛	....	
U. S. 6s, 5-20s, reg. '62.....	109⅛	109¼	....	....	....	
U. S. 6s, 5-20s, c. 1862.....	....	....	....	112⅜	112⅜	
U. S. 6s, 5-20s, reg. '64.....	....	111⅜	....	....	....	
U. S. 6s, 5-20s, c. 1864.....	....	115⅜	....	115⅛	115⅛	
U. S. 6s, 5-20s, reg. '65.....	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1865:.....	....	....	....	116⅜	....	
U. S. 6s, 5-20s, r. n. '65.....	....	....	115⅜	115⅜	....	
U. S. 6s, 5-20s, c. n '65.115⅜	115⅜	116	116	116	116⅛	
U. S. 6s, 5-20s, reg. '67.116⅛	116⅛	116⅛	116⅜	116⅜	116⅛	
U. S. 6s, 5-20s, c. 1867.117⅛	117⅛	....	117⅜	117⅜	117⅛	
U. S. 6s, 5-20s, reg. '68.....	....	....	116⅜	....	117	
U. S. 6s, 5-20s, c. '68...117⅛	117⅛	....	117⅜	....	....	
U. S. 6s, Pac.RR.issue.....	117⅜	....	117⅜	....	117⅜	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 13.

	W.7.	Th.8.	F.9.	Sat.10.	M.12.	Tu.13.
Catawissa preferred	....	....	....	....	....	43⅛
.. 7s, new	101⅛	....	....	....	101⅜	....
Camden and Amboy.....	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort.6s, '89.103	103⅛	103⅛	....	....	....	....
Elmira & Williamsport.....	....	....	....	....	....	....
.. pref.....	....	....	....	....	....	....
.. 7s.....	98	98	....	....	....	....
Lehigh Navigation..... 46⅜	46⅛	46⅜	46⅛	46⅛	46⅜	
.. 6s, 1884 .... 96⅛	96⅛	97	....	....	....	
.. Gold L.....	....	97	....	....	97⅛	
.. R. R. L.....	....	....	....	....	98	
.. Conv. G. L.....	....	....	....	....	....	
Lehigh Valley R. R..... 60⅜	61⅛	61⅛	....	61⅛	61⅛	
.. 6s new coup.....	....	....	....	....	....	
.. 6s new reg..102⅛	....	....	....	102⅛	....	
.. 7s..... ..104⅛	104⅛	....	....	104⅛	104⅛	
Little Schuylkill R.R... 48	....	....	....	....	....	
.. 7s.....	....	....	....	....	....	
Minehill 51⅛	....	51⅛	51⅛	....	....	
Morris Canal.....	....	....	....	....	....	
.. pref.....	....	....	....	....	....	
North Pennsylvania	....	....	....	....	....	
.. 6s, 1885	....	....	....	....	....	
.. 7s.....	104	....	....	....	....	
.. 10s, 1887	....	....	....	....	....	
Northern Central	....	....	....	....	....	
Oil Creek & Alleg. Riv. 8⅛	8⅜	8⅛	8⅛	6⅞	8⅛	
.. 7s..... 52	....	....	....	50	50	
Pennsylvania R. R..... 54⅜	54⅛	54⅛	54	54⅛	54⅛	
.. 1st M.....	....	103⅛	....	....	103⅛	
.. 2d M..... 99⅛	....	....	....	....	....	
.. Gen. mort.....	93	....	....	....	....	
.. .. reg.. 93	....	....	93	....	....	
Penn. State 6s. 2d series.108	....	....	....	....	....	
.. 6s. 3d series.....	....	111⅛	111⅛	....	....	
Philadelphia City. 6s...101⅛	....	....	....	....	101⅛	
.. new 104⅛	104	104	104	104	104⅛	
Philad., Germ. & Nor.....	....	....	....	....	....	
Phila. & Reading 54⅛	54⅛	54	54	54	53⅞	
Philadelphia and Erie.. 14⅛	....	14⅛	....	14⅛	14⅛	
.. 6s.....	....	....	....	....	....	
.. 7s.....	82⅛	82⅛	....	....	....	
Phila., Wilm. & Balt.....	....	....	....	....	....	
Schuylkill Navigation.....	....	....	....	....	....	
.. pref.....	12⅛	....	12⅛	....	12⅛	
.. 6s, 1882	....	....	....	75⅞	....	
.. 6s, 1876	....	....	....	....	....	
.. 6s, 1872	....	....	....	....	....	
United Co. of N. Jersey.....	....	126⅛	126⅛	127	127⅞	
Hestonville, (Horse).....	....	....	....	19⅛	....	
Chestnut & Wal.	....	70	....	....	....	
Green & Coates	....	....	....	....	....	
2d and 3d streets	....	....	....	....	....	
Spruce and Pine	....	....	....	....	....	
13th and 15th sts.	....	....	....	....	....	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 13.

	W.7.	Th.8	F.9.	Sat.10.	M.12.	Tu.13.
Baltimore City 6s, 1875.102	102⅛	102⅛	....	....	....	
.. 1880 101	....	....	....	....	101⅛	
.. 1890 100	100⅛	100⅛	....	....	100⅛	
.. 1884	....	....	....	....	....	
.. 1900 100	100	....	100	....	....	
Balt and Ohio.....	....	....	....	....	....	
.. bonds, 1875.....	....	101⅛	....	....	....	
.. .. 1880.....	....	....	....	....	....	
.. .. 1885.....	....	101⅛	....	....	....	
Central Ohio.....	....	....	....	....	....	
.. 1st mort... 90⅛	....	....	....	....	....	
Marietta & Cin. 1st M.....	102⅛	103	....	....	103⅛	
.. 2d M..... 94	....	93⅛	....	94	....	
.. 3d M. 8s.... 78	....	77⅛	....	....	....	
Northern Central.....	82	....	....	82	....	
.. bonds, 1885.....	95	95	....	....	....	
.. .. 1900.....	....	....	....	....	....	
.. G. B. 1900.....	....	92	....	....	92⅜	
Pittsb. & Connellsv. 7s.....	....	....	....	....	....	
N. W. Va. 3d mort.....	....	....	....	....	....	
Virginia 6s, Consol.....	....	....	....	....	....	
.. Defer. Certif.....	....	....	....	....	....	
City Passenger R R.....	....	....	....	....	....	

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 14.

	Th.8.	F.9.	Sat.10.	M.12.	Tu.13.	W.14.
Boston and Albany ... 133⅜	133⅛	133⅜	133⅜	133⅛	132	
Boston and Lowell	92	91	....	....	....	
Boston and Maine.....114⅛	115	....	....	115	....	
Boston and Providence.....	150	....	150⅛	....	150⅛	
Boston, Hartford & Erie....	....	....	....	....	....	
.. 7s.....	22⅛	....	23	....	22⅜	
Cheshire, pref.....	....	....	....	....	....	
Chi., Burl. & Quincy.....	....	....	101	100⅜	101	
Concord.....	....	....	....	....	....	
Connecticut River.....	....	....	138	....	....	
Eastern..... 59⅜	59⅛	58	54⅜	56⅛	56	
Fitchburg.....	....	125	....	....	....	
Manchester & Lawr'ce.....	....	....	....	....	....	
Michigan Central..... 75	74⅛	....	73⅜	....	....	
Northern, N. H.....	105⅜	....	....	106	....	
Ogdens. & Lake Champ.....	....	....	....	....	....	
.. pref.....	....	....	....	89	89	
Old Colony 105⅜	....	105	105	....	104	
Ph., Wil. & Baltimore.....	....	54⅛	....	54	....	
Portl'd, Saco & Ports...113⅛	....	....	....	....	....	
Union Pacific	....	....	....	....	86⅜	
" 6s.....	....	....	....	....	84⅜	
" Land Grant 7s....	....	....	84⅞	84⅛	84⅜	
" Income 10s... 90⅛	....	....	....	....	....	
" S. F. 8s..... 74	74⅛	74⅛	74⅜	74	....	
Vermont & Canada.....	....	....	....	....	....	
Vermont & Mass.....	....	....	....	82	82	
South Boston (Horse).....	....	....	....	....	....	
Cambridge	....	....	....	....	....	
Metropolitan	....	....	....	....	....	
Middlesex	....	....	....	....	....	
Central Mining Co.....	....	....	....	....	....	
Copper Falls	....	....	....	....	....	
Franklin	....	....	....	....	....	
National	....	....	....	....	....	
Quincy 34	34⅛	34⅛	34	....	35⅛	

London Stock Exchange.

	Closing Prices. Sept. 18.	Sept. 25.
Atlantic & Gt. W. 1st mort., $1,000..	51 — 53	56 — 59
Do. 2d mort., $1,000.....	28 — 30	32 — 34
Do. 3d mort., $1,000.....	14 — 15	13½— 19
Do. Con. mort. B'nds Bisch's Cert.	15 — 17	18 — 20
Do. Leas. Lines, Rental Bonds....	68 — 72	70 — 75
Do. 1873	47 — 50	50 — 55
Do. 8 p. c. Scrip, West. Exten.....	— — —	— — —
Detroit & Milwaukee 1st mort.Bonds	60 — 65	60 — 65
Do. 2d do.	55 — 60	55 — 60
Erie shares 100 dol. all paid.....	32 — 32½	34½— 35
Do. Convertible Gold Bonds	66 — 68	70 — 72
Do. 6 per cent Convertible Bonds..	94 — 96	95 — 97
Cons. Mort. amount autho. to be issued for conv. of existing bonds..	90 — 92	92 — 93
Illinois Central $100 shares all paid..	84 — 86	85 — 87
Do. Redemption mort. bonds 6 p.c	100 —102	100 —102
Illinois & St. Louis Bridge 1st mort.	103½—104½	103½—104½
Marietta and Cincinnati Rail. Bonds	96 — 99	96 — 99
Michigan Central 8s 1882, conv.....	— — —	— — —
New York Central, 100 dols. shares.	96 — 98	97 — 99
Panama General mort.....100	—102	100 —102
Pennsylvania, General mort.....	99½—100⅛	99⅛—100⅛
Do. $50 shares.....	49½— 50⅛	50⅛— 51⅛
Philadelphia and Erie 1st mort.....	97 — 99	97 — 99

American Railroad Journal.

Saturday, October 17, 1874.

Stock Exchange and Money Market.

Less uneasiness has been felt in financial and mercantile circles during the week, though one or two additional failures have been reported in the commercial line. The business situation has been rather more satisfactory, particularly as regards produce and merchandise, in which there has been a fair degree of activity, though with considerable irregularity as to values. The Stock market has been variable, and generally bearish in its temper. Gold has been weaker, and in less request. Money has been comparatively easy to the more prominent of the Stock Exchange firms on the basis of 2½@3 per cent on call. In the discount line, there has been a more urgent inquiry for accomodation, with the best grades of business paper rated at 6@8 per cent per annum. The City banks, last week reduced their reserve of legal tender notes $1,571,900, and their deposit item $3,454,700, while cutting down their specie average $1,427,500. They report an increase of $100,800 in the loans and discounts, and a decrease of $808,800 in their circulation. The U. S. Sub Treasury in this city closed the week with a currency balance of $57,135,573, against $57,355,761, the preceding week; and a coin hoard of $56,544,087, against $55,729,832, on the previous return. The City bank exchanges, during the week, were $481,795,616, or a daily average of $80,299,269. The customs revenue of the port, during the week, was $2,381,100. The City banks reported their average of gold last week at $16,946,700, and their greenback average at $62,894,200. Their deposits stood at $233,471,200. The loan item was $281,377,800. The circulation was $25,115,800.

The aggregate of the outstanding U. S. currency, of all denominations, Oct. 1, was $428,806,425. The outstanding amount of legal tender notes is 382 millions. The National bank circulation is 350,436,158.

The income of the Government, from internal revenues, thus far, in the fiscal year, commencing with July 1, 1874, has been over 31 millions.

The Treasury balances at the opening of business on Wednesday were as follows: currency, $14,751,998; special deposit of legal tenders for the redemption of certificates of deposit, $57,705,000; coin, $79,179,951, including $24,995,400 in coin certificates.

Gold has been less sought after, even on speculative account, and has been quoted easier in price The export movement has been unusually light, and the custom drain moderate, for the season. The extremes of the week have been 109¾@110⅜, closing on Wednesday at 110, as against 110⅛ on Wednesday of the preceding week. The specie outflow last week was only $206,768. The imports of specie at this port since Jan. 1, have been $4,416,455, against $8,067,887 same time last year. The customs demand for Gold last week averaged $396,883 a day. Foreign Exchange has been in less demand with Bankers' sixty day bills on London closing on Wednesday weak at $4 83½@$4 84⅛; sight bills on London at @4 86@$4 87⅛ to the £ sterling. The week's exports of Domestic Produce have been to the currency value of $5,240,286.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $6,479,189.

Government Securities have held their own well as to values, on quite moderate offerings, and a fair investment demand.

U. S sixes of 1881 closed on Wednesday of this week at 118@118¼; U. S. Five-Twenties of 1862, 112¾@113; U. S. Five-Twenties of 1864 at 115⅜@115¾; U. S. Five-Twenties of 1865, 116½@116¾; U. S. Five-Twenties of 1865 consolidated, 115⅞@116⅛; U. S. Five-Twenties of 1867, 117¼@117⅜; U. S. Five-Twenties of 1868, 117⅛@117⅜; U. S. Ten-forties at 111⅝@112; U. S. Fives of 1881,(Funding Loan) 112¼@112½; Six per cent. currency Sixes from 117¼@117⅜.

A restricted business has been reported in State and Railway bonds, prices of which have been depressed. Railway and miscellaneous share property has been freely dealt in, but quite generally at lower, and irregular prices.

General business has been comparatively brisk in the leading kinds of domestic produce, especially in Cotton, Breadstuffs, Tobacco, and Naval

Stores, with, however, some irregularity in values of Flour, and Grain. Wool, Hides, Petroleum, Hemp, and Provisions have been less sought after. Metals have been in less request. Eglinton Pig Iron quoted at $37; Glengarnock, $38 @$39; No. 1 American Pig at $29@$31, No. 2 do. at $27@$29; Forge, $24 50@$27; English Rails at $50, gold; American Rails at works, $55 @$60; Old Rails, $31@$34. Wrought Scrap, $29 @$32. In most kinds of imported merchandise, there has been a restricted movement noted. Freights have been rather brisker, and at the close, steadier.

The following quotations of sales of Railway and other securities are in addition to those giver elsewhere in our columns:—

New York.—Rensselaer and Saratoga R. R., 109; Pacific R. R. of Mo., 36¼; do. 1st mort., 80; Albany and Susquehanna R. R., 95; do. 1st mort., 104; do. 2d mort., 100; St. Louis, Iron Mt. and Southern R. R., 17; Del. and Hudson Canal reg. 7s, 1891, 106; Gt. Western 1st mort. 1888, 86½; Central of New Jersey 1st mort. 107; St. Louis, Jacksonville and Chicago 1st mort., 105; Galena and Chicago 1st mort., 103¾; Kalamazoo and White Pigeon 1st mort., 85; Cleveland and Pittsburg 7s, consol., 103; Toledo, Peoria and Warsaw 1st mort. W. D., 74; do. 7s, consol., 50; Lake Shore and Michigan Southern 7s, consol., coupon, 100; 2d consol., coupon, 94; Ohio and Miss. 7s, consol., 93; do. consol. S. F., 94; Chicago and Milwaukee 1st mort, 93; Del., Lack. and Western 7s, conv., 106¾; Cleveland and Toledo 7s, new, 97; Long Island R. R. 1st mort., 90; Long Dock bonds, 100; Canada Southern 1st mort., with int. certif., 58; North Missouri 1st mort., 81; Morris and Essex 7s, 1871, 96½; Cedar Falls and Minnesota 1st mort., 80; Buffalo and Erie 7s, new, 96; Central Pacific State-aid bonds, 101; Louisville and Nashville 7s, 1898, consol., 84; American Dock and Imp. 7s, 98; Western Union Tel., 78⅝; do. 7s, 100¾; Am. Dist. Tel., 41; Am. Exp., 61½; U. S. Exp., 65⅞; Adams Exp., 109; Wells Fargo Exp., 80; Maryland Coal, 18½; Consol. Coal, 46; Spring Mt. Coal, 68; Maraposa Mining, 4; Quicksilver pref., 37¾; Canton Co., 58; Michigan 6s, 1878, 103½; Missouri 6s, l. bonds, 94; do. 6s, 1877, 97¾; California 7s, 111⅜; N. Y. State 7s, B. L. reg., 108; do. coupon, 108½; North Carolina 6s, special tax, 3d class, 5⅛; Tennessee 6s, old, ex-coupon, 52; do. new, do., 51; do. 6s, n. s., 51⅛; South Carolina 6s, new, non. f., 6½; Brooklyn 6s, W. L., 95¼.

Philadelphia.—West Jersey R. R., 7s, 97¼; Phila. and Reading Gen'l mort. 7s, coupon, 105; do. reg., 105; do. 7s, new, conv., 103½; Pennsylvania Canal 6s, 67; Harrisburg and Lancaster 6s, 101; Westchester and Philadelphia 7s, 101; Belvidere Delaware 2d mort., 84; Allegheny Valley 7s, 82; do. 7 3-10s, 89½; Pittsburg, Cincinnati and St. Louis 7s, 67½; Connecting R. R. bonds, 89; Wilmington and Reading 2d mort., 25; Camden and Atlantic pref., 48¼; Pennsylvania div. scrip, 104; Schuylkill Nav. div. scrip, 88; Fifth and Sixth sts. R. R., 56; Nesquehoning Valley R. R., 58¾; Allegheny County 5s, 79; Fulton Coal, 5½. The latest quotations are: City 6s, 101¼@101¾; do. free of tax, 104¼@104⅛; Pennsylvania State 6s, 2d series, 107@108; do. 3d series, 110⅛@111⅛; Philadelphia and Reading, 53⅞@54; do. Gen'l mort. 7s, coup., 104¾@105¼; do. reg., 105@105¼; do. mort. 6s, 1880, 101@101; do. new, conv., 103 @103⅛; do. 7s, 1893, 101½@— United New Jersey R. R. and Canal Co., 127@127¼; Camden and Amboy mort 6s, 1889, 102⅛@103; Pennsylvania R. R., 54⅛@54½; do. div. scrip, 103¾ @104; do. 1st mort., 103@103⅛; do. 2d mort. 99¼@99¾; do. general mort. coupon 92@93; do. reg., 92½@93; Little Schuylkill R. R., 47½ @48; Morris Canal, 49@51; do. pref. 123@ 126; do. 6s, 98@—; Susquehanna Canal, 6@ 10; do. 6s, 73@77; Schuylkill Nav., 6¼@6¼; do. pref., 12⅛@12¼; do. 6s, 1882, 75½@76; do. 1872, 89@90; Elmira and Williamsport pref., 38@40; do. 7s, 1873, 97@98; do. 5s, 60@63; Lehigh Coal and Navigation, 46½@46⅜; do. 6s, 1884, 96½@97¼; do R. R. Loan, 98@98¼; do. Gold Loan, 97¾@97½; North Pennsylvania, 49@49½; do. 6s, 102@103; do., 7s, 104@104¾; do. Chattle 10s, 104@—; Philadelphia and Erie, 14¼@14½; do. 6s, 88@90; do. 7s, 81¼@82; Minehill, 51¼@51⅝; Catawissa, 14@14½; do. pref., 42⅞@43¼; do. new pref., 32@33; do. 7s, 1900, 101½@101¾; Lehigh Valley, 61@ 61¼; do. 6s, new coupon, 101½@—; do. reg., 102@102½; do. 7s, 104¼@104½; Fifth and Sixth streets (horse) 56@57; Second and Third, 65@66; Thirteenth and Fifteenth, 23½@24; Spruce and Pine, 30@31; Green and Coates, 50@ 50½; Chestnut and Walnut, 70@75; Hestonville, 19@19¼; Germantown 35@45.

Boston.—Cincinnati, Sandusky and Cleveland R. R., 8¼; Rutland R. R. pref., 25; do. scrip No. 5, 67; do. No. 6, 40; Burlington and Missouri River R. R. in Iowa, 98; do. 7s, 1875, 98¾; Norwich and Worcester R. R., 124; Indianapolis, Cin. and Lafayette R.R., 6; Worcester and Nashua R. R., 122½; Portsmouth, Gt. Falls and Conway R. R., 44; Connecticut and Passumpsic Rivers R. R., pref., 73; Chicago, Burlington and Quincy 7s, 97; Burlington and Missouri River R. R. 8s, in Nebraska, old, 98½; Vermont Central 1st mort., 22; do. 8s, ind., 60½; Michigan Central (Air Line) 8s, 1890, 101; Framingham and Lowell R. R. 1st mort., 83¾; Grand River Valley 1st mort., 1886, 95½; Eastern R. R. 7s, 1887, 93¾; Cape Cod 7s, 1881, 102½; Old Colony 7s, 1894, 104½; Vermont Central and Vermont and Canada Equipment 8s, 60; Vt. and Mass. 6s, 1883, guar., 96¾; Boston Water Power Co., 10¾; Cary Imp., 5¼; New Hampshire 6s, 1892, 101¼; Massachusetts 6s, 1876, gold, 109¼; Toledo 8s, 1878, 101½; do. 1889, 102; Cincinnati 7s, 1904, 101; do. 7 3-10s, 1899, 103; Chicago 7s, 99; St. Louis 6s, 1891, 91⅝; Cleveland 7s, 1876, 99½; Boston 6s, 1894, 99¾; Allouez Mining Co., 6; Duncan, 55½; Calumet and Hecla, 135½; Ridge, 5¼.

Baltimore.—Virginia consols, ex-coupon, 50; Virginia consols, coupons, 86¼; Maryland Defense 6s, 107; do. 6s, 1890, 102; Orange, Alex. and Manassas 7s, 80; Orange and Alexandria 4th mort. 8s, 69¾; Santa Clara bonds, 26⅞. The latest quotations are: Richmond and Danville 1st mort., 67@70; Pittsburg and Connellsville 7s, 1898, 82@83; Baltimore and Ohio, 170@172⅜; do. 6s, 1875, 101@102; do. 1880, 102@102½; do., 1885, 100½@102; Washington Branch, —@175; Northern Central, 81⅛@81½; do. 6s, 1885, 95@ 95; do. 6s, 1877, 98@100; do. 1900, 87@89; do. 6s, 1900 gold, 92¼@92¾; N. W. Va. 3d mort., 1885, 96@98; Marietta and Cincinnati 1st pref., 17½ @19; do. 2d pref., 9½@10; do. 1st mort. 7s, 1892, 103@103¼; do. 2d mort., 7s, 94@94½; do., 3d mort. 8s, 77@79; Central Ohio, 42@45; do. pref., —@—; do. 1st mort., 90¾@91; Western Maryland, 1st mort. 6s, 1890, 80@89; do. 1st mort. guar., 98@99; do. 2d mort. guar., 98@100; do. 3d mort., guar., 98@99; do. 2d mort. pref., 60@70; do., 2d mort. guar. by Washington Co., 91@92; Virginia and Tennessee 2d mort. 6s, 65@78; do. 3d mort. 8s, 75@76; Orange and Alexandria 1st mort. 6s, 90⅛@92; do., 2d mort. 6s, 83@85; do., 3d mort. 8s, 81@82; do., 4th mort. 8s, 69 @70; Orange, Alex. and Manassas 7s, 79@80; Baltimore 6s, 1875, 99⅛@—; do., 1884, 100@101; do. 1886, 101@101½; do. 1890, 100½@100⅝; do., 1900, 99@100; do. 1902, 100⅞@102; do., 6s, exempt, 104@105; do. 5s, 80@85; Memphis City 6s, 38@41; Maryland Defense 6s, 1883, 107½@108¼; do. 6s, 1890, 101@102; do. 6s, exempt, 107½@108; do. 5s, 80@85; Virginia coupon 6s, old, 35@40; do. new, 35@40; do. consol. 6s, 52@53; do. coupons, 86@87; West Virginia, 9¼ @9½; City Passenger R. R., 21@23; George's Creek Coal, 143@148; Atlantic Coal, 2.25@2.85; Santa Clara, 5.00@15.00; do. bonds, 23@27; Canton Co., 55@70.

☞ The St. John, N. B., *Courier* says that meetings have recently been held in St. George and Pennfield to vote money for a survey of the Grand Southern Railway. It is estimated that the survey can be made for $3000, which sum St. George has voted almost unanimously. Pennfield agrees to pay $800 of this amount, and it is expected that Lepreaux will contribute something also. The survey is to be made at the instance of the Western Construction Company, which offers to build the road and equip it for the Provincial Subsidy of $5,000 per mile. They propose beginning the construction of the road next spring and finishing it within a year.

☞ At the recent annual meeting at Manchester, N. H., of the stockholders of the Concord and Portsmouth Railroad Company, Stephen Kendrick of Franklin, S. N. Bell, B. S. Marston and Nathan Parker of Manchester, S. P. Dow, of Epping, Joseph B. Walker of Concord and J. J. Pickering of Portsmouth were chosen Directors. Stephen Kendrick of Portsmouth was chosen President and William H. Hackett of Portsmouth Clerk.

☞ The track of the Rochester, Nunda and Pennsylvania Railroad has been laid to a connection with the Dansville and Mount Morris Branch of the Erie, near Mount Morris, N. Y., three miles north of the late terminus at Tuscarora, and twenty miles from the southern track in Nunda. Work has been begun on the southern end of the line.

☞ The rails on the Nashua and Rochester Railroad, in New Hampshire, have been put down to within five miles of the bridge of Nashua, and the work is going briskly forward at the rate of half a mile per day, so that the iron will all be down in less than a fortnight. The eastern pier of the bridge is completed, and work on the rest will be pushed forward rapidly.

North Side and Central and Southern Railroads.

The Southern Railroad of Long Island, until recently known as the South Side Railroad, with all its effects and appurtenances, is now the property of the Messrs. Poppenhuzen and those they represent, the same having been purchased by them at the second or assignee's sale, which took place on the 6th inst. The consolidated property now owned by the company will be known as the North Side and Central and Southern Railroads, and Mr. Isaac D. Barton, well known as a former Superintendent of the Long Island Railroad, is to be the General Superintendent of the three. Mr. John J. Barr, an accomplished railroad man, with years of experience on the Erie and Harlem roads, has been appointed Assistant Superintendent on the Southern Road, and other changes have been made among the principal officers. A new schedule of trains for the Winter will go into effect in a few days, and it is expected that the accommodations under the new management will be of a superior order.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending October 3, at 462,914 tons, and for the coal year 13,912,413 tons, against 15,133,442 tons to corresponding time last year, being a decrease of 1,220,129 tons. The bituminous tonnage for the week is 75,285 tons, and for the year 2,521,364 tons, against 2,452,465 tons to same time last year, giving a total of all kinds for the week of 538,199 tons, and for the year of 16,434,777 tons, against 17,585,807 tons to same time last year, being a decrease of 1,151,130 tons.

☞ At the annual meeting of the stock and bondholders of the Ohio and Mississippi Railway company held in Cincinnati on the 8th inst., Sir Alex. T. Galt, of Montreal, and John D. Prince, of New York, were elected in place of W. N. Aspinwall and Lars Anderson, who declined re-election. W. T. McClintock was re-elected Director, and Daniel Torrence was re-elected President. Daniel Torrence, Fred Schuchardt, John King jr., Sir Alex. T. Gault, and John D. Prince were constituted the Executive Finance committee.

☞ In answer to a request from the counsel of the Erie company, as to whether it was intended to apply for a receiver, Attorney General Pratt says :—

I do not expect any such exigency will arise, but it was thought that the same (formal prayer for a receiver) would not do any harm.

The correspondence is dated on the part of the counsel for Erie, New York, October 6, and on the part of Hon. Daniel Pratt, Syracuse, October 12.

☞ The straightening of the Boston and Albany Railroad in the towns of Needham and Weston, under the recent act of the Legislature, has been completed, so far as relates to the north track. The south track will be immediately laid from the steel rails of the vacated north track of the old road.

☞ The earnings of the Denver and Rio Grande Railway for the month of August, 1874, were $35,188 19 gross, against $36,743 81 for August last year. The decrease in gross earnings is $1,555 62, and in net earnings $3,207 35.

Valley (Va.) Railroad.

At a meeting of the stockholders of this company, held at Staunton, Va., on the 7th inst., the following gentlemen were elected directors for the ensuing year : Robert Garrett, R. T. Baldwin, Richard Norris, and D. H. Miller, Baltimore city ; Baltimore and Ohio Railroad Company, Galloway Cheston, Wm. Keyser, and R. R. Pendleton ; M. G. Harman, Staunton ; W. Allen and C. A. Davidson, Rockbridge county ; Edmund Pendleton, Botetourt ; G. W. Hansbrough, Roanoke. Robert Garrett was unanimously re-elected President. The President, in his Report, says that notwithstanding the financial panic stopped other works, the work on the Valley railroad has been progressing steadily. The completed road between Staunton and Harrisonburg is doing a good business. On the line south of Staunton sixty three out of the eighty seven sections are in process of completion, and the remaining twenty four are light sections, which may promptly be completed as soon as the heavier work is done. Gratifying progress is being made at the heaviest points, which are between Fairfield and Buchanan. The amount already expended south of Staunton, is eight hundred thousand dollars. The president argues strongly for the granting of the charter for the extension to the Tennessee line.

☞ An iron works in Leechburg, Pa., turns out weekly about seventy tons of sheet iron by the use for fuel of natural gas drawn from an abandoned oil well situated about one-fifth of a mile from the works. The production has been increased about thirty-three per cent. since the gas was first used, about seven months ago. The iron made by the use of gas commands from $10 to $20 per ton more than the same class of iron made by the same firm at other works where coal is used for fuel. This natural flow of gas is plentiful in that region, and, along the Ohio river it is utilized in many ways for heating, lighting, and in manufacturing establishments.

☞ Articles of incorporation have been filed with the Secretary of State of Indiana by the Forty first Parallel Railroad Company, Indiana Division. The line of the road is to cross the State from the Ohio line in Allen county to the Illinois line in Newton county, where it will connect with the Keithsburg and Eastern.

☞ Steps are being taken to build a narrow gauge railroad from Red Bud, Randolph county, Ills., to Chester, on the Mississippi. The proposed route is through Ruma, Evansville, Ellis Grove and Kaskasia, about 25 miles. The tract comprises some of the finest farming land in Southern Illinois.

☞ Charlotte, Va., has donated land to the Chesapeake and Ohio railroad, worth $5,000, upon which is to be erected a round-house and machine shops ; also $5,000 in addition ; also a loan to the company of $5,000, to be secured by mortgage on the property deeded to the road—this last to facilitate the building of the proposed works.

☞ The coupon due January 1st 1861, on the Preferred Construction bonds of the Chesapeake and Ohio Canal Company, will be paid at the banking house of Alexander Brown & Sons, Baltimore, on demand.

Baltimore and Ohio Railroad.

The Chicago *Tribune* says the section of the Baltimore and Ohio Railroad from that city to South Chicago was opened on the 10th inst., and then adds : "The road from this city to Baltimore will be formally opened on the 1st. The track is now laid continuously up to the Michigan Central crossing at Lake Station, and is continued on the other side. About four miles more track is to be completed at the Lake Station crossing, which will be done in a few days. The commissioners appointed by Judge Gillett, of Valpariso, met at the Crossing yesterday. After having examined the ground and listened to arguments of the counsels of both the roads they returned, awarding $100 damages to the Michigan Central railroad for the right-of-way used by the Baltimore and Ohio."

☞ The earnings of the Indianapolis, Cincinnati and Lafayette Railroad in August, 1874, were $156,834, the expenses $89,527, and the net earnings $67,307. In August, 1873, the earnings were $169,574, the expenses $106,747, and the net earnings $62,827—showing a decrease in earnings of $12,740, with a decrease in expenses of $17,220, making an increase in net earnings of $4,480. The passenger receipts exceed those of 1873. The falling off is in freight, which will be amply redeemed when, if ever, the Grain moves from the West. The President says that barring accidents we shall improve our cars and engines all the time, notwithstanding the reduced expenditures.

☞ A late telegram from the Hague states that the budget of the Dutch Indies for 1875 shows a surplus of 10,000,000 florins. This, together with 4,000,000fl. surplus of 1873, after deducting expenses of the Sumatra expedition, and all accumulated surpluses, will be appropriated to the construction of railways in Java.

☞ The funding of the coupons of the Chesapeake and Ohio Railroad, it is understood, is going forward very rapidly. The bondholders of Holland, Switzerland and Germany it is said, have accepted the terms proposed by the company, and up to the present time holders of bonds to the amount of more than $11,000,000 have agreed to come into the settlement.

☞ The office of Assistant General Superintendent of the St. Louis and Southeastern Railroad has been abolished, and Mr. George S. Winslow has been appointed Superintendent of the St. Louis Division, with office at Mt. Vernon, Ill., and Mr. R. H. Minty Superintendent of the Nashville Division, with office at Nashville, Tenn.

☞ The Camden and Atlantic Railroad Company will, during the winter, lay a city passenger railway track on Atlantic avenue, between the Excursion House and Massachusetts avenue, in Atlantic City.

☞ The Governor of Georgia has ordered the sale of the Macon and Brunswick Railroad to take place on the first Tuesday in December next, at the depot in Macon, Ga., at public auction, to the highest bidder.

☞ The ordinance appropriating $80,000 for the erection of an iron bridge over Jones' falls at John street, has passed both branches of the Baltimore City Council.

Erie Railway.

LONDON, Oct. 9.—The report made by the London accountants of their investigation into the affairs of the Erie Railway Company, which was read to day in the Stock Exchange, says that in three years, ending September, 1873 the profits of the road were $1,008,775, instead of $5,352,673, as stated in the Company's accounts. This amount is subject to further deduction in respect to the various items charged to capital not yet admitted. The report shows a loss on the working of the Atlantic and Great Western Railroad up to September 30th, 1871, and states that $3,240,567 were paid by the Erie Company as dividends in the years 1871, 1872 and 1873. The accountants consider that under the circumstances, the dividends on the preferred stock were fairly earned.

The report also states that but for the deficit of $456,444, shown by the corrected profit and loss account as existing September 30th, 1871, $270,000 would have been available, subject to the adjustment of outside matters for a dividend on the common stock, after the payment of four dividends on preferred stock for two years ending June 30th, 1873. An abstract of the statement of assets and liabilities of the Company of September 30, 1872, show the liabilities to be $115,449,211, and assets $118,265,979. The report covers the period from September 30th, 1871, to March 31st, 1874.

An authoritative examination and determination of many questions of law and fact affecting the nature of the multifarious liabilities and assets must be accomplished before a complete elucidation of the present financial position of the company can be arrived at. The accountants express themselves highly satisfied with the facilities afforded them for the prosecution of their investigation in New York. Many important appendices to the report were not read and will not be published until the issue of Capt. Tyler's report, which they will accompany.

☞ Moody Merrill has been elected President, Samuel Little Treasurer, John L. Swift Clerk, Thomas W. Clarke Counsel, and Julius E. Rugg Superintendent of the Highland Street (Boston) Railway Company. It appears from the report of the President made to the stockholders, that the total number of passengers carried during the year ending September 30, was 3,831,429; average number per round trip, 41.9; number of miles run during the year, 6,308,966; number of miles to each horse for the year, 5018; number of miles for each horse a day 13¾; total receipts from passengers during the year, $193 176 73; expenses for the year, $148,883 77; number of cars owned by the company, 56; number of horses, 324; snow plows, 3; sets of harnesses, 80; and other equipment sufficient to make the road one of the most thoroughly equipped in the country.

☞ The trustees of the Cincinnati Southern Railroad announce the intelligence of the sale in New York of the second million of the Cincinnati 7.30 bonds for the construction of the Southern Railroad. The bonds were sold at par with accrued interest. All the heavy grading on the road between Cincinnati and Chattanooga is under contract, and six hundred men are working upon it. With the remaining ten millions in authorized bonds the trustees promise to have the entire road ready for cars in twenty months.

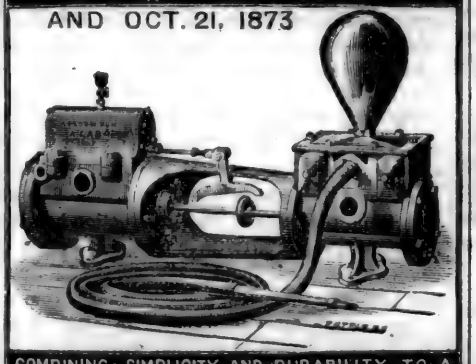
☞ A loan of $200,000 has been made to the Missisquoi and Black River Valley Railroad Company by a London firm on the preferred stock, and the line will probably be completed from Richford to Richmond, P. Q., by next fall. Ten miles of the road have already been graded.

☞ The Boliver (South America) Railway Company was recently in the London market for a loan of £200,000, to aid in completing its railroad from the copper mines of Aroa, in Venezuela, to the port of Tuscacas, 62 miles. A contract has been let for constructing the road for £421,000, and it is reported that the work is progressing satisfactorily, that the line is cleared for nearly its whole length, that the first section is open, and that four-fifths of the material has been sent out and paid for. The contractors, James Perry & Co., and Cutbill, Son & De Lungo, expect to have the road open throughout by next May.

☞ The grading of the Fall River Railroad was commenced at New Bedford, Mass., on the 16th inst.

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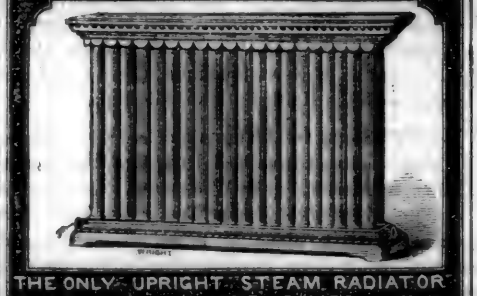


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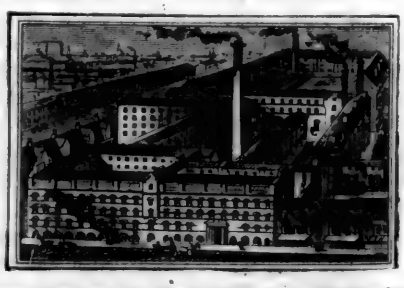
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New York, Saturday, October 24, 1874.

The Railroad Defaults and Recoveries.

A year has passed since the sudden break-down in our credit system, whose worst effects were visible in the department of railroad construction and operation—a sufficient time to enable us to survey the extent of the damage, and to forecast the future of the great industrial interests connected with transportation and commerce. The sum of the damage to the railroad interest we have before summed up in detail, and it may be roughly stated as follows: At the close of 1873, we had a trifle more than 70,000 miles of railroad in operation in the United States, the cost of which, as expressed in the figures of the component owners, without regard to the kind of currency, or to the actual outlay on the visible property, or to those intangible elements such as franchises, unearned increments and the like, may be put down at $3,600,000,000—three thousand six hundred million dollars—or in round numbers, an average of $50,000 per mile. Of this sum, at the same date, not less than two thousand millions consisted of bonded and unsecured debts, while the remainder is reckoned as stock capital. Of this amount not less than 20,000 miles in length, and 900 to 1,000 millions in money expenditure have been put forth during the eight years succeeding the war period. It is on these new roads that the weight of the trade and banking revulsion fell most heavily—though there were several instances of unfortunate roads built, or begun, long before that epoch. Looking over the field of crippled and disabled companies we find upwards of 30 out of the 180 defaults, involving a full proportion of the total indebtedness, had occurred before October, 1873, although in some cases their break down was covered up by the interests or policy of kindred companies. As examples of the serious delinquencies not traceable to the panic of 1873 we may mention: the Atlantic and Great Western, with a total of $28,000,000 bonds; the Boston, Hartford and Erie, with $20,000,000 bonds; the Des Moines Valley, with $8,000,000; the Oregon and California, with $10,500,000; the New Orleans, Mobile and Texas, with $12,000,000; the Rockford, Rock Island and Saint Louis, with $9,000,000; the St. Joseph and Denver City, with $7,000,000; the Southern Minnesota, Port Huron and Michigan, Alabama and Chattanooga, and other smaller concerns, whose aggregate of bonded indebtedness would exceed $20,000,000, making in all $110,000,000 of defaulted bonds to start on. In the case of some others like the Northern Pacific, the New York and Oswego Midland, the Texas and Pacific, and a few others of minor proportions, the panic afforded, not the cause, but the occasion for their suspension of interest payments, others again like the Canada Southern, the Chesapeake and Ohio, the Missouri, Kansas and Texas, the Kansas Pacific and the Burlington and Cedar Rapids, having their tracks completed to a through connection, might have continued to meet their engagements had not the monetary revulsion paralysed the trade and industries along their lines, and deprived them of even the most meagre credit facilities at bank.

The total amount of defaults may be reckoned at close upon 500 millions, and the number of corporations at 110, or a trifle less than five millions each, showing the magnitude of the enterprises undertaken in our days of buoyant hope, and revealing also the large proportion of our roads built upon borrowed money. Unfortunately a large part of the sums drawn upon did not consist of actual long loans, but sales of bonds were anticipated by short, or even call, loans.

Glancing over the field now we find that several of the list have made such composition with their creditors as to permit the companies to enter on the proper administration of their properties and finances. Voluntary concessions have, for the most part, prevailed. In only a few cases, (and in these there was obvious reasons, aside from the inability of the roads to earn the interest) have there been proceedings for a legal change of ownership and direction. The alternatives of the courts are so tedious, expensive and so generally ruinous to the morale of the employees, that it is only desperate cases which call for so exhausting measures. And here it is proper to mention that a part of the above aggregate is composed of defaults which are merely the sequelæ of the original break down. By a peculiarity of our law of bankruptcy the hardships of creditors are sometimes increased. For example a railroad corporation finding itself unable to meet its interest payments is placed like a merchant unable to meet his notes;—he may not even pay a part,—such part as he can—without first getting the consent of the great bulk of the whole number of creditors. This is always a delicate and tedious operation. In this way several of the railroads without the means to pay the larger loans are obliged to withhold from their whole indebtedness, funded and floating, or run the risk of being prosecuted under the law for an illegal diversion of the property and resources. Some of them run this risk in the case of their earlier mortgage bonds, because any complaint from the later lien holders, including floating debt holders is virtually nugatory. In this way the aggregate of debt on which interest payments are suspended is greater than the actual disability to pay—for the law interferes to prevent, with few exceptions, any payment that does not proceed with the consent of the large majority of the creditors.

Gratifying progress has been made by some of the companies. The Atlantic, Mississippi and Ohio (without any new lines in construction) for example, funds only one coupon. The Kansas Pacific funds two coupons and half of three others

the bondholders being further secured by a committee of supervision till the arrears are liquidated. The Missouri, Kansas and Texas, it is thought, will be able to compose there difficulties. The 4 Chesapeake and Ohio coupons are nearly all funded, and no re-organization of this company is now imminent.

The Canada Southern is in a happy way of adjustment, also. The Oswego Midland, it is thought by some, will have to be sold under foreclosure and pass into the hands of the bondholders. The Northern Pacific boudholders are comparatively helpless, their only present hope being an exchange of bonds for lands along the line. The Oregon and California holders have agreed to accept one half of one per cent (!) interest, on the personal guarantee of Mr. B. Halladay. The California Pacific Extension bonds will likely have to be funded into a new low-rate (probably 3 per cent) bond. The Atlanta and Richmond Air Line is now in litigation, as are also the St. Joseph and Denver, the Montclair, and the Southern Minnesota. Most of the far southern railroads are in a helpless condition as well as the holders of their bonds. One or two recent defaults deserve special mention. The Pittsburg, Washington and Baltimore road is a protege of the Baltimore and Ohio Company. It appears that the first mortgage coupons have been purchased at their face value by the protesting company, while the seconds have been allowed to go to protest. The case of the Columbus, Chicago and Indiana Central is similar, the Pittsburg, Cincinnati and St. Louis and Pennsylvania Railroad Companies, being co-guarantors of the $15,000,000 first mortgage bonds, have paid the interest, but have allowed that of $10,000,000 seconds to lapse. The greater part of this last loan is understood to be in the possession of the latter company; and that it will foreclose, subject to the prior liens, and thus wipe out the old stock, of which it is also a large owner.

On the whole it would appear, in spite of the large figures of our roads apparently in disgrace, that the condition of American railroad interests is not so bad as a first glance might suggest; and judging from the comparative tables of earnings, published on another page, it is daily and steadily improving. Recklessness and waste there have undoubtedly been, but these have given way to economy and thrift. A few months of our good crops and active labor will suffice to put all deserving enterprises on a paying basis.

Defaulting States.

At the recent conference of International Law at Geneva, Mr. Gerstenberg, President of the Council of Foreign Bondholders, made the following remarks:

"A short time ago Greece was the only defaulting State in Europe, now Spain was in the same position, and there were other European governments which, although not defaulters, did not strictly fulfill the obligations to which they had bound themselves. In America, before 1864, Ecuador was the only State that did not pay its debt; since then, Venezuela, Paraguay, Mexico, and several of the Central American States were to be ranked in the same category; and in the United States there were Florida, Alabama, North and South Carolina, Virginia, &c., in which financial treaty obligations had been broken in some cases and entirely repudiated in others. The Council of Foreign Bondholders, of which he was chairman, in such cases proceeded to treat a State as they would an individual. If it could show that its difficulties resulted from force majeure, they said to the debtor, you must in the first place prove that you cannot pay all; secondly, you must pay what you can and owe the rest; and thirdly, you must provide us with such security in territory or dues as the nature of the case will admit. With respect to the East they had nothing to complain of. Japan had contracted two loans which had been of great service to her, and had returned a good rate of interest to the holders, and he congratulated his excellency M. Kawase upon the result.

Cincinnati, Sandusky and Cleveland R. R.

The earnings of this road for the years ending June 30, 1873 and 1874, were:

	1873.	1874.
From passengers	$210,307 35	$218,688 41
" freight	455,685 41	440,811 33
" mail and express	43,106 13	50,316 14
" rents, etc.	31,672 89	26,321 33
" net earnings from leased lines	64,343 82	69,214 23
	$805,115 60	$800,351 44
Expenses, viz:		
Maintenance of way	$151,576 84	$122,686 25
Motive power and cars	218,462 20	211,745 16
Transportation	128,595 16	137,266 15
General expenses	66,426 61	61,482 35
	$565,060 81	$533,179 91
Net earnings	$240,054 79	$267,171 53
L. S. & M. S. condemnation suit—suspense		7,277 33
Rush R. Sloan suits—amount thus far realized to treasury		13,923 17
Increase floating debt	$63,407 23	
Less increase floating assets	788 38	
		62,618 85
Total		$350,990 88
Disposed of as follows:		
Paid interest on bonds		$161,133 00
Paid dividends preferred stock		25,731 00
Paid Col., Spring. and Cin. R. R. Co. account rental	$81,827 60	
Balance due rental account	26,612 30	
		108,439 90
Paid interest on notes, etc		7,162 49
Paid account new locomotives		7,526 00
Real estate		3,443 59
Sinking fund		5,291 04
Columbus Round House, and raising grade Col., Spring. and Cin. R. R.		6,995 21
Deficit in wood account June 30, 1873		12,904 62
Deficit in 1163 shares Cin., Sand. and Clev. R. R. stock last year		12,364 03
Total, as above		$350,990 88

The number of tons of way freight carried during the year amounted to 161,810; do. through freight, 159,536—total, 321,346. Number of passengers carried, 255,467; mileage of do., 6,613,488.

The President in his report says:

It will be seen that the gross earnings of the road for the year ending June 30th, 1874, were $800,351 44, and the expenses $533,179 91, showing net earnings of $267,171 53. From these were paid, interest on bonds $161,133, dividends on preferred stock $25,731, rental of Columbus, Springfield and Cincinnati Railroad $80,000, a total of $266,864, and showing a surplus of earnings of $307 53.

It will be seen from the foregoing, that the business of the road, the past year has been sufficient to meet the ordinary expenses, (including the rental of Columbus road,) and the interest on its bonds and preferred stock. Interest on the floating indebtedness of last year and sundry other extraordinary expenditures during the year, had to be provided for by temporary loans and discounts.

The total amount of the floating indebtedness of the company, is now $363,486 47

To meet which we have—

Cash on hand	$10,156 07	
Uncollected earnings and other bills receivable	41,124 46	
Cash with Union Trust Co., and other	2,679 64	
5,163 shares C., S. & C. stock, at present market value, $9 per share	46,467 00	
10,115 shares, Columbus, Springfield and Cincinnati Railroad stock, at estimated value of $5 per share	50,575 00	
Estimated value of property now remaining on hand, received in settlement of suits against Ex-President Rush R. Sloane	200,000 00	
		351,002 17

Showing an estimated deficit of assets, $12,484 30

This deficit, we have good reason to hope and believe, will be more than made up from the proceeds of the "Sloane Property," when realized. The property received from Sloane, in settlement of our suits, was taken at an estimated value of $250,000. About $14,000 of this has been disposed of and realized on at full estimated value, leaving some $236,000, which, in above statement of assets, is estimated at only $200,000. This reduction of $36,000 we think ample to cover any possible shrinking in value, and justify us in the hope expressed above, that it will besides make good the estimated deficit of $12,484 30 as shown above.

In considering the foregoing, as exhibiting as nearly as possible the present condition of the business and property of the company, and the prospects for the future, it should be borne in mind that the past year has been an exceptional one, in its severity on the business of all the railroads of the country. We have suffered in common with other roads, from the general depression in business throughout the country, occasioned immediately by the financial panic of last year.

Ruinous competition between the great East and West lines of railroad, for the small amount of freight that offered, reduced the rates of transportation to much less than cost; obliged to share *pro rata* with them, we have consequently been obliged to share with them in the loss.

This road has heretofore depended for its earnings, to considerable extent, upon the transportation of iron ore and coal, used by the rolling mills, furnaces and other iron establishments at Columbus, and other points at and near the line of our road.

The utter prostration of the iron interest throughout the country, deprived us entirely of all transport of iron ore, and nearly so of coal for a large portion of the year.

Notwithstanding all these discouragements we have entire confidence in the future of the road.

An interest so vital to the general business of the country as the iron industry, cannot in the nature of things, remain much longer in its present depressed condition. It will, before long, again require transport of iron ore and coal over our road, to its and our mutual advantage.

A revival of the general trade and business of the country, will surely increase transportation will all railroads, put a stop to the present ruinous competition, and enhance rates to a paying point.

The reform instituted in the conduct of the business of the various departments of the road, and the reductions constantly being made in the expenses, will, we feel sure, tell favorably on the future net earnings.

The road has been remarkably free from casualties of every kind, the past year, and is in good condition, as shown by the Report of the Superintendent, to transport any amount of freight and passengers that may offer.

From the Report of the Superintendent we learn that the company had at the close of the year 82 locomotives. Of these 20 are first class, 10 second class, and 2 building. 14 burning wood and 18 burning coal. Miles run with passenger trains 318,591, with freight trains 399,274 with construction and wood trains 61,804—total, 779,669; coal burners have run 387,501 miles, and wood burners 392,168 miles. The above is the mileage upon the Main Line, Columbus Division and Findlay Branch. Repairs of engines have cost during the year 5.70 cents per mile. The number and classification of cars is as follows: 20 passenger, 3 sleeping, 5 mail, 1 passenger and baggage, 7 baggage, 333 box, 66 stock, 168 flat, 338 coal, 46 hand and 10 push cars.

The track of the road is in fair condition. There have been laid during the past year 1¾ miles of new and 7¼ miles of re-rolled iron, and 25,785 new ties. About 100 tons of new iron, 400 tons of re rolled iron, and 35,000 new ties will be required the coming year.

CONDENSED BALANCE SHEET, June 30, 1874.

Railway, equipment, shops, &c.	$6,165,270 02
Materials on hand	50,107 60
Cincinnati, Sandusky and Cleveland R. R. Co., stock, 5,163 shares	258,150 00
Columbus, Springfield and Cincinnati R R. Co., stock exchanged at par	505,750 00
Sinking fund Trustee	694 70
S. D. & C. sinking fund bonds	193,000 00
I. M. Spelman, Rem. account	2,008 92
National Reserve Bank, Boston	510 00
Union Trust Company, New York	160 72
Uncollected earnings	33,729 02
Individual accounts	7,395 44
Cash on hand	10,156 07
	$7,226,932 49
Capital stock	$4,005,750 00
Prefered stock	428,850 00
" " scrip	187 45
Bonds: Sandusky, Dayton and Cin.	990,000 00
" Eastern (not extended	7,000 00
" Sandusky City and Indiana	350,000 00
" Cincinnati, Sandusky and Cleveland	1,072,300 00
Cin., San. and Cleveland, 7 per cent bond scrip	1,212 00
Interest on bonds and dividends, preferred stock	85,433 50
Sinking fund installment	5,000 00
Taxes	13,110 64
Bills payable	88,577 33
Loans and discounts	108,662 88
Wood and Tie certificates	36,089 82
Col., Springfield and Cincinnati R.R. Co. rental account	26,612 30
J. L. Gill, (payable in freight)	4,460 68
Profit and loss	3,685 49
	$7,226,932 49

President.—JOHN S. FARLOW.

Vice President.—WM. WILSHIRE.

Directors.—John S. Farlow, Isaac D. Farnsworth, N. W. Pierce, J. G. C. Dodge, Boston, Mass.; Elisha C. Litchfield, New York; Wm. Wilshire, Cincinnati; J. H. Thomas, Springfield, O.; Geo. J. Anderson, J. D. Chamberlin, Sandusky, O.

General Manager.—GEO. T. BENEDICT.

Secretary & Treasurer.—J. L. MOORE.

Superintendent.—CHAS. HOWARD.

☞ The earnings of the Atchison, Topeka and Santa Fe Railroad for August, 1874, were $112,681, against $105,352 in August, 1873. The earnings for 8 months to Sept. 1, were $789,986, against $742,218, an increase of $45,768.

Union Pacific Railroad.

The commission, consisting of James Moore, Ira L. Merriam and J. L. Delano, appointed to examine and report whether the deficiencies in the construction of the Union Pacific Railroad, as reported by the commission of eminent gentlemen in 1869, have been supplied, and whether the road has been completed according to law and departmental instructions, have forwarded their report to the Interior Department, from Salt Lake City, under date of Oct. 7. The examination was begun Sept. 25 and completed April 5, and was thorough and in detail. They say that the report of the former commission was made soon after the joining of the rails at Promontory, and before the commission or company had the experience required to determine what material in the peculiar climate of the country was actually necessary to bring the road up to the standard required by law. The former commission felt this embarrassment, and referred to it in their report. In most cases the expenditures of the company in the items reported by the former commission have far exceeded their estimate. The present commission has found it impossible to ascertain whether the exact amounts advised by the former commission have in all cases been expended in the precise localities indicated, particularly as regards the improvement of the water-ways. The commission has been compelled to make a somewhat general comparison of expenditures actually made with those which were estimated to be necessary. The aggregate result is as follows: Estimated deficiency by report of eminent citizens, $1,380,100; actually expended by Union Pacific Railroad Company, $3,596,075 79; excess of actual expenditures over estimates, $2,215,975 79. The company in almost all cases complied faithfully with the recommendations of the former Commissions. The only exception worthy of note is in the building of the machine shops at Evanston, in Wyoming Territory, instead of at the junction. This change was caused by the inability of the road to obtain property at the junction until a very recent date. Experience has demonstrated the Evanston location to be much more desirable. These shops have cost more than three times the amount estimated by the former commission. The commission was instructed "to give full and exact information as to the present condition of the road." In obeying this instruction the commission gives several pages of its report to a statement concerning its location, the Missouri River bridge, the road-bed, tunnels, snow-fences, snow-sheds, the tracks, the water supply, and other subjects. The length of the straight line or tangents of the road is 887⅛ miles, and of the curved lines, 48⅛ miles. The maximum grade of the road is ninety feet per mile, and its sharpest curve is six degrees. The road-bed in bank is fourteen to sixteen feet in width. Two hundred miles of the track have been raised from two to five feet, which dispenses with the need of snow-sheds and fences for that distance. All the truss bridges appear to be sound and capable of sustaining any required weight. The wooden truss bridges are renewed by combinations of wood and iron. Many of the small trestles and culverts have been replaced by stone structures. The company is endeavoring, by raising the track and widening the cuts, to dispense entirely with snow fences and sheds. The track throughout is in excellent condition. The chair joints are being rapidly replaced by fish-plates. At Laramie the company is erecting extensive rolling mills to roll their own rails. Since 1869, 2,000,000 of new ties have been placed on the track, and 400,000 more are now ready to use. All cotton-wood ties have been replaced by pine and oak. The sidings are ample. The ballasting is in good condition, station and freight houses are of good quality and ample in size. The water supply is ample, several additions to the tanks and wells having been made since 1869. The machine shops are capable of meeting double the requirements of the company at the present time. The equipment is first-class and fully up to the present requirements of the road. The Commissioners were instructed, if they found the road completed as required by law and departmental instructions, to ascertain as nearly as practicable the date of such completion. They find that the replacing of some of the high trestles recommended by the former commission was finished in the month of September last, and they report therefore that the road was completed on the 1st of October, 1874, at a total cost, as shown by the company's books, of $115,214,687 79. The report concludes as follows:

We consider the road, as built, a first-class railroad, fully complying with its charter and with the requirements of the law, and in accordance with the instructions of the department furnished to us. The shops and round houses are of brick and stone, its machinery all of the latest and most approved pattern, its locomotives and rolling stock ample and in excellent condition. Its passenger trains are well appointed and first class, giving ample accommodation to the travel. Its structures are fast becoming permanent, iron being substituted for wood and stone, and, if the present policy of the road is continued it will be but a short time before the maintenance of the road-bed will be reduced to the minimum. Its cheap fuel, and the effort being made by the company to develop the resources of the country through which it runs, will develop the local travel and traffic, and add largely to its tonnage and earnings. The condition of the road, its order and discipline, and the evident close attention to details, not only show ability on the part of the general officers, but reflect great credit upon the local management, its superintendents and assistants.

The Secretary of the Interior will now have to consider the report, and if he determines to accept it as evidence of the completion of the Union Pacific Railroad according to law, he will undoubtedly order the issue of the land patents that have been withheld. The purpose and the consequences of the withholding of these patents have been already explained, and the acceptance of this report would end controversy that otherwise will again appear in Congress, as it will give titles to settlers and place the lands granted the company in the reach of the States in which they lie for the assessment and collection of taxes.

☞ The Valley Virginian says that the Baltimore and Ohio railroad, the Valley railroad and the Chesapeake and Ohio railroad have entered into arrangements by which the companies mentioned are to pro rate freight after the 15th instant. All freight coming from the West on the Chesapeake and Ohio railroad destined for Baltimore is to be carried over the Valley road from Staunton, and the freights intended for Richmond, which may have to come from the West by the Baltimore

and Ohio and the Valley roads, are to be pro rata. Major N. H. Hotchkiss, agent of the Chesapeake and Ohio railroad, heretofore with headquarters at Baltimore, will hereafter make Staunton his base of operations, and extend his labors into the western counties of Virginia and West Virginia as a part of his duties.

Pennsylvania Railroad.

The following is a continuation, from our last issue, of the Report of the Investigating Committee on the Western Group of Railroads controlled by the company:

In the Appendix D will be found a statement showing the receipts of these lines for 1868 and 1873, and a comparison of the number of passengers and amount of tonnage. The table shows a satisfactory increase in most of the lines, and fully sanctions the remarks we have made.

A comparison of this table with the list of guarantees will show, first, that the Pennsylvania Railroad Company has not been called upon to pay any money on account of her leases or guarantees on the above lines; second that the Pennsylvania Company, in working these lines, made a clear profit of $1,131,611 03.

We now take up the line of railway west of Pittsburg, operated in your interest through the control given to the Pennsylvania Company by its holding a majority of the stock of the Pittsburg, Cincinnati and St. Louis Railway Company. This, you will notice, involves no liability on the Pennsylvania Company other than that of loss on its stock, in which it is on a par with the other stockholders.

PITTSBURG, CINCINNATI AND ST. LOUIS OR SOUTHERN SYSTEM.

The lines of railway under the control of the Pittsburg, Cincinnati and St. Louis Railway Company, are the following:

	Miles.
1. Pittsburg, Cincinnati and St. Louis Railway, extending from Pittsburg to Columbus.	
Made up of the Pittsburg end, extending from the Union depot to the Washington turnpike gate, owned by the Pennsylvania Railroad Company, and leased to the Pennsylvania Company	1.1
Steubenville and Newark (Pittsburg, Cincinnati and St. Louis proper)	158.9
Newark to Columbus (held in joint ownership with the Baltimore and Ohio Railroad)	33.0
Cadiz Branch, built by the Springfield and Northwestern Railroad	8.0
	201.0
2. Chartiers Valley Railroad, leased to Pittsburg, Cincinnati and St. Louis Railway Company, and worked at cost	22.8
Cincinnati and Muskingum Valley, leased to Pittsburg, Cincinnati and St. Louis Railway Company, but worked at cost	148.4
3. Little Miami Railroad, which consists of the Cincinnati and Springfield Railroad, the Dayton and Xenia Railroad, the Dayton and Richmond Railroad, and the Columbus and Xenia Railroad, in all	196.7
NOTE.—Leased by the Pittsburg, Cincinnati and St. Louis Railway Company, and guaranteed by the Pennsylvania Railroad Company.	
4. The Columbus, Chicago and Indiana Central Railway, extending from Columbus to Chicago through Richmond to Indianapolis, and from Bradford Junction to near Logansport, and from Logansport to State Line, Illinois	581.1
NOTE.—Leased by Pittsburg, Cincinnati and St. Louis Railway Company and guaranteed by Pennsylvania Railroad Company.	
	1,1[illegible]

This is the total length of line operated by the Pittsburg, Cincinnati and St. Louis Railway Company.

In addition to these roads as part of your railway system, we give a statement of the two bridges built in your interest over the Ohio river—the one at Cincinnati and the other at Louisville:

1. THE NEWPORT AND CINCINNATI BRIDGE.

This bridge crosses the Ohio river at Cincinnati, and furnishes a railway connection between the roads north and south of that river converging at Cincinnati, and also gives a common road connection between the cities which give it its name.

Its cost is represented by—

Capital stock	$1,200,000 00
Bonded debt, seven per cent.	1,200,000 00
Floating debt	812,766 55
	$3,212,766 55

Of which the Pennsylvania Railroad Company holds—

Capital stock	$720,000 00
Mortgage bonds	1,200,000 00
	$1,920,000 00

The capital stock was received as a bonus with the purchase of the bonds, and thus secures to the Pennsylvania Railroad Company the control of the bridge.

The Little Miami Railroad Company and others south are under a guarantee of $75,000 per annum to the bridge company for the railway traffic alone. The incidental and road traffic belongs to the bridge company. The business is developing and promises better results, although we fail to see any very good reasons for this outlay of capital by the Pennsylvania Railroad Company.

Gross receipts in 1873	$76,975 88
Expenses and taxes in 1873	23,866 50
Net receipts in 1873	$53,109 38

2. THE JEFFERSON AND LOUISVILLE BRIDGE.

This company has a capital stock of	$1,500,000
Bonded debt	800,000
	$2,300,000

and owns the track (one mile long) connecting the bridge (five thousand two hundred and ninety feet long) with the Louisville and Nashville Railroad station at Louisville.

Under the contract made with the bridge company by the railway companies using the bridge, the tolls are fixed at an amount to pay the cost of repairs, maintenance, taxes, interest on bonds, and sinking fund sufficient to pay them at maturity, and twelve per cent on the capital stock.

The stock and bonds issued by the above named roads and their floating and other debt* amount to—

Stock	$33,359,128 49
Bonds	47,654,760 25
Floating and other debt	4,845,831 78
Total for 1,318 miles	$85,859,720 52
Or per mile of road costing	$65,040 00

We also add a table of the workings of these lines, showing earnings, expenses, rental, profit and loss.

RENTALS PROFIT AND LOSS OF PITTSBURG, CINCINNATI AND ST. LOUIS OR SOUTHERN SYSTEM.

Roads.	Rental.	Profit.	Loss.
P., C. & St. L.	$669,790 00*	.....	$243,106 44
Chartiers	.....	$18,291 15†	.....
Little Miami	710,769 74	.....	769,371 78
C., C. & I. C.	1,343,342 05	.....	1,463,675 17
Cin. & M. V.	.....	19,419 20‡	.....
Showing a loss on their lines of			$2,476,153 39

* This includes the St. Louis, Vandalia and Terre Haute Railroad, with stock, $2,377,779 52; bonds, $5,490,000; debt, $250 557 97; total, $8,127,337 49. Length of road, 168 miles.

* [We have consolidated two columns to get space, and make this note to avoid error; the sum $669 790 being interest on funded debt.—*Ed.*]

† Being worked at cost, this amount was paid to Chartiers Railway Company.

‡ This amount has been placed to the credit of that company to meet its funded debt.

In the Appendix D will be found a statement of gross earnings, number of tons of freight moved, and number of passengers carried by the above lines in 1868 and 1873. This table shows a very satisfactory increase in the earnings and business of each road, and also shows that if the same rates per ton had been received in 1873 that were in 1868 the financial result would have been much more favorable and shown a profit to the company.

The loss on these lines had to be provided for by the Pittsburg, Cincinnati and St. Louis Railway Company first, and in case of their failing, became a charge against the Pennsylvania Railroad Company to the extent of $2,054,111 79.

It is but just to add here that some of these lines were taken by the company in wretched order as to track, power and equipment, and that a large amount has been annually expended in bringing up to a better standard the track, motive power and cars, and we especially note the fine condition of all the western lines in these respects, showing the judicious expenditure of money. In 1873, such was the anticipated increase of business expected by these, as by all other roads, that large outlays were made to provide for the increasing trade, and the General Manager of this line of road reports that the capacity of the line in February, 1874, was fifteen per cent greater than in 1873, owing to the improvement and betterments placed on it during 1873. He estimates these improvements to have cost—

For road and superstructure, including new water stations, bridge, three hundred and forty-eight miles new track, and one hundred and sixty eight miles new ballast.	$1,197,020 72
Motive power, including entire rebuilding of 77 engines	258,626 15
Cars, rebuilding passenger, baggage and freight cars	268,748 64
Amounting to	$1,724,395 51

6. The St. Louis, Vandalia and Terre Haute Railroad is almost wholly owned by the Pennsylvania Company, and is operated under a lease by the Terre Haute and Indianapolis Railway Company.

The net results to the Pennsylvania Company for the year 1873, after paying interest on bonds, &c., was a profit of $4,805 64. Length of road, 168 miles.

The Cleveland, Mount Vernon and Delaware Railroad extends from Hudson, through Orrville, Millersburg, and Mount Vernon, to Columbus, with a branch to Massillon, a distance of one hundred and forty-four miles, with an intended branch from Millersburg to Dresden, on the Pittsburg, Cincinnati and St. Louis Railway, and connecting there with the Muskingum Valley Railroad.

The common stock issued amounts to	$1,390,100
Of this you hold (received as the valuation of the road when reorganized)	1,100,000
Leaving in other hands	$290,100
The preferred stock issued amounts to	$451,450
Of this you hold, and have paid for five thousand eight hundred and two shares, representing	290,100
Leaving in other hands	$161,350
The bonds amount to	$2,800,000

From the main line we cannot expect more than its ability to pay its interest. If the branch is built to Dresden, which should have been done first, and a connection thus be made between the ores at Cleveland and the coal in the Hocking Valley, a more profitable business will be done between Hudson and Millersburg.

Let us now bring these Western roads together.

	Miles.	
The profit on the Fort Wayne system was, for	1,563.6	$1,360,024 38
The profit on the St. Louis, Vandalia and Terre Haute line	168.0	4,805 64
Total profit for	1,731.6	$1,364,830 02
The loss by the Southern system was, for	1,150.0	2,476,143 39
Total loss on lines for	2,881.6	$1,111,313 37
The Pennsylvania Company made a profit in 1873 from other sources of		1,076,296 27
Which would leave a net loss on all the lines west of Pittsburg of		$35,017 10

Or, by the admission of the estimate of the General Manager, as above given, into the statement, it would show as follows:

Profits on the Fort Wayne system and the Vandalia line	$1,364,830 02
Profit on the Pennsylvania Company in 1873 from other sources	1,076,296 27
Profit of Pennsylvania Company	$2,441,126 29
But, as the Pennsylvania Railroad Company owns about eight elevenths of the whole stock of the Pennsylvania Company, this stock would be represented by a profit of	$1,775,360 00
Losses by the Southern system	$2,476,143 39
Less improvem'ts made and charged to expenses, providing an increased capacity of fifteen per cent on eleven hundred and fifty miles of railroad	1,724,395 51
	751,747 88
	$1,023,612 12

Showing a net gain to the Pennsylvania Railroad Company of $1,023,612 12 as the final result of the operations for 1873—very nearly enough to pay for the additions made to the track and equipment of the Southern system of roads.

We also bring together the length of the Western roads and their capital, to show total investment:

	Miles.	Capital.
Northern System:		
Length of road	1,563.6	$83,371,901 57
Southern System:		
Length of roads	1,150.0	77,782,383 03
St. Louis, Vandalia and Terre Haute Railroad:		
Length of road	168.0	8,127,337 49
Cleveland, Mt. Vernon and Delaware Railroad:		
Length of road	144.0	4,225,435 00
Cost of	3,025.6	$173,457,057 09
Average cost per mile, including equipment		$57,341 17

We will hereafter discuss fully the value of the trade brought to and taken from Pittsburg for the Pennsylvania Railroad by these lines, but we desire now to learn—

First.—What are the prospects for the future of these lines?

Second.—At what figure may we place the liability of the Pennsylvania Railroad Company for them?

First, then, the prospects of these lines of railroad for the future. The building of railroads in the West is acknowledged to have gone beyond the ability of the country to make them profitable.

The competition of the trunk lines from east to west has cut down prices of transportation and travel below the point of profit. For some of the direct lines in the near West there has been sufficient trade and travel to have paid at fair rates the interest on their funded debt, and on many of them a dividend on the stock; but roads have been carried to the extreme verge of population, and, to enable the producers at these far points to send their produce to market, prices have been fixed by competition too low to pay the cost of carriage. The stockholders of the new roads holding land grants, and the many roads built on speculation, desire to attract settlers on their lines, and therefore favor the continuance of these low rates until they can dispose of their lines or get rid of their investment.

The most of these land grants to railways have been unwisely given by Congress, and have drawn the people far beyond the point where the farmer can be repaid for his labor by the money value of his products and the railway for its transportation. One or the other or both must go down. There is a limit at which transportation can be done, viz., paying the absolute cost of the work without reference to bonds or stock, and there is a minimum price which the farmer must get for his produce to give him the means of existence. With these two limits fixed, it would not be difficult to define the extreme limit of expense paying production. If the speculators who build these railways were the only losers of money, and the farmer who exiles himself and his family from many of the benefits of civilized life was the only sufferer, we might say, let them do as they please, for the limit of injury would be quickly reached. But the speculator pushes off his worthless stocks and bonds on innocent and confiding persons, thereby inflicting wide spread harm, and seriously affecting the character and credit of the nation, while the farmer inflicts an irreparable wrong on his children. In this whole subject there is a question of morals involved.

It is just these facts that the people in the West should consider. So great has been the infatuation of the public mind in the East, as to the value of the Western trade, that they have thought there was no limit to the ability to produce and the power to transport profitably the staple productions of the West eastward to the Atlantic. The experience of the Pennsylvania Railroad Company, as we shall hereafter show, pricks the bubble of the value of the Western trade and travel to the trunk lines. If these statements are true, what then? Plainly two things—

1. The far West must cease to produce grain, depending on the East and Europe for their market. Population must not go beyond the point where the producer and transporter can be both paid for their labor.

2. To secure the largest and freest development of the rich fields of the West, the consumer must be brought nearer to the farmer; which simply means—the manufacturer and the grain grower must be close together. The less need of transportation the better, as between the producer and consumer. The saving of this cost of transportation is just so much added to the value of the products of the farmer and so much added to the profits of the manufacturer. The valleys of the Ohio and Mississippi must become the great work shop of this country. This realized, any demand from abroad for the cereals of the West would be met by a price which would compensate the farmer for his labor and capital, and the railroad company as the carrier.

The Western railways will not become profitable investments until this end is reached. They cannot be made to pay at any thing like the through rates they have received during the past few years. It would certainly seem reasonable to expect that the able men in charge of our general railway system would not permit the mere question of rivalry to prevail any longer and prevent them from fixing paying rates from east to west and from west to east. They should see that by their own impolitic course they are but extending the evil of a population reaching beyond the point where a living can be made by farming.

If they establish paying rates it will tend to centralize population, develop towns and cities, and create in place of destroying wealth, and the Western people will soon learn the lesson that their produce can no longer be carried below cost nor will the few who travel from west to east and back again be transported in Pullman cars at the cost of the share or bondholder.

Or look at this question from another point of view.

The recent war raised the price of produce to a very profitable figure, and thereby stimulated the building of railways in the West. The success of those lines built and in use during the war, the profits in farming, and the springing up of thriving towns, seemed to prove that such results would continue to the limit of the ability to build railways. But since the war, prices have been gradually decreasing; a succession of large crops, caused by labor returning measurably to its old channels, favorable seasons, and peace in Europe, have so reduced prices that, to meet this reduction, the railways have cut down their tariffs to the point where transportation has become less profitable. Already millions of dollars of capital invested in Western railways which, a few years ago, were thought to be securely invested, have been sunk, and the startling problem is, how much further will this go, and how long will it continue? The freight charges over railroads depending on the carriage of the products of the farm cannot go much lower. The stock of some of such roads is sunk, and any further reduction in rates will destroy the capacity of these roads to pay the interest on their funded debt, and bring them down to absolute cost of transportation.

Pittsburg and Connellsville Railroad.

The annual meeting of the directors of this company was held in Pittsburg on the 14th inst. The report for the fiscal year ending October 1, 1874, shows the total receipts, from various sources, to be $1,564,993 31; the operating expenses, $1,556,347 84; net earnings, $8,645 47. In addition to the operating expenses, the interest account, taxes, &c., amount to $753,957 21, showing a deficit of $745,311 34. The coupons due on the Turtle Creek division and the first mortgage bonds were paid by aid of the Baltimore and Ohio Railroad Company; but those of the second mortgage bonds, due the first of last July, still remain unpaid, and the company having no means to meet those falling due January 1, has been compelled to ask indulgence of the city of Baltimore and other holders of this class of bonds issued for the non-payment of the interest due. This condition of the affairs of the company made the disposal of the remainder of the second mortgage bonds with the view to the reduction of the floating debt an impossibility. The opening of the Southwest Pennsylvania Railroad in March last through the heart of the coke district, together with the suspension of the coal production during the summer months, owing to the strike among the operatives, have caused a loss in the revenues of the road. The total receipts show a slight increase over the previous year, while the operating expenses have been unusually heavy.

☞ Mr. F. E. Hinckley, President of the Chicago and Iowa Railroad, has proposed to the people of Rockford, Ill., to build a branch line from Rochelle northward to Rockford, about 25 miles, provided they will take first mortgage bonds on the new line to the amount of $200,000. He will agree to have the road done by Jan. 1st, and the bonds are not to be paid until the road is finished. The Chicago and Iowa company will give to these branch bonds a traffic guarantee to the amount of 25 per cent of its gross earnings on business to and from the branch.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic & Pacific:													
1873	319,648	354,941	472,838	432,217	418,546	374,769	383,965	451,528	502,087	468,671	397,485	397,729	4,948,672
1874	341,995	323,055	396,286	398,308	423,685	404,560	395,893	459,854	498,413	.....	.....	.....	.....
Central Pacific:													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,423	286,562	342,743	2,300,767
1869	212,604	218,983	391,308	485,048	568,270	556,080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720,929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,073
1872	592,223	571,836	875,762	949,568	1,380,923	1,138,273	1,272,510	1,271,628	1,254,689	1,285,567	1,299,900	1,037,992	12,734,729
1873	852,860	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,622	1,392,125	1,423,875	1,296,812	1,072,750	13,938,969
1874	848,558	794,000	867,666	1,132,000	1,360,000	1,380,000	1,258,000	1,301,000	1,406,000	.....	.....	.....	.....
Chicago and Alton:													
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,603	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377 687	5,278,910
1872	371,708	332,903	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,315	352,604	5,156,326
1873	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
Chicago and Northwestern:													
1870	706,025	753,783	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873	752,468	765,249	967,258	1,034,023	1,256,072	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915	13,816,465
1874	1,014,514	900,765	1,024,061	1,080,193	1,290,596	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801,195	496,566	7,250,069
1870	396,171	382,823	377,571	443,133	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,986	387,565	426,223	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702,838	513,787	6,957,771
1873	334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,193	9,046,124
1874	654,400	657,500	576,620	742,050	964,800	886,900	749,200	704,300	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,819
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,462,625
1873	363,921	413 043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448
1874	363,053	276,099	318,976	342,247	306,778	330,754	327,384	403,175	369,334	.....	.....	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,372	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18 694,096
1873	1,326,505	1,329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,685,384	1,774,570	1,918,247	1,882,421	1,560,023	1,625,129	19,631,781
1874	1,462,650	1,273,775	1,413,223	1,465,550	1,687,772	1,577,945	1,443,283	.....	.....	.....	.....	.....	.....
Illinois Central:													
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,158	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,483
1870	623 383	661,789	601,326	555,087	684,539	712,647	627,216	899 052	901,235	903,225	811,708	697,751	8,678,958
1871	624,744	529,617	563,598	620,228	713,162	718,732	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698,063	8,026,754
1873	602,241	597,429	660,759	553,912	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874	611,491	538,668	567,554	580,921	647,892	678,728	624,191	708,809	763,106	.....	.....	.....	.....
Kansas Pacific:													
1871	133,673	152,264	267,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303,305	210,197	3,321,518
1872	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265,217	201,492	3,498,160
1874	170,349	178,429	245,774	292,143	316,647	316,379	293,247	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1871	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1,368,948	1,402,597	1,345,316	1,235,285	14,797,975
1872	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459,360	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873	1,412,368	1,549,285	1,735,736	1,694,543	1,680,968	1,585,368	1,451,762	1,582,531	1,776,420	1,742,516	1,375,556	1,546,983	19,134,136
1874	1,519,249	1,305,132	1,371,545	1,593,827	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta & Cincinnati:													
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,890	1,690.714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204.196	2,029,927
1873	169,843	161,132	178,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	151,793	150,301	2,126,675
1874	171,028	144,215	161,031	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1870	337,992	329.128	384,431	412,030	406,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	496,980	470,703	480,847	427,096	422,015	529,890	628,660	582,082	587,434	507,050	5,940,103
1872	411,113	384,058	449,453	485,550	487,283	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873	379,836	440,261	567,314	556,180	542,058	480,028	457,853	452,330	617,291	537,031	506,804	552,548	6,089,534
Mo., Kan. & Texas:													
1873	200,639	224,393	256,719	258,871	250,935	249,343	301,318	336,823	399,939	370,710	309,028	285,603	3,444,321
1874	266,333	230,371	262,801	214,011	224,589	237,425	245,595	288,999	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1873	383,605	291,630	338,725	338,708	307,520	290,470	274,297	306,561	371,344	325,841	266,533	261,275	3,656,509
1874	265,375	239,303	297,613	299,805	269,975	294,838	282,667	324,360	364,374	.....	.....	.....	.....
Philadelphia and Reading:													
1871	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,748
1873	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	.....	.....
St. Louis, I. Mt. & South'n:													
1873	145,834	152,054	224,449	207,627	255,277	216,223	198,563	222,753	196,403	179,385	143,267	170,607	2,312,441
1874	156,699	149,035	169,475	160,901	251,509	238,610	235,250	254,230	258,447	.....	.....	.....	.....
Toledo, Wab. & Western:													
1871	365,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,305	531,080	516,935	5,736,666
1872	439,780	431,949	460,646	447,313	510,792	462,868	432,056	614,175	566,811	621,351	489,341	532,895	6,008,978
1873	403.487	427,097	437,835	423,517	459,506	537,819	488,911	647,080	593,810	528,844	369,605	421,296	5,738,806
1874	423,343	400,984	404,699	447,855	420,719	388,535	440,587	478,475	459,894	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528,529	500,139	539,238	706,603	802,586	746,450	643,058	664,051	728,521	719,693	570,168	505,053	7,654,094
1871	479,573	373,925	499,899	584,540	724,466	728,174	673,693	681,865	800,402	777,362	708,142	469,932	7,521,682
1872	273,936	534,115	565,861	741,802	890,443	835,459	743,382	789,567	863,754	980,706	915,727	757,851	8,892,606
1873	523,975	491,784	708,256	881,266	1,007,831	969,863	876,833	837,277	1,068,937	1,170,586	970,660	758,832	10,266,104
1874	620,715	607,990	687,026	834,954	910,065	902,881	850,142	1,042,516	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'73	9.50	114	40	Albany.....N.Y.	190,580	190,000	59,000	—	101,301	26,019	8	100	100	...
Sept. 30, '73	1.04	....	—	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	—	7,229	894	—	100	100	....
Oct. 31, '73	25.00	440	78	Atlantic Avenue (Bklyn)..N. Y.	725 723	680,000	456,800	32,296	266,857	42,314	—	100	100	....
Sept. 30,'73	11.83	344	50	Avenue C (N. Y. City)...N. Y.	540,360	500,000	900,000	109,019	230,982	32,540	—	100	100	....
Dec. 31, '73	7.5	397	94	Baltimore City (Balt.).....Md.	1,038,456	1,000,000	—	98,000	.....	.....	3	25	25	24½
Sept. 30,'73	22.01	400	60	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,801,673	900,000	694,000	46,850	257,704	37,697	—	100	100	....
Sept. 30,'73	4.63	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,789	7.7	100	100	....
Sept. 30,'73	1.25	—	—	Boston & West Roxbury.Mass.	56,133	41,000	—	—	—	—	—	100	100	....
Sept. 30,'73	13.88	264	50	Broadway (Brooklyn).....N.Y.	378,029	200,000	100,000	52,395	180,504	43,404	12	100	100	....
Sept. 30,'73	2	1098	135	B'dway & 7th Av.(N.Y.C.)N.Y.	3,847,159	2,100,000	1,500,000	200,000	920,158	264,449	6	100	100	....
Sept. 30,'73	4.25	....	32	Brooklyn, Bath & Coney I.N.Y.	245,048	180,000	80,000	—	65,906	30,566	—	100	100	....
Sept. 30,'73	7.00	1922	401	Brooklyn City.....N.Y.	2,424,800	2,000,000	800,000	90,000	1,498,294	306,196	14	100	100	....
Sept. 30,'73	1.50	242	68	Brooklyn City & Newtown.N.Y.	513,278	300,000	400,000	32,353	197,186	66,122	—	100	100	....
Sept. 30,'73	3.50	200	50	Brooklyn, Cross-Town.....N.Y.	663,517	300,000	300,000	40,765	167,843	27,229	—	100	100	....
Sept. 30,'73	12.83	362	83	Buffalo street.....N.Y.	828,984	100,000	421,119	86,276	324,286	137,407	—	100	100	....
Sept. 30,'73	7.64	142	26	Bushwick (Brooklyn) .....N.Y.	389,971	300,000	102,000	2,628	44,408	—	—	100	100	....
Sept. 30,'73	1.18	—	—	Cambridge (Boston).....Mass.	809,500	800,500	150,000	—	73,486	73,486	9	100	100	102
Sept. 30,'73	2.10	22	4	Central City (Syracuse)....N.Y.	29,478	21,130	6,000	—	20,164	14,094	12	100	100	....
Sept. 30,'73	2.70	960	128	Cen. P., N. & E.R. (N.Y.C.)N.Y.	1,948,585	1,667,700	1,200,000	8,857	909,098	342,290	—	100	100	....
Oct. 31, '73	4.00	208	40	Citizens' (Pittsburg) .....Pa.	270,671	184,000	—	—	184,298	78,365	16	50	46	....
Oct. 31, '73	9.00	350	50	Citizens' (Phila.).....Pa.	212,320	192,750	—	1,000	300,145	96,884	17½	50	19½	....
Sept. 30,'73	7.25	240	24	Coney Island (Brooklyn) ..N.Y.	698,806	—	369,000	39,924	221,891	51,196	—	—	—	....
Sept. 30,'73	0.40	980	127	Dry Dock, E.B.&B.(N.Y.C)N.Y.	2,000,847	1,200,000	1,000,000	—	1,276,623	640,632	8	100	100	....
Sept. 30,'73	0.70	12	3	Dunkirk and Fredonia.....N.Y.	43,609	35,100	—	—	4,111	4,111	8	100	100	....
Oct. 31, '73	3.50	14	4	Easton and S. Easton .....Pa.	25,962	29,562	—	—	10,946	3,320	—	25	16	....
Sept. 30,'73	1.62	1002	120	Eighth Avenue (N.Y.City)N.Y.	1,683,574	1,000,000	203,000	66,220	798,040	149,564	12	100	100	....
Oct. 31, '73	9.50	24	6	Erie City.....Pa.	36,997	19,807	20,000	2,841	13,287	2,184	—	50	42	....
Oct. 31, '73	2.82	60	23	Federal St. & Pl. Val. (Pbg.).Pa.	132,842	66,250	90,000	—	45,735	9,000	—	25	22	....
Sept. 30,'73	5.50	18	6	Fifth Ward (Syracuse).....N.Y.	44,766	29,335	10,000	2,150	18,699	1,673	—	100	100	....
Sept. 30,'73	2.80	491	68	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	236,000	29,301	586,757	293,048	9	100	100	....
Oct. 31, '73	10.26	389	56	Frankford & Southwark(Ph.)Pa.	844,171	498,200	290,500	—	412,325	91,138	10	50	50	56
Sept. 30,'73	7.04	28	5	Genesee & Water St.(Syr.)N.Y.	67,017	42,500	14,200	—	31,588	19,095	5	100	100	....
Oct. 31, '73	4.00	360	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	406,614	97,884	6	50	31	....
Sept. 30,'73	3.75	192	37	Gr'd st. & Newtown (Bk'n)N.Y.	310,443	170,000	90,000	12,678	107,824	22,093	—	100	100	....
Sept. 30,'73	7.75	200	40	Gr'd St. Fromp. P'k.& Flatb.N.Y.	437,011	200,000	200,000	37,028	80,088	1,016	—	100	100	....
Oct. 31, '73	8.00	200	42	Green and Coates st. (Phila.)Pa.	244,441	150,000	100,000	—	180,268	—	4	50	30	50½
Oct. 31, '73	7.25	10	4	Harrisburg City.....Pa.	60,250	41,994	12,500	1,604	7,185	—	—	25	25	....
Sept. 30,'73	2.12	140	20	Harlm.Br.,Morr. & F'dham.N.Y.	287,302	29,100	135,000	—	89,000	18,391	—	100	100	....
Oct. 31, '73	11.86	378	60	Hest., Mast. & F'mount (Ph.)Pa.	388,466	299,423	100,000	27,000	292,610	71,442	9	50	50	19½
Sept. 30,'73	11.00	92	26	Jamaica, Woodh'n & Bklyn.N.Y.	100,000	100,000	—	—	23,132	1,970	—	100	100	....
Sept. 30,'73	6.25	33	9	Kingston and Rondout.....N.Y.	83,285	75,000	—	—	24,792	5,161	5	100	100	....
Oct. 31, '73	3.25	117	20	Lombard and South st. (Ph.).Pa.	170,402	105,000	62,500	—	99,104	35,905	10	25	12½	....
Sept. 30,'73	5.01	50	12	Lowell Horse.....Mass.	81,704	80,000	—	3,500	34,127	2,597	—	100	100	....
Sept. 30,'73	4.04	289	35	Lynn and Boston .....Mass.	277,581	200,500	50,000	43,097	164,270	—	—	100	100	....
Sept. 30,'73	11.62	—	—	Malden and Melrose (Btn).Mass.	60,246	165,500	75,000	—	—	—	—	100	100	....
Sept. 30,'73	3.60	—	—	Medford & Charlest. (Btn).Mass.	34,600	21,000	5,000	—	2,240	819	—	100	100	....
Sept. 30,'73	3.46	65	15	Merrimac Valley.....Mass.	63,000	50,000	—	—	34 845	656	4	100	100	43
Sept. 30,'73	5.28	1230	304	Metropolitan (Boston) ....Mass.	2,371,609	1,500,000	—	589,390	982,854	91,633	3	100	100	....
Sept. 30,'73	46.29	285	53	Middlesex (Boston).....Mass.	679,675	400,000	184,500	159,922	223,893	26,112	—	100	100	....
Sept. 30,'73	16.24	4	2	Mohawk and Ilion.....N.Y.	17,500	15,000	—	—	5,496	2,400	16	100	100	....
Sept. 30,'73	1.76	....	....	New York Elevated .....N.Y.	1,500,000	754,200	—	91,848	64,602	—	—	100	100	....
Sept. 30,'73	4 00	220	27	Ninth Avenue (N. Y. City)N.Y.	999,109	797,320	207,000	13,648	95,704	3,762	—	100	100	....
Sept. 30,'73	6.10	10	2	Northampton & Wmburg.Mass.	50,000	50,000	—	6,499	5,832	—	—	100	100	....
Sept. 30,'73	3.21	128	30	North 2d St. & Middle Vil.N.Y.	200,765	134,500	25,000	45,457	65,641	570	—	100	100	....
Sept. 30,'73	10 43	7	2	North Woburn (Boston)..Mass.	35,310	20,800	—	—	1,924	1,879	—	100	100	....
Dec. 31,'73	2.74	491	42	Orange and Newark .....N.J.	1,038,756	290,300	700,000	128,556	210,171	15,985	—	100	100	....
Sept. 30,'73	11.71	142	37	Park Avenue (Brooklyn)..N.Y.	369,425	200,000	200,000	77,000	126,727	42,908	—	100	100	....
Oct. 31, '73	14.40	40	17	Peoples' street (Scranton)...Pa.	140,387	125,000	—	—	36,447	13,407	4	100	100	....
Oct. 31, '73	9.44	396	75	Philadelphia City (C.& W.).Pa.	454,397	225,000	200,000	39,397	847,282	118,632	10	50	50	70
Oct. 31, '73	15.00	60	16	Philadelphia and Darby.....Pa.	257,000	200,000	—	—	—	—	4	20	20	....
Oct. 31, '73	6.00	114	23	Philadelphia & Gray's Ferry.Pa.	299,127	200,175	—	6,500	124,472	38,750	10	50	25	31
Oct. 31, '73	13.07	116	37	Pbg., Allegheny & Manchest.Pa.	161,752	200,000	48,000	386	149,066	54,721	10	50	50	....
Oct. 31, '73	4.75	100	19	Pittsburg and Birmingham..Pa.	136,239	120,000	50,000	11,549	71,092	650	—	50	50	....
Oct. 31, '73	6.00	72	15	Pbg, Oakland & E. Liberty..Pa.	125,449	130,000	50,000	22,636	42,949	6,359	—	50	50	....
Oct. 31, '73	7.50	85	19	Pittsburg and Ormesby .....Pa.	83,487	100,000	40,000	1,616	37,238	—	—	25	25	....
Sept. 30,'73	4.50	42	11	Poughkeepsie City.....N.Y.	121,706	72,250	26,000	28,500	21,539	1,801	3	100	100	....
Oct. 31, '73	6.00	254	40	Ridge Avenue (Ph.).....Pa.	414,512	336,000	85,000	4,772	244,658	65,485	3	50	28	43½
Sept. 30,'73	13.50	120	27	Rochester and Brighton ...N.Y.	192,596	70,000	30,000	38,500	118,947	60,061	10	100	100	....
Sept. 30,'73	12.00	54	20	Salem street.....Mass.	203,735	160,000	35,000	1,800	—	—	6	100	100	....
Oct. 31, '73	7.84	—	—	Schuylkill River (Phila.) ....Pa.	47,465	50,000	—	—	—	—	10	50	50	....
Sept. 30,'73	21.00	1021	137	Second Avenue (N.Y. City)N.Y.	2,511,743	1,180,500	1,220,000	84,988	681,434	171,112	8	100	100	....
Oct. 31, '73	39.50	580	96	2d and 3d street (Phila.).....Pa.	706,255	621,676	—	—	544,545	69,873	10	50	31	65
Oct. 31, '73	6.75	248	42	17th and 19th street (Phila.)..Pa.	186,694	160,000	100,000	10,306	152,406	36,467	4	50	16	....
Sept. 30,'73	8.38	824	102	Sixth Avenue (N.Y. City)..N.Y.	2,181,980	750,000	415,000	80,000	938,434	143,950	10	100	100	....
Sept. 30,'73	4.08	330	52	Somerville horse (Boston)..Mass.	98,000	98,000	—	—	5,880	5,880	7½	100	100	....
Sept. 30,'73	7.56	80	21	South Boston .....Mass.	450,000	450,000	—	—	289,209	31,089	—	100	100	65
Sept. 30,'73	6.50	32	8	South Brooklyn & Park....N.Y.	259,196	150,000	100,000	19,527	49,380	3,486	—	100	100	....
Sept. 30,'73	2.71	20	8	Springfield street.....Mass.	89,596	50,000	—	7,675	22,364	2,292	—	100	100	....
Sept. 30,'73	2.53	20	5	Stoneham street (Boston)..Mass	38,744	33,000	—	—	2,100	1,779	5	100	100	....
Sept. 30,'73	8.00	85	13	Staten Island Shore.....N.Y.	31,600	31,000	—	—	18,873	—	—	100	100	....
Sept. 30,'73	2.00	21	7	Syracuse and Geddes.....N.Y.	28,578	25,000	25,000	—	17,225	6,370	7	100	100	....
Sept. 30,'73	2.60	16	4	Syracuse and Onondaga ....N.Y.	50,150	37,000	—	10,000	13,748	3,955	1	100	100	....
Sept. 30,'73	4.32	40	8	Taunton street.....Mass.	53,414	40,000	—	7,500	23,671	5,257	10	100	100	....
Oct. 31, '73	7.25	350	50	10th & 11th st. (Citizens')...Pa.	212,320	192,750	—	1,000	300,145	95,884	17½	50	19½	82½
Sept. 30,'73	18.00	2112	287	Third Avenue (N. Y. City)N.Y.	3,757,365	2,000,000	2,000,000	—	2,140,926	549,310	5½	100	100	....
Oct. 31, '73	8.50	198	33	13th and 15th streets (Phila.).Pa.	227,326	334,529	—	—	155,697	37,581	12	50	16½	23½
Sept. 30,'73	6.27	35	8	Troy and Albia.....N.Y.	74,537	44,700	35,100	707	21,051	3,902	—	100	100	....
Sept. 30,'73	11.88	220	51	Troy and Lansingburg.....N.Y.	328,387	253,000	96,000	9,852	170,056	19,859	—	100	100	....
Sept. 30,'73	5.00	76	19	23d street (N.Y. City).....N.Y.	702,757	600,000	250,000	—	96,931	31,355	—	100	100	....
Sept. 30,'73	—	731	97	Union street (Boston).....Mass.	472,035	358,500	17,500	132,108	478,742	13,964	—	100	100	108
Oct. 31, '73	30.00	667	118	Union (Phila.).....Pa.	1,032,514	400,000	500,000	—	682,502	77,201	26	50	20	....
Sept. 30,'73	29 60	667	89	Union (Providence).....Pa.	328,329	614,300	75,000	129,029	416,096	72,811	2	100	100	....
Sept. 30,'73	13.13	92	14	Utica, Clinton & Bingham..N.Y.	328,763	121,400	200,000	—	45,460	4,893	—	100	100	....
Sept. 30,'73	2.50	18	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	18,000	—	22,013	6,356	3½	100	100	....
Sept. 30,'73	3.11	12	3	Waltham and Newtown..Mass.	36 974	30,000	—	16,316	7,669	2,546	4	100	100	....
Sept. 30,'73	14.50	150	25	Watervliet (Albany) .....N.Y.	342,347	240,000	130,000	—	104,231	1,977	—	100	100	....
Oct. 31, '73	15.50	507	79	West Philadelphia.....Pa.	591,348	400,000	100,000	—	462,477	129,289	15	50	50	....
Oct. 31, '73	4.59	16	7	Wilkesbarre and Kingston..Pa.	94,833	100,000	—	—	23,551	8,984	4	50	50	....
Sept. 30,'73	3.25	—	—	Winnisimmet (Boston)... Mass.	62,142	50,400	—	—	2,802	2,335	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal Payable.	Market Price
	$	pc			
Albany: 1st Mortgage.....	50,000	7	J.& J.	1883	....
Atlantic (Bklyn) Ave.: 1st Mortgage.....	115,000	7	A&O.	1881	....
2d Mortgage.....	100,000	7	A&O.	1884	....
3d Mortgage.....	166,000	7	J.& J.	1885	....
Avenue C: 1st Mortgage.....	900,000	7	A&O.	1900	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1880	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.&D.	1882	....
Broadway and 7th Avenue: 1st Mortgage.....1,	500,000	7	J.&D.	1894	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	1890	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1893	....
Brooklyn City & Newtown: 1st Mortgage.....	400,000	7	J.&D.	1879	....
Brooklyn Cross-Town: 1st Mortgage.....	300,000	7	J.& J.	1888	....
Buffalo Street: 1st Mortgage.....	400,000	7	M&N	1893	....
Bushwick: 1st Mortgage.....	102,000	7	J.& J.	1880	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1891	....
Central Park, N & E. River: 1st Mortgage.....	550,000	7	F& A	1892	....
2d Mortgage.....	650,000	7	M&N	1890	....
Coney Island & Brooklyn: 1st Mortgage.....	307,000	7	J.& J.	1887	....
D. Dock, E.Bdw. & Battery: 1st Mortgage.....1,	000,000	7	J.&D	1895	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	1890	....
Empire: 1st Mortgage.....guar.	150,000	7	J.& J.	1890	....
42d st.& Gr'd st. Ferry(N.Y.):	236,000	7	A.&O	1875	....
Federal St. & Pleasant Val.: 1st Mortgage.....	25,000	7	A&O.	1878	....
2d Mortgage.....	50,000	7	J.& J.	1881	....
Frankford and Southwark: 1st Mortgage.....	155,508	7	J.& J	1877	....
2d Mortgage.....	100,000	7	M&N	1891	....
Germantown: 1st Mortgage.....	250,000	7	J.&D.	1879	....
2d mortgage	100,000	7	.....	1884	....
Green and Coates street: 1st Mortgage.....	100,000	7	J.& J.	1878	....
Grand St. & Newtown: 1st Mortgage.....	90,000	7	A.&O	1887	....
Grand st. F. P. & Flatbush: 1st Mortgage.....	200,000	7	J.& J.	1891	....
Harl. Br., Morris'n & Fordh.: 1st Mortgage.....	135,000	7	J.& J.	1888	....
Hestonv., Mantua & Fairm.: 3d Mortgage.....	125,000	7	J.&D.	1880	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.& J.	1883	....
Lynn and Boston: 1st Mortgage.....	50,000	6	A&O.	1870	....
Malden and Melrose: 1st Mortgage.....	75,000	6	A&O.	1885	....
Middlesex (Boston: 1st Mortgage sinking fund	99,500	6	J.& J.	1894	....
2d Mortgage.....	60,000	6	A.&O	1880	....
3d Mortgage.....	25,000	7	M&N	1874	....
Ninth Avenue (N. Y.): 1st Mortgage.....	207,000	7	J.& J.	1876	....
Orange and Newark: 1st Mortgage.....	200,000	6	J.& J.	1891	....
2d Mortgage.....	500,000	7	J.& J.	1883	....
Park Avenue (Bkly): 1st Mortgage.....	200,000	7	M&N	1888	....
Philadelphia City: 1st Mortgage.....	200,000	7	J.& J.	1881	....
Second Avenue (N. Y.): 1st Mortgage.....	350,000	7	J.&D.	1877	....
2d Mortgage.....	200,000	7	F.& A	1876	....
3d Mortgage.....	150,000	7	A.&O	1885	....
Conv. bonds.....	529,000	7	M&N	1888	....
17th and 19th street (Ph.): 1st Mortgage.....	15,000	6	J.& J.	1873	....
2d Mortgage.....	60,000	6	A.&O.	1878	....
Sixth Avenue (N. Y.): 1st Mortgage.....	415,000	7	J.& J.	1890	....
South Brooklyn and Park: 1st Mortgage.....	100,000	7	J.& J.	1892	....
Third Avenue (N. Y.): 1st Mortgage.....2,	000,000	7	J.& J.	1890	....
Troy and Lansingburg: 1s. Mortgage.....	96,000	7	J.& J.	1892	....
Union (Phila.): 1st Mortgage.....	300,000	6	J.& J.	1895	....
2d Mortgage.....	300,000	7	J.& J.	1881	....
Union (Prov. R. I.): 1st Mortgage.....	75,000	6	J.& J.	1892	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.&D	1889	....
Watervliet: 1st Mortgage.....	130,000	7	A&O.	1887	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,280,000	J. & J.	July '74 2½
Allegheny Valley.....50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '73 4
Atlantic and Gulf.....100	3,693,200	— & —	.....
" " guar.100	786,476	M. & N.	Nov. '73 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Sept. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Geneseo & Mt. M.*100	194,260	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,181,962	M. & N	Nov. '74 5
Washington Br.....100	1,650,000	A. & O.	Oct. '74 5
Parkersburg Br. pref...50	5,680,685	— & —	.....
Berkshire*.....100	600,000	J.A.J.&O	Oct. '74 3
Blossburg & Corning.*...50	250,000	J. & D.	Dec. '72 2½
Boston and Albany.....100	19,664,100	M. & N	May '74 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br guar...100	60,000	J. & D	June '74 3
Bost., Conc. & Mont.* pref 100	800,000	M. & N.	May '74 2
Boston and Lowell.....500	2,852,900	J. & J.	July '74 3½
Boston and Maine.....100	6,816,807	M. & N.	May '74 4
Boston and Providence..100	3,950,000	M. & N.	May '74 5
Buffalo, N. Y. and Erie*.100	960,000	F. & A.	Feb. '74 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Sept. '74 5
" " pref.100	1,485,900	M. & S.	Sept. '74 5
Camden and Amboy*...100	6,847,800	J. A. J.O.	Oct. '74 2½
Camden and Atlantic....50	451,701	— & —	Oct. '74 3½
" " pref. 50	763,549	— & —	Oct. '74 7
Cape Cod.....50	1,020,330	J. & J.	Jan. '72 $2½
Cape May and Millville* 50	447,000	J. & D.	Dec. '73 3
Catasauqua & Fogelsv... 50	426,900	Novemb.	Nov. '71 6
Catawissa*.....50	1,169,500	— & —	.....
" pref. 50	2,200,000	M. & N.	May '74 3½
Cayuga and Susq.*.....50	589,110	J. & J.	July '74 5
Cedar Rapids & Mo. R.*100	6,350,400	M. & N.	May '74 1½
" " pref..100	769,600	F. & A	Aug. '74 3½
Central of Georgia.....100	4,666,800	J. & J.	July '73 5
Central of New Jersey..100	20,000,000	J. A. J. O.	Oct. '74 2½
Central Ohio*.....50	2,425,000	J. & D.	June '74 3
" pref.....50	400,000	J. & D.	June '74 3
Central Pacific.....100	54,275,500	.....	Aug. '74 6g
Chemung*.....100	380,000	J.A.J.&O	Oct. '73 1½
Cheshire, preferred.....100	2,100,000	J. & J.	July '74 2
Chicago and Alton.....100	8,929,900	M. & S.	Sept. '74 5
" " pref...100	2,425,400	M. & S.	Sept. '74 5
Chicago, Burl. & Quincy.100	19,897,000	M. & S.	Sept. '74 5
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	July '74 4
Chicago & N. Western..100	14,963,050	J. & D.	Dec. '72 3½
" pref.100	21,484,113	J. & J.	July '75 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Oct. '74 4
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.*.. 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	429,046	M. & N	May '74 2
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Aug. '74 4
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '74 3½
Cleveland & Pittsburg*.. 50	11,236,150	F.M.A.N	Aug. '74 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*... 5	1,786,800	M.J.S.D.	June '74 2
Colum. & Hocking Val..100	2,500,000	F. & A	Feb. '74 5
Concord.....50	1,500,000	M. & N.	May '74 5
Concord and Ports.*....100	350,000	J. & J.	July '74 3½
Conn. & Passum p Riv...1 0	2,100,000	F. & A.	Aug. '74 3
Connecticut River.....50	1,950,000	J. & J.	July '74 5
Cumberland Valley.....5	1,494,250	A. & O.	Apl. '74 4
Danbury and Norwalk..50	600,000	M. & N.	Nov '73 5
Delaware*.....50	1,230,941	J. & J.	July '74 3
Del., Lackaw. & Westn. 50	23,500,000	J.A.J.O.	Oct. '74 2½
Detroit & Milwaukee*.. 50	822,140	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	A. & O.	Oct. '74 2
East Pennsylvania*.....50	1,309,200	J. & J.	July '74 3
East Mahanoy*.....50	392,950	J. & J.	July '74 3
Eastern (Mass.).....100	4,262,600	J. & J.	July '73 3
Eastern (N. H.).....100	492,800	J. & J.	July '73 3
Elmira, Jef. & Canand*.100	500,000	F. & A.	Feb. '74 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '74 2½
" " pref. 50	500,000	J. & J.	July '74 3½
Erie Railway.....100	78,000,000	.....	Oct. '73 1
" pref.....100	8,536,910	.....	Oct. '73 3½
Erie and Pittsburg*.....50	1,000,250	M.J.S.D.	Mar. '74 1½
Fitchburg.....100	4,000,000	J. & J.	July '74 4
Georgia.....100	4,156,000	J. & J.	Apl. '74 4
Grand River Val.* guar.100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.)....100	19,237,404	A. & O.	Apl. '74 1½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	May '74 5
Harlem Extension.....100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '74 3½
Housatonic, pref.....100	1,180,000	J. & J.	July '74 4
Huntingdon & Bd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. & J.	July '68 3½
Illinois Central.....100	25,280,510	F. & A.	Aug. '74 4
Indianapolis, Cin. & Laf. 50	7,885,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	J. & J.	July '74 2
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	July '74 1½
Joliet & North. Indiana*100	300,000	J. & J.	July '74 4
Lake Shore & Mich. So...100	49,466,500	F. & A.	Aug. '73 4
" " (guar.).100	533,500	F. & A.	Feb. '74 5
Lawrence*.....50	250,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna..50	3,739,800	M. & N.	May '67 5
Lehigh Valley.....50	21,916,950	J.A. J.O.	Oct. '74 2½
Little Miami.*.....50	3,871,450	J.A. J.O.	Apl. '74 3
Little Schuylkill*.....50	2,646,100	J. & J.	July '74 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island.....50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	348,700	J. & J.	Jan. '74 4½
Louisville & Nashville...100	8,980,600	F. & A.	Feb. '74 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200,000	A. & O.	Oct. '74 3
Lykens Valley.....20	600,000	F.M.A.N	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	May '74 5
Mariotta & Cincinnati.... 50	1,372,891	— & —	.....
" " 1st pref. 50	3,180,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '74 3
Memphis & Charleston* 25	5,812,725	J. & D.	Jan. '69 3
Michigan Central.....100	18,788,204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323,375	J. & J.	July '74 5
Milwaukee and St. Paul..100	15,399,261	J. & J	Dec. '70 7s
" " pref.....100	12 274,483	F. & A	Aug '74 2½ b
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '74 3½
Morris and Essex*..... 50	14,008,100	J. & J.	July '74 5½
Nashua and Lowell.....100	909,900	M. & N.	May '74 5
Naugatuck.....100	1,881 900	F. & A.	Aug. '74 5½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept. '74 5
Newark and N. York*....100	977,400	J. & J.	Jan. '74 3½
N. Bedford.....100	1,618,500	M. & N.	May '74 4
N. Castle & Beaver Val.* 50	1,800,000	J.A. J.O.	Apl. '74 2½
N. Haven & Northamp...100	695,000	J.A. J.O.	Sept '72 3
New Jersey*.....100	7,295,200	J.A. J.O.	Oct. '74 2½
New London Northern*100	1,418,800	J.A. J.O.	Oct. '74 2
N.Y. Cen. & Hudson R...100	89,428,330	A. & O.	Oct. '74 4
New York and Harlem....50	2,500,000	J. & J.	July '74 4
" " pref.100	1,500,000	J. & J.	July '74 4
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	July '74 6
N. Y., Provid. & Boston.100	2,000,000	J.A. J.O.	Oct. '74 2½
Nieg. Bridge & Canand*100	1,000,000	J. & J.	July '74 3
North Carolina*.....100	4,600,000	irregular.	Jan. '73 3
N. Eastern (N. C.) pref...100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 473,500	January.	Jan. '74 5s
Northern Central..... 50	5,842,000	M. & N.	July '74 3½
Northern N. Hampsh...100	3,068,400	J. & D.	June '74 4
Northern New Jersey*...100	1,000,000	J. & J.	July '74 4
Norwich & Worcester*..100	2,823,400	J. & J.	July '74 5
Ogdensb. & L. Champl.*100	2,077,300	J. & J.	July '74 3
" " pref.100	2,000,000	A. & O.	Oct. '74 4
Ohio and Mississippi....100	20,000,000	J.A. J.O.	.....
" " pref.100	4,030,000	J. & D.	Dec '72 3½s
Oil Cr. & Allegheny R.... 50	4,259,450	J.A. J.O.	Jan. '74 3
Old Colony & Newport..100	6,297,900	J. & J.	July '74 3½
Oswego and Syracuse*..100	432,400	F. & A.	Feb. '74 4
Pacific of Missouri.....100	3,635,750	J.A. J.O.	Oct. '74 1½
Panama.....100	7,000,000	J.A. J.O.	Oct. '74 3
Paterson and Hudson*..100	630,000	J. & J.	July '74 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	Jan. '74 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '74 3
Pennsylvania.....50	68,144,475	M. & N.	May '74 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '74 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	July '74 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D.	Sept. '74 3
Philadelphia & Reading 50	32,684,375	J. A. J.O.	Oct. '74 2½
" " pref.... 50	1,551,800	J.A. J.O.	Oct. '74 2½
Phila. and Trenton*.....100	1,250,100	J.A. J.O.	Oct. '74 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	July '74 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Oct. '74 1½
" Special Imp..100	2,000,000	J.A. J.O.	Oct. '74 1½
Pittsfield & N. Adams...100	610,000	J. & J.	July '74 3
Port and and Kennebec.100	616,700	J. & J.	July '74 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm....100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces...100	2,000,000	J. & J.	July '74 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '74 4
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Water. and Ogd..100	2,998,900	J. & J.	July '74 3½
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,200,000	F. & A.	Aug '74 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,200,000	— & —	.....
" " " pref.100	2,040,000	July.	July '74 3
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '74 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" " pref.100	12,000,000	.....	Nov. '72 1½
Saratoga and Schenec.*..100	300,000	A. & O.	Apl. '74 3½
Schuylkill Valley*..... 50	576,050	J. & J.	July '74 2½
Seaboard and Roanoke..100	1,161,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	899,450	F. & A.	Feb. '74 3
Shore Line*.....100	995,800	J. & J.	July '74 3½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 2
South Carolina.....100	5,818,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,999,900	F. & A.	Feb. '73 4
Staten Island.....100	600,000	J. & J.	July '67 4
Stockbridge and Pitts*..100	445,700	J. & J.	July '74 5½
Stony Brook*.....100	297,300	M. & N.	May '72 3
Summit Branch*.....50	2,502,250	F. & A.	Feb. '74 3
Sussex (N. J.).....100	317,870	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	Dec. '73 3
Taunton Branch.....100	500,000	J. & J.	Jan. '74 5
Terre Haute & Indiana.100	1,988,150	F. & A	Aug. '74 5
Tol., Peo. & War. 1st pref.100	1,777,000	— & —	Jn. '70 11-4
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '74 3½
Troy and Greenbush*....100	274,400	J. & D.	Dec. '71 2½
Union and Black River...100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*....100	2,500,000	J. & D.	Dec. '72 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass.....100	$2,800,000	A. & O.	Oct. '74 2
Warren (N. J.).....100	1,800,000	J. & D	Dec. '73 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,558,750	F. & A	Feb. '74 4
Winchester & Potomac*100	180,000	J. & J.	July '74 3
Winchester & Strasburg*100	500,000	J. & J.	July '74 3½
Worcester and Nashua.. 75	1,490,555	J. & J.	July '74 1½
HORSE-POWER R. R.			
Albany City.....100	110,800	— & —	.....2½
Baltimore City.....100	800,000	— & —	Jan. '74 3
Bleeckerst. & F Fy.(NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Oct. '74 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Apl. '73 3
Broadw. & 7th Av. (NY)100	2,100,000	J. & D.	Jun. '70
Brooklyn City.....100	1,500,000	F.M.A.N	Aug. '74 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica....100	450 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Oct. '74 4
Cen. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '62 3½
Citizens' (Phil.).....50	500,000	J. & J.	July '74 3
Citizens' (Pbg.).....50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..100	500,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Feb. '74 3
Eighth Avenue (N.Y.)....100	1,000,000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark....100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	J. & J.	July '74 3½
Frankf. & Southw. (Ph.) 50	491,750	J. & J.	July '74 3
Germantown (Ph.).....50	1,000,000	J. & J.	July '74 3
Girard College (Ph.).....50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 3
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '74 4
Hestou, Mantau & Fairm. 50	2,050,000	J. & J.	July '74 1½
Lomb. & South Sts.(Ph.) 25	108,000	A. & O	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	M. & N.	July '74 3½
Middlesex (Boston).....100	400,000	A. & O.	Apl. '73 4
Ninth Avenue (N. Y.)....100	197,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City.....50	750,000	J. & J.	July '74 5
Philadelphia and Darby 20	200,000	J. & J.	July '71 3
Phila. and Grey's Ferry 50	284,775	J. & J.	July '74 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 3
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	Oct. '73 3
Second & Third St.(Ph.) 50	982,100	J. & J.	July '74 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '74 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.). 50	1,000,000	J. & J.	July '74 1½
Somerville (Boston).....100	75,000	M. & N.	May '74 3
South Boston.....50	400,000	J.A. J.O.	Oct. '74 2½
Union (Boston).....100	300,000	.....	July '72 7½
Union (Phila.).....50	400,000	J. & J.	July '74 5
West Philadelphia.....50	400,000	J. & J.	July '74 10
CANALS.			
Chesapeake & Delaware 50	1,963,563	J. & D.	June '73 3
Chesapeake and Ohio ... 25	8,229,604	— & —	.....
Delaware Division.....50	1,433,350	F. & A	Aug. '74 4
Delaware and Hudson....100	15 000,000	F. & A	Aug. '74 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	Oct. '74 2½
Erie of Pennsylvania.....50	64,000	— & —	.....
Lehigh Coal & Navigat. 50	9,290,350	J.S.D.M.	Sept. '74 2
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,900	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug. '73 6
Pennsylvania.....50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,903,307	F. & A.	July '74 3½s
" " (pref.). 50	2,898,977	F. & A.	July '74 6½s
Susq. and Tide Water... 50	2,002,745	— & —	.....
Union.....50	2,907,880	— & —	.....
" preferred.....50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '66 -
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Sept. '74 2
American Coal.....25	1,500,000	M. & S.	Mar. '74 4
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal.....50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 3½
Brunswick City.....100	1,000,000	— & —	.....
Butler Coal.....25	500,000	J. & D.	Dec '69 50c
Canton.....16½	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal.....100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold.....100	2,336,600	— & —	.....
" pref.....100	3,693,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamship 100	20,000,000	M.J. S.D.	Sept. '69 3
Pacific and Atlantic Tel. 25	4,000,000	.....	.....2½
Pennsylvania Coal.....50	4,000,000	F.M.A.N	May '74 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	May '74 3
Quicksilver, common 100	5,700,000	— & —	.....
" preferred 100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	July '74 5
Spruce Hill Coal.....10	1,000,000	— & —	.....
United States Express....100	6,000,000	F.M.A.N	Nov. '74 2
United States Trust.....100	1,500,000	J. & J.	July '71 6
Wells-Fargo & Co. Exp 100	6,000,000	J. & J.	July '74 4
West. Union Telegraph.100	35,000,000	J.A. J.O.	Oct. '74 3
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 6
Wyoming Valley Coal ..100	1,250,000	F. & A	Aug. '66 -

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities, Oct. 1, 1874.					
Loan of June 14, 1858 ..... registered	$260,000	5	Jan. & July.	1874	....
Loan of February 8, 1861 ..... registered	13,783,000	6	Jan. & July.	1880	118
.. .. coupon	4,632,000	6	" "	1880	118½
.. .. coupon	945 000	6	Jan. & July.	1881	....
Oregon War Bonds of March 2, 1861 ... coupon	123,814,250	6	Jan. & July	1881	118
Loan of July 17, and Aug. 5, 1861 ... registered	68,507,100	6	" "	1881	118½
.. .. coupon	15,991,850	6	May & Nov.	1882	109½
Loan of Feb. 25, 1862 (5-20s) ..... registered	146,244,400	6	" "	1882	113½
.. .. (5-20s) ..... coupon	53,640,700	6	Jan. & July.	1881	118
Loan of March 3, 1863 ..... registered	21,359,300	6	" "	1881	118½
.. .. coupon	946,600	6	May & Nov.	1884	111½
Loan of March 3, 1864 (5-20s) ..... registered	28,027,250	6	" "	1884	111½
Loan of June 30, 1864 (5-20s) ..... coupon	33,018,950	6	" "	1884	116½
.. .. (5-20s) ..... registered	33,736.100	6	May & Nov.	1885	113
Loan of March 3, 1865 (5-20s) ..... registered	118,798,250	6	" "	1885	117½
.. .. (5-20s) ..... coupon	56,990,850	6	Jan. & July.	1885	115½
.. .. 2d series (5-20s) ..... registered	145,672,250	6	" "	1885	116½
.. .. (5-20s) ..... coupon	87,957,950	6	Jan. & July.	1887	117½
.. .. 3d series (5-20s) ..... registered	222,564,800	6	" "	1887	117½
.. .. (5-20s) ..... coupon	13,967,500	6	Jan. & July.	1888	117
.. .. 4th series (5-20s) ..... registered	23,506,500	6	" "	1888	117½
.. .. (5-20s) ..... coupon	141,246,300	6	Mar. & Sept.	1904	111½
Loan of March 3, 1864, (10-40s) ..... registered	53,327,000	5	" "	1904	112
.. .. (10-40s) ..... coupon	180,262,950	5	F. M. A. & N.	1881	111½
Consols of July 14, '70 & Jan. 20, '71. registered	141,934,950	5	" "	1881	112½
.. .. coupon	.....	4½	F. M. A. & N.	1886	....
Consols .. .. .. registered	.....	4½	" "	1886	....
.. .. coupon	.....	4	F. M. A. & N.	1901	....
Consols .. .. .. registered	.....	4	" "	1901	....
.. .. coupon	.....				
Debt matured and without interest ..... (var.)	6,457,710	....	.....	Due.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,623,512	6	Jan. & July.	'95-'99	118
United States Notes	382,075,408	nil.	.....	.....	....
Fractional Currency	46,731,019	"	.....	.....	....
State Securities, latest dates.					
Alabama—($11,258,836):					
.. Bonds (old and extended), 1866 and '72 ...	3,230,800	5	May & Nov.	'86-'92	....
.. Bonds (new), 1866, '68 '72 and '73	2,477,700	8	Jan. & July.	'86-'93	....
.. State Bonds for Railroads	2,308,200	8	" "	'90-'91	....
.. Railroad endorsements	16,386,000	8	" "	'90-'91	....
Arkansas—($10,885,000):					
.. Funded Bonds, ($4,400,000) 1869 and 70.	2,850,000	6	Jan. & July.	'96-'00	....
.. Levee Bonds, 1871	2,200,000	7	" "	1891	....
.. Deficiency Bonds, 1872	300,000	7	" "	1882	....
.. Railroad Aid Bonds 1869 to '73	5,350,000	7	April & Oct.	'99-'00	....
California—($3,796,500):					
.. Civil Bonds 1857 and '60	1,659,000	7	Jan. & July.	'77-'80	111½
.. Relief Fund Bonds, 1863	110,000	7	" "	'83-'85	....
.. State Capitol Bonds, 1871 and '7	500,000	7	" "	'91-'92	....
.. Funded Debt of 1873	1,497,500	6	" "	1893	....
Connecticut—($5,095,900):					
.. War Loan, (10-30 yrs) of July 1, 1861 ...	832,800	6	Jan. & July.	1881	103½
.. War Loan, (20 yrs) of Jan. 1863 and '64.	2,232,500	6	" "	'83-'84	....
.. War Loan, (10-30 yrs) of Oct. 1, 1864	589,500	6	April & Oct.	1894	....
.. War Loan, (20 yrs) tax free, of Oct. 1, '64	1,741,100	6	" "	1886	....
Delaware—($1,231,000):					
.. State War Debt	878,000	6	Jan. & July.	1885	....
.. Railroad Aid (J. and Breakwater R. R.) ..	352,000	6	" "	1885	....
District of Columbia—($4,790,000):					
.. Improvement (gold) bonds	4,000,000	6	Jan. & July.	1902	....
.. Improvement (cur.) bonds	790,000	7	" "	1902	....
Florida—($6,645,763):					
.. Bonds of 1871, and 1873	957,000	7	Jan. & July.	var.	....
.. Railroad Loan (gold) of 1870	4,000,000	8	" "	1890	....
.. Consolidated (gold) Bonds of 1873	1,000,000	6	" "	1903	....
Georgia—($14,871,064):					
.. Bonds for Western & Atlantic R. R.	784,700	6	May & Nov.	1874	75½
.. Bonds for Western & Atlantic R. R.	172,500	7	" "	1874	....
.. Bonds for Atlantic and Gulf R. R.	800,000	6	Feb. & Aug	'78-'86	....
.. Bonds of March 12, 1866	3,900,000	7	Jan. & July.	1886	90
.. Bonds (gold) of Sept. 1870	2,000,000	7	April & Oct.	1890	72
.. Bonds of Feb. 19, 1873	1,200,000	8	" "	'75-'86	....
.. Railroad endorsements	7,925,000	var	Various.	var.	....
Illinois—($2,080,150):					
.. New Internal Improvement Bonds, 1847 ..	962,445	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	320,000	6	" "	'77-'78	....
.. War Loan Bonds, 1861	867,000	6	" "	1880	....
.. Chicago Relief Bonds 1871	250,000	6	" "	1881	....
Indiana—($4,566,315):					
.. War Loan Bonds, of 1863	139,000	6	May & Nov.	1866	....
.. Temporary Loan Bonds, 1873	710,000	7	Jan. & July.	'75-'76	....
Iowa—($543,956):					
.. War and Defense Fund Bonds, 1861	300,000	7	Jan. & July.	.....	....
Kansas—($1,356,675):					
.. State Bonds (various) 1863 to 1864	101,175	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869	1,235,500	7	" "	'78-'89	....
Louisiana—($22,306,300):					
.. State Bonds, to R. R. Companies	2,436,000	6	Various.	'70-'06	....
.. Relief (Treasury) Bonds 1858	5,750,000	6	May & Nov.	'86-'07	....
.. Levee Bonds 1866	1,000,000	8	Various.	1886	....
.. Levee Bonds, 1867	4,000,000	6	May & Nov.	1907	....
.. Past due coupons 1866	978,800	6	Jan. & July.	'86-'97	....
.. Levee Bonds, 1870	2,960,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	2,950,000	6	May & Nov.	1910	....
.. State Penitentiary Bonds, 1869	500,000	7	Mar. & Sept.	1890	....
.. Bonds for Railroad stocks (var.)	2,436,000	8	Various.	'67-'11	....
.. Bonds for Railroads (var.)	5,202,000	8	Various.	'99-'10	....
.. Misc. & Mex. Gulf Ship Canal Bonds ...	490,000	7.3	Mar. & Sept.	1889	....
Michigan—($1,822,134):					
.. Sault Ste Marie Canal Bonds	61,000	6	Jan. & July.	1879	102
.. Renewal Loan Bonds, 1858	105,000	6	" "	1878	103½
.. Two Million Loan, 1863	1,032,000	6	" "	'73-'83	....
.. War Bounty Bonds, 1865	366,000	7	May & Nov.	1890	....

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Maine—($7,138,400):					
.. Civil Loan Bonds, 1856-'61	222,000	6	Various.	'74-'78	....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	Various.	'80-'89	101½
.. War (Municipal Equalization)	3,083,900	6	April & Oct.	1889	....
Maryland—($10,741,215):					
.. Bonds to R. R. and Canals	5,709,639	5	J. A. J. & O.	1890	80
.. Bonds to R. R. and Canals	528,222	6	" "	1890	102
.. Bonds to Balt. & Susq. R. R.	289,000	3	" "	1890	....
.. Defense and Bounty Bonds	3,072,083	6	Jan. & July.	1883	107½
.. State Loans, 1870 and 1872	799,066	6	" "	'85-'87	....
Massachusetts—($28,477,804):					
.. State (public works) scrip	750,000	5	Various.	'74-'80	....
.. Union Fund Loan, 1861	2,758,000	6	Jan. & July.	'74-'76	100½
.. Union Fund Loan, 1862	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863	858,000	5	" "	1883	....
.. Bounty Loan Bonds, 1863 and 1864	8,578,244	5	May & Nov.	'83-'94	101½
.. War Loan (currency)	999,944	5	Mar. & Sept.	1888	102½
.. Railroad and Tunnel Bonds	10,305,532	5	April & Oct.	'68-'93	....
.. Norwich and Worcester R. R. Bonds ..	400,000	6	Jan. & July.	1877	....
.. B., H. & Erie R. R. Bonds	3,599,024	5	" "	1900	....
Minnesota—($250,000):					
.. State Buildings Loan 1867 and 1869	250,000	7	Jan. & July.	'77-'79	....
Missouri—($18,747,000):					
.. State Bonds, proper, 1855-'68	439,000	6	Jan. & July.	'82-'90	....
.. State (funding) Bonds, 1867-68	2,727,000	6	" "	87-'88	....
.. Railroad Loan Bonds, 1854-'66	12,801,000	6	" "	'74-'86	....
.. Railroad Bonds, guaranteed 1856-'66	1,589,000	7	" "	'76-'91	100½
.. State Institutions Loans	1,301,000	6	" "	var.	....
New Hampshire—($3,914,165):					
.. War Loan Bonds, of 1861	614,000	6	Jan. & July.	'69-'78	....
.. War Loan Bonds, of 1864	600,000	6	Mar. & Sept.	'84-'89	101½
.. War Loan Bonds, of 1866	494,500	6	April & Oct.	'73-'74	....
New Jersey—($2,696,300):					
.. War Loan Bonds, 1861-'64, tax free	2,090,000	6	Jan. & July.	'74-'02	....
New York—($36,530,406):					
.. State Stock of 1827 and 1832	561,500	5	J. A. J. & O.	pleas.	....
.. State (Deficiency) Stock of 1838	900,000	5	" "	1875	110
.. State (Deficiency) Stock of 1838	800,000	6	" "	1878	....
.. State (Deficiency) Stock of 1838	348,107	6	" "	pleas.	....
.. State (Deficiency) Stock of 1838	1,189,781	6	" "	pleas.	....
.. Canal Stock	1,100,420	5	" "	1874	....
.. Canal Stock	111,200	4	" "	'72-'73	....
.. Canal Stock	10,135,280	6	" "	'74-'77	....
.. Bounty Loan registered	19,861,000	7	Jan. & July.	1877	103
.. Bounty Loan coupon	1,200,000	7	" "	1877	104½
North Carolina—($29,547,045):					
.. Old or Ante-War Debt	4,738,800	6	Jan. & July.	'72-'92	19
.. Old or Ante-War Debt	3,639,400	6	April & Oct.	'72-'92	21
.. Bonds issued since the war	3,009,045	6	Jan. & July.	'92-'98	14½
.. Bonds issued since the war	1,859,000	6	April & Oct.	'92-'9	....
.. Bonds issued for funding	2,417,400	6	Jan. & July.	'78-'0	....
.. Bonds issued for funding	1,721,400	6	April & Oct.	'78-'00	....
.. Special Tax Bonds	11,407,000	6	" "	'98-'99	5
Ohio—($8,211,062):					
.. Loan of 1860, sinking fund	147,180	6	Jan. & July.	1870	....
.. Loan of 1850, sinking fund	1,525,900	6	" "	1875	....
.. Loan of 1860, sinking fund	4,074,817	6	" "	1881	102
.. Loan of 1856, sinking fund	2,400,000	6	" "	1886	106½
Oregon—($290,477):					
.. Bounty and Relief Bonds	90,477	7	Jan. & July.	'74-'84	....
.. Willamette Canal Bonds	200,000	7	" "	1890	....
Pennsylvania—($24,999,785):					
.. Inclined Plane Loan, of 1849	400,000	6	April & Oct.	1879	....
.. Loan of April 1852, reg. and coup	483,000	6	Jan. & July.	1882	....
.. Loan of May 1852, reg. and coup	2,037,500	6	Feb. & Aug.	1877	....
.. Loan of April 1853, coupon	238,000	5	" "	1878	....
.. Loan of April 1861, registered	35,000	6	" "	1878	....
.. Loan of Feb. 1867, reg. and coup	907,200	6	" "	'74-'8	....
.. Loan of Feb. 1867, reg. and coup	18,708,950	6	" "	'74-'8	....
.. Chambersburg certificates, registered ..	83,032	6	June & Dec.	1876	....
.. Loans of April 1872	500,000	6	April & Oct.	1876	....
Rhode Island—($2,638,500):					
.. War Bonds of 1862	1,019,000	6	Mar. & Sept.	1882	....
.. .. of 1863	208,000	6	April & Oct.	1883	....
.. .. of 1863	668,000	6	Jan. & July.	1893	....
.. .. of 1864	746,000	6	Feb. & Aug.	1894	....
South Carolina—($20,650,235):					
.. State House, Stock and Bonds '56-'63 ...	953,489	6	Jan. & July.	pleas.	25
.. Fire Loan Stock of 1838	303,344	6	J. A. J. & O.	1870	....
.. Funding Stocks 1866 and 1869	143,114	6	Jan. & July.	'..'90	....
.. Fire Loan Bonds of 1838	481,944	5	" "	1868	....
.. New State House Bonds 1853-'66	298,000	6	" "	'71-'86	....
.. Blue Ridge R. R. Bonds 1854	966,000	6	" "	'74-'78	....
.. Funding Bonds, 1868	930,000	6	" "	'87-'97	....
.. .. 1869	1,681,000	6	April & Oct.	1883	17
.. .. 1869	1,189,400	6	Jan. & July.	1888	16
.. .. 1869	2,030,000	7	" "	1888	....
.. Conversion Bonds 1869	7,666,500	6	" "	1888	....
.. .. 1870	343,000	6	April & Oct.	1889	....
.. Railroad Aid Bonds	4,797,908	6	Various.	09-'39	....
Tennessee—($20,966,382):					
.. Railroad, &c., Bonds	15,767,922	6	Jan. & July.	'92-'00	76
.. State Bonds (direct)	4,819,544	6	April & Oct.	89-'90	....
.. State Endorsements	2,197,000	6	Jan. & July.	1900	....
.. Funded Interest Bonds	4,598,035	6	" "	1914	75
Texas—($3,715,979):					
.. Frontier Protection (gold) Bonds, 1870..	700,000	7	Mar. & Sept.	'90-'10	....
.. Deficiency Bonds, 1871	357,000	10	" "	1876	90
.. State Bonds	197,000	6	Jan. & July.	'0-'91	....
.. Railroad Aid Bonds	1,753,217	6	" "	var.	....
Vermont—($225,500):					
.. War Loans of 1864, '66 and '68	225,500	6	June & Dec.	'74-'78	....
Virginia—($45,718,112):					
.. Funded under act of 1871	20,278,750	6	Jan. & July.	long.	....
.. Funded under act of 1872	1,754,747	6	" "	"	....
.. Sterling Bonds	2,727,562	6	" "	"	....
.. Deferred (W. Va.) certificates	15,239,370	6	" "	"	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1889	....
2d Mortgage	2,673,000	8	" "	" "	1889	....
Receiver's Bonds for $1,200,000.	450,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	104
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	101
3d Mortgage	434,000	7	May & Nov.	" "	1881	....
Albany Loan	933,000	6	" "	" "	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	...
Allegheny Valley:						
General Mortgage	3,889,000	7-3	Jan. & July.	New York.	1896	90
Special Mortgage to Penn	3,500,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	6,000,000	7	April & Oct.	Phil. or Lond.	1900	82
American Central:						
1st Mort., guar. by C., B. & Q.	736,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage ($12,000 p. m.)	620,000	8*	Jan. & July.	Lond. or Ams.	1891	....
2d Mortgage for $1,200,000	700,000	7*	April & Oct.	New York.	1893	....
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
Atchison and Nebraska:						
1st Mortgage	3,750,000	8	March & Sept.	Boston.	1896	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,042,500	7*	Jan. & July.	New York.	1899	58
Land Grant Mortgage (gold)	3,521,000	7*	April & Oct.	Boston.	1900	....
1st Mort. (Wichita Branch) guar.	412,000	7*	Jan. & July.	"	1902	....
Consolidated Mortgage (gold)	976,000	7*	April & Oct.	N. Y. or Bost.	1903	....
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Georgia)	4,240,000	8	Jan. & July.	New York.	1900	84
Atlantic and Great Western:						
1st Mortgage (gold)	14,414,980	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	8,707,200	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,790,214	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated(285 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1887	....
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	...	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,836,500	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	1,968,000	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R. R. assumed	7,189,000	6*	Jan & July.	" "	1888	....
1st Mort. (Central Div.) gold	1,189,500	6*	May & Nov.	" "	1891	....
Equipment Bonds	674,000	10	June & Dec.	" "	1883	....
Atlantic and St. Lawrence:						
Sterling bonds(not Mort.)of 1853.	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,490,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1884	....
Augusta and Savannah:						
1st Mortgage	129,500	7	....	Savannah.	....	....
Avon, Geneseo & Mt. Morris (Erie):						
1st Mortgage	20,000	7	Jan. & July.	New York.	1883	....
Bald Eagle Valley:						
1st Mortgage	360,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1856 '75	857,250	6	Jan. & July.	Baltimore.	1875	101
Loan of 1850-'80	579,500	6	" "	"	1880	101
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	101
Loan of 1853-'90 (Balt.) stg fd.	3,461,146	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) stg fund.	3,620,320	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,498,016	6*	" "	"	1902	....
3d Mort.(N.W.Va.R.R.)assumed	140,000	6	Jan. & July.	Baltimore.	1885	96
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C. C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	92
Beloit and Madison (C. & N. W.):						
1st Mortgage (guaranteed)	306,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage { guar by C. &	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage { A. Co. and	496,500	6	March & Sept.	Philadelphia.	1885	84
3d Mortgage { Penn. R. R. Co.	745,000	6	Feb. & Aug.	"	1887	....
Bingham Canyon & Camp Floyd:						
1st Mortgage,	240,000	8*	Jan. & July.	.....	1903	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Albany loans (Alb. & W. Stk bge.)	100,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds (Western R. R.)	666,000	6	April & Oct.	"	1875	....
Currency bonds of Feb. 1, 1872.	3,764,000	7	Feb. and Aug.	"	1892	99
Boston, Clinton and Fitchburg:						108
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage (Equalization)	248,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	168,000	7	" "	"	1890	....
Equipment Mortgage	350,000	8	Apr. and Oct.	"	1881	89
Boston, Concord and Montreal:						
Sinking Fund Mortgage	624,000	6&7	Jan. and July.	Boston.	1889	....
1st Mortgage (22½ m.) convertible	150,000	6	" "	"	1875	....
1st Mortgage (22½ m.) "	200,000	6	" "	New York.	1875	....
Consol. Mortgage for $2,000,000.	966,400	7	Apr. and Oct.	Boston.	1895	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	22
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	40
Mass. L (ass'r'd by $1,000,000 Ber.)	3,600,000	7*	" "	Boston.	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1892	....
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	2,000,000	7	May and Nov.	Boston.	1893	105
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500,000	7	May and Nov.	Boston.	1891	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,430,000	6*	Apr. and Oct.	New York.	1903	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1886	....
Buffalo and Erie:						
Mort. bonds (ass'd by L S & M S)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" ")	300,000	7	March & Sept.	" "	1880	....
Mort. bonds (" ")	3,000,000	7	Apr. and Oct.	" "	1898	96
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	90
Buffalo, New York & Phila.:						
1st Mortgage	2,296,000	6	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	231,500	10	.....	" "	1893	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage, stg., skg. fund	5,470,000	7*	May & Nov.	N. Y. & Lond.	1919	89
1st Mort., (gold) Mil. Div.	2,200,000	7*	Feb. and Aug.	" "	1902	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,898,350	7	April & Oct.	N. Y. & Bost.	1893	98
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	Boston.	1875	90
Stock Bonds pref. 3d lien	566,000	8	" "	"	1878	....
Stock (common) Bonds	340,000	8	April & Oct.	N. Y. & Bost.	1879	....
Stock (common) Bonds	356,500	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	430,500	8	" "	" "	1889	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,715,000	8	Jan. & July.	N. Y. & Bost.	1894	95
Bonds convertible until 1882	528,947	8	" "	Boston.	1883	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov.	Boston.	1896	....
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. and lands) S. F.	3,000,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	...
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,600,000	7*	Jan. & July.	" "	1898	....
California and Oregon (Cen. Pac.):						
1st Mortgage (gold)	6,000,000	6*	Jan. & July.	New York.	'89-'91	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage (end. by Cen. Pac.)	1,600,000	6*	June & Dec.	" "	....	....
Camden and Amboy:						
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	99
Loan of 1883	1,700,000	6	Feb. & Aug.	"	1883	....
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	....
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	102
Sterling Loan, S. F. (£262,000)	1,286,080	6*	Feb. & Aug.	London.	1880	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	99
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	....
Canada Southern:						
1st Mort. (skg fd) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1908	58
Cape Girardeau and State Line:						
1st Mortgage (gold)	1,000,000	7	Jan. & July.	Cape Girardeau	1891	....
Cape May and Millville:						
2d Mort. guar. by W. Jersey R. R.	400,000	7	April & Oct.	Camden.	....	....
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	1,500,000	6*	Jan. & July.	New York.	1923	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	" "	1900	101
Chattel Mortgage	209,350	6	" "	" "	'88-'89	....
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	198,000	7	April & Oct.	New York.	1884	80
1st Mort. (W. to Minn. Line)	1,334,000	7	Jan. & July.	" "	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	....
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	....
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	993,000	7	March & Sept.	New York.	1875	....
General Mort. for $5,000,000	1,672,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	150,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July	New York.	1899	....
2d Mortgage, gold, $4,000 p. m.	925,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
Convertible bonds of 1872	3,612 700	7	May & Nov.	New York.	1902	108½
1st Mort.(New)for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	107
Newark Branch Bonds	600,000	7	Jan. & July.	" "	1887	....
Loan of Leh.C. & Nav.Co.(assu'd)	2,310,000	6	J. A. J. & O	Philadelphia.	1897	....
Consol. Mort. for $25,000,000	5,000,000	7	" "	New York.	1899	....
Central Ohio (B. and O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	90½
Central Pacific of California:						
1st Mort., 20 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'99	92½
Convertible 20 years bonds, gold	1,482,000	7*	" "	" "	1883	....
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	101
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury.	'95 '99	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York.	899	84
1st Mort. (Calif. & Oregon) gold	7,066,000	6*	" "	" "	892	....
1st Mort. (S. Fr., Okld & Ala.).	500,000	8*	" "	San Francisco	890	....
1st Mort.(San Joaquin V.D.)gold	5,000,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,163,000	6*	" "	" "	1890	....
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
1st Mort. (Stan., Sheff. and Ch.)	444,100	7	Jan. & July.	"	1887	....
Income and Extension Bonds.	1,008,600	8	May & Nov.	"	1902	....
Equipment Mort. (Vt. Central).	1,000 000	8	" "	"	'76-'77	58
Equipment Mort. (").	1,000,000	8	" "	"	1889	....
Bonds, guar. (Vt. and Canada)	1,000,000	6	" "	"	....	....
Missisquoi R.R.(" ")	500,000	7	Jan. & July.	"	1891	40
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	....
Charleston and Savannah:						
1st Mortgage guar. by State	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,000,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	500,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
1st M.(gold) skg fd for $16,000,000	15,000,000	6*	May & Nov.	New York.	1898	50
1st Mort. Extension.(cou. or reg)	2,124,000	7*	Jan. & July.	" "	1902	....
1st Mort. (Va. Con.) guar. by Va.	100,000	6	" "	" "	1880	....
3d Mort. (")coupon.	918,000	6	" "	" "	1884	....
Income (")coupon.	300,000	8	" "	" "	1876	....
Funded Interest, coupon.	160,557	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.).	807,000	6	Jan. & July.	Boston.	'75-'80	....
Chester Creek:						
1st Mort., guar. by P.,W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	1 0,000	7	May & Nov.	New York.	1877	....
1st Mortgage	2,408,000	7	Jan. & July.	" "	1893	110
2d Mortgage Income	1,100.000	7	April & Oct.	" "	1883	98
Consol. Bonds (£200 stg. each).	1,149,950	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.)assumed	564,000	7	April & Oct.	New York.	1894	98
2d Mort. (")	188,000	7	Jan. & July.	" "	1898	....
1st Mort. (Louisiana and Mo.).	4,300,000	7	Feb. & Aug	" "	1900	83
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan & July.	New York.	1883	....
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....
Loan of 1872	7,029,875	7	Jan. & July.	Boston.	1896	96½
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Car. and Burl.) guar.	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Dix., Peo. & Han)guar.	800,000	8	Jan. & July.	" "	1889	....
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	Boston.	1890	....
1st Mort. (Kook. & St.Paul)guar.	1,000,000	8	" "	"	1879	....
1st Mort. (Peo. and Han.) guar.	1,241,000	8	Jan. & July.	N.Y. & Bost.	1900	90
1st Mort. (Quincy & War.) guar.	600,000	8	" "	New York.	1878	....
2d Mort. (Northern Cross) gold.	800,000	8	" "	N.Y. & Bost.	1890	....
Chicago and Canada South'rn:	941,000	4½	" "	Frankfort.	1890	....
1st Mortgage	2,500,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton and Dubuque:						
1st Mort. guar. C., B. and Q.	1,500,000	8	June & Dec.	Boston.	1896	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold.	2,500,000	7*	Apr. and Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold.	825,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p. m.	4,425,000	8	June & Dec.	Boston.	1896	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	N.Y. & Bost.	1901	90
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar.C&NW	568,250	7	Jan. & July.	Boston.	1880	....
3d Mort (now 2d) guar.C.&NW	211,500	7	Feb. & Aug.	New York.	1892	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Chicago and Milwaukee Railway:	$					
1st Mort., guar. by C. and N.W.	1,642,000	7	Jan. & July.	New York.	1898	94
Chicago and Mich. Lake Shore:						
1st Mortgage	500,000	8	March & Sept.	New York.	1889	....
1st Mortgage	1,500 000	8	Jan. & July.	Boston.	1890	....
1st Mortgage	1,350,000	8	May & Nov	"	1891	....
1st Mortgage (on Branch)	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (Mil. and St. Paul R'y)	5,527,000	7	Jan. & July.	New York.	1898	....
2d Mort. (" ")	1 191,000	7	April & Oct.	" "	1884	..
1st Mort. (Chic. and Mil. Div.)	2,500 000	7	Jan. & July.	" "	....	....
1st Mort. (East. Div. Palmer.)	781,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1897	....
1st Mort. (Minnesota Central.)	190,000	7	" "	" "	1870	....
1st Mort. (St. Paul Division.)	4,000,000	7	" "	" "	....	....
1st Mort. (Iowa and Dak. Div.)	1 000,000	7	" "	" "	1870	....
1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	107
2d Mort. (" ")	1,315,000	7 3	" "	" "	1898	90
1st Mort. (Ills. and Iowa Div.)	37.000	7	Jan. & July.	" "	....	....
1st Mort. (East. and Dak. Div.)	1,250,000	7	" "	" "	....	....
Income bonds(Mil. and St.Paul)	20,0 0	7	April & Oct.	" "	....	....
Milwaukee City Loan	230,500	7	March & Sept.	" "	1873	....
1st Mort. (Mil. and Western)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148 500	7	" "	" "	....	....
Equipment and Bridge Bonds.	245,000	10	June & Dec.	" "	1882	....
Consol. Mort. for $35,000,000	.....	7	Jan. & July.	" "	1906	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1 242.700	7	Feb. & Aug.	New York.	1885	....
General 1st Mortgage (193 m.)	3 588,000	7	" "	" "	1885	96
Funded coupons (193 m.)	748,300	7	May & Nov.	" "	1883	97½
Appleton Ext. (23 m.& 76,000 ac.)	147,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	292 000	7	" "	" "	1885	....
1st Mort. (Gal. & Chi. U.) 248 m.	1,693,000	7	" "	" "	1842	103½
2d Mort. (Gal. & Chi. U.) 248 m.	854,000	7	May & Nov.	" "	1875	....
Elgin and State Line	128,000	6	Jan. & July.	" "	1878	....
Mississippi River Bridge	190,000	7	" "	" "	1884	....
1st Mortgage (Peninsula)	331,000	7	March & Sept.	" "	1896	....
Consol. skg fund (C.& N.W.R'y)	3,280,000	7	F. M. A. & N.	" "	1915	84½
General Consol. Gold Bonds	8,995,000	7*	June & Dec.	" "	1902	81
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S.F.(Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
2d Mort. (Mil. & Chi.R. R.) guar.	97 500	7	" "	" "	1898	....
1st Mort. (Chic.& Mil.R.W.)guar	1,642,000	7	Jan. & July.	" "	1898	94
1st Mort. (Bel.& Mad. R.R.)guar	306,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg fd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	2,504,000	7*	Jan. & July.	Boston.	1903	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund	9,000,000	7	Jan. & July.	New York.	1890	100½
Chi. & Southwes'n (C., R.I.& Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago, Wisconsin & Canada:						
1st Mort. gold. skg fd for $410,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st Mortgage (gold) for $5,000,000	.....	7*	Jan. & July.	" "	1902	....
Chillicothe and Brunswick:						
1st Mort., guar.by St.L.,K.C.&N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863	1,250,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	400,000	8	June & Dec.	" "	1877	....
Cincinnati, Ham.& Ind.(C.,H.&D.):						
1st Mort., guar. for $2,500,000	1,846,000	7	Jan. and July.	New York.	1903	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,120,000	7*	March & Sept.	New York.	1901	....
Cincinnati and Martinsville:						
1st Mort., guar. by L.,C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	500 000	7	Jan. and July.	New York.	1905	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich & Ft. Wayne(G.R.&I.):						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage	1,072,500	7	June & Dec.	New York.	1900	....
1st Mort. (San., Day. & Cin.)S.F.	990,000	6	Feb. & Aug	Boston.	1900	....
1st Mort. (San. City and Ind.).	850,000	7	March & Sept.	"	1877	....
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	....
Cincinnati and Springfield:						
1st Mortgage for $2,000 000(guar)	2,000.000	7	April & Oct.	New York.	1901	....
2d Mortgage	411,000	7	.....	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	2,000,000	7*	Jan. and July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,700,000	7	May & Nov.	New York.	1899	105½
1st Mort. (C., C. and C. R. R.).	271,000	7	June & Dec.	" "	'74 '84	....
1st Mort. (Bell. and Ind. R.R.).	453,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500 000	.....	7	.....	" "	....	....
Clev.& Mahoning V.(A.& Gt.W.):						
3d (now 2d) Mort.(skg fund) 1856	457,000	7	March & Sept.	New York.	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Cleveland and Pittsburg (Pa.Co.):						
3d (now 2d) Mortgage guar.	1.252,000	7	May & Nov.	New York.	1875	103
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. and July	" "	1892	91
Consol. sinking fund guar.	1,499,000	7	May & Nov.	" "	1900	103

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Mt. Vernon and Delaware:	$					
1st Mortgage gold	1,200,000	7*	Jan. & July.	New York.	1900	....
2d Mortgage	1,000,000	7	" "	" "	1902	...
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York	1885	....
2d Mortgage (" ")	860,000	7	April & Oct	" "	1886	98
Cobourg, Petersboro' & Marmora:						
Mortgage Bonds	500,000	8	Jan. & July.	.....	'75-'82	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg	584,700	6	June & Dec.	Philadelphia.	1898	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	5*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	10,333,000	7	April & Oct.	New York.	1908	70
2d Mortgage skg fund	5,747,000	7	Feb. & Aug.	" "	1909	25
1st Mort. (Chic. and Gt.Eastern)	461,000	7	April & Oct.	" "	'93-'96	....
2d Mort. (" ")	344,400	7	Jan. & July.	" "	....	....
Income conv. (" ")	2,554 000	7	Feb. & Aug.	" "	1890	....
1st Mort. (Cin. and Chi. Air-L.)	191,100	7	" "	" "	1890	....
1st M., s.f.(" ")	39,650	7	May & Nov.	" "	1895	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	209,500	7	Jan. & July.	" "	1883	....
2d Mortgage (Ind. Central)	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Logansp't & Bur.)	554,500	7	Feb. & Aug.	" "	1884	....
Income (" ")	74,024	7	" "	" "	....	....
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	" "	1905	.. ..
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	469,100	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000	603,500	7	April & Oct.	Boston.	1893	95
1st Mortgage sinking fund	296,500	6	June & Dec.	"	1876	....
Coupon Notes	634,000	7	" "	"	'76-'81	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	89
Connecticut River:						
1st Mortgage skg fund	250,000	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free	2,674,000	7	Jan. & July.	N. Y. & Bost.	1900	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	921,000	6	March & Sept	Philadelphia.	1.2.3.4.	80
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	95,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	100,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	" "	"	1884	....
Danbury and Norwalk:						
Mortgage Bonds of 1870	100,000	7	Jan. & July.	New York.	1890	....
Mortgage Bonds of 1870-'72	400,000	7	" "	" "	'90-'92	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct	Philadelphia.	1887	....
2d Mortgage	300,000	7	" "	"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage	2,000,000	7*	April & Oct.	New York	1900	.. ..
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,885,000	7	Jan. & July.	New York.	1894	....
2d Mortgage, guar	441,000	7	March & Sept.	"	1887	....
3d Mortgage, guar	356,000	7	April & Oct	"	1888	....
Toledo Depot bonds guar	105,600	7	March & Sept.	"	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	"	1879	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R):						
1st Mortgage (assumed)	189,000	7	Jan. & July.	New York.	1905	....
1st Mortgage (")	463,000	6	" "	"	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	800,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. and Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	Apr. and Oct.	New York.	1875	....
2d Mortgage	1,633,000	7	March & Sept.	" "	1891	....
Convertible Bonds	5,800,000	7	June & Dec.	" "	1892	106
2d Mort. (Lack. & Bloomsburg)	500,000	7	Apr. and Oct.	" "	1880	....
1st M. Ext.(" ")	400,000	7	March & Sept.	" "	1885	....
2d M. Ext. (" ")	200,000	7	May & Nov.	" "	1890	....
Denver & Boulder Val.(Den. Pac)						
1st Mortgage	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant	2,496,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	3,024,500	7	May & Nov.	N.Y.L.&Ams.	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Des Moines and Ft Dodge:	$					
1st Mortgage (coupon)	2,400,000	6	Jan. & July.	New York.	1904	...
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	1,826,000	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1880	....
2d Mortgage, (coupon) guar.	300,000	8	Jan. & July.	" "	1881	....
Detroit, Lansing and Lake Mich.:						
1st Mortgage	3,219,000	8	April & Oct.	Boston.	1896	....
1st Mortgage (on Branches)	575,000	8	June & Dec.	"	1897	....
2d Mortgage	1,359,000	8	Feb. & Aug.	"	1893	....
1st Mort. (Ionia and Lansing)	770,000	8	Jan. & July.	New York.	1889	....
2d Mort. (" ")	81,000	8	May & Nov.	" "	1880	....
Detroit & Milwaukee(Gt.W.of Ca.):						
1st Mortgage, (D.& M.R'y)	2,500,000	7	May & Nov.	New York	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	May & Nov.	" "	1875	....
1st Mort. (Detr. & Pontiac R.R.)	150.000	7	April & Oct.	" "	1878	....
2d Mort (" ")	100,000	7	Jan. & July.	" "	1878	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1886	....
Bonds of Sept. 1, 1866	110,000	7	March & Sept.	" "	1886	....
Bonds of June 30, 1866	1 702,317	6-7	Jan. & July.	" "	1886	...
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	99
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	800,000	8	Jan. & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage tax free	882,000	7	Jan. & July.	New York.	1893	....
Dubuque Southwestern:						
1st Mortgage	450,000	7	April & Oct.	New York.	1888	....
1st Mortgage, preferred	78,500	7	Jan. & July.	" "	1888	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold)	1,200,000	7*	June & Dec.	New York	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	...
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,976,000	7	Jan. & July.	New York.	1900	....
1st Mort. (East Tenn. & Ga.)	635,000	6	" "	" "	'80-'86	....
1st Mort. (East Tenn. & Va.)end.	164,000	6	May & Nov.	" "	1886	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	Boston.	1876	....
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1867-'87	890,000	7	March & Sept.	"	1887	93
Loan of 1868-'88	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869-'89	500,000	6	May & Nov.	"	1889	....
Loan of 1872-'82	1,558,000	7	March & Sept.	"	1882	....
Loan of 1873-'93	878,900	6	" "	"	1893	....
New Bonds	1,000,000	7	— & —	"	1892	....
Sterling Sink. Fd. Bonds	3,000,000	6*	March & Sept.	London.	1893	....
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1880	....
2d Mortgage	200,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Con.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	98
Income Mortgage guaranteed	570,000	5	April & Oct.	"	2862	.. ..
Erie Railway:						
1st Mortgage	2,435,000	7	May & Nov.	New York	1897	104
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	.. ..
3d Mortgage	4,582,000	7	" "	" "	1883	....
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	....
5th Mortgage convertible	709.500	7	June and Dec.	" "	1888	95
Buffalo Branch, 1st mortgage	182,500	7	Jan. & July.	" "	1891	....
Sterling loan (£1,000,000) conv.	4,580,000	6*	March & Sept.	London.	1875	....
1st Consol Mort. for $30,000,000.	12,076 000	7*	" "	NY&London.	1920	....
2d Consol. Mort. for $40,000,000.	15 000,000	7*	June and Dec.	London.	1894	....
Long Dock Co s. Mortgage	3,000 000	7	" "	New York.	1893	100
Convertible bonds	10,000,000	7*	April & Oct.	London.	1903	....
Erie and Pittsburg (Penn.):						
1st Mortgage	$92,200	7	Jan. & July.	New York.	1887	....
2d Mortgage	92,800	7	April & Oct.	" "	1890	....
Consolidated Mortgage	2,192,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	750,000	7	April & Oct	" "	1900	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6*	Jan. & July.	N.Y. & Lond.	1894	....
1st L.M.(& 1st on 50, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1900	....
New Mortgage for $6,000,000	.....	...	.....	.....	.....	....
Evansville and Crawfordsville:						
1st Mortgage (51 miles)skg. fund	802,000	7	Jan. & July.	New York	1887	....
1st Mortgage (100 m.) "	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension)	147,000	7	Feb. & Aug.	" "	1890	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	775,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Prov.(B&P):						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1883	....
Fitchburg:						
Bonds of 1874 for $500,000	.....	7	.....	Boston.	1894	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)	2,210,000	8	March & Sept.	New York.	1888	....
Flint & Holly S. F. ($25,000 p.y.)	425,000	10	May & Nov.	" "	1888	....
1st Mort.(Bay C. & E.Sag.)guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.)	75,000	10	March & Sept.	New York.	1887	....
1st Mort. skg.fd.(H., W.& Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
Consolidated Sinking Fund	1,771,000	8	May & Nov.	" "	1902	....
Construction Loan	280,405	8	Jan. & July.	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,800,000	7*	Jan. & July.	N. Y. & Lond.	1889	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Flushing, North Side and Central:	$					
1st Mort. (Flush'g and N. Side.)	1,825,000	7	May & Nov.	New York.	1901	....
1st Mort. (Central of L. I.)	1,000,000	7	.....	" "	....	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	Jan. & July.	" "	1903	....
1st Mort. (North Shore)	135,000	7	Feb. & Aug.	" "	1887	....
Sterling Loan	1,500,000	6*	.....	London.	....	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	...
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	" "	"	1896	....
Framingham and Lowell:						
1st Mortgage	500,000	7	May & Nov.	Boston.	1891	....
Frankfort and Holmesburg (P&T):						
1st Mortgage	50,000	7	....	Philadelphia.	1880	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremont, Elkhorn & Mo. (SC&P):						
1st Mortgage	690,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	....
2d Mortgage	948,000	7	May & Nov.	" "	1875	....
Galv., Harrisburg & San Antonio:						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	....
Geneva, Ithaca and Athens:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. & July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	608,000	7	Jan. & July.	Augusta	'74-'90	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,224,000	7*	April & Oct.	" "	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,800,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	....
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,808	11,639,040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	...
Mortgage Bonds £547,000	2,735,000	5½	April & Oct.	"	'77-'78	....
New Bonds £1,000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	87
2d Mort., " "	2,500,000	7	May & Nov.	" "	1893	71½
Green Bay and Minnesota:						
1st Mortgage	2,400,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,428,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1880	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,386,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples (T. W. & W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1896	....
2d Mortgage	125,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo. (T.W.&W)						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	...
2d Mortgage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'77-'94	....
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Fifteen years' bonds (277 m.)	2,714,000	8	March & Sept.	" "	1885	....
1st Mort. (Q. & Palm. R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (R. City & Cam. RR 55m)	1,200,000	10	Jan. & July.	" "	1886	....
General Land Mortgage (277 m.)	642,000	7	April & Oct.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	101½
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 26.04 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	New York.	1885	....
3d Mortgage of 1860	100,000	6	April & Oct.	Brpt. & Bost.	1889	....
Equipment Bonds	150,000	7	.....	Bridgeport.	1883	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	7,479,000	7*	Jan. & July.	New York.	1891	....
1st Mortgage (Western Div.)	2,500,000	7*	" "	" "	1903	....
Consolidated Mortgage	2,700,000	8	April & Oct.	" "	1912	....
Hudson River (N.Y.Cen.& H.R.):						
2d Mortgage, sinking fund	1,794,000	7	June & Dec.	New York.	1885	106½
3d Mortgage	150,000	7	May & Nov.	" "	1875	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	....
2d Mortgage	267,500	7	Feb. & Aug.	"	1876	98
Consolidated Mortgage	1,378,000	7	April & Oct.	"	1896	....
Illinois Central:						
Construction bonds, cur. skg f'd.	2,742,000	7	April & Oct.	New York.	1875	....
Construction bonds, coin	332,000	6*	" "	N. Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Sterling Bonds, Sinking Fund	5,000,000	5*	" "	"	1906	....
Illinois Grand Trunk (C., B. & Q.):						
1st Mortgage guaranteed	960,000	8	April & Oct.	Boston.	1890	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July	New York.	1901	....
Indiana North and South:						
1st Mort. (Nor. Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1900	...
1st Mortgage Extension gold	2,000,000	7*	Jan. & July.	" "	1902	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis and Madison:						
1st Mort. assumed by J., M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage s.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	...
Convertible B'ds(")	1,473,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage (Hous. & Gt. N. R. R.)	4,211,000	7	Jan. & July.	" "	1900	....
Convert. B'ds(" ")	1,077,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) of 1858	1,600,000	7	April & Oct.	New York.	1888	35
1st Mortgage (I. C. & L. F.) of 1867	2,792,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,701,000	7	June & Dec.	" "	1899	....
1st Mortgage (Cin. & Indiana.)	499,000	7	" "	" "	1883	....
2d Mort. guar. (" ")	1,496,000	7	Jan. & July.	" "	'77-'87	....
Indianapolis and St. Louis:						
1st Mortgage	2,000,000	7	Jan. & July.	New York.	1919	....
1st Mortgage		7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	375,000	8	Jan. & July.	" "	1881	....
Ionia and Lansing (D., L. & L.M.):						
1st Mortgage traffic guar.	770,000	8	Jan. & July.	New York.	1880	....
2d Mortgage "	61,000	8	May & Nov.	" "	1886	....
Iowa Falls and Sioux City:						
1st Mortgage	2,960,000	7	April & Oct.	New York.	1917	...
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	..
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw (MC):						
1st Mortgage guar.	1,450,000	8	Jan. & July.	New York.	1885	93½
1st Mortgage, Northern Ext.	923,000	8	May & Nov.	" "	1890	....
2d Mortgage guar.	289,000	8	March & Sept.	" "	1878	....
Consolidated Mortgage (236 m.)	18,000pm	8	" "	" "	1891	....
Jacksonville, South West & S. East:						
1st Mortgage	610,000	7*	Jan. & July	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	3,000,000	8	" "	" "	1899	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	468,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	84,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	.....	7*	Jan. & July.	New York.	1913	....
1st Mortgage (Ridgefield Park)	300,000	7	May & Nov.	" "	1912	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	336,000	8	Jan. & July.	New York.	1882	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.&M.So.	840,000	8	Jan. & July.	New York.	1888	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M. Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1859	....
Kalamazoo & White Pigeon:						
1st Mort assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. and July	N. Y. & Bost.	1880	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort. (St. Jo. & CB. 78 m) conv.	1,400,000	10	March & Sept.	" "	1902	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug	New York.	1886	....
1st Mort. (" ")gld.	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.) conv	887,000	8	March & Sept.	" "	1890	....
New Consol. Mort. for $8,700,000	947,000	8	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (LL&G)						
1st Mortgage for $2,000,000	720,000	10	May & Nov.	Boston.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	....
1st Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June & Dec.	" "	1896	....
1st M.(3dD.244.66m.& 3,0 0,000a)	6,432,000	7*	May & Nov.	N. Y. L. & F.	1899	....
1st Mort. (1,000,000 acres).....	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mort. (2,000,000 acres)gold...	1,751,750	7*	Jan. & July.	N. Y., L. & F.	1880	....
2d Mort. (")gold...	1 500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	....
Kent County (Del.)						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Kentucky and Great Eastern:						
Bonds for $2,200,000.....	15,000pm	7*	Feb. & Aug.	New York.	1892	....
Kookuk and Des Moines:						
1st Mortgage.....	1,895,000	7	April & Oct.	New York.	1904	...
Funded Interest.....	258,720	8	" "	" "	1884	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	1,000,000	8	April & Oct.	Boston.	1879	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW & W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Erie and Louisville:						
1st Mortgage	300,000	7	April & Oct.	New York.	1892	...
2d Mortgage.....	500,000	7	Jan. & July.	" "	1902	...
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	1,600,000	7	April & Oct.	New York.	1879	....
Consol. Mort., S.F., Registered.	4,250,000	7	J. A. J. & O.	" "	1900	99
Consol. Mort., S.F., Coupon....	1,209,000	7	Jan. & July.	" "	1900	....
2d Consol. Mort. for $25 000 000.	.....	7	June & Dec.	" "	1903	....
Bonds of 1882 (Reg. & Coupon)	5,205,000	7	April & Oct.	" "	1882	....
Lake Shore Dividend Bonds....	1,498,000	7	" "	" "	1899	....
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	" "	1900	....
3d Mort. (" ")	1,000,000	7	April & Oct.	" "	1892	....
1st Mort. (Mich. So. & Nor. Ind.)	5,256,060	7	May & Nov.	" "	1885	105
2d Mort. (" ")	2,892,000	7	" "	" "	1877	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	860,000	7	April & Oct.	" "	1886	98
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" ")	3,000,000	7	April & Oct.	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1876	99
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	468,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage.....	696,000	7	.....	" "	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. sk'g fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph	1900	.. ..
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,147,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo....	500,000	7	April & Oct.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. sk'g fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	....
1st Mort.(K. C. & San. Fe)guar.	720,000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (new loan).....	4,875,000	6	June & Dec.	Philadelphia.	1898	102½
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	104½
General Mort. for $40,000,000...	5,000,000	6*	June & Dec.	London.	1923	....
Lewish. Centre & Spruce C.(P& E):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A.&P.):						
1st Mortgage gold	1,000,000	6*	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds.....	500,000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	....
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500 000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund.....	3,780,000	7	April & Oct.	" "	1900	....
Little Rock, Pine Bl. & N.Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Sk'g. Fd.....	759,000	7	Apr. and Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893	....
General Mortgage.....	775,000	7	" "	New York.	1899	....
Louisiana & Mo. Riv. (Ch. & Al):						
1st Mortgage.....	4,300,000	7	Feb. & Aug	New York.	1900	83
Louisville, Paducah and S. W.:						
1st Mortgage.....	3,000,000	8	March & Sept	New York.	1890	....
2d Mortgage.....	900,000	7	May & Nov.	" "	1893	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Bonds to State of Kentucky ...	74,519	6	Jan. & July.	New York.	Perp.	....
1st Mortgage for Cincinnati Br..	3,000,000	7	" "	" "	1897	....
2d Mortgage for $1,000,000.....	878,000	8	April & Oct.	" "	1900	....
Louisville Loan.....	100,000	6	Jan. & July.	" "	1881	....
1st Mort. (Louisville & Frankf't)	39,000	6	" "	" "	'73-'78	....
1st Mort. (Louis., Cin. and Lex.)	21,000	6	April & Oct.	" "	1902	....
1st Mortgage (Shelby R. R.)....	88,500	8	June & Dec.	" "	1881	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.).	326,000	7	Jan. & July.	New York.	1876	....
1st Mortgage (Memp Br.46.37m.)	96,000	7	May & Nov.	Louisville.	1875	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	"	'80-'85	....
1st Mort. (Memphis and Ohio)..	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br..	2,425,000	6*	Feb. & Aug.	" "	1902	....
Consol. M. for $5,000,000(392 m.).	6,814,000	7	April & Oct.	" "	1898	84
Louisville Loan..... ...	849,000	6	" "	" "	'86-'87	....
Louisville Loan (Lebanon Br.).	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	...
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m...	2,875,000	7*	Jan. & July.	New York.	1892	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R...	300,000	7	Jan. & July.	New York.	1877	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1887	....
Construct. Mort. end. by Ga. RR.	370,000	7	" "	" "	1879	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1889	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7*	April & Oct.	New York.	1890	...
Maine Central:						
Consolidated Mortgage.....	545,800	7*	April & Oct.	Boston.	1912	....
$1,100,000 Loan, tax free.....	756,860	7*	Jan. & July.	"	1898	....
Extension (gold) Loan.....	498,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150,000	5*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
1st Mortgage (Ken. & Portland.)	217,300	6	April & Oct.	Augusta.	1885	....
Consol. (Port. & Kennebec.)Loan	1,166,700	6	" "	Boston.	1895	....
2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	....
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	104
2d Mortgage Dollar.....	2,500 000	7	May & Nov.	"	1896	93½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	78½
4th Mortgage.....	2,004,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.).	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	....
Marquette, Houghton & Ontonagon:						
Income Bonds (Marq. & Ont.)..	150,000	8	Jun. & Dec.	New York.	1875	....
1st Mortgage (" ")..	1,760,000	8	" "	" "	1892	....
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1892	....
Consolidated Mortgage.....	1,454,000	8-10	Various.	" "	'92-'03	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400 000	6	Jan. & July.	Boston.	1889	89½
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	...
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	...
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	....
Tennessee State Loan.....	1,814,142	6	" "	" "	....	....
Income Bonds.....	600,000	10	March & Sept.	" "	'75-'78	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,800,000	8	May & Nov.	New York.	1890	....
2d Mortgage.....	1,000,000	8	.....	" "	....	....
Michigan Air Line:						
1st Mortgage (E.D'v.)$15,000pm.	225,000	8	Jan. & July.	Boston.	1890	...
Michigan Central:						
1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	...
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	102
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	Jan. & July.	" "	1890	....
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S.& M.S.	5,256,000	7	May & Nov.	New York.	1885	105
2d Mort. " "	2,692,000	7	" "	" "	1877	....
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1896	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee, Lake Sh. & Western:						
1st Mortgage.....	3,000,000	7*	June & Dec.	New York.	1902	....
Milwaukee and Northern:						
1st Mortgage.....	1,625,000	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage.....	320,000	10	Jan. & July.	Detroit.	1890	....
Mineral Range:						
1st Mortgage.....	161,800	8	June and Dec.	Detroit.	1883	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed..	400,000	7*	Apr. and Oct.	New York.	1911	....

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	$0,000pm	7.3	Jan. & July.	New York.	1900	27¼
Norwich & Worcester(B.H.& N.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	93
Equipment Mortgage	200,000	8	" "	" "	1879	93
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage	6,684,000	7	Jan. & July.	New York.	1898	92¼
Consolidated 1st Mortgage, stg..		7*	" "	London.	1898	....
Consolidated 2d Mortgage	3,529,000	7	April & Oct.	New York.	1911	74
2d Mortgage, (W. Div)	433,000	7	Jan. & July.	" "	1874	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bond	50,000	7	May & Nov.	" "	1883	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	78¼
1st Mortgage (War. & Erie)	580,000	7	April & Oct.	"	1882	74
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	51¼
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	98¼
Plain Bonds	485,000	6	April & Oct.	"	1875	95
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101¼
Omaha and Northwestern:						
1st M. land grant, gold	16,000pm	.....	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87¼
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	89¾
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	86
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	81
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	69¼
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	81
Orange and Newark:						
1st Mortgage	646,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P)):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	99
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	80
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	69
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lex. Atch & Nov.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama.						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	75
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1890	....
1st Mortgage gold (S.F)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,970,000	7	Jan. & July.	Philadelphia.	1880	103¼
2d Mortgage (")...	2,583,000	6	April & Oct.	"	1875	99¼
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	19,558,760	6	J. A. J. & O.	Philadelphia.	1910	92¼
State lien for $7,500,000, akg f'd	5,401,675	5	April & Oct.	Harrisburg.	'74-'90	....
Pennsylvania Coal:						
1st Mortgage	642,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	316,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	104
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. R. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,600,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	103¼
1st Mortgage(whole road 287¼m)	5,000,000	6¼	" "	"	1891	88
2d Mortgage (" ")	5,000,000	7	Jan. & July.	"	1888	80¼
Gen'l M. for $20,000,000, gold sr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	90
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¼ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9¼ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,188,900	6	Jan. & July.	Philadelphia.	1893	79
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	88,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	101
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	102
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	105
	Dollar registered	3,414,000	7	" "	"	1911	105
	Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	..
	Gold or stg reg.	663,000	6*	" "	" "	1911	102
	Dollar coupon	332,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv		6,690,985	7	Jan. & July.	"	1893	103¼
New improvement Mort. loan		6,631,615	6*	April & Oct.	Phila.or Lond.	1897	....
Philadelphia, Wilmington & Balt.:							
Mortgage Loan, convertible		345,600	6	Jan. & July.	Philadelphia.	1884	111¼
Loan of 1866		400,000	6	April & Oct.	"	1876	95
Loan of 1867		1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):							
1st Mortgage, guaranteed		330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):							
Consol. Mortgage for $10,000,000.		6,212,000	7	Feb. & Aug.	Philadelphia.	1900	67¼
1st Mort. (Steub. & Ind.) conv..		3,000,000	6	monthly.	New York.	1884	73
1st Mort.(Ct.& New'k 33m)conv		776,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:							
1st Mortgage of 1868, tax free		4,000,000	7	Jan. & July.	Baltimore.	1898	82¼
2d Mort. (Balt. Loan) of 1866		1,000,000	6	" "	"	1886	65
1st Mort. (Turtle Cr. Div.10¼ m)		400,000	6	Feb. & Aug.	Pittsburg.	1880	....
Pittsburg, Ft. Wayne & Chicago:							
1st Mortgage (Series A)		875,000	7	Jan. & July.	New York.	1912	109
1st Mortgage (Series B)		875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)		875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)		875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)		875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)		875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)		860,000	7	Jan. & July.	" "	1912	105
2d Mortgage (Series H)		860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)		860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)		860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)		860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)		860,000	7	June & Dec.	" "	1912	....
3d Mortgage		2,000,000	7	April & Oct.	" "	1912	94
Bridge (O. & P. R. R.) bonds		153,000	7	May & Nov.	" "	1876	....
Construction bonds of Jan. 1,'70		100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:							
1st Mortgage for $2,000,000		.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:							
1st Mortgage gold, for $1,800,000		.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):							
1st Mort. (Maine Section) gold..		800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000		.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):							
1st Mortgage gold, for $2,800,000		.....	6*	May & Nov.	Boston.	1891	64¼
Portland and Oxford Central:							
1st Mortgage of 1863		250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:							
1st Mort.(Portland Loan)akg f'd		700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)		350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for $450,000		.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):							
1st Mortgage gold, akg f'd		1,500,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mort. gold, guar. by Ga. Co.		1,000,000	7*	" "	"	1899	....
Pougkeepsie and Eastern:							
1st Mort. gold, conv. & tax free..		800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:							
1st Mortgage		300,000	6	Jan. & July.	Providence.	18	....
Quincy, Alton and St. Louis:							
1st Mortgage gold		850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):							
1st Mortgage, guaranteed		500,000	7	May & Nov.	New York.	1890	80
Quincy & Warsaw (C. B. & Q.):							
1st Mortgage, guaranteed		800,000	8	Jan. & July.	Boston.	1890	99¼
Reading and Columbia (P.& R.):							
1st Mortgage, guaranteed		850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed		350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:							
1st Mortgage		150,000	7	Jan. & July.	Troy.	1878	....
2d Mortgage		300,000	7	" "	"	1880	....
3d Mortgage		150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.)		400,000	7	March & Sept.	New York	1886	....
1st Mort (Troy, Salem & Rutl.)		500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)		125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:							
Virginia State Loan, akg fund..		600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds		157,800	6	" "	"	1875	....
Consolidated Mortgage		1,722,000	6	May & Nov.	New York.	'79-'90	67¼
Rich., Fredericksbu'g & Potomac							
Sterling Loan		67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan		295,500	6	" "	Richmond.	1881	....
Dollar Loan		172,800	7	" "	"	1875	....
Richmond and Petersburg:							
1st Mortgage		120,500	7	June & Dec.	Richmond.	1875	....
1st Mortgage		175,000	8	April & Oct.	"	....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$2,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	....
Equipment Mortgage	500,000	8	March & Sept.	"	1880	75½
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	96,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	108
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	...
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	88
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	72
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	85½
St. Louis, Jacksonv.& Chicago:						
1st Mortgage Mar. 16, 1864	2,929,000	7	April & Oct.	New York.	1894	92½
2d Mortgage May 1, 1868	648,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	80
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,893,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)	2,023,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	90½
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,523,000	7	Jan. & July.	New York.	1900	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1880	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds	500,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.& H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	100
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	.. .
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	92½
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	6	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.):						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	. ..
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	600,000	7*	Jan. & July.		....	....
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	500,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,500	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,200	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	64½
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1898	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	93
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	...
Southern (Cal.) Pacific:						
1st Mortgage gold for $23,000,000	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'86	...
1st Mortgage (Muscogee) conv	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	...
Suspena. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	...
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,168,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	. .
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m	1,800,000	7	June & Dec.	New York.	1894	81
1st Mortgage (W. Div.) 117 m	1,800,000	7	Feb. & Aug.	" "	1896	74½
2d Mortgage (W. Div.) 117 m	1,800,000	7	April & Oct.	" "	1886	49
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000	1,406,000	7	May & Nov.	" "	1910	50
1st Mortgage (Burl. Br.) 19 m	250,000	7	June & Dec.	" "	1910	....
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,500	7	.....	New York.	1888	.. .
Troy & Bennington (T. &):						
1st Mortgage skg fund, unr	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	"	" "	1883	. ..

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	85½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M.(Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	87
1st Mort. (Quincy & Tol. 34 m)	500,000	7	May & Nov.	" "	1890	88
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	90½
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	70
3d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	71½
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1882	67
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	58½
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	72
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	85½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1890	86½
Income Mortgage	7,563,000	10	March & Sept.	" "	1874	....
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £202,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	99
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6*	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	93
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	91
Consolidated(mort.)Loan of 1859	5,000,000	6	May & Nov.	Philadelphia.	1889	102
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	" "	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq. Val.(D&H.C):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	22
2d Mortgage consolidated	1,500,000	7	" "	"	1891	2
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	60
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.		....	60½
Equipment Mortgage	1,000,000	8	May & Nov.		'76-'77	60
Equipment Mortgage	1,000,000	8	" "		1889	60
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	96½
Convertible bonds, tax free	200,000	7	" "	"	1879	102
Vermont Valley (Rutland):						
1st Mortgage	336,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1869	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.&Lynch.	1873	....
Enlarged Mortgage	990,000	6	" "	" "	1884	....
4th Mortgage	846,000	8	March & Sept.	" "	1900	75½
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1886	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	74
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome(R.W.& O.):						
Sinking Fund Bonds	790,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	101
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	818,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	98½
2d Mort. " "	300,000	6	" "	"	1890	98½
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	91½
2d Mortgage preferred	600,000	6	" "	"	1895	61
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	99
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	84
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1898	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.&A.	400,000	6	March & Sept.	Camden.	1883	83
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	97½
Consolidated mort. Apr. 1, 1869.	1,000,000	7	April & Oct.	"	1899	101
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	65
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	72½
2d Mortgage coupon or regis	723,600	7	Jan & July.	"	1902	25
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	80
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	75½
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	91
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	90
Delaware and Hudson:						
1st Mortgage registered — 1st series, Nov. 1, 1867	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered — 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	105½
1st Mortgage registered — 3d series, Jan. 1, 1871	5,000,000	7	" "	"	1891	106
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	97½
Mortgage Loan reg	2,000,000	6	F. M. A. & N.	"	1897	98½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	96
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	97½
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	92
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	97½
2d Mortgage	285,000	6	" "	"	1876	96
Boat Loan, sinking fund	236,965	7	" "	"	1885	95½
Preferred Stock Dividend Scrip	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	67
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,554	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,743,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	76
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	260,000	6	May & Nov.	"	1870	75
Boat and Car Loan	766,650	5	" "	"	1888	77
Boat and Car Loan	628,100	7	" "	"	1889	66
Coupon Bonds	1,079,000	6	Jan. & July.	"	1896	76½
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	74½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,510	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1886	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.		1906	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30, 1873	60.0	—	2.5	125.0	3	4	3	56	Adirondack.....New York.	3,113,515	*	2,543,241	.....	3,168,000	980,000	1,903,756	—	60.0	71,936	29,902	30,012	160,425	22,801	—	100	....
Sept. 30, 1873	81.2	—	5.8	—	13	10	2	113	Alabama Central †.....Alabama.	3,600,000	*	—	.....	2,000,000	1,600,000	.....	—	92.8	.....	.....	.....	350,000	95,000	—	100	....
Dec. 31, 1873	296.0	—	14.8	—	20	20	5	600	Alabama and Chattanooga.....Alabama.	10,500,000	*	—	.....	2,700,000	8,500,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1873	142.0	—	166.7	—	68	33	12	1,890	Albany and Susq. †(D. & H.)..New York.	10,317,910	*	—	.....	5,000,000	4,621,000	706,519	.....	142.0	810,519	371,410	681,917	1,672,319	410,877	7	100	95
Dec. 31, 1873	132.0	130.5	16.7	—	73	29	10	1,969	Allegheny Valley †.....Pennsylvania.	12,332,709	—	—	.....	2,256,400	7,434,000	1,280,691	—	132.0	.....	861,239	1,778,638	2,628,471	784,026	—	100	....
Oct. 31, 1873	4.5	—	0.3	31.3	—	—	—	—	Allentown (P. & R.).....Pennsylvania.	1,078,439	—	—	—	568,744	—	649,182	—	—	—	—	—	—	—	—	50	....
Dec. 31, 1873	99.0	—	3.7	—	13	3	...	96	Arkansas Branch (St. L. & Iron Mt.).Mo.	5,351,250	*	19,971	66,432	2,499,000	2,500,000	438,659	—	99.0	153,190	.....	.....	259,293	98,598	—	50	....
Dec. 31, 1873	62.5	—	6.9	—	—	—	—	—	Ashtab. Youngst'wn & Pitts. (Pa. Co.).O.	3,300,000	—	—	.....	1,800,000	1,500,000	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	150.0	—	10.0	—	...	...	...	...	Atchison and Nebraska.....Kan. & Neb.	7,500,000	*	—	.....	3,750,000	3,750,000	.....	—	150.0	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1873	469.3	27.5	30.9	—	38	23	7	778	Atchison, Topeka & Santa Fe....Kansas.	20,593,233	1,214,307	1,481,420	1,023,087	8,615,000	10,096,500	3,814,785	222,545	282.9	.....	.....	.....	.....	.....	—	100	....
Feb. 28, 1874	266.5	—	9.7	—	10	8	3	161	Atlanta & Rich'd Air Line †.Ga.NC.&SC.	11,748,000	*	—	—	7,500,000	4,248,000	.....	—	192.0	.....	.....	.....	1,172,013	423,803	—	100	10
June 30, 1873	81.0	—	4.0	—	19	7	6	165	Atlanta and West Point.....Georgia.	1,197,715	*	—	—	550,000	454,900	—	—	—	—	—	—	—	—	—	100	....
June 30, 1873	387.5	34.8	161.0	—	190	41	25	2,911	Atlantic and Great West.N.Y. Penn.& O.	78,713,992	*	151,853	68,254	1,282,200	102,500	24,257	53,865	67.0	.....	62,987	86,592	399,344	100,161	8	100	....
Dec. 31, 1873	236.0	109.0	15.6	162.0	26	19	10	424	Atlantic and Gulf †.....Georgia.	7,717,971	*	8,445,000	.....	24,358,300	62,800,692	2,899,401	—	604.8	5,111,452	957,942	2,605,088	5,456,893	1,886,922	—	100	....
Sept. 30, 1873	405.0	20.0	40.0	100.0	84	29	20	1,015	Atlantic, Mississippi and Ohio †..Virginia.	19,088,905	*	9,167,835	1,215,021	6,921,900	14,183,000	5,860,427	2,435,934	428.0	1,498,803	245,629	627,639	2,193,757	914,035	—	100	....
Dec. 31, 1873	95.0	—	9.0	—	9	12	6	78	Atlantic and North Carolina †.N.Carolina.	2,200,000	—	—	—	1,600,000	200,000	.....	—	95.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	328.0	4.0	32.8	—	135	74	34	2,842	*Atlantic and Pacific* †..Missouri & Ind.Ter.	36,572,728	*	4,135,500	141,411	19,760,300	16,792,438	1,577,522	.....	814.7	.....	.....	.....	5,529,102	2,218,876	—	100	....
Dec. 31, 1873	149.5	1.5	16.9	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	—	—	4,368,800	3,484,000	.....	—	—	—	—	—	—	174,752	4	100	....
Nov. 30, 1873	53.0	—	4.8	—	—	—	—	—	Augusta and Savannah (C. of Ga.)....Ga.	1,032,200	—	—	—	733,700	129,000	.....	—	—	—	—	—	—	73,000	8	100	....
Oct. 31, 1873	51.2	2.5	5.5	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,05 0,000	—	10,000	—	550,000	454,900	.....	—	—	—	—	—	—	81,222	7	50	....
Sept. 30, 1873	379.6	42.8	439.0	—	478	205	66	16292	Baltimore and Ohio †.....Md. & W. Va.	33,975,584	10,683,288	18,857,396	2,926,765	16,719,862	19,866,733	822,296	29,033,131	497.4	10,993,250	.....	.....	12,252,844	4,099,043	10	100	172½
Sept. 30, 1873	103.5	—	11.4	—	—	—	—	—	Washington Branch †.....Maryland.	10,000,000	—	—	—	5,680,685	—	—	—	103.5	.....	.....	.....	947,729	116,067	10	—	175
Sept. 30, 1873	30.0	—	41.6	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	1,650,000	—	—	757,668	1,650,000	20,000	—	737,668	30.0	.....	.....	.....	440,775	284,014	—	100	61
Dec. 31, 1873	63.0	—	3.2	—	—	—	—	—	Baltimore, Pittsburg and Chicago.....O.	3,000,000	—	—	—	500,000	2,500,000	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	78.1	19.2	6.1	—	26	47	8	319	Baltimore and Potomac.....Maryland.	8,136,010	654,991	.....	116,915	3,503,900	4,500,000	884,537	19,180	43.0	.....	.....	.....	281,537	70	—	100	....
Dec. 31, 1873	48.2	—	2.5	—	4	2	2	68	Bangor and Piscataquis †.....Me.	1,207,202	110,200	.....	6,257	357,870	922,000	43,789	—	48.2	64,758	36,450	29,698	118,746	36,441	—	100	....
Oct. 31, 1873	16.0	—	6.0	—	5	2	1	367	Barclay (Towanda Coal Co.).....Pa.	1,200,000	—	—	—	1,000,000	79,000	—	—	16.0	58,668	25,847	344,908	996	Loss.	7	50	....
Dec. 31, 1873	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake (Me. C.).Me.	900,000	—	—	—	750,000	150,000	7,000	—	—	—	—	—	—	36,000	—	50	....
Dec. 31, 1873	84.0	—	13.0	76.0	—	—	—	—	Bellville and Southern Illinois.....Ill.	2,780,000	—	—	—	1,680,000	1,100,000	.....	—	—	—	—	—	—	40 p.c.	—	100	....
Dec. 31, 1873	87.0	—	6.7	—	—	—	—	—	Belvidere Delaware (Penn. R. R.)...N. J.	4,034,829	—	—	571,587	995,800	2,244,500	1,238,838	—	80.0	—	397,153	1,444,573	1,148,223	153,700	—	100	....
Sept. 30, 1873	22.0	—	2.0	—	—	—	—	—	Berkshire (Housatonic).....Mass.	600,000	—	5,000	7,600	600,000	—	7,245	6,355	—	—	—	—	42,610	35,407	7	100	....
Sept. 30, 1873	201.6	48.0	324.7	—	231	183	52	5,051	Boston and Albany.....Mass. & N. York.	21,876,749	4,453,046	2,316,185	1,067,840	19,864,100	4,319,000	2,266,820	3,263,900	283.9	5,661,554	5,757,624	2,884,520	9,798,038	2,199,873	10	100	134½
Sept. 30, 1873	26.2	—	2.1	9.8	5	6	2	83	Boston, Barre and Gardner.....Mass.	915,537	141,655	40,118	65,899	826,627	4,400	319,018	13,169	26.2	87,304	116,093	29,340	97,046	16,511	—	100	....
Sept. 30, 1873	41.4	1.5	12.2	—	23	24	13	511	Boston, Clinton and Fitchburg.....Mass.	1,379,111	715,820	259,288	110,779	872,600	1,249,600	224,162	118,686	90.2	489,497	487,274	407,072	677,439	116,973	—	100	....
Mar. 31, 1873	93.5	46.9	11.0	—	24	25	20	529	Boston, Concord and Montreal.....N. H	2,850,000	*	316,429	229,630	1,800,000	1,050,000	29,603	516,466	150.4	.....	171,511	92,187	670,349	181,715	—	100	....
Sept. 30, 1873	26.8	16.0	45.7	—	40	62	...	953	Boston and Lowell.....Mass.	2,476,831	343,634	2,508,971	799,188	2,993,000	1,199,500	1,538,660	597,464	125.5	826,231	2,086,979	605,617	1,464,942	387,116	8	500	93
Sept. 30, 1873	115.5	8.5	100.6	—	69	149	...	1,686	Boston and Maine.....Mass., N. H. & Me.	8,817,444	1,335,401	820,083	114,822	6,921,274	2,857,199	305,039	1,342,229	189.5	1,458,963	5,008,074	542,004	2,300,094	680,566	8	100	115
Sept. 30, 1873	44.0	18.5	66.0	—	41	71	11	627	Boston and Providence.....Mass. & R. I.	3,742,515	207,400	1,567,441	219,159	3,950,000	500,000	356,488	430,027	66.5	816,554	3,741,530	627,575	1,822,108	428,342	10	100	160
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany †.....Georgia.	10,548,000	*	—	(Sold Oct. 15 1873.)	—	5,980,000	.....	—	172.0	(Operated by Receiver—No returns.)			.....	.....	—	100	....
Sept. 30, 1873	25.5	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,000	—	44,080	.....	2,286,000	583,000	.....	—	—	—	—	—	—	40,600	—	100	....
Sept. 30, 1873	43.2	—	6.8	50.0	8	7	3	72	Buff., Corry and Pittsb.... N. Y. & Penn.	1,561,930	*	.....	.....	500,000	1,000,000	350,000	—	43.2	1,343,729	65,542	109,325	169,989	Loss.	—	100	....
Sept. 30, 1873	141.5	—	12.7	—	—	—	—	—	Buffalo, New York & Erie..N.Y.& Penn.	3,339,000	—	—	—	950,000	2,380,000	.....	—	—	—	—	—	—	233,100	7	100	....
Oct. 31, 1873	120.6	—	13.6	—	18	13	4	604	Buff., New York and Phila.N.Y. & Penn.	4,621,324	784,607	305,000	.....	1,615,060	2,577,500	1,233,944	—	120.6	261,900	234,760	158,836	398,763	48,546	—	100	....
Dec. 31, 1873	371.0	61.0	23.1	—	28	22	9	702	Burl., Cedar Rapids and Minnesota.Iowa.	16,200,000	*	—	—	5,510,000	8,265,000	1,973,197	—	402.0	.....	.....	.....	1,078,310	301,306	—	500	....
Dec. 31, 1873	190.7	48.6	20.8	—	14	12	7	314	Burlington and Missouri River.....Neb.	7,300,000	500,000	476,356	145,904	853,780	5,277,943	118,228	278,126	239.3	392,234	81,217	126,120	628,429	284,214	—	100	54
Dec. 31, 1873	180.0	20.0	10.9	4o1.0	8	7	4	218	Burlington and Southwestern.Iowa & Mo.	6,102,510	601,315	.....	.....	1,976,319	3,820,000	729,954	—	150.0	.....	.....	.....	362,719	Loss.	—	100	....
Dec. 31, 1873	71.0	—	2.1	—	4	6	...	50	Cairo, Arkansas and Texas.....Mo.	3,500,000	*	—	—	2,000,000	1,500,000	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	301.0	—	19.7	—	27	17	8	710	*Cairo and Fulton*.....Arkansas.	20,000,000	*	—	—	12,000,000	8,000,000	.....	—	202.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1873	58.4	0.6	3.3	15.6	8	4	..	292	Cairo and St Louis (narrow).....Ill	2,978,000	*	—	—	478,000	2,500,000	.....	—	54.0	31,780	10,221	5,000	18,286	15weeks	—	100	....
Jun. 30, 1873	156.6	—	7.8	—	10	8	4	161	Cairo and Vincennes.....Illinois.	6,935,400	*	—	125,236	3,503,636	3,500,000	57,000	—	156.6	113,557	8,418	21,824	72,234	.....	—	100	....
Dec. 31, 1873	60.0	7.0	6.1	—	9	52	9	119	Camden and Atlantic.....New Jersey.	1,842,838	458,692	143,921	42,368	1,216,869	1,076,151	107,096	88,702	....	216,246	463,709	104,641	508,996	210,587	—	50	72
Dec. 31, 1873	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	381,925	350,000	—	—	—	—	—	—	—	45,415	6	100	....
Dec. 31, 1873	41.8	—	5.1	—	3	12	—	—	Cape May and Millville (W. N. Jer.).N.J.	979,282	—	—	—	500,000	400,000	79,282	—	—	—	—	—	—	60,000	6	100	....
June 30, 1873	18.0	0.5	1.2	—	...	...	...	....	Carbondale and Shawneestown....Illinois.	550,000	*	—	—	350,000	200,000	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	94.0	4.5	19.8	—	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,126,500	—	—	—	4,359,500	1,740,350	—	—	98.5	.....	.....	.....	.....	190,000	—	50	29
Sept. 30, 1873	34.6	—	6.0	—	—	—	—	—	Cayuga & Susquehanna(D.L.&W.)..N.Y.	589,110	—	—	—	589,110	—	—	—	—	—	—	—	—	53,020	9	100	....
Dec. 31, 1873	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	—	—	—	—	—	—	137,052	113,676	—	100	....
Dec. 31, 1873	271.6	2.5	27.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C.&N.W.).Ia.	11,234,000	—	—	—	7,620,000	3,614,000	—	—	—	—	—	—	562,972	562,972	3	100	....
Nov. 30, 1873	294.5	—	42.9	—	108	84	60	1,584	Central of Georgia.....Georgia.	7,500,000	*	1,904,144	5,141,594	7,500,000	3,116,000	3,817,530	112,208	708.5	.....	131,404	.....	3,489,398	379,388	—	100	....
Dec. 31, 1873	189.0	—	16.9	29.3	26	10	8	512	Central of Iowa.....Iowa.	10,000,000	—	—	—	6,000,000	4,625,000	950,000	—	129.6	.....	.....	.....	656,104	139,889	—	100	....
Dec. 31, 1873	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey.....New Jersey.	16,298,008	2,796,445	18,000,000	.....	20,000,000	9,386,700	6,729,046	—	80.7	.....	.....	.....	5,369,013	2,507,253	8	100	104
Dec. 31, 1873	137.1	—	31.7	—	37	41	...	1,353	Central Ohio (B. & O.).....Ohio.	5,349,500	*	—	—	2,849,500	2,500,000	.....	—	137.2	.....	.....	.....	1,046,435	365,482	6	50	84
Dec. 31, 1873	864.9	336.0	140.9	203.0	188	167	48	3,594	*Central Pacific* †.....Cal. Nev. & Utah.	131,419,110	6,156,746	5,809,536	3,251,449	54,275,500	82,855,680	767,558	9,339,152	1,218.9	5,010,962	3,208,171	1,028,602	12,863,959	7,894,681	3	100	....
May 31, 1873	118.0	—	108.0	—	170	126	51	5,189	Central Vermont.....Vt.	11,500,000	*	—	—	5,000,000	6,500,000	.....	—	773.0	.....	.....	.....	.....	.....	—	100	....
June 30, 1873	100.0	—	15.0	100.0	6	6	3	123	*Central Br. of Union Pacific*.....Kan.	3,723,700	*	—	—	980,600	3,200,000	903,058	—	100.0	.....	.....	.....	119,663	.....	—	100	....
Dec. 31, 1872	195.0	—	12.0	—	21	10	12	221	Charlotte, Columbia & Augusta....S.Car.	5,017,880	*	97,964	112,353	2,578,000	1,300,000	681,083	669,106	195.0	.....	.....	.....	686,432	291,064	—	100	....
Dec. 31, 1873	22.8	—	2.5	—	—	—	—	—	Chartiers (Penn.).....Pennsylvania.	1,128,690	—	—	.....	604,110	500,000	4,298	—	22.8	39,119	107,209	214,612	61,293	18,029	—	50	....
Sept. 30, 1873	17.4	—	2.3	—	—	—	—	—	Chemung (N. Central).....New York.	400,000	—	—	—	380,000	—	—	—	—	—	—	—	—	—	—	—	....
Sept. 30, 1873	20.9	—	0.9	—	—	—	—	—	Cherry V. Shar.& Alb.(D.& H.Can.)N.Y.	600,000	—	—	—	281,350	307,000	21,000	—	—	—	—	—	—	30,000	6	100	....
Sept. 30, 1873	421.0	9.3	21.5	58.5	70	34	18	2,251	Chesapeake and Ohio.....Va. & W. Va.	41,137,773	*	3,738,067	450,682	15,898,408	22,026,500	7,405,020	—	421.0	1,087,317	220,601	248,226	1,210,509	330,804	—	100	....
Sept. 30, 1873	53.6	—	11.0	—	28	22	10	419	Cheshire.....N. H. & Mass.	2,362,707	326,600	331,259	127,664	2,153,300	808,400	27,238	189,193	88.1	663,014	198,517	456,358	849,086	1,877,578	5	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Lines.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Jun. 30, 1873	111.0		6.5	—	8	6	4	310	Gilman, Clinton & Springfield.....Illinois.	4,056,167	380,630	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	.....	109,568	237,006	(Deficit)	—	100	...
Sept. 30, 1873	14.8	....	0.6	—	—	—	—	—	Goshen and Deckertown(Erie).New York.	290,901	—	.....	.....	105,000	248,500	22,108	—	—	—	—	—	—	—	21,500	—	100	...
Dec. 31, 1872	299.3	26.0	19.9	—	34	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	10,168,975	*	.....	.....	2,681,475	7,482,500	.....	—	325.3	627,211	491,910	311,070	1,055,192	461,272	—	100	...
Dec. 31, 1873	36.0	—	3.8	—	5	3	2	225	Grand Rapids, Newago & L. Shore.Mich.	143,372	216,626	—	—	352,150	576,000	188,163	—	36.0	.....	.....	.....	132,772	63,248	—	100	...
May 31, 1873	94.0	—	6.2	—	—	—	—	—	Grand River Valley (M. C.).....Michigan.	1,992,000	—	—	—	492,000	1,500,000	—	—	—	—	—	—	—	144,600	5	100	...
Jun. 30, 1873	24.2	—	6.8	—	6	2	1	345	Grand Tower and Carbondale.....Ill.	621,960	*	(Owned	by G. T.	Min. Man	uf. & Tra	ns.Co.B	ankrupt.)	24.2	.....	.....	277,640	65,213	(Deficit)	—	100	...
Dec. 31, 1873	929.0	—	370.0	—	422	274	84	5,575	Grand Trunk † .....Canada.	145,063,776	*	—	3,600,085	54,942,945	98,720,911	.....	—	1,383.0	7,088,594	1,834,945	1,608,584	9,799,486	603,905	—	100	...
Jan. 31, 1873	229.0	241.8	94.8	—	177	146	39	2,929	Great Western †.....Canada.	29,137,596	*	4,804,078	541,793	23,667,467	10,716,000	.....	—	476.8	4,416,442	1,017,803	1,337,289	5,732,867	2,203,120	8½	100	...
Mar. 31, 1874	66.0	—	4.0	—	5	3	2	66	Gulf, Western Texas and Pacific†..Texas.	1,492,000	—	—	—	500,000	900,000	.....	—	66.0	.....	.....	.....	289,768	134,979	—	100	...
Jun. 30, 1873	46.0	6.0	2.8	—	—	—	—	—	Hannibal and Naples (T. W. & W.)...Ill.	1,357,000	—	—	—	457,000	900,000	.....	—	52.0	721,906	—	78,900	116,170	(Deficit)	—	100	...
Aug. 31, 1872	206.0	90.5	29.2	81.0	79	61	62	1,592	*Hannibal and St. Joseph* †.....Missouri.	23,397,728	*	821,702	.....	14,250,328	8,146,900	.....	—	274.5	1,648,638	320,838	415,563	2,484,671	670,530	—	100	24‡
Oct. 31, 1873	36.0	—	18.0	—	—	—	—	—	Harrisburg and Lancaster (Pa.).....Pa.	1,882,530	—	—	—	1,182,550	700,000	—	—	—	—	—	—	—	124,778	7	50	...
Sept. 30, 1873	122.4	0.8	18.0	70.0	30	36	16	838	Hartford, Prov. & Fishkill †....Ct. & R. I.	4,704,866	*	277,087	.....	2,037,940	2,058,500	600,000	—	133.5	.....	1,306,389	298,558	1,064,940	175,132	—	100	...
Sept. 30, 1873	74.0	—	7.0	—	17	16	8	389	Housatonic .....Connecticut.	2,014,871	340,687	.....	.....	2,000,000	541,000	313,981	—	127.8	264,881	167,628	221,100	454,963	144,284	—	100	...
Dec. 31, 1873	45.0	12.8	15.7	—	23	6	...	116	Huntingdon and Broad Top Mt.....Penn.	4,169,956	*	616,500	78,198	1,870,000	2,161,500	633,153	—	58.8	—	71,869	617,237	431,107	190,004	—	50	14
Dec. 31, 1873	705.5	—	134.6	—	197	119	47	4,650	*Illinois Central* .....Illinois.	34,726,588	*	779,127	1,609,294	27,250,000	5,339,000	—	4,526,009	1,108.9	5,961,325	1,473,507	1,121,353	8,268,325	2,860,741	10	100	91
Jun. 30, 1873	14.5	—	6.0	—	4	3	1	166	Illinois and St. Louis.....Illinois.	1,549,757	—	—	144,803	1,361,100	—	262,895	70,565	14.5	48,975	.....	.....	124,437	10,780	—	100	...
Jun. 30, 1873	84.9	—	2.6	67.1	6	4	6	250	Indiana and Illinois Central....Ind. & Ill.	3,293,605	312,797	351,448	.....	1,896,000	1,079,000	739,250	.....	84.9	.....	.....	.....	.....	.....	—	100	...
Jun. 30, 1873	202.5	—	26.8	217.0	66	23	13	1,310	Ind., Bloomington & Western..Ind. & Ill.	13,440,785	*	.....	.....	5,008,700	6,500,000	72,426	.....	210.9	1,634,198	.....	404,336	1,469,807	632,819	—	100	...
Dec. 31, 1873	72.0	—	16.2	—	55	34	16	1,362	Indianapolis and St. Louis.....Illinois.	4,095,227	*	801,690	.....	600,000	3,378,000	918,918	.....	265.0	.....	.....	.....	2,097,528	690,909	—	100	...
Dec. 31, 1873	117.0	—	18.5	—	6	7	3	197	Indianapolis and Vincennes (Penn.)..Ill.	4,462,729	196,125	.....	85,937	1,402,000	3,150,000	453,296	—	117.0	.....	.....	.....	253,784	62,187	—	100	...
Nov. 30, 1873	383.0	18.0	20.5	150.0	40	23	6	667	International & Great Northern †....Tex.	16,014,000	*	.....	.....	5,500,000	10,514,000	—	—	341.0	.....	.....	107,636	1,066,245	530,035	—	100	...
Dec. 31, 1873	183.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City* (Ill. C.).....Ia.	7,585,000	—	—	—	4,625,000	2,960,000	.....	—	—	—	—	—	433,907	151,867	6	100	...
May 31, 1873	68.8	—	3.5	—	—	—	—	—	Iowa Midland (C. & N. W.).....Iowa.	2,207,719	*	1,292,281	246 228	44,947	1,350,000	320,428	—	68.8	—	—	—	84,781	1,980	—	100	...
Sept. 30, 1873	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,275,472	—	—	—	494,162	600,000	188,114	—	35.6	127,238	24,401	158,125	162,308	70,501	—	100	...
May 31, 1873	212.0	—	7.9	—	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	7,000,000	—	—	—	2,000,000	5,000,000	—	—	—	—	—	—	—	470,000	3½	100	...
Jun. 30, 1873	30.7	—	2.1	94.3	2	1	2	27	Jacksonville (N. W. & S. E.).....Ill.	923,200	*	.....	.....	313,200	610,000	.....	—	30.7	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1873	161.2	25.1	9.7	110.0	14	6	4	155	*Jacksonville, Pensacola and Mobile* †...Fla.	6,000,000	*	.....	.....	6,000,000	4,000,000	.....	—	215.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1873	51.1	1.5	16.2	—	—	—	—	—	Jamestown and Franklin (L.S.& M.S.)Pa.	2,616,743	—	.....	.....	606,000	1,000,000	964,743	—	51.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1873	36.5	9.0	8.6	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	5,237,978	—	.....	.....	2,095,700	2,300,000	942,978	—	—	—	—	—	113,186	—	—	50	...
Dec. 31, 1873	110.0	116.0	36.7	—	46	56	...	987	Jeffersonville, Madison and Ind..Indiana.	6,392,316	*	1,239,310	.....	2,000,000	4,871,000	760,617	—	226.0	.....	.....	.....	.....	225,000	—	50	...
Dec. 31, 1873	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	164,000	.....	1,500,000	500,000	.....	—	—	—	—	—	1,879,791	446,200	7	100	...
May 31, 1874	44.0	—	8.2	—	—	—	—	—	Joliet and N. Indiana (M. C.)..Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	—	—	—	—	163,127	7	100	...
Dec. 31, 1873	57.6	—	6.7	—	—	—	—	—	K'm'zoo, All'g'n & G.Rap.(L.S.&M.S).Mich.	1,450,000	—	—	—	610,000	840,000	—	—	—	—	—	—	—	88,000	8	100	...
Dec. 31, 1872	56.0	—	1.7	491.5	3	2	2	89	Kansas Central (3 ft.).....Kas.	755,229	75,765	394,963	.....	840,000	—	—	—	—	—	—	—	—	103,800	6	100	...
Mar. 31, 1874	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Joseph & Co. Bl. Mo. & Ia.	8,567,729	1,003,410	.....	634,776	2,789,414	6,826,500	.....	—	260.7	(Return	s for 1872–	'73.)	1,237,513	418,213	—	100	...
Dec 31, 1873	31.9	—	1.8	—	—	—	—	—	Kansas City & Santa Fe (L.L. & G.).Kan.	.....	—	.....	.....	720,000	720,000	.....	—	31.9	(Refu | sed.)	—	—	—	—	—	100	...
Dec. 31, 1873	639.0	34.0	48.0	—	88	55	18	1,316	Kansas Pacific.....Kansas & Col.	35,219,618	*	3,722,901	.....	9,689,950	26,015,600	2,917,359	.....	639.0	1,441,229	173,651	273,405	3,563,299	1,446,309	—	100	...
Dec. 31, 1873	99.0	—	11.2	—	17	15	6	312	Kentucky Central.....Ky.	.....	—	.....	.....	.....	1,081,000	.....	.....	99.0	(All r | efused.)	—	—	—	—	—	100	...
Mar. 31 1874	162.0	—	14.0	—	16	10	5	289	Keokuk and Des Moines .....Iowa.	6,078,320	*	.....	.....	3,924,600	2,153,720	.....	.....	162.0	(Re-org	anized Ja	nuary 1, 1	874.)	.....	—	100	...
Dec. 31, 1873	49.0	—	2.4	—	5	11	3	88	Knox and Lincoln .....Maine.	2,707,573	*	72,900	11,762	363,335	2,395,000	34,000	—	49.0	96,715	91,795	13,392	141,720	68,082	—	100	...
May 31, 1873	29.0	—	3.0	—	—	—	—	—	La Crosse, Tremp. & Pres. (C.&N.W)Wis.	1,386,540	—	—	5,322	990	1,000,000	390,872	—	29.0	.....	.....	.....	230,551	165,777	—	100	...
Jun. 30, 1873	80.0	—	3.5	—	—	—	—	—	*Laf.*, Bloom'ton & Miss. (T.W.&W.)..Ill.	2,300,000	—	—	—	1,000,000	1,300,000	—	—	80.0	199,672	.....	100,965	157,131	34,926	—	100	...
Dec. 31, 1873	36.0	—	1.9	79.0	—	—	—	—	*Laf.*, Muncie & Bloom'ton(T.W.&W.)..Ill.	.....	—	.....	.....	117,073	666,000	.....	.....	36.0	(Re | fused.)	—	—	—	—	—	100	...
Jun. 30, 1873	67.5	—	4.0	112.5	6	3	3	83	Lake Erie and Louisville. .....Ohio.	2,427,782	*	82,603	22,032	1,115,350	890,000	510,906	16,511	67.5	77,806	48,661	40,676	90,068	21,751	—	100	...
Sept 30, 1873	51.3	6.0	5.4	83.7	6	8	2	201	Lake Ontario Shore Line.....New York.	2,792,081	—	.....	.....	1,857,106	1,438,200	268,769	—	57.3	50,128	69,122	37,234	55,785	2,082	—	100	...
Sept. 30, 1873	840.4	493.6	61.5	—	462	171	82	9,843	Lake Shore & Mich. S.N.Y.P..O. Ind.& Ill.	63,495,167	13,580,689	8,551,485	4,174,786	50,000,000	31,195,000	6,654,322	1,428,675	1,154.0	15,421,163	2,145,163	5,511,918	19,414,509	5,667,911	4	100	80½
Jun. 30, 1873	92.4	8.0	12.9	—	9	8	...	200	Lake Shore and Tuscarawas Valley..Ohio.	4,248,158	223,274	—	53,125	1,981,915	2,300,000	231,890	10,752	75.4	.....	60,868	111,409	128,669	7,011	—	100	...
Aug. 31, 1873	158.0	—	13.4	—	11	10	4	343	Lake Superior and Mississippi.....Minn.	7,081,000	—	—	—	5,125,000	7,647,000	15,000	—	211.0	.....	81,559	.....	484,811	—	—	100	...
Dec. 31, 1873	17.8	3.0	12.2	—	—	—	—	—	Lawrence (P. F. W. & C.) .....Pa.	715,126	—	39,548	—	360,200	355,000	9,458	—	20.8	—	—	—	189,382	75,753	10	100	...
Dec. 31, 1873	21.5	—	2.2	—	—	—	—	—	Leav'worth, Atchison & Nthw. (Pac.).Ks.	1,000,000	—	—	—	600,500	500,000	—	—	—	—	—	—	—	42,000	—	100	...
Apr. 30, 1873	144.1	1.8	9.2	—	20	14	9	255	*Leavenworth, Lawrence & Galveston* ...Ks.	5,878,157	604,364	5,560,051	125,119	5,000,000	5,860,000	867,695	—	208.6	.....	.....	.....	479,756	86,668	—	100	...
Dec. 31, 1873	15.0	—	1.5	21.0	—	—	—	—	Lehigh and Lackawanna (L. & S.)....Pa.	675,100	—	—	—	375,100	300,000	.....	—	15.0	.....	20,675	44,107	42,387	13,676	—	50	...
Dec. 31, 1873	105.0	32.3	100.0	—	92	14	12	7,762	Lehigh and Susquehanna (C. of N. J.).Pa.	12,757,395	*	—	—	(Owned	by Lehig	h Coal &	Nav. C	ompany.)	174.0	1,924,045	511,501	3,403,372	3,447,817	2,106,566	10	50	...
Nov. 30, 1873	101.0	132.4	228.7	—	194	44	29	9,726	Lehigh Valley.....Pa.	19,750,425	*	15,384,664	.....	23,222,446	10,875,000	1,837,643	—	233.4	.....	1,096,820	6,373,196	7,424,895	3,540,035	10	50	122
Dec. 31, 1873	120.0	76.0	63.5	—	53	38	24	659	Little Miami & Col. Xenia (P.C.&S.L.)O.	6,789,473	*	260,964	44,910	4,608,250	1,590,000	.....	—	196.0	—	—	—	1,401,548	162,018	8	100	...
Dec. 31, 1873	100.0	—	2.0	60.0	7	4	1	60	*Little Rock and Fort Smith* †.....Ark.	9,350,000	*	—	—	4,675,000	4,675,000	—	—	100.0	—	—	—	90,880	Loss.	—	100	...
Apr. 30, 1874	70.0	....	....	50.0	2	1	1	12	Little Rock, Pine Bluff & N. O. † (nar.)Pa.	1,400,000	*	—	—	700,000	700,000	.....	—	....	(Operat	ions not r	eported.)	—	—	—	—	100	...
Nov. 30, 1873	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill (P. & R.). . .....Pa.	1,416,188	—	10,000	—	2,646,100	747,500	—	—	—	—	—	—	—	—	—	100	...
May 31, 1873	93.0	2.0	5.0	—	9	5	3	245	Logansport, Crawfordsville & S. W..Ind.	3,500,000	*	—	.....	1,500,000	2,000,000	.....	—	118.0	(Operat	ions not r	eported.)	214,839	209,669	7	50	96
Dec. 31, 1873	9.0	—	—	—	—	—	—	—	Long Branch and Sea Shore (S.N.J.).N. J.	398,863	—	—	—	171,800	200,000	—	—	—	—	—	—	—	—	—	103	....
Sept. 30, 1873	94.0	64.0	17.1	—	22	43	9	249	Long Island † .....N. Y.	5,226,902	*	.....	.....	3,300,000	1,500,000	205,000	—	158.0	.....	.....	.....	.....	12,000	—	100	...
Dec. 31, 1873	101.1	—	9.2	—	—	—	—	—	Louisiana & Missouri River(C.&A.)..Mo.	5,902,440	—	.....	.....	1,516,500	1,516,500	1,588,343	—	—	—	—	—	896,716	473,159	4	100	...
July 1, 1873	93.5	51.4	23.1	23.0	42	26	13	379	Louisville, Cincinnati and Lexington..Ky.	7,981,305	*	.....	.....	2,474,483	4,234,519	1,709,147	—	174.9	.....	.....	.....	.....	138,370	—	100	...
Dec. 31, 1873	288.0	—	17.0	—	36	15	10	479	Louisv., New Albany and Chicago...Ind.	(nomina	l.)	.....	.....	3,000,000	—	—	—	288.0	(No ret	urns furni	shed.)	—	1,210,382	301,719	—	100	...
Dec. 31, 1873	31.0	—	2.1	124.0	3	1	—	14	Louisv., N. Alb. & St. L. A. L..Ind.& Ill.	2,549,222	44,105	242,677	.....	1,569,073	780,000	184,517	—	31.0	.....	.....	.....	.....	917	—	100	...
Jan. 30, 1873	186.0	420.8	59.4	—	123	97	...	1,659	Louisv., Nashv. & Gt. So. †..Ky. & Tenn.	22,046,389	*	8,253,416	595,765	8,981,439	14,520,500	5,211,942	1,781,627	605.8	.....	.....	.....	11,764	.....	—	100	...
Sept. 30, 1873	12.4	—	2.3	—	—	—	—	—	Lowell and Lawrence (B. & L.)....Mass.	363,158	—	.....	13,032	200,000	54,700	10,532	110,768	—	—	—	—	4,909,426	1,411,123	7	100	...
Mar. 31, 1873	79.0	—	3.9	—	—	—	—	—	Macon and Augusta (Ga.).....Ga.	2,506,170	—	—	—	1,631 900	770,000	104,270	—	78.0	.....	.....	.....	21,786	18,815	6	100	...
Dec. 31, 1873	187.0	10.0	5.6	—	12	19	4	170	Macon and Brunswick †.....Ga.	5,750,000	*	.....	.....	3,500,000	2,250,000	.....	—	197.0	.....	.....	.....	120,788	7,491	—	100	...
Jun. 30, 1873	39.0	—	6.0	—	—	—	—	—	Mahoning Coal (L. S. & M. S.).....Ohio.	3,199,883	—	—	—	1,078,000	1,078,000	93,179	—	—	—	—	—	437,298	148,383	—	100	...
Dec. 31, 1873	129.0	18.1	25.0	—	60	64	44	1,460	Maine Central † .....Maine.	11,100,270	1,052,313	163,723	314,899	4,412,920	6,894,183	1,397,646	445,956	357.0	1,279,522	719,760	401,904	2,268,077	683,576	—	100	491
Mar. 31 1874	22.4	—	3.1	—	...	...	...	....	Manchester and Lawrence...N.H.& Mass.	325,000	175,000	72,124	52,902	1,000,000	—	35,920	89,106	26.0	77,940	160,909	72,314	190,037	100,722	10	100	....

Dec. 31, 1873	129.0	18.1	25.0	—	60	64	44	1,460	Maine Central ¶	Maine.	11,100,270	1,052,313	163,723	314,399	4,412,920	6,304,183	1,397,646	445,956	357.0	1,279,522	719,760	401,904	2,268,077	683,576	—	100	49½
Mar. 31 1874	22.4	—	3.1	—	...	...	...	....	Manchester and Lawrence	N.H. & Mass.	825,000	175,000	72,124	52,902	1,000,000	—	35,920	89,106	26.0	77,940	160,909	72,314	190,037	100,722	10	100	....
Sept. 30, 1873	21 3	—	4.7	—	—	—	—	—	Mansfield & Framingham	(B.C.&F.). Mass.	768,569	—	—	—	300,000	470,000	—	—	21.3	—	—	—	188,246	—	—	100	....
Jun. 30, 1873	44.0	—	1.8	179.0	—	—	—	—	Mans'fd, C'd Water & L.	M.(Pa.)O.& Mich.	813,909	—	1,666	—	474,644	206,949	133,882	—	37.0	23,080	4,136	3,014	8,803	475,062	—	100	....
Dec. 31, 1873	191.0	86.0	64.0	—	84	27	16	1,231	Marietta and Cincinnati	Ohio.	23,112,721	*	1,399,964	4,889,858	13,999,955	11,307,903	3,594,640	—	284.0	2,745,600	564,457	379,167	2,126,876	482,589	—	100	....
Jun. 30, 1873	58.0	10.0	7.9	29.0	6	4	2	85	Marietta and Pittsburg	Ohio.	2,368,475	74,994	—	—	1,100,000	1,500,000	40,000	—	68.0	(5 mos.)	25,869	39,014	35,687	14,400	—	160	....
Dec. 31, 1873	62.8	20.6	17.8	66.0	30	5	3	1,796	*Marquette Hough. & Ontonagon*	Mich.	7,088,149	1,077,421	160,932	142,138	2,306,600	5,364,000	638,987	169,053	83.4	668,280	174,955	744,800	1,059,673	417,027	—	100	....
Dec. 31, 1873	54.0	—	2.0	—	3	3	1	16	Maryland and Del. (N.J.S.)	Md. and Del.	1,500,000	*	—	—	500,000	1,000,000	—	—	54.0	96,560	—	—	—	—	—	100	....
Jun. 30, 1873	271.0	19.0	25.0	—	48	34	10	762	Mem. & Char. (S.R.S.Co.)	T., M. & Ala.	5,770,952	*	1,081,310	—	5,312,725	4,017,142	886,180	—	290.0	991,695	290,380	—	1,402,110	453,724	—	100	....
Jun. 30, 1873	131.0	—	2.5	—	14	8	3	127	Memphis and Little Rock ¶	Arkansas.	(New	comp	any not y	et report	ing.)	—	—	—	131.0	—	—	—	557,609	245,258	—	100	....
Dec. 31, 1873	9.8	—	1.1	12.7	—	—	—	—	Mercer & Somerset	(U.Co's of N. J.). N.J.	735,218	—	—	—	270,000	471,000	—	—	—	—	—	—	—	51,943	7	100	....
May 31, 1874	108.0	—	11.3	—	—	—	—	—	Michigan Air Line (M. C.)	Mich. & Ind.	2,698,847	*	—	—	—	1,900,000	554,531	—	—	—	—	—	—	162,000	—	100	....
May 31, 1874	285.0	103.0	191.6	—	210	168	51	4,259	Michigan Central	Mich., Ind. & Ill.	26,992,518	*	5,548,870	1,600,339	18,788,204	12,635,000	1,186,259	1,582,264	788.0	5,116,635	877,446	1,593,954	6,196,706	1,976,761	—	100	73½
Dec. 31, 1872	57.5	11.0	3.5	—	5	4	2	4	Michigan Lake Shore (Pa.)	Michigan.	1,349,125	*	—	70,100	450,000	880,000	80,324	—	68.5	620,742	112,122	55,314	117,744	26,401	—	100	....
Dec. 31, 1873	86.0	23.0	5.1	39.0	7	7	2	392	Midland	Canada.	3,186,792	378,246	68,096	22,208	834,782	1,630,333	431,278	758,949	86.0	—	—	—	318,160	137,984	—	100	....
Dec. 31, 1872	84.0	—	5.0	—	5	3	2	100	Midland Pacific	Nebraska.	3,200,000	*	—	—	1,600,000	1,600,000	—	—	84.0	—	—	—	—	—	—	100	....
Nov. 30, 1873	39.0	—	1.4	—	—	—	—	—	Milledgville & Eatonton (C. of Ca.)	Ga.	600,000	—	—	—	200,000	—	—	—	—	—	—	—	—	14,000	7	100	....
Dec. 31, 1872	110.0	16.7	4.9	—	8	8	3	160	Milwaukee and Northern (W. C.)	Wis.	8,249,050	*	—	—	1,530,000	1,625,000	—	—	132.0	64,784	40,928	23,141	120,840	74,561	—	100	....
Mar. 31, 1873	90.0	45.0	2.1	—	7	—	—	125	Milwaukee L. Shore and Western	Wis.	4,200,000	*	—	—	1,500,000	2,700,000	—	—	119.7	—	—	—	—	—	—	100	....
Dec. 31, 1873	52.8	—	35.6	—	—	—	—	—	Mine Hill and Schuy'l Haven	(P.&R.). Pa.	3,969,100	—	76,498	—	3,969,100	—	—	—	—	—	—	—	—	294,271	7½	100	103½
Dec. 31, 1873	12.5	—	1.3	87.5	2	2	—	12	Mineral Range	Michigan.	348,000	—	—	—	99,655	161,800	88,726	7,976	12.5	(3 mos.)	12,008	6,378	19,422	7,978	—	100	....
Dec. 31, 1873	27.5	—	2.7	—	—	—	—	—	Missisquoi (C. V.)	Vt.	742,697	—	—	—	243,500	500,000	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	349.1	—	40.7	—	63	28	13	867	Mississippi Cen. ¶	(S.R.As.) M.K.& Tenn.	17,208,837	*	—	—	5,425,535	8,000,000	3,831,202	—	237.0	—	—	—	1,442,525	619,194	—	100	....
Sept. 30, 1873	100.0	—	6.2	—	12	12	4	144	Mississippi and Tennessee ¶	Miss. & Tenn.	3,833,393	*	—	—	825,407	2,211,214	186,121	—	100.0	273,595	—	—	560,651	240,929	—	100	....
Dec. 31, 1873	42.0	—	4.8	225.0	4	5	4	152	Mississippi Valley and Western	Mo.	1,800,000	*	—	—	800,000	800,000	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	85.0	—	4.2	200.0	5	2	3	95	Missouri, Iowa and Nebraska	Mo. & Ia.	2,800,000	*	700,000	—	1,500,000	2,000,000	—	—	—	—	—	—	—	—	—	100	....
Mar. 31, 1873	642.9	—	33.0	—	50	36	23	1,028	Missouri, Kansas and Texas	M.K.& Tex.	33,820,216	1,558,224	696,309	3,429,261	16,945,000	16,596,000	4,775,442	1,217,508	586.0	1,295,491	152,148	248,222	2,317,568	940,661	—	100	....
Dec. 31, 1873	160.0	—	8.9	—	21	14	7	792	Missouri River, Ft. Scott & Gulf	Kansas.	13,722,919	*	163,922	79,108	5,947,000	6,993,000	504,702	—	160.0	—	—	—	711,410	291,302	—	100	....
May 31, 1873	84.0	—	6.8	144.0	8	4	2	79	*Mobile and Girard* ¶	Alabama.	1,714,866	*	294,871	91,348	1,278,378	711,000	110,430	—	84.0	—	—	—	182,591	27,123	—	100	....
Apl. 30, 1873	164.0	14.0	6.9	—	31	13	9	828	Mobile and Montgomery ¶	Alabama.	5,474,554	724,590	191,308	429,703	2,034,800	2,596,500	769,046	—	168.0	—	—	—	691,277	162,518	—	100	....
Dec. 31, 1873	472.0	50.1	47.8	—	121	38	17	1,006	*Mobile and Ohio*	Ala., Miss., Tenn. & Ky.	18,123,012	*	3,612,679	331,907	5,320,600	12,073,958	1,451,648	25,263	517.6	1,507,021	359,636	347,588	2,801,127	904,863	—	100	....
Oct. 31, 1873	80.0	—	4.0	—	5	5	2	69	Montg'y and Eufaula ¶	(L.N.&Gt.S.). Ala.	3,417,920	*	—	197,311	1,149,350	1,810,000	429,716	91,702	80.0	—	—	—	—	—	—	100	....
Sept. 30, 1873	23.8	—	4.3	—	—	—	—	—	Monticello and Port Jervis	(Erie). N. Y.	1,122,311	—	—	—	418,995	650,000	59 200	—	23.8	24,711	30,107	27,319	56,211	17,201	—	100	....
Dec. 31, 1873	84.0	34.0	144.0	—	30	21	10	757	Morris and Essex	(D. I.&W.). N. Jersey.	17,159,461	12,170,560	—	—	14,165,450	13,796,000	1,368,571	—	118.0	—	—	—	4,214,846	1,193,840	7	100	....
Sept. 30, 1873	20.2	—	1.9	—	—	—	—	—	Nashua, Acton & B	(Fitchb.) N.H.& Mass.	679,960	—	140	5,880	253,700	142,000	280,150	(3 mos.	20.2	14,931	16,518	3,961	10,601	5,750	—	100	97½
Sept. 30, 1873	14.5	—	18.5	—	18	21	8	422	Nashua and Lowell	(B.& L.) N.H.& Mass.	881,597	155,659	99,520	105,696	800,000	105,535	120,828	216,109	43.2	371,205	937,628	272,088	615,846	83,452	10	100	115½
Sept. 30, 1873	122.0	12.5	8.6	—	22	9	6	177	Nashv. & Decatur ¶	(L.N.&Gt.S.) T.& Ala.	3,837,619	433,218	655,704	59,108	1,511,807	2,624,000	518,853	327,120	134.5	328,629	108,179	48,583	453,012	160,686	—	100	....
Jun. 30, 1873	321.0	20.0	30.0	92.0	83	26	10	1,115	Nashv., Chattanooga & St. Louis ¶	T.& Ala.	13,286,049	*	342,594	348,252	6,486,049	2,812,165	2,987,663	1,694,018	341.0	1,213,663	166,084	384,240	1,655,519	471,731	—	100	....
Sept. 30, 1873	57.0	4.5	4.9	—	12	14	4	281	Naugatuck	Connecticut.	2,056,852	*	146,087	61,681	1,881,900	103,000	46,146	283,581	61.5	—	—	—	543,937	201,890	10	100	....
Dec. 31, 1873	5.5	—	—	—	—	—	—	—	Newark and Hudson (Erie)	N. J.	246,000	—	—	—	250,000	250,000	—	—	—	—	—	—	—	41,500	7	100	....
Dec. 31, 1873	8.0	—	10.0	—	—	—	—	—	Newark and New York (C. of N.J.)	N. J.	2,443,032	—	—	—	977,500	600,000	882,675	—	—	—	—	—	—	175,000	7	100	....
Jun. 30, 1873	43.7	1.2	3.8	—	—	—	—	—	Newark, Som'rst & Str'av'le	(S.M.&N.). O.	1,728,000	—	20,754	—	873,650	800,000	75,100	—	44.9	—	30,051	—	143,591	29,601	—	100	....
Sept. 30, 1873	21.5	16.1	8.2	—	9	22	11	157	New Bedford	Mass.	977,413	241,544	25,500	48,040	1,010,100	171,500	52,405	58,492	37.6	126,156	351,627	159,911	292,307	82,481	8	100	107½
Sept. 30, 1873	8.3	—	0.4	—	2	1	—	—	New Canaan	Conn.	220,747	26,343	—	—	164,050	86,000	9,860	—	8.3	21,021	37,733	5,423	18,491	Loss.	—	50	....
Dec. 31, 1873	14.9	—	3.2	—	—	—	—	—	Newcastle & Beaver Val.	(P.Ft.W.&C.) Pa.	809,701	—	—	—	605,000	24,200	—	—	14.9	—	—	—	351,089	140,436	10	100	....
Sept. 30, 1873	13.0	—	1.3	—	3	4	2	27	New Haven and Derby	Conn.	1,132,460	*	—	—	455,700	550,000	—	—	13.0	44,172	139,728	13,911	83,820	25,976	—	50	....
Sept. 30, 1873	52.0	—	5.0	—	4	8	2	112	N. Hav., Middlet'n & Willimantic	Conn.	5,987,500	*	—	—	677,500	4,000,000	1,268,750	—	52.0	—	—	—	—	—	—	100	....
Sept. 30, 1873	83.9	25.4	20.7	—	20	17	7	404	New Haven and Northamp.	Conn. & Mass.	3,669,786	783,012	194,174	67,906	2,459,850	1,900,000	286,024	69,004	109.3	449,429	390,220	298,888	660,067	190,122	8	100	....
Dec. 31, 1873	74.0	—	6.8	—	18	20	6	189	New Jersey Midland	New Jersey.	8,796,859	*	—	—	3,000,000	5,000,000	1,000,000	—	74.0	—	—	—	—	—	—	100	....
Dec. 31, 1873	70.5	45.0	12.0	—	22	62	7	381	New Jersey Southern	New Jersey.	9,820,000	*	—	—	5,000,000	4,820,000	—	—	115.5	—	—	—	745,794	39,607	—	100	3½
Sept. 30, 1873	100.0	—	2.8	—	21	15	8	266	N. London Northern (C.V.)	Conn.& Mass.	1,651,126	187,443	110,074	25,671	1,428,800	390,000	123,978	31,525	100.0	523,988	324,472	206,008	606,956	160,000	10	100	106
Dec. 31, 1873	206.0	43.0	35.0	—	57	31	15	993	N. Orleans, Jack. and Gt. North. ¶	L. & M.	15,279,042	*	—	1,658,368	4,784,000	8,000,000	1,176,020	3,037,390	206.0	—	—	—	1,790,489	803,261	—	100	....
Dec. 31, 1872	203.0	—	532.0	—	—	—	—	—	N. O., Mobile and Texas ¶	Ala.M.& La.	6,500,000	*	(No	account	can be ob	tained.)	—	—	—	—	—	—	—	—	—	100	....
Sept. 30, 1873	130.8	4.6	45.5	—	39	79	39	838	N. York and Harlem	(N.Y.C.&H.R.) N.Y.	14,486,514	1,549,945	2,366,082	—	9,000,000	7,038,069	667,375	1,566,725	161.8	911,879	1,962,970	430,055	3,369,169	1,440,810	8	100	128½
Sept. 30, 1873	85.8	53.2	30.7	71.0	30	39	17	418	New York and New England	M.& Conn.	22,500,000	633,200	—	—	20,000,000	2,500,000	—	—	139.0	637,515	1,723,337	363,734	728,568	128,546	—	100	....
Feb. 28, 1873	248.0	131.0	66.0	120.0	84	51	30	1,683	New York and Oswego Midland	N.Y.	17,896,286	2,241,918	979,159	—	7,183,082	10,454,655	3,256,662	368,012	551.0	—	—	—	—	—	—	100	....
Sept. 30, 1873	441.8	298.4	851.8	—	519	421	177	13745	New York Central & Hudson River	N.Y.	78,014,954	*	89,140,046	—	89,428,300	27,225,533	1,167	—	858.3	17,259,361	7,630,741	5,522,724	29,126,851	10,741,436	8	100	100½
Sept. 30, 1873	75.0	—	4.8	76.0	7	9	3	121	New York, Kingston and Syracuse	N.Y.	3,245,000	—	—	—	2,662,922	2,000,000	92,692	—	75.0	—	(No	returns.)	—	—	—	100	....
Sept. 30, 1873	124.3	16.7	167.6	—	88	171	59	1,324	N. Y., N. H. & Hartford	N.Y. O.& Mass.	12,577,627	2,075,711	1,598,610	2,028,516	15,500,000	1,126,500	1,089,669	1,564,395	141.0	1,848,201	3,892,674	895,985	4,701,236	1,846,972	10	100	134½
Aug. 31, 1873	62.5	1.3	34.5	—	22	22	8	229	N. Y., Providence & Boston	Conn.&R.I.	2,598,000	*	459,860	62,584	2,047,860	1,010,000	62,584	—	63.8	452,147	656,551	247,764	933,631	388,320	10	100	....
Sept. 30, 1873	99.0	—	3.6	—	—	—	—	—	Niag. F. & Canandaigua	(N. Y. C.). N.Y.	3,210,616	—	—	—	1,000,000	—	—	—	—	—	—	—	—	60,000	6	100	....
Dec. 31, 1873	233.0	—	11.2	—	24	18	10	277	North Carolina ¶	(R. & D.) N.C.	4,917,741	*	—	—	4,000,000	553,413	—	—	—	—	—	—	—	260,000	6	100	....
Feb. 28, 1873	102.0	—	9.0	—	14	14	5	142	Northeastern ¶	S. C.	2,148,131	*	88,820	37,264	979,850	1,210,528	30,457	53,380	102.0	298,721	82,719	—	395,463	159,768	—	100	....
Dec. 31, 1873	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.	—	—	—	—	—	—	—	—	72.0	—	—	—	—	—	—	100	....
Oct. 31, 1873	55.6	12.1	48.5	—	42	42	21	908	North Pennsylvania	Pa.	7,174,125	1,286,451	1,567,582	—	3,599,500	4,486,600	252,985	—	75.0	709,286	984,723	996,213	1,477,540	498,878	5a	50	100
Dec. 31, 1873	62.7	—	3.4	—	—	—	—	—	Northwestern Union	(C. & N. W.) Wis.	3,500,000	—	—	—	—	3,500,000	—	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1873	23.0	—	1.0	115.0	2	2	4	16	North and South Georgia ¶	Ga.	656,000	24,197	—	33,901	472,523	240,000	61,573	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	138.0	4.0	129.5	—	141	69	42	6,264	Northern Central ¶	Md. & Pa.	11,959,069	3,470,815	3,000,000	895,882	5,842,000	11,419,756	1,599,924	464,086	357 0	—	—	—	5,031,365	1,152,704	—	50	61½
Mar. 31, 1873	99.2	13.4	17.6	—	27	16	6	540	Northern New Hampshire	N. H.	3,068,400	*	368,597	153,979	3,068,400	102,100	145,986	274,490	82.6	506,848	195,406	411,888	706,355	217,103	8	100	106
Dec. 31, 1873	21.3	—	4.6	—	—	—	—	—	Northern New Jersey (Erie)	N. J.	527,452	—	672,548	—	1,000,000	400,000	—	—	—	—	—	—	—	106,200	8	100	....
Aug. 31, 1873	491.3	—	9.3	512.0	79	24	24	1,679	*Northern Pacific*	Minn.,Dak.,Wash.&c.	26,285,114	*	1,569,676	1,390,283	18,239,300	24,841,046	6,961,000	—	211.0	—	—	—	—	—	—	100	....
Sept. 30, 1873	59.4	7.0	14.0	—	21	15	7	523	Norwich and Worcester ¶	Conn.& Mass.	3,395,160	*	833,739	78,016	2,823,400	609,000	443,057	451,459	66.4	403,993	377,588	329,624	853,947	281,101	10	100	123½
Sept. 30, 1873	118.0	4.0	18.0	—	34	19	4	1,026	Ogdensburg & L. Champlain	(C.V.). N.Y.	5,796,921	*	—	—	5,077,000	1,012,000	—	—	—	—	—	—	—	456,350	7	100	42
Jun. 30, 1873	240.0	53.0	72.0	—	124	59	27	2,480	Ohio and Mississippi	O., Ind. & Ill.	35,308,844	*	—	—	24,030,000	10,559,090	719,754	—	293.0	3,644,714	477,092	927,253	3,754,422	1,141,109	—	100	28½
Dec. 31, 1873	95.0	28.0	55.5	—	32	19	5	315	Oil Creek and Allegheny Valley	Pa.	8,615,633	1,008,331	50,000	—	4,959,450	3,680,000	249,105	—	123.0	683,296	445,707	556,546	1,067,734	342,738	6	50	16
Sept. 30, 1873	217.1	39.9	63.4	—	59	129	24	916	Old Colony	Mass.	9,080,680	1,134,746	786,898	506,834	6,561,300	3,255,000	1,080,356	611,502	258.9	1,354,474	4,206,840	625,251	2,877,252	712,029	7	100	103½
Dec. 31, 1873	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	N. Y.	960,953	—	—	—	300,000	550,000	—	—	—	—	—	—	—	62,500	8	100	....
Sept. 30, 1873	35.0	—	57.9	—	11	12	4	258	Oswego and Syracuse	(D. L. & W.). N.Y.	1,445,114	*	—	—	1,144,400	180,000	—	—	—	—	—	—	—	115,596	9	100	....
Dec. 31, 1873	283.5	15.5	....	—	—	—	—	—	*Pacific*	(A. and P.) Mo.	20,500,000	*	—	—	7,000,000	13,500,000	—	—	486.7	—	—	—	1,408,500	1,388,500	5	100	34½
Dec 31, 1873	115.6	—	4.9	50.4	8	4	2	97	Paducah and Memphis	Ky. and Tenn.	4,124,108	206,103	579,597	233,616	2,924,150	1,541,000	610,062	68,212	90.0	—	—	—	156,849	68,212	—	100	....
Jun. 30, 1873	11.0	—	0.7	53.4	4	1	1	46	Painesville and Youngstown	O.	570,892	*	—	—	571,000	—	—	—	11.0	—	—	23,251	2,849	13,029	—	100	....
Jun. 30, 1873	34.0	—	0.9	—	—	—	—	—	Paris and Danville	Ill.	1,360,000	—	—	—	160,000	1,190,000	10,000	—	34.0	27,456	19,819	—	33,917	(Deficit)	—	100	....
Jun. 30, 1873	72.0	—	6.0	—	7	5	3	127	Paris and Decatur	Ill.	2,800,000	*	—	—	1,600,000	1,200,000	150,000	—	94.0	—	—	—	34,949	(Deficit)	—	100	....
Dec. 31, 1873	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson (Erie)	N. J.	630,000	—	—	—	630,000	—	—	—	—	—	—	—	—	53,400	8½	100	....
Dec. 31, 1873	12.0	—	2.6	—	—	—	—	—	Paterson and Newark (Erie)	N. J.	896,162	—	—	—	250,000	500,000	—	—	—	—	—	—	—	35 p. c.	—	100	....
Dec. 31, 1873	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo (Erie)	N. J.	350,000	—	—	—	248,000	100,000	—	—	—	—	—	—	—	26,500	7	100	....
Jun. 30, 1873	67.2	—	3.0	—	—	—	—	—	Pekin, Lincoln and Decatur	Ill.	2,576,000	—	—	—	1,500,000	1,076,000	—	—	67.2	119,609	47,627	98,848	141,261	38,738	—	100	....
Dec. 31, 1872	119.0	—	8.0	86.0	4	3	2	46	Peninsular (C. and L. H.)	Ind. & Mich.	6,716,361	*	—	—	1,995,000	4,240,000	331,351	—	119.0	—	—	46,333	109,913	Loss.	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

The asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "‡."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Dec. 31, 1873	354.9	69.0	554.9	—	878	385	136	17589	Pennsylvania.....Pennsylvania.	48,571,808	*	97,782,380	4,371,449	68,144,475	43,145,785	22,566,815	6,842,563	869.4	.....	5,879,634	9,998,794	24,886,009	9,044,978	10	50	109
Dec. 31, 1873	47.0	15.8	57.0	—	23	8	—	1,300	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	3,052,500	.....	4,000,000	487,500	565,000	.....	47.0	.....	3,970	1,201,454	28,601	.....	20	50	240
Dec. 31, 1873	41.5	—	1.4	—	—	—	—	—	Pennsylvania and Delaware (Penn.)...Pa.	2,502,000	—	—	—	900,000	1,602,000	71,346	—	—	(Opened July 1, 1873.)						50	....
Nov. 30, 1873	104.5	22.6	21.2	—	18	2	—	592	Pennsylvania and N. York..N.Y. & Penn.	5,351,750	791,077	.....	.....	4,061,700	3,000,000	74,017	—	127.2	762,452	191,584	1,388,081	1,485,806	403,405	2½	50	....
Nov. 30, 1873	23.5	—	8.1	12.7	—	—	—	—	Perkiomen (P. & R.).....Pa.	1,388,700	—	18,529	.....	38,040	1,821,800	20,478	—	—	—	—	—	—	—	—	50	....
Dec. 31, 1873	46.2	—	2.0	—	4	4	1	58	Pensacola and Louisville ‡.....Fla.	455,327	64,300	150,000	.....	450,000	—	219,627	—	45.2	76,850	16,690	—	88,930	35,357	—	100	....
Dec. 31, 1870	—	—	—	76.0	—	—	—	—	Peoria, Atlanta and Decatur.....Ill.	800,000	—	—	—	600,000	300,000	—	—	—	—	(Under construction.)		—	—	—	100	....
Dec. 31, 1873	47.0	—	7.4	—	—	—	—	—	Peoria and Bureau Valley (C.R.I.&P.).Ill.	1,566,000	—	—	—	1,266,000	300,000	—	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1873	83.0	—	11.5	—	12	7	4	171	Peoria, Pekin and Jacksonville...Illinois.	3,260,351	345,797	45,000	.....	1,239,700	2,000,000	411,448	—	83.0	280,562	.....	135,485	319,168	30,952	—	50	....
Jun. 30, 1873	91.0	—	4.0	—	8	5	2	163	Peoria and Rock Island.....Ill.	3,772,327	*	.....	.....	1,858,950	1,650,000	49,639	—	9.0	276,058	70,500	194,348	300,045	105,368	—	100	....
Dec. 31, 1873	64.0	18.0	8.0	—	12	9	6	121	Petersburg ‡.....Virginia.	1,817,985	*	.....	.....	1,324,200	500,000	356,112	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1873	44.0	—	6.5	—	10	8	3	95	Philadelphia and Balt. Cent. Penn. & Md.	1,811,107	177,744	.....	.....	220,606	1,500,000	46,946	—	67.0	182,886	309,498	138,262	303,221	78,339	—	50	....
Dec. 31, 1873	287.6	—	121.7	—	—	—	—	—	Philadelphia and Erie ‡ (Penn.).....Pa.	23,777,743	—	2,241,800	16,866	8,448,700	16,625,000	1,385,709	—	287.6	2,912,351	777,273	2,164,246	3,842,067	428,756	—	50	28½
Dec. 31, 1873	3.0	—	—	24.0	—	—	—	—	Phila., Germ. and Norrist'n (P. & R.)..Pa.	1,146,538	368,262	500,798	.....	2,231,900	—	—	—	32.3	—	—	—	231,623	269,791	12	50	180½
Sept. 30, 1873	98.4	228.6	432.2	—	400	220	60	19018	Phila., Newtown and New York.....Pa.	440,400	—	—	—	199,360	164,000	57,000	—	—	—	—	—	—	—	—	50	....
Dec. 31, 1873	22.6	—	39.7	—	—	—	—	—	Philadelphia and Reading..Pennsylvania.	28,260,889	7,480,719	48,349,058	1,741,889	34,269,675	44,188,715	4,876,055	2,498,206	725.3	8,351,682	6,790,688	9,847,747	14,832,661	5,557,766	10	50	....
Oct. 31, 1873	96.3	14.8	121.6	—	70	160	...	1,240	Philadelphia and Trenton (Penn.).....Pa.	1,534,479	—	—	—	1,259,100	—	—	—	35.6	882,160	1,747,216	1,400,983	1,995,606	448,574	10	50	108
Nov. 30, 1873	11.3	—	43.0	—	—	—	—	—	Phila., Wilm. and Baltimore..Pa. D.& Md.	11,814,764	*	2,103,295	840,368	11,507,750	1,900,000	279,120	743,063	111.8	1,437,207	853,937	836,979	3,074,881	1,095,285	8	50	109
Dec. 31, 1873	193.0	8.0	50.8	—	164	34	19	1,648	Pickering Valley (P. & R.).....Pa.	474,551	—	—	—	92,875	332,300	161,363	—	—	—	—	—	—	4,751	—	50	....
Dec. 31, 1873	468.3	—	180.0	—	269	133	54	9,789	Pittsburg, Ft. W. and Chic..P., O., I. & I.	37,368,286	*	—	—	8,433,750	15,010,586	3,854,872	—	201.0	—	—	—	3,841,214	478,298	—	50	....
Dec. 31, 1873	30.0	—	4.9	150.0	4	6	3	65	Pittsburg, Virg. & Charleston..Pa.& W.Va.	1,106,167	37,226	556,088	.....	23,814,286	14,554,000	14,250	—	500.6	7,578,666	2,184,653	2,365,846	9,619,074	3,522,032	7	100	92½
Oct. 31, 1873	149.6	1.9	36.0	4.6	26	15	7	400	Pittsburg, Washington & Balt....Pa.& Md.	11,934,489	709,835	93,671	.....	673,264	700,000	244,672	—	30.0	67,900	140,188	4,828	67,137	16,941	—	50	....
Sept. 30, 1873	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,635	—	—	6,315	1,960,682	9,500,000	2,276,579	—	169.2	1,683,213	859,533	1,130,334	1,564,906	L.38,035	—	50	....
Nov. 30, 1873	71.3	—	3.6	38.7	6	15	5	117	Portland and Ogdensburg....Me. & N. H.	2,502,116	*	125,862	200,937	1,045,270	1,384,000	321,710	77,934	65.3	147,741	73,908	46,045	144,962	49,075	—	100	....
Aug 31, 1873	52.5	—	4.3	—	6	9	4	141	Portland and Rochester.....Me. & N. H.	1,925,741	*	253,124	18,208	686,112	1,407,500	183,461	—	62.5	134,108	142,846	64,290	142,571	40,976	—	100	....
Sept. 30, 1873	52.0	—	8.1	—	19	—	7	167	Portland, Saco and Portsmouth (Etn.).Me.	1,500,000	*	—	—	1,500,000	—	—	—	—	—	—	—	—	—	—	100	....
Sept. 30, 1873	111.8	—	8.0	—	9	6	4	130	Port Royal ‡ (Ga.).....South Carolina.	5,500,000	*	—	—	3,000,000	2,500,000	—	—	—	—	—	—	—	160,000	10	100	113
Sept. 30, 1873	71.4	—	4.9	—	—	—	—	—	Portsm'th, Gt. Falls & Conway (Etn.). Me.	1,229,689	—	—	—	767,200	462,489	—	—	—	—	—	—	—	—	—	25	....
Sept. 30, 1873	41.9	—	2.6	4.8	4	5	...	91	Poughkeepsie and Eastern....New York.	1,475,430	*	.....	.....	524,464	722,500	479,689	—	46.1	95,055	82,180	44,508	86,213	14,241	—	100	40
Sept. 30, 1873	22.8	—	2.0	48.9	2	3	1	65	Providence and Springfield..R.I. & Mass.	983,408	*	.....	.....	472,890	414,000	47,518	—	22.8	.....	32,512	5,653	18,418	9,543	—	100	....
Sept. 30, 1873	13.6	—	—	—	4	10	...	20	Providence, Warren and Bristol.....R. I.	626,515	*	.....	.....	437,917	50,000	38,597	—	13.6	.....	379,227	20,504	113,505	9,263	—	100	....
Sept. 30, 1873	43.4	1.0	45.2	—	23	40	...	692	Providence and Worcester..R. I. & Mass.	1,976,025	735,748	.....	271,267	2,000,000	500,000	387,810	98,230	—	526,128	1,785,067	530,620	963,345	267,108	10	100	....
Dec. 31, 1873	36.0	—	2.0	—	4	3	2	—	Queen Anne and Kent ‡.....Del. & Md.	351,000	*	.....	.....	260,000	269,000	2,600	—	36.0	35,850	12,560	28,231	27,437	9,990	—	50	....
Jun. 30, 1873	42.0	—	4.0	—	1	2	2	44	Quincy, Alton and St. Louis.....Ill.	1,832,100	*	.....	32,200	780,000	1,000,000	52,000	—	42.0	56,000	.....	.....	68,939	(Deficit)	—	50	....
Dec. 31, 1873	70.0	—	1.7	160.0	—	—	—	—	Quincy, Missouri and Pacific.....Mo.	2,000,000	—	.....	.....	700,000	20,000p.m	.....	—	....	(Under construction.)						100	....
May 31, 1873	44.0	—	3.0	62.0	3	3	3	50	Raleigh and Augusta Air-Line ‡..N. Car.	1,134,221	89,785	.....	.....	876,000	.....	.....	—	44.0	.....	.....	.....	.....	.....	—	100	....
May 31, 1873	97.0	—	5.0	—	16	10	4	134	Raleigh and Gaston.....North Carolina.	1,500,000	*	155,300	102,935	1,500,000	.....	92,150	166,085	97.0	.....	47,060	98,052	369,646	178,652	—	100	....
Nov. 30, 1873	40.0	8.0	8.1	10.7	8	7	1	29	Reading and Columbia (P. & R.).....Pa.	2,072,959	220,041	62,566	.....	508,268	1,000,000	1,218,911	—	48.0	242,123	138,771	382,399	310,517	92,179	—	50	....
Sept. 30, 1873	101.5	80.9	47.9	—	42	52	17	1,262	Rensselaer and Saratoga (D.& H.)..N. Y.	8,328,362	*	.....	.....	6,000,000	2,000,000	.....	—	182.4	820,468	1,037,327	616,634	1,966,857	903,072	8	100	109
Sept. 30, 1873	129.0	6.9	16.8	—	35	20	9	462	Richmond and Danville ‡.....Virginia.	5,729,729	*	.....	.....	4,000,000	2,485,411	1,435,905	143,372	195.9	899,792	141,767	227,729	957,129	447,369	...	100	...
Sept. 30, 1873	86.0	—	6.7	—	13	21	16	134	Richmond, Fred'burg and Potomac ‡..Va	2,727,840	*	131,596	254,875	1,509,829	889,698	82,639	632,148	86.0	199,625	178,985	45,677	496,744	231,136	2	100	....
Sept. 30, 1873	22.5	2.7	4.2	—	8	9	4	164	Richmond and Petersburg ‡.....Va.	1,215,404	*	48,483	80,119	847,100	326,296	81,527	49,188	46.7	110,712	126,947	91,887	160,227	36,656	—	100	....
Sept. 30, 1873	38.3	—	2.2	26.0	3	3	2	42	Richmond, York Riv. & Chesapeake ‡..Va.	1,257,640	—	.....	.....	650,000	607,640	.....	—	38.3	—	(No report supplied.)		—	—	—	100	....
Dec. 31, 1873	18.5	—	1.8	—	—	—	—	—	Rochester & Genesee Valley (Erie).N. Y.	671,303	—	.....	.....	557,560	.....	.....	—	—	(Rental 48 p. c. of earnings.)			73,474	28,543	—	100	....
Sept. 30, 1873	—	—	—	105.0	—	—	—	—	Rochester and State Line.....N. Y.	735,649	—	183,649	.....	24,000	894,000	90,000	—	—				—	84,012	...	100	....
Sept. 30, 1873	10.0	—	—	140.0	...	...	...	...	Rochester, Nunda & Penn. (3 ft.)...N. Y.	716,327	—	—	.....	625,600	—	58,200	—	—				—	—	—	100	....
Jun. 30, 1873	278.9	25.4	26.7	—	45	14	6	882	Rockford, Rock Island and St. Louis..Ill.	14,519,619	1,178,130	298,567	.....	6,490,579	9,000,000	505,737	—	318.0	1,089,857	.....	262,148	947,650	179,955	—	100	....
Dec. 31, 1873	141.1	45.6	28.4	—	42	32	16	909	Rome, Watertown and Ogdensburg.N. Y.	4,789,198	*	147,969	305,456	3,146,800	1,908,249	44,979	142,625	218.2	.....	.....	.....	1,230,555	360,488	7	100	79
Dec. 31, 1873	120.0	—	16.0	—	—	—	—	—	Rutland (C. V.).....Vermont.	9,129,946	*	143,947	92,617	6,648,400	1,972,800	745,700	—	239.0	.....	.....	.....	970,239	492,400	2	100	....
Dec. 31, 1873	84.0	—	2.7	—	4	2	...	52	Saginaw Valley and St. Louis.....Mich.	525,716	87,854	.....	4,173	121,775	346,000	149,968	—	34.0	58,650	.....	.....	134,620	79,810	—	100	....
Dec. 31, 1873	22.0	—	6.5	—	5	6	...	230	St. Croix and Penobscot ‡.....Me.	364,000	*	.....	20,603	100,000	227,700	7,000	—	22.0	.....	.....	.....	70,952	28,861	3	50	....
Aug. 31, 1873	187.0	—	20.0	38.0	19	...	...	.....	St. Joseph and Denver City..Kan.& Neb.	11,221,764	420,925	245,000	3,803	4,000,000	7,000,000	734,425	157,067	187.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	197.0	18.0	21.0	—	13	11	4	590	St. Louis, Alton and Terre Haute.Illinois.	11,768,400	*	.....	241,609	4,768,400	7,000,000	241,609	—	265.0	.....	.....	.....	1,042,809	593,849	—	100	....
Jan. 31, 1874	43 3	—	2.2	—	—	—	—	—	St. Louis & C. Rapids (St.L.,K.C.&N.)Ia.	—	(Statements not received.)															
Dec. 31, 1873	195.5	15.3	39.7	—	85	28	15	1,618	*St. Louis and Iron Mountain* ‡...Missouri.	19,103,348	*	247,884	.....	10,000,000	8,622,000	431,149	298,083	210.8	947,849	537,276	682,903	1,964,281	596,426	3	100	17
Jun. 30, 1873	310.0	48.0	25.0	—	46	27	12	1,175	St. Louis & S. Eastern...Ill., Ky. & Tenn.	2,828,400	*	.....	.....	4,628,400	3,200,000	.....	—	—	524,786	70,581	515,719	661,753	265,882	—	100	....
Dec. 31, 1873	76.5	—	2.1	—	—	—	—	—	St. Louis & St. Jos. (St.L.,K.C.& N.). Mo.	2,000,000	—	—	—	—	1,000,000	(Sold under foreclosure Feb. 18, 1874 for $1 00,000.)		—						100	....
Dec. 31, 1873	41.5	—	2.3	138.5	—	—	—	—	St. L., C. Bluffs & Omaha (St.LKC&N.)M.	2,200,000	—	—	—	—	—			—							100	....
Dec. 31, 1873	150.6	—	11.6	—	—	—	—	—	St. Louis, Jacksonv. & Chic. (C. & A.). Ill.	5,073,600	—	—	—	1,100,000	16,000p m	—	—	—	—	—	(Rental.)	65,000	—	—	100	....
Dec. 31, 1873	265.5	67.5	26.7	—	91	42	14	1,516	St. L., Kansas City & Northern.....Mo	28,184,445	*	—	—	2,348,600	2,725,000	—	—	—	—	—	—	240,000	—	—	100	....
Dec 31, 1873	157.8	—	24.4	—	32	14	8	841	St. Louis, Vandalia & T. H. (T.H&I). Ill.	8,256,255	*	2,173,888	635,599	24,000,000	6,000,000	943,928	—	581.8	2,287,961	426,326	501,595	2,755,194	670,530	—	100	....
Aug. 31, 1873	108.5	—	4.7	161.0	—	—	—	—	*St. Paul and Pacific*.....Minn.	11,250,000	—	226,930	.....	2,378,158	5,499,000	467,325	—	157.8	.....	.....	.....	1,130,813	337,768	—	100	....
Aug. 31, 1873	207.0	76.0	19.4	—	28	20	6	374	*St. Paul and Pacific* (1st Div.).Minnesota.	17,214,350	*	.....	.....	1,968,600	10,500,000	750,000	—	35.0	25,256	16,417	15,786	32,345	209	—	100	....
Aug. 31, 1873	121.3	—	10.0	—	14	6	4	255	St. Paul and Sioux City.....Minn.	4,628,778	*	.....	.....	2,400,000	15,245,750	472,942	—	283.0	.....	.....	.....	763,805	165,964	—	100	....
Aug 31, 1873	17.6	3.2	1.0	—	2	2	1	40	St. Paul, Stillw. & Taylor's Falls...Minn.	780,817	*	.....	.....	277,500	1,851,500	216,227	—	121.3	244,766	77,755	.....	509,443	40,172	—	100	....
Sept. 30, 1873	16.9	—	2.6	—	—	—	—	—	Salem and Lowell (B. & L.).....Mass.	481,469	—	.....	2,714	243,305	226,900	13,978	—	20.8	29,280	22,800	.....	63,716	31,863	—	100	....
Jun. 30, 1873	116.3	—	13.9	—	31	15	10	589	Sandusky, Mans. & Newark (B. & O.)..O.	3,241,661	*	.....	59,454	938,000	2,309,743	6,547	46,725	116.3	896,984	193,597	372,011	17,500	16,784	1	100	....
Dec. 31, 1873	104.0	—	4.9	5.0	10	9	5	80	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	.....	.....	1,000,000	1,427,800	.....	—	104.0	.....	.....	.....	715,250	81,106	—	50	....
Dec. 31, 1873	11.0	—	21.5	—	—	—	—	—	Schuylkill Valley (P. & R.).....Penn.	576,050	—	.....	.....	576,050	—	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1874	90.0	—	8.0	—	16	4	6	250	Seaboard and Roanoke.Va. & N. Carolina.	2,058,152	*	568,869	.....	1,365,000	210,000	.....	—	80.0	.....	34,867	.....	609,678	198,004	8	100	....

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PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:	$	p c	p c	p. c.
Atlantic and Great Western, pref...	10,000,000	7	....	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	....	....
" " " guar.	276,200	7	....	....
Atlantic and Pacific, preferred	10,000,000	7	....	12¼
Atlantic and St. Lawrence,* guar...	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,552,800	6	5	105
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar.....	1,159,500	7	7	86½
Camden and Amboy,* guaranteed..	5,847,800	10	10	128
Camden and Atlantic, preferred.....	763,549	7	7	86½
Cayuga and Susquehanna,* guar....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,600	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	104
Central Ohio,* preferred	411,550	6	6	88
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	73
Chicago and Alton, † preferred.....	2,425,400	...	10	105
Chicago, Iowa & Nebraska,* guar..	3,916,800	....	8	89½
Chicago and North-Western, pref...	21,484,113	7	7	53¾
Cinc., Sand. and Cleveland, pref....	429,000	6	6	25
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	87½
Cumberland Valley, 1st preferred....	241,900	8	8	....
" " 2d preferred....	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	....	....
Dubuque and Sioux City,* guar.....	6,000,000	...	8	60
Dubuque South-Western, pref.....	590,315	8	....	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	80
Elmira, Jeff. and Canad. * guar.....	500,000	6	6	....
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	76
" " com.& *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	56
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	....	....	....
Hannibal and St. Joseph, pref	2,167,700	7	7	29
Harrisburg and Lancaster,* guar....	1,182,550	7	7	97
Housatonic, preferred.....	1,180,000	8	8	96
Huntington & Broad Top Mtn, pref.	190,750	7	....	26
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	95
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref...	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	3,101,650	6	....	17½
" " 2d pref....	4,436,250	6	....	9½
Mich. Southern, (Lake Shore) guar..	533,500	10	10	....
Mill Creek,* guaranteed.....	328,375	10	10	....
Milwaukee and St. Paul, preferred..	12,274,483	7	7	50
Mine Hill,* guaranteed.....	3,856,450	8	8	103½
Montclair,* guaranteed.....	2,000,000	7	....	....
Morris and Essex,* guar.....	15,000,000	7	7	97½
Nesquehoning Valley,* guar.....	2,000,000	10	10	107
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,295,200	10	10	124
New London Northern,* guar.....	971,400	10	10	105
New York & Harlem,* pref. & guar.	1,500,000	8	8	127
" " *com.& guar.	8,500,000	8	8	128½
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	123½
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	42
" " pf.& *guar.	2,000,000	8	8	57
Ohio and Mississippi, preferred....	4,030,000	7	7	55½
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama, guaranteed.....	7,000,000	12	12	113½
Paterson and Hudson,* guar.....	630,000	....	5½	....
Pemberton and Hightstown,* guar..	842,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	...	....	....
Phila., Germant'n & Norrist'n,*guar.	2,231,900	12	12	180½
Philadelphia and Reading, † pref....	1,561,687	....	10	110½
Philadelphia and Trenton,* guar....	1,259,100	10	10	123
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	92½
Pittsfield and North Adams,* guar.	450,000	5	6	86
Portland, Saco & Portsmouth,* guar.	1,400,000	10	10	113
Rochester & Genesee Valley,* guar.	857,560	...	....	....
Rutland,* preferred and guaranteed.	4,200,000	7	7	25
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	....	25
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	....	....
St. Louis, Kansas City & Nor., pref..	12,000,000	....	....	20½
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref.	1,700,000	7	....	....
" " 2d pref..	1,600,000	7	....	....
Toledo, Wabash and Western, pref.	1,600,000	7	7	40½
Warren,* guaranteed.....	1,500,000	7	7	85
Canal Stocks.				
Delaware Division,* guar.....	1,433,350	8	8	....
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	124
" com. and * guar.....	1,686,000	4	4	49
Schuylkill Navigation preferred	2,808,977	6	6	25

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	— @	— —
Gartsherrie		— @	— —
Summerlee		— @	— —
Carnbroe		— @	— —
Langloan		— @	— —
Glengarnock		40 @	41 —
Eglinton		39 @	40 —
Pig, American, No. 1		28 @	30 —
Pig, American, No. 2		27 @	29 —
Pig, American, Forge		24 @	27 —
Bar Refined, English and American		— @	— —
Bar, Swedes, assorted sizes	(gold)	115 @	120 —
		Store Prices.	
Bar, Swedes, ordinary sizes		140 @	145 —
Bar, Swedes, Plow sizes		155 @	160 —
Bar, Refined, ¼ to 2 in. rd. & sq. & to 6 inch x ¼ to 1 in		67 50 @	70 —
Bar Refined, 1¼ to 6 by ¼ & 5-16 in		72 50 @	75 —
Bar Refined, 1 & 1¼ by ¼ & 5-16		72 50 @	75 —
Large Rounds, 2¼@2¾ to 3¾ @4 in		75 — @	90 —
Scroll		90 — @	130 —
Ovals and Half-round		90 — @	100 —
Band, 1 to 6 in. by 3-16 to No. 12		85 — @	87 50
Horse Shoe		100 — @	105 —
Rods, ¼@1-16 inch		70 — @	127 50
Hoop, ¼ by No. 22 to 1 & 1¼ by 13 & 14		97 50 @	155 —
Nail Rod	per lb.	— 7¼@	— 8¼
Sheet Russia, as to assortment	(gold)	— 15 @	— 15½
Sheet, Single, D. and T. Common		— 4¼@	— 5
Sheet, Doubles and Trebles, Charcoal		— 5 @	— 6
Sheet Galvanized 1st and 2d quality..List 20@35 p ct. disc.			
Rails, English	(gold) per ton.	50 — @	— —
Rails, American, at Works in Penna..o'y.		55 — @	60 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)..per lb.		— 17 @	— 20
English Spring (2d and 1st quality)		— 8 @	— 9
English Blister (2d and 1st quality)		— 12 @	— 17
English Machinery		— 12½@	— —
English German (2d and 1st quality)		— 12½@	— —
American Blister		— — @	— 9
American, Cast, Tool		— — @	— 16
American, Cast Spring		— — @	— 10
American Machinery		— — @	— 11
American German Spring		— — @	— —

NAILS—Duty: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Com. Fence. & Sheath per keg.		3 60 @	3 75
8d. and 9d. "		— — @	4 —
6d. and 7d. "		— — @	4 25
4d. and 5d. "		— — @	4 50
3d. and 4d. Light		— — @	5 25
3d. Fine		— — @	6 —
2d		— — @	6 75
Cut Spikes, all sizes		— — @	4 —

TIN—Duty: Pig, Bars and Block, free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca	(gold) per lb.	— — @	— 25
Straits	(gold).	— 21½@	— 21½
English, L. & F.	(gold).	— 21 @	— 21½
English, Refined	(gold).	— 21½@	— 21½
Plates—Fair to good brands.		Gold.	
I. C. Charcoal	per box.	9 62½@	10 —
I. C. Coke		7 75 @	8 25
Coke Terne		6 87½@	7 25
Charcoal Terne		8 50 @	9 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)		— 5½@	— 5¾
Crude 40@47 gravity (in shipping order)		— 8¾@	— 9
Refined, Standard White (in ship'g order)		— 12 @	— 12½
Refined, S. W. (in jobbing lots)		— 12½@	— 12¾
Refined, S W. (in tin)		— 17½@	— 19½
Naptha, Refined (65@73 gravity)		— 9 @	— 10½
Residuum....(in shipping order)	per gall.	— 6 @	— —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.)	per lb.	— — @	— 28
Copper, Bolts		— — @	— 30
Copper, Braziers' (over 16 oz.)		— — @	— 30
Copper, Nails		— 37 @	— 38
Copper, Old Sheathing, &c., mixed lots		— 21 @	— 21½
Copper, American Ingot Lake		— 22 @	— 22½
Copper, English Pig		— — @	— —
Yellow Metal, New Sheathing & Bronze		— — @	— 21
Yellow Metal, Bolts		— — @	— 28
Yellow Metal, Nails, Sheathing & Slating		— — @	— 21

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb.	6 62½@	6 75
German Ordinary	(gold)	6 62½@	6 75
English	(gold)	6 62½@	6 75
Foreign Refined	(gold)	6 87½@	7 —
Domestic	(gold)	— — @	6 25

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel		11 — @	— —
Liverpool House Cannel		10 — @	— —
Anthracite (by cargo) ...	per ton of 1,000 lb.	5 — @	6 50

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 21.

	Th. 15.	F. 16.	Sat. 17.	M. 19.	Tu. 20.	W. 21.
Atlantic & Pacific pref.....	12	12	12¼	12½	12½	12¼
Boston, Hart. & Erie.... 1½	1	1½	1	1	1	½
Central Pacific.....	....	....	....	....	....	....
Central Pacific 6s.....	....	....	....	....	....	....
Central of N. Jersey....108½	104½	104½	104	104	104	104
" 1st mort....107	107	107	....	....	....	....
Chesapeake & Ohio 1 m. 50½	....	....	....	50	....	....
Chicago & Alton..... 98	....	....	98	97½	....	....
" pref.....	....	....	....	105	....	....
" 1 M.....	....	....	....	....	....	....
" S. F.....	....	....	....	....	....	....
" Inc. bds.... 98	....	....	....	....	....	....
Chicago, Burl. & Q.....	101½	101½	101½	....	101	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern.. 38½	38½	38½	38	37½	37½	....
" pref..... 54	....	54½	54	....	53½	....
" 1st M.....	96	....	....	....	....	....
" S. F.....	....	....	....	....	....	....
" Consol.....	....	....	....	....	....	84½
" gold.....	80½	81	81	81	81	81
Chic., Rock Isl. & Pac.. 98½	98½	98½	98½	98½	97½	....
" 7s, 1896..106	....	....	106	106½	106½	....
Clev., Col., C. and Ind.....	....	....	....	....	....	67
Clev. & Pittsburg guar.. 87½	87½	87½	87	87½	87	....
" 2 M.....	....	....	....	....	....	....
" 3 M.....103	....	....	....	....	....	....
" 4 M..... 91	....	....	91½	91	....	....
Clev. and Toledo.....	....	....	....	....	....	....
" S. F. 7s.....	....	....	....	....	....	....
Col., Chi., & Ind. C.... 10½	10½	10½	10½	9½	9½	....
" 1 M..... 70½	70	....	70½	....	....	....
" 2 M.....	26	23	25½	....	....	....
Del. & Hudson Canal ..116	116½	116	116½	....	116	....
Del. Lack. & Western...107½	107½	107½	107½	107½	107½	....
" 1 M. 7s.....	....	....	....	....	....	....
" 2 M 7s.....	....	....	....	....	....	....
Erie Railway..... 29½	31½	29½	30	29½	29½	....
" pref.....	....	....	....	....	....	....
" 1 M. 7s, 1897.....	....	....	....	....	....	104½
" 2 M. 7s, 1879.....	....	....	....	....	....	....
" 3 M. 7s, 1883.....	....	....	....	....	....	....
" 4 M. 7s, 1880.....	....	....	....	....	....	....
" 5 M. 7s, 1888.....	....	....	....	....	....	....
" 7s, con. gold.....	....	....	....	....	....	....
Great Western 2d mort. 71	....	....	....	71½	71½	....
Hannibal & St. Joseph. 25½	25½	25½	....	25	24½	....
" pref..... 30	....	30	....	....	29	....
" 8s, conv.....	....	....	....	....	....	....
Hudson River.....	....	....	....	....	....	....
" 2 M. S. F.....	....	....	....	106½	....	....
" 3 M. 7s, 1875.....	....	....	....	....	....	....
Illinois Central 91½	....	92	91½	....	91	....
" 7s	....	....	....	....	....	....
Lake Shore & Mich.S'th. 78½	79½	78½	79½	79½	80½	....
Marietta & Cin. 1st pref.....	....	....	....	....	....	....
" 2d pref.....	....	....	....	....	....	....
Michigan Central..... 73½	73½	....	72½	73½	....	....
" S. F. 8s, 1882.....	....	....	....	....	....	....
" 7s, 1902.....101	101	....	....	102	102	....
M. S. and N. I. 1 M. S. F.105	....	....	....	....	....	....
" 2 M.....	....	....	....	....	....	....
Milw. and St. Paul..... 33½	33½	32½	33	32½	32½	....
" pref..... 51½	....	....	....	50	50	....
" 1st mort.....	....	....	....	....	....	....
" 2d mort.....	....	....	....	....	....	....
" 8s.....	107	....	107	....	....	....
" 7 3-10s con.....	....	....	....	10	....	....
" 7s, gold.....	....	....	....	....	....	....
Morris and Essex..... 97½	....	97	97½	97½	97½	....
" 1st mort.....	....	....	109	....	109	....
" 2d mort.....	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.101½	101½	101½	100½	100½	100½	....
" 7s, S.F.1876.....	....	101½	....	....	....	....
" 6s, S.F. 1883.....	....	....	97	....	....	....
" 6s, S.F. 1887.....	....	....	97½	....	....	98½
" 1st mort....110	....	....	....	109½	109½	....
" " reg..110	....	....	....	....	....	....
N. York and Harlem.....	128½	129	128½	....	....	....
" pref.....	....	....	....	....	....	....
" 1 M. 7s.....109	....	....	....	....	....	109½
N. York N. Hav. & Hart.134½	....	....	134½	....	....	....
N. Carolina 6s, old.....	....	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss..... 27½	28½	28½	27½	28	28½	....
" pref.....	....	55½	....	....	....	....
" 2d M.....	74	....	74	....	....	....
Pacific Mail S. S. Co.... 47½	47½	46½	46½	46½	46½	....
Panama 113½	114	113½	113½	113	113½	....
Pitts., Ft. W. & Chi. gtd.....	91½	91½	92½	92½	92½	....
" 1 M..... 108	....	....	....	....	109	....
" 2 M.....	....	....	....	....	105	....
" 3 M.....	....	....	....	....	94	....
Quicksilver Mining Co.. 30½	30½	....	30½	30½	....	....
St. L., Alton & T. H.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
" 1 M..... 108	....	....	....	....	....	....
" 2 M. pref.....	....	....	....	88	....	....
" Income bds.....	....	72	....	....	....	....
Tol., Wab. & Western.. 31½	32½	31½	31½	29½	30	....
" pref.....	....	....	....	....	....	....
" 1 M.....	....	....	....	....	....	....
" 2 M.....	73½	....	....	70	70	....
" Equipment.....	....	....	....	....	....	....
" St. Lou. Div.....	....	....	....	....	....	....
Union Pacific..... 35½	35½	35½	34½	34	34	....
" 1st mort... 88½	88½	88½	88½	88½	88½	....
" L. Gt. 7s.... 85½	85½	84½	86	86½	86½	....
" S. F. 8s.....	74½	....	....	....	74	....
Virginia 6s, consol.....	....	....	....	....	....	....
" def. cert.....	....	....	....	....	....	9
Western Union Tel.... 79½	80½	79½	79½	79½	79½	....

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 21.

	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.	W.21.
FEDERAL STOCKS:—						
U. S. 5s, 10-40s, reg...	111¼	111¼	....	111¾	111¾	....
U. S. 5s, 10-40s, coup...	112½	111¾	111¾	112	....	....
U. S. 5s, 1881, reg.	....	....	....	....	111¾	....
U. S. 5s, 1881, coup.	112¾	....	....	....	....	112½
U. S. 6s, 1881, reg.	117¾	....	117¾	118	....	118
U. S. 6s, 1881, coup.	118¾	....	....	118¼	118¼	119¼
U. S. 6s, 5-20s. reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	113¾	....	....	....	....	....
U. S. 6s, 5-20s, reg. '64	111¾	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	116¾	116	....	....	....	116½
U. S. 6s, 5-20s, reg. '65	....	....	....	113	....	....
U. S. 6s, 5-20s, c. 1865	116¾	116¾	117¾	....	....	....
U. S. 6s, 5-20s, r. n. '65	115¾	115¾	....	....	....	....
U. S. 6s, 5-20s, c. n '65	....	116¼	....	116¾	....	116¾
U. S. 6s, 5-20s, reg. '67	....	117	117	117	....	117½
U. S. 6s, 5-20s, c. 1867	117¾	117¾	....	117¾	117¾	117¾
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	117¾	117¾	....	117¾	....	....
U. S. 6s, Pac. RR issue	117¾	117¾	....	118	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 20.

	W.14.	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.
Catawissa preferred	....	....	....	....	....	....
" 7s, new	....	....	....	....	....	101¼
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	99	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	....	....	....	....	....	102
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	98	....	98	....	....
Lehigh Navigation	46¼	46¼	46¾	46¾	46¾	47
" 6s, 1884	....	97	97¼	....	97¼	....
" Gold L.	....	97¼	97¾	....	98	....
" R. R. L.	98¼	....	....	....	....	98¼
" Conv. G. L.	....	....	....	....	....	....
Lehigh Valley R. R.	61¼	61¼	61¼	61¼	61¼	61
" 6s new coup.	....	....	....	....	....	....
" 6s new reg.	102½	....	....	....	....	....
" 7s	104¼	....	104¾	104¼	104¼	104¼
Little Schuylkill R. R.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Minehill	....	....	....	....	....	51¾
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	....	124	....
North Pennsylvania	50	....	....	....	....	....
" 6s, 1885	....	102¾	....	....	....	....
" 7s	....	....	....	....	....	104¾
" 10s, 1887	....	....	....	....	....	....
Northern Central	32	31	....	31	....	30¾
Oil Creek & Alleg. Riv.	7¾	8¼	8¼	8¼	8	8
" 7s	50	....	50¼	....	51¼	51¼
Pennsylvania R. R.	54¼	54¼	54¼	54¾	54¼	54¼
" 1st M.	....	....	103¾	103¾	103¾	....
" 2d M.	....	....	....	....	....	....
" Gen. mort.	....	92¼	....	92	92¼	....
" " reg.	....	....	....	....	93	....
Penn. State 6s, 2d series	108	....	....	....	....	....
" 6s, 3d series	....	....	....	....	....	....
Philadelphia City, 6s	101¼	....	....	....	....	....
" new	104¾	104¾	104¼	104¾	104¾	104¼
Philad., Germ. & Nor.	....	....	90¾	....	....	90¾
Phila. & Reading	54¼	53¾	53¾	54	53¾	54
Philadelphia and Erie	14	14¼	....	14¼	14¼	14¼
" 6s	....	....	....	....	....	....
" 7s	....	....	....	....	....	80¾
Phila., Wilm. & Balt.	....	....	....	....	54¼	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	....	....	12¾	12¼	....	....
" 6s, 1882	....	....	75¾	....	....	76
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	88¼	....
United Co. of N. Jersey	127¼	....	....	....	....	128
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	65
Spruce and Pine	....	31	....	....	....	....
13th and 15th sts.	....	23¼	....	....	23¼	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 20.

	W.14.	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.
Baltimore City 6s, 1875	....	....	....	....	....	99¾
" 1886	....	....	100¼	....	....	....
" 1890	100¼	100¼	....	100¼	100¼	100¼
" 1884	100	99¾	99¾	....	100	....
" 1900	....	....	100¼	....	....	....
Balt and Ohio	....	....	....	172¾	....	....
" bonds, 1875	101	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	....	....	....	....	....
Central Ohio	....	....	....	....	....	100¼
" 1st mort.	....	....	....	....	....	....
Marietta & Cin. 1st M.	103¼	103¼	....	....	....	....
" 2d M.	....	....	....	....	....	104
" 3d M. 8s	....	78¼	....	93¼	....	....
Northern Central	....	30¾	31	31	....	31
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	....	....
" G. B. 1900	....	....	92¼	92¼	92¾	....
Pittsb. & Connellsv. 7s	82¼	....	....	....	....	....
N. W. Va. 2d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	....	....	....	....	....	....
" Defer. Certif.	9	....	....	8¾	....	....
City Passenger R. R.	....	....	....	....	24¼	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 21.

	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.	W.21.
Boston and Albany	133¾	133¾	133¾	134¼	134¾	134¼
Boston and Lowell	....	92¼	....	93	....	....
Boston and Maine	115	....	....	115	....	....
Boston and Providence	....	....	....	....	....	150
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s	23	22½	22¼	22¼	....	....
Cheshire, pref.	....	....	....	....	....	....
Chi., Burl. & Quincy	101¼	....	101	100¾	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	55	55	54¼	53¾	54	54
Fitchburg	....	....	....	124	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	73	73¼	....	....	73¼	....
Northern, N. H.	....	....	....	....	....	....
Ogdens. & Lake Champ.	....	42¼	41¼	42	42	....
" pref.	....	....	....	....	....	87
Old Colony	104	104¼	103¾	....	....	....
Ph., Wil. & Baltimore	54	53¾	....	....	54¼	54¼
Portl'd, Saco & Ports.	113	....	....	113	....	....
Union Pacific	....	....	....	....	....	....
" 6s	86¼	86¼	86¼	....	86¼	....
" Land Grant 7s	85	....	85¼	86¼	....	....
" Income 10s	....	....	....	....	....	....
" S. F. 8s	73¼	73¼	73¼	73¼	73¼	72¾
Vermont & Canada	58½	....	....	....	....	....
Vermont & Mass.	82¼	....	....	82	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge "	....	....	....	....	....	....
Metropolitan "	....	....	....	....	....	....
Middlesex "	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls "	10¼	....	11	....	10¼	10¼
Franklin "	....	....	3¼	3¼	....	....
National "	....	....	....	....	....	....
Quincy "	35¼	36¼	36	35¼	35¼	35¼

London Stock Exchange.

	—Closing Prices.— Sept. 18.	Sept. 25.
Atlantic & Gt. W. 1st mort., $1,000	51 — 53	56 — 59
Do. 2d mort., $1,000	28 — 30	32 — 34
Do. 3d mort., $1,000	14 — 15	13¾ — 19
Do. Con. mort. B'nds Bisch's Cert.	15 — 17	18 — 20
Do. Leas. Lines, Rental Bonds	68 — 72	70 — 75
Do. 1873	47 — 50	50 — 55
Do. 8 p. c. Scrip, West. Exten	— — —	— — —
Detroit & Milwaukee 1st mort. Bonds	60 — 65	60 — 65
Do. 2d do.	55 — 60	55 — 60
Erie shares 100 dol. all paid	32 — 32¼	34¼ — 35
Do. Convertible Gold Bonds	66 — 68	70 — 72
Do. 6 per cent Convertible Bonds	94 — 96	95 — 97
Cons. Mort. amount autho. to be issued for conv. of existing bonds	90 — 92	92 — 93
Illinois Central $100 shares all paid	84 — 86	85 — 87
Do. Redemption mort. bonds 6 p.c.	100 —102	100 —102
Illinois & St. Louis Bridge 1st mort.	103¼—104¼	103¾—104¼
Marietta and Cincinnati Rail. Bonds	96 — 99	96 — 99
Michigan Central 8s 1882, conv.	— — —	— — —
New York Central, 100 dols. shares	96 — 98	97 — 99
Panama General mort.	100 —102	100 —102
Pennsylvania, General mort.	99¾—100¼	99¾—100¼
Do. $50 shares	49¾— 50¼	50¼— 51¼
Philadelphia and Erie 1st mort.	97 — 99	97 — 99

American Railroad Journal.

Saturday, October 24, 1874.

Stock Exchange and Money Market.

Money has been in more urgent demand, for speculative, as well as legitimate business purposes, and rates have been quoted firmer; the quotations on call loans to even the best Street houses having been more generally 8, than 2@2½ per cent; and on the choicest grades of commercial paper, 6@7 per cent per annum have been the ruling figures. At these rates, the supplies of Money however, have been more than found equal to all the immediate requirements of responsible borrowers. Some further announcements of mercantile troubles and failures, chiefly traceable, this week, to adverse speculative ventures in Grain, and Provisions, tended to unsettle confidence, but as these embarassments grew out of operations, which were outside of regular trade dealings, the reports did not awaken much sympathy for the sufferers, or their immediate backers. The last city bank statement was rather against the easy working of the money market, having shown an aggregate loss of net reserve of specie and legal tender notes of nearly three millions, reducing the excess over the legal requirement of reserve, to liabilities, to $18,174,125. The City banks, last week reduced their reserve of legal tender notes $1,697,200, and their deposit item $3,348,500, while cutting down their specie average $1,938,900. They report an increase of $897,400 in the loans and discounts, and a decrease of $55,300 in their circulation. The U. S. Sub Treasury in this city closed the week with a currency balance of $57,016,205, against $57,135,573, the preceding week; and a coin hoard of $57,441,451, against $56,544,087, on the previous return. The City bank exchanges, during the week, were $465,875,347, or a daily average of $77,645,891. The customs revenue of the port, during the week, was $1,964,000. The City banks reported their average of gold last week at $15,007,800, and their greenback average at $60,697,000. Their deposits stood at $230,122,700. The loan item was $282,275,000. The circulation was $25,060,500.

The aggregate of the outstanding U. S. currency, of all denominations, Oct. 1, was $428,806,425. The outstanding amount of legal tender notes is 382 millions. The National bank circulation is over 350 millions.

The income of the Government, from internal revenues, thus far, in the fiscal year, commencing with July 1, 1874, has been over 33 millions.

The Treasury balances at the opening of business on Wednesday were as follows: currency, $14,150,441; special deposit of legal tenders for the redemption of certificates of deposit, $58,485,000; coin, $79,897,086, including $23,796,900 in coin certificates.

Gold has been more active, and quoted firm. The speculative demand has been more confident. The export and customs drain have been on a reduced scale. The Treasury Department has ordered the prepayment of the November coin interest on the public debt, this week, with rebate; and next week, without rebate. The extremes of the week have been 109⅞@110¼, closing on Wednesday at 110⅛, as against 110 on Wednesday of the preceding week. The specie outflow last week was only $315,265. The imports of specie at this port since Jan. 1, have been $4,416,455, against $8,067,387 same time last year. The customs demand for Gold last week averaged $827,333 a day. Foreign Exchange has been in more demand and quoted with Bankers' sixty day bills on London closing on Wednesday at $4 84½@$4 85½; sight bills on London at @4 88@$4 89 to the £ sterling. The week's exports of Domestic Produce have been to the currency value of $5,552,953.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $6,602,070.

Government Securities have been attracting more attention from investment buyers, and prices have been quoted firmer, on quite moderate offerings of most issues.

U. S sixes of 1881 closed on Wednesday of this week at 118½@118¾; U. S. Five-Twenties of 1862, 118@118½; U. S. Five-Twenties of 1864 at 116@116½; U. S. Five-Twenties of 1865, 117@117¼; U. S. Five-Twenties of 1865 consolidated, 116⅜@116⅝; U. S. Five-Twenties of 1867, 117⅛@117⅞; U. S. Five-Twenties of 1868,

117¾@117⅞; U. S. Ten-forties at 112⅛@112⅜; U. S. Fives of 1881, (Funding Loan) 112¼@112¾; Six per cent. currency Sixes from 118@118¼.

Speculative dealings at the Stock Board have been less animated, and the general market has been weak and irregular. A comparatively light business has been reported in State and Railway bonds, prices of which have been quoted easier, in most instances. Railway and miscellaneous share property has been much depressed on the later movements, which were on a restricted scale, the market winding up feverishly, under the manipulations of operations for lower prices.

Domestic Produce movements have been fairly active, but Cotton, Breadstuffs, Provisions, and Petroleum have been quoted generally weaker in price. Tobacco firm, and quite brisk. Hides and Leather, moving more freely. General merchandise has been in moderate request, at variable rates. Of Iron, we learn of sales of 300 tons Eglinton Pig, and 100 tons Glengarnock do. to arrive, on p. t. and 200 tons Wrought Scrap, deliverable at the East, at $32. Eglinton Pig Iron quoted from yard at $37; Glengarnock, $38@$39; No. 1 American Pig at $28@$30, No. 2 do. at $26 50 @$28; Forge, $24@$27; English Rails at $48@ $50, gold; American Rails at works, $55@$60; Old Rails, $31@$34. Wrought Scrap, $30@$32. Ocean freights, more active, and Grain, Cotton, and Provision rates by steam firmer.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Chicago and Northwestern Interest bonds, 97½; Buffalo and State Line 1st mort., 101; Clev., Col., Cin. and Ind. 1st mort., 105½; Del. and Hudson Canal reg. 7s, 1891, 106; do. 1884, 105½; Albany and Susquehanna 1st mort., 104; do. 2d mort., 101; Burlington, Cedar Rapids and Minn. 1st mort., 59; Louisiana and Missouri 1st mort., 83; Lake Shore and Michigan Southern 7s, consol., reg., 99; Cleveland and Toledo 7s, new, 98; N. Y. and N. H. 6s, 100½; Western Pacific bonds, 84; Ohio and Miss. 7s, consol., 92½; do. consol. S. F., 94; Gt. Western 1st mort. 1888, 87; Boston, Hartford and Erie 1st mort., 23; St. Louis, Jacksonville and Chicago 1st mort., 96; Bellville and Southern Ills. 1st mort., 92; Toledo, Peoria and Warsaw 1st mort. E. D., 81; do. W. D., 74½; do. 7s, consol., 50; Morris and Essex 7s, 1871, 98; Chicago and Milwaukee 1st mort, 94; Detroit, Monroe and Toledo 1st mort., 99; Central of New Jersey 7s, conv., 103¼; Toledo, Wabash and Western 7s, consol., 58½; Louisville and Nashville 7s, 1898, consol., 84; American Dock and Imp. 7s, 97; Buffalo New York and Erie 1st mort., 90; North Missouri 1st mort., 80; St. Louis, Iron Mt. and Southern R. R., 15½; do. 1st mort., 85½; do. 2d mort., 68½; Pacific R. R. of Mo., 36½; do. 2d mort., 69; Rensselaer and Saratoga R. R., 109½; Maraposa Mining, 6½; Canton Co., 57; Am. Dist. Tel., 40; Western Union Tel. 7s, 101½; At. and Pacific Tel., 16; Consol. Coal, 45; Maryland Coal, 19; Am. Exp., 61; U. S. Exp., 66; Adams Exp., 109; Wells Fargo Exp., 79; Tennessee 6s, n. s., 53; do. 6s, old, ex-coupon, 52; do. new, do., 52; Missouri 6s, 1878, 95¾; do. 6s f. bonds, 1894, 92¾; do. l. bonds, 94½; South Carolina 6s, new, Jan. and July, 16; North Carolina 6s, old, April and Oct., 21; Georgia 7s, gold bonds, 72; Brooklyn 6s, W. L., 95½.

Philadelphia.—Northern Pacific 7-30s, 27½; Allegheny Valley 7 3-10s, 90; Huntingdon and Broad Top Mt. 2d mort., 98; Phila. and Reading Gen'l mort. 7s, coupon, 105; do. 7s, new, conv., 103½; Connecting R. R. bonds, 89; Pittsburg Cincinnati and St. Louis 7s, 67½; Wilmington and Reading, 72½; do. 2d mort., 25; Lehigh Nav. 6s, 1877, 92; West Jersey R. R. 7s, 101; Camden and Atlantic 2d mort., 99; Harrisburg and Lancaster 6s, 101¼; Pennsylvania R. R. div. scrip, 104; Nesquehoning Valley R. R., 53½; Pittsburg 5s, 72½; New Jersey State 6s, exempt 105. The latest quotations are: City 6s, 101⅛ @101½; do. free of tax, 104¼@104½; Pennsylvania State 6s, 2d series, 107¾@108; do. 3d series, 111@111½; Philadelphia and Reading, 53⅞@54; do. Gen'l mort. 7s, coup., 104¾@105¼; do. reg., 106@106½; do. mort. 6s, 1880, 101⅛ @—; do. new, conv., 103@103½; do. 7s, 1893, 101¾@— United New Jersey R. R. and Canal Co., 127⅛@127½; Camden and Amboy mort 6s, 1889, 101¾@102¼; Pennsylvania R. R., 54⅜ @54½; do. div. scrip, 103⅞@104; do. 1st mort., 103¼@103½; do. 2d mort. 99¼@100; do. general mort. coupon 92½@92⅝; do. reg., 93@93¼; Little Schuylkill R. R., 47@48; Morris Canal, 48@51; do. pref. 124@125; do. 6s, 99⅛@ 100; Susquehanna Canal, 6@10; do. 6s, 73@77; Schuylkill Nav., 6@6¼; do. pref., 12⅜@12⅝; do. 6s, 1882, 76@76¼; do. 1872, 89@89½; Elmira and Williamsport pref., 38@40; do. 7s, 1873, 97⅛@98; do. 5s, 60@63; Lehigh Coal and Navigation, 46⅞@47; do. 6s, 1884, 97@97¼; do R. R. Loan, 98¼@98½; do. Gold Loan, 98 @98¼; North Pennsylvania, 49⅛@49½; do. 6s, 102@103; do., 7s, 104¼@104¾; do. Chattle 10s, 104@—; Philadelphia and Erie, 14¼@14½; do. 6s, 88@90; do. 7s, 80½@81; Minehill, 51⅝ @52; Catawissa, 14@14½; do. pref., 48@48¼; do. new pref., 32@32½; do. 7s, 1900, 101@ 101¾; Lehigh Valley, 61@61⅛; do. 6s, new coupon, 101¼@101½; do. reg., 102@102⅛; do. 7s, 104¼@104¾; Fifth and Sixth streets (horse) 56@57; Second and Third, 64¾@65¼; Thirteenth and Fifteenth, 23½@24; Spruce and Pine, 30@ 31; Green and Coates, 50@ 50½; Chestnut and Walnut, 70@72; Hestonville, 19@19¼; Germantown 36@45.

Boston.—Chicago, Burlington and Quincy 7s, 96¾; Boston and Maine 7s, 1894, 105; Indianapolis and Cincinnati 7s, 85; Boston and Albany 7s, 106; Burlington and Missouri River R. R. in Nebraska, 50½; do. 8s, old, 95½; Ottawa, Oswego and Fox River 8s, 99; Missisquoi R.R. 7s, 40; Connecticut and Passumpsic Rivers R. R., pref., 72¾; do. 7s, 1893, 95; Ogdensburg and Lake Champlain 8s, 1878, 93; Old Colony 7s, 1894, 105; Vermont Central and Vermont and Canada Equipment 8s, 58; Chicago and Iowa R.R 8s, 90; Jackson, Lansing and Saginaw 8s, 93¾; Rutland pref., 25; do. scrip No. 5, 70; do. No. 6, 25; Union Pacific bond fractions, 148; Norwich and Worcester R.R., 123¾; Cincinnati, Sandusky and Cleveland R. R., 8½; Eastern (N. H.) R. R., 50; Indianapolis, Cin. and Lafayette R.R., 6; Burlington and Missouri River R. R. in Iowa, 97⅛; do. 7s, 1875, 99⅜; Summit Branch, 36; New Bedford R. R., 107½; Lowell and Andover R. R., 90; Massawippi Valley R. R., 65½; do. 1st mort. 6s, gold, 89¾; Portsmouth, Gt. Falls and Conway R. R., 40; Boston Water Power Co., 10⅜; Cary Imp., 4½; Boston Land, 4; Waverly Land, 3¼; Quincy R. R. Bridge, 110¼; New Hampshire 6s, 101⅜; Chicago 7s, 99½; Cambridge 6s, 1903, 96; Boston 6s, 1894, cur., 100; Portland 6s, 1897, 92; Rock Island, Ills., 8s, 1882, 101; Toledo 8s, 1889, 102; St. Louis 6s, 1888, 91½; Cleveland 7s, 1894, 101; Providence 5s, 1900, gold, 92; Allouez Mining Co., 6⅛; Calumet and Hecla, 139¼.

Baltimore.—Central Ohio R. R. pref., 44; Parkersburg R. R., 6⅜; Orange, Alex. and Manassas 7s, 81; Western Maryland bonds, guar. by Washington Co., 91½; Orange and Alexandria 4th mort. 8s, 69½; Virginia consols, ex-coupon, 50; Virginia consols, coupons, 86¼; Maryland Defense 6s, 107½. The latest quotations are: Richmond and Danville 1st mort., 67½@70; Pittsburg and Connellsville 7s, 1898, 80@82; Baltimore and Ohio, 171@178; do. 6s, 1875, 101 @101½; do. 1880, 101@102; do., 1885, 100¼@ 100⅜; Washington Branch, —@175; Northern Central, 30⅞@31⅛; do. 6s, 1885, 94@96; do. 6s, 1877, 96@100; do. 1900, 86½@88; do. 6s, 1900 gold, 92@92¼; N. W. Va. 3d mort., 1885, 95@—; Marietta and Cincinnati 1st pref., 17@18; do. 2d pref., 8@9; do. 1st mort. 7s, 1892, 103@ 103½; do. 2d mort., 7s, 93@94; do., 3d mort. 8s, 77⅛@78½; Central Ohio, 40@45; do. pref., 44@44; do. 1st mort., 91@92; Western Maryland, 1st mort. 6s, 1890, 80@89; do. 1st mort. guar., 98@99; do. 2d mort. guar., 98@100; do. 3d mort., guar., 98@99; do. 2d mort. pref., 60@70; do., 2d mort. guar. by Washington Co., 91@92; Virginia and Tennessee 2d mort. 6s, 65@78; do. 3d mort. 8s, 75@76; Orange and Alexandria 1st mort. 6s, 90@92; do., 2d mort. 6s, 81@84½; do., 3d mort. 8s, 81@82; do., 4th mort. 8s, 69¼ @70; Orange, Alex. and Manassas 7s, 79¾@80; Baltimore 6s, 1875, 99@99½; do., 1884, 99⅞@100; do. 1886, 101@101¾; do. 1890, 100½@100⅝; do., 1900, 99⅞@100; do. 1902, 101@102 do., 6s, exempt, 103¾@105; do. 5s, 80@85; Memphis City 6s, 38@42; Maryland Defense 6s, 1883, 107½@108¼; do. 6s, 1890, 101@102; do. 6s, exempt, 107½@108; do. 5s, 80@90; Virginia coupon 6s, old, 35@45; do. new, 35@45; do. consol. 6s, 52½@53¼; do. coupons, 86⅜@86½; West Virginia, 8½@9; City Passenger R. R., 24¼@24½; George's Creek Coal, 144@147; Atlantic Coal, 2.20@2.30; Santa Clara, 5.25@15.00; do. bonds, 23@24; Canton Co., 50@70.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending October 10, at 481,083 tons, and for the coal year 14,465,587 tons, against 15,791,291 tons to corresponding time last year, being a decrease of 1,225,704 tons. The bituminous tonnage for the week is 74,224 tons, and for the year 2,605,598 tons, against 2,589,940 tons to same time last year, giving a total of all kinds for the week of 555,307 tons, and for the year of 17,071,185 tons, against 18,271,221 tons to same time last year, being a decrease of 1,160,042 tons.

☞ The Secretary of the Treasury has given notice that the payment of the November interest on the public debt will begin without rebate on Monday, the 26th inst. The amount of gold interest upon United States bonds, due on 1st of November, is $15,210,375 75; being $11,182,902 upon the five-twenties of 1862, 1864 and 1865 (old), and $4,027,473 75 upon $322,197,900 of the fives of 1881, according to the latest debt statement.

Western Union Telegraph Co.

At the annual meeting of the stockholders of this company, held on the 14th inst., the report of the President for the year ending June 30, 1874, was presented and read. It shows that the capital stock of the company is $41,073,410, of which the company owns and has now in its treasury $7,287,735, leaving an outstanding capital of $33,785,675. The bonded debt is $5,946,000, of which sum $4,448,900 is in seven per cent currency bonds, which will mature on November 1, 1875, and $1,498,000 in seven per cent gold bonds, due in 1902. The bonded debt was reduced during the year by the redemption of bonds of the American Telegraph Company, which matured on October 1, 1873, amounting to $89,500, and by purchase for the sinking fund of $2,000 of bonds of 1902. The company has no floating debt. The receipts for the year from all sources were $9,262,653, and expenses $6,755,733, showing a net profit of $2,506,920. The report also shows a large addition during the year of poles and wires and new offices opened. The receipts from the Cuba cable for the year ending June 30, 1874, were $308,870 99; expenses $71,561 13, leaving a balance as net profits $237,309 86, to which is added $72,000 of bonds issued, making a total of $309,309 86.

The number of messages transmitted was 16,329,256, being an increase of 1,872,424 over the preceding year, giving the average receipt for each message about fifty five cents. The duplex apparatus, by means of which two messages are sent in opposite directions on one wire at the same time, fully sustains its previous utility. This year has produced a still more wonderful telegraph machine, by which means two messages can be sent in the same direction and two others in an opposite direction simultaneously on the same wire. The invention called the quadruplex has been in successful operation between New York and Boston, and is performing an amount of work on one wire equal to the capacity of four wires worked with the ordinary Morse apparatus.

The old board of directors were re-elected except Ezra Cornell, C. W. Field, and Hiram Sibley. James Milliken, Levi P. Morton, and Dan'l Torrence were chosen in their places.

The new board subsequently organized by the election of the following officers: President, William Orton; Vice Presidents, A. B. Cornell, Augustus Schell, George H. Mumford, Norvin Green and Harrison Durkee; Executive Committee, William Orton, James H. Banker, A. B. Cornell, Harrison Durkee, Norvin Green, Joseph Harker, Edwin D. Morgan, Augustus Schell, W. K. Thorn, C. Vanderbilt, Frank Work.

☞ Jacob D. Cox has been re-elected President, W. B. Corneau, Secretary and Treasurer, and B. F. Ham Assistant Secretary and Treasurer of the Toledo, Wabash and Western Railway Company. The Executive committee consists of Jacob D. Cox, John F. Tracy, Sidney Dillon, George I. Seney and A. W. White.

☞ C. J. Osborne has been elected President, and G. P. Morosini Secretary and Treasurer of the New Jersey Southern Railroad Company. The Executive Committee are: C. J. Osborne, S. M. Mills, Nehemiah Perry, Edward C. Taylor and Edwin Eldridge.

Settlement of Southern State Debts.

The Chicago *Times* has a dispatch from New Orleans of the 15th inst., stating that in July last there arrived in this country the duly commissioned representative of European capitalists, holding upward of $200,000,000 of bonds of the Southern States, and he was armed with the power to effect with such States a settlement of their indebtedness, according to certain forms. The dispatch says:

This gentleman is at present in New Orleans, and it has been learned, that, as a partial result of his mission, he has effected understandings with the following States, in the sums here given: Virginia, $34,000,000; South Carolina, $10,000,000; North Carolina, $20,000,000; Alabama, $8,990,000; Arkansas, entire debt, $3,500,000; total, $75,500,000. The $8,000,000 of fradulent debt of South Carolina has not been settled, but negotiations looking to an adjustment are in progress. The terms of the settlement in all the States are in the main similar. The general features of agreement are that, in consideration of these States entering into a contract and ratifying it by State legislation, the foreign bondholders agree to fund the debt, principal and interest, and extend the time of payment of the principal for 30 years, at 4 or 5 per cent. interest, as may be agreed. The agent's visit to New Orleans is for the purpose of effecting some arrangements as to our European State debt, and he has been in conference with Gov. McEnery and other gentlemen, but, owing to the unsettled condition of our affairs he has not yet attempted to give the matter in this State official shape.

The draft of a bill submitted to the various State Legislatures, in ratification of the contract, has been approved by the executives of the States that have already agreed to a settlement, and its passage will be urged by the respective governors. This gentleman states that he has authority to settle with Louisiana for her entire debt, foreign and domestic, principal and interest, and to extend the credit thirty years, and will accept new funded bonds at four per cent., but is only deterred for the reason already alluded to. The act, whose ratification by the States effecting the settlement indicated, provides a sinking fund for the positive redemption of the principal, and vests in the holders and owners of such new bonds absolute power and authority to enforce the levy and collection of taxes, as authorized by the act, wherewith to pay the interest and to provide a sinking fund to pay the principal.

American Railway Cars in Canada.

A return was ordered during the last session of Parliament showing the number of railway cars, both passenger and freight, imported into Canada by our various railway companies. The period which the return was to embrace, extended from the 1st of January, 1873, to the end of April, 1874. It recently came to hand, and we find from it that we contrive to purchase no inconsiderable number of cars from American makers. At the port of Montreal, 17 street cars were imported by the City Railway Co., and 1 ordinary passenger car by the South East Railway Co., being of total value $17,038. At St. John, the Montreal and Chambly line imported 2, valued at $3,000. By far the largest number came in by way of Clifton. The entries at this port were 18 for the Great Western and 21 for the Canada Southern line. The value was $169,924, those of the first-named road being appraised at $108,817. The Hamilton City Street Railway Co. imported 6 cars valued at $4,410. the Canada Southern 2 via London worth $18,000, and the Welland line 1 at St. Catherines, valued at $4,500. At Windsor, the Great Western entered 45 box and 6 flat cars worth $40,185, and a private firm brought in dumpers worth $2,910. On suming these amounts, we find that the value of the American cars introduced into Canada during the period already stated, say fifteen months, was $259,967, the duties upon which came to the sum of $89,067.—*Toronto Monetary Times.*

The New Coal Road.

The new coal road building by the Lehigh Valley Railroad, leading from Easton, Penn., to Perth Amboy, N. J., is progressing rapidly. The Lehigh and Susquehanna Railroad Company having formed a union with the Central Railroad of New Jersey, Judge Packer determined to build a new road leading from Easton to Perth Amboy, which is an excellent point for shipping coal to the East, having superior facilities to those at Elizabethport, as larger vessels can load at that point than at the latter. We find the following notice of the progress of the road in Saward's Coal Circular:

Track has been laid on this road from Perth Amboy to Neshanic, (30 miles.) The track connecting with the Pennsylvania road at Metuchen is nearly completed, and all along the line contractors are at work widening the road bed and grading for the second track, which is to be laid over the whole road.

At the Musconetcong tunnel about 100 men are at work at the east end, and over 200 at the west end. The two headings are now about 1000 feet apart, but are not the full size of the tunnel, only a small part of which has yet been enlarged to the proper size. The tunnel when completed will be about 5300 feet long, nearly all of it through rock.

A large force is at work on the coal docks and trestles at Perth Amboy, which will be very extensive. The coal trestle, or storage dock, will be 2000 feet long by 200 feet wide, and 25 feet above the storage floor. From the outer end of this trestle three piers will run out into the harbor, where a depth of 14 feet at low or 20 feet at high water can be had alongside each pier. A further extension of 700 feet would give 40 feet of water at the end of the piers. The first of these is nearly ready for the track. These coal trestles and wharves can be enlarged to any extent at all likely to be required, as the company owns 400 acres of land with a water front of nearly a mile.

The Pacific Railroads.

It is stated that an agreement has been entered into between the Union Pacific Railroad and Kansas Pacific Railway Companies which specifies that the former shall hereafter pro rate with the latter on all through freight and passenger business, and impose the same charges from Omaha as are charged from Kansas City to Cheyenne. It also stipulates that the former shall so arrange the running of its trains as to enable the trains of the latter company to make the proper connections for the quick transit of their freight and passenger trains. This arrangement, if made, will, it is said, destroy the monopoly heretofore held by the Iowa lines, and will inure greatly to the benefit of the Chicago and Alton Railroad, which now has a through line to Kearney Junction, and will, it is said, put on through cars at once.

☞ We are informed that the misunderstandings between the Southern Maryland Railroad Company and its creditors have all been adjusted, the president of the road agreeing to deposit bonds of the company to secure all claims upon it until such time as negotiations for the completion of the road are completed. This road is designed to run from Washington down the peninsula between the Potomac and Patuxent rivers.

☞ The name of the Chicago and Northern Pacific Air-line Railroad has been changed to "Chicago, Portage and Superior Railroad," and has filed certificates to that effect with the Secretary of State of Illinois.

Cost of Tunnels.

Among the various plans for disposing of the Jones' falls stream or improving its channel, and which have been presented to the council committee, is one by J. E. Sudler, civil engineer, proposing to divert it by a tunnel from a point beyond the city across to the valley of Gwynn's falls, and thus throw its waters into the middle branch of the Patapsco or Spring Gardens. This tunnel would pass in good part under Druid Hill Park and through a rock formation which, it is believed, lies beneath all the hills in that quarter. Never having looked to diversion in that direction, and without pretending to have examined into or formed any judgment in the premises, (the plan lately suggested by the mayor in his special message to the council for improvement within the city being still pending,) it may yet be worth while to inquire into what has been the cost of like tunneling accomplished in other parts of the world. The aggregate cost of this tunnel for Jones' falls, the length of which is 16,000 feet, is put by its author at $2,300,000, or $145 per lineal foot, which is a fraction over $2 per cubic yard. With regard to other tunnels already in existence their cost is given as follows: The great Mont Cenis tunnel cost about $300 per lineal foot, including equipment of road, &c. The Kilsby double track railroad tunnel, (England,) in the construction of which very great difficulties were encountered from the tapping of quicksands, cost $262 50 per lineal foot. Bletchingly tunnel, for a double track railroad in England, cost $120. Terre Noire, on the Paris, Lyons and Mediterranean railroad, cost but $50 per foot; and the very difficult Hauenstein tunnel, between Basle and Berne, Switzerland, cost $133 per lineal foot. The Hoosac tunnel, through a formation of mica slate and quartz, with working shaft upwards of 1,000 feet in depth, cost $300 per lineal foot.

These tunnels were all completed several years ago, and the cost per cubic yard of material excavated varies from $1 50 to $14. The difficulties met with in their execution has led to the invention of improved apparatus, by the use of which the cost of boring, drilling, &c., is reduced from 100 to 300 per cent. The Diamond boring machine was thoroughly tested by Captain Beaumont, R. E., in Lancashire and Cumberland. At Stoughton the borer reached a depth of 689 feet in two months that could not have been got at in less than two years by hand labor. In the Clifton tunnel, Bristolport and Channel Dock railroad, in hard mountain lime stone, the drills advanced at the rate of two inches per minute—outside diameter of boring two inches. The machine advanced, at about five times the speed that could be attained by as many men as could find room to work at a heading. The motor is compressed air. Dynamite is used for blasting, and found to answer admirably. With the aid of these machines the work of tunneling through the hardest rock presents no difficulties of any extraordinary character, and may be executed at a cost very little, if any, greater than the excavation of the same material in open cutting.—*Balt. Sun.*

☞ The Penn Gas Coal Company have been engaged during the last year in constructing a railroad from Irwin to the mouth of the Sewickley, within a mile of the Youghiogheny river, a distance of seven miles. On the line they found it necessary to construct a tunnel nearly seven hundred feet in length, which is now completed and the track laid the entire length of the road. The company is opening out large coal works on the Marchand farm and at the Youghiogheny end of the road.

☞ A dispatch from New Lexington, Ohio, of Oct. 17th says "the Atlantic and Lake Erie railway have iron laid as far as the first tunnel, and next week, no doubt, will ship the first load of coal over their road. The locomotive is to be ere to commence work on Monday morning."

Liability of Employer for Injury to one Employe through the Negligence of another.

By a recent decision in the New York Supreme Court, the Boston and Albany Railroad Company is held responsible in damages for the death of Flike, a fireman, who was killed by collision with a runaway train on which there was an insufficient number of breakmen. The court held that although in general the employer is not liable for injury to one employe through the negligence of another, he is responsible for injuries resulting rom his own carelessness or negligence, in employing unfit or insufficient servants, or furnishing improper and unsafe machinery, materials, or facilities in any work.

Mr. Jefferson C. Rowe, of Portsmouth, N. H., has obtained $12,000 from the Eastern Railroad in settlement of his claim for damages at Revere, Mass., in 1871, whereby he lost his right arm and received other severe injuries while in performance of his duties as brakeman on the ill-fated express train. Mr. Rowe pays his own expenses, which are about $2,000. The preliminary points of the case being settled in the U. S. Court in favor of Mr. Rowe, the railroad officials were desirous of settling, in preference to a continuous suit (which was entered for $35,000 damages) and a possible judgment establishing a precedent by which employes could obtain damages for injuries caused by the carelessness of other employes of the same corporation. Mr. Rowe was an employe of the Portsmouth, Saco and Portland Railroad Company at the time of the accident, the Eastern Railroad having practically leased the Portsmouth, Saco and Portland Railroad and the services of its employes.

☞ Parties interested in the construction of the Spicket River Railroad have effected a permanent organization by the election of the following officers: President, Matthew H. Taylor; clerk, Levi W. Taylor; treasurer, William Taylor; board of directors, M. H. Taylor, G. W. Wheeler and G. C. Gordon of Salem, N. H., John K. Tarbox of Lawrence, James Walton of Methuen, J. D. Ordway of Hampstead, and Charles Sanborn of Sandown. They also chose a committee for making a permanent survey of the road, consisting of the following gentlemen: George C. Gordon, J. D. Ordway and M. H. Taylor.

☞ Mr. W. C. Van Horne, late General Superintendent of the St. Louis, Kansas City and Northern railway, has been tendered and accepted the position of General Superintendent of the Southern Minnesota railroad, and will assume his duties as such in a short time.

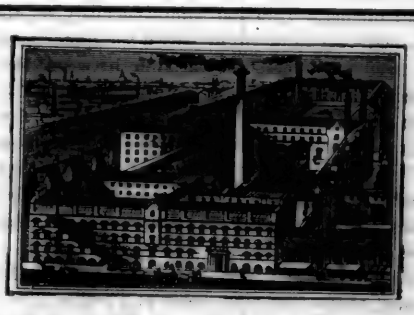
☞ The Butler (Pa.) *Herald* says there is talk of the Shenango and Allegheny Railroad extending their line by way of the south branch of Slipperyrock, and down the valley of the Connequessing to Butler, thus getting a road through to Pittsburgh.

☞ The Baltimore and Ohio Railroad company announces a dividend of five per cent. on the stock of the main stem, payable on the 22d proximo; also, a dividend of five per cent. on the stock of the Washington branch for the half year ending 30th September last, payable on the 21st instant.

The Public Lands.

The records of the General Land Office at Washington show that during the fiscal year ending June 30, 1874, 9,530,878 acres were disposed of, or 3,499,734 less than the previous year. The cash receipts were $2,469,998; this includes $548 199 from homestead and timber entry fees and commissions, and $40,804 from fees for lands certified to railroads. The falling off in the number of acres is principally confined to lands certified in aid of internal improvements and railroads, to swamp selections and lands certified for the use of agricultural colleges, universities and common schools, the decrease of area certified for railroad companies alone being 2,819,222 acres. The number of acres surveyed during the past fiscal year was 29,493,110, which added to the area previously surveyed makes a total of 649,393,052 acres. Out of the total area of public land in States and Territories, amounting to 1,834,998,400 acres, there yet remains to be surveyed 1,185,605,348 acres.

☞ A special meeting of the Stockholders of the California and Texas Railway Construction Company was held in Philadelphia on the 13th inst., for the purpose of considering a plan submitted by the Board of Directors for a reorganization of the affairs of the company. The plan was presented and adopted. It provides that the Texas and Pacific Railway Company be requested to reduce its first mortgage bonds from $40,000 to $20,000 a mile, and to make its land grant bond a second mortgage, at $20,000 a mile. Eighty-five per cent of the creditors of the company have signified their acceptance of the bonds in liquidation. The road to the extent of about 350 miles is now in working condition, and is doing a good business. The earnings, it is stated, are sufficient to pay the interest on the bonds.



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American Railroad Journal.

New York, Saturday, October 31, 1874.

Cincinnati Southern Railroad.

This company recently negotiated, through the American Exchange National Bank of this city, the sale of the second million of Cincinnati City 7-30 bonds, issued for the construction of the road, making two millions in all that have actually been put upon the market, the policy of the trustees being not to dispose of the bonds in advance of the necessity for money. The work on the grading of the road bed is progressing rapidly. About 180 miles are under contract in Kentucky and Tennessee, besides three miles from the Ohio river southward. The portions let comprise all the tunnels and the heaviest work, and the contracts are to be all completed Jan. 1, 1875. The trestles and smaller bridges are let, but no contracts have been awarded for the Kentucky and Ohio River bridges, and nothing can be done as to the latter until the Secretary of War makes his decision as to the location. In the longest tunnel, that at King's Mountain, which is 4,000 feet through, work is in progress from both ends from three intermediate shafts. In one tunnel near the Cumberland River the workmen have struck a vein of oil, and another passes through a seam of coal five feet thick.

Bridges' Patent Lubricant.

Messrs. Lyman Bridges & Co. have taken the agency for this valuable invention for Pittsburgh and all west of that point. It is the invention of and is manufactured by Albert Bridges, 46 Cortlandt street, N. Y., and, from all we hear, should be used on every railway. It is a fine white powder, made from a mineral of talcous magnesian character, free from grit, and is ground and bolted especially for this purpose. It accomplishes a great saving in oil, and entirely prevents hot journals. We have been shown a number of testimonials of the very highest character, especially from the officers of the Erie Railway. It never fails to cool the most heated journals, and is undoubtedly the best article used for that purpose. Messrs. Lyman Bridges & Co. have thus far succeeded in introducing it on the Chicago and Northwestern; Chicago, Burlington and Quincy; Michigan Central; Chicago and Pacific; Chicago, Danville and Vincennes, and Illinois, Bloomington and Western Roads.

Nevada Co. Narrow Gauge Railroad.

On the 11th of April last the Nevada County Narrow Gauge Railroad Company filed articles of incorporation, the object being to construct, put in operation and operate a railroad from Colfax to Nevada City, by the way of Grass Valley. The capital stock was placed at $400,000, the principal place of business being at Grass Valley. Referring to this road, the Union and Transcript of Oct. 17th says:

The Directors of the Narrow Gauge Railroad met at Grass Valley on Tuesday afternoon, and discussed various matters pertaining to the business of the road. A motion was passed that the last survey made by J. H. Bates, engineer in charge, be adopted, provided the citizens of Grass Valley will give the company right of way through the town and ground for a depot in the town. The new line will cost the company more than will the spur line from Union Hill, not considering the right of way in the question. If the company take on an additional expense to get into the town, the Board of Directors think the property owners of the place should help, in some manner, to share the additional expense. The Directors then adjourned to meet at Grass Valley next Monday afternoon at 3 o'clock, when the engineer's report will be complete in all its details and will be submitted to the Directors. Both towns ought to grant the privilege of entering the town and all the land necessary for business purposes. Without the road land will be of but little account. When the engineer gets through "reporting," we presume some definite action will be taken about building the road.

Santa Barbara Cinnabar Mines.

Seven miles north of Santa Barbara have been discovered the richest quicksilver mines of the world, that is, the assays per ton of the ore in the ledges and deposits as far as exploitered show them to be so. These mines have been for several months past quietly visited by cinnabar experts in the interest of the leading moneyed interests of the coast, and the result is that after a searching examination a company has been incorporated for the purpose of working these mines. The names of the principal capitalists who have assisted in this enterprise are as follows: E. L. Sullivan, Ed. J. Pringle, Hon. J. P. Jones, D. D. Colton, Col. Fry, Col. McDowell and J. S. Cassall. This company is now fully organized, and have gone to work. Already a graded pack horse trail has been made from the mine over the Santa Ynez mountains into Santa Barbara. By this trail horsemen can go from this city up and over the mountains, and down to the mines, in three hours.

To enable the company to build furnaces to reduce the ore and to construct a graded road from the mine to Santa Barbara, and to prosecute the work of developing the mines thoroughly, a preliminary assessment of 25 cents upon each of the 100,000 shares of stock has been levied, which will amount to $25,000. This shows that the company intends to carry on the work of development with energy.

In fact, preparations are now under way for the manufacture of brick, of which to construct the furnaces; and it is claimed, by those who have examined the matter, that a first rate quality of fire clay is found in abundance convenient to the mine, from which a durable lining for the furnaces can be made. It seems as if nature had furnished, near at hand, all of the requisites to carry on the business of reducing the ores. There is but one thing wanting in the successful working of the mines, and that is the necessary timber to brace up the excavations from which the ore is extracted. We learn, however, that about twenty miles

distant, on the way to Bakersfield, are forests of white and red pine, which can be reached by an easy wagon grade. The supply for the Santa Barbara mines will have to come from these forests, or else to be drawn from northern shipments reaching the wharves of Santa Barbara.

The company is composed of some of the wealthiest men of this coast. They have ample means for the work, and they are determined to make a thorough examination of their property, whatever it may cost. They have purchased from the Najalayegua claimants all their right to the land on which mine is located, so that the title is now clear and indisputable.

Among the list of the principal stockholders in this quicksilver mine is the name of Hon. John P. Jones, United States Senator from the State of Nevada. Lately he paid over $300,000 for some mines in Panamint, and has subscribed $220,000 to the capital stock of the Los Angeles, Panamint and Cerro Gordo Narrow Gauge Railroad.—*Santa Barbara Index.*

The Granger Movement from a Commercial Point of View.

(From N. Y. Herald Money Article of Monday.)

Politically we have in this column nothing to do with the granger movement. Financially it has become a subject of much discussion among business men, especially since recent results have demonstrated the folly of an attempted innovation upon the natural laws of trade. First, the producer never can fix the price of an article. This work belongs to the merchant and is regulated by supply and demand. Secondly, he can exert no other than a temporary influence on freights, for no general rule can successfully apply to all localities. He may be a communist for a hundred miles around him, but outside of that circle he is more than likely to encounter adverse interests and arouse the antagonism of those who have been more or less fortunate than himself. Wheat in July last was quoted at $1 10 per bushel. To-day it is sold in Chicago at 83½ cents. A prominent Western railroad official said at that time, "when wheat sells at less than $1 per bushel we cannot earn a dividend." The crop has been withheld in expectation of higher prices, but the price of wheat in England is said to be lower than it has been known for twenty years. While Americans have been waiting, France, Russia, Hungary and Austria have rushed in to supply the English market. In all the grain producing countries of Europe there is an era of cheapness and plenty. At home we see only overstocked markets and reduced values, the farmer complaining, the railroads suffering and merchants staggering under a load of unrealized expectations. California affords a salient illustration of the greed of this new combination. Seeking to dispense with "middlemen" the grangers adopted the plan of chartering vessels direct for Europe and shipping grain on their own responsibility. The result has been a concentration, it is said, of about $20,000,000 worth of wheat on the Pacific coast awaiting market. Correspondents in California say that "there is no profit on these farmers' ventures; that they have shut the door to competition, and that there are no other buyers than those who desire to load ships under charter; no life or activity in the breadstuff market and trade almost dead." It is further reported by the California papers that there are ships by the score waiting cargoes in the face of the biggest grain crop ever harvested on the Pacific slope. From these facts it is evident that the grangers have not fully comprehended the magnitude of the changes superinduced by the late panic, and, that, being unable to appreciate the effect of contraction, the necessity of finding a prompt market for their products, the folly of attempting by legislation to regulate natural causes and control great railway enterprises, they have created a whirlwind which up to the present hour they have been unable to ride, and which daily increases in force and volume.

Great Western Railway of Canada.

REPORT OF THE DIRECTORS FOR THE HALF YEAR ENDING JULY 31, 1874.

At the general meeting in April, 1873, the Directors obtained the sanction of the Shareholders to issue the balance of the share capital, with the corresponding loan capital. The borrowing powers so conferred have been exercised, and in April of this year a small amount of preference stock was also issued. The Directors now propose to issue, pro rata to existing Shareholders, at a price which will be named at the general meeting, the balance of the unissued share capital, viz., 49,918 shares of £20 10s. each. A resolution, in furtherance of that adopted in April, 1873, will be submitted to the Shareholders. The Directors, on acceding to office, found the affairs of the Detroit and Milwaukee railroad in the utmost embarrassment. Proceedings had been commenced in the American courts, the result of which might seriously jeopardise the interest which the Great Western has in that Company; and it has become manifest that, unless full powers are given to the Board to contribute, financially and otherwise, towards the reconstruction of the Detroit and Milwaukee Company, the loss to the Great Western may be serious. A resolution will accordingly be proposed at the special meeting, conferring upon the Board the necessary power and authority to afford such financial aid to the Detroit and Milwaukee Railroad Company, and to concur in such rearrangement of its securities, as they may deem expedient. The Directors, in compliance with an application from the Board of the Wellington, Grey, and Bruce Railway Company, have consented, subject to the approval of the Proprietors, to a further issue of bonds, as authorized by the Wellington, Grey, and Bruce Company's Act of 1871. This, with the previous issues, will make up an amount equal to $12 000 per mile of that Company's line, including sidings. A resolution approving this issue will be submitted to the special meeting. An arrangement with the London, Huron, and Bruce Railway Company was, on a previous occasion, placed before the Shareholders. The Directors have now offered to the Board of that Company fresh terms for a lease of their line, on conditions more advantageous to the Great Western Company. The necessary resolution will be submitted to the special meeting. A lease of the London and Port Stanley railway for 20 years has already been approved by the Shareholders. The Board are advised that this lease was informal; and under a special act of the Ontario Parliament, since obtained, the Proprietors will be asked to renew their approval of the lease. The Board have entered into a provisional agreement with the Canada Southern Railway Company with reference to access by that Company to the Niagara Suspension Bridge. This subject will receive the particular attention of the President when in Canada. The accounts for the past half-year are presented to the Proprietors in the form hitherto adopted; with the single exception that they contain information as to the unexhausted capital powers of the Company, similar to that furnished in the accounts of English railways. The Board have thought it right not to disturb any of the decisions of their predecessors as to the charges on the revenue of the half-year, such as that for steel rails now being laid on the Toronto branch, and the reserve for the renewal and repair of locomotives. But they propose to make a careful scrutiny into these and similar items before the date of the next half-year's report, and they have determined that the accounts for the future shall be, *mutatis mutandis*, in the form prescribed by the Imperial "Regulation of Railways Act, 1868." They have also decided that the loss on the conversion of American currency shall not appear as a separate charge in the net revenue account, but shall be deducted as it accrues, from the several items of receipt and expenditure. Before concluding this part of the report, the Directors desire to state that, having accepted the administration of the Company's affairs at a critical moment in its history, they purpose to treat the Proprietors with the utmost candor in bringing before them periodical statements as to matters affecting their property; trusting that the Board will receive that support and authority from the Proprietors, without which vigorous measures for the protection of their interests and the welfare of the concern will be impossible.

The receipts on capital account during the half-year to 31st July, 1874, amounted to £309,038, as follows:

Share Account.—One share issued for preference stock converted, £20 10s.; less difference on 10 shares transferred from Canada, 9s. 7d.; leaving		£20
Preference Stock.—First instalment, April, 1874, issue	£54,109	
In anticipation of future instalments	7,114	
	61,223	
Less converted into share	20	61,203
Debenture Stock.—On account, 2nd, 3rd, and final instalments, May, 1873, issue		31,415
Amount of April, 1874 issue		223,700
		316,338
Bond Account.—Balance of 6 per cent bonds, due 1st September, 1873, paid off	900	
Six per cent bonds due 15th November, 1873, paid off	6,400	
		7,300
		£309,038

The total receipts on capital account amounted, on 31st July, 1874, to £8,422,888. The charges to capital account during the half year amounted to £134,745, as follows:

For land works, permanent way, and incidental charges, &c	£18,002
Double track account	52,962
Aldanburgh branch—balance	3,310
Fourth car ferry boat	2,343
Locomotives	568
Cars	13,031
Tools for new car shops at London	7 922
Glencoe and Buffalo loop line	12 053
Discount and commission account	25,153
	£134,745

The total expenditure to 31st July, 1874, amounted to £8,238,481, leaving a balance at credit of capital account of £184 407. The receipts and expenditure on revenue account for the half year have been as follows:

Gross receipts		£553,258
Working expenses, including renewals, rents, taxes, and all charges		425,303
		£127,955
Add profit on leased lines		1,081
Surplus from last half year		4,360
		£133,396
From which has to be deducted—Interest on bonds and debenture stock	£95,715	
Discount and charges on American currency, &c	31,623	
Amount set aside for renewal of ferry steamers	2,500	
Alteration of gauge account	9,100	
Balance of cost of repairing damage caused by floods west of Chatham	1,826	
Balance of interest account	9,511	
Investigating Committee's exp..	3,178	
		153,453
Deficit		£20,058

The dividend for the half year on the 5 per cent preference stock (which cannot be paid now, but being cumulative will be a charge on the net earnings of future half years) amounts to £6,270, making a total deficit on the 31st July last of £26,827. In the notice issued by the Board on the 10th instant, it was stated that the balance as given in the rough draft of the revenue account showed a deficit of about £8,100, but that "the final accounts have not been received or audited, and a question will arise on them affecting the amount of the balance; only the actual weight of the steel rails laid down having been charged." The difference between the £26,327 now shown and the above amount of about £8,100 consists of:

Additional charge for steel rails	£13,704
Expenses of Committee of Investigation	3,178
Other adjustments, including balance of charge to rolling stock renewal account on the usual basis	1,617
	£18,499

The aggregate traffic receipts on the main line and branches (exclusive of those of the Galt and Guelph, the Wellington, Grey, and Bruce, and the London and Port Stanley Railways) amounted to £551,863, as compared with £618,976, showing a decrease of £67,113, as follows:

Decrease in through passenger traffic		£7,649
" emigrant traffic		3,802
" way freight traffic		31,771
" way live stock traffic		1,285
" through freight traffic		17,268
" through live stock traffic		15,026
		£76,801
Increase on way passenger traffic	£1,689	
" mails and express freight	1,675	
" freight on Co.'s stores	6,324	
		9 688
Decrease		£67,113

The receipts and ordinary working expenses per train mile for seven corresponding half years compare as follows:

Half year ending July 31,	Gross earnings per train mile. s.	d.	Ordinary working expenses per train mile. s.	d.
1868	8	5	4	8¾
" 1869	8	0	4	8
" 1870	7	8½	4	7
" 1871	7	9½	4	5
" 1872	7	9¼	4	6
" 1873	7	6½	4	11½
" 1874	6	8¾	5	0¼

The following table exhibits the receipts and expenses for seven corresponding half years:

RECEIPTS.

Half year ending July 31.	Passengers, mails, and sundries. £	Freight and live stock. £	Rents. £	Total. £
1868	155,082	200,619	948	356,649
1869	157,930	226,200	937	385,068
1870	153,863	254,230	807	408,900
1871	158,084	300,059	747	458 891
1872	193,951	356,014	769	550,734
1873	197,994	420,902	863	619,839
1874	189,907	361,955	1,395	553,258

EXPENSES.

Half year Ending July 31,	Including renewals & all charges. £	Per cent of gross receipts.
1868	208,462	58.45
" 1869	232,768	60.45
" 1870	251,824	61.58
" 1871	268,276	58.46
" 1872	329,437	59.82
" 1873	417,099	67.28
" 1874	425,303	76.87

The discount and charges on the conversion of American currency for the half year amounted to £31,623, as compared with £39,546 in the corresponding half year. The conversions were made at an average rate of 112½. The ferry steamer's renewal fund has been credited with £2,500 (£500 more than the usual charge), and accrued interest. The balance at the credit of the fund at July 31, 1874, amounted to £13,295. In connection with this fund the mechanical superintendent of the company has specially reported on its insufficiency with the present stock of boats, recommending that the annual charge be increased from £5 000 to £6,000. The usual amount of £9 109 has been charged to revenue on change of gauge account, making a total of £63 700 charged against this account to July 31, 1874, leaving yet to be charged of the original estimate £27,284. The locomotive renewal fund has been credited with £11,168 during the half year, making a balance at the credit of this fund at 31st July, 1874, of £55,225. There is also a balance at 31st July, 1874, at the credit of car renewal fund of £3,715 (£440 having been credited this half year). The operations of the Galt and Guelph, Wellington, Grey, and Bruce, and London and Port Stanley lines, are shown in the working accounts annexed, after deducting the half-year's rental, and the proportion of renewals applicable to the Welland railway, amounting together to £1,704, there remains a profit of £1,081, which is carried to net revenue account. The usual investment will be made in Wellington, Grey, and Bruce bonds to the extent of 20 per cent of the additional earnings from traffic interchange with that line. This amounts for the half year under notice, to £4,086.

On behalf of the Board of Directors
HUGH C. F. CHILDERS, President.
London, 30th September, 1874.

North Pacific Coast Railroad.

Some time ago Judge McKinstry, in the case of W. T. Coleman against the Board of Supervisors of Marin county, denied the plaintiff's petition for an injunction. A subsidy election was held in Marin county January 29, 1872, and it was voted to grant a subsidy to the North Pacific Coast Railroad Company amounting to $160,000. Thereafter it was agreed between the Board and the company that the road should enter the town of San Rafael, the county seat, from the south. This would make the road run through Coleman's land, which is situated on the south of the town. The agreement was afterwards modified so as to permit the company to run the road into the town on the west. By this agreement the extensive lands of Coleman were left out in the cold. Coleman worked hard to secure the subsidy for the company, expecting that his lands would be greatly enhanced in value. He asked that the Board be enjoined from issuing bonds to the amount stated, and that he have judgment for $50,000 damages. He claimed that it was on condition that the route should go direct to San Rafael that the subsidy was carried. On Saturday an important decision annulling the orders and proceedings of the Board of Supervisors was filed by the Supreme Court. The Court decided that it is manifestly the intent of the Act of April 4, 1870, to leave the question of the route to the determination of the electors of the county. If the authority be conceded to the Board to make changes in any material respect, there is no ground on which the authority can be denied to it to make an entire change of the route.—*Sacramento Record.*

☞ It is said that a favorable line has been found for the Aroostook Railroad route, crossing the St. John river at or near Beveridge's landing in Andover. The road will follow the western bank of the St. John to the mouth of the Aroostook, thence along the latter river to the Caribou bridge. To aid in constructing the first ten miles New Brunswick will give $50,000, and towns along the line will make up the remainder. The road will probably be completed at an early day.

San Francisco and San Jose Railroad.

The San Francisco *Alta*, of the 14th inst., says that papers filed recently in the Recorder's office show that Henry F. Williams has leased from F. K. Livingston for twenty years, the land in blocks 339 and 353 on the Potrero, and parts of thirteen other blocks on the Potrero; also, from C. Reis, a lease for ten years, for parts of Potrero blocks; also, from Gustave Reis, for ten years, Potrero Block No. 375; also, southeast corner of Tennessee and Napa streets, irregular shape, and then adds:

This important transaction is believed to indicate a proposed change in the line of the San Jose Railroad, so as to avoid a present heavy grade of twelve miles over the San Bruno Mountains, and permit the easy carriage of freight now brought around by Oakland. The Central Pacific Railroad Company has arranged for the construction of a railway along the shore of the bay from San Mateo line to this city, probably connecting with the Second street freight depot of the overland route. The shore route will avoid the heavy grade, and gain three miles over the other route between San Jose and here. The work of preparing the line for the ties and rails has already been begun.

California Pears.

The Baltimore Sun notices the arrival in that city of two car loads of California pears by rail, via the Northern Central Railway, claimed to be the first direct shipment from San Francisco to Baltimore since the beginning of the now extensive fruit trade overland between the Pacific coast and the Atlantic cities. The cars were twenty days making the trip, owing to an error in transitu. They were shipped October 6, and the freight on each car was $650 which is about the original cost of the fruit in San Francisco. California pears ripen by keeping, and there was not a single one decayed in the present lot, although so long on the road. The fruit coming this way is carefully packed, each pear being carefully wrapped in soft separate paper. The pears are very large, some weighing over a pound each. Some of the varieties, it is said, will keep until Easter.

☞ A single track of the Easton and Amboy Railroad has been finished from Neshanic to Perth Amboy. The company are erecting, on Staten Island opposite Perth Amboy, coal docks and storehouses 2,600 feet in length by 200 feet in width, at a cost of about $1,000,000. A force of three hundred men are engaged upon the tunnel under the Musconetcong Mountain. Forty-three hundred feet have been tunneled, and 1,000 feet yet remain to be cut through. The road will be sixty-two and a half miles in length.

☞ The earnings of the Philadelphia and Erie Railroad for September, 1874, were $336,149 81, the expenses $206,802 54, and the net earnings $129,347 27. For the nine months ending September 30, 1874, the net earnings were $677,887 61, against $220,860 80 for the corresponding nine months of 1873, an increase of $456,527 81.

☞ Joseph Hyckson has been appointed General Manager of the Grand Trunk Railway, with L. J. Sargent as Assistant Manager.

☞ The Monterey and Salinas Valley Narrow Gauge Railroad was finished to Salinas City on the 10th instant.

Pennsylvania Railroad.

We give below the conclusion of the Report of the Investigating Committee on the Western Group of Railroads controlled by the company, portions of which were given in our last and preceding issues:

It is also well to note, as having an important bearing on this question, that the area of grain producing land is increasing, in the great producing countries of the world, while the ability to consume does not show a proportioned increase. The prospect this year is for another large crop following the one of 1873—the inevitable result, unless fortuitous circumstances interfere, will be lower prices for grain and meats. We thus have these three facts before us—

1. That the tendency of prices for the products of the farm is downward;

2. That the cost of transportation cannot be safely reduced below existing rates;

3. That the products of the farm from the far West will not, at the present rates, profitably bear railroad transportation to the East and pay the railroad company a fair price for its carriage, or the farmer a just reward for his labor and capital invested.

With this discouraging outlook into the future, is it strange that we find the Western farmers moving in their strength to find out what can be done to drive away the grim figure of poverty which threatens them? That their first attack is on the transporter is natural; he seems to be their nearest enemy, and as they have none of the stocks or bonds of the railroad companies, and the owners are afar off, the foreigner's property is a tempting object of attack, even to destruction. There is in this truth a moral that the stockholders of the Pennsylvania Railroad Company may well learn: that the strength of a railway company in meeting unjust attacks on its property lies more in the fact of the people who use the road having a strong personal interest in it, as stockholders, than in the justice of their cause. And this is the explanation of the condition of things in Wisconsin and Iowa. The same influences may yet meet you in other Western States. But to return from this digression.

The Western farmers will soon find, if they succeed in destroying the capital invested in the railways, that this will not relieve them. They must realize the truth of their position and acknowledge the fact that they have gone too far West. The farmer of to-day is unlike the farmer of earlier days. He has not his habits of economy and thrift. Many things which are now necessaries to the farmer and his family were unknown to their fathers, or, if known, were considered luxuries. Those who settled the Middle States had the knowledge and ability to feed and clothe their families within themselves, and were, therefore, more independent than the farmer of to-day. Again, we have all been dazzled with the wonderful growth of the West, and, as her cities have arisen in a day, have thought such development could not be without a sound basis to build upon. But as we look closer, we find those cities have grown up and become rich as the home of the middleman between the producer and consumer, the manufacturer and the wearer. These men have fixed the prices of, and speculated on, the productions of the farmer, and have heretofore made large profits on the necessaries of life sold to him. It is, to some extent, reproducing the history of every purely agricultural country in the old world, with cities of great wealth, and surrounding millions of producers in great poverty. To the majority of our people all this may read as an exaggerated statement; but a reference to the books of our merchants will prove the truth of our statements.

We again come to the conclusion heretofore arrived at: that the only hope for the Western farmer is, either to move eastward and let the capital involved in the roads built to the far West be entirely sunk, or to draw the consumer to his side, save the capital expended in the railways, and thereby secure the benefits already stated. The increase of manufacturing in the States of Ohio, Indiana, Illinois, and Missouri shows that the minds of many have appreciated the necessities of their position. They see that their cities must have some surer basis of wealth and growth than acting simply as middlemen, and that the one tends to poverty, the other to wealth.

For the West to think of depending on England as a market for its produce and as a place to purchase its manufactured goods is suicidal, and not much less to depend on the Middle States and the East for the same character of market and the same source of supply. Your committee have felt authorized thus fully to discuss these points, for in them lies much of the future of the roads you are interested in west of Pittsburg. You cannot look forward to much change in their condition while so much of their business is through and low-priced freight, on which they receive but a pro rata of charges between points west and east. Their policy must be to encourage local trade and travel, to offer every inducement for parties to introduce manufacturing and industrial works on their lines, and to let the through business be the surplus products, put into the more concentrated shape of cattle, hogs, &c.

Paradoxical as it may appear, the Pennsylvania Railroad Company will realize more money from its Western investments, and more profit on your main line, when you receive less tonnage, because the products of the farm from those roads, for the tonnage that will be sent eastward will be of higher value, being labor and food in condensed shape, and necessarily bear a higher and more profitable rate of freight.

Your committee, in their visit to the western roads, made diligent inquiry on this point of local trade. Your Northern or Fort Wayne system is profitable, because it has a large and rapidly increasing local business, making exchanges of ore for coal, iron for cattle and grain, &c., &c., and these within the range or limits of its own roads.

For the Southern system so much cannot be said. By competition, the Little Miami Railroad, which until lately was one of the most successful railways in the country, has been reduced to one of the poorest paying of your lines. Owing to some mismanagement, or the rivalry of its northern competitors, it lost the business of the Cleveland, Columbus and Cincinnati Railway, which furnished more than one half its total receipts, and caused that company to build a rival line to Cincinnati via Dayton and Springfield. This loss leaves the rental extravagantly high, and the line is a burden on the Pittsburg, Cincinnati and St. Louis Company. The receipts on this line will gradually increase, as it runs through a rich and thickly settled country, and controls the entrance into Cincinnati on the eastern side of the city.

The Columbus, Chicago and Indiana Central also stands at too high a rental for the character of the road and the country through which it passes. There will be improvement on it, but as it, with its Illinois State Line Branch, passes through an almost purely agricultural country, this improvement in earnings will come slowly, and a large portion of the rental will probably be a charge on the Pittsburg, Cincinnati and St. Louis Company for some years to come.

The Jeffersonville, Madison and Indianapolis road has better prospects, and should soon cease to be a debtor road. The Indianapolis and Vincennes road will continue to be a charge for some years, unless the trade from the Cairo and Fulton road can be secured for it, which is not very probable, and the competition at Cairo of the Illinois Central Railroad would destroy any such probabilities. The Indianapolis and St. Louis road will in time pay—it now clears its interest and has a fair future before it.

The Vandalia Line to St. Louis, as a part of the direct line from New York to St. Louis, will grow rapidly. The new bridge at St. Louis adds greatly to its value; and lastly, the Pittsburg, Cincinnati and St. Louis Railway, a part of the main line to St. Louis, Cincinnati, and the South, with the trade that must be thrown upon it by the many roads that join and intersect it, by the valuable coal traffic that originates on its main line, should be able readily to meet all the interest on its funded debt—with a good prospect for very great improvement in its financial results as a whole.

The second point designated above was to see or to estimate, if possible, the extent of the ultimate responsibility of the Pennsylvania Railroad Company for the engagements of the Pittsburg, Cincinnati and St. Louis Railway Company.

Taking the losses of 1873 as a basis, which amounted to.....	$2,476,143 39
And the General Manager's estimate of value of the betterments as correct, at.....	1,724,395 51
Would leave a balance of.....	$751,747 88

as the real loss on that system of roads.

By the statement of loss on the Southern system of roads, you will note there was an aggregate charge of $540,088 57, being for discount on sale of bonds paid by those roads on account of their floating debt, which would reduce the amount of loss in working those roads to $211,649 31.

Now we do not see how the Pittsburg, Cincinnati and St. Louis line can stand under much more bonded indebtedness than it now has, and we therefore think it safe that you should estimate, as a possible future loss on this line of roads, at least $500,000 a year. This limit may be passed, and yet, with fair success in the administration of your Fort Wayne or Northern system under the Pennsylvania Company, the profits there should square the accounts between the two systems, or leave an unimportant balance on one side or the other.

The trade centres in the West reached by your systems of railway are surely enough, and the responsibilities assumed sufficiently great, to satisfy the most ambitious. You can now stop with safety, and your interests will be best taken care of by carefully nursing these Western investments; limiting their expansion or extension, unless the local demands require it, and hoping for the time when, by some arrangement, it will not be necessary for you to employ so much capital in holding these roads.

It is but just to say, that at the time these contracts were made, the prices for freight were much higher than in 1873. If the same prices had been received in 1873 as existed when they were made, the result would have been much more favorable. It was also fair to presume at the time the contracts were made, that the present low prices were not thought possible, or that managers of railroads would, through mere rivalry, so depreciate their own property.

The same principle that has led your company into unwise investments has drawn prudent men in their private affairs to greater proportionate expansion—the history of trade is full of warning on this point.

2. VALUE OF THE COMPETITIVE PASSENGER TRAVEL AND FREIGHT RECEIVED FROM AND SENT TO THE WESTERN LINES OVER THE PENNSYLVANIA RAILROAD—MAIN LINE.

In former parts of this report, we promised a discussion of this important question. We are led to examine it the more thoroughly from the prominent position which "Western trade and travel" have occupied in the public estimation for so many years.

In the early years of our national existence, the passage of the mountains was accomplished by the turnpike which united the East and West. Philadelphia—at that time the great commercial city of the new nation—commanded the best means of access to the West, and profited accordingly. Soon New York entered upon the construction of her great canal from Albany to Buffalo; and Pennsylvania, not to be outdone, followed with her mixed system of canal and portage railway from Columbia to Pittsburg. Virginia attempted the same on her James River and Kanawha Canal, but failed to complete it. Millions of

dollars were expended in this effort to unite the East and the West.

The introduction of the railway, with the advantage of the speedy locomotive over the weary horse that slowly tugged at the canal boat, soon produced a new competitor; and as the turnpike gave way to the canal as a cheaper medium of transportation, so the canal gave way to the locomotive, in illustration of the adage that "time is money"—and a very large amount of money was expended in the effort to build the New York Central, the New York and Erie, and the Baltimore and Ohio Railroads.

Your line came in at a later period, though completed through to Pittsburg before the Baltimore and Ohio Railroad reached Wheeling. With the completion of these lines began the strong competition for this great prize—"the Western trade and travel," and the parties interested in the New York Central Railroad Company entered into the struggle for the control of the Western lines. The New York and Erie and the Atlantic and Great Western Railroads, after severe struggles, penetrated the West. The Baltimore and Ohio Railroad Company also built her lines to the Ohio, and, besides, made investments north of that river. The Pennsylvania Railroad Company, from the causes heretofore stated, in order to protect itself, was drawn into investments and liabilities heavier than any other line, and being so much involved, felt it to be its true policy to perfect its connections with the great commercial centres of the West, as has been heretofore sketched.

We will now endeavor to ascertain the value to the shareholders of the Pennsylvania Railroad Company of all these efforts.

The traffic that comes East bears the lowest tariff, as is well stated in the last annual report: "A close examination of the accounts of this company will show that its charges for freight upon agricultural products scarcely bear the expenses of transportation, and on many items the charges for transportation are below the actual cost." And the competition of the trunk lines has been so close as to reduce materially the profit of the transportation of the valuable articles which the sale of these products enables the merchants and the farmers to purchase in the East for consumption at home.

Now let us ascertain the value of this trade and travel to the Pennsylvania Railroad Company in 1873. The through tonnage coming from Philadelphia and Baltimore, and destined to points west of Pittsburg, and that sent East from the West through Pittsburg, in the year 1873, amounted to:

Through	Tons.	Yielding.	Mileage.
East.....	873,795	$3,464,690 51	312,362,336
West	319,661	1,111,816 50	114,475,403
	1,193,456	$4,576,607 01	426,887,739

The through freight earnings were. $4,576,507 01
Local freight earnings were..... 15,032,048 06

Total freight earnings $19,608,555 07

The total mileage of tons of freight over the road was..1,384,831,970 miles.
Which is equal to passing over the whole road (three hundred and fifty six miles) of..... .....3,890,000 tons.
The through freight (three hundred and fifty six miles) was..... .....1,193,456 tons.

Leaving the local freight equivalent to..... .....2,696,544 tons.
over the whole line, showing that the through freight was thirty one per cent of the whole average over the road.

The table above shows that the receipts for—

	Cents.
Through freight eastward averaged per ton per mile.....	.0111
Through freight westward averaged per ton per mile.....	.0097
The average through freight earnings would be.....	.0107

If the expenses of conducting transportation in 1873 cost, per ton per mile, .0857 cents, it would be fair to place the cost of the through freight per ton per mile at .0070 cents.

The profit on the through freight would then be On 1,193 456 tons, at .0107—.0070=.0037=$1,588,642 84.

Let us now examine the passenger account.

	First Class.	Emigrant.
Number of passengers delivered to connecting lines in Pittsburg..	79,296	37,445
Received from connecting lines in Pittsburg	79,017	2,110
	158,313	39,555

The average receipt of through passengers per mile was.... .....2.36 cents.
The average expense of carrying through passengers on account of speed, heavy cars, &c., was equal to at least the average cost as given in the expenses for 1873, which was, per mile.....2.01 cents.
Showing profit per passenger per mile of .0035, or three mills and one half.
This, for 158,313 passengers, would give a profit of, at .0035 cents per mile.... .... $197,258 00
The profit on freight carried was... 1,588,642 84

Showing total profit on through passenger and freight traffic.... ....$1,785,900 84

It is curious to note that the through freight and through passengers are very nearly equal to one third the total amount of freight and number of passengers passing over the whole length of your road.

Now the capital employed in your main line in 1873 was $53,360,456 03, and to charge the through business with one-third of this capital would give $17,786,818 68, on which it would show a profit of $1,785,900 84, or a fraction under ten per cent per annum.

This profit is to be considered in connection with the investments of money made, the value of the guarantees given on these western roads, the effect the transportation of this western business has on the cost of the general movement of traffic and passengers on the main line, and the real amount of business the control of these roads gives you.

But whether or not these western roads pay financially to your main line, it is true that the Pennsylvania Railroad was built to bring trade and travel through the State of Pennsylvania to the city of Philadelphia, which it undoubtedly has done, and, if necessary, reasonable sacrifice of some profit should be made for these objects.

INTERESTS SOUTH OF CAIRO.

We cannot omit to mention with regret that a large interest of $1,300,000 is held by the Pennsylvania Company, originally taken by the Pennsylvania Railroad Company, in the line of railroad from opposite Cairo to New Orleans. The principle upon which this investment was made is, in our judgment, indefensible. We are glad to add that recently the company has received large returns from this investment and still controls, for commercial purposes, the whole line of railroad from New Orleans to Cairo without cost.

INTERESTS SOUTH OF BALTIMORE.

This interest is divided into several lines—

1. The Baltimore and Potomac Railroad Company.
2. The Alexandria and Fredericksburg Railroad Company.
3. Southern Security Company.
4. Danville and Atlanta Lines.

The Baltimore and Potomac Railroad extends from Baltimore to Pope's creek, seventy three and one tenth miles, with a branch of nineteen and two tenths miles to Washington, making a single track railway ninety two and three tenths miles long, with a tunnel through part of the city of Baltimore, which is represented by a cost of $9,888,786 (or over $107,000 per mile, including tunnel)—consisting of stock $3,503,900, bonds $4,500,000, and floating debt $1,884 886.

The bonds are guaranteed by the Northern Central and Pennsylvania Railroad Companies, and therefore will always be a safe investment.

The object in constructing this road was threefold: first, to make a southern extension for the Northern Central Railway to the city of Washington; second, a more perfect connection with your New York lines; and, third, to furnish a route for the southern travel from the roads of the Southern Security Company northward and eastward.

The drawback to this whole scheme is that all these three inducements are not enough to make it pay much more than the cost of working it and keeping up and improving the line, as should always be done, without adding to construction account. You must therefore estimate a yearly charge on your profit and loss account of one half the amount of the interest on the bonds of this company.

We regret, with this investment, to add those in the

Alexandria and Fredericksburg Railway stock	$31,600 00
Alexandria and Washington Railway stock	63,724 00
Southern Railway Security Comp'y.	783,734 33
Richmond and Danville Railroad stock,....	600,000 00
Notes of the Richmond and Danville, bonds of the Atlanta Railroad and Richmond and Atlanta Air Line, with collateral of $3,205,691 42..	1,164,997 00
Western Railroad of Alabama stock	60,000 00
Amounting in all to....	$2,704,065 33

which, though charged off to the profit and loss account of 1873, yet reveals an illegitimate direction given to the funds and credit of the Pennsylvania Railroad Company which cannot be approved. The securities above named, with others in the profit and loss account, we have valued at $1,000,000, with not much prospect of improvement. We are glad to add that your company is now in no way liable for any guarantees, leases or otherwise on account of any railroad south of Washington.

☞ The St. Louis Democrat says that the Eastern capitalists, who have recently been in that city looking into the prospects of the Atlantic and Pacific Railroad, "have come to the conclusion that there is very little use in extending the track beyond Vinita until the Government throws open the Indian Nation to general settlement. The best thing which could now be done for St. Louis would be to build a railroad from Pierce City to Austin, Texas, the route to be along the western boundary of Missouri and Arkansas, entering the northeast corner of Texas, and proceeding on an air line to Austin. Such a road would serve not only a large railroadless portion of Missouri and Arkansas, but it would prove a facility for all of the most enterprising portion of the Indian Territory."

☞ The Ohio State Journal says the first mile of track on the Atlantic and Lake Erie Railway was completed on Monday, and a large force of workmen is engaged at New Lexington and southward. The road is to be opened to Moxahala by the 1st of December and finished northward by July 4, 1875.

☞ The first five miles of grading on the Cincinnati Southern Railway, from Emory river toward the Kentucky line, passes through three veins of coal, and the contractor, for shop purposes, uses coal taken out in grading.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic & Pacific:													
1873	319,648	354,941	472,839	432,217	418,546	374,769	383,965	451,528	502,087	468,671	397,485	397,729	4,948,672
1874	341,995	323,055	396,286	398,308	423,685	404,560	395,893	459,854	498,413	.....	.....	.....	.....
Central Pacific:													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,423	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556,080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,888
1870	413,104	394,176	488,333	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720,929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	592,223	571,836	875,763	949,568	1,360,923	1,138,273	1,272,510	1,271,628	1,254,689	1,285,567	1,299,900	1,037,992	12,734,729
1873	852,860	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,622	1,392,125	1,423,875	1,296,812	1,072,750	13,938,969
1874	848,558	794,000	867,666	1,132,000	1,360,000	1,380,000	1,258,000	1,301,000	1,406,000	.....	.....	.....	.....
Chicago and Alton:													
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377 687	5,278,910
1872	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,315	353,604	5,156,326
1873	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
Chicago and Northwestern:													
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,006,277
1872	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873	753,468	765,249	967,258	1,034,023	1,256,072	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915	13,816,465
1874	1,014,514	900,765	1,024,061	1,080,193	1,290,596	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	535,547	724,732	1,040,102	801,195	496,566	7,250,069
1870	396,171	382,823	377,571	443,133	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,395	6,690,695
1872	460,986	387,565	426,223	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702,838	513,787	6,957,771
1873	334,715	423,716	555,287	574,258	805,802	929,211	814,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046,124
1874	654,400	657,500	576,620	742,050	964,800	886,900	749,200	704,300	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,819
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,023	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,462,625
1873	363,921	413 043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448
1874	363,053	276,099	318,976	342,247	306,778	330,754	327,384	403,175	369,334	.....	.....	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,372	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18 694,096
1873	1,326,505	1,329,422	1,515,362	1,541,958	1,754,821	1,717,593	1,685,384	1,774,570	1,918,247	1,882,421	1,560,023	1,625,129	19,631,781
1874	1,462,650	1,273,775	1,413,223	1,465,550	1,687,772	1,577,945	1,443,283	.....	.....	.....	.....	.....	.....
Illinois Central:													
1869	659,158	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623 383	661,789	601,326	555,087	684,539	712,647	627,216	899 052	901,235	903,225	811,708	697,751	8,678,958
1871	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698 063	8,026,754
1873	602,241	597,429	660,759	553,913	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,693	8,268,325
1874	611,491	538,668	567,554	580,921	647,892	678,728	624,191	708,808	763,106	.....	.....	.....	.....
Kansas Pacific:													
1871	133,673	152,264	267,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303,305	210.197	3,321,518
1872	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265,217	201,492	3,498,160
1874	170,349	178,429	245,774	292,143	316,647	316,379	293,247	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1871	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1,368,946	1,402,597	1,345,316	1,235,285	14,797,975
1872	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459,360	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873	1,412,368	1,549,285	1,735,736	1,694,543	1,680,968	1,585,368	1,451,762	1,582,531	1,776,420	1,742,516	1,375,556	1,546,983	19,134,136
1874	1,519,249	1,305,133	1,371,545	1,593,827	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta & Cincinnati:													
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,573	137,341	166,191	175,438	172,567	169,820	1,690.714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204.196	2,029,927
1873	169,843	161,133	178,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	151,793	150,301	2,126,875
1874	171,028	144,215	161,031	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1870	337,993	329,128	384,431	412,030	406,283	363,187	326,891	378,880	467,990	511,447	453,673	387,827	4,755,958
1871	418,756	442,665	486,980	470,703	480,847	427,096	422,015	529,890	628,660	582,082	587,434	507,050	5,940,102
1872	411,113	384,058	449,453	485,550	487,283	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873	379,836	440,261	567,314	556,180	542,058	480,028	457,863	452,330	617,291	537,031	506,804	552,548	6,089,534
Mo., Kan. & Texas:													
1873	200,639	224,393	256,719	258,871	250,935	249,343	301,318	336,893	399,939	370,710	309,028	285,603	3,444,321
1874	266,333	230,371	262,801	214,011	224,589	237,425	245,595	288,999	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1872	272,472	239,733	290 710	276,290	280,523	263,290	232,286	304,083	356,194	408,254	319,024	283,836	3,526,695
1873	283,605	291,630	338,725	338,709	307,520	290,470	271,314	300,895	379,105	322,532	265,242	264,920	3,654,667
1874	266,039	243,167	304,842	298,665	268,807	292,546	282,640	323,963	364,374	.....	.....	.....	.....
Philadelphia and Reading:													
1871	506,367	423,045	644,506	698,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,748
1873	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	.....	.....
St. Louis, I. Mt. & South'n:													
1873	145,834	153,054	224,449	207,637	255,277	216,223	198,563	222,753	196,403	179,385	143,267	170,607	2,312,441
1874	156,699	149,035	169,475	160,901	251,509	238,610	235,250	254,230	258,447	.....	.....	.....	.....
Toledo, Wab. & Western:													
1871	365,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,935	5,736,666
1872	439,780	431,949	460,646	447,313	510,792	462,868	432,056	614,175	565,811	621,351	489,341	532,895	6,008,978
1873	403,487	427,097	437,835	423,517	459,506	537,819	488,911	647,080	593,810	528,844	369,605	421,296	5,738,808
1874	423,343	400,984	404,699	447,855	420,719	388,535	440,587	478,475	459,894	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,603	623,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528,529	500,139	539,238	706,603	802,586	746,450	643,058	664,051	738,521	719,698	570,168	505,053	7,654,094
1871	479,573	373,925	499,899	584 540	724,466	728,174	673,693	681,865	800,403	777,362	708,142	469,937	7,521,682
1872	273,936	534,115	565,861	741,802	890,442	835,459	743,382	789,567	863,754	980,706	915,727	757,851	8,892,606
1873	523,975	491,784	708,256	881,266	1,007,831	969,863	876,833	837,277	1,068,937	1,170,586	970,660	758,832	10,266,104
1874	620,715	607,990	687,026	834,954	910,065	902,881	850 142	1,042,516	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No.		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'73	9.50	114	40	Albany.....N.Y.	190,500	190,000	50,000		101,301	26,019	8	100	100	...
Sept. 30,'73	1.04	....		Albany st. Freight (B'ton).Mass.	48,709	75,000			7,229	894		100	100	...
Oct. 31,'73	25.00	440	78	Atlantic Avenue (Bklyn)..N.Y.	725 723	680,000	456,800	32.296	206,857	42,314		100	100	...
Sept. 30,'73	11.83	344	50	Avenue C (N. Y. City)...N.Y.	540,360	500,000	900,000	109 019	230,082	32,540		100	100	...
Dec. 31,'73	7.5	097	94	Baltimore City (Balt.).....Md.	1,038,486	1,000,000		98,000			3	25	25	23½
Sept. 30,'73	22.01	400	60	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,801,613	900,000	004,000	46,850	257,704	37,697		100	100	...
Sept. 30,'73	4.63			Boston and Chelsea.....Mass.	110,000	110,000			8,800	7,789	7.7	100	100	...
Sept. 30,'73	1.25			Boston & West Roxbury. Mass'.	56,133	41,000						100	100	...
Sept. 30,'73	13.88	264	50	Broadway (Brooklyn).....N.Y.	378.029	200,000	100,000	52,395	180,504	43,404	12	100	100	...
Sept. 30,'73	24.25	1098	135	B'dway & 7th Av.(N.Y.C.)N.Y.	3,847,159	2,100,000	1,500,000	200,000	920,158	264,449	6	100	100	...
Sept. 30,'73	7.00	....	32	Brooklyn, Bath & Coney I.N.Y.	245,048	180,000	80,000		65,906	30,566		100	100	...
Sept. 30,'73	31.50	1922	401	Brooklyn City.....N.Y.	2,424,800	2,000,000	300,000	90.000	1,496,294	806,196	14	100	100	....
Sept. 30,'73	19.50	242	68	Brooklyn City & Newtown.N.Y.	613.273	300,000	400,000	32,353	197,186	66,122		100	100	....
Sept. 30,'73	19.83	200	50	Brooklyn, Cross-Town.....N.Y.	663,517	300,000	300,000	40.765	167,843	27,229		100	100	....
Sept. 30,'73	17.64	362	83	Buffalo street.....N.Y.	623,984	100,000	421,119	86,276	324,265	137,407		100	100	....
Sept. 30,'73	11.13	142	26	Bushwick (Brooklyn) .....N.Y.	389,971	300,000	102,000	2,628	44,408			100	100	....
Sept. 30,'73	29.19			Cambridge (Boston) .....Mass.	800,500	800,500	150,000		73,486	73,486	9	100	100	100½
Sept. 30,'73	1.70	22	4	Central City (Syracuse).....N.Y.	29.473	21,130	6,000		20,164	14,094	12	100	100	....
Sept. 30,'73	24.00	960	128	Cen. P., N. & E.R. (N.Y.C.)N.Y.	1,948,585	1,667,700	1,200,000	8,857	909,098	342,290		100	100	....
Oct. 31,'73	9.00	208	40	Citizens' (Pittsburg) .....Pa.	270.671	184,000			184.298	78,365	16	50	46	....
Oct. 31,'73	7.25	350	50	Citizens' (Phila.).....Pa.	212,320	192,750		1,000	300,145	95,884	17½	50	19½	....
Sept. 30,'73	20.40	240	24	Coney Island (Brooklyn) ..N.Y.	698.806		369.000	39,924	221,891	51,196				....
Sept. 30,'73	10.70	960	127	Dry Dock, E.B.&B.(N.Y.C)N.Y.	2,090,847	1,200,000	1,000,000		1,275,623	640,633	8	100	100	....
Sept. 30,'73	3.50	12	3	Dunkirk and Fredonia.....N.Y.	43,609	35,100			4,111	4,111		100	100	....
Oct. 31,'73	1.62	14	4	Easton and S. Easton .....Pa.	25,962	25,562			10,946	3,320		25	16	....
Sept. 30,'73	9.50	1002	120	Eighth Avenue (N.Y.City)N.Y.	1,083,574	1,080,000	203,000	66,200	798.040	149,564	12	100	100	....
Oct. 31,'73	2.32	24	6	Erie City.....Pa.	36,997	19,807	20,000	2,341	13,287	2,184		50	42	....
Oct. 31,'73	5.50	60	23	Federal St. & Pl. Val.(Pbg.).Pa.	132,842	66,250	90,000		45,785	9,000		25	22	....
Sept. 30,'73	2 60	18	6	Fifth Ward (Syracuse).....N.Y.	44,766	29,335	10,000	2,150	13,699	1,673		100	100	....
Sept. 30,'73	10.28	491	68	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	236,000	29,301	586,757	293,048	9	100	100	....
Oct. 31,'73	17.04	389	56	Frankford & Southwark(Ph.)Pa.	844,171	490,200	290,500		412,325	91,138	10	50	50	50½
Sept. 30,'73	4.00	26	5	Genesee & Water St.(Syr.)N.Y.	67,017	42,500	14,200		31,588	19,095	5	100	100	....
Oct. 31,'73	33.75	360	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000		405,614	97,884	6	50	31	40
Sept. 30,'73	7.75	182	37	Gr'd st. & Newtown (Bk'n)N.Y.	310.443	170,000	90,000	12.378	107,824	22.093		100	100	....
Sept. 30,'73	8.00	200	40	Gr'd St. Prosp. P'k & Flatb.N.Y.	437,011	200,000	200,000	37,028	80,068	1,016		100	100	....
Oct. 31,'73	7.25	200	42	Green and Coates st. (Phila.).Pa.	244.441	150,000	100,000		180,268		4	50	30	50½
Oct. 31,'73	2.12	10	4	Harrisburg City.....Pa.	60,250	41,994	12,500	1,604	7,185			25	25	...
Sept. 30,'73	11.95	140	20	Harlm.Br.,Morr. & F'dham.N.Y.	287,302	29,100	135,000		89,000	18,391		100	100	....
Oct. 31,'73	11.00	378	60	Hest., Mant. & F'mount (Ph.)Pa.	388,486	299,423	100,000	27,000	292.610	71,442	9	50	50	19½
Sept. 30,'73	6.25	92	26	Jamaica, Woodh'n & Bklyn.N.Y.	100.000	100,000			23,132	1,970		100	100	....
Sept. 30,'73	3.25	33	9	Kingston and Rondout.....N.Y.	83 285	75,000			24,792	5,161	5	100	100	....
Oct. 31,'73	5.01	117	20	Lombard and South st. (Ph.).Pa.	170,402	105,000	62,500		99,104	35,905	10	25	12½	....
Sept. 30,'73	4.04	50	12	Lowell Horse.....Mass.	81.704	80,000		3.500	34,127	2,597		100	100	....
Sept. 30,'73	11.62	239	35	Lynn and Boston .....Mass.	277,581	200,500	50,000	43,697	164,270			100	100	....
Sept. 30,'73	3.60			Malden and Melrose (Btn). Mass.	60,246	165,500	75,000					100	100	....
Sept. 30,'73	3.46			Medford & Charlest. (Btn).Mass.	34,600	21,000	5,000		2,240	819		100	100	....
Sept. 30,'73	5.26	65	15	Merrimac Valley.....Mass.	63.000	50,000			34 845	656	4	100	100	....
Sept. 30,'73	46.29	1220	204	Metropolitan (Boston) ....Mass.	2,371,609	1,500,000		589,390	982,854	91,633	3	100	100	42½
Sept. 30,'73	16.24	288	53	Middlesex (Boston).....Mass.	679,675	400,000	184,500	158,922	223,893	26,112		100	100	....
Sept. 30,'73	1.76	4	2	Mohawk and Ilion.....N.Y.	17,500	15,000			5,496	2,400	16	100	100	....
Sept. 30,'73	4.00	....	...	New York Elevated .....N.Y.	1,500.000	754,200		91.848	64.602			100	100	....
Sept. 30,'73	6.10	220	27	Ninth Avenue (N. Y. City)N.Y.	999,109	797,320	207,000	13,648	95,704	3,762		100	100	....
Sept. 30,'73	3.21	10	2	Northampton & Wmburg. Mass.	50 000	50,000		6,499	5,832			100	100	....
Sept. 30,'73	10.88	128	30	North 2d St. & Middle Vil.N.Y.	200,765	134,500	25,000	45,457	65,641	570		100	100	....
Sept. 30,'73	2.74	7	2	North Woburn (Boston)..Mass.	35,310	20,900			1,924	1,879		100	100	....
Dec. 31,'73	11.71	191	42	Orange and Newark .....N.J.	1,038,756	290,300	700,000	123,556	210,171	15,985		100	100	....
Sept. 30,'73	14.40	142	37	Park Avenue (Brooklyn)..N.Y.	389,425	200,000	200,000	77,000	126,727	42,909	4	100	100	....
Oct. 31,'73	9.64	40	17	Peoples' street (Scranton)....Pa.	140,387	125,000			36,447	12,40	10	50	50	70
Oct. 31,'73	15.00	396	75	Philadelphia City (C.& W.).Pa.	454,397	225,000	200,000	32,397	347,282	118,632	4	20	20	....
Oct. 31,'73	6.00	00	16	Philadelphia and Darby.....Pa.	257,000	200,000					10	50	25	30
Oct. 31,'73	13.07	114	23	Philadelphia & Gray's Ferry.Pa.	299,127	200,175		6,500	124,472	38,750	10	50	25	
Oct. 31,'73	8.75	116	37	Pbg., Allegheny & Manchest.Pa.	161,752	200,000	48,000	336	149,066	54,721	10	50	50	
Oct. 31,'73	6.60	100	19	Pittsburg and Birmingham..Pa.	136,239	120,000	50,000	11,549	71,092	650		50	50	
Oct. 31,'73	7.50	72	15	Pbg. Oakland & E. Liberty..Pa.	125.449	130,000	50,000	22,636	42,949	6,359		50	50	
Oct. 31,'73	4.50	85	19	Pittsburg and Ormsby .....Pa.	83.487	100,000	40,000	1,616	37,238			25	25	
Sept. 30,'73	6.00	4	11	Poughkeepsie City.....N.Y.	121,706	72,250	26,000	28,500	21,539	1,801	3	100	100	47
Oct. 31,'73	13.50	254	40	Ridge Avenue (Ph.).....Pa.	414,512	336,000	85,000	4,772	244.668	65,485	10	50	28	
Sept. 30,'73	12.00	120	27	Rochester and Brighton ....N.Y.	142,596	70,000	30,000	38,500	118,947	60,951	10	100	100	
Sept. 30,'73	7.84	54	20	Salem street.....Mass.	203,735	150,000	35,900	1,800			6	100	100	
Oct. 31,'73	3.47			Schuylkill River (Phila.) ....Pa.	47,465	50,000					10	50	50	
Sept. 30,'73	21.00	1021	187	Second Avenue (N.Y. City)N.Y.	2,511,743	1,180,500	1,220,000	84,988	681,434	171,112	3	100	100	
Oct. 31,'73	39.50	500	96	2d and 3d street (Phila.).....Pa.	706,255	621,516			544,545	69,873	4	50	31	65
Oct. 31,'73	6.75	246	42	17th and 19th street (Phila.)..Pa.	186,694	160,000	100,000	10,306	152,406	36,467	10	100	16	
Sept. 30,'73	8.38	324	102	Sixth Avenue (N.Y. City)..N.Y.	2,181,960	750,000	415,000	80,000	338,434	143,950	10	100	100	
Sept. 30,'73	4.03			Somerville horse (Boston). Mass.	98,000	98,000			5,880	5,880	7½	100	100	
Sept. 30,'73	7.56	330	52	South Boston .....Mass.	450,000	450,000			289,200	31,089		100	100	65
Sept. 30,'73	6.50	80	21	South Brooklyn & Park....N.Y.	259,186	150,000	100,000	19,527	49,380	3,486		100	100	
Sept. 30,'73	2.71	32	6	Springfield street.....Mass.	39,596	50,000		7,675	22,364	2,292		100	100	
Sept. 30,'73	2.53	20	5	Stoneham street (Boston)..Mass	38,744	33,000			2,100	1,779	5	100	100	
Sept. 30,'73	3.00	35	13	Staten Island Shore.....N.Y.	31,000	31,000			18,873			100	100	
Sept. 30,'73	2.00	21	7	Syracuse and Geddes.....N.Y.	28,578	25,000	25,000		17,225	6,370	7	100	100	
Sept. 30,'73	2.60	16	4	Syracuse and Onondaga ...N.Y.	50,150	37,000		10,000	13,748	3,955	1	100	100	
Sept. 30,'73	4.32	40	8	Taunton street.....Mass.	53,414	40,000		7,500	23,671	5,257	10	100	100	
Oct. 31,'73	7.25	350	50	10th & 11th st. (Citizens')...Pa.	212,320	192,750		1,000	360,145	95,884	17½	50	19½	82½
Sept. 30,'73	18.00	2112	287	Third Avenue (N. Y. City).N.Y.	3,757,365	2,000,000	2,000,000		2,140,826	649,310	5½	100	100	
Oct. 31,'73	8.50	198	33	13th and 15th streets (Phila.).Pa.	227,326	324,529			155,697	37,581	12	50	18½	23½
Sept. 30,'73	6.27	88	8	Troy and Albia.....N.Y.	74,537	44,700	35,100	707	21,051	3,902		100	100	....
Sept. 30,'73	11,88	226	51	Troy and Lansingburg.....N.Y.	328,387	253,000	96,000	9,352	170,066	19,859		100	100	....
Sept. 30,'73	5.00	76	19	23d street (N.Y. City).....N.Y.	702,757	600,000	250,000		96,931	31,366		100	100	....
Sept. 30,'73		731	97	Union street (Boston).....Mass.	472,035	355,500	17,500	132,108	478,742	13,984		100	100	108
Oct. 31,'73	30.00	687	118	Union (Phila.).....Pa.	1,052,514	400,000	500,000		682,502	77,201	26	50	20	....
Sept. 30,'73	29.60	507	89	Union (Providence).....Pa.	828,329	614,300	75,000	139,029	416,096	72,911	2	100	100	....
Sept. 30,'73	13.14	92	14	Utica, Clinton & Bingham. N.Y.	323.768	121,400	200,000		45,450	4,893		100	100	....
Sept. 30, 73	2.50	18	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	18,000		22.013	6,356	34	100	100	....
Sept. 30,'73	3.11	12	3	Waltham and Newtown..Mass.	36 974	30,000		16,316	7,659	2,546	4	100	100	....
Sept. 30,'73	14.50	150	25	Watervliet (Albany) .....N.Y.	342,847	240,000	130,000		104,231	1,977		100	100	....
Oct. 31,'73	15.50	507	79	West Philadelphia.....Pa.	591,348	400,000	100,000		462,477	129,289	15	50	50	....
Oct. 31,'73	4.59	16	7	Wilkesbarre and Kingston...Pa.	94,833	100,000			23,551	8,934	4	50	50	....
Sept. 30,'73	3.25			Winnisimmet (Boston)... Mass.	62,152	50,400			2,802	2,385		100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price
	$	pc			
Albany: 1st Mortgage.....	50,000	7	J. & J.	1883	....
Atlantic (Bklyn) Ave.: 1st Mortgage.....	115,000	7	A & O.	1881	....
2d Mortgage.....	100,000	7	A & O.	1884	....
3d Mortgage.....	100,000	7	J. & J.	1885	....
Avenue C: 1st Mortgage.....	900,000	7	A & O.	1896	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J. & J.	1880	...
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J. & D.	1882	...
Broadway and 7th Avenue: 1st Mortgage.....1,	500,000	7	J. & D.	1884	...
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J. & J.	1890	....
Brooklyn City: 1st Mortgage.....	300,000	7	J. & J.	1893	....
Brooklyn City & Newtown: 1st Mortgage.....	400,000	7	J. & D.	1879	....
Brooklyn Cross-Town: 1st Mortgage.....	300,000	7	J. & J.	1888	....
Buffalo Street: 1st Mortgage.	400,000	7	M & N	1893	....
Bushwick: 1st Mortgage.....	102,000	7	J. & J.	1889	...
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J. & J.	1881	....
Central Park, N & E. River: 1st Mortgage.....	550,000	7	F & A	1882	....
2d Mortgage.....	650,000	7	M & N	1890	....
Coney Island & Brooklyn: 1st Mortgage.....	307,000	7	J. & J.	1887	....
D. Dock, E.Bdw. & Battery: 1st Mortgage.....1,	000,000	7	J. & D	1886	....
Eighth Avenue (N. Y.): 1st Mortgage.....	200,000	7	J. & J.	1890	....
Empire: 1st Mortgage.....guar.	150,000	7	J. & J.	1890	....
42d st. & G'd st. Ferry(N.Y.): 1st Mortgage.....	235,000	7	A & O	1878	....
Federal St. & Pleasant Val.: 1st Mortgage.....	25,000	7	A & O.	1878	....
2d Mortgage.....	50,000	7	J. & J.	1881	....
Frankford and Southwark: 1st Mortgage.....	155,500	7	J. & J	1877	...
2d Mortgage.....	100,000	7	M & N	1891	....
Germantown: 1st Mortgage.....	250,000	7	J. & D.	1879	....
2d mortgage	100,000	7	.....	1884	....
Green and Coates street: 1st Mortgage.....	100,000	7	J. & J.	1878	....
Grand St. & Newtown: 1st Mortgage.....	90,000	7	A & O	1887	....
Grand st. P. P. & Flatbush: 1st Mortgage.....	200,000	7	J. & J.	1891	....
Harl. Br., Morris's & Fordh.: 1st Mortgage.....	135,000	7	J. & J.	1889	....
Hestonv., Mantua & Fairm.: 3d Mortgage.....	125,000	7	J. & D.	1889	....
Lombard and South st. (Ph.): 1st Mortgage.....	62,500	7	J. & J.	1883	....
Lynn and Boston: 1st Mortgage.....	50,000	6	A & O.	1879	...
Malden and Melrose: 1st Mortgage.....	75,000	6	A & O.	1885	....
Middlesex (Boston): 1st Mortgage sinking fund	99,500	6	J. & J.	1884	....
2d Mortgage.....	60,000	6	A & O	1889	....
3d Mortgage.....	25,000	7	M & N	1874	...
Ninth Avenue (N. Y.): 1st Mortgage.....	297,000	7	J. & J.	1876	....
Orange and Newark: 1st Mortgage.....	200,000	6	J. & J.	1881	....
2d Mortgage.....	800,000	7	J. & J.	1895	....
Park Avenue (Bkly): 1st Mortgage.....	200,000	7	M & N	1888	....
Philadelphia City: 1st Mortgage.....	200,000	7	J. & J.	1881	....
Second Avenue (N. Y.): 1st Mortgage.....	350,000	7	J. & D.	1877	....
2d Mortgage.....	200,000	7	F. & A	1878	....
3d Mortgage.....	150,000	7	A. & O	1885	....
Conv. bonds.....	520,000	7	M & N	1885	....
17th and 19th street (Ph.): 1st Mortgage.....	15,000	6	J. & J.	1873	....
2d Mortgage.....	60,000	6	A & O.	1878	....
Sixth Avenue (N. Y.): 1st Mortgage.....	415,000	7	J. & J.	1890	....
South Brooklyn and Park: 1st Mortgage.....	100,000	7	J. & J.	1892	....
Third Avenue (N. Y.): 1st Mortgage.....2,	000,000	7	J. & J.	1890	....
Troy and Lansingburg: 1st Mortgage.....	96,000	7	J. & J.	1892	....
Union (Phila.): 1st Mortgage.....	300,000	6	J. & J.	1885	....
2d Mortgage	300,000	7	J. & J.	1881	....
Union (Prov. R. I.): 1st Mortgage.....	75,000	6	J. & J.	1892	....
Utica, Clinton & Bingham. 1st Mortgage.....	200,000	7	J. & D	1889	....
Watervliet: 1st Mortgage.....	120,000	7	A & O.	1887	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3 280,000	J. & J.	July '74 2½
Allegheny Valley 50	2,2 6 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '73 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " guar.100	780,476	M. & N.	Nov. '73 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Sept. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Genesee & Mt. M.*100	194,250	A. & O.	Oct '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	Nov. '74 5
Washington Br.....100	1,650,000	A. & O.	Oct. '74 6
Parkersburg Br. pref...50	5,680 685	— & —	.....
Berkshire*.....100	600,000	J.A J&O	Oct. '74 6
Binsburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N	May '74 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br guar...100	60,000	J. & D	June '74 3
Bost., Conc. & Mont.* pref100	800,000	M. & N.	May '74 2
Boston and Lowell.....500	2,852,900	J. & J.	July '74 3½
Boston and Maine.....100	6,816,807	M. & N.	Nov. '74 4
Boston and Providence..100	3,950,000	M. & N.	May '74 5
Buffalo, N. Y. and Erie*.100	960,000	F. & A	Feb. '74 3½
Burlington and Mo. Riv.100	5,636,000	M. & S.	Sept. '74 5
" " pref.100	1,485,900	M. & S.	Sept. '74 5
Camden and Amboy* ..100	5,847,800	J.A J.O.	Oct. '74 2½
Camden and Atlantic....50	451,701	— & —	Oct. '74 3½
" " pref. 50	763,549	— & —	Oct. '74 7
Cape Cod 50	1,020,330	J. & J.	Jan. '72 2½
Cape May and Millville* 50	447,000	J & D.	Dec. '73 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa*.....50	1,179,800	— & —	.....
" pref. 50	2,200,000	M. & N.	May '74 2½
Cayuga and Susq.*.....50	589,110	J. & J.	July '74 5
Cedar Rapids & Mo. R.*100	5,550,400	M. & N.	Nov. '74 1½
" " pref.100	769,600	F. & A	Aug. '74 2½
Central of Georgia.....100	4,666,800	J. & J.	July '73 5
Central of New Jersey..100	20,000,000	J. A J O.	Oct. '74 2½
Central Ohio*.....50	2,425,000	J & D.	June '74 3
" pref.....50	400,000	J. & D.	June '74 3
Central Pacific.....100	54,275,500	.....	Aug. '74 5g
Chemung*.....100	380,000	J.A.J&O	Oct. '72 1½
Cheshire, preferred 100	2 100,000	J. & J.	July '74 2
Chicago and Alton.....100	8 929,900	M. & S.	Sept. '74 5
" pref....100	2,425,400	M. & S.	Sept. '74 5
Chicago, Burl. & Quincy.100	19 897,000	M. & S.	Sept. '74 5
Chicago, Iowa & Nebras*1.0	3,916 300	J. & J.	July '74 4
Chicago & N. Western..100	14,993,060	J. & D.	Dec. '72 3
" pref.100	21,484,113	J. & J.	July '75 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Oct. '74 4
Cin., Ham. & Dayton....100	3,600,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.* ... 50	2,980,550	— & —	Apl. '72 10s
" " pref.... 50	429,046	M. & N	May '74 2
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Aug. '74 4
Cleveland & Mahoning*. 50	2,057,500	M. & N.	May '74 3½
Cleveland & Pittsburg*.. 50	11,236,150	F.M.A.N	Aug. '74 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*... 5	1,786,800	M.J.S.D.	June '74 2
Colum. & Hocking Val..100	2,500,000	F. & A.	Feb. '74 5
Concord.....50	1,500,000	M. & N.	Nov. '74 5
Concord and Ports.*.....100	350,000	J. & J.	July '74 3½
Conn. & Passum p riv..1 0	2,100,000	F. & A.	Aug. '74 3
Connecticut Riv.....50	1,950,000	J. & J.	July '74 5
Cumberland Valley 50	1,494,250	A. & O.	Apl. '74 4
Danbury and Norwal.....50	600,000	M. & N.	Nov '73 5
Delaware*.....50	1,230,941	J. & J.	July '74 3
Del., Lackaw. & Westn. 50	23,500,000	J.A.J. O.	Oct. '74 2½
Detroit & Milwaukee *.. 50	822,140	— & —	.....
" " pref. 50	2,095,900	J. & J.	Dec. '66 7
Dubuque & Sioux City*100	5,000,000	A. & O.	Oct. '74 2
East Pennsylvania* 50	1,309,250	J. & J.	July '74 3
East Mahanoy * 50	392,950	J. & J.	July '74 3
Eastern (Mass.).....100	4,282,600	J. & J.	July '72 3
Eastern (N. H.) 100	492,500	J. & D.	July '73 3
Elmira, Jef. & Canand*..00	500,000	F. & A.	Feb. '74 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '74 2½
" " pref. 50	500,000	J. & J.	July '74 3½
Erie Railway 100	78,000,00	.....	Oct. '73 1
" " pref.....100	8,536,910	.....	Oct. '73 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Mar. '74 1½
Fitchburg 100	4,000,000	J. & J.	July '74 4
Georgia 100	4,156,000	J. & J.	Apl. '74 4
Grand River Val.* guar.100	1,000,000	— & —	.....
Grand Trunk, (Ca.) 100	14,367,946	— & —	.....
Great Western, (Ca.) ..100	19,237,400	A. & O.	Apl '74 1½
Hannibal & St. Joseph.100	4,151,700	F. & A.	Aug. '70 5½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (n.).. 50	116,850	M. & N.	May '74 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,192,500	J. & J.	July '74 2½
Housatonic, pref. 100	1,180,000	J. & J.	July '74 4
Huntingdon & Bd Top.. 50	880,000	— & —	.....
" " pref. 50	450,750	J. & J.	July '68 2½
Illinois Central 100	25,280,510	F. & A.	Aug. '74 4
Indianapolis, Cin. & Laf. 50	7,085,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	J. & J.	July '74 2
Jeffersonv., Mad. & Ind..100	2,000,000	& J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	July '74 1½
Joliet & North. Indiana*100	300,000	J. & J.	July '74 4
Lake Shore & Mich. So...100	49 466,500	F. & A.	Aug. '73 4
" " (guar.).100	533,500	F. & A.	Feb. '74 5
Lawrence*.....50	280,200	— & —	.....
Leeds and Farmington*100	800,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna. 50	2,739,800	M. & N.	May '67 5
Lehigh Valley 50	21,916,850	J.A. J.O.	Oct. '74 2½
Little Miami.*.....100	5,871,450	J.A. J.O.	Apl. '74 2
Little Schuylkill*..... 50	2,666,100	J. & J.	July '74 5½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island.....50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,623,488	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '74 4½
Louisville & Nashville...100	8,980,600	F. & A.	Feb. '74 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200 000	A. & O	Oct. '74 3
Lykens Valley 20	600,000	F.M.A.N	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	Nov. '74 5
Marietta & Cincinnati ... 50	1,372,891	— & —	.....
" " 1st pref. 50	5,130,719	M. & S.	Sep. '66 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '74 3
Memphis & Charleston* 25	5,812,725	J. & D.	Jan. '69 3
Michigan Central 100	18,738 204	J. & J.	Jan. '73 4s
Mill Creek & Minehl l*. 50	823 3.5	J. & J.	July '74 5
Milwaukee and St. Paul..100	15,399,261	J & J	Dec. '70 7s
" " pref.....100	12 274,483	F. & A	Aug'74 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '74 3½
Morris and Essex*..... 50	14,008,100	J. & J.	July '74 3½
Nashua and Lowell 100	800.000	M. & N.	Nov. '74 4
Naugatuck.....100	1,881 900	F. & A.	Aug. '74 6½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept. '74 5
Newark and N. York*...100	977,400	J. & J.	Jan. '74 3½
N. Bedford 100	1,6 8,500	M. & N.	Nov. '74 4
N. Castle & Beaver Val.* 50	1,800,000	J.A. J.O.	Apl. '74 2½
N Haven & Northamp...100	605,000	J.A. J.O.	Sept '73 3
New Jersey*.....100	7,295,200	J.A. J.O.	Oct. '74 2½
New London Northern*100	1,418,800	J.A.J. O.	Oct. '74 2
N.Y. Cen. & Hudson R..100	89,428,330	A. & O.	Oct. '74 4
New York and Harlem..100	8,500,000	J. & J.	July '74 4
" " pref.100	1,500,000	J. & J.	July '74 4
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	July '74 6
N. Y., Provid. & Boston.100	2,000,000	J.A.J.O.	Oct. '74 2½
Niag. Bridge & Canand*100	1,000,000	J. & J.	July '74 3
North Carolina*.....100	4,000,000	irregular.	Jan. '73 5
N. Eastern (S. C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 473,500	January.	Jan. '74 5s
Northern Central 50	5,842,000	M. & N.	July '74 3½
N rthern N. Hampsh...100	3,068,400	J. & D.	June '74 4
Northern New Jersey*...100	1,000,000	J. & J.	July '74 4
Norwich & Worcester* 100	2 823,400	J. & J	July '74 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	July '74 3
" " pref.100	2,000,000	A. & O.	Oct. '74 4
Ohio and Mississippi....100	20,000,000	J.A. J.O.	.....
" " pref.100	4,030,000	J. & D.	Dec'72 3s
Oil Cr. & Allegheny R... 50	4,25 ,450	J.A. J.O.	Jan. '74 3
Old Colony & Newport..100	6,297,900	J. & J.	July '74 3½
Oswego and Syracuse*..100	482,400	F. & A	Feb. '74 1
Pacific of Missouri.....100	3,635,750	J.A. J.O.	Oct. '74 1½
Panama.....100	7,000,000	J.A. J.O.	Oct. '74 3
Paterson and Hudson*..100	630,000	J & J.	July '74 4
Paterson and Newark*.100	500,000	J. & J.	.....
Paterson and Ramapo*.100	248.000	J. & J.	Jan. '74 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '74 3
Pennsylvania 50	63,144,475	M. & N.	May '74 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '74 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	July '74 4
Phil., Ger. & Norristwn* 50	1,628.250	M.J.S.D	Sept. '74 3
Philadelphia & Reading 50	32,884,375	J. A. J. O.	Oct. '74 2½
" " pref... 50	1,551,800	J.A. J.O.	Oct. '74 2½
Phila. and Trenton*.....100	1,259,100	J. A. J.O.	Oct. '74 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	July '74 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Oct. '74 1½
" Special Imp.100	7,000,000	J.A. J.O.	Oct. '74 1½
Pittsfield & N. Adams..100	400,000	J. & J.	July '74 3
Port and and Kennebec.100	616,700	J. & J.	July '74 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces...100	2,000,000	J. & J.	July '74 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '74 4
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '74 3½
Rutland*.....100	2,700,000	— & —	.....
" preferred ...100	4,300,000	F. & A.	Aug'74 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " pref.100	2.040.000	July.	July '74 3
St. Louis and Iron Mt..100	10,000,000	F. & A.	Feb. '74 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" pref.100	12,000,000	.....	Nov. '72 4
Saratoga and Schenec.*..100	300,000	A. & O.	Apl. '74 3½
Schuylkill Valley* 50	576,050	J. & J.	July '74 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '74 3
Shore Line*.....100	995,800	J. & J.	July '74 3½
South Branch (N. J.)*...100	438,800	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb. '73 4
Staten Island.....100	600,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	443,700	J. & J.	July '74 3½
Stony Brook* 100	267,200	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '74 3
Sussex (N. J.) 100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	Dec. '72 3
Taunton Branch 100	500,000	J. & J.	Jan. '74 5
Terre Haute & Indiana.100	1,988,150	F. & A	Aug. '74 6
Tol., Peo. & War. 1st pref.100	1,7 ,000	— & —	Jn.'70 11-4
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '74 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Union and Black River...100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 5

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$2,500,000	A. & O.	Oct. '74 2
Warren (N. J.).....100	1,800,000	J. & D.	Dec. '73 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey. 100	1,55 ,750	F. & A.	Feb. '74 4
Winchester & Potomac*100	180,000	J. & J.	July '74 3
Winchester & Strasburg*100	500,00	J. & J.	July '74 3½
Worcester and Nashua. 7s	1,400,555	J. & J.	July '74 4s
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	..... 2½
Baltimore City 100	800,000	— & —	Jan. '74 3
Bleecker st. & F Fy.(NY)100	900,00	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Oct. '74 4
Broadway (Brooklyn)....100	300,000	J.A. J.O.	Apl. '73 3
Broadw. & 7th Av. (N Y)100	2,100,00	J. & D.	Jun. '70
Brooklyn City 100	1,500.000	F.M.A.N	Aug. '74 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica....100	488 100	— & —	.....
Bushwick (Brooklyn).....100	302,000	J. & J.	July '71 3½
Dambridge.....100	727,800	A. & O.	Oct. '74 4½
Cen. Park, N. & E. Riv.100	1,008,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 5	500.000	J. & J.	July '74 9
Citizens' (Pbg.) 50	200,000	M. & S.	Nov. '71 7
Coney Island & Brook'n.'0	500,000	— & —	.....
D. Dock, E. B'dw, & Bat..00	1,200,000	F.M.A.N	Feb. '74 2
Eighth Avenue (N.Y.)...1.0	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..10	200,000	— & —	 3
42nd St. & G. St. Ferry ..100	748,000	J. & J.	July '74 3½
Frankf. & Southw.(Ph.) 50	491 750	J. & J.	July '74 5
Germantown (Ph.)..... 50	1,' 00.000	J. & J.	July '74 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170.000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '74 4
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	July '74 1½
Lomb. & South Sts.(Ph.) 25	105 000	A. & O	Oct. '71 6
Lynn and Boston.....10	200 000	— & —	.....
Malden and Melrose.....100	200.000	— & —	.....
Metropolitan (Boston)... 50	1,500.000	M. & N.	July '74 3½
Middlesex (Boston).....100	400,000	A. & O.	Apl. '73 4
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '74 5
Philadelphia and Darby 20	200.000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '74 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 5
Second Avenue (N.Y.)...100	888,100	J.A. J.O.	Oct. '73 2
Second & Third St.(Ph.) 50	962,100	J. & J.	July '74 5
17th & 19th streets (Ph.) 50	600,000	J. & J.	July '74 2
Sixth Avenue (N. Y.)....100	750,000	M & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '74 1½
Somerville (Boston) 100	75 000	M. & N.	May '74 5
South Boston 50	400,000	J.A. J.O.	Oct. '74 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	July '74 8
West Philadelphia..... 50	400,000	J. & J.	July '74 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'73 3
Chesapeake and Ohio ... 25	8,229,694	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug '74 4
Delaware and Hudson....100	15 000 000	F. & A	Aug '74 5
Delaware and Raritan*..100	6,847,400	J.A. J.O.	Oct. '74 2½
Erie of Pennsylvania..... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	9 390,350	J.S D.M.	Sept. '74 3
Monongahela Navigat.. 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania.....50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,903,207	F. & A.	July'74 30s
" " (pref.). 50	2,888,977	F. & A.	July'74 60s
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union.....50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Sept. '74 2
American Coal 25	1,500,000	M. & S.	Mar. '74 4
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 80c
Canton..... 164	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref..... 100	8,608,400	— & —	.....
" certif..... 100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	5,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	May '74 5
Pullman Palace Car..... 100	4,000,000	F.M.A.N	May '74 3
Quicksilver, common ...100	5,700 000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	July '74 5
Spruce Hill Coal 10	1,000 000	— & —	.....
United States Express.....100	6,000,000	F.M.A.N	Nov. '74 2
United States Trust 100	1,500,000	J. & J.	July '74 5
Wells-Fargo & Co. Exp 100	6,000,000	J. & J.	July '74 4
West. Union Telegraph.100	35,000,000	J.A. J.O.	Oct. '74 2
Wilkesbarre Coal..... 100	2,400,000	M. & N.	Nov. '69 4
Wyoming Valley Coal ..100	1,250,000	F. & A	Aug. '66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities, Oct. 1, 1874.					
Loan of June 14, 1858 ..... registered	$200,000	5	Jan. & July.	1874	....
Loan of February 8, 1861 ..... registered	18,783,000	6	Jan. & July.	1880	117¼
.. .. coupon	4,632,000	6	" "	1880	118¼
Oregon War Bonds of March 2, 1861 ... coupon	945 000	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861 ... registered	125,814,250	6	Jan. & July	1881	117¼
.. .. coupon	63,507,100	6	" "	1881	118¼
Loan of Feb. 25, 1862 (5-20s) ..... registered	15,991,850	6	May & Nov.	1882	109¾
.. .. .. (5-20s) ..... coupon	145,244,400	6	" "	1882	113¼
Loan of March 3, 1863 ..... registered	53,640,700	6	Jan. & July.	1881	117¼
.. .. coupon	21,359,300	6	" "	1881	118¼
Loan of March 3, 1864 (5-20s) ..... registered	946,600	6	May & Nov.	1884	112
Loan of June 30, 1864 (5-20s) ..... registered	25,027,250	6	" "	1884	112
.. .. .. (5-20s) ..... coupon	83,018,950	6	" "	1884	116¼
Loan of March 3, 1865 (5-20s) ..... registered	33,736.100	6	May & Nov.	1885	113 .
.. .. .. (5-20s) ..... coupon	118,798,250	6	" "	1885	117¼
.. .. 2d series (5-20s) ..... registered	56,990.850	6	Jan. & July.	1885	115¾
.. .. .. (5-20s) ..... coupon	145,672,250	6	" "	1885	116¼
.. .. 3d series (5-20s) ..... registered	87,957,950	6	Jan. & July.	1887	117¼
.. .. .. (5-20s) ..... coupon	222,664,500	6	" "	1887	117¼
.. .. 4th series (5-20s) ..... registered	13,967,500	6	Jan. & July.	1888	117¾
.. .. .. (5-20s) ..... coupon	23,500,500	6	" "	1888	117¾
Loan of March 3, 1864, (10-40s) ... registered	141,240,300	5	Mar. & Sept	1904	111¾
.. .. .. (10-40s) ..... coupon	53,3:7,000	5	" "	1904	112¾
Consols of July 14, '70 & Jan. 20, '71. registered	180.262,950	5	F. M. A. & N.	1881	111¾
.. .. coupon	141,934,950	5	" "	1881	112¾
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. .. coupon	.....	4	" "	1901	....
Debt matured and without interest ..... (var.)	6,457,716	....	.....	Due.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,623.512	6	Jan. & July.	'95-'99	117¼
United States Notes	382,075,408	mil.	.....	.....	....
Fractional Currency	46,731,019	"	.....	.....	....
State Securities, latest dates.					
Alabama—($11,256,836):					
.. Bonds (old and extended), 1866 and '72 ...	3,230,800	5	May & Nov.	'84-'92	....
.. Bonds (new), 1866, '68 '72 and '73	2,477,700	8	Jan. & July.	'86-'93	....
.. State Bonds for Railroads	2,300,200	8	" "	'-0-'91	....
.. Railroad endorsements	16,386,000	8	" "	'90-'91	....
Arkansas—($ 9,885,0 0):					
.. Funded Bonds, ($4,400,000) 1869 and 70.	2,850,000	6	Jan. & July.	'99-'00	....
.. Levee Bonds, 1871	2,200,000	7	" "	1891	....
.. Deficiency Bonds, 1872	300,000	7	" "	1892	....
.. Railroad Aid Bonds 1869 to '73	5,350,000	7	April & Oct.	'99-'00	....
California—($3,796,500):					
.. Civil Bonds 1857 and '60	1,689,000	7	Jan. & July.	'77-'80	111¾
.. Relief Fund Bonds, 1863	110,000	7	" "	'83-'85	....
.. State Capitol Bonds, 1871 and '7	500,000	7	" "	'91-'92	....
.. Funded Debt of 1873	1,497,500	6	" "	1893	....
Connecticut—($5,095,900):					
.. War Loan, (10-30 yrs) of July 1, 1861 ...	532,800	6	Jan. & July.	1881	103¼
.. War Loan, (20 yrs) of Jan. 1863 and '64.	2,232,500	6	" "	'83-'84	....
.. War Loan, (10-30 yrs) of Oct. 1, 1864	589,600	6	April & Oct.	1894	....
.. War Loan, (20 yrs) tax free, of Oct. 1, '64	1,741,100	6	" "	1885	....
Delaware—($1,231,000):					
.. State War Debt	879,000	6	Jan. & July.	1885	....
.. Railroad Aid (J. and Breakwater R. R..	352,000	6	" "	1885	....
District of Columbia—($4,790,000):					
.. Improvement (gold) bonds	4,000,000	6	Jan. & July.	1902	....
.. Improvement (cur.) bonds	790,000	7	" "	1902	....
Florida—($6,645,763):					
.. Bonds of 1871, and 1873	957,000	7	Jan. & July.	var.	....
.. Railroad Loan (gold) of 1870	4,000,000	8	" "	1890	....
.. Consolidated (gold) Bonds of 1873	1,000,000	6	" "	1903	....
Georgia—($14,871,084):					
.. Bonds for Western & Atlantic R. R	784,700	6	May & Nov.	1874	78¼
.. Bonds for Western & Atlantic R. R	172,500	7	" "	1874	....
.. Bonds for Atlantic and Gulf R. R	800,000	6	Feb. & Aug	'78-'86	....
.. Bonds of March 12, 1866	3,900, 00	7	Jan. & July.	1886	90
.. Bonds (gold) of Sept. 1870	2,098,000	7	April & Oct.	1890	72
.. Bonds of Feb. 19, 1873	1,200,000	8	" "	'75-'86	....
.. Railroad endorsements	7,923,000	var	Various.	var.	....
Illinois—($2,060,150):					
.. New Internal Improvement Bonds, 1847	962,445	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1850	320,000	6	" "	'77-'78	....
.. War Loan Bonds, 1861	367,000	6	" "	1880	....
.. Chicago Relief Bonds 1871	250,000	6	" "	1881	....
Indiana—($4,898,815):					
.. War Loan Bonds, of 1863	139,000	6	May & Nov.	1866	....
.. Temporary Loan Bonds, 1873	710,000	7	Jan. & July.	'75-'76	....
Iowa—($543,050):					
.. War and Defense Fund Bonds, 1861	300,000	7	Jan. & July.	.....	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864	101,175	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869	1,235,500	7	" "	'76-'89	....
Louisiana—($22,308,800):					
.. State Bonds, to R. R. Companies	2,436,000	6	Various.	'70-'06	....
.. Relief (Treasury) Bonds 1853	5,750,000	8	May & Nov.	'86-'07	....
.. Levee Bonds 1865	1,000,000	8	Various.	1886	....
.. Levee Bonds, 1867	4,000,000	6	May & Nov.	1907	....
.. Past due coupons 1866	978,800	6	Jan. & July.	'86-'07	....
.. Levee Bonds, 1870	2,960,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	2,950,000	6	May & Nov.	1910	....
.. State Penitentiary Bonds, 1869	500,000	7	Mar. & Sept.	1899	....
.. Bonds for Railroad stocks (var.)	2,436,000	6	Various.	'07-'11	....
.. Bonds for Railroads (var.)	5,202,000	8	Various.	'99-'10	....
.. Miss. & Mex. Gulf Ship Canal Bonds ...	480,000	7.3	Mar. & Sept.	1889	....
Michigan—($1,622,134):					
.. Sault Ste Marie Canal Bonds	61,000	6	Jan. & July.	1879	102
.. Renewal Loan Bonds, 1868	105,000	6	" "	1878	103¼
.. Two Million Loan, 1863	1,032,000	6	" "	'73-'83	....
.. War Bounty Bonds, 1868	366,000	7	May & Nov.	1890	....
Maine—($7,138,400):					
.. Civil Loan Bonds, 1856-'61	222,000	6	Various.	'74-'78	....
.. War and Bounty Bonds, 1863 and '64 ...	3,832,500	6	Various.	'80-'89	101¾
.. War (Municipal Equalization)	3,083,900	6	April & Oct.	1880	....
Maryland—$10,741,215):					
.. Bonds to R. R. and Canals	5,709,639	5	J. A. J. & O.	1890	80
.. Bonds to R. R. and Canals	828,222	6	" "	1890	102
.. Bonds to Balt. & Susq. R. R.	269,000	3	" "	1900	....
.. Defense and Bounty Bonds	3,072,083	6	Jan. & July.	1885	108¼
.. State Loans, 1870 and 1872	799,056	6	" "	'85-'87	....
Massachusetts—($28,477,804):					
.. State (public works) scrip	750,000	5	Various.	'74-'80	....
.. Union Fund Loan, 1861	2,758,000	6	Jan. & July.	'74-'76	109¼
.. Union Fund Loan, 1862	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863	888,000	5	" "	1883	....
.. Bounty Loan Bonds, 1863 and 1864	8,578,244	5	May & Nov.	'83-'94	101¼
.. War Loan (currency)	999,944	5	Mar. & Sept.	1888	102¼
.. Railroad and Tunnel Bonds	10,306,582	5	April & Oct.	'88-'93	....
.. Norwich and Worcester R. R. Bonds ..	400,000	6	Jan. & July.	1877	....
.. B., H. & Erie R. R. Bonds	3,599,024	5	" "	1900	....
Minnesota—($250,000):					
.. State Buildings Loan 1867 and 1869	250,000	7	Jan. & July.	'77-'79	....
Missouri—($18,747,000):					
.. State Bonds, proper, 1865-'68	459,000	6	Jan. & July.	'82-'90	....
.. State (funding) Bonds, 1867-68	2,727,000	6	" "	'87-'88	....
.. Railroad Loan Bonds, 1854-'66	12,801,000	6	" "	'74-'86	....
.. Railroad Bonds, guaranteed 1856-'66	1,589,000	7	" "	'76-'91	100¼
.. State Institutions Loans	1,361,000	6	" "	var.	....
New Hampshire—($3,914,165):					
.. War Loan Bonds, of 1861	614,000	6	Jan. & July.	'69-'78	....
.. War Loan Bonds, of 1864	600,000	6	Mar. & Sept.	'84-'89	101¼
.. War Loan Bonds, of 1866	494,500	6	April & Oct.	'76-'74	....
New Jersey—($2,696,300):					
.. War Loan Bonds, 1861-'64, tax free	2,690,000	6	Jan. & July.	'74-'02	....
New York—($36,530,403):					
.. State Stock of 1827 and 1832	561,500	5	J. A. J. & O.	pleas.	....
.. State (Deficiency) Stock of 1838	900,000	5	" "	1878	110
.. State (Deficiency) Stock of 1838	800,000	6	" "	1878	....
.. State (Deficiency) Stock of 1838	348,107	5	" "	pleas.	....
.. State (Deficiency) Stock of 1838	1,189,781	6	" "	pleas.	....
.. Canal Stock	1,108,420	5	" "	1874	....
.. Canal Stock	111,300	4	" "	'72-'73	....
.. Canal Stock	10,135,280	6	" "	'74-'77	....
.. Bounty Loan registered	19,861,000	7	Jan. & July.	1877	108¼
.. Bounty Loan coupon	1,200,000	7	" "	1877	108¼
North Carolina—($29,547,045):					
.. Old or Ante-War Debt	4,738,800	6	Jan. & July.	'73-'02	19
.. Old or Ante-War Debt	3,639,400	6	April & Oct.	'73-'02	21
.. Bonds issued since the war	3,009,045	6	Jan. & July.	'92-'98	14¼
.. Bonds issued since the war	1,859,000	6	April & Oct.	'92-'98	....
.. Bonds issued for funding	2,417,400	6	Jan. & July.	'78-'00	....
.. Bonds issued for funding	1,721,400	6	April & Oct.	'78-'00	....
.. Special Tax Bonds	11,407,000	6	" "	'98-'99	5
Ohio—($8,211,062):					
.. Loan of 1860, sinking fund	147,180	6	Jan. & July.	1870	....
.. Loan of 1850, sinking fund	1,586,9.0	6	" "	1876	....
.. Loan of 1860, sinking fund	4,074,817	6	" "	1881	103
.. Loan of 1856, sinking fund	2,400,000	6	" "	1880	105¼
Oregon—($290,477):					
.. Bounty and Relief Bonds	90,477	7	Jan. & July.	'74-'84	....
.. Willamette Canal Bonds	200,000	7	" "	1890	....
Pennsylvania—($24,999,785):					
.. Inclined Plane Loan, of 1849	400,000	6	April & Oct.	1879	....
.. Loan of April 1852, reg. and coup	483,000	6	Jan. & July.	1882	....
.. Loan of May 1852, reg. and coup	2,637,500	6	Feb. & Aug.	1877	....
.. Loan of April 1853, coupon	238,000	5	" "	1873	....
.. Loan of April 1861, registered	35,000	6	" "	1878	....
.. Loan of Feb. 1867, reg. and coup	907,200	6	" "	'74-'87	....
.. Loan of Feb. 1867, reg. and coup	18,798,950	6	" "	'74-'87	....
.. Chambersburg certificates, registered ..	83,032	6	June & Dec.	1876	....
.. Loans of April 1872	500,000	6	April & Oct.	1879	....
Rhode Island—($2,638,500):					
.. War Bonds of 1862	1,019,000	6	Mar. & Sept.	1882	....
.. .. of 1863	205,000	6	April & Oct.	1883	....
.. .. of 1863	668,000	6	Jan. & July.	1893	....
.. .. of 1864	746,000	6	Feb. & Aug.	1894	....
South Carolina—($20,650,235):					
.. State House, Stock and Bonds '56-'63 ..	956,488	6	Jan. & July	pleas.	25
.. Fire Loan Stock of 1838	106,344	6	J. A. J. & O.	1870	....
.. Funding Stocks 1866 and 1869	143,114	6	Jan. & July.	'7-'90	....
.. Fire Loan Bonds of 1838	481,944	5	" "	1886	....
.. New State House Bonds 1858-'66	298,000	6	" "	'71-'86	....
.. Blue Ridge R. R Bonds 1854	966,000	6	" "	'74-'76	....
.. Funding Bonds, 1868	930,000	6	" "	'87-'97	....
.. .. 1869	1,681,000	6	April & Oct.	1886	17
.. .. 1869	1,189,400	6	Jan. & July.	1888	16
.. .. 1869	2,030,000	7	" "	1888	....
.. Conversion Bonds 1860	7,666,500	6	" "	1888	....
.. .. .. 1870	343,000	6	April & Oct.	1893	....
.. Railroad Aid Bonds	4,797,808	6	Various.	'90-'95	....
Tennessee—($20,966,382):					
.. Railroad, &c., Bonds	15,767,922	6	Jan. & July.	'92-'00	76
.. State Bonds (direct)	4,819,544	6	April & Oct.	60-'90	....
.. State Endorsements	2,197,000	6	Jan. & July.	1900	....
.. Funded Interest Bonds	4,598,035	6	" "	1914	75
Texas—($3,716,979):					
.. Frontier Protection (gold) Bonds, 1870..	700,000	7	Mar. & Sept.	'90-'10	....
.. Deficiency Bonds, 1871	357,000	10	" "	1874	96
.. State Bonds	197,000	6	Jan. & July.	'70-'91	....
.. Railroad Aid Bonds	1,763,817	6	" "	var.	....
Vermont—($225,500):					
.. War Loans of 1864, '66 and '68	225,500	6	June & Dec.	'74-'78	....
Virginia—($45,718,112):					
.. Funded under act of 1871	20,278,730	6	Jan. & July.	long.	....
.. Funded under act of 1872	1,784,747	6	" "	"	....
.. Sterling Bonds	2,727,562	5	" "	"	....
.. Deferred (W. Va.) certificates	15,239,370	6	" "	"	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1889	....
2d Mortgage	2,673,000	8	" "	" "	1889	....
Receiver's Bonds for $1,200,000.	450,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,000,000	8	Jan. & July.	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	104
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	100¼
3d Mortgage	434,000	7	May & Nov.	" "	1881	....
Albany Loan	933,000	6	" "	" "	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	...
Allegheny Valley:						
General Mortgage	3,589,000	7.3	Jan. & July.	New York.	1896	90
Special Mortgage to Penn	3 500.000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	6,000,000	7	April & Oct.	Phil. or Lond.	1900	82
American Central:						
1st Mort., guar. by C., B. & Q.	736,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage ($12,000 p. m.)	620,000	8*	Jan. & July.	Lond. or Ams.	1891	...
2d Mortgage for $1,200,000	700,000	7*	April & Oct.	New York.	1893	....
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
Atchison and Nebraska:						
1st Mortgage	3,750,000	8	March & Sept.	Boston.	1896	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,042,500	7*	Jan. & July.	New York.	1899	57¾
Land Grant Mortgage (gold)	3,521.000	7*	April & Oct.	Boston.	1900	....
1st Mort. (Wichita Branch) guar.	412,000	7*	Jan. & July.	"	1902	....
Consolidated Mortgage (gold)	976,000	7*	April & Oct.	N. Y. or Bost.	1903	....
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Georgia)	4,240,000	8	Jan. & July.	New York.	1900	64
Atlantic and Great Western:						
1st Mortgage (gold)	14,414,980	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	8,707,200	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,790,214	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1887	....
Sectional (S.A. & G.R.R.) bonds	310 000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R.R.)	484,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5.000.000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $16,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	...	.....	....	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,936,500	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	1,958,.00	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R. R. assumed	7,189,000	6*	Jan & July.	" "	1888	....
1st Mort. (Central Div.) gold	1,189,500	6*	May & Nov.	" "	1891	....
Equipment Bonds	674,000	10	June & Dec.	" "	1883	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort. of 1853.	434,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	767,000	6	" "	Portland.	1883	....
Augusta and Savannah:						
1st Mortgage	129,500	7	....	Savannah.	....	....
Avon, Genesee & Mt. Morris (Erie):						
1st Mortgage	20,000	7	Jan. & July.	New York.	1883	....
Bald Eagle Valley:						
1st Mortgage	340,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1853 '75	347,250	6	Jan. & July.	Baltimore.	1875	101
Loan of 1850-'80	579,500	6	" "	"	1880	102
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	101¼
Loan of 1858-'90 (Balt.) sk'g fd.	3,461,146	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) sk'g fund.	3,620,320	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,493,016	6*	" "	"	1902	....
3d Mort. (N.W.Va.R.R.) assumed	140,000	6	Jan. & July.	Baltimore.	1885	96
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1900	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefountaine and Indiana:						
1st Mort., ass'd by C., C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	92
Beloit and Madison (C. & N.W.):						
1st Mortgage (guaranteed)	306,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Philadelphia.	1885	84
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	84
Bingham Canyon & Camp Floyd:						
1st Mortgage	240,000	8*	Jan. & July.	.....	1903	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Albany loans (Alb. & W. Stkbge.)	106,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds (Western R. R.)	666.000	6	April & Oct.	"	1875	99
Currency bonds of Feb. 1, 1872.	3,764,000	7	Feb. and Aug.	"	1892	108
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage (Equalization)	248,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	168,000	7	" "	"	1890	....
Equipment Mortgage	350,000	8	Apr. and Oct.	"	1881	89¼
Boston, Concord and Montreal:						
Sinking Fund Mortgage	624,000	6&7	Jan. and July.	Boston.	1889	....
1st Mortgage (22½ m.) convertible	150,000	6	" "	"	1875	....
1st Mortgage (22½ m.) "	200,000	6	" "	New York.	1875	....
Consol. Mortgage for $2,000,000.	966,400	7	Apr. and Oct.	Boston.	1893	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	22
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	40
Mass. L (sec'd by $4,000,000 Ber.)	3,600,000	7*	" "	Boston.	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1892	....
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	2,000,000	7	May and Nov.	Boston.	1893	105
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500,000	7	May and Nov.	Boston.	1891	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,830,000	6*	Apr. and Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1886	....
Buffalo and Erie:						
Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	...
Mort. bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" ")	3 000,000	7	Apr. and Oct.	" "	1898	98
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	90
Buffalo, New York & Phila.:						
1st Mortgage	2,296.000	6	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	281,500	10	.....	" "	1893	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage, stg., sk'g. fund	5,400,000	7*	May & Nov.	N. Y. & Lond.	1919	59
1st Mort., (gold) Mil. Div.	2,200,000	7*	Feb. and Aug.	" "	1902	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,898,950	7	April & Oct.	N. Y. & Bost.	1893	99
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	Boston.	1875	99¼
Stock Bonds pref. 3d lien	566,000	8	" "	"	1878	....
Stock (common) Bonds	340,000	8	April & Oct.	N. Y. & Bost.	1879	....
Stock (common) Bonds	356,500	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	430,500	8	" "	" "	1889	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,715,000	8	Jan. & July.	N. Y. & Bost.	1894	95¼
Bonds convertible until 1882	528,947	8	" "	Boston.	1883	....
Burlington and Southwestern:						
1st Mortgage ($20.00 per mile)	1,800,000	8	May & Nov.	Boston.	1896	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) s.f.	8,000,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	...
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1898	....
California and Oregon (Cen. Pac.):						
1st Mortgage (gold)	6,000,000	6*	Jan. & July.	New York.	'89-'91	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage (cons. by Cen. Pac.)	1,600,000	6*	June & Dec.	" "	....	....
Camden and Amboy:						
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	99
Loan of 1883	1,700,000	6	Feb. & Aug.	"	1883	94
Loan of 1889	666,000	6	June & Dec.	Princeton.	1889	....
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	102¼
Sterling Loan, S. F. (£262,000)	1,286,080	6*	Feb. & Aug.	London.	1890	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	90
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1907	....
Canada Southern:						
1st Mort. (sk'g fd.) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	....
Cape Girardeau and State Line:						
1st Mortgage (gold)	1,000,000	7	Jan. & July.	Cape Gir'deau	1891	....
Cape May and Millville:						
2d Mort, guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	....
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	1,500,000	6*	Jan. & July.	New York.	1923	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230.500	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	101¼
Chattel Mortgage	209,850	5	" "	"	'82-'89	....
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	193,000	7	April & Oct.	New York.	1884	80
1st Mort. (W. to Minn. Line)	1,334,000	7	Jan. & July.	" "	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	....
1st Mortgage 3d Div. $16,000 p. m.	2,232,000	7	May & Nov.	" "	1916	....
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	903,000	7	March & Sept.	New York.	1875	....
General Mort. for $3,000,000	1,672,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	150,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July	New York.	1899	....
2d Mortgage, gold, $4,000 p. m..	925,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
Convertible bonds of 1872	3,612 700	7	May & Nov.	New York.	1902	105
1st Mort.(New)for $5,000,000	5 000,000	7	Feb. & Aug.	" "	1890	108
Newark Branch Bonds	600,000	7	Jan. & July.	" "	1887	....
Loan of Leh.C. & Nav.Co.(ass'd)	2,3 0,0000	6	J. A. J. & O	Philadelphia.	1897	....
Consol. Mort. for $25,000,000	5,000,000	7	" "	New York.	1899	....
Central Ohio (B. and O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	92
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'96	92½
Convertible 20 years bonds, gold	1483,000	7*	" "	" "	1883	....
State Aid B'ds(Int. by State)gold	1,500,000	7*	" "	Sacramento.	1884	101
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury.	'95 '99	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York.	899	84
1st Mort. (Calif. & Oregon) gold	7,066,000	6*	" "	" "	892	....
1st Mort. (S. Fr, Okld & Ala.)..	500,000	8*	" "	San Francisco	890	....
1st Mort.(San Joaquin V.D.)gold	4,0 0,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,163.000	6*	" "	" "	1890	....
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000.000	7	May & Nov.	Boston.	1886	16
2d Mort., Consol.(").	1,500,000	7	June & Dec	"	1891	....
1st Mort. (Stan., Sheff. and Ch.	444,10	7	Jan. & July.	"	1887	62
Income and Extension Bo ds..	1,008,600	8	May & Nov.	"	1902	....
Equipment Mort. (Vt Central).	1,000 000	8	" "	"	'76-'77	58
Equipment Mort. (").	1,000,000	8	" "	"	1889	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	" "	"	1891	60
Missisquoi R.R.(" ")	500,000	7	Jan. & July.	"	1891	30
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	....
Charleston and Savannah:						
1st Mortgage guar. by State	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,000,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	500,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M.(gold) skg fd for $15,000,000	15,000,000	6*	May & Nov.	New York.	1899	50
1st Mort. Extension.(con. or reg)	2,124,000	7*	Jan. & July.	" "	1902	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "	" "	1880	....
3d Mort. (")coupon	918,000	6	" "	" "	1884	....
Income (")coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	100,557	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	307,000	6	Jan. & July.	Boston.	'75-'80	93½
Chester Creek:						
1st Mort., guar. by P.,W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	1 0,000	7	May & Nov.	New York.	1877	....
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	110
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	93
Consol. Bonds (£200 stg. each).	1,149,950	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	96
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
1st Mort. (Louisiana and Mo.).	4,300,000	7	Feb. & Aug.	" "	1900	83
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan & July.	New York.	1883	....
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	480,000	7	April & Oct.	" "	1890	....
Loan of 1872	7,029,875	7	Jan. & July.	Boston.	1896	96½
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Car. and Burl.) guar..	800,000	8	May & Nov.	" "	1879	....
1st Mort. (Dix., Peo. & Han)guar.	800,000	8	Jan. & July.	" "	1889	....
1st Mort. (Keok. & St.Paul)guar.	960,000	8	April & Oct.	Boston.	1890	99
1st Mort. (O., O. & Fox Rv.)guar.	1,000,000	8	" "	"	1879	....
1st Mort. (Peo. and Han.) guar..	1,241,000	8	Jan. & July.	N.Y. & Bost.	1900	99
1st Mort. (Quincy & War.) guar..	660,000	8	" "	New York.	1878	....
2d Mort. (Northern Cross) gold.	800,000	8	" "	N.Y. & Bost.	1890	....
Chicago and Canada South.rn:	941,000	4½	" "	Frankfort.	1890	....
1st Mortgage						
Chicago, Cincinnati and Louisv.:	2,500,000	7*	Apr. and Oct.	New York.	1902	....
1st Mortgage						
Chicago, Clinton and Dubuque:	1,000,000	7	Jan. & July.	New York.	1887	....
1st Mort. guar. C., B. and Q.	1,500,000	8	June & Dec.	Boston.	1898	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	Apr. and Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold	825,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p. m.	4,425,000	8	June & Dec.	Boston.	1896	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,760,000	8	Jan. & July.	N.Y. & Bost.	1901	90
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar.C&NW	568,200	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar.C.&NW	211,500	7	Feb. & Aug.	New York.	1892	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Chicago and Milwaukee Railway:	$					
1st Mort., guar. by C. and N.W.	1,642,000	7	Jan. & July.	New York.	1898	94
Chicago and Mich. Lake Shore:						
1st Mortgage	500,000	8	March & Sept.	New York.	1889	....
1st Mortgage	2,500.000	8	Jan. & July.	Boston.	1890	....
1st Mortgage	1,350,000	8	May & Nov	"	1891	....
1st Mortgage (on Branch)	1,325,000	8	March & Sept	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (Mil. and St. Paul R'y)	5,527,000	7	Jan. & July.	New York.	1893	....
2d Mort. (" ")	1 191,000	7	April & Oct.	" "	1884	..
1st Mort. (Chic. and Mil. Div.)	2,500 000	7	Jan. & July.	" "	....	....
1st Mort. (East. Div. Palmer.)	781,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn. Div.)	3 810.000	7	Jan & July.	" "	1897	....
1st Mort. (Minnesota Central.)	1 0,000	7	" "	" "	1870	....
1st Mort (St. Paul Division.)	4,0 0,000	7	" "	" "	....	....
1st Mort. (Iowa and Dak. Div.)	1 008,000	7	" "	" "	1870	....
1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	107
2d Mort. (" ")	1,315.000	7 8	" "	" "	1898	90
1st Mort. (Ills. and Iowa Div.)	37.000	7	Jan. & July.	" "	....	....
1st Mort. (Hast. and Dak. Div.)	1,250.000	7	" "	" "	....	....
Income bonds Mil. and St.Paul)	20 0 0	7	April & Oct.	" "	....	....
Milwaukee City Loan	230,500	7	March & Sept.	" "	1873	....
1st Mort. (Mil. and Western)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148 500	7	" "	" "	....	....
Equipment and Bridge Bonds	248,000	10	June & Dec.	" "	1883	....
Consol. Mort. for $35,000,000	.....	7	Jan. & July.	" "	1904	..
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1 242.700	7	Feb. & Aug.	New York.	1885	..
General 1st Mortgage (193 m.) ..	3 568,000	7	" "	" "	1885	94½
Funded coupons (193 m.)	743,300	7	May & Nov.	" "	1885	97½
Appleton Ext. (23 m.& 76,000 ac.)	147.000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	282 000	7	" "	" "	1885	....
1st Mort. (Gal. & Chi. U.) 248 m.	1,693.000	7	" "	" "	1892	103½
2d Mort. (Gal. & Chi. U.) 248 m.	854.000	7	May & Nov.	" "	1875	....
Elgin and State Line	128,000	6	Jan. & July.	" "	1878	....
Mississippi River Bridge	190,000	7	" "	" "	1884	....
1st Mortgage (Peninsula)	33 1,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	3,280,000	7	F. M. A. & N.	" "	1915	85½
General Consol. Gold Bonds	8,995.000	7*	June & Dec.	" "	1902	81
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S. F.(Menominee Ext.)	2,700.000	7*	June & Dec.	" "	1911	....
2d Mort. (Mil. & Chi.R. R.) guar.	97 500	7	" "	" "	1898	....
1st Mort. (Chic.& Mil.R.W.)guar	1,642,000	7	Jan. & July	" "	1898	94
1st Mort (Bel.& Mad. R.R.)guar	306,000	7	" "	" "	1883	....
Chicago, Portage and Superior:						
1st M.,s.f.(Chi. & N. Pac. Air-L.)	25,000pm	7*	June & Dec	New York.	1902	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26.000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	....
Chi., Pekin & Southwrn (C.P.&Q.):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund	9,000,000	7	Jan. & July.	New York.	1898	107½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago, Wisconsin & Canada:						
1st Mort. gold. skg fd for $410,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st Mortgage (gold) for $5,000,000	.....	7*	Jan. & July.	" "	1902	....
Chillicothe and Brunswick:						
1st Mort, guar. by St.L.,K.C.&N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863	1,250,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	400,000	8	June & Dec.	" "	1877	....
Cincinnati, Ham.& Ind.(C.,H.&D.):						
1st Mort., guar. for $2,500,000	1,846,000	7	Jan. and July.	New York.	1903	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,120,000	7*	March & Sept.	New York.	1901	....
Cincinnati and Martinsville:						
1st Mort., guar. by I.,C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560 000	7	Jan. and July.	New York.	1895	....
2d Mortgage " " "	65,000	7	" "	" "	1889	....
Cinc., Rich.& Ft.Wayne(G.R.&I.):						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage	1,072,300	7	June & Dec.	New York.	1890	....
1st Mort. (San., Day. & Cin.)S.F.	990,000	6	Feb. & Aug	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1877	....
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	....
Cincinnati and Springfield:						
1st Mortgage for $2,000 000(guar)	2,000,000	7	April & Oct.	New York.	1901	....
2d Mortgage	411,000	7	.....	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m...	2,000,000	7*	Jan. and July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,700,000	7	May & Nov.	New York.	1899	105½
1st Mort. (C., C. and C. R. R.)..	271,000	7	June & Dec.	" "	'74 '84	....
1st Mort. (Bell. and Ind. R.R.)..	453,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500,000.	.....	7	.....	" "	....	....
Clev.& Mahoning V.(A.& Gt.W.)						
3d (now 2d) Mort.(skg fund) 1856	487,900	7	March & Sept.	New York.	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 3d) Mortgage guar.	1,252,000	7	May & Nov.	New York.	1875	103
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. and July	" "	1892	91½
Consol. sinking fund guar.	1,499,000	7	May & Nov.	" "	1900	103

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Mt. Vernon and Delaware:	$					
1st Mortgage gold	1,300,000	7*	Jan. & July.	New York.	1900	....
2d Mortgage	1,000,000	7	" "	" "	1902	...
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	101
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York	1885	103
2d Mortgage (" ")	860,000	7	April & Oct	" "	1886	98
Cobourg, Peterboro' & Marmora:						
Mortgage Bonds	500,000	8	Jan. & July.		'75-'82	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg	534,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	5*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	10,333,000	7	April & Oct.	New York.	1903	69
2d Mortgage skg fund	3,747,000	7	Feb. & Aug.	" "	1909	25
1st Mort. (Chic. and Gt. Eastern)	461,000	7	April & Oct.	" "	'93-'95	....
2d Mort. (" " ")	244,400	7	Jan. & July	" "	....	....
Income conv. (" ")	2,554 000	7	Feb. & Aug.	" "	1880	....
1st Mort. (Cin. and Chi. Air-L)	101,100	7	" "	" "	1890	....
1st M., s.f.(" ")	39,650	7	May & Nov	" "	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July	" "	1904	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	709,500	7	Jan. & July	" "	1883	....
2d Mortgage (Ind. Central)	666,500	7	" "	" "	1982	....
1st Mort. (Tol., Logansp't & Bur.)	654,500	7	Feb. & Aug.	" "	1884	....
Income (" ")	74,024	7	" "	" "	....	....
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	" "	1905	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn., S.& C.)	1,000,000	7	March & Sept.	New York.	1901	...
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	460,100	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000	60?,5 0	7	April & Oct.	Boston.	1893	95
1st Mortgage sinking fund	296,500	6	June & Dec.	"	1876	....
Coupon Notes	634,000	7	" "	"	'76-91	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	80
Connecticut River:						
1st Mortgage skg fund	250,000	6	March & Sept.	Boston.	1873	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free	2,674,000	7	Jan. & July.	N. Y. & Bost.	1900	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	921,000	6	March & Sept	Philadelphia.	1,2,3,4.	89
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	95.000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	100,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	" "	"	1884	....
Danbury and Norwalk:						
Mortgage Bonds of 1870	100,000	7	Jan. & July.	New York.	1880	....
Mortgage Bonds of 1 70-'72	400,000	7	" "	" "	'90-'92	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct	Philadelphia.	1887	....
2d Mortgage	300,000	7	" "	"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage	2,000,000	7*	April & Oct.	New York.	1900	....
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,885,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar	441,000	7	March & Sept.	"	1887	....
3d Mortgage, guar	358,000	7	April & Oct	"	1888	....
Toledo Depot bonds guar	106,500	7	March & Sept.	"	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	"	1879	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R):						
1st Mortgage (assumed)	189,000	7	Jan. & July.	New York.	1905	....
1st Mortgage (")	463,000	8	" "	"	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	300,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. and Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1870	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	Apr. and Oct.	New York.	1875	....
2d Mortgage	1,633,000	7	March & Sept.	" "	1881	....
Convertible Bonds	5,000,000	7	June & Dec.	" "	1892	108
2d Mort. (Lack. & Bloomsburg)	500,000	7	Apr. and Oct.	" "	1880	....
1st M. Ext(" ")	400,000	7	March & Sept.	" "	1885	....
2d M. Ext, (" ")	200,000	7	May & Nov.	" "	1890	....
Denver & Boulder Val.(Den. Pac)						
1st Mortgage	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant	2,493,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	6,024,500	7*	May & Nov.	N.Y L.& Ams.	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Des Moines and Ft Dodge:	$					
1st Mortgage (coupon)	2,400,000	6	Jan. & July.	New York.	1904	...
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	1,826,000	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....
2d Mortgage, (coupon) guar.	300,000	8	Jan. & July.	" "	1881	....
Detroit, Lansing and Lake Mich.:						
1st Mortgage	3,219,000	8	April & Oct.	Boston.	1896	....
1st Mortgage (on Branches)	575,000	8	June & Dec.	"	1897	....
2d Mortgage	1,359,000	8	Feb. & Aug.	"	1893	....
1st Mort. (Ionia and Lansing)	770,000	8	Jan. & July.	New York.	1889	....
2d Mort. (" ")	81,000	8	May & Nov.	" "	1880	....
Detroit & Milwaukee(Gt.W.of Ca.):						
1st Mortgage, (D. & M.R.'y)	2,500,000	7	May & Nov.	New York	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1876	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,784	7	May & Nov.	" "	1875	....
1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	....
2d Mort (" ")	100,000	7	Jan. & July.	" "	1878	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1886	....
Bonds of Sept. 1, 1866	110,000	7	March & Sept.	" "	1886	....
Bonds of June 30, 1866	1 702,317	6-7	Jan. & July.	" "	1886	..
Detroit, Mon. & Tol. (L.Sh.& M.S):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	99
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	800,000	8	Jan. & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage tax free	882,000	7	Jan. & July.	New York.	1883	....
Dubuque Southwestern:						
1st Mortgage	450.000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred	78,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold)	1,200,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.		1890	....
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,976,000	7	Jan. & July.	New York.	1900	....
1st Mort. (East Tenn. & Ga.)	635,000	6	" "	" "	'80-'86	....
1st Mort. (East Tenn. & Va.)end.	164,000	6	May & Nov.	" "	1886	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	Boston.	1876	....
Loan of 1865-'86	160,000	6	April & Oct.	"	1885	....
Loan of 1867-'87	890,000	7	March & Sept	"	1887	93
Loan of 1868-'88	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869-'89	600,000	6	May & Nov.	"	1889	....
Loan of 1872-'92	1,558,000	7	March & Sept.	"	1892	....
Loan of 1873-'93	878,900	6	" "	"	1893	....
New Bonds	1,000,000	7	— & —	"	1892	....
Sterling Sink. Fd. Bonds	3,000,000	6*	March & Sept.	London.	1893	....
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1890	....
2d Mortgage	200,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Con.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	98
Income Mortgage guaranteed	570,000	5	April & Oct.	"	2862	..
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York	1897	104
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	....
3d Mortgage	4,582,000	7	" "	" "	1883	99
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	96
5th Mortgage convertible	709,500	7	June and Dec.	" "	1888	95
Buffalo Branch, 1st mortgage	182,500	7	Jan. & July.	" "	1891	....
Sterling loan (£1,000,000) conv.	4,860,000	6*	March & Sept.	London.	1875	....
1st Consol Mort. for $30,000,000.	12,076,000	7*	" "	NY & London.	1920	....
2d Consol. Mort. for $40,000,000.	16 000,000	7*	June and Dec.	London.	1894	....
Long Dock Co.s Mortgage	3,000 000	7	" "	New York.	1893	101
Convertible bonds	10,000,000	7*	April & Oct.	London.	1903	....
Erie and Pittsburg (Penn.):						
1st Mortgage	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,800	7	April & Oct.	" "	1890	....
Consolidated Mortgage	2,192,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	750,000	7	April & Oct	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6*	Jan. & July.	N.Y. & Lond.	1894	....
1st L.M.(& 1st on 50, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	....
New Mortgage for $6,000,000	.....	...	.....	.....	....	....
Evansville and Crawfordsville:						
1st Mortgage (51 miles)skg. fund	302,000	7	Jan. & July.	New York	1887	....
1st Mortgage (109 m.) "	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension)	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	775,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Prov.(B&P):						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1893	....
Fitchburg:						
Bonds of 1874 for $500,000	.....	7	.....	Boston.	1894	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)	2,210,000	8	March & Sept.	New York.	1888	....
Flint & Holly S. F. ($25,000 p.y.)	425,000	10	May & Nov.	" "	1888	....
1st Mort.(Bay C & E.Sag.)guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.)	75,000	10	March & Sept.	New York.	1887	....
1st Mort. skg.fd.(H., W.& Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
Consolidated Sinking Fund	1,771,000	8	May & Nov.	" "	1902	....
Construction Loan	280,405	8	Jan. & July.	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Flushing, North Side and Central:	$					
1st Mort. (Flush'g and N. Side.)	1,825,000	7	May & Nov.	New York.	1901	....
1st Mort. (Central of L. I.)	1,000,000	7	.....	" "	....	....
1st Mort. (Cent. R. R. Exten.)	200 000	7	Jan. & July.	" "	1903	....
1st Mort. (North Shore)	135,000	7	Feb. & Aug.	" "	1887	....
Sterling Loan	1,500,000	6*	.....	London.	....	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee	1 500,000	8	Jan. & July.	New York.	1889	...
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800.000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	" "	"	1896	....
Framingham and Lowell:						
1st Mortgage	500,000	7	May & Nov.	Boston.	1891	....
Frankfort and Holmesburg (P&T):						
1st Mortgage	50,000	7	....	Philadelphia.	1889	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremont, Elkhorn & Mo. (SC&P):						
1st Mortgage	690,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	....
2d Mortgage	948,000	7	May & Nov.	" "	1875	....
Galv., Harrisburg & San Antonio:						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	....
Geneva, Ithaca and Athens:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. & July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	608,000	7	Jan. & July.	Augusta	'74-'90	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1885	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,224,000	7*	April & Oct.	" "	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	....
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090 745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,508	11,639,040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,500	15,557,500	....	.....	Ottawa.	....	....
Great Western of Canada:						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	...
Mortgage Bonds £547 000	2,735,000	5½	April & Oct.	"	'77-'78	....
New Bonds £1 000.000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	87
2d Mort., " "	2,500,000	7	May & Nov.	" "	1893	71
Green Bay and Minnesota:						
1st Mortgage	2,400,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,428,646	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,386,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples (T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1896	....
2d Mortgage	125,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo. (T.W.&W)						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	....
2d Mortgage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'77-'94	....
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Fifteen years' bonds (277 m.)	2,714,000	8	March & Sept.	" "	1885	....
1st Mort. (Q. & Palm. R.R. 15 m.)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. RR 55m)	1,200,000	10	Jan. & July.	" "	1886	....
General Land Mortgage (277 m.)	642,000	7	April & Oct.	" "	1888	...
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	101½
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f d.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	New York.	1885	....
3d Mortgage of 1869	100,000	7	April & Oct.	Brpt. & Bost.	1889	....
Equipment Bonds	150,000	7	.....	Bridgeport.	1883	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold	7,479,000	7*	Jan. & July.	New York.	1891	....
1st Mortgage (Western Div.)	2 500,000	7*	" "	" "	1903	....
Consolidated Mortgage	2,700,000	8	April & Oct.	" "	1912	....
Hudson River (N.Y.Cen.& H.R.):						
2d Mortgage, sinking fund	1,794,000	7	June & Dec.	New York.	1885	106½
3d Mortgage	150,000	7	May & Nov.	" "	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	....
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	98
Consolidated Mortgage	1,378,000	7	April & Oct.	"	1896	....
Illinois Central:						
Construction bonds, cur. skg f'd.	2,742,000	7	April & Oct.	New York.	1875	102¼
Construction bonds, coin	332,000	6*	" "	N. Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Sterling Bonds, Sinking Fund	5,000,000	5*	" "	"	1903	....
Illinois Grand Trunk (C., B. & Q.):						
1st Mortgage guaranteed	900,000	8	April & Oct.	Boston.	1890	99
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July	New York.	1901	....
Indiana North and South:						
1st Mort. (Nor. Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1908	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct	New York.	1900	....
1st Mortgage Extension gold	2,000,000	7*	Jan. & July.	" "	1912	....
2d Mortgage	1,600,000	8	" "	" "	1890	....
Indianapolis and Madison:						
1st Mort. assumed by J., M. & I.	897,000	7	May & Nov.	New York.	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage s.f. (Intern. R. R.)	3 040 000	7*	April & Oct.	New York.	1911	....
Convertible B'ds (")	1,473,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage (Hous. & Gt. N. RR.)	4,211,000	7	Jan. & July.	" "	1900	....
Convert. B'ds (" ")	1,977,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) of 1858	1,600 000	7	April & Oct.	New York.	1868	85
1st Mortgage (I. C. & L. F.) of 1867	2,792,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (" ") of 1869	1,701,000	7	June & Dec.	" "	1899	....
1st Mortgage (Cin. & Indiana.)	499,000	7	" "	" "	1882	....
2d Mort. guar. (" ")	1,496,000	7	Jan. & July.	" "	'77-'87	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1919	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	378,000	6	Jan. & July.	" "	1881	....
Ionia and Lansing (D., L. & L.M.):						
1st Mortgage traffic guar.	770,000	8	Jan. & July.	New York.	1880	....
2d Mortgage "	81,000	8	May & Nov.	" "	1880	....
Iowa Falls and Sioux City:						
1st Mortgage	2,960,000	7	April & Oct.	New York.	1917	...
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	....
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw (MC):						
1st Mortgage guar.	1,450,000	8	Jan. & July.	New York.	1885	98½
1st Mortgage, Northern Ext.	923,000	8	May & Nov.	" "	1890	....
2d Mortgage guar.	259,000	8	March & Sept	" "	1878	....
Consolidated Mortgage (236 m.)	18,000pm	8	" "	" "	1901	94½
Jacksonville, South West & S. East:						
1st Mortgage	610,000	7*	Jan. & July	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	3,000,000	8	" "	" "	1899	....
Jamest'n & Frank. (L.S.& M.So.)						
1st Mortgage guaranteed	468,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	84,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol.	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol.	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	.....	7*	Jan. & July.	New York.	1913	....
1st Mortgage (Ridgefield Park)	300,000	7	May & Nov.	" "	1912	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	336,000	8	Jan. & July.	New York.	1883	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	91
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	89
Junction and Brenkwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.&M.So.	840,000	8	Jan. & July.	New York.	1888	94½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1869	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
Kan. City, St. Jo. & Coun. Bluffs						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. and July	N. Y. & Bost.	1880	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort. (St. Jo. & C.B. 78 m) conv.	1,400,000	10	March & Sept.	" "	1892	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" " ") gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m. conv	887,000	8	March & Sept.	" "	1890	....
New Consol. Mort. for $8,000,000	947,000	8	Feb. & Aug.	Boston.	.....	....
Kansas City & Santa Fe (L.L.&G)						
1st Mortgage for $2,000,000	720,000	10	May & Nov.	Boston.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	8*	Feb. & Aug.	N. Y. & St. Lo.	1895	....
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	....
1st M.(3dD.244.06m.& 3,0 0,000s)	6,432,000	7*	May & Nov.	N. Y. L. & F.	1899	....
1st Mort. (1,000,000 acres).....	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mort. (2,000,000 acres)gold...	1,751,700	7*	Jan. & July.	N. Y., L. & F.	1880	....
2d Mort. (")gold..	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	....
Kent County (Del.)						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Kentucky and Great Eastern:						
Bonds for $2,200,000....	15,000pm.	7*	Feb. & Aug.	New York.	1892	....
Keokuk and Des Moines:						
1st Mortgage..... ..	1,895,600	7	April & Oct.	New York.	1904	...
Funded Interest.....	258,720	8	" "	" "	1884	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	1,000,000	8	April & Oct.	Boston.	1879	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W..	1,000,000	10	April & Oct.	New York.	1877	....
Laf., Blooming. & Miss.(T W & W):						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(T W & W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Erie and Louisville:						
1st Mortgage	300,000	7	April & Oct.	New York.	1892	...
2d Mortgage.....	500,000	7	Jan. & July.	" "	1902	...
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	1,600,000	7	April & Oct.	New York.	1879	...
Consol. Mort., S.F., Registered.	4,250,000	7	J. A. J. & O.	" "	1900	99½
Consol. Mort., S.F., Coupon....	1,209,000	7	Jan. & July.	" "	1900	....
2d Consol. Mort. for $25,000 000.	.....	7	June & Dec.	" "	1903	93
Bonds of 1882 (Reg. & Coupon)	5,205,000	7	April & Oct.	" "	1882	....
Lake Shore Dividend Bonds....	1,498,000	7	" "	" "	1899	....
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	" "	1880	101
3d Mort. (" ")	1,000,000	7	April & Oct.	" "	1892	...
1st Mort. (Mich. So. & Nor. Ind.)	5,256,000	7	May & Nov.	" "	1885	105
2d Mort. (" ")	2,692,000	7	" "	" "	1877	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	103
2d Mort. (" ")	860,000	7	April & Oct.	" "	1886	98
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" ")	3,000,000	7	April & Oct.	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1876	99
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (S. hool. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	94½
1st M. (Jamestown & Franklin)	468,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage.....	696,000	7	.....	" "	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. sk'g fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph	1900	.. ..
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,147,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. sk'g fund conv., gold..	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	....
1st Mort.(K. C. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (new loan).....	4,875,000	6	June & Dec.	Philadelphia.	1898	102½
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	104½
General Mort. for $40,000,000...	5,000,000	6*	June & Dec.	London.	1923	....
Lewisb. Centre & SpruceC.(Pa.R):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A.&P.):						
1st Mortgage gold	1,000,000	6*	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov	New York.	1883	....
Street Connection Bonds.....	500,000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	....
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund.....	3,780,000	7	April & Oct.	" "	1900	....
Little Rock, Pine Bl. & N.Orleans:						
1st Mortgage..... ...	750,000	7	Apr. and Oct.	New York.	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Sk'g. Fd.....	750,000	7	Apr. and Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	500,000	8	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893	....
General Mortgage.....	775,000	7	" "	New York.	1899	....
Louisiana & Mo. Riv. (Ch. & Al):						
1st Mortgage.....	4,800,000	7	Feb. & Aug	New York.	1900	88
Louisville, Paducah and S. W.:						
1st Mortgage.....	3,000,000	8	March & Sept	New York.	1900	....
2d Mortgage.....	900,000	7	May & Nov.	" "	1893	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Bonds to State of Kentucky ..	74,519	6	Jan. & July.	New York.	Perp.	....
1st Mortgage for Cincinnati Br..	3,000,000	7	" "	" "	1897	....
2d Mortgage for $1,000,000.....	878,000	8	April & Oct.	" "	1900	....
Louisville Loan.....	100,000	6	Jan. & July.	" "	1881	....
1st Mort. (Louisville & Frankf't)	39,000	6	" "	" "	'78-'78	....
1st Mort. (Louis., Cin. and Lex.)	21,000	8	April & Oct.	" "	1902	....
1st Mortgage (Shelby R. R.)....	58,500	8	June & Dec.	" "	1881	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.).	326,000	7	Jan. & July.	New York.	1876	....
1st Mortgage (Memp Br.46.37m.)	96,000	7	May & Nov.	Louisville.	1875	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	"	'80-'85	....
1st Mort. (Memphis and Ohio)..	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,425,000	6*	Feb. & Aug.	" "	1902	....
Consol. M. for $6,000,000 (392 m.).	6,814,000	7	April & Oct.	" "	1898	84
Louisville Loan.....	849,000	6	" "	" "	'86-'87	....
Louisville Loan (Lebanon Br.).	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	....
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,575,000	7*	Jan. & July.	New York.	1902	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R..	300,000	7	Jan. & July.	New York.	1877	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1887	....
Construct. Mort. end. by Ga. R.R.	370,000	7	" "	" "	1879	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1889	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7*	April & Oct.	New York.	1890	...
Maine Central:						
Consolidated Mortgage.....	545,800	7*	April & Oct.	Boston.	1912	....
$1,100,000 Loan, tax free.....	756,860	7*	Jan. & July.	"	1898	....
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150,000	6*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
1st Mortgage (Ken. & Portland.)	217,300	6	April & Oct.	Augusta.	1885	....
Consol. (Port. & Kennebec.)Loan	1,166,700	6	" "	Boston.	1895	....
2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	....
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	104
2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1896	94½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	78½
4th Mortgage.....	2,004,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.).	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1896	....
Marquette, Houghton & Ontonagon						
Income Bonds (Marq. & Ont.)..	150,000	8	Jun. & Dec.	New York.	1875	....
1st Mortgage (")..	1,760,000	8	" "	" "	1892	....
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1893	....
Consolidated Mortgage.....	1,454,000	3-10	Various.	" "	92-'03	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400,000	6	Jan. & July.	Boston.	1889	89½
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	....
Tennessee State Loan.....	1,814,142	6	" "	" "	....	....
Income Bonds.....	600,000	10	March & Sept.	" "	'73-'78	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,200,000	8	May & Nov.	New York.	1890	....
2d Mortgage.....	1,000,000	8	.....	" "	....	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	225,000	8	Jan. & July.	Boston.	1890	....
Michigan Central:						
1st Mortgage, convertible.....	356,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	....
Consol. Mortgage for $10,000,000	3,000,000	7	May & Nov.	New York.	1902	102½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	Jan. & July.	" "	1890	....
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S.& M.S.	5,256,000	7	May & Nov.	New York.	1885	105
2d Mort. " "	2,692,000	7	" "	" "	1877	....
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee, Lake Sh. & Western:						
1st Mortgage.....	3,000,000	7*	June & Dec.	New York.	1902	....
Milwaukee and Northern:						
1st Mortgage.....	1,625,000	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage.....	320,000	10	Jan. & July.	Detroit.	1890	....
Mineral Range:						
1st Mortgage.....	161,800	8	June and Dec.	Detroit.	1883	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed..	400,000	7*	Apr. and Oct.	New York.	1911	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St.L. (L.Sup.& M.):	$					
1st Mortgage gold, guaranteed	700.000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	Detroit.	1890	....
Mississippi Cent.(N.O.St.L.&Chi.):						
1st Mortgage	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,70 ,500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	2,040,000	7*	Jan. & July.	.....	1900	....
Mississippi and Tennessee:						
1st Mortgage	7600.000	7	April & Oct.	Memphis.	1876	....
Consolidated Mortgage	1,754,000	8	Jan. & July.	"	'81-'93	....
Tennessee State Loan	430,547	6	.....	"	.....	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	2,000,000	7*	June & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	3,220,000	6*	Jan. & July.	New York.	1890	....
1st Mort. (Tebo & Neosho) S.F.	362,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	10,418,000	*	Feb. & Aug.	" "	1904	....
Additional Consol. Mort.	2,500,000	7	" "	" "	1905	....
Further Add. Consol. Mort	600,000	7	" "	" "	1906	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mortgage	300,000	8	" "	New York.	1889	....
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	...
2d Mortgage	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage Sterling	5,732,000	6* 8*	May & Nov.	Mob. & Lond.	1883	....
Interest bonds	1,532,000	8	" "	Mobile.	'76-'83	....
Sterling Interest bonds	769,920	6*	" "	London.	1883	....
Tennessee Subsidy Bonds	1,685,000	7*	Jan. & July.	N.Y. & Lond.	1901	....
Special Mort. (Gainesville Br'h)	53,000	8	May & Nov.	Mobile.	.....	....
2d Mortgage	1,453,868	8	March.	"	1877	....
Consol. Mort. for $15,000,000	.....	7*	Jan. & July.	N.Y. & Lond.	1904	....
Convertible 8 per cent. bonds	547,975	8	M. J. S. & D.	New York.	....	....
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.	1,800,000	7*	March & Sept.	New York	....	....
2d Mortgage	780,000	7	.....	" "	....	....
Income Mortgage	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage	127,000	7	May & Nov.	New York.	1888	....
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept.	New York.	1886	....
1st Mortgage not endorsed	330,000	8	June and Dec.	" "	1900	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	10
2d Mortgage guar.	3,000,000	7	Feb. & Aug	" "	1891	102½
Convertible bonds	363,000	7	Jan. & July.	" "	1900	....
Construction bonds of 1871	640.000	7	April & Oct.	" "	1889	97½
General Mortgage	2,975,000	7	" "	" "	1901	....
Special "	1,020,000	7	.....	" "	.....	....
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	1,450.000	6	Jan. & July.	New York.	'74-'83	....
2d Mort. (Government Subsidy)	1,000,000	4	" "	" "	'81-'91	....
New Mortgage	5,800,000	7	" "	"	1913	....
Nashville and Decatur (L. & Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	103,000	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (C. of N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	....
New Issue for $360,000	285,000	7	" "	"	1894	....
Newburyport:						
1st Mortgage	300,000	...	.....	.....	.....	....
New Haven and Derby:						
1st Mortgage	525,000	7	Various.	New Haven.	'98-'00	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage	880,000	7	.....	" "	1881	....
New Haven and Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfie d bonds	200,000	7	" "	" "	1891	....
New Jersey Midland (N.Y.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug	New York.	1895	....
2d Mortgage	1,500,000	7	" "	"	1881	....
New Jersey and New York:						
1st Mortgage	500,000	7*	March & Sept.	N.Y. or Lond.	1893	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov.	New York.	1889	...
1st Mort. (Tom's River Branch)	130,000	6	April & Oct.	"	1888	....
2d Mortgage	1,000,000	7	March & Sept.	"	1881	....
Consol. Mort. for $7,000,000	5,300.000	7	April & Oct.	"	1903	....
Income Mortgage	750,000	7	" "	"	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	3,000,000	7*	May & Nov.	New York.	1900	....
New London Northern (Cen. Vt.):						
1st Mortgage	800,000	6	April & Oct.	New York.	1885	....
2d Mortgage	500,000	7	June and Dec.	"	1892	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
N.O.,Jack.&Gt.N. (N.O.St.L.&C.):	$					
1st Mortgage	3,000,000	8	Jan. & July.	New York.	1885	....
2d Mortgage for $3,000,000	1,500,000	8	April & Oct.	" "	1890	....
Consol. Mort. for $8,000,000	3,000,000	7*	Jan. & July.	" "	1912	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond	1915	....
1st Mort. (N. Orleans to Texas)	7,250.000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,825,000	8	" "	" "	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12 250,000	6,617,500	7*	Feb. & Aug.	N.Y. or Lond.	1908	....
New York & Canada (D.& H.C.):						
1st Mort. for £800,000 guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	5,936,626	6	May & Nov	New York.	1883	98
Bonds for debts assm'd (N.Y.C.)	1,514,000	7	Feb. & Aug.	" "	1876	....
Bonds for R.& N.F. stk (")	74,500	6	May & Nov.	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	94
Bonds for Real Estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renewed (")	2,431,000	6	June & Dec.	" "	1887	98
2d Mort. (Hudson River) S. F.	1,794,000	7	" "	" "	1885	....
3d Mort. (")	159,000	7	May & Nov.	" "	1876	....
Bonds of 1871, tax free	1,950,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $20,000,000	3,904,000	7	Jan. & July.	" "	1903	110
1st Mort., reg'd }		7	" "	" "	1903	110
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York and Harlem:						
Consolidated Mortgage of 1863	103,000	6	Feb. & Aug.	New York.	1903	....
Sinking Fund Mortgage of 1861.	108,899	7	Jan. & July.	" "	1881	....
Consolidated Mort. of 1872	6,822,000	7	May & Nov.	" "	1900	110
N. York, Housatonic & Northern:						
1st Mortgage	249,000	7*	April & Oct.	New York.	1902	....
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000	2,500,000	7*	Jan. & July.	New York.	1902	....
New York, N. Haven & Hartford						
1st Mort. (N. Y. and N. Haven)	1,059.500	6	April & Oct.	New York.	1875	100
1st Mort.(Harlem & Portchester)	1,000,000	7	.....	" "	1903	....
New York and Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage convertible	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible	1,500,000	7	" "	"	1896	....
3d Mort., Equipment	3,800,000	7	.....	"	....	....
1st Mort., (West. Extension)	2,425,000	7	.....	"	....	....
Consolidated Mortgage	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
1st Mortgage	75,000	6	Feb. & Aug.	New York.	1878	....
Improvement Bonds	100,000	7	Jan. & July.	"	1876	....
Extension Bonds	250,000	6	May & Nov.	"	'78-'81	....
General Mort. for $1,000,000	777,000	7	Jan. & July.	"	1890	....
Norfolk & Petersburg (A.M.& O.):						
1st Mortgage	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Carolina:						
1st Mortgage	375,000	8	May & Nov.	Co's Shops, NC.	1878	....
North Eastern (S. Car.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	225,500	8	" "	"	1899	....
North Missouri (St.L.,K.C. & N.):						
1st Mortgage	6,000,000	7	Jan. & July.	New York.	1895	....
North Pennsylvania:						
1st Mortgage	2,159,500	6	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	1,500,000	7	May & Nov.	"	1896	105
Chattel Mortgage	360,000	10	April & Oct.	"	1877	....
General Mortgage	436,500	7	Jan. & July.	"	1903	....
North Shore (Flush., N.S. & Cent):						
1st Mortgage	153,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage Coupon	2,500,000	6	Jan. & July.	Baltimore.	1885	....
3d Mortgage Coupon	1,223,000	6	April & Oct.	Phila. & Balt.	1900	87½
3d Mort. (York & Cumb.) guar.	500,000	6	Jan. & July.	Baltimore.	1877	....
Income Mortgage conv	1,000,000	7	April & Oct.	Harrisburg.	1880	....
Income Mort. coupon	3 000,000	7	Jan. & July.	"	1922	....
Consol. Mort. coupon	2,520,080	6*	" "	Baltimore.	1900	92½
Consol. Mort. registered	205,000	6*	April & Oct.	"	1900	....
Consol. Mort. S. F.	2,000,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	Jersey City.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands gold	30,000,000	7.3*	Jan. & July.	New York.	1900	27½
Northwestern Virginia:						
3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1865	....
Northwestern Union (C. & N.W.):						
1st Mortgage	3,500,000	7*	.....	New York.	....	....
Norwich & Worcester (B.H.& K.):						
1st Mort. Mass. Loan, skg. fd	400,000	6	Jan. & July.	Boston.	1877	....
Construction Bonds	150,000	7	" "	"	1877	....
Nyack and Northern:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	88½
Sinking Fund Bonds	468,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,000	7	Jan. & July.	New York.	1898	92
Consolidated S. F. Mortgage	3,556,000	7	" "	" "	1898	94½
Consolidated Mort., Sterling	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,672,000	7	April & Oct.	New York.	1911	75½
Income and Funded Debt Bonds	174,000	7	" "	New York.	1882	....
Debenture Sinking Fund Bonds	180,000	7	May & Nov.	New York.	1883	....
Oil Creek and Allegheny River:						
1st Mortgage (J. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	70
1st Mort. (Warren & Franklin).	580,000	7	April & Oct.	" "	1882	....
1st Mortgage	500,000	7	Jan. & July.	" "	1890	....
Consolidated Mortgage	1,100,000	7	May & Nov.	" "	1888	64

AMERICAN RAILROAD BOND LIST.

An asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Old Colony:	$					
Plain Bonds	1,000,000	4	March & Sept.	Boston.	1876	....
Plain Bonds	32,000	5	" "	"	1884	....
Plain Bonds	458,000	6	April & Oct.	"	1875	....
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	....
New Bonds for $3,000,000	1,192,000	7	March & Sept.	"	1894	105
Omaha and Northwestern:						
1st Mort. Land Grant, Gold	16,000 pm	7.3*	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,034,000	8	June & Dec.	Boston.	1896	85
Orange and Newark:						
1st Mortgage	648,000	6	May & Nov.	Newark.	1881	....
Oregon and California:						
1st Mortgage gold	10,950,000	7*	April & Oct.	New York.	....	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (C., M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R. W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D. L. & W.):						
1st Mortgage, guaranteed	201,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar by C., B. & Q.	1,241,000	8	Jan. & July.	N.Y. & Bost.	1900	....
Owensboro' and Russellville.						
1st Mortgage for $1,500,000	1,500,000	8	Feb. & Aug.	New York.	1892	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	80
2d Mortgage sinking fund	2,873,000	7	Jan. & July.	" "	1891	....
Income Bonds	1,154,600	7	" "	" "	1892	....
St. Louis County Debt	700,000	7	Monthly.	St. Louis.	1886	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	500,000	6*	April & Oct.	" "	1893	....
1st Mort. (Leav., Atch. & N.W.)	500,000	7	" "	" "	1889	....
1st Mort. (Lex. & St. Louis) gold	900,000	6*	Jan. & July.	" "	1887	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,541,000	7*	Feb. & Aug.	New York.	1902	....
Panama:						
1st Mortgage, stg £19,350	93,850	7*	April & Oct.	London.	1875	...
General Mortgage, stg £597,800.	2,889,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage gold, S. F.	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur (TW & W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	....
Pemberton & Hights. (UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1880	....
Peninsular (Mich.) Railway:						
1st Mortgage gold (S.F.) 1st series	1,800,000	7*	May & Nov.	N.Y. or Lond.	1893	...
1st Mortgage gold (S.F.) 2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mort. (Harrisb'g to Pittsb'g)	4,970,000	7	Jan. & July.	Philadelphia.	1880	103½
2d Mort (" " ")	2,583,600	6	April & Oct.	"	1896	99
2d M. stg (" " ")	2,284,240	6*	" "	London.	1875	....
General Mortgage (coup. & reg.)	19,558,760	5	J. A. J. & O.	Philadelphia.	1910	92½
Consolidated Mortgage	8,245,000	6*	Jan. & July.	London.	1905	....
State lien for $7,500,000, skg f'd	5,401,675	5	April & Oct.	Philadelphia.	'74-'90	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	316,000	7	April & Oct.	"	1891	....
Pennsylvania & New York (L. V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	....
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val (C. R. I. & P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	....
2d Mortgage	150,000	10	Jan. & July.	New York.	1900	....
Perkiomen (Phila. and Rdg):						
1st Mortgage, guaranteed	619,000	8	April & Oct.	Philadelphia.	1897	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'93	....
2d Mortgage	500,000	8	" "	" "	1902	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	" "	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	....
1st Mortgage	5,000,000	6	" "	"	1881	88
2d Mortgage	3,000,000	7	Jan. & July.	"	1885	....
General Mort. for $20 000,000	7,252,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Loan of 1868	1,138,900	6	Jan. & July.	Philadelphia.	1893	78
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	....
Mortgage Loan of 1868	2,700,000	7	Apr. and Oct.	"	1893	....
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1858 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	....
Consolidated Mortgage June 1, 1871. — Dollar registered	3,414,000	7	" "	"	1911	106
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	....
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	668,000	6*	" "	"	1911	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	382,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv.	6,600,985	7	Jan. & July.		1893	103½
New Improvement Mort. Loan.	6,831,615	6*	Apr. and Oct.	Phil. or Lond.	1897	....
Gen'l Mort. stg. S. F. ($60,000,000)	10,000,000	6*	" "	" "	1898	....
Mort. (Coal and Iron Co.) guar.	12,413,500	7	" "	" "	1892	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Philadelphia, Wilmington & Balt.:	$					
Mortgage Loan, convertible	818,500	6	Jan. & July.	Phila. & Bost.	1884	....
Loan of 1860	400,000	6	April & Oct.	" "	1876	....
Loan of 1867	1,000,000	6	" "	" "	1887	....
Loan of 1873	500,000	6	" "	" "	1892	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	331,800	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia.	1900	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	....
2d Mortgage	5,000,000	7	April & Oct.	Philadelphia.	1913	....
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	"	1900	67½
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	....
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	104½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	....
Bridge (O. & P. R. R.) bonds	111,000	7	May & Nov.	Philadelphia.	1876	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	New York.	1877	....
Equipment bonds	1,000,000	8	March & Sept.	"	1879	....
Pittsburg, Va. and Charleston:						
1st Mortgage	700,000	7	April & Oct.	New York.	1902	....
Pittsburg, Wash'gton & Baltimore:						
1st Mort. (Pittsb. & Conn'lsville)	4,000,000	7	Jan. & July.	Baltimore.	1898	....
2d Mort. do. (Balt. Loan)	5,000,000	6	May & Nov.	"	1902	....
1st Mort. (Turtle Cr. Div. 10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Real Estate Mortgage	100,000	6	.....	Baltimore.	1883	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	20,000 pm	7*	Jan. & July.	New York.	1901	....
Port Huron and Lake Michigan:						
1st Mortgage gold, for $1,800,000	1,800,000	7	May & Nov.	New York.	1899	....
Portland & Ogdensb. (Me. & N.H.):						
1st Mort. (Maine Section) guld.	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	3,300,000	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	2,300,000	6*	May & Nov.	N.Y. & Bost.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort. (Portland Loan) skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien)	357,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan)	350,000	7	Mar. & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	" "	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	462,489	6	April & Oct.	Boston.	....	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	644,500	7*	Jan. & July.	New York.	1910	....
2d Mortgage	78,000	7	" "	" "	....	....
Providence and Worcester:						
1st Mortgage	500,000	6	Jan. & July.	Providence.	1880	....
Stoughton Branch bonds	1,000,000	6	" "	"	....	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	1,000,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Palmyra:						
1st Mort. assumed by H. & St.Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
Quincy and Toledo (T., W. & W.)						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	....
Reading and Columbia (P. & R.):						
1st Mort., Coupon, guaranteed	650,000	7	March & Sept.	New York.	1882	....
2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
2d Mortgage	300,000	7	Jan. & July.	Troy.	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mort (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Consol. Mort. for $2,000,000	1,9..5,000	7	May and Nov.	" "	1921	....
Richmond and Danville:						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	1880	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
1st Mort. (Peidmont Branch)	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N.C.)	500,000	6.7	April & Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage	1,766,000	6	May and Nov.	New York.	'75-'90	....
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	175,428	7	" "	Richmor.d.	1875	....
Dollar Loan, Conpon	293,600	6	" "	"	1881	....
Dollar Loan	124,489	6	various.	"	1875	....
Richmond and Petersburg:						
1st Mort. (Coup. and Register'd)	130,500	7	June & Dec.	Rich	1875	....
2d Mortgage (Coupon)	175,000	6	Apr. and Oct.	"	'80-'10	....
Rockford, R. Island & St. Louis:						
1st Mortgage tax free	9,000,000	7*	Feb. & Aug.	N.Y. & Lond.	1915	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, (W. & R.) Skg Fund	799,990	7	March & Sept.	New York.	1890	....
2d Mortgage	460,000	7	Jan. & July.	" "	1902	....
General Mort. S. F.	1,050,500	7	June & Dec.	" "	1891	....
Consol. Mort. conv. till 1879	2,000,000	7	Apr. and Oct.	" "	1904	....
Rutland (Con. Vt. & Vt. & Can.):						
Equipment Mortgage, tax free	500,000	7	May and Nov.	Boston.	1890	....
Equipment Mortgage	500,000	8	March & Sept.	"	1890	....
General Mort	972,800	8	May and Nov.	"	1902	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	86½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	87
1st Mort. (Quincy & Tol. 34 m).	500,000	7	May & Nov.	" "	1890	88
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	90½
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab.& Wt. 167 m.)	1,500,000	7	" "	" "	1871	71
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	71
Equipment (Tol. & Wab. 75m.).	600,000	7	" "	" "	1883	67
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	56½
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	71
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	87½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	86
Income Mortgage	7,563,000	10	March & Sept.	" "	1874	....
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000.	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	99
Loan of 1875 (New Jersey Co.).	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ").	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	94
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	91
Consolidated(mort.)Loan of 1859	5,000,000	6	May & Nov.	Philadelphia.	1889	102½
Sterling Loan £569,200	1,848,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	16
2d Mortgage consolidated	1,500,000	7	" "	"	1891	2
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	62
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.		....	60½
Equipment Mortgage	1,000,000	8	May & Nov.		'76-'77	60
Equipment Mortgage	1,000,000	8	" "		1889	60
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	96½
Convertible bonds, tax free	200,000	7	" "	"	1879	102
Vermont Valley (Rutland):						
1st Mortgage	586,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.&Lynch.	1873	....
Enlarged Mortgage	990,000	6	" "	" "	1884	....
4th Mortgage	846,000	8	March & Sept.	" "	1900	75½
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1892	74
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,200	7	April & Oct.	"	1891	101
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	513,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt.	200,000	6	" "	"	1890	98½
2d Mort. " "	300,000	6	" "	"	1890	98½
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	91½
2d Mortgage preferred	600,000	6	" "	"	1895	61
3d Mortgage endor. by Balt.	875,000	6	" "	"	1900	99
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	84
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1 95	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	83
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	97½
Consolidated mort. Apr. 1, 1869.	1,000,000	7	April & Oct.	"	1899	101
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	65
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	72½
2d Mortgage coupon or regis	723,600	7	Jan & July.	"	1902	25
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1898	93
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	80
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	75½
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	90½
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	90
Delaware and Hudson:						
1st Mortgage registered. — 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered. — 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	105½
1st Mortgage registered. — 3d series, Jan. 1, 1871	5,000,000	7	" "	"	1891	106
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	97½
Mortgage Loan reg	2,0 0,000	6	F. M. A. & N.	"	1897	99
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	98½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	100½
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	92
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	97½
2d Mortgage	285,000	6	" "	"	1876	96
Boat Loan, sinking fund	236,966	7	" "	"	1885	95½
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	88½
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1885	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1878	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,743,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	76
Plain Bonds	83,222	6	" "	"	1876	76
Improvement bonds	260,000	6	May & Nov.	"	1870	75
Boat and Car Loan	756,450	6	" "	"	1883	77
Boat and Car Loan	628.100	7	" "	"	1889	88
Coupon Bonds	1,079,000	6	Jan. & July.	"	1895	76½
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	J. n. & July.	Philadelphia.	1894	74½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	294,900	6	May & Nov.		1900	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "1."

Years ending.	Railroad. M. in Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30, 1873	60.0	—	2.5	125.0	3	4	3	56	Adirondack ..... New York.	3,113,515	*	3,543,241	.....	3,763,000	980,000	1,963,756	—	60.0	71,936	29,902	30,012	100,425	22,801	—	100	....
Sept. 30, 1873	61.8	—	5.8	—	13	10	2	113	Alabama Central ¹ ..... Alabama.	3,600,000	*	—	.....	2,000,000	1,600,000	.....	—	92.8	.....	.....	.....	360,000	95,000	—	100	....
Dec. 31, 1873	296.0	—	14.8	—	20	20	5	600	Alabama and Chattanooga..... Alabama.	10,500,000	*	—	.....	2,700,000	8,500,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1873	142.0	—	165.7	—	68	33	12	1,890	Albany and Susq. ¹ (D. & H.).. New York.	10,317,910	*	—	.....	5,000,000	4,621,000	706,519	.....	142.0	810,519	371,410	631,917	1,672,819	410,877	7	100	95
Dec. 31, 1873	132.0	130.5	16.7	—	73	29	10	1,969	Allegheny Valley ¹ ..... Pennsylvania.	12 332,709	*	.....	.....	2,256,400	7,454,000	1,280,691	—	132.0	.....	861,239	1,778,636	2,628,471	784,026	—	100	....
Oct. 31, 1873	4.5	—	0.3	31.3	—	—	—	—	Allentown (P. & R.)..... Pennsylvania.	1,078,439	—	—	—	568,744	—	649,132	—	—	—	—	—	—	—	—	50	....
Dec. 31, 1873	99.0	—	3.7	—	13	3	...	96	Arkansas Branch (St. L. & Iron Mt.). Mo.	5,351,250	*	19,971	66,432	2,499,000	2,500,000	438,659	—	99.0	163,190	.....	.....	259,293	98,598	—	50	....
Dec. 31, 1873	62.5	—	6.9	—	—	—	—	—	Ashtab. Youngst'wn & Pitts. (Pa. Co.). O.	3,300,000	—	—	.....	1,800,000	1,500,000	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	150.0	—	10.0	—	...	...	...	....	Atchison and Nebraska..... Kan. & Neb.	7,500,000	*	—	—	3,750,000	3,750,000	.....	—	150.0	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1873	469.3	27.5	30.9	—	38	23	7	778	Atchison, Topeka & Santa Fe.... Kansas.	20,593 233	1,214,307	1,481,420	1,023,087	8,615,000	10,096,500	3,814,785	222,545	282.9	.....	.....	.....	1,172,013	423,803	—	100	10
Feb. 28, 1874	266.5	—	9.7	—	10	8	3	161	Atlanta & Rich'd Air Line ¹ . Ga. N.C. & S.C.	11,748,000	*	—	.....	7,500,000	4,248,000	.....	—	192.0	.....	.....	.....	.....	.....	—	100	....
June 30, 1873	81.0	—	4.0	—	19	7	6	165	Atlanta and West Point ..... Georgia.	1,197,715	*	—	151,853	63,254	1,252,200	102,500	24,257	53,865	87.0	.....	62,987	86,592	309,344	100,161	8	100	....
June 30, 1873	387.5	24.8	161.0	—	190	41	25	2,911	Atlantic and Great West. N.Y. Penn. & O.	78,718,992	*	8,445,000	.....	24,358,300	62,800,692	2,899,401	—	604.8	5,111,452	957,942	2,606,088	5,456,896	1,886,922	—	100	....
Dec. 31, 1873	236.0	109.0	15.6	162.0	26	19	10	424	Atlantic and Gulf ¹ ..... Georgia.	7,717,971	*	—	.....	3,479,677	3,526,700	358,429	—	345.6	685,918	97,227	.....	1,005,947	267,886	—	100	....
Sept. 30, 1873	406.0	20.0	40 0	100.0	84	29	20	1,015	Atlantic, Mississippi and Ohio ¹ .. Virginia.	19,038,906	*	9,167,835	1,216,021	6,921,900	14,188,000	5,860,427	2,435,934	428.0	1,498,803	246,629	627,639	2,193,757	914,035	—	100	....
Dec. 31, 1873	95.0	—	9.0	—	9	12	6	78	Atlantic and North Carolina ¹ . N. Carolina.	2,200,000	*	—	—	1,600,000	200,000	.....	—	95.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	328.0	4.0	32.8	—	135	74	34	2,842	*Atlantic and Pacific* ¹ . Missouri & Ind. Ter.	36,572,728	*	4,135,500	141,411	19,760,300	16,792,438	1,577,522	—	814.7	.....	.....	.....	5,529,102	2,218,876	—	100	....
Dec. 31, 1873	149.5	1.5	16.9	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,089	—	—	—	4,268,800	3,484,000	.....	—	—	—	—	—	—	74,752	4	100	....
Nov. 30, 1873	53.0	—	4.8	—	—	—	—	—	Augusta and Savannah (C. of Ga.).... Ga.	1,032,200	—	—	—	733,700	129,000	.....	—	—	—	—	—	—	73,000	8	100	....
Oct. 31, 1873	51.2	2.5	5.5	—	—	—	—	—	Bald Eagle Valley ..... Pennsylvania.	1,05 0,000	—	10,000	—	550,000	454,900	—	—	—	—	—	—	—	81,222	7	50	....
Sept. 30, 1873	379.6	42.8	439.0	—	473	206	66	10222	Baltimore and Ohio ¹ .... Md. & W. Va.	33,975,584	10,682,286	18,857,395	2,926,766	16,719,862	19,866,783	822,296	29,033,131	497.4	10,892,199	.....	.....	12,252,844	4,099,043	10	100	1724
Sept. 30, 1873	103.5	—	11.4	—	—	—	—	—	Washington Branch ¹ ..... Maryland.	10,000,000	—	—	—	5,680,685	—	—	—	103.5	—	—	—	947,729	116,067	10	—	175
Sept. 30, 1873	30.0	—	41.6	—	—	—	—	—	Parkersburg Branch.. .... W. Virginia.	1,650,000	—	—	757,653	1,650,000	20,000	—	737,653	30.0	—	—	—	440,775	284,014	—	100	61
Dec. 31, 1873	68.0	—	3.2	—	—	—	—	—	Baltimore, Pittsburg and Chicago..... O.	3,000,000	—	—	.....	500,000	2,500,000	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	73.1	19.2	6.1	—	26	47	8	319	Baltimore and Potomac..... Maryland.	8,136,010	654,991	.....	116,915	3,503,900	4,500,000	884,837	19,180	43.0	.....	.....	.....	281,537	70	—	100	....
Dec. 31, 1873	48.2	—	2.5	—	4	2	2	68	Bangor and Piscataquis ¹ ..... Me.	1,207,202	110,200	.....	6,257	357,870	922,000	43,789	—	48.2	64,758	36,450	29,698	113,746	30,441	—	100	....
Oct. 31, 1873	16.0	—	6.0	—	5	2	1	367	Barclay (Towanda Coal Co.)..... Pa.	1,200,000	—	—	—	1,000,000	79,000	—	—	16.0	58,668	25,347	344,908	996	Loss.	7	50	....
Dec. 31, 1873	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake (Me. C.). Me.	900,000	—	—	—	750,000	150,000	7,000	—	—	—	—	—	—	36,000	—	50	....
Dec. 31, 1873	54.0	—	13.0	76.0	—	—	—	—	Bellville and Southern Illinois ..... Ill.	2,780,000	—	—	.....	1,680,000	1,100,000	.....	—	—	—	—	—	—	40 p.c.	—	100	....
Dec. 31, 1873	67.0	—	6.7	—	—	—	—	—	Belvidere Delaware (Penn. R. R.)... N. J.	4,034,829	—	—	571,587	995,800	2,244,500	1,238,838	—	80.0	—	397,153	1,444,573	1,148,228	153,700	—	100	....
Sept. 30, 1873	22.0	—	2.0	—	—	—	—	—	Berkshire (Housatonic) ..... Mass.	600,000	—	6,000	7,600	600,000	—	7,245	6,355	—	—	—	—	42,610	35,407	7	100	....
Sept. 30, 1873	201.6	48.0	324.7	—	231	183	52	5,051	Boston and Albany.... Mass. & N. York.	31,876,749	4,453,046	2,316,185	1,067,840	19,864,100	4,319,000	2,266,820	3,263,900	283.9	5,661,554	5,757,624	2,884,520	9,798,033	2,199,878	10	100	135½
Sept. 30, 1873	26.2	—	2.1	9.8	5	6	2	83	Boston, Barre and Gardner..... Mass.	915,537	141,655	40,118	65,899	826,627	4,400	319,018	13,169	26.2	67,304	116,098	29,340	97,046	16,511	—	100	....
Sept. 30, 1873	41.4	1.5	12.2	—	23	24	13	511	Boston, Clinton and Fitchburg ..... Mass.	1,379,111	715,820	259,288	110,779	872,600	1,249,600	224,162	118,636	90.2	489,497	487,274	407,072	677,489	116,973	—	100	....
Mar. 31, 1873	93.5	56.9	11.0	—	24	25	20	529	Boston, Concord and Montreal ..... N. H.	2,850,000	*	316,429	229,630	1,800,000	1,050,000	29,603	516,456	150.4	.....	171,511	92,187	670,349	131,715	—	100	....
Sept. 30, 1873	26.8	16.0	45.7	—	40	62	...	953	Boston and Lowell..... Mass.	2,476,831	343,624	2,506,971	799,188	2,993,000	1,199,500	1,338,660	597,464	125.5	826,231	2,086,979	605,617	1,464,942	387,116	8	500	934
Sept. 30, 1873	115.5	8.5	100.6	—	69	149	...	1,636	Boston and Maine..... Mass., N. H. & Me.	8,817,444	1,335,401	820,083	114,822	6,921,274	2,857,199	305,039	1,342,229	189.5	1,458,963	5,008,074	542,004	2,300,094	680,586	8	100	111
Sept. 30, 1873	44.0	18.5	66.0	—	41	71	11	627	Boston and Providence..... Mass. & R. I.	3,742,515	207,400	1,567,441	219,159	3,950,000	500,000	856,488	430,027	66.5	816,554	3,741,530	827,575	1,822,108	428,342	10	100	150
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany ¹ ..... Georgia.	10,548,000	*	(Sold Oct. 15 1873.)	—	—	—	—	—	172.0	(Operated by Receiver—No returns.)	.....	.....	.....	.....	—	100	....
Sept. 30, 1873	25.5	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg.. New York.	2,869,000	—	44,080	.....	2,286,000	583,000	.....	—	—	—	—	—	—	40,000	—	100	....
Sept. 30, 1873	43.2	—	6.8	50.0	8	7	3	72	Buff., Corry and Pittsb.... N. Y. & Penn.	1,561,930	—	.....	.....	500,000	1,000,000	350,000	—	43.2	1,343,729	66,542	109,825	169,989	Loss.	—	100	....
Sept. 30, 1873	141.5	—	13.7	—	—	—	—	—	Buffalo, New York & Erie.. N.Y. & Penn.	3,336,000	—	—	—	950,000	2,380,000	.....	—	—	—	—	—	—	233,100	7	100	....
Oct. 31, 1873	120.6	—	13.6	—	18	13	4	604	Buff., New York and Phila. N.Y. & Penn.	4,621,324	784,607	305,000	.....	1,615,060	2,577,500	1,233,944	—	120.6	281,900	234,760	158,836	398,763	48,546	—	100	....
Dec. 31, 1873	371.0	51.0	23.1	—	28	23	9	702	Burl., Cedar Rapids and Minnesota. Iowa.	16,200,000	*	—	—	5,510,000	8,265,000	1,973,197	—	402.0	.....	.....	.....	1,078,310	201,306	—	500	....
Dec. 31, 1873	190.7	48.6	20.8	—	14	12	7	314	Burlington and Missouri River..... Neb.	7,300,000	500,000	476,356	145,904	853,780	7,277,943	118,228	276,126	239.3	302,234	81,217	126,120	628,429	224,214	—	100	50
Dec. 31, 1873	180.0	20.0	10.9	4o1.0	8	7	4	218	Burlington and Southwestern. Iowa & Mo.	6,102,510	601,315	.....	.....	1,976,319	3,820,000	729,954	—	150.0	.....	.....	.....	362,719	Loss.	—	100	....
Dec. 31, 1873	71.0	—	2.1	—	4	6	...	50	Cairo, Arkansas and Texas..... Mo.	3,500,000	*	.....	.....	2,000,000	1,500,000	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	301.0	—	19.7	—	27	17	6	710	*Cairo and Fulton*..... Arkansas.	20,000,000	*	.....	.....	12,000,000	8,000,000	.....	—	202.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1873	53.4	0.6	3.3	15.6	8	4	..	292	Cairo and St Louis (narrow)..... Ill	2,978,000	*	.....	.....	478,000	2,500,000	.....	—	54.0	31,780	10,221	5,000	18,286	15weeks	—	100	....
Jun. 30, 1873	156.6	—	7.8	—	10	8	4	161	Cairo and Vincennes..... Illinois.	6,935,400	*	—	125,236	3,503,636	3,520,000	57,000	—	156.6	113,557	8,418	21,824	72,234	.....	—	100	....
Dec. 31, 1873	60.0	7.0	6.1	—	9	52	9	119	Camden and Atlantic..... New Jersey.	1,842,838	488,692	143,921	42,368	1,216,869	1,076,151	107,096	88,702	....	216,246	463,708	104,541	808,996	210,587	—	50	72
Dec. 31, 1873	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	715,362	—	—	—	381,925	350,000	—	—	—	—	—	—	—	45,415	6	100	....
Dec. 31, 1873	41.8	—	5.1	—	3	12	—	—	Cape May and Millville (W. N. Jer.). N.J.	979,282	—	—	—	500,000	400,000	79,282	—	—	—	—	—	—	60,000	6	100	....
June 30, 1873	18.0	0.5	1.2	—	...	...	...	....	Carbondale and Shawneetown.... Illinois.	550,000	*	—	—	350,000	200,000	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	94.0	4.5	19.8	—	—	—	—	—	Catawissa (Phila. and Reading)..... Penn.	6,126,500	—	—	—	4,359,500	1,740,350	—	—	98.5	.....	.....	.....	.....	190,000	—	50	29
Sept.30, 1873	34.6	—	6.0	—	—	—	—	—	Cayuga & Susquehanna (D.L.& W.).. N.Y.	589,110	—	—	—	589,110	—	—	—	—	—	—	—	—	53,020	9	100	....
Dec. 31, 1873	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	271.6	2.5	27.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C. & N.W.). Ia.	11,234,000	—	—	—	7,620,000	3,614,000	—	—	—	—	—	—	137,052	113,676	—	100	....
Nov. 30, 1873	294.5	—	42.9	—	108	84	60	1,584	Central of Georgia..... Georgia.	7,500,000	*	1,904,144	5,141,594	7,500,000	3,116,000	8,817,580	112,208	708.5	.....	131,404	.....	562,972	562,972	3	100	80
Dec. 31, 1873	189.0	—	16.9	29.3	26	10	8	512	Central of Iowa..... Iowa.	10,000,000	*	.....	.....	6,000,000	4,625,000	950,000	—	189.6	.....	.....	.....	3,489,398	379,388	—	100	....
Dec. 31, 1873	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey..... New Jersey.	15,298,003	2,796,445	18,000,000	.....	20,000,000	9,386,700	6,729,046	—	80.7	.....	.....	.....	656,104	139,889	—	100	....
Dec. 31, 1873	137.1	—	31.7	—	37	41	...	1,353	Central Ohio (B. & O.)..... Ohio.	5,349,500	*	—	—	2,849,500	2,500,000	—	—	137.2	.....	.....	.....	1,046,435	365,482	6	50	84
Dec. 31, 1873	864.9	336.0	140.9	208.0	188	167	43	3,594	*Central Pacific* ¹ ..... Cal. Nev. & Utah.	131,419,116	6,156,746	5,809,536	3,251,449	54,275,500	82,855,680	767,558	9,339,152	1,218.9	5,010,952	3,208,171	1,028,602	12,863,953	7,894,681	3	100	....
May 31, 1873	118.0	—	108.0	—	170	125	51	5,189	Central Vermont..... Vt.	11,500,000	*	.....	.....	5,000,000	6,500,000	.....	—	773.0	.....	.....	.....	.....	.....	—	100	....
June 30, 1873	100.0	—	15 0	100.0	6	6	3	123	*Central Br. of Union Pacific*..... Kan.	3,723,700	*	.....	.....	980,600	2,200,000	303,058	—	100.0	.....	.....	.....	119,663	.....	—	100	....
Dec. 31, 1873	195.0	—	12.0	—	21	10	12	221	Charlotte, Columbia & Augusta.... S. Car.	5,017,880	*	97,954	112,353	2,578,000	1,300,000	681,083	669,106	195.0	.....	.....	.....	686,482	291,064	—	100	....
Dec. 31, 1873	22.8	—	2.5	—	—	—	—	—	Chartiers (Penn.)..... Pennsylvania.	1,128,690	—	—	.....	604,110	500,000	4,298	—	22.8	39,119	107,209	214,612	61,293	18,029	—	50	....
Sept. 30, 1873	17.4	—	2.3	—	—	—	—	—	Chemung (N. Central)..... New York.	400,000	—	—	—	380,000	—	—	—	—	—	—	—	—	30,000	6	100	....
Sept. 30, 1873	20.9	—	0.9	—	—	—	—	—	Cherry V. Shar. & Alb. (D. & H. Can.) N.Y.	600,000	—	—	—	281,350	307,000	21,000	—	—	—	—	—	—	.....	—	100	....
Sept. 30, 1873	421.0	9.3	21.5	58.5	70	34	18	2,261	Chesapeake and Ohio..... Va. & W. Va.	41,137,778	*	3,738,067	450,682	15,898,408	22,026,500	7,405,620	—	421.0	1,087,217	220,601	248,226	1,210,509	330,809	—	100	....
Sept. 30, 1873	53.6	—	11.9	—	28	23	10	419	Cheshire..... N. H. & Mass.	2,362,707	326,600	331,259	127,564	2,153,300	808,400	27,238	159,193	53.1	663,014	198,517	456,358	849,080	1,877,575	5	100	....

Dec. 31, 1873	21.5	—	3.1	—					Chester Valley (P.& R.)....Pennsylvania.	1,371,900					671,900	500,000										35,000	—	50	....								
Dec. 31, 1873	242.0	117.4	142.6	—	155	75	24	2,996	Chicago and Alton .....Illinois.	16,505,949	*	4,993,605	419,440	12,293,272	5,851,950	3,389,958	284,814	649.1	3,983,560	829,876	1,642,440	5,497,541	2,121,286	10	100	98									
Dec. 31, 1873	694.1	545.2	276.9	—	280	111	63	6,754	Chicago, Burlington and Quincy...Illinois.	47,500,176	8,429,782	1,870,246	1,146,085	26,429,563	26,749,782	1,647,030	5,281,162	1,239.3	.....	1,709,734	2 221,744	11,405,226	4,970,458	10	100	100½								
Dec. 31, 1873	80.0	—	....	164.0	....	....	....	....	Chicago and Canada Southern...Mich.& O.	3,640,000	440,000	.....	.....	1,557,300	2,500,000	155,700									100	....								
Dec. 31, 1873	73.0	—	3.7	—	5	4	2	168	Chic., Cincinnati and Louisville...Indiana.	2,500,000	156,000	10,000	.....	1,500,000	1,000,000	176,000		86.0	.....	.....	.....	108,172	31,165		100	....								
Dec. 31, 1873	60.0	—	2.5	—	2	5	...	125	Chicago, Clinton and Dubuque.....Iowa.	2,460,000	*	.....	.....	960,000	1,500,000	.....		60.0	.....	.....	.....	108,172	31,165		100	....								
Jun. 30, 1873	108.0	30.0	8.0	62.0	10	1	1	132	Chicago, Danville and Vincennes.....Ill.	5,825,000	*	.....	.....	2,500,000	3,325,000	.....		108.0	.....	72,116	253,865	654,860	237,536		100	....								
Dec. 31, 1872	59.0	—	8.1	—	12	16	4	104	Chic., Det. & Can. G'd Junction....Mich.	2,073,985	*	.....	.....	978,985	1,095,000	.....		59.0	267,131	.....	.....	357,793	L.66,836		100	....								
Dec. 31, 1873	117.8	15.1	11.5	—	10	6	3	300	Chic., Dubuque and Minnesota..Io.& Minn.	6,798,300	*	.....	.....	2,373,300	3,321,500	.....		133.0	.....	.....	.....	313,859	143,793		100	....								
Dec. 31, 1873	41.0	—	2.0	156.0	—	—	—	—	Chicago and Illinois Southern...Ill. & Ind.	2 378,000	—	—	—	760,000	3 000,000	318,000	—	46.0	.....	.....	.....	.....	.....		100	....								
Dec. 31, 1873	80.0	—	8.0	—	15	6	2	21	Chicago and Iowa (C. B. & Q.).....Illinois.	2 895,000	263,000	20,000	.....	1,318,000	1,750,000	100,000		80.0	.....	.....	.....	472,620	93,404		100	....								
May 31, 1873	51.3	1.1	16.9	—					Chicago, Iowa and Nebraska (C&NW),Ia.	5,000,000	—	—	—	4,200,000	800,000	—	—	—	—	—	—	—	8	100	88½								
Dec. 31, 1872	170.0	80.0	22.0	—	25	12	7	612	Chicago and Michigan Lake Shore...Mich.	7,864,500	793,500	.....	.....	1,683,000	6,675,000	300,000		250.0	482,640	.....	137,113	502,983	227,525		100	....								
Dec. 31, 1873	814.0	585.0	187.0	—	148	104	67	3,657	Chicago, Milwaukee & St. Paul. Wis. I & M.	55,337,763	*	2,211,636	945,220	27,673,744	26,261,500	1 533,759	926,156	1,654.0	5,186,188	967,754	1,791,504	9,046,123	3,665,244		100	32½								
May 31, 1874	1,499	—	201.4	—	342	168	84	7,854	Chicago and Northwestern.....Ill. & Wis.	68,900,645	*	2,628,199	2,070,600	36,477,174	29,538,500	5,464,422	2,119,346	1,989.9	9,144,280	2 823,889	3,591,090	14,351,523	5,075,674		100	36½								
Dec. 31, 1873	36.0	—	4.0	104.0	4	4	2	72	Chicago and Pacific.....Ill.	1,260,906	*	.....	.....	900,000	360,000	107,319		36.0	.....	.....	.....	36,009	14,335		100	....								
Dec. 31, 1873	128.0	—	7.3	132.0	6	6	2	284	Chicago and Paducah.....Illinois.	2,238,000	*	.....	.....	1,288,000	1,000,000	5,827		128.0	.....	.....	15 mos	123,706	87,767		100	....								
Jun. 30, 1873	—	—	57.9	—					Chicago, Pekin & South-Western..Ill& Mo.	826,000	—	—	—	826,000	—	—	—	—	—	—	—	—	—	100	....								
Mar. 31, 1873	493.0	120.5	142.7	—	197	73	29	3,940	Chicago, Rock Island & Pacific.Ill. & Iowa.	28,721,723	*	7,959,082	2,035,280	25,000,000	8,972,000	154,341	4,589,683	660.0	4,340,995	956,734	1,289,890	6,657,050	3,014,267	6	60	96½								
Mar. 31, 1873	301.0	—	20.0	—					Chic. & S. West.(C.,R.I.& Pac.).Ia. & Mo.	14,388,611	—	—	—	7,000,000	6,000,000	1,388,611	—	301.0	.....	.....	.....	.....	.....		100	....								
Jun. 30, 1873	6.0	—	6.0	17.0	—	—	—	—	Cincinnati and Baltimore(M.& C.)...Ohio.	1,343,297	—	48,208	18,556	693,005	316,000	397,056	—	—	—	—	—	100,000	99,000	8	100	....								
Jun. 30, 1873	59.9	—	118.0	—	35	30	13	553	Cincinnati, Hamilton and Dayton...Ohio.	3,974,655	1,127,251	1,979,596	210,531	3,500,000	2,150,000	972,352	669,651	59.8	637,124	731,228	583,704	1,163,854	358,428	8	100	....								
Jun. 30, 1873	98.4	—	5.9	—	19	9	6	440	Cin., Hamilton and Indianapolis..O.& Ind.	2,115 504	*	—	245,239	—	1,837,000	523,853	—	98.4	274,100	55,334	111,184	209,677	(Deficit)		100	....								
Jun. 30, 1873	20.5	—	10.3	—					Cincinnati and Indiana (I. C.& La. F.)...O.	2,032,209	—	—	—	500,000	2,000,000	70,000	—	—	—	—	—	216,000	.....	6	50	....								
Dec. 31, 1873	80.0	—	9.0	—	10	12	...	212	Cincinnati, Lafayette and Chic.(Ill.& Ind	2,032,209	*	.....	.....	900,000	1,120,000	700,000		56.0		(No return	s.)	.....	.....		100	....								
Dec. 31, 1873	132.2	16.8	18.5	—	14	12	3	369	Cincinnati and Muskingum Valley...Ohio.	5,497,031	*	.....	.....	3,996,670	1,500,000	.....		148.5	.....	.....	.....	443,217	19,429		100	....								
Mar. 31, 1873	36.0	—	2.7	—	5	1	4	162	Cin., Rich. and Ohio. (C.H.&D.).O.& Ind.	1,011,995	*	.....	56,955	382,600	625,000	46,284		42.0	131,870	81,165	151,653	228,239	69,766		100	....								
Dec. 31, 1873	91.5	—	4.8	—					Cin., Rich. & Ft. Wayne (G.R.&I.)...Ind.	3,756,952	—	—	—	2,000,000	1,800,000	—	—	—	—	—	—	—	—	100	....								
Jun. 30, 1874	155.0	15.5	25.8	—	32	29	12	905	Cincinnati, Sandusky & Cleveland...Ohio.	6,165,270	*	1,007,702	73,960	4,434,787	2,420,512	367,514	3,685	215.5	779,699	.....	320,346	800,351	267,171		50	16								
Dec. 31, 1873	48.5	—	11.3	—	16	15	6	300	Cincinnati and Springfield (C.,C.,C.&I.)O	3,792,164	*	.....	33,361	1,100,000	2,411,000	314,525		80.5	472,400	198,607	340,028	603,495	(Deficit)		100	....								
Dec. 31, 1873	340.5	49.9	80.0	—	130	52	19	352	Cleveland, Col. Cin. & Ind...Ohio & Ind	17,097,222	*	2,217,654	875,771	15 000,000	3,429,000	876,507	893,390	472.0	4,350,568	543,624	1,680,588	4,887,448	1,337,032	3½	100	67								
Jun. 30, 1873	67.0	54.0	37.5	—	—	—	—	—	Cleveland and Mahoning Valley.....Ohio.	4 526,777	—	455,153	26,992	2,759,791	1,967,600	17,961	263,870	—	—	—	—	681,621	597,890	21½	50	....								
Dec. 31, 1873	145.0	12.5	18.5	35.0	22	19	9	602	Clev., Mt. Vernon and Columbus ...Ohio.	4,716,122	*	.....	10,320	1,751,450	2,300,000	674,992		112.5	227,590	159,854	209,010	355,325	133,166		100	....								
Nov. 30, 1873	124.0	75.	81.5	—	97	43	22	3,155	Cleveland and Pittsburg....Ohio & Penn.	12,845,019	2,884,141	409,220	443,010	11,243,003	4,473,844	391,313	473,280	225.7	1,868,102	703,829	1,981,538	3,750,627	1,844,432	7	50	87½								
Dec. 31, 1873	314.0	273.0	78.2	—	164	91	...	1,646	Col., Chic. & Ind. Cent...Ohio, Ind & Ill	37,578,101	*	—	—	13,328,569	23,553,194	694,358	—	587.0	—	—	—	4,477,907	233,183	—	100	....								
Jun. 30, 1873	45.0	—	5.9	—					Columbus, Springfield & Cin.....Ohio.	2,000,000	—	—	—	1,000,000	1,000,000	—	—	—	(Operat	ed by Cin	c., Sand.	& Clev.)	.....	6	100	....								
Dec. 31, 1873	76.0	13.0	16.0	22.0	29	8	4	1,214	Columbus and Hocking Valley .....Ohio.	3,281,489	1,234,397	30,200	100,528	1,854,450	2,299,000	217,220	275,944	89.0	668,306	153,745	890,439	1,074,187	376,159	20	50	....								
Mar. 31, 1874	35.0	7.0	49.0	—	34	39	10	775	Concord.....New Hampshire	1,500,000	*	191,263	126,208	1,500,000	—	112,861	184,609	145.5	800,984	614,327	730,741	1,041,439	171,084	10	50	158½								
Sept. 30, 1873	50.0	5.9	30.0	—	18	25	10	359	Connecticut River .....Massachusetts.	2,105,980	241,938	282,291	418,124	1,950,000	250,000	508,391	461,622	55.9	350,352	1,124,299	405,801	759,327	232,006	10	100	126								
Jun. 30, 1873	110.2	—	16.1	—	28	15	7	676	Connecticut and Passump. Riv..Vermont.	3,461,500	*	498,300	214,899	2,178,449	1,763,757	232,376	118	145.5	508,839	182,280	158,428	802,888	262,275	6	100	72½								
Sept. 30, 1873	46.4	—	5.5	—	6	15	4	109	Connecticut Valley.....Connecticut.	2,883,819	*	.....	.....	1,034,600	1,000,600	1,177,564		46.4	.....	.....	.....	247,540	108,181		100	....								
Sept 30, 1873	66.7	—	7.0	—	8	10	4	177	Connecticut Western.....Connecticut.	4,543,636	*	18,597	67,293	1,590,125	2,674,000	30,678	24,728	66.7	.....	.....	.....	442,734	154,828		100	....								
Dec. 31, 1873	6.8	—	9.5	—					Connecting (Phila. & Tr.) .....Penn.	2,278,300	—	—	—	1,278,300	991,000	—	—	—	—	—	—	—	136,658	6	50	....								
Dec. 31, 1873	84.0	17.0	28.0	—	32	7	2	684	Consolidation Coal.....Ind.	3,911,910	*	10,298,412	433,500	10,250,000	3,183,100	147,928	783,794	51.0	443,179	101,219	2,470,182	3,300,709	681,067	4	100	....								
Nov. 30, 1873	58.0	—	8.1	—	12	4	3	687	Corning, Cowanesque & Antrim NY&P.	1,600,000	—	187,949	—	1,600,000	—	—	—	64.0	285,934	93,092	1,089,222	428,893	107,768	3½	50	....								
Sept. 30, 1873	75.0	7.0	18.5	—	20	17	6	371	Cumberland Valley.....Penn.	1,758,618	*	924,648	301,682	1,774,912	382,300	83,558	775,174	125.0	343,950	254,982	.....	614,185	331,642	8	50	....								
Sept. 30, 1873	33.8	—	4.5	—	6	6	2	72	Danbury and Norwalk .....Connecticut.	1,253.731	—	—	—	600,000	462,000	31,553	—	33.8	.....	.....	.....	172,120	69,796	8	50	....								
Dec. 31, 1873	45.0	—	2.6	—		2	2	17	Danv., Hazleton & Wilkesbarre....Penn.	1,072,350	30,250	.....	.....	684,235	1,700,000	118,000									50	....								
Dec. 31, 1873	125.0	41.0	11.9	—	12	8	3	201	Davenport and St. Paul....Iowa & Minn.	5,927,318	*	.....	.....	2,490,000	3,320,000	491,733		122.0	.....	.....	.....	491,798	72,543		100	....								
Mar. 31, 1873	140.7	—	20.2	—	23	17	4	666	Dayton and Michigan .....Ohio.	6,204,363	765 256	.....	67,604	2,663,294	2,824,500	549,420		142.0	686,886	2 3.683	339,997	1,058,411	295,579	3½	100	....								
Jun. 30, 1873	31.8	—	1.8	—	4	4	3	68	Dayton and Union .....Ohio.	612,095	*	.....	.....	186,000	527,445	.....		46.8	110,698	55,904	110,088	136,843	52,400		100	....								
Oct. 31, 1872	83.0	16.6	6.0	—	—	—	—	—	Delaware ¶ (P.W.& B.).....Delaware.	2,114,184	—	76,153	71,522	1,317,390	870,000	74,470	— —	99.6	317,067	.....	.....	448,481	121,187	6	100	....								
Dec. 31, 1873	46.0	—	66.0	—	52	4	2	4,346	Delaware and Hudson.....Penn.	3,503,971	1,672,155	144,411	—	(See Del	& Hudso	on Can	al.)	62.0	63,810	144,561	2,811,594	125,656	.....	10	100	....								
Dec. 31, 1873	115.0	80.0	119.0	—	153	30	14	12601	Delaware, Lack. and Western.....Penn.	15,541,031	5,680,323	2,399,883	.....	23,500,000	6,872,200	3,360,005		195.0	4,253,431	223,143	4,448,739	6,248,466	3,399,817	5	50	107½								
Dec. 31, 1873	106.0	—	....	—	6	5	2	32	*Denver Pacific* (K. P.).....Colorado.	6,493,800	*	.....	.....	4,000,000	2,493,000	.....		133.0	.....	.....	.....	316,336	180,131		100	....								
Dec. 31, 1873	118 0	—	5.4	....	13	19	...	285	Denver and Rio Grande (narrow).....Col.	6,324 500	*	.....	.....	3,300,000	3,024,500	.....		118.0	.....	.....	.....	392,554	195,580		100	....								
Dec. 31, 1873	88.0	—	7.2	—	....	....	....	....	Des Moines and Fort Dodge.....Ia.	6,400,000	*	.....	.....	4,000,000	2,400,000	.....		88.0	.....	.....	.....	.....	.....		100	....								
Dec. 31, 1873	161.0	—	16.9	—	....	....	....	....	Des Moines Valley.....Iowa.	6,221,600	*	.....	.....	3,924,600	2,300,000	.....		161.0	.....	.....	.....	.....	.....		100	....								
Oct. 31, 1873	73.6	—	5.2	—	9	6	2	177	Detroit, Eel River and Illinois..Michigan.	2,955,300	*	.....	.....	1,129,300	1,826,000	.....		73.6	.....	.....	.....	491,752	91,317		100	....								
Dec. 31, 1873	66.0	—	3.6	—	5	3	3	67	Detroit, Hillsdale and Indiana..Michigan.	1 972,316	211,799	.....	.....	1,000,000	1,470,000	.....		66.0	.....	.....	.....	377,498	49,618		100	....								
April 1, 1873	104.0	25.0	7.2	—	22	15	5	398	Detroit, Lansing & Lake Michigan..Mich.	5,425,642	932,858	51,715	.....	1,663,500	6,060,000	89,729		—	674,505	.....	162,927	593,869	88,548		100	....								
Dec. 31, 1873	189.0	—	27.1	—	34	28	27	475	Detroit and Milwaukee.....Michigan.	19,504,851	*	.....	.....	2,517,140	7,690,387	.....	289,324	189.0	.....	406,933	803,185	1,204,877	18,534		100	....								
Dec. 31, 1873	14.0	—	2.0	—	—	—	—	—	Dexter and Newport (Me. Cen)...Maine.	300,000	—	—	—	122,000	175,000	—	—	—	—	—	—	—	18,000	6	100	....								
Mar. 31, 1873	29.0	—	3.0	—	—	—	—	—	Dover and Winnipisseogee (B.&M.). N. H.	480,000	—	—	—	480,000	—	—	—	—	—	—	—	—	29,000	6	100	....								
Dec. 31, 1873	142.9	—	14.8	—	—	—	—	—	*Dubuque and Sioux City* (Ill. Cen)..Iowa.	5,894,000	—	645,249	—	5,000,000	894,000	—	—	—	—	—	—	—	1,106,329	387,219	6	100	....								
Sept. 30, 1873	90 6	—	6.0	9.9	10	10	2	88	Dunkirk, Allegheny Val.& Pitts..NY& P	4,500,000	*	20,000	.....	1,300,000	3,200,000	.....		90.6	210,652	110,090	94,303	31,444	(Loss.)		100	....								
Nov. 30, 1873	36.0	—	23.8	—	—	—	—	—	East Pennsylvania (P. & R.) .....Pa.	1,484,290	—	.....	.....	1,509,000	496,900	—	—	—	—	—	—	—	109,266	6	50	82								
Jun. 30, 1873	242.0	28.0	27.0	—	41	35	8	455	East Tenn., Va., & Georgia ¶..Tenn. & Ga.	9,167,851	*	.....	.....	1,970,024	4,191,900	.....	3,836,377	270.0	.....	.....	.....	1,378,358	449,210	3	100	....								
Sept. 30, 1873	41.4	71.7	68 1	—	78	137	38	1,328	Eastern.....Massachusetts.	7,078,391	2,391,648	4 541,017	1,033,257	4,997,600	6,566,300	3,258,194	308,198	265.1	1,585,229	5,696,351	586,158	2,229,839	543,142	6	100	53½								
Sept. 30, 1873	16.6	—	3.1	—	—	—	—	—	Eastern .....N. Hamp.	492,500	—	—	—	492,500	—	—	—	—	—	—	—	—	—	6	100	50½								
Dec. 31, 1873	40.0	—	1.9	—	3	—	—	7	Eastern Shore ¶.....Maryland.	875,000	*	.....	.....	295,000	580,000	.....		40.0	....	.....	.....	83,037	29,068		100	....								
May 31, 1873	185.0	—	13.6	45.7	12	6	3	858	Elizabeth and Paducah.....Kentucky.	5. 69,086	809,458	1,176,674	147,927	3,796,400	3,000,000	705,745	—	165.0	269,09	52,635	83,429	228,739	.....		100	....								
Dec. 31, 1873	46.8	—	3.3	—	—	—	—	—	Elmira, Jefferson and Canandaigua. N. Y.	500,000	—	—	—	500,000	—	—	—	—	—	—	—	—	25,000	5	100	....								
Dec. 31, 1873	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,264,000	852,000	—	—	1,000,000	1,020,000	—	—	78.0	488,813	115,890	329,029	—	165,000	5	50	....								
Sept. 30, 1873	459.0	495.0	672.8	—	497	294	81	10373	Erie .....New Jersey, N. York & Pa.	99,440.129	18,189,963	14,226,980	.....	86,550,910	37,917,142	2,714,103	—	954.0	13,767.4	3,922,156	6,312,702	20,012,606	4,853,316	1	100	25½								
Dec. 31, 1873	81.5	—	11.3	—	29	11	3	1,322	Erie and Pittsburg (Penn.).....Pa.	4,939,344	*	.....	.....	1,099,550	3,337,000	—	—	81.5	....	.....	.....	1,195,293	380,626	7	50	....								
Dec. 31, 1873	202.0	51.0	18.3	—	22	18	7	876	European & North Am. ¶...Me. & N. Pro.	10 000,000	—	—	—	4,673,912	5,822,000	—	—	253.0	.....	.....	.....	652,198	.....		100	....								
Aug. 31, 1873	109.0	23.0	19.0	—	18	10	7	851	Evansville and Crawfordsville...Indiana.	2,479,492	510,151	57,932	43,139	1,144,415	1,085,000	29,308	840,991	109.0	362,337	131,036	220,000	562,763	221,703		100	....								
Dec. 31, 1872	55.0	—	7.3	—	7	4	2	219	Evansville, Terre Haute & Chi..Ind.& Ill.	1,281,010	*	43,560	168,657	399,573	775,000	311,228	7,431	56.0	76.73	48,764	162 270	239,408	109,443		100	....								
Sept. 30, 1873	50.0	43.8	89.9	—	41	48	13	869	Fitchburg .....Massachusetts.	3,756,209	410,000	375,751	255,617	4,000,000	—	260,198	531,379	93.3	759,081	2,040,558	777,388	1,399,313	340,079	8	100	128								
Dec. 31, 1873	205.2	26.8	41.0	48.0	42	30	10	935	*Flint and Pere Marquette*.....Mich.	6,145,219	1,371,010	4,464,327	19,191	3,297,300	6,031,406	2,672,040		232.0	916,264	492,365	370.77	1,385,425	653,822		100	....								
Dec. 31, 1872	100.0	—	6.1	—	8	6	3	188	Ft. Wayne, Jackson & Sag...Mich. & Ind.	2,914,475	300,000	—	—	1,179,475	2,000,000	35,000	—	100.0	246,612	.....	85.33	280,949	160,794		100	....								
Dec. 31, 1873	109.0	—	3.5	—	—	—	—	—	Ft. Wayne, Muncie & Cin. (Pa.)....Ind.	3,300,000	—	—	—	1,000,000	2,300,000	—	—	109.0	885,824	88,442	110,...	2.7,108	81,096		100	....								
Sept. 30, 1873	26.1	—	3.1	—	—	—	—	—	Framingham & Lowell (B.C & F.).Mass.	1,282,856	—	—	33,712	510,796	674,000	181,772	—	—	—	—	—	38,685	31,195		100	....								
Dec. 31, 1873	51.0	—	3.0	101.0	—	—	—	—	Fremont, Elkhorn and Mo. Val.....Neb	1,380,000	—	—	—	690,000	690,000	—	—	—	(Oper. t	emporaril	y by St. Jo	x City & P	acific.)		100	....								
Feb. 28, 1874	114.0	—	8.7	88.0	10	7	4	162	Galv., Harrisb. & St. Antonio ¶.....Tex.	4,397,200	*	.....	.....	2,879,600	1,700,000	.....		85.0	.....	.....	.....	303,978	100,972		100	....								
Dec. 31, 1873	80.0	—	8.7	—	15	9	4	311	Galv., Houston & Henderson ¶.....Tex.	2,673.501	409,611	267,959	66,403	1,000,000	1,500,000	402,721	513,729	80.0	272,581	101,766	201.318	762,509	351,928		100	....								
Mar 31, 1874	171.0	61.0	31.0	—	50	27	18	746	Georgia .....Ga.	4,156,000	*	1,212,589	379,113	4,200,000	608,000	205,432	393,020	232.0	1,140,055	.....	.....	1,571,785	526,579	8	100	....								

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Jun. 30, 1873	111.0	—	5.5	—	8	6	4	310	Gilman, Clinton & Springfield.....Illinois.	4,056,167	380,630	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	.....	109,568	231,000	(Deficit)	—	100	...
Sept. 30, 1873	14.8	....	0.6	—	—	—	—	—	Goshen and Deckertown(Erie).New York.	290,901	—	.....	.....	106,000	265,500	22,108	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1872	299.3	26.0	19.9	—	34	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	10,163,975	*	.....	.....	2,681,475	7,482,500	.....	.....	325.3	627,211	491,910	311,070	1,055,192	461,272	—	100	...
Dec. 31, 1873	36.0	—	3.8	—	5	3	2	225	Grand Rapids, Newago & L. Shore.Mich.	143,372	216,626	.....	.....	352,150	576,000	188,163	.....	36.0	.....	.....	.....	132,772	63,248	—	100	...
May 31, 1873	94.0	—	6.2	—	—	—	—	—	Grand River Valley (M. C.).....Michigan.	1,992,000	—	.....	.....	492,000	1,500,000	.....	.....	—	.....	.....	.....	.....	144,600	5	100	...
Jun. 30, 1873	24.2	—	6.8	—	6	2	1	345	Grand Tower and Carbondale.....Ill.	621,960	*	(Owned	by G. T.	Min. Man	uf. & Tra	ns. Co. B	ankrupt.)	24.2	.....	.....	277,640	65,213	(Deficit)	—	100	...
Dec. 31, 1873	929.0	—	379.0	—	422	274	84	5,575	Grand Trunk ¶.....Canada.	145,063,776	*	.....	3,600,085	54,942,945	93,720,911	.....	.....	1,383.0	7,088,594	1,634,945	1,608,584	9,799,486	603,905	—	100	...
Jan. 31, 1873	229.0	241.8	94.8	—	177	146	39	2,929	Great Western ¶.....Canada.	29,137,596	*	4,804,078	541,793	23,667,467	10,716,000	.....	.....	470.8	4,416,442	1,017,803	1,337,289	5,732,867	2,203,120	3½	100	...
Mar. 31, 1874	66.0	—	4.0	—	5	3	2	65	Gulf, Western Texas and Pacific¶..Texas	1,492,000	*	.....	.....	500,000	900,000	.....	.....	66.0	.....	.....	.....	289,768	134,979	—	100	...
Jun. 30, 1873	46.0	6.0	2.8	—	—	—	—	—	Hannibal and Naples (T. W. & W.)...Ill.	1,357,000	—	.....	.....	457,000	900,000	.....	.....	52.0	721,908	.....	78,900	116,170	(Deficit)	—	100	...
Aug. 31, 1872	206.0	90.5	29.2	81.0	79	61	62	1,592	*Hannibal and St. Joseph* ¶.....Missouri.	23,397,728	*	821,792	.....	14,250,828	9,146,900	.....	.....	274.5	1,648,638	320,838	415,563	2,484,671	670,530	—	100	23½
Oct. 31, 1873	36.0	—	18.0	—	—	—	—	—	Harrisburg and Lancaster (Pa.).....Pa.	1,882,530	—	.....	.....	1,182,550	700,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1873	122.4	0.8	18.0	70.0	30	36	16	388	Hartford, Prov. & Fishkill ¶....Ct. & R. I.	4,704,866	*	277,087	.....	2,037,940	2,055,500	600,000	.....	133.5	.....	1,306,389	298,558	1,064,940	175,132	—	100	...
Sept. 30, 1873	74.0	—	7.0	—	17	16	8	389	Housatonic .....Connecticut.	2,014,871	340,687	.....	.....	2,000,000	541,000	313,981	.....	127 6	264,881	167,628	221,100	454,963	144,284	—	100	...
Dec. 31, 1873	45.0	13.8	15.7	—	23	6	...	116	Huntingdon and Broad Top Mt.....Penn.	4,169,956	*	616,500	78,198	1,870,000	2,161,500	833,153	.....	58.8	.....	71,869	617,237	431,107	190,004	—	50	14
Dec. 31, 1873	705.5	—	134.6	—	197	119	47	4,650	*Illinois Central* .....Illinois.	34,726,588	*	779,127	1,609,294	27,250,000	5,339,000	.....	4,526,009	1,108.9	5,861,326	1,473,507	1,121,353	8,268,325	2,860,741	10	100	91½
Jun. 30, 1873	14.5	—	6.0	—	4	3	1	156	Illinois and St. Louis.....Illinois.	1,549,767	*	.....	144,803	1,361,100	.....	262,895	70,565	14.5	48,975	.....	.....	124,437	10,780	—	100	...
Jun. 30, 1873	84.9	—	2.6	67.1	6	4	6	250	Indiana and Illinois Central....Ind. & Ill.	3,293,605	312,797	351,448	.....	1,896,000	1,079,000	739,250	.....	84.9	.....	.....	.....	.....	.....	—	100	...
Jun. 30, 1873	202.5	—	26.8	217.0	65	23	13	1,310	Ind., Bloomington & Western..Ind. & Ill.	13,440,735	*	.....	.....	5,003,700	6,500,000	72,426	.....	210.9	1,634,198	.....	404,336	1,469,807	632,819	—	100	...
Dec. 31, 1873	72.0	—	16.2	—	55	34	16	1,352	Indianapolis and St Louis.....Illinois.	4,095,227	*	801,690	.....	600,000	3,378,000	918,918	.....	265.0	.....	.....	.....	2,097,528	690,909	—	100	...
Dec. 31, 1873	117.0	—	18.5	—	8	7	3	197	Indianapolis and Vincennes (Penn.)..Ill.	4,452,729	195,125	.....	85,937	1,402,000	3,150,000	453,296	.....	117.0	.....	.....	.....	253,784	62,137	—	100	...
Nov. 30, 1873	383.0	18.0	20.5	150.0	40	23	6	667	International & Great Northern ¶....Tex.	16,014,000	*	.....	.....	5,500,000	10,514,000	.....	.....	341.0	.....	.....	107,636	1,066,245	530,035	—	100	...
Dec. 31, 1873	188.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City* (Ill. C.).....Ia.	7,585,000	—	.....	.....	4,625,000	2,960,000	.....	.....	—	.....	.....	.....	433,907	151,867	6	100	...
May 31, 1873	68.8	—	3.5	—	—	—	—	—	Iowa Midland (C. & N. W.).....Iowa.	2,207,719	*	1,292,281	246 228	44,947	1,350,000	320,428	.....	68.8	.....	.....	.....	84,781	1,980	—	100	...
Sept. 30, 1873	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,275,472	—	.....	.....	494,162	600,000	188,114	.....	35.6	127,238	24,401	158,125	152,808	70,501	—	100	...
May 31, 1873	212.0	—	7.9	—	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	7,000,000	—	.....	.....	2,000,000	5,000,000	.....	.....	—	.....	.....	.....	.....	470,000	3½	100	...
Jun. 30, 1873	30.7	—	2.1	94.3	2	1	2	27	Jacksonville (N. W. & S. E.).....Ill.	923,200	*	.....	.....	313,200	610,000	.....	.....	30.7	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1873	151.2	25.1	9.7	110.0	14	6	4	155	*Jacksonville, Pensacola and Mobile* ¶...Fla.	6,000,000	*	.....	.....	6,000,000	4,000,000	.....	.....	215.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1873	51.1	1.5	16.2	—	—	—	—	—	Jamestown and Franklin (L.S.& M.S.)Pa.	2,616,743	—	.....	.....	606,000	1,000,000	964,743	.....	51.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1873	86.5	9.0	8.6	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	5,237,978	—	.....	.....	2,095,700	2,300,000	942,978	.....	—	.....	.....	.....	.....	113,186	—	50	...
Dec. 31, 1873	110.0	116.0	36.7	—	45	56	...	987	Jeffersonville, Madison and Ind..Indiana.	6,392,316	*	1,239,310	.....	2,900,000	4,871,000	760,617	.....	226.0	.....	.....	.....	.....	225,000	—	50	...
Dec. 31, 1873	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	164,000	.....	1,500,000	500,000	.....	.....	—	.....	.....	.....	1,379,791	446,200	7	100	...
May 31, 1874	44.0	—	8.2	—	—	—	—	—	Joliet and N. Indiana (M. C.)..Ill. & Ind.	1,100,000	—	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	163,127	7	100	...
Dec. 31, 1873	57.6	—	6.7	—	—	—	—	—	K'm'zoo, All'g'n & G.Rap.(LS&MS).Mich.	1,450,000	—	.....	.....	300,000	800,000	.....	.....	—	.....	.....	.....	.....	88,000	8	100	...
Dec 31, 1872	56.0	—	1.7	491.5	3	2	2	89	Kansas Central (¶ [illegible]).....Kas.	755,225	75,765	394,953	.....	840,000	.....	.....	.....	—	.....	.....	.....	.....	103,800	6	100	...
Mar. 31, 1874	200.2	69.0	15.2	—	21	17	17	268	Kansas City, St. Joseph & [illegible].....Mo. & [illegible]	8,567,729	1,003,410	.....	634,775	2,789,414	6,826,500	.....	.....	260. 7	(Returns for 1872–'73.)			1,237,813	418,213	—	100	...
Dec 31, 1873	31.9	—	1.8	—	—	—	—	—	Kansas City & Santa Fe (L.L. & G.).Kan.	.....	—	.....	.....	720,000	720,000	.....	.....	—	(Refused.)			.....	.....	—	100	...
Dec. 31, 1873	639.0	34.0	48.0	—	88	55	18	1,316	Kansas Pacific.....Kansas & Col.	35,219,618	*	3,722,901	.....	9,689,950	26,015,600	2,917,359	.....	639.0	1,441,229	173,651	273,405	3,563,299	1,446,309	—	100	...
Dec. 31, 1873	99.0	—	11.2	—	17	15	6	312	Kentucky Central.....Ky.	.....	—	.....	.....	.....	1,081,000	.....	.....	99.0	(All refused.)			.....	.....	—	100	...
Mar. 31, 1874	162.0	—	14.0	—	16	10	5	289	Keokuk and Des Moines .....Iowa.	6,078,320	*	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1873	49.0	—	2.4	—	5	11	3	58	Knox and Lincoln .....Maine.	2,707,573	*	72,900	11,762	3,924,600	2,153,720	.....	.....	162.0	(Re-organized January 1, 1874.)			.....	.....	—	100	...
May 31, 1873	29.0	—	3.0	—	—	—	—	—	La Crosse, Tremp. & Pres. (C.&NW)Wis.	1,386,540	—	.....	5,322	363,235	2,395,000	34.000	.....	49.0	96,715	91,795	13,392	141,720	68,082	—	100	...
Jun. 30, 1873	80.0	—	3.5	—	—	—	—	—	Laf., Bloom'ton & Miss. (T.W.&W.)..Ill.	2,300,000	—	.....	.....	990	1,000,000	390,872	.....	29.0	.....	.....	.....	230,551	165,777	—	100	...
Dec. 31, 1873	36.0	—	1.9	79.0	—	—	—	—	Laf., Muncie & Bloom'ton(T.W.&W.)..Ill.	.....	—	.....	.....	1,000,000	1,300,000	.....	.....	80.0	199,672	.....	100,965	157,131	34,926	—	100	...
Jun. 30, 1873	67.5	—	4.0	112.5	6	3	3	83	Lake Erie and Louisville.....Ohio.	2,427,732	*	82,603	22,082	117,073	666,000	.....	.....	36.0	(Refused.)			.....	.....	—	100	...
Sept. 30, 1873	51.3	0.0	5.4	83.7	6	8	2	201	Lake Ontario Shore Line.....New York.	2,792,081	—	.....	.....	1,857,106	1,438,200	268,769	16,511	67.5	77,806	48,681	40,676	90,068	21,751	—	100	...
Sept. 30, 1873	540.4	493.6	61.5	—	462	171	82	9,843	Lake Shore & Mich. S.N.Y.P.,O. Ind.& Ill.	63,495,167	13,586,689	5,561,485	4,174,756	50,000,000	31,195,000	6,654,322	1,428,676	1,154.0	15,421,103	2,145,163	5,511,918	19,414,509	5,667,911	4	100	80½
Jun. 30, 1873	92.4	8.0	12.9	—	9	8	...	200	Lake Shore and Tuscarawas Valley.Ohio.	4,248,158	223,274	.....	53,125	1,981,915	2,300,000	231,890	10,752	75.4	.....	60,863	111,409	128,669	7,011	—	100	...
Aug. 31, 1873	156.0	—	13.4	—	11	10	4	343	Lake Superior and Mississippi.....Minn.	7,081,000	—	.....	.....	5,125,000	7,647,000	15,000	.....	211.0	.....	81,559	.....	484,811	.....	—	100	...
Dec. 31, 1873	17.8	3.0	12.2	—	—	—	—	—	Lawrence (P. F. W. & C.).....Pa.	715,126	—	39,548	.....	360,200	355,000	9,458	.....	20.8	.....	.....	.....	189,382	75,753	10	100	...
Dec. 31, 1873	21.5	—	2.2	—	—	—	—	—	Leav'worth, Atchison & Nthw. (Pac.).Ks.	1,000,000	—	.....	.....	600,500	500,000	.....	.....	—	.....	.....	.....	.....	42,000	—	100	...
Apr. 30, 1873	144.1	1.8	9.2	—	20	14	9	255	*Leavenworth, Lawrence & Galveston* ...Ks.	5,378,157	604,364	5,560,061	125,119	5,000,000	5,860,000	867,095	.....	208.6	.....	.....	.....	479,756	86,668	—	100	...
Dec. 31, 1873	15.0	—	1.5	21.0	—	—	—	—	Lehigh and Lackawanna (L. & S.)....Pa.	675,100	—	.....	.....	375,100	300,000	.....	.....	15.0	.....	20,675	44,107	42,387	13,676	—	100	...
Dec. 31, 1873	105.0	32.3	100.0	—	92	14	12	7,762	Lehigh and Susquehanna (C. of N. J.).Pa.	12,787,395	*	.....	(Owned	by Lehigh	Coal &	Nav. C	ompany.)	174.0	1,924,045	511,501	3,408,372	3,447,817	2,106,566	10	50	...
Nov. 30, 1873	101.0	132.4	228.7	—	194	44	29	9,726	Lehigh Valley.....Pa.	19,750,425	*	15,384,664	.....	23,222,446	10,875,000	1,837,643	.....	233.4	.....	1,096,820	6,373,196	7,424,895	3,540,035	10	50	122
Dec. 31, 1873	120.0	76.0	68.5	—	53	38	24	659	Little Miami & Col. Xenia (P.C.&S.L.)O.	6,789,473	*	260,964	44,910	4,608,250	1,590,000	.....	.....	196.0	.....	.....	.....	1,401,548	162,018	6	100	...
Dec. 31, 1873	100.0	—	2.0	60.0	7	4	1	60	*Little Rock and Fort Smith* ¶.....Ark.	9,350,000	*	.....	.....	4,675,000	4,675,000	.....	.....	100.0	.....	.....	.....	90,880	Loss.	—	100	...
Apr. 30, 1874	70.0	—	....	50.0	2	1	1	12	Little Rock, Pine Bluff & N. O. ¶ (nar.)Pa.	1,400,000	*	.....	.....	700,000	700,000	.....	.....	.....	(Operations not reported.)			214,839	209,669	7	100	...
Nov. 30, 1873	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill (P. & R.).....	1,416,188	—	10,000	.....	2,646,100	747,500	.....	.....	118.0	(Operations not reported.)			.....	12,000	—	50	94
May 31, 1873	93.0	2.0	5.0	—	9	5	3	245	Logansport, Crawfordsville & S. W..Ind.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1873	9.0	—	—	—	—	—	—	—	Long Branch and Sea Shore (S.N.J.)..N. J.	398,863	—	.....	.....	171,800	200,000	.....	.....	—	.....	.....	.....	.....	.....	—	103	...
Sept. 30, 1873	94.0	64.0	17.1	—	22	43	9	249	Long Island ¶.....N. Y.	5,226,902	*	.....	.....	3,300,000	1,500,000	205,000	.....	158.0	.....	.....	.....	895,716	473,159	4	100	...
Dec. 31, 1873	101.1	—	9.2	—	—	—	—	—	Louisiana & Missouri River(C.&A.)..Mo.	5,902,440	*	.....	.....	1,516,500	1,516,500	1,588,343	.....	—	.....	.....	.....	.....	138,370	—	100	...
July 1, 1873	93 5	81.4	23.1	23.0	42	26	13	379	Louisville, Cincinnati and Lexington..Ky.	7,981,305	*	.....	.....	2,474,483	4,234,519	1,709,147	.....	174.9	.....	.....	.....	1,210,382	301,719	—	100	...
Dec. 31, 1873	288.0	—	17.0	—	36	15	10	479	Louisv., New Albany and Chicago...Ind.	(nominal.)	—	.....	.....	3,000,000	.....	.....	.....	288.0	(No returns furnished.)			.....	.....	—	100	...
Dec. 31, 1873	31.0	—	2.1	124.0	3	1	—	14	Louisv., N. Alb. & St. L. A. L...Ind. & Ill.	2,549,222	44,105	242,677	.....	1,583,073	780,000	184,517	.....	31.0	.....	.....	.....	11,764	917	—	100	...
Jun. 30, 1873	183.0	420.8	59.4	—	123	97	...	1,659	Louisv., Nashv. & Gt. So. ¶..Ky. & Tenn.	22,046,389	*	8,253,416	595,765	8,981,439	14,520,500	5,211,942	1,781,627	605 8	.....	.....	.....	4,909,426	1,411,123	7	100	...
Sept. 30, 1873	12.4	—	2.3	—	—	—	—	—	Lowell and Lawrence (B. & L.)....Mass.	363,158	—	.....	13,032	200,000	54,700	10,532	110,768	—	.....	.....	.....	21,786	18,816	6	100	...
Mar. 31, 1873	78.0	—	3.9	—	—	—	—	—	Macon and Augusta (Ga.).....Ga.	2,506,170	—	.....	.....	1,631 900	770,000	104,270	.....	78.0	.....	.....	.....	120,758	7,491	—	100	...
Dec. 31, 1873	187.0	10.0	5.6	—	12	19	4	170	Macon and Brunswick ¶.....Ga.	5,750,000	*	.....	.....	3,500,000	2,250,000	.....	.....	197.0	.....	.....	.....	437,298	148,333	—	100	...
Jun. 30, 1873	38.0	—	6.0	—	—	—	—	—	Mahoning Coal (L. S. & M. S.).....Ohio.	2,199,833	—	.....	.....	1,075,000	1,075,000	98,179	.....	—	.....	.....	.....	.....	.....	—	100	...

Dec. 31, 1873	129.0	18.1	25.0	—	60	64	44	1,460	Maine Central ¶	Maine.	11,100,270	1,052,813	163,723	314,399	4,412,920	6,304,153	1,397,646	445,956	357.0	1,279,422	719,760	401,904	2,268,077	688,576	—	100	494
Mar. 31 1874	22.4	—	3.1	—	....	....	....	....	Manchester and Lawrence	N.H.& Mass.	825,000	175,000	72,124	52,902	1,000,000	—	35,920	89,106	26.0	77,940	160,909	72,314	190,037	100,722	10	100	....
Sept. 30, 1873	21 3	—	4.7	—	—	—	—	—	Mansfield & Framingham(B.C.&F.)	Mass.	768,589	—	—	.....	300,000	470,000	—	—	21.3	—	—	—	188,246	—	—	100	....
Jun. 30, 1873	44.0	—	1.8	179.0	—	—	—	—	Mans'fd, C'd Water & L.M.(Pa.)O.	& Mich.	813,909	—	1,666	—	474,644	209,949	133,882	—	37.0	23,080	4,136	3,014	8,803	475,062	—	100	....
Dec. 31, 1873	191.0	86.0	64.0	—	84	27	16	1,231	Marietta and Cincinnati	Ohio.	23,112,721	*	1,399,964	4,389,858	13,999,955	11,307,903	3,694,640	—	284.0	2,745,600	564,457	379,167	2,126,875	432,589	—	100	....
Jun. 30, 1873	58.0	10.0	7.9	29.0	6	4	2	85	Marietta and Pittsburg	Ohio.	2,368,475	74,994	—	—	1,100,000	1,500,000	40,000	—	68.0	(5 mos.)	25,869	39,014	35,687	14,400	—	100	....
Dec. 31, 1873	62.8	20.6	17.8	66.0	30	5	3	1,796	*Marquette Hough. & Ontonagon*	Mich.	7,088,149	1,077,421	160,982	142,138	2,306,600	6,364,000	638,987	159,053	83.4	602,260	174,955	744,800	1,059,673	417,027	—	100	....
Dec. 31, 1873	54.0	—	2.0	—	3	3	1	16	Maryland and Del. (N.J.S.)..	Md. and Del.	1,500,000	*	—	—	500,000	1,000,000	—	—	54.0	96,560	—	—	—	—	—	100	....
Jun. 30, 1873	271.0	19.0	25.0	—	48	34	10	762	Mem. & Char. (S.R.S.Co.)...	T., M. & Ala.	8,770,952	*	1,081,310	—	5,312,725	4,017,142	586,180	—	290.0	991,535	290,380	—	1,402,116	453,724	—	100	....
Jun. 30, 1873	131.0	—	2.5	—	14	8	3	127	Memphis and Little Rock ¶	Arkansas.	(New	comp	any not y	et repor	ting.)	—	—	—	131.0	—	—	—	557,609	245,258	—	100	....
Dec. 31, 1873	9.8	—	1.1	12.7	—	—	—	—	Mercer & Somerset(U.Co's of N. J.).	N.J.	735,218	—	—	—	270,900	471,000	—	—	—	—	—	—	—	51,943	7	100	....
May 31, 1874	103.0	—	11.3	—	—	—	—	—	Michigan Air Line (M. C.)..	Mich. & Ind.	2,698,847	—	—	—	—	1,900,000	554,531	—	—	—	—	—	—	162,000	—	100	....
May 31, 1874	285.0	103.0	191.6	—	210	168	51	4,259	Michigan Central	Mich., Ind. & Ill.	26,992,618	*	5,548,870	1,600,339	18,738,204	12,635,000	1,156,259	1,582,264	788.0	5,116,035	877,446	1,593,954	6,196,706	1,976,761	—	100	73½
Dec. 31, 1872	57.5	11.0	3.5	—	5	4	2	4	Michigan Lake Shore (Pa.)	Michigan.	1,349,125	*	—	70,100	450,000	880,000	80,324	—	68.5	620,742	112,122	55,314	117,744	28,401	—	100	....
Dec. 31, 1873	86.0	23.0	5.1	39.0	7	7	2	392	Midland	Canada.	3,186,792	378,246	68,096	22,208	834,782	1,630,333	431,278	758,949	86.0	—	—	—	318,160	137,984	—	100	....
Dec. 31, 1872	84.0	—	5.0	—	5	3	2	100	Midland Pacific	Nebraska.	3,200,000	*	—	—	1,600,000	1,600,000	—	—	84.0	—	—	—	—	—	—	100	....
Nov. 30, 1873	39.0	—	1.4	—	—	—	—	—	Milledgville & Eatonton (C. of Ca.)	Ga.	600,000	—	—	—	200,000	—	—	—	—	—	—	—	—	14,000	7	100	....
Dec. 31, 1872	110.0	16.7	4.9	—	8	8	3	160	Milwaukee and Northern (W. C.)	Wis.	3,249,050	*	—	—	1,580,000	1,625,000	—	—	182.0	64,784	40,928	23,141	120,840	74,561	—	100	....
Mar. 31, 1873	90.6	45.0	2.1	—	7	—	—	125	Milwaukee L. Shore and Western	Wis.	4,200,000	*	—	—	1,500,000	2,700,000	—	—	119.7	—	—	—	—	—	—	100	....
Dec. 31, 1873	52.8	—	85.6	—	—	—	—	—	Mine Hill and Schuy'l Haven(P.&R.)	Pa.	3,969,100	—	76,498	—	3,969,100	—	—	—	—	—	—	—	—	294,271	7½	100	104
Dec. 31, 1873	12.5	—	1.3	87.5	2	2	—	12	Mineral Range	Michigan.	348,000	—	—	—	99,655	161,800	88,726	7,976	12.5	(3 mos.)	12,008	6,378	19,422	7,973	—	100	....
Dec. 31, 1873	27.5	—	2.7	—	—	—	—	—	Missisquoi (C. V.)	Vt.	742,697	—	—	—	243,500	500,000	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	349.1	—	40.7	—	63	28	13	667	Mississippi Cen. ¶ (S.R.As.)	M.K.& Tenn.	17,266,837	*	—	—	5,425,535	8,000,000	3,831,302	—	287.0	—	—	—	1,442,525	619,194	—	100	....
Sept. 30, 1873	100.0	—	6.2	—	12	12	4	144	Mississippi and Tennessee ¶	Miss. & Tenn.	3,833,393	*	—	—	825,407	2,211,214	136,121	—	100.0	273,595	—	—	560,651	240,929	—	100	....
Dec. 31, 1873	42.0	—	4.8	225.0	4	5	4	152	Mississippi Valley and Western	Mo.	1,600,000	*	—	—	800,000	800,000	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	85.0	—	4.2	200.0	5	2	3	95	Missouri, Iowa and Nebraska	Mo. & Ia.	2,800,000	*	700,000	—	1,500,000	2,000,000	—	—	—	—	—	—	—	—	—	100	....
Mar. 31, 1873	642.9	—	33.0	—	50	36	23	1,028	Missouri, Kansas and Texas	M.K.& Tex.	33,820,216	1,558,224	696,309	3,429,261	16,945,000	16,596,000	4,775,442	1,217,508	580.0	1,295,491	152,148	248,222	2,317,568	940,661	—	100	....
Dec. 31, 1873	160.0	—	8.9	—	21	14	7	792	Missouri River, Ft. Scott & Gulf.	Kansas.	13,722,919	*	163,922	79,108	5,947,000	6,993,000	504,702	—	160.0	—	—	—	711,410	291,302	—	100	....
May 31, 1873	84.0	—	6.8	144.0	8	4	2	79	*Mobile and Girard* ¶	Alabama.	1,714,866	*	294,871	91,348	1,178,376	711,000	110,490	—	84.0	—	—	—	182,591	27,128	—	100	....
Apl. 30, 1873	154.0	14.0	6.9	—	31	13	9	328	Mobile and Montgomery ¶	Alabama.	5,474,554	724,590	191,308	429,703	2,034,800	2,596,500	769,046	—	168.0	—	—	—	691,277	162,518	—	100	....
Dec. 31, 1873	472.0	50.1	47.8	—	121	38	17	1,006	*Mobile and Ohio*	Ala., Miss., Tenn. & Ky.	18,123,012	*	3,612,679	331,907	5,320,600	12,073,953	1,451,648	25,263	517.6	1,507,021	359,636	347,585	2,801,127	904,863	—	100	....
Oct. 31, 1873	80.0	—	4.0	—	5	5	2	69	Montg'y and Eufaula ¶	(L.N.&Gt.S.)..Ala.	3,417,920	*	—	197,311	1,149,350	1,810,000	429,716	91,702	80.0	—	—	—	—	—	—	100	....
Sept. 30, 1873	23.8	—	4.3	—	—	—	—	—	Monticello and Port Jervis (Erie)	N. Y.	1,122,311	—	—	—	418,995	650,000	59 200	—	23.8	24,711	30,107	27,319	56,211	17,201	—	100	....
Dec. 31, 1873	84.0	34.0	144.0	—	30	21	10	757	Morris and Essex (D. I.&W.)..	N. Jersey.	17,159,461	12,170,560	—	—	14,165,450	13,796,000	1,368,571	—	118.0	—	—	—	4,214,846	1,193,840	7	100	98
Sept. 30, 1873	20.2	—	1.9	—	—	—	—	—	Nashua, Acton & B (Fitchb.)	N.H.& Mass.	679,980	—	140	5,880	253,700	142,000	280,150	(3 mos.	20.2	14,931	16,518	3,961	10,601	5,750	—	100	....
Sept. 30, 1873	14.5	—	18.5	—	18	21	8	422	Nashua and Lowell (B.& L.)	N.H.& Mass.	881,597	155,659	99,520	105,696	800,000	105,585	120,828	216,109	43.2	371,205	937,628	272,088	615,846	83,452	10	100	115½
Sept. 30, 1873	122.0	12.5	8.6	—	22	9	6	177	Nashv. & Decatur ¶ (L.N.&Gt.S.)	T.& Ala.	3,837,619	433,218	655,704	69,108	1,511,807	2,624,000	518,853	327,120	134.5	228,629	108,179	48,583	453,012	160,686	—	100	....
Jun. 30, 1873	321.0	20.0	30.0	92.0	83	26	10	1,115	Nashv., Chattanooga & St. Louis ¶	T.& Ala.	13,286,049	*	342,594	348,252	6,486,049	2,812,165	2,987,663	1,694,018	341.0	1,213,663	166,084	384,240	1,655,519	471,731	—	100	....
Sept. 30, 1873	57.0	4.5	4.9	—	12	14	4	281	Naugatuck	Connecticut.	2,056,852	*	146,087	61,681	1,881,900	103,000	46,146	283,581	61.5	—	—	—	543,937	201,890	10	100	....
Dec. 31, 1873	5.5	—	—	—	—	—	—	—	Newark and Hudson (Erie)	N. J.	256,000	—	—	—	250,000	250,000	—	—	—	—	—	—	—	41,500	7	100	....
Dec. 31, 1873	8.0	—	10.0	—	—	—	—	—	Newark and New York (C. of N.J.)	N. J.	2,443,032	—	—	—	977,500	600,000	882,675	—	—	—	—	—	—	175,000	7	100	....
Jun. 30, 1873	43.7	1.2	3.8	—	—	—	—	—	Newark, Som'rst & Str'sv'le	(S.M.&N.). O.	1,728,000	—	20,754	—	873,650	800,000	75,100	—	44.9	—	30,051	—	148,591	29,601	—	100	....
Sept. 30, 1873	21.5	10.1	8.2	—	9	22	11	157	New Bedford	Mass.	977,413	241,544	25,500	48,040	1,010,100	171,500	52,405	58,492	37.6	126,156	351,627	159,911	292,307	82,481	8	100	108½
Sept. 30, 1873	8.3	—	0.4	—	2	1	—	—	New Canaan	Conn.	230,747	26,343	—	—	164,050	86,000	9,860	—	8.3	21,021	37,733	5,423	18,491	Loss.	—	50	....
Dec. 31, 1873	14.9	—	3.2	—	—	—	—	—	Newcastle& Beaver Val.(P.Ft.W.&C.)	Pa.	809,701	—	—	—	605,000	24,200	—	—	14.9	—	—	—	351,089	140,436	10	100	....
Sept. 30, 1873	13.0	—	1.3	—	3	4	2	27	New Haven and Derby	Conn.	1,182,460	*	—	—	455,700	550,000	—	—	13.0	44,172	139,728	13,911	83,820	25,976	—	50	....
Sept. 30, 1873	52.0	—	5.0	—	4	8	2	112	N. Hav., Middlet'n & Willimantic	Conn.	5,987,500	*	—	—	677,500	4,000,000	1,268,750	—	52.0	—	—	—	—	—	—	100	....
Sept. 30, 1873	83.9	25.4	20.7	—	20	17	7	404	New Haven and Northamp.	Conn. & Mass.	3,669,786	783,012	194,174	67,906	2,459,850	1,900,000	286,024	69,004	109.3	449,429	390,220	298,888	660,057	190,122	3	100	....
Dec. 31, 1873	74.0	—	6.8	—	18	20	6	189	New Jersey Midland	New Jersey.	8,795,859	*	—	—	3,000,000	5,000,000	1,000,000	—	74.0	—	—	—	—	—	—	100	....
Dec. 31, 1873	70.5	45.0	12.0	—	22	62	7	381	New Jersey Southern	New Jersey.	9,820,000	*	—	—	5,000,000	4,820,000	—	—	115.5	—	—	—	745,794	39,607	—	100	3½
Sept. 30, 1873	100.0	—	2.8	—	21	15	8	266	N. London Northern (C.V.)	Conn.& Mass.	1,651,126	187,443	110,074	25,671	1,428,800	380,000	123,978	31,525	100.0	523,988	324,472	206,008	606,956	150 000	10	100	105
Dec. 31, 1873	206.0	43.0	35.0	—	57	31	15	993	N. Orleans, Jack. and Gt. North. ¶	L. & M.	15,279,042	*	—	1,658,368	4,734,000	8,000,000	1,176,020	3,037,390	206.0	—	—	—	1,790,489	808,261	—	100	....
Dec. 31, 1872	203.0	—	....	532.0	...	....	....	....	N. O., Mobile and Texas ¶	Ala.M.& La.	6,500,000	—	(No	—	account	can be ob	tained.)	—	—	—	—	—	—	—	—	100	....
Sept. 30, 1873	130.8	4.6	45.5	—	39	79	39	838	N. York and Harlem	(N.Y.C.&H.R.)	N.Y.	14,486,514	1,549,945	2,366,982	—	9,000,000	7,038,069	667,375	1,566,725	161.8	911,879	1,962,970	430,055	3,369,169	1,440,810	8	100	129
Sept. 30, 1873	85.8	53.2	30.7	71.0	30	39	17	418	New York and New England	M.& Conn.	22,500,000	633,200	—	—	20,000,000	2,500,000	—	—	139.0	637,515	1,723,337	363,734	728,568	128,546	—	100	....
Feb. 28, 1873	248.0	131.0	66.0	120.0	84	51	30	1,683	New York and Oswego Midland	N.Y.	17,896,286	2,241,918	979,159	—	7,183,082	10,454,655	3,256,662	368,012	551.0	—	—	—	—	—	—	100	....
Sept. 30, 1873	441.8	298.4	851.8	—	519	421	177	13745	New York Central & Hudson River	N.Y.	78,014,954	*	39,140,046	—	99,428,300	27,725,583	1,167	—	558.3	17,159,361	7,630,741	5,522,724	29,126,851	10,741,498	8	100	100½
Sept. 30, 1873	75.0	—	4.8	76.0	7	9	3	121	New York, Kingston and Syracuse	N.Y.	3,245,000	—	—	—	2,662,922	2,000,000	92,692	—	75.0	—	(No	returns.)	—	—	—	100	....
Sept. 30, 1873	124.3	10.7	167.6	—	88	171	59	1,324	N. Y., N. H. & Hartford	N.Y. C.& Mass.	12,577,627	2,075,711	1,593,610	2,023,516	15,500,000	1,126,500	1,089,669	1,554,395	141.0	1,848,201	3,892,674	895,935	4,701,236	1,846,972	10	100	134
Aug. 31, 1873	62.5	1.3	34.5	—	22	22	8	229	N. Y., Providence & Boston	Conn.&R.I.	2,598,000	*	459,860	62,584	2,047,860	1,010,000	62,584	—	63.8	452,147	656,551	247,754	933,631	383,320	10	100	....
Sept. 30, 1873	99.0	—	3.6	—	—	—	—	—	Niag. F. & Canandaigua (N. Y. C.)	N.Y.	3,210,616	—	—	—	1,000,000	—	—	—	—	—	—	—	—	60,000	6	100	....
Dec. 31, 1873	233.0	—	11.2	—	24	18	10	277	North Carolina ¶ (R. & D.)	N.C.	4,947,741	*	—	—	4,000,000	553,413	—	—	—	—	—	—	—	260,000	6	100	....
Feb. 28, 1873	102.0	—	9.0	—	14	14	5	142	Northeastern ¶	S. C.	2,148,131	—	88,820	37,264	979,850	1,210,528	30,457	53,380	102.0	293,721	82,719	—	395,468	159,768	—	100	....
Dec. 31, 1873	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.	—	—	—	—	—	—	—	—	72.0	—	—	—	—	—	—	100	....
Oct. 31, 1873	55.6	12.1	48.5	—	42	42	21	908	North Pennsylvania	Pa.	7,174,125	1,285,451	1,567,582	—	3,596,500	4,456,600	252,985	—	75.0	709,286	984,723	996,213	1,477,540	498,878	5s	50	100
Dec. 31, 1873	62.7	—	3.4	—	—	—	—	—	Northwestern Union (C. & N. W.)	Wis.	3,500,000	—	—	—	—	3,500,000	—	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1873	23.0	—	1.0	115.0	2	2	4	16	North and South Georgia ¶	Ga.	666,000	24,197	—	33,901	472,525	240,000	61,573	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	138.0	4.0	129.5	—	141	69	42	6,264	Northern Central ¶	Md. & Pa.	11,899,069	3,470,815	3,000,000	896,882	5,842,000	11,419,756	1,899,924	464,086	357.0	—	—	—	5,081,365	1,152,704	—	50	62
Mar. 31, 1873	69.2	18.4	17.6	—	27	16	6	540	Northern New Hampshire	N. H.	3,068,400	*	368,597	153,979	3,068,400	102,100	145,986	274,490	62.6	506,848	195,406	411,888	706,355	217,103	8	100	103½
Dec. 31, 1873	21.3	—	4.6	—	—	—	—	—	Northern New Jersey (Erie)	N. J.	527,452	—	872,548	—	1,000,000	400,000	—	—	—	—	—	—	—	108,200	8	100	....
Aug. 31, 1873	491.3	—	9.3	512.0	79	24	24	1,679	*Northern Pacific*	Minn., Dak., Wash.&c.	26,285,114	*	1,569,676	1,390,283	16,239,300	24,841,046	6,961,000	—	211.0	—	33,786	—	354,635	—	—	100	....
Sept. 30, 1873	59.4	7.0	14.0	—	21	15	7	523	Norwich and Worcester ¶	Conn.& Mass.	3,395,160	*	833,739	78,016	2,823,400	609,000	443,057	431,450	66.4	403,993	377,688	329,624	853,947	281,101	10	100	122
Sept. 30, 1873	118.0	4.0	18.0	—	34	19	4	1,026	Ogdensburg & L. Champlain	(C.V.,) N.Y.	5,796,921	*	—	—	5,077,000	1,012,000	—	—	—	—	—	—	—	456,350	7	100	41
Jun. 30, 1874	240.0	53.0	72.0	—	114	58	34	2,588	Ohio and Mississippi	O., Ind. & Ill.	35,527,563	*	—	518,715	24,030,000	10,863,000	603,905	—	293.0	3,020,602	469,185	931,466	2,478,074	931,193	—	100	28½
Dec. 31, 1873	95.0	28.0	55.5	—	32	19	5	315	Oil Creek and Allegheny Valley	Pa.	5,615,633	1,008,331	50,000	—	4,959,450	3,880,000	249,105	—	123.0	668,296	445,707	556,546	1,067,734	342,738	6	50	18
Sept. 30, 1873	217.1	39.9	63.4	—	59	129	24	916	Old Colony	Mass.	9,080,680	1,134,746	786,898	505,834	6,561,300	3,255,000	1,080,356	611,562	256.9	1,354,474	4,246,340	625,251	2,377,252	712,039	7	100	106½
Dec. 31, 1873	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	N.Y.	950,953	*	—	—	300,000	550,000	—	—	—	—	—	—	—	62,500	8	100	....
Sept. 30, 1873	35.0	—	57.9	—	11	12	4	258	Oswego and Syracuse	(D. L. & W.). N.Y.	1,445,114	*	—	—	1,144,400	180,000	—	—	—	—	—	—	—	115,596	9	100	....
Dec. 31, 1873	283.5	15.5	....	—	—	—	—	—	*Pacific*	(A. and P.) Mo.	20,500,000	—	—	—	7,000,000	13,500,000	—	—	486.7	—	—	—	1,408,500	1,383,500	5	100	87½
Dec 31, 1873	115.6	—	4.9	50.4	8	4	2	97	Paducah and Memphis	Ky. and Tenn.	4,124,108	206,108	579,597	233,616	2,924,150	1,541,000	610,062	68,212	90.0	—	—	—	166,849	68,212	—	100	....
Jun. 30, 1873	11.0	—	0.7	53.4	4	1	1	46	Palmeaville and Youngstown	O.	570,892	*	—	—	571,000	—	—	—	11.0	—	23,251	2,849	13,029	—	—	100	....
Jun. 30, 1873	34.0	—	0.9	—	—	—	—	—	Paris and Danville	Ill.	1,360,000	—	—	—	160,000	1,190,000	10,000	—	34.0	27,456	19,819	—	33,917	(Deficit)	—	100	....
Jun. 30, 1873	72.0	—	6.0	—	7	5	3	127	Paris and Decatur	Ill.	2,800,000	*	—	—	1,600,000	1,200,000	150,000	—	94.0	—	—	—	34,949	(Deficit)	—	100	....
Dec. 31, 1873	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson (Erie)	N. J.	630,000	—	—	—	630,000	—	—	—	—	—	—	—	—	53,400	8½	100	....
Dec. 31, 1873	12.0	—	2.6	—	—	—	—	—	Paterson and Newark (Erie)	N. J.	896,162	—	—	—	250,000	500,000	—	—	—	—	—	—	—	35 p. c.	—	100	....
Dec. 31, 1873	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo (Erie)	N. J.	360,000	—	—	—	248,000	100,000	—	—	—	—	—	—	—	25,500	7	100	....
Jun. 30, 1873	67.2	—	3.0	—	—	—	—	—	Pekin, Lincoln and Decatur	Ill.	2,576,000	—	—	—	1,500,000	1,076,000	—	—	67.2	119,400	47,627	96,848	141,261	38,738	—	100	....
Dec. 31, 1872	119.0	—	8.0	86.0	4	3	2	46	Peninsular (C. and L. H.)	Ind. & Mich.	6,716,351	*	—	—	1,995,000	4,340,000	351,351	—	119.0	—	—	46,333	109,913	Loss.	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p c
Dec. 31, 1873	354.9	69.0	554.9	—	878	385	136	17589	Pennsylvania.....Pennsylvania	48,571,808	*	97,782,380	4,371,449	68,144,475	43,145,785	22,592,815	6,842,563	869.4	.....	5,879,684	9,998,794	24,886,009	9,044,978	10	50	109½
Dec. 31, 1873	47.0	15.8	57.0	—	23	8	—	1,300	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	3,052,500	.....	4,000,000	487,500	565,000	.....	47.0	.....	3,970	1,391,454	28,501	.....	20	50	240
Dec. 31, 1873	41.5	—	1.4	—	—	—	—	—	Pennsylvania and Delaware (Penn.)..Pa.	2,502,000	—	—	—	900,000	1,602,000	71,346	—	—	(Opened July 1, 1873.)						50	
Nov. 30, 1873	104.6	22.6	21.2	—	18	2	—	992	Pennsylvania and N. York..N.Y. & Penn.	5,351,750	791,077	.....	.....	4,061,700	3,000,000	74,017	—	127.2	752,452	191,584	1,338,081	1,485,806	403,405	2½	50	.....
Nov. 30, 1873	23.8	—	3.1	12.7	—	—	—	—	Perkiomen (P. & R.).....Pa.	1,388,700	—	18,529	.....	38,040	1,821,800	20,478	—	—	—	—	—	—	—	—	50	.....
Dec. 31, 1873	46.2	—	2.0	—	4	4	1	53	Pensacola and Louisville †.....Fla.	455,327	64,300	150,000	.....	450,000	—	219,627	—	45.2	76,850	16,690	.....	88,930	35,357	—	100	.....
Dec. 31, 1870	—	—	—	76.0	—	—	—	—	Peoria, Atlanta and Decatur.....Ill.	800,000	—	—	—	600,000	300,000	—	—	—	—	(Under construction.)		—	—	—	100	.....
Dec. 31, 1873	47.0	—	7.4	—	—	—	—	—	Peoria and Bureau Valley (C.R.I.&P.).Ill.	1,566,000	—	—	—	1,266,000	300,000	—	—	—	—	—	—	—	—	—	100	.....
Jun. 30, 1873	83.0	—	11.5	—	12	7	4	171	Peoria, Pekin and Jacksonville...Illinois.	3,260,351	345,797	45,000	.....	1,239,700	2,000,000	411,448	—	83.0	280,562	.....	135,465	319,168	125,000	8	100	.....
Jun. 30, 1873	91.0	—	4.0	—	8	5	2	153	Peoria and Rock Island.....Ill.	3,772,327	*	.....	.....	1,858,950	1,650,000	49,639	—	9.0	276,058	70,500	194,348	300,045	105,368	—	100	.....
Dec. 31, 1873	64.0	18.0	8.0	—	12	9	5	121	Petersburg †.....Virginia	1,817,985	*	.....	.....	1,324,200	500,000	356,112	—	—	—	—	—	—	—	—	100	.....
Oct. 31, 1873	46.0	—	6.5	—	10	8	3	95	Philadelphia and Balt. Cent. Penn. & Md.	1,811,107	177,744	.....	.....	220,606	1,500,000	46,945	—	57.0	182,886	309,498	138,262	303,221	78,339	—	50	.....
Dec. 31, 1873	287.6	—	151.7	—	—	—	—	—	Philadelphia and Erie †.(Penn.).....Pa.	23,777,743	—	2,241,800	16,866	8,448,700	16,625,000	1,335,709	—	287.6	2,912,351	777,273	2,164,246	3,842,067	428,756	—	50	28
Sept. 30, 1873	20.0	—	25.0	—	24	45	13	192	Phila., Germ. and Norrist'n (P.& R.)..Pa.	1,146,538	368,262	500,793	.....	2,231,900	—	—	—	32.3	—	—	—	281,623	269,791	12	50	181
Dec. 31, 1873	3.0	—	—	24.0	—	—	—	—	Phila., Newtown and New York.....Pa.	440,400	—	—	—	199,360	164,000	57,000	—	—	—	—	—	—	—	—	50	
Sept. 30, 1873	98.4	228.6	432.2	—	400	220	60	19018	Philadelphia and Reading..Pennsylvania.	28,260,889	7,480,719	48,349,053	1,741,889	34,269,575	44,188,715	4,876,055	2,498,205	725.3	8,351,682	6,790,088	9,847,747	14,482,661	5,357,766	10	50	107½
Dec. 31, 1873	26.6	—	39.7	—	—	—	—	—	Philadelphia and Trenton (Penn.).....Pa.	1,534,479	—	—	—	1,259,190	—	—	—	36.6	882,160	1,747,216	1,400,983	1,995,606	448,574	10	100	123
Oct. 31, 1873	95.3	14.8	121.6	—	70	160	...	1,240	Phila., Wilm. and Baltimore. Pa. D.& Md.	11,814,764	*	2,103,295	840,368	11,507,750	1,900,000	279,120	743,053	111.8	1,437,207	853,937	836,979	3,074,881	1,095,265	8	50	108½
Nov. 30, 1873	11.3	—	43.0	—	—	—	—	—	Pickering Valley (P. & R.).....Pa.	474,551	—	—	—	92,875	332,300	161,363	—	—	—	—	—	—	4,751	—	50	.....
Dec. 31, 1873	193.0	8.0	50.8	—	104	84	19	1,648	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	19,682,344	*	3,496 277	.....	8,433,750	15,010,586	3,884,872	—	201.0	.....	.....	.....	3,841,214	478,298	—	50	.....
Dec. 31, 1873	468.3	—	180.0	—	269	133	54	9,789	Pittsburg, Ft. W. and Chic..P., O., I. & I.	37,368,286	*	—	—	23,814,286	14,554,000	14,230	—	500.6	7,878,666	2,134,653	2,365,846	9,619,074	3,522,032	7	100	91½
Dec. 31, 1873	30.0	—	4.9	150.0	4	6	3	65	Pitt'sbg, Virg. & Charleston..Pa.& W.Va.	1,106,167	87,226	556,038	.....	673,264	700,000	244,672	—	30.0	57,900	140,188	4,828	67,137	16,941	—	50	.....
Oct. 31, 1873	149.6	1.9	36.0	4.6	26	15	7	400	Pittsburg, Washington & Balt...Pa.& Md	11,984,439	709,835	93,671	.....	1,960,682	9,500,000	2,276,579	—	169.2	1,583,213	859,533	1,130,334	1,664,993	L.38,035	—	50	.....
Sept. 30, 1873	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,685	—	—	6,315	450,000	—	—	—	—	—	—	—	—	—	—	—	
Nov. 30, 1873	71.3	—	3.6	38.7	6	15	5	117	Portland and Ogdensburg....Me. & N. H.	2,502,115	*	125,862	200,937	1,045,270	1,384,000	321,710	77,934	65.3	147,741	73,908	46,045	144,982	27,000	6	100	.....
Aug 31, 1873	52.5	—	4.3	—	6	9	4	141	Portland and Rochester.....Me. & N. H.	1,925,741	*	233,124	18,208	636,112	1,407,500	133,461	—	52.5	134,108	142 846	64,290	142,571	49,075	—	100	.....
Sept. 30, 1873	52.0	—	8.1	—	19	—	—	167	Portland, Saco and Portsmouth (Etn.).Me.	1,500,000	*	—	—	1,500,000	—	—	—	—	—	—	—	—	—	—	100	.....
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	180	Port Royal †(Ga.).....South Carolina.	5,500,000	*	—	—	3,000,000	2,500,000	—	—	—	—	—	—	—	150,000	10	100	112
Sept. 30, 1873	71.4	—	4.9	—	—	—	—	—	Portam'th, Gt. Falls & Conway(Etn.).Me.	1,229,689	—	—	—	767,200	462,489	—	—	—	—	—	—	—	—	—	25	.....
Sept. 30, 1873	41.9	—	2.6	4.8	4	5	...	91	Poughkeepsie and Eastern....New York.	1,475,430	*	.....	.....	524,464	722,500	479,689	—	—	—	—	—	—	—	6	100	30
Sept. 30, 1873	22.8	—	2.0	48.9	2	3	1	65	Providence and Springfield..R.I. & Mass.	933,408	*	.....	.....	472,890	414,000	47,518	—	46.1	95,055	82,180	44,508	86,218	14,241	—	100	.....
Sept. 30, 1873	13.6	—	—	—	4	10	...	20	Providence, Warren and Bristol.....R. I.	526,515	*	.....	.....	437,917	50,000	38,597	—	22.8	.....	32,512	5,653	18,418	9,543	—	100	.....
Sept. 30, 1873	43.4	1.0	45.2	—	29	40	...	692	Providence and Worcester..R. I. & Mass.	1,976,025	735,748	.....	271,267	2,000,000	500,000	387,810	95,230	13.6	.....	379,227	20,504	113,505	9,263	—	100	.....
Dec. 31, 1873	36.0	—	2.0	—	4	3	2	—	Queen Anne and Kent †.....Del. & Md.	351,000	*	.....	.....	260,000	269,000	2,600	—	—	526,128	1,785,067	530,620	963,345	257,103	10	100	.....
Jun. 30, 1873	42.0	—	4.0	—	1	2	2	44	Quincy, Alton and St. Louis.....Ill.	1,832,100	*	.....	32,200	780,000	1,000,000	52,000	—	36.0	35,850	12,560	38,231	27,437	9,990	—	50	.....
Dec. 31, 1873	70.0	—	1.7	160.0	...	...	...	...	Quincy, Missouri and Pacific.....Mo.	2,000,000	—	.....	.....	700,000	20,000p.m	.....	—	42.0	56,000	.....	.....	68,989	(Deficit)	—	100	.....
May 31, 1873	44.0	—	3.0	62.0	3	3	3	50	Raleigh and Augusta Air-Line †..N. Car.	1,134,221	89,785	.....	.....	876,000	.....	.....	—	44.0	(Under	construction.)		.....	.....	—	100	.....
May 31, 1873	97.0	—	5.0	—	16	10	4	134	Raleigh and Gaston.....North Carolina.	1,500,000	*	155,300	102,935	1,500,000	.....	92,150	166,085	97.0	.....	47,069	98.052	369,646	178,652	—	100	.....
Nov. 30, 1873	40.0	8.0	8.1	10.7	8	7	1	29	Reading and Columbia (P. & R.).....Pa.	2,072,959	220,041	62,566	.....	508,268	1,000,000	1,215,911	—	48.0	242,123	138,771	382,399	310,517	92,179	—	50	.....
Sept. 30, 1873	101.5	80.9	47.9	—	42	52	17	1,262	Rensselaer and Saratoga (D.& H.)..N. Y.	8,328,362	*	.....	.....	6,000,000	2,000,000	.....	—	182.4	820,468	1,037,327	616,634	1,965,857	903,072	8	100	109
Sept. 30, 1873	189.0	6.9	16.8	—	35	20	9	462	Richmond and Danville †.....Virginia.	5,729,729	*	2,100,682	234,278	4,000,000	2,485,411	1,485,205	143,372	195.9	599,792	141,767	227,729	957,129	447,369	...	100	...
Sept. 30, 1873	86.0	—	6.7	—	13	21	16	134	Richmond, Fred'burg and Potomac †.Va	2,727,840	*	131,596	254,875	1,509,829	889,698	82,639	682,148	86.0	199,825	173,986	45,677	496,744	231,136	2	100	.....
Sept. 30, 1873	22.5	2.7	4.2	—	8	9	4	164	Richmond and Petersburg †.....Va.	1,215,404	*	48,483	30,119	847,100	326,296	81,527	49,183	46.7	110,712	126,947	91,887	160,227	36,685	—	100	.....
Sept. 30, 1873	38.3	—	2.2	26.0	3	3	2	42	Richmond, York Riv.& Chesapeake †.Va.	1,257,640	*	.....	.....	650,000	607,640	.....	—	38.3	.....	(No report supplied.)		.....	.....	—	100	.....
Dec. 31, 1873	18.5	—	1.8	—	—	—	—	—	Rochester & Genesee Valley(Erie).N. Y.	671,208	—	—	—	557,560	—	—	—	—	—	—	—	—	—	—	100	.....
Sept. 30, 1873	—	—	—	105.0	—	—	—	—	Rochester and State Line.....N. Y.	735,649	—	183,649	.....	24,000	894,000	90,000	—	—	(Rental	18 p. c. of	earnings.)	—	34,012	...	100	.....
Sept. 30, 1873	10.0	—	—	140.0	...	...	...	...	Rochester, Nunda & Penn. (3 ft.)...N. Y.	716,327	*	.....	.....	625,600	—	58,200	—	—	—	—	—	—	—	—	100	.....
Jun. 30, 1873	278.9	25.4	26.7	—	45	14	6	882	Rockford, Rock Island and St. Louis..Ill.	14,519,619	1,178,130	298,567	.....	6,490,579	9,000,000	505,787	—	318.9	1,089,857	.....	262,148	947,660	179,955	—	100	.....
Dec. 31, 1873	141.1	48.6	28.4	—	42	32	16	909	Rome, Watertown and Ogdensburg.N. Y.	4,789,198	*	147,969	305,486	3,146,300	1,908,249	44,979	142,625	218.2	.....	.....	.....	1,230,555	360,488	7	100	79
Dec. 31, 1873	120.0	—	18.0	—	—	—	—	—	Rutland (C. V.).....Vermont.	9,129,946	*	143,947	92,617	6,648,400	1,972,800	745,700	—	239.0	.....	.....	.....	970,239	492,400	2	100	.....
Dec. 31, 187-	34.0	—	2.7	—	4	2	...	52	Saginaw Valley and St. Louis.....Mich.	525,716	87,854	.....	4,173	121,775	346,000	149,968	—	34.9	58,650	.....	.....	134,620	79,810	—	100	.....
Dec. 31, 1873	22.0	—	6.5	—	6	8	...	230	St. Croix and Penobscot †.....Me.	364,000	*	.....	20,603	100,000	227,700	7,000	—	22.0	.....	.....	.....	70,952	28,861	3	50	.....
Aug. 31, 1873	187.0	—	20.0	38.0	19	...	...	...	St. Joseph and Denver City..Kan.& Neb.	11,221,764	420,925	245,000	3,803	4,000,000	7,000,000	734,425	157,067	187.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1873	197.0	18.0	21.0	—	13	11	4	590	St. Louis, Alton and Terre Haute.Illinois.	11,768,400	*	.....	241,609	4,768,400	7,000,000	241,809	—	265.0	.....	.....	.....	1,042,808	593,849	—	100	.....
Jan. 31, 1874	43 3	—	2.2	—	—	—	—	—	St. Louis & C. Rapids (St.L.,K.C.&N.).Ia.	—	(Statements not received.)			—	—	—	—	—	—	—	—	90,329	3,111	—	100	.....
Dec. 31, 1873	195.5	15.3	39.7	—	85	28	15	1,618	*St. Louis and Iron Mountain* †...Missouri.	19,103,348	*	247,884	.....	10,000,000	8,622,000	431,149	298,083	219.8	947,849	537,276	682,903	1,964,281	596,426	3	100	15½
Jun. 30, 1873	310.0	49.0	25.0	—	46	27	12	1,176	St. Louis & S. Eastern...Ill., Ky. & Tenn.	8,828,400	*	.....	.....	4,628,400	3,200,000	.....	—	—	524,786	70,531	515,719	661,753	265,882	—	100	.....
Dec. 31, 1873	76.5	—	2.1	—	—	—	—	—	St. Louis & St. Jos. (St.L.,K.C.& N.).Mo.	2,000,000	—	—	—	—	1,000,000	(Sold under foreclosure Feb. 18, 1874 for $1,00,000.)		—	—	—	—	—	—	100	.....
Dec. 31, 1873	41.5	—	2.3	138.5	—	—	—	—	St. L., C. Bluffs & Omaha(St.LKC&N.)M.	2,200,000	—	—	—	1,100,000	16,000p m	—	—	—	—	—	—	(Rental.)	65,000	—	100	.....
Dec. 31, 1873	150.6	—	11.6	—	—	—	—	—	St. Louis, Jacksonv. & Chic.(C. & A.).Ill.	5,073,600	—	—	—	2,348,600	2,725,000	—	—	—	—	—	—	—	240,000	—	100	.....
Dec. 31, 1873	265.9	87.5	26.7	—	91	43	14	1,516	St. L., Kansas City & Northern.....Mo	28,134,445	*	2,173,883	635,599	24,000,000	6,000,000	943,928	—	581.8	2,387,961	425,326	501,595	2,755,194	670,530	—	100	.....
Dec 31, 1873	157.8	—	24.4	—	32	14	8	841	St. Louis, Vandalia & T. H. (T.H&I).Ill.	8,256,256	*	226,930	.....	2,378,158	5,499,000	467,325	—	157 8	.....	.....	.....	1,130,813	337,768	—	100	.....
Aug. 31, 1873	108.5	—	4.7	161.0	—	—	—	—	*St. Paul and Pacific*.....Minn.	11,250,000	—	.....	.....	—	10,500,000	750,000	—	35.0	25,256	16,417	15,786	32,345	509	—	100	.....
Aug. 31, 1873	207.0	76.0	19.4	—	28	20	6	374	*St. Paul and Pacific* (1st Div.).Minnesota.	17,214,350	*	.....	.....	1,968,600	15,245,750	472,942	—	283.0	.....	.....	.....	763,805	165,964	—	100	.....
Aug. 31, 1873	121.3	—	10.0	—	14	6	4	255	St. Paul and Sioux City.....Minn.	4,628,778	*	.....	.....	2,400,000	1,851,500	216,227	—	121.3	244,766	77,755	.....	509,443	40,172	—	100	.....
Aug. 31, 1873	17.6	3.2	1.0	—	2	2	1	40	St. Paul, Stillw. & Tayler's Falls...Minn.	780,817	*	.....	.....	277,500	450,000	37,000	—	20.8	29,280	22,800	.....	63,718	31,863	—	100	.....
Sept. 30, 1873	16.0	—	2.6	—	—	—	—	—	Salem and Lowell (B. & L.).....Mass.	481,469	—	—	2,714	243,305	226,900	13,978	—	—	—	—	—	17,500	16,784	1	100	.....
Jun. 30, 1873	116.3	—	13.9	—	31	15	10	389	Sandusky, Mans. & Newark (B. & O.)..O.	3,241,661	*	—	59,454	938,000	2,309,743	6,547	46,725	116.3	836,934	193,597	372,011	715,250	81,106	—	50	.....
Dec. 31, 1873	104.0	—	4.9	6.0	10	9	5	80	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	.....	.....	1,000,000	1,427,800	.....	.....	104.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1873	11.0	—	21.5	—	—	—	—	—	Schuylkill Valley (P. & R.).....Penn.	576,050	—	.....	.....	576,050	—	—	—	—	—	—	—	—	28,803	5	50	.....
Mar. 31, 1874	80.0	—	8.0	—	16	4	6	250	Seaboard and Roanoke.Va. & N. Carolina.	2,058,152	*	568,669	.....	1,365,000	210,000	.....	.....	80.0	.....	34,867	.....	609,678	198,004	8	100	.....

Apr. 30, 1872	237.0	—	11.9	—	39	19	7	411	*Selma, Rome and Dalton* ¶..Ala.Ga.& Tenn.	12,980,000	*									237.0	(No	statement	furnished.)				100	
Dec. 31, 1873	28.0	—	4.5	—					Shamokin Valley and Pottsville(N.C.).Pa.	1,208,050	—	1,655,400		3,750,000	9,230,000					28.0	170,978	47,865	760,305	350,487	157,172	6	50	
Dec. 31, 1873	78.5	—	5.6	—	5	6	3	172	Sheboygan and Fond du Lac..Wisconsin.	2,622,861	*			869,450	1,994,000					78.5	131,140	62,214	59,188	135,777	3,687	—	100	
Nov. 30, 1873	31.1	—	5.2	—	7	4	1	211	Shenango and Allegheny (A.& Gt.W.).Pa.	1,091,747	86,356			1,276,000	1,509,000	86,689				31.1	101,065	26,584	166,380	157,301	59,005	—	50	
Sept. 30, 1873	32.3	—	1.0	—	2	2	1	24	Shepaug Valley.....Conn.	241,300	*			199,000	800,000	124,315				32.3	12,770	9,469	3,998	13,499	233	—	100	
Sept. 30, 1873	50.0	—	5.1	—					Shore Line (N. Y., N. H. and H.)..Conn.	1,200,000	—			239,850		817				50.0				413,081	92,658	7	100	
Aug. 31, 1873									*Sioux City and Pacific*.....Neb. & Iowa.		*			1,000,000	200,000												100	
Aug. 31, 1873	122.4	—	7.4	—	11	6	3	386	Sioux C. and St. P.(St.P.&S.C.)Ia.& Minn.	4,803,936	*									147.4	56,414	10,766		73,996	52,386	—	100	
Sept. 30, 1873	35.0	—	2.0	—	3	2	1	81	Sodus Point and Southern.....N. Y.	1,479,000	*			2,800,000	1,740,000					35.0	37,753	41,941	15,172	27,710	986	—	100	
Jun. 30, 1873	182.0	—	14.8	—	5	1	1	52	South and North Ala.(L.N.&Gt.S...)Ala.	5,684,764	*	87,104		715,967	1,200,000			[8½ mos		—	417,348	47,479		483,628		—	100	
Dec. 31, 1873	137.0	106.0	33.7	—	42	49	...	530	South Carolina ¶.....South Carolina.	5,067,938	886,535	2,961,159	141,584	3,458,067	22,000p.m			[10 mos		243.0	897,530	188,607	294,784	1,491,016	576,465	—	100	
Sept. 30, 1873	11.6	—	2.1	—	3	12	2	15	South Shore.....Mass.	501,593	*	128,500	25,078	5,819,275	4,668,645	1,668,843	160,453			11.6	57,703	394,360	36,596	94,788	17,381	—	100	
Sept. 30, 1873	57.0	1.3	20.0	11.0	20	50	5	117	South Side (L. I.).....New York.	4,581,754	*			259,685	275,000	10,920	107,557			78.3	340,266	679,055	65,663	458,410	192,742	—	100	
Sept. 30, 1873	116.0	—	14.0	—	14	7	5	401	Southern Central.....N. Y. & Pa.	5,837,290	355,390		1,702	1,000,000	3,250,000	967,658				116.0	891,070	209,778	287,304	445,317	160,815	—	100	
Apr. 30, 1873				80.0					Southern Maryland.....Md.	(Under	const	ruction.)		1,784,080	2,264,739	145,563						(No part	completed.)				100	
Dec. 31, 1873	167.5	—	10.3	—	12	7	3	269	Southern Minnesota.....Minnesota.	9,323,446	*		127,683	1,000,000	2,200,000					167.5	356,368	42,444	144,175	663,233	187,039	—	100	
Jun. 30, 1873	202.0	—	10.1	828.0	19	25	8	371	Southern Pacific.....California.	10,136,408	663,577	9,306,402	204,655	3,825,000	4,592,000	1,089,329				152.0	460,254	330,000	182,661	1,035,312	576,572	—	100	
Nov. 30, 1873	143.0	162.5	22.9	12.5	34	28	7	353	Southwestern (Cent. of Ga.).....Georgia.	4,587,313	*			12,210,200	8,050,000		50,842								371,516	7	100	
Sept. 30, 1873	47.1	—	1.5	—	4	2	1	25	Springfield, Athol and Northeastern.Mass.	1,217,850	38,487			4,211,600	691,000					47.1	66,990	36,246	16,558	52,312	10,556	—	100	
Jun. 30, 1873	221.4	—	11.5	—	12	16	6	204	Springfield & Ill. So. Eastern.....Illinois.	7,610,251	300,379	6,998	205,492	809,760	345,000	170,155	5,128			221.4	430,016			371,220	(Deficit)	—	100	
Sept. 30, 1873	22.0	—	3.2	—					Stockbridge and Pittsfield (H.).....Mass.	448,700	—	2,550	536	3,784,500	3,866,000	260,154	212,461						183,500	26,485	6	100	
Sept. 30, 1873	13.2	—	0.9	—					Stony Brook (N. and L.).....Mass.	276,601	—	23,492	4,660	448,700		3,067	19											
Dec. 31, 1873	24.0	—	1.5	—					Sullivan and Erie (P. and N. Y.).....Pa.	1,597,718	—	1,000,000	.....	300,000		1,089	3,664						18,300	18,117	6	100	
Dec. 31, 1873	48.5	—	3.3	—					Sunbury and Lewiston (Penn.).....Penn.	1,900,000	—			1,500,000	1,000,000	196,992								18,045		100	
Dec. 31, 1873	17.0	—	0.3	83.0	2	1	—	2	Susq., Gettysburg and Corwin.....Pa.	181,000	*			1,400,000	1,400,000												50	
Dec. 31, 1873	28.0	7.0	2.9	—					Sussex.....New Jersey.	1,873,600	*	1,319,000	.....	1,500,000			21,406										100	
Sept. 30, 1873	81.0	—	18.3	—	11	10	2	360	Syracuse, Bing. and N. Y.(DL&W.).N.Y.	4,036,189	*			1,638,600	235,000		11,421			35.0	90,000			129,165	42,931	2	100	
Sept. 30, 1873	26.0	1.0	2.1	16.0	3	6	2	40	Syr. and Chenango (re-org. Aug.1,'73).N.Y.	1,227,047	*			2,400,000	1,670,000	198,422				81.0	474,718	192,539	616,990	760,652	281,919	6	100	
Sept. 30, 1873	45.0	—	3.8	—	5	6	4	65	Syracuse Northern.....New York.	1,841,417	*			1,063,400	500,000	229,998				26.0	23,528	49,219	29,914	28,199	(Deficit)	—	100	
Nov. 30, 1873	79.7	29.6	32.2	—	40	21	14	1,070	Terre Haute and Indianapolis....Indiana.	3,081,378	*	1,372,134	660,428	1,179,600	1,100,000					45.0	112,320	128,892	40,566	139,328	20,479	—	100	
Dec. 31, 1873	320.0	—	20.0	1,452	28	11	...	231	Texas and Pacific ¶.....Texas.	12,800,000	—	(In pro	gress.)	1,988,150	1,316,000	604,037	1,205,753			109.3	860,244	226,745	285,607	1,107,259	282,188	11	100	
Dec. 31, 1873	30.6	—	8.8	—	14	6	1	482	Tioga.....Pa.	899,286	455,015	125,000	.....	2,000,000	10,000,000	500,000				320.0				346,010	106,008	—	100	
Jun. 30, 1873	48.0	—	2.6	14.0					Toledo, Can. Southern and Det. Mich.&O.	1,925,000	—	300,000	.....	580,000	239,500					96.0	267,265	107,585	927,476	506,119	219,293	—	53	
July 31, 1873	220.3	10.0	26.0	—	45	13	9	1,655	Toledo, Peoria and Warsaw.....Illinois.	12,585,523	*			1,370,000	855,000												100	
Dec. 31, 1873	452.1	155 2	58.9	—	188	71	43	4,419	Toledo, Wabash and Western.O. I. & Ill.	35,368,855	*	255,677	2,218,641	5,700,000	6,450,000	446,723				230.3	997,155	175,784	517,596	1,262,266	219,829	—	100	
Jun. 30, 1873	42.0	—	3.1	—					Tol., Tiffin and Eastern (M.C.& L.M.)..O.	1,555,077	—			16,000,000	19,800,000	1,446,579	596,594	627.5	5,567,626	629,729	1,442,963	5,738,808	1,331,429	—	100	29½
Sept. 30, 1873	34.9	—	9.9	—	13	17	6	247	Troy and Boston.....New York.	2,389,482	*			273,512	850,000	436,565					14,122	4,369	2,951	8,797	1,421	—	100	
Sept. 30, 1873	6.0	—	6.0	—					Troy and Greenbush(N.Y.C.&H.R.)N.Y.	294,908	—			1,599,000	1,919,000	113,113				55.3	186,882	295,775	202,808	552,106	272,270	4	100	
Sept. 30, 1873	2.1	—	2.1	—					Troy Union and Depot.....New York.	783,985	—			274,900											16,464	6	100	
Dec. 31, 1873	40.8	11.7	9.0	—					Tyrone and Clearfield (Pa.).....Pa.	823,567	—			30,000	680,000												100	
Dec. 31, 1873	1,032	—	108.0	—	151	99	36	2,501	*Union Pacific*.....Nebr. Wy. & Utah.	112,359,336	—	4,470,716	.....	510,000	382,360	313,566				52.5						2	50	
Dec. 31, 1873	165.0	—	201.0	—	242	281	38	1,762	United Companies of New Jersey.N. Jer.	33,368,053	*	7,049,845	.....	36,762,300	75,427,512	4,540,240				1,032.0	.....	174,894	622,120	10,266,104	5,291,243	—	100	33½
Sept 30, 1873	87.0	—	6.9	—	14	15	8	124	Utica and Black River.....New York.	2,788,620	*			19,290,627	17,615,608					273.0	.....	3,003,043	3,051,577	8,516,740	1,724,552	10	100	128½
Sept. 30, 1873	76.0	22.0	17.0	—	17	14	7	1,062	Utica, Chen. and Susq. Val.(DL&W)N.Y.	3,946,501	*			1,769,620	1,019,000					113.0	205,226	209,589	106,954	423,564	223,571	6	100	
Apr. 30, 1873	51.0	—	3.0	61.0	5	7	4	42	Utica, Ithaca and Elmira.....New York.	1,700,000	*			3,783,700						99.0	277,202	252,774	278,053	458,660	95,755	5	100	
May 31, 1873	47.0	25.5	9.3	—					Vermont and Canada (C.V.).....Vt.	3,000,000	—			381,360	25,000p.m												100	
Sept.30, 1873	56.0	24.1	11.0	—	13	19	7	276	Vermont and Massachusetts..Mass. & Vt.	3,288,328	261,234	380,640	12,631	3,000,000						52.5						2	50	
Mar. 31, 1873	28.7	—	2.9	—	4	—	—	—	Vermont Valley.....Vermont.	1,221,886	*			2,860,000	900,009	115,521	67,312	66.5	245,641	317,561	139,376	555,234	91,269	4	100	45
Feb. 28, 1873	140.0	2.0	8.3	—	22	8	6	151	Vicksburg and Meridian.....Miss.	3,104,511	*	32,450	1,265,526	516,104	783,200										65,000		100	
Sept. 30, 1873	49.3	—	2.0	—					Ware River (B. and A.).....Mass.	971,738	—		3,442	1,118,163	3,155,422	128,602				142.0	266,513	87,497	64,868	540,183	141,336	—	100	52½
Sept.30, 1873	18.3	—	6.0	—					Warren (D. L. and W.).....New Jersey.	3,102,220	—			750,000		210,848	14,551							14,331		100	
Sept. 30, 1873	44.5	—	2.3	280.5	4	7	3	65	Washington and Ohio.....Virginia.	1,806,194	132,028	474,187	15,401	1,800,000	1,261,400	40,820									757,642	16,137	7	100	85
Sept. 30, 1873	282.6	10.0	9.0	81.0	25	21	12	382	Wash. City, Va. Mid. & Gt. Southern. Va.	9,180,634	*			1,918,478	159 05*	350,274				44.5	83,716			92,883	27,787	—	100	
Oct. 31, 1873	26.5	—	5.0	—	10	19	4	69	West Chester and Philadelphia.....Pa.	1,503,969	190,963	397,700	150,704	2,692,540	5,622,664	865,430				292.6	713,252	196,394	161,434	988,371	403,598	—	100	
Aug. 31, 1872	112.0	28.0	15.5	—	33	16	5	246	Western of Alabama ¶.....Alabama.	4,832,628	544,555	315,048	586,758	823,950	1,168,012	251,375				35.5	234,692			354,448	140,093	4	100	
Dec. 31, 1873	133.0	—	11.9	—	58	19	12	952	Western and Atlantic ¶....Ga. and Tenn.	(Owned b	y State	of Georgi	a.)	2,008,324	3,162,400	348,341	659,916			160.0	.....	218,808	.....	659,916	165,623	—	100	
Dec. 31, 1873	90.0	—	3.0	—	10	10	4	171	Western Maryland ¶.....Maryland.	4,217,959	*	84,500	80,511	683,243	5,000,000					138.0					300,000	—	100	
Mar. 31, 1874	111.0	3.0	1.6	31.0	5	6	3	9	Western North Carolina (E. D.) ¶...N. C.	7,125,000	*			3,675,000	24,727					90.0				218,384	26,320	—	100	
Dec. 30, 1873	57.1	27.5	23.8	—					Western Pennsylvania (Penn.).....Pa.	3,950,872	—	135,179	.....	6,000,000	850,000	275,000					(In ban	kruptcy—	No return	s.)		—	100	
Dec. 31, 1873	191.7	20.8	21.8	—	30	14	12	519	Western Union (M. and St. P.).Wis.& Ill.	7,905,246	*			1,022,450	3,000,000					212.5	.....	.....	.....	1,127,684	259,373	—	100	
Dec. 31, 1873	27.0	—	1.6	—	2	2	1	16	West Feliciana ..... La. and Miss.	745,316	*	110,329	16,811	4,000,000	3,500,000	371,269				27.0	13,922	.....	.....	68,129	39,710	—	100	
Dec. 31, 1873	128.2	—	16.6	—	18	47	9	221	West Jersey.....New Jersey.	3,878,266	*	111,037	158,082	760,600	110,000	1,845				128.2	.....	.....	.....	680,586	237,607	8	50	
Mar. 31, 1873	197.0	—	10.0	—	26	14	10	660	West Wisconsin.....Wisc.	5,640,000	*			2,133,660	3,100,000	413,625	65,314			165.0	.....	.....	.....	549,645	283,829	—	100	
Dec. 31, 1873	32.0	—	2.1	29.0	3	5	2	24	Wheeling, Pbg. & Balt(B&O). W.Va.&Pa.	579,642	—			4,000,000	4,640,000					32.0	.....	.....	.....	47,365	710	—	50	
Apr. 30, 1873	62.4	—	4.2	—	6	6	2	127	White (Cinc.) Water Valley.....Ind.	1,250,855	142,719	16,291	95,821	500,000	79,642					69.9	131,918	63,929	101,201	241,716	116,201	—	100	
Apr. 30, 1873	23.0	—	2.0	—	3	5	1	37	Wico-Mico and Pocomoke.....Md.	380,000	*			370,025	944,000	172,319	19,162			37.0	.....	.....	.....	33,966	14,200	—	25	
Sept 30, 1873	189.0	—	9.0	—	33	12	6	392	Wilm., Colum. and Augusta.N. C. & S. C.	4,863,431	*	29,874	187,890	160,000	200,000	20,000				189.0	690,528	80,595	116,918	722,124	284,886	—	100	
Oct. 31, 1873	63.6	—	9.7	9.2	11	6	5	142	Wilmington and Reading ..Pennsylvania.	2,681,102	261,391	169,211	142,827	300,000	3,800,000	861,278	119,916				241,711	147,122	310,717	257,301	89,018	—	50	
Sept. 30, 1873	162.0	19.0	13.2	—	22	31	...	324	Wilmington and Weldon ¶ (WC&A).N.C.	3,004,044	*			759,928	2,371,900	121,703				181.0				739,678	280,720	54	100	
Oct. 31, 1873	19.9	—	2.4	15.1	3	3	2	30	Wilmington and Western.....Del. & Pa.	720,207	76,310	45,038	.....	1,456,200	1,619,100					19.9	58,868	30,508	20,030	35,219	Loss.	—	50	
Mar.31, 1873	15.5	—	2.3	—					Wilton (N. and L.).....N. H.	234,600	—		91	248,807	500,000	91,599												
Aug. 31, 1873	326.5	3.7	18.4	—	31	7	4	1,136	*Winona and St. Peter* (C. & N.W.).Minn.	10,162,884	*	18,317	606,667	214,600			20,001								14,052	6½	100	
Dec. 31, 1873	228.0	26.0	7.0	—	15	8	3	309	Wisconsin Central.....Wisconsin.	12,800,000	*			500,000	8,720,000	2,394,879				292.3	.....	.....	728,535	122,349	—	100	
Sept. 30, 1873	45.7	—	27.7	—	17	17	5	367	Worcester and Nashua.....N.H.& Mass.	1,993,829	326,133	80,925	204,389	6,400,000	6,400,000					165.0	.....	.....	.....	.....	.....	—	100	
									CANALS, &c.					1,706,700	500,000	94,485	304,041			45.7	364,347	375,033	386,930	550,666	208,462	10	100	122½
May 31, 1874	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	.....	396,107	.....	1,580,800	1,922,307					12.5	.....	.....	.....	427,309	271,618	7	50	
Dec. 31, 1873	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal ¶..Md. & Va.	10,606,309	.....	.....	.....	8,229,594	8,065,500					184.5	.....	.....	.....	.....	.....	—	25	
Dec. 31, 1873	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	.....	.....	.....	1,633,350	800,000					—	(Leased	to Lehigh	Co.)	188,701	188,701	8	50	97
Dec. 31, 1873	168.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,339,210	.....	28,470,046	.....	19,539,485	13,930,385	143,414	2,195,971	108.0	.....	.....	.....	12,228,707	2,020,606	20	100	116½
Dec. 31, 1873	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,748	.....	35,101,313	427,837	18,990,900	18,758,967	954,903				65.5	.....	.....	2,756,837	1,590,100	706,778	10	100	
Dec. 31, 1873	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,600	.....	20,097,506	.....	$8,784,850	15,767,656	.....				108.0	.....	.....	$1,041,891	506,060	43,789	—	50	94½
Dec. 31, 1873	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,146,040	.....	.....	.....	1,004,150	110,000	5,054				85.0	.....	.....	.....	196,149	123,514	9	50	
Dec. 31, 1873	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,432,474	.....	.....	.....	2,200,000	1,125,129					103.0	.....	.....	.....	323,654	78,178	4	50	49½
Dec. 31, 1873	358.0	64.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	20,000,000	.....	.....	.....	4,457,150	$2,588,000	1,048,200				470.0	.....	.....	870,121	544,625	317,745	—	50	24
Dec. 31, 1873	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,125	.....	2,557,040	.....	4,386,798	8,576,382	267,196	91,157			108.3	.....	.....	.....	649,351	634,183	1	50	13
Dec. 31, 1873	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	.....	.....	.....	2,002,706	2,757,311	166,810				46.0	(Leas.to	Ph.&R'g.)	426,393	99,151	loss.	—	50	12
Dec. 31, 1873	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	35,000				84.6	(Leas.to	Ph.&R'g.)	124,961	44,862	loss.	—	50	
Dec. 31, 1873	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	3,030,344	.....	.....	.....	1,100,000	748,000	296,219				—	(Leased	to Pennsylvania Co.)	.....	.....	.....	—	60	

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

[Companies.	Amount of stock issued.	Div'as Rate.	Div'as Paid.	Market Price.
Railroad Stocks:	$	p c	p c	p. c.
Atlantic and Great Western, pref...	10,000,000	7	....	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	....	....
" " " guar.	276,200	7	....	....
Atlantic and Pacific, preferred	10,000,000	7	....	12
Atlantic and St. Lawrence,* guar....	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,552,800	6	5	105
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	..
Catawissa,* pref. and guar.....	1,150,500	7	7	35½
Camden and Amboy,* guaranteed..	5,847,800	10	10	128½
Camden and Atlantic, preferred....	763,549	7	7	86
Cayuga and Susquehanna,* guar....	882,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed	769,600	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	104½
Central Ohio,* preferred	411,550	6	6	88
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	"72½
Chicago and Alton, † preferred.....	2,425,400	....	10	105
Chicago, Iowa & Nebraska,* guar..	3,916,300	....	8	89½
Chicago and North-Western, pref...	21,484,113	7	7	53
Cinc., Sand. and Cleveland, pref....	429,000	6	6	25
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	87½
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred...	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	....	....
Dubuque and Sioux City,* guar.....	5,000,000	....	3	60
Dubuque South-Western, pref.....	590,315	8	....	....
Eastern (N. H.) * † guaranteed.....	492,500	....	6	50
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	76
" " com.& *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	56
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	....	....	....
Hannibal and St. Joseph, pref	2,167,700	7	7	28½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	97
Housatonic, preferred.....	1,180,000	8	8	96
Huntington & Broad Top Mtn, pref.	190,750	7	....	26
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	95
Joliet and Northern Indiana,* guar.	800,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref...	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	3,101,650	6	....	17½
" " 2d pref....	4,436,250	6	....	9½
Mich. Southern, (Lake Shore) guar..	533,500	10	10	....
Mill Creek,* guaranteed.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	12,274,483	7	7	50½
Mine Hill,* guaranteed.....	3,856,450	8	8	104
Montclair,* guaranteed.....	2,000,000	7	....	....
Morris and Essex,* guar.....	15,000,000	7	7	98
Nesquehoning Valley,* guar...	2,000,000	10	10	107
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,295,200	10	10	128
New London Northern,* guar.....	971,400	10	10	105
New York & Harlem,* pref. & guar.	1,500,000	8	8	127
" " *com.& guar.	8,500,000	8	8	129
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	123½
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	41
" " pf.& *guar.	2,000,000	8	8	87
Ohio and Mississippi, preferred.....	4,030,000	7	7	55½
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama, guaranteed.....	7,000,000	12	12	114
Paterson and Hudson,* guar.....	630,000	—	8½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	—	—	....
Phila., Germant'n & Norrist'n,*guar.	2,231,000	12	12	181
Philadelphia and Reading, † pref....	1,551,687	—	10	110½
Philadelphia and Trenton,* guar....	1,259,100	10	10	123
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	91½
Pittsfield and North Adams,* guar.	450 000	5	6	86
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	111½
Rochester & Genesee Valley,* guar.	557,560	....	....	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	24½
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	....	25
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	—	....
St. Louis, Kansas City & Nor., pref..	12,000,000	....	....	20½
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	—	....
" " 2d pref..	1,000,000	7	—	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	40½
Warren,* guaranteed.....	1,800,000	7	7	85
Canal Stocks.				
Delaware Division,* guar.....	1,633,350	8	8	....
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	124
" com. and * guar.	1,690,000	4	4	49
Schuylkill Navigation preferred....	2,808,977	6	6	25

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness.....per ton	41	@	42 —
Gartsherrie.....	—	@	— —
Summerlee.....	—	@	— —
Carnbroe.....	—	@	— —
Langloan.....	—	@	— —
Glengarnock.....	39	@	40 —
Eglinton.....	27	@	38 —
Pig, American, No. 1.....	28	@	29 —
Pig, American, No. 2.....	26	@	27 —
Pig, American, Forge.....	24	@	26 —
Bar Refined, English and American.....	—	@	— —
Bar, Swedes, assorted sizes.....(gold).	115	@	120 —
	—Store Prices.—		
Bar, Swedes, ordinary sizes	140	@	145 —
Bar, Swedes, Plow sizes.....	155	@	160 —
Bar, Refined, ¼ to 2 in. rd. & sq. 1 to 6 inch x ¾ to 1 in.....	67 50	@	70 —
Bar Refined, 1½ to 6 by ¼ & 5-16 in.....	72 50	@	75 —
Bar Refined, 1 & 1½ by ¼ & 5-16.....	72 50	@	75 —
Large Rounds, 2½@2¾ to 3¾ @4 in.....	75	@	90 —
Scroll.....	90	@	130 —
Ovals and Half-round.....	90	@	100 —
Band, 1 to 6 in. by 3-16 to No. 12.....	85	@	87 50
Horse Shoe.....	100	@	105 —
Rods, ¼@1-16 inch.....	70	@	127 50
Hoop, ¾ by No. 22 to 1 & 1¼ by 13 & 14....	97 50	@	155 —
Nail Rod..... per lb.	—	7¼	@ — 8¼
Sheet Russia, as to assortment.....(gold)	15	@	15½
Sheet, Single, D. and T. Common.....	—	4¼	@ — 5
Sheet, Doubles and Trebles, Charcoal....	5	@	6
Sheet Galvanized 1st and 2d quality.. List 20@35 p ct. disc.			
Rails, English.....(gold).....per ton.	50	@	— —
Rails, American, at Works in Penna..c'y.	55	@	60 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)..per lb.	—	17	@ — 20
English Spring (2d and 1st quality).....	—	8	@ — 9
English Blister (2d and 1st quality).....	—	12	@ — 17
English Machinery	—	12½	@ — —
English German (2d and 1st quality).....	—	12½	@ — —
American Blister.....	—	—	@ — 9
American, Cast, Tool.....	—	—	@ — 16
American, Cast Spring.....	—	—	@ — 10
American Machinery.....	—	—	@ — 11
American German Spring.....	—	—	@ — —

NAILS—Duty: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Com. Fence. & Sheath per keg.	3	60	@ 3 75
8d. and 9d. "	—	—	@ 4 —
6d. and 7d. "	—	—	@ 4 25
4d. and 5d. "	—	—	@ 4 50
3d. and 4d. Light.....	—	—	@ 5 25
3d. Fine.....	—	—	@ 6 —
2d.....	—	—	@ 6 75
Cut Spikes, all sizes.....	—	—	@ 4 —

TIN—Duty: Pig, Bars and Block, free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca.....(gold) per lb.	—	—	@ — 25
Straits.....(gold).	—	21½	@ — 21½
English, L. & F.....(gold).	—	—	@ — 21
English, Refined.....(gold).	—	—	@ — 21

Plates—Fair to good brands. Gold.

I. C. Charcoal.....per box.	9	50	@ 9 75
I. C. Coke.....	7	75	@ 8 25
Coke Terne.....	6	87½	@ 7 25
Charcoal Terne.....	8	50	@ 8 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)	—	5½	@ — 8½
Crude 40@47 gravity (in shipping order)..	—	8½	@ — 8½
Refined, Standard White (in ship'g order).	—	11	@ — 11½
Refined, S. W. (in jobbing lots).....	—	12	@ — 12½
Refined, S W. (in tin).....	—	17	@ — 19½
Naptha, Refined (65@73 gravity).....	—	9	@ — 10
Residuum....(in shipping order).per gall.	—	6½	@ — 7

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.) per lb.	—	—	@ — 29
Copper, Bolts.....	—	—	@ — 30
Copper, Braziers' (over 16 oz.)	—	—	@ — 30
Copper, Nails	—	37	@ — 38
Copper, Old Sheathing, &c., mixed lots.....	—	21	@ — 21½
Copper, American Ingot Lake.....	—	22½	@ — 22½
Copper, English Pig.....	—	—	@ — —
Yellow Metal, New Sheathing & Bronze...	—	—	@ — 21
Yellow Metal, Bolts.....	—	—	@ — 28
Yellow Metal, Nails, Sheathing & Slating ..	—	—	@ — 21

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary.....(gold) per 100 lb.	—	—	@ 6 75
German Ordinary.....(gold)—	—	@	6 75
English.....(gold)—	—	@	6 75
Foreign Refined.....(gold)	6	87½	@ 7 —
Domestic.....(gold)	6	25	@ 6 85

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel.....	11	—	@ — —
Liverpool House Cannel.....	17	—	@ — 18
Anthracite (by cargo) ... per ton of 1,000 lb.	5	—	@ 6 50

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 28.

	Th. 22.	F. 23.	Sat. 24.	M. 26.	Tu. 27.	W. 28.
Atlantic & Pacific pref.....	....	12	12	12	....	....
Boston, Hart. & Erie...	½	½	½	½	½	½
Central Pacific 6s.....	92½	92½	....	92½	92½	....
Central of N. Jersey....	104½	104½	104½	104½	104½	104½
" 1st mort....	107½	107½	....	108	....	....
Chesapeake & Ohio 1 m.	48	50	50	....	....	....
Chicago & Alton.....	98½	98	..	....	....	98
" pref.....	....	105	105	....	....	....
" 1 M.....	....	....	....	....	....	....
" S. F.....	....	....	....	....	....	....
" Inc. bds.....	....	....	....	....	....	....
Chicago, Burl. & Q.....	....	100	....	100½	100½	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern..	37	36½	37½	37	36½	36½
" pref.....	....	54	....	54	53	....
" 1st M.....	....	....	....	....	95½	94½
" S. F.....	....	....	....	....	....	....
" Consol.....	....	....	....	86	....	85½
" " gold..	81	81½	....	81	81	81
Chic., Rock Isl. & Pac..	96	97½	97½	97½	97½	96½
" 7s, 1896.....	106½	107	....	107½	....	....
Clev., Col., C. and Ind.....	....	....	....	....	....	....
Clev. & Pittsburg guar..	87	87½	87½	87½	87½	87½
" 2 M.....	....	....	....	....	....	....
" 3 M.....	....	....	....	....	....	....
" 4 M.....	....	91½	....	....	....	....
Clev. and Toledo.....	....	....	....	....	....	....
" S. F. 7s.....	....	....	103	....	....	....
Col., Chi., & Ind. C.....	9½	8½	8½	9	9	9½
" 1 M.....	70½	70½	70	70½	70	69
" 2 M.....	....	....	....	....	....	....
Del. & Hudson Canal ..116	....	....	....	116½	116½	....
Del. Lack. & Western...107½	107½	107½	107½	107½	107½	....
" 1 M. 7s.....	....	....	....	....	....	....
" 2 M 7s.....	....	....	....	....	....	....
Erie Railway.....	29½	29½	29½	29½	28½	....
" pref.....	....	....	....	....	....	....
" 1 M 7s, 1897.....	104½	....	....	....	....	....
" 2 M. 7s, 1879.....	....	....	....	....	....	....
" 3 M. 7s, 1883 99½	....	....	....	....	....	99
" 4 M. 7s, 1880 96½	....	....	....	....	....	....
" 5 M. 7s, 1888.....	....	....	....	....	....	....
" 7s, con. gold.....	....	....	....	....	....	....
Great Western 2d mort. 70½	71	....	....	....	....	....
Hannibal & St. Joseph. 24½	....	24½	....	24	23½	....
" pref..... 29	....	....	28½	....	....	....
" 8s, conv.....	....	....	....	....	....	....
Hudson River.....	....	....	....	....	....	....
" 2 M. S. F.....	....	....	....	....	....	....
" 3 M. 7s, 1875.....	....	....	....	....	....	....
Illinois Central 91½	91½	91½	91½	91½	91½	....
" 7s	....	102½	....	....	....	....
Lake Shore & Mich. S'th. 80½	80	80½	79½	79½	80½	....
" Consol. 7s.....	....	....	....	....	....	....
" " reg.. 99½	....	....	....	....	....	99½
" 2d consol.....	....	....	....	....	....	93
Marietta & Cin. 1st pref.....	....	....	....	....	....	....
" 2d pref.....	....	....	....	....	....	....
Michigan Central..... 73½	....	....	....	73½	....	....
" S.F. 8s, 1882.....	....	....	....	....	....	....
" 7s, 1902..... 102½	....	....	102½	102½	....	....
M. S. and N. I. 1 M. S. F.....	105	....	....	....	....	....
" 2 M.....	....	....	....	....	....	....
Milw. and St. Paul..... 32½	32½	32½	32½	32½	32½	....
" pref..... 51	50½	....	50½	50	50½	....
" 1st mort.....	....	....	....	....	....	....
" 2d mort.....	....	....	....	....	....	....
" 8s.....	....	....	....	....	....	....
" 7 3-10s con.....	....	....	....	....	....	....
" 7s, gold.....	....	....	....	....	....	....
Morris and Essex..... 97½	97½	....	....	97½	98	....
" 1st mort.....	109	....	....	....	....	....
" 2d mort.....	102	....	....	102½	102½	....
N. Y. Cen. & Hud. Riv. 101	101	100½	100½	100½	100½	....
" 7s, S.F. 1876.....	....	....	....	....	....	....
" 6s, S.F. 1883 98	....	....	....	....	....	....
" 6s, S.F. 1887 98	....	....	....	....	....	....
" 1st mort....109½	109½	....	110	....	110	....
" reg..110½	....	....	110	....	....	....
N. York and Harlem..... 128½	....	128½	129	129	....	....
" pref.....	....	....	....	....	....	....
" 1 M. 7s..... 110	....	....	....	110	....	....
N. York N. Hav. & Hart.....	....	....	134	....	....	....
Ohio and Miss..... 28½	28½	28½	28	27½	28½	....
" pref.....	....	....	....	....	....	....
" 2d M..... 75½	....	....	....	75½	....	....
" Consol. 7s.. 92½	....	....	....	....	....	92
" " S. F.	....	93½	....	....	....	94½
Pacific Mail S. S. Co.... 46½	46	46½	44½	45½	45½	....
Panama 113	....	....	113½	113½	114	....
Pitts., Ft. W. & Chi. gtd. 92½	....	....	....	91½	....	....
" 1 M.....	....	....	....	....	....	....
" 2 M.....	....	104½	....	....	....	....
" 3 M.....	....	....	....	....	....	....
Quicksilver Mining Co.....	....	29	30	....	....	....
St. L., Alton & T. H.....	....	....	....	....	....	....
" pref..... 24	....	....	....	....	....	25
" 1 M.....	....	....	....	....	....	....
" 2 M. pref.....	....	....	....	88½	....	....
" Income bds	....	....	....	....	....	74
Tol., Wab. & Western.. 29½	29½	30½	30	29½	29½	....
" pref.....	....	....	....	....	....	....
" 1 M.....	....	....	....	....	....	....
" 2 M..... 71½	....	....	....	71	71	....
" Equipment.....	....	....	....	....	....	....
" St. Lou. Div.....	....	....	....	71	71	....
Union Pacific..... 34½	34½	34½	34	33½	33½	....
" 1st mort... 88½	88½	88½	88½	88½	87½	....
" L. Gt. 7s.....	....	....	....	86	....	....
" S. F. 8s.....	74½	74	73½	73½	73½	....
Western Union Tel.... 79½	79½	80	79½	79½	79½	....

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 28.

	Th.22.	F.23.	Sat.24.	M.26.	Tu.27.	W.28.
FEDERAL STOCKS:—						
U. S. 5s, 10-40s, reg...	111¾	111¾	112	111¾	....	....
U. S. 5s, 10-40s, coup..	112¼	112¼	112¼	....	....	112¾
U. S. 5s, 1881, reg.....	111¼	....	111¾	111¼	111¾	....
U. S. 5s, 1881, coup.....	111¾	....	....	....	112¾	....
U. S. 6s, 1881, reg.....	117¾	117¾	118¼	117¾	117¾	117¾
U. S. 6s, 1881, coup....	118¾	....	....	118¾	118¼	....
U. S. 6s, 5-20s, reg. '62	110	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862..	113¾	....	113¼	....	....	....
U. S. 6s, 5-20s, reg. '64....	112	....	....	....	....	112
U. S. 6s, 5-20s, c. 1864....	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '65.	113¼	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865.	117¼	117	....	....	117	117¼
U. S. 6s, 5-20s, r. n. '65....	....	115¾	115¾	....	....	115
U. S. 6s, 5-20s, c. n '65.	116¼	116¾	116¾	....	116¾	116¾
U. S. 6s, 5-20s, reg. '67.	117¾	117¼	....	....	....	117¾
U. S. 6s, 5-20s, c. 1867.	117¾	117¾	117¼	117¼	117¼	117¼
U. S. 6s, 5-20s, reg. '68.	117¾	....	....	....	....	....
U. S. 6s, 5-20s, c. '68...	117¾	....	117¼	....	....	....
U. S. 6s, Pac. RR issue....	118¼	118	....	117¾	117¾	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 27.

	W.21.	Th.22.	F.23.	Sat.24.	M.26.	Tu.27.
Catawissa preferred ...	43	....	....	....	42¼	....
" 7s, new		101¼	....	....	....	101¼
Camden and Amboy.....		....	....	....	....	....
" 6s, 1875		....	....	....	....	....
" 6s, 1883		....	....	....	94	....
" 6s, 1889		....	....	....	....	....
" mort.6s, '89.102¼		102¼	....	....	....	....
Elmira & Williamsport....		....	....	....	....	....
" pref.		....	....	....	....	....
" 7s.....		98	....	98	98	98
Lehigh Navigation.....	47	46¾	46¾	47	47	47¼
" 6s, 1884		....	....	....	....	....
" Gold L.....	98	98¼	98¼	....	98¼	....
" R. R. L.....		....	....	....	....	99
" Conv. G. L.....		....	....	....	100¼	....
Lehigh Valley R. R.....	61	60¾	60¾	61	61	61
" 6s new coup....		....	....	....	....	....
" 6s new reg..102¼		....	102¼	102¼	102	102¼
" 7s..... ..104¼		....	....	104¼	104¼	....
Little Schuylkill R.R...	47¼	....	47¼	....	47	47
" 7s.....		....	....	....	....	....
Minehill		....	51¾	51¾	....	52
Morris Canal.....		....	....	....	....	....
" pref.....		....	....	....	....	....
North Pennsylvania		....	....	....	....	....
" 6s, 1885		....	....	....	....	....
" 7s.....		....	105	....	....	....
" 10s, 1887		....	....	....	....	....
Northern Central	30¾	....	30¾	....	....	31
Oil Creek & Allcg. Riv.	8	8	7¾	8¼	8¼	9
" 7s.....	52	53	53	53¼	....	54
Pennsylvania R. R.....	54¼	54¼	54¼	54¼	54¼	54¼
" 1st M.....		....	....	103	....	....
" 2d M.....		99¾	....	....	....	....
" Gen. mort.....		....	92¼	....	92¼	92¼
" " reg.....		....	93	93	....	....
Penn. State 6s, 2d series....		....	107¼	....	....	108
" 6s, 3d series....		....	....	....	....	....
Philadelphia City, 6s.....		....	....	....	....	102
" new 104¼		104¼	104¼	104¼	104¼	104¼
Philad., Germ. & Nor.....		....	....	....	....	90¼
Phila. & Reading	53¾	53¾	53¾	53¼	53¾	53¾
Philadelphia and Erie..	14¼	....	14¼	....	14¼	14
" 6s.....		....	88	....	....	....
" 7s.....		....	....	....	....	....
Phila., Wilm. & Balt...	54¼	....	....	....	....	54¼
Schuylkill Navigation.....		....	....	....	....	6¼
" pref..... 12¼		....	....	....	....	....
" 6s, 1882		....	76	....	76	76
" 6s, 1876		....	....	....	....	....
" 6s, 1872		....	....	....	90	....
United Co. of N. Jersey.128		128¼	128¼	129	129	128¼
Hestonville, (Horse).. 19¼		....	19¼	....	....	....
Chestnut & Wal. ..		....	....	....	....	....
Green & Coates ..		....	....	....	....	66
2d and 3d streets ..		....	....	....	....	....
Spruce and Pine 30		....	....	....	....	....
13th and 15th sts. ..		....	....	....	23¾	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 27.

	W.21.	Th.22	F.23	Sat.24.	M.26.	Tu.27.
Baltimore City 6s, 1875. 99¾		....	100	....	....	99¾
" 1886		....	....	....	101¼	....
" 1890 .....100¼		....	100¼	100¼	100¼	100¼
" 1884 100		....	....	....	....	100
" 1900 100		....	100	....	100¼	....
Balt and Ohio.....		....	....	....	....	....
" bonds, 1875.....		....	....	....	....	....
" " 1880.....		....	....	....	....	....
" " 1885.....		....	....	....	....	102
Central Ohio.....		....	....	....	100¼	....
" 1st mort.....		....	....	....	....	....
Marietta & Cin. 1st M..103¼		....	....	....	92	....
" 2d M.....		....	....	....	....	....
" 3d M. 8s.....		....	....	....	....	94¼
Northern Central.....		....	....	....	....	....
" bonds, 1885.....		....	....	....	31	....
" " 1900.....		....	....	....	....	....
" G. B. 1900.....		....	....	....	87¼	....
Pittsb. & Connellsv. 7s.....		....	....	92¼	....	....
N. W. Va. 3d mort.....		....	....	....	....	....
Virginia 6s, Consol.....		....	....	....	....	....
" Defer. Certif.....		....	....	....	....	....
City Passenger R R... ...		....	....	23¼	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 28.

	Th.22.	F.23.	Sat.24.	M.26.	Tu.27.	W.28.
Boston and Albany ...	135	136	134¾	135	135¼	....
Boston and Lowell.....	94	....	....	....	94	93¾
Boston and Maine.....111¾		....	111	111	111	111
Boston and Providence.....	160	....	....	....	....	....
Boston, Hartford & Erie....		....	....	....	....	....
" 7s.....		22¼	....	22¼	22¾	22¾
Cheshire, pref.....		....	....	....	....	....
Chi., Burl. & Quincy...100¼		....	....	100¼	100¼	....
Concord.....		....	....	....	....	....
Connecticut River.....		....	....	....	136	....
Eastern.....	53¾	....	54¼	54	53¾	53¼
Fitchburg.....		....	....	123	....	....
Manchester & Lawr'ce.....		....	....	....	....	....
Michigan Central.....	73¼	73¼	....	73¾	73¼	73¼
Northern, N. H.....105		....	105	....	104	103¾
Ogdens. & Lake Champ....		....	41	....	....	....
" pref.....		....	....	87	....	....
Old Colony		105	105¼	105¼	105¼	105¼
Ph., Wil. & Baltimore..	54¼	54¼	....	54¼	54¼	54¾
Portl'd, Saco & Ports.....		....	....	....	....	112
Union Pacific		....	....	....	....	....
" 6s.....		86¼	....	86¼	86¼	....
" Land Grant 7s....		....	....	....	....	....
" Income 10s.....		....	....	....	....	....
" S. F. 8s.....		....	....	73¼	72¼	71¼
Vermont & Canada.....		....	....	....	....	....
Vermont & Mass..... 82¼		82¼	....	82¾	....	....
South Boston (Horse).....		....	....	....	....	....
Cambridge		....	....	....	100	....
Metropolitan		....	....	....	....	....
Middlesex		....	....	....	....	....
Central Mining Co.....		....	....	....	....	....
Calumet&Hecla.. ....183⅜		....	182	....	181	181
Copper Falls		....	....	....	....	....
Franklin		....	....	....	....	....
Quincy 35¼		35¾	35¼	36¾	36¼	36

London Stock Exchange.

	Closing Prices.— Oct. 2.	Oct. 9.
Atlantic & Gt. W. 1st mort., $1,000..	53 — 55	52 — 54
Do. 2d mort., $1,000.....	32 — 34	30 — 32
Do. 3d mort., $1,000.....	15 — 16	14 — 15
Do. Con. mort. B'nds Bisch's Cert.	18 — 20	17 — 19
Do. Leas. Lines, Rental Bonds....	70 — 75	68 — 72
Do. 1873	50 — 55	48 — 52
Do. 8 p. c. Scrip, West. Exten.....	— — —	— — —
Detroit & Milwaukee 1st mort. Bonds	60 — 65	60 — 65
Do. 2d do.	55 — 60	56 — 60
Erie shares 100 dol. all paid....	32½— 33	28¼— 29
Do. Convertible Gold Bonds	68 — 70	65 — 67
Do. 6 per cent Convertible Bonds..	95 — 97	95 — 97
Cons. Mort. amount autho. to be issued for conv. of existing bonds..	92 — 94	91 — 93
Illinois Central $100 shares all paid..	85 — 87	85 — 87
Do. Redemption mort. bonds 6 p.c.	97 — 99	97 — 99
Illinois & St. Louis Bridge 1st mort.	100 —101	99 —101
Marietta and Cincinnati Rail. Bonds.	96 — 99	96 — 99
Michigan Central 8s 1882, conv.	— — —	— — —
New York Central, 100 dols. shares.	97 — 99	98 —100
Panama General mort.....	97 — 99	96 — 98
Pennsylvania, General mort.....	99¾—100¼	99 —100
Do. $50 shares.....	50¼— 51¼	50¼— 51¼
Philadelphia and Erie 1st mort.....	94 — 96	94 — 96

American Railroad Journal.

Saturday, October 31, 1874.

Stock Exchange and Money Market.

The Money market shows less animation. The speculative inquiry is much less urgent. From mercantile sources there is also less call for accommodation. The supply of funds has been considerably in excess of the pressing requirements of borrowers. Rates have been ruling easy at 2@3 per cent on call to the leading Street houses, advances having been made quite promptly, on Government Securities as collaterals, at the lower figure, with the best discounts quoted at 5@7 per cent per annum. The comparative dullness at the Stock and Gold Boards has been against the interests of lenders. Advices from London are of an easy movement in the money line, discounts having been quoted at 3⅝@4 per cent, and loans on the public funds at 2 per cent. The last City bank statement shows a general falling off in the averages. The City banks, last week reduced their reserve of legal tender notes $1,866,200, and their deposit item $3,817,900, while cutting down their specie average $1,422,600. They also report a decrease of $401,500 in the loans and discounts, and a decrease of $47,000 in their circulation. The U. S. Sub Treasury in this city closed the week with a currency balance of $56,890,828, against $57,016,205, the preceding week; and a coin board of $58,839,289, against $57,441,451, on the previous return. The City bank exchanges, during the week, were $447,768,716, or a daily average of $74,628,119. The customs revenue of the port, during the week, was $1,785,,000. The City banks reported their average of gold last week at $13,585,200, and their greenback average at $58,830,800. Their deposits stood at $226,304,800. The loan item was $281,878,700. The circulation was $25,013,500.

The City Bank net reserve of specie and legal tender notes now shows an excess, over the legal requirement of reserve, to liabilities, to $15,839,800.

The aggregate of the outstanding U. S. currency, of all denominations, Oct. 1, was $428,806,425. The outstanding amount of legal tender notes is 382 millions. The National bank circulation is over 350 millions.

The income of the Government, from internal revenues, thus far, in the fiscal year, commencing with July 1, 1874, has been over 35 millions.

Gold has been less freely dealt in on all accounts. The speculative inquiry has been spiritless. The customs demand has been light. The export drain has been unimportant. The fluctuation in the price has been insignificant. The extremes of the week have been 109⅞@110¼, closing on Wednesday at 110⅛, as against 110⅛ on Wednesday of the preceding week. The specie outflow last week was only $488,059. The imports of specie at this port since Jan. 1, have been $4,635,112, against $12,951,488 same time last year. The customs demand for Gold last week averaged $297,500 a day. Foreign Exchange has been less sought after and quoted easier with Bankers' sixty day bills on London closing on Wednesday at $4 84¼@$4 85; sight bills on London at @4 87½@$4 88⅛ to the £ sterling. The week's exports of Domestic Produce have been to the currency value of $4,743,516.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $4,760,918.

The specie exports, from San Francisco, Jan. 1. to Oct. 15, were $22,589,329, against $19,428,529 same time in 1873.

In view of the weakness in Gold and Foreign Exchange, Government Securities have been quoted a trifle cheaper on moderate offerings and a fair average investment inquiry, mainly on home account.

U. S sixes of 1881 closed on Wednesday of this week at 118⅛@118¾; U. S. Five-Twenties of 1862, 118⅛@118¼; U. S. Five-Twenties of 1864 at 116@116¼; U. S. Five-Twenties of 1865, 116⅞@117⅛; U. S. Five-Twenties of 1865 consolidated, 116⅛@116⅜; U. S. Five-Twenties of 1867, 117⅛@117¾; U. S. Five-Twenties of 1868, 117⅛@117¾; U. S. Ten-forties at 111⅞@112⅛; U. S. Fives of 1881, (Funding Loan) 112⅝@112⅞; Six per cent. currency Sixes from 117⅝@118.

The dealings at the Stock Exchange have been on a comparatively limited scale, with values generally depressed and irregular. The speculative demand has been wholly devoid of spirit. A slow

movement has been reported in State and Railway bonds, generally at easier rates. Railway and miscellaneous share property has been attracting much less attention at lower and unsettled prices.

At the auction sale of Scranton Coal on Wednesday 60,000 tons were disposed of within the slightly advanced range of $5@$6 20 per ton of 2240 lbs.

Moderately active movements have been noted in the line of domestic produce at, however, generally lower prices; Breadstuffs showing most depression, under free offerings of stock. Provisions have been quoted steadier toward the close, under a rather more confident inquiry, chiefly for hog products. Cotton has been fairly active, closing at easier rates. Wool, Hides, Petroleum, and Naval Stores have been moderately sought after. Leather and Tobacco, in good request, and generally held with confidence. Metals have been in moderate demand; Copper steady; Scotch Pig Iron, cheaper, under rather firm offerings; American Pig Iron, essentially unchanged in price. Sales have been reported of 800 tons American, including 500 tons No. 1 Thomas, on p. t. Eglinton Pig Iron quoted from yard at $37@$38; Glengarnock, $39@$40; No. 1 American Pig at $28@$30, No. 2 do. at $27@$29; Forge, $25@$27; English Rails at $48@$50, gold; American Rails at works, $55@$60; Old Rails, $31@$34. Wrought Scrap, $30@$32. Ocean freights, closed weaker as to rates, on a more liberal offering of room; demand for accommodation fair at the current quotations. General merchandise, rather slow of sale.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Morris and Essex 7s, 1871, 97¾; Central of New Jersey 7s, conv., 105; Long Dock bonds, 101¼; Toledo, Peoria and Warsaw 1st mort. E. D., 80; Gt. Western 1st mort. 1888, 87; Albany and Susquehanna 2d mort., 100½; Chicago and Northwestern Interest bonds, 97½; Canada Southern 1st mort., with int. cer., 58; Mil. and St. Paul 1st mort. LaC. div., 83½; N. Y. and N. H. 6s, 100; Clev., Painesv. and Ash. 7s, old, 101; Lake Shore div. bonds, 96; Boston, Hartford and Erie 1st mort., 22; N. Y. Central 6s, sub. bonds, 94; Toledo, Wabash and Western 7s, consol., 56½; Burlington, Cedar Rapids and Minn. 1st mort., 59; Detroit, Monroe and Toledo 1st mort, 99; St. Louis, Iron Mt. and Southern R. R., 15¼; do. 2d mort., 64; Pacific R. R. of Mo., 37½; do. 1st mort., 80; New Jersey R. R., 128; Am. Exp., 62; U. S. Exp., 64¼; Adams Exp., 112¼; Maryland Coal, 18; Consol. Coal, 45; Quicksilver pref., 37¼; Western Union Tel. 7s, 101½; At. and Pacific Tel., 16; Canton Co., 56; Missouri 6s, f. bonds, 1894, 93¼; do. 6s, l. bonds, 94¾; do. 6s, (H. and S. J. issue 1887,) 93; do, 6s, 1875, 101; Tennessee 6s, n. s., 55½; do. 6s, old, ex-coupon, 55⅝; do. new, do., 55; South Carolina 6s, new, non f., 6; Ohio 6s, 1881, 103; Illinois bonds, 1879, 101¼; N. Y. State 7s, B. L. reg., 108½; Brooklyn 7s, Park Loan, 94; do. 6s, W. L., 96½.

Philadelphia.—Junction R. R. 1st mort., 91; do. 2d mort., 89; West Jersey R. R. 6s, 97¾; Pittsburg, Cincinnati and St. Louis 7s, 67¼; Allegheny Valley 7 3-10s, 90; Northern Pacific 7-30s, 27¾; Schuylkill Nav. 6s, 1895, 76½; Chesapeake and Delaware Canal 6s, 90½; Oil Creek 1st mort., 70; Belvidere Delaware 3d mort., 84; Wilmington and Reading 1st mort. 72⅜; Phila. and Reading Gen'l mort. 7s, reg., 106; do. 7s, new, conv., 103½; do. deben bonds, 78; Camden and Atlantic pref., 43; do. 2d mort., 99; Philadelphia and Reading Coal and Iron deben. bonds, 79¼; Shamokin Valley and Pottsville 7s, 90; Pennsylvania Canal 6s, 68¼; Pennsylvania div. scrip, 104¾; Fifth and Sixth sts, R. R., 56½; Germantown Pass. R. R., 40; Pittsburg 7s, 78. The latest quotations are: City 6s, 101¾@102¼; do. free of tax, 104¼@104⅜; Pennsylvania State 6s, 2d series, 107¾@108¼; do. 3d series, 111@111½; Philadelphia and Reading, 58⅝@58⅞; do. Gen'l mort. 7s, coup., 104¾@105; do. reg., 106@106½; do. mort. 6s, 1880, 101@—; do. new, conv., 103½@104; do. 7s, 1893, 101½@—United New Jersey R. R. and Canal Co., 128@129; Camden and Amboy mort 6s, 1889, 102@102¾; Pennsylvania R. R., 54½@54⅝; do. div. scrip, 104½@104¾; do. 1st mort., 103@103½; do. 2d mort. 99½@100; do. general mort. coupon 92½@92½; do. reg., 92¾@93¼; Little Schuylkill R. R., 46¾@47¼; Morris Canal, 48@51; do. pref. 122@126; do. 6s, 98@99; Susquehanna Canal, 6@10; do. 6s, 73¼@75; Schuylkill Nav., 6⅜@6⅝; do. pref., 12⅜@12½; do. 6s, 1882, 75¾@76¼; do. 1872, 89½@90; Elmira and Williamsport pref., 38@39; do. 7s, 1873, 97¾@98¼; do. 5s, 55@62; Lehigh Coal and Navigation, 47@47½; do. 6s, 1884, 97@97¼ do R. R. Loan, 96½@97; do. Gold Loan, 98¾@99¼; North Pennsylvania, 50@—; do 6s, 102½@103; do., 7s, 104¾@105; do. Chattle 10s, 104@—; Philadelphia and Erie, 14⅛@14¼; do. 6s, 88@90; do. 7s, 80¾@81¼; Minehill, 51⅞@52⅛; Catawissa, 14@15; do. pref., 42¾@43; do. new pref., 31¾@32½; do. 7s, 1900, 101¼@101¾; Lehigh Valley, 60⅞@61; do. 6s, new coupon, 101@101⅛; do. reg., 102½@102⅝; do. 7s, 104½@104¾; Fifth and Sixth streets (horse) 56¼@56¾; Second and Third, 64¾@65¼; Thirteenth and Fifteenth, 28¾@24; Spruce and Pine, 30@31; Green and Coates, 49@50; Chestnut and Walnut, 70@73; Hestonville, 19⅛@19¼; Germantown 39@45.

Boston.—Burlington and Missouri River R. R. in Iowa, 97½; do. 7s, L. G., 99; Rutland scrip No. 5, 67; do. No. 4, 70; Cincinnati, Sandusky and Cleveland R. R., 8; Indianapolis, Cin. and Lafayette R. R., 6¼; Norwich and Worcester R. R., 122; Portsmouth, Gt. Falls and Conway R. R., 30; Summit Branch, 35⅜; Cedar Rapids and Missouri River R. R., ex div., 80; Boston and Albany 7s, 106; Vermont Central 1st mort., 16; Illinois Grand Trunk 8s, 99; Burlington and Missouri River R. R. in Nebraska, 50; do. 8s, old, 95½; Chicago, Burlington and Quincy 7s, 96¾; Stanstead, Shefford and Chambly 7s, 62; Old Colony 7s, 105; Cape Cod R. R. 7s, 1881, 102½; Boston Water Power Co., 10½; Cary Imp., 4¾; Pullman Palace Car Co., 97; Iowa R.R. Land Co., ex-div., 80; Quincy R. R. Bridge Co., 110; Maine 6, 101¾; Chicago 7s, 99¼; Boston 6s, 1880, 100½; St. Louis 6s, 1878, 96¼; Providence 5s, 91½; Portland 6s, 1887@1897, 92; Fall River 6s, 1899, 95¼; Cincinnati 6s, 1882@1890, 93; Roxbury 5s, 1878, 95½; Bath 6s, 1893, 93; Toledo 8s, 1889, 102; Cleveland 7s, 1884, 101; Nashua 6s, 1892, 95; Dover (N. H.) 6s, 1893, 94¾; Providence 5s, 1900, gold, 92.

Baltimore.—Virginia consols, ex-coupon, 50⅛; Virginia consols, coupons, 86½; Maryland Defense 6s, 108¼; Orange, Alex. and Manassas 7s, 79¾; Wilmington and Weldon 7s, 93; Santa Clara bonds, 24. The latest quotations are: Richmond and Danville 1st mort., 67½@70; Pittsburg and Connellsville 7s, 1898, 81@82⅝; Baltimore and Ohio, 168@171; do. 6s, 1875, 101½@102½; do. 1880, 101½@102; do., 1885, 100¼@101; Washington Branch, —@175; Northern Central, 81@82; do. 6s, 1885, 94@95; do. 6s, 1877, 93@—; do. 1900, 87@88; do. 6s, 1900 gold, 92¼@92½; N. W. Va. 3d mort., 1885, 93@—; Marietta and Cincinnati 1st pref., 17@18; do. 2d pref., 8@9; do. 1st mort. 7s, 1892, 102¾@103; do. 2d mort., 7s, 94½@95; do., 3d mort. 8s, 77@78½; Central Ohio, 42@45; do. pref., 44@44; do. 1st mort., 91½@92½; Western Maryland, 1st mort. 6s, 1890, 80@89; do. 1st mort. guar., 98@99; do. 2d mort. guar., 98@100; do. 3d mort., guar., 98@99; do. 2d mort. pref., 60@70; do., 2d mort. guar. by Washington Co., 91½@92; Virginia and Tennessee 2d mort. 6s, 65@78; do. 3d mort. 8s, 75@76; Orange and Alexandria 1st mort. 6s, 90@92; do., 2d mort. 6s, 81@81½; do., 3d mort. 8s, 80@81; do., 4th mort. 8s, 69@70; Orange, Alex. and Manassas 7s, 79¾@80; Baltimore 6s, 1875, 99¾@100; do., 1884, 99¾@100; do. 1886, 101@101¼; do. 1890, 100½@100⅝; do., 1900, 100@100¼; do. 1902, 101½@102; do., 6s, exempt, 104@106; do. 5s, 82@83½; Memphis City 6s, 38@41; Maryland Defense 6s, 1888, 108@108¼; do. 6s, 1890, 100@101; do. 6s, exempt, 108@108¼; do. 5s, 80@85; Virginia coupon 6s, old, 38@45; do. new, 38@45; do. consol. 6s, 53@54; do. coupons, 87@88; West Virginia, 9@9½; City Passenger R. R., 23@24¼; George's Creek Coal, 143@148; Atlantic Coal, 2.20@2.30; Santa Clara, 5.25@15.00; do. bonds, 23@24; Canton Co., 55@70.

☞ Proposals from Contractors are invited until the 10th of November for completing the unfinished work of construction of the Baltimore and Towsontown (Maryland) Passenger Railway, (Steam Narrow Gauge) a large portion of the grading of which has already been done. It is the desire of the Board of Directors that the entire grading shall be done in the course of the fall and the coming winter. For any further information address W. S. Shoemaker, Engineer, St. Clair Hotal, Baltimore.

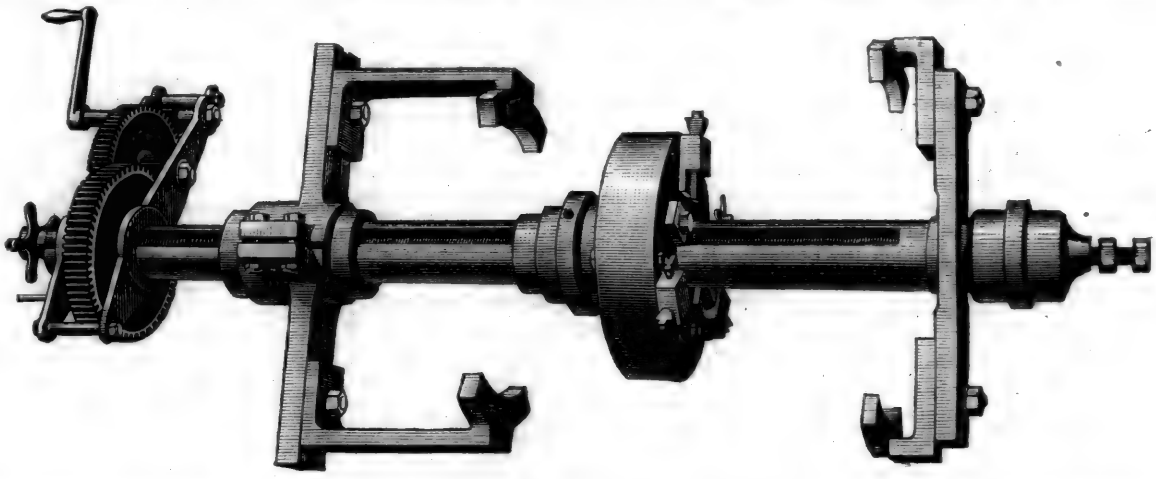
☞ The New Bedford City Council have voted to submit to the people, on the day of the State election, the question of the city becoming an associate in the New Bedford and Fall River Railroad Company, and subscribing $150,000 to the capital stock when not less than $250,000 shall have been subscribed by responsible parties.

☞ An election for directors of the Camden and Atlantic Railroad company was held in Camden, N. J., on the 22d inst. The total number of votes cast 10,397, all of which were for the old Board. A. K. Hay was unanimously reelected President and D. M. Zimmerman Secretary and Treasurer.

☞ Hon. C. M. Smith of Springfield, Ills., has been elected President, and W. B. Corneau of New York, Secretary and Treasurer, of the Hannibal and Naples Railroad Company.

Improved Portable Cylinder Borer.

For the past twelve years master mechanics, and all parties interested in the repairing of locomotives, have been endeavoring to produce some kind of a machine that will rebore and reface the cylinder, either by power or hand, while the machine is attached to the engine either in the shop or stall. The NEW-YORK STEAM-ENGINE Co. have accomplished this object in a most substantial and perfect manner; their machine is light, strong, easy and rapid in its operation, self-feeding in all its cutting motions, and always ready to receive power or hand motion to the bar.—The machine is so arranged that it can be attached to an engine standing on the track, and is driven or worked either by hand or power. The boring head slides upon a bar four inches in diameter, one end of which is placed in a bushing fastened in a stuffing-box, and the other end runs in a bearing bolted to the cylinder flange. The boring head has three tool-holders, which will receive either boring, facing, or turning cutters, and each or all of the cutters have an automatic and a hand feed; and as a bearing for the boring bar for each end of the cylinder is furnished, if required, it will be readily seen that with this machine a cylinder can be bored and the flanges turned and faced on their edges. These machines will bore a cylinder as small as fifteen inches and as large as twenty inches in diameter, with an extreme traverse of head of thirty-two inches. They are also made of any size and length required for stationary and marine cylinders. Steel wrenches, wrought-iron work case-hardened, and is in every respect complete. Address, New-York Steam-Engine Company, No. 98 Chambers St., N. Y.



The Centennial Buildings.

The work at the centennial grounds in Fairmount Park, Philadelphia, is progressing rapidly, and there now exists no doubt of the completion of the great undertaking by the required time. The massive foundations of the memorial hall are finished, and at least two-thirds of the granite base course is completed. The interior walls of brick are up to the commencement of the second story. The work on the finer granite is rapidly progressing at the quarries, and the stones will be ready for delivery and setting in the early part of next spring. The wide gauge railroad for the steam derrick has now been extended around the building, with a turn stile at each corner, in order to facilitate the quick transit of this ponderous machine to any part of the structure where it will be needed. Nearly all the grading on the plateau of eighteen acres designed for the exhibition pavilion, machinery hall and horticultural conservatory has been finished up to the river road. The work of laying the foundation of the exhibition building has been commenced, and will be rapidly pushed forward.

☞ Track laying on the Cairo and St. Louis narrow gauge railroad was commenced at Cairo, Ills., on the 14th inst. Only about 65 miles of track, between Cairo and Murphysboro, is to be laid, when the road will be completed. The first installment of $50,000 of the $100,000 in bonds subscribed by Union county has been paid over to the company.

☞ A bill has been filed in the Somerset (Md.) County Court to foreclose the mortgage upon the Worcester and Somerset railroad, and also an injunction prayed enjoining certain judgment creditors from levying executions upon their judgments,

Illinois Central Railroad.

Mr. James C. Clarke, the newly appointed manager of this road, recently made a tour of inspection westward with the intention, it is said, of instituting many new improvements with the view to making it a better road than it has ever been, and to put it in a condition to do all the business that can be brought to it. In Iowa, especially, the road bed is to be greatly improved, and the high grades which occur at several places are to be brought down. In this way a great saving of motive power will be effected. The Cedar river branch of the road is to be extended from Mona to Ramsey, in Minnesota, the great object being to tap a portion of the lumber trade of Minnesota and bring lumber from the Minnesota pineries down on the Illinois Central. Rolling stock throughout the whole line, though not run down is to be brought up to the best possible condition, and everything done that can be to increase business facilities and continue the confidence of the public in the company, and in the manner in which its affairs are managed.

☞ Articles of incorporation of the Oregon Central Pacific Railway were filed at Portland, Oregon, on the 18th ult. by B. J. Pengra, B. Goldsmith, W. H. Watkins and E. D. Quickenbush. The proposed line is to extend from Winnemucca to the Columbia River, Goose Lake Valley, Sprauge River Valley, to the middle fork of the Williamette, down to the north side of the river to Springville, Lane County, thence on the west side of the river to Portland, thence to the Columbia River. The capital stock will be $7,500,000, in shares of $100 each.

☞ It is expected that the Newcastle and Franklin (Penn.) Railroad will be completed by the 10th of November.

West Jersey Railroad.

At a recent meeting of the Board of Directors of the West Jersey Railroad, the management and affairs of the road underwent a strict scrutiny and investigation, which has led to a reorganization of the several departments and a reduction of salaries of the officers and employes. Hon. Thomas H. Dudley, Chairman of the Executive Committee of the Board of Directors, will hereafter be the chief executive officer of the road, the Board having clothed him with full authority to perform the duties of President in the absence of that officer. The strictest economy will be observed in all the departments, and all employes not strictly needed will be discharged. Mr. Dudley is one of the largest stockholders in the road, and under his management the railroad will be run in the interest of the stockholders and for the better accommodation of the travelling public and the people of the district through which the road passes.

☞ The contract for the construction of the Jefferson City and Southwestern Railroad has been let to Messrs. Wiley & Co., who are to complete and equip the road from Jefferson City, Mo., southward to the county line. The contractors are to receive $90,000 in town bonds, besides other property.

☞ Mr. J. S. Kennedy of the firm of J. S. Kennedy & Co., New York, has been chosen President of the International and Great Northern railroad company in place of Hon. G. A. Grow, resigned.

☞ The officers of the Des Moines and Minnesota Railroad Company, recently elected, are: President, James Callanan Jr.; Vice-President, J J. Smart; Treasurer, C. H. Getchell; Secretary J. B. Stewart.

Railroad Law.

COMMON CARRIERS.—CONSTRUCTION OF RECEIPT. MEANING OF WORDS "THE ARTICLE FORWARDED." RULE OF DAMAGES.

The interesting case of Wetzell *vs.* Dinsmore, (54 N. Y., 496), has lately been decided by Judge Reynolds of the Commission of Appeals. The facts are clearly stated in the following opinion:

On the 10th of October, 1865, the defendant's company received of Demas Barnes & Co., in New York, for transportation to the plaintiffs at St. Louis, one package, contains three gross or cases of Shallenberger's pills, of the value of $340 50, each gross or case being worth $113 50. The contract under which the transportation was undertaken had this provision, "nor in any event shall the holder hereof demand beyond the sum of fifty dollars, at which the article forwarded is hereby valued, unless otherwise herein expressed, or unless specially insured by them and so specified in this receipt, which insurance shall constitute the limits of the liability of the Adams Express Company." It is not questioned but that this contract was valid and binding on both parties. It appeared that only one of the three cases or boxes of pills reached the plaintiffs. When delivered to the Express Company, the three boxes were severally addressed to the plaintiffs and were wrapped together in a single package by a paper cover likewise addressed to the plaintiffs. It does not appear that the defendant was advised of the contents of the one package received for transportation, save what may be inferred from the receipt itself, that the package contained three cases or boxes of drugs, or how the three cases enclosed were addressed. We are not informed whether the twelve dozen pills in each of the three boxes were again confined in smaller separate parcels, or whether the 144 pills in each box were permitted to lay around loose.

In the court below the plaintiffs recovered upon a construction of the contract that applied the valuation of fifty dollars to each of the three boxes confined in the single package received by the defendant for transportation. "The article" to be forwarded was agreed to be valued at fifty dollars, and consisted of 432 pills, all contained in one package, addressed to the plaintiffs. The interior of this package was subdivided into three boxes, and each of the three boxes was again subdivided into smaller parcels, or the 144 pills were confined only by the box, upon which the address of the plaintiffs was written. A single commodity was the subject of transportation; and it can hardly be said that each individual pill of the 442 in the package was valued at fifty dollars, but this may as well be said as that the contents of each of the three boxes, containing one-third of them, and all inclosed in a single package, was rated at that value. If three bushels of wheat in three separate bags, and all inclosed in one parcel, were delivered for transportation and "the article" to be forwarded valued at fifty dollars, it could not be fairly said that each one of the separate bushels of wheat was "the article" referred to, any more than it could be said that each kernel of wheat was agreed to be of that value. We think "the article" valued at fifty dollars was the single package received, in its entirety, and it seems to have been so adjudged. Wyld *vs.* Pickford, 8 Mees. & Welsb., 443; Bernstien *vs.* Baxendale, 6 Com. B. [N. S.], 251; Henderson *vs.* The London & N. W. R. R. Co. [Law Rep.], 5 Exch., 90; Baxendale *vs.* Great Eastern R. R. Co. [Law Rep.]

☞ The formal opening of the Sherbrooke, Eastern Townships and Kennebec Railway took place at Sherbrooke, Province of Quebec, on the 24th inst. The road is designed to extend from the town of Sherbrooke, to connect at the Chaudiere River with the Levis and Kennebec Railroad, which latter, starting from Quebec, runs southerly to the boundary line connecting at that point with the railway system of Maine, Sherbrooke and Quebec being the termini. All the road is located, and by December 1 forty-five miles, from Sherbrooke to Weldon, will be finished. This is graded for the greater part of the way, the iron is laid for about twenty-six miles, and about eighteen miles are now in active operation. The line will be completed by September of next year, and is expected to cost about $1,900,000. It will shorten the distance from Quebec to Boston thirty-nine miles, and from Quebec to New York fifty-eight miles. A large number of distinguished Canadian and American gentlemen were present.

☞ The representative of European capitalists, holding, it is said, over $200,000,000 of Southern State Securities, recently visited Little Rock, for the purpose of conferring with the State authorities there relative to the settlement of the debt of Arkansas. He proposes to fund the debt, principal and interest, extending the time thirty years for the payment of the principal, and will accept funded bonds bearing 4 or 5 per cent interest, should the Legislature ratify such action by the State authorities. The entire debt of Arkansas is $3,500,000.

☞ A general meeting of the stockholders of the Baltimore and Ohio Railroad company will be held in Baltimore on the 16th of November for the purpose of electing twelve directors for the ensuing year, and also for the purpose of ratifying and perfecting the arrangement to purchase the Baltimore, Washington and Alexandria Branch of the Washington City and Point Lookout Railroad and the conveyance of the same to this Company.

☞ On the 2d of September last acting Commissioner Rogers announced that bank checks, drafts or orders, payable at sight or on demand, drawn by any party, for any amount, upon a bank, banker or trust company, are subject to a stamp tax of two cents. All other papers issued on or since October 1, 1872, are exempt. This decision, of course, carries with it exemption from stamp tax on all checks or drafts payable after date.

☞ Subscription books have been opened at Xenia, Washington and Jamestown for the Dayton and Southeastern narrow gauge railroad, from Xenia to Washington C. H., a distance of thirty miles. It will be put under contract at an early day.

☞ The contract for the construction of the Chicago and South Atlantic railway between Dyer, Ind., and Englewood has been awarded to Gurches & Co., who will commence operations at once.

Peoria, Atlanta and Decatur R. R.

We understand that the gap in the Peoria, Atlanta and Decatur railroad, between this city and Atlanta, will be nearly completed to day. The force of men at work upon it have been laying about half a mile of track per day toward Peoria, and they are expected to reach the bridge, which is already completed over the Macinaw Creek this evening. Only about a mile and a half of track remains to be laid, and we shall have a continuous track from this city to Atlanta. When completed trains will commence running immediately, leaving this city in the afternoon, running to Atlanta, remaining over night and returning in the morning. A large force of men are at work upon the line of the road, between Atlanta and Maroa, which it is expected will be finished by December.—*Peoria Transcript, Oct.* 10.

☞ At the regular annual meeting of the stockholders of the Cincinnati, Sandusky and Cleveland Railroad Company, held at Sandusky, Ohio, on the 21st inst., the following gentlemen were elected directors: J. S. Farlow, Isaac D. Farnsworth and J. Atkinson of Boston, J. G. Deshler of Columbus, and G. J. Anderson of Sandusky. The following hold over: N. W. Pierce of Boston, Wm. Wilshire of Cincinnati, J. H. Thomas of Springfield, and J. D. Chamberlin of Sandusky. At a meeting of the Board of Directors the following officers were elected: J. S. Farlow President, Wm. Wilshire Vice President, and J. L. Moore Secretary and Treasurer.

☞ The Philadelphia *Ledger* reports the total authracite coal tonnage for the week ending October 17, at 490,932 tons, and for the coal year 14,886,257 tons, against 16,141,000 tons to corresponding time last year, being a decrease of 1,254,743 tons. The bituminous tonnage for the week is 76,584 tons, and for the year 2,667,267 tons, against 2,621,259 tons to same time last year, giving a total of all kinds for the week of 567,466 tons, and for the year of 17,553,524 tons, against 18,768,259 tons to same time last year, being a decrease of 1,214,735 tons.

☞ The contract for the construction of the New Railroad and Wagon Bridge over the Mississippi river at Clinton, Ia., has been let to Messrs. Wells, French & Co., bridge builders of Chicago, Ills.

☞ The bondholders of the Chicago, Dubuque and Minnesota and Chicago, Clinton and Dubuque railroads have voted unanimously to accept a proposition submitted by the two companies for funding the coupons.

☞ The Buffalo Valley Railroad, 9 miles in length, extending from Garrett's (a point on the Pittsburg, Washington and Baltimore Railroad, about 99 miles from Pittsburg) to Berlin, was formally opened on the 21st inst.

Notice to Bridge Builders.

SEALED PROPOSALS will be received at the Commissioners' Office, in Pottsville, (Penn.) until Saturday, November 7th, 1874, for erecting an iron bridge over the Schuylkill at Port Carbon. The bridge will be fifty-two feet span and sixteen feet in the clear. The masonry will be given out by the perch. Plans and specifications may be seen at the office of the Commissioners.

By order of the Commissioners.

VALENTINE BENNER,
MOSES HINE,
PATRICK CONERY.

Attest: O. J. AREGOOD, Clerk.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE, ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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☞ Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, November 7, 1874.

The California Grangers and their Wheat.

The policy adopted by the California farmers of hoarding their wheat, has not been very successful, and it is not likely that they will be persuaded, another season, to attempt to regulate the market. Besides what they are likely to lose in the cost of storage, interest, etc., the failure of Morgan & Sons has involved them in a direct loss of $200,000. The *California Farmer*, published at San Francisco, presents the following gloomy view of the situation:

Wheat comes to market more freely from necessity. The rainy season has been commenced in good earnest, and the vast amount of grain now in the field must be cared for there. The market is sought, although wheat sells at lower rates than for several years past. There are at the present time nearly fifty ships on the berth for cargoes, and half as many now disengaged. How unfortunate it is for our grain growers, for our business men, and for our State, that all these ships could not be immediately loaded and the grain sent abroad, and the value of this wheat come into circulation for the good of all the interests we have named. How much better it would have been for our grain growers to have sold their wheat, receiving its full value, from $1 65 at early season to $1 50 later, than to have shipped on their own account, and to receive $1 advance; for, as sure as the earth turns round, so sure is it that the great majority will never realize anything beyond the first advance, and many will be called upon for reclamations. This is an unfavorable prospect, but a certain one, and they should prepare for it. The loss to our Grangers will approximate to $3,500,000 already, besides the grain now in store which should have been sold will be $5,000,000 to $8,000,000 more of capital kept out of use.

"Raising" Numbers.

With a view to prevent frauds in the alteration of the number of shares represented in certificates of stock, which alteration is known under the technical name of "raising," the Pennsylvania Railroad Company have just adopted a new system regulating the issue of certificates of its stock, to take effect on and after November 16, 1874. The main features of this new system are:

1. All certificates shall have the number of shares thereby represented engraved in letter form in the body of the certificate and the corresponding numeral in figures engraved in the upper right hand corner.

2. That a separate certificate shall be issued for each amount of shares from one to ten shares inclusive, and for each multiple of ten shares up to and including one hundred shares.

3. That no single certificate shall be issued for an amount exceeding one hundred shares.

4. That the said certificates to be issued shall be numbered commencing with number one and then be numbered consecutively.

Thus, for instance, a purchaser of seven shares would receive one certificate; for seventy-seven shares he would receive one certificate for seventy shares and one certificate for seven shares; for one hundred and seventy-seven shares he would receive three certificates, one for one hundred, one for seventy and one for seven shares. The officers of the company think this plan, if carefully observed, will effectually stop the raising of certificates of stock hereafter, and, indeed it has every appearance of that result. The company has nineteen different certificates that it uses, viz., from 1 to 10, and 20, 30, 40, 50, and so on to 100. The ink used in the engraving of the number of shares of each certificate cannot be removed with any known acid.

Redemption of Five-Twenty Bonds.

The Secretary of the Treasury, in the thirteenth call for the redemption of five-twenty bonds of 1862, says:

"I hereby give notice that the principal and accrued interest of the bonds hereinbefore designated, known as five-twenty bonds, will be paid at the Treasury of the United States, in the city of Washington, on and after the 2d day of February, 1875, and that the interest on said bonds will cease on that day. That is to say, coupon bonds known as the fourth series, act of February 25, 1862, dated May 1, 1862, as follows:—Coupon bonds, $50, No. 4,201 to No. 4,961, both inclusive; $100, No. 6,201 to No. 10,500, both inclusive; $500, No. 5,001 to No. 7,000, both inclusive; $1,000, No. 14 901 to No. 20,000, both inclusive. Total, $5,000,000. The amount outstanding (embraced in the numbers as above) is $5,000,000 of coupon bonds."

This, together with previous calls, reaches a total of $55,000,000 called for redemption since August 1st, 1874, being the amount of 5 per cent bonds of the loan of July 14, 1870, and January 20, 1871, absolutely subscribed for under the proposals of July, 1874. The parties who contracted for the $45,000,000 of the above named amount have the option of the balance of the 5 per cent loan until January 31, 1875.

Car Brakes.

A series of experiments were recently made by the Baltimore and Ohio Railroad Company to test an improvement made by Mr. Loughridge in car brakes. The object was to determine in what time and distance a single car could be stopped at high speed in comparison with the old system when the hand brakes are used, which was determined by drawing the coupling pin and separating two cars from the train. The results were that when the pin was pulled and the brakeman signaled to apply the brakes the car with the new system was stopped when running at a speed of forty eight miles an hour within a distance of 550 feet, and within 13½ seconds' time, whilst with the other car it required 1,255 feet distance. Several stops were made which showed great power and a remarkable uniformity of action in the new brake. Mr. Loughridge claims this as the shortest distance in which a car has ever been stopped with hand power, as some two hundred feet were required to fully apply the power with a brake-

man, and that with this improvement the effectiveness of the air brake will be proportionately increased.

Lima and Pisco Railway.

The contract for the construction of the Lima and Pisco Railway, Peru, 145 miles long, tapping the rich and productive valleys and sugar plantations between Surco Choirelles, Lurin, Mala, Conyalla, Canese, Chincha Alla, and Chincha Maja, and connecting the important towns of Lima and Pisco, with the now flourishing shipping ports of Callao and Pisco, on the Peruvian coast, has been taken by Mr. Robert Walker, contractor and engineer, of 4, Westminster-chambers, Victoria-street, Westminster, S. W., the Peruvian Government having granted a concession giving the land, and guaranteeing £1,040,000 towards the work, which will be proceeded with forthwith, and the railway will be completed in three years.—*Herapath, Oct.* 17.

Grand Trunk Railway of Canada.

REPORT OF THE DIRECTORS FOR THE HALF YEAR ENDING JUNE 30, 1874.

The gross receipts upon the whole undertaking, including the Buffalo and Champlain lines, have been.....		£1,008,561
Deduct—		
Working expenses, including renewals (being at the rate of 77.54 per cent, against 80.30 for the corresponding half of last year).....		782,002
Which leaves an available balance earned in the half year of.....		£226,559
Deduct loss on American currency....		9,019
Leaving a sum of		£217,540

To which has to be added the balance from the net revenue account of last half year of £241, making a total of £217,781; from this, however, has to be deducted the postal and military revenue due for the half year to the postal bondholders, £16,209, which leaves £201,572 applicable for the following payments, viz:

Interest on hired cars		£10,007
Interest, &c., paid on lands.....	£1,915	
Interest on mortgage to Bank of Upper Canada	4,424	
Interest on temporary loans, bankers' balances, promissory notes, European exchange, &c.....	1,028	
Interest on British American Land Company's debentures	617	
Interest on Montreal Seminary debentures	616	
Interest on Island Pond debentures	2,700	
Half yearly instalment on Portland sinking fund.....	2,568	
		13,868
Atlantic and St. Lawrence lease (in full)	£48,621	
Detroit line lease (in full).....	11,250	
Montreal and Champlain bond interest	12,081	
Buffalo and Lake Huron rent...	32,500	
		104,458
1st equipment bond interest.....		15,000
2d " " " "		15,000
Making the balance available for divid'd.		43,244
		£201,572

The balance available for dividend for the half year thus amounted to £43,244 1s. 4d., out of which the Directors paid on the 1st September last a dividend on the First Preference Stock for the half year ending 30th June at the rate of £2 10s. per cent per annum, absorbing £40,226 17s. 6d., and leaving a balance of £3,017 3s. 10d.

Comparing this half year with the corresponding period of 1873, the gross receipts show an increase of £109,860, or 12.22 per cent. The increase in the passenger receipts was £19,291, or 6.59 per cent.; and in the freight receipts, £83,703, or 13.60 per cent. The total number of passengers carried was 903,425 against 701,741; and the quantity of freight was 908,750 against 772,572 tons. The average receipt per passenger was 6s. 1d. against 6s. 9d., and per ton of freight 15s. 7¼d. against 15s. 7¼d.

The following is the usual comparative statement:

Half year.	Nos.	Average per Passenger. s.	d.	Freight Tons.	Average per ton. s.	d.
1874, June..	903,425	6	1	908,750	15	1¼
1873, Dec..	1,073,204	6	4	836,012	16	8
" June.	761,741	6	9	772,572	15	7¼
1872, Dec..	984,625	6	6	797,935	15	4
" June.	733,748	6	5	737,361	16	3
1871, Dec..	961,482	6	1	789,231	15	5
" June.	764,376	6	0	666,092	15	5
1870, Dec..	937,879	5	11	691,801	14	0
" June.	700,384	6	5	612,959	14	6
1869, Dec..	892,697	6	3	611,809	15	7
" June.	656,850	6	9	520,881	16	0
1868, Dec..	804,815	6	9	557,157	16	3
" June.	619,298	6	8	505,987	16	1
1867, Dec..	794,213	6	10	527,227	15	4
" June.	623,227	6	8	489,647	15	1
1866, Dec..	792,487	7	2	526,655	15	5
" June.	638,708	7	0	497,292	15	4
1865, Dec..	784,346	7	2	523,830	15	5
" June.	596,571	6	3	477,837	16	11
1864, Dec..	722,446	6	6	443,930	16	1
" June.	523,284	6	0	430,034	16	3
1863, Dec..	529,783	6	5	372,984	15	1
" June.	395,066	6	0	339,484	17	3

The expenses for the half year amounted, including renewals as charged in the ordinary revenue account, to £782,002, or 77.54 per cent of the gross receipts; as against £721,649, or 80.30 per cent, for the corresponding six months of 1873. Excluding the renewals, the ordinary working expenses were 72.78 per cent against 73.21 per cent. There was an increase of expenditure for the half year of £60,353, or 8.36 per cent, against an increase, as above stated, of £109,960, or 12.22 per cent in the receipts. The principal increase in the expenditure was in the cost of fuel, and this was in consequence, partly of the greater quantity used, and partly of the higher price of fuel in 1874 than in 1873. The expenses in the traffic department have also been considerably increased, owing to extra labor necessarily required for the increased traffic, and in some degree to the break of gauge (which now no longer exists) at Montreal. There has further been charged for the first time against working expenses the amount (£10,000) payable to the International Bridge Company for the half year.

The total train miles ran were 3,759,869, against 3,292,746, showing an increase of 467,123 train miles; but the cost per train mile in the locomotive department was 37.03 cents, against 38.11 cents showing a decrease of 1.08 cents per train mile. The increase in the item of fuel was £27,964.

The car mileage was 56,728,602, against 41,940,654, showing an increase of 14,787,948; but the cost per car mile was 2.45 cents, against 2.99 cents, showing a decrease of .54 of a cent per car mile.

The amount charged to capital account for the half year is £166,990, the details of which are given in the accounts. This amount includes £87,328 charged in respect of steel rails and renewal of bridges for the half year.

The receipts in American currency during the half year amounted to $3,629,852, against $2,974,856, of which $496,682 was converted into gold, against $551,800; entailing a loss of £9,019, against £9,903 for the corresponding period of 1873.

The gauge of the line for 393 miles from Montreal to Portland and Quebec, and 118 miles from Chaudiere Junction to Riviere Du Loup, was successfully changed, the former on the 26th and the latter on the 28th October, and the gauge of the Arthabaska branch, 35 miles long, on which broad gauge rolling stock was temporarily stored, will shortly also be changed. The whole undertaking of the Grand Trunk will then be on an uniform standard gauge of 4 feet 8½ inches.

The Grand Trunk Debenture Stock Act, 1874, a copy of which has been sent to each registered Proprietor, was submitted to a special general meeting of the company on the 9th July last, and unanimously accepted.

The President is in Canada, and he will be unable to return in time for the half yearly meeting on the 29th October; it will therefore be proposed, after the transaction of the ordinary business, to adjourn until the 17th December, when the President will communicate to the Proprietors the result of his visit.

H. W. TYLER, Vice-President.

Rockford, Rock Island and St. Louis R. R.

The managers of this road have recently issued a report covering a period of twenty two months, from July 1, 1872, to April 30, 1874, from which we learn that the earnings during that time were:

From passengers.....		$427,250 01
" freight		1,166,965 64
" mail		44,656 50
" express.....		41,227 14
" miscellaneous.....		16,024 78
Total.....		$1,696,124 07
And the expenses were:		
Operating road.....$1,118,852 18		
Taxes.....	60,685 78	
Interest and insurance	18,114 98	
Track rent, Indianapolis & St. Louis leased	69,483 56	
Do. Rock Island and Peoria, do.....	59,333 26	
		1,326,420 71
Net profits.....		$369,703 36
Payment of coupons Nos. 9 and 10 and interest due August 1, 1873, on certificates of indebtedness, including premium, &c.....		379,144 41
Payment of No. 5 and previous coupons, including premium.....		2,621 66
Total.....		$381,766 07
Payments in excess of net profits...		$12,062 71

The receipts and payments during the period under review, also the excess of liabilities at the commencement and close of the same, are shown in the annexed statement:

Balance, June 30, 1872, (being excess of liabilities).....	$290,540 85
Interest payments, as above.....	381,766 07
Old construction account increased..	42,723 02
New construction account increased..	59,703 54
Materials on hand increased.....	1,897 84
	$776,630 32
Net profits, as above.....	$369,703 36
Received from sale of securities.....	27,400 00
Balance (being excess of liabilities) April 30, 1874	379,527 46
	$776,630 32

Telegraph Lines.

The Western Union Telegraph Company has extended its lines from Greenfield (Mass.) to Turner's Fall's, where it has established an office in the Farren House. This office will prove a great accommodation to the Falls manufacturers, who have heretofore been obliged to rely on the Greenfield office.

The extension of the Franklin Telegraph Company to Straw's Point, N. H., where it will be connected with the new transatlantic cable, has been completed. The new line is equipped with Brook's insulators, and is a fine specimen of workmanship.

Western Maryland Railroad.

The gross earnings of this road for the year ending September 30, 1874, were:

From passengers	$131,028 04
" freight and express	125,047 72
" milk and marketing	14,333 02
" mails	6,867 50
" miscellaneous sources	1,015 96
Total	$277,792 24
Operating expenses	194,442 38
Balance	$83,349 86

The increase of revenue over 1873 has been $59,407; operating the road has not exceeded 70 per cent. of the gross revenue. The average earnings have been $3,086 per mile, and the increase over 1873 has been 27.2 per cent., due in great part to passenger business during the summer months. During 1874 the number of passengers moved was 255,392; in 1873 there were 149,603 passengers, making an increase of 105,789, or 70 per cent. and in receipts $32,149. Under a recent arrangement with the Baltimore and Potomac Company for "trackage" through their tunnel, it is believed a moderately remunerative coal business can be done with Canton, but preparatory to its inauguration it will be necessary to procure additional and more suitable equipment. The disposition of the Potomac road being shown to co-operate in through arrangements, the proposed line, 8½ miles, connecting the Western Maryland and the Union roads, via Woodberry, through the depression west of Druid Hill Park and along the east side of Jones' Falls to Union Junction, was abandoned after full reconnoisance had been made. The President thinks that the large increase in the revenue of the company warrants the belief that at an early day the current interest on the first and second mortgage bonds can be met with the surplus earnings of the road. In regard to further extension, the report says:

"It is not the policy of your directors to rest satisfied with a road to Williamsport; but in view of the great importance to yourselves and the city of Baltimore, steps will be taken as early as practicable to secure two important extensions or branches, which, if successful, will make the Western Maryland one of the important roads of the country, and will be the means of largely promoting the growth and trade of the city by bringing to it business entirely new, enabling it to recover that which it has temporarily lost, and securing it in much that it now possesses, by warding off or neutralizing the encroachments of her rivals.

East Broad Top R. R.

The East Broad Top Railroad, which has just been opened for business, extends from the Trough Creek coal district, on the eastern side of the Broad Top region, to the Pennsylvania Railroad at Mount Union, a distance of thirty miles. It passes through a country abounding in iron ore, both fossil and hematite, lying around the southern end of Jack's Mountain, and in the Aughwick Valley, between Jack's and Black Log Mountains. The coal lands developed by this railroad belong almost entirely to the Rockhill Iron and Coal Company, and are capable of producing several hundred thousand tons per annum. The Rockhill Company also own extensive ore rights and leases, including nine miles of the Fossil Vein on Black Log Mountain, and have nearly completed, at Orbisonia, on the line of the East Broad Top Railroad, two blast furnaces. The business of the road from these sources will, it is expected, prove amply remunerative to its enterprising projectors.

Chester Creek R. R.

This is a short road, 7¼ miles along, connecting the Philadelphia, Wilmington and Baltimore Railroad at Lamokin with the Philadelphia and Baltimore Central Railroad near Leuni. The capital stock is $185,000, par $50, full paid. The mortgage debt is $185,000, at 6 per cent, and matures January 2, 1903. The road is leased to the Philadelphia and Baltimore Central, which guarantees interest on bonds and stock. The Philadelphia, Wilmington and Baltimore Railroad agree to make up any deficiency of interest on bonds or dividend on stock not met by the Philadelphia and Baltimore Central Company. The dividend periods are January and July 1, free of tax.

Erie Railway.

REPORT OF THE ACCOUNTANTS.

To the Executive Committee of the London Banking Association:

Gentlemen,—We have the honor to submit the following report of the results of the investigation, which, in pursuance of your letter of instructions to us, dated the 29th of April last, we have made at New York, of the books and accounts of the Erie since its reorganization under its then existing board. The existence of that board dates from the 11th March 1872, and the appointment of Mr. Peter H. Watson to be president from the 9th July 1872.

Our investigation has been directed to the special object stated in your instructions to us—namely. "To inform the English bond and share holders whether the accounts published by the company are correct and have been properly kept since the present administration entered upon the management, and whether the expenses which, according to sound principles of railway management, are chargeable against the earnings have been so debited, and not carried to construction or capital account, and whether the dividends have been properly earned."

The period embraced by our investigation is that from 30th September 1871, the date of the last accounts published by the Jay Gould administration, to 31st March 1874, that being the date up to which we found the books of the company written up and balanced, and containing important matter having reference to the period comprised by the published accounts, the last of which were to 30th September 1873.

The following are the accounts published by the company since the appointment of the new board of directors, on 11th March 1872, viz:—

1. The accounts for the period of nine months, from 30th September 1871 to 30th June 1872.

2. The statutory accounts for the year ending 30th September 1872, as required by law and sworn to as approximately correct by H. D. V. Pratt, superintendent, and S. H. Dunan, auditor.

3. The accounts for the period of nine months, from 30th September 1872 to 30th June 1873.

4. The statutory accounts for the year ending 30th September 1873, the same being sworn to as correct by S. H. Dunan, general auditor, and J. C. Clarke, acting superintendent.

The accounts (No. 1 and No. 2) include the transactions of the interval between the date of the last accounts published by J. Gould administration and the appointment of the new board—i. e., from 30th September 1871 to the 11th March 1872.

The statutory accounts (No. 2 and No. 4) comprise together a period of two years, and the other published accounts (No. 1 and No. 3) a period of eighteen months, such eighteen months being included in, and forming part of, the two years of the statutory accounts.

We have ascertained the foregoing accounts to be incorrect, and we now proceed to describe the inaccuracies disclosed by our investigation, and to show the effect of their correction on the profit and loss account and balance-sheet of the company, as on 30th September 1873.

No. 1. These accounts which accompanied the report to the shareholders, dated 9th July 1872, signed by John A. Dix as president, were, as stated in such report, made up partly of estimated results, and their subject-matter being comprised in the statutory accounts for the year ending Sept. 30, 1872 (No. 2), we offer no further remarks upon them.

No. 2. The accounts No. 2 include a profit and loss account for the fiscal year, ending 30th September 1872, exhibiting a credit balance of $2,816,768

Which is composed as follows:—

By balance of account, 30th Sept. 1871		$1,688,507
By net earnings for the twelve months	$5,644,464	
Less interest, rents, and other deductions	3,913,621	1,730,843
		$3,414,351
Deduct dividends, No. 11 and No. 12, on preferred stock to 30th June 1872		597,583
		$2,816,768

Our examination of this statement results in showing that, instead of a credit balance of $1,683,508 existing on 30th September 1871, there was in fact a deficit of $456,444, and as to the alleged profit of the year, stated at $1,730,843, that it did not in point of fact exceed the sum of $1,021,347; the difference of error as to the balance of 30th September 1871 being .. $2,139,952

And as to the profit of the year 709,498

$2,849,449

Leaving the balance at the debit of the profit and loss account on 30th September 1872 at the sum of 32,681

Instead of a credit balance of $2,816,768

exclusive of any loss that may arise on the realisation of the book debts and securities which then were and may be still outstanding. A comparative profit and loss account to 30th September 1872 is given in the appendix marked A, showing in juxtaposition, the figures of the published accounts and of the corrected accounts.

No. 3. The accounts No. 3 were issued with the semi annual report of President Watson to the shareholders, dated 24 September 1873, and were for the period of nine months, ending 30th June 1873. Their subject-matter is comprised in the statutory accounts (No. 4) for the year ending 30th September 1873. These accounts comprise a profit and loss account, to the credit of which, as on 30th September 1872, is brought forward the balance of $2,816,768 reported on under No. 2. We find that from this profit and loss account are omitted certain items proper to it, and which are included in the succeeding statutory accounts; the effect of such omission being to overstate the apparent profit of the period to the extent of $549,194. The particulars of this sum are set out in the statement marked B in the appendix.

No. 4. The statutory accounts (No. 4) accompany a report made to the bond and share holders by President Watson, dated London, 4th February 1874. These accounts include a statement designated "Earnings and cash receipts and payments," which is in effect a profit and loss account for the year ending 30th September 1873; but in which the nominal credit balance of $2,816,768 shown by the preceding statutory account (No. 2) is not brought forward. This statement exhibits a "surplus for the year" of $368,884

After payment of proportion of dividends on stock chargeable to the present fiscal year, ... 1,569,437

Showing the profit of the year to have been $1,938,321

a result which agrees with the profit and loss account as for the year in the company's ledger.

There are, however, corrections applicable to these accounts amounting to $1,494,449, which reduce the apparent profit of $1,938 321 to $443,-872. A comparative profit and loss account for the year 1872 3, marked C, is set out in the appendix, showing in juxtaposition the figures of the pub lished and of the corrected account.

It appears that the total amount available for dividend during the two years ending 30th September 1873 was $1,008,775, instead of $5,352,-673, the amount appearing in the published accounts of the company, the difference being $4, 343,898 ; the details of such difference are set forth in the statement marked D in the appendix ; the corrections affect both sides of the profit and loss account, thus :—

Corrections to the debit	$5,221,176
Corrections to the credit	877,278
Balance of corrections	$4,343,898

This amount of ascertained error is liable to be increased in respect of the following matters, which cannot be at present determined :—

1. The sum of $400,000 is charged by Messrs. Bischoffsheim and Goldschmidt, under date of 19th October 1872, against the company, as for "special" expenses paid in connection with the removal of the board of directors, under the presidency of Mr. Jay Gould : this charge, we understand, is not admitted by the company, but, should it be successfully maintained, we are of opinion that it will constitute a further debit to the profit and loss account.

2. Certain items at present standing charged to capital, but questionably so, to the extent of about $160,000.

3. The loss incurred in the issues of consoli dated and convertible bonds, amounting on 30th September 1873 to $1,214,901 : the whole of this sum we consider to be properly a charge against earnings, but to be spread over the period of the currency of the bonds, and charged periodically to profit and loss in such proportions as would exhaust the entire amount at the due date of the bonds.

4. Any liability which might arise in respect of bonds of the Boston, Hartford, and Erie beyond the special guarantee given by the Erie in respect of $1,900,000 bonds dealt with by the company.

5. The extent (if any) to which the profit and loss account of the period under investigation may have been short charged in respect of deteriora tion of permanent way and rolling stock : from the absence of the necessary returns we are unable to express any opinion on this point.

We propose now to make some explanatory re marks on certain of the more important errors disclosed by our investigation and included in the preceding statement : they are as follows :—

Debit Items.

A. Atlantic and Great Western profit and loss account	$1,665,288
B. Boston, Hartford, and Erie guaranteed interest account	605,810
C. Messrs. Bischoffsheim and Goldschmidt's account of interest and charges	254,049
D. Surplus stock, result of inventory taken 31st December 1872	602,196
E. Reparation of roadway and building account	508,101
F. Reparation of motive power and cars account (rolling stock)	404,304

Credit Items.

G. Coupons on consolidated bonds, due September 1872 and March 1873	130,118
Coupons on convertible bonds, due March 1873	162,816
H. Over-charges to road department	170,000

Remarks on Item A (Atlantic and Great Western)—Amounting to $1,665,288.

This sum represents the loss incurred by the company in connection with the working of the Atlantic and Great Western, and consists of loss which to the extent of $1,081 251 had been ascer tained and shown by the books to have existed up to 30th September 1871, and which had been set forth and treated as loss in the several statutory accounts for the years 1869 70 : and 1870-71 notwithstanding these facts, the item, increased to $1,256,645, has been suffered to remain on the books as an asset, and was included in the statement of assets published by President Watson with his report dated 24 September 1873, accompanying the accounts to 30th June 1873.

Remarks on Item B (Boston, Hartford and Erie)—Amounting to $605,810.

In virtue of special guarantees given by the Erie, interest had been paid on bonds of the Boston, Hartford and Erie to 30th June 1873, amounting to	$572,560
And three months' further interest thereon and accrued due to 30th September 1873, amounting to	33,250
Together	$605,810

The company has ceased to exist, while the liability of the Erie to future annual payments of $138,000 still subsists. The circumstances in which the Boston, Hartford, and Erie had been placed for years were such as to render any recovery from it improbable, and the payments made should not have been treated as assets, but charged off from time to time to the debit of profit and loss. The true character of these payments appears to have been appreciated by the Erie under the Jay Gould administration, for we find that, so far back as September 1870 the payments made to that date, amounting to $130,240, were transferred to the debit of profit and loss, which sum was, however, retran ferred, through the medium of an account called the "Profit and Loss Adjustment Account," to the credit of profit and loss, under date of September 1873.

Remarks on Item C (Messrs. Bischoffsheim and Goldschmidt's Account)—Amounting to $254,049.

Various charges for interest on loans, commissions, and certain expenses incurred in London made by the above firm in their capacity of agents have not been entered in the company's books, and have consequently not been debited as they should have been to profit and loss account, although they duly appear in the several accounts current rendered by that firm from time to time to the company. The total of the items so omitted from profit and loss is $254 049.

Remarks on Item D (Surplus Stock) Amounting to $602,196.

In pursuance of instructions (for copy of which *vide* Appendix E) issued by President Watson to the "officers of the departments of transportation, road, and rolling stock," dated 14th December 1872, an inventory was taken of all tools and materials on hand on 31st December 1872.

These instructions pointed out that the inventory of the transportation department, for example, was to embrace *inter alia* all tools, office equipments, stationery at stations and offices—all materials and tools on trains and engines—wood, sawed and unsawed—coal, anthracite and bituminous—oil, waste, tallow, and all other materials and tools held for use or in hand, old or new, and from whatever source received—all materials and tools not available or unsuitable for use as far as known. Like directions are given in reference to the inventories of the road department and the rolling stock department.

These instructions involved the adoption of a different method of arriving at the amount of available materials on hand from that which had previously prevailed ; the former method was to consider all tools and materials issued for any specific use as consumed, and consequently as forming direct and final charges against revenue or capital, as the case might be, at the time of issue, and, therefore, not proper to be included in any subsequent inventory of available materials on hand. For instance, a considerable part of the property coming under the description of "office equipments at stations and offices" would consist of furniture and fittings forming part of the assets taken over from the New York and Erie, on its absorption by the Erie in 1861, and the amount of which had been properly treated as part of the original capital expenditure of the Erie. Other items of property similarly circumstanced and spread over the lines, works, and stations, would also, under the instructions, be included in the inventory. The practical effect of compliance with the instructions was, therefore, to bring back into the stock account a vast quantity of miscellaneous property, which had been previously treated in the accounts as consumed for both capital and revenue purposes, thereby creating an apparent surplus of available materials in excess of the balances shown by the several ledger accounts purporting to represent the value of the stocks of materials on hand.

Remarks on Item E (Reparation of Roadway and Buildings)—Amounting to $508,101.

The profit and loss account for the six months ending 30th June 1873 was relieved from expenditure under this head to the extent of $719,600, on the ground that the actual expenditure of the period was in excess of the amount properly due to the traffic of the period by that amount. This amount was accordingly credited to profit and loss, and debited to an exceptional account called "reparation of roadway and buildings ;" but this account was subsequently credited with the estimated difference in value between steel rails laid to replace old iron rails during the nine months ending 30th June 1873, amounting to $211,498, whereby the original debit to the reparation account was reduced to a balance of $508,101, at which figure it still stands in the books as an open balance, not charged off to either capital or revenue.

On this state of things we remark that, assuming the expenses of the six months to 30th June 1873 to have been rendered larger than would have been necessary had the roads and buildings been kept in proper repair in former periods, the circumstance would afford no justification for transferring the excess to an inoperative account, such as the so called reparation account. As a matter of fact, the expense had been incurred and remained a charge on the revenue of the company, and the utmost use that could legitimately be made of the comparis n of it with that of former periods was to account for and explain the excessive amount of expenditure incurred during the period ending 30th June 1873.

Remarks on Item F (Reparation of Rolling Stock) Amounting to $404,304.

The process by which profit and loss has been relieved of the charge of $404,304 is exactly similar to that adopted in reference to the last item, the amount being transferred from the account of expenses rolling stock department to an account designated "Reparation of Motive Power and Cars," and allowed to remain at the debit of such account as an open balance. The remarks made on the preceding item are equally applicable to this.

In respect of both these items, the comparison instituted with former periods is fallacious ; inasmuch as the expenditure during the period taken as the basis of the comparison is admitted by the official reports to have been insufficient to cover the deterioration due to the traffic of that period.

Remarks on Item G—Amounting to $292,934.

Coupons due in September 1872 and March 1873 on consolidated bonds. Coupons due in March 1873 on convertible bonds.

The full amount of the coupons due at the above quoted dates is in the books of the company charged direct to the debit of profit and loss ; but, being the first coupons payable on the bonds of those issues, their amount is in excess of the interest that would accrue on the periodical instalments paid to the company on account of the principal of the bonds, and constitute *pro tanto* an addition to the discount at which the bonds were issued, and ought to be distinguished accordingly. This we have done, and find that the amount of such coupons is in excess of interest to the extent of $292,934, which sum we transfer from the

debit of profit and loss to that of an account to represent loss on the issues of bonds.

REMARKS ON ITEM H—AMOUNTING TO $170,000.

This item arises in connection with the expenses of the road department for the months of October, November, and December 1872; the amount of such expenses for that period was based, not upon the data presented by the ordinary current accounts kept for recording them, but upon returns made by the outdoor officers of the department.

The ledger accounts showed the following amounts as the expenses incurred during the three months ending 31st December 1872, viz:

Wages and vouchers	$563,245
Materials purchased	126,163
Materials from other sources	152,495
	$841,904
Less amounts charged to other departments and to construction	222,941
Amount to debit of expenses of road department	$618,962
The amount derived from the returns was	1,014,503
Excess over amount charged in the books	$395,541

This excess was taken to represent the value of materials issued from the company's engineering stores during those three months, and was dealt with accordingly in the books, by means of an entry under date of 31st December 1872 for the total sum of $395,541 as for materials issued and consumed.

We have endeavored to arrive at the correct amount of the materials issued during those three months; but, owing to the circumstance that no account of them was entered in the books, and to the defective character of the documents available for the purpose of the inquiry, we are not enabled to state the precise amount of such issues; however, from a consideration of the available data and of the effect of crediting the amount of the excess to the account of "materials road department," which was to reduce the balance considerably below its normal average amount, we estimate that a sum of $100,000 or there abouts has been overcharged to profit and loss. In adjusting that account we have accordingly given credit for this estimated overcharge.

In March 1873 a payment of money was made to the Elmira Rolling Mills Company in lieu of old rails which should have been delivered to them in terms of their contract for the exchange of rerolled rails, supplied by them at various previous dates. This payment has been charged to the account of "expenses of road department," whereas it should have been charged to the account of "materials road department," the effect of this error was to overstate the expenses of the department by about $70,000, which we correct in our adjustment of the profit and loss account by crediting it with that amount.

DIVIDENDS.

The following is a statement of the dividends declared and paid during the period embraced by our investigation:

Date.	On Preference Stock.	On Common Stock.	Total.
29th Dec. 1871. *a*	$298,791	.....	$298,791
29th May 1872. *b*	298,791	.....	298,791
11th Feb. 1873. *c*	298,791	*e* $1,365,000	1,663,791
2d Sept. 1873.. *d*	298,791	*f* 780,000	1,078,791
	$1,195,167	$2,145,000	$3,340,167

The board minute on which the declaration of the dividend (*a*) proceeded states it to be based on "an estimate of the earnings of the Erie for the six months beginning 1st July 1871; that a sufficient amount has probably been earned in that period to justify the resumption of dividends on the preferred stock;" and a dividend was accordingly declared of 3½ per cent for the six months ending 31st December 1871.

The minute declaring the dividend (*b*) states it to be 3½ per cent "from the earnings of the current six months."

The dividends (*c*) and (*e*) proceeded upon a report from the president on the earnings and expenses of the company for the year ending 31st December 1872, and on an identical statement of figures from the Auditor-General, but how those figures were arrived at the books do not show. After considerable discussion, resolutions were passed declaring a dividend of 3½ per cent upon the preferred stock "out of the earnings of the company for the six months ending 31st December 1872," and a dividend of 1½ per cent upon the common stock for the twelve months ending 31st December 1872.

The accounts presented by the auditor and the question of dividend for the six months ending 30th June 1873 on the common stock and the preferred stock were, by a minute of the board, dated 28th August 1873, referred to a committee, who made their report to the board at its meeting on 2d September 1873, recommending a dividend of 3½ per cent upon the preferred stock and of 1 per cent upon the common stock; and a resolution was thereupon passed by the board declaring dividends (*d* and *f*), in pursuance of such recommendation, "out of the earnings of the road, appearing to its credit as by the auditor's accounts."

The accounts here referred to are identical with those published with the semi-annual report of the president, dated 2d September 1873.

A copy of the above mentioned minutes are set out in the Appendix marked F.

With respect to the dividends declared upon the preferred stock, the result of our investigation is to show, subject to the effect on the profit and loss of the periods to which they relate, of the adjustment of the charge of $400,000 made by Messrs. Bischoffsheim and Goldschmidt and of the other outstandings already indicated—that the earnings were sufficient to justify their payment; the corrected amount of these earnings for the two years ending 30th September 1873 is..$1,465,219

The four dividends (*a*, *b*, *e*, *d*) on the preferred stock for the two years ending 30th June 1873 amount to	1,195,167
Leaving the sum of	$270,052

which would have been presumably applicable to the payment of dividend on the common stock but for the deficit of $456,444, shown by the corrected profit and loss account to have existed on the 30th September 1871.

It follows, therefore, that there existed no balance of profits applicable to the payment of the dividends (*e* and *f*) declared upon the common stock, amounting to $2,145,000.

LIABILITIES AND ASSETS.

The only statements of liabilities and assets published during the period under investigation are those comprised in statutory accounts to the 30th September 1872 (No. 2), and those accompanying the president's semi-annual report to the shareholders to the 30th June 1873 (No. 3).

The following is an abstract of the statement of liabilities and assets to 30th September 1872:

Liabilities, 30th September 1872:	
Stock	$86,536,910
Bonds	26,895,000
Floating debt and bills payable, after deducting cash in hands of treasurer and agents of the company, and current accounts receivable	2,517,301
Profit and loss	2,816,768
	$118,265,979
Assets, 30th September 1872:	
Cost of road and equipment	$108,807,687
Construction accounts	2,601,705
Lake Erie propellers, and other items	1,287,360
Bonds of other companies	3,205 431
Stocks of other companies	766,894
Materials on hand and in shops	1,597,400
	$118,265,979

The item of "bonds" includes the sum of $3,000,000 consolidated mortgage bonds, which according to the books had been re-purchased by the company previous to the date of the statement, and were not then extant, and does not include the bonds which, although not entered in the books, had been issued prior to and were existing at that date, amounting to $4,383,500.

The item of "floating debt," &c., was made up of the following sums:

Creditor ledger balances	$11,161,077
From which were deducted cash and other debtor ledger balances	$5,643,776
Bonds re-purchased	3,000,000
	8,643,776
Producing the sum of	$2,517,301

as appearing in the statement of liabilities.

By the method thus adopted, the totals both of liabilities and assets were incorrectly reduced by $8,643,776.

The statement marked G in the Appendix is a comparative balance sheet to 30th September 1872, setting out in parallel columns the items forming the statement of liabilities and assets as published, the same as shown by the books of the company, and as corrected by the result of our investigation.

The subject matter of the statement of liabilities and assets included in the published accounts to 30th June 1873 being substantially incorporated in the balance sheet prepared by us to 30th September 1873, it has not been necessary to subject that statement to separate and distinct examination and correction.

Information elicited by our investigation, together with that contained in the books, has enabled us to prepare the accompanying balance sheet to 30th September 1873 in corroboration of the results arrived at by us in relation to the profit and loss account, which exhibits a net deficit of $2,331,392 at that date, subject to the probable increase in respect of matters previously referred to.

This balance sheet also presents a general view of the position of the company as on 30th September 1873, according to the books, and inclusive of our corrections; but an authoritative examination and determination of the many questions both of law and fact which affect the nature, extent, and value of its multifarious liabilities and assets must be accomplished before a complete elucidation of its present financial position can be effected. And for the purposes of such an examination, much useful information accumulated in the course of our investigation—though not directly bearing on the special object of it, as indicated by our instructions—can be made available.

From the information acquired by us with respect to the item of $8,229,284, the nominal amount of real estate and bonds and shares in various companies, recovered from Jay Gould, we are of opinion that the actual value of the recoveries will fall very far short of the sum stated. The amount ultimately realised should go to the credit of capital account.

The system of accounts requires amendment in many important particulars, and should be remodelled.

The president and officers of the company in New York readily gave us complete access to the books and documents under their charge, and generally rendered us every facility for the prosecution of the inquiry intrusted to us. We remain, gentlemen, your most obedient servants,

QUILTER, BALL, AND CO.
TURQUAND, YOUNGS, AND CO.

London, October 6, 1874.

☞ Ryland's trade circular reports all the metal industries of England dull, and says of the cutlery branches, chiefly established at Sheffield: "The American manufacturers have nearly monopolized their home demand for cheap table cutlery, and they are now endeavoring to secure the trade in cheap pocket goods."

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic & Pacific:													
1873	319,649	354,941	472,838	432,217	418,546	374,769	383,965	451,528	502,087	468,671	397,485	397,729	4,948,672
1874	341,995	323,055	396,286	398,308	423,685	404,560	395,893	459,854	498,413	.....	.....	.....	.....
Central Pacific:													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556,080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720,929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,628	1,254,689	1,285,567	1,299,900	1,037,992	12,734,729
1873	852,860	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,622	1,392,125	1,423,875	1,296,812	1,072,750	13,938,969
1874	848,558	794,000	867,666	1,132,000	1,360,000	1,380,000	1,258,000	1,301,000	1,406,000	.....	.....	.....	.....
Chicago and Alton:													
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,603	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,315	352,604	5,156,326
1873	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
Chicago and Northwestern:													
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873	752,468	765,249	967,258	1,034,023	1,256,072	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915	13,816,465
1874	1,014,514	900,765	1,024,061	1,080,193	1,290,596	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801,195	496,566	7,250,069
1870	396,171	382,823	377,571	443,133	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,986	387,565	426,223	474,188	580,438	594,769	488,348	565,729	811,961	950,945	702,838	513,787	6,957,771
1873	334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046,124
1874	654,400	657,500	576,620	742,050	964,800	886,900	749,200	704,300	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,819
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,253	417,328	439,581	389,830	358,743	4,462,625
1873	363,921	413 043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448
1874	363,053	276,099	318,976	342,247	306,778	330,754	327,384	403,175	369,334	.....	.....	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,372	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,753	1,704,374	1,392,615	18 694,096
1873	1,326,505	1,329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,685,384	1,774,570	1,918,247	1,882,421	1,560,023	1,625,129	19,631,781
1874	1,462,650	1,273,775	1,413,223	1,465,550	1,687,772	1,577,945	1,443,283	.....	.....	.....	.....	.....	.....
Illinois Central:													
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,432
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899 052	901,235	903,225	811,708	697,751	8,678,958
1871	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698,063	8,026,754
1873	602,241	597,429	660,759	553,913	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874	611,491	538,668	567,554	580,921	647,592	678,728	624,191	708,808	763,106	.....	.....	.....	.....
Kansas Pacific:													
1871	133,673	152,264	267,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303,305	210,197	3,321,518
1872	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265,217	201,492	3,498,160
1874	170,349	178,429	245,774	292,143	316,647	316,379	293,247	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1871	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1,368,948	1,402,597	1,345,316	1,235,285	14,797,975
1872	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459,360	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873	1,412,368	1,549,285	1,735,736	1,694,543	1,680,968	1,585,368	1,451,762	1,582,531	1,776,420	1,742,516	1,375,556	1,546,983	19,134,136
1874	1,519,249	1,305,132	1,371,545	1,593,827	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta & Cincinnati:													
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,573	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873	169,843	161,132	178,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	151,793	150,301	2,126,675
1874	171,028	144,215	161,031	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1870	337,992	329,128	384,431	412,030	406,283	363,187	326,891	378,880	467,990	511,447	453,673	387,827	4,755,958
1871	418,755	442,665	486,980	470,703	480,847	427,096	422,015	529,890	628,660	582,082	587,434	507,050	5,940,102
1872	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873	379,836	440,261	567,314	556,180	542,058	480,038	457,853	452,330	617,291	537,031	506,804	552,548	6,089,534
Mo., Kan. & Texas:													
1873	200,639	224,393	256,719	258,871	250,935	249,343	301,318	336,823	399,939	370,710	309,028	285,603	3,444,321
1874	266,333	230,371	262,801	214,011	224,589	237,425	245,595	288,999	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1872	272,472	239,733	290 710	276,290	280,523	263,290	232,286	304,083	356,194	408,254	319,024	283,836	3,526,695
1873	283,605	291,630	338,725	338,709	307,520	290,470	271,314	300,895	379,105	322,532	265,242	264,920	3,654,667
1874	266,039	243,167	304,842	298,665	268,807	292,546	282,640	323,963	364,374	.....	.....	.....	.....
Philadelphia and Reading:													
1871	506,367	423,045	644,506	688,578	1,063,002	1,510,098	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,748
1873	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	.....	.....
St. Louis, I. Mt. & South'n:													
1873	145,834	152,054	224,449	207,627	255,277	216,223	198,563	222,753	196,403	179,385	143,267	170,607	2,312,441
1874	156,699	149,035	169,475	160,901	251,509	238,610	235,250	254,230	258,447	.....	.....	.....	.....
Toledo, Wab. & Western:													
1871	365,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,935	5,736,666
1872	439,780	431,949	460,646	447,313	510,792	462,868	432,056	614,175	565,811	621,351	489,341	532,895	6,008,978
1873	403,487	427,097	437,835	423,517	459,506	537,819	488,911	647,080	593,810	528,844	369,605	421,296	5,738,808
1874	423,343	400,984	404,699	447,855	420,719	388,535	440,587	478,475	459,894	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528,529	500,139	539,238	706,603	802,586	746,450	643,058	664,051	728,521	719,693	570,168	505,053	7,654,094
1871	479,573	373,925	499,899	584 540	724,466	728,174	673,693	681,865	800,402	777,362	708,142	469,932	7,521,688
1872	373,936	534,115	565,861	741,802	890,449	835,459	743,382	789,567	863,754	980,706	915,727	757,851	8,892,606
1873	523,975	491,784	708,256	881,266	1,007,831	969,863	876,833	837,277	1,068,937	1,170,586	970,660	758,829	10,266,104
1874	620,715	607,990	687,026	834,954	910,065	902,881	850 142	1,042,516	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'73	9.50	114	40	Albany.....N.Y.	190,590	190,000	50,000		101,301	28,019	8	100	100	...
Sept. 30,'73	1.04	....	—	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	—	7,220	894	—	100	100	...
Oct. 31,'73	25.00	440	78	Atlantic Avenue (Bklyn)..N. Y.	725 723	680,000	456,800	32,296	266,857	42,314	—	100	100	...
Sept. 30,'73	11.83	344	50	Avenue C (N. Y. City)...N. Y.	540,360	500,000	900,000	109,019	230,082	32,540	—	100	100	...
Dec. 31,'73	7.5	097	94	Baltimore City (Balt.).....Md.	1,038,456	1,000,000	—	98,000	.....	.....	3	25	25	23½
Sept. 30,'73	22.01	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,801,613	900,000	694,000	46,850	257,704	37,697	—	100	100	....
Sept. 30,'73	4.63	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,789	7.7	100	100	....
Sept. 30,'73	1.25	—	—	Boston & West Roxbury..Mass.	56,133	41,000	—	—	—	—	—	100	100	....
Sept. 30,'73	13.88	264	50	Broadway (Brooklyn).....N.Y.	378,029	200,000	100,000	62,395	180,504	43,404	12	100	100	....
Sept. 30,'73	24.25	1098	135	B'dway & 7th Av.(N.Y.C.)N.Y.	3,847,159	2,100,000	1,500,000	200,000	920,158	264.449	6	100	100	....
Sept. 30,'73	7.00	....	32	Brooklyn, Bath & Coney I.N.Y.	245,048	180,000	80,000	—	65,906	30,566	—	100	100	....
Sept. 30,'73	81.50	1922	401	Brooklyn City.....N.Y.	2,424,800	2,000,000	800,000	90,000	1,496,294	306,196	14	100	100	....
Sept. 30,'73	18.50	242	68	Brooklyn City & Newtown.N.Y.	513,273	300,000	400,000	32,358	197,186	66,122	—	100	100	....
Sept. 30,'73	19.82	200	50	Brooklyn, Cross-Town.....N.Y.	663,517	300,000	300,000	40,765	167,843	27,229	—	100	100	....
Sept. 30,'73	17.64	362	83	Buffalo street.....N.Y.	528,984	100,000	421,119	86,276	324,205	137,407	—	100	100	....
Sept. 30,'73	11.13	142	28	Bushwick (Brooklyn).....N.Y.	389,971	300,000	102,000	2,628	44,408	—	—	100	100	....
Sept. 30,'73	29.19	—	—	Cambridge (Boston).....Mass.	800,500	800,500	150,000	—	73,486	73,486	9	100	100	100
Sept. 30,'73	1.70	22	4	Central City (Syracuse).....N.Y.	29,473	21,130	6,000	—	20,164	14,094	12	100	100	....
Sept. 30,'73	24.00	960	128	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,948,585	1,667,700	1,200,000	8,857	909,098	342,290	—	100	100	....
Oct. 31,'73	9.00	208	40	Citizens' (Pittsburg).....Pa.	270,671	184,000	—	—	184,298	78,365	16	50	46	....
Oct. 31,'73	7.25	350	50	Citizens' (Phila.).....Pa.	212,320	192,750	—	1,000	300,145	95,884	17½	50	19½	....
Sept. 30,'73	20.40	240	24	Coney Island (Brooklyn)..N.Y.	698,806	—	369,000	39,924	221,891	51,196	—	100	100	....
Sept. 30,'73	10.70	960	127	Dry Dock,E.B.&B.(N.Y.C)N.Y.	2,090,847	1,200,000	1,000,000	—	1,275,623	640,633	8	100	100	....
Sept. 30,'73	3.50	12	3	Dunkirk and Fredonia.....N.Y.	43,609	35,100	—	—	4,111	4,111	8	100	100	....
Oct. 31,'73	1.62	14	4	Easton and S. Easton.....Pa.	25,962	29,562	—	—	10,946	3,320	—	25	16	....
Sept. 30,'73	9.50	1002	120	Eighth Avenue (N.Y.City)N.Y.	1,683,574	1,080,000	203,000	66,200	798,040	149,564	12	100	100	....
Oct. 31,'73	2.32	24	6	Erie City.....Pa.	36,997	19,807	20,000	2,341	13,287	2,184	—	50	42	....
Oct. 31,'73	5.50	60	23	Federal St. & Pl. Val.(Pbg.).Pa.	132,842	66,250	90,000	—	45,735	9,000	—	25	22	....
Sept. 30,'73	2 60	18	6	Fifth Ward (Syracuse).....N.Y.	44,766	29,335	10,000	2,150	13,699	1,673	—	100	100	....
Sept. 30,'73	10.26	491	68	42d st.& Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	236,000	29,301	586,757	293,048	9	100	100	....
Sept. 30,'73	17.04	389	56	Frankford & Southwark(Ph.)Pa.	844,171	498,200	290,500	—	412,325	91,138	10	50	50	56½
Sept. 30,'73	4.00	26	8	Genesee & Water St.(Syr.)N.Y.	67,017	42,500	14,200	—	31,588	19,095	5	100	100	....
Oct. 31,'73	33.75	360	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	405,614	97,884	6	50	31	36
Sept. 30,'73	7.75	182	37	Gr'd st. & Newtown (Bk'n)N.Y.	310,443	170,000	90,000	12,378	107,824	22.093	—	100	100	....
Sept. 30,'73	8.00	200	40	Gr'd St. Prosp. P'k & Flatb.N.Y.	437,011	200,000	200,000	37,028	80,086	1,016	—	100	100	....
Oct. 31,'73	7.25	200	42	Green and Coates st. (Phila.)Pa.	244.441	160,000	100.000	—	180,268	—	4	50	30	40½
Oct. 31,'73	2.12	10	4	Harrisburg City.....Pa.	60,250	41,994	12,500	1,604	7,185	—	—	25	25	....
Sept. 30,'73	11.95	140	20	Harlm.Br.,Morr. & F'dham.N.Y.	287,302	29,100	135,000	—	89,000	18,391	—	100	100	....
Oct. 31,'73	11.00	378	60	Hest., Mant. & F'mount (Ph.)Pa.	388,486	299,423	100,000	27,000	292,610	71,442	9	50	50	19
Sept. 30,'73	6.25	92	26	Jamaica,Woodh'n & Bklyn.N.Y.	100,000	100,000	—	—	23,132	1,970	—	100	100	....
Sept. 30,'73	3.25	33	9	Kingston and Rondout.....N.Y.	83,285	75,000	—	—	24,792	5,161	5	100	100	....
Oct. 31,'73	5.01	117	20	Lombard and South st. (Ph.).Pa.	170,402	105,000	62,500	—	99,104	35,935	10	25	12½	....
Sept. 30,'73	4.04	50	12	Lowell Horse.....Mass.	81,704	80,000	—	3,500	34,127	2,697	—	100	100	....
Sept. 30,'73	11.62	239	35	Lynn and Boston.....Mass.	277,581	200,500	50,000	43,697	164,270	—	—	100	100	....
Sept. 30,'73	3.60	—	—	Malden and Melrose (Btn).Mass.	60,246	165,500	75,000	—	—	—	—	100	100	....
Sept. 30,'73	3.46	—	—	Medford & Charlest. (Btn).Mass.	34,600	21,000	5,000	—	2,240	81	—	100	100	....
Sept. 30,'73	5.26	65	15	Merrimac Valley.....Mass.	63,000	50,000	—	—	34,845	65	4	100	100	....
Sept. 30,'73	46.29	1220	204	Metropolitan (Boston).....Mass.	2,371,609	1,500,000	—	589,390	982,854	91,633	3	100	100	42½
Sept. 30,'73	16.24	285	53	Middlesex (Boston).....Mass.	679,675	400,000	184,500	158,822	228,893	26,112	—	100	100	....
Sept. 30,'73	1.76	4	2	Mohawk and Ilion.....N.Y.	17,500	15,000	—	—	5,496	2,400	16	100	100	....
Sept. 30,'73	4.00	....	....	New York Elevated.....N.Y.	1,500,000	754,200	—	91,848	64,602	—	—	100	100	....
Sept. 30,'73	6.10	220	27	Ninth Avenue (N.Y. City)N.Y.	999,109	797,320	207,000	13,648	95,704	3,762	—	100	100	....
Sept. 30,'73	3.21	10	2	Northampton & Wmburg. Mass	50,000	50,000	—	6,499	5,832	—	—	100	100	....
Sept. 30,'73	10.88	126	30	North 2d St. & Middle Vil..N.Y.	200,765	134,500	25,000	45,457	65,641	570	—	100	100	....
Sept. 30,'73	2.74	7	2	North Woburn (Boston)..Mass.	35,310	20,800	—	—	1,924	1,879	—	100	100	....
Dec. 31,'73	11.71	191	42	Orange and Newark .....N.J.	1,038,756	290,300	700,000	123,556	210,171	15,965	—	100	100	....
Sept. 30,'73	14.40	142	17	Park Avenue (Brooklyn)..N.Y.	369,425	200,000	200,000	77,000	126,727	42,908	4	100	100	....
Oct. 31,'73	9.64	40	17	Peoples' street (Scranton)....Pa.	140,387	125,000	—	—	36,447	13,407	4	100	100	....
Oct. 31,'73	15.00	396	75	Philadelphia City (C.& W.).Pa.	454,397	225,000	200,000	39,297	347,282	118,632	10	50	50	72
Oct. 31,'73	6.00	60	16	Philadelphia and Darby.....Pa.	257,000	200,000	—	—	—	—	4	20	20	....
Oct. 31,'73	13.07	114	23	Phi'adelphia & Gray's Ferry.Pa.	299,127	200,175	—	6,500	124,472	38,750	10	50	25	30½
Oct. 31,'73	5.75	116	37	Pbg., Allegheny & Manchest.Pa.	161,752	200,000	48,000	336	149,066	54,721	10	50	50	....
Oct. 31,'73	6.60	100	19	Pittsburg and Birmingham..Pa.	136,239	120,000	50,000	11,549	71,062	650	—	50	50	....
Oct. 31,'73	7.50	72	15	Pbg, Oakland & E. Liberty..Pa.	125,449	130,000	50,000	22,636	42,949	6,359	—	50	50	....
Oct. 31,'73	4.50	85	19	Pittsburg and Ormsby.....Pa.	83,487	100,000	40,000	1,616	37,238	—	—	25	25	....
Sept. 30,'73	6.00	42	11	Poughkeepsie City.....N Y.	121,706	72,250	26,000	28,500	21,539	1,801	—	100	100	....
Oct. 31,'73	13.50	254	40	Ridge Avenue (Ph.).....Pa.	414,512	336,000	85,000	4,772	244,658	66,435	3	50	28	47
Sept. 30,'73	12.00	120	27	Rochester and Brighton ....N.Y.	192,596	70,000	30,000	38,500	118,947	60,951	10	100	100	....
Sept. 30,'73	7.84	54	20	Salem street.....Mass.	203,735	150,000	35,900	1,800	—	—	6	100	100	....
Oct. 31,'73	3.47	—	—	Schuylkill River (Phila.) ....Pa.	47,465	50,000	—	—	—	—	10	50	50	....
Sept. 30,'73	21.00	1021	137	Second Avenue (N.Y. City)N.Y.	2,511,743	1,180,500	1,220,000	84,988	681,434	171,112	8	100	100	....
Oct. 31,'73	39.50	580	96	2d and 3d street (Phila.).....Pa.	706,256	621,676	—	—	544,545	69,873	10	50	31	35½
Oct. 31,'73	6.75	246	42	17th and 19th street (Phila.)..Pa.	186,694	160,000	100,000	10,306	152,406	36,467	4	50	16	....
Sept. 30,'73	8.38	824	102	Sixth Avenue (N.Y. City)..N.Y.	2,181,960	750,000	415,000	80,000	938,434	143,950	10	100	100	....
Sept. 30,'73	4.03	—	—	Somerville horse (Boston).Mass.	98,000	98,000	—	—	5,880	5,880	7½	100	100	....
Sept. 30,'73	7.56	330	52	South Boston.....Mass.	450,000	450,000	—	—	239,209	31,089	—	100	100	65
Sept. 30,'73	6.50	80	21	South Brooklyn & Park.....N.Y.	259,196	150,000	100,000	19,527	49,380	3,486	—	100	100	....
Sept. 30,'73	2.71	32	6	Springfield street.....Mass.	89,586	50,000	—	7,675	22,364	2,292	5	100	100	....
Sept. 30,'73	2.53	20	5	Stoneham street (Boston)..Mass	38,744	33,000	—	—	2,100	1,779	5	100	100	....
Sept. 30,'73	8.00	35	13	Staten Island Shore.....N.Y.	31,000	31,000	—	—	18,873	—	—	100	100	....
Sept. 30,'73	2.00	21	7	Syracuse and Geddes.....N.Y.	28,578	25,000	25,000	—	17,225	6,370	7	100	100	....
Sept. 30,'73	2.80	16	4	Syracuse and Onondaga ....N.Y.	50,150	37,000	—	10,000	13,748	3,955	1	100	130	....
Sept. 30,'73	4.32	40	8	Taunton street.....Mass.	53,414	40,000	—	7,500	23,671	5,257	10	100	100	....
Oct. 31,'73	7.25	350	50	10th & 11th st. (Citizens')...Pa.	212,320	192,750	—	1,000	300,145	95,884	17½	50	19½	82½
Sept. 30,'73	18.00	2112	267	Third Avenue (N. Y. City).N.Y.	3,757,365	2,000,000	2,000,000	—	2,140,826	549,310	5½	100	100	....
Oct. 31,'73	8.50	198	33	13th and 15th streets (Phila.).Pa.	227,326	334,529	—	—	155,697	37,581	12	50	16½	23½
Sept. 30,'73	6.27	85	8	Troy and Albia.....N.Y.	74,537	44,700	35,100	707	21,051	3,902	—	100	100	....
Sept. 30,'73	11.88	226	51	Troy and Lansingburg.....N.Y.	328,387	260,000	96,000	9,352	170,056	19,859	—	100	100	....
Sept. 30,'73	5.00	76	19	23d street (N.Y. City).....N.Y.	702,757	600,000	250,000	—	96,931	31,365	—	100	100	....
Sept. 30,'73	—	731	97	Union street (Boston).....Mass.	472,035	355,500	17,500	132,108	478,742	13,984	—	100	100	108
Oct. 31,'73	30.00	687	118	Union (Phila.).....Pa.	1,032,514	400,000	500,000	—	682,502	77,201	26	50	20	....
Sept. 30,'73	29 60	507	89	Union (Providence).....Pa.	828,329	614,300	75,000	139,029	416,096	72,811	2	100	100	....
Sept. 30,'73	13.13	92	14	Utica, Clinton & Bingham.N.Y.	323,763	121,400	200,000	—	45,450	4,893	—	100	100	....
Sept. 30,'73	2.50	18	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	18,000	—	22,013	6,356	3½	100	100	....
Sept. 30,'73	3.11	12	3	Waltham and Newtown..Mass.	36,974	30,000	—	16,316	7,659	2,546	4	100	100	....
Sept. 30,'73	14.50	150	25	Watervliet (Albany) .....N.Y.	342,347	240,000	130,000	—	104,231	1,977	—	100	100	....
Oct. 31,'73	15.50	507	79	West Philadelphia.....Pa.	591,348	400,000	100,000	—	462,477	129,289	15	50	50	....
Oct. 31,'73	4.59	16	7	Wilkesbarre and Kingston..Pa.	94,833	160,000	—	—	23,551	8,934	4	50	50	....
Sept. 30,'73	3.26	....	....	Winnisimmet (Boston)... Mass.	62,152	50,400	—	—	2,802	2,335	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal Payable.	Market Price
	$	pc			
Albany: 1st Mortgage	59,000	7	J.& J.	1883	....
Atlantic (Bklyn) Ave.: 1st Mortgage	115,000	7	A&O.	1881	....
2d Mortgage	100,000	7	A&O.	1884	....
3d Mortgage	166,000	7	J.& J.	1885	....
Avenue C: 1st Mortgage	900,000	7	A&O.	1896	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1880	....
Broadway (Brooklyn): 1st Mortgage	100,000	7	J.&D.	1882	....
Broadway and 7th Avenue: 1st Mortgage	1,500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	1890	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1893	....
Brooklyn City & Newtown: 1st Mortgage	400,000	7	J.&D.	1879	....
Brooklyn Cross-Town: 1st Mortgage	300,000	7	J.& J.	1888	....
Buffalo Street: 1st Mortgage	400,000	7	M&N	1893	....
Bushwick: 1st Mortgage	102,000	7	J.& J.	1889	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1881	....
Central Park, N & E. River: 1st Mortgage	550,000	7	F& A	1882	....
2d Mortgage	650,000	7	M&N	1890	....
Coney Island & Brooklyn: 1st Mortgage	307,000	7	J.& J.	1887	....
D. Dock, E.Bdw. & Battery: 1st Mortgage	1,000,000	7	J.&D	1885	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	1890	....
Empire: 1st Mortgage.....guar.	150,000	7	J.& J.	1890	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	236,000	7	A.&O	1876	....
Federal St. & Pleasant Val.: 1st Mortgage	25,000	7	A&O.	1878	....
2d Mortgage	50,000	7	J.& J.	1881	....
Frankford and Southwark: 1st Mortgage	155,500	7	J.& J	1877	....
2d Mortgage	100,000	7	M&N	1891	....
Germantown: 1st Mortgage	250,000	7	J.&D.	1879	....
2d mortgage	100,000	7	.....	1884	....
Green and Coates street: 1st Mortgage	103,000	7	J.& J.	1878	....
Grand St. & Newtown: 1st Mortgage	90,000	7	A.&O	1887	....
Grand st. P. P. & Flatbush: 1st Mortgage	200,000	7	J.& J.	1891	....
Harl. Br.,Morris's & Fordh.: 1st Mortgage	135,000	7	J.& J.	1886	....
Hestonv., Mantua & Fairm.: 3d Mortgage	125,000	7	J.&D.	1880	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J.	1883	....
Lynn and Boston: 1st Mortgage	50,000	6	A&O.	1879	....
Malden and Melrose: 1st Mortgage	75,000	6	A&O.	1885	....
Middlesex (Boston: 1st Mortgage sinking fund	99,500	6	J.& J.	1884	....
2d Mortgage	60,000	6	A.&O	1880	....
3d Mortgage	25,000	7	M&N	1874	....
Ninth Avenue (N. Y.): 1st Mortgage	207,000	7	J.& J.	1876	....
Orange and Newark: 1st Mortgage	200,000	6	J.& J.	1881	....
2d Mortgage	500,000	7	J.& J.	1883	....
Park Avenue (Bkly): 1st Mortgage	300,000	7	M&N	1888	....
Philadelphia City: 1st Mortgage	200,000	7	J.& J.	1881	....
Second Avenue (N. Y.): 1st Mortgage	350,000	7	J.&D.	1877	....
2d Mortgage	200,000	7	F.& A	1876	....
3d Mortgage	150,000	7	A.&O	1885	....
Conv. bonds	520,000	7	M&N	1888	....
17th and 19th street (Ph.): 1st Mortgage	15,000	6	J.& J.	1873	....
2d Mortgage	60,000	6	A&O.	1878	....
Sixth Avenue (N. Y.): 1st Mortgage	415,000	7	J.& J.	1890	....
South Brooklyn and Park: 1st Mortgage	100,000	7	J.& J.	1892	....
Third Avenue (N. Y.): 1st Mortgage	2,000,000	7	J.& J.	1890	....
Troy and Lansingburg: 1st Mortgage	96,000	7	J.& J.	1902	....
Union (Phila.): 1st Mortgage	300,000	6	J.& J.	1-85	....
2d Mortgage	300,000	7	J.& J.	1881	....
Union (Prov. R. I.): 1st Mortgage	75,000	6	J.& J.	1892	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.&D.	1889	....
Watervliet: 1st Mortgage	130,000	7	A&O.	1887	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,280,000	J. & J.	July '74 3½
Allegheny Valley 50	2,2:6 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '73 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " guar.100	786,476	M. & N.	Nov. '73 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Sept.'73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Genesee & Mt. M.*100	194,250	A. & O.	Oct '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	Nov. '74 5
Washington Br.....100	1,650,000	A. & O.	Oct. '74 5
Parkersburg Br. pref... 50	5,680,685	— & —	.....
Berkshire*.....100	600,000	J. A J & O	Oct. '74 0
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N	May '74 5
Bos., Clin. & Fitchb.pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & D	June '74 3
Bost., Conc. & Mont.*pref100	800,000	M. & N.	Nov. '74 3
Boston and Lowell.....500	2,852,900	J. & J.	July '74 3½
Boston and Maine.....100	6,816,807	M. & N.	Nov. '74 4
Boston and Providence..100	4,000,000	M. & N.	Nov. '74 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A.	Feb. '74 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Sept.'74 5
" " pref.100	1,485,900	M. & S.	Sept.'74 5
Camden and Amboy* ...100	5,847,800	J. A. J.O.	Oct. '74 2½
Camden and Atlantic... 50	451,701	— & —	Oct. '74 3½
" " pref. 50	763,549	— & —	Oct. '74 7
Cape Cod 60	1,020,330	J. & J.	Jan.'72 $2½
Cape May and Millville* 50	447,000	J. & D.	Dec. '73 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa*.....50	1,159,600	— & —	.....
" pref. 50	2,200,000	M. & N.	May '74 ½
Cayuga and Susq.*..... 50	589,110	J. & J.	July '74 5
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	Nov. '74 1
" " pref.100	769,600	F. & A	Aug. '74 5g
Central of Georgia.....100	4,666,800	J. & J.	July '73 5
Central of New Jersey..100	20,000,000	J. A J O.	Oct. '74 2½
Central Ohio*.....50	2,425,000	J. & D.	June '74 3
" pref.....50	400,000	J. & D.	June '74 3
Central Pacific 100	54,275,500	.....	Aug. '74 5g
Chemung*.....100	380,000	J. A. J & O	Oct. '73 1½
Cheshire, preferred 100	2,100,000	J. & J.	July '74 2
Chicago and Alton.....100	8 929,900	M. & S.	Sept. '74 5
" " pref...100	2,425,400	M. & S.	Sept. '74 5
Chicago, Burl. & Quincy.100	19,897,000	M. & S.	Sept. '74 5
Chicago, Iowa & Nebras*100	3,916 300	J. & J.	July '74 4
Chicago & N. Western..100	14,993,060	J. & D.	Dec. '72 3½
" pref.100	21,484,113	J. & J.	July '75 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Oct. '74 4
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.* ... 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	429,046	M. & N	Nov. '74 2
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Aug. '74 4
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '74 3½
Cleveland & Pittsburg*.. 50	11.236,150	F.M.A.N	Aug. '74 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*... 5	1,786,800	M.J.S.D.	June '74 2
Colum. & Hocking Val..100	2,500,000	F. & A.	Feb. '74 5
Concord.....50	1,500,000	M. & N.	Nov. '74 5
Concord and Porta.*.....100	350.000	J. & J.	July '74 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A	Aug. '74 3
Connecticut River..... 10	1,950,000	J. & J.	July '74 5
Cumberland Valley..... 5	1,494,250	A. & O.	Apl. '74 4
Danbury and Norwalk . 50	600,000	M. & N.	Nov. '73 5
Delaware*.....50	1,230,941	J. & J.	July '74 3
Del., Lackaw. & Westn. 50	23,500,000	J.A.J. O.	Oct. '74 2½
Detroit & Milwaukee *.. 50	822,140	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	A. & O.	Oct. '74 2
East Pennsylvania* 50	1,599,200	J. & J.	July '74 3
East Mahanoy *..... 50	392,950	J. & J.	July '74 3
Eastern (Mass.).....100	4,262,600	J. & J.	July '73 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*..100	800,000	F. & A.	Feb. '74 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '74 2½
" " pref. 50	500,000	J. & J.	July '74 3½
Erie Railway 100	78,000,00.	.....	Oct. '73 1
" pref.....100	8,536,910	.....	Oct. '73 3½
Erie and Pittsburg* 50	1,090,250	M.J.S.D.	Mar. '74 1½
Fitchburg.....100	4,000,000	J. & J.	July '74 4
Georgia 100	4,156,000	J. & J.	Apl. '74 4
Grand River Val.* guar.100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.)....100	19,237,404	A. & O.	Apl. '74 1½
Hannical & St. Joseph..100	4,151,700	F. & A.	Aug.'70 3½
" " pref.100	5,078,224	Annual.	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	May '74 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '74 3½
Housatonic, pref. 100	1,180,000	J. & J.	July '74 4
Huntingdon & Bd Top.. 50	880,000	— & —	.....
" " pref. 50	450,750	J. & J.	July '68 3½
Illinois Central 100	25,280,510	F. & A.	Aug. '74 4
Indianapolis, Cin. & Laf. 50	7,885,497	M. & S.	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	J. & J.	July '74 2
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	July '74 1½
Joliet & North. Indiana*100	300,000	J. & J.	July '74 4
Lake Shore & Mich. So..100	49,466,500	F. & A.	Aug.'73 4
" " (guar.).100	533,500	F. & A.	Feb. '74 5
Lawrence*.....50	280,300	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	3,739,800	M. & N.	May '67 5
Lehigh Valley 50	21,916,850	J.A. J.O.	Oct. '74 2½
Little Miami.*.....50	5,871,450	J.A. J.O.	Apl. '74 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July '74 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island.....50	3,000,000	M. & S.	May'73 10s
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '74 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '74 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Oct. '74 3
Lykens Valley 20	600,000	F.M.A.N	Feb. '75 2½
Macon and Western.....100	2,500.000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law...100	1,000,000	M. & N.	Nov.'74 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '74 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	18,738.204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323.375	J. & J.	July '74 5
Milwaukee and St. Paul..100	15,399,261	J. & J	Dec. '70 7s
" " pref.....100	12 274,483	F. & A	Aug'74 3½b
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '74 3½
Morris and Essex*..... 50	14,008,100	J. & J.	July '74 3½
Nashua and Lowell.....100	800.000	M. & N.	Nov. '74 4
Naugatuck.....100	1,881 900	F. & A.	Aug. '74 5½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'74 5
Newark and N. York*...100	977,400	J. & J.	Jan. '74 3½
N. Bedford 100	1,678,500	M. & N.	Nov.'74 4
N.Castle & Beaver Val.* 50	1,800,000	J.A. J.O.	Apl. '74 2½
N.Haven & Northamp..100	605,000	J.A. J.O.	Sept'72 3
New Jersey*.....100	7,295,200	J.A. J.O.	Oct. '74 2½
New London Northern*100	1,418,806	J.A.J. O.	Oct. '74 2
N.Y. Cen. & Hudson R..100	89,428,330	J.A.J. O.	Jan. '75 2
New York and Harlem..100	8,500,000	J. & J.	July '74 4
" " pref.100	1,500,000	J. & J.	July '74 4
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	July '74 5
N. Y., Provid. & Boston.100	2,000,000	J A. J.O.	Oct. '74 2½
Nisg. Bridge & Canand*100	1,000,000	J. & J.	July '74 3
North Carolina*.....100	4,800,000	Irregular.	Jan. '73 5
N. Eastern (N. C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 473,600	January.	Jan. '74 5s
Northern Central 50	5,842,000	M. & N.	July '74 3½
Northern N. Hampsh...100	3,068,400	J. & D.	June '74 4
Northern New Jersey*...100	1,000,000	J. & J.	July '74 4
Norwich & Worcester*..100	2,823,400	J. & J.	July '74 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	July '74 3
" " pref.100	2,000,000	A. & O.	Oct. '74 4
Ohio and Mississippi....100	20,000,000	J.A. J.O.	.....
" " pref.100	4,030,000	J. & D.	Dec'72 3½s
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	Jan. '74 3
Old Colony & Newport..100	6,297,900	J. & J.	July '74 3½
Oswego and Syracuse*...100	482,400	F. & A.	Feb. '74 4
Pacific of Missouri.....100	3,635,750	J.A. J.O.	Oct. '74 1½
Panama.....100	7,000,000	J.A. J.O.	Oct. '74 3
Paterson and Hudson*..100	630,000	J & J.	July '74 4
Paterson and Newark*..100	800,000	J. & J.	.....
Paterson and Ramapo*..100	243,000	J. & J.	Jan. '74 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '74 3
Pennsylvania 50	68,144,475	M. & N.	Nov. '74 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '74 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	July '74 4
Phil., Ger. & Norristwn* 50	1,626 250	M.J. S.D.	Sept.'74 3
Philadelphia & Reading 50	32,684,375	J. A. J.O.	Oct. '74 2½
" " pref... 50	1,551,800	J.A. J.O.	Oct. '74 2½
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Oct. '74 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	July'74 4
Pittsb., Ft. W. & Chi.*...100	19,714,286	J.A. J.O.	Oct. '74 2½
" Special Imp..100	2,000,000	J.A. J.O.	Oct. '74 1½
Pittsfield & N. Adams..100	400,000	J. & J.	July '74 3
Portland and Kennebec.100	616,700	J. & J.	July '74 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '73 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces...100	2,000,000	J. & J.	July '74 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '74 4
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd.100	2,998,900	J. & J.	July '74 3½
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Aug'74 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,200,000	— & —	.....
" " pref.100	2,040,000	July.	July '74 3
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '74 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" pref. 100	12,000,000	.....	Nov. '72 3
Saratoga and Schenec.*.100	200,000	A. & O.	Apl. '74 3½
Schuylkill Valley* 50	576,050	J. & J.	July '74 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '74 3
Shore Line*.....100	995,800	J. & J.	July '74 3½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	8,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '73 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	448,700	J. & J.	July '74 5½
Stony Brook*.....100	287,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '74 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	Dec. '73 3
Taunton Branch 100	500,000	J. & J.	Jan. '74 5
Terre Haute & Indiana.100	1,988,150	F. & A	Aug. '74 5
Tol., Peo. & War. 1st pref..100	1,777,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '74 3½
Troy and Greenbush*....100	274,400	J. & D.	Dec. '71 3½
Union and Black River....100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*....100	2,500,000	J. & D.	Dec. '72 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$2,800,000	A. & O.	Oct. '74 2
Warren (N. J.).....100	1,800,000	J. & D.	Dec.'73 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,559,750	F. & A.	Feb. '74 4
Winchester & Potomac*100	180,000	J. & J.	July '74 3
Winchester & Strasburg*100	500,00.	J. & J.	July '74 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	July '74 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	..... 2½
Baltimore City 100	800.000	— & —	Jan. '74 3
Bleecker st. & F Fy.(NY)100	900,00	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Oct. '74 4
Broadway (Brooklyn)....100	200,000	J. A. J.O.	Apl. '73 3
Broadw. & 7th Av. (NY)100	2,100,000	J. & D.	Jan.'70
Brooklyn City 100	1,500,000	F.M.A.N	Aug. '74 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Oct. '74 4½
Cen. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	500,000	J. & J.	July '74 9
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl.'10	500,000	— & —	.....
D. Dock, E. B'dw. & Bat.100	1,200,000	F.M.A.N	Feb. '74 2
Eighth Avenue (N.Y.)...100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry ..100	748,000	J. & J.	July '74 3½
Frankf. & Southw.(Ph.) 50	491,760	J. & J.	July '74 5
Germantown (Ph.).....50	1,'00,000	J. & J.	July '74 3
Girard College (Ph.) 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170.000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '74 4
Hester, Mantau & Fairm. 50	2,050 000	J. & J.	July '74 1½
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '71 6
Lynn and Boston 100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	M. & N.	July '74 3½
Middlesex (Boston).....100	400,000	A. & O.	Apl. '73 4
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City.....50	750,000	J. & J.	July '74 5
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '74 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 5
Second Avenue (N.Y.)...100	888,100	J.A. J.O.	Oct. '73 2
Second & Third St.(Ph.) 50	962,100	J. & J.	July '74 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '74 2
Sixth Avenue (N. Y.).....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)...100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.). 50	1,000,000	J. & J.	July '74 1½
Somerville (Boston) 100	75.000	M. & N.	Nov.'74 3
South Boston 50	400,000	J.A. J.O.	Oct. '74 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	July '74 8
West Philadelphia.....50	400,000	J. & J.	July '74 10
CANALS.			
Chesapeake & Delaware 50	1,983,562	J. & D.	June'73 3
Chesapeake and Ohio .. 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug.'74 4
Delaware and Hudson...100	15 000.000	F. & A.	Aug. '74 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	Oct. '74 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat. 50	9 390,350	J.S D.M.	Sept. '74 2
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)...100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '73 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	July'74 30s
" " (pref.). 50	2,888,977	F. & A.	July'74 60s
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union.....50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Sept.'74 2
American Coal..... 25	1,500,000	M. & S.	Mar. '74 4
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 5
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	.....
Butler Coal..... 25	800,000	J. & D.	Dec'69 85c
Canton.....16½	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal.....100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold.....100	2,536,600	— & —	.....
" pref.....100	8,696,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamship..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	May '74 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	May '74 3
Quicksilver, common ...100	6,700,000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	July '74 5
Spruce Hill Coal 10	1,000,000	— & —	.....
United States Express...100	6,000,000	F.M.A.N	Nov. '74 3
United States Trust 100	1,500,000	J. & J.	July '74 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '74 4
West. Union Telegraph.100	35,000,000	J. A. J.O.	Oct. '74 3
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	F. & A	Aug. '66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities, Nov. 1, 1874.					
Loan of June 14, 1858 ..... registered	$20,000	5	Jan. & July.	1874	....
Loan of February 8, 1861 ..... registered	13,783,000	6	Jan. & July.	1880	118
.. .. coupon	4,632,000	6	" "	1880	118¼
Oregon War Bonds of March 2, 1861 ... coupon	945 000	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861 .... registered	125,825,200	6	Jan. & July	1881	118
.. .. coupon	63,496,150	6	" "	1881	118¼
Loan of Feb. 25, 1862 (5-20s) ..... registered	15,971,400	6	May & Nov.	1882	109¼
.. .. .. (5-20s) ..... coupon	125,243,500	6	" "	1882	110¼
Loan of March 3, 1863 ..... registered	53,642,200	6	Jan. & July.	1881	118
.. .. coupon	21,357,700	6	" "	1881	118¼
Loan of March 3, 1864 (5-20s) ..... registered	946,600	6	May & Nov.	1884	110½
Loan of June 30, 1864 (5-20s) ..... registered	25,032,250	6	" "	1884	110½
.. .. .. (5-20s) ..... coupon	83,013,950	6	" "	1884	116¼
Loan of March 3, 1865 (5-20s) ..... registered	33,736,200	6	May & Nov.	1885	113¼
.. .. .. (5-20s) ..... coupon	118,798,150	6	" "	1885	114¼
.. .. 2d series (5-20s) ..... registered	57,060,850	6	Jan. & July.	1885	116¼
.. .. .. (5-20s) ..... coupon	145,602,250	6	" "	1885	116¼
.. .. 3d series (5-20s) ..... registered	88,010,150	6	Jan. & July.	1887	117¼
.. .. .. (5-20s) ..... coupon	222,612,600	6	" "	1887	117¼
.. .. 4th series (5-20s) ..... registered	13,953,000	6	Jan. & July.	1888	117¼
.. .. .. (5-20s) ..... coupon	23,491,000	6	" "	1888	117¼
Loan of March 3, 1864, (10-40s) .... registered	141,261,050	5	Mar. & Sept.	1904	111¾
.. .. (10-40s) ..... coupon	53,306,250	5	" "	1904	112¼
Consols of July 14, '70 & Jan. 20, '71. registered	187,747,500	5	F. M. A. & N.	1881	111¾
.. .. coupon	155,950,400	5	" "	1881	111¾
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. coupon	.....	4½	" "	1886	...
Consols .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. coupon	.....	4	" "	1901	....
Debt matured and without interest ..... (var.)	20,748,966	...	.....	Due.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,623,512	6	Jan. & July.	'95-'99	117¾
United States Notes	382,075267	std.	.....	.....	...
Fractional Currency	48,151,025	"	.....	.....	....
State Securities, latest dates.					
Alabama—($11,258,836):					
.. Bonds (old and extended), 1866 and '72 ..	3,230,800	5	May & Nov.	'84-'92	....
.. Bonds (new), 1866, '68 '72 and '73	2,477,700	8	Jan. & July.	'86-'93	....
.. State Bonds for Railroads	2,300,200	8	" "	'90-'91	....
.. Railroad endorsements	16,386,000	8	" "	'90-'91	....
Arkansas—($.0,985,0.0):					
.. Funded Bonds, ($4,400,000) 1869 and 70.	2,850,000	6	Jan. & July.	'99-'00	....
.. Levee Bonds, 1871	2,200,000	7	" "	1891	....
.. Deficiency Bonds, 1872	300,000	7	" "	1582	....
.. Railroad Aid Bonds 1869 to '73	5,350,000	7	April & Oct.	'99-'00	....
California—($3,796,500):					
.. Civil Bonds 1857 and '60	1,689,000	7	Jan. & July.	'77-'80	111¾
.. Relief Fund Bonds, 1863	110,000	7	" "	'83-'85	....
.. State Capitol Bonds, 1871 and '7	500,000	7	" "	'91-'92	....
.. Funded Debt of 1873	1,497,500	6	" "	1893	....
Connecticut—($5,095,990):					
.. War Loan, (10-30 yrs) of July 1, 1861 ...	532,800	6	Jan. & July.	1881	103¼
.. War Loan, (20 yrs) of Jan. 1863 and '64.	2,232.500	6	" "	'83-'84	....
.. War Loan, (10-30 yrs) of Oct. 1, 1864	589,500	6	April & Oct.	1894	....
.. War Loan, (20 yrs) tax free, of Oct. 1, '64	1,741,100	6	" "	1885	....
Delaware—($1,231,000):					
.. State War Debt	879,000	6	Jan. & July.	1885	....
.. Railroad Aid (J. and Breakwater R. R..	352,000	6	" "	1885	....
District of Columbia—($4,790,000):					
.. Improvement (gold) bonds	4,000,000	6	Jan. & July.	1902	....
.. Improvement (cur.) bonds	790,000	7	" "	1902	....
Florida—($6,645,763):					
.. Bonds of 1871, and 1873	957,000	7	Jan. & July.	var.	....
.. Railroad Loan (gold) of 1870	4,000,000	8	" "	1890	....
.. Consolidated (gold) Bonds of 1873	1,000,000	6	" "	1903	....
Georgia—($14,871,084):					
.. Bonds for Western & Atlantic R. R	784,700	6	May & Nov.	1874	78¼
.. Bonds for Western & Atlantic R. R	172,500	7	" "	1874	....
.. Bonds for Atlantic and Gulf R. R	800,000	6	Feb. & Aug	'78-'86	....
.. Bonds of March 12, 1866	3,900,000	7	Jan. & July.	1886	90
.. Bonds (gold) of Sept. 1870	2,098,000	7	April & Oct.	1890	72
.. Bonds of Feb. 19, 1873	1,200,000	8	" "	'75-'86	....
.. Railroad endorsements	7,923,000	var	Various.	var.	....
Illinois—($2,060,150):					
.. New Internal Improvement Bonds, 1847	962,445	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1850	320,000	6	" "	'77-'78	....
.. War Loan Bonds, 1861	367,000	6	" "	1880	....
.. Chicago Relief Bonds 1871	250,000	6	" "	1881	....
Indiana—($4,898,816):					
.. War Loan Bonds, of 1863	139,000	6	May & Nov.	1866	....
.. Temporary Loan Bonds, 1873	710,000	7	Jan. & July.	'75-'76	....
Iowa—($343,056):					
.. War and Defense Fund Bonds, 1861	300,000	7	Jan. & July.	.....	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864	101,175	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869	1,235,500	7	" "	'76-'89	....
Louisiana—($22,308,800):					
.. State Bonds, to R. R. Companies	2,436,000	6	Various.	'70-'06	....
.. Relief (Treasury) Bonds 1853	5,750,000	6	May & Nov.	'86-'07	....
.. Levee Bonds 1865	1,000,000	8	Various.	1886	....
.. Levee Bonds, 1867	4,000,000	6	May & Nov.	1907	....
.. Past due coupons 1865	978,800	8	Jan. & July.	'86-'97	....
.. Levee Bonds, 1870	2,960,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	2,950,000	6	May & Nov.	1910	....
.. State Penitentiary Bonds, 1869	500,000	7	Mar. & Sept.	1899	....
.. Bonds for Railroad stocks (var.)	2,436,000	6	Various.	'67-'11	....
.. Bonds for Railroads (var.)	5,202,000	8	Various.	'99-'10	....
.. Miss. & Mex. Gulf Ship Canal Bonds ...	480,000	7.3	Mar. & Sept.	1889	....
Michigan—($1,622,134):					
.. Sault Ste Marie Canal Bonds	61,000	6	Jan. & July.	1879	102
.. Renewal Loan Bonds, 1858	105,000	6	" "	1878	103¼
.. Two Million Loan, 1863	1,082,000	6	" "	'73-'83	....
.. War Bounty Bonds, 1865	366,000	7	May & Nov.	1890	....
Maine—($7,138,400):					
.. Civil Loan Bonds, 1856-'61	222,000	6	Various.	'74-'78	....
.. War and Bounty Bonds, 1863 and '64 ...	3,832,500	6	Various.	'80-'89	101¾
.. War (Municipal Equalization)	3,083,900	6	April & Oct.	1889	....
Maryland—($10,741,215):					
.. Bonds to R. R. and Canals	5,709,639	5	J. A. J. & O.	1890	80
.. Bonds to R. R. and Canals	828,222	6	" "	1890	102
.. Bonds to Balt. & Susq. R. R	269,000	3	" "	1890	....
.. Defense and Bounty Bonds	3,072,083	6	Jan. & July.	1883	105
.. State Loans, 1870 and 1872	799,056	6	" "	85-'87	....
Massachusetts—($28,477,804):					
.. State (public works) scrip	750,000	5	Various.	'74-'80	....
.. Union Fund Loan, 1861	2,755,000	6	Jan. & July.	'74-'76	109¼
.. Union Fund Loan, 1862	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863	888,000	6	" "	1883	....
.. Bounty Loan Bonds, 1863 and 1864	8,578,244	5	May & Nov.	'83-'94	101¾
.. War Loan (currency)	999,944	5	Mar. & Sept.	1888	102¼
.. Railroad and Tunnel Bonds	10,305,552	5	April & Oct.	'88-'93	....
.. Norwich and Worcester R. R. Bonds ...	400,000	6	Jan. & July.	1877	....
.. B., H. & Erie R. R. Bonds	3,599,024	5	" "	1900	....
Minnesota—($250,000):					
.. State Buildings Loan 1867 and 1869	250,000	7	Jan. & July.	'77-'79	....
Missouri—($18,747,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	....
.. State (funding) Bonds, 1867-68	2,727,000	6	" "	87-'88	....
.. Railroad Loan Bonds, 1854-'66	12,801,000	6	" "	74-'86	....
.. Railroad Bonds, guaranteed 1856-'66	1,589,000	7	" "	'76-'91	100¾
.. State Institutions Loans	1,301,000	6	" "	var.	....
New Hampshire—($3,914,165):					
.. War Loan Bonds, of 1861	614,000	6	Jan. & July.	'69-'78	....
.. War Loan Bonds, of 1864	800,000	6	Mar. & Sept.	'84-'89	101¾
.. War Loan Bonds, of 1866	494,500	6	April & Oct.	74-'76	....
New Jersey—($2,606,300):					
.. War Loan Bonds, 1861-'64, tax free	2,600,000	6	Jan. & July.	'74-'02	....
New York—($36,530,400):					
.. State Stock of 1827 and 1832	561,500	5	J. A. J. & O.	pleas.	....
.. State (Deficiency) Stock of 1838	900,000	5	" "	1875	110
.. State (Deficiency) Stock of 1838	800,000	6	" "	1878	....
.. State (Deficiency) Stock of 1838	348,107	5	" "	pleas.	....
.. State (Deficiency) Stock of 1838	1,159,781	6	" "	pleas.	....
.. Canal Stock	1,106,420	5	" "	1874	....
.. Canal Stock	111,200	4	" "	'72-'73	....
.. Canal Stock	10,135,280	6	" "	'74-'77	....
.. Bounty Loan registered	19,861,000	7	Jan. & July.	1877	108¼
.. Bounty Loan coupon	1,200,000	7	" "	1877	109
North Carolina—($29,647,045):					
.. Old or Ante-War Debt	4,738,800	6	Jan. & July.	'72-'98	19
.. Old or Ante-War Debt	5,639,400	6	April & Oct.	'72-'98	21
.. Bonds issued since the war	3,009,045	6	Jan. & July.	'92-'98	14¼
.. Bonds issued since the war	1,859,000	6	April & Oct.	'92-'98	....
.. Bonds issued for funding	2,417,400	6	Jan. & July.	'78-'98	....
.. Bonds issued for funding	1,721,400	6	April & Oct.	78-'98	....
.. Special Tax Bonds	11,407,000	6	" "	'98-'99	5
Ohio—($8,211,062):					
.. Loan of 1860, sinking fund	147,180	6	Jan. & July.	1870	....
.. Loan of 1850, sinking fund	1,585,900	6	" "	1875	....
.. Loan of 1860, sinking fund	4,074,817	6	" "	1881	103
.. Loan of 1856, sinking fund	2,400,000	6	" "	1886	106¼
Oregon—($290,477):					
.. Bounty and Relief Bonds	90,477	7	Jan. & July.	'74-'84	....
.. Willamette Canal Bonds	200,000	7	" "	1890	....
Pennsylvania—($24,999,755):					
.. Inclined Plane Loan, of 1849	400,000	6	April & Oct.	1870	....
.. Loan of April 1852, reg. and coup	483,000	5	Jan. & July.	1882	....
.. Loan of May 1852, reg. and coup	2,637,500	5	Feb. & Aug.	1877	....
.. Loan of April 1853, coupon	238,000	5	" "	1878	....
.. Loan of April 1861, registered	35,000	6	" "	1876	....
.. Loan of Feb. 1867, reg. and coup	907,200	5	" "	'74-'6.	....
.. Loan of Feb. 1867, reg. and coup	18,798,950	6	" "	'74-'8.	....
.. Chambersburg certificates, registered ...	83,032	6	June & Dec.	1876	....
.. Loans of April 1872	500,000	6	April & Oct.	1876	....
Rhode Island—($2,638,500):					
.. War Bonds of 1862	1,019,000	6	Mar. & Sept.	1882	....
.. .. of 1863	205,000	6	April & Oct.	1883	....
.. .. of 1863	668,000	6	Jan. & July.	1893	....
.. .. of 1864	746,000	6	Feb. & Aug.	1894	....
South Carolina—($20,650,235):					
.. State House, Stock and Bonds '56-'63 ...	953,488	6	Jan. & July	pleas.	25
.. Fire Loan Stock of 1838	303,341	6	J. A. J. & O.	1870	....
.. Funding Stocks 1866 and 1869	143,114	6	Jan. & July.	'88-'89	....
.. Fire Loan Bonds of 1838	481,944	5	" "	1868	....
.. New State House Bonds 1855-'66	298,000	6	" "	'71-'86	....
.. Blue Ridge R. R Bonds 1854	966,000	6	" "	'74-'78	....
.. Funding Bonds, 1868	930,000	6	" "	87-'97	....
.. .. 1869	1,681,000	6	April & Oct.	1888	17
.. .. 1869	1,189,400	6	Jan. & July.	1888	16
.. .. 1869	2,030,000	7	" "	1888	....
.. Conversion Bonds 1869	7,666,500	6	" "	1888	....
.. .. 1870	348,000	6	April & Oct.	1889	....
.. Railroad Aid Bonds	4,797,608	6	Various.	89-'89	....
Tennessee—($20,966,382):					
.. Railroad, &c., Bonds	15,767,922	6	Jan. & July.	92-'00	76
.. State Bonds (direct)	4,819,544	6	April & Oct.	69-'90	....
.. State Endorsements	2,197,000	6	Jan. & July.	1900	....
.. Funded Interest Bonds	4,598,035	6	" "	1914	70
Texas—($3,715,979):					
.. Frontier Protection (gold) Bonds, 1870..	700,000	7	Mar. & Sept.	'90-'10	....
.. Deficiency Bonds, 1871	357,000	10	" "	1876	96
.. State Bonds	197,000	6	Jan. & July.	76-'91	....
.. Railroad Aid Bonds	1,753,317	8	" "	var.	....
Vermont—($225,500):					
.. War Loans of 1864, '65 and '68	225,500	6	June & Dec.	74-'78	....
Virginia—($45,718,112):					
.. Funded under act of 1871	20,278,730	6	Jan. & July.	long.	....
.. Funded under act of 1872	1,754,747	6	" "	"	....
.. Sterling Bonds	2,727,562	5	" "	"	....
.. Deferred (W. Va.) certificates	15,239,370	6	" "	"	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1889	....
2d Mortgage	2,673,000	8	" "	" "	1889	
Receiver's Bonds for $1,200,000.	450,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,500,000	8	Jan. & July.	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	105½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	....
3d Mortgage	434,000	7	May & Nov.	" "	1881	97
Albany Loan	933,000	6	" "	" "	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	3,889,000	7.3	Jan. & July.	New York.	1896	90
Special Mortgage to Penn.	3,500,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	6,000,000	7	April & Oct.	Phil. or Lond.	1900	80
American Central:						
1st Mort., guar. by C., B. & Q.	736,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage ($12,000 p. m.)	620,000	8*	Jan. & July.	Lond. or Ams.	1891	...
2d Mortgage for $1,200,000	700,000	7*	April & Oct.	New York.	1893	....
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
Atchison and Nebraska:						
1st Mortgage	3,750,000	8	March & Sept.	Boston.	1896	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,042,500	7*	Jan. & July.	New York.	1899	57½
Land Grant Mortgage (gold)	3,521,000	7*	April & Oct.	Boston.	1900	....
1st Mort. (Wichita Branch) guar.	412,000	7*	Jan. & July.	"	1902	....
Consolidated Mortgage (gold)	976,000	7*	April & Oct.	N. Y. or Bost.	1903	....
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Georgia)	4,240,000	8	Jan. & July.	New York.	1900	64
Atlantic and Great Western:						
1st Mortgage (gold)	14,414,980	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	8,707,200	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,790,214	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1887	....
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	...	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,536,500	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	1,958,500	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R. R.) assumed	7,189,000	6*	Jan. & July.	" "	1888	....
1st Mort. (Central Div.) gold	1,189,500	6*	May & Nov.	" "	1891	....
Equipment Bonds	674,000	10	June & Dec.	" "	1883	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	718,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1883	....
Augusta and Savannah:						
1st Mortgage	129,500	7	.....	Savannah.	....	....
Avon, Geneseo & Mt. Morris (Erie):						
1st Mortgage	20,000	7	Jan. & July.	New York.	1883	....
Bald Eagle Valley:						
1st Mortgage	360,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	857,250	6	Jan. & July.	Baltimore.	1875	101
Loan of 1850–'80	579,500	6	" "	"	1880	102
Loan of 1853–'85	1,710,500	6	April & Oct.	"	1885	101½
Loan of 1856–'90 (Balt.) skg fd.	3,461,146	6	Jan. & July.	"	1890	....
Loan of 1870–'95 (stg.) skg fund.	3,920,320	6*	March & Sept.	London.	1895	....
Loan of 1872–1902 (stg.) S. F.	9,498,016	6*	" "	"	1902	....
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	Jan. & July.	Baltimore.	1885	96
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C., C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	92
Beloit and Madison (C. & N. W.):						
1st Mortgage (guaranteed)	306,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage	499,500	6	March & Sept.	Philadelphia.	1885	84
3d Mortgage	745,000	6	Feb. & Aug.	"	1887	84
Bingham Canyon & Camp Floyd:						
1st Mortgage,	240,000	8*	Jan. & July.	.....	1903	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Albany loans (Alb. & W. Stkbge.)	106,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds (Western R. R.)	666,000	6	April & Oct.	"	1875	99
Currency bonds of Feb. 1, 1872.	3,764,000	7	Feb. and Aug.	"	1892	106
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage (Equalization)	248,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	168,000	7	" "	"	1890	....
Equipment Mortgage	350,000	8	Apr. and Oct.	"	1881	89½
Boston, Concord and Montreal:						
Sinking Fund Mortgage	624,000	6&7	Jan. and July.	Boston.	1889	....
1st Mortgage (22½ m.) convertible	150,000	6	" "	"	1875	....
1st Mortgage (22½ m.) "	200,000	6	" "	New York.	1876	....
Consol. Mortgage for $2,000,000.	936,400	7	Apr. and Oct.	Boston.	1893	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	22
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	40
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,600,000	7*	" "	Boston.	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1892	....
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	2,000,000	7	May and Nov.	Boston.	1893	105
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500,000	7	May and Nov.	Boston.	1891	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,930,000	6*	Apr. and Oct.	New York.	1906	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1886	....
Buffalo and Erie:						
Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	...
Mort. bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" ")	3,000,000	7	Apr. and Oct.	" "	1898	97½
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	90
Buffalo, New York & Phila.:						
1st Mortgage	2,296,000	6	Jan. & July.	New York.	1896	....
2d Mortgage for $1,500,000	281,500	10	.....	" "	1893	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage, stg., skg. fund	5,400,000	7*	May & Nov.	N. Y. & Lond.	1919	57
1st Mort., (gold) Mil. Div.	2,200,000	7*	Feb. and Aug.	" "	1902	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,898,350	7	April & Oct.	N. Y. & Bost.	1893	99
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	Boston.	1875	99½
Stock Bonds pref. 3d lien	566,900	8	" "	"	1878	....
Stock (common) Bonds	340,000	8	April & Oct.	N. Y. & Bost.	1879	....
Stock (common) Bonds	356,500	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	430,500	8	" "	" "	1889	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,715,000	8	Jan. & July.	N. Y. & Bost.	1894	95½
Bonds convertible until 1882	528,947	8	" "	Boston.	1883	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1896	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S.F.	8,000,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	...
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1898	....
California and Oregon (Cen. Pac.):						
1st Mortgage (gold)	6,000,000	6*	Jan. & July.	New York.	'89–'91	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage (end. by Cen. Pac.)	1,600,000	6*	June & Dec.	" "	....	....
Camden and Amboy:						
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	99½
Loan of 1883	1,700,000	6	Feb. & Aug.	"	1883	94
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	....
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	100
Sterling Loan, S. F. (£262,000)	1,286,080	6*	Feb. & Aug.	London.	1880	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	105
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	99
Camden and Burlington County:						
Consolidated 1st Mortgage	250,000	6	Feb. & Aug.	Philadelphia.	1897	....
Canada Southern:						
1st Mort. (skg fd) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	58
Cape Girardeau and State Line:						
1st Mortgage (gold)	1,000,000	7	Jan & July.	Cape Gir'deau	1891	....
Cape May and Millville:						
2d Mort. guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	....
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	1,500,000	6*	Jan. & July.	New York.	1923	....
Carthage and Burlington:						
1st Mort., guar. by C., B and Q.	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	220,500	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	101½
Chattel Mortgage	209,850	5	May and Nov.	"	'88–'89	....
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	198,000	7	April & Oct.	New York.	1884	80
1st Mort. (W. to Minn. Line)	1,384,000	7	Jan. & July.	" "	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	....
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	....
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	993,000	7	March & Sept.	New York.	1875	....
General Mort. for $5,000,000	1,672,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	150,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July	New York.	1899	....
2d Mortgage, gold, $4,000 p. m..	925,000	7*	April & Oct.	" "	1991	....
Central of New Jersey:						
Convertible bonds of 1872	3,612 700	7	May & Nov.	New York.	1902	101
1st Mort.(New)for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	107½
Newark Branch Bonds	600,000	7	Jan. & July.	" "	1887	....
Loan of Leh.C. & Nav.Co.(assu'd)	2,310,000	6	J. A. J. & O	Philadelphia.	1897	....
Consol. Mort. for $25,000,000	5,000,000	7	" "	New York.	1890	....
Central Ohio (B. and O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	92½
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'99	92½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	....
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	101
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury.	'95 '99	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York.	899	84
1st Mort. (Calif. & Oregon) gold	7,066,000	6*	" "	" "	892	....
1st Mort. (S. Fr., Okld & Ala.)..	500,000	8*	" "	San Francisco	890	....
1st Mort.(San Joaquin V.D.)gold	6,090,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	18
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
1st Mort. (Stan., Sheff. and Ch.	444,100	7	Jan. & July.	"	1887	62
Income and Extension Bonds..	1,008,600	8	May & Nov.	"	1902	....
Equipment Mort. (Vt. Central).	1,000 000	8	" "	"	'76-'77	58
Equipment Mort. (").	1,000,000	8	" "	"	1889	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	" "	"	1891	60
Missisquoi R.R.(" ")	500,000	7	Jan. & July.	"	1891	39
Cent. Vt (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	....
Charleston and Savannah:						
1st Mortgage guar. by State	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,000,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	500,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	...
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
1st M.(gold) skg f'd for $15,000,000	15,000,000	6*	May & Nov.	New York.	1899	49½
1st Mort. Extension.(con. or reg)	2,124,000	7*	Jan. & July.	" "	1902	....
1st Mort. (Va. Con.) guar. by Va.	100,000	6	" "	" "	1880	....
2d Mort. (") coupon....	918,000	6	" "	" "	1884	....
Income (") coupon....	300,000	8	" "	" "	1876	....
Funded Interest, coupon.....	160,557	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.).....	807,000	6	Jan. & July.	Boston.	'75-'80	93½
Chester Creek (Phil. & Balt.Cent.):						
1st Mort., guar. by P., W. & B..	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	1 0,000	7	May & Nov.	New York.	1877	....
1st Mortgage	2,408,000	7	Jan. & July.	" "	1893	111
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	98
Consol. Bonds (£200 stg. each).	1,149,950	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	96
2d Mort. (") "	188,600	7	Jan. & July.	" "	1898	....
1st Mort. (Louisiana and Mo.)..	4,300,000	7	Feb. & Aug.	" "	1900	68
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan & July.	New York.	1883	....
Trust Mortgage, skg fund conv.	150,000	6	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	580,000	7	April & Oct.	" "	1890	....
Loan of 1872	7,029,575	7	Jan. & July.	Boston.	1896	96½
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Car. and Burl.) guar..	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Dix., Peo. & Han)guar.	800,000	8	Jan. & July.	" "	1889	....
1st Mort. (Ill. Gr. Trunk) guar..	960,000	8	April & Oct.	Boston.	1890	99
1st Mort. (Keok. & St.Paul)guar.	1,000,000	8	" "	"	1879	....
1st Mort. (O., O. & Fox Rv.)guar.	1,241,000	8	Jan. & July.	N.Y. & Bost.	1900	99
1st Mort. (Peo. and Han.) guar..	600,000	8	" "	New York.	1878	....
1st Mort. (Quincy & War.) guar.	800,000	8	" "	N.Y. & Bost.	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	" "	Frankfort.	1890	....
Chicago and Canada South rn:						
1st Mortgage	2,500,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton and Dubuque:						
1st Mort. guar. C., B. and Q.	1,500,000	8	June & Dec.	Boston.	1896	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold....	2,500,000	7*	Apr. and Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold...	825,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p. m.	4,425,000	8	June & Dec.	Boston.	1896	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	N.Y. & Bost.	1901	90
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar.C&NW	568,200	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar.C.&NW	211,500	7	Feb. & Aug.	New York.	1892	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago and Milwaukee Railway:	$					
1st Mort., guar. by C. and N.W.	1,642,000	7	Jan. & July.	New York.	1898	94
Chicago and Mich. Lake Shore:						
1st Mortgage	500,000	8	March & Sept.	New York.	1889	....
1st Mortgage	2,500 000	8	Jan. & July.	Boston.	1890	....
1st Mortgage	1,350,000	8	May & Nov	"	1891	....
1st Mortgage (on Branch)	1,325,000	8	March & Sept	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (Mil. and St. Paul R'y)	5,527,000	7	Jan. & July.	New York.	1898	....
2d Mort. (" ")	1,191,000	7	April & Oct.	" "	1884	.
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	....	....
1st Mort. (East. Div. Palmer.)	751,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn. Div.)	3,510,000	7	Jan & July.	" "	1897	....
1st Mort. (Minnesota Central.)	190,000	7	" "	" "	1870	....
1st Mort. (St. Paul Division.)	4,000,000	7	" "	" "	....	....
1st Mort. (Iowa and Dak. Div.)	1 008,000	7	" "	" "	1870	....
1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	107
2d Mort. (" ")	1,315,000	7 3	" "	" "	1898	90
1st Mort. (Ills. and Iowa Div.)	37.000	7	Jan. & July.	" "	....	....
1st Mort. (Hast. and Dak. Div.)	1,350,000	7	" "	" "	....	72
Income bonds(Mil. and St.Paul)	20,000	7	April & Oct.	" "	....	....
Milwaukee City Loan	230,500	7	March & Sept.	" "	1873	....
1st Mort. (Mil. and Western)...	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148 500	7	" "	" "	....	....
Equipment and Bridge Bonds..	245,000	10	June & Dec.	" "	1883	....
Consol. Mort. for $35,000,000	.....	7	Jan. & July.	" "	1904	.
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1 242.700	7	Feb. & Aug.	New York.	1885	....
General 1st Mortgage (193 m.) ..	3 588,000	7	" "	" "	1886	94½
Funded coupons (193 m.)	743,300	7	May & Nov	" "	1883	97½
Appleton Ext. (23 m.& 76,000 ac.)	147,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	282 000	7	" "	" "	1885	....
1st Mort. (Gal. & Chi. U.) 248 m.	1,993,000	7	" "	" "	1882	103½
2d Mort. (Gal. & Chi. U.) 248 m.	854,000	7	May & Nov.	" "	1875	....
Elgin and State Line	128,000	6	Jan. & July.	" "	1878	....
Mississippi River Bridge	190,000	7	" "	" "	1884	....
1st Mortgage (Peninsula)	331,000	7	March & Sept.	" "	1896	....
Consol. skg fund (C.& N.W.R'y)	3,280,000	7	F. M. A. & N.	" "	1915	85½
General Consol. Gold Bonds ...	8,995,000	7*	June & Dec.	" "	1902	80½
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S.F.(Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
2d Mort. (Mil. & Chi.R. R.) guar.	97 500	7	" "	" "	1898	....
1st Mort. (Chic.& Mil.R.W.)guar	1,642,000	7	Jan. & July.	" "	1898	94
1st Mort (Bel.& Mad. R.R.)guar	306,000	7	" "	" "	1888	....
Chicago, Portage and Superior:						
1st M.s.f.(Chi. & N. Pac. Atr-L.)	25,000pm	7*	June & Dec	New York.	1902	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	. ..
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug	New York.	1901	...
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund	9,000,000	7	Jan. & July.	New York.	1896	107
Chi. & Southwes'n(C., R.I.& Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago, Wisconsin & Canada:						
1st Mort. gold, skg fd for $410,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st Mortgage (gold) for $5,000,000	.....	7*	Jan. & July.	" "	1902	....
Chillicothe and Brunswick:						
1st Mort, guar.by St.L., K.C.&N.	500,000	6	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863	1,250,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	400,000	8	June & Dec.	" "	1877	....
Cincinnati, Ham.& Ind.(C., H.&D.):						
1st Mort., guar. for $2,500,000	1,846,000	7	Jan. and July.	New York.	1903	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,120,000	7*	March & Sept.	New York.	1901	....
Cincinnati and Martinsville:						
1st Mort., guar. by I., C. & La. F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. and July.	New York.	1901	.. .
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C., H.& D.	560 000	7	Jan. and July	New York.	1896	....
2d Mortgage " "	65,000	7	" "	" "	1880	.. ..
Cinc., Rich. & Ft.Wayne(G.R.&I.):						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage	1,072,300	7	June & Dec.	New York.	1890	....
1st Mort. (San., Day. & Cin.)S.F.	990,000	6	Feb. & Aug	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1877	....
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	....
Cincinnati and Springfield:						
1st Mortgage for $2,000 000(guar)	2,000,000	7	April & Oct.	New York.	1901	....
2d Mortgage	411,000	7	.....	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m...	2,000,000	7*	Jan. and July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	2,700,000	7	May & Nov.	New York.	1899	105½
1st Mort. (C., C. and C. R. R.)..	271,000	7	June & Dec.	" "	'74 '74	....
1st Mort. (Bell. and Ind. R.R.)..	453,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500,000	.....	7	.....	.....	....	....
Clev.& Mahoning V.(A.& Gt. W.)						
3d (now 2d) Mort.(skg fund) 1856	457,000	7	March & Sept.	New York.	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Cleveland and Pittsburg (Pa.Co.):						
3d (now 2d) Mortgage guar.....	1.252,000	7	May & Nov.	New York.	1875	103
4th (now 3d) Mortgage guar.....	1,096,000	6	Jan. and July	" "	1892	91½
Consol. sinking fund guar.....	1,499,000	7	May & Nov.	" "	1900	103

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Mt. Vernon and Delaware:	$					
1st Mortgage gold	1,300,000	7*	Jan. & July.	New York.	1900	....
2d Mortgage	1,000,000	7	" "	" "	1902	...
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	101
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York	1885	103
2d Mortgage (" ")	860,000	7	April & Oct	" "	1886	98
Cobourg, Peterboro' & Marmora:						
Mortgage Bonds	500,000	8	Jan. & July.		'75–'82	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg	584,200	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. s.kg fund	10,333,000	7	April & Oct.	New York.	1908	67
2d Mortgage s.kg fund	5,747,000	7	Feb. & Aug.	" "	1909	25½
1st Mort. (Chic. and Gt. Eastern)	461,000	7	April & Oct.	" "	'93–'95	....
2d Mort. (" ")	244,000	7	Jan. & July.	" "	....	....
Income conv. (" ")	2,554,000	7	Feb. & Aug.	" "	1880	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	" "	" "	1890	....
1st M., s.f.(" ")	39,650	7	May & Nov.	" "	1886	...
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	...
1st M. (Col. & Ind.) 1st&2d pref.	709,500	7	J. & July	" "	1883	....
2d Mortgage (Ind. Central)	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Logansp't & Bur.)	554,500	7	Feb. & Aug.	" "	1884	....
Income (" ")	74,024	7	" "	" "	....	....
1st Mort. (Union & Loganasport)	815,000	7	April & Oct.	" "	1905	..
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn., S.& C.)	1,000,000	7	March & Sept.	New York.	1901	...
Columbus and Hocking Valley:						
1st Mortgage s.kg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	464,100	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000	637,500	7	April & Oct.	Boston.	1893	95
1st Mortgage sinking fund	296,500	6	June & Dec.	"	1876	....
Coupon Notes	634,000	7	" "	"	'76–81	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	89½
Connecticut River:						
1st Mortgage s.kg fund	250,000	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free	2,674,000	7	Jan. & July.	N. Y. & Bost	1900	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	921,000	6	March & Sept.	Philadelphia.	1,2,3,4.	89
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	95,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	100,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1903	....
Plain bonds	81,800	6	" "	"	1884	....
Danbury and Norwalk:						
Mortgage Bonds of 1870	100,000	7	Jan. & July.	New York.	1880	....
Mortgage Bonds of 1 70–'72	400,000	7	" "	" "	'90–'92	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct	Philadelphia.	1887	....
2d Mortgage	800,000	7	" "	"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage	2,000,000	7*	April & Oct.	New York.	1909	.. ..
Davenport and St. Paul:						
1st Mort. gold s.kg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,885,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar	441,000	7	March & Sept.	"	1887	....
3d Mortgage, guar	356,000	7	April & Oct	"	1888	....
Toledo Depot bonds guar	105,500	7	March & Sept.	"	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	"	1879	....
Income Bonds	262,445	6	" "	"	1879	....
Dayton and Western (J. M. R.R):						
1st Mortgage (assumed)	189,000	7	Jan. & July.	New York.	1895	....
1st Mortgage (")	463,000	6	" "	"	1895	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. and Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	Apr. and Oct.	New York.	1875	....
2d Mortgage	1,633,000	7	March & Sept.	" "	1881	106
Convertible Bonds	5,000,000	7	June & Dec.	" "	1892	108½
2d Mort. (Lack. & Bloomsburg)	500,000	7	Apr. and Oct.	" "	1880	....
1st M. Ext.(" ")	400,000	7	March & Sept.	" "	1885	....
2d M. Ext. (" ")	200,000	7	May & Nov.	" "	1890	....
Denver & Boulder Val.(Den. Pac):						
1st Mortgage	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant	2,493,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft. gauge):						
1st Mort. gold, s.kg fund tax free.	3,024,500	7*	May & Nov.	N.Y.L.& Ams.	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Des Moines and Ft Dodge:	$					
1st Mortgage (coupon)	2,400,000	6	Jan. & July.	New York.	1904	...
Detroit & Bay City (Mich. Cent.):						
1st Mort. ($124,000 guar.)	2,330,000	8	May and Nov.	New York.	1902	....
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	1,826,000	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....
2d Mortgage, (coupon) guar.	300,000	8	Jan. & July.	" "	1881	....
Detroit, Lansing and Lake Mich.:						
1st Mortgage	3,219,000	8	April & Oct.	Boston.	1896	....
1st Mortgage (on Branches)	575,000	8	June & Dec.	"	1897	....
2d Mortgage	1,359,000	8	Feb. & Aug.	"	1893	....
1st Mort. (Ionia and Lansing)	770,000	8	Jan. & July.	New York.	1889	....
2d Mort. (" ")	81,000	8	May & Nov.	" "	1880	....
Detroit & Milwaukee (Gt. W. of Ca.):						
1st Mortgage, (D. & M. R.'y)	2,500,000	7	May & Nov.	New York	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D. & M. R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,736	7	May & Nov.	" "	1875	....
1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	....
2d Mort (")	100,000	7	Jan. & July.	" "	1878	....
3d Mort. (")	250,000	8	Feb. & Aug.	" "	1886	....
Bonds of Sept. 1, 1866	110,000	7	March & Sept.	" "	1886	....
Bonds of June 30, 1866	1,702,317	6–7	Jan. & July.	" "	1886	..
Detroit, Mon. & Tol. (L.Sh.& M.S.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	99
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	800,000	8	Jan. & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage tax free	882,000	7	Jan. & July.	New York.	1883	....
Dubuque Southwestern:						
1st Mortgage	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred	78,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold)	1,200,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama	400,000	8	Jan. & July.		1890	...
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	102½
East Tennessee, Virginia & Ga.:						
1st Mort., s.kg fund for $3 500,000	2,976,000	7	Jan. & July.	New York.	1900	....
1st Mort. (East Tenn. & Ga.)	635,000	6	" "	" "	'80–'86	....
1st Mort. (East Tenn. & Va.) end.	161,000	6	May & Nov.	" "	1886	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed	194,400	6	Jan. & July.	Boston.	1876	....
Loan of 1865–'85	160,000	6	April & Oct.	"	1885	....
Loan of 1867–'87	890,000	7	March & Sept.	"	1887	93
Loan of 1868–'88	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869–'89	500,000	6	May & Nov.	"	1889	....
Loan of 1872–'82	1,558,000	7	March & Sept.	"	1882	91½
Loan of 1873–'93	878,900	6	" "	"	1893	....
New Bonds	1,000,000	7	—— & ——	"	1892	....
Sterling Sink. Fd. Bonds	3,000,000	6*	March & Sept.	London.	1893	....
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1880	....
2d Mortgage	200,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N. Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	98
Income Mortgage guaranteed	570,000	5	April & Oct.	"	2862	.. ..
Erie Railway:						
1st Mortgage	2,433,000	7	May & Nov.	New York	1897	101½
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	....
3d Mortgage	4,582,000	7	" "	" "	1883	99
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	96
5th Mortgage convertible	709,500	7	June and Dec.	" "	1888	93½
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	" "	1891	....
Sterling loan (£1,000,000) conv.	4,580,000	6*	March & Sept.	London.	1875	....
1st Consol Mort. for $30,000,000.	12,076 000	7*	" "	NY& London.	1920	....
2d Consol. Mort. for $40,000,000.	15 000,000	7*	June and Dec.	London.	1894	....
Long Dock Co's. Mortgage	3,000,000	7	" "	New York.	1893	101½
Convertible bonds	10,000,000	7*	April & Oct.	London.	1903	....
Erie and Pittsburg (Penn.):						
1st Mortgage	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,800	7	April & Oct.	" "	1890	....
Consolidated Mortgage	2,192,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	750,000	7	April & Oct	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6*	Jan. & July.	N.Y. & Lond.	1894	....
1st L.M.(& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	....
New Mortgage for $6,000,000	.....	...	.....	.....	.....	....
Evansville and Crawfordsville:						
1st Mortgage (51 miles) s.kg. fund	302,000	7	Jan. & July.	New York	1887	....
1st Mortgage (109 m.) "	636,000	7	May & Nov.	" "	1897	....
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	775,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Prov. (B&P):						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1832	....
Fitchburg:						
Bonds of 1874 for $500,000	.....	7	.....	Boston.	1894	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)	2,210,000	8	March & Sept.	New York.	1888	....
Flint & Holly S. F. ($25,000 p.y.)	425,000	10	May & Nov.	" "	1888	....
1st Mort. (Bay C. & E. Sag.) guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.)	75,000	10	March & Sept.	New York.	1887	....
1st Mort. s.kg.fd.(H., W. & Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
Consolidated Sinking Fund	1,771,000	8	May & Nov.	" "	1902	....
Construction Loan	280,406	8	Jan. & July.	" "	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida:	$					
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....
Flushing, North Side and Central:						
1st Mort. (Flush'g and N. Side.)	1,825,000	7	May & Nov.	New York.	1901	....
1st Mort. (Central of L. I.)	1,000,000	7	.....	" "	....	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	135,000	7	Feb. & Aug.	" "	1887	....
Sterling Loan	1,500,000	6*	.....	London.	....	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1939	....
2d Mortgage	500,000	6	" "	"	1896	....
Framingham and Lowell:						
1st Mortgage	500,000	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremont, Elkhorn & Mo.(SC&P):						
1st Mortgage	690,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	....
2d Mortgage	948,000	7	May & Nov.	" "	1875	....
Galv., Harrisburg & San Antonio:						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	....
Geneva, Ithaca and Athens:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. & July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	608,000	7	Jan. & July.	Augusta	'74-'90	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1890	....
1st Mort. L. G. not guar. gold,	3,224,000	7*	April & Oct.	" "	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1880	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	....
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,808	11,639,040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,600	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	....
Mortgage Bonds £547,000	2,735,000	5½	April & Oct.	"	'77-'78	....
New Bonds £1 000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	87
2d Mort., " "	2,500,000	7	May & Nov.	" "	1893	71
Green Bay and Minnesota:						
1st Mortgage	2,400,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,386,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples (T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	....
2d Mortgage	325,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo. (T.W.&W.)						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	....
2d Mortgage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'77-'94	....
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Fifteen years' bonds (277 m.)	2,714,000	8	March & Sept.	" "	1886	78½
1st Mort. (Q. & Palm. R. R. 16 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R R 55 m)	1,200,000	10	Jan. & July.	" "	1886	....
General Land Mortgage (277 m.)	642,000	7	April & Oct.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	101½
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 26.04 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	New York.	1885	....
3d Mortgage of 1869	100,000	8	April & Oct.	Brpt. & Bost.	1889	....
Equipment Bonds	150,000	7	.....	Bridgeport.	1883	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	7,479,000	7*	Jan. & July.	New York.	1891	....
1st Mortgage (Western Div.)	2,500,000	7*	" "	" "	1903	....
Consolidated Mortgage	2,700,000	8	April & Oct.	" "	1912	....
Hudson River (N.Y.Cen.& H.R.):						
2d Mortgage, sinking fund	1,794,000	7	June & Dec.	New York.	1883	106½
1st Mortgage	149,000	7	May & Nov.	" "	1871	99½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	....
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	98
Consolidated Mortgage	1,378,000	7	April & Oct.	"	1895	....
Illinois Central:						
Construction bonds, cur. skg f'd.	2,742,000	7	April & Oct.	New York.	1875	102½
Construction bonds, coin	332,000	6*	" "	N. Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1900	....
Redemption bonds, sterling	7,500,000	6*	" "	London.	1875	....
Sterling Bonds, Sinking Fund	5,000,000	5*	" "	"	1905	....
Illinois Grand Trunk (C., B. & Q.):						
1st Mortgage guaranteed	900,000	8	April & Oct.	Boston.	1890	99
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mort. (Nor. Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1902	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1900	50
1st Mortgage Extension gold	2,000,000	7*	Jan. & July.	" "	1912	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis and Madison:						
1st Mort. assumed by J., M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage a.f. (Intern. R. R.)	3,040 000	7*	April & Oct.	New York.	1911	....
Convertible B'ds(")	1,473,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage (Hous. & Gt. N. RR.)	4,211,000	7	Jan. & July.	" "	1900	....
Convert. B'ds(" ")	1,677,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) of 1858	1,800 000	7	April & Oct.	New York.	1888	35
1st Mortgage (I. C. & L. F.) of 1867	2,792,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(" ") of 1869	1,701,000	7	June & Dec.	" "	1899	....
1st Mortgage (Cin. & Indiana.)	499,000	7	" "	" "	1882	....
2d Mort. guar. (" ")	1,496,000	7	Jan. & July.	" "	'77-'87	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1910	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1910	....
1st Mortgage		7	April & Oct.	" "	1910	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	375,000	10	Jan. & July.	" "	1881	81
Ionia and Lansing (D., L. & L.M.):						
1st Mortgage traffic guar.	770.000	8	Jan. & July.	New York.	1889	....
2d Mortgage "	81,000	8	May & Nov.	" "	1880	....
Iowa Falls and Sioux City:						
1st Mortgage	2,000,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	....
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw (MC)						
1st Mortgage guar.	1,450,000	8	Jan. & July.	New York.	1885	98½
1st Mort. (Northern Ext.) guar.	848,000	8	May & Nov.	" "	1900	....
2d Mortgage guar.	289,000	8	March & Sept.	" "	1878	....
Consolidated Mortgage (236 m.)	18,000pm	8	" "	" "	1891	94½
Jacksonville, South West & S. East:						
1st Mortgage	610,000	7*	Jan. & July.	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	3,000,000	8	" "	" "	1890	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	468,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	84,000	7	" "	" "	1880	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1880	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage		7*	Jan. & July.	New York.	1913	....
1st Mortgage (Ridgefield Park)	300,000	7	May & Nov.	" "	1919	....
Joliet and Chicago (C. & Alton)						
1st Mortgage skg fund guar.	336,000	8	Jan. & July.	New York.	1882	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	91
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	80
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1886	94½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage "	70,000	8	" "	" "	1889	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. and July	N. Y. & Bost.	1880	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort. (St. Jo. & CB. 78 m) conv.	1,400,000	10	March & Sept.	" "	1902	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug	New York.	1906	....
1st Mort. (" " ")gld	1,000,000	7*	" "	" "	1903	....
Consolidated Mort. (260m.)conv.	887,000	8	March & Sept.	" "	1890	....
New Consol. Mort. for $3,000,000	947,000	6	Feb. & Aug.	Boston.	.....	....
Kansas City & Santa Fe (LL&G)						
1st Mortgage for $4,000,000	720,000	10	May & Nov.	Boston.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	....
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	....
1st M.(3dD.244.66m.& 3,0 0,000m)	6,432,000	7*	May & Nov.	N. Y. L. & F.	1899	....
1st Mort. (1,000,000 acres)	248,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mort. (2,000,000 acres)gold	1,751,750	7*	Jan. & July.	N. Y., L. & F.	1880	....
2d Mort. (")gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	....
Kent County (Del.)						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	544,000	7	March & Sept.	New York.	1883	....
3d Mortgage	237,000	7	June & Dec.	" "	1885	....
Kentucky and Great Eastern:						
Bonds for $2,250,000	15,000pm	7*	Feb. & Aug.	New York.	1892	....
Keokuk and Des Moines:						
1st Mortgage	1,895,000	7	April & Oct.	New York.	1904	....
Funded Interest	258,720	8	" "	" "	1884	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW & W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Erie and Louisville:						
1st Mortgage	300,000	7	April & Oct.	New York.	1892	....
2d Mortgage	540,000	7	Jan. & July.	" "	1902	....
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage	1,600,000	7	April & Oct.	New York.	1879	....
Consol. Mort., S.F., Registered.	4,280,000	7	J. A. J. & O.	" "	1900	99½
Consol. Mort., S.F., Coupon	1,200,000	7	Jan. & July.	" "	1900	....
2d Consol. Mort. for $25 000,000	.....	7	June & Dec.	" "	1903	93
Bonds of 1882 (Reg. & Coupon)	5,206,000	7	April & Oct.	" "	1882	....
Lake Shore Dividend Bonds	1,498,000	7	" "	" "	1899	97
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	" "	1880	101
3d Mort. (" ")	1,000,000	7	April & Oct.	" "	1892	....
1st Mort. (Mich. So. & Nor. Ind.)	5,256,000	7	May & Nov.	" "	1886	105
2d Mort. (" ")	2,692,000	7	" "	" "	1877	99½
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	103
2d Mort. (" ")	860,000	7	April & Oct.	" "	1886	98
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" ")	3,000,000	7	April & Oct.	" "	1898	97½
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1876	99
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (Bi'hool. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	340,000	8	" "	" "	1888	94½
1st M. (Jamestown & Franklin)	468,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage	696,000	7	.....	" "	....	....
Elyria and Black Riv. b'ds ass'd	150,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N Y.-Bost.-Ph	1900	....
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	" " "	1900	....
Income Bonds	3,147,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	356,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	500,000	7	April & Oct.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	....
1st Mort.(K. C. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1899	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (new loan)	4,875,000	6	June & Dec.	Philadelphia.	1898	101½
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	104
General Mort. for $40,000,000	5,000,000	6*	June & Dec.	London,	1923	....
Lewisb. Centre & Spruce C.(P. & E):						
1st Mortgage	1,548,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A. & P.):						
1st Mortgage gold	1,000,000	6*	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage	1,490,000	6	May & Nov	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan	100,000	6	May & Nov.	"	1880	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	3,780,000	7	April & Oct.	" "	1900	....
Little Rock, Pine Bl. & N. Orleans:						
1st Mortgage	750,000	7	Apr. and Oct.	New York.	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Skg. Fd.	759,600	7	Apr. and Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'westn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	"	1893	....
General Mortgage	775,000	7	" "	New York.	1890	....
Louisiana & Mo. Riv. (Ch. & Al):						
1st Mortgage	4,300,000	7	Feb. & Aug	New York.	1900	83
Louisville, Paducah and S. W.:						
1st Mortgage	2,000,000	8	March & Sept	New York.	1890	....
2d Mortgage	900,000	7	May & Nov.	" "	1893	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Bonds to State of Kentucky	74,519	6	Jan. & July.	New York.	Perp.	....
1st Mortgage for Cincinnati Br.	3,000,000	7	" "	" "	1897	....
2d Mortgage for $1,000,000	878,000	8	April & Oct.	" "	1900	....
Louisville Loan	100,000	6	Jan. & July.	" "	1881	....
1st Mort. (Louisville & Frankf't)	39,000	6	" "	" "	'73-'76	....
1st Mort. (Louis., Cin. and Lex.)	21,000	8	April & Oct.	" "	1902	....
1st Mortgage (Shelby R. R.)	58,500	8	June & Dec.	" "	1881	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	326,000	7	Jan. & July.	New York.	1876	....
1st Mortgage (Memp Br.46.37m.)	96,000	7	May & Nov.	Louisville.	1875	....
1st Mort. (Lob. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
1st Mort. (Memphis and Ohio)	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,425,000	6*	Feb. & Aug.	" "	1902	....
Consol. M. for $6,000,000 (302 m.)	6,814,000	7	April & Oct.	" "	1898	83½
Louisville Loan	849,000	6	" "	" "	'86-'87	....
Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	....
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	Jan. & July.	New York.	1892	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1877	....
1st Mortgage not endorsed	100,000	7	" "	" "	1887	....
Construct. Mort. end. by Ga. RR.	370,000	7	" "	" "	1879	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1889	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7*	April & Oct.	New York.	1890	....
Maine Central:						
Consolidated Mortgage	545,800	7*	April & Oct.	Boston.	1912	....
$1,100,000 Loan, tax free	756,800	7*	Jan. & July.	"	1898	....
Extension (gold) Loan	498,600	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150,000	6*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
1st Mortgage (Ken. & Portland.)	217,300	6	April & Oct.	Augusta.	1885	....
Consol. (Port. & Kennebec.) Loan	1,166,700	6	" "	Boston.	1895	....
2d Mort. (Somerset & Kennebec)	280,000	6	June & Dec.	"	1876	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July.	Boston.	1889	....
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	103
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	91½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	78½
4th Mortgage	2,004,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	New York.	1895	....
Marquette, Houghton & Ontonagon						
Income Bonds (Marq. & Ont.)	150,000	8	Jan. & Dec.	New York.	1875	....
1st Mortgage (")	1,760,000	8	" "	" "	1892	....
1st Mort. (Houghton and Ont.)	2,000,000	8	Jan. & July.	" "	1892	....
Consolidated Mortgage	1,454,000	8-10	Various.	" "	92-'03	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400 000	6	Jan. & July.	Boston.	1889	89½
Maryland and Delaware:						
1st Mortgage	850,000	6	May & Nov.	Boston.	1885	....
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7*	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Tennessee State Loan	1,514,142	6	" "	" "	....	....
Income Bonds	600,000	10	March & Sept.	" "	'73-'78	....
Memphis and Little Rock:						
1st Mortgage (Land Grant)	1,300,000	8	May & Nov.	New York.	1900	....
2d Mortgage	1,000,000	8	.....	" "	....	....
Michigan Air Line (Mich. Cent.):						
1st Mort. (E. Div.) assumed	200,000	8	May and Nov.	New York.	1890	....
Michigan Central:						
1st Mortgage, convertible	356,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	....
Consol. Mortgage for $10,000,000	6,000,000	7	May & Nov.	New York.	1902	102½
1st Mort. (M. Air L. W. D.) assum'd	1,900,000	8	Jan. & July.	" "	1890	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S.& M.S.	5,254,000	7	May & Nov.	New York.	1885	105
2d Mort. " "	2,692,000	7	" "	" "	1877	99½
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1896	....
Midland of Canada:						
1st Mortgage sterling £335,000	1,675,000	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee, Lake Sh. & Western:						
1st Mortgage	3,000,000	7*	June & Dec.	New York.	1902	....
Milwaukee and Northern:						
1st Mortgage	1,625,000	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage	320,000	10	Jan. & July.	Detroit.	1890	....
Mineral Range:						
1st Mortgage	161,800	8	June and Dec.	Detroit.	1883	....
Minneapous & Duluth (L.S.& M.):						
1st Mortgage gold, guaranteed	400,000	7*	Apr. and Oct.	New York.	1911	....

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St L. (L.Sup.& M.):	$					
1st Mortgage gold, guaranteed..	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	Detroit.	1890	....
Mississippi Cent.(N.O.St.L.&Chi.):						
1st Mortgage	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,708,500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	2,040,000	7*	Jan. & July.	.....	1900	....
Mississippi and Tennessee:						
1st Mortgage	[600.000	7	April & Oct.	Memphis.	1876	....
Consolidated Mortgage	1,254,000	8	Jan. & July.	"	'81-'93	....
Tennessee State Loan	430,547	6	.....	"	....	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	3,220,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S.F.	362,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	....
Additional Consol. Mort.	2,500,000	7	" "	" "	1905	....
Further Add. Consol. Mort.	600,000	7	" "	" "	1906	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mortgage	300,000	8	" "	New York.	1889	....
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....
2d Mortgage	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage Sterling	4,732,000	6* 8*	May & Nov.	Mob. & Lond.	1883	....
Interest bonds	1,532,000	8	" "	Mobile.	'76-'83	....
Sterling Interest bonds	769,920	6*	" "	London.	1883	....
Tennessee Subsidy Bonds	1,685,000	7*	Jan. & July.	N.Y. & Lond.	1901	....
Special Mort. (Gainesville Br'h)	53,000	8	May & Nov.	Mobile.	....	....
2d Mortgage	1,453,858	8	March.	"	1877	....
Consol. Mort. for $15,000,000	.....	7*	Jan. & July.	N.Y. & Lond.	1904	....
Convertible 8 per cent. bonds.	847,975	8	M. J. S. & D.	New York.	....	....
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage	780,000	7	.....	" "	....	....
Income Mortgage	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage	127,000	7	May & Nov.	New York.	1886	....
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....
1st Mortgage not endorsed	330,000	8	June and Dec.	" "	1900	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free.	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	10[illegible]
2d Mortgage guar.	3,000,000	7	Feb. & Aug	" "	1891	102½
Convertible bonds	353,000	7	Jan. & July.	" "	1900	....
Construction bonds of 1871	640.000	7	April & Oct.	" "	1889	97½
General Mortgage	2,975,000	7	" "	" "	1901	....
Special "	1,029,000	7	.....	" "	....	....
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	1,450.000	6	Jan. & July.	New York.	'74-'88	....
2d Mort. (Government Subsidy)	1,000,000	4	" "	"	'81-'91	....
New Mortgage	5,800,000	7	" "	"	1913	....
Nashville and Decatur (L. & Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	103,000	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (C. of N.J.):						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	....
New Issue for $360,000	285,000	7	" "	"	1894	....
Newburyport:						
1st Mortgage	300,000	....	.....	.....	....	....
New Haven and Derby:						
1st Mortgage	525,000	7	Various.	New Haven.	'93-'00	....
New H., Middlet'n & Willimn.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage	880,000	7	.....	" "	1881	....
New Haven and Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfie d bonds.	200,000	7	" "	" "	1891	....
New Jersey Midland (NY.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage	1,500,000	7	" "	"	1881	....
New Jersey and New York:						
1st Mortgage	500,000	7*	March & Sept.	N.Y. or Lond.	1893	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov.	New York.	1899	....
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1888	....
2d Mortgage	1,000,000	7	March & Sept.	"	1891	....
Consol. Mort. for $7,000,000	5,300,000	7	April & Oct.	"	1903	....
Income Mortgage	750,000	7	" "	"	1891	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	3,000,000	7*	May & Nov.	New York.	1900	....
New London Northern (Cen. Vt.):						
1st Mortgage	300,000	6	April & Oct.	New York.	1885	....
2d Mortgage	500,000	7	June and Dec.	"	1892	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
N.O.,Jack.&Gt.N. (N.O.St.L.&C.):	$					
1st Mortgage	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000	1,500,000	8	April & Oct.	" "	1890	....
Consol. Mort. for $8,000,000	3,000,000	7*	Jan. & July.	" "	1912	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N.Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas)	7.250.000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,825,000	8	" "	" "	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12 250,000	6,617,500	7*	Feb. & Aug.	N.Y. or Lond	1903	....
New York & Canada (D.& H.C.):						
1st Mort. for £800,000. guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	5,936,626	6	May & Nov.	New York.	1883	96
Bonds for debts assm'd (N.Y.C.)	1,514,000	7	Feb. & Aug.	" "	1876	102
Bonds for B.& N.F. stk (")	74.500	6	May & Nov.	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	94
Bonds for Real Estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renewed (")	2,431,000	6	June & Dec.	" "	1887	94½
2d Mort. (Hudson River) S. F..	1,794,000	7	" "	" "	1885	....
3d Mort. (")....	159.000	7	May & Nov.	" "	1875	....
Bonds of 1871, tax free.	1,950,000	7	April & Oct.	" "	1891	....
1st Mort., coup.) for $30,000,000	3,904,000	7	Jan. & July.	" "	1903	110
1st Mort., reg'd)		7	" "	" "	1903	110
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York and Harlem:						
Consolidated Mortgage of 1863..	103.000	6	Feb. & Aug.	New York.	1903	....
Sinking Fund Mortgage of 1861.	108,899	7	Jan. & July.	" "	1881	....
Consolidated Mort. of 1872.	6,822,000	7	May & Nov.	" "	1900	108
N. York, Housatonic & Northern:						
1st Mortgage	249,000	7*	April & Oct.	New York.	1902	....
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000.	2,500,000	7*	Jan. & July.	New York.	1902	....
New York, N. Haven & Hartford:						
1st Mort. (N. Y. and N. Haven)	1,059.500	6	April & Oct.	New York.	1875	100
1st Mort.(Harlem & Portchester)	1,000,000	7	.....	" "	1903	....
New York and Oswego Midland:						
1st Mortgage gold, tax free.	8,000,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage convertible.	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible ...	1,500,000	7	" "	"	1896	....
3d Mort., Equipment	3,800,000	7	.....	"	....	....
1st Mort., (West. Extension)	2,425,000	7	.....	"	....	....
Consolidated Mortgage	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
1st Mortgage	75,000	6	Feb. & Aug.	New York.	1878	....
Improvement Bonds	100,000	7	Jan. & July.	"	1876	....
Extension Bonds	250.000	6	May & Nov.	"	'78-'81	....
General Mort. for $1,000,000.	777,000	7	Jan. & July.	"	1899	....
Norfolk & Petersburg (A.M.& O.):						
1st Mortgage	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Carolina:						
1st Mortgage	375,000	8	May & Nov.	Co's Shops, NC.	1878	....
North Eastern (S. Car.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	225,500	8	" "	"	1899	....
North Missouri (St.L.,K.C. & N.):						
1st Mortgage	6,000,000	7	Jan. & July.	New York.	1895	....
North Pennsylvania:						
1st Mortgage	2,159,500	6	Jan. & July.	Philadelphia.	1896	....
2d Mortgage	1,500,000	7	May & Nov.	"	1896	101
Chattel Mortgage	360,000	10	April & Oct.	"	1879	....
General Mortgage	436,500	7	Jan. & July.	"	1903	....
North Shore (Flush., N.S. & Cent):						
1st Mortgage	155,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage Coupon.	2,500,000	6	Jan. & July.	Baltimore.	1885	....
3d Mortgage Coupon.	1,223,000	6	April & Oct.	Phila. & Balt.	1900	97½
3d Mort. (York & Cumb.) guar.	500,000	6	Jan. & July.	Baltimore.	1877	....
Income Mortgage conv.	1,0 0 000	7	April & Oct.	Harrisburg.	1880	....
Income Mort. coupon.	3,000,000	7	Jan. & July.	"	1922	....
Consol. Mort. coupon.	2,520,000	6*	" "	Baltimore.	1900	99½
Consol. Mort. registered.	205,000	6*	April & Oct.	"	1900	....
Consol. Mort. S. F.	2,000,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	Jersey City.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands gold..	30,000,000	7.3*	Jan. & July.	New York.	1900	26½
Northwestern Virginia:						
3d Mort.. assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	....
Northwestern Union (C. & N.W.):						
1st Mortgage	3,500,000	7*	.....	New York.	....	....
Norwich & Worcester (B.H.& E.):						
1st Mort. Mass. Loan, skg. fd...	400,000	6	Jan. & July.	Boston.	1877	....
Construction Bonds.	150,000	7	" "	"	1877	....
Nyack and Northern:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	89½
Sinking Fund Bonds.	468,000	8	March & Sept.	"	1889	....
Ohio and Mississippi:						
Consolidated Mort. Bonds.	3,067,000	7	Jan. & July.	New York.	1898	92½
Consolidated S. F. Mortgage.	3,556,000	7	" "	" "	1898	94
Consolidated Mort., Sterling	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	8,672,000	7	April & Oct.	New York.	1911	75½
Income and Funded Debt Bonds	174,000	7	" "	New York.	1882	....
Debenture Sinking Fund Bonds	180,000	7	May & Nov.	New York.	1883	....
Oil Creek and Allegheny River:						
1st Mortgage (J. C. R. R).	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	70
1st Mort. (Warren & Franklin).	580,000	7	April & Oct.	" "	1882	....
1st Mortgage.	500,000	7	Jan. & July.	" "	1890	....
Consolidated Mortgage.	1,100,000	7	May & Nov.	" "	1888	54

AMERICAN RAILROAD BOND LIST,

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Old Colony:	$					
Plain Bonds	1,000,000	4	March & Sept.	Boston.	1876	....
Plain Bonds	32,000	5	" "	"	1884	....
Plain Bonds	458,000	6	April & Oct.	"	1875	99
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	....
New Bonds for $3,000,000	1,192,000	7	March & Sept.	"	1894	104½
Omaha and Northwestern:						
1st Mort. Land Grant, Gold	16,000pm	7.3*	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,034,000	8	June & Dec.	Boston.	1896	86
Orange and Newark:						
1st Mortgage	646,000	6	May & Nov.	Newark.	1881	....
Oregon and California:						
1st Mortgage gold	10,950,000	7*	April & Oct.	New York.	....	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (C.,M. & St. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L.& W.):						
1st Mortgage, guaranteed	201,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by C.,B.& Q.	1,941,000	8	Jan. & July.	N.Y. & Bost.	1900	....
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	1,500,000	8	Feb. & Aug.	New York.	1892	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	80½
2d Mortgage sinking fund	2,873,000	7	Jan. & July.	" "	1891	....
Income Bonds	1,154,600	7	" "	" "	1892	....
St. Louis County Debt	700,000	7	Monthly.	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	500,000	6*	April & Oct.	" "	1893	....
1st Mort. (Leav., Atch. & N.W.)	500,000	7	" "	" "	1889	....
1st Mort. (Lex. & St. Louis) gold	900,000	6*	Jan. & July.	" "	1887	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000	1,541,000	7*	Feb. & Aug.	New York.	1902	....
Panama.						
1st Mortgage, stg £19,350	93,350	7*	April & Oct.	London.	1875	...
General Mortgage, stg £597,800	2,889,230	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage gold, S. F.	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur (TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	....
Pemberton & Hights. (UC ot NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Peninsular (Mich.) Railway:						
1st Mortgage gold (S.F.) 1st series	1,800,000	7*	May & Nov.	N.Y. or Lond.	1899	....
1st Mortgage gold (S.F.) 2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mort. (Harrisb'g to Pittsb'g)	4,970,000	7	Jan. & July.	Philadelphia.	1880	103
2d Mort (" ")	2,583,600	6	April & Oct.	"	1875	99½
3d M. stg (" ")	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	19,558,760	6	J. A. J. & O.	Philadelphia.	1910	92½
Consolidated Mortgage	8,245,000	6*	Jan. & July.	London.	1905	....
State lien for $7,500,000, skg f'd	5,401,575	5	April & Oct.	Philadelphia.	'74-'90	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	840,000	7	April & Oct.	"	1891	....
Pennsylvania & New York (L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	....
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val (C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	....
2d Mortgage	150,000	10	Jan. & July.	New York.	1900	....
Perkiomen (Phila. and Rdg):						
1st Mortgage, guaranteed	619,000	6	April & Oct.	Philadelphia.	1897	84
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'98	....
2d Mortgage	500,000	8	" "	" "	1902	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 86½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	" "	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	....
1st Mortgage	5,000,000	6	" "	"	1881	88
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	80½
General Mort. for $20 000,000	7,252,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Loan of 1868	1,138,900	6	Jan. & July.	Philadelphia.	1893	78
Mort. Loans of 1842-44-46 & 49.	1,521,000	6	" "	"	1880	101½
Mortgage Loan of 1868	2,700,000	7	Apr. and Oct.	"	1893	102
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,800	7*	" "	"	'74-'77	....
Consolidated Mortgage, June 1, 1871. — Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	105
Consolidated Mortgage, June 1, 1871. — Dollar registered	3,414,000	7	" "	"	1911	106
Consolidated Mortgage, June 1, 1871. — Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	....
Consolidated Mortgage, June 1, 1871. — Gold or stg reg.	668,000	6*	" "	" "	1911	....
Consolidated Mortgage, June 1, 1871. — Dollar coupon	332,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv.	6,600,985	7	Jan. & July.	"	1893	102½
New Improvement Mort. Loan	6,631,615	6*	Apr. and Oct.	Phil. or Lond.	1897	....
Gen'l Mort. stg. S.F. ($60,000,000)	10,000,000	6*	" "	" "	1899	....
Mort. (Coal and Iron Co.) guar.	12,413,400	7	May and Nov.	" "	1892	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Philadelphia, Wilmington & Balt.:	$					
Mortgage Loan, convertible	318,500	6	Jan. & July.	Phila. & Bost.	1884	....
Loan of 1866	400,000	6	April & Oct.	" "	1876	....
Loan of 1867	1,000,000	6	" "	" "	1887	....
Loan of 1872	500,000	6	" "	" "	1892	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	331,800	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv.	2,000,000	6	Monthly.	New York.	1884	70½
2d Mortgage	5,000,000	7	April & Oct.	Philadelphia.	1913	....
Consol. Mortgage for $10,000,000	6,212,000	7	Feb. & Aug.	"	1900	67½
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	....
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	105
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1912	....
Bridge (O. & P. R. R.) bonds	111,000	7	May & Nov.	Philadelphia.	1876	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	New York.	1877	....
Equipment bonds	1,000,000	8	March & Sept.	"	1879	....
Pittsburg, Va. and Charleston:						
1st Mortgage	700,000	7	April & Oct.	New York.	1902	....
Pittsburg, Wash'g'ton & Baltimore:						
1st Mort. (Pittsb. & Conn'lsville)	4,000,000	7	Jan. & July.	Baltimore.	1898	....
2d Mort. do. (Balt. Loan)	5,000,000	6	May & Nov.	"	1902	....
1st Mort. (Turtle Cr. Div. 10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Real Estate Mortgage	100,000	6	.....	Baltimore.	1883	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	20,000 pm	7*	Jan. & July.	New York.	1901	....
Port Huron and Lake Michigan:						
1st Mortgage gold, for $1,800,000	1,800,000	7	May & Nov.	New York.	1899	....
Portland & Ogdensb. (Me.& N.H.):						
1st Mors. (Maine Section) gold	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	3,300,000	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	2,300,000	6*	May & Nov.	N.Y. & Bost.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1868	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort. (Portland Loan) skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien)	357,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan)	350,000	7	Mar. & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	" "	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	462,489	6	April & Oct.	Boston.	....	....
Poughkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	644,500	7*	Jan. & July.	New York.	1910	....
2d Mortgage	78,000	7	" "	"	....	....
Providence and Worcester:						
1st Mortgage	800,000	6	Jan. & July.	Providence.	1880	....
Stoughton Branch bonds	1,000,000	6	" "	"	....	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	1,000,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Palmyra:						
1st Mort. assumed by H. & St.Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	....
Reading and Columbia (P.& R.):						
1st Mort., Coupon, guaranteed	650,000	7	March & Sept.	New York.	1882	....
2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
2d Mortgage	300,000	7	Jan. & July.	Troy.	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	128,000	7	Jan. & July.	" "	1894	....
Consol. Mort. for $2,000,000	1,925,000	7	May and Nov.	" "	1921	....
Richmond and Danville:						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	1880	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
1st Mort. (Peidmont Branch)	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N.C.)	500,000	6.7	April & Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage	1,766,000	6	May and Nov.	New York.	'75-'90	....
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	175,428	7	" "	Richmond.	1875	....
Dollar Loan, Coupon	295,500	8	" "	"	1901	....
Dollar Loan	124,489	6	various.	"	1875	....
Richmond and Petersburg:						
1st Mort. (Coup. and Register'd)	180,500	7	June & Dec.	Richmond.	1875	....
2d Mortgage (Coupon)	175,000	8	Apr. and Oct.	"	'80-'96	....
Rockford, R. Island & St. Louis:						
1st Mortgage tax free	2,000,000	7*	Feb. & Aug.	N.Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, (W.& R.) Skg Fund	799,900	7	March & Sept.	New York.	1880	....
2d Mortgage	460,000	7	Jan. & July.	" "	1902	....
General Mort. S. F.	1,050,500	7	June & Dec.	" "	1891	....
Consol. Mort. conv. till 1879	2,000,000	7	Apr. and Oct.	" "	1904	....
Rutland (Cen. Vt. & Vt. & Can.):						
Equipment Mortgage, tax free	500,000	7	May and Nov.	Boston.	1880	....
Equipment Mortgage	500,000	8	March & Sept.	"	1880	....
General Mort.	1,500,000	8	May and Nov.	"	1902	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st Mortgage	346,000	8	May & Nov.	Saginaw.	1892	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (R. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	6	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	....
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	85
2d Mort. (" ")	4 622,000	7*	May & Nov.	" "	1897	....
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1895	....
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	....
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	....
New Mortgage	3,000,000	7	March & Sept.	" "	1899	....
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv	2,207,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen.&Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	1,000,000	7	March 1.	Pittsburg.	1901	....
St. Paul and Iowa Southwestern:						
1st Mortgage	4,500,000	7*	May & Nov.	.....	1903	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. P. to Sauk Rap.) 80m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
1st M. (W.Line) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (W.Line) R. R. & Lands.	9,000,000	7*	" "	"	....	....
1st Mort. (St. Paul and Pac.)l.g.	15,000,000	7*	.....	"	....	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guaranteed	2,309,743	7	Jan. & July.	New York.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany& Gulf (A &G):						
Sectional Mort	310,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav.& Char.)	500.000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	...
Schenectady & Susq.(D.&H.Can.)						
1st Mortgage gold, tax free	400,000	7*	Jan. & July.	New York.	1900	....
Schoolcraft & Three R. (LS& MS):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	...
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	91
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.).						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y.,N. H. & Hart.)						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	....
Sioux City and Pacific:						
1st Mortgage gold	1,628,000	6*	Jan. & July.	Boston.	1898	....
2d Mort. (Gov. Subsidy)	1,628,200	6	" "	U.S.Treasury.	1898	....
Somerset & Kennebec(Me.Cent.):						
1st Mortgage gold	260,000	7*	June & Dec.	Boston.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
South Carolina:	$					
1st Mortgage Sterling	1,486,333	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	8 7,000	7	" "	New York.	'82-'88	....
2d Mort. for $3,000,000	615,500	7	April & Oct.	" "	1902	....
Domestic (G) Bonds	111,000	6	Jan. & July.	Charleston.	1874	....
Domestic (I) Bonds	1,296,500	7	April & Oct.	"	1891	....
Domestic (K) Bonds	76,000	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	'88	....
2d Mort. " " "	200,000	7	" "	" "	'89	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	'88	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	3,391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	5,000,000	...	" "	London.	....	....
South Pacific (Atl. and Pac.):						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	175,000	6	April & Oct.	Boston.	'80-'81	....
South Side, Va.(A., M. and O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	621,000	6	" "	" "	'84-'90	....
3d preferred bonds	452,800	6	" "	" "	'84-'90	....
Southern Central (N.Y.):						
1st Mortgage, skg fund conv	1,500,000	7	Feb. & Aug.	New York.	1890	....
2d Mortgage	600,000	7	March & Sept.	"	1882	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
1st Mort., Sink. Fund	1,500,000	7	May & Nov.	"	....	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,340,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	10,040,000	6*	April & Oct.	New York.	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72 '88	....
1st Mortgage (Muscogee) conv	300,000	7	"	"	'72 '88	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	345,000	7	Jan. & July.	Boston.	'83-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Stanstead, Shefford and Chambly:						
1st Mor., Guar. by Cent. Verm.	444,100	7	Jan. & July.	Boston.	1887	....
Sullivan (Central Verm.):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1881	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	115,000	6	Jan. & July.	Philadelphia.	1875	....
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Swedesboro (West Jersey):						
1st Mortgage, guaranteed	200,000	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D L&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	"	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1873 for $1,600,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage S. F. Gold	40,000pm	6*	June & Dec.	N.Y. or Lond.	1912	....
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1894	80
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	71½
2d Mort.conv.(" ")	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $6,200,000	1,500,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	....
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	....
1st Mort. (L.Erie,Wab. & St.L.)	2,500,000	7	" "	" "	1890	....
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	....
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	....
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1892	70
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	....
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	" "	1878	....
2d Mort. (Wabash & Western)	1,500,000	7	" "	" "	1878	69
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	....
Equipment (Toledo & Wabash)	600,000	7	" "	" "	1883	....
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	" "	1907	58
Consol. 2d mort. gold	2,186,000	7*	Feb and Aug.	" "	1893	....
Traverse City (Gr. Rap. and Ind.):						
1st Mortgage	250,000	7	Feb. and Aug.	New York.	1902	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years owning.	Railroad. M. in Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1873	60.0	—	2.5	125.0	3	4	3	56	Adirondack ..... New York.	3,113,515	*	3,543,241	.....	3,763,000	930,000	1,963,756	—	60.0	71,936	29,902	30,012	100,425	22,801	—	100	....
Sept. 30, 1873	31.3	—	5.5	—	13	10	2	113	Alabama Central †..... Alabama.	3,000,000	*	—	.....	2,000,000	1,000,000	—	—	92.8	—	—	—	360,000	95,000	—	100	....
Dec. 31, 1873	296.0	—	14.8	—	20	20	5	600	Alabama and Chattanooga..... Alabama.	10,500,000	*	—	.....	2,700,000	8,500,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1873	142.0	—	165.7	—	68	33	12	1,890	Albany and Susq. †(D. & H.).. New York.	10,317,9 0	*	—	.....	5,000,000	4,621,000	706,519	.....	142.0	810,519	371,410	631,917	1,672,319	410,877	7	100	95
Dec. 31, 1873	132.0	130.5	16.7	—	73	29	10	1,969	Allegheny Valley †..... Pennsylvania.	12 332,709	—	—	.....	2,256,400	7,434,000	1 280,691	—	132.0	.....	861,239	1,778,638	2,628,471	784,026	—	100	....
Oct. 31, 1873	4.5	—	0.3	31.3	—	—	—	—	Allentown (P. & R.)..... Pennsylvania.	1,078,439	—	—	—	568,744	—	649.132	—	—	—	—	—	—	—	—	50	....
Dec. 31, 1873	99.0	—	3.7	—	13	3	...	96	Arkansas Branch (St. L. & Iron Mt.). Mo.	5,351,250	*	19,971	66,432	2,499,000	2,500,000	438,659	—	99.0	153,190	.....	.....	250,293	98,598	—	50	....
Dec. 31, 1873	62.5	—	6.9	—	—	—	—	—	Ash ah. Youngst'wn & Pitts. (Pa. Co.).O.	3,500,000	—	—	.....	1,500,000	1,500,000	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	150.0	—	10.0	—	.....	.....	.....	.....	Atchison and Nebraska..... Kan. & Neb.	7,500,000	*	.....	.....	3,750,000	3,750,000	.....	—	150.0	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1873	469.3	27.5	30 9	—	38	22	7	778	Atchison, Topeka & Santa Fe.... Kansas.	20 593 233	1,214,307	1,481,420	1,023,087	8,615,000	10,096,500	3,814,785	222,545	282.9	.....	.....	.....	1,172,013	423,803	—	100	10
Feb. 28, 1874	266.5	—	9.7	—	10	8	3	161	Atlanta & Rich'd Air Line †. Ga. N.C. & S.C.	11.748,000	*	—	—	7,500,000	4,248,000	—	—	192.0	—	—	—	—	—	—	—	—
June 30, 1873	81.0	—	4.0	—	19	7	6	165	Atlanta and West Point ..... Georgia.	1,197,715	*	151,853	63,254	1,232,200	102,500	24,257	53,865	87.0	.....	62,987	86,592	399,344	100 161	8	100	....
June 30, 1873	387.5	34.8	161.0	—	190	41	25	2,911	Atlantic and Great West. N.Y. Penn. & O.	78,713,992	*	8,445,000	.....	24,358 300	62,800,692	2,899,401	—	604.8	5,111,452	957,942	2,606,088	5,456,896	1,886,922	—	100	....
Dec. 31, 1873	236.0	109.0	15.6	162.0	26	19	10	424	Atlantic and Gulf †..... Georgia.	7,717,971	*	—	—	3,479,677	3,526,700	353,429	—	345.6	683,918	97,227	.....	1,005,947	267,886	—	100	....
Sept. 30, 1873	406.0	20.0	40 0	100.0	84	29	20	1,015	Atlantic, Mississippi and Ohio †.. Virginia.	19,038,905	*	9,157,335	1,215,021	6,921,900	14,183,000	5,860,427	2,435,934	428.0	1,498,803	245,629	627,639	2,193,767	914,035	—	100	....
Dec. 31, 1873	95.0	—	9.0	—	9	12	6	78	Atlantic and North Carolina †. N. Carolina.	2,200,000	—	—	—	1,600,000	200,000	—	—	95.0	—	—	—	—	—	—	100	....
Dec. 31, 1873	328.0	4.0	32 8	—	135	74	34	2,842	*Atlantic and Pacific* †..Missouri & Ind. Ter.	36,572,728	*	4,135,500	141,411	19,760,300	16,792,438	1,577,522	.....	814.7	.....	.....	.....	5,529,102	2,218,876	—	100	....
Dec. 31, 1873	149.5	1.5	16.9	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,089	—	.....	.....	4,388,800	3,484,000	.....	.....	—	—	—	—	—	—	—	—	—
Nov. 30, 1873	53.0	—	4.8	—	—	—	—	—	Augusta and Savannah (C. of Ga.).... Ga.	1,032,200	—	—	—	732,700	129,000	—	—	—	—	—	—	—	74,752	4	100	....
Oct. 31, 1873	51.2	2.5	5.5	—	—	—	—	—	Bald Eagle Valley ..... Pennsylvania.	1.05 0,000	—	10,000	—	550,000	454.900	—	—	—	—	—	—	—	73,000	8	100	....
Sept. 30, 1873	379.6	42.8	439.0	—	473	205	56	10299	Baltimore and Ohio †..... Md. & W. Va.	33,975,584	10,682,288	18,857,895	2,926,765	16,719,862	19,866,783	822,298	29 033,181	497.4	10,292,250	.....	.....	12,252,844	4,099,043	10	100	172½
Sept. 30, 1873	103.5	—	11.4	—	—	—	—	—	Washington branch † ..... Maryland.	10,000,000	—	—	—	5,680,685	—	—	—	103.5	—	—	—	947,729	116,067	10	—	175
Sept. 30, 1873	30.0	—	41.6	—	—	—	—	—	Parkersburg Branch..... W. Virginia.	1,650,000	—	—	757,652	1,650,000	20,000	—	737,653	30.0	—	—	—	440,778	284,014	—	100	61
Dec. 31, 1873	63.0	—	3.2	—	—	—	—	—	Baltimore, Pittsburg and Chicago..... O.	3,000,000	—	—	—	500,000	2,500,000	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	73.1	19.2	6.1	—	26	47	8	319	Baltimore and Potomac..... Maryland.	6,136,010	654,991	.....	116,915	3,503,900	4,000,000	884,837	19,180	43.0	.....	.....	.....	281,537	70	—	100	....
Dec. 31, 1873	48.2	—	2.5	—	4	2	2	68	Bangor and Piscataquis †..... Me.	1,207,202	110,200	.....	6,257	357,870	922,000	43,789	—	48.2	64.758	36.450	29,698	113,746	30.441	—	100	....
Oct. 31, 1873	16.0	—	6.0	—	5	2	1	367	Barclay (Towanda Coal Co.)..... Pa.	1,200,000	—	—	—	1,000,000	79,000	—	—	16.0	58,668	25,347	344,908	996	Loss.	7	50	....
Dec. 31, 1873	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake (Me. C.). Me.	900,000	—	—	—	750,000	150,000	7,000	—	—	—	—	—	—	36,000	—	50	....
Dec. 31, 1873	54.0	—	13.0	76.0	—	—	—	—	Belleville and Southern Illinois ..... Ill.	2,780,000	—	.....	—	1,680,000	1,100,000	.....	—	—	—	—	—	—	40 p.c.	—	100	....
Dec. 31, 1873	67.0	—	6.7	—	—	—	—	—	Belvidere Delaware (Penn. R. R.)... N. J.	4,034,829	—	—	571,587	995,800	2,244,500	1,228,838	—	80.0	—	397,158	1,444,578	1,148,223	153,700	—	100	....
Sept. 30, 1873	22.0	—	2.0	—	—	—	—	—	Berkshire (Housatonic) ..... Mass.	600,000	—	6,000	7,000	600,000	—	7,245	6,355	—	—	—	—	42,610	35,407	7	100	....
Sept. 30, 1873	201.6	48.0	324.7	—	231	183	52	5,051	Boston and Albany..... Mass. & N. York.	21,876,749	4,458,046	2,316,185	1,067,840	19,864,100	4,319,000	2,266,820	3,263,900	283.0	5,661,554	5,757,024	2,884,520	9,798 038	2,199,878	10	100	136
Sept. 30, 1873	26.2	—	2.1	9.8	5	6	2	83	Boston, Barre and Gardner..... Mass.	915,537	141.655	40,118	65,899	826,627	4,400	319,013	13,169	26.2	87 304	116 098	29,340	97,046	16,511	—	100	....
Sept. 30, 1873	41 4	1 5	12.2	—	23	24	13	511	Boston, Clinton and Fitchburg ..... Mass.	1,379,111	715,820	259,288	110,779	872,600	1,249,600	224,162	118,136	90.2	489,497	487,274	407,072	677,439	116,973	—	100	....
Mar. 31, 1873	93.5	56.9	11.0	—	24	25	20	529	Boston, Concord and Montreal ..... N. H	2,850,000	—	316,429	229.630	1,800.000	1.050.000	29,603	516,456	150.4	.....	171.511	92,187	670,349	131,715	—	100	....
Sept. 30, 1873	26.8	16.0	45.7	—	40	62	...	958	Boston and Lowell..... Mass.	2,476,831	343.634	2,508,971	799,188	2,993,000	1,199,500	1,338,660	597,464	125.5	826,231	2,086,979	605,617	1,464.942	387,113	8	500	93
Sept. 30, 1873	115.5	8.5	109.6	—	69	149	...	1,686	Boston and Maine..... Mass., N. H. & Me.	8,817,444	1,335,401	820,083	114,822	6,921,274	2,857,199	305,039	1,342,229	189.5	1,458,963	5.008,074	542,004	2,300 094	680,566	8	100	111½
Sept. 30, 1873	44.0	18.5	66.0	—	41	71	11	627	Boston and Providence..... Mass. & R. I.	3,742.515	207,400	1 567,441	219,159	3,950,000	500,000	856,488	430,027	66.5	816.554	3,741.830	827.575	1,822,108	428,342	10	100	151
Dec. 31, 1873	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany †..... Georgia.	10,548,000	*	(Sold Oct. 15 1873.)	—	—	5,980.000	.....	—	172.0	(Operated by Receiver—No returns.)			.....	.....	—	100	....
Sept. 30, 1873	25.5	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg. New York.	2,869.000	—	44,080	.....	2,286,000	583.000	.....	—	—	—	—	—	.....	.....	—	100	....
Sept. 30, 1873	43.2	—	6.8	50.0	8	7	3	72	Buff., Corry and Pittsb..... N. Y. & Penn.	1,661,930	—	.....	.....	500,000	1,000.000	350,000	—	43.2	1,343,729	65.542	109.325	169,989	40,000	—	100	....
Sept. 30, 1873	141.5	—	13.7	—	—	—	—	—	Buffalo, New York & Erie...N.Y. & Penn.	3,330,000	—	—	—	950,000	2,380.000	.....	—	—	—	—	—	—	Loss.	—	100	....
Oct. 31, 1873	120.6	—	13.6	—	18	13	4	604	Buff., New York and Phila. N.Y. & Penn.	4,621,324	784,607	305,000	.. ....	1,615,000	2,577,500	1,233,944	—	120.6	261,000	234,760	158,836	398,763	233,100	7	100	....
Dec. 31, 1873	371.0	81.0	21.1	—	28	22	9	702	Burl., Cedar Rapids and Minnesota. Iowa.	16,200,000	*	—	—	5,510,000	8,265,000	1,9 3,197	—	402.0	.....	.....	.....	1 078 310	301,306	—	500	....
Dec. 31, 1873	196.7	48.6	20.8	—	14	12	7	314	Burlington and Missouri River..... Neb.	7,300,000	500.000	476,356	145,904	853,780	7,277,913	118,228	278,126	239.3	392,234	81,217	126,120	628,429	284,214	—	100	50
Dec. 31, 1873	130.0	20.0	10.9	4o1.0	8	7	4	218	Burlington and Southwestern. Iowa & Mo.	6,102,510	601,315	.....	.....	1,976,319	3,820,000	729,964	—	150.0	.....	.....	.....	362,719	Loss.	—	100	....
Dec. 31, 1873	71.0	—	2 1	—	4	6	...	50	Cairo, Arkansas and Texas..... Mo.	3,500,000	*	.....	.....	2,000,000	1,500,000	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	301.0	—	19.7	—	27	17	6	710	*Cairo and Fulton*..... Arkansas.	20,000,000	*	.....	.....	12,000,000	8,000,000	.....	—	202.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1873	53.4	0.6	3.3	15.6	8	4	..	292	Cairo and St Louis (narrow)..... Ill	2,978.000	*	.....	.....	478,000	2,500,000	.....	—	54.0	31,780	10,221	5,000	18,286	15weeks	—	100	....
Jun. 30, 1873	156.6	—	7.8	—	10	8	4	161	Cairo and Vincennes..... Illinois.	6,935,400	*	—	125,236	3,503,636	3,500,000	57,000	—	156.6	113.557	8,418	21,824	72,234	.....	—	100	....
Dec. 31, 1873	60.0	7.0	6.1	—	9	52	9	119	Camden and Atlantic..... New Jersey.	1,642,838	458,692	143,921	42,368	1,215,869	1,076,151	107,096	88,702	....	216,246	463,708	104,841	508,996	210,587	—	50	72
Dec. 31, 1873	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	715,362	—	—	—	381,925	350,000	—	—	—	—	—	—	—	45,415	6	100	....
Dec. 31, 1873	41.8	—	5.1	—	3	12	—	—	Cape May and Millville (W. N. Jer.). N.J.	979,282	—	—	—	500,000	400,000	79,282	—	—	—	—	—	—	60,000	6	100	....
June 30, 1873	18.0	0.5	1.2	—	.....	.....	.....	.....	Carbondale and Shawneestown.... Illinois.	550,000	*	—	—	350,000	200,000	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	94.0	4.5	19.8	—	—	—	—	—	Catawissa (Phila. and Reading)..... Penn.	6,126,500	—	—	—	4,359,500	1,740,350	.....	—	98 5	.....	.....	.....	.....	190,000	—	50	29
Sept. 30, 1873	34.6	—	6.0	—	—	—	—	—	Cayuga & Susquehanna (D.L.&W.)..N.Y	589,110	—	—	—	589,110	—	—	—	—	—	—	—	—	53,020	9	100	....
Dec. 31, 1873	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	—	—	—	—	—	—	137.052	113,676	—	100	....
Dec. 31, 1873	171.6	2.5	27.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C.&N.W.).Ia.	11,234,000	—	—	—	7,620,000	3,614,000	—	—	—	—	—	—	562,972	562,972	3	100	80
Nov. 30, 1873	94.5	—	42.9	—	108	84	60	1,584	Central of Georgia..... Georgia.	7,500,000	*	1,904,144	5,141,594	7,500,000	3,116,000	3,817,530	112,208	708.5	.....	131,404	.....	3,489,398	379.388	—	100	....
Dec. 31, 1873	189.0	—	16.9	29.8	26	10	8	512	Central of Iowa..... Iowa.	10,000,000	*	.....	.....	6,000,000	4,625,000	950,000	—	199.6	.....	.....	.....	656.104	139.88	—	100	....
Dec. 31, 1873	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey..... New Jersey.	15,293.003	2,796,445	18,000,000	.....	20,000,000	9,386,700	6,729,046	—	80.7	.....	.....	.....	5,369,013	2,507,253	8	100	106½
Dec. 31, 1873	137.1	—	31.7	—	37	41	...	1,353	Central Ohio (B. & O.)..... Ohio.	5,349,500	*	—	—	2,849.500	2,500,000	—	—	137.2	.....	.....	.....	1,046,435	365,482	6	50	84
Dec. 31, 1873	864.9	386.0	140.9	203.0	188	167	43	3,504	*Central Pacific* †..... Cal. Nev. & Utah.	131,419,116	6,156,746	5,809,535	3,251,449	54,275,500	82,856,680	767,558	9,389,152	1.21 .9	5,010,952	3,708,171	1,028,602	12,863,953	7,894,681	3	100	....
May 31, 1873	118.0	—	108.0	—	170	125	51	5,189	Central Vermont..... Vt.	11,500,000	*	—	—	5,000,000	6,500,000	—	—	773.0	.....	.....	.....	.....	.....	—	100	....
June 30, 1873	100.0	—	15 0	100.0	6	6	3	123	*Central Br. of Union Pacific*..... Kan.	3,723,700	*	—	—	980,600	2,200,000	303,058	—	100.0	.....	.....	.....	119,663	—	—	100	....
Dec. 31, 1873	196.0	—	12.0	—	21	10	12	221	Charlotte, Columbia & Augusta... S.Car.	5,017,880	*	97,954	112,353	2,578,000	1,300,000	681,083	669,106	195.0	.....	.....	.....	686,432	291,004	—	100	....
Dec. 31, 1873	22 8	—	2.5	—	—	—	—	—	Chartiers (Penn.)..... Pennsylvania.	1,128,690	—	—	.....	604,110	500,000	4.298	—	22.8	39.119	107,209	214,612	61,293	18,029	—	50	....
Sept. 30, 1873	17.4	—	2.8	—	—	—	—	—	Chemung (N. Central)..... New York.	400,000	—	—	—	380,000	—	—	—	—	—	—	—	—	30,000	6	100	....
Sept. 30, 1873	20.9	—	0.9	—	—	—	—	—	Cherry V. Shar. & Alb. (D. & H. Can.) N.Y.	600,000	—	—	—	281,350	307,000	21,000	—	—	—	—	—	—	—	—	100	....
Sept. 30, 1873	421.0	9.8	21.5	88.5	70	84	18	2,261	Chesapeake and Ohio..... Va. & W. Va.	41,137,773	*	3,738,067	450,682	15,898,408	22 026,500	7,405,620	—	421.0	1,087,217	220,801	248,226	1,210,509	330.809	—	100	....
Sept. 30, 1873	53.6	—	11.0	—	28	22	10	419	Cheshire..... N. H. & Mass.	2,302,707	326,600	■ 331,259	127,564	2,153,300	808,400	27,238	159,193	88.1	663,014	198,517	456,358	849,086	1,877,575	5	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Year ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. & E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Jun. 30, 1873	111.0	—	5.5	—	8	6	4	310	Gilman, Clinton & Springfield.....Illinois.	4,056,167	380,630	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	.....	109,568	237,006	(Deficit)	—	100	....
Sept. 30, 1873	14.8	....	0.6	—					Goshen and Deckertown(Erie).New York.	290,901				105,000	246,500	22,108							21,500	—	100	....
Dec. 31, 1872	299.3	26.0	19.9	—	34	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	10,163 975	*	.....	.....	2,681,475	7,482 500	.....	.....	325.3	627,211	491,910	311,070	1,055,192	461,272	—	100	....
Dec. 31, 1873	36.0	—	3.8	—	5	3	2	225	Grand Rapids, Newago & L. Shore.Mich.	143.372	216,626	.....	.....	352,150	576,000	188,163	.....	36.0	.....	.....	.....	132,772	63,248	—	100	....
May 31, 1873	94.0	—	6.2	—					Grand River Valley (M. C.).....Michigan.	1,992,000	—	.....	.....	492,000	1,500,000	.....	.....	.....	.....	.....	.....	.....	144.600	5	100	....
Jun. 30, 1873	24.2	—	6.8	—	6	2	1	345	Grand Tower and Carbondale.....Ill.	621,960	*	(Owned	by G. T.	Min. Man	uf. & Tra	ns. Co. B	ankrupt.)	24.2	.....	.....	277.640	65,218	(Deficit)	—	100	....
Dec. 31, 1873	929.0	—	379.0	—	422	274	84	5,575	Grand Trunk ¶.....Canada.	145,913,770	*	.....	3,600,085	54,942,945	93,720,911	.....	.....	1,383.0	7,088,594	1,834,945	1,608,584	9,799,486	6'3,905	—	100	....
Jan. 31, 1873	229.0	241.8	94.8	—	177	146	39	2,929	Great Western ¶.....Canada.	29,137,596	*	4,864,078	541,793	23,667,4 7	10 716,000	.....	.....	470.8	4,416,442	1,017,803	1,337,289	5,732,867	2,203,120	34	109	....
Mar. 31, 1874	66.0	—	4.0	—	5	3	2	65	Gulf, Western Texas and Pacific¶..Texas	1,492,000	—	.....	.....	500,000	90,000	.....	.....	66 0	.....	.....	.....	289.768	134.979	—	100	....
Jun. 30, 1873	46.0	6.0	2.8	—					Hannibal and Naples (T. W. & W.)....Ill.	1,357,000	—	.....	.....	457,000	900,000	.....	.....	52.0	721,908	.....	78.900	116.170	(Deficit)	—	100	....
Aug. 31, 1872	206.0	90.5	29.2	81.0	79	61	62	1,592	*Hannibal and St. Joseph* ¶.....Missouri.	23,397,728	*	821,792	.....	14,250.828	w,146,900	.....	.....	274.5	1,648,638	320,838	415,563	2,484,671	670.530	—	100	24½
Oct. 31, 1873	36.0	—	18.0	—					Harrisburg and Lancaster (Pa.).....Pa.	1,882,530	—	.....	.....	1,182,550	700,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1873	122.4	0.8	18.0	70.0	30	36	16	388	Hartford. Prov. & Fishkill ¶....Ct & R. I.	4,704,866	*	277,087	.....	2,087,940	2,055,500	600,000	.....	133.5	.....	1,306,389	298,558	1,064,940	175,132	—	100	....
Sept. 30, 1873	74.0	—	7.0	—	17	16	8	389	Housatonic .....Connecticut.	2,014.871	340,687	.....	.....	2,000,000	541,000	313,981	.....	127 8	264,881	167,628	221 100	454,963	144.284	—	100	....
Dec. 31, 1875	45.0	13.8	15.7	—	23	6	...	116	Huntingdon and Broad Top Mt.....Penn.	4,169 956	*	616,500	78,198	1,870,000	2,161,500	833,153	.....	58.8	.....	71,869	617,237	431,107	190,004	—	50	14
Dec. 31, 1873	705.5	—	134 6	—	197	119	47	4,650	*Illinois Central* .....Illinois	34,726 588	*	779.127	1,609,' 94	27,250,000	5,389,000	.....	4,526,009	1,108.9	5,861.325	1,473,507	1,121,353	8,268 325	2,863,741	10	100	92½
Jun. 30, 1873	14.5	—	6.0	—	4	3	1	156	Illinois and St. Louis.....Illinois.	1,549,757	—	.....	144,803	1,381,100	.....	262,895	70,565	14.5	48,975	.....	.....	124,437	10,780	—	100	....
Jun. 30, 1873	84.9	—	2.6	67.1	6	4	6	250	Indiana and Illinois Central....Ind. & Ill.	3,293.605	312,797	851,448	.....	1,896,000	1,079,000	739,250	.....	84.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1873	202.5	—	26.8	217.0	66	23	13	1,310	Ind., Bloomington & Western..Ind. & Ill.	13.440 735	*	.....	.....	5,003.700	6,500.000	72,426	.....	210.9	1,634,198	.....	404,336	1,469 807	632,819	—	100	....
Dec. 31, 1873	72.0	—	16.2	—	55	34	16	1,352	Indianapolis and St Louis.....Illinois.	4.095.227	*	801,690	.....	600.000	3.378,000	918,918	.....	265.0	.....	.....	.....	2 097.528	690.909	—	100	....
Dec. 31, 1873	117.0	—	18.5	—	8	7	3	197	Indianapolis and Vincennes (Penn.)..Ill.	4,452,729	195,125	.....	85,937	1,402,000	3,150,000	453,286	.....	117.0	.....	.....	.....	253,784	62,137	—	100	....
Nov. 30, 1873	363.0	18.0	20.5	150.0	40	23	6	667	International & Great Northern ¶....Tex.	16,014.000	*	.....	.....	5,500,000	10,514,000	.....	.....	341.0	.....	.....	107,636	1,066. 45	530,035	—	100	....
Dec. 31, 1875	183.7	—	6.2	—					*Iowa Falls and Sioux City* (Ill. C.).....Ia.	7,586,000	—	.....	.....	4,625,000	2 960,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
May 31, 1873	68.8	—	3.5	—					Iowa Midland (C. & N. W.).....Iowa.	2,207,719	*	1,292,281	246 228	44,947	1,350,000	320.428	.....	68.8	.....	.....	.....	433,907	151,867	6	100	....
Sept. 30, 1873	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,275,472	—	.....	.....	494,162	600,000	188,114	.....	35.6	127,238	24,401	158.125	84,781	1,980	—	100	....
May 31, 1873	212.0	—	7.9	—					*Jackson, Lansing and Saginaw*..Michigan.	7,000,000	—	.....	.....	2,000,000	5,000,000	.....	.....	.....	.....	.....	.....	152,308	70.501	—	100	....
Jun. 30, 187'	30.7	—	2.1	94.3	2	1	2	27	Jacksonville (N. W. & S. E.).....Ill.	923.200	*	.....	.....	313,200	610,000	.....	.....	30.7	.....	.....	.....	.....	470,000	34	100	....
Dec. 31, 1873	151.2	25.1	9.7	110.0	14	6	4	155	*Jacksonville, Pensacola and Mobile* ¶...Fla.	6,000,000	—	.....	.....	6,000,000	4,000,000	.....	.....	215.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	61.1	1.5	16 2	—					Jamestown and Franklin (L.S.& M.S.)Pa.	2.616,743	—	.....	.....	606,000	1,000,000	964,743	.....	51.0	.....	.....	.....	.....	115,186	—	50	....
Dec. 31, 1873	38.5	9.0	8.6	—					Jefferson (Erie).....Pennsylvania.	5,237,978	—	.....	.....	2.095,700	2,300,000	942,978	.....	.....	.....	.....	.....	.....	225.000	—	50	....
Dec. 31, 1873	110.0	116.0	36.7	—	45	56	...	987	Jeffersonville, Madison and Ind..Indiana.	6,392,316	*	1,239,310	.....	2,000.000	4,871,000	760,617	.....	226.0	.....	.....	.....	1,379,791	446,200	7	100	....
Dec. 31, 1873	37.7	—	4.2	—					Joliet and Chicago (C & A.).....Illinois	2,000,000	—	164,000	.....	1,500,000	500,000	.....	.....	.....	.....	.....	.....	.....	163,127	7	100	96
May 31, 1874	44.0	—	8.2	—					Joliet and N. Indian (M. C.)..Ill. & Ind.	1,100,000	—	.....	.....	300,000	800,000	.....	.....	.....	.....	.....	.....	.....	88,000	8	100	....
Dec. 31, 1873	57.6	—	6.7	—					K'm'zoo, Al'g'n & G dap(L.S.& M.S).Mich.	1,450,000	—	.....	.....	610,000	840,000	.....	.....	.....	.....	.....	.....	.....	103,800	6	100	....
Dec. 31, 1872	56.0	—	1.7	491.5	3	2	2	89	Kansas Central (2 ' ....Kas.	755,239	75,765	394,958	.....	840,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1874	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Jose	8,567,729	1,003,419	.....	634,775	2,789,414	6.826,500	.....	.....	2	(Returns for 1872-'73.)			1,237,813	418,213	—	100	....
Dec. 31, 1873	31.9	—	1.8	—					Kansas City & Santa Fe (L.L. & G.).Kan.	.....	.....	.....	.....	720,000	720,000	.....	.....		(Refused.)					—	100	....
Dec. 31, 1873	639.0	34.0	48.0	—	88	55	18	1,316	Kansas Pacific.....Kansas & Col.	35,219,618	*	3,722,901	.....	9,589,950	26,015,600	2,917,359	.....	639.6	1,441,229	713,651	273,405	3,563,299	1,446,309	—	100	....
Dec. 31, 1873	99.0	—	11.2	—	17	15	6	312	Kentucky Central.....Ky.	.....	.....	.....	.....	.....	1,081,000	.....	.....	99.0	(All r efused.)			.....	.....	—	100	....
Mar. 31 1874	162 0	—	14.0	—	16	10	5	289	Keokuk and Des M nes .....Iowa.	6,078,320	*	72 900	11.762	3,924.600	2 153,720	.....	.....	162.0	(Re-organized Ja nuary 1, 1874.)			.....	.....	—	100	....
Dec. 31, 1873	49 0	—	2.4	—	5	11	3	88	Knox and Lincoln .....Maine.	2,707,573	*	.....	5,822	363,735	2,395,000	34.000	.....	49.0	96,715	91,795	13,392	141,720	68.082	—	100	....
May 31, 1873	29.0	—	3.0	—					La Crosse, Tremp. & res. (C. & N W.)Wis.	1,388,540	—	.....	.....	990	1,000,000	390,872	.....	29.0	.....	.....	.....	230.551	165,777	—	100	....
Jun. 30, 1873	80.0	—	3.6	—					Lat., Bloom'ton & Miss. (T.W. & W.)..Ill.	2,300,000	—	.....	.....	1,000,000	1,300,000	.....	.....	80.0	199.672	.....	100,965	157,131	34,926	—	100	....
Dec. 31, 1873	36.0	—	1.9	79.0	—	—	—	—	Lat., Muncie & Bloom'ton(T.W. & W.)..Ill.	.....	.....	.....	.....	117,073	666,000	.....	.....	36.0	(Refused.)			.....	.....	—	100	....
Jun. 30, 1873	67.5	—	4.0	112.5	6	3	3	83	Lake Erie and Louisville.....Ohio.	2,427,732	*	82,603	22,032	1,115,350	890,000	510,906	16,511	67.5	77,806	48,681	40,676	90,068	21,751	—	100	....
Sept. 30, 1873	5 0.4	493.6	61.5	—	462	171	62	9,843	Lake Ontario Shore Line.....New York.	2,792,081	*	.....	.....	1,857,106	1,438,200	268,769	.....	57.3	50.128	69,122	37.234	55,785	2,082	—	100	....
Jun. 30, 1873	92.4	8.0	12 9	—	9	8	...	200	Lake Shore & Mich. S.N.Y.P.O. Ind.& Ill.	63,495,167	13,589 689	8,551,435	4,174 758	50,000,000	31,195,000	6,654,372	1,428,675	1,154.0	15,421,103	2,145,163	5,511,918	19,414,509	5,667,911	4	100	80½
Aug. 31, 1873	156.0	—	13.4	—	11	10	4	343	Lake Shore and Tuscarawas Valley.Ohio.	4,248,158	223,274	.....	53,125	1,981,915	2,300,000	231,890	10,762	75.4	.....	60,863	111,409	128.669	7,011	—	100	....
Dec. 31, 1873	17.8	3.0	12.2	—					Lake Superior and Mississippi.....Minn.	4,081,000	—	.....	.....	5,125,000	7,647,000	12,000	.....	211.0	.....	81,559	.....	484,811	.....	—	100	....
Dec. 31, 1873	21.5	—	2.2	—					Lawrence (P. F. W. & C.) .....Pa.	715.126	—	39,548	.....	360,200	355,000	9,458	.....	20.8	.....	.....	.....	189,382	75,753	10	100	....
Apr. 30, 1873	144.1	1.8	9.2	—	20	14	9	255	Leavenworth, Atchison & Nthw (Pac.).Ks.	1,900,000	—	.....	.....	600,500	500,000	.....	.....	.....	.....	.....	.....	.....	42,000	—	100	....
Dec. 31, 1873	15.0	—	1.5	21.0	—	—	—	—	*Leavenworth, Lawrence & Galveston* ...Ks.	5,378,457	604,364	5,560,061	125,119	5,000,000	5,860,000	867,695	.....	208.6	.....	.....	.....	479 756	86,668	—	100	....
Dec. 31, 1873	105.0	32.3	100.0	—	92	14	12	7.762	Lehigh and Lackawanna (L. & S.)....Pa.	675,100	—	.....	.....	375,100	300,000	.....	.....	15.0	.....	20,675	44,107	42 387	13,676	—	50	....
Nov. 30, 1873	101.0	132.4	228.7	—	194	44	29	9,728	Lehigh and Susquehanna (C. of N. J.).Pa.	12 747,396	*	.....	(wned	by Lehigh	Coal &	Nav. C	ompany.)	174.0	1,924,045	511,501	3.403,372	3,447.817	2,106,566	10	50	....
Dec. 31, 1873	120.0	76.0	63.5	—	53	38	24	659	Lehigh Valley.....Pa.	19,750,425	*	15,384,664	.....	23,2 2,446	10,875,000	1 837,643	.....	233.4	.....	1,096,820	6,373,196	7,424.898	3,540,035	10	50	121½
Dec. 31, 1873	100.0	—	2.0	60.0	7	4	1	60	Little Miami & Col. Xenia (P.C.& S.L.)O.	6.789,473	*	260,964	44,919	4,608,250	1,590,000	.....	.....	196.0	.....	.....	.....	1,401,548	162 018	8	100	....
Apr. 30, 1874	70.0	—	....	50.0	2	1	1	12	*Little Rock and Fort Smith* ¶.....Ark.	9,350.000	*	.....	.....	4,675,000	4,675,000	.....	.....	100.0	.....	.....	.....	90,880	Loss.	—	100	....
Nov. 30, 1873	28.3	3.0	19.9	—					Little Rock, Pine Bluff & N. O. ¶ (nar.)P's	1,400,000	*	.....	.....	700,000	700,000	.....	.....	....	(Operations not reported.)					—	100	....
May 31, 1873	93.0	2.0	5.0	—	9	5	3	245	Little Schuylkill (P. & R.). .....Pa.	1,416,188	—	10,000	.....	2,646,100	789,500	.....	.....	.....	.....	.....	.....	214,839	209,669	7	50	94
Dec. 31, 1873	9.0	—	....	—					Logansport, Crawfordsville & S. W..Ind.	3,500.000	*	.....	.....	1,500,000	2,000,000	.....	.....	118.0	(Operations not reported.)					—	100	....
Sept. 30, 1873	94.0	64.0	17.1	—	22	43	9	249	Long Branch and Sea Shore (S.N.J.).N.J.	398.863	—	.....	.....	171,800	200.000	.....	.....	.....	.....	.....	.....	.....	12.000	—	100	....
Dec. 31, 1873	101.1	—	9.2	—					Long Island ¶.....N. Y.	5,226,902	*	.....	.....	3.300,000	1,500,000	205.000	.....	158.0	.....	.....	.....	895,716	473,159	4	100	....
July 1, 1873	93 5	81.4	23.1	23.0	42	26	13	379	Louisiana & Missouri River(C.& A.)..Mo.	5,902,440	—	.....	.....	1,516,500	1,516,500	1,588,343	.....	.....	.....	.....	.....	.....	138,370	—	100	....
Dec. 31, 1873	286.0	—	17.0	—	36	15	10	479	Louisville, Cincinnati and Lexington..Ky.	7,961,306	*	.....	.....	2,474,483	4,234,519	1,709,147	.....	174.9	.....	.....	.....	1,210,382	301,719	—	100	....
Dec. 31, 1873	31.0	—	2.1	124.0	3	1	—	14	Louisv., New Albany and Chicago...Ind.	(nominal.)	—	.....	.....	3,000,000	.....	.....	.....	288.0	(No returns furnished.)			.....	.....	—	100	....
Jun. 30, 1873	185.0	420.8	59.4	—	123	97	...	1,659	Louisv., N. Alb. & St. L. A. L...Ind.& Ill.	2,549.222	44,105	242,677	.....	1.56 ,073	780,000	184.517	.....	81.0	.....	.....	.....	11.764	917	—	100	....
Sept. 30, 1873	12.4	—	2.3	—					Louisv., Nashv. & Gt. So. ¶..Ky. & Tenn.	22,046,339	*	8,253,416	595,765	8, 981,439	14,520,500	5,211,942	1,781,627	605 8	.....	.....	.....	4,909,428	1,411,123	7	100	....
Mar. 31, 1873	78.0	—	3.9	—					Lowell and Lawrence (B. & L.). ...Mass.	363.158	—	.....	13,032	200,000	54,700	10.532	110,768	.....	.....	.....	.....	21 786	18,815	6	100	....
Dec. 31, 1873	187.0	10.0	5.6	—	12	19	4	170	Macon and Augusta (Ga.).....Ga.	2,506,170	—	.....	.....	1,631 9,'0	770,000	104,270	.....	78.0	.....	.....	.....	120,758	7.491	—	100	....
Jun. 30, 1873	38.0	—	6.0	—					Macon and Brunswick ¶.....Ga.	5,760,000	*	.....	.....	3,500,000	2,250,000	.....	.....	197.0	.....	.....	.....	437,298	148,333	—	100	....
									Mahoning Coal (L. S. & M. S.).....Ohio.	2,199,833	—	.....	.....	1,075,000	1,075,000	98,179	.....							—	100	....

Dec. 31, 1873	129.0	18.1	25.0	—	60	64	44	1,460	Maine Central ¶	Maine.	11,100,270	1,052,313	163,723	314,399	4,412,920	6,394,183	1,397,646	445,056	357.0	1,279,425	719,760	401,904	2,268,077	683,576	—	100	494
Mar. 31, 1874	22.4	—	3.1	—	...	...	...	....	Manchester and Lawrence	N.H. & Mass.	825,000	175,000	72,124	52,902	1,000,000	—	35,920	89,106	26.0	77,940	160,909	72,314	190,037	109,724	10	100	....
Sept. 30, 1873	21 3	—	4.7	—	—	—	—	—	Mansfield & Framingham	B.C.& F.).Mass.	768,569	—	—	.....	300,000	470,000	—	—	21.3	—	—	—	188,246	—	—	100	....
Jun. 30, 1873	44.0	—	1.8	179.0	—	—	—	—	Mans'fd, C'd Water & L.M.	(Pa.)O & Mich.	813,909	—	1,666	—	474,644	206,949	133,882	—	37.0	22,080	4,136	3,014	8,803	475,062	—	100	....
Dec. 31, 1873	191.0	86.0	64.0	—	84	27	16	1,231	Marietta and Cincinnati	Ohio.	23,112,721	*	1,399,964	4,389,858	13,999,955	11,307,903	3,594,640	—	284.0	2,745,600	564,457	379,167	2,126,875	432,539	—	100	....
Jun. 30, 1873	58.0	10.0	7.9	29.0	6	4	2	85	Marietta and Pittsburg	Ohio.	2,368,475	74,994	—	—	1,100,000	1,500,000	40,000	—	68.0	(5 mos.)	25,899	39,014	35,687	14,400	—	100	....
Dec. 31, 1873	62.8	20.6	17.8	66.0	30	5	3	1,796	*Marquette Hough. & Ontonagon*	Mich.	7,088,149	1,077,421	160,982	142,138	2,306,600	5,364,000	638,987	159,053	83.4	672,280	174,935	744,800	1,059,673	417,027	—	100	....
Dec. 31, 1873	54.0	—	2.0	—	3	3	1	16	Maryland and Del. (N.J.S.)	Md. and Del.	1,500,000	*	—	—	500,000	1,000,000	—	—	54.0	98,560	—	—	—	—	—	100	....
Jun. 30, 1873	271.0	19.0	25.0	—	48	34	10	762	Mem. & Char. (S.R.S.Co.)	T., M. & Ala.	8,770,952	*	1,081 310	—	5,312,725	4,017,142	586,180	—	290.0	991,535	290,380	—	1,402,116	458,724	—	100	....
Dec. 31, 1873	131.0	—	2.5	—	14	8	3	127	Memphis and Little Rock	Arkansas.	(New comp		any not y	et report	ting.)				131.0	—	—	—	557,609	245,258	—	100	....
Dec. 31, 1873	9.8	—	1.1	12.7	—	—	—	—	Mercer & Somerset (U Co's of N J.)	N.J.	735.218	—	—	—	270,900	471,000	—	—	—	—	—	—	—	51,943	7	100	....
May 31, 1874	103.0	—	11.3	—	—	—	—	—	Mercer & Somerset (U Co's of N J.)	N.J.	2,698,847	—	—	—	—	1,900,000	554,531	—	—	—	—	—	—	162,000	—	100	....
May 31, 1874	285.0	103.0	191.6	—	110	168	81	4,259	Michigan Central	Mich., Ind. & Ill.	26,992,518	*	5,548,870	1,600,389	18,738,204	12,635,000	1,162,259	1,582,264	788.0	5,116,935	877,446	1,593,954	6,196,706	1,976,761	—	100	744
Dec. 31, 1872	57.5	11.0	3.5	—	5	4	2	4	Michigan Lake Shore (Pa.)	Michigan.	1,349,125	*	—	70,100	460,000	880,000	80 324	—	68.5	629,742	112,122	55,314	117,744	26,401	—	100	....
Dec. 31, 1873	56.0	23.0	5.1	39.0	7	7	2	392	Midland	Canada.	3,186,792	378,246	68,096	22,208	834,782	1,630,338	481,278	758,949	86.0	—	—	—	318,160	137,984	—	100	....
Dec. 31, 1872	84.0	—	5.0	—	5	3	2	100	Midland Pacific	Nebraska.	3,200,000	*	—	—	1,600,000	1,600,000	—	—	84 0	—	—	—	—	—	—	100	....
Nov. 30, 1873	39.0	—	1.4	—	—	—	—	—	Milledgville & Eatonton (C. of Ga.)	Ga.	600,000	—	—	—	200,000	—	—	—	—	—	—	—	—	14,000	7	100	....
Dec. 31, 1873	110.0	16.7	4.9	—	8	8	3	160	Milwaukee and Northern (W. C.)	Wis.	3,249 050	*	—	—	1,530,000	1,625,000	—	—	132.0	64,784	40,928	23,141	120,840	74,561	—	100	....
Mar. 31, 1873	90.0	45.0	2.1	—	7	—	—	126	Milwaukee L. Shore and Western	Wis.	4,200,000	*	—	—	1,500,000	2,700,000	—	—	119.7	—	—	—	—	—	—	100	....
Dec. 31, 1873	52.8	—	35.0	—	—	—	—	—	Mine Hill and Schuy'l Haven	(P. & R.). Pa.	3,969,100	—	76,498	—	3,969,100	—	—	—	—	—	—	—	—	294,271	7	100	104
Dec. 31, 1873	12.5	—	1.3	87.5	2	2	—	12	Mineral Range	Michigan.	348,000	—	—	—	99 655	161,800	88,726	7,976	12.5	(8 mos.)	12,006	6,378	19,422	7,973	—	100	....
Dec. 31, 1873	27.5	—	2.7	—	—	—	—	—	Missisquoi (C. V.)	Vt.	742,097	—	—	—	243,500	500,000	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	349.1	—	40.7	—	63	28	13	867	Mississippi Cen. ¶ (S.R.A.&	M.K.& Tenn.	17,266,837	*	—	—	5,425,585	8,000,000	3,881,302	—	237.0	—	—	—	1,442,525	619,194	—	100	....
Sept. 30, 1873	100.0	—	6.2	—	12	12	4	144	Mississippi and Tennessee ¶	Miss. & Tenn.	3,333,393	*	—	—	825,407	2,211,214	136,121	—	100.0	273,595	—	—	560,651	240,929	—	100	....
Dec. 31, 1873	42.0	—	4.8	225.0	4	5	4	152	Mississippi Valley and Western	Mo.	1,600,000	*	—	—	800,000	800,000	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	86.0	—	4.2	200.0	5	2	3	95	Missouri, Iowa and Nebraska	Mo. & Ia.	2,800,000	—	700,000	—	1,500,000	2,000,000	—	—	—	—	—	—	—	—	—	100	....
Mar. 31, 1873	642.9	—	33.0	—	50	36	23	1,028	Missouri, Kansas and Texas	M.K.& Tex.	33,850,216	1,558,224	696,309	3,429,261	16,945,000	16,596,000	4,775,442	1,217,508	586.0	1,295,491	152,148	248,222	2,317,568	940,661	—	100	....
Dec. 31, 1873	160.0	—	8.9	—	21	14	7	792	Missouri River, Ft. Scott & Gulf	Kansas.	13,722,919	*	163,922	79,108	5,847,000	6,993,000	504,702	—	160.0	—	—	—	711,410	291,302	—	100	....
May 31, 1873	84.0	—	6.8	144.0	8	4	2	79	*Mobile and Girard* ¶	Alabama.	1,714,866	*	294 871	91,348	1,278,378	711,000	110 430	—	84.0	—	—	—	182,591	27,123	—	100	....
Apl. 30, 1873	164.0	14.0	6.9	—	31	18	9	328	Mobile and Montgomery ¶	Alabama.	5,474,554	724,590	191.308	429,703	3,034,800	2 596 500	769,046	—	168.0	—	—	—	691,277	162,518	—	100	....
Dec. 31, 1873	472.0	50.1	47.8	—	11	38	17	1,006	*Mobile and Ohio*	Ala., Miss., Tenn. & Ky.	18 123 012	*	3,612,679	331,907	5,320,600	12,073,953	1,451,648	25,263	517.6	1,507,021	359,636	347,588	2,301,127	904,863	—	100	....
Oct. 31, 1873	80.0	—	4.0	—	5	5	2	69	Monty'y and Eufaula ¶	(L.N.& Gt.S.) Ala.	3,417,920	*	—	197,311	1,149,360	1,810,000	429,716	91,702	80.0	—	—	—	—	—	—	100	....
Sept. 30, 1873	23.8	—	4.3	—	—	—	—	—	Monticello and Port Jervis	(Erie)..... N. Y.	1 122 311	—	—	—	418,995	650,000	59 200	—	23.8	24,711	30,107	27,319	56,211	17,201	—	100	....
Dec. 31, 1873	84.0	34.0	144.0	—	30	21	10	757	Morris and Essex	(D. L.& W.) N. Jersey.	17,159,461	12,170,560	—	—	14,165,450	13,796,000	1,368,571	—	118.0	—	—	—	4,214,846	1,193,840	7	100	98
Sept. 30, 1873	20.2	—	1.9	—	—	—	—	—	Nashua, Acton & B	(Pitch.) N H. & Mass.	679,900	—	140	5,880	253,700	142,000	280,150	(3 mos.	20.2	14,931	16,518	3,961	10,601	5,750	—	100	....
Sept. 30, 1873	14.5	—	18.5	—	18	21	8	422	Nashua and Lowell	(B. & L.) N.H. & Mass.	881,597	155,559	99,520	105,696	800,000	105,535	120,828	216,169	43.2	371.205	937,928	272,088	615,846	83,452	10	100	115
Sept. 30, 1873	122.0	12.5	8.0	—	22	9	6	17	Nashv. & Decatur ¶	(L.N.& Gt.S.) T.& Ala.	3,837,619	433,218	6 5,704	59,108	1,511,807	2,024,000	518,853	327,120	134.5	328,629	108,179	48,583	453,012	160,886	—	100	....
Dec. 31, 1873	321.0	20.0	30 0	92.0	83	26	10	1,115	Nashv., Chattanooga & St. Louis	T.& Ala	13,28 ,049	*	342,594	348,252	6,480 049	2,81 ,165	2,987.663	1,694,018	341.0	1,213,663	163,084	384,240	1,655,519	471,731	—	100	....
Sept. 30, 1873	57.0	4.5	4.9	—	12	14	4	281	Naugatuck	Connecticut.	2,956,562	*	146,087	61,081	1,81 ,000	103,000	46,146	2 3,581	61.5	—	—	—	543,937	201,890	10	100	....
Dec. 31, 1873	5.5	—	—	—	—	—	—	—	Newark and Hudson (Erie)	N. J.	2 6,000	—	—	—	250,000	2 0.000	—	—	—	—	—	—	—	41,600	7	100	....
Dec. 31, 1873	8.0	—	10.0	—	—	—	—	—	Newark and New York (C. of N.J.)	N. J.	2,443,032	—	—	—	977,500	600,000	882,675	—	—	—	—	—	—	175,000	7	100	....
Jun. 30, 1873	48.7	1.2	3.5	—	—	—	—	—	Newark, Som'rst & Str'sv'le	(S.M.& N.) N. J.	1,728 000	—	—	20,754	—	873.650	800,000	75,100	—	—	—	—	143,591	29,601	—	100	....
Sept. 30, 1873	21.5	16.1	8.2	—	9	22	11	157	New Bedford	Mass.	977,413	241,544	25,500	48,040	1,010,100	171,500	52,405	58,492	37.6	126,156	351,627	159,911	292,307	82,481	8	100	104
Sept. 30, 1873	8.3	—	0.4	—	2	1	—	—	New Canaan	Conn.	230,747	26,343	—	—	164,050	86,000	9,860	—	8.3	21,021	37,733	5,423	18,491	Loss.	—	50	....
Dec. 31, 1873	14.9	—	3.2	—	—	—	—	—	Newcastle & Beaver Val.	(P.Ft.W.&C.) Pa.	309,701	—	—	—	605,000	24,200	—	—	14.9	—	—	—	351,089	140,436	10	100	....
Sept. 30, 1873	18.0	—	1.3	—	3	4	2	27	New Haven and Derby	Conn.	1,132,460	*	—	—	455, 00	550,000	—	—	13.0	44,172	139,728	13,911	83,820	25,976	—	50	....
Sept. 30, 1873	52.0	—	5.0	—	4	8	2	112	N. Hav., Middlet'n & Willimantic	Conn.	5,987,500	*	—	—	677.500	4,000,000	1,268,750	—	52.0	—	—	—	—	—	—	100	....
Sept. 30, 1873	83.9	25.4	20.7	—	20	17	7	404	New Haven and Northamp.	Conn. & Mass.	3,664,786	783,012	194,174	67,900	2,459,850	1,900,000	286,024	69,004	109.3	449,429	390,220	298,888	660,057	190,122	3	100	....
Dec. 31, 1873	74.0	—	6.8	—	18	20	6	189	New Jersey Midlan	New Jersey.	8,795,559	*	—	—	3,000,000	5,00 ,000	1,000,000	—	74.0	—	—	—	—	—	—	100	....
Dec. 31, 1873	70.5	45.0	12.0	—	22	62	7	381	New Jersey Southern	New Jersey.	9,820,000	*	—	—	5,000,000	4,820,000	—	—	115.5	—	—	—	745,794	39,607	—	100	2
Sept. 30, 1873	100.0	—	2.8	—	21	15	8	266	N. London Northern	(C.V.) Conn.& Mass.	1,661,126	187,443	110,074	25,671	1,428,800	890,000	123.978	31,525	100.0	523,988	324,472	206,008	606,956	150 000	10	100	105
Dec. 31, 1873	206.0	43.0	35.0	—	57	31	15	593	N. Orleans, Jack. and Gt. North.	L. & M.	15,279,042	*	—	1,638,568	4,734,000	8,000,000	1,176,020	3,037,390	206.0	—	—	—	1,790,489	803,261	—	100	....
Dec. 31, 1872	2 3.0	—	....	582.0	—	—	—	—	N. O., Mobile and Texas	Ala. M.& La.	6,500,000	—	—	(No	account	can be ob	tained.)	—	—	—	—	—	—	—	—	—	100	....
Sept. 30, 1873	130.8	4.9	5.5	—	39	79	39	738	N. York and Harlem	(N.Y.C.& H.R.) N.Y.	14,486,514	1,549,945	2,366,082	—	9,000,000	7,138,069	667,375	1,566,725	161.8	911,879	1,9 2 97	430,055	3,369,169	1,440,810	8	100	129
Sept. 30, 1873	85.8	58.2	30.7	71.0	30	39	17	418	New York and New England	M & Conn.	24,500,000	635,200	—	—	20,000,000	2,500,000	—	—	139.0	637,515	1,725,337	363,734	728,568	128,646	—	100	....
Feb. 28, 1873	248.0	131.	66.0	120.0	84	51	30	1,683	New York and Oswego Midland	N.Y.	17,896,256	2,241,915	979,159	—	7,18 ,082	10,454,655	3,256,662	368,012	551.0	—	—	—	—	—	—	100	....
Sept. 30, 1873	4 1.8	98.4	851.8	—	519	421	117	13745	New York Central & Hudson River	N.Y.	48,014,954	*	39,140,046	—	39,428,300	21,725,533	1.167	—	858 3	17,259 361	7,630,741	5,522 724	29,126,851	10,741,480	8	100	101
Sept. 30, 1873	75.0	—	4.8	76.0	7	5	3	121	New York, Kingston and Syracuse	N.Y.	3,245,000	—	—	—	2,662,922	2,000,000	92.692	—	75 0	—	(No	returns.)	—	—	—	—	100	....
Sept. 30, 1873	124.3	10.7	167 6	—	88	171	59	1,324	N. Y., N. H. & Hartford	N.Y. C.& Mass.	12,5 ,762	2,075,711	1,593,610	2,023,516	15,500,000	1,126,500	1,089,669	1,564.395	141.0	1,848,201	3,892.674	895,9 5	4,701,236	1,846,972	10	100	134
Aug. 31, 1873	62.5	1.3	34.5	—	22	2.	8	229	N. Y., Providence & Boston	Conn. & R.I.	2,398,000	*	409.860	62,584	2,047 860	1,010,000	62,584	—	63.8	462,14	656,551	247,764	935,631	383,320	10	100	....
Sept. 30, 1873	99.0	—	3.6	—	—	—	—	—	Niag. F. & Canandaigua	(N. Y. C.) N.Y.	3,210,616	—	—	—	1,000,000	—	—	—	—	—	—	—	—	60,000	6	100	....
Dec. 31, 1873	33.0	—	11.2	—	24	18	10	277	North Carolina ¶	(R. & D.) N.C.	4,947,741	*	—	—	4,000,000	553,413	—	—	—	—	—	—	—	260.000	6	100	....
Feb. 28, 1873	102.0	—	9.0	—	14	14	5	142	Northeastern ¶	S. C.	2,148,131	*	88,820	37,264	979,850	1,210,528	30,457	53,380	102.0	293,721	82,719	—	395,463	159,768	—	100	....
Dec. 31, 1873	72.0	—	3.0	118.0	—	—	—	—	Nor h Louisiana and Texas	La.	—	—	—	—	—	—	—	—	72.0	—	—	—	—	—	—	100	....
Oct. 31, 1873	55.8	12.1	48 5	—	42	4.	21	908	North Pennsylvania	Pa.	7,174,125	1,285,451	1,567,582	—	3,596,500	4,456,600	252,985	—	75.0	709,2 6	984,723	996,213	1,477,540	498,878	5s	50	100
De . 31, 1873	62.7	—	3.4	—	—	—	—	—	Northwestern Union	(C. & N. W.) Wis.	3,500,000	—	—	—	—	3,500,000	—	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1873	23.0	—	1.0	115.0	2	2	4	16	North and South Georgia ¶	Ga.	656,000	24,197	—	3,901	472,523	240,000	61,573	—	—	—	—	—	—	—	—	50	63
Dec. 31, 1873	38.0	4.0	12 5.5	—	141	69	42	6,264	Northern Central ¶	Md. & Pa.	11,9 ,069	3,470,815	3,000,000	895.882	5,842,000	11,419,756	1,899,924	464.086	357 0	—	—	—	5,031 365	1,152,704	—	50	63
Mar. 31, 1873	69.2	13.4	17.6	—	27	16	6	540	Northern New Hampshire	N. H.	3,06 ,400	*	368,597	153,979	3,068,400	102,100	145,936	274,490	82.6	506,848	195,406	411,888	706,355	217,103	8	100	103
Dec. 31, 1873	21.3	—	4 6	—	—	—	—	—	Northern New J rsey	(Erie) ..... N. J.	527,462	—	872,548	—	1,000,000	400,000	—	—	—	—	—	—	—	108,200	8	100	....
Aug. 31, 1873	491.3	—	9.8	512.0	79	24	24	1,679	*Northern Pacific*	Minn., Dak., Wash. &c.	26,285,114	*	1 56 ,6 6	1,390,283	18,239,300	24,841,048	6,961,000	—	211.0	—	33,786	—	354,635	—	—	100	....
Sept. 30, 1873	50.4	7.	14.0	—	21	15	7	523	Norwich and Worcester	Conn. & Mass.	3,395,160	*	833,739	78,016	2,823,400	6 9,000	443,057	431,459	66 4	403,995	377,588	329,624	883,947	281,101	10	100	119
Sept. 30, 1873	11 .0	4.0	18.0	—	14	19	4	1,026	Ogdensburg & L. Champlain	(C.V.) N.Y.	5,796,921	*	—	—	5,077,000	1,012,000	—	—	—	—	—	—	—	456,350	7	100	41
Jun. 30, 1874	310 0	55 0	39.1	—	114	58	34	2,588	Ohio and Mississippi	, Ind. & Ill.	35,527,5 3	—	—	518,715	24.03 ,000	10,863,000	603 905	—	—	—	—	—	—	93 ,193	—	100	28
Dec. 31, 187	95.0	28.0	55.5	—	32	19	5	315	Oil Creek and Allegheny Valley	Pa.	8,615,533	1,0 8,331	50,000	—	4,9 9,450	3,000,000	249,105	—	123.0	663.296	445,707	555.546	1,087,734	342,738	6	50	18
Sept. 30, 1873	217 1	39.9	63.4	—	50	1 29	24	916	Old Colony	Mass.	9,0 ,6 0	1,134,740	786,898	505,834	6,561,200	3,2 5,000	1,080,356	611,502	2 6.9	1,364,474	4,2 6,5 0	625,251	2,377,252	712,039	7	100	106
Dec. 31, 1873	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	N. Y.	950,963	—	—	—	300,000	650,000	—	—	—	—	—	—	—	62,500	8	100	....
Sept. 30, 1873	35.0	—	57.9	—	11	1	4	258	Oswego and Syracuse	(D. L. & W.) N.Y.	1,445,114	*	—	—	1,144,400	180,000	—	—	—	—	—	—	—	115,594	9	100	....
Dec. 31, 1873	288 5	15.5	....	—	—	—	—	—	*Pacific*	(A. and P.) ..... Mo.	20,500,000	*	—	—	7,000,000	13,500,000	—	—	486.7	—	—	—	1,408,500	1,383,500	5	100	36
Dec. 31, 1873	115.5	—	4.9	60.4	8	4	2	97	Paducah and Memphis	Ky. and Tenn.	4,124,108	206,103	579,597	233,616	2,924,150	1,541,000	610,062	68,212	90.0	—	—	—	156,849	68,212	—	100	....
Jun. 30, 1873	11.0	—	0.7	5.4	4	1	1	46	Painesville and Youngstown	O.	570,892	*	—	—	571,000	—	—	—	11.0	—	23.251	2,849	13,029	—	—	100	....
Jun. 30, 1873	34.0	—	0.9	—	—	—	—	—	Paris and Danville	Ill.	1,360 000	—	—	—	1,160,000	1,190,000	10,000	—	34.0	27,456	19,819	—	38,917	(Deficit)	—	100	....
Jun. 30, 1873	72.0	—	6.0	—	7	5	3	127	Paris and Decatur	Ill.	2,800,000	*	—	—	1,600,000	1,200,000	150,000	—	94.0	—	—	—	34 949	(Deficit)	—	100	....
Dec. 31, 1873	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	(Erie) ..... N. J.	630,000	—	—	—	630,000	—	—	—	—	—	—	—	—	53,400	8	100	....
Dec. 31, 1873	12.0	—	2.6	—	—	—	—	—	Paterson and Newark	(Erie) ..... N. J.	890,162	—	—	—	250,000	500.000	—	—	—	—	—	—	—	35 p. c.	—	100	....
Dec. 31, 1873	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo	(Erie) ..... N. J.	360,000	—	—	—	248,000	100,000	—	—	—	—	—	—	—	26,500	7	100	....
Dec. 31, 1873	67.2	—	3.0	—	—	—	—	—	Pekin, Lincoln and Decatur	Ill.	2,576,000	—	—	—	1,500,000	1,076,000	—	—	67.2	119.6	47,627	98,845	141,261	38,738	—	100	....
Dec. 31, 1873	119.0	—	5.0	86.0	4	3	2	46	Peninsular (C. and L. H.)	Ind. & Mich.	6,716,351	*	—	—	1,996,000	4,340,000	381,351	—	119.0	—	—	46,333	109,912	Loss.	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Lines.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p c
Dec. 31, 1873	354.9	69.6	554.9	—	878	335	136	17589	Pennsylvania.....Pennsylvania	48,571,808	*	97,782,380	4,371,449	68,144,475	43,145,785	23,592,815	6,842,563	869.4	.....	5,879,684	9,998,794	24,886,009	9,044,978	10	50	104½
Dec. 31, 1873	47.0	13.8	67.0	—	22	8	—	1,200	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	3,052,500	.....	4,000,000	487,500	565,000	.....	47.0	.....	3,970	1,391,454	28,501	.....	20	50	240
Dec. 31, 1873	41.5	—	1.4	—	—	—	—	—	Pennsylvania and Delaware (Penn.)..Pa.	2,502,000	—	—	—	900,000	1,602,000	71,346	—	—	(Opened July 1, 1873.)			—	125,000	8	50	....
Nov. 30, 1873	104.6	22.6	21.2	—	18	2	—	992	Pennsylvania and N. York. N.Y. & Penn.	6,351,750	791,077	.....	.....	4,061,700	3,000,000	74,017	—	127.2	752,452	191,584	1,338,081	1,485,806	403,405	2½	50	....
Nov. 30, 1873	3.8	—	3.1	12.7	—	—	—	—	Perkiomen (P. & R.).....Pa.	1,388,700	—	18,529	.....	38,040	1,821,800	20,478	—	—	—	—	—	—	—	—	50	....
Dec. 31, 1873	45.2	—	2.0	—	4	4	1	53	Pensacola and Louisville †.....Fla.	456,327	64,300	150,000	.....	450,000	—	219,627	—	45.2	76,850	16,690	.....	88,930	35,357	—	100	....
Dec. 31, 1870	—	—	—	76.0	—	—	—	—	Peoria, Atlanta and Decatur.....Ill.	800,000	—	—	—	600,000	300,000	—	—	—	—	(Under construction.)		—	—	—	100	....
Dec. 31, 1873	47.0	—	7.4	—	—	—	—	—	Peoria and Bureau Valley (C.R.I.&P.).Ill.	1,566,000	—	—	—	1,266,000	300,000	—	—	—	—	—	—	—	—	—	100	....
Jan. 30, 1873	83.0	—	11.5	—	12	7	4	171	Peoria, Pekin and Jacksonville...Illinois.	3,280,351	345,797	45,000	.....	1,239,700	2,000,000	411,448	—	83.0	280,562	.....	135,465	319,168	30,952	—	50	....
Jan. 30, 1873	91.0	—	4.0	—	8	5	2	163	Peoria and Rock Island.....Ill.	3,772,327	*	.....	.....	1,858,950	1,650,000	49,639	—	9.0	276,058	70,500	194,348	300,045	105,368	—	100	....
Dec. 31, 1873	64.0	18.0	8.0	—	12	9	5	121	Petersburg †.....Virginia	1,817,985	*	.....	.....	1,324,200	500,000	356,112	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1873	46.0	—	6.5	—	10	8	3	95	Philadelphia and Balt. Cent. Penn. & Md.	1,811,107	177,744	.....	.....	220,606	1,500,000	46,945	—	57.0	182,886	309,498	138,262	803,221	78,339	—	50	....
Dec. 31, 1873	287.6	—	121.7	—	—	—	—	—	Philadelphia and Erie † (Penn.).....Pa.	23,777,743	—	—	—	3,448,700	16,625,000	1,335,709	—	287.6	2,912,351	777,273	2,164,246	3,842,067	428,756	—	50	28½
Sept. 30, 1873	20.0	—	25.0	—	24	45	13	192	Phila., Germ. and Norrist'n (P. & R.)..Pa.	1,146,538	368,282	500,793	.....	2,231,900	—	.....	.....	32.3	.....	.....	.....	281,623	269,791	12	50	181
Dec. 31, 1873	3.0	—	—	24.9	—	—	—	—	Phila., Newtown and New York .....Pa.	440,400	—	—	—	199,360	164,000	57,000	—	—	—	—	—	—	—	—	50	....
Sept. 30, 1873	98.4	228.6	432.2	—	400	220	60	19018	Philadelphia and Reading..Pennsylvania.	28,260,889	7,480,719	48,349,053	1,741,889	34,269,575	44,188,715	4,876,055	2,498,205	725	8,351,682	6,790,088	9,847,747	14,832,661	5,357,766	10	50	109
Dec. 31, 1873	26.6	—	39.7	—	—	—	—	—	Philadelphia and Trenton (Penn.).....Pa.	1,534,479	—	—	—	1,259,100	—	—	—	36.6	882,160	1,747,216	1,400,983	1,995,606	448,574	10	100	123
Oct. 31, 1873	95.3	14.8	121.6	—	70	160	...	1,240	Phila., Wilm. and Baltimore. Pa. D.& Md.	11,814,764	*	2,103,295	840,368	11,507,750	1,900,000	279,120	743,053	111.8	1,437,207	863,937	836,979	3,074,881	1,096,265	8	50	108½
Nov. 30, 1873	11.3	—	43.0	—	—	—	—	—	Pickering Valley (P. & R.).....Pa.	474,551	—	—	—	92,875	382,300	161,363	—	—	—	—	—	—	4,751	—	50	....
Dec. 31, 1873	193.0	8.0	50.8	—	104	84	19	1,648	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	19,682,344	*	3,496 277	—	8,433,750	15,010,586	3,854,872	—	201.0	.....	.....	.....	3,841,214	478,298	—	50	....
Dec. 31, 1873	468 3	—	180.0	—	269	183	54	9,789	Pittsburg, Ft. W. and Chic..P., O., I. & I.	37,368,286	*	—	—	23,814,286	14,554,000	14,230	—	500.6	7,878,666	2,134,653	2,365,846	9,619,074	3,522,032	7	100	92½
Dec. 31, 1873	30.0	—	4.9	150.0	4	6	3	65	Pitt'sbg, Virg. & Charleston..Pa.& W.Va.	1,106,167	37,226	556,038	.....	673,264	700,000	244,672	—	30.0	57,900	140,188	4,828	67,137	16,941	—	50	....
Oct. 31, 1873	149.6	1.9	36.0	4.6	26	15	7	400	Pittsburg, Washington & Balt...Pa.& Md.	11,934,439	709,835	93,671	.....	1,960,682	9,500,000	2,276,579	—	169.2	1,583,213	859,533	1,130,334	1,564,993	L.38,035	—	50	....
Sept. 30, 1873	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,685	—	—	—	450,000	—	—	—	—	—	—	—	—	—	—	50	....
Nov. 30, 1873	71.3	—	3.6	38.7	6	15	5	117	Poughkeepsie and Eastern....New York.	1,475,430	*	.....	6,315	—	—	—	—	—	—	—	—	—	—	6	100	31
Aug 31, 1873	52.5	—	4.3	—	6	9	4	141	Providence and Springfield..R.I. & Mass.	933,408	*	.....	.....	524,464	722,500	479,689	—	46.1	95,055	82,180	44,508	86,218	14,241	—	100	....
Sept. 30, 1873	52.0	—	8.1	—	19	—	7	167	Portland and Ogdensburg....Me. & N. H.	1,925,741	*	253,124	18,208	472,890	414,000	47,518	—	22.9	.....	32,512	5,653	18,418	9,543	—	100	....
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	130	Portland, Saco and Portsmouth (Etn.).Me.	1,500,000	*	—	—	437,917	50,000	38,597	—	13.6	.....	379.227	20,504	113,505	9,263	—	100	....
Sept. 30, 1873	71.4	—	4.9	—	—	—	—	—	Port Royal † (Ga.).....South Carolina.	5,500,000	*	.....	.....	2,000,000	2,000,000	97,230	95,230	—	526,128	1,785,067	530,620	963,345	257,103	10	100	109
Sept. 30, 1873	41.9	—	2.5	4.8	4	5	...	91	Portem'th, Gt. Falls & Conway (Etn.).Me.	1,229,682	—	—	—	767,200	462,489	—	—	36.0	35,850	12,560	38,231	27,487	9,990	—	50	....
Sept. 30, 1873	22.8	—	2.0	48.9	2	3	1	65	Providence and Springfield..R.I. & Mass.	933,408	*	.....	.....	524,464	722,500	479,689	—	42.0	56,000	.....	.....	68,939	(Deficit)	—	100	....
Sept. 30, 1873	13.6	—	—	—	4	10	...	20	Providence, Warren and Bristol.....R. I.	526,515	*	.....	.....	472,890	414,000	47,518	—	—	(Under construction.)			—	—	—	100	....
Sept. 30, 1873	43.4	1.0	45.2	—	29	40	...	692	Providence and Worcester...R. I. & Mass.	1,976,025	735,748	.....	271,267	437,917	50,000	38,597	—	13.6	.....	379.227	20,504	113,505	9,263	—	100	....
Dec. 31, 1873	36.0	—	2.0	—	4	3	2	—	Queen Anne and Kent †.....Del. & Md.	351,000	*	.....	.....	280,000	269,000	2,600	—	36.0	35,850	12,560	38,231	27,487	9,990	—	50	....
Jun. 30, 1873	42.0	—	4.0	—	1	2	2	44	Quincy, Alton and St. Louis.....Ill.	1,832,100	*	.....	32,200	780,000	1,000,000	52,000	—	42.0	56,000	.....	.....	68,939	(Deficit)	—	100	....
Dec. 31, 1873	70.0	—	1.7	160.0	...	...	...	....	Quincy, Missouri and Pacific.....Mo.	2,000,000	—	.....	.... ..	700,000	20,000p.m	.....	—	....	(Under construction.)			—	—	—	100	....
May 31, 1873	44.0	—	3.0	62.0	3	3	3	50	Raleigh and Augusta Air-Line †..N. Car.	1,184,221	89,785	.....	.....	876,000	.....	.....	—	44.0	.....	.....	.....	78,474	28,543	—	100	....
May 31, 1873	97.0	—	5.0	—	16	10	4	134	Raleigh and Gaston.....North Carolina.	1,500,000	*	155.300	102,985	1,500,000	—	92,150	166,085	97.0	.....	47,069	98.052	369,646	178,552	—	100	....
Nov. 30, 1873	40.0	8.0	8.1	10.7	8	7	1	29	Reading and Columbia (P. & R.).....Pa.	2,072,959	220,041	62,566	.....	508,268	1,000,000	1,215,911	—	48.0	242,123	138,771	382,399	310,517	92,179	—	50	....
Sept. 30, 1873	101.5	30.9	47.9	—	42	52	17	1,262	Rensselaer and Saratoga (D.& H.)..N. Y.	8,328,362	*	.....	.....	6,000,000	2,000,000	.....	—	182.4	820,468	1,037,827	616,634	1,966,857	903,072	8	100	109
Sept. 30, 1873	189.0	6.9	16.8	—	35	20	9	462	Richmond and Danville †.....Virginia.	5,729,729	*	2,100,982	234,278	4,000,000	2,485,411	1,436,905	143,372	195.9	599,792	141,767	227,729	957,129	447,369	...	100	....
Sept. 30, 1873	86.0	—	6.7	—	13	21	16	134	Richmond, Fred'burg and Potomac †..Va	2,727,840	*	131,596	254,875	1,509,829	889,698	82,639	632,148	86.0	199,825	178,985	45,677	496,744	231,136	2	100	....
Sept. 30, 1873	22.5	2.7	4.2	—	8	9	4	164	Richmond and Petersburg †.....Va.	1,216,404	*	48,483	30,119	847,100	326,296	81,627	49,183	46.7	110,712	126,947	91,887	160,227	36,685	—	100	....
Sept. 30, 1873	38.3	—	2.2	26.0	3	3	2	42	Richmond, York Riv. & Chesapeake †..Va.	1,257,640	*	.....	.....	650,000	607,640	.....	—	38.3	.....	.....	(No report supplied.)	.....	.....	—	100	....
Dec. 31, 1873	18.5	—	1.8	—	—	—	—	—	Rochester & Genesee Valley (Erie)..N. Y.	671,303	—	.....	.....	557,560	.....	.....	—	—	(Rental 18 p. c. of earnings.)			—	34,012	...	100	....
Sept. 30, 1873	—	—	—	105.0	—	—	—	—	Rochester and State Line.....N. Y.	735,649	—	183,649	.....	24,000	894,000	90,000	—	—	—	—	—	—	—	—	100	....
Sept. 30, 1873	10.0	—	—	140.0	...	...	...	....	Rochester, Nunda & Penn. (3 ft.)...N. Y.	716,327	*	.....	.....	625,600	—	58,200	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1873	278.9	25.4	26.7	—	45	14	6	882	Rockford, Rock Island and St. Louis...Ill.	14,519,619	1,178,130	298,567	—	6,490,579	9,000,000	505,737	—	318.0	1,089,857	.....	262,148	947,650	179,955	—	100	....
Dec. 31, 1873	141.1	48.6	28.4	—	42	82	16	900	Rome, Watertown and Ogdensburg. N. Y.	4,789,198	*	147,969	305,486	3,146,800	1,908,249	44,979	142,626	218.2	.....	.....	.....	1,230,555	360,488	7	100	79
Dec. 31, 1873	120.0	—	18.0	—	—	—	—	—	Rutland (C. V.).....Vermont.	9,129,946	*	143,947	92,617	6,648,400	1,972,800	745,700	—	239.0	.....	.....	.....	970,239	492,400	2	100	....
Dec. 31, 187	34.0	—	2.7	—	4	2	...	52	Saginaw Valley and St. Louis.....Mich.	525,716	87,854	.....	4,173	121,775	346,000	149,968	—	34.0	58,650	.....	.....	134,620	79,810	—	100	....
Dec. 31, 1873	22.0	—	6.5	—	6	8	...	230	St. Croix and Penobscot †.....Me.	364,000	*	.....	20,603	100,000	227,700	7,000	—	22.0	.....	.....	.....	70,952	28,861	3	50	....
Aug. 31, 1873	187.0	—	20.0	38.0	19	...	...	....	St. Joseph and Denver City..Kan. & Neb.	11,221,764	420,925	245,000	3,803	4,000,000	7,000,000	734,425	157,067	187.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	197.0	18.0	21.0	—	13	11	4	500	St. Louis, Alton and Terre Haute. Illinois.	11,768,400	*	.....	241,609	4,768,400	7,000,000	241,609	—	265.0	.....	.....	.....	1,042,808	593,849	—	100	7
Jan. 31, 1874	43 3	—	2.2	—	—	—	—	—	St. Louis & C. Rapids (St.L., K.C.& N.).Ia.	(Statements not received.)																
Dec. 31, 1873	195.5	15.2	39.7	—	85	23	15	1,618	*St. Louis and Iron Mountain* †...Missouri.	19,103,348	*	247,884	.....	10,000,000	8,622,000	431,149	298,083	210.8	947,849	537,276	682,903	1,964,281	596,426	8	100	19
Jan. 30, 1873	310.0	48.0	25.0	—	46	27	12	1,176	St. Louis & S. Eastern...Ill., Ky. & Tenn.	8,828,400	*	.....	.....	4,628,400	3,200,000	.....	—	—	524,786	70.531	516,719	661,753	265,882	—	100	....
Dec. 31, 1873	76.5	—	2.1	—	—	—	—	—	St. Louis & St. Jos. (St.L., K.C.& N.). Mo.	2,000,000	—	—	—	—	1,000,000	(Sold under foreclosure		—	Feb. 18, 1874 for $1	00,000.)	—	—	—	—	100	....
Dec. 31, 1873	41.5	—	2.3	138.5	—	—	—	—	St. L., C. Bluffs & Omaha (St.LK.C&N.)M.	2,200,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	160.6	—	11.6	—	—	—	—	—	St. Louis, Jacksonv. & Chic. (C. & A.). Ill.	6,078,600	—	.....	.....	1,100,000	16,000p m	.....	—	—	—	—	—	(Rental.)	65,000	—	100	....
Dec. 31, 1873	265.5	87.5	26.7	—	91	42	14	1,516	St. L., Kansas City & Northern.....Mo	28,134,445	*	2,173,883	635,599	2,348,600	2,725,000	—	—	—	—	—	—	—	240,000	—	100	....
Dec 31, 1873	157.8	—	24.4	—	32	14	8	841	St. Louis, Vandalia & T. H. (T.H.&I). Ill.	8,256,255	*	226,930	.....	24,000,000	6,000,000	943,928	—	581.8	2,387,961	425,326	501,595	2,755,194	670,530	—	100	....
Aug. 31, 1873	108.5	—	4.7	161.0	—	—	—	—	*St. Paul and Pacific*.....Minn.	11,250,000	—	.....	.....	2,378,158	5,499,000	467,325	—	157 8	.....	.....	.....	1,130,813	337,768	—	100	....
Aug. 31, 1873	207.0	76.0	19.4	—	28	20	6	374	*St. Paul and Pacific* (1st Div.). Minnesota.	17,214,350	*	.....	.....	—	10,500,000	750,000	—	35.0	25,256	16,417	15,786	32,345	209	—	100	....
Aug. 31, 1873	121.3	—	10.0	—	14	6	4	256	St. Paul and Sioux City.....Minn.	4,628,778	*	.....	.....	1,968,600	15,245,750	472,942	—	283.0	.....	.....	.....	763,906	165,964	—	100	....
Aug 31, 1873	17.6	3.2	1.0	—	2	2	1	40	St. Paul, Stillw. & Taylor's Falls...Minn.	780,817	*	.....	.....	2,400,000	1,851,500	316,227	—	121.3	244,766	77,755	.....	509,443	40,172	—	100	....
Sept. 30, 1873	16.9	—	2.6	—	—	—	—	—	Salem and Lowell (B. & L.).....Mass.	481,469	—	.....	.....	277,500	450,000	37,000	—	20.6	29,280	22,800	.....	63,718	31,863	—	100	....
Jun. 30, 1873	116.3	—	13.9	—	31	15	10	389	Sandusky, Mans. & Newark (B. & O.)..O.	3,241,661	*	.....	2,714	243,305	226,900	13,978	—	—	—	—	—	17,500	16,784	1	100	....
Dec. 31, 1873	104.0	—	4.9	5.0	10	9	5	80	Savannah & Charleston.....S. Car. & Ga.	2,288,986	*	.....	59,454	938,000	2,309,743	6,547	46,725	116.3	896,934	193,597	372,011	715,250	81,106	—	50	....
Dec. 31, 1873	11.0	—	21.5	—	—	—	—	—	Schuylkill Valley (P. & R.).....Penn.	576,050	—	.....	.....	1,000,000	1,427,800	.....	—	104.0	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1874	80.0	—	8.0	—	16	4	6	260	Seaboard and Roanoke. Va. & N. Carolina.	2,058,152	*	568,669	.....	576,050	—	.....	—	—	—	—	—	—	28,803	5	50	....
														1,365,000	210,000	.....	—	80.0	.....	34,867	.....	609,678	198,004	8	100	....

Apr. 30, 1872	237.0	—	11.9	—	30	19	7	411	*Selma, Rome and Dalton* ¶..Ala.Ga.& Tenn.	12,980,000	*				3,750,000	9,230,000			237.0	(No	statement	furnished)				100		
Dec. 31, 1873	28.0	—	4.5	—					Shamokin Valley and Pottsville(N.C.).Pa.	1,208,030	—	1,655,400			869,458	1,994,000			28.0	170,978	47,866	760,305	350,487	157,172	6	5	
Dec. 31, 1873	78.5	—	5.6	—	5	5	3	172	Sheboygan and Fond du Lac..Wisconsin.	2,622,861	*				1,276,000	1,509,000	86,689		78.5	131,140	62,214	59,188	135,777	3,687	10		
Nov. 30, 1873	31.1	—	5.2	—	7	4	1	211	Shenango and Allegheny (A.& Gt.W.).Pa	1,091,747	86,355				199,000	800,000	124,315		31.1	101,665	26,584	166,350	157,301	59,00:		50	
Sept. 30, 1873	32.3	—	1.0	—	2	2	1	24	Shepaug Valley.....Conn.	241,300	*				239,850		817		32.3	12,77:	9,46:	3,998	13,499	233	10		
Sept. 30, 1873	50.0	—	5.1	—					Shore Line (N. Y., N. H. and H.)..Conn.	1,200,000	—				1,000,000	200,000			50.0				413,081	92,658	7	100	
Aug. 31, 1873									*Sioux City and Pacific*.....Neb. & Iowa.		*															100	
Aug. 31, 1873	122.4	—	7.4	—	11	6	3	356	Sioux C. and St. P (St.P.& S.C.)Ia.& Minn.	4,803,936	*				2,800,000	1,740,000			147.4	56,414	10,760		73,996	52,386		100	
Sept. 30, 1873	35.0	—	2.0	—	3	2	1	81	S. dus Point and Southern.....N. Y.	1,479,000	*				715,967	1,200,000		[84 mos	35.0	37,753	41,941	15,172	27,710	986		100	
Jan. 30, 1873	182.0	—	14.5	—	5	1	1	52	South and North Ala. (L.N.&Gt.S...)Ala.	5,664,764	*	87,104			3,458,067	2,000p.m		[10 mos	—	417,343	47,479		483,628			100	
Dec. 31, 1873	137.0	106.0	33.7	—	42	49		530	South Carolina ¶ .....South Carolina.	8,057,938	886,535	2,931,159	141,584		5,819,278	4,668,045	1,568,843	160,453	243.0	897,530	188,607	294,784	1,491,016	576,465		100	
Sept. 30, 1873	11.6	—	2.1	—	3	12	2	15	South Shore.....Mass.	501,593	*	126,500	25,078		259,685	275,000	10,920	107,557	11.6	57,703	394,360	36,596	94,788	17,381		100	
Sept. 30, 1873	57.0	1.3	20.:	11.0	20	50	5	117	South Side (L. I.) .....New York	4,531 784	*				1,000,000	3,250,000	967,658		73.3	340,266	679,065	65,663	488,410	192,742		100	
Sept. 30, 1873	116.0	—	14.0	—	14	7	5	401	Southern Central.....N. Y. & Pa.	4,857,290	355,390		1,702		1,784,088	2,264,739	146,563		116.0	391,070	209,778	237,304	445,317	160,816		100	
Ayr. 30, 1873				80.0					Southern Maryland.....Md.	(Under	cons.	ruction.)			1,000,000	2,200,000							(No part	completed.)			100	
Dec. 31, 1873	167.5	—	10.3	—	12	7	3	269	Southern Minnesota .....Minnesota.	9,328,446	*		127,883		3,825,000	4,592,000	1,089,328	— —	167.5	355,868	42,444	144,176	663,283	187,029		100	
Jun. 30, 1873	202.0	—	10.1	828.0	19	25	8	371	Southern Pacific.....California.	10,1o6,408	663,577	9,306,402	204,665		12,210,200	6,050,000		50,842	152.0	464,254	330,000	182,661	1,035,312	576,572		100	
Nov. 30, 1873	143.0	162.5	22.1	12.5	34	28	7	358	Southwestern (Cent. of Ga.).....Georgia.	4,587,315	*				4,211,600	691,000									371,516	7	100	
Sept. 30, 1873	47.1	—	1.5	—	4	2	1	26	Springfield, Athol and Northeastern.Mass.	1,217,850	38,487	73,400	306		809,760	845,000	170,155	5,128	47.1	66,900	36,240	16,558	52,312	10,556		100	
Jun. 30, 1873	221.4	—	11.5	—	12	10	6	204	Springfield & Ill. So Eastern.....Illinois.	7,610,251	300,379	6,993	205,492		3,784,500	3,866,000	260,154	212,461	221.4	430,016			371,220	(Deficit)		100	
Sept. 30, 1873	22.0	—	3.2	—					Stockbridge and Pittsfield (H.)... .Ma s.	448,700	—	2,550	538		448,700	—	3,067	19	—	—	—	—	183,500	28,485	6	100	...
Sept. 30, 1873	13.2	—	0.9	—					Stony Brook (N. and L.).....Mass.	276,901	—	23,492	4,660		300,000	—	1,089	3,664	—	—	—	—	—	18,300	18,117	6	100	...
Dec. 31, 1873	24.0	—	1.5	—					Sullivan and Erie (P. and N. Y.).....P .	1,697,718	—	1,000,000	—	—	1,500,000	1,000,000	196,992	—	—	—	—	—	—	—	18,045	—	100	...
Dec. 31, 1873	43.5	—	3.5	—					Sunbury and Lewiston (Penn.).....Penn.	1,900,000	—	—	—	—	1,400,000	1,400,0.0	—	—	—	—	—	—	—	—	—	—	50	...
Dec. 31, 1873	17.0	—	0.3	83.0	2	1	—	2	Su-q., Gettysburg and Corwin.....Pa.	151 000	*	1,319,000			1,500,000	—	—	21,406	—	45,126	9,064	18,367	31,079	7,109	—	50	...
Dec. 31, 1873	28.0	7.0	2.9	—					Sussex.....New Jersey.	1,873,600	*				1,638,600	235,000		11,421	35.0	90,000			129,165	42,941	2	100	...
Sept. 30, 1873	81.0	—	15.3	—	11	10	2	36	Syracuse, Bing. and N. Y.(DL&W.).N.Y.	4,030,139	*				2,400,000	1,670,000	198,422		81.0	474,718	192,539	616,990	769,652	281,919	6	100	...
Sept. 30, 1872	26.0	1.0	2.1	16.0	3	6	2	40	Syr. and Chenango (re-org Aug.1,'73)N.Y.	1,227, 47	*				1,063,400	500,000	229,99:		26.0	23,528	49,219	29 914	23,199	(Ddf 1t)		100	...
Sept. 30, 1873	45.0	—	3.8	—	5	6	4	65	Syracuse Northern.....New York.	1,841,417	*				1,179,600	1,100,000			45.0	112,330	128,894	40,566	139,328	20,479		100	...
Nov. 30, 1873	79.7	29.6	32.2	—	40	21	14	1 07	Terre Haute and Indianapolis....Indiana.	3,981,318	*	1,372,134	660,428		1,988,150	1,316,000	604,037	1,205,753	109.3	860,344	226,745	285,607	1,107,259	282,183	11	100	...
Dec. 31, 1873	20.0	—	20.0	1,452	28	11	...	231	Texas and Pacific ¶.....Texas.	12,800,000	—	(In pro	gress.)		2,000,000	10,000,000	500,000	—	320.0	—	—	—	348,010	106,008		100	...
Dec. 31, 1873	30.6	—	5.8	—	14	6	1	48.	Tioga.....Pa.	599,286	455.016	125.000			580,000	230,500			96.0	267,265	107,885	927,476	506,119	219,295		50	...
Jun. 30, 1873	43.0	—	2.5	14.0	—	—	—	—	Toledo, Can. Southern and Det. Mich.&C().	1,92 ,0.0	—	300,000	—	—	1,370,000	855,000	—	—	—	—	—	—	—	—	—	50	...
July 31, 1873	220.8	10.0	26.0	—	45	15	9	1,055	Toledo, Peoria and Warsaw.....Illinois.	12,685,523	*				5,700,000	6,450,000	448,723		230.5	997,155	175,784	517,596	1,262,266	219,829		100	...
Dec. 31, 1873	462.1	155 2	58.0	—	188	71	45	4,419	Toledo, Wabash and Western..O. I. & Ill.	35,368,555	*	255,677	2,218,641		16,000,000	19,800,000	1,446,579	596,594	627.5	5,567,6.6	629,729	1,442,963	5,738,808	1,331,42:		100	29
Jan. 30, 1873	42.0	—	3.1	—	—	—	—	—	Tol., Tiffin and Eastern (M.C.& L.M.)..O	1,555,077	—	—	—	—	273,512	850,000	436,665	—	—	14,12:	4,389	2,951	8,795	1,421	—	100	...
Sept. 30, 1873	34.9	—	9.9	—	15	17	6	247	Troy and Boston.....New York.	2,389,482	*				1,594,000	1,919,000	113,113		55.3	186,882	295,775	202,808	552,106	272,270	4	100	...
Sept. 30, 1873	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush(N.Y.C.&H.R.)N.Y.	294,908	—	—	—	—	274,90:	—	—	—	—	—	—	—	—	—	16,464	6	100	...
Sept. 30, 1873	2.1	—	2.1	—	—	—	—	—	Troy Union and Depot.....New York.	763,985	—	—	—	—	30,000	680,000	—	—	—	—	—	—	—	—	—	—	100	...
Dec. 31, 1873	40.8	11.7	9.0	—	—	—	—	—	Tyrone and Clearfield (Pa.).....Pa.	823,567	—	—	—	—	510,000	332,360	313,566	—	52.5	—	—	—	—	—	—	2	50	...
Dec. 31, 1873	1 032	—	103.0	—	151	99	36	2,501	*Union Pacific*.....Nebr. Wy. & Utah.	112,259,336	*	4,470.716			36,762,300	75,427,512	4,540,240		1,032.0	—	174,894	622,120	10,266,104	5,291,243		100	34
Dec. 31, 1873	165.0	—	20 .0	—	24	281	3	1,76.	United Companies of New Jersey..N. Jer.	33. 65.068	*	7,049,845			19,280,627	17,615,608			278.0	—	8,003.045	3,051,577	8,516,740	1,724,552	10	100	129
Sept 30, 1873	87.0	—	6.9	—	14	10	5	124	Utica and Black River.....New York.	2,788,620	*				1,769,620	1,019,000			113.0	205,226	209,589	105,954	423,564	223,571	6	100	...
Sept. 30, 1873	76.0	22.0	17.0	—	17	14	7	1,062	Utica, Chen. and Susq. Val.(DL&W)N.Y.	3,946,501	*				3,783,700				99.0	277,202	252,774	278,053	458,660	95,755	5	100	...
Apr. 30, 1873	51.0	—	3.9	61.0	5	7	4	42	Utica, Ithaca and Elmira.....New York.	1,700,000	*				381,800	25,000p.m											100	...
May 31, 1873	47.0	25.5	9.3	—	—	—	—	—	Vermont and Canada (C.V.).....Vt.	3,000,000	—	—	—	—	3,000,000	—	—	—	—	—	—	—	—	—	240,000	8	100	45
Sept. 30, 1873	56.0	24.1	11.0	—	13	15	7	276	Vermont and Massachusetts..Mass. & Vt.	3,288 328	261,234	880,640	12,631		2,860,000	900,000	115,521	67,312	66.5	245,641	317,561	139,376	555,234	91,269	4	100	...
Mar. 31, 1873	23.7	—	2.9	—	4	—	—	—	Vermont Valley.....Vermont.	1,221,886	*	—	—	—	510,104	783,200	—	—	—	—	—	—	—	—	65,000	—	100	82
Feb. 28, 1873	140 0	2.0	8.3	—	22	8	6	151	Vicksburg and Meridian.....Miss.	3,104,511	*	32,450	1,265,526		1,118,183	3,155,422	128.602		142.0	266,513	87,497	64,868	540,183	141,336		100	...
Sept. 30, 1873	49.3	—	2.0	—	—	—	—	—	Ware River (B. and A.).....Mass.	971,738	—	—	3,442	—	750,000	—	210,848	14 331	—	—	—	—	—	—	14,331	—	100	...
Sept. 30, 1873	18.3	—	6.0	—	—	—	—	—	W rren (D. L. and W.) .....New Jerse..	3,102,220	—	—	—	—	1,800,000	1,261,400	40 820	—	—	—	—	—	757,642	16,137	7	100	85
Sept. 30, 1873	44 5	—	2.8	280.6	4	7	5	66	Washington and Ohio .....Virginia.	1,806,194	132.028	474,187	15,401		1,918,478	169 05	350,274		44.5	83,71:	—	—	92,883	27,787		100	...
Sept. 30, 1872	282 6	10.0	9.0	81.0	25	21	12	38	Wash. City, Va. Mid. & Gt. Southern. Va.	9,180,634	*	—	—	—	2,992,54:	5,622,684	865,430	—	292.6	713 252	196,394	161,434	988,371	403,698		100	...
Oct. 31, 1873	26 5	—	5.0	—	10	19	4	69	West Chester and Philad lphia .....Pa.	1,503,969	190,963	397.700	150,704		823,950	1,168,012	251,375		35.5	234,892	—	—	354,448	140,09:	4	100	...
Aug. 31, 1872	112.0	28 0	15.5	—	.3	16	5	240	Western of Alabama ¶.....Alabama.	4,832,62:	544,565	315,048	586,758		2,008,524	3,162 400	348.34:	659,916	160.0	—	218,808	—	659,916	165,62:		100	...
Dec. 31, 1873	135.0	—	11 9	—	58	19	12	95.	Western and Atlantic ¶....Ga. and Tenn.	Owned b	y Sta e	of Georgia.)				5,000,000			138.0	—	—	—	—	300,000		100	...
Dec. 31, 1873	90.0	—	3.0	—	10	10	4	171	Western Maryland ¶.....Maryland.	4,217,959	*	—	84,500	80,511	683,24.3	3,675,000	24,727		90.0	—	—	—	218,384	26,300		100	...
Mar. 31, 1874	111.0	3.0	1 6	31.0	5	6	3	5	Western North Carolina (E. D.) ¶...N. C.	7,125,000	*	—	—	—	6,000,000	850,000	275,000	—	—	(In ban	kruptcy—	No return	s.)	—	—	—	100	...
Dec. 30, 1873	57.1	27.5	23.8	—	—	—	—	—	Western Pennsylvania (Penn.) .....Pa.	3,950,872	—	135,179	—	—	1,022,450	3,000,000	—	—	—	—	—	—	—	—	—	—	50	...
Dec. 31, 1873	191.7	20.8	21.8	—	30	14	1.	519	Western Union (M. and St. P.).Wis.& Ill.	7,905,246	*	—	—	—	4,000,000	3,500,000	371,269	—	212.5	—	—	—	1,137,634	259,373	—	100	...
Dec. 31, 1873	27 0	—	1.6	—	2	2	1	10	West Feliciana .....La. and Miss.	745,315	*	110,32:	16.81		760,000	110,000	1,845		27.0	13,922	—	—	68,129	39,710		100	...
Dec. 31, 1873	128.2	—	16 6	—	18	47	9	221	West Jersey.....New Jersey.	3,878,26:	*	111,037	158,082		2,133,660	3,100,000	413,625	65.314	128.2	—	—	—	680,586	287,607	8	50	...
Mar. 31, 1873	197.0	—	10.0	—	26	14	10	660	West Wisconsin.....Wisc.	8,640,000	*	—	—	—	4,000,000	4,640,000	—	—	165.0	—	—	—	544,645	263,829	—	100	...
Dec. 31, 1873	32.0	—	2.1	29.0	3	5	2	24	Wheeling, P.g. & Bal(B&O). W.Va.& Pa	579.642	—	—	—	—	500,000	—	79,642	—	32.0	—	—	—	47,365	710	—	50	...
Apr. 30, 1873	62.4	—	4.2	—	6	6	2	127	White (Cinc.) Wat r Valley.....Ind.	1,250.855	142,719	16,291	95,821		370.025	944,000	172.319	19,162	69.2	131,918	63,929	101,201	241,716	110,201		100	...
Apr 30, 1873	23.0	—	2.0	—	3	5	1	37	Wico-Mico and Pocomoke.....Md.	380,000	*	—	—	—	160,000	200,000	20,000	—	37.0	—	—	—	33,966	14,200	—	25	...
Sept 30, 1873	189.6	—	9.0	—	33	12	6	39.	Wilm., Colum. and Augusta.N. C. & S. C.	4,863,431	*	29,874	187,890		300,000	3,800,000	861,278	119,916	189.0	690,528	80,595	116,918	722,124	284,886		100	...
Oct. 31, 1873	63.6	—	9.7	9.2	1:	6	5	14.	Wilming on and Reading ..Pennsylvania	2,681,104	261,301	169,211	142,847		759 928	2,371,900	124,703	—	—	241,711	147,122	310,717	257,801	39,018		50	...
Sept. 30, 1873	162.0	19.0	13 2	—	22	31	—	324	Wilmington and Weldon ¶ (WC&A).N.C.	3,004,044	*	—	—	—	1,456,200	1,619,100	—	—	181.0	—	—	—	739,678	280,720	5	100	...
Oct. 31, 1873	19.9	—	2.4	15.1	3	3	2	50	Wilmington and Western.....Del. & Pa.	724,207	76,310	45,038	—	—	248,807	500,000	91 599	—	19 9	38,868	39,308	20,080	35,219	Loss.		50	...
Mar. 31, 1873	15.5	—	2.5	—	—	—	—	—	Wilton (N. and L.).....N. H.	234 600	—	—	91	—	214.6	—	—	20,091	—	—	—	—	—	14 052	6	10	...
Aug 31, 1873	326.5	3.7	18.4	—	31	7	4	11 6	*Winona and St. Peter* (C. & N.W.).Minn.	10,162.884	*	18,317	606,667		500,000	8,730,000	394,879	—	292.8	—	—	—	728,615	122,349	—	100	...
Dec. 31, 1873	228.0	26.0	7.0	—	15	8	5	309	Wisconsin Central .....Wisconsin.	12,800,000	*	—	—	—	6,400,000	6,400,000	—	—	165.0	—	—	—	—	—	—	100	...
Sept. 30, 1873	45.7	—	27.7	—	17	1.	5	307	Worcester and Nashua.....N.H.& Mass.	1,993,829	326,133	80,925	204,389		1,706,700	500,000	94,485	304,041	45.7	364,347	375,033	386,030	580,666	208,462	10	100	122
									CANALS, &c.																							
May 31, 1874	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	.....	396,107	.....	.....	1,880,800	1,922,307	.....	.....	12.5	.....	.....	.....	427,309	271,618	7	50	..
Dec. 31, 18 3	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal ¶..Md. & Va.	10,505,309	.....	.....	.....	.....	8,229,594	8,065,500	.....	.....	184.5	.....	.....	.....	.....	.....	.....	25	...
Dec 31, 1873	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	.....	.....	.....	.....	1,633,350	800,000	.....	.....	—	(Leased	to Lehigh	Co.)	188,701	188,701	8	50	97
Dec. 31, 1873	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,339,210	.....	23,470,646	.....	.....	19,539,485	13,930,385	143,414	2,195,971	108.0	.....	.....	.....	12,228,707	2,020.60:	20	100	116
Dec. 31, 187	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,748	.....	35,101,313	427,837	.....	18,990,900	18,758,967	954,903	.....	66.5	.....	.....	2,758 837	1,590,100	706.778	10	100	...
Dec. 31, 1873	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	.....	20,097 506	.....	.....	8,784.850	15,767,856	.....	.....	108.0	.....	.....	1,041,891	506,080	43,789	.....	50	94
Dec. 31, 1873	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,146 040	.....	.....	.....	.....	1.004.15	110.000	8,054	.....	85.0	.....	.....	.....	196,149	123,514	9	50	...
Dec. 31, 1873	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3 432,474	.....	.....	.....	.....	2,2 0.000	1,125,129	.....	.....	103.0	.....	.....	.....	323,654	78,179	4	50	49
Dec. 31, 1873	58.0	64.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	20,000,000	.....	.....	.....	.....	4,457,150	2,588,000	1,048,200	.....	470.0	.....	.....	870,121	544,62:	317,745	.....	50	4
Dec. 31, 1873	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,5 7,126	.....	2,567,040	.....	.....	4,385,798	8,576,332	267,198	91,157	108.3	.....	.....	.....	649,351	634,183	.....	50	13
Dec. 31, 1873	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,867,105	.....	.....	.....	.....	2,092,706	2,757,311	165,810	.....	45.0	(Lease.to	Ph.& R'g.	426,393	99,161	loss.	.....	50	12
Dec. 31, 1873	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	.....	2,907,850	3,000,000	35,000	.....	84.6	(Lease.to	Ph.& R'g.	124,961	44,862	loss.	.....	50	...
Dec. 31, 1873	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	3,030,344	.....	.....	.....	.....	1,100,000	748,000	295,219	.....	—	(Leased	to Penns	lvania Co.)	.....	.....	.....	50	...

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:	$	p c	p c	p. c.
Atlantic and Great Western, pref...	10,000,000	7	....	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	....	....
" " " guar.	276,200	7	....	....
Atlantic and Pacific, preferred	10,000,000	7	....	12
Atlantic and St. Lawrence,* guar...	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,552,800	6	5	108
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	..
Catawissa,* pref. and guar.....	1,159,500	7	7	84
Camden and Amboy,* guaranteed..	5,847,800	10	10	129
Camden and Atlantic, preferred.....	763,549	7	7	86
Cayuga and Susquehanna,* guar....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,600	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	106½
Central Ohio,* preferred	411,550	6	6	88
Chemung,* guaranteed.....	380,000	6	6	...
Cheshire, preferred.....	2,158,200	7	5	72½
Chicago and Alton, † preferred.....	2,425,400	...	10	105
Chicago, Iowa & Nebraska,* guar..	3,916,300	...	8	89½
Chicago and North-Western, pref...	21,484,113	7	7	52½
Cinc., Sand. and Cleveland, pref....	429,000	6	6	25
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	87½
Cumberland Valley, 1st preferred....	241,900	8	8	....
" " 2d preferred....	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	...
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	....	....
Dubuque and Sioux City,* guar....	5,000,000	...	3	60
Dubuque South-Western, pref.....	590,315	8	....	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	50
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	76
" " com.& *guar.	500,000	5	5	...
Erie Railway, preferred.....	8,536,910	7	7	56
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	...	...	....
Hannibal and St. Joseph, pref	2,167,700	7	7	24½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	97
Housatonic, preferred.....	1,180,000	8	8	96
Huntington & Broad Top Mtn, pref.	190,750	7	....	26
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	...
Joliet and Chicago,* guar.....	1,500,000	7	7	96
Joliet and Northern Indiana,* guar.	300,000	8	8	...
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref...	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	3,101,650	6	...	17½
" " 2d pref....	4,486,250	8	...	9½
Mich. Southern, (Lake Shore) guar..	533,500	10	10	....
Mill Creek,* guaranteed.....	323,376	10	10	....
Milwaukee and St. Paul, preferred..	12,274,483	7	7	50½
Mine Hill,* guaranteed.....	3,856,450	8	8	104
Montclair,* guaranteed.....	2,000,000	7	....	....
Morris and Essex,* guar.....	15,000,000	7	7	98½
Nesquehoning Valley,* guar...	2,000,000	10	10	107
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,295,200	10	10	128
New London Northern,* guar.....	971,400	10	10	105
New York & Harlem,* pref. & guar.	1,500,000	8	8	127
" " *com.& guar.	8,500,000	8	8	129½
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	119
Ogdensburg & Lake Champ.,* guar.	3,077,000	7	7	41½
" " pf.& *guar.	2,000,000	8	8	85
Ohio and Mississippi, preferred.....	4,030,000	7	7	53
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama, guaranteed.....	7,000,000	12	12	115
Paterson and Hudson,* guar.....	630,000	—	8½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	...	....	....
Phila., Germant'n & Norrist'n,*guar.	2,231,900	12	12	181
Philadelphia and Reading, † pref....	1,551,687	—	10	110½
Philadelphia and Trenton,* guar....	1,259,100	10	10	123
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	92½
Pittsfield and North Adams,* guar.	450 000	5	6	86
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	111½
Rochester & Genesee Valley,* guar.	557,560	....	....	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	24½
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	....	25
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	....	....
St. Louis, Kansas City & Nor., pref..	12,000,000	...	—	20½
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	—	....
" " 2d pref..	1,000,000	7	—	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	40½
Warren,* guaranteed.....	1,800,000	7	7	85
Canal Stocks.				
Delaware Division,* guar.....	1,333,350	8	8	....
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	124½
" com. and * guar.....	1,000,000	4	4	49
Schuylkill Navigation preferred....	2,308,977	6	6	25

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	41 —	@ 42 —
Gartsherrie		— —	@ — —
Summerlee		— —	@ — —
Carnbroe		— —	@ — —
Langloan		— —	@ — —
Glengarnock		39 —	@ 40 —
Eglinton		27 —	@ 38 —
Pig, American, No. 1		27 —	@ 28 —
Pig, American, No. 2		26 —	@ 27 —
Pig, American, Forge		24 —	@ 26 —
Bar .Refined, English and American		— —	@ — —
Bar, Swedes, assorted sizes	(gold)	115 —	@120 —
		—Store Prices.—	
Bar, Sweden, ordinary sizes		140 —	@145 —
Bar, Swedes, Plow sizes		155 —	@160 —
Bar, Refined, ½ to 2 in. rd. & sq. 1 to 6 inch x ¼ to 1 in		67 50	@ 70 —
Bar Refined, 1½ to 6 by ½ & 5-16 in		72 50	@ 75 —
Bar Refined, 1 & 1½ by ½ & 5-16		72 50	@ 75 —
Large Rounds, 2½@2¾ to 3¼ @4 in		75 —	@ 90 —
Scroll		90 —	@130 —
Ovals and Half-round		90 —	@100 —
Band, 1 to 6 in. by 3-16 to No. 12		85 —	@ 87 50
Horse Shoe		100 —	@105 —
Rods, ½@1-16 inch		70 —	@127 50
Hoop, ¼ by No. 22 to 1 & 1¼ by 13 & 14		97 50	@155 —
Nail Rod	per lb.	— 7¼	@ — 8¼
Sheet Russia, as to assortment	(gold)	— 15	@ — 15½
Sheet, Single, D. and T. Common		— 4	@ — 4½
Sheet, Doubles and Trebles, Charcoal		— 5	@ — 5½
Sheet Galvanized 1st and 2d quality..	List 20@35 p ct. disc.		
Rails, English	(gold) per ton.	50 —	@ — —
Rails, American, at Works in Penna.	c'y.	55 —	@ 58 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)..	per lb.	— 17	@ — 20
English Spring (2d and 1st quality)		— 8	@ — 9
English Blister (2d and 1st quality)		— 12	@ — 17
English Machinery		— 12½	@ — —
English German (2d and 1st quality)		— 12½	@ — —
American Blister		— —	@ — 9
American, Cast, Tool		— —	@ — 16
American, Cast Spring		— —	@ — 10
American Machinery		— —	@ — 11
American German Spring		— —	@ — —

NAILS—Duty: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Com. Fence. & Sheath per keg.		3 50	@ 3 75
8d. and 9d. "		— —	@ 4 —
6d. and 7d. "		— —	@ 4 25
4d. and 5d. "		— —	@ 4 50
3d. and 4d. Light		— —	@ 5 25
3d. Fine		— —	@ 6 —
2d		— —	@ 6 75
Cut Spikes, all sizes		— —	@ 4 —

TIN—Duty: Pig, Bars and Block, free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca	(gold) per lb.	— 25	@ — 25½
Straits	(gold).	— 21	@ — 21½
English, L. & F.	(gold).	— —	@ — 21
English, Refined	(gold).	— 21½	@ — 21½
Plates—Fair to good brands.		Gold.	
I. C. Charcoal	per box.	9 37½	@ 9 75
I. C. Coke		7 37½	@ 7 75
Coke Terne		6 75	@ 7 —
Charcoal Terne		8 25	@ 8 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@43 gravity (in bulk)		— 5½	@ — 5½
Crude 40@47 gravity (in shipping order)		— 8½	@ — 8½
Refined, Standard White (in ship'g order)		— 11	@ — 11½
Refined, S. W. (in jobbing lots)		— 11½	@ — 12½
Refined, S W. (in tin)		— 17	@ — 19½
Naptha, Refined (65@73 gravity)		— 9	@ — 9½
Residuum....(in shipping order)	per gall.	— 6	@ — 6½

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.)	per lb.	— —	@— 28
Copper, Bolts		— —	@— 30
Copper, Braziers' (over 16 oz.)		— —	@— 30
Copper, Nails		— 37	@— 38
Copper, Old Sheathing, &c., mixed lots		— —	@— 23
Copper, American Ingot Lake		.... 22½	@— 22½
Copper, English Pig		.... —	@— —
Yellow Metal, New Sheathing & Bronze		— —	@— 21
Yellow Metal, Bolts		— —	@— 23
Yellow Metal, Nails, Sheathing & Slating		— —	@— 21

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb.	— —	@ 6 75
German Ordinary	(gold)	— —	@ 6 75
English	(gold)	— —	@ 6 75
Foreign Refined	(gold)	6 87½	@ 7 —
Domestic	(gold)	6 25	@ 6 35

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 50 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel		11 —	@— —
Liverpool House Cannel		17 —	@— 18
Anthracite (by cargo) ...	per ton of 2,000 lb.	5 —	@ 6 50

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 4.

	Th. 29.	F. 30.	Sat. 31.	M. 2.	Tu. 3.	W. 4.
Atlantic & Pacific pref.....	11½	12	12	....	....	....
Boston, Hart. & Erie...	½	....	....	....	....	....
Central Pacific 6s.....	92½	92½	92½	....	....	....
Central of N. Jersey....104½	104½	106½	106½	....	....	....
" 1st mort.....	108	107½	....	....	....	106½
Chesapeake & Ohio 1 m. 49½	....	....	....	....	....	....
Chicago & Alton.....	98	....	....	....	....	....
" pref.....	....	....	....	....	....	....
" 1 M.....	111	....	....	....	....	....
" S. F.....	....	....	....	....	....	....
" Ins. bds.....	....	....	....	....	....	....
Chicago, Burl. & Q.....100½	....	100½	101	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern.. 36½	36½	37½	37½	....	....	37½
" pref..... 52½	....	52½	....	....	....	52½
" 1st M.....	....	....	....	....	....	94½
" S. F.....	....	....	....	....	....	....
" Consol.....	....	....	....	....	....	....
" " gold.. 81	80½	80	80½	....	....	....
Chic., Rock Isl. & Pac.. 96½	97½	98½	97½	....	....	97½
7s, 1896..107	107	....	....	....	....	107
Clev., Col., C. and Ind.....	....	....	....	....	....	....
Clev. & Pittsburg guar.. 87½	....	87½	87½	....	....	....
" 2 M.....	....	....	....	....	....	....
" 3 M.....	....	....	....	....	....	....
" 4 M.....	....	....	....	....	....	....
Clev. and Toledo.....	....	....	....	....	....	....
" S. F. 7s.....	....	....	....	....	....	....
Col., Chi., & Ind. C..... 9½	9½	9½	9½	....	....	9½
" 1 M..... 68½	68	....	....	....	....	67
" 2 M.....	....	....	....	....	....	....
Del. & Hudson Canal ..116½	....	....	116½	....	....	116½
Del. Lack. & Western....107½	107½	108½	109½	....	....	109
" 1 M. 7s.....	....	....	....	....	....	....
" 2 M 7s.....	....	....	106	....	....	....
Erie Railway..... 28½	28½	28½	28½	....	....	28½
" pref.....	....	....	....	....	....	....
" 1 M. 7s, 1897.....	....	104½	101½	....	....	....
" 2 M. 7s, 1879.....	....	....	....	....	....	....
" 3 M. 7s, 1883.....	99	....	100	....	....	99
" 4 M. 7s, 1880.....	95½	....	96	....	....	....
" 5 M. 7s, 1888.....	....	....	96	....	....	96½
" 7s, con. gold.....	....	....	....	....	....	....
Great Western 2d mort.....	....	....	....	....	....	....
Hannibal & St. Joseph.....	24½	23½	....	....	....	24½
" pref.....	....	....	29½	....	....	....
" 8s, conv.....	....	....	78½	....	....	....
Hudson River.....	....	....	....	....	....	....
" 2 M. S. F.....	....	....	....	....	....	....
" 3 M. 7s, 1875.....	....	....	....	....	....	99½
Illinois Central 92	....	92½	....	....	....	....
" 7s.....	....	....	....	....	....	....
Lake Shore & Mich. S'th. 79½	80	80½	80½	....	....	80½
" Consol. 7s.....	....	....	....	....	....	....
" " reg.....	....	....	....	....	....	....
" 2d consol.....	....	....	....	....	....	....
Marietta & Cin. 1st pref.....	....	....	....	....	....	....
Michigan Central..... 73½	....	73½	73½	....	....	74½
" S. F. 8s, 1882.....	....	....	....	....	....	....
" 7s, 1902.....	....	....	99½	....	....	99½
M. S. and N. I, 1 M. S. F.....	....	....	....	....	....	....
" 2 M.....102	102½	102½	....	....	....	99½
Milw. and St. Paul..... 32½	32½	32½	32½	....	....	32½
" pref.....	....	50½	50½	....	....	....
" 1st mort.....	....	....	....	....	....	....
" 2d mort.....	....	....	....	....	....	....
" 8s.....	....	....	....	....	....	....
" 7 3-10s con.....	....	....	....	....	....	....
" 7s, gold.....	....	....	....	....	....	....
Morris and Essex..... 98	....	98	98½	....	....	98½
" 1st mort.....	....	....	....	....	....	....
" 2d mort.....	....	....	102½	....	....	....
N. Y. Cen. & Hud. Riv..100½	101½	102½	103½	....	....	101½
" 7s, S.F. 1876..102	....	....	....	....	....	....
" 6s, S.F. 1883 ...	....	....	....	....	....	....
" 6s, S.F. 1887.....	....	98½	....	....	....	99½
" 1st mort....109½	....	110	109½	....	....	110
" " reg.....	....	....	110	....	....	....
N. York and Harlem...129½	....	130	....	....	....	129½
" pref.....	....	....	....	....	....	....
" 1st Mort...109½	....	....	....	....	....	108
" " reg.....	....	....	106½	....	....	107
N. York, N. Hav. & Hart.....	134½	....	....	....	....	....
Ohio and Miss..... 27½	27½	28	28½	....	....	28½
" pref.....	....	....	53	....	....	....
" 2d M.....	75½	....	....	....	....	75½
" Consol. 7s.....	93	92½	....	....	....	....
" " S. F.....	....	94	....	....	....	....
Pacific Mail S. S. Co.... 45	45½	45½	44½	....	....	43½
Panama 114½	113½	114	115	....	....	....
Pitts., Ft. W. & Chi. gtd. 92	91½	91½	92½	....	....	92½
" 1 M.....	....	....	....	....	....	....
" 3 M.....	....	....	105	....	....	....
" 8 M.....	....	....	....	....	....	....
Quicksilver Mining Co.....	....	30½	....	....	....	....
St. L., Alton & T. H.....	....	....	....	....	....	7
" pref.....	....	....	....	....	....	....
" 1 M.....	....	....	....	....	....	....
" 2 M. pref.....	....	....	....	....	....	....
" Income bds	....	....	....	....	....	....
Tol., Wab. & Western.. 29½	29½	29½	29½	....	....	29½
" pref.....	....	....	....	....	....	....
" 1 M.....	....	....	....	....	....	....
" 2 M.....	....	....	....	....	....	60s
" Equipment.....	....	....	....	....	....	....
" St. Lou. Div.....	70	....	....	....	....	....
Union Pacific..... 33½	34	34½	34½	....	....	34½
" 1st mort.. 87½	87½	87½	88½	....	....	88½
" L. Gt. 7s.....	85½	85½	85½	....	....	85½
" S. F. 8s.... 73½	73½	73½	73½	....	....	74
Western Union Tel.... 79½	79½	79½	79½	.. .	....	79½

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 4.

	Th.29.	F.30.	Sat.31.	M.2.	Tu.3.	W.4.
FEDERAL STOCKS:—						
U. S. 5s, 10-40s, reg.	111¼	....	112	....	111¾	
U. S. 5s, 10-40s, coup.	....	....	112¼	....	112	
U. S. 5s, 1881, reg.	111¾	....	111¼	111¼	....	111¾
U. S. 5s, 1881, coup.	112¾	112¾	111¾	....	....	111¼
U. S. 6s, 1881, reg.	117¾	117¾	....	....	....	118
U. S. 6s, 1881, coup.	....	118¼	118¾	....	118¼	
U. S. 6s, 5-20s, reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	113¾	113¾	....	....	110¾	
U. S. 6s, 5-20s, reg. '64	....	110¾	....	....	....	....
U. S. 6s, 5-20s, c. 1864.	116¼	116¼	....	....	....	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	113¼
U. S. 6s, 5-20s, c. 1865.	117¼	....	117¾	114¼	....	114¼
U. S. 6s, 5-20s, r. n. '65.	116	....	....	116¼	....	116¼
U. S. 6s, 5-20s, c. n '65.	116¾	116¾	116¼	116¾	....	116¼
U. S. 6s, 5-20s, reg. '67	....	117¼	117¼	117¼	....	117¼
U. S. 6s, 5-20s, c. 1867.	117¾	117¾	117¾	117¾	....	117¾
U. S. 6s, 5-20s, reg. '68	117¾	....	....	....	....	117¼
U. S. 6s, 5-20s, c. '68.	117¾	....	....	....	....	....
U. S. 6s, Pac.R.R.issue	117¾	....	117¾	....	....	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 3.

	W.28.	Th.29.	F.30.	Sat.31.	M.2.	Tu.3.
Catawissa preferred	42	....	....	....	....	....
" 7s, new	....	....	....	....	....	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	99¼	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort.6s, '89	....	102¾	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	47¼	47¼	47¾	47¼	47¼	47¼
" 6s, 1884	....	....	....	....	....	....
" Gold L.	99	99	....	99¼	99¼	....
" R. R. L.	....	....	....	....	....	....
" Conv. G. L.101	....	....	....	....	....	....
Lehigh Valley R. R.	61	61	61	60¾	60¾	60¾
" 6s new coup.	....	....	....	....	101¼	....
" 6s new reg.	102¼	....	102¼	....	....	....
" 7s	104¼	....	....	104¼	....	104
Little Schuylkill R.R.	47	47	....	....	....	....
" 7s	....	....	....	....	....	....
Minehill	52	....	....	....	....	52
Morris Canal	....	....	....	....	....	....
" pref.	125	124¼	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1885	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	31¼	31¼	....	....	....
Oil Creek & Alleg. Riv.	9	8¾	8¾	8¼	9	9
" 7s	....	52¼	54	....	....	....
Pennsylvania R. R.	54¼	54¼	54¼	54¼	54¼	52¾
" 1st M.	....	....	....	....	....	....
" 2d M.	....	....	....	99¾	99¼	....
" Gen. mort.	....	....	92¼	....	....	....
" " reg.	....	....	....	....	....	....
Penn. State 6s, 2d series	....	....	....	108	....	....
" 6s, 3d series	....	....	....	....	....	....
Philadelphia City, 6s	102	....	....	....	....	....
" new	104¾	104¾	104¼	104¼	104¼	104¾
Philad., Germ. & Nor.	90¾	90¾	....	....	....	....
Phila. & Reading	53¾	53¾	54	54¼	54¾	54¾
Philadelphia and Erie	....	14	....	14¼	14¼	....
" 6s	....	....	....	....	....	....
" 7s	....	80¾	....	....	....	....
Phila., Wilm. & Balt.	54¼	....	....	....	....	....
Schuylkill Navigation	6	....	....	....	....	....
" pref.	12¾	....	....	12¼	12¼	....
" 6s, 1882	76¼	76¼	76¾	76¼	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	90	....	....	....	....	90
United Co. of N. Jersey.	128¼	....	129	....	....	....
Hestonville, (Horse)	19	....	....	19	19¼	19
Chestnut & Wal.	72	....	72	72	....	....
Green and Coates	....	....	....	....	....	49¼
2d and 3d streets	65¼	....	....	....	....	....
Spruce and Pine	....	30¼	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 3.

	W.28.	Th.29.	F.30.	Sat.31.	M.2.	Tu.3.
Baltimore City 6s, 1875.	100	....	....	....	100	....
" 1886	101¼	100¼	....	....	....	....
" 1890	100¾	100¼	100	....	100¾	101
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	100¼
Balt and Ohio	....	....	....	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	....	....	....	....	....
Central Ohio	....	....	....	....	....	....
" 1st mort.	92¼	92¾	....	....	....	....
Marietta & Cin. 1st M.	103	....	....	....	103	....
" 2d M.	94¾	94¼	....	....	....	....
" 3d M. 8s	....	....	....	....	78¼	....
Northern Central	....	31¼	....	....	....	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	....	....
" G. B. 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	....	....	....	....	....	....
N. W. Va. 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	....	....	....	....	....	....
" Defer. Certif.	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 4.

	Th.29.	F.30.	Sat.31.	M.2.	Tu.3.	W.4.
Boston and Albany	135¾	136	136	136	....	136
Boston and Lowell	93	....	....	....	....	....
Boston and Maine.	111¼	....	111¼	111¼	....	....
Boston and Providence.	150¼	....	151	151	....	....
Boston, Hartford & Erie.	....	....	....	....	....	....
" 7s.	22¾	22¾	22¾	23¾	....	22¾
Cheshire, pref.	....	....	....	....	....	....
Chi., Burl. and Quincy.	100¾	100¼	100¼	100¾	....	101¼
Concord	....	....	....	....	....	75
Connecticut River	....	....	....	....	....	....
Eastern	51¼	52¼	54	53¼	54	54
Fitchburg	....	....	....	123	123¼	123
Manchester & Lawr'ce.	....	....	....	....	....	....
Michigan Central.	73¼	73¾	....	74¾	74¼	74
Northern, N. H.	....	103¼	....	....	....	....
Ogdens. & Lake Champ.	41¼	....	....	....	....	....
" pref.	85	....	....	....	....	....
Old Colony	105¼	....	105¼	105¼	105¼	
Ph., Wil. & Baltimore.	55	....	54¼	....	....	....
Portl'd, Saco & Ports.	111¾	....	....	....	....	....
Union Pacific	....	....	....	....	....	....
" 6s.	85¼	....	....	....	86¼	
" Land Grant 7s.	85	....	....	85¾	....	
" Income 10s.	....	....	....	....	....	....
" S. F. 8s.	72¼	72¼	72	72¼	....	72¼
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass.	82¾	83	....	....	82¼	82¼
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	100¼
Metropolitan	....	....	....	....	....	....
Middlesex	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Calumet and Hecla.	130¼	....	133	134	134	....
Copper Falls	....	....	....	....	....	....
Franklin	....	....	3¾	....	....	....
Quincy	 36	35¾	35¾	....	37	37¼

London Stock Exchange.

	—Closing Prices.— Oct. 16.	Oct. 23.
Atlantic & Gt. W. 1st mort., $1,000	49 — 51	49 — 51
Do. 2d mort., $1,000	27 — 29	26 — 24
Do. 3d mort., $1,000	12¼ — 13¼	12¼ — 13¼
Do. Con. mort. B'nds Bisch's Cert.	14 — 16	13 — 15
Do. Leas. Lines, Rental Bonds	63 — 68	65 — 70
Do. 1873	43 — 48	45 — 50
Do. 8 p. c. Scrip, West. Exten	— —	— —
Detroit & Milwaukee 1st mort. Bonds	60 — 65	60 — 65
Do. 2d do.	55 — 60	55 — 60
Erie shares 100 dol. all paid	26¾ — 27¼	27¼ — 27¾
Do. Convertible Gold Bonds	63 — 65	62 — 64
Do. 6 per cent Convertible Bonds	94 — 96	93 — 95
Cons. Mort. amount autho. to be issued for conv. of existing bonds	89 — 91	88 — 90
Illinois Central $100 shares all paid	85 — 87	85 — 87
Do. Redemption mort. bonds 6 p.c.	97 — 99	99 —101
Illinois & St. Louis Bridge 1st mort.	99 —101	99 —101
Marietta and Cincinnati Rail. Bonds	96 — 99	96 — 99
Michigan Central 8s 1882, conv.	— —	— —
New York Central, 100 dols. shares.	98 — 100	94 — 98
Panama General mort.	96 — 98	95 — 95
Pennsylvania, General mort.	99¼ —100¼	99 —100
Do. $50 shares	50¼ — 51¼	50¼ — 51¼
Philadelphia and Erie 1st mort.	94 — 96	94 — 96

American Railroad Journal.

Saturday, November 7, 1874.

Stock Exchange and Money Market.

The Money market has been working rather less favorably for the borrowing interests since our last. The demand has been more active, mainly on speculative account, and for use at the Stock and Gold Boards, especially the former. The inquiry from mercantile sources has been comparatively moderate. Call loans have been brisker within the range of 2@5 per cent, closing generally at 3@4 per cent to the leading Street houses. Commercial credits have been rated at 6@8 per cent per annum, on very choice to prime short date paper. The last public debt statement from Washington shows a liquidation of $681,000. The week has been partially broken by holidays here and in England; Monday (All Saints' Day) having been observed in the latter country as a holiday; while Tuesday (Election Day), as a legal holiday, was marked by a total suspension of wholesale business, in financial and commercial circles, in this city. The last weekly statement of the City Banks indicated a further reduction of net reserve, over the legal requirement, of specie and legal tender notes, over deposits and circulation, of $660,275. Government will sell only two millions of Gold, during the current month; half a million on each Thursday of the month. Another call for five millions of Five Twenties of the fourth series of the issue of 1862 has been issued by the Secretary of the Treasury, for redemption Feb. 2, 1875, on and after which interest on the designated bonds will cease. The City banks, last week enlarged their reserve of legal tender notes $790,800, and reduced their deposit item $452,100, while cutting down their specie average $1,564,100. They also report an increase of $85,000 in the loans and discounts, and an increase of $44,000 in their circulation. The U. S. Sub Treasury in this city closed the week with a currency balance of $56,277,344, against $58,890,823, the preceding week; and a coin board of $60,304,393, against $58,839,289. on the previous return. The City bank exchanges, during the week, were $394,770,672, or a daily average of $65,795,112. The customs revenue of the port, during the week, was $2,096,000. The City banks reported their average of gold last week at $12,021,100, and their greenback average at $59,621,600. Their deposits stood at $225,852,700. The loan item was $281,958,700. The circulation was $25,057,500.

The U. S. Sub Treasury receipts from all sources, at this port, in October, were $42,488,593, including $9,055,588 from customs; payments on all accounts, $35,758,305, including $2,466,493 of coin interest.

The City Bank net reserve of specie and legal tender notes now shows an excess, over the legal requirement of reserve, to liabilities, of $15,179,525.

The aggregate of the outstanding U. S. currency, of all denominations, Nov. 1, was $430,752,687. The outstanding amount of legal tender notes is 382 millions. The National bank circulation is over 350 millions.

The income of the Government, from internal revenues, thus far, in the fiscal year, commencing with July 1, 1874, has been over 37 millions.

Gold has shown more activity, and has been quoted stronger in price. The speculative inquiry has been more spirited. The customs inquiry has been moderate. The export drain has been light. Government has been disbursing the November coin-interest on the public debt quite freely during the week. The extremes of the week have been 109⅞@110⅛, closing on Wednesday at 110⅛, as against 110⅛ on Wednesday of the preceding week. The specie outflow last week was only $400,121. The imports of specie at this port since Jan. 1, have been $4,675,723, against $14,080,654 same time last year. The customs demand for Gold last week averaged $349,333 a day. Foreign Exchange has been in fair demand and quoted firmer toward the close with Bankers' sixty day bills on London leading off on Wednesday at $4 83¾@$4 84½; sight bills on London at 4 87@$4 88 to the £ sterling. The week's exports of Domestic Produce have been to the currency value of $5,236,120.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $4,770,530.

Government Securities have been offered quite moderately and have shown more firmess, with

the leading issues in fair request, on investment account.

U. S sixes of 1881 closed on Wednesday of this week at 118⅜@118¾; U. S. Five-Twenties o 1862, (ex-Nov. coupon) at 110¾@111; U. S. Five-Twenties of 1864 (ex-Nov. coupon) at 113½@113¼; U. S. Five-Twenties of 1865, (ex-Nov. coupon) at 114½@114¾; U. S. Five-Twenties of 1865 consolidated, 116¼@116½; U. S. Five Twenties of 1867, 117¾@118; U. S. Five-Twenties of 1868, 117¾@118; U. S. Ten-forties at 112¼@112⅜; U. S. Fives of 1881, (Funding Loan) 111½@111⅝; Six per cent. currency Sixes from 117¾@118.

Business at the Stock Exchange has been on a restricted scale, with values generally depressed and lower, influenced, in part, by the firmer range of loan and discount rates, especially as against speculative borrowers. The inquiry for State and Railway bonds, has been moderate at irregular rates. Railway and miscellaneous share property has been more generally pressed for sales, leading to renewed weakness, and irregularity in values, on a less active speculative movement.

General business been less active. The movements in domestic produce have been less extensive. Values have been unsettled, and lower, in most instances. Foreign merchandise has attracted less attention, without leading to any important alterations in prices. The Metal trade has been somewhat brisker. The sales of Ingot Copper have been larger, in good part for forward delivery, at steady rates. A moderate movement has been noted in Iron, chiefly in Pig, and Wrought Scrap, at about previous figures. Eglinton Pig Iron quoted from yard at $37@$38; Glengarnock, $39@$40; No. 1 American Pig at $27@$29, No. 2 do. at $25@$27 50; Forge, $24@$26; English Rails at $48@$50, gold; American Rails at works, $55@$60; Old Rails, $31@$34. Wrought Scrap, $30@$32. Ocean freights have been moderately active, and at the close, quoted firmer.

The following quotations of sales of Railway and other securities are in addition to those giver elsewhere in our columns:—

New York.—Pacific R. R. 7s, guar. by Mo., 100¾; Del., Lack. and Western 7s, conv., 108½; Morris and Essex 7s, 1871, 97¾; Albany and Susquehanna 1st mort., 105½; do. 3d mort., 97; Mil. and St. Paul 1st mort. LaC. div., 88; do. H. and D. div., 72; Indianapolis, Bloomington and West ern 1st mort., 50; Louisville and Nashville 7s, 1898, consol., 83½; Central of New Jersey 7s, conv., ex-int., 101; Toledo, Wabash and Western 7s, consol., 58; Canada Southern 1st mort., with int. certif., 58; Louisiana and Missouri 1st mort., 83; Western Pacific bonds, 84; Toledo, Peoria and Warsaw 1st mort. E. D., 80; do. W. D., ex-int., 71½; Buffalo and Erie 7s, new, 97½; Lake Shore div. bonds, 97; Am. Dock and Imp. 7s, 97⅜; Burlington, Cedar Rapids and Minn. 1st mort., 57; St. Louis, Iron Mt. and Southern R. R., 19; do. 1st mort., 85; New Jersey Southern R. R., 2⅞; Pacific R. R. of Mo., 36¾; do. 1st mort., 80½; Joliet and Chicago R. R. 96; Am. Exp., 63¾; U. S. Exp., 65½; Adams Exp., 115½; At. and Pacific Tel., 18; Consol. Coal, 45½; Pennsylvania Coal, ex-int., 240; Missouri 6s, 1875, 101⅛; do. 6s, 1876, 99; do. 6s, l. bonds, 94¾; Tennessee 6s, new, 70; do. ex-coupon, 64⅞; do. old, ex-coupon, 54; do. 6s, n. s., 54; Virginia 6s, consol, 52⅝; N. Y. State B. L., coupon, 109; Brooklyn 6s, W. L., 96¾.

Philadelphia.—East Pennsylvania R. R. 7s, 102¼; West Jersey R. R. 6s, 101½; Philadelphia and Reading 7s new, conv., 103⅝; do. Gen'l mort. 7s, coupon, 105; do deben bonds, 78; Steubenville and Indiana 1st mort. 6s, 70¾; Camden and Atlantic 1st mort., 105; Susq. Canal, 6; do. 6s, 74; Allegheny Valley 7s, 80; do. 7 3-10s, 90; Northern Pacific 7-30s, 27¾; Pittsburg, Cincinnati and St. Louis 7s, 67¾; Wilmington and Reading 1st mort., 72; Shamokin Valley and Pottsville 7s 91; Perkiomen R. R. 6s, 84; Germantown Pass. R. R., 36; Pennsylvania div. scrip, 104¼; Schuylkill Nav. div. scrip., 90 The latest quotations are: City 6s, 101⅛@102; do. free of tax, 104½@104¾; Pennsylvania State 6s, 2d series, 108@108¼; do. 3d series, 111@111½; Philadelphia and Reading, 54¾@54⅞; do. Gen'l mort. 7s, coup., 105@105¼; do. reg., 105¾@106½; do. mort 6s, 1880, 101¼@—; do. new, conv., 103½@103⅝; do. 7s, 1893, 102@— United New Jersey R. R. and Canal Co., 128@129; Camden and Amboy mort 6s, 1889, 100@100; Pennsylvania R. R., 52¼@52⅜; do. div. scrip, 104½@104¾; do. 1st mort., 103@103½; do. 2d mort. 99½@99¾; do. general mort. coupon 92¼@92⅜; do. reg., 92¾@93 Little Schuylkill R. R., 47@48; Morris Canal 49@51; do. pref. 122½@125; do. 6s, 98@100; Susquehanna Canal, 6@9; do. 6s, 73@75; Schuylkill Nav., 6½@6¼; do. pref., 12⅜@12⅝; do. 6s, 1882, 76@77; do. 1872, 90@91; Elmira and Williamsport pref., 35@38; do. 7s, 1878, 98@100; do. 5s, 56½@63; Lehigh Coal and Navigation, 47⅜@47½; do. 6s, 1884, 96¾@97; do R. R. Loan, 96@97; do. Gold Loan, 99⅛@99¼; North Pennsylvania, 50@—; do 6s, 102@103; do., 7s, 101@—; do. Chattle 10s, 104@—; Philadelphia and Erie, 14⅛@14¼; do. 6s, 88@90; do. 7s, 80@81; Minehill, 51¾@52; Catawissa, 12@15; do. pref., 42@43; do. new pref., 32@32¼; do. 7s, 1900, 101@101¾; Lehigh Valley, 60⅞@61; do. 6s. new coupon, 101½@101¾; do. reg., 102⅛@102¼; do 7s, 104¼@104½; Fifth and Sixth streets (horse) 56½@57; Second and Third, 65@65¼; Thirteenth and Fifteenth, 24@24; Spruce and Pine, 30@31; Green and Coates, 49@50; Chestnut and Walnut, 71¾@72; Hestonville, 18¾@19¼; Germantown 86½@87½.

Boston.—Portsmouth, Gt. Falls and Conway R. R., 81; Burlington and Missouri River R. R. in Iowa, 97½; New Bedford R. R., ex div., 104¼; Connecticut and Passumpsic Rivers R. R., pref., 73; Norwich and Worcester R. R., 119; Eastern R. R. 7s, 1882, 91¾; Atchison, Topeka and Santa Fe 1st mort., 57⅞; Burlington and Missouri River R. R. 8s, in Nebraska, old, 95½; Indianapolis, Cin. and Lafayette R. R., 6¼; Vermont Central 1st mort., 18; Old Colony 7s, 1894, 104⅞; do. 6s, 1875, 99; Cincinnati, Sandusky and Cleveland R. R., 7⅞; Indianapolis and St. Louis Equip. 10s, 81; Chicago, Burlington and Quincy 7s, 96¾; Boston and Maine 7s, reg., 105; Cape Cod R. R. 7s, 1881, 102¾; Boston Water Power Co., 10; Cary Imp., 4⅝; Waverly Land, 2½; Maine 6s, 1889, 101¾; Massachusetts 6s, 1875, gold, 109½; New Hampshire 6s, 1892, 101⅜; Boston 6s, 1876, 100¼; do. 1880, 100½; do. 5s, 1887, 98½; Chicago 7s, 99; Providence 5s, 1900, gold, 93; Cambridge 6s, 1883, 98; Toledo 8s, 1889, 102; do. 7s, 1878, 96¼; St. Louis 6s, 1888, 91¾; Cincinnati 6s, 1882. 93; Cleveland 7s, 1884, 101; Bangor 6s, 1899, 96; Allouez Mining Co., 6½.

Baltimore.—Orange and Alexandria 4th mort. 8s, 70; Orange, Alex. and Manassas 7s, 79¾; Virginia consols, coupons, 89⅝; Virginia consols, ex-coupon, 50½; Virginia Peelers, 38½; Maryland 6s, exempt, 108; Santa Clara Mining Co., 9¾; do. bonds, 25½. The latest quotations are: Richmond and Danville 1st mort., 67½@70; Pittsburg and Connellsville 7s, 1898, 81¾@82⅛; Baltimore and Ohio, 170@171; do. 6s, 1875 101½@102; do. 1880, 101½@102; do., 1885, 100¼@101; Washington Branch, —@175; Northern Central, 31½@32; do. 6s, 1885. 94¼@95; do. 6s, 1877, 95@—; do. 1900, 86@87½; do. 6s, 1900 gold, 92@92½; N. W. Va. 3d mort., 1885, 95@—; Marietta and Cincinnati 1st pref., 17@18; do. 2d pref., 8@9; do. 1st mort. 7s, 1892, 103@103¼; do. 2d mort., 7s, 91⅛@91½, do., 3d mort. 8s, 77@78½; Central Ohio, 42½@46; do. pref., 44@44; do. 1st mort., 92½@93: Western Maryland, 1st mort. 6s, 1890, 80@89; do. 1st mort. guar., 98@99; do. 2d mort. guar., 98@100; do. 3d mort., guar., 98@99, do. 2d mort. pref., 60@70; do., 2d mort. guar. by Washington Co., 91@92; Virginia and Tennessee 2d mort. 6s, 65@78; do. 3d mort. 8s, 75@76; Orange and Alexandria 1st mort. 6s, 90@92; do., 2d mort. 6s, 81@82; do., 3d mort. 8s, 75@76; do., 4th mort. 8s, 69½@70; Orange, Alex. and Manassas 7s, 79¾@80; Baltimore 6s, 1875, 99¾@100; do., 1884, 99½@100; do. 1886, 101¾@102; do. 1890, 100⅛@100¼; do., 1900, 100@101; do. 1902, 101¾@102; do., 6s, exempt, 104@106; do. 5s, 80@90; Memphis City 6s, 38@40; Maryland Defense 6s, 1883, 108@108¼; do. 6s, 1890, 100@101; do. 6s, exempt, 108@108¼; do. 5s, 80@90; Virginia coupon 6s, old, 35@40; do. new, 35@40; do. consol. 6s, 52½@54; do. coupons, 89@90; West Virginia, 9¼@10; City Passenger R. R., 23¾@24½; George's Creek Coal, 144@148; Atlantic Coal, 2.10@2.40; Santa Clara, 5.00@15.00; do. bonds, 26@27; Canton Co., 50@70.

☞ Lines are now being surveyed for a new railroad between the Niles and New Lisbon Railroad and Salineville, Ohio. The new road will be fifty miles in length, and pass through a fine tract of country in Eastern Ohio.

☞ The Rivier du Loup Railway is now opened for traffic as far as East Florenceville, 91 miles from Fredericton, and work is being rapidly pushed forward to complete the Line to Tobique before the end of the year.

☞ James E. Neal, of Philadelphia, has been awarded the contract for bridging and grading the Delaware Shore Railroad, and will commence operations in about two weeks.

☞ The Wells and Mankota Railroad in Minnesota was completed on the 31st ult., making a new route from the east to St. Paul via La Crosse.

☞ The Ohio and Toledo Railroad (narrow gauge) has been completed from Minerva to Carrollton.

☞ The Atlantic and Lake Erie Railway is completed to the tunnel, two and one-half miles south of New Lexington.

The Coal Trade.

The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending October 24, at 508,179 tons, and for the coal year 14,794,698 tons, against 15,890,700 tons to corresponding time last year, being a decrease of 1,197,102 tons. The bituminous tonnage for the week is 77,419 tons, and for the year 2,745,559 tons, against 2,712,438 tons to same time last year, giving a total of all kinds for the week of 585,598 tons, and for the year of 17,540,257 tons, against 18,603,188 tons to same time last year, being a decrease of 1,062,881 tons; and then adds:

At Port Richmond for the week ending the 31st ult. the receipts of coal were 64,000 tons, the shipments 63,000 tons, leaving 95,000 tons on hand. The coal and coke tonnage of the Pennsylvania Railroad last week was 91,204 tons, and for the year 2,604,014. Of anthracite and bituminous there were 2,216,517 tons, and of coke 388 521 tons. This includes the tonnage of coal both east and west. Vessels during the past week have been in fair supply, with freights ruling steady at $1 35@1 40 to Providence, $1 60@1 70 to Boston, and 95 cents to New York. The coal production the past week was unusually large, and especially so from the Schuylkill region, the tonnage of the Reading's road and canal reaching 159,532 tons as against 82,820 tons in corresponding week last year. This increase of tonnage has no doubt been materially stimulated by the announcement of the advance in coal prices to take place to-day. The advance this year is ended. What may be determined on for the next is as yet unknown, though it is altogether probable that some working arrangement or understanding similar to that of the present year will control the coal trade of 1875. The coal market is fairly active on a large supply of coal on hand. The last public sale of Scranton coal at New York showed an average advance in prices of 18 cents per ton, thus evidencing an advance in the market for coal over that put on by the producing companies for the current month.

☞ The Somerset Railroad, which runs from West Waterville to Norridgewock, Me., a distance of thirteen miles, is now being extended to Madison, an additional distance of eight miles, and will probably be completed to Bangor early in December. This is the eastern section of a road designed to run to Quebec direct, saving about forty miles between that city and Portland. Thirty miles of the line at the other end have been opened this year, thirty miles more are to be built next season, and an additional subsidy from the Canadian government is expected.

☞ The St. John *News* says that a ship load of spikes and iron for the Louisburg Railway, and a schooner laden with iron, &c., for the bridge over Mira River, N. S. have arrived at Louisburg, C. B., which is a tangible indication that the Louisburg Railway is really going ahead.

☞ The Connecticut Board of Railroad Commissioners are now making an examination of the Railroads of that State. There are twenty-two railroads in the State, and twelve or fifteen of them have already been passed over by the board.

☞ The Boston and Lowell Railroad Company is substituting steel rails for the iron ones now in use. The intention is to equip the entire line with rails of this material.

☞ The directors of the projected railroad between Augusta and West Waterville contemplate a survey of the route before the winter sets in.

Public Debt of the United States.

By the report of the public debt of the United States for October, given in another column, it will be seen that the debt was decreased during the month $681,434 50. The total principal of the debt outstanding is $2,260,957,102 68, on which there is due and unpaid of interest $37,115,670 78, giving a total of principal and interest of $2,298,072,773 46. There was at the same time cash in the Treasury, of coin, $90,089,241,46; of currency, $16,896,770 18, exclusive of $52,525,000 of special deposits for redemption of certificates, making the total of cash in the Treasury $159,011,011 64, reducing the total debt, less cash in the Treasury, November 1, 1874, to $2,139,061,761 82. Debt less amount in the Treasury 1st of October, 1874, $2,139,743,193 32—showing a decrease during the past month of $681,434 50. Decrease of the debt since June 30, 1874, $3,026,479 34. Bonds issued to Pacific Railroad Companies, interest payable in lawful money, principal outstanding, $64,623,512; interest accrued and not yet paid, $1,292,470 24; interest paid by United States, $24,825,896 98; interest repaid by transportation of mails, etc., $5,497,253 60; balance of interest paid by United States, $18,828,148 87.

☞ The Hoboken Land and Improvement Company has foreclosed its mortgage on the terminal ground of the New York, West Shore and Chicago Railroad Company, consisting of twenty-eight acres in the Elysian Fields at Hoboken, N. J. The principal amounted to $1,546,208, and the accrued interest to $300,000, which with the arrears of taxes, made a total of more than two millions of dollars.

☞ At a meeting of the first mortgage bondholders of the Indianapolis, Bloomington and Western, and Danville, Urbana, Bloomington and Pekin Railroads, recently held in this city, a committee was appointed by each class of bondholders to make an investigation into the affairs of the roads and to take such action as should be for the best interests of the bondholders.

☞ Senator Foster of the Canada Central Railway and Mr. Potter of the Grand Trunk Railway have gone to Pembroke, Ont., to arrange for the immediate extension of the Canada Central from Renfrew to Pembroke. The gauge of the road will be changed to correspond with the Grand Trunk.

☞ The Midland (Eng.) Railway Company has resolved on the first day of January next to abolish second class carriages, to reduce the fares of first-class to three-halfpence a mile, and to discontinue the issue of return tickets.

☞ The contract for the entire line of the Michigan and Ohio Railroad, extending from Grand Haven, Mich., to Portsmouth, Ohio, 400 miles, has been let to C. Howland White & Co., of Defiance, Ohio, who are now making sub-contracts.

☞ Grading on the first twenty miles of the Utah Western railroad is nearly finished, and the iron for it is now on the way. Track laying will commence immediately.

☞ George H. Burroughs has been appointed General Superintendent of the Toledo, Wabash and Western Railway.

Boston, Hartford and Erie R. R.

In the U. S. Circuit Court, Boston, on the 30th ult., Judge Shepley gave a decision in the case of James M. Barnard et al., assignees in the bankruptcy of the Boston, Hartford and Erie Railroad Company, against A. J. Farwell & Co. The case presented in the bill is that of a transfer or attempted transfer by the directors of an insolvent corporation to one of their own number, as security for a debt due to him from the corporation, of all the available assets of the corporation, more than nine months before the petition in bankruptcy. Judge Shepley decided that the transfer in question cannot, under the circumstances, be declared valid; that the court cannot permit trustees to obtain any benefit or advantage for themselves to the injury or prejudice of those for whom they are acting in a fiduciary relation, or to protect, idemnify, or pay themselves at the expense of those who are similarly situated in relation to the fund. A trustee is an agent acting for others, and he cannot be permitted to act adversely to his principals.

☞ The Ohio State Journal says that work on the Wheeling and Lake Erie Railway is progressing slowly on account of the necessary detention of Mr. Shanley in Massachusetts at the Hoosac tunnel. The tunnel will be publicly opened November 1, and after that it is expected that Mr. Shanley will come on to Ohio and push the road through. Gen. McKee has several miles graded and ready for ties and iron near Dalton and Pike's station, and work is to be begun soon at Lodi.

☞ The officers of the Danbury and Norwalk Railroad company, recently elected, are: President, R. P. Flower, of New York City; Vice-President, James W. Hyatt, of Norwalk, Conn.; Superintendent, John W. Bacon, of Danbury, Conn.; Secretary and Treasurer, H. Williams, of Danbury, Conn.; Executive Committee, W. C. Street, H. H. Hollister, and Orrin Benedict; Auditing Committee, D. P. Nichols, Edgar S. Tweedy, and L. P. Hoyt.

☞ On application of the trustees of the first consolidated mortgage bonds of the St. Louis and South Eastern Railroad Company, the United States Circuit Courts in the States through which this road runs have appointed J. F. Alexander, Treasurer of the Company, Receiver, to have charge of all property of the road in Illinois, Indiana and Tennessee, and John Boyle, Receiver, to have charge of the property in Kentucky.

☞ At the annual meeting of the stockholders of the Louisville and Nashville Railroad, held in Louisville, Ky., on the 7th ult., E. D. Standiford, H. O. Newcomb and W. B. Caldwell were chosen directors for the ensuing three years. The board chose Thomas J. Martin President, to succeed the late H. D. Newcomb, and E. D. Standiford, Vice-President.

☞ J. M. Hood has been re-elected president and general manager, Alex. Rieman vice-president, and John S. Harden secretary and treasurer of the Western Maryland Railroad Co.

☞ C. Truesdale, M. Lee and F. Weyerhauser have been elected directors of the Rockford, Rock Island and St. Louis Railroad Co.

Pier Sheds.

A DECISION OF INTEREST TO THE OWNERS OF SHIPPING.

The General Term of this district has rendered a decision of importance to the owners of shipping, as effecting their right to erect sheds on the docks for the protection of their freight from the elements while being loaded or unloaded. Proceedings were taken in the name of the people to determine the right of Charles H. Mallory & Co. owners of a Southern line of steamers, to maintain a shed on the pier at which their steamers received and discharged their freight and passengers, which shed was claimed on the part of the plaintiffs in the case to be an obstruction of the wharf in its use for purposes of commerce, and a nuisance. A decision was rendered at Special Term against the right to maintain the structure in question. From this decision an appeal was taken, and the original judgment is now sustained. The appeal was heard before Judges Daniels and Lawrence, the latter of whom delivered the opinion of the court as follows:

This is an appeal from a judgment rendered at Special Term restraining the defendants frommaintaining a shed on Pier No. 20 East River, and from interfering with the free use of said pier by the public, as the same was used before said shed was placed thereon. Also from an order denying a motion made by the defendants that this cause be referred back to the Judge who tried the same with directions to make a specific finding "that numerous steam transportation lines running vessels between New York and other ports, both domestic and foreign, have for many years maintained upon piers occupied by them, some upon the East River and others on the North River, numerous sheds, without disturbance from the public authorities." The evidence at the trial, in my opinion, disclosed no facts which should lead us to a different conclusion from that which was reached by the General Term of this court when this case was before it on the appeal from an order made at Special Term for an injunction *pendente lite*. Fully concurring in the views then expressed in the opinion of the court delivered by Justice Brady, we see no reason for doubting that the judgment at the Special Term was correct and should be affirmed. Nor was there any error in the decision of the motion to send the case back to the learned Judge who tried the cause, for a specific finding, as requested by the defendant's counsel. The fact that similar sheds have been erected upon the piers mentioned in the request, without disturbance from the public authorities, is immaterial. The question in this case is, whether the shed erected by the defendants was erected under lawful authority, or whether it was a nuisance. The fact that other parties had erected sheds upon other piers had, and could have, no bearing on this question. The right of the defendants was to be determined by the facts showing the authority under which this particular structure was erected, not by the acts, or by the authority or license given to others. Even if the public authorities have allowed illegal structures to be placed upon other piers, evidence tending to show that fact would not control this case. The existence of a nuisance cannot be justified, nor its continuance demanded, by establishing that similar nuisances have been permitted. It seems, therefore, conclusively to follow that the order appealed from, as well as the judgment in this case, should be affirmed, with costs.

☞ Articles of association have been filed at Indianapolis, Ind., of the Bloomfield Railway Co., with a capital of $1,000,000. The proposed road will be 38 miles in length, extending from Bloomfield, in Greene County, to Merom, in Sullivan County.

Dividends and Interest.

The Calumet and Hecla Mining Company has declared a dividend of $5 per share, payable Nov. 16.

The Highland Street (Boston) Railway Co. has declared a dividend of 4 per cent payable on the second day of November.

The coupons of the Vermont Central Railroad due Nov. 1 on the Equipment Loan Bonds and on the Income and Extension Bonds will be paid at the National Bank of Redemption, Boston.

For other dividends, and interest payable in November, see pages 1416 and 1418 this week's issue.

☞ William H. Ferry, of Chicago, has been appointed receiver of the Rockford, Rock Island and St. Louis Railway.

Statement of the Public Debt of the United States November 1, 1874.

DEBT BEARING COIN INTEREST.

	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1853	$260,000 00	$4,333 33
6 per cent. 1881 bonds, 1861	18,415,000 00	368,300 00
6 per cent. 1881 bonds, (Oregon,) 1861	945,000 00	18,900 00
6 per cent. 1881 bonds, 1861	189,321,350 00	3,786,427 00
6 per cent. 5-20 bonds, 1862	136,214,900 00	4,086,447 00
6 per cent. 1881 bonds, 1863	75,000,000 00	1,500,000 00
5 per cent. 10-40 bonds, 1864	194,567,300 00	1,621,394 17
6 per cent. 5-20 bonds, 1864	946,600 00	28,398 00
6 per cent. 5-20 bonds, 1864	58,046,200 00	1,741,386 00
6 per cent. 5-20 bonds, 1865	152,534,350 00	4,576,030 50
6 per cent. consols, 1865	202,663,100 00	4,053,262 00
6 per cent. consols, 1867	310,622,750 00	6,212,445 00
6 per cent. consols, 1868	37,474,000 00	749,480 00
5 per cent. funded loan of 1881	343,697,900 00	4,296 223 75
Aggregate of debt bearing coin interest	$1,720,708,450 00	$33,043,036 75
Interest due and unpaid		3,693,027 73

DEBT BEARING INTEREST IN LAWFUL MONEY.

3 per cent. navy pension fund, 1868	$14,000,000 00	$140,000 00
4 per cent. certificate of indebtedness of 1870	678,000 00	4,520 00
Aggregate of debt bearing interest in lawful money	$14,678,000 00	$144,520 00
Interest due and unpaid		2,220 00

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846	1,104 91	85 74
6 per cent. bonds, 1847	1,250 00	22 00
6 per cent. bounty land scrip, 1847	3,400 00	223 60
5 per cent. Texas indemnity bonds, 1850	172,000 00	9,300 00
5 per cent bonds, of 1858	78,000 00	
6 per cent. bonds, 1860	10,000 00	625 00
6 per cent. 5-20 bonds, called 1862	19,555,300 00	24,216 16
1-10 to 6 per cent. treasury notes, prior to 1846	82,575 35	2,670 76
1-10 to 6 per cent. treasury notes, 1846	6,000 00	206 00
6 per ct. treasury notes, 1847	950 00	57 00
3 to 6 per cent. treasury notes, 1857	2,000 00	108 00
6 per ct. treasury notes, 1861	3,150 00	378 00
7 3-10 per cent. 3 years' treasury notes, 1861	19,200 00	1,423 44
5 per cent. 1 year notes, 1863	71,185 00	3,571 35
5 per cent. 2 year notes, 1863	51,500 00	3,328 28
6 per cent. compound interest notes, 1863-64	339,520 00	80,015 02
7 3-10 per cent. 3 years' treasury notes, 1864-65	221,100 00	17,542 45
6 per cent. certificates of indebtedness, 1862-63	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864	3,060 00	256 06
3 per cent. certificates called	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$20,748,960 26	$208,911 46

DEBT BEARING NO INTEREST.

Demand notes, 1861-62	$75,267 50	
Legal tender notes, 1862-63	382,000,000 00	
Certificates of deposit	52,525,000 00	
Fractional currency, 1862-3-4	48,151,024 92	
Coin certificates, 1863	22,070,400 00	
Unclaimed interest		23,954 84
Aggregate of debt bearing no interest	$504,821,692 42	$23,954 84

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent	$1,182,183,250 00	
Bonds at 5 per cent	538,525,200 00	
	$1,720,708,450 00	$36,736,064 48
Debt bearing interest in lawful money, viz:		
Certificates at 4 per cent	678,000 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$14,678,000 00	146,740 00
Debt on which interest has ceased since maturity	20,748,960 26	208,911 46
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$382,075,267 50	
Certificates of deposit	52,525,000 00	
Fractional currency	48,151,024 92	
Coin Certificates	22,070,400 00	
	$504,821,692 42	
Unclaimed interest		23,954 84
	$2,260,957,102 68	$37,115,670 78
Total debt, principal and interest, to date, including interest due and unpaid	$2,298,072,773 46	

AMOUNT IN TREASURY.

Coin	$90,069,241 46
Currency	16,396,770 18
Special deposit held for redemption of certificates of deposit as provided by law	52,525,000 00
	$159,011,011 64
Debt, less amount in Treasury, Nov. 1, 1874	$2,139,061,761 82
Debt, less amount in Treasury, on the 1st ult.	2,139,743,196 32
Decrease of debt during the past month	$681,434 50
Decrease of debt since June 30, 1874	4,026,479 24

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES-INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$517,702 40
Kansas Pacific bonds, 1862-64	6,303,000 00	126,060 00
Union Pacific bonds, 1862-64	27,236,512 00	544,730 24
Central Branch Union Pacific bonds, 1862-64	1,600,000 00	32,000 00
Western Pacific bonds, 1862-4	1,970,560 00	39,411 20
Sioux City and Pacific bonds, 1862-64	1,628,320 00	32,566 40
Totals	$64,623,512 00	$1,292,470 24

Interest paid by United States, $24,325,396 98; interest repaid by transportation of mails, &c., $5,497,258 61; balance of interest paid by United States, $18,828,143 37.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, October 31, 1874.

B. H. BRISTOW,
Secretary of the Treasury.

☞ Thomas F. Gallagher has been elected President of the Turtle Creek Valley Railroad Company, the road to run from Moss Side, via Barren Run, to New Alexandria, Pa.

☞ Reports from the Amador quicksilver mine continue to be of the most favorable character. It is being developed as rapidly as the means of the stockholders will permit.

☞ Stock in a street railway is being rapidly taken at Chillicothe, Ohio. It is to be completed and in running order by January 1.

☞ Nubia is to have a railroad. It is an English and German enterprise.

Notice to Bridge Builders.

SEALED PROPOSALS will be received at the Commissioners' Office, in Pottsville, (Penn.) until Saturday, November 7th, 1874, for erecting an iron bridge over the Schuylkill at Port Carbon. The bridge will be fifty-two feet span and sixteen feet in the clear. The masonry will be given out by the perch. Plans and specifications may be seen at the office of the Commissioners.

By order of the Commissioners.

VALENTINE BENNER,
MOSES HINE,
PATRICK CONERY.

Attest: O. J. AREGOOD, Clerk.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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☞ Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, November 14, 1874.

Journalism as a Profession.

The Secretary of the Treasury has, by a recent decision, given the profession of journalism a new distinction. He has recognized it as one of the learned professions, to be ranked, at least so far as classification in the tariff laws goes, with medicine, jurisprudence and theology. An American journalist, who was returning from Europe, bringing with him a considerable quantity of books amounting in value to several hundred dollars, for use in his own library, claimed that the books were entitled to be entered duty free, as a portion of his professional journal library. He bases this application upon that section in the customs laws which makes provision for the free importation of books for the use of a library of a physician, a lawyer and a clergyman. The custom house officers at Baltimore, at which port the books were imported, decided that journalism is not a profession, and that these books could not be imported under that provision. An appeal was taken to the Secretary of the Treasury, who has decided that journalism is a profession to such an extent as will give a journalist the advantages of this provision of the law.

Leather Belting.

OAK-TANNED SOLE LEATHER AND AMERICAN BEND LEATHER.

The leather belting on exhibition at the American Institute Fair is very appropriately placed near the quarters devoted to machinery, and in such a position that it may be carefully examined by visitors.

Messrs. J. B. HOYT & Co., 28 and 30 Spruce St., N. Y., make an excellent display in articles of this description. This firm have been extensively engaged in this line of trade for a great many years, and their belting is made from carefully selected hides, while the various processes of tanning and finishing are such as long experience has pointed out to them to be in every respect the best, considering strength and durability. Their belts are well adapted to the use of machinists, cotton and woolen manufacturers, paper mills, bleach and dyeworks, mines, and all manufacturing industries of an extensive character requiring the aid of continuous appliances where simple or complicated machinery is in motion.

Every piece of belting made by them is stretched by powerful mechanical contrivances, jointed and secured in such a manner that both sides will present an even surface to the pulley and run uniformly, as though it were a single strip of leather, instead of being two or more pieces. Waterproof joints are made for belts used in damp or wet situations.

This house very recently were awarded gold medals and diplomas from various fairs and industrial exhibitions, and received the first premium for their several specimens of leather belting at the Cincinnati Exposition, the Southern Ohio Fair held at Dayton, and the Michigan State Fair held at East Saginaw.

In addition to their leather belting, above described, on view at the American Institute Fair, the firm have also on display, in the regular department assigned to sole-leather, calfskins and fancy leathers, specimens of oak-tanned goods that, in our opinion, cannot be excelled by any other of like description. Their American bend leather is displayed side by side with the best English imported stock, and the comparison is every way favorable to the domestic. In the line of sole leather suitable to gentlemen's or ladies' fine custom work there is nothing that takes precedence of the productions of this old established and reliable house.

The individual members composing the firm of J. B. Hoyt & Co. are J. B. Hoyt, D. B. Fayerweather, and Harvey S. Ladew, all of whom are gentlemen of long experience in their line of business, and who guarantee perfect satisfaction to their customers in everything pertaining to their trade.

Shortages upon Grain.

The Chicago *Times* says it is understood, and stated with considerable authority, that the Baltimore and Ohio Railroad Company is about to make an announcement concerning the transportation of grain which contains an unusual significance, and will prove of incalculable benefit to Chicago grain shippers, and then adds:

The railroad company proposes, on the completion of its line to this city, to guarantee for all shipments a full delivery of goods consigned to it. When this fact is considered in connection with the immense grain trade of this city, the full meaning of the movement will be better appreciated.

Ever since the grain trade of Chicago began to assume anything like its present proportions, the shortages upon the grain have been one of the formidable burdens which have been borne by the dealers, and by this means alone there have been lost, in the aggregate, sums amounting to hundreds of thousands of dollars yearly. Naturally, any means proposed which will relieve the shippers of this onerous burden will be gladly accepted, and if the new line into Chicago will take the initiatory step in the matter, as is announced, it will attract to itself an unusual amount of traffic. It is assumed that at the present stage of railroading, a company should run such a class of cars as to provide against loss from leakage. In the matter of shortage the largest scope is given for rascality, and in the event of suspicious loss, the shipper has no recourse to recover except by means of a tedious and expensive fight in the courts. Without reflecting in the least upon the honesty of the railroad companies, there are numerous cases where the most flagrant dishonesty is apparent somewhere, and it seems nothing more than right that the railroad companies generally should follow the course in which the Baltimore road proposes to take the initiative.

Such action on the part of this company cannot but result in the largest fruits, both to itself and to the City of Baltimore. If the road will maintain, in connection with such a course, a low grain rate, it cannot help but command an immense traffic, as shippers will be sure to avail themselves of an outlet which insures them for every pound

of the article shipped. The policy of the road in taking the action it does is variously considered, but may be found in a few facts which are well known in connection with the corporation. Besides the interest the company has in attracting to Baltimore all the business in its power, it owns and controls a large number of grain elevators, which are capable of accommodating and handling large quantities of grain, and it is to the company's interest to secure as much of the grain trade as possible, even at a slight loss in handling. The City of Baltimore is also assuming considerable prominence as an outlet for foreign shipments, and the number of steamship lines is yearly increasing. The Baltimore and Ohio Railroad is largely interested in lines which ply between the latter city and New York and Boston, as also to foreign ports, and it is apparently in the interest of the company to attract all the through shipments to the Southern city in their power.

The latest move on the part of the Baltimore road in the interest of Chicago cannot but compel the New York lines to take a similar action, as in the event that they fail to do so, Baltimore will command the largest proportion of the grain shipments of the Northwest, which the Metropolis cannot afford to lose.

Atlanta and West Point Railroad.

The earnings of this road for the years ending June 30, 1873 and 1874, were as follows:

	1873.	1874.
From passengers	$142,068 41	$111,857 10
" freight	235,208 28	185,740 21
" mails	10,781 28	10,781 28
" express	8,657 01	6,560 18
" miscellaneous	2,629 22	9,293 83
	$399,344 80	$324,232 60
Expenses, viz:		
Conducting transp.	$79,694 22	$64,378 72
Motive power	97,558 77	66,111 78
Maintenance of way	72,553 62	62,227 94
Rent of Macon & Western Railroad	6,000 00	6,000 00
Repairs and rent of cars	13,842 25	13,961 06
	$269,648 86	$212,679 45
Net earnings	$129,695 44	$111,553 15
From which deduct extraordinary expenses in 1873-'74—		
For two new locomotives	$27,000	
New iron and re-rolling, over ordinary repairs	15,000	
		42,000 00
Net over all payments		$69,553 15

In 1872-'73 the extraordinary expenses were $29,534, leaving the balance of earnings at the close of that year $100,161 44. The President in his report says:

In reporting the operations of the road for the past year, the board need do little more than refer to the report of the superintendent, which accompanies this report. The statement of condition and balance sheet of the treasurer are also appended, which exhibit the financial resources of the company. These documents, though instructive, are not very encouraging. The net profits, or profits unexpended, are not sufficient to pay the usual dividend of eight per cent. It is true that the deficiency occurs by appropriating more to the restoration of property, and increase of outfit, than the present means of the company would bear. But admitting this apology, the exhibit is not so favorable as the directors had hoped and expected.

The superintendent, by a comparative statement shows a falling off of receipts, compared with the previous year, of $75,111 70, and acknowledges the result to be contrary to his predictions. The superintendent, with trifling interruption, has been connected with the company, as engineer or superintendent, from its organization, and has been remarkable for the accuracy of his anticipations of future receipts. But the troubles and disasters which have recently beset the railroad interest at the South have baffled all human sagacity. The providence of God and malevolence of man seem to be united for the destruction of this devoted interest! Very few railroads at the South pay any dividend to the stockholders. Many cannot pay interest on their bonded debts, and are in the hands of receivers, and many others, at this time, are not making their legitimate working expenses! Yet, whilst acknowledged to be useful and necessary to the country, they are the victims of a senseless prejudice, and new burthens are constantly heaped upon them by hostile legislation!

The true causes of the very large and unexpected reduction of receipts is correctly accounted for by the superintendent. Whilst there is a large reduction of tonnage, and decrease in the number of passengers, yet the heaviest reduction has been from a reduction of rates and fares. Until some improvement in the resources of that country on which our road is mainly dependent, we cannot expect a very rapid recovery of our former profits, now reduced by its depressed and exhausted condition. The condition of this part of the South west is properly characterized as abnormal. By Nature, one of the finest countries on the earth, and one of the most productive in Southern exports, much of it is now almost a desert, and seems to dry up and impoverish every interest connected with or dependent upon it!

In last Annual Report reference is made to losses and embarrassments by default of connecting roads, and by the guarantee of the bonds of the Montgmery and West Point Railroad. The hope that the balance on freight account would be paid has not been realized, and the loss by the guarantee has been somewhat larger than anticipated. Fortunately, the company owes nothing, except for the loss brought on it by these defaults, and the passing of one more dividend would have liquidated the loss. But as the company has been free from debt, its stock has been much relied on as a reliable family investment, and a suspension of dividends is attended with serious inconvenience. In this view, and as the profit and loss account rendered a dividend legitimate, the directors declared a dividend of four per cent, payable the first of August, which will be provided for from the effects of the company without an increase of debt.

Under our system of long through lines of associated roads, a leading curse to solvent roads is a forced association with insolvent connections. When weak, they must be sustained by loans or guarantees, and to risk current balances in their hands is an absolute necessity. This system of through lines greatly cheapens transportation from distant points, but as it is hard upon the home producer and frequently disastrous to the solvent railroads themselves, it may well be doubted whether it would not be for the interest of the latter that each railroad should be confined in its operations to the territory embraced in its charter.

The Superintendent hopes for increased profit on a more thorough organization of the Atlanta and Richmond Air-Line, and there is some hope of the completion of the Vicksburg and Shreveport Road—a road of great importance to our road, and the completion of which is only a question of time. A project has also been recently discussed and hopefully agitated to establish a line of first-class steamers from Vera Cruz to New Orleans, there to be connected with, and perhaps owned, by, an associated line of railroads to New York. The scheme is a magnificent one, and perfectly feasible, and if ever carried into effect it will fix the prosperous destinies of every link in the shortest line from New Orleans to New York. Mexico has ceased her pronunciamentos, and is said to have become orderly and industrious, and thoroughly imbued with a spirit of improvement. If this be so, what a stream of trade and travel will crowd all peaceful avenues from this splendid country, in its intercourse with our Capitol and Northern cities, and, through them, with Europe! It is pleasant to contemplate this vast project, though its realization may be in the distant future.

A general reduction of receipts has forced a corresponding reduction in expenses on most Southern Railroads, as a matter of necessity. Large reductions have been made on ours. If further reductions can be made consistently with safety and true economy they will be made. There is a limit, however, which should be prudently observed, especially in the road departments.

With the exceptions named by the superintendent, the business of the year has been performed with great regularity and freedom from accident, and the officers generally, so far as known to the Board, have been faithful in the performance of their duties.

The company have 21 locomotives, 6 passenger, 4 baggage, 1 express, 2 shanty, 414 box, 18 stock, 23 platform, 8 coal and 5 cab cars. Number of through passengers, 12,663; do., way, do., 41,698—total, 54,361, against 62,987 in the previous year, a decrease of 8,626. Tons of freight transported, 63,485, against 86,592 in the previous year, a decrease of 23,107. Bales of cotton transported, 90,156; same for previous year, 84,171—increase, 5,985.

BALANCE SHEET, July 1, 1874.

Road outfit and real estate		$1,197,634 51
Bills receivable		149,091 25
Vicksburg and Meriden R. R. Co.'s preferred stock		3,432 00
Mobile and Montgomery R. R. Co.'s preferred stock		700 00
Dividend No. 35		49,288 00
Interest account		7,587 84
Bond exchange account		18,791 35
Due by agents and connecting roads		26,499 92
Road expenses for the year		254,679 45
Cash on hand		6,509 14
		$1,714,213 46
Capital stock	$1,232,200 00	
Profit and loss, July 1, 1873	68 445 98	
Bonds of the company	83,000 00	
Due to agents and connecting roads	6,154 88	
Dividends unpaid	180 00	
Road earnings for the year	324,232 60	
	$1,714,213 46	

President.—HON. JOHN P. KING.

Directors.—B. C. Yancey, John S. Bigby, F. Phinizy, W. B. Berry, John F. Moreland, L. B. Lovelace.

General Sup't.—L. P. GRANT.

Secretary & Treasurer.—W. P. ORME.

The Festiniog Railway.

A great deal was said about this little railroad a few years ago, but it seems to have been neglected of late, and the curiosity concerning it which was so whetted then is not gratified. The Railway Returns of the British Board of Trade for 1873, however, show that it still exists and carries freight and passengers; and in order that the friends of the narrow gauge may be able to quote its latest workings when they fortify their arguments with it, we present the following abstract of the report, which is for the year 1873:

Length of road, single track, 23½ inch gauge, 14 miles.

Capital cost:

Paid up common stock (4 per cent dividend in 1873)	$430,000
Preferred stock (6 per cent dividend in 1873)	175,000
Loans (bearing 5 per cent interest)	60,000
Total cost ($47,566 per mile)	$665,000

Besides dividends and interest charges, the company paid in 1873, $6,760 for "wayleave," and $1,855 for rent of lands, and adding this to the interest and dividends we have $37,102, which is 5.57 per cent of the cost of the road.

The number of passengers carried and receipts therefrom were:

	Number.	Receipts.
First class	1,495	$1,950
Second class	3,562	1,220
Third class	120,577	17,790
	128,634	$20,960

The tons of freight carried were:

	Tons.	Receipts.
Minerals	124,830	$80,860
General merchandise	18,845	17,800
	143,675	$98,860
Freight and passenger earnings		$119 620
From other sources		2,915
Total earnings		$122,535
Working expenses (59.68 per cent)		73,070
Net receipts		$49,465

The average charges per mile were, counting each ton and passenger as passing over the entire line:

	Cents.
First class passenger	3 09
Second class passenger	2.44
Third class passenger	1 05
Ton of minerals	4.62
Ton of merchandise	6.74

The ordinary mineral rates in England are from 1½ to 2 cents per mile.

If the charges for the different subjects of transportation are in proportion to the cost, it cost this road in 1873, 2.77 cents to move a ton of minerals a mile, and 4.04 cents to carry a ton of merchandise that distance.—*U. S. R. R. and Min. Reg.*

St. Louis and Iron Mountain Railroad.

The report of this company for the year 1873 covers the following lines: St. Louis to Belmont, 196 miles; Bismarck to Moark, 110 miles; Mineral Point to Potosi, 4 miles—total 310 miles. Of the line from Bismarck to Moark, 99 miles, (from Pilot Knob to Moark,) was owned by the Arkansas Branch Company, a separate corporation, though the stockholders were the same as those of the St. Louis and Iron Mountain. Of this line the 20 miles from Poplar Bluff to Moark were not worked by the company until after April 2.

At the close of the year 1873 the property was represented as follows:

St. Louis and Iron Mountain stock		$10,000,000
Funded debt		8,622,000
		$18,622,000
Arkansas Branch stock	$2,499,000	
Funded debt	2,500,000	
		4,999,000
Total both lines		$23 621,000

The earnings, expenses, etc., for the years 1872 and 1873, were as follows:

Earnings:	1872.	1873.
From freight	$1,673,672 91	$1,667,041 58
From passengers and other sources	473,845 22	556,532 48
Total	$2,147,518 13	$2,223,574 06
Operating expenses	1,459,399 52	1,528,549 55
Net earnings	$688,118 61	$695,024 51
Gross earnings per mile	$10,040 43	$7,290 41
Net earnings per mile	3,333 59	2,278 77
Per cent of expenses	67.90	68.74

The report for 1872 does not include the earnings of any part of the Arkansas Branch, which was under construction during that year. The comparatively small earnings from that line necessarily reduced the earnings per mile for 1873, which, excluding the Arkansas Branch, were $9,376 04.

	1872.	1873.
Passenger train mileage	353,707	462,149
Passengers carried	552,315	537,276
Freight train mileage	579,686	639,390
Tons of freight carried	688,574	682,908
Tonnage mileage	68,528,952	60,236,979

The decrease in tonnage mileage was 13½ per cent, and this, with the increase in the number of tons moved, indicates an increase in local and a decrease in through business. The number of cars ferried across the Mississippi between Belmont, Mo., and Columbus, Ky., was: Passenger train cars, 6,154; loaded freight, 14,186; empty freight, 8,335; total, 28,625 cars of all kinds.

Improvements during the year included 20.244 miles new second track and sidings; three new engine houses, one for 16 engines at De Soto, one for 11 at Carondelet and one for 4 at Piedmont; freight house and new platforms at St. Louis; four new turn tables, and a transfer table 140 feet long, the latter at Columbus; coal bins at Black well and a number of lesser buildings. Six bridges have been renewed or repaired and a large amount of repairing done on the trestle work near Belmont. Much work has been done filling in the company's property in St. Louis, and 137.8 miles of fence were built along the road.

During the year 15 engines, 40 flat and 9 caboose cars were purchased and two baggage cars built. The equipment at the close of the year consisted of 98 locomotives; 10 first class and 11 second class passenger, 2 sleeping, 1 directors' 15 baggage, mail and express, and 2 Blood's day cars; 295 box, 447 Green Line box, 67 stock, 761 flat, 50 combination box and 47 caboose cars; 1 boarding, 1 derrick and 7 dump cars.

Since the close of the year the St. Louis and Iron Mountain and Arkansas Branch Companies have been consolidated with the Cairo, Arkansas and Texas, and Cairo and Fulton, and a new company formed known as the St. Louis, Iron Mountain and Southern.

Survey of the Hudson River.

THE PROPOSED SHIP CANAL ROUTE.

Messrs. E. D. Johnstone and George Canrick, civil engineers and surveyors, and eight assistants employed by Gen. Newton, Chief of the Department for the Improvement of Rivers and Harbors, have been engaged for the past two weeks surveying the Hudson River from the State dam to the side-cut locks, West Troy. The object of the survey is to find out between the points above-named the depth of water, the configuration, and the nature of the substance of the bottom of the Hudson River. The more remote objects of the survey, however, are, it is surmised, to ascertain the feasibility and probable expense of the scheme which proposes to connect the great West with the Atlantic—the Champlain Ship Canal. The scheme proposes to make the Hudson River between Troy and Fort Edward navigable for ships drawing from twelve to fourteen feet of water and large and strong enough to cross the Atlantic. It also proposes the widening and deepening of Wood Creek between Fort Edward and Whitehall, which here joins the south end of Lake Champlain. Passing through Lake Champlain to the north end, ships could reach the St. Lawrence through the Caughnawaga Canal, the construction of which latter is included in the scheme, and will be commenced next Spring. All obstructions between Troy and the St. Lawrence removed, ships leaving any port in Europe could get as far west as Duluth, Minn., "the zenith city of the unsalted sea," via Chicago, without breaking bulk. The scheme of course anticipates that the river between Troy and Albany will be deepened and improved. A bill was introduced into the Legislature last Spring appropriating $40,000 for the improvement of the river between Albany and the upper side-cut locks in West Troy. The next thing to this, contemplated by the scheme, is the deepening of the river by the State between the side cut and the State dam. The survey of the river alluded to above is a fair indication that this will be accomplished.—*Troy Press, Nov. 7.*

Bills of Lading upon the Canals.

CONSTRUCTION OF WORDS. "QUANTITY GUARANTEED."

The facts in the late case of Bissel *vs.* Campbell, (54 N. Y., 353,) are briefly stated in the following opinion:

The plaintiffs made a contract with one Stevens to carry four cargoes of wheat from Buffalo to New York, consigned to Dows & Co., two of which cargoes were to be loaded upon the boats of defendant. Plaintiffs' shipping bill had in it the words "quantity guaranteed," and provided that "damage or deficiency in quantity as specified," should be deducted from charges by consignees. They made a contract with the defendant for the carriage of the two cargoes upon two of his boats. He executed a shipping bill for each boat, acknowledging the shipment of a specified quantity of wheat, consigned to Dows & Co., omitting the provision as to any deduction by the consignees for damage or "shortage," but containing the words "quantity guaranteed," and the following clause: "On safe delivery as above, Messrs. Jennison & Sprague collect freight as noted, retain our advance of $768 08, and balance settle with captain." Jennison & Sprague were the agents of the plaintiffs, in the City of New York, for the collection of freight. The defendant delivered the cargoes in the City of New York, to the consignees, and then demanded the balance of his freight of Jennison & Sprague, and they paid it to him. When Jennison & Sprague settled with the consignees for the freight, the latter claimed a deduction of $90 for shortage, which was allowed, and this action is brought to recover this sum with interest. Upon the trial, the defendant gave evidence tending to show that he delivered to the consignees all the wheat he received at Buffalo, and claimed that he was not, therefore, responsible for any shortage, but the court held at the circuit that, under his bills of lading, he had guaranteed that he would deliver the same quantity of wheat which was specified in the bills, and that he was absolutely responsible for any shortage, and this raises the first question for our consideration.

An ordinary bill of lading is not conclusive, as between the original parties, as to the quantity said to have been received, and any mistake or fraud in the shipment of the goods may be shown. In Meyer *vs.* Peck (28 N. Y., 590), it was held that the words, in a bill of lading, "any damage or deficiency in quantity the consignee will deduct from balance of freight due the captain," did not import a guaranty that the captain had received the whole quantity of grain specified, and that the captain could show in defense of a claim for shortage, that he had delivered all the grain he had received. But Judge Denio says, in that case, that "no doubt it might be made a matter of express contract that the carrier should account for

the precise quantity acknowledged in the instrument, and that no other evidence on that point should be received."

There has been considerable litigation in the courts growing out of the claim of consignees against carriers for shortage, and it must always be difficult to show whether the shortage was occasioned by the misconduct of the carrier or some mistake in the measurements. Hence, some years since, the clause was inserted in bills of lading upon the canals, that the consignee might make a deduction from the freight on account of shortage in substantially the form contained in the bill of lading in the case of Meyer *vs.* Peck. It seems to have been supposed that such a clause would make the carrier responsible for the quantity specified in his bill of lading, but the Court of Appeals held otherwise, and recently the words "quantity guaranteed" have been inserted in bills of lading, and the question to be determined is, what do they mean? In construing written contracts, force should be given to all the language used. These words were inserted for some purpose. If they be construed to mean a simple guaranty that the carrier will, without default on his part, deliver to the consignee, all the goods he receives, they have no force, as the contract implied by law requires him to do this. It would be quite unreasonable to suppose that the carrier meant by these words to take upon himself the risks from inevitable accident, from which the common law exempts him, and unless we hold that they have the meaning claimed for them by the plaintiffs, it would seem that they have been inserted without any purpose.

I am, therefore, prepared to hold that, upon the bills of lading themselves, the carrier in this case was responsible to the shippers for the quantity of grain specified. But, if I am wrong in this, and there is not sufficient in the bills of lading to enable us to determine the meaning of these words, then they may be regarded as an elliptical phrase, having a meaning to those engaged in transportation upon the canals. It was said by Chief Justice Shaw in Brown *vs.* Brown (8 Metc., 576), that "the meaning of words and the grammatical construction of the English language are *prima facie* matter of law to be construed and passed upon by the court. But language may be ambiguous and used in different senses; or general words in particular trades and branches of business, as among merchants, for instance, may be used in a new, peculiar or technical sense; and therefore, in a few instances, evidence may be received from those who are conversant with such branches of business, and such technical or peculiar use of language, to explain and illustrate it." In this case the words "quantity guaranteed," a detached sentence, located as it was in the bills of lading, may be regarded as a technical expression, the meaning of which is not apparent, but known to, and understood by persons engaged in the business of transportation upon the canals. A person engaged in such business was permitted to testify that this phrase meant, according to the custom of the business, that the bill was conclusive evidence of the amount of grain to be delivered by the carrier; and that, if it fell short, the carrier was to pay for the shortage, and if it overrun he was to have the benefit of the excess. I think this evidence was competent, (1 Greenleaf Ev., § 280). Hence, the court committed no error in holding that the defendant was responsible for any shortage, and this brings us to the next question, whether there was any competent proof of any shortage.

The plaintiffs claim that the defendant authorized Mr. Sprague, of the firm of Jennison & Sprague, to settle with the consignees for the freight, and hence, that he is bound by the settlement he made in which he allowed a deduction from the freight of $90 on account of shortage. I cannot take this view of the evidence. The defendant had nothing to do with collecting the freight of the consignees, and he had made no contract with them. His bill of lading specified that Jennison & Sprague, who were the agents of the plaintiffs for that purpose, should collect the freight of the consignee, and that they should pay him the balance of freight due him. After he had delivered the wheat, he called upon them and demanded the balance due him, and they paid it to him. He had a claim against the consignees for demurrage, and, after his boats had been unloaded, he told Jennison to collect and settle the freight, but to do nothing to prejudice his claim for demurrage. This evidently had reference to the freight due the plaintiffs, as the defendant had no claim for freight against the consignees. His claim was against the plaintiffs, and had been paid. It was simply a direction to Sprague, and could have meant no more, that when he settled plaintiff's claim against the consignees for freight, he should be careful not to prejudice his claim for demurrage. But if we assume that defendant gave him direction to collect and settle for his freight, such direction conferred no authority to admit that there was shortage, and settle for that If there was shortage, the claim of the consignees for that was against the plaintiffs under their bill of lading, and the remedy of the plaintiffs was against the defendant under his bills of lading. Hence there was nothing in that evidence showing that the defendant was precluded from disputing the shortage. It became necessary, then, for the plaintiffs in some way to prove the shortage, and this they attempted to do by the measurer's returns. The defendant, in various ways, insisted that he was not bound by these returns, but that the measurers or parties who unloaded the cargoes should be called to prove how much wheat he delivered. The measurers of grain in New York are not public officers, and there is no law, making their returns, as to measurement, evidence. It was proved, however, that as between buyer and seller in New York, the measurer's returns are received and acted upon as evidence of the amount of grain sold, and that the buyer generally names the measurer, and, if no objection be made by the seller, the measurer thus named measures the grain. In this case Dows & Co. had sold this wheat, and measurers employed by them measured the grain, and made the returns to them of the quantity. The defendant was clearly not bound by this measurement. He had not sold or bought the grain, and had no part whatever in selecting the measurers. He had in no way assented that their returns should be taken as evidence of the quantity. Hence, whatever the custom in New York may be between buyer and seller as to measurement, it did not apply to him. Whatever the custom may be between parties as to the measurement of grain in their amicable relations and dealings with each other, I apprehend, when they get into a Court of Justice, neither will be bound by the results of measurements, to which he has not expressly or impliedly assented.

As there was no other evidence to show that the defendant did not deliver all the wheat specified in his bills of lading, there was an entire failure of proof to show any deficiency in the quantity of freight delivered, and hence the plaintiffs should have been defeated.

It follows that the judgment must be reversed and new trials granted, costs to abide event.

Indian Railways.

REPORT OF THE GOVERNMENT DIRECTOR.

There are now open in India 5,872 miles of railway, which have cost about £97,000,000, giving an aggregate expenditure of £16,536 a mile. Of this length 727 miles are laid with a double line, and 5,725 miles on the 5ft. 6in. gauge. A further extent of 1,850 miles is now in course of execution, of which 817 miles will be on the 5ft. 6in. and 1,033 on the metre gauge. During last year 312 miles of additional line were opened.

As an instance of cheap and rapid construction, the Dakore branch of the Bombay, Baroda, and Central India may be mentioned. The line was commenced in November last, and was opened for passenger traffic on the 8th of April. It has cost about £4,000 per mile. It was, of course, an easy line to construct; but the materials were provided from this country, and the works, which were on the 5ft. 6in. scale, could not have been completed in so short a time without great energy on the part of the chief engineer, Mr. Mathew, and his staff.

The protective works which were being applied to the bridges over some of the larger rivers, such as the Beas, the Sutlej, and the Jumna, have been carried out, and the plan of throwing boulders of stone into the bed of the rivers round the piers seems to have answered. The scour is diverted to where it is harmless, and it is expected that the bridges will now be effectually secured against any damage from future floods.

The Indus Valley, which was to have been constructed on the narrow gauge, is now included in the category of those which are to be constructed on the 5ft. 6in. gauge. This change has recently been decided by the present Secretary of State in Council, on the ground that "it would not be consistent with his duty to allow the financial expectations," which are "the subjects of much uncertainty," "to outweigh the great strategic and political dangers which are constantly growing in importance, and which authorities so high as his Excellency (the Governor-General) and the Commander-in-Chief concur with many others in pressing upon her Majesty's Government." With regard to the line from Lahore to Peshawur, instructions are given that "if considerations derived from the advanced state of the works should not," in the judgment of the Viceroy, "be of sufficient importance to influence his decision, this railway will be constructed on the same gauge as the Indus Valley line."

The quantity of materials sent out from this country last year amounted to 118,245 tons, exclusive of ten locomotives and 85,499 tons of fuel. The Government were the chief consignors, having shipped nearly 60,000 tons for the State railways. Since the commencement of railway operations in India about 4,700,000 tons of materials have been despatched to that country, of the value of £31,150,000. The proprietors of Indian railway securities numbered 62,818 on 1st January, being only 878 in addition to the previous year. Of these, 56,597 were shareholders registered in England, and 4,821 were holders of debenture bonds or stock. Only 900 shareholders reside in India, of whom 421, or .67 per cent. of the whole, are natives. Upwards of £4,000,000 was expended in the construction of railways during the year 1878, the expenditure being nearly equally divided between

the Government and the companies. The whole amount of guaranteed capital which had been raised to 31st March last was £94,725,000, of which £92,417,000 had been expended. The sum expended direct by the Government amounted to £5,398,000, making a total expenditure of upwards of £100,000,000.

The total number of accidents to passenger trains officially reported during the year was 258, of which 18 were caused by collisions, 20 by trains getting off the proper line, 26 by fires, 165 by cattle trespassing, and 34 by other and minor causes. The number of persons injured was 488. Of these 96 were passengers, 236 railway servants, and the rest trespassers. There were 166 deaths—13 passengers, 74 railway servants, and 79 trespassers. In the previous year the number killed was 211, of whom 9 were passengers and 154 servants. Last year 8 passengers lost their lives through accidents beyond their control, and 54 were injured in the same way.

The receipts of the railways during the year 1873, after paying all expenses, amounted to £8,185,069, being £315,845 in excess of the previous year.

The gross receipts were £6,742,790, compared with £6,351,614 of 1872, and the expenses, £3,557,721, or 53 per cent., compared with £3,482,394, or 55 per cent.

The revenue for each of the last five years and the amounts paid for guaranteed interest in each year have been as follows:—

	Revenue.	Guaranteed Interest.
1869	£2,520,952	£4,013,871
1870	2,846,600	4,212,577
1871	2,686,260	4,422,242
1872	2,869,223	4,600,883
1873	3,185,069	4,613,511

It will thus be seen that the net amount borne by the State has in the five years averaged £1,550,996 per annum, and that while in the first year of the five the deficiency was £1,492,919, in the last it was £1,428,442.

When it is borne in mind that during this time the open mileage has been increased by about 1,000 miles, these results are disappointing. It may be observed, however, that trade for the last few years has not been in a satisfactory or flourishing state. The imports of merchandise show an actual falling off.

	Rupees.
In the year 1869-70 they were	32,92,75,198
" 1872 73 "	31,26,05,614

The exports in the same year were—

In the year 1869 70 they were	50,67,95,448
" 1872 73 "	53,44,03,833

The want of proper access to many of the stations on the lines is also one cause of the slow progress which has hitherto been made in the development of the traffic. When this deficiency has been supplied, and when feeders to the existing lines are constructed, a marked improvement will probably appear.

The expenses of maintenance amounted to £788 453, and of working to £2,771,268, being at the rate of 53 per cent. of the gross receipts as compared with 55 per cent. in the previous year. On the East Indian the rate was 58. On the Scinde, Punjab, and Delhi it was 69. The number of trains run was 137,406 compared with 155,594 of the previous year. The train mileage was 15,650,597 compared with 14,548,862. The train mileage receipts averaged 8.52s.; the expenses 4.46s.

The most striking feature in the traffic of the years 1873 and 1874 is the very large movement of grain to those stations on the East Indian and Eastern Bengal which are situated in, or which are close to, the districts where scarcity existed. The movement has had only a trifling effect upon the receipts of the year to which this report relates, but it has had a great influence over the results of the current half year. During the year 1872 the amount of grain conveyed on the East Indian, Eastern Bengal, and Punjab and Delhi amounted to 254,213 tons. In 1873 it rose to 477,528 tons. The traffic was also stimulated by the reduction in the rate of conveyance, while the railway receipts were unaffected by the lower charge in consequence of the Government making up the difference between that and the usual rate. During the first six months of the present year about 544,200 tons have been conveyed by railway from Calcutta and from the Punjab to the famine stricken districts. By no other means, probably, could so large a quantity have been transported from one part of India to another. Additional proof is thus given of the great importance of railway communication. Without it the exertions of Government and the outlay incurred must have been increased tenfold. With railways, and a well conceived system of irrigation, famines may become unknown, although seasons of scarcity may occasionally occur. In other staples, such as cotton, sugar, hides, &c., the traffic has diminished, and piece goods have been nearly stationary. Salt increased on all the lines except the Great Southern of India, and the jute conveyed on the Eastern Bengal rose from 103,691 tons in 1872 to 124,049 tons in 1873.

We have our holidays and royal visitors and festive gatherings in this country to produce traffic on the railways. In India the same things occur, but there are also religious pilgrimages and festivals and certain customs peculiar to the country, which, as affecting the traffic, it may be worth while to mention. During the past year the passenger traffic on the lines in Western India has been less, in consequence of the suspension of marriages and the absence of marriage feasts, the year 1872-73 being the one out of every twelfth year in which no marriages take place among Hindoos living between the rivers Kistna and Godavery. Another example was a great bathing festival at the Ganges on the occasion of the eclipse of the moon, when special trains on the Oude and Rohilcund brought large numbers to the river.

The conclusions drawn by Mr. Danvers from the results of last year's operations are that the normal condition of the railways is, under existing circumstances, one of slow progress; that the railways are capable of doing more work; that with branches and good roads judiciously laid out traffic will increase; that in most cases a reduction in expenditure is feasible; that with proper care and economy and an enlightened management the majority of the lines would become more profitable and probably remunerative.

☞ From the report of the Boston, Clinton and Fitchburg Railroad company for the year ending September 30, 1874, we learn that the earnings during that time were $605,640, and the expenses, including dividends, $639,778, which leaves a surplus of $25,862. The receipts were $11,798 and the expenses $34,071 less than the previous year. The rolling stock has been very much improved and increased during the year, and is in excellent condition. Smith's vacuum brake has been applied to all passenger trains at a large expense. A large renewal of iron has also been made with much heavier rails than heretofore used. Tyler's patent safety switches have been put in at all switches, in place of the old style. The track and bridges on all portions of the road are in excellent condition, and will compare favorably with any of our New England Railroads.

☞ At a meeting of the directors of the Messalonski and Kennebec Railroad held at Augusta, Me., on the 5th inst., H. A. Dewitt was chosen president, E. F. Pillsbury clerk, and James W. North Treasurer. The meeting determined upon making at once a preliminary survey of the route of the road between Augusta and West Waterville, a distance of 16 miles.

Telegraph Lines.

At a meeting of the stockholders of the Franklin Telegraph Company in Boston on the 6th inst., a resolution was passed, 5,976 to 2,672, instructing the President of the company to lease its lines, franchise and other property, except what are called supplies now on hand, to the Atlantic and Pacific Telegraph Company for 99 years at a yearly rental of not less than $25,000, payable semi-annually.

The new direct Cable Company, represented in New York by Mr. Olyphant, has contracted with the Atlantic and Pacific Telegraph Company for its entire business, the arrangement to begin Nov. 15.

Work will soon commence on the military telegraph that is to connect the forts and camps along the Northern and Northwestern frontier of Texas.

Telegraph lines have been extended from Downieville to Gold Lake, Sierra county, Nevada, via Sierra City.

Parties interested in the extension of telegraphic communication in California are prospecting in Inyo county, with a view to putting its principal towns in telegraphic communication with the other portions of the State by building a line from Bakersfield.

Ohio and Mississippi Railroad.

The earnings of the Ohio and Mississippi Railway Company for three months—

From July 1 to 30th September, 1874, were		$958,156 89
Less transfers formerly included		95,512 80
		$862,644 69
Operating expenses, taxes included, (64¼ per cent) were	$651,417 80	
Less transfers as above	95,512 80	
		555,905 00
Leaving net earnings		$306,739 09
Less extraordinary expenses		10 646 56
Available surplus for three months		$296,092 53

A Wooden Railroad in Michigan.

The tram road of Van Etten, Kaiser & Co., manufacturers of rough and dressed pine, lumber and lath, at Pinconning, Bay county, Michigan, is 11 miles long, and is thus described by the above firm:

There are first logs laid crosswise about five or six feet apart. The logs are from 12 to 16 feet in length. Then gains are cut in the logs and flatted timber laid in these gains; this prevents the road from spreading. Our rails are of hard maple. Before spiking the rails down we put ties across the stringers, notching the stringer enough to let the tie down even with the top of stringer and spike the tie fast before the rail is laid on. The ties are of 2 inch hemlock plank from 6 to 12 inches wide; this prevents the stringer from rolling. We would recommend any one who wishes to build a road on the above system to build it as straight as possible. We have some curves in our road, and we have been obliged to dispense with wooden rails on the curves and lay down iron. We operate our road with locomotive power. Cost of building without rolling stock is about $2,000 per mile. The stringers are made from elm, oak, pine and ash, and are flatted on two sides to 10 inches in thickness.

☞ The Grand Trunk Railway Company of Canada have commenced doubling their track between Bonaventure depot and Point St. Charles, via Tanneries Junction.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic & Pacific:													
1873	319,648	354,941	472,838	432,217	418,546	374,769	383,965	451,528	502,087	468,671	397,485	397,729	4,948,672
1874	341,995	323,055	396,286	398,308	423,685	404,560	395,893	459,854	498,413	539,400	.....	.....	.....
Central Pacific:													
1867	38,169	51,831	60,029	81,156	95,898	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,563	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556,080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768,720	729,374	783,100	807,816	787.184	828,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720,929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,628	1,254,669	1,285,567	1,299,900	1,037,992	12,734,729
1873	852,860	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,622	1,392,125	1,375,470	1,296,812	1,072,750	13,938,969
1874	848,558	794,000	867,666	1,132,000	1,360,000	1,380,000	1,258,000	1,301,000	1,406,000	1,507,000	.....	.....	.....
Chicago and Alton:													
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377 687	5,278,910
1872	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,315	352,604	5,156,326
1873	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
Chicago and Northwestern:													
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602,482	774,994	787,641	1,094,101	953,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,006,277
1872	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873	752,468	765,249	967,258	1,034,023	1,256,072	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915	13,816,465
1874	1,014,514	900,765	1,024,061	1,080,193	1,290,596	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801,195	496,566	7,250,069
1870	396,171	382,823	377,571	443,133	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,986	387,565	426,223	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702,838	513,787	6,957,771
1873	334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046,124
1874	654,400	657,500	576,620	742,050	964,800	886,900	749,200	704,300	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,819
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,462,625
1873	363,921	413 043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448
1874	363,053	276,099	318,976	342,247	306,778	330,754	327,384	403,175	369,331	339,445	.....	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,372	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18 694,096
1873	1,326,505	1,329,422	1,515,362	1,541,958	1,754,821	1,717,593	1,685,384	1,774,570	1,918,247	1,882,421	1,560,023	1,625,129	19,631,781
1874	1,462,650	1,273,775	1,413,223	1,465,550	1,687,772	1,577,945	1,443,283	.....	.....	.....	.....	.....	.....
Illinois Central:													
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899 053	901,235	903,225	811,708	697,751	8,678,958
1871	624,744	529,617	563,598	620,228	713,162	718,792	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,783	881,693	696,475	698 063	8,026,754
1873	602,241	597,429	660,759	553,912	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874	611,491	538,668	567,554	580,921	647,892	678,728	624,191	708,808	763,106	804,097	.....	.....	.....
Kansas Pacific:													
1871	133,673	152,264	267,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303,305	210,197	3,321,518
1872	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265,217	201,492	3,498,160
1874	170,349	178,429	245,774	292,143	316,647	316,379	293,247	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1871	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1,368,948	1,402,597	1,345,316	1,235,285	14,797,975
1872	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,295,708	1,459,360	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873	1,412,368	1,549,235	1,735,736	1,694,543	1,680,968	1,585,368	1,451,762	1,582,531	1,776,420	1,742,516	1,375,556	1,546,983	19,134,136
1874	1,519,249	1,305,132	1,371,545	1,593,827	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta & Cincinnati:													
1871	130,833	126,224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873	169,843	161,132	178,009	187,439	193,148	194,787	176,206	172,498	207,529	184,191	151,793	150,301	2,126,675
1874	171,028	144,215	161,031	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1870	337,993	329,128	384,431	412,030	406,283	363,187	326,891	378,880	467,990	511,447	453,573	387,827	4,755,959
1871	418,755	442,665	486,980	470,703	480,847	427,096	422,015	529,890	628,660	582,082	587,434	507,050	5,940,102
1872	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873	379,836	440,261	567,314	556,180	542,058	480,028	457,853	452,330	617,291	537,031	506,804	552,548	6,089,534
Mo., Kan. & Texas:													
1873	200,639	224,393	256,719	258,871	250,935	249,343	301,318	336,823	399,939	370,710	309,028	285,603	3,444,321
1874	266,333	230,371	262,801	214,011	224,589	237,425	245,595	288,999	313,500	.....	.....	.....	.....
Ohio and Mississippi:													
1872	272,472	239,733	290 710	276,290	280,523	263,290	232,286	304,083	356,194	408,254	319,024	283,836	3,526,695
1873	283,605	291,630	338,725	338,709	307,520	290,470	271,314	300,895	379,105	322,532	265,242	264,920	3,654,667
1874	266,039	243,167	304,842	298,665	268,807	292,546	282,640	323,963	364,374	381,021	.....	.....	.....
Philadelphia and Reading:													
1871	506,367	423,045	644,506	698,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,748
1873	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	.....	.....
St. Louis, I. Mt. & South'n:													
1873	145,834	152,054	224,449	207,627	255,277	216,223	198,562	222,753	196,403	179,385	143,267	170,607	2,312,441
1874	156,699	149,035	169,475	160,901	251,509	238,610	235,250	254,230	258,447	358,776	.....	.....	.....
Toledo, Wab. & Western:													
1871	365,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558.817	600,205	531,080	516,935	5,736,666
1872	439,780	431,949	460,646	447,313	510,792	462,868	432,056	614,175	565,811	621,351	489,341	532,895	6,008,978
1873	403,487	427,097	437,835	423,517	459,506	537,819	488,911	647,080	593,810	528,844	369,605	421,296	5,738,808
1874	423,343	400,984	404,699	447,855	420,719	388,535	440,587	478,475	459,894	475,127	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528,529	500,139	539,238	706,603	802,586	746,450	643,058	664,051	728,591	719,693	570,168	505,053	7,654,094
1871	479,573	373,925	499,899	584,540	724,466	728,174	673,693	681,865	800,403	777,362	708,143	469,932	7,521,683
1872	273,936	534,115	565,861	741,802	890,442	835,459	743,383	789,567	863,754	980,706	915,737	757,851	8,892,606
1873	523,975	491,784	708,256	881,266	1,007,831	969,863	876,833	837,277	1,068,937	1,170,586	970,660	758,833	10,266,104
1874	620,715	607,990	687,026	834,954	910,065	902,881	850 142	1,042,516	1,063,993	.....	.....	.....	.....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,280,000	J. & J.	July '74 3½
Allegheny Valley 50	2,276 350	— & —	.....
Atlanta and West Point..100	1,232,200	J. & J.	July '74 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " guar..100	786,476	M. & N.	Nov. '73 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Sept. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Geneseo & Mt M.*100	194,250	A. & O.	Oct '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	Nov. '74 5
Washington Br.....100	1,650,000	A. & O.	Oct. '74 5
Parkersburg Br. pref... 50	5,880 685	— & —	.....
Berkshire*.....100	600,000	J. A. J & O	Oct. '74 0
Boesburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N	Nov. '74 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br guar...100	60,000	J. & D	June '74 3
Bost., Conc. & Mont.* pref100	800,000	M. & N.	Nov. '74 3
Boston and Lowell.....500	2,852,900	J. & J.	July '74 3½
Boston and Maine.....100	6,816,807	M. & N	Nov. '74 4
Boston and Providence..100	4,000,000	M. & N	Nov. '74 5
Buffalo, N. Y. and Erie*..100	980,000	F. & A	Feb. '74 3½
Burlington and Mo. Riv..100	5,636 000	M. & S.	Sept. '74 5
" " pref..100	1,485,900	M. & S	Sept. '74 6
Camden and Amboy* ...100	5,847,800	J. A. J.O.	Oct. '74 2½
Camden and Atlantic.... 50	451,701	— & —	Oct. '74 3½
" " pref. 50	763,549	— & —	Oct. '74 7
Cape Cod 50	1,020,330	J & J.	Jan. '72 $2½
Cape May and Millville* 50	447,000	J & D.	Dec. '73 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa*..... 50	1,159,600	— & —	.....
" pref. 50	2,200,000	M. & N	Nov. '74 2½
Cayuga and Susq.*..... 50	589,110	J. & J.	July '74 5
Cedar Rapids & Mo. R.*100	6,850,400	M. & N	Nov. '74 1
" " pref..100	769,600	F. & A	Aug. '74 3½
Central of Georgia..... 100	4,666,800	J & J.	July '73 5
Central of New Jersey..100	20,000,000	J. A J O.	Oct. '74 2½
Central Ohio*..... 50	2,425,000	J & D.	June '74 3
" pref..... 50	400,000	J. & D.	June '74 3
Central Pacific*..... 100	54,275,500	.....	Aug. '74 5g
Chemung*..... 100	380,000	J.A.J&O	Oct. '72 1½
Cheshire, preferred 100	2 100,000	J. & J.	July '74 2
Chicago and Alton..... 100	8 929,900	M. & S.	Sept. '74 5
" pref...100	2,425,400	M. & S.	Sept. '74 6
Chicago, Burl. & Quincy. 100	19 897,000	M. & S.	Sept. '74 5
Chicago, Iowa & Nebras*100	3,916 300	J. & J.	July '74 4
Chicago & N. Western..100	14,993,050	J. & D.	Dec. '72 3
" pref.100	21,484,113	J. & J.	July '75 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Oct. '74 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.* ... 50	2,980,550	— & —	Apl. '72 10s
" pref.... 50	429,046	M. & N	Nov. '74 2
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Aug. '74 4
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '74 3½
Cleveland & Pittsburg*.. 50	11,236,150	F.M.A.N	Nov. '74 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*... 5	1,786,800	M.J.S.D.	June '74 2
Colum. & Hocking Val..100	2,500 000	F. & A	Feb. '74 5
Concord 100	1,500,000	M. & N.	Nov. '74 5
Concord and Ports.*.....100	350,000	J. & J.	July '74 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A	Aug. '74 3
Connecticut Rive..... 20	1,950,000	J. & J.	July '74 5
Cumberland Valley..... 1	1,494,250	A. & O.	Apl. '74 4
Danbury and Norwalk . 50	600,000	.....	Dec '74 1½
Delaware*..... 50	1,230,941	J. & J.	July '74 3
Del., Lackaw. & Westn. 50	28,500,000	J.A.J. O.	Oct. '74 2½
Detroit & Milwaukee *.. 5	822,140	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '68 7
Dubuque & Sioux City*100	5,000,000	A. & O.	Oct. '74 2
East Pennsylvania* 50	1,309,200	J. & J.	July '74 3
East Mahanoy* 50	392,050	J. & J.	July '74 3
Eastern (Mass.).....100	4,262,600	J. & J.	July '72 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*..100	500,000	F. & A.	Feb. '74 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '74 2½
" " pref. 50	500,000	J. & J.	July '74 5½
Erie Railway 100	78,000,000	.....	Oct. '73 1
" pref..... 100	8,536,910	.....	Oct. '73 3½
Erie and Pittsburg* 50	1,090,250	M.J.S.D.	Mar. '74 1½
Fitchburg 100	4,000,000	J. & J.	July '74 4
Georgia 100	4,166,000	J. & J.	Apl. '74 4
Grand River Val.* guar..100	1,000,000	— & —	.....
Grand Trunk, (Ca.)..... 100	14,367,946	— & —	.....
Great Western, (Ca.)....100	19,237,404	A. & O.	Apl. '74 1½
Hannibal & st. Joseph..100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.). 50	116,850	M. & N.	May '74 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '74 3½
Housatonic, pref. 100	1,180,000	J. & J.	July '74 4
Huntingdon & Bd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. & J.	July '68 3½
Illinois Central 100	25,280,510	F. & A.	Aug. '74 4
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	J. & J.	July '74 2
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	July '74 1½
Joliet & North. Indiana*100	300,000	J. & J.	July '74 4
Lake Shore & Mich. So...100	49,466,500	F. & A.	Aug. '73 4
" " (guar.).100	583,500	F. & A.	Feb. '74 5
Lawrence*..... 50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	3,739,800	M. & N.	May '67 5
Lehigh Valley 50	21,916,850	J.A. J.O.	Oct. '74 2½
Little Miami*..... 50	3,871,450	J. & J.O.	Apl. '74 3
Little Schuylkill*..... 50	1,647,100	J. & J.	July '74 3½
Long Island..... 50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '74 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '74 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O	Oct. '74 3
Lykens Valley 20	600,000	F.M.A.N	Feb. '75 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	Nov. '74 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*..... 100	400,000	F. & A.	Feb. '74 5
Memphis & Charleston* 25	5,812,725	J. & D.	Jan. '69 3
Michigan Central 100	18,738.204	J. & J.	Jan. '73 4s
Mill Creek & Miuehl l*. 50	323.375	J. & J.	July '74 5
Milwaukee and St. Paul..100	15,399,261	J & J	Dec. '70 7s
" " pref.....100	12 274,483	F. & A	Aug'74 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '74 2½
Morris and Essex* 50	14,008,100	J. & J	July '74 3½
Nashua and Lowell 100	800.000	M. & N.	Nov. '74 4
Naugatuck 100	1,881 900	F. & A.	Aug. '74 5½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept. '74 5
Newark and N. York*...100	977,400	J. & J.	Jan. '74 3½
N. Bedford 100	1,678,500	M. & N.	Nov. '74 4
N. Castle & Beaver Val.* 50	1,800,000	J.A. J.O.	Apl. '74 2½
N Haven & Northamp..100	605,000	J.A. J.O.	Sept '72 3
New Jersey*..... 100	7,295,200	J.A. J.O.	Oct. '74 2
New London Northern*100	1,418,800	J.A.J. O.	Oct. '74 2
N. Y. Cen. & Hudson R..100	89,428,330	J.A.J. O.	Jan. '75 2½
New York and Harlem..100	8,500,000	J. & J.	July '74 4
" " pref.100	1,500,000	J. & J.	July '74 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	July '74 6
N. Y., Provid. & Boston.100	2,000,000	J.A. J.O.	Oct. '74 2½
New Bridge & Canand*100	1,000,000	J. & J.	July '74 3
North Carolina*..... 100	4,600,000	Irregular.	Jan. '73 5
N. Eastern (N C.) pref..100	111,000	M. & N	May '67 4
North Pennsylvania..... 50	3 473,500	January.	Jan. '74 5s
Northern Central 50	5,842,000	M. & N.	July '74 3½
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '74 3½
Northern New Jersey*...100	1,000,000	J. & J.	July '74 4
Norwich & Worcester* 100	2,823,400	J. & J.	July '74 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	July '74 3
" " pref.100	2,000.000	A. & O.	Oct. '74 4
Ohio and Mississippi....100	20,000,000	J.A. J.O.	.....
" " pref.100	4,030,000	J. & D.	Dec'72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	Jan. '74 3
Old Colony & Newport..100	6,297,900	J. & J.	July '74 3½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '74 4
Pacific of Missouri.....100	3,635,750	J.A. J.O.	Oct. '74 1½
Panama..... 100	7,000,000	J.A. J.O.	Oct. '74 3
Paterson and Hudson*..100	630,000	J & J.	July '74 4
Paterson and Newark*..100	600,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	Jan. '74 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '74 3
Pennsylvania 50	68,144,475	M. & N.	Nov. '74 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '74 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	July '74 4
Phil., Ger. & Norristwn* 50	1,626.250	M.J.S.D	Sept. '74 3
Philadelphia & Reading 50	32,684,375	J. A. J. O.	Oct. '74 2½
" " pref.. 50	1,551,800	J.A. J.O.	Oct. '74 2½
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Oct. '74 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	July '74 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Oct. '74 1½
" Special Imp..100	2,000 000	J.A. J.O.	Oct. '74 1½
Pittsfield & N. Adams..100	400,000	J. & J.	July '74 3
Portland and Kennebec.100	616,700	J. & J.	July '74 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces...100	2,000,000	J. & J.	July '74 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '74 4
Roch. & Genesse Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..1.0	2,998,900	J. & J.	July '74 3½
Rutland*..... 100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Aug'74 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,040.000	July.	July '74 3
St. Louis and Iron Mt..100	10,000,000	F. & A.	Feb. '74 3
St. L., Kan. C. & North..100	12,000,000	.....	.....
" " pref. 100	12,000,000	.....	Nov. '72 3
Saratoga and Schenec.*..100	300,000	A. & O.	Apl. '74 3½
Schuylkill Valley* 50	576,050	J. & J.	July '74 2½
Seaboard and Roanoke..100	1,151.400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	889,450	F. & A.	Feb. '74 3
Shore Line*..... 100	995,300	J. & J.	July '74 3½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	2,939,900	F. & A.	Feb. '73 4
Staten Island..... 100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	443,700	J. & J.	July '74 3½
Stony Brook*..... 100	267,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '74 3
Sussex (N. J.)..... 100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	Dec. '72 3
Taunton Branch 100	500,000	J. & J.	Jan. '74 5
Terre Haute & Indiana.100	1,988,150	F. & A	Aug. '74 5
Tol., Peo. & War. 1st pref..100	1,777,000	— & —	Jan. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '74 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Union and Black River...100	1,656,000	J. & J.	Jan. '73 3
Vermont and Can.*..... 100	2,500,000	J. & D.	Dec. '73 3
Vermont and Mass 100	$2,800,000	A. & O.	Oct. '74 2
Warren (N. J.)..... 100	1,800,000	J. & D	Dec. '73 3½
Warwick Valley..... 100	225,000	A. & O.	Apl. '72 2½
West Jersey..... 100	1,558,750	F. & A.	Feb. '74 4
Winchester & Potomac*100	180,000	J. & J.	July '74 3
Winchester & Strasburg*100	500,000	J. & J.	July '74 3½
Worcester and Nashua. 75	1,400,555	J. & J.	July '74 $5
HORSE-POWER R. R.			
Albany City..... 100	110,300	— & —	..... 2½
Baltimore City..... 100	800,000	— & —	Jan. '74 3
Bleecker st. & F Fy.(N Y)100	900,000	— & —	.....
Boston and Chelsea..... 100	110,000	A. & O.	Oct. '74 4
Broadway (Brooklyn)..... 100	200,000	J.A. J.O.	Apl. '73 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jun. '70
Brooklyn City 100	1,500.000	F.M.A.N	Aug. '74
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)..... 100	302,000	J. & J.	July '71 3½
Cambridge..... 100	727,800	A. & O.	Oct. '74 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	500,000	J. & J.	July '74 9
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brooklyn 100	500,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Feb. '74 2
Eighth Avenue (N.Y.)..100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry..100	748,000	J. & J.	July '74 3½
Frankf. & Southw.(Ph.) 50	491,750	J. & J.	July '74 5
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '74 3
Girard College (Ph.) 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170.000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '74 4
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	July '74 1½
Lomb. & South Sts. (Ph.) 25	105.000	A. & O	Oct. '71 6
Lynn and Boston..... 100	200 000	— & —	.....
Malden and Melrose..... 100	200 000	— & —	.....
Metropolitan (Boston)..... 50	1,500,000	M. & N.	July '74 3½
Middlesex (Boston)..... 100	400,000	M. & N.	Nov. '74 3
Ninth Avenue (N. Y.)..... 100	797,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '74 5
Philadelphia and Darby 20	200.000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,776	J. & J.	July '74 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '68 5
Second Avenue (N.Y.)..... 100	888,100	J.A. J.O.	Oct. '73 2
Second & Third St. (Ph.) 50	962,100	J. & J.	July '74 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '74 2
Sixth Avenue (N. Y.)..... 100	750.000	M. & N.	May '71 5
Third Avenue (N. Y.)..... 100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.). 50	1,000,000	J. & J.	July '74 1½
Somerville (Boston) 100	75.000	M. & N.	Nov. '74 3
South Boston 50	400,000	J.A. J.O.	Oct. '74 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	July '74 8
West Philadelphia..... 50	400,000	J. & J.	July '74 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '73 3
Chesapeake and Ohio ... 25	8,222,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug. '74 4
Delaware and Hudson....100	15 000 000	F. & A	Aug. '74 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	Oct. '74 2½
Erie of Pennsylvania..... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	9 390,350	J S D.M.	Sept. '74 2
Monongahela Navigat.... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	July '74 30s
" " (pref.) 50	2,888,977	F. & A.	July '74 60s
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	.....	— & —	.....
" preferred 50	2,907,850	— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express..... 100	10,000,000	M.J. S.D.	Sept. '74 2
American Coal..... 25	1,500,000	M. & S.	Mar. '74 4
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '68 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton..... .....16½	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Maripesa Gold..... 100	2,836,800	— & —	.....
" pref.....100	8,698,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamship..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	8,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Nov. '74 5
Pullman Palace Car..... 100	4,000,000	F.M.A.N	Nov. '74 3
Quicksilver, common 100	5,700 000	— & —	.....
" preferred 100	4,300,000	— & —	.....
Spring Mountain Coal.... 50	1,250,000	J. & J.	July '74 5
Spruce Hill Coal 10	1,000 000	— & —	.....
United States Express....100	6,000,000	F.M.A.N	Nov. '74 2
United States Trust 100	1,500,000	J. & J.	July '74 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '74 5
West. Union Telegraph.100	35,000,000	J A. J O.	Oct. '74 2
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov. '74 5
Wyoming Valley Coal ..100	1,250,000	F. & A	Aug. '74

NATIONAL AND STATE SECURITIES.

	Amount outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Nov. 1, 1874.					
Loan of June 14, 1858 ..... registered	$280,000	5	Jan. & July.	1874	....
Loan of February 8, 1861 ..... registered	18,783,000	6	Jan. & July.	1880	118¼
.. .. coupon	4,682,000	6	" "	1880	119¼
Oregon War Bonds of March 2, 1861 ... coupon	945 000	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861 ... registered	125,825,200	6	Jan. & July	1881	118½
.. .. coupon	63,496,150	6	" "	1881	119½
Loan of Feb. 25, 1862 (5-20s) ..... registered	15,971,400	6	May & Nov.	1882	111½
.. .. .. (5-20s) ..... coupon	125,243,500	6	" "	1882	111
Loan of March 3, 1863 ..... registered	53,642,200	6	Jan. & July.	1881	118½
.. .. coupon	21,357,700	6	" "	1881	119½
Loan of March 3, 1864 (5-20s) ..... registered	946,600	6	May & Nov.	1884	110½
Loan of June 30, 1864 (5-20s) ..... registered	25,032,250	6	" "	1884	110½
.. .. .. (5-20s) ..... coupon	33,013,950	6	" "	1884	113½
Loan of March 3, 1865 (5-20s) ..... registered	33,736,200	6	May & Nov.	1885	113½
.. .. .. (5-20s) ..... coupon	118,798,150	6	" "	1885	115
.. .. 2d series (5-20s) ..... registered	57,060,850	6	Jan. & July.	1885	117½
.. .. .. (5-20s) ..... coupon	145,602,250	6	" "	1885	117½
.. .. 3d series (5-20s) ..... registered	88,010,150	6	Jan. & July.	1887	118
.. .. .. (5-20s) ..... coupon	222,612,600	6	" "	1887	118½
.. .. 4th series (5-20s) ..... registered	13,983,000	6	Jan. & July.	1888	117½
.. .. .. (5-20s) ..... coupon	23,491,000	6	" "	1888	118
Loan of March 3, 1864, (10-40s) ..... registered	141,241,050	5	Mar. & Sept.	1904	112½
.. .. .. (10-40s) ..... coupon	53,306,250	5	" "	1904	111½
Consols of July 14, '70 & Jan. 20, '71. registered	187,747,500	5	F. M. A. & N.	1881	111½
.. .. coupon	155,950,400	5	" "	1881	111½
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Debt matured and without interest ..... (var.)	20,748,966	...	.....	Due.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,623,512	6	Jan. & July.	'95-'99	118½
United States Notes	382,075267	mil.	.....	.....	....
Fractional Currency	48,151,025	"	.....	.....	....
State Securities, latest dates.					
Alabama—($11,258,834):					
.. Bonds (old and extended), 1866 and '72 ...	3,230,800	5	May & Nov.	'84-'92	36
.. Bonds (new), 1866, '68 '72 and '73	2,477,700	8	Jan. & July.	'86-'93	....
.. State Bonds for Railroads	2,300,200	8	" "	'90-'91	....
.. Railroad endorsements	16,386,000	8	" "	'90-'91	....
Arkansas—($ 9,485,000):					
.. Funded Bonds, ($4,400,000) 1869 and 70.	2,850,000	6	Jan. & July.	'99-'00	....
.. Levee Bonds, 1871	2,200,000	7	" "	1891	....
.. Deficiency Bonds, 1872	300,000	7	" "	1883	....
.. Railroad Aid Bonds 1869 to '73	5,360,000	7	April & Oct.	'99-'00	7
California—($3,796,500):					
.. Civil Bonds 1857 and '60	1,089,000	7	Jan. & July.	'77-'80	111½
.. Relief Fund Bonds, 1863	110,000	7	" "	'83-'85	....
.. State Capitol Bonds, 1871 and '7	500,000	7	" "	'91-'92	....
.. Funded Debt of 1873	1,497,500	6	" "	1893	....
Connecticut—($5,095,900):					
.. War Loan, (10-30 yrs) of July 1, 1861 ...	532,800	6	Jan. & July.	1881	103½
.. War Loan, (20 yrs) of Jan. 1863 and '64.	2,232,500	6	" "	'83-'84	....
.. War Loan, (10-30 yrs) of Oct. 1, 1864	589,500	6	April & Oct.	1894	....
.. War Loan, (20 yrs) tax free, of Oct. 1, '64	1,741,100	6	" "	1885	....
Delaware—($1,231,000):					
.. State War Debt	879,000	6	Jan. & July.	1885	....
.. Railroad Aid (J. and Breakwater R. R..	352,000	6	" "	1885	....
District of Columbia—($4,790,000):					
.. Improvement (gold) bonds	4,000,000	6	Jan. & July.	1902	....
.. Improvement (cur.) bonds	790,000	7	" "	1902	....
Florida—($6,645,763):					
.. Bonds of 1871, and 1873	957,000	7	Jan. & July.	var.	....
.. Railroad Loan (gold) of 1870	4,000,000	8	" "	1890	....
.. Consolidated (gold) Bonds of 1873	1,000,000	6	" "	1903	....
Georgia—($14,871,084):					
.. Bonds for Western & Atlantic R. R.	784,700	6	May & Nov.	1874	78½
.. Bonds for Western & Atlantic R. R.	172,500	7	" "	1874	....
.. Bonds for Atlantic and Gulf R. R.	800,000	6	Feb. & Aug	'78-'86	....
.. Bonds of March 12, 1866	3,000, 00	7	Jan. & July.	1886	90
.. Bonds (gold) of Sept. 1870	2,098,000	7	April & Oct.	1890	72
.. Bonds of Feb. 19, 1873	1,200,000	8	" "	'75-'86	....
.. Railroad endorsements	7,923,000	var.	Various.	var.	88
Illinois—($2,060,150):					
.. New Internal Improvement Bonds, 1847	962,445	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1869	320,000	6	" "	'77-'78	....
.. War Loan Bonds, 1861	367,000	6	" "	1880	....
.. Chicago Relief Bonds 1871	250,000	6	" "	1881	....
Indiana—($1,408,315):					
.. War Loan Bonds, of 1863	139,000	6	May & Nov.	1866	....
.. Temporary Loan Bonds, 1873	710,000	7	Jan. & July.	'75-'78	....
Iowa—($543,050):					
.. War and Defense Fund Bonds, 1861 ...	300,000	7	Jan. & July.	.....	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864	101,175	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869	1,235,500	7	" "	'76-'89	....
Louisiana—($22,808,800):					
.. State Bonds, to R. R. Companies	2,436,000	6	Various.	'70-'06	....
.. Relief (Treasury) Bonds 1863	5,750,000	6	May & Nov.	'86-'07	....
.. Levee Bonds 1865	1,000,000	8	Various.	1886	....
.. Levee Bonds, 1867	4,000,000	6	May & Nov.	1907	....
.. Past due coupons 1866	978,800	6	Jan. & July.	'86-'97	....
.. Levee Bonds, 1870	2,960,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	2,950,000	6	May & Nov.	1910	....
.. State Penitentiary Bonds, 1869	500,000	7	Mar. & Sept.	1890	....
.. Bonds for Railroad stocks (var.)	3,436 000	6	Various.	'87-'11	....
.. Bonds for Railroads (var.)	5,202,000	8	Various.	'99-'10	....
.. Miss. & Mex. Gulf Ship Canal Bonds...	480,000	7.3	Mar. & Sept.	1889	....
Michigan—($1,622,134):					
.. Sault Ste Marie Canal Bonds	61,000	6	Jan. & July.	1879	102
.. Renewal Loan Bonds, 1858	105.000	6	" "	1878	108½
.. Two Million Loan, 1863	1,082,000	6	" "	'73-'83	....
.. War Bounty Bonds, 1865	366,000	7	May & Nov.	1890	....
Maine—($7,138,400):					
.. Civil Loan Bonds, 1856-'61	222,000	6	Various.	'74-'78	....
.. War and Bounty Bonds, 1868 and '64 ...	3,832,500	6	Various.	'80-'89	102
.. War (Municipal Equalization)	3,083,900	6	April & Oct.	1889	....
Maryland—($10,741,215):					
.. Bonds to R. R. and Canals	5,709,639	5	J. A. J. & O.	1890	80
.. Bonds to R. R. and Canals	858,222	6	" "	1890	102
.. Bonds to Balt. & Susq. R. R.	269,000	3	" "	1890	....
.. Defense and Bounty Bonds	3,072,083	6	Jan. & July.	1883	107½
.. State Loans, 1870 and 1872	799,056	6	" "	'85-'87	....
Massachusetts—($23,477,804):					
.. State (public works) scrip	750,000	5	Various.	'74-'80	....
.. Union Fund Loan, 1861	2,758,000	6	Jan. & July.	'74-'76	109½
.. Union Fund Loan, 1862	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863	888,000	6	" "	1883	....
.. Bounty Loan Bonds, 1863 and 1864	8,578,244	5	May & Nov.	'83-'94	101½
.. War Loan (currency)	999,944	5	Mar. & Sept.	1888	102½
.. Railroad and Tunnel Bonds	10,305,532	5	April & Oct.	'88-'93	....
.. Norwich and Worcester R. R. Bonds ..	400,000	6	Jan. & July.	1877	....
.. B., H. & Erie R. R. Bonds	3,599,024	5	" "	1900	....
Minnesota—($250,000):					
.. State Buildings Loan 1867 and 1869	250,000	7	Jan. & July.	'77-'79	....
Missouri—($18,747,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	....
.. State (funding) Bonds, 1867-68	2,727,000	6	" "	'87-'88	....
.. Railroad Loan Bonds, 1854-'66	12,801,000	6	" "	'74-'86	95½
.. Railroad Bonds, guaranteed 1856-'66	1,589,000	7	" "	'76-'91	100½
.. State Institutions Loans	1,301,000	6	" "	var.	....
New Hampshire—($3,914,165):					
.. War Loan Bonds, of 1861	614,000	6	Jan. & July.	'69-'78	....
.. War Loan Bonds, of 1864	600,000	6	Mar. & Sept.	'84-'89	101½
.. War Loan Bonds, of 1866	494,500	6	April & Oct.	'73-'74	....
New Jersey—($2,696,300):					
.. War Loan Bonds, 1861-'64, tax free	2,690,000	6	Jan. & July.	'74-'02	105½
New York—($36,530,400):					
.. State Stock of 1827 and 1832	561,500	5	J. A. J. & O.	pleas.	....
.. State (Deficiency) Stock of 1838	900,000	5	" "	1876	110
.. State (Deficiency) Stock of 1838	800,000	6	" "	1878	....
.. State (Deficiency) Stock of 1838	348,107	5	" "	pleas.	....
.. State (Deficiency) Stock of 1838	1,189,781	6	" "	pleas.	....
.. Canal Stock	1,106,429	5	" "	1874	....
.. Canal Stock	111,200	4	" "	'72-'73	....
.. Canal Stock	10,135,260	6	" "	'74-'77	....
.. Bounty Loan registered	19,861,000	7	Jan. & July.	1877	108½
.. Bounty Loan coupon	1,200,000	7	" "	1877	109
North Carolina—($29,547,045):					
.. Old or Ante-War Debt	4,738,200	6	Jan. & July.	'72-'92	30½
.. Old or Ante-War Debt	3,639,400	6	April & Oct.	'72-'92	30
.. Bonds issued since the war	3,009,045	6	Jan. & July.	'92-'98	14½
.. Bonds issued since the war	1,859,000	6	April & Oct.	'92-'98	....
.. Bonds issued for funding	2,417,400	6	Jan. & July.	'78-'00	....
.. Bonds issued for funding	1,721,400	6	April & Oct.	'78-'00	....
.. Special Tax Bonds	11,407,000	6	" "	'98-'99	7½
Ohio—($8,211,062):					
.. Loan of 1860, sinking fund	147,180	6	Jan. & July.	1870	....
.. Loan of 1850, sinking fund	1,585,900	6	" "	1875	....
.. Loan of 1860, sinking fund	4,074,817	6	" "	1881	103
.. Loan of 1856, sinking fund	2,400,000	6	" "	1886	105½
Oregon—($290,477):					
.. Bounty and Relief Bonds	90,477	7	Jan. & July.	'74-'84	....
.. Willamette Canal Bonds	200,000	7	" "	1890	....
Pennsylvania—($24,999,785):					
.. Inclined Plane Loan, of 1849	400,000	6	April & Oct.	1879	....
.. Loan of April 1852, reg. and coup	483,000	5	Jan. & July.	1882	102
.. Loan of May 1852, reg. and coup	2,637,500	5	Feb. & Aug.	1877	....
.. Loan of April 1853, coupon	238,000	5	" "	1878	....
.. Loan of April 1861, registered	35,000	6	" "	1878	....
.. Loan of Feb. 1867, reg. and coup	907,200	6	" "	'74-'82	....
.. Loan of Feb. 1867, reg. and coup	18,798,950	6	" "	'74-'82	....
.. Chambersburg certificates, registered ...	83,032	6	June & Dec.	1876	....
.. Loans of April 1872	500,000	6	April & Oct.	1876	....
Rhode Island—($2,635,500):					
.. War Bonds of 1862	1,019,000	6	Mar. & Sept.	1882	....
.. .. of 1863	295,000	6	April & Oct.	1883	....
.. .. of 1863	668,000	6	Jan. & July.	1893	....
.. .. of 1864	746,000	6	Feb. & Aug.	1894	....
South Carolina—($20,650,235):					
.. State House, Stock and Bonds '66-'68 ...	963,488	6	Jan. & July	pleas.	25
.. Fire Loan Stock of 1838	305,344	6	J. A. J. & O.	1870	....
.. Funding Stocks 1866 and 1869	143,114	6	Jan. & July.	'77-'90	....
.. Fire Loan Bonds of 1838	481,944	5	" "	1868	....
.. New State House Bonds 1853-'66	298,000	6	" "	'71-'86	....
.. Blue Ridge R. R. Bonds 1854	966,000	6	" "	'74-'75	....
.. Funding Bonds, 1868	930,000	6	" "	'87-'97	....
.. .. 1869	1,681,000	6	April & Oct.	1888	17
.. .. 1869	1,189,400	6	Jan. & July.	1888	16
.. .. 1869	2,030,000	7	" "	1888	....
.. Conversion Bonds 1869	7,666,500	6	" "	1888	....
.. .. .. 1870	343,000	6	April & Oct.	1889	....
.. Railroad Aid Bonds	4,797,908	6	Various.	'69-'89	....
Tennessee—($20,966,382):					
.. Railroad, &c., Bonds	15,767,922	6	Jan. & July.	'92-'00	76
.. State Bonds (direct)	4,819,544	6	April & Oct.	'89-'99	....
.. State Endorsements	2,197,000	6	Jan. & July.	1900	....
.. Funded Interest Bonds	4,598,035	6	" "	1914	70
Texas—($3,715,979):					
.. Frontier Protection (gold) Bonds, 1870..	700,000	7	Mar. & Sept.	'90-'10	....
.. Deficiency Bonds, 1871	357,000	10	" "	1876	90
.. State Bonds	197.000	6	Jan. & July.	'76-'91	....
.. Railroad Aid Bonds	1,753,317	6	" "	var.	....
Vermont—($225,500):					
.. War Loans of 1864, '66 and '68	225,500	6	June & Dec.	'74-'78	....
Virginia—($45,718,112):					
.. Funded under act of 1871	20,278,730	6	Jan. & July.	long.	57
.. Funded under act of 1872	1,754,747	6	" "	"	....
.. Sterling Bonds	2,727,562	5	" "	"	....
.. Deferred (W. Va.) certificates	15,239,370	6	" "	"	12

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	6*	Jan. & July.	New York.	1889	....
2d Mortgage	2,673,000	8	" "	" "	1889	....
Receiver's Bonds for $1,200,000.	450,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	107
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	101½
3d Mortgage	434,000	7	May & Nov.	" "	1881	98
Albany Loan	983,000	6	" "	" "	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	3,889,000	7.3	Jan. & July.	New York.	1896	90
Special Mortgage to Penn.	3,500,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	6,000,000	7	April & Oct.	Phil. or Lond.	1900	82
American Central:						
1st Mort., guar. by C., B. & Q.	736,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage ($12,000 p. m.)	620,000	6*	Jan. & July.	Lond. or Ams.	1891	..
2d Mortgage for $1,200,000	700,000	7*	April & Oct.	New York.	1893	....
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,600,000	7*	April & Oct.	New York.	1901	....
Atchison and Nebraska:						
1st Mortgage	3,750,000	8	March & Sept.	Boston.	1896	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,042,500	7*	Jan. & July.	New York.	1899	56½
Land Grant Mortgage (gold)	3,521,000	7*	April & Oct.	Boston.	1900	....
1st Mort. (Wichita Branch)cur.	412,000	7*	Jan. & July.	"	1902	....
Consolidated Mortgage (gold)	976,000	7*	April & Oct.	N. Y. or Bost.	1903	25
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Georgia).	4,240,000	8	Jan. & July.	New York.	1900	64
Atlantic and Great Western:						
1st Mortgage (gold)	14,414,980	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	8,707,200	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,790,214	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated(265 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1887	....
Sectional (S.A. & G. R.R.) bonds	810 000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5.000.000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	...	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,536,500	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	1,958,000	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R. R. assumed	7,189,000	6*	Jan. & July.	" "	1888	....
1st Mort. (Central Div.) gold	1,189,500	6*	May & Nov.	" "	1891	....
Equipment Bonds	674,000	10	June & Dec.	" "	1883	....
Atlantic and St. Lawrence:						
Sterling bonds(not Mort.)of 1853.	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1883	....
Augusta and Savannah:						
1st Mortgage	129,500	7	....	Savannah.	....	.....
Avon, Geneseo & Mt. Morris (Erie):						
1st Mortgage	20,000	7	Jan. & July.	New York.	1883	....
Bald Eagle Valley:						
1st Mortgage	360,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1858 '75	557,250	6	Jan. & July.	Baltimore.	1875	101
Loan of 1850-'80	579,500	6	" "	"	1880	102
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	101½
Loan of 1855-'90 (Balt.) sk'g fd.	3,461,146	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) sk'g fund.	3,020,320	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,498,016	6*	" "	"	1902	....
3d Mort.(N.W.Va.R.R.)assumed	140,000	6	Jan. & July.	Baltimore.	1885	96
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	90,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C., C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	92
Beloit and Madison (C. & N.W.):						
1st Mortgage (guaranteed)	306,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. &	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (A. Co. and	492,500	6	March & Sept.	Philadelphia.	1885	87
3d Mortgage (Penn. R. R. Co.	745,000	6	Feb. & Aug.	"	1887	84
Bingham Canyon & Camp Floyd:						
1st Mortgage	340,000	8*	Jan. & July.	.....	1903	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1893	....
Boston and Albany:						
Albany loans (Alb. & W. Stkbge.)	106,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds (Western R. R.)	666,000	6	April & Oct.	"	1875	99
Currency bonds of Feb. 1, 1872.	3,764,000	7	Feb. and Aug.	"	1892	106½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage (Equalization)	248,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	168,000	7	" "	"	1890	....
Equipment Mortgage	350,000	8	Apr. and Oct.	"	1881	89½
Boston, Concord and Montreal:						
Sinking Fund Mortgage	624,000	6&7	Jan. and July.	Boston.	1889	....
1st Mortgage (22½ m.) convertible	150,000	6	" "	"	1875	....
1st Mortgage (22½ m.) "	200,000	6	" "	New York.	1875	....
Consol. Mortgage for $2,000,000.	966,400	7	Apr. and Oct.	Boston.	1893	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	22
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	40
Mass. L (sec'd by $4,000,000 Ber.)	3,600,000	7*	" "	Boston.	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1892	....
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	2,000,000	7	May and Nov.	Boston.	1893	105
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500,000	7	May and Nov.	Boston.	1891	....
Brunswick and Albany:						
1st Mort.(gold)end. by Ga.tax fr.	3,430,000	6*	Apr. and Oct.	New York.	1906	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	880,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1886	....
Buffalo and Erie:						
Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" " ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" " ")	3 000.000	7	Apr. and Oct.	" "	1898	97½
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	90
Buffalo, New York & Phila.:						
1st Mortgage	2,296,000	6	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	241,500	10	.....	" "	1898	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage, stg., sk'g. fund	5,400,000	7*	May & Nov.	N. Y. & Lond.	1919	57
1st Mort., (gold) Mil. Div.	2,200,000	7*	Feb. and Aug.	" "	1902	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,898,350	7	April & Oct.	N. Y. & Bost.	1893	99
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	Boston.	1875	99½
Stock Bonds pref. 3d lien	566,000	8	" "	"	1878	....
Stock (common) Bonds	340,000	8	April & Oct.	N. Y. & Bost.	1879	....
Stock (common) Bonds	358,500	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	430,500	8	" "	" "	1880	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,715,000	8	Jan. & July.	N. Y. & Bost.	1894	95½
Bonds convertible until 1892	528,947	8	" "	Boston.	1883	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1896	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S.F.	8,000,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1898	....
California and Oregon (Cen. Pac.):						
1st Mortgage (gold)	6,000,000	6*	Jan. & July.	New York.	'89-'91	....
California Pacific:						
1st Mortgage, sinking fund	2,230,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage (end. by Cen. Pac.)	1,600,000	6*	June & Dec.	" "	....	....
Camden and Amboy:						
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	99½
Loan of 1883	1,700,000	6	Feb. & Aug.	"	1883	94
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	94
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia	1889	99½
Sterling Loan, S. F. (£262,000)	1,286,080	6*	Feb. & Aug.	London.	1880	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	105
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	99
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	....
Canada Southern:						
1st Mort.(sk'g fd)g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	58½
Cape Girardeau and State Line:						
1st Mortgage (gold)	1,000,000	7	Jan & July.	Cape Gir'deau	1891	....
Cape May and Millville:						
2d Mort. guar. by W. Jersey R.R.	402,000	7	April & Oct.	Camden.	....	....
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	1,500,000	6*	Jan. & July.	New York.	1923	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	101½
Chattel Mortgage	209,850	6	May and Nov.	"	'88-'89	....
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	198,000	7	April & Oct.	New York.	1884	80
1st Mort. (W. to Minn. Line)	1,334,000	7	Jan. & July.	" "	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	....
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	....
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	993,000	7	March & Sept.	New York.	1875	....
General Mort. for $5,000,000	1,672,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	150,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July	New York.	1899	....
2d Mortgage, gold, $4,000 p. m..	925,000	7*	April & Oct	" "	1901	....
Central of New Jersey:						
Convertible bonds of 1872	3,612 700	7	May & Nov.	New York.	1902	102
1st Mort (New) for $5,000,000	5 000,000	7	Feb. & Aug.	" "	1890	107½
Newark Branch Bonds	600,000	7	Jan. & July.	" "	1887	....
Loan of Leh.C. & Nav.Co.(assu'd)	2,310,000	6	J. A. J. & O	Philadelphia.	1897	....
Consol. Mort. for $25,000,000	5,000,000	7	" "	New York.	1899	....
Central Ohio (B. and O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	92½
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'99	95½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	....
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	101
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S Treasury.	'95 '99	....
1st Mort. (Western Pacific) gold	2,736,000	6*	" "	New York.	899	86
1st Mort. (Calif. & Oregon) gold	7,066,000	6*	" "	" "	8 2	....
1st Mort. (S. Fr., Okld & Ala.)..	500,000	8*	" "	San Francisco	890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.)gold	9,163,000	6*	" "	" "	1890	....
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	20
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
1st Mort. (Stan., Sheff. and Ch.	444,100	7	Jan. & July.	"	1887	62
Income and Extension Bonds..	1,098,600	8	May & Nov.	"	1902	....
Equipment Mort. (Vt Central).	1,000 000	8	" "	"	'76-'77	58
Equipment Mort. (").	1,000,000	8	" "	"	1889	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	" "	"	1891	60
Missisquoi R.R.(" ")	500,000	7	Jan. & July.	"	1891	39
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1:04	....
Charleston and Savannah:						
1st Mortgage guar. by State	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,000,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	500,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	...
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M.(gold) skg fd for $15,000,000	15,000,000	6*	May & Nov.	New York.	1899	50½
1st Mort. Extension.(con. or reg)	2,124,000	7*	Jan. & July.	" "	1902	....
1st Mort. (Va. Con.) guar. by Va.	100,000	6	" "	" "	1880	....
3d Mort. (")coupon.	918,000	6	" "	" "	1884	....
Income (")coupon.	300,000	8	" "	" "	1876	....
Funded Interest, coupon.	180,537	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	807,000	6	Jan. & July.	Boston.	'75-'80	93½
Chester Creek (Phil. & Balt. Cent.):						
1st Mort., guar. by P., W. & B..	186,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	1 0,000	7	May & Nov.	New York.	1877	....
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	111
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	100½
Consol. Bonds (£200 stg. each).	1,149,940	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	97
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
1st Mort. (Louisiana and Mo.).	4,300,000	7	Feb. & Aug	" "	1900	83
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan & July.	New York.	1888	112
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	880,000	7	April & Oct.	" "	1890	....
Loan of 1872	7,029,875	7	Jan. & July.	Boston.	1896	97
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Car. and Burl.) guar..	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Dix., Peo. & Han)gu ar.	800,000	8	Jan. & July.	" "	1889	....
1st Mort. (Ill. Gr. Trunk) guar..	960,000	8	April & Oct.	Boston.	1890	99
1st Mort. (Keok. & St.Paul)guar.	1,000,000	8	" "	"	1879	....
1st Mort. (O., O. & Fox Rv.)guar.	1,241,000	6	Jan. & July.	N.Y. & Bost.	1900	99
1st Mort. (Peo. and Han.) guar..	600,000	8	" "	New York.	1878	....
1st Mort. (Quincy & War.) guar.	800,000	8	" "	N.Y. & Bost.	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	" "	Frankfort.	1890	....
Chicago and Canada Southern:						
1st Mortgage	2,500,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton and Dubuque:						
1st Mort. guar. C., B. and Q.	1,500,000	8	June & Dec.	Boston.	1896	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold.	2,500,000	7*	Apr. and Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold.	825,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p. m.	4,425,000	8	June & Dec.	Boston.	1896	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	N.Y. & Bost.	1901	90
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar.C.& NW	568,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar.C.& NW	241,000	7	Feb. & Aug.	New York.	1882	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Chicago and Milwaukee Railway:	$					
1st Mort., guar. by C. and N.W.	1,642,000	7	Jan. & July.	New York.	1898	94
Chicago and Mich. Lake Shore:						
1st Mortgage	500,000	8	March & Sept.	New York.	1889	....
1st Mortgage	2,500 000	8	Jan. & July.	Boston.	1890	....
1st Mortgage	1,350,000	8	May & Nov	"	1891	....
1st Mortgage (on Branch)	1,325,000	8	March & Sept	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (Mil. and St. Paul R'y)	5,527,000	7	Jan. & July.	New York.	1893	...
2d Mort. (" ")	1 191,000	7	April & Oct.	" "	1884	..
1st Mort. (Chic. and Mil. Div.)	2,500 000	7	Jan. & July.	" "	....	....
1st Mort. (East. Div. Palmer.)	781,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn. Div.)	3 810,000	7	Jan & July.	" "	1897	74
1st Mort. (Minnesota Central.)	190,000	7	" "	" "	1870	....
1st Mort. (St. Paul Division.)	4,000,000	7	" "	" "	....	....
1st Mort. (Iowa and Dak. Div.)	1 008,000	7	" "	" "	1870	72½
1st Mort (Prairie duChien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	10
2d Mort. (" ")	1,315,000	7 3	" "	" "	1898	91½
1st Mort. (Ills. and Iowa Div.)	87.000	7	Jan. & July.	" "	....	
1st Mort. (East. and Dak. Div.)	1,350,000	7	" "	" "	....	72
Income bonds(Mil. and St.Paul)	20,0 0	7	April & Oct.	" "	....	..
Milwaukee City Loan	230,500	7	March & Sept.	" "	1873	....
1st Mort. (Mil. and Western)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148 500	7	" "	" "	....	....
Equipment and Bridge Bonds	246,000	10	June & Dec.	" "	1883	....
Consol. Mort. for $35,000,000	.....	7	Jan. & July.	" "	1904	
Chicago and Northwestern:						
Preferred sinking fund (198 m.).	1 242.700	7	Feb. & Aug.	New York.	1885	102
General 1st Mortgage (193 m.)	3 588,000	7	" "	" "	1885	95
Funded coupons (193 m.)	743,300	7	May & Nov.	" "	1883	97½
Appleton Ext. (23 m.& 76,000 ac.)	147,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	282 000	7	" "	" "	1885	
1st Mort. (Gal. & Chi. U.) 248 m.	1,693,000	7	" "	" "	1882	103½
2d Mort. (Gal. & Chi. U.) 248 m.	854,000	7	May & Nov.	" "	1875	....
Elgin and State Line	128,000	6	Jan. & July.	" "	1878	....
Mississippi River Bridge	190,000	7	" "	" "	1884	....
1st Mortgage (Peninsula)	331,000	7	March & Sept	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	3,280,000	7	F. M. A. & N.	" "	1915	85
General Consol. Gold Bonds	8,995,000	7*	June & Dec.	" "	1902	83
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct	" "	1911	....
1st Mort. S. F.(Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
2d Mort. (Mil. & Chi.R. R.) guar.	97 500	7	" "	" "	1898	....
1st Mort. (Chic.& Mil.R.W.)guar	1,642,000	7	Jan. & July.	" "	1898	94
1st Mort (Bel.& Mad. R.R.)guar	306,000	7	" "	" "	1888	....
Chicago, Portage and Superior:						
1st M.,s.f.(Chi. & N. Pac. Air-L.)	25,000pm	7*	June & Dec	New York.	1902	...
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $28,000 p. m. gold.	2,304,000	7*	Jan. & July.	Boston.	1903	...
Chi., Pekin & Southwrn (C.P.&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund	9,000,000	7	Jan. & July.	New York.	1896	107
Chi. & Southwes'n(C., R.I.& Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago, Wisconsin & Canada:						
1st Mort. gold, skg fd for $410,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st Mortgage (gold) for $5,000,000	.....	7*	Jan. & July.	" "	1902	....
Chillicothe and Brunswick:						
1st Mort, guar. by St.L., K.C.& N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1868	1,250,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	400,000	8	June & Dec.	" "	1877	....
Cincinnati, Ham.& Ind.(C., H.& D.):						
1st Mort., guar. for $2,500,000	1,846,000	7	Jan. and July.	New York.	1903	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,120,000	7*	March & Sept.	New York.	1901	....
Cincinnati and Martinsville:						
1st Mort., guar. by L.,C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. and July.	New York.	1901	.. .
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C., H.& D.	580 000	7	Jan. and July.	New York.	1895	....
2d Mor gage " "	65,000	7	" "	" "	1889	.. ..
Cinc., Rich.& Ft.Wayne(G.R.&I.):						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage	1,072,300	7	June & Dec.	New York.	1890	....
1st Mort. (San., Day. & Cin.)S.F.	900,000	6	Feb. & Aug	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1877	....
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	....
Cincinnati and Springfield:						
1st Mortgage for $2,000 000(guar)	2,000,000	7	April & Oct.	New York.	1901	....
2d Mortgage	411,000	7	.....	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	2,000,000	7*	Jan. and July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,700,000	7	May & Nov.	New York.	1899	103
1st Mort. (C., C. and C. R. R.)..	271,000	7	June & Dec.	" "	'74 '74	....
1st Mort. (Bell. and Ind. R.R.)..	453,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500,000	.....	7	.....		....	....
Clev.& Mahoning V.(A.& Gt.W.)						
3d (now 2d) Mort.(skg fund) 1856	487,900	7	March & Sept.	New York.	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Cleveland and Pittsburg (Pa.Co.):						
3d (now 2d) Mortgage guar.	1.252,000	7	May & Nov.	New York.	1875	103
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. and July	" "	1892	95
Consol. sinking fund guar.	1,498,000	7	May & Nov.	" "	1900	103

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Mt. Vernon and Delaware:	$					
1st Mortgage gold	1,300,000	7*	Jan. & July.	New York.	1900	....
2d Mortgage	1,000,000	7	" "	" "	1902	...
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York	1880	101
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York	1885	103
2d Mortgage (" ")	800,000	7	April & Oct	" "	1886	98
Cobourg, Peterboro' & Marmora Mortgage Bonds	500,000	8	Jan. & July.	.....	'75–'82	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg	584,700	6	June & Dec.	Philadelphia.	1898	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. s&g fund	10,383,000	7	April & Oct.	New York.	1908	68
2d Mortgage s&g fund	3,747,000	7	Feb. & Aug.	" "	1909	25‡
1st Mort. (Chic. and Gt.Eastern)	2,000,000	7	April & Oct.	" "	'98–'05	....
2d Mort. (" ")	244,400	7	Jan. & July.	" "	....	....
Income conv. (" ")	2,554,000	7	Feb. & Aug.	" "	1890	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	" "	" "	1890	....
1st M., s.f.(" ")	89,650	7	May & Nov.	" "	1886	...
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	...
1st M. (Col. & Ind.) 1st&2d pref.	309,500	7	Jan. & July	" "	1883	....
2d Mortgage (Ind. Central)	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Logansp't & Bur.)	554,500	7	Feb. & Aug.	" "	1884	....
Income (" ")	74,024	7	" "	" "	....	....
1st Mort. (Union & Logansport)	315,000	7	April & Oct.	" "	1905	. ..
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn., S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage s&g fund	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	800,000	7	Jan. & July.	" "	1880	....
General Mortgage	469,100	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000	600,500	7	April & Oct.	Boston.	1893	95
1st Mortgage sinking fund	296,500	6	June & Dec.	"	1876	....
Coupon Notes	634,000	7	" "	"	'76–91	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	80‡
Connecticut River:						
1st Mortgage s&g fund	250,000	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free	2,674,000	7	Jan. & July.	N. Y. & Bost	1900	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	931,000	6	March & Sept	Philadelphia.	1.2.3.4.	89
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1880	....
Cowanesque Valley:						
1st Mortgage, gold	95,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	100,000	7	May & Nov.	" "	1852	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	803,500	6	March & Sept.	New York.	1801	....
2d Mortgage, sinking fund	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	" "	"	1884	....
Danbury and Norwalk:						
Mortgage Bonds of 1870	100,000	7	Jan. & July.	New York.	1890	....
Mortgage Bonds of 1 70–'72	400,000	7	" "	" "	'90–'92	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct	Philadelphia.	1887	....
2d Mortgage	300,000	7	" "	"	1885	....
Danv., Urb., Bloomington & Pekin:						
1st Mortgage	2,000,000	7*	April & Oct.	New York.	1909	. ..
Davenport and St. Paul:						
1st Mort. gold s&g fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,885,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar	441,000	7	March & Sept.	"	1887	....
3d Mortgage, guar	356,000	7	April & Oct	"	1888	....
Toledo Depot bonds guar	105,500	7	March & Sept.	"	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	"	1879	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R):						
1st Mortgage (assumed)	189,000	7	Jan. & July.	New York.	1896	....
1st Mortgage (")	468,000	6	" "	"	1895	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. and Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	Apr. and Oct.	New York.	1875	....
2d Mortgage	1,633,000	7	March & Sept.	" "	1881	106
Convertible Bonds	5,000,000	7	June & Dec.	" "	1892	108‡
2d Mort. (Lack. & Bloomsburg)	500,000	7	Apr. and Oct.	" "	1880	....
1st M. Ext.(" ")	500,000	7	March & Sept.	" "	1885	....
2d M. Ext.(" ")	400,000	7	March & Sept.	" "	1885	....
Denver & Boulder Val.(Den. Pac):						
1st Mortgage	200,000	7	May & Nov.	" "	1890	....
Denver Pacific:						
1st Mortgage gold, land grant	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, s&g fund tax free.	2,493,000	7*	May & Nov.	New York	1899	....
	3,024,500	7*	May & Nov.	N.Y.L.&Ams.	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Des Moines and Ft Dodge:	$					
1st Mortgage (coupon)	2,400,000	6	Jan. & July.	New York.	1904	...
Detroit & Bay City (Mich. Cent.):						
1st Mort. ($424,000 guar.)	2,330,000	8	May and Nov.	New York.	1902	....
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	1,826,000	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....
2d Mortgage, (coupon) guar.	300,000	8	Jan. & July.	" "	1881	....
Detroit, Lansing and Lake Mich.:						
1st Mortgage	3,219,000	8	April & Oct.	Boston.	1896	....
1st Mortgage (on Branches)	575,000	8	June & Dec.	"	1897	....
2d Mortgage	1,359,000	8	Feb. & Aug.	"	1893	....
1st Mort. (Ionia and Lansing)	770,000	8	Jan. & July.	New York.	1889	....
2d Mort. (" ")	81,000	8	May & Nov.	" "	1890	....
Detroit & Milwaukee(Gt.W.of Ca.)						
1st Mortgage, (D.& M.R.'y)	2,500,000	7	May & Nov.	New York	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,736	7	May & Nov.	" "	1875	....
1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1878	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1886	....
Bonds of Sept. 1, 1866	110,000	7	March & Sept.	" "	1886	....
Bonds of June 30, 1866	1 702,317	6–7	Jan. & July.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	99‡
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	800,000	8	Jan. & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage tax free	882,000	7	Jan. & July.	New York.	1893	....
Dubuque Southwestern:						
1st Mortgage	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred	78,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold)	1,200,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,900	7	March & Sept	Philadelphia.	1888	102
East Tennessee, Virginia & Ga.:						
1st Mort., s&g fund for $3,500,000	2,976,000	7	Jan. & July.	New York.	1900	....
1st Mort. (East Tenn. & Ga.)	635,000	6	" "	" "	80–'86	....
1st Mort. (East Tenn. & Va.)end.	161,000	6	May & Nov.	" "	1886	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed	194,400	6	Jan. & July	Boston.	1870	....
Loan of 1865–'85	160,000	6	April & Oct.	"	1885	....
Loan of 1867–'87	890,000	7	March & Sept.	"	1887	94
Loan of 1868–'88	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869–'89	600,000	6	May & Nov	"	1889	....
Loan of 1872–'82	1,558,000	7	various.	"	1882	92
Loan of 1873–'93	878,900	6	" "	"	1893	....
New Bonds	1,000,000	7	—— & ——	"	1892	....
Sterling Sink. Fd. Bonds	3,000,000	6*	March & Sept.	London.	1893	....
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1880	....
2d Mortgage	200,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1889	98
Income Mortgage guaranteed	670,000	6	April & Oct.	"	2862	. ..
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York	1897	102‡
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	....
3d Mortgage	4,582,000	7	" "	" "	1883	100
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	97
5th Mortgage convertible	709,500	7	June and Dec.	" "	1888	98
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	" "	1891	....
Sterling loan (£1,000,000) conv.	4,580,000	6*	March & Sept.	London.	1875	....
1st Consol Mort. for $30,000,000.	12,076,000	7*	" "	N.Y.& London.	1920	....
2d Consol. Mort. for $40,000,000.	15 000,000	7*	June and Dec.	London.	1894	....
Long Dock Co's. Mortgage	3,000 000	7	" "	New York.	1893	101‡
Convertible bonds	10,000,000	7*	April & Oct.	London.	1903	....
Erie and Pittsburg (Penn.):						
1st Mortgage	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,800	7	April & Oct.	" "	1890	....
Consolidated Mortgage	2,192,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	750,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6*	Jan. & July.	N.Y. & Lond.	1894	....
1st L.M.(& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept	" "	1899	....
New Mortgage for $6,000,000	.....	....	.....	.....	.....	....
Evansville and Crawfordsville:						
1st Mortgage (51 miles)s&g. fund	802,000	7	Jan. & July.	New York	1887	....
1st Mortgage (109 m.) "	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	775,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Prov.(B&P):						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1883	....
Fitchburg:						
Bonds of 1874 for $500,000	.....	7	.....	Boston.	1894	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)	2,210,000	8	March & Sept.	New York.	1888	....
Flint & Holly S. F. ($25,000 p.y.)	425,000	10	May & Nov.	" "	1868	....
1st Mort.(Bay C & E.Sag.)guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.)	75,000	10	March & Sept.	New York.	1887	....
1st Mort. s&g. fd.(H., W.& Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
Consolidated Sinking Fund	1,771,000	8	May & Nov.	" "	1902	....
Construction Loan	280,400	8	Jan. & July.	" "	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida:	$					
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....
Flushing, North Side and Central:						
1st Mort. (Flush'g and N. Side.)	1,825,000	7	May & Nov.	New York.	1901	....
1st Mort. (Central of L. I.)	1,000,000	7	.....	.....	....	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	135,000	7	Feb. & Aug.	" "	1887	....
Sterling Loan	1,500,000	6*	.....	London.	....	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee	1 500,000	8	Jan. & July.	New York.	1889	...
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	" "	"	1896	....
Framingham and Lowell:						
1st Mortgage	500,000	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremont, Elkhorn & Mo. (SC&P):						
1st Mortgage	690,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	103½
2d Mortgage	948,000	7	May & Nov.	" "	1875	....
Galv., Harrisburg & San Antonio:						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	....
Geneva, Ithaca and Athens:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. & July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	608,000	7	Jan. & July.	Augusta	'74-'90	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1890	....
1st Mort. L. G. not guar. gold,	3,224,000	7*	April & Oct.	" "	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,800,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	....
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500 000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090 745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,808	11,639.040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,500	15,557,500	....	.....	Ottawa.	....	....
Great Western of Canada:						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	...
Mortgage Bonds £547 000	2,735,000	5½	April & Oct.	"	'77-'78	....
New Bonds £1 000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	86½
2d Mort., " "	2,500,000	7	May & Nov.	" "	1893	71
Green Bay and Minnesota:						
1st Mortgage	2,400,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	165,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,386,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples (T. W. & W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1886	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo. (T. W. & W):						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	...
2d Mortgage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'77-'94	....
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	93½
Fifteen years' bonds (277 m.)	2,714,000	8	March & Sept.	" "	1885	98
1st Mort. (Q. & Palm. R. R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R R 55 m)	1,200,000	10	Jan. & July.	" "	1886	....
General Land Mortgage (277 m.)	642,000	7	April & Oct.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	101½
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	6	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	New York.	1885	....
3d Mortgage of 1860	100,000	6	April & Oct.	Brpt. & Bost.	1889	...
Equipment Bonds	150,000	7	.....	Bridgeport.	1883	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold	7,479,000	7*	Jan. & July.	New York.	1891	....
1st Mortgage (Western Div.)	2 500,000	7*	" "	" "	1903	....
Consolidated Mortgage	2,700,000	8	April & Oct.	" "	1912	....
Hudson River (N.Y.Cen.& H.R.):						
2d Mortgage, sinking fund	1,794,000	7	June & Dec.	New York.	1885	108
1st Mortgage	150,000	7	May & Nov.	" "	1875	99½
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	418,000	7*	April & Oct.	Philadelphia.	1890	102
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	97½
Consolidated Mortgage	1,378,000	7	April & Oct.	"	1896	....
Illinois Central:						
Construction bonds, cur. skg f'd.	2,742,000	7	April & Oct.	New York.	1875	100
Construction bonds, coin	332,000	6*	" "	N. Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	500,000	5*	" "	London.	1876	....
Sterling Bonds, Sinking Fund	5,000,000	5*	" "	"	1903	....
Illinois Grand Trunk (C., B. & Q.):						
1st Mortgage guaranteed	900,000	8	April & Oct.	Boston.	1890	99
Indiana and Illinois Central:						
1st Mortgage gold	2,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mort. (Nor. Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1908	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000 000	7*	April & Oct	New York.	1909	50
1st Mortgage Extension gold	2,000,000	7*	Jan. & July.	" "	1912	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis and Madison:						
1st Mort. assumed by J., M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage s.f. (Intern. R. R.)	3,040 000	7*	April & Oct.	New York.	1911	....
Convertible B'ds (")	1,473,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage (Hous. & Gt. N. RR.)	4,211,000	7	Jan. & July.	" "	1900	....
Convert. B'ds (" ")	1,677,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) of 1858	1,600 000	7	April & Oct.	New York.	1888	85
1st Mortgage (L. C. & L. F.) of 1867	2,792,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (" ") of 1869	1,701,000	7	June & Dec.	" "	1899	....
1st Mortgage (Cin. & Indiana.)	499,000	7	" "	" "	1882	....
2d Mort. guar. (" " ")	1,496,000	7	Jan. & July.	" "	'77-'87	....
Indianapolis and St. Louis:						
1st Mortgage	2,000,000	7	Jan. & July.	New York.	1919	....
1st Mortgage		7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	378,000	10	Jan. & July.	" "	1881	81
Ionia and Lansing (D., L. & L. M.):						
1st Mortgage traffic guar.	770,000	8	Jan. & July.	New York.	1889	....
2d Mortgage "	81,000	8	May & Nov.	" "	1886	....
Iowa Falls and Sioux City:						
1st Mortgage	2,930,000	7	April & Oct.	New York.	1917	...
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	..
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw (MC)						
1st Mortgage guar.	1,450,000	8	Jan. & July.	New York.	1885	93½
1st Mort. (Northern Ext.) guar.	848,000	8	May & Nov.	" "	1890	....
2d Mortgage guar.	289,000	8	March & Sept.	" "	1878	....
Consolidated Mortgage (236 m.)	18,000pm	8	" "	" "	1891	94½
Jacksonville, South West & S. East:						
1st Mortgage	610,000	7*	Jan. & July	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	1,600,000	8	" "	" "	1899	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	468,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	84,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	897,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage		7*	Jan. & July.	New York.	1918	....
1st Mortgage (Ridgefield Park)	300,000	7	May & Nov.	" "	1912	...
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	336,000	8	Jan. & July.	New York.	1882	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	506,600	6	Jan. & July.	Philadelphia.	1882	91
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	80
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1860	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.& M.So.	640,000	8	Jan. & July.	New York.	1888	94½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M. Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1889	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1880	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 62 m.)	500,000	7	Jan. and July.	N. Y. & Bost.	1880	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort. (St. Jo. & C B. 78 m) conv.	1,400,000	10	March & Sept.	" "	1902	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug	New York.	1888	....
1st Mort. (" " ") gld	1,000,000	7*	" "	" "	1888	....
Consolidated Mort. (260m.) conv	887,000	8	March & Sept.	" "	1890	....
New Consol. Mort. for $8,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (LL&G)						
1st Mortgage for $4,000,000	720,000	10	May & Nov.	Boston.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	....
1st Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June & Dec.	" "	1896	....
1st M.(3dD.244.66m.& 3,040,000a)	8,432,000	7*	May & Nov.	N. Y. L. & F.	1899	....
1st Mort. (1,000,000 acres).....	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mort. (2,000,000 acres)gold...	1,751,750	7*	Jan. & July.	N. Y., L. & F.	1880	....
2d Mort. (")gold...	1 500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	....
Kent County (Del.)						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Kentucky and Great Eastern:						
Bonds for $2,250,000....	16,000pm	7*	Feb. & Aug.	New York.	1892	....
Kookuk and Des Moines:						
1st Mortgage.....	1,895,000	7	April & Oct.	New York.	1904	...
Funded Interest.....	258,720	8	" "	" "	1884	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	1,000,000	8	April & Oct.	Boston.	1879	....
La Crosse, Trempealeau & Prescott:						
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.....	1,200,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW & W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Erie and Louisville:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1892	...
2d Mortgage.....	540,000	7	Jan. & July.	" "	1902	...
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)....	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	1,600,000	7	April & Oct.	New York.	1879	....
Consol. Mort., S.F., Registered.	4,250,000	7	J. A. J. & O.	" "	1900	100
Consol. Mort., S.F., Coupon....	1,209,000	7	Jan. & July.	" "	1900	....
2d Consol. Mort. for $25.000 000.	.....	7	June & Dec.	" "	1903	94
Bonds of 1882 (Reg. & Coupon)	5,205,000	7	April & Oct.	" "	1882	...
Lake Shore Dividend Bonds....	1,498,000	7	" "	" "	1899	97
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	" "	1890	101
3d Mort. (" ")	1,000,000	7	April & Oct.	" "	1892	....
1st Mort. (Mich. So. & Nor. Ind.)	5,256,000	7	May & Nov.	" "	1885	105
2d Mort. (" ")	2,692.000	7	" "	" "	1877	99½
1st Mort. (Cleveland & Toledo)	1,596,000	7	Jan. & July.	" "	1885	103
2d Mort. (" ")	860,000	7	April & Oct.	" "	1885	98
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" ")	3,000,000	7	April & Oct.	" "	1898	98
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1878	99½
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	91½
1st M. (Jamestown & Franklin)	468,000	7	" "	" "	var	....
2d M. (" ")	600,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage.....	696,000	7	.....	" "	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	NY.-Bost.-Ph	1900	. ..
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	" " "	1909	....
Income Bonds.....	3,147,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	255,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct.	New York.	1899	....
Leaven., Lawrence & Galverston:						
1st Mort. skg fund conv., gold..	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	....
1st Mort.(K. C. & San. Fe),guar.	720,000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	800,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (new loan).....	4,875,000	6	June & Dec.	Philadelphia.	1898	101½
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	105
General Mort. for $40,000,000...	5,000,000	6*	June & Dec.	London.	1923	....
Lewisb. Centre & SprucoC.(Pa E):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A.&P.):						
1st Mortgage gold	1,000,000	6*	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds.....	500.000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	....
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund.....	3,780,000	7	April & Oct.	" "	1900	....
Little Rock, Pine Bl. & N.Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Sks. Fd.....	750,500	7	Apr. and Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	800,000	6	Jan. & July.	New York.	1875	99
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia.	1900	....
1st Mortgage (Glen Cove Br.)....	150,000	6	May & Nov.	"	1898	....
General Mortgage.....	175,000	7	" "	New York.	1899	....
Louisiana & Mo. Riv. (Ch. & Al):						
1st Mortgage.....	4,200,000	7	Feb. & Aug	New York.	1900	88
Louisville, Paducah and S. W.:						
1st Mortgage.....	3,000,000	6	March & Sept	New York.	1890	....
2d Mortgage.....	800,000	7	May & Nov.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Bonds to State of Kentucky....	74,519	6	Jan. & July.	New York.	Perp.	....
1st Mortgage for Cincinnati Br..	3,000,000	7	" "	" "	1907	....
2d Mortgage for $1,000,000.....	878,000	8	April & Oct.	" "	1900	....
Louisville Loan.....	100,000	6	Jan. & July.	" "	1881	....
1st Mort. (Louisville & Frankf't)	39,000	6	" "	" "	'73-'78	....
1st Mort. (Louis., Cin. and Lex.)	21,000	6	April & Oct.	" "	1902	....
1st Mortgage (Shelby R. R.).....	88,500	8	June & Dec.	" "	1881	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.).	326,000	7	Jan. & July.	New York.	1878	....
1st Mortgage (Memp Br.46.37m.)	96,000	7	May & Nov.	Louisville.	1875	....
1st Mort. (Leb. Br. Ext. 73.2m.).	98,000	7	" "	"	'80-'85	....
1st Mort. (Memphis and Ohio)..	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,425,000	8*	Feb. & Aug.	" "	1902	....
Consol. M. for $8,000,000 (392 m.).	6,814,000	7	April & Oct.	" "	1898	84
Louisville Loan..... ...	849,000	6	" "	" "	'88-'97	....
Louisville Loan (Lebanon Br.).	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1896	....
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1902	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R..	300,000	7	Jan. & July.	New York.	1877	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1867	....
Construct. Mort. end. by Ga. R.R.	370,000	7	" "	" "	1879	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.....	1,200,000	7	Jan. & July.	New York.	1887	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1899	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7*	April & Oct.	New York.	1890	..:
Maine Central:						
Consolidated Mortgage.....	645,800	7*	April & Oct.	Boston.	1912	....
$1,100,000 Loan, tax free.....	756,860	7*	Jan. & July.	"	1896	91
Extension (gold) Loan.....	498,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150,000	6*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
1st Mortgage (Ken. & Portland.)	217,300	6	April & Oct.	Augusta.	1885	....
Consol. (Port. & Kennebec.)Loan	1,166,700	6	" "	Boston.	1895	....
2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....
1st Mort. (Leeds & Farm'gton).	638,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	88
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	104
2d Mortgage Dollar.....	2,500 000	7	May & Nov.	"	1896	91½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	78½
4th Mortgage.....	2,004,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.).	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	....
Marquette, Houghton & Ontonagon						
Income Bonds (Marq. & Ont.)..	150,000	8	Jun. & Dec.	New York.	1875	....
1st Mortgage (")..	1,760,000	8	" "	" "	1892	....
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1893	....
Consolidated Mortgage.....	1,454,000	5-10	Various.		92-'03	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400 000	8	Jan. & July.	Boston.	1889	89½
Maryland and Delaware:						
1st Mortgage.....	860,000	6	May & Nov.	Boston.	1885	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,298,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	....
Tennessee State Loan.....	1,814,142	6	" "	" "	....	....
Income Bonds.....	600,000	10	March & Sept.	" "	'73-'76	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,200,000	8	May & Nov.	New York.	1890	....
2d Mortgage.....	1,000,000	8	.....	" "	....	....
Michigan Air Line (Mich. Cent.)						
1st Mort. (E. Div.) assumed....	200,000	8	May and Nov.	New York.	1890	....
Michigan Central:						
1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	102½
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	99½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	Jan. & July.	" "	1890	102
Michigan Lake Shore:						
1st Mortgage.....	900,000	8	Jan. & July.	New York.	1889	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S.& M.S.	5,256,000	7	May & Nov.	New York.	1886	102½
2d Mort. " "	2,692,000	7	" "	" "	1877	99½
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £336,000..	1,675,000	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee, Lake Sh. & Western:						
1st Mortgage.....	3,000,000	7*	June & Dec.	New York.	1902	....
Milwaukee and Northern:						
1st Mortgage.....	1,625,000	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage.....	230,000	10	Jan. & July.	Detroit.	1890	....
Mineral Range:						
1st Mortgage.....	161,800	8	June and Dec.	Detroit.	1883	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed..	400,000	7*	Apr. and Oct.	New York.	1911	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St. L. (L.Sup.& M.):	$					
1st Mortgage gold, guaranteed..	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	Detroit.	1893	....
Mississippi Cent. (N.O.St.L.&Chi.):						
1st Mortgage.....	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,70*,500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold.....	2,040,000	7*	Jan. & July.	.....	1900	....
Mississippi and Tennessee:						
1st Mortgage.....	600,000	7	April & Oct.	Memphis.	1876	....
Consolidated Mortgage.....	1,754,000	8	Jan. & July.	"	'81-'93	....
Tennessee State Loan.....	430,547	6	.....	"	....	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.....	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	3,220,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S.F..	362,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	10,418,000	*	Feb. & Aug.	" "	1904	....
Additional Consol. Mort.....	2,500,000	7	" "	" "	1905	....
Further Add. Consol. Mort.....	600,000	7	" "	" "	1906	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	....
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mortgage.....	300,000	8	" "	New York.	1880	....
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....
2d Mortgage.....	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage Sterling.....	5,732,000	6* 6*	May & Nov.	Mob. & Lond.	1883	....
Interest bonds.....	1,532,000	8	" "	Mobile.	'76-'83	....
Sterling Interest bonds.....	769,920	6*	" "	London.	1883	....
Tennessee Subsidy Bonds.....	1,685,000	7*	Jan. & July.	N.Y. & Lond.	1901	....
Special Mort. (Gainesville Br'h)	53,000	8	May & Nov.	Mobile.	.	....
2d Mortgage.....	1,453,358	6	March.	"	1877	....
Consol. Mort. for $15,000,000....	.....	7*	Jan. & July.	N.Y. & Lond.	1904	....
Convertible 8 per cent. bonds...	847,975	8	M. J. S. & D.	New York.	....	....
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.....	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage.....	780,000	7	.....	" "	....	....
Income Mortgage.....	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage.....	127,000	7	May & Nov.	New York.	1888	....
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....
1st Mortgage not endorsed	330,000	8	June and Dec.	" "	1900	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	105
2d Mortgage guar.....	3,000,000	7	Feb. & Aug	" "	1891	102½
Convertible bonds.....	383,000	7	Jan. & July.	" "	1900	95
Construction bonds of 1871.....	640,000	7	April & Oct.	" "	1889	93
General Mortgage.....	2,975,000	7	" "	" "	1901	...
Special "	1,029,000	7	.....	" "	....	....
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn....	1,450,000	6	Jan. & July.	New York.	'74-'83	....
2d Mort. (Government Subsidy)	1,000,000	4	" "	"	'81-'91	....
New Mortgage.....	5,800,000	7	" "	"	1913	....
Nashville and Decatur (L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage.....	103,000	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (C. of N.J.):						
1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold.....	800,000	7*	May & Nov.	New York.	1889	....
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	....
New Issue for $360,000.....	285,000	7	" "	"	1894	....
Newburyport:						
1st Mortgage.....	300,000	....	....	.....	....	....
New Haven and Derby:						
1st Mortgage.....	525,000	7	Various.	New Haven.	'98-'00	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg).....	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage.....	850,000	7	.....	" "	1881	....
New Haven and Northampton:						
1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free.....	757,600	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfie d bonds..	200,000	7	" "	" "	1891	....
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar..... ..	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage.....	1,500,000	7	" "	"	1881	....
New Jersey and New York:						
1st Mortgage.....	500,000	7*	March & Sept.	N.Y. or Lond.	1893	....
New Jersey Southern:						
1st Mortgage.....	2,000,000	7	May & Nov.	New York.	1899	....
1st Mort. (Tom's River Branch	120,000	6	April & Oct.	"	1888	....
2d Mortgage.....	1,000,000	7	March & Sept.	"	1891	....
Consol. Mort. for $7,000,000....	5,300,000	7	April & Oc .	"	1903	....
Income Mortgage.....	760,000	7	" "	"	1891	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000....	3,000,000	7*	May & Nov.	New York.	1900	....
New London Northern (Con. Vt.):						
1st Mortgage.....	300,000	6	April & Oct.	New York.	1895	....
2d Mortgage.....	500,000	7	June and Dec.	"	1892	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
N.O., Jack. & Gt. N. (N.O.St.L.& C.):	$					
1st Mortgage.....	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000.....	1,503,000	8	April & Oct.	" "	1890	....
Consol. Mort. for $8,000,000.....	3,000,000	7*	Jan. & July.	" "	1912	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas,	7,250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana,	2,825,000	8	" "	" "	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12 250,000.....	6,617,500	7*	Feb. & Aug.	N.Y. or Lond.	1903	....
New York & Canada (D.& H.C.):						
1st Mort. for £800,000 guar.....	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	5,936,626	6	May & Nov.	New York.	1883	97
Bonds for debts assm'd (N.Y.C.)	1,514,000	7	Feb. & Aug.	" "	1876	102½
Bonds for R.& N.F. stk (")	74 500	6	May & Nov.	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	94
Bonds for Real Estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renewed (")	2,431,000	6	June & Dec.	" "	1887	95½
2d Mort. (Hudson River) S. F..	1,794,000	7	" "	" "	1885	108
3d Mort. (").....	159,000	7	May & Nov.	" "	1875	....
Bonds of 1871, tax free.....	1,950,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $30,000,000	3,994,000	7	Jan. & July.	" "	1903	116½
1st Mort., reg'd }		7	" "	" "	1903	111
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York and Harlem:						
Consolidated Mortgage of 1863..	108,000	6	Feb. & Aug.	New York.	1893	....
Sinking Fund Mortgage of 1861.	108,899	7	Jan. & July.	" "	1881	....
Consolidated Mort. of 1872.....	6,822,000	7	May & Nov.	" "	1900	108
N. York, Housatonic & Northern:						
1st Mortgage.....	249,000	7*	April & Oct.	New York.	1902	....
New York, Kingston & Syracuse:						
1st Mort. for £4,000,000.....	2,500,000	7*	Jan. & July.	New York	1902	....
New York, N. Haven & Hartford						
1st Mort. (N. Y. and N. Haven)	1,059,500	6	April & Oct.	New York.	1875	100½
1st Mort. (Harlem & Portchester)	1,000,000	7	.....	" "	1903	....
New York and Oswego Midland:						
1st Mortgage gold, tax free.....	8,000,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible ...	1,500,000	7	" "	"	1896	....
3d Mort., Equipment.....	3,800,000	7	.....	"	....	....
1st Mort., (West. Extension)...	2,425,000	7	.....	"	....	....
Consolidated Mortgage.....	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
1st Mortgage.....	75,000	6	Feb. & Aug.	New York.	1878	....
Improvement Bonds.....	100,000	7	Jan. & July.	"	1876	....
Extension Bonds.....	250,000	6	May & Nov.	"	'78-'81	....
General Mort. for $1,000,000....	777,000	7	Jan. & July.	"	1899	....
Norfolk & Petersburg (A.M.& O.):						
1st Mortgage.....	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage.....	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Carolina:						
1st Mortgage	375,000	8	May & Nov.	Co's Shops, NC.	1878	....
North Eastern (S. Car.):						
1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage.....	225,500	8	" "	"	1899	....
North Missouri (St.L.,K.C. & N.):						
1st Mortgage.....	6,000,000	7	Jan. & July.	New York.	1895	....
North Pennsylvania:						
1st Mortgage.....	2,159,500	6	Jan. & July.	Philadelphia.	1885	....
2d Mortgage.....	1,500,000	7	May & Nov.	"	1896	102½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	104½
General Mortgage.....	436,500	7	Jan. & July.	"	1903	....
North Shore (Flush., N.S. & Cent):						
1st Mortgage.....	155,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage Coupon.....	2,500,000	6	Jan. & July.	Baltimore.	1885	....
3d Mortgage Coupon.....	1,228,000	6	April & Oct.	Phila. & Balt.	1900	87½
3d Mort. (York & Cumb.) guar.	500,000	6	Jan. & July.	Baltimore.	1877	....
Income Mortgage conv.....	1,0 0 000	7	April & Oct.	Harrisburg.	1880	....
Income Mort. coupon.....	3,000,000	7	Jan. & July.	"	1922	....
Consol. Mort. coupon.....	2,520,080	6*	" "	Baltimore.	1900	97½
Consol. Mort. registered.....	205,000	6*	April & Oct.	"	1900	....
Consol. Mort. S. F.....	2,000,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	Jersey City.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands gold..	30,000,000	7.3*	Jan. & July.	New York.	1900	27½
Northwestern Virginia:						
3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	....
Northwestern Union (C. & N.W.):						
1st Mortgage.....	3,500,000	7*	.....	New York.	....	....
Norwich & Worcester (B.H.& E.):						
1st Mort. Mass. Loan, skg. fd...	400,000	6	Jan. & July.	Boston.	1877	....
Construction Bonds.....	150,000	7	" "	"	1877	....
Nyack and Northern:						
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	88½
Sinking Fund Bonds.....	468,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated Mort. Bonds.....	3,067,000	7	Jan. & July.	New York.	1898	93½
Consolidated S. F. Mortgage....	3,556,000	7	" "	" "	1898	94½
Consolidated Mort., Sterling....	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,672,000	7	April & Oct.	New York.	1911	79
Income and Funded Debt Bonds	174,000	7	" "	New York.	1882	....
Debenture Sinking Fund Bonds	180,000	7	May & Nov.	New York.	1883	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.).....	530,000	7	Feb. & Aug.	Philadelphia.	1896	70
1st Mort. (Warren & Franklin).	1,500,000	7	April & Oct.	" "	1882	....
1st Mort. (Union & Titusville).	500,000	7	Jan. & July.	" "	1890	....
Consolidated Mortgage.....	1,100,000	7	May & Nov.	" "	1888	60

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Old Colony:	$					
Plain Bonds	1,000,000	4	March & Sept.	Boston.	1876	....
Plain Bonds	32,000	5	" "	"	1884	....
Plain Bonds	458,000	6	April & Oct.	"	1875	99
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	....
New Bonds for $3,000,000	.....	7	March & Sept.	"	1894	104½
Omaha and Northwestern:						
1st Mort. Land Grant, Gold	16,000 pm	7.3*	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,034,000	8	June & Dec.	Boston.	1896	85
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Oregon and California:						
1st Mortgage gold	10,950,000	7*	April & Oct.	New York.	....	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (C.,M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	800,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L. & W.):						
1st Mortgage, guaranteed	201,000	7	May & Nov.	New York.	1865	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar by C.,B.& Q.	1,241,000	8	Jan. & July.	N.Y. & Bost.	1900	99
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	1,500,000	8	Feb. & Aug.	New York.	1892	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	81
2d Mortgage sinking fund	2,873,000	7	Jan. & July.	" "	1891	70
Income Bonds	1,154,600	7	" "	" "	1892	....
St. Louis County Debt	700,800	7	Monthly.	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	500,000	6*	April & Oct.	" "	1893	....
1st Mort. (Leav., Atch. & N.W.)	300,000	7	" "	" "	1889	....
1st Mort. (Lex. & St. Louis) gold	900,000	6*	Jan. & July.	" "	1887	....
Paducah and Memphis:						
1st Mortgage gold for $2,305,000.	1,641,000	7*	Feb. & Aug.	New York.	1902	....
Panama.						
1st Mortgage, stg £19,350	93,850	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	2,889,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage gold, S. F.	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur (TW & W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	....
Pemberton & Hights. (UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1880	....
Peninsular (Mich.) Railway:						
1st Mortgage gold (S.F.) 1st series	1,800,000	7*	May & Nov.	N.Y. or Lond.	1899	....
1st Mortgage gold (S.F.) 2d series	979,000	7*	" "	"	1900	....
Pennsylvania:						
1st Mort. (Harrisb'g to Pittsb'g)	4,970,000	7	Jan. & July.	Philadelphia.	1880	103
2d Mort (" ")	2,583,600	6	April & Oct.	"	1875	99½
2d M. stg (" ")	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	19,558,760	6	J. A. J. & O.	Philadelphia.	1910	92½
Consolidated Mortgage	8,245,000	6*	Jan. & July.	London.	1905	....
State lien for $7,500,000, skg f'd	5,401,675	6	April & Oct.	Philadelphia.	'76-'90	....
Pennsylvania and Delaware:						
1st Mortgage	380,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	310,000	7	April & Oct.	"	1891	....
Pennsylvania & New York (L.V.):						
1st Mortgage guaranteed,	1,500,000	7	June & Dec.	Philadelphia.	1896	....
1st Mortgage guaranteed	1,500,000	7	" "	" "	1906	....
Peoria & Bureau Val (C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	....
2d Mortgage	150,000	10	Jan. & July.	New York.	1900	....
Perkiomen (Phila. and Rdg):						
1st Mortgage, guaranteed	619,000	6	April & Oct.	Philadelphia.	1897	84
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'95	....
2d Mortgage	500,000	8	" "	" "	1902	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	" "	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1873	....
1st Mortgage	5,000,000	6	" "	"	1881	88
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	83½
General Mort. for $20 000,000	7,252,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Loan of 1868	1,138,900	6	Jan. & July.	Philadelphia.	1893	78
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	101½
Mortgage Loan of 1858	2,700,000	7	Apr. and Oct.	"	1893	103
Mortgage Loan of 1836 stg	182,400	6*	Jan. & July.	London.	1860	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'76-'77	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	105
Consolidated Mortgage June 1, 1871. — Dollar registered	3,414,000	7	" "	"	1911	106
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	....
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	668,000	6*	" "	" "	1911	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	332,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv	6,600,985	7	Jan. & July.	"	1893	104½
New Improvement Mort. Loan.	6,631,616	6*	Apr. and Oct.	Phil. or Lond.	1897	....
Gen'l Mort. stg. S.F. ($60,000,000)	10,000,000	6*	" "	" "	1899	....
Mort. (Coal and Iron Co.) guar.	15,418,500	7	May and Nov.	" "	1893	85

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Philadelphia, Wilmington & Balt.	$					
Mortgage Loan, convertible	818,500	6	Jan. & July.	Phila. & Bost.	1884	....
Loan of 1866	400,000	6	April & Oct.	" "	1876	....
Loan of 1867	1,000,000	6	" "	" "	1887	....
Loan of 1872	500,000	6	" "	" "	1892	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	331,800	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	70½
2d Mortgage	5,000,000	7	April & Oct.	Philadelphia.	1913	....
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	"	1900	74
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	109½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	104½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	....
Bridge (O. & P. R. R.) bonds	111,000	7	May & Nov.	Philadelphia.	1876	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	New York.	1877	....
Equipment bonds	1,000,000	8	March & Sept.	"	1879	....
Pittsburg, Va. and Charleston:						
1st Mortgage	700,000	7	April & Oct.	New York.	1902	....
Pittsburg, Wash'gton & Baltimore:						
1st Mort. (Pittsb. & Conn'lsville)	4,000,000	7	Jan. & July.	Baltimore.	1898	61½
2d Mort. do. (Balt. Loan)	5,000,000	6	May & Nov.	"	1902	....
1st Mort. (Turtle Cr. Div. 10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Real Estate Mortgage	100,000	6	.....	Baltimore.	1883	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,000,000	20,000 pm	7*	Jan. & July.	New York.	1901	....
Port Huron and Lake Michigan:						
1st Mortgage gold, for $1,800,000	1,800,000	7	May & Nov.	New York.	1899	....
Portland & Ogdensb. (Me. & N.H.):						
1st Mort. (Maine Section) gold	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	3,300,000	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,800,000	2,300,000	6*	May & Nov.	N.Y. & Bost.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort. (Portland Loan) skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien)	357,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan)	350,000	7	Mar. & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	" "	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	462,489	6	April & Oct.	Boston.	....	....
Poughkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	644,500	7*	Jan. & July.	New York.	1910	....
2d Mortgage	78,000	7	" "	" "	....	....
Providence and Worcester:						
1st Mortgage	800,000	6	Jan. & July.	Providence.	1880	....
Stoughton Branch bonds	1,000,000	6	" "	"	....	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	1,000,000	7*	May & Nov.	Philadelphia.	1862	....
Quincy and Palmyra:						
1st Mort. assumed by H. & St Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	....
Reading and Columbia (P. & R.):						
1st Mort., Coupon, guaranteed	650,000	7	March & Sept.	New York.	1883	....
2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
2d Mortgage	800,000	7	Jan. & July.	Troy.	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	126,000	7	Jan. & July.	" "	1894	....
Consol. Mort. for $2,000,000	1,925,000	7	May and Nov.	" "	1921	....
Richmond and Danville:						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	1880	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
1st Mort. (Peidmont Branch)	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N.C.)	509,000	6.7	April & Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage	1,766,000	6	May and Nov.	New York.	'75-'90	....
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	175,428	7	" "	Richmond.	1875	....
Dollar Loan, Coupon	295,500	6	" "	"	1881	....
Dollar Loan	124,489	6	various.	"	1875	....
Richmond and Petersburg:						
1st Mort. (Coup. and Register'd)	130,500	7	June & Dec.	Richmond.	1875	....
2d Mortgage (Coupon)	176,000	8	Apr. and Oct.	"	'80-'86	....
Rockford, R. Island & St. Louis:						
1st Mortgage tax free	2,000,000	7*	Feb. & Aug.	N.Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, (W. & R.) Skg Fund	700,000	7	March & Sept.	New York.	1880	....
2d Mortgage	460,000	7	Jan. & July.	" "	1902	....
General Mort. S. F.	1,050,500	7	June & Dec.	" "	1891	....
Consol. Mort. conv. till 1879	2,000,000	7	Apr. and Oct.	" "	1904	....
Rutland (Cen. Vt. & Vt. & Can.):						
Equipment Mortgage, tax free	500,000	7	May and Nov.	Boston.	1880	....
Equipment Mortgage	500,000	8	March & Sept.	"	1880	....
General Mort	1,500,000	8	May and Nov.	"	1902	70½

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st Mortgag	346,000	8	May & Nov.	Saginaw.	1892	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	96,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,400	6	" "	"	1879	....
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	6	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	89
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	73½
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	85½
2d Mort. (" ")	4,922,000	7*	May & Nov.	" "	1897	60
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1895	....
1st Mort. (Cairo, Ark. & Tex.)	1,500,000	7*	" "	" "	1897	....
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1896	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	....
New Mortgage	3,000,000	7	March & Sept.	" "	1899	....
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv	2,207,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen. & Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St. Louis, Van. & T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,000,000	7	May & Nov.	" "	1896	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	1,000,000	7	March 1.	Pittsburg.	1901	....
St. Paul and Iowa Southwestern:						
1st Mortgage	4,500,000	7*	May & Nov.	.....	1908	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. P. to Sauk Rap.) 80m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N. Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
1st M. (W.Line) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (W.Line) R. R. & Lands.	9,000,000	7*	" "	"	....	....
1st Mort. (St. Paul and Pac.)l.g.	16,000,000	7*	.....	"	....	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage	226,000	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guaranteed	2,309,743	7	Jan. & July.	New York.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A & G):						
Sectional Mort.	310,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav. & Char.)	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar.	111,000	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....
Schenectady & Susq. (D. & H. Can.):						
1st Mortgage gold, tax free	400,000	7*	Jan. & July.	New York.	1900	....
Schoolcraft & Three R. (LS & MS):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala.	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv. (N.C.):						
1st Mortgage, on road and lands	2,000,000	7*	Jan. & July.	Philadelphia.	1901	91
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	894,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y., N. H. & Hart.)						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	....
Sioux City and Pacific:						
1st Mortgage gold	1,628,000	6*	Jan. & July.	Boston.	1898	
2d Mort. (Gov. Subsidy)	1,628,000	6	" "	U.S. Treasury.	1898	....
Somerset & Kennebec (Me. Cent.):						
1st Mortgage gold	200,000	7*	June & Dec.	Boston.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
South Carolina:	$					
1st Mortgage Sterling	1,486,333	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	3,700,000	7	" "	New York.	'82-'88	....
2d Mort. for $3,000,000	615,500	7	April & Oct.	" "	1902	....
Domestic (G) Bonds	111,000	6	Jan. & July.	Charleston.	1874	....
Domestic (I) Bonds	1,296,500	7	April & Oct.	"	1891	....
Domestic (K) Bonds	76,000	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	" "	1889	....
South Mountain Iron (Cumb. Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,100,000	...	May & Nov.	London.	....	....
South Pacific (Atl. and Pac.):						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	175,000	6	April & Oct.	Boston.	'80-'51	....
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	6	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	621,000	6	" "	" "	'84-'90	....
3d preferred bonds	452,800	6	" "	" "	'84-'90	....
Southern Central (N.Y.):						
1st Mortgage, skg fund conv	1,500,000	7	Feb. & Aug.	New York.	1890	....
2d Mortgage	600,000	7	March & Sept.	"	1882	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
1st Mort., Sink. Fund	1,500,000	7	May & Nov.	"	....	....
Southern Minnesota:						
1st Mortgage land grant tax free	2,240,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $23,000,000	10,040,000	6*	April & Oct.	New York.	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv	891,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	345,000	7	Jan. & July.	Boston.	'83-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1890	....
2d Mortgage gold, tax free	440,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cant. Vern.	444,100	7	Jan. & July.	Boston.	1887	....
Sullivan (Central Verm.):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1881	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1888	....
Summit Branch:						
1st Mortgage	600,000	7	Jan. & July.	Philadelphia.	1904	82½
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie June. (E.):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Swedesboro (West Jersey):						
1st Mortgage, guaranteed	200,000	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	"	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1870	....
Bonds of 1873 for $1,000,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage S. F. Gold	40,000pm	6*	June & Dec.	N.Y. or Lond.	1912	....
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1894	....
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	80
2d Mort. conv. (")	1,800,000	7	April & Oct.	" "	1886	71
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $6,200,000	1,500,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	50
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	800,000	7	Feb. and Aug.	New York.	1890	....
1st Mort. (L. Erie, Wab. & St. L.)	2,500,000	7	" "	" "	1890	87½
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	....
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	90½
1st Mort. (Ills. & South'n Iowa)	200,000	7	Feb. and Aug.	" "	1893	....
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	75
2d Mort. (Toledo and Wabash)	1,080,000	7	May and Nov.	" "	1878	90½
2d Mort. (Wabash & Western)	1,500,000	7	" "	" "	1878	....
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	....
Equipment (Toledo & Wabash)	600,000	7	" "	" "	1883	....
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	" "	1907	55
Consol. 2d mort. gold	2,186,000	7*	Feb. and Aug.	" "	1893	....
Traverse City (Gr. Rap. and Ind.):						
1st Mortgage	250,000	7	Feb. and Aug.	New York.	1902	....

AMERICAN RAILROAD BOND LIST.

The Letter (G) affixed to Rate of Interest Signifies "Payable in GOLD."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Troy & Bennington (T. & B.):	$					
1st Mortgage skg fund, guar....	59,700	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1982	....
Troy, Salem & Rutland(R. & Sar.):						
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....
Tuckerton:						
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free.....	27,213,000	6G	Jan. & July.	N. Y. & Bost.	'96-'99	90
1st Mort. Land Grant	8,578,000	7	Apr. and Oct.	" "	1887	88
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund.....	10,000,000	8	March & Sept.	New York.	1894	75¾
Omaha Bridge B'ds, stg.£500,000	2,500,000	8G	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free.....	1,600,000	6G	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S.Treasury.	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund.....	3,220,000	6G	Jan. & July.	New York.	1890	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	....
Sterling Loan £369,200 (U. Co's)	1,844,000	5G	" "	London.	1894	....
Sterling Loan £380,000 (")	1,800,000	6G	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	....
Bond to State of N. Jer.(U.Co's)	500,000	7	(Due 90 days	after demand.)		....
Loan of 1875 (Joint Companies)	675,000	6	Apr. and Oct.	Philadelphia.	1875	99¾
Sterl'g S.F. £262,000 (C. & Am.	1,310,000	6G	Feb. and Aug.	London.	1880	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	....
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	94
Mortg. Loan (" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	99¾
Loan of '75 (N.J. R.R. &T. Co.)	300,000	6	Feb. and Aug.	New York.	1875	....
Loan of '78 (" " ")	450,000	6	" "	" "	1878	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y.& Utica.	1878	....
Bonds of 1871 (2d issue).....	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund....	25,000pm	7G	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	...
Convertible bonds, tax free.....	200,000	7	" "	"	1879	....
Convertible bonds.....	150,000	7	" "	"	1885	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue).....	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black).....	138,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)..	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871.....	213,000	8	Jan. and July.	"	1890	....
Vineland:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	...
Virginia & Tennessee(A.M.& O.):						
Enlarged Mortgage	990,000	6	Jan. and July.	N.Y.&Lynch.	1834	....
4th Mortgage.....	870,000	8	March & Sept.	" "	1900	....
Registered Certificates.....	118,295	8	Jan. and July.	" "	1875	....
Funded Interest	226,300	8	" "	" "	1880	....
Income Mortgage (fundable)....	93,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free.....	810,500	7G	Apr. and Oct.	New York.	1901	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed.....	1,500,000	7	Apr. and Oct.	Philadelphia.	1882	....
Warwick Valley (Erie):						
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....
Wasatch and Jordan Valley:						
1st Mortgage.....	150,000	9G	May and Nov.	New York.	1893	....
Wash'gton City,Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	79¾
2d Mort. (" " ")	350,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	88¾
2d Mort. (" " ")	1,200,000	6	Jan. and July	"	1875	....
3d Mort. (" " ")	600,000	8	May and Nov.	"	1873	76
4th Mort. (" " ")	700,000	8	March & Sept.	"	1880	....
Funded Coupons (do.)	722,661	...	....	"	....	....
1st Mort. (Lynchb'g & Danville)	521,000	...	Apr. and Oct.	"	1896	....
Virginia State Loan.....	249,262	7	Jan. and July.	"	'92-'93	....
Washington and Ohio:						
1st Mortgage for $9,000,000....	47,000	7	May and Nov.	New York.	1898	....
	123,000	7G	Apr. and Oct.	" "	1901	....
Westchester and Philadelphia:						
General Mortgage, tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	....
Western North Carolina:						
1st Mortgage.....	850,000	8	Jan. and July.	.....	1890	....
Western of Alabama.						
1st Mortgage (Western R.R.)....	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.).....	1,158,000	8	" "	" "	1900	....
Income Mortgage.....	802,900	8	Various.	" "	Var.	....
Western Pennsylvania (Penn.):						
1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	....
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:	$					
1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	....
1st Mort. endor. by Balt.....	200,000	6	" "	"	1890	....
2d Mort. " "	300,000	6	" "	"	1890	....
2d Mort. endor. by Wash. Co...	300,000	6	" "	"	1890	....
2d Mortgage preferred.....	600,000	6	" "	"	1895	....
3d Mortgage endor. by Balt.....	875,000	6	" "	"	1900	....
4th Mortgage.....	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed.....	2,735,000	6G	Jan. and July.	New York.	1899	86
Western Union (Chi.,M. & St. P.):						
1st Mortgage for $5,000,000	3,500,000	7	Jan. and July.	New York.	1898	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	....
1st Mortgage (Salem) guar.....	100,000	6	" "	Philadelphia.	1878	....
1st Mort. (Swedesboro') guar...	200,000	6	" "	Camden.	.....	....
2d Mort. (Cape May & Millville)	400,000	7	Apr. and Oct.	"	.....	....
Consolidated Mortgage.....	1,000,000	7	" "	"	1899	....
West Wisconsin:						
1st Mort. land gr., gold skg fund	3,900,000	7G	Jan. and July.	N.Y. or Lond.	1887	....
1st Mort. (Southern Extension).	640,000	7G	" "	" "	1902	....
White Water Valley:						
1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1893	....
Wico Mico and Pocomoke:						
1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	64
Wilmington and Reading:						
1st Mortgage.....	1,250,000	7	Apr. and Oct.	Philadelphia.	1900	71¼
2d Mortgage coupon or regis....	1,560,000	7	Jan. and July.	"	1902	....
Wilmington and Weldon:						
Sterling Bonds.....	648,700	6G	Jan. and July.	London.	1881	....
Sterling Bonds.....	221,400	7G	May and Nov.	"	1886	....
Sinking Fund gold, Bonds.....	749,000	7G	Jan. and July.	New York.	1896	....
Wilmington and Western (Del.):						
1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1890	....
2d Mortgage $12,000 p. m.....	1,145,000	7	May and Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7G	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.gold S. F.$25,000pm	2,931,000	7G	Jan. and July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1881	....
Plain Bonds	75,000	6	" "	"	1881	....
Plain Bonds.....	150,000	6	May and Nov.	"	1887	....
Plain Bonds.....	150,000	7	Apr. and Oct.	"	1893	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	....
Chesapeake and Ohio:						
Sterling Loan guaranteed.....	4,375,000	5G	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,999,500	6	Jan. and July.	Baltimore.	1885	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mort. (1st series, Nov. 1, '67	1,500,000	7	May and Nov.	New York.	1877	....
1st Mort. (2d series, July 1, 1869	3,500,000	7	Jan. and July.	" "	1884	106¼
1st Mort. (3d series, Jan. 1, 1871	3,500,000	7	" "	" "	1891	....
Debentures Sterling.....	3,000,000	6G	" "	London.	1885	....
Debentures.....	860,000	7	Apr. and Oct.	New York.	1878	....
Lehigh Coal and Navigation:						
Mortgage Loan of 1877.....	762,779	6	June & Dec.	Philadelphia.	1877	92¾
Convertible Bonds.....	692,100	6	" "	"	1882	....
Convertible Loan, gold	856,000	6G	March & Sept.	"	1894	....
1st Mortgage, registered	5,566,277	6	J. A. J. & O.	"	1884	98
1st Mortgage, reg. (R. R.).....	2,400,000	6	F. M. A. & N.	"	1897	97¼
Mortgage (equip.) Loan, gold...	4,916,500	6G	June & Dec	"	1897	99¼
Consolidated Mortgage.....	199,000	6	.....	"	1911	....
Greenwood Mortgage Loan.....	796,000	6	Feb. and Aug.	"	1892	....
Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
Morris (and Essex):						
1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	....
2d Mortgage.....	285,000	6	Feb. and Aug.	"	1876	....
Boat Loan, sinking fund.....	286,965	7	Apr. and Oct	"	1890	....
Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	....
1st Mortgage (Wy. Val. Can.)..	600,000	6	" "	"	1878	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage.....	1,714,390	6	March & Sept	Philadelphia.	'82-'97	76¾
2d Mortgage.....	3,999,392	6	Jan. and July.	"	'82-'97	....
Plain Bonds.....	47,388	6	" "	"	1876	....
Improvement bonds.....	260,000	6	May and Nov.	"	1880	....
Boat and Car Loan	756,650	6	" "	"	1913	....
Boat and Car Loan	621,600	7	" "	"	1915	....
Coupon Bonds.....	1,200,000	6	Jan. and July.	"	1895	76
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)..	1,000,000	6	Jan. and July.	Phila. & Balt.	1885	....
3d Mortgage (Susqueh. Canal)	1,811,000	6	" "	" "	1878	....
Pref. Int. B'ds (" ")	324,810	6	" "	" "	1891	....
Union:						
1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia.	1883	....
West Branch & Susque. (Penn.):						
1st Mortgage.....	450,000	6	Jan. and July.	Philadelphia.	1878	....
2d Mortgage.....	298,000	6	" "	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years Owning.	Railroad. M. in Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad. Railroad in progress.	Rolling Stock. Cars. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1873	60.0	—	2.5	125.0	3	4	3	56	Adirondack ..... New York.	3,113,515	*	3,543,241	.....	3,763,000	980,000	1,963,756	—	60.0	71,936	29,902	30,012	160,425	22,801	—	100	....
Sept. 30, 1873	81.3	—	5.3	—	13	10	2	113	Alabama Central †..... Alabama.	3,600,000	.....	.....	.....	2,000,000	1,600,000	.....	.....	92.8	.....	.....	.....	350,000	95,000	—	100	....
Dec. 31, 1873	296.0	—	14.8	—	20	20	5	600	Alabama and Chattanooga..... Alabama.	10,500,000	*	.....	.....	2,700,000	8,500,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1873	142.0	—	165.7	—	68	33	12	1,890	Albany and Susq. †(D. & H.)..New York.	10,317,910	*	.....	.....	5,000,000	4,621,000	706,519	.....	142.0	810,519	371,410	631,917	1,672,319	410,877	7	100	96½
Dec. 31, 1873	132.0	130.5	16.7	—	73	29	10	1,969	Allegheny Valley†..... Pennsylvania.	12,332,709	.....	.....	.....	2,256,400	7,434,000	1,280,691	—	132.0	.....	861,239	1,778,688	2,628,471	784,026	—	100	....
Oct. 31, 1873	4.5	—	0.3	31.5	—	—	—	—	Allentown (P. & R.)..... Pennsylvania.	1,078,439	.....	.....	.....	568,744	.....	649,132	.....	.....	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1873	99.0	—	3.7	—	13	3	...	96	Arkansas Branch (St. L. & Iron Mt.).Mo.	5,351,250	*	19,971	66,432	2,499,000	2,500,000	438,659	—	99.0	153,190	.....	.....	259,293	98,598	—	50	....
Dec. 31, 1873	62.5	—	6.9	—	—	—	—	—	Ashtab. Youngst'wn & Pitts. (Pa. Co.).O.	3,300,000	.....	.....	.....	1,800,000	1,500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	150.0	—	10.0	—	.....	.....	.....	.....	Atchison and Nebraska.....Kan. & Neb.	7,500,000	.....	.....	.....	3,750,000	3,750,000	.....	.....	150.0	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1873	469.3	27.5	30.9	—	38	23	7	778	Atchison, Topeka & Santa Fe....Kansas.	20,893,238	1,214,307	1,481,420	1,023,087	8,615,000	10,096,500	3,814,785	222,545	282.9	.....	.....	.....	1,172,013	423,803	—	100	10
Feb. 28, 1874	266.5	—	9.7	—	10	8	3	161	Atlanta & Rich'd Air Line †..Ga.N.C.&S.C.	11,748,000	*	.....	.....	7,500,000	4,248,000	.....	.....	192.0	.....	.....	.....	.....	.....	—	100	....
June 30, 1873	81.0	—	4.0	—	19	7	6	165	Atlanta and West Point .....Georgia.	1,197,715	*	161,853	63,264	1,232,200	102,500	24,257	53,865	87.0	.....	62,987	86,592	399,344	100,161	8	100	....
June 30, 1873	387.5	34.8	161.0	—	190	41	25	2,911	Atlantic and Great West..N.Y. Penn.& O.	78,713,992	*	8,445,000	.....	24,358,300	62,800,692	2,899,401	—	604.8	5,111,452	957,942	2,605,088	5,456,898	1,886,922	—	100	....
Dec. 31, 1873	236.0	109.0	15.6	162.0	28	19	10	424	Atlantic and Gulf †..... Georgia.	7,717,971	.....	.....	.....	3,479,677	3,526,700	853,429	—	345.6	683,918	97,227	.....	1,005,947	267,886	—	100	....
Sept. 30, 1873	405.0	20.0	40 0	100.0	84	29	20	1,015	Atlantic, Mississippi and Ohio†..Virginia.	19,038,905	*	9,167,335	1,215,021	6,921,900	14,183,000	5,860,427	2,435,934	428.0	1,498,803	245,629	627,639	2,193,757	914,035	—	100	....
Dec. 31, 1873	95.0	—	9.0	—	9	12	6	78	Atlantic and North Carolina †..N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	328.0	4.0	32.8	—	135	74	34	2,842	*Atlantic and Pacific* †..Missouri & Ind.Ter.	36,572,728	*	4,135,500	141,411	19,760,300	16,792,438	1,677,522	.....	814.7	.....	.....	.....	5,529,102	2,218,876	—	100	....
Dec. 31, 1873	149.5	1.5	16.9	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	.....	.....	4,388,800	3,484,000	.....	—	.....	.....	.....	.....	.....	74,752	4	100	....
Nov. 30, 1873	53.0	—	4.8	—	—	—	—	—	Augusta and Savannah (C. of Ga.)....Ga.	1,032,200	—	.....	.....	735,700	129,000	.....	—	.....	.....	.....	.....	.....	73,000	8	100	....
Oct. 31, 1873	51.2	2.5	5.5	—	—	—	—	—	Bald Eagle Valley .....Pennsylvania.	1,05 0,000	—	10,000	—	550,000	454,900	—	—	.....	.....	.....	.....	.....	81,222	7	50	....
Sept. 30, 1873	379.6	42.8	439.0	—	473	206	56	10299	Baltimore and Ohio †.....Md. & W. Va.	33,975,584	16,682,280	18,857,396	2,926,765	16,719,862	19,866,733	822,298	29,083,131	497.4	10,292,359	.....	.....	12,252,844	4,099,043	10	100	171
Sept. 30, 1873	108.5	—	11.4	—	—	—	—	—	Washington branch †.....Maryland.	10,000,000	—	—	—	5,680,685	—	—	—	103.5	.....	.....	.....	947,729	116,067	10	—	175
Sept. 30, 1873	30.0	—	41.6	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	1,650,000	—	—	757,653	1,650,000	20,000	—	737,658	30.0	—	—	—	440,775	284,014	—	100	61
Dec. 31, 1873	63.0	—	3.2	—	—	—	—	—	Baltimore, Pittsburg and Chicago.....O.	3,000,000	—	.....	.....	500,000	2,500,000	.....	—	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	73.1	19.2	6.1	—	26	47	8	319	Baltimore and Potomac.....Maryland.	8,136,010	654,991	.....	116,915	3,503,900	4,500,000	884,837	19,180	43.0	.....	.....	.....	281,537	70	—	100	....
Dec. 31, 1873	48.2	—	2.5	—	4	2	2	68	Bangor and Piscataquis †..... Me.	1,207,202	110,200	.....	6,257	357,870	922,000	43,789	—	48.2	64,758	36,450	29,698	113,746	30,441	—	100	....
Oct. 31, 1873	16.0	—	6.0	—	5	2	1	367	Barclay (Towanda Coal Co.)..... Pa.	1,200,000	—	—	—	1,000,000	79,000	—	—	16.0	58,668	25,347	344,908	996	Loss.	7	50	....
Dec. 31, 1873	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake (Me. C.).Me.	900,000	—	—	—	750,000	150,000	7,000	—	—	—	—	—	—	36,000	—	50	....
Dec. 31, 1873	54.0	—	13.0	76.0	—	—	—	—	Bellville and Southern Illinois .....Ill.	2,780,000	—	.....	.....	1,680,000	1,100,000	.....	—	—	—	—	—	—	40 p.c.	—	100	....
Dec. 31, 1873	67.0	—	6.7	—	—	—	—	—	Belvidere Delaware (Penn. R. R.)....N. J.	4,034,829	—	—	571,587	995,800	2,244,500	1,238,838	—	80.0	—	397,153	1,444,573	1,148,223	153,700	—	100	....
Sept. 30, 1873	22.0	—	2.0	—	—	—	—	—	Berkshire (Housatonic) .....Mass.	600,000	—	6,000	7,600	—	—	7,246	6,355	—	—	—	—	42,610	35,407	7	100	....
Sept. 30, 1873	201.6	48.0	324.7	—	231	183	52	5,051	Boston and Albany..... Mass. & N. York.	21,876,749	4,453,046	2,316,185	1,067,840	19,864,100	4,319,000	2,266,820	3,263,900	283.9	5,661,554	5,757,624	2,884,520	9,798,033	2,199,873	10	100	130½
Sept. 30, 1873	26.2	—	2.1	9.8	5	6	2	83	Boston, Barre and Gardner..... Mass.	915,537	141,655	40,118	65,899	826,627	4,400	319,013	13,169	26.2	87,304	116,098	29,340	97,046	16,511	—	100	....
Sept. 30, 1873	41.4	1.5	12.2	—	23	24	13	511	Boston, Clinton and Fitchburg .....Mass.	1,379,111	715,820	259,288	110,779	872,600	1,249,600	224,162	118,636	90.2	489,497	487,274	407,072	677,439	116,975	—	100	....
Mar. 31, 1873	93.5	56.9	11.0	—	24	25	20	529	Boston, Concord and Montreal .....N. H.	2,850,000	*	316,429	229,630	1,800,000	1,050,000	29,603	516,456	150.4	.....	171,511	92,187	670,349	131,715	—	100	....
Sept. 30, 1873	26.8	16.0	45.7	—	40	62	...	953	Boston and Lowell..... Mass.	2,476,631	343,634	2,508,971	799,188	2,993,000	1,199,500	1,338,660	597,464	125.5	826,231	2,086,979	605,617	1,464,942	387,113	8	500	90
Sept. 30, 1873	115.5	8.5	100.6	—	69	149	...	1,636	Boston and Maine.....Mass., N. H. & Me.	8,817,444	1,335,401	820,083	114,822	6,921,274	2,857,199	805,039	1,342,229	189.5	1,458,963	5,008,074	542,004	2,300,094	680,566	8	100	110½
Sept. 30, 1873	44.0	18.5	66.0	—	41	71	11	627	Boston and Providence..... Mass. & R. I.	3,742,515	207,400	1,567,441	219,159	3,950,000	500,000	856,488	430,027	66.5	816,554	3,741,530	827,576	1,822,108	428,342	10	100	145½
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany†.....Georgia.	10,548,000	*	(Sold Oct. 15 1873.)		—	5,980,000	.....	—	172.0	(Operated by Receiver--No returns.)			.....	.....	—	100	....
Sept. 30, 1873	25.5	—	2.0	—	—	—	—	—	Bufl., Bradford and Pittsburg..New York.	2,869,000	—	44,080	.....	2,286,000	583,000	.....	—	—	—	—	—	—	40,000	—	100	....
Sept. 30, 1873	43.2	—	6.8	50.0	8	7	3	72	Bufl., Corry and Pittsb.... N. Y. & Penn.	1,561,930	*	.....	.....	500,000	1,000,000	350,000	—	43.2	1,343,729	65,542	109,325	169,989	Loss.	—	100	....
Sept. 30, 1873	141.5	—	13.7	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,339,000	—	.....	.....	950,000	2,380,000	.....	—	—	—	—	—	—	233,100	7	100	....
Oct. 31, 1873	120.6	—	13.6	—	18	13	4	604	Bufl., New York and Phila.N.Y. & Penn.	4,621,324	784,607	305,000	.....	1,615,060	2,577,500	1,293,944	—	120.6	261,900	234,760	158,836	398,763	48,546	—	100	....
Dec. 31, 1873	371.0	81.0	23.1	—	28	22	9	702	Burl., Cedar Rapids and Minnesota..Iowa.	16,200,000	*	—	—	5,510,000	8,265,000	1,973,197	—	402.0	.....	.....	.....	1,078,310	301,306	—	500	—
Dec. 31, 1873	190.7	48.6	20.8	—	14	12	7	314	Burlington and Missouri River..... Neb.	7,300,000	500,000	476,356	145,904	853,780	7,277,943	118,228	278,128	230.3	392,234	81,217	126,120	628,429	224,214	—	100	50
Dec. 31, 1873	130.0	20.0	10.9	4o1.0	8	7	4	218	Burlington and Southwestern..Iowa & Mo.	6,102,510	601,315	.....	.....	1,976,319	3,820,000	729,954	—	150.0	.....	.....	.....	362,719	Loss.	—	100	....
Dec. 31, 1873	71.0	—	2.1	—	4	6	...	50	Cairo, Arkansas and Texas..... Mo.	3,500,000	*	.....	.....	2,000,000	1,500,000	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	301.0	—	19.7	—	27	17	6	710	*Cairo and Fulton*..... Arkansas.	20,000,000	*	.....	.....	12,000,000	8,000,000	.....	—	202.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1873	53.4	0.6	3.3	15.6	8	4	..	292	Cairo and St Louis (narrow)..... Ill	2,978,000	*	.....	.....	478,000	2,500,000	.....	—	54.0	31,780	10,221	5,000	18,286	15weeks	—	100	....
Jun. 30, 1873	156.6	—	7.8	—	10	8	4	161	Cairo and Vincennes..... Illinois.	6,935,400	*	.....	125,236	3,508,636	3,500,000	57,000	—	156.6	113,557	8,418	21,824	72,234	—	—	100	....
Dec. 31, 1873	60.0	7.0	6.1	—	9	52	9	119	Camden and Atlantic..... New Jersey.	1,842,838	458,692	143,921	42,368	1,215,869	1,076,151	107,096	88,702	....	216,246	463,708	104,541	508,996	210,587	—	50	72
Dec. 31, 1873	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	381,925	350,000	—	—	—	—	—	—	—	45,415	6	100	....
Dec. 31, 1873	41.8	—	5.1	—	3	12	—	—	Cape May and Millville (W. N. Jer.).N.J.	979,282	—	—	—	500,000	400,000	79,282	—	—	—	—	—	—	60,000	6	100	....
June 30, 1873	18.0	0.5	1.2	—	.....	.....	.....	.....	Carbondale and Shawneetown....Illinois.	550,000	*	.....	.....	350,000	200,000	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	94.0	4.5	19.8	—	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,126,500	—	.....	.....	4,359,500	1,740,350	—	—	98.5	.....	.....	.....	.....	190,000	—	50	29
Sept.30, 1873	34.6	—	6.0	—	—	—	—	—	Cayuga & Susquehanna(D.L.&W.)..N.Y.	589,110	—	—	—	589,110	—	—	—	—	—	—	—	—	53,020	9	100	....
Dec. 31, 1873	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	—	—	—	—	—	—	—	137.052	—	100	....
Dec. 31, 1873	271.6	2.5	27.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C.&N.W.).Ia.	11,234,000	—	—	—	7,620,000	3,614,000	—	—	—	—	—	—	—	113,676	—	100	....
Nov. 30, 1873	294.5	—	42.9	—	108	84	60	1,584	Central of Georgia..... Georgia.	7,500,000	*	1,904,144	5,141,594	7,500,000	3,116,000	3,817,530	112,208	708.5	.....	131,404	.....	562,972	562,972	3	100	80
Dec. 31, 1873	189.0	—	16.9	29.3	26	10	8	512	Central of Iowa..... Iowa.	10,000,000	*	.....	.....	6,000,000	4,625,000	950,000	—	189.6	.....	.....	.....	3,489,398	379,388	—	100	....
Dec. 31, 1873	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey..... New Jersey.	16,293,003	2,796,445	16,000,000	.....	20,000,000	9,386,700	6,729,046	—	80.7	.....	.....	.....	656,104	139,889	—	100	....
Dec. 31, 1873	137.1	—	31.7	—	37	41	...	1,353	Central Ohio (B. & O.)..... Ohio.	5,349,500	*	.....	.....	2,849,500	2,500,000	.....	—	137.2	.....	.....	.....	5,369,013	2,507,253	8	100	107½
Dec. 31, 1873	864.9	336.0	140.9	203.0	188	167	43	3,594	*Central Pacific*†..... Cal. Nev. & Utah.	131,419,119	6,156,746	5,809,536	3,251,449	54,275,500	82,855,680	767,563	9,889,152	1,218.9	5,010,962	3,708,171	1,028,602	12,863,953	7,894,681	3	100	....
May 31, 1873	118.0	—	108.0	—	170	125	51	5,189	Central Vermont..... Vt.	11,500,000	*	.....	.....	5,000,000	6,500,000	.....	—	773.0	.....	.....	.....	.....	.....	—	100	....
June 30, 1873	100.0	—	15.0	100.0	6	6	3	123	*Central Br. of Union Pacific*..... Kan.	3,723,700	*	.....	.....	980,600	2,200,000	303,058	—	100.0	.....	.....	.....	119,663	—	—	100	....
Dec. 31, 1873	195.0	—	12.0	—	21	10	12	221	Charlotte, Columbia & Augusta....S.Car.	5,017,880	*	97,954	112,358	2,578,000	1,300,000	681,088	669,106	195.0	.....	.....	.....	686,432	291,064	—	100	....
Dec. 31, 1873	22.8	—	2.5	—	—	—	—	—	Chartiers (Penn.)..... Pennsylvania.	1,128,690	—	.....	.....	604,110	500,000	4,298	—	22.8	39,119	107,209	214,612	61,293	18,029	—	50	....
Sept. 30, 1873	17.4	—	2.3	—	—	—	—	—	Chemung (N. Central)..... New York.	400,000	—	—	—	380,000	—	—	—	—	—	—	—	—	30,000	6	100	....
Sept. 30, 1873	20.9	—	0.9	—	—	—	—	—	Cherry V. Shar.& Alb.(D.& H.Can.)N.Y.	600,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Sept. 30, 1873	421.0	9.3	21.5	58.5	70	34	18	2,261	Chesapeake and Ohio...Va. & W. Va.	41,137,773	*	3,738,067	450,682	15,898,408	22,026,500	7,405,920	—	421.0	1,087,217	220,801	248,226	1,210,509	330,809	—	100	....
Sept. 30, 1873	53.6	—	11.9	—	28	22	19	419	Cheshire..... N. H. & Mass.	2,362,707	326,600	331,259	127,564	2,163,300	808,400	27,238	159,193	88.1	663,014	198,517	456,358	849,086	1,877,578	5	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

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Year ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Jun. 30, 1873	111.0	—	5.5	—	8	6	4	310	Gilman, Clinton & Springfield.....Illinois.	4,056,167	380,630	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	.....	109,568	237,006	(Deficit)	—	100	...
Sept. 30, 1873	14.8	....	0.6	—	—	—	—	—	Goshen and Deckertown(Erie).New York.	290,901	—	.....	.....	105,000	246,500	22,108	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1872	299.3	28.0	19.9	—	54	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	10,163,975	*	.....	.....	2,681,475	7,482,500	.....	.....	325.3	627,211	491,910	311,070	1,055,192	461,272	—	100	...
Dec. 31, 1873	36.0	—	3.5	—	5	3	2	225	Grand Rapids, Newago & L. Shore.Mich.	143,372	216,626	.....	.....	362,150	576,000	188,163	.....	36.0	.....	.....	.....	132,772	63,248	—	100	...
May 31, 1873	94.0	—	6.2	—	—	—	—	—	Grand River Valley (M. C.).....Michigan.	1,992,000	—	.....	.....	492,000	1,500,000	.....	.....	—	—	—	—	—	144,600	5	100	...
Jun. 30, 1873	24.2	—	6.8	—	6	2	1	345	Grand Tower and Carbondale.....Ill.	621,960	*	(Owned	by G. T.	Mis. Man	uf. & Tra	ns. Co. B	ankrupt.)	24.2	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1873	929.0	—	379.0	—	422	274	84	5,575	Grand Trunk ¶.....Canada.	145,063,770	*	.....	3,600,085	54,942,945	93,720,911	.....	.....	1,388.0	7,088,594	1,834,945	1,608,584	9,799,486	603,905	—	100	...
Jan. 31, 1873	229.0	241.8	94.8	—	177	146	39	2,929	Great Western ¶.....Canada.	29,137,596	*	4,804,078	541,793	23,667,467	10,716,000	.....	.....	470.8	4,416,442	1,017,803	1,337,289	5,732,867	2,203,120	3½	100	...
Mar. 31, 1874	66.0	—	4.0	—	5	3	2	65	Gulf, Western Texas and Pacific¶..Texas	1,492,000	*	.....	.....	500,000	990,000	.....	.....	66.0	.....	.....	.....	289,768	134,979	—	100	...
Jun. 30, 1873	46.0	6.0	2.8	—	—	—	—	—	Hannibal and Naples (T. W. & W.)...Ill.	1,357,000	—	.....	.....	457,000	900,000	.....	.....	52.0	721,908	.....	78,900	116,170	(Deficit)	—	100	...
Aug. 31, 1872	206.0	90.5	29.2	51.0	79	61	62	1,592	*Hannibal and St. Joseph* ¶.....Missouri.	23,297,728	*	821,792	.....	14,250,828	9,146,900	.....	.....	274.5	1,646,638	320,838	415,563	2,484,671	670,530	—	100	26½
Oct. 31, 1873	36.0	—	18.0	—	—	—	—	—	Harrisburg and Lancaster (Pa.).....Pa.	1,882,530	—	.....	.....	1,182,550	700,000	.....	.....	—	—	—	—	—	124,778	7	50	...
Sept. 30, 1873	122.4	0.8	18.0	70.0	30	36	16	868	Hartford, Prov. & Fishkill ¶....Ct. & R. I.	4,704,866	*	277,087	.....	2,037,940	2,055,500	600,000	.....	135.5	.....	1,306,389	298,558	1,064,940	175,132	—	100	...
Sept. 30, 1873	74.0	—	7.0	—	17	16	8	389	Housatonic.....Connecticut.	2,014,871	340,687	.....	.....	2,000,000	541,000	313,981	.....	127.8	284,881	167,628	221,100	454,963	144,284	—	100	...
Dec. 31, 1873	45.0	13.8	15.7	—	23	6	...	116	Huntingdon and Broad Top Mt.....Penn.	4,169,956	*	616,500	78,198	1,870,000	2,161,500	833,153	.....	58.8	.....	71,869	617,237	431,107	190,004	—	50	14
Dec. 31, 1873	705.5	—	184.6	—	197	119	47	4,660	*Illinois Central*.....Illinois.	34,726,588	*	779,127	1,609,294	27,250,000	5,339,000	.....	4,526,009	1,108.9	5,861,325	1,473,607	1,121,358	8,268,325	2,883,741	10	100	99½
Jun. 30, 1873	14.5	—	6.0	—	4	3	1	156	Illinois and St. Louis.....Illinois.	1,549,757	*	.....	144,803	1,361,100	.....	262,895	70,565	14.5	48,975	.....	.....	124,437	10,780	—	100	...
Jun. 30, 1873	84.9	—	2.6	67.1	6	4	6	250	Indiana and Illinois Central....Ind. & Ill.	3,293,605	312,797	551,448	.....	1,896,000	1,079,000	739,250	.....	84.9	.....	.....	.....	.....	.....	—	100	...
Jun. 30, 1873	202.5	—	26.8	217.0	65	23	13	1,310	Ind., Bloomington & Western...Ind. & Ill.	13,440,735	*	.....	.....	5,003,700	6,500,000	72,426	.....	210.9	1,634,198	.....	404,336	1,469,807	632,819	—	100	...
Dec. 31, 1873	72.0	—	16.2	—	55	34	16	1,352	Indianapolis and St Louis.....Illinois.	4,095,227	*	801,690	.....	600,000	3,378,000	918,918	.....	265.0	.....	.....	.....	2,097,528	690,909	—	100	...
Dec. 31, 1873	117.0	—	18.5	—	8	7	3	197	Indianapolis and Vincennes (Penn.)..Ill.	4,452,729	195,125	.....	85,937	1,402,000	3,150,000	453,296	.....	117.0	.....	.....	.....	253,784	62,137	—	100	...
Nov. 30, 1873	353.0	18.0	20.5	150.0	40	23	6	667	International & Great Northern ¶....Tex.	16,014,000	*	.....	.....	5,500,000	10,514,000	.....	.....	341.0	.....	.....	107,636	1,066,245	530,035	—	100	...
Dec. 31, 1873	188.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City* (Ill. C.).....Ia.	7,585,000	—	.....	.....	4,625,000	2,960,000	.....	.....	—	—	—	—	—	—	—	—	—
May 31, 1873	68.8	—	3.5	—	—	—	—	—	Iowa Midland (C. & N. W.).....Iowa.	2,207,719	*	1,292,281	246 228	44,947	1,350,000	320,428	.....	68.8	.....	.....	.....	433,907	151,867	6	100	...
Sept. 30, 1873	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,275,472	—	.....	.....	494,162	600,000	188,114	.....	35.6	127,238	24,401	158,125	152,308	70,501	—	100	...
May 31, 1873	212.0	—	7.9	—	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	7,000,000	—	.....	.....	2,000,000	5,000,000	.....	.....	—	—	—	—	—	470,000	3½	100	...
Jun. 30, 1873	30.7	—	2.1	94.3	2	1	2	27	Jacksonville (N. W. & S. E.).....Ill.	923,200	*	.....	.....	313,200	610,000	.....	.....	30.7	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1873	151.2	25.1	9.7	110.0	14	6	4	155	*Jacksonville, Pensacola and Mobile* ¶...Fla.	6,000,000	*	.....	.....	6,000,000	4,000,000	.....	.....	215.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1873	51.1	1.5	16.2	—	—	—	—	—	Jamestown and Franklin (L.S.& M.S.)Pa.	2,616,743	—	.....	.....	606,000	1,000,000	964,743	.....	51.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1873	36.5	9.0	8.6	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	5,237,978	—	.....	.....	2,095,700	2,300,000	942,978	.....	—	—	—	—	—	115,186	—	50	...
Dec. 31, 1873	110.0	116.0	36.7	—	45	56	...	987	Jeffersonville, Madison and Ind..Indiana.	6,892,316	*	1,239,310	.....	2,000,000	4,871,000	760,617	.....	226.0	.....	.....	.....	.....	225,000	—	50	...
Dec. 31, 1873	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	164,000	.....	1,500,000	500,000	.....	.....	—	—	—	—	1,379,791	446,200	7	100	...
May 31, 1874	44.0	—	8.2	—	—	—	—	—	Joliet and N. Indian (M. C.)..Ill. & Ind.	1,100,000	—	.....	.....	300,000	800,000	.....	.....	—	—	—	—	—	163,127	7	100	96
Dec. 31, 1873	57.6	—	6.7	—	—	—	—	—	K'm'zoo, All'g'n & G Rap.(L.S.&M.S).Mich.	1,450,000	—	.....	.....	610,000	840,000	.....	.....	—	—	—	—	—	83,000	8	100	...
Dec. 31, 1872	56.0	—	1.7	491.5	3	2	2	89	Kansas Central (3 [illegible] .....Kas.	755,229	75,766	394,953	.....	840,000	.....	.....	.....	—	—	—	—	.....	103,800	6	100	...
Mar. 31, 1874	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Jose [illegible] C. St. Mo & V.	8,567,729	1,003,410	.....	614,775	2,789,414	6,826,500	.....	.....	2	(Returns for 1872–'73.)			1,237,813	418,213	—	100	...
Dec 31, 1873	31.9	—	1.8	—	—	—	—	—	Kansas City & Santa Fe (L.L. & G.).Kan.	—	—	.....	.....	720,000	.....	.....	.....	—	(Refused.)			—	—	—	100	...
Dec. 31, 1873	639.0	34.0	48.0	—	88	55	18	1,316	Kansas Pacific.....Kansas & Col.	35,219,618	*	3,722,901	.....	9,689,950	26,015,600	2,917,359	.....	639.0	1,441,229	173,651	278,405	3,563,299	1,446,309	—	100	...
Dec. 31, 1873	99.0	—	11.2	—	17	15	6	312	Kentucky Central.....Ky.	—	—	.....	.....	.....	1,081,000	.....	.....	99.0	(All refused.)			.....	.....	—	100	...
Mar. 31, 1874	162.0	—	14.0	—	16	10	5	289	Keokuk and Des Moines.....Iowa.	6,078,320	*	.....	.....	.....	.....	.....	.....	—	—	—	—	.....	.....	—	100	...
Dec. 31, 1873	49.0	—	2.4	—	5	11	3	58	Knox and Lincoln.....Maine.	2,707,573	*	72,900	11,762	363,335	2,395,000	34.000	.....	162.0	(Re-organized January 1, 1874.)			.....	.....	—	100	...
May 31, 1873	29.0	—	3.0	—	—	—	—	—	La Crosse, Tremp. & Fores. (C. & NW)Wis.	1,385,540	—	.....	5,322	990	1,000,000	390,872	.....	49.0	96,715	91,795	13,392	141,720	68,082	—	100	...
Jun. 30, 1873	80.0	—	3.5	—	—	—	—	—	Laf., Bloom'ton & Miss. (T.W. & W.)..Ill.	2,300,000	—	.....	.....	1,000,000	1,300,000	.....	.....	29.0	.....	.....	.....	230,551	165,777	—	100	...
Dec. 31, 1873	36.0	—	1.9	79.0	—	—	—	—	Laf., Muncie & Bloom'ton(T.W. & W.).Ill.	—	—	.....	.....	117,073	666,000	.....	.....	80.0	199,672	.....	100,965	157,131	34,926	—	100	...
Jun. 30, 1873	67.5	—	4.0	112.5	6	3	3	83	Lake Erie and Louisville.....Ohio.	2,427,732	*	82,603	22,032	1,115,350	890,000	510,906	16,511	36.0	(Refused.)			.....	.....	—	100	...
Sept. 30, 1873	51.3	6.0	5.4	83.7	6	8	2	201	Lake Ontario Shore Line.....New York.	2,792,081	*	.....	.....	1,857,100	1,438,200	268,769	.....	67.5	77,806	48,681	40,676	90,068	21,751	—	100	...
Sept. 30, 1873	540.4	493.6	61.5	—	402	171	82	9,843	Lake Shore & Mich. S. N.Y.P.,O. Ind.& Ill.	63,495,167	13,589,689	3,551,485	4,174 756	50,000,000	31,196,000	6,654,322	1,428,675	57.3	50.128	69,122	37,234	55,785	2,082	—	100	...
Jun. 30, 1873	92.4	8.0	12.9	—	9	8	...	200	Lake Shore and Tuscarawas Valley.Ohio.	4,248,158	223,274	.....	53,125	1,981,915	2,300,000	231,890	10,752	1,154.0	15,421,103	2,145,163	5,511,918	19,414,609	5,667,911	4	100	82
Aug. 31, 1873	166.0	—	13.4	—	11	10	4	343	Lake Superior and Mississippi.....Minn.	7,081,000	—	.....	.....	5,125,000	7,647,000	15,000	.....	75.4	.....	60,863	111,409	128,669	7,011	—	100	...
Dec. 31, 1873	17.8	3.0	12.2	—	—	—	—	—	Lawrence (P. F. W. & C.).....Pa.	715,126	—	39,548	.....	360,200	355,000	9,458	.....	211.0	.....	81,559	.....	484,811	.....	—	100	...
Dec. 21, 1873	21.5	—	2.2	—	—	—	—	—	Leav'worth, Atchison & Nthw. (Pac.).Ks.	1,000,000	—	.....	.....	600,500	500,000	.....	.....	20.8	.....	.....	.....	189,332	75,753	10	100	...
Apr. 30, 1873	144.1	1.8	9.2	—	20	14	9	255	*Leavenworth, Lawrence & Galveston* ...Ks.	5,378,157	604,364	5,560,061	125,119	5,000,000	5,800,000	867,695	.....	208.6	.....	.....	.....	479,756	86,668	—	100	...
Dec. 31, 1873	15.0	—	1.5	21.0	—	—	—	—	Lehigh and Lackawanna (L. & S.)....Pa.	675,100	—	.....	.....	375,100	300,000	.....	.....	15.0	.....	20,675	44,107	42.387	13,676	—	50	...
Dec. 31, 1873	105.0	32.3	100.0	—	92	14	12	7,762	Lehigh and Susquehanna (C. of N. J.).Pa.	12,757,395	*	.....	(Owned	by Lehigh	Coal &	Nav. C	ompany.)	174.0	1,924,045	511,501	3,403,372	3,447,817	2,106,566	10	50	...
Nov. 30, 1873	101.0	132.4	228.7	—	194	44	29	9,726	Lehigh Valley.....Pa.	19,750,425	*	15,384,664	.....	23,232,446	10,875,000	1,837,648	.....	233.4	.....	1,096,820	6,373,196	7,424,895	3,540,035	10	50	122
Dec. 31, 1873	120.0	76.0	63.5	—	53	35	24	659	Little Miami & Col. Xenia (P.C.& S.L.)O.	6,789,473	*	260,964	44,910	4,608,250	1,590,000	.....	.....	196.0	.....	.....	.....	1,401,548	162,018	8	100	...
Dec. 31, 1873	100.0	—	2.0	60.0	7	4	1	60	*Little Rock and Fort Smith* ¶.....Ark.	9,350,000	*	.....	.....	4,675,000	4,675,000	.....	.....	100.0	.....	.....	.....	90,880	Loss.	—	100	...
Apr. 30, 1874	70.0	....	....	50.0	2	1	1	12	Little Rock, Pine Bluff & N. O. ¶ (nar.)Pa.	1,400,000	*	.....	.....	700,000	700,000	.....	.....	....	(Operations not reported.)			.....	.....	—	100	...
Nov. 30, 1873	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill (P. & R.).....Pa.	1,416,188	—	10,000	.....	2,646,100	759,500	.....	.....	—	—	—	—	—	—	—	100	...
May 31, 1873	93.0	2.0	5.0	—	9	5	3	245	Loganasport, Crawfordsville & S. W..Ind.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	118.0	(Operations not reported.)			214,839	209,669	7	50	94
Dec. 31, 1873	9.0	—	—	—	—	—	—	—	Long Branch and Sea Shore (S.N.J.).N.J.	398,863	—	.....	.....	171,800	200,000	.....	.....	—	—	—	—	—	—	—	100	...
Sept. 30, 1873	94.0	64.0	17.1	—	22	43	9	249	Long Island ¶.....N. Y.	5,226,902	*	.....	.....	3,300,000	1,500,000	205,000	.....	158.0	.....	.....	.....	896,716	473,159	4	100	...
Dec. 31, 1873	101.1	—	9.2	—	—	—	—	—	Louisiana & Missouri River(C. & A.)..Mo.	5,902,440	—	.....	.....	1,516,500	1,516,500	1,588,343	.....	—	—	—	—	—	138,370	—	100	...
July 1, 1873	93.5	81.4	23.1	23.0	42	26	18	879	Louisville, Cincinnati and Lexington..Ky.	7,981,305	*	.....	.....	2,474,483	4,234,519	1,709,147	.....	174.9	.....	.....	.....	1,210,382	301,719	—	100	...
Dec. 31, 1873	288.0	—	17.0	—	36	15	10	479	Louisv., New Albany and Chicago..Ind.	(nominal.)	—	.....	.....	3,000,000	.....	.....	.....	288.0	(No returns furnished.)			.....	.....	—	100	...
Dec. 31, 1873	31.0	—	2.1	124.0	3	1	—	14	Louisv., N. Alb. & St. L. A. L..Ind. & Ill.	2,549,222	44,105	242,677	.....	1,563,073	780,000	184,517	.....	31.0	.....	.....	.....	11,764	917	—	100	...
Jun. 30, 1873	185.0	420.8	59.4	—	123	97	...	1,559	Louisv., Nashv. & Gt. So. ¶..Ky. & Tenn.	22,046,339	*	8,253,416	595,765	8,981,439	14,620,500	5,211,942	1,781,627	605.8	.....	.....	.....	4,909,426	1,411,123	7	100	...
Sept. 30, 1873	12.4	—	2.3	—	—	—	—	—	Lowell and Lawrence (B. & L.). ...Mass.	363,158	—	.....	13,032	200,000	54,700	10,532	110,768	—	—	—	—	21.786	18,815	6	100	...
Mar. 31, 1873	78.0	—	3.9	—	—	—	—	—	Macon and Augusta (Ga.).....Ga.	2,506,170	—	.....	.....	1,631 900	770,000	104,270	.....	78.0	.....	.....	.....	120,768	7.491	—	100	...
Dec. 31, 1873	187.0	10.0	5.6	—	12	19	4	170	Macon and Brunswick ¶.....Ga.	5,750,000	*	.....	.....	3,500,000	2,250,000	.....	.....	197.0	.....	.....	.....	437,298	148,383	—	100	...
Jun. 30, 1873	38.0	—	0.0	—	—	—	—	—	Mahoning Coal (L. S. & M. S.).....Ohio.	2,199,833	—	.....	.....	1,075,000	1,075,000	98,179	.....	—	—	—	—	—	.....	—	100	...

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p c
Dec. 31, 1873	354.9	69.0	554.9	—	878	385	136	17589	Pennsylvania.....Pennsylvania	48,571,808	*	97,782,380	4,371,449	68,144,475	43,145,788	23,592,815	6,842,563	869.4	.....	5,879,684	9,998,794	24,886,009	9,044,978	10	50	105½
Dec. 31, 1873	47.0	15.8	57.0	—	28	8	—	1,300	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	3,062,500	.....	4,000,000	487,500	565,000	.....	47.0	.....	3,970	1,391,454	28,501	.....	20	50	240
Dec. 31, 1873	41.5	—	1.4	—	—	—	—	—	Pennsylvania and Delaware (Penn.)..Pa.	2,502,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Nov. 30, 1873	104.6	22.6	21.2	—	18	2	—	992	Pennsylvania and N. York..N.Y. & Penn.	5,351,750	791,077	.....	.....	900,000	1,602,000	71,346	.....	—	(Opened July 1, 1873.)	—	—	—	—	—	50	....
Nov. 30, 1873	23.8	—	3.1	12.7	—	—	—	—	Perkiomen (P. & R.).....Pa.	1,388,700	—	18,529	.....	4,061,700	3,000,000	74,017	.....	127.2	752,452	191,584	1,338,081	1,485,806	403,405	24	50	....
Dec. 31, 1873	45.2	—	2.0	—	4	4	1	53	Pensacola and Louisville ¶.....Fla.	455,327	64,300	150,000	.....	38,040	1,821,800	20,478	.....	—	—	—	—	—	—	—	50	....
Dec. 31, 1870	—	—	76.0	—	—	—	—	—	Peoria, Atlanta and Decatur.....Ill.	450,000	—	—	—	450,000	—	219,627	.....	45.2	76,850	16,690	.....	88,930	35,257	—	100	....
Dec. 31, 1873	47.0	—	7.4	—	—	—	—	—	Peoria and Bureau Valley (C.R.I.&P.).Ill.	800,000	—	—	—	600,000	300,000	—	—	—	—	(Under construction.)	—	—	—	—	100	....
Jan. 30, 1873	83.0	—	11.5	—	12	7	4	171	Peoria, Pekin and Jacksonville...Illinois.	1,566,000	—	—	—	1,266,000	300,000	—	—	—	—	—	—	—	—	—	100	....
Jan. 30, 1873	91.0	—	4.0	—	8	5	2	163	Peoria and Rock Island.....Ill.	3,260,351	345,797	45,000	.....	1,239,700	2,000,000	411,448	.....	83.0	280,562	.....	135,465	319,168	30,952	—	100	....
Dec. 31, 1873	64.0	18.0	8.0	—	12	9	5	121	Petersburg ¶.....Virginia	3,772,327	*	.....	.....	1,858,950	1,650,000	49,639	.....	9.0	276,058	70,500	194,248	300,045	105,368	—	100	....
Oct. 31, 1873	46.0	—	6.5	—	10	8	3	95	Philadelphia and Balt. Cent. Penn. & Md.	1,817,985	*	.....	.....	1,324,200	500,000	356,112	.....	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	287.6	—	121.7	—	—	—	—	—	Philadelphia and Balt. Cent. Penn. & Md.	1,811,107	177,744	.....	.....	220,606	1,500,000	46,945	.....	57.0	182,886	309,498	138,262	303,221	78,389	—	50	....
Sept. 30, 1873	20.0	—	25.0	—	24	45	18	192	Philadelphia and Erie ¶ (Penn.).....Pa.	23,777,743	—	2,241,800	16,866	8,448,700	16,625,000	1,335,709	.....	287.6	2,912,351	777,273	2,164,246	3,842,067	428,756	—	50	34
Dec. 31, 1873	3.0	—	—	24.0	—	—	—	—	Phila., Germ. and Norrist'n (P.& R.)..Pa.	1,146,538	368,262	500,793	.....	2,231,900	—	—	—	32.3	.....	.....	.....	281,623	269,791	12	50	161
Sept. 30, 1873	98.4	228.6	432.2	—	400	220	60	19018	Phila., Newtown and New York .....Pa.	440,400	—	—	—	199,360	164,000	57,000	.....	—	—	—	—	—	—	—	50	....
Dec. 31, 1873	26.6	—	39.7	—	—	—	—	—	Philadelphia and Reading..Pennsylvania.	28,260,889	7,480,719	48,349,063	1,741,889	34,269,575	44,188,715	4,876,055	2,498,205	725 3	8,351,682	6,790,088	9,847,747	14,832,661	5,357,766	10	50	109½
Oct. 31, 1873	95.3	14.8	121.6	—	70	160	...	1,240	Philadelphia and Trenton (Penn.).....Pa.	1,584,479	—	—	—	1,259,100	—	—	—	36.6	882,160	1,747,216	1,400,983	1,995,606	448,574	10	50	123
Nov. 30, 1873	11.3	—	43.0	—	—	—	—	—	Phila., Wilm. and Baltimore..Pa. D.& Md.	11,814,764	*	2,103,295	840,363	11,507,750	1,900,000	279,120	743,053	111.8	1,437,207	853,937	836,979	3,074,881	1,095,265	8	50	109½
Dec. 31, 1873	193.0	8.0	50.8	—	104	34	19	1,648	Pickering Valley (P. & R.).....Pa.	474,551	—	—	—	92,875	332,300	161,363	.....	—	—	—	—	—	4,751	—	50	....
Dec. 31, 1873	468 3	—	180.0	—	269	133	54	9,789	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	19,682,344	*	3,496 277	—	8,433,750	15,010,586	3,854,872	.....	201.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	30.0	—	4.9	150.0	4	6	3	65	Pittsburg, Ft. W. and Chic..P., O., L. & I.	37,368,286	*	—	—	23,814,286	14,554,000	14,230	.....	500.6	7,878,666	2,134,653	2,365,846	3,841,214	478,298	—	50	....
Oct. 31, 1873	149.6	1.9	36.0	4.6	26	15	7	400	Pitt'sbg, Virg. & Charleston..Pa.& W.Va.	1,106,167	37,226	556,038	.....	673,264	700,000	244,672	.....	30.0	57,900	140,188	4,828	67,137	16,941	—	50	....
Sept. 30, 1873	18.6	—	1.4	—	—	—	—	—	Pittsburg, Washington & Balt...Pa.& Md.	11,934,439	709,835	93,671	.....	1,960,682	9,500,000	2,276,579	.....	169.2	1,583,213	859,533	1,130,334	1,564,993	1,38,035	—	50	....
Nov. 30, 1873	71.3	—	3.6	38.7	6	15	5	117	Pittsfield and North Adams.....Mass.	443,685	—	—	6,315	450,000	—	—	—	—	—	—	—	—	—	—	—	—
Aug. 31, 1873	52.5	—	4.3	—	6	9	4	141	Portland and Ogdensburg....Me. & N. H.	2,502,115	*	125,862	200,937	1,045,270	1,384,000	321,710	77,934	65.3	147,741	73,908	46,045	144,982	49,075	—	100	....
Sept. 30, 1873	52.0	—	8.1	—	19	—	7	167	Portland and Rochester.....Me. & N. H.	1,925,741	*	253,124	18,208	636,112	1,407,500	183,461	.....	52.5	134,108	142 846	64,290	142,571	40,976	—	100	....
Apr. 30, 1873	111.8	—	8.0	—	9	6	4	230	Portland, Saco and Portsmouth (Etn.).Me.	1,500,000	*	—	—	1,500,000	—	—	—	—	—	—	—	—	—	—	—	—
Sept. 30, 1873	71.4	—	4.9	—	—	—	—	—	Port Royal ¶ (Ga.).....South Carolina.	5,500,000	—	—	—	3,000,000	2,500,000	—	—	—	—	—	—	—	150,000	10	100	111½
Sept. 30, 1873	41.9	—	2.5	4.8	4	5	...	91	Portsm'th, Gt. Falls & Conway (Etn.).Me.	1,229,689	—	—	—	767,200	462,489	.....	.....	—	—	—	—	—	—	—	25	....
Sept. 30, 1873	22.8	—	2.0	48.9	2	3	1	65	Poughkeepsie and Eastern....New York.	1,475,430	*	.....	.....	524,464	722,500	479,689	.....	46.1	95,055	32,180	44,508	86,213	14,241	—	100	....
Sept. 30, 1873	13.6	—	—	—	4	10	...	20	Providence and Springfield..R.I. & Mass.	933,408	*	.....	.....	472,890	414,000	47,518	.....	22.8	.....	22,512	5,653	18,418	9,543	—	100	....
Sept. 30, 1873	43.4	1.0	45.2	—	29	40	...	692	Providence, Warren and Bristol.....R.I.	526,515	*	.....	.....	427,917	50.000	88,597	.....	13.6	.....	379,227	20,504	113,505	9,263	—	100	....
Dec. 31, 1873	36.0	—	2.0	—	4	3	2	—	Providence and Worcester..R. I. & Mass.	1,976,025	735,748	—	271,267	2,000,000	500,000	387,810	96,230	—	526,128	1,785,067	530,620	963,345	257,103	10	100	....
Jan. 30, 1873	42.0	—	4.0	—	1	2	2	44	Queen Anne and Kent ¶.....Del. & Md.	351,000	*	.....	.....	260,000	260,000	2,600	.....	36.0	35,850	12,560	38,231	27,437	9,990	—	50	....
Dec. 31, 1873	70.0	—	1.7	160.0	...	...	...	...	Quincy, Alton and St. Louis.....Ill.	1,832,100	*	.....	32,200	780,000	1,000,000	52,000	.....	42.0	56,000	.....	.....	68,939	(Deficit)	—	100	....
May 31, 1873	44.0	—	3.0	62.0	3	3	3	50	Quincy, Missouri and Pacific.....Mo.	2,000,000	—	.....	.....	700,000	20,000p.m	.....	.....	....	(Under construction.)	—	—	—	—	—	100	....
May 31, 1873	97.0	—	5.0	—	16	10	4	134	Raleigh and Augusta Air-Line ¶..N. Car.	1,134,221	89,785	.....	.....	876,000	—	—	—	44.0	.....	.....	.....	73,474	28,543	—	100	....
Nov. 30, 1873	40.0	8.0	8.1	10.7	8	7	1	29	Raleigh and Gaston.....North Carolina.	1,500,000	*	155.300	102,936	1,500,000	—	92,150	166,085	97.0	.....	47,069	98.052	369,646	178,652	—	100	....
Sept. 30, 1873	101.5	80.9	47.9	—	42	52	17	1,202	Reading and Columbia (P. & R.).....Pa.	2,072,959	220,041	62,566	.....	508,268	1,000,000	1,215,911	.....	48.0	242,123	138,771	352,399	310,517	92,179	—	50	....
Sept. 30, 1873	189.0	6.9	16.8	—	35	20	9	462	Rensselaer and Saratoga (D.& H.)..N. Y.	8,328,362	*	.....	.....	6,000,000	2,000,000	.....	.....	182.4	820,468	1,037,327	616,634	1,965,857	903,072	8	100	109
Sept. 30, 1873	86.0	—	6.7	—	13	21	16	134	Richmond and Danville ¶.....Virginia.	5,729,729	*	2,100,682	234,278	4,000,000	2,485,411	1,435,505	143,372	195.9	599,792	141,767	227,729	957,129	447,369	...	100	...
Sept. 30, 1873	22.5	2.7	4.2	—	8	9	4	164	Richmond, Fred'bg and Potomac ¶..Va	2,727,840	*	131,596	254,875	1,509,829	889,698	82,639	632,148	86.0	199,825	173,985	45,677	496,744	231,136	2	100	....
Sept. 30, 1873	38.3	—	2.2	26.0	3	3	2	42	Richmond and Petersburg ¶.....Va.	1,215,404	*	48,483	30,119	847,100	326,296	81,527	49,183	46.7	110,712	126,947	91,887	160,227	36,685	—	100	....
Dec. 31, 1873	18.5	—	1.8	—	—	—	—	—	Richmond, York Riv.& Chesapeake ¶..Va.	1,257,640	—	.....	.....	650,000	—	607,640	.....	38.3	—	(No report supplied.)	—	—	—	—	100	....
Sept. 30, 1873	—	—	—	105.0	—	—	—	—	Rochester & Genesee Valley (Erie).N. Y.	671,203	—	.....	.....	557,580	—	—	.....	—	(Rental 8 p. c. of earnings.)	—	—	—	—	—	100	....
Sept. 30, 1873	10.0	—	—	140.0	...	...	...	...	Rochester and State Line.....N. Y.	735,649	*	183,649	.....	24,000	894,000	90,000	.....	—	—	—	—	—	34,012	...	100	....
Jan. 30, 1873	278.9	25.4	26.7	—	45	14	6	882	Rochester, Nunda & Penn. (3 ft.)...N. Y.	716.327	*	.....	.....	625,600	—	58,200	.....	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	141.1	48.6	28.4	—	42	32	16	909	Rockford, Rock Island and St. Louis..Ill.	14,519,619	1,178,130	298,567	—	6,490,579	9,000,000	505,737	.....	318.0	1,089,557	.....	262,148	947,650	179,955	—	100	....
Dec. 31, 1873	120.0	—	18.0	—	—	—	—	—	Rome, Watertown and Ogdensburg.N. Y.	4,789,198	*	147,969	305,486	3,146,800	1,908,249	44,979	142,625	218.2	.....	.....	.....	1,230,555	360,488	7	100	79
Dec. 31, 187	34.0	—	2.7	—	4	2	...	52	Rutland (C. V.).....Vermont.	9,129.946	*	143,947	92,617	6,648,400	1,972,800	745,700	.....	239.0	.....	.....	.....	970,239	492,400	2	100	....
Dec. 31, 1873	22.0	—	6.5	—	5	8	...	230	Saginaw Valley and St. Louis.....Mich.	525,716	87,854	.....	4,173	121,775	346,000	149,968	.....	34.0	58,650	.....	.....	134,620	79,810	—	100	...
Aug. 31, 1873	187.0	—	20.0	38.0	19	...	...	...	St. Croix and Penobscot ¶.....Me.	364,000	*	.....	20,603	100,000	227,700	7,000	.....	22.0	.....	.....	.....	70,952	28,861	3	50	....
Dec. 31, 1873	197.0	18.0	21.0	—	13	11	4	590	St. Joseph and Denver City..Kan.& Neb.	11,221,764	420,925	246,000	3,803	4,000,000	7,000,000	734,425	157,067	187.0	.....	.....	.....	.....	.....	—	100	....
Jan. 31, 1874	43 3	—	2.2	—	—	—	—	—	St. Louis, Alton and Terre Haute.Illinois.	11,768,400	*	.....	241,609	4,768,400	7,000,000	241,609	.....	285.0	.....	.....	.....	1,042,808	593,849	—	100	7
Dec. 31, 1873	195.5	15.3	39.7	—	85	23	15	1,618	St. Louis & C. Rapids (St.L.,K.C.& N.)Ia.	(Statements not received.)																
Jan. 30, 1873	310.0	48.0	25.0	—	46	27	12	1,176	*St. Louis and Iron Mountain* ¶...Missouri.	19,103,348	*	247,884	—	10,000,000	8,622,000	431,149	298,083	210.8	947,849	537,276	682,903	1,964,281	596,426	3	100	22
Dec. 31, 1873	76.5	—	2.1	—	—	—	—	—	St. Louis & S. Eastern...Ill., Ky. & Tenn.	8,828,400	*	.....	.....	4,628,400	3,200,000	.....	.....	—	524,786	70.531	515,719	661,753	265,882	—	100	....
Dec. 31, 1873	41.5	—	2.3	138.5	—	—	—	—	St. Louis & St. Jos. (St.L.,K.C.& N.).Mo.	2,000,000	—	.....	.....	—	1,000,000	(Sold under foreclosure			Feb. 18, 1874 for $1 00,000.)						100	....
Dec. 31, 1873	150.6	—	11.6	—	—	—	—	—	St. L., C. Bluffs & Omaha(St.LKC&N.)M.	2,200,000	—	.....	.....	1,100,000	16,000p m	.....	.....	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	265.5	87.5	26.7	—	91	42	14	1,516	St. Louis, Jacksonv. & Chic.(C. & A.).Ill.	5,073,600	—	.....	.....	2,348,600	2,725,000	.....	.....	—	—	—	—	(Rental.)	65,000	—	100	....
Dec 31, 1873	157.8	—	24.4	—	32	14	8	841	St. L., Kansas City & Northern.....Mo	28,134,445	*	2,173,883	635,509	24,000,000	6,000,000	943,928	.....	581.8	2,387,981	425,326	501,595	2,755,194	670,530	—	100	....
Aug. 31, 1873	108.5	—	4.7	161.0	—	—	—	—	St. Louis, Vandalia & T. H. (T.H&I).Ill.	8,256,255	*	226,930	.....	2,378,158	5,499,000	467,325	.....	157 8	.....	.....	.....	1,130,813	337,768	—	100	....
Aug. 31, 1873	207.0	76.0	19.4	—	28	20	6	374	*St. Louis and Pacific*.....Minn.	11,250,000	—	.....	.....	—	10,500,000	750,000	.....	35.0	25,256	16,417	15,786	32,345	209	—	100	....
Aug. 31, 1873	121.3	—	10.0	—	14	6	4	255	*St. Paul and Pacific* (1st Div.).Minnesota.	17.214,350	*	.....	.....	1,968,600	15,245,750	472,942	.....	283.0	.....	.....	.....	763,805	165,964	—	100	....
Aug 31, 1873	17.6	3.2	1.0	—	2	2	1	40	St. Paul and Sioux City.....Minn.	4,628,778	*	.....	.....	2,400,000	1,851,500	216,227	.....	121.3	244,766	77,755	.....	509,443	40,172	—	100	....
Sept. 30, 1873	16.0	—	2.6	—	—	—	—	—	St. Paul, Stillw. & Taylor's Falls...Minn.	780,817	*	.....	.....	277,500	450,000	37,000	.....	20.8	29,280	22,800	.....	63,718	31,863	—	100	....
Jan. 30, 1873	116.3	—	13.9	—	31	15	10	389	Salem and Lowell (B. & L.).....Mass.	481,469	—	.....	2,714	243,305	226,900	18,978	.....	—	—	—	—	63,718	31,863	—	100	....
Dec. 31, 1873	104.0	—	4.9	5.0	10	9	5	80	Sandusky, Mans. & Newark (B. & O.)...O.	3,241,661	*	.....	59,454	938,000	2,309,743	6,547	46,725	116.3	896,934	193,597	372,011	715,250	81,106	—	50	....
Dec. 31, 1873	11.0	—	21.5	—	—	—	—	—	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	.....	.....	1,000,000	1,427,800	.....	.....	104.0	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1874	60.0	—	8.0	—	16	4	6	250	Schuylkill Valley (P. & R.).....Penn.	576,050	—	.....	.....	576,050	—	—	—	—	—	—	—	—	28,803	5	50	....
									Seaboard and Roanoke..Va. & N. Carolina.	2,058,152	*	668,669	.....	1,365,000	210,000	.....	.....	80.0	.....	34,867	.....	609,678	198,004	8	100	....

Apr. 30, 1872	237.0	—	11.9	—	39	19	7	417	*Selma, Rome and Dalton* ¶..Ala.Ga.& Tenn.	12,980,000	*			3,750,000	9,230,000			237.0	(No	statement	furnished)				100	....
Dec. 31, 1873	28.0	—	4.5	—					Shamokin Valley and Pottsville(N.C.)..Pa.	1,208,050	—	1,655,400		869,450	1,994,000			28.0	170,978	47,865	760,005	350,487	157,172	6	50	....
Dec. 31, 1873	78.5	—	5.6	—	5	5	3	172	Sheboygan and Fond du Lac..Wisconsin.	2,022,861	*			1,276,000	1,509,000	86,689		78.5	131,140	62,214	159,188	135,777	3,687	—	100	....
Nov. 30, 1873	31.1	—	5.2	—	7	4	1	211	Shenango and Allegheny (A.& Gt.W.)..Pa.	1,091,747	86,355			199,000	800,000	124,315		31.1	101,965	26,584	166,380	157,301	59,006	—	50	....
Sept. 30, 1873	32.3	—	1.0	—	2	2	1	24	Shepaug Valley.....Conn.	241,300	*			239,850		817		32.3	12,770	9,469	3,998	13,499	233	—	100	....
Sept. 30, 1873	50.0	—	5.1	—					Shore Line (N. Y., N. H. and H.)..Conn.	1,200,000	—			1,000,000	200,000			50.0	.....	.....	.....	413,081	92,658	7	100	....
Aug. 31, 1873									*Sioux City and Pacific*.....Neb. & Iowa.	.....	*													—	100	....
Aug. 31, 1873	122.4	—	7.4	—	11	6	3	366	Sioux C. and St. P.(St.P.&S.C.)Ia.& Minn.	4,803,936	*			2,800,000	1,740,000			147.4	56,414	10,766	.....	73,996	52,386	—	100	....
Sept. 30, 1873	35.0	—	2.0	—	3	2	1	81	Sodus Point and Southern.....N. Y.	1,479,000	*			715,967	1,200,000		[8½ mos	35.0	37,753	41,941	15,172	27,710	986	—	100	....
Jan. 30, 1873	182.0	—	14.8	—	5	1	1	52	South and North Ala.(L.N.&Gt.S...)Ala.	5,684,764	*	87,104		3,458,067	22,000 p.m		[10 mos	—	417,343	47,479	.....	483,628	.....	—	100	....
Dec. 31, 1873	187.0	106.0	33.7	—	42	49	...	630	South Carolina ¶.....South Carolina.	8,057,935	886,585	2,931,159	141,684	5,819,275	4,668,645	1,568,843	160,453	243.0	897,530	188,607	294,784	1,491,016	576,465	—	100	....
Sept. 30, 1873	11.6	—	2.1	—	3	12	2	16	South Shore.....Mass.	601,593	*	126,500	25,078	259,685	275,000	10,920	107,557	11.6	57,703	394,360	36,596	94,788	17,381	—	100	....
Sept. 30, 1873	57.0	1.3	20.6	11.0	20	50	5	117	South Side (L. I.).....New York.	4,531,784	*			1,000,000	3,250,000	967,658		73.3	340,266	679,056	65,663	488,410	192,742	—	100	....
Sept. 30, 1873	116.0	—	14.0	—	14	7	5	401	South Central.....N. Y. & Pa.	6,887,290	355,390	.....	1,702	1,784,080	2,264,739	145,563		116.0	391,070	209,776	237,304	445,317	160,815	—	100	....
Apr. 30, 1873				80.0	.....	.....	.....	.....	Southern Maryland.....Md.	(Under construction.)	*			1,000,000	2,200,000					(No part	completed.)				100	....
Dec. 31, 1873	167.5	—	10.3	—	12	7	3	269	Southern Minnesota.....Minnesota.	9,328,446	*		127,883	3,825,000	4,592,000	1,089,329	—	167.5	355,886	42,444	144,175	663,233	187,039	—	100	....
Jun. 30, 1873	202.0	—	10.1	828.0	19	25	8	371	Southern Pacific.....California.	10,136,408	663,577	9,306,402	204,655	12,210,200	8,050,000		50,842	162.0	469,254	320,000	182,661	1,035,312	576,572	—	100	....
Nov. 30, 1873	143.0	162.5	22.9	12.5	34	28	7	858	Southwestern (Cent. of Ga.).....Georgia.	4,587,313	*			4,211,600	691,000								371,816	7	100	....
Sept. 30, 1873	47.1	—	1.5	—	4	2	1	25	Springfield, Athol and Northeastern Mass.	1,217,850	38,487	73,400	805	809,760	345,000	170,155	5,128	47.1	66,900	36,246	16,558	52,312	10,556	—	100	....
Jun. 30, 1873	221.4	—	11.5	—	12	10	6	204	Springfield & Ill. So. Eastern.....Illinois.	7,610,251	300,379	6,993	205,492	3,784,500	3,866,000	260,154	212,461	221.4	430,016	.....	.....	371,220	(Deficit)	—	100	....
Sept. 30, 1873	22.0	—	3.2	—	—	—	—	—	Stockbridge and Pittsfield (H.).....Mass.	448,700	—	2,550	536	448,700	—	3,067	19	—	—	—	—	183,500	26,485	6	100	...
Sept. 30, 1873	18.2	—	0.9	—	—	—	—	—	Stony Brook (N. and L.).....Mass.	276,601	—	23,492	4,660	300,000	—	1,089	3,664	—	—	—	—	18,300	18,117	6	100	....
Dec. 31, 1873	24.0	—	1.5	—	—	—	—	—	Sullivan and Erie (P. and N. Y.).....Pa.	1,597,718	—	1,000,000	.....	1,500,000	1,000,000	196,992	—	—	—	—	—	—	18,045	—	100	....
Dec. 31, 1873	43.5	—	3.3	—	—	—	—	—	Sunbury and Lewiston (Penn.).....Penn.	1,900,000	—	.....	.....	1,400,000	1,400,000	—	—	—	—	—	—	—	—	—	50	....
Dec. 31, 1873	17.0	—	0.3	83.0	2	1	—	2	Susq., Gettysburg and Corwin.....Pa.	181,000	*	1,319,000	.....	1,500,000	—	—	21,406	—	—	—	—	—	—	—	53	....
Dec. 31, 1873	28.0	7.0	2.9	—	.....	.....	.....	.....	Sussex.....New Jersey.	1,873,600	*	.....	.....	1,638,600	235,000	.....	11,421	35.0	90,000	.....	.....	129,165	42,931	2	100	....
Sept. 30, 1873	81.0	—	18.3	—	11	10	2	360	Syracuse, Bing. and N. Y.(DL&W.)..N.Y.	4,036,139	*	.....	.....	2,400,000	1,670,000	198,422	—	81.0	474,718	192,539	616,990	769,852	281,919	6	100	....
Sept. 30, 1872	26.0	1.0	2.1	16.0	3	6	2	40	Syr. and Chenango (re-org. Aug. 1, '73) N.Y.	1,227,047	*	.....	.....	1,063,400	500,000	229,998	—	26.0	23,528	49,219	29,914	23,199	(Defi.it)	—	100	....
Sept. 30, 1873	45.0	—	3.8	—	5	6	4	65	Syracuse Northern.....New York.	1,841,417	*	.....	.....	1,179,600	1,100,000	.....	—	45.0	112,320	128,892	40,566	139,328	20,479	—	100	....
Nov. 30, 1873	79.7	29.6	32.2	—	40	21	14	1,070	Terre Haute and Indianapolis....Indiana.	3,981,378	*	1,372,134	680,428	1,988,150	1,316,000	604,037	1,205,753	109.3	860,344	226,745	285,607	1,107,259	282,183	11	100	....
Dec. 31, 1873	320.0	—	20.0	1,452	28	11	...	231	Texas and Pacific ¶.....Texas.	12,800,000	*	(In progress.)		2,000,000	10,000,000	500,000	—	320.0	.....	.....	.....	346,010	106,008	—	100	....
Dec. 31, 1873	30.6	—	8.8	—	14	6	1	482	Tioga.....Pa.	899,286	455,015	125,000	.....	580,000	239,500	—	—	96.0	267,265	107,885	927,476	506,119	219,293	—	53	....
Jun. 30, 1873	43.0	—	2.5	14.0	—	—	—	—	Toledo, Can. Southern and Det. Mich.&O.	1,925,000	—	300,000	.....	1,370,000	855,000	—	—	—	—	—	—	—	—	—	100	....
July 31, 1873	220.3	10.0	26.0	—	45	13	9	1,655	Toledo, Peoria and Warsaw.....Illinois.	12,585,523	*	.....	.....	5,700,000	6,450,000	446,723	—	230.3	997,155	175,784	517,596	1,262,266	219,829	—	100	....
Dec. 31, 1873	452.1	155.2	58.9	—	188	71	43	4,419	Toledo, Wabash and Western.O. I. & Ill.	35,368,855	*	255,677	2,218,641	16,000,000	19,980,000	1,446,579	596,594	627.5	5,567,626	629,729	1,442,963	5,738,808	1,331,429	—	100	31½
Jun. 30, 1873	42.0	—	3.1	—	—	—	—	—	Tol., Tiffin and Eastern (M.C.& L.M.)..O.	1,555,077	—	.....	.....	273,512	850,000	436,565	—	—	14,122	4,369	2,951	8,797	1,421	—	100	....
Sept. 30, 1873	34.9	—	9.9	—	18	17	6	247	Troy and Boston.....New York.	2,389,482	*	.....	.....	1,599,000	1,919,000	113,113	—	55.3	186,882	295,775	202,808	552,106	272,270	4	100	....
Sept. 30, 1873	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush(N.Y.C.&H.R.)N.Y.	294,908	—	.....	.....	274,900	—	—	—	—	—	—	—	—	16,464	6	100	....
Sept. 30, 1873	2.1	—	2.1	—	—	—	—	—	Troy Union and Depot.....New York.	783,985	—	.....	.....	30,000	680,000	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	40.8	11.7	9.0	—	—	—	—	—	Tyrone and Clearfield (Pa.).....Pa.	823,567	—	.....	.....	510,000	332,360	313,566	—	52.5	—	—	—	—	—	2	55	....
Dec. 31, 1873	1,032	—	103.0	—	151	99	36	2,501	*Union Pacific*.....Nebr. Wy. & Utah.	112,259,336	—	4,470,716	.....	36,762,300	75,427,512	4,540,240	—	1,032.0	.....	174,894	622,120	10,266,104	5,291,243	—	100	36½
Dec. 31, 1873	165.0	—	201.0	—	242	281	38	1,762	United Companies of New Jersey..N. Jer.	33,368,053	*	7,049,845	.....	19,290,627	17,615,608	.....	—	273.0	.....	8,003,043	3,051,577	8,516,740	1,724,552	10	100	128½
Sept 30, 1873	87.0	—	6.9	—	14	15	8	124	Utica and Black River.....New York.	2,788,620	*	.....	.....	1,769,620	1,019,000	.....	—	113.0	205,226	209,589	106,954	423,564	223,571	6	100	....
Sept. 30, 1873	76.0	22.0	17.0	—	17	14	7	1,062	Utica, Chen. and Susq. Val.(DL&W)N.Y.	3,946,501	*	.....	.....	3,783,700	—	—	—	99.0	277,202	252,774	278,053	458,660	95,755	5	100	....
Apr. 30, 1873	51.0	—	8.9	61.0	5	7	4	42	Utica, Ithaca and Elmira.....New York.	1,700,000	*	.....	.....	381,300	25,000 p.m	.....	—	—	—	—	—	—	—	—	100	....
May 31, 1873	47.0	25.5	9.3	—	—	—	—	—	Vermont and Canada (C.V.).....Vt.	3,000,000	—	.....	.....	3,000,000	—	—	—	—	—	—	—	—	240,000	8	100	45
Sept.30, 1873	56.0	24.1	11.0	—	18	19	7	276	Vermont and Massachusetts..Mass. & Vt.	3,288,328	261,234	380,640	12,631	2,880,000	900,000	115,521	67,312	66.5	245,641	317,561	139,376	555,234	91,269	4	100	82½
Mar. 31, 1873	23.7	—	2.9	—	4	—	—	—	Vermont Valley.....Vermont.	1,221,886	*	.....	.....	516,104	783,200	—	—	—	—	—	—	—	65,000	—	100	82
Feb. 28, 1873	140.0	2.0	8.3	—	22	8	6	151	Vicksburg and Meridian.....Miss.	3,104,511	*	32,450	1,265,526	1,118,163	3,155,422	128,602	—	142.0	266,513	87,497	64,868	540,183	141,336	—	100	....
Sept. 30, 1873	49.3	—	2.0	—	—	—	—	—	Ware River (B. and A.).....Mass.	971,738	—	.....	3,442	750,000	—	210,848	14,331	—	—	—	—	—	14,331	—	100	....
Sept.30, 1873	18.3	—	6.0	—	—	—	—	—	Warren (D. L. and W.) .....New Jersey.	3,102,220	—	.....	.....	1,800,000	1,261,400	40,820	—	—	—	—	—	757,642	16,137	7	100	85
Sept. 30, 1873	44 5	—	2.3	280.5	4	7	3	66	Washington and Ohio .....Virginia.	1,806,194	132,028	474,187	15,401	1,918,478	159 05	350,274	—	44.5	83,716	.....	.....	92,883	27,787	—	100	....
Sept. 30, 1872	282.6	10.0	9.0	81.0	25	21	12	384	Wash. City, Va. Mid. & Gt. Southern. Va.	9,180,634	*	.....	.....	2,892,540	5,622,644	865,430	—	292.6	718,252	196,394	161,434	988,371	403,598	—	100	....
Oct. 31, 1873	26.5	—	5.0	—	10	19	4	69	West Chester and Philadelphia.....Pa.	1,503,969	190,963	397,700	150,704	823,950	1,168,012	251,375	—	35.5	254,692	.....	.....	354,448	140,093	4	100	....
Aug. 31, 1872	112.0	28.0	15.5	—	33	16	5	246	Western of Alabama ¶.....Alabama.	4,832,628	544,555	315,048	586,758	2,008,324	3,162,400	348,341	659,916	160.0	.....	218,808	.....	659,916	165,623	—	100	....
Dec. 31, 1873	133.0	—	11.9	—	58	19	12	952	Western and Atlantic ¶....Ga. and Tenn.	(Owned by State of Georgia.)				5,000,000	—	—	—	138.0	.....	.....	.....	.....	300,000	—	100	....
Dec. 31, 1873	90.0	—	3.0	—	10	10	4	171	Western Maryland ¶.....Maryland.	4,217,959	*	84,500	80,511	683,243	3,675,000	24,727	—	90.0	.....	.....	.....	218,884	26,300	—	100	....
Mar. 31, 1874	111.0	3.0	1.6	31.0	5	6	3	9	Western North Carolina (R. D.) ¶...N. C.	7,125,000	*	.....	.....	6,000,000	850,000	275,000	—	—	(In bankruptcy—		No returns.)			—	100	....
Dec. 30, 1873	57.1	27.5	23.8	—	—	—	—	—	Western Pennsylvania (Penn.) .....Pa.	3,950,872	—	135,179	.....	1,022,450	3,000,000	—	—	—	—	—	—	—	—	—	50	....
Dec. 31, 1873	191.7	20.8	21.8	—	30	14	12	519	Western Union (M. and St. P.). Wis.& Ill.	7,905,246	*	.....	.....	4,000,000	3,500,000	371,269	—	212.5	.....	.....	.....	1,137,634	259,373	—	100	....
Dec. 31, 1873	27.0	—	1.6	—	2	2	1	16	West Feliciana ..... La. and Miss.	745,315	*	110,329	16,811	760,600	110,000	1,845	—	27.0	13,922	.....	.....	68,129	39,710	—	100	....
Dec. 31, 1873	128.2	—	16.6	—	18	47	9	221	West Jersey.....New Jersey.	3,878,266	*	111,037	158,082	2,133,660	3,100,000	413,625	65,314	128.2	.....	.....	.....	680,586	237,607	8	50	....
Mar. 31, 1873	197.0	—	10.0	—	26	14	10	660	West Wisconsin.....Wisc.	8,640,000	*	.....	.....	4,000,000	4,640,000	.....	—	165.0	.....	.....	.....	549,645	263,829	—	100	....
Dec. 31, 1873	32.0	—	2.1	29.0	3	5	2	24	Wheeling, Pbg. & Bal(B&O). W.Va.&Pa.	579.642	—	.....	.....	500,000	—	79,642	—	32.0	.....	.....	.....	47,365	710	—	50	....
Apr. 30, 1873	62.4	—	4.2	—	6	6	2	127	White (Cinc.) Water Valley.....Ind.	1,250,855	142,719	16,291	95,821	370,025	944,000	172,319	19,162	69.9	131,918	63,929	101,201	241,716	116,201	—	100	....
Apr. 30, 1873	23.0	—	2.0	—	3	5	1	37	Wico-Mico and Pocomoke.....Md.	380,000	*	.....	.....	160,000	200,000	20,000	—	37.0	.....	.....	.....	33,966	14,200	—	25	....
Sept 30, 1873	189.0	—	9.0	—	33	12	6	392	Wilm., Colum. and Augusta.N. C. & S. C.	4,863,431	*	29,874	187,890	300,000	3,800,000	861,278	119,916	189.0	690,528	80,595	116,918	722,124	284,886	—	100	....
Oct. 31, 1873	63.6	—	9.7	9.2	11	6	5	142	Wilmington and Reading ..Pennsylvania.	2,681,102	261,391	169,211	142,827	759,928	2,371,900	121,703	—	...	241,711	147,122	310,717	257,201	39,018	—	50	....
Sept. 30, 1873	162.0	19.0	18.2	—	22	31	...	324	Wilmington and Weldon ¶ (WC&A).N.C.	3,004,044	*	.....	.....	1,456,200	1,619,100	.....	—	181.0	.....	.....	.....	739,678	280,720	5½	100	....
Oct. 31, 1873	19.9	—	2.4	15.1	3	3	2	80	Wilmington and Western.....Del. & Pa.	720,207	76,310	45,038	.....	248,807	500,000	91,599	—	19.9	38,868	39,308	20,030	35,219	Loss.	—	50	....
Mar.31, 1873	15.5	—	2.3	—	—	—	—	—	Wilton (N. and L.).....N. H.	234 600	—	.....	91	214,600	—	—	20,091	—	—	—	—	—	14,052	6½	100	....
Aug. 31, 1873	326.5	3.7	18.4	—	31	7	4	1,136	*Winona and St. Peter* (C. & N.W.). Minn.	10,162,884	*	18,317	606,667	500,000	8,720,000	2,394,879	—	292.8	.....	.....	.....	728,615	122,349	—	100	....
Dec. 31, 1873	228.0	26.0	7.0	—	15	8	3	309	Wisconsin Central .....Wisconsin.	12,800,000	*	.....	.....	6,400,000	6,400,000	.....	—	165.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1873	45.7	—	27.7	—	17	17	5	367	Worcester and Nashua.....N.H.& Mass.	1,993,829	326,133	80,925	204,389	1,706,700	500,000	94,485	304,041	45.7	364,347	376,033	386,030	580,666	208,462	10	100	122½
									CANALS, &c.																				
May 31, 1874	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	—	396,107	.....	1,880,800	1,922,307	—	—	12.5	.....	.....	.....	427,309	271,618	7	50	....
Dec. 31, 1873	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal ¶..Md. & Va.	10,505,309	.....	.....	.....	8,229,594	8,065,500	—	—	184.5	.....	.....	.....	.....	.....	—	25	....
Dec. 31, 1873	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	.....	.....	.....	1,633,350	800,000	—	—	—	(Leased	to Lehigh	Co.)	188,701	188,701	8	50	103
Dec. 31, 1873	168.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,839,210	.....	28,470,046	.....	19,539,485	13,930,385	143,414	2,195,971	108.0	.....	.....	.....	12,228,707	2,020,606	20	100	116
Dec. 31, 1873	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,748	.....	35,101,313	427,837	18,990,900	18,758,967	954,903	—	65.5	.....	.....	2,766,837	1,590,100	706,778	10	100	....
Dec. 31, 1873	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	.....	20,097,506	.....	8,784,850	15,767,656	.....	—	108.0	.....	.....	1,041,891	506,060	43,789	—	50	97
Dec. 31, 1873	86.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,146,040	.....	.....	.....	1,004,150	110,000	8,054	—	85.0	.....	.....	.....	196,149	123,514	9	50	....
Dec. 31, 1873	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,432,474	.....	.....	.....	2,200,000	1,125,129	—	—	103.0	.....	.....	.....	323,654	78,173	4	50	49½
Dec. 31, 1873	358.0	64.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania	20,000,000	.....	.....	.....	4,457,150	2,588,000	1,048,200	—	470.0	.....	.....	870,121	544,625	317,745	—	50	24
Dec. 31, 1873	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	.....	2,557,040	.....	4,355,798	8,576,232	267,198	91,167	108.3	.....	.....	.....	649,351	634,183	1	50	13
Dec. 31, 1873	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	.....	.....	.....	2,002,706	2,757,311	165,810	—	45.0	(Leas.to	Ph.&R'g.)	426,393	99,151	loss.	—	50	12
Dec. 31, 1873	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	35,000	—	84.6	(Leas.to	Ph.&R'g.)	124,961	44,862	loss.	—	50	....
Dec. 31, 1873	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	3,030,344	.....	.....	.....	1,100,000	748,000	295,219	—	—	(Leased	to Pennsylvania Co.)	.....	.....	.....	—	50	....

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:	$	p c	p c	p. c.
Atlantic and Great Western, pref...	10,000,000	7	....	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	....	....
" " guar.	276,200	7	...	....
Atlantic and Pacific, preferred	10,000,000	7	...	14
Atlantic and St. Lawrence,* guar...	3,994,900	4	4	....
Baltimore and Ohio,* preferred....	3,552,800	6	5	105
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar	1,159,500	7	7	84
Camden and Amboy,* guaranteed..	5,847,800	10	10	128½
Camden and Atlantic, preferred....	763,549	7	7	87
Cayuga and Susquehanna,* guar....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,600	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	107½
Central Ohio,* preferred	411,550	6	6	88
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	72½
Chicago and Alton, † preferred.....	2,425,400	...	10	105
Chicago, Iowa & Nebraska,* guar..	3,916,300	....	8	89?
Chicago and North-Western, pref...	21,484,113	7	7	54½
Cinc., Sand. and Cleveland, pref....	429,000	6	6	25
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	87½
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred...	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	....	....
Dubuque and Sioux City,* guar....	5,000,000	....	3	60
Dubuque South-Western, pref.....	890,315	8	....	....
Eastern (N. H.) * † guaranteed.....	492,500	....	6	90
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	76
" " com.& *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	56
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	....	....	....
Hannibal and St. Joseph, pref	2,167,700	7	7	33½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	97
Housatonic, preferred.....	1,180,000	8	8	96
Huntington & Broad Top Mtn, pref.	190,750	7	....	25½
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	96
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref...	851,000	9	9	....
Marietta and Cincinnati, 1st pref...	3,101,650	6	....	14½
" " 2d pref.....	4,436,250	6	....	9½
Mich. Southern, (Lake Shore) guar..	333,500	10	10	....
Mill Creek,* guaranteed.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	12,274,483	7	7	54½
Mine Hill,* guaranteed.....	3,856,450	8	8	104
Montclair,* guaranteed.....	2,000,000	7	....	....
Morris and Essex,* guar.....	15,000,000	7	7	98½
Nesquehoning Valley,* guar.....	2,000,000	10	10	110
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,295,200	10	10	129
New London Northern,* guar.....	971,400	10	10	105
New York & Harlem,* pref. & guar.	1,500,000	8	8	127
" " *com.& guar.	8,500,000	8	8	130
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	119½
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	44½
" " pf.& *guar.	2,000,000	8	8	85
Ohio and Mississippi, preferred.....	4,030,000	7	7	53
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama, guaranteed.....	7,000,000	12	12	115½
Paterson and Hudson,* guar.....	630,000	....	8½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,400,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	....	....	....
Phila., Germant'n & Norristn,*guar.	2,231,900	12	12	181
Philadelphia and Reading, † pref....	1,561,687	....	10	110½
Philadelphia and Trenton,* guar.....	1,269,100	10	10	123
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	93½
Pittsfield and North Adams,* guar..	450,000	5	5	86
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	111½
Rochester & Genesee Valley,* guar.	557,580	....	....	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	24½
St. Louis, Alton & Terre Haute,*guar.	2,488,400	7	....	25
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	....	....
St. Louis, Kansas City & Nor., pref..	12,000,000	....	....	20½
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar.....	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	....	....
" " 2d pref..	1,000,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	38
Warren,* guaranteed.....	1,800,000	7	7	85
Canal Stocks.				
Delaware Division,* guar.....	1,633,350	8	8	....
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	124½
" com. and * guar.....	1,095,000	4	4	49
Nohuylkill Navigatio) preferred	2,808,977	6	6	25

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	41 —	@ 42 —
Gartsherrie		— —	@ — —
Summerlee		— —	@ — —
Carnbroe		— —	@ — —
Langloan		— —	@ — —
Glengarnock		39 —	@ 40 —
Eglinton		37 —	@ — —
Pig, American, No. 1		27 —	@ 28 —
Pig, American, No. 2		25 —	@ 26 —
Pig, American, Forge		22 —	@ 24 —
Bar, Refined, English and American		— —	@ — —
Bar, Swedes, assorted sizes	(gold)	115 —	@120 —
		—Store Prices.—	
Bar, Swedes, ordinary sizes		140 —	@145 —
Bar, Swedes, Plow sizes		155 —	@160 —
Bar, Refined, ¾ to 2 in. rd. & sq. 1 to 6 inch x ¾ to 1 in		67 50	@ 70 —
Bar Refined, 1½ to 6 by ½ & 5-16 in		72 50	@ 75 —
Bar Refined, 1 & 1½ by ½ & 5-16		72 50	@ 75 —
Large Rounds, 2½@2¾ to 3¾ @4 in		75 —	@ 90 —
Scroll		90 —	@130 —
Ovals and Half-round		90 —	@100 —
Band, 1 to 6 in. by 3-16 to No. 12		55 —	@ 87 50
Horse Shoe		100 —	@105 —
Rods, ¾@1-16 inch		70 —	@127 50
Hoop, ½ by No. 22 to 1 & 1½ by 13 & 14		97 50	@155 —
Nail Rod	per lb.	— 7½	@ — 8½
Sheet Russia, as to assortment	(gold)	— 15	@ — 15½
Sheet, Single, D. and T. Common		— 4½	@ — 5
Sheet, Doubles and Trebles, Charcoal		— 5	@ — 5½
Sheet Galvanized 1st and 2d quality..List		20@35	p ct. disc.
Rails, English	(gold) per ton.	50 —	@ — —
Rails, American, at Works in Penna.	c'y.	55 —	@ 58 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)	per lb.	— 17	@ — 20
English Spring (2d and 1st quality)		— 8	@ — 9
English Blister (2d and 1st quality)		— 12	@ — 17
English Machinery		— 12½	@ — —
English German (2d and 1st quality)		— 12½	@ — —
American Blister		— —	@ — 9
American, Cast, Tool		— —	@ — 16
American, Cast Spring		— —	@ — 10
American Machinery		— —	@ — 11
American German Spring		— —	@ — —

NAILS—Duty: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Com. Fence. & Sheath	per keg.	3 60	@ 3 75
8d. and 9d.	"	— —	@ 4 —
6d. and 7d.	"	— —	@ 4 25
4d. and 5d.	"	— —	@ 4 50
3d. and 4d. Light		— —	@ 5 25
3d. Fine		— —	@ 6 —
2d		— —	@ 6 75
Cut Spikes, all sizes		— —	@ 4 —

TIN—Duty: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca	(gold) per lb.	— —	@ — 25
Straits	(gold).	— —	@ — 21½
English, L. & F.	(gold).	— —	@ — 21½
English, Refined	(gold).	— —	@ — 21½
Plates—Fair to good brands.		Gold.	
I. C. Charcoal	per box.	9 50	@ 9 75
I. C. Coke		7 37½	@ 7 75
Coke Terne		6 75	@ 7 —
Charcoal Terne		8 25	@ 8 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)		— 5½	@ — 5½
Crude 40@47 gravity (in shipping order)		— 8½	@ — 8½
Refined, Standard White (in ship'g order)		— 11	@ — 11½
Refined, S. W. (in jobbing lots)		— 11½	@ — 11½
Refined, S W. (in tin)		— 11	@ — 11½
Naptha, Refined (65@73 gravity)		— 9½	@ — 10½
Residuum....(in shipping order)	per gall.	— 7	@ — 7½

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.)	per lb.	— —	@ — 28
Copper, Bolts		— —	@ — 30
Copper, Braziers' (over 16 oz.)		— —	@ — 30
Copper, Nails		— 37	@ — 38
Copper, Old Sheathing, &c., mixed lots		— —	@ — 23
Copper, American Ingot Lake		— 22½	@ — 22½
Copper, English Pig		— —	@ — —
Yellow Metal, New Sheathing & Bronze		— —	@ — 22
Yellow Metal, Bolts		— —	@ — 28
Yellow Metal, Nails, Sheathing & Slating		— —	@ — 22

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb.	— —	@ 6 75
German Ordinary	(gold)	— —	@ 6 75
English	(gold)	— —	@ 6 75
Foreign Refined	(gold)	6 87½	@ 7 —
Domestic	(gold)	— —	@ 6 35

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 50 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel		10 —	@12 —
Liverpool House Cannel		17 —	@ — 18
Anthracite (by cargo)	per ton of 2,000 lb.	5 —	@ 6 50

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 11.

	Th. 5.	F. 6.	Sat. 7.	M. 9.	Tu. 10.	W. 11.
Atlantic & Pacific pref..	12½	13½	14	14	14	....
Boston, Hart. & Erie	....	....	....	....	....	....
Central Pacific 6s	93	93½	93½	94½	95½	95½
Central of N. Jersey	106½	106½	106½	106½	106½	107½
" 1st mort	107½	....	....	....	107½	....
Chesapeake & Ohio 1 m	....	....	....	50½	50½	50½
Chicago & Alton	98½	100	...	100	100	101½
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" S. F	....	....	....	....	....	....
" Inc. bds	....	....	....	100½	....	....
Chicago, Burl. & Q	101	101	....	....	103	104
" 8s, 1883	112	....	....	....	....	....
Chic. & Northwestern	38½	38½	38½	39½	39½	38½
" pref	53½	53½	54	54½	55	54½
" 1st M	94½	95	94½	95	....	....
" S. F	....	....	102	....	....	....
" Consol	....	....	....	....	85	....
" " gold	81	82½	81	81½	81½	83
Chic., Rock Isl. & Pac	98½	98	98½	99	98½	98½
" 7s, 1896	....	....	107	....	107	....
Clev., Col., C. and Ind	....	....	....	64	65	65½
Clev. & Pittsburg guar	87½	87½	87½	88½	....	87½
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	....
" 4 M	....	....	....	....	93	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C	9½	9½	9½	10	10½	10½
" 1 M	....	....	68	68	68	68
" 2 M	....	....	....	....	....	....
Del. & Hudson Canal	116½	116½	116½	116	....	116
Del. Lack. & Western	108½	109½	109½	109	109½	109½
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Erie Railway	28½	28½	28½	28½	29½	28½
" pref	....	....	....	....	....	....
" 1 M 7s, 1897	101½	102½	....	....	....	....
" 2 M 7s, 1879	....	....	....	....	....	....
" 3 M 7s, 1883	99½	100	99	....	....	100
" 4 M 7s, 1880	96½	97	96½	96½	....	97
" 5 M 7s, 1888	....	96½	97	97½	98	....
" 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort	....	....	....	....	....	....
Hannibal & St. Joseph	25½	26	26½	26½	26	26½
" pref	....	31	....	33	32½	33½
" 8s, conv. 78	79½	....	81½	82	82	82
Hudson River	....	....	....	....	....	....
" 2 M. S. F	....	108	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	94	97	99	99½
" 7s	....	....	....	....	100	....
Lake Shore & Mich. S'th	80½	81½	81½	81½	81½	82
" Consol. 7s	....	....	....	....	....	....
" " reg	99½	99½	....	100	....	....
" 2d consol	94	....	94	....	....	....
Marietta & Cin. 1st pref	....	16	....	....	....	....
Michigan Central	74½	74	76½	77½	77½	77½
" S. F. 8s, 1882	109½	....	....	....	....	....
" 7s, 1902	99½	99½	....	....	....	....
M. S. and N. I. 1 M. S. F	103	....	....	102½	102½	....
" 2 M	99½	99½	....	....	....	....
Milw. and St. Paul	33½	33½	34½	35	34½	34½
" pref	51½	53½	54	52½	54½	....
" 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 8s	....	....	....	....	....	107
" 7 3-10s con	....	....	....	....	91½	....
" 7s, gold	....	....	....	....	....	....
Morris and Essex	98½	98½	98½	98½	98½	98½
" 1st mort	....	105½	105½	....	....	....
" 2d mort	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	102½	102½	102½	102½	102½	102½
" 7s, S. F. 1876	102½	....	....	....	....	....
" 6s, S. F. 1883	....	96½	....	97	97	....
" 6s, S. F. 1887	....	99½	....	....	....	....
" 1st mort	....	....	111	110½	110½	....
" " reg	110½	....	111	....	....	....
N. York and Harlem	130	130	....	130	130	....
" pref	....	....	....	....	....	....
" 1st Mort	108	....	....	....	....	....
" " reg	....	....	....	....	....	....
N. York, N. Hav. & Hart	135	....	....	....	....	....
Ohio and Miss	29	29½	30½	30½	30½	31
" pref	....	....	....	....	....	....
" 2d M	....	....	78	79	79	....
" Consol. 7s	93	93	93½	....	....	....
" S. F	....	94½	....	94½	....	....
Pacific Mail S. S. Co	45½	44½	45½	45½	44½	44½
Panama	114½	....	115	116	....	115½
Pitts., Ft. W. & Chi. gtd	92½	....	....	....	93½	....
" 1 M	....	....	....	....	109½	....
" 2 M	104	104½	104½	....	104½	....
" 3 M	....	....	....	....	....	....
Quicksilver Mining Co	....	....	30	....	31	32½
St. L., Alton & T. H	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" 2 M. pref	....	89	....	....	....	89
" Income bds	....	73	....	73½	....	73½
Tol., Wab. & Western	30½	30½	30½	32½	31½	31½
" pref	....	....	35	....	....	38
" 1 M	....	....	....	87½	....	....
" 2 M	....	....	....	69½	69½	69½
" Equipment	....	....	....	....	....	73
" St. Lou. Div	....	....	....	....	....	....
Union Pacific	35½	35½	36½	36	36	36½
" 1st mort	89½	89½	89½	89½	90½	90
" L. Gt. 7s	86½	86½	87	88	....	....
" S. F. 8s	74½	74½	75½	75½	75½	75½
Western Union Tel	80	79½	79½	79½	79½	79½

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 11.

	Th 5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11.
FEDERAL STOCKS:—						
U. S. 5s, 10-40s, reg...112	....	....	....	112	112⅜
U. S. 5s, 10-40s, coup..112¼	....	....	....	111⅞	....
U. S. 5s, 1881, reg.....111¼	....	111⅜	111⅛	111⅛	111⅛
U. S. 5s, 1881, coup.....	....	....	111⅛	111⅛	....
U. S. 6s, 1881, reg.....118	118⅛	118⅛	118⅛	118⅛	....
U. S. 6s, 1881, coup.....	118⅛	....	119	119	119⅛
U. S. 6s, 5-20s, reg. '62.....	....	....	111⅛	....	....
U. S. 6s, 5-20s, c. 1862..110⅞	110⅞	....	111	....	....
U. S. 6s, 5-20s, reg. '64.....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.114x	113⅛	....	....	....	....
U. S. 6s, 5-20s, reg. '65.....	....	113⅝	....	....	....
U. S. 6s, 5-20s, c. 1865.114⅛	114⅛	....	....	114⅛	115
U. S. 6s, 5-20s, r. n. '65.116⅛	....	....	116⅞	117⅛	117⅛
U. S. 6s, 5-20s, c. n '65.116⅛	116⅛	116⅞	117	117⅛	117⅛
U. S. 6s, 5-20s, reg. '67.....	....	117⅛	117⅛	117⅛	118
U. S. 6s, 5-20s, c. 1867.117⅞	117⅞	117⅛	....	118⅛	118⅛
U. S. 6s, 5-20s, reg. '68.....	....	....	117⅛	....	....
U. S. 6s, 5-20s, c. '68.....	117⅞	117⅞	118⅛	118	....
U. S. 6s, Pac.RR issue.118	118⅛	....	118⅜	118⅛	118⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 10.

	W.4	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.
Catawissa preferred	42	....	....	....	....	....
" 7s, new	....	....	101⅛	101⅛	....	
Camden and Amboy.....	....	....	....	....	....	....
" 6s, 1875 .... 99⅛	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889 .... 9⅛	....	....	....	....	....	....
" mort.6s, '89.....	99x	....	....	....	....	99⅛
Elmira & Williamsport.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
" 7s.....	....	....	....	....	....	....
Lehigh Navigation..... 47⅛	48	47⅛	48⅛	48⅛	48⅛	
" 6s, 1884	97⅛	97⅛	97⅛	....	98	
" Gold L..... 99⅛	99	99	99⅛	....	99⅛	
" R. R. L.....	....	97⅛	....	....	....	
" Conv. G. L.....	....	....	....	....	....	
Lehigh Valley R.R..... 61	61	61	61	61	61	
" 6s new coup.....	....	102⅛	....	101⅛	101⅛	
" 6s new reg.....	....	....	....	....	102⅛	
" 7s..... ..104	104⅛	104⅛	104⅛	105	105	
Little Schuylkill R.R.....	....	....	47	....	....	
" 7s.....	....	....	....	....	....	
Minehill	....	....	....	....	....	
Morris Canal.....	....	....	....	....	....	
" pref.....125	....	....	124⅛	....	....	
North Pennsylvania	....	....	....	....	....	
" 6s, 1885	....	....	....	....	....	
" 7s.....101⅛	102	....	102	102⅛	102⅛	
" 10s, 1887	....	....	104⅛	....	....	
Northern Central 32	...	....	....	....	....	
Oil Creek & Alleg. Riv. 9⅛	9⅛	9⅛	9	9⅛	8⅛	
" 7s..... ...	53⅞	54	54	....	....	
Pennsylvania R. R..... 52⅛x	52⅛	52⅛	52⅞	52⅝	52⅝	
" 1st M.....	....	....	103	....	....	
" 2d M.....	....	....	....	....	99⅞	
" Gen. mort.....	....	93	92⅝	....	....	
" " reg.....	92⅛	....	92⅛	93	....	
Penn. State 6s, 2d series.108	....	....	....	108	....	
" 6s, 3d series.....	....	....	....	....	....	
Philadelphia City, 6s.....	....	....	....	....	....	
" new 104⅛	104⅛	104⅛	104⅛	105	105	
Philad., Germ. & Nor.....	....	....	....	....	....	
Phila. & Reading 54⅛	54⅛	54⅛	54⅞	54⅞	54⅞	
Philadelphia and Erie.....	....	14⅛	15⅛	16⅛	17	
" 6s.....	....	....	....	....	....	
" 7s..... 81	81	81⅛	....	83	83⅛	
Phila., Wilm. & Balt.....	....	....	....	....	....	
Schuylkill Navigation.....	....	....	....	....	....	
" pref.....	....	12⅛	....	....	....	
" 6s, 1882 .... 76⅛	76⅛	....	76⅛	76⅛	76⅞	
" 6s, 1876	....	....	....	....	....	
" 6s, 1872	....	90	....	90	....	
United Co. of N. Jersey.128⅛	128⅛	128⅛	128⅛	128⅝	128⅝	
Hestonville, (Horse).....	....	19	....	...	....	
Chestnut & Wal.	....	....	....	....	....	
Green and Coates	....	....	....	....	....	
2d and 3d streets	....	65	....	....	....	
Spruce and Pine	....	....	....	....	....	
13th and 15th sts.	....	....	....	....	....	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 10.

	W.4.	Th.5.	F.6.	Sat.7.	M.9.	Tu.10
Baltimore City 6s, 1875.100	....	....	....	....	....	
" 1886 102	....	....	....	....	....	
" 1890 .....100⅛	101⅛	....	101⅛	....	101⅛	
" 1884 100	100⅛	....	....	....	....	
" 1900 .....100⅛	100⅛	....	100	....	101	
Balt and Ohio.....	....	....	171	....	....	
" bonds, 1875.....	....	....	....	....	....	
" " 1880.....	....	....	....	....	....	
" " 1885.....	....	....	....	....	....	
Central Ohio.....	....	....	....	....	....	
" 1st mort.....	....	....	....	....	....	
Marietta & Cin. 1st M..103⅛	....	....	....	103⅛	104	
" 2d M..... 91⅛x	....	....	....	91⅛	....	
" 3d M. 8s.....	....	....	....	....	....	
Northern Central.....	....	....	78⅛	....	31⅛	
" bonds, 1885.....	31⅛	....	....	....	....	
" " 1900.....	....	....	....	....	....	
" G. B. 1900.....	....	....	....	....	....	
Pittsb. & Connells'v. 7s.....	82	....	....	81⅛	81⅛	
N. W. Va. 3d mort.....	....	....	....	....	....	
Virginia 6s, Consol.....	....	....	....	....	....	
" Defer. Certif.....	....	....	....	10⅛	11	
City Passenger R R... 24	....	....	....	....	....	

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 11.

	Th.5.	F 6.	Sat.7.	M 9.	Tu.10.	W.11.
Boston and Albany ... 136	135⅞	136⅛x	136⅛	....	136⅛	
Boston and Lowell 91	90⅜	....	....	90	90	
Boston and Maine.....111⅛	111⅛	111	110⅞	....	....	
Boston and Providence.160⅛	....	....	....	145⅞x	....	
Boston, Hartford & Erie....	....	....	....	....	....	
" 7s..... 22⅛	22⅛	22⅛	22⅛	22⅜	23	
Cheshire, pref.....	....	....	....	....	....	
Chi., Burl. and Quincy.101⅛	....	101⅛	102	....	103⅛	
Concord..... 74	....	....	....	....	....	
Connecticut River.....	....	....	....	....	....	
Eastern..... 54	53	....	53⅜	....	54⅛	
Fitchburg.....	....	....	123⅛	....	123	
Manchester & Lawr'ce.....	....	....	....	....	....	
Michigan Central..... 76	74⅛	74⅛	75⅛	76⅛	77⅛	
Northern, N. H.....103⅛	....	....	....	103⅛	....	
Ogdens. & Lake Champ....	....	44	....	....	44⅛	
" pref.....	....	....	....	....	....	
Old Colony 105⅛	....	....	105⅛	105⅛	105⅛	
Ph., Wil. & Baltimore.. 54⅛	54⅛	....	55	55	54⅞	
Portl'd, Saco & Ports.....	....	....	111⅛	....	....	
Union Pacific	....	....	....	....	....	
" 6s.....	87⅛	....	87⅜	87⅛	88	
" Land Grant 7s....	....	....	....	....	87⅛	
" Income 10s.....	....	....	90⅛	....	....	
" S. F. 8s..... 73	73⅛	73⅛	....	....	....	
Vermont and Canada.....	....	....	....	....	....	
Vermont and Mass..... 83	82⅞	....	....	82⅞	82⅞	
South Boston (Horse).....	....	....	....	....	....	
Cambridge	100⅛	....	....	....	100⅛	
Metropolitan	43⅛	....	43⅛	....	....	
Middlesex	....	....	....	....	....	
Central Mining Co.....	....	....	....	....	....	
Calumet and Hecla..... 133⅞	134	134	....	135		
Copper Falls	....	....	....	....	10	
Franklin	....	....	....	....	....	
Quincy 38	38⅛	38⅛	38⅛	40	42	

London Stock Exchange.

	—Closing Prices.— Oct. 30.	Oct. 23.
Atlantic & Gt. W. 1st mort., $1,000..	48 — 50	49 — 51
Do. 2d mort., $1,000.....	25 — 27	26 — 24
Do. 3d mort., $1,000.....	12 — 13	12½ — 13½
Do. Con. mort. B'nds Bisch's Cert.	13 — 15	13 — 15
Do. Leas. Lines, Rental Bonds....	65 — 70	65 — 70
Do. 1873	40 — 45	45 — 50
Do. 8 p. c. Scrip, West. Exten.....	— —	— —
Detroit & Milwaukee 1st mort. Bonds	60 — 65	60 — 65
Do. 2d do.	55 — 60	55 — 60
Erie shares 100 dol. all paid.....	26½ — 26⅞	27½ — 27⅞
Do. Convertible Gold Bonds	61 — 63	62 — 64
Do. 6 per cent Convertible Bonds..	93 — 95	93 — 95
Cons. Mort. amount autho. to be issued for conv. of existing bonds..	87 — 89	88 — 90
Illinois Central $100 shares all paid..	84 — 86	85 — 87
Do. Redemption mort. bonds 6 p.c.	99 —101	99 —101
Illinois & St. Louis Bridge 1st mort.	99 —101	99 —101
Marietta and Cincinnati Rail. Bonds	96 — 99	96 — 99
Michigan Central 8s 1882, conv.....	— —	— —
New York Central, 100 dols. shares.	94 — 95	94 — 98
Panama General mort.....	97 — 99	95 — 95
Pennsylvania, General mort.....	99 —100	99 —100
Do. $50 shares.....	50⅛ — 51⅛	50⅛ — 51⅛
Philadelphia and Erie 1st mort.....	94 — 96	94 — 96

American Railroad Journal.

Saturday, November 14, 1874.

Stock Exchange and Money Market.

There has been more inquiry for accommodation in the loan and discount line, and the Money market has been ruling somewhat firmer. The increased demand for aid grows out of the more general show of activity in financial and commercial circles, and the more confident temper of operators, who manifest more willingness to make new ventures in stocks, bonds, produce and merchandise. Call loans have been quoted at from 2@4 per cent, and very choice to prime discounts at from 5½@8 per cent per annum. Within this range, there has been a livlier movement of money reported, since our last, than has been usual of late, much to the satisfaction of lenders. The City banks, last week reduced their reserve of legal tender notes $169,800, and enlarged their deposit item $901,200, while augmenting their specie average $553,700. They also report an increase of $1,108,000 in the loans and discounts, and of $25,400 in their circulation. The U. S. Sub Treasury in this city closed the week with a currency balance of $55,067,167, against $56,877,844, the preceding week; and a coin board of $56,246,758, against $60,304,393, on the previous return. The City bank exchanges, during the week, were $446,534 180, or a daily average of $89,306,836. The customs revenue of the port, during the week, was $1,546,000. The City banks reported their average of gold last week at $12,574,800, and their greenback average at $59,451,700. Their deposits stood at $226,753,900. The loan item was $285,066,500, The circulation was $25,082,400.

The City Bank net reserve of specie and legal tender notes now shows an excess, over the legal requirement of reserve, to liabilities, of $15,388,025.

The aggregate of the outstanding U. S. currency, of all denominations, Nov. 1, was $430,752,687. The outstanding amount of legal tender notes is 382 millions. The National bank circulation is near 350 millions.

The U. S. Treasury balances at the opening of business on Wednesday were as follows: Currency, $16,206,276; special deposit of legal tenders for redemption of certificates or deposit, $54,900,000; coin, including $21,593,400 in coin certificates, $83,681,727.

The income of the Government, from internal revenues, thus far, in the fiscal year, commencing with July 1, 1874, has been over 38½ millions.

Gold has been fairly active, on a steadier basis as to price. The demand has been mostly speculative; the inquiry for Custom House purposes, as well as for export, having been on a reduced scale. The extremes of the week have been 110 @110⅜, closing on Wednesday at 110¼, as against 110¼ on Wednesday of the preceding week. The specie outflow last week was only $328,485. The imports of specie at this port since Jan. 1, have been $4,791,082, against $15,102,494 same time last year. The customs demand for Gold last week averaged $297,778 a day. Foreign Exchange has been more active and quoted higher, with Bankers' sixty day bills on London leading off on Wednesday at $4 84½@$4 85½; sight bills on London at 4 88@$4 89 to the £ sterling. The week's exports of Domestic Produce have been to the currency value of $5,161,241.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $7,771,028.

Government Securities have been in much better demand, especially on investment account, at firmer and buoyant prices. The offerings of the favorite issues, particularly of the later gold bearing bonds and the currency six per cents, have been comparatively limited.

U. S sixes of 1881 closed on Wednesday of this week at 119⅛@119½; U. S. Five-Twenties of 1862, (ex-Nov. coupon) at 111¼@111⅜; U. S. Five-Twenties of 1864 (ex-Nov. coupon) at 113¾ @114; U. S. Five-Twenties of 1865, (ex-Nov. coupon) at 114⅞@115; U. S. Five-Twenties of 1865 consolidated, 117⅛@117⅜; U. S. Five-Twenties of 1867, 117⅞@118⅛; U. S. Five-Twenties of 1868, 118@118¼; U. S. Ten-forties at 112⅞ @113; U. S. Fives of 1881, (Funding Loan) 111½@111¾; Six per cent. currency Sixes from 118⅛@118¼.

The Stock Exchange dealings have been on an enlarged scale and the market has been generally quite buoyant, though the later transactions

indicated some irregularity as to values. A good investment demand has been noted for State and Railway bonds, at generally improved prices. Railway and miscellaneous share property has been more active, and quoted firmer, though, at the close, somewhat unsettled.

General business has shown rather more animation. The Breadstuff trade has been brisker, but prices have been quoted weaker and irregular. Provisions have been more freely dealt in; Lard has advanced sharply, on extensive speculative purchases. Cotton has been more active, chiefly for forward delivery, but, under accumulating supplies, has been depressed in value. Naval Stores, Petroleum, Oils, Hides, and Tobacco have attracted less attention. Seeds, Wool and Fruit, in fair demand. Groceries dull and lower. Foreign merchandise in less demand at about former figures in most instances. Metals have been quite moderately dealt in, as a rule. Scotch Pig Iron, steady, but quiet. 600 tons, of recent receipt had been disposed of, previous to arrival. American Pig Iron, offered freely and quoted lower and irregular, yet not active; 1000 tons Crane at the works, sold at equal to $25 75 per ton. Eglinton Pig Iron quoted from yard at $37; Glengarnock, $39@$40; No. 1 American Pig at $25 50@$28 00; No. 2 do. at $25@$26 50; Forge, $23@$25; English Rails at $48@$50, gold; American Rails at works, $55@$60; Old Rails, $31@$34. Wrought Scrap, $30@$32. Ocean freights have been more active, closing more firmly.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New Jersey R. R., 129; Pacific R. R. of Mo., 39⅛; do. 1st mort., 81; do. 2d mort., 70; St. Louis, and Iron Mt. R. R., 22; do 1st mort., 85½; do. 2d mort., 60; Albany and Susquehanna R. R., 96⅛; do. 1st mort., 107; do. 2d mort., 101¼; do. 3d mort., 98; Galena and Chicago 1st mort., 103½; Morris and Essex 7s, con., 95; do. 7s, 1871, 98; Western Pacific bonds, 86; Toledo, Peoria and Warsaw 1st mort. E. D., 80; do. W. D., 71; do. 7s, consol., 50. Central of New Jersey 7s, conv., 102; St. Louis, Jacksonville and Chicago 1st mort., 97; Mil. and St. Paul 1st mort. I. and D. div., 72½; do. I. and M. div., 74; Clev., Col., Cin. and Ind. 1st mort, 103; Canada Southern 1st mort., with int. certif., 58½; Long Island R. R. 1st mort., 89; Gt. Western 1st mort., 1888, 86½; Del. and Hudson Canal reg. 7s, 1884, 106½; Detroit, Monroe and Toledo 1st mort., 99¼; Pacific R. R. 7s, guar. by Mo., 100⅛; Buffalo and Erie 7s, new, 98; N. Y. and New Haven 6s, 100⅜; Louisville and Nashville 7s, 1898, consol., 84; Canton Co., 58¾; Quicksilver Mining pref., 37½; Maraposa Min., 5½; At. and Pacific Tel., 19¾; Adams Exp., 117; Well-Fargo Exp., 79¾; Am. Exp., 64; U. S. Exp., 64; Am. Dock and Imp. 7s, 98½; Consol. Coal, 46; Alabama 5s, 1866, 86; do. 1883, 37½; North Carolina 6s, old, Jan. and July, 30½; do., April and Oct., 30; do. 6s, special tax, 3d class, 7¾; Georgia 7s, new, 90½; do. 7s, end., 88; Virginia 6s, old, 37; do. consol., 55½; do. def. cer., 12; Tennessee 6s, old, ex-coupon, 57; do. new, ex-coupon, 55½; Missouri 6s, 1876, 99; do. 6s, l. bonds, 95½; do. H. and St. J. issue, 1886, 93½; South Carolina 6s, new, non f., 7; N. Y. State B. L., coupon, 108⅛; Arkansas 7s, issued to L. R., P. B. and N. O. R. R., 10; Brooklyn 6s, W. L., 96½.

Philadelphia.—Philadelphia and Reading Coal and Iron mort. 7s, 85; Pittsburg, Cincinnati and St. Louis 7s, 74; Allegheny Valley 7s, 82; do. 7 3-10s, 90; Philadelphia and Reading 6s, 1843-'80, 101½; do. 7s, 1893, 103; do. 7s, new, conv., 104½; Belvidere Delaware 2d mort., 87; Lehigh Coal and Nav. 6s, 1877, 92¾; Wilmington and Reading 1st mort., 71½; Nesquehoning Valley R. R., 55; East Pennsylvania 7s, 102; Schuylkill Nav. div. scrip., 90; do. 6s, 1895. 76; Catawissa new, pref., 32½; Pennsylvania div. scrip, 105; Delaware Division Canal, 51½; Huntingdon and Broad Top Mt. R. R., pref., 12¾; do. 1st mort., 102; do. 2d mort., 97½; Camden and Atlantic R. R. pref., 43½; Ridge Avenue R. R., 46; Fifth and Sixth Streets R. R., 57; Pennsylvania State coupon 5s, 102; New Jersey State 6s, exempt, 105½. The latest quotations are: City 6s, 102@102; do. free of tax, 104⅞@105; Pennsylvania State 6s, 2d series, 108@108¼; do. 3d series, 110⅝@111; Philadelphia and Reading, 54¾@54⅞; do. Gen'l mort. 7s, coup., 105½@—; do. reg., 106¼@106½; do. mort. 6s, 1880, 101½@101¾; do. new, conv., 104¼@104½; do. 7s, 1893, 103@103¼; United New Jersey R. R. and Canal Co., 128⅜@128¾; Camden and Amboy mort 6s, 1889, 99½@99¾; Pennsylvania R. R., 52¾@52⅞; do. div. scrip, 104⅞@105; do. 1st mort., 103⅛@103¼; do. 2d mort. 99½@100; do. general mort. coupon 92¾@93; do. reg., 93@93¼; Little Schuylkill R. R., 47@47¾; Morris Canal, 49@51; do. pref. 122@125; do. 6s, 98@100; Susquehanna Canal, 6@10; do. 6s, 78@75; Schuylkill Nav., 6¼@6⅜; do. pref., 12½@13; do. 6s, 1882, 76½@77; do. 1872, 90@91; Elmira and Williamsport pref., 35@38; do. 7s, 1873, 98@100; do. 5s, 58@63; Lehigh Coal and Navigation, 48⅜@48½; do. 6s, 1884, 97⅛@98; do R. R. Loan, 96½@97½; do. Gold Loan, 99⅜@99¾; North Pennsylvania, 50@52; do 6s, 102@103; do., 7s, 102@102½; do. Chattle 10s, 104@105; Philadelphia and Erie, 16⅝@16¾; do. 6s, 88@98; do. 7s, 83½@84; Minehill, 52@52½; Catawissa, 11@14½; do. pref., 41@41½; do. new pref., 32¼@32¾; do. 7s, 1900, 101¼@101¾; Lehigh Valley, 60⅞@61; do. 6s, new coupon, 101¼@101¾; do. reg., 102@102½; do 7s, 104½@105; Fifth and Sixth streets (horse) 56½@57; Second and Third, 65@66; Thirteenth and Fifteenth, 24@24½; Spruce and Pine, 30@32; Green and Coates, 49@50½; Chestnut and Walnut, 72@78½; Hestonville, 19@19¼; Germantown 36@45.

Boston.—Burlington and Missouri River R. R. in Iowa, 100¼; Rutland scrip, old issue, 68; do. scrip, No. 6, 85; do. 1st mort. 8s, 1902, 70½; Norwich and Worcester R. R., 119½; Summit Branch, 84½; do. 7s, 1904, 82¾; Connecticut and Passumpsic Rivers R. R., pref., 72¾; New Bedford R. R., 104¼; Nashua and Lowell R. R., 115¼; do. 6s, 1893, gold, 101¼; Boston and Albany R. R. 7s, 105¾; Burlington and Missouri River R. R. 8s, in Nebraska, old, 95½; Chicago, Burlington and Quincy 7s, 97; Ottawa, Oswego and Fox River 8s, 99; Vermont Central 1st mort., 20; Atchison, Topeka and Santa Fe 1st mort., 56½; do. 7s, consol., 25; Michigan Central (Air Line) 8s, 102; Eastern R. R. 7s, 1883, 92; do. 1887, 94; Cheshire R. R. 6s, 1880, 93¼; Maine Central 7s, 1898, 91; Mansfield and Framingham 7s, 88; Boston Water Power Co., 10⅝; Pullman Palace Car, ex div., 95; Cary Imp., 5; Brookline Land, 4; Waverly Land, 2½; Maine 6s, 102; New Hampshire 6s, 1889@1902, 101¼; Massachusetts 6s, 1876, gold, 109½; Boston 6s, 1894, 101; do 5s, 1883, gold, 98⅛; Chicago 7s, 99¼; Cook Co., Ills., 7s, 99; Somerville 6½s, 100; Toledo 8s, 1889, 102; Cincinnati 6s, 1890, 93; do. 7s, 1904, 101½; Bangor 6s, 1894, 95⅞; Lowell 6s, 1890, 97½; Newport, Ky., 7 3-10s, 85; St. Louis 6s, 1887, 99⅛; Nashua 6s, 1892, 95¼; Allouez Mining Co., 6⅛; National, 50c.; Petherick, 1; Pewabic, 6.

Baltimore.—Maryland Defense 6s, 107¼; Virginia consols, ex-coupon, 52¼; Virginia consols, coupons, 88⅜; Virginia Peelers, 39; Orange and Alexandria 1st mort. 7s, 88¾; do. 3d mort. 8s, 76; do. 4th mort. 8s, 69½; Orange, Alex. and Manassas 7s, 79½; Wilmington, Col. and Augusta 7s, 64; Marietta and Cincinnati 1st pref., 14⅛; Santa Clara bonds, 28. The latest quotations are: Richmond and Danville 1st mort., 67½@70; Pittsburg and Connellsville 7s, 1898, 81@82½; Baltimore and Ohio, 169@172; do. 6s, 1875, 101½@102; do. 1880, 102@102¼; do., 1885, 100½@100¾; Washington Branch, —@175; Northern Central, 31½@32; do. 6s, 1885, 94½@95; do. 6s, 1877, 95@100; do. 1900, 86½@87; do. 6s, 1900 gold, 92¼@92½; N. W. Va. 3d mort., 1885, 95@—; Marietta and Cincinnati 1st pref., 16@17½; do. 2d pref., 8@9; do. 1st mort. 7s, 1892, 103¼@103½; do. 2d mort., 7s, 91¼@91¾; do., 3d mort. 8s, 78½@79; Central Ohio, 42½@45; do. pref., 44@44; do. 1st mort., 92⅝@94; Western Maryland, 1st mort. 6s, 1890, 80@89; do. 1st mort. guar., 98@99; do. 2d mort. guar., 98@100; do. 3d mort., guar., 98@99; do. 2d mort. pref., 60@70; do., 2d mort. guar. by Washington Co., 91@92; Virginia and Tennessee 2d mort. 6s, 65@78; do. 3d mort. 8s, 75@76; Orange and Alexandria 1st mort. 6s, 90@91; do., 2d mort. 6s, 81@85; do., 3d mort. 8s, 75@76; do., 4th mort. 8s, 69@70; Orange, Alex. and Manassas 7s, 79½@79¾; Baltimore 6s, 1875, 100@100¼; do., 1884, 100¼@101; do. 1886, 101½@102¼; do. 1890, 101¼@101½; do., 1900, 100½@101; do. 1902, 101¾@102; do., 6s, exempt, 104@105; do. 5s, 80@85; Memphis City 6s, 38@42; Maryland Defense 6s, 1883, 107½@108; do. 6s, 1890, 101@101; do. 6s, exempt, 107½@108; do. 5s, 80@88; Virginia coupon 6s, old, 34@42; do. new, 34@43; do. consol. 6s, 53@54; do. coupons, 89@89½; West Virginia, 9¾@10¼; City Passenger R. R., 23@24½; George's Creek Coal, 149@150; Atlantic Coal, 2.10@2.30; Santa Clara, 9.00@15.00; do. bonds, 29@31¼; Canton Co., 50@70.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending October 31, at 529,248 tons, and for the coal year 15,926,208 tons, against 16,988,574 tons to corresponding time last year, being a decrease of 1,042,366 tons. The bituminous tonnage for the week is 70,453 tons, and for the year 2,808,889 tons, against 2,798,019 tons to same time last year, giving a total of all kinds for the week of 599,701 tons, and for the year of 18,735,047 tons, against 19,766,593 tons to the same time last year, being a decrease of 1,031,546 tons.

Trans-Allegheny Canal.

The project, which is of the greatest importance to Pittsburg, will come before Congress at the coming session, and a brief statement as to what has been done and what is expected in the future will, no doubt, be interesting at this time. In the winter of 1872 an appropriation of $5,000 was obtained, principally through the efforts of Pennsylvania Congressmen, for the purpose of making a preliminary survey. In the winter of 1873 the Youghiogheny interest, with other routes, obtained $200,000 to make surveys of a water route from the Ohio to the seaboard. Gen. Sedgwick is at the head of the work, and is now on the Youghiogheny route, with three corps of engineers. He will be able to complete his surveys by the time Congress opens, and can give estimates and profiles of the whole route from the mouth of the Youghiogheny river to Cumberland.

The general plan is to slackwater the river from its junction with the Monongahela to Connellsville. From thence, by a seventy foot canal, to cross the mountain with a tunnel, to be only two miles long. This is, of course much cheaper than the nine-mile tunnel, which would have to be built by the Kanawha route. As we announced a few days ago a pass has been discovered, which, if adopted for the canal route, would make a tunnel unnecessary. Baker's Pass, at Big Savage Mountain, is not more than 1,800 feet above the sea level. We are not yet advised whether Gen. Sedgwick has had an engineering party to reconnoitre the locality, but hope that it may be done in time to be incorporated into the report.

In regard to the water supply, some parties contend that it was sufficient. We have Gen. Sedgwick's authority for saying that the supply will be such that he can build reservoirs which will hold three times as much water as will be necessary, and the rain-fall is ten times as great as would be required to keep the canal filled, so there can be no question as regards the water supply.

There is as yet a lamentable lack of statistics concerning the amount of business which may be reasonably expected to fall into the Trans-Allegheny canal. But it is quite certain that, being connected with the great Mississippi valley navigation and its over 30,000 miles of shore line alone, the trade of the canal from this source would be very large indeed. Another important matter in which Pittsburg and vicinity is deeply interested is the shipment of coal. Gas coal alone is an important item, much more important than appears at first sight. Westmoreland county ships now annually 1,500,000 tons, and this branch of the coal trade is steadily increasing. What the people of the Eastern States would gain by having this commodity brought cheaper to their towns we can safely leave to the Yankees to figure up.

The tonnage of ore, limestone, heavy manufactures, &c., East and West, would easily amount to several millions per year; in fact, a well informed merchant of this city said yesterday that it was difficult to estimate the business of the canal. He is by no means a visionary gentlemen, but his estimates are so detailed, and appear so unanswerable withal, that it left no doubt in our mind that the canal, if built, would do a great deal of good. —*Pittsburg Chronicle.*

Narrow Gauge Railroads.

Narrow gauge railroads have been built in most of the States and Territories of the Union, but as a rule for short distances only. The number of miles built is 1677, and the number of miles of projected road 5461. The cost of building these roads and of running them afterwards is much less than for the standard gauge roads, and it is claimed that they are as safe and durable as roads of wider gauge. In Pennsylvania there are upwards of 125 miles of narrow gauge roads already built, but no road is of greater length than 25 miles. The Denver and Rio Grande Railway in Colorado is, we believe, the longest "narrow gauge" railway in actual operation. It skirts the foot hills of the Rocky Mountains for about a hundred and fifty miles.

Oil Creek and Allegheny River Railroad.

The financial condition of this company on the 13th of July, 1874, (the date when the Receiver took possession,) was as follows:

Assets.		
Construction and equipment		$9,609,837 91
Contingent fund		50,258 66
Jay Cooke & Co		5,881 49
Defaulted agents		26,612 01
Empire Transportation Company		18,994 89
Tidioute and Titusville R. R. Co.		6,500 00
Titusville and Petroleum Centre R. R. Co		97,046 02
Individuals and companies		88,900 44
Fuel and material on hand		40,691 51
Due from railroad companies		99,571 63
Due from agents, etc		21 039 45
Cash in hands of Treasurer		72,443 64
Total		$10,137,777 65
Liabilities.		
Capital stock		$4,959,450 00
Oil Creek Railroad mortgage bonds	$580,000	
Warren & Franklin Railroad bonds	1,500,000	
Consolidated bonds	1,100,000	
Union & Titusville Railroad bonds	500,000	
		3,680,000 00
Profit and loss account		1,026,507 32
State of Pennsylvania		6,440 00
Titusville Pipe Company		13,959 93
Unpaid vouchers		145,186 77
Bills payable		17 780 58
Due railroad companies		289,453 05
Total		$10,137,777 65

Railroad Earnings.

The earnings of the Burlington, Cedar Rapids and Minnesota Railway Company for the month of October, 1874, were $142,314 07, against $129,909 04 in October, 1873, an increase of $12,315 03.

The earnings of the Chicago, Danville and Vincennes Railroad Company in October, 1874, were $81,918, against $79,095 in October, 1873, an increase of $2,823.

The earnings of the St. Louis, Alton and Terre Haute Railroad (main line) in October, 1874, were $123,747, against $112,378 in October 1873, an increase of $11,369.

The earnings of the Atlantic and Pacific Railroad for the week ending November 7, 1874, were $104,900, against $98,147 for the corresponding week in 1873, an increase of $6,753.

For other earnings, as far as reported, see page 1446 this week's issue.

Illinois Central Railroad.

During the month of October, 1874, 3,748.65 acres of Land were sold for $27,714 91.

The Cash collected on Land Contracts during the same time was $35,880 11.

The Traffic on the Main Line in Illinois in October, 1874, was $610,018 20, against $610,728 31 in October, 1873.

The Traffic of the Iowa Lines (leased at 35 per cent of gross receipts), was $194 078 75, against $186,393 23 in October, 1873.

The total traffic on the Main Line in Illinois, and on the Iowa Lines, in October, 1874, was $804,096 95, against $797,121 54 in October, 1873—an increase of $6,975 41.

Dividends and Interest.

The Boston and Albany Railroad Company has declared a dividend of five dollars per share, payable at the office of the Treasurer, 40 State St., Boston, on the 16th inst.

The Boston and Maine Railroad Company has declared a dividend of four dollars per share, payable on the 14th inst.

The Boston and Providence Railroad Company has declared a dividend of five dollars per share, payable on the 14th inst.

The Catawissa Railroad Company announces a dividend of $1 42½ per share on the preferred stock, and 21 cents per share on the second preferred stock, payable on the 16th instant.

The Stoneham Horse Railroad pays a dividend of $6 per share.

The regular guaranteed quarterly dividend of the Cleveland and Pittsburgh Railroad Company, at the rate of seven per cent per annum, on the new guaranteed stocks, will be paid on and after the 1st December proximo at the office of the Farmers' Loan and Trust Company, No. 26 Exchange place, New York.

The preferred stock dividend of the Ohio and Mississippi Railroad Company, due March 1, 1875, will be paid, with accrued interest, to date of presentation, at the office of the company, No. 52 William street, New York.

The interest coupons of the seven per cent gold mortgage bonds of the Denver and Rio Grande Railway Company maturing Nov. 1, 1874, will be paid on presentation to Duncan, Sherman & Co., 11 Nassau st., N. Y.

Coupons on the first mortgage bonds of the Toledo, Peoria and Warsaw Railway Co., Western Division, due Aug. 1, 1874, will be purchased at their face value by L. V. F. Randolph, No. 21 Nassau st., N. Y.

For other dividends, and interest payable in November, see pages 1447 to 1457, inclusive, this week's issue.

Union Pacific Railroad.

The earnings of the Union Pacific Railroad for September, 1874, were $1,063,993 05, the expenses $393,180 51, and the net earnings $670,812 90. In September, 1873, the earnings were $1,068,936, 66, the expenses $501,838 54, and the net earnings $567,098 12—showing a decrease in earnings of $4,943 61, with a decrease in expenses of $98,771 17, making an increase in net earnings of $103,714 78. For the nine months ending September 30, 1874, the earnings were $7,520,184 98, the expenses $3,563,212 59, and the net earnings $3,956,968 39—showing an increase in earnings, as compared with the corresponding period of the previous year, of $154,160 37, with a decrease in expenses of $129,666 16—making an increase in net earnings of $283,826 53.

☞ A dispatch from Salt Lake City says the Union Pacific Railroad Company has taken a half interest in the Utah Southern, and the latter road is to be pushed forward at once 25 miles from Provo.

☞ The officers of the Indianapolis, Cincinnati and Lafayette Railroad company, elected on the 3d inst, are: M. E. Ingalls, President; C. H. Booth, Secretary; F. Osborn, Treasurer. There was no change in Superintendent.

Baltimore and Ohio Railroad.

The St. Louis *Courier* says that the Baltimore and Ohio Railroad is "the most successful trunk line in the country," and sums up the history, facilities and advantages of the great Baltimore route and market as follows:

Whatever may be the opinion of certain inland cities at certain times on the subject of railroads, it must be admitted, after all is said and done, that the welfare of these same cities is intimately connected with, if not dependent upon these same railroads, and so will be as long as railroads are the veins that circulate the life blood of the country.

Our neighbor, Chicago, is fortunate in having in immediate prospect a new friend and feeder, the Baltimore and Ohio railroad, that company having just completed their track from a southern point on their Lake Erie division to Chicago, this being the last link in the Baltimore and Ohio chain between that city and tide water.

The company has also made extensive improvements on the Marietta and Cincinnati railroad. Their new "cut off"—a straight line between Athens and Parkersburg—lessens the time between Cincinnati and Baltimore two hours. The value of such an alteration is obvious to every business man without further comment.

As this great carrier extends one of its long arms in our direction, also, an outline of its progress and present condition may be interesting to our readers.

The Baltimore and Ohio railroad germinated in 1828, and grew solely out of the demands of a local traffic in the neighborhood of Baltimore. From that time till the breaking out of the war its history is one of slow but sure and healthy growth—the growth of a giant oak rather than that of a mushroom—in the course of which it extended its terminal points westward, and improved its terminal facilities eastward until it became a great "trunk line." The war damaged its equipment but did not cripple its energies nor stop its progress, evidences of which are seen along its whole line from Baltimore to Cincinnati and Chicago. The road has in operation a line of seven steamships, running between Bremen and Baltimore. These land their passengers and baggage at Locust Point, within a few feet of the cars that take them westward, thus avoiding all the expense, delay and confusion of a long omnibus transfer.

The first American sight that astonishes our German friends are two immense grain elevators of this company, one of which, just completed, towers 175 feet from tide-water to roof, and has a capacity for 1,500,000 bushels. Every possible facility has been provided for the handling of other classes of freight. By means of tracks extended over the water, coal cars dump their contents directly in the hold of the vessel below; and in the year 1873 more than 2,000,000 tons were thus speedily and economically transferred.

The company has also displayed excellent judgment in fitting their road for the passenger traffic. Large and commodious hotels have been established at convenient points along the line. These have been erected with a view to that increase of business in the future, which past experience has given them reason to expect, and are tastefully built and carefully managed. The passenger coaches of the Baltimore and Ohio railroad are strong and comfortable, and by no means devoid of artistic adornment. Such pleasant surroundings at once put the traveler in a mood to enjoy the scenery for which this route is so celebrated, and it is wonderfully pleasing, an ever-changing panorama of the beautiful, the grand, the historic.

As a natural consequence of its attractions facilities, and good management, the financial condition of the Baltimore and Ohio railroad has steadily improved, until to-day it stands pre eminently a "solid" road. It has a surplus fund of $29,000,000, and its stock ranges from sixty to seventy per cent, above par; therefore it can readily obtain loans upon reasonable terms in European markets, when its rivals cannot secure them at any price. It supports no watered stock, and but a small debt, and hence it finds a profit in carrying passengers and freight at a rate which could not be remunerative to other roads. It extends its track, not by leasing old lines upon terms which must eat up the profits of the investment, nor by purchasing with money obtained on watered stock, or borrowed at an enormous rate of interest. Such a financial policy as this could never have made the Baltimore and Ohio railroad what it is to-day—the most successful trunk line in the country.

Denver and Rio Grande Railway.

The Denver and Rio Grande Railway makes the following general exhibit of its earnings and expenses for the month ending Sept. 30, 1874:

EARNINGS.

Freight:		
Ordinary		$18,654 49
Government		381 42
Total		$19,035 91
Passenger:		
Ordinary	$15,978 32	
United States troops	162 80	
Expresses	545 25	
United States mails	694 17	
		17,380 54
Miscellaneous:		
Sundry sources		81 95
Gross earnings, 118 miles		$36,498 40

EXPENSES.

Conducting transportation	$4,951 20
Motive power	5,094 88
Maintenance of cars	518 18
Maintenance of way	8,097 37
General expenses	1,217 60
Total expenses	$19,878 73
Net proceeds to balance	16,619 67
Total	$36,498 40

Net earnings, 45.53 per cent.

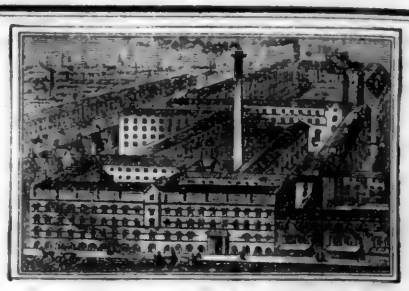
COMPARATIVE.

Gross earnings, as above	$36,498 40
Gross earnings, same month 1873, same mileage	34,326 24
Increase, 6.3 per cent	2,172 16
Net earnings, as above	$16 619 67
Net earnings, same month 1873	18,769 31
Decrease, 11.4 per cent	$2,149 64

Pennsylvania Railroad.

At a meeting of the directors of this company, held in Philadelphia on the 3d inst., the usual semi-annual dividend of 5 per cent. was declared. A statement of the operations of the company on its works east of Pittsburg, during the past six months, was presented, showing gross receipts of $19,696,642 and net receipts of $9,444,386. After paying interest on bonds, semi-annual main line payment, and dividends and interest on the New Jersey lines, there is a balance of $5,141,856. After reserving $876,333 for contingencies, there is $4,265,423 available for the dividend, which on a capital stock of $68,443,800 will amount to $3,422,165, and with the State tax, which the company pays, to $3,730,159. This leaves a balance to credit of profit and loss of $535,364. These figures cover a half year in which business was probably never before in the history of the company so much paralyzed, and would indicate assurance for the future.

☞ The earnings of the Central Pacific Railroad in October, 1874, were $1,507,000, against $1,375,470 in October, 1873, and $1,285,567 in October, 1872. For the ten months ending October 31, 1874, the earnings were $11,824,903, against $11,574,276 for the first ten months of 1873, and $10,593,011 for the first ten months of 1872.



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DOUBLE ELASTIC
STEEL PENS

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5,000,000.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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☞ Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, November 21, 1874.

Union Pacific Railroad.

The Solicitor of the Treasury has called on the Union Pacific Railroad Company for 5 per cent of the net earnings of the road from November, 1869, to Oct. 31, 1874, making a total of $1,040,056, to be paid within sixty days. The company resists the demand, alleging that under the provisions of its charter the five per cent was to be paid only after completion of the road. In 1869 a committee of citizens was appointed to examine the condition of the road, and they reported that the company would have to expend $1,000,000 before the road could be deemed completed under the law, and the Government meantime withheld the land grant patents from the company as a guaranty for its completion. This Fall the company announced that the road was completed and called the Government to send its commissioners to make examination and report as to the completeness of the work, and these commissioners reported favorably, showing that the company had expended $500,000 more than was called for by the committee of citizens. Under this state of facts it is claimed by the company that the road has not been completed within the purview of the charter only for the period which has elapsed since the acceptance of the report of the Government Commissioners.

Baltimore and Ohio Railroad.

At the annual meeting of the stockholders of this company, held in Baltimore on the 16th inst., the following gentlemen were unanimously elected directors, by a vote of 39,787 shares, viz: Gallo way Cheston, Samuel W. Smith, Francis Burnes, John Spear Nicholas, John Gregg, Francis T. King, C. Oliver O'Donnell, James Harvey, William W. Taylor, Samuel Kirby, John King, Jr., and C. A. Von Lingen. The annual report of the President and Directors for the fiscal year ending September 30, 1874, was presented and read. From this we learn that the revenues of the Main Stem, (including the Winchester and Potomac, the Winchester and Strasburg, the Strasburg and Harrisonburg, the Washington County, and the Metropolitan Railroads) were $11,693,955 55, the expenses $6,675,895 26, and the net profits $5,018,060 29. Compared with the fiscal year 1873, the earnings have decreased $558,888 23, and the working expenses $642,152 53, making a comparative increase in the net profits of $83,264 30. Compared with the fiscal year 1872, the increase of earnings being $1,039,483 93, and of working expenses $553,495 33, the increase of net profits amounts to $485,988 60. The percentage of expenses to earnings was: in 1874, 57.08; in 1873, 59.72; and in 1872, 57.46.

During the year the sinking fund for the redemption of the city loan increased to $1,647,753 20, showing a gain of $108,900.

The profit and loss account shows an increase for the past year of $3,111,028 97, which added to the surplus income of previous years, increases that amount to $32,144,160 15. The entire mortgage indebtedness (including a loan made in January last of £2,000,000 in currency and sterling,) is $29,061,564 80. It is thus shown that the surplus fund representing capital derived from net earnings invested in its branch and connecting roads, and in the great improvements that have been continuously constructed on the main stem, which is not represented by either stock or bonds, exceeds the entire mortgage indebtedness of the company $3,082,595 85.

The aggregate earnings of the Main Stem (including the roads above named) and of the Washington Branch, the Parkersburg Branch, the Central Ohio Division, the Lake Erie Division, the Chicago Division, the Wheeling, Pittsburg and Baltimore Railroad, and the Newark, Somerset and Straitsville Railroad, were $14,947,090 42, the expenses $9,416,650 67, and the net profits $5,530,439 75. The aggregate working expenses of the Main Stem with all branches and divisions are 62.99 per cent of the whole gross revenues, being 1.63 per cent less than the preceding year.

Semi-annual dividends of five per cent upon the capital stock of the Main Stem were paid on the 15th of November, 1873, and on the 1st of May, 1874.

A dividend of five per cent was paid on the 31st of October, 1873, on the capital stock of the Washington Branch, and a similar dividend on the 17th of April, 1874.

Port Royal Navigation Co.

The Baltimore *Sun* says that a stock company has been formed in that city, called the Port Royal Navigation Company, with J. C. Graffin, president, and J. P. Smith, secretary, the stock being owned by Baltimore parties and the Port Royal Railroad Company, the object being to establish a steamship line between Baltimore and Port Royal, and then adds:

Augusta, Georgia, is situated 111 miles from Port Royal and the seaboard, and the Port Royal railroad between the points has just been completed. Large warehouses and wharves have been built, and arrangements made whereby cars are to be run alongside the steamships and goods be handed from one to the other without being placed on the wharf. The harbor, as is known, is excellent, there being no bars to interfere, and twenty-four feet draft of water can be found at all times. Of late many large steamships call at Port Royal for bituminious coal, which is brought there from the Tennessee line and put on board vessels at $4 65 a ton, or about the same price as in Baltimore. These facts and the circumstance that the region about Beaufort and Port Royal is noted for producing the famous Sea Island cotton, make it apparent that the terminal point of the new steamship line is destined to be a prominent commercial depot. The Southern trade of Baltimore has been increasing rapidly and with

out intermission since the war, but owing to limited facilities for cheap transportation trade between Baltimore and inland Southern cities has been more moderate than otherwise might have been, and to develop this particular trade is the aim of the new line.

The "Calvert" an iron propeller of 1,000 tons capacity, 190 feet long, 28 feet beam and 20 feet depth of hold, and with very powerful improved machinery, which make her a fast sailer, has already commenced her trips, and two other iron steamships are now in process of completion, which will be added to the line at an early day. The agency of the line has been given to Messrs. Andrews & Co., a firm long identified with Southern steamship transportation.

Georgia Railroad and Banking Company.

The earnings of this road for the years ending March 31, 1873 and 1874, were as follows:

	1873.	1874.
From passengers	$375,339 26	$307,047 23
" freight	1,222,788 63	1,239,336 69
" mails....	25,328 64	25,401 10
	$1,623,456 53	$1,571,785 02
Expenses, viz:		
Conducting transp....	$253,115 54	$265,445 59
Motive power	327,066 60	349,439 56
Maintenance of way...	316,999 43	212,044 76
Maintenance of cars...	79,649 84	60,521 09
	$976,830 91	$887,450 99
Earnings less expenses.	$646,625 62	$684,334 03

Out of which have been paid—

For 5 new engines and cost of delivery....	$69,591 34	
For 1 new pay car..... ..	3,700 00	
For 1 new baggage car...	2,000 00	
For 85 new box cars	68,000 00	
For 18 box cars rebuilt...	7,200 00	
For 18 platform cars rebuilt....	3,600 00	
For 1 new stationary engine....	1,206 60	
For changing pattern of trucks....	2,457 80	
		157,755 74
Net profits....		$526,578 29

In 1873 the extraordinary expenses amounted to $156,426 84, leaving the net profits in that year $490,195 78. Compared with the previous year, the gross earnings of 1874 show a decrease of $51,671 51, with a decrease in expenditures, both ordinary and extraordinary, of $88,054 02, making the increase in net profits $36,382 51. The President in his report says:

The past year has been one of peculiar hardship upon railroads. All creeds, classes and professions seem to be combined against them! Their fundamental rights are utterly ignored, and it is boldly avowed, "that they have no rights which the public is bound to respect!"

There is no interest in the United States of the same magnitude so much depressed as the railroad interest! The roads are rapidly running into bankruptcy, and falling into the hands of receivers.

It is believed that not a single road at the South and very few in the West are paying regular dividends to the stockholders.* Of all interests, it is the most powerless and defenceless. They are at the mercy of every unprincipled and unscrupulous enemy, and yet their dangerous power affords a constant theme for the demagogue! Their fundamental rights are utterly ignored, and they are virtually in a state of outlawry! Upon no subject have the legislators of the country exhibited more glaring inconsistency, than upon the subject of these improvements. Everybody wants railroads, yet they destroy those already built, and discourage the building of any new ones. Those citizens who now hold this species of property have no choice, and must make the best of it, but after recent demonstrations, it is not likely any new railroad investments will be made.

We refer the stockholders to the report of the superintendent. It will be found interesting and instructive, and especially so to the planter and merchant. There will be found the sources of income, its fluctuation, the causes of that fluctuation, and whether in its nature permanent or temporary. It will be seen that for the first six months of the fiscal year, every branch of the business was prosperous, but in the second half of the year, the travel and up freights fell off enormously and rapidly, proving the disastrous effects of the financial panic upon every branch of business.

It will be seen that the expenses in some branches of the service have been high. Some earnest efforts have been made to reduce expenses, but generally with unsatisfactory results. Every right thinking man will duly appreciate the claims of labor, which is the basis of all wealth; but labor should sympathize with capital and yield to the necessities of a common interest. Short time and high pay, high salaries and light service, are characteristics of the present time, and have greatly disturbed the economy of labor, and result in injury to the laborer as well as the employer. The laborer should reasonably sympathize with the employer, and in times of depression submit to a reduction of wages, if satisfied that the profits of business will not afford more.

The report of the superintendent shows a falling off of gross receipts compared with the preceding year, of $51,671 51, but an increase of net profits of $36,382 51. This incongruous relation between gross receipts and net profits is fully explained in the superintendent's report. Had the season been more propitious for laying new track, the relation would have been very different, and this net profit, and perhaps more, would have been expended in new iron. The superintendent justly appreciates the value of a smooth track.

There is one trouble sorely besetting railroad investments since the war, which is not peculiar to the South. The great difficulty of finding men worthy of trust in confidential positions is felt and acknowledged by all. In many instances railroads are organized and managed for the benefit of the officers rather than for the benefit of the stockholders. Officers may be found very capable of watching others, but who can be found to watch them! All moral responsibility, and all power to resist temptation, seems to be banished from the land! Hence perfidy and peculation are the order of the day, and can scarcely be punished as crime, as they are practically recognized as the custom of the country.

Though the exhibit of the last year's business is not entirely satisfactory, especially in some branches of expenditures, yet under all the troubles besetting the company, the stockholders have not much cause of complaint. The net profit claimed is an honest and reliable one, after charging all expenditures on road account to profit and loss. Our finances have suffered by a forced relation with connecting roads, or the road earnings would furnish an ample fund for something more than the usual dividend of eight per cent.

Though our losses have been heavy, and the value of our assets is fluctuating and contingent, it is believed that our stock is still whole, with a handsome surplus. Though some of our investments have depreciated, and others become worthless, others on the other hand have improved in value. Among the latter may be mentioned the Nashville and Chattanooga Railroad stock, which is worth more than double the value placed on it in our balance sheet.

The company have 52 locomotives, 27 passenger, 12 baggage, 3 mail, 3 express, 506 box, 21 cab, 129 platform, 35 stock, 28 coal, 24 shanty, 1 pay and 2 wood cars. Miles run by locomotives, 1,140,055, an increase over the previous year of 36,504. Miles of road in use, 231. Bales of cotton transported, 273,392. Bushels of grain, 1,107,882. Barrels of flour 123,209. Pounds of guano, 39,171,240.

The earnings of the Macon and Augusta Railroad were $121,374 51, the expenses $100,405 69, and the net profits $20,968 82. The Superintendent in his report says:

The new road between Atlanta and Charlotte was opened for business about the 1st of October last, and has affected considerably the interest of your road in through travel between the South and East, and furnishes another line for competition in through freights.

I do not know of any other road likely to be built soon that would increase the present industrious competition with your road.

As referred to in last report, the benefits to be derived by your road from its Port Royal connection will depend mainly upon facilities that may be offered for ocean transportation between Port Royal, the Eastern cities and trans-Atlantic ports. As yet but little has been done in that direction; therefore, for the time being, this connection has added but little to the business of your road. But for good reasons it is believed that some plan may yet be devised by which these facilities for ocean transportation, in connection with that road, may be secured at no distant day, which arrangement will certainly increase the Western business over your road, both in freights and passengers, especially in the transportation of grain and passage of emigrants from the Old World over your road to the Great West. That Port Royal may be made a large coaling station for ocean steamers seems altogether practicable, in view of the large deposits of coal, and the mining interests already developed in Georgia, Tennessee and Alabama, and the facilities for transporting it to Port Royal. This of itself would give an impetus to business at that place in causing coasting and other steamers to call there, besides being an important facility offered for direct lines of steamers to and from that place.

The following is a condensed statement of the condition of the Georgia Railroad and Banking Company on 31st March, 1874:

The road and its outfit....		$4,156,000 00
Real estate		123,220 86
Banking house and lot....		35,000 00
Material on hand for road....		65,447 17
Road expenses..... ...	$1,169,074 72	
Interest on bonds.....	46,025 00	
Incidental expenses and salaries....	14,785 37	
Tax to State of Georgia	2,450 97	
		1,282,336 06
Notes M. & A. R. R. Co. for 2 locomotives		30,105 06
Stocks of other companies....		879,891 67
Bonds of other companies		138,060 00
Damages paid Washington st. Property holders....		8,524 55
Port Royal Railroad Co....		18,835 87
Western R.R. of Ala...$168,026 20		
Notes of do....	20,000 00	
		188,026 20
Macon and Augusta R. R. Co.....		86,619 23
Atlanta and West Point R. R. Co...		24,589 86
Bills receivable....		31,305 95
Assessment on stock.....		207 50
Suspense account....		639 56
Bonds of Baldwin County		33,000 00
Bonds of City of Macon.....		38,000 00
Cash.	$65,152 01	
Less our own notes on hand....	36,263 52	
		28,888 49
		$7,118,697 53

** The Georgia Road postponed its last dividend but afterwards paid it.

Capital stock		$4,200,000 00
Profit and loss		393,020 11
Income of road	$1,685,892 52	
Dividend on stock	25 268 12	
Interest	1,584 77	
		1,712,245 41
Bonds of this company		608,000 00
Unpaid dividends		47,669 94
Due to other corporations		4,568 19
Interest on bonds of Baldwin Co		1,015 00
Completion of Macon and Augusta R. R.		71,000 00
Bank notes	$116,072 40	
Less notes on hand	35,357 27	
		80,715 13
Change bills	$1,350 00	
Less on hand	886 25	
		463 75
		$7,118,697 53

President.—JOHN P. KING.

Directors.—E. E. Jones, James S. Hamilton, Antonie Poullain, M. P. Stovall, James W. Davies, D. E. Butler, L. M. Hill, Wm. M. Reese, Thos. J. Burney, George Hillyer, Josiah Sibley, John Davison, Stevens Thomas, Wm. W. Clark, Geo. T. Jackson.

Superintendent.—E. W. COLE.

Treasurer.—J. MULLIGAN.

Precautions against Forgery.

In order to protect the public in the matter of forged or altered certificates, the Governing Committee of the Stock Exchange at their last meeting directed the Committee on Securities to prepare a circular to send to such companies as still use lithographed certificates, requesting them to substitute therefor, as soon as possible, certificates engraved by some responsible bank note company which is in the habit of retaining the plates. We publish the following rules, which have been adopted by the Committee on Stock List for the information of applicants to have securities put on the Stock Exchange list:

COMMITTEE ON STOCK LIST,
NEW YORK STOCK EXCHANGE.

RULE 1. In all cases of application for placing either bonds or stocks on the list it is required that a sample of each issue shall be shown to the chairman of the committee, so as to ascertain whether proper precautions have been taken against forgery; and no form of stock certificate will be accepted unless it has been carefully engraved by some responsible bank note engraving company.

2. Applications to place bonds on the list must state the amount of the issue, the date of the issue, the time when due, the names of the trustees, the par value of each kind of bond issued and the series of the number in each mortgage.

3. All active stocks must be registered at some institution satisfactory to the Committee; and each application must be accompanied by a letter from the registrar stating the amount of stock registered at the time of application, and also by "the form of agreement with registrars" duly executed, provided such form has not been already filed with the Committee.

4. All applications must be accompanied by a full statement of the condition of the company, a list of its officers, &c., and when possible it should be made by an officer of the company.

5. After any stock has once been placed on the list, any change in the form of certificate or place of registry must receive the consent of "The Committee on Securities at Large" or the stock will be liable to be stricken from the list.

6. The attention of the applicants is also called to the following resolution of the Governing Committee of the Stock Exchange:

"That all applications for the admission of securities to the stock list shall be accompanied by a fee of fifty dollars, to cover the cost of printing and other expenses of the committee, whether the application is accepted or rejected." Said fee to become the property of the Exchange.

JOHN T. DENNY, Chairman.

Erie Railway.

CAPTAIN TYLER'S REPORT.

To A. De Laski, Esq., Chairman, London Banking Association:

Wyvenhoe Hall, Colchester, Oct. 24, 1874.

Dear Sir,—With reference to your letter of 12th May last, containing instructions for my guidance in the United States, and to the amended instructions in your letter of 5th instant, I have now the pleasure to inform you that I landed in New York on 27th May, and placed myself at once in communication with the president and officers of the Erie. From that time until 11th July, when I re embarked for England, I was continuously engaged in inspecting and obtaining information in regard to the Erie, its connections, rolling stock, machine shops, and properties, with a view to forming the required opinion as to their condition and management. As portions of its connections, it became my duty further to investigate the condition of the Atlantic and Great Western under lease to the Erie, and the Cleveland, Columbus, Cincinnati, and Indianapolis under the control of the Atlantic and Great Western, and the Terre Haute, Alton, and St. Louis, half of which is owned by the Cleveland, Columbus, Cincinnati, and Indianapolis, and half by the Pennsylvania. The total length of these lines, as hereafter explained in detail, is 2,288 miles. I returned from St. Louis, via Chicago, to Cleveland, and thence over the Pennsylvania Central from Pittsburg, via Altoona and Philadelphia, to New York. The total distance over which I thus traveled in America by railway, besides considerable distances in riding or driving, was about 5,250 miles, and I met with the greatest kindness and attention, and every disposition to afford information on the part not only of the officers of the Erie, but also of those of all other companies with which I came in contact.

I thus visited the principal centres of traffic more directly connected with these systems of railways.

On returning to England, I awaited the return of the accountants, with the intention of conferring with them, as directed by your letter of 12th May and as I had arranged with them in New York; and it was only on finding that their principals preferred not to confer with me, but to present their report independently, and on receiving your amended instructions on 5th October, that I was able to complete the following report, in which it will be convenient to deal with the above mentioned undertakings and their various departments separately. I commence with a general description of the Erie.

HISTORICAL SKETCH.

After the Erie Canal had been completed in 1824, attention was naturally directed to the want of some better thoroughfare than the common roads of the country afforded, as regards the southern portions of the State, between Lake Erie and New York city. It was impracticable to construct a canal leading directly to that city, owing to the rugged nature of the country to be traversed. In 1825 the Legislature directed a survey to be made for a State road through the southern countries from Lake Erie to the Hudson River; and after several conventions had been held between 1826 and 1830 to discuss the question, first of a State road, and later of a railroad through this district, application was made to the State Legislature in 1832 for a charter for a railroad. As the result of this application, the act incorporating the New York and Erie was passed on 24th April 1832, with a capital of $10,000,000, and with power to construct a single, double, or treble track from New York, or some eligible point in its vicinity, to Lake Erie. Between 1832 and 1838 various surveys were made, subscriptions were raised, and assistance was granted by the Legislature, but the great fire in New York in 1835, and the financial embarassments of 1836 and 1837, prevented payments from being made on account of subscriptions, and rendered a State loan for $3,000,000 unavailable. After a fresh act in 1838 portions of the work were placed under contract, and these were extended, by the aid of local subscriptions, in Rockland and Orange counties in 1838 and 1839. In 1840 the Susquehanna and western division were put under contract, and the Legislature again amended the Loan act.

During various difficulties up to 1845 but little was accomplished. A length of 53 miles only, from Piermont to Middletown, had been brought into actual use; and 7 miles of this distance, between Goshen and Middletown, had been built by an association, to which the company was still indebted for its construction. From this time forward more rapid progress was made. In October 1846 the line was opened to Otisville, 61¼ miles from Piermont; and, in December 1848, it was opened to Binghamton.

In 1847 it was proposed to alter the gauge from 6ft. to 4ft. 8½in., and it was estimated by Mr. T. S. Brown, then chief engineer, that the cost of the alteration for the portion completed (61¼ miles) between Piermont and Otisville would be about $75,000; whilst about $500,000 would be saved by the adoption of the narrower gauge in completing the line to Lake Erie. Other counsels unfortunately prevailed, and a golden opportunity was thus lost.

It was further opened 22 miles to Owego in June 1849; 36¼ miles to Elmira in October 1849; 18 miles to Corning on 1st January 1850; to Hornellsville on 23d September 1850; and to Dunkirk on 14th May 1851. The Newburgh branch, 19 miles long, was also opened in January 1850. In 1852 the Ramapo, Paterson, and Jersey City railroads laid their tracks, under arrangement, to the same gauge, on the road from Sufferns to Paterson, in 1852, and the line between Paterson and Jersey City was so completed in November 1853. Trains were thus enabled to run through without change of cars in 1853, between Jersey City and Dunkirk. The directors of that year, after remarking upon the difficulties which had been encountered during the progress of the work, observed—"Experience has now demonstrated that no more safe or profitable investment can be made in this country than in a well located and well managed railroad." It cannot be doubted that if, from that time to the present, good management had prevailed, the investment would have been as safe and as profitable as those directors anticipated. One of them, Mr. Homer Ramsdell, who was then the president, is still an active director of the Erie.

The New York and Erie thus extended from a western terminus at Dunkirk, on Lake Erie, 40 miles from Buffalo, to three eastern termini on the Hudson River. Of these latter, the first was at Jersey City, opposite to New York; the second was at Piermont, 24 miles from New York; and third was at Newburgh, 60 miles from New York.

There were also tributary roads to Buffalo, Tonawanda, Niagara Falls, and the head of Lake Ontario; and others had been commenced to Pittsburgh, the head of the Ohio navigation, and to Erie, 90 miles west of Buffalo, and in other directions. Shortly after the completion of the line to Dunkirk it was found, from the accumulation of traffic at the eastern end of it, that a second track was there required; and, accordingly, between 1851 and 1854, 56 miles of the eastern division between Sufferns and Delaware, and the portions of the Delaware and Susquehanna divisions, from Deposit to the junction with the Canandaigua, were laid for the second track.

The New York and Erie, thus constructed, passed from the valley of the Hudson, over the dividing ridge at Otisville, to the valley of the Delaware, and followed the latter, passing near the corners of the three States of New York, New Jersey, and Pennsylvania, to Deposit. Crossing the dividing range between Deposit and Susquehanna at the summit it descended to the latter at Lanesborough, and it continued in the valleys of the tributaries of the Susquehanna, the Chemung, the Tioga, and the Canisteo, to Hornells-

ville, whence it crossed to the valley of Genesee, which it followed as far as Belvidere. Crossing next to the valley of the Allegheny, it followed it, and one of its branches, the Little Valley, to the station of that name, whence again it finally crossed to Lake Erie.

Entering the valley of the Delaware at 88 miles from New York, and at an elevation of 436ft. above the sea level, it continued in that valley for 90 miles. At Deposit, 177 miles from New York, the elevation was 997ft. and at the Gulf summit, 184 miles from New York, between Deposit and Lanesborough, it was 1,866ft. above the sea. Striking the Susquehanna, 192 miles from New York, at 907ft., and the Chemung at 806ft., it was at Hornellsville, 333¼ miles from New York, 1,139ft above the sea. Other elevations were, at the Almond summit, between the Canisteo and Genesee valleys, 1,760., ft. and this was the highest point of the line; at Belvidere, 365¼ miles from New York, 1,369ft.; at the Cuba summit, 377¼ miles from New York, and between the Genesee and Allegheny valleys 1,677ft.; at Olean, 394¼ miles from New York, 1,418ft.; at Great Valley, 410 miles from New York, 1,390ft.; at the summit 436 miles from New York, between Little Valley and Lake Erie, 1,596ft.; and at Dunkirk, 459 miles from New York, 580ft. above the sea.

Sixty four per cent. of the whole line was straight, the aggregate amount of curvature was 22,252 degrees in 445 miles of the main track, making an average of 50 degrees per mile. Taking ascents and descents together, they amounted to 8,056ft. in 445 miles, or an average of 18ft. to the mile.

The total length of second track completed and in use in November 1853 was 187¼ miles. The track so doubled was 8¼ miles from Jersey City to Clarkestown, 43¼ miles from Sufferns to Otisville, 85 miles from Susquehanna to the junction near Elmira. There were also in progress, to be completed in January 1854, 14¼ miles of second track between Bergen and Paterson, 12¼ miles between Otisville and Delaware, and 16¼ miles between Deposit and Susquehanna; making altogether 180 miles of second track (completed 20 years ago), besides 80 miles of turn-outs and sidings.

The total cost of the line and its equipment up to September 1853 was $31,222,834, and the actual or estimated cost, with its branch and tributary roads, altogether 1,439 miles in length, was $44,420,786. The company owned 150 locomotive engines, of which eight, built for the narrow gauge line between Paterson and Jersey City, were thrown out of use when that part of the line was altered to the 6ft. gauge. The total earnings for the year ending 30th September 1853 were $4,818,962, and the total expenses for the year $2,407,373, so that the working expenses were 52 4-10ths per cent. of the receipts.

It was found in this year that active competition between many of the railroad companies had in many cases reduced the prices for the conveyance of passengers and the transport of freight below what was fairly remunerative. To remedy this state of affairs a convention was held at Buffalo in June 1853, at which the New York Central, the New York and Erie, the Michigan Central, the Michigan Southern, the Mad River, and the Cleveland and Cincinnati, and the steamboat lines on Lake Erie, were represented. The result was, that equal rates and fares were agreed upon for passengers and goods carried between New York and all places on or west of Lake Erie, with a limit to the rates of speed to be employed through the State of New York. The charges on both passengers and freight were thus increased by about 20 per cent., while the high prices which then prevailed for agricultural products, and the natural increase of trade and communication, prevented these increased charges from injuriously affecting the receipts. From experience up to that time the directors entertained a firm conviction that if the affairs of the company were managed with economy and judgment it would prove to be one the safest and most productive investments in the country. The company had then issued $10,000,000 of capital stock, had a funded debt of $20,173,868, and a floating debt of $2,685,026, against which latter they had on hand $880,000 of bonds sold at par but not delivered, and $3 000,000 bonds of the same class unissued.

For several following years the company appeared likely to realise the prognostications of success which had been made, and it advanced to an 8 per cent. interest upon its stock; but after the expenditure of a considerable amount of money at its Jersey City terminus, and in that neighborhood, and through the medium of the Long Dock company, it became embarassed during the panic of 1857 and 1858; and in 1859 a receiver was appointed, with power to operate the railroad whilst proceedings were going on for foreclosure of the mortgages.

On 1st January 1862 the property which previously belonged to the New York and Erie and its management passed from the hands of the Supreme Court into the possession of the Erie. All liabilities and claims against the company and its property having been paid or adjusted, the receiver appointed by the court, who had "operated the road" for two years and half, was discharged; and he said, in handing over the property to the new company, "with the ability to earn more income than ever before, it is hoped the early return of peace and prosperity to the country will so increase the traffic that the road will hereafter earn full interest on the entire capital and debt of the company."

The capital and debt of the company on 31st December 1862 were given as follows:

Capital Stock:		
Common stock		$11,437,500
Preferred		8,535,700
		$19,973,200
Funded Debt:		
First mortgage	$3,000,000	
Second	4,000,000	
Third	6,000,000	
Fourth	5,100,000	
Fifth	1,791,500	
Buffalo branch	200,000	
Real estate	40,000	
		20,131,500
Total capital, stock and debt		$40,104,700

There was no floating debt, and the property of the company consisted of—

	Miles.
The main line, Jersey City to Dunkirk	459
Piermont branch	18
Newburgh branch	19
Buffalo branch	60
Total	556

On the main line there were 180 miles of double track, and on the main line and branches 122 miles of sidings or switches. The Canandaigua and Elmira, 66 miles long, was operated under a lease, and regarded in the accounts as part of the road of the company. The Warwick Valley, 10 miles long, was operated under contract, the Erie receiving payment in a fixed sum for each mile run; and was worked in connection with the Newburgh branch, the trains running through between Newburgh and Warwick.

The number of miles of road operated by the company was 633. The rolling stock consisted of 226 locomotives, 101 passenger cars, 48 baggage and express cars, 38 emigrant cars, 3,115 freight and other cars, and 78 caboose and milk cars. The company owned one steamboat, used for towing, three ferry boats, and eleven barges.

The total earnings for the year 1862 were stated at $8,400,331, and the expenses of operation, at 58 per cent, were $4,860,748; so that the net earnings amounted to $3,539,585, which left a surplus, after payment of fixed charges, and of $94,736 on account of losses by a fire at Elmira of $1,636,850.

The number of miles run in 1861 by freight trains was 2,795,826; the tons of freight moved were 1,838,374. The earnings from freight were $5,011,661, or $1 79c. per mile run, at a cost of $2,807,834, or $2 09 per ton moved.

The Atlantic and Great Western was then in operation to Ravenna, and was about to be opened to Akron, Ohio, 200 miles from its junction with the Erie at Salamanca, with two branches running into the great oil region, one 84 miles, and the other 26 miles in length, making in all about 260 miles of broad gauge tributary road.

On 1st May 1863 the company took possession of the Buffalo, New York, and Erie, with its rolling stock, depots, and docks, under a lease arranged during the previous year. This line, leaving the main line near Corning, runs through Bath, Avon, Batavia, and Attica to Buffalo, and was, including a branch 18 miles long from Avon to Rochester, 158 miles long. They had previously purchased the line, 60 miles long, between Hornellsville and Attica, and they had now by this latter line, and the line between Attica and Buffalo, a route between New York and the lakes at Buffalo, more than 20 miles shorter than any other. The Hawley branch, 16 miles long, was also opened during this year, and leased from the Pennsylvania Coal company.

In 1864 there was left, after the payment of all charges to "Main account," and two dividends of 3½ per cent on the preferred stock, and two dividends of 4 per cent on the common stock, an undivided surplus of $914,500; and in 1865 this surplus increased to $1,515,350. In 1866 there was a "stoppage of military transportation, consequent on the closing of the rebellion, and to the general stagnation of business resulting therefrom," and there was a surplus of only $40,326, after the payment of 7 per cent dividends on the preference stock. This was partly owing to the suspension for three months of the coal traffic, and to ruinous competition during the first six months of the year; but in the later months the competing companies were acting harmoniously together, with a determination to maintain compensating rates, which the directors "had good reason to hope would be continued," and which would, if continued, "assure profitable returns for the future." The line was said in the directors' report to be "in better condition and better equipped than at any previous period."

In 1867 the capital stock was returned at upwards of $25,000,000, the funded debt at nearly $22 500 000, the floating debt at rather more than $3,500,000, and they increased under the Jay Gould administration to $86,536,910 of capital stock and $26,398,000 of funded debt, with no floating debt, according to the published report. It is not necessary to recapitulate here the history of those times, which is sufficiently notorious; and I must, under my amended instructions, leave the existing financial condition of the company to the accountants.

Geographical Position, Competitors, and Statistics of Produce.

In order properly to understand the position occupied by the Erie, it is, however, necessary also to consider the relative positions of its rivals and its feeders.

The eastern seaboard, containing the principal ports of the United States, is separated from the great traffic producing districts of the west and north west by the Allegheny range of mountains, which, rising from 2,000 to 5,000 feet above the sea, can only be crossed by railways in five places. Each of these five mountain passes is occupied by a trunk line of railway, running generally east and west, and taking advantage of the natural valleys for ascent on the one side and descent on the other side of them. The New York Central, the most northerly of these trunk lines, runs up the valley of the Hudson and its tributary the Mohawk, which cuts through the mountain system at the Highlands of the Hudson and at Little Falls, and runs thence along the valley of the great lakes. The Erie runs up the valleys of the Delaware, the Susquehanna, the Chemung, and the Canisteo, down the valley of the Allegheny to Salamanca and Dunkirk on the one side, while following the drainage of the great lakes to Buffalo on the other

side. The Pennsylvania ascends the valleys of the Susquehanna and Juniata, and descends the valley of the Conemaugh to Pittsburg; it has also, by means of the Philadelphia and Erie, and the Allegheny Valley, a low grade connection through the valleys of the tributaries of the Susquehanna, and those of the Allegheny. The Baltimore and Ohio ascends the valley of the Potomac, and descends the valleys of the tributaries of the Ohio. The Philadelphia and Erie being considered as a loop line of the Pennsylvania, it may be said that the above four trunk lines are the principal railway means of access to the Atlantic of the produce of the great northwest and its constantly increasing traffic delivered on the summits of the Allegheny range from 40,000 miles of railway on the west of it. The Canadian railways through the peninsula between the Lakes Huron, Ontario, and Erie, assist, and will assist more, in feeding the New York Central and the Erie. The Erie Canal, the Grand Trunk of Canada, and, as long as it is free from ice, the magnificent navigation of the St. Lawrence, are also competitors in the north; and the unfinished Chesapeake and Ohio is also a partial competitor in the south. But the tonnage which the four great trunk lines above referred to can command is limited, in practice, only by the value of the property to be moved, and the price at which it can profitably be transported to a market. It has been estimated that 5,000,000 tons, annually produced in the west, are not sent forward as grain or in their original condition to eastern markets, for want of sufficient demand or lower rates; and much of it has to be condensed, either by manufacture or as food for animals, before it can at present be moved eastward. The tonnage towards the Atlantic for the season of 1871-2 has been estimated as follows, by different routes:—The Erie Canal, 2,600,000 tons; the Welland Canal, 1,000,000 tons; the New York Central, 1,250 000 tons; the Erie, 893,000 tons; the Pennsylvania, 879,000 tons; the Baltimore and Ohio, 680,000 tons, making a total, in addition to the local business of these various lines, and what has been conveyed otherwise, of 7,302,000 tons moved through from the west; which might be increased by 5,000,000 tons in the event of a more active demand in eastern markets, or of the means of eastern transportotion being, by more economical working, further cheapened.

An interesting series of tabular statements, embracing periods from 1840 to 1870, in regard to the agricultural products of the United States of America, classified for different districts according to their topographical positions, has been published in the present year by Mr. Samuel B. Ruggles. From these it would appear that the population having increased from 17,069,453 in 1840 to 38,558,371 in 1870, and the total area being exclusive of Alaska, 1,897,055,520, of which 188,912,883 acres have been improved, the bushels of cereals produced increased from 615,535,077 in 1840 to 1,387,279,228 in 1870. The butter and cheese increased from 202,410,440 lbs. in 1840 to 677,017,095 lbs. in 1870. The value of animals slaughtered or sold for slaughter increased from $111,703,142 in 1850 to $398,956 376 in 1870, and the products of all manufactures increased from $1,019,106,616 in 1850 to $4 232.825,493 in 1870. The interior States north of the Ohio contained in 1870 a total population of rather more than 2,000,000 above ten years old, engaged in agriculture, out of a total of nearly 13,000,000. Out of an area of 384,510,080 acres 78,366,864 acres had been improved. The bushels of cereals produced in the ten States, from Ohio to Kansas and Nebraska inclusive, had increased from 166,204,291 in 1840 to 812,151,925 in 1870. The pounds of butter and cheese from dairies had increased from 20,880,408 in 1840 to 228,366,845 in 1870. The cheese from factories figures for the first time in the decennial periods at 28,903,742 lbs. for 1870. The value of animals slaughtered, or sold for slaughter, increased from $24,419,079 in 1850 to $208,386,441 in 1870. And the products of all manufactories increased from $146,848,545 in 1850 to $1,072,983,358 in 1870. In the six New England States, on a total of 43,742,720 acres, of which 11,997 540 acres have been improved, whilst the population has increased from 2,234,822 for 1840 to 3,487,924 for 1870, the bushels of cereals have increased only from 20,107 129 in in 1840 to 20,485,924 in 1870. The pounds of butter and cheese from dairies have only increased from 54,668,464 in 1840 to 60,853,726 in 1870. The value of animals slaughtered or sold for slaughter had increased from $10,401,658 in 1850 to $22,962,001 in 1870.

For the present purpose the population of the above two great districts—namely, the ten States north of the Ohio river, and the six New England States, are the most interesting to consider, together with the relative increase of the particular articles of produce which have been specially referred to. It will be observed from the above figures that, while the production of cereals, including wheat, rye, Indian corn, oats, barley, and buckwheat has remained nearly stationary in the New England States for thirty years, between 1840 and 1870, the production of cereals in the central interior States has, while commencing in 1840 with eight times the amount, been again multiplied five-fold during the same thirty years; that whilst the increase of butter and cheese from dairies has been but small in the New England States, it has, commencing in 1840 in the central interior States with between one-half and one-third the amount, been multiplied eleven-fold in the same thirty years; that whilst the value of animals slaughtered, or sold for slaughter, has rather more than doubled in the New England States in twenty years, the same item, commencing in 1850 at two and a half times the amount in the central interior States, has multiplied eightfold in the same twenty years; whilst the products of all manufactories, commencing at more than $283,000,000 for 1850 in the New England States, and at rather more than half that amount in the central interior States, has increased in both cases to nearly the same amount—upwards of $1,000,000,000. And it will further be observed that 59 per cent of the total cereal produce of the United States is now furnished by the ten interior States north of the Ohio river. Their produce left, in 1870, after fully supplying the local population, a surplus of at least 400,000,000 bushels, or 10,000,000 tons for export, and this surplus may now be estimated as above stated to amount to upwards of 12,000,000 tons. By the light of these figures, it is easy to understand the importance of the question by which the United States is at present so much agitated, as regards the lowering of the through rates, with a view to enabling the produce of the western and northwestern interior States to be sent to market with profit to the producers. They show also the importance of so improving the trunk lines of communication reaching the Atlantic seaboard as to enable them by economical working to transport with profit the vast amount of produce, which, coming from great distances, must be hauled at low mileage rates.

(To be continued.)

Union Ferry Company.

The annual meeting of this company was held on the 17th inst., at the company's offices in the Fulton Ferry Building, and the following Directors elected for the ensuing year: Henry E. Pierrepont, Joseph A. Perry, Abiel A. Low, Henry R. Worthington, Charles E. Bill, James S. T. Stranahan, James A. Degraw, Nathan B. Morse, Cyrus P. Smith, Walter N. Degraw, Horace B. Claflin, James How, Abraham B. Baylis, S. B. Chittenden, and Edward Dodge. The annual report which was submitted shows that the assets of the company, on Nov. 1, were $1,519,120 59, of which $538,000 were in boats, $262,000 in ferry-houses, $165,467 75 were in loans, $349,000 in real estate, and $50,000 in bonds of the City of Brooklyn. The liabilities of the company on the same date were $1,239,181 25, of which the capital stock was $1,000,000; taxes, $28,000; claims in suit, $95,000; and tickets not redeemed, $52,000. The surplus over and above the liabilities of the company is $279,949 34.

Dividends and Interest.

The Northern (N. H.) Railroad company has declared a dividend of $3 50 per share, payable December 1.

The Adams Express Company has declared a dividend of $2 per share, payable on the 7th of December. In addition to the quarterly cash dividend, as above, the company has also declared a twenty per cent scrip dividend. This increases the capital stock from $10,000,000 to $12,000,000.

The coupons of the Pennsylvania Canal Co. and Susquehanna Coal Co., maturing in January next, will be paid on presentation at their office in Philadelphia, from this date, less a rebate at the rate of six per cent.

The five per cent. semi-annual cash dividend of the Pennsylvania Railroad Co., is payable, clear of taxes, at the company's office in Philadelphia on the 30th inst.

The Spring Mountain Coal Company, No. 111 Broadway, has declared a semi-annual dividend of Four per cent., and an extra dividend of One per cent., payable Dec. 10.

For other dividends, and interest payable in November and December, see pages 1479 to 1489, inclusive, this week's issue.

☞ A letter to the Baltimore *Sun* dated Frederick, Md., November 12, 1874, says: "The Frederick and Pennsylvania Line railroad, an enterprise in which this city is interested to the extent of nearly a half million dollars by subscription, will in all probability soon pass by lease into the control of the Pennsylvania Railroad Company. It is understood that the Pennsylvania road has already secured the control of the Hanover and Littlestown and short line roads to York, and it is doubtless the intention, should the proposition to lease the Frederick and Pennsylvania Line be accepted, to extend the road to Washington, D. C., and thus have a direct route of its own from Harrisburg, Philadelphia and New York."

☞ At the annual meeting of the stockholders of the York River Railroad company, held in Richmond, Va., on the 11th inst., all the old officers were re elected. The president reported that the road is fully supplied with the necessary equipments, and a considerable portion of the track has been relaid with the best American iron. The sum of $195,000 has been subscribed by the company to the stock of the Baltimore, Chesapeake and Richmond Steamboat Company, and northern steamboat connections have been secured. The gross earnings of the company were $104,879 12, and the net earnings, $32,532 84.

☞ The Worcester and Shrewsbury Railroad, the first narrow gauge road built in Massachusetts, has carried 115,000 passengers since it was opened, August 1, 1873, and has earned 1,951 over expenses.

☞ Thirteen miles of the Missisquoi and Black Rivers Railroad are now graded. The company hope to get out ties and timber for 25 miles of the road during the winter.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic & Pacific:													
1873	319,648	354,941	472,838	432,217	418,546	374,769	383,965	451,528	502,087	468,671	397,485	397,729	4,948,672
1874	341,995	323,055	396,286	398,308	423,685	404,560	395,893	459,854	498,413	539,400	.....	.....	.....
Central Pacific:													
1867	38,169	51,831	60,029	81,156	95,828	121,703	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,983	391,308	485,048	568,270	556,080	532,657	511,854	609,788	579,643	535,360	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787.184	828,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720,929	892,341	795,176	869,297	1,006,373	995,923	981,006	897,234	672,358	9,467,072
1872	592,223	571,836	875,762	949,568	1,380,923	1,138,273	1,272,510	1,271,628	1,254,689	1,285,567	1,299,900	1,037,992	12,734,729
1873	852,860	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,623	1,392,125	1,375,470	1,296,812	1,072,750	13,938,969
1874	848,558	794,000	867,666	1,132,000	1,360,000	1,380,000	1,258,000	1,301,000	1,406,000	1,507,000	.....	.....	.....
Chicago and Alton:													
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,603	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377 687	5,278,910
1872	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,315	352,604	5,156,526
1873	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
Chicago and Northwestern:													
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873	752,468	765,249	967,258	1,034,023	1,256,073	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915	13,816,465
1874	1,014,514	900,765	1,024,061	1,080,193	1,290,596	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801,195	496,566	7,250,069
1870	396,171	382,823	377,571	443,133	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,986	387,565	426,223	474,188	580,432	591,769	488,348	565,729	811,961	950,945	702,838	513,787	6,957,771
1873	334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046,124
1874	654,400	657,500	576,620	742,050	964,800	886,900	749,200	704,300	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,019	317,887	339,239	319,573	284,156	3 273,819
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,462,625
1873	363,921	413 043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448
1874	363,053	276,099	318,976	342,247	306,778	330,754	327,384	403,175	369,334	339,445	.....	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,372	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18 694,096
1873	1,326,505	1,329,423	1,515,382	1,541,958	1,754,821	1,717,593	1,685,384	1,774,570	1,918,247	1,882,421	1,560,023	1,625,129	19,631,781
1874	1,462,650	1,273,775	1,413,223	1,465,550	1,687,772	1,577,945	1,443,283	.....	.....	.....	.....	.....	.....
Illinois Central:													
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623 383	661,789	601,326	555,087	624,539	712,647	627,216	899 053	901,235	903,225	811,708	697,751	8,678,958
1871	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401.142
1872	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698 063	8,026,754
1873	602,241	597,429	660,759	553,912	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874	611,491	538,668	567,554	580,921	647,392	678,728	624,191	708,808	763,106	804,097	.....	.....	.....
Kansas Pacific:													
1871	133,673	152,264	267,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303,305	210,197	3,321,518
1872	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873	150,567	194.786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265,217	201,492	3,498,160
1874	170,349	178,429	245,774	292,143	316,647	316,379	293,247	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1871	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1,368,948	1,402,597	1,345,316	1,235,285	14,797,975
1872	1,339,389	1,294,710	1,498 408	1,528,250	1,479,945	1,323,476	1,225,708	1,459,360	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873	1,412,368	1,549,285	1,735,736	1,694,543	1,680,968	1,535,368	1,451,762	1,562,531	1,776,420	1,742,516	1,375,556	1,546,983	19,134,136
1874	1,519,249	1,305,132	1,371,545	1,593,827	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta & Cincinnati:													
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690.714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204 196	2,029,927
1873	169 843	161,132	178,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	151,793	150,301	2,126,875
1874	171,028	144,215	161,031	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1870	337,992	329.128	384,431	412,030	406,383	363.187	326,891	378,880	467,990	511,447	453,673	387,827	4,755,958
1871	418,755	442,665	486,980	470,703	480,847	427,096	422,015	529,890	628,660	582,082	587,434	507.050	5,940.102
1872	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,606,117
1873	379,836	440,261	567,314	556,180	542,058	480,028	457,853	452,330	617,291	537,031	506,804	552,548	6,089,534
Mo., Kan. & Texas:													
1873	200,639	224,393	256,719	258,871	250,935	249,343	301,318	336,823	399,939	370,710	309,028	285,603	3,444,321
1874	266,333	240,371	262,801	214,011	224,589	237,425	245,595	288,999	313,500	.....	.....	.....	.....
Ohio and Mississippi:													
1872	272,472	239,733	290 710	276,290	280,523	263,290	232,286	304,083	356,194	408,254	319,024	283,836	3,526,695
1873	283,605	291,630	338,725	338,709	307,520	290,470	271,314	300,895	379,105	322,532	265,242	264,920	3,654,667
1874	266,039	243,167	304,842	298,665	268,807	292,546	282,640	323,963	364,374	381,021	.....	.....	.....
Philadelphia and Reading:													
1871	506,367	423,045	644,506	698,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872	657,318	645,090	823,683	1,044,251	1.116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,748
1873	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	.....	.....
St. Louis, I. Mt. & South'n:													
1873	145,834	152,054	224,449	207,627	255,277	216,223	198,562	222,753	196,403	179,385	143,267	170,607	2,312,441
1874	156,699	149,035	169,475	160,901	251,509	238,610	235,350	254,230	258,447	358,776	.....	.....	.....
Toledo, Wab. & Western:													
1871	365,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558.817	600,205	531,080	516,935	5.736,666
1872	439,780	431,949	460,646	447,313	510,793	462,868	432,056	614,175	565,811	621,351	489,341	532,895	6,008,978
1873	403.487	427,097	437,835	423,517	459,506	537,819	488,911	647,080	593,810	528,844	369,605	421,296	5,738,808
1874	423,343	400,984	404,699	447,855	420,719	388,535	440,587	478,475	459,894	475,127	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528,529	500,139	539,238	706,603	802,586	746,450	643,058	664,051	728,521	719,698	570,168	505,053	7,654,094
1871	479,573	373,925	499,899	584 540	724,466	728,174	673,693	681,865	800,402	777,362	708,142	469,932	7,531,683
1872	273,936	534,115	565,861	741.803	890,443	835,459	743,382	789,567	863,754	980,706	915,727	757.851	8,892,606
1873	523,975	491,784	708,256	881,266	1,007,831	969,863	876,833	837,277	1,068,937	1,170,586	970,660	758,832	10,266,104
1874	620,715	607,990	687,026	834,954	910,065	902,881	850 142	1,042,516	1,063,993	.....	.....	.....	.....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3 280.000	J. & J.	July '74 3½
Allegheny Valley 50	2,2 6 350	— & —	.....
Atlanta and West Point.100	1.232,200	J. & J.	July '74 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " guar..100	786,476	M. & N.	Nov. '73 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Sept.'73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Geneseo & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	Nov. '74 5
Washington Br. 100	1,650,000	A. & O.	Oct. '74 5
Parkersburg Br. pref... 50	5,680,685	— & —	.....
Berkshire* 100	600,000	J.A J&O	Oct. '74 0
Bloresburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N	Nov. '74 5
Bos., Clin. & Fitchb.pref.100	633,200	— & —	.....
Agricultural Br guar...100	60,000	J. & D	June '74 3
Bost., Conc. & Mont.* pref100	800,000	M. & N.	Nov. '74 3
Boston and Lowell.....500	2,852,900	J. & J.	July '74 3½
Boston and Maine.....100	6,816,807	M & N	Nov. '74 4
Boston and Providence..100	4,000,000	M & N	Nov. '74 5
Buffalo, N. Y. and Erie*.100	960,000	F. & A	Feb. '74 3½
Burlington and Mo. Riv.100	5,636,000	M. & S.	Sept.'74 5
" " pref.100	1,485,900	M & S.	Sept.'74 5
Camden and Amboy* ...100	5,847,800	J.A. J.O.	Oct. '74 2½
Camden and Atlantic... 50	451,701	— & —	Oct. '74 3½
" " pref. 50	763,549	— & —	Oct. '74 7
Cape Cod 50	1,020,330	J. & J.	Jan.'72 @2½
Cape May and Millville* 50	447,000	J & D.	Dec. '73 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa*..... 50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	Nov. '74 2½
Cayuga and Susq.*..... 50	589,110	J. & J.	July '74 5
Cedar Rapids & Mo. R.*100	6,850,400	M. & N	Nov. '74 1
" pref.100	769,600	F. & A	Aug. '74 3½
Central of Georgia.....100	4,666,800	J & J.	July '73 5
Central of New Jersey..100	20,000,000	J. & J. O.	Oct. '74 2½
Central Ohio*..... 50	2,425,000	J & D.	June '74 3
" pref..... 50	400,000	J. & D.	June '74 3
Central Pacific 100	54,275,500	.....	Aug. '74 5g
Chemung*..... 100	880,000	J.A.J&O	Oct. '73 1½
Cheshire, preferred 100	2 100,000	J. & J.	July '74 2
Chicago and Alton..... 100	8 929,900	M. & S.	Sept. '74 5
" " pref....100	2,425,400	M. & S.	Sept. '74 5
Chicago, Burl. & Quincy.100	19 897,000	M. & S.	Sept. '74 5
Chicago, Iowa & Nebras*100	3,916 300	J. & J.	July '74 4
Chicago & N. Western..100	14,993,060	J. & D.	Dec. '72 3
" pref.100	21,484,113	J. & J.	July '75 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Oct. '74 4
Cin., Ham. & Dayton.... 100	3,600,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.*... 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	429,046	M. & N	Nov. '74 2
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Aug. '74 4
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '74 3½
Cleveland & Pittsburg*.. 50	11,236,150	F.M.A.N	Nov. '74 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*... 5	1,786,800	M.J.S.D.	June '74 2
Colum. & Hocking Val..100	2,500,000	F. & A	Feb. '74 5
Concord 100	1,500,000	M. & N.	Nov. '74 5
Concord and Porta.*..... 100	350,000	J. & J.	July '74 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A	Aug. '74 3
Connecticut River..... 100	1,950,000	J. & J.	July '74 5
Cumberland Valley..... 50	1,494,250	A. & O.	Apl. '74 4
Danbury and Norwalk . 50	600,000	.....	Dec '74 1½
Delaware*..... 50	1,230,941	J. & J.	July '74 3
Del., Lackaw. & Westn. 50	23,500,000	J.A.J. O.	Oct. '74 2½
Detroit & Milwaukee*.. 5	822,140	— & —	.....
" " pref. 50	2 095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	A. & O.	Oct. '74 2
East Pennsylvania* 50	1,5 9,2 0	J. & J.	July '74 3
East Mahanoy * 50	392,950	J. & J.	July '74 3
Eastern (Mass.)..... 100	4,262,600	J. & J.	July '73 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*.100	500,000	F. & A.	Feb. '74 3½
Elmira & Williamsport* 50	500,000	M. & N.	May '74 2½
" " pref. 50	500,000	J. & J.	July '74 3½
Erie Railway 100	78,000,00.	.....	Oct. '73 1
" pref..... 100	8,536,910	.....	Oct. '73 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Mar. '74 1½
Fitchburg 100	4,000,000	J. & J.	July '74 4
Georgia 100	4,156,000	J. & J.	Apl. '74 4
Grand River Val.* guar..100	1,000,000	— & —	.....
Grand Trunk, (Ca.) 100	14,367,946	— & —	.....
Great Western, (Ca.) ...100	19,237,404	A. & O.	Apl. '74 1½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	May '74 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '74 5½
Housatonic, pref. 100	1,180,000	J. & J.	July '74 4
Huntingdon & Bd Top.. 50	880,000	— & —	.....
" " pref. 50	450,750	J. @ J.	July '68 3½
Illinois Central 100	25.280,510	F. & A.	Aug. '74 4
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	J. & J.	July '74 2
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	July '74 1½
Joliet & North. Indiana*100	300,000	J. & J.	July '74 4
Lake Shore & Mich. So...100	49 466,500	F. & A.	Aug. '73 4
" " (guar.).100	533,500	F. & A.	Feb. '74 5
Lawrence*..... 50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	3,739,800	M. & N.	May '67 5
Lehigh Valley 50	21,916,850	J.A. J.O.	Oct. '74 2½
Little Miami*..... 50	5,871,450	J.A. J.O.	Apl. '74 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July '74 3½

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Long Island..... 50	3,000,000	M. & S.	May'73 10s
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '74 4½
Louisville & Nashville...100	8,980,600	F. & A.	Feb. '74 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence 100	200,000	A. & O.	Oct. '74 3
Lykens Valley 20	600,000	F.M.A.N	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	Nov. '74 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '74 3
Memphis & Charleston* 25	5,812,725	J. & D.	Jan. '69 3
Michigan Central 100	18,738 204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323.375	J. & J.	July '74 5
Milwaukee and St. Paul..100	15,399,261	J. & J	Dec. '70 7s
" " pref.....100	12 274,483	F. & A	Aug'74 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '74 3½
Morris and Essex*..... 50	14,008,100	J. & J.	July '74 3½
Nashua and Lowell.....100	800.000	M. & N.	Nov.'74 4
Naugatuck 100	1,881 900	F. & A.	Aug. '74 6½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'74 5
Newark and N. York*...100	977,400	J. & J.	Jan. '74 3½
N. Bedford 100	1,678,560	M. & N.	Nov.'74 4
N. Castle & Beaver Val.* 50	1,800,000	J.A. J.O.	Apl. '74 2½
N Haven & Northamp...100	605,000	J.A. J.O.	Sept '72 3
New Jersey*.....100	7,295,200	J.A. J.O.	Oct. '74 2
New London Northern*100	1,418,800	J.A.J. O.	Oct. '74 2
N.Y. Cen. & Hudson R...100	59,428,330	J.A.J. O.	Jan. '75 2
New York and Harlem..100	8,500.000	J. & J.	July '74 4
" " pref.100	1,500,000	J. & J.	July '74 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	July '74 5
N. Y., Provid. & Boston.100	2,000,000	J.A. J.O.	Oct. '74 2½
Nisg. Bridge & Canand*100	1,000,000	J. & J.	July '74 3
North Carolina*.....100	4,800,000	Irregular.	Jan. '73 5
N. Eastern (N. C.) pref...100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 473,500	January.	Jan. '74 5s
Northern Central 50	5 842,000	M. & N.	July '74 3½
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '74 3½
Northern New Jersey*...100	1,000,000	J. & J.	July '74 4
Norwich & Worcester*.100	2 823,400	J. & J.	July '74 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	July '74 3
" " pref.100	2,000.000	A. & O.	Oct. '74 4
Ohio and Mississippi....100	20.000,000	J.A. J.O.	.....
" " pref.100	4,030,000	J. & D.	Dec'72 3½
Oil Cr. & Allegheny R... 50	4,256,450	J.A. J.O.	Jan. '74 3
Old Colony & Newport..100	6,297,900	J. & J.	July '74 3½
Oswego and Syracuse*.100	482,400	F. & A.	Feb. '74 4
Pacific of Missouri.....100	3,635,750	J.A. J.O.	Oct. '74 1½
Panama.....100	7,000,000	J.A. J.O.	Oct. '74 3
Paterson and Hudson*..100	630,000	J & J.	July '74 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	243,000	J. & J.	Jan. '74 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '74 3
Pennsylvania 50	68,144,475	M & N.	Nov.'74 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb.'74 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	July '74 4
Phil., Ger. & Norristwn* 50	1,626 250	M.J. S.D	Sept.'74 3
Philadelphia & Reading 50	32.684,375	J. A. J.O.	Oct. '74 2½
" " pref... 50	1,551,800	J.A. J.O.	Oct. '74 2½
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Oct. '74 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	July'74 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Oct. '74 1½
" Special Imp..100	2,000 000	J.A. J.O.	Oct. '74 1½
Pittsfield & N. Adams...100	400,000	J. & J.	July '74 3
Portland and Kennebec.100	616,700	J. & J.	July '74 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces...100	2,000,000	J & J.	July '74 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '74 4
Roch. & Genesee Val.*.110	557,600	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '74 3½
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Aug'74 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300.000	— & —	.....
" " pref.100	2,040,000	July.	July '74 3
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '74 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" " pref.100	12,000,000	.....	Nov. '72 @2
Saratoga and Schenec.*.100	300,000	A. & O.	Apl. '74 3½
Schuylkill Valley* 50	576,050	J. & J.	July '74 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Potisv.* 50	869,450	F. & A.	Feb. '74 3
Shore Line*.....100	995,800	J. & J.	July '74 3½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,818,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '73 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	449,700	J. & J.	July '74 3½
Stony Brook*.....100	297.300	M. & N.	May '73 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '74 3
Sussex (N. J.).....100	317,870	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	Dec. '73 5
Taunton Branch 100	500,000	J. & J.	Jan. '74 5
Terre Haute & Indiana.100	1,988,150	F. & A	Aug. '74 5
Tol., Peo. & War. 1st pref.100	1,777,000	— & —	Jn. '70 11-4
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '74 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 3

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$2,800,000	A. & O	Oct. '74 2
Warren (N. J.).....100	1,800,000	J. & D	Dec.'73 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey. 100	1,55 .750	F. & A.	Feb. '74 4
Winchester & Potomac*100	180,000	J. & J.	July '74 3
Winchester & Strasburg*100	500,000	J. & J.	July '74 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	July '74 4s
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	..... 2½
Baltimore City 100	80 .000	— & —	Jan. '74 3
Bleecker st. & F Fy.(NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Oct. '74 4
Broadway (Brooklyn).....100	200,000	J.A. J.O.	Apl. '73 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jan.'70
Brooklyn City 100	1,500.000	F.M.A.N	Aug. '74 3
Brooklyn City & Newt..100	660,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O	Oct. '74 4½
Cen. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	500,000	J. & J.	July '74 9
Citizens' (Pbg.) 50	200,000	M. & S.	Nov. '71 7
Coney Island & Brookl..100	500,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Feb. '74 2
Eighth Avenue (N.Y.)....100	1,000,000	J.A J.O.	Oct. '71 3
Elizabeth and Newark 100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	J. & J.	July '74 3½
Frankf. & Southw.(Ph.) 10	491 750	J. & J.	July '74 5
Germantown (Ph.)..... 50	1,000.000	J. & J.	July '74 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '74 4
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	July '74 1½
Lomb. & South Sts.(Ph.) 25	105.000	A. & O	Oct. '71 6
Lynn and Boston 100	200 000	— & —	.....
Malden and Melrose.....100	200.000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	M. & N.	July '74 3½
Middlesex (Boston).....100	400,000	M. & N.	Nov.'74 3
Ninth Avenue (N. Y.)....100	597.320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City..... 50	750.000	J. & J.	July '74 5
Philadelphia and Darby 20	200.000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,778	J. & J.	July '74 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	Oct. '73 2
Second & Third St.(Ph.) 50	902,100	J. & J.	July '74 5
17th & 19th streets (Ph.) 50	500,000	J. & J	July '74 2
Sixth Avenue (N. Y.).....100	750.000	M & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '74 1½
Somerville (Boston) 100	75.000	M. & N.	Nov. '74 3
South Boston 100	400,000	J.A. J.O.	Oct. '74 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	July '74 8
West Philadelphia..... 50	400,000	J. & J.	July '74 10
CANALS.			
Chesapeake & Delaware 50	1,983,56	J. & D.	June'73 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division 50	1,633,350	F. & A.	Aug '74 4
Delaware and Hudson....100	15 000 000	F. & A	Aug. '74 5
Delaware and Raritan*.100	5,847,400	J.A. J.O.	Oct. '74 2½
Erie of Pennsylvania..... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	9 390,350	J.S D.M.	Sept. '74 2
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 5
Morris (consolidated)....100	1,025,000	F. & A.	Aug '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania..... 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	July '74 30s
" " (pref.) 50	2,888,977	F. & A.	July '74 60s
Susq. and Tide Water... 50	2,002,740	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express.....100	12,000,000	M.J. S.D	Dec. '74 2
American Coal..... 25	1,500,000	M. & S	Mar. '74 4
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton..... 16⅔	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref..... 100	8,693,400	— & —	.....
" certif..... 100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	2,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Nov.'74 5
Pullman Palace Car.....100	4,000.000	F.M.A.N	Nov.'74 3
Quicksilver, common ...100	5,700 000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & D.	Dec. '74 5
Spruce Hill Coal 10	1,000 000	— & —	.....
United States Express...100	6.000.000	F.M.A.N	Nov. '74 2
United States Trust 100	1,500,000	J. & J.	July '71 6
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '74 4
West. Union Telegraph.100	35,000,000	J. A. J. O.	Oct. '74 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '74 5
Wyoming Valley Coal ..100	1,250,000	F. & A	Aug. 00

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Nov. 1, 1874.					
Loan of June 14, 1858 ..... registered	$260,000	5	Jan. & July.	1874	....
Loan of February 8, 1861 ..... registered	18,783,000	6	Jan. & July.	1880	118½
.. .. coupon	4,632,000	6	" "	1880	119½
Oregon War Bonds of March 2, 1861 ... coupon	945,000	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861 .... registered	125,825,200	6	Jan. & July	1881	118½
.. .. coupon	63,496,150	6	" "	1881	119½
Loan of Feb. 25, 1862 (5-20s) ..... registered	15,971,400	6	May & Nov.	1882	111½
.. .. .. (5-20s) ..... coupon	125,24[illegible],500	6	" "	1882	112½
Loan of March 3, 1863 ..... registered	53,642,200	6	Jan. & July.	1881	118½
.. .. coupon	21,357,700	6	" "	1881	119½
Loan of March 3, 1864 (5-20s) ..... registered	946,600	6	May & Nov.	1884	110½
Loan of June 30, 1864 (5-20s) ..... registered	28,032,250	6	" "	1884	110½
.. .. .. (5-20s) ..... coupon	33,013,950	6	" "	1884	114½
Loan of March 3, 1865 (5-20s) ..... registered	33,736,200	6	May & Nov.	1885	115
.. .. .. (5-20s) ..... coupon	118,798,150	6	" "	1885	115½
.. .. 2d series (5-20s) ..... registered	57,060,850	6	Jan. & July.	1885	118½
.. .. .. (5-20s) ..... coupon	145,602,250	6	" "	1885	118½
.. .. 3d series (5-20s) ..... registered	88,010,150	6	Jan. & July.	1887	118½
.. .. .. (5-20s) ..... coupon	222,612,600	6	" "	1887	118½
.. .. 4th series (5-20s) ..... registered	13,963,000	6	Jan. & July.	1888	118½
.. .. .. (5-20s) ..... coupon	23,491,000	6	" "	1888	118½
Loan of March 3, 1864, (10-40s) ..... registered	141,261,050	5	Mar. & Sept.	1904	112½
.. .. .. (10-40s) ..... coupon	53,306,250	5	" "	1904	113½
Consols of July 14, '70 & Jan. 20, '71. registered	187,747,500	5	F. M. A. & N.	1881	112½
.. .. coupon	155,950,400	5	" "	1881	112½
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Debt matured and without interest ..... (var.)	20,748,960	...	.....	Due.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,623,512	6	Jan. & July.	'95-'99	118½
United States Notes	382,075267	mtl.	.....	.....	...
Fractional Currency	48,151,025	"	.....	.....	....
State Securities, latest dates.					
Alabama—($11,258,835):					
.. Bonds (old and extended), 1866 and '72 ...	3,230,800	5	May & Nov.	'86-'92	36
.. Bonds (new), 1866, '68 '72 and '73	2,477,700	8	Jan. & July.	'86-'93	50
.. State Bonds for Railroads	2,300,200	8	" "	'90-'91	....
.. Railroad endorsements	16,386,000	8	" "	'90-'91	....
Arkansas—($ 9,485,0 0):					
.. Funded Bonds, ($4,400,000) 1869 and 70.	2,850,000	6	Jan. & July.	'99-'00	20
.. Levee Bonds, 1871	2,200,000	7	" "	1891	....
.. Deficiency Bonds, 1872	300,000	7	" "	1892	....
.. Railroad Aid Bonds 1869 to '73	5,350,000	7	April & Oct.	'99-'00	7
California—($3,796,500):					
.. Civil Bonds 1857 and '60	1,689,000	7	Jan. & July.	'77-'80	111½
.. Relief Fund Bonds, 1863	110,000	7	" "	'83-'85	....
.. State Capitol Bonds, 1871 and '7	500,000	7	" "	'91-'92	....
.. Funded Debt of 1873	1,497,500	6	" "	1893	....
Connecticut—($5,095,900):					
.. War Loan, (10-30 yrs) of July 1, 1861 ...	532,800	6	Jan. & July.	1881	103½
.. War Loan, (20 yrs) of Jan. 1863 and '64.	2,232,500	6	" "	'83-'84	....
.. War Loan, (10-30 yrs) of Oct. 1, 1864	589,500	6	April & Oct.	1894	....
.. War Loan, (20 yrs) tax free, of Oct. 1, '64	1,741,100	6	" "	1885	....
Delaware—($1,231,000):					
.. State War Debt	879,000	6	Jan. & July.	1885	....
.. Railroad Aid (J. and Breakwater R. R..	352,000	6	" "	1885	....
District of Columbia—($4,790,000):					
.. Improvement (gold) bonds	4,000,000	6	Jan. & July.	1902	....
.. Improvement (cur.) bonds	790,000	7	" "	1902	....
Florida—($6,645,763):					
.. Bonds of 1871, and 1873	957,000	7	Jan. & July.	var.	....
.. Railroad Loan (gold) of 1870	4,000,000	8	" "	1890	....
.. Consolidated (gold) Bonds of 1873	1,000,000	6	" "	1903	....
Georgia—($14 871,084):					
.. Bonds for Western & Atlantic R. R	784,700	6	May & Nov.	1874	80
.. Bonds for Western & Atlantic R. R	172,500	7	" "	1874	....
.. Bonds for Atlantic and Gulf R. R	800,000	6	Feb. & Aug	'78-'86	....
.. Bonds of March 12, 1866	3,900, 00	7	Jan. & July.	1886	91
.. Bonds (gold) of Sept. 1870	2,008,000	7	April & Oct.	1890	72
.. Bonds of Feb. 19, 1873	1,200.000	8	" "	'75-'86	....
.. Railroad endorsements	7,923,000	var	Various.	var.	83
Illinois—($2,060,160):					
.. New Internal Improvement Bonds, 1847	992,445	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	320,000	6	" "	'77-'78	....
.. War Loan Bonds, 1861	367,000	6	" "	1880	....
.. Chicago Relief Bonds 1871	250,000	6	" "	1881	....
Indiana—($1,898,813):					
.. War Loan Bonds, of 1865	139,000	6	May & Nov.	1866	....
.. Temporary Loan Bonds, 1873	710,000	7	Jan. & July.	'75-'76	....
Iowa—($543,050):					
.. War and Defense Fund Bonds, 1861	300,000	7	Jan. & July.	.....	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864	101.175	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869	1,235,500	7	" "	'76-'89	....
Louisiana—($22,305,800):					
.. State Bonds, to R. R. Companies	2,486,000	6	Various.	'70-'06	....
.. Relief (Treasury) Bonds 1853	5,750,000	6	May & Nov.	'86-'07	....
.. Levee Bonds 1866	1,000,000	8	Various.	1886	....
.. Levee Bonds, 1867	4,000,000	6	May & Nov.	1907	....
.. Past due coupons 1865	978,800	6	Jan. & July.	'86-'97	....
.. Levee Bonds, 1870	2,980,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	2,950,000	6	May & Nov.	1910	....
.. State Penitentiary Bonds, 1869	500,000	7	Mar. & Sept.	1899	....
.. Bonds for Railroad stocks (var.)	2,486,000	6	Various.	'67-'11	....
.. Bonds for Railroads (var.)	5,202,000	8	Various.	'99-'10	....
.. Miss. & Mex. Gulf Ship Canal Bonds...	480,000	7.3	Mar. & Sept.	1889	....
Michigan—($1,622,134):					
.. Sault Ste Marie Canal Bonds	61,000	6	Jan. & July.	1879	102
.. Renewal Loan Bonds, 1858	105.000	6	" "	1878	103½
.. Two Million Loan, 1868	1,082,000	6	" "	'75-'83	....
.. War Bounty Bonds, 1865	366,000	7	May & Nov.	1890	....
Maine—($7,138,400):					
.. Civil Loan Bonds, 1856-'61	222,000	6	Various.	'74-'78	....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	Various.	'80-'89	101½
.. War (Municipal Equalization)	3,083,900	6	April & Oct.	1889	....
Maryland—($10,741,216):					
.. Bonds to R. R. and Canals	5,709,639	5	J. A. J. & O.	1890	80
.. Bonds to R. R. and Canals	828,222	6	" "	1890	102
.. Bonds to Balt. & Susq. R. R.	269,000	3	" "	1890	....
.. Defense and Bounty Bonds	3,072,083	6	Jan. & July.	1893	108
.. State Loans, 1870 and 1872	799,056	6	" "	'85-'87	....
Massachusetts—($28,477,804):					
.. State (public works) scrip	750,000	5	Various.	'74-'80	....
.. Union Fund Loan, 1861	2,758,000	6	Jan. & July.	'74-'76	109½
.. Union Fund Loan, 1862	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863	888,000	5	" "	1883	....
.. Bounty Loan Bonds, 1863 and 1864	8,578,244	5	May & Nov.	'83-'94	101½
.. War Loan (currency)	999,944	5	Mar. & Sept.	1888	102½
.. Railroad and Tunnel Bonds	10,305,532	5	April & Oct.	'88-'93	....
.. Norwich and Worcester R. R. Bonds...	400,000	6	Jan. & July.	1877	....
.. B., H. & Erie R. R. Bonds	3,599,024	5	" "	1900	....
Minnesota—($250,000):					
.. State Buildings Loan 1867 and 1869	250,000	7	Jan. & July.	'77-'79	....
Missouri—($18,747,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	....
.. State (funding) Bonds, 1867-68	2,727,000	6	" "	87-'88	....
.. Railroad Loan Bonds, 1854-'66	12,801,000	6	" "	'74-86	95½
.. Railroad Bonds, guaranteed 1856-'66	1,589,000	7	" "	'76-'91	100½
.. State Institutions Loans	1,301,000	6	" "	var.	....
New Hampshire—($3,914,165):					
.. War Loan Bonds, of 1861	614,000	6	Jan. & July.	'69-'78	....
.. War Loan Bonds, of 1864	600,000	6	Mar. & Sept.	'84-'89	101½
.. War Loan Bonds, of 1866	494,500	6	April & Oct.	'73-'74	....
New Jersey—($2,696,300):					
.. War Loan Bonds, 1861-'64, tax free	2,690,000	6	Jan. & July.	'74-'07	105½
New York—($36,880,400):					
.. State Stock of 1827 and 1832	561,500	5	J. A. J. & O.	pleas.	....
.. State (Deficiency) Stock of 1838	900,000	5	" "	1875	110
.. State (Deficiency) Stock of 1838	800,000	6	" "	1878	....
.. State (Deficiency) Stock of 1838	348,107	5	" "	pleas.	....
.. State (Deficiency) Stock of 1838	1,189,781	6	" "	pleas.	....
.. Canal Stock	1,106,426	5	" "	1874	....
.. Canal Stock	111,200	4	" "	'72-'73	....
.. Canal Stock	10,135,280	6	" "	'74-'77	....
.. Bounty Loan registered	19,661,000	7	Jan. & July.	1877	108½
.. Bounty Loan coupon	1,200,000	7	" "	1877	108½
North Carolina—($29,547,045):					
.. Old or Ante-War Debt	4,738,800	6	Jan. & July.	'72-'92	30½
.. Old or Ante-War Debt	3,639,400	6	April & Oct.	'72-'92	30½
.. Bonds issued since the war	3,009,045	6	Jan. & July.	'92-'98	14½
.. Bonds issued since the war	1,859,000	6	April & Oct.	'92-'9[illegible]	....
.. Bonds issued for funding	2,417,400	6	Jan. & July.	'78-'00	....
.. Bonds issued for funding	1,721,400	6	April & Oct.	'78-'00	21½
.. Special Tax Bonds	11,407,000	6	" "	'93-'99	7½
Ohio—($8,211,062):					
.. Loan of 1860, sinking fund	147,180	6	Jan. & July.	1870	....
.. Loan of 1850, sinking fund	1,585,900	6	" "	1875	....
.. Loan of 1860, sinking fund	4,074,817	6	" "	1881	103
.. Loan of 1856, sinking fund	2,400,000	6	" "	1886	105½
Oregon—($290,477):					
.. Bounty and Relief Bonds	90,477	7	Jan. & July.	'74-'84	....
.. Willamette Canal Bonds	200,000	7	" "	1890	....
Pennsylvania—($24,999,785):					
.. Inclined Plane Loan, of 1849	400,000	6	April & Oct.	1879	....
.. Loan of April 1852, reg. and coup	483,000	5	Jan. & July.	1882	103
.. Loan of May 1852, reg. and coup	2,637,500	5	Feb. & Aug.	1877	....
.. Loan of April 1853, coupon	238,000	6	" "	1878	....
.. Loan of April 1861, registered	35,000	6	" "	1878	....
.. Loan of Feb. 1867, reg. and coup	907,200	6	" "	'74-'85	....
.. Loan of Feb. 1867, reg. and coup	18,798,950	6	" "	'74-'85	....
.. Chambersburg certificates, registered...	83,032	6	June & Dec.	1876	....
.. Loans of April 1872	500,000	6	April & Oct.	1879	....
Rhode Island—($2,638,500):					
.. War Bonds of 1862	1,019,000	6	Mar. & Sept.	1882	....
.. .. of 1863	205,000	6	April & Oct.	1883	....
.. .. of 1863	668,000	6	Jan. & July.	1893	....
.. .. of 1864	746,000	6	Feb. & Aug.	1894	....
South Carolina—($20,650,235):					
.. State House, Stock and Bonds '56-'63...	953,488	6	Jan. & July	pleas.	25
.. Fire Loan Stock of 1838	305,344	6	J. A. J. & O.	1870	....
.. Funding Stocks 1866 and 1869	143,114	6	Jan. & July.	'77-'90	....
.. Fire Loan Bonds of 1838	481,944	6	" "	1868	....
.. New State House Bonds 1853-'66	298,000	6	" "	'71-'86	....
.. Blue Ridge R. R Bonds 1854	966,000	6	" "	'74-'76	....
.. Funding Bonds, 1868	930,000	6	" "	'87-'97	....
.. .. 1869	1,681,000	6	April & Oct.	1888	17
.. .. 1869	1,189,400	6	Jan. & July.	1888	16
.. .. 1869	2,030,000	7	" "	1888	....
.. Conversion Bonds 1869	7,666,500	6	" "	1888	....
.. .. .. 1870	343,000	6	April & Oct.	1889	....
.. Railroad Aid Bonds	4,797,808	6	Various.	'69-'89	....
Tennessee—($20,986,382):					
.. Railroad, &c., Bonds	15,767,922	6	Jan. & July.	'92-'00	76
.. State Bonds (direct)	4,819,544	6	April & Oct.	'69-'99	....
.. State Endorsements	2,197,000	6	Jan. & July.	1900	....
.. Funded Interest Bonds	4,598,035	6	" "	1914	70
Texas—($3,715,979):					
.. Frontier Protection (gold) Bonds, 1870..	700,000	7	Mar. & Sept.	'90-'10	....
.. Deficiency Bonds, 1871	357,000	10	" "	1876	90
.. State Bonds	197,000	6	Jan. & July.	'76-'91	....
.. Railroad Aid Bonds	1,763,317	6	" "	var.	....
Vermont—($225,500):					
.. War Loans of 1864, '65 and '68	225,500	6	June & Dec.	'74-'75	....
Virginia—($45,718,112):					
.. Funded under act of 1871	20,278,750	6	Jan. & July.	long.	37
.. Funded under act of 1872	1,754,747	6	" "	"	....
.. Sterling Bonds	2,727,562	5	" "	"	....
.. Deferred (W. Va.) certificates	15,239,370	6	" "	"	12

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala	5,200,000	8*	Jan. & July.	New York.	1889	....
2d Mortgage	2,673,000	8	" "	" "	1889	
Receiver's Bonds for $1,200,000.	450,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	107½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	101½
3d Mortgage	434,000	7	May & Nov.	" "	1881	98
Albany Loan	933,000	6	" "	" "	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	3,889,000	7.3	Jan. & July.	New York.	1896	90½
Special Mortgage to Penn	3,500,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	6,000,000	7	April & Oct.	Phil. or Lond.	1900	82
American Central:						
1st Mort., guar. by C., B. & Q.	736,006	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage ($12,000 p. m.)	620,000	8*	Jan. & July.	Lond. or Ams.	1891	..
2d Mortgage for $1,200,000	700,000	7*	April & Oct.	New York.	1893	....
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
Atchison and Nebraska:						
1st Mortgage	3,750,000	8	March & Sept.	Boston.	1896	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,042,500	7*	Jan. & July.	New York.	1899	61
Land Grant Mortgage (gold)	3,521,000	7*	April & Oct.	Boston.	1900	62
1st Mort. (Wichita Branch) guar.	412,000	7*	Jan. & July.	"	1902	....
Consolidated Mortgage (gold)	976,000	7*	April & Oct.	N. Y. or Bost.	1903	25
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Georgia)	4,240,000	8	Jan. & July.	New York.	1900	64
Atlantic and Great Western:						
1st Mortgage (gold)	14,414,980	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	8,707,200	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,790,214	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated (265 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1887	....
Sectional (S.A. & G.R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla.R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5 000.000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	....	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,836,500	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	1,958,000	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R.R.) assumed	7,189,000	6*	Jan & July.	" "	1888	....
1st Mort. (Central Div.) gold	1,189,500	6*	May & Nov.	" "	1891	....
Equipment Bonds	674,000	10	June & Dec.	" "	1883	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1883	....
Augusta and Savannah:						
1st Mortgage	129,500	7	....	Savannah.	....	....
Avon, Geneseo & Mt. Morris (Erie):						
1st Mortgage	20,000	7	Jan. & July.	New York.	1883	....
Bald Eagle Valley:						
1st Mortgage	360,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	857,250	6	Jan. & July.	Baltimore.	1875	101
Loan of 1850-'80	570,500	6	" "	"	1880	102½
Loan of 1853-'95	1,710,500	6	April & Oct.	"	1885	100½
Loan of 1858-'90 (Balt.) s.k.g fd.	3,461,146	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) s.k.g fund.	3,620,320	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,498,016	6*	" "	"	1902	....
3d Mort. (N.W. Va. R.R.) assumed	140,000	6	Jan. & July.	Baltimore.	1885	96
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C. C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	92
Benoit and Madison (C. & N.W.):						
1st Mortgage (guaranteed)	306,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. &	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (A. Co. and	499,500	6	March & Sept.	Philadelphia.	1885	87
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	84
Bingham Canyon & Camp Floyd:						
1st Mortgage	240,000	8*	Jan. & July.	.....	1903	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Albany loans (Alb. & W. Stk bze.)	106,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds (Western R. R.)	666,000	6	April & Oct.	"	1875	99
Currency bonds of Feb. 1, 1872.	3,704,000	7	Feb. and Aug.	"	1892	106
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage (Equalization)	248,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	168,000	7	" "	"	1900	....
Equipment Mortgage	350,000	8	Apr. and Oct.	"	1881	89½
Boston, Concord and Montreal:						
Sinking Fund Mortgage	624,000	6&7	Jan. and July.	Boston.	1889	....
1st Mortgage (22½ m.) convertible	150,000	6	" "	"	1875	....
1st Mortgage (22½ m.)	200,000	6	" "	New York.	1875	....
Consol. Mortgage for $2,000,000	966,400	7	Apr. and Oct.	Boston.	1893	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	24
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	40
Mass. Loan c'r'd by $4,000,000 Ber.)	3,600,000	7*	" "	Boston.	1890	....
Boston and Lowell:						
1st Mortgage	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1892	....
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	2,000,000	7	May and Nov.	Boston.	1893	105
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500,000	7	May and Nov.	Boston.	1891	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,430,000	6*	Apr. and Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1886	....
Buffalo and Erie:						
Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" ")	3 000,000	7	Apr. and Oct.	" "	1898	97½
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	90
Buffalo, New York & Phila.:						
1st Mortgage	2,296,000	6	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	281,500	10	.....	" "	1893	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage, stg., s.k.g. fund	5,430,000	7*	May & Nov.	N. Y. & Lond.	1919	57
1st Mort., (gold) Mil. Div.	2,200,000	7*	Feb. and Aug.	" "	1902	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,898,350	7	April & Oct.	N. Y. & Bost.	1893	99
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	Boston.	1875	99½
Stock Bonds pref. 3d lien	566,000	8	" "	"	1878	....
Stock (common) Bonds	240,000	8	April & Oct.	N. Y. & Bost.	1879	100
Stock (common) Bonds	350,500	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	430,500	8	" "	" "	1889	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,715,000	8	Jan. & July.	N. Y. & Bost.	1894	95½
Bonds convertible until 1882	528,947	8	" "	Boston.	1883	.. .
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov.	Boston.	1896	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S.F.	8,000,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1898	....
California and Oregon (Cen. Pac.):						
1st Mortgage (gold)	6,000,000	6*	Jan. & July.	New York.	'83-'91	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage (end. by Cen. Pac.)	1,600,000	6*	June & Dec.	" "	....	....
Camden and Amboy:						
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	99½
Loan of 1883	1,700,000	6	Feb. & Aug.	"	1883	94½
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	94
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	99½
Sterling Loan, S. F. (£262,000)	1,286,000	6*	Feb. & Aug.	London.	1880	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	105
2d Mortgage of 1854	600,000	7	April & Oct.	"	1879	99
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	....
Canada Southern:						
1st Mort. (s.k.g fd) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	59½
Cape Girardeau and State Line:						
1st Mortgage (gold)	1,000,000	7	Jan. & July.	Cape Gir'deau	1891	....
Cape May and Millville:						
2d Mort, guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	....
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	1,500,000	6*	Jan. & July.	New York.	1923	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	101½
Chattel Mortgage	209,850	5	May and Nov.	"	'88-'89	....
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	198,000	7	April & Oct.	New York.	1884	82
1st Mort. (W. to Minn. Line)	1,334,000	7	Jan. & July.	" "	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	....
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	....
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	993,000	7	March & Sept.	New York.	1875	....
General Mort. for $5,000,000....	1,672,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	150,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July	New York.	1899	....
2d Mortgage, gold, $4,000 p. m..	925,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
Convertible bonds of 1872.....	3,612 700	7	May & Nov.	New York.	1902	103½
1st Mort (New)for $5,000,000....	5,000,000	7	Feb. & Aug.	" "	1890	107½
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....
Loan of Leh.C. & Nav.Co.(assu'd)	2,310,000	6	J. A. J. & O	Philadelphia.	1897	....
Consol. Mort. for $25,000,000....	5,000,000	7	" "	New York.	1899	....
Central Ohio (B. and O.):						
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	92½
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95–'99	95½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	....
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	101
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury.	'95 '99	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York.	899	85½
1st Mort. (Calif. & Oregon) gold	7,066,000	6*	" "	" "	892	....
1st Mort. (S. Fr., Okld & Ala.)..	500,000	8*	" "	San Francisco	890	....
1st Mort.(San Joaquin V.D.)gold	1,000,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	20
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
1st Mort. (Stan., Sheff. and Ch.	444,107	7	Jan. & July.	"	1887	62
Income and Extension Bonds..	1,008,600	8	May & Nov.	"	1902	....
Equipment Mort. (Vt. Central).	1,000 000	8	" "	"	'76–'77	59½
Equipment Mort. (").	1,000,000	8	" "	"	1889	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	" "	"	1891	60
Missisquoi R.R.(")	500,000	7	Jan. & July.	"	1891	39
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	....
Charleston and Savannah:						
1st Mortgage guar. by State.....	605,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1889.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M (gold) skg fd for $15,000,000	15,000,000	6*	May & Nov.	New York.	1899	50½
1st Mort. Extension.(con. or reg)	2,124,000	7*	Jan. & July.	" "	1902	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "	" "	1880	....
3d Mort. (") coupon....	918,000	6	" "	" "	1884	....
Income (") coupon....	300,000	8	" "	" "	1876	....
Funded Interest, coupon.....	160,557	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.).....	$07,000	6	Jan. & July.	Boston.	'75–'80	93½
Chester Creek (Phil. & Balt.Cent.):						
1st Mort., guar. by P., W. & B..	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	1 0,000	7	May & Nov.	New York.	1877	....
1st Mortgage.....	2,408,000	7	Jan. & July.	" "	1893	111
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	100½
Con-ol. Bonds (£200 stg. each).	1,149,850	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	97
2d Mort. (") "	188,600	7	Jan. & July.	" "	1898	....
1st Mort. (Louisiana and Mo.)..	4,300,000	7	Feb. & Aug.	" "	1900	83
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,492,000	8	Jan & July.	New York.	1883	112½
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Buri. to Peoria)	880,000	7	April & Oct.	" "	1890	....
Loan of 1872.....	7,029,475	7	Jan. & July.	Boston.	1896	98
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Car. and Buri.) guar..	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Dix., Peo. & Han)guar.	800,000	8	Jan. & July.	" "	1889	....
1st Mort. (Ill. Gr. Trunk) guar..	960,000	8	April & Oct.	Boston.	1890	99
1st Mort. (Keok. & St.Paul)guar.	1,000,000	8	" "	"	1879	....
1st Mort. (O., O. & Fox Rv.)guar.	1,241,000	8	Jan. & July.	N.Y. & Bost.	1900	90
1st Mort. (Peo. and Han.) guar..	600,000	8	" "	New York.	1878	....
1st Mort. (Quincy & War.) guar.	800,000	8	" "	N.Y. & Bost.	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	" "	Frankfort.	1890	....
Chicago and Canada Southern:						
1st Mortgage.....	2,500,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton and Dubuque:						
1st Mort. guar. C., B. and Q....	1,000,000	8	June & Dec.	Boston.	1896	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold....	2,000,000	7*	Apr. and Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold...	825,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p. m.	4,425,000	8	June & Dec.	Boston.	1896	....
Ch cago and Iowa:						
1st Mortgage for $2,200,000.....	1,750,000	8	Jan. & July.	N.Y. & Bost.	1901	90
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar.C&NW	868,200	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar.C.&NW	211,500	7	Feb. & Aug.	New York.	1892	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago and Milwaukee Railway:	$					
1st Mort., guar. by C. and N.W.	1,642,000	7	Jan. & July.	New York.	1898	93½
Chicago and Mich. Lake Shore:						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1889	....
1st Mortgage.....	2,500 000	8	Jan. & July.	Boston.	1890	....
1st Mortgage.....	1,350,000	8	May & Nov	"	1891	....
1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (Mil. and St. Paul R'y)	5,527,000	7	Jan. & July.	New York.	1893	....
2d Mort. (" ")	1,191,000	7	April & Oct.	" "	1884	..
1st Mort. (Chic. and Mil. Div.)	2,500 000	7	Jan. & July.	" "	....	....
1st Mort. (East. Div. Palmer.)	781,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1897	77
1st Mort. (Minnesota Central.)	190,000	7	" "	" "	1870	....
1st Mort. (St. Paul Division.)	4,000,000	7	" "	" "	....	....
1st Mort. (Iowa and Dak. Div.)	1 008,000	7	" "	" "	1870	72½
1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	107
2d Mort. (" ")	1,316,000	7 3	" "	" "	1898	91½
1st Mort. (Ills. and Iowa Div.)	87.000	7	Jan. & July.	" "	....	....
1st Mort. (East. and Dak. Div.)	1,250 000	7	" "	" "	....	72
Income bonds(Mil. and St.Paul)	20.0 0	7	April & Oct.	" "	....	....
Milwaukee City Loan.....	230,500	7	March & Sept.	" "	1873	....
1st Mort. (Mil. and Western)...	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148 500	7	" "	" "	....	....
Equipment and Bridge Bonds..	245,000	10	June & Dec.	" "	1883	....
Consol. Mort. for $35,000,000....	.....	7	Jan. & July.	" "	1904	
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1 242.700	7	Feb. & Aug.	New York.	1885	102
General 1st Mortgage (193 m.) ..	3 588,000	7	" "	" "	1885	93
Funded coupons (193 m.).....	743,300	7	May & Nov.	" "	1883	97½
Appleton Ext. (23 m.& 76,000 ac.)	147,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	282 000	7	" "	" "	1885	....
1st Mort. (Gal. & Chi. U.) 248 m.	1,693,000	7	" "	" "	1892	105
2d Mort. (Gal. & Chi. U.) 248 m	854,000	7	May & Nov.	" "	1875	....
Elgin and State Line.....	128,000	6	Jan. & July.	" "	1878	....
Mississippi River Bridge	190,000	7	" "	" "	1884	....
1st Mortgage (Peninsula).....	331,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	3,280,000	7	F. M. A. & N.	" "	1915	87
General Consol. Gold Bonds ...	8,995,000	7*	June & Dec.	" "	1902	85
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S.F.(Menominee Ext.)	2,700.000	7*	June & Dec.	" "	1911	....
2d Mort. (Mil. & Chi.R. R.)guar.	97 500	7	" "	" "	1898	....
1st Mort. (Chic.& Mil.R.W.)guar	1,642,000	7	Jan. & July.	" "	1898	93½
1st Mort (Bel.& Mad. R.R.)guar	306,000	7	" "	" "	1888	....
Chicago, Portage and Superior:						
1st M.s.f.(Chi. & N. Pac. Air-L.)	25,000pm	7*	June & Dec	New York.	1902	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000.....	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26.000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	.. ..
Chi., Pekin & Southwrn (C.B&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund.....	9,000,000	7	Jan. & July.	New York.	1896	107½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago, Wisconsin & Canada:						
1st Mort. gold, skg fd for $410,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd.	600,000	7*	April & Oct.	New York.	1900	....
1st Mortgage (gold) for $5,000,000	.....	7*	Jan. & July.	" "	1902	....
Chillicothe and Brunswick:						
1st Mort, guar. by St.L.,K.C.&N.	600,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863.....	1,250,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865.....	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867.....	400,000	8	June & Dec.	" "	1877	....
Cincinnati, Ham.& Ind.(C.,H.&D.):						
1st Mort., guar. for $2,500,000...	1,846,000	7	Jan. and July.	New York.	1903	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	....
Cincinnati and Martinsville:						
1st Mort., guar. by I.,C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	.. .
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.& D.	560 000	7	Jan. and July.	New York.	1895	....
2d Mor gage " "	65,000	7	" "	" "	1889	.. ..
Cinc., Rich. & Ft.Wayne(G.R.&I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	....
1st Mort. (San., Day. & Cin.)S.F.	990,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1877	....
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	....
Cincinnati and Springfield:						
1st Mortgage for $2,000 000(guar)	2,000,000	7	April & Oct.	New York.	1901	....
2d Mortgage.....	411,000	7	.....	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m...	2,000,000	7*	Jan. and July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	2,700,000	7	May & Nov.	New York.	1899	104½
1st Mort. (C., C. and C. R. R.)..	271,000	7	June & Dec.	" "	'74 '84	....
1st Mort. (Bell. and Ind. R.R.)..	453,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500 000.	.....	7	.....	" "	....	....
Clev.& Mahoning V.(A.& Gt.W.):						
3d (now 2d) Mort.(skg fund) 1856	487,900	7	March & Sept.	New York.	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Cleveland and Pittsburg (Pa.Co.):						
3d (now 2d) Mortgage guar.....	1,252,000	7	May & Nov.	New York.	1875	106½
4th (now 3d) Mortgage guar.....	1,096,000	6	Jan. and July	" "	1892	95
Consol. sinking fund guar.....	1,499,000	7	May & Nov.	" "	1900	100

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Mt. Vernon and Delaware:	$					
1st Mortgage gold	1,300,000	7*	Jan. & July.	New York.	1900	....
2d Mortgage	1,000,000	7	" "	" "	1902	....
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	101
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York	1885	106
2d Mortgage (" ")	860,000	7	April & Oct.	" "	1886	98
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	10,333,000	7	April & Oct.	New York.	1908	69
2d Mortgage skg fund	3,747,000	7	Feb. & Aug.	" "	1909	25¾
1st Mort. (Chic. and Gt.Eastern)	461,000	7	April & Oct.	" "	'98-'05	68
2d Mort. (" ")	344,400	7	Jan. & July.	" "	....	....
Income conv. (" ")	2,554 000	7	Feb. & Aug.	" "	1890	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	" "	" "	1890	....
1st M., s.f.(" ")	39,650	7	May & Nov.	" "	1896	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	903,500	7	Jan. & July	" "	1883	....
2d Mortgage (Ind. Central)	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Loganspt & Bur.)	554,500	7	Feb. & Aug.	" "	1884	....
Income (" ")	74.024	7	" "	" "	....	....
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	" "	1905	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	469,100	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000	608,500	7	April & Oct.	Boston.	1893	96
1st Mortgage sinking fund	296,500	6	June & Dec.	"	1876	....
Coupon Notes	634,000	7	" "	"	'76-81	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	96
Connecticut River:						
1st Mortgage skg fund	250,000	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free	2,674,000	7	Jan. & July.	N. Y. & Bost.	1900	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	991,000	6	March & Sept	Philadelphia.	1.2.3.4.	89
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	95.000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	100,000	7	May & Nov.	" "	1852	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	" "	"	1884	....
Danbury and Norwalk.						
Mortgage Bonds of 1870	100,000	7	Jan. & July.	New York.	1880	....
Mortgage Bonds of 1 '70-'72	400,000	7	" "	" "	'90-'92	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct	Philadelphia.	1887	....
2d Mortgage	300,000	7	" "	"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage	2,000,000	7*	April & Oct.	New York.	1909	....
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,885,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	441,000	7	March & Sept.	"	1887	....
3d Mortgage, guar.	356,000	7	April & Oct	"	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	"	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	"	1879	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R):						
1st Mortgage (assumed)	189,000	7	Jan. & July.	New York.	1895	....
1st Mortgage (")	463,000	6	" "	"	1895	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. and Balt.):						
1st Mortgage	500.000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	Apr. and Oct.	New York.	1875	102
2d Mortgage	1,633,000	7	March & Sept.	" "	1881	106
Convertible Bonds	5,000,000	7	June & Dec.	" "	1892	110¼
2d Mort. (Lack. & Bloomsburg)	500,000	7	Apr. and Oct.	" "	1880	....
1st M. Ext.(" ")	400,000	7	March & Sept.	" "	1885	....
2d M. Ext. (" ")	200,000	7	May & Nov.	" "	1890	....
Denver & Boulder Val.(Den. Pac)						
1st Mortgage	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant	2,493,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	3,024,500	7*	May & Nov.	N.Y.L.&Ams.	1900	....
Des Moines and Ft Dodge:						
1st Mortgage (coupon)	2,400,000	8	Jan. & July.	New York.	1904	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.)	2,330,000	8	May and Nov.	New York.	1902	....
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	1,826,000	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....
2d Mortgage, (coupon) guar.	300,000	8	Jan. & July.	" "	1881	....
Detroit, Lansing and Lake Mich.:						
1st Mortgage	3,219,000	8	April & Oct.	Boston.	1896	....
1st Mortgage (on Branches)	575,000	8	June & Dec.	"	1897	....
2d Mortgage	1,359,000	8	Feb. & Aug.	"	1893	....
1st Mort. (Ionia and Lansing)	770,000	8	Jan. & July.	New York.	1889	....
2d Mort. (" ")	81,000	8	May & Nov.	" "	1880	....
Detroit & Milwaukee(Gt.W.of Ca.):						
1st Mortgage, (D.& M.R'y)	2,500,000	7	May & Nov.	New York	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	May & Nov.	" "	1875	....
1st Mort. (Detr. & Pontiac R.R.)	150.000	7	April & Oct.	" "	1878	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1875	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1886	....
Bonds of Sept. 1, 1866	110,000	7	March & Sept.	" "	1886	....
Bonds of June 30, 1866	1 702,317	6-7	Jan. & July.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.& M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	99¼
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	800,000	8	Jan. & July	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage tax free	882,000	7	Jan. & July.	New York.	1883	....
Dubuque Southwestern:						
1st Mortgage	450.000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred	78,580	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.						
1st Mortgage (gold)	1,200,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July	Philadelphia.	1885	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,900	7	March & Sept	Philadelphia.	1888	102
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	2,989.000	7	Jan. & July.	New York.	1900	88¼
2d Mortgage	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1888	....
Company Bonds (E. T.&Ga.,o d)	635.000	6	Jan. and July.	" "	'80-'85	....
Company Bonds (" new)	155,400	6	" "	" "	1076	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	Boston.	1876	....
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1867-'87	890,000	7	March & Sept.	"	1887	92½
Loan of 1868-'88	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869-'89	500,000	6	May & Nov.	"	1889	....
Loan of 1872-'82	1,558.000	7	various.	"	1882	92
Loan of 1873-'93	878,900	6	March & Sept.	"	1893	....
New Bonds	1,000,000	7	— & —	"	1892	....
Sterling Sink. Fd. Bonds	3,000,000	6*	March & Sept.	London.	1893	....
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1890	....
2d Mortgage	200,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	99
Income Mortgage guaranteed	570,000	5	April & Oct.	"	2862	....
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York	1897	103¾
2d Mortgage convertible	2.174.000	7	March & Sept.	" "	1879	....
3d Mortgage	4.582.000	7	" "	" "	1883	100¾
4th Mortgage convertible	2,937.000	7	April & Oct.	" "	1880	97
5th Mortgage convertible	709.500	7	June and Dec.	" "	1888	98
Buffalo Branch, 1st mortgage	182,000	7	Jan. & July.	" "	1891	....
Sterling loan (£1,000,000) conv.	4,580.000	6*	March & Sept.	London.	1875	....
1st Consol Mort. for $30,000,000.	12,076 000	7*	" "	N.Y.& London.	1920	....
2d Consol. Mort. for $40,000,000.	15 000 000	7*	June and Dec.	London.	1894	....
Long Dock Co s. Mortgage	3,000 000	7	" "	New York.	1893	101¼
Convertible bonds	10,000,000	7*	April & Oct.	London.	1903	....
Erie and Pittsburg (Penn.):						
1st Mortgage	292.200	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,800	7	April & Oct.	" "	1890	....
Consolidated Mortgage	2,192,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	750,000	7	April & Oct	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6*	Jan. & July.	N.Y. & Lond.	1894	....
1st L.M.(& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	....
New Mortgage for $6 000,000	.....		.....	.....	.....	....
Evansville and Crawfordsville:						
1st Mortgage (51 miles) skg. fund	302.000	7	Jan. & July.	New York	1887	....
1st Mortgage (109 m.) "	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	775,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Prov.(B&P):						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Fitchburg:						
Bonds of 1874 for $500,000	.....	7	.....	Boston.	1894	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)	2,210,000	8	March & Sept.	New York.	1888	....
Flint & Holly S. F. ($25,000 p.y.)	425,000	10	May & Nov.	" "	1888	....
1st Mort.(Bay C & E.Sag.)guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.)	75,000	10	March & Sept.	New York.	1887	....
1st Mort. skg.fd.(H., W.& Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
Consolidated Sinking Fund	1,771,000	8	May & Nov.	" "	1902	....
Construction Loan	280,400	8	Jan. & July.	" "	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida:	$					
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....
Flushing, North Side and Central:						
1st Mort. (Flush'g and N. Side.)	1,825,000	7	May & Nov.	New York.	1901	....
1st Mort. (Central of L. I.)	1,000,000	7	.....	" "	....	....
1st Mort. (Cent. R. R. Exten.).	200 000	7	May and Nov.	" "	1905	....
1st Mort. (North Shore)	135,000	7	Feb. & Aug.	" "	1887	....
Sterling Loan	1,500,000	6*	.....	London.	....	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee.	1 500,000	8	Jan. & July.	New York.	1889	...
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800.000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	"	"	1896	....
Framingham and Lowell:						
1st Mortgage	500,000	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremont, Elkhorn & Mo. (SC&P):						
1st Mortgage	690,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	105
2d Mortgage	948,000	7	May & Nov.	" "	1875	....
Galv., Harrisburg & San Antonio.						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	....
Geneva, Ithaca and Athens:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. & July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	608,000	7	Jan. & July.	Augusta	'74-'90	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1883	....
G and Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,224,000	7*	April & Oct.	" "	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	....
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bo ds No. 2 £500,000	2,500 000	6*	Jan. & July.	"	1920	....
Postal & Military b ds £1,200,000	5,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090 745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,808	11,639 040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35 819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,500	15,557,500	....	.....	Ottawa.	....	....
Great Western of Canada:						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	....
Mortgage Bonds £547,000	2,735,000	5½	April & Oct.	"	'77-'78	....
New Bonds £1 000 000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	86½
2d Mort., " "	2,500,000	7	May & Nov.	" "	1893	70
Green Bay and Minnesota:						
1st Mortgage	2,400,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,386,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples (T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo (T.W.& W)						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	....
2d Mortgage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'77-'94	....
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	93½
Fifteen years' bonds (277 m.)	2,714,000	8	March & Sept.	" "	1885	88
1st Mort. (Q. & Palm. R.R. 15 m)	300,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R R 55m)	1,200,000	10	Jan. & July.	" "	1886	....
General Land Mortgage (277 m.)	642,000	7	April & Oct.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	100½
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 90.04 m.) skg f d.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	New York.	1885	....
3d Mortgage of 1860	100,000	6	April & Oct.	Brpt. & Bost.	1889	....
Equipment Bonds	150,000	7	.....	Bridgeport.	1883	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	7,479,000	7*	Jan. & July.	New York.	1891	....
1st Mortgage (Western Div.)	2 500,000	7*	" "	" "	1903	....
Consolidated Mortgage	2,700,000	8	April & Oct.	" "	1912	....
Hudson River (N.Y.Cen.& H.R.):						
2d Mortgage, sinking fund	1,794,000	7	June & Dec.	New York.	1885	103
Mortgage	159,000	7	May & Nov.	" "	1875	99½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	102
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	97½
Consolidated Mortgage	1,378,000	7	April & Oct.	"	1895	....
Illinois Central:						
Construction bonds, cur. skg f'd.	2,742,000	7	April & Oct.	New York.	1875	100
Construction bonds, coin	332,000	6*	" "	N. Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Sterling Bonds, Sinking Fund	5,000,000	5*	" "	"	1903	....
Illinois Grand Trunk (C., B. & Q.):						
1st Mortgage guaranteed	900,000	8	April & Oct.	Boston.	1890	99
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mort. (Nor. Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000 000	7*	April & Oct.	New York.	1909	50
1st Mortgage Extension gold	2,000,000	7*	Jan. & July.	" "	1912	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis and Madison:						
1st Mort. assumed by J., M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,760,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage a.f. (Intern. R. R.)	8,040 000	7*	April & Oct.	New York.	1911	70
Convertible B'ds(")	1,473,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage (Hous. & Gt. N. RR.)	4,211,000	7	Jan. & July.	" "	1900	....
Convert. B'ds(" ")	1,977,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) of 1858	1,600 000	7	April & Oct.	New York.	1888	35
1st Mortgage (I. C. & L. F.) of 1867	2,792,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1860	1,701,000	7	June & Dec.	" "	1899	....
1st Mortgage (Cin. & Indiana.)	499,000	7	" "	" "	1882	....
2d Mort. guar. (" ")	1,496,000	7	Jan. & July.	" "	'77-'87	....
Indianapolis and St. Louis:						
1st Mortgage	2,000,000	7	Jan. & July.	New York.	1919	....
1st Mortgage		7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	375,000	10	Jan. & July.	" "	1881	81
Ionia and Lansing (D., L.&L.M.):						
1st Mortgage traffic guar.	770,000	8	Jan. & July.	New York.	1889	....
2d Mortgage "	81,000	8	May & Nov.	" "	1886	....
Iowa Falls and Sioux City:						
1st Mortgage	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	80
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw (MC):						
1st Mortgage guar.	1,450,000	8	Jan. & July.	New York.	1885	93½
1st Mort. (Northern Ext.) guar.	848,000	8	May & Nov.	" "	1890	....
2d Mortgage guar.	289,000	8	March & Sept.	" "	1878	....
Consolidated Mortgage (236 m.)	18,000pm	8	" "	" "	1891	94½
Jacksonville, South West & S. East:						
1st Mortgage	610,000	7*	Jan. & July	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	3,000,000	8	" "	" "	1899	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	468,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	84,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol.	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol.	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage		7*	Jan. & July.	New York.	1913	....
1st Mortgage (Ridgefield Park)	300,000	7	May & Nov.	" "	1912	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	336,000	8	Jan. & July.	New York.	1882	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	91
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	89
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1888	94½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1889	....
Kalamazoo & White Pigeon:						
1st Mort assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1884	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. and July.	N. Y. & Bost.	1880	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort. (St. Jo. & CB, 78 m) conv.	1,400,000	10	March & Sept.	" "	1902	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.) conv.	887,000	8	March & Sept.	" "	1890	....
New Consol. Mort. for $3,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (LL&G)						
1st Mortgage for $2,000,000	720,000	10	May & Nov.	Boston.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	....
1st Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June & Dec.	" "	1896	....
1st M.(3dD.244.66m.& 3,0 0,000a)	6,432,000	7*	May & Nov.	N. Y. L. & F.	1899	....
1st Mort. (1,000,000 acres).....	240,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mort. (2,000,000 acres)gold...	1,751,750	7*	Jan. & July.	N. Y., L. & F.	1880	....
2d Mort. (")gold...	1 500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	4,276,850	7	March & Sept.	N. Y., L. & F.	1916	....
Kent County (Del.)						
1st Mortgage for $300,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Kentucky and Great Eastern:						
Bonds for $2,250,000.....	16,000pm	7*	Feb. & Aug.	New York.	1892	....
Keokuk and Des Moines:						
1st Mortgage.....	1,893,000	7	April & Oct.	New York.	1904	...
Funded Interest.....	258,720	8	" "	" "	1884	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	1,000,000	8	April & Oct.	Boston.	1879	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.....	1,800,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW & W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Erie and Louisville:						
1st Mortgage	300,000	7	April & Oct.	New York.	1892	...
2d Mortgage.....	540,000	7	Jan. & July.	" "	1902	...
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	1,600,000	7	April & Oct.	New York.	1879	....
Consol. Mort., S.F., Registered.	4,250,007	7	J. A. J. & O.	" "	1900	100
Consol. Mort., S.F., Coupon....	1,209,000	7	Jan. & July.	" "	1900	3[illegible]
2d Consol. Mort. for $25,000,000.	.....	7	June & Dec.	" "	1903	95
Bonds of 1882 (Reg. & Coupon)	5,205,000	7	April & Oct.	" "	1882	....
Lake Shore Dividend Bonds....	1,498,000	7	" "	" "	1899	97
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	" "	1880	101
3d Mort. (" ")	1,000,000	7	April & Oct.	" "	1892	....
1st Mort. (Mich. So. & Nor. Ind.)	5,256,000	7	May & Nov.	" "	1886	104
2d Mort. (" ")	2,692,000	7	" "	" "	1877	99
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	106
2d Mort. (" ")	860,000	7	April & Oct.	" "	1886	98
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" ")	3,000,000	7	April & Oct.	" "	1898	98
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1876	99[illegible]
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1868	94[illegible]
1st M. (Jamestown & Franklin)	468,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage.....	696,000	7	.....	" "	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. sk'g fund gold tax free.	4,500,000	7*	Jan. & July.	NY.-Bost.-Ph.	1900	.. ..
1d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,147,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct.	New York.	1890	....
Leaven., Lawrence & Galveston:						
1st Mort. sk'g fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	....
1st Mort.(K. C. & San. Fe)guar.	720,000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (new loan).....	4,875,000	6	June & Dec.	Philadelphia.	1898	102
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	106
General Mort. for $40,000,000...	5,000,000	6*	June & Dec.	London.	1923	....
Lewisb. Centre & Spruce C.(Pa.R):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A.&P.):						
1st Mortgage gold	1,000,000	6*	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds.....	500,000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	....
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund.....	3,780,000	7	April & Oct.	" "	1900	....
Little Rock, Pine Bl. & N.Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Skg. Fd.....	759,500	7	Apr. and Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	88[illegible]
1st Mortgage (Extension).....	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893	....
General Mortgage.....	776,000	7	" "	New York.	1899	....
Louisiana & Mo. Riv. (Ch. & Al):						
1st Mortgage.....	4,300,000	7	Feb. & Aug	New York.	1900	83
Louisville, Paducah and S. W.:						
1st Mortgage.....	3,000,000	8	March & Sept	New York.	1890	....
2d Mortgage.....	900,000	7	May & Nov.	" "	1893	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Bonds to State of Kentucky....	74,519	6	Jan. & July.	New York.	Perp.	....
1st Mortgage for Cincinnati Br..	3,000,000	7	" "	" "	1897	....
2d Mortgage for $1,000,000.....	878,000	8	April & Oct.	" "	1900	....
Louisville Loan.....	100,000	6	Jan. & July.	" "	1881	....
1st Mort. (Louisville & Frankf't)	39,000	6	" "	" "	'73-'78	....
1st Mort. (Louis., Cin. and Lex.)	21,000	6	April & Oct.	" "	1902	....
1st Mortgage (Shelby R. R.)....	88,500	8	June & Dec.	" "	1881	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.).	326,000	7	Jan. & July.	New York.	1876	....
1st Mortgage (Memp Br.46.37m.)	96,000	7	May & Nov.	Louisville.	1875	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	"	'80-'85	....
1st Mort. (Memphis and Ohio)..	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,425,000	6*	Feb. & Aug.	" "	1902	....
Consol. M. for $5,000,000(292 m.).	6,814,000	7	April & Oct.	" "	1898	84
Louisville Loan..... ...	849,000	6	" "	" "	'86-'87	....
Louisville Loan (Lebanon Br.).	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	8	April & Oct.	Louisville.	1893	...
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1902	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R..	300,000	7	Jan. & July.	New York.	1877	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1887	....
Construct. Mort. end. by Ga. RR.	370,000	7	" "	" "	1879	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1889	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7*	April & Oct.	New York.	1890	...
Maine Central:						
Consolidated Mortgage.....	545,800	7*	April & Oct.	Boston.	1912	....
$1,100,000 Loan, tax free.....	756,880	7*	Jan. & July.	"	1898	91
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150,000	6*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
1st Mortgage (Ken. & Portland.)	217,300	6	April & Oct.	Augusta.	1885	.....
Consol. (Port. & Kennebec.)Loan	1,166,700	6	" "	Boston.	1895	....
2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	88
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	104
2d Mortgage Dollar.....	2,500 000	7	May & Nov.	"	1896	92
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	80
4th Mortgage.....	2,004,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.).	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1896	....
Marquette, Houghton & Ontonagon:						
Income Bonds (Marq. & Ont.)..	160,000	8	Jun. & Dec.	New York.	1875	....
1st Mortgage (")..	1,760,000	8	" "	" "	1892	....
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1892	....
Consolidated Mortgage.....	1,454,000	8-10	Various.	" "	92-'03	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400,000	6	Jan. & July.	Boston.	1889	90
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	...
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	600,000	7*	Jan. & July.	New York.	1890	...
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	...
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	....
Tennessee State Loan.....	1,814,142	6	" "	" "	....	....
Income Bonds.....	600,000	10	March & Sept.	" "	'73-'78	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1899	....
2d Mortgage.....	1,000,000	8	.....	" "	....	....
Michigan Air Line (Mich. Cent.):						
1st Mort. (E. Div.) assumed....	200,000	8	May and Nov.	New York.	1890	98
Michigan Central:						
1st Mortgage, convertible.....	356,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	109[illegible]
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	99[illegible]
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	Jan. & July.	" "	1890	102
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S.& M.S.	5,256,000	7	May & Nov.	New York.	1885	104
2d Mort. " "	2,692,000	7	" "	" "	1877	99[illegible]
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1896	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee and St. Paul—						
See Chicago, Mil. & St. Paul.						
Milwaukee, Lake Sh. & Western:						
1st Mortgage.....	3,000,000	7*	June & Dec.	New York.	1902	....
Milwaukee and Northern:						
1st Mortgage.....	1,625,000	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage.....	320,000	10	Jan. & July.	Detroit.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed..	400,000	7*	Apr. and Oct.	New York.	1911	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St. L. (L.Sup.& M.):	$					
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	Detroit.	1890	....
Mississippi Cent.(N.O.St.L.&Chi.):						
1st Mortgage	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,70[illegible],500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	2,840,000	7*	Jan. & July.	.....	1900	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	Memphis.	1876	....
Consolidated Mortgage	1,254,000	8	Jan. & July.	"	'81-'93	....
Tennessee State Loan	430,547	6	.....	"	....	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	3,220,000	6*	Jan. & July.	New York.	1890	....
1st Mort. (Tebo & Neosho) S.F.	362,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	....
Additional Consol. Mort.	2,500,000	7	" "	" "	1905	....
Further Add. Consol. Mort.	600,000	7	" "	" "	1906	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mortgage	300,000	8	" "	New York.	1880	....
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....
2d Mortgage	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage Sterling	5,732,000	6* / 8*	May & Nov.	Mob. & Lond.	1883	....
Interest bonds	1,532,000	8	" "	Mobile.	'76-'83	....
Sterling Interest bonds	769,920	6*	" "	London.	1883	....
Tennessee Subsidy Bonds	1,685,000	7*	Jan. & July.	N.Y. & Lond.	1901	....
Special Mort. (Gainesville Br'h)	53,000	8	May & Nov.	Mobile.	...	....
2d Mortgage	1,453,858	8	March.	"	1877	....
Consol. Mort. for $15,000,000	.....	7*	Jan. & July.	N.Y. & Lond.	1904	....
Convertible 3 per cent. bonds	847,975	8	M. J. S. & D.	New York.	....	....
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage	780,000	7	.....	" "	....	....
Income Mortgage	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage	127,000	7	May & Nov.	New York.	1883	....
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....
1st Mortgage not endorsed	330,000	8	June and Dec.	"	1900	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free.	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	106
2d Mortgage guar.	2,000,000	7	Feb. & Aug.	" "	1891	103
Convertible bonds	383,000	7	Jan. & July.	" "	1900	95
Construction bonds of 1871	640,000	7	April & Oct.	" "	1889	98
General Mortgage	2,975,000	7	" "	" "	1901	....
Special "	1,020,000	7	.....	" "	....	....
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	1,450,000	6	Jan. & July.	New York.	'74-'83	....
2d Mort. (Government Subsidy)	1,000,000	4	" "	"	'81-'91	....
New Mortgage	5,800,000	7	" "	"	1913	....
Nashville and Decatur(L.& Nash.):						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	103,000	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (C. of N.J.):						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	880,000	7*	May & Nov.	New York.	1889	....
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston	1881	....
New Issue for $360,000	285,000	7	" "	"	1891	....
Newburyport:						
1st Mortgage	300,000	...	.....	.....	....	....
New Haven and Derby:						
1st Mortgage	525,000	7	Various.	New Haven.	'98-'00	....
New H., Middlet'n & Willim.:						
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage	880,000	7	.....	" "	1881	....
New Haven and Northampton:						
1st Mortgage	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfield bonds	200,000	7	" "	" "	1891	....
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage	1,500,000	7	" "	"	1891	....
New Jersey and New York:						
1st Mortgage	500,000	7*	March & Sept.	N.Y. or Lond.	1893	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov.	New York.	1889	....
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1888	....
2d Mortgage	1,000,000	7	March & Sept.	"	1891	....
Consol. Mort. for $7,000,000	5,300,000	7	April & Oct.	"	1905	....
Income Mortgage	750,000	7	" "	"	1891	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	3,000,000	7*	May & Nov.	New York.	1900	....
New London Northern(Gen. Vt.):						
1st Mortgage	300,000	6	April & Oct.	New York.	1885	....
2d Mortgage	500,000	7	June and Dec.	"	1892	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
N.O.,Jack.& Gt.N. (N.O.St.L.& C.):	$					
1st Mortgage	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000	1,500,000	8	April & Oct.	" "	1890	....
Consol. Mort. for $8,000,000	3,000,000	7*	Jan. & July.	" "	1912	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,825,000	8	" "	" "	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12,250,000	6,617,500	7*	Feb. & Aug.	N.Y. or Lond.	1908	....
New York & Canada (D.& H.C.):						
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	5,936,626	6	May & Nov.	New York.	1883	97½
Bonds for debts assm'd (N.Y.C.)	1,514,000	7	Feb. & Aug.	" "	1876	103½
Bonds for R.& N.F. stk (")	74,500	6	May & Nov.	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	91
Bonds for Real Estate (")	162,000	6	" "	" "	1883	95
Bonds of 1854 renewed (")	2,431,000	6	June & Dec.	" "	1887	96½
2d Mort. (Hudson River) S. F.	1,794,000	7	" "	" "	1885	108
3d Mort. (")	159,000	7	May & Nov.	" "	1876	....
Bonds of 1871, tax free	1,950,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $30,000,000	3,904,000	7	Jan. & July.	" "	1903	111½
1st Mort., reg'd }		7	" "	" "	1903	111
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York and Harlem:						
Consolidated Mortgage of 1863	103,000	6	Feb. & Aug.	New York.	1863	....
Sinking Fund Mortgage of 1861.	106,899	7	Jan. & July.	" "	1881	....
Consolidated Mort. of 1872	6,822,000	7	May & Nov.	" "	1900	107½
N. York, Housatonic & Northern:						
1st Mortgage	249,000	7*	April & Oct.	New York.	1902	....
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000	2,500,000	7*	Jan. & July.	New York.	1902	....
New York, N. Haven & Hartford:						
1st Mort. (N. Y. and N. Haven)	1,059,500	6	April & Oct.	New York.	1876	100½
1st Mort.(Harlem & Portchester)	1,000,000	7	.....	" "	1903	....
New York and Oswego Midland:						
1st Mortgage gold, tax free	3,000,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage convertible	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible	1,500,000	7	" "	"	1896	....
3d Mort., Equipment	3,800,000	7	.....	"	....	....
1st Mort., (West. Extension)	2,425,000	7	.....	"	....	....
Consolidated Mortgage	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
1st Mortgage	75,000	6	Feb. & Aug.	New York.	1878	....
Improvement Bonds	100,000	7	Jan. & July.	"	1876	....
Extension Bonds	250,000	6	May & Nov.	"	'78-'81	....
General Mort. for $1,000,000	777,000	7	Jan. & July.	"	1890	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Carolina:						
1st Mortgage	375,000	6	May & Nov.	Co's Shops,NC.	1878	....
North Eastern (S. Car.):						
1st Mortgage	320,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	225,500	8	" "	"	1899	....
North Missouri (St.L.,K.C. & N.):						
1st Mortgage	6,000,000	7	Jan. & July.	New York.	1895	84½
North Pennsylvania:						
1st Mortgage	2,159,500	6	Jan. & July.	Philadelphia.	1885	102
2d Mortgage	1,500,000	7	May & Nov.	"	1896	103
Chattel Mortgage	360,000	10	April & Oct.	"	1877	104½
General Mortgage	436,500	7	Jan. & July.	"	1903	....
North Shore (Flush., N.S. & Cent):						
1st Mortgage	153,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage Coupon	2,500,000	6	Jan. & July.	Baltimore.	1885	95
3d Mortgage Coupon	1,223,000	6	April & Oct.	Phila. & Balt.	1900	87
3d Mort. (York & Cumb.) guar.	500,000	6	Jan. & July.	Baltimore.	1877	....
Income Mortgage conv.	1,000 000	7	April & Oct.	Harrisburg.	1880	....
Income Mort. coupon	3,000,000	7	Jan. & July.	"	1922	....
Consol. Mort. coupon	2,520,000	6*	" "	Baltimore.	1900	93
Consol. Mort. registered	205,000	6*	April & Oct.	"	1900	....
Consol. Mort. S. F.	2,000,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	Jersey City.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands gold	30,000,000	7.3*	Jan. & July.	New York.	1900	37½
Northwestern Virginia:						
3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	....
Northwestern Union (C. & N.W.):						
1st Mortgage	3,500,000	7*	.....	New York.	....	....
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan, skg. fd.	400,000	6	Jan. & July.	Boston.	1877	....
Construction Bonds	150,000	7	" "	"	1877	....
Nyack and Northern:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1876	....
Equipment Mortgage	200,000	8	" "	"	1879	88½
Sinking Fund Bonds	468,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,000	7	Jan. & July.	New York.	1898	95
Consolidated S. F. Mortgage	3,556,000	7	" "	" "	1898	95½
Consolidated Mort., Sterling	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,672,000	7	April & Oct.	New York.	1911	80
Income and Funded Debt Bonds	174,000	7	" "	New York.	1883	....
Debenture Sinking Fund Bonds	180,000	7	May & Nov.	New York.	1883	....
Oil Creek and Allegheny River:						
1st Mortgage (J. C. R. R.)	580,000	7	Feb. & Aug.	Philadelphia.	1896	70
1st Mort. (Warren & Franklin).	1,500,000	7	April & Oct.	" "	1882	....
1st Mort. (Union & Titusville).	500,000	7	Jan. & July.	" "	1890	....
Consolidated Mortgage	1,100,000	7	May & Nov.	" "	1888	55

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Old Colony:	$					
Plain Bonds	1,000,000	4	March & Sept.	Boston.	1876	99¼
Plain Bonds	32,000	5	" "	"	1884	....
Plain Bonds	458,000	6	April & Oct.	"	1875	99
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	102½
New Bonds for $3,000,000	1,192,000	7	March & Sept.	"	1894	105
Omaha and Northwestern:						
1st Mort. Land Grant, Gold	16,000pm	7.3*	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,034,000	8	June & Dec.	Boston.	1896	85
Orange, Alex. and Manassas— See Wash. C., Va. Mid. & Gt. So						
Oregon and California:						
1st Mortgage gold	10,950,000	7*	April & Oct.	New York.	...	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1886	....
Oshkosh & Miss. (C., M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R. W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D. L. & W.):						
1st Mortgage, guaranteed	201,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by C., B. & Q.	1,241,000	8	Jan. & July.	N.Y. & Bost.	1900	99
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	1,500,000	8	Feb. & Aug.	New York.	1892	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	81
2d Mortgage sinking fund	2,873,000	7	Jan. & July.	" "	1891	70
Income Bonds	1,156,600	7	" "	" "	1892	....
St. Louis County Debt	700,600	7	Monthly.	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	500,000	6*	April & Oct.	" "	1893	....
1st Mort. (Leav., Atch. & N.W.)	600,000	7	" "	" "	1889	....
1st Mort. (Lex. & St. Louis) gold	900,000	6*	Jan. & July.	" "	1887	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,541,000	7*	Feb. & Aug.	New York.	1902	....
Panama:						
1st Mortgage, stg £19,350	93,850	7*	April & Oct.	London.	1875	...
General Mortgage, stg £597,800.	2,889,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage gold, S. F.	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur (TW & W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	....
Pemberton & Hights. (UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Peninsular (Mich.) Railway:						
1st Mortgage gold (S. F.) 1st series	1,800,000	7*	May & Nov.	N.Y. or Lond.	1899	...
1st Mortgage gold (S. F.) 2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mort. (Harrisb'g to Pittsb'g)	4,970,000	7	Jan. & July.	Philadelphia.	1880	103½
2d Mort (" ")	2,588,800	6	April & Oct.	"	1875	100
2d M. stg (" ")	2,282,240	6*	" "	London	1875	....
General Mortgage (coup. & reg.)	19,558,760	6	J. A. J. & O.	Philadelphia.	1910	92½
Consolidated Mortgage	8,245,000	6*	Jan. & July.	London.	1905	....
State lien for $7,500,000, skg f'd	5,401,675	5	April & Oct.	Philadelphia.	'74-'90	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	310,000	7	April & Oct.	"	1891	....
Pennsylvania & New York (L. V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	105
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val (C. R. I. & P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee.	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	....
2d Mortgage	150,000	10	Jan. & July.	New York.	1900	....
Perkiomen (Phila. and Rdg):						
1st Mortgage, guaranteed	619,000	6	April & Oct.	Philadelphia.	1897	84
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'93	....
2d Mortgage	500,000	8	" "	" "	1902	....
Philadelphia and Baltimore Cent.						
1st Mortgage (Penn. Div. 36½ m.)	800,800	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	" "	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	....
1st Mortgage	5,000,000	6	" "	"	1881	88
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	85
General Mort. for $20 000,000	7,252,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Loan of 1868	1,138,900	6	Jan. & July.	Philadelphia.	1893	77½
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	101½
Mortgage Loan of 1868	2,700,000	7	Apr. and Oct.	"	1893	105
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1890	....
Mortgage Loan of 1842 stg	976,800	6*	" "	"	1890	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	1880	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	'74-'77	....
Consolidated Mortgage June 1, 1871. — Dollar registered	3,414,000	7	" "	"	1911	106
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	106
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	668,000	6*	" "	" "	1911	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	332,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv.	6,690,985	7	Jan. & July.	"	1893	104½
New Improvement Mort. Loan.	6,631,615	6*	Apr. and Oct.	Phil. or Lond.	1897	....
Gen'l Mort. stg. S. F. ($60,000,000)	10,000,000	6*	" "	" "	1899	....
Mort. (Coal and Iron Co.) guar.	13,413,500	7	May and Nov.	" "	1892	85

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Philadelphia, Wilmington & Balt.:	$					
Mortgage Loan, convertible	318,500	6	Jan. & July.	Phila. & Bost.	1884	....
Loan of 1866	400,000	6	April & Oct.	" "	1876	....
Loan of 1867	1,000,000	6	" "	" "	1887	....
Loan of 1872	500,000	6	" "	" "	1892	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	331,800	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	70½
2d Mortgage	5,000,000	7	April & Oct.	Philadelphia.	1913	....
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	"	1900	74½
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	110
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	104½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	....
Bridge (O. & P. R. R.) bonds	111,000	7	May & Nov.	Philadelphia.	1876	....
Construct'on bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1877	....
Equipment bonds	1,000,000	8	March & Sept.	"	1879	....
Pittsburg, Va. and Charleston:						
1st Mortgage	700,000	7	April & Oct.	New York.	1903	....
Pittsburg, Wash'gton & Baltimore:						
1st Mort. (Pittsb. & Conn'lsville)	4,000,000	7	Jan. & July.	Baltimore.	1898	81½
2d Mort. do. (Balt. Loan)	5,000,000	6	May & Nov.	"	1903	....
1st Mort. (Turtle Cr. Div. 10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Real Estate Mortgage	100,000	6	.....	Baltimore.	1883	...
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	20,000 pm	7*	Jan. & July.	New York.	1901	....
Port Huron and Lake Michigan:						
1st Mortgage gold, for $1,800,000	1,800,000	7	May & Nov.	New York.	1899	....
Portland & Ogdensb. (Me. & N.H.):						
1st Mort. (Maine Section) gold	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	3,300,000	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	2,300,000	6*	May & Nov.	N.Y. & Bost.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort. (Portland Loan) skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien)	357,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan)	350,000	7	Mar. & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	" "	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	462,48[illegible]	6	April & Oct.	Boston.	....	...
Poughkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	644,500	7*	Jan. & July.	New York.	1910	....
2d Mortgage	78,000	7	" "	" "	....	....
Providence and Worcester:						
1st Mortgage	800,000	6	Jan. & July.	Providence.	1880	....
Stoughton Branch bonds	1,000,000	6	" "	"	....	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	1,000,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Palmyra:						
1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, guaranteed	600,000	7	May & Nov.	New York.	1890	....
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	....
Reading and Columbia (P. & R.):						
1st Mort., Coupon, guaranteed	650,000	7	March & Sept.	New York.	1883	....
2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
2d Mortgage	300,000	7	Jan. & July.	Troy.	1880	103½
3d Mortgage	150,000	7	" "	"	1887	....
1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1888	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Consol. Mort. for $2,000,000	1,925,000	7	May and Nov.	" "	1921	....
Richmond and Danville:						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	1880	....
Virginia State guar. bonds	167,800	6	" "	"	1875	....
1st Mort. (Peidmont Branch)	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N.C.)	500,000	6.7	April & Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage	1,766,000	6	May and Nov.	New York.	'75-'90	65½
Rich., Fredericksburg & Potomac						
Sterling Loan	87,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	175,428	7	" "	Richmond.	1875	....
Dollar Loan, Coupon	295,500	8	" "	"	1881	....
Dollar Loan	124,439	6	various.	"	1875	....
Richmond and Petersburg:						
1st Mort. (Coup. and Register'd)	130,500	7	June & Dec.	Richmond.	1875	....
2d Mortgage (Coupon)	175,000	8	Apr. and Oct.	"	'80-'86	....
Rockford, R. Island & St. Louis:						
1st Mortgage tax free	9,000,000	7*	Feb. & Aug.	N.Y. & Lond.	1915	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, (W. & R.) Skg Fund	799,960	7	March & Sept.	New York.	1880	....
2d Mortgage	460,000	7	Jan. & July.	" "	1902	....
General Mort. S. F.	1,050,500	7	June & Dec.	" "	1891	....
Consol. Mort. conv. till 1879	2,000,000	7	Apr. and Oct.	" "	1904	....
Rutland (Cen. Vt. & Vt. & Can.):						
Equipment Mortgage, tax free	500,000	7	May and Nov.	Boston.	1880	....
Equipment Mortgage	500,000	8	March & Sept.	"	1880	....
General Mort.	1,500,000	8	May and Nov.	"	1902	68½

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st Mortgage	346,000	8	May & Nov.	Saginaw.	1892	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	116,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	6	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	89
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	72½
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	85½
2d Mort. (" ")	4 622,000	7*	May & Nov.	" "	1897	62
1st Mort. L.G. (Arkansas Br'h)	2,500,000	5*	June & Dec.	" "	1895	....
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	....
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	84½
New Mortgage	3,000,000	7	March & Sept.	" "	1899	....
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv	2,207,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen. & Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,893,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,000,000	7	May & Nov.	" "	1898	....
3d Mortgage (B.) convertible	1,000,000	7	" "	" "	1896	....
Income Mortgage	1,000,000	7	March 1.	Pittsburg.	1901	....
St. Paul and Iowa Southwestern:						
1st Mortgage	4,500,000	7*	May & Nov.	.....	1903	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. P. to Sauk Rap.) 80m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
1st M. (W.Line) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (W.Line) R. R. & Lands.	9,000,000	7*	" "	"	....	....
1st Mort. (St. Paul and Pac.)l.g.	15,000,000	7*	.....	"	....	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guaranteed	2,800,743	7	Jan. & July.	New York.	1900	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A & G):						
Sectional Mort.	310,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav. & Char.)	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C. & S.)bonds.	506,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar.	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	6*	May and Nov.	New York.	1890	....
Schenectady & Susq.(D.& H.Can.):						
1st Mortgage gold, tax free	400,000	7*	Jan. & July.	New York.	1900	....
Schoolcraft & Three R. (LS&MS):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala.	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	...
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	220,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	91
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.).						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y., N. H. & Hart.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	....
Sioux City and Pacific:						
1st Mortgage gold	1,628,000	6*	Jan. & July.	Boston.	1898	
2d Mort. (Gov. Subsidy)	1,628,200	6	" "	U.S. Treasury.	1898	....
Somerset & Kennebec(Me.Cent.):						
1st Mortgage gold	260,000	7*	June & Dec.	Boston.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
South Carolina:	$					
1st Mortgage Sterling	1,486,333	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	8.7.000	7	" "	New York.	'82-'88	....
2d Mort. for $3,000,000	615,500	7	April & Oct.	" "	1902	....
Domestic (G) Bonds	111,000	6	Jan.* & July.	Charleston.	1874	....
Domestic (I) Bonds	1,296,500	7	April & Oct.	"	1891	....
Domestic (K) Bonds	76,000	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	" "	1889	....
South Mountain Iron(Cumb. Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1883	....
2d Mortgage for $200,000	177,560	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,100,000	...	May & Nov.	London.	....	....
South Pacific (Atl. and Pac.):						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	175,000	6	April & Oct.	Boston.	'80-'81	....
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	6	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	621,000	6	" "	" "	'84-'90	....
3d preferred bonds	452,800	6	" "	" "	'84-'90	....
Southern Central (N.Y.):						
1st Mortgage, skg fund conv	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage	600,000	7	March & Sept.	"	1882	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
1st Mort., Sink. Fund	1,500,000	7	May & Nov.	"	....	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,240,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,262,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $23,000,000.	10,040,000	6*	April & Oct.	New York.	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72'-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	345,000	7	Jan. & July.	Boston.	'83-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	800,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	444,100	7	Jan. & July.	Boston.	1887	....
Sullivan (Central Verm.):						
1st Mortgage	500,000	8	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1891	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	600,000	7	Jan. & July.	Philadelphia.	1904	82½
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Swedesboro (West Jersey):						
1st Mortgage, guaranteed	200,000	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	"	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1873 for $1,600,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage S. F. Gold	40,000pm	6*	June & Dec.	N.Y. or Lond.	1912	....
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1894	80
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	71
2d Mort.conv.(")	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $6,200,000	1,500,000	7	May & Nov.	" "	1910	....
1st Mortgage (Buri. Branch)	250,000	7	June & Dec.	" "	1901	50
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	83½
1st Mort. (L.Erie, Wab. & St.L.)	2,800,000	7	" "	" "	1890	....
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	80½
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	....
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1892	....
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	75
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	" "	1878	72½
2d Mort. (Wabash & Western)	1,500,000	7	" "	" "	1878	....
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	70
Equipment (Toledo & Wabash)	600,000	7	" "	" "	1883	..
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	" "	1907	50
Consol. 2d mort. gold	2,186,000	7*	Feb. and Aug.	" "	1893	....
Traverse City (Gr. Rap. and Ind.):						
1st Mortgage	250,000	7	Feb. and Aug.	New York.	1903	....

AMERICAN RAILROAD BOND LIST.

The Letter (G) affixed to Rate of Interest Signifies "Payable in GOLD."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Troy & Bennington (T. & B.):	$					
1st Mortgage skg fund, guar....	89,700	7	Jan & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1962	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....
Tuckerton:						
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free.....	27,213,000	6G	Jan. & July.	N. Y. & Bost.	'96-'99	90¼
1st Mort. Land Grant	8,578,000	7	Apr. and Oct.	" "	1887	58¼
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund.....	10,000,000	8	March & Sept.	New York.	1894	76¼
Omaha Bridge B'ds, stg £500,000	2,500,000	8G	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free.....	1,600,000	6G	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S.Treasury.	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund.....	3,220,000	6G	Jan. & July.	New York.	1890	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan'a)	3,000,000	6	March & Sept.	Philadelphia.	1901	...
Sterling Loan £369,200 (U. Co's)	1,846,000	5G	" "	London.	1894	....
Sterling Loan £380,000 (")	1,800,000	6G	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1888 (United Compa'a)	154,000	6	Feb. and Aug.	"	1888	....
Bond to State of N. Jer.(U.Co's)	500,000	7	(Due 90 days	after demand.)		...
Loan of 1875 (Joint Companies)	675,000	6	Apr. and Oct.	Philadelphia.	1875	99¼
Sterl'g S.F. £262,000 (C. & Am.	1,310,000	6G	Feb. and Aug.	London.	1880	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	94¼
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	94
Mortg. Loan (" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	99¼
Loan of '75 (N.J. R.R. &T. Co.)	300,000	6	Feb. and Aug.	New York.	1875	....
Loan of '78 (" " ")	450,000	6	" "	" "	1879	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y.& Utica.	1878	....
Bonds of 1871 (2d issue).....	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund....	25,000pm	7G	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	...
Convertible bonds, tax free.....	200,000	7	" "	"	1879	....
Convertible bonds.....	150,000	7	" "	"	1885	....
Vicksburg and Meridian:						
General Mortgage { 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....
General Mortgage { 2d series (blue).....	850,000	7	" "	"	1890	....
General Mortgage { 3d series (black).....	138,000	7	" "	"	1890	....
General Mortgage { 4th series (not end.)..	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871.....	218,000	8	Jan. and July.	"	1880	....
Vineland:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	...
Virginia & Tennessee(A.M.& O.):						
Enlarged Mortgage	990,000	6	Jan. and July.	N.Y.&Lynch.	1884	....
4th Mortgage.....	870,000	8	March & Sept.	" "	1900	....
Registered Certificates.....	118,295	8	Jan. and July.	" "	1875	....
Funded Interest	226,300	8	" "	" "	1880	....
Income Mortgage (fundable)....	93,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free.....	810,500	7G	Apr. and Oct.	New York.	1901	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed.....	1,500,000	7	Apr. and Oct.	Philadelphia.	1882	....
Warwick Valley (Erie):						
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....
Wasatch and Jordan Valley:						
1st Mortgage.....	150,000	9G	May and Nov.	New York.	1893	....
Wash'gton City,Va. Mid. &Gt.So.:						
1st Mort. (O., Alex. &Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1892	79¼
2d Mort. (" ")	850,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	88¼
2d Mort. (" ")	1,200,000	6	Jan. and July	"	1875	....
3d Mort. (" ")	600,000	8	May and Nov.	"	1873	76
4th Mort. (" ")	700,000	8	March & Sept.	"	1880	69¼
Funded Coupons (do.)	722,664	...	.....	"	....	....
1st Mort. (Lynchb'g & Danville)	521,000	...	Apr. and Oct.	"	1896	....
Virginia State Loan.....	249,962	7	Jan. and July.	"	'92-'93	....
Washington and Ohio:						
1st Mortgage for $9,000,000....	47,000	7	May and Nov.	New York.	1898	...
	123,000	7G	Apr. and Oct.	" "	1901	....
Westchester and Philadelphia:						
General Mortgage, tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	..
Western North Carolina:						
1st Mortgage.....	810,000	8	Jan. and July.	.....	1900	...
Western of Alabama.						
1st Mortgage (Western R.R.)...	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	...
2d Mortgage (consols guar.).....	1,168,000	8	" "	" "	1900	....
Income Mortgage.....	802,900	8	Various.	" "	Var.	....
Western Pennsylvania (Penn.):						
1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	76
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:	$					
1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	....
1st Mort. endor. by Balt.....	200,000	6	" "	"	1890	....
2d Mort. " "	300,000	6	" "	"	1890	....
2d Mort. endor. by Wash. Co...	300,000	6	" "	"	1890	....
2d Mortgage preferred.....	600,000	6	" "	"	1895	....
3d Mortgage endor. by Balt.....	875,000	6	" "	"	1900	99
4th Mortgage.....	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed.....	2,735,000	6G	Jan. and July.	New York.	1899	85¼
Western Union (Chi.,M. & St. P.):						
1st Mortgage for $5,000,000	3,500,000	7	Jan. and July.	New York.	1898	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	....
1st Mortgage (Salem) guar.....	100,000	6	" "	Philadelphia.	1878	....
1st Mort. (Swedesboro) guar...	200,000	6	" "	Camden.	....	....
2d Mort. (Cape May &Millville)	405,000	7	Apr. and Oct.	"	....	....
Consolidated Mortgage.....	1,000,000	7	" "	"	1899	....
West Wisconsin:						
1st Mort. land gr., gold skg fund	3,900,000	7G	Jan. and July.	N.Y. or Lond.	1887	....
1st Mort. (Southern Extension).	640,000	7G	" "	" "	1902	....
White Water Valley:						
1st Mortgage.....	1,021,840	6	Feb. and Aug.	Cincinnati.	1890	....
Wico Mico and Pocomoke:						
1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	64
Wilmington and Reading:						
1st Mortgage.....	1,250,000	7	Apr. and Oct.	Philadelphia.	1900	71¼
2d Mortgage coupon or regis....	1,560,000	7	Jan. and July.	"	1902	....
Wilmington and Weldon:						
Sterling Bonds.....	648,700	6G	Jan. and July.	London.	1881	....
Sterling Bonds.....	221,400	7G	May and Nov.	"	1886	....
Sinking Fund gold, Bonds.....	749,000	7G	Jan. and July.	New York.	1896	92
Wilmington and Western (Del.):						
1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.....	2,760,000	7	Jan. and July.	New York.	1890	....
2d Mortgage $12,000 p. m.....	1,145,000	7	May and Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7G	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	2,931,000	7G	Jan. and July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1881	....
Plain Bonds	75,000	6	" "	"	1881	....
Plain Bonds.....	150,000	6	May and Nov.	"	1887	....
Plain Bonds.....	150,000	7	Apr. and Oct.	"	1893	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	....
Chesapeake and Ohio:						
Sterling Loan guaranteed.....	4,375,000	5G	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mort. { 1st series, Nov. 1, '67	1,500,000	7	May and Nov.	New York.	1877	....
regis- { 2d series, July 1, 1869	3,500,000	7	Jan. and July.	" "	1884	106¼
tered. { 3d series, Jan. 1, 1871	3,500,000	7	" "	" "	1891	....
Debentures Sterling.....	3,000,000	6G	" "	London.	1875	....
Debentures.....	850,000	7	Apr. and Oct.	New York.	1878	....
Lehigh Coal and Navigation:						
Mortgage Loan of 1877.....	762,779	6	June & Dec.	Philadelphia.	1877	92¼
Convertible Bonds.....	692,100	6	" "	"	1882	....
Convertible Loan, gold	856,000	6G	March & Sept.	"	1894	....
1st Mortgage, registered	5,566,277	6	J. A. J. & O.	"	1884	97¼
1st Mortgage, reg. (R. R.).....	2,400,000	6	F. M. A. & N.	"	1897	97¼
Mortgage (equip.) Loan, gold...	4,916,500	6G	June & Dec	"	1897	99¼
Consolidated Mortgage.....	199,000	6	.....	"	1911	....
Greenwood Mortgage Loan.....	798,000	6	Feb. and Aug.	"	1892	....
Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
Morris (and Essex):						
1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	....
2d Mortgage.....	285,000	6	Feb. and Aug.	"	1876	....
Boat Loan, sinking fund.....	236,966	7	Apr. and Oct	"	1899	....
Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	....
1st Mortgage (Wy. Val. Can.)..	600,000	6	" "	"	1878	....
Schuylkill Navigation(Ph.& Rdg.						
1st Mortgage.....	1,714,390	6	March & Sept	Philadelphia.	'82-'97	77¼
2d Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'07	....
Plain Bonds.....	47,733	6	" "	"	1876	....
Improvement bonds.....	260,000	6	May and Nov.	"	1880	57
Boat and Car Loan	756,650	6	" "	"	1913	....
Boat and Car Loan	621,600	7	" "	"	1915	....
Coupon Bonds.....	1,200,000	6	Jan. and July	"	1895	76¼
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)..	1,000,000	6	Jan. and July.	Phila. & Balt.	1885	74
3d Mortgage (Susqueh. Canal)	1,811,000	6	" "	" "	1878	....
Pref. Int. B'ds (" ")	324,810	6	" "	" "	1894	....
Union:						
1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia.	1883	....
West Branch & Susque. (Penn.):						
1st Mortgage.....	450,000	6	Jan. and July.	Philadelphia.	1878	....
2d Mortgage.....	298,000	6	" "	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years Owning.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1873	60.0	—	2.5	125.0	3	4	3	56	Adirondack.....New York.	3,113,515	*	3,643,241	.....	3,763,000	930,000	1,963,756	—	60.0	71,936	29,902	89,012	160,425	22,801	—	100	....
Sept. 30, 1873	81.3	—	6.8	—	12	10	2	118	Alabama Central †.....Alabama.	3,600,000	*	—	.....	2,000,000	1,600,000	.....	—	92.8	.....	.....	.....	350,000	95,000	—	100	....
Dec. 31, 1873	296.0	—	14.8	—	20	20	5	600	Alabama and Chattanooga.....Alabama.	10,500,000	*	—	.....	2,700,000	8,500,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1873	142.0	—	165.7	—	68	33	12	1,890	Albany and Susq. †(D. & H.)..New York.	10,317,910	*	—	.....	5,000,000	4,621,000	706,519	.....	142.0	810,519	371,410	631,917	1,672,319	410,877	7	100	96½
Dec. 31, 1873	132.0	130.5	16.7	—	73	29	10	1,969	Allegheny Valley†.....Pennsylvania.	12,332,709	*	.....	.....	2,256,400	7,434,000	1,280,691	—	132.0	.....	861,239	1,778,638	2,628,471	784,026	—	100	....
Oct. 31, 1873	4.5	—	0.3	31.3	-	-	-	-	Allentown (P. & R.).....Pennsylvania.	1,078,489	—	—	—	568,744	—	649,132	—	—	—	—	—	—	—	—	50	....
Dec. 31, 1873	99.0	—	3.7	—	13	3	...	96	Arkansas Branch (St. L. & Iron Mt.).Mo.	5,351,250	*	19,971	66,432	2,499,000	2,500,000	438,659	—	99.0	153,190	.....	.....	259,293	98,598	—	50	....
Dec. 31, 1873	62.5	—	6.9	—	—	—	—	—	Ashtab. Youngst'wn & Pitts. (Pa. Co.).O.	3,300,000	—	—	.....	1,800,000	1,500,000	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	150.0	—	10.0	—	...	...	...	....	Atchison and Nebraska.....Kan. & Neb.	7,500,000	—	.....	.....	3,750,000	3,750,000	.....	—	150.0	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1873	469.3	27.5	30.9	—	38	22	7	778	Atchison, Topeka & Santa Fe....Kansas.	20,593,238	1,214,307	1,481,420	1,023,087	8,615,000	10,096,500	3,814,785	222,545	282.9	.....	.....	.....	1,172,013	423,803	—	100	8
Feb. 28, 1874	266.5	—	9.7	—	10	8	3	161	Atlanta & Rich'd Air Line †.Ga.NC.&SC.	11,748,000	—	—	—	7,500,000	4,248,000	.....	—	192.0	.....	.....	.....	.....	.....	—	100	....
June 30, 1874	81.0	—	7.9	—	21	6	5	165	Atlanta and West Point .....Georgia.	1,199,635	*	153,132	463,446	1,282,200	83,000	350,577	68,446	87.0	.....	54,361	62,485	314,233	69,553	8	100	....
June 30, 1873	387.5	34.8	161.0	—	190	41	25	2,911	Atlantic and Great West..N.Y. Penn.& O.	78,713,992	*	8,445,000	.....	24,358,300	62,800,692	2,899,401	—	604.8	5,111,452	967,942	2,605,088	5,456,896	1,886,922	—	100	....
Dec. 31, 1873	236.0	109.0	15.6	162.0	26	19	10	424	Atlantic and Gulf †.....Georgia.	7,717,971	*	—	—	3,479,677	3,526,700	353,429	—	345.6	663,918	97,227	.....	1,006,947	267,886	—	100	....
Sept. 30, 1873	406.0	20.0	40.0	100.0	84	29	20	1,015	Atlantic, Mississippi and Ohio†..Virginia.	19,038,905	*	9,187,336	1,216,021	6,921,900	14,183,000	5,860,427	2,435,934	428.0	1,498,803	245,629	627,689	2,193,757	914,035	—	100	....
Dec. 31, 1873	95.0	—	2.0	—	9	12	6	78	Atlantic and North Carolina †..N.Carolina.	2,200,000	—	—	—	1,600,000	200,000	.....	—	95.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	328.0	4.0	32.8	—	135	74	34	2,842	*Atlantic and Pacific* †..Missouri & Ind.Ter.	36,572,728	—	4,135,500	141,411	19,760,300	16,792,438	1,577,522	.....	814.7	.....	.....	.....	5,529,102	2,218,876	—	100	....
Dec. 31, 1873	149.5	1.5	16.9	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	—	.....	4,388,800	3,484,000	.....	—	—	—	—	—	—	74,752	4	100	....
Nov. 30, 1873	53.0	—	4.8	—	—	—	—	—	Augusta and Savannah (C. of Ga.)....Ga.	1,032,200	—	—	—	733,700	129,000	.....	—	—	—	—	—	—	73,000	8	100	....
Oct. 31, 1873	51.2	2.5	5.5	—	—	—	—	—	Bald Eagle Valley .....Pennsylvania.	1,05 0,000	—	10,000	—	550,000	454,900	.....	—	—	—	—	—	—	81,222	7	50	....
Sept. 30, 1873	379.6	42.8	439.0	—	478	205	56	10292	Baltimore and Ohio †.....Md. & W. Va.	33,975,584	10,662,288	18,857,395	2,926,765	16,719,862	19,866,733	822,298	29,033,131	497.4	10,892,259	.....	.....	12,252,844	4,099,043	10	100	171
Sept. 30, 1873	103.5	—	11.4	—	—	—	—	—	Washington Branch †.....Maryland.	10,000,000	—	—	—	5,880,685	—	—	—	103.5	.....	.....	.....	947,729	116,067	10	—	175
Sept. 30, 1873	30.0	—	41.6	—	—	—	—	—	Parkersburg Branch.. ....W. Virginia.	1,650,000	—	—	757,653	1,650,000	20,000	—	737,653	30.0	.....	.....	.....	440,775	284,014	—	100	61
Dec. 31, 1873	63.0	—	5.2	—	—	—	—	—	Baltimore, Pittsburg and Chicago.....O.	3,000,000	—	.....	.....	500,000	2,500,000	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	73.1	19.2	6.1	—	28	47	8	319	Baltimore and Potomac.....Maryland.	8,136,010	654,991	.....	116,915	3,503,900	4,500,000	884,837	19,180	43.0	.....	.....	.....	281,587	70	—	100	....
Dec. 31, 1873	48.2	—	2.5	—	4	2	2	68	Bangor and Piscataquis †.....Me.	1,207,202	110,200	.....	6,257	357,870	922,000	43,789	—	48.2	64,758	36,450	29,698	113,746	30,441	—	100	....
Oct. 31, 1873	16.0	—	6.0	—	5	2	1	367	Barclay (Towanda Coal Co.).....Pa.	1,200,000	—	—	—	1,000,000	79,000	—	—	16.0	58,668	25,347	344,908	996	Loss.	7	50	....
Dec. 31, 1873	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake (Me. C.).Me.	900,000	—	—	—	750,000	150,000	7,000	—	—	—	—	—	—	36,000	—	50	....
Dec. 31, 1873	54.0	—	13.0	76.0	—	—	—	—	Bellville and Southern Illinois .....Ill.	2,780,000	—	—	.....	1,680,000	1,100,000	.....	—	—	—	—	—	—	40 p.c.	—	100	....
Dec. 31, 1873	67.0	—	6.7	—	—	—	—	—	Belvidere Delaware (Penn. R. R.)...N. J.	4,034,829	—	—	571,587	995,800	2,244,500	1,238,838	—	80.0	—	397,153	1,444,573	1,148,223	153,700	—	100	....
Sept. 30, 1873	22.0	—	2.0	—	—	—	—	—	Berkshire (Housatonic) .....Mass.	600,000	—	6,000	7,600	600,000	—	7,245	6,355	—	—	—	—	42,610	35,407	7	100	....
Sept. 30, 1873	201.6	48.0	324.7	—	231	183	52	5,051	Boston and Albany.... Mass. & N. York.	21,876,749	4,453,046	2,316,185	1,067,840	19,864,100	4,319,000	2,266,820	3,263,900	283.9	5,661,554	5,757,624	2,884,520	9,798,033	2,199,873	10	100	131½
Sept. 30, 1873	26.2	—	2.1	9.8	5	6	2	83	Boston, Barre and Gardner.....Mass.	915,537	141,655	40,118	65,899	826,627	4,400	319,013	13,169	26.2	87,304	116,098	29,340	97,046	16,511	—	100	....
Sept. 30, 1873	41.4	1.5	12.2	—	23	24	13	511	Boston, Clinton and Fitchburg .....Mass.	1,379,111	715,820	259,288	110,779	872,600	1,249,600	224,162	118,636	90.2	489,497	487,274	407,072	677,432	116,973	—	100	54½
Jun. 30, 1874	144.3	9.0	11.2	—	24	22	13	585	Boston, Concord and Montreal .....N. H.	3,800,000	*	319,567	250,575	1,800,000	2,116,400	13,162	840,480	153.3	523,362	174,725	99,909	687,128	136,147	—	100	....
Sept. 30, 1873	26.8	16.0	45.7	—	40	62	...	953	Boston and Lowell.....Mass.	2,476,831	343,634	2,508,971	799,188	2,993,000	1,199,500	1,338,660	597,464	125.5	826,231	2,086,979	605,617	1,464,942	387,113	8	500	91
Sept. 30, 1873	115.5	8.5	100.6	—	69	149	...	1,636	Boston and Maine.....Mass., N. H. & Me.	8,817,444	1,335,401	820,083	114,822	6,921,274	2,857,199	305,089	1,842,229	189.5	1,458,963	5,008,074	542,004	2,300,094	680,566	8	100	111
Sept. 30, 1873	44.0	18.5	66.0	—	41	71	11	627	Boston and Providence.....Mass. & R. I.	3,742,516	207,400	1,567,441	219,159	3,950,000	500,000	856,488	430,027	66.5	816,554	3,741,530	827,575	1,822,108	428,342	10	100	145½
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany†.....Georgia.	10,548,000	—	(Sold Oct.	15 1873	.)	5,980,000	.....	—	172.0	(Operated by Receiver—No returns.)			.....	.....	—	100	....
Sept. 30, 1873	25.5	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,000	—	44,080	.....	2,286,000	583,000	.....	—	—	—	—	—	—	40,600	—	100	....
Sept. 30, 1873	43.2	—	6.8	50.0	8	7	3	72	Buff., Corry and Pittsb.... N. Y. & Penn.	1,561,930	*	.....	.....	500,000	1,000,000	350,000	—	43.2	1,343,729	65,542	109,325	169,989	Loss.	—	100	....
Sept. 30, 1873	141.5	—	18.7	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,330,000	—	.....	.....	950,000	2,380,000	.....	—	—	—	—	—	—	233,100	7	100	....
Oct. 31, 1873	120.6	—	13.6	—	18	13	4	604	Buff., New York and Phila.N.Y. & Penn.	4,621,324	784,607	396,000	.....	1,615,000	2,577,500	1,233,944	—	120.6	261,900	234,760	158,836	398,768	48,546	—	100	....
Dec. 31, 1873	371.0	81.0	23.1	—	28	22	9	702	Burl., Cedar Rapids and Minnesota..Iowa.	16,200,000	*	—	.....	5,510,000	8,265,000	1,973,197	—	402.0	.....	.....	.....	1,078,310	301,306	—	500	....
Dec. 31, 1873	190.7	48.6	20.8	—	14	12	7	314	Burlington and Missouri River.....Neb.	7,300,000	500,000	476,356	145,904	853,780	7,277,943	118,228	278,126	239.3	392,234	81,217	126,120	628,429	284,214	—	100	50
Dec. 31, 1873	130.0	20.0	10.9	401.0	8	7	4	218	Burlington and Southwestern..Iowa & Mo.	6,102,510	601,315	.....	.....	1,976,319	3,820,000	729,954	—	150.0	.....	.....	.....	362,719	Loss.	—	100	....
Dec. 31, 1873	71.0	—	2.1	—	4	6	...	50	Cairo, Arkansas and Texas.....Mo.	3,500,000	*	.....	.....	2,000,000	1,500,000	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	301.0	—	19.7	—	27	17	8	710	*Cairo and Fulton*.....Arkansas.	20,000,000	*	—	.....	12,000,000	8,000,000	.....	—	202.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1873	53.4	0.6	3.3	15.6	8	4	..	292	Cairo and St Louis (narrow).....Ill.	2,978,000	*	—	—	478,000	2,500,000	.....	—	54.0	31,780	10,221	5,000	18,286	15weeks	—	100	....
Jun. 30, 1873	156.6	—	7.8	—	10	8	4	161	Cairo and Vincennes.....Illinois.	6,935,400	*	—	125,236	3,508,636	3,520,000	57,000	—	156.6	113,567	8,418	21,824	72,234	—	—	100	....
Dec. 31, 1873	60.0	7.0	6.1	—	9	52	9	119	Camden and Atlantic.....New Jersey.	1,842,838	458,692	143,921	42,368	1,215,869	1,076,151	107,096	88,702	....	216,246	463,709	104,541	508,996	210,587	—	50	72
Dec. 31, 1873	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	381,925	350,000	—	—	—	—	—	—	—	45,415	6	100	....
Dec. 31, 1873	41.8	—	5.1	—	3	12	—	—	Cape May and Millville (W. N. Jer.).N.J.	979,282	—	—	—	500,000	400,000	79,282	—	—	—	—	—	—	60,000	6	100	....
June 30, 1873	18.0	0.5	1.2	—	.....	.....	.....	.....	Carbondale and Shawneetown....Illinois.	550,000	*	—	—	350,000	200,000	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	94.0	4.5	19.8	—	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,126,500	—	.....	.....	4,359,500	1,740,350	—	—	98.5	.....	.....	.....	.....	190,000	—	50	29
Sept. 30, 1873	34.6	—	6.0	—	—	—	—	—	Cayuga & Susquehanna(D.L.&W.)..N.Y.	589,110	—	—	—	589,110	—	—	—	—	—	—	—	—	53,020	9	100	....
Dec. 31, 1873	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	—	—	—	—	—	—	—	137,052	113,676	—	100	....
May 31, 1874	271.6	2.4	14.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C.&N.W.).Ia.	11,234,000	.....	—	—	7,620,000	3,614,000	—	—	—	—	—	—	—	584,772	584,772	6	100	80
Nov. 30, 1873	294.5	—	42.9	—	108	84	60	1,584	Central of Georgia.....Georgia.	7,500,000	*	1,904,144	5,141,594	7,500,000	3,116,000	3,817,580	112,208	708.5	.....	131,404	.....	3,489,398	379,388	—	100	....
Dec. 31, 1873	189.0	—	16.9	29.3	28	10	8	512	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000,000	4,625,000	950,000	—	189.6	.....	.....	.....	656,104	139,889	—	100	....
Dec. 31, 1873	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey.....New Jersey.	15,293,003	2,796,445	18,000,000	.....	20,000,000	9,386,700	6,729,046	—	80.7	.....	.....	.....	5,369,013	2,507,253	8	100	107½
Dec. 31, 1873	137.1	—	31.7	—	37	41	...	1,353	Central Ohio (B. & O.).....Ohio.	5,349,500	*	—	—	2,849,500	2,500,000	—	—	137.2	.....	.....	.....	1,046,435	365,482	6	50	84
Dec. 31, 1873	864.9	336.0	140.9	203.0	188	167	43	3,591	*Central Pacific* †.....Cal. Nev. & Utah.	131,419,110	6,156,746	5,809,535	3,251,449	54,275,500	82,855,680	767,568	9,339,152	1,218.9	5,010,952	3,208,171	1,028,802	12,863,953	7,894,681	3	100	....
May 31, 1873	118.0	—	106.0	—	170	125	51	5,189	Central Vermont.....Vt.	11,500,000	*	.....	.....	5,000,000	6,500,000	.....	—	773.0	.....	.....	.....	.....	.....	—	100	....
June 30, 1873	100.0	—	15.0	100.0	6	6	3	123	*Central Br. of Union Pacific*.....Kan.	3,723,700	*	—	—	980,600	3,200,000	303,058	—	100.0	.....	.....	.....	119,663	.....	—	100	....
Dec. 31, 1873	195.0	—	12.0	—	21	10	12	221	Charlotte, Columbia & Augusta....S.Car.	5,017,880	*	97,954	112,358	2,578,000	1,300,000	681,083	669,106	195.0	.....	.....	.....	688,432	291,004	—	100	....
Dec. 31, 1873	22.8	—	2.5	—	—	—	—	—	Chartiers (Penn.).....Pennsylvania.	1,128,690	—	—	.....	604,110	500,000	4,298	—	22.8	39,119	107,209	214,612	61,293	18,029	—	50	....
Sept. 30, 1873	17.4	—	2.3	—	—	—	—	—	Chemung (N. Central).....New York.	400,000	—	—	—	380,000	—	—	—	—	—	—	—	—	30,000	6	100	....
Sept. 30, 1873	20.9	—	0.9	—	—	—	—	—	Cherry V. Shar.& Alb.(D.& H.Can.)N.Y.	600,000	—	—	—	281,350	307,000	21,000	—	—	—	—	—	—	.....	—	100	....
Sept. 30, 1873	421.0	9.3	21.5	58.5	70	34	18	2,261	Chesapeake and Ohio.....Va. & W. Va.	41,137,773	*	3,738,067	450,682	15,898,408	22,026,500	7,405,620	—	421.0	1,087,217	220,801	248,226	1,210,509	330,809	—	100	....
Sept. 30, 1873	53.6	—	11.9	—	28	22	10	419	Cheshire.....N. H. & Mass.	2,362,707	326,600	331,259	127,564	2,158,300	808,400	27,238	159,193	88.1	663,014	[198,517	466,358	849,086	1,877,575	5	100	....

Dec. 31, 1873	21.5	—	3.1	—	—	—	—	Chester Valley (P. & R.)....Pennsylvania.	1,371,900	—	—	—	871,900	500,000	—	—	—	—	—	—	—	—	—	35,000	—	50	....
Dec. 31, 1873	242.0	117.4	142.6	—	155	75	24	2,966	Chicago and Alton.....Illinois.	16,506,949	*	4,993,605	419,440	12,293,272	5,861,950	3,389,958	284,814	649.1	3,983,660	829,876	1,642,440	5,497,641	2,121,286	10	100	101¼
Dec. 31, 1873	394.1	545.2	276.9	—	288	111	68	6,764	Chicago, Burlington and Quincy..Illinois.	47,500,176	8,429,732	1,870,246	1,146,083	26,429,563	25,749,782	1,647,030	5,281,162	1,229.3	.....	1,706,734	2 221,744	11,405,226	4,970,458	10	100	104½
Dec. 31, 1873	86.0	—	....	164.0	.....	.....	.....	.....	Chicago and Canada Southern...Mich.& O.	3,640,000	440,000	.....	.....	1,557,300	2,500,000	155,700	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	78.0	—	3.7	—	5	4	2	168	Chic., Cincinnati and Louisville...Indiana.	2,500,000	156,000	10,000	.....	1,500,000	1,000,000	176,000	—	80.0	.....	.....	.....	108,172	31,165	—	100	....
Dec. 31, 1873	60.0	—	2.5	—	2	5	...	125	Chicago, Clinton and Dubuque.....Iowa.	2,460,000	*	.....	.....	960,000	1,500,000	.....	—	60.0	.....	.....	.....	108,172	31,165	—	100	....
Jun. 30, 1873	108.0	30.0	8.0	62.0	10	1	1	132	Chicago, Danville and Vincennes.....Ill.	5,825,000	*	.....	.....	2,500,000	3,325,000	.....	—	108.0	.....	72,116	253,865	654,850	237,536	—	100	....
Dec. 31, 1872	59.0	—	8.1	—	12	16	4	104	Chic., Det. & Can. G'd Junction....Mich.	2,073,985	*	.....	.....	978,985	1,095,000	.....	—	59.0	267,131	.....	.....	357,793	L.66,838	—	100	....
Dec. 31, 1873	117.8	15.1	11.5	—	10	6	3	300	Chic., Dubuque and Minnesota.Io.& Minn.	6,798,300	*	.....	.....	2,373,300	3,321,500	.....	—	133.0	.....	.....	.....	313,859	143,793	—	100	....
Dec. 31, 1873	41.0	—	2.0	156.0	—	—	—	—	Chicago and Illinois Southern..Ill. & Ind.	2,378,000	—	.....	.....	760,000	3 000,000	318,000	—	46.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	80.0	—	8.0	—	15	6	2	21	Chicago and Iowa (C. B. & Q.)....Illinois.	2 895,000	263,000	20,000	.....	1,316,000	1,750,000	100,000	—	80.0	.....	.....	.....	472,626	93,404	—	100	....
May 31, 1874	31.8	1.1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska (C&NW).Ia.	4,695,900	—	.....	.....	3,916,200	779,700	.....	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1872	170.0	80.0	22.0	—	25	12	7	612	Chicago and Michigan Lake Shore..Mich.	7,864,500	793,500	.....	.....	1,883,000	6,675,000	200,000	—	250.0	482,640	.....	137,113	502,933	227,525	—	100	....
Dec. 31, 1873	814.0	585.0	187.0	—	148	104	57	3,657	Chicago, Milwaukee & St. Paul. Wis. I & M.	55,337,753	*	2,211,636	945,220	27,673,744	26,261,500	1 537,759	826,156	1,654.0	5 186.188	967,754	1,791,504	9 046,123	3,685,244	—	100	36½
May 31, 1874	1,554	—	201.4	—	342	167	79	7,8 .1	Chicago and Northwestern.....Ill. & Wis.	65,956,488	*	5,571,854	2,070,600	36,477,174	24,538,500	5,473,952	2,119,346	1,967.1	9,144,280	2 823,889	3,591,090	14,361,526	4,526,025	—	100	42
Dec. 31, 1873	36.0	—	4.0	104.0	4	4	2	72	Chicago and Pacific.....Ill.	1,260,906	*	.....	.....	1 00,000	380,000	107,319	—	36.0	.....	.....	.....	36,009	14 335	—	100	....
Dec. 31, 1873	128.0	—	7.3	132.0	6	6	2	284	Chicago and Paducah.....Illinois.	2,238,000	*	—	—	1,238,000	1,000,000	6,827	—	128.0	.....	15 mos	123,706	87,767	—	100	....
Jun. 30, 1873	—	—	57.9	—	—	—	—	—	Chicago, Pekin & South-Western.Ill&Mo.	826,000	—	—	—	826,000	—	—	—	—	—	—	—	—	—	—	100	....
Mar. 31, 1874	500.7	129.0	109.6	—	215	78	29	4,128	Chicago, Rock Island & Pacific.Ill. & Iowa.	31,172,266	*	7,060,187	1,241 331	25,000,000	9,660,140	40,573	3,433,071	975.4	4,686,006	1,088,706	1,399,383	7,048,203	3,326,314	8	100	100½
Mar. 31, 1874	271.0	32.0	22.6	50.0	—	—	—	—	Chic. & S. West.(C.,R.I.& Pac.).Ia. & Mo.	14,008 552	—	.....	.....	7,000,000	5,000,000	2,008,552	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1873	6.0	—	6.0	17.0	—	—	—	—	Cincinnati and Baltimore(M.& C.)...Ohio.	1,348,297	—	48,208	13,556	693,905	315,000	397,056	—	—	—	—	100,000	99,000	8	100	....
Jun. 30, 1873	59.9	—	128.4	—	35	28	15	429	Cincinnati, Hamilton and Dayton...Ohio.	3,974,655	1,127.251	2,321,432	338,336	3,500,000	2,150,000	1,150,391	961,293	59.9	651,829	652,095	616,830	1,739 011	426,216	8	100	....
Jun. 30, 1874	98.2	—	5.2	—	9	3	5	175	Cin., Hamilton and Indianapolis..O.& Ind.	3,259,975	*	.....	.....	—	1,846,000	866,943	—	98.2	.....	.....	.....	547,032	203,550	—	—	....
Jun. 30, 1874	20.5	—	10.3	—	—	—	—	—	Cincinnati and Indiana (I. C.& La. F.)..O.	2,032,209	—	2,605,361	—	500,000	4,000,000	107,576	—	—	—	—	—	—	—	6	100	....
Dec. 31, 1873	56.0	—	9.0	—	10	12	...	212	Cincinnati, Lafayette and Chic.(Ill.& Ind	2,032,209	*	.....	.....	900,000	1,120,000	700,000	—	56.0		(No returns.)		.....	.....	—	100	....
Dec. 31, 1873	132.2	16.3	18.5	—	14	12	3	369	Cincinnati and Muskingum Valley..Ohio.	5,497,031	*	.....	.....	3,966,670	1,500,000	.....	—	148.5	.....	.....	.....	443,217	19,429	—	100	....
Jun. 30, 1874	42.0	—	2.6	—	5	1	4	162	Cin., Rich. and Chic. (C.H.&D.).O.& Ind.	827,433	184,552	.....	42,776	382,600	625,000	47,161	—	48.0	.....	.....	.....	213,176	59,056	—	100	....
Dec. 31, 1873	91.5	—	4.8	—	—	—	—	—	Cin., Rich. & Ft. Wayne (G.R.& I.)...Ind.	3,756,952	—	—	—	2,000,000	1,800,000	—	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1874	175.0	15.5	26.9	—	32	23	13	906	Cincinnati, Sandusky & Cleveland...Ohio.	6,165,270	*	1,007,702	53,960	4,434,787	2,420,512	367,547	3,685	215.5	779,669	255,467	321,346	800,351	267,171	6pf.	50	16½
Dec. 31, 1873	48.5	—	11.3	—	16	15	6	300	Cincinnati and Springfield (C.,C.,C.&I.)O.	5,792,164	*	.....	33,361	1,100,000	2,411,000	314,525	—	80.5	472,460	198,607	340,028	603,495	(Deficit)	—	100	..
Dec. 31, 1873	340.5	49.9	80.0	—	130	52	19	352	Cleveland, Col. Cin. & Ind...Ohio & Ind	17,097,222	*	2,217,654	875,771	15 000,000	3,429,000	876,507	893,390	472.0	4,350,568	543,624	1,680,588	4,887,448	1,337,032	3½	100	66
Jun. 30, 1873	67.0	54.0	37.5	—	—	—	—	—	Cleveland and Mahoning Valley.....Ohio.	4 526,777	—	455,153	26,992	2,759,791	1,967,600	17,961	263,870	—	—	—	—	681,021	597,890	21½	50	....
Dec. 31, 1873	145.0	12.5	18.5	35.0	22	19	9	602	Clev., Mt. Vernon and Columbus ...Ohio.	4,716,122	*	.....	10,320	1,751,450	2,300,000	674,992	—	112.5	227,590	159,854	209,010	355,326	133,166	—	100	....
Nov. 30, 1873	124.0	75.0	81.5	—	97	43	22	3,156	Cleveland and Pittsburg....Ohio & Penn.	12,845,019	2,884,141	409,220	443,010	11,243,063	4,478,844	391,313	473,230	225.7	1,868,102	763,829	1 981,558	3,750,627	1,844,432	7	50	88
Dec. 31, 1873	314.0	273.0	78.2	—	164	91	...	1,640	Col., Chic. & Ind. Cent...Ohio, Ind & Ill	37,578,101	*	—	—	13,328,569	23,553,194	694,358	—	587.0	—	—	—	4,477,807	233,183	—	100	9½
Jun. 30, 1873	45.0	—	5.9	—	—	—	—	—	Columbus, Springfield & Cin.....Ohio.	2,000,000	—	—	—	1,000,000	1,000,000	—	—	—	(Operated by Cin c., Sand. & Clev.)			—	6	100	..
Dec. 31, 1873	76.0	13.0	16.0	22 0	26	8	4	1,214	Columbus and Hocking Valley .....Ohio.	3,241,489	1,234,397	30,206	100 528	1,854,450	2,299,000	217,220	275,944	89.0	668,306	153,745	890,439	1,074,187	376,159	20	50	....
Mar. 31, 1874	35.0	7.0	49.0	—	34	39	10	775	Concord.....New Hampshire.	1,500,000	*	191,263	126,208	1,500,000	—	112,861	184,609	145.5	800,934	614,327	730,741	1,041,439	171,084	10	50	158
Sept. 30, 1873	50.0	5.9	30.0	—	18	25	10	359	Connecticut River .....Massachusetts.	2,105,980	241,938	282,291	418,124	1,950,000	250,000	508,391	461,622	55.9	350,352	1,124,299	405,801	759,327	232,006	10	100	126
Jun. 30, 1874	110.3	—	16.1	—	24	17	7	676	Connecticut and Passump. Riv..Vermont.	3,461,500	*	532,853	221,957	2,175,584	1,802,120	237,190	—	161.4	458,662	193,520	158,343	771,902	272,790	6P.	100	72½
Sept. 30, 1873	20.4	—	5.5	—	6	15	4	160	Connecticut Valley.....Connecticut.	2,883,819	*	.....	.....	1,034,600	1,000,600	1,177,564	—	46.4	.....	.....	.....	247,540	108,181	—	100	....
Sept 30, 1873	66.7	—	7.0	—	8	10	4	177	Connecticut Western.....Connecticut.	4,543,636	—	18,597	67,293	1,890,125	2,674,000	30,673	24,728	66.7	.....	.....	.....	442,734	154,828	—	100	..
Dec. 31, 1873	6.5	—	9.5	—	—	—	—	—	Connecting (Phila. & Tr.).....Penn.	2,278,300	—	—	—	1,278,300	991,000	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	34.0	17.0	28.0	—	32	7	2	684	Consolidation Coal.....Ind.	3,911,910	*	10,298,412	483,500	10,250,000	3,183,100	147,928	783,794	51.0	443,179	101,219	2,470,132	3,200.709	681,067	4	100	....
Nov. 30, 1873	53.0	—	8.1	—	12	4	3	687	Corning, Cowanesque & Antrim.NY&P.	1,600,000	—	187,949	—	1,600,000	—	—	—	64.0	285,934	93,092	1,089,222	428,893	107,763	3½	50	....
Sept. 30, 1873	75.0	7.0	18.5	—	20	17	6	371	Cumberland Valley.....Penn.	1,753,613	*	924,648	301,682	1,774,912	352,300	83,558	775,174	125.0	348,950	254,932	.....	614,185	331,642	8	50	....
Sept. 30, 1873	23.8	—	4.5	—	6	6	2	72	Danbury and Norwalk .....Connecticut.	1 253,731	*	.....	.....	600,000	462,000	31,553	.....	33.8	.....	.....	.....	172,120	69,796	8	50	....
Dec. 31, 1873	45.0	—	2.6	—	—	2	2	17	Danv., Hazleton & Wilkesbarre....Penn.	1,072,350	30,250	.....	.....	684,235	1,700,000	118,000	—	—	—	—	—	—	—	—	50	....
Dec. 31, 1873	125.0	41.0	11.9	—	12	8	3	201	Davenport and St. Paul....Iowa & Minn.	5,927,318	*	.....	.....	2,490,000	3,320,000	491,733	—	122.0	.....	.....	.....	491,798	72,543	—	100	....
Jun. 30, 1874	140.7	—	20.2	—	23	15	4	667	Dayton and Michigan .....Ohio.	5,781,753	765.256	352,998	169,484	8,679,189	2,787,900	593,392	—	142.0	.....	.....	.....	1,097,250	376,389	3½	100	....
Jun. 30, 1873	31.8	—	1.8	—	4	4	3	68	Dayton and Union .....Ohio.	612,005	*	.....	.....	186,000	527,445	.....	—	46.8	110,698	55,904	110,088	136,843	52,400	—	100	....
Oct. 31, 1872	83.0	16.6	6.0	—	—	—	—	—	Delaware (P.W.& B.).....Delaware.	2,114,184	—	76,153	71,522	1,317,390	870,000	74,470	—	99.6	317,067	.....	.....	448,481	121,187	6	100	....
Dec. 31, 1873	45.0	—	66.0	—	52	4	2	4,346	Delaware and Hudson.....Penn.	3,503,971	1,672,155	144,411	—	(See Del	. & Hudson Canal.)		—	62.0	63,810	144,561	2,811,594	125,656	—	10	100	....
Dec. 31, 1873	115.0	80.0	119.0	—	153	30	14	1261	Delaware, Lack. and Western.....Penn.	15,541,031	5,680,323	2,399,883	.....	23,500,000	6,872,200	3,300,005	—	195.0	4,253,431	223,143	4,448,739	6,248,465	3,399,817	5	50	109½
Dec. 31, 1873	106.0	—	....	—	6	5	2	32	*Denver Pacific* (K. P.).....Colorado.	6,492,800	*	.....	.....	4,000,000	2,493,000	.....	—	133.0	.....	.....	.....	316,336	180,131	—	100	....
Dec. 31, 1873	118.0	—	5.4	....	13	19	...	286	Denver and Rio Grande (narrow).....Col.	6,324,500	*	.....	.....	3,300,000	3,024,500	.....	—	118.0	.....	.....	.....	392,954	196,580	—	100	....
Dec. 31, 1873	88.0	—	7.2	....	....	....	....	....	Des Moines and Fort Dodge.....Ia.	4,400,000	*	.....	.....	4,000,000	2,400,000	.....	—	88.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	161.0	—	16.9	—	....	....	....	....	Des Moines Valley.....Iowa.	6,221,600	*	.....	.....	3,924,600	2,300,000	.....	—	161.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1873	73.0	—	5.2	—	9	6	2	177	Detroit, Eel River and Illinois..Michigan.	2,955,300	*	.....	.....	1,129,300	1,826,000	.....	—	73.6	.....	.....	.....	491,752	91,317	—	100	....
Dec. 31, 1873	65.0	—	3.6	—	5	3	3	97	Detroit, Hillsdale and Indiana..Michigan.	1 972,315	211,799	.....	.....	1,000,000	1,470,000	.....	—	65.0	.....	.....	.....	377,498	49,818	—	100	....
April 1, 1873	104.0	25.0	7.2	—	22	15	5	398	Detroit, Lansing & Lake Michigan..Mich.	5,425,642	932,858	51,715	.....	1,683,500	6,060,000	89,729	—	—	674,505	.....	162,927	593,869	88,548	—	100	....
Dec. 31, 1873	189.0	—	27.1	—	34	28	27	476	Detroit and Milwaukee.....Michigan.	19,502,851	*	.....	.....	2,517,140	7,696,387	289,324	—	189.0	—	406,933	303,185	1,204,877	18,534	—	100	....
Dec. 31, 1873	14.0	—	2.0	—	—	—	—	—	Dexter and Newport (Me. Cen)...Maine.	300,000	—	—	—	122,000	175,000	—	—	—	—	—	—	—	18,000	6	100	....
Mar. 31, 1873	29.0	—	3.0	—	—	—	—	—	Dover and Winnipisseoges(B.&M.). N. H.	480,000	—	—	—	480,000	—	—	—	—	—	—	—	—	29,000	6	100	....
Dec. 31, 1873	142.9	—	14.8	—	—	—	—	—	*Dubuque and Sioux City* (Ill. Cen.)..Iowa.	5,894,000	—	645,249	.....	5,000,000	894,000	—	—	—	—	—	—	1,106,389	387,219	6	100	....
Sept. 30 1873	90 6	—	6.0	9.9	10	10	2	88	Dunkirk, Allegheny Val.& Pitts..NY&P.	4,500,000	*	20,000	.....	1,300,000	3,200,000	—	—	90.6	210,652	110,090	94,303	31,444	(Loss.)	—	100	..
Nov. 30, 1873	36.0	—	23.8	—	—	—	—	—	East Pennsylvania (P. & R.) ....Pa.	1,484,290	—	.....	.....	1,309,000	495,900	—	—	—	—	—	—	—	109,265	6	50	82
Dec. 31, 1873	42.0	28.0	27.0	—	41	35	8	455	East Tenn., Va., & Georgia ..Tenn. & Ga.	9,167,851	*	.....	.....	1,970,024	4,191,900	.....	3,836,317	270.0	.....	.....	.....	1,378,358	449,210	3	100	....
Sept. 30, 1873	41.4	71.7	68 1	—	78	137	38	1,322	Eastern.....Massachusetts.	7,073,391	2,391,648	1,641,017	1,033,257	4,997,600	6,565,300	3,258,194	308,198	265.1	1,585,229	5,690,351	586,153	2,229,839	643,142	6	100	54½
Sept. 30, 1873	16.6	—	3.1	—	—	—	—	—	Eastern .....N. Hamp.	492,500	—	—	—	492,500	—	—	—	—	—	—	—	—	—	6	100	50½
Dec. 31, 1873	40.0	—	1.9	—	3	—	—	7	Eastern Shore .....Maryland.	875,000	*	.....	.....	295,000	580,000	.....	—	40.0	.....	.....	.....	86,037	29,068	—	100	....
May 31, 1873	185.0	—	13.6	45.7	12	6	3	358	Elizabeth and Paducah.....Kentucky.	5,869,086	309,458	1,176,674	147,927	3,796,400	3,000,000	705,745	—	165.0	269,992	52,635	83,429	228,789	—	—	100	....
Dec. 31, 1873	46.8	—	3.3	—	—	—	—	—	Elmira, Jefferson and Canandaigua..N. Y.	500,000	—	—	—	500,000	—	—	—	—	—	—	—	—	25,000	5	100	....
Dec. 31, 1873	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,264,000	352,000	—	—	1,000,000	1,620,000	—	—	73.0	488,813	115,890	329,029	—	165,000	5	50	....
Sept. 30, 1873	459.0	495.0	672.5	—	497	294	81	10373	Erie .....New Jersey, N. York & Pa.	99,440,129	12,129,963	14,228,980	.....	86,536,910	37,917,142	2,714,103	—	954.0	13,767,460	3,922,156	6,312,702	20,012,606	4,853,316	1	100	29
Dec. 31, 1873	81.5	—	11.3	—	29	11	3	1,323	Erie and Pittsburg (Penn.).....Pa.	4,939,344	*	.....	.....	1,099,550	3,337,000	—	—	81.5	.....	.....	.....	1,165,293	380,626	7	50	....
Dec. 31, 1873	202.0	51.0	13.3	—	22	18	7	876	European & North Am. ..Me. & N. Pro.	10,000,000	—	.....	.....	4,673,912	5,822,000	.....	—	253.0	.....	.....	.....	652,198	—	—	100	....
Aug. 31, 1873	109.0	25.0	19.0	—	18	10	7	351	Evansville and Crawfordsville...Indiana.	2,479,492	510,151	57,932	43,139	1,144,416	1,035,000	20,308	840,991	109.0	362,337	131,036	220,000	562,763	221,703	—	100	....
Dec. 31, 1872	56.0	—	7.5	—	7	4	2	219	Evansville, Terre Haute & Chi..Ind.& Ill.	1,281,010	*	43,560	168,657	399,573	776,000	811,228	7,431	56.0	76,734	48,734	162 270	234,403	109,443	—	100	....
Sept. 30, 1873	50.0	43.9	89.0	—	41	48	13	869	Fitchburg .....Massachusetts.	3,750,209	410,000	876,751	255,617	4,000,000	—	260,198	531,379	93.3	759,081	2,040,558	777,368	1,399,313	340,079	8	100	123
Dec. 31, 1873	205.2	26.8	41.0	48.0	42	30	10	935	*Flint and Pere Marquette*.....Mich.	6,145,219	1,371,016	4,464,327	19,191	3,297,300	6,031,400	2,672,046	—	232.0	916,264	492,365	370,778	1,365,425	658,822	—	100	....
Dec. 31, 1873	10 0	—	6.1	—	8	6	3	188	Ft. Wayne, Jackson & Sag..Mich.& Ind.	2,914,475	300,000	—	—	1,179,475	2,000,000	35,000	—	100.0	246,612	.....	85,348	280 949	160,794	—	100	....
Dec. 31, 1873	09.0	—	3.5	—	—	—	—	—	Ft. Wayne, Muncie & Cin. (Pa.)....Ind.	3,300,000	—	—	—	1,000,000	2,300,000	—	—	109.0	885,824	88,442	116,694	257,108	81,096	—	100	....
Sept. 30, 1873	23.1	—	3.1	—	—	—	—	—	Framingham & Lowell (B.C.& F.).Mass.	1,282,856	—	—	33,712	610,796	674,000	131,772	—	—	—	—	33,685	31,195	—	100	....
Dec. 31, 1873	81.0	—	3.0	101.0	—	—	—	—	Fremont, Elkhorn and Mo. Val.....Neb	1,380,000	—	.....	.....	690,000	690,000	.....	—	—	(Oper. temporarily by Sioux City & Pacific.)			—	—	100	....
Dec. 31, 1873	51.0	—	3.0	101.0	—	—	—	—	Fremont, Elkhorn and Mo. Val.....Neb	1,380,000	—	.....	.....	690,000	690,000	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	51.0	—	3.0	101.0	—	—	—	—	Fremont, Elkhorn and Mo. Val.....Neb	1,380,000	—	.....	.....	690,000	690,000	.....	—	—	—	—	—	—	—	—	100	....
Feb. 28, 1874	114.0	—	8.7	88.0	10	7	4	162	Galv., Harrisb. & St. Antonio .....Tex.	4,397,200	*	.....	.....	2,879,000	1,700,000	.....	—	85.0	.....	.....	.....	303.978	100,972	—	100	....
Dec. 31, 1873	60.0	—	8.7	—	13	9	4	311	Galv., Houston & Henderson .....Tex.	2,673,501	409,611	267,959	66,403	1,000,000	1,800,000	402,721	513,729	50.0	272,581	101,766	201,318	762,509	351,928	—	100	....
Mar 31, 1874	171.0	61.0	31.0	—	80	27	13	746	Georgia .....Ga.	4,156,000	*	1,312,589	379,113	4,200,000	608,000	206,432	393,020	232.0	1,140,055	.....	.....	1,571,786	526,579	8	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Opened.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Jun. 30, 1873	111.0	—	5.5	—	8	6	4	310	Gilmen, Clinton & Springfield.....Illinois.	4,066,167	380,630	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	.....	109,568	237,006	(Deficit)	—	100	....
Sept. 30, 1873	14.8	....	0.6	—	—	—	—	—	Goshen and Deckertown(Erie).New York.	290,991	—	—	—	105,000	246,500	22,106	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1874	331.0	—	25.0	—	38	15	10	127	*Grand Rapids and Indiana*...Mich. & Ind.	10,984,050	*	95,089	183,960	2,800,000	8,000 000	471,099	—	448.5	1,066,389	456,140	363,478	1,129,402	393,850	—	100	....
Dec. 31, 1873	36.0	—	3.5	—	5	3	2	225	Grand Rapids, Newago & L. Shore. Mich.	143,372	216,626	—	—	352,150	576,000	188,163	—	36.0	.....	.....	.....	132,772	63,248	—	100	....
May 31, 1873	94.0	—	6.2	—	—	—	—	—	Grand River Valley (M. C.).....Michigan.	1,992,000	—	—	—	492,000	1,500,000	—	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1873	24.2	—	6.8	—	6	2	1	345	Grand Tower and Carbondale.....Ill.	621,960	*	(Owned	by G. T.	Min.Man	uf. & Tra	ns.Co.B	ankrupt.)	24.2	—	—	—	—	—	—	100	....
Dec. 31, 1873	929 0	—	379.0	—	422	274	84	5,575	Grand Trunk ¶.....Canada.	145,063,776	*	—	3,600,085	54,942,945	98,720,911	.....	—	1,388.0	7,088,594	1,834,945	1,608,584	9,799,486	608,905	—	100	....
Dec. 31, 1873	229.0	241.8	94.8	—	177	146	39	2,929	Great Western ¶.....Canada.	29,137,696	*	4,864,078	541,793	23,667,467	10 716,000	.....	—	470.8	4,416,442	1,017,803	1,337,289	5,732,867	2,208,120	8½	100	....
Mar. 31, 1874	66.0	—	4.0	—	5	3	2	65	Gulf, Western Texas and Pacific¶..Texas	1,492,000	—	.....	.....	500,000	990,000	.....	—	66.0	—	—	—	289,768	184,979	—	100	....
Jun. 30, 1873	46.0	6.0	2.8	—	—	—	—	—	Hannibal and Naples (T. W. & W.)...Ill.	1,357,000	—	.....	.....	457,000	900,000	.....	—	52.0	721,908	.....	78,900	116,170	(Deficit)	—	100	....
Aug. 31, 1872	206.0	90.5	29.2	81.0	79	61	62	1,592	*Hannibal and St. Joseph* ¶.....Missouri.	23,297,728	*	821,792	.....	14,250,828	9,146,900	.....	—	274.5	1,648,638	320,338	415,563	2,484,671	670,530	—	100	264
Oct. 31, 1873	36.0	—	18.0	—	—	—	—	—	Harrisburg and Lancaster (Pa.).....Pa.	1,882,530	—	—	—	1,182,550	700,000	—	—	—	—	—	—	—	124,778	7	50	....
Sept. 30, 1873	122.4	0.8	18.0	70.0	30	36	16	358	Hartford, Prov. & Fishkill ¶....Ct. & R. I.	4,704,866	*	277,087	.....	2,037,940	2,055,500	600,000	—	183.5	.....	1,306,389	298,558	1,064,940	175,132	—	100	....
Sept. 30, 1873	74.0	—	7.0	—	17	16	8	389	Housatonic .....Connecticut.	2,014,871	340,687	.....	.....	2,000,000	541,000	813,981	—	127.8	264,881	167,628	221,100	454,963	144,284	—	100	....
Dec. 31, 1873	45.0	13.8	15.7	—	23	6	...	116	Huntingdon and Broad Top Mt.....Penn.	4,169,956	*	616,500	78,198	1,870,000	2,161,500	833,163	—	58.8	.....	71,860	617,237	431,107	190,004	—	50	14
Dec. 31, 1873	705.5	—	134.6	—	197	119	474	4,650	*Illinois Central* .....Illinois.	34,726,588	*	779.127	1,609,294	27,250,000	5,339,000	—	4,526,009	1,108.9	5,961,325	1,473,607	1,121,363	8,268,325	2,860,741	10	100	98
Jun. 30, 1873	84.9	—	2.6	67.1	6	4	6	250	Indiana and Illinois Central....Ind. & Ill.	3,293,605	312,797	351,448	.....	1,896,000	1,079,000	789,250	.....	84.9	—	—	—	—	—	—	100	....
Jun. 30, 1873	202.5	—	26.8	217.0	66	23	13	1,310	Ind., Bloomington & Western...Ind. & Ill.	13,440,735	*	—	—	5,003,700	6,500,000	72,426	—	210.9	1,634,198	.....	404,336	1,469,807	632,819	—	100	....
Jun. 30, 1874	179.0	—	29.4	—	57	43	12	1,178	Indianapolis, Cinc. & Lafayette..Indiana.	12,312,101	2,450,950	198,099	201,119	5,668,697	10.366,000	1,217,572	—	179.0	1,432,467	565,467	624,679	1,859,475	661,464	—	50	12½
Dec. 31, 1873	72.0	—	16.2	—	55	34	16	1,352	Indianapolis and St. Louis.....Illinois.	4,095,227	*	801,690	.....	600,000	3,378,000	918,918	—	265.0	.....	.....	.....	2,097,528	690,909	—	100	....
Dec. 31, 1873	117.0	—	18.5	—	8	7	3	197	Indianapolis and Vincennes (Penn.)..Ill.	4,452,729	195,125	.....	85,937	1,402,000	3,150,000	458,296	—	117.0	—	—	—	253,784	62,137	—	100	....
Nov. 30, 1873	383.0	18.0	20.5	150.0	40	23	6	667	International & Great Northern ¶....Tex.	16,014,000	*	.....	.....	5,500,000	10,514,000	—	—	341.0	—	—	107,636	1,066,245	530,035	—	100	....
Dec. 31, 1873	183.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City* (Ill. C.).....Ia.	7,585,000	—	—	—	4,625,000	2,960,000	.....	—	—	—	—	—	433,907	151,867	6	100	....
May 31, 1873	68.8	—	3.5	—	—	—	—	—	Iowa Midland (C. & N. W.).....Iowa.	2,207,719	*	1,292,231	246 228	44,947	1,350,000	320,428	—	68.6	—	—	—	84,781	1,980	—	100	....
Sept. 30, 1873	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,275,472	—	—	—	494,162	600,000	188,114	—	35.6	127,238	24,401	158,125	152,308	70,501	—	100	....
May 31, 1873	212.0	—	7.9	—	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	7,000,000	—	—	—	2,000,000	5,000,000	—	—	—	—	—	—	—	470,000	3½	100	....
Jun. 30, 1873	30.7	—	2.1	94.3	2	1	2	27	Jacksonville (N. W. & S. E.).....Ill.	923,200	*	—	—	318,200	610,000	.....	—	30.7	—	—	—	—	—	—	100	....
Dec. 31, 1873	151.2	25.1	9.7	110.0	14	6	4	155	*Jacksonville, Pensacola and Mobile* ¶...Fla.	6,000,000	*	—	—	6,000,000	4,000,000	.....	—	215.0	—	—	—	—	—	—	100	....
Dec. 31, 1873	51.1	1.5	16.2	—	—	—	—	—	Jamestown and Franklin (L.S.& M.S.)Pa.	2,616,743	—	—	—	606,000	1,000,000	964,743	—	51.0	—	—	—	—	—	—	100	....
Dec. 31, 1873	36.5	9.0	8.6	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	5,237,978	—	—	—	2,095,700	2,800,000	942,978	—	—	—	—	—	—	113,186	—	50	....
Dec. 31, 1873	110.0	116.0	36.7	—	45	56	...	987	Jeffersonville, Madison and Ind..Indiana.	6,892,316	*	1,289,310	.....	2,000,000	4,871,000	760,617	—	226.0	—	—	—	—	225,000	—	50	....
Dec. 31, 1873	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	164,000	.....	1,500,000	500,000	.....	—	—	—	—	—	1,379,791	446,200	7	100	....
May 31, 1874	44.0	—	8.2	—	—	—	—	—	Joliet and N. Indian (M. C.)..Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	—	—	—	—	163,127	7	100	96
Dec. 31, 1873	57.6	—	6.7	—	—	—	—	—	K'm'zoo, Al'g'n & G Rap.(L.S.&M.S).Mich.	1,450,000	—	—	—	610,000	840,000	—	—	—	—	—	—	—	88,000	8	100	....
Dec. 31, 1872	56.0	—	1.7	491.5	3	2	2	89	Kansas Central (¶ C.....Kas.	755,225	75,765	394,953	—	840,000	—	—	—	—	—	—	—	—	103,800	6	100	....
Mar. 31, 1874	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Jose...& Co. St. Mo & V...	8,567,729	1,003,410	.....	634,775	2,789,414	6,826,500	.....	—	—	—	—	—	—	—	—	100	....
Dec 31, 1873	31.9	—	1.8	—	—	—	—	—	Kansas City & Santa Fe(L.L. & G.).Kan.	—	—	—	—	720,000	720,000	.....	—	—	(Returns for 1872-'73.)			1,237,813	418,213	—	100	....
Dec. 31, 1873	639.0	34.0	48.0	—	88	55	18	1,316	Kansas Pacific.....Kansas & Col.	35,219,618	*	3,722,901	.....	9,689,950	26,015,600	2,917,359	.....	—	(Refused.)			—	—	—	100	....
Dec. 31, 1873	99.0	—	11.2	—	17	15	6	312	Kentucky Central.....Ky.	—	—	—	—	—	—	—	—	639.0	1,441,229	173,651	278,405	3,563,299	1,446,309	—	100	....
Mar. 31 1874	162.0	—	14.0	—	16	10	5	259	Keokuk and Des Moines .....Iowa.	—	—	—	—	—	1,081,000	.....	—	99.0	(Alt refused.)			—	—	—	100	....
Dec. 31, 1873	49.0	—	2.4	—	5	11	3	68	Knox and Lincoln .....Maine.	2,707,573	*	72,900	11,762	383,385	2,395,000	34,000	—	162.0	(Re-organized January 1, 1874.)			—	—	—	100	....
May 31, 1873	29.0	—	3.0	—	—	—	—	—	La Crosse,Tremp. & Wes. (C.&N W)Wis.	1,386,540	—	—	5,322	990	1,000,000	390,872	—	49.0	96,715	91,795	13,392	141,720	68,082	—	100	....
Jun. 30, 1873	80.0	—	3.5	—	—	—	—	—	Laf., Bloom'ton & Miss. (T.W.&W.)..Ill.	2,300,000	—	—	—	1,000,000	1,300,000	.....	—	29.0	.....	.....	.....	230,551	165,777	—	100	....
Dec. 31, 1873	36.0	—	1.9	79.0	—	—	—	—	Laf., Muncie & Bloom'ton(T.W.&W.).Ill.	—	—	—	—	117,073	666,000	.....	—	80.0	199,672	.....	100,965	157,131	34,926	—	100	....
Jun. 30, 1873	67.5	—	4.0	112.5	6	3	3	83	Lake Erie and Louisville.....Ohio.	2,427,732	*	82,603	22,032	1,115,350	890,000	510,906	16,511	36.0	(Refused.)			—	—	—	100	....
Sept. 30, 1873	51.3	6.0	5.4	83.7	6	8	2	201	Lake Ontario Shore Line.....New York.	2,792,081	*	—	—	1,857,106	1,438,200	268,769	—	67.5	77,806	48,681	40,676	90,068	21,751	—	100	....
Sept. 30, 1873	540.4	493.6	61.5	—	462	171	82	9,843	Lake Shore & Mich. S.N.Y.P..O. Ind.& Ill.	63,492,167	13,386,689	8,551,485	4,174.756	50,000,000	31,196,000	6,654,322	1,428,675	57.3	50.128	69,122	37,234	55,785	2,082	—	100	....
Jun. 30, 1873	92.4	8.0	12.9	—	9	8	...	200	Lake Shore and Tuscarawas Valley..Ohio.	4,248,158	223,274	—	53,125	1,981,915	2,300,000	231,890	10,752	1,154.0	15,491,103	2,145,163	5,511,918	19,414,509	5,667,911	4	100	80
Aug. 31, 1873	156.0	—	13.4	—	11	10	4	343	Lake Superior and Mississippi.....Minn.	7,081,000	—	—	.....	5,125,000	7,647,000	15,000	—	75.4	.....	60,863	111,409	128,669	7,011	—	100	....
Dec. 31, 1873	17.8	3.0	12.2	—	—	—	—	—	Lawrence (P. F. W. & C.) .....Pa.	715,126	—	39,648	.....	360,200	355,000	9,458	—	211.0	.....	81,559	.....	484,811	—	—	100	....
Dec. 31, 1873	21.5	—	2.2	—	—	—	—	—	Leav'worth, Atchison & Nthw. (Pac.).Ks.	1,000,000	—	—	—	600,500	500,000	.....	—	20.8	.....	.....	.....	189,382	75,753	10	100	....
Apr. 30, 1873	144.1	1.8	9.2	—	20	14	9	255	*Leavenworth, Lawrence & Galveston* ...Ks.	5,378,157	604,364	5,560,061	125,119	5,000,000	5,800,000	867,695	—	—	—	—	—	—	42,000	—	100	....
Dec. 31, 1873	15.0	—	1.5	21.0	—	—	—	—	Lehigh and Lackawanna (L. & S.)....Pa.	675,100	—	—	—	375,100	300,000	.....	—	208.6	—	—	479,756	86,668	—	100	....
Dec. 31, 1873	105.0	32.3	100.0	—	92	14	12	7,762	Lehigh and Susquehanna (C. of N. J.).Pa.	12,757,395	*	—	(Owned	by Lehigh	Coal &	Nav. C	ompany.)	15.0	.....	20,675	44,107	42 387	13,676	—	50	....
Nov. 30, 1873	101.0	132.4	228.7	—	194	44	29	9,726	Lehigh Valley.....Pa.	19,750,425	*	15,384,664	—	23,222,446	10,875,000	1,837,643	—	174.0	1,924,045	511,501	3,403,372	3,447,817	2,106,566	10	50	....
Dec. 31, 1873	120.0	76.0	63.5	—	53	38	24	659	Little Miami & Col. Xenia (P.C.&S.L.)O.	6,789,473	*	260,964	44,910	4,608,250	1,590,000	.....	—	233.4	.....	1,096,820	6,373,196	7,424,895	3,540,035	10	50	122½
Dec. 31, 1873	100.0	—	2.0	60.0	7	4	1	60	*Little Rock and Fort Smith* ¶.....Ark.	9,350,000	*	—	—	4,675,000	4,675,000	.....	—	196.0	—	—	—	1,401,548	162,018	8	100	....
Apr. 30, 1874	70.0	—	....	50.0	2	1	1	12	Little Rock, Pine Bluff & N. O. ¶ (nar.)Pa.	1,400,000	*	—	—	700,000	700,000	.....	—	100.0	—	—	—	—	90,880	Loss.	—	100	....
Nov. 30, 1873	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill (P. & R.). .....Pa.	1,416,188	—	10,000	—	2,646,100	759,500	.....	—	....	(Operations not reported.)			214,830	209,669	7	50	94
May 31, 1873	93.0	2.0	5.0	—	9	5	3	245	Logansport, Crawfordsville & S. W. .Ind.	3,500,000	*	—	.....	1,500,000	2,000,000	.....	—	118.0	(Operations not reported.)			—	—	—	100	....
Dec. 31, 1873	9.0	—	—	—	—	—	—	—	Long Branch and Sea Shore (S.N.J.). N. J.	398,863	—	—	—	171,800	200,000	.....	—	—	—	—	—	—	12,000	—	100	....
Sept. 20, 1873	94.0	64.0	17.1	—	22	43	9	249	Long Island ¶.....N. Y.	5,226,902	*	—	—	3,300,000	1,500,000	205,000	—	158.0	—	—	—	896,716	473,159	4	100	....
Dec. 31, 1873	101.1	—	9.2	—	—	—	—	—	Louisiana & Missouri River(C.& A.)..Mo.	5,902,440	—	—	—	1,516,500	1,516,500	1,588,343	—	—	—	—	—	—	138,370	—	100	....
July 1, 1873	93 5	81.4	23.1	23.0	42	26	13	379	Louisville, Cincinnati and Lexington..Ky.	7,981,305	*	—	—	2,474,483	4,234,519	1,709,147	—	174.9	—	—	—	1,210,382	301,719	—	100	....
Dec. 31, 1873	288.0	—	17.0	—	36	15	10	479	Louisv., New Albany and Chicago...Ind.	(nominal.)	—	—	—	3,000,000	—	—	—	31.0	—	—	—	—	—	—	100	....
Dec. 31, 1873	31.0	—	2.1	124.0	3	1	—	14	Louisv., N. Alb. & St. L. A. L..Ind.& Ill.	2,549.222	44,105	242,677	.....	1,563,073	780,000	184,517	—	288.0	(No returns furnished.)			—	—	—	100	....
Jun. 30, 1874	185.0	420.8	63.9	—	184	59	46	3,102	Louisv., Nashv. & Gt. So. ¶..Ky. & Tenn.	23,691,299	*	4,370,467	1,171,996	8,084,601	14,767,000	3,001,128	2,484,033	919.9	.....	.....	.....	11,764	917	—	100	....
Sept. 30, 1873	12.4	—	2.3	—	—	—	—	—	Lowell and Lawrence (B. & L.)....Mass.	363,158	—	—	13,032	200,000	54,700	10,532	110,768	—	—	—	—	5,510,695	1,565,382	—	100	....
Mar. 31, 1873	78.0	—	3.9	—	—	—	—	—	Macon and Augusta (Ga.).....Ga.	2,506,170	—	—	—	1,631 900	770,000	104,270	—	78.0	.....	.....	.....	21.786	18,815	6	100	....
Dec. 31, 1873	187.0	10.0	5.6	—	12	19	4	170	Macon and Brunswick ¶.....Ga.	5,750,000	*	.....	.....	3,500,000	2,250,000	.....	—	197.0	.....	.....	.....	120,758	7.491	—	100	....
Jun. 30, 1873	38.0	—	6.0	—	—	—	—	—	Mahoning Coal (L. S. & M. S.).....Ohio.	2,199,833	—	—	—	1,075,000	1,075,000	98,179	—	—	—	—	—	437,298	148,333	—	100	....

Dec. 31, 1872	129.0	18.1	25.0	—	60	64	44	1,460	Maine Central ¶	Maine.	11,100,270	1,052,813	163,723	314,399	4,412,920	6,394,183	1,397,646	445,956	357.0	1,279,522	719,760	401,904	2,268,077	683,576	—	100	494
Mar. 31 1874	22.4	—	3.1	—	....	....	....	....	Manchester and Lawrence	N.H.& Mass.	825,000	175,000	72,124	52,902	1,000,000		35,920	89,106	26.0	77,940	160,909	72,314	190,037	100,722	10	100	....
Sept. 30, 1873	21 3	—	4.7	—	....	....	....	....	Mansfield & Framingham	(B.C.&F.).Mass.	768,569				300,000	470,000			21.3	....	....	....	188,246	....	—	100	....
Jun. 30, 1873	44.0	—	1.8	179.0	—	—	—	—	Mans'fd, C'd Water & L.M.	(Pa.)O.& Mich.	813,909		1,666		474,644	206,949	133,882		37.0	23,080	4,136	3,014	8,803	475,062	—	100	....
Dec. 31, 1873	191.0	86.0	64.0	—	84	27	16	1,281	Marietta and Cincinnati	Ohio.	23,112,721	*	1,896,964	4,389,858	13,999,955	11,307,908	3,594,640		284.0	2,745,600	564,457	379,167	2,126,875	482,589	—	100	....
Jun. 30, 1873	58.0	10.0	7.9	29.0	6	4	2	85	Marietta and Pittsburg	Ohio.	2,368,475	74,991	....	....	1,100,000	1,500,000	40,000		68.0	(5 mos.)	25,869	39,014	35,687	14,400	—	100	....
Dec. 31, 1873	62.8	20.6	17.8	66.0	30	5	3	1,796	*Marquette Hough. & Ontonagon*	Mich.	7,088,149	1,077,421	160,982	142,138	2,306,600	5,364,000	638,987	159,053	83.4	602,280	174,965	744,800	1,059,673	417,027	—	100	....
Dec. 31, 1873	54.0	—	2.0	—	3	3	1	16	Maryland and Del.	(N.J.S.)..Md. and Del.	1,500,000	*	....	....	500,000	1,000,000	....	....	54.0	96,560	....	....	....	....	—	100	....
Jun. 30, 1873	271.0	19.0	25.0	—	48	34	10	762	Mem. & Char.	(S.R.S.Co.)...T., M. & Ala.	8,770,952	*	1,081,310	....	5,312,725	4,017,142	586,180	....	290.0	991,535	290,380	....	1,402,116	453,724	—	100	....
Jun. 30, 1873	131.0	—	2.5	—	14	8	3	127	Memphis and Little Rock ¶	.....Arkansas.	(New	comp	any not y	et repor	ting.)				131.0	....	....	....	557,600	245,258	—	100	....
Dec. 31, 1873	9.8	—	1.1	12.7	—	—	—	—	Mercer & Somerset	(U.Co's of N. J.).N.J.	735,218				270,900	471,000								51,943	7	100	....
May 31, 1874	103.0	—	11.3	—	—	—	—	—	Michigan Air Line (M. C.)	Mich. & Ind.	2,698,847					1,900,000	554,531							162,000	—	100	....
May 31, 1874	285.0	103.0	191.6	—	210	168	51	4,259	Michigan Central	Mich., Ind. & Ill.	26,992,518	*	5,548,870	1,600,339	18,738,204	12,635,000	1,186,259	1,582,264	788.0	5,116,635	877,446	1,593,954	6,196,706	1,976,761	—	100	76½
Dec. 31, 1873	57.5	11.0	3.5	—	5	4	2	4	Michigan Lake Shore	(Pa.).....Michigan.	1,349,125	*	....	70,100	450,000	880,000	80,324		68.5	620,742	112,122	55,314	117,744	28,401	—	100	....
Dec. 31, 1873	86.0	23.0	5.1	30.0	7	5	2	392	Midland	.....Canada.	3,186,792	378,246	68,096	22,208	834,782	1,680,333	431,278	758,949	86.0	....	....	....	318,160	137,984	—	100	....
Dec. 31, 1872	84.0	—	5.0	—	5	3	2	100	Midland Pacific	.....Nebraska.	3,200,000	*	....	....	1,600,000	1,600,000	....	....	84.0	....	....	....	....	....	—	100	....
Nov. 30, 1873	39.0	—	1.4	—	—	—	—	—	Milledgville & Eatonton	(C. of Ga.)...Ga.	600,000				200,000									14,000	7	100	....
Dec. 31, 1872	110.0	16.7	4.9	—	8	8	3	160	Milwaukee and Northern	(W. C.)....Wis.	3,249,050	*	....	....	1,580,000	1,625,000	....	....	182.0	64,784	40,928	23,141	120,840	74,501	—	100	....
Mar. 31, 1873	90.0	45.0	2.1	—	7	—	—	125	Milwaukee L. Shore and Western	....Wis.	4,200,000	*	....	....	1,500,000	2,700,000	....	....	119.7	....	....	....	....	....	—	100	....
Dec. 31, 1873	52.8	—	86.6	—	—	—	—	—	Mine Hill and Schuy'l Haven	(P.&R.).Pa.	3,969,100		76,498	....	3,969,100									294,271	7½	100	104
Dec. 31, 1873	12.5	—	1.3	87.5	2	2	—	12	Mineral Range	.....Michigan.	348,000	—	—	—	99,655	161,800	86,726	7,976	12.5	(3 mos.)	12,008	6,378	19,422	7,973	—	100	....
Dec. 31, 1873	27.5	—	2.7	—	—	—	—	—	Missisquoi (C. V.)	.....Vt.	742,697				243,500	500,000									—	100	....
Dec. 31, 1873	349.1	—	40.7	—	63	28	13	867	Mississippi Cen. ¶	(S.R.As.)M.K.& Tenn.	17,266,837	*	....	....	5,425,535	8,000,000	3,831,302		237.0	....	....	....	1,442,525	619,194	—	100	....
Sept. 30, 1873	100.0	—	6.2	—	12	12	4	144	Mississippi and Tennessee ¶	.Miss. & Tenn.	3,833,393	*	....	....	825,407	2,211,214	186,121		100.0	273,595	....	....	560,651	240,929	—	100	....
Dec. 31, 1873	42.0	—	4.8	225.0	4	5	4	152	Mississippi Valley and Western	.....Mo.	1,800,000	*	....	....	800,000	800,000	....	....	....	....	....	....	....	....	—	100	....
Dec. 31, 1873	85.0	—	4.2	200.0	5	2	3	95	Missouri, Iowa and Nebraska	..Mo. & Ia.	2,800,000	*	700,000	....	1,500,000	2,000,000	....	....	....	....	....	....	....	....	—	100	....
Mar. 31, 1874	575.5	210.5	47.5	—	66	35	28	1,170	Missouri, Kansas and Texas	..M.K.& Tex.	40,761,594	2,016,176	1,237,205	412,877	21,405,000	17,874,000	5,148,852		786.0	1,872,185	168,608	329,712	3,522,074	1,642,714	—	100	11
Dec. 31, 1873	160.0	—	8.9	—	21	14	7	792	Missouri River, Ft. Scott & Gulf	.Kansas.	13,722,919	*	163,922	79,108	5,947,000	6,993,000	504,702		160.0	....	....	....	711,410	291,302	—	100	....
May 31, 1874	84.0	—	6.5	144.0	4	5	2	67	*Mobile and Girard* ¶	.....Alabama.	1,715,521	294,871	105,601	17,675	1,279,933	711,000	143,635		84.0	....	29,410	....	135,968	4,241	—	100	....
Apl. 30, 1873	154.0	14.0	6.9	—	31	13	9	328	Mobile and Montgomery ¶	.....Alabama.	5,474,554	724,590	191,808	429,703	2,034,800	2,596,500	769,046		168.0	....	....	....	691,277	162,518	—	100	....
Dec. 31, 1873	472.0	50.1	47.8	—	121	38	17	1,006	*Mobile and Ohio*	..Ala., Miss., Tenn. & Ky.	18,123,012	*	3,612,679	331,907	5,320,600	12,073,853	1,451,648	25,263	517.6	1,507,021	359,636	347,588	2,901,127	904,863	—	100	....
Oct. 31, 1873	80.0	—	4.0	—	5	5	2	69	Montg'y and Eufaula ¶	(L.N.&Gt.S.)...Ala.	3,417,920	*	....	197,311	1,149,350	1,810,000	429,716	91,702	80.0	....	....	....	....	....	—	100	....
Sept. 30, 1873	23.8	—	4.3	—	—	—	—	—	Monticello and Port Jervis	(Erie)....N. Y.	1,122,311		....	....	418,995	650,000	59 200		23.8	24,711	30,107	27,319	56,211	17,201	—	100	....
Dec. 31, 1873	84.0	34.0	144.0	—	30	21	10	757	Morris and Essex	(D. I.&W.)..N. Jersey.	17,159,461	12,176,560	....	....	14,165,450	13,796,000	1,368,571		118.0	....	....	....	4,214,846	1,193,840	7	100	98½
Sept. 30, 1873	20.2	—	1.9	—	—	—	—	—	Nashua, Acton & B	(Fitchb.)N.H.&Mass.	679,960	—	140	5,880	253,700	142,000	280,150	(3 mos.	20.2	14,931	16,518	3,961	10,601	5,750	—	100	....
Sept. 30, 1873	14.5	—	18.5	—	18	21	8	422	Nashua and Lowell	(B.& L.)N.H.& Mass.	881,597	155,659	99,520	105,696	800,000	105,535	120,828	216,109	43.2	371,205	937,628	272,088	615,846	83,452	10	100	115½
Sept. 30, 1873	122.0	12.5	8.6	—	22	9	6	177	Nashv. & Decatur ¶	(L.N.&Gt.S.)T.& Ala.	3,837,619	433,218	655,704	89,108	1,511,807	2,624,000	518,853	327,120	134.5	228,629	108,179	48,583	453,012	160,686	—	100	....
Jun. 30, 1873	321.0	20.0	30.0	92.0	83	26	10	1,115	Nashv., Chattanooga & St. Louis ¶	.T.& Ala	13,286,049	*	342,594	348,252	6,486,049	2,812,165	2,987,663	1,694,018	341.0	1,213,863	166,084	384,240	1,655,519	471,731	—	100	....
Sept. 30, 1873	57.0	4.5	4.9	—	12	14	4	281	Naugatuck	.....Connecticut.	2,056,852	*	146,087	61,681	1,881,900	103,000	46,146	238,681	61.5	....	....	....	543,937	201,890	10	100	....
Dec. 31, 1873	5.5	—	—	—	—	—	—	—	Newark and Hudson	(Erie).....N. J.	286,000				250,000	250,000								41,500	7	100	....
Dec. 31, 1873	8.0	—	10.0	—	—	—	—	—	Newark and New York	(C. of N.J.).N. J.	2,443,032		....	....	977,500	600,000	882,675							175,000	7	100	....
Jun. 30, 1873	43.7	1.2	3.8	—	—	—	—	—	Newark, Som'rst & Str'sv'le	(S.M.&N.). O.	1,728,000	—	20,754	—	878,650	800,000	75,100	—	44.9	—	30,051	—	143,591	29,301	—	100	....
Sept. 30, 1873	21.5	16.1	8.2	—	9	22	11	167	New Bedford	.....Mass.	977,413	241,544	25,500	48,040	1,010,100	171,500	52,405	58,492	37.6	126,156	351,627	159,911	292,307	82,481	8	100	105
Sept. 30, 1873	8.3	—	0.4	—	2	1	—	—	New Canaan	.....Conn.	230,747	26,343	....	....	164,050	86,000	9,860		8.3	21,021	37,733	5,423	18,491	Loss.	—	50	....
Dec. 31, 1873	14.9	—	3.2	—	—	—	—	—	Newcastle& Beaver Val.	(P.Ft.W.&C.)Pa.	809,701		....	....	605,000	24,200			14.9	....	....	....	351,089	140,436	10	100	....
Sept. 30, 1873	13.0	—	1.3	—	3	4	2	27	New Haven and Derby	.....Conn.	1,132,460	*	....	....	455,700	550,000	....		13.0	44,172	139,728	13,911	88,820	25,976	—	50	....
Sept. 30, 1873	52.0	—	5.0	—	4	8	2	112	N. Hav., Middlet'n & Willimantic	.Conn.	5,987,500	*	....	....	677,500	4,000,000	1,268,750		52.0	....	....	....	....	....	—	100	....
Sept. 30, 1873	83.9	25.4	20.7	—	20	17	7	404	New Haven and Northamp.	Conn. & Mass.	3,669,786	783,012	194,174	67,906	2,459,850	1,900,000	286,024	69,004	109.3	449,429	390,220	298,888	660,057	190,122	3	100	....
Dec. 31, 1873	74.0	—	6.8	—	18	20	6	189	New Jersey Midland	.....New Jersey.	3,795,859	*	....	....	3,000,000	5,000,000	1,000,000		74.0	....	....	....	....	....	—	100	....
Dec. 31, 1873	70.5	45.0	12.0	—	22	62	7	381	New Jersey Southern	.....New Jersey.	9,820,000	*	....	....	5,000,000	4,820,000	....		115.5	....	....	....	745,794	39,607	—	100	2½
Sept. 30, 1873	100.0	—	2.8	—	21	15	8	266	N. London Northern	(C.V.)Conn.& Mass.	1,651,126	187,443	110,074	25,671	1,428,800	380,000	123,978	31,525	100.0	523,988	324,472	206,005	606,956	150 000	10	100	105
Dec. 31, 1873	206.0	43.0	35.0	—	57	31	15	993	N. Orleans, Jack. and Gt. North. ¶	L. & M.	15,279,042	*	....	1,658,368	4,734,000	8,000,000	1,176,020	3,037,390	206.0	....	....	....	1,790,489	803,261	—	100	....
Dec. 31, 1872	203.0	—	....	582.0	....	....	....	....	N. O., Mobile and Texas ¶	....Ala.M.& La.	6,500,000	*	(No	account	can be ob	tained.)									—	100	....
Sept. 30, 1873	130.8	4.6	45.5	—	39	79	39	838	N. York and Harlem	(N.Y.C.&H.R.)N.Y.	14,486,514	1,549,945	2,366,082	....	9,000,000	7,038,069	667,375	1,666,725	101.8	911,879	1,962,970	430,055	3,369,169	1,440,810	8	100	131
Sept. 30, 1873	85.8	53.2	30.7	71.0	30	39	17	418	New York and New England	..M.& Conn.	22,500,000	633,200	....	....	20,000,000	2,500,000	....		139.0	637,515	1,725,337	363,734	728,568	128,646	—	100	....
Feb. 28, 1873	248.0	131.0	66.0	120.0	84	51	30	1,683	New York and Oswego Midland	....N.Y.	17,896,236	2,241,918	979,159	....	7,183,082	10,454,655	3,256,662	368,012	551.0	....	....	....	....	....	—	100	....
Sept. 30, 1873	441.8	298.4	851.8	—	519	421	177	12745	New York Central & Hudson River.	N.Y.	78,014,964	*	39,140,046	....	39,428,300	27,725,533	1,107	....	858.3	17,259,361	7,630,741	5,522,724	29,126,851	10,741,480	8	100	101½
Sept. 30, 1873	75.0	—	4.8	76.0	7	9	3	121	New York, Kingston and Syracuse	.N.Y.	3,245,000	*	....	....	2,662,922	2,000,000	92,692		75.0		(No	returns.)			—	100	....
Sept. 30, 1873	124.3	16.7	167.6	—	38	171	59	1,324	N. Y., N. H. & Hartford.	N.Y. C.& Mass.	12,577,627	2,075,711	1,593,610	2,023,516	15,500,000	1,126,500	1,089,669	1,554,395	141.0	1,848,201	3,892,674	895,935	4,701,236	1,846,972	10	100	135
Aug. 31, 1873	62.5	1.3	34.5	—	22	22	8	229	N. Y., Providence & Boston	..Conn.&R.I.	2,598,000	*	459,860	62,584	2,047,860	1,010,000	62,584		63.8	452,147	656,551	247,754	933,631	383,320	10	100	....
Sept. 30, 1873	99.0	—	3.6	—	—	—	—	—	Niag. F. & Canandaigua	(N. Y. C.)..N.Y.	3,210,616				1,000,000									60,000	6	100	....
Dec. 31, 1873	233.0	—	11.2	—	24	18	10	277	North Carolina ¶	(R. & D.).....N.C.	4,947,741	*	....	....	4,000,000	553,413	....							260,000	6	100	....
Feb. 28, 1874	102.0	—	9.0	—	14	14	5	137	Northeastern ¶	.....S. C.	2,176,323	*	64,184	44,507	996,350	1,185,528	93,498		102.0	279,076	68,922	....	403,851	145,216	—	50	....
Dec. 31, 1873	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	.....La.									72.0	....	....	....	....	....	—	100	....
Oct. 31, 1873	55.6	12.1	48.5	—	42	42	21	908	North Pennsylvania	.....Pa.	7,174,125	1,286,481	1,567,582	....	3,596,500	4,456,000	252,985	....	75.0	709,286	984,723	996,213	1,477,540	498,878	5s	50	100
Dec. 31, 1873	62.7	—	3.4	—	—	—	—	—	Northwestern Union	(C. & N. W.)....Wis.	3,500,000					3,500,000									—	100	....
Jun. 30, 1873	23.0	—	1.0	115.0	2	2	4	16	North and South Georgia ¶	.....Ga.	606,000		24,197		33,901	472,523	240,000	61,573							—	100	....
Dec. 31, 1873	138.0	4.0	129.5	—	141	69	42	6,264	Northern Central ¶	.....Md. & Pa.	11,959,069	3,470,815	3,000,000	896,882	5,842,900	11,419,756	1,599,924	464,086	357 0				5,081,865	1,152,704	—	50	63
Mar. 31, 1874	69.2	18.4	17.6	—	29	16	7	513	Northern New Hampshire	.....N. H.	3,868,400	*	499,300	455,828	3,068,400	102,000	346,938	506,190	52.6	477,456	199,066	382,947	707,760	234,234	8	100	103½
Dec. 31, 1873	21.3	—	4.6	—	—	—	—	—	Northern New Jersey	(Erie) .....N. J.	527,452		872,548	....	1,000,000	400,000								108,200	8	100	....
Aug. 31, 1873	491.3	—	9.3	512.0	79	24	24	1,679	*Northern Pacific*	...Minn.,Dak.,Wash.&c.	26,285,114	*	1,569,676	1,390,283	18,239,300	24,841,046	6,961,000		211.0	....	33,786	....	354,635	....	—	100	....
Sept. 30, 1873	59.4	7.0	14.0	—	21	16	7	523	Norwich and Worcester ¶	..Conn.& Mass.	3,395,160	*	333,739	78,016	2,823,400	609,000	443,057	431,459	66.4	403,993	377,588	329,624	853,947	281,101	10	100	120
Sept. 30, 1873	118.0	4.0	18.0	—	34	19	4	1,026	Ogdensburg & L. Champlain	(C.V.,.N.Y.	5,796,921	*	....	....	5,077,000	1,012,000	....							456,350	7	100	45
Jun. 30, 1874	340.0	55.0	89.1	—	114	58	34	2,588	Ohio and Mississippi	.....O., Ind. & Ill.	25,527,563	*	....	518,715	24,030,000	10,863,000	668,905		295.0	3,020,602	469,185	931,465	3,478,074	931,193	—	100	34½
Dec. 31, 1873	95.0	28.0	55.5	—	32	19	5	315	Oil Creek and Allegheny Valley	.....Pa.	8,615,633	1,008,331	50,000	....	4,959,450	3,680,000	249,105	....	123.0	668,296	445,707	556,546	1,067,734	342,738	6	50	18½
Sept. 30, 1873	217.1	39.9	63.4	—	59	129	24	916	Old Colony	.....Mass.	9,080,680	1,134,746	786,898	505,834	6,561,300	3,255,000	1,080,356	611,502	256.9	1,354,474	4,2a6,340	626,251	2,377,252	712,039	7	100	108½
Dec. 31, 1873	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	.....N. Y.	950,953		....	....	300,000	550,000	....							62,500	8	100	....
Sept. 30, 1873	35.0	—	57.9	—	11	12	4	258	Oswego and Syracuse	(D. L. & W.).N.Y.	1,445,114	*	....	....	1,144,400	180,000	....							115,596	9	100	....
Dec. 31, 1873	283.5	15.5	....	—	—	—	—	—	*Pacific*	(A. and P.)..... Mo.	20,500,000	*	....	....	7,000,000	13,500,000	....		486.7	....	....	....	1,408,500	1,383,500	5	100	47
Dec. 31, 1873	115.6	—	4.9	50.4	8	4	2	97	Paducah and Memphis	....Ky. and Tenn.	4,124,108	206,103	▲ 579,597	233,616	2,924,150	1,541,000	610,062	68,212	90.0	....	....	....	156,849	68,212	—	100	....
Jun. 30, 1873	11.0	—	0.7	43.4	4	1	1	46	Painesville and Youngstown	.....O.	570,892	*	....	....	571,000				11.0	....	23,251	2,849	13,029	....	—	100	....
Jun. 30, 1873	34.0	—	0.9	—	—	—	—	—	Paris and Danville	.....Ill.	1,360,000	*	....	....	160,000	1,190,000	10,000		34.0	27,456	19,819	....	33,917	(Deficit)	—	100	....
Jun. 30, 1873	72.0	—	6.0	—	7	6	3	127	Paris and Decatur	.....Ill.	2,800,000	*	....	....	1,600,000	1,200,000	160,000		94.0	....	....	....	34,949	(Deficit)	—	100	....
Dec. 31, 1873	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	(Erie).....N. J.	630,000				630,000									53,400	8½	100	....
Dec. 31, 1873	12.0	—	2.6	—	—	—	—	—	Paterson and Newark	(Erie).....N. J.	896,162				250,000	500,000								35 p. c.		100	....
Dec. 31, 1873	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo	(Erie).....N. J.	360,000				248,000	100,000								26,500	7	100	....
Jun. 30, 1873	67.2	—	3.0	—	—	—	—	—	Pekin, Lincoln and Decatur	.....Ill.	2,576,000		....	....	1,600,000	1,076,000	....		67.2	119,439	47,627	98,848	141,261	38,738	—	100	....
Dec. 31, 1872	119.0	—	8.0	86.0	4	3	2	46	Peninsular (C. and L. H.)	..Ind. & Mich.	6,716,361	*	....	....	1,996,000	4,340,000	381,361		119.0	....	....	46,333	109,913	Loss.	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$								M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1873	354.9	69.0	554.9	—	875	385	136	17589	Pennsylvania .....Pennsylvania	48,571,808	*	97,782,380	4,371,449	68,144,475	43,145,785	23,592,815	6,842,563	869.4	.....	5,879,684	9,998,794	24,886,009	9,044,978	10	50	106
Dec. 31, 1873	47.0	15.8	57.0	—	23	8	—	1,300	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	3,052,500	.....	4,000,000	487,500	565,000	.....	47.0	.....	3,970	1,391,454	28,501	.....	20	50	245
Dec. 31, 1873	41.5	—	1.4	—	—	—	—	—	Pennsylvania and Delaware (Penn.) ..Pa.	2,502,000	—	—	—	900,000	1,602,000	71,346	—	—	(Opened July 1, 1873.)			—	—	—	50	.....
Nov. 30, 1873	104.6	22.6	21.2	—	18	2	—	992	Pennsylvania and N. York..N.Y. & Penn.	5,351,750	791,077	.....	.....	4,061,700	3,000,000	74,017	—	127.2	752,452	191,584	1,338,081	1,485,806	493,405	24	50	.....
Nov. 30, 1873	23.8	—	3.1	12.7	—	—	—	—	Perkiomen (P. & R.).....Pa.	1,388,700	—	18,529	.....	38,040	1,821,800	20,478	—	9.0	276,058	70,500	194,348	300,045	105,368	—	50	.....
Dec. 31, 1873	45.2	—	2.0	—	4	4	1	53	Pensacola and Louisville ¶.....Fla.	455,327	64,300	150,000	.....	450,000	—	219,627	—	45.2	76,850	16,690	.....	88,930	35,357	—	100	.....
Dec. 31, 1870	—	—	—	76.0	—	—	—	—	Peoria, Atlanta and Decatur.....Ill.	800,000	—	—	—	600,000	300,000	—	—	—	—	(Under construction.)		—	—	—	100	.....
Dec. 31, 1873	47.0	—	7.4	—	—	—	—	—	Peoria and Bureau Valley (C.R.I.& P.).Ill.	1,566,000	—	—	—	1,266,000	300,000	—	—	—	—	—	—	—	—	—	100	.....
Jun. 30, 1873	83.0	—	11.5	—	12	7	4	171	Peoria, Pekin and Jacksonville...Illinois.	3,260,351	845,797	45,000	.....	1,239,700	2,000,000	411,448	—	83.0	280,562	.....	135,465	319,168	80,952	—	50	.....
Jun. 30, 1873	91.0	—	4.0	—	8	5	2	163	Peoria and Rock Island.....Ill.	3,774,327	*	.....	.....	1,858,950	1,650,000	49,639	—	9.0	276,058	70,500	194,348	300,045	105,368	—	50	.....
Dec. 31, 1873	64.0	18.0	8.0	—	12	9	6	121	Petersburg ¶.....Virginia	1,817,985	*	.....	.....	1,324,200	500,000	356,112	—	—	—	—	—	—	—	—	100	.....
Oct. 31, 1873	46.0	—	6.5	—	10	8	3	95	Philadelphia and Balt. Cent. Penn. & Md.	1,811,107	177,744	.....	.....	220,606	1,500,000	46,945	—	57.0	182,886	309,498	138,262	303,221	78,339	—	50	.....
Dec. 31, 1873	287.6	—	121.7	—	—	—	—	—	Philadelphia and Erie ¶ (Penn.).....Pa.	23,777,743	—	2,241,800	16,866	8,448,700	16,625,000	1,335,709	—	287.6	2,912,351	777,273	2,164,246	3,842,067	428,756	—	50	33
Sept. 30, 1873	20.0	—	25.0	—	24	45	13	192	Phila., Germ. and Norrist'n (P.& R.)..Pa.	1,146,538	368,262	500,793	.....	2,231,900	—	—	—	32.3	.....	.....	.....	281,623	269,791	12	50	181
Dec. 31, 1873	3.0	—	—	24.7	—	—	—	—	Phila., Newtown and New York .....Pa.	440,400	—	—	—	199,360	164,000	57,000	—	—	—	—	—	—	—	—	50	.....
Sept. 30, 1873	98.4	228.6	432.2	—	400	220	60	19018	Philadelphia and Reading..Pennsylvania.	28,260,889	7,480,719	48,349,053	1,741,889	34,269,575	44,188,715	4,876,055	2,498,205	725 3	8,351,682	6,790,088	9,847,747	14,832,661	5,357,766	10	50	109½
Dec. 31, 1873	26.6	—	39.7	—	—	—	—	—	Philadelphia and Trenton (Penn.).....Pa.	1,534,479	—	—	—	1,259,190	—	—	—	36.6	882,160	1,747,216	1,400,983	1,995,606	448,574	10	100	123
Oct. 31, 1873	95.3	14.8	121.6	—	70	160	...	1,240	Phila., Wilm. and Baltimore..Pa. D.& Md.	11,814,764	*	2,103,295	840,363	11,507,750	1,900,000	279,120	743,053	111.8	1,437,207	853,937	836,979	3,074,881	1,095,265	8	50	109½
Nov. 30, 1873	11.3	—	43.0	—	—	—	—	—	Pickering Valley (P. & R.).....Pa.	474,551	—	—	—	92,875	332,300	161,363	—	—	—	—	—	—	4,751	—	50	.....
Dec. 31, 1873	193.0	8.0	50.8	—	104	34	19	1,648	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	19,682,344	*	3,496 277	.....	8,433,750	15,010,586	3,854,872	—	201.0	.....	.....	.....	3,841,214	478,298	—	50	.....
Dec. 31, 1873	468 3	—	180.0	—	289	133	54	9,789	Pittsburg, Ft. W. and Chic..P., O., I. & I.	37,368,286	*	.....	.....	23,814,286	14,554,000	14,230	—	500.6	7,878,666	2,184,653	2,365,846	9,619,074	3,522,032	7	100	94½
Dec. 31, 1873	30.0	—	4.9	150.0	4	6	3	65	Pitt'sbg, Virg. & Charleston..Pa.& W.Va.	1,106,167	37,226	556,038	.....	673,264	700,000	244,672	—	30.0	57,900	140,188	4,828	67,137	16,941	—	50	.....
Oct. 31, 1873	149.6	1.9	36.0	4.6	26	15	7	400	Pittsburg, Washington & Balt...Pa.& Md	11,934,439	709,835	93,671	.....	1,960,682	9,500,000	2,276,579	—	169.2	1,583,213	859,533	1,130,334	1,564,993	L.38,035	—	50	.....
Sept. 30, 1873	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,685	—	—	6,315	450,000	—	—	—	—	—	—	—	—	—	—	—	.....
Nov. 30, 1873	71.3	—	3.6	38.7	6	15	5	117	Portland and Ogdensburg....Me. & N. H.	2,502,115	*	125,862	200,937	1,045,270	1,384,000	321,710	77,934	65.3	147,741	78,908	46,045	144,982	27,000	6	100	.....
Aug 31, 1873	52.5	—	4.3	—	6	9	4	141	Portland and Rochester.....Me. & N. H.	1,925,741	*	253,124	18,208	636,112	1,407,500	133,461	—	52.5	134,108	142 846	64,290	142,571	40,976	—	100	.....
Sept. 30, 1873	52.0	—	8.1	—	19	—	7	167	Portland, Saco and Portsmouth (Etn.).Me.	1,500,000	*	.....	.....	1,500,000	—	—	—	—	—	—	—	—	—	—	—	.....
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	230	Port Royal ¶ (Ga.).....South Carolina.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	—	—	—	—	—	—	150,000	10	100	112
Sept. 30, 1873	71.4	—	4.9	—	—	—	—	—	Portsm'th, Gt. Falls & Conway(Etn.).Me.	1,229,689	—	.....	.....	767,200	462,489	.....	—	—	—	—	—	—	—	—	25	.....
Sept. 30, 1873	41.9	—	2.5	4.8	4	5	...	91	Poughkeepsie and Eastern....New York.	1,475,430	*	.....	.....	524,464	722,500	479,689	—	46.1	95,055	82,180	44,508	86,218	14,241	—	100	35
Sept. 30, 1873	22.8	—	2.0	48.9	2	3	1	65	Providence and Springfield..R.I. & Mass.	933,408	*	.....	.....	472,890	414,000	47,518	—	22.8	.....	32,512	5,653	18,418	9,643	—	100	.....
Sept. 30, 1873	13.6	—	—	—	4	10	...	20	Providence, Warren and Bristol.....R. I.	526,515	*	.....	.....	437,917	50,000	38,597	—	13.6	.....	379,227	20,504	112,505	9,263	—	100	.....
Sept. 30, 1873	43.4	1.0	45.2	—	29	40	...	692	Providence and Worcester..R. I. & Mass.	1,976,025	735,748	.....	271,267	2,000,000	500,000	387,810	95,230	—	526,128	1,785,067	530,620	963,345	257,103	10	100	.....
Dec. 31, 1873	36.0	—	2.0	—	4	3	2	—	Queen Anne and Kent ¶.....Del. & Md.	351,000	*	.....	.....	260,000	289,000	2,600	—	36.0	35,850	12,660	88,231	27,437	9,990	—	50	.....
Jun. 30, 1873	42.0	—	4.0	—	1	2	2	44	Quincy, Alton and St. Louis.....Ill.	1,832,100	*	.....	32,200	780,000	1,000,000	52,000	—	42.0	56,000	.....	.....	68,939	(Deficit)	—	100	.....
Dec. 31, 1873	70.0	—	1.7	160.0	—	—	—	—	Quincy, Missouri and Pacific.....Mo.	2,000,000	—	—	—	700,000	20,000p.m	.....	—	—	(Under construction.)			—	—	—	100	.....
May 31, 1873	44.0	—	3.0	62.0	3	3	3	50	Raleigh and Augusta Air-Line ¶...N. Car.	1,134,221	89,786	.....	.....	876,000	—	—	—	44.0	.....	.....	.....	78,474	28,543	—	100	.....
May 31, 1873	97.0	—	5.0	—	16	10	4	134	Raleigh and Gaston.....North Carolina.	1,500,000	*	155 300	102,935	1,500,000	—	92,150	166,085	97.0	.....	47,069	98,052	369,646	178,652	—	100	.....
Nov. 30, 1873	40.0	8.0	8.1	10.7	8	7	1	29	Reading and Columbia (P. & R.).....Pa.	2,072,959	220,041	62,586	.....	508,268	1,000,000	1,215,911	—	48.0	242,123	138,771	352,399	310,517	92,179	—	50	.....
Sept. 30, 1873	101.5	80.9	47.9	—	42	52	17	1,262	Rensselaer and Saratoga (D.& H.)...N. Y.	8,328,362	*	.....	.....	6,000,000	2,000,000	.....	—	182.4	820,468	1,037,327	616,634	1,965,857	903,072	8	100	109
Sept. 30, 1873	189.0	6.9	16.8	—	35	20	9	462	Richmond and Danville ¶.....Virginia.	5,729,729	*	2,100,682	234,278	4,000,000	2,485,411	1,436,905	148,372	195.9	599,792	141,767	227,729	957,129	447,369	...	100	...
Sept. 30, 1873	86.0	—	6.7	—	13	21	16	134	Richmond, Fred'burg and Potomac ¶..Va	2,727,840	*	131,596	254,875	1,509,829	889,698	82,639	632,148	86.0	199,825	173,985	45,677	496,744	231,186	2	100	...
Sept. 30, 1873	22.5	2.7	4.2	—	8	9	4	164	Richmond and Petersburg ¶.....Va.	1,215,404	*	48,483	30,119	847,100	326,296	81,527	49,183	46.7	110,712	126,947	91,887	160,227	36,685	—	100	.....
Sept. 30, 1873	38.3	—	2.2	26.0	3	3	2	42	Richmond, York Riv.& Chesapeake ¶..Va.	1,257,640	*	.....	.....	650,000	607,640	.....	—	38.3	.....	(No report supplied.)		.....	.....	—	100	.....
Dec. 31, 1873	18.5	—	1.8	—	—	—	—	—	Rochester & Genesee Valley(Erie).N. Y.	671,203	—	—	—	557,560	—	—	—	—	(Rental 18 p. c. of earnings.)			34,012	...	—	100	.....
Sept. 30, 1873	—	—	—	105.0	—	—	—	—	Rochester and State Line.....N. Y.	735,649	*	183,649	.....	24,000	894,000	90,000	—	—	—	—	—	—	—	—	100	.....
Sept. 30, 1873	10.0	—	—	140.0	...	...	...	.....	Rochester, Nunda & Penn. (3 ft.)...N. Y.	716,327	*	.....	.....	625,600	—	58,200	—	—	—	—	—	—	—	—	100	.....
Ap r30, 1874	253.6	25.0	26.7	—	31	14	6	932	Rockford, Rock Island and St. Louis..Ill.	16,095,311	*	18,007	178,951	6,493,579	9,000,000	484,488	808,402	318.9	.....	.....	...[2 mos.	1,696,124	369,703	—	100	.....
Dec. 31, 1873	141.1	48.6	28.4	—	42	32	16	909	Rome, Watertown and Ogdensburg.N. Y.	4,789,198	*	147,989	305,486	3,146,800	1,908,249	44,979	142,625	218.2	.....	.....	.....	1,230,555	360,488	7	100	79
Dec. 31, 1873	120.0	—	18.0	—	—	—	—	—	Rutland (C. V.).....Vermont.	9,129,946	*	143,947	92,617	6,648,400	1,972,800	745,700	—	239.0	.....	.....	.....	970,239	492,400	2	100	.....
Dec. 31, 187	34.0	—	2.7	—	4	2	...	52	Saginaw Valley and St. Louis.....Mich.	525,716	87,854	.....	4,173	121,775	346,000	149,968	—	34.0	58,650	.....	.....	134,620	79,810	—	100	...
Dec. 31, 1873	22.0	—	6.5	—	5	8	...	230	St. Croix and Penobscot ¶.....Me.	364,000	*	.....	20,603	100,000	227,700	7,000	—	22.0	.....	.....	.....	70,952	28,861	3	50	.....
Aug.31, 1873	187.0	—	20.0	38.0	19	.....	.....	.....	St. Joseph and Denver City..Kan.& Neb.	11,221,764	420,926	245,000	3,803	4,000,000	7,000,000	734,425	157,067	187.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1873	197.0	18 0	21.0	—	13	11	4	590	St. Louis, Alton and Terre Haute.Illinois.	11,768,400	*	.....	241,609	4,768,400	7,000,000	241,809	—	265.0	.....	.....	.....	1,042,808	593,849	—	100	78
Jan. 31, 1874	43 3	—	2.2	—	—	—	—	—	St. Louis & C. Rapids (St.L.,K.C.&N.)Ia.	(Statements not received.)																
Dec. 31, 1873	195.5	15.3	39.7	—	85	23	15	1,618	*St. Louis and Iron Mountain* ¶...Missouri.	19,103,348	*	247,884	—	10,000,000	8,622,000	431,149	298,082	210.8	947,849	537,276	682,903	1,964,281	596,426	3	100	22½
Jun. 30, 1873	310.0	48.0	25.0	—	46	27	12	1,175	St. Louis & S. Eastern...Ill., Ky. & Tenn.	8,828,400	*	.....	.....	4,628,400	3,200,000	.....	—	—	524,786	70.531	515,719	661,753	265,882	—	100	...
Dec. 31, 1873	76.5	—	2.1	—	—	—	—	—	St. Louis & St. Jos. (St.L.,K.C.& N.).Mo.	2,000,000	—	—	—	—	—	1,000,000	(Sold under foreclosure Feb. 18, 1874 for $1 00,000.)									
Dec. 31, 1873	41.5	—	2.3	138.5	—	—	—	—	St. L., C. Bluffs & Omaha(St.L.K.C&N.)M.	2,200,000	—	—	—	1,100,000	16,000p m	.....	—	—	—	—	—	—	—	—	100	.....
Dec. 31, 1873	160.6	—	11.6	—	—	—	—	—	St. Louis, Jacksonv. & Chic.(C. & A.).Ill.	5,073,600	—	—	—	2,348,600	2,725,000	.....	—	—	—	—	—	—	(Rental.)	65,000	100	.....
Jan. 31, 1874	265.5	87.5	24.8	27.3	91	33	18	1,529	St. L., Kansas City & Northern.....Mo	30,152,381	*	350,000	569,474	24,000,000	6,000,000	1,071,854	—	581.7	.....	435,326	801,595	2,755,194	240,000	—	100	.....
Dec. 31, 1873	157.8	—	24.4	—	32	14	8	841	St. Louis, Vandalia & T. H. (T.H&I).Ill.	8,256,255	*	226,930	.....	2,378,158	5,499,000	467,325	—	157 8	.....	.....	.....	1,130,813	204,762	—	100	.....
Aug.31, 1873	108.5	—	4.7	161.0	—	—	—	—	*St. Paul and Pacific*.....Minn.	11,250,000	—	.....	.....	—	10,500,000	750,000	—	—	—	—	—	—	337,768	—	100	.....
Aug.31, 1873	207.0	76.0	19.4	—	28	20	6	374	*St. Paul and Pacific* (1st Div.).Minnesota.	17,214,350	*	.....	.....	1,968,600	15,245,750	472,942	—	35.0	25,256	16,417	15,786	32,345	209	—	100	.....
Aug 31, 1873	121.3	—	10.0	—	14	6	4	255	St. Paul and Sioux City.....Minn.	4,628,778	*	.....	.....	2,400,000	1,851,500	216,227	—	283.0	.....	.....	.....	763.805	165,964	—	100	.....
Aug 31, 1873	17.6	3.2	1.0	—	2	2	1	40	St. Paul, Stillw. & Taylor's Falls...Minn.	780,817	—	.....	.....	277,500	450,000	37,000	—	121.3	244,766	77,755	.....	509,443	40,172	—	100	.....
Sept.30, 1873	16.9	—	2.6	—	—	—	—	—	Salem and Lowell (B. & L.).....Mass.	481,469	—	—	2.714	243,305	226,900	13,978	—	20.8	29,280	22,800	.....	63,718	31,863	—	100	.....
Jun. 30, 1873	116.3	—	13.9	—	31	15	10	389	Sandusky, Mans. & Newark (B. & O.)...O.	3,241,661	*	.....	59,454	938,000	2,309.743	6,547	46,725	116.3	896,934	193,597	372,011	17,500	16,784	1	100	.....
Dec. 31, 1873	104.0	—	4.9	5.0	10	9	5	80	Savannah & Charleston.....S. Car. & Ga.	2,288,966	—	.....	.....	1,000,000	1,427,800	.....	—	104.0	.....	.....	.....	715,250	81,106	—	50	.....
Dec. 31, 1873	11.0	—	21.5	—	—	—	—	—	Schuylkill Valley (P. & R.).....Penn.	576,050	—	.....	.....	576,050	—	.....	—	—	.....	.....	.....	.....	28,803	5	100	.....
Mar. 31, 1874	80.0	—	8.0	—	16	4	6	250	Seaboard and Roanoke.Va. & N. Carolina.	2,058,152	*	568,669	.....	1,365,000	210,000	.....	—	80.0	.....	34,867	.....	609,678	193,004	8	100	.....

Apr. 30, 1872	237.0	—	11.9	—	39	19	7	411	*Selma, Rome and Dalton* ¶	Ala. Ga. & Tenn.	12,980,000	*			3,750,000	9,230,000			237.0	(No	statement	furnished)				100	
Dec. 31, 1873	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville	N.C.). Pa.	1,208,050		1,655,400		869,450	1,994,000			28.0	170,978	47,865	760,305	350,487	157,172	6	50	
Dec. 31, 1873	78.5	—	5.6	—	5	5	3	172	Sheboygan and Fond du Lac	Wisconsin.	2,622,861	*			1,276,000	1,509,000	86,689		78.5	131,140	62,214	59,188	135,777	3,687	—	100	
Nov. 30, 1873	31.1	—	5.2	—	7	4	1	211	Shenango and Allegheny (A. & Gt. W.)	Pa.	1,091,747	86,355			199,000	800,000	124,316		31.1	101,065	26,584	166,350	157,301	59,005	—	50	
Sept. 30, 1873	32.3	—	1.0	—	2	2	1	24	Shepaug Valley	Conn.	241,300	*			239,850	817			32.3	12,770	9,469	3,998	13,499	233	—	100	
Sept. 30, 1873	50.0	—	5.1	—	—	—	—	—	Shore Line (N. Y., N. H. and H.)	Conn.	1,200,000				1,000,000	200,000			50.0				413,081	92,658	7	100	
Aug. 31, 1873	—	—	—	—	—	—	—	—	*Sioux City and Pacific*	Neb. & Iowa.		*														100	
Aug. 31, 1873	122.4	—	7.4	—	11	6	3	356	Sioux C. and St. P. (St. P. & S. C.)	Ia. & Minn.	4,803,936	*			2,800,000	1,740,000			147.4	56,414	10,766		73,996	52,386	—	100	
Sept. 30, 1873	35.0	—	2.0	—	3	2	1	81	Sodus Point and Southern	N. Y.	1,479,000	*			715,967	1,200,000		(8½ mos	35.0	37,753	41,941	15,172	27,710	986	—	100	
Jun. 30, 1874	182.0	—	16.2	—	—	—	—	—	South and North Ala. (L. N. & Gt. S.)	Ala.	5,829,001				4,100,000	5,726,000	1,729,001		182.0				561,275	95,589	—	100	
Dec. 31, 1873	137.0	106.0	33.7	—	42	49	...	530	South Carolina ¶	South Carolina.	8,057,935	886,585	2,931,159	141,584	5,819,275	4,668,645	1,568,843	160,453	243.0	897,580	188,607	294,784	1,491,016	576,465	—	100	
Sept. 20, 1873	11.6	—	2.1	—	3	12	2	15	South Shore	Mass.	501,593	*	126,500	25,078	259,685	275,000	10,920	107,567	11.6	57,703	394,360	36,596	94,788	17,381	—	100	
Sept. 30, 1873	57.0	1.3	20.6	11.0	20	50	5	117	South Side (L. I.)	New York	4,531,784				1,000,000	3,250,000	967,658		73.3	340,266	679,055	66,663	488,410	192,742	—	100	
Sept. 30, 1873	116.0	—	14.0	—	14	7	5	401	Southern Central	N. Y. & Pa.	5,837,290	355,390		1,702	1,784,080	2,264,789	145,563		116.0	391,070	209,778	287,304	445,317	160,815	—	100	
Apr. 30, 1873	—	—	—	80.0	—	—	—	—	Southern Maryland	Md.	(Und	er const	ruction.)		1,000,000	2,200,000					(No part	completed.)				100	
Dec. 31, 1873	167.5	—	10.3	—	12	7	3	269	Southern Minnesota	Minnesota.	9,328,446	*		127,883	3,825,000	4,592,000	1,089,329	—	167.5	355,868	42,444	144,175	668,238	187,039	—	100	
Jun. 30, 1873	202.0	—	10.1	828.0	19	25	8	371	Southern Pacific	California.	10,136,408	663,577	9,306,402	204,655	12,210,200	5,050,000		50,842	152.0	469,254	330,000	182,661	1,036,312	576,572	—	100	
Nov. 30, 1873	143.0	162.5	22.9	12.5	34	28	7	358	Southwestern (Cent. of Ga.)	Georgia.	4,587,313	*			4,211,600	691,000								371,516	7	100	
Sept. 30, 1873	47.1	—	1.5	—	4	2	1	25	Springfield, Athol and Northeastern	Mass.	1,217,850	38,487	73,400	305	809,760	345,000	170,155	5,128	47.1	66,900	36,246	16,558	52,312	10,556	—	100	
Jun. 30, 1873	221.4	—	11.5	—	12	10	6	204	Springfield & Ill. So. Eastern	Illinois.	7,610,251	300,379	6,993	205,492	3,784,500	3,866,000	260,154	212,461	221.4	430,016			371,220	(Deficit)	—	100	
Sept. 30, 1873	22.0	—	3.2	—	—	—	—	—	Stockbridge and Pittsfield (H.)	Mass.	448,700		2,550	536	448,700		3,067	19					183,500	26,486	6	100	
Sept. 30, 1873	13.2	—	0.9	—	—	—	—	—	Stony Brook (N. and L.)	Mass.	276,601		23,492	4,660	300,000		1,089	3,664					18,300	18,117	6	100	
Dec. 31, 1873	24.0	—	1.5	—	—	—	—	—	Sullivan and Erie (P. and N. Y.)	Pa.	1,697,718		1,000,000		1,500,000	1,000,000	196,992							18,045	—	100	
Dec. 31, 1873	48.5	—	3.3	—	—	—	—	—	Sunbury and Lewisten (Penn.)	Penn	1,900,000				1,400,000	1,400,000										50	
Dec. 31, 1873	17.0	—	0.3	83.0	2	1	—	2	Susq., Gettysburg and Corwin	Pa.	181,000	*	1,319,000		1,500,000			21,406		45,126	9,054	18,367	31,079	7,109	—	50	
Dec. 31, 1873	28.0	7.0	2.9	—	—	—	—	—	Sussex	New Jersey.	1,373,600	*			1,638,600	235,000		11,421	35.0	90,000			129,165	42,931	2	100	
ept. 30, 1873	81.0	—	18.3	—	11	10	2	360	Syracuse, Bing. and N. Y. (D. L. & W.)	N.Y.	4,036,139	*			2,400,000	1,670,000	198,422		81.0	474,718	192,539	616,990	769,652	281,919	6	100	
Sept. 30, 1873	26.0	1.0	2.1	16.0	3	6	2	40	Syr. and Chenango (re-org Aug. 1, '73)	N.Y.	1,227,947	*			1,063,400	500,000	229,995		26.0	23,528	49,219	29,914	28,199	(Deficit)	—	100	
Sept. 30, 1873	45.0	—	3.8	—	5	6	4	65	Syracuse Northern	New York.	1,841,417	*			1,179,600	1,100,000			45.0	112,320	128,892	40,566	139,328	20,479	—	100	
Nov. 30, 1873	79.7	29.6	32.2	—	40	21	14	1,070	Terre Haute and Indianapolis	Indiana.	3,081,378		1,372,134	660,428	1,988,150	1,316,000	604,037	1,205,753	109.3	860,344	226,745	285,607	1,107,259	282,188	11	100	
Dec. 31, 1873	320.0	—	20.0	1,452	28	11	...	231	Texas and Pacific ¶	Texas.	12,800,000	*	(In pro	gress.)	2,000,000	10,000,000	500,000		320.0				346,010	106,008	—	100	
Dec. 31, 1873	30.6	—	8.8	—	14	6	1	482	Tioga	Pa.	899,286	455,015	125,000		580,000	239,500			96.0	267,265	107,885	927,476	506,119	219,293	—	50	
Jun. 30, 1873	43.0	—	2.8	14.0	—	—	—	—	Toledo, Can. Southern and Det. Mich. & O.		1,925,000		300,000		1,370,000	855,000										100	
July 31, 1873	220.3	10.0	26.0	—	45	13	9	1,655	Toledo, Peoria and Warsaw	Illinois.	12,585,523	*			5,700,000	6,450,000	446,723		230.3	997,155	175,784	517,596	1,262,266	219,829	—	100	
Dec. 31, 1873	452.1	155 2	58.9	—	188	71	43	3,419	Toledo, Wabash and Western	O. I. & Ill.	35,368,855	*	255,677	2,218,641	16,000,000	19,800,000	1,446,579	596,594	627.5	5,567,626	629,729	1,442,963	5,788,808	1,831,429	—	100	31½
Jun. 30, 1873	42.0	—	3.1	—	—	—	—	—	Tol., Tiffin and Eastern (M. C. & L. M.)	O.	1,555,077				273,512	850,000	436,565			14,122	4,369	2,951	8,797	1,421	—	100	
Sept. 30, 1873	34.9	—	9.9	—	13	17	6	247	Troy and Boston	New York.	2,389,482	*			1,599,000	1,919,000	113,113		55.3	186,882	295,775	202,808	552,106	272,270	4	100	
Sept. 30, 1873	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush (N. Y. C. & H. R.)	N.Y.	294,908				274,900									16,464	6	100	
Sept. 30, 1873	2.1	—	2.1	—	—	—	—	—	Troy Union and Depot	New York.	783,985				30,000	680,000										100	
Dec. 31, 1873	40.8	11.7	9.0	—	—	—	—	—	Tyrone and Clearfield (Pa.)	Pa.	823,567				510,000	332,360	313,566		52.5						2	50	
Dec. 31, 1873	1,032	—	103.0	—	151	99	36	2,501	*Union Pacific*	Nebr. Wy. & Utah.	112,359,336		4,470,716		36,762,300	75,427,512	4,640,240		1,032.0		174,894	622,120	10,266,104	5,291,243	—	100	35½
Dec. 31, 1873	165.0	—	201.0	—	242	281	35	1,762	United Companies of New Jersey	N. Jer.	33,368,053	*	7,049,845		19,290,627	17,615,608			273.0		8,003,043	3,051,577	8,516,740	1,724,552	10	100	129
Sept. 30, 1873	87.0	—	6.9	—	14	15	8	124	Utica and Black River	New York.	2,788,620	*			1,769,620	1,019,000			113.0	205,226	209,589	106,954	423,564	223,571	6	100	
Sept. 30, 1873	76.0	22.0	17.0	—	17	14	7	1,062	Utica, Chen. and Susq. Val. (D. L. & W.)	N.Y.	3,946,501	*			3,783,700				99.0	277,202	252,774	278,053	458,660	95,755	5	100	
Apr. 30, 1873	51.0	—	3.9	61.0	5	7	4	42	Utica, Ithaca and Elmira	New York.	1,700,000				381,360	25,000 p.m.										100	
May 31, 1873	47.0	25.5	9.3	—	—	—	—	—	Vermont and Canada (C. V.)	Vt.	3,000,000				3,000,000									240,000	8	100	45
Sept. 30, 1873	56.0	24.1	11.0	—	13	19	7	276	Vermont and Massachusetts	Mass. & Vt.	3,288,328	261,234	380,640	12,631	2,860,000	900,000	115,521	67,312	66.5	245,641	317,561	139,376	555,284	91,269	4	100	82½
Mar. 31, 1873	28.7	—	2.9	—	4	—	—	—	Vermont Valley	Vermont.	1,221,886	*			516,104	783,200								65,000	—	100	32
Feb. 28, 1874	140.0	2.0	9.0	—	19	10	5	125	Vicksburg and Meridian	Miss.	3,168,427			1,283,929	1,205,094	3,149,033	98,228		142.0	240,264	92,670	46,746	517,174	148,269	—	100	
Sept. 30, 1873	49.3	—	2.0	—	—	—	—	—	Ware River (B. and A.)	Mass.	971,788			3,442	750,000		210,848	14,331						14,331	—	100	
Sept. 30, 1873	18.3	—	6.0	—	—	—	—	—	Warren (D. L. and W.)	New Jersey.	3,102,220				1,800,000	1,261,400	40,820						757,642	16,137	7	100	85
Sept. 30, 1873	44.5	—	2.3	280.5	4	7	3	65	Washington and Ohio	Virginia.	1,806,194	132,028	474,187	15,401	1,918,478	159 058	350,274		44.5	83,716			92,883	27,787	—	100	
Sept. 30, 1872	282.6	10.0	9.0	81.0	25	21	12	384	Wash. City, Va. Mid. & Gt. Southern	Va.	9,180,634	*			2,692,540	5,622,664	865,430		292.6	713,252	196,394	161,434	988,371	403,598	—	100	
Oct. 31, 1873	26.5	—	5.0	—	10	19	4	69	West Chester and Philadelphia	Pa.	1,603,969	190,963	397,700	150,704	823,950	1,168,012	251,375		35.5	234,692			354,448	140,093	4	100	
Aug. 31, 1872	112.0	28.0	15.5	—	33	16	5	246	Western of Alabama ¶	Alabama.	4,832,628	544,555	315,048	586,758	2,008,324	3,152,400	348,241	659,916	160.0		218,808		659,916	165,623	—	100	
Dec. 31, 1873	133.0	—	11.9	—	58	19	12	952	Western and Atlantic ¶	Ga. and Tenn.	(Owned b	y State	of Georgi	a.)		5,000,000			138.0					300,000	—	100	
Dec. 31, 1873	90.0	—	3.0	—	10	10	4	171	Western Maryland ¶	Maryland.	4,217,959	*	84,500	80,511	683,243	3,675,000	24,727		90.0				218,384	26,300	—	100	
Mar. 31, 1874	111.0	3.0	1.6	31.0	5	6	3	9	Western North Carolina (E. D.) ¶	N. C.	7,125,000	*			6,000,000	850,000	275,000			(In ban	kruptcy—	No return.)			—	100	
Dec. 30, 1873	57.1	27.5	23.8	—	—	—	—	—	Western Pennsylvania (Penn.)	Pa.	3,950,872		135,179		1,022,450	3,000,000									—	50	
Dec. 31, 1873	191.7	20.8	21.8	—	30	14	12	519	Western Union (M. and St. P.)	Wis. & Ill.	7,905,246	*			4,000,000	3,500,000	371,269		212.5				1,137,634	259,373	—	100	
Dec. 31, 1873	27.0	—	1.6	—	2	2	1	16	West Feliciana	La. and Miss.	745,315	*	110,329	16,811	760,600	110,000	1,845		27.0	13,922			68,129	39,710	—	100	
Dec. 31, 1873	128.2	—	16.6	—	18	47	9	221	West Jersey	New Jersey.	3,878,266	*	111,037	158,082	2,133,660	3,100,000	413,625	65,314	128.2				680,586	237,607	8	50	
Mar. 31, 1873	197.0	—	10.0	—	26	14	10	660	West Wisconsin	Wisc.	8,640,000	*			4,000,000	4,640,000			165.0				549,645	263,829	—	100	
Dec. 31, 1873	32.0	—	2.1	29.0	3	5	2	24	Wheeling, Pbg. & Balt (B. & O.)	W. Va. & Pa.	679,642	*			500,000		79,642		32.0				47,365	710	—	50	
Apr. 30, 1873	62.4	—	4.2	—	6	6	2	127	White (Clinc.) Water Valley	Ind.	1,250,855	142,719	16,291	95,821	370,025	944,000	172,319	19,162	69.9	131,918	63,929	101,201	241,716	116,201	—	100	
Apr. 30, 1873	23.0	—	2.0	—	3	5	1	37	Wico-Mico and Pocomoke	Md.	380,000	*			160,000	200,000	20,000		37.0				33,966	14,200	—	25	
Sept 30, 1873	189.6	—	9.0	—	33	12	6	392	Wilm., Colum. and Augusta.	N. C. & S. C.	4,863,431	*	29,874	187,890	300,000	3,800,000	861,278	119,916	189.0	690,528	80,595	116,918	722,124	284,886	—	100	
Oct. 31, 1873	63.6	—	9.7	9.2	11	6	3	142	Wilmington and Reading	Pennsylvania.	2,681,102	261,391	169,211	142,827	759,925	2,371,900	121,708		....	241,711	147,122	310,717	257,301	39,018	—	50	
Sept. 30, 1873	162.0	19.0	13.2	—	22	31	...	324	Wilmington and Weldon ¶ (WC & A.)	N.C.	3,004,044	*			1,456,200	1,619,100			161.0				739,678	280,720	5½	100	
Oct. 31, 1873	19.9	—	2.4	15.1	3	3	2	80	Wilmington and Western	Del. & Pa.	720,207	76,310	45,088		248,807	500,000	91,599		19.9	38,868	39,308	20,030	35,219	Loss.	—	50	
Mar. 31, 1873	16.5	—	2.3	—	—	—	—	—	Wilton (N. and L.)	N. H.	234,600			91	214,600			20,091						14,052	6½	100	
Aug. 31, 1873	326.5	3.7	18.4	—	31	7	4	1,136	*Winona and St. Peter* (C. & N. W.)	Minn.	10,163,884	*	18,317	606,667	500,000	8,720,000	2,394,879		292.3				728,615	122,349	—	100	
Dec. 31, 1873	228.0	26.0	7.0	—	15	8	3	309	Wisconsin Central	Wisconsin.	12,800,000	*			6,400,000	6,400,000			165.0						—	100	
Sept. 30, 1873	45.7	—	27.7	—	17	17	5	367	Worcester and Nashua	N. H. & Mass.	1,993,829	326,133	80,926	204,339	1,706,700	500,000	94,485	304,041	45.7	364,347	375,033	386,030	580,666	208,462	10	100	122½
									CANALS, &c.																				
May 31, 1874	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.	Del. & Md.	3,662,316		396,107		1,880,800	1,922,307			12.5				427,309	271,618	8	50	
Dec. 31, 1873	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal	Md. & Va.	10,505,309				8,229,594	8,065,500			184.5						—	25	
Dec. 31, 1873	60.0	—	—	—	—	—	—	—	Delaware Division Canal	Pennsylvania.	2,433,350				1,633,350	800,000			—	(Leased	to Lehigh	Co.)	188,701	188,701	8	50	103
Dec. 31, 1873	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.	Penn. & N. Y.	6,389,210		28,470,046		19,539,485	13,930,385	143,414	2,195,971	108.0				12,228,707	2,020,606	20	100	116
Dec. 31, 1873	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.	New Jersey.	4,888,748		35,101,313	427,837	18,990,900	18,758,967	954,903		65.5			2,756,837	1,590,100	706,778	10	100	
Dec. 31, 1873	48 0	—	—	—	—	—	—	—	Lehigh Navigation	Pennsylvania.	4,455,000		20,097,500		8,784,850	15,767,656			108.0			1,041,891	506,060	43,789	—	50	97½
Dec. 31, 1873	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal	Penn.	1,146,040				1,004,150	110,000	8,054		85.0				196,149	123,514	9	50	
Dec. 31, 1873	103.0	—	—	—	—	—	—	—	Morris Canal	New Jersey.	3,432,474				2,200,000	1,125,129			103.0				323,654	78,173	4	50	49½
Dec. 31, 1873	358.0	64.0	—	—	—	—	—	—	Pennsylvania Canal	Pennsylvania	20,000,000				4,467,150	2,588,000	1,048,200		470.0			870,121	544,628	317,745	—	50	24
Dec. 31, 1873	108.3	—	—	—	—	—	—	—	Schuylkill Navigation	Pennsylvania.	10,587,126		2,557,040		4,355,798	8,576,232	267,196	91,157	108.3				649,351	634,183	1	50	13
Dec. 31, 1873	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.	Penn. & Md.	4,857,105				2,092,706	2,757,311	166,810		45.0	(Lease to	Ph. & R'g.)	426,393	99,151	loss.	—	50	12
Dec. 31, 1873	77.6	7.0	—	—	—	—	—	—	Union Canal	Pennsylvania.	5,907,850				2,907,850	3,000,000	35,000		84.6	(Lease to	Ph. & R'g.)	124,961	44,862	loss.	—	50	
Dec. 31, 1873	128.0	—	—	—	—	—	—	—	West Branch and Susquehanna	Penn.	3,030,344				1,100,000	748,000	296,219		—	(Leased	to Pennsylvania Co.)					50	

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:	$	p c	p c	p. c.
Atlantic and Great Western, pref...	10,000,000	7	...	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	...	....
" " " guar.	276,200	7	...	....
Atlantic and Pacific, preferred	10,000,000	7	...	16¼
Atlantic and St. Lawrence,* guar...	3,994,900	4	4	....
Baltimore and Ohio,* preferred....	3,552,800	6	5	105
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	..
Catawissa,* pref. and guar.....	1,159,600	7	7	80
Camden and Amboy,* guaranteed..	5,847,800	10	10	129
Camden and Atlantic, preferred....	783,549	7	7	87
Cayuga and Susquehanna,* guar....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	789,600	7	7	....
Central of New Jersey,* guar.....	20,050,000	10	10	107½
Central Ohio,* preferred	411,550	6	6	88
Chemung,* guaranteed.....	380,000	6	6	...
Cheshire, preferred.....	2,153,200	7	5	70
Chicago and Alton, † preferred.....	2,425,400	...	10	109
Chicago, Iowa & Nebraska,* guar..	3,916,300	...	8	89½
Chicago and North-Western, pref...	21,484,113	7	7	60
Cinc., Sand. and Cleveland, pref....	429,000	6	6	25
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,286,150	7	7	88
Cumberland Valley, 1st preferred...	211,900	8	8	....
" " 2d preferred...	283,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,316,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	...	....
Dubuque and Sioux City,* guar....	5,000,000	...	3	60
Dubuque South-Western, pref.....	590,315	8	...	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	50
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	76
" " com.& *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	56
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	...	...	....
Hannibal and St. Joseph, pref.....	2,107,700	7	7	34½
Harrisburg and Lancaster,* guar....	1,132,550	7	7	97
Housatonic, preferred.....	1,150,000	8	8	96
Huntington & Broad Top Mtn, pref.	190,750	7	...	25½
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	96
Joliet and Northern Indiana,* guar.	800,000	8	8	...
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Loubv., Cincinnati and Lex. pref...	841,000	9	9	....
Marietta and Cincinnati, 1st pref....	3,101,650	6	...	14½
" " 2d pref.....	4,436,250	6	...	9½
Mich. Southern, (Lake Shore) guar..	533,500	10	10	....
Mill Creek,* guaranteed.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	12,274,483	7	7	56½
Mine Hill,* guaranteed.....	3,856,450	8	8	104
Montclair,* guaranteed.....	2,000,000	7	...	....
Morris and Essex,* guar.....	15,000,000	7	7	98½
Nesquehoning Valley,* guar...	2,000,000	10	10	110
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,295,200	10	10	129
New London Northern,* guar.....	971,400	10	10	105
New York & Harlem,* pref. & guar.	1,500,000	8	8	127
" " *com.& guar.	8,500,000	8	8	131
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	119½
Ogdensburg & Lake Champ.,* guar.	3,077,000	7	7	45
" " pf.& *guar.	2,000,000	8	8	87
Ohio and Mississippi, preferred.....	4,030,000	7	7	60
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama, guaranteed.....	7,000,000	12	12	115½
Paterson and Hudson,* guar.....	630,000	—	8½	...
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	...	...	....
Phila., Germant'n & Norristt'n,*guar.	2,231,900	12	12	181
Philadelphia and Reading, † pref....	1,581,687	—	10	110½
Philadelphia and Trenton,* guar....	1,250,100	10	10	123
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	94½
Pittsfield and North Adams,* guar.	450 000	5	6	86
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	112
Rochester & Genesee Valley,* guar.	557,500	...	...	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	24½
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	...	32
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	—	...
St. Louis, Kansas City & Nor., pref..	12,000,000	...	—	25
Schuylkill Valley,* guaranteed.....	576,000	5	5	...
Shamokin V. & Pottsville,* guar....	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	—	....
" " 2d pref..	1,000,000	7	—	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	41
Warren,* guaranteed.....	1,800,000	7	7	85
Canal Stocks.				
Delaware Division,* guar.....	1,633,350	8	8	....
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	124½
" com. and * guar.....	1,096,000	4	4	49
Schuylkill Navigation preferred....	2,805,977	6	6	25

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	41 —	@ 42 —
Gartsherrie		— —	@ — —
Summerlee		— —	@ — —
Carnbroe		— —	@ — —
Langloan		— —	@ — —
Glengarnock		40 —	@ — —
Eglinton		37 —	@ 38 —
Pig, American, No. 1		28 —	@ 28 —
Pig, American, No. 2		25 —	@ 27 —
Pig, American, Forge		22 —	@ 27 —
Bar .Refined, English and American		— —	@ — —
Bar, Swedes, assorted sizes	(gold)	115 —	@120 —
		—Store Prices.—	
Bar, Swedes, ordinary sizes		140 —	@145 —
Bar, Swedes, Plow sizes		155 —	@160 —
Bar, Refined, ¾ to 2 in. rd. & sq. 1 to 6 inch x ¾ to 1 in		67 50	@ 70 —
Bar Refined, 1½ to 6 by ¼ & 5-16 in		72 50	@ 75 —
Bar Refined, 1 & 1½ by ¼ & 5-16		72 50	@ 75 —
Large Rounds, 2½@2¾ to 3¼ @4 in		75 —	@ 90 —
Scroll		90 —	@130 —
Ovals and Half-round		90 —	@100 —
Band, 1 to 6 in. by 3-16 to No. 12		85 —	@ 87 50
Horse Shoe		100 —	@105 —
Rods, ¼@1-16 inch		70 —	@127 50
Hoop, ¾ by No. 22 to 1 & 1½ by 13 & 14		97 50	@155 —
Nail Rod	per lb.	— 7¼	@ — 8¼
Sheet Russia, as to assortment	(gold)	— 15	@ — 15½
Sheet, Single, D. and T. Common		— 4¼	@ — 5
Sheet, Doubles and Trebles, Charcoal		— 5	@ — 5½
Sheet Galvanized 1st and 2d quality..List 20@35 p ct. disc.			
Rails, English	(gold) per ton.	50 —	@ — —
Rails, American, at Works in Penna..c'y.		55 —	@ 58 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)..per lb.		— 17	@ — 20
English Spring (2d and 1st quality)		— 8	@ — 9
English Blister (2d and 1st quality)		— 12	@ — 17
English Machinery		— 12½	@ — —
English German (2d and 1st quality)		— 12½	@ — —
American Blister		— —	@ — 9
American, Cast, Tool		— —	@ — 16
American, Cast Spring		— —	@ — 10
American Machinery		— —	@ — 11
American German Spring		— —	@ — —

NAILS—Duty: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Com. Fence. & Sheath per keg.		3 50	@ 3 60
8d. and 9d. "		— —	@ 3 85
6d. and 7d. "		— —	@ 4 10
4d. and 5d. "		— —	@ 4 40
3d. and 4d. Light		— —	@ 5 10
3d. Fine		— —	@ 5 85
2d		— —	@ 6 60
Cut Spikes, all sizes		— —	@ 3 85

TIN—Duty: Pig, Bars and Block, Free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca	(gold) per lb.	— —	@ — 25
Straits	(gold).	— 21½	@ — 21½
English, L. & F	(gold).	— —	@ — 21½
English, Refined	(gold).	— 21½	@ — —
Plates—Fair to good brands.		Gold.	
I. C. Charcoal	per box.	9 37½	@ 9 75
I. C. Coke		7 37½	@ 7 75
Coke Terne		6 75	@ 7 —
Charcoal Terne		8 25	@ 8 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)		— 5½	@ -5 1-16
Crude 40@47 gravity (in shipping order)		— 8¼	@ — 8½
Refined, Standard White (in ship'g order).		— 10½	@ — 10½
Refined, S. W. (in jobbing lots)		— 11	@ — 11½
Refined, S W. (in tin)		— 16½	@ — 19
Naptha, Refined (65@73 gravity)		— 9½	@ — 10½
Residuum....(in shipping order)	per gall.	— 7	@ — 7½

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.)	per lb.	— —	@— 38
Copper, Bolts		— —	@— 30
Copper, Braziers' (over 16 oz.)		— —	@— 30
Copper, Nails		— 37	@— 38
Copper, Old Sheathing, &c., mixed lots		— —	@— 23
Copper, American Ingot Lake		— 22¼	@— 22¾
Copper, English Pig		— —	@— —
Yellow Metal, New Sheathing & Bronze		— 21	@— 22
Yellow Metal, Bolts		— —	@— 28
Yellow Metal, Nails, Sheathing & Slating		— —	@— 22

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb.	— —	@ 6 75
German Ordinary	(gold)	— —	@ 6 75
English	(gold)	— —	@ 6 75
Foreign Refined	(gold)	6 87½	@ 7 —
Domestic	(gold)	6 30	@ 6 35

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel		10 —	@12 —
Liverpool House Cannel		17 —	@— 18
Anthracite (by cargo)	per ton of 1,000 lb.	5 —	@ 6 50

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 18.

	Th. 12	F. 13.	Sat. 14.	M. 16.	Tu. 17.	W. 18.
Atlantic & Pacific pref..	14	14	14	14¼	15½	16¼
Boston, Hart. & Erie.....	....	....	....	....	....	....
Central Pacific 6s.....	95¼	....	95¼	95¼	95¼	95¼
Central of N. Jersey....	107	107¼	106¼	....	107¼	107¼
" 1st mort....	108	....	....	....	....	....
Chesapeake & Ohio 1 m....	....	....	50¼	50	....	50¼
Chicago & Alton.....	102	102	102	102	101¼	....
" pref.....	....	....	....	....	109	....
" 1 M.....	....	....	....	....	....	....
" S. F.....	....	....	....	....	....	....
" Inc. bds.....	....	....	100¼	....	....	104¼
Chicago, Burl. & Q.....	105	....	....	....	....	....
" 8s, 1883	112¼	....	....	....	....	....
Chic. & Northwestern..	39¼	41¼	39¼	42¼	42	42
" pref.....	54¼	57¼	55¼	60	60¼	60
" 1st M.....	....	....	....	93	....	....
" S. F.....	....	....	....	....	....	....
" Consol.....	....	86¼	86	....	87	....
" " gold..	83¼	84	83¼	85	85	85
Chic., Rock Isl. & Pac..	99	100¼	99¼	101¼	100¼	100¼
" 7s, 1896.....	....	107¼	....	107¼	....	107¼
Clev., Col., C. and Ind..	65¼	....	....	65	66	....
Clev. & Pittsburg guar..	87¼	87¼	87¼	87¼	87¼	88
" 2 M.....	....	....	....	....	....	....
" 3 M.....	....	100¼	....	....	....	....
" 4 M.....	....	93¼	....	....	....	95
Clev. and Toledo.....	....	....	....	....	....	....
" S. F. 7s.....	106	....	....	....	....	....
Col., Chi., & Ind. C.....	10¼	10	9¾	10¼	10	9¾
" 1 M.....	....	68	68¼	68¼	....	69
" 2 M.....	....	....	....	....	....	....
Del. & Hudson Canal ...16	....	....	115¼	....	116	116
Del. Lack. & Western...109¼	....	109¼	....	109¼	109¼	109¼
" 1 M. 7s.....	....	....	....	102	....	....
" 2 M 7s.....	....	....	106	....	....	....
Erie Railway.....	28¼	29¼	29¼	29¼	29¼	29
" pref.....	....	....	....	....	....	....
" 1 M.7s, 1897.103¼	....	....	....	....	....	....
" 2 M. 7s, 1879.....	....	....	....	....	....	....
" 3 M. 7s, 1883.....	....	....	....	....	100¼	....
" 4 M. 7s, 1880.....	97¼	....	....	....	97	....
" 5 M. 7s, 1888.....	....	....	....	....	....	....
" 7s, con. gold.....	....	....	....	....	....	....
" 8s, conv.....	....	....	....	70	....	....
Great Western 2d mort.....	....	....	....	....	....	....
Hannibal & St. Joseph.	26¼	27	27¼	27	26¼	....
" pref.....	34	34¼	34¼	34¼	34¼	34¼
" 8s, conv.....	....	....	....	....	....	....
Hudson River.....	....	....	....	....	....	....
" 2 M. S. F.....	....	....	....	....	....	....
" 3 M. 7s, 1875.....	....	....	....	....	....	....
Illinois Central	98¼	97¼	98	98	....	....
" 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th.	82¼	82	81¼	82¼	81¼	80¼
" Consol. 7s.....	....	....	....	103	103¼	....
" " reg.....	....	99¼	100	....	....	....
" 2d consol...	94¼	....	....	....	....	95
Marietta & Cin. 1st pref...	....	....	....	....	....	....
Michigan Central.....	77¼	77	77¼	77	76¼	76¼
" S. F. 8s, 1882.....	....	....	....	....	....	....
" 7s, 1902.....	93¼	99¼	99¼	....	99¼	99¼
M. S. and N. I. 1 M. S. F....	103¼	....	....	104	....	....
" 2 M.....	....	....	99¼	....	....	....
Milw. and St. Paul.....	34¼	35¼	35¼	37¼	36¼	36¼
" pref.....	55¼	54¼	56¼	56¼	56¼	56¼
" 1st mort.....	....	....	....	....	....	....
" 2d mort.....	....	....	....	....	....	....
" 8s.....	....	107	....	....	....	....
" 7 3-10s con.....	....	....	....	....	....	....
" 7s, gold.....	....	....	....	....	....	....
Morris and Essex.....	98¼	98¼	98¼	98¼	98¼	....
" 1st mort.....	....	....	106	....	....	....
" 2d mort....103	....	103	103	....	....	....
N. Y. Cen. & Hud. Riv.102¼	102¼	101¼	102¼	102¼	101¼	....
" 7s, S.F.1876. ...	....	....	....	....	....	103¼
" 6s, S.F. 1883....	....	97¼	....	....	....	97¼
" 6s, S.F. 1887....	....	....	99¼	....	....	....
" 1st mort....111	....	....	111¼	111¼	111¼	....
" reg.....	....	111	....	....	....	....
N. York and Harlem.....	130	....	130	131	....	....
" pref.....	....	....	....	....	....	....
" 1st Mort.....	107¼	....	108	108	107¼	....
" " reg.....	....	....	108	....	....	....
N. York N. Hav. & Hart.....	....	....	....	....	....	....
Ohio and Miss.....	30¼	31¼	30¼	31¼	32	31¼
" pref.....	....	61	....	....	....	60
" 2d M.....	79	....	79¼	....	....	80
" Consol. 7s.....	....	....	....	....	95	....
" " S. F.....	....	95¼	....	....	....	....
Pacific Mail S. S. Co....	44¼	45¼	45	45¼	45	45¼
Panama	....	115	114¼	....	....	....
Pitts., Ft. W. & Chi. gtd.....	....	94¼	94¼	....	94¼	....
" 1 M.....	....	....	....	....	110	....
" 2 M.....	....	....	104¼	....	....	....
" 3 M.....	....	....	....	....	....	....
Quicksilver Mining Co..	32¼	....	32	32¼	32¼	32¼
St. L., Alton & T. H.....	....	....	....	....	8	7¾
" pref.....	....	....	....	....	16	....
" 1 M.....	....	....	....	....	....	....
" 2 M. pref.....	....	....	....	....	....	....
" Income bds	....	....	....	....	75¼	....
Tol., Wab. & Western..	31¼	32	31¼	32¼	31¼	31¼
" pref.....	40	41	....	....	....	....
" 1 M.....	....	....	88	88¼	....	....
" 2 M.....	....	....	....	72	....	72¼
" Equipment.....	....	....	....	....	....	....
" St. Lou. Div. 73	....	73¼	....	....	....	....
Union Pacific.....	35¼	35¼	35¼	36¼	35¼	36¼
" 1st mort.. 90	90	90¼	90¼	90¼	90¼	90¼
" L. Gt. 7s....	88¼	....	....	88¼	88¼	88¼
" S. F. 8s....	76¼	76	76	76¼	76¼	....
Western Union Tel....	80	80¼	80¼	80¼	80¼	80¼

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 18.

	Th.12.	F.13.	Sat.14.	M.16.	Tu.17.	W.18.
FEDERAL STOCKS:—						
U. S. 5s, 10-40s, reg.	....	....	112¾	112¾	....	....
U. S. 5s, 10-40s, coup.	112¾	113¾	....	....	....	....
U. S. 5s, 1881, reg.	111¾	111¾	....	112¼	112¼	....
U. S. 5s, 1881, coup.	111¾	....	112	112¾	112¼	112¼
U. S. 6s, 1881, reg.	....	....	118¾	118¾	....	118¾
U. S. 6s, 1881, coup.	119¾	118¾	....	119¾	....	....
U. S. 6s, 5-20s, reg. '62.	....	....	111¾	....	....	....
U. S. 6s, 5-20s, c. 1862.	111¾	111¾	111¾	112¼	111¼	112¼
U. S. 6s, 5-20s, reg. '64.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.	....	114¼	114¾	....	....	114¾
U. S. 6s, 5-20s, reg. '65.	....	115	115	....	....	....
U. S. 6s, 5-20s, c. 1865.	115¼	115¼	115¼	....	....	115¼
U. S. 6s, 5-20s, r. n. '65.	....	....	....	....	118¼	....
U. S. 6s, 5-20s, c. n '65.	118	118	118¼	118	118¼	118
U. S. 6s, 5-20s, reg. '67.	118¾	118	118¼	118¼	....	118¼
U. S. 6s, 5-20s, c. 1867.	118¾	118¾	118¾	118¾	....	118¾
U. S. 6s, 5-20s, reg. '68.	118¼	....	....	....	....	....
U. S. 6s, 5-20s, c. '68.	....	118¾	....	118¼	....	118¾
U. S. 6s, Pac. RR issue.	....	....	118¾	....	118¾	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 17.

	W.11.	Th.12.	F.13.	Sat.14.	M.16.	Tu.17.
Catawissa preferred	40	....	....	....	....	....
" 7s, new	102	....	....	102	....	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	99¾	....
" 6s, 1883	....	....	....	94¼	94¼	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89.	100	....	....	99¼	....	....
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	99	....
Lehigh Navigation	48¾	48¾	48¾	48¾	48¾	48¾
" 6s, 1884	....	97¾	....	97¾	97¾	97¾
" Gold L.	99¾	99¼	99¾	99¼	99¾	99¾
" R. R. L.	....	....	97¼	....	....	....
" Conv. L.	....	....	....	....	....	....
Lehigh Valley R. R.	61¼	61¼	61¼	61¼	61¼	61¼
" 6s new coup.	....	....	....	....	102	102
" 6s new reg.	102¼	....	....	102¾	102¼	....
" 7s	....	....	....	....	106	....
Little Schuylkill R.R.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Minehill	....	....	....	....	....	....
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1885	103	102	....	....	....	....
" 7s	....	102	....	102	102	102
" 10s, 1887	....	....	....	....	104¼	....
Northern Central	32	....	....	....	....	....
Oil Creek & Allcg. Riv.	9¼	9	9	8¾	9	9¼
" 7s	54¼	55	55	55	....	....
Pennsylvania R. R.	52¾	53	53	53	53	53
" 1st M.	....	....	....	103¾	....	....
" 2d M.	100	....	....	100	....	....
" Gen. mort.	....	....	....	....	....	....
" " reg.	....	....	....	....	93¼	94
Penn. State 6s, 2d series	108¼	....	....	....	....	108
" 6s, 3d series	....	111¼	....	111¼	....	....
Philadelphia City, 6s	102	....	....	102¼	102¾	....
" new	105¼	105¾	105¼	105¾	106	106
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	54¾	54¾	54¼	54¾	54¾	54¾
Philadelphia and Erie	16¾	16¾	16¼	16¼	16¼	16¼
" 6s	....	....	....	....	....	....
" 7s	83¼	....	....	....	....	85
Phila., Wilm. & Balt.	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	12¼	....	12¼	....	....	....
" 6s, 1882	77	....	....	....	77¼	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	91	....	....
United Co. of N. Jersey	128¾	129	128¾	129	129	....
Hestonville, (Horse)	....	19	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green and Coates	50	....	....	....	....	40
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 17.

	W.11.	Th.12.	F.13.	Sat.14.	M.16.	Tu.17.
Baltimore City 6s, 1875	100¼	....	....	....	....	100¼
" 1886	....	....	....	....	101	102¼
" 1890	101¼	....	101¼	102	102	
" 1884	101	....	....	....	....	....
" 1900	101¼	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880.	102¼	....	102¼	....	....	....
" " 1885	....	....	100¾	....	....	....
Central Ohio	....	....	....	....	....	....
" 1st mort.	....	....	....	....	....	....
Marietta & Cin. 1st M.	104	103¼	....	104	103¾	104
" 2d M.	....	91¼	....	....	91¾	92
" 3d M. 8s	....	79	....	....	79¼	80
Northern Central	....	31¾	....	....	31¾	....
" bonds, 1885.	95	....	....	....	....	....
" " 1900.	87	....	....	....	....	....
" G. B. 1900	....	92	....	....	....	....
Pittsb. & Connellsv. 7s	....	81¼	81¼	....	....	....
N. W. Va. 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	....	....	....	....	....	57¼
" Defer. Certif.	12¼	....	....	....	....	12¾
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 18.

	Th.12.	F.13.	Sat.14.	M.16.	Tu.17.	W.18.
Boston and Albany	131	130¾	130¾	131	131¼	
Boston and Lowell	91	....	....	....	....	91
Boston and Maine	110¾	111	111	....	111	
Boston and Providence	145¼	....	145¾	145¾	145¼	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s	23¼	22¾	23	23¼	23	23¼
Cheshire, pref.	....	....	....	....	....	70
Chi., Burl. and Quincy	104¼	104¼	....	104¼	104¾	104
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	54¼	54¾	54¾	53¾	54¼	54¼
Fitchburg	123	123	....	....	123	123
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	77¼	76¾	77¼	76¾	76	76¼
Northern, N. H.	103	....	....	....	....	....
Ogdens. & Lake Champ	44¼	44¼	44¼	45	....	....
" pref.	....	....	....	87	....	87
Old Colony	108¼	107¾	108¾	108¾	108¾	108¾
Ph., Wil. & Baltimore	54¾	54¼	54¾	54¾	54¼	54¼
Portl'd, Saco & Ports.	111	....	111	112	....	....
Union Pacific	....	....	....	....	....	....
" 6s	88	....	....	....	....	87¾
" Land Grant 7s	....	....	....	....	....	....
" S. F. 8s	74¾	....	74¾	74¼	....	74¼
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass.	82¾	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	100¼	100¾	....
Metropolitan	....	....	43¼	....	43¼	....
Middlesex	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Calumet and Hecla	135	....	135	134¾	134¾	134¾
Copper Falls	10¾	11	10¼	10¾	10¾	
Franklin	....	....	4	5¼	....	....
Quincy	42¼	43¼	42¾	44	44	43

London Stock Exchange.

	—Closing Prices.— Oct. 30.	Nov. 6.
Atlantic & Gt. W. 1st mort., $1,000	48 — 50	48 — 50
Do. 2d mort., $1,000	25 — 27	25 — 27
Do. 3d mort., $1,000	12 — 13	12 — 13
Do. Con. mort. B'nds Bisch's Cert.	13 — 15	13 — 15
Do. Leas. Lines, Rental Bonds	65 — 70	65 — 70
Do. 1873	40 — 45	40 — 45
Do. 8 p. c. Scrip, West. Exten	— — —	— — —
Detroit & Milwaukee 1st mort. Bonds	60 — 65	60 — 65
Do. 2d do.	55 — 60	55 — 60
Erie shares 100 dol. all paid	26¼ — 26¾	26¼ — 26¾
Do. Convertible Gold Bonds	61 — 63	62 — 64
Do. 6 per cent Convertible Bonds	93 — 95	93 — 95
Cons. Mort. amount autho. to be issued for conv. of existing bonds	87 — 89	88 — 90
Illinois Central $100 shares all paid	84 — 86	85 — 87
Do. Redemption mort. bonds 6 p.c.	99 —101	99 —101
Illinois & St. Louis Bridge 1st mort.	99 —101	99 —101
Marietta and Cincinnati Rail. Bonds	96 — 99	96 — 99
Michigan Central 8s 1882, conv.	— — —	— — —
New York Central, 100 dols. shares	94 — 95	94 — 95
Panama General mort.	97 — 99	96 — 98
Pennsylvania, General mort.	99 —100	100 —101
Do. $50 shares	50¼ — 51¼	51 — 52
Philadelphia and Erie 1st mort.	94 — 96	94 — 96

American Railroad Journal.

Saturday, November 21, 1874.

Stock Exchange and Money Market.

Money has been fairly active through the week within the range of 2@4 per cent on call, and 5 @7 per cent on the best mercantile credits. At these figures, lenders have been quite prompt in meeting the requirements of the more prominent borrowers. The activity at the Stock and Gold Boards has tended to stimulate the inquiry for accommodation on the part of the leading Street firms. From mercantile sources, the demand has been moderate at the ruling figures. The last weekly statement of the City Banks was more favorable to an easy working of the Money Market. The City banks last week augmented their reserve of legal tender notes $73,400, and enlarged their deposit item $3,240,300, while also increasing their specie average $4,318,400. They also report a reduction of $1,278,600 in the loans and discounts, and of $250,400 in their circulation. The U. S. Sub Treasury in this city closed the week with a currency balance of $53,039,697 against $55,067,167, the preceding week; and a coin board of $55,654,220, against $56,246,758, on the previous return. The City bank exchanges, during the week, were $450,809,151, or a daily average of $75,051,525. The customs revenue of the port, during the week, was $1,719,000. The City banks reported their average of gold last week at $16,888,200, and their greenback average at $59,525,100. Their deposits stood at $229,994,200. The loan item was $283,788,100, The circulation was $24,832,500.

The City Bank net reserve of specie and legal tender notes now shows an excess, over the legal requirement of reserve, to liabilities, of $18,914,750.

The aggregate of the outstanding U. S. currency, of all denominations, Nov. 1, was $430,752,687. The outstanding amount of legal tender notes is 382 millions. The National bank circulation is $348,989,341.

The U. S. Treasury balances at the opening of business on Wednesday were as follows: Currency, $16,121,758; special deposit of legal tenders for redemption of certificates of deposit, $54,860,000; coin, including $22 800,900 in coin certificates, $82,500,187.

The income of the Government, from internal revenues, thus far, in the fiscal year, commencing with July 1, 1874, has been over 40¾ millions.

The Gold movement has been decidedly more animated, and interesting, during the week. The business has been mainly speculative, and the market has shown unusual buoyancy. The extremes of the week have been 110¼@111¼, closing on Wednesday at 110⅞@111, as against 110¼ on Wednesday of the preceding week. The specie outflow last week was only $278,060. The imports of specie at this port since Jan. 1, have been $4,833,618, against $15,718,186 same time last year. The customs demand for Gold last week averaged $286,500 a day. Foreign Exchange has been moderately active, with Bankers' sixty day bills on London closing on Wednesday at $4 85¾@$4 86⅛; sight bills on London at 4 89¾@$4 90⅛ to the £ sterling. The week's exports of Domestic Produce have been to the currency value of $5,365,249.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $6,092,787.

Sympathizing with the rise in Gold, Government Securities have been in much more confident demand, mainly on investment account, and prices have been quoted higher, closing firmly.

U. S sixes of 1881 closed on Wednesday of this week at 119⅛@119¾; U. S. Five-Twenties of 1862, (ex-Nov. coupon) at 112⅛@113; U. S. Five-Twenties of 1864 (ex-Nov. coupon) at 114 @114⅜; U. S. Five-Twenties of 1865 (ex-Nov. coupon) at 115⅛@115¾; U. S. Five-Twenties of 1865 consolidated, 118@118⅛; U. S. Five-Twenties of 1867, 118¾@118⅞; U. S. Five-Twenties of 1868, 118¼@119; U. S. Ten-forties at 113¾@114⅛; U. S. Fives of 1881, (Funding Loan) 112⅜@112⅛; Six per cent. currency Sixes from 118⅜@118⅞.

At the Stock Exchange, business has been much brisker, at advancing prices. The speculative demand has been more confident, and the operators for higher values have had practical control of the market. A more satisfactory inquiry has been noted for State and Railway bonds, at generally stronger prices. Railway and miscellaneous share property has been more freely dealt

in and quoted higher, though, at the close, somewhat irregular.

General business has been moderately active Domestic produce has been attracting more attention, but prices have been unsettled; Flour, Wheat, Rye, Oats, Cotton, Pork, Lard and Bacon, closing steadier; while Corn, Naval Stores and Petroleum, have shown less firmness. Foreign merchandise has been rather tame, the inquiry for most descriptions having been confined within the limits of urgent wants, at variable prices. The Metal trade has been without much show of activity. Scotch Pig Iron has been in demand in a jobbing way at former rates. American Pig Iron, plenty and weak, on restricted dealings. Of American Iron Rail, 500 tons have been reported sold at $55 per ton, delivered here. Eglinton Pig Iron quoted from yard at $37; Glengarnock, $39@$40; No. 1 American Pig at $26@$28 00; No. 2 do. at $25@$27; Forge, $23@$25; English Rails at $48@$50, gold; American Rails at works, $55@$60; Old Rails, $30. Wrought Scrap, $30@$32. Ocean freights have been decidedly brisker, closing higher. The main demand has been for accommodation for Grain, Petroleum, Cotton, and Provisions.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—St. Louis, Iron Mt. and Southern R. R., 22¾; Pacific R. R. of Mo., 47; do. 1st mort., 86; do. 2d mort., 79; St. Louis, Kansas City and Northern pref., 25; Missouri, Kansas and Texas, 11; Iowa Midland 1st mort. 8s, 80; Morris and Essex 7s, 1871, 98; Central of New Jersey 7s, conv., 103½; Cleveland and Pittsburg 7s, consol., 100; Western Pacific bonds, 85¾; Galena and Chicago 1st mort., 105; Canada Southern 1st mort., with int. certif., 59½; Boston, Hartford and Erie 1st mort., 24; Mil. and St. Paul 1st mort. La C div., 87; do. I. and M. div., 77; North Mo. 1st mort., 84½; Toledo, Wabash and Western 7s, consol., 59; Clev., Col., Cin. and Ind. 1st mort, 104½; Rensselaer and Saratoga 1st mort., 103½; Cedar Falls and Minnesota 1st mort, 82; International and Great Northern 1st mort., 70; Chicago and Gt. Eastern 1st mort., 68; Albany and Susquehanna 1st mort., 107½; St. Louis and Iron Mt. 2d mort., 62; East Tennessee Va. and Ga. 1st mort., 88½; Long Island R. R. 1st mort., 88½; Union Pacific income 10s, 90¾; Chicago and Milwaukee 1st mort., 93½; Del., Lack. and Western 7s, conv., 110½; N. Y. Central Real Estate bonds, 95; Quicksilver Mining pref., 39; Maraposa Min., 4½; Western Union Tel. 7s, 99¾; At. and Pacific Tel., 19¼; Canton Co., 62¾; Consol. Coal of Md., 47½; Spring Mt. Coal, 71; Pennsylvania Coal, 245; Adams Exp., 120; Am. Exp., 64¼; Wells-Fargo Exp., 80¼; U. S. Exp., 63¼; Tennessee old, ex-coupon, 55⅛; do. new, ex-coupon, 56¾; do. n. s., 56¼; Georgia 7s, new, 91; do. 6s, 80; Missouri 6s, l. bonds, 95¼; Arkansas 6s, 20; N. Y. State 7s, B. L., coupon, 108⅜; North Carolina 6s, old, April and Oct., 30¼; do. Jan. and July, 30¼; do. 6s, fund act 1866, 21½; do. 6s, issued to N. C. R. R., coupon off, 37; Virginia 6s, consol., 57; do. ex coupon, 52⅝; def. cer., 12¼; Alabama 8s, 1886, 50; South Carolina 6s, new, non f., 7⅛; Brooklyn 6s, W. L., 97.

Philadelphia.—Pittsburg, Cincinnati and St. 7s, 74½; Philadelphia and Reading 7s, 1893, 105; do. Gen'l mort. 7s, coupon, 106; do. 7s, new, conv., 104⅛; do. deben. bonds, 77½; Allegheny Valley 7 3-10s, 90½; do. 7s, 82; Schuylkill Nav. 6s, 1895, 76½; do. Imp. Loan, 87; Susquehanna Canal 6s, 74; Pennsylvania and New York 7s, 105; Western Pennsylvania 6s, 76; Northern Pacific 7-30s, 27¼; Harrisburg and Lancaster 6s, 100½; Pennsylvania div. scrip, 104⅞; Fifth and Sixth Streets R. R., 57; Nesquehoning Valley R. R., 55; Catawissa new, pref., 32; Huntingdon and Broad Top Mt. pref., 12¾; Camden and Atlantic pref., 43½; Pennsylvania State 5s, coupon, 103¼; do. reg., 103; Pittsburg 7s, W. L., 101. The latest quotations are: City 6s, 102½@103; do. free of tax, 106@106¼; Pennsylvania State 6s, 2d series, 107¾@108¼; do. 3d series, 111¼@111¾; Philadelphia and Reading, 54⅝@54¾; do. Gen'l mort. 7s, coup., 105¾@106¼; do. reg., 106@107½; do. mort. 6s, 1880, 101½@101¾; do. new, conv., 104@105½; do. 7s, 1893, 104½@105½; United New Jersey R. R. and Canal Co., 128½@128¾; Camden and Amboy mort. 6s, 1889, 99½@100; Pennsylvania R. R., 52⅝@52¾; do. div. scrip, 104¾@105; do. 1st mort., 103@103½; do. 2d mort., 99⅝@100¼; do general mort. coupon, 93@93; do. reg., 94@95; Little Schuylkill R. R., 47⅜@47¾; Morris Canal, 49@51; do. pref., 122¼@130; do. 6s, 98@100; Susquehanna Canal, 6@9; do. 6s, 74@75; Schuylkill Nav., 6¼@6⅜; do. pref., 12⅝@13; do. 6s, 1882, 77@77½; do. 1872, 91½@91½; Elmira and Williamsport pref., 35@38; do. 7s, 1873, 98¼@99½; do. 5s, 58@63; Lehigh Coal and Navigation, 48¾@48⅞; do. 6s, 1884, 97¾@98; do. R. R. Loan, 97½@97¾; do. Gold Loan, 99¾@100¼; North Pennsylvania, 50@52; do 6s, 103@103¼; do., 7s, 101¾@102; do. Chattle 10s, 104½@105; Philadelphia and Erie, 16⅛@16¼; do. 6s, 89@—; do. 7s, 84¾@85¼; Minehill, 52@52½; Catawissa, 13¾@15; do pref., 40@40; do. new pref., 32¼@32½; do. 7s, 1900, 101⅝@102; Lehigh Valley, 61½@61⅝; do. 6s, new coupon, 101¾@102¼; do. reg., 102@102½; do 7s, 105¾@106½; Fifth and Sixth streets (horse), 57@57¼; Second and Third, 65@70; Thirteenth and Fifteenth, 25⅜@—; Spruce and Pine, 30@32; Green and Coates, 49⅞@50¼; Chestnut and Walnut, 71½@72½; Hestonville, 18¾@19; Germantown 36@45.

Boston.—Atchison, Topeka and Santa Fe R. R., 8; do. 1st mort., 61; do. 7s, Land Grant, 63; Burlington and Missouri River R. R. in Iowa, 100½; do. Creston Branch, 96¾; do. 8s, 1879, 100; Chicago, Burlington and Quincy 7s, 98; Boston and Albany 7s, 1892, 106; Eastern R. R. 7s, 1882, 92; do. 7s, 1887, 92½; Old Colony 7s, 1894, 105; do. 1877, 102⅜; do. 6s, 1876, 99½; Massawippi Valley 1st mort. 6s, gold, 90; Nashua and Rochester 6s, guar., 92⅞; Vermont Central 8s, 59½; Michigan Air Line 8s, 1890, guar., 98; Indianapolis, Cin. and Lafayette R. R., 6½; Summit Branch, 34¾; do. 7s, 1904, 82¾; Burlington and Missouri River R. R. 8s, in Nebraska, 50; do. 8s, old, 95¼; Cincinnati, Sandusky and Cleveland R. R., 8½; Norwich and Worcester R. R., 120; Union Pacific fractions, 150½; Portsmouth, Gt. Falls and Conway R. R., 55; Rutland R. R. scrip, No. 6, 25; do. 1st mort. 1902, 68½; Connecticut and Passumpsic Rivers R.R., pref., 72½; do. 7s, 1893, 96; New Bedford R. R. 105; Boston, Clinton and Fitchburg R.R. 54¼; Cary Imp., 4¾; Pullman Palace Car Co., 95; Boston Water Power, 10¼; Boston Land, 4; New Hampshire 6s, 101½; Maine 6s, 101½; St. Louis 6s, 92, Boston 6s, 1894, 101; do. 6s, 1880, 100¾; do. 5s; 1887, gold, 99; Chicago 7s, 99¼; Augusta 6s, 1887, 94; Bangor 6s, 1894, 92; Cincinnati 6s, 1882, 93½; Lowell 6s, 1890, 97½; Toledo 8s, 1889, 102; Cleveland 7s, 1884, 101; Portland 6s, 1897, 95; do. 1887, 92¼; St. Paul 6s, 1898, 86; Allouez Mining Co., 4; Petherick, 1; Dana, 25c.; National, 1¾; Bidge, 6¼.

Baltimore.—Virginia coupon 6s, old, 40; Virginia consols, ex-coupon, 54¼; Virginia consols, coupons, 89¼; Virginia Peelers, 44⅝; Maryland Defense 6s, 108; Western Maryland 3d mort., end. by Balt., 99; Orange and Alexandria 4th mort. 8s, 69¼; Wilmington and Weldon 7s, 92; Santa Clara bonds, 32; Atlantic Coal, 2.20. The latest quotations are: Richmond and Danville 1st mort., 64¾@65½; Pittsburg and Connellsville 7s, 1898, 82@83; Baltimore and Ohio, 172@175; do. 6s, 1875, 102@102; do. 1880, 102@102½; do., 1885, 100½@101; Washington Branch, —@175; Northern Central, 81¾@82; do. 6s, 1885, 95@95½; do. 6s, 1877, 95@100; do. 1900, 87@88; do. 6s, 1900 gold, 92¼@92½; N. W. Va. 3d mort., 1885, 95@100; Marietta and Cincinnati 1st pref., 15@18; do. 2d pref., 8@10; do. 1st mort. 7s, 1892, 103¾@104¼; do. 2d mort., 7s, 92@92¼; do., 3d mort. 8s, 80@80½; Central Ohio, 44@45; do. pref., 44@44; do. 1st mort., 93@93½; Western Maryland, 1st mort. 6s, 1890, 80@89; do. 1st mort. guar., 99@100; do. 2d mort. guar., 98@100; do. 3d mort., guar., 99@100; do. 2d mort. pref., 60@70; do., 2d mort. guar. by Washington Co., 91½@92; Virginia and Tennessee 2d mort. 6s, 65@78; do. 3d mort. 8s, 75@80; Orange and Alexandria 1st mort. 6s, 86@91; do., 2d mort. 6s, 81@84; do., 3d mort. 8s, 76@78; do., 4th mort. 8s, 69@69¼; Orange, Alex. and Manassas 7s, 79½@80; Baltimore 6s, 1875, 100⅜@101; do., 1884, 100½@101; do. 1886, 102@103; do. 1890, 102@102½; do., 1900, 101@101; do. 1902, 101@102; do., 6s, exempt, 104@106; do. 5s, 80@85; Memphis City 6s, 38@40; Maryland Defense 6s, 1883, 108@108½; do. 6s, 1890, 101@103½; do. 6s, exempt, 108@108½; do. 5s, 83@85; Virginia coupon 6s, old, 36½@38; do. new, 34@38; do. consol. 6s, 55@55½; do. coupons, 88⅜@88¾; West Virginia, 12@18; City Passenger R.R., 23½@25; George's Creek Coal, 144@147; Atlantic Coal, 2.20@2.25; Santa Clara, 9.00@15.00; do. bonds, 32@32; Canton Co., 50@70.

Connecticut Western Railroad.

At the annual meeting of the stockholders of this company, held at Hartford, Conn., on the 17th inst., the following gentlemen were elected directors: William H. Barnum, Alexander H. Holley, Salisbury; George M. Bartholomew, Charles T. Hillyer, Nathaniel B. Stevens, Timo. M. Allen, William Bolles, Hartford; Byron Loomis, Sheffield; William L. Gilbert and George Dudley, Winsted; Charles Blair, Connellsville; Frederick Watson, Canaan; Joseph Toy, Simsbury.

The company has received a request from the officers of the new Rhinebeck and Connecticut Railroad for a conference next week to arrange connections. The rails on the latter road are now laid through from Rhinebeck to Boston Corners, connecting there with the Harlem Road and the Connecticut Western.

Virginia State Debt.

The conference between the Governor and Treasurer of Virginia and the holders of the bonds of that state was held, as previously announced, at Richmond on the 10th inst. The amount of bonds represented by actual holders or authorized proxies is not definitely ascertained. Mr. Hugh McCulloch, representative of the British bondholders' council, did not claim to have power to do any thing to bind his principals. The Dispatch says:

Governor Kemper read to the conference a long communication. It showed that Governor Walker, in his messages previous to the adoption of the funding bill had misstated the condition and resources of the State and misled bondholders. It also gave his (Governor Kemper's) views of the State's present financial condition, which were not cheering.

The committee appointed to consider Governor Kemper's address on the financial condition of the State reported a resolution, which was adopted, recommending the State "to provide, by appropriate legislation, for permanently setting apart a specific portion of its accruing revenue for the prompt payment of two per cent. interest semi-annually at London, New York, and Baltimore, and the treasury of the State, and the issue of certificates for the unpaid interest, payable at the pleasure of the State at any time within ten years; and if not paid within ten years, then such certificates ought to be fundable in four per cent. bonds; that the State ought to resume payment at full six per cent. interest at the earliest practicable moment."

The Dispatch adds:

It is stated that the agent of responsible English capitalists was in the city with a proposition to fund the entire debt of Virginia in four per cent. bonds, having ten years to run, or in five per cent. bonds, having twenty years to run. It is required that the interest shall be inviolably guaranteed to be paid in London, New York and Richmond.

New Corporations.

Articles of incorporation of the People's Freight Railway company were entered into at Mt. Vernon, Ohio, on the 10th inst. The capital stock is $100,000, to be increased to $15,000,000. The following gentlemen appear as the incorporators: Joseph C. Devin, George Rogers, P. H. Updegraff, Samuel Israel, James Boyd, David Richards, T. R. Head and W. A. Coulter. It is expected to commence the preliminary surveys at once and push them forward rapidly.

The Miami Valley Narrow Gauge Railway company has been incorporated, with a capital stock of $500,000. The line extends from Cincinnati, to Xenia, Ohio. The corporators are Seth S. Haines, Joel Evans, Samuel Irons, Robert H. Bennett, John V. H. Lewis, Ephraim K. Snook and William V. Bone.

Articles of association of the Bedford, Springfield, Owensboro and Bloomfield Railroad, have been filed with the Secretary of State of Indiana. Capital, $1,000,000. The contemplated road is to run from Bedford to Bloomfield, in that State, thirty miles.

☞ The following gentlemen have been elected directors of the Third Avenue Railroad Company: Thurlow Weed, Henry Hart, William Remsen, Maltby G. Lane, Robert G. Remsen, Charles Miller, W. H. Falconer, Robert J. Randolph, Jonathan W. Allen, Samuel Hall, James McKenna, Stephen Putnam, and Wm. J. Davidson. The following inspectors were elected: Richard H. Lane, Michael Emanuel, Wm. W. Falconer.

Vermont Central Railroad.

A meeting of the holders of the first mortgage bonds of the Vermont Central Railroad was held in Boston on the 7th inst., to concert measures for securing the payment of bonds and interest. It was stated that the first mortgage bondholders were in a most disastrous situation. The default in the payment of the bonds and interest had continued since 1864. In 1867 the liabilities which had precedence to the first mortgage bonds were $3,500,000. Between 1867 and 1872 receivers had increased the liabilities which were regarded by them as having prior claim to the first mortgage bonds to the sum o about $7,000,000. The first mortgage bondholders now propose to obtain foreclosure of this mortgage, which can only be done by applying to the Legislature of Vermon for an act of incorporation, and the bondholders having obtained it to act before the foreclosure This plan had earnest opponents in the meeting and the discussion was lengthy. Messrs. Griswold, Dwight, and Brooks were appointed in pursuance of the following resolution which was passed as the sense of the meeting.

Resolved, That a committee of three of the first mortgage bondholders of the Vermont Central Railroad be appointed to represent their interests in the bill for incorporating said bondholders, now pending in the Legislature of Vermont, and to do what they can in aid of the passage of said bill.

The Coal Trade.

The total of anthracite marketed for the week ending on the 7th instant amounted to, 443,178 tons, and for the coal year 16,358,541 tons, against 17,209,502 tons to corresponding time last year, being a decrease of 850,961 tons. The bituminous tonnage for the week is 72,394 tons, and for the year 2,887,534 tons, against 2,876,675 tons to same time last year, giving a total of all kinds for the week of 515,572 tons, and for the year of 19,248,075 tons, against 20,086,177 tons to the same time last year, being a decrease of 838,102 tons The Philadelphia *Ledger*, from which the above is taken, adds:

The tonnage for the first week of the present month is off a little from that of the previous week, and the probability is that it will weekly lessen to the end of the coal year, which for several of the large coal carrying companies will be the 30th of the present month. The supply of coal at the principal coal centres is quite full, so full, in fact, that the companies in the combination have agreed to reduce production for the month of November 25 per cent, notwithstanding the trade during part of the last month was checked by a short supply of water at the mines. The present prices of coal for the wholesale trade will undergo no further change this year. The retail trade will of course be governed by the market, and should the winter prove a severe one, as many seem to anticipate, higher prices may be exacted, but there is no probability of coal for domestic uses being lower before next spring. All the indications now favor the conclusion that the trade of 1875 will be run on much the same principles of management as it has been run during the present year of 1874.

☞ The citizens of Keene (N. H.) have voted, 884 to 280, to raise by loan a sum equal to three per cent of the last valuation of the town, amounting to about $130,000, as a gratuity to the Keene and Manchester Railroad. If the City Council accept the above vote and appropriate the money, and it is believed they will, the building of the road is secured.

Oil Creek and Allegheny River Railroad.

A meeting of the holders of the consolidated bonds of this company was held in Philadelphia on the 12th inst. The committee appointed at a previous meeting presented a report, stating that they are satisfied that there are no present or prospective receipts that can be applied to the overdue coupons on the bonds. Under these circumstances they recommend to the bondholders to take action according to the terms of the mortgage, and request the trustees to foreclose the same and sell the mortgage premises; and they submit a form of request for the signature of the bondholders.

The report also submits a form of agreement in respect to the purchase of the property and the organization of a new corporation. The report is signed by Messrs. C. D'Invilliers, Chairman, John W. Moffley, J. R. Ritter, Wm. M. Caster and Thos. H. Dudley. The report was unanimously adopted.

Mr. Thomas H. Dudley then moved that a special committee be appointed to supervise the foreclosure and purchase of the property in the interest of the bondholders. Agreed to. The following gentlemen were appointed the committee:

Messrs. C. D'Invilliers, John W. Moffley, J. R. Ritter, Wm. M. Caster, Thos. H. Dudley, E. V. Maitland and Joseph C. Herr.

Railroad Earnings.

The earnings of the International and Great Northern Railroad for the month of October 1874, were $147,797, against $81,762 14 in October, 1873, an increase of $66,034 86.

The earnings of the Denver and Rio Grande Railway for the week ending October 31, 1874, were $11,983 58, against $9,800 23 same week in 1873, an increase of $62,183 35, or 22.2 per cent.

The earnings of the Toledo, Wabash and Western Railway for the first week in November, 1874, were $102,479 96, against $95,212 54 in the corresponding week of 1873, an increase of $7,267 42.

For other earnings, as far as reported, see page 1478 this week's issue.

Liabilities of Contractors.

RAILROAD COMPANIES NOT RESPONSIBLE FOR INJURIES CAUSED BY BLASTING DONE BY THEIR SUBCONTRACTORS.

In the case of McCafferty against the Spuyten Duyvil and Port Morris Railroad Company, to recover damages for injuries sustained by the plaintiff through the carelessness with which blasting had been done by a subcontractor of the company, an important decision has been rendered by the Court of Appeals. On the trial at circuit the company was held not liable, and the complaint dismissed, but on appeal to the General Term the decision of the court at Circuit was reversed. From this latter decision an appeal was taken to the Court of Appeals, and there argued at length by Mr. Elliott F. Shepard on the part of the appellant, and Messrs. William Barney and C. C. & S. F. Prentiss on behalf of the respondent. The decision on this appeal, as rendered by Hon. Robert Earl, one of the Commissioners of Appeal, on behalf of the court, is in full as follows:

The defendant had the right to build its road in the place where it was located, and hence was not engaged in an unlawful enterprise. It let the contract to build the entire road to one Decker,

and it seems that he subcontracted the whole or a portion of the work, and the blasting complained of was done by men employed by the subcontractor. Over these men the defendant had no control. It neither hired nor paid them, and could not control, direct, nor discharge them. Hence the rule of *respondeat superior* applies; and the principal for whom the men were working, and by whom they were employed, and not the defendant, is liable for the damage done to the plaintiff. There has been difficulty in the application of this rule, growing out of the fact that it is not always easy to determine whose servant the person committing the wrong is. There is no such difficulty in this case. Every man is answerable for acts done by the negligence of those whom the law denominates his servants, because such servants represent the master himself, and their acts stand upon the same footing as his own. In Hobbit *vs.* London, &c., 4 Exch., 255, Rolfe, B., says: "The liability of any one other than the party actually guilty of any wrongful act proceeds on the maxim *qui facit per alium facit per se*. The party employing has the selection of the party employed, and it is reasonable that he who has made choice of an unskillful or careless person to execute his orders should be responsible for any injury resulting from the want of skill or want of care of the person employed; but neither the principle of the rule nor the rule itself can apply to a case where the party sought to be charged does not stand in the character of employer to the party by whose negligent act the injury has been occasioned."

This is not a case where defendant contracted for work to be done which would necessarily produce the injuries complained of. They were caused by the negligent and unskillful manner in which the blasts were conducted. The injuries were not occasioned in consequence of the omission of any duty which was incumbent on the defendant. It had let the contract, so far as appears, to a competent person, and had provided in the contract that he should be responsible for any damage occasioned by blasting. The defendant did not authorize or permit a nuisance upon its premises. If it had it would have been liable for any damage occasioned by the nuisance. Hence if the defendant can be held liable in this case it must be upon the naked ground that it is responsible for the careless acts of the subcontractor's servants over whom it had no control. There is no authority in this State for imposing such a liability under such a state of facts. In Pack *vs.* The Mayor, &c., of New York, 8 New York, 222, the defendant had let a contract to one Foster to level and regulate Bloomingdale road, in the City of New York, and Foster had subcontracted with one Riley to do all the blasting of rocks upon the job, and Riley, while engaged in blasting, threw rocks into the plaintiff's house, doing damage for which the action was brought. It was held that defendants were not liable, that Riley was not their servant, and hence that they were not, under the rule of *respondeat superior*, responsible for his acts. This case was approved and followed in Kelley *vs.* The Mayor, &c, of New York, 11 N. Y., 432. In the latter case the defendants had let the contract of grading a street in the City of New York to one Quinn; and his servants, in blasting rocks in the street, caused a stone to be thrown against plaintiff's house, and for the injury thus caused the plaintiff sued. It was held that the defendant was not responsible for the negligence of Quinn's servant. It is impossible to distinguish these cases from the one now before us. They have never, so far as I can discover, been questioned. In Storrs *vs.* the City of Utica, 17 N. Y., 104, while Judge Comstock criticized the case of Blake *vs.* Ferris, 5 N. Y. 748, he expressly approved these two cases. In the case of Storrs *vs.* the City of Utica, the defendant was held liable because it owed a duty to the public to keep its streets in a safe condition for travel, and not because it was responsible for any negligent act of the contractor. In Water Company *vs.* Ware, 16 Wallace, 566, the defendant had taken a contract to lay water pipes along the streets of the City of St. Paul and then subcontracted the work, and the subcontractor, by his carelessness, caused the injury sued for. The defendant was held liable because he had agreed in his contract with the city to be responsible for all such damages. Judge Clifford lays down the following rules as applicable to such cases: "When the obstruction or defect caused or created in the street is purely collateral to the work contracted to be done, and is entirely the result of the wrongful acts of the contractor or his workmen, the rule is that the employer is not liable; but when the obstruction or defect which occasioned the injury results directly from the acts which the contractor agreed and was authorized to do, the person who employs the contractor and authorizes him to do these acts is equally liable to the injured party." In this case the injury complained of did not result directly from anything which the contractor was bound by his contract to do, but from the careless and wrongful acts of the men engaged in the blasting. If the blasting had been properly done the plaintiff would have suffered no damage.

In Butler *vs.* Hunter, 7 Hurl. and N. 826, the plaintiff and defendant were owners of adjoining ancient houses, and an architect employed by the defendant to superintend the repairs of his house, having considered it necessary to pull down and rebuild the front wall, agreed with a contractor to do the work for an estimated price, and the workmen of the contractor, in pulling down the wall, removed a bad sewer which was inserted in the party wall between defendant's and plaintiff's house without taking any precaution by shoring or otherwise, in consequence of which the front wall of the plaintiff's house fell; and it was held that there was no evidence for the jury of any liability on the part of the defendant. Pollock, C. B. said "No doubt when the act is in itself a nuisance the party who employed another to do it is responsible for all the consequences for then the maxim *qui facit per alium facit per se* applies. But where the mischief arises not from the act itself, but from the improper mode in which it is done, the person who ordered it is not responsible unless the relation of master and servant exists." In Rodie *vs.* the London, &c., 4 Exch. 244, a company empowered by act of Parliament to construct a railway, contracted under such act, with certain persons to make a portion of the line, and by the contract reserved to themselves the power of dismissing any of the contractor's men for incompetence. The workmen, in constructing a bridge over a public highway, negligently caused the death of a person passing beneath, along the highway, by allowing a stone to fall upon him; and it was held that the company was not liable, and that the terms of the contract did not make any difference. Rolfe, B., said: "The wrongful act here could not in any possible sense be treated as a nuisance. It was a simple act of negligence, and in such a case there is no principle for making any distinction by reason of negligence having arisen in reference to real and not to personal property." During the argument of the case Platt, B., put the following question to counsel: "Suppose the occupier of a house were to direct a bricklayer to make certain repairs to it, and one of his workmen through his clumsiness was to let a brick fall upon a passer-by, is the owner liable?" The decision of the case answers this case in the negative. In Allen *vs.* Willard, 57 Penn., 374, Agnew J. said: "The principle extracted from the cases is said to be that a person, natural or artificial, is not liable for the acts or negligence of another, unless the relation of master and servant or principal and agent exist between them, and that when an injury is done by a person exercising an independent employment, the party employing him is not responsible to the person injured. This doctrine, it must be noticed, has regard to cases where the purpose of the contract is entirely lawful, and where the owner of the property upon which the contract is to be executed can lawfully commit its performance to others." The case of Hayes *vs.* The Cohoes Company, 2 Com., 159, is not an authority, and has never been regarded as an authority upon the questions involved in this case. It was there assumed that the persons who caused the injuries complained of were the agents and servants of the defendants, and the only question considered in the Court of Appeals was whether the defendants could be made liable without the proof of negligence. A further reference to authorities cannot be useful. They are not uniform and free from confusion. It has not always been easy to determine whether the relation was that of master and servant, or that of contractor and contractee, and some difficulties have been occasioned by attempts to establish a distinction between the owner of real and of personal property, and to hold the former to a stricter liability than the latter by making them responsible for the negligent use and management of their real estate, and negligent conduct upon it by contractors and their agents. But this distinction has been quite thoroughly repudiated, as is shown by the case above cited, and also by Shearman and Redfield on Negligence, 95, and cases cited in note.

I am therefore of opinion that the disposition of this case at the Circuit was the proper one, and that the order of the General Term must be reversed and judgment at the Circuit dismissing the complaint affirmed, with costs.

☞ The earnings of the Indianapolis, Cincinnati and Lafayette Railroad in September, 1874, were $175,833, the expenses $87,188, and the net earnings $88,645. In September, 1873, the earnings were $206,368, the expenses $119,128, and the net earnings $87,240—showing a decrease in earnings of $30,485, with a decrease in expenses of $31,940, making an increase in net earnings of

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☞ Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, November 28, 1874.

The Proposed New Railroad Route from Boston to the West.

The project of a new and direct railroad route from Boston to the West is attracting the attention of business men of that city. The proposed line involves the construction of only eighteen miles of new road, together with the bridging of the Hudson River at Poughkeepsie, and then there is a direct route afforded from Boston to all points in Pennsylvania, the great South, and the still greater West and Southwest. From Boston the route is over the New York and New England Railroad to Willimantic; thence to Hartford over the Hartford, Providence and Fishkill Railroad, and from Hartford to Poughkeepsie via the Connecticut Western and Poughkeepsie and Eastern Railroads. Here a bridge is to be built over the Hudson—the charter for which already exists—and then the construction of eighteen miles of road over a level country to a place known as Pine Bush, and the new line by the Pennsylvania route is realized. The cost of the new road to be constructed will be about $500,000 and the time occupied will be about six months. Work, it is understood, will be commenced at once, and if the road is finished before the bridge the trains will be taken across the Hudson at Poughkeepsie by means of large boats, the same as those on which the Boston and New York Shore line trains are carried across the Thames River at New London. The new route will be through the very heart of the manufacturing districts of Massachusetts, Rhode Island, Connecticut and Eastern New York, and they will be put in direct and short communication with the coal fields of Pennsylvania and all the other points reached by the roads managed by the Pennsylvania combination. It is proposed to run through express trains between Boston, Philadelphia, Pittsburg, Cincinnati and Washington, thus saving to Eastern passengers 100 miles in distance and the delay and expense of transfer now necessary at New York and Jersey City.

International Railway Congress.

The Swiss Government recently presented notes at London, Berlin, Paris, St. Petersburg, Vienna, and Rome, proposing to convoke an international congress of all railway administrations in Europe. The following four points are, as it is stated, proposed for deliberation:

1. The limits of the responsibility of the company which originally receives goods for a distant destination and that of the companies which transport the goods afterward.

2. What is to be considered a competent tribunal in case of disputes between the diverse interests?

3. The establishment of a uniform procedure to ascertain the damages caused to goods during the time that they are in the keeping of the railway companies.

4. The acceptance, as a general rule, that the company which finally delivers the goods shall be responsible to the receiver, receiving of course, its rights as against the companies which preceded it in the carrying.

The Union and Central Pacific Railroad Land Grants Confirmed.

In 1869 a "commission of five eminent citizens" were appointed to examine into the condition of the Union and Central Pacific railroads, who reported that about two million dollars would be necessary to supply deficiencies of both roads. Secretary Cox at that time directed the Commissioner of the General Land Office to withhold from them one half of the land grant as security for the supply of deficiencies of the road. The reports of the Commissioners who recently examined the roads say the Union Pacific has since that period expended two million two hundred and fifteen thousand dollars, and the Central Pacific expended five million five hundred thousand dollars in excess of the sum first named. The deficiencies having been supplied and the roads considered as complete, the reports were submitted by the Secretary of the Interior to the President, who, on recommendation of the Secretary, has directed a revocation of the order of Secretary Cox withholding patents for half the lands, which will therefore be released to those companies.

Baltimore and Ohio Railroad.
FORTY-EIGHTH ANNUAL REPORT.

The annual report for the fiscal year ended September 30, 1874, shows the revenues of the main stem, including the Winchester and Potomac, Winchester and Strasburg, the Strasburg and Harrisonburg, the Washington County and the Metropolitan roads have been.... $11,693,955 55

Of the Washington Branch	873,823 81
Of the Parkersburg Branch	802,066 53
Of the Central Ohio Division	1,004,356 13
Of the Lake Erie Division	787,168 18
Of the Chicago Division	64,053 08
Of the Wheeling, Pittsburg and Baltimore (formerly the Hempfield Railroad)	49,888 96
Of the Newark, Somerset & Straitsville Railroad	172,278 68
Total	$14,947,090 42

Showing a decrease compared with 1873 of $746,108 04; showing an increase compared with 1872 of $1,320,418 11; showing an increase compared with 1871 of $2,389,561; showing an increase compared with 1870 of $4,106,719 94.

I.—OF THE MAIN STEM.

The expenses of working and keeping the roads and machinery in repair amounted to $6,675,895 26, being 57.08 per cent upon the earnings, showing a decrease of 2.64 per cent compared with the previous year. The following analytic statement is given in order to furnish particulars of the expenses in comparison with the two preceding years:

MAIN STEM.

Statement of the earnings and working expenses for the fiscal years 1872, 1873 and 1874, including the Winchester and Potomac, Winchester and Strasburg, the Strasburg and Harrisonburg, the Washington County and the Metropolitan Branch roads:

	1872.	1873.	1874.
Earnings	$10,651,471 62	$12,252,843 78	$11,693,955 55
Expenses:			
General expenses	$89,617 73	$104,130 33	$122,742 22
Losses by accidents, &c	63,151 21	63,445 63	55,374 33
Expenses transportation	1,948,247 86	2 380,864 24	2,291.900 77
Repairs railway	1,679,739 10	1,974,403 14	1,640,225 58
Repairs of water stations	51,127 95	65,533 86	34,974 99
Repairs & construction of depots	103,342 22	138,738 36	140,759 75
Repairs bridges	175,203 71	259,953 89	245,822 24
Repairs tel. lines	15,429 22	29,772 67	28,913 13
Repairs stationary machinery	198,429 68	212,281 78	155,720 12
Watching cuts	47,951 32	50,412 80	57,654 37
Watching tunnels	4,111 80	4,528 00	6,434 25
Watching bridges	12,392 50	14,485 90	23,257 57
Pumping water	27,175 96	31,360 78	32,951 58
Repairs locomotives	662,427 26	659,091 63	598,384 30
Repairs pas. cars	117 598 56	141 641 50	167,391 26
Repairs burden cars	433,315 33	598,688 96	542,199 58
Cleaning engine & cars	108,504 41	131,984 47	131,674 30
Contingent expense machinery dep't	8,063 85	8,168 37	8,282 45
Fuel	321,536 30	391,139 01	423,119 15
Preparing fuel and filling tenders	41,720 96	57,422 47	58,015 36
	$6,122,399 93	$7,318,047 79	$6,675,896 26
Earnings more than expenses	$4,582,071 69	$4,934,795 99	$5,018,060 29
Working expenses.	57.46 per ct.	59.72 per ct.	57.08 per ct.

It is shown that the earnings, in comparison with the fiscal year 1873, have decreased $558 888 28, and the working expenses $642,152 53, making a comparative increase in the net profits of $88,264 30. Compared with the fiscal year 1872, the increase of earnings being $1,039,483 93, and of working expenses $553,495 38, the increase of net profits amounts to $485,988 60.

During the fiscal year the sinking fund for the redemption of the city loan increased to $1,647 753 20, showing a gain of $108,900.

Under the action of the sinking fund for the redemption of the sterling loan of 1895, £71,600 of bonds have been purchased in London; thus, at $4 84 per pound sterling, reducing the debt $346,544, and showing a gain during the fiscal year of £19,600, equivalent at $4 84 per pound sterling to $94,864.

In accordance with the principles on which the sinking fund for the redemption of the sterling loan, which matures in 1902, is established, the sum invested amounts to £63,200, which, at $4 84 per pound sterling, reduces this debt $305,888, £24,000 per annum are appropriated for this sinking fund, which, with the interest accruing from its accumulations, will, it is expected, redeem and cancel these bonds prior to their maturity.

In order to press its varied and important works rapidly to completion, the company determined to effect a further loan in Europe. In January last £2,000,000 six per cent bonds, which will mature in 1910, were negotiated on very satisfactory terms by Messrs. J. S. Morgan & Co., in London.

The financial strength and conservative policy of the company, so constantly and firmly maintained, again attracted the attention of European capitalists to such an extent that the subscriptions for the loan enormously exceeded the amount to which the company had decided to limit it.

In the midst of the general depression, it will be satisfactory to the shareholders in the Baltimore and Ohio Company to see the bonds on their line so appreciated that they rank at the highest grade of American railway securities in Europe.

An accumulative sinking fund of £18,000 per annum will be applied half-yearly in the months of November and May, to purchasing the bonds of the loan due in 1910 at the market price, if not above par. Otherwise the amount will be invested in securities for account of the sinking fund, which can only be applied in the redemption of the e bonds. It is expected that this appropriation from the revenue annually, with the interest accruing thereon, will liquidate the entire loan prior to its maturity.

The surplus fund of the company, 30th September, 1874, is $32,144,160 15. The entire mortgage indebtedness (including the loan made in January last, of £2,000,000 in currency and sterling,) is $29,061,564 80. It is thus shown that the surplus fund, representing capital derived from net earnings invested in its branch and connecting roads and in the great improvements that have been continuously constructed on the main stem, which is not represented by either stock or bonds exceeds the entire mortgage indebtedness of the company $3,082,595 35.

Semi-annual dividends of five per cent upon the capital stock were paid on the 15th of November, 1873, and on the 1st of May, 1874, respectively.

The liabilities of the company, compared with the statement of September 30th, 1873, show the following reductions, viz:

By payment in advance on account of loan which will mature in 1875	$17,000 00
By payment in advance on account of loan which will mature in 1885	500 00
	$17,500 00

The liabilities also show the following increase, viz:

Preferred stock second series, 6 per cent	$95,500 00
Sterling loan, redeemable in 1910, £2,000,000, at $4 84, gold	9,680,000 00
	$9,775,500 00

The profit and loss account shows an increase for the past year of $3,111,028 97.

It will be seen by this account that the surplus fund, which represents invested capital derived from net earnings which is not represented by stock or bonds, now amounts to $32,144,160 15.

It is shown by the report of the transportation department that there has been a large expansion of tonnage of through merchandise East and West, viz: from 640,265 tons in the preceding year to 752,256 tons. For 1872 this traffic was 557,609 tons, and for 1871, 435,207 tons. 1,000,778 barrels of flour, and 9,668,361 bushels of grain were brought to Baltimore during the fiscal year, showing an increase of 60,151 barrels of flour and 2,157,704 bushels of grain.

The traffic in live stock exhibits an increase of 1,612 tons over 1873, and of 16,641 t ns over 1872.

The coal trade shows an aggregate of 2,209,762 tons, which includes 431,184 tons for the company's supply. The quantity transported for the public is 1,778,628 tons, showing a decrease compared with 1873 of 241,000 tons, and an increase compared with 1872 of 117,869 tons.

The effects of the financial panic, which commenced in October, 1873, continued to be severely felt throughout the year. The depression in manufacturing industries and the business of steamships materially decreased the demand for coal. The reduction in the quantity of coal transported caused exclusively the decrease in the gross earnings. Notwithstanding the general restriction of business throughout the country, tonnage in all branches of trade increased, with the exception of coal; and, although the strong competition for the limited business to be obtained caused freight to be transported at unusually low rates, the increased traffic secured by the company enabled it, with the exception stated, to maintain its revenues.

During the year 660 iron hopper and gondola cars, of eleven tons capacity each, have been added to the equipment.

II.—OF THE WASHINGTON BRANCH.

The financial condition of the Washington Branch is shown by the statements of the treasurer, D, E and F. It will be seen by statement E that the earnings were $378,823 61, showing a decrease of $67,459 23, compared with the previous year, and a decrease of $107,321 73, compared with 1872.

The expenditures charged amount to $126,034 36, being for improvements and for repairs of railway, depots, water stations and bridges, and for pumping water.

During the year 640 tons of steel were substituted for iron rails, and 28,055 cross-ties were used.

As stated in former reports, the system was adopted by which the earnings are equitably divided upon a basis requiring all the expenses connected with transportation, the repair and use of machinery, and of the shops and stations of the company in Baltimore to be paid by the main stem, the expenses of the road department alone being charged to this road.

The partial expenditures charged, deducted from the revenue stated, make the sum of $247,288 95, showing a decrease of net earnings compared with the preceding year of $36,724 97.

A dividend of five per cent was paid on the 31st of October, 1873, for the half year terminated September 30, 1873, and on the 17th of April, 1874, a similar dividend for the term ended March 31, 1874.

III.—OF THE PARKERSBURG BRANCH RAILROAD COMPANY.

Statement G of the treasurer shows that the earnings of this road for the fiscal year were $802,066 53, and the working expenses $942,252 59. The earnings were $145,662 76 less than in the previous year, while the expenses increased $110,591, showing a comparative net result of $256,253 76 less than in 1873.

The low rates for transportation of the large through business done upon this road, combined with the necessity for heavy expenditures for the improvement of the line, (among which was the use of 2,496 tons of steel rails,) have resulted in a large loss on the business of the year.

GENERAL REMARKS.

The aggregate earnings, working expenses and net results of the Main Stem and Branches were:

	Earnings.	Expenses.	Net Earn'gs.
*Main Stem	$11,693,955 55	$6,675,895 26	$5,018,060 29
Washington Br.	373,323 31	126,034 36	247,288 95
Parkersburg Br.	802,066 53	942,252 08	.....
Central Ohio Div.	1,004,356 13	843,049 77	161,306 36
Lake Erie Division	787,168 18	674,066 63	163,104 50
Chicago Division	64,053 08	36,857 09	27,195 99
Wheeling, Pittsb'rg & Baltimore R.R.	49,888 96	48,547 61	1,341 35
Newark, Somerset & Straitsville R.R.	172,278 68	119,946 37	52,332 31
	$14,947,090 42	$9,416,650 67	$5,670,626 29
Deficit on the Parkersburg Branch Railroad	.....	.....	140,186 45
			$5,530,439 75

* Including the Winchester and Potomac, Winchester and Strasburg, Strasburg and Harrisonburg, Washington County and the Metropolitan roads.

The aggregate working expenses of the main stem with all branches and divisions are 62.99 per cent. of the whole gross revenues, being 1.63 per cent, less than the preceding year.

During the year 363,221 new cross-ties, 1,798 tons of iron, and 7,946 tons of steel rails were used for repairs and the construction of additional tracks on the main stem.

During the year 36 engines, 11 palace and passenger cars and 1,026 cars for general tonnage were purchased and built at the company's works. The cost of this new and additional equipment, $1,067,671 40, has been charged to rolling power.

It is shown by the particulars furnished in the report of the master of machinery that the equipment upon the main stem and branches consists of 549 locomotives, 318 passenger and baggage cars and 11,869 house, stock and other cars.

It will be seen that 7,946 tons of steel rails have been used during the past year upon the main stem; 514 miles of track are now laid with this durable and safe material. Contracts have been made for seven thousand tons to be laid during the next year.

The greatly increased cost of the large quantity of steel thus used in substitution for iron rails, has been charged to the repair account.

The economy and advantage of the substitution of steel for iron rails so generally upon the line are shown by the important reduction as stated by the road department in the cost of the "repairs of railway," of $434,184 56.

The expectation of increased traffic, especially

in connection with the opening of the line to Chicago, made it judicious to enlarge the facilities in all the working departments. During the year seven miles of additional track have been laid in the yards and stations of the company, and work upon the second, third and fourth tracks has been steadily prosecuted. Twenty-four miles of second, third and fourth tracks have been laid during the year, costing $686,020 73.

The working capacity of the new elevator at Locust Point is a million five hundred thousand bushels. This fine structure is believed to be better adapted for its purposes than any elevator heretofore erected in this country. The main building is 324 feet 10 inches long, by 96 feet 10 inches; and is 168 feet 10 inches high. The stack is 175 feet high and 29 feet square at the base. There are 16 receiving and 8 shipping elevators and 211 storage bins. It is so located that it has ample dock room, with deep water on its front and on each side. It has cost $717,953 76.

THE MARIETTA AND CINCINNATI RAILROAD COMPANY.

The Construction of the Baltimore Short Line.

In order to complete the Baltimore Short Line during the present season the work was pressed with vigor, and large expenditures were required to construct it as a first-class road, with iron bridges, substantial masonry, and stone and gravel ballast.

It became necessary to secure the prompt construction of this valuable work for the Baltimore and Ohio Company to advance the cost, viz: $1,500,000.

The distance between Baltimore and Cincinnati and Washington and Cincinnati will in consequence of this action, on November 15th next, be reduced more than ten miles by the use of this improvement, and thus also the only objectionable portion of the Marietta and Cincinnati road, viz: between Belpre and Warren's, will be avoided. Additional cars, more extensive depot grounds and freight houses at Cincinnati have been acquired by the Marietta and Cincinnati Company, and large expenditures made in permanently improving their line by arching tunnels, perfecting the ballasting and reducing grades.

The importance of these improvements to the Baltimore and Ohio Company, in connection with its through traffic to the West and Southwest, made it proper to continue to extend during the year, to a greater degree than heretofore, financial aid to the Marietta and Cincinnati Company. It is hoped that the economy in operating the line which will doubtless be effected by the additional facilities which have been secured will enable that company to largely increase its net earnings, and from the sale of securities at improved prices repay these large advances.

WASHINGTON CITY, VIRGINIA MIDLAND AND GREAT SOUTHERN, AND THE PITTSBURG, WASHINGTON AND BALTIMORE RAILROAD COMPANIES.

It has been necessary to continue to aid the Washington City, Virginia Midland and Great Southern and the Pittsburg, Washington and Baltimore railroads. The great importance of these lines to the trade of Baltimore and to the perfection of its system of railways has induced this continued liberality. It is hoped that the ultimate benefits to be derived from these works will justify the assistance extended.

THE BALTIMORE, PITTSBURG AND CHICAGO RAILROAD.

The work upon the extension to Chicago has been prosecuted with extraordinary vigor and rapidity and it is expected that the entire road will be opened for traffic in November next.

The object of the construction of this road has been to furnish for Chicago and the Northwest the most economical and an independent line, without division of interest, and under one control to Baltimore, as a port to compete with New York. It is believed that Baltimore will prove their most advantageous Eastern entrepot for commercial interchanges with many cities upon the Atlantic coast, with the West Indies and South America, and with the ports of Europe. No cost has therefore been spared to make this road strictly first-class and affective. It has been substantially constructed upon the most direct line, and with the lowest grades so as to insure the largest practical economies in working. The road, from the point of divergence on the Lake Erie division (98 miles north of Newark, Ohio,) to the southern point of Lake Michigan, varies but 2 6 10 miles from an air line. From Chicago Junction to Baltimore Junction, within two miles of the city limits of Chicago, is 260 miles.

On this line the total length of tangents is 246 miles, and but 14 miles of curvature—the latter being not more than one degree or a minimum radius of 5,730 feet.

On the entire line the length of grades ascending west is 83 miles; ascending east 97 miles; 80 miles being level.

Of the ascents 44 miles are five and less feet per mile; 34 miles are between five and ten feet per mile; 32 miles, ten to fifteen; 42 miles, fifteen to twenty; 17 miles, twenty to twenty-five, and but 11 miles twenty-six feet per mile.

The total ascent westward is 1,034 feet; eastward, 1,273 feet. All its bridges have been built of iron, and placed upon massive and durable masonry, and arranged for double track. The rails used have been steel and iron, weighing 64 pounds to the yard—the iron being chiefly manufactured by the Baltimore and Ohio Company at its rolling mill at Cumberland, and of its standard superior quality. Three thousand ties have been used to the mile, and the bed of the road has been thoroughly ballasted with gravel of excellent quality, selected at different points upon the line.

The road has been built without placing any mortgage upon it, all payments having been made in cash for labor and materials. In consequence of the depression in business and the cessation of the construction of railways generally, the materials needed and the labor required were obtained upon such satisfactory terms that the work has been constructed at an expenditure conspicuously less than the capital represented by any of the lines with which it will compete. The remarkable physical advantages of this line, compared with competing routes, are palpable.

The line traverses the region which lies between the Lake Shore and the Michigan Southern railroads on the north, and the Pittsburg, Fort Wayne and Chicago railroad on the south. It passes through the towns of Republic, Tiffin, Bascom, Fostoria, Bairdstown, New Baltimore, Deshler, Holgate, Defiance, Hicksville, Auburn, Avilla, Albion, Cromwell's, Syracuse, Milford, Bremen, Walkerton, and Union Mills. It intersects the system North and South lines leading to ports upon Lakes Erie and Michigan.

At Tiffin it connects with the Cincinnati, Sandusky and Cleveland, and the Mansfield, Coldwater and Lake Michigan railroad; at Fostoria, with the Lake Erie and Louisville road; at Deshler, with the Cincinnati, Hamilton and Dayton road; at Defiance, with the Ohio State canal, and the Toledo, Wabash and Western railway, which penetrates Southern Illinois, and extends into Missouri and Kansas, operating in all over 1,200 miles of road.

In connection with the Toledo, Wabash and Western railroad at Defiance, the distance from Toledo to Chicago is thirteen miles shorter, and in connection with the Cincinnati, Sandusky and Cleveland railroad at Tiffin, the distance from Sandusky to Chicago is fourteen miles less than from those cities respectively by the Lake Shore and Michigan Southern railway, or any other line now in operation.

At Defiance the line is fifty miles from the Lake Shore and Michigan Southern railway at Toledo, and forty-four miles from the Pittsburg, Fort Wayne and Chicago railroad at Fort Wayne.

At Auburn, Indiana, the road connects with the Detroit, Eel River and Illinois and the Fort Wayne, Jackson and Saginaw railways, and at Avilla with the Grand Rapids and Indiana railroad, the two latter extending into the great pineries of Michigan. It, at Milford, connects with the Cincinnati, Wabash and Michigan railroad, at Walkerton with the Indianapolis, Peru and Chicago railroad, extending to Michigan City. The road also crosses the Peninsular railroad, Louisville, New Albany and Chicago railroad, the Michigan Central railway, and the Lake Shore and Michigan Southern railway.

At Chicago the company has secured, by an agreement with the Illinois Central Railroad Company, ample, convenient and central grounds for its freight and passenger business, and satisfactory access to the great stock and lumber yards, elevators and packing establishments, as well as extensive dock facilities.

The expenditures upon the Baltimore, Pittsburg and Chicago railroad up to the close of the fiscal year amounted to $6,857,893 48.

There continues to be much anxiety for the construction of the line between Pittsburg and Chicago junction by which that city and the intermediate region would command a great competing line to Chicago and the Northwest. It is probable that at no distant day this valuable link will be constructed.

THE CHESAPEAKE AND DELAWARE SHIP CANAL.

Much public interest has recently been manifested in regard to the construction of a first-class ship canal through the narrow peninsula which divides the Chesapeake and Delaware bays. The construction of such a canal will reduce the distance between Baltimore and New York, and the ports of New England and all European ports nearly two hundred miles for steamships and all large vessels. As Baltimore has become the entrepot of vast business from the South and from the great West, the economies of transportation which can be effected by this important reduction of distance will enure so largely to the interests of the consumers and producers of immense regions that the enterprise is palpably of national importance.

In addition to the numerous connections of the Baltimore and Ohio road in the South, the Southwest, and the West, the early opening of the independent and most advantageous line through the States of Ohio, Indiana, and Illinois to Chicago will cause the Northwest also to be greatly interested in this improvement.

Besides the great advantages to the commerce of such extensive portions of the country, the proposed canal would prove of inestimable naval and military value in case of foreign war.

The ability to interchange and concentrate vessels of war between the Delaware and Chesapeake bays and the Potomac river, without exposure to the dangers of the seas, and of the navigation of the coast and to the attacks of foreign fleets upon the Atlantic, could not fail to add, at a relatively limited cost, vastly to the strength and resources of the nation.

At the meeting of the National Commercial Convention, held in Baltimore in September, 1871, after an interesting discussion of this subject, that body unanimously adopted the following resolution:

"*Resolved*, That Congress be memorialized to direct a survey to be made between the Chesapeake and Delaware bays for the proposed improvement, and if found to be practicable, desirable, and valuable to the great interests of the country, that the said ship canal shall be constructed."

In view of the comparatively small cost of this work, and the varied and immense advantages which will flow from it, it is hoped that the representatives of the numerous States which will be so advantageously affected by its construction will press the subject earnestly upon the attention of Congress, and that those efforts will be continued until this important improvement shall be accomplished.

The successful management of the business of the company requires the expression by the board of their appreciation of the faithful and efficient services of the officers and employees in all the departments of the service.

By order of the board,

JOHN W. GARRETT, President.

Erie Railway.

CAPTAIN TYLER'S REPORT.

(Continued from page 1477.)

Looking immediately to the condition of the competing lines running, as above described, through the only available passes of the Allegheny range, the New York Central has already a double track laid with steel rails along its main line, besides working certain loop lines which serve to provide it in parts with a third track. That company is further laying down two additional tracks of steel, which are expected to be completed for 228 miles between Albany and Rochester during the present year. it will then be able to devote two tracks to passenger, and two other tracks to freight traffic; to reduce the running time over 440 miles between Buffalo and New York from fourteen to twelve or less hours; and to reduce the cost of transporting freight by about 10 per cent. The Pennsylvania has a double track throughout, is laid with steel rails, and is in excellent order. The Pennsylvania is laying down a third track at some points and a fourth track at others; and it has been for years extending its shops, yards, stations, and terminal facilities. In connection with the Philadelphia and Erie, it has now a line between Pittsburg and the east, on which the maximum gradient running eastward is said to be 16 feet per mile on straight lines and 12 feet per mile on curves, with the exception of a short approach to one summit which is overcome with the assistance of pushing-engines. The Baltimore and Ohio is now provided with a double track for 280 miles between Baltimore and Grafton, and is laid for the most part with steel rails. The branches from Grafton to Wheeling and Parkersburg are also being doubled, and great expense has been, or is being, incurred in providing western connections for this route.

The distances to the seaboard by the four trunk lines from Chicago are as follows:—By the New York Central route, *via* Albany to New York, 979 miles; by the Erie and the Canadian Peninsula, 956 miles; by the Pennsylvania, *via* Pittsburg to Philadelphia, 823 miles, and to New York, 913 miles; by the Baltimore and Ohio, *via* the Central Ohio to Baltimore, 823 miles.

The Erie occupies a position second only in many respects to the New York Central; but much has to be done to enable it, in competition with these other trunk lines, with water communication in summer, and with the other rivals already referred to, to realize the profits which, with average rates, by improved arrangements and under good management, it might undoubtedly command. Those profits will depend partly upon the further acquisition and economical working of the through traffic above specially referred to, and partly upon what may be called the local resources available for development in the more immediate neighborhood of its own system, or of the lines in connection with it.

TRAFFIC RESOURCES AND FACILITIES.

As regards passenger traffic, the Erie is under a disadvantage when compared with the New York Central, which connects with so many large and important places; but the passenger traffic of the Erie is, nevertheless, capable of great improvement for long as well as for short distances. There is a steady increase of population along the line, which amounted to 23 per cent. in the counties through which it passes, and in the cities which it principally serves, in the ten years from 1860 to 1870. There are also numerous places of interest with which it communicates, such as the Genesee Valley, the Watkins and Havanna Glens, Avon Springs, Silver Lake and Niagara Falls, which may be made sources of increased profit; and the greater part of the scenery along the line is of an attractive and picturesque character. In total passenger traffic it would appear that the Erie does not carry more than half as many passengers as the New York Central, while the Pennsylvania Central occupies an intermediate position between the two, and the Baltimore and Ohio does not carry so many as the Erie. The figures for 1872 are thus stated:—The New York Central carried 7,138,779; the Pennsylvania 5,250,393; and the Erie 3,598,988. There can be no doubt that, when a double track has been completed throughout the Erie main line, when the line has been laid with steel rails, when the gauge has been changed, and when the connections, including that at Newburgh, to the New England States have been improved, the passenger traffic on the Erie will increase and become proportionate to the natural advantages of the route. It is certain that as long as the line remains in an inferior condition to its competitors in regard to delays, to construction or maintenance, to changes of cars or other inconveniences of break of gauge, or to slower speed for through running, the Erie must remain at a disadvantage, especially having in view the superior condition of its two great competitors, passing one on either side of it through the Allegheny range. But there is probably no line on which the passenger traffic would show a more satisfactory or rapid increase if the various improvements above referred to were carried out; and these improvements would lead to economical working, as well as to increased passenger receipts.

As regards freight traffic of a local character, the most important item is coal, and for its transportation the Erie is exceptionally well situated. It forms, with other lines, an excellent route from the great coal fields of Pennsylvania eastward to New York and the Hudson River, and towards the New England States, and westward and northward to the great lakes. It is only 114 miles by the Erie to the Hudson River at Newburgh from the Wyoming anthracite coal fields, as against 175 and 149 miles respectively by other routes to the seaboard at New York; and from the same coal field to Buffalo the distance is 268 miles, as against 289 and 312 miles respectively by other routes. Much might be done, apparently, by providing return cargoes of coal from Buffalo or Dunkirk in exchange for grain, ores, or lumber carried eastward, and thus loading cars on the railways, or propellers on the lakes, which must otherwise return empty towards the west.

Similar observations may be made in regard to coal from the bituminus fields, the Berkeley and Towanda mines being only 35 miles from the Erie at Waverly, the Blossburg fields being 40 miles from Corning, and there being important seams of gas coal, which realizes high prices, and which may be carried in considerable quantities and with great profit along the Erie line. But, in order that full advantage may be taken of these sources of future profit, it is necessary that the gauge of the Erie should be changed, that the connections with New England and with Lake Ontario should be formed or improved, and that further extensions should be made into the coal districts.

Next in importance to coal, the traffic in petroleum and its products may here be mentioned, though they are elsewhere more particularly referred to. The total production now approaches 7,000,000 barrels, of which some 4,000,000 barrels, of forty gallons each, are exported from the United States, and about 88 per cent. of the whole quantity is taken from Pennsylvania. The Erie owes its great advantages in obtaining a large proportion of this traffic to its connection with the Atlantic and Great Western system; and it has an excellent depot for the reception and shipment of the crude oil, which travels in tank cars, and of the refined oil in barrels, at the Weehawken docks, on the Hudson River opposite to New York, elsewhere referred to.

The milk traffic on the Erie increased from rather more than 6,000,000 gallons in 1862 to 11,721,000 gallons in 1872, and is still on the increase; and the traffic in butter, eggs and cheese is very considerable. The exports of cheese from New York increased from 39,624,000 lbs. in 1839 to 65,421,000 lbs. in 1872, which shows the growth of the foreign demand, and explains the comparatively recent rapid establishment of cheese factories, to which the milk is brought from dairies in different parts of the country.

Of the through traffic eastward, that of grain in bulk is the most important. It is not very long since it was demonstrated that railways could compete on this Continent with lines of water communication for the carriage of grain in large quantities for export, but the exports of grain in 1872 were—from New York, 39,608,249 bushels; from Baltimore, 4,777,334 bushels; from Philadelphia, 3,885,183 bushels; and from Boston, 1,825,629 bushels: while the receipts at New York were nearly double, at Baltimore were nearly treble, at Philadelphia were five times, and at Boston were nearly five times the exports. Of the total receipts at New York in wheat, corn, oats and barley, 13,500,000 bushels, or nearly one-sixth of the whole amount, was brought by the Erie, though only half that amount was carried to New York by the Erie in 1870. To enable this traffic to reach its proper development, a further supply of grain cars, access to the elevators at Buffalo, an elevator at New Jersey, and further terminal facilities at Buffalo and New Jersey are much required. And in order to make the grain traffic as profitable as it ought to become, arrangements require to be made, which have already been referred to under the head of "coal traffic," for loading the return cars and steamboats as much as possible with coal, instead of sending them back comparatively empty. If the gauge were altered, the Erie might compete successfully, in the season of navigation, with the Pennsylvania for the grain trade between Buffalo and Philadelphia; and a connection *via* Newburgh for the through transport of cereals to the New England States would add very largely, if the gauge were uniform, to the traffic of the Erie. The above remarks on grain traffic apply also to the traffic in flour, which might be correspondingly increased by similar means as regards termina facilities and a connection with New England. The traffic in live stock on the Erie was almost neglected whilst I was in America; the cars were more profitably employed in transporting oil, and the cattle rates had been reduced by competition to less than cost price, or $30 a car between Chicago and New York. But in ordinary times this traffic is important, and it may hereafter become valuable to the Erie, who have already ample yards on the Hudson River, opposite to New York, especially when the connections with the International bridge at Buffalo and with the New England States *via* Newburgh have been properly made and utilized. Chicago, with its vast cattle yards, is the principal centre of concentration for live stock,

but Cincinnati and St. Louis have lately increased in importance in that respect. The exports from Chicago for 1872 amounted to 510,025 cattle, 145,016 sheep, and 1,835,594 hogs; those from St. Louis for the same year amounted to 164,870 cattle, 29,540 sheep, and 188,700 hogs; and those for Cincinnati to 76,866 cattle, 68,541 sheep, and 159,590 hogs. There is no reason, apparently, why the Erie, in connection with the Atlantic and Great Western and the Canadian lines, should not in future fairly divide with its rivals the profits which may be obtained from this regular and constantly increasing traffic, and why the various companies interested should not, if they will only agree to avoid competition in rates, all derive great advantage from it.

Without going futher into details as to other articles of traffic, it is sufficient here to add that nearly the same remarks will apply to all of them, and that the same improvements are required with a view to punctual and economical conveyance, to the improvement of connections, and to the greater convenience and more economical working as regards terminal facilities.

EXISTING CONDITION OF LINE.

The Erie is altogether, as already stated, including its main line and branches, and independently of its Atlantic and Great Western connections, 959 miles long. Of this mileage, the 422 miles between Jersey City and Buffalo may now be considered the main line, as carrying the heaviest traffic. It is doubled for the whole distance of 87¼ miles between Jersey City and Port Jervis, for 61¼ out of 104¼ miles between Port Jervis and Susquehanna, for 118¼ out of 139¼ miles between Susquehanna and Hornellsville, and for 39 miles out of 91 miles between Hornellsville and Buffalo. There are thus 305¾ miles of double track and 116¼ miles of single track on the main line; and the branches are all laid with a single track except for about two-thirds of a mile on the Newark branch, where the line is double. But there are still three or four single track bridges on the double track portions of the road. There are altogether 315.29 miles of sidings. A mixed gauge track has been laid for 43.80 miles (or 21 9-10 miles of double track between Waverley and West Junction), on the main line between Susquehanna and Hornellsville, for 36.50 miles on the Jefferson branch, and for 34 miles in lines and sidings in the Buffalo yard and on the Niagara Falls branch, making altogether an equivalent of 114.30 miles of single track and mixed gauge.

The total equivalent of single track may therefore be stated, including second track, sidings and 50 per cent. extra for mixed gauge, to be 1,638 miles, of which 178 miles are laid with steel rails, 612 miles are laid with steel top or silicon rails, and the remaining 848 miles are laid with iron rails. The steel rails, of which 43 miles out of 87¼ miles are between Jersey City and Port Jervis, 68 miles out of 104¼ miles are between Port Jervis and Susquehanna, 11¼ miles out of 139¼ miles are between Susquehanna and Hornellsville, 50¾ miles out of 91 miles are between Hornellsville and Buffalo, 1 mile out of 128 miles is between Hornellsville and Dunkirk, and 2 miles out of 26 miles are on the northern railroad of New Jersey—weigh from 60 to 67 lbs. per yard. The steel top and silicon rails weigh 67 lbs. to the lineal yard, and the iron rails weigh from 56 to 70 lbs. per lineal yard.

(To be continued.)

☞ The last rail on the North Wisconsin Railroad, of the forty miles required by the land grant act to be put down this year, was laid last week.

California Narrow Gauge Railroads.

The Sacramento *Record* says that a meeting of the citizens of Suisun and the adjacent country was held in Suisun on the 9th inst., to devise ways and means for co-operating with the residents of Berryessa valley in the construction of a narrow gauge railroad between Suisun City, in Solano county, and Knoxville, Napa county. It was stated at the meeting that the Hon. Nathan Coombs had promised that he would himself build one half of a railroad from Suisun to the head of Rag canyon, if the people of Suisun would build the other half. A committee was finally appointed to canvass Suisun and vicinity, and the country along the proposed routes, and ascertain what amount of aid, in subscriptions of stock and otherwise, could be secured for the work, also to confer with the people of Berryessa upon the subject, and report at a future meeting. The committee is composed of the following persons: Samuel Breck, J. B. Carrington, W. S. Wells, Lewis Pierce, L. B. Abernathie, E. P. Hilborn and W. H. Turner.

The surveys for the Hollister and San Juan Narrow Gauge Railroad, to connect with the Monterey and Salinas Valley Railroad, were begun at Hollister on the 11th inst.

The Livermore and Martinez Narrow Gauge Railroad Company was organized at Danville, Contra Costa County, Cal., on the 14th inst. The company expect to begin the survey at once.

Several parties have been figuring on the contract to build the Nevada County Narrow Gauge Railroad, and there is everything now favorable to its commencement.

Hon. Thos. Findley, the banker of Grass Valley, has proposed to take the contract for constructing and stocking the Nevada County Narrow Gauge Railroad, at the surveyor's estimate.

Cheshire Railroad.

The receipts, expenses, net income, etc., of the Cheshire Railroad Company for the year ending September 30, 1873 and 1874, compare as follows:

	1873.	1874.
Receipts	$845,807	$750,608
Expenses	661,512	642,181
Net income	$184,295	$108,427
Interest paid	41,751	40,783
Surplus to apply to dividends	$142,544	$67,644

A decrease in receipts of $95,199; a decrease in expenses of $19,331; percentage of expenses to receipts, 1873, 78.20; percentage of expenses to receipts, 1874, 85.55.

The ordinary dividends are 5 per cent for the year, amounting to $105,000, and the net surplus of 1873, after paying the dividends, will just supply the deficiency of 1874.

The Cheshire has added one locomotive to its rolling stock during the year and built two new bridges, the costs of which appear among expenses, its construction account having been closed many years. The cost of its large machine shop at Keene—probably not less than $250,000 to $300,000—was also charged to the same account during its construction, nearly three years since.

☞ Mr. A. Ludere Light, C. E., late District Engineer for the Miramichi District of the Intercolonial Railway, has been appointed Engineer to the Government of Quebec in connection with the North Shore and Northern Colonization Railways.

Telegraph News.

Telegraphic communication between Prescott Arizona, and Verde was completed on the 9th inst., and congratulatory messages passed over the wires. Work on the line, which will also connect with Camp Apache, will be commenced immediately and pushed through to completion as soon as possible.

At the annual meeting of the Brooklyn American District Telegraph Company, held at the Company's offices on Montague street, the following officers were elected for the ensuing year: President, Hon. John B. Norris; Vice-President, E. O. Read; Secretary and Treasurer, T. J. Powell; Superintendent, F. P. Sherwood; Executive Committee, S. W. Battershall, R. L. Edwards, and H. L. Hotchkiss.

The Commercial Advertiser says that a new telegraph company has been organized under the title of the American Automatic Telegraphic Company, which is under the direct auspices of the Pennsylvania, Erie, and Baltimore and Ohio Railway Companies.

Ground was broken, on the 18th inst., at Fort Garry, Montana, for the Canada Pacific Telegraph Line, in the presence of the Municipal and Provincial officials. The contractors expect to complete the line to the lower Fort this season, and open an office at that point.

Gaithersville Branch Railroad.

A meeting was recently held at Mechanicsville, Montgomery county, Md., of persons favorable to the construction of a proposed branch of the Baltimore and Ohio Railroad through Montgomery county, between Hanover switch, or Laurel, and Gaithersburg. It was stated that the proposed road would be not only of great advantage to the people of that county, but will shorten the Western route some twenty five miles. Resolutions were adopted urging the land owners along the proposed line to meet the railroad company with liberality and a disposition to aid the prosecution of the work. One reason for this road is that the farmers desire to pay attention to dairy products, which would need its facilities for quick time to market. Messrs. E. F. Stabler, A. B. Davis and Dr. F. Thomas were appointed a committee to meet the Baltimore and Ohio Railroad authorities on the subject.

☞ The construction of a railroad from Kensico (a point on the New York and Harlem Railroad 25 miles from New York) to Rye Lake has been commenced. Its length will be about five miles. Work upon it will be pushed with the utmost vigor, so as to afford an easy and rapid transportation of ice from the lake to New York during the present Winter season. It is believed that the ice business in Winter and the conveyance of pleasure seekers to and from the lake in Summer, will render the cost of construction a good investment.

☞ The Trustees of the Alabama and Chattanooga Railroad bondholders have repaired all the damage done to the road, by the floods of last Spring, and are now running trains from Chattanooga to Meridian a distance of 295 miles.

☞ The stock and effects of the Canada Railway Equipment Co., and also of the Canada Rolling Stock Co., have been purchased by the Grand Trunk Railway for $1,800,000.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic & Pacific:													
1873	319,648	354,941	472,838	432,217	418,546	374,769	383,965	451,528	502,087	468,671	397,485	397,729	4,948,672
1874	341,995	323,055	396,286	398,308	423,685	404,560	395,893	459,854	498,413	539,400	.....	.....	.....
Central Pacific:													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,833	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556,080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,883
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720,929	892,341	795,176	969,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	592,323	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,628	1,254,669	1,285,567	1,299,900	1,037,992	12,734,729
1873	852,860	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,623	1,392,126	1,375,470	1,296,812	1,072,750	13,938,969
1874	848,558	794,000	867,666	1,132,000	1,360,000	1,380,000	1,258,000	1,301,000	1,406,000	1,507,000	.....	.....	.....
Chicago and Alton:													
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,667	5,278,910
1872	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,883	497,261	540,756	431,315	352,604	5,156,326
1873	347,372	396,307	420,893	409,473	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
Chicago and Northwestern:													
1870	706,025	753,783	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873	752,468	765,249	967,258	1,034,023	1,256,072	1,309,579	1,249,445	1,316,327	1,530,638	1,516,583	1,075,908	1,052,915	13,816,465
1874	1,014,514	900,765	1,024,061	1,080,193	1,290,596	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801,195	496,566	7,250,069
1870	396,171	382,823	377,571	443,133	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,986	387,565	426,233	474,188	580,433	594,769	488,348	565,729	811,961	950,945	702,838	513,787	6,957,771
1873	334,715	423,716	555,287	574,269	805,802	929,211	834,341	767,871	1,193,210	1,013,741	771,780	843,192	9,046,124
1874	654,400	657,500	576,620	742,050	964,800	886,900	749,200	704,300	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1869	204,112	160,840	239,523	247,661	241,456	259,408	253,367	341,783	330,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,183	246,046	260,169	274,031	249,355	319,012	317,887	339,239	319,573	284,156	3,273,819
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	390,023	372,974	381,113	373,619	341,104	326,268	401,253	417,328	439,581	389,830	358,743	4,462,625
1873	363,921	413 043	448,924	413,443	436,459	411,260	393,606	465,503	466,796	423,893	327,804	322,596	4,887,448
1874	363,053	276,099	318,976	342,247	306,778	330,754	327,384	403,175	369,334	339,445	.....	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,372	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18 694,096
1873	1,326,505	1,329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,685,384	1,774,570	1,918,247	1,882,421	1,560,023	1,625,129	19,631,781
1874	1,462,650	1,273,775	1,413,223	1,465,550	1,687,772	1,577,945	1,443,283	.....	.....	.....	.....	.....	.....
Illinois Central:													
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,295	811,708	697,751	8,678,958
1871	624,744	529,617	563,598	630,228	713,163	718,732	707,993	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698,063	8,026,754
1873	602,241	597,429	660,759	553,912	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874	611,491	538,668	567,554	580,921	647,892	678,728	624,191	708,809	763,106	804,097	.....	.....	.....
Kansas Pacific:													
1871	133,673	152,264	267,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303,305	210,197	3,321,518
1872	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265,217	201,493	3,498,166
1874	170,349	178,429	245,774	292,143	316,647	316,379	293,247	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1871	1,082,595	1,076,113	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1,368,948	1,402,597	1,345,316	1,235,285	14,797,975
1872	1,339,389	1,294,710	1,498,406	1,528,250	1,479,945	1,323,476	1,225,708	1,459,360	1,635,691	1,764,788	1,558,424	1,483,490	17,591,629
1873	1,413,368	1,549,285	1,735,736	1,694,543	1,680,968	1,585,368	1,451,762	1,582,531	1,776,420	1,742,516	1,375,556	1,546,983	19,134,136
1874	1,519,249	1,305,132	1,371,545	1,593,827	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta & Cincinnati:													
1871	130,883	196,224	140,740	118,173	119,650	115,115	118,573	137,341	166,191	175,438	172,567	169,820	1,690.714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873	169,843	161,132	178,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	151,793	150,301	2,126,875
1874	171,028	144,915	161,031	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1870	337,992	329,128	384,431	412,030	406,283	363,187	326,891	378,880	467,990	511,447	453,673	387,827	4,755,958
1871	418,755	442,665	486,980	470,703	480,847	427,096	423,015	529,890	628,660	583,082	587,434	507,050	5,940,102
1872	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873	379,836	440,261	567,314	556,180	542,058	480,048	457,853	452,330	617,291	537,031	506,804	552,548	6,089,534
Mo., Kan. & Texas:													
1873	300,639	224,393	256,719	258,871	250,935	249,343	301,318	336,823	399,939	370,710	309,028	285,603	3,444,321
1874	266,333	230,371	262,801	214,011	224,589	237,425	245,595	288,999	313,500	.....	.....	.....	.....
Ohio and Mississippi:													
1872	272,472	239,733	290 710	276,290	280,523	263,290	232,286	304,083	356,194	408,254	319,024	283,836	3,526,695
1873	283,605	291,630	338,725	338,709	307,520	290,470	271,314	300,895	379,105	332,532	265,242	264,920	3,654,667
1874	266,039	243,167	304,842	298,665	268,807	292,546	282,640	323,963	364,374	381,021	.....	.....	.....
Philadelphia and Reading:													
1871	506,367	423,045	644,506	668,578	1,063,002	1,510,068	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,060	12,500,564
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,748
1873	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	.....	.....
St. Louis, I. Mt. & South'n:													
1873	145,834	152,054	234,449	207,627	255,377	216,223	198,562	222,753	196,403	179,385	143,367	170,607	2,312,441
1874	156,699	149,035	169,475	160,901	251,509	238,610	235,250	254,230	258,447	358,776	.....	.....	.....
Toledo, Wab. & Western:													
1871	365,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,935	5,736,666
1872	439,780	431,949	460,646	447,313	510,792	462,868	432,056	614,175	565,811	621,351	489,341	532,895	6,008,978
1873	403.487	427,097	437,835	423,517	459,506	537,819	488,911	647,080	593,810	528,844	369,605	421,296	5,739,808
1874	423,343	400,984	404,699	447,855	420,719	388,535	440,587	478,475	459,894	475,127	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528,529	500,139	539,238	706,603	809,586	746,450	643,058	664,051	728,521	719,693	570,168	505,053	7,654,094
1871	479,572	373,935	499,899	584,540	734,466	728,174	673,693	681,865	800,402	777,362	708,142	469,932	7,521,683
1872	534,115	565,861	741,803	890,442	835,459	743,388	789,567	863,754	980,705	915,727	757,851	8,892,606
1873	533,975	491,784	709,286	861,966	1,007,831	969,863	876,833	837,277	1,068,937	1,170,586	970,660	788,839	10,266,104
1874	630,715	607,990	687,096	834,944	910,065	902,891	850 149	1,049,516	1,063,993	.....	.....	.....	.....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3,280,000	J. & J.	July '74 2½
Allegheny Valley 50	2,256 250	— & —	....
Atlanta and West Point.100	1,232,300	J. & J.	July '74 4
Atlantic and Gulf 100	3,602,200	— & —	....
" " guar..100	786,476	M. & N.	Nov. '73 3½
Atlantic and St. Law*..100	39,494,900	M. & S.	Sept. '73 2
" " new 1870.100	1,500,000	— & —	....
Avon, Genesee & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	Nov. '74 5
Washington Br.....100	1,050,000	A. & O.	Oct. '74 5
Parkersburg Br. pref....50	5,680,685	— & —	....
Berkshire* 100	600,000	J. A. J. & O	Oct. '74 0
Blossburg & Corning.*...50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N	Nov. '74 5
Bost., Conc. & Mont.*pref100	633,200	— & —	....
Agricultural Br. guar....100	60,000	J. & D	June '74 3
Bost., Conc. & Mont.*pref100	300,000	M. & N.	Nov. '74 2
Boston and Lowell.....500	2,552,900	J. & J.	July '74 3½
Boston and Maine.....100	6,816,807	M. & N.	Nov. '74 4
Boston and Providence..100	4,000,000	M. & N.	Nov. '74 5
Buffalo, N. Y. and Erie*..100	950,000	F. & A.	Feb. '74 3½
Burlington and Mo. Riv..100	5,686,008	M. & S.	Sept. '74 5
" " pref.100	1,485,900	M. & S.	Sept. '74 5
Camden and Amboy* ...100	5,847,800	J. A. J. O.	Oct. '74 2½
Camden and Atlantic.... 50	451,701	— & —	Oct. '74 3½
" " pref. 50	763,549	— & —	Oct. '74 3½
Cape Cod 100	1,020,330	J. & J.	Jan. '72 $2½
Cape May and Millville* 50	447,000	J. & D.	Dec. '74 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa*.....50	1,159,500	— & —	....
" pref. 50	2,200,000	M. & N.	Nov. '74 2½
Cayuga and Susq.* 50	589,110	J. & J.	July '74 5
Cedar Rapids & Mo. R.*100	6,850,400	M. & N	Nov. '74 1
" " pref.100	799,900	F. & A	Aug. '74 2½
Central of Georgia.....100	4,486,800	J. & J.	July '73 5
Central of New Jersey..100	20,000,000	J. A. J. O.	Oct. '74 2½
Central Ohio* 50	2,425,000	J. & D.	June '74 3
" pref. 50	400,000	J. & D.	June '74 3
Central Pacific 100	54,275,500	.....	Aug. '74 5g
Chemung* 100	330,000	J. A. J. & O	Oct. '73 1½
Cheshire, preferred 100	2,100,000	J. & J.	July '74 2
Chicago and Alton.....100	3,929,900	M. & S.	Sept. '74 5
" " pref...100	2,425,400	M. & S.	Sept. '74 5
Chicago, Burl. & Quincy.100	19,397,000	M. & S.	Sept. '74 3
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	July '74 4
Chicago & N. Western..100	14,493,080	J. & D.	Dec. '72 3½
" pref.100	21,484,118	J. & J.	July '75 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Oct. '74 4
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.* .. 50	2,980,550	— & —	Apl. '72 10s
" " pref.. 50	429,046	M. & N	Nov. '74 2
Clev., Col., Cin. & Ind....100	14,991,275	F. & A.	Aug. '74 4
Cleveland & Mahoning*. 50	2,087,566	M. & N.	May '74 2½
Cleveland & Pittsburg*. 50	11,236,150	F. M. A. N	Nov. '74 1½
Col., Chic. and Cent.*.100	13,000,000	.....	.....
Colt's Patent Fire Arms*.. 5	1,785,280	M. J. S. D.	June '74 2
Columbia & Hocking Val..100	2,500,000	F. & A	Feb. '74 5
" " pref.. 50	1,500,000	M. & N.	Nov. '74 5
Concord and Portsm.*.....100	350,000	J. & J.	July '74 2½
Conn. & Passump Riv..1 0	2,100,000	F. & A	Aug. '74 3
Connecticut River 100	1,250,000	J. & J.	July '74 5
Cumberland Valley..... 50	1,494,250	A. & O.	Apl. '74 4
Danbury and Norwalk .. 50	300,000	....	Dec. '74 1½
Delaware*.....50	1,230,941	J. & J.	July '74 3
Del., Lackaw. & Westn. 50	23,500,000	J. A. J. O.	Oct. '74 2½
Detroit & Milwaukee *.. 5	832,140	— & —	....
" " pref. 50	2,005,600	J. & J.	Dec. '69 7
Dubuque & Sioux City*.100	5,000,000	A. & O.	Oct. '74 2
East Pennsylvania* 50	1,208,308	J. & J.	July '74 3
East Mahanoy * 50	392,950	J. & J.	July '74 3
Eastern (Mass.).....100	4,992,809	J. & J.	July '73 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*..100	569,000	F. & A.	Feb. '74 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '74 2½
" " pref. 50	500,000	J. & J.	July '74 2½
Erie Railway 100	73,000,000	.....	Oct. '73 1
" pref.....100	8,336,910	.....	Oct. '73 2½
Erie and Pittsburg* 50	1,090,250	M. J. S. D.	Mar. '74 1½
Fitchburg 100	4,000,000	J. & J.	July '74 4
Georgia 100	4,154,000	J. & J.	Apl. '74 4
Grand River Val.* guar..100	1,000,000	— & —	....
Grand Trunk, (Ca.).....100	14,367,946	— & —	....
Great Western, (Ca.)....100	19,237,404	A. & O.	Apl. '74 1½
Hannibal & St. Joseph..100	4,151,700	F. & A	Aug. '70 2½
" " pref.100	5,078,324	Annual.	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,350	M. & N.	May '74 5
Harlem Extension	4,000,000	— & —	....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '73 3½
Housatonic, pref. 100	1,180,000	J. & J.	July '74 4
Huntingdon & Bd Top. 50	530,000	— & —	....
" " pref. 50	456,750	J. & J.	July '68 3½
Illinois Central 100	25,280,510	F. & A.	Aug. '74 4
Indianapolis, Cin. & Laf. 50	7,985,497	M. & S.	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	J. & J.	July '74 2
Jeffersonv., Mad. & Ind..100	2,900,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J. A. J. O.	July '74 1½
Joliet & North. Indiana*100	300,000	J. & J.	July '74 4
Lake Shore & Mich. So...100	49,466,560	F. & A.	Aug. '73 4
" " (guar.).100	533,500	F. & A.	Feb. '74 5
Lawrence*.....50	260,200	— & —	....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	3,729,200	M. & N.	May '67 5
Lehigh Valley 50	21,916,950	J. A. J. O.	Oct. '74 2½
Little Miami*.....50	5,871,450	J. A. J. O.	Apl. '74 3
Little Schuylkill* 50	2,646,150	J. & J.	July '74 4½
Long Island 50	2,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,023,483	J. & J.	July '69 3
" " pref.100	843,700	J. & J.	Jan. '74 4½
Louisville & Nashville..100	5,980,600	F. & A.	Feb. '74 4
Louisv., N. Alb. & Chi...100	2,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence 100	200,000	A. & O.	Oct. '74 3
Lykens Valley 20	600,000	F. M. A. N	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central 100	3,400,500	— & —	....
Manchester and Law....100	1,000,000	M. & N.	Nov. '74 5
Marietta & Cincinnati ... 50	1,272,891	— & —	....
" " 1st pref. 50	3,130,719	M. & S.	Sep. '66 2a
" " 2d pref. 50	4,400,368	M. & S.	Sep. '66 2a
Massawippi*.....100	400,000	F. & A.	Feb. '74 3
Memphis & Charleston*.25	5,812,725	J. & D.	Jan. '69 3
Michigan Central 100	18,733,204	J. & J.	Jan. '73 4e
Mill Creek & Minehill*. 50	323,375	J. & J.	July '74 5
Milwaukee and St. Paul..100	15,399,261	J. & J	Dec. '70 7s
" " pref.....100	12,274,482	F. & A	Aug'74 2½b
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '74 2½
Morris and Essex* 50	14,006,100	J. & J.	July '74 3½
Nashua and Lowell.....100	600,000	M. & N.	Nov. '74 4
Naugatuck 100	1,881 900	F. & A.	Aug. '74 5½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept. '74 5
Newark and N. York*..100	977,400	J. & J.	Jan. '74 3½
N. Bedford 100	1,678,598	M. & N.	Nov. '74 4
N. Castle & Beaver Val.* 50	1,500,000	J. A. J. O.	Apl. '74 2½
N. Haven & Northamp..100	605,000	J. A. J. O.	Sept '72 3
New Jersey* 100	7,296,200	J. A. J. O.	Oct. '74 2
New London Northern*100	1,418,886	J. A. J. O.	Oct. '74 2
N. Y. Cen. & Hudson R...100	89,428,330	J. A. J. O.	Jan. '75 2
New York and Harlem..100	5,500,000	J. & J.	July '74 4
" " pref.100	1,500,000	J. & J.	July '74 4
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	July '74 5
N. Y., Provid. & Boston.100	2,000,000	J. A. J. O.	Oct. '74 2½
Nieg. Bridge & Canand*100	1,000,000	J. & J.	July '74 3
North Carolina* 100	4,900,000	Irregular.	Jan. '73 3
N. Eastern (N. C.) pref...100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3,473,500	January.	Jan. '74 5e
Northern Central 50	5,842,000	M. & N.	July '74 3½
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '74 3½
Northern New Jersey*...100	1,000,000	J. & J.	July '74 4
Norwich & Worcester*..100	2,933,400	J. & J.	July '74 5
Ogdensb. & L. Champl.*100	2,077,800	J. & J.	July '74 2
" " pref.100	2,000,000	A. & O.	Oct. '74 4
Ohio and Mississippi....100	20,000,000	J. A. J. O.	....
" " pref.100	4,000,000	J. & D.	Dec '72 2½s
Oil Cr. & Allegheny R.... 50	4,250,450	J. A. J. O.	Jan. '74 3
Old Colony & Newport..100	6,297,900	J. & J.	July '74 3½
Oswego and Syracuse*..100	452,400	F. & A.	Feb. '74 4
Pacific of Missouri.....100	8,635,756	J. A. J. O.	Oct. '74 1½
Panama 100	7,000,000	J. A. J. O.	Oct. '74 3½
Paterson and Hudson*..100	800,000	J. & J.	July '74 4
Paterson and Newark*..100	500,000	J. & J.	....
Paterson and Ramapo*..100	248,000	J. & J.	Jan. '74 4
Pembar. & Hightstown*. 50	342,150	J. & J.	Jan. '74 3
Pennsylvania 50	68,144,475	M. & N.	Nov. '74 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '74 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	....
" " " pref. 50	2,400,000	J. & J.	July '74 4
Phil., Ger. & Norristown* 50	1,626,250	M. J. S. D	Sept. '74 3
Philadelphia & Reading 50	32,684,575	J. A. J. O.	Oct. '74 2½
" " pref.. 50	1,551,800	J. A. J. O.	Oct. '74 2½
Phila. and Trenton*.....100	1,250,100	J. A. J. O.	Oct. '74 3½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	July '74 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J. A. J. O.	Oct. '74 1½
" Special Imp.100	2,000,000	J. A. J. O.	Oct. '74 1½
Pittsfield & N. Adams..100	450,000	J. & J.	July '74 3
Portland and Kennebec.100	616,700	J. & J.	July '74 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '73 3
Portl., Saco & Portsm....100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces...100	2,000,000	J. & J.	July '74 5
Raleigh and Gaston 100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '74 4
Roch. & Genesee Val.*.110	557,500	— & —	....
Rome, Watert. and Ogd..100	3,998,900	J. & J.	July '74 2½
Rutland* 100	2,700,000	— & —	....
" preferred.....100	4,200,000	F. & A.	Aug '74 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 3
St. L., Alt. & T. Haute.100	2,300,000	— & —	....
" " " pref.100	2,040,000	July.	July '74 3
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '74 3
St. L., Kan. C. & North.100	12,000,000	....	....
" " pref.100	12,000,000	....	Nov. '73 $2
Saratoga and Schenec.*..100	300,000	A. & O.	Apl. '74 2½
Schuylkill Valley* 50	576,050	J. & J.	July '74 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70 ....
Shamokin V. & Potts.* 50	599,450	F. & A.	Feb. '74 3
Shore Line* 100	995,800	J. & J.	July '74 3½
South Branch (N. J.)*...100	438,800	J. & J.	Jan. '73 3
South Carolina* 100	5,819,275	F. & A.	Feb '73 1
South Western, (Ga.) *.100	2,999,900	F. & A.	Feb. '73 4
Staten Island.....100	600,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	443,700	J. & J.	July '74 2½
Stony Brook* 100	267,800	M. & N.	May '73 3
Summit Branch* 50	2,502,250	F. & A.	Feb. '74 3
Sussex (N. J.) 100	317,250	J. & J.	Jan. '72 2½
Syr., Bingham. & N. Y.*100	1,870,130	— & —	Dec. '73 3
Taunton Branch 100	500,000	J. & J.	Jan. '74 5
Terre Haute & Indiana.100	1,968,150	F. & A	Aug. '74 5
Tol., Peo. & War. 1st pref.100	1,797,000	— & —	Ja. '70 11-4e
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '74 3½
Troy and Greenbush*...100	374,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,000,000	J. & J.	Jan. '73 3
Vermont & Canada*.....100	2,500,000	J. & D.	Dec. '73 3
Vermont and Mass 100	$2,500,000	A. & O.	Oct. '74 2
Warren (N. J.).....100	1,800,000	J. & D.	Dec. '72 3½
Warwick Valley 100	225,000	A. & O.	Apl. '72 2½
West Jersey* 100	1,559,750	F. & A.	Feb. '74 4
Winchester & Potomac*100	120,000	J. & J.	July '74 3
Winchester & Strasburg*100	500,000	J. & J.	July '74 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	July '74 $5
HORSE-POWER R. R.			
Albany City 100	110,800	— & —	....2½
Baltimore City 100	800,000	— & —	Jan. '74 3
Bleeckerst. & F Fy.(NY)100	900,000	— & —	....
Boston and Chelsea.....100	110,000	A. & O.	Oct. '74 4
Broadway (Brooklyn)....100	200,000	J. A. J. O.	Apl. '73 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jan. '70 ....
Brooklyn City 100	1,500,000	F. M. A. N	Aug. '74 2
Brooklyn City & Newt...100	800,000	J. & J.	July '70 ....
Brooklyn and Jamaica....100	488,100	— & —	....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 2½
Cambridge 100	727,800	A. & O.	Oct. '74 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.) 50	600,000	J. & J.	July '74 6
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..100	600,000	— & —	....
D. Dock, R. R'w, & Bat..100	1,200,000	F. M. A. N	Feb. '74 2
Eighth Avenue (N.Y.)....100	1,000 000	J. A. J. O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	....
42nd St. & G. St. Ferry...100	748,000	J. & J.	July '74 2½
Frankf. & Southw. (Ph.) 50	491 782	J. & J.	July '74 6
Germantown (Ph.) 50	1,000,000	J. & J.	July '74 3
Girard College (Ph.) 50	500,000	J. & J.	July '73 3
Grand St. and Newton....100	170,000	J. & J.	July '71 3
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '74 6
Hoston, Mantan & Fairm. 50	2,050,000	J. & J.	July '74 1½
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	....
Malden and Melrose.....100	200,000	— & —	....
Metropolitan (Boston)... 50	1,500,000	M. & N.	July '74 2½
Middlesex (Boston).....100	400,000	M. & N.	Nov. '74 3
Ninth Avenue (N. Y.)....100	797,250	— & —	....
Orange and Newark 100	328,556	— & —	....
Philadelphia City 50	750,000	J. & J.	July '74 5
Philadelphia and Darby 50	300,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,778	J. & J.	July '74 2½
Phg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 3
Second Avenue (N.Y.)....100	$88,100	J. A. J. O.	Oct. '73 2
Second & Third St. (Ph.) 50	962,100	J. & J.	July '74 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '74 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F. M. A. N	May '73 3
13th & 15th street (Ph.). 50	1,000,000	J. & J.	July '74 1½
Somerville (Boston) 100	75,000	M. & N.	Nov. '74 3
South Boston 100	400,000	J. A. J. O.	Oct. '74 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	July '74 3
West Philadelphia..... 50	400,000	J. & J.	July '74 10
CANALS.			
Chesapeake & Delaware 50	1,962,662	J. & D.	June '73 3
Chesapeake and Ohio ... 25	3,229,484	— & —	....
Delaware Division 50	1,883,360	F. & A.	Aug. '74 4
Delaware and Hudson....100	15 000,000	F. & A	Aug. '74 5
Delaware and Raritan*..100	5,847,400	J. A. J. O.	Oct. '74 2½
Erie of Pennsylvania.... 50	66,000	— & —	....
Lehigh Coal & Navigat. 50	9,200,250	J. S. D. M.	Nov. '74 2
Monongahela Navigat.... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '73 3
" (preferred).....100	1 179,000	F. & A.	Aug. '73 5
Pennsylvania 50	4,837,950	— & —	....
Schuyl. Nav. (common)* 50	1,906,297	F. & A	July '74 30s
" " (pref.) 50	2,285,277	F. & A	July '74 60s
Susq. and Tide Water... 50	2,000,746	— & —	....
Union 50	2,907,260	— & —	....
" preferred 50		— & —	....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 —
MISCELLANEOUS.			
Adams Express 100	12,000,000	M. J. S. D.	Dec. '74 2
American Coal 25	1,000,000	M. & S.	Mar. '74 4
Am. Merch. Union Exp..100	10,000,000	J. & J.	July '73 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '69 4
Atlantic Mail Steamship100	4,000,000	M. J. S. D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	....
Butler Coal 25	600,000	J. & D.	Dec '69 25c
Canton 184	731,250	— & —	....
Consolidation (Md.) Coal.100	19,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold 100	2,336,000	— & —	....
" pref. 100	2,402,400	— & —	....
" certif. 100	2,324,000	J. & J.	....
Pacific Mail Steamship..100	20,000,000	M. J. S. D.	Sept. '69 5
Pacific and Atlantic Tel. 25	2,000,000	....	....2½
Pennsylvania Coal 50	4,000,000	F. M. A. N	Nov. '74 5
Pullman Palace Car.....100	4,000,000	F. M. A. N	Nov. '74 3
Quicksilver, common 100	6,708,500	— & —	....
" preferred 100	4,300,000	— & —	....
Spring Mountain Coal.... 50	1,250,000	J. & D.	Dec. '74 5
Spruce Hill Coal 10	1,000,000	— & —	....
United States Express....100	6,000,000	F. M. A. N	Nov. '74 2
United States Trust 100	1,500,000	J. & J.	July '74 5
Wells-Fargo & Co. Exp.100	6,000,000	J. & J.	July '74 4
West. Union Telegraph.100	25,000,000	J. A. J. O.	Oct. '74 5
Williamsburg Coal 100	3,000,000	M. & N.	Nov. '69 6
Wyoming Valley Coal .100	1,250,000	F. & A	Aug. '68

NATIONAL AND STATE SECURITIES.

	Amount outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Nov. 1, 1874.					
Loan of June 14, 1858 ..... registered	$200,000	5	Jan. & July.	1874	....
Loan of February 8, 1861 ..... registered	18,788,000	6	Jan. & July.	1880	110½
" " " " coupon	4,632,000	6	" "	1880	110½
Oregon War Bonds of March 2, 1861 ..... coupon	946,000	6	Jan. & July.	1881	....
Loan of July 17 and Aug. 5, 1861 ..... registered	195,825,200	6	Jan. & July	1881	110½
" " " " coupon	62,496,160	6	" "	1881	110½
Loan of Feb. 25, 1862 (5-20s) ..... registered	15,971,400	6	May & Nov.	1882	111½
" " " (5-20s) ..... coupon	125,248,500	6	" "	1882	112½
Loan of March 3, 1863 ..... registered	53,642,200	6	Jan. & July.	1881	110½
" " " ..... coupon	71,357,700	6	" "	1881	110½
Loan of March 3, 1864 (5-20s) ..... registered	946,600	6	May & Nov.	1884	110½
Loan of June 30, 1864 (5-20s) ..... registered	25,032,250	6	" "	1884	110½
" " " (5-20s) ..... coupon	39,013,950	6	" "	1884	114½
Loan of March 3, 1865 (5-20s) ..... registered	23,736,200	6	May & Nov.	1885	115½
" " " (5-20s) ..... coupon	113,798,150	6	" "	1885	115½
" " 2d series (5-20s) ..... registered	57,060,650	6	Jan. & July.	1885	115½
" " " (5-20s) ..... coupon	145,602,250	6	" "	1885	115½
" " 3d series (5-20s) ..... registered	68,010,150	6	Jan. & July.	1887	115½
" " " (5-20s) ..... coupon	222,612,500	6	" "	1887	119½
" " 4th series (5-20s) ..... registered	13,983,000	6	Jan. & July.	1888	114½
" " " (5-20s) ..... coupon	28,421,600	6	" "	1888	119½
Loan of March 3, 1864, (10-40s) ..... registered	141,261,050	5	Mar. & Sept.	1904	113
" " " (10-40s) ..... coupon	63,304,250	5	" "	1904	113½
Consols of July 14, '70 & Jan. 20, '71 ..... registered	107,747,500	6	F. M. A. & N.	1881	119½
" " " ..... coupon	155,960,400	6	" "	1881	119½
Consols ..... registered	.....	4½	F. M. A. & N.	1890	....
" ..... coupon	.....	4½	" "	1890	....
Consols ..... registered	.....	4	F. M. A. & N.	1901	....
" ..... coupon	.....	4	" "	1901	....
Debt matured and without interest ..... (var.)	20,748,966	...	.....	Due.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14,000,000	3	.....	1vrd.	....
Certificates of Indebtedness 1870 ..... (par.)	674,000	4	.....	1876	....
Pacific R. R. Bonds ..... (currency)	64,623,512	6	Jan. & July.	'95-'99	119
United States Notes	382,035,987	...	.....	.....	....
Fractional Currency	48,151,025	...	.....	.....	....
State Securities, latest dates.					
Alabama—($11,258,833):					
Bonds (old and extended), 1866 and '72 ..	3,230,800	5	May & Nov.	'86-'92	46
Bonds (new), 1866, '68 '72 and '73	2,477,700	8	Jan. & July.	'86-'92	50
State Bonds for Railroads	2,600,200	8	" "	'90-'97	....
Railroad endorsements	16,286,000	8	" "	'90-'92	....
Arkansas—($10,986,000):					
Funded Bonds, ($4,600,000) 1869 and '70.	2,850,000	6	Jan. & July.	'99-'00	20
Levee Bonds, 1871	2,200,000	7	" "	1891	....
Deficiency Bonds, 1873	300,000	7	" "	1892	....
Railroad Aid Bonds 1869 to '73	4,350,000	7	April & Oct.	'99-'00	7
California—($3,786,500):					
Civil Bonds 1859 and '60	1,639,000	7	Jan. & July.	'77-'80	111½
Relief Fund Bonds, 1863	118,000	7	" "	'83-'85	....
State Capitol Bonds, 1871 and '7 ..	630,000	7	" "	'91-'92	....
Funded Debt of 1873	1,497,500	6	" "	1893	....
Connecticut—($5,995,000):					
War Loan, (10-30 yrs) of July 1, 1861	532,000	6	Jan. & July.	1881	108½
War Loan, (20 yrs) of Jan. 1863 and '64.	2,332,500	6	" "	'83-'84	....
War Loan, (10-30 yrs) of Oct. 1, 1864	589,500	6	April & Oct.	1884	....
War Loan, (20 yrs) tax free, of Oct. 1, '64	1,741,100	6	" "	1883	....
Delaware—($1,231,000):					
State War Debt	670,000	6	Jan. & July.	1892	....
Railroad Aid (J. and Breakwater R. R.)	561,000	6	" "	1895	....
District of Columbia—($4,700,000):					
Improvement (gold) bonds	4,000,000	6	Jan. & July.	1892	....
Improvement (cur.) bonds	700,000	7	" "	1902	....
Florida—($8,645,768):					
Bonds of 1871, and 1873	957,000	7	Jan. & July.	var.	....
Railroad Loan (gold) of 1870	4,000,000	8	" "	1893	....
Consolidated (gold) Bonds of 1873	1,000,000	6	" "	1905	....
Georgia—($14,671,094):					
Bonds for Western & Atlantic R. R.	784,700	6	May & Nov.	1874	80
Bonds for Western & Atlantic R. R.	172,500	7	" "	1874	....
Bonds for Atlantic and Gulf R. R.	800,000	6	Feb. & Aug	'78-'88	....
Bonds of March 12, 1866	3,900,000	7	Jan. & July.	1886	91
Bonds (gold) of Sept. 1870	2,098,000	7	April & Oct.	1890	72
Bonds of Feb. 19, 1873	1,200,000	6	" "	'15-'20	....
Railroad endorsements	1,923,000	var.	Various.	var.	83
Illinois—($2,089,160):					
New Internal Improvement Bonds, 1847	902,445	6	Jan. & July.	1873	....
Refunded Stock Bonds, 1859	320,000	6	" "	'77-'78	....
War Loan Bonds, 1861	367,000	6	" "	1883	....
Chicago Relief Bonds, 1871	250,000	6	" "	1891	....
Indiana—($4,808,813):					
War Loan Bonds, of 1865	129,000	6	May & Nov.	1868	....
Temporary Loan Bonds, 1873	710,000	7	Jan. & July.	'76-'79	....
Iowa—($543,056):					
War and Defense Fund Bonds, 1861	300,000	7	Jan. & July.	.....	....
Kansas—($2,336,675):					
State Bonds (various) 1868 to 1564	101,175	6	Jan. & July.	'83-'84	....
State Bonds (various) 1861 to 1869	1,235,500	7	" "	'79-'89	....
Louisiana—($23,306,800):					
State Bonds, to R. R. Companies	2,426,000	6	Various.	'70-'93	....
Relief (Treasury) Bonds 1852	5,750,000	6	May & Nov.	'86-'07	....
Levee Bonds 1858	1,000,000	8	Various.	1888	....
Levee Bonds, 1867	4,000,000	6	May & Nov.	1907	....
Past due coupons 1866	978,800	6	Jan. & July.	'86-'97	....
Levee Bonds, 1870	2,000,000	8	Mar. & Sept.	1875	....
Funded Floating Debt 1870	2,950,000	6	May & Nov.	1910	....
State Penitentiary Bonds, 1869	500,000	7	Mar. & Sept.	1899	....
Bonds for Railroad stocks (var.)	2,436,000	6	Various.	'87-'11	....
Bonds for Railroads (var.)	5,292,000	8	Various.	'99-'10	....
Miss. & Mex. Gulf Ship Canal Bonds	480,000	7-8	Mar. & Sept.	1889	....
Michigan—($1,622,154):					
Sault Ste Marie Canal Bonds	61,000	6	Jan. & July.	1879	102
Renewal Loan Bonds, 1858	106,000	6	" "	1878	100½
Two Million Loan, 1861	1,062,000	6	" "	'75-'80	....
War Bounty Bonds, 1865	394,000	7	May & Nov.	1890	....

	Amount outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Maine—($7,188,400):					
Civil Loan Bonds, 1856-'61	222,000	6	Various.	'74-'78	....
War and Bounty Bonds, 1863 and '64 ..	3,832,500	6	Various.	'80-'89	101½
War (Municipal Equalization)	3,082,900	6	April & Oct.	1889	....
Maryland—($10,741,215):					
Bonds to R. R. and Canals	6,708,639	5	J. A. J. & O.	1890	80
Bonds to R. R. and Canals	853,222	6	" "	1890	102
Bonds to Balt. & Susq. R. R.	200,000	3	" "	1890	....
Defense and Bounty Bonds	3,072,082	6	Jan. & July.	1883	103
State Loans, 1870 and 1872	798,056	6	" "	'85-'87	....
Massachusetts—($38,477,804):					
State (public works) scrip	750,000	5	Various.	'74-'80	....
Union Fund Loan, 1861	2,758,000	6	Jan. & July.	'74-'76	109½
Union Fund Loan, 1862	600,000	5	" "	'77-'78	....
Coast Defense Loan, 1863	666,000	5	" "	1883	....
Bounty Loan Bonds, 1863 and 1864	8,576,244	6	May & Nov.	'83-'94	101½
War Loan (currency)	999,944	6	Mar. & Sept.	1888	102½
Railroad and Tunnel Bonds	10,305,582	5	April & Oct.	'88-'93	....
Norwich and Worcester R. R. Bonds ..	400,000	6	Jan. & July.	1877	....
B., H. & Erie R. R. Bonds	3,599,034	5	" "	1900	....
Minnesota—($250,000):					
State Buildings Loan 1867 and 1869	250,000	7	Jan. & July.	'77-'79	....
Missouri—($18,347,000):					
State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	98½
State (funding) Bonds, 1867-68	2,727,000	6	" "	'87-'88	....
Railroad Loan Bonds, 1854-'66	11,901,000	6	" "	'74-'86	....
Railroad Bonds, guaranteed 1856-'66	1,589,000	7	" "	'76-'91	100½
State Institutions Loans	1,301,000	6	" "	var.	93½
New Hampshire—($3,914,165):					
War Loan Bonds, of 1861	614,000	6	Jan. & July.	'69-'78	....
War Loan Bonds, of 1864	600,000	6	Mar. & Sept.	'84-'89	101½
War Loan Bonds, of 1866	494,500	6	April & Oct.	'78-'86	....
New Jersey—($3,696,300):					
War Loan Bonds, 1861-'64, tax free	2,800,000	6	Jan. & July.	'74-'09	106½
New York—($36,580,400):					
State Stock of 1827 and 1832	561,500	5	J. A. J. & O.	pleas.	....
State (Deficiency) Stock of 1835	900,000	6	" "	1876	110
State (Deficiency) Stock of 1838	300,000	6	" "	1878	....
State (Deficiency) Stock of 1838	343,107	6	" "	pleas.	....
State (Deficiency) Stock of 1838	1,189,781	6	" "	pleas.	....
Canal Stock	1,108,426	6	" "	1874	....
Canal Stock	111,200	4	" "	'72-'73	....
Canal Stock	10,185,280	6	" "	'74-'77	....
Bounty Loan registered	19,881,000	7	Jan. & July.	1877	103½
Bounty Loan coupon	1,200,000	7	" "	1877	103½
North Carolina—($29,547,045):					
Old or Ante-War Debt	4,733,800	6	Jan. & July.	'72-'92	20½
Old or Ante-War Debt	3,639,400	6	April & Oct.	'72-'92	20½
Bonds issued since the war	3,009,045	6	Jan. & July.	'92-'98	21
Bonds issued since the war	1,852,000	6	April & Oct.	'92-'98	12½
Bonds issued for funding	2,417,400	6	Jan. & July.	'78-'00	....
Bonds issued for funding	1,721,400	6	April & Oct.	'78-'00	21½
Special Tax Bonds	11,407,000	6	" "	'98-'99	7½
Ohio—($8,211,062):					
Loan of 1860, sinking fund	147,180	6	Jan. & July.	1870	....
Loan of 1860, sinking fund	1,585,900	6	" "	1875	....
Loan of 1860, sinking fund	4,074,817	6	" "	1881	105½
Loan of 1856, sinking fund	2,400,000	6	" "	1886	104½
Oregon—($200,477):					
Bounty and Relief Bonds	99,477	7	Jan. & July.	'74-'84	....
Willamette Canal Bonds	200,000	7	" "	1890	....
Pennsylvania—($24,999,786):					
Inclined Plane Loan, of 1849	400,000	6	April & Oct.	1879	....
Loan of April 1852, reg. and coup	482,000	6	Jan. & July.	1882	104½
Loan of May 1852, reg. and coup	2,667,500	5	Feb. & Aug.	1877	....
Loan of April 1853, coupon	225,000	6	" "	1873	....
Loan of April 1861, registered	84,000	6	" "	1873	....
Loan of Feb. 1867, reg. and coup	907,200	6	" "	'74-'82	....
Loan of Feb. 1867, reg. and coup	18,732,950	6	" "	'74-'82	....
Chamberaburg certificates, registered ..	82,082	6	June & Dec.	1878	....
Loans of April 1873	500,000	6	April & Oct.	1879	....
Rhode Island—($2,858,500):					
War Bonds of 1862	1,010,000	6	Mar. & Sept.	1882	....
" " of 1863	200,000	6	April & Oct.	1883	....
" " of 1866	666,000	6	Jan. & July.	1893	....
" " of 1864	742,000	6	Feb. & Aug.	1894	....
South Carolina—($20,656,225):					
State House, Stock and Bonds '56-'68 ..	982,482	6	Jan. & July.	pleas.	35
Fire Loan Stock of 1838	302,344	6	J. A. J. & O.	1870	....
Funding Stocks 1866 and 1869	168,114	6	Jan. & July.	'72-'90	....
Fire Loan Bonds of 1838	481,944	6	" "	1893	....
New State House Bonds 1853-'66	298,000	6	" "	'71-'86	....
Blue Ridge R. R. Bonds 1854	966,000	6	" "	'74-'75	....
Funding Bonds, 1868	980,000	6	" "	'87-'97	....
" " 1869	1,681,000	6	April & Oct.	1888	17
" " 1869	1,189,400	6	Jan. & July.	1888	14
" " 1868	2,038,000	7	" "	1888	....
Conversion Bonds 1869	7,066,500	6	" "	1888	....
" " 1870	342,000	6	April & Oct.	1889	....
Railroad Aid Bonds	4,797,909	6	Various.	'89-'99	....
Tennessee—($20,966,382):					
Railroad, &c., Bonds	15,767,922	6	Jan. & July.	'92-'00	20
State Bonds (direct)	4,319,544	6	April & Oct.	'90-'98	....
State Endorsements	2,197,000	6	Jan. & July.	1900	....
Funded Interest Bonds	4,598,938	6	" "	1914	70
Texas—($3,715,979):					
Frontier Protection (gold) Bonds, 1870 ..	700,000	7	Mar. & Sept.	'90-'10	....
Deficiency Bonds, 1871	257,000	10	" "	1876	98
State Bonds	197,000	6	Jan. & July.	'76-'91	....
Railroad Aid Bonds	1,763,317	6	" "	var.	....
Vermont—($225,560):					
War Loans of 1864, '65 and '68	225,500	6	June & Dec.	'74-'78	....
Virginia—($45,718,112):					
Funded under act of 1871	30,278,730	6	Jan. & July.	1991	60
Funded under act of 1873	1,764,747	6	" "	"	....
Sterling Bonds	3,737,553	6	" "	"	....
Deferred (W. Va.) certificates	15,399,370	6	" "	"	15

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1880	....
2d Mortgage	2,673,000	8	" "	" "	1880	....
Receiver's Bonds for $1,200,000.	450,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1885	107½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	101½
3d Mortgage	434,000	7	May & Nov.	" "	1881	98
Albany Loan	933,000	6	" "	" "	1898	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	3,889,000	7.3	Jan. & July.	New York.	1896	91
Special Mortgage to Penn.	3,500,000	5	January.	Harrisburg.	....	....
1st M., R. Ext., guar. by Pa. R.R.	6,000,000	7	April & Oct.	Phil. or Lond.	1900	83
American Central:						
1st Mort., guar. by C., B. & Q.	736,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage ($12,000 p. m.)	620,000	8*	Jan. & July.	Lond. or Ams.	1891	....
2d Mortgage for $1,200,000	700,000	7*	April & Oct.	New York.	1893	....
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
Atchison and Nebraska:						
1st Mortgage	3,750,000	8	March & Sept.	Boston.	1896	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,042,500	7*	Jan. & July.	New York.	1898	61
Land Grant Mortgage (gold)	3,521,000	7*	April & Oct.	Boston.	1900	72½
1st Mort. (Wichita Branch) guar.	412,000	7*	Jan. & July.	"	1902	....
Consolidated Mortgage (gold)	976,000	7*	April & Oct.	N. Y. or Bost.	1903	25
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Georgia).	4,240,000	8	Jan. & July.	New York.	1900	84
Atlantic and Great Western:						
1st Mortgage (gold)	14,414,980	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	8,707,200	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,790,214	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1887	....
Sectional (S. A. & G. R. R.) bonds	340,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1880	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	....	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,836,500	6*	Jan. & July.	New York.	1938	....
2d Mortgage for $3,000,000 (gold)	1,968,500	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R.R. assumed	7,189,000	6*	Jan. & July.	" "	1938	....
1st Mort. (Central Div.) gold	1,189,500	6*	May & Nov.	" "	1891	....
Equipment Bonds	674,000	10	June & Dec.	" "	1883	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1886	....
Augusta and Savannah:						
1st Mortgage	129,500	7	.....	Savannah.	....	....
Avon, Genesco & Mt. Morris (Erie):						
1st Mortgage	29,000	7	Jan. & July.	New York.	1883	....
Bald Eagle Valley:						
1st Mortgage	350,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1856 '75	857,250	6	Jan. & July.	Baltimore.	1875	102½
Loan of 1850–'80	579,500	6	" "	"	1880	102½
Loan of 1853–'85	1,710,560	6	April & Oct.	"	1885	100½
Loan of 1858–'90 (Balt.) sk'g fd.	3,461,146	6	Jan. & July.	"	1890	....
Loan of 1870–'96 (st'g.) sk'g fund.	3,620,320	6*	March & Sept.	London.	1896	....
Loan of 1872–1902 (st'g.) S. F.	9,498,016	6*	" "	"	1902	....
3d Mort. (N. W. Va. R.R. assumed	140,000	6	Jan. & July.	Baltimore.	1886	96
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C. & I.	453,000	7	Jan. & July.	New York.	1900	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	94
Beloit and Madison (C. & N. W.):						
1st Mortgage (guaranteed)	306,000	7	Jan. & July.	New York.	1898	....
Belvidere Delaware:						
1st Mortgage } guar. by C. &	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage } A. Co. and	498,500	6	March & Sept.	Philadelphia.	1888	87
3d Mortgage } Penn. R. R. Co.	745,000	6	Feb. & Aug.	"	1887	86
Bingham Canyon & Camp Floyd:						
1st Mortgage	240,000	7*	Jan. & July.	.....	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Albany loans (Alb. & W. Stk bps.)	106,000	6	Jan. & July.	Boston.	1870	....
Dollar Bonds (Western R. R.)	668,000	6	April & Oct.	"	1875	95½
Currency bonds of Feb. 1, 1872.	3,764,000	7	Feb. and Aug.	"	1892	100
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	408,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage (Equalization)	248,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	163,000	7	" "	"	1900	....
Equipment Mortgage	350,000	8	Apr. and Oct.	"	1881	89½
Boston, Concord and Montreal:						
Sinking Fund Mortgage	624,000	6a7	Jan. and July.	Boston.	1889	....
1st Mortgage (22½ m.) convertible	150,000	6	" "	"	1875	....
1st Mortgage (22½ m.)	200,000	6	" "	New York.	1876	....
Consol. Mortgage for $2,000,000.	966,400	7	Apr. and Oct.	Boston.	1889	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	23
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	40
Mast. L. (sec'd by $4,500,000 Ber.)	5,000,000	7*	" "	Boston.	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1892	104½
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	2,000,000	7	May and Nov.	Boston.	1893	105
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500,000	7	May and Nov.	Boston.	1891	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,330,000	6*	Apr. and Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1908	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	6	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1886	....
Buffalo and Erie:						
Mort. bonds (ass'd by L.S.&M.S)	200,000	7	Jan. and July.	New York.	1883	....
Mort. bonds (" " ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" " ")	3,000,000	7	Apr. and Oct.	" "	1888	97½
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	90
Buffalo, New York & Phila.:						
1st Mortgage	2,295,000	6	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	281,500	10	.....	" "	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage, stg., sk'g. fund	5,400,000	7*	May & Nov.	N. Y. & Lond.	1919	57
1st Mort., (gold) Mil. Div.	2,200,000	7*	Feb. and Aug.	" "	1908	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,998,350	7	April & Oct.	N. Y. & Bost.	1896	99
Stock Bonds pref. 2d lien	800,000	7	Jan. & July.	Boston.	1875	99½
Stock Bonds pref. 3d lien	566,000	8	" "	"	1876	....
Stock (common) Bonds	340,000	8	April & Oct.	N. Y. & Bost.	1879	100
Stock (common) Bonds	356,500	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	430,500	8	" "	" "	1899	....
Burlington and Mo. Riv. in Nebr.:						
1st Mortgage convertible	5,715,000	8	Jan. & July.	N. Y. & Bost.	1894	96½
Bonds convertible until 1882	626,947	8	" "	Boston.	1903	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov.	Boston.	1906	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S. F.	3,000,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis (5 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1909	....
California and Oregon (Cen. Pac.):						
1st Mortgage (gold)	6,000,000	6*	Jan. & July.	New York.	90–91	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage (end. by Cen. Pac.)	1,600,000	6*	June & Dec.	" "	....	....
Camden and Amboy:						
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	100
Loan of 1885	1,700,000	6	Feb. & Aug.	"	1885	94½
Loan of 1889	868,000	6	June & Dec.	Princeton.	1889	94
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	100
Sterling Loan, S. F. (£262,000)	1,286,080	6*	Feb. & Aug.	London.	1890	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1888	105
2d Mortgage of 1864	500,000	7	April & Oct.	"	1879	100½
Camden and Burlington County:						
Consolidated 1st Mortgage	250,000	6	Feb. & Aug.	Philadelphia.	1907	....
Canada Southern:						
1st Mort. (sk'g fd.) g'd for $2,000,000	2,000,000	7*	Jan. & July.	New York.	1908	90
Cape Girardeau and State Line:						
1st Mortgage (gold)	1,000,000	7	Jan. & July.	Cape Gir'deau	1891	....
Cape May and Millville:						
2d Mort. guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	....
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1903	....
Carolina Central:						
1st Mortgage	1,500,000	6*	Jan. & July.	New York.	1923	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	800,000	8	May & Nov.	New York.	1875	....
Catawissa:						
1st Mortgage (old)	250,500	7	Feb. & Aug.	Philadelphia.	1881	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	101½
Chattel Mortgage	250,500	7	May and Nov.	"	1885–89	....
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	198,000	7	April & Oct.	New York.	1884	93½
1st Mort. (W. to Minn. Line)	1,324,000	7	Jan. & July.	" "	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW)a	$					
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgage 2d Div. $10,000p.m.	562,000	7	" "	" "	1894	....
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	....
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	8*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	908,000	7	March & Sept.	New York.	1875	....
General Mort. for $5,000,000	1,672,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	150,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m..	925,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
Convertible bonds of 1872	3,612 700	7	May & Nov.	New York.	1902	108¼
1st Mort. (New)for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1899	108
Newark Branch Bonds	600,000	7	Jan. & July.	" "	1887	....
Loan of Leh.C. & Nav.Co.(assu'd)	2,316,000	6	J. A. J. & O	Philadelphia.	1897	....
Consol. Mort. for $25,000,000	5,000,000	7	" "	New York.	1899	....
Central Ohio (B. and O.)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	92¼
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'99	95¼
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	....
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento	1884	101
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S. Treasury.	'95 '99	....
1st Mort. (Western Pacific) gold	2,736,000	6*	" "	New York.	899	85¼
1st Mort. (Calif. & Oregon) gold	7,066,000	6*	" "	" "	8??	....
1st Mort. (S. Fr., Oakl & Ala.).	500,000	6*	" "	San Francisco	890	....
1st Mort.(San Joaquin V.D.)gold	6,000,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,158,000	6*	" "	" "	1890	....
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1880	20
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
1st Mort. (Stan., Sheff. and Ch.)	444,103	7	Jan. & July.	"	1887	62
Income and Extension Bonds..	1,008,800	8	May & Nov.	"	1902	....
Equipment Mort. (Vt. Central).	1,000,000	8	" "	"	'76-'77	50¼
Equipment Mort. (").	1,000,000	8	" "	"	1889	....
Bonds, guar. (Vt. and Canada)	1,000,000	6	" "	"	1892	62¼
Missisquoi R.R.(" ")	500,000	7	Jan. & July.	"	1891	39
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	....
Charleston and Savannah:						
1st Mortgage guar. by State	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,000,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	500,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M.(gold) skg fd for $15,000,000	15,000,000	6*	May & Nov.	New York.	1899	51
1st Mort. Extension.(con. or reg)	2,124,000	7*	Jan. & July.	" "	1902	....
1st Mort. (Va. Con.) guar. by Va.	100,000	6	" "	" "	1860	....
3d Mort. (")coupon....	913,000	6	" "	" "	1884	....
Income (")coupon....	800,000	8	" "	" "	1876	....
Funded Interest, coupon.	160,557	6	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	807,000	6	Jan. & July.	Boston.	'75-'80	90¼
Chester Creek (Phil. & Balt. Cent.):						
1st Mort., guar. by P.,W. & B..	135,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage	650,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage, prof. sinking fund.	1 0,000	7	May & Nov.	New York.	1877	....
1st Mortgage	2,408,000	7	Jan. & July.	" "	1893	111
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	100¼
Consol. Bonds (£200 stg. each).	1,149,850	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	544,000	7	April & Oct.	New York.	1894	97
2d Mort. (") "	188,000	7	Jan. & July.	" "	1894	....
1st Mort. (Louisiana and Mo.)..	4,300,000	7	Feb. & Aug.	" "	1900	83
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan & July.	New York.	1888	112¼
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1888	....
Trust Mortgage (Burl. to Peoria)	650,000	7	April & Oct.	" "	1890	....
Loan of 1872	7,029,875	7	Jan. & July.	Boston.	1896	97¼
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Car. and Burl.) guar..	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Dix., Peo. & Han)guar.	800,000	8	Jan. & July.	" "	1880	....
1st Mort. (Ill. Gr. Trunk) guar..	960,000	8	April & Oct.	Boston.	1890	99
1st Mort. (Kook. & St.Paul)guar.	1,000,000	8	" "	"	1879	....
1st Mort. (O., O. & For Rv.)guar.	1,241,000	8	Jan. & July.	N.Y. & Bost.	1900	99
1st Mort. (Peo. and Han.) guar..	600,000	6	" "	New York.	1878	....
1st Mort. (Quincy & War.) guar.	800,000	8	" "	N.Y. & Bost.	1890	....
3d Mort. (Northern Cross) gold.	941,000	4½	" "	Frankfort.	1899	....
Chicago and Canada Southern:						
1st Mortgage	2,500,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton and Dubuque:						
1st Mort. guar. C., B. and Q....	1,600,000	8	June & Dec.	Boston.	1898	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold....	2,500,000	7*	Apr. and Oct.	New York.	1908	....
1st Mortgage (Ind. Div.) gold...	825,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p. m.	4,425,000	8	June & Dec.	Boston.	1898	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,760,000	8	Jan. & July.	N.Y. & Bost.	1901	90
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar.C&NW	568,320	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar.C.&NW	211,560	7	Feb. & Aug.	New York.	1884	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago and Milwaukee Railway:	$					
1st Mort., guar. by C. and N.W.	1,642,000	7	Jan. & July.	New York.	1898	93¼
Chicago and Mich. Lake Shore:						
1st Mortgage	500,000	8	March & Sept.	New York.	1889	....
1st Mortgage	2,500,000	8	Jan. & July.	Boston.	1890	....
1st Mortgage	1,350,000	8	May & Nov	"	1891	....
1st Mortgage (on Bran'h)	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (Mil. and St. Paul R'y)	5,527,000	7	Jan. & July.	New York.	1898	....
2d Mort. (" ")	1,191,000	7	April & Oct.	" "	1884	..
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	....	....
1st Mort. (East. Div. Palmer.)	781,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1897	77
1st Mort. (Minnesota Central.)	190,000	7	" "	" "	1870	....
1st Mort. (St. Paul Division.)	4,000,000	7	" "	" "	....	....
1st Mort. (Iowa and Dak. Div.)	1 008,000	7	" "	" "	1870	72¼
1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	108
2d Mort. (" ")	1,315,000	7.3	" "	" "	1898	91¼
1st Mort. (Ills. and Iowa Div.)	37,000	7	Jan. & July.	" "	....	....
1st Mort. (Hast. and Dak. Div.)	1,250,000	7	" "	" "	....	72
Income bonds(Mil. and St.Paul)	20,000	7	April & Oct.	" "	....	....
Milwaukee City Loan	230,500	7	March & Sept.	" "	1873	....
1st Mort. (Mil. and Western)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	" "	" "	....	....
Equipment and Bridge Bonds..	245,000	10	June & Dec.	" "	1883	....
Consol. Mort. for $35,000,000	.....	7	Jan. & July.	" "	1904	....
Chicago and Northwestern:						
Preferred sinking fund (198 m.).	1 242,700	7	Feb. & Aug.	New York.	1885	102
General 1st Mortgage (198 m.) ..	3 568,000	7	" "	" "	1885	96
Funded coupons (198 m.)	743,300	7	May & Nov.	" "	1883	94¼
Appleton Ext. (23 m.& 76,000 ac.)	147,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	282 000	7	" "	" "	1885	....
1st Mort. (Gal. & Chi. U.) 248 m.	1,693,000	7	" "	" "	1882	105
2d Mort. (Gal. & Chi. U) 243 m.	854,000	7	May & Nov.	" "	1875	....
Elgin and State Line	128,000	6	Jan. & July.	" "	1878	....
Mississippi River Bridge	190,000	7	" "	" "	1884	....
1st Mortgage (Peninsula)	331,000	7	March & Sept.	" "	1896	....
Consol. skg fund (C.& N.W.R'y)	3,880,000	7	F. M. A. & N.	" "	1915	89
General Consol. Gold Bonds	3,995,000	7*	June & Dec.	" "	1902	55¼
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S.F.(Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
2d Mort. (Mil. & Chi.R. R.) guar.	97 500	7	" "	" "	1898	....
1st Mort. (Chic.& Mil.R.W.)guar	1,642,000	7	Jan. & July.	" "	1898	93¼
1st Mort. (Bel.& Mad. R.R.)guar	306,000	7	" "	" "	1888	....
Chicago, Portage and Superior:						
1st M.s.f.(Chi. & N. Pac. Air-L.)	25,000pm	7*	June & Dec	New York.	1902	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $3,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	..
Chi., Pekin & Southwrn (C B & Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund	9,000,000	7	Jan. & July.	New York.	1898	108¼
Chi. & Southwes'n(C.,R.I.& Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago, Wisconsin & Canada:						
1st Mort. gold, skg fd for $410,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st Mortgage (gold) for $5,000,000	.....	7*	Jan. & July.	" "	1902	....
Chillicothe and Brunswick:						
1st Mort, guar. by St.L., K.C.& N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.& C.	274,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1868	1,250,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1868	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	400,000	8	June & Dec.	" "	1877	....
Cincinnati, Ham.& Ind.(C., H.& D.):						
1st Mort., guar. for $2,500,000	1,846,000	7	Jan. and July.	New York.	1903	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,120,000	7*	March & Sept.	New York.	1901	....
Cincinnati and Martinsville:						
1st Mort., guar. by L.,C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.& D.	550 000	7	Jan. and July.	New York.	1905	....
2d Mortgage " "	65,000	7	" "	" "	1888	....
Cinc.,Rich.& Ft.Wayne(G.R.& I.):						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage	1,072,300	7	June & Dec.	New York.	1890	....
1st Mort. (San., Day. & Cin.)&F.	990,000	6	Feb. & Aug	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1877	....
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	....
Cincinnati and Springfield:						
1st Mortgage for $2,000 000(guar)	2,000,000	7	April & Oct.	New York.	1901	....
2d Mortgage	411,000	7	.....	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m..	2,000,000	7*	Jan. and July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,700,000	7	May & Nov.	New York.	1899	104¼
1st Mort. (C., C. and C. R. R.)..	271,000	7	June & Dec.	" "	'75 '76	....
1st Mort. (Bell. and Ind. R.R.)..	453,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500,000	.....	7	.....	" "	....	....
Clev.& Mahoning V.(A.& Gt.W.)						
3d (now 2d)Mort.(skg fund) 1866	487,900	7	March & Sept.	New York.	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Cleveland and Pittsburg (Pa.Co.):						
3d (now 2d) Mortgage guar.	1,252,000	7	May & Nov.	New York.	1876	100¼
4th (now 3d) Mortgage guar.	1,026,000	6	Jan. and July	" "	1892	90
Consol. sinking fund guar.	1,400,000	7	May & Nov.	" "	1900	100

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Mt. Vernon and Delaware:	$					
1st Mortgage gold	1,300,000	7*	Jan. & July.	New York.	1900	....
2d Mortgage	1,000,000	7	" "	" "	1902	...
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	101
2d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York	1885	106
2d Mortgage (" ")	860,000	7	April & Oct.	" "	1886	96
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg	584,700	6	June & Dec.	Philadelphia.	1896	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	10,333,000	7	April & Oct.	New York.	1908	8
3d Mortgage skg fund	3,747,000	7	Feb. & Aug.	" "	1900	25
1st Mort. (Chic. and Gt. Eastern)	461,000	7	April & Oct.	" "	'93-'95	68
2d Mort. (" ")	344,400	7	Jan. & July.	" "	....	....
Income conv. (" ")	2,554 000	7	Feb. & Aug.	" "	1890	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	" "	" "	1890	....
1st M., s.f.(" ")	39,650	7	May & Nov.	" "	1886	...
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	1:09,500	7	J . & July.	" "	1883	....
2d Mortgage (Ind. Central)	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Loganap't & Bur.)	854,500	7	Feb. & Aug.	" "	1884	....
Income (" ")	74,024	7	" "	" "	....	....
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	" "	1906	...
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn., S. & C.)	1,000.000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	469,100	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000	602,500	7	April & Oct.	Boston.	1893	96
1st Mortgage sinking fund	296,500	6	June & Dec.	"	1876	....
Coupon Notes	634,000	7	" "	"	'76-'81	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	96
Connecticut River:						
1st Mortgage skg fund	250,000	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free	2,674,000	7	Jan. & July.	N. Y. & Bost.	1900	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	991,000	6	March & Sept	Philadelphia.	1.2.3.4.	91
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	95,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	160,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	848,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	" "	"	1884	....
Danbury and Norwalk:						
Mortgage Bonds of 1870	100,000	7	Jan. & July.	New York.	1890	....
Mortgage Bonds of 1870-'72	400,000	7	" "	" "	'90-'92	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	....
2d Mortgage	300,000	7	" "	"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage	2,000,000	7*	April & Oct.	New York.	1909	...
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,885,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar	441,000	7	March & Sept.	"	1887	....
2d Mortgage, guar	356,000	7	April & Oct	"	1888	....
Toledo Depot bonds guar	105,500	7	March & Sept.	"	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	"	1879	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R.):						
1st Mortgage (assumed)	189,000	7	Jan. & July.	New York.	1895	....
1st Mortgage (")	463,000	6	" "	"	1895	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. and Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	Apr. and Oct.	New York.	1875	100
2d Mortgage	1,633,000	7	March & Sept.	" "	1881	106
Convertible Bonds	5,'00,000	7	June & Dec.	" "	1892	110
2d Mort. (Lack. & Bloomsburg)	500,000	7	Apr. and Oct.	" "	1890	....
1st M. Ext.(" ")	400,000	7	March & Sept.	" "	1885	....
2d M. Ext. (" ")	200,000	7	May & Nov.	" "	1899	....
Denver & Boulder Val.(Den. Pac)						
1st Mortgage	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant	2,498,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	3,026,500	7*	May & Nov.	N.Y. L.&		
Des Moines and Ft. Dodge:						
1st Mortgage (coupon)	2,400,000	6	Jan. & July.	N		

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.)	2,330,000	8	May and Nov.	New York.	1902	....
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	1,826,000	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....
2d Mortgage, (coupon) guar.	300,000	8	Jan. & July.	" "	1891	....
Detroit, Lansing and Lake Mich.:						
1st Mortgage	3,219,000	8	April & Oct.	Boston.	1896	....
1st Mortgage (on Branches)	575,000	8	June & Dec.	"	1897	....
2d Mortgage	1,359,000	8	Feb. & Aug.	"	1903	....
1st Mort. (Ionia and Lansing)	770,000	8	Jan. & July.	New York.	1889	....
2d Mort. (" ")	51,000	8	May & Nov.	" "	1880	....
Detroit & Milwaukee(Gt. W. of Ca.):						
1st Mortgage, (D. & M. R'y)	2,500,000	7	May & Nov.	New York	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D. & M. R.R.)	626,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	376,734	7	May & Nov.	" "	1875	....
1st Mort. (Detr. & Pontiac R.R.)	150.000	7	April & Oct.	" "	1878	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1875	....
3d Mort. (" ")	250.000	8	Feb. & Aug.	" "	1886	....
Bonds of Sept. 1, 1866	110,000	7	March & Sept.	" "	1886	....
Bonds of June 30, 1866	1 702,317	6-7	Jan. & July.	" "	1886	.
Detroit, Mon. & Tol. (L.Sh. & M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	99
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	800,000	8	Jan. & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage tax free	882,000	7	Jan. & July.	New York.	1893	....
Dubuque Southwestern:						
1st Mortgage	450.000	7	April & Oct.	New York.	1888	....
1st Mortgage, preferred	78,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold)	1,200,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.		1890	...
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,900	7	March & Sept	Philadelphia.	1888	102
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	2,999,000	7	Jan. & July.	New York.	1900	89
2d Mortgage	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Company Bonds (E. T. & Ga., old)	635,000	6	Jan. and July.	" "	'80-'86	....
Company Bonds (" new)	135,400	6	" "	" "	1879	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	Boston.	1876	....
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1867-'87	890,000	7	March & Sept.	"	1887	92
Loan of 1868-'88	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869-'89	500,000	6	May & Nov.	"	1889	....
Loan of 1872-'92	1,558,000	7	various.	"	1892	91
Loan of 1873-'93	878,900	6	March & Sept.	"	1893	....
New Bonds	1,000,000	7	— & —	"	1892	....
Sterling Sink. Fd. Bonds	3,000,000	6*	March & Sept.	London.	1893	....
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1880	....
2d Mortgage	200,000	6	April & Oct.	"	1888	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1889	99
Income Mortgage guaranteed	870,000	6	April & Oct.	"	1892	....
Erie Railway:						
1st Mortgage	2,435,000	7	May & Nov.	New York	1877	103
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	....
3d Mortgage	4,582,000	7	" "	" "	1883	100
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	97
5th Mortgage convertible	709,500	7	June and Dec.	" "	1888	98
Buffalo Branch, 1st mortgage	182,000	7	Jan. & July.	" "	1891	....
Sterling loan (£1,000,000) conv.	4,580,000	6*	March & Sept.	London.	1875	....
1st Consol Mort. for $30,000,000.	12,076,000	7*	" "	NY. & London.	1920	....
2d Consol. Mort. for $40,000,000.	15 000,000	7*	June and Dec.	London.	1896	....
Long Dock Co.'s Mortgage	3,000,000	7	" "	New York	1893	103
Convertible bonds	10,000,000	7*	April & Oct.	London.	1903	....
Erie and Pittsburg (Penn.):						
1st Mortgage	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,800	7	April & Oct.	" "	1890	....
Consolidated Mortgage	2,192,000	7	Jan. & July.	" "	1896	....
Equipment Mortgage	750,000	7	April & Oct	" "	1899	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 56 m.)	1,000,000	6*	Jan. & July.	N.Y. & Lond.	1894	....
1st L. M.(& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1900	....
New Mortgage for $6,000,000	.....	.....	.....	.....	.....	....
Evansville and Crawfordsville:						
1st Mortgage (51 miles) skg. fund	802,000	7	Jan. & July.	New York	1887	....
1st Mortgage (100 m.) "	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension)	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	775,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Prov.(B&P):						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1893	....
Fitchburg:						
Bonds of 1874 for $500,000	.....	7	.....	Boston.	1894	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)	2,210,000	8	March & Sept.	New York.	1886	....
Flint & Holly S. F. ($25,000 p.y.)	425,000	10	May & Nov.	" "	1885	....
1st Mort.(Bay C. & E.Sag.)guar.	100,000	10	Jan. & July.	Newark.	1892	....
Bonds (guar.)	75,000	10	March & Sept.	New York.	1887	....
fd.(H., W. & Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
Sinking Fund	1,771,000	8	May & Nov.	" "	1903	....
Loan	280,405	8	Jan. & July.	" "	1879	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida:	$					
1st Mortgage conv. gold	2,500,000	7*	Jan. & July.	N. Y. & Lond.	1889	....
Flushing, North Side and Central:						
1st Mort. (Flush'g and N. Side.)	1,825,000	7	May & Nov.	New York.	1901	....
1st Mort. (Central of L. I.)	1,000,000	7	....	....	....	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	135,000	7	Feb. & Aug.	" "	1887	....
Sterling Loan	1,500,000	6*	....	London.	....	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee	1,500,000	6	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	600,000	8	" "	"	1896	....
Framingham and Lowell:						
1st Mortgage	500,000	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremont, Elkhorn & Mo. (SC&P):						
1st Mortgage	690,000	7	April & Oct.	....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1892	105
2d Mortgage	948,000	7	May & Nov.	" "	1875	....
Galv., Harrisburg & San Antonio:						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	....
Geneva, Ithaca and Athens:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. & July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	608,000	7	Jan. & July.	Augusta	'74-'90	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,224,000	7*	April & Oct.	" "	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1888	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	....
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	5*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,808	11,639,040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,500	15,557,500	....	....	Ottawa.	....	....
Great Western of Canada:						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	....
Mortgage Bonds £547,000	2,735,000	6	April & Oct.	"	'77-'78	....
New Bonds £1 000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	86
2d Mort., " "	2,500,000	7	May & Nov.	" "	1893	70
Green Bay and Minnesota:						
1st Mortgage	2,400,000	7*	Feb. & Aug.	....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,386,000	7*	Jan. & July.	....	1902	....
Hannibal and Naples (T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1886	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo. (T.W.&W.):						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	....
2d Mortgage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'77-'94	....
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	93
Fifteen years' bonds (277 m.)	2,714,000	8	March & Sept.	" "	1885	83
1st Mort. (Q. & Palm. R.R. 15 m.)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R R 55 m.)	1,200,000	10	Jan. & July.	" "	1886	....
General Land Mortgage (277 m.)	642,000	7	April & Oct.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bept. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	New York.	1895	....
3d Mortgage of 1869	100,000	8	April & Oct.	Bept. & Bost.	1889	....
Equipment Bonds	150,000	7	....	Bridgeport.	1893	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund gold	7,479,000	7*	Jan. & July.	New York.	1891	....
1st Mortgage (Western Div.)	2,500,000	7*	" "	" "	1903	....
Consolidated Mortgage	2,700,000	8	April & Oct.	" "	1912	....
Hudson River (N.Y.Con. & H.R.):						
2d Mortgage, sinking fund	1,794,000	7	May & Nov.	New York.	1885	103
Mortgage	150,000	7	May & Nov.	" "	1875	99
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	102
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	97
Consolidated Mortgage	1,378,000	7	April & Oct.	"	1896	....
Illinois Central:						
Construction bonds, cur. skg f'd.	2,742,000	7	April & Oct.	New York.	1875	100
Construction bonds, coin	332,000	6*	" "	N. Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Sterling Bonds, Sinking Fund	5,000,000	5*	" "	"	1903	....
Illinois Grand Trunk (C., B. & Q.):						
1st Mortgage guaranteed	900,000	8	April & Oct.	Boston.	1890	99
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mort. (Ner. Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	80
1st Mortgage Extension gold	2,000,000	7*	Jan. & July.	" "	1912	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis and Madison:						
1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1906	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	....
Internati nal and Gt. Northern:						
1st Mortgage s.f. (Intern. R. R.)	3,040 000	7*	April & Oct.	New York.	1911	70
Convertible B'ds(")	1,473,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage (Hous. & Gt. N. RR.)	4,211,000	7	Jan. & July.	" "	1900	....
Convert. B'ds(" ")	1,677,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) of 1858	1,500 000	7	April & Oct.	New York.	1888	35
1st Mortgage (I. C. & L. F.) of 1867	2,792,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,701,000	7	June & Dec.	" "	1899	....
1st Mortgage (Cin. & Indiana.)	499,000	7	" "	" "	1882	....
2d Mort. guar. (" ")	1,496,000	7	Jan. & July.	" "	'77-'87	....
Indianapolis and St. Louis:						
1st Mortgage	2,000,000	7	Jan. & July.	New York.	1919	....
1st Mortgage		7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	378,000	10	Jan. & July.	" "	1881	81
Ionia and Lansing (D., L. & L.M.):						
1st Mortgage traffic guar.	770,000	8	Jan. & July.	New York.	1889	....
2d Mortgage "	81,000	8	May & Nov.	" "	1886	....
Iowa Falls and Sioux City:						
1st Mortgage	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	81
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw (MC):						
1st Mortgage guar.	1,450,000	8	Jan. & July.	New York.	1888	98
1st Mort. (Northern Ext.) guar.	848,000	8	May & Nov.	" "	1890	....
2d Mortgage guar.	289,000	8	March & Sept.	" "	1878	....
Consolidated Mortgage (236 m.)	18,000pm	8	" "	" "	1891	94
Jacksonville, South West & S. East:						
1st Mortgage	610,000	7*	Jan. & July	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	3,000,000	8	" "	" "	1899	....
Jameat'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	468,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	84,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol.	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol.	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	....	7*	Jan. & July.	New York.	1913	....
1st Mortgage (Bidgefield Park)	300,000	7	May & Nov.	" "	1912	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	336,000	8	Jan. & July.	New York.	1882	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	91
2d Mortgage not guaranteed	500,000	6	April & Oct.	"	1900	89
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	8	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.&M.So.	840,000	8	Jan. & July.	New York.	1883	94
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M. Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1889	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. and July.	N. Y. & Bost.	1880	....
2d Mort. (" " ")	150,000	10	" "	" "	1876	....
1st Mort. (St. Jo. & CB. 78 m) conv.	1,400,000	10	March & Sept.	" "	1902	....
1st Mort. (Mo. Valley 120 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (280 m.) conv.	887,000	8	March & Sept.	" "	1896	....
New Consol. Mort. for $8,700,000	947,000	8	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (L.L.&G.)						
1st Mortgage for $2,000,000	750,000	10	May & Nov.	....	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	....
1st Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June & Dec.	" "	1896	....
1st M.(3dD.244.66m.& 3,0 0,000a)	6,432,000	7*	May & Nov.	N. Y. L & F.	1899	....
1st Mort. (1,000,000 acres).....	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mort. (2,000,000 acres)gold...	1,751,750	7*	Jan. & July.	N. Y., L. & F.	1880	....
2d Mort. (")gold...	1 500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	....
Kent County (Del.)						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Kentucky and Great Eastern:						
Bonds for $2,200,000....	15,000pm	7*	Feb. & Aug.	New York.	1892	....
Keokuk and Des Moines:						
1st Mortgage.....	1,895,000	7	April & Oct.	New York.	1904	...
Funded Interest.....	258,720	8	" "	" "	1884	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	1,000,000	8	April & Oct.	Boston.	1879	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1877	....
Laf., Blooming. & Miss.(T W & W):						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(T W & W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Erie and Louisville:						
1st Mortgage	300,000	7	April & Oct.	New York.	1892	...
2d Mortgage.....	500,000	7	Jan. & July.	" "	1902	....
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1907	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	1,600,000	7	April & Oct.	New York.	1879	....
Consol. Mort., S.F., Registered.	4,280,007	7	J. A. J. & O.	" "	1900	101
Consol. Mort., S.F., Coupon....	1,200,000	7	Jan. & July.	" "	1900	3½
2d Consol. Mort. for $25 000 000.	.....	7	June & Dec.	" "	1903	95
Bonds of 1892 (Reg. & Coupon)	5,205,000	7	April & Oct.	" "	1892	....
Lake Shore Dividend Bonds....	1,498,000	7	" "	" "	1899	98½
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	" "	1890	101
3d Mort. (" ")	1,000,000	7	April & Oct.	" "	1892	....
1st Mort. (Mich. So. & Nor. Ind.)	5,256,000	7	May & Nov.	" "	1885	104½
2d Mort. (" ")	2,692.000	7	" "	" "	1877	99
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	106
2d Mort. (" ")	860,000	7	April & Oct.	" "	1886	98
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" ")	3,000,000	7	April & Oct.	" "	1898	98
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1876	99½
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Ka amaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	94½
1st M. (Jamestown & Franklin)	468,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000.000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage.....	696,000	7	.....	" "	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	NY.-Bost.-Ph	1900	....
2d Mort. gold tax free and conv.	3,20.,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,147,000	10	" "	" " "	1902	....
Lawrence (P. Pt. W. & Chi.):						
1st Mortgage, guaranteed.....	356,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	....
1st Mort.(K. C. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (new loan).....	4,875,000	6	June & Dec.	Philadelphia.	1898	102½
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	106
General Mort. for $40,000,000...	5,000,000	6*	June & Dec.	London.	1923	....
Lewisb. Centre & Spruce C.(Pa & E):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A. & P.):						
1st Mortgage gold.....	1,000,000	6*	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov	New York.	1883	....
Street Connection Bonds.....	500.000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	....
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund.....	3,780,000	7	April & Oct.	" "	1900	....
Little Rock, Pine Bl. & N. Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Skg. Fd.....	759,500	7	Apr. and Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	98½
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893	....
General Mortgage.....	775,000	7	" "	New York.	1899	....
Louisiana & Mo. Riv. (Ch. & Al):						
1st Mortgage.....	4,300,000	7	Feb. & Aug	New York.	1900	89
Louisville, Paducah and S. W.:						
1st Mortgage.....	2,000,000	8	March & Sept	New York.	1890	....
2d Mortgage.....	900,000	7	May & Nov.	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Bonds to State of Kentucky....	74,519	6	Jan. & July.	New York.	Perp.	....
1st Mortgage for Cincinnati Br..	3,000,000	7	" "	" "	1897	....
2d Mortgage for $1,000,000.....	878,000	8	April & Oct.	" "	1900	....
Louisville Loan.....	100.000	6	Jan. & July.	" "	1881	....
1st Mort. (Louisville & Frankf't)	39,000	6	" "	" "	'73-'76	....
1st Mort. (Louis., Cin. and Lex.)	21,000	8	April & Oct.	" "	1902	....
1st Mortgage (Shelby R. R.)....	88,500	8	June & Dec.	" "	1881	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.).	326,000	7	Jan. & July.	New York.	1876	....
1st Mortgage (Memp Br.46.37m.)	96,000	7	May & Nov.	Louisville.	1875	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	"	'80-'85	....
1st Mort. (Memphis and Ohio)..	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,425,000	6*	Feb. & Aug.	" "	1902	...
Consol. M. for $6,000,000(392 m.).	6,814,000	7	April & Oct.	" "	1898	86
Louisville Loan..... ...	849,000	6	" "	" "	'86-'87	....
Louisville Loan (Lebanon Br.).	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	...
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1892	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R..	300,000	7	Jan. & July.	New York.	1877	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1887	....
Construct. Mort. end. by Ga. RR.	370,000	7	" "	" "	1879	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1889	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7*	April & Oct.	New York.	1890	...
Maine Central:						
Consolidated Mortgage.....	845,800	7*	April & Oct.	Boston.	1912	....
$1,100,000 Loan, tax free.....	756.860	7*	Jan. & July.	"	1898	91
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150,000	6*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
1st Mortgage (Ken. & Portland.)	217,300	6	April & Oct.	Augusta.	1885	....
Consol. (Port. & Kennebec,) Loan	1,166,700	6	" "	Boston.	1895	....
2d Mort. (Somerset & Kennebec)	280,000	6	June & Dec.	"	1876	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (R.C. & F.):						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	8½
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	104
2d Mortgage Dollar.....	2,500.000	7	May & Nov.	"	1896	93
3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1890	82½
4th Mortgage	2,004,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.).	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1896	....
Marquette, Houghton & Ontonagon						
Income Bonds (Marq. & Ont.)..	150,000	6	Jun. & Dec.	New York.	1875	....
1st Mortgage (")...	1,760,000	6	" "	" "	1892	....
1st Mort. (Houghton and Ont.).	2,600,000	8	Jan. & July.	" "	1892	....
Consolidated Mortgage.....	1,454,000	8-10	Various.	" "	92-'02	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400 000	6	Jan. & July.	Boston.	1889	90
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	...
2d Mortgage.....	150,000	6	June & Dec.	"	1880	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	...
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1886	....
Tennessee State Loan.....	1,814,142	6	" "	" "	.....	....
Income Bonds.....	600,000	10	March & Sept.	" "	'73-'78	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,800,000	8	May & Nov.	New York.	1890	....
2d Mortgage.....	1,000,000	8	.....	" "	....	....
Michigan Air Line (Mich. Cent.)						
1st Mort. (E. Div.) assumed....	200,000	8	May and Nov.	New York.	1890	98
Michigan Central:						
1st Mortgage, convertible.....	356,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	112½
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	106
1st Mort. (M. Air L. W. D.) ass'd	1,900,000	8	Jan. & July.	" "	1890	102
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1890	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S. & M.S.	5,256,000	7	May & Nov.	New York.	1885	104½
2d Mort. " "	2,692,000	7	" "	" "	1877	99½
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1896	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee and St. Paul—						
See Chicago, Mil. & St. Paul.						
Milwaukee, Lake Sh. & Western:						
1st Mortgage.....	3,000,000	7*	June & Dec.	New York.	1902	....
Milwaukee and Northern:						
1st Mortgage.....	1,625,000	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage.....	220,000	10	Jan. & July.	Detroit.	1890	....
Minneapolis & Duluth (L.S. & M.)						
1st Mortgage gold, guaranteed..	400,000	7*	Apr. and Oct.	New York.	1911	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St. L. (L. Sup. & M.):	$					
1st Mortgage gold, guaranteed..	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	Detroit.	1890	....
Mississippi Cent. (N.O.St.L.&Chi.):						
1st Mortgage	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,70[illegible],500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	2,040,000	7*	Jan. & July.	.....	1900	....
Mississippi and Tennessee:						
1st Mortgage	660,000	7	April & Oct.	Memphis.	1876	....
Consolidated Mortgage	1,254,000	8	Jan. & July.	"	'81-'93	....
Tennessee State Loan	430,547	6	.....	"	....	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	3,220,000	6*	Jan. & July.	New York.	1890	....
1st Mort. (Tebo & Neosho) S.F..	362,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	....
Additional Consol. Mort.	2,500,000	7	" "	" "	1905	....
Further Add. Consol. Mort.	600,000	7	" "	" "	1906	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mortgage	300,000	8	" "	New York.	1889	....
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	...
2d Mortgage	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage Sterling	5,732,000	6* 5*	May & Nov.	Mob. & Lond.	1938	....
Interest bonds	1,532,000	8	" "	Mobile.	'76-'83	....
Sterling Interest bonds	769,920	6*	" "	London.	1883	....
Tennessee Subsidy Bonds	1,685,000	7*	Jan. & July.	N.Y. & Lond.	1901	....
Special Mort. (Gainesville Br'h)	53,000	8	May & Nov.	Mobile.	..	....
2d Mortgage	1,453,858	8	March.	"	1877	....
Consol. Mort. for $15,000,000	.....	7*	Jan. & July.	N.Y. & Lond.	1904	....
Convertible 3 per cent. bonds	847,975	8	M. J. S. & D.	New York.	....	....
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage	750,000	7	.....	" "	....	....
Income Mortgage	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage	127,000	7	May & Nov.	New York.	1888	....
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....
1st Mortgage not endorsed	330,000	8	June and Dec.	" "	1900	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	107½
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	103½
Convertible bonds	383,600	7	Jan. & July.	" "	1900	95
Construction bonds of 1871	640,000	7	April & Oct.	" "	1889	99
General Mortgage	2,975,000	7	" "	" "	1901	....
Special "	1,029,000	7	.....	" "	....	....
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	1,450,000	6	Jan. & July.	New York.	'74-'83	....
2d Mort. (Government Subsidy)	1,000,000	4	" "	"	'81-'91	....
New Mortgage	5,800,000	7	" "	"	1913	....
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	103,000	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (C. of N.J.):						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	860,000	7*	May & Nov.	New York.	1889	....
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	....
New Issue for $360,000	285,000	7	" "	"	1894	....
Newburyport:						
1st Mortgage	300,000	...	.....	.....	....	....
New Haven and Derby:						
1st Mortgage	525,000	7	Various.	New Haven.	'95-'00	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1869	....
2d Mortgage	880,000	7	.....	" "	1881	....
New Haven and Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfie d bonds	200,000	7	" "	" "	1891	....
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage	1,500,000	7	" "	"	1881	....
New Jersey and New York:						
1st Mortgage	500,000	7*	March & Sept.	N.Y. or Lond.	1893	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov.	New York.	1889	....
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1888	....
2d Mortgage	1,000,000	7	March & Sept.	"	1881	....
Consol. Mort. for $7,000,000	5,300,000	7	April & Oct.	"	1903	....
Income Mortgage	750,000	7	" "	"	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	3,000,000	7*	May & Nov.	New York.	1900	....
New London Northern (Cen. Vt.):						
1st Mortgage	300,000	7	April & Oct.	New York.	1895	....
2d Mortgage	500,000	7	June and Dec.	"	1892	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
N.O., Jack. & Gt. N. (N.O.St.L.&C.):	$					
1st Mortgage	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000	1,500,000	8	April & Oct.	" "	1890	....
Consol. Mort. for $8,000,000	3,000,000	7*	Jan. & July.	" "	1912	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N.Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,825,000	8	" "	" "	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12 250,000	6,617,500	7*	Feb. & Aug.	N.Y. or Lond.	1903	....
New York & Canada (D. & H. C.):						
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	5,936,626	6	May & Nov.	New York.	1883	97½
Bonds for debts assm'd (N.Y.C.)	1,514,000	7	Feb. & Aug.	" "	1876	103½
Bonds for R. & N.F. stk (")	74,500	6	May & Nov.	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	94
Bonds for Real Estate (")	162,000	8	" "	" "	1883	95
Bonds of 1854 renewed (")	2,431,000	6	June & Dec.	" "	1887	100
2d Mort. (Hudson River) S. F..	1,794,000	7	" "	" "	1885	108
3d Mort. (")	159,000	7	May & Nov.	" "	1875	....
Bonds of 1871, tax free	1,950,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $30,000,000	3,904,000	7	Jan. & July.	" "	1903	111½
1st Mort., reg'd }		7	" "	" "	1903	111
1st Mort. Sterling for £2,009,000	9,733,333	6*	" "	London.	1903	....
New York and Harlem:						
Consolidated Mortgage of 1863..	103,000	6	Feb. & Aug.	New York.	1893	....
Sinking Fund Mortgage of 1861.	108,899	7	Jan. & July.	" "	1881	....
Consolidated Mort. of 1872	6,822,000	7	May & Nov.	" "	1900	107½
N. York, Housatonic & Northern:						
1st Mortgage	249,000	7*	April & Oct.	New York.	1902	....
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000	2,500,000	7*	Jan. & July.	New York.	1902	....
New York, N. Haven & Hartford:						
1st Mort. (N. Y. and N. Haven)	1,069,500	6	April & Oct.	New York.	1875	100½
1st Mort. (Harlem & Portchester)	1,000,000	7	.....	" "	1903	....
New York and Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage convertible	2,600,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible	1,500,000	7	" "	"	1896	....
3d Mort., Equipment	3,800,000	7	.....	"	....	....
1st Mort., (West. Extension)	2,425,000	7	.....	"	....	....
Consolidated Mortgage	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
1st Mortgage	75,000	6	Feb. & Aug.	New York.	1878	....
Improvement Bonds	1[illegible]0,000	7	Jan. & July.	"	1876	....
Extension Bonds	250,000	6	May & Nov.	"	'78-'81	....
General Mort. for $1.000,000	777,000	7	Jan. & July.	"	1899	....
Norfolk & Petersburg (A.M. & O.):						
1st Mortgage	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Carolina:						
1st Mortgage	375,000	8	May & Nov.	Co's Shops, NC.	1878	....
North Eastern (S. Car.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	225,500	8	" "	"	1890	....
North Missouri (St. L., K.C. & N.):						
1st Mortgage	6,000,000	7	Jan. & July.	New York.	1895	84½
North Pennsylvania:						
1st Mortgage	2,159,500	6	Jan. & July.	Philadelphia.	1885	103
2d Mortgage	1,500,000	7	May & Nov.	"	1896	10[illegible]½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	104½
General Mortgage	436,500	7	Jan. & July.	"	1903	....
North Shore (Flush., N.S. & Cent):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage Coupon	2,500,000	6	Jan. & July.	Baltimore.	1885	95½
3d Mortgage Coupon	1,223,000	6	April & Oct.	Phila. & Balt.	1900	87
3d Mort. (York & Cumb.) guar.	500,000	6	Jan. & July.	Baltimore.	1877	....
Income Mortgage conv.	1,000 000	7	April & Oct.	Harrisburg.	1880	....
Income Mort. coupon	3,000,000	7	Jan. & July.	"	1922	....
Consol. Mort. coupon	2,520,000	6*	" "	Baltimore.	1900	93
Consol. Mort. registered	205,000	6*	April & Oct.	"	1900	....
Consol. Mort. S. F.	2,000,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	Jersey City.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands gold..	30,000,000	7.3*	Jan. & July.	New York.	1900	29
Northwestern Virginia:						
3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	....
Northwestern Union (C. & N.W.):						
1st Mortgage	3,500,000	7*	.....	New York.	....	....
Norwich & Worcester (B.H. & E.):						
1st Mort. Mass. Loan, skg. fd...	400,000	6	Jan. & July.	Boston.	1877	....
Construction Bonds	150,000	7	" "	"	1877	....
Nyack and Northern:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	88½
Sinking Fund Bonds	468,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,000	7	Jan. & July.	New York.	1898	94½
Consolidated S. F. Mortgage...	3,556,000	7	" "	" "	1898	96½
Consolidated Mort., Sterling	112,000	7*	" "	London.	1898	....
3d Consol. Mort. & S. F. Bonds.	3,672,000	7	April & Oct.	New York.	1911	79½
Income and Funded Debt Bonds	174,000	7	" "	New York.	1883	....
Debenture Sinking Fund Bonds	180,000	7	May & Nov.	New York.	1883	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	800,000	7	Feb. & Aug.	Philadelphia.	1896	70
1st Mort. (Warren & Franklin).	1,500,000	7	April & Oct.	" "	1882	....
1st Mort. (Union & Titusville).	500,000	7	Jan. & July.	" "	1890	....
Consolidated Mortgage	1,100,000	7	May & Nov.	" "	1889	84½

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
	$					
Old Colony:						
Plain Bonds	1,000,000	4	March & Sept.	Boston.	1876	99¼
Plain Bonds	32,000	5	" "	"	1884	....
Plain Bonds	458,000	6	April & Oct.	"	1875	99¾
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	102½
New Bonds for $3,000,000	1,192,000	7	March & Sept.	"	1894	105
Omaha and Northwestern:						
1st Mort. Land Grant, Gold	16,000pm	7.3*	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,034,000	8	June & Dec.	Boston.	1896	85
Orange, Alex. and Manassas—						
See Wash. C., Va. Mid. & Gt. So.						
Oregon and California:						
1st Mortgage gold	10,950,000	7*	April & Oct.	New York.	....	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (C., M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R. W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (O. L. & W.):						
1st Mortgage, guaranteed	201,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by C., B. & Q.	1,241,000	8	Jan. & July.	N.Y. & Bost.	1900	90
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	1,500,000	8	Feb. & Aug.	New York.	1892	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	86¼
2d Mortgage sinking fund	2,878,000	7	Jan. & July.	" "	1891	78
Income Bonds	1,154,600	7	" "	" "	1892	....
St. Louis County Debt	700,000	7	Monthly.	St. Louis.	1885	....
Real Estate Bonds	800,000	6	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	500,000	6*	April & Oct.	" "	1893	....
1st Mort. (Leav., Atch. & N.W.)	500,000	7	" "	" "	1889	....
1st Mort. (Lex. & St. Louis) gold	900,000	6*	Jan. & July.	" "	1887	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000	1,641,000	7*	Feb. & Aug.	New York.	1902	....
Panama:						
1st Mortgage, stg £19,350	93,850	7*	April & Oct.	London.	1875	...
General Mortgage, stg £597,800	2,889,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage gold, S. F.	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	800,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur (TW & W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	....
Pemberton & Highta. (UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Peninsular (Mich.) Railway:						
1st Mortgage gold (S.F.) 1st series	1,800,000	7*	May & Nov.	N.Y. or Lond.	1899	...
1st Mortgage gold (S.F.) 2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mort, (Harrisb'g to Pittsb'g)	4,970,000	7	Jan. & July.	Philadelphia.	1880	103½
2d Mort (" ")	2,588,600	6	April & Oct.	"	1875	100
3d M. stg (" ")	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup. & reg.)	19,558,760	6	J. A. J. & O.	Philadelphia.	1910	95¾
Consolidated Mortgage	8,245,000	6*	Jan. & July.	London.	1905	....
State lien for $7,500,000, akg f'd	5,401,675	5	April & Oct.	Philadelphia.	'74-'90	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	300,000	7	April & Oct.	"	1891	....
Pennsylvania & New York (L. V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	105
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val (C. R. I. & P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	....
2d Mortgage	150,000	10	Jan. & July.	New York.	1900	....
Perkiomen (Phila. and Rdg):						
1st Mortgage, guaranteed	619,000	6	April & Oct.	Philadelphia.	1897	84
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'93	....
2d Mortgage	500,000	8	" "	" "	1902	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¼ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9¼ m.)	300,000	6	" "	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	....
1st Mortgage	5,000,000	6	" "	"	1881	88
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	86
General Mort. for $20,000,000	7,252,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Loan of 1868	1,138,900	6	Jan. & July.	Philadelphia.	1883	78
Mort. Loans of 1843-44-45 & 49.	1,521,000	6	" "	"	1880	101½
Mortgage Loan of 1868	2,700,000	7	Apr. and Oct.	"	1893	105
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	106
Consolidated Mortgage June 1, 1871. — Dollar registered	3,414,000	7	" "	"	1911	106
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	....
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	668,000	6*	" "	"	1911	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	332,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv	6,690,985	7	Jan. & July.	"	1893	104¾
New Improvement Mort. Loan	6,631,615	6*	Apr. and Oct.	Phil. or Lond.	1897	....
Gen'l Mort. stg. S. F. ($60,000,000)	10,000,000	6*	" "	" "	1899	....
Mort. (Coal and Iron Co.) guar.	13,418,500	7	May and Nov.	"	1902	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	318,500	6	Jan. & July.	Phila. & Bost.	1884	99½
Loan of 1866	400,000	6	April & Oct.	" "	1876	....
Loan of 1867	1,000,000	6	" "	" "	1887	....
Loan of 1872	500,000	6	" "	" "	1892	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	331,800	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	70½
2d Mortgage	5,000,000	7	April & Oct.	Philadelphia.	1913	....
Consol. Mortgage for $10,000,000	6,212,000	7	Feb. & Aug.	"	1909	74½
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	111
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	104½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	98
Bridge (O. & P. R. R.) bonds	111,000	7	May & Nov.	Philadelphia.	1876	....
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1877	....
Equipment bonds	1,000,000	8	March & Sept.	"	1879	....
Pittsburg, Va. and Charleston:						
1st Mortgage	700,000	7	April & Oct.	New York.	1902	....
Pittsburg, Wash'gton & Baltimore:						
1st Mort. (Pittsb. & Conn'lsville)	4,000,000	7	Jan. & July.	Baltimore.	1898	86
2d Mort. do. (Balt. Loan)	5,000,000	6	May & Nov.	"	1902	....
1st Mort. (Turtle Cr. Div. 10¼ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Real Estate Mortgage	100,000	6	.....	Baltimore.	1883	...
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,000,000	20,000 pm	7*	Jan. & July.	New York.	1901	....
Port Huron and Lake Michigan:						
1st Mortgage gold, for $1,800,000	1,800,000	7	May & Nov.	New York.	1890	....
Portland & Ogdensb. (Me. & N.H.):						
1st Mort. (Maine Section) gold	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	3,300,000	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	2,300,000	6*	May & Nov.	N.Y. & Bost.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort. (Portland Loan) akg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien)	357,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan)	350,000	7	Mar. & Sept.	"	1891	...
Port Royal (S. C.):						
1st Mortgage gold, akg f'd	1,500,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	" "	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	462,489	6	April & Oct.	Boston.	....	...
Poughkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	644,500	7*	Jan. & July.	New York.	1910	....
2d Mortgage	78,000	7	" "	" "	....	....
Providence and Worcester:						
1st Mortgage	500,000	6	Jan. & July.	Providence.	1880	....
Stoughton Branch bonds	1,000,000	6	" "	"	....	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	1,000,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Palmyra:						
1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	....
Reading and Columbia (P. & R.):						
1st Mort., Coupon, guaranteed	650,000	7	March & Sept.	New York.	1882	....
2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
2d Mortgage	300,000	7	Jan. & July.	Troy.	1880	104
3d Mortgage	150,000	7	" "	"	1887	....
1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1888	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Consol. Mort. for $2,000,000	1,925,000	7	May and Nov.	" "	1921	....
Richmond and Danville:						
Virginia State Loan, akg fund	600,000	6	Jan. & July.	Richmond.	1880	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
1st Mort. (Peidmont Branch)	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N.C.)	500,000	6.7	April & Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage	1,766,000	6	May and Nov.	New York.	'75-'90	65½
Rich., Fredericksburg & Potomac:						
Sterling Loan	97,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	175,428	7	" "	Richmond.	1875	....
Dollar Loan, Coupon	295,500	8	" "	"	1881	....
Dollar Loan	124,489	6	various.	"	1875	....
Richmond and Petersburg:						
1st Mort. (Coup. and Register'd)	130,500	7	June & Dec.	Richmond.	1875	....
2d Mortgage (Coupon)	175,000	8	Apr. and Oct.	"	'80-'86	....
Rockford, R. Island & St. Louis:						
1st Mortgage tax free	2,000,000	7*	Feb. & Aug.	N.Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, (W. & R.) Skg Fund	799,990	7	March & Sept.	New York.	1890	....
2d Mortgage	460,000	7	Jan. & July.	" "	1902	....
General Mort. S. F.	1,050,500	7	June & Dec	" "	1891	....
Consol. Mort. conv. till 1879	2,000,000	7	Apr. and Oct.	" "	1904	....
Rutland (Cen. Vt. & Vt. & Can.):						
Equipment Mortgage, tax free	500,000	7	May and Nov.	Boston.	1890	....
Equipment Mortgage	500,000	8	March & Sept.	"	1890	82½
General Mort	1,500,000	8	May and Nov.	"	1902	96

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st Mortgag	346,000	8	May & Nov.	Saginaw.	1892	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	114,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1890	....
1st M.(W.D)land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	8	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	50
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	75
Equipment Mortgage	200,000	10	March & Sept.	" "	1894	....
St. Louis, Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	89½
2d Mort. (" ")	4 822,000	7*	May & Nov.	" "	1897	62
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1895	....
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	....
Consolidated Mortgage	1,600,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	84½
New Mortgage	3,000,000	7	March & Sept.	" "	1899	....
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv	2,207,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen. & Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St. Louis, Van. & T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	1,000,000	7	March 1.	Pittsburg.	1901	....
St. Paul and Iowa Southwestern:						
1st Mortgage	4,500,000	7*	May & Nov.	.....	1908	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. P. to Sauk Rap.) 80m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
1st M. (W.Line) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (W.Line) R. R. & Lands.	9,000,000	7*	" "	"	....	....
1st Mort. (St. Paul and Pac.)l.g.	15,000,000	7*	.....	"	....	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guaranteed	2,309,743	7	Jan. & July.	New York.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A. & G):						
Sectional Mort	310,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav. & Char.)	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C. & S.)bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar.	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....
Schenectady & Susq.(D.& H.Can.):						
1st Mortgage gold, tax free	400,000	7*	Jan. & July.	New York.	1900	....
Schoolcraft & Three R. (LS&MS):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	91
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1880	....
Shepaug Valley (Ct.).						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y., N. H. & Hart.)						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	....
Sioux City and Pacific:						
1st Mortgage gold	1,628,000	6*	Jan. & July.	Boston.	1898	....
2d Mort. (Gov. Subsidy)	1,628,200	6	" "	U.S. Treasury.	1898	....
Somerset & Kennebec(Me. Cent.):						
1st Mortgage gold	200,000	7*	June & Dec.	Boston.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
South Carolina:	$					
1st Mortgage Sterling	1,486,333	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	3-7,000	7	" "	New York.	'82-'88	....
2d Mort. for $3,000,000	615,500	7	April & Oct.	" "	1902	....
Domestic (G) Bonds	111,000	6	Jan. & July.	Charleston.	1874	....
Domestic (I) Bonds	1,296,500	7	April & Oct.	"	1891	....
Domestic (K) Bonds	76,000	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	" "	1889	....
South Mountain Iron(Cumb. Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1883	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,100,000	....	May & Nov.	London.	....	....
South Pacific (Atl. and Pac.):						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	175,000	6	April & Oct.	Boston.	'80-'81	....
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	621,000	6	" "	" "	'84-'90	....
3d preferred bonds	452,800	6	" "	" "	'84-'90	....
Southern Central (N.Y.):						
1st Mortgage, skg fund conv	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage	600,000	7	March & Sept.	"	1882	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
1st Mort., Sink. Fund	1,500,000	7	May & Nov.	"	....	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,840,000	8	Apl. & Oct.	New York.	'78-'83	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $23,000,000	10,040,000	6*	April & Oct.	New York.	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	345,000	7	Jan. & July.	Boston.	'88-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1898	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1888	....
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	444,100	7	Jan. & July.	Boston.	1887	....
Sullivan (Central Verm.):						
1st Mortgage	500,000	8	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	8	Feb. & Aug.	"	1881	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	600,000	7	Jan. & July.	Philadelphia.	1904	82
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Swedesboro (West Jersey):						
1st Mortgage, guaranteed	200,000	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
2d Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	"	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,168,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1873 for $1,600,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage S. F. Gold	40,000pm	6*	June & Dec.	N.Y. or Lond.	1912	....
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1894	....
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	80
2d Mort.conv.(" ")	1,300,000	7	April & Oct.	" "	1886	71
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $6,200,000	1,500,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	50
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	....
1st Mort. (L. Erie, Wab. & St. L.)	2,500,000	7	" "	" "	1890	80
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	....
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	80
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1892	....
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	74
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	" "	1878	72
2d Mort. (Wabash & Western)	1,500,000	7	" "	" "	1878	....
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	70
Equipment (Toledo & Wabash)	600,000	7	" "	" "	1883	....
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	" "	1907	60
Consol. 2d mort. gold	2,186,000	7*	Feb. and Aug.	" "	1903	....
Traverse City (Gr. Rap. and Ind.):						
1st Mortgage	250,000	7	Feb. and Aug.	New York.	1903	....

AMERICAN RAILROAD BOND LIST.

The Letter (g) affixed to Rate of Interest Signifies "Payable in GOLD."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Troy & Bennington (T. & B.):	$					
1st Mortgage skg fund, guar....	59,700	7	Jan & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....
Tuckerton:						
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free.....	27,213,000	6g	Jan. & July.	N. Y. & Bost.	'96-'09	91¼
1st Mort. Land Grant	8,578,000	7	Apr. and Oct.	" "	1887	88½
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'09	....
3d Mortgage Sinking Fund.....	10,000,000	8	March & Sept.	New York.	1894	76¼
Omaha Bridge B'ds, stg £500,000	2,500,000	8g	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free.....	1,600,000	6g	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S.Treasury.	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund.....	3,220,000	6g	Jan. & July.	New York.	1890	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan'a)	3,000,000	6	March & Sept.	Philadelphia.	1901	....
Sterling Loan £369,200 (U. Co's)	1,848,000	5g	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6g	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	....
Bond to State of N. Jer.(U.Co's)	500,000	7	(Due 90 days	after demand.)		...
Loan of 1875 (Joint Companies)	675,008	6	Apr. and Oct.	Philadelphia.	1875	100
Steri'g S.F. £262,000 (C. & Am.'	1,310,000	6g	Feb. and Aug.	London.	1880	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	94½
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	94
Mortg. Loan (" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	100
Loan of '75 (N.J. R.R. &T. Co.)	300,000	5	Feb. and Aug.	New York.	1875	....
Loan of '78 (" " ")	450,000	6	" "	" "	1878	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage.....	600,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage.....	200,000	7	Jan. & July.	N Y.& Utica.	1878	....
Bonds of 1871 (2d issue).....	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund....	25,000pm	7g	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	...
Convertible bonds, tax free.....	200,000	7	" "	"	1879	....
Convertible bonds.....	150,000	7	" "	"	1885	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue).....	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black).....	138,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)..	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871.....	213,000	8	Jan. and July.	"	1880	....
Vineland:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	...
Virginia & Tennessee(A.M.& O.):						
Enlarged Mortgage	990,000	6	Jan. and July.	N.Y.& Lynch.	1884	80
4th Mortgage.....	870,000	8	March & Sept.	" "	1900	78
Registered Certificates.....	118,295	8	Jan. and July.	" "	1875	....
Funded Interest	226,300	8	" "	" "	1880	....
Income Mortgage (fundable)....	93,800	8	" "	" "	1860	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free.....	810,500	7g	Apr. and Oct.	New York.	1901	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed.....	1,500,000	7	Apr. and Oct.	Philadelphia.	1882	....
Warwick Valley (Erie):						
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....
Wasatch and Jordan Valley:						
1st Mortgage.....	150,000	9g	May and Nov.	New York.	1893	....
Washington City,Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	81
2d Mort. (" " ")	850,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	88½
2d Mort. (" " ")	1,200,000	6	Jan. and July.	"	1875	....
3d Mort. (" " ")	600,000	8	May and Nov.	"	1873	76
4th Mort.(" " ")	700,000	8	March & Sept.	"	1880	69½
Funded Coupons (do.)	722,064	...	....	"	....	....
1st Mort. (Lynchb'g & Danville)	521,000	...	Apr. and Oct.	"	1896	....
Virginia State Loan.....	249,962	7	Jan. and July.	"	'92-'93	....
Washington and Ohio:						
1st Mort. (Alex., Lou. & Ham.)	47,000	7	May and Nov.	New York.	1898	....
1st Mortgage for $9,000,000.....	208,000	7g	Apr. and Oct.	" "	1901	....
Westchester and Philadelphia:						
General Mortgage, tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	....
Western North Carolina:						
1st Mortgage.....	850,000	8	Jan. and July.	.....	1890	....
Western of Alabama:						
1st Mortgage (Western R.R.)....	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.).....	1,158,000	8	" "	" "	1900	....
Income Mortgage.....	802,900	8	Various.	" "	Var.	....
Western Pennsylvania (Penn.):						
1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	76
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:	$					
1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	85
1st Mort. endor. by Balt.....	200,000	6	" "	"	1890	....
2d Mort. " "	300,000	6	" "	"	1890	....
2d Mort. endor. by Wash. Co...	300,000	6	" "	"	1890	92
2d Mortgage preferred.....	600,000	6	" "	"	1895	....
3d Mortgage endor. by Balt.....	875,000	6	" "	"	1900	90
4th Mortgage.....	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed.....	2,735,000	6g	Jan. and July.	New York.	1899	85½
Western Union (Chi.,M. & St. P.):						
1st Mortgage for $5,000,000	3,500,000	7	Jan. and July.	New York.	1898	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	85
1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	....
1st Mortgage (Salem) guar.....	100,000	6	" "	Philadelphia.	1878	....
1st Mort. (Swedesboro') guar...	200,000	6	" "	Camden.	....	....
2d Mort. (Cape May & Millville)	400,000	7	Apr. and Oct.	"	....	....
Consolidated Mortgage.....	1,000,000	7	" "	"	1899	102
West Wisconsin:						
1st Mort. land gr., gold skg fund	3,900,000	7g	Jan. and July.	N.Y. or Lond.	1887	....
1st Mort. (Southern Extension).	640,000	7g	" "	" "	1902	....
White Water Valley:						
1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	....
Wico Mico and Pocomoke:						
1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	64
Wilmington and Reading:						
1st Mortgage.....	1,250,000	7	Apr. and Oct.	Philadelphia.	1900	71½
2d Mortgage coupon or regis....	1,560,000	7	Jan. and July.	"	1902	....
Wilmington and Weldon:						
Sterling Bonds.....	648,700	6g	Jan. and July.	London.	1881	....
Sterling Bonds.....	221,400	7g	May and Nov.	"	1886	....
Sinking Fund gold, Bonds.....	749,000	7g	Jan. and July.	New York.	1896	92
Wilmington and Western (Del.):						
1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1890	....
2d Mortgage $12,000 p. m.....	1,145,000	7	May and Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7g	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G. gold S. F. $25,000pm	2,931,000	7g	Jan. and July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1881	....
Plain Bonds	75,000	6	" "	"	1881	....
Plain Bonds.....	150,000	6	May and Nov.	"	1887	....
Plain Bonds.....	150,000	7	Apr. and Oct.	"	1893	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	....
Chesapeake and Ohio:						
Sterling Loan guaranteed.....	4,375,000	5g	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mort. regis. — 1st series, Nov. 1, '67	1,500,000	7	May and Nov.	New York.	1877	....
1st Mort. regis. — 2d series, July 1, 1869	3,500,000	7	Jan. and July.	" "	1884	106½
1st Mort. regis. — 3d series, Jan. 1, 1871	3,500,000	7	" "	" "	1891	....
Debentures Sterling.....	3,000,000	6g	" "	London.	1875	....
Debentures.....	850,000	7	Apr. and Oct.	New York.	1878	....
Lehigh Coal and Navigation:						
Mortgage Loan of 1877.....	762,779	6	June & Dec.	Philadelphia.	1877	92½
Convertible Bonds.....	692,100	6	" "	"	1882	....
Convertible Loan, gold	856,000	6g	March & Sept.	"	1894	102½
1st Mortgage, registered	5,586,277	6	J. A. J. & O.	"	1884	98
1st Mortgage, reg. (E. R.).....	2,400,000	6	F. M. A. & N.	"	1897	97½
Mortgage (equip.) Loan, gold...	4,916,500	6g	June & Dec	"	1897	100
Consolidated Mortgage.....	199,000	6	.....	"	1911	....
Greenwood Mortgage Loan.....	796,000	6	Feb. and Aug.	"	1892	....
Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
Morris (and Essex):						
1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	....
2d Mortgage.....	285,000	6	Feb. and Aug.	"	1876	....
Boat Loan, sinking fund.....	236,966	7	Apr. and Oct.	"	1899	....
Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	72
1st Mortgage (Wy. Val. Can.)..	600,000	6	" "	"	1878	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	'82-'97	77½
2d Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'07	....
Plain Bonds.....	47,733	6	" "	"	1876	....
Improvement bonds.....	260,000	6	May and Nov.	"	1880	57
Boat and Car Loan	766,650	6	" "	"	1913	....
Boat and Car Loan	621,600	7	" "	"	1916	....
Coupon Bonds.....	1,200,000	6	Jan. and July	"	1895	76½
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)..	1,000,000	6	Jan. and July.	Phila. & Balt.	1885	74
3d Mortgage (Susqueh. Canal)	1,311,000	6	" "	" "	1876	....
Pref. Int. B'ds (" ")	324,810	6	" "	" "	1894	....
Union:						
1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia.	1883	....
West Branch & Susque. (Penn.):						
1st Mortgage.....	450,000	6	Jan. and July.	Philadelphia.	1878	....
2d Mortgage.....	298,000	6	" "	"	128	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years Existing.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30, 1873	60.0	—	2.5	125.0	3	4	3	56	Adirondack ..... New York.	3,113,515	*	3,543,241	.....	3,763,000	930,000	1,963,756	—	60.0	71,936	29,902	30,012	100,425	22,801	—	100	....
Sept. 30, 1873	81.3	—	5.8	—	13	10	2	113	Alabama Central †..... Alabama.	3,600,000	*	—	.....	2,000,000	1,600,000	.....	—	92.8	.....	.....	.....	350,000	95,000	—	100	....
Dec. 31, 1873	296.0	—	14.8	—	20	20	5	600	Alabama and Chattanooga..... Alabama.	10,500,000	*	—	.....	2,700,000	8,500,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1873	142.0	—	165.7	—	68	33	12	1,890	Albany and Susq. †(D. & H.)..New York.	10,317,910	*	—	.....	5,666,666	4,621,000	706,519	.....	142.0	810,519	371,410	631,917	1,672,319	410,877	7	100	98½
Dec. 31, 1873	132.0	130.5	16.7	—	73	29	10	1,969	Allegheny Valley†..... Pennsylvania.	12 332,709	*	—	.....	2,256,400	7,434,000	1,280,691	—	132.0	.....	861,239	1,778,638	2,628,471	784,026	—	100	....
Oct. 31, 1873	4.5	—	0.3	31.3	—	—	—	—	Allentown (P. & R.)..... Pennsylvania.	1,078,439	—	—	—	568,744	—	649,132	—	—	—	—	—	—	—	—	50	....
Dec. 31, 1873	99.0	—	3.7	—	13	3	...	96	Arkansas Branch (St. L. & Iron Mt.).Mo.	5,351,250	*	19,971	66,432	2,499,000	2,500,000	438,659	—	99.0	153,190	.....	.....	259,293	98,598	—	50	....
Dec. 31, 1873	62.5	—	6.9	—	—	—	—	—	Ashtab. Youngst'wn & Pitts. (Pa. Co.).O.	3,300,000	—	—	—	1,500,000	1,500,000	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	150.0	—	10.0	—	.....	.....	.....	.....	Atchison and Nebraska..... Kan. & Neb.	7,500,000	*	—	—	3,750,000	3,750,000	—	—	150.0	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1873	469.8	27.5	30.9	—	38	22	7	778	Atchison, Topeka & Santa Fe.... Kansas.	20,693,233	1,214,307	1,481,420	1,023,087	8,615,000	10,096,500	3,814,785	222,545	282.9	.....	.....	.....	1,172,013	423,803	—	100	8
Feb. 28, 1874	266.5	—	9.7	—	10	8	3	161	Atlanta & Rich'd Air Line †..Ga.N.C.&S.C.	11,748,000	*	—	—	7,500,000	4,248,000	—	—	192.0	—	—	—	—	—	—	100	....
June 30, 1874	81.0	—	7.9	—	21	6	5	165	Atlanta and West Point ..... Georgia.	1,199,635	*	153,182	463,446	1,232,200	83,000	330,577	68,446	87.0	.....	54,361	62,485	314,233	69,553	8	100	....
June 30, 1873	387.5	34.8	161.0	—	190	41	25	2,911	Atlantic and Great West. N.Y. Penn. & O.	78,713,992	*	8,445,000	.....	24,358,300	62,800,692	2,899,401	—	604.8	5,111,452	957,942	2,605,088	5,456,898	1,886,922	—	100	....
Dec. 31, 1873	236.0	109.0	15.6	162.0	26	19	10	424	Atlantic and Gulf †..... Georgia.	7,717,971	—	—	—	3,479,677	3,526,700	353,429	—	345.6	683,918	97,227	.....	1,005,947	287,886	—	100	....
Sept. 30, 1873	408.0	20.0	40.0	100.0	84	29	20	1,015	Atlantic, Mississippi and Ohio†..Virginia.	19,036,905	*	9,167,336	1,216,021	6,921,900	14,183,000	5,860,427	2,435,934	428.0	1,498,803	245,629	627,689	2,193,757	914,035	—	100	....
Dec. 31, 1873	95.0	—	9.0	—	9	12	6	78	Atlantic and North Carolina †..N.Carolina.	2,200,000	—	—	—	1,600,000	200,000	—	—	95.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	328.0	4.0	32.8	—	135	74	34	2,842	*Atlantic and Pacific* †..Missouri & Ind.Ter.	36,572,728	—	4,135,500	141,411	19,760,300	16,792,438	1,577,622	—	814.7	.....	.....	.....	5,529,102	2,218,876	—	100	....
Dec. 31, 1873	149.5	1.5	16.9	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	—	—	4,388,800	3,484,000	—	—	—	—	—	—	—	174,752	4	100	....
Nov. 30, 1873	53.0	—	4.8	—	—	—	—	—	Augusta and Savannah (C. of Ga.)....Ga.	1,032,200	—	—	—	732,700	129,000	—	—	—	—	—	—	—	73,000	8	100	....
Oct. 31, 1873	51.2	2.5	5.5	—	—	—	—	—	Bald Eagle Valley ..... Pennsylvania.	1,05 0,000	—	10,000	—	550,000	454,900	—	—	—	—	—	—	—	81,222	7	50	....
Sept. 30, 1873	379.6	42.8	439.0	—	473	205	56	10222	Baltimore and Ohio † ....Md. & W. Va.	33,975,584	10,682,286	18,857,396	2,926,765	16,719,862	19,836,783	822,298	29,033,131	497.4	10,292,259	.....	.....	12,252,844	4,099,043	10	100	171
Sept. 30, 1873	103.5	—	11.4	—	—	—	—	—	Washington Branch † .....Maryland.	10,000,000	—	—	—	5,680,685	—	—	—	103.5	—	—	—	947,729	116,067	10	—	175
Sept. 30, 1873	30.0	—	41.6	—	—	—	—	—	Parkersburg Branch.. ....W. Virginia.	1,650,000	—	—	757,653	1,650,000	20,000	—	737,653	30.0	—	—	—	440,775	284,014	—	100	64
Dec. 31, 1873	63.0	—	3.2	—	—	—	—	—	Baltimore, Pittsburg and Chicago.....O.	3,000,000	—	—	—	500,000	2,500,000	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	73.1	19.2	6.1	—	26	47	8	319	Baltimore and Potomac..... Maryland.	8,136,010	664,991	.....	116,915	3,503,900	4,500,000	884,837	19,180	43.0	.....	.....	.....	281,587	70	—	100	....
Dec. 31, 1873	48.2	—	2.5	—	4	2	2	68	Bangor and Piscataquis †..... Me.	1,207,202	110,200	.....	6,257	357,870	922,000	43,789	—	48.2	64,758	36,450	29,698	113,746	30,441	—	100	....
Oct. 31, 1873	16.0	—	6.0	—	5	2	1	367	Barclay (Towanda Coal Co.)..... Pa.	1,200,000	—	—	—	1,000,000	79,000	—	—	16.0	58,668	25,347	344,908	996	Loss.	7	50	....
Dec. 31, 1873	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake (Me. C.).Me.	900,000	—	—	—	750,000	150,000	7,000	—	—	—	—	—	—	36,000	—	50	....
Dec. 31, 1873	54.0	—	13.0	76.0	—	—	—	—	Bellville and Southern Illinois ..... Ill.	2,780,000	—	—	—	1,680,000	1,100,000	—	—	—	—	—	—	—	40 p.c.	—	100	....
Dec. 31, 1873	67.0	—	6.7	—	—	—	—	—	Belvidere Delaware (Penn. R. R.)...N. J.	4,034,829	—	—	571,587	995,800	2,244,500	1,238,838	—	80.0	—	397,153	1,444,573	1,148,223	163,700	—	100	....
Sept. 30, 1873	22.0	—	2.0	—	—	—	—	—	Berkshire (Housatonic) ..... Mass.	600,000	—	6,000	7,600	600,000	—	7,245	6,355	—	—	—	—	42,610	35,407	7	100	....
Sept. 30, 1873	201.6	48.0	324.7	—	231	183	52	5,051	Boston and Albany.... Mass. & N. York.	21,876,749	4,453,046	2,316,185	1,067,840	19,864,100	4,319,000	2,266,820	3,263,900	283.9	5,661,554	5,757,624	2,884,520	9,798 033	2,199,878	10	100	131½
Sept. 30, 1873	26.2	—	2.1	9.8	5	6	2	83	Boston, Barre and Gardner..... Mass.	915,537	141.655	40,118	65,899	826,627	4,400	319,013	13,169	26.2	87,304	116,093	29,340	97,046	16,511	—	100	....
Sept. 30, 1873	41.4	1.5	12.2	—	23	24	13	511	Boston, Clinton and Fitchburg ..... Mass.	1,379,111	715,820	259,288	110,779	872,600	1,249,600	224,162	118,636	90.2	489,497	487,274	407,072	677,439	116,973	—	100	60
Jun. 30, 1874	144.3	9.0	11.2	—	24	22	13	585	Boston, Concord and Montreal ..... N. H	3,800,000	*	319,567	250,575	1,800,000	2,116,400	13,162	540,480	153.3	523,362	174,725	99,909	687,128	186,147	—	100	....
Sept. 30, 1873	26.8	16.0	45.7	—	40	62	...	963	Boston and Lowell..... Mass.	2,476,831	343,634	2,508,971	799,188	2,993,000	1,199,500	1,338,660	597,464	125.8	826,231	2,086,979	606,617	1,464,942	387,115	8	500	92½
Sept. 30, 1873	116.5	8.5	100.6	—	69	149	...	1,636	Boston and Maine..... Mass., N. H. & Me.	8,817,444	1,335,401	820,083	114,822	6,921,274	2,857,199	305,039	1,342,229	189.5	1,458,963	5,008,074	542,004	2,300.094	680,566	8	100	111
Sept. 30, 1873	44.0	18.5	66.0	—	41	71	11	627	Boston and Providence..... Mass. & R. I.	3,742,515	207,400	1,567,441	219,159	3,960,000	500,000	856,488	430,027	66.5	816,554	3,741,530	827,575	1,822,108	428,342	10	100	146
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany†..... Georgia.	10,548,000	*	(Sold Oct. 15 1873.)		—	5,980,000	.....	—	172.0	(Operated by Receiver—No returns.)			.....	.....	—	100	....
Sept. 30, 1873	25.5	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,000	—	44,080	.....	2,286,000	583,000	.....	—	—	—	—	—	40,600	—	100	....
Sept. 30, 1873	43.2	—	6.6	50.0	8	7	3	72	Buff., Corry and Pittsb.... N. Y. & Penn.	1,561,930	*	—	.....	500,000	1,000,000	350,000	—	43.2	1,343,729	65,542	109,325	169,989	Loss.	—	100	....
Sept. 30, 1873	141.5	—	13.7	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,339,000	—	—	.....	960,000	2,380,000	.....	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1873	120.6	—	13.6	—	18	13	4	604	Buff., New York and Phila. N.Y. & Penn.	4,621,324	784,607	305,000	.....	1,615,080	2,577,500	1,233,944	—	120.6	261,900	234,760	158,836	398,763	48,546	—	100	....
Dec. 31, 1873	371.0	61.0	23.1	—	28	22	9	702	Burl., Cedar Rapids and Minnesota. Iowa.	16,200,000	*	—	—	5,510,000	8,265,000	1,973,197	—	402.0	.....	.....	.....	1,078,310	301,306	—	500	....
Dec. 31, 1873	190.7	48.6	20.8	—	14	12	7	314	Burlington and Missouri River..... Neb.	7,300,000	500,000	476,356	145,904	853,780	7,277,943	118,228	278,126	239.3	392,234	81,217	126,120	628,429	284,214	—	100	49½
Dec. 31, 1873	130.0	20.0	10.9	401.0	8	7	4	218	Burlington and Southwestern. Iowa & Mo.	6,102,510	601,315	.....	.....	1,976,319	3,820,000	729,954	—	150.0	.....	.....	.....	362,719	Loss.	—	100	....
Dec. 31, 1873	71.0	—	2.1	—	4	6	...	50	Cairo, Arkansas and Texas..... Mo.	3,500,000	*	.....	.....	2,000,000	1,500,000	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	301.0	—	19.7	—	27	17	8	710	*Cairo and Fulton*..... Arkansas.	20,000,000	*	.....	.....	12,000,000	8,000,000	.....	—	202.0	—	—	—	—	—	—	100	....
Jun. 30, 1873	53.4	0.6	3.3	15.6	8	4	..	292	Cairo and St Louis (narrow)..... Ill	2,978,000	*	.....	.....	478,000	2,500,000	.....	—	54.0	31,780	10,221	5,000	18,286	18weeks	—	100	....
Jun. 30, 1873	156.6	—	7.8	—	10	8	4	161	Cairo and Vincennes..... Illinois.	6,935,400	*	—	125,236	3,503,636	3,200,000	57,000	—	156.6	113,557	8,418	21,824	72,234	—	—	100	....
Dec. 31, 1873	60.0	7.0	6.1	—	9	52	9	119	Camden and Atlantic..... New Jersey.	1,842,838	458,692	143,921	42,368	1,215,869	1,076,151	107,096	88,702	....	216,246	463,708	104,541	508,996	210,587	—	50	72
Dec. 31, 1873	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	381,925	350,000	—	—	—	—	—	—	—	45,416	6	100	....
Dec. 31, 1873	41.8	—	5.1	—	3	12	—	—	Cape May and Millville (W. N. Jer.).N.J.	979,282	—	—	—	500,000	400,000	79,282	—	—	—	—	—	—	60,000	6	100	....
June 30, 1873	18.0	0.5	1.2	—	.....	.....	.....	.....	Carbondale and Shawneetown....Illinois.	550,000	*	—	—	350,000	200,000	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	94.0	4.5	19.8	—	—	—	—	—	Catawissa (Phila. and Reading)..... Penn.	6,126,500	—	—	.....	4,359,500	1,740,350	—	—	98.5	.....	.....	.....	.....	190,000	—	50	26
Sept. 30, 1873	34.6	—	6.0	—	—	—	—	—	Cayuga & Susquehanna (D.L.&W.)..N.Y.	589,110	—	—	—	589,110	—	—	—	—	—	—	—	—	53,020	9	100	....
Dec. 31, 1873	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	—	—	—	—	—	—	187.052	113,676	—	100	....
May 31, 1874	271.6	24	14.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C.&N.W.).Ia.	11,234,000	.....	—	—	7,620,000	3,614,000	—	—	—	—	—	—	584,772	584,772	6	100	80
Nov. 30, 1873	294.5	—	42.9	—	108	84	60	1,584	Central of Georgia..... Georgia.	7,500,000	*	1,904,144	5,141,594	7,500,000	3,116,000	3,817,530	112,208	708.5	.....	131,404	.....	3,489,398	379,388	—	100	....
Dec. 31, 1873	189.0	—	16.9	29.3	26	10	8	612	Central of Iowa..... Iowa.	10,000,000	*	—	—	6,000,000	4,625,000	950,000	—	129.6	—	—	—	656.104	139,889	—	100	....
Dec. 31, 1873	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey..... New Jersey.	15,298,903	2,796,445	18,000,000	.....	20,000,000	9,388,700	6,792,046	—	80.7	.....	.....	.....	5,369,013	2,507,283	8	100	107
Dec. 31, 1873	137.1	—	31.7	—	37	41	...	1,353	Central Ohio (B. & O.)..... Ohio.	5,349,500	*	—	—	2,849,500	2,500,000	—	—	137.2	—	—	—	1,046,435	365,482	6	50	90
Dec. 31, 1873	864.9	336.0	140.9	208.0	188	167	43	3,594	*Central Pacific*†..... Cal. Nev. & Utah.	131,419,110	6,156,746	5,809,535	8,251,449	64,275,500	82,855,680	767,555	9,339,152	1,218.9	5,010,952	3,708,171	1,026,602	12,863,953	7,894,631	3	100	....
May 31, 1873	113.0	—	108.0	—	170	125	51	5,189	Central Vermont..... Vt.	11,500,000	*	—	—	5,000,000	6,500,000	—	—	773.0	—	—	—	—	—	—	100	....
June 30, 1873	100.0	—	15.0	100.0	6	6	3	123	*Central Br. of Union Pacific*..... Kan.	3,723,700	*	—	—	980,600	2,200,000	303,068	—	100.0	—	—	—	119,663	—	—	100	....
Dec. 31, 1873	198.0	—	12.0	—	21	10	12	221	Charlotte, Columbia & Augusta.... S.Car.	5,017,880	*	97,954	112,333	2,578,000	1,300,000	681,068	669,106	196.0	—	—	—	686,432	291,004	—	100	....
Dec. 31, 1873	22.8	—	2.5	—	—	—	—	—	Chartiers (Penn.)..... Pennsylvania.	1,128,690	—	—	.....	604,110	500,000	4,298	—	22.8	39,119	107,209	214,612	61,293	18,029	—	50	....
Sept. 30, 1873	17.4	—	2.3	—	—	—	—	—	Chemung (N. Central)..... New York.	400,000	—	—	—	380,000	—	—	—	—	—	—	—	—	30,000	6	100	....
Sept. 30, 1873	20.9	—	6.9	—	—	—	—	—	Cherry V. Shar.& Alb.(D.& H.Can.).N.Y.	600,000	—	—	—	281,350	307,000	21,000	—	—	—	—	—	—	—	—	100	....
Sept. 30, 1873	421.0	9.3	21.5	58.6	70	34	18	2,261	Chesapeake and Ohio..... Va. & W. Va.	41,137,773	*	3,738,067	450,682	15,898,408	22,026,500	7,405,620	—	421.0	1,087,217	220,601	248,226	1,210,509	330,809	—	100	....
Sept. 30, 1873	53.6	—	11.9	—	29	22	19	419	Cheshire..... N. H. & Mass.	2,362,707	326,600	331,259	127,564	2,153,300	808,400	27,238	159,193	88.1	663,014	198,517	456,358	849,086	1,877,576	5	100	....

Dec. 31, 1873	21.5	—	3.1	—	158	75	24	2,966	Chester Valley (P. & R.)....Pennsylvania.	1,371,900					871,900	500,000										35,000		50	
Dec. 31, 1873	242.0	117.4	142.6	—	1888	111	63	6,764	Chicago and Alton	16,506,949	*	4,993,605	419,440	12,293,272	5,851,950	3,889,958	284,814	649.1	3,983,560	829,876	1,642,440	5,497,541	2,121,286	10	100	101¼
Dec. 31, 1873	694.1	545.2	276.9	—	288	111	63	6,764	Chicago, Burlington and Quincy..Illinois.	47,500,176	8,429,732	1,870,246	1,146,083	26,429,563	25,749,782	1,647,030	5,281,162	1,239.3	.....	1,706,734	2 221,744	11,405,226	4,970,458	10	100	108½
Dec. 31, 1873	86.0	—	....	164.0	—	—	—	—	Chicago and Canada Southern..Mich.& O.	3,640,000	440,000	.....	.....	1,557,300	2,600,000	155,700	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	73.0	—	3.7	—	5	4	2	168	Chic., Cincinnati and Louisville..Indiana.	2,500,000	156,000	10,000	.....	1,500,000	1,000,000	176,000	—	36.0	.....	.....	108,172	31,165	—	100	....
Dec. 31, 1873	60.0	—	2.5	—	2	5	...	125	Chicago, Clinton and Dubuque.....Iowa.	2,460,000	*	.....	.....	960,000	1,500,000	.....	—	60.0	.....	.....	108,172	31,165	—	100	....
Jun. 30, 1873	108.0	30.0	8.0	62.0	10	1	1	132	Chicago, Danville and Vincennes.....Ill.	5,825,000	*	.....	.....	2,500,000	3,325,000	.....	—	108.0	.....	72,116	253,865	654,850	237,536	—	100	....
Dec. 31, 1872	59.0	—	8.1	—	12	16	4	104	Chic., Det. & Can. G'd Junction....Mich.	2,073,985	*	.....	.....	978,985	1,095,000	.....	—	59.0	267,131	.....	.....	357,793	L.66,538	—	100	....
Dec. 31, 1873	117.8	15.1	11.5	—	10	6	3	300	Chic., Dubuque and Minnesota..Io.&Minn.	6,798,300	*	.....	.....	2,373,300	3,321,500	.....	—	133.0	.....	.....	.....	313,859	143,793	—	100	....
Dec. 31, 1873	41.0	—	2.0	156.0	—	—	—	—	Chicago and Illinois Southern..Ill. & Ind.	2,378,000	—	.....	.....	760,000	3 000,000	318,000	—	46.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	80.0	—	8.0	—	15	6	2	21	Chicago and Iowa (C. B. & Q.)....Illinois.	2,895,000	263,000	20,000	.....	1,318,000	1,750,000	100,000	—	80.0	.....	.....	.....	472,620	93,404	—	100	....
May 31, 1874	31.8	1.1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska (C&NW).Ia.	4,695,900	*	.....	.....	3,916,200	779,700	.....	—	—	—	—	—	464,877	464,877	—	100	88½
Dec. 31, 1872	170.0	80.0	22.0	—	25	12	7	612	Chicago and Michigan Lake Shore..Mich.	7,864,500	798,500	.....	.....	1,683,000	6,675,000	300,000	—	250.0	482,640	.....	137,113	502,933	227,525	—	100	....
Dec. 31, 1873	814.0	585.0	187.0	—	198	104	57	3,657	Chicago, Milwaukee & St. Paul. Wis. I& M.	55,337,753	*	2 211,636	945,220	27,673,744	26,261,500	1 533,759	826,156	1,654.0	5,186.188	967,754	1,791,504	9,046,123	3,665.244	—	100	37½
May 31, 1874	1,564	—	201.4	—	342	167	79	7,8 .1	Chicago and Northwestern.....Ill. & Wis.	65,956,488	*	5,571,854	2,070,600	36,477,174	29,538,500	5,473,932	2,119,346	1,952.1	9,144,280	2 823,889	3,591,090	14,351,526	4,526,025	—	100	42½
Dec. 31, 1873	36.0	—	4.0	104.0	4	4	2	72	Chicago and Pacific.....	Ill.	1,260,906	*	.....	.....	900,000	360,000	107,319	—	36.0	.....	.....	.....	36,009	14.335	—	100	....
Dec. 31, 1873	128.0	—	7.3	132.0	6	6	2	284	Chicago and Paducah.....	Illinois.	2,238,000	*	.....	.....	1,238,000	1,000,000	5,827	—	128.0	.....	.....	15 mos.	123,706	87,767	—	100	....
Jun. 30, 1873	—	—	—	57.9	—	—	—	—	Chicago, Pekin & South-Western..Ill&Mo.	826,000	—	.....	.....	826,000	.....	.....	—	—	—	—	—	—	—	—	100	....
Mar. 31, 1874	500.7	129.0	109.6	—	215	78	29	4,128	Chicago, Rock Island & Pacific.Ill. & Iowa	31,172,266	*	7,060,187	1,241 831	25,000,000	9,660,140	40,573	3,433,071	975.4	4,686,006	1,088,506	1,399,383	7,048,208	3,326,314	8	100	100½
Mar. 31, 1874	271.0	32.0	22.6	50.0	—	—	—	—	Chic. & S. West.(C.,R.I.& Pac.).Ia. & Mo.	14,008 552	—	.....	.....	7,000,000	5,000,000	2,008,552	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1873	6.0	—	6.0	17.0	—	—	—	—	Cincinnati and Baltimore(M.& C.)..Ohio.	1,343,297	—	48,208	13,556	693,005	815,000	397,056	—	—	—	—	—	100,000	99.000	8	100	....
Jun. 30, 1874	59.9	—	126.4	—	35	28	15	429	Cincinnati, Hamilton and Dayton...Ohio.	3,974,655	1,127.251	2,321,432	338,336	3,500,000	2,150,000	1,150,391	961,283	59.6	651,829	652,098	616,830	1,739 011	426,216	8	100	....
Jun. 30, 1874	98.2	—	5.2	—	9	3	5	175	Cin., Hamilton and Indianapolis..O.& Ind.	3,259,975	*	.....	.....	—	1,846,000	866,943	—	98.2	.....	.....	.....	547,032	203,550	—	100	....
Jun. 30, 1874	20.5	—	10.3	—	—	—	—	—	Cincinnati and Indiana (I. C.& La. F.)..O.	2,032,209	—	2,605,861	—	500,000	4,000,000	107,570	—	—	—	—	—	.....	.....	6	100	....
Dec. 31, 1873	56.0	—	9.0	—	10	12	...	212	Cincinnati, Lafayette and Chic.(Ill.& Ind.	2,032,209	*	.....	.....	900,000	1,120,000	700,000	—	56.0	(No returns.)					—	100	....
Dec. 31, 1873	182.2	16.3	18.5	—	14	12	3	369	Cincinnati and Muskingum Valley..Ohio.	5,497,031	*	.....	.....	3,996,670	1,500,000	.....	—	148.5	.....	.....	.....	443,217	19,429	—	100	....
Jun. 30, 1874	42.0	—	2.6	—	5	1	4	162	Cin., Rich. and Chic. (C.H.&D.)O.& Ind.	827,433	184,552	.....	42,776	382,600	625,000	47,161	—	48.0	.....	.....	.....	213,176	59,056	—	100	....
Dec. 31, 1873	91.5	—	4.8	—	—	—	—	—	Cin., Rich. & Ft. Wayne (G.R.& I.)...Ind.	3,756,952	—	.....	.....	2,000,000	1,800,000	.....	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1874	175.0	15.5	26.9	—	32	25	13	905	Cincinnati, Sandusky & Cleveland...Ohio.	6,165,270	*	1,007,702	53,960	4,434,787	2,420,512	367,547	3,685	215.5	779,669	255,467	321,846	800,351	267,171	6pf	50	17
Dec. 31, 1873	48.5	—	11.3	—	16	15	6	300	Cincinnati and Springfield (C.,C.,C.&I.)O.	3,792,164	*	.....	33,361	1,100,000	2,411,000	314,525	—	80.5	472,400	198,607	340,028	603,495	(Deficit)	—	100	....
Dec. 31, 1873	340.5	49.9	80 6	—	130	52	19	352	Cleveland, Col. Cin. & Ind...Ohio & Ind	17,097,222	*	2,217,654	875,771	15,000,000	3,429,000	876,507	893,390	472.0	4,850,568	543,624	1,680,588	4,887,448	1,337,032	3½	100	66
Jun. 30, 1873	67.0	54.0	37.5	—	—	—	—	—	Cleveland and Mahoning Valley.....Ohio.	4,526,777	—	455,153	26,992	2,759,791	1,967,500	17,961	263,870	—	—	—	—	681,621	597,890	21¼	50	....
Dec. 31, 1873	145.0	12.5	18.5	35.0	22	19	9	602	Clev., Mt. Vernon and Columbus ....Ohio.	4,716,122	*	.....	10,320	1,751,450	2,300,000	674,992	—	112.5	227,590	159,854	209,010	355,325	133,166	—	100	....
Nov. 30, 1873	124.0	75.0	31.5	—	97	43	22	3,185	Cleveland and Pittsburg....Ohio & Penn.	12,845,019	2,884,141	409,220	443,010	11,243,003	4,475,844	391,313	473,230	225.7	1,868,102	703,829	1,981,638	3,750,627	1,844,432	7	50	88½
Dec. 31, 1873	314.0	273.0	78.2	—	164	91	...	1,646	Col., Chic. & Ind. Cent...Ohio, Ind & Ill	37,578,101	*	.....	.....	13,328,569	23,553,194	694,358	—	587.0	.....	.....	.....	4,477,807	233,183	—	100	98
Jun. 30, 1873	45.0	—	5.9	—	—	—	—	—	Columbus, Springfield & Cin.....Ohio.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	—	(Operated by Cin c., Sand. & Clev.)			.....	6	100	....
Dec. 31, 1873	76.0	13.0	16.0	22.0	29	8	4	1,214	Columbus and Hocking Valley .....Ohio.	3,281,489	1,284,397	80,200	100,528	1,854,450	2,299,000	217,220	275,944	89.0	668,306	153,745	890,439	1,074,187	376,159	20	50	....
Mar. 31, 1874	35.0	7.0	49.0	—	34	39	10	775	Concord.....New Hampshire.	1,500,000	*	191,268	126,208	1,500,000	—	112,861	184,609	145.5	600,934	614,227	730,741	1,041,439	171,084	10	50	158
Sept. 30, 1873	50.0	5.9	30.0	—	18	25	10	859	Connecticut River .....Massachusetts.	2,105,980	241,938	282,291	418,124	1,950,000	250,000	508,391	461,622	55.9	350,352	1,124,299	405,801	759,327	232,006	10	100	126
Jun. 30, 1874	110.3	—	16.1	—	24	17	7	676	Connecticut and Passump. Riv..Vermont.	3,461,500	*	532,853	221,957	2,175,534	1,802,120	237,190	—	161.4	458,662	193,520	153,343	771,902	272,790	6P.	100	72½
Sept. 30, 1873	20.4	—	5.5	—	6	15	4	160	Connecticut Valley.....Connecticut.	2,883,819	*	.....	.....	1,034,600	1,000,600	1,177,564	—	46.4	.....	.....	.....	247,540	108,181	—	100	....
Sept 30, 1873	66.7	—	7.0	—	8	10	4	177	Connecticut Western.....Connecticut.	4,543,636	*	18,597	67,293	1,590,125	2,674,000	30,673	24,728	66.7	.....	.....	.....	442,734	154,828	—	100	....
Dec. 31, 1873	6.8	—	9.5	—	—	—	—	—	Connecting (Phila. & Tr.) .....Penn.	2,278,300	—	.....	.....	1,278,300	991,000	.....	—	—	—	—	—	—	186,658	6	50	....
Dec. 31, 1873	84.0	17.0	28.0	—	32	7	2	684	Consolidation Coal.....Ind.	3,911,910	*	10,298,412	433,500	10,250,000	3,183,100	147,928	783,794	51.0	443,179	101,219	2,470,132	3,300,709	681,087	4	100	....
Nov. 30, 1873	53.0	—	8.1	—	12	4	3	687	Corning, Cowanesque & Antrim NY& P.	1,600,000	—	187,949	—	1,600,000	—	—	—	64.0	285,934	93,092	1,099,222	428,893	107,763	3½	50	....
Sept. 30, 1873	75.0	7.0	18.5	—	20	17	6	371	Cumberland Valley.....Penn.	1,753,613	*	924,648	301,682	1,774,912	352,300	83,558	775,174	125.0	348,950	254,932	.....	614,185	331,642	8	50	....
Sept. 30, 1873	33.8	—	4.5	—	6	6	2	72	Danbury and Norwalk .....Connecticut.	1,253.731	*	.....	.....	600,000	462,000	31,553	.....	33.8	.....	.....	.....	172,120	69,796	8	50	....
Dec. 31, 1873	45.0	—	2.6	—	—	2	2	17	Danv., Hazleton & Wilkesbarre....Penn.	1,072,350	30,250	.....	.....	684,235	1,700,000	118,000	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	125.0	41.0	11.9	—	12	8	3	201	Davenport and St. Paul....Iowa & Minn.	5,927,318	*	.....	.....	2,490,000	3,320,000	491,733	—	122.0	.....	.....	.....	491,798	72,543	—	100	....
Jun. 30, 1874	140.7	—	20.2	—	23	15	4	667	Dayton and Michigan .....Ohio.	5,781,753	765 256	353,998	159,484	3,679,189	2,787,900	593,392	—	142.0	.....	.....	.....	1,097,250	376,389	3½	100	....
Jun. 30, 1873	31.8	—	1.8	—	4	4	3	68	Dayton and Union .....Ohio.	612,005	*	.....	.....	186,000	527,445	.....	—	46.8	110,098	55,904	110,088	136,843	52,400	—	100	....
Oct. 31, 1872	83.0	16.6	6.0	—	—	—	—	—	Delaware ¶ (P.W.& B.).....Delaware.	2,114,184	—	76,153	71,522	1,317,390	870,000	74,470	—	99.6	317,067	.....	.....	448,481	121,187	6	100	....
Dec. 31, 1873	45.0	—	65.0	—	52	4	2	4,346	Delaware and Hudson.....Penn.	3,503,971	1,672,155	144,411	—	(See Del	& Hudson Can	al.)	—	62.0	63,810	144,561	2,811,594	125,656	.....	10	100	....
Dec. 31, 1873	116.0	80.0	119.0	—	153	30	14	12601	Delaware, Lack. and Western.....Penn.	15,541,031	5,680,323	2,399,883	.....	23,500,000	6,872,200	3,360,005	—	195.0	4,253,431	223,143	4,448,739	6,248,465	3,399,817	5	50	109½
Dec. 31, 1873	108.0	—	....	—	6	5	2	32	*Denver Pacific* (K. P.).....Colorado.	6,493,800	*	.....	.....	4,000,000	2,493,000	.....	—	133.0	.....	.....	.....	316,336	186,131	—	100	....
Dec. 31, 1873	118.0	—	5.4	....	13	19	...	285	Denver and Rio Grande (narrow).....Col.	6,324,500	*	.....	.....	3,300,000	3,024,500	.....	—	118.0	.....	.....	.....	392,554	195,580	—	100	....
Dec. 31, 1873	88.0	—	7.2	—	....	....	....	....	Des Moines and Fort Dodge.....Ia.	6,400,000	*	.....	.....	4,000,000	2,400,000	.....	—	88.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	161.0	—	16.9	—	....	....	....	....	Des Moines Valley.....Iowa.	6,224,600	*	.....	.....	3,924,800	2,300,000	.....	—	161.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1873	73.0	—	5.2	—	9	6	2	177	Detroit, Eel River and Illinois..Michigan.	2,955,300	—	.....	.....	1,129,300	1,826,000	.....	—	73.6	.....	.....	.....	491,752	91,317	—	100	....
Dec. 31, 1873	65.0	—	3.6	—	5	3	3	67	Detroit, Hillsdale and Indiana..Michigan.	1,972,315	211,799	.....	.....	1,000,000	1,470,000	.....	—	65.0	.....	.....	.....	377,498	49,618	—	100	....
April 1, 1873	104.0	25.0	7.2	—	22	15	5	398	Detroit, Lansing & Lake Michigan..Mich.	5,425,642	932,858	51,715	.....	1,6 3,500	6,060,000	89,729	—	—	674,506	.....	162,927	593,869	88,548	—	100	....
Dec. 31, 1873	189.0	—	27.1	—	34	28	27	475	Detroit and Milwaukee.....Michigan.	19,504,851	*	.....	.....	2,517,140	7,696,387	—	289,324	189.0	—	406,933	303,185	1,204,877	18,534	—	100	....
Dec. 31, 1873	14.0	—	2.0	—	—	—	—	—	Dexter and Newport (Me. Cen)....Maine.	300,000	—	.....	.....	122,000	175,000	.....	—	—	—	—	—	—	18,000	6	100	....
Mar. 31, 1873	29.0	—	3.0	—	—	—	—	—	Dover and Winnipisseogee(B.&M.).N. H.	480,000	—	.....	.....	480,000	.....	.....	—	—	—	—	—	—	29,000	6	100	....
Dec. 31, 1873	142.9	—	14.8	—	—	—	—	—	*Dubuque and Sioux City* (Ill. Cen.)..Iowa.	5,694,000	*	645,249	.....	5,000,000	894,000	.....	—	—	—	—	—	1,106,339	387,219	6	100	....
Sept. 30, 1873	90 6	—	6.0	9.9	10	10	2	88	Dunkirk, Allegheny Val.& Pitts..NY&P.	4,500,000	*	20,000	.....	1,300,000	3,200,000	.....	—	90.6	210,652	110,090	94,303	31,444	(Loss.)	—	100	....
Nov. 30, 1873	23.8	—	—	—	—	—	—	—	East Pennsylvania (P. & R.) ....Pa.	1,484,290	—	.....	.....	1,309,000	496,900	.....	—	—	—	—	—	—	109,265	6	50	80½
Jun. 30, 1873	242.0	28.0	27.0	—	41	35	8	455	East Tenn., Va., & Georgia ¶..Tenn. & Ga.	9.167,851	*	.....	.....	1,970,024	4,191,900	.....	3,836,377	270.0	.....	.....	.....	1,378,358	449,210	3	100	....
Sept. 30, 1873	71.4	71.7	68 1	—	78	137	38	1,328	Eastern.....Massachusetts.	7,073,391	2,391,648	4 541,017	1,033,257	4,997,600	6,565,300	3,258,194	308,198	265.1	1,585,229	5,696,351	586,153	2,229,839	543,142	6	100	54
Sept. 30, 1873	16.0	—	3.1	—	—	—	—	—	Eastern .....N. Hamp.	492,500	—	.....	.....	492,500	—	—	—	—	—	—	—	—	—	6	100	50½
Dec. 31, 1873	40.0	—	1.9	—	3	—	—	7	Eastern Shore ¶.....Maryland.	875,000	*	.....	.....	295,000	580,000	.....	—	40.0	.....	.....	.....	83,037	29,068	—	100	....
May 31, 1873	185.0	—	13.6	45.7	12	6	3	358	Elizabeth and Paducah.....Kentucky.	5,369,086	309,458	1,175,674	147,927	3,796,400	3,000,000	705,745	—	165.0	269,99	52,635	83,429	228,739	—	—	100	....
Dec. 31, 1873	46.8	—	3.3	—	—	—	—	—	Elmira, Jefferson and Canandaigua..N. Y.	500,000	—	.....	.....	500,000	—	—	—	—	—	—	—	—	25,000	5	100	....
Dec. 31, 1873	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,264,000	352,000	.....	.....	1,000,000	1,620,000	.....	—	78.0	488,813	115,890	329,029	.....	165.00	o	50	....
Sept. 30, 1873	459.0	496.0	572.8	—	497	294	81	10373	Erie .....New Jersey, N. York & Pa.	99,440,129	19,189,963	14,226,980	.....	86,536,910	37.917,142	2,714,108	—	954.0	13,707,460	3,922,186	6,312,702	20,012,666	4,8 3,316	1	100	27½
Dec. 31, 1873	81.5	—	11.3	—	29	11	3	1,823	Erie and Pittsburg (Penn.).....Pa.	4,939,344	*	.....	.....	1,099,550	3,337,000	.....	—	81.5	.....	.....	.....	1,165,293	380,626	7	50	....
Dec. 31, 1873	202.0	51.0	13.3	—	22	18	7	376	European & North Am. ¶...Me. & N. Pro.	10,000,000	—	.....	.....	4,673,912	5,822,000	.....	—	253.0	.....	.....	.....	652,198	.....	—	100	....
Aug. 31, 1873	109.0	23.0	19.0	—	18	10	7	351	Evansville and Crawfordsville...Indiana.	2,479,492	510,151	57,932	43,139	1,144,415	1,983,000	20,308	840,991	109.0	362,337	131,086	220,000	542,763	221,703	—	100	....
Dec. 31, 1873	55.0	—	7.3	—	7	4	2	219	Evansville, Terre Haute & Chi..Ind.& Ill.	1,281,010	*	43,560	168,657	399,573	775,000	311,228	7,431	55.0	76,734	48,764	182 270	23 ,493	109,443	—	100	....
Sept. 30, 1873	50.0	43.2	89.9	—	41	48	13	869	Fitchburg .....Massachusetts.	3,750,209	410.000	375,751	258,617	4,000,000	—	260,198	531,379	93.3	759,084	2,040,558	777,368	1,399,313	340,079	8	100	128
Dec. 31, 1873	205.2	28.8	41.0	48.0	42	30	10	935	*Flint and Pere Marquette*.....Mich.	6,145,219	1,371,016	4,464,327	19,191	3,297,300	6,031,406	2,672,046	—	232.0	916,264	492,365	870,778	1,365,425	653,822	—	100	....
Dec. 31, 1873	10 0	—	6.1	—	8	6	3	188	Ft. Wayne, Jackson & Sag...Mich.& Ind.	2,914,475	300,000	—	—	1,179,475	2,000,000	35,000	—	100.0	246,012	.....	.....	280,949	160,794	—	100	....
Dec. 31, 1873	3.0	—	3.5	—	—	—	—	—	Ft. Wayne, Muncie & Cin. (Pa.)....Ind.	3,300,000	—	—	—	1,000,000	2,300,000	—	—	109.0	885,824	88,442	116,694	257,108	81,096	—	100	....
Sept. 30, 1873	26.1	—	3.1	—	—	—	—	—	Framingham & Lowell (B.C & F.).Mass.	1,282,856	—	—	33,712	510,796	674.000	131,772	—	—	(Oper. temporarily by Sioux City & Pacific.)			33,685	31,196	—	100	....
Dec. 31, 1873	51.0	—	3.0	101.0	—	—	—	—	Fremont, Elkhorn and Mo. Val.....Neb	1,380,000	—	.....	.....	690,000	690,000	.....	—	—	—	—	—	308.978	100,972	—	100	....
Feb. 28, 1874	114.0	—	9.7	88.0	10	7	4	162	Galv., Harrisb. & St. Antonio ¶.....Tex.	4,397,200	*	.....	.....	2,879,600	1,760,800	.....	—	85.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	50.3	—	8.7	—	15	9	4	311	Galv., Houston & Henderson ¶.....Tex.	2,673.501	409,611	267,969	66,403	1,000,000	1,500,000	402,721	513,729	50.0	272,581	101,766	201,318	762,509	351,928	—	100	....
Mar 31, 1874	171.0	61.0	31.0	—	59	27	18	746	Georgia .....Ga.	4,156,000	*	1,212,589	379,113	4,200,000	608,000	206,432	392,029	232.0	1,143,055	.....	.....	1,571,785	526,579	8	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. &c.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Jun. 30, 1873	111.0	—	5.5	—	8	6	4	310	Gilman, Clinton & Springfield.....Illinois.	4,056,167	380,630	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	.....	109,568	237,006	(Deficit)	—	100	...
Sept. 30, 1873	14.8	....	0.6	—	—	—	—	—	Goshen and Deckertown(Erie).New York.	290,901	.....	.....	.....	105,000	246,500	22,108	.....	.....	.....	.....	.....	.....	.....	—	100	...
Jun. 30, 1874	331.0	—	26.0	—	38	15	10	127	*Grand Rapids and Indiana*...Mich. & Ind.	10,984,050	*	.....	96,089	183,900	2,800,000	8,000 000	471,099	.....	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1873	36.0	—	3.8	—	5	3	2	225	Grand Rapids, Newago & L. Shore.Mich.	143,372	216,626	.....	.....	.....	352,150	576,000	188,163	.....	448.5	1,066,389	456,140	363,478	1,129,402	393,850	—	100	...
May 31, 1873	94.0	—	5.2	—	—	—	—	—	Grand River Valley (M. C.).....Michigan.	1,992,000	.....	.....	.....	.....	492,000	1,500,000	.....	.....	36.0	.....	.....	.....	182,772	69,248	—	100	...
Jun. 30, 1873	24.2	—	6.8	—	6	2	1	346	Grand Tower and Carbondale.....Ill.	621,960	*	(Owned	by G. T.	Min. Man	uf. & Tra	ns. Co. B	ankrupt.)	24.2	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1873	929.0	—	379.0	—	422	274	84	5,575	Grand Trunk ¶.....Canada.	145,063,770	*	.....	3,600,085	54,942,945	93,720,911	.....	.....	1,383.0	7,088,594	1,834,945	1,608,584	9,799,486	603,905	—	100	...
Jan. 31, 1873	229.0	241.8	94.8	—	177	146	39	2,929	Great Western ¶.....Canada.	29,137,596	*	.....	.....	23,667,4[illegible]	10 716,000	.....	.....	470.8	4,416,442	1,017,803	1,337,289	5,732,867	2,203,120	3½	100	...
Mar. 31, 1874	66.0	—	4.0	—	5	3	2	65	Gulf, Western Texas and Pacific¶..Texas.	1,492,000	*	4,804,078	541,793	.....	.....	.....	.....	66.0	.....	.....	.....	289,768	134,979	—	100	...
Jun. 30, 1873	46.0	6.0	2.8	—	—	—	—	—	Hannibal and Naples (T. W. & W.)...Ill.	1,357,000	.....	.....	.....	500,000	990,000	.....	.....	52.0	721,908	.....	78,900	116,170	(Deficit)	—	100	...
Aug. 31, 1872	206.0	90.5	29.2	81.0	79	61	62	1,592	*Hannibal and St. Joseph* ¶.....Missouri.	23,297,728	*	821,792	.....	14,250,828	9,146,900	.....	.....	274.5	1,648,638	320,838	415,563	2,484,671	670,530	—	100	25½
Oct. 31, 1873	36.0	—	18.0	—	—	—	—	—	Harrisburg and Lancaster (Pa.).....Pa.	1,882,530	.....	.....	.....	1,182,550	700,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1873	122.4	0.8	18.0	70.0	30	36	16	358	Hartford, Prov. & Fishkill ¶....Ct. & R. I.	4,704,866	*	277,087	.....	2,037,940	2,055,500	600,000	.....	133.5	.....	.....	.....	.....	124,778	7	50	...
Sept. 30, 1873	74.0	—	7.0	—	17	16	8	389	Housatonic .....Connecticut.	2,014,871	340,687	.....	.....	2,000,000	541,000	313,981	.....	127.8	264,881	167,628	221,100	454,963	144,284	—	100	...
Dec. 31, 1873	45.0	13.8	15.7	—	23	6	...	116	Huntingdon and Broad Top Mt....Penn.	4,169,956	*	616,500	78,198	1,870,000	2,161,500	833,153	.....	58.8	.....	71,869	617,237	431,107	190,004	—	50	14
Dec. 31, 1873	705.5	—	134.6	—	197	119	47	4,650	*Illinois Central* .....Illinois.	34,726,588	*	779.127	1,609,294	27,250,000	5,339,000	.....	4,526,009	1,108.9	5,961,325	1,473,507	1,121,353	8,268,325	2,860,741	10	100	96
Jun. 30, 1873	84.9	—	2.6	67.1	6	4	6	250	Indiana and Illinois Central....Ind. & Ill.	3,293,605	312,797	551,448	.....	1,896,000	1,079,000	789,250	.....	84.9	.....	.....	.....	.....	.....	—	100	...
Jun. 30, 1873	202.5	—	26.8	217.0	65	23	13	1,310	Ind., Bloomington & Western..Ind. & Ill.	13,440,735	.....	.....	.....	5,003,700	6,500.000	72,426	.....	210.9	1,634,198	.....	404,336	1,469,807	632,819	—	100	...
Jun. 30, 1874	179.0	—	29.4	—	57	43	12	1,178	Indianapolis, Cinc. & Lafayette..Indiana.	12,312,101	2,450,950	198,099	291,119	6,668,697	10,386,000	1,217,572	.....	179.0	1,432,467	565,467	624,679	1,859,475	661,464	—	50	12½
Dec. 31, 1873	72.0	—	16.2	—	55	34	16	1,352	Indianapolis and St Louis.....Illinois.	4,095,227	*	801,690	.....	600,000	3,378,000	918,918	.....	265.0	.....	.....	.....	2,097,528	690,909	—	100	...
Dec. 31, 1873	117.0	—	18.5	—	8	7	3	197	Indianapolis and Vincennes (Penn.)..Ill.	4,452,729	195,125	.....	85,937	1,402,000	3,150,000	453,296	.....	117.0	.....	.....	.....	253,784	62,137	—	100	...
Nov. 30, 1873	383.0	18.0	20.5	150.0	40	23	6	667	International & Great Northern ¶....Tex.	16,014,000	*	.....	.....	5,500,000	10,514,000	.....	.....	341.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1873	183.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City* (Ill. C.).....Ia.	7,585,000	.....	.....	.....	4,625,000	2,960.000	.....	.....	.....	.....	107,636	1,066,245	530,035	—	100	...
May 31, 1873	68.8	—	3.5	—	—	—	—	—	Iowa Midland (C. & N. W.).....Iowa.	2,207,719	*	1,292,281	246 228	44,947	1,350,000	320,428	.....	68.8	.....	.....	.....	433,907	151,867	6	100	...
Sept. 30, 1873	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,275,472	.....	.....	.....	494,162	600,000	188,114	.....	35.6	127,238	24,401	158,125	152,308	70,501	—	100	...
May 31, 1873	212.0	—	7.9	—	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	7,000,000	.....	.....	.....	2,000,000	5,000,000	.....	.....	.....	.....	.....	.....	.....	84,781	1,980	—	100	...
Jun. 30, 1873	30.7	—	2.1	94.3	2	1	2	27	Jacksonville (N. W. & S. E.).....Ill.	923,200	*	.....	.....	313,200	610,000	.....	.....	30.7	.....	.....	.....	.....	470,000	3½	100	...
Dec. 31, 1873	151.2	25.1	9.7	110.0	14	6	4	155	*Jacksonville, Pensacola and Mobile* ¶...Fla.	6,000,000	*	.....	.....	6,000,000	4,000,000	.....	.....	215.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1873	51.1	1.5	16.2	—	—	—	—	—	Jamestown and Franklin (L.S.& M.S.)Pa.	2,616,743	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1873	36.5	9.0	8.6	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	5,237,978	.....	.....	.....	606,000	1,000,000	964,743	.....	51.0	.....	.....	.....	.....	113,186	—	50	...
Dec. 31, 1873	110.0	116.0	36.7	—	45	56	...	987	Jeffersonville, Madison and Ind..Indiana.	6,392,316	*	1,239,310	.....	2,095,700	2,300,000	942,978	.....	.....	.....	.....	.....	.....	225,000	—	50	...
Dec. 31, 1873	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	.....	164,000	.....	1,500,000	500,000	.....	.....	226.0	.....	.....	.....	1,379,791	448,200	7	100	...
May 31, 1874	44.0	—	8.2	—	—	—	—	—	Joliet and N. Indian (M. C.)..Ill. & Ind.	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	.....	.....	.....	.....	.....	163,127	7	100	98½
Dec. 31, 1873	57.6	—	6.7	—	—	—	—	—	K'm'zoo, All'g'n & G[illegible]tap.(L.S.&M.S.).Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	.....	.....	.....	.....	.....	88,000	8	100	...
Dec. 31, 1872	56.0	—	1.7	491.5	3	2	2	89	Kansas Central (¶ [illegible].....Kas.	755,229	75,765	394,953	.....	840,000	.....	.....	.....	.....	.....	.....	.....	.....	103,800	6	100	...
Mar. 31, 1874	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Jose [illegible]c. R. Mo & [illegible]	8,567,729	1,003,410	.....	634,775	2,789,414	6,826,500	.....	.....	260.7	(Returns for 1872–'73.)	.....	.....	1,237,813	418,213	—	100	...
Dec. 31, 1873	31.9	—	1.8	—	—	—	—	—	Kansas City & Santa [illegible]e (L.L. & G.).Kan.	.....	.....	.....	.....	720,000	720,000	.....	.....	31.9	(Refused.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1873	639.0	34.0	48.0	—	88	55	18	1,316	Kansas Pacific.....Kansas & Col.	35,219,618	*	3,722,901	.....	9,689,950	26,015,600	2,917,359	.....	639.0	1,441,229	173,651	273,405	3,563,299	1,446,309	—	100	...
Dec. 31, 1873	99.0	—	11.2	—	17	15	6	312	Kentucky Central.....Ky.	.....	.....	.....	.....	.....	1,081,000	.....	.....	99.0	(All refused.)	.....	.....	.....	.....	—	100	...
Mar. 31, 1874	162.0	—	14.0	—	16	10	5	269	Keokuk and Des M[illegible]nes .....Iowa.	6,078,320	*	.....	.....	3,924,600	2,163,720	.....	.....	162.0	(Re-organized January 1, 1874.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1873	49.0	—	2.4	—	5	11	3	58	Knox and Lincoln .....Maine.	2,707,573	*	72,900	11,762	363,335	2,395,000	84.000	.....	49.0	96,715	91,795	13,392	141,720	68,062	—	100	...
May 31, 1873	29.0	—	3.0	—	—	—	—	—	La Crosse, Tremp. & [illegible]rea. (C.&NW)Wis.	1,386,540	.....	.....	5,322	990	1,000,000	390,872	.....	29.0	.....	.....	.....	230,551	165,777	—	100	...
Jun. 30, 1873	80.0	—	3.5	—	—	—	—	—	Laf., Bloom'ton & Miss. (T.W.&W.)...Ill.	2,300,000	.....	.....	.....	1,000,000	1,300,000	.....	.....	80.0	199,672	.....	100,965	157,131	84,926	—	100	...
Dec. 31, 1873	36.0	—	1.9	79.0	—	—	—	—	Laf., Muncie & Bloom'ton(T.W.&W.)..Ill.	.....	.....	.....	.....	117,073	666,000	.....	.....	36.0	(Refused.)	.....	.....	.....	.....	—	100	...
Jun. 30, 1873	67.5	—	4.0	112.5	6	3	3	83	Lake Erie and Louisville.....Ohio.	2,427,732	*	82,603	22,032	1,116,356	890,000	510,906	16,511	67.5	77,806	48,681	40,676	90,068	21,751	—	100	...
Sept. 30, 1873	51.3	6.0	5.4	83.7	6	8	2	201	Lake Ontario Shore Line.....New York.	2,792,081	*	.....	.....	1,857,106	1,438,200	268,769	.....	57.3	50.128	69,122	37,234	55,785	2,082	—	100	...
Sept. 30, 1873	540.4	493.6	61.5	—	462	171	82	9,843	Lake Shore & Mich. S.N.Y.P.O. Ind.& Ill.	63,495,167	13,566,689	8,551,485	4,174,756	50,000,000	31,195,000	6,654,322	1,428,675	1,154.0	13,491,103	2,145,163	5,511,918	19,414,509	5,667,911	4	100	80½
Jun. 30, 1873	92.4	8.0	12.9	—	9	8	...	200	Lake Shore and Tuscarawas Valley..Ohio.	4,248,158	223,274	.....	63,125	1,981,915	2,300,000	281,890	10,752	75.4	.....	60,863	111,409	128,669	7,011	—	100	...
Aug. 31, 1873	156.0	—	13.4	—	11	10	4	343	Lake Superior and Mississippi.....Minn.	7,081,000	.....	.....	.....	5,125,000	7,647,000	15,000	.....	211.0	.....	81,559	.....	484,811	.....	—	100	...
Dec. 31, 1873	17.8	3.0	12.2	—	—	—	—	—	Lawrence (P. F. W. & C.) .....Pa.	715,126	.....	39,548	.....	360,200	355,000	9,458	.....	20.8	.....	.....	.....	189,382	75,758	10	100	...
Dec. 31, 1873	21.5	—	2.2	—	—	—	—	—	Leav'worth, Atchison & Nthw. (Pac.).Ks.	1,000,000	.....	.....	.....	500,500	500,000	.....	.....	.....	.....	.....	.....	.....	42,000	—	100	...
Apr. 30, 1873	144.1	1.8	9.2	—	20	14	9	255	*Leavenworth, Lawrence & Galveston* ...Ks.	5,378,157	604,364	5,560,061	125,119	5,000,000	5,880,000	867,695	.....	208.6	.....	.....	.....	479,756	86,668	—	100	...
Dec. 31, 1873	15.0	—	1.5	21.0	—	—	—	—	Lehigh and Lackawanna (L. & S.)....Pa.	675,100	.....	.....	.....	375,100	300,000	.....	.....	15.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1873	105.0	32.3	100.0	—	92	14	12	7,762	Lehigh and Susquehanna (C. of N. J.).Pa.	12,757,395	*	.....	(Owned	by Lehigh	Coal &	Nav. C	ompany.)	174.0	1,924,045	20,675	44,107	42 387	13,676	—	100	...
Nov. 30, 1873	101.0	132.4	228.7	—	194	44	29	9,726	Lehigh Valley.....Pa.	19,750,425	*	15,384,664	.....	23,222,446	10,875,000	1,837,643	.....	233.4	.....	511,501	3,403,372	3,447,817	2,106,566	10	50	...
Dec. 31, 1873	120.0	76.0	63.5	—	53	38	24	659	Little Miami & Col. Xenia (P.C.&S.L.)O.	6,789,473	*	260,964	44,910	4,608,250	1,590,000	.....	.....	196.0	.....	1,096,820	6,373,190	7,424,895	3,540,035	10	50	122½
Dec. 31, 1873	100.0	—	2.0	60.0	7	4	1	60	*Little Rock and Fort Smith* ¶.....Ark.	9,350,000	*	.....	.....	4,675,000	4,675,000	.....	.....	100.0	.....	.....	.....	1,401,548	162,018	8	100	...
Apr. 30, 1874	70.0	—	....	50.0	2	1	1	12	Little Rock, Pine Bluff & N. O. ¶ (nar.)Pa.	1,400,000	*	.....	.....	700,000	700,000	.....	.....	....	(Operations not reported.)	.....	.....	.....	90,880	Loss.	—	100	...
Nov. 30, 1873	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill (P. & R.). .....Pa.	1,416,188	.....	10,000	.....	2,646,100	759,500	.....	.....	.....	.....	.....	.....	.....	.....	—	100	...
May 31, 1873	93.0	2.0	5.0	—	9	5	3	245	Loganesport, Crawfordsville & S. W...Ind.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	118.0	(Operations not reported.)	.....	.....	214,839	209,669	7	50	96
Dec. 31, 1873	9.0	—	—	—	—	—	—	—	Long Branch and Sea Shore (S.N.J.).N. J.	398,863	.....	.....	.....	171,800	200,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1873	94.0	64.0	17.1	—	22	43	9	249	Long Island ¶.....N. Y.	5,226,902	*	.....	.....	3,300,000	1,500,000	295,000	.....	158.0	.....	.....	.....	.....	12.000	—	100	...
Dec. 31, 1873	101.1	—	9.2	—	—	—	—	—	Louisiana & Missouri River(C.&A.)..Mo.	5,902,440	.....	.....	.....	1,516,500	1,516,500	1,588,343	.....	.....	.....	.....	.....	895,716	473,159	4	100	...
July 1, 1873	93 5	31.4	23.1	23.0	42	26	13	379	Louisville, Cincinnati and Lexington..Ky.	7,981,305	*	.....	.....	2,474,483	4,234,519	1,709,147	.....	174.9	.....	.....	.....	.....	188,370	—	100	...
Dec. 31, 1873	288.0	—	17.0	—	36	15	10	479	Louisv., New Albany and Chicago...Ind.	(nominal.)	.....	.....	.....	3,000,000	.....	.....	.....	.....	.....	.....	.....	1,210,382	301,719	—	100	...
Dec. 31, 1873	31.0	—	2.1	124.0	3	1	—	14	Louisv., N. Alb. & St. L. A. L...Ind.& Ill.	2,549,222	44,105	242,677	.....	1,563,073	780,000	184,517	.....	31.0	.....	.....	.....	.....	.....	—	100	...
Jun. 30, 1874	185.0	420.8	63.9	—	184	59	46	3,102	Louisv., Nashv. & Gt. So. ¶..Ky. & Tenn.	23,691,299	*	4,370,467	1,171,996	8,084,601	14,767,000	2,001,128	2,484,033	919.9	.....	.....	.....	5,510,695	1,565,382	—	100	...
Sept. 30, 1873	12.4	—	2.3	—	—	—	—	—	Lowell and Lawrence (B. & L.). ....Mass.	363,158	.....	.....	13,032	3,500,000	2,250,000	.....	110,768	.....	.....	.....	.....	11.764	917	—	100	...
Mar. 31, 1873	78.0	—	3.9	—	—	—	—	—	Macon and Augusta (Ga.).....Ga.	2,506,170	.....	.....	.....	1,631 900	770,000	104,270	.....	78.0	.....	.....	.....	21.786	18,815	6	100	...
Dec. 31, 1873	187.0	10.0	5.6	—	12	19	4	170	Macon and Brunswick ¶.....Ga.	5,750,000	*	.....	.....	3,500,000	2,250,000	.....	.....	197.0	.....	.....	.....	120,758	7.491	—	100	...
Jun. 30, 1873	38.0	—	6.0	—	—	—	—	—	Mahoning Coal (L. S. & M. S.).....Ohio.	2,199,833	.....	.....	.....	1,075,000	1,075,000	98,179	.....	.....	.....	.....	.....	437,298	148,333	—	100	...

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "§."

Years ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$		$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	$
Dec. 31, 1873	354.9	69.0	554.9	—	878	335	136	17589	Pennsylvania.....Pennsylvania	48,571,808	*	97,782,380	4,371,449	68,144,475	43,145,785	22,598,815	6,842,563	869.4	.....	5,879,684	9,996,794	24,886,009	9,044,978	10	50	105½
Dec. 31, 1873	47.0	15.8	57.0	—	23	8	—	1,300	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	3,062,500	.....	4,000,000	457,500	565,000	.....	47.0	.....	3,970	1,391,454	28,501	.....	20	50	245
Dec. 31, 1873	41.5	—	1.4	—	—	—	—	—	Pennsylvania and Delaware (Penn.)..Pa.	2,502,000	—	—	—	900,000	1,602,000	71,346	—	—	(Opened July 1, 1873.)	—	—	—	—	—	50	....
Nov. 30, 1873	104.6	22.6	21.2	—	18	2	—	992	Pennsylvania and N. York..N.Y. & Penn.	5,351,750	791,077	.....	.....	4,061,700	3,000,000	74,017	—	127.2	752,452	191,584	1,338,081	1,485,806	403,405	24	50	....
Nov. 30, 1873	23.8	—	3.1	12.7	—	—	—	—	Perkiomen (P. & R.).....Pa.	1,388,700	—	18,529	—	38,040	1,821,800	20,478	—	—	—	—	—	—	—	—	50	....
Dec. 31, 1873	45.2	—	2.0	—	4	4	1	53	Pensacola and Louisville §.....Fla.	455,327	64,300	150,000	.....	450,000	—	219,627	—	45.2	76,850	16,690	.....	88,930	35,357	—	100	....
Dec. 31, 1870	—	—	—	76.0	—	—	—	—	Peoria, Atlanta and Decatur.....Ill.	800,000	—	—	—	600,000	300,000	—	—	—	—	(Under construction.)	—	—	—	—	100	....
Dec. 31, 1873	47.0	—	7.4	—	—	—	—	—	Peoria and Bureau Valley (C.R.I.&P.).Ill.	1,566,000	—	—	—	1,266,000	300,000	—	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1873	83.0	—	11.5	—	12	7	4	171	Peoria, Pekin and Jacksonville...Illinois.	3,260,351	345,797	45,000	.....	1,239,700	2,000,000	411,448	—	83.0	280,562	.....	135,465	319,168	30,952	—	50	....
Jun. 30, 1873	91.0	—	4.0	—	8	5	2	153	Peoria and Rock Island.....Ill.	3,772,327	*	.....	.....	1,858,950	1,650,000	49,639	—	9.0	276,058	70,500	194,348	300,045	105,368	—	100	....
Dec. 31, 1873	64.0	18.0	8.0	—	12	9	5	121	Petersburg §.....Virginia.	1,817,985	—	.....	.....	1,324,200	500,000	356,112	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1873	46.0	—	6.5	—	10	8	3	96	Philadelphia and Balt. Cent. Penn. & Md.	1,811,107	177,744	.....	.....	220,600	1,500,000	46,945	—	57.0	182,886	309,498	138,262	308,221	78,389	—	50	....
Dec. 31, 1873	287.6	—	121.7	—	—	—	—	—	Philadelphia and Erie § (Penn.).....Pa.	23,777,743	*	2,241,800	16,866	8,448,700	16,025,000	1,335,709	—	287.6	2,912,351	777,273	2,164,246	3,842,067	428,756	—	50	33
Sept. 30, 1873	20.0	—	25.0	—	24	45	13	192	Phila., Germ. and Norrist'n (P.& R.)..Pa.	1,146,538	368,262	500,798	.....	2,281,900	—	—	—	32.3	.....	.....	.....	281,623	269,791	12	50	181
Dec. 31, 1873	3.0	—	—	24.7	—	—	—	—	Phila., Newtown and New York .....Pa.	440,400	—	—	—	199,360	164,000	57,000	—	—	—	—	—	—	—	—	50	....
Sept. 30, 1873	98.4	228.6	432.2	—	400	220	60	19018	Philadelphia and Reading..Pennsylvania.	28,260,889	7,480,719	48,349,053	1,741,889	34,269,575	44,188,716	4,876,055	2,498,205	725 3	8,351,682	6,790,088	9,847,747	14,832,661	5,387,766	10	50	109½
Dec. 31, 1873	26.6	—	39.7	—	—	—	—	—	Philadelphia and Trenton (Penn.).....Pa.	1,534,479	—	—	—	1,259,100	—	—	—	36.6	882,160	1,747,216	1,400,963	1,995,606	448,574	10	100	128
Oct. 31, 1873	95.3	14.8	121.6	—	70	160	...	1,240	Phila., Wilm. and Baltimore..Pa. D.& Md.	11,814,764	*	2,103,295	840,363	11,507,750	1,900,000	279,120	743,053	111.8	1,437,207	853,937	836,979	3,074,881	1,095,265	8	50	109½
Nov. 30, 1873	11.3	—	43.0	—	—	—	—	—	Pickering Valley (P. & R.).....Pa.	474,551	*	.....	.....	92,875	332,300	161,363	—	—	—	—	—	—	—	—	50	....
Dec. 31, 1873	193.0	8.0	50.8	—	104	34	19	1,648	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	19,682,344	*	3,496 277	—	8,433,750	15,010,586	3,854,872	—	201.0	.....	.....	.....	3,841,214	478,298	—	50	....
Dec. 31, 1873	468 3	—	180.0	—	269	133	54	9,789	Pittsburg, Ft. W. and Chic..P., O., I. & I.	37,368,286	*	—	—	23,814,286	14,554,000	14,230	—	500.6	7,878,666	2,134,653	2,366,846	9,619,074	3,522,032	7	100	96
Dec. 31, 1873	30.0	—	4.9	160.0	4	6	3	65	Pitt'sbg, Virg. & Charleston..Pa.& W.Va.	1,106,167	37,226	556,088	.....	673,264	700,000	244,672	—	30.0	57,900	140,188	4,828	67,137	16,941	—	50	....
Oct. 31, 1873	149.6	1.9	36.0	4.6	26	15	7	400	Pittsburg, Washington & Balt...Pa.& Md	11,934,439	709,835	93,671	.....	1,960,682	9,500,000	2,276,579	—	169.2	1,583,218	859,533	1,130,234	1,564,996	L.38,085	—	50	....
Sept. 30, 1873	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,685	—	—	6,315	450,000	—	—	—	—	—	—	—	—	27,000	6	100	35
Nov. 30, 1873	71.3	—	3.6	38.7	6	15	5	117	Portland and Ogdensburg....Me. & N. H.	2,502,115	*	125,862	200,937	1,045,270	1,384,000	321,710	77,934	65.3	147,741	73,908	46,045	144,982	49,075	—	100	....
Aug 31, 1873	52.5	—	4.3	—	6	9	4	141	Portland and Rochester.....Me. & N. H.	1,925,741	*	233,124	18,208	636,112	1,407,500	133,461	—	52.5	134,108	142,846	64,290	142,571	40,976	—	100	....
Sept. 30, 1873	52.0	—	8.1	—	19	—	—	167	Portland, Saco and Portsmouth (Etn.).Me.	1,500,000	*	—	—	1,500,000	—	—	—	—	—	—	—	—	150,000	10	100	111½
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	280	Port Royal § (Ga.).....South Carolina.	5,500,000	*	—	—	3,000,000	2,500,000	—	—	—	—	—	—	—	—	—	25	....
Sept. 30, 1873	71.4	—	4.9	—	—	—	—	—	Portsm'th, Gt. Falls & Conway (Etn.).Me.	1,229,689	—	.....	.....	767,200	462,489	.....	—	—	—	—	—	—	—	—	6	100
Sept. 30, 1873	41.9	—	2.5	4.8	4	5	...	91	Poughkeepsie and Eastern.....New York.	1,475,430	*	.....	.....	524,464	722,500	479,689	—	46.1	95,055	82,180	44,508	86,213	14,241	—	100	....
Sept. 30, 1873	22.8	—	2.0	48.9	2	3	1	65	Providence and Springfield..R.I. & Mass.	933,408	*	.....	.....	472,890	414,000	47,518	—	22.8	.....	32,512	5,658	18,418	9,543	—	100	....
Sept. 30, 1873	13.6	—	—	—	4	10	...	20	Providence, Warren and Bristol.....R.I.	526,515	*	.....	.....	437,917	50,000	38,597	—	13.6	.....	379,227	20,504	113,506	9,263	—	100	....
Sept. 30, 1873	43.4	1.0	45.2	—	29	40	...	692	Providence and Worcester..R. I. & Mass.	1,976,025	735,748	.....	271,267	2,000,000	500,000	387,810	96,230	—	526,128	1,785,067	530,620	963,345	257,103	10	100	....
Dec. 31, 1873	36.0	—	2.0	—	4	3	2	—	Queen Anne and Kent §.....Del. & Md.	351,000	*	.....	.....	260,000	269,000	2,600	—	36.0	35,850	12,560	38,231	27,437	9,990	—	50	....
Jun. 30, 1873	42.0	—	4.0	—	1	2	2	44	Quincy, Alton and St. Louis.....Ill.	1,832,100	*	.....	32,200	780,000	1,000,000	52,000	—	42.0	56,000	.....	.....	66,939	(Deficit)	—	100	....
Dec. 31, 1873	70.0	—	1.7	160.0	—	—	—	—	Quincy, Missouri and Pacific.....Mo.	2,000,000	—	—	—	700,000	20,000p.m	.....	—	—	(Under construction.)	—	—	—	—	—	100	....
May 31, 1873	44.0	—	3.0	62.0	3	3	3	50	Raleigh and Augusta Air-Line §..N. Car.	1,134,221	89,785	.....	.....	876,000	.....	.....	—	44.0	.....	.....	.....	73,474	28,543	—	100	....
May 31, 1873	97.0	—	5.0	—	16	10	4	134	Raleigh and Gaston.....North Carolina.	1,500,000	*	155.300	102,936	1,500,000	—	92,150	166,086	97.0	.....	47,069	98,052	369,646	178,652	—	100	....
Nov. 30, 1873	40.0	8.0	8.1	10.7	8	7	1	29	Reading and Columbia (P. & R.).....Pa.	2,072,959	220,041	62,566	.....	808,268	1,000,000	1,215,911	—	48.0	242,123	138,771	382,399	310,517	92,179	—	50	....
Sept. 30, 1873	101.5	30.9	47.9	—	42	52	17	1,262	Rensselaer and Saratoga (D.& H.)..N. Y.	8,328,362	*	.....	.....	6,000,000	2,000,000	.....	—	182.4	820,468	1,037,327	616,634	1,965,857	903,072	8	100	112
Sept. 30, 1873	149.0	6.9	16.8	—	35	20	9	462	Richmond and Danville §.....Virginia.	5,720,729	*	2,100,682	234,278	4,000,000	2,485,411	1,436,995	143,372	195.9	599,792	141,767	227,729	957,129	447,369	...	100	...
Sept. 30, 1873	86.0	—	6.7	—	13	21	16	184	Richmond, Fred'burg and Potomac §..Va.	2,727,840	*	131,596	254,876	1,509,829	889,698	82,639	632,148	86.0	199,826	173,985	45,677	496,744	281,186	2	100	...
Sept. 30, 1873	22.5	2.7	4.2	—	8	9	4	164	Richmond and Petersburg §.....Va.	1,215,404	*	48,488	30,119	847,100	326,296	31,527	49,183	46.7	110,712	126,947	91,887	160,227	36,685	—	100	....
Sept. 30, 1873	38.3	—	2.2	26.0	3	3	2	42	Richmond, York Riv. & Chesapeake §..Va.	1,257,640	*	.....	.....	650,000	607,640	.....	—	38.3	—	(No report supplied.)	—	—	—	—	—	100	....
Dec. 31, 1873	18.5	—	1.8	—	—	—	—	—	Rochester & Genesee Valley (Erie).N. Y.	671,303	—	—	—	557,560	—	—	—	—	(Rental 18 p. c. of earnings.)	—	—	—	34,012	—	100	....
Sept. 30, 1873	—	—	—	106.0	—	—	—	—	Rochester and State Line.....N. Y.	735,649	*	183,649	.....	24,000	394,000	90,000	—	—	—	—	—	—	—	—	100	....
Sept. 30, 1873	10.0	—	—	140.0	—	—	—	—	Rochester, Nunda & Penn. (3 ft.)...N. Y.	716,327	*	.....	.....	625,600	—	58,200	—	—	—	—	—	—	—	—	100	....
Apr 30, 1874	253.6	25.0	26.7	—	31	14	6	932	Rockford, Rock Island and St. Louis..Ill.	16,096,311	*	18,007	178,951	6,493,579	9,000,000	484,488	303,402	318.9	.....	.....	...[22 mos.	1,696,124	369,708	—	100	....
Dec. 31, 1873	141.1	48.6	28.4	—	42	32	16	909	Rome, Watertown and Ogdensburg.N. Y.	4,789,198	*	147,989	305,486	3,146,800	1,908,249	44,979	142,625	218.2	.....	.....	.....	1,230,555	360,488	7	100	79
Dec. 31, 1873	120.0	—	18.0	—	—	—	—	—	Rutland (C. V.).....Vermont.	9,129,946	*	143,947	92,617	6,648,400	1,972,800	745,700	—	239.0	.....	.....	.....	970,239	492,400	2	100	....
Dec. 31, 187	34.0	—	2.7	—	4	2	...	52	Saginaw Valley and St. Louis.....Mich.	525,716	87,854	.....	4,178	121,775	346,000	149,968	—	34.0	58,660	.....	.....	134,620	79,810	—	100	....
Dec. 31, 1873	22.0	—	6.5	—	5	8	...	230	St. Croix and Penobscot §.....Me.	364,000	*	.....	20,603	100,000	227,700	7,000	—	22.0	.....	.....	.....	70,962	28,861	3	50	....
Aug.31, 1873	187.0	—	20.0	35.0	19	...	...	.....	St. Joseph and Denver City...Kan.& Neb.	11,221,764	420,925	245,000	3,803	4,000,000	7,000,000	734,425	157,067	187.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	197.0	18.0	21.0	—	13	11	4	590	St. Louis, Alton and Terre Haute.Illinois.	11,768,400	*	.....	241,609	4,768,400	7,000,000	241,609	—	265.0	.....	.....	.....	1,042,808	593,849	—	100	91
Jan. 31, 1874	43 3	—	2.2	—	—	—	—	—	St. Louis & C. Rapids (St.L.,K.C.&N.).Ia.	(Statements not received.)																
Dec. 31, 1873	195.5	15.8	39.7	—	85	23	15	1,618	*St. Louis and Iron Mountain* §...Missouri.	19,103,348	*	247,884	.....	10,000,000	8,622,000	431,149	298,083	210.8	947,849	537,276	682,903	1,964,281	596,426	3	100	25
Jun. 30, 1873	310.0	48.0	25.0	—	46	27	12	1,175	St. Louis & S. Eastern...Ill., Ky. & Tenn.	8,828,400	*	.....	.....	4,628,400	3,200,000	.....	—	—	524,786	70,531	515,719	661,753	265,882	—	100	....
Dec. 31, 1873	76.5	—	2.1	—	—	—	—	—	St. Louis & St. Jos. (St.L.,K.C.& N.).Mo.	2,000,000	—	—	—	—	1,000,000	(Sold under foreclosure Feb. 18, 1874 for $100,000.)								100	....
Dec. 31, 1873	41.5	—	2.3	138.5	—	—	—	—	St. L., C. Bluffs & Omaha (St.L.K.C.&N.).M.	2,200,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	150.6	—	11.6	—	—	—	—	—	St. Louis, Jacksonv. & Chic. (C. & A.).Ill.	5,073,600	—	.....	.....	1,100,000	16,000p m	.....	—	—	—	—	—	—	—	—	100	....
Jan. 31, 1874	265.5	87.5	24.8	27.3	91	33	18	1,529	St. L., Kansas City & Northern.....Mo	30,152,381	*	350,000	569,474	24,000,000	6,000,000	1,071,854	—	581.7	.....	435,326	501,595	2,755,194	204,762	—	100	....
Dec. 31, 1873	157.8	—	24.4	—	32	14	8	841	St. Louis, Vandalia & T. H. (T.H.&I).Ill.	8,256,255	*	226,930	.....	2,378,158	5,499,000	467,325	—	157 8	.....	.....	.....	1,130,813	337,768	—	100	....
Aug.31, 1873	108.5	—	4.7	161.0	—	—	—	—	*St. Paul and Pacific*.....Minn.	11,250,000	—	.....	.....	.....	10,500,000	750,000	—	35.0	25,256	16,417	15,786	32,345	509	—	100	....
Aug.31, 1873	207.0	76.0	19.4	—	28	20	6	374	*St. Paul and Pacific* (1st Div.).Minnesota.	17,214,350	*	.....	.....	1,968,600	15,245,750	472,942	—	283.0	.....	.....	.....	763,806	165,964	—	100	....
Aug 31, 1873	121.3	—	10.0	—	14	6	4	255	St. Paul and Sioux City.....Minn.	4,628,778	*	.....	.....	2,400,000	1,851,500	316,227	—	121.3	244,766	77,755	.....	509,443	40,172	—	100	....
Aug 31, 1873	17.6	3.2	1.0	—	2	2	1	40	St. Paul, Stillw. & Taylor's Falls...Minn.	780,817	*	.....	.....	277,500	450,000	37,000	—	20.8	29,280	22,800	.....	63,718	31,863	—	100	....
Sept.30, 1873	16.9	—	2.6	—	—	—	—	—	Salem and Lowell (B. & L.).....Mass.	481,449	—	—	2,714	243,305	226,900	13,978	—	—	—	—	—	—	17,500	16,784	1	100	....
Jun. 30, 1873	116.3	—	13 9	—	31	15	10	389	Sandusky, Mans. & Newark (B. & O.)..O.	3,241,661	*	—	59,454	988,000	2,309,743	6,547	46,725	116.3	896,934	193,597	372,011	715,250	81,106	—	50	....
Dec. 31, 1873	104.0	—	4.9	5.0	10	9	5	80	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	.....	.....	1,000,000	1,427,800	.....	—	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	11.0	—	21.5	—	—	—	—	—	Schuylkill Valley (P. & R.).....Penn.	576,050	—	—	—	576,050	—	—	—	—	—	—	—	—	—	—	100	....
Mar. 31, 1874	80.0	—	8.0	—	16	4	6	260	Seaboard and Roanoke.Va. & N. Carolina.	2,068,152	*	568,669	.....	1,385,000	210,000	.....	—	80.0	.....	34,867	.....	609,678	198,004	8	100	....

Apr. 30, 1872 | 237.0 | — | 11.9 | — | 39 | 19 | 7 | 411 | Stirling, Bergen and Belleville.....

| | | |

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:	$	p c	p c	p. c.
Atlantic and Great Western, pref...	10,000,000	7	...	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	...	....
" " " guar.	276,200	7	...	....
Atlantic and Pacific, preferred	10,000,000	7	...	17½
Atlantic and St. Lawrence,* guar...	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,552,800	6	5	105
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	..
Catawissa,* pref. and guar.....	1,159,500	7	7	80
Camden and Amboy,* guaranteed..	5,847,800	10	10	128½
Camden and Atlantic, preferred.....	763,549	7	7	87
Cayuga and Susquehanna,* guar....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,800	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	107
Central Ohio,* preferred	411,550	6	6	88
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	70
Chicago and Alton, † preferred.....	2,425,400	...	10	109
Chicago, Iowa & Nebraska,* guar..	3,916,300	....	8	89½
Chicago and North-Western, pref...	21,484,113	7	7	60½
Cinc., Sand. and Cleveland, pref....	429,000	6	6	25
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	89
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred...	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	....	....
Dubuque and Sioux City,* guar....	5,000,000	...	3	60½
Dubuque South-Western, pref.....	590,315	8	....	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	50
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	76
" " com.& *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	56
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	....	....	....
Hannibal and St. Joseph, pref	2,167,700	7	7	34½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	97
Housatonic, preferred.....	1,180,000	8	8	96
Huntington & Broad Top M'n, pref.	190,750	7	...	25½
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	98½
Joliet and Northern Indiana,* guar.	300,000	8	8	...
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex pref...	851,000	9	9	....
Marietta and Cincinnati, 1st pref...	3,101,650	6	....	16
" " 2d pref....	4,436,250	6	....	9½
Mich. Southern, (Lake Shore) guar.	533,500	10	10	....
Mill Creek,* guaranteed.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	12,274,483	7	7	57½
Mine Hill,* guaranteed.....	3,856,450	8	8	104
Montclair,* guaranteed.....	2,000,000	7	....	....
Morris and Essex,* guar.....	15,000,000	7	7	98½
Nesquehoning Valley,* guar...	2,000,000	10	10	109
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	603,000	10	10	....
New Jersey,* guaranteed.....	7,293,200	10	10	129
New London Northern,* guar.....	971,400	10	10	105
New York & Harlem,* pref. & guar.	1,500,000	8	8	127
" " *com.& guar.	8,500,000	8	8	131
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred.....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	120½
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	46
" " pf.& *guar.	2,000,000	8	8	87
Ohio and Mississippi, preferred....	4,030,000	7	7	61
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama, guaranteed.....	7,000,000	12	12	115
Paterson and Hudson,* guar.....	630,000	....	8½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	...	....	....
Phila., Germant'n & Norrist'n,*guar.	2,231,900	12	12	181
Philadelphia and Reading, † pref....	1,551,687	....	10	110½
Philadelphia and Trenton,* guar....	1,259,100	10	10	128
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	96½
Pittsfield and North Adams,* guar.	450 000	5	6	86
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	111½
Rochester & Genesee Valley,* guar.	557,560	...	....	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	21
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	...	32
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	....	....
St. Louis, Kansas City & Nor., pref..	12,000,000	...	....	22
Schuylkill Valley,* guaranteed.....	575,000	5	5	....
Shamokin V. & Pottsville,* guar....	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	....	....
" " 2d pref..	1,000,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	41
Warren,* guaranteed.....	1,800,000	7	7	85
Canal Stocks.				
Delaware Division,* guar.....	1,633,350	8	8	....
Delaware and Raritan,* guar.....	6,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	125
" com. and * guar.....	1,695,000	4	4	50
Schuylkill Navigation preferred....	2,808,977	6	6	25½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	41 —	@ 42 —
Gartsherrie		— —	@ — —
Summerlee		— —	@ — —
Carnbroe		— —	@ — —
Langloan		.... —	@ — —
Glengarnock		39 —	@ 40 —
Eglinton		37 —	@ — —
Pig, American, No. 1		27 —	@ 28 —
Pig, American, No. 2		26 —	@ — —
Pig, American, Forge		25 —	@ 27 —
Bar Refined, English and American		— —	@ — —
Bar, Swedes, assorted sizes	(gold)	115 —	@120 —
		—Store Prices.	
Bar, Swedes, ordinary sizes		140 —	@145 —
Bar, Swedes, Plow sizes		155 —	@160 —
Bar, Refined, ¾ to 2 in. rd. & sq. 1 to 6 inch x ¾ to 1 in		67 50	@ 70 —
Bar Refined, 1¼ to 6 by ¼ & 5-16 in		72 50	@ 75 —
Bar Refined, 1 & 1¼ by ¼ & 5-16		72 50	@ 75 —
Large Rounds, 2¼@2¾ to 3¾ @4 in		75 —	@ 90 —
Scroll		90 —	@130 —
Ovals and Half-round		90 —	@100 —
Band, 1 to 6 in. by 3-16 to No. 12		85 —	@ 87 50
Horse Shoe		100 —	@105 —
Rods, ¾@1-16 inch		70 —	@127 50
Hoop, ¾ by No. 22 to 1 & 1¼ by 13 & 14		97 50	@155 —
Nail Rod	per lb.	— 7¼	@ — 8½
Sheet Russia, as to assortment	(gold)	— 15	@ — 15½
Sheet, Single, D. and T. Common		— 4¼	@ — 5
Sheet, Doubles and Trebles, Charcoal		— 5	@ — 5½
Sheet Galvanized 1st and 2d quality..List 20@35 p ct. disc.			
Rails, English	(gold) per ton	50 —	@ — —
Rails, American, at Works in Penna..c'y.		55 —	@ 58 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)..per lb.		— 17	@ — 20
English Spring (2d and 1st quality)		— 8	@ — 9
English Blister (2d and 1st quality)		— 12	@ — 17
English Machinery		— 12½	@ — —
English German (2d and 1st quality)		— 12½	@ — —
American Blister		— —	@ — 9
American, Cast, Tool		— —	@ — 16
American, Cast Spring		— —	@ — 10
American Machinery		— —	@ — 11
American German Spring		— —	@ — —

NAILS—Duty: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Com. Fence. & Sheath per keg.		3 50	@ 3 60
8d. and 9d. "		— —	@ 3 85
6d. and 7d. "		— —	@ 4 10
4d. and 5d. "		— —	@ 4 40
3d. and 4d. Light		— —	@ 5 10
3d. Fine		— —	@ 5 85
2d		— —	@ 6 60
Cut Spikes, all sizes		— —	@ 3 85

TIN—Duty: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca	(gold) per lb.	— —	@ — 25½
Straits	(gold).	— 22	@ — 22½
English, L. & F	(gold).	— —	@ — 21½
English, Refined	(gold).	— 21½	@ — 22
Plates—Fair to good brands.		Gold.	
I. C. Charcoal	per box.	9 37½	@ 9 75
I. C. Coke		7 37½	@ 7 62½
Coke Terne		6 75	@ 7 —
Charcoal Terne		8 25	@ 8 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)	— 5½	@ — 5½
Crude 40@47 gravity (in shipping order)	— 8½	@ — 8½
Refined, Standard White (in ship'g order)	— 10½	@ — 11
Refined, S. W. (in jobbing lots)	— 11½	@ — 11½
Refined, S W. (in tin)	— 16½	@ — 19
Naptha, Refined (65@73 gravity)	— 9½	@ — 10½
Residuum....(in shipping order).per gall.	— 7	@ — 7½

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.) per lb.	—	@ — 28
Copper, Bolts	—	@ — 30
Copper, Braziers' (over 16 oz.)	—	@ — 30
Copper, Nails	37	@ — 38
Copper, Old Sheathing, &c., mixed lots	—	@ — 23
Copper, American Ingot Lake	23	@ — 23½
Copper, English Pig	—	@ — —
Yellow Metal, New Sheathing & Bronze	21	@ — 22
Yellow Metal, Bolts	—	@ — 28
Yellow Metal, Nails, Sheathing & Slating	—	@ — 22

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb.	— @ 6 75
German Ordinary	(gold)	— @ 6 75
English	(gold)	— @ 6 75
Foreign Refined	(gold)	6 87½ @ 7 —
Domestic	(gold)	6 25 @ 6 35

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel	12 —	@ — —
Liverpool House Cannel	18 —	@ — —
Anthracite (by cargo) .... per ton of 1,000 lb.	5 —	@ 6 50

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 25.

	Th. 19.	F. 20.	Sat. 21.	M. 23.	Tu. 24.	W. 25.
Atlantic & Pacific pref..	16	16	16½	17½	17½	....
Central Pacific 6s.....	96	95½	95½	95½	95½	....
Central of N. Jersey....	107½	107½	....	107½	107	....
" 1st mort....	108	....	....	....	....	....
Chesapeake & Ohio 1 m.	50½	50½	51	....	....	....
Chicago & Alton.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
" 1 M.....	....	....	....	....	....	....
" S. F.....	....	....	....	....	....	....
" Ins. bds.....	....	....	....	....	....	....
Chicago, Burl. & Q.....	103½	....	103½	103½	....	....
" 8s, 1885	....	....	113½	....	....	....
Chic. & Northwestern..	41½	41½	41½	42½	42½	42½
" pref.....	59½	59½	59	60½	61	60½
" 1st M.....	....	....	....	....	....	....
" S. F.....	....	....	....	....	....	....
" Consol.....	88	....	88	88	89	89
" " gold..	85	84½	84½	84	84½	85
Chic., Rock Isl. & Pac..	99½	99½	100	100½	100½	100½
" 7s, 1896..108	108	....	....	....	108½	....
Clev., Col., C. and Ind.....	....	....	....	....	....	....
Clev. & Pittsburg guar.....	....	88½	88½	88½	89	....
" 2 M.....	....	....	....	....	....	....
" 3 M.....	....	....	....	....	....	....
" 4 M.....	....	....	94½	95	....	....
Clev. and Toledo.....	....	....	....	....	....	....
" S. F. 7s.....	....	....	....	....	....	....
Col., Chi., & Ind. C.....	9½	9½	9½	....	9½	9½
" 1 M.....	69½	69½	....	....	68½	65½
" 2 M.....	24½	25	25	....	....	....
Del. & Hudson Canal ..116	116	116	116½	116	115½	....
Del. Lack. & Western...109½	109½	109½	109½	109½	109½	....
" 1 M. 7s.....	....	100½	....	....	....	....
" 2 M 7s.....	....	....	....	....	....	108
Erie Railway.....	28½	28½	28½	28	27½	27½
" pref.....	....	....	....	....	....	....
" 1 M. 7s, 1897.....	....	....	....	....	....	....
" 2 M. 7s, 1879.....	....	....	....	....	....	....
" 3 M. 7s, 1883100	....	100	....	100	....	....
" 4 M. 7s, 1880.....	....	....	....	97	....	....
" 5 M. 7s, 1888.....	....	....	....	....	....	....
" 7s, con. gold.....	....	....	....	....	....	....
Great Western 2d mort.....	....	....	....	....	....	....
Hannibal & St. Joseph. 26	25½	25½	25½	25½	....	....
" pref..... 34½	34	....	34½	34½	34½	....
" 8s, conv.....	....	....	....	....	....	....
Hudson River.....	....	....	....	....	....	....
" 2 M. S. F.....	....	....	....	....	....	....
" 3 M. 7s, 1875.....	....	....	....	....	....	....
Illinois Central	98	....	98	....	97½	....
" 7s	100	....	100½	....	....	....
Lake Shore & Mich. S'th. 80½	80½	80½	80½	80½	80	....
" Consol. 7s.....	....	....	....	....	....	....
" " reg.....	....	101	....	....	....	....
" 2d consol... 95	....	....	....	....	....	....
Michigan Central.....	....	76½	76½	....	....	....
" S.F. 8s, 1882. 112	....	....	....	112½	....	....
" 7s, 1902.....100	....	....	100	100	100	....
M. S. and N. I, 1 M. S. F....	104½	....	....	....	....	104½
" 2 M..... 99½	99½	....	99½	99½	99½	....
Milw. and St. Paul..... 36½	36½	36½	36½	37½	37½	....
" pref..... 56½	56	....	56½	56½	57½	....
" 1st mort.....	....	....	....	....	....	....
" 2d mort.....	....	....	....	....	....	....
" 8s.....108	108	....	....	108	....	....
" 7 3-10s con.....	....	....	....	....	....	....
" 7s, gold.....	....	....	....	....	....	....
Morris and Essex..... 98½	98½	98½	....	98½	98½	....
" 1st mort.....	....	....	....	107½	105½	....
" 2d mort....102½	....	....	103½	....	....	....
N. Y. Cen. & Hud. Riv.101½	101½	101½	101½	101½	101½	....
" 7s, S.F. 1876.	....	....	....	....	....	....
" 6s, S.F. 1883 97½	97	....	....	....	....	....
" 6s, S.F. 1887100	....	....	....	....	....	100½
" 1st mort....111½	....	111	....	111½	....	....
" " reg.....	....	....	....	....	....	....
N. York and Harlem.....	....	131	130½	131	....	....
" pref.....	....	....	....	....	....	....
" 1st Mort...108	....	....	107½	....	108	....
" " reg..108	....	....	108	....	....	....
N. York, N. Hav. & Hart. 138½	....	....	....	....	....	....
Ohio and Miss..... 31½	31½	31½	31½	32½	32½	....
" pref..... 61	....	....	....	....	....	....
" 2d M.....	....	....	....	79½	79½	....
" Consol. 7s.....	....	....	....	94½	....	....
" " S. F..... 96½	....	....	....	....	....	....
Pacific Mail S. S. Co.... 44½	44½	44½	44½	44½	44½	....
Pacific R. R. of Mo.....	46½	46½	47½	47½	47½	....
Panama	....	115	....	115	115	....
Pitts., Ft. W. & Chi. gtd. 94½	....	95½	96	....	96½	....
" 1 M.....110½	....	111½	111	....	....	....
" 2 M.....	....	....	....	....	....	....
" 3 M..... 98	....	....	98	....	....	....
Quicksilver Mining Co.. 32½	....	32½	35½	35½	34	....
St. L., Alton & T. H.....	....	....	8½	9½	11	....
" pref.....	....	....	....	....	....	....
" 1 M.....	....	....	....	....	....	....
" 2 M. pref... 90	....	90	90	....	....	....
" Income bds	....	....	75	....	....	....
Tol., Wab. & Western.. 31½	31	30½	29½	29½	29½	....
" pref.....	....	....	....	....	....	41
" 1 M.....	....	....	89½	....	90	90½
" 2 M..... 73	....	....	72	....	....	72½
" Equipment.....	....	....	....	....	....	....
" St. Lou. Div. 74	....	....	75	74½	....	74½
Union Pacific..... 35½	35½	35½	35½	35½	35½	35½
" 1st mort.. 90½	90½	90½	91	91½	....	91½
" L. Gt. 7s... 88½	88½	....	....	88½	....	....
" S. F. 8s.... 76½	76	....	75	76½	76½	....
Western Union Tel..... 80	79½	79½	80½	80½	80½	....
" 7s 99½	....	....	99½	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 25.

	Th.19.	F.20.	Sat.21.	M.23.	Tu.24.	W.25.
FEDERAL STOCKS:—						
U. S. 5s, 10-40s, reg.....	112¼	112¼	....	113	113¼	
U. S. 5s, 10-40s, coup...113¼	....	....	....	113¼	113¼	
U. S. 5s, 1881, reg.....112¼	112¼	112¼	....	....	....	
U. S. 5s, 1881, coup...112¾	112¼	....	....	....	113	
U. S. 6s, 1881, reg.....	118¼	....	....	119¼	119	
U. S. 6s, 1881, coup....119¼	119¼	....	119¼	119¼	....	
U. S. 6s, 5-20s, reg. '62....	....	....	....	....	112¾	
U. S. 6s, 5-20s, c. 1862.....	112¼	112¾	112¼	112¼	112¾	
U. S. 6s, 5-20s, reg. '64....	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1864.114¼	....	....	....	114¼	114¼	
U. S. 6s, 5-20s, reg. '65.115	....	....	....	115¼	115¼	
U. S. 6s, 5-20s, c. 1865.115¼	....	....	....	115¾	....	
U. S. 6s, 5-20s, r. n. '65.118	118	....	....	118¼	....	
U. S. 6s, 5-20s, c. n '65.118	118	118¼	118	118¼	118¾	
U. S. 6s, 5-20s, reg. '67....	....	118¼	118¾	118¾	119	
U. S. 6s, 5-20s, c. 1867.118¼	118¾	119¼	119¼	119¾	....	
U. S. 6s, 5-20s, reg. '68.118¾	....	....	....	....	....	
U. S. 6s, 5-20s, c. '68.....	118¾	119¼	119¾	119¼	....	
U. S. 6s, Pac.RR issue.118¾	....	....	119	119	119	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 24.

	W.18.	Th.19.	F.20.	Sat.21.	M.23.	Tu.24.
Catawissa preferred	....	....	39	40	....	
.. 7s, new	....	....	....	....	....	
Camden and Amboy.....	....	....	....	....	....	
.. 6s, 1875	....	....	....	100	....	
.. 6s, 1883 95	94¾	....	....	....	94¾	
.. 6s, 1889	....	....	....	....	....	
.. mort.6s, '89.....	100	100¼	....	100	100	
Elmira & Williamsport....	....	....	....	....	....	
.. pref.	....	....	....	....	....	
.. 7s.....	....	....	....	....	....	
Lehigh Navigation..... 48¼	48¼	48¾	49	49¼	48z	
.. 6s, 1884	....	98	....	....	98	
.. Gold L.....100	....	....	....	99¾	100	
.. R. R. L.....	....	....	....	....	....	
.. Conv. G. L.....	102	....	....	102¼	....	
Lehigh Valley R. R..... 61¼	61¼	61¼	61¼	61¼	61¼	
.. 6s new coup....	....	....	....	102¼	102¼	....
.. 6s new reg..102¼	....	....	....	....	....	
.. 7s..... ..106	....	105¾	....	106	....	
Little Schuylkill R.R.....	47¼	....	48	....	....	
.. 7s.....	....	....	....	....	....	
Minehill	....	....	....	....	....	
Morris Canal.....	....	....	50	....	....	
.. pref.....	125	....	....	....	....	
North Pennsylvania	....	....	....	....	....	
.. 6s, 1885	....	....	....	103	103	
.. 7s.....	102	102	....	102¾	....	
.. 10s, 1887	....	....	....	....	....	
Northern Central	....	....	32	32	32	
Oil Creek & Alleg. Riv.....	8¼	....	9	8¾	8¾	
.. 7s.....	....	54	54¼	....	....	
Pennsylvania R. R..... 52¼	52¼	52¾	52¼	52¾	52¾	
.. 1st M.....103¼	....	....	....	103¼	....	
.. 2d M.....	....	100	....	....	....	
.. Gen. mort.....	....	....	95	94¾	95¾	
.. .. reg.....	....	....	....	95	....	
Penn. State 6s, 2d series.108	....	108	....	....	....	
.. 6s, 3d series.111¼	....	....	....	....	....	
Philadelphia City, 6s...102¼	....	....	....	....	103	
.. new 106¼	106	105¾	105¾	105¾	105¾	
Philad., Germ. & Nor.....	....	....	....	....	....	
Phila. & Reading 54¼	54¼	54¾	54¾	54¾	54¾	
Philadelphia and Erie.. 16¾	16¾	16¾	16¾	....	16¾	
.. 6s.....	....	....	....	....	....	
.. 7s..... 85	....	....	....	86	86	
Phila., Wilm. & Balt.....	....	....	....	....	....	
Schuylkill Navigation.....	....	....	....	....	....	
.. pref.....	12¾	....	12¾	12¾	....	
.. 6s, 1882	....	....	....	....	....	
.. 6s, 1876	....	....	....	....	....	
.. 6s, 1872	....	....	....	....	....	
United Co. of N. Jersey.....	128¼	128¾	128¾	128¾	....	
Hestonville, (Horse).....	....	....	....	19	19	
Chestnut & Wal. 72	....	....	....	....	72	
Green and Coates	....	....	50	....	....	
2d and 3d streets	....	....	....	....	....	
Spruce and Pine	....	....	....	....	....	
13th and 15th sts.	....	....	....	....	....	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 24.

	W.18.	Th.19.	F.20.	Sat.21.	M.23.	Tu.24.
Baltimore City 6s, 1875.....	....	....	....	....	101	....
.. 1886	....	....	....	....	....	....
.. 1890	....	....	102¼	....	102¼	102¼
.. 1884	....	....	....	....	....	....
.. 1900	....	....	....	....	....	....
Balt and Ohio.....	....	....	....	....	....	....
.. bonds, 1875.....	....	....	....	....	102¾	....
.. .. 1880.....	....	....	....	....	....	....
.. .. 1885.....	....	....	....	....	....	....
Central Ohio..... 45	....	....	....	....	45	....
.. 1st mort.....	....	....	....	....	....	94¼
Marietta & Cin. 1st M..104	....	....	....	....	104	104
.. 2d M..... 92¾	....	....	....	93	93	....
.. 3d M. 8s.... 82¼	....	81¼	....	....	82¼	82¾
Northern Central.....	....	....	....	....	....	....
.. bonds, 1885.....	....	....	95¼	....	....	....
.. .. 1900.....	....	....	....	....	....	....
.. G. R. 1900.....	....	....	....	....	....	92¼
Pittsb. & Connellsv. 7s. 82¾	....	....	....	....	86	87
N. W. Va. 3d mort.....	....	....	....	....	....	....
Virginia 6s, Consol.....	....	....	....	....	....	....
.. Defer. Certif.....	....	....	....	....	....	....
City Passenger R. R.....	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 25.

	Th.19.	F.20.	Sat.21.	M.23.	Tu.24.	W.25.
Boston and Albany ... 131¾	131	131¼	131¾	131¼	....	
Boston and Lowell	....	....	92¼	....	....	
Boston and Maine.....	111	....	110¾	111	110¾	
Boston and Providence.....	145¾	....	....	146	....	
Boston, Hartford & Erie....	....	....	....	....	....	
.. 7s..... 22¾	22¾	22¾	23¼	23	....	
Cheshire, pref.....	70	70	....	....	....	
Chi., Burl. and Quincy.104¾	103¾	103¾	....	103¾	103¾	
Concord.....	....	....	....	....	....	
Connecticut River.....	....	....	....	....	....	
Eastern..... 54	53¾	....	53¾	54	53¾	
Fitchburg.....123	....	....	123	....	....	
Manchester & Lawr'ce.....	....	....	....	....	....	
Michigan Central..... 76¾	76¼	....	76	76¼	. ..	
Northern, N. H.....	....	....	....	....	....	
Ogdens. & Lake Champ....	....	....	....	....	....	
.. pref..... 87	....	87	....	....	....	
Old Colony 108	107¾	107¾	107¾	107¾	....	
Ph., Wil. & Baltimore.. 54¾	54¾	....	54¾	54¾	55	
Portl'd, Saco & Ports...111	....	....	111	111¾	....	
Union Pacific	....	....	....	....	....	
" 6s..... 88¼	....	....	88¼	....	....	
" Land Grant 7s....	....	....	....	87¾	..	
" S. F. 8s.....	74¾	....	....	74¾	..	
Vermont and Canada.....	....	....	....	....	....	
Vermont and Mass.....	....	....	83¼	....	84	
South Boston (Horse).....	...	....	....	....	....	
Cambridge	....	....	....	100	....	
Metropolitan 43¾	43¼	....	....	....	....	
Middlesex	....	....	....	....	....	
Central Mining Co.....	....	....	....	....	....	
Calumet and Hecla.....134¼	134¾	135	....	135	135¼	
Copper Falls	....	....	10	....	....	
Franklin 4¾	....	....	....	7¼	7¾	
Quincy 42¾	42¼	. ..	....	42¾	43¼	

London Stock Exchange.

	Closing Prices. Oct. 30.	Nov. 6.
Atlantic & Gt. W. 1st mort., $1,000..	48 — 50	48 — 50
Do. 2d mort., $1,000.....	25 — 27	25 — 27
Do. 3d mort., $1,000.....	12 — 13	12 — 13
Do. Con. mort. B'nds Bisch's Cert.	13 — 15	13 — 15
Do. Leas. Lines, Rental Bonds....	65 — 70	65 — 70
Do. 1873	40 — 45	40 — 45
Do. 8 p. c. Scrip, West. Exten.....	— — —	— — —
Detroit & Milwaukee 1st mort. Bonds	60 — 65	60 — 65
Do. 2d do.	55 — 60	55 — 60
Erie shares 100 dol. all paid.....	26¼— 26¾	26¼— 26¾
Do. Convertible Gold Bonds	61 — 63	62 — 64
Do. 6 per cent Convertible Bonds..	93 — 95	93 — 95
Cons. Mort. amount autho. to be issued for conv. of existing bonds..	87 — 89	88 — 90
Illinois Central $100 shares all paid..	84 — 86	85 — 87
Do. Redemption mort. bonds 6 p.c.	99 —101	99 —101
Illinois & St. Louis Bridge 1st mort.	99 —101	99 —101
Marietta and Cincinnati Rail. Bonds	96 — 99	96 — 99
Michigan Central 8s 1882, conv.	— —	— —
New York Central, 100 dols. shares.	94 — 95	94 — 95
Panama General mort.....	97 — 99	96 — 98
Pennsylvania, General mort.....	99 —100	100 —101
Do. $50 shares.....	50¼— 51¼	51 — 52
Philadelphia and Erie 1st mort.....	94 — 96	94 — 96

American Railroad Journal

Saturday, November 28, 1874.

Stock Exchange and Money Market.

Money has been, as a rule, quite active during the week. The local necessities of the speculative operators at the Stock and Gold Boards have been more urgent, and the demand from mercantile sources has been rather more animated. Call loans have been quoted at from 2½@4½; and very choice to prime commercial credits at 5½@8 per cent per annum. The outflow of currency to the interior for produce moving purposes have been more extensive, and has had the effect of diminishing the bank reserves; most notably in the deposit and legal tender lines. The coin interest disbursements of the Treasury office have served to augment the specie average of the City banks, notwithstanding the enlarged specie export aggregate. The City banks last week reduced their reserve of legal tender notes $2,020,700, and their deposit item $2,641,500, while, increasing their specie average $492,700. They also report a reduction of $468,600 in the loans and discounts, and an increase of $135,500 in their circulation. The U. S. Sub Treasury in this city closed the week with a currency balance of $52,185,569 against $53,039,697, the preceding week; and a coin board of $54,664,610, against $55,654,220, on the previous return. The City bank exchanges, during the week, were $532,154 099, or a daily average of $88,692,349. The customs revenue of the port, during the week, was $1,670,000. The City banks reported their average of gold last week at $17,380,900, and their greenback average at $57,504,400. Their deposits stood at $227,352,700. The loan item was $283 319,500. The circulation was $24,968,000.

The City Bank net reserve of specie and legal tender notes now shows an excess, over the legal requirement of reserve, to liabilities, of $18,047,025.

The aggregate of the outstanding U. S. currency, of all denominations, Nov. 1, was $430,752,637. The outstanding amount of legal tender notes is 382 millions. The National bank circulation is $347,831,603.

The U. S. Treasury balances at the opening of business on Monday were as follows: Currency, $15,402,821; special deposit of legal tenders for redemption of certificates of deposit, $55,570,000; coin, including $22 838,000 in coin certificates, $82,867,835.

The income of the Government, from internal revenues, thus far, in the fiscal year, commencing with July 1, 1874, has been over 42¾ millions.

Gold has been much brisker and decidedly higher. The speculative and export demand has been more animated, stimulated, in good part, by the financial advices from Europe. The customs inquiry has been comparatively limited, having been less than $300,000 a day. The extremes of the week have been 110⅝@111⅞, closing on Wednesday at 111⅛@111¾, as against 110⅞ on Wednesday of the preceding week. The specie outflow last week was $1,658,565. The imports of specie at this port since Jan. 1, have been $4,865,240, against $17,026,770 same time last year. The customs demand for Gold last week averaged $278,333 a day. Foreign Exchange has been fairly active, but variable, with Bankers' sixty day bills on London closing on Wednesday at $4 85¼@$4 86; sight bills on London at 4 89¼@$4 90 to the £ sterling. The week's exports of Domestic Produce have been to the currency value of $3,991,057.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $7,880,496.

Government Securities have been more urgently sought after by investment buyers, and the dealings in most issues have been quite extensive, though impeded by the difficulty of executing orders for large lots of the favorite gold-bearing bonds, owing to the limited offerings. Prices have advanced, closing firmly and buoyantly. U. S sixes of 1881 closed on Wednesday of this week at 120@120¼; U. S. Five-Twenties of 1862, at 112¾@113; U. S. Five-Twenties of 1864 at 114¼@114¾; U. S. Five-Twenties of 1865 115¾@115⅞; U. S. Five-Twenties of 1865 consolidated, 118½@118¾; U. S. Five-Twenties of 1867, 119¼@119½; U. S. Five-Twenties of 1868, 119¼@119½; U. S. Ten-forties at 113¾@114½; U. S. Fives of 1881, (Funding Loan) 112¾@113; Six per cent. currency Sixes from 119@119¼.

There has been active business noted at the

Stock Exchange, most of the week. The speculative movement has been generally of a very confident temper. Values, in most instances, have been decidedly buoyant. The demand for State and Railway bonds has been more animated, at generally higher prices. Railway and miscellaneous share property has been actively sought after, as a rule, opening more firmly, but closing somewhat irregularly. Some energetic efforts have been made to break down values, in the instances of a few prominent stocks, but without any very encouraging success to the manipulators for lower figures.

General business has been comparatively brisk in the more prominent kinds of domestic produce, mainly in Flour, Grain, Cotton, and hog products, with prices closing more firmly. Hops, Petroleum and Naval Stores have been held with more confidence, on an improved demand. Wool, Tobacco, and Seed have been in moderate request within the previous range. Hides, Leather, and Skins have been selling more freely at about late quotations. Foreign merchandise has been moderately inquired for, as a whole, on a steadier basis as to prices, though Coffee closed lower. The Hardware and Dry Goods trades have been devoid of animation. The Metal trade has been more satisfactory in Ingot Copper, and Pig Tin, at stronger prices; but quite moderate in Iron and Lead, on the basis of previous rates. Eglinton Pig Iron quoted from yard at $37; Glengarnock, $39@$40; No. 1 American Pig at $26@$28 00; No. 2 do. at $25@$27; Forge, $23 50@$27; English Rails at $48@$50, gold; American Rails at works, $55@$60; Old Rails, $30. Wrought Scrap, $30@$32. Ocean freights have been more active and higher. The main demand has been for accommodation for Grain, Petroleum, Cotton, and Provisions. Grain room at the close attracted less attention.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Cedar Falls and Minnesota 1st mort., 82½; Morris and Essex 7s, 1871, 99; Long Dock bonds, 103; Western Pacific bonds, 85¾; New York and New Haven 6s, 100⅝; Toledo, Peoria and Warsaw 1st mort. W. D., 71; Rensselaer and Saratoga R. R., 112; do. 1st mort., 104; Lake Shore div. bonds, 98½; Pacific R. R. of Mo., 1st mort., 86⅛; do. 2d mort., 78; Belleville and Southern Ills. 1st mort, 94; Marietta and Cincinnati 1st pref., 16; do. 1st mort., 102½; Canada Southern 1st mort., with int. certif., 60; Central of New Jersey 7s, conv., 103½; Toledo, Wabash and Western 7s, consol., 59; Boston, Hartford and Erie 1st mort., 23; East Tennessee Va. and Ga. 1st mort., 89½; Chicago and Northwestern Int bonds, 94¾; Iowa Midland 1st mort. 8s, 81; St. Louis, and Iron Mt. 1st mort., 89¾; Louisville and Nashville 7s, 1898, consol., 86; St. Louis Iron Mt. and Southern R. R., 25; Missouri, Kansas and Texas, R. R., 10; St. Louis, Kansas City and Northern pref., 22; Albany and Susquehanna R. R., 98½; Joliet and Chicago R. R. 98½; New Jersey Southern R. R., 3; Consol. Coal 48; Maryland Coal, 19; Spring Mt. Coal, 75; Am. Dist. Tel., 40; At. and Pacific Tel., 19¾; U. S. Exp., 64⅞; Am. Exp., 65; Wells-Fargo Exp., 82; Adams Exp., 119½; Quicksilver Mining pref., 42¾; Tennessee 6s, old, 75⅜; do. ex-coupon, 55; do. new, ex-coupon, 55; do. n. s., 55¼; South Carolina 6s, non f., 6¾; North Carolina 6s, new, April and Oct., 12½; do. Jan. and July, 21; do. issued to N. C. R. R., 51; Missouri 6s, long bonds, 95¾; do. Asylum bonds, 93¾; do. 6s, 1875, 101⅜; do. 1876, 100; do. 1877, 98½; do. 1878, 96¼; Georgia 7s, new, 91; Virginia 6s, consol., 57; do. ex-coupon, 54; Brooklyn 6s, W. L., 96.

Philadelphia.—Allegheny Valley 7s, 83; do. 7 3-10s, 91; Connecting R. R. bonds, 91¼; Philadelphia and Reading Coal and Iron deben. bonds, 80; do. mort. Big Mt. tract, 92; do. Helfenst tract, 87; Pittsburg, Cincinnati and St. Louis 7s, 74½; Philadelphia and Reading R. R. 7s, new, conv., 104⅜; do. deben. bonds, 78; do. Gen'l mort. 7s, coupon, 106; do. 7s, 1898, 105; Northern Pacific 7-30s, 29; West Jersey R. R. 6s, 1883, 85; do. 7s, 102; Shamokin Valley and Pottsville 6s, 91; Pennsylvania Canal 6s, 72; Harrisburg and Lancaster 6s, 101½; Camden and Atlantic 2d mort., 100½; Philadelphia, Wil. and Balt. 6s, 99¾; Schuylkill Nav. 6s, 1895, 76½; Pennsylvania div. scrip, 105; Philadelphia and Trenton R. R., 128; Catawissa R. R., 14; East Pennsylvania R. R., 40⅜; Nesquehoning Valley R. R., 54½; Pittsburg 5s, reg., 75; Pennsylvania State 5s, 104¼. The latest quotations are: City 6s, 102¾@103¼; do. free of tax, 105⅛@105¾; Pennsylvania State 6s, 2d series, 108@108¼; do. 3d series, 111¼@111¾; Philadelphia and Reading, 54⅝@54¾; do. Gen'l mort. 7s, coup., 105½@106¼; do. reg., 106@107⅛; do. mort. 6s, 1880, 101½@101¾; do. new, conv., 104½@104½; do. 7s, 1893, 104¾@105¼; United New Jersey R. R. and Canal Co., 128⅛@128¾; Camden and Amboy mort. 6s, 1889, 99¾@100¼; Pennsylvania R. R., 52¾@52⅞; do. div. scrip, 104¾@105; do. 1st mort., 103@103¼; do. 2d mort., 100@100¼; do general mort. coupon, 94¾@95⅜; do. reg., 95¼@95¼; Little Schuylkill R. R., 47⅝@48; Morris Canal, 49½@50½; do. pref., 124½@125½; do. 6s, 98¼@100; Susquehanna Canal, 6@9½; do. 6s, 73@75; Schuylkill Nav., 6⅜@6⅝; do. pref., 12¾@12⅞; do. 6s, 1882, 77@78; do. 1872, 90@91½; Elmira and Williamsport pref., 35@38; do. 7s, 1878, 99@99¼; do. 5s, 58@63; Lehigh Coal and Navigation, 48@48⅛; do. 6s, 1884, 97¾@98; do. R. R. Loan, 97½@97¾; do. Gold Loan, 99¾@100¼; North Pennsylvania, 50@—; do 6s, 102¾@103¼; do., 7s, 102¼@102½; do. Chattle 10s, 104⅝@105; Philadelphia and Erie, 16⅜@16½; do. 6s, 90@92; do. 7s, 85¾@86¼; Minehill, 52½@53; Catawissa, 13¼@14½; do. pref., 39¾@40; do. new pref., 32¼@32½; do. 7s, 1900, 101¾@102; Lehigh Valley, 61⅛@61¼; do. 6s, new coupon, 102¼@103; do. reg., 99½@—; do 7s, 106@106½; Fifth and Sixth streets (horse), 57@57¼; Second and Third, 66@70; Thirteenth and Fifteenth, 25⅝@—; Spruce and Pine, 30@32; Green and Coates, 49¾@50¼; Chestnut and Walnut, 71¾@72¼; Hestonville, 18¾@19¼; German town 36@45.

Boston.—Norwich and Worcester R. R., 120⅛; Burlington and Missouri River R. R. in Iowa, 100¼; do. in Nebraska, 49¾; Rutland R. R., 5; do. pref., 21; do. 8s, 1880, 62½; do. 8s, 1902, 68; Indianapolis, Cin. and Lafayette R. R., 6⅛; Summit Branch, 36¼; Nashua and Lowell R. R., 115½; Cincinnati, Sandusky and Cleveland R. R., 8⅛; New Bedford R. R. 105⅜; Boston, Clinton and Fitchburg R. R., 60; Boston and Albany 7s, reg., 106; Boston and Maine 7s, reg., 105; Boston and Lowell 7s, 1892, 104½; Eastern R. R. 7s, 1888, 91; do. 7s, 1887, 92¾; Chicago, Burlington and Quincy 7s, 97⅞; Illinois Grand Trunk 8s, 99; Western R. R. (B. & A.) 6s, 1875, 99⅝; Old Colony 6s, 1875, 99¾; Ogdensburg and Lake Champlain 8s, 1879, 88⅞; Vermont Central 8s, 1891, guar., 62⅛; Atchison, Topeka and Santa Fe 7s, Land Grant, 72¾; Pullman Palace Car Co., 95½; Boston Water Power, 10⅜; Boston Land, 4; Cary Imp., 4¾; New Hampshire 6s, 1892, 101½; do. 1880, 100⅜; Boston 6s, 1880, reg., 101; Toledo 8s, 1894, 102; Chicago 7s, 1881, 99¼; Cleveland 7s, 1880, 100⅝; Cincinnati 6s, 1890, 93; Allouez Mining Co., 4; Pewabic, 8; Ridge, 8.

Baltimore.—Maryland Defense 6s, 108; Virginia consols, coupons, 92; Virginia consols, ex-coupon, 54; Virginia Peelers, 45; Virginia coupon 6s, old, 40; Staunton 6s, 84½; Indianapolis 8s, 104; Norfolk Water bonds, 89½; Virginia and Tennessee 8s, 78; Orange, Alex. and Manassas 7s, 81; Orange and Alexandria 1st mort. 6s, 88¾; Western Maryland 1st mort., unendorsed, 85; do. 2d mort., guar. by Washington Co., 92; do. 3d mort., endorsed by Balt., 99; Santa Clara bonds, 29¼. The latest quotations are: Richmond and Danville 1st mort. 64@65½; Pittsburg and Connellsville 7s, 1898, 80@86; Baltimore and Ohio, 170@175; do. 6s, 1875, 102@103; do. 1880, 102¼@102¾; do., 1885, 100¾@102; Washington Branch, —@175; Northern Central, 81½@82½; do. 6s, 1885, 95@95¾; do. 6s, 1877, 95@100; do. 1900, 87@88; do. 6s, 1900 gold, 92¾@92½; N. W. Va. 3d mort., 1885, 95@100; Marietta and Cincinnati 1st pref., 15@18; do. 2d pref., 8@10; do. 1st mort. 7s, 1892, 103⅞@104; do. 2d mort., 7s, 92¾@93¼; do., 3d mort. 8s, 82@82½; Central Ohio, 45@46; do. 1st mort., 93½@94; Western Maryland, 1st mort. 6s, 1890, 85@85; do. 1st mort. guar., 99@100; do. 2d mort. guar., 98@100; do. 3d mort., guar., 99@99; do. 2d mort. pref., 60@70; do., 2d mort. guar. by Washington Co., 92@92; Virginia and Tennessee 2d mort. 6s, 74@80; do. 3d mort. 8s, 77¾@78½; Orange and Alexandria 1st mort. 6s, 85@90; do., 2d mort. 6s, 81@84; do., 3d mort. 8s, 76@80; do., 4th mort. 8s, 69@69½; Orange, Alex. and Manassas 7s, 79¾@80; Baltimore 6s, 1875, 101@101½; do., 1884, 101@102; do. 1886, 102@103½; do. 1890, 102@102¼; do., 1900, 101½@102; do. 1902, 102½@102½; do., 6s, exempt, 104@106; do. 5s, 83@90; Memphis City 6s, 35@40; Maryland Defense 6s, 1883, 108@109; do. 6s, 1890, 101@102; do. 6s, exempt, 108@109; do. 5s, 85@90; Virginia coupon 6s, old, 39¼@41; do. new, 39½@41; do. consol. 6s, 56¾@57; do. coupons, 92@92¼; West Virginia, 12@13; City Passenger R.R., 23½@25; George's Creek Coal, 144@147; Atlantic Coal, 2.20@2.25; Santa Clara, 9.00@15.00; do. bonds, 29¼@29½; Canton Co., 50@70.

☞ The Canadian Government advertises for tenders for the construction of the Georgian Bay branch of the Pacific Railway, and it is stated that in January the tenders will be required for the construction of the Lachine canal enlargement, and also for the Baiverie canal.

The Pacific Railroad Land Grants.

From the records of the General Land Office at Washington, it appears that the number of acres of land actually patented to the Pacific railroad companies under congressional land grants is as follows: Union Pacific Railroad, 709,954 acres; Central Pacific Railroad, 672,111 acres; Kansas Pacific Railroad, 413,000 acres. The number of acres selected, but withheld from patent by the order of Secretary Cox, Nov. 3, 1869, to await the completion of the roads, in accordance with the report of the "commission of five eminent citizens," was 288,222 acres by the Union Pacific, and 61,435 by the Central Pacific Company. These two roads having been now accepted as properly completed, are entitled to demand and receive patents (as heretofore stated) for the remainder of their land grants, which the general land office estimates will amount to 12,000,000 acres for the Union Pacific, and 9,100,000 acres for the Central Pacific company. The estimated quantity which the Kansas Pacific Railroad Company may receive under its grant is 6,000,000 acres.

The law of July 2, 1864, however, forbids the issuance of patents for lands to any Pacific Railroad Company until the cost of surveying, selecting and conveying the lands applied for shall have been first paid into the United States Treasury, and as there is no law requiring the companies to apply for patents unless they wish to, and no machinery has been provided for enforcing the provision of the act of 1864, that lands not sold by the railroads within three years after the completion of their roads shall be liable to be sold under the pre-emption laws for their benefit at $1 25 per acre, the Pacific Railroad Companies may indefinitely delay the issuance of patents for these lands, and thus keep them exempt from taxation, although still reserved from general settlement and susceptible of sale by said corporations.

Little Rock and Ft. Smith Railroad.

A meeting of the holders of the first mortgage and land grant bonds of this company was held in Boston on the 21st inst., for the purpose of taking action to protect their interests, as the whole property of the company is to be sold December 10, under decree of foreclosure.

Mr. Frank Weld called the meeting to order, and Mr. A. E. Hildreth was elected the chairman and Edward L. Adams, secretary. Mr. C. W. Huntington, who has been to Arkansas investigating the affairs of the road, read a report.

Briefly an outline of the facts is that in order to save the land grants twenty miles of the road remain to be built between this time and May 1 next. The decree of foreclosure has been granted, and the sale will take place in December. Application has been made to Judge Dillon of Arkansas, of the United States Circuit Court, for power to be vested in the trustees to issue scrip which shall underlie both mortgages, with which to complete the rest of the road.

Judge Dillon did not refuse the application, but on the contrary intimated emphatically that he would grant power if necessary. The question is, whether the bondholders will advance money sufficient to wipe out the indebtedness of the mortgage, form a new company, complete the remaining twenty miles of road between now and May 1, and thus save their investment, or take their chances of getting a pro rata share of the proceeds of the sale. Should they choose to take pro rata the proceeds of the sale, it is not at all probable that an immediate distribution of the proceeds will be made, because in order to make up his account for return to the court, the master will be obliged to take proofs concerning the validity of the bonds, which will create a delay in the final distribution of many months. There are a great many claims made against the company, but the judgments are less than $50,000, so that after the mortgage sale whatever may be paid to creditors, not judgment creditors, will be entirely a matter of charity. There are some of these who are entitled to payment, which, should a new company be formed, would be made in bonds. There are $3,500,000 of bonds issued on the road and $5,000,000 on the land, and these will be sold separately under different decrees. The subject was then discussed at length of organizing a new company, appointing a committee to buy the road, &c., and much time consumed before any definite result was arrived at.

Finally Messrs. Hildreth, Huntington and Gookin were appointed a committee to nominate a committee to go and bid for the road, and by a subsequent motion the matter of fixing the limit for outside parties to come in was also referred to the same committee. No further or definite plan was adopted.

Nashua and Rochester Railroad.

It is expected that the formal opening of this road will take place at Worcester on the first of December—the last rail connecting the Nashua and Rochester Railroad with the Worcester and Nashua, near the junction with the Lowell and Nashua and Concord Railroads, having been laid on the 14th instant with appropriate ceremonies.

The Nashua and Rochester Railroad is 48 miles in length. At Rochester it connects with the Portland and Rochester Railroad, 52 miles in length—making the total distance from Nashua to Portland, 100 miles. The intermediate distances of the Nashua and Rochester Railroad are: from Nashua to West Windham, 7 miles; to Windham, 10 miles; to Hampstead, 15 miles; Sandown, 19 miles; Tremont, 24 miles; Epping, 28 miles; Lee, 33 miles; Barrington, 42 miles; Gonic, 46 miles; and to Rochester, 48 miles. The connections are: At Nashua, with the Boston, Lowell and Nashua, the Nashua and Wilton, the Concord and the Nashua, Acton and Boston roads; at Windham, with the Manchester and Lawrence; at Epping, with the Concord and Portsmouth, at Rochester, with the Dover and Winnipiseogee branch of the Boston and Maine, and the Portsmouth, Great Falls and Conway branch of the Eastern road. At Woodford's and Morrill's Corners, with the Maine Central road; at Worcester, with the Boston and Albany, the Norwich and Worcester, and the Providence and Worcester roads.

The capital stock of the Nashua and Rochester Road authorized by the New Hampshire Legislature is $1,000,000, but for the time being is fixed by its directors at $800,000. The Worcester and Nashua Road have subscribed $200,000, the city of Nashua $200,000 and the Portland and Rochester Road $100,000, and the subscriptions by the towns along the line and individuals are liberal and complete. The entire cost of the road will not exceed $1,500,000. To furnish funds to pay for the completion of the construction of the road first mortgage bonds, authorized by the New Hampshire Legislature, and guaranteed, principal and interest, by the Worcester and Nashua Railroad, are issued. The Nashua and Rochester road is leased by the Worcester and Nashua road for 50 years, which road is to pay 6 per cent per annum rent on the whole cost of the road and taxes on the capital stock, said payments to be made semi-annually. Interest on the bonds and dividends on the capital stock are to be paid directly to the Board of Stockholders by the Treasurer of the Worcester and Nashua Railroad Company. The Worcester and Nashua road have also entered into a contract for 20 years, unless otherwise terminated by mutual agreement, with the Portland and Rochester road, which has been ratified by the City Council of Portland July 31, 1872, virtually making the road from Portland to Worcester one line, the three roads, Portland and Rochester, Nashua and Rochester, and Worcester and Nashua, pro rating all freight and passengers.

Interest and Dividends.

The coupons of the first mortgage bonds of the Wilmington, Columbia and Augusta Railroad Co., due December 1st, 1874, will be paid at the office of the Safe Deposit Company, Baltimore, on and after that date.

The Cape May and Millville Railroad Company announces a semi-annual dividend of 3 per cent, payable at the office of the company, at Camden, N. J., December 1.

On and after January 4, 1875, the State of Illinois will redeem at the American Exchange Bank, New York, Nos. 1 to 250 inclusive of the $1,000 revenue deficit bonds issued to remove the lien of the city of Chicago on the Illinois and Michigan Canal.

Railroad Earnings.

The earnings of the Atlantic and Pacific Railroad for the week ending Nov. 14 were $104,300 against $87,307 for the corresponding week of 1873; increase $16,993.

The earnings of the Philadelphia and Erie Railroad in October, 1874, were $350,579 34, the expenses $231,294 25, and the net proceeds $119,285 09. The net proceeds for the ten months ending October 31, 1874, were $796,672 70, against $314,785 28 for the corresponding period of the previous year, an increase of $481,887 42.

☞ Col. L. P. Grant has been appointed Receiver of the Atlanta and Richmond Air Line Railroad; Gen. Geo. B. Wright has been appointed Receiver of the Indianapolis, Bloomington and Western Railroad; and Joseph Kenny and James E. Reeves have been appointed Receivers of the Fort Wayne, Munce and Indiana Railroad.

☞ The New Orleans, Mobile and Texas Railroad sections west of the Mississippi River were sold on the 18th inst. by the United States Marshal for $450,000 to Frank M. Ames, son of the late Oakes Ames. A new company will probably be organized to complete the road to the Texas terminus.

☞ The case of the State of Missouri against the Pacific Railroad of Missouri in the U. S. Supreme Court, has been decided in favor of the Railroad Company, thus confirming the validity of the transfer of the road to the company by the State.

Virginia State Debt.

Mr. John J. Mackinnon, representing the American Bond funding and Banking Association (limited) of London, was in Richmond during the past week or ten days. He came to consult with Gov. Kemper, Treasurer Hunter, and some of the leading financiers of the city in regerd to the debt of Virginia. His association is accredited for fair dealing and capacity to execute whatever they undertake by Duncan, Sherman & Co., of New York. Among its members and stockholders are many of the largest capitalists of Great Britain—such men as the Rothschilds, Barings, and Gilliatts.

They propose to fund the entire debt of the Southern States, and have already opened negotiations with several Governors. The matter will be brought before the Legislatures of those States at the sessions to be held this Winter. In reference to the debt of Virginia, which amounts to about $30,000,000, exclusive of past-due and unpaid interest, and the one third allotted to West Virginia, as her fair share of the *ante bellum* indebtedness, Mr. Mackinnon offered to fund it in bonds running ten years, and bearing four per cent interest in gold, or in bonds running twenty years, bearing five per cent interest in gold, the principal and interest to be paid only in London. The association prescribes as one of the conditions of the contract it proposes to make with the State, that the money to pay the principal and interest of the new funded debt shall be derived from a fixed portion of the revenue to be inviolably set apart for that purpose. To accomplish that end they furnish copies of such acts as it will be necessary for the General Assembly to pass to insure the desired success.

The scheme, it is said, was drawn up by eminent counsel in England and America. Its authors believe it is amply sufficient to secure the payment of interest and principal as they fall due. It provides that the Auditor shall every year levy such direct tax on the property of the State as will be sufficient to pay the interest and raise a sinking fund. The money raised by this taxation is to be kept separate from all other funds of the State, and is to be sacredly appropriated to the designated object. In case the Auditor refuses or neglects to raise this tax, according to the plan, any bondholder is to have the right to apply to the courts for a mandamus to compel him to do so; and the courts are to be armed with the power to make the Auditor execute his duties under the contract.

The new bonds are to be delivered by the State Treasurer to the association as fast as the association or their agents are ready to exchange therefor the outstanding bonds in sums not less than $100,000. The association are represented to own or control at least $15,000,000 of the present bonds of the State. They believe they will have no difficulty in selling the new bonds at a higher price than "consols" now command in the markets of the country, and thus will be able to retire the present six per cent debt of Virginia, and replace it with the proposed debt, bearing four per cent interest for ten years, or five per cent interest for twenty years. The whole funding process is practically to be carried on through this British association. The association, it is expected, will be reimbursed for its risk, trouble, and expense by the enhanced value of the new bonds over and above the present outstanding bonds. The new bonds, they calculate, will have such a value as will justify those who own "consols" in exchanging them therefor. In that way the tax-receivable coupons, now a constant source of irritation and trouble to the State, would nearly all be withdrawn from circulation.

Mr. Mackinnon left Richmond for the South yesterday. It was generally thought in financial circles, where the matter has been discussed for a week, that some understanding had been arrived at between the Governor and him. It was, however, believed that the Governor would not consent to recommend to the General Assembly to embark in the scheme unless it could arrange to have the bonds run for thirty years and yet bear no greater interest than four per cent.—*Richmond Dispatch, Nov.* 17.

The Virginia State Debt.

A correspondent of the Baltimore *Sun*, writing from Richmond, Va., under date Nov. 16th, says that the Governor, in his message to the General Assembly, which will meet on the first Monday in December, "will have to report the proceedings of the recent conference of the State commissioners with the bondholders, from which no great amount of good other than the exchange of compliments was expected or resulted. But he will have a highly important proposition to submit from the great English corporation known as the American Bond Funding and Banking Association. That concern is composed of such men as the Barings, Rothschilds, and Gilliatts, and is accredited to the Virginia authorities by Duncan, Sherman & Co., of New York. It proposes to relieve Virginia at one stroke from all her present embarrassment by funding the acknowledged debt of the State in four per cent. gold-bearing bonds, running ten years, or five per cent. gold-bearing bonds running twenty years. The present confessed debt of Virginia is $30,000,000, principal and interest; $2,000,000 past due and unpaid interest. Most of the bonds bear interest at six per cent., an obligation which the State finds herself unable to meet. She could probably pay four per cent., if an arrangement could be made for retiring the consols now in circulation having tax-receivable coupons attached. It is understood that the Governor is willing to recommend the adoption of the Englishmen's scheme, provided they will let the bonds run thirty years at the rate of four per cent. interest. It is a condition of the offer that the State shall enter into a contract with the Englishmen, setting apart such portion of the revenue as will be necessary to meet the accruing interest, which, with the principal, is to be paid in London."

Chesapeake and Ohio Canal.

At the regular monthly meeting of the canal board, held at Annapolis, Md., on the 17th inst., President Gorman submitted the following report:

The coal tonnage for the month of October was 103,514 tons, which is a decrease, as compared with the corresponding period of 1873, of 12,968 tons. The accrued revenue during the month from all sources was $63,105 76. The ordinary expenses, pay of officers, &c., was $16,561 19; balance over expenses, $46,538 57. Balance in the various banks to the credit of the treasury was Nov. 1, $100,850 10. The decrease in the tonnage and revenue of the company for the past month is, as the board is aware, alone attributable to the general depression of all branches of industry, which will still further decrease our revenue for the remainder of this season, but as the canal is now in better repair than for years past, considerable reduction can be made in the expenditures during the suspension of navigation.

The board adjourned to meet on the 9th of December.

☞ The sale of the Paterson and Passiac and Paterson and Little Falls Railroads, which was to have taken place on the 20th inst., for non-payment of taxes for 1872, 1873, and 1874, was postponed until Friday, January 8, on the application of counsel for the roads. These are the only two horse railroads in Paterson, and neither has paid expenses since they commenced running. The former is $4,000 in arrears and the latter $2,500.

The Coal Trade.

The total of authracite marketed for the week ending on the 14th instant amounted to, 465,933 tons, and for the coal year 16,824,757 tons, against 17,708,818 tons to corresponding time last year, being a decrease of 884,061 tons. The bituminous tonnage for the week is 61,831 tons, and for the year 2,953,885 tons, against 2,959,809 tons to same time last year, giving a total of all kinds for the week of 527,764 tons, and for the year of 19,778,642 tons, against 20,668,627 tons to the same time last year, being a decrease of 890,003 tons. The Philadelphia *Ledger*, from which the above is taken, adds:

There is rather more activity in coal for domestic uses, but no change in the markets abroad. Those great consumers of coal, the manufacturers of iron, are short of orders for iron, and consequently are using much less than the average amount of coal. Some of these manufacturers are complaining that the high prices of coal make high prices of iron, and that there would be more demand for iron and a greater amount of coal consumed if the coal combination did not hold the price of the latter so high. How this may be we cannot answer, but it is pretty well settled that there can be no relaxation in the prices of coal this year. Anthracite coal is now higher than at any previous period of the year, and yet for some departments the trade is on the increase.

☞ The Hempstead and Rockaway Railroad, which is operating as a branch of the Southern Railroad, from Valley Stream to Hempstead, has been sold at auction, with all its rolling stock and appurtenances, to the Brooklyn Trust Company, for the benefit of the bondholders, for $50,000. The ownership of the road has been in dispute, but as this purchase gives the bondholders a clear title, it is probable that they will soon make a favorable sale of the property to the Southern Railroad Company, which has already purchased all right and title to the Hempstead and New York Railroad for $50 over and above all liabilities. The latter road has its western terminus at Bay Ridge, and considerable work in grading, &c., has already been done upon it.

☞ At a meeting of the directors of the Delaware Railroad Company, at Dover, Del., on the 5th instant, S. M. Felton, president of the company, presented a draft of an agreement between that company and the Philadelphia, Wilmington and Baltimore Railroad Company, providing for the guarantee by the latter company of $650,000 of bonds proposed to be issued by the Delaware Railroad Company to pay off the loans falling due July 1, 1875. Resolutions were adopted approving the agreement, and the president authorized a director to carry out the objects thereof.

☞ The charter of the Southside Railroad Company has been recorded in the executive chamber at Annapolis, Md., in accordance with law. Baltimore and Ellicott City are to be the termini of the road. The amount of stock is $60,000, and the incorporators are Wm. Wilkens, James A. Gary, George J. Appold, Frank Frick, H. H. Grave, H. Simon and Talbot J. Taylor.

☞ A new hot blast is being added to the furnace in Dauphin county, Pa. The probability is that the furnace will be kept in operation all winter, a contract having been made with the Pennsylvania Steel Company to furnish the Baldwin works with 2,000 tons of pig iron.

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American Railroad Journal.

New York, Saturday, December 5, 1874.

Nashua and Rochester Railroad.

As previously announced, the formal opening of this road took place at Worcester, Mass., on the 1st inst. Forming, as it does, the connecting link in the through route from Worcester to Portland, Me., a brief sketch of its history from its inception to the present time may not be uninteresting.

When the Worcester and Nashua Railroad was incorporated, in December, 1848, a charter was also granted by the State of New Hampshire to Messrs. William Cummings, Jr., George T. Sawyer, Abiel Rugg, True T. Locke, Thomas J. Melvin, Nathan Batchelder, Samuel Marshall, John Folsom, Thomas W. Gillis and Thomas Chase, with authority to construct a railroad from Nashua through the towns of Hudson, Londonderry, Chester and Sandown to Raymond, making connection there by way of the Concord and Portsmouth Railroad with Epping. The capital stock authorized was $500,000, and the time for the construction of the road limited to December 31, 1857. But after the receipt of the charter, no effort was made until 1853, when the legislature of that year granted the company the right to extend the road to the dividing line between Maine and New Hampshire, allowing such change of location in running the road from Nashua to Epping as the railroad commissioners might determine. But to these new privileges a proviso was attached, compelling the construction of a line from Great Falls, N. H., to Lebanon, Me., connecting there with the York and Cumberland road, or the prerogatives became void and valueless. In July, 1867, the legislature allowed the Nashua and Epping Railroad to form a junction with the Worcester and Nashua Railroad at Nashua, and unite with the Portland and Rochester Railroad. In June, 1868, the charter was again changed and a consolidation formed of the Nashua and Epping and the Portland and Rochester Railroad in New Hampshire, under the name of the Nashua and Rochester Railroad Company.

In 1870, a bill was passed by the legislature allowing railroad corporations to hold stock in the Nashua and Rochester Railroad to the extent of $200,000. This allowed the Worcester and Nashua Railroad to furnish the real lever by which the enterprise was finally lifted into existence. Again powers were sought for from the legislature, and in 1871, at the June session, the new corporation was authorized to choose a board of fifteen directors; the powers of all other existing boards revoked; the time limitation for the completion of the work fixed on December 1, 1878, and the capital stock placed at, for the time being, $1,500,000, with power definitely to determine it at some future date. The aid of the State was only once again invoked, in July of last year, when authority was given the directors to issue bonds to the amount of $700,000, the bonds being exchangeable at par for stock at any time. The payment of these was guaranteed by the Worcester and Nashua Railroad Company.

The first actual work, other than surveying, was commenced in September, 1872, and the last rail was laid on the 14th of November, 1874, thus forming a continuous route from Worcester to Portland 145 miles in length. The Road is said to be a model of complete construction. It is leased to, and operated by, the Worcester and Nashua Railroad Company.

There are twelve bridges on the line, the aggregate length of which is 1,329 feet, and the total cost, over $150,000. Among other matters of construction there were built forty-one culverts; there are two feet of gravel ballast under the sleepers whether in rock or earth cuttings; the fish-tail joint is used for the entire length of road, and the sleepers used are swamp cedar, laid 2,860 to the mile. The joint of the rail is made between the sleepers, giving greater elasticity and less jolting than when built in the old way. The grades are easy, the maximum being 52.8—or one foot in 100. The highest point on the line is just beyond Windham Junction. The maximum curvature is four degrees in 1,432 feet radius.

Messrs. Hitchings and Lynch, of Portland, graded the road and built the culverts for $545,500; the bridge masonry was built by Messrs. J. H. Leavitt & Co., of Portland, for $106,000: the rails were laid by Waite Hurlburt, of Underhill, Vt.; the stations were built by J. C. French, of Worcester; the bridges by J. H. Virgil, of Damariscotta, Me., and C. O. Davis, of Portland, was the efficient engineer. The substantial way in which the road has been constructed, the extreme evenness of grading and ballasting, and the perfectness of its every appointment was fully testified to by those who attended the opening on the 14th of November.

The officers of the new company are as follows: President, F. H. Kinnicut, of Worcester; treasurer, T. W. Hammond, of Worcester; superintendent, C. S. Turner, of Worcester; assistant treasurer, J. D. Otterson, of Worcester; clerk, A. F. Stevens, of Nashua; directors, F.

H. Kinnicut, F. H. Dewey, E. B. Stoddard, Charles W. Smith, C. S. Turner, C. H. Waters, Charles E. Whitin, A. W. Sayer, A. H. Dunlap, F. A. McKean, N. V. Whitehouse, Edwin Wallace, J. C. Eastman, J. C. Burley and John Lynch.

Bay Verte Canal.

We are informed that it is the intention of the Dominion Government to receive, about the first of January next, tenders for the construction of the Bay Verte Canal. The work is to be commenced near the outlet of the River Au Lac, and to follow in a southeasterly direction to a point between Tongue's Island and Fort Cumberland; thence in a nearly direct course along the valley of the Missiguash to a place between Hacmatack Lake and Miner's Point; thence curving round still further to the South East to the Main Line of the Tidnish River, near Chapell's Farm, where it takes a North Easterly direction to near the mouth of the river, and then crosses Tidnish Head in an Easterly course to deep water in Bay Verte. The works will, so it is announced, be divided into sections suited to circumstances and the locality. The outline of the work indicated will, it is thought, enable contractors to examine the dry portions of the line before winter sets in, and those parts through bogs after the ground is sufficiently frozen. With a view to facilitate this examination, it is said taht a lithographic map of the locality will be furnished on application by the Department of Public Works at Ottawa. It is also stated that when plans, specifications and other documents are prepared, due notice will be given.

The Coal Trade.

The total of anthracite marketed for the week ending on the 21st Nov., amounted to 440,368 tons, and for the coal year 17,248,132 tons, against 18,097,371 tons to corresponding time last year, being a decrease of 849,239 tons. The bituminous tonnage for the week is 64,860 tons, and for the year 2,980,543 tons, against 3,033,292 tons to same time last year, giving a total of all kinds for the week of 505,228 tons, and for the year of 26,219,675 tons, against 21,130,663 tons to the same time last year, being a decrease of 910,988 tons. The Philadelphia *Ledger*, of 30th ult., from which the above is taken, adds:

At Port Richmond for the week ending the 28th inst., the receipts of coal were 54,000 tons, the shipments 51,000 tons, leaving 155,000 tons on hand. The coal and coke tonnage of the Pennsylvania Railroad last week was 97,546 tons, and for the year 2,952,240. Of anthracite and bituminous there were 3,020,540 tons, and of coke 432,694 tons. This includes the tonnage of coal both east and west. The coal year of the Reading Railroad Company, and of all that company's leased roads connected with the coal trade, ends to day, as does also the fiscal year of the Lehigh Valley Railroad Company and all its leased roads. A sharp weekly reduction in coal production will characterize the trade henceforth to the end of the calendar year, and, indeed, to the opening of the trade next spring. At over twenty of the mines worked by the Reading Coal and Iron Company work has already ceased, and other mines in that and other regions are steadily going out. The Port Richmond wharves are so blocked with coal that the Reading Railroad Company have felt constrained to give notice to operators for whom they carry that they cannot take any more coal from them at present. The business to Richmond is pretty much over, and henceforth, for the remainder of the year and winter, trade will be confined to that of the line. The chief interest of the coal trade now centres in the question of the continuance of the united action of the leading carrying companies on a basis similar to that in operation for 1874. There are some intimations that one or more of the companies now in the combination will not work in full harmony with the majority. The fact that the Pennsylvania Coal Company, one of the leading carrying companies, has announced a reduction of rates for December, is pointed to as evidence of want of full accord. When it is remembered, however, that each and all of the companies have this year found their interest so materially subserved by working in harmony, it is but reasonable to expect that they will continue the policy.

Peninsular Ship Canal.

The Baltimore and Ohio Railroad Company, which has recently completed its line of railroad to Chicago, and is competing with the other great trunk roads for Western traffic, is seeking a safer and shorter outlet from Baltimore to the sea, and contemplates building a ship canal to connect the Chesapeake and Delaware bays. The map and profiles of the route selected have been filed in the office of the Secretary of State of Delaware, and it is said that the railroad company intends to issue stock immediately and commence the work. The canal will connect the waters of the Sassafras river, which empties into Chesapeake bay a little north of Baltimore, and of the Blackbird creek, which empties into the Delaware bay near Bombay Hook. The distance from the point where the Sassafras river is navigable to the mouth of Blackbird creek is seventeen miles, which will be the entire length of the canal without locks. The canal is to be one hundred feet wide on the surface and twenty five feet deep at low water, capable of floating the largest class of sea-going vessels as well as the internal commerce of the States. It is claimed that the saving in distance by this route from Baltimore to the sea will be 225 miles.

East Tennessee, Virginia and Georgia R.R.

The earnings of this road for the years ending June 30, 1873 and 1874, were as follows:

	1873.	1874.
From passengers	$439,062 84	$328,812 24
" freight	856,772 44	706,408 22
" express	14,090 00	7,508 32
" U. S. mail	57,457 50	57,457 50
" miscellaneous	10,975 68	10,997 74
	$1,378,358 46	$1,111,184 02
Expenses, viz:		
Motive power	$161 423 15	$128,169 74
Maintenance of cars	106,194 05	77,410 22
Fuel consumed	80,096 25	70,318 61
Transportation	159,324 40	122,066 94
Repairs of roadway	351,215 08	244,289 96
General expenses	70,895 49	55,203 02
	$929,148 42	$697,408 49
Leaving net earnings	$449,210 04	$413,775 53
Accounted for as follows, viz:		
Interest paid and provided for		$280,007 99
Dividend on the stock of the company of 8 per cent, April 1, 1874		58,875 75
Cost of passenger depot at Knoxville.		10,884 84
Paid on account of right of way		893 80
Dividend of 3 per cent, payable on the 1st of October		58,875 75
Amount to credit of profit and loss account		4,237 90
Total, as above		$413,775 53

During the year two semi-annual dividends of 3 per cent each, on the capital stock of company have been declared, one payable on the 1st of April last, and the other on the 1st of October. The President in his report says:

The physical condition of the equipment and road bed has been fully maintained and the depreciation from wear and tear replaced, as will appear by reference to the following expenditures made in these departments, viz:

22 miles iron re-rolled, fish bars and plates, cost	$94,160 64
13¼ miles broken stone ballast	22,972 50
63,961 cross ties placed in track	20,675 00
60 freight cars rebuilt	22,829 95
10 new freight cars	8,750 00
6 passenger cars refitted	6,225 00
Total	$175,613 09

It will thus be seen that the company has been able to pay out of its income from earnings, the interest on its indebtedness, two semi-annual dividends of 3 per cent each, equal to 6 per cent per annum on the capital stock, and make renewals to replace the wear and tear, and give increased value to the property to the extent of about thirty thousand dollars, by the erection of the passenger depot at Knoxville, and in permanent ballast on the road bed. A comparison of this year's business with that of last year, shows

A decrease in earnings of	$267,196 67
A decrease in expenses of	231,739 93
A decrease in net income of	$35,456 74

The per centum of decrease in earnings is about the same on through and local passenger and freight traffic, and the decrease in expenses is distributed proportionately, or nearly so, through all the departments, and is due to the exercise of strict economy, and to the reduction in salaries and wages from the highest to the lowest of the officers and employees of the company, and also to a proportionate decrease in the renewals of iron and cross ties, and in the number of cars rebuilt, as compared with the previous year.

Tables Nos. 1 and 2 show the financial condition of the company, from which it will appear that there has been no material change in this department during the year, and that your total outstanding bonded debt

Amounts to	$4,204,900 00
And capital stock, stock scrip, &c., to	1,968,274 00
Total stock and bonded obligations.	$6,173,174 00

Against this, you own 272 miles of railroad, fully equipped, and also the items in bills receivable, received for the Western North Carolina Railroad, the Rogersville and Jefferson Railroad, and the cost of the Cincinnati, Cumberland Gap and Charleston Railroad (or Morristown road,) amounting to $456,659 80. Hence it will be seen that, including these items, your road stands at $22,695 49 per mile, and at $21,016 59 per mile after deducting the foregoing items.

The company is still practically without any floating debt, as its available cash assets exceed the small sum which it owes on bills payable and open accounts.

The decreased earnings for the past year is mainly, if not entirly, due to the effects of the financial panic of last Fall on the business of the country, and it is apprehended that this dullness and prostration will tend to keep down the earnings for the year upon which we have entered, although we may reasonably hope that your net earnings will equal that of the past year, and if we shall have a return of prosperity in the meantime, that it will exceed it.

There has been no material change in the condition of, or in our relations with, connecting roads. The Alabama and Chattanooga Railroad and the Selma, Rome and Dalton Road, remain in litigation and give your road very little business. The Morristown and North Carolina con-

nection, we regret to say, remain in about the same condition as they did a year ago, except that your Board of Directors, through their President, made a contract with the North Carolina Railroad Company, under which it agreed to pay your company the amount embarked in the North Carolina connection, and executed its promissory notes with interest for the same; and the N. C. R. R. Co. further agreed to complete the connection to the State line at Paint Rock, and your company agreed to build the five or six miles from the end of the Morristown road to the connection at Paint Rock; and the two companies bound each to the other for an equitable interchange in business traffic. For a better understanding of the nature of this contract, reference is made to a copy of the same herewith submitted. The North Carolina Railroad Company, although financially very strong, and able to carry out its contract, has thus far been prevented from doing so by injunctions and litigations, notwithstanding the fact that the amendment to its charter, by which it is authorized in express terms to buy and build the road, and the contract with your company have both been ratified and adopted in convention of the stockholders by three-fourths of the entire stock of that company.

Whether the opposing minority, and the contesting holders of what is called the construction bonds issued by the State of North Carolina to the N. C. R. R. Co., and to secure the payment of which the stock subscribed for by the State in the N. C. R. R. was pledged, can prevent the N. C. R. R. Co. from carrying out its contract with your company, remains to be seen. It is hard to over estimate the advantages which the construction of that road would be to the business of your line, and no effort to secure this should in the future be wanting.

It is hoped that, notwithstanding the difficulties which have been thrown in the way of this enterprise, that its importance is such as to overcome all at no distant day.

A sale has been made of the Rogersville and Jefferson Railroad during the year for $25,000, to Maj. W. P. Elliott, and a lien retained on the road to secure the payment of the purchase money.

Notwithstanding the diminished earnings for the past year, and probably for the year on which we have entered, there is nothing that we can see in the future to cause discouragement as to the value of your property, so far as the promise of its future business is concerned; but on the contrary, we believe with the return of prosperity, and with the growth of the country, there will be a healthy increase in the traffic of the road, sufficient to enable it to make the necessary renewals and increase the dividends. But while we can speak thus hopefully respecting the legitimate business prospects of your road, we regret to be compelled to say that the disordered state of the public mind throughout the country towards railroads, and the tendency of all classes and professions to disregard the plainest and most common principles of justice when applied to railroads, are causes of most serious concern to the owners of this class of property. Reference is made to the remarks of your able and efficient Vice-President on this subject.

It seems now, that instead of regarding railroads in the light of public beneficiaries, and treating them as such, at least a large part of the community are greatly prejudiced against them, and are constantly doing something or other to impede their progress. It has been the constant endeavor of the officers of your company to operate the road in a spirit of the utmost liberality and usefulness towards the public; and we trust that this fact, when better understood, will tend to abate such injurious and unjust litigation as has disturbed and impeded your legitimate and laudable business pursuits for the past year or two.

By reference to the report of the Vice-President, it will be seen that the public along the line of your road is accommodated with equally as cheap, if not cheaper, local transportation than that afforded to any other section of the country, and both passenger and freight trains have been run with regularity and with remarkable freedom from accident.

The following is a comparative statement of the gross earnings, operating expenses and net earnings for the years ending June 30—

	1870.	1871.	1872.	1873.	1874.
Through passengers	$266,998 28	$215,778 10	$228,593 66	$226 898 29	$153,924 55
Local passengers	159,611 25	176,859 65	151,087 00	146,246 20	120,711 25
Conductors' collections	62,599 02	48,306 21	55,485 77	60,488 25	48,986 44
Mileage tickets	4,598 60	5,490 00	5,745 00	5,480 00	5,190 00
Through freight	308,066 40	869,194 15	841,362 09	401,346 80	324 916 65
Local freight	384,446 59	390,706 81	331,485 49	455,425 64	381,491 57
Express	26,494 61	26,700 00	23,823 75	14,090 00	7,508 82
United States Mail	33,595 51	39,265 00	46,839 37	57,457 50	57,457 50
Miscellaneous	28,688 64	19,944 20	17,119 75	10,975 68	10,997 74
	$1,278,868 80	$1,287,323 62	$1,201,491 77	$1,378,358 46	$1,111,184 02
Expenses:					
Motive power	$187,959 45	$208,800 49	$190,688 22	$161,428 15	$128 169 74
Maintenance of cars	104,324 86	119,196 81	91,953 86	106,194 05	77,410 22
Transportation	149,396 81	130 492 85	139,578 30	159,824 40	122,066 94
Repairs of roadway	299,914 08	414,891 49	293,016 20	351,215 08	244,289 96
Fuel consumed	49,964 21	51,041 80	72,229 20	80,096 25	70,318 61
General expenses	71,505 87	81,024 23	47,339 60	70,895 49	55,203 02
	$868,064 27	$1,004,945 67	$834,800 38	$929,148 04	$697,408 49
Net earnings	$415,799 53	$282,377 95	$366,691 39	$449,210 42	$413,775 53

The percentage of expenses to earnings in 1874 is 62.75, against 67.40 in 1873, 69 in 1872 78 in 1871, and 67.5 in 1870. Included in the expenses of 1874 is the cost of building new cars, and 559 tons re-rolled iron laid down in June, 1873, at a cost of $20,968 50. During the year the passenger depot at Knoxville has been completed, at a cost of $10,884 84; and the Westinghouse Air-Brake placed upon 14 engines and 26 cars, at a cost of $10,194 40. Twenty locomotives have been changed from wood to coal burners, at a cost of $190 each. New iron laid, 16¼ miles, all of which has been paid for, making upward of 22 miles of new iron paid for during the year just closed, including the 559 tons laid in June, 1873. Additions have been made to side tracks to the extent of 4,060 feet. The Superintendent suggests that from 20 to 25 miles of new iron be laid down during the present fiscal year.

The company have, during the past year, refitted 6 passenger coaches, built 10 new stock cars, and rebuilt 7 flat, 43 box and 10 stock cars, at an aggregate cost of $35,675

The equipment now consists of 40 locomotives, 13 first class, 10 second class and 10 half-seated passenger coaches; 3 U. S. postal, 4 mail and baggage, 1 pay, 1 wrecking, 848 box, 23 stock, 175 flat and coal, 80 dump and 13 crank and lever cars.

The number of miles run by locomotives on passenger trains was 298,120; on freight trains, 375,864; on material trains, etc., 66,198—total, 740,182.

Earnings of passenger trains per mile run, including mail and express pay $1.32. Earnings of freight trains per mile run, including amount received from miscellaneous sources, $1.91. Pounds of freight carried in 1874, 384,646,186, against 443,194,654 pounds in 1873, 344,789,387 in 1872, and 371,669,089 in 1871.

CONDENSED BALANCE SHEET, June 30, 1874.

Capital stock		$1,961,750 00
Stock bonds		2,000 00
Guaranteed stock		1,300 00
Stock scrip		3,224 00
		$1,968,274 00
Endorsed bonds, (E. T. & Ga.)	$95,000	
Endorsed bonds, (E. T. & Va.)	147,000	
Company bonds, (E. T. & Ga., old)	635,000	
Company bonds, (E. T. & Ga., new)	135,400	
Income bonds, (E. T. & Va.)	8,500	
First mortgage 7 per cent bonds	2,999,000	
Second mortgage 4 per bonds	190,000	
		4,204,900 00
Bills payable		42,465 47
Pay rolls for month of June, 1874		31,158 55
Profit and loss		3,665,692 18
Due to other companies and agents		7,541 80
Due to individuals		8,974 17
Due on dividends		10,443 75
Interest due July 1st		33,816 00
		$9,968,265 42
Cost of road		$9,180,132 09
Telegraph company stock		750 00
Express company stock		5,000 00
Bills receivable		254,056 09
Bonds of the State of Tennessee		28,000 00
One Memphis city bond		1,000 00
Suspense account		99,925 75
Cincinnati, Cumberland Gap and Charleston R. R		217,675 53
Cash on hand		42,970 57
Wood on hand		33,827 85
Funds in Augusta and New York to pay interest		25,877 80
Due from other companies		40,589 38
Due from agents		18,617 01
Due from individuals		19,848 85
		$9,968,265 42

President.—R. T. WILSON.

Vice Pres't, & Sup't.—JOSEPH JAQUES.

Vice President.—CHARLES M. MCGHEE.

Directors.—R. T. Wilson, Joseph Jaques, S. D. Reynolds, Adrian Iselin, Jos. H. Earnest, R. H. Richards, S. B. Boyd, Dr. Wm. R. Sevier, Thos. G. Barrett, Wm. C. Kyle, R. C. Jackson, C. M. McGhee, Jos. R. Anderson, John Talbott, M. K. Jesup.

Secretary & Treasurer.—JAMES G. MITCHELL.

Auditor.—O. H. P. ROGAN.

☞ The St. John (N. B.) *News* says that the track on the western end of the International Railway between St. John and Penobsquis has been relaid with the new and improved fish plate rail, except for a distance of four miles between Passekeag and Hampton, from which the old rails are being taken up and replaced by new ones. The line from Penobsquis to Shediac is the only portion on which the new rail remains to be put down.

Erie Railway.

CAPTAIN TYLER'S REPORT.

(Continued from page 1509.)

Of these rails, which may, omitting the sidings and adding 50 per cent. for third rail as mixed gauge, be taken at 1,265 miles on the main lines and branches, 93.18 miles are of iron more than ten years old; 24.85 miles are of iron more than nine years old; 10.24 miles are of iron more than eight years old; 17.76 miles are of iron more than seven years old; 20.58 miles of iron and 14.45 miles of steel are more than six years old; 53.21 miles of iron and 68.15 miles of steel are more than five years old; 111.87 miles of iron, 10.15 miles of steel top or silicon rail, and 3.50 miles of steel are more than four years old; 77.38 miles of iron, and 15.90 miles of steel-top or silicon rail are more than three years old; 62.91 miles of iron, and 142.70 miles of steel-top or silicon rail are more than two years old; 8.75 miles of iron and 204.91 miles of steel top or silicon, and 19.50 miles of steel, are more than one year old, whilst 11.30 miles of iron and 216.65 miles of steel-top or silicon iron, and 72.41 miles of steel are less than one year old.

Taking the same 1,265 miles of track, I find that 1,073 miles of rails are fished with iron plates, or secured in some other improved manner at the joints, whilst 192 miles are still laid with chairs only at the joints, including, as regards the main line, 17½ miles on the eastern division, 9.6 miles on the Delaware division, 2.9 miles on the Susquehanna division, 12.5 miles on the western division, and 39 miles on the Rochester division. The remainder of the rails so laid in chairs, for about 110 miles of track, are on the branches only. The sleepers principally used on the Erie are of white oak, chestnut, or hemlock, with an intermixture also of red oak, ash and birch. To show the proportion in which these various woods are employed, it may be stated that there are altogether in the main line and branches, and in sidings, 1,353,051 sleepers of oak and 1,292,580 sleepers of other hard woods; whilst there are 1,909,542 sleepers of hemlock and 54,711 sleepers of other soft woods. There are thus 4,609,834 sleepers altogether in the track, or about 2,800 to the mile for 1,638 miles of main track and sidings, of which about one-sixth require renewal, and there are 527,946 on hand to replace them. Of the oak and other hard wood sleepers, about one-ninth may be said to require renewal, and there are upwards of 342,000 on hand, and not yet laid in the track. Of the hemlock and other soft wood sleepers, about one-fourth may be said to be worn out, and there are 185,889 on hand, and not yet laid in the track. The average cost of these sleepers is as follows:—For white oak, on the Eastern and Delaware divisions and branches, 65 to 75 cents each, and on the Susquehanna, Western, Buffalo, and Rochester divisions and branches, 65 cents each; for red oak, on the Susquehanna and Western divisions, 45 cents each; for chestnut, on the Eastern and Delaware divisions, from 50 to 75 cents each, and on the other divisions 45 cents each; for ash, on the Eastern and Delaware divisions, 50 cents each, and on the Buffalo and Rochester divisions, 45 cents each; for birch, on the Eastern and Delaware divisions, 40 cents each; and for hemlock, on the Susquehanna and Western divisions and branches, 30 cents each, and on the other divisions and branches, 32 cents each. It will thus be seen that hemlock sleepers do not cost half as much as white oak sleepers; but their durability is not, looking to the quality ordinarily obtained on this line, much, if at all more than one-third of that of white-oak sleepers. Having regard to the labor and cost of constant renewal, it is evidently desirable, especially when steel rails are laid down, that sleepers of the more durable qualities should, as far as possible, be employed.

The permanent way, looking at it as a whole, was in some parts in excellent running order, in other parts in fair running order, and in other parts, again, including some of the branches, and portions not yet fish-jointed, in a less efficient condition. While there appeared to be no doubt or difficulty in running the trains along the track, of any weight or at any speed necessary, on the various portions of the line, the principal observation to which a survey of it, as a whole, unmistakably led was that very much might be done in economy of maintenance by the employment of more durable materials. The traffic on the main line, and certain other portions, being very heavy, no other than steel rails ought in future to be laid upon it; and it is very desirable, indeed, that steel rails should be laid over all those portions of the system on which there is heavy traffic (say for about 800 miles) as soon as this can be done. The present is an admirable opportunity for making arrangements with a view to that desirable object, the price of steel rails being less in proportion than that of iron rails; and steel rails were, indeed, to be obtained, while I was in America, at something like the cost price of manufacture. It is very expensive to maintain under a heavy traffic a portion of track composed of materials not thoroughly suited to such a traffic; and there is no means of economy more desirable, more certain, or more satisfactory in all respects than that which may be obtained by employing under heavy traffic steel rails, fished joints, durable sleepers, and an ample supply of ballast, on a well-drained track. The economy to be obtained on a line like the Erie, where the price of labor is high, may fairly be estimated by many hundred thousands of dollars, or as it might almost be stated by hundreds of thousands of pounds annually; and the importance of taking the earliest possible steps towards securing such a result can hardly, from any point of view, be too strongly insisted upon.

The line is, in fact, worked under great disadvantages as regards economy of management and maintenance, because the growth of improvements in this and in other respects has not kept pace with the growth of its traffic; and its traffic again has not increased as it might have done from the want of further judicious expenditure in improving its connections, and in providing further means and facilities for attracting and conducting business. As regards the road-bed and the works more immediately connected with it, money may be advantageously expended in providing extra catch water ditches in the cuttings, and in continuing to improve the slopes of the cuttings. Fewer watchmen will then be required, accidents will be avoided from trains running into earth, or boulders falling from the slopes after being loosened (mainly in the spring of the year), and the cost of repairing the rolling stock, and of compensation for injury to passengers and for damage to goods, may, to a great extent, be avoided.

On the question of doubling the track, it may be observed that this again has not been done as rapidly as the business of the company has required. As has been already stated, there were in 1853, when the total earnings for the year were about $4,800,000, 180 miles of second track; whilst there were in April 1873, when the earnings were upwards of $20,000,000, 241½ miles of double track out of 959 miles of main line and branches. The want of a greater length of double track leads to delays, expense, and risk in working. The engines and the men are kept out for longer hours whilst waiting in sidings, and are tempted to run at high speed along the main line, at considerable extra cost and damage to the permanent way and rolling stock, so as to get out of the way of each other. I frequently observed whilst passing over the line, five or six trains, standing one behind the other, or otherwise waiting to proceed along a portion of single line as soon as it should be cleared by the arrival of a train in the opposite direction. In consequence of difficulties of this character, the president and directors, in May 1873, authorized the doubling of the track over the following distances—namely, on the Delaware division, for five miles between Middaughs and Shohola, and 53 miles between Lackawaxen and Hancock; on the Susquehanna division, for 10½ miles between Erwins and Rathbonville, and 9 miles between Somebodies and Canisteo; on the Buffalo division, for 8 miles between Hornellsville and Burns, and 31 miles between Attica and East Buffalo; making altogether 116½ miles. This included a rock cutting along the Delaware River, not previously undertaken on account of its formidable character, and the heaviest work between Jersey City and Buffalo. The line had been doubled on either side of it, and it was worked at great inconvenience as a single line. The cost of thus doubling 116½ miles, to be laid with iron rails, was estimated by Mr. R. M. Brown, the superintendent of the road, in 1872, at $3,859,365. The work was let to contractors, who were made responsible for accidents, and were liable to fines for detentions to the trains, excepting the 5 miles between Middaughs and Shohola, where there was an almost continuous rock cutting, 40 to 110 feet deep, along the face of a cliff 100 feet above the river. This work was performed by the company's own men, and the remaining work of doubling went forward rapidly until September last, when the operations were retarded from financial considerations. By the middle of December 64½ miles of second track were nevertheless finished and brought into use, including the section of 5 miles between Middaughs and Shohola; and the amount stated to have been expended is $1,998,679, including a considerable amount of work done upon the remaining 52 miles, out of the 116½ miles ordered to be carried out in May 1873. There were, however, up to July 1874, as already shown, 116 miles of single track between Jersey City and Buffalo—namely, 42 miles between Pine Grove and Stockport, 5 miles between Rathbonville and Cameron Mills, 18 miles between Cameron and Canisteo, and 56 miles between Burns and Attica Summit; the alternative sections being doubled for 806 miles—namely, from Jersey City to Pine Grove, 115 miles; from Stockport to Rathbonville, 147½ miles; from Cameron Mills to Cameron, 2½ miles; from Canisteo to Burns, 12 miles; and from Attica Summit to Buffalo, 29 miles.

Out of the 116 miles yet remaining of single track between Jersey City and Buffalo about fifty miles are now ready, and four miles nearly so; so that the whole fifty-four miles is expected to be at work within two months. In carrying out this work the track has been changed, so as to bring the second line sometimes on one side and sometimes on the other side; and advantage has been taken, as far as possible, of the lower sides of the cuttings and of extra width on the embankments; and it is expected that the work will be completed for about 70 per cent. of the estimated cost. But more is urgently required. The completion of a double line for the remaining 62 miles between Jersey City and Buffalo should, with a view to safety and economy in working, and for the accommodation of a constantly increasing traffic, be pressed forward as rapidly as possible, and some extra sidings, in the shape of loop lines, should also be provided, especially on the Eastern division.

MASONRY AND BRIDGES.

Some of the masonry in the viaducts and culverts, as originally constructed, has proved from time to time to be defective, either by the yielding of the foundations or by the action of the frost on stones or work not well calculated to withstand it. These have been or are being repaired as required; and a few large culverts, which I inspected, were under repair in consequence of such defects, at the time of my visit. Of all the bridges and viaducts under the line with spans exceeding 20ft. (besides those of masonry), 183 are constructed of timber and only forty-eight of iron; and thirty-three of these latter have been erected during the past year. A list of these bridges is given in the Appendix No. 1. Wooden bridges, though much cheaper to construct in the first instance, have, nevertheless, serious disadvantages. Not only do they require constant renewal—say, in whole or in part, every nine or ten years, when uncovered, and every fourteen or fifteen years when roofed in, but also there is constant risk of their being destroyed by fire. To avoid this risk as much as possible watchmen are constantly

kept, day and night, at the more important wooden bridges and viaducts, but fires, nevertheless, occur from time to time, and some of the more important works cannot, when they are thus destroyed, be restored without very considerable delay to the traffic. Such delay on the main line, where the traffic is very heavy, and on some of the branches, is so costly that it would be wise to renew in iron the wooden viaducts and bridges as they became worn out; and during the next three or four years an expenditure of $1,500,000 might as shown in detail in Appendix No. 1, properly and economically be devoted to this object.

The most important wooden viaduct on the Erie is known as the Portage bridge, across the Genesee Valley. This is the finest wooden structure of the sort anywhere to be seen; it is 860 ft. long and 234ft. high, is admirably built, and carefully maintained. The worst specimen of timber viaducts were on the Jefferson branch, as to both the foundations and the materials employed. These will require careful watching, and constant work in maintenance, until they are improved and renewed, and thus got into a satisfactory condition. Of the large bridges on the main line, that at Binghamton requires the earliest attention. The bridge work generally appeared otherwise to be in as good condition as could be expected on lines which had been constructed for such periods as the various portions of this railway, and on which so much timber work had been employed. The renewals in iron had been well performed, and the high character of Mr. Channte (the present chief engineer of the company), especially for this class of work, is, I need hardly add, a guarantee for the satisfactory mode in which such renewals will in future be carried out.

Station Buildings.

The station buildings along the line are, for the most part, of wood, and though generally answering the purposes for which they are required, as regards the existing passenger and freight traffic, they are, too many of them, of inferior character. Improved stations have in some places been constructed, more or less at the expense of the inhabitants of the districts, who have been willing, for the sake of improving the value of their properties, to contribute towards the better appearance and more convenient arrangements of the station buildings. Good brick stations have also been erected by the company at certain centres of traffic, and notably at Elmira, where a building 257ft. long and 34ft. wide was constructed, with offices on the second floor, in 1870. It will not be desirable to expend upon this object more money than is absolutely necessary, at all events until the railway has been placed in a thoroughly efficient condition, as regards matters by which more immediate pecuniary results can be obtained, as leading either to an increase of profitble business, or to safety and economy in conducting it. The passenger accommodation is, however, very defective, and substantial structures are required, especially at the following stations, namely—at Jersey City, where the station was partially destroyed by fire, at a cost of $200,000; at Newburgh, Junction, to replace a burnt station, $10,000; at Port Jervis and Binghamton, where the stations of wood are nearly worn out, $50,000 and $25,000 respectively; at Owego, where the station was burnt in 1878, $25,000; at Hornellsville, Attica, and Buffalo, where the stations are nearly worn out; and especially at Buffalo, where the passenger accommodation is of the most miserable description, at a cost of $50,000, $20,000 and $100,000 respectively. Looking to the increase of traffic which may be expected, and, generally, to the conditions of the freight and passenger accommodation, it may fairly be estimated that, including the above (and without taking into the account certain elevators, engine-houses, machine shops, and coal-trestles, which will be elsewhere referred to), the sum of $700,000 may advantageously be spent on these objects during the next three years.

Terminal Arrangements.

As has been explained in a previous part of this report, the Erie have three terminal stations on the Hudson River. The northernmost at Newburgh, 60 miles from New York, is a principal point for the delivery, especially of coal, and may hereafter become exceedingly important for that and other traffic to the New England States. The second is at Piermont, the original terminus of the line, 26 miles to the north of New York. It is now used principally for the delivery of iron ore from the Sterling Mountain, 36 miles distant, for stone-flagging, and for bricks, &c.; but the extensive accommodation which the company here possess may again be made more useful hereafter. The situation affords great facilities for coal-trestles, which might be run down from the upper level at any required height upon the water-frontage. The third, and now the main terminus, is at Jersey City opposite to the city of New York. The station grounds and yards at Jersey City and along the coast to the north of it are extensive and valuable. They comprise (1) the Jersey City station, with a water frontage of 1,050 lineal feet and 84 acres, of which 80 acres have been rendered available for the business of the company; (2) Harsimus Cove, with a water frontage of 530 lineal feet, with 33 acres, of which 2½ acres have been improved and 25 acres are available. Connected with the above by a branch line are the oil yard and docks of Weehawken, with a water frontage of 2,000 lineal feet, and a property of 71 acres, of which 35 have been improved, but all are available. These oil yards, provided with iron tanks and piping, and with steam machinery, are fitted for doing a large and profitable business. There is no oil terminus belonging to any other company which possesses so many advantages. When I first visited the spot, I observed twenty ships of various sizes waiting for their loads, one of them to carry 11,000 barrels, at 6s. a barrel, across the Atlantic. Strict precautions were here adopted against fire, but the night before I left New York one of the iron oil-tanks was struck by lightning, and I had the mortification of seeing the whole establishment in a blaze on the following morning, and of watching the dense black smoke arising from it as I steamed out of the harbor in the afternoon. Mr. J. C. Clarke, then the energetic general manager of the Erie, had already telegraphed in different directions for the necessary men and materials for the reconstruction of the establishment, which was no doubt, without loss of time again put in working order. I understood that the oil therein stored was at the risk of the freighters, and that, having regard to the insurances effected, the loss to the company was not expected to exceed $40,000.

On the north of Weehawken, and at some little distance from it, a branch runs to the cattle-yards, which belong to a separate company, and in regard to the possession of which there may yet be disputes, if not legal proceedings. At all events, the Erie appears to possess a large share in them. They comprise a water frontage of 1 580ft., with a property of 84 acres, of which 16 acres have been improved and are available, while the remainder may be made valuable hereafter for building and other purposes. Wooden buildings were being erected, at the expense of freighters and others interested in the traffic, to these yards; and a profitable business may, in future, be expected. But the cattle rates were, when I was on the spot, not remunerative, in consequence of competition. and the Erie were wisely, as I have previously stated, employing their cattle trucks as much as possible for the more profitable conveyance of oil, and to a very limited extent for cattle traffic.

On the New York side of the water the Erie have three establishments—first, their principal depot at the foot of Chambers street, where also is the building formerly used for their offices, secondly, a passenger depot at the foot of Twenty-third street, to which a large ferry boat runs every half-hour from Jersey City; and thirdly, a freight depot opposite to Brooklyn, on the East River. The docks on the New York side are rented from the city.

There is thus ample space in connection with the termini on the Hudson River for the accommodation of an increasing traffic. Some improvements have recently been effected, or were in progress, with a view to increased accommodation or more economical working. With the same objects it is proposed further to rearrange the tracks and remodel the Jersey City yard, so as to increase its capacity for business, as well as to improve Harsimus Cove, and to construct there a basin lined with warehouses; and it will, no doubt, be necessary to increase from time to time, the accommodation for oil at the Weehawken oil yards.

At Buffalo, the company has altogether, 250 acres of land, of which 14 acres are devoted more especially to passenger traffic and 32 acres to goods traffic in or near the city, and of which 204 acres have recently been purchased to form a yard at East Buffalo. It is intended to remove to the latter yard the engine-houses, shops, and sidings, for shunting and marshalling traffic, which are now on sites more valuable for other purposes; and other improvements are in contemplation, and are much required The yard for east bound business at East Buffalo contains twenty tracks, altogether about 15 miles long; and the west-bound yard is on the other side of the main tracks; and there are large transfer-sheds for changing goods between narrow and broad gauge cars. There is also a Dodd's machine for changing the bodies of the cars from narrow to broad gauge trucks, or *vice versa*. The station and yard arrangements at Buffalo City have grown up gradually, since the principal business of the company was transferred from Dunkirk; and further arrangements are pending, and are very necessary, for the accommodation of the traffic, and for economy in working, especially coal-trestles for the delivery of coal, which is now sent to the trestles of other corporations by an inconvenient and circuitous track, and an extension of the sidings to the elevators. There are numerous elevators for the handling and storage of grain in Buffalo, and it would probably, for many reasons, be more to the advantage of the Erie that their tracks should be connected by sidings with some of those elevators than that they should construct an elevator of their own.

At Rochester there is a brick station and a suitable freight shed; there is also a brick seven stalled engine house, with a workshop annexed; but trestle work, which might be erected at a trifling expense, is much wanted for the economical unloading of coal.

At Dunkirk, the establishments are far in excess of the present requirements of the company. This was, as has already been explained, the original terminus of the line on Lake Erie. An elevator lies idle, and the freight sheds are comparatively unused, though the wharves were covered, when I visited the spot, with great quantities of timber. The commodious machine shops and engine house of brick, are leased to the Brook's Company on terms of an onerous character, elsewhere referred to. The further utilisation of the company's property at this point is a problem worthy of the most careful consideration, and its solution would, especially if loads could be found for vessels westward along the lakes as well as eastward, be of great benefit to the company. They may at some future period be able, possibly, to provide return cargoes of coal from this port, in exchange for grain and ores from the West.

(To be continued.)

☞ It appears from recent advices from Atlanta, Ga., that there have been two receivers appointed by the United States District Court in Georgia for the Atlanta and Richmond Air-Line railroad, viz: A. S. Buford, for the portion of the road lying in the States of North and South Carolina, and L. R. Grant, for that portion lying in the State of Georgia. The order of the court makes the employees preferred creditors, and payment to them will be certain, not only for future earnings, but also for all arrears, provided no suspension of business is permitted to occur.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic & Pacific:													
1873	319,648	354,941	472,838	432,217	418,546	374,769	383,965	451,528	502,087	468,671	397,485	397,729	4,948,673
1874	341,995	323,055	396,286	398,308	423,685	404,560	395,893	459,854	498,413	539,400	.....	.....	.....
Central Pacific:													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556,080	532,657	511,854	609,788	579,643	535,360	467,659	5,670,882
1870	413,104	394,176	488,333	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720,929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,628	1,254,689	1,285,567	1,299,900	1,037,992	12,734,729
1873	852,860	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,622	1,392,125	1,375,470	1,296,812	1,072,750	13,938,969
1874	848,558	794,000	867,666	1,132,000	1,360,000	1,380,000	1,258,000	1,301,000	1,406,000	1,507,000	.....	.....	.....
Chicago and Alton:													
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,315	352,604	5,156,326
1873	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
Chicago and Northwestern:													
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873	752,468	765,249	967,258	1,034,023	1,256,073	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915	13,816,465
1874	1,014,514	900,765	1,024,061	1,080,193	1,290,596	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	535,547	734,732	1,040,102	801,195	496,566	7,250,069
1870	396,171	382,823	377,571	443,133	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,986	387,565	426,223	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702,838	513,787	6,957,771
1873	334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,013,741	771,780	843,192	9,046,124
1874	654,400	657,500	576,620	742,050	964,800	886,900	749,200	704,300	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1869	204,113	180,840	239,529	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,819
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,253	417,328	439,581	389,830	358,743	4,462,625
1873	363,921	413 043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448
1874	363,053	276,099	318,976	342,247	306,778	330,754	327,384	403,175	369,334	339,445	.....	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,372	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1873	1,326,505	1,329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,685,384	1,774,570	1,918,247	1,882,421	1,560,023	1,625,129	19,631,781
1874	1,462,650	1,273,775	1,413,223	1,465,550	1,687,772	1,577,945	1,443,283	.....	.....	.....	.....	.....	.....
Illinois Central:													
1869	659,136	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,382	661,789	601,326	555,087	684,539	712,647	627,216	899,053	901,235	903,225	811,708	697,751	8,678,958
1871	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698,063	8,026,754
1873	602,241	597,429	660,759	553,913	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874	611,491	538,668	567,554	580,921	647,892	678,728	624,191	708,808	763,106	804,097	.....	.....	.....
Kansas Pacific:													
1871	133,673	152,264	267,411	303,915	306,944	266,086	282,723	333,555	365,446	387,999	303,305	210,197	3,321,518
1872	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,789	392,510	265,217	201,492	3,498,160
1874	170,349	178,429	245,774	292,143	316,647	316,379	293,247	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1871	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1,368,948	1,402,597	1,345,316	1,235,285	14,797,975
1872	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459,360	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873	1,412,368	1,549,285	1,735,736	1,694,543	1,680,968	1,585,368	1,451,762	1,582,531	1,776,420	1,742,516	1,375,556	1,546,983	19,134,136
1874	1,519,249	1,305,132	1,371,545	1,593,827	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta & Cincinnati:													
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	173,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,099,927
1873	169,843	161,133	178,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	151,793	150,301	2,126,875
1874	171,028	144,215	161,031	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1870	337,992	329,128	384,431	412,030	406,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	486,980	470,703	480,847	427,096	422,015	529,890	628,660	582,083	587,434	507,050	5,940,102
1872	411,113	384,058	449,453	485,550	487,282	398,300	402,094	460,101	536,603	641,807	487,603	464,163	5,608,117
1873	379,836	440,261	567,314	556,180	542,058	480,028	457,853	452,330	617,291	537,031	506,804	552,548	6,089,534
Mo., Kan. & Texas:													
1873	200,639	224,393	256,719	258,871	250,935	249,343	301,318	336,823	399,939	370,710	309,028	285,603	3,444,321
1874	266,333	230,371	262,801	314,011	234,589	237,425	245,595	288,999	313,500	.....	.....	.....	.....
Ohio and Mississippi:													
1872	272,472	239,733	280,710	276,290	280,523	263,290	232,286	304,083	356,194	408,254	319,024	283,836	3,526,695
1873	283,605	291,630	338,725	338,709	307,520	290,470	271,314	300,895	379,105	322,532	265,242	264,920	3,654,667
1874	266,039	243,167	304,842	298,665	268,807	292,546	282,640	323,963	364,374	381,021	.....	.....	.....
Philadelphia and Reading:													
1871	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,143,241	1,190,695	1,322,847	1,127,030	691,791	12,199,748
1873	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	.....	.....
St. Louis, I. Mt. & South'n:													
1873	145,834	152,054	224,449	207,627	255,277	216,223	198,562	222,753	196,403	179,385	143,267	170,607	2,313,441
1874	156,699	149,035	169,475	160,901	251,509	238,610	235,250	254,230	258,447	358,776	.....	.....	.....
Toledo, Wab. & Western:													
1871	365,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,935	5,736,666
1872	439,780	431,949	460,646	447,313	510,792	462,868	438,056	614,175	566,811	621,351	489,341	532,895	6,008,978
1873	403,487	427,097	437,835	423,517	459,506	537,819	488,911	647,080	593,810	528,844	369,605	421,296	5,738,808
1874	423,343	400,984	404,699	447,855	420,719	388,535	440,587	478,475	459,894	475,127	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	598,529	500,139	539,238	706,603	802,586	746,450	643,058	664,051	728,531	719,698	570,168	505,053	7,654,094
1871	479,573	373,925	499,899	584,540	724,466	728,174	673,693	681,865	800,403	777,363	708,142	469,932	7,581,668
1872	273,936	534,115	565,861	741,802	890,442	835,459	743,388	789,567	863,754	980,706	915,737	757,851	8,892,606
1873	533,975	491,784	708,256	881,266	1,007,831	969,863	876,833	837,277	1,068,937	1,170,586	970,660	758,833	10,266,104
1874	620,715	607,990	687,026	834,954	910,065	902,881	850 143	1,042,516	1,063,993	.....	.....	.....	.....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,280,000	J. & J.	July '74 2½
Allegheny Valley.....50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,300	J. & J.	July '74 4
Atlantic and Gulf.....100	3,693,200	— & —	.....
" " guar.100	786,476	M. & N.	Nov. '73 3½
Atlantic and St. Law*..100	39,494,900	M. & S.	Sept.'73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Genesee & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	Nov. '74 5
Washington Br.....100	1,650,000	A. & O.	Oct. '74 5
Parkersburg Br. pref... 50	5,680,685	— & —	.....
Berkshire*.....100	600,000	J. A. J. & O	Oct. '74 0
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany.....100	19,664,100	M. & N	Nov. '74 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & D	Dec. '74 3
Bost., Conc. & Mont.* pref100	800,000	M. & N.	Nov. '74 3
Boston and Lowell.....500	2,852,900	J. & J.	July '74 3½
Boston and Maine.....100	6,816,807	M & N	Nov. '74 4
Boston and Providence..100	4,000,000	M & N.	Nov. '74 5
Buffalo, N. Y. and Erie*..100	960,000	F. & A.	Feb. '74 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Sept.'74 5
" " prof.100	1,485,900	M & S.	Sept.'74 5
Camden and Amboy*...100	6,847,800	J.A. J.O.	Oct. '74 2½
Camden and Atlantic.... 50	451,701	— & —	Oct. '74 3½
" " pref. 50	763,549	— & —	Oct. '74 7
Cape Cod.....60	1,020,330	J. & J.	Jan.'72 $24
Cape May and Millville* 50	447,000	J & D.	Dec. '74 5
Catasauqua & Fogelsv.. 50	428,900	Novemb.	Nov.'71 6
Catawissa*..... 50	1,159,500	— & —	.....
" pref..... 50	2,200,000	M. & N.	Nov. '74 2½
Cayuga and Susq.*..... 50	589,110	J. & J.	July '74 5
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	Nov. '74 1
" " pref.100	769,600	F. & A	Aug. '74 3½
Central of Georgia..... 100	4,666,800	J & J.	July '73 5
Central of New Jersey.100	20,000,000	J. A J.O.	Oct. '74 2½
Central Ohio*..... 50	2,425,000	J. & D.	June '74 3
" pref..... 50	400,000	J. & D.	June '74 3
Central Pacific.....100	54,275,500	.....	Aug. '74 5g
Chemung*.....100	880,000	J.A.J&O	Oct. '73 1½
Cheshire, preferred.....100	2,100,000	J. & J.	July '74 2
Chicago and Alton.....100	8,929,900	M. & S.	Sept. '74 5
" pref...100	2,425,400	M. & S.	Sept. '74 5
Chicago, Burl. & Quincy.100	19,897,000	M. & S.	Sept. '74 5
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	July '74 4
Chicago & N. Western..100	14,993,060	J. & D.	Dec. '72 3½
pref.100	21,484,113	J. & J.	July '75 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Oct. '74 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.*.. 50	2,980,550	— & —	Apl. '72 10s
" pref... 50	429,046	M. & N	Nov. '74 2
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Aug. '74 4
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '74 3½
Cleveland & Pittsburg*. 50	11,236,150	F.M.AN	Nov. '74 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*.... 5	1,186,800	M.J.S.D.	June '74 2
Colum. & Hocking Val..100	2,500,000	F. & A	Feb. '74 5
Concord.....50	1,500,000	M. & N.	Nov. '74 5
Concord and Ports.*.....100	350,000	J. & J.	July '74 2½
Conn. & Passum p Riv..1 0	2,100,000	F. & A.	Aug. '74 3
Connecticut River.....100	1,950,000	J. & J.	July '74 5
Cumberland Valley..... 50	1,494,250	A. & O.	Apl. '74 4
Danbury and Norwalk . 50	600,000	.....	Dec '74 1½
Delaware*..... 50	1,230,941	J. & J.	July '74 3
Del., Lackaw. & Westn. 50	23,500,000	J.A.J. O.	Oct. '74 2½
Detroit & Milwaukee *.. 5	822,140	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	A. & O.	Oct. '74 2
East Pennsylvania*..... 50	1,502,200	J. & J.	July '74 3
East Mahanoy *..... 50	392,950	J. & J.	July '74 3
Eastern (Mass.)..... 100	4,262,600	J. & J.	July '73 3
Eastern (N. H.)..... 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*.100	500,000	F. & A.	Feb.'74 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '74 2½
" " pref. 50	500,000	J. & J.	July '74 3½
Erie Railway.....100	78,000,000	.....	Oct. '73 1
" pref.....100	8,536,910	.....	Oct. '73 2½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Mar. '74 1½
Fitchburg.....100	4,000,000	J. & J.	July '74 4
Georgia.....100	4,156,000	J. & J.	Apl. '74 4
Grand River Val.* guar.100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,867,946	— & —	.....
Great Western, (Ca.).....100	19,237,404	A. & O.	Apl. '74 1½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug. '70 2½
" " pref.100	4,078,224	Annual.	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	May '74 5
Harlem Extension..... 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '74 3½
Housatonic, pref.....100	1,180,000	J. & J.	July '74 4
Huntingdon & Bd Top.. 50	880,000	— & —	.....
" " pref. 50	450,750	J. & J.	July '68 2½
Illinois Central.....100	25,280,510	F. & A.	Aug. '74 4
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	J. & J.	July '74 2
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	July '74 1½
Joliet & North. Indiana*100	800,000	J. & J.	July '74 4
Lake Shore & Mich. So..100	49,466,800	F. & A.	Aug. '73 4
" " (guar.).100	532,500	F. & A.	Feb. '74 5
Lawrence*..... 50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	3,789,800	M. & N.	May '67 5
Lehigh Valley..... 50	21,916,650	J.A. J.O.	Oct. '74 2½
Little Miami*..... 50	4,871,450	J.A. J.O.	Apl. '74 3
Little Schuylkill*..... 50	2,643,100	J. & J.	July '74 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island..... 50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,623,482	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '74 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '74 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200,000	A. & O.	Oct. '74 3
Lykens Valley..... 20	600,000	F.M.AN	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law.....100	1,000,000	M. & N.	Nov.'74 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref.. 50	4,480,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '74 3
Memphis & Charleston* 25	5,812,725	J. & D.	Jan. '69 3
Michigan Central.....100	16,738,204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	823,375	J. & J.	July '74 5
Milwaukee and St. Paul..100	15,399,261	J. & J	Dec. '70 7s
" " pref.....100	12 274,485	F. & A	Aug'74 3½b
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '74 3½
Morris and Essex*..... 50	14,008,100	J. & J.	July '74 3½
Nashua and Lowell.....100	800,000	M. & N.	Nov.'74 4
Naugatuck.....100	1,881 900	F. & A.	Aug.'74 5½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'74 5
Newark and N. York*...100	977,400	J. & J.	Jan. '74 3½
N. Bedford.....100	1,678,500	M. & N.	Nov.'74 4
N. Castle & Beaver Val.* 50	1,800,000	J.A. J.O.	Apl. '74 2½
N. Haven & Northamp...100	605,000	J.A. J.O.	Sept'73 3
New Jersey*.....100	7,295,200	J.A. J.O.	Oct. '74 2
New London Northern*100	1,418,800	J.A.J. O.	Oct. '74 2
N.Y. Cen. & Hudson R...100	89,428,330	J.A.J. O.	Jan. '75 2
New York and Harlem..100	8,500,000	J. & J.	July '74 4
" " pref.100	1,500,000	J. & J.	July '74 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	July '74 5
N. Y., Provid. & Boston.100	2,000,000	J.A. J.O.	Oct. '74 2½
Nisg. Bridge & Canand*100	1,000,000	J. & J.	July '74 3
North Carolina*.....100	4,800,000	irregular.	Jan. '73 5
N. Eastern (N.C.) pref...100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 473,500	January.	Jan. '74 5s
Northern Central..... 50	5,842,000	M. & N.	July '74 3½
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '74 3½
Northern New Jersey*...100	1,000,000	J. & J.	July '74 4
Norwich & Worcester*.100	2,823,400	J. & J.	July '74 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	July '74 3
" " pref.100	2,000,000	A. & O.	Oct. '74 4
Ohio and Mississippi.....100	20,000,000	J.A. J.O.	.....
" " pref.100	4,030,000	J. & D.	Dec'72 3½s
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	Jan. '74 3
Old Colony & Newport..100	6,297,900	J. & J.	July '74 5½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '74 4
Pacific of Missouri.....100	3,635,750	J.A. J.O.	Oct. '74 1½
Panama.....100	7,000,000	J.A. J.O.	Oct. '74 3
Paterson and Hudson*..100	630,000	J & J.	July '74 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	243,000	J. & J.	Jan. '74 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '74 3
Pennsylvania..... 50	68,144,475	M. & N.	Nov.'74 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb.'74 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	July '74 3
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D	Sept.'74 3
Philadelphia & Reading 50	32,684,375	J. A. J.O.	Oct. '74 5½
" " pref.. 50	1,551,800	J.A. J.O.	Oct. '74 2½
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Oct. '74 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	July'74 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	J.A. J.O.	Oct. '74 1½
" Special Imp..100	2,000,000	J.A. J.O.	Oct. '74 1½
Pittsfield & N. Adams..100	400,000	J. & J.	July '74 3
Port'and and Kennebec.100	616,700	J. & J.	July '74 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces...100	2,000,000	J. & J.	July '74 5
Raleigh and Gaston.....100	1,600,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '74 4
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '74 3½
Rutland*.....100	2,700,000	— & —	.....
" preferred ...100	4,300,000	F. & A.	Aug'74 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,040,000	July.	July '74 3
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '74 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" " pref.100	12,000,000	.....	Nov. '72 6
Saratoga and Schenec.*.100	300,000	A. & O.	Apl. '74 3½
Schuylkill Valley*..... 50	576,050	J. & J.	July '74 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov.'70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '74 3
Shore Line*.....100	995,800	J. & J.	July '74 3½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina.....100	8,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb. '73 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	448,700	J. & J.	July '74 3½
Stony Brook*.....100	267,800	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '74 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	Dec. '72 3
Taunton Branch.....100	500,000	J. & J.	Jan. '74 5
Terre Haute & Indiana.100	1,988,150	F. & A	Aug. '74 5
Tol., Peo. & War. 1st pref..100	1,777,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '74 2½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass.....100	$2,800,000	A. & O.	Oct. '74 2
Warren (N. J.).....100	1,800,000	J. & D	Dec. '73 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,559,750	F. & A.	Feb. '74 4
Winchester & Potomac*100	180,000	J. & J.	July '74 3
Winchester & Strasburg*100	500,000	J. & J.	July '74 2½
Worcester and Nashua.. 75	1,400,556	J. & J.	July '74 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	..... 2½
Baltimore City.....100	803,000	— & —	Jan. '74 3
Bleecker st. & F Fy. (N Y)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Oct. '74 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Apl. '73 2
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jan. '70
Brooklyn City.....100	1,500,000	F.M.A.N	Aug. '74 3
Brooklyn City & Newt..100	800,000	J. & J.	July '70
Brooklyn and Jamaica....100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 2½
Cambridge.....100	727,800	A. & O.	Oct. '74 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	500,000	J. & J.	July '74 2
Citizens' (Pbg.)..... 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..100	500,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Feb. '74 2
Eighth Avenue (N.Y.)....100	1,000,000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 2
42nd St. & G. St. Ferry...100	748,000	J. & J.	July '74 3½
Frankf. & Southw. (Ph.) 50	491,750	J. & J.	July '74 5
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '74 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '74 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	July '74 1½
Lomb. & South Sts. (Ph.) 25	106,000	A. & O	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston).... 50	1,500,000	M. & N.	July '74 3½
Middlesex (Boston).....100	400,000	M. & N.	Nov.'74 3
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,556	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '74 5
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '74 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	Oct. '73 2
Second & Third St. (Ph.) 50	962,700	J. & J.	July '74 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '74 2
Sixth Avenue (N. Y.).....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '74 1½
Somerville (Boston).....100	75,000	M. & N.	Nov. '74 3
South Boston.....100	400,000	J.A. J.O.	Oct. '74 2½
Union (Boston).....100	200,000	.....	July '72 7½
Union (Phila.)..... 50	400,000	J. & J.	July '74 8
West Philadelphia..... 50	400,000	J. & J.	July '74 10
CANALS.			
Chesapeake & Delaware 50	1,983,562	J. & D.	June'73 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug. '74 4
Delaware and Hudson.... 100	15 000 000	F. & A	Aug. '74 5
Delaware and Raritan*..100	6,847,400	J.A. J.O.	Oct. '74 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat. 50	9 290,380	J S D.M.	Nov. '74 2
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated.... 100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug. '72 5
Pennsylvania..... 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	July '74 30s
" " (pref.) 50	2,888,977	F. & A.	July '74 60s
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 —
MISCELLANEOUS.			
Adams Express.....100	12,000,000	M.J. S.D.	Dec. '74 2
American Coal..... 25	1,500,000	M. & S.	Mar. '74 4
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton..... 10½	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 2
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref..... 100	3,698,400	— & —	.....
" certif..... 100	2,324,000	J. & J.	.....
Pacific Mail Steamship.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	2,000,000	.....	..... 2½
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	Nov.'74 5
Pullman Palace Car..... 100	4,000,000	F.M.A.N	Nov.'74 3
Quicksilver, common ...100	4,700,000	— —	.....
" preferred ...100	4,300,000	— —	.....
Spring Mountain Coal... 50	1,250,000	J. & D.	Dec. '74 5
Spruce Hill Coal..... 10	1,000,000	— & —	.....
United States Express...100	6,000,000	F.M.A.N	Nov. '74 2
United States Trust.....100	1,500,000	J. & J.	July '74 5
Wells-Fargo & Co. Exp 100	8,000,000	J. & J.	July '74 4
West. Union Telegraph.100	25,000,000	J.A. J.O.	Oct. '74 1
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	F. & A	Aug. '64

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities, Dec. 1, 1874.					
Loan of June 14, 1858 ..... registered	$280,000	5	Jan. & July.	1874	....
Loan of February 8, 1861 ..... registered	18,783,000	6	Jan. & July.	1880	119¼
.. .. coupon	4,632,000	6	" "	1880	119¼
Oregon War Bonds of March 2, 1861 ... coupon	945 000	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861 .... registered	125,829,150	6	Jan. & July	1881	119¼
.. .. coupon	63,492 200	6	" "	1881	119¼
Loan of Feb. 25, 1862 (5-20s) ..... registered	7,818,950	6	May & Nov.	1882	112¾
(5-20s) ..... coupon	118,437,400	6	" "	1882	112¾
Loan of March 3, 1863 ..... registered	53,643,300	6	Jan. & July.	1881	119¼
.. .. coupon	21,356.700	6	" "	1881	119¼
Loan of March 3, 1864 (5-20s) ..... registered	946,600	6	May & Nov.	1884	110¼
Loan of June 30, 1864 (5-20s) ..... registered	26,037,750	6	" "	1884	110¼
(5-20s) ..... coupon	33,008,450	6	" "	1884	114¼
Loan of March 3, 1865 (5-20s) ..... registered	33,758.300	6	May & Nov.	1885	115¼
.. .. .. (5-20s) ..... coupon	118,776,050	6	" "	1885	116¼
.. .. 2d series (5-20s) ..... registered	57,120 030	6	Jan. & July.	1885	115¼
.. .. .. (5-20s) ..... coupon	145,544,100	6	" "	1885	118¼
.. .. 3d series (5-20s) ..... registered	88,051,900	6	Jan. & July.	1887	116¼
.. .. .. (5-20s) ..... coupon	322.570,850	6	" "	1887	120
.. .. 4th series (5-20s) ..... registered	14,002,500	6	Jan. & July.	1888	119¼
.. .. .. (5-20s) ..... coupon	23,471,500	6	" "	1888	119¼
Loan of March 3, 1864, (10-40s) ..... registered	141,2-2,150	5	Mar. & Sept.	1904	113¼
.. .. .. (10-40s) ..... coupon	53,306,150	5	" "	1904	114¼
Consols of July 14, '70 & Jan. 20, '71 .registered	195,017,700	5	F. M. A. & N.	1881	113¼
.. .. coupon	164,08.,200	5	" "	1881	113
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. .. coupon	.....	4½	" "	1886	...
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. coupon	.....	4	" "	1901	....
Debt matured and without interest ..... (var.)	18,446,036	...	.....	Due.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14,000,000	5	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,623.512	6	Jan. & July.	'95-'99	116¼
United States Notes	382,075,267	nil.	.....	.....	...
Fractional Currency	47,385,698	"	.....	.....	....
State Securities, latest dates.					
Alabama—($11,258,834):					
.. Bonds (old and extended), 1866 and '72 ...	3,230,800	5	May & Nov.	'84-'92	36
.. Bonds (new), '66, '68 '72 and '73	2,477,700	8	Jan. & July.	'86-'93	50
.. State Bonds for Railroads	2,300,200	8	" "	'90-'91	....
.. Railroad endorsements	16,386,000	8	" "	'90-'91	....
Arkansas—($ 9,485,0 0):					
.. Funded Bonds, ($4,400,000) 1869 and 70.	2,850,000	6	Jan. & July.	'90-'00	20
.. Levee Bonds, 1871	2,200.000	7	" "	1891	...
.. Deficiency Bonds, 1872	300,000	7	" "	1882	....
.. Railroad Aid Bonds 1869 to '73	5,350,000	7	April & Oct.	'99-'00	7
California—($3,796,500):					
.. Civil Bonds 1857 and '60	1,689,000	7	Jan. & July.	'77-'80	111¾
.. Relief Fund Bonds, 1863	110,000	7	" "	'83-'85	....
.. State Capitol Bonds, 1871 and '7	500,000	7	" "	'91-'92	....
.. Funded Debt of 1873	1,497,500	6	" "	1893	....
Connecticut—($5,095,900):					
.. War Loan, (10-30 yrs) of July 1, 1861 ...	532,800	6	Jan. & July.	1881	103¾
.. War Loan, (20 yrs) of Jan. 1863 and '64.	2,282.500	6	" "	'83-'84	....
.. War Loan, (10-30 yrs) of Oct. 1, 1864	589,500	6	April & Oct.	1894	....
.. War Loan, (20 yrs) tax free, of Oct. 1, '64	1,741,100	6	" "	1885	....
Delaware—($1,231,000):					
.. State War Debt	879,000	6	Jan. & July.	1885	....
.. Railroad Aid (J. and Breakwater R. R..	352,000	6	" "	1885	....
District of Columbia—($4,790,000):					
.. Improvement (gold) bonds	4,000,000	6	Jan. & July.	1902	....
.. Improvement (cur.) bonds	790,000	7	" "	1902	....
Florida—($6,645,763):					
.. Bonds of 1871, and 1873	957,000	7	Jan. & July.	var.	....
.. Railroad Loan (gold) of 1870	4,000,000	8	" "	1890	....
.. Consolidated (gold) Bonds of 1873	1,000,000	6	" "	1903	....
Georgia—($14,871,084):					
.. Bonds for Western & Atlantic R. R....	784,700	6	May & Nov.	1874	80
.. Bonds for Western & Atlantic R. R.....	172,500	7	" "	1874	....
.. Bonds for Atlantic and Gulf R. R.....	800,000	6	Feb. & Aug	'78-'86	....
.. Bonds of March 12, 1866	3,900, 00	7	Jan. & July.	1886	91
.. Bonds (gold) of Sept. 1870	2,098,000	7	April & Oct.	1890	72
.. Bonds of Feb. 19, 1873	1,200.000	8	" "	'75-'86	....
.. Railroad endorsements	7,923,000	var	Various.	var.	83
Illinois—($2,060,150):					
.. New Internal Improvement Bonds, 1847	962,445	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	320,000	6	" "	'77-'78	....
.. War Loan Bonds, 1861	367,000	6	" "	1880	...
.. Chicago Relief Bonds 1871	250,000	6	" "	1881	...
Indiana—($4,098,813):					
.. War Loan Bonds, of 1863	130,000	6	May & Nov.	1866	....
.. Temporary Loan Bonds, 1873	710,000	7	Jan. & July.	'75-'76	....
Iowa—($543,056):					
.. War and Defense Fund Bonds, 1861....	300,000	7	Jan. & July.	.....	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864.....	101,175	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,235,500	7	" "	'76-'89	....
Louisiana—($22,308,800):					
.. State Bonds, to R. R. Companies.....	2,436,000	6	Various.	'70-'06	28
.. Relief (Treasury) Bonds 1858	5,750,000	6	May & Nov.	'86-'07	....
.. Levee Bonds 1865	1,000,000	8	Various.	1885	....
.. Levee Bonds, 1867	4,000,000	6	May & Nov.	1907	....
.. Past due coupons 1865	978,800	6	Jan. & July.	'86-'97	....
.. Levee Bonds, 1870	2,960,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	2,950,000	6	May & Nov.	1910	....
.. State Penitentiary Bonds, 1869	500,000	7	Mar. & Sept.	1899	....
.. Bonds for Railroad stocks (var.).....	2,436 000	6	Various.	'67-'71	....
.. Bonds for Railroads (var.)	5,202,000	8	Various.	'99-'10	....
.. Miss. & Mex. Gulf Ship Canal Bonds...	480,000	7.3	Mar. & Sept.	1889	....
Michigan—($1,622,134):					
.. Sault Ste Marie Canal Bonds.....	61,000	6	Jan. & July.	1879	102
.. Renewal Loan Bonds, 1858	105.000	6	" "	1878	103¾
.. Two Million Loan, 1863...	1,032,000	6	" "	'73-'83	....
.. War Bounty Bonds, 1865	366,000	7	May & Nov.	1890	....
Maine—($7,138,400):					
.. Civil Loan Bonds, 1850-'61	222,000	6	Various.	'74-'78	....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	Various.	'80-'89	102
.. War (Municipal Equalization)	3,083,900	6	April & Oct.	1889	....
Maryland—($10,741,215):					
.. Bonds to R. R. and Canals	5,709,639	5	J. A. J. & O.	1890	50
.. Bonds to R. R. and Canals	828,222	6	" "	1890	102
.. Bonds to Balt. & Susq. R. R.	200,000	3	" "	1890	....
.. Defense and Bounty Bonds	3,072,083	6	Jan. & July.	1883	108
.. State Loans, 1870 and 1872	799,056	6	" "	'85-'87	....
Massachusetts—($28,477,804):					
.. State (public works) scrip	780,000	5	Various.	'74-'80	....
.. Union Fund Loan, 1861	2,758,000	6	Jan. & July.	'74-'76	109¾
.. Union Fund Loan, 1862	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863	888,000	5	" "	1883	....
.. Bounty Loan Bonds, 1863 and 1864.....	8,578,244	5	May & Nov.	'83-'94	101¾
.. War Loan (currency)	999,944	5	Mar. & Sept.	1888	102¾
.. Railroad and Tunnel Bonds	10,305,532	5	April & Oct.	'88-'93	....
.. Norwich and Worcester R. R. Bonds...	400,000	6	Jan. & July.	1877	....
.. B., H. & Erie R. R. Bonds	3,599,024	5	" "	1900	....
Minnesota—($250,000):					
.. State Buildings Loan 1867 and 1869.....	250,000	7	Jan. & July.	'77-'79	....
Missouri—($18,747,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	98¼
.. State (funding) Bonds, 1867-68	2,727,000	6	" "	'87-'88	....
.. Railroad Loan Bonds, 1854-'66.....	12,801,000	6	" "	'74- 86	....
.. Railroad Bonds, guaranteed 1856-'66....	1,589,000	7	" "	'76-'91	100¾
.. State Institutions Loans	1,301,000	6	" "	var.	93¾
New Hampshire—($3,914,165):					
.. War Loan Bonds, of 1861	614,000	6	Jan. & July.	'69-'75	....
.. War Loan Bonds, of 1864	600,000	6	Mar. & Sept.	'84-'89	101¾
.. War Loan Bonds, of 1866	494,500	6	April & Oct.	'73-'74	....
New Jersey—($2,896,300):					
.. War Loan Bonds, 1861-'64, tax free.....	2,890,000	6	Jan. & July.	'74-'02	105¾
New York—($36,530,400):					
.. State Stock of 1827 and 1832	561,500	5	J. A. J. & O.	pleas.	....
.. State (Deficiency) Stock of 1838	900,000	5	" "	1875	110
.. State (Deficiency) Stock of 1838	800,000	6	" "	1878	...
.. State (Deficiency) Stock of 1838	348.107	5	" "	pleas.	....
.. State (Deficiency) Stock of 1838	1,189,781	6	" "	pleas.	....
.. Canal Stock	1,106,420	5	" "	1874	-
.. Canal Stock	111,200	4	" "	'72-'73	....
.. Canal Stock	10,135,280	6	" "	'74-'77	....
.. Bounty Loan registered	19,861,000	7	Jan. & July.	1877	108¾
.. Bounty Loan coupon	1,200,000	7	" "	1877	108¾
North Carolina—($29,547,045):					
.. Old or Ante-War Debt	4,738,800	6	Jan. & July.	'72-'92	28
.. Old or Ante-War Debt	3,639,400	6	April & Oct.	'72-'92	30¾
.. Bonds issued since the war	3,009,045	6	Jan. & July.	'92-'98	21
.. Bonds issued since the war	1,859,000	6	April & Oct.	'92-'98	12¾
.. Bonds issued for funding	2,417,400	6	Jan. & July.	'78-'00	....
.. Bonds issued for funding	1,721,400	6	April & Oct.	'78-'00	17
.. Special Tax Bonds	11,407,000	6	" "	'98-'99	7¾
Ohio—($8,211,062):					
.. Loan of 1860, sinking fund	147,180	6	Jan. & July.	1870	....
.. Loan of 1850, sinking fund	1,585,900	6	" "	1875	....
.. Loan of 1860, sinking fund	4,074,817	6	" "	1881	103
.. Loan of 1856, sinking fund	2,400,000	6	" "	1886	106
Oregon—($290,477):					
.. Bounty and Relief Bonds	90,477	7	Jan. & July.	'74-'84	....
.. Willamette Canal Bonds	200,000	7	" "	1890	....
Pennsylvania—($24,999,786):					
.. Inclined Plane Loan, of 1849	400,000	6	April & Oct.	1879	....
.. Loan of April 1852, reg. and coup.....	483,000	5	Jan. & July.	1882	103¾
.. Loan of May 1852, reg. and coup.....	2,637,500	5	Feb. & Aug.	1877	....
.. Loan of April 1853, coupon	238,000	5	" "	1878	....
.. Loan of April 1861, registered	35,000	6	" "	1878	....
.. Loan of Feb. 1867, reg. and coup.....	907,200	5	" "	'74-'82	....
.. Loan of Feb. 1867, reg. and coup.....	18,798,950	6	" "	'74-'82	....
.. Chambersburg certificates, registered...	83,032	6	June & Dec.	1876	....
.. Loans of April 1872	500,000	6	April & Oct.	1876	....
Rhode Island—($2,638,500):					
.. War Bonds of 1862	1,019,000	6	Mar. & Sept.	1882	....
.. .. of 1863	205,000	6	April & Oct.	1883	....
.. .. of 1863	668,000	6	Jan. & July.	1893	....
.. .. of 1864	746,000	6	Feb. & Aug.	1894	....
South Carolina—($20,660,236):					
.. State House, Stock and Bonds '50-'63...	953,488	6	Jan. & July.	pleas.	21¾
.. Fire Loan Stock of 1838	205,344	6	J. A. J. & O.	1870	....
.. Funding Stocks 1866 and 1869.....	143,114	6	Jan. & July.	'77-'90	....
.. Fire Loan Bonds of 1838	481,944	5	" "	1868	....
.. New State House Bonds 1853-'66.....	298,000	6	" "	'71-'86	....
.. Blue Ridge R. R Bonds 1854	966,000	6	" "	'74-'75	....
.. Funding Bonds, 1868	930,000	6	" "	'87-'97	....
.. .. 1869	1,681,000	6	April & Oct.	1888	17
.. .. 1869	1,189,400	6	Jan. & July.	1888	16
.. .. 1869	2,030,000	7	" "	1888	....
.. Conversion Bonds 1869	7,666,500	6	" "	1888	....
.. .. .. 1870	343,000	6	April & Oct.	1889	....
.. Railroad Aid Bonds	4,797,808	6	Various.	'69-'89	....
Tennessee—($20,966,382):					
.. Railroad, &c., Bonds	15,767,932	6	Jan. & July.	'92-'00	76¾
.. State Bonds (direct)	4,819,544	6	April & Oct.	'89-'99	....
.. State Endorsements	2,197,000	6	Jan. & July.	1900	....
.. Funded Interest Bonds	4,598,035	6	" "	1914	76¾
Texas—($3,715,979):					
.. Frontier Protection (gold) Bonds, 1870..	700,000	7	Mar. & Sept.	'90-'10	....
.. Deficiency Bonds, 1871	857,000	10	" "	1876	76
.. State Bonds	197.000	6	Jan. & July.	'76-'91	....
.. Railroad Aid Bonds	1,763,817	6	" "	var.	...
Vermont—($225,500):					
.. War Loans of 1864, '65 and '68	225,500	6	June & Dec.	'74-'78	....
Virginia—($45,718,112):					
.. Funded under act of 1871	20,278,730	6	Jan. & July.	long.	39
.. Funded under act of 1872	1,764,747	6	" "	"	....
.. Sterling Bonds	2,727,562	5	" "	"	....
.. Deferred (W. Va.) certificates	15,239,370	6	" "	"	13

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1889	....
2d Mortgage	2,673,000	8	" "	" "	1889	....
Receiver's Bonds for $1,200,000.	450,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,800,000	8	Jan. & July.	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	107
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	102
3d Mortgage	434,000	7	May & Nov.	" "	1881	100
Albany Loan	933,000	6	" "	" "	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1890	....
Allegheny Valley:						
General Mortgage	3,889,000	7.3	Jan. & July.	New York.	1896	91
Special Mortgage to Penn.	3.500.000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	6,000,000	7	April & Oct.	Phil. or Lond.	1900	83
American Central:						
1st Mort., guar. by C., B. & Q.	736,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage ($12,000 p. m.)	620,000	8*	Jan. & July.	Lond. or Ams.	1891	....
2d Mortgage for $1,200,000	700,000	7*	April & Oct.	New York.	1893	....
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
Atchison and Nebraska:						
1st Mortgage	3,750,000	8	March & Sept.	Boston.	1896	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,042,500	7*	Jan. & July.	New York.	1899	61½
Land Grant Mortgage (gold)	3,521,000	7*	April & Oct.	Boston.	1900	64½
1st Mort. (Wichita Branch) guar.	412,000	7*	Jan. & July.	"	1902	....
Consolidated Mortgage (gold)	976,000	7*	April & Oct.	N. Y. or Bost.	1903	25
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Georgia)	4,240,000	8	Jan. & July.	New York.	1900	64
Atlantic and Great Western:						
1st Mortgage (gold)	14,414,980	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	8,707,200	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,790,214	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated(285 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1887	....
Sectional (S. A. & G. R. R.) bonds	310 000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5.000.000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	...	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,536,500	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	1,958,.00	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R. R.) assumed	7,189,000	6*	Jan & July.	" "	1888	....
1st Mort. (Central Div.) gold	1,189,500	6*	May & Nov.	" "	1891	....
Equipment Bonds	674,000	10	June & Dec.	" "	1883	....
Atlantic and St. Lawrence:						
Sterling bonds(not Mort.)of 1853.	484,000	6*	May & Nov.	London	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1883	....
Augusta and Savannah:						
1st Mortgage	129,500	7	....	Savannah.	....	....
Avon, Geneseo & Mt. Morris (Erie):						
1st Mortgage	20,000	7	Jan. & July.	New York.	1883	....
Bald Eagle Valley:						
1st Mortgage	360,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855-'75	857,250	6	Jan. & July.	Baltimore.	1875	102½
Loan of 1850-'80	579,500	6	" "	"	1880	102½
Loan of 1853-'95	1,710,500	6	April & Oct.	"	1885	100½
Loan of 1856-'90 (Balt.) sktg fd.	3,461,146	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) sktg fund.	3,620,320	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,498,016	6*	" "	"	1902	....
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	Jan. & July.	Baltimore.	1885	96
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	602,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C., C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	96
Beloit and Madison (C. & N. W.):						
1st Mortgage (guaranteed)	306,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	492,500	6	March & Sept.	Philadelphia.	1885	87
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	746,000	6	Feb. & Aug.	"	1887	84
Bingham Canyon & Camp Floyd:						
1st Mortgage	240,000	8*	Jan. & July.	.....	1903	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1893	....
Boston and Albany:						
Albany loans (Alb. & W. Stkbge.)	106,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds (Western R. R.)	666,000	6	April & Oct.	"	1875	99½
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	"	1902	100½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	8	Jan. & July.	Boston.	1884	....
1st Mortgage (Equalization)	248,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	168,000	7	" "	"	1890	....
Equipment Mortgage	350,000	8	Apr. and Oct.	"	1891	91
Boston, Concord and Montreal:						
Sinking Fund Mortgage	624,000	6&7	Jan. and July.	Boston.	1889	....
1st Mortgage (22½ m.) convertible	150,000	6	" "	"	1875	....
1st Mortgage (22½ m.) "	200,000	6	" "	New York.	1875	....
Consol. Mortgage for $2,000,000.	966,400	7	Apr. and Oct.	Boston.	1893	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	Mar. and Sept.	Bostod.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	23
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	40
Mass. L (sec'r'd by $4,000,000 Ber.)	3,600,000	7*	" "	Boston.	1890	....
Boston and Lowell:						
1st Mortgage	200.000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1892	104½
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	2,000,000	7	May and Nov.	Boston.	1893	105
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500,000	7	May and Nov.	Boston.	1891	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1905	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1886	....
Buffalo and Erie:						
Mort. bonds (ass'd by LS & MS)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" ")	3 000,000	7	Apr. and Oct.	" "	1898	59
Buffalo, New York and Erie:						
1st Mortgage (assumed by Erie)	2,000,000	7	June & Dec.	New York.	1877	90
Buffalo, New York & Phila.:						
1st Mortgage	2,296.000	6	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	281,500	10	.....	" "	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage, stg., sktg. fund	5,400,000	7*	May & Nov.	N. Y. & Lond.	1919	52
1st Mort., (gold) Mil. Div.	2,200,000	7*	Feb. and Aug.	" "	1902	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,898,350	7	April & Oct.	N. Y. & Bost.	1893	90
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	Boston.	1875	99½
Stock Bonds pref. 3d lien	566,000	8	" "	"	1878	....
Stock (common) Bonds	340,000	8	April & Oct.	N. Y. & Bost.	1879	....
Stock (common) Bonds	356,500	8	Jan. & July.	" "	1894	100
Stock (common) Bonds	430,500	8	" "	" "	1899	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,715,000	8	Jan. & July.	N. Y. & Bost.	1894	98
Bonds convertible until 1882	628,947	8	" "	Boston.	1883	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov.	Boston.	1896	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S.F.	8,000,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1898	....
California and Oregon (Cen. Pac.):						
1st Mortgage (gold)	6,000,000	6*	Jan. & July.	New York.	'89-'91	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage (end. by Cen. Pac.)	1,600,000	6*	June & Dec.	" "	....	....
Camden and Amboy:						
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	100½
Loan of 1883	1,700,000	6	Feb. & Aug.	"	1883	94½
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	94
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	100
Sterling Loan, S. F. (£262,000)	1,286,080	6*	Feb. & Aug.	London.	1890	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	105
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	100½
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	....
Canada Southern:						
1st Mort. (sktg fd) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	65
Cape Girardeau and State Line:						
1st Mortgage (gold)	1,000,000	7	Jan. & July.	Cape Gir'deau	1891	....
Cape May and Millville:						
2d Mort. guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	....
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	1,500,000	6*	Jan. & July.	New York.	1922	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	600,000	8	May & Nov.	New York.	1879	98½
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	102
Chattel Mortgage	209,850	5	May and Nov.	"	'88-'90	....
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	198,000	7	April & Oct.	New York.	1884	85½
1st Mort. (W. to Minn. Line)	1,334,000	7	Jan. & July.	" "	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	....
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	....
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	993,000	7	March & Sept	New York.	1875	....
General Mort. for $5,000,000	1,672,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	150,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July	New York.	1899	....
2d Mortgage, gold, $4,000 p. m..	925,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
Convertible bonds of 1872.....	3,612,700	7	May & Nov.	New York.	1902	10 ½
1st Mort.(New)for $5,000,000....	5,000,000	7	Feb. & Aug.	" "	1890	110
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....
Loan of Leh.C. & Nav.Co.(assu'd)	2,310,000	6	J. A. J. & O	Philadelphia.	1897	....
Consol. Mort. for $25,000,000....	5,000,000	7	" "	New York.	1899	....
Central Ohio (B. and O.:)						
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	92½
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'99	96½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	....
State Aid B'ds(1st by State)gold	1,500,000	7*	" "	Sacramento.	1884	101
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury.	'95 '99	....
1st Mort. (Western Pacific) gold	2,725,000	6*	" "	New York.	899	86½
1st Mort. (Calif. & Oregon) gold	7,066,000	6*	" "	" "	892	....
1st Mort. (S. Fr., Okld & Ala.)..	500,000	8*	" "	San Francisco	890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,183,000	6*	" "	" "	1890	....
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	17½
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
1st Mort. (Stan., Sheff. and Ch.)	444,100	7	Jan. & July.	"	1887	62
Income and Extension Bonds..	1,008,600	8	May & Nov.	"	1902	....
Equipment Mort. (Vt Central).	1,000,000	8	" "	"	'76-'77	56
Equipment Mort. (").	1,000,000	8	" "	"	1889	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	" "	"	1891	62½
Missisquoi R.R.(")	500,000	7	Jan. & July.	"	1891	39
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	....
Charleston and Savannah:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	...
2d Mortgage dated Jan. 1, 1869.	76,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	800,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M.(gold) sk'g fd for $15,000,000	15,000,000	6*	May & Nov.	New York.	1899	51
1st Mort. Extension(cou. or reg)	2,124,000	7*	Jan. & July.	" "	1902	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "	" "	1880	....
3d Mort. (")coupon....	918,000	6	" "	" "	1884	....
Income (")coupon....	800,000	8	" "	" "	1876	....
Funded Interest, coupon.....	160,557	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.).....	807,000	6	Jan. & July.	Boston.	'75-'80	93½
Chester Creek (Phil. & Balt. Cent.):						
1st Mort., guar. by P., W. & B..	186,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	1'0,000	7	May & Nov.	New York.	1877	....
1st Mortgage.....	2,408,000	7	Jan. & July.	" "	1893	111
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	100½
Consol. Bonds (£200 stg. each).	1,149,950	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	97
2d Mort. (")	188,000	7	Jan. & July.	" "	1898	....
1st Mort. (Louisiana and Mo.)..	4,300,000	7	Feb. & Aug.	" "	1900	83
Chicago, Burlington and Quincy:						
Trust Mortgage sk'g fund.....	2,592,000	8	Jan & July.	New York.	1883	113½
Trust Mortgage, sk'g fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....
Loan of 1872.....	7,029,875	7	Jan. & July.	Boston.	1896	98½
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Car. and Burl.) guar..	600,000	8	May & Nov.	" "	1879	98½
1st Mort. (Dix., Peo. & Han)guar.	800,000	8	Jan. & July.	" "	1889	....
1st Mort. (Ill. Gr. Trunk) guar..	960,000	8	April & Oct.	Boston.	1890	90
1st Mort. (Keok. & St.Paul)guar.	1,000,000	8	" "	" "	1879	....
1st Mort. (O., O. & Fox Rv.)guar.	1,241,000	8	Jan. & July.	N.Y. & Bost.	1900	90
1st Mort. (Peo. and Han.) guar..	600,000	8	" "	New York.	1878	....
1st Mort. (Quincy & War.) guar.	800,000	8	" "	N.Y. & Bost.	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	" "	Frankfort.	1890	....
Chicago and Canada Southern:						
1st Mortgage.....	2,500,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1897	....
Chicago, Clinton and Dubuque:						
1st Mort. guar. C., B. and Q.....	1,500,000	8	June & Dec.	Boston.	1896	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold....	2,500,000	7*	Apr. and Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold...	825,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p. m.	4,425,000	8	June & Dec.	Boston.	1896	....
Chicago and Iowa:						
1st Mortgage for $2,200,000.....	1,750,000	8	Jan. & July.	N.Y. & Bost.	1901	90
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar.C&NW	568,200	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar.C.&NW	211,500	7	Feb. & Aug.	New York.	1892	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago and Milwaukee Railway:	$					
1st Mort., guar. by C. and N.W.	1,642,000	7	Jan. & July.	New York.	1898	93½
Chicago and Mich. Lake Shore:						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1889	....
1st Mortgage.....	2,500,000	8	Jan. & July.	Boston.	1890	....
1st Mortgage.....	1,350,000	8	May & Nov	"	1891	....
1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (Mil. and St. Paul R'y)	5,527,000	7	Jan. & July.	New York.	1893	...
2d Mort. (" ")	1,191,000	7	April & Oct.	" "	1884	..
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	....	....
1st Mort. (East. Div. Palmer.)	781,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1897	77
1st Mort. (Minnesota Central.)	190,000	7	" "	" "	1870	....
1st Mort. (St. Paul Division.)	4,000,000	7o	" "	" "	1902	85
1st Mort. (Iowa and Dak. Div.)	1 000,000	7	" "	" "	1870	72½
1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	106
2d Mort. (" ")	1,315,000	7 8	" "	" "	1898	92
1st Mort. (Ills. and Iowa Div.)	37,000	7	Jan. & July.	" "	....	..
1st Mort. (Hast. and Dak. Div.)	1,250,000	7	" "	" "	....	72
Income bonds(Mil. and St.Paul)	20,000	7	April & Oct.	" "	....	....
Milwaukee City Loan.....	230,500	7	March & Sept.	" "	1873	....
1st Mort. (Mil. and Western)...	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	" "	" "	....	....
Equipment and Bridge Bonds..	245,000	10	June & Dec.	" "	1883	....
Consol. Mort. for $35,000,000....	.....	7	Jan. & July.	" "	1904	..
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1 242,700	7	Feb. & Aug.	New York.	1885	102
General 1st Mortgage (193 m.) ..	3 588,000	7	" "	" "	1885	99
Funded coupons (193 m.).....	743,300	7	May & Nov.	" "	1883	94½
Appleton Ext. (23 m.& 76,000 ac.)	147,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	282 000	7	" "	" "	1885	..
1st Mort. (Gal. & Chi. U.) 248 m.	1,698,000	7	" "	" "	1882	104
2d Mort. (Gal. & Chi. U.) 248 m.	854,000	7	May & Nov.	" "	1875	....
Elgin and State Line.....	128,000	6	Jan. & July.	" "	1878	....
Mississippi River Bridge	190,000	7	" "	" "	1884	....
1st Mortgage (Peninsula).....	331,000	7	March & Sept.	" "	1898	....
Consol. sk'g fund (C.& N.W.R'y	3,280,000	7	F. M. A. & N.	" "	1915	90
General Consol. Gold Bonds ...	8,995,000	7*	June & Dec.	" "	1902	85½
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S.F.(Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
2d Mort. (Mil. & Chi.R. R.) guar.	97,500	7	" "	" "	1898	....
1st Mort. (Chic.& Mil.R.W.)guar	1,642,000	7	Jan. & July.	" "	1898	93½
1st Mort. (Bel.& Mad. R.R.)guar	306,000	7	" "	" "	1888	....
Chicago, Portage and Superior:						
1st M.,s.f.(Chi. & N. Pac. Air-L.)	25,000pm	7*	June & Dec	New York.	1902	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $3,000,000.....	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	.. ..
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	..
Chicago, Rock Island and Pacific:						
1st Mortgage sk'g. fund.....	9,000,000	7	Jan. & July.	New York.	1896	107½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago, Wisconsin & Canada:						
1st Mort. gold, sk'g fd for $410,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st Mortgage (gold) for $5,000,000	.....	7*	Jun. & July.	" "	1902	....
Chillicothe and Brunswick:						
1st Mort , guar. by St. L., K.C.&N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863.....	1,250,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865.....	500,000	7	Jan. & July.	" "	1883	....
3d Mortgage of 1867.....	400,000	8	June & Dec.	" "	1877	....
Cincinnati, Ham.& Ind.(C.,H.&D.):						
1st Mort., guar. for $2,500,000...	1,846,000	7	Jan. and July.	New York.	1903	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	....
Cincinnati and Martinsville:						
1st Mort., guar. by L.,C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	.. ..
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560 000	7	Jan. and July.	New York.	1895	....
2d Mortgage	65,000	7	" "	" "	1889	.. ..
Cinc.,Rich.& Ft.Wayne(G.R.&I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	99
1st Mort. (San., Day. & Cin.)S.F.	990,000	6	Feb. & Aug	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1877	....
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	....
Cincinnati and Springfield:						
1st Mortgage for $2,000 000(guar)	2,000,000	7	April & Oct.	New York.	1901	....
2d Mortgage.....	411,000	7	.....	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m...	2,000,000	7*	Jan. and July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	2,700,000	7	May & Nov.	New York.	1899	104½
1st Mort. (C., C. and C. R. R.)..	271,000	7	June & Dec.	" "	'74 '94	....
1st Mort. (Bell. and Ind. R.R.)..	453,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500,000.	.....	7	.....	" "	....	....
Clev.& Mahoning V.(A.& Gt. W.):						
3d (now 2d) Mort.(sk'g fund) 1856	457,900	7	March & Sept.	New York.	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Cleveland and Pittsburg (Pa.Co.):						
3d (now 2d) Mortgage guar.....	1,252,000	7	May & Nov.	New York.	1875	100½
4th (now 3d) Mortgage guar.....	1,096,000	6	Jan. and July	" "	1892	95
Consol. sinking fund guar.....	1,499,000	7	May & Nov.	" "	1900	100

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Mt. Vernon and Delaware:	$					
1st Mortgage gold	1,300,000	7*	Jan. & July.	New York.	1900	....
2d Mortgage	1,000,000	7	" "	" "	1902	...
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	101
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York	1885	106
2d Mortgage (" ")	860,000	7	April & Oct.	" "	1886	95
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg	554,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	10,333,000	7	April & Oct.	New York.	1908	68½
2d Mortgage skg fund	3,747,000	7	Feb. & Aug.	" "	1909	28
1st Mort. (Chic. and Gt. Eastern)	461,000	7	April & Oct.	" "	'93-'95	68
2d Mort. (" ")	344,400	7	Jan. & July.	" "	....	....
Income conv. (")	2,554 000	7	Feb. & Aug.	" "	1850	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	" "	" "	1890	....
1st M., s.f.(" ")	39,650	7	May & Nov.	" "	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	709,500	7	Jan. & July.	" "	1883	....
2d Mortgage (Ind. Central)	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Loganap't & Bur.)	554,500	7	Feb. & Aug.	" "	1884	....
Income (" ")	74,024	7	" "	" "	....	....
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	" "	1905	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn., S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	469,100	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000	603,500	7	April & Oct.	Boston.	1893	96
1st Mortgage sinking fund	296,500	6	June & Dec.	"	1876	....
Coupon Notes	634,000	7	" "	"	'76-'91	97
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	96
Connecticut River:						
1st Mortgage skg fund	250,000	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free	2,674,000	7	Jan. & July.	N. Y. & Bost.	1900	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	971,000	6	March & Sept.	Philadelphia.	1,2,3,4.	91½
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	95,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	160,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	" "	1908	....
Plain bonds	81,800	6	" "	"	1884	....
Danbury and Norwalk:						
Mortgage Bonds of 1860	100,000	7	Jan. & July.	New York.	1880	....
Mortgage Bonds of 1870-'72	400,000	7	" "	" "	'90-'92	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	....
2d Mortgage	300,000	7	" "	" "	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage	2,000,000	7*	April & Oct.	New York.	1909	....
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,885,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar	441,000	7	March & Sept.	"	1887	....
3d Mortgage, guar	356,000	7	April & Oct	"	1888	....
Toledo Depot bonds guar	105,500	7	March & Sept.	"	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	"	1879	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R):						
1st Mortgage (assumed)	189,000	7	Jan. & July.	New York.	1895	....
1st Mortgage (")	463,000	6	" "	"	1895	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. and Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	Apr. and Oct.	New York.	1875	107
2d Mortgage	1,633,000	7	March & Sept.	" "	1881	106
Convertible Bonds	5,000,000	7	June & Dec.	" "	1892	110
2d Mort. (Lack. & Bloomsburg)	500,000	7	Apr. and Oct.	" "	1880	....
1st M. Ext.(" ")	400,000	7	March & Sept.	" "	1885	....
2d M. Ext.(" ")	200,000	7	May & Nov.	" "	1890	....
Denver & Boulder Val.(Den. Pac):						
1st Mortgage	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant	2,493,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	3,024,500	7*	May & Nov.	N.Y.L.&Ama.	1900	....
Des Moines and Ft. Dodge:						
1st Mortgage (coupon)	2,400,000	6	Jan. & July.	New York.	1904	...

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.)	2,330,000	8	May and Nov.	New York.	1902	....
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	1,826,000	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....
2d Mortgage, (coupon) guar.	300,000	8	Jan. & July.	" "	1881	....
Detroit, Lansing and Lake Mich.:						
1st Mortgage	3,219,000	8	April & Oct.	Boston.	1896	....
1st Mortgage (on Branches)	575,000	8	June & Dec.	"	1897	....
2d Mortgage	1,359,000	8	Feb. & Aug.	"	1893	....
1st Mort. (Ionia and Lansing)	770,000	8	Jan. & July.	New York.	1889	....
2d Mort. (" ")	81,000	8	May & Nov.	" "	1889	....
Detroit & Milwaukee(Gt. W. of Ca.):						
1st Mortgage, (D.& M.R.'y)	2,500,000	7	May & Nov.	New York	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	May & Nov.	" "	1875	....
1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1878	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1886	....
Bonds of Sept. 1, 1866	110,000	7	March & Sept.	" "	1886	....
Bonds of June 30, 1866	1 702,317	6-7	Jan. & July.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	$24,000	7	Feb. & Aug.	New York.	1876	99½
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	800,000	8	Jan. & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage tax free	882,000	7	Jan. & July.	New York.	1893	....
Dubuque Southwestern:						
1st Mortgage	450.000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred	78,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold)	1,200,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama	400,000	8	Jan. & July.	.....	1890	...
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	102
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	2,999,000	7	Jan. & July.	New York.	1900	89½
2d Mortgage	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Company Bonds (E.T.& Ga.,old)	635,000	6	Jan. and July.	" "	'80-'85	....
Company Bonds (" new)	135,400	6	" "	" "	1876	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed	194,400	6	Jan. & July.	Boston.	1876	....
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1867-'87	890,000	7	March & Sept.	"	1887	92½
Loan of 1868-'88	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869-'89	500,000	6	May & Nov.	"	1889	....
Loan of 1872-'82	1,558,000	7	various.	"	1882	91
Loan of 1873-'93	878,900	6	March & Sept.	"	1893	....
New Bonds	1,000,000	7	—— & ——	"	1892	....
Sterling Sink. Fd. Bonds	3,000,000	6*	March & Sept.	London.	1893	....
Eastern Shore (Md.):						
1st Mortgage	400.000	6	Jan. & July.	Philadelphia.	1880	....
2d Mortgage	200,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	100
Income Mortgage guaranteed	570,000	5	April & Oct.	"	2862	....
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York	1897	103½
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	....
3d Mortgage	4,582,000	7	" "	" "	1883	100
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	97
5th Mortgage convertible	709,500	7	June and Dec.	" "	1888	98
Buffalo Branch, 1st mortgage	182,500	7	Jan. & July.	" "	1891	....
Sterling loan (£1,000,000) conv.	4,580,000	6*	March & Sept.	London.	1875	....
1st Consol Mort. for $30,000,000.	12,076 000	7*	" "	NY & London.	1920	....
2d Consol. Mort. for $40,000,000.	15 000,000	7*	June and Dec.	London.	1894	....
Long Dock Co s. Mortgage	3,000 000	7	" "	New York.	1893	103
Convertible bonds	10,000,000	7*	April & Oct.	London.	1903	....
Erie and Pittsburg (Penn.):						
1st Mortgage	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,800	7	April & Oct.	" "	1890	....
Consolidated Mortgage	2,192,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	750,000	7	April & Oct	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6*	Jan. & July.	N.Y. & Lond.	1894	....
1st L.M.(& 1st on 50, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	....
New Mortgage for $6,000,000	.....	...	.....	.....	....	....
Evansville and Crawfordsville:						
1st Mortgage (51 miles) skg. fund	302,000	7	Jan. & July.	New York	1887	....
1st Mortgage (109 m.)	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension)	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	775,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Prov.(B&P):						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Fitchburg:						
Bonds of 1874 for $500,000	.....	7	.....	Boston.	1894	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)	2,210,000	8	March & Sept.	New York.	1889	....
Flint & Holly S. F. ($25,000 p.y.)	425,000	10	May & Nov.	" "	1885	....
1st Mort.(Bay C & E.Sag.)guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.)	75,000	10	March & Sept.	New York.	1887	....
1st Mort. skg.fd.(H., W.& Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
Consolidated Sinking Fund	1,771,000	8	May & Nov.	" "	1902	....
Construction Loan	280,405	8	Jan. & July.	" "	1878	....

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida:	$					
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....
Flushing, North Side and Central:						
1st Mort. (Flush'g and N. Side.)	1,825,000	7	May & Nov.	New York.	1901	....
1st Mort. (Central of L. I.)	1,000,000	7	.....	" "	....	....
1st Mort. (Cent. R. R. Exten.).	200 000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	135,000	7	Feb. & Aug.	" "	1887	....
Sterling Loan	1,500,000	6*	.....	London.	....	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee.	1 500,000	8	Jan. & July.	New York.	1889	...
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	" "	"	1896	....
Framingham and Lowell:						
1st Mortgage	500,000	7	May & Nov.	Boston.	1891	89½
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremont, Elkhorn & Mo. (SC&P):						
1st Mortgage	600,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	104
2d Mortgage	948,000	7	May & Nov.	" "	1875	....
Galv., Harrisburg & San Antonio:						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	....
Geneva, Ithaca and Athens:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. & July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	608,000	7	Jan. & July.	Augusta	'74-'90	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1883	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold,	3,224,000	7*	April & Oct.	" "	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees.	1,500,000	8	Jan. & July.	New York.	1886	.. ..
2d Mortgage, guar. by Lessees.	500,000	8	March & Sept.	" "	1879	95
Grand Trunk (Ca.):						
Equipment Bonds £600,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	.. ..
1st Preference Bonds £3,218,149	16,090 745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,927.808	11,639,040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	"	....
Provincial Debentu'e £3,111,600	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	....
Mortgage Bonds £547 000	2,735,000	5½	April & Oct.	"	'77-'78	....
New Bonds £1 000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	89½
2d Mort., " "	2,500,000	7	May & Nov.	" "	1893	69
Green Bay and Minnesota:						
1st Mortgage	2,400,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,386,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples (T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	....
2d Mortgage	525,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo. (T.W.&W)						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	....
2d Mortgage	250,000	7	"	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'77-'94	....
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Fifteen years' bonds (277 m.)	2,714,000	8	March & Sept.	" "	1885	85
1st Mort. (Q. & Palm. R.R. 15 m)	600,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. RR 55 m)	1,200,000	10	Jan. & July.	" "	1886	....
General Land Mortgage (277 m.)	642,000	7	April & Oct.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	100½
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	...
2d Mortgage	100,000	7	Feb. & Aug.	New York.	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	Brpt. & Bost.	1889	....
Equipment Bonds	150,000	7	.....	Bridgeport.	1883	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	7,479,000	7*	Jan. & July.	New York.	1891	....
1st Mortgage (Western Div.)	2 500,000	7*	" "	" "	1903	....
Consolidated Mortgage	2,700,000	8	April & Oct.	" "	1912	....
Hudson River (N.Y.Cen.& H.R.):						
2d Mortgage, sinking fund	1,794,000	7	June & Dec.	New York.	1885	103
Mortgage	150,000	7	May & Nov.	" "	1875	99½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia	1890	102
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	97½
Consolidated Mortgage	1,378,000	7	April & Oct.	"	1896	....
Illinois Central:						
Construction bonds, cur. skg f'd.	2,742,000	7	April & Oct.	New York.	1875	100½
Construction bonds, coin	382,000	6*	" "	N. Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	,500,000	6*	" "	London.	1875	....
Sterling Bonds, Sinking Fund	5,000,000	5*	" "	"	1903	....
Illinois Grand Trunk (C.,B. & Q.):						
1st Mortgage guaranteed	960,000	8	April & Oct.	Boston.	1890	90
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mort. (Nor. Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	...
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	50
1st Mortgage Extension gold	2,000,000	7*	Jan. & July.	" "	1912	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis and Madison:						
1st Mort. assumed by J., M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage s.f. (Intern. R. R.)	3,040 000	7*	April & Oct.	New York.	1911	70
Convertible B'ds(")	1,478,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage (Hous. & Gt. N. RR.)	4,211,000	7	Jan. & July.	" "	1900	....
Convert. B'ds(" ")	1,677,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) of 1858	1,600 000	7	April & Oct.	New York.	1888	35
1st Mortgage (I. C. & L. F.) of 1867	2,792,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(" ")of 1869	1,701,000	7	June & Dec.	" "	1899	....
1st Mortgage (Cin. & Indiana.)	499,000	7	" "	" "	1882	....
2d Mort. guar. (" ")	1,496,000	7	Jan. & July.	" "	'77-'87	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1919	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	378,000	10	Jan. & July.	" "	1881	81
Ionia and Lansing (D., L. & L.M.):						
1st Mortgage traffic guar.	770,000	8	Jan. & July.	New York.	1889	....
2d Mortgage "	81,000	8	May & Nov.	" "	1886	....
Iowa Falls and Sioux City:						
1st Mortgage	2,060,000	7	April & Oct.	New York.	1917	...
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	81
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	..
Jackson, Lansing & Saginaw (MC):						
1st Mortgage guar.	1,450,000	8	Jan. & July.	New York.	1885	69½
1st Mort. (Northern Ext.) guar.	848,000	8	May & Nov.	" "	1890	....
2d Mortgage guar.	289,000	8	March & Sept.	" "	1878	....
Consolidated Mortgage (236 m.)	18,000pm	8	" "	" "	1891	94½
Jacksonville, South West'n & S. East:						
1st Mortgage	510,000	7*	Jan. & July	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	3,000,000	8	" "	" "	1899	....
James'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	468,000	7	Jan. & July.	New York.	1887	.. ..
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	84,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	.....	7*	Jan. & July.	New York.	1918	.. .
1st Mortgage (Ridgefield Park).	300,000	7	May & Nov.	" "	1912	...
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	336,000	8	Jan. & July.	New York.	1882	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	91
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	89
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.&M.So.	840,000	8	Jan. & July.	New York.	1888	94½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M. Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage "	70,000	8	" "	" "	1869	....
Kalamazoo & White Pigeon:						
1st Mort assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
Kan. City, St. Jo. & Coun. Bluffs						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. and July.	N. Y. & Bost.	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort. (St. Jo. & CB. 78 m) conv.	1,400,000	10	March & Sept.	" "	1892	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug	New York.	1893	....
1st Mort. (" " ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.) conv	887,000	8	March & Sept.	" "	1890	....
New Consol. Mort. for $8,000,000	947,000	8	Feb. & Aug.	B	.....	....
Kansas City & Santa Fe (LL&G)						
1st Mortgage for $2,000,000	720,000	10	May & Nov.	Boston.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	....
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	....
1st M.(3dD.244.66m.& 3,0 0,000a)	8,432,000	7*	May & Nov.	N. Y. L. & F.	1899	....
1st Mort. (1,000,000 acres).....	248,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mort. (2,000,000 acres)gold...	1,751,750	7*	Jan. & July.	N. Y., L. & F.	1880	....
2d Mort. (")gold...	1 500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'96-'97	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	....
Kent County (Del.)						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Kentucky and Great Eastern:						
Bonds for $2,360,000.....	15,000pm	7*	Feb. & Aug.	New York.	1892	....
Keokuk and Des Moines:						
1st Mortgage.....	1,895,000	7	April & Oct.	New York.	1904	...
Funded Interest.....	258,720	8	" "	" "	1884	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	1,000,000	8	April & Oct.	Boston.	1879	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW & W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Erie and Louisville:						
1st Mortgage	300,000	7	April & Oct.	New York.	1892	...
2d Mortgage.....	540,000	7	Jan. & July.	" "	1902	...
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)....	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	1,600,000	7	April & Oct.	New York.	1879	....
Consol. Mort., S.F., Registered.	4,250,000	7	J. A. J. & O.	" "	1900	101
Consol. Mort., S.F., Coupon....	1,200,000	7	Jan. & July.	" "	1900	103
2d Consol. Mort. for $25,000,000.	.....	7	June & Dec.	" "	1903	95
Bonds of 1892 (Reg. & Coupon)	5,206,000	7	April & Oct.	" "	1882	....
Lake Shore Dividend Bonds....	1,498,000	7	" "	" "	1899	98
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	" "	1880	101
3d Mort. (" ")	1,000,000	7	April & Oct.	" "	1892	....
1st Mort. (Mich. So. & Nor. Ind.)	5,256,000	7	May & Nov.	" "	1885	104½
2d Mort. (" ")	2,692,000	7	" "	" "	1877	100
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	106
2d Mort. (" ")	860,000	7	April & Oct.	" "	1886	98
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	" "	1892	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" ")	3,000,000	7	April & Oct.	" "	1898	99
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1876	99½
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1868	94½
1st M. (Jamestown & Franklin)	468,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage.....	696,000	7	.....	" "	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	NY.-Bost.-Ph	1900	45
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,147,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	...
1st Mort.(K. C. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (new loan).....	4,875,000	6	June & Dec.	Philadelphia.	1898	103
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	106½
General Mort. for $40,000,000...	5,000,000	6*	June & Dec.	London.	1923	....
Lewisb. Centre & Spruce C.(P. & E):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A. & P.):						
1st Mortgage gold	1,000,000	6*	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov	New York.	1883	....
Street Connection Bonds.....	500,000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	....
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	5
Land Grant sinking fund.....	3,780,000	7	April & Oct.	" "	1900	5
Little Rock, Pine Bl. & N. Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Skg. Fd.....	759,500	7	Apr. and Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	88½
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)....	150,000	6	May & Nov.	"	1893	....
General Mortgage.....	775,000	7	" "	New York.	1890	....
Louisiana & Mo. Riv. (Ch. & Al):						
1st Mortgage.....	4,300,000	7	Feb. & Aug	New York.	1900	83
Louisville, Paducah and S. W.:						
1st Mortgage.....	3,000,000	8	March & Sept	New York.	1890	....
2d Mortgage.....	900,000	7	May & Nov.	" "	1893	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Bonds to State of Kentucky....	74,519	6	Jan. & July.	New York.	Perp.	....
1st Mortgage for Cincinnati Br..	3,000,000	7	" "	" "	1897	....
2d Mortgage for $1,000,000.....	878,000	8	April & Oct.	" "	1900	....
Louisville Loan.....	100,000	6	Jan. & July.	" "	1881	....
1st Mort. (Louisville & Frankf't)	39,000	6	" "	" "	'73-'78	....
1st Mort. (Louis., Cin. and Lex.)	21,000	6	April & Oct.	" "	1902	....
1st Mortgage (Shelby R. R.)....	88,500	8	June & Dec.	" "	1881	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.).	326,000	7	Jan. & July.	New York.	1876	....
1st Mortgage (Memp Br.46.37m.)	96,000	7	May & Nov.	Louisville.	1875	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	"	'80-'85	....
1st Mort. (Memphis and Ohio)..	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,425,000	6*	Feb. & Aug.	" "	1902	....
Consol. M. for $5,000,000(392 m.).	6,814,000	7	April & Oct.	" "	1898	86
Louisville Loan.....	849,000	6	" "	" "	'86-'87	....
Louisville Loan (Lebanon Br.)..	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	....
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1892	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R..	300,000	7	Jan. & July.	New York.	1877	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1887	....
Construct. Mort. end. by Ga. RR.	370,000	7	" "	" "	1879	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1889	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7*	April & Oct.	New York.	1890	...
Maine Central:						
Consolidated Mortgage.....	545,800	7*	April & Oct.	Boston.	1912	....
$1,100,000 Loan, tax free.....	756,800	7*	Jan. & July.	"	1898	91
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150,000	6*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
1st Mortgage (Ken. & Portland.)	217,300	6	April & Oct.	Augusta.	1885	....
Consol. (Port. & Kennebec.) Loan	1,166,700	6	" "	Boston.	1895	....
2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	88
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	104½
2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1896	93
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	82½
4th Mortgage.....	2,004,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.).	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	....
Marquette, Houghton & Ontonagon						
Income Bonds (Marq. & Ont.)..	180,000	8	Jan. & Dec.	New York.	1875	....
1st Mortgage (")...	1,760,000	8	" "	" "	1892	....
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1892	....
Consolidated Mortgage.....	1,454,000	8-10	Various.	" "	'92-'03	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400 000	6	Jan. & July.	Boston.	1889	90
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	...
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	....
Tennessee State Loan.....	1,814,142	6	" "	" "	....	....
Income Bonds.....	600,000	10	March & Sept.	" "	'73-'78	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
2d Mortgage.....	1,000,000	8	.....	" "	....	....
Michigan Air Line (Mich. Cent.):						
1st Mort. (E. Div.) assumed....	200,000	8	May and Nov.	New York.	1890	98
Michigan Central:						
1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	111
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	106
1st Mort. (M. Air L.W.D.)assu'd	1,000,000	8	Jan. & July.	" "	1899	102½
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S.& M.S.	5,256,000	7	May & Nov.	New York.	1885	104½
2d Mort. " "	2,692,000	7	" "	" "	1877	100
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1896	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee and St. Paul—						
See Chicago, Mil. & St Paul.						
Milwaukee, Lake Sh. & Western:						
1st Mortgage.....	3,000,000	7*	June & Dec.	New York.	1902	....
Milwaukee and Northern:						
1st Mortgage.....	1,625,000	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage.....	320,000	10	Jan. & July.	Detroit.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed..	400,000	7*	Apr. and Oct.	New York.	1911	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St. L. (L.Sup.& M.):	$					
1st Mortgage gold, guaranteed..	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	Detroit.	1890	....
Mississippi Cent.(N.O.St.L.&Chi.):						
1st Mortgage	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,704,800	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	2,610,000	7*	Jan. & July.	.....	1900	....
Mississippi and Tennessee:						
1st Mortgage	660,000	7	April & Oct.	Memphis.	1876	....
Consolidated Mortgage	1,254,000	8	Jan. & July.	"	'81-'93	....
Tennessee State Loan	430,447	6	.....	.....	....	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	3,229,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S.F..	362,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	....
Additional Consol. Mort.	2,500,000	7	" "	" "	1905	....
Further Add. Consol. Mort.	600,000	7	" "	" "	1906	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	50
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mortgage	300,000	8	" "	New York.	1889	....
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	5*	May & Nov.	New York.	1900	....
2d Mortgage	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage Sterling	5,782,000	6* 5*	May & Nov.	Mob. & Loud.	1883	....
Interest bonds	1,532,000	8	" "	Mobile.	'76-'83	....
Sterling Interest bonds	769,920	6*	" "	London.	1883	....
Tennessee Subsidy Bonds	1,685,000	7*	Jan. & July.	N.Y. & Lond.	1901	....
Special Mort. (Gainesville Br'h)	53,000	8	May & Nov.	Mobile.	"	....
2d Mortgage	1,453,858	8	March.	"	1877	....
Consol. Mort. for $15,000,000	.....	7*	Jan. & July.	N.Y. & Loud.	1904	....
Convertible 3 per cent. bonds	847,975	3	M. J. S. & D.	New York.	....	....
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage	780,000	7	.....	" "	....	....
Income Mortgage	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage	127,000	7	May & Nov.	New York.	1888	....
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold.	1,040,000	5*	March & Sept.	New York.	1886	....
1st Mortgage not endorsed	330,000	8	June and Dec.	" "	1900	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	108
2d Mortgage guar.	8,000,000	7	Feb. & Aug	" "	1891	108½
Convertible bonds	383,600	7	Jan. & July.	" "	1900	95
Construction bonds of 1871	640,000	7	April & Oct.	" "	1889	99
General Mortgage	2,978,000	7	" "	" "	1901	....
Special "	1,029,000	7	.....	" "	....	....
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	1,450,000	6	Jan. & July.	New York.	'74-'83	....
2d Mort. (Government Subsidy)	1,000,000	4	" "	"	'81-'91	....
New Mortgage	5,800,000	7	" "	"	1913	....
Nashville and Decatur(L.& Nash.):						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	103,000	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (C. of N.J.):						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	860,000	7*	May & Nov.	New York.	1889	....
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	....
New Issue for $360,000	285,000	7	" "	"	1894	....
Newburyport:						
1st Mortgage	300,000	....	.....	.....	....	....
New Haven and Derby:						
1st Mortgage	525,000	7	Various.	New Haven.	'93-'00	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage	880,000	7	.....	" "	1881	....
New Haven and Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1909	....
Convertible bonds, tax free	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfield bonds..	200,000	7	" "	" "	1891	....
New Jersey Midland (NY.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug	New York.	1895	....
2d Mortgage	1,500,000	7	" "	" "	1881	....
New Jersey and New York:						
1st Mortgage	500,000	7*	March & Sept.	N.Y. or Lond.	1893	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov.	New York.	1889	...
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1888	....
2d Mortgage	1,000,000	7	March & Sept.	"	1881	....
Consol. Mort. for $7,000,000	5,300,000	7	April & Oct.	"	1903	....
Income Mortgage	750,000	7	" "	"	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	3,000,000	7*	May & Nov.	New York.	1900	....
New London Northern(Con. Vt.):						
1st Mortgage	300,000	6	April & Oct.	New York.	1885	....
2d Mortgage	500,000	7	June and Dec.	"	1892	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
N.O.,Jack.& Gt.N. (N.O.St.L.& C.):	$					
1st Mortgage	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000	1,500,000	8	April & Oct.	" "	1890	....
Consol. Mort. for $8,000,000	3,000,000	7*	Jan. & July.	" "	1912	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N.Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,825,000	8	" "	" "	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12 250,000	6,617,500	7*	Feb. & Aug.	N.Y. or Lond.	1903	....
New York & Canada (D.& H.C.):						
1st Mort. for £800,000. guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	5,936,626	6	May & Nov.	New York.	1883	98½
Bonds for debts assm'd (N.Y.C.)	1,614,000	7	Feb. & Aug.	" "	1876	102
Bonds for B.& N.F. stk (")	74,500	6	May & Nov.	" "	1888	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	94
Bonds for Real Estate (")	162,000	6	" "	" "	1883	95
Bonds of 1854 renewed (")	2,431,000	6	June & Dec.	" "	1887	100
2d Mort. (Hudson River) S. F..	1,794,000	7	" "	" "	1885	108
3d Mort. (")	159,000	7	May & Nov.	" "	1876	....
Bonds of 1871, tax free	1,960,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $30,000,000	3,904,000	7	Jan. & July.	" "	1903	112½
1st Mort., reg'd }		7	" "	" "	1903	111
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York and Harlem:						
Consolidated Mortgage of 1863..	103,000	6	Feb. & Aug.	New York.	1903	....
Sinking Fund Mortgage of 1861.	108,899	7	Jan. & July.	" "	1881	....
Consolidated Mort. of 1872	6,822,000	7	May & Nov.	" "	1900	107½
N. York, Housatonic & Northern:						
1st Mortgage	249,000	7*	April & Oct.	New York.	1902	....
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000	2,500,000	7*	Jan. & July.	New York.	1902	....
New York, N. Haven & Hartford:						
1st Mort. (N. Y. and N. Haven)	1,059,500	6	April & Oct.	New York.	1875	100½
1st Mort.(Harlem & Portchester)	1,000,000	7	.....	" "	1903	....
New York and Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage convertible	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible	1,500,000	7	" "	"	1896	....
3d Mort., Equipment	3,800,000	7	.....	"	....	....
1st Mort., (West. Extension)	2,425,000	7	.....	"	....	....
Consolidated Mortgage	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
1st Mortgage	75,000	6	Feb. & Aug.	New York.	1878	....
Improvement Bonds	100,000	7	Jan. & July.	"	1876	....
Extension Bonds	250,000	6	May & Nov.	"	'78-'81	....
General Mort. for $1,000,000	777,000	7	Jan. & July.	"	1899	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Carolina:						
1st Mortgage	375,000	6	May & Nov.	Co's Shops,NC.	1878	....
North Eastern (S. Car.):						
1st Mortgage	320,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	225,500	8	" "	"	1899	....
North Missouri (St.L.,K.C. & N.):						
1st Mortgage	6,000,000	7	Jan. & July.	New York.	1895	84
North Pennsylvania:						
1st Mortgage	2,159,500	6	Jan. & July.	Philadelphia.	1885	105
2d Mortgage	1,500,000	7	May & Nov.	"	1896	102
Chattel Mortgage	360,000	10	April & Oct.	"	1877	104½
General Mortgage	436,500	7	Jan. & July.	"	1903	....
North Shore (Flush.,N.S. & Cent):						
1st Mortgage	155,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage Coupon	2,500,000	6	Jan. & July.	Baltimore.	1885	95½
3d Mortgage Coupon	1,223,000	6	April & Oct.	Phila. & Balt.	1900	87
3d Mort. (York & Cumb.) guar.	500,000	6	Jan. & July.	Baltimore.	1877	....
Income Mortgage conv.	1,000 000	7	April & Oct.	Harrisburg.	1880	....
Income Mort. coupon	3,000,000	7	Jan. & July.	"	1922	....
Consol. Mort. coupon	2,520,000	6*	" "	Baltimore.	1900	93
Consol. Mort. registered	205,000	6*	April & Oct.	"	1900	....
Consol. Mort. S. F.	2,000,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	Jersey City.	1873	....
Northern Pacific:						
1st Mort. on R.R. & lands gold..	30,000,000	7.3*	Jan. & July.	New York.	1900	26½
Northwestern Virginia:						
3d Mort. assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	....
Northwestern Union (C. & N.W.):						
1st Mortgage	3,500,000	7*	.....	New York.	....	....
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan, skg. fd.	400,000	6	Jan. & July.	Boston.	1877	....
Construction Bonds	150,000	7	" "	"	1877	....
Nyack and Northern:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	88½
Sinking Fund Bonds	468,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,000	7	Jan. & July.	New York.	1898	95
Consolidated S. F. Mortgage	3,556,000	7	" "	" "	1898	97½
Consolidated Mort., Sterling	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds	3,672,000	7	April & Oct.	New York.	1911	80½
Income and Funded Debt Bonds	174,000	7	" "	New York.	1882	....
Debenture Sinking Fund Bonds	180,000	7	May & Nov.	New York.	1883	....
Oil Creek and Allegheny River:						
1st Mortgage (J. C. R. R)	550,000	7	Feb. & Aug.	Philadelphia.	1896	70
1st Mort. (Warren & Franklin).	1,500,000	7	April & Oct.	" "	1882	....
1st Mort. (Union & Titusville).	500,000	7	Jan. & July.	" "	1890	....
Consolidated Mortgage	1,100,000	7	May & Nov.	" "	1883	50

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Old Colony:	$					
Plain Bonds	1,000,000	4	March & Sept.	Boston.	1876	99¼
Plain Bonds	32,000	5	" "	"	1884	
Plain Bonds	468,000	6	April & Oct.	"	1875	99¾
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	102¼
New Bonds for $3,000,000	1,192,000	7	March & Sept.	"	1894	105
Omaha and Northwestern:						
1st Mort. Land Grant, Gold	16,000pm	7.3*	Jan. & July.	New York.	1901	
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,034,000	8	June & Dec.	Boston.	1896	85
Orange, Alex. and Manassas— See Wash. C., Va Mid. & Gt. So.						
Oregon and California:						
1st Mortgage gold	10,950,000	7*	April & Oct.	New York.	...	
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	
Oshkosh & Miss. (C., M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	
Oswego and Rome (R. W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	
Oswego and Syracuse (D. L. & W.):						
1st Mortgage, guaranteed	201,000	7	May & Nov.	New York.	1885	
Ottawa, Oswego & Fox River:						
1st Mortgage guar by C., B. & Q.	1,241,000	8	Jan. & July.	N.Y. & Bost.	1900	90
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	1,500,000	8	Feb. & Aug.	New York.	1892	
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	88
2d Mortgage sinking fund	2,873,000	7	Jan. & July.	" "	1891	78¼
Income Bonds	1,154,600	7	" "	" "	1892	
St. Louis County Debt	700,800	7	Monthly.	St. Louis.	1885	
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	
1st Mort. (Carondelet Branch)	500,000	6*	April & Oct.	" "	1893	
1st Mort. (Leav., Atch. & N. W.)	500,000	7	" "	" "	1889	
1st Mort. (Lex. & St. Louis) gold	900,000	6*	Jan. & July.	" "	1887	
Paducah and Memphis:						
1st Mortgage gold for $2,805,000	1,541,000	7*	Feb. & Aug.	New York.	1902	
Panama.						
1st Mortgage, stg £19,350	93,850	7*	April & Oct.	London.	1875	
General Mortgage, stg £597,800	2,889,330	7*	" "	"	1897	
Paris and Decatur:						
1st Mortgage gold, S. F.	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	
Pekin, Linc. & Decatur (TW & W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	
Pemberton & Hights. (UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	
Peninsular (Mich.) Railway:						
1st Mortgage gold (S.F.) 1st series	1,800,000	7*	May & Nov.	N.Y. or Lond.	1899	
1st Mortgage gold (S.F.) 2d series	979,000	7*	" "	" "	1900	
Pennsylvania:						
1st Mort. (Harrisb'g to Pittsb'g)	4,970,000	7	Jan. & July.	Philadelphia.	1880	103¼
2d Mort (" ")	2,583,600	6	April & Oct.	"	1875	102¼
2d M. stg (" ")	2,284,240	6*	" "	London.	1875	
General Mortgage (coup. & reg.)	19,558,760	6	J. A. J. & O.	Philadelphia.	1910	95¼
Consolidated Mortgage	8,245,000	6*	Jan. & July.	London.	1905	
State lien for $7,500,000, skg f'd	5,401,676	5	April & Oct.	Philadelphia.	'74-'90	
Pennsylvania and Delaware:						
1st Mortgage	350,000	7	Feb. & Aug.	Philadelphia.	1901	
Income Mortgage	310,000	7	April & Oct.	"	1891	
Pennsylvania & New York (L. V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	105
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	
Peoria & Bureau Val (C. R. I. & P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	600,000	8	Jan. & July.	Boston.	1878	
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	
2d Mortgage	150,000	10	Jan. & July.	New York.	1900	
Perkiomen (Phila. and Rdg):						
1st Mortgage, guaranteed	619,000	6	April & Oct.	Philadelphia.	1897	84
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'93	
2d Mortgage	500,000	8	" "	" "	1902	
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¼ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	
1st Mortgage (Md. Div. 9¼ m.)	300,000	6	" "	"	1891	
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	" "	"	1900	
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	
1st Mortgage	5,000,000	6	" "	"	1881	92
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	85¾
General Mort. for $20 000,000	7,252,000	6*	" "	Phil. or Lond.	1920	
Philadelphia and Reading:						
Loan of 1868	1,138,900	6	Jan. & July.	Philadelphia.	1893	78
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	101¼
Mortgage Loan of 1868	2,700,000	7	Apr. and Oct.	"	1893	105
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	
Consolidated Mortgage June 1, 1871. — Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	106
Consolidated Mortgage June 1, 1871. — Dollar registered	3,414,000	7	" "	"	1911	106
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	668,000	6*	" "	" "	1911	
Consolidated Mortgage June 1, 1871. — Dollar coupon	332,000	6	" "	Philadelphia.	1911	
New deben. loan, conv	6,690,985	7	Jan. & July.	"	1893	104¾
New Improvement Mort. Loan	6,631,615	6*	Apr. and Oct.	Phil. or Lond.	1897	
Gen'l Mort. stg. S. F. ($60,000,000)	10,000,000	6*	" "	" "	1899	
Mort. (Coal and Iron Co.) guar.	13,418,500	7	May and Nov.	" "	1893	

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Philadelphia, Wilmington & Balt.:	$					
Mortgage Loan, convertible	318,500	6	Jan. & July.	Phila. & Bost.	1884	99¼
Loan of 1866	400,000	6	April & Oct.	" "	1876	
Loan of 1867	1,000,000	6	" "	" "	1887	
Loan of 1872	500,000	6	" "	" "	1892	
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	331,800	7	April & Oct.	Philadelphia.	1900	
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia.	1890	
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	70¼
2d Mortgage	5,000,000	7	April & Oct.	Philadelphia.	1913	
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	"	1900	74¼
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	112
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	104¼
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	96
Bridge (O. & P. R. R.) bonds	111,000	7	May & Nov.	Philadelphia.	1876	
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1877	
Equipment bonds	1,000,000	8	March & Sept.	"	1879	
Pittsburg, Va. and Charleston:						
1st Mortgage	700,000	7	April & Oct.	New York.	1902	
Pittsburg, Wash'gton & Baltimore:						
1st Mort. (Pittsb. & Conn'lsville)	4,000,000	7	Jan. & July.	Baltimore.	1898	87
2d Mort. do. (Balt. Loan)	5,000,000	6	May & Nov.	"	1902	
1st Mort. (Turtle Cr. Div. 10¼ m)	400,000	6	Feb. & Aug.	Pittsburg.	1849	
Real Estate Mortgage	100,000	6	.....	Baltimore.	1883	
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	20,000 pm	7*	Jan. & July.	New York.	1901	
Port Huron and Lake Michigan:						
1st Mortgage gold, for $1,800,000	1,800,000	7	May & Nov.	New York.	1899	
Portland & Ogdensb. (Me. & N.H.):						
1st Mort. (Maine Section) gold	800,000	6*	Jan. & July.	Boston.	1900	
Consol. Mort. gold, for $3,300,000	3,300,000	6*	May & Nov.	"	1901	
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	2,300,000	6*	May & Nov.	N.Y. & Bost.	1891	
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1383	
Portland and Rochester:						
1st Mort. (Portland Loan) skg f'd	700,000	6	Jan. & July.	Boston.	1887	
1st Mortgage (equal lien)	357,000	7	April & Oct.	"	1887	
2d Mort. (Portland Loan)	350,000	7	Mar. & Sept.	"	1891	
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N.Y. & Lond.	1889	
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	" "	1889	
Portsmouth, Gt. Falls & Conway:						
1st Mort., guar. by Eastern R.R.	470,000	7	May & Nov.	Boston.	1893	
Poughkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	644,500	7*	Jan. & July.	New York.	1910	
2d Mortgage	78,000	7	" "	" "	.....	
Providence and Worcester:						
1st Mortgage	500,000	6	Jan. & July.	Providence.	1880	
Stoughton Branch bonds	1,000,000	6	" "	"	.....	
Quincy, Alton and St. Louis:						
1st Mortgage gold	1,000,000	7*	May & Nov.	Philadelphia.	1882	
Quincy and Palmyra:						
1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	
Quincy and Toledo (T., W. & W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	
Reading and Columbia (P. & R.):						
1st Mort., Coupon, guaranteed	650,000	7	March & Sept.	New York.	1882	
2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	
Rensselaer and Saratoga:						
2d Mortgage	300,000	7	Jan. & July.	Troy.	1880	104
3d Mortgage	150,000	7	" "	"	1887	
1st Mort (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	
1st Mort. (Troy, Salem. & Rutl.)	600,000	7	May and Nov.	" "	1890	
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	
Consol. Mort. for $2,000,000	1,925,000	7	May and Nov.	" "	1921	
Richmond and Danville:						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	1880	
Virginia State guar. bonds	157,800	6	" "	"	1875	
1st Mor. (Peidmont Branch)	500,000	8	.....	"	1888	
1st Mort. (Northwestern, N.C.)	500,000	6.7	April & Oct.	N. Y. or Rich.	.....	
Consolidated Mortgage	1,706,000	6	May and Nov.	New York.	'75-'90	65¼
Rich., Fredericksburg & Potomac:						
Sterling Loan	87,777	6*	Jan. & July.	London.	1875	
Dollar Loan	175,428	7	" "	Richmond.	1875	
Dollar Loan, Coupon	295,500	8	" "	"	1881	
Dollar Loan	124,489	6	various.	"	1875	
Richmond and Petersburg:						
1st Mort. (Coup. and Register'd)	130,500	7	June & Dec.	Richmond.	1875	
2d Mortgage (Coupon)	175,000	8	Apr. and Oct.	"	'80-'86	
Rockford, R. Island & St. Louis:						
1st Mortgage tax free	9,000,000	7*	Feb. & Aug.	N.Y. & Lond.	1913	
Rome, Watertown & Ogdensb.:						
1st Mortgage, (W. & R.) Skg Fund	799,990	7	March & Sept.	New York.	1880	
2d Mortgage	460,000	7	Jan. & July.	" "	1902	
General Mort. S. F.	1,050,500	7	June & Dec.	" "	1891	
Consol. Mort. conv. till 1879	2,000,000	7	Apr. and Oct.	" "	1904	
Rutland (Cen. Vt. & Vt. & Can.):						
Equipment Mortgage, tax free	500,000	7	May and Nov.	Boston.	1880	
Equipment Mortgage	500,000	8	March & Sept.	"	1890	65¼
General Mort	1,500,000	8	May and Nov.	"	1902	08

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st Mortgag	348,000	8	May & Nov.	Saginaw.	1892	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1890	....
1st M.(W.D)land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	6	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	103
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	95
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	74
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	91½
2d Mort. (" ")	4 622,000	7*	May & Nov.	" "	1897	62
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1895	....
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	....
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	84½
New Mortgage	3,000,000	7	March & Sept.	" "	1892	....
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,207,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen. & Nash.	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St. Louis, Van. & T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	1,000,000	7	March 1.	Pittsburg.	1901	....
St. Paul and Iowa Southwestern:						
1st Mortgage	4,500,000	7*	May & Nov.	.....	1908	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. P. to Sauk Rap.) 80m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
1st M. (W.Line) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (W.Line) R. R. & Lands.	9,000,000	7*	" "	"	....	....
1st Mort. (St. Paul and Pac.)l.g.	15,000,000	7*	.....	"	....	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guaranteed	2,309,743	7	Jan. & July.	New York.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A & G):						
Sectional Mort.	810,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav. & Char.)	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C. & S.)bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar.	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.)						
1st Mortgage gold, tax free	400,000	7*	Jan. & July.	New York.	1900	....
Schoolcraft & Three R. (LS&MS):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,688,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala.	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	91
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	793,000	7	April & Oct.	New York.	1880	....
Shepaug Valley (Ct.).						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y., N. H. & Hart.)						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	....
Sioux City and Pacific:						
1st Mortgage gold	1,628,000	6*	Jan. & July.	Boston.	1898	
2d Mort. (Gov. Subsidy)	1,628,200	6	" "	U.S. Treasury.	1898	....
Somerset & Kennebec(Me.Cent.):						
1st Mortgage gold	200,000	7*	June & Dec.	Boston.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
South Carolina:	$					
1st Mortgage Sterling	1,486,333	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	8 7.000	7	" "	New York.	'82-'88	....
2d Mort. for $3,000,000	615,500	7	April & Oct.	" "	1902	....
Domestic (G) Bonds	111,000	6	Jan. & July.	Charleston.	1874	....
Domestic (I) Bonds	1,296,500	7	April & Oct.	"	1891	....
Domestic (K) Bonds	78,000	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	" "	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,100,000	...	May & Nov.	London.	....	....
South Pacific (Atl. and Pac.):						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	175,000	6	April & Oct.	Boston.	'80-'81	....
South Side, Va. (A., M. and O.):						
1st preferr d bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	621,000	6	" "	" "	'84-'90	....
3d preferred bonds	452,800	6	" "	" "	'84-'90	....
Southern Central (N.Y.):						
1st Mortgage, skg fund conv.	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage	600,000	7	March & Sept.	"	1882	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov	New York.	1900	....
Southern of L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
1st Mort., Sink. Fund	1,500,000	7	May & Nov.	"	....	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,240,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	10,040,000	6*	April & Oct.	New York.	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	345,000	7	Jan. & July.	Boston.	'83-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d Mortgage gold, tax free	440,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Stanstead, Shefford and Chambly:						
1st Mor .. Guar. by Cent. Verm.	444,100	7	Jan. & July.	Boston.	1887	....
Sullivan (Central Verm.):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1881	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	600,000	7	Jan. & July.	Philadelphia.	1904	85
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	....	New York.	....	....
Swedesboro (West Jersey):						
1st Mortgage, guaranteed	200,000	6	June & Dec.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L.&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	"	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1873 for $1,800,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage S. F. Gold	40,000pm	6*	June & Dec.	N.Y. or Lond.	1912	....
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1894	....
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	80
2d Mort.conv.(")	1,300,000	7	April & Oct.	" "	1886	71
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $6,200,000	1,500,000	7	May & Nov.	" "	1910	40
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	50
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	....
1st Mort. (L. Erie, Wab. & St. L.)	2,500,000	7	" "	" "	1890	92
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1888	89½
1st Mort. (Quincy and Toledo)	600,000	7	May & Nov.	" "	1890	86½
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1882	....
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	75
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	" "	1878	73
2d Mort. (Wabash & Western)	1,500,000	7	" "	" "	1878	....
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	70
Equipment (Toledo & Wabash)	600,000	7	" "	" "	1883	....
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	" "	1907	68½
Consol. 2d mort. gold	2,186,000	7*	Feb and Aug.	" "	1893	....
Traverse City (Gr. Rap. and Ind.):						
1st Mortgage	250,000	7	Feb. and Aug.	New York.	1902	....

AMERICAN RAILROAD BOND LIST.

The Letter (g) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Troy & Bennington (T. & B.):	$					
1st Mortgage skg fund, guar.	59,700	7	Jan & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	680,000	6	Jan. & July.	New York.	1878	....
Tuckerton:						
1st Mortgage	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,213,000	6g	Jan. & July.	N. Y. & Bost.	'96-'99	92¼
1st Mort. Land Grant	8,578,000	7	Apr. and Oct.	" "	1887	88½
2d Mortgage (Gov. subsidy)	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund	10,000,000	8	March & Sept.	New York.	1894	76½
Omaha Bridge B'ds, stg £500,000	2,500,000	8g	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6g	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	U.S.Treasury.	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,220,000	6g	Jan. & July.	New York.	1890	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	....
Sterling Loan £389,200 (U. Co's)	1,846,000	5g	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6g	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	....
Bond to State of N. Jer.(U.Co's)	500,000	7	(Due 90 days after demand.)			....
Loan of 1875 (Joint Companies)	675,000	6	Apr. and Oct.	Philadelphia.	1875	100½
Steri'g S.F. £262,000 (C. & Am.	1,310,000	6g	Feb. and Aug.	London.	1880	....
Loan of 1883(Camden & Amb'y)	1,700,000	6	" "	Philadelphia.	1883	94½
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	94
Mortg. Loan (" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	100
Loan of '75 (N.J. R.R. & T. Co.)	300,000	6	Feb. and Aug.	New York.	1875	....
Loan of '78 (" " ")	450,000	6	" "	" "	1878	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)		....
Utah Central:						
1st Mortgage	1,000,000	6	Jan. & July.	Salt Lake City.	1890	....
Utah Southern:						
1st Mortgage	660,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage	200,000	7	Jan. & July.	N Y.& Utica.	1878	....
Bonds of 1871 (2d issue)	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000pm	7g	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. and July.	Boston.	1883	93
Convertible bonds, tax free	200,000	7	" "	"	1879	....
Convertible bonds	150,000	7	" "	"	1885	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	717,500	7	Jan. and July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	138,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871	218,000	8	Jan. and July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	Apr. and Oct.	New York.	1890	...
Virginia & Tennessee(A.M.& O.):						
Enlarged Mortgage	990,000	6	Jan. and July.	N.Y.& Lynch.	1884	80
4th Mortgage	870,000	8	March & Sept.	" "	1900	75
Registered Certificates	118,295	8	Jan. and July.	" "	1875	....
Funded Interest	226,300	8	" "	" "	1880	....
Income Mortgage (fundable)	93,600	8	" "	" "	1886	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	810,500	7g	Apr. and Oct.	New York.	1901	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May and Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	1,500,000	7	Apr. and Oct.	Philadelphia.	1882	....
Warwick Valley (Erie):						
1st Mortgage	60,000	7	Apr. and Oct.	New York.	1880	....
Wasatch and Jordan Valley:						
1st Mortgage	150,000	9g	May and Nov.	New York.	1893	....
Washington City, Va. Mid. & Gt. So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	79½
2d Mort. (" ")	850,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	88½
2d Mort. (" ")	1,200,000	6	Jan. and July.	"	1875	....
3d Mort. (" ")	600,000	8	May and Nov.	"	1873	76
4th Mort. (" ")	700,000	8	March & Sept.	"	1880	69½
Funded Coupons (do.)	722,664	...	.....	"	....	....
1st Mort. (Lynchb'g & Danville)	521,000	...	Apr. and Oct.	"	1896	....
Virginia State Loan	249,962	7	Jan. and July.	"	'92-'93	....
Washington and Ohio:						
1st Mort. (Alex., Lou. & Ham.)	47,000	7	May and Nov.	New York.	1898	....
1st Mortgage for $9,000,000	208,000	7g	Apr. and Oct.	" "	1901	....
Westchester and Philadelphia:						
General Mortgage, tax free	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	....
Western North Carolina:						
1st Mortgage	850,000	8	Jan. and July.	.....	1890	....
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,158,000	8	" "	" "	1900	....
Income Mortgage	502,900	8	Various.	" "	Var.	....
Western Pennsylvania (Penn.):						
1st Mortgage	800,000	6	Apr. and Oct.	Philadelphia.	1893	76
1st Mortgage (Pittsbg. Branch)	1,000,000	6	Jan. and July.	"	1896	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:	$					
1st Mortgage, unendorsed	400,000	6	Jan. and July.	Baltimore.	1890	85
1st Mort. endor. by Balt.	200,000	6	" "	"	1890	....
2d Mort. " "	300,000	6	" "	"	1890	....
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	92
2d Mortgage preferred	600,000	6	" "	"	1895	....
3d Mortgage endor. by Balt.	875,000	6	" "	"	1900	99
4th Mortgage	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort. assumed	2,735,000	6g	Jan. and July.	New York.	1899	86½
Western Union (Chi., M. & St. P.):						
1st Mortgage for $5,000,000	3,500,000	7	Jan. and July.	New York.	1896	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Camden.	1885	85
1st Mortgage	1,000,000	6	Jan. and July.	"	1896	....
1st Mortgage (Salem) guar.	100,000	6	" "	Philadelphia.	1878	....
1st Mort. (Swedesboro') guar.	200,000	6	" "	Camden.	....	....
2d Mort. (Cape May & Millville)	400,000	7	Apr. and Oct.	"	....	....
Consolidated Mortgage	1,000,000	7	" "	"	1899	102
West Wisconsin:						
1st Mort. land gr., gold skg fund	3,900,000	7g	Jan. and July.	N.Y. or Lond.	1887	....
1st Mort. (Southern Extension)	640,000	7g	" "	" "	1902	....
White Water Valley:						
1st Mortgage	1,021,840	6	Feb. and Aug.	Cincinnati.	1890	....
Wico Mico and Pocomoke:						
1st Mortgage	200,000	6	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,800,000	7	June & Dec.	Baltimore.	1900	64
Wilmington and Reading:						
1st Mortgage	1,250,000	7	Apr. and Oct.	Philadelphia.	1900	71½
2d Mortgage coupon or regis.	1,500,000	7	Jan. and July.	"	1902	....
Wilmington and Weldon:						
Sterling Bonds	648,700	6g	Jan. and July.	London.	1881	....
Sterling Bonds	221,400	7g	May and Nov.	"	1886	....
Sinking Fund gold, Bonds	749,000	7g	Jan. and July.	New York.	1896	92
Wilmington and Western (Del.):						
1st Mortgage	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.	2,750,000	7	Jan. and July.	New York.	1890	....
2d Mortgage $12,000 p. m.	1,145,000	7	May and Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7g	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G. gold S. F. $25,000pm	2,931,000	7g	Jan. and July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1881	....
Plain Bonds	75,000	6	" "	"	1881	....
Plain Bonds	150,000	6	May and Nov.	"	1887	....
Plain Bonds	150,000	7	Apr. and Oct.	"	1898	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,093,750	6	Jan. and July.	Philadelphia.	1886	....
Chesapeake and Ohio:						
Sterling Loan guaranteed	4,375,000	5g	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mort. regis. — 1st series, Nov. 1, '67	1,500,000	7	May and Nov.	New York.	1877	....
1st Mort. regis. — 2d series, July 1, 1869	3,500,000	7	Jan. and July.	" "	1884	106½
1st Mort. regis. — 3d series, Jan. 1, 1871	3,500,000	7	" "	" "	1891	107
Debentures Sterling	3,000,000	6g	" "	London.	1885	....
Debentures	850,000	7	Apr. and Oct.	New York.	1878	....
Lehigh Coal and Navigation:						
Mortgage Loan of 1877	762,779	6	June & Dec.	Philadelphia.	1877	92½
Convertible Bonds	692,100	6	" "	"	1882	....
Convertible Loan, gold	856,000	6g	March & Sept.	"	1894	....
1st Mortgage, registered	5,566,277	6	J. A. J. & O.	"	1884	97½
1st Mortgage, reg. (R. R.)	2,400,000	6	F. M. A. & N.	"	1897	97½
Mortgage (equip.) Loan, gold	4,916,500	6g	June & Dec	"	1897	100½
Consolidated Mortgage	199,000	6	.....	"	1911	....
Greenwood Mortgage Loan	798,000	6	Feb. and Aug.	"	1892	....
Greenwood Mortgage Loan	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. and July.	New York.	188	....
Morris (and Essex):						
1st Mortgage	500,000	6	Apr. and Oct.	Philadelphia.	1876	....
2d Mortgage	235,000	6	Feb. and Aug.	"	1876	....
Boat Loan, sinking fund	236,965	7	Apr. and Oct	"	1899	....
Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1897	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,805,000	6	Jan. and July.	Philadelphia.	1910	72
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
Schuylkill Navigation(Ph.& Rdg.:						
1st Mortgage	1,714,390	6	March & Sept.	Philadelphia.	'82-'97	78
2d Mortgage	3,990,392	6	Jan. and July.	"	'82-'97	....
Plain Bonds	47,733	6	" "	"	1876	....
Improvement bonds	200,000	6	May and Nov.	"	1889	87
Boat and Car Loan	756,850	6	" "	"	1913	....
Boat and Car Loan	621,600	7	" "	"	1915	88½
Coupon Bonds	1,200,000	6	Jan. and July.	"	1895	76½
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)	1,000,000	6	Jan. and July.	Phila. & Balt.	1885	74
3d Mortgage (Susqueh. Canal)	1,311,000	6	" "	" "	1878	....
Pref. Int. B'ds (" ")	324,810	6	" "	" "	1894	....
Union:						
1st Mortgage	3,000,000	6	May and Nov.	Philadelphia.	1883	....
West Branch & Susque. (Penn.):						
1st Mortgage	450,000	6	Jan. and July.	Philadelphia.	1878	....
2d Mortgage	298,000	6	" "	"	1896	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years Ending.	Railroad. M. in Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	pc.
Sept. 30, 1873	60.0	—	2.5	125.0	3	4	2	56	Adirondack.....New York.	3,113,515	*	3,543,241	.....	3,763,000	940,000	1,963,756	—	60.0	71,936	29,902	30,012	100,425	22,801	—	100	....
Sept. 30, 1873	81.3	—	5.5	—	13	10	2	113	Alabama Central ¶.....Alabama.	3,600,000	*	—	.....	2,000,000	1,600,000	—	—	92.8	.....	.....	.....	350,000	95,000	—	100	....
Dec. 31, 1873	296.0	—	14.8	—	20	20	5	600	Alabama and Chattanooga.....Alabama.	10,500,000	*	—	.....	2,700,000	8,500,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1873	142.0	—	166.7	—	68	33	12	1,890	Albany and Susq. ¶(D. & H.)..New York.	10,317,910	*	—	.....	5,000,000	4,621,000	706,519	.....	142.0	810,519	371,410	681,917	1,672,319	410,877	7	100	99
Dec. 31, 1873	132.0	130.5	16.7	—	73	29	10	1,969	Allegheny Valley¶.....Pennsylvania.	12,332,709	*	—	.....	2,256,400	7,484,000	1,280,691	—	132.0	.....	861,239	1,778,688	2,628,471	784,026	—	100	....
Oct. 31, 1873	4.5	—	0.3	31.3	—	—	—	—	Allentown (P. & R.).....Pennsylvania.	1,078,439	—	—	.....	568,744	—	649,132	—	—	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1873	99.0	—	3.7	—	13	3	...	96	Arkansas Branch (St. L. & Iron Mt.).Mo.	5,351,250	*	19,971	66,432	2,499,000	2,500,000	438,659	—	99.0	153,190	.....	.....	260,293	98,598	—	50	....
Dec. 31, 1873	62.5	—	6.9	—	—	—	—	—	Ashtab. Youngst'wn & Pitts. (Pa. Co.).O.	3,300,000	—	—	.....	1,800,000	1,500,000	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	150.0	—	8.1	—	5	6	...	64	Atchison and Nebraska.....Kan. & Neb.	7,500,000	*	.....	114,000	3,750,000	3,750,000	114,000	—	150.0	.....	.....	.....	385,237	139,955	—	100	....
Mar. 31, 1873	469.3	27.5	30 9	—	38	23	7	778	Atchison, Topeka & Santa Fe....Kansas.	20,693,288	1,214,307	1,481,420	1,023,087	8,615,000	10,096,500	3,814,785	222,545	282.9	.....	.....	.....	1,172,018	423,803	—	100	81
Feb. 28, 1874	266.5	—	9.7	—	10	8	3	161	Atlanta & Rich'd Air Line ¶..Ga.N.C.&S.C.	11,748,000	*	—	.....	7,500,000	4,248,000	—	—	192.0	.....	.....	.....	.....	.....	—	100	....
June 30, 1874	81.0	—	7.9	—	21	6	5	165	Atlanta and West Point.....Georgia.	1,197,635	*	153,132	463,446	1,232,200	83,000	330,577	68,446	87.0	.....	54,361	62,485	314,233	69,553	8	100	....
June 30, 1874	387.5	35.8	83.8	—	170	39	25	2,749	Atlantic and Great West.N.Y. Penn.& O.	83,816,243	*	19,545,999	2,906,967	34,671,548	66,858,1°0	4,739,481	—	604.8	5,576,446	1,030,722	2,852,086	5,099,674	1,138,886	—	100	....
Dec. 31, 1873	236.0	109.0	15.6	162.0	26	19	10	424	Atlantic and Gulf ¶.....Georgia.	7,717,971	—	—	.....	3,479,677	3,526,700	353,429	—	345.6	663,918	97,227	.....	1,005,947	267,886	—	100	....
Sept. 30, 1873	406.0	20.0	40 0	100.0	84	29	20	1,015	Atlantic, Mississippi and Ohio¶..Virginia.	19,038,905	*	9,187,336	1,215,021	6,921,900	14,183,000	5,860,427	2,435,934	428.0	1,498,803	245,629	627,639	2,193,757	914,035	—	100	....
Dec. 31, 1873	95.0	—	9.0	—	9	12	6	78	Atlantic and North Carolina ¶..N.Carolina.	2,200,000	*	—	.....	1,600,000	200,000	—	—	95.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	328.0	4.0	32.8	—	136	74	34	2,842	*Atlantic and Pacific* ¶..Missouri & Ind.Ter.	36,572,728	*	4,135,500	141,411	19,760,300	16,792,438	1,577,522	.....	814.7	.....	.....	.....	5,529,102	2,218,876	—	100	....
Dec. 31, 1873	149.5	1.5	16.9	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	—	.....	4,388,800	3,484,000	—	—	—	—	—	—	—	174,752	4	100	....
Nov. 30, 1873	53.0	—	4.8	—	—	—	—	—	Augusta and Savannah (C. of Ga.)....Ga.	1,032,200	—	—	.....	733,700	129,000	—	—	—	—	—	—	—	73,000	8	100	....
Oct. 31, 1873	51.2	2.5	5.5	—	—	—	—	—	Bald Eagle Valley .....Pennsylvania.	1,05 0,000	—	10,000	.....	550,000	454,900	—	—	—	—	—	—	—	81,222	7	50	....
Sept. 30, 1873	379.6	42.8	439.0	—	473	205	56	16228	Baltimore and Ohio ¶ ....Md. & W. Va.	33,975,584	16,682,286	18,857,395	2,926,765	16,719,862	19,866,733	822,298	29,033,181	497.4	10,292,259	.....	.....	12,252,844	4,099,043	10	100	171
Sept. 30, 1873	108.5	—	11.4	—	—	—	—	—	Washington branch ¶ .....Maryland.	10,000,000	—	—	—	5,680,685	—	—	—	103.5	.....	.....	.....	947,729	116,067	10	—	175
Sept. 30, 1873	30.0	—	41.6	—	—	—	—	—	Parkersburg Branch.. ....W. Virginia.	1,650,000	—	—	757,653	1,650,000	20,000	—	737,653	30.0	.....	.....	.....	440,778	284,014	—	100	61
Dec. 31, 1873	63.0	—	3.2	—	—	—	—	—	Baltimore, Pittsburg and Chicago.....O.	3,000,000	—	.....	.....	500,000	2,500,000	—	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	73.1	19.2	6.1	—	26	47	8	319	Baltimore and Potomac.....Maryland.	8,136,010	654,991	.....	116,915	3,503,900	4,500,000	884,837	19,180	43.0	.....	.....	.....	281,537	70	—	100	....
Dec. 31, 1873	48.2	—	2.5	—	4	2	2	68	Bangor and Piscataquis ¶.....Me.	1,207,202	110,200	.....	6,257	357,870	922,000	43,789	—	48.2	64,758	36,450	29,698	113,746	30,441	—	100	....
Oct. 31, 1873	16.0	—	6.0	—	5	2	1	367	Barclay (Towanda Coal Co.).....Pa.	1,200,000	—	—	—	1,000,000	79,000	—	—	16.0	58,668	25,347	344,908	996	Loss.	7	50	....
Dec. 31, 1873	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake (Me. C.).Me.	900,000	—	—	—	750,000	150,000	7,000	—	—	—	—	—	—	36,000	—	50	....
Dec. 31, 1873	54.0	—	13.0	76.0	—	—	—	—	Bellville and Southern Illinois .....Ill.	2,780,000	—	.....	.....	1,680,000	1,100,000	—	—	—	—	—	—	—	40 p.c.	—	100	....
Dec. 31, 1873	67.0	—	6.7	—	—	—	—	—	Belvidere Delaware (Penn. R. R.)...N. J.	4,034,829	—	—	571,587	996,800	2,244,500	1,238,888	—	80.0	.....	397,153	1,444,573	1,148,223	163,700	—	100	....
Sept. 30, 1873	22 0	—	2.0	—	—	—	—	—	Berkshire (Housatonic) .....Mass.	600,000	—	6,000	7,600	600,000	—	7,245	6,355	—	—	—	—	42,610	35,407	7	100	....
Sept. 30, 1873	201.8	48.0	324.7	—	231	183	52	5,051	Boston and Albany.... Mass. & N. York.	21,876,749	4,453,046	2,316,185	1,067,840	19,864,100	4,319,000	2,266,820	3,263,900	283.9	5,661,554	5,757,624	2,884,520	9,796,033	2,199,878	10	100	131½
Sept. 30, 1873	26.2	—	2.1	9.8	5	6	2	83	Boston, Barre and Gardner.....Mass.	915,537	141.655	40,118	65,899	826,627	4,400	319,013	13,169	26.2	87,304	116,098	29,340	97,046	16,511	—	100	....
Sept. 30, 1873	41.4	1.5	12.2	—	23	24	13	511	Boston, Clinton and Fitchburg .....Mass.	1,379,111	715,820	259,288	110,779	872,600	1,249,600	224,162	118,636	90.2	489,497	487,274	407,072	677,439	116,978	—	100	66
Jun. 30, 1874	144.3	9.0	11.2	—	24	22	13	585	Boston, Concord and Montreal .....N. H.	3,800,000	*	319,567	250,575	1,800,000	2,116,400	13,162	540,480	153.3	523,362	174,725	99,906	687,128	136,147	—	100	....
Sept. 30, 1873	26.8	16.0	45.7	—	40	62	...	953	Boston and Lowell.....Mass.	2,476,831	343,634	2,508,971	799,188	2,993,000	1,199,500	1,338,660	497,464	125.5	826,231	2,086,079	605,617	1,464,942	387,116	8	500	94
Sept. 30, 1873	115.5	8.5	100.6	—	69	149	...	1,636	Boston and Maine.....Mass., N. H. & Me.	8,817,444	1,335,401	820,083	114,822	6,921,274	2,857,199	305,039	1,342,229	189.5	1,458,963	5,008,074	642,004	2,300,094	680,566	8	100	111
Sept. 30, 1873	44.0	18.5	66.0	—	41	71	11	627	Boston and Providence.....Mass. & R. I.	3,742,515	207,400	1,567,441	219,159	3,950,000	500,000	856,488	430,027	66.5	816,554	3,741,530	827,575	1,822,108	428,342	10	100	147½
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany¶.....Georgia.	10,548,000	*	—	(Sold Oct. 15 1873.)	—	6,980,000	.....	—	172.0	(Operated by Receiver—No returns.)			.....	.....	—	100	....
Sept. 30, 1873	25.5	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,000	—	—	44,080	.....	2,286,000	583,000	—	—	—	—	—	—	40,600	—	100	....
Sept. 30, 1873	43.2	—	6.8	50.0	8	7	3	72	Buff., Corry and Pittsb.... N. Y. & Penn.	1,561,930	*	.....	.....	500,000	1,000,000	350,000	—	43.2	1,343,729	65,542	109,325	169,989	Loss.	—	100	....
Sept. 30, 1873	141.5	—	13.7	—	—	—	—	—	Buffalo, New York & Erie..N.Y.& Penn.	3,339,000	—	.....	.....	950,000	2,380,000	.....	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1873	120.6	—	13.6	—	18	13	4	604	Buff., New York and Phila.N.Y. & Penn.	4,621,324	784,607	304,000	.....	1,615,060	2,577,500	1,233,944	—	120.6	261,900	234,760	158,836	398,768	48,546	—	100	....
Dec. 31, 1873	371.0	81.0	23.1	—	28	23	9	702	Burl., Cedar Rapids and Minnesota.Iowa.	16,200,000	*	—	—	5,510,000	8,265,000	1,973,197	—	402.0	.....	.....	.....	1,078 310	301,306	—	500	....
Dec. 31, 1873	190.7	48.6	20.8	—	14	12	7	314	Burlington and Missouri River.....Neb.	7,300,000	500,000	476,356	145,904	853,780	7,277,943	118,228	278,126	239.3	392,234	81,217	126,120	628,429	284,214	—	100	50
Dec. 31, 1873	130.0	20.0	10.9	461.0	8	7	4	218	Burlington and Southwestern.Iowa & Mo.	6,102,510	601,315	.....	.....	1,976,310	3,820,000	729,954	—	150.0	.....	.....	.....	362,719	Loss.	—	100	....
Dec. 31, 1873	71.0	—	2.1	—	4	3	...	50	Cairo, Arkansas and Texas.....Mo.	3,500,000	*	.....	.....	2,000,000	1,500,000	... ...	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	301.0	—	19.7	—	27	17	5	710	*Cairo and Fulton*.....Arkansas.	20,000,000	*	—	—	12,000,000	8,000,000	—	—	202.0	—	—	—	—	—	—	100	....
Jun. 30, 1873	53.4	0.6	3.3	15.6	3	4	..	292	Cairo and St Louis (narrow).....Ill.	2,978,000	—	—	—	478,000	2,500,000	—	—	54.0	31,780	10,221	5,000	18,286	18weeks	—	100	....
Jun. 30, 1873	156.6	—	7.8	—	10	8	4	161	Cairo and Vincennes.....Illinois.	6,935,400	*	—	125,236	3,503,636	3,500,000	57,000	—	156.6	113,557	8,418	21,824	72,234	.....	—	100	....
Dec. 31, 1873	60.0	7.0	6.1	—	9	52	9	119	Camden and Atlantic.....New Jersey.	1,842,838	458,692	143,921	42,368	1,218,869	1,076,151	107,096	88,702	.....	216,246	463,709	104,541	503,996	210,587	—	50	72
Dec. 31, 1873	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	381,925	350,000	—	—	—	—	—	—	—	45,415	6	100	....
Dec. 31, 1873	41.8	—	5.1	—	3	12	—	—	Cape May and Millville (W. N. Jer.).N.J.	979,282	—	—	—	500,000	400,000	79,282	—	—	—	—	—	—	60,000	6	100	....
June 30, 1873	18.0	0.5	1.2	—	.....	.....	.....	.....	Carbondale and Shawneetown.....Illinois.	550,000	*	.....	.....	350,000	200,000	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	94.0	4.5	19.8	—	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,126,500	—	.....	.....	4,359,500	1,740,350	—	—	98.5	.....	.....	.....	.....	190,000	—	50	28
Sept.30, 1873	84.6	—	6.0	—	—	—	—	—	Cayuga & Susquehanna(D.L.&W.)..N.Y.	589,110	—	—	—	589,110	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1873	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	—	—	—	—	—	—	—	53,020	9	100	....
May 31, 1874	271.6	2.4	14.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C.&N.W.).Ia.	11,234,000	*	—	—	7,620,000	3,614,000	—	—	—	—	—	—	—	113,676	—	100	....
Nov. 30, 1873	294.5	—	42.9	—	108	84	60	1,584	Central of Georgia.....Georgia.	7,500,000	*	1,904,144	5,141,594	7,500,000	8,116,000	3,817,530	112,206	708.5	.....	131,404	.....	584,772	584,772	6	100	80
Dec. 31, 1873	189.0	—	16.9	29.3	26	10	8	512	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000,000	4,625,000	950,000	—	189.6	.....	.....	.....	656,104	139,889	—	100	....
Dec. 31, 1873	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey.....New Jersey.	15,293,003	2,706,445	18,000,000	.....	20,000,000	9,386,700	6,729,046	—	80.7	.....	.....	.....	5,369,013	2,507,253	8	100	107
Dec. 31, 1873	137.1	—	31.7	—	37	41	...	1,353	Central Ohio (B. & O.).....Ohio.	5,849,500	*	.....	.....	2,849,500	2,500,000	—	—	137.2	.....	.....	.....	1,046,435	365,492	6	50	90
Dec. 31, 1873	864.9	336.0	140.9	203.0	188	167	43	3,594	*Central Pacific*¶.....Cal. Nev. & Utah.	131,419,110	6,156,746	5,809,585	3,251,449	54,275,500	82,855,660	767,558	9,339,152	1,218.9	5,010,962	3,208,171	1,028,602	12,863,953	7,894,681	3	100	....
May 31, 1873	118.0	—	108.0	—	170	125	51	5,189	Central Vermont.....Vt.	11,500,000	*	—	—	5,000,000	6,500,000	—	—	773.0	.....	.....	.....	.....	.....	—	100	....
June 30, 1873	100.0	—	15 0	100.0	6	6	3	123	*Central Br. of Union Pacific*.....Kan.	3,723,700	*	.....	.....	980,600	2,200,000	306,058	—	100.0	.....	.....	.....	119,663	.....	—	100	....
Dec. 31, 1873	195.0	—	12.0	—	21	10	12	221	Charlotte, Columbus & Augusta....S.Car.	5,017,880	—	97,954	112,353	2,578,000	1,300,000	681,083	669,106	195.0	.....	.....	.....	686,432	291,064	—	100	....
Dec. 31, 1873	22.8	—	2.5	—	—	—	—	—	Chartiers (Penn.).....Pennsylvania.	1,128,690	—	—	—	604,110	500,000	4,298	—	22.8	39,119	107,209	214,612	61,293	18,029	—	50	....
Sept. 30, 1873	17.4	—	2.8	—	—	—	—	—	Chemung (N. Central).....New York.	400,000	—	—	—	380,000	—	—	—	—	—	—	—	—	30,000	6	100	....
Sept. 30, 1873	20.9	—	0.9	—	—	—	—	—	Cherry V. Shar.& Alb.(D.& H.Can.)N.Y.	600,000	—	—	—	281,350	307,000	21,000	—	—	—	—	—	—	—	—	100	....
Sept. 30, 1873	421.0	9.3	21.5	58.5	70	34	18	2,261	Chesapeake and Ohio.....Va. & W. Va.	41,137,778	*	3,738,087	450,682	15,898,408	22,026,500	7,405,620	—	421.0	1,087,217	220,801	248,226	1,210,509	330,809	—	100	....
Sept. 30, 1873	53.6	—	11.9	—	28	23	10	419	Cheshire.....N. H. & Mass.	2,362,707	326,600	381,259	127,564	2,153,300	808,400	27,228	159,193	88.1	663,014	198,517	456,358	849,086	1,877,575	5	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$				$	$	$		M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Jun. 30, 1873	111.0	—	5.5	—	8	6	4	310	Gilman, Clinton & Springfield.....Illinois.	4,066,167	380,630	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	.....	109,568	237,006	(Deficit)	—	100	...
Sept. 30, 1873	14.8	....	0.6	—	—	—	—	—	Goshen and Deckertown(Erie).New York.	290,901	—	.....	.....	105,000	246,500	22,108	—	—	—	—	—	—	21,500	—	100	...
Jun. 30, 1874	331.0	—	25.0	—	38	15	10	1,127	*Grand Rapids and Indiana*....Mich. & Ind.	10,984,659	*	96,089	183,900	2,800,000	8,000,000	471,099	—	448.5	1,066,389	456,140	363,478	1,129,402	393,850	—	100	...
Dec. 31, 1873	36.0	—	3.5	—	5	3	2	225	Grand Rapids, Newago & L. Shore.Mich.	143,372	216,626	—	—	352,150	576,000	188,163	—	36.0	.....	.....	.....	132,772	63,248	—	100	...
May 31, 1874	94.0	—	7.1	—	—	—	—	—	Grand River Valley (M. C.).....Michigan.	2,000,000	—	—	—	500,000	1,500,000	—	—	—	—	—	—	—	144,600	5	100	...
Jun. 30, 1873	24.2	—	6.8	—	6	2	1	345	Grand Tower and Carbondale..... Ill.	621,960	*	(Owned	by G. T.	Min. Man	uf. & Trans. Co. B	ankrupt.)	—	24.2	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1873	929.0	—	379.0	—	422	274	84	5,575	Grand Trunk ¶ .....Canada.	145,063,770	*	—	3,600,085	54,942,945	93,720,911	.....	—	1,383.0	7,088,594	1,834,945	1,608,584	9,799,486	603,905	—	100	...
Jan. 31, 1873	229.0	241.8	94.8	—	177	146	39	2,929	Great Western ¶.....Canada.	29,137,596	*	4,804,078	541,793	23,667,407	716,000	.....	—	470.8	4,416,442	1,017,803	1,337,289	5,732,867	2,203,120	3½	100	...
Mar. 31, 1874	66.0	—	4.0	—	5	3	2	65	Gulf, Western Texas and Pacific¶..Texas	1,492,000	*	.....	.....	500,000	10 990,000	.....	—	66.0	.....	.....	.....	289,768	184,979	—	100	...
Jun. 30, 1873	46.0	6.0	2.8	—	—	—	—	—	Hannibal and Naples (T. W. & W.)...Ill.	1,357,000	—	.....	.....	457,000	900,000	.....	—	52.0	721,908	.....	78,900	116,170	(Deficit)	—	100	...
Aug. 31, 1872	206.0	90.5	29.2	81.0	79	61	62	1,592	*Hannibal and St. Joseph* ¶.....Missouri.	23,397,728	*	821,702	.....	14,250,828	9,146,900	.....	—	274.5	1,648,638	320,838	415,563	2,484,671	670,530	—	100	26½
Oct. 31, 1873	36.0	—	18.0	—	—	—	—	—	Harrisburg and Lancaster (Pa.).....Pa.	1,882,530	—	—	—	1,182,550	700,000	—	—	—	—	—	—	—	124,778	7	50	....
Sept. 30, 1873	122.4	0.8	18.0	70.0	30	36	16	338	Hartford, Prov. & Fishkill ¶....Ct. & R. I.	4,704,866	*	277,087	.....	2,037,940	2,055,500	600,000	—	133.5	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1873	74.0	—	7.0	—	17	16	8	389	Housatonic .....Connecticut.	2,014,871	340,687	.....	.....	2,000,000	541,000	313,981	—	127.8	264,881	167,628	221,100	454,963	144,284	—	100	....
Dec. 31, 1873	45.0	13.8	15.7	—	23	6	...	116	Huntingdon and Broad Top Mt.....Penn.	4,169,956	*	616,500	78,198	1,870,000	2,161,500	833,153	—	58.8	.....	71,869	617,237	431,107	190,004	—	50	14
Dec. 31, 1873	705.5	—	134.6	—	197	119	47	4,650	*Illinois Central* .....Illinois.	34,726,588	*	779,127	1,609,294	27,250,000	5,339,000	—	4,526,009	1,108.9	5,861,325	1,473,507	1,121,353	8,288,325	2,860,741	10	100	98½
Jun. 30, 1873	84.9	—	2.6	67.1	6	4	—	250	Indiana and Illinois Central....Ind. & Ill.	3,293,605	312,797	351,448	.....	1,896,000	1,079,000	739,250	.....	84.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1873	202.5	—	26.8	217.0	65	23	13	1,310	Ind., Bloomington & Western..Ind. & Ill.	13,440,735	*	.....	.....	5,003,700	6,500,000	72,426	.....	210.9	1,634,198	.....	.....	.....	.....	—	100	....
Jun. 30, 1874	179.0	—	29.4	—	57	43	12	1,178	Indianapolis, Cinc. & Lafayette..Indiana.	12,312,101	2,450,950	198,099	291,119	5,668,697	10 366,0 0	1,217,572	.....	179.0	1,432,467	565,467	624,679	1,859,475	661,464	—	50	12½
Dec. 31, 1873	72.0	—	16.2	—	55	34	16	1,352	Indianapolis and St Louis.....Illinois.	4,095,227	*	801,690	.....	600,000	3,378,000	918,918	.....	265.0	.....	.....	.....	2,097,528	690,909	—	100	....
Dec. 31, 1873	117.0	—	18.5	—	8	7	3	197	Indianapolis and Vincennes (Penn.)...Ill.	4,452,729	195,125	.....	85,937	1,402,000	3,150,000	453,296	.....	117.0	.....	.....	.....	253,784	62,187	—	100	....
Nov. 30, 1873	383.0	18.0	20.5	150.0	40	23	6	667	International & Great Northern ¶....Tex.	16,014,000	*	.....	.....	5,500,000	10,514,000	.....	.....	341.0	.....	.....	107,636	1,066,245	530,035	—	100	....
Dec. 31, 1873	183.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City* (Ill. C.).....Ia.	7,585,000	—	—	—	4,625,000	2,960,000	—	—	—	—	—	—	433,907	151,867	6	100	....
Jun. 30, 1874	68.8	—	4.7	....	—	—	—	—	Iowa Midland (C. & N. W.).....Iowa.	1,479,039	—	—	—	—	—	—	—	—	—	—	—	99,024	22,321	—	100	....
Sept. 30, 1873	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,275,472	*	—	—	44,947	1,350,000	84,092	—	68.8	—	—	—	—	—	—	100	....
May 31, 1873	212.0	—	7.9	—	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	7,000,000	—	—	—	494,162	600,000	188,114	—	35.6	127,238	24,401	158,125	152,208	70,501	—	100	...
Jun. 30, 1873	30.7	—	2.1	94.3	2	1	2	27	Jacksonville (N. W. & S. E.).....Ill.	923,200	*	—	—	313,200	610,000	—	—	30.7	.....	.....	.....	.....	470,000	3½	100	...
Dec. 31, 1873	151.2	25.1	9.7	110.0	14	6	4	155	*Jacksonville, Pensacola and Mobile* ¶...Fla.	6,000,000	*	—	—	6,000,000	4,000,000	—	—	215.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	51.1	1.5	16.2	—	—	—	—	—	Jamestown and Franklin (L.S.& M.S.)Pa.	2,616,743	—	—	—	606,000	1,000,000	964,743	—	51.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	36.5	9.0	8.6	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	5,237,978	—	—	—	2,095,700	2,300,000	942,978	—	—	—	—	—	—	113,186	—	50	....
Dec. 31, 1873	110.0	116.0	36.7	—	45	56	...	987	Jeffersonville, Madison and Ind..Indiana.	6,392,316	*	1,289,310	.....	2,900,000	4,871,000	760,617	—	226.0	.....	.....	.....	1,379,791	446,200	7	100	....
Dec. 31, 1873	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	164,000	.....	1,500,000	500,000	.....	—	—	—	—	—	—	225,000	—	50	....
May 31, 1874	44.0	—	8.2	—	—	—	—	—	Joliet and N. Indian (M. C.)..Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	—	—	—	—	163,127	7	100	98½
Dec. 31, 1873	57.6	—	6.7	—	—	—	—	—	K'm'zoo, All'g'n & G ilap.(L.S.&M.S).Mich.	1,460,000	—	—	—	610,000	840,000	—	—	—	—	—	—	—	88,000	8	100	....
Dec. 31, 1872	56.0	—	1.7	491.5	3	2	2	89	Kansas Central (¶ ....Kas.	755,225	75,765	394,953	—	840,000	.....	.....	—	—	—	—	—	—	103,800	6	100	....
Mar. 31, 1874	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Jose a & C. R. Mo & ¶..	8,567,729	1,003,410	.....	634,775	2,789,414	6,826,500	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	31.9	—	1.8	—	—	—	—	—	Kansas City & Santa fe (L.L. & G.).Kan.	.....	.....	.....	.....	720,000	720,000	.....	—	260.7	(Returns for 1872–'73.)			1,237,813	418,213	—	100	....
Dec. 31, 1873	639.0	34.0	48.0	—	88	55	18	1,316	Kansas Pacific..... .....Kansas & Col.	35,219,618	*	3,722,901	.....	9,689,950	26,015,600	2,917,350	.....	31.9	(Refused.)			—	—	—	100	....
Dec. 31, 1873	99.0	—	11.2	—	17	15	6	312	Kentucky Central... .....Ky.	.....	.....	.....	.....	.....	.....	.....	.....	639.0	1,441,229	173,651	278,405	3,563,299	1,446,309	—	100	...
Mar. 31, 1874	162.0	—	14.0	—	16	10	5	289	Keokuk and Des M ines .....Iowa.	6,078,320	*	—	—	—	1,081,000	—	—	99.0	(All r efused.)			—	—	—	100	...
Dec. 31, 1873	49.0	—	2.4	—	5	11	3	58	Knox and Lincoln .....Maine.	2,707,573	*	72,900	11,762	3,924,600	2,153,720	—	—	162.0	(Re-organized Ja	nuary 1, 1874.)		—	—	—	100	....
Jun. 30, 1874	29.0	—	3.6	—	—	—	—	—	La Crosse, Tremp. & res. (C. & NW)Wis.	1,376,774	—	—	—	363,335	2,395,000	34,000	—	49.0	96,715	91,795	13,392	141,720	68,082	—	100	....
Jun. 30, 1873	80.0	—	3.5	—	—	—	—	—	Laf., Bloom'ton & Miss. (T.W.&W.)..Ill.	2,300,000	—	—	—	1,000	1,000,000	375,774	—	29.0	.....	.....	.....	222,521	133,136	—	100	....
Dec. 31, 1873	36.0	—	1.9	79.0	—	—	—	—	Laf., Muncie & Bloom'ton(T.W.&W.).Ill.	.....	.....	.....	.....	1,000,000	1,800,000	.....	.....	30.0	199,672	.....	100,965	157,181	34,926	—	100	....
Jun. 30, 1874	87.7	—	3.8	92.3	6	4	3	82	Lake Erie and Louisville. .....Ohio.	2,508,483	*	83,900	20,140	117,073	666,000	.....	.....	35.0	(Refused.)			—	—	—	100	....
Sept. 30, 1873	51.3	6.0	5.4	83.7	6	8	2	201	Lake Ontario Shore Line.....New York.	2,792,081	*	.....	.....	1,115,550	890,000	606,873	—	37.7	138,744	82,940	53,220	126,026	8,146	—	100	....
Dec. 31, 1873	540.4	640.4	618.6	—	462	171	83	843	Lake Shore & Mich. S.N.Y.P.O. Ind.& Ill.	66,724,377	13,580,689	8,018,907	1,476,135	50,000,000	31,719,000	6,654,422	1,428,675	1,180.7	15,491,163	2,845,163	5,511,918	19,414,509	5,408,998	4	100	80½
Aug. 31, 1873	156.0	—	13.4	—	11	10	4	343	Lake Shore and Tuscarawas Valley.Ohio.	4,585,170	*	64,303	587,978	2,024,295	2,876,000	283,956	153,300	101.1	.....	152,604	283,109	340,089	136,037	—	100	....
Dec. 31, 1873	17.8	3.0	12.2	—	—	—	—	—	Lake Superior and Mississippi.....Minn.	7,081,000	—	—	—	5,125,000	7,647,000	15,000	—	211.0	.....	81,559	.....	484,811	—	—	100	....
Dec. 31, 1873	21.5	—	2.2	—	—	—	—	—	Lawrence (F. W. & C.) .....Pa.	715,126	—	39,548	—	360,200	355,000	9,458	—	20.8	.....	.....	.....	189,382	75,753	10	100	....
Apr. 30, 1873	144.1	1.8	9.2	—	20	14	9	255	Leav'worth, Atchison & Nthw. (Pac.).Ks.	1,000,000	—	—	—	600,500	500,000	—	—	—	—	—	—	—	42,000	—	100	....
Dec. 31, 1873	15.0	—	1.5	21.0	—	—	—	—	*Leavenworth, Lawrence & Galveston* ...Ks.	5,378,157	604,364	5,560,061	125,119	5,000,000	5,860,000	867,695	—	208.6	.....	.....	.....	479,756	86,668	—	100	....
Dec. 31, 1873	105.0	32.3	100.0	—	92	14	12	7,762	Lehigh and Lackawanna (L. & S.)....Pa.	675,100	—	.....	.....	375,100	300,000	.....	—	15.0	.....	20,675	44,107	42,387	13,676	—	50	....
Nov. 30, 1873	101.0	132.4	228.7	—	194	44	29	9,726	Lehigh and Susquehanna (C. of N. J.).Pa.	12,757,395	*	—	(Owned	by Lehigh	Coal &	Nav. C	ompany.)	174.0	1,924,045	511,501	3,403,372	3,447,817	2,106,566	10	50	....
Dec. 31, 1873	120.0	76.0	63.5	—	53	38	24	659	Lehigh Valley.....Pa.	19,750,425	*	15,384,664	—	23,222,446	10,875,000	1,837,643	—	238.4	.....	1,096,820	6,373,196	7,424,896	3,540,085	10	50	125½
Dec. 31, 1873	100.0	—	2.0	60.0	7	4	1	60	Little Miami & Col. Xenia (P.C.&S.L.)O.	6,789,473	*	260,964	44,910	4,608,250	1,590,000	.....	—	196.0	.....	.....	.....	1,401,548	162,018	8	100	....
Apr. 30, 1874	70.0	—	....	50.0	2	1	1	12	*Little Rock and Fort Smith* ¶.....Ark.	9,350,000	*	—	—	4,675,000	4,675,000	—	—	100.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1873	28.3	3.0	19.9	—	—	—	—	—	Little Rock, Pine Bluff & N. O. ¶ (nar.)Pa.	1,400,000	*	—	—	700,000	700,000	.....	—	—	—	—	—	90,880	Loss.	—	100	....
May 31, 1873	93.0	2.0	5.0	—	9	5	3	245	Little Schuylkill (P. & R.). .....Pa.	1,416,188	—	10,000	—	2,646,100	759,500	.....	—	....	(Operations not reported.)			—	—	—	100	....
Dec. 31, 1873	9.0	—	—	—	—	—	—	—	Logansport, Crawfordsville & S. W..Ind.	3,500,000	*	—	—	1,500,000	2,000,000	.....	—	118.0	(Operations not reported.)			214,839	209,669	7	50	96
Sep. 30, 1873	94.0	64.0	17.1	—	22	43	9	249	Long Branch and Sea Shore (S.N.J.).N.J.	298,863	—	—	—	171,800	200,000	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	101.1	—	9.2	—	—	—	—	—	Long Island ¶ .....N. Y.	5,226,902	*	.....	.....	3,300,000	1,500,000	205,000	—	—	—	—	—	—	12,000	—	100	....
July 1, 1873	93.5	81.4	23.1	23.0	42	26	13	879	Louisiana & Missouri River(C. & A.)..Mo.	5,902,440	—	.....	.....	1,516,500	1,516,500	1,588,343	—	158.0	.....	.....	.....	895,716	473,159	4	100	....
Dec. 31, 1873	288.0	—	17.0	—	36	15	10	479	Louisville, Cincinnati and Lexington..Ky.	7,981,305	*	.....	.....	2,474,483	4,234,519	1,709,147	—	—	—	—	—	—	188,370	—	100	....
Dec. 31, 1873	31.0	—	2.1	124.0	3	1	—	14	Louisv., New Albany and Chicago...Ind.	(nominal)	—	.....	.....	3,000,000	—	.....	—	174.9	.....	.....	.....	1,210,382	301,719	—	100	....
Jun. 30, 1874	185.0	420.8	63.9	—	184	59	46	3,102	Louisv., N. Alb. & St. L. A. L...Ind. & Ill.	2,549,222	44,105	242,677	.....	1,568,073	780,000	184,517	—	288.0	(No returns furnished.)			—	—	—	100	....
Sept. 30, 1873	12.4	—	2.3	—	—	—	—	—	Louisv., Nashv. & Gt. So. ¶..Ky. & Tenn.	23,691,299	*	4,370,467	1,171,996	8,094,601	14,767,000	2,001,128	2,484,033	31.0	.....	.....	.....	11,764	917	—	100	....
Mar. 31, 1873	78.0	—	3.9	—	—	—	—	—	Lowell and Lawrence (B. & L.). ...Mass.	363,158	—	—	13,032	200,000	54,700	10,532	110,768	919.9	.....	.....	.....	5,510,695	1,565,382	—	100	....
Dec. 31, 1873	187.0	10.0	5.6	—	12	19	4	170	Macon and Augusta (Ga.).....Ga.	2,506,170	—	—	—	1,631 900	770,000	104,270	—	78.0	.....	.....	.....	21.786	18,815	6	100	....
Jun. 30, 1873	38.0	—	6.0	—	—	—	—	—	Macon and Brunswick ¶.....Ga.	5,750,000	*	.....	.....	3,500,000	2,250,000	.....	—	197.0	.....	.....	.....	120,758	7.491	—	100	....
									Mahoning Coal (L. S. & M. S.).....Ohio.	2,199,833	—	.....	.....	1,075,000	1,075,000	98,179	—	—	—	—	—	437,298	148,333	—	100	....

Dec. 31, 1873 | 129.0 | 18.1 | 25.0 | — | — | 60 | 64 | 44 | 1,460 Maine Central

Dec. 31, 1873	129.0	18.1	25.0	—	60	64	44	1,460	Maine Central ¶	Maine.	11,100,270	1,062,813	163,723	314,399	4,412,920	6,394,183	1,307,646	445,956	357.0	1,279,523	719,760	401,904	2,268,077	683,576	—	100	494
Mar. 31 1874	22.4	—	3.1	—	...	...	...	...	Manchester and Lawrence	N.H.& Mass.	825,000	175,000	72,124	52,902	1,000,000	—	35,920	89,106	26.0	77,940	160,909	72,314	190,037	100,722	10	100	...
Sept. 30, 1873	21 3	—	4.7	—	—	—	—	—	Mansfield & Framingham	(B.C.&F.). Mass.	768,569	—	—	.....	300,000	470,000	—	—	21.3	.....	.....	.....	188,246	.....	—	100	...
Jun. 30, 1873	44.0	—	1.8	179.0	—	—	—	—	Mans'fd, C'd Water & L.M.	(Pa.)O & Mich.	813,909	—	1,666	.....	474,544	206,949	133,882	—	37.0	23,080	4,136	3,014	3,808	475,062	—	100	...
Dec. 31, 1873	191.0	86.0	64.0	—	84	27	16	1,231	Marietta and Cincinnati	Ohio.	23,112,721	*	1,899,964	4,389,858	13,999,955	11,307,903	3,594,540	—	284.0	2,746,600	564,457	379,167	2,128,878	482,539	—	100	...
Jun. 30, 1874	97.0	5.5	6.5	—	6	6	2	114	Marietta, Pittsburg and Cleveland	Ohio.	3,413,749	*	.....	151,035	1,473,393	1,530,000	498,264	63,121	102.5	.....	74,982	57,349	115,413	.....	—	100	...
Dec. 31, 1873	62.8	20.6	17.8	66.0	30	5	3	1,796	*Marquette Hough. & Ontonagon*	Mich.	7,088,149	1,077,421	160,982	142,138	2,306,600	5,364,000	638,987	159,053	83.4	602,280	174,955	744,800	1,059,673	417,027	—	100	...
Dec. 31, 1873	54.0	—	2.0	—	3	3	1	16	Maryland and Del.	(N.J.S.)..Md. and Del.	1,500,000	*	.....	.....	500,000	1,000,000	.....	.....	54.0	96,560	.....	.....	.....	.....	—	100	...
Jun. 30, 1873	271.0	19.0	25.0	—	48	34	10	762	Mem. & Char.	(S.R.S.Co.)...T., M. & Ala.	8,770,952	*	1,081,310	.....	5,312,725	4,017,142	586,180	.....	290.0	991,536	290,380	.....	1,402,116	453,724	—	100	...
Jun. 30, 1873	131.0	—	2.5	—	14	8	8	127	Memphis and Little Rock¶	Arkansas.	(New	company	not	yet	report	ting.)	—	—	131.0	.....	.....	.....	557,609	245,268	—	100	...
Dec. 31, 1873	9.8	—	1.1	12.7	—	—	—	—	Mercer & Somerset	(U.Co's of N. J.).N.J.	785,218	—	—	—	270,900	471,000	—	—	—	—	—	—	51,943	7	100	...
May 31, 1874	103.0	—	11.3	—	—	—	—	—	Michigan Air Line (M. C.)	Mich. & Ind.	2,698,847	—	—	.....	.....	1,900,000	554,531	—	—	—	—	—	162,000	—	100	...
May 31, 1874	285.0	103.0	191.6	—	210	168	51	4,259	Michigan Central	Mich., Ind. & Ill.	26,992,516	*	5,548,870	1,600,339	18,738,204	12,635,000	1,186,259	1,582,264	788.0	5,116,535	877,446	1,593,954	6,196,706	1,976,761	—	100	77½
Dec. 31, 1873	57.5	11.0	3.5	—	5	4	2	4	Michigan Lake Shore	(Pa.).....Michigan.	1,349,125	*	.....	70,100	450,000	880,000	80,324	—	68.5	620,742	112,122	55,314	117,744	26,401	—	100	...
Dec. 31, 1873	86.0	23.0	5.1	39.0	7	7	2	392	Midland	Canada.	3,186,792	378,246	68,096	22,208	834,782	1,630,333	431,278	758,949	86.0	.....	.....	.....	318,160	137,984	—	100	...
Dec. 31, 1873	84.0	—	5.0	—	5	3	2	100	Midland Pacific	Nebraska.	3,200,000	*	.....	.....	1,600,000	1,600,000	.....	.....	84.0	.....	.....	.....	.....	.....	—	100	...
Nov. 30, 1873	39.0	—	1.4	—	—	—	—	—	Milledgville & Eatonton	(C. of Ca.)...Ga.	600,000	—	—	—	200,000	—	—	—	—	—	—	—	—	14,000	7	100	...
Dec. 31, 1873	110.0	16.7	4.9	—	8	8	3	160	Milwaukee and Northern	(W. C.)....Wis.	3,249,050	*	.....	.....	1,530,000	1,625,000	.....	.....	132.0	64,784	40,928	23,141	120,840	74,561	—	100	...
Mar. 31, 1873	90.0	45.0	2.1	—	7	—	—	125	Milwaukee L. Shore and Western	Wis.	4,200,000	*	.....	.....	1,500,000	2,700,000	.....	.....	119.7	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1873	52.8	—	85.6	—	—	—	—	—	Mine Hill and Schuy'l Haven	(P.&R.). Pa.	3,969,100	—	76,498	.....	3,969,100	—	—	—	—	—	—	—	294,271	7	100	106
Dec. 31, 1873	12.5	—	1.3	87.5	2	2	—	12	Mineral Range	Michigan.	348,000	—	—	.....	99,655	161,800	88,726	7,976	12.5	(3 mos.)	12,008	6,378	19,422	7,973	—	100	...
Dec. 31, 1873	27.5	—	2.7	—	—	—	—	—	Missisquoi	(C. V.) ..... Vt.	742,697	—	—	—	243,500	500,000	—	—	—	—	—	—	—	—	—	100	...
Dec. 31, 1873	349.1	—	40.7	—	63	28	13	867	Mississippi Cen. ¶	(S.R.As.)M.K.& Tenn.	17,266,837	*	.....	.....	5,425,535	8,000,000	3,831,302	—	237.0	.....	.....	.....	1,442,525	619,194	—	100	...
Sept. 30, 1873	100.0	—	6.2	—	12	12	4	344	Mississippi and Tennessee¶	Miss. & Tenn.	3,833,393	*	.....	.....	825,407	2,211,214	136,121	—	100.0	273,595	.....	.....	560,651	240,929	—	100	...
Dec. 31, 1873	42.0	—	4.8	225.0	4	5	4	152	Mississippi Valley and Western	Mo.	1,600,000	*	.....	.....	800,000	800,000	—	—	—	—	—	—	—	—	—	100	...
Dec. 31, 1873	85.0	—	4.2	200.0	5	2	3	95	Missouri, Iowa and Nebraska	Mo. & Ia.	2,800,000	*	700,000	.....	1,500,000	2,000,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	...
Mar. 31, 1874	575.5	210.5	47.5	—	66	35	28	1,170	Missouri, Kansas and Texas	M.K.& Tex.	40,761,594	2,016,176	1,287,205	412,877	21,405,000	17,874,000	5,148,852	—	786.0	1,872,185	168,608	329,712	3,522,074	1,642,714	—	100	10
Dec. 31, 1873	160.0	—	8.9	—	21	14	7	702	Missouri River, Ft. Scott & Gulf	Kansas.	13,722,919	*	165,922	79,108	5,947,000	6,993,000	504,702	—	160.0	.....	.....	.....	711,410	291,302	—	100	...
May 31, 1874	84.0	—	6.5	144.0	4	5	2	67	*Mobile and Girard*¶	Alabama.	1,715,521	294,871	105,601	17,675	1,279,933	711,000	143,635	—	84.0	.....	29,410	.....	135,968	4,241	—	100	...
Apl. 30, 1873	154.0	14.0	6.9	—	31	13	9	328	Mobile and Montgomery ¶	Alabama.	5,474,554	724,590	191,308	429,703	2,034,800	2,596,500	769,046	—	168.0	.....	.....	.....	691,277	162,518	—	100	...
Dec. 31, 1873	472.0	50.1	47.8	—	121	38	17	1,006	*Mobile and Ohio*	Ala., Miss., Tenn. & Ky.	18,123,012	*	3,612,679	331,907	5,320,600	12,073,953	1,451,648	25,263	517.6	1,507,021	359,636	347,588	2,801,127	904,863	—	100	...
Oct. 31, 1873	80.0	—	4.0	—	5	5	2	69	Montg'y and Eufaula¶	(L.N.&Gt.S.)..Ala.	3,417,920	*	.....	197,311	1,149,350	1,810,000	429,716	91,702	80.0	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1873	23.8	—	4.3	—	—	—	—	—	Monticello and Port Jervis	(Erie)...N. Y.	1,122,311	—	.....	.....	418,995	650,000	59 200	—	23.8	24,711	30,107	27,319	56,211	17,201	—	100	...
Dec. 31, 1873	84.0	34.0	144.0	—	30	21	10	757	Morris and Essex	(D. L.&W.)..N. Jersey.	17,159,461	12,170,560	.....	.....	14,165,450	13,796,000	1,368,571	—	118.0	.....	.....	.....	4,214,846	1,193,840	7	100	98½
Sept. 30, 1873	20.2	—	1.9	—	—	—	—	—	Nashua, Acton & B	(Fitchb.)N.H.&Mass.	679,960	—	140	5,880	253,700	142,000	280,150	(3 mos.	20.2	14,931	16,518	3,961	10,601	5,750	—	100	...
Sept 30, 1873	14.5	—	18.5	—	18	21	8	422	Nashua and Lowell	(B.& L.)N.H.& Mass.	881,597	155,659	99,520	105,696	800,000	105,535	120,828	216,109	43.2	371,205	937,628	272,088	615,846	83,452	10	100	115½
Sept. 30, 1873	122.0	12.5	8.6	—	22	9	6	177	Nashv. & Decatur	¶(L.N.&Gt.S.)T.& Ala.	3,837,619	433,218	655,704	59,108	1,511,807	2,624,000	518,853	327,120	134.5	328,629	108,179	48,583	453,012	160,686	—	100	...
Jun. 30, 1873	321.0	20.0	30.0	92.0	83	26	10	1,115	Nashv., Chattanooga & St. Louis	¶..T.& Ala	13,286,049	*	342,594	348,252	6,486 049	2,812,165	2,987,663	1,694,018	341.0	1,213,663	166,084	384,240	1,655,519	471,781	—	100	...
Sept. 30, 1873	57.0	4.5	4.9	—	12	14	4	281	Naugatuck	Connecticut.	2,056,852	*	146,087	61,681	1,881,900	103,000	46,146	233,581	61.5	.....	.....	.....	543,937	201.890	10	100	...
Dec. 31, 1873	5.5	—	—	—	—	—	—	—	Newark and Hudson	(Erie)..... N. J.	286,000	—	—	—	250,000	250,000	—	—	—	—	—	—	—	41,600	7	100	...
Dec. 31, 1873	8.0	—	10.0	—	—	—	—	—	Newark and New York	(C. of N.J.)..N. J.	2,443,082	—	.....	.....	977,500	600,000	882,675	—	—	—	—	—	—	175,000	7	100	...
Jun. 30, 1873	43.7	1.2	3.8	—	—	—	—	—	Newark, Som'rst & Str'sv'le	(S.M.&N.)..O.	1,728,000	—	20,754	—	873,650	800,000	75,100	—	44.9	—	30,051	—	148,591	29,601	—	100	...
Sept. 30, 1873	21.5	16.1	8.2	—	9	22	11	157	New Bedford	Mass.	977,418	241,544	25,500	48,040	1,010,100	171,500	52,405	58,492	37.0	126,156	351,627	159,911	292,307	82,481	8	100	105½
Sept. 30, 1873	8.3	—	0.4	—	2	1	—	—	New Canaan	Conn.	230,747	26,343	.....	.....	164,050	86,000	9,860	—	8.3	21,021	37,733	5,423	18,491	Loss.	—	50	...
Dec. 31, 1873	14.9	—	3.2	—	—	—	—	—	Newcastle& Beaver Val.	(P.Ft.W.&C.)Pa.	809,701	—	—	.....	605,000	24,200	—	—	14.9	.....	.....	.....	351,089	140,436	10	100	...
Sept. 30, 1873	13.0	—	1.3	—	3	4	2	27	New Haven and Derby	Conn.	1,132,460	*	.....	.....	455,700	550,000	—	—	13.0	44,172	139,728	13,911	83,820	25,976	—	50	...
Sept. 30, 1873	52.0	—	5.0	—	4	8	2	112	N. Hav., Middlet'n & Willimantic	Conn.	5,987,500	*	.....	.....	677,500	4,000,000	1,268,750	—	52.0	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1873	83.9	25.4	20.7	—	20	17	7	404	New Haven and Northamp.	Conn. & Mass.	3,669,786	783,012	194,174	67,906	2,459,850	1,900,000	286,024	69,004	109.3	449,429	390,220	298,888	660,057	190,122	3	100	...
Dec. 31, 1873	74.0	—	6.8	—	18	20	6	189	New Jersey Midland	New Jersey.	8,795,859	*	.....	.....	3,000,000	5,000,000	1,000,000	—	74.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1873	70.5	45.0	12.0	—	22	62	7	381	New Jersey Southern	New Jersey.	9,820,000	—	.....	.....	5,000,000	4,820,000	.....	.....	115.5	.....	.....	.....	745,794	39,607	—	100	3
Sept. 30, 1873	100.0	—	2.8	—	21	15	8	266	N. London Northern	(C.V.)Conn.& Mass.	1,651,126	187,443	110,074	25,671	1,428,800	890,000	123,978	31,525	100.0	523,988	324,472	206,006	606,956	150 000	10	100	105
Dec. 31, 1873	206.0	43.0	35.0	—	57	31	15	993	N. Orleans, Jack. and Gt. North.	¶..L. & M.	15,279,042	*	.....	1,658,368	4,734,000	8,000,000	1,176,020	3,037,390	206.0	.....	.....	.....	1,790,489	803,261	—	100	...
Dec. 31, 1872	203.0	—	....	582.0	...	...	...	...	N. O., Mobile and Texas	¶....Ala.M.& La.	6,500,000	—	(No	account	can be ob	tained.)	—	—	—	—	—	—	—	—	—	100	...
Sept. 30, 1873	130.8	4.0	45.5	—	39	39	39	838	N. York and Harlem	(N.Y.C.&H.R.)N.Y.	14,486,514	1,549,945	2,366,082	.....	9,000,000	7,038,069	667,375	1,566,725	161.8	911,879	1,962,970	430,055	3,369,169	1,440,810	8	100	130½
Sept. 30, 1873	85.8	58.2	30.7	71.0	30	39	17	418	New York and New England	M.& Conn.	22,500,000	633,200	.....	.....	20,000,000	2,500,000	.....	—	139.0	637,516	1,723,337	363,734	728,568	128,546	—	100	...
Feb. 28, 1873	248.0	131.0	66.0	120.0	84	51	30	1,683	New York and Oswego Midland	N.Y.	17,896,236	2,241,918	979,159	.....	7,183,082	10,454,655	3,256,662	368,012	551.0	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1873	411.8	298.4	851.8	—	519	421	177	13745	New York Central & Hudson River	N.Y.	78,014,954	*	39,140,046	.....	89,428,300	27,725,533	1,167	.....	858 2	17,259 361	7,630,741	5,522,724	29,126,851	10,741,489	8	100	101½
Sept. 30, 1873	75.0	—	4.8	76.0	7	9	3	121	New York, Kingston and Syracuse	N.Y.	3,245,000	—	.....	.....	2,662,922	2,000,000	92,892	—	75.0	—	(No	returns.)	—	—	—	100	...
Sept. 30, 1873	124.3	16.7	167.6	—	88	171	59	1,324	N. Y., N. H. & Hartford	N.Y. C.& Mass.	12,577,627	2,075,711	1,593,610	2,023,516	15,500,000	1,126,500	1,089,669	1,554,395	141.0	1,848,201	3,892,674	895,935	4,701,236	1,846,972	10	100	139
Aug. 31, 1874	62.5	1.3	57.0	—	24	25	8	238	N. Y., Providence & Boston	Conn.& R.I.	2,903,092	*	.....	.....	2,500,000	1,253,000	.....	.....	63.8	486,430	637,700	254,110	947,360	383,637	10	100	...
Sept. 30, 1873	99.0	—	3.6	—	—	—	—	—	Niag. F. & Canandaigua	(N. Y. C.)..N.Y.	3,210,616	—	—	—	1,000,000	—	—	—	—	—	—	—	—	60,000	6	100	...
May 31, 1874	223.0	—	11.7	—	24	18	10	285	North Carolina ¶	(R. & D.)..... N.C.	4,942,261	*	366,200	101,861	4,000,000	418,500	178,889	812,933	—	—	—	—	266,478	234,393	2½	100	...
Feb. 28, 1874	102.0	—	9.0	—	14	14	5	137	Northeastern ¶	S. C.	2,176,323	*	64,184	44,507	996,350	1,185,528	93,498	—	102.0	279,076	68,922	.....	403,851	145,216	—	50	...
Dec. 31, 1873	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.	.....	—	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	...
Oct. 31, 1873	55.6	12.1	48.5	—	42	42	21	908	North Pennsylvania	Pa.	7,174,125	1,285,451	1,567,582	.....	3,596,500	4,456,000	252,985	.....	75.0	709,286	984,723	996,213	1,477,540	498,878	5s	50	100
Jun. 30, 1874	62.6	—	3.8	—	—	—	—	—	Northwestern Union	(C. & N. W.)...Wis.	3,500,000	—	—	—	—	3,500,000	—	—	62.6	—	—	—	165,049	108,383	—	100	...
Jun. 30, 1873	23.0	—	1.0	115.0	2	2	4	16	North and South Georgia ¶	Ga.	656,000	24,197	.....	33,901	472,523	240,000	61,573	—	—	—	—	—	—	—	—	100	...
Dec. 31, 1873	138.0	4.0	129.5	—	141	69	42	6,264	Northern Central ¶	Md. & Pa.	11,959,069	3,470,815	3,000,000	896,882	5,842,000	11,419,756	1,599,924	464,086	357 0	.....	.....	.....	5,081 366	1,152,704	—	50	60
Mar. 31, 1874	69.2	13.4	17.6	—	29	16	7	513	Northern New Hampshire	N. H.	3,868,400	*	499,300	455,828	3,068,400	102,600	346,938	506,190	82.6	477,456	199,066	382,947	707,760	234,234	8	100	108½
Dec. 31, 1873	21.3	—	4 6	—	—	—	—	—	Northern New Jersey	(Erie) ..... N. J.	527,452	—	872,548	.....	1,000,000	400,000	—	—	—	—	—	—	—	—	—	100	...
Aug. 31, 1873	491.3	—	9.3	512.0	79	24	24	1,679	*Northern Pacific*	Minn.,Dak.,Wash.&c.	26,285,114	*	1,569,676	1,390,283	18,239,300	24,841,046	6,961,000	—	211.0	.....	33,786	.....	354,635	.....	—	100	...
Sept. 30, 1873	59.4	7.0	14.0	—	21	15	7	523	Norwich and Worcester ¶	Conn.& Mass.	3,895,160	*	833,739	78,016	2,823,400	609,000	443,057	431,459	66.4	403,993	377,588	329,624	853,947	281,101	10	100	121
Sept. 30, 1873	118.0	4.0	18.0	—	34	19	4	1,026	Ogdensburg & L. Champlain	(C.V.)..N.Y.	5,796,921	*	.....	.....	5,077,000	1,012,000	—	—	—	—	—	—	—	456,350	7	100	45
Jun. 30, 1874	340.0	55.0	39.1	—	114	58	34	2,588	Ohio and Mississippi	O., Ind. & Ill.	35,527,563	—	—	518,715	24,030,000	10,863,000	603,905	—	395.0	3,020 602	469,185	931,465	3,478,074	931,193	—	100	32½
Dec. 31, 1873	95.0	28.0	55.5	—	82	19	5	315	Oil Creek and Allegheny Valley	Pa.	8,615,633	1,008,331	50,000	.....	4,959,450	3,680,000	249,105	.....	123.0	663,296	445,707	556,546	1,067,734	342,738	6	50	17
Sept. 30, 1873	217.1	39.9	63.4	—	59	129	24	916	Old Colony	Mass.	9,080,680	1,134,746	786,898	805,834	6,561,300	3,255,000	1,080,356	611,502	256.9	1,354,474	4,246,340	625,251	2,377,252	712,039	7	100	108
Dec. 31, 1873	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	N. Y.	950,956	—	—	.....	300,000	650,000	.....	.....	—	—	—	—	—	62,500	8	100	...
Sept. 30, 1873	35.0	—	57.9	—	11	12	4	258	Oswego and Syracuse	(D. L. & W.)..N.Y.	1,445,114	*	.....	.....	1,144,400	180,000	.....	.....	—	—	—	—	—	115,596	9	100	...
Dec. 31, 1873	283.5	15.5	....	—	—	—	—	—	*Pacific*	(A. and P.)..... Mo.	20,500,000	*	.....	.....	7,000,000	13,500,000	.....	.....	486.7	.....	.....	.....	1,408,500	1,383,500	5	100	47½
Dec. 31, 1873	115.6	—	4.9	50.4	8	4	2	97	Paducah and Memphis	Ky. and Tenn.	4,124,108	206,103	579,597	233,616	2,924,150	1,541,000	610,062	68,212	90.0	.....	.....	.....	156,849	68,212	—	100	...
Jun. 30, 1873	11.0	—	0.7	53.4	4	1	1	46	Painesville and Youngstown	O.	570,892	*	.....	.....	571,000	—	—	—	11.0	—	23,251	2,849	13,029	—	—	100	...
Jun. 30, 1873	34.0	—	0.9	—	—	—	—	—	Paris and Danville	Ill.	1,360,000	—	—	—	160,000	1,190,000	10,000	—	34.0	27,456	19,819	.....	33,917	(Deficit)	—	100	...
Jun. 30, 1873	72.0	—	6.0	—	7	5	3	127	Paris and Decatur	Ill.	2,800,000	*	.....	.....	1,600,000	1,200,000	150,000	—	94.0	—	—	.....	34,949	(Deficit)	—	100	...
Dec. 31, 1873	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	(Erie)..... N. J.	630,000	—	—	—	630,000	—	—	—	—	—	—	—	—	53,490	8½	100	...
Dec. 31, 1873	12.0	—	2.6	—	—	—	—	—	Paterson and Newark	(Erie)..... N. J.	896,162	—	—	—	250,000	500,000	—	—	—	—	—	—	—	35 p. c.	—	100	...
Dec. 31, 1873	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo	(E. le)..... N. J.	350,000	—	—	—	248,000	100,000	—	—	—	—	—	—	—	26,500	7	100	...
Jun. 30, 1873	67.2	—	3.0	—	—	—	—	—	Pekin, Lincoln and Decatur	Ill.	2,576,000	—	.....	.....	1,500,000	1,076,000	.....	.....	67.2	119,630	47,627	98,848	141,201	38,738	—	100	...
Dec. 31, 1873	119.0	—	5.0	36.0	4	3	2	46	Peninsular (C. and L. H.)	Ind. & Mich.	6,716,351	*	.....	.....	1,995,000	4,340,000	381,351	—	119.0	.....	.....	.....	46,333	109,913	—	100	...
Loss.																															

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." *A dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p c
Dec. 31, 1873	354.9	99.0	554.9	—	878	385	156	17589	Pennsylvania.....Pennsylvania	48,571,808	*	97,782,380	4,371,449	68,144,475	43,145,785	32,592,815	6,842,563	869.4	.....	5,879,684	9,998,794	24,886,000	9,044,978	10	50	105½
Dec. 31, 1873	47.0	15.8	57.0	—	23	8	—	1,300	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	3,052,500	.....	4,000,000	487,500	585,000	.....	47.0	.....	3,970	1,391,454	28,501	.....	20	50	245
Dec. 31, 1873	41.5	—	1.4	—	—	—	—	—	Pennsylvania and Delaware (Penn.)..Pa.	2,502,000	—	—	—	900,000	1,602,000	71,346	—	—	(Opened July 1, 1873.)			—	—	—	50	...
Nov. 30, 1873	106.6	22.6	21.2	—	18	2	—	992	Pennsylvania and N. York..N.Y. & Penn.	5,351,750	791,077	.....	.....	4,061,700	3,000,000	74,017	—	127.2	702,462	191,584	1,538,061	1,435,806	403,405	21	50	...
Nov. 30, 1873	23.8	—	3.1	12.7	—	—	—	—	Perkiomen (P. & R.).....Pa.	1,368,700	—	18,529	.....	38,040	1,321,800	20,478	—	—	—	—	—	—	—	—	—	...
Dec. 31, 1873	45.2	—	2.0	—	4	4	1	53	Pensacola and Louisville †.....Fla.	455,327	64,300	150,000	.....	450,000	—	219,627	—	45.2	76,850	16,690	—	88,930	35,357	—	100	...
Dec. 31, 1870	—	—	—	76.0	—	—	—	—	Peoria, Atlanta and Decatur.....Ill.	800,000	—	—	—	600,000	300,000	—	—	—	—	(Under construction.)		—	—	—	100	...
Dec. 31, 1873	47.0	—	7.4	—	—	—	—	—	Peoria and Bureau Valley (C.R.I.& P.).Ill.	1,566,000	—	—	—	1,266,000	300,000	—	—	—	—	—	—	—	—	—	100	...
Jun. 30, 1873	83.0	—	11.5	—	12	7	4	171	Peoria, Pekin and Jacksonville...Illinois.	5,260,351	345,797	45,000	.....	1,239,700	2,000,000	411,448	—	83.0	280,562	.....	135,465	319,168	30,952	—	50	...
Jun. 30, 1873	91.0	—	4.0	—	8	5	2	163	Peoria and Rock Island.....Ill.	3,772,327	*	.....	.....	1,858,950	1,650,000	49,639	—	9.0	276,058	70,500	194,348	300,045	105,368	—	100	...
Dec. 31, 1873	64.0	18.0	8.0	—	12	9	5	121	Petersburg †.....Virginia	1,817,985	*	.....	.....	1,324,200	500,000	356,112	—	—	—	—	—	—	—	—	100	...
Oct. 31, 1873	46.0	—	6.5	—	10	8	3	95	Philadelphia and Balt. Cent..Penn. & Md.	1,811,107	177,744	.....	.....	220,606	1,500,000	46,945	—	57.0	182,886	309,498	138,262	303,221	78,339	—	50	...
Dec. 31, 1873	287.6	—	121.7	—	—	—	—	—	Philadelphia and Erie † (Penn.).....Pa.	23,777,743	—	2,241,800	16,866	8,448,700	16,625,000	1,335,709	—	287.6	2,912,351	777,273	2,164,246	3,842,067	428,756	—	50	32½
Sept. 30, 1873	20.0	—	25.0	—	24	45	13	192	Phila., Germ. and Norrist'n (P.& R.)..Pa.	1,146,538	368,262	500,793	.....	2,231,900	—	—	—	32.3	—	—	—	281,623	269,791	12	50	180½
Dec. 31, 1873	3.0	—	—	24.0	—	—	—	—	Phila., Newtown and New York .....Pa.	440,400	—	—	—	199,360	164,000	57,000	—	—	—	—	—	—	—	—	50	...
Sept. 30, 1873	98.4	228.6	432.2	—	400	220	60	19018	Philadelphia and Reading..Pennsylvania.	28,260,889	7,480,719	48,349,068	1,741,889	34,269,575	44,188,715	4,876,055	2,498,205	725.3	8,361,682	6,790,088	9,847,747	14,832,661	5,357,766	10	50	109
Dec. 31, 1873	26.6	—	39.7	—	—	—	—	—	Philadelphia and Trenton (Penn.).....Pa.	1,534,479	—	—	—	1,259,100	—	—	—	26.6	882,160	1,747,216	1,400,983	1,995,606	448,574	10	100	128
Oct. 31, 1873	96.3	14.8	121.6	—	70	160	...	1,240	Phila., Wilm. and Baltimore..Pa. D.& Md.	11,814,764	*	2,103,295	840,363	11,507,750	1,900,000	279,120	748,063	111.8	1,437,207	853,937	836,979	3,074,881	1,095,265	8	50	109
Nov. 30, 1873	11.3	—	43.0	—	—	—	—	—	Pickering Valley (P. & R.).....Pa.	474,551	—	—	—	92,875	332,300	161,363	—	—	—	—	—	—	4,751	—	50	...
Dec. 31, 1873	193.0	8.0	50.8	—	104	34	19	1,648	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	19,682,344	*	3,496 277	—	8,433,750	15,010,586	3,854,872	—	201.0	—	—	—	3,841,214	478,298	—	50	...
Dec. 31, 1873	468 3	—	180.0	—	269	133	54	9,789	Pittsburg, Ft. W. and Chic...P., O., I. & I.	37,368,286	*	—	—	23,814,286	14,554,000	14,230	—	560.6	7,878,666	2,134,553	2,365,846	9,619,074	3,522,032	7	100	95½
Dec. 31, 1873	30.0	—	4.9	150.0	4	6	3	65	Pitt'sbg, Virg. & Charleston..Pa.& W.Va.	1,106,187	37,226	556,038	.....	673,264	700,000	244,672	—	30.0	57,900	140,188	4,828	67,137	16,941	—	50	...
Oct. 31, 1873	149.6	1.9	38.2	4.6	31	15	8	421	Pittsburg, Washington & Balt...Pa.& Md.	12,301,712	811,219	101,309	.....	1,960,682	9,500,000	2,192,417	—	169.2	—	—	—	1,564,993	8,546	—	50	...
Sept. 30, 1873	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,685	—	—	6,315	450,000	—	—	—	—	—	—	—	—	27,000	6	100	35
Nov. 30, 1873	71.3	—	3.6	38.7	6	15	5	117	Portland and Ogdensburg....Me. & N. H.	2,502,115	*	125,862	200,937	524,464	722,500	479,689	—	46.1	95,055	82,180	44,508	86,218	14,241	—	100	...
Aug. 31, 1874	52.5	—	5.5	—	6	7	4	139	Portland and Rochester.....Me. & N. H.	1,941,396	*	254,897	13,729	1,045,270	1,384,000	321,710	77,934	65.3	147,741	78,908	46,045	144,982	49,075	—	100	...
Sept. 30, 1873	52.0	—	8.1	—	19	—	7	167	Portland, Saco and Portsmouth (Etn.).Me.	1,500,000	*	—	—	636,112	1,446,500	107,410	—	52.5	139,799	156 332	66,065	158,389	47,288	—	100	...
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	130	Port Royal † (Ga.).....South Carolina.	5,500,000	*	—	—	1,500,000	—	—	—	—	—	—	—	—	—	—	—	...
Sept. 30, 1873	71.4	—	4.9	—	—	—	—	—	Portsm'th, Gt. Falls & Conway(Etn.).Me.	1,229,689	—	.....	.....	3,000,000	2,500,000	.....	—	—	—	—	—	—	—	—	25	...
Sept. 30, 1873	41.9	—	2.5	4.8	4	5	...	91	Poughkeepsie and Eastern....New York.	1,475,430	*	.....	.....	767,200	462,489	—	—	—	—	—	—	—	—	6	100	35
Sept. 30, 1873	22.8	—	2.0	48.9	2	3	1	85	Providence and Springfield..R.I. & Mass.	933,408	*	.....	.....	524,464	722,500	479,689	—	46.1	95,055	82,180	44,508	86,218	14,241	—	100	...
Sept. 30, 1873	13.6	—	—	—	4	10	...	20	Providence, Warren and Bristol.....R.I.	926,515	*	.....	.....	472,890	414,000	47,518	—	22.8	.....	32,512	5,658	18,418	9,543	—	100	...
Sept. 30, 1873	43.4	1.0	45.2	—	29	40	...	692	Providence and Worcester...R. I. & Mass.	1,976,025	735,748	—	271,267	437,917	50,000	38,597	—	13.6	—	379,227	20,504	113,505	9,263	—	100	...
Dec. 31, 1873	36.0	—	2.0	—	4	3	2	—	Queen Anne and Kent †.....Del. & Md.	351,000	*	.....	.....	2,000,000	500,000	387,810	95,230	—	526,128	1,785,067	530,620	963,345	287,103	10	100	...
Jun. 30, 1873	42.0	—	4.0	—	1	2	2	44	Quincy, Alton and St. Louis.....Ill.	1,832,100	*	.....	.....	260,000	269,000	2,800	—	36.0	35,850	12,560	38,231	27,437	9,990	—	50	...
Dec. 31, 1873	70.0	—	1.7	160.0	—	—	—	—	Quincy, Missouri and Pacific.....Mo.	2,000,000	—	.....	32,200	780,000	1,000,000	52,000	—	42.0	56,000	.....	.....	68,939	(Deficit)	—	100	...
May 31, 1873	44.0	—	3.0	62.0	3	3	3	50	Raleigh and Augusta Air-Line †..N. Car.	1,134,221	89,785	.....	.....	700,000	20,000p.m	.....	—	—	(Under construction.)			—	—	—	100	...
May 31, 1873	97.0	—	5.0	—	16	10	4	134	Raleigh and Gaston.....North Carolina.	1,500,000	*	155 300	102,985	876,000	—	—	—	44.0	.....	.....	.....	73,474	28,543	—	100	...
Nov. 30, 1873	40.0	8.0	8.1	10.7	8	7	1	29	Reading and Columbia (P. & R.).....Pa.	2,072,939	220,041	62,566	.....	1,500,000	—	92,150	166,086	97.0	.....	47,069	98,052	369,646	178,652	—	100	...
Sept. 30, 1873	101.5	80.9	47.9	—	42	52	17	1,262	Rensselaer and Saratoga (D.& H.)..N. Y.	8,328,362	*	.....	.....	508,268	1,000,000	1,215,911	—	48.0	242,123	138,771	382,399	810,517	92,179	—	50	...
Sept. 30, 1873	159.0	6.9	16.8	—	35	20	9	462	Richmond and Danville †.....Virginia.	5,729,729	*	.....	.....	6,000,000	2,000,000	.....	—	182.4	620,468	1,037,327	616,634	1,965,857	903,072	8	100	112
Sept. 30, 1873	86.0	—	6.7	—	13	21	16	134	Richmond, Fred'burg and Potomac †..Va	2,727,840	*	131,596	254,875	1,509,829	889,698	82,639	632,148	86.0	199,825	173,985	45,677	496,744	231,136	2	100	...
Sept. 30, 1873	22.5	2.7	4.2	—	8	9	4	164	Richmond and Petersburg †.....Va.	1,215,464	*	48,483	20,119	847,100	326,296	81,527	49,188	46.7	110,712	126,947	91,887	160,227	36,685	—	100	...
Sept. 30, 1873	38.3	—	2.2	26.0	3	3	2	42	Richmond, York Riv.& Chesapeake †..Va.	1,257,640	*	.....	.....	650,000	607,640	.....	—	38.3	—	(No report supplied.)		—	—	—	100	...
Dec. 31, 1873	18.5	—	1.8	—	—	—	—	—	Rochester & Genesee Valley(Erie).N. Y.	671,503	—	.....	.....	557,560	—	—	—	—	(Rental 18 p. c. of earnings.)			—	—	—	100	...
Sept. 30, 1873	—	—	—	105.0	—	—	—	—	Rochester and State Line.....N. Y.	735,649	—	183,649	—	24,000	894,000	90,000	—	—				—	34,012	—	100	...
Sept. 30, 1873	10.0	—	—	140.0	...	...	...	...	Rochester, Nunda & Penn. (3 ft.)...N. Y.	716,327	*	.....	.....	625,600	—	58,200	—	—	—	—	—	—	—	—	100	...
Apr. 30, 1874	253.6	25.0	26.7	—	31	14	6	932	Rockford, Rock Island and St. Louis..Ill.	16,095,311	*	18,007	178,951	6,493,579	9,000,000	484,488	303,402	318.9	.....	.....	..[22 mos.	1,696,124	369,703	—	100	...
Dec. 31, 1873	141.1	48.6	28.4	—	42	32	16	909	Rome, Watertown and Ogdensburg.N. Y.	4,789,198	*	147,989	305,486	3,146,800	1,908,249	44,979	142,625	218.2	.....	.....	.....	1,230,555	360,488	7	100	72
Dec. 31, 1873	120.0	—	18.0	—	—	—	—	—	Rutland (C. V.).....Vermont.	9,129.946	*	143,947	92.617	6,648,400	1,972,800	745.700	—	239.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 187	34.0	—	2.7	—	4	2	...	52	Saginaw Valley and St. Louis.....Mich.	525,716	87,854	.....	4,178	121,775	346,000	149,968	—	34.0	58,650	.....	.....	970,239	492,400	2	100	...
Dec. 31, 1873	22.0	—	6.5	—	6	8	...	230	St. Croix and Penobscot †.....Me.	364,000	*	.....	20,603	100,000	227,700	7,000	—	22.0	.....	.....	.....	134,620	79,810	—	100	...
Aug. 31, 1873	187.0	—	20.0	38.0	19	...	...	...	St. Joseph and Denver City..Kan.& Neb.	11,221.764	420,925	245,000	3,803	4,000,000	7,000,000	734,425	157,067	187.0	.....	.....	.....	70,962	28,861	3	50	...
Dec. 31, 1873	197.0	18.0	21.0	—	13	11	4	560	St. Louis, Alton and Terre Haute.Illinois.	11,768,400	*	.....	241,609	4,768,400	7,000,000	241,609	—	265.0	.....	.....	.....	1,042,808	593,849	—	100	11
Jan. 31, 1874	43 3	—	2.2	—	—	—	—	—	St. Louis & C. Rapids (St.L.,K.C.&N.)Ia.	—	—	(Statements not received.)														
Dec. 31, 1873	195.5	15.3	39.7	—	85	23	15	1,618	*St. Louis and Iron Mountain* †...Missouri.	19,103.348	*	247,884	—	10,000,000	8,622,000	431,149	298,082	210.8	947,849	537,276	682,908	1,964,281	596,426	3	100	28
Jun. 30, 1873	310.0	48.0	25.0	—	46	27	12	1,175	St. Louis & S. Eastern...Ill., Ky. & Tenn.	8,828,400	*	.....	.....	4,628,400	3,200,000	.....	—	—	524,786	70.531	515,719	661,753	265,882	—	100	...
Dec. 31, 1873	76.5	—	2.1	—	—	—	—	—	St. Louis & St. Jos. (St.L.,K.C.& N.).Mo.	2,000,000	—	—	—	—	1,000,000	(Sold under foreclosure		Feb. 18, 1874 for $1 00,000.)					—	100	...
Dec. 31, 1873	41.5	—	2.8	138.5	—	—	—	—	St. L., C. Bluffs & Omaha(St.LK.C&N.)M.	2,200,000	—	—	—	1,100,000	16,000p m	—	—	—	—	—	—	(Rental.)	65,000	—	100	...
Dec. 31, 1873	160.6	—	11.6	—	—	—	—	—	St. Louis, Jacksonv. & Chic.(C. & A.).Ill.	5,073,600	—	—	—	2,348,600	2,725,000	—	—	—	—	—	—	—	240,000	—	100	...
Jan. 31, 1874	265.5	87.5	24.8	27.3	91	33	18	1,529	St. L., Kansas City & Northern.....Mo	30,152,381	*	350,000	569,474	24,000,000	6,000,000	1,071,854	—	581.7	.....	435,326	501,595	2,755,194	204,762	—	100	...
Dec. 31, 1873	157.8	—	24.4	—	32	14	8	841	St. Louis, Vandalia & T. H. (T.H&I).Ill.	8,256,255	*	226,930	.....	2,378,158	5,499.000	467,325	—	157 8	—	—	—	1,130.813	337,768	—	100	...
Aug. 31, 1873	108.5	—	4.7	161.0	—	—	—	—	*St. Paul and Pacific*.....Minn.	11,250,000	—	.....	.....	—	10,500,000	750,000	—	35.0	25,256	16,417	15,786	32,345	209	—	100	...
Aug. 31, 1873	207.0	76.0	19.4	—	28	20	6	374	*St. Paul and Pacific* (1st Div.).Minnesota.	17.214,350	*	.....	.....	1,968,600	15,245,750	472,942	—	283.0	.....	.....	.....	763,805	165,964	—	100	...
Aug. 31, 1873	121.8	—	10.0	—	14	6	4	255	St. Paul and Sioux City.....Minn.	4,628,778	*	.....	.....	2,400,000	1,851,500	216,227	—	121.3	244,766	77,755	.....	509,443	40,172	—	100	...
Aug 31, 1873	17.6	3.2	1.0	—	2	2	1	40	St. Paul, Stillw. & Taylor's Falls...Minn.	780,817	*	.....	.....	277,500	450,000	37,000	—	20.8	29,280	22,800	.....	63,718	31,863	—	100	...
Sept. 30, 1873	16.0	—	2.6	—	—	—	—	—	Salem and Lowell (B. & L.).....Mass.	481,469	—	—	2,714	243,305	226,000	13,978	—	—	—	—	—	17,500	16,784	1	100	...
Jun. 30, 1874	116.3	—	17.1	—	23	10	9	236	Sandusky, Mans. & Newark (B. & O.)..O.	3,368,620	*	—	50,430	1,037,533	2,306.500	5,181	69,216	116.3	970,912	179,279	466,410	717,261	45,794	—	100	...
Dec. 31, 1873	104.0	—	4.9	5.0	10	9	5	80	Savannah & Charleston.....S. Car. & Ga.	2,288,966	—	—	—	1,000,000	1,427,800	.....	—	104.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1873	11.0	—	21.5	—	—	—	—	—	Schuylkill Valley (P. & R.).....Penn.	576,050	—	—	—	576,050	—	—	—	—	—	—	—	—	28,803	5	50	...
Mar. 31, 1874	90.0	—	8.0	—	16	4	6	260	Seaboard and Roanoke.Va. & N. Carolina.	2,058,152	*	568,669	.....	1,365,000	210,000	.....	—	80.0	.....	34,867	.....	609,678	198,004	8	100	...

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PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:	$	p c	p c	p. c.
Atlantic and Great Western, pref...	10,000,000	7	....	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	....	....
" " " guar.	276,200	7	....	....
Atlantic and Pacific, preferred	10,000,000	7	....	16½
Atlantic and St. Lawrence,* guar...	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,562,800	6	5	105
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	..
Catawissa,* pref. and guar.....	1,162,500	7	7	80
Camden and Amboy,* guaranteed..	5,847,800	10	10	129½
Camden and Atlantic, preferred.....	763,549	7	7	87
Cayuga and Susquehanna,* guar....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,600	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	107
Central Ohio,* preferred	411,550	6	6	88
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	70
Chicago and Alton, † preferred.....	2,425,400	...	10	109
Chicago, Iowa & Nebraska,* guar..	3,916,300	...	8	89½
Chicago and North-Western, pref...	21,484,118	7	7	60½
Cinc., Sand. and Cleveland, pref....	428,000	6	6	25
Cleveland and Mahoning,* guar.....	2,058,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	88½
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred....	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,816,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	..	....
Dubuque and Sioux City,* guar....	5,000,000	...	5	60½
Dubuque and Southern, pref.....	690,515	8	..	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	45
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	76
" " com.& *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	56
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	..	..	....
Hannibal and St. Joseph, pref	2,167,700	7	7	34½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	97
Housatonic, preferred.....	1,180,000	8	8	96
Huntington & Broad Top Min, pref.	190,750	7	..	25½
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	98½
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref...	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	3,101,650	6	...	16
" " 2d pref.....	4,436,250	6	...	8
Mich. Southern, (Lake Shore) guar..	533,500	10	10	....
Mill Creek,* guaranteed.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	12,274,483	7	7	57½
Mine Hill,* guaranteed.....	3,856,450	8	8	106
Montclair,* guaranteed.....	2,000,000	7	..	....
Morris and Essex,* guar.....	15,000,000	7	7	98½
Nesquehoning Valley,* guar....	2,000,000	10	10	109
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,296,200	10	10	129
New London Northern,* guar.....	971,400	8	10	105
New York & Harlem,* pref. & guar.	1,500,000	8	8	127
" " *com.& guar.	8,500,000	8	8	130½
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	121
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	45
" " pf.& *guar.	2,000,000	8	8	87
Ohio and Mississippi, preferred.....	4,030,000	7	7	63
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama, guaranteed.....	7,000,000	12	12	116½
Paterson and Hudson,* guar.....	630,000	—	8½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philade phia and Erie, preferred....	2,400,000	..	..	....
Phila., Germant'n & Norr st'n,*guar.	2,231,900	12	12	180½
Philadelphia and Reading, † pref....	1,551,687	—	10	110½
Philadelphia and Trenton,* guar....	1,259,100	10	10	128
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	95½
Pittsfield and North Adams,* guar.	450 000	5	6	86
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	111½
Rochester & Genesee Valley,* guar.	557,560	..	..	....
Rutland,* pre.err'd and guaranteed.	4,300,000	7	7	21
St. Louis, Alt'n & Terre Haute,*guar.	2,468,400	7	...	28½
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	—	....
St. Louis, Kansas City & Nor., pref.	12,000,000	..	—	21
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	—	....
" " 2d pref..	1,000,000	7	—	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	41
Warren,* guaranteed.....	1,800,000	7	7	85
Canal Stocks.				
Delaware Division,* guar.....	1,633,350	8	8	....
Delaware and Raritan,* guar.....	5,847,800	10	10	....
Morris, preferred and * guaranteed..	1,174,900	10	10	125
" com. and * guar.....	1,696,000	4	4	50
Susquehanna Navigation preferred-...	2,806,977	6	6	20

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 2.

	Th.26.	F.27.	Sat.28.	M.30.	Tu.1.	W.2.
Atlantic & Pacific pref.....	16¾	17	16	16½	16½	
Central Pacific 6s.....	95½	96	96½	96½	....	
Central of N. Jersey.....	107	107½	107½	107	107	
.. 1st mort.....	....	108	....	110	....	
Chesapeake & Ohio 1 m.....	....	....	....	....	....	
Chicago & Alton.....	....	....	....	101½	102	
.. pref.....	....	....	....	....	....	
.. I M.....	....	....	....	....	....	
.. S. F.....	....	....	....	....	....	
.. Inc. bds.....	....	....	....	....	....	
Chicago, Burl. & Q.....	....	103½	103½	104	104	
.. 8s, 1883	....	....	....	....	113½	
Chic. & Northwestern.....	44½	45	46½	46½	46½	
.. pref.....	61½	62½	62	62½	60½	
.. 1st M.....	....	....	....	99½	99	
.. S. F.....	....	....	....	....	....	
.. Consol.....	....	89	....	90	90	
.. .. gold.....	85	85½	85½	....	....	
Chic., Rock Isl. & Pac.....	100½	100½	101½	102	101½	
.. 7s, 1899.....	..	....	....	107½	....	
Clev., Col., C. and Ind.....	....	....	....	65	....	
Clev. & Pittsburg guar.....	....	88½	88	88½	88½	
.. 2 M.....	....	....	....	....	....	
.. 3 M.....	....	....	....	....	....	
.. 4 M.....	....	....	....	....	....	
Clev. and Toledo.....	....	....	....	....	....	
.. S. F. 7s.....	....	....	....	....	....	
Col., Chi., & Ind. C.....	9½	9½	10	10½	10	
.. 1 M.....	....	....	....	....	68½	
.. 2 M.....	....	....	....	28	....	
Del. & Hudson Canal	116	....	....	116	116	
Del. Lack. & Western.....	109½	109½	109½	109½	108½	
.. 1 M. 7s.....	....	107	....	....	....	
.. 2 M 7s.....	....	....	....	....	....	
Erie Railway.....	27½	26½	28½	28½	28	
.. pref.....	....	....	....	....	....	
.. 1 M. 7s, 1897.....	....	....	....	105	....	
.. 2 M. 7s, 1879.....	....	....	....	....	....	
.. 3 M. 7s, 1883.....	....	....	....	....	....	
.. 4 M. 7s, 1880.....	....	....	....	....	....	
.. 5 M. 7s, 1888.....	....	....	....	97½	....	
.. 7s, con. gold.....	....	....	....	....	....	
Great Western 2d mort.....	....	....	69	69	....	
Hannibal & St. Joseph.....	25½	26	26	26½	26½	
.. pref.....	....	35	34½	34½	34½	
.. 8s, conv.....	83½	84½	85	....	....	
Hudson River.....	....	....	....	....	....	
.. 2 M. S. F.....	....	....	....	....	....	
.. 3 M. 7s, 1876.....	....	....	....	....	....	
Illinois Central	....	98½	....	....	....	
.. 7s	....	....	....	....	....	
Lake Shore & Mich.S'th.....	80	80½	81½	81½	80½	
.. Consol. 7s.....	103	....	....	....	....	
.. .. reg.....	....	....	....	....	....	
.. 2d consol.....	95	95	95	....	....	
Michigan Central.....	76½	77½	78	77½	....	
.. S. F. 8s, 1882.....	....	....	....	111	....	
.. 7s, 1902.....	100	100	100	....	....	
M. S. and N. I. 1 M. S. F.....	....	....	....	....	....	
.. 2 M.....	99½	....	99½	100	100	
Milw. and St. Paul.....	37½	36½	39½	39½	38	
.. pref.....	57½	57½	59	58½	57½	
.. 1st mort.....	....	....	....	....	....	
.. 2d mort.....	....	....	....	....	....	
.. 8s.....	....	....	....	103	....	
.. 7 3-10s con.....	....	....	....	92	....	
.. 7s, gold.....	....	....	55	....	....	
Morris and Essex.....	98½	98½	98½	....	....	
.. 1st mort.....	....	108	....	....	....	
.. 2d mort.....	....	....	103½	103½	....	
N. Y. Cen. & Hud. Riv.....	101½	101½	101½	101½	101½	
.. 7s, S.F. 1876. ...	102	....	....	....	....	
.. 6s, S.F. 1883.....	97	....	97½	98	98½	
.. 6s, S.F. 1887.....	....	....	....	....	....	
.. 1st mort.....	....	112½	112	112½	112½	
.. .. reg.....	....	....	....	....	....	
N. York and Harlem.....	133	....	130½	....	....	
.. pref.....	....	....	....	....	....	
.. 1st Mor.....	....	....	....	....	....	
.. .. reg.....	....	108	108	....	....	
N. York, N. Hav. & Hart.....	139½	....	139	....	....	
Ohio and Miss.....	32½	32½	33	33½	32½	
.. pref.....	61	....	....	63	....	
.. 2d M.....	80	80	80½	80	80½	
.. Consol. 7s.....	95	....	....	....	....	
.. .. S. F.....	....	..	97½	....	97½	
Pacific Mail S. S. Co.....	44½	44½	45	45½	44½	
Pacific R. R. of Mo.....	47½	47½	47½	47½	47½	
Panama	....	115	116	....	116½	
Pitts., Ft. W. & Chi. gtd.....	95½	96	....	....	95½	
.. 1 M.....	....	....	....	112	....	
.. 2 M.....	....	....	....	104½	....	
.. 3 M.....	....	....	96	....	....	
Quicksilver Mining Co.....	35½	35½	35½	35½	....	
St. L., Alton & T. H.....	....	....	....	11	....	
.. pref.....	....	26	26½	26½	26½	
.. I M.....	....	....	....	103	....	
.. 2 M. pref.....	....	....	....	80	....	
.. Income bds	....	74	....	....	....	
Tol., Wab. & Western.....	30	30	31½	32	31½	
.. pref.....	....	....	....	....	....	
.. 1 M.....	....	....	....	....	92	
.. 2 M.....	72½	72½	....	72½	73	
.. Equipment.....	....	....	....	....	....	
.. St. Lou. Div.....	....	....	75	75	....	
Union Pacific.....	35½	34½	35½	36½	35½	
.. 1st mort.....	91½	92	92½	92	92½	
.. L. Gt. 7s.....	88½	88½	88½	88½	....	
.. S. F. 8s.....	76½	76½	76½	76½	76½	
Western Union Tel.....	80½	81	[81½	82	81½	
.. 7s.	99½	99½	99½	....	99½	

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 2.

	Th.26.	F.27.	Sat.28.	M.30.	Tu.1.	W.2.
Federal Stocks:—						
U. S. 5s, 10-40s, reg.....	....	112	113½	113½	....	
U. S. 5s, 10-40s, coup.....	114½	....	114½	114½	114½	
U. S. 5s, 1881, reg.....	....	112½	....	113	113½	
U. S. 5s, 1881, coup.....	112½	....	113	113	113	
U. S. 6s, 1881, reg.....	119	119	119½	....	....	
U. S. 6s, 1881, coup.....	119½	119½	....	....	....	
U. S. 6s, 5-20s, reg. '62.....	....	....	....	112½	....	
U. S. 6s, 5-20s, c. 1862.....	....	....	112½	....	112½	
U. S. 6s, 5-20s, reg. '64.....	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1864.....	114½	....	114½	114½	....	
U. S. 6s, 5-20s, reg. '65.....	....	115½	....	115½	....	
U. S. 6s, 5-20s, c. 1865.....	....	116	116½	116½	116½	
U. S. 6s, 5-20s, r. n. '65.....	....	118½	....	115½	115½	
U. S. 6s, 5-20s, c. n '65.....	118½	118½	119	119	118½	
U. S. 6s, 5-20s, reg. '67.....	....	118½	....	116	116½	
U. S. 6s, 5-20s, c. 1867.....	119½	119½	120	120	....	
U. S. 6s, 5-20s, reg. '68.....	....	....	119	....	....	
U. S. 6s, 5-20s, c. '68.....	119½	119½	119½	....	119½	
U. S. 6s, Pac. R.R. issue.....	....	....	....	115½	116½	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 1.

	W.25.	Th.26.	F.27.	Sat.28.	M.30.	Tu.1.
Catawissa preferred	....	....	....	....	....	40
.. 7s, new	....	....	....	101½	102	
Camden and Amboy.....	....	....	....	....	....	
.. 6s, 1875	....	....	....	100½	....	
.. 6s, 1883	....	....	....	....	....	
.. 6s, 1889	....	....	....	....	....	
.. mort. 6s, '89.....	....	....	....	100½	100½	
Elmira & Williamsport.....	....	....	....	....	....	
.. pref.....	....	....	....	....	....	
.. 7s..... ..	....	....	99½	....	....	
Lehigh Navigation.....	47½	....	47½	47½	47½	
.. 6s, 1884 98	....	97½	....	....	....	
.. Gold L.....100	....	100	....	....	100½	
.. R. R. L.....	....	....	....	....	....	
.. Conv. G. L.....	....	....	102½	....	102½	
Lehigh Valley R. R..... 61½	....	61½	61½	61½	61½	
.. 6s new coup.....	....	....	....	103	....	
.. 6s new reg.....	....	....	....	....	100½	
.. 7s.....	....	106½	....	....	....	
Little Schuylkill R.R... 48	....	48	48	....	....	
.. 7s.....	....	....	....	....	....	
Minehill 53	....	....	....	....	....	
Morris Canal.....	....	....	....	....	....	
.. pref.....	....	....	....	....	....	
North Pennsylvania	....	....	....	....	....	
.. 6s, 1885 103	....	....	....	....	....	
.. 7s.....102½	....	102½	....	....	....	
.. 10s, 1887	....	....	....	....	....	
Northern Central 31	....	31	30	30	....	
Oil Creek & Alleg. Riv. 5½	....	....	5½	8½	8½	
.. 7s..... 54½	....	....	54½	....	54	
Pennsylvania R. R..... 52½	....	52½	52½	52½	52½	
.. 1st M.....103	....	....	103½	....	....	
.. 2d M.....	....	....	....	....	102½	
.. Gen. mort.....	....	....	....	95½	....	
.. .. reg.....	....	....	....	....	....	
Penn. State 6s, 2d series.....	....	108	108	....	....	
.. 6s, 3d series.....	....	....	111½	....	....	
Philadelphia City, 6s....103	....	103	....	....	....	
.. new 105½	....	105½	106	105½	103½	
Philad., Germ. & Nor.....	....	....	....	90½	....	
Phila. & Reading 54½	....	54½	54½	54½	54½	
Philadelphia and Erie.. 16½	....	16½	....	16½	16½	
.. 6s..... 92	....	....	....	....	....	
.. 7s.....	....	....	....	85½	....	
Phila., Wilm. & Balt.....	....	....	....	....	....	
Schuylkill Navigation.....	....	....	....	....	....	
.. pref..... 13	....	....	....	13	....	
.. 6s, 1882	....	....	77½	78	....	
.. 6s, 1876	....	....	....	....	....	
.. 6s, 1872	....	....	....	....	....	
United Co. of N. Jersey.....	....	128½	129	129	129½	
Hestonville, (Horse).. 19	....	19	....	....	....	
Chestnut & Wal.	....	....	....	....	....	
Green and Coates 50	....	....	....	....	....	
2d and 3d streets	....	....	....	....	....	
Spruce and Pine	....	....	31	....	....	
13th and 15th sts.	....	....	....	26	....	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 1.

	W.25.	Th.26.	F.27.	Sat.28.	M.30.	Tu.1.
Baltimore City 6s, 1875.....	....	....	....	101½	101½	
.. 1886	....	....	103½	....	....	
.. 1890 .....102½	....	102½	102½	102½	102½	
.. 1884	....	....	....	102½	....	
.. 1900	....	....	....	....	102½	
Balt and Ohio.....	....	....	....	....	....	
.. bonds, 1875.....	....	....	....	....	102½	
.. .. 1880.....	....	....	....	....	102½	
.. .. 1885.....	....	....	....	....	....	
Central Ohio.....	....	....	....	....	....	
.. 1st mort.....	....	....	....	....	....	
Marietta & Cin. 1st M.....	....	....	....	104½	104½	
.. 2d M.....	....	....	92½	....	93	93
.. 3d M. 8s.....	....	....	....	82½	....	
Northern Central..... 31	....	....	30½	30	....	
.. bonds, 1885.....	....	....	....	....	....	
.. .. 1900.....	....	....	....	....	....	
.. G. B. 1900.....	....	92	....	....	....	
Pittsb. & Connellsv. 7s.....	....	87	....	....	....	
N. W. Va. 3d mort.....	....	....	....	....	....	
Virginia 6s, Consol.....	....	....	....	....	....	
.. Defer. Certif.....	....	....	....	....	....	
City Passenger R. R.....	....	....	....	....	....	

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 2.

	Th.26.	F 27.	Sat.28.	M.30.	Tu.1.	W.2.
Boston and Albany	131¼	131¼	131¼	131½	131¼	
Boston and Lowell	....	93	93	....	94	
Boston and Maine	110½	....	110½	110¼	111	
Boston and Providence	149	...	....	147¼	147½	
Boston, Hartford & Erie	....	....	....	....	....	
" 7s	....	23	....	23½	23½	
Cheshire, pref	....	....	....	....	....	
Chi., Burl. and Quincy	....	....	103½	103½	....	
Concord	....	....	....	....	....	
Connecticut River	....	....	....	138	....	
Eastern	53¼	53¼	53½	53	53½	
Fitchburg	....	....	123¼	123½	123½	
Manchester & Lawr'ce	....	....	....	....	....	
Michigan Central	76½	....	77¼	. ..	77	
Northern, N. H	....	....	....	....	....	
Ogdens. & Lake Champ	....	....	....	....	....	
" pref	87	....	....	....	....	
Old Colony	107	....	108	108	108	
Ph., Wil. & Baltimore	....	....	....	....	....	
Portl'd, Saco & Ports	....	....	111¼	111	....	
Union Pacific	....	....	....	....	....	
" 6s	....	....	89¾	....	....	
" Land Grant 7s	....	....	....	87½	87¼	
" S. F. 8s	74½	74½	....	....	74¼	
Vermont and Canada	....	42	....	....	....	
Vermont and Mass	....	....	....	85½	85½	
South Boston (Horse)	...	....	....	....	....	
Cambridge ..	....	....	100	....	....	
Metropolitan ..	43½	43½	....	....	44	
Middlesex ..	....	....	....	....	....	
Central Mining Co	....	....	....	....	....	
Calumet and Hecla	....	....	142	145½	144½	
Copper Falls ..	....	....	. ..	....	....	
Franklin ..	7½	....	....	....	....	
Quincy ..	43½	45	45	45	43½	

London Stock Exchange.

	—Closing Prices.— Nov. 13.	Nov. 6.
Atlantic & Gt. W. 1st mort., $1,000	48 — 50	48 — 50
Do. 2d mort., $1,000	26 — 27	25 — 27
Do. 3d mort., $1,000	12 — 13	12 — 13
Do. Con. mort. B'nds Bisch's Cert.	13 — 15	13 — 15
Do. Lens. Lines, Rental Bonds	65 — 70	65 — 70
Do. 1873	40 — 45	40 — 45
Do. 8 p. c. Scrip, West. Exten	— —	— —
Detroit & Milwaukee 1st mort. Bonds	60 — 65	60 — 65
Do. 2d do.	55 — 60	55 — 60
Erie shares 100 dol. all paid	26¼ — 27	26¼ — 26¾
Do. Convertible Gold Bonds	62 — 64	62 — 64
Do. 6 per cent Convertible Bonds	93 — 95	93 — 95
Cons. Mort. amount autho. to be issued for conv. of existing bonds	89 — 91	88 — 90
Illinois Central $100 shares all paid	90 — 91	85 — 87
Do. Redemption mort. bonds 6 p.c.	99 —101	99 —101
Illinois & St. Louis Bridge 1st mort.	98 —100	99 —101
Marietta and Cincinnati Rail. Bonds	96 — 99	96 — 99
Michigan Central 8s 1882, conv.	— — —	— — —
New York Central, 100 dols. shares	94¼ — 95¼	94 — 95
Panama General mort	96 — 98	96 — 98
Pennsylvania, General mort	100 —101	100 —101
Do. $50 shares	48¼ — 49¼ s	51 — 52
Philadelphia and Erie 1st mort	94 — 96	94 — 96

American Railroad Journal.

Saturday, December 5, 1874.

Stock Exchange and Money Market.

Money has been without decided change as to rates, but has been in more urgent request for speculative and commercial purposes at the ruling figures. The demand from mercantile sources has been largely for currency for the interior, to be used in the moving of Provisions, Cotton, and Breadstuffs toward the seaboard. This drain has told on the currency reserves of the City Banks, and the Sub Treasury. The free outflow of specie, chiefly to the Continent, has operated against the coin averages of the City Banks. Call loans have been quoted at 3@4, and best mercantile credits at 5½@7 per cent per annum. The Bank of England rate has been advanced to 6 per cent per annum. The U. S. Treasury disbursements, in November, were $12,001,906, exclusive of payments on account of the principal or interest of the public debt. The cash reserve of the Treasury Department on Tuesday was $146,863,073 of coin and currency. The City banks last week reduced their reserve oflegal tender notes $4,202,500, and their deposit item $4,585,480, while also diminishing their specie average $51,600. They likewise report a reduction of $1,063,700 in the loans and discounts, and of $83,900 in their circulation. The U. S. Sub-Treasury in this city closed the week with a currency balance of $49,566,170 against $52,185,569, the preceding week; and a coin hoard of $54,528,254 against $54,664,610, on the previous return. The City bank exchanges, during the week, were $389,193,020, or a daily average of $77,838,204. The customs revenue of the port, during the week, was $1,434,000. The City banks reported their average of gold last week at $17,329,800, and their greenback average at $53,301,900. Their deposits stood at $222,767,300. The loan item was $282,285,600. The circulation was $24,883,600.

The City Bank net reserve of specie and legal tender notes now shows an excess, over the legal requirement of reserve, to liabilities, of $14,939,375.

The aggregate receipts of the U. S. Sub Treasury at this port in November were $62,810 024, including $6,673,821 from customs; payments $76,016,087, including $5,035,160 of coin interest. The customs revenue of the port shows an increase of $715,534 over that of November last year, which was $5,958,287.

The aggregate of the outstanding U. S. currency, of all denominations, Dec. 1, was $429,987,811 The outstanding amount of legal tender notes is 382 millions. The National bank circulation is $350,193,593.

The U. S. Treasury balances at the opening of business on Wednesday were as follows: Currency, $16,700,000; special deposit of legal tenders for redemption of certificates of deposit, $47,120,000; coin, including $23,000,000 in coin certificates, $83,000,000.

The income of the Government, from internal revenues, thus far, in the fiscal year, commencing with July 1, 1874, has been over 45 millions.

Under the free shipments of Specie, and the advance of the Bank of England Discount rate to 6 per cent, the Gold speculation has been much more animated and buoyant, though the customs call has been comparatively moderate. Government announces sales of $2,500,000 of Gold for December, embracing half a million on each Thursday of the month. The extremes of the week have been 111⅜@112⅜, closing on Wednesday at 112, as against 111¾ on Wednesday of the preceding week. The specie outflow last week was $2,188,491 mainly to the Continent. The imports of specie at this port since Jan. 1, have been $4,972,962, against $17,328,927 same time last year. The customs demand for Gold last week averaged $286,800 a day. Foreign Exchange has been moderately active, and unsettled in price, with Bankers' sixty day bills on London closing on Wednesday at $4 84½@$4 85⅛; sight bills on London at 4 89½@$4 90⅛ to the £ sterling. The week's exports of Domestic Produce have been to the currency value of $5,068,901. The exports for the corresponding week of last year were $5,403,959, and for 1872 $5,799,772. The total exports since January 1 this year are $265,217,046 against $277,279,045 last year and $217,659,065 in 1868.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $6,198,752.

Government Securities have met with a very ready sale, throughout the week, at generally advancing prices. The purchases on investment account, partly for shipment to Europe, have been quite liberal. The last public debt statement shows a further liquidation, in November, of $123,427; making the aggregate reduction, since June 30, 1874, $4,190,907.

U. S sixes of 1881 closed on Wednesday of this week at 120¼@120½; U. S. Five-Twenties of 1862, at 112¾@113; U. S. Five-Twenties of 1864 at 114¾@115; U. S. Five-Twenties of 1865 116⅝@116⅞; U. S. Five-Twenties of 1865 consolidated, 118⅞@119⅛; U. S. Five Twenties of 1867, 120@120¼; U. S. Five-Twenties of 1868, 119¾@120; U. S. Ten-forties at 114⅛@114⅜; U. S. Fives of 1881, (Funding Loan) 112⅞@113⅛; Six per cent. currency Sixes from 116¼@116½.

The funded interest bearing debt of the United States is now $1,719,799,900 of coin-bearing bonds, and $14,678,000 of currency bearing issues, exclusive of the currency sixes, issued in aid of the Pacific R. R. enterprises.

Dealings at the Stock Exchange have been on a much enlarged scale, and the general market has been quite buoyant; the speculative temper having been very pronounced in favor of higher values. The demand for State and Railway bonds has been more confident with prices quoted stronger. Railway and miscellaneous share property has been very freely dealt in, as a rule, and has been quoted higher, and on the advance; favored in good part, by the continued ease in Money, notwithstanding the liberal outflow of currency to the interior.

A fairly active business has been reported in the commercial line. The 'long-shoremen's strike, however, has been a serious hindrance to the export trade. Breadstuffs have been in good demand at firmer rates, though closing buoyantly. Cotton and Provisions have been freely dealt in, but at variable prices. Tobacco has been quite brisk and quoted firm; with Kentucky Leaf most sought after, chiefly for export. Petroleum, Wool, Naval Stores, Hides, Hardware, and Building Materials have been rather moderately inquired for, and quoted irregular. Dry Goods have been slow of sale. Groceries have been attracting less attention; Coffee, Sugars, and Molasses, quoted easier in price. The Metal trade has been on a very moderate scale, apart from Ingot Copper, which has been in brisk request and quoted firmer. Iron Rails have been in light demand in the local market. The New Dominion Government is reported as having recently contracted for 40 000 tons of English Steel Rails, on the basis of $54 gold per ton, deliveries next Spring. Eglinton Pig Iron quoted from yard at $37; Glengarnock, $39@$40; No. 1 American Pig at $26@$28 00; No. 2 do. at $25@$27; Forge, $23 50@$27; English Rails at $48@$50, gold; American Rails at works, $55@$60; Old Rails, $30. Wrought Scrap, $30@$32. Ocean freights have been moderately active with rates generally advanced. The freighting of vessels has been seriously impeded by the strike of the 'long shoremen.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—St. Louis, Iron Mt. and Southern R. R., 28; New Jersey R. R., 129; Marietta and

Cincinnati 2d pref., 8; do. 1st mort., 103½; St. Louis, Kansas City and Northern pref., 21; Rome, Watertown and Ogdensburg R. R., 72; Buffalo and State Line 1st mort. 103; Toledo, Wabash and Western 7s, consol., 58¼; Mil. and St. Paul 1st mort. LaC. div., 90; Burlington, Cedar Rapids and Minnesota 1st mort, 52; Western Pacific bonds, 86½; Toledo, Peoria and Warsaw 7s, consol., 40; do. 1st mort. W. D., 71; Albany and Susquehanna R. R., 99; do. 1st mort., 107; do. 2d mort., 102; do. 3d mort., 100; Pacific R. R. of Mo., 1st mort., 88; do. 2d mort., 78¼; Belleville and Southern Ills. 1st mort, 96; Toledo, Canada Southern and Detroit 1st mort., 60; Gt. Western 1st mort. 1888, 89¾; Central of New Jersey 7s, conv., 103¾; Morris and Essex 7s, 1871, 99; Chicago and Galena 1st mort., 104; Cedar Falls and Minnesota 1st mort., 88½; Detroit, Monroe and Toledo 1st mort., 99½; St. Louis, and Iron Mt. 1st mort., 91½; Canada Southern 1st mort., with int. certif., 65, Delaware and Hudson Canal reg. 7s, 1891, 107; Del., Lack. and Western 7s, conv., 110; Lake Shore div. bonds, 98; Clev., Col., Cin. and Ind. 1st mort., 104½; Louisville and Nashville 7s, 1898, consol., 86; Buffalo and Erie 7s, new, 99; Boston, Hartford and Erie 1st mort., 23; Consol. Coal, 48; Pennsylvania Coal, 245; Am. Exp., 65¾; U. S. Exp., 65; Adams Exp., 114; Wells-Fargo Exp., 84; Am. Dist. Tel., 40½; At. and Pacific Tel., 19½; Canton Co., 61; Mariposa Mining, 5; Quicksilver pref., 45¼; Texas 10s, 76; Tennessee 6s, new, 76½; do. old, ex-coupon, 57¼; do. new, do., 56½; do. 6s, n. s., 57; Virginia 6s, old, 39; do. 6s, consol., 2d series, 42⅝; do. 6s, consols, ex-matured coupon, 53¼; Missouri 6s, long bonds, 98½; do. H. and St. J. issue, 1375, 102; Georgia 7s, new, 91; Louisiana 6s, 28; North Carolina Fund act, 1868, 17; do. old, Jan. and July, 28; South Carolina 6s, new, Jan. and July, 21½; Ohio 6s, 1886, 106; Brooklyn 6s, W. L., 98½; do. 7s, P. L., 105¼.

Philadelphia.—Pennsylvania R. R. div. scrip, 105¼; Camden and Atlantic pref., 43½; Ridge Ave. R. R., 46¾; Fifth and Sixth Sts. R. R., 57½; Allegheny Valley 7 3-10s, 91; Belvidere Delaware 2d mort., 87; Philadelphia and Reading Coal and Iron mort., 88; Lake Superior and Miss. 7s, 45; Pittsburg, Cincinnati and St Louis 7s, 74½; Northern Pacific 7-30s, 28⅞; West Jersey 7s, 102; Schuylkill Nav. 7s, B. L., 88½; Pittsburg 5s, 75. The latest quotations are: City 6s, 100@—; do. free of tax, 103⅜@103⅝; Pennsylvania State 6s, 2d series, 107¾@107¼; do. 3d series, 111¼@111¾; Philadelphia and Reading, 54⅛@64⅜; do. Gen'l mort. 7s, coup., 102½@—; do. reg., 102¾@—; do. mort. 6s, 1880, 101½@101¾; do. new, conv., 104@104; do. 7s, 1893, 104¾@106; United New Jersey R. R. and Canal Co., 129@129¼; Camden and Amboy mort. 6s, 1889, 100@100½; Pennsylvania R. R., 52⅝@62⅝; do. div. scrip, 105¼@105½; do. 1st mort., 103@103¼; do. 2d mort., 100¼@100¾; do general mort. coupon, 95½@95¾; do. reg., 96@—; Little Schuylkill R. R., 48@48¼; Morris Canal, 49@50; do. pref., 125@125½; do. 6s, 98@100; Susquehanna Canal, 6@10; do. 6s, 73@76; Schuylkill Nav., 6⅜@6¾; do. pref., 13@13¼; do. 6s, 1882, 78@78¼; do. 1872, 90@91⅛; Elmira and Williamsport pref., 85@88; do. 7s, 1873, 99@99¾; do. 6s, 58@63; Lehigh Coal and Navigation, 47⅝@47¾; do. 6s, 1884, 98@98; do. R. R. Loan, 98@—; do. Gold Loan, 100½@100¾; North Pennsylvania, 50@—; do 6s, 103@103½; do., 7s, 102½@102½; do. Chattle 10s, 105@105; Philadelphia and Erie, 16¼@16⅜; do. 6s, 90@92; do. 7s, 85¾@86; Minehill, 52½@53; Catawissa, 13@14½; do. pref., 39½@40½; do. new pref., 32@33; do. 7s, 1900, 101¾@102¼; Lehigh Valley, 61½@61⅝; do. 6s, new coupon, 100@—; do. reg., 100⅛@100⅛; do 7s, 106½@107; Fifth and Sixth streets (horse), 57¼@57½; Second and Third, 65@70; Thirteenth and Fifteenth, 25⅞@26; Spruce and Pine, 30@31; Green and Coates, 49¾@50¼; Chestnut and Walnut, 71½@72; Hestonville, 18¾@19; Germantown 36@45.

Boston.—Vermont Central 1st mort., 17¼; Atchison, Topeka and Santa Fe R. R., 8½; do. 1st mort., 61½; do. Land Grant 7s, 64¼; Rutland R. R., pref., 21; do. 8s, 65½; do. scrip No. 6, 25; Chicago, Burlington and Quincy 7s, 98½; Boston and Albany 7s, 106½; Burlington and Missouri River R. R. in Nebraska, 50; do. 8s, old, 98; Carthage and Burlington 8s, 98½; Framingham and Lowell 7s, 1892, 89¼; Boston, Clinton and Fitchburg 8s, 1883, 91¾; Michigan Air Line 8s, 1890, guar., 102¼; Vt. and Mass. 6s, 1883, guar., 96; Conn. and Pass. Rivers R. R. pref., 66; do. 7s, 1876, 97; Vt. Cent. and Vt. and Ca. Equip, 8s, 56; Little Rock and Ft. Smith L. G. 7s, 5; do. 1st mort., 5; Boston and Lowell 7s, 1893, 104½; Kalamazoo, Allegan and Grand Rapids 8s, 94¾; Missouri River, Ft. Scott and Gulf 10s, 50; Grand River Valley 2d mort. 7s, 95; Norwich and Worcester R. R., 121; Burlington and Missouri River R. R. in Iowa, 100¾; Summit Branch, 35¾; do. 7s, 85; Cincinnati, Sandusky and Cleveland R. R., 8½; do. 7s, 1890, 69¾; Indianapolis, Cin. and Lafayette R. R., 6½; Portsmouth, Gt. Falls and Conway R. R., 85; Eastern (N. H.) R. R., 45; Nashua and Lowell R. R., 115½; East Boston Land, 20; Boston Water Power, 10⅜; Cary Imp., 4¾; Maine 6s, 1889, 102; New Hampshire 6s, 101⅜; Boston 6s, 1894, 101¼; do. 5s, 1883, gold, 98½; St, Louis 6s, 92; Cambridge 6s, 1894, 98½; Erie, Pa., 7s, 1894, consol., 94¾; Toledo 7s, 1878, 97; do. 8s, 1889, 102; Providence 5s, 1900, gold, 92¾; Allouez Mining Co., 11¾; Superior, 30c.; Dana, 35c.; Rockland 1¾; Mesnard, 1; Petherick, 1½.

Baltimore.—Orange, Alex. and Manassas 7s, 79⅞; Virginia consols, coupons, 92; Virginia consols, ex-coupon, 54½; Virginia Black scrip, 20; Santa Clara bonds, 28½; Norfolk Water bonds, 89½; Staunton City 6s, 84⅜; Atlantic Coal, 2.00. The latest quotations are: Richmond and Danville 1st mort. 64@65½; Pittsburg and Connellsville 7s, 1898, 86¼@88; Baltimore and Ohio, 173@175; do. 6s, 1875, 102@102½; do. 1880, 102½@103; do., 1885, 101@102; Washington Branch, —@175; Northern Central, 80@80¼; do. 6s, 1885, 95@96½; do. 6s, 1877, 95@—; do. 1900, 87@88; do. 6s, 1900 gold, 92@92¾; N. W. Va. 3d mort., 1885, 95@100; Marietta and Cincinnati 1st pref., 15@18; do. 2d pref., 8@10; do. 1st mort. 7s, 1892, 104¼@104½; do. 2d mort., 7s, 93@93½; do., 3d mort. 8s, 82@82¾; Central Ohio, 45@46; do. 1st mort., 93½@94; Western Maryland, 1st mort. 6s, 1890, 85@85; do. 1st mort. guar., 100@100; do. 2d mort. guar., 98@100; do. 3d mort., guar., 100@102; do. 2d mort. pref., 60@70; do., 2d mort. guar. by Washington Co., 92@93; Virginia and Tennessee 2d mort. 6s, 74@80; do. 3d mort. 8s, 77¾@78½; Orange and Alexandria 1st mort. 6s, 85@90; do., 2d mort. 6s, 81@84; do., 3d mort. 8s, 76@78; do., 4th mort. 8s, 68¾@70; Orange, Alex. and Manassas 7s, 80@80¼; Baltimore 6s, 1875, 101@102; do., 1884, 102@102½; do. 1886, 102@104; do. 1890, 102½@103; do., 1900, 102@102¼; do. 1902, 102@102¼; do., 6s, exempt, 103@—; do. 5s, 80@90; Memphis City 6s, 35@40; Maryland Defense 6s, 1883, 108@108¼; do. 6s, 1890, 101@102; do. 6s, exempt, 108@108¼; do. 5s, 85@90; Virginia coupon 6s, old, 39½@41; do. new, 39½@41; do. consol. 6s, 54¾@55; do. coupons, 90@92; West Virginia, 12@12; City Passenger R. R., 24@25; George's Creek Coal, 144@147; Atlantic Coal, 2.00@2.25; Santa Clara, 9.00@15.00; do. bonds, 29¼@29½; Canton Co., 55@70.

Finances of Ohio.

From the report of the Treasurer it appears that the total receipts into the State Treasury, including balances from previous report, were $5,885,041 96, and the actual disbursements $5,072,644 77, leaving a balance in the Treasury November 15, 1874, of $812,397 19, to the credit of the following funds, viz:

General Revenue fund	$198,875 98
Sinking fund	450,569 82
Asylum fund	40,224 08
Common School fund	127,727 19
Total	$812,397 19

The report of the Commissioners of the Sinking Fund states that during the six months ending November 30, 1874, the receipts have amounted to $795,041 63. During the same time the disbursements have been: for principal of funded, debt, $93,792 75; interest on funded debt, $249,672 38; interest on irreducible debt, $27,000; expenses, $1,006 68; total, $371,471 81, leaving a balance in the Treasury, November 15, 1874, of $423,569 82. The total public funded debt of Ohio, outstanding on the 15th of November, was $7,988,205 30. Of this amount $1,665 is payable at Columbus.

Albert County Railway.

The Moncton (N. B.) *Times* says that the grading on the line of this road, commencing at Salisbury, is graded from the station to the Petitcodiac river, and from the river south 8 miles, except about one quarter of a mile which will be finished by Christmas. The bridge across the river and connecting these two portions is a very heavy structure, but is well forward—the north abutment and three piers being finished. At the southern end, grading is finished on 2¼ miles, commencing half a mile from the coal track, also on 1¼ miles north of Sodom Creek and about two miles from Mr. Daniels' towards the river. This makes a total of 13 miles (nearly half in length of the whole line) graded and ready for the rails. The middle section is now ready for work, but with the exception of clearing, getting timber for bridges, sleepers and stone, it is not expected that much can be done this winter. The work has been carried forward with remarkable energy.

☞ It is understood that the trains on the Washington and Ohio railroad will commence running to Round Hill, Va., on the 7th inst.

Boston and Lowell Railroad.

The opening trip over the new road between Lawrence and Boston took place on the 30th ult. This new route embraces the connection of their main line with the Salem and Lowell road by constructing a section of track three and one-tenth miles long on the old road bed of the Boston and Maine Railroad between Wilmington station on the Boston and Lowell Railroad and Wilmington Junction. The new road, which lies in the township of Wilmington, was built since the 1st of September by the Boston and Lowell, under the supervision of the corporation engineer, Mr. M. W. Oliver. The line as completed is made up of the following sections of road: Main track of Boston and Lowell 15¼ miles; new branch on old road bed in Wilmington, 3 1-10 miles; Salem and Lowell road from Wilmington Junction to Tewksbury Junction, 2 1-5 miles, and Lowell and Lawrence road, making the distance by the new line from Lawrence to Boston 27¼ miles. At Tewksbury Junction a connection is now made between four roads, viz., Lawrence and Boston, Lowell and Andover, Salem and Lowell, and Lowell and Lawrence. The new road crosses four common roads at grade and passes under the new road from Lowell to Andover, thereby avoiding all "Know Nothing" stops. The road is well ballasted and rides as smoothly as the old parts of the line.

Railroad Earnings.

The earnings of the Ohio and Mississippi Railroad for the four months ending October 31, 1874, were $1,341,742 93, and the expenses $895,565 45, leaving net earnings $446,177 48; from which deduct extraordinary expenses, amounting to $10,782 66, leaving an available surplus of $435,394 82.

The earnings of the Atlantic and Pacific Railroad Company for the week ending November 21, 1874, were $98,400; earnings for the corresponding week in 1873, $97,627; decrease, $4,227.

The earnings of the St. Louis, Iron Mountain and Southern Railway Company for the third in November, 1874, were $87,500; 1873, $47,817 77; increase, 1874, $39,682 23.

The earnings of the Marietta and Cincinnati Railroad for the third week of November were $44,056—an increase of $7,281 on same week of 1873. Total for fiscal year commencing January 1s, 1874, $1,847,021—a decrease of $87,910 on same time of 1873.

The gross earnings of the Rome, Watertown and Ogdensburg Railroad for October, 1874, were $123,674, the expenses $73,168, and the net earnings $50,506, an increase over the previous year of $15,581.

Lowell and Andover Railroad.

The opening of the new line of communication between Lowell and Boston, via the Boston and Maine and Lowell and Andover Railroads, took place on the 1st inst. The Lowell and Andover Railroad company was organized February 15, 1873, and a thorough and complete survey of the line was made by Mr. Edward Appleton, of Boston, in March and April of that year. The estimated cost of the road was $750,000. The building of the road was insured by a contract with the Boston and Maine Railroad Company in June 1873. The lease of the road by the Boston and Maine is for ninety-nine years from the 1st of December inst., at 7 per cent. interest on its cost, not exceeding $750,000, payable semi annually; the Boston and Maine Company to keep it in repair and pay the taxes. The cost of the road, including land damages, is about $750,000. Mr. George D. Rice, a brother of the contractor, has had general charge of the building of the road, and Mr. Fred R. Page of Lowell has been the assistant engineer. The present Board of Directors are Frederick Ayer, Josiah Gates, E. M. Sargeant, Jacob Rogers, Horace J. Adams, Stark Tolman, G. V. Fox, George Ripley and Jacob Nichols.

☞ The various contractors engaged in building the valley railroad between Staunton and Lexington, Virginia, are prosecuting the work with vigor.

Statement of the Public Debt of the United States December 1, 1874.

DEBT BEARING COIN INTEREST.

	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858	$260,000 00	$5,416 67
6 per cent. 1881 bonds, 1861	18,415,000 00	460,375 00
6 per cent. 1881 bonds, (Oregon,) 1861	945,000 00	23,625 00
6 per cent. 1881 bonds, 1861	189,321,350 00	4,733,033 75
6 per cent. 5-20 bonds, 1862	121,306,350 00	606,531 75
6 per cent. 1881 bonds, 1863	75,000,000 00	1,875,000 00
5 per cent. 10-40 bonds, 1864	194,567,300 00	2,432,091 25
6 per cent. 5-20 bonds, 1864	946,600 00	4,733 00
6 per cent. 5-20 bonds, 1864	58,046,200 00	290,231 00
6 per cent. 5-20 bonds, 1865	152,534,350 00	762,671 75
6 per cent. consols, 1865	202,663,100 00	5,066,577 50
6 per cent. consols, 1867	310,622,750 00	7,765,568 75
6 per cent. consols, 1868	37,474,000 00	936,850 00
5 per cent. funded loan of 1881	357,697,900 00	1,490,407 92
Aggregate of debt bearing coin interest	$1,719,799,900 00	$26,453,113 34
Interest due and unpaid		6,395,767 98

DEBT BEARING INTEREST IN LAWFUL MONEY.

3 per cent. navy pension fund, 1868	$14,000,000 00	$175,000 00
4 per cent. certificate of indebtedness of 1870	678,000 00	6,780 00
Aggregate of debt bearing interest in lawful money	$14,678,000 00	$181,780 00
Interest due and unpaid		2,240 00

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846	1,104 91	85 74
6 per cent. bonds, 1847	1,250 00	22 00
6 per cent. bounty land scrip, 1847	3,400 00	223 60
5 per cent. Texas indemnity bonds, 1850	172,000 00	9,300 00
5 per cent bonds, of 1858	78,000 00	.....
5 per cent. bonds, 1860	10,000 00	625 00
6 per cent. 5-20 bonds, called 1862	17,258,900 00	10,615 30
1-10 to 6 per cent. treasury notes, prior to 1846	82,575 35	2,670 76
1-10 to 6 per cent. treasury notes, 1846	6,000 00	206 00
6 per ct. treasury notes, 1847	950 00	57 00
3 to 6 per cent. treasury notes, 1857	2,000 00	108 00
6 per ct. treasury notes, 1861	3,150 00	378 00
7 3-10 per cent. 3 years' treasury notes, 1861	19,200 00	1,423 44
5 per cent. 1 year notes, 1863	70,555 00	3,539 85
5 per cent. 2 year notes, 1863	51,450 00	3,327 03
6 per cent. compound interest notes, 1863-64	396,470 00	79,423 32
7 3-10 per cent. 3 years' treasury notes, 1864-65	218,300 00	17,151 90
6 per cent. certificates of indebtedness, 1862-63	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864	3,060 00	256 06
3 per cent. certificates called	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$18,446,030 26	$194,295 60

DEBT BEARING NO INTEREST.

Demand notes, 1861-62	$75,267 50	
Legal tender notes, 1862-63	382,000,000 00	
Certificates of deposit	47,120,000 00	
Fractional currency, 1862-3-4	47,385,698 33	
Coin certificates, 1863	23,045,400 00	
Unclaimed interest		23,954 84
Aggregate of debt bearing no interest	$499,626,365 83	$23,954 84

RECAPITULATION.

	Amount Outstanding.	Interest
Debt bearing interest in coin, viz:		
Bonds at 6 per cent	$1,167,274,700 00	
Bonds at 5 per cent	552,525,200 00	
	$1,719,799,900 00	$32,848,881 32
Debt bearing interest in lawful money, viz:		
Certificates at 4 per cent	678,000 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$14,678,000 00	183,980 00
Debt on which interest has ceased since maturity	18,446,030 26	194,295 60
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$382,075,267 50	
Certificates of deposit	47,120,000 00	
Fractional currency	47,385,698 33	
Coin Certificates	23,045,400 00	
	$499,626,365 83	
Unclaimed interest		23,954 84
	$2,254,050,296 09	$33,251,111 76
Total debt, principal and interest, to date, including interest due and unpaid		$2,285,301,407 85

AMOUNT IN TREASURY.

Coin	$83,043,762 23
Currency	16,699,311 48
Special deposit held for redemption of certificates of deposit as provided by law	47,120,000 00
	$146,863,073 71
Debt, less amount in Treasury, Dec. 1, 1874	$2,138,938,334 14
Debt, less amount in Treasury, on the 1st ult.	2,139,061,761 82
Decrease of debt during the past month	$123,427 68
Decrease of debt since June 30, 1874	4,149,907 02

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$647,128 00
Kansas Pacific bonds, 1862-64	6,303,000 00	157,575 00
Union Pacific bonds, 1862-64	27,236,512 00	680,912 80
Central Branch Union Pacific bonds, 1862-64	1,600,000 00	40,000 00
Western Pacific bonds, 1862-4	1,970,560 00	49,264 00
Sioux City and Pacific bonds, 1862-64	1,628,320 00	40,708 00
Totals	$64,623,512 00	$1,615,587 80

Interest paid by United States, $24,325,396 98; interest repaid by transportation of mails, &c., $5,510,044 07; balance of interest paid by United States, $18,815,352 91.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, November 30, 1874.

B. H. BRISTOW,
Secretary of the Treasury.

Prince Edward Island Railway.

The lines of railway now rapidly approaching completion in Prince Edward Island are 290 miles in extent. The island is only 140 miles long in its greatest length by 34 in maximum width, the total area being only 2134 square miles. The last census showed the population to be 94,021, or 44 to the square mile. This gives 472 inhabitants for every mile of railway. There is no through traffic whatever in prospect, and the railway must depend altogether upon local trade for revenue, the maximum estimated amount of which for some time to come is only $150,000 per annum. No margin whatever is allowed or expected for profit. It is hoped that the interest on the amount expended for construction will be realized in the development of the resources of the province, which, notwithstanding its long, severe winter, which isolates it almost entirely from the outer world for from three to six months a year, is frequently called the "Eden of British America."

☞ It is announced that the Anaheim branch of the railroad in Los Angeles county, Cal., will be completed by the middle of December. All the grading is now finished.

Allegheny Valley Railroad.

A meeting of the creditors of this company, called by the U. S. District Court, was held in Pittsburg, Penn., on the 27th ult., the object being to effect a settlement of existing difficulties with the unsecured creditors by tendering to them, and the acceptance by them, in full payment of their claims, amounting to $5,491,819 74, Twenty years' Income bonds, bearing seven per cent interest, guaranteed by the Pennsylvania Railroad Company, the Northern Central Railway Company, and the Philadelphia and Erie Railroad Company, with ten per cent placed in the Safe Deposit Bank, Pittsburg. A statement of the assets and liabilities of the company was read, of which the following is an abstract:

ASSETS.

Main Line, 132 miles of track from Pittsburgh to Oil City	$10,251,470 41
Plum Creek branch	80,000 00
Low Grade Division (Bennett's branch)	9,500,000 00
Sligo branch	262,776 93
Equipment, including seventy three locomotives and twenty first class passenger cars	1,907,700 00
Real estate and machinery	756,524 56
Stock in Oil Creek and Allegheny River Railroad	348,500 00
Stock in Brady's Bend bridge	40,000 00
Cash on hand	47,068 12
Balance due from agents	26,609 44
Total assets	$23,220,649 46

LIABILITIES.

First mortgage bonds	$57,000 00
Second mortgage bonds	8,000 00
General mortgage bonds	3,916,000 00
First mortgage bonds, Bennett's branch	10,000,000 00
Second mortgage bonds, Bennett's branch	3,500,000 00
Other bonds and debts secured by mortgages	281,443 97
Taxes due to State	57,260 64
Unsecured debt, as per list of creditors and amounts due in detail, presented herewith	5,491,819 74
Total of debts	$23,311,524 35

It will be seen that the total assets of the company amount to $23,220,649 46, of which $22,758,471 90 represent roads, equipment, real estate and machinery. The total liabilities are placed at $23,311,524 35, of which $17,819,704 61 are secured and preferred, leaving an unsecured debt, as stated above, of $5,491,819 74.

The proposition of the company was accepted by all the creditors present, representing about two-thirds of the whole number, and about the same amount of liabilities. It is necessary that it be ratified by three-fourths of the whole number of creditors. It is expected the remainder will sign the agreement, and that matters will be satisfactorily arranged in a short time. Such being the case the bonds will be issued forthwith.

☞ Work will be resumed on Monday next in the new rail mill of the Rensselaer Iron Works at Troy under the old scale of employers' prices, which the workingmen refused to accept at the time of the late strike. There are more applicants for work than can be furnished with employment.

☞ The New York and Canada Railroad was opened for travel between Whitehall and Port Henry on the 30th of November. The road will be entirely completed within one year.

Meeting of Pig Iron Manufacturers.

A meeting of pig iron manufacturers was held at the office of the American Iron and Steel Association in Philadelphia on the 24th ult., and was attended by large producers of iron in Pennsylvania and Maryland. Among those present were: B. S. Levan of the Lehigh Valley Iron Co., Coplay, Pa.; Dr. L. Rook, Union Furnace, Lewisburg, Pa.; W. H. Ainey, Lehigh Iron Co., Allentown, Penna.; William Stickney, Stickney Iron Co., Baltimore, Md.; Horace Brook, Birdsboro, Iron and Nail Co., Birdsboro', Pa.; T. A. Morris, Pottstown Iron Co., Pottstown, Pa.; and of Morris, Wheeler & Co., Philadelphia; Dennis Bauman, Carbon Iron Co., Parryville, Pa.; B. B. Thomas, Conestoga Furnace, Lancaster, Penn., and Matilda Furnace, Mount Union, Pa.; Samuel Fulton, Plymouth Furnace, Conshohocken, Pa.; Wm. E. S. Baker, Duncannon Iron Co., Duncannon, Pa., and Bloomsburg, Pa.; J. B. Moorehead, Union Furnace, Conshohocken, Pa.; James Hooven, Norristown Iron Works, Norristown, Pa.; Percival Roberts, Glamorgan Furnaces, Pa.; G. W. Whittaker, Saucon Iron Co., Hellertown, Pa.; C. S. Kauffman, Kauffman Furnace, Columbia, Pa.; Isaac McHose, Temple Iron Co. and Millerstown Iron Co., Reading; G. Dawson Coleman, Lebanon Furnace, Lebanon, Pa.; Samuel J. Reeves, Phœnix Iron Co., Phœnixville, Pa.

Hon. G. Dawson Coleman presided at the meeting, and Mr. George W. Cope acted as Secretary.

Mr. Ainey explained the objected of the meeting, and predicted ruin to the trade if the present production was kept up. He suggested the formation of an "Ironmongers' Exchange," with branches in the producing centres to fix the price of pig iron. The Allentown Iron Company, he said, had run on full time all the year, while in the other furnaces in the Lehigh Valley the production has only been on half their capacity. There is only about one-third the usual demand now, excess from the pipe mills. Dr. Rook said they had sold but half their product. It had become a question whether they should curtail the production and fix the price for iron, or go on injuring one another. Mr. Eckert and Mr. Kauffman, both spoke in favor of a combination. Mr. Reeves said that the Phœnix Iron Co. has one of their two furnaces blown out, and it would be better to blow out both, but they kept one running for the good of Phœnixville. He thought the bar iron men were as badly off as the pig iron men. The prices of coal and transportation he thought would have to be reduced. Mr. Whittaker blamed the coal combination, which controls prices in Philadelphia, for much of the trouble. Mr. Kauffman thought that it would be better to pay the men $4 or $5 a week, and let the furnaces stand idle, than to go on at the present rate. Mr. Bennett said that in the western portion of Pennsylvania, and in Ohio, the iron men own their own coal, and are not under the control of coal combinations, but the condition of the trade there is as bad as in the East. So many furnaces have been built that they interfere with the sale of the surplus Eastern pig iron. Half the furnaces have been blown out, and yet foundry iron has been sold almost as low as pig iron. He said that if the producers of pig iron would in the next sixty days blow out for four months, foundry iron would sell at $32 in the Lehigh Valley. Mr. Coleman said that the only way to do is to blow out and make the coal men come down, which they would soon do if the furnaces stopped.

On motion of Mr. Ainey the following resolutions were adopted:

Resolved, That it must be self evident to all furnace owners that the large reduction in the demand for the consumption of pig iron imperatively demands a corresponding reduction in the amount produced, and that a continuance of the present over production cannot fail to result in accomplishing the ruin of the trade.

Resolved, That it is the opinion of this meeting that an earnest effort ought to be made to accomplish a reduction of the make of pig iron, and that with this in view a committee of seven be appointed to devise some plan to that end.

Resolved, That the chairman pro tem. of the Pig Iron branch of the American Iron and Steel Association be requested to call a meeting of all the pig iron manufacturers of the country at the rooms of the Association on the tenth day of December, 1874, at 11 o'clock A. M.

Resolved, That a committee in each of the several districts, classified as in the list of iron works, be appointed to wait upon the furnace owners therein, and urge their attendance at the general meeting, and ascertain the views of those not able to attend.

The Chair named as the committee of seven Messrs. Wm. H. Ainey, Allentown; C. S. Kauffman, Columbia; G. W. Whittaker, Hellertown; J. B. Moorhead, Philadelphia; G. Dawson Coleman, Lebanon; H. S. Eckert, Reading, Pa., and Horace Brooks, Baltimore, Md. Adjourned.

☞ Dougherty & Co., bankers, of Harrisburg, Pa., have commenced a suit, in the Circuit Court of Baltimore county, as holders of the preferred second mortgage bonds of the Western Maryland Railroad, for the foreclosure of the mortgage and the appointment of a receiver.

Canadian Pacific Railway

GEORGIAN BAY BRANCH.

SEALED PROPOSALS for the construction of the Georgian Branch of the Canadian Pacific Railway will be received by the Department of Public Works at Ottawa, until the hour of noon on MONDAY, the 21st day of December next.

Intending Contractors must give satisfactory evidence that they possess a capital of at least four thousand dollars per mile, of which twenty five per cent must be deposited with the Receiver-General, or placed to his credit in one of the chartered Banks of the Dominion, in money or in Government securities, before their tender can be accepted.

The length of this Branch will be about 85 miles.

Specifications and general conditions, with a plan or map showing the route, and such information as the Government possess concerning the country through which the line passes, may be obtained at this Department on and after Monday, Nov. 16.

Forms of tender will also be supplied on application after the above date, and no tender will be received except on such forms.

Tenders to be endorsed, "Georgian Bay Branch."

The Government will not be bound to accept the lowest or any tender.

F. BRAUN,
Secretary.

Department of Public Works,
Ottawa, Nov. 6, 1874.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

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☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, December 12, 1874.

Pacific Railroads.

EXTRACT FROM THE REPORT OF THE SECRETARY OF THE INTERIOR.

The subscriptions to the stock of the Union Pacific Railroad Company amount to $36,783,000, of which $36,762,300 has been paid. The receipts for the year ending 30th June, 1874, from the transportation of passengers were $3,749,998 12; of freight, $5,672,724 01; and from miscellaneous sources, $824,038 03; total, $10,246,760 16. (These figures include "amounts earned for, and withheld by, the United States, for transportation of its passengers, freight, and mails.") The expense of operating the road for the year has been $5,089,789 17, leaving net earnings $5,156,970 99. The entire cost of the road and fixtures to 30th June, 1874, was $112,427,277 46. The total bonded indebtedness of the company is shown to be $75,261,512, of which $27,236,512 is due to the United States. The "floating debt" (not including the company's note for $2,000,000, issued to the "Hoxie contract") is $2,284,878 62, and "sterling loans" £20,000.

The amount of stock of the Central Pacific Railroad Company subscribed is $62,608,800, of which $54,275,500 has been paid. The receipts for the year ending 30th June, 1874, from transportation of passengers were $4,389,718 52; and of freight, $7,638,773 93; total, $12,028,492 45. The operating expenses of the road for the year were $4,816,082 40, leaving net earnings to the amount of $7,212,410 05. At the close of said year the indebtedness of the company amounted to $85,673,181 75, of which $27,855,680 was to the United States. This company embraces, by consolidation, (besides the original Central Pacific Company,) the Western Pacific, the California and Oregon, the San Francisco, Oakland and Alameda, and the San Joaquin Valley Companies.

On the 30th of October, 1869, a board of eminent citizens, appointed pursuant to a joint resolution of Congress, reported that the sum of $2,162,750 would be necessary to supply deficiencies in the Central Pacific and Union Pacific roads. Mr. Secretary Cox accepted their report and made it the basis of the adjustment of the land grants to said companies. He directed half the lands inuring to them under acts of Congress to be withheld until these deficiencies should be supplied. Commissioners appointed during the current year have re-examined the roads and reported the deficiencies supplied. Pursuant to your direction, Mr. Secretary Cox's order has been revoked, and the lands due the companies will all be patented to them.

Stock of the Central Branch Union Pacific Railroad Company was subscribed to the amount of $1,000,000, of which $980,600 was paid. The receipts for transportation of passengers for the year ending 30th June, 1874, were $44,080 86; and for freight, $84,407 71; total, $128,488 07. The actual amount expended on said road for the year is $147,918 43. The cost of the road and fixtures has been $3,763,700. The company's indebtedness (in addition to the first mortgage bonds, $1,600,000, and the Government loan, $1,600,000) is $308,966 96.

The amount of stock of the Kansas Pacific Railway Company subscribed is $9,992,500, and the amount paid in is $9,689,950. Total amount of stock allowed by law, $10,000,000. The receipts for the transportation of passengers for the year ending 30th June, 1874, are $1,363,090 99; for freight during the same period, $1,982,060 69; miscellaneous earnings, $64,184 50; total, $3,409,336 18. The cost of construction and equipment of six hundred and thirty nine miles of main line and thirty three miles of branch line (six hundred and seventy two miles) has been $34,359,540 66. The total funded debt of the company is $27,801,600, of which $6,303,000 is due the United States. Other liabilities and indebtedness, $3,126,235 99; total, $30,427,835 99.

Stock of the Sioux City and Pacific Railroad Company to the amount of $4,478,500 has been subscribed of which $1,791,400 has been paid in. The receipts for the year ending 30th June, 1874, from the transportation of passengers, were $84,922 85; of freight, $209,722 02; from express, $3,008 98; and from miscellaneous sources, $22,165 27; total, $319,819 12. The expenses during that period were $263,703 52, leaving net earnings $56,115 60. The indebtedness of the company is $3,387,210 99, of which $1,628,320 is due to the United States. This road commences at Sioux City, Iowa, and extends to Fremont, Nebr., where it intersects the Union Pacific Railroad, a distance of 101.77 miles.

At the close of the year ending 30th June, 1874, the amount of subscribed stock of the Southern Pacific Railroad Company of California was $15,429,200, of which $14,071,100 was paid. The cost of surveys, up to the end of said year, has been $125,043 40. The amount received for transportation of passengers was $512,637 53; of freight, $536,050 58; total, $1,048,688 11. The expenses of the road and its fixtures for the year were $478,647 48, leaving net earnings $570,040,63. The indebtedness of the company is $11,000,000. You accepted the fifth section of this road on the 9th of May last; and, on the 26th instant, an additional section of twenty miles, making the total number of miles accepted 160.26.

Stock of the Atlantic and Pacific Railroad Company, to the amount of $19,760,300, has been subscribed and paid in. The road is completed from Pacific Mo., to Vinita, Ind. T., a distance of three hundred and twenty seven and a quarter miles. The expense of additional equipment within the last fiscal year has been $726,666 63. The lease

of the Saint Louis, Lawrence and Denver Railroad by this company on the 29th June, 1872, for a period of nine hundred and ninety nine years, has, by mutual agreement, been canceled. The cost of the surveys to 30th June, 1874, was $323,927 36. The amount received from passengers on the Atlantic and Pacific division was $272,011 26; on the Pacific Railroad of Missouri and leased lines division, it was $1,005,062 29; total, $1,277,073 55. The amount received from freight on the Atlantic and Pacific division was $949,768 15; on the Pacific Railroad of Missouri and leased lines division, $2,665,498 17; total, $3,615,261 32; entire receipts, $4,892,334 87. The cost of the Atlantic and Pacific Railroad and fixtures to 30th June, 1874, was $37,250,732 36. The running expenses of the road from 30th June, 1873, to 30th June, 1874, were $642,091 80, and the same expenses of the Pacific Railroad of Missouri and leased lines during said period were $2,201,308 31; total expenses, $2,843,400 11. The indebtedness of the company is as follows: Bonded debt of the South Pacific Railroad Company, secured by mortgage of lands assumed by this company, $7,190,000; Atlantic and Pacific company's bonds, dated July 1, 1868, (twenty years), $2,840,000; same company's Central division first mortgage railroad and land grant bonds, dated November 1, 1871, $1,195,500; same company's Central division land grant bonds, dated November 1, 1871, $795,000; same company's second mortgage railroad and land grant bonds, dated November 1, 1871, $1,189,500; same company's equipment bonds, dated June 27, 1873, $753,000; same company's 6 per cent. bonds, dated December 1, 1873, $1,149,800; (and scrip outstanding, $513,946 81;) 6 per cent. income bonds, dated December 1, 1873, $375,300; land debentures, dated January 1, 1874, $12,000; total bonded indebtedness, $15,500,100; floating indebtedness, $2,478,029 82; entire indebtedness, $17,978,129 82. Assets of cash debts due company, and securities other than of this company, amounting to $1,861,431 29, on hand.

Stock of the Northern Pacific Railroad Company (as shown by last report) to the amount of $100,000,000 has been subscribed, and certificates for 202,326 shares, of $100 each, have been issued. The main line of the road has been built and is now in daily operation from Du Luth, on Lake Superior, westward to Bismarck, on the Missouri River, a distance of four hundred and fifty miles, and from Kalama, on the north side of the Columbia River, in the Territory of Washington, northward to Tacoma, on Commencement Bay, Puget Sound, a distance of one hundred and five miles. The cost of the surveys of the lines of the road, including necessary purchase of right of way, has been $1,108,893 75. The extent of lines surveyed is 9,388 miles, and, in addition, 2,350 miles of river reconnaissance. When the final locations shall have been made, the number of miles surveyed will be about 12,000 and the cost of the surveys will aggregate about $1,500,000—equal to $125 per mile. The company owns, by purchase, an equal half of the Lake Superior and Mississippi Railroad, from Du Luth to the junction with the Northern Pacific Railroad, a distance of twenty four miles. In 1873 the road was definitely located west of Bismarck from the mouth of Heart River, a tributary of the Missouri, to the mouth of Glendive Creek, a tributary of the Yellowstone, a distance of two hundred and five miles. This portion of the line has been made ready for construction, and bids have been received, after public notice, for clearing, grubbing, grading, and bridging the entire distance. The company's report states that it is safe to estimate that the next two hundred and five miles of road west of Bismarck can be constructed at a maximum cost of $20,000 per mile, if paid for monthly and in cash. The precise point at which the road will cross the Missouri River, has not yet been fixed, but it is considered safe to assume that a bridge can be erected, without great cost, within two miles of and above Fort Abraham Lincoln, at which point the river is about 3,500 feet wide. West of the mouth of Glendive Creek, and east of the junction of the Deer Lodge and Blackfoot Rivers, all in Montana Territory, the line has not been definitely fixed. The location will, however, probably be made along and up the right (south) bank of the Yellowstone as far as a point opposite the mouth of Porcupine Creek, a distance of two hundred miles from the mouth of Glendive Creek. From the mouth of the Porcupine, on the Yellowstone, to the junction of the Deer Lodge and Little Blackfoot Rivers, a distance of about three hundred and fifty miles, the location of the line has not been decided on. The hostility of the Indians constitutes an obstruction to engineering work. The amount received from the transportation of passengers on the road (in both the Pacific and Minnesota divisions) for the last fiscal year was $250,878 73; from freight transportation for same period on said divisions, $737,252 67; total, $988,131 40. The expense of the road and fixtures has been: for surveys, $1,108,278 52; construction, including docks and wharves, $14,446,356 54; auxiliary and connecting rail and water lines, $2,728,980 09; equipment, $2,434,346 25; general expense, including officers' salaries, traveling expenses, taxes, rent, attorneys' fees, &c., $635,454 71; total, $21,353,416 11. The indebtedness of the company is as follows: first mortgage bonds, (dollar,) $28,847,600; first mortgage bonds, (sterling,) $1,250,000; bills payable, $702,293 36; accounts payable, $75,442 20; bonds and scrip issued to fund interest, $683,804; total, $31,558,689 56. On the 1st of December last you accepted a section of 196.4 miles of this road, and on the 12th of May of the present year a portion of 40.1 miles, making a total number of miles approved 529.41.

December 5 last I accepted the southern division of the Cairo and Fulton Railroad, (125.96 miles,) commencing at the Arkansas River, (Little Rock,) and ending at the Red River, (Fulton;) also, the first twenty five miles, lying immediately south of the boundary line between the States of Missouri and Arkansas.

The amount of stock of the Texas and Pacific Railway Company authorized by law is $50,000,000; capital stock issued: scrip stock for partial payments on account of subscriptions, $600,000; full paid stock, $1,000,000; total, $1,600,000. The indebtedness of the company is as follows: first mortgage 6 per cent gold construction bonds issued, $9,210,000; first mortgage land grant 7 per cent currency bonds issued, $9,251,000; floating debt, $2,207,444 45; debt of the Southern Pacific Railroad Company to the State of Texas, assumed by the Texas and Pacific Company, $204,964 69; total, $22,473,409 14. The receipts from the transportation of passengers for the year ending 30th June, 1874, were $269,488 86; of freight, $572,453 13; from express, $6,906; United States mail, $14,318 63; from telegraph, $420 17; and from miscellaneous sources, $8,394 83; total, $871,981 62. The expenditures for same period were: for conducting transportation, $184,973 22; motive power, $172,133 51; maintenance of way, $239,794 07; maintenance of cars, $54,357 06; general expenses, $39,474 56; total, $690,732 42; for current construction—improving road, widening gauge, ditching, grading, &c.—$336,319 58. There are three hundred and twenty miles of this road now in operation; one hundred and forty six and nine-hundredths miles (from Marshall to Dallas, Texas,) have been completed and accepted since last report; one hundred and seven miles are graded, bridged, and tied, ready for the iron. The company's assets are as follows: three hundred and twenty miles of constructed and equipped road; one hundred and seven miles of partially constructed and equipped road; three hundred and fifty miles of telegraph line, $20,708,986 68; accounts collectible, $78,481 77; supplies on hand, $188 990 78; cash on hand, $97,183; total, $21,018,642 18. The road will extend from Shreveport, La., on Red River, to San Diego, Cal., with a branch from Marshall, Texas, to Texarkana, there connecting with the Cairo and Fulton Railroad, and from Texarkana, through Paris and Sherman, connecting with the main line at Fort Worth. Over this route the surveys have determined that in an engineering and commercial point of view the line to be adopted is as follows: Leaving Shreveport, the road runs almost due west through Caddo Parish, Louisiana, and through the counties of Harrison, Gregg, Upshur, Wood, Smith, Van Zandt, Kaufman, Dallas, and Tarrant, in Texas, passing through the towns of Marshall, Hallville, Longview, Willow Springs, Gladewater, Hawkins, Mineola, Grand Sabine, Will's Point, Elmo, Terrel, Forney, Mesquitte, and Dallas, to Fort Worth, at the junction of the West and Clear Forks of Trinity River, in Tarrant County. The distance (by the company's line of route, as shown by their report) from Fort Worth to San Diego is 1,457.64 miles; from Shreveport to San Diego, 1,676.64 miles, and from Texarkana to San Diego, 1,693.63 miles. In addition to the main line from Shreveport to San Diego, the company have the Jefferson division, from Marshall to the Transcontinental Division, at a point five miles west of Texarkana, sixty nine miles, (distance from Marshall to Texarkana, seventy four miles,) and the Transcontinental division, from Texarkana to Fort Worth, two hundred and thirty six miles.

The amount of stock of the Denver Pacific Railway and Telegraph Company, subscribed as authorized by law and paid in, is $4,000,000. The receipts for the year ending June 30, 1874, for transportation of passengers, were $165,910 71; of freight, $112,462 74; miscellaneous earnings, $8,152 84; total, $286,525 79. The expenditures for the same time were $130 975 68, leaving net earnings $155,550 11. The cost of construction and equipment of the road to the date above stated was $6,493,800, and the indebtedness of the company to that date was $2,706,223 68.

Boston and Providence Railroad.

The earnings of this road for the years ending September 30, 1873 and 1874, were as follows:

	1873.	1874.
From passengers....	$949,550 54	$903,167 11
" freight.....	809,461 89	712,672 07
" rents	9,292 33	22,372 63
" express.....	82,878 23	33,512 07
" mails.....	9,545 00	8,078 83
" interest	4,840 19	7,475 88
" dividends	8,040 00	.....
	$1,822,108 18	$1,687,279 18
Expenses, viz:		
Repairs of railroad ...	$140,369 79	104,409 99
Sleeper account.....	29,472 89	19,307 83
New steel rails	104,702 31	160,951 38
Repairs of locomotives	90,147 86	82,560 38
Repairs of cars.....	125,928 93	60,953 66
New station houses, fixtures and repairs.	107,892 07	65,140 27
New bridges and repairs.....	50,167 61	47,938 82
Fence account.....	8 235 66	11,991 35
Snow account.....	6,962 78	3,025 62
Gratuities & damages.	18,381 46	4,236 56
Passenger department	192,945 65	180,353 40
Freight department...	209,846 80	190,042 88
Wood and coal	140,007 33	127,630 49
Miscellaneous exp....	30,455 55	25,726 74
Switch and gatemen..	39,711 26	40,189 08
Taxes, insurance, etc.	83,516 73	92,255 45
Oil and waste.....	13,245 59	13,027 28
Telegraph expenses...	1,275 30	1,282 21
Interest paid.....	31,237 51	53,080 88
	$1,425,003 08	$1,284,103 77
Balance carried to income account..	$397,105 10	$403,175 42
Add balance from previous year...		452,209 97
Premium on 500 shares new stock sold January 13, 1874.....		23,625 00
Total		$879,010 39
Dividends paid May 15, and Nov. 15, 1874, $5 per share.....		$400,000 00
Taxes paid U.S. Government in 1871-'72, under protest, and not refunded.....		14,782 57
Balance to new account.....		464,277 82
Total, as above		$879,010 39

Compared with the previous year, the gross earnings show a decrease of $134,828 99, with a decrease in expenses of $140,899 31. The report says:

The last Annual Report of the Directors of this Corporation, was made to its Stockholders soon after the commencement of what was termed the "panic" in the business community, and which has been followed by a period of almost universal depression and discouragement in every department of industry and traffic, of unexpected severity and duration. More than an entire year has elapsed and still the causes which produced the change from an apparently high condition of prosperity to one of extreme inactivity and depression, have not yet ceased to operate. From these reverses the railroad interest has not been exempt, but has been compelled to bear its full share in the disastrous experience which has attended the commercial and manufacturing enterprises of the country. In presenting that Report the Directors were not unmindful of the fact that the period embraced in its tables had been one of exceptional success in all departments of our operations, and that its results exhibited a larger percentage of increase in our gross receipts over previous years, than in any single year of the existence of the Corporation. In view of the condition of things the Directors called the attention of the Stockholders to the judiciousness of the liberal expenditures which they had made during that season of prosperous traffic, in the following words:

"It will be seen that many of these expenditures have anticipated substantial supplies and improvements required for the future, and thereby enabled us to encounter with safety a less prosperous season, if the present depressed condition of the business of the country should continue for any length of time to affect injuriously its railroad interests.

"In any event, while it is a source of satisfaction to know that our provision for the future has placed us in a position of comparative strength and security, in which to encounter a less prosperous period, it will serve as an admonition to the managers of the Road so to administer the trust confided to them by the Stockholders as to do what is in their power, by exacting such a rigorous retrenchment and such strict fidelity on the part of all who are employed in the service of the Corporation, as will maintain, so far as is practicable, the sound condition, both of its material and its financial affairs, which the Corporation has hitherto enjoyed."

Since these views and purposes were expressed, the experience of the Directors, in common with that of the managers of every other railroad corporation, who have been obliged to witness the steady decline in their receipts for more than a year, has not only justified the prudence of their previous action, but the assurance then given of their intention to apply the only remedy for a reduction of our receipts by a vigorous reduction of our expenses as far as was practicable, has been redeemed to an extent far beyond their expectations.

This will be apparent to the Stockholders, by a careful examination of the accompanying tables furnished by the Treasurer, and a comparison of them with the corresponding items in his statement of the previous year.

It is to be observed also, that the accounts of the Treasurer, exhibit as charges against the earnings of the Road, embraced in its ordinary expenditure, many items which in other, and in the judgment of the Directors, less satisfactory modes of keeping railroad accounts, are not included in this comparative view of the financial condition of the Corporation, and which, if excluded, would largely increase the apparent balance in favor of the reduction of expenses—in other words, according to his system everything is shown upon the books as it exists in fact, so that every Stockholder may be able to judge of the real value of his property in the Corporation without being compelled to sift and analyze the various accounts under which its receipts and expenses are entered, in order to comprehend its actual condition.

It will be seen that there is a largely increased amount of taxation of our property in almost every city and town in which it lies, and though this indicates a greatly increased market value of that property, the property itself is of no greater essential value to the Corporation in carrying on its operations, than if it stood at its original cost. There is also in these accounts a considerable item of interest which does not ordinarily appear in railroad accounts as charged to expenses, and which has arisen mainly out of new acquisitions of property by the Corporation in other connecting roads authorized by the Stockholders by their vote in 1872, the wisdom of which action has been amply vindicated by its results. Although authority was then given to the Directors to issue bonds to the extent of one million of dollars, they have not thought it expedient to burden the Treasury for so long a period as twenty years with a debt that can probably be met within a much shorter period. They have therefore limited the issue of bonds to one half the sum authorized, and for the further requirements of the Corporation have given its notes payable at various periods from one to seven years, and in such sums as, with a fair degree of prosperity from year to year, will enable us without inconvenience to pay the whole indebtedness thus created within the last mentioned period.

The report of the Directors to the Railroad Commissioners shows the number of miles run by our trains during the year to have been 789,468, against 816,554 in the last previous year. The whole number of passengers carried this year 8,486,280, against 3,741,580 for the former period. The whole number carried one mile 38 625,149, against 41,224.077, and the number of tons of freight carried this year 738,668, against 827,575. Notwithstanding this temporary falling off in the business of the road, it is a gratifying feature of the statistics furnished by the Treasurer, that of the $134,828 99 in the reduction of our receipts, nearly $100,000 of it is due to the diminution of our freight business, and only about $35,000 to the falling off of receipts from passengers. It is still more a source of satisfaction to the Directors to be able to state that of the large number of passengers transported on our trains not one has been injured in the cars.

We have laid during the year 18¼ miles of steel rails, including 2¼ miles on the Providence Division, not heretofore reported, giving us 59 miles of track upon which they have been substituted for the less durable and in the end less economical iron rails with which the road was originally constructed. Under the system of renewals which has been adopted, we shall soon have the entire road laid with steel, the result of which will be, not only to reduce in a great degree the annual amount of this large item of our expenses, but to diminish in a large measure the annual cost of wear and tear of the equipment of the road. The good effects of this change from iron to steel are already apparent, in both these respects; neither the road, nor its equipment, having ever been in as good a condition as they are at the present time.

In submitting this Report of our operations for a year which the Directors trust and believe will prove to be exceptional in its depressing influences upon the railroad as well as all other industrial interests, they deem it a fair subject of congratulation, that what has been accomplished during so unfavorable a season, has required them neither to diminish the customary dividends to the Stockholders, nor to abridge in any essential degree the convenience and comfort of the traveling public, while they have still maintained in all its departments the high standard which has been attained, both for the road and its equipment, in completeness and efficiency.

Trial Balance, September 30, 1874.

Construction and equipment.....	$4,000 000 00
Stoughton branch.....	85,400 00
Mansfield and Framingham Railroad stock.....	15,000 00
Providence, Warren and Bristol Railroad stock.....	283,499 27
Fall River, Warren and Providence Railroad stock, bonds and equipment	850,395 86
Real estate.....	210,168 69
Cash and cash funds.....	202,704 43
Notes receivable.....	13,480 03
Improvement account, including new passenger station in Boston.	627,660 26
Materials on hand.....	306,862 81
Balances due from other roads, etc.	186,782 56
	$6,231,953 41
Capital stock	$4,000,000 00
Seven per cent. bonds, due 1893...	500,000 00
Notes payable.....	984,000 00
Unclaimed dividends.....	7,725 00
Dividend No. 76, due Nov. 15, 1874.	200,000 00
City of Boston taxes, 1874.....	82,384 04
State of Massachusetts tax, 1874..	38,494 70
Balance due to other roads, etc ...	5,071 85
Income account.....	464,277 82
	$6,231,953 41

President.—John H. Clifford.

Directors.—John H. Clifford, George W. Hallet, T. P. I. Goddard, Wm. R. Robeson, F. M. Weld, Joseph W. Balch, Henry A. Whitney.

Treasurer.—B. B. Torrey.

Superintendent.—A. A. Folsom.

Erie Railway.

CAPTAIN TYLER'S REPORT.

(Continued from page 1541.)

International Bridge Connection.

During the past year a branch, 4¼ miles long, has been constructed, between a junction with the Niagara Falls branch, near East Buffalo, and the International bridge recently constructed in connection with the Grand Trunk of Canada at North Buffalo. The completion of this branch was for some time delayed, in consequence of obstructions placed in the way of the Erie by the New York Central in regard to the crossing of the tracks of the latter company. But a commission, legally appointed at Buffalo, has at length decided upon the terms of the crossings, and the connection has been made. It will form a link in an important route, between Chicago and Jersey City, via the Michigan railways, the Canadian railways, and the Erie. The full advantage of it, can, however, hardly be realised until the gauge of the Erie has been changed; and in the meantime, machines will be required for transferring the bodies of the cars between narrow and broad gauge trucks, to avoid damage and delays to the through traffic in the transhipment of the contents of the cars. Looking to the nature of this through route, to the distance by it between Chicago and New York, and to the terminal facilities on the Hudson River of the Erie, it will undoubtedly form one of the best routes for the conveyance of the produce of the West to the Atlantic seaboard; and it will also form, when other improvements have been carried out, an excellent route to points in the New England States.

The Erie will further be able, in seasons when the navigation is closed, to send by it return cargoes of coal into Canada and to the westward.

Improvements of Gradients.

In consequence of the configuration of the portions of the Allegheny range, and of the country occupied by the Erie, between Jersey City and Lake Erie, that line passes over six summits, already referred to—namely, the summit between the Hudson and the Wallkill rivers; the Otisville summit, 895ft. above the sea, between the Wallkill and Delaware rivers, and 75¼ miles from New York; the Gulf summit, 1,366.38ft. high, and 184 miles from New York, between the Delaware and Susquehanna rivers; the Almond summit, 1,760 .17ft. above the sea, and 344 miles from New York, between the Susquehanna and Genesee rivers; the Cuba summit, 1,677.42ft, high, and 377¼ miles from New York, between the Genesee and Allegheny rivers; and the summit between the Allegheny and Lake Erie, 1,595.58ft. above the sea, and 436 miles from New York.

The ruling gradients of the Eastern division, 87¼ miles long, between Jersey City and Port Jervis, are now 60ft. per mile in each direction; those of the Delaware division, 104¼ miles long, between Port Jervis and Susquehanna, are 16ft. per mile, rising westward, excepting at the Gulf summit, between Deposit and Susquehanna. This summit is approached from the east, on gradients of 57ft., and from the west of 60ft. per mile, and the trains are assisted over it by pushing engines, at an additional cost of about $90,000 a year. The ruling gradients of the Susquehanna division, 139¼ miles long, between Susquehanna and Hornellsville, are 11ft. per mile in each direction. The gradients of the Buffalo division, 91 miles long, between Hornellsville and Buffalo, though somewhat irregular, may be stated at from 44ft. to 48ft. per mile in each direction as a maximum. On the western division, 128 miles long, between Hornellsville and Dunkirk, the ruling gradients are 52ft. to the mile ascending westward, and 40ft. to the mile ascending eastward.

An ordinary locomotive engine, with cylinders 16in. in diameter, by a stroke of 24 in., with driving wheels 5ft. in diameter, and weighing 30 to 35 tons, can thus take only sixteen loaded cars over 87¼ miles of the Eastern division, over 6 miles of the Delaware division, and over the 94¼ miles of the Rochester division; whilst it can take eighteen loaded cars over the 91 miles of the Buffalo division, twenty loaded cars over the 94¼ miles of the Rochester division, and forty loaded cars over 98 miles of the Delaware division, and over 140 miles of the Susquehanna division. There are thus two divisions in the middle of the line of low gradients, on which the standard length of trains is forty loaded cars, and the standard weight is, say, 800 tons; and these two divisions extend continuously for 244 miles, with the exception of the Gulf summit, over which these heavy trains are assisted by an extra engine. But there are at each end of these 244 miles divisions of heavier gradients, on which the standard loads of trains are necessarily reduced to sixteen or twenty cars, weighing, say, 320 or 400 tons. As a large proportion of the traffic, is through traffic, it is the more desirable that, as far as is possible, consistently with an economical result, improvements should be effected, so as to admit of trains of the same size and weight being hauled without the expense and delay attendant on breaking them up and remarshalling them on different parts of the line. Examinations and surveys have been made over all the heavy grade divisions of the line, to ascertain how far it may be possible to improve the gradients; and to enable this desirable object to be carried out, Mr. Chanute, the chief engineer of the company, who takes much interest in this subject, informs me that the following are the results obtained:—

As regards the first summit, between the Hudson and the Wallkill rivers, the ruling gradients might be reduced from 60ft. per mile in each direction to 26ft. per mile eastward and 35ft. per mile westward, with the exception of a gradient of 40ft. to the mile, four miles long, ascending westward, at Hohokas; and this might be effected by the construction of short loop-lines in different places; the total length being reduced by 1 mile, and the cost being $2,000,000. As regards the second summit, at Otisville, the ruling gradients might be reduced to 25ft. per mile by the construction of about 33 miles of new line, including the construction of a tunnel 7,000ft. long. The length of the line would in this case be increased by 7 miles, and the cost would be about $3,000,000. As regards the third summit, the gradients are already conveniently concentrated, and no improvement could be made except at an expenditure the interest on which would exceed the present cost of assisting engines. The gradients over the fourth summit, on the Buffalo division, might be reduced from, say, 44ft. to 48ft. to the mile, by certain alterations in the location of parts of the line, to a maximum of 16ft. per mile to the eastward and 21ft. per mile to the westward. This great improvement it is proposed to carry out whilst adding a second line of rails, which it is absolutely necessary to do. The most important alteration would be the raising of the timber viaduct, elsewhere referred to as the Portage bridge, over the Genesee Valley, and which is already 234ft. high, to a height of 254ft., and the cost would not otherwise be heavy. The ruling gradients ascending westward over the corresponding summit, between the same valleys, on the western division, could only be improved by constructing a new line across from the Buffalo division near Nunda to a point west of Cuba, and thus increasing the length of the line. The ruling gradients, ascending eastward to this summit, might probably be reduced to 25ft. per mile. The gradients over the summit between the Genesee and Allegheny rivers might be reduced to 10ft. or 15ft. per mile by the construction of a new line about 35 miles long, and 2 miles shorter than the present line from Genesee to Olean. This line appears, indeed, to have been proposed when the railroad was originally constructed, and it would, I am informed, have been adopted if difficulties had not been expected in consequence of its passing for a few miles through the State of Pennsylvania. On the Buffalo division west of the Genesee the ruling gradients can be reduced, to within 3 miles east of Attica, by frequent changes of location during the construction of the second line of rails, to 21ft. per mile ascending westward and 16ft. per mile ascending eastward; and this might be done at moderate expense. But thence to Buffalo, where the line has already been doubled for about 30 miles, maximum gradients of 35ft. to 40ft. to the mile would still remain; and no further improvement could be made on the western division between the Allegheny Valley and Lake Erie.

It is considered that if the above improvements were carried out it would be possible to run eastward standard trains of forty loaded cars, or, say 800 tons gross, along the entire distances between Attica and Jersey City on the one hand, and between Salamanca and Jersey City on the other hand. But this would have to be done by the adoption of a regular system of different classes of locomotives for the different divisions, and by the further employment of assisting engines at five different points. The ordinary engines, with four coupled wheels and bogie trucks under their leading ends, would still be used on the Delaware and Susquehanna divisions; the "Mogul" engines, with six coupled wheels and Bissel bogies under their leading ends, on the Buffalo division; and "consolidation" engines, with eight coupled wheels and Bissel bogies on the eastern and western divisions; and assisting engines would be required, as at present, between Deposit and Susquehanna, and from Hornellsville to Tip-top summit, as well as to some extent at the Hohokas gradient in the eastern division, and on the gradient east of Attica on the Buffalo division.

I have thought it desirable to enter thus in some detail into the improvements which might be effected in the alteration of gradients with a view to further economy in working. But it is obvious that, except at certain points where such improvements can be carried out at moderate cost in the course of constructing a second line (which must in any case be done), it would be unwise to contemplate heavy expenditure in the construction of new portions of the line until after providing for more necessary objects, such as the laying down of steel rails, the doubling of the track, the alteration of the gauge, the erection of engine houses and coal trestles, and the provision of other improvements more easily carried out if not more immediately remunerative. And even then each case of new construction of portions of loop line must be considered and thoroughly discussed on its own merits with reference to the cost in working which might be saved, and the interest to be paid on the money to be found for carrying it out. Of course, the greater the increase in the traffic, the greater would be the saving effected by the adoption of such improvements in the gradients.

Alteration of Gauge.

One of the most important questions for immediate discussion, if not the most important, is that of reducing the gauge of the rails from its present dimension of 6ft. to what is called the standard gauge of the country. Unfortunately that gauge is not uniform, but varies mainly between 4ft. 8½in. and 4ft. 10in, for districts more immediately connected with the Erie. In the event of a change, the precise gauge adopted would, probably, be a compromise gauge of 4ft. 9½in., which is already to some extent in operation. By the adoption of wider treads to the wheels, the cars are made to run over the different gauges without change within the above limits. But the wider gauge of 6ft, is of course only available for engines and cars constructed specially for that gauge; and the Erie cannot, therefore, receive the cars of other lines, or send its own cars to other lines, without the car tucks being changed. A system of sliding the wheels on the axles, and so adapting them to run on gauges both of 4ft. 8½in. and of 5ft. 6in. was, a few years ago, extensively tried on the Grand Trunk of Canada and the railways in connection with it. A thousand cars were at one time running on that principle, and a considerable amount of success was at first obtained; but it was at length found that accidents occurred, in consequence of some of the fastenings having either not been properly secured before starting or fallen out in running, and it became desirable to change the gauge of the whole line for upwards

of 1,800 miles—which has this year been completed—rather than to continue the use of this and other devices for overcoming the disadvantages of break of gauge. It is impossible to state precisely in figures the loss to a company like the Erie which a break of gauge entails. It is not merely the cost of transferring the various articles of produce or of transport from one car to another, or of transferring the cars from trucks of one gauge to trucks of another gauge; nor is it merely the delay occasioned to the traffic by such operations. Besides the cost of providing facilities at various points for these purposes, and of supervising and working them, and the difficulty of collecting the transfer cars in readiness at different points, or arranging for the proper disposal of the transfer trucks, there are also ideas of difficulties exaggerated in the minds of travelers and freighters which tend to cause traffic to shun those routes on which breaks of gauge are known to exist.

When there is sharp competition between various routes, that route which suffers from breaks of gauge feels the effect of it most keenly, and as the rolling stock of the various continuous systems tends to become employed more and more as common property the disadvantage of an isolated gauge is more seriously felt. No one circumstance has probably militated hitherto in a greater degree against the success of the Erie than the difference of its gauge from that of so many other lines forming junctions with it or running in continuation with it; and no better investment of money could, probably be made than that of spending $8,500,000, which the change is estimated to cost, in placing it on an equality with its competitors in this respect. For long through traffic, carried 1,000 miles and upwards, and sometimes for much greater distances, and especially for fully loaded wagons in full trains carried over such long distances, and requiring powerful engines, a wider gauge than 4ft. 8½in. might, of itself, be considered to be advantageous. As a matter of practice, there is not a greater proportion of dead weight to net load in the goods traffic on the Erie than in that on the generality of lines on the standard gauge. No material saving, in working and maintenance, on the Erie could be expected from the change of gauge alone; but in avoiding, as already stated, cost, delay, and inconvenience in tranfer operations, in the common utilisation of rolling stock, and, above all, in avoiding isolation, there can be no doubt whatever that one of the greatest steps which can be taken towards making the Erie a dividend paying line would be the reduction of its gauge to the common or compromise standard; and the sooner this can be done the smaller will be the ultimate cost of the operation. Of the two other alternatives which present themselves, the laying of a third rail over the whole of the line, or over those portions of it on which it would be most required, is one; and the employment of machines, known as Dodd's machine or Nutter's machine, at the various necessary points, is another. But the extension of a mixed gauge has the serious disadvantages of entailing enormous expense and great complication in the permanent way, and in the working of the traffic; and of only being after all a means to an end which may be accomplished more readily, more quickly, more conveniently, and ultimately more economically by a sudden alteration of gauge effected at a time when all proper preparations for it have been carefully made. The employment of machines for lifting the bodies of the cars and changing the trucks has never yet been tried on a large scale, so as to produce results as satisfactory as might be expected from such a system. If money cannot be found for the larger operation of a radical change, and even pending such a change, it might no doubt be found desirable to provide a number of such machines as a means of temporarily overcoming the above disadvantages. Taking as an instance the traffic which will be exchanged with the Canadian lines as the result of the connection at Buffalo between the Erie and the International bridge, it is only a certain proportion of the car bodies which would require to have their trucks changed. The passengers, except in the case of sleeping cars, will transfer themselves from one carriage to another; the cattle require, in any case, to be taken out of the cars for rest and refreshment, if not for sale; and it is only the cars loaded with through traffic of certain descriptions for which it would be necessary to provide machines for lifting the bodies and changing the trucks.

As regards the cost which would be incurred by a change of the gauge, it is interesting to consider what cost has been similarly incurred in other cases, and I may therefore cite the experience which has been obtained in this respect on the Grand Trunk of Canada. On the main line of that railway, between Sarnia, London, and Buffalo, the cost of changing the permanent way, from a gauge of 5ft. 6in. to a gauge of 4ft. 8½in., over a distance of 216 miles, with 16 per cent extra of sidings, averaged $506 per mile of main line. On the same railway, between Stratford and Montreal, over a distance of 421 miles of main line, with 18 per cent extra of sidings, the change having been effected over the whole length in portions of two days, the cost averaged $448 per mile of main line. It was estimated that the cost of similarly changing 552 miles, being the remainder of the Grand Trunk recently changed, would average, including 10 per cent extra for sidings, $362 per mile of main line. The cost of changing the gauge of such of the engines as could thus be dealt with was from $3,000 to $3,500 per engine; and the cost of changing the gauge of the cars was $50 per truck. Besides the above expenses, there are the questions of providing, before the change can be commenced, sufficient numbers of new engines and new car trucks of the gauge to be adopted; and the loss of traffic receipts during the operation must also be taken into account. The number of new engines required to be previously purchased depends partly upon the number of engines of the old gauge which are adapted for the change, and partly upon the length of the line to be simultaneously operated upon, as well as upon the number which it is possible to draw from work for conversion previously to the change. And the numbers of new car trucks to be previously purchased are affected by similar considerations. Such engines as are not suitable for change, and cannot otherwise be disposed of, are worth only their market value as scrap, excepting as regards any of their parts which can be used in the repair of old or the construction of new engines. The disturbance to the traffic during the operation decreases in proportion to the length of line changed at once, but the greater that length the greater the cost of the new engines and trucks to be previously purchased. By operating simultaneously on a whole line the expenses are saved, more or less considerable, according to the amount of the traffic, in providing points and means of transferring the traffic, or, in other words, of preventing as far as possible the inconveniences and delays incidental to break of gauge during the progress of the work. The average cost of new freight car trucks was $450 and of new passenger car trucks was $1,000 each last year on the Grand Trunk. With a Nutter machine, the erection of which cost $3,000, about 100 cars had their trucks changed in twenty four hours.

Locomotive Department.

This department was, when I was in America, presided over by Mr. Howard Fry, who was formerly on the South Eastern of England, and for seven years assistant locomotive superintendent on the eastern district of the Grand Trunk of Canada. He joined the Erie in July 1873, and had then charge of the locomotive stock of that company, and of the sheds and shops in connection with it; but he has since left the Erie and joined the Pennsylvania. The head-quarters of the department are at Susquehanna, 191 miles from New York, and 231 miles from Buffalo.

There are on the books of the company 505 engines as belonging to this department. Of these 472 are now in existence, either working on the road or undergoing repair. The remaining 33 have nothing to represent them. Of the 472 existing engines there were, on the 22nd June, 1874, 59 under repair on various parts of the line, and this appears to be about the average number ordinarily under repair: 29 of these are either undergoing thorough repair or being rebuilt, 14 are undergoing extensive repairs, and 16 daily or running shed repairs. Of these 472 engines the boilers of 178 are under 5 years of age, the boilers of 214 are between 5 and 10 years of age, the boilers of 51 are between 10 and 15 years of age, and the boilers of 29 are over 15 years of age.

From a careful survey which has been made of the whole of this stock, it would appear that the depreciation of it may be expressed as 4.7 per cent below what it would be if the engines were all in thorough good working order, and they would not probably compare unfavorably with the engines of other American lines.

I learn that during the summer of 1873 a high rate of expenditure was maintained upon the engine stock, and that in the ensuing winter the expenditure was cut down to a point which was considered sufficient to maintain it in the condition at which it had then arrived. Under the above reduced expenditure I find that the following repairs were effected:—During the six months from September 1873 to April 1874 fourteen new steel fire boxes were applied, fourteen engines were fitted with new cylinders, fifteen engines were fitted with new steel driving wheel tyres, and all the passenger engines received new leading truck wheels, fitted with Krupp's steel tyres; sixty five engines had their driving wheel tyres turned up, and 123 engines received repairs which cost over $500 each. During that period the engine repairs amounted to $7 62c. per engine mile. During the six months previous, from April 1873 to September 1873, these repairs amounted to $8 98c. per engine mile. The expenditure for engine repairs on four good American roads, per engine mile, for 1873, is shown in the following table:

New York Central	$6 65c.
Pennsylvania Railroad	5 44
Baltimore and Ohio	5 95
Lake Shore	5 02

It is impossible to make exact comparisons between these railroads and the Erie, or between one of these railroads and another, because the cost of such repairs varies very considerably with the number of new engines that have recently been purchased, and the number of engines that have been rebuilt, as well as the degree of uniformity to which they have attained. The costs given above are exclusive of the wages of engine drivers and firemen, and of the amount of fuel consumed by the engines when running, though they include the fuel used in the sheds and shops, and all shop expenses. On the Erie, as on many other American railroads, the fuel consumed and wages earned by the engine drivers and firemen are accounted for by the traffic department, and not as commonly in England by the locomotive department. It has not hitherto been the custom on the Erie to measure out the fuel to the engines, but it is desirable that this important means of obtaining economy in the consumption of fuel should in future be adopted. I saw at the stations of Hornellsville and Susquehanna an arrangement which had been perfected within the previous month for that purpose; and it is now intended to extend the system to all the stations at which engines receive their supplies of fuel. Small hopper trucks, holding 2½ net tons, or 5,000 lbs. of coal each, are kept loaded in the coal trestles, and are run out on little tramways over the tenders, and the coal is dropped from them into the tenders, on the release of a hinged bottom. The number of each truck load supplied to each engine is recorded by the foreman of the coal shippers. The engines of the Erie consume coal only, obtained principally from the Towanda and Barclay mines, which are leased by the Erie through the intervention of the Towanda Coal Company; and partly also from the Lackawanna Coal Company, which supplies anthracite coal, and partly from the bituminous coalfields in connection with the Bradford branch.

(To be continued.)

RAILROAD EARNINGS—MONTHLY.

	January	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic & Pacific:													
1873	319,648	354,941	474,838	432,217	418,546	374,769	383,965	451,528	502,087	468,671	397,485	397,729	4,948,672
1874	341,995	323,055	396,286	398,308	423,685	404,560	395,893	459,854	498,413	539,400	406,900	.....	.....
Central Pacific:													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,833	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556,080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,883
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720,929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	592,223	571,836	875,762	949,568	1,380,923	1,138,273	1,272,510	1,271,628	1,254,689	1,285,567	1,293,957	1,037,992	12,734,729
1873	852,860	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,622	1,392,125	1,375,470	1,228,751	1,072,760	13,938,969
1874	848,558	794,000	867,666	1,132,000	1,360,000	1,380,000	1,258,000	1,301,000	1,406,000	1,507,000	1,314,000	.....	.....
Chicago and Alton:													
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,315	352,604	5,156,326
1873	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
Chicago and Northwestern:													
1870	706,025	753,783	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,123	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873	752,468	765,249	967,258	1,034,023	1,256,072	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915	13,816,465
1874	1,014,514	900,765	1,024,061	1,080,193	1,290,596	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801,195	496,566	7,250,069
1870	396,171	382,823	377,571	443,133	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,986	387,565	426,223	474,188	590,432	594,769	488,348	565,729	811,961	950,945	702,838	513,787	6,967,771
1873	334,715	423,716	555,287	574,258	805,803	929,911	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046,124
1874	654,400	657,500	576,620	742,050	964,800	886,900	749,200	704,300	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	303,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,819
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	330,022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,462,625
1873	363,921	413 043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448
1874	363,053	276,099	318,976	342,247	306,778	330,754	327,384	403,175	369,334	339,445	336,748	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,372	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1873	1,326,505	1,329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,685,384	1,774,570	1,918,247	1,882,421	1,560,023	1,625,129	19,631,781
1874	1,462,650	1,273,775	1,413,223	1,465,550	1,687,772	1,577,945	1,443,383	.....	.....	.....	.....	.....	.....
Illinois Central:													
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698,063	8,026,754
1873	602,241	597,429	660,759	553,912	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874	611,491	538,668	567,554	580,921	647,892	678,728	624,191	708,808	763,106	804,097	642,238	.....	.....
Kansas Pacific:													
1871	133,673	152,264	267,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303,305	210,197	3,321,518
1872	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265,217	201,493	3,498,160
1874	170,349	178,429	245,774	292,143	316,647	316,379	293,247	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1871	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1,368,948	1,402,597	1,345,316	1,235,285	14,797,975
1872	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459,360	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873	1,412,368	1,549,285	1,735,736	1,694,543	1,680,968	1,585,368	1,451,762	1,582,531	1,776,420	1,742,516	1,375,556	1,546,983	19,134,136
1874	1,519,249	1,306,133	1,371,545	1,593,827	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta & Cincinnati:													
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873	169,843	161,133	178,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	151,793	150,301	2,126,875
1874	171,028	144,215	161,031	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1870	337,992	339,128	384,431	412,030	406,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	486,980	470,703	480,847	427,096	422,015	529,890	628,660	582,083	587,434	507,050	5,940,102
1872	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873	379,836	440,261	567,314	556,180	542,058	480,028	457,853	452,330	617,291	537,031	506,804	552,548	6,089,534
Mo., Kan. & Texas:													
1873	200,639	224,393	256,719	258,871	250,935	249,343	301,318	336,823	399,939	370,710	309,028	285,603	3,444,321
1874	266,333	230,371	262,801	314,011	224,589	237,425	245,595	288,999	313,500	.....	.....	.....	.....
Ohio and Mississippi:													
1872	272,472	239,733	290,710	276,290	280,523	263,290	232,286	304,083	356,194	408,254	319,024	283,836	3,526,695
1873	283,605	291,630	338,725	338,709	307,520	290,470	271,314	300,895	379,105	322,532	265,242	264,920	3,654,667
1874	266,039	243,167	304,842	298,665	268,807	292,546	282,640	323,963	364,374	381,021	309,597	.....	.....
Philadelphia and Reading:													
1871	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,748
1873	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	.....	.....
St. Louis, I. Mt. & South'n:													
1873	145,834	152,054	224,449	207,627	254,927	216,223	200,575	223,714	244,967	230,898	209,622	221,348	2,539,528
1874	243,915	211,409	226,288	214,620	251,509	238,608	235,250	254,230	292,216	358,776	250,860	.....	.....
Toledo, Wab. & Western:													
1871	365,175	398,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,935	5,736,666
1872	439,780	431,949	460,646	447,313	510,792	462,868	432,056	614,175	565,811	621,351	489,341	532,895	6,008,978
1873	403,487	427,097	437,835	423,517	459,506	537,819	488,911	647,080	593,810	528,844	369,605	421,296	5,738,808
1874	423,343	400,984	404,699	447,855	420,719	388,535	440,587	478,475	459,894	475,127	403,319	.....	.....
Union Pacific:													
1869	528,529	.....	.....	.....	797,948	706,602	623,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	479,573	500,139	539,238	706,603	802,586	746,450	643,058	664,051	728,521	719,698	570,168	505,053	7,654,094
1871	273,936	373,925	499,899	584,540	724,466	728,174	673,693	681,865	800,403	777,362	708,142	469,932	7,531,689
1872	523,975	534,115	565,861	741,802	890,442	835,459	743,382	789,567	863,754	980,706	915,727	757,851	8,899,606
1873	620,715	491,784	708,256	881,266	1,007,831	969,863	876,833	837,277	1,068,937	1,170,586	970,660	758,832	10,266,104
1874		607,990	687,026	834,954	910,065	902,881	850 142	1,042,516	1,063,993	1,141,938	.....	.....	.....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,280,000	J. & J.	July '74 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July' 74 4
Atlantic and Gulf	3,693,200	— & —	.....
" " guar..100	786,476	M. & N.	Nov. '73 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Sept.'73 2
" " new 1870.100	1,500,000	— & —	.....
Aton,Genesee & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	18,151,962	M. & N	Nov. '74 5
Washington Br.....100	1,659,000	A. & O.	Oct. '74 5
Parkersburg Br. pref... 50	5,680,685	— & —	.....
Berkshire*.....100	600,000	J.A J&O	Oct. '74 6
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N	Nov. '74 5
Bos., Clin. & Fitchb.pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & D	Dec. '74 3
Bost.,Conc. & Mont.*pref100	800,000	M. & N.	Nov. '74 2
Boston and Lowell.....500	2,852,900	J. & J.	July '74 3½
Boston and Maine.....100	6,816,807	M & N	Nov. '74 4
Boston and Providence..100	4,000,000	M & N	Nov. '74 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A	Feb. '74 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Sept.'74 5
" " pref.100	1,485,900	M & S.	Sept. '74 5
Camden and Amboy* ...100	5,847,800	J.A J.O.	Oct. '74 2½
Camden and Atlantic... 50	451,701	— & —	Oct. '74 3½
" " pref. 50	763,549	— & —	Oct. '74 7
Cape Cod 60	1,020,330	J. & J.	Jan.'72 $2½
Cape May and Millville* 50	447,000	J & D.	Dec. '74 3
Catasaqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa*..... 50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	Nov. '74 2½
Cayuga and Susq.*..... 50	589,110	J. & J.	July '74 5
Cedar Rapids & Mo. R.*100	6,850,400	M. & N	Nov. '74 1
" " pref..100	769,600	F. & A	Aug. '74 3½
Central of Georgia.....100	4,666,800	J & J.	July '73 5
Central of New Jersey..100	20,000,000	J. A J O.	Oct. '74 2½
Central Ohio*..... 50	2,425,000	J & D.	Dec. '74 3
" pref..... 50	400,000	J. & D.	Dec. '74 3
Central Pacific 100	54,275,500	.....	Aug. '74 5g
Chemung*..... 100	380,000	J.A.J&O	Oct. '72 1½
Chwhire, preferred 100	2,100,000	J. & J.	July '74 2
Chicago and Alton.....100	3,929,900	M. & S.	Sept. '74 5
" pref...100	2,425,400	M. & S.	Sept. '74 5
Chicago,Buri. & Quincy.100	19,897,000	M. & S.	Sept. '74 5
Chicago, Iowa & Nobras*100	3,916 300	J. & J.	July '74 4
Chicago & N. Western..100	14,993,060	J. & D.	Dec. '72 3
" pref.100	21,484,113	J. & J.	July '75 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Oct. '74 4
Cin., Ham. & Dayton...100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.*... 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	429,046	M. & N	Nov. '74 2
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Aug. '74 4
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '74 3½
Cleveland & Pittsburg*.. 50	11,236,150	F.M.AN	Nov. '74 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*... 50	1,786,800	M.J.S.D.	June '74 2
Colum. & Hocking Val..100	2,500,000	F. & A.	Feb. '74 5
Concord 50	1,500,000	M. & N.	Nov. '74 5
Concord and Ports.*.....100	350,000	J. & J.	July '74 3½
Conn & Passum p Riv..1 0	2,100,000	F. & A.	Aug. '74 3
Connecticut River..... 100	1,950,000	J. & J.	July '74 5
Cumberland Valley..... 50	1,494,250	A. & O.	Apl. '74 4
Danbury and Norwalk . 50	630,000	.....	Dec. '74 1½
Delaware*..... 50	1,230,941	J. & J.	July '74 3
Del., Lackaw. & Westn. 50	23,500,000	J.A.J. O.	Oct. '74 2½
Detroit & Milwaukee *.. 5	822,140	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*.100	5,000,000	A. & O.	Oct. '74 2
East Pennsylvania*..... 50	1,509,200	J. & J.	July '74 3
East Mahanoy *..... 50	592,950	J. & J.	July '74 3
Easton (Mass.).....100	4,262,600	J. & J.	July '73 3
Eastern (N. H.).....100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*..100	800,000	F. & A.	Feb. '74 2½
Elmira & Williamsport* 50	600,000	M. & N.	May '74 2½
" " pref. 50	500,000	J. & J.	July '74 3½
Erie Railway 100	78,000,000	.....	Oct. '73 1
" pref.....100	8,536,910	.....	Oct. '73 5½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Mar. '74 1½
Fitchburg 100	4,000,000	J. & J.	July '74 4
Georgia 100	4,156,000	J. & J.	Apl. '74 4
Grand River Val.* guar..100	1,000,000	— & —	.....
Grand Trunk, (Ca.) 100	14,367,946	— & —	.....
Great Western, (Ca.)...100	19,237,404	A. & O.	Apl. '74 1½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug.'70 3½
" " pref.100	5,078,224	Annual.	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	May '74 5
Harlem Extension.....100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '74 3½
Housatonic, pref. 100	1,180,000	J. & J.	July '74 4
Huntingdon & Bd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. @ J.	July '68 3½
Illinois Central.....100	25,280,510	F. & A.	Aug. '74 4
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	J. & J.	July '74 2
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	July '74 1½
Joliet & North. Indiana*100	800,000	J. & J.	July '74 4
Lake Shore & Mich. So...100	49,466,500	F. & A.	Aug.'73 4
" " (guar.).100	633,500	F. & A.	Feb. '74 5
Lawrence*..... 50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	3,739,900	M. & N.	May '67 5
Lehigh Valley 50	21,916,850	J.A. J.O.	Oct. '74 2½
Little Miami*..... 50	5,871,450	J.A. J.O.	Apl. '74 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July '74 5½
Long Island..... 50	3,000,000	M. & S.	May'73 10s
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '74 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '74 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200,000	A. & O.	Oct. '74 3
Lykens Valley 20	600,000	F.M.AN	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	Nov.'74 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	5,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*..... 100	400,000	F. & A.	Feb. '74 3
Memphis & Charleston* 25	5,812,725	J. & D.	Jan. '69 3
Michigan Central 100	18,738,204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323,375	J. & J.	July '74 5
Milwaukee and St. Paul..100	15,399,261	J. & J	Dec. '70 7s
" " pref.....100	12 274,483	F. & A	Aug'74 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '74 3½
Morris and Essex*..... 50	14,008,100	J. & J.	July '74 3½
Nashua and Lowell.....100	880.000	M. & N.	Nov.'74 4
Naugatuck 100	1,881 900	F. & A.	Aug. '74 6½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'74 5
Newark and N. York*...100	977,400	J. & J.	Jan. '74 3½
N. Bedford 100	1,678,600	M. & N.	Nov.'74 4
N.Castle & Beaver Val.* 50	1,800,000	J.A. J.O.	Apl. '74 2½
N Haven & Northamp...100	665,000	J.A. J.O.	Sept '72 3
New Jersey*.....100	7,295,200	J.A. J.O	Oct. '74 2
New London Northern*100	1,418,800	J.A.J. O.	Oct. '74 2
N.Y. Cen. & Hudson R...100	89,428,330	J.A.J. O.	Jan. '75 2
New York and Harlem...100	8,500,000	J. & J.	Jan. '75 4
" " pref.100	1,500,000	J. & J.	Jan. '75 4
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	July '74 4
N. Y.,Provid. & Boston.100	2,000,000	J.A. J.O.	Oct. '74 2½
Nisg. Bridge & Canand*100	1,000,000	J. & J.	July '74 3
North Carolina*..... 100	4,000,000	irregular.	Jan. '73 5
N. Eastern (N. C.) pref...100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 473,500	January.	Jan. '74 5g
Northern Central 50	5,842,000	M. & N	July '74 3½
Northern N. Hampsh....100	3,068,400	J. & D.	Dec. '74 3½
Northern New Jersey*..100	1,000,000	J. & J.	July '74 4
Norwich & Worcester*..100	2,823,400	J. & J.	July '74 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	July '74 3
" " pref.100	2,000,000	A. & O.	Oct. '74 4
Ohio and Mississippi....100	20,000,000	J.A. J.O.	.....
" " pref.100	4,030,000	J. & D.	Dec'72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	Jan. '74 3
Old Colony & Newport..100	6,297,900	J. & J.	July '74 3½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '74 4
Pacific of Missouri.....100	3,635,750	J.A. J.O.	Oct. '74 1½
Panama..... 100	7,000,000	J.A. J.O.	Oct. '74 3
Paterson and Hudson*..100	630,000	J & J.	July '74 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	Jan. '74 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '74 3
Pennsylvania 50	68,144,475	M. & N.	Nov.'74 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb.'74 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,460,000	J. & J.	July '74 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D	Sept.'74 3
Philadelphia & Reading 50	32,684,375	J. A. J.O.	Oct. '74 2½
" " pref.. 50	1,551,800	J.A. J.O.	Oct. '74 2½
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Oct. '74 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	July '74 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Oct. '74 1½
" Special Imp..100	2,000 000	J.A. J.O.	Oct. '74 1½
Pittsfield & N. Adams..100	410,000	J. & J.	July '74 3
Port'and and Kennebec.100	616,700	J. & J.	July '74 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces...100	2,000,000	J. & J.	July '74 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '74 4
Roch. & Genesee Val.*..110	587,500	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '74 2½
Rutland*..... 100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Aug'74 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " pref.100	2,040,000	July.	July '74 3
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '74 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" pref.100	12,000,000	.....	Nov. '72 4 2
Saratoga and Schenec.*..100	300,000	A. & O.	Apl. '74 3½
Schuylkill Valley* 50	576,050	J. & J.	July '74 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	889,450	F. & A.	Feb. '74 3
Shore Line*..... 100	995,800	J. & J.	July '74 3½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '73 4
Staten Island..... 100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	448,700	J. & J.	July '74 3½
Stony Brook*..... 100	267,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '74 3
Sussex (N. J.)..... 100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	Dec. '73 3
Taunton Branch 100	500,000	J. & J.	Jan. '74 5
Terre Haute & Indiana.100	1,988,150	F. & A	Aug. '74 5
Tol., Peo. & War. 1st pref..100	1,777,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '74 1½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Union and Black River...100	1,666,000	J. & J.	Jan. '73 3
Vermont and Mass 100	$2,800,000	A. & O.	Oct. '74 2
Warren (N. J.).....100	1,800,000	J. & D.	Dec.'73 3½
Warwick Valley 100	225,000	A. & O.	Apl. '72 2½
West Jersey..... 100	1,500,750	F. & A.	Feb. '74 4
Winchester & Potomac*100	180,000	J. & J.	July '74 3
Winchester & Strasburg*100	500,000	J. & J.	July '74 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	July '74 $5
HORSE-POWER R. R.			
Albany City..... 100	110,300	— & —	..... 2½
Baltimore City..... 100	800,000	— & —	Jan. '74 3
Bleecker st.& F Fy.(NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Oct. '74 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Apl. '73 5
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jun.'70
Brooklyn City 100	1,500,000	F.M.A.N	Aug. '74 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica....100	488 100	— & —	.....
Bushwick (Brooklyn).....100	892,000	J. & J.	July '71 3½
Cambridge..... 100	727,800	A. & O.	Oct. '74 4½
Con. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	500,000	J. & J.	July '74 9
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl.'10	800,000	— & —	.....
D. Dock, E. B'dw. & Bat.100	1,200,000	F.M.A.N	Feb. '74 2
Eighth Avenue (N.Y.)...100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark .100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	J. & J.	July '74 3½
Frankf. & Southw.(Ph.) 50	491,750	J. & J.	July '74 5
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '74 3
Girard College (Ph.) 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '74 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	July '74 1½
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '71 6
Lynn and Boston..... 100	200 000	— & —	.....
Malden and Melrose..... 100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	M. & N.	July '74 3½
Middlesex (Boston)..... 100	400,000	M. & N.	Nov.'74 3
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '74 5
Philadelphia and Darby 20	200,000	J & J.	July '71 3
Phila. and Grey's Ferry 50	284,775	J & J.	July '74 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)...100	888,100	J.A. J.O.	Oct. '73 2
Second & Third St.(Ph.) 50	962,100	J. & J.	July '74 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '74 2
Sixth Avenue (N. Y.).....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)...100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.). 50	1,000,000	J. & J.	July '74 1½
Somerville (Boston) 100	75,000	M. & N.	Nov. '74 3
South Boston 50	400,000	J.A. J.O.	Oct. '74 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	July '74 8
West Philadelphia..... 50	400,000	J. & J.	July '74 10
CANALS.			
Chesapeake & Delaware 50	1,963,563	J. & D.	June '73 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug '74 4
Delaware and Hudson...100	15 000,000	F. & A.	Aug. '74 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	Oct. '74 2½
Erie of Pennsylvania..... 50	64,000	— & —	.....
Lehigh Coal & Navigat. 50	9 390,350	J.S D.M.	Nov. '74 2
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated).....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	July'74 30s
" " (pref.) 50	2,838,977	F. & A.	July'74 60s
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express..... 100	12,000,000	M.J. S.D.	Dec. '74 2
American Coal..... 25	1,500,000	M. & S.	Mar. '74 4
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 35c
Canton..... ..... 16½	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref..... 100	8,608,400	— & —	.....
" certif..... 100	2,324,000	J. & J.	.....
Pacific Mail Steamship..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Nov.'74 5
Pullman Palace Car..... 100	4,000,000	F.M.A.N	Nov.'74 3
Quicksilver, common 100	5,700,000	— & —	.....
" preferred 100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & D.	Dec. '74 5
Spruce Hill Coal 10	1,000,000	— & —	.....
United States Express....100	6,000,000	F.M.A.N	Nov. '74 2
United States Trust 100	1,500,000	J. & J.	July '71 6
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '74 4
West. Union Telegraph.100	35,000,000	J.A. J.O.	Jan. '75 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov. '69 6
Wyoming Valley Coal 100	1,250,000	F. & A	Aug. '68

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities, Dec. 1, 1874.					
Loan of June 14, 1858 .....registered	$260,000	5	Jan. & July.	1874	....
Loan of February 8, 1861 .....registered	13,783,000	6	Jan. & July.	1880	116
.. ..coupon	4,632,000	6	" "	1880	119¼
Oregon War Bonds of March 2, 1861...coupon	945 000	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861....registered	125,829,150	6	Jan. & July	1881	116
.. ..coupon	63,492,200	6	" "	1881	119¼
Loan of Feb. 25, 1862 (5-20s).....registered	7,818,950	6	May & Nov.	1882	112¾
.. .. .. (5-20s).....coupon	118,487,400	6	" "	1882	112¾
Loan of March 3, 1863.....registered	53,643,300	6	Jan. & July.	1881	116
.. ..coupon	21,356,700	6	" "	1881	119¾
Loan of March 3, 1864 (5-20s).....registered	946,600	6	May & Nov.	1884	110¼
Loan of June 30, 1864 (5-20s).....registered	25,037,750	6	" "	1884	110¼
.. .. .. (5-20s).....coupon	33,008,450	6	" "	1884	114¼
Loan of March 3, 1865 (5-20s).....registered	33,758,300	6	May & Nov.	1885	116¾
.. .. .. (5-20s).....coupon	118,776,050	6	" "	1885	116¾
.. .. 2d series (5-20s).....registered	57,120 000	6	Jan. & July.	1885	114¾
.. .. .. (5-20s).....coupon	145,543,100	6	" "	1885	118¾
.. .. 3d series (5-20s).....registered	88,051,900	6	Jan. & July.	1887	115¾
.. .. .. (5-20s).....coupon	222,570,850	6	" "	1887	119¾
.. .. 4th series (5-20s).....registered	14,002,500	6	Jan. & July.	1888	116
.. .. .. (5-20s).....coupon	23,471,500	6	" "	1888	119¾
Loan of March 3, 1864, (10-40s).....registered	141,262,150	5	Mar. & Sept.	1904	113¾
.. .. .. (10-40s).....coupon	53,305,150	5	" "	1904	114¼
Consols of July 14, '70 & Jan. 20, '71.registered	193,017,700	5	F. M. A. & N.	1881	112¾
.. .. coupon	164,680,200	5	" "	1881	112¾
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Debt matured and without interest.....(var.)	18,446,036	....	....	Due.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	116¼
United States Notes	382,075,287	not.	.....	.....	....
Fractional Currency.....	47,385,698	"	.....	.....	....
State Securities, latest dates.					
Alabama—($11,258,836):					
.. Bonds (old and extended), 1866 and '72...	3,230,800	5	May & Nov.	'86-'92	86
.. Bonds (new), 1866, '68 '72 and '73.....	2,477,700	8	Jan. & July.	'86-'93	60
.. State Bonds for Railroads.....	2,300,200	8	" "	'90-'91	....
.. Railroad endorsements.....	16,386,000	8	" "	'90-'91	....
Arkansas—($10,885,000):					
.. Funded Bonds, ($4,400,000) 1869 and 70.	2,850,000	6	Jan. & July.	'90-'00	20
.. Levee Bonds, 1871.....	2,200,000	7	" "	1891	....
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds 1869 to '73.....	5,350,000	7	April & Oct.	'99-'00	7
California—($3,796,500):					
.. Civil Bonds 1857 and '60	1,699,000	7	Jan. & July.	'77-'80	114
.. Relief Fund Bonds, 1863.....	110,000	7	" "	'83-'85	....
.. State Capitol Bonds, 1871 and '7	500,000	7	" "	'91-'92	....
.. Funded Debt of 1873.....	1,497,500	6	" "	1893	....
Connecticut—($5,095,900):					
.. War Loan, (10-30 yrs) of July 1, 1861...	532,800	6	Jan. & July.	1881	103¾
.. War Loan, (20 yrs) of Jan. 1863 and '64.	2,232,500	6	" "	'83-'84	....
.. War Loan, (10-30 yrs) of Oct. 1, 1864....	589,500	6	April & Oct.	1894	....
.. War Loan, (20 yrs) tax free, of Oct. 1, '64	1,741,100	6	" "	1885	....
Delaware—($1,231,000):					
.. State War Debt.....	879,000	6	Jan. & July.	1885	....
.. Railroad Aid (J. and Breakwater R. R..	352,000	6	" "	1885	....
District of Columbia—($4,790,000):					
.. Improvement (gold) bonds.....	4,000,000	6	Jan. & July.	1902	....
.. Improvement (cur.) bonds.....	790,000	7	" "	1902	....
Florida—($6,645,763):					
.. Bonds of 1871, and 1873.....	957,000	7	Jan. & July.	var.	....
.. Railroad Loan (gold) of 1870.....	4,000,000	8	" "	1890	....
.. Consolidated (gold) Bonds of 1873.....	1,000,000	6	" "	1903	....
Georgia—($14,871,084):					
.. Bonds for Western & Atlantic R. R.....	784,700	6	May & Nov.	1874	80
.. Bonds for Western & Atlantic R. R.....	172,500	7	" "	1874	....
.. Bonds for Atlantic and Gulf R. R.....	800,000	6	Feb. & Aug	'78-'86	....
.. Bonds of March 12, 1866.....	3,900,000	7	Jan. & July.	1886	91
.. Bonds (gold) of Sept. 1870	2,098,000	7	April & Oct.	1890	72
.. Bonds of Feb. 19, 1873	1,200,000	8	" "	'75-'86	....
.. Railroad endorsements.....	7,923,000	var	Various.	var.	83
Illinois—($2,060,150):					
.. New Internal Improvement Bonds, 1847	962,445	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	320,000	6	" "	'77-'78	....
.. War Loan Bonds, 1861.....	367,000	6	" "	1880	....
.. Chicago Relief Bonds 1871.....	250,000	6	" "	1881	....
Indiana—($4,898,815):					
.. War Loan Bonds, of 1863.....	139,000	6	May & Nov.	1866	....
.. Temporary Loan Bonds, 1873.....	710,000	7	Jan. & July.	'75-'76	....
Iowa—($543,056):					
.. War and Defense Fund Bonds, 1861....	300,000	7	Jan. & July.	.....	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864.....	101,175	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,235,500	7	" "	'76-'89	....
Louisiana—($22,308,800):					
.. State Bonds, to R. R. Companies.....	2,436,000	6	Various.	'70-'06	28
.. Relief (Treasury) Bonds 1853.....	5,750,000	6	May & Nov.	'86-'07	....
.. Levee Bonds 1865.....	1,000,000	8	Various.	1886	....
.. Levee Bonds, 1867.....	4,000,000	6	May & Nov.	1907	....
.. Past due coupons 1865.....	978,800	6	Jan. & July.	'86-'97	....
.. Levee Bonds, 1870	2,960,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	2,950,000	6	May & Nov.	1910	....
.. State Penitentiary Bonds, 1869	500,000	7	Mar. & Sept.	1899	....
.. Bonds for Railroad stocks (var.).....	2,436,000	6	Various.	'67-'11	....
.. Bonds for Railroads (var.)	5,202,000	8	Various.	'99-'10	....
.. Miss. & Mex. Gulf Ship Canal Bonds...	480,000	7.3	Mar. & Sept.	1889	....
Michigan—($1,622,134):					
.. Sault Ste Marie Canal Bonds.....	61,000	6	Jan. & July.	1879	102
.. Renewal Loan Bonds, 1858.....	105.000	6	" "	1878	103¼
.. Two Million Loan, 1863...	1,032,000	6	" "	'73-'83	....
.. War Bounty Bonds, 1865.....	366,000	7	May & Nov.	1890	....

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Maine—($7,138,400):					
.. Civil Loan Bonds, 1856-'61.....	222,000	6	Various.	'74-'78	....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	Various.	'80-'89	102
.. War (Municipal Equalization).....	3,083,900	6	April & Oct.	1889	....
Maryland—($10,741,215):					
.. Bonds to R. R. and Canals.....	5,709,639	5	J. A. J. & O.	1890	80
.. Bonds to R. R. and Canals.....	828,222	6	" "	1890	102
.. Bonds to Balt. & Susq. R. R.....	289,000	3	" "	1890	....
.. Defense and Bounty Bonds	3,072,083	6	Jan. & July.	1893	108
.. State Loans, 1870 and 1872	799,056	6	" "	'85-'87	....
Massachusetts—($28,477,804):					
.. State (public works) scrip.....	750,000	5	Various.	'74-'80	....
.. Union Fund Loan, 1861.....	2,758,000	6	Jan. & July.	'74-'76	109¼
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	....
.. Bounty Loan Bonds, 1863 and 1864.....	8,578,244	5	May & Nov.	'83-'94	101¼
.. War Loan (currency).....	999,944	5	Mar. & Sept.	1888	102¾
.. Railroad and Tunnel Bonds.....	10,305,532	5	April & Oct.	'88-'93	....
.. Norwich and Worcester R. R. Bonds...	400,000	6	Jan. & July.	1877	....
.. B., H. & Erie R. R. Bonds.....	3,599,024	5	" "	1900	....
Minnesota—($250,000):					
.. State Buildings Loan 1867 and 1869.....	250,000	7	Jan. & July.	'77-'79	....
Missouri—($18,747,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'00	93¾
.. State (funding) Bonds, 1867-68	2,727,000	6	" "	'87-'88	....
.. Railroad Loan Bonds, 1854-'66.....	12,801,000	6	" "	'74-'86	....
.. Railroad Bonds, guaranteed 1856-'66....	1,589,000	7	" "	'76-'01	100¾
.. State Institutions Loans.....	1,301,000	6	" "	var.	93¾
New Hampshire—($3,914,165):					
.. War Loan Bonds, of 1861.....	614,000	6	Jan. & July.	'69-'78	....
.. War Loan Bonds, of 1864.....	600,000	6	Mar. & Sept.	'84-'89	101¾
.. War Loan Bonds, of 1866.....	494,500	6	April & Oct.	'78-'74	....
New Jersey—($2,696,300):					
.. War Loan Bonds, 1861-'64, tax free.....	2,690,000	6	Jan. & July.	'74-'02	105¾
New York—($36,530,400):					
.. State Stock of 1827 and 1832.....	561,500	5	J. A. J. & O.	pleas.	....
.. State (Deficiency) Stock of 1838.....	900,000	5	" "	1875	110
.. State (Deficiency) Stock of 1838.....	800,000	6	" "	1878	....
.. State (Deficiency) Stock of 1838.....	348,107	5	" "	pleas.	....
.. State (Deficiency) Stock of 1838.....	1,189,781	6	" "	pleas.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	111,200	4	" "	'72-'73	....
.. Canal Stock.....	10,135,280	6	" "	'74-'77	....
.. Bounty Loan registered	19,861,000	7	Jan. & July.	1877	108¾
.. Bounty Loan coupon.....	1,200,000	7	" "	1877	108¾
North Carolina—($29,547,045):					
.. Old or Ante-War Debt.....	4,738,800	6	Jan. & July.	'72-'92	28
.. Old or Ante-War Debt.....	3,639,400	6	April & Oct.	'72-'92	30¾
.. Bonds issued since the war.....	3,009,045	6	Jan. & July.	'92-'98	21
.. Bonds issued since the war.....	1,859,000	6	April & Oct.	'92-'98	17¾
.. Bonds issued for funding.....	2,417,400	6	Jan. & July.	'78-'00	....
.. Bonds issued for funding.....	1,721,400	6	April & Oct.	'78-'00	17
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	7¾
Ohio—($8,211,062):					
.. Loan of 1860, sinking fund.....	147,180	6	Jan. & July.	1870	....
.. Loan of 1850, sinking fund.....	1,585,900	6	" "	1875	....
.. Loan of 1860, sinking fund.....	4,074,817	6	" "	1881	106
.. Loan of 1856, sinking fund.....	2,400,000	6	" "	1886	106¾
Oregon—($290,477):					
.. Bounty and Relief Bonds.....	90,477	7	Jan. & July.	'74-'84	....
.. Willamette Canal Bonds.....	200,000	7	" "	1890	....
Pennsylvania—($24,999,785):					
.. Inclined Plane Loan, of 1849.....	400,000	6	April & Oct.	1879	....
.. Loan of April 1852, reg. and coup.....	483,000	5	Jan. & July.	1882	103¾
.. Loan of May 1852, reg. and coup.....	2,637,500	5	Feb. & Aug.	1877	....
.. Loan of April 1853, coupon	238,000	5	" "	1878	....
.. Loan of April 1861, registered.....	35,000	6	" "	1878	....
.. Loan of Feb. 1867, reg. and coup.....	907,200	5	" "	'74-'82	....
.. Loan of Feb. 1867, reg. and coup.....	18,798,950	6	" "	'74-'82	....
.. Chambersburg certificates, registered...	83,032	6	June & Dec.	1870	....
.. Loans of April 1872.....	500,000	6	April & Oct.	1876	....
Rhode Island—($2,638,500):					
.. War Bonds of 1862	1,019,000	6	Mar. & Sept.	1882	....
.. .. of 1863	205,000	6	April & Oct.	1883	....
.. .. of 1868	668.000	6	Jan. & July.	1893	....
.. .. of 1864	746,000	6	Feb. & Aug.	1894	....
South Carolina—($20,650,235):					
.. State House, Stock and Bonds '56-'63...	953,488	6	Jan. & July.	pleas.	21¾
.. Fire Loan Stock of 1838.....	203,344	6	J. A. J. & O.	1870	....
.. Funding Stocks 1866 and 1869.....	143,114	6	Jan. & July.	'77-'90	....
.. Fire Loan Bonds of 1838.....	481,944	5	" "	1868	....
.. New State House Bonds 1853-'66.....	293,000	6	" "	'71-'86	....
.. Blue Ridge R. R. Bonds 1854.....	966,000	6	" "	'74-'78	....
.. Funding Bonds, 1868.....	930,000	6	" "	'87-'97	....
.. .. 1869.....	1,681,000	6	April & Oct.	1888	....
.. .. 1869.....	1,189,400	6	Jan. & July.	1888	23
.. .. 1869.....	2,030,000	7	" "	1888	....
.. Conversion Bonds 1869.....	7,666,500	6	" "	1888	....
.. .. .. 1870.....	348,000	6	April & Oct.	1889	....
.. Railroad Aid Bonds.....	4,797,608	6	Various.	'69-'89	....
Tennessee—($20,966,382):					
.. Railroad, &c., Bonds.....	15,767,922	6	Jan. & July.	'92-'00	76¾
.. State Bonds (direct)	4,819,544	6	April & Oct.	'69-'99	....
.. State Endorsements	2,197,000	6	Jan. & July.	1900	....
.. Funded Interest Bonds	4,598,035	6	" "	1914	76¾
Texas—($3,715,979):					
.. Frontier Protection (gold) Bonds, 1870..	700,000	7	Mar. & Sept.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	" "	1876	76
.. State Bonds.....	197,000	6	Jan. & July.	'76-'91	....
.. Railroad Aid Bonds.....	1,763,317	6	" "	var.	....
Vermont—($225,500):					
.. War Loans of 1864, '66 and '68	225,500	6	June & Dec.	'74-'78	....
Virginia—($45,718,112):					
.. Funded under act of 1871.....	20,278,730	6	Jan. & July.	long.	39
.. Funded under act of 1872.....	1,754,747	6	" "	"	....
.. Sterling Bonds	2,727,562	5	" "	"	....
.. Deferred (W. Va.) certificates.....	15,289,370	6	" "	"	13

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1889	....
2d Mortgage	2,673,000	8	" "	" "	1889	....
Receiver's Bonds for $1,200,000.	450,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,500,000	8	Jan. & July.	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	108
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	102½
3d Mortgage	434,000	7	May & Nov.	" "	1881	105
Albany Loan	933,000	6	" "	" "	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	3,889,000	7.3	Jan. & July.	New York.	1896	91
Special Mortgage to Penn.	3,500,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	6,000,000	7	April & Oct.	Phil. or Lond.	1900	83
American Central:						
1st Mort., guar. by C., B. & Q.	736,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage ($12,000 p. m.)	620,000	8*	Jan. & July.	Lond. or Ams.	1891	....
2d Mortgage for $1,200,000	700,000	7*	April & Oct.	New York.	1893	....
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
Atchison and Nebraska:						
1st Mortgage	3,750,000	8	March & Sept.	Boston.	1896	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,042,500	7*	Jan. & July.	New York.	1899	61½
Land Grant Mortgage (gold)	3,521,000	7*	April & Oct.	Boston.	1900	64½
1st Mort. (Wichita Branch) guar.	412,000	7*	Jan. & July.	"	1902	....
Consolidated Mortgage (gold)	976,000	7*	April & Oct.	N. Y. or Bost.	1903	25
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Georgia).	4,240,000	8	Jan. & July.	New York.	1900	64
Atlantic and Great Western:						
1st Mortgage (gold)	14,414,980	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	8,707,200	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	25,790,214	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1887	....
Sectional (S.A. & G.R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	....	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,836,500	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	1,958,500	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R.R.) assumed	7,189,000	6*	Jan & July.	" "	1888	....
1st Mort. (Central Div.) gold	1,189,500	6*	May & Nov.	" "	1891	....
Equipment Bonds	674,000	10	June & Dec.	" "	1883	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1901	....
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1886	....
Augusta and Savannah:						
1st Mortgage	129,500	7	....	Savannah.	....	....
Avon, Geneseo & Mt. Morris (Erie):						
1st Mortgage	20,000	7	Jan. & July.	New York.	1883	....
Bald Eagle Valley:						
1st Mortgage	360,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1853-'75	857,250	6	Jan. & July.	Baltimore.	1875	102½
Loan of 1850-'80	579,500	6	" "	"	1880	102½
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	101½
Loan of 1855-'90 (Balt.) skg fd.	3,461,146	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,620,320	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,498,016	6*	" "	"	1902	....
3d Mort. (N.W. Va. R.R.) assumed	140,000	6	Jan. & July.	Baltimore.	1885	96
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	90,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C., C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	96
Beloit and Madison (C. & N.W.):						
1st Mortgage (guaranteed)	306,000	7	Jan. & July.	New York.	1868	....
Belvidere Delaware:						
1st Mortgage } guar by C. &	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage } A. Co. and	499,500	6	March & Sept.	Philadelphia.	1885	87
3d Mortgage } Penn. R. R. Co.	745,000	6	Feb. & Aug.	"	1887	85½
Bingham Canyon & Camp Floyd:						
1st Mortgage	240,000	8*	Jan. & July.	.....	1903	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Albany loans (Alb. & W. Stk bge.)	106,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds (Western R. R.)	666,000	6	April & Oct.	"	1875	99½
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	"	1892	106½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage (Equalization)	248,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	168,000	7	" "	"	1890	....
Equipment Mortgage	350,000	8	Apr. and Oct.	"	1881	91½
Boston, Concord and Montreal:						
Sinking Fund Mortgage	624,000	6&7	Jan. and July.	Boston.	1889	....
1st Mortgage (22½ m.) convertible	150,000	6	" "	"	1876	....
1st Mortgage (22½ m.) "	200,000	6	" "	New York.	1875	....
Consol. Mortgage for $2,000,000.	966,400	7	Apr. and Oct.	Boston.	1893	105
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	23½
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	40
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,600,000	7*	" "	Boston.	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1892	104½
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	2,000,000	7	May and Nov.	Boston.	1893	105
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500,000	7	May and Nov.	Boston.	1891	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1906	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1886	....
Buffalo and Erie:						
Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" ")	3,000,000	7	Apr. and Oct.	" "	1898	99
Buffalo, New York and Erie:						
1st Mortgage (assumed by Erie)	2,000,000	7	June & Dec.	New York.	1877	90
Buffalo, New York & Phila.:						
1st Mortgage	2,296,000	6	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	281,500	10	.....	" "	1893	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage, stg., skg. fund	5,470,000	7*	May & Nov.	N. Y. & Lond.	1919	80
1st Mort., (gold) Mil. Div.	2,200,000	7*	Feb. and Aug.	" "	1902	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,898,350	7	April & Oct.	N. Y. & Bost.	1893	99
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	Boston.	1875	99½
Stock Bonds pref. 3d lien	566,000	8	" "	"	1878	....
Stock (common) Bonds	349,000	8	April & Oct.	N. Y. & Bost.	1879	102½
Stock (common) Bonds	356,500	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	430,500	8	" "	" "	1889	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,715,000	8	Jan. & July.	N. Y. & Bost.	1894	98
Bonds convertible until 1882	628,947	8	" "	Boston.	1888	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov.	Boston.	1896	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S.F.	8,000,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis (5 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1898	....
California and Oregon (Cen. Pac.):						
1st Mortgage (gold)	6,000,000	6*	Jan. & July.	New York.	'80-'91	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage (end. by Cen. Pac.)	1,600,000	6*	June & Dec.	" "	....	....
Camden and Amboy:						
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	100½
Loan of 1883	1,700,000	6	Feb. & Aug.	"	1883	104½
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	94
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	101½
Sterling Loan, S. F. (£262,000)	1,286,080	6*	Feb. & Aug.	London.	1880	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1883	105
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	100½
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	....
Canada Southern:						
1st Mort. (skg fd) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1908	65
Cape Girardeau and State Line:						
1st Mortgage (gold)	1,000,000	7	Jan. & July.	Cape Gir'deau	1891	....
Cape May and Millville:						
2d Mort. guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	....
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	1,500,000	6*	Jan. & July.	New York.	1922	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	600,000	8	May & Nov.	New York.	1879	98½
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	103
Chattel Mortgage	209,850	5	May and Nov.	"	'85-'89	....
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	198,000	7	April & Oct.	New York.	1884	83½
1st Mort. (W. to Minn. Line)	1,334,000	7	Jan. & July.	" "	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	....
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	....
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1896	....
Central of Georgia:						
1st Mortgage	993,000	7	March & Sept.	New York.	1875	....
General Mort. for $5,000,000	1,672,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	150,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July	New York.	1899	....
2d Mortgage, gold, $4,000 p. m.	925,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
Convertible bonds of 1872	3,612 700	7	May & Nov.	New York.	1902	103½
1st Mort (New) for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	110
Newark Branch Bonds	600,000	7	Jan. & July.	" "	1887	....
Loan of Leh.C. & Nav.Co.(asu'd)	2,310,000	6	J. A. J. & O	Philadelphia.	1897	....
Consol. Mort. for $25,000,000	5,000,000	7	" "	New York.	1899	....
Central Ohio (B. and O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	94
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95–'99	96½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	....
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	101
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury.	'95 '99	....
1st Mort. (Western Pacific) gold	2,736,000	6*	" "	New York.	899	87½
1st Mort. (Calif. & Oregon) gold	7,066,000	6*	" "	" "	892	....
1st Mort. (S. Fr., Okld & Ala.).	500,000	8*	" "	San Francisco	890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	15½
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	...
1st Mort. (Stan., Sheff. and Ch.	444,100	7	Jan. & July.	"	1887	62
Income and Extension Bonds.	1,008,600	8	May & Nov.	"	1902	....
Equipment Mort. (Vt. Central).	1,000 000	8	" "	"	'76–'77	56
Equipment Mort. (").	1,000,000	8	" "	"	1889	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	" "	"	1891	62½
Missisquoi R.R.(")	500,000	7	Jan. & July.	"	1891	39
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	....
Charleston and Savannah:						
1st Mortgage guar. by State	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,000,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	500,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	...
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
1st M.(gold) skg fd for $15,000,000	15,000,000	6*	May & Nov.	New York.	1899	51½
1st Mort. Extension.(cou. or reg)	2,124,000	7*	Jan. & July.	" "	1902	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "	" "	1880	....
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	100,557	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	307,000	6	Jan. & July.	Boston.	'75–'80	93½
Chester Creek (Phil. &Balt.Cent.):						
1st Mort., guar. by P., W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	1 0,000	7	May & Nov.	New York.	1877	....
1st Mortgage	2,406,000	7	Jan. & July.	" "	1893	111
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	100½
Consol. Bonds (£200 stg. each).	1,149,950	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	97
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
1st Mort. (Louisiana and Mo.).	4,300,000	7	Feb. & Aug.	" "	1900	88
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan & July.	New York.	1883	112½
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....
Loan of 1872	7,029,875	7	Jan. & July.	Boston.	1896	100
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Car. and Burl.) guar.	600,000	8	May & Nov.	" "	1879	93½
1st Mort. (Dix., Peo. & Han)guar.	800,000	8	Jan. & July.	" "	1888	....
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	Boston.	1890	90
1st Mort. (Keok. & St. Paul)guar.	1,000,000	8	" "	"	1879	....
1st Mort. (O., O. & Fox Rv.)guar.	1,241,000	8	Jan. & July.	N.Y. & Bost.	1900	99
1st Mort. (Peo. and Han.) guar.	600,000	8	" "	New York.	1878	....
1st Mort. (Quincy & War.) guar.	800,000	8	" "	N.Y. & Bost.	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	" "	Frankfort.	1890	....
Chicago and Canada Southern:						
1st Mortgage	2,500,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton and Dubuque:						
1st Mort. guar. C., B. and Q.	1,500,000	8	June & Dec.	Boston.	1896	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	Apr. and Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold	325,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p. m.	4,425,000	8	June & Dec.	Boston.	1896	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	N.Y. & Bost.	1901	90
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar.C&NW	568,200	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar.C.&NW	211,500	7	Feb. & Aug.	New York.	1893	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago and Milwaukee Railway:	$					
1st Mort., guar. by C. and N.W.	1,642,000	7	Jan. & July.	New York.	1898	93½
Chicago and Mich. Lake Shore:						
1st Mortgage	500,000	8	March & Sept.	New York.	1889	....
1st Mortgage	3,500 000	8	Jan. & July.	Boston.	1890	....
1st Mortgage	1,350,000	8	May & Nov	"	1891	....
1st Mortgage (on Bran'h)	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (Mil. and St. Paul R'y)	5,527,000	7	Jan. & July	New York.	1893	....
2d Mort. (" ")	1,191,000	7	April & Oct.	" "	1884	..
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	....	....
1st Mort. (East. Div. Palmer.)	781,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1897	77
1st Mort. (Minnesota Central.)	190,000	7	" "	" "	1870	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	85
1st Mort. (Iowa and Dak. Div.)	1 008,600	7	" "	" "	1870	72½
1st Mort. (Prairie duChien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	108
2d Mort. (" ")	1,315,000	7 8	" "	" "	1898	93
1st Mort. (Ills. and Iowa Div.)	37.000	7	Jan. & July.	" "	....	....
1st Mort. (Hast. and Dak. Div.)	1,350,000	7	" "	" "	....	72
Income bonds(Mil. and St.Paul)	20,000	7	April & Oct.	" "	....	....
Milwaukee City Loan	230,500	7	March & Sept.	" "	1873	....
1st Mort. (Mil. and Western)	234,000	7	Jan. & July	" "	1891	....
Real Estate Purchase	148,500	7	" "	" "	....	....
Equipment and Bridge Bonds	245,000	10	June & Dec.	" "	1883	....
Consol. Mort. for $35,000,000	.....	7	Jan. & July.	" "	1904	..
Chicago and Northwestern:						
Preferred sinking fund (193 m.)	1 242.700	7	Feb. & Aug	New York.	1885	102
General 1st Mortgage (193 m.)	3 588,000	7	" "	" "	1885	99
Funded coupons (193 m.)	743,300	7	May & Nov	" "	1883	97½
Appleton Ext. (23 m.& 76,000 ac.)	147,000	7	Feb. & Aug	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	282 000	7	" "	" "	1885	..
1st Mort. (Gal. & Chi. U.) 248 m.	1,693,000	7	" "	" "	1862	104
2d Mort. (Gal. & Chi. U) 248 m.	864,000	7	May & Nov	" "	1875	101
Elgin and State Line	128,000	6	Jan. & July.	" "	1878	....
Mississippi River Bridge	190,000	7	" "	" "	1884	....
1st Mortgage (Peninsula)	331,000	7	March & Sept	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	3,380,000	7	F. M. A. & N	" "	1915	89½
General Consol. Gold Bonds	8,995,000	7*	June & Dec	" "	1902	81½
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct	" "	1911	....
1st Mort. S.F.(Menominee Ext.)	2,700,000	7*	June & Dec	" "	1911	....
2d Mort. (Mil. & Chi.R. R.) guar.	97.500	7	" "	" "	1898	....
1st Mort. (Chic.& Mil.R.W.)guar	1,642,000	7	Jan. & July.	" "	1898	93½
1st Mort. (Bel.& Mad. R.R.)guar	306,000	7	" "	" "	1888	....
Chicago, Portage and Superior:						
1st M.s.f.(Chi. &N. Pac. Air-L.)	25,000pm	7*	June & Dec	New York.	1902	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $6,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	2,304,000	7*	Jan. & July.	Boston.	1903	.. ..
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund	9,000,000	7	Jan. & July.	New York.	1896	109
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1880	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago, Wisconsin & Canada:						
1st Mort. gold, skg fd for $410,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st Mortgage (gold) for $5,000,000	.....	7*	Jan. & July.	" "	1902	....
Chillicothe and Brunswick:						
1st Mort, guar.by St.L.,K.C.&N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863	1,250,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	400,000	8	June & Dec.	" "	1877	....
Cincinnati, Ham.& Ind.(C., H.& D.):						
1st Mort., guar. for $2,500,000	1,846,000	7	Jan. and July.	New York.	1908	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,120,000	7*	March & Sept.	New York.	1901	....
Cincinnati and Martinsville:						
1st Mort., guar. by I.,C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. and July.	New York.	1901	.. .
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.& D.	560 000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich.& Ft. Wayne(G.R.& I.):						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage	1,072,300	7	June & Dec.	New York.	1890	60
1st Mort. (San., Day. & Cin.)S.F.	990,000	6	Feb. & Aug	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1877	....
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	"	1901	....
Cincinnati and Springfield:						
1st Mortgage for $2,000 000(guar)	2,000,000	7	April & Oct.	New York.	1901	....
2d Mortgage	411,000	7	.....	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	2,000,000	7*	Jan. and July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,700,000	7	May & Nov.	New York.	1899	104
1st Mort. (C., C. and C. R. R.).	271,000	7	June & Dec.	" "	'74 '75	....
1st Mort. (Bell. and Ind. R.R.).	463,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500,000	.....	7	.....	" "	....	....
Clev.& Mahoning V.(A.& Gt.W.)						
3d (now 2d)Mort.(skg fund) 1856	487,900	7	March & Sept.	New York.	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 2d) Mortgage guar.	1,252,000	7	May & Nov.	New York.	1875	100½
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. and July	" "	1892	96½
Consol. sinking fund guar.	1,499,000	7	May & Nov.	" "	1900	103

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Mt. Vernon and Delaware:	$					
1st Mortgage gold	1,300,000	7*	Jan. & July.	New York.	1900	....
2d Mortgage	1,000,000	7	" "	" "	1902	....
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	101
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	106
2d Mortgage (" ")	860,000	7	April & Oct.	" "	1886	99
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central ($ ft. gauge):						
1st Mortgage	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. s&g fund	10,333,000	7	April & Oct.	New York.	1908	69½
2d Mortgage s&g fund	3,747,000	7	Feb. & Aug.	" "	1909	28
1st Mort. (Chic. and Gt.Eastern)	461,000	7	April & Oct.	" "	'93-'95	68
2d Mort. (" ")	344,400	7	Jan. & July.	" "	....	....
Income conv. (" ")	2,554 000	7	Feb. & Aug.	" "	1890	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	" "	" "	1890	....
1st M., s.f.(" ")	39,650	7	May & Nov.	" "	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	703,500	7	Jan. & July	" "	1883	....
2d Mortgage (Ind. Central)	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Loganspt & Bur.)	554,500	7	Feb. & Aug.	" "	1884	....
Income (" ")	74.024	7	" "	" "	....	....
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	" "	1905	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage s&g fund	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	469,100	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000	693,500	7	April & Oct.	Boston.	1893	96
1st Mortgage sinking fund	296.500	6	June & Dec.	"	1876	....
Coupon Notes	634,000	7	" "	"	'76-81	97
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	90
Connecticut River:						
1st Mortgage s&g fund	250,000	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free	2,674,000	7	Jan. & July.	N. Y. & Bost.	1900	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	921,000	6	March & Sept	Philadelphia.	1,2,3,4.	90½
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	95,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	160,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1906	....
Plain bonds	81,800	6	" "	"	1884	....
Danbury and Norwalk:						
Mortgage Bonds of 1870	100,000	7	Jan. & July.	New York.	1880	....
Mortgage Bonds of 1'70-'72	400,000	7	" "	" "	'90-'92	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1937	....
2d Mortgage	308,000	7	" "	"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage	2,000,000	7*	April & Oct.	New York.	1909	....
Davenport and St. Paul:						
1st Mort. gold s&g fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,885,000	7	Jan. & July.	New York.	1934	....
2d Mortgage, guar.	441,000	7	March & Sept.	"	1887	....
3d Mortgage, guar.	356,000	7	April & Oct	"	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	"	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	"	1870	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R.):						
1st Mortgage (assumed)	189,000	7	Jan. & July.	New York.	1895	....
1st Mortgage (")	468,000	6	" "	"	1895	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. and Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	Apr. and Oct.	New York.	1875	106
2d Mortgage	1,633,000	7	March & Sept.	" "	1881	106
Convertible Bonds	5,000,000	7	June & Dec.	" "	1892	106
2d Mort. (Lack. & Bloomsburg)	500,000	7	Apr. and Oct.	" "	1880	....
1st M. Ext.(" ")	400,000	7	March & Sept.	" "	1885	....
2d M. Ext.(" ")	200,000	7	May & Nov.	" "	1890	....
Denver & Boulder Val.(Den. Pac):						
1st Mortgage	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant	2,498,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, s&g fund tax free.	3,024,500	7*	May & Nov.	N.Y.L.&Ams.	1900	....
Des Moines and Ft. Dodge:						
1st Mortgage (coupon)	2,400,000	6	Jan. & July.	New York.	1904	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.)	2,330,000	8	May and Nov.	New York.	1902	....
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	1,826,000	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....
2d Mortgage, (coupon) guar.	300,000	8	Jan. & July.	" "	1881	....
Detroit, Lansing and Lake Mich.:						
1st Mortgage	3,219,000	8	April & Oct.	Boston.	1896	....
1st Mortgage (on Branches)	575,000	8	June & Dec.	"	1897	....
2d Mortgage	1,359,000	8	Feb. & Aug.	"	1893	....
1st Mort. (Ionia and Lansing)	770,000	8	Jan. & July.	New York.	1889	....
2d Mort. (" ")	81,000	8	May & Nov.	" "	1880	....
Detroit & Milwaukee(Gt.W.of Ca.):						
1st Mortgage, (D.& M.R.'y)	2,500,000	7	May & Nov.	New York	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	May & Nov.	" "	1875	....
1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1878	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1886	....
Bonds of Sept. 1, 1866	110,000	7	March & Sept.	" "	1886	....
Bonds of June 30, 1866	1 702,517	6-7	Jan. & July.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.& M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	100½
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	800,000	8	Jan. & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage tax free	882,000	7	Jan. & July.	New York.	1893	....
Dubuque Southwestern:						
1st Mortgage	450.000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred	78,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold)	1,200,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July	Philadelphia.	1885	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,900	7	March & Sept	Philadelphia.	1888	102
East Tennessee, Virginia & Ga.:						
1st Mort., s&g fund for $3,500,000	2,999,000	7	Jan. & July.	New York.	1900	89½
2d Mortgage	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Company Bonds (E.T.&Ga.,old)	635,000	6	Jan. and July.	" "	'80-'85	....
Company Bonds (" new)	135,400	6	" "	" "	1876	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	Boston.	1876	....
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1867-'87	890,000	7	March & Sept.	"	1887	92½
Loan of 1868-'88	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869-'89	500,000	6	May & Nov.	"	1889	....
Loan of 1872-'82	1,558,000	7	various.	"	1882	90½
Loan of 1873-'93	878,900	6	March & Sept.	"	1893	....
New Bonds	1,000,000	7	—— & ——	"	1892	....
Sterling Sink. Fd. Bonds	3,000,000	6*	March & Sept.	London.	1893	....
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1880	....
2d Mortgage	200,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1889	99
Income Mortgage guaranteed	570,000	5	April & Oct.	"	2862	....
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York	1897	103
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1870	....
3d Mortgage	4,582,000	7	" "	" "	1883	100½
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	97½
5th Mortgage convertible	709.500	7	June and Dec.	" "	1888	98
Buffalo Branch, 1st mortgage	182,000	7	Jan. & July.	" "	1891	....
Sterling loan (£1,000,000) conv.	4,580,000	6*	March & Sept.	London.	1875	....
1st Consol Mort. for $30,000,000.	12,076,000	7*	" "	NY&London.	1920	....
2d Consol. Mort. for $40,000,000.	15,000,000	7*	June and Dec.	London.	1894	....
Long Dock Co's. Mortgage	3,000,000	7	" "	New York.	1893	100
Convertible bonds	10,000,000	7*	April & Oct.	London.	1903	....
Erie and Pittsburg (Penn.):						
1st Mortgage	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,800	7	April & Oct.	" "	1890	....
Consolidated Mortgage	2,192,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	750,000	7	April & Oct	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6*	Jan. & July.	N.Y. & Lond.	1894	....
1st L.M.(& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1890	....
New Mortgage for $6,000,000	.....	.....	.....	.....	....	....
Evansville and Crawfordsville:						
1st Mortgage (51 miles)s&g. fund	302,000	7	Jan. & July.	New York	1887	....
1st Mortgage (109 m.)	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	775,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Prov.(B&P):						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1893	....
Fitchburg:						
Bonds of 1874 for $500,000	.....	7	.....	Boston.	1894	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)	2,210,000	8	March & Sept.	New York.	1888	....
Flint & Holly S. F. ($25,000 p.y.)	425,000	10	May & Nov.	" "	1888	....
1st Mort.(Bay C. & E.Sag.)guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.)	75,000	10	March & Sept.	New York.	1887	....
1st Mort. s&g.fd.(H., W.& Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
Consolidated Sinking Fund	1,771,000	8	May & Nov.	" "	1902	....
Construction Loan	280,400	8	Jan. & July.	" "	1870	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida:	$					
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....
Flushing, North Side and Central:						
1st Mort. (Flush'g and N. Side.)	1,825,000	7	May & Nov.	New York.	1901	....
1st Mort. (Central of L. I.)	1,000,000	7	.....	.....	....	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	135,000	7	Feb. & Aug.	" "	1887	....
Sterling Loan	1,500,000	6*	.....	London.	....	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	" "	"	1899	....
Framingham and Lowell:						
1st Mortgage	500,000	7	May & Nov.	Boston.	1891	89½
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremont, Elkhorn & Mo.(SC&P):						
1st Mortgage	690,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	104
2d Mortgage	945,000	7	May & Nov.	" "	1875	101
Galv., Harrisburg & San Antonio:						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	....
Geneva, Ithaca and Athens:						
1st Mortgage, skg. fd., guar.	600,000	7*	June & Dec.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	608,000	7	Jan. & July.	Augusta	'74-'90	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1883	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,224,000	7*	April & Oct.	" "	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	91½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,808	11,639,040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	....
Mortgage Bonds £547,000	2,735,000	5½	April & Oct.	"	'77-'78	....
New Bonds £1,000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	89
2d Mort., " "	2,500,000	7	May & Nov.	" "	1893	69
Green Bay and Minnesota:						
1st Mortgage	2,400,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1880	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,386,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples (T. W. & W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo. (T. W. & W.)						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	....
2d Mortgage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'77-'94	....
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Fifteen years' bonds (277 m.)	2,714,000	8	March & Sept.	" "	1885	88
1st Mort. (Q. & Palm. R. R. 15 m)	300,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R R 55m)	1,200,000	10	Jan. & July.	" "	1886	....
General Land Mortgage (277 m.)	642,000	7	April & Oct.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	101½
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	New York.	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	Brpt. & Bost.	1889	....
Equipment Bonds	150,000	7	.....	Bridgeport.	1883	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	7,479,000	7*	Jan. & July.	New York.	1891	....
1st Mortgage (Western Div.)	2,500,000	7*	" "	" "	1903	....
Consolidated Mortgage	2,700,000	8	April & Oct.	" "	1912	....
Hudson River (N.Y.Cen.& H.R.):						
2d Mortgage, sinking fund	1,794,000	7	June & Dec.	New York.	1885	108
Mortgage	169,000	7	May & Nov.	" "	1876	99½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	102
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	97½
Consolidated Mortgage	1,378,000	7	April & Oct.	"	1896	45
Illinois Central:						
Construction bonds, cur. skg f'd.	2,742,000	7	April & Oct.	New York.	1875	100½
Construction bonds, coin	332,000	6*	" "	N. Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Sterling Bonds, Sinking Fund	5,000,000	5*	" "	"	1903	....
Illinois Grand Trunk (C., B. & Q.):						
1st Mortgage guaranteed	960,000	8	April & Oct.	Boston.	1890	99
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mort. (Nor. Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	50
1st Mortgage Extension gold	2,000,000	7*	Jan. & July.	" "	1912	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis and Madison:						
1st Mort. assumed by J., M. & I.	897,000	7	May & Nov.	New York.	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage a.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	70
Convertible B'ds(")	1,473,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage (Hous. & Gt. N. RR.)	4,211,000	7*	Jan. & July.	" "	1900	....
Convert. B'ds(" ")	1,577,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) of 1858	1,000,000	7	April & Oct.	New York.	1888	35
1st Mortgage (I. C. & L. F.) of 1867	2,792,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,701,000	7	June & Dec.	" "	1899	....
1st Mortgage (Cin. & Indiana.)	499,000	7	" "	" "	1882	....
2d Mort. guar. (" ")	1,496,000	7	Jan. & July.	" "	'77-'87	....
Indianapolis and St. Louis:						
1st Mortgage	2,000,000	7	Jan. & July.	New York.	1919	....
1st Mortgage		7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	378,000	10	Jan. & July.	" "	1881	81
Ionia and Lansing (D., L. & L.M.):						
1st Mortgage traffic guar.	770,000	8	Jan. & July.	New York.	1880	....
2d Mortgage "	81,000	8	May & Nov.	" "	1886	....
Iowa Falls and Sioux City:						
1st Mortgage	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	55
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw (MC):						
1st Mortgage guar.	1,450,000	8	Jan. & July.	New York.	1885	98½
1st Mort. (Northern Ext.) guar.	848,000	8	May & Nov.	" "	1890	....
2d Mortgage guar.	289,000	8	March & Sept.	" "	1878	....
Consolidated Mortgage (236 m.)	18,000pm	8	" "	" "	1891	94½
Jacksonville, South West & S. East:						
1st Mortgage	610,000	7*	Jan. & July	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	3,000,000	8	" "	" "	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	468,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	84,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	897,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	.....	7*	Jan. & July.	New York.	1918	....
1st Mortgage (Ridgefield Park)	300,000	7	May & Nov.	" "	1912	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	336,000	8	Jan. & July.	New York.	1883	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1883	91
2d Mortgage not guaranteed	500,000	6	April & Oct.	"	1900	89
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L S & M So.	840,000	8	Jan. & July.	New York.	1888	94½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M. Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1889	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1880	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. and July.	N. Y. & Bost.	1889	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort. (St. Jo. & CB. 78 m) conv.	1,400,000	10	March & Sept.	" "	1902	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1888	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1888	....
Consolidated Mort. (260m.) conv.	887,000	8	March & Sept.	" "	1890	....
New Consol. Mort. for $8,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (L.L.&G)						
1st Mortgage for $1,000,000	720,000	10	May & Nov.	Boston.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	....
1st Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June & Dec.	" "	1896	....
1st M.(3dD.244.66m.& 3,000,000a)	6,432,000	7*	May & Nov.	N. Y. L. & F.	1899	....
1st Mort. (1,000,000 acres).....	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mort. (2,000,000 acres)gold...	1,751,750	7*	Jan. & July.	N. Y., L. & F.	1880	....
2d Mort. (")gold...	1 500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1898	....
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	....
Kent County (Del.)						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexingtou)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Kentucky and Great Eastern:						
Bonds for $2,200,000.....	15,000pm	7*	Feb. & Aug.	New York.	1892	....
Keokuk and Des Moines:						
1st Mortgage.....	1,895,000	7	April & Oct.	New York.	1904	...
Funded Interest.....	258,720	8	" "	" "	1884	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	1,000,000	8	April & Oct.	Boston.	1879	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1877	....
Laf., Blooming. & Miss.(TW & W):						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW & W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Erie and Louisville:						
1st Mortgage...	300,000	7	April & Oct.	New York.	1892	...
2d Mortgage.....	590,000	7	Jan. & July.	" "	1902	....
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)....	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	1,600,000	7	April & Oct.	New York.	1879	....
Consol. Mort., S.F., Registered.	4,250,000	7	J. A. J. & O.	" "	1900	100
Consol. Mort., S.F., Coupon....	1,200,000	7	Jan. & July.	" "	1900	102
2d Consol. Mort. for $25,000 000.	.....	7	June & Dec.	" "	1903	91½
Bonds of 1882 (Reg. & Coupon)	5,205,000	7	April & Oct.	" "	1882	....
Lake Shore Dividend Bonds....	1,498,000	7	" "	" "	1899	99
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	" "	1880	101
3d Mort. (" ")	1,000,000	7	April & Oct.	" "	1892	....
1st Mort. (Mich. So. & Nor. Ind.)	5,256,000	7	May & Nov.	" "	1885	104½
2d Mort. (" ")	2,692,000	7	" "	" "	1877	100
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	106
2d Mort. (" ")	860,000	7	April & Oct.	" "	1886	98
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" ")	3,000,000	7	April & Oct.	" "	1898	99
1st M. (Det't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1876	100½
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1858	94½
1st M. (Jamestown & Franklin)	468,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage.....	696,000	7	.....	" "	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	NY.-Bost.-Ph	1900	45
1d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,147,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	855,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	....
1st Mort.(K. C. & San. Fe)guar.	720,000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (new loan).....	4,875,000	6	June & Dec.	Philadelphia.	1898	101½
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	107
General Mort. for $40,000,000...	5,000,000	6*	June & Dec.	London.	1923	....
Lewisb. Centre & Spruce C.(Pa R):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A. & P.):						
1st Mortgage gold	1,000,000	6*	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds.....	500,000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1890	....
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	6
Land Grant sinking fund.....	3,780,000	7	April & Oct.	" "	1900	5½
Little Rock, Pine Bl. & N. Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	4
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Skg. Fd.....	750,500	7	Apr. and Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wsta Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	90
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)....	150,000	6	May & Nov.	"	1893	....
General Mortgage.....	775,000	7	" "	New York.	1899	....
Louisiana & Mo. Riv. (Ch. & Al):						
1st Mortgage.....	4,300,000	7	Feb. & Aug	New York.	1900	83
Louisville, Paducah and S. W.:						
1st Mortgage.....	3,000,000	8	March & Sept	New York.	1890	....
2d Mortgage.....	900,000	7	May & Nov.	" "	1893	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Bonds to State of Kentucky....	74,519	6	Jan. & July.	New York.	Perp.	....
1st Mortgage for Cincinnati Br..	3,000,000	7	" "	" "	1897	....
2d Mortgage for $1,000,000.....	878,000	8	April & Oct.	" "	1900	....
Louisville Loan.....	100,000	6	Jan. & July.	" "	1881	....
1st Mort. (Louisville & Frankf't)	39,000	6	" "	" "	'73-'75	....
1st Mort. (Louis., Cin. and Lex.)	21,000	8	April & Oct.	" "	1902	....
1st Mortgage (Shelby R. R.)....	88,500	8	June & Dec.	" "	1881	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.).	326,000	7	Jan. & July.	New York.	1876	....
1st Mortgage (Memp Br.46.37m.)	96,000	7	May & Nov.	Louisville.	1875	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	"	'80-'85	....
1st Mort. (Memphis and Ohio)..	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,425,000	6*	Feb. & Aug.	" "	1902	....
Consol. M. for $6,000,000(392 m.).	6,814,000	7	April & Oct.	" "	1898	86
Louisville Loan..... ...	849,000	6	" "	" "	'86-'87	....
Louisville Loan (Lebanon Br.).	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	....
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1892	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R..	300,000	7	Jan. & July.	New York.	1877	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1887	....
Construct. Mort. end. by Ga. RR.	370,000	7	" "	" "	1879	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.....	1,800,000	7	Jan. & July.	New York.	1887	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1889	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7*	April & Oct.	New York.	1890	...
Maine Central:						
Consolidated Mortgage.....	545,800	7*	April & Oct.	Boston.	1912	....
$1,100,000 Loan, tax free.....	756,850	7*	Jan. & July.	"	1898	91
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150,000	6*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
1st Mortgage (Ken. & Portland.)	217,300	6	April & Oct.	Augusta.	1885	....
Consol. (Port. & Kennebec.) Loan	1,166,700	6	" "	Boston.	1895	....
2d Mort. (Somerset & Kennebec)	280,000	6	June & Dec.	"	1876	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C. & F.):						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	88
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	104½
2d Mortgage Dollar.....	2,500 000	7	May & Nov.	"	1896	93
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	82
4th Mortgage.....	2,004,000	8	April & Oct.	"	1906	....
1st Mort. (Scioto & Hock. Val.).	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	....
Marquette, Houghton & Ontonagon:						
Income Bonds (Marq. & Ont.)..	150,000	8	Jan. & Dec.	New York.	1875	....
1st Mortgage (")..	1,760,000	8	" "	" "	1892	....
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1892	....
Consolidated Mortgage.....	1,454,000	8-10	Various.	" "	92-'03	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400,000	6	Jan. & July.	Boston.	1880	90
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	...
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V. & D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	...
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1890	....
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	....
Tennessee State Loan.....	1,314,142	6	" "	" "	....	....
Income Bonds.....	600,000	10	March & Sept.	" "	'73-'78	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
2d Mortgage.....	1,000,000	8	.....	" "	....	....
Michigan Air Line (Mich. Cent.):						
1st Mort. (E. Div.) assumed....	200,000	8	May and Nov.	New York.	1890	98
Michigan Central:						
1st Mortgage, convertible.....	356,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	111
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	104½
1st Mort. (M. Air L. W. D.)assu'd	1,900,000	8	Jan. & July.	" "	1890	102½
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S. & M.S.	5,256,000	7	May & Nov.	New York.	1885	104½
2d Mort. " "	2,692,000	7	" "	" "	1877	100
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee and St. Paul—						
See Chicago, Mil. & St. Paul.						
Milwaukee, Lake Sh. & Western:						
1st Mortgage.....	3,000,000	7*	June & Dec.	New York.	1902	....
Milwaukee and Northern:						
1st Mortgage.....	1,625,000	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage.....	320,000	10	Jan. & July.	Detroit.	1890	....
Minneapolis & Duluth (L.S. & M.)						
1st Mortgage gold, guaranteed..	400,000	7*	Apr. and Oct.	New York.	1911	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St.L. (L.Sup.& M.):	$					
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	Detroit.	1890	....
Mississippi Cent.(N.O.StL.&Chi.):						
1st Mortgage	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,70[illegible],500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	2,040,000	7*	Jan. & July.	.....	1900	....
Mississippi and Tennessee:						
1st Mortgage	660,000	7	April & Oct.	Memphis.	1876	....
Consolidated Mortgage	1,754,000	8	Jan. & July.	"	'81-'98	....
Tennessee State Loan	430,547	6	.....	"	....	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	800,080	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	3,220,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S.F.	382,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	....
Additional Consol. Mort.	2,500,000	7	" "	" "	1905	....
Further Add. Consol. Mort.	600,000	7	" "	" "	1906	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	50
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mortgage	300,000	8	" "	New York.	1889	....
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....
2d Mortgage	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage Sterling	5,732,000	6* 8*	May & Nov.	Mob. & Lond.	1883	....
Interest bonds	1,532,000	8	" "	Mobile.	'76-'83	....
Sterling Interest bonds	769,920	6*	" "	London.	1883	....
Tennessee Subsidy Bonds	1,685,000	7*	Jan. & July.	N.Y. & Lond.	1901	....
Special Mort. (Gainesville Br'h)	83,000	8	May & Nov.	Mobile.	...	....
2d Mortgage	1,453,858	8	March.	"	1877	....
Consol. Mort. for $15,000,000	.....	7*	Jan. & July.	N.Y. & Lond.	1904	....
Convertible 6 per cent. bonds	847,075	8	M. J. S. & D.	New York.	....	....
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage	780,000	7	.....	" "	....	....
Income Mortgage	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage	127,000	7	May & Nov.	New York.	1888	....
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....
1st Mortgage not endorsed	330,000	8	June and Dec.	" "	1900	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	109
2d Mortgage guar.	3,000,000	7	Feb. & Aug	" "	1891	103
Convertible bonds	383,800	7	Jan. & July.	" "	1900	95
Construction bonds of 1871	640,000	7	April & Oct.	" "	1889	99½
General Mortgage	2,975,000	7	" "	" "	1901	....
Special "	1,029,000	7	.....	" "	....	....
Nashville, Chattanooga & St.Louis:						
1st Mort., endorsed by Tenn.	1,450,000	6	Jan. & July.	New York.	'74-'83	....
2d Mort. (Government Subsidy)	1,000,000	4	" "	"	'81-'91	....
New Mortgage	5,800,000	7	" "	"	1913	....
Nashville and Decatur(L.&Nash.):						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	103,000	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (C. of N.J.):						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	860,000	7*	May & Nov.	New York.	1889	....
New Bedford:						
1st Mort. (New Bed. &Taunton)	171,500	6	Jan. & July.	Boston.	1881	....
New Issue for $360,000	285,000	7	" "	"	1894	....
Newburyport:						
1st Mortgage	300,000	...	.....	.....	....	....
New Haven and Derby:						
1st Mortgage	525,000	7	Various.	New Haven.	'98-'00	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage	880,000	7	.....	" "	1881	....
New Haven and Northampton:						
1st Mortgage	1,000,000	7	Jan. & July.	N. Y. & N. H.	1900	....
Convertible bonds, tax free	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfie'd bonds	200,000	7	" "	" "	1891	....
New Jersey Midland (NY.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug	New York.	1895	....
2d Mortgage	1,500,000	7	" "	"	1881	....
New Jersey and New York:						
1st Mortgage	500,000	7*	March & Sept.	N.Y. or Lond.	1903	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov.	New York.	1889	....
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1888	....
2d Mortgage	1,000,000	7	March & Sept.	"	1881	....
Consol. Mort. for $7,000,000	5,300,000	7	April & Oct.	"	1903	....
Income Mortgage	750,000	7	" "	"	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	3,000,000	7*	May & Nov.	New York.	1900	....
New London Northern(Cen. Vt.):						
1st Mortgage	300,000	6	April & Oct.	New York.	1895	....
2d Mortgage	600,000	7	June and Dec.	"	1892	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
N.O.,Jack.&Gt.N. (N.O.StL.&C.):	$					
1st Mortgage	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000	1,500,000	8	April & Oct.	" "	1890	....
Consol. Mort. for $8,000,000	3,000,000	7*	Jan. & July.	" "	1912	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N.Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,825,000	8	" "	" "	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12 250,000	6,617,500	7*	Feb. & Aug.	N.Y. or Lond.	1903	....
New York & Canada (D.&H.C.):						
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	...
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	5,936,626	6	May & Nov.	New York.	1883	98
Bonds for debts assm'd (N.Y.C.)	1,514,000	7	Feb. & Aug.	" "	1876	102
Bonds for B.&N.F. stk (")	74,500	6	May & Nov.	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	91
Bonds for Real Estate (")	162,000	6	" "	" "	1883	97
Bonds of 1854 renewed (")	2,431,000	6	June & Dec.	" "	1887	100
2d Mort. (Hudson River) S. F.	1,794,000	7	" "	" "	1885	108
3d Mort. (")	159,000	7	May & Nov.	" "	1875	....
Bonds of 1871, tax free	1,950,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $30,000,000	3,904,000	7	Jan. & July.	" "	1903	112½
1st Mort., reg'd }		7	" "	" "	1903	112
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York and Harlem:						
Consolidated Mortgage of 1863	103,000	6	Feb. & Aug.	New York.	1893	...
Sinking Fund Mortgage of 1861.	108,899	7	Jan. & July.	" "	1881	...
Consolidated Mort. of 1872	6,822,000	7	May & Nov.	" "	1900	108
N. York, Housatonic & Northern:						
1st Mortgage	249,000	7*	April & Oct.	New York.	1902	...
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000	2,500,000	7*	Jan. & July.	New York.	1902	...
New York, N. Haven & Hartford:						
1st Mort. (N. Y. and N. Haven)	1,050,500	6	April & Oct.	New York.	1875	100½
1st Mort.(Harlem & Portchester)	1,000,000	7	.....	" "	1903	....
New York and Oswego Midland:						
1st Mortgage gold, tax free	3,000,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage convertible	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible	1,500,000	7	" "	"	1896	....
3d Mort., Equipment	3,800,000	7	.....	"	....	....
1st Mort., (West. Extension)	2,425,000	7	.....	"	....	....
Consolidated Mortgage	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
1st Mortgage	75,000	6	Feb. & Aug.	New York.	1878	....
Improvement Bonds	100,000	7	Jan. & July.	"	1876	....
Extension Bonds	250,000	6	May & Nov.	"	'78-'81	....
General Mort. for $1,000,000	777,000	7	Jan. & July.	"	1890	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Carolina:						
1st Mortgage	375,000	8	May & Nov.	Co's Shops,NC.	1878	....
North Eastern (S. Car.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	225,500	8	" "	"	1899	....
North Missouri (St.L.,K.C. & N.):						
1st Mortgage	6,000,000	7	Jan. & July.	New York.	1895	98
North Pennsylvania:						
1st Mortgage	2,159,500	6	Jan. & July.	Philadelphia.	1885	103
2d Mortgage	1,500,000	7	May & Nov.	"	1896	102½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	105½
General Mortgage	436,500	7	Jan. & July.	"	1903	....
North Shore (Flush.,N.S. &Cent):						
1st Mortgage	155,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage Coupon	2,500,000	6	Jan. & July.	Baltimore.	1885	95½
3d Mortgage Coupon	1,223,000	6	April & Oct.	Phila. & Balt.	1900	87
3d Mort. (York & Cumb.) guar.	500,000	6	Jan. & July.	Baltimore.	1877	....
Income Mortgage conv.	1,000,000	7	April & Oct.	Harrisburg.	1880	....
Income Mort. coupon	3,000,000	7	Jan. & July.	"	1922	....
Consol. Mort. coupon	2,520,000	6*	" "	Baltimore.	1900	93½
Consol. Mort. registered	205,000	6*	April & Oct.	"	1900	....
Consol. Mort. S. F.	2,000,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	Jersey City.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands gold	30,000,000	7.3*	Jan. & July.	New York.	1900	23½
Northwestern Virginia:						
3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	....
Northwestern Union (C. & N.W.):						
1st Mortgage	3,500,000	7*	.....	New York.	....	....
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan, skg. fd.	400,000	6	Jan. & July.	Boston.	1877	....
Construction Bonds	150,000	7	" "	"	1877	....
Nyack and Northern:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1900	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	83½
Sinking Fund Bonds	488,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,000	7	Jan. & July.	New York.	1898	96
Consolidated S. F. Mortgage	3,556,000	7	" "	" "	1898	97½
Consolidated Mort., Sterling	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,672,000	7	April & Oct.	New York.	1911	80
Income and Funded Debt Bonds	174,000	7	" "	New York.	1883	....
Debenture Sinking Fund Bonds	180,000	7	May & Nov.	New York.	1888	....
Oil Creek and Allegheny River:						
1st Mortgage (J. O. R. R.)	630,000	7	Feb. & Aug.	Philadelphia.	1896	70
1st Mort. (Warren & Franklin).	1,600,000	7	April & Oct.	" "	1883	....
1st Mort. (Union & Titusville).	500,000	7	Jan. & July.	" "	1890	....
Consolidated Mortgage	1,100,000	7	May & Nov.	" "	1888	50

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Old Colony:	$					
Plain Bonds	1,000,000	4	March & Sept.	Boston.	1876	99¼
Plain Bonds	32,000	5	" "	"	1884	....
Plain Bonds	458,000	6	April & Oct.	"	1875	99¾
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101½
New Bonds for $3,000,000	1,192,000	7	March & Sept.	"	1894	104½
Omaha and Northwestern:						
1st Mort. Land Grant, Gold	16,000pm	7.3*	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,034,000	8	June & Dec.	Boston.	1898	85
Orange, Alex. and Manassas— See Wash. C., Va. Mid. & Gt. So.						
Oregon and California:						
1st Mortgage gold	10,950,000	7*	April & Oct.	New York.	....	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (C., M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R. W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D. L. & W.):						
1st Mortgage, guaranteed	201,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by C., B. & Q.	1,241,000	8	Jan. & July.	N.Y. & Bost.	1900	99
Owensboro' and Russellville.						
1st Mortgage for $1,500,000	1,500,000	8	Feb. & Aug.	New York.	1892	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	90
2d Mortgage sinking fund	2,873,000	7	Jan. & July.	" "	1891	80½
Income Bonds	1,154,600	7	" "	" "	1892	....
St. Louis County Debt	700,600	7	Monthly.	St. Louis.	1886	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	500,000	6*	April & Oct.	" "	1893	....
1st Mort. (Leav., Atch. & N.W.)	500,000	7	" "	" "	1889	....
1st Mort. (Lex. & St. Louis) gold	900,000	6*	Jan. & July.	" "	1887	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,541,000	7*	Feb. & Aug.	New York.	1902	....
Panama:						
1st Mortgage, stg £19,850	98,850	7*	April & Oct.	London.	1875	...
General Mortgage, stg £597,800.	2,889,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage gold, S. F.	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur (TW & W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	....
Pemberton & Hights. (UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Peninsular (Mich.) Railway:						
1st Mortgage gold (S.F.) 1st series	1,800,000	7*	May & Nov.	N.Y. or Lond.	1899	...
1st Mortgage gold (S.F.) 2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mort. (Harrisb'g to Pittsb'g)	4,970,000	7	Jan. & July.	Philadelphia.	1880	103½
2d Mort (" ")	2,583,600	6	April & Oct.	"	1875	100½
2d M. stg (" ")	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup. & reg.)	19,558,780	6	J. A. J. & O.	Philadelphia.	1910	96½
Consolidated Mortgage	8,245,000	6*	Jan. & July.	London.	1905	....
State lien for $7,500,000, skg f'd	5,401,675	5	April & Oct.	Philadelphia.	'74-'90	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	300,000	7	April & Oct.	"	1891	....
Pennsylvania & New York (L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	102
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val (C. B. I. & P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	....
2d Mortgage	150,000	10	Jan. & July.	New York.	1900	....
Perkiomen (Phila. and Rdg):						
1st Mortgage, guaranteed	619,000	6	April & Oct.	Philadelphia.	1897	84
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'93	....
2d Mortgage	500,000	8	" "	" "	1902	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	" "	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	....
1st Mortgage	5,000,000	6	" "	"	1881	92
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	86
General Mort. for $20 000,000	7,252,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Loan of 1868	1,138,900	6	Jan. & July.	Philadelphia.	1893	80½
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	101½
Mortgage Loan of 1868	3,700,000	7	Apr. and Oct.	"	1893	105
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,608	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	106
Consolidated Mortgage June 1, 1871. — Dollar registered	3,414,000	7	" "	"	1911	106
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	....
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	668,000	6*	" "	" "	1911	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	382,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv.	6,690,985	7	Jan. & July.	"	1893	105½
New Improvement Mort. Loan.	6,631,615	6*	Apr. and Oct.	Phil. or Lond.	1897	....
Gen'l Mort. stg. S. F. ($60,000,000)	10,000,000	6*	" "	" "	1899	....
Mort. (Coal and Iron Co.) guar.	18,418,500	7	May and Nov.	" "	1892	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Philadelphia, Wilmington & Balt.:	$					
Mortgage Loan, convertible	318,500	6	Jan. & July.	Phila. & Bost.	1884	96¾
Loan of 1866	400,000	6	April & Oct.	" "	1876	....
Loan of 1867	1,000,000	6	" "	" "	1887	....
Loan of 1872	500,000	6	" "	" "	1892	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	231,800	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1864	70½
2d Mortgage	6,000,000	7	April & Oct.	Philadelphia.	1913	....
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	"	1900	74
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	111½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	104½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	98
Bridge (O. & P. R. R.) bonds	111,000	7	May & Nov.	Philadelphia.	1876	....
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1877	....
Equipment bonds	1,000,000	8	March & Sept.	"	1879	....
Pittsburg, Va. and Charleston:						
1st Mortgage	700,000	7	April & Oct.	New York.	1902	....
Pittsburg, Wash'gton & Baltimore:						
1st Mort. (Pittsb. & Conn'lsville)	4,000,000	7	Jan. & July.	Baltimore.	1898	86
2d Mort. do. (Balt. Loan)	5,000,000	6	May & Nov.	"	1902	....
1st Mort. (Turtle Cr. Div. 10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Real Estate Mortgage	100,000	6	.....	Baltimore.	1883	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	20,000 pm	7*	Jan. & July.	New York.	1901	....
Port Huron and Lake Michigan:						
1st Mortgage gold, for $1,800,000	1,800,000	7	May & Nov.	New York.	1899	....
Portland & Ogdensb. (Me. & N.H.):						
1st Mort. (Maine Section) gold	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	3,300,000	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	2,300,000	6*	May & Nov.	N.Y. & Bost.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort. (Portland Loan) skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien)	357,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan)	350,000	7	Mar. & Sept.	"	1891	...
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	" "	1880	....
Portsmouth, Gt. Falls & Conway:						
1st Mort., guar. by Eastern R.R.	470,000	7	May & Nov.	Boston.	1893	...
Poughkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	644,500	7*	Jan. & July.	New York.	1910	....
2d Mortgage	78,000	7	" "	" "	....	....
Providence and Worcester:						
1st Mortgage	500,000	6	Jan. & July.	Providence.	1880	....
Stoughton Branch bonds	1,000,000	6	" "	"	....	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	1,000,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Palmyra:						
1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	....
Reading and Columbia (P. & R.):						
1st Mort., Coupon, guaranteed	650,000	7	March & Sept.	New York.	1882	....
2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
2d Mortgage	300,000	7	Jan. & July.	Troy.	1880	104
3d Mortgage	150,000	7	" "	"	1887	....
1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	....
1st Mort. (Troy, Salem & Rut.)	500,000	7	May and Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Consol. Mort. for $2,000,000	1,925,000	7	May and Nov.	" "	1921	....
Richmond and Danville:						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	1880	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
1st Mort. (Peidmont Branch)	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N.C.)	500,000	6.7	April & Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage	1,768,000	6	May and Nov.	New York.	'75-'90	65½
Rich., Fredericksburg & Potomac:						
Sterling Loan	$7,771	6*	Jan. & July.	London.	1875	....
Dollar Loan	175,428	7	" "	Richmond.	1875	....
Dollar Loan, Coupon	295,500	6	" "	"	1881	....
Dollar Loan	124,490	6	various.	"	1875	....
Richmond and Petersburg:						
1st Mort. (Coup. and Register'd)	130,500	7	June & Dec.	Richmond.	1875	....
2d Mortgage (Coupon)	175,000	8	Apr. and Oct.	"	'80-'86	....
Rockford, R. Island & St. Louis:						
1st Mortgage tax free	9,000,000	7*	Feb. & Aug.	N.Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, (W. & R.) Skg Fund	799,000	7	March & Sept.	New York.	1880	....
2d Mortgage	480,000	7	Jan. & July.	" "	1902	....
General Mort. S. F.	1,050,500	7	June & Dec.	" "	1891	....
Consol. Mort. conv. till 1879	2,000,000	7	Apr. and Oct.	" "	1904	....
Rutland (Cen. Vt. & Vt. & Can.):						
Equipment Mortgage, tax free	500,000	7	May and Nov.	Boston.	1880	....
Equipment Mortgage	500,000	8	March & Sept.	"	1890	65½
General Mort.	1,500,000	8	May and Nov.	"	1902	64½

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st Mortgag	340,000	8	May & Nov.	Saginaw.	1892	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1890	....
1st M.(W.D)land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	6	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	103
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	86
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	73½
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	91½
2d Mort. (" ")	4 622,000	7*	May & Nov.	" "	1897	71
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1895	....
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	....
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	648,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	86½
New Mortgage	3,000,000	7	March & Sept.	" "	1899	....
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv	2,207,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen.&Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	1,000,000	7	March 1.	Pittsburg.	1901	....
St. Paul and Iowa Southwestern:						
1st Mortgage	4,500,000	7*	May & Nov.	.....	1908	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. P. to Sauk Rap.) 80m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
1st M. (W.Line) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (W.Line) R. R. & Lands.	9,000,000	7*	" "	"	....	....
1st Mort. (St. Paul and Pac.)l.g.	16,000,000	7*	.....	"	....	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage	226,000	6	Feb. & Aug.	Boston.	1878	....
Sand., Manafield & Newark(B&O.)						
1st Mortgage guaranteed	2,309,733	7	Jan. & July.	New York.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A & G):						
Sectional Mort	310,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav.& Char.)	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar	152,000	7	Jan. & July.	Macon.	1901	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	...
Schenectady & Susq.(D.&H.Can.)						
1st Mortgage gold, tax free	400,000	7*	Jan. & July.	New York.	1900	....
Schoolcraft & Three R. (LS& MS):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	...
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	91
Sheboygan and Fond du Lac:						
1st Mortgage	720,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.).						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y.,N. H. & Hart.)						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	....
Sioux City and Pacific:						
1st Mortgage gold	1,628,000	6*	Jan. & July.	Boston.	1898	..
2d Mort. (Gov. Subsidy)	1,628,200	6	" "	U.S. Treasury.	1898	....
Somerset & Kennebec(Me.Cent.):						
1st Mortgage gold	200,000	7*	June & Dec.	Boston.	1876	....

Description of Bonds.	Amount.		Interest Payable. When.	Interest Payable. Where.	Due.	Price.
South Carolina:	$					
1st Mortgage Sterling	1,486,333	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	897,000	7	" "	New York.	'82-'88	....
2d Mort. for $3,000,000	615,500	7	April & Oct.	" "	1902	....
Domestic (G) Bonds	111,000	6	Jan. & July.	Charleston.	1874	....
Domestic (I) Bonds	1,296,500	7	April & Oct.	"	1891	....
Domestic (K) Bonds	76,000	6	Jan. & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	" "	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1883	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,100,000	...	May & Nov.	London.	....	....
South Pacific (Atl. and Pac.):						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	175,000	6	April & Oct.	Boston.	'80-'81	....
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	621,000	6	" "	" "	'84-'90	....
3d preferred bonds	452,800	6	" "	" "	'84-'90	....
Southern Central (N.Y.):						
1st Mortgage, skg fund conv	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage	800,000	7	March & Sept.	"	1882	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
1st Mort., Sink. Fund	1,500,000	7	May & Nov.	"	....	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,240,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	10,040,000	6*	April & Oct.	New York.	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv	300,000	7	"	"	'72'-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	345,000	7	Jan. & July.	Boston.	'83-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	2,400,000	7*	Feb. & Aug.	New York.	1899	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	444,100	7	Jan. & July.	Boston.	1887	....
Sullivan (Central Verm.):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1881	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	600,000	7	Jan. & July.	Philadelphia.	1904	85
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Swedesboro (West Jersey):						
1st Mortgage, guaranteed	200,000	6	June & Dec.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L.&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	"	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1878 for $1,600,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage S. F. Gold	40,000pm	6*	June & Dec.	N.Y. or Lond.	1912	....
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1890	81
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	71
2d Mort.conv.(")	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $6,200,000	1,500,000	7	May & Nov.	" "	1910	40
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	50
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	....
1st Mort. (L.Erie, Wab. & St.L.)	2,800,000	7	" "	" "	1890	93
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1888	89
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	96½
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1883	....
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	75
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	" "	1878	73
2d Mort. (Wabash & Western)	1,500,000	7	" "	" "	1878	....
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	69
Equipment (Toledo & Wabash)	600,000	7	" "	" "	1883	..
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	" "	1907	56
Consol. 2d mort. gold	2,186,000	7*	Feb. and Aug.	" "	1893	....
Traverse City (Gr. Rap. and Ind.):						
1st Mortgage	250,000	7	Feb. and Aug.	New York.	1903	....

AMERICAN RAILROAD BOND LIST.

The Letter (g) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Troy & Bennington (T. & B.):	$					
1st Mortgage sk'g fund, guar....	59,700	7	Jan & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1800	....
Troy Union (and Depot):						
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....
Tuckerton:						
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free.....	27,213,000	6g	Jan. & July.	N. Y. & Bost.	'96-'99	92¼
1st Mort. Land Grant	8,578,000	7	Apr. and Oct.	" "	1887	89
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund.....	10,000,000	8	March & Sept	New York.	1894	77¾
Omaha Bridge B'ds, stg.£500,000	2,500,000	8g	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free.....	1,600,000	6g	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S.Treasury.	'96-7-8	....
Union Pacific, S. Br. (M.K.&T.):						
1st Mortgage gold, sk'g fund.....	3,220,000	6g	Jan. & July.	New York.	1890	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1800	....
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan'a)	3,000,000	6	March & Sept.	Philadelphia.	1901	...
Sterling Loan £369,200 (U. Co's)	1,846,000	5g	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6g	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1888 (Un'ted Comp'a)	154,000	6	Feb. and Aug.	"	1888	....
Bond to State of N. Jer.(U.Co's)	500,000	7	(Due 90 days	after demand.)		....
Loan of 1875 (Joint Companies)	675,000	6	Apr. and Oct.	Philadelphia.	1875	100¼
Steri'g S.F. £262,000 (C. &Am.'	1,310,000	6g	Feb. and Aug.	London.	1880	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	94¾
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	94
Mortg. Loan(" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	101¾
Loan of '75 (N.J. R.R. &T. Co.)	300,000	6	Feb. and Aug.	New York.	1875	....
Loan of '78 (" " ")	450,000	6	" "	" "	1878	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage.....	200,000	7	Jan. & July.	N Y.& Utica.	1878	....
Bonds of 1871 (2d issue).....	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, sk'g fund....	25,000pm	7g	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	96¾
Convertible bonds, tax free.....	200,000	7	" "	"	1879	....
Convertible bonds.....	150,000	7	" "	"	1885	103¾
Vicksburg and Meridian:						
General Mortgage 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....
General Mortgage 2d series (blue).....	850,000	7	" "	"	1890	....
General Mortgage 3d series (black).....	138,000	7	" "	"	1890	....
General Mortgage 4th series (not end.)..	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871.....	213,000	8	Jan. and July.	"	1880	....
Vineland:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	...
Virginia & Tennessee(A.M.& O.):						
Enlarged Mortgage	990,000	6	Jan. and July.	N.Y.&Lynch.	1884	80
4th Mortgage.....	870,000	6	March & Sept.	" "	1900	78
Registered Certificates.....	118,295	6	Jan. and July.	" "	1875	....
Funded Interest	226,300	6	" "	" "	1880	....
Income Mortgage (fundable)....	93,500	6	" "	" "	1886	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free.....	810,500	7g	Apr. and Oct.	New York.	1901	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1878	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed.....	1,500,000	7	Apr. and Oct.	Philadelphia.	1882	....
Warwick Valley (Erie):						
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....
Wasatch and Jordan Valley:						
1st Mortgage.....	150,000	9g	May and Nov.	New York.	1898	....
Wash'gton City, Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	79¾
2d Mort. (" " ")	250,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	83¾
2d Mort. (" " ")	1,200,000	6	Jan. and July	"	1875	....
3d Mort. (" " ")	600,000	8	May and Nov.	"	1873	77
4th Mort. (" " ")	700,000	8	March & Sept.	"	1880	69¼
Funded Coupons (do.)	722,664	...	....	"	....	....
1st Mort. (Lynchb'g & Danville)	521,000	...	Apr. and Oct.	"	1896	....
Virginia State Loan.....	249,962	7	Jan. and July.	"	'92-'93	....
Washington and Ohio:						
1st Mort. (Alex., Lou. & Ham.)	47,000	7	May and Nov.	New York.	1898	....
1st Mortgage for $9,000,000.....	208,000	7g	Apr. and Oct.	" "	1901	....
Westchester and Philadelphia:						
General Mortgage, tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	103¼
Western North Carolina:						
1st Mortgage.....	850,000	8	Jan. and July.	.....	1890	....
Western of Alabama.						
1st Mortgage (Western R.R.)....	600,000	8	Apr. and Oct.	New York.	1868	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.).....	1,158,000	8	" "	" "	1900	....
Income Mortgage.....	802,900	8	Various.	" "	Var.	....
Western Pennsylvania (Penn.):						
1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1898	76
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1896	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:	$					
1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	82¼
1st Mort. endor. by Balt.....	200,000	6	" "	"	1890	....
2d Mort. " "	300,000	6	" "	"	1890	....
2d Mort. endor. by Wash. Co...	300,000	6	" "	"	1890	92
2d Mortgage preferred.....	600,000	6	" "	"	1895	....
3d Mortgage endor. by Balt.....	875,000	6	" "	"	1900	99
4th Mortgage.....	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed.....	2,735,000	6g	Jan. and July.	New York.	1899	87¼
Western Union (Chi.,M. & St. P.):						
1st Mortgage for $5,000,000	3,500,000	7	Jan. and July.	New York.	1898	....
West Jersey:						
Debenture bonds guar. byC.&A.	400,000	6	March & Sept.	Camden.	1883	85
1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	....
1st Mortgage (Salem) guar.....	100,000	6	" "	Philadelphia.	1878	....
1st Mort. (Swedesboro') guar...	200,000	6	" "	Camden.	.....	....
2d Mort. (Cape May & Millville)	408,000	7	Apr. and Oct.	"	.....	....
Consolidated Mortgage.....	1,000,000	7	" "	"	1899	102¼
West Wisconsin:						
1st Mort. land gr., gold sk'g fund	3,900,000	7g	Jan. and July.	N.Y. or Lond.	1887	....
1st Mort. (Southern Extension).	640,000	7g	" "	" "	1902	....
White Water Valley:						
1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	....
Wico Mico and Pocomoke:						
1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	66
Wilmington and Reading:						
1st Mortgage.....	1,250,000	7	Apr. and Oct.	Philadelphia.	1900	74¼
2d Mortgage coupon or regis....	1,560,000	7	Jan. and July.	"	1902	....
Wilmington and Weldon:						
Sterling Bonds.....	648,700	6g	Jan. and July.	London.	1881	....
Sterling Bonds.....	221,400	7g	May and Nov.	"	1886	....
Sinking Fund gold, Bonds.....	749,000	7g	Jan. and July.	New York.	1896	96
Wilmington and Western (Del.):						
1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1890	....
2d Mortgage $12,000 p. m.....	1,145,000	7	May and Nov.	" "	1890	....
Land Grant Mort. gold, sk'g fund	4,375,000	7g	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.gold S. F.$25,000pm	2,931,000	7g	Jan. and July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1881	....
Plain Bonds	75,000	6	" "	"	1881	....
Plain Bonds.....	150,000	6	May and Nov.	"	1887	....
Plain Bonds.....	150,000	7	Apr. and Oct.	"	1893	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund.....	1,963,750	6	Jan. and July.	Philadelphia.	1886	....
Chesapeake and Ohio:						
Sterling Loan guaranteed.....	4,375,000	5g	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mort. (1st series, Nov. 1, '67	1,500,000	7	May and Nov.	New York.	1877	....
1st Mort. regis- (2d series, July 1, 1869	3,500,000	7	Jan. and July.	" "	1884	107
1st Mort. tered. (3d series, Jan. 1, 1871	3,500,000	7	" "	" "	1891	107
Debentures Sterling.....	3,000,000	6g	" "	London.	1875	....
Debentures.....	950,000	7	Apr. and Oct.	New York.	1878	....
Lehigh Coal and Navigation:						
Mortgage Loan of 1877.....	762,779	6	June & Dec.	Philadelphia.	1877	92¾
Convertible Bonds.....	692,100	6	" "	"	1882	....
Convertible Loan, gold	856,000	6g	March & Sept.	"	1894	103
1st Mortgage, registered	5,566,277	6	J. A. J. & O.	"	1884	90
1st Mortgage, reg. (R. R.).....	2,400,000	6	F. M. A. & N.	"	1897	98¼
Mortgage (equip.) Loan, gold...	4,916,500	6g	June & Dec	"	1897	100¾
Consolidated Mortgage.....	199,000	6	.....	"	1911	....
Greenwood Mortgage Loan.....	796,000	6	Feb. and Aug.	"	1892	....
Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage.....	103,000	6	Jan. and July.	New York.	188	....
Morris (and Essex):						
1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	....
2d Mortgage.....	285,000	6	Feb. and Aug.	"	1876	....
Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	....
Preferred Stock Dividend Scrip.	108,164	7	Jan. and July.	"	1887	....
Pennsylvania:						
1st Mortgage sk'g fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	72
1st Mortgage (Wy. Val. Can.)..	600,000	6	" "	"	1878	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	'82-'97	78¼
2d Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'97	....
Plain Bonds.....	47,733	6	" "	"	1876	....
Improvement bonds.....	260,000	6	May and Nov.	"	1880	57
Boat and Car Loan	756,650	6	" "	"	1913	....
Boat and Car Loan	621,600	7	" "	"	1915	88¼
Coupon Bonds.....	1,200,000	6	Jan. and July.	"	1896	78
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)..	1,000,000	6	Jan. and July.	Phila. & Balt.	1885	74
3d Mortgage (Susquch. Canal)	1,811,000	6	" "	" "	1878	....
Pref. Int. B'ds (" ")	324,810	6	" "	" "	1894	....
Union:						
1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia.	1883	....
West Branch & Susque. (Penn.):						
1st Mortgage.....	450,000	6	Jan. and July.	Philadelphia.	1878	....
2d Mortgage.....	296,000	6	" "	"	126	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." *A dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." Statesaid Railroads are distinguished by a "1."

Years running.	Railroad. M. in Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1873	60.0	—	2.5	125.0	3	4	2	56	Adirondack ..... New York.	3,113,515	*	3,543,241	.....	5,763,000	940,000	1,963,756	—	60.0	71,986	29,902	30,012	160,425	22,801	—	100	....
Sept. 30, 1873	81.3	—	5.9	—	13	10	2	118	Alabama Central ¹ ..... Alabama.	3,600,000	*	—	.....	2,000,000	1,600,000	.....	—	92.8	.....	.....	.....	360,000	95,000	—	100	....
Dec. 31, 1873	296.0	—	14.8	—	28	20	5	600	Alabama and Chattanooga ..... Alabama.	10,500,000	*	—	.....	2,700,000	5,200,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1873	142.0	—	166.7	—	68	35	12	1,890	Albany and Susq. ¹ (D. & H.) . New York.	10,317,910	*	—	.....	6,000,000	4,621,000	706,519	.....	142.0	810,519	371,410	631,917	1,672,319	410,877	7	100	99
Dec. 31, 1873	132.0	130.5	16.7	—	73	29	10	1,969	Allegheny Valley ¹ ..... Pennsylvania.	12,332,709	*	—	.....	2,256,400	7,484,000	1,280,691	—	132.0	.....	861,239	1,778,688	2,628,471	784,026	—	100	....
Oct. 31, 1873	4.5	—	0.3	31.3	—	—	—	—	Allentown (P. & R.) ..... Pennsylvania.	1,078,439	—	—	.....	568,744	—	649,132	—	—	—	—	—	—	—	—	50	....
Dec. 31, 1873	99.0	—	3.7	—	13	3	...	96	Arkansas Branch (St. L. & Iron Mt.) . Mo.	5,351,250	*	19,971	66,432	2,499,000	2,500,000	438,660	—	99.0	153,190	.....	.....	259,298	98,588	—	50	....
Dec. 31, 1873	62.5	—	6.9	—	—	—	—	—	Ashtab. Youngst'wn & Pitts. (Pa. Co.) . O.	3,300,000	—	—	.....	1,800,000	1,500,000	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	160.0	—	8.1	—	5	6	...	64	Atchison and Nebraska ..... Kan. & Neb.	7,500,000	*	.....	114,000	3,750,000	3,750,000	114,000	—	150.0	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1873	469.3	27.5	30.9	—	38	23	7	778	Atchison, Topeka & Santa Fe .... Kansas.	20,593,238	1,214,307	1,481,420	1,023,087	8,615,000	10,096,500	3,814,785	222,545	282.9	.....	.....	.....	385,287	139,955	—	100	84
Feb. 28, 1874	266.5	—	9.7	—	10	8	3	161	Atlanta & Rich'd Air Line ¹ . Ga. N.C. & S.C.	11,748,000	*	—	.....	.....	.....	.....	—	192.0	.....	.....	.....	1,172,013	423,803	—	100	....
June 30, 1874	81.0	—	7.9	—	21	6	5	165	Atlanta and West Point ..... Georgia.	1,197,635	—	153,132	463,446	1,232,200	63,000	330,577	68,446	87.0	.....	54,361	62,485	314,233	69,553	8	100	....
June 30, 1874	387.5	35.8	83.8	—	170	89	28	2,749	Atlantic and Great West. N.Y. Penn. & O.	83,816,243	*	19,545,999	2,906,967	34,671,548	66,858,150	4,739,481	—	604.8	5,976,446	1,080,722	2,862,036	5,099,674	1,138,886	—	100	....
Dec. 31, 1873	236.0	109.0	15.6	162.0	26	19	10	424	Atlantic and Gulf ¹ ..... Georgia.	7,717,971	*	—	.....	3,479,677	3,526,700	353,429	—	345.6	683,918	97,227	.....	1,006,947	267,886	—	100	....
Sept. 30, 1873	406.0	20.0	40.0	100.0	64	29	20	1,015	Atlantic, Mississippi and Ohio ¹ . . Virginia.	19,088,905	*	2,187,338	1,215,021	6,921,900	14,183,000	5,860,427	2,435,934	428.0	1,498,803	245,029	627,639	2,193,767	914,035	—	100	....
Dec. 31, 1873	95.0	—	9.0	—	9	12	6	78	Atlantic and North Carolina ¹ . N. Carolina.	2,200,000	*	—	.....	1,600,000	200,000	.....	—	95.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	328.0	4.0	32.8	—	135	74	34	2,842	*Atlantic and Pacific* ¹ . Missouri & Ind. Ter.	36,572,728	—	4,135,500	141,411	19,760,300	16,792,438	1,577,522	—	814.7	.....	.....	.....	5,529,102	2,218,876	—	100	....
Dec. 31, 1873	149.5	1.5	16.9	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,089	—	—	.....	4,268,800	3,484,000	.....	—	—	—	—	—	—	774,762	4	100	....
Nov. 30, 1873	53.0	—	4.8	—	—	—	—	—	Augusta and Savannah (C. of Ga.) .... Ga.	1,032,200	—	—	.....	733,700	129,000	.....	—	—	—	—	—	—	73,000	8	100	....
Oct. 31, 1873	51.2	2.5	5.5	—	—	—	—	—	Bald Eagle Valley ..... Pennsylvania.	1,05 0,000	—	10,000	.....	550,000	454,900	.....	—	—	—	—	—	—	81,222	7	50	....
Sept. 30, 1873	379.6	42.8	439.0	—	473	205	56	10293	Baltimore and Ohio ¹ .... Md. & W. Va.	33,975,584	10,668,288	18,857,395	2,926,765	16,719,862	19,866,733	822,298	29,033,131	497.4	10,892,259	.....	.....	12,252,844	4,099,043	10	100	177
Sept. 30, 1873	103.5	—	11.4	—	—	—	—	—	Washington Branch ¹ ..... Maryland.	10,000,000	—	—	—	5,680,685	—	—	—	103.5	.....	.....	.....	947,729	116,067	10	—	175
Sept. 30, 1873	30.0	—	41.6	—	—	—	—	—	Parkersburg Branch .. .... W. Virginia.	1,650,000	—	—	757,652	1,650,000	20,000	—	737,653	30.0	.....	.....	.....	440,775	284,014	—	100	61
Dec. 31, 1873	63.0	—	3.2	—	—	—	—	—	Baltimore, Pittsburg and Chicago ..... O.	3,000,000	—	—	.....	500,000	2,500,000	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	78.1	19.2	6.1	—	26	47	8	319	Baltimore and Potomac ..... Maryland.	8,136,010	654,991	.....	116,915	3,503,900	4,500,000	884,837	19,160	48.0	.....	.....	.....	281,587	70	—	100	....
Dec. 31, 1873	48.2	—	2.5	—	4	2	2	68	Bangor and Piscataquis ¹ ..... Me.	1,207,202	110,200	.....	6,257	357,870	922,000	43,789	—	48.2	64,758	36,450	29,698	113,746	30,441	—	100	....
Oct. 31, 1873	16.0	—	6.0	—	5	2	1	367	Barclay (Towanda Coal Co.) ..... Pa.	1,200,000	—	—	—	1,000,000	79,000	—	—	16.0	58,668	25,347	344,908	996	Loss.	7	50	....
Dec. 31, 1873	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake (Me. C.) . Me.	900,000	—	—	—	750,000	150,000	7,000	—	—	—	—	—	—	36,000	—	50	....
Dec. 31, 1873	54.0	—	13.0	76.0	—	—	—	—	Bellville and Southern Illinois ..... Ill.	2,780,000	—	—	.....	1,680,000	1,100,000	.....	—	—	—	—	—	—	40 p.c.	—	100	....
Dec. 31, 1873	67.0	—	6.7	—	—	—	—	—	Belvidere Delaware (Penn. R. R.) .... N. J.	4,034,829	—	—	571,587	995,800	2,244,500	1,238,888	—	80.0	.....	397,153	1,444,573	1,148,223	153,700	—	100	....
Sept. 30, 1873	22.0	—	2.0	—	—	—	—	—	Berkshire (Housatonic) ..... Mass.	600,000	—	6,000	7,600	600,000	—	7,245	6,355	—	—	—	—	42,610	35,407	7	100	....
Sept. 30, 1873	201.6	48.0	324.7	—	231	183	52	6,051	Boston and Albany .... Mass. & N. York.	21,876,749	4,453,046	2,316,185	1,067,840	19,864,100	4,319,000	2,266,820	3,263,900	283.9	5,661,554	5,757,624	2,884,520	9,798,033	2,199,873	10	100	130½
Sept. 30, 1873	26.2	—	2.1	9.8	5	6	2	83	Boston, Barre and Gardner ..... Mass.	915,537	141,655	40,118	68,899	826,627	4,400	319,013	13,169	26.2	87,304	116,098	29,340	97,046	16,511	—	100	....
Sept. 30, 1873	41.4	1.5	12.2	—	23	24	13	511	Boston, Clinton and Fitchburg ..... Mass.	1,379,111	715,820	259,288	110,779	872,600	1,249,600	224,162	118,636	90.2	489,497	487,274	407,072	677,439	116,973	—	100	99
Jun. 30, 1874	144.3	9.0	11.2	—	24	22	13	585	Boston, Concord and Montreal ..... N. H.	3,800,000	*	319,567	250,575	1,800,000	2,116,400	13,162	540,490	153.3	523,362	174,725	99,909	687,128	236,147	—	100	....
Sept. 30, 1873	26.8	16.0	45.7	—	40	62	...	953	Boston and Lowell ..... Mass.	2,476,831	343,634	2,508,971	799,188	2,993,000	1,199,500	1,338,660	697,464	125.5	826,231	2,086,979	605,617	1,464,942	387,118	8	500	94
Sept. 30, 1873	115.5	8.5	100.6	—	69	149	...	1,686	Boston and Maine ..... Mass. N. H. & Me.	8,817,444	1,335,401	820,083	114,822	6,921,274	2,857,199	305,039	1,342,229	189.5	1,458,963	5,008,074	542,004	2,300,094	680,566	8	100	111
Sept. 30, 1873	44.0	18.5	66.0	—	41	71	11	627	Boston and Providence ..... Mass. & R. I.	3,742,515	207,400	1,567,441	219,159	3,950,000	600,000	866,488	430,027	66.5	816,554	3,741,580	827,576	1,822,108	428,342	10	100	145
Dec. 31, 1872	172.0	—	12.0	70.0	13	13	6	142	Brunswick and Albany ¹ ..... Georgia.	10,548,000	*	—	(Sold Oct. 15 1873.)	—	5,980,000	.....	—	172.0	(Operated by Receiver—No returns.)			.....	.....	—	100	....
Sept. 30, 1873	25.5	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg . New York.	2,289,000	—	44,080	.....	2,286,000	663,000	.....	—	—	—	—	—	—	40,600	—	100	....
Sept. 30, 1873	43.2	—	6.8	50.0	8	7	3	72	Buff., Corry and Pittsb .... N. Y. & Penn.	1,561,930	*	—	.....	500,000	1,000,000	350,000	—	43.2	1,343,729	65,542	109,325	169,989	Loss.	—	100	....
Sept. 30, 1873	141.5	—	18.7	—	—	—	—	—	Buffalo, New York & Erie . . N.Y. & Penn.	5,339,000	—	—	.....	950,000	2,380,000	.....	—	—	—	—	—	—	233,100	7	100	....
Oct. 31, 1873	120.6	—	13.6	—	18	13	4	604	Buff., New York and Phila. N.Y. & Penn.	4,621,324	784,607	305,000	.....	1,615,000	2,577,500	1,233,944	—	120.6	261,900	234,760	158,836	398,763	48,546	—	100	....
Dec 31, 1873	371.0	61.0	23.1	—	28	22	9	702	Burl., Cedar Rapids and Minnesota . Iowa.	16,200,000	*	—	.....	5,510,000	8,265,000	1,973,197	—	402.0	.....	.....	.....	1,078,310	301,306	—	500	....
Dec. 31, 1873	190.7	48.6	20.8	—	14	12	7	314	Burlington and Missouri River ..... Neb.	7,300,000	500,000	476,356	145,904	353,780	7,277,943	118,228	278,126	239.3	392,234	81,217	120,120	628,429	284,214	—	100	55
Dec. 31, 1873	130.0	20.0	10.9	4to1.0	8	7	4	218	Burlington and Southwestern . Iowa & Mo.	6,102,510	601,315	.....	.....	1,976,319	3,820,000	729,954	—	150.0	.....	.....	.....	362,719	Loss.	—	100	....
Dec. 31, 1873	71.0	—	2.1	—	4	6	...	50	Cairo, Arkansas and Texas ..... Mo.	3,500,000	*	.....	.....	2,000,000	1,500,000	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	301.0	—	19.7	—	27	17	6	710	*Cairo and Fulton* ..... Arkansas.	20,000,000	*	.....	.....	12,000,000	8,000,000	.....	—	202.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1873	53.4	0.6	3.3	15.6	8	4	..	292	Cairo and St Louis (narrow) Ill	2,978,000	*	—	.....	478,000	2,500,000	.....	—	54.0	31,780	10,221	5,000	18,286	15weeks	—	100	....
Jun. 30, 1873	158.6	—	7.8	—	10	8	4	161	Cairo and Vincennes ..... Illinois.	6,935,400	*	—	125,236	3,503,636	3,500,000	57,000	—	156.6	113,587	8,418	21,824	72,234	.....	—	100	....
Dec. 31, 1873	60.0	7.0	6.1	—	9	52	9	119	Camden and Atlantic ..... New Jersey.	1,842,838	458,692	143,921	42,368	1,215,869	1,076,151	107,096	88,702	....	216,246	463,709	104,541	508,996	210,587	—	50	72
Dec. 31, 1873	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co. . New Jersey.	715,362	—	—	—	381,925	350,000	—	—	—	—	—	—	—	45,415	6	100	....
Dec. 31, 1873	41.8	—	5.1	—	8	12	—	—	Cape May and Millville (W. N. Jer.) . N.J.	979,282	—	—	—	500,000	400,000	79,282	—	—	—	—	—	—	60,000	6	100	....
June 30, 1873	16.0	0.6	1.2	—	.....	.....	.....	.....	Carbondale and Shawneetown .... Illinois.	550,000	*	—	.....	350,000	200,000	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	94.0	4.5	19.8	—	—	—	—	—	Catawissa (Phila. and Reading) ..... Penn.	6,126,500	—	—	.....	4,369,500	1,740,350	—	—	98.5	.....	.....	.....	.....	190,000	—	50	29
Sept. 30, 1873	34.6	—	6.0	—	—	—	—	—	Cayuga & Susquehanna (D.L. & W.) . N.Y.	589,110	—	—	—	589,110	—	—	—	—	—	—	—	—	53,020	9	100	....
Dec. 31, 1873	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	—	—	—	—	—	—	—	—	—	100	....
May 31, 1874	271.6	2.4	14.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C. & N.W.) . Ia.	11,234,000	*	—	—	7,620,000	3,614,000	—	—	—	—	—	—	—	137,052	113,676	—	100	....
Nov. 30, 1873	294.5	—	42.9	—	108	84	60	1,584	Central of Georgia ..... Georgia.	7,500,000	*	1,904,144	5,141,594	7,500,000	3,116,000	3,817,580	112,208	708.5	.....	131,404	.....	3,489,398	379,388	—	100	....
Dec. 31, 1873	189.0	—	16.9	29.3	26	10	8	612	Central of Iowa ..... Iowa.	10,000,000	*	—	—	6,000,000	4,625,000	950,000	—	189.6	.....	.....	.....	656,104	139,889	—	100	....
Dec. 31, 1873	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey ..... New Jersey.	15,283,003	2,796,446	18,000,000	.....	20,000,000	9,386,700	6,729,046	—	80.7	.....	.....	.....	5,369,013	2,507,253	8	100	106½
Dec. 31, 1873	137.1	—	31.7	—	37	41	...	1,353	Central Ohio (B. & O.) ..... Ohio.	5,349,500	*	—	—	2,849,500	2,500,000	—	—	137.2	.....	.....	.....	1,046,435	365,482	6	50	90
Dec. 31, 1873	864.9	336.0	140.9	203.0	188	167	43	3,594	*Central Pacific* ¹ ..... Cal. Nev. & Utah.	131,419,116	6,156,746	5,809,535	3,251,449	54,275,500	82,855,680	767,558	9,389,152	1,218.9	5,010,952	3,208,171	1,028,602	12,863,953	7,894,681	3	100	....
May 31, 1873	118.0	—	108.0	—	170	125	51	5,189	Central Vermont ..... Vt.	11,500,000	*	—	—	5,000,000	6,500,000	.....	—	778.0	.....	.....	.....	.....	.....	—	100	....
June 30, 1873	100.0	—	15.0	103.0	6	6	3	123	*Central Br. of Union Pacific* ..... Kan.	3,723,700	*	—	—	980,600	2,200,000	303,058	—	100.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	196.0	—	12.0	—	21	10	12	221	Charlotte, Columbia & Augusta .... S.Car.	5,017,880	*	97,954	112,353	2,578,000	1,300,000	681,083	669,106	196.0	.....	.....	.....	119,663	.....	—	100	....
Dec. 31, 1873	22.8	—	2.5	—	—	—	—	—	Chartiers (Penn.) ..... Pennsylvania.	1,128,690	—	—	.....	904,110	500,000	4,296	—	22.8	39,119	107,200	214,612	686,482	291,004	—	100	....
Sept. 30, 1873	17.4	—	2.3	—	—	—	—	—	Chemung (N. Central) ..... New York.	400,000	—	—	.....	380,000	—	—	—	—	—	—	—	61,203	18,029	—	50	....
Sept. 30, 1873	20.9	—	0.9	—	—	—	—	—	Cherry V. Shar. & Alb. (D. & H. Can.) . N.Y.	600,000	—	—	.....	281,350	307,000	21,000	—	—	—	—	—	—	30,000	6	100	....
Sept. 30, 1873	421.0	9.3	21.5	58.5	70	34	18	2,261	Chesapeake and Ohio ..... Va. & W. Va.	41,137,773	*	3,738,067	450,682	15,898,406	22,026,500	7,405,620	—	421.0	1,087,217	220,601	248,226	1,210,509	330,809	—	100	....
Sept. 30, 1873	88.6	—	11.9	—	28	22	10	419	Cheshire ..... N. H. & Mass.	2,362,707	326,600	331,259	127,564	2,153,300	806,400	27,238	159,193	88.1	663,014	198,517	456,358	849,086	1,877,575	5	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

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Year ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Jun. 30, 1873	111.0	—	5.5	—	8	6	4	310	Gilman, Clinton & Springfield.....Illinois.	4,056,167	380,630	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,086	.....	109,568	237,000	(Deficit)	—	100	...
Sept. 30, 1873	14.8	....	0.6	—	—	—	—	—	Goshen and Deckertown(Erie).New York.	290,901	—	.....	.....	105,000	246,500	22,108	—	—	.....	.....	.....	21,500	—	100	...
Jun. 30, 1874	331.0	—	25.0	—	38	15	10	1,127	*Grand Rapids and Indiana*...Mich. & Ind.	10,984,050	*	.....	95,089	183,960	2,800,000	3,000,000	471,099	448.5	1,066,389	456,140	363,478	1,128,403	398,350	—	100	...
Dec. 31, 1873	36.0	—	3.5	—	5	3	2	223	Grand Rapids, Newago & L. Shore. Mich.	143,372	216,626	.....	.....	.....	352,150	576,000	188,163	—	36.0	.....	.....	.....	132,772	62,248	—	100	...
May 31, 1874	94.0	—	7.1	—	—	—	—	—	Grand River Valley (M. C.).....Michigan.	2,000,000	*	(Owned	by G. T.	Min. Man	ual. & Trans. Co. B	ankrupt.)	—	—	.....	.....	.....	.....	.....	—	100	...
Jun. 30, 1873	24.2	—	6.8	—	6	2	1	345	Grand Tower and Carbondale.....Ill.	621,960	*	.....	.....	3,000,085	54,942,945	93,720,911	.....	24.2	.....	.....	277,640	66,213	(Deficit)	—	100	...
Dec. 31, 1873	929.0	—	370.0	—	422	274	84	5,575	Grand Trunk ¶.....Canada.	145,963,770	*	4,804,078	641,793	23,867,467	716,000	.....	.....	1,383.0	7,088,594	1,834,945	1,608,584	9,799,486	603,905	—	100	...
Jan. 31, 1873	229.0	241.8	94.8	—	177	146	39	2,929	Great Western ¶.....Canada.	29,137,596	*	.....	.....	800,000	10,990,000	.....	.....	470.8	4,416,442	1,017,803	1,337,289	5,782,867	2,203,120	3½	109	...
Mar. 31, 1874	66.0	—	4.0	—	5	3	2	65	Gulf, Western Texas and Pacific¶..Texas.	1,492,000	—	.....	.....	457,000	900,000	.....	.....	66.0	.....	.....	.....	289,768	134,979	—	100	...
Jun. 30, 1873	46.0	6.0	2.8	—	—	—	—	—	Hannibal and Naples (T. W. & W.)...Ill.	1,357,000	—	.....	.....	457,000	900,000	.....	.....	52.0	721,908	.....	78,900	116,170	(Deficit)	—	100	...
Aug. 31, 1872	206.0	90.5	29.2	81.0	79	61	62	1,592	*Hannibal and St. Joseph* ¶.....Missouri.	23,397,728	*	821,792	.....	14,250,826	9,146,900	.....	.....	274.5	1,648,688	320,838	415,563	2,484,671	670,530	—	100	26½
Oct. 31, 1873	36.0	—	18.0	—	—	—	—	—	Harrisburg and Lancaster (Pa.).....Pa.	1,882,530	—	.....	.....	1,182,550	700,000	.....	.....	—	.....	.....	.....	.....	.....	—	...	...
Sept. 30, 1873	122.4	0.8	18.0	70.0	30	36	16	358	Hartford. Prov. & Fishkill ¶.....Ct. & R. I.	4,704,866	*	277,087	.....	2,037,940	2,056,500	600,000	.....	133.5	.....	1,306,389	296,558	1,064,940	175,132	—	100	...
Sept. 30, 1873	74.0	—	7.0	—	17	16	8	389	Housatonic .....Connecticut.	2,014,871	340,687	.....	.....	2,000,000	541,000	813,981	.....	127.8	264,881	167,628	221,100	454,963	144,284	—	100	...
Dec. 31, 1873	45.0	13.8	15.7	—	23	6	...	116	Huntingdon and Broad Top Mt.....Penn.	4,169,956	*	616,500	78,198	1,870,000	2,161,500	833,158	.....	58.8	.....	71,869	617,237	431,107	190,004	—	50	14
Dec. 31, 1873	705.5	—	134.6	—	197	119	47	4,650	*Illinois Central* .....Illinois.	34,726,588	*	779,127	1,609,294	27,250,000	5,339,000	.....	4,526,009	1,108.9	5,961,325	1,473,507	1,121,353	8,268,325	2,860,741	10	100	98
Jun. 30, 1873	84.9	—	2.6	67.1	6	4	6	250	Indiana and Illinois Central....Ind. & Ill.	3,293,605	312,797	351,448	.....	1,896,000	1,079,000	739,250	.....	84.9	.....	.....	.....	.....	.....	—	100	...
Jun. 30, 1873	202.5	—	26.8	217.0	65	23	13	1,310	Ind., Bloomington & Western..Ind. & Ill.	13,440,735	*	.....	.....	5,003,700	6,500,000	72,426	.....	210.9	1,634,198	.....	404,336	1,469,807	632,819	—	100	...
Jun. 30, 1874	179.0	—	29.4	—	57	43	12	1,178	Indianapolis, Cinc. & Lafayette..Indiana.	12,312,101	2,450,950	196,099	291,119	5,668,897	10,366,000	1,217,572	.....	179.0	1,432,467	565,467	624,679	1,859,475	661,464	—	50	12½
Dec. 31, 1873	72.0	—	16.2	—	55	34	16	1,352	Indianapolis and St. Louis.....Illinois.	4,095,227	*	801,690	.....	600,000	3,378,000	918,918	.....	265.0	.....	.....	.....	2,097,528	690,909	—	100	...
Dec. 31, 1873	117.0	—	18.5	—	8	7	3	197	Indianapolis and Vincennes (Penn.)..Ill.	4,452,729	195,125	.....	86,937	1,402,000	3,150,000	453,296	.....	117.0	.....	.....	.....	253,784	62,137	—	100	...
Nov. 30, 1873	383.0	18.0	20.5	150.0	40	23	6	667	International & Great Northern ¶....Tex.	16,014,000	*	.....	.....	5,500,000	10,514,000	.....	.....	341.0	.....	.....	107,636	1,066,245	530,035	—	100	...
Dec. 31, 1873	183.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City* (Ill. C.).....Ia.	7,585,000	—	.....	.....	4,625,000	2,960,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	...
Jun. 30, 1874	68.8	—	4.7	....	—	—	—	—	Iowa Midland (C. & N. W.).....Iowa.	1,479,039	—	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	433,907	151,867	6	100	...
Sept. 30, 1873	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,275,472	*	.....	.....	494,162	600,000	158,114	.....	68.8	.....	.....	.....	98,024	22,321	—	100	...
May 31, 1873	212.0	—	7.9	—	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	7,000,000	—	.....	.....	2,000,000	5,000,000	.....	.....	35.6	127,238	24,401	168,125	182,306	70,501	—	100	...
Jun. 30, 1873	30.7	—	2.1	94.8	2	1	2	27	Jacksonville (N. W. & S. E.).....Ill.	923,200	*	.....	.....	313,200	610,000	.....	.....	—	.....	.....	.....	.....	470,000	3½	100	...
Dec. 31, 1873	161.2	25.1	9.7	110.0	14	6	4	155	*Jacksonville, Pensacola and Mobile* ¶...Fla.	6,000,000	*	.....	.....	6,000,000	4,000,000	.....	.....	30.7	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1873	51.1	1.5	16.2	—	—	—	—	—	Jamestown and Franklin (L.S.& M.S.)Pa.	2,616,743	—	.....	.....	606,000	1,000,000	964,743	.....	215.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1873	36.6	9.0	8.6	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	5,237,978	—	.....	.....	2,096,700	2,300,000	942,978	.....	51.0	.....	.....	.....	.....	113,186	—	50	...
Dec. 31, 1873	110.0	116.0	36.7	—	45	56	...	967	Jeffersonville, Madison and Ind..Indiana.	6,392,316	*	1,239,310	.....	2,000,000	4,871,000	760,617	.....	226.0	.....	.....	.....	.....	225,000	—	50	...
Dec. 31, 1873	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C & A.).....Illinois.	2,000,000	—	164,000	.....	1,500,000	500,000	.....	.....	—	.....	.....	.....	1,379,791	446,200	7	100	...
May 31, 1874	44.0	—	8.2	—	—	—	—	—	Joliet and N. Indian (M. C.)..Ill. & Ind.	1,100,000	—	.....	.....	300,000	800,000	.....	.....	—	.....	.....	.....	.....	163,127	7	100	90½
Dec. 31, 1873	57.6	—	6.7	—	—	—	—	—	K'm'zoo, All'g'n & G dap.(L.S.&M.S).Mich.	1,450,000	—	.....	.....	610,000	840,000	.....	.....	—	.....	.....	.....	.....	88,000	8	100	...
Dec. 31, 1872	56.0	—	1.7	491.6	3	2	2	89	Kansas Central (S [illegible] .....Kas.	755,225	75,765	394,953	.....	840,000	.....	.....	.....	—	.....	.....	.....	.....	108,800	6	100	...
Mar. 31, 1874	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Jose [illegible] R. Mo & [illegible]	8,567,729	1,003,410	.....	634,775	2,789,414	6,825,500	.....	.....	260.7	(Returns for 1872–'73.)			1,287,813	418,213	—	100	...
Dec. 31, 1873	31.9	—	1.8	—	—	—	—	—	Kansas City & Santa [illegible]fe (L.L. & G.).Kan.	.....	.....	.....	.....	720,000	720,000	.....	.....	31.9	(Refused.)			.....	.....	—	100	...
Dec. 31, 1873	639.0	34.0	48.0	—	88	55	18	1,316	Kansas Pacific.....Kansas & Col.	35,219,618	*	3,722,901	.....	9,089,950	26,015,600	2,917,359	.....	639.0	1,441,229	173,651	278,405	3,563,299	1,446,309	—	100	...
Dec. 31, 1873	99.0	—	11.2	—	17	15	6	312	Kentucky Central.....Ky.	.....	.....	.....	.....	.....	.....	.....	.....	89.0	(All refused.)			.....	.....	—	100	...
Mar. 31, 1874	162.0	—	14.0	—	16	10	5	269	Keokuk and Des M [illegible] .....Iowa.	6,078,320	*	.....	.....	.....	1,081,000	.....	.....	162.0	(Re-organized January 1, 1874.)			.....	.....	—	100	...
Dec. 31, 1873	49.0	—	2.4	—	5	11	3	58	Knox and Lincoln [illegible] .....Maine.	2,707,573	*	72,900	11,762	363,335	2,395,000	34,000	.....	49.0	96,715	91,795	13,392	141,720	68,062	—	100	...
Jun. 30, 1874	29.0	—	3.6	—	—	—	—	—	La Crosse, Tremp. & [illegible] res. (C.&N.W.)Wis.	1,376,774	—	.....	.....	3,024,600	2,158,720	.....	.....	29.0	.....	.....	.....	222,521	133,136	—	100	...
Jun. 30, 1873	80.0	—	3.5	—	—	—	—	—	Laf., Bloom'ton & Mis. (T.W.& W.)..Ill.	2,300,000	—	.....	.....	1,000	1,000,000	375,774	.....	80.0	199,672	.....	100,965	157,131	34,926	—	100	...
Dec. 31, 1873	36.0	—	1.9	79.0	—	—	—	—	Laf., Muncie & Bloom'ton(T.W.& W.).Ill.	.....	.....	.....	.....	1,000,000	1,300,000	.....	.....	36.0	(Refused.)			.....	.....	—	100	...
Jun. 30, 1874	87.7	—	3.8	92.3	6	4	3	82	Lake Erie and Louisville.....Ohio.	2,506,483	*	.....	.....	117,078	666,000	.....	.....	87.7	138,744	82,940	58,220	126,026	8,146	—	100	...
Sept. 30, 1873	51.3	6.0	5.4	83.7	6	6	2	201	Lake Ontario Shore Line.....New York.	2,792,081	*	.....	.....	1,857,106	1,438,200	268,769	.....	57.3	50,123	69,122	37,234	55,785	2,082	—	100	...
Dec. 31, 1873	640.4	640.4	618.6	—	402	171	83	8,843	Lake Shore & Mich. S.N.Y.P.O. Ind.& Ill.	86,724,377	13,580,689	8,018,907	1,476,135	50,000,000	31,719,000	6,654,422	1,428,675	1,180.7	15,491,101	2,845,163	5,511,918	19,414,509	5,408,998	4	100	80½
Jun. 30, 1874	98.1	8.0	22.6	—	15	6	2	328	Lake Shore and Tuscarawas Valley.Ohio.	4,585,170	*	64,300	587,978	2,024,295	2,376,000	283,956	153,300	101.1	.....	152,604	283,109	340,089	136,037	—	100	...
Aug. 31, 1873	156.0	—	13.4	—	11	10	4	343	Lake Superior and Mississippi.....Minn.	7,081,000	—	.....	.....	5,125,000	7,647,000	12,000	.....	211.0	.....	81,559	.....	484,811	.....	—	100	...
Dec. 31, 1873	17.8	3.0	12.2	—	—	—	—	—	Lawrence (P. F. W. & C.).....Pa.	715,128	—	39,548	.....	360,200	355,000	9,458	.....	20.8	.....	.....	.....	189,382	75,753	10	100	...
Dec. 31, 1873	21.5	—	2.2	—	—	—	—	—	Leav'worth, Atchison & Nthw. (Pac.).Ks.	1,000,000	—	.....	.....	600,500	500,000	.....	.....	—	.....	.....	.....	.....	42,000	—	100	...
Apr. 30, 1873	144.1	1.8	9.2	—	20	14	9	255	*Leavenworth, Lawrence & Galveston* ...Ks.	5,378,157	604,364	5,560,061	125,119	5,000,000	5,880,000	867,695	.....	208.6	.....	.....	.....	479,756	86,668	—	100	...
Dec. 31, 1873	15.0	—	1.5	21.0	—	—	—	—	Lehigh and Lackawanna (L. & S.)....Pa.	675,100	—	.....	.....	375,100	300,000	.....	.....	15.0	.....	20,675	44,107	42,387	13,676	—	100	...
Dec. 31, 1873	105.0	32.8	100.0	—	92	14	12	7,762	Lehigh and Susquehanna (C. of N. J.).Pa.	12,767,395	*	.....	(Owned	by Lehigh	Coal &	Nav. C	ompany.)	174.0	1,924,045	511,501	3,403,372	3,447,817	2,106,566	10	50	...
Nov. 30, 1873	101.0	132.4	228.7	—	194	44	29	9,726	Lehigh Valley.....Pa.	19,750,425	*	15,384,664	.....	23,222,446	10,875,000	1,837,643	.....	283.4	.....	1,006,320	6,373,196	7,424,896	3,540,035	10	50	124
Dec. 31, 1873	120.0	76.0	63.5	—	53	38	24	659	Little Miami & Col. Xenia (P.C.& S.L.)O.	6,789,473	*	260,964	44,910	4,608,250	1,590,000	.....	.....	196.0	.....	.....	.....	1,401,548	162,018	8	100	...
Dec. 31, 1873	100.0	—	2.0	60.0	7	4	1	60	*Little Rock and Fort Smith* ¶.....Ark.	9,350,000	*	.....	.....	4,675,000	4,675,000	.....	.....	100.0	.....	.....	.....	90,880	Loss.	—	100	...
Apr. 30, 1874	70.0	....	....	50.0	2	1	1	12	Little Rock, Pine Bluff & N. O. ¶ (nar.)Pa.	1,400,000	*	.....	.....	700,000	700,000	.....	.....	....	(Operations not reported.)					—	100	...
Nov. 30, 1873	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill (P. & R.).....Pa.	1,416,188	—	10,000	.....	2,646,100	759,500	.....	.....	—	.....	.....	.....	.....	.....	—	100	...
May 31, 1873	93.0	2.0	5.0	—	9	5	3	245	Logansport, Crawfordsville & S. W..Ind.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	118.0	(Operations not reported.)			214,839	209,669	7	50	97
Dec. 31, 1873	9.0	—	—	—	—	—	—	—	Long Branch and Sea Shore (S.N.J.).N. J.	398,863	—	.....	.....	171,800	200,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1873	94.0	64.0	17.1	—	22	43	9	249	Long Island ¶.....N. Y.	5,228,902	*	.....	.....	3,300,000	1,500,000	205,000	.....	158.0	.....	.....	.....	.....	12,000	—	100	...
Dec. 31, 1873	101.1	—	9.2	—	—	—	—	—	Louisiana & Missouri River(C.& A.)..Mo.	5,902,440	—	.....	.....	1,516,500	1,516,500	1,588,343	.....	—	.....	.....	.....	895,716	473,159	4	100	...
July 1, 1873	93.5	61.4	23.1	23.0	42	26	13	379	Louisville, Cincinnati and Lexington..Ky.	7,981,305	*	.....	.....	2,474,483	4,234,519	1,700,147	.....	174.9	.....	.....	.....	.....	138,370	—	100	...
Dec. 1, 1873	288.0	—	17.0	—	36	15	10	479	Louisv., New Albany and Chicago...Ind.	(nominal.)	—	.....	.....	3,000,000	.....	.....	.....	—	.....	.....	.....	1,210,382	301,719	—	100	...
Dec. 31, 1873	31.0	—	2.1	124.0	3	1	—	14	Louisv., N. Alb. & St. L. A. L...Ind.& Ill.	2,549,222	44,105	242,677	.....	1,568,073	780,000	184,517	.....	288.0	(No returns furnished.)			.....	.....	—	100	...
Jun. 30, 1874	185.0	420.8	63.9	—	184	59	49	3,102	Louisv., Nashv. & Gt. So. ¶...Ky. & Tenn.	23,691,299	*	4,370,467	1,171,996	8,084,601	14,767,000	8,001,128	2,484,033	31.0	.....	.....	.....	11,764	917	—	100	...
Sept. 30, 1873	12.4	—	2.3	—	—	—	—	—	Lowell and Lawrence (B. & L.).....Mass.	363,158	—	.....	13,032	200,000	84,700	10,532	110,768	919.9	.....	.....	.....	5,510,695	1,565,392	—	100	...
Mar. 31, 1873	78.0	—	3.9	—	—	—	—	—	Macon and Augusta (Ga.).....Ga.	2,506,170	—	.....	.....	1,631 900	770,000	104,270	.....	78.0	.....	.....	.....	21.786	18,815	6	100	...
Dec. 31, 1873	187.0	10.0	5.5	—	12	19	4	170	Macon and Brunswick ¶.....Ga.	5,750,000	*	.....	.....	3,500,000	2,250,000	.....	.....	197.0	.....	.....	.....	120,768	7,491	—	100	...
Jun. 30, 1873	38.0	—	6.0	—	—	—	—	—	Mahoning Coal (L. S. & M. S.).....Ohio.	2,199,633	—	.....	.....	1,075,000	1,075,000	98,179	.....	—	.....	.....	.....	437,298	148,383	—	100	...

Dec. 31, 1873 120.0 18.1 25.0 — [illegible]

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	$
Dec. 31, 1873	354.9	69.0	554.9	—	878	385	126	17589	Pennsylvania.....Pennsylvania	43,571,808	*	97,782,380	4,371,449	68,144,475	43,145,785	21,591,815	6,842,563	869.4	.....	5,870,584	9,996,794	24,886,609	9,044,978	10	50	1151
Dec. 31, 1873	47.0	15.8	57.0	—	23	8	—	1,300	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	3,052,300	.....	4,000,000	487,500	565,000	.....	47.0	.....	3,970	1,391,454	28,501	.....	20	50	245
Dec. 31, 1873	41.5	—	1.4	—	—	—	—	—	Pennsylvania and Delaware (Penn.)..Pa.	2,502,000	—	—	—	900,000	1,602,000	71,346	—	—	(Opened July 1, 1873.)			—	—	—	50	....
No. 30, 1873	104.6	22.6	21.2	—	18	2	—	992	Pennsylvania and N. York..N.Y. & Penn.	5,351,750	791,077	.....	.....	4,061,700	3,000,000	74,017	.....	127.2	752,452	191,584	1,388,081	1,485,806	403,406	24	50	....
Nov. 30, 1873	23.8	—	3.1	12.7	—	—	—	—	Perkiomen (P. & R.).....Pa.	1,388,709	—	16,529	—	38,040	1,321,800	20,478	—	—	—	—	—	—	—	—	50	....
Dec. 31, 1873	45.2	—	2.0	—	4	4	1	83	Pensacola and Louisville †.....Fla.	455,327	64,300	150,000	.....	450,000	—	219,627	—	—	—	—	—	—	—	—	50	....
Dec. 31, 1870	—	—	—	76.0	—	—	—	—	Peoria, Atlanta and Decatur.....Ill.	800,000	—	—	—	600,000	300,000	—	—	45.2	76,850	16,690	.....	88,930	35,357	—	100	....
Dec. 31, 1873	47.0	—	7.4	—	—	—	—	—	Peoria and Bureau Valley (C.R.I.&P.).Ill.	1,566,000	—	—	—	1,266,000	300,000	—	—	—	—	(Under construction.)		—	—	—	100	....
Jun. 30, 1873	83.0	—	11.5	—	12	7	4	171	Peoria, Pekin and Jacksonville...Illinois.	3,260,351	345,797	45,000	.....	1,239,700	2,000,000	411,448	—	88.0	280,562	.....	135,465	319,168	30,962	—	50	....
Jun. 30 1873	91.0	—	4.0	—	8	5	2	165	Peoria and Rock Island.....Ill.	3,772,327	*	.....	.....	1,858,960	1,650,000	49,639	—	9.0	276,058	70,500	194,348	300,045	106,368	—	100	....
Dec. 31, 1873	64.0	18.0	8.0	—	12	9	5	121	Petersburg †.....Virginia	1,817,985	*	.....	.....	1,324,200	500,000	356,112	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1873	46.0	—	6.5	—	10	8	3	95	Philadelphia and Balt. Cent. Penn. & Md.	1,811,107	177,744	.....	.....	220,606	1,500,000	46,945	—	57.0	162,886	309,498	138,262	303,221	78,339	—	50	....
Dec. 31, 1873	287.6	—	121.7	—	—	—	—	—	Philadelphia and Erie † (Penn.).....Pa.	23,777,743	—	2,241,800	16,866	8,448,700	16,625,000	1,335,709	—	287.6	2,912,351	777,278	2,164,246	3,842,067	428,756	—	50	31½
Sept. 30, 1873	20.0	—	25.0	—	24	45	18	192	Phila., Germ. and Norrist'n (P. & R.)..Pa.	1,146,538	368,262	600,793	.....	2,231,900	—	—	—	32.3	.....	.....	.....	281,623	269,791	12	50	180½
Dec. 31, 1873	3.0	—	—	24.0	—	—	—	—	Phila., Newtown and New York .....Pa.	440,400	—	—	—	199,360	164,000	57,000	—	—	—	—	—	—	—	—	50	....
Sept. 30, 1873	98.4	228.6	432.2	—	400	220	60	19018	Philadelphia and Reading..Pennsylvania.	28,260,889	7,480,719	48,349,053	1,741,889	84,269,575	44,188,715	4,876,055	2,498,205	725.8	8,861,682	6,790,088	9,847,747	14,632,661	5,857,766	10	50	109½
Dec. 31, 1873	26.6	—	39.7	—	—	—	—	—	Philadelphia and Trenton (Penn.).....Pa.	1,584,479	—	—	—	1,259,100	—	—	—	36.6	882,160	1,747,216	1,400,983	1,995,606	448,574	10	100	128
Oct. 31, 1873	95.5	14.8	121.6	—	70	160	...	1,240	Phila., Wilm. and Baltimore..Pa. D.& Md.	11,814,764	*	2,103,295	840,363	11,507,750	1,900,000	279,120	743,053	111.8	1,437,207	853,937	836,979	3,074,881	1,096,265	8	50	112½
Nov. 30, 1873	11.3	—	43.0	—	—	—	—	—	Pickering Valley (P. & R.).....Pa.	474,551	—	.....	.....	92,875	332,300	161,368	—	—	—	—	—	—	4,751	—	50	....
Dec. 31, 1873	193.0	8.0	50.8	—	104	34	19	1,648	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	19,682,344	*	3,499 277	—	8,433,750	15,010,586	3,854,872	—	201.0	.....	.....	.....	3,841,214	478,298	—	50	....
Dec. 31, 1873	488 3	—	180.0	—	269	133	54	9,789	Pittsburg, Ft. W. and Chic..P., O., I. & I.	37,368,286	*	.....	.....	23,814,286	14,554,600	14,230	—	500.6	7,878,666	2,134,653	2,365,846	9,619,074	2,522,082	7	100	95½
Dec. 31, 1873	30.0	—	4.9	150.0	4	6	3	65	Pittsbg, Virg. & Charleston..Pa.& W.Va.	1,106,167	37,220	356,088	.....	673,264	700,000	244,672	—	30.0	57,900	140,188	4,828	67,137	16,941	—	50	....
Oct. 31, 1874	149.6	1.9	38.2	4.6	31	15	8	421	Pittsburg, Washington & Balt...Pa.& Md	12,301,712	811,219	101,309	.....	1,960,682	9,500,000	2,192,417	—	169.2	.....	.....	.....	1,564,993	8,546	—	50	....
Sept. 30, 1873	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,685	—	—	6,315	450,000	—	—	—	—	—	—	—	—	27,000	6	100	....
Nov. 30, 1873	71.3	—	3.6	38.7	6	15	5	117	Portland and Ogdensburg....Me. & N. H.	2,502,115	*	125,362	200,987	1,045,270	1,384,600	321,710	77,364	65.3	147,741	73,908	46,045	144,982	49,076	—	100	....
Aug 31, 1874	52.5	—	5.3	—	6	7	4	139	Portland and Rochester.....Me. & N. H.	1,941,396	*	234,897	13,729	686,112	1,446,560	107,410	—	52.5	139,799	156 332	66,065	158,389	47,268	—	100	....
Sept. 30, 1873	52.0	—	8.1	—	19	—	7	167	Portland, Saco and Portsmouth (Etn.).Me.	1,500,000	*	—	—	1,500,000	—	—	—	—	—	—	—	—	150,000	10	100	111
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	130	Port Royal † (Ga.).....South Carolina.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	—	—	—	—	—	—	—	—	25	....
Sept. 30, 1873	71.4	—	4.9	—	—	—	—	—	Portsm'th, Gt. Falls & Conway (Etn.).Me.	1,229,689	—	.....	.....	767,200	462,489	.....	—	—	—	—	—	—	—	6	100	35
Sept. 30, 1873	41.9	—	2.6	4.6	4	5	...	91	Poughkeepsie and Eastern....New York.	1,475,430	*	.....	.....	524,464	722,500	479,689	—	46.1	95,055	82,180	44,508	86,218	14,241	—	100	....
Sept. 30, 1873	22.8	—	2.0	48.9	2	3	1	65	Providence and Springfield..R.I. & Mass.	933,408	*	.....	.....	372,890	414,000	47,518	—	22.8	.....	32,512	5,653	18,418	9,543	—	100	....
Sept. 30, 1873	13.6	—	—	—	4	10	...	20	Providence, Warren and Bristol.....R. I.	526,515	—	.....	.....	437,917	50,000	38,597	—	13.6	.....	379,227	20,504	113,506	9,263	—	100	....
Sept. 30, 1873	43.4	1.0	45.2	—	29	40	...	692	Providence and Worcester..R. I. & Mass.	1,976,026	735,748	.....	271,267	2,008,000	500,000	387,810	95,220	—	526,128	1,785,067	530,920	963,345	257,103	10	100	....
Dec. 31, 1873	36.0	—	2.0	—	4	3	2	—	Queen Anne and Kent †.....Del. & Md.	351,000	*	.....	.....	250,000	289,000	2,000	—	36.0	35,850	12,560	38,231	27,487	9,990	—	50	....
Jun. 30, 1873	42.0	—	4.0	—	1	2	2	44	Quincy, Alton and St. Louis.....Ill.	1,832,100	*	.....	.....	786,000	1,060,000	52,000	—	42.0	56,000	.....	.....	68,989	(Deficit)	—	100	....
Dec. 31, 1873	70.0	—	1.7	160.0	...	...	...	...	Quincy, Missouri and Pacific.....Mo.	2,000,000	.....	.....	32,200	700,000	20,000 p.m	.....	—	.....	(Under construction.)			.....	.....	—	100	....
May 31, 1873	44.0	—	3.0	62.0	3	3	3	50	Raleigh and Augusta Air-Line †..N. Car.	1,134,221	89,785	.....	.....	876,000	.....	.....	—	44.0	.....	.....	.....	73,474	28,543	—	100	....
May 31, 1873	97.0	—	5.0	—	16	10	4	184	Raleigh and Gaston.....North Carolina.	1,500,000	*	.....	.....	650,000	667,640	.....	—	38.3	.....	(No report supplied.)		.....	.....	—	100	....
Nov. 30, 1873	40.0	8.0	8.1	10.7	8	7	1	29	Reading and Columbia (P. & R.).....Pa.	2,072,959	220,041	62,586	.....	557,560	.....	.....	—	—	—	—	—	—	—	—	100	....
Sept. 30, 1873	101.5	30.9	47.9	—	42	52	17	1,202	Rensselaer and Saratoga (D.& H.)..N. Y.	8,328,362	*	.....	.....	625,600	.....	.....	—	—	—	—	—	—	—	—	100	....
Sept. 30, 1873	159.0	6.9	16.8	—	35	20	9	462	Richmond and Danville †.....Virginia.	5,729,729	*	2,100,482	234,278	4,000,000	2,488,411	1,435,905	143,372	195.9	599,792	141,767	227,729	957,129	447,389	...	100	....
Sept. 30, 1873	86.0	—	6.7	—	13	21	16	134	Richmond, Fred'burg and Potomac †..Va	2,727,840	*	131,896	254,875	1,509,822	889,698	82,659	632,748	86.0	199,825	178,986	45,677	496,744	231,136	2	100	....
Sept. 30, 1873	22.5	2.7	4.2	—	8	9	4	164	Richmond and Petersburg †.....Va.	1,215,404	*	48,483	30,119	847,100	526,296	81,527	49,183	46.7	110,712	126,947	91,887	160,227	36,685	—	100	....
Sept. 30, 1873	33.3	—	2.2	26.0	3	3	2	42	Richmond, York Riv. & Chesapeake †..Va.	1,257,640	*	.....	.....	650,000	607,640	.....	—	38.3	.....	(No report supplied.)		.....	.....	—	100	....
Dec. 31, 1873	18.5	—	1.8	—	—	—	—	—	Rochester & Genesee Valley (Erie).N. Y.	671,203	—	—	—	557,560	—	—	—	—	(Rental 18 p. c. of earnings.)			—	—	—	100	....
Sept. 30, 1873	—	—	—	105.0	—	—	—	—	Rochester and State Line.....N. Y.	735,649	—	183,649	.....	24,000	894,000	90,000	—	—				—	—	—	100	....
Sept. 30, 1873	10.0	—	—	140.0	...	...	...	...	Rochester, Nunda & Penn. (3 ft.)..N. Y.	716,327	*	.....	.....	625,600	.....	58,200	—	—				—	—	—	100	....
Ap. 30, 1874	253.6	25.0	26.7	—	31	14	6	932	Rockford, Rock Island and St. Louis..Ill.	16,095,811	*	18,007	178,951	6,498,579	8,000,000	484,488	303,402	318.9	.....	.....	.....	1,696,124	369,703	—	100	....
Dec. 31, 1873	141.1	48.6	28.4	—	42	32	16	909	Rome, Watertown and Ogdensburg.N. Y.	4,789,198	*	147,969	305,486	3,146,800	1,908,249	44,979	142,625	218.2	.....	.....	.....	1,230,555	360,488	7	100	77½
Dec. 31, 1873	120.0	—	19.0	—	—	—	—	—	Rutland (C. V.).....Vermont.	9,129,946	*	143,947	92,617	6,648,400	1,972,800	745,700	—	239.0	.....	.....	.....	970,239	492,400	2	100	....
Dec. 31, 187	34.0	—	2.7	—	4	2	...	52	Saginaw Valley and St. Louis.....Mich.	525,716	87,864	.....	4,173	121,775	346,000	149,968	—	34.0	58,650	.....	.....	134,620	79,810	—	100	....
Dec. 31, 1873	22.0	—	6.5	—	5	8	...	230	St. Croix and Penobscot †.....Me.	364,000	*	.....	20,663	100,000	227,700	7,000	—	22.0	.....	.....	.....	70,952	28,861	3	50	....
Aug. 31, 1873	187.0	—	20.0	38.0	19	.....	.....	.....	St. Joseph and Denver City..Kan. & Neb.	11,221,764	420,925	245,000	3,803	4,000,000	7,000,000	734,425	157,067	187.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	197.0	18.0	21.0	—	13	11	4	590	St. Louis, Alton and Terre Haute.Illinois.	11,768,400	*	.....	241,609	4,768,400	7,000,000	241,809	—	295.0	.....	.....	.....	1,042,808	593,849	—	100	11
Jan. 31, 1874	43 3	—	2.2	—	—	—	—	—	St. Louis & C. Rapids (St.L., K.C.& N.).Ia.	(Statements not received.)																
Dec. 31, 1873	195.5	15.3	39.7	—	85	23	15	1,618	*St. Louis and Iron Mountain* †...Missouri.	19,103,348	*	247,884	—	10,000,000	8,622,000	431,149	298,083	210.8	947,849	537,276	682,903	1,964,281	596,426	3	100	27
Jun. 30, 1873	310.0	48.0	25.0	—	46	27	12	1,175	St. Louis & S. Eastern...Ill., Ky. & Tenn.	8,828,400	*	.....	.....	4,628,400	3,200,000	.....	—	240.0	524,786	70,581	515,719	661,753	265,882	—	100	....
Dec. 31, 1873	76.5	—	2.1	—	—	—	—	—	St. L. & St. Jos. (St.L., K.C.& N.).Mo.	2,000,000	—	—	—	—	1,000,000	(Sold under foreclosure Feb. 18, 1874 for $1 00,000.)		—	—	—	—	—	—	100	....
Dec. 31, 1873	41.5	—	2.3	138.5	—	—	—	—	St. L., C. Bluffs & Omaha (St.L.K.C.& N.).M.	2,200,000	—	—	—	—	1,100,000	16,000 p.m	.....	—	.....	.....	.....	(Rental.)	66,000	—	100	....
Dec. 31, 1873	150.6	—	11.6	—	—	—	—	—	St. Louis, Jacksonv. & Chic.(C. & A.)..Ill.	5,078,600	—	—	—	2,348,600	2,726,060	—	—	—	—	—	—	—	240,000	—	100	....
Jan. 31, 1874	265.5	87.5	24.8	27.3	91	33	18	1,529	St. L., Kansas City & Northern.....Mo	30,162,381	*	350,000	569,474	24,000,000	6,000,000	1,071,854	—	581.7	.....	435,220	801,596	2,755,194	204,762	—	100	....
Dec. 31, 1873	157.8	—	24.4	—	32	14	8	841	St. Louis, Vandalia & T. H. (T.H.& I.).Ill.	8,256,255	*	226,930	.....	2,378,158	5,499,000	467,325	—	157 8	.....	.....	.....	1,130,813	337,768	—	100	....
Aug. 31, 1873	108.5	—	4.7	161.0	—	—	—	—	*St. Paul and Pacific*.....Minn.	11,250,000	—	—	—	—	10,500,000	750,000	—	35.0	25,256	16,417	15,786	32,345	509	—	100	....
Aug. 31, 1873	207.0	76.0	19.4	—	28	20	6	374	*St. Paul and Pacific* (1st Div.).Minnesota.	17,214,350	*	.....	.....	1,968,600	15,245,750	472,942	—	283.0	.....	.....	.....	763,806	165,964	—	100	....
Aug 31, 1873	121.3	—	10.0	—	14	6	4	255	St. Paul and Sioux City.....Minn.	4,628,778	*	.....	.....	2,400,000	1,861,500	316,227	—	121.3	244,766	77,755	.....	509,443	40,172	—	100	....
Aug 31, 1873	17.6	3.2	1.0	—	2	2	1	40	St. Paul, Stillw. & Taylor's Falls...Minn.	780,817	*	.....	.....	277,500	450,000	37,000	—	20.8	29,280	22,800	.....	63,716	31,863	—	100	....
Sept. 30, 1873	16.0	—	2.6	—	—	—	—	—	Salem and Lowell (B. & L.).....Mass.	481,459	—	—	2,714	243,305	226,900	13,978	—	—	—	—	—	17,500	16,784	1	100	....
Jun. 30, 1874	116.3	—	17.1	—	23	10	9	236	Sandusky, Mans. & Newark (B. & O.)..O.	3,368,620	*	—	50,430	1,637,553	2,306,500	5,181	69,216	116.3	970,912	179,279	466,410	717,251	45,794	—	100	....
Dec. 31, 1873	104.0	—	4.9	5.0	10	9	5	80	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	.....	.....	1,000,000	1,427,800	.....	—	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	11.0	—	21.5	—	—	—	—	—	Schuylkill Valley (P. & R.).....Penn.	576,050	—	—	—	576,050	—	—	—	—	—	—	—	—	28,803	5	50	....
Mar. 31, 1874	90.0	—	8.0	—	16	4	6	290	Seaboard and Roanoke.Va. & N. Carolina.	2,058,152	*	568,669	.....	1,365,000	210,000	.....	—	80.0	.....	34,867	.....	609,678	198,004	3	100	....
Apr. 30, 1872	227.0	—	11.9	—	39	19	7	411	*Selma, Rome and Dalton* †.Ala.Ga.& Tenn.	12,980,000	*	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dec. 31, 1873	25.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pot.....Penn.	3,750,000	*	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	.....

Apr. 30, 1872	237.0	—	11.9	—	39	19	7	411	*Selma, Rome and Dalton*[1].Ala.Ga.& Tenn.	12,980,000	*				3,750,000	9,230,000			237.0	(No	statement	furnished)					100	
Dec. 31, 1873	25.0	—	4.5	—					Shamokin Valley and Pottsville(N.C.).Pa.	1,208,050		1,656,400			869,450	1,994,000			28.0	170,978	47,866	760,305	350,487	157,172	6	54	
Dec. 31, 1873	78.5	—	5.6	—	5	3	3	172	Sheboygan and Fond du Lac..Wisconsin.	2,622,861	*				1,276,000	1,509,000	96,686		78.5	131,140	52,214	59,188	135,777	3,687	—	100	
Nov. 30, 1873	31.1	—	5.2	—	7	4	1	211	Shenango and Allegheny (A.& Gt.W.).Pa.	1,091,747	86,355				199,000	800,000	124,315		31.1	101,665	26,584	166,359	157,301	80,000	—	50	
Sept. 30, 1873	32.3	—	1.0	—	2	2	1	24	Shepaug Valley.....Conn.	241,300	*				239,850		817		32.3	12,770	9,469	3,998	13,499	233	—	100	
Sept. 30, 1873	50.0	—	5.1	—					Shore Line (N. Y., N. H. and H.)..Conn.	1,200,000					1,000,000	200,000			50.0				413,081	92,658	7	100	
Aug. 31, 1873									*Sioux City and Pacific*.....Neb. & Iowa.		*															100	
Aug. 31, 1873	122.4	—	7.4	—	11	6	3	386	Sioux C. and St. P.(St.P.&S.C.)Ia.& Minn.	4,803,936	*				2,800,000	1,740,000			147.4	56,414	10,766		73,996	52,386	—	100	
Sept. 30, 1873	35.0	—	2.0	—	3	2	1	81	Sodus Point and Southern.....N. Y.	1,479,000	*				715,967	1,200,000		(84 mos	35.0	37,753	41,941	15,172	27,710	986	—	100	
Jun. 30, 1874	182.0	—	16.7	—					South and North Ala.(L.N.&Gt.S...)Ala.	5,829,001					4,100,000	5,726,000	1,729,001		182.0				561,275	95,589	—	100	
Dec. 31, 1872	187.0	106.0	33.7	—	42	49	—	630	South Carolina[1].....South Carolina.	8,057,935	886,535	2,931,159	141,584		5,819,275	4,668,645	1,568,843	160,453	243.0	897,580	188,607	294,784	1,491,016	576,465	—	100	
Sept. 20, 1873	11.6	—	2.1	—	3	12	2	15	South Shore.....Mass.	501,593	*	126,500	25,078		259,685	275,000	10,920	107,557	11.6	57,703	394,360	36,596	94,788	17,381	—	100	
Sept. 30, 1873	57.0	1.3	20.0	11.0	20	60	5	117	South Side (L. I.).....New York.	4,531,734					1,000,000	3,250,000	967,658		73.3	340,266	679,055	65,663	488,410	192,742	—	100	
Sept. 30, 1873	116.0	—	14.0	—	14	7	5	401	Southern Central.....N. Y. & Pa.	5,837,290	355,390		1,702		1,784,080	2,264,739	145,563		116.0	391,070	209,775	237,304	446,317	160,815	—	100	
Apr. 30, 1873				30.0					Southern Maryland.....Md.	(Under const	ruction.)				1,000,000	2,200,000						(No part completed.)				100	
Dec. 31, 1873	167.5	—	10.3	—	12	7	3	269	Southern Minnesota.....Minnesota.	9,328,446	*		127,883		3,825,000	4,592,000	1,089,329	—	167.5	355,868	42,444	144,175	668,233	187,059	—	100	
Jun. 30, 1873	202.0	—	10.1	828.0	19	25	6	371	Southern Pacific.....California.	10,156,408	663,577	9,306,402	204,655		12,210,200	5,050,000		50,842	152.0	460,254	330,000	182,661	1,035,312	576,572	—	100	
Nov. 30, 1873	143.0	162.5	22.9	12.5	34	28	7	368	Southwestern (Cent. of Ga.).....Georgia.	4,587,318	*				4,211,600	991,000								371,516	7	100	
Sept. 30, 1873	47.1	—	1.5	—	4	2	1	25	Springfield, Athol and Northeastern.Mass.	1,217,850	58,467	73,400	305		809,760	345,000	170,155	5,128	47.1	66,900	36,246	16,558	52,312	10,566	—	100	
Jun. 30, 1873	221.4	—	11.5	—	12	10	6	204	Springfield & Ill. So. Eastern.....Illinois.	7,610,251	300,379	6,993	205,492		3,784,500	3,866,000	260,154	212,461	221.4	430,016			371,220	(Deficit)	—	100	
Sept. 30, 1873	22.0	—	3.2	—					Stockbridge and Pittsfield (H.).....Mass.	448,700		2,550	536		448,700		3,067	19					183,500	26,485	6	100	
Sept. 30, 1873	18.2	—	0.9	—					Stony Brook (N. and L.).....Mass.	276,601		23,492	4,660		300,000		1,089	3,664					18,300	18,117	6	100	
Dec. 31, 1873	24.0	—	1.5	—					Sullivan and Erie (P. and N. Y.).....Pa.	1,597,718		1,000,000			1,500,000	1,000,000	196,992							18,045	—	100	
Dec. 31, 1873	43.5	—	3.3	—					Sunbury and Lewisten (Penn.).....Penn.	1,900,000					1,400,000	1,400,000									—	50	
Dec. 31, 1873	17.0	—	0.3	83.0	2	1	—	2	Susq., Gettysburg and Corwin.....Pa.	181,000	*	1,319,000			1,500,000			21,406		45,126	9,054	18,367	31,079	7,109	—	53	
Dec. 31, 1873	28.0	7.0	2.9	—					Sussex.....New Jersey.	1,873,800	*				1,638,600	235,000		11,421	35.0	90,000			129,165	42,931	2	100	
ept. 30, 1873	81.0	—	18.3	—	11	10	2	360	Syracuse, Bing. and N. Y.(DL&W.).N.Y.	4,036,139	*				2,400,000	1,670,000	198,422		81.0	474,718	192,539	616,990	769,652	281,919	6	100	
Sept. 30, 1873	26.0	1.9	2.1	16.0	3	6	2	40	Syr. and Chenango (re-org Aug.1,'73)N.Y.	1,227,047	*				1,063,400	500,000	229,995		26.0	23,528	49,219	29,914	23,199	(Defi it)	—	100	
Sept. 30, 1873	45.0	—	3.8	—	5	6	4	65	Syracuse Northern.....New York.	1,841,417	*				1,179,600	1,100,000			45.0	112,320	128,892	40,566	139,328	20,479	—	100	
Nov. 30, 1873	79.7	29.6	32.2	—	40	21	14	1,079	Terre Haute and Indianapolis....Indiana.	3,081,378	*	1,372,184	660,428		1,988,150	1,316,000	604,057	1,205,788	109.3	860,244	226,745	285,607	1,107,259	282,183	11	100	
Dec. 31, 1873	320.0	—	20.0	1,462	28	11	...	231	Texas and Pacific[1].....Texas.	12,800,000	*	(In pro	gress.)		2,000,000	10,000,000	500,000		320.0				346,010	106,008	—	100	
Dec 31, 1873	30.6	—	8.8	—	14	6	1	482	Tioga.....Pa.	899,286	455,015	125,000			580,000	239,500			96.0	267,265	107,885	927,476	506,119	219,293	—	53	
un. 30, 1873	43.0	—	23	14.0					Toledo, Can. Southern and Det. Mich.&O.	1,925,000		300,000			1,370,000	855,000									—	100	
July 31, 1873	220.3	10.0	26.0	—	45	13	9	1,655	Toledo, Peoria and Warsaw.....Illinois.	12,585,523	*				5,700,000	6,450,000	446,723		230.3	997,155	175,784	517,596	1,262,266	219,829	—	100	
Dec. 31, 1873	452.1	155 2	58.9	—	188	71	43	4,419	Toledo, Wabash and Western.O. L & Ill.	35,368,855	*	255,677	2,218,641		16,000,000	19,800,000	1,446,579	596,594	627.5	5,567,626	629,729	1,442,963	5,738,808	1,331,429	—	100	30
Jun. 30, 1873	42.0	—	3.1	—					Tol., Tiffin and Eastern (M.C.& L.M.)..O.	1,555,077					273,512	850,000	436,565			14,122	4,360	2,961	8,797	1,421	—	100	
Sept. 30, 1873	34.9	—	9.9	—	18	17	6	247	Troy and Boston.....New York.	2,389,483	*				1,599,000	1,919,000	113,113		55.3	156,882	295,775	202,808	552,106	272,270	4	100	
Sept. 30, 1873	6.0	—	6.0	—					Troy and Greenbush(N.Y.C.&H.R.)N.Y.	294,908					274,900									16,464	6	100	
Sept. 30, 1873	2.1	—	2.1	—					Troy Union and Depot.....New York.	783,985					80,000	680,000									—	100	
Dec. 31, 1873	40.8	11.7	9.0	—					Tyrone and Clearfield (Pa.).....Pa.	823,567					510,000	232,360	313,556		52.5						2		
Dec. 31, 1873	1,082	—	103.0	—	151	99	36	2,501	*Union Pacific*.....Nebr. Wy. & Utah.	119,259,336		4,470,716			36,762,300	75,427,512	4,540,240		1,082.0		174,894	622,120	10,266,104	5,291,243	—	100	35
Dec. 31, 1873	165.0	—	20.0	—	242	281	3	1,762	United Companies of New Jersey.N. Jer.	33,368,053	*	7,049,845			19,290,627	17,615,608			278.0		8,003,043	3,051,577	8,516,740	1,724,552	10	100	129
Sept 30, 1873	87.0	—	6.9	—	14	15	5	124	Utica and Black River.....New York.	2,788,620	*				1,769,620	1,019,000			118.0	205,226	209,589	106,964	423,564	223,571	6	100	
Sept. 30, 1873	76.0	22.0	17.0	—	17	14	7	1,062	Utica, Chen. and Susq. Val.(DL&W)N.Y.	3,946,501	*				3,783,700				99.0	277,202	252,774	278,053	458,660	95,755	5	100	
Apr. 30, 1873	51.0	—	8.5	61.0	5	7	4	42	Utica, Ithaca and Elmira.....New York.	1,700,000	*				381,360	25,000p.m										100	
May 31, 1873	47.0	25.5	9.3	—					Vermont and Canada (C.V.).....Vt.	3,000,000					3,000,000									240,000	8	100	42
Sept.30, 1873	56.0	24.1	11.0	—	13	19	7	276	Vermont and Massachusetts..Mass. & Vt.	3,288,328	261,234	380,640	12,631		2,860,000	900,000	115,521	67,312	66.5	245,641	317,561	139,376	555,234	91,269	4	100	87
Mar. 31, 1873	23.7	—	2.9	—	4	—	—		Vermont Valley.....Vermont.	1,221,886	*				516,104	783,200								55,000	—	100	
Feb. 28, 1874	140.0	2.0	9.0	—	19	10	5	125	Vicksburg and Meridian.....Miss.	3,168,427			1,283,929		1,205,094	3,149,033	98,228		142.0	240,284	93,670	46,746	517,174	148,289	—	100	
Sept. 30, 1873	49.3	—	2.0	—					Ware River (B. and A.).....Mass.	971,788			3,442		750,000	210,848	14,331							14,331	—	50	
Sept.30, 1873	18.3	—	6.0	—					Warren (D. L. and W.).....New Jersey.	3,102,220					1,800,000	1,261,400	40,820						757,642	16,137	7	100	45
Sept. 30, 1873	44 5	—	2.8	280.5	4	7	3	65	Washington and Ohio.....Virginia.	1,806,194	132,028	474,187	15,401		1,918,478	159 05	350,274		44.5	83,716			92,883	27,787	—	100	
Sept. 30, 1872	282.6	10.0	9.0	81.0	25	21	12	38.	Wash. City, Va.Mid. & Gt.Southern. Va.	9,180,634	*				2,692,540	5,622,664	865,430		292.6	718 252	196,394	161,434	988,371	403,598	—	100	
Oct. 31, 1873	26 5	—	5.0	—	10	19	4	69	West Chester and Philadelphia.....Pa.	1,503,969	190,963	397,700	150,704		823,950	1,168,912	251,375		35.5	234,692			364,448	140,083	4	100	
Aug. 31, 1872	112.0	28.0	16.5	—	33	16	5	246	Western of Alabama[1].....Alabama.	4,832,628	544,555	315,048	586,758		2,008,224	3,162,400	348,341	650,916	160.0		218,805		669,916	165,623	—	100	
Dec. 31, 1873	183.0	—	11.9	—	58	19	12	962	Western and Atlantic[1]....Ga. and Tenn.	(Owned by State		of Georgia.)				5,000,000			138.0					300,000	—	100	
Sept 30,1874	90.4	—	3.7	—	10	10	5	171	Western Maryland[1].....Maryland.	4,272,459	*	30,000	318,860		683,243	3,675,000	263,136		90.4		215,392		297,792	83,350	—	100	
Mar. 31, 1874	111.0	3.0	1.6	31.0	8	6	3	9	Western North Carolina (E. D.)[1]...N. C.	7,125,000	*				6,000,000	350,000	275,000			(In ban	kruptcy—	No returns.)				—	100	
Dec. 30, 1873	57.1	27.5	23.8	—					Western Pennsylvania (Penn.).....Pa.	3,950,872		185,179			1,022,460	3,000,000									—	50	
Dec. 31, 1873	191.7	20.8	21.8	—	30	14	12	519	Western Union (M. and St. P.). Wis.& Ill.	7,905,246	*				4,000,000	3,500,000	371,269		212.8				1,137,634	259,373	—	100	
Dec. 31, 1873	27.0	—	1.6	—	2	2	1	16	West Feliciana ..... La. and Miss.	745,315	*	110,325	16,811		760,600	110,000	1,845		27.0	13,922			68,129	39,710	—	100	
Dec. 31, 1873	128.2	—	16.6	—	18	47	9	221	West Jersey.....New Jersey.	3,878,266	*	111,037	158,082		2,133,660	3,100,000	413,625	66,314	128.2				680,586	237,607	8	50	
Mar. 31, 1873	197.0	—	10.0	—	26	14	10	660	West Wisconsin.....Wisc.	5,640,000	*				4,000,000	4,640,000			165.0				549,645	263,820	—	100	
Dec. 31, 1873	82.0	—	2.1	29.0	3	5	2	24	Wheeling, Pbg. & Balt(B&O). W.Va.&Pa.	579,642					500,000		79,642		82.0				47,365	710	—	50	
Apr. 30, 1873	62.4	—	4.2	—	6	6	2	127	White (Cinc.) Water Valley.....Ind.	1,250,855	142,719	16,291	95,821		370,025	944,000	172,819	19,162	69.9	131,918	63,929	101,201	241,716	116,201	—	100	
Apr. 30, 1873	23.0	—	2.0	—	3	5	1	37	Wico-Mico and Pocomoke.....Md.	380,000	*				160,000	200,000	20,000		37.0				53,966	14,200	—	25	
Sept 30, 1873	189.0	—	9.0	—	33	12	6	392	Wilm., Colum. and Augusta, N. C. & S. C.	4,863,481	*	29,874	187,890		300,000	3,800,000	561,278	119,916	189.0	690,528	80,595	116,918	722,124	284,886	—	100	
Oct. 31, 1873	68.6	—	8.7	9.2	11	6	5	142	Wilmington and Reading ..Pennsylvania	2,681,102	261,891	169,211	142,827		769,923	2,371,900	121,703		....	241,711	147,122	310,717	257,301	39,018	—	50	
Sept. 30, 1873	102.0	19.0	13.2	—	22	31	—	324	Wilmington and Weldon[1](WC&A).N.C.	3,004,044	*				1,456,200	1,619,100			161.0				739,678	280,720	5½	100	
Oct. 31, 1873	19.9	—	2.4	15.1	3	2	2	30	Wilmington and Western.....Del. & Pa.	720,207	76,810	45,088			248,807	500,000	91,599		19.9	38,868	39,308	20,080	35,219	Loss.	—	50	
Mar.31, 1873	15.5	—	2.3	—					Wilton (N. and L.).....N. H.	234,600			91		214,600			20,091							—	50	
May 31, 1874	327.0	—	20.7	—	31	1	4	1,136	*Winona and St. Peter* (C. & N.W.).Minn.	10,626,089	*				410,080	8,775,000	1,440,009		327.0				700,003	315,738	—	100	
Dec. 31, 1873	223.0	26.0	7.0	—	15	8	3	309	Wisconsin Central.....Wisconsin.	12,800,000	*				6,400,000	6,400,000			165.0						—	100	
Sept. 30, 1873	45.7	—	27.7	—	17	17	5	367	Worcester and Nashua.....N.H.& Mass.	1,903,329	326,133	80,925	204,339		1,706,700	900,000	94,486	304,041	45.7	364,347	375,033	386,080	580,666	208,462	10	100	124
									CANALS, &c.																					
May 31, 1874	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	.....	396,107	.....	.....	1,880,800	1,922,307	.....	.....	12.5	.....	.....	.....	427,309	271,618	7	60	
Dec. 31, 1873	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal[1]..Md. & Va.	10,605,309	.....	.....	.....	.....	3,229,594	3,065,500	.....	.....	184.5	.....	.....	.....	.....	.....	.....	25	
Dec. 31, 1873	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	.....	.....	.....	.....	1,633,350	800,000	.....	.....	—	(Leased to Lehigh	Co.)		188,701	188,701	8	50	84
Dec. 31, 1873	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,839,210	.....	28,470,046	.....	.....	19,539,485	18,030,385	142,414	2,196,971	108.0	.....	.....	.....	12,228,707	2,020,606	20	100	116
Dec. 31, 1873	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,885,748	.....	35,101,213	427,637	.....	18,990,900	18,758,967	954,905	.....	65.5	.....	.....	2,756,837	1,590,100	706,778	10	100	35
Dec. 31, 1873	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	.....	20,097,506	.....	.....	5,784,860	15,767,856	.....	.....	108.0	.....	.....	1,041,891	506,060	43,789	—	50	98
Dec. 31, 1873	55.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,146,040	.....	.....	.....	.....	1,004,150	110,000	8,054	.....	55.0	.....	.....	.....	196,149	123,514	9	50	60
Dec. 31, 1873	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,432,474	.....	.....	.....	.....	2,200,000	1,125,129	.....	.....	102.0	.....	.....	.....	823,664	78,173	4	50	60
Dec. 31, 1873	358.0	64.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania	20,000,000	.....	.....	.....	.....	4,457,156	2,588,000	1,048,300	.....	470.0	.....	.....	870,121	844,628	317,748	—	50	4
Dec. 31, 1873	109.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,687,126	.....	2,557,040	.....	.....	4,386,796	8,676,332	287,196	91,157	109.3	.....	.....	.....	649,351	634,183	1	50	13
Dec. 31, 1873	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	.....	.....	.....	.....	2,002,700	2,757,311	165,510	.....	45.0	(Lease to	Ph.& B'g.)	426,393	99,151	loss.	—	50	12
Dec. 31, 1873	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	3,907,880	.....	.....	.....	.....	2,907,880	3,000,000	35,000	.....	84.6	(Lease to	Ph.& B'g.)	124,991	44,962	loss.	—	50	...
Dec. 31, 1873	132.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	3,630,244	.....	.....	.....	.....	1,100,600	743,900	286,219	.....	—	(Leased to Pennsylvania Co.)			.....	.....	.....	50	...

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:	$	p c	p c	p. c.
Atlantic and Great Western, pref...	10,000,000	7	....	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	....	....
" " guar.	276,200	7	....	....
Atlantic and Pacific, preferred	10,000,000	7	....	16½
Atlantic and St. Lawrence,* guar....	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,552,900	6	5	108
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	..
Catawissa,* pref. and guar.....	1,159,500	7	7	80
Camden and Amboy,* guaranteed..	5,847,800	10	10	129½
Camden and Atlantic, preferred.....	768,549	7	7	87
Cayuga and Susquehanna,* guar....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,600	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	106½
Central Ohio,* preferred	411,550	6	6	88
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	70
Chicago and Alton, † preferred.....	2,425,400	...	10	109
Chicago, Iowa & Nebraska,* guar..	3,916,300	...	8	89½
Chicago and North-Western, pref...	21,484,118	7	7	61½
Cinc., Sand. and Cleveland, pref....	429,000	6	6	25
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,286,150	7	7	88½
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred...	248,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,316,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	..	....
Dubuque and Sioux City,* guar....	5,000,000	...	3	60½
Dubuque South-Western, pref.....	890,315	8	..	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	46
Elmira, Jeff. and Canad. * guar....	500,000	5	5	....
Elmira & Williamsp't, pref. & *guar.	500,000	7	7	76
" " com. & *guar.	500,000	5	5	....
Erie Railway, preferred.....	3,536,910	7	7	56
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	..	..	....
Hannibal and St. Joseph, pref	2,167,700	7	7	35
Harrisburg and Lancaster,* guar....	1,182,550	7	7	97
Housatonic, preferred.....	1,180,000	8	8	96
Huntington & Broad Top Mtn, pref.	190,750	...	...	25½
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	98½
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref...	851,600	9	9	....
Marietta and Cincinnati, 1st pref....	3,101,650	6	...	16
" " 2d pref.....	4,436,250	6	...	8
Mich. Southern, (Lake Shore) guar..	533,500	10	10	....
Mill Creek,* guaranteed.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	12,274,433	7	7	57½
Mine Hill,* guaranteed.....	3,856,450	8	8	106½
Montclair,* guaranteed.....	2,000,000	7	..	....
Morris and Essex,* guar.....	15,000,000	7	7	99½
Nesquehoning Valley,* guar....	2,000,000	10	10	110
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,295,200	10	10	129
New London Northern,* guar.....	971,400	10	10	105
New York & Harlem,* pref. & guar.	1,500,000	8	8	127
" " *com. & guar.	8,500,000	8	8	131
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	122
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	44½
" " pf. & *guar.	2,000,000	8	8	87
Ohio and Mississippi, preferred.....	4,030,000	7	7	63½
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama, guaranteed.....	7,000,000	12	12	114½
Paterson and Hudson,* guar.....	630,000	—	5½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	...	..	....
Phila., Germant'n & Norrist'n,*guar.	2,231,900	12	12	120½
Philadelphia and Reading, † pref....	1,551,687	..	10	110½
Philadelphia and Trenton,* guar....	1,259,100	10	10	128
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	95½
Pittsfield and North Adams,* guar.	450 000	5	6	86
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	111
Rochester & Genesee Valley,* guar.	557,580	...	...	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	16½
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	...	26½
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	...	....
St. Louis, Kansas City & Nor., pref..	12,000,000	...	...	24½
Schuylkill Valley,* guaranteed.....	576,000	5	5	..
Shamokin V. & Pottsville,* guar....	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	..	....
" " 2d pref..	1,000,000	7	..	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	41
Warren,* guaranteed.....	1,800,000	7	7	55
Canal Stocks.				
Delaware Division,* guar.....	1,633,350	8	8	....
Delaware and Raritan,* guar.....	5,847,900	10	10	....
Morris, preferred and * guaranteed..	1,175,900	10	10	128
" com. and * guar.....	1,695,400	4	4	60
Schuylkill Navigation preferred....	2,808,977	6	6	26

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness.....per ton	40	@	42
Gartsherrie.....	—	@	—
Summerlee.....	—	@	—
Carnbroe.....	—	@	—
Langloan.....	....	@	—
Glengarnock.....37	@	38	
Eglinton.....36	@	37	
Pig, American, No. 1.....25	@	27	
Pig, American, No. 2.....23	@	25	
Pig, American, Forge.....23	@	24	
Bar .Refined, English and American.....	—	@	—
Bar, Swedes, assorted sizes.....(gold).115	@	120	—
—Store Prices.—			
Bar, Swedes, ordinary sizes	140	@	145 —
Bar, Swedes, Plow sizes.....	155	@	160 —
Bar, Refined, ½ to 2 in. rd. & sq. 1 to 6 inch x ½ to 1 in.....	67 50	@	70 —
Bar Refined, 1¼ to 6 by ½ & 5-16 in.....	72 50	@	75 —
Bar Refined, 1 & 1¼ by ½ & 5-16.....	72 50	@	75 —
Large Rounds, 2½@2¾ to 3¼ @4 in.....	75 —	@	90 —
Scroll	90 —	@	130 —
Ovals and Half-round	90 —	@	100 —
Band, 1 to 6 in. by 3-16 to No. 12.....	85 —	@	87 50
Horse Shoe.....	100 —	@	105 —
Rods, ½@1-16 inch.....	70 —	@	127 50
Hoop, ½ by No. 22 to 1 & 1¼ by 13 & 14....	97 50	@	155 —
Nail Rod..... per lb.	—	7¼ @	— 8¼
Sheet Russia, as to assortment.....(gold)	—	14½ @	— 15
Sheet, Single, D. and T. Common.....	—	4½ @	— 5
Sheet, Doubles and Trebles, Charcoal....	—	5 @	— 5½
Sheet Galvanized 1st and 2d quality..List 20@35 p ct. disc.			
Rails, English.....(gold).....per ton.	48	@	50 —
Rails, American, at Works in Penna..o'y.	50	@	55 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)..per lb.	—	16 @	— 17½
English Spring (2d and 1st quality).....	—	6½ @	— 8½
English Blister (2d and 1st quality).....	—	10 @	— 14
English Machinery	—	11 @	— 11½
English German (2d and 1st quality).....	—	11 @	— 11½
American Blister.....	—	— @	— 9
American, Cast, Tool.....	—	— @	— 16
American, Cast Spring.....	—	— @	— 10
American Machinery.....	—	— @	— 11
American German Spring.....	—	— @	— —

NAILS—Duty: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Com. Fence. & Sheath per keg.	3 50	@	3 60
8d. and 9d. "	—	@	3 85
6d. and 7d. "	—	@	4 10
4d. and 5d. "	—	@	4 40
3d. and 4d. Light.....	—	@	5 10
3d. Fine.....	—	@	5 85
2d.....	—	@	6 60
Cut Spikes, all sizes.....	—	@	3 85

TIN—Duty: Pig, Bars and Block, free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca.....(gold) per lb.	—	@	— 28
Straits.....(gold).	—	22½ @	— 22½
English, L. & F.....(gold).	—	@	— 21½
English, Refined.....(gold).	—	21½ @	— 22
Plates—Fair to good brands.		Gold.	
I. C. Charcoal.....per box.	9 50	@	9 87½
I. C. Coke.....	7 75	@	8 —
Coke Terne.....	7 —	@	7 50
Charcoal Terne.....	8 37½	@	8 87½

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)	—	5½ @	— 5½
Crude 40@47 gravity (in shipping order)..	—	8½ @	— 8½
Refined, Standard White (in ship'g order).	—	11½ @	— 11½
Refined, S. W. (in jobbing lots).....	—	11½ @	— 11½
Refined, S W. (in tin)	—	16½ @	— 19
Naptha, Refined (65@73 gravity).....	—	9½ @	— 10½
Residuum....(in shipping order) per gal.	—	7 @	— —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.) per lb.	—	@	— 28
Copper, Bolts.....	—	@	— 30
Copper, Braziers' (over 16 oz.)	—	@	— 30
Copper, Nails	37	@	— 38
Copper, Old Sheathing, &c., mixed lots.....	—	@	— 23
Copper, American Ingot Lake.....	23½	@	— 24½
Copper, English Pig.....	—	@	— —
Yellow Metal, New Sheathing & Bronze...	21	@	— 22
Yellow Metal, Bolts.....	—	@	— 28
Yellow Metal, Nails, Sheathing & Slating ..	—	@	— 22

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary.....(gold) per 100 lb.	—	@	6 75
German Ordinary.....(gold)	—	@	6 75
English .....(gold)	—	@	6 75
Foreign Refined.....(gold)	7 12½	@	7 25
Domestic. .....(gold)	6 20	@	6 25

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel.....	12 —	@	— —
Liverpool House Cannel.....	18 —	@	— —
Anthracite (by cargo) ... per ton of 2,000 lb.	5 —	@	6 50

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 9.

	Th.8.	F.4	Sat.5.	M.7.	Tu.8.	W.9.
Atlantic & Pacific pref..	16½	16½	18½	16½	....	16½
Central Pacific 6s.....	96½	....	96½	96½	96½	95½
Central of N. Jersey....	106½	106½	105½	106	106½	....
" 1st mort.....	....	....	....	....	....	....
Chesapeake & Ohio 1 m.....	52	....	51½	51½	....	....
Chicago & Alton.....	101½	....	....	....	102	....
" pref.....	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" S. F.....	....	....	....	....	....	....
" Ins. bds.....	100½	....	....	....	....	....
Chicago, Burl. & Q.....	104½	....	....	....	....	106
" 8s, 1885	....	....	....	....	....	....
Chic. & Northwestern..	46	46½	46½	47½	46½	46½
" pref.....	60½	61	60½	61	62½	61½
" 1st M.....	....	....	....	....	....	....
" S. F.....	....	....	....	....	....	....
" Consol.....	89	....	....	....	89½	....
" " gold..	81½	81	82	81½	81½	81½
Chic., Rock Isl. & Pac..	101½	100½	101½	101½	101½	101½
" 7s, 1896.....	....	....	....	108½	109	....
Clev., Col., C. and Ind..	66	65½	....	62	60	....
Clev.& Pittsburg guar..	88½	....	88½	88½	....	88½
" 2 M.....	....	....	....	....	....	....
" 3 M.....	....	....	....	....	....	....
" 4 M.....	96½	96½	....	....	....	....
Clev. and Toledo.....	....	....	....	....	....	....
" S. F. 7s.....	....	....	....	....	....	....
Col., Chl., & Ind C.....	10½	10	10½	10	9½	9½
" 1 M.....	69½	69½	70	70	70	69½
" 2 M.....	....	....	....	....	....	....
Del. & Hudson Canal ..116		116	....	....	116	116
Del. Lack. & Western..	107½	107½	107½	107½	108½	108½
" 1 M. 7s.....	....	....	....	108	....	....
" 2 M 7s.....	....	....	....	....	....	....
Erie Railway.....	27½	27½	27	26½	27	26½
" pref.....	....	....	....	....	....	....
" 1 M.7s. 1897.....	....	108	....	....	....	....
" 2 M. 7s, 1879.....	....	....	....	....	....	....
" 3 M. 7s, 1883.....	....	101	....	....	100	100½
" 4 M. 7s, 1880 97½		....	....	....	....	....
" 5 M. 7s, 1883.....	....	....	....	....	....	....
" 7s, con. gold.....	....	....	....	....	....	....
Great Western 2d mort.	69	69	....	....	....	....
Hannibal & St. Joseph.	26½	26½	26½	26½	26½	....
" pref.....	35	....	....	34½	35	....
" 8s, conv.	88	89	....	....	88	....
Hudson River.....	....	....	....	....	....	....
" 2 M. S. F...108½		....	....	....	....	....
" 3 M. 7s, 1875.....	....	....	....	....	....	....
Illinois Central	....	....	....	98	....	....
" 7s	....	....	....	....	....	....
Lake Shore & Mich.S'th.	80½	80½	80½	80½	80½	80½
" Consol. 7s.....	102	....	....	....	....	....
" reg.....	....	....	....	....	100	....
" 2d consol.....	....	....	....	92	91½	....
Michigan Central.....	77	78	79½	79½	81	82½
" S.F. 8s, 1882.....	....	....	111	....	....	....
" 7s, 1902.....100½		....	....	101	102	101½
M. S. and N. I. 1 M. S. F.....	....	....	....	....	....	....
" 2 M.....	....	....	....	....	....	100
Milw. and St. Paul.....	38½	39	39	38½	38½	38½
" pref.....	57	57½	....	57	57½	....
" 1st mort.....	....	....	....	....	....	....
" 2d mort.....	....	....	....	....	....	....
" 8s.....	....	....	....	....	....	....
" 7 3-10s con.....	....	....	....	....	93	....
" 7s, gold.....	....	....	....	55	....	55
Morris and Essex.....	99	....	....	....	....	99½
" 1st mort.....	....	....	....	....	....	109
" 2d mort.....	....	....	....	....	....	103
N. Y. Cen. & Hud. Riv.	101½	101½	102	102½	102	....
" 7s, S.F.1876.	....	....	....	....	....	....
" 6s, S.F. 1883 98		97½	....	98	....	....
" 6s, S.F. 1887.....	....	....	....	....	....	....
" 1st mort.....	112	....	....	....	....	....
" reg.....	....	....	....	....	....	131
N. York and Harlem.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
" 1st Mort.....	....	108	....	....	....	....
" reg.....	....	....	....	....	....	....
N. York. N. Hav. & Hart.	139	....	139	....	....	....
Ohio and Miss.....	32½	32½	32½	31½	31½	31½
" pref.....	63	63½	....	....	63½	....
" 2d M.....	80½	....	....	80½	80½	80
" Consol. 7s.....	....	....	....	....	....	98
" S. F.....	....	....	....	97½	....	....
Pacific Mail S. S. Co....	44½	41½	41½	41	40	39½
Pacific R. R. of Mo.....	47	47½	....	46½	47	47
Panama 116		115	115	114½	114½	114½
Pitts., Ft. W. & Chi. gtd.....	....	....	95½	96½	....	....
" 1 M.....	....	....	....	112	111½	....
" 2 M.....104½		....	....	....	....	....
" 3 M.....	....	....	....	....	....	....
Quicksilver Mining Co.....	34	33½	....	33½	32½	....
St. L., Alton & T. H.....	....	....	....	....	....	....
" pref.....	....	....	....	....	26½	....
" 1 M.....	....	....	....	....	....	....
" 2 M. pref.....	....	....	....	....	....	....
" Income bds 73½		....	....	....	....	....
Tol., Wab. & Western..	31½	31½	31	30½	30½	30½
" pref.....	....	....	....	....	....	....
" 1 M.....	....	....	....	....	93	....
" 2 M.....	....	....	....	....	....	73
" Equipment.....	....	....	....	....	....	....
" St. Lou. Div. 74½		....	....	75	75½	....
Union Pacific.....	36	35½	35½	35½	35½	35½
" 1st mort... 93		93	92½	92	92	92½
" I. Gt. 7s.... 88½		88½	89	89½	89	....
" S. F. 8s..... 77		78½	75½	77½	77½	77½
Western Union Tel.....	82½	82½	82½	82½	82½	82½
" 7s.	....	....	....	99½	....	99½

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 9.

	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9.
FEDERAL STOCKS:—						
U. S. 5s, 10-40s, reg.	....	....	....	112¾	113¼	
U. S. 5s, 10-40s, coup.	114¼	114¼	114¼	....	....	
U. S. 5s, 1881, reg.	113¾	....	112¾	112¾	....	
U. S. 5s, 1881, coup.	113	113¼	....	112¾	112¾	112¾
U. S. 6s, 1881, reg.	116¼a	116¼	....	....	115¾	116
U. S. 6s, 1881, coup.	....	....	....	119¾	119¼	119¾
U. S. 6s, 5-20s, reg. '62	....	....	....	....	....	112¾
U. S. 6s, 5-20s, c. 1862.	112¾	....	....	....	112¼	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.	114¾	....	....	....	....	114¼
U. S. 6s, 5-20s, reg. '65	116	....	....	....	115¾	116¾
U. S. 6s, 5-20s, c. 1865	....	116¼	116¼	....	....	116¼
U. S. 6s, 5-20s, r. n. '65	....	....	115	114¼	....	....
U. S. 6s, 5-20s, c. n '65	118¾	118¾	118¾	118¼	118¼	118¾
U. S. 6s, 5-20s, reg. '67	....	....	....	115¾	115¾	115¾
U. S. 6s, 5-20s, c. 1867.	119¾	119¾	119¾	119¾	....	....
U. S. 6s, 5-20s, reg. '68.	116a	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	....	....	....	....	....
U. S. 6s, Pac. R. R issue	....	....	....	116¾	....	116¼

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 8.

	W.2	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.
Catawissa preferred	....	....	....	....	....	....
" 7s, new	....	....	....	....	....	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	94¾	94¾
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	....	....	....	....	....	101¾
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	47¾	47¾	....	47¾	47¾	47¾
" 6s, 1884	....	....	97½	99	99	....
" Gold L.	100¾	....	....	....	100¾	....
" R. R. L.	95¾	....	....	....	....	....
" Conv. G. L.	....	....	....	103	....	....
Lehigh Valley R. R.	61¾	61¾	61¾	62	62	62
" 6s new coup	....	....	....	101¾	....	....
" 6s new reg.	....	....	....	....	....	....
" 7s	....	107	107	107	....	107
Little Schuylkill R. R.	....	....	....	....	48¾	48¾
" 7s	....	....	....	....	....	....
Minehill	53	53	....	53¾	....	....
Morris Canal	....	....	....	....	....	....
" pref.	125	....	....	....	....	....
North Pennsylvania	50¾	....	....	....	....	....
" 6s, 1885	....	....	....	....	....	....
" 7s	102¾	....	....	102¾	....	....
" 10s, 1887	....	....	....	....	105¾	....
Northern Central	30¾	30	30	30	29¾	30¾
Oil Creek & Alleg. Riv.	8¾	8¼	....	8¾	8¾	8¾
" 7s	54¾	....	....	54	....	....
Pennsylvania R. R.	52¾	52¾	52¾	....	52¾	52¾
" 1st M.	....	....	103¾	103¾	....	....
" 2d M.	100¾	....	....	....	....	....
" Gen. mort.	96	96¾	....	....	....	....
" " reg.	....	....	96¾	16¾	....	....
Penn. State 6s, 2d series	....	....	....	....	....	....
" 6s, 3d series	....	....	....	111¾	....	....
Philadelphia City, 6s	100¾a	....	100¾	....	101	....
" new	103¾	103¾	103¾	103¾	103¾	104¾
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	54¾	54	54	54¾	54¾	54¾
Philadelphia and Erie	16¾	15¾	16	15¾	....	15¾
" 6s	....	....	....	....	....	....
" 7s	85¾	86	....	....	....	....
Phila., Wilm. & Balt.	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	....	....	13	....	....	....
" 6s, 1882	78¾	....	78¾	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	90	....	....	....	....	....
United Co. of N. Jersey	129¾	129¾	129¾	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	72
Green and Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	67	....	....
Spruce and Pine	....	31	....	....	31	....
13th and 15th sts.	....	....	....	....	....	26

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 8.

	W.2.	Th.3	F.4	Sat.5.	M.7.	Tu.8.
Baltimore City 6s, 1875	....	....	....	....	102	....
" 1886	....	....	....	....	....	102¾
" 1890	102¾	....	102¾	....	102¾	102¾
" 1884	102¾	....	....	....	....	....
" 1900	....	....	....	....	....	102¾
Balt and Ohio	177	....	....	....	....	....
" bonds, 1875.	102¾	102¾	....	....	....	....
" " 1880.	....	....	....	....	....	....
" " 1885.	....	....	....	101¾	....	....
Central Ohio	....	....	....	....	....	....
" 1st mort.	93¾	94	....	....	....	....
Marietta & Cin. 1st M.	104¾	104¾	....	....	....	104¾
" 2d M.	92¾	....	93	....	93	....
" 3d M. 8s	82¾	....	....	....	82	....
Northern Central	....	....	....	....	....	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	....	....
" G. B. 1900	92¾	....	....	....	....	92¾
Pittsb. & Connels. v. 7s	87¾	87	86¾	....	....	86
N. W. Va. 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	....	....	....	....	....	....
" Deferr. Certif.	....	....	....	....	....	....
City Passenger R. 7s	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 9.

	Th.3.	F.4	Sat.5	M.7.	Tu.8.	W.9.
Boston and Albany	132	130¾	130¾	130¾	130¾	130¾
Boston and Lowell	....	94	....	....	....	94
Boston and Maine	110¾	110¾	110¾	110¾	110¾	111
Boston and Providence	....	148	....	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s	23¾	23¾	23¾	22¾	23¾	22¾
Cheshire, pref.	....	....	....	....	....	....
Chi., Burl. and Quincy	104¾	....	....	106	106	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	53	52¾	52¾	53	52¾	52¾
Fitchburg	123¾	123¾	....	....	....	123¾
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	77¾	77¾	79¾	80	81¾	81¾
Northern, N. H.	....	....	....	97	....	....
Ogdens. & Lake Champ.	....	....	....	44¾	....	....
" pref.	....	....	....	....	....	....
Old Colony	108	....	108¾	....	....	....
Ph., Wil. & Baltimore	55¾	55¾	55¾	56¾	56¾	....
Portl'd, Saco & Ports.	111	....	....	....	....	....
Union Pacific	....	....	....	35¾	....	....
" 6s	....	....	....	89¾	....	....
" Land Grant 7s	87¾	....	....	....	....	....
" S. F. 8s	74¾	75¾	....	....	75¾	....
Vermont and Canada	....	42¾	....	....	....	....
Vermont and Mass.	....	86	....	87	....	87
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	100	....	....	100¾	....
Metropolitan	....	44	....	....	....	45
Middlesex	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	25
Calumet and Hecla	143¾	....	140	139	139¾	139¾
Copper Falls	11	11	....	....	....	10¾
Franklin	....	5¾	....	....	6	....
Quincy	....	43¾	45	43¾	....	43¾

London Stock Exchange.

	—Closing Prices.— Nov. 20.	Nov. 27.
Atlantic & Gt. W. 1st mort., $1,000	47 — 49	44 — 46
Do. 2d mort., $1,000	24 — 26	20 — 22
Do. 3d mort., $1,000	11¼ — 12½	10 — 11
Do. Con. mort. B'nds Bisch's Cert.	13 — 15	11 — 13
Do. Leas. Lines, Rental Bonds	65 — 70	60 — 65
Do. 1873	38 — 42	35 — 40
Do. 8 p. c. Scrip, West. Exten	— —	— —
Detroit & Milwaukee 1st mort. Bonds	60 — 65	60 — 65
Do. 2d do.	55 — 60	55 — 60
Erie shares 100 dol. all paid	26 — 26½	24¼ — 24¾
Do. Convertible Gold Bonds	62 — 63	59 — 61
Do. 6 per cent Convertible Bonds	93 — 95	93 — 95
Cons. Mort. amount autho. to be issued for conv. of existing bonds	89 — 91	88 — 90
Illinois Central $100 shares all paid	88 — 90	88 — 90
Do. Redemption mort. bonds 6 p.c.	99 —101	99 —101
Illinois & St. Louis Bridge 1st mort.	98 —100	98 —100
Marietta and Cincinnati Rail. Bonds	96 — 99	96 — 99
Michigan Central 8s 1882, conv.	— — —	— — —
New York Central, 100 dols. shares	94 — 95	93 — 94
Panama General mort.	96 — 98	96 — 98
Pennsylvania, General mort.	100 —101	101 —102
Do. $50 shares	48½ — 49¾	48 — 49
Philadelphia and Erie 1st mort.	94 — 96	94 — 96

American Railroad Journal

Saturday, December 13, 1874.

Stock Exchange and Money Market.

Money has been more active during the week, with call loans quoted generally at 3@5, and best mercantile credits at 5½@7 per cent per annum, showing a somewhat firmer range. At these figures, however, the more prominent borrowers have been readily accommodated to the full extent of their requirements. The increased demand has been in good part for speculative use at the Stock and Go'd Boards. The more extensive clearances of the City Banks indicate the magnitude of the inquiry for aid. There has been a further outflow of currency to the interior, which told against the City Bank reserves, as also against the Sub Treasury currency board. The liberal specie exports account substantially for the loss of specie by the City Banks. The Sub Treasury slightly augmented its specie average. The City banks last week further reduced their reserve of legal tender notes $3,080,200, and their deposit item $3,135,200, while also diminishing their specie average $2,862,100. They report an increase of $3.787,200 in the loans and discounts, and of $128,500 in their circulation. The U. S. Sub Treasury in this city closed the week with a currency balance of $47,401,936 against $49,566,-170, the preceding week; and a coin board of $55,031,082 against $54,528,254, on the previous return. The City bank exchanges, during the week, were $530,080,508, or a daily average of $88,388,418. The customs revenue of the port, during the week, was $1,857,000. The City banks reported their average of gold last week at $14.467,200, and their greenback average at $50,221,700. Their deposits stood at $219,632,-100. The loan item was $286 072,800. The circulation was $25,012,100.

The City Bank net reserve of specie and legal tender notes now shows an excess, over the legal requirement of reserve, to liabilities, of $9,158,-500.

The aggregate of the outstanding U. S. currency, of all denominations, Dec. 1, was $429,987,311. The outstanding amount of legal tender notes is 382 millions. The National bank circulation is now $351,500,000.

The U. S. Treasury balances at the opening of business on Wednesday were as follows: Currency, $15,521,490; special deposit of legal tenders for redemption of certificates of deposit, $48,-305,000; coin, (including $22 718,900 in coin certificates,) $80,387,534.

The income of the Government, from internal revenues, thus far, in the fiscal year, commencing with July 1, 1874, has been over 47 millions.

With more favorable financial news from Europe, and the recommendations as to specie payments by President Grant, in his annual message to Congress, operating against the speculators for a rise, Gold has been depressed and lower, on a less active demand, especially on speculative account; the market closing irregularly. The extremes of the week have been 110½@112¼, closing on Wednesday at 110⅞, as against 112 on Wednesday of the preceding week. The specie outflow last week was $2,400,888, mainly to the Continent. The imports of specie at this port since Jan. 1. have been $5,351,769, against $17,-890,422 same time last year. The customs demand for Gold last week averaged $309,500 a day. Foreign Exchange has been less active, but held generally with firmness, with Bankers' sixty day bills on London closing on Wednesday at $4 84¾@$4 85⅛; sight bills on London at 4 90@$4 90⅛ to the £ sterling. The week's exports of Domestic Produce have been to the currency value of $4,103,914. The exports for the corresponding week of last year were $5,170,064, and for 1872 $4,586,084. The total exports since January 1, this year are $269 321,960 against $282,349,109 last year and $225,590,047 in 1868.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $5,517,786.

Government Securities have been quite active, and quoted stronger in price through the earlier dealings; but, influenced, in good part, by the decline and irregularity in Gold, the market ruled lower toward the close.

U. S sixes of 1881 closed on Wednesday of this week at 119⅛@119¾; U. S. Five-Twenties of 1862, at 112¼@112½; U. S. Five-Twenties of 1864 at 114¼@114⅛; U. S. Five-Twenties of 1865 116¼@116⅜; U. S. Five-Twenties of 1865 consolidated, 118¼@118⅜; U. S. Five Twenties

of 1867, 119¼@119⅜; U. S. Five-Twenties of 1868, 119½@119⅝; U. S. Ten-forties at 113⅝@114; U. S. Fives of 1881, (Funding Loan) 112@112⅜; Six per cent. currency Sixes from 116¼@116½.

Business at the Stock Exchange has been quite active, but the course of prices has been quite generally against operations for higher values. The demand for State and Railway bonds has been fair with prices quoted about steady. Railway and miscellaneous share property has been quite brisk, but unusually variable as to prices, influenced largely by the pressure to sell some of the more prominent speculative shares, like those of the Pacific Mail, which have been seriously damaged by the newspaper discussions of the week.

In general business, a fair show of activity has been made in most lines. Breadstuffs, Provisions, and Cotton have been dealt in with comparative freedom, but closed weaker as to values. Wool and Leather, in good demand and quoted steady. Most other kinds of Produce, in rather moderate request. Dry Goods, Hardware, and Boots and Shoes have been inactive. The Metal trade has been quite tame, as a rule. American Pig Iron has been offering more urgently, and has been heavy and irregular. Eglinton Pig Iron quoted from yard at $37; Glengarnock, $39@$40; No. 1 American Pig at $25@$27; No. 2 do. at $23@$25; Forge, $22@$25; English Rails at $47 50@$50, gold; American Rails at works, $50@$55; Old Rails, $30. Wrought Scrap, $30@$32. Ocean freights have been less active and at close, quoted weaker.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Pacific R. R. of Mo., 1st mort., 90; do. 2d mort., 80½; North Missouri 1st mort., 86½; St. Louis, and Iron Mt. 1st mort., 91½; do. 2d mort., 71; Long Dock bonds, 100; Del., Lack. and Western 7s, conv., 106; Toledo, Wabash and Western 7s, consol., 56; Albany and Susquehanna 1st mort., 108; do. 2d mort., 102½; do. 3d mort., 100; Gt. Western 1st mort. 1888, 89; Canada Southern 1st mort., 65; Western Pacific bonds, 85⅝; Burlington, Cedar Rapids and Minnesota 1st mort, 50; Morris and Essex 7s, 1871, 99¾; Delaware and Hudson Canal reg. 7s, 1884, 107; Galena and Chicago 2d mort., 101; Toledo, Peoria and Warsaw 1st mort. W. D., 71; do. E. D., 81; Mil. and St. Paul 1st mort. LaC. div., 90¼; Detroit, Monroe and Toledo 1st mort., 100½; N. Y. Central Real Estate bonds, 97; Long Island R. R. 1st mort, 90; Iowa Midland 8s, 95; Chicago and Northwestern Interest bonds, 97½; Cleveland and Pittsburg 7s, consol, 102; Clev., Col., Cin. and Ind. 1st mort., 104; Lake Shore div. bonds, 99; Central of New Jersey 7s, conv., 103½; Boston, Hartford and Erie 1st mort., 23¼; St. Louis, Iron Mt. and Southern R. R., 27; St. Louis, Kansas City and Northern pref., 24⅝; Rome, Watertown and Ogdensburg R. R., 77½; Consol. Coal, 48; Maryland Coal, 19¾; At. and Pacific Tel., 18¾; Am. Dist. Tel., 40; Adams Exp., 114¼; U. S. Exp., 64½; Am. Exp., 65¼; Quicksilver Mining pref., 45; Canton Co., 60; Mariposa Mining, 5; Missouri 6s, (H. and St. J. issue,) 1876, 100; do. 1877, 99; do. 1878, 98½; do. 6s, long bonds, 98½; Tennessee 6s, old, ex-coupon, 57½; do. new, do., 57½; do. 6s, n. s., 57; Virginia 6s, consol., 58½; do 2d series, 42⅝; South Carolina 6s, new, Jan. and July, 23; California 7s, 114; Ohio 6s, 1881, 106.

Philadelphia.—Huntingdon and Broad Top Mt. 7s, consol., 45; Philadelphia and Reading deben. bonds, 80½; do. 7s, new, conv., 105½; do. 7s, 1893, 105; Belvidere Delaware 3d mort., 85½; West Jersey R. R. 7s, 102½; Allegheny Valley 7 3-10s, 88; West Chester and Philadelphia R. R. 7s, 103½; Pittsburg, Cincinnati and St Louis 7s, 74; Northern Pacific 7-30s, 28½; Pennsylvania and New York 7s, 102; Schuylkill Nav. 6s, 1895, 77; Connecting R. R. bonds, 90½; Susq. Canal 6s, 74; Harrisburg and Lancaster R. R. 6s, 101½; Pennsylvania R. R. div. scrip, 107; Delaware Division Canal, 42; Catawissa R. R., 14½; do. new, pref., 32½; Fifth and Sixth Sts. R. R., 57½; Nesquehoning Valley R. R., 55; Camden and Atlantic pref., 43½; New Jersey State 6s, exempt, 105¼. The latest quotations are: City 6s, 100¾@101¼; do. free of tax, 103¼@103⅜; Pennsylvania State 6s, 2d series, 108@108¼; do. 3d series, 111¼@111¾; Philadelphia and Reading, 54¾@54⅞; do. Gen'l mort. 7s, coup., 102@—; do. reg., 103@—; do. mort. 6s, 1880, 101½@101¾; do. new, conv., 104⅜@105½; do. 7s, 1893, 104¾@105¼; United New Jersey R. R. and Canal Co., 129¼@129½; Camden and Amboy mort. 6s, 1889, 101½@102; Pennsylvania R. R., 52⅝@52⅝; do. div. scrip, 105½@105¾; do. 1st mort., 103@103½; do. 2d mort., 100¼@101; do general mort. coupon, 96@96½; do. reg., 96@97; Little Schuylkill R. R., 48¼@48¾; Morris Canal, 50@50; do. pref., 125@130; do. 6s, 98@100; Susquehanna Canal, 6@10 do. 6s, 73@74; Schuylkill Nav., 6½@6¾; do. pref., 13@13¼; do. 6s, 1882, 78½@79; do. 1872, 91@91; Elmira and Williamsport pref., 84@88; do. 7s, 1878, 99¾@99¾; do. 5s, 55@64; Lehigh Coal and Navigation, 48@48; do. 6s, 1884, 98@99; do. R. R. Loan, 98@99; do. Gold Loan, 100½@100⅝; North Pennsylvania, 50¼@—; do 6s 103@103½; do., 7s, 102½@102¾; do. Chattle 10s, 105@105¾; Philadelphia and Erie, 15⅞@16; do. 6s, 90@92; do. 7s, 85¾@87; Minehill, 53@53½; Catawissa, 14¼@15; do. pref., 39⅝@41; do. new pref., 31@32½; do. 7s, 1900, 102¼@104; Lehigh Valley, 62¼@62½; do. 6s, new coupon, 100@100½; do. reg., 100@100½; do. 7s, 106¾@107¼; Fifth and Sixth streets (horse), 57¼@57¾; Second and Third, 66¾@70; Thirteenth and Fifteenth, 25½@25¾; Spruce and Pine, 30¾@31¼; Green and Coates, 49¾@50¼; Chestnut and Walnut, 71¾@72¼; Hestonville, 18¾@19; Germantown 36@45.

Boston.—Old Colony R. R. 7s, 1876, 99¾; do. 1877, 101½; do. 1894, 104⅞; Chicago, Burlington and Quincy 7s, 100; Nashua and Rochester 6s, 92½; Vermont Central 1st mort., 15½; Boston, Concord and Montreal 7s, 103; Burlington and Missouri River R. R. in Iowa, 102¼; do. 8s, 102⅜; Boston and Maine 7s, 1894, 105; Atchison, Topeka and Santa Fe 2d mort., 30¼; Vt. and Mass. 6s, 1883, 96¾; do. 7s, 1885, 103¾; Eastern 7s, 1882, 90½; Grand River Valley 2d mort., 91¾; Massachusetts Central 7s, 1893, 40; Conn. and Pass. Rivers R. R. 7s, 1876, 97; Kalamazoo, Allegan and Grand Rapids 8s, 94¾; Little Rock, Pine Bluff and New Orleans 1st mort., 4; Little Rock and Ft. Smith 6s, 6; do. 7s, L. G., 5⅝; Indianapolis, Cin. and Lafayette R. R., 6¼; Summit Branch, 85¾; Norwich and Worcester R. R., 122; Cincinnati, Sandusky and Cleveland R. R., 7¾; Burlington and Missouri River R. R. in Nebraska, 53; Rutland pref., 16½; do. scrip No. 6, 25; do. 1st mort., 1902, 64¾; Pullman Palace Car, 95; Quincy R. R. Bridge, 112½; Boston Water Power, 10¼; Cary Imp., 4⅞; Waverly Land, 8; New Hampshire 6s, 101½; Maine 6s, 101⅞; Boston 5s, 1875, gold, 110¼; do. 1886, 98¾; do. 6s, 1876, currency, 100⅝; do. 1903, 101; Erie, Pa., 7s, 1894, 92¾; Toledo 7s, 1879, 96¼; do. 8s, 1894, 101¾; Cleveland 7s, 1880, 100⅜; Chicago 7s, 1894, 99½; Bangor 6s, 1894, 95; Providence 5s, 1900, gold, 93; Cincinnati 6s, 1890, 93; Allouez Mining Co., 10½; Petherick, 1⅛; Ridge, 8; National, 3.

Baltimore.—Orange and Alexandria 3d mort., 8s, 77; Western Maryland 1st mort, unendorsed, 82½; Orange, Alex. and Manassas 7s, 79¾; Virginia consols, ex-coupon, 55¾; Virginia consols, coupons, 91; Virginia Peelers, 42; Santa Clara bonds, 29; George's Creek Coal, 145. The latest quotations are: Richmond and Danville 1st mort. 65@67; Pittsburg and Connellsville 7s, 1898, 86@86¼; Baltimore and Ohio, 175@185; do. 6s, 1875, 102½@102⅞; do. 1880, 102¼@102¾; do., 1885, 101¼@101¾; Washington Branch, —@175; Northern Central, 80@81½; do. 6s, 1885, 95½@96¼; do. 6s, 1877, 95@—; do. 1900, 87@88; do. 6s, 1900 gold, 92@92¼; N. W. Va. 3d mort., 1885, 95@—; Marietta and Cincinnati 1st pref., 15@18; do. 2d pref., 8@12; do. 1st mort. 7s, 1892, 104¼@104½; do. 2d mort., 7s, 93@93½; do., 3d mort. 8s, 81¾@82; Central Ohio, 44@—; do. 1st mort., 93⅝@94; Western Maryland, 1st mort. 6s, 1890, 82½@—; do. 1st mort. guar., 100@102; do. 2d mort. guar., 98@100; do. 3d mort., guar., 100@103; do. 2d mort. pref., 60@70; do., 2d mort. guar. by Washington Co., 92@93; Virginia and Tennessee 2d mort. 6s, 70@76; do. 3d mort. 8s, 74@80; Orange and Alexandria 1st mort. 6s, 85@91; do., 2d mort. 6s, 81@84; do., 3d mort. 8s, 76¾@80; do., 4th mort. 8s, 68½@69; Orange, Alex. and Manassas 7s, 79⅞@81; Baltimore 6s, 1875, 102@102; do., 1884, 102@102½; do. 1886, 102@102¼; do. 1890, 102⅝@103; do., 1900, 102¼@102½; do. 1902, 102@103; do., 6s, exempt, 104@106; do. 5s, 80@86; Memphis City 6s, 35@40; Maryland Defense 6s, 1883, 108@110; do. 6s, 1890, 102@103; do. 6s, exempt, 108@110; do. 5s, 83@86; Virginia coupon 6s, old, 39@41; do. new, 39@43; do. consol. 6s, 55⅝@55¾; do. coupons, 90@91; West Virginia, 11@11½; City Passenger R. R., 24@25; George's Creek Coal, 144@148; Atlantic Coal, 2.00@2.25; Santa Clara, 6.00@10.00; do. bonds, 29@30; Canton Co., 50@70.

Western Union Telegraph.

The Western Union Telegraph Company have declared a dividend of 2 per cent. from the net earnings of the three months ending December 31, 1874, payable on the 15th of January, 1875. A comparative statement of the receipts, expenses and profits for the years ending December 31, 1873 and 1874, has been published, from which it appears that the gross receipts for the current year (the returns for November being nearly complete, and December estimated) are $9,530,749 55, against $9,282,033 86 for 1873, showing

an increase of $248,715 89 for the current year, while the expenses have been reduced from $7,047,016 88 in 1873, to $6,454,088 76, being a difference of $592,927 62 in favor of the current year, and that the profits are $3,076,650 79, against $2,235,017 28, being an increase of $841,643 51 over the profits of 1873.

Railroad Earnings.

The earnings of the Union Pacific Railroad in October, 1874, were $1,141,937 77, against $1,170,586 41 in October, 1873, a decrease of $28,648 64. For the ten months ending October 31, 1874, the earnings were $8,662,122 75, against $8,536,611 02, for the corresponding period of the previous year, an increase of $125,511 73.

The earnings of the Indianapolis, Cincinnati and Lafayette Railroad in October, 1874, were $174,630, the expenses $100,222, and the net earnings $74,408. In October, 1873, the earnings were $176,204, the expenses $112,067, and the net earnings $64,137—showing a decrease in earnings of $1,574, with a decrease in expenses of $11,845, making the increase in net earnings $10,271.

☞ Mr. Abram S. Hewitt, one of the Receivers of the New York and Oswego Midland Railroad, says that during the first year of his Receivership the railroad was run, at a loss amounting in the aggregate to over $300,000. Of this sum, however, over $100,000 was expended for construction purposes, and the result is that the road is now in much better order than when it came into the hands of the Receivers. It is now no longer run at a loss; on the contrary, the earnings are equal to the expenses, and were it not for the floating debt accumulated during the past year, there would be no trouble in keeping it permanently available for public use. He thinks that timely relief by the State will put the road in a self sustaining condition.

☞ The directors of the Chesapeake and Delaware Canal Company have decided to declare no dividend for the past six months. It is stated that the company have money enough on hand to declare the dividend, but have determined not to do so because of the great expense incurred in the renewal of the canal which was broken in 1878, and the depression in business. It is also stated that the company hope to commence declaring a regular semi annual dividend on the first of next June.

☞ A project is on foot to build a railroad from Colusa, Cal., due west about ten miles, and thence a little west of north about thirty miles. The estimated cost is $400,000. The Colusa *Sun* says: "If one branch of the road should run up Freshwater canyon, over to Antelope valley, it would give us most of the trade of Lake county, all the travel to the Springs, and all the mining business."

☞ The regular quarterly dividend of two per cent. on the capital stock of the New York Central and Hudson River Railroad Company has been declared, payable at the company's office, on the 15th proximo. The transfer books will close on the 15th inst. and reopen Jan. 20.

☞ The Painesville and Youngstown narrow gauge railway is nearly completed, the track being laid to Youngstown.

The Coal Trade.

The total of anthracite marketed for the week ending on the 28th Nov., amounted to 368,960 tons, and for the coal year 17,514,845 tons, against 18,450,839 tons to corresponding time last year, being a decrease of 935,914 tons. The bituminous tonnage for the week is 63,376 tons, and for the year 3,081,857 tons, against 3,112,158 tons to same time last year, giving a total of all kinds for the week of 427,336 tons, and for the year of 20,596,702 tons, against 21,562,997 tons to the same time last year, being a decrease of 966,295 tons. The Philadelphia *Ledger*, of 7th inst., from which the above is taken, adds:

The coal and coke tonnage of the Pennsylvania Railroad last week was 93,477 tons, and for the year 3,045,717. Of anthracite and bituminous there were 3,020,540 tons, and of coke 432,694 tons. This includes the tonnage of coal both east and west. The anthracite coal trade from the Pennsylvania coal mines is pretty well over for the current calendar year, except for the line supply of coal. The short production of anthracite coal for the year as compared with that of last year, though the returns are not fully made up, is very nearly approximated in the figures above given. It will not be far from 900,000 tons. The decrease in the bituminous production will be greater, as it has suffered materially in the west. If the past history of the growth of the coal trade may be taken as a basis for estimating its future, there is reason to believe that the production of 1875, and probably yearly for several succeeding years, will considerably increase. In the decade from 1862 to 1873, there was an averaging annual increase of 10 per cent, just doubling the amount in that time. It is true there was not in each and every year of the ten, an increase of 10 per cent, for, as in the present year, there was occasionally no increase on the next preceding year, but in a very few years this halt in the average was overcome, and the annual average made up. There is nothing in the progress of the country nor in the development of its material resources, to warrant any change in the coal trade for the future from that of the past. The production and carrying of coal, hard and soft, for the decade alluded to, was from 22½ millions to about 45 millions of tons. A like progress, the current decade, would give a total production and tonnage of 90 millions of tons! Great as are the transportation facilities for coal, any one conversant with the trade will readily see how severely they will be taxed to market the amount, and what immense sums of money the owners of the mines and the carrying companies must handle, and as is presumed, with corresponding return of profits. The several anthracite coal regions in their respective supplies, lose this year as compared with 1873, as follows: The Schuylkill region shows a loss of 92,145 tons, the Lehigh region 208,786 tons, the Wyoming region 594,827, the Shamokin 45,255, the Lykens Valley 5,978, and the bituminus region 31,101 tons.

☞ The Ponaganset (R. I.) Railroad Company has been organized by the choice of the following directors: James Y. Smith, Amos D. Lockwood, Alanson Steere, Thomas Pray, Jr., and George Hutchins.

☞ The engineer corps of the Atlantic and Great Western railway are engaged in surveying the proposed railway route of the Atlantic and Lake Erie railroad between New Lisbon and Salineville.

Northern Central Railway.

An adjourned meeting of the stockholders of this company was held in Baltimore on the 8th inst. to receive the report of the committee appointed in April last to examine into the affairs of the company, and to negotiate for a lease of the road to the Pennsylvania Railroad Company, or a guarantee of dividends by the latter company, or some other arrangement satisfactory to the stockholders. Two reports were submitted, neither of which was signed by a majority of the committee, and both of which were laid on the table until the annual meeting in February next. The following Board of Directors was elected: S. M. Shoemaker, George Small, S. M. Felton, W. MacVeagh, Wistar Morris, Thomas A. Scott, M. B. Greensfelder, R. Oppenheimer, M. B. Sellers, H. P. Borie, J. N. Hutchinson, and J. C. Bullitt. At a subsequent meeting of the directors, Thomas A. Scott was chosen President, and A. J. Cassett, General Manager of the Pennsylvania Railroad, was chosen Director, vice Scott.

Finances of the United States.

EXTRACT FROM THE REPORT OF THE SECRETARY OF THE TREASURY.

The moneys received and covered into the Treasury by warrants during the fiscal year ending June 30, 1874, were as follows:

From Customs		$163,103,883 69
From internal revenue		102,409,784 90
From sales of public lands		1,852,428 93
From tax on circulation and deposits of national banks		7,030,088 17
From repayment of interest by Pacific Railway Companies		1,028,895 56
From Customs' fines, penalties, &c.		651,271 76
From labor, drayage, storage, &c.		741,485 23
From sales of Indian trust lands		903,439 50
From fees—consular, letters patent and land		1,898,189 74
From proceeds of sales of Government property		1,699,017 68
From marine hospital tax		852,879 98
From steamboat fees		274,490 91
From profits on coinage, &c.		447,970 72
From tax on seal skins		856,610 42
From miscellaneous sources		1,691,808 70
Total ordinary receipts		$284,441,090 84
Premium on sales of coin		5,087,665 22
Total net receipts, exclusive of loans		$289,478,756 06
Payment by the British Government of the award of the tribunal of arbitration at Geneva		15,500,000 00
Excess of net receipts from certificates of deposit of legal tenders, &c., over redemptions		17,207,475 28
Total net receipts		$322,186,231 29
Balance in Treasury, June 30, 1873	$181,192,028 50	
Amount since received from late depositary, Cincinnati, Ohio	1,028 78	
Total	$181,193,067 28	
Deduct unavail'ble balances with depositaries carried to their debits on books of the Register, & to the credit of the Treasurer of the U. S.	13,730 18	
		181,179,337 10
Total available cash		$453,365,568 39

The net expenditures by warrants during the same period were:

For civil expenses	$17,627,115 09
For foreign intercourse	1,508,064 27
For Indians	6,692,462 09
For pensions	29,038,414 66
For military establishment, including fortifications, river and harbor improvements, and arsenals	42,313,927 22
For naval establishment, including vessels and machinery, and improvements at navy yards	30,932,587 42
For miscellaneous, civil, including public buildings, light houses, and collecting the revenue	50,506,414 25
For interest on the public debt	107,119,815 21
Total net ordinary expenditures, exclusive of the public debt	$285,788,800 21
Premium on bonds purchased	1,895,073 55
Total	$287,133,873 76
Award of Geneva Tribunal, investment account	15,500,000 00
Total net disbursements	$302,633,873 76
Balance in Treasury June 30, 1874	150,731,694 63
Total	$453,365,568 39
It will be seen by this statement that the net revenues for the fiscal year were	$289,478,756 06
And the ordinary expenses	287,133,873 76
Leaving a surplus revenue of	$2,344,882 30

During the months of July, August and September of the fiscal year 1874, bonds to the extent of $12,936,450 were purchased for the sinking fund account.

The receipts during the first quarter of the current fiscal year were—

From Customs	$46,651,200 10
From internal revenue	26,314,615 38
From sales of public lands	391,465 88
From tax on circulation, &c., of national banks	3,596,148 23
From repayment of interest by Pacific Railways	217,941 97
From Customs' fines, &c	30,540 81
From Consular, patent, and other fees	451,257 11
From proceeds of sales of Government property	522,546 77
From miscellaneous sources	1,255,832 57
Net ordinary receipts	79,431,048 27
From premium on sales of coin	1,453,237 72
Total net ordinary receipts	80,884,285 99
Receipts from certificates of deposit of legal tenders and coin certificates in excess of redemptions	5,247,068 24
Balance in Treasury June 30, 1874	150,731,694 63
Total available	$236,863,048 86

The expenditures during the same period were as follows:

For civil and miscellaneous expenses, including public buildings, light houses and collecting the revenues	$20,838,410 77
For Indians	3,032,752 93
For pensions	8,913,407 18
For military establishment, including fortifications, river and harbor improvements, & arsenals	11,618,290 99
For naval establishment, including vessels and machinery, and improvements at navy yards	8,122,728 17
For interest on the public debt, including Pacific Railway bonds	32,787,899 38
Total ordinary expenditures	$85,313,489 42
Balance in the Treasury, Sept. 30, 1874	151,549,559 44
Total	$236,863,048 86

For the remaining three quarters it is estimated that the receipts will be:

From Customs	$115,850,000 00
From internal revenue	78,784,000 00
From sales of public lands	1,000,000 00
From tax on national banks	3,800,000 00
From Pacific Railways	500,000 00
From Customs' fines, &c	200,000 00
From Consular, patent, and other fees	1,200,000 00
From sales of public property	1,000,000 00
From miscellaneous sources	2,100,000 00
Total	$208,434,000 00

For the same period it is estimated that the expenditures will be:

For civil, miscellaneous, including public buildings	$48 060,000 00
For Indians	5,000,000 00
For pensions	21,442,000 00
For military establishment	28,500,000 00
For naval establishment	17,000,000 00
For interest on the public debt	70,000,000 00
Total	$190,002,000 00

For the current fiscal year, from the foregoing account of the actual receipts and expenditures for the first quarter, and of the estimates of the same for the remaining three quarters, the estimates being based on the assumption that Congress will not increase the expenditures by deficiency or other appropriations, it is expected that the revenues will amount to $284,318,285 99, and that the ordinary expenses will be $275,315,489 42, which will leave a surplus revenue of $9,002,796 57 to be applied to the sinking fund.

The sum of $31,096,545 will be required under the law for this fund, and therefore, unless the revenues shall increase beyond the amount anticipated, there will be a deficiency in the sinking fund account for this year of $22,093,748 43.

It is estimated that the receipts for the fiscal year ending June 30, 1876, will be:

From Customs	$170,000,000
From internal revenue	106,000,000
From sales of public lands	1,500 000
From tax on national banks	6,500,000
From Pacific Railways	1,000,000
From Customs' fines, &c	500 000
From Consular, patent, and other fees	1,500,000
From sales of public property	1,500,000
From miscellaneous sources	4,500,000
Total	$293,000,000

It is estimated that the ordinary expenditures for the same period will be:

For civil expenses	$17,000,000
For foreign intercourse	1,400,000
For Indians	7,500,000
For pensions	30,500,000
For military establishment, including fortifications, river and harbor improvements, and arsenals	38,000,000
For naval establishment, including vessels and machinery, and improvements at navy yards	22,500,000
For civil, miscellaneous, including public buildings, light houses, collecting the revenues, mail steam ship service, deficiency in postal revenues, public printing, &c	54,000,000
For interest on the public debt	98,000,000
For interest on Pacific Railway bonds	3,878,000
Total ordinary expenditures	$272,778,000

If these estimates of the revenues and expenditures shall prove to be approximately correct, there will be a surplus of revenue of about $20,222,000. The amount necessary for the sinking fund is not included in the above estimate of expenditures, and to provide for it the sum of $32,140,914 will be required. The surplus revenues which can be applied to this fund ($20,220,000) will be insufficient to the extent of $11,920,914, and there will therefore be a deficiency of that amount.

The estimates received from the several Executive Departments are as follows:

Legislative establishment		$2,968,342 10
Executive establishment		18,549,048 03
Judicial establishment		3,605,250 00
Foreign intercourse		1,344,785 00
Military establishment		31,641,526 50
Naval establishment		19,096,567 65
Indian affairs		6,851,681 96
Pensions		30,500,000 00
Public works:		
Treasury Depart	$6,650,943 81	
War Department	17,409,937 50	
Navy Department	1,791,500 00	
Interior Departm't	877,248 00	
Department of Agriculture	22,840 00	
Department of Justice	47,000 00	
		26,299,469 31
Postal service		9,914,378 00
Miscellaneous		12,591,169 58
Permanent appropriations		146,673,551 76
Total		$310,080,769 89

REDUCTION OF THE PUBLIC DEBT.

During the fiscal year the public debt was reduced by the sum of $5,762,447 65, as will appear by the following statement:

Principal of the debt July 1, 1873	$2,234,482,998 20
Interest due and unpaid, and accrued interest to date	42,356,652 82
Total	$2,276,839,646 02
Less cash in the Treasury	131,179,837 10
Debt, less cash in the Treasury	$2,145,660,808 92
Principal of the debt July 1, 1874	2,251,690,468 43
Interest due and unpaid, and accrued interest to date	38,939,087 47
Total debt	$2,290,629,555 90
Less cash in the Treasury	150,731,694 63
Debt, less cash in the Treasury	$2,139,897,861 27
Showing a decrease during the year, as above stated, of	5,762,447 65
This decrease is represented by the excess of receipts over expenditures	2,344,882 30
The interest due and unpaid June 30, 1874, was less than June 30, 1873, by	3,417,565 35
Total	$5,762,447 65

By the monthly statement of the public debt issued June 30, 1874, the reduction of the debt was shown to be $4,730,472 41. The difference between this and the preceding statement is thus explained:

The monthly debt statement is made up at the close of business on the day of its date, and embraces only the moneys officially reported to the department at the time of its issue, whereas the foregoing annual statement of receipts and expenditures includes revenues which were deposited at the different places of deposit throughout the country within the period covered by the accounts, and unascertained at the time of the issue of the monthly statement. The books from which the annual statement of receipts and expenditures is prepared are usually kept open for a period of forty five days, so as to include, at the date of closing the accounts, all the revenues which may have been deposited within the year which the statement represents.

The difference between these two statements arises from the difference of dates at which they are made up, and by a comparison of them as regards the cash in the Treasury at the commencement and close of the last fiscal year it will be seen that by the annual statement of receipts and expenditures there was a gain of $1,031,976

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American Railroad Journal.

New York, Saturday, December 19, 1874.

The Cheap Transportation Agitators.

The precise reasons which determined the selection of Richmond as the late meeting place of the Cheap Transportation movement, have not been made public; but as New York has the largest interests in the actual cheap carriage of merchandize and produce, of any of the Eastern cities, it is no special detriment to our city that it was not held here, since the advantages of this entrepot and depot for both inland and seaboard destination are so well known, and those of Richmond are so little known, and at any rate, are of no present use to her, that both ways the association's recommendations escape provoking the jealousy of Boston, Philadelphia and Baltimore.

The members declare their association to be non-partisan, as it should be; it cannot strictly be said, however, to be wholly non-political, for its action may have much to do in providing closer bonds between the Great West and the seaboard, certainly; and possibly also new ties between northern and southern, or western and southern States.

An examination of the subjects of their deliberation, and a comparison of the views of intelligent gentlemen in New York, quite recently, enables us to give some practical views of the subject and the methods proposed by the Richmond Convention. It is not very surprising to see in the Resolutions of the Committees a fresh recommendation of the four great water routes to the seaboard, which have had the endorsement of President Grant, and which may be expected to appear in Congress.

Of the wisdom of the policy of committing to the federal government the task of opening up routes of travel and traffic between the several sections there may be an honest difference; but it is admitted that it would be difficult to set the limits where it should stop; and for this paramount reason many are opposed to Government assuming any such functions at all. The construction of the Pacific Railroad, partly as a military measure, is entitled to the exception, if any exception there can be; but it is the common impression that if State or National aid is to be granted, it had better be in the shape of guarantees to a private corporation, or corporations, rather than have the work done, and the expense sent directly to the Government—since in one case the total responsibility can be fixed beforehand, while in the latter case the doors of the Treasury would be open to unlimited draughts.

There is a question which lies deeper and behind this whole matter of canals and railroads, State or private construction and management. It is this: What are the transportation needs of the country; and what is the proper remedy or appliance?

In regard to the actual amount of freights moved from the States west of the Allegheny chain to the seaboard cities, and of goods transported back again to the West, there are only imperfect statistics at least. While the amount which is seeking transportation, or in other words, which would be available for shipment if the minumum of actual cost of carriage were reached, is one largely of conjecture. Over and above this, calculations are sometimes made of the stimulus which would be given to the producing classes of the West, by cheap freights, whereby the present crops might be doubled, quadrupled, or multiplied, if the demand and the consequent market rates, in consuming States would justify such an expansion.

Some of the western statisticians have estimated the available surplus which would be sent eastward, if the transportation did not add so much to the cost, at 30,000,000 tons. The aggregate through transportation of all the trunk roads, with the canals and St. Lawrence is only about 7,000,000 tons. Now a large portion of the crops must be converted into the flesh of animals, or left to waste. Let us consider the feasible plan for ensuring by a self-regulating device, at least Cheaper Transportation by the construction of fresh water-ways between the Upper Mississippi and Lake Michigan, and thence through added canals to the St. Lawrence. The objections to this expenditure are two fold; first, this navigation is available only half the time; and, secondly, a part of the chain lies through foreign, and possibly hostile, waters. The connection between the Ohio River and the Cheapeake Bay, via the James and Kanawha Rivers, though free from both the above objections, is confronted with the very great cost of surmounting the mountain chain of 2,000 feet, by a canal—estimated at $30,000,000. Of the projects for connecting the Tennessee and Georgia rivers, and of opening the mouths of the Mississippi, the one may be said to be premature; while we have no assurance that the other would be permanent.

Turning to the railroads, we are met by the underlying difficulty as to whether we must leave private enterprise free to collect all it can, restrained only by the limits of competition; or look to the legislative authority to protect the public; and in the latter event, whether we shall seek it through the Federal Congress or through the States. Either course is fraught with difficulties. It is easy for gentlemen who appear before the public with written essays or speeches on Transportation to say that "the railroads charge too much;" and that "they should be held in restraint by the sovereign will of the people;" but the trouble about it is, that the same complaint, if effective, would soon be heard against millers, grocers, tailors and the like. Again, if we resolve to apply the curb through the law who is to control the legislature? "*Quis custodiet, ipsos custodes.*"

If, on the other hand, we turn our faces to the National Congress, what better are we? Instead of confining itself to the necessary and sufficiently embarrassing work of collecting revenues and administering the government, it was diverted into

a disciplinary power over the 70,000 miles of railroad of the country, it would assume a task altogether too heavy and too dangerous for it. Congress would be converted into a veritable bear-garden wherein railroad magnates would be centres of influence and power, and demoralization be complete. There remains, then, the experiment, now being tried in England, of a Railway Commission with full power to hear appeals between railroad corporations themselves, and between Railroads and their patrons—the people. This, also, is a dangerous power to be lodged in the members of the Commission, and in the hands of the Executive—who would have their selection.

Northern Central Railway.

At the adjourned meeting of the stockholders of this company, held in Baltimore on the 8th inst., the following resolutions, offered by Mr. Thomas A. Scott, were adopted with but few dissenting voices:

Resolved, That the general office of this company be located in the city of Baltimore.

Resolved, That the incoming board are hereby authorized and empowered to adopt every means available to secure the largest amount of traffic over the line to and from the city of Baltimore at the rates current over competing lines, provided that all its connecting lines will agree to give it not less than a pro rata proportion of freight and passenger receipts.

Resolved, That the incoming board be instructed to report at the next annual meeting a full exhibit of the actual condition of the company, and of every interest that is held by it and of the cost and estimated value of all its properties, and also the resources of the company.

Resolved, That the incoming board be authorized to make such arrangements for terminal facilities in the city of Baltimore as may be required to meet the wants of the company from time to time.

Resolved, That the incoming board are hereby instructed not to make a lease of any other road, or indorsement of the bonds of any company, without first making a report in writing to the stockholders, at a meeting, of which thirty days notice shall be given, and having the approval of said stockholders.

☞ The trustees invite sealed proposals for the foundations, masonry and superstructure (in one contract) for the great railroad bridge over the Ohio River at the foot of Horne street, Cincinnati, for the Cincinnati Southern Railroad. Proposals will be received until January 18, 1875, and must be on printed forms and directed to the board of trustees, at their office, No. 70 West Third street, Cincinnati, O. Plans and specifications can be seen at the Engineer's office, at the same place.

☞ The Gulf, Colorado and Santa Fe road invite proposals for building the first section of the road, from Galveston, Tex., west to Columbia, on the Brazos river, a distance of 50 miles. The whole work will be let together, or the grading and bridging separately. Information as to the location, grades, etc., can be had on application to Braxton Bragg, Chief Engineer, Galveston, Texas.

☞ The first train over the cut from Athens to Parkersburg, on the Marietta and Cincinnati Railroad, arrived at Parkersburg on the 15th ult. This cut-off shortens the distance between Cincinnati and Parkersburg ten miles. It extends from Athens to Parkersburg, a distance of thirty two miles. The old line from Marietta to Athens will be operated principally as a freight line.

Old Colony Railroad.

The earnings of this road for the years ending September 30, 1873 and 1874, were as follows:

	1873.	1874.
From passengers	$1,431,707 76	$1,456,315 11
" freight	774,752 85	752,838 19
" expresses	74,781 67	72,299 41
" rents	24,941 06	23,388 43
" mails	28,459 33	41,063 30
" miscellaneous	39,933 54	40,385 24
" extra baggage	2,675 61	3,519 95
	$2,377,251 82	$2,390,309 63
Expenses, viz:		
Passenger department	$239,712 58	$250,687 84
Merchandise "	240,398 37	198,997 39
Locomotive "	451,675 80	412,483 82
Maintenance of way	387,166 73	428,431 47
General expenses	170,917 98	156,210 68
Miscellaneous	86,144 13	90,719 14
	$1,576,015 59	$1,537,530 34
Earnings less exp.	$801,236 23	$852,779 29
City and town taxes	$25,519 95	$24,555 90
State tax	63,677 49	71,879 50
Interest on bonds, debt, etc.	233,433 16	281,243 27
	$322,630 60	$377,678 67
Net income	$478,605 63	$475,100 62
Add balance of income per last report		611,502 21
Add for premiums received on bonds sold		41,821 67
Total		$1,128,424 50
Deduct amount paid in settlement of disputed claims for damage by fire in Plymouth County in June, 1873	$22,487 15	
Deduct dividend Jan. 1, 1874, $3 50 per share.	228,221 00	
Deduct dividend July 1, 1874, $3 50 per share.	232,631 00	
		483,339 15
Balance of income account September 30, 1874		$645,085 35

The dividend of Jan. 1, 1875, is to be taken in part from this balance.

The gross receipts of the road were, for the year ending Sept. 30, 1874.	$2,390,309 63
For the year ending Sept. 30, 1873.	2,377,251 82
Increase in receipts	$13,057 81
The working expenses for the year ending Sept. 30, 1874	$1,537,530 34
For the year ending Sept. 30, 1873.	1,576,015 59
Decrease in working expenses.	$38,485 25
The amount paid for interest was, for the year ending Sept. 30, 1874	$281,243 27
For the year ending Sept. 30, 1873.	233,433 16
Increase	$47,810 11
Amount paid for taxes was, for the year ending Sept. 30, 1874	$96,435 40
For the year ending Sept. 30, 1873.	89,197 44
Increase	$7,237 96
The net earnings, after paying interest and taxes, were, for the year ending Sept. 30, 1874	$475,100 62
For the year ending Sept. 30, 1783.	478,605 63
Decrease	$3,505 01

The amount of interest paid includes one coupon upon the bonds issued to provide means to purchase stock in the steamboat companies, from which no income has as yet been received, the time for the semi-annual dividends not having been reached.

There has been a decrease in freight receipts of $21,914 66, while there has been an increase in the tons carried of 8,476.

The decrease in receipts shows that a larger proportion of low priced freight has been carried.

Coal tonnage for 1874	149,092
Coal tonnage for 1873	126,429
Increase	22,663

The increase from passengers was $24,607 35, of which $12,620 72 is from local business. The increase in the number of passengers carried was 118,476.

The equipment of the M. & T. R. R., consisting of one locomotive, three passenger cars, one baggage car, twenty four long box cars, nine long platform cars and one short platform car, has been added to the equipment of the road.

Two locomotives, five passenger cars, five freight cars and seventeen coal cars have been added to the rolling stock.

One locomotive, five passenger cars, three baggage cars, twenty five freight cars and twenty five gravel and coal cars have been rebuilt.

1,030 tons of steel, 1,320 tons of new iron rails and 91,797 new sleepers have been used in repairing the track; 2,059 tons of rail have been taken up, repaired and relaid.

The new depots at Campello and Brockton have been completed, and others built at Rock and South Wareham.

New side tracks have been constructed to the extent of 17,232 feet.

These additions and improvements being within the old line of the road, the Directors have considered a proper charge to expense account, and they have been accordingly paid for from earnings. They have added to the permanent value of the property of the company, which is now in excellent condition.

The amount expended for these improvements and additions is as follows:

Cost of new equipment	$50,436 84
New stations	25,061 40
17,232 feet of side track, about	20,000 00
Cost of 1,030 tons of steel rails in excess of iron at $30 per ton	30,900 00

The number of sleepers laid is largely in excess of those taken up, and has considerably improved the track, which was before in good condition.

The Westinghouse and vacuum brakes are now used on 24 locomotives and 103 cars.

The mileage of trains has increased the past year 22,905 miles, and the computed expense per mile run is $1 18 against $1 22 last year.

The total amount of our business has increased but slightly the past year. In common with other railroads we have felt the effect of the general stagnation of business. The manufacture of iron, which in various forms is extensively carried on along our line, has been particularly depressed, and many of the largest establishments have temporarily closed their works or diminished production. The result has been at many stations a reduction in receipts, which has, however, been more than balanced by new or increased business at other points. With a return of the usual business activity in the community we may hope for largely increased receipts.

Some progress has been made in the construction of the bridge at Fall River, and its completion within the next year is expected. Its cost to this company will probably be not far from $175,000.

After the completion of this bridge, and establishing a connection with the Fall River and Providence Railroad, our railroad line would seem to be complete, and no further extensions required to develop the business of the section of country which depends upon our company for its transportation.

The Directors have, under the authority conferred by the stockholders in May last, subscribed for $741,000 in stock in the Old Colony Steamboat Company, and for $30,681 67 in stock of the Nantucket and Cape Cod Steamboat Company.

The results, so far as now ascertained, are highly satisfactory.

Our business the past season with Nantucket and the Vineyard has been much increased.

The New York business, upon which our prosperity largely depends, has been satisfactory.

It should be understood that this company is in no manner liable for any contracts or losses of the steamboat companies, and incurs no risk beyond the amount it has invested in the stock of these companies, which is less than the amount of the usual dividends for two years upon its stock.

While the indirect advantage to be gained by the establishment of substantial steamboat companies running boats in connection with our line, and managed in harmony with its policy, is very great, the Directors believe that no loss will follow the investment we have made in the stock of these companies.

It is too early to determine what return will be made in dividends on these investments.

The results of the business during the past five months, since the boats have been run by the new company, have fully met the expectations of the Directors.

A contract has bren made during the year for the operation of the Union Freight Railroad by this company, which will enable us to receive and deliver freight along the whole water front of the city, and transfer our cars to any of the railroads terminating in Boston.

The equipment of the road is as follows: 41 passenger, 15 freight, and 6 switching locomotives; 137 passenger, 25 baggage, 806 long box, 10 short box, 338 long platform, 24 cattle, 72 stone, 13 short platform and 461 coal and gravel cars. Number of miles run by passenger trains, 913,714; by freight trains, 408,471; by gravel trains, etc., 55,194—total miles run one year to September 30, 1874, 1,377,379, an increase over the year ending Sept. 30, 1873, of 22,905. Number of passengers carried the past year, 4,375,316; do. carried one mile, 63,673,026. Tons of merchandise carried the past year, 633,727; do., carried one mile, 18 250,612.

TRIAL BALANCE, September 30, 1874.

Cash	$186,699 50
Bills receivable	512,790 57
Construction	10,519,175 94
Dorchester and Milton R. R. Co.	36,937 88
South Shore R. R. Co. (stock account)	124,647 84
Nantucket and Cape Cod Steamboat Co. (stock account)	30,681 67
Old Colony Steamboat Co. (stock account)	741,000 00
Real estate	294,425 98
Materials on hand	270 671 29
Agents departments	23,943 51
	$12,750,974 18
Capital stock	$6,687,300 00
Premium on stock	54,039 34
Bonds due April 1, 1875	458,000 00
" September 1, 1876	1,000,000 00
" August 1, 1877	1,450,000 00
" September 1, 1884	32,000 00
" March 1, 1894	1,192,000 00
" August & Dec. 1875, C.C.	40,500 00
" " 1881, "	265,500 00
Bills payable	858,132 73
Dividends unpaid	12,592 37
Connecting lines	55,824 39
Income account	645,085 35
	$12,750,974 18

President.—ONSLOW STEARNS.

Directors.—Onslow Stearns, Uriel Crocker, Benjamin Finch, Oliver Ames, Charles F. Choate, Samuel L. Crocker, Jacob H. Loud, Thomas J. Borden, Royal W. Turner, Francis B. Hayes, Ephraim N. Winslow, John S. Brayton, Prince S. Crowell.

Treasurer.—JOHN M. WASHBURN.

Superintendent.—J. R. KENDRICK.

Erie Railway and its Connections.

CAPTAIN TYLER'S REPORT.

(Continued from page 1573.)

I find that between September 30, 1872, and September 30, 1873, there were rebuilt six engines, two at Jersey City, and four at Susquehanna, and that between September 30, 1873, and the present time there have been nine engines rebuilt, one at Jersey City, one at Buffalo, and seven at Susquehanna; there were also purchased during these years, between September 30, 1872, and September 30, 1873, three, and between September, 30, 1873, and the present time, nine engines. Properly to perform the service of the Erie, with its present traffic, it is necessary that, at least, thirty three new engines should be purchased, to replace those engines whose numbers are on the books, but which are not now in existence; and, looking to the future, without considering the increase that may be expected in the traffic of the road, it is furthermore necessary that twenty five engines be rebuilt annually. By this means the present traffic might be more effectually worked, and the expenditure in engine repairs might be reduced to a much lower proportion per mile—say from 8c. per engine mile, which it is at present, to 5c. or 6c. in the course of two or three years. The economy which may thus be effected in the engine repairs will be very considerable, and may be estimated to amount to a saving of, say, $200,000 a year on the present figures. The average expenditure for fuel during the last four years appears to have been, as far as can be ascertained, 9.69c. per mile, and further economy may be effected in this respect when the different classes of engines have been reduced in number, and when a standard system of construction has for some time been adhered to, when the engines are worked for a smaller number of hours per day, and when all the engines are of a more economical construction as regards the sizes of the fire boxes, and the introduction of better valve motions. Probably a further $150,000 might be saved annually on this account. There are 341 four wheel coupled engines with bogie trucks, and 108 six wheel coupled engines with bissel trucks under their leading ends. Some of the switch (or shunting) engines are without trucks. With a view to greater safety in the case of the passenger engines, the cast-iron wheels commonly employed in the bogie trucks have been superseded as regards the leading wheels by wrought iron wheels with steel tyres; it being properly considered that the liability to fracture of the flanges and other parts of the cast iron wheels, which would be less important in other situations, is more dangerous in the leading wheels of an engine. Several serious accidents have occurred, on this and other lines, from the leading wheels of the trucks breaking under passenger engines. Some of the freight engines have been similarly altered, and it is obviously desirable that the remainder should be altered as soon as possible. A large proportion of the engines have heretofore been highly decorated with brass work and otherwise. This system has now been discontinued. The engines which are being constructed and altered are made plain, with iron sheeting, and are being painted a dark color. The saving thus accruing is found to be, for brass work and decorative painting discontinued, not less than $300 per engine; besides which there will be a still greater saving on account of labor in polishing the brass work, and labor and materials in keeping the decorative painting in repair.

Steel tyres only are used on the driving wheels of all the engines, excepting on what are called pushing engines, or assisting engines, on the Susquehanna incline, about eight in number, which are fitted with cast iron tyres. These cast iron tyres are unknown on English railways, but they are employed on several American lines.

The greater number of the engines are tender engines, and all the tenders run on bogie trucks. The engines and tenders together weigh as follows: For the six wheeled coupled engines, with bissel trucks, the weight averages 80,000lbs., and for the tenders 45,000lbs.; for the four wheel coupled engines with bogie trucks, the weight averages 72,000lbs., and for the tenders 45,000lbs., when loaded and in working order. The diameter of the driving wheels on passenger engines varies from 5ft. 6in. to 6ft., and on freight engines from 4ft. 6in. to 5ft. The diameter of the cylinders is generally 17in, or 18in., with a stroke of 22in., so that these engines are capable of hauling heavy loads. The freight engines run commonly with loads of forty cars over the low grades on the Delaware and Susquehanna divisions, 244 miles between Port Jervis and Hornellsville, where the heaviest grades do not exceed (except in passing the summit between Deposit and Susquehanna, where pushing engines are employed) 16ft. to the mile, or 1 in 330. A train of forty wagons, loaded, may be computed to weigh between 700 and 800, or, say, 800 tons, besides the weight of the engines. On other divisions the weights hauled are not so great, owing to the nature of the gradients. On the eastern division, between Jersey City and Port Jervis, 87¼ miles, with a maximum gradient of 60ft. to the mile, the load is eighteen cars, weighing, say, 360 tons. On this division, the Mogul, or six wheel coupled engines, are principally employed. On the Western division, the maximum gradient is 52ft. to the mile, and the load is about eighteen cars, weighing, say, 360 tons.

Unfortunately, these engines are, as has been already stated, of various types, built by different manufacturers at different times, according to the opinions of different engineers; and it will be impossible fully to attain the desired system of economy until they have been reduced to a smaller number of standard types required for different purposes. The greater the number of classes of engines, the greater the difficulty in keeping duplicate portions on hand, to be used in case of accident or of required renewal. Delay, therefore, occurs in the repairs of the engines which would not otherwise be necessary; larger amounts of expensive materials are required to be kept on hand than would be necessary if there were fewer types of such materials. The engines are now being constructed from designs which have been prepared with a special view to the employment of a small number of patterns of the different parts; the same boilers, cylinders, valve motions, and other details, will then apply as well to the six wheel coupled engines as to the four wheel coupled engines. All future engines will also be constructed with a view to their easy conversion to narrow gauge engines, when the time shall arrive for altering the gauge of the road from 6ft. to 4ft. 8½in., and the same system is being followed as the engines come into the shops for extensive repairs. The cost of converting one of the existing engines is estimated at $3,000, whereas it is believed that the cost of altering an engine built with a view to conversion will not exceed $800. The principal item in the conversion of existing engines is the alteration of the fire box, which entails an expenditure of $1 500. In new or altered engines the fire box is made of the required width for the narrower gauge, and no further alteration in this respect then becomes necessary. In new or altered engines, also, the cylinders are so cast that the saddle between them is the only part which will require renewal. The tender and car axles are how constructed with a view to their being shortened and turned down, as required, to suit the narrower gauge.

CAST IRON WHEELS.

Some interesting statistics are recorded in this department in regard to the durability of cast iron wheels used in the bogie trucks, under the leading ends of the engines, under the tenders, and under the passenger, freight, or other cars.

The wheels used for these various purposes are generally of the same character. They are of cast iron, with a sufficient proportion of white iron to enable the chill to sink to an average depth of half an inch into the treads and flanges; and the question is the more interesting, inasmuch as wheels of this description are in almost universal

employment in America, though they are not regarded with favor in the United Kingdom. They cost about $20 a piece when new. They weigh about 500lbs. for a wheel of 33 inches in diameter, which is principally employed, and they are worth from $7 to $10 a piece when worn out or defective, according to the varying prices of old iron.

I find with reference to the car wheels of 28, 28, 30 and 33 inches diameter, that there has been an extraordinary difference in the durability of the wheels from different manufacturers. The average durability of the wheels from the different manufacturers has been, respectively, 2 7-30, 8 12 30, 19 11-30, 22 7-30, 25 14-30, 33 15 30, and 36 16 30 months. As regards the wheels under the engine trucks, the average from four manufacturers for the durability of such wheels has been, respectively, 14 1-30, 14 23 30, 15 8 30, and 24 3 30 months.

It is impossible to determine precisely the mileage of the cars for the periods above stated; but a wheel lasting three years would probably run 80,000 miles during that period. The mileage of the wheels under the engines can be more accurately ascertained, and may be considered to amount, for two years and one month, to 55,000 miles. The average life, therefore, of a cast iron car wheel from the best makers may be taken to be about 80,000 miles, and of a similar cast iron wheel under an engine truck about 55,000 miles. The durability of these and other wheels depends, of course, on the speed at which they run, the loads which they carry, and the descriptions of track on which they travel, as well as upon the materials of which they are composed, and the care employed in their manufacture.

Car Stock.

The car stock owned by the Erie comprises 222 first class passenger cars, 50 second class and emigrant cars, 76 baggage and express cars, 38 milk cars, 3,552 box freight cars, 407 box stock cars, 171 other stock cars, 197 oil cars, 279 oil tank cars, 2,421 flat cars, including gondola cars, 2,479 eight wheeled, and 1,495 four wheeled coal cars, 35 eight wheeled, and 181 four wheeled cabooses, 27 derrick and tool cars, 200 gravel dump cars, three paymasters' cars, one directors' car, and one officers' car. Of these 197 passenger cars may be said to be in good condition, and twenty five in fair working order. Of the second class and emigrant cars thirty six are in good condition, eight in reasonable working order, and six require repairs or rebuilding. Of the baggage and express cars sixty five are in good condition, and eleven in fair working order. Of the milk cars twenty are in good condition, fourteen in fair working order, and four require repairs or rebuilding. Of the box freight cars, 500 of which were formerly owned by the Union Car Company, 2,052 are in good condition, 1,000 are in fair condition, and 500 require to be repaired or rebuilt. Of the box stock cars 107 are in good condition, 200 are in fair working order, and 100 require repairs or rebuilding. Of the other stock cars, 151 are in good condition, and twenty are in fair working order. Of the oil cars 172 are in good condition, and twenty five in fair working order. Of the oil tank cars, 254 are in good condition, and twenty five in fair working order. Of the flat and gondola cars, 1,821 are in good condition, and 550 in fair working order whilst fifty require repairs or rebuilding. Of the eight wheel coal cars, 1,729 are in good condition, 550 are in fair working order, and 200 require repairs or rebuilding. Of the four wheel coal cars, 745 are in good condition, and 750 in fair working order. Of the eight wheel cabooses, fifteen are in good condition, fifteen are in fair working order, and five require repairs or rebuilding. Of the four wheel cabooses, 124 are in good condition, fifty one are in fair working order, and six require repairs or rebuilding. Of the derrick and tool cars, twenty four are in good condition, and three are in fair working order. Of the gravel dumps, 149 are in good condition, and fifty one in fair working order. Out of a total, therefore, of 11,885 cars owned by the Erie, 7,666 are in good condition, and 3,298 are in fair working order, and 871 require repairs or rebuilding, which is being gradually done.

Besides the above there are leased by the Erie thirty nine first class cars from the Pullman Palace Car Company, all of which are in good condition. There are leased from the Barclay 842 four wheel narrow gauge cars, of which 300 are in good condition, and forty two are in fair working order. There are also leased from the Jefferson Car Company 1,500 four wheel coal cars, which may be stated to be in fair working order. The total number, therefore, of cars leased by the Erie is 1,881, of which 339 are in good condition, and 1,542 are in fair working order. We thus obtain a total of 13,716 cars, of which 8,005 are in good condition, 4,840 are in fair working order, and 871 require to be repaired or rebuilt.

The most important improvement which requires to be made in the company's car stock is in obtaining in all future construction uniformity of the bogie trucks and running parts for the different classes of vehicles.

The Union Steamboat Company.

The Union Steamboat Company is an important organization under the laws of the State of New York. It is practically owned by the Erie in the proportion 8,750 out of 10,000 shares. The fleet of this company consists of fifteen steamers of an aggregate carrying capacity of 14,000 tons, and added to this fleet are also seven steamers owned by Mr. Charles Ensign, of Buffalo, with an aggregate carrying capacity of 10,500 tons. These last are freighted by the Union Steamboat Company, being allowed the same divisions of rates with the railways, and by contract each steamer pays to the Union Steamboat Company $5,000 per year. The steamers of this combined fleet appear to be kept in a high state of efficiency and condition, and to be well regarded by insurance interests. The season of active operations commences on the opening of navigation, which varies from March to May in different years, and closes on 1st December. The routes and lines are as follows, all starting from Buffalo:—Two steamers to Toledo, Ohio; three to the Lake Superior copper regions; four to Green Bay, Wisconsin; and thirteen to Milwaukee and Chicago. In the course of these various trips, stoppages are made at all way ports where trade offers.

During the season of 1873 this company carried one ninth of all the grain shipments of Chicago, and, reducing flour to grain by weight, delivered over 13,000,000 bushels at Buffalo. They delivered to the Erie in Buffalo 177,500 tons, and to various consignees in Buffalo 184,400 tons, making an aggregate amount of east bound deliveries of 361,900 tons. The greater part of the freight to Buffalo consignees consisted of grain, which went forward mostly to New York via the Erie Canal. The amount of freight received by this company in Buffalo from all sources for transportation west was 100,632 tons, of which there was received from local shippers in the city of Buffalo 55,012 tons, from the Erie Canal 17,007 tons, and from the Erie Railway 28,620 tons. The largest item of freight handled by this company is grain, which may be taken to illustrate the proportion of the lake trade of Buffalo carried by the company, and the proportion given to the Erie. In the season of 1873 this company delivered in Buffalo 9,792,798 bushels of grain; of this amount there was delivered to the Erie 4,061,631 bushels. It appears, by reference to the report of the Secretary of the Buffalo Board of Trade, that the entire receipts of grain by lake were 65,046,292 bushels, and the proportion, therefore, of this amount carried by this company was about one seventh of the whole, of which less than half was delivered to the Erie. If that railway company had been furnished with a sufficient supply of cars, or if it had a proper elevator at Jersey City, thereby largely increasing the service of its cars, the steamboat company might have doubled its deliveries of grain to the Erie. The necessity of an elevator at Jersey City, referred to elsewhere, is undoubtedly of prime importance to both companies, as well as other terminal requirements there and at Buffalo. It would be better, also, if the entire fleet of steamers were owned by the Union Company. Many vexatious questions arise from time to time between the owner of the seven steamers above referred to, and the management of the Union Steamboat and the Erie companies. The business appears to be a remunerative one. It is stated that no vessel owners on the great lakes, who have adhered exclusively to that business, have failed to acquire wealth; and that the history of the Union Company also illustrates the same result. Starting with a fleet of old and small steamers it is now in good financial condition, with a superior fleet created wholly out of its own earnings and profits. There can be no doubt of the importance of this connection to the Erie.

New England Connection.

The Newburgh branch of the Erie diverges, as already indicated, from the main line at Greycourt, 55 miles from Jersey City. It is 18¼ miles in length, and has descending gradients eastward. It enters the business centre of the city of Newburgh, on the Hudson River, 60 miles north of the city of New York; and it gives to the Erie a tide water outlet 36 miles nearer tha nJersey City to Buffalo. At Fishkill, opposite Newburgh, the Dutchess and Columbia terminates at the Hudson River, and, in connection with a very imperfect ferry, affords a railway connection with New England. At Fishkill, also, the New York and New England (late the Boston, Hartford and Erie) is to terminate directly opposite the Erie terminus at Newburgh; and it is intended, as I am informed by Mr. Homer Ramsdell, jointly by this and the Erie, to form a transfer company for their mutual benefit, the Dutchess and Columbia also sharing equitably in the expenses and benefits with the other corporations. For this purpose the necessary lands have been secured on both sides of the river, which combine great advantages at their respective river connections for coal shoots and other purposes for the future traffic of these railways, with a depth of water in the Hudson River sufficient for the accommodation of any vessel that can enter New York harbor. I have had frequent occasion to refer to the value of the New England traffic, and it has, I learn, long been the policy of the Erie and New England to enter into alliance for securing mutually a free interchange of business between the Eastern cities and the West. The Commonwealth of Massachusetts advanced to the Boston, Hartford and Erie, during the years of 1868 and 1869, the sum of $3,000,000, and the Erie advanced a sum of $4,000,000, with a view to the completing of its line, and thus opening up another great route to the New England States. But, from a want of skill in the management, the work was suspended in 1869, and the property is now managed by trustees. A comparatively small sum would, however, finish the road which is now in operation—

	Miles.
From Boston to Waterbury	150
Providence to Willimantic	58
Brookline to Woonsocket	33
East Thompson to Southbridge	18
Dedham Branch	2
Total	261

It is equipped with rolling stock, valued at $1,250,000. Only 76 miles—known as the western division, between Waterbury and Fishkill—remain unfinished, on which $2,500,000 have been expended, and the work of grading is three-fourths done.

Coal Properties.

The coal properties in which the Erie Railway Company are interested, are in three different districts, and they are nominally owned by three separate companies. First the coal lands and mines owned and leased by the Towanda Coal Company in Barclay, Bradford County, Pennsylvania. Secondly timber and mineral lands and mines of the Northwestern Mining and Exchange Company in Elk and Clearfield and Jefferson Counties, Pennsylvania. Thirdly the lands and

mines in the Wyoming and Lackawanna Valleys, embracing the northern anthracite coal field of Pennsylvania.

ATLANTIC AND GREAT WESTERN RAILWAY.

This railway runs from a junction with the Erie Railway at Salamanca, New York, for 388 miles to Dayton, in the State of Ohio, with the Franklin branch from Meadville Junction to Oil City, nearly 34 miles long, and 127 miles of leased lines from Cleveland to Sharon, New Lisbon and Vienna, crossing the main line at Leavittsburg. There is also the Silver Creek branch 1¼ miles long. In addition to the above there are under contracts for lease, the Shenango and Allegheny Railway, of which 33½ miles are completed and running; the Pithole Valley Railway, 7 miles long; and the Pennsylvania Petroleum railroad, now under construction between Erie and Petersville, and points southeast of the latter city. The total length of the whole, main line and branches, is therefore as follows:

	Miles.
Salamanca to Dayton	388 07
Cleveland to Youngstown	67.10
Youngstown to State Line	13.00
State Line to Sharon	1.50
Niles to New Lisbon	35.00
Girard to Vienna	8.55
Junction to Oil City	33.78
Shenango to Harrisville	32.00
Pithole to Oleopolis (Pithole Valley)	7.00
Total	586.00

The Atlantic and Great Western Railway Company, or those interested in it, control at present the Cleveland, Columbus and Cincinnati Railway, to which I shall hereafter specially refer, and by its means gain direct access to Indianapolis. From Dayton there is a second means of communication with Cincinnati over the Cincinnati, Hamilton and Dayton road, on which there is a broad as well as narrow gauge; and traffic is also transferred at Dayton to a limited extent as well as at Galion. There is a direct means of communication with St. Louis via the Indianapolis and St. Louis Railway in connection with the Cleveland, Columbus, Cincinnati, and Indianapolis Railway; and at Cincinnati a second connection with St. Louis is formed by means of the Ohio and Mississippi Railway. The Atlantic and Great Western Railway from Salamanca to Dayton, 388 miles long, is laid throughout with a single line, and on a gauge of six feet between the rails. The Franklin branch, from Meadville junction to Oil City, 33.78 miles long, is also a single line on a six feet gauge. The leased line in the Mahoning division, from Leavittsburg to Cleveland, 50 miles long, is laid with four rails, or, as it is called, with a straddle track, to accommodate the six feet and 4 ft. 8½in. gauges. The Shenango and Allegheny line is on a gauge of 4ft. 9½in., as well as the Niles and New Lisbon, the Vienna, and the Hubbard branches, and the Pithole Valley Railroad. The Cincinnati, Hamilton and Dayton Railroad is laid with a (straddled) mixed gauge of 6 feet and 4ft. 9½in.; and the extension of the Cleveland, Columbus, Cincinnati, and Indianapolis Railway to Cincinnati is on a "compromise" gauge, between 4ft. 8½in. and 4ft. 10in. of 4ft. 9½in.

TRAFFIC.

The principal staples of traffic are coal, oil, lumber, and grain; and there is a considerable amount of flour, and, except recently, of cattle. Crude oil is carried from Oil City and from Harrisville in large quantities to Cleveland and other stations, where it is refined, and it is then carried eastward over this and the Erie systems of railway, as well as westward.

PASSENGER TRAFFIC.

The Atlantic and Great Western Railway Company depend mainly for passenger traffic, (1) upon local business, and (2) upon through traffic between the southwest and New York via the Erie Railway. The south western centres of the through traffic are chiefly Cincinnati and St. Louis. The main route heretofore open to them for through passenger traffic between Chicago and New York has been via the Lake Shore and Michigan Southern Railroad, by Cleveland, Leavittsburg, and Salamanca; and the distance by that route is 1,016 miles. There is break of gauge by that route at Cleveland only. The distance by the Pennsylvania Railway from Chicago to New York via Pittsburgh and Philadelphia is 916 miles. The Lake Shore and Michigan Southern Railways being one, and in close alliance with the New York Central Railway the Lake Shore and Michigan Southern Companies naturally send their traffic by the New York Central route, and the Atlantic and Great Western Company are consequently unable to obtain more than a small portion of such traffic. As regards the through traffic from St. Louis and Cincinnati, the Atlantic and Great Western Company have obtained a fair proportion of it mainly by the use of superior sleeping and day coaches, originally supplied by the Erie and Atlantic Sleeping Coach Company, but since leased to the Pullman Car Company; and by keeping good time with their through trains. The principal through passenger traffic is from Chicago to New York. This is a business traffic, and it is estimated that there are five passengers between Chicago and New York to one passenger between Cincinnati and New York; the latter being mainly a pleasure traffic, passing eastward in the early summer and westward at the end of the autumn, and being comparatively light for the remainder of the year. There does not appear to be much hope of greatly increasing the through passenger traffic of the Atlantic and Great Western Railway with its present facilities. There is, however, under construction, and expected to be opened in November next, a railroad called the Baltimore, Pittsburg and Continental Railroad, which is, perhaps, more commonly known as the Baltimore and Ohio Western Extension. It crosses the Atlantic and Great Western line at Mansfield, and it will afford a through route via the Erie and Atlantic and Great Western Railways between New York and Chicago, 979 miles in length. The distance from Mansfield to Chicago will be 306 miles, and the maximum gradient on the line from Mansfield to Cbicago is said to be 26ft. to the mile. Negotiations have already been commenced for an interchange of traffic with that line. The Baltimore and Ohio Company will not have any opposing interest to traffic between that line and New York via the Erie and Atlantic and Great Western Railways, the object of that company being to obtain west bound traffic from New York and from the coal and oil districts of the Atlantic and Great Western Railway, and to give to the Atlantic and Great Western Company in return east bound traffic, which is most important, in the proportion, usually of three to one, as between Chicago and New York, for New York and the New England States. When at some future time the important connection between the Atlantic and Great Western Railway and Pittsburg is made, for 76 miles, between Youngstown and that city, then the Atlantic and Great Western route between Chicago and Pittsburg, though 23 miles longer than the Pennsylvania Company's route between those cities, would be a better line in point of gradients, and would, in ordinary times, command a large and paying traffic at moderately good rates for cattle, coal, and iron.

FREIGHT TRAFFIC.

The general freight traffic between the Mahoning and other districts comprises about 40 per cent of the whole of the Atlantic and Great Western Railway Company's traffic. This traffic includes the carriage of the ores from Lake Superior and Cleveland to the Mahoning district, the carriage of coal from that district to Cleveland and to intermediate points, and the carriage of oil from the region below the Mahoning district to the refining works at Cleveland, and thence to New York, or else of crude oil or refined oil from the oil regions to New York and other places. There has been further a large grain traffic from the Toledo and Wabash Railroad, via the Lake Shore Railroad to Cleveland, taken by the Atlantic and Great Western and Erie route to New York; and a new route has lately been opened by which such traffic may be considerably improved. This new railroad from Toledo to Mansfield (87 miles long) has been constructed by the Pennsylvania Company, and negotiations are in progress for the carrying of traffic from the Wabash district by this route along the Atlantic and Great Western and Erie Railroads from Mansfield to New York and New England. This new line will also be important as affording access to Toledo for coal and iron from the Mahoning district. Passing westward from the Mahoning district, the next important point of traffic is Akron, where 2,000 barrels of flour are at times manufactured daily; and the greater part of this traffic, as well as of the grain and other agricultural products, passes along the Atlantic and Great Western Railway. Akron, containing 13,000 inhabitants, has increased rapidly of late years. Though some business is done with Chicago, there is not much Chicago traffic carried from Mansfield, where the Atlantic and Great Western Railway crosses the Pittsburg, Fort Wayne and Chicago, and the Baltimore and Ohio Railroads. At Urbana, the Atlantic and Great Western Railroad crosses the Panhandle and the Cincinnati, Sandusky and Cleveland Railroads. A considerable traffic of grain, flour, cotton, whiskey, tobacco, packed meats, and pork, are taken at this point; and this the best freight communication at present existing between the Atlantic and Great Western Railway and Chicago and Indianapolis. From Dayton there is also a considerable agricultural traffic, partly from the surrounding country, and partly from the Miami Canal. A siding has lately been put in for the convenient transfer of corn from the canal boats to the railroad cars. From Hamilton there is a direct connection with Indianapolis, Louisville, Evansville, Cairo and Memphis, and latterly with Little Rock, and by a new line with the Texas system. This traffic has averaged twenty five cars a day during the winter, and is capable of considerable increase during each succeeding winter. Cincinnati, which is connected by the Cincinnati, Hamilton and Dayton leased line with the Atlantic and Great Western system at Dayton, is the most important point at the west end of that system. It is a city of 225,000 inhabitants, with beautiful suburbs, and a large surrounding population. It is the largest manufacturing centre of the west, and its manufactures amounted during the past year to upwards of $140,000,000. In coming from a late spring in New York, I found a few days afterwards a ripened harvest in this neighborhood. I learn that out of 24,727 loaded cars forwarded from Cincinnati during the year, ending July 1874, 52 per cent went by the Erie and Atlantic and Great Western route; 25 per cent by the Cleveland, Columbus, Cincinnati, and Indianapolis Railroad to the Erie and New York Central routes; and 23 per cent by the Pennsylvania Railway route. And at the same time, of 18,867 loaded cars received at Cincinnati, 56 per cent came by the Erie and Atlantic and Great Western route; 22 per cent from the Erie and New York Central Railways over the Cleveland, Columbus, Cincinnati and Indianapolis route; and 22 per cent by the Pennsylvania route.

The Chesapeake and Ohio system has lately taken a large share of the Cincinnati traffic by water communication of 150 miles to Huntington, and thence by rail to Richmond, and steamer to New York. By carrying that freight through in six days, at a reduction of from $10 per ton received in the previous winters to $6, they caused a corresponding reduction of rates by the other routes and to other points during the past winter.

(To be continued.)

☞ Work on the Felton and Santa Cruz Railroad will commence as soon as the survey is completed. It must be finished by May 1, 1875.

☞ Mr. F. Alexandre has been chosen President of the Pacific Mail Steamship Co., vice Russell Sage, resigned.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic & Pacific:													
1873	319,648	354,941	472,838	432,217	418,546	374,769	383,965	451,528	502,087	468,671	397,485	397,729	4,948,672
1874	341,995	323,055	396,286	398,308	423,685	404,560	395,893	459,854	498,413	539,400	406,900	.....	.....
Central Pacific:													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,983	391,308	485,048	568,270	556,080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720,929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,628	1,254,689	1,285,567	1,293,957	1,037,992	12,734,729
1873	852,860	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,622	1,392,125	1,375,470	1,228,751	1,072,750	13,938,969
1874	848,558	794,000	867,666	1,132,000	1,360,000	1,380,000	1,258,000	1,301,000	1,406,000	1,507,000	1,314,000	.....	.....
Chicago and Alton:													
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,315	352,604	5,156,326
1873	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
Chicago and Northwestern:													
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,943	1,067,387	859,780	12,272,645
1873	752,468	765,249	967,258	1,034,023	1,256,072	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915	13,816,465
1874	1,014,514	900,765	1,024,061	1,080,193	1,290,596	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801,195	496,566	7,250,069
1870	396,171	382,823	377,571	443,133	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	668,017	481,113	506,557	815,346	841,150	644,635	473,295	6,690,695
1872	460,986	387,565	426,223	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702,838	513,787	6,957,771
1873	334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,193	9,046,124
1874	654,400	657,500	576,620	742,050	964,800	886,900	749,200	704,300	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,819
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,462,625
1873	363,921	413 043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448
1874	363,053	276,099	318,976	342,247	306,778	330,754	327,384	403,175	369,334	339,445	336,748	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,372	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18 694,096
1873	1,326,505	1,329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,784,893	1,820,755	1,879,763	1,825,629	1,560,023	1,625,129	19,631,781
1874	1,462,650	1,273,775	1,413,223	1,465,550	1,687,772	1,577,945	1,545,379	1,546,174	1,605,138	1,667,995	.....	.....	.....
Illinois Central:													
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899 052	901,235	903,225	811,708	697,751	8,678,958
1871	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698,063	8,026,754
1873	602,241	597,429	660,759	553,913	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874	611,491	538,668	567,554	580,921	647,892	678,728	624,191	708,808	763,106	804,097	642,238	.....	.....
Kansas Pacific:													
1871	133,673	152,264	267,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303,305	210,197	3,321,518
1872	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265,217	201,492	3,498,160
1874	170,349	178,429	245,774	292,143	316,647	316,379	293,247	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1871	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1,368,948	1,402,597	1,345,316	1,235,285	14,797,975
1872	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459,360	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873	1,412,368	1,549,285	1,735,736	1,694,543	1,680,968	1,585,368	1,451,763	1,582,531	1,776,420	1,742,516	1,375,556	1,546,983	19,134,136
1874	1,519,249	1,305,132	1,371,545	1,593,827	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta & Cincinnati:													
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,573	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873	169,843	161,132	178,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	151,793	150,301	2,126,575
1874	171,028	144,215	161,031	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1870	337,992	329,128	384,431	412,030	406,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	486,980	470,703	480,847	427,096	423,015	529,890	628,660	582,082	587,434	507,050	5,940,109
1872	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873	379,836	440,261	567,314	556,180	542,058	480,028	457,853	453,330	617,291	537,031	506,804	552,548	6,089,534
Mo., Kan. & Texas:													
1873	200,639	224,393	256,719	258,871	250,935	249,343	301,318	336,823	399,939	370,710	309,028	285,603	3,444,321
1874	266,333	230,371	262,801	214,011	224,589	237,425	245,595	288,999	313,500	.....	.....	.....	.....
Ohio and Mississippi:													
1872	272,472	239,733	290,710	276,290	280,523	263,290	232,286	304,083	356,194	408,254	319,024	283,836	3,526,695
1873	283,605	291,630	338,725	338,709	307,520	290,470	271,314	300,895	379,105	322,532	265,242	264,920	3,654,667
1874	266,039	243,167	304,842	298,665	268,807	292,546	282,640	323,963	364,374	381,021	309,597	.....	.....
Philadelphia and Reading:													
1871	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,748
1873	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	.....	.....
St. Louis, I. Mt. & South'n:													
1873	145,834	152,054	221,449	207,627	254,927	216,223	200,575	223,714	244,967	238,198	209,623	221,348	2,539,538
1874	243,915	211,409	226,283	214,620	251,509	238,608	235,250	254,230	292,216	358,776	250,860	.....	.....
Toledo, Wab. & Western:													
1871	365,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,935	5,736,666
1872	439,780	431,949	460,646	447,313	510,792	462,868	432,056	614,175	565,811	621,351	489,341	532,895	6,008,978
1873	403.487	427,097	437,835	423,517	459,506	537,819	488,911	647,080	593,810	528,844	369,605	421,296	5,738,808
1874	423,343	400,984	404,699	447,855	420,719	388,535	440,587	478,475	459,894	475,137	403,319	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,585	758,467	999,665	837,388	716,839	5,709,183
1870	528,529	500,139	539,238	706,603	802,586	746,450	643,058	664,051	728,521	719,698	570,168	505,053	7,654,094
1871	479,573	373,925	499,899	584,540	724,466	728,174	673,693	681,865	800,402	777,362	708,142	469,932	7,521,682
1872	273,936	534,115	565,861	741,802	890,442	835,459	743,382	789,567	863,754	980,706	915,727	757,851	8,892,606
1873	523,975	491,784	708,256	881,266	1,007,831	969,863	876,833	837,277	1,068,937	1,170,586	970,660	758,832	10,266,104
1874	620,715	607,990	687,026	834,954	910,065	902,881	850 142	1,042,516	1,063,993	1,141,938	.....	.....	.....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,280,000	J. & J.	July '74 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,300	J. & J.	July '74 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " guar.100	786,476	M. & N.	Nov. '73 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Sept. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Geneseo & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	18,151,962	M. & N	Nov. '74 5
Washington Br. 100	1,650,000	A. & O.	Oct. '74 5
Parkersburg Br. pref... 50	5,080,685	— & —	.....
Berkshire* 100	600,000	J.A J&O	Oct. '74 0
Bloomsburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N	Nov. '74 5
Bos., Clin. & Fitchb.pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & D	Dec. '74 3
Bost., Conc. & Mont.*pref100	800,000	M. & N.	Nov. '74 3
Boston and Lowell.....500	2,852,900	J. & J.	Jan. '75 3
Boston and Maine.....100	6,816,807	M & N	Nov. '74 4
Boston and Providence..100	4,000,000	M & N	Nov. '74 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A	Feb. '74 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Sept. '74 5
" " pref.100	1,485,900	M & S.	Sept. '74 5
Camden and Amboy* ...100	5,847,800	J.A. J.O.	Oct. '74 2½
Camden and Atlantic.... 50	451,701	— & —	Oct. '74 3½
" " pref. 50	763,549	— & —	Oct. '74 7
Cape Cod 100	1,020,330	J. & J.	Jan. '72 ½24
Cape May and Millville* 50	447,000	J & D.	Dec. '74 3
Catasauqua & Fogelsv.. 50	428,900	Novemb.	Nov. '71 6
Catawissa*.....100	1,159,600	— & —	.....
" pref. 50	2,200,000	M. & N.	Nov. '74 2½
Cayuga and Susq.*..... 50	589,110	J. & J.	July '74 5
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	Nov. '74 1
" " pref..100	769,600	F. & A	Aug. '74 3½
Central of Georgia.....100	4,666,800	J & J.	July '73 5
Central of New Jersey..100	20,000,000	J. A J.O.	Jan. '75 2½
Central Ohio*..... 50	2,425,000	J. & D.	Dec. '74 3
" pref..... 50	400,000	J. & D.	Dec. '74 3
Central Pacific 100	54,275,500	.....	Aug. '74 6g
Chemung*.....100	380,000	J.A.J&O	Oct. '75 1½
Cheshire, preferred 100	2 100,000	J. & J.	July '74 2
Chicago and Alton.....100	8 929,900	M. & S.	Sept. '74 5
" " pref...100	2,425,400	M. & S.	Sept. '74 5
Chicago, Burl. & Quincy.100	19,897,000	M. & S.	Sept. '74 5
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	July '74 4
Chicago & N. Western...100	14,996,030	J. & D.	Dec. '72 3½
" " pref.100	21,484,113	J. & J.	July '75 2½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Oct. '74 4
Cin., Ham. & Dayton...100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.* ... 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	429,046	M. & N	Nov. '74 2
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Aug. '74 4
Cleveland & Mahoning*. 50	2,057,589	M. & N.	May '74 3½
Cleveland & Pittsburg*.. 50	11,236,150	F.M.AN	Nov. '74 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*... 50	1,786,800	M.J.S.D.	June '74 2
Colum. & Hocking Val.100	2,500,000	F. & A.	Feb. '74 5
Concord 50	1,500,000	M. & N.	Nov. '74 5
Concord and Porte.*.....100	350,000	J. & J.	July '74 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A	Aug. '74 3
Connecticut River..... 10.	1,950,000	J. & J.	July '74 5
Cumberland Valley..... 50	1,494,250	A. & O.	Apl. '74 4
Danbury and Norwalk . 50	600,000	.....	Dec. '74 1½
Delaware*..... 50	1,230,941	J. & J.	July '74 3
Del., Lackaw. & Westn. 50	23,500,000	J.A.J. O.	Oct. '74 2½
Detroit & Milwaukee *.. 5	822,140	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	A. & O.	Oct. '74 2
East Pennsylvania* 50	1,309,200	J. & J.	July '74 3
East Mahanoy * 50	392,950	J. & J.	July '74 3
Eastern (Mass.) 100	4,262,600	J. & J.	July '73 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*..'00	800,000	F. & A.	Feb. '74 1½
Elmira & Williamsport* 50	500,000	M. & N.	May '74 3½
" " pref. 50	500,000	J. & J.	July '74 3½
Erie Railway 100	78,000,000	.....	Oct. '73 1
" pref.....100	8,536,910	.....	Oct. '73 3½
Erie and Pittsburg*..... 50	1,000,250	M.J.S.D.	Mar. '74 1½
Fitchburg 100	4,000,000	J. & J.	Jan. '75 4
Georgia 100	4,156,000	J. & J.	Apl. '74 4
Grand River Val.* guar.100	1,000,000	— & —	.....
Grand Trunk, (Ca.) 100	14,367,946	— & —	.....
Great Western, (Ca.)...100	19,237,404	A. & O.	Apl. '74 1½
Hannibal & St. Joseph.100	4,151,700	F. & A.	Aug. '70 3½
" pref.100	5,078,224	Annual.	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	May '74 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '73 3½
Housatonic, pref. 100	1,180,000	J. & J.	July '74 4
Huntingdon & B'd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. & J.	July '68 3½
Illinois Central 100	35,280,510	F. & A.	Aug. '74 4
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	J. & J.	July '74 2
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	July '74 1½
Joliet & North. Indiana*100	800,000	J. & J.	July '74 4
Lake Shore & Mich. So..100	49,466,500	F. & A.	Aug. '73 4
" " (guar.)100	533,500	F. & A.	Feb. '74 5
Lawrence*..... 50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	3,739,300	M. & N.	May '67 5
Lehigh Valley 50	21,916,856	J.A. J.O.	Oct. '74 2½
Little Miami*..... 50	5,871,450	J.A. J.O.	Apl. '74 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July '74 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island 50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,623,488	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '74 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '74 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200,000	A. & O.	Oct. '74 3
Lykens Valley 20	600,000	F.M.AN	Feb. '75 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	Nov. '74 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A	Aug. '74 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	18,723,204	J. & J.	Jan. '73 4s
Mill Creek & Minehl l*. 50	323.375	J. & J.	July '74 5
Milwaukee and St. Paul..100	15,399,261	J. & J	Dec. '70 7s
" " pref.....100	12 274,483	F. & A	Aug'74 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '74 3½
Morris and Essex*..... 50	14,008,100	J. & J	Jan. '75 3½
Nashua and Lowell.....100	800.000	M. & N.	Nov. '74 4
Naugatuck 100	1,881 900	F. & A.	Aug. '74 6½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept. '74 5
Newark and N. York*...100	977,400	J. & J.	Jan. '74 3½
N. Bedford 100	1,678,500	M. & N.	Nov. '74 4
N. Castle & Beaver Val.* 50	1,500,000	J. A. J.O.	Apl. '74 2½
N Haven & Northamp...100	605,000	J.A. J.O.	Sept '72 3
New Jersey*.....100	7,295,200	J.A. J.O.	Oct. '74 2
New London Northern*100	1,418,800	J.A.J. O.	Oct. '74 2
N.Y. Con. & Hudson R..100	89,428,330	J.A.J. O.	Jan. '75 2
New York and Harlem..100	8,500,000	J. & J.	Jan. '75 4
" " pref.100	1,500,000	J. & J.	Jan. '75 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	July '74 5
N. Y., Provid. & Boston.100	2,000,000	J.A. J.O.	Oct. '74 2½
Nisg. Bridge & Canand*100	1,000,000	J. & J.	July '74 3
North Carolina*..... 100	4,600,000	Irregular.	Jan. '73 5
N. Eastern (N.C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 473,500	January.	Jan. '74 5s
Northern Central 50	5,842,000	M. & N.	July '74 3½
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '74 3½
Northern New Jersey*..100	1,000,000	J. & J.	July '74 4
Norwich & Worcester*..100	2,823,400	J. & J.	July '74 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	July '74 3
" " pref.100	2,000,000	A. & O.	Oct. '74 4
Ohio and Mississippi....100	20,000,000	J.A. J.O.	.....
" " pref.100	4,030,000	J. & D.	Dec '72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	June '74 3
Old Colony & Newport..100	6,297,900	J. & J.	July '74 3½
Oswego and Syracuse*..100	482,400	F. & A.	Feb '74 4
Pacific of Missouri.....100	3,685,750	J.A. J.O.	Oct. '74 1½
Panama.....100	7,000,000	J.A. J.O.	Jan. '75 3
Paterson and Hudson*..100	630,000	J & J.	July '74 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	243,000	J. & J.	Jan. '74 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '74 3
Pennsylvania 50	68,144,475	M. & N.	Nov. '74 5
Peoria & Bureau Val.*..100	1,300,000	F. & A.	Feb. '74 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	July '74 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D	Sept. '74 3
Philadelphia & Reading 50	32,684,375	J. A. J.O.	Oct. '74 2½
" " pref.. 50	1,551,800	J.A. J.O.	Oct. '74 2½
Phila. and Trenton*..... 100	1,259,100	J.A. J.O.	Oct. '74 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	July '74 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Oct. '74 1½
" Special Imp.100	2,000,000	J.A. J.O.	Oct. '74 1½
Pittsfield & N. Adams..100	460,000	J. & J.	July '74 3
Portland and Kennebec.100	616,760	J. & J.	July '74 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '75 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces...100	2,000,000	J. & J.	July '74 5
Raleigh and Gaston....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '74 4
Roch. & Genesse Val.*.110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '74 3½
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Aug '74 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " pref.100	2,040,000	July.	July '74 3
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '74 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" pref. 100	12,000,000	.....	Nov. '72 2
Saratoga and Schenec.*..100	300,000	A. & O.	Apl. '74 3½
Schuylkill Valley* 50	576,050	J. & J	July '74 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '74 3
Shore Line*.....100	995,300	J. & J.	July '74 3½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '73 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	443,700	J. & J.	July '74 3½
Stony Brook*.....100	267,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '74 3
Sussex (N. J.) 50	317,870	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,180	— & —	Dec. '73 3
Taunton Branch 100	500,000	J. & J.	Jan. '74 5
Terre Haute & Indiana.100	1,988,150	F. & A	Aug. '74 5
Tol., Peo. & War. 1st pref..100	1,777,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '74 3½
Troy and Greenbush*....100	274,400	J. & D.	Dec. '71 3½
Union and Black River...100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*....100	2,500,000	J. & D.	Dec. '72 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$2,860,000	A. & O.	Oct. '74 2
Warren (N. J.).....100	1,800,000	J. & D	Dec. '73 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,559,750	F. & A.	Feb. '74 4
Winchester & Potomac*100	180,000	J. & J.	July '74 3
Winchester & Strasburg*100	300,000	J. & J.	July '74 3½
Worcester and Nashua.. 75	1,400,556	J. & J.	Jan. '75 $5
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	..... 2½
Baltimore City 25	800,000	— & —	Feb '75 6
Bleecker st. & F Fy.(NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Oct. '74 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Apl. '73 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jan. '70
Brooklyn City 100	1,500,000	F.M.A.N	Aug. '74 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 1½
Cambridge.....100	727,800	A. & O.	Oct. '74 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	600,000	J. & J.	July '74 9
Citizens' (Pbg.) 50	200,000	M. & S.	Nov. '71 7
Coney Island & Brookl..'00	600,000	— & —	.....
D. Dock, E. B'dw. & Bat..'00	1,200,000	F.M.A.N	Feb. '74 2
Eighth Avenue (N.Y.)...100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	.....
42nd St. & G. St. Ferry...100	748,000	J. & J.	July '74 3½
Frankf. & Southw. (Ph.) 50	491,750	J. & J.	July '74 5
Germantown (Ph.) 50	1,000,000	J. & J.	July '74 3
Girard College (Ph.) 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '74 4
Hester, Mantau & Fairm. 50	2,050,000	J. & J.	July '74 1½
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '71 6
Lynn and Boston..... 100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	M. & N.	July '74 3½
Middlesex (Boston).....100	400,000	M. & N.	Nov. '74 3
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark 100	282,556	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '74 5
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '74 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	Oct. '73 2
Second & Third St. (Ph.) 50	962,100	J. & J.	July '74 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '74 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '74 1½
Somerville (Boston) 100	75,000	M. & N.	Nov. '74 3
South Boston 50	400,000	J.A. J.O.	Oct. '74 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	July '74 8
West Philadelphia..... 50	400,000	J. & J.	July '74 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '73 3
Chesapeake and Ohio ... 25	3,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug. '74 4
Delaware and Hudson....100	15 000,000	F. & A	Aug. '74 6
Delaware and Raritan*..100	6,847,400	J.A. J.O.	Oct. '74 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	9,290,350	J.S D.M.	Nov. '74 2
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 5
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 100	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	July '74 30s
" " (pref.). 50	2,898,977	F. & A.	July '74 60s
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '68 -
MISCELLANEOUS.			
Adams Express.....100	12,000,000	M.J. S.D.	Dec. '74 2
American Coal..... 25	1,600,000	M. & S.	Mar. '73 4
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '75 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '68 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	.....
Butler Coal 25	500,000	J. & D.	Dec '69 85c
Canton.....100	781,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & J.	Jan. '74 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal.....100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold.....100	2,836,600	— & —	.....
" pref.....100	8,668,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamship..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Nov. '74 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Nov. '74 3
Quicksilver, common ...100	5,700,000	—	.....
" preferred ...100	4,300,000	—	.....
Spring Mountain Coal... 50	1,250,000	J. & D.	Dec. '74 5
Spruce Hill Coal 10	1,000,000	— & —	.....
United States Express...100	6,000,000	F.M.A.N	Nov. '74 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '75 4
West. Union Telegraph.100	35,000,000	J. A. J.O.	Jan. '75 5
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal .100	1,250,000	F. & A	Aug. '65

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities, Dec. 1, 1874.					
Loan of June 14, 1858 ..... registered	$260,000	5	Jan. & July.	1874	....
Loan of February 8, 1861 ..... registered	13,783,000	6	Jan. & July.	1880	117
.. .. coupon	4,632,000	6	" "	1880	120½
Oregon War Bonds of March 2, 1861 ... coupon	945 000	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861 .... registered	125,829,150	6	Jan. & July	1881	117
.. .. coupon	63,492,200	6	" "	1881	120½
Loan of Feb. 25, 1862 (5-20s) ..... registered	7,818,950	6	May & Nov.	1882	113½
.. .. .. (5-20s) ..... coupon	113,487,400	6	" "	1882	118
Loan of March 3, 1863 ..... registered	53,643,300	6	Jan. & July.	1881	117
.. .. coupon	21,356,700	6	" "	1881	120½
Loan of March 3, 1864 (5-20s) ..... registered	946,600	6	May & Nov.	1884	110½
Loan of June 30, 1864 (5-20s) ..... registered	26,037,750	6	" "	1884	110½
.. .. .. (5-20s) ..... coupon	33,008,450	6	" "	1884	114½
Loan of March 3, 1865 (5-20s) ..... registered	33,758,300	6	May & Nov.	1885	116½
.. .. .. (5-20s) ..... coupon	118,776,050	6	" "	1885	117½
.. .. 2d series (5-20s) ..... registered	57,120 000	6	Jan. & July.	1885	116½
.. .. .. (5-20s) ..... coupon	145,543,100	6	" "	1885	118½
.. .. 3d series (5-20s) ..... registered	88,061,900	6	Jan. & July.	1887	116½
.. .. .. (5-20s) ..... coupon	222,570,850	6	" "	1887	120½
.. .. 4th series (5-20s) ..... registered	14,002,500	6	Jan. & July.	1888	116½
.. .. .. (5-20s) ..... coupon	23,471,500	6	" "	1888	120½
Loan of March 3, 1864, (10-40s) ..... registered	141,262,150	5	Mar. & Sept.	1904	113½
.. .. .. (10-40s) ..... coupon	53,305,150	5	" "	1904	113½
Consols of July 14, '70 & Jan. 20, '71 .registered	193,017,700	5	F. M. A. & N.	1881	112½
.. .. coupon	164,683,200	5	" "	1881	113½
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Debt matured and without interest ..... (var.)	18,446,036	....	.....	Due.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,623,512	6	Jan. & July.	'95-'09	116½
United States Notes	382,075,267	nil.	.....	.....	....
Fractional Currency	47,385,698	"	.....	.....	....
State Securities, latest dates.					
Alabama—($11,258,836):					
.. Bonds (old and extended), 1866 and '72 ...	3,230,800	5	May & Nov.	'88-'92	38
.. Bonds (new), 1866, '68 '72 and '73	2,477,700	8	Jan. & July.	'86-'93	50½
.. State Bonds for Railroads	2,300,200	8	" "	'90-'91	....
.. Railroad endorsements	16,886,000	8	" "	'90-'01	....
Arkansas—($10,886,000):					
.. Funded Bonds, ($4,400,000) 1869 and 70.	2,850,000	6	Jan. & July.	'99-'00	20
.. Levee Bonds, 1871	2,200,000	7	" "	1891	....
.. Deficiency Bonds, 1872	300,000	7	" "	1882	....
.. Railroad Aid Bonds 1869 to '73	5,350,000	7	April & Oct.	'99-'00	7
California—($3,796,500):					
.. Civil Bonds 1857 and '60	1,639,000	7	Jan. & July.	'77-'80	114
.. Relief Fund Bonds, 1863	110,000	7	" "	'83-'85	....
.. State Capitol Bonds, 1871 and '7	500,000	7	" "	'91-'92	....
.. Funded Debt of 1873	1,497,500	6	" "	1893	....
Connecticut—($5,095,900):					
.. War Loan, (10-30 yrs) of July 1, 1861 ...	532,800	6	Jan. & July.	1881	103½
.. War Loan, (20 yrs) of Jan. 1863 and '64.	2,232,500	6	" "	'83-'84	....
.. War Loan, (10-30 yrs) of Oct. 1, 1864	589,500	6	April & Oct.	1894	....
.. War Loan, (20 yrs) tax free, of Oct. 1, '64	1,741,100	6	" "	1885	....
Delaware—($1,231,000):					
.. State War Debt	879,000	6	Jan. & July.	1883	....
.. Railroad Aid (J. and Breakwater R. R.).	352,000	6	" "	1886	....
District of Columbia—($4,790,000):					
.. Improvement (gold) bonds	4,000,000	6	Jan. & July.	1902	....
.. Improvement (car.) bonds	790,000	7	" "	1902	....
Florida—($6,645,763):					
.. Bonds of 1871, and 1873	957,000	7	Jan. & July.	var.	....
.. Railroad Loan (gold) of 1870	4,000,000	8	" "	1890	....
.. Consolidated (gold) Bonds of 1875	1,000,000	6	" "	1903	....
Georgia—($14,871,084):					
.. Bonds for Western & Atlantic R. R	784,700	6	May & Nov.	1874	79
.. Bonds for Western & Atlantic R. R	172,500	7	" "	1874	....
.. Bonds for Atlantic and Gulf R. R	800,000	6	Feb. & Aug	'78-'86	....
.. Bonds of March 12, 1866	3,000,000	7	Jan. & July.	1886	91
.. Bonds (gold) of Sept. 1870	2,098,000	7	April & Oct.	1890	72
.. Bonds of Feb. 19, 1873	1,200,000	8	" "	'76-'86	....
.. Railroad endorsements	7,923,000	var	Various.	var.	83
Illinois—($2,060,150):					
.. New Internal Improvement Bonds, 1847	952,445	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	320,000	6	" "	'77-'78	....
.. War Loan Bonds, 1861	367,000	6	" "	1880	....
.. Chicago Relief Bonds 1871	250,000	6	" "	1881	....
Indiana—($4,598,815):					
.. War Loan Bonds, of 1863	139,000	6	May & Nov.	1866	....
.. Temporary Loan Bonds, 1873	710,000	7	Jan. & July.	'75-'76	....
Iowa—($543,056):					
.. War and Defense Fund Bonds, 1861	300,000	7	Jan. & July.	.....	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864	101,175	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869	1,235,500	7	" "	'76-'89	....
Louisiana—($22,308,800):					
.. State Bonds, to R. R. Companies	2,436,000	6	Various.	'70-'06	28
.. Relief (Treasury) Bonds 1863	5,750,000	6	May & Nov.	'86-'07	....
.. Levee Bonds 1866	1,000,000	8	Various.	1890	....
.. Levee Bonds, 1867	4,000,000	6	May & Nov.	1907	....
.. Past due coupons 1865	978,800	6	Jan. & July.	'86-'97	....
.. Levee Bonds, 1870	2,960,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	2,950,000	6	May & Nov.	1910	....
.. State Penitentiary Bonds, 1869	500,000	7	Mar. & Sept.	1899	....
.. Bonds for Railroad stocks (var.)	2,436,000	6	Various.	'67-'11	....
.. Bonds for Railroads (var.)	5,202,000	8	Various.	'99-'10	....
.. Miss. & Mex. Gulf Ship Canal Bonds ...	480,000	7.3	Mar. & Sept.	1889	....
Michigan—($1,622,134):					
.. Sault Ste Marie Canal Bonds	61,000	6	Jan. & July.	1879	103
.. Renewal Loan Bonds, 1858	105,000	6	" "	1878	103½
.. Two Million Loan, 1863	1,032,000	6	" "	'78-'83	....
.. War Bounty Bonds, 1866	366,000	7	May & Nov.	1890	....
Maine—($7,188,400):					
.. Civil Loan Bonds, 1856-'61	222,000	6	Various.	'74-'78	....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	Various.	'80-'89	102
.. War (Municipal Equalization)	3,083,900	6	April & Oct.	1889	....
Maryland—($10,741,215):					
.. Bonds to R. R. and Canals	5,709,639	5	J. A. J. & O.	1890	80
.. Bonds to R. R. and Canals	828,222	6	" "	1890	102
.. Bonds to Balt. & Susq. R. R.	209,000	3	" "	1990	....
.. Defense and Bounty Bonds	3,072,083	6	Jan. & July.	1888	105
.. State Loans, 1870 and 1872	799,056	6	" "	'85-'87	....
Massachusetts—($28,477,804):					
.. State (public works) scrip	750,000	5	Various.	'74-'80	....
.. Union Fund Loan, 1861	2,758,000	6	Jan. & July.	'74-'76	109½
.. Union Fund Loan, 1862	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863	688,000	5	" "	1883	....
.. Bounty Loan Bonds, 1863 and 1864	8,578,244	5	May & Nov.	'83-'94	101½
.. War Loan (currency)	999,944	5	Mar. & Sept.	1888	102½
.. Railroad and Tunnel Bonds	10,306,532	5	April & Oct.	'88-'93	....
.. Norwich and Worcester R. R. Bonds ..	400,000	6	Jan. & July.	1877	....
.. B., H. & Erie R. R. Bonds	3,599,024	5	" "	1900	....
Minnesota—($250,000):					
.. State Buildings Loan 1867 and 1869	250,000	7	Jan. & July.	'77-'79	....
Missouri—($18,747,000):					
.. State Bonds, proper, 1865-'69	439,000	6	Jan. & July.	'82-'90	97½
.. State (funding) Bonds, 1867-68	2,727,000	6	" "	'87-'88	....
.. Railroad Loan Bonds, 1854-'66	12,501,000	6	" "	'74-86	....
.. Railroad Bonds, guaranteed 1856-'66	1,589,000	7	" "	'76-'91	100½
.. State Institutions Loans	1,301,000	6	" "	var.	93½
New Hampshire—($3,914,166):					
.. War Loan Bonds, of 1861	614,000	6	Jan. & July.	'69-'78	....
.. War Loan Bonds, of 1864	600,000	6	Mar. & Sept.	'84-'89	101½
.. War Loan Bonds, of 1846	494,500	6	April & Oct.	'73-'74	....
New Jersey—($2,696,300):					
.. War Loan Bonds, 1861-'64, tax free	2,690,000	6	Jan. & July.	'74-'02	105½
New York—($36,530,400):					
.. State Stock of 1827 and 1832	561,800	5	J. A. J. & O.	pleas.	....
.. State (Deficiency) Stock of 1838	900,000	5	" "	1875	110
.. State (Deficiency) Stock of 1838	800,000	6	" "	1878	....
.. State (Deficiency) Stock of 1838	348,107	5	" "	pleas.	....
.. State (Deficiency) Stock of 1838	1,189,781	6	" "	pleas.	....
.. Canal Stock	1,106,420	5	" "	1874	....
.. Canal Stock	111,200	4	" "	'72-'73	....
.. Canal Stock	10,135,280	6	" "	'74-'77	....
.. Bounty Loan registered	19,861,000	7	Jan. & July.	1877	108½
.. Bounty Loan coupon	1,200,000	7	" "	1877	108½
North Carolina—($29,547,045):					
.. Old or Ante-War Debt	4,738,800	6	Jan. & July.	'72-'92	28
.. Old or Ante-War Debt	3,639,400	6	April & Oct.	'72-'92	30½
.. Bonds issued since the war	3,009,045	6	Jan. & July.	'92-'98	21
.. Bonds issued since the war	1,859,000	6	April & Oct.	'92-'98	15½
.. Bonds issued for funding	2,417,400	6	Jan. & July.	'78-'09	....
.. Bonds issued for funding	1,721,400	6	April & Oct.	'78-'00	17
.. Special Tax Bonds	11,407,000	6	" "	'98-'09	7½
Ohio—($3,211,062):					
.. Loan of 1860, sinking fund	147,180	6	Jan. & July.	1870	....
.. Loan of 1850, sinking fund	1,685,900	6	" "	1875	....
.. Loan of 1860, sinking fund	4,074,817	6	" "	1881	106
.. Loan of 1856, sinking fund	2,400,000	6	" "	1886	106
Oregon—($290,477):					
.. Bounty and Relief Bonds	90,477	7	Jan. & July.	'74-'84	....
.. Willamette Canal Bonds	200,000	7	" "	1890	....
Pennsylvania—($24,999,785):					
.. Inclined Plane Loan, of 1849	400,000	6	April & Oct.	1879	....
.. Loan of April 1852, reg. and coup	488,000	5	Jan. & July.	1882	103½
.. Loan of May 1852, reg. and coup	2,637,500	5	Feb. & Aug.	1877	....
.. Loan of April 1853, coupon	238,000	5	" "	1878	....
.. Loan of April 1861, registered	35,000	6	" "	1878	....
.. Loan of Feb. 1867, reg. and coup	907,200	5	" "	'74-'82	....
.. Loan of Feb. 1867, reg. and coup	18,798,950	6	" "	'74-'82	....
.. Chambersburg certificates, registered...	83,032	6	June & Dec.	1876	....
.. Loans of April 1872	500,000	6	April & Oct.	1876	....
Rhode Island—($2,638,500):					
.. War Bonds of 1862	1,019,000	6	Mar. & Sept.	1882	....
.. .. of 1863	206,000	6	April & Oct.	1883	....
.. .. of 1863	668,000	6	Jan. & July.	1893	....
.. .. of 1864	746,000	6	Feb. & Aug.	1894	....
South Carolina—($20,660,235):					
.. State House, Stock and Bonds '56-'63...	953,488	6	Jan. & July.	pleas.	30½
.. Fire Loan Stock of 1838	303,344	6	J. A. J. & O.	1870	....
.. Funding Stocks 1866 and 1868	143,114	6	Jan. & July.	'77-'99	....
.. Fire Loan Bonds of 1838	481,944	5	" "	1868	....
.. New State House Bonds 1853-'66	298,000	6	" "	'71-'86	....
.. Blue Ridge R. R. Bonds 1854	966,000	6	" "	'74-'76	....
.. Funding Bonds, 1868	930,000	6	" "	'87-'97	....
.. .. 1869	1,681,000	6	April & Oct.	1888	....
.. .. 1869	1,189,400	6	Jan. & July.	1888	25
.. .. 1869	2,030,000	7	" "	1888	....
.. Conversion Bonds 1869	7,666,500	6	" "	1888	....
.. .. .. 1870	343,000	6	April & Oct.	1889	....
.. Railroad Aid Bonds	4,797,408	6	Various.	'60-'89	....
Tennessee—($20,966,382):					
.. Railroad, &c., Bonds	15,767,922	6	Jan. & July.	'92-'00	75½
.. State Bonds (direct)	4,819,544	6	April & Oct.	'69-'99	....
.. State Endorsements	2,197,000	6	Jan. & July.	1900	....
.. Funded Interest Bonds	4,598,035	6	" "	1914	76½
Texas—($3,715,979):					
.. Frontier Protection (gold) Bonds, 1870..	700,000	7	Mar. & Sept.	'90-'10	....
.. Deficiency Bonds, 1871	357,000	10	" "	1876	76
.. State Bonds	197,000	6	Jan. & July.	'76-'91	....
.. Railroad Aid Bonds	1,763,317	6	" "	var.	....
Vermont—($225,500):					
.. War Loans of 1864, '65 and '68	225,500	6	June & Dec.	'74-'76	....
Virginia—($45,718,112):					
.. Funded under act of 1871	20,278,730	6	Jan. & July.	long.	39
.. Funded under act of 1872	1,754,747	6	" "	"	....
.. Sterling Bonds	2,727,562	5	" "	"	....
.. Deferred (W. Va.) certificates	15,239,370	6	" "	"	11

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1889	....
2d Mortgage	2,673,000	8	" "	" "	1889	
Receiver's Bonds for $1,200,000.	450,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	107½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	102½
3d Mortgage	434,000	7	May & Nov.	" "	1881	106
Albany Loan	933,000	6	" "	" "	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	3,889,000	7.3	Jan. & July.	New York.	1896	91
Special Mortgage to Penn.	3,500,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	6,000,000	7	April & Oct.	Phil. or Lond.	1900	83
American Central:						
1st Mort., guar. by C., B. & Q.	736,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage ($12,000 p. m.)	620,000	8*	Jan. & July.	Lond. or Ams.	1891	...
2d Mortgage for $1,200,000	700,000	7*	April & Oct.	New York.	1893	....
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
Atchison and Nebraska:						
1st Mortgage	3,750,000	8	March & Sept.	Boston.	1896	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,042,500	7*	Jan. & July.	New York.	1899	61½
Land Grant Mortgage (gold)	3,521,000	7*	April & Oct.	Boston.	1900	64½
1st Mort. (Wichita Branch) guar.	412,000	7*	Jan. & July.		1902	....
Consolidated Mortgage (gold)	976,000	7*	April & Oct.	N. Y. or Bost.	1903	25
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Georgia)	4,240,000	8	Jan. & July.	New York.	1900	64
Atlantic and Great Western:						
1st Mortgage (gold)	14,414,980	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	8,707,200	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,790,214	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated (265 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1887	....
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	...	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,836,500	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	1,958,500	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R. R. assumed	7,189,000	6*	Jan & July.	" "	1888	....
1st Mort. (Central Div.) gold	1,189,500	6*	May & Nov.	" "	1891	....
Equipment Bonds	674,000	10	June & Dec.	" "	1883	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort., of 1853.	484,000	6*	May & Nov.	London	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1883	....
Augusta and Savannah:						
1st Mortgage	129,500	7	....	Savannah.	....	....
Avon, Genesco & Mt. Morris (Erie):						
1st Mortgage	20,000	7	Jan. & July.	New York.	1883	....
Bald Eagle Valley:						
1st Mortgage	360,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855-'75	857,250	6	Jan. & July.	Baltimore.	1875	102½
Loan of 1850-'80	579,500	6	" "	"	1880	102½
Loan of 1853-'95	1,710,500	6	April & Oct.	"	1885	101½
Loan of 1855-'90 (Balt.) sk'g fd.	3,461,146	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) sk'g fund.	3,620,320	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,498,016	6*	" "	"	1902	....
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	Jan. & July.	Baltimore.	1885	96
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	60,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	96
Beloit and Madison (C. & N. W.):						
1st Mortgage (guaranteed)	306,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage	499,500	6	March & Sept.	Philadelphia.	1886	88
3d Mortgage	745,000	6	Feb. & Aug.	"	1887	85½
Bingham Canyon & Camp Floyd:						
1st Mortgage	240,000	8*	Jan. & July.	.....	1903	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Albany loans (Alb. & W. Stkbge.)	106,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds (Western R. R.)	666,000	6	April & Oct.	"	1875	99½
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	"	1892	106½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	84½
1st Mortgage (Equalization)	248,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	168,000	7	" "	"	1890	....
Equipment Mortgage	350,000	8	Apr. and Oct.	"	1881	91½
Boston, Concord and Montreal:						
Sinking Fund Mortgage	624,000	6&7	Jan. and July.	Boston.	1889	....
1st Mortgage (22½ m.) convertible	150,000	6	" "	"	1875	....
1st Mortgage (22½ m.)	200,000	6	" "	New York.	1875	....
Consol. Mortgage for $2,000,000.	966,400	7	Apr. and Oct.	Boston.	1893	103
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	23½
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	40
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,600,000	7*	" "	Boston.	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1892	104½
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	2,000,000	7	May and Nov.	Boston.	1893	105
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500,000	7	May and Nov.	Boston.	1893	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1886	....
Buffalo and Erie:						
Mort. bonds (ass'd by L S & M S)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" " ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" " ")	3,000,000	7	Apr. and Oct.	" "	1898	99
Buffalo, New York and Erie:						
1st Mortgage (assumed by Erie)	2,000,000	7	June & Dec.	New York.	1877	86½
Buffalo, New York & Phila.:						
1st Mortgage	2,296,000	6	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	231,500	10	.....	" "	1893	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage, stg., sk'g. fund	5,400,000	7*	May & Nov.	N. Y. & Lond.	1910	80
1st Mort., (gold) Mil. Div.	2,200,000	7*	Feb. and Aug.	" "	1902	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,898,350	7	April & Oct.	N. Y. & Bost.	1893	99
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	Boston.	1875	99½
Stock Bonds pref. 3d lien	566,000	8	" "	"	1878	....
Stock (common) Bonds	340,000	8	April & Oct.	N. Y. & Bost.	1879	102½
Stock (common) Bonds	356,500	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	430,500	8	" "	" "	1889	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,716,000	8	Jan. & July.	N. Y. & Bost.	1894	98½
Bonds convertible until 1882	528,247	8	" "	Boston.	1883	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov.	Boston.	1896	....
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. and lands) S. F.	8,000,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1898	....
California and Oregon (Cen. Pac.):						
1st Mortgage (gold)	6,000,000	6*	Jan. & July.	New York.	'89-'91	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage (end. by Cen. Pac.)	1,600,000	6*	June & Dec.	" "	....	....
Camden and Amboy:						
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	100½
Loan of 1883	1,700,000	6	Feb. & Aug.	"	1883	95
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	91
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	101½
Sterling Loan, S. F. (£262,000)	1,286,080	6*	Feb. & Aug.	London.	1880	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1888	105
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	100½
Camden and Burlington County:						
Consolidated 1st Mortgage	850,000	6	Feb. & Aug.	Philadelphia.	1897	....
Canada Southern:						
1st Mort. (sk'g fd.) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	64
Cape Girardeau and State Line:						
1st Mortgage (gold)	1,000,000	7	Jan. & July.	Cape Gir'deau	1891	....
Cape May and Millville:						
2d Mort, guar. by W. Jersey R. R.	400,000	7	April & Oct.	Camden.	....	....
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1903	....
Carolina Central:						
1st Mortgage	1,500,000	6*	Jan. & July.	New York.	1923	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	600,000	8	May & Nov.	New York.	1879	98½
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	102
Chattel Mortgage	209,850	6	May and Nov.	"	'88-'89	....
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	198,000	7	April & Oct.	New York.	1884	85
1st Mort. (W. to Minn. Line)	1,334,000	7	Jan. & July.	" "	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgage 2d Div. $10,000p.m.	532,000	7	" "	" "	1894	....
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	....
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1896	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1896	....
Central of Georgia:						
1st Mortgage	993,000	7	March & Sept	New York.	1875	....
General Mort. for $5,000,000	1,072,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	150,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July	New York.	1899	....
2d Mortgage, gold, $4,000 p. m..	925,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
Convertible bonds of 1872	3,612 700	7	May & Nov.	New York.	1902	....
1st Mort (New) for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	109¼
Newark Branch Bonds	600,000	7	Jan. & July.	" "	1887	....
Loan of Leh.C. & Nav.Co.(assn'd)	2,310,000	6	J. A. J. & O	Philadelphia.	1897	....
Consol. Mort. for $25,000,000	5,000,000	7	" "	New York.	1899	102½
Central Ohio (B. and O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	94
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95–'99	96½
Convertible 20 years bonds, gold	1,433,000	7*	" "	" "	1885	....
State Aid B'ds(Int. by State)gold	1,500,000	7*	" "	Sacramento.	1884	101
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury.	'95 '99	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York.	899	88
1st Mort. (Calif. & Oregon) gold	7,000,000	6*	" "	" "	892	....
1st Mort. (S. Fr, Okld & Ala.)..	500,000	8*	" "	San Francisco	890	....
1st Mort.(San Joaquin V.D.)gold	6,000,000	6*	April & Oct.	New York.	1900	83½
Land bonds (Cen. Pac. Co.) gold	9,133.000	6*	" "	" "	1890	....
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	15½
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
1st Mort. (Stan., Sheff. and Ch.	444,100	7	Jan. & July.	"	1887	62
Income and Extension Bonds..	1,008,600	8	May & Nov.	"	1902	....
Equipment Mort. (Vt Central).	1,000.000	8	" "	"	'76–'77	56
Equipment Mort. (").	1,000,000	8	" "	"	1889	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	" "	"	1891	61½
Missisquoi R.R.(" ")	500,000	7	Jan. & July.	"	1891	39
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	....
Charleston and Savannah:						
1st Mortgage guar. by State	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	" "	1880	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,000,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	500,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	...
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	800,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
1st M.(gold) skg fd for $15,000,000	15,000,000	6*	May & Nov.	New York.	1899	51½
1st Mort. Extension.(cou. or reg)	2,124,000	7*	Jan. & July.	" "	1902	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "	" "	1880	....
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	100,557	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	807,000	6	Jan. & July.	Boston.	'75–'80	93½
Chester Creek (Phil. & Balt. Cent.):						
1st Mort., guar. by P., W. & B..	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage	600,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	1 0,000	7	May & Nov.	New York.	1877	....
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	111
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	100½
Consol. Bonds (£200 stg. each).	1,149,950	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	97
2d Mort. (")	188,000	7	Jan. & July.	" "	1898	....
1st Mort. (Louisiana and Mo.)..	4,500,000	7	Feb. & Aug.	" "	1900	88
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan & July.	New York.	1883	113½
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Buri. to Peoria)	680,000	7	April & Oct.	" "	1890	....
Loan of 1872	7,029,875	7	Jan. & July.	Boston.	1896	101
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Car. and Burl.) guar..	600,000	8	May & Nov.	" "	1879	98½
1st Mort. (Dix., Peo. & Han)guar.	800,000	8	Jan. & July.	" "	1889	....
1st Mort. (Ill. Gr. Trunk) guar..	960,000	8	April & Oct.	Boston.	1890	101
1st Mort. (Keok. & St.Paul)guar.	1,000,000	8	" "	"	1879	....
1st Mort. (O., O. & Fox Rv.)guar.	1,241,000	8	Jan. & July.	N.Y. & Bost.	1900	90
1st Mort. (Peo. and Han.) guar..	600,000	6	" "	New York.	1878	....
1st Mort. (Quincy & War.) guar.	800,000	6	" "	N.Y. & Bost.	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	" "	Frankfort.	1890	....
Chicago and Canada Southern:						
1st Mortgage	2,500,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton and Dubuque						
1st Mort. guar. C., B. and Q.	1,500,000	8	June & Dec.	Boston.	1896	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	Apr. and Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold	825,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p.m.	4,425,000	8	June & Dec.	Boston.	1896	40
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	N.Y. & Bost.	1901	90
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C.& NW	868,200	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.& NW	211,500	7	Feb. & Aug.	New York.	1894	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago and Milwaukee Railway:	$					
1st Mort., guar. by C. and N.W.	1,642,000	7	Jan. & July.	New York.	1898	93½
Chicago and Mich. Lake Shore:						
1st Mortgage	500,000	8	March & Sept.	New York.	1889	....
1st Mortgage	2,500,000	8	Jan. & July.	Boston.	1890	....
1st Mortgage	1,350,000	8	May & Nov	"	1891	....
1st Mortgage (on Branch)	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (Mil. and St. Paul R'y)	5,627,000	7	Jan. & July	New York.	1898	....
2d Mort. (" ")	1,191,000	7	April & Oct.	" "	1884	77
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	....	....
1st Mort. (East. Div. Palmer.)	781,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn. Div.)	3 810,000	7	Jan & July.	" "	1897	80
1st Mort. (Minnesota Central.)	190,000	7	" "	" "	1870	....
1st Mort. (St. Paul Division.)	4,000,000	7c	" "	" "	1902	85
1st Mort. (Iowa and Dak. Div.)	1 000,000	7	" "	" "	1870	72½
1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	106
2d Mort. (" ")	1,316,000	7 8	" "	" "	1898	93
1st Mort. (Ills. and Iowa Div.)	37,000	7	Jan. & July.	" "	....	....
1st Mort. (East. and Dak. Div.)	1,250,000	7	" "	" "	....	72
Income bonds(Mil. and St.Paul)	20,0 0	7	April & Oct.	" "	....	....
Milwaukee City Loan	230,500	7	March & Sept.	" "	1873	....
1st Mort. (Mil. and Western)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148.500	7	" "	" "	....	....
Equipment and Bridge Bonds..	249,000	10	June & Dec.	" "	1883	....
Consol. Mort. for $35,000,000	.....	7	Jan. & July.	" "	1904	.
Chicago and Northwestern:						
Preferred sinking fund (193 m.)..	1 242.700	7	Feb. & Aug.	New York.	1885	102½
General 1st Mortgage (193 m.) ..	3 588,000	7	" "	" "	1885	99
Funded coupons (193 m.)	743,300	7	May & Nov	" "	1883	97½
Appleton Ext. (23 m.& 76,000 ac.)	147,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	282 000	7	" "	" "	1885	....
1st Mort. (Gal. & Chi. U.) 248 m.	1,693,000	7	" "	" "	1892	104
2d Mort. (Gal. & Chi. U) 248 m.	854,000	7	May & Nov.	" "	1875	101
Elgin and State Line	128,000	6	Jan. & July.	" "	1878	....
Mississippi River Bridge	190,000	7	" "	" "	1884	....
1st Mortgage (Peninsula)	331,000	7	March & Sept	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	3,280,000	7	F. M. A. & N.	" "	1915	89
General Consol. Gold Bonds	8,995,000	7*	June & Dec.	" "	1902	82
1st Mort. S. F. (Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S. F. (Menominee Ext.)	2,700,000	7*	June & Dec	" "	1911	....
2d Mort. (Mil. & Chi. R. R.) guar.	97.500	7	" "	" "	1898	....
1st Mort. (Chic. & Mil. R. W.) guar	1,642,000	7	Jan. & July.	" "	1898	93½
1st Mort. (Bel. & Mad. R. R.) guar	306,000	7	" "	" "	1888	....
Chicago, Portage and Superior:						
1st M., s.f. (Chi. & N. Pac. Air-L.)	25,000pm	7*	June & Dec	New York.	1902	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	.. ..
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug	New York.	1901	...
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund	9,000,000	7	Jan. & July.	New York.	1896	108
Chi. & Southwes'n (C., R.I. & Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago, Wisconsin & Canada:						
1st Mort. gold, skg fd for $410,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad. & Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st Mortgage (gold) for $5,000,000	.....	7*	Jan. & July.	" "	1902	....
Chillicothe and Brunswick:						
1st Mort, guar. by St. L., K. C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863	1,250,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	400,000	8	June & Dec.	" "	1877	....
Cincinnati, Ham. & Ind. (C., H. & D.):						
1st Mort., guar. for $2,500,000	1,846,000	7	Jan. and July.	New York.	1905	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,120,000	7*	March & Sept.	New York.	1901	....
Cincinnati and Martinsville:						
1st Mort., guar. by I., C. & I. R.R.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. and July.	New York.	1901	.. .
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C., H. & D.	560 000	7	Jan. and July.	New York.	1905	....
2d Mortgage " "	65,000	7	" "	" "	1880	.. ..
Cinc., Rich. & Ft. Wayne (G.R. & I.):						
1st Mortgage gold, guar	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage	1,072,300	7	June & Dec.	New York.	1890	99
1st Mort. (San., Day. & Cin. S.F.	990,000	6	Feb. & Aug	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1877	....
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	....
Cincinnati and Springfield:						
1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	....
2d Mortgage	411,000	7	.....	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	2,000,000	7*	Jan. and July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,700,000	7	May & Nov.	New York.	1899	104
1st Mort. (C., C. and C. R. R.)..	271,000	7	June & Dec.	" "	'74 '94	....
1st Mort. (Bell. and Ind. R.R.)..	453,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500,000	.....	7	.....	" "	....	....
Clev. & Mahoning V. (A. & Gt. W.):						
3d (now 2d) Mort. (skg fund) 1856	487,900	7	March & Sept.	New York.	1870	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Cleveland and Pittsburg (Pa.Co.):						
3d (now 2d) Mortgage guar.	1,252,000	7	May & Nov.	New York.	1875	100½
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. and July	" "	1892	97
Consol. sinking fund guar.	1,499,000	7	May & Nov.	" "	1900	103

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Mt. Vernon and Delaware:	$					
1st Mortgage gold	1,300,000	7*	Jan. & July.	New York.	1900	....
2d Mortgage	1,000,000	7	" "	" "	1902	....
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	101
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York	1885	106
2d Mortgage (" ")	860,000	7	April & Oct	" "	1886	100
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg	584,700	6	June & Dec.	Philadelphia.	1898	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	10,333,000	7	April & Oct.	New York.	1908	68½
2d Mortgage skg fund	3,747,000	7	Feb. & Aug.	" "	1909	28
1st Mort. (Chic. and Gt.Eastern)	461,000	7	April & Oct.	" "	'93-'95	68
2d Mort. (" ")	344,400	7	Jan. & July.	" "	....	....
Income conv. (" ")	2,554 000	7	Feb. & Aug.	" "	1850	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	" "	" "	1890	....
1st M., s.f.(" ")	39,650	7	May & Nov.	" "	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	3 09,500	7	Jan. & July	" "	1883	....
2d Mortgage (Ind. Central)	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Logansp't & Bur.)	554,500	7	Feb. & Aug.	" "	1884	....
Income (" ")	74.024	7	" "	" "	....	....
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	" "	1905	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	469,100	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000	607,500	7	April & Oct.	Boston.	1893	96
1st Mortgage sinking fund	298,500	6	June & Dec.	"	1876	....
Coupon Notes	634,000	7	" "	"	'76-91	97
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	96
Connecticut River:						
1st Mortgage skg fund	250,000	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free	2,674,000	7	Jan. & July.	N. Y. & Bost.	1900	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	971,000	6	March & Sept.	Philadelphia.	1.2.3.4.	90½
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	95,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	100,000	7	May & Nov.	" "	1882	....
Cumber'd & Penn. (Consol. Coal):						
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	" "	1908	....
Plain bonds	81,800	6	" "	"	1884	....
Danbury and Norwalk:						
Mortgage Bonds of 1870	100,000	7	Jan. & July.	New York.	1890	....
Mortgage Bonds of 1-70-'72	400,000	7	" "	" "	'90-'92	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	....
2d Mortgage	300,000	7	" "	"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage	2,000,000	7*	April & Oct.	New York.	1909	....
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,885,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	441,000	7	March & Sept.	"	1887	....
3d Mortgage, guar.	356,000	7	April & Oct	"	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	"	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	"	1879	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R):						
1st Mortgage (assumed)	189,000	7	Jan. & July.	New York.	1895	....
1st Mortgage (" ")	463,000	6	" "	"	1895	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. and Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	Apr. and Oct.	New York.	1875	103
2d Mortgage	1,633,000	7	March & Sept.	" "	1881	105
Convertible Bonds	5,000,000	7	June & Dec.	" "	1892	105½
2d Mort. (Lack. & Bloomsburg)	500,000	7	Apr. and Oct.	" "	1880	....
1st M. Ext.(" ")	400,000	7	March & Sept.	" "	1885	....
2d M. Ext. (" ")	200,000	7	May & Nov.	" "	1890	....
Denver & Boulder Val.(Den. Pac).						
1st Mortgage	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant	2,493,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	3,024,500	7*	May & Nov.	N.Y.L.&Ams.	1900	....
Des Moines and Ft. Dodge:						
1st Mortgage (coupon)	2,400,000	8	Jan. & July.	New York.	1904	...

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.)	2,330,000	8	May and Nov.	New York.	1902	....
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	1,826,000	8	Jan. & July.	New York.	1901	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1880	....
2d Mortgage, (coupon) guar.	300,000	8	Jan. & July.	" "	1881	....
Detroit, Lansing and Lake Mich.:						
1st Mortgage	3,219,000	8	April & Oct.	Boston.	1896	....
1st Mortgage (on Branches)	575,000	8	June & Dec.	"	1897	....
2d Mortgage	1,359,000	8	Feb. & Aug.	"	1893	....
1st Mort. (Ionia and Lansing)	770,000	8	Jan. & July.	New York.	1889	....
2d Mort. (" ")	81,000	8	May & Nov.	" "	1880	....
Detroit&Milwaukee(Gt.W.of Ca.)						
1st Mortgage, (D.& M.R.'y)	2,500,000	7	May & Nov.	New York	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	May & Nov.	" "	1875	....
1st Mort.(Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1878	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1886	....
Bonds of Sept. 1, 1866	110,000	7	March & Sept.	" "	1886	....
Bonds of June 30, 1866	1 702,317	6-7	Jan. & July.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	100½
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	800,000	8	Jan. & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage tax free	882,000	7	Jan. & July.	New York.	1883	....
Dubuque Southwestern:						
1st Mortgage	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred	78,560	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold)	1,200,000	7*	June & Dec.	New York	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama	400,000	8	Jan. & July.		1880	....
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July	Philadelphia.	1885	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	102
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	2,999,000	7	Jan. & July	New York.	1900	89½
2d Mortgage	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Company Bonds (E.T.&Ga.old)	635,000	6	Jan. and July.	" "	'80-'85	....
Company Bonds (" new)	135,400	6	" "	" "	1876	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed	194,400	6	Jan. & July.	Boston.	1876	....
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1867-'87	890,000	7	March & Sept.	"	1887	92½
Loan of 1868-'88	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869-'89	500,000	6	May & Nov.	"	1889	....
Loan of 1872-'82	1,558,000	7	various.	"	1882	90½
Loan of 1873-'93	878,000	6	March & Sept.	"	1893	....
New Bonds	1,000,000	7	—— & ——	"	1892	....
Sterling Sink. Fd. Bonds	3,000,000	6*	March & Sept.	London.	1893	....
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1880	....
2d Mortgage	200,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	90
Income Mortgage guaranteed	570,000	5	April & Oct.	"	2862	....
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York	1897	103
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	....
3d Mortgage	4,582,000	7	" "	" "	1883	100
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	97½
5th Mortgage convertible	709.500	7	June and Dec.	" "	1888	98
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	" "	1891	....
Sterling loan (£1,000,000) conv.	4,580,000	6*	March & Sept.	London.	1875	....
1st Consol Mort. for $30,000,000.	12,076,000	7*	" "	N Y & London.	1920	....
2d Consol. Mort. for $40,000,000.	15 000,000	7*	June and Dec.	London.	1894	....
Long Dock Co's. Mortgage	3,000 000	7	" "	New York.	1893	100½
Convertible bonds	10,000,000	7*	April & Oct.	London.	1903	....
Erie and Pittsburg (Penn.):						
1st Mortgage	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,800	7	April & Oct.	" "	1890	....
Consolidated Mortgage	2,192,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	750,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6*	Jan. & July.	N.Y. & Lond.	1894	....
1st L.M.(& 1st on 50, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1909	....
New Mortgage for $6,000,000						....
Evansville and Crawfordsville:						
1st Mortgage (51 miles)skg. fund	302,000	7	Jan. & July.	New York	1887	....
1st Mortgage (109 m.) "	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	775,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Prov.(B&P):						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Fitchburg:						
Bonds of 1874 for $500,000		7		Boston.	1894	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)	2,210,000	8	March & Sept.	New York.	1888	....
Flint & Holly S. F. ($25,000 p.y.)	425,000	10	May & Nov.	" "	1888	....
1st Mort.(Bay C. & E.Sag.)guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.)	75,000	10	March & Sept.	New York.	1887	....
1st Mort. skg.fd.(H., W.& Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
Consolidated Sinking Fund	1,771,000	8	May & Nov.	" "	1902	....
Construction Loan	280,400	8	Jan. & July.	" "	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida:	$					
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....
Flushing, North Side and Central:						
1st Mort. (Flush'g and N. Side.)	1,825,000	7	May & Nov.	New York.	1901	....
1st Mort. (Central of L. I.)	1,000,000	7	.....	....	....	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	135,000	7	Feb. & Aug.	" "	1887	....
Sterling Loan	1,500,000	6*	.....	London.	....	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee	1 500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1890	....
2d Mortgage	500,000	8	" "	"	1896	....
Framingham and Lowell:						
1st Mortgage	500,000	7	May & Nov.	Boston.	1891	89½
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremont, Elkhorn & Mo. (SC&P):						
1st Mortgage	690,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1892	104
2d Mortgage	948,000	7	May & Nov.	" "	1875	101
Galv., Harrisburg & San Antonio:						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	....
Geneva, Ithaca and Athens:						
1st Mortgage, skg. fd., guar.	600,000	7*	June & Dec.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	608,000	7	Jan. & July.	Augusta	'74-'90	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,224,000	7*	April & Oct.	" "	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	91½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,808	11,639,040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	...
Mortgage Bonds £547,000	2,735,000	5½	April & Oct.	"	'77-'78	....
New Bonds £1 000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	84
2d Mort., " "	2,500,000	7	May & Nov.	" "	1893	69
Green Bay and Minnesota:						
1st Mortgage	2,400,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,388,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples (T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo. (T.W.&W)						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	...
2d Mortgage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'77-'94	....
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Fifteen years' bonds (277 m.)	2,714,000	8	March & Sept.	" "	1885	89½
1st Mort. (Q. & Palm. R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R R 55 m)	1,200,000	10	Jan. & July.	" "	1886	....
General Land Mortgage (277 m.)	642,000	7	April & Oct.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	101½
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	New York.	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	Brpt. & Bost.	1889	....
Equipment Bonds	150,000	7	.....	Bridgeport.	1883	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	7,479,000	7*	Jan. & July.	New York.	1891	....
1st Mortgage (Western Div.)	2 500,000	7*	" "	" "	1903	....
Consolidated Mortgage	2,700,000	8	April & Oct.	" "	1912	....
Hudson River (N.Y.Cen.& H.R.):						
2d Mortgage, sinking fund	1,794,000	7	June & Dec.	New York.	1885	103
3d Mortgage	159,000	7	May & Nov.	" "	1875	99½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	104
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	98½
Consolidated Mortgage	1,378,000	7	April & Oct.	"	1895	45
Illinois Central:						
Construction bonds, cur. skg f'd.	2,742,000	7	April & Oct.	New York.	1875	100½
Construction bonds, coin	332,000	6*	" "	N. Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Sterling Bonds, Sinking Fund	5,000,000	5*	" "	"	1903	....
Illinois Grand Trunk (C.,B. & Q.):						
1st Mortgage guaranteed	960,000	8	April & Oct.	Boston.	1890	101
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mort. (Nor. Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1900	50
1st Mortgage Extension gold	2,000,000	7*	Jan. & July.	" "	1912	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis and Madison:						
1st Mort. assumed by J., M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage a.f. (Intern. R. R.)	3,040 000	7*	April & Oct.	New York.	1911	70
Convertible B'ds (")	1,473,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage (Hous.&Gt.N.RR.)	4,211,000	7*	Jan. & July.	" "	1900	....
Convert. B'ds (" ")	1,677,600	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind.& Cin.) of 1858	1,600 000	7	April & Oct.	New York.	1888	31
1st Mortgage (I. C.& L.F.) of 1867	2,792,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") of 1869	1,701,000	7	June & Dec.	" "	1899	....
1st Mortgage (Cin. & Indiana.)	499,000	7	" "	" "	1882	....
2d Mort. guar. (" ")	1,496,000	7	Jan. & July.	" "	'77-'87	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1919	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	378,000	10	Jan. & July.	" "	1881	81
Ionia and Lansing (D., L.&L.M.):						
1st Mortgage traffic guar.	770,000	8	Jan. & July.	New York.	1889	....
2d Mortgage "	81,000	8	May & Nov.	" "	1886	....
Iowa Falls and Sioux City:						
1st Mortgage	2,960,000	7	April & Oct.	New York.	1917	...
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	86
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw (MC):						
1st Mortgage guar.	1,450,000	8	Jan. & July.	New York.	1885	93½
1st Mort. (Northern Ext.) guar.	848,000	8	May & Nov.	" "	1890	....
2d Mortgage guar.	289,000	8	March & Sept.	" "	1878	....
Consolidated Mortgage (236 m.)	18,000pm	8	" "	" "	1891	94½
Jacksonville, South West & S. East:						
1st Mortgage	610,000	7*	Jan. & July	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	3,000,000	8	" "	" "	1899	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	468,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	84,000	7	" "	" "	1880	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	897,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	.....	7*	Jan. & July.	New York.	1913	....
1st Mortgage (Ridgefield Park)	300,000	7	May & Nov.	" "	1912	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	836,000	8	Jan. & July.	New York.	1882	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia	1882	91
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	89
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L S & MSo.	840,000	8	Jan. & July.	New York.	1886	94½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1889	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. and July.	N. Y. & Bost.	1880	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort. (St.Jo.& CB.78 m) conv.	1,400,000	10	March & Sept.	" "	1892	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug	New York.	1895	....
1st Mort. (" ") gld	1,000,000	7*	" "	" "	1895	....
Consolidated Mort. (260m.) conv.	887,000	8	March & Sept.	" "	1890	....
New Consol. Mort. for $3,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (LL&G)						
1st Mortgage for $1,000,000	720,000	10	May & Nov.	Boston.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	....
1st Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June & Dec.	" "	1896	....
1st M.(3dD.244.66m.& 3,060,000a)	6,432,000	7*	May & Nov.	N. Y. L. & F.	1899	....
1st Mort. (1,000,000 acres).....	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mort. (2,000,000 acres)gold...	1,751,750	7*	Jan. & July.	N. Y., L. & F.	1880	....
2d Mort. (")gold...	1 500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	800,000	7	May & Nov.	N. Y. & St. Lo.	1896	....
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'96-'97	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	....
Kent County (Del.)						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
2d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Kentucky and Great Eastern:						
Bonds for $2,200,000....	15,000pm	7*	Feb. & Aug.	New York.	1897	....
Keokuk and Des Moines:						
1st Mortgage.....	1,895,000	7	April & Oct.	New York.	1904	...
Funded Interest.....	258,720	8	" "	" "	1884	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	1,000,000	8	April & Oct.	Boston.	1879	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW & W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Erie and Louisville:						
1st Mortgage.....	300,000	7	April & Oct.	New York.	1892	...
2d Mortgage.....	510,000	7	Jan. & July.	" "	1902	....
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	1,600,000	7	April & Oct.	New York.	1879	....
Consol. Mort., S.F., Registered.	4,250,000	7	J. A. J. & O.	" "	1900	100
Consol. Mort., S.F., Coupon....	1,209,000	7	Jan. & July.	" "	1900	102
2d Consol. Mort. for $25,000,000.	.....	7	June & Dec.	" "	1903	91¼
Bonds of 1882 (Reg. & Coupon)	5,205,000	7	April & Oct.	" "	1882	...
Lake Shore Dividend Bonds....	1,498,000	7	" "	" "	1899	100
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	" "	1880	101
3d Mort. (" ")	1,000,000	7	April & Oct.	" "	1892	....
1st Mort. (Mich. So. & Nor. Ind.)	5,256,000	7	May & Nov.	" "	1885	104¼
2d Mort. (" ")	2,692,000	7	" "	" "	1877	100
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	106
2d Mort. (" ")	880,000	7	April & Oct.	" "	1886	100
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" ")	3,000,000	7	April & Oct.	" "	1898	99
1st M. (Detr't, Monroe & Toledo)	994,000	7	Feb. & Aug.	" "	1878	130¼
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	540,000	8	" "	" "	1858	94¼
1st M. (Jamestown & Franklin)	468,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage.....	696,000	7	.....	" "	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1902	....
Lake Superior & Mississippi:						
1st Mort. sk'g fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1900	43¼
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,147,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. sk'g fund conv., gold..	3,000,000	10	Jan. & July.	N. Y. & Bost.	1899	....
1st Mort.(K. C. & San. Fe)guar.	720,000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	800,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (new loan).....	4,875,000	6	June & Dec.	Philadelphia.	1898	101¼
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	107
General Mort. for $40,000,000...	5,000,000	6*	June & Dec.	London.	1923	....
Lewisb. Centre & Spruce C.(P. & E):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A. & P.):						
1st Mortgage gold	1,000,000	6*	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds.....	500.000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1890	....
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	6
Land Grant sinking fund.....	5,780,000	7	April & Oct.	" "	1900	9
Little Rock, Pine Bl. & N. Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	4
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Sks. Fd.....	750,500	7	Apr. and Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	90
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1898	....
General Mortgage.....	775,000	7	" "	New York.	1890	....
Louisiana & Mo. Riv. (Ch. & Al):						
1st Mortgage.....	4,300,000	7	Feb. & Aug	New York.	1900	86
Louisville, Paducah and S. W.:						
1st Mortgage.....	3,000,000	6	March & Sept	New York.	1890	....
2d Mortgage.....	900,000	7	May & Nov.	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Bonds to State of Kentucky....	74,519	6	Jan. & July.	New York.	Perp.	....
1st Mortgage for Cincinnati Br..	3,000,000	7	" "	" "	1897	....
2d Mortgage for $1,000,000.....	878,000	8	April & Oct.	" "	1900	....
Louisville Loan.....	100,000	6	Jan. & July.	" "	1881	....
1st Mort. (Louisville & Frankf't)	39,000	6	" "	" "	'73-'76	....
1st Mort. (Louis., Cin. and Lex.)	21,000	8	April & Oct.	" "	1902	....
1st Mortgage (Shelby R. R.)....	88,500	6	June & Dec.	" "	1881	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.).	326,000	7	Jan. & July.	New York.	1878	....
1st Mortgage (Memp Br.46.37m.)	96,000	7	May & Nov.	Louisville.	1875	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	"	'80-'85	....
1st Mort. (Memphis and Ohio)..	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,425,000	6*	Feb. & Aug.	" "	1902	....
Consol. M. for $5,000,000(392 m.).	6,814,000	7	April & Oct.	" "	1898	88
Louisville Loan.....	849,000	6	" "	" "	'86-'87	....
Louisville Loan (Lebanon Br.).	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	....
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1892	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R..	300,000	7	Jan. & July.	New York.	1877	....
1st Mort. not endorsed.....	100,000	7	" "	" "	1867	....
Construct. Mort. end. by Ga. RR.	370,000	7	" "	" "	1879	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1889	....
Equipment Mortgage.....	150,000	7	" "	" "	1870	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7*	April & Oct.	New York.	1890	...
Maine Central:						
Consolidated Mortgage.....	545,800	7*	April & Oct.	Boston.	1912	....
$1,100,000 Loan, tax free.....	756,860	7*	Jan. & July.	"	1898	91
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150,000	6*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
1st Mortgage (Ken. & Portland.)	217,300	6	April & Oct.	Augusta.	1885	....
Consol. (Port. & Kennebec.) Loan	1,166,700	6	" "	Boston.	1895	....
2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	88
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	104¼
2d Mortgage Dollar.....	2,500 000	7	May & Nov.	"	1896	93¼
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	82
4th Mortgage.....	2,004,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.).	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	....
Marquette, Houghton & Ontonagon:						
Income Bonds (Marq. & Ont.)..	150,000	8	Jun. & Dec.	New York.	1875	....
1st Mortgage (" ")..	1,760,000	8	" "	" "	1892	....
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1893	....
Consolidated Mortgage.....	1,454,000	8-10	Various.	" "	92-'03	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400 000	6	Jan. & July.	Boston.	1880	90
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	...
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	...
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1886	....
Tennessee State Loan.....	1,814,142	6	" "	" "	....	....
Income Bonds.....	600,000	10	March & Sept.	" "	'73-'78	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
2d Mortgage.....	1,000,000	8	.....	" "	....	....
Michigan Air Line (Mich. Cent.):						
1st Mort. (E. Div.) assumed....	200,000	8	May and Nov.	New York.	1890	98
Michigan Central:						
1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	111
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	101¼
1st Mort. (M. Air L. & W. D.) ass'd	1,900,000	8	Jan. & July.	" "	1890	102¼
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S. & M.S.	5,256,000	7	May & Nov.	New York.	1885	104¼
2d Mort. " "	2,692,000	7	" "	" "	1877	100
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London.	1906	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee and St. Paul—						
See Chicago, Mil. & St. Paul.						
Milwaukee, Lake Sh. & Western:						
1st Mortgage.....	3,000,000	7*	June & Dec.	New York.	1906	....
Milwaukee and Northern:						
1st Mortgage.....	1,625,000	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage.....	320,000	10	Jan. & July.	Detroit,	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed..	400,000	7*	Apr. and Oct.	New York.	1911	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St. L. (L.Sup.& M.):	$					
1st Mortgage gold, guaranteed..	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	Detroit.	1890	....
Mississippi Cent.(N.O.St.L.&Chi.):						
1st Mortgage	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,704,500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	2,040,000	7*	Jan. & July.	.....	1900	....
Mississippi and Tennessee:						
1st Mortgage	660,000	7	April & Oct.	Memphis.	1876	....
Consolidated Mortgage	1,254,000	8	Jan. & July.	"	'81-'93	....
Tennessee State Loan	430,547	6	.....	"	....	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	3,220,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S.F..	362,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	....
Additional Consol. Mort.	2,500,000	7	" "	" "	1905	....
Further Add. Consol. Mort.	600,000	7	" "	" "	1906	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	50
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mortgage	300,000	8	" "	New York.	1889	....
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....
2d Mortgage	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage Sterling	5,732,000	6* 8*	May & Nov.	Mob. & Lond.	1883	....
Interest bonds	1,532,000	8	" "	Mobile.	'76-'83	....
Sterling Interest bonds	769,920	6*	" "	London.	1883	....
Tennessee Subsidy Bonds	1,685,000	7*	Jan. & July.	N.Y. & Lond.	1901	....
Special Mort. (Gainesville Br'h)	53,000	8	May & Nov.	Mobile.	...	....
2d Mortgage	1,453,858	8	March,	"	1877	....
Consol. Mort. for $15,000,000	.....	7*	Jan. & July.	N.Y. & Lond.	1904	....
Convertible 8 per cent. bonds..	847,975	8	M. J. S. & D.	New York.	....	....
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage	780,000	7	.....	" "	....	....
Income Mortgage	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage	127,000	7	May & Nov.	New York.	1888	....
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1896	....
1st Mortgage not endorsed	330,000	8	June and Dec.	" "	1900	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free.	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	108½
2d Mortgage guar.	3,000,000	7	Feb. & Aug	" "	1891	103
Convertible bonds	353,000	7	Jan. & July.	" "	1900	95
Construction bonds of 1871	640,000	7	April & Oct.	" "	1889	99½
General Mortgage	2,975,000	7	" "	" "	1901	....
Special "	1,029,000	7	.....	" "	....	....
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	1,450,000	6	Jan. & July.	New York.	'74-'83	....
2d Mort. (Government Subsidy)	1,000,000	4	" "	"	'81-'91	....
New Mortgage	5,800,000	7	" "	"	1913	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	103,000	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (C. of N.J.):						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	860,000	7*	May & Nov.	New York.	1889	....
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	....
New Issue for $360,000	255,000	7	" "	"	1891	103½
Newburyport:						
1st Mortgage	300,000	...	.....	.....	....	....
New Haven and Derby:						
1st Mortgage	525,000	7	Various.	New Haven.	'93-'00	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage	880,000	7	.....	" "	1881	....
New Haven and Northampton:						
1st Mortgage	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfie'd bonds..	200,000	7	" "	" "	1891	....
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage	1,500,000	7	" "	"	1881	....
New Jersey and New York:						
1st Mortgage	500,000	7*	March & Sept.	N.Y. or Lond.	1893	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov.	New York.	1889	....
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1888	....
2d Mortgage	1,000,000	7	March & Sept.	"	1881	....
Consol. Mort. for $7,000,000	5,300,000	7	April & Oct.	"	1903	....
Income Mortgage	780,000	7	" "	"	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	3,000,000	7*	May & Nov.	New York.	1900	....
New London Northern(Con, Vt.):						
1st Mortgage	300,000	6	April & Oct.	New York.	1885	....
2d Mortgage	500,000	7	June and Dec.	"	1892	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
N.O., Jack. & Gt. N. (N.O.St.L.& C.):	$					
1st Mortgage	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000	1,500,000	8	April & Oct.	" "	1890	....
Consol. Mort. for $8,000,000	3,000,000	7*	Jan. & July.	" "	1912	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,825,000	8	" "	" "	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12,250,000	6,617,500	7*	Feb. & Aug.	N.Y. or Lond.	1903	....
New York & Canada (D.& H.C.):						
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	5,936,626	6	May & Nov.	New York.	1883	98
Bonds for debts assm'd (N.Y.C.)	1,514,000	7	Feb. & Aug.	" "	1876	102½
Bonds for B.& N.F. stk (")	74,500	6	May & Nov.	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	94
Bonds for Real Estate (")	162,000	6	" "	" "	1883	97
Bonds of 1854 renewed (")	2,431,000	6	June & Dec.	" "	1887	97
2d Mort. (Hudson River) S. F..	1,794,000	7	" "	" "	1885	108
3d Mort. (")	159,000	7	May & Nov.	" "	1875	....
Bonds of 1871, tax free	1,950,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $30,000,000	3,904,000	7	Jan. & July.	" "	1903	113
1st Mort., reg'd }		7	" "	" "	1903	112
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York and Harlem:						
Consolidated Mortgage of 1863..	103,000	6	Feb. & Aug.	New York.	1893	....
Sinking Fund Mortgage of 1861.	108,899	7	Jan. & July.	" "	1881	....
Consolidated Mort. of 1872	6,822,000	7	May & Nov.	" "	1900	106
N. York, Housatonic & Northern:						
1st Mortgage	249,000	7*	April & Oct.	New York.	1902	....
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000	2,500,000	7*	Jan. & July.	New York	1902	....
New York, N. Haven & Hartford:						
1st Mort. (N. Y. and N. Haven)	1,059,500	6	April & Oct.	New York.	1875	100½
1st Mort.(Harlem & Portchester)	1,000,000	7	.....	" "	1903	....
New York and Oswego Midland:						
1st Mortgage gold, tax free	3,000,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage convertible	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible ...	1,500,000	7	" "	"	1896	....
3d Mort., Equipment	3,500,000	7	.....	"	....	....
1st Mort., (West. Extension)	2,425,000	7	.....	"	....	....
Consolidated Mortgage	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
1st Mortgage	75,000	6	Feb. & Aug.	New York.	1876	....
Improvement Bonds	100,000	7	Jan. & July.	"	1876	....
Extension Bonds	250,000	6	May & Nov.	"	'78-'81	....
General Mort. for $1,000,000	827,000	7	Jan. & July.	"	1899	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1898	....
North Carolina:						
1st Mortgage	575,000	6	May & Nov.	Co's Shops, NC.	1878	....
North Eastern (S. Car.):						
1st Mortgage	220,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	225,500	8	" "	"	1899	....
North Missouri (St.L.,K.C. & N.):						
1st Mortgage	6,000,000	7	Jan. & July.	New York.	1895	86½
North Pennsylvania:						
1st Mortgage	2,159,500	6	Jan. & July.	Philadelphia.	1885	103
2d Mortgage	1,500,000	7	May & Nov.	"	1896	103½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	105½
General Mortgage	436,500	7	Jan. & July.	"	1903	....
North Shore (Flush., N.S. & Cent):						
1st Mortgage	155,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage Coupon	2,500,000	6	Jan. & July.	Baltimore.	1885	95½
3d Mortgage Coupon	1,223,000	6	April & Oct.	Phila. & Balt.	1900	87
3d Mort. (York & Cumb.) guar.	500,000	6	Jan. & July.	Baltimore.	1877	....
Income Mortgage conv.	1,000 000	7	April & Oct.	Harrisburg.	1890	....
Income Mort. coupon	3,000,000	7	Jan. & July.	"	1923	....
Consol. Mort. coupon	2,520,000	6*	" "	Baltimore.	1900	102½
Consol. Mort. registered	205,000	6*	April & Oct.	"	1900	....
Consol. Mort. S. F.	2,000,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	Jersey City.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands gold..	30,000,000	7.3*	Jan. & July.	New York.	1900	27½
Northwestern Virginia:						
3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	....
Northwestern Union (C. & N.W.):						
1st Mortgage	3,500,000	7*	.....	New York.	....	....
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan, skg. fd...	400,000	6	Jan. & July.	Boston.	1877	....
Construction Bonds	150,000	7	" "	"	1877	....
Nyack and Northern:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1880	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	88½
Sinking Fund Bonds	408,000	8	March & Sept.	"	1880	....
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,000	7	Jan. & July.	New York.	1898	96
Consolidated S. F. Mortgage	3,566,000	7	" "	" "	1898	97½
Consolidated Mort., Sterling	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,672,000	7	April & Oct.	New York.	1911	79½
Income and Funded Debt Bonds	174,000	7	" "	New York.	1883	....
Debenture Sinking Fund Bonds	180,000	7	May & Nov.	New York.	1883	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	180,000	7	Feb. & Aug.	Philadelphia.	1896	70
1st Mort. (Warren & Franklin).	1,500,000	7	April & Oct.	" "	1882	....
1st Mort. (Union & Titusville).	500,000	7	Jan. & July.	" "	1890	....
Consolidated Mortgage	1,100,000	7	May & Nov.	" "	1896	50

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Old Colony:	$					
Plain Bonds	1,000,000	4	March & Sept.	Boston.	1876	99¼
Plain Bonds	32,000	5	" "	"	1884	....
Plain Bonds	458,000	6	April & Oct.	"	1875	99¾
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101¼
New Bonds for $3,000,000	1,192,000	7	March & Sept.	"	1894	105
Cape Cod Railroad Bonds	265,500	7	Feb. and Aug.	"	1881	...
Omaha and Northwestern:						
1st Mort. Land Grant, Gold	16,000 pm	7.3*	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,034,000	8	June & Dec.	Boston.	1896	85
Orange, Alex. and Manassas—See Wash. C., Va. Mid. & Gt. So						
Oregon and California:						
1st Mortgage gold	10,950,000	7*	April & Oct.	New York.	....	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (C.,M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L. & W.):						
1st Mortgage, guaranteed	201,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by C.,B. & Q.	1,241,000	8	Jan. & July.	N.Y. & Bost.	1900	99
Owensboro' and Russellville.						
1st Mortgage for $1,500,000	1,500,000	8	Feb. & Aug.	New York.	1892	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,600,000	6*	Feb. & Aug.	New York.	1888	93
2d Mortgage sinking fund	2,873,000	7	Jan. & July.	" "	1891	83
Income Bonds	1,154,600	7	" "	" "	1892	....
St. Louis County Debt	700,000	7	Monthly.	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	500,000	6*	April & Oct.	" "	1893	....
1st Mort. (Leav., Atch. & N.W.)	500,000	7	" "	" "	1889	....
1st Mort. (Lex. & St. Louis) gold	900,000	6*	Jan. & July.	" "	1887	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000	1,541,000	7*	Feb. & Aug.	New York.	1902	....
Panama:						
General Mortgage, stg £597,800	2,889,330	7*	April & Oct.	London.	1897	....
Paris and Decatur:						
1st Mortgage gold, S. F.	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur (T W & W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	....
Pemberton & Hights. (UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Peninsular (Mich.) Railway:						
1st Mortgage gold (S.F.) 1st series	1,800,000	7*	May & Nov.	N.Y. or Lond.	1899	...
1st Mortgage gold (S.F.) 2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mort. (Harrisb'g to Pittsb'g)	4,970,000	7	Jan. & July.	Philadelphia.	1880	103¼
2d Mort (" " ")	2,583,600	6	April & Oct.	"	1880	101
2d M. stg (" " ")	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup. & reg.)	19,558,760	6	J. A. J. & O.	Philadelphia.	1910	97¼
Consolidated Mortgage	8,245,000	6*	Jan. & July.	London.	1905	....
State lien for $7,500,000, stg f'd	5,401,675	5	April & Oct.	Philadelphia.	'74-'90	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	310,000	7	April & Oct.	"	1891	....
Pennsylvania & New York (L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	104
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val (C.R.L. & P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	....
2d Mortgage	150,000	10	Jan. & July.	New York.	1900	....
Perkiomen (Phila. and Rdg):						
1st Mortgage, guaranteed	619,000	6	April & Oct.	Philadelphia.	1897	84
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'93	....
2d Mortgage	500,000	8	" "	" "	1902	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¼ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9¼ m.)	300,000	6	" "	"	1891	....
2d Mortgage (Pa. & Md. 45 m.)	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	....
1st Mortgage	5,000,000	6	" "	"	1881	92
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	86
General Mort. for $20 000,000	7,252,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Loan of 1868	1,138,900	6	Jan. & July.	Philadelphia.	1893	80
Mort. Loans of 1843-44-45 & 49	1,521,000	6	" "	"	1880	101¼
Mortgage Loan of 1868	2,700,000	7	Apr. and Oct.	"	1893	106
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	104
Consolidated Mortgage June 1, 1871. — Dollar registered	3,414,000	7	" "	"	1911	106
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	....
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	668,000	6*	" "	" "	1911	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	332,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv	6,600,985	7	Jan. & July.	"	1893	105
New Improvement Mort. Loan.	6,631,615	6*	Apr. and Oct.	Phil. or Lond.	1897	....
Gen'l Mort. stg. S.F. ($60,000,000)	10,000,000	6*	" "	" "	1899	....
Mort. (Coal and Iron Co.) guar.	13,413,500	7	May and Nov.	" "	1892	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Philadelphia, Wilmington & Balt.:	$					
Mortgage Loan, convertible	318,500	6	Jan. & July.	Phila. & Bost.	1884	96¾
Loan of 1866	400,000	6	April & Oct.	" "	1876	....
Loan of 1867	1,000,000	6	" "	" "	1887	....
Loan of 1872	500,000	6	" "	" "	1892	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	331,800	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia.	1860	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	74¼
2d Mortgage	5,000,000	7	April & Oct.	Philadelphia.	1913	....
Consol. Mortgage for $10,000,000	6,212,000	7	Feb. & Aug.	"	1900	74
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	111
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	104¼
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	98
Bridge (C. & P. R. R.) bonds	111,000	7	May & Nov.	Philadelphia.	1876	....
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1877	....
Equipment bonds	1,000,000	8	March & Sept.	"	1879	....
Pittsburg, Va. and Charleston:						
1st Mortgage	700,000	7	April & Oct.	New York.	1902	....
Pittsburg, Wash'gton & Baltimore:						
1st Mort. (Pittsb. & Conn'lsville)	4,000,000	7	Jan. & July.	Baltimore.	1898	85¾
2d Mort. do. (Balt. Loan)	5,000,000	6	May & Nov.	"	1902	....
1st Mort. (Turtle Cr. Div. 10¼ m)	400,000	6	Feb. & Aug.	Pittsburg.	1880	....
Real Estate Mortgage	100,000	6	.....	Baltimore.	1883	...
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	20,000 pm	7*	Jan. & July.	New York.	1901	....
Port Huron and Lake Michigan:						
1st Mortgage gold, for $1,800,000	1,800,000	7	May & Nov.	New York.	1899	....
Portland & Ogdensb. (Me. & N.H.):						
1st Mort. (Maine Section) gold	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	3,300,000	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	2,300,000	6*	May & Nov.	N.Y. & Bost.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort. (Portland Loan) stg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien)	357,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan)	350,000	7	Mar. & Sept.	"	1891	...
Port Royal (S. C.):						
1st Mortgage gold, stg f'd	1,500,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	" "	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mort., guar. by Eastern R.R.	470,000	7	May & Nov.	Boston.	1883	...
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	644,500	7*	Jan. & July.	New York.	1910	....
2d Mortgage	78,000	7	" "	" "	....	....
Providence and Worcester:						
1st Mortgage	500,000	6	Jan. & July.	Providence.	1880	....
Stoughton Branch bonds	1,000,000	6	" "	"	....	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	1,000,000	7*	May & Nov.	Philadelphia.	1883	....
Quincy and Palmyra:						
1st Mort. assumed by H. & St.Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	72
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	....
Reading and Columbia (P. & R.):						
1st Mort., Coupon, guaranteed	650,000	7	March & Sept.	New York.	1882	....
2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
2d Mortgage	300,000	7	Jan. & July.	Troy.	1880	105
3d Mortgage	150,000	7	" "	"	1887	....
1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1888	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Consol. Mort. for $2,000,000	1,925,000	7	May and Nov.	" "	1921	....
Richmond and Danville:						
Virginia State Loan, stg fund	600,000	6	Jan. & July.	Richmond.	1880	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
1st Mort. (Peidmont Branch)	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N.C.)	500,000	6.7	April & Oct.	N.Y. or Rich.	....	....
Consolidated Mortgage	1,706,000	6	May and Nov.	New York.	'75-'90	68
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,773	6*	Jan. & July.	London.	1875	....
Dollar Loan	175,428	7	" "	Richmond.	1875	....
Dollar Loan, Coupon	295,500	8	" "	"	1881	....
Dollar Loan	124,489	6	various.	"	1875	....
Richmond and Petersburg:						
1st Mort. (Coup. and Register'd)	130,500	7	June & Dec.	Richmond.	1875	....
2d Mortgage (Coupon)	175,000	8	Apr. and Oct.	"	'80-'86	....
Rockford, R. Island & St. Louis:						
1st Mortgage tax free	3,000,000	7*	Feb. & Aug.	N.Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, (W. & R.) Stg Fund	799,990	7	March & Sept.	New York.	1880	....
2d Mortgage	460,000	7	Jan. & July.	" "	1902	....
General Mort. S. F.	1,050,500	7	June & Dec.	" "	1891	....
Consol. Mort. conv. till 1879	2,000,000	7	Apr. and Oct.	" "	1904	....
Rutland (Cen. Vt. & Vt. & Can.):						
Equipment Mortgage, tax free	500,000	7	May and Nov.	Boston.	1890	....
Equipment Mortgage	500,000	8	March & Sept.	"	1890	66
General Mort	1,500,000	8	May and Nov.	"	1902	44

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st Mortgage	246,000	8	May & Nov.	Saginaw.	1892	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	6	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	103
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	90
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	73½
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	90
2d Mort. (" ")	4 622,000	7*	May & Nov.	" "	1897	71
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1895	....
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	....
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1896	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	86½
New Mortgage	3,000,000	7	March & Sept.	" "	1899	....
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,207,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen.&Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	1,000,000	7	March 1.	Pittsburg.	1901	....
St. Paul and Iowa Southwestern:						
1st Mortgage	4,500,000	7*	May & Nov.	.....	1908	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. P. to Sauk Rap.) 80m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N. Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
1st M. (W.Line) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (W.Line) R. R. & Lands.	9,000,000	7*	" "	"	....	....
1st Mort. (St. Paul and Pac.)l.g.	15,000,000	7*	.....	"	....	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guaranteed	2,309,743	7	Jan. & July.	New York.	1900	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	46[illegible],000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A &G):						
Sectional Mort.	310,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav.& Char.)	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar.	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	...
Schenectady & Susq.(D.& H.Can.):						
1st Mortgage gold, tax free	400,000	7*	Jan. & July.	New York.	1900	....
Schoolcraft & Three R. (LS&MS):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala.	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	...
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	91
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.).						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y.,N. H. & Hart.)						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	....
Sioux City and Pacific:						
1st Mortgage gold	1,628,000	6*	Jan. & July.	Boston.	1898	....
2d Mort. (Gov. Subsidy)	1,628,200	6	" "	U.S. Treasury.	1898	....
Somerset & Kennebec(Me.Cent.):						
1st Mortgage gold	260,000	7*	June & Dec.	Boston.	1876	....

Description of Bonds.	Amount.		Interest Payable. When.	Interest Payable. Where.	Due.	Price.
South Carolina:	$					
1st Mortgage Sterling	1,486,333	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	897,000	7	" "	New York.	'82-'88	....
2d Mort. for $3,000,000	615,500	7	April & Oct.	" "	1902	....
Domestic (G) Bonds	111,000	6	Jan. & July.	Charleston.	1874	....
Domestic (I) Bonds	1,296,500	7	April & Oct.	"	1891	....
Domestic (K) Bonds	75,000	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1883	....
2d Mort. " " "	200,000	7	" "	" "	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,100,000	...	May & Nov.	London.	....	....
South Pacific (Atl. and Pac.):						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	175,000	6	April & Oct.	Boston.	'80-'81	....
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	6	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	621,000	6	" "	" "	'84-'90	....
3d preferred bonds	452,800	6	" "	" "	'84-'90	....
Southern Central (N.Y.):						
1st Mortgage, skg fund conv.	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage	600,000	7	March & Sept.	"	1882	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
1st Mort., Sink. Fund	1,500,000	7	May & Nov.	"	....	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,340,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	10,040,000	6*	April & Oct.	New York.	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'88	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	345,000	7	Jan. & July.	Boston.	'82-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	444,100	7	Jan. & July.	Boston.	1887	....
Sullivan (Central Verm.):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1881	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	600,000	7	Jan. & July.	Philadelphia.	1904	85
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	250,000	6*	" "	"	1891	....
Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	....	New York.	....	....
Swedesboro (West Jersey):						
1st Mortgage, guaranteed	200,000	6	June & Dec.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	"	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1870	....
Bonds of 1873 for $1,600,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage S. F. Gold	40,000pm	6*	June & Dec.	N.Y. or Lond.	1912	....
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,800,000	7	June & Dec.	New York.	1894	80½
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	71
2d Mort.conv.(")	1,800,000	7	April & Oct.	" "	1886	....
Equipment Mort.sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $6,200,000	1,500,000	7	May & Nov.	" "	1910	40
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	50
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	....
1st Mort. (L.Erie, Wab. & St.L.)	2,500,000	7	" "	" "	1890	92½
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1888	84
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	72
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1882	....
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	73
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	" "	1879	73½
2d Mort. (Wabash & Western)	1,500,000	7	" "	" "	1878	....
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1903	60
Equipment (Toledo & Wabash)	600,000	7	" "	" "	1883	....
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	" "	1907	56
Consol. 2d mort. gold	2,186,000	7*	Feb. and Aug.	" "	1893	....
Traverse City (Gr. Rap. and Ind.):						
1st Mortgage	250,000	7	Feb. and Aug.	New York.	1902	....

AMERICAN RAILROAD BOND LIST.

The Letter (g) affixed to Rate of Interest Signifies "Payable in GOLD."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Troy & Bennington (T. & B.):	$					
1st Mortgage skg fund, guar....	89,700	7	Jan & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1895	....
3d Mortgage.....	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....
Tuckerton:						
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free.....	27,213,000	6g	Jan. & July.	N. Y. & Bost.	'96-'99	92½
1st Mort. Land Grant	8,578,000	7	Apr. and Oct.	" "	1887	89
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund.....	10,000,000	8	March & Sept.	New York.	1894	77½
Omaha Bridge B'ds, stg.£500,000	2,500,000	8g	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free.....	1,600,000	6g	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S.Treasury.	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund.....	3,220,000	6g	Jan. & July.	New York.	1890	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	....
Sterling Loan £369,200 (U. Co's)	1,846,000	5g	" "	London.	1894	....
Sterling Loan £380,000 (")	1,800,000	6g	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	....
Bond to State of N. Jer.(U.Co's)	500,000	7	(Due 90 days after demand.)			....
Loan of 1875 (Joint Companies)	675,000	6	Apr. and Oct.	Philadelphia.	1875	100½
Sterl'g S.F. £262,000 (C. & Am.	1,310,000	6g	Feb. and Aug.	London.	1880	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	95
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	91
Morig. Loan (" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	101½
Loan of '75 (N.J. R.R. &T. Co.)	300,000	6	Feb. and Aug.	New York.	1875	....
Loan of '73 (" " ")	450,000	6	" "	" "	1873	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)		....
Utah Central:						
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y.& Utica.	1876	....
Bonds of 1871 (2d issue).....	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund....	25,000pm	7g	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	98½
Convertible bonds, tax free.....	200,000	7	" "	"	1879	103½
Convertible bonds.....	150,000	7	" "	"	1885	103½
Vicksburg and Meridian:						
General Mortgage 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....
General Mortgage 2d series (blue).....	850,000	7	" "	"	1890	....
General Mortgage 3d series (black).....	138,000	7	" "	"	1890	....
General Mortgage 4th series (not end.)..	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871.....	213,000	8	Jan. and July.	"	1890	....
Vineland:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	...
Virginia & Tennessee(A.M.& O.):						
Enlarged Mortgage	990,000	6	Jan. and July.	N.Y.&Lynch.	1884	80
4th Mortgage.....	870,000	8	March & Sept.	" "	1900	78
Registered Certificates.....	118,295	8	Jan. and July.	" "	1875	....
Funded Interest	226,300	8	" "	" "	1880	....
Income Mortgage (fundable).....	93,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free.....	810,500	7g	Apr. and Oct.	New York.	1901	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	" "	1900	....
Warren & Franklin(O.C.& All'R.):						
1st Mortgage, assumed.....	1,500,000	7	Apr. and Oct.	Philadelphia.	1892	....
Warwick Valley (Erie):						
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....
Wasatch and Jordan Valley:						
1st Mortgage.....	150,000	9g	May and Nov.	New York.	1893	....
Wash'gton City,Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1892	90½
2d Mort. (" " ")	350,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	88½
2d Mort. (" " ")	1,200,000	6	Jan. and July.	"	1875	....
3d Mort. (" " ")	600,000	8	May and Nov.	"	1873	77
4th Mort. (" " ")	700,000	8	March & Sept.	"	1880	65½
Funded Coupons (do.)	722,661	...	.....	"	....	....
1st Mort. (Lynchb'g & Danville)	521,000	...	Apr. and Oct.	"	1896	....
Virginia State Loan.....	249,982	7	Jan. and July.	"	'92-'93	....
Washington and Ohio:						
1st Mort. (Alex., Lou. & Ham.)	47,000	7	May and Nov.	New York.	1898	....
1st Mortgage for $9,000,000.....	208,000	7g	Apr. and Oct.	" "	1901	....
Westchester and Philadelphia:						
General Mortgage, tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	103½
Western North Carolina:						
1st Mortgage.....	850,000	8	Jan. and July.	.....	1890	....
Western of Alabama:						
1st Mortgage (Western R.R.)...	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.).....	1,168,000	8	" "	" "	1900	....
Income Mortgage.....	602,900	8	Various.	" "	Var.	....
Western Pennsylvania (Penn.):						
1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	76
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1896	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:	$					
1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	53½
1st Mort. endor. by Balt.....	200,000	6	" "	"	1890	....
2d Mort. " "	300,000	6	" "	"	1890	....
2d Mort. endor. by Wash. Co...	300,000	6	" "	"	1890	92
2d Mortgage preferred.....	600,000	6	" "	"	1895	....
3d Mortgage endor. by Balt.....	875,000	6	" "	"	1900	99
4th Mortgage.....	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed.....	2,735,000	6g	Jan. and July.	New York.	1899	88
Western Union (Chi.,M. & St. P.):						
1st Mortgage for $5,000,000	3,500,000	7	Jan. and July.	New York.	1896	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	85
1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	....
1st Mortgage (Salem) guar.....	100,000	6	" "	Philadelphia.	1878	....
1st Mort. (Swedesboro') guar...	200,000	6	" "	Camden.	....	....
2d Mort. (Cape May & Millville)	403,000	7	Apr. and Oct.	"	....	....
Consolidated Mortgage.....	1,000,000	7	" "	"	1899	102½
West Wisconsin:						
1st Mort. land gr., gold skg fund	3,900,000	7g	Jan. and July.	N.Y. or Lond.	1887	....
1st Mort. (Southern Extension).	640,000	7g	" "	" "	1902	....
White Water Valley:						
1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	....
Wico Mico and Pocomoke:						
1st Mortgage.....	200,000	6	Jan. and July.	New York.	1883	....
Williamston and Tarboro':						
1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	66
Wilmington and Reading:						
1st Mortgage.....	1,250,000	7	Apr. and Oct.	Philadelphia.	1900	71½
2d Mortgage coupon or regis....	1,560,000	7	Jan. and July.	"	1902	....
Wilmington and Weldon:						
Sterling Bonds.....	648,700	6g	Jan. and July.	London.	1881	....
Sterling Bonds.....	221,400	7g	May and Nov.	"	1886	....
Sinking Fund gold, Bonds.....	749,000	7g	Jan. and July.	New York.	1896	95
Wilmington and Western (Del.):						
1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1890	....
2d Mortgage $12,000 p. m.....	1,145,000	7	May and Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7g	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G. gold S. F. $25,000pm	2,931,000	7g	Jan. and July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1881	....
Plain Bonds	75,000	6	" "	"	1881	....
Plain Bonds.....	150,000	6	May and Nov.	"	1887	....
Plain Bonds.....	150,000	7	Apr. and Oct.	"	1893	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund.....	1,923,750	6	Jan. and July.	Philadelphia.	1886	....
Chesapeake and Ohio:						
Sterling Loan guaranteed.....	4,375,000	5g	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mort. registered 1st series, Nov. 1, '67	1,400,000	7	May and Nov.	New York.	1877	....
1st Mort. registered 2d series, July 1, 1869	3,500,000	7	Jan. and July.	" "	1884	107
1st Mort. registered 3d series, Jan. 1, 1871	3,500,000	7	" "	" "	1891	107
Debentures Sterling.....	3,000,000	6g	" "	London.	1875	....
Debentnres.....	850,000	7	Apr. and Oct.	New York.	1878	....
Lehigh Coal and Navigation:						
Mortgage Loan of 1877.....	762,779	6	June & Dec.	Philadelphia.	1877	92½
Convertible Bonds.....	692,100	6	" "	"	1882	....
Convertible Loan, gold	856,000	6g	March & Sept.	"	1894	103
1st Mortgage, registered	5,566,277	6	J. A. J. & O.	"	1884	100
1st Mortgage, reg. (R. R.).....	2,400,000	6	F. M. A. & N.	"	1897	98½
Mortgage (equip.) Loan, gold...	4,916,500	6g	June & Dec.	"	1897	98
Consolidated Mortgage.....	199,000	6	.....	"	1911	....
Greenwood Mortgage Loan.....	796,000	6	Feb. and Aug.	"	1892	....
Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage.....	103,000	6	Jan. and July.	New York.	186	....
Morris (and Banking):						
1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	....
2d Mortgage.....	285,000	6	Feb. and Aug.	"	1876	....
Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	....
Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	72
1st Mortgage (Wy. Val. Can.)..	600,000	6	" "	"	1878	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	'82-'97	80
2d Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'97	....
Plain Bonds.....	47,733	6	" "	"	1876	....
Improvement bonds.....	260,000	6	May and Nov.	"	1880	87
Boat and Car Loan	756,650	6	" "	"	1913	....
Boat and Car Loan	621,600	7	" "	"	1915	88½
Coupon Bonds.....	1,200,000	6	Jan. and July.	"	1895	78½
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)..	1,000,000	6	Jan. and July.	Phila. & Balt.	1885	74
2d Mortgage (Susquch. Canal)	1,311,000	6	" "	" "	1878	....
Pref. Int. B'ds (" ")	324,810	6	" "	" "	1894	....
Union:						
1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia.	1883	....
West Branch & Susque. (Penn.):						
1st Mortgage.....	450,000	6	Jan. and July.	Philadelphia.	1878	....
2d Mortgage.....	298,000	6	" "	"	1878	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years Ending.	Railroad. M. in Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Cars. F. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30, 1873	60.0	—	2.5	125.0	3	4	8	56	Adirondack ..... New York.	3,118,515	*	3,543,241	.....	3,768,000	940,000	1,963,756	—	60.0	71,936	29,902	30,012	160,425	22,801	—	100	....
Sept. 30, 1873	81.3	—	6.8	—	13	10	2	113	Alabama Central †..... Alabama.	3,600,000	*	—	.....	2,000,000	1,600,000	.....	—	22.8	.....	.....	.....	350,000	95,000	—	100	....
Dec. 31, 1873	296.0	—	14.8	—	20	20	5	600	Alabama and Chattanooga..... Alabama.	10,500,000	*	—	.....	2,700,000	8,500,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1873	142.0	—	165.7	—	68	33	12	1,590	Albany and Susq. †(D. & H.)..New York.	10,317,910	*	—	.....	5,000,000	4,621,000	706,519	.....	142.0	810,519	371,410	631,917	1,672,819	410,877	7	100	99
Dec. 31, 1873	132.0	130.5	16.7	—	73	29	10	1,969	Allegheny Valley†..... Pennsylvania.	12,332,709	*	—	.....	2,256,400	7,434,000	1,280,691	—	132.0	.....	861,239	1,778,638	2,628,471	784,026	—	100	....
Oct. 31, 1873	4.5	—	0.3	31.2	—	—	—	—	Allentown (P. & R.)..... Pennsylvania.	1,078,439	—	—	.....	568,744	—	649,132	—	—	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1873	99.0	—	3.7	—	13	3	...	96	Arkansas Branch (St. L. & Iron Mt.). Mo.	6,351,250	*	19,971	66,432	2,499,000	2,500,000	438,659	—	99.0	153,190	.....	.....	259,293	98,598	—	50	....
Dec. 31, 1873	62.5	—	6.9	—	—	—	—	—	Ashtab. Youngst'wn & Pitts. (Pa. Co.).O.	3,300,000	—	—	.....	1,800,000	1,500,000	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	150.0	—	8.1	—	5	6	...	64	Atchison and Nebraska..... Kan. & Neb.	7,500,000	*	.....	114,000	3,750,000	3,750,000	114,000	—	150.0	.....	.....	.....	385,237	139,955	—	100	....
Mar. 31, 1873	469.3	27.5	30.9	—	38	28	7	778	Atchison, Topeka & Santa Fe.... Kansas.	20,593,233	1,214,307	1,481,420	1,023,087	8,615,000	10,096,500	3,814,785	222,545	282.0	.....	.....	.....	1,172,013	423,803	—	100	81
Feb. 28, 1874	265.5	—	9.7	—	10	8	3	161	Atlanta & Rich'd Air Line†. Ga. N.C. & S.C.	11,748,000	*	—	.....	7,500,000	4,248,000	.....	—	192.0	.....	.....	.....	.....	.....	—	100	....
June 30, 1874	81.0	—	7.9	—	21	6	5	165	Atlanta and West Point ..... Georgia.	1,197,635	*	153,132	468,446	1,232,200	83,000	330,577	68,446	87.0	.....	54,361	62,485	314,233	69,553	8	100	....
June 30, 1874	387.5	35.8	83.8	—	170	39	25	2,749	Atlantic and Great West. N.Y. Penn. & O.	63,816,243	*	19,545,999	2,906,967	34,671,548	66,858,100	4,739,481	—	604.8	5,676,446	1,030,722	2,852,036	8,099,674	1,138,886	—	100	....
Dec. 31, 1873	226.0	109.0	15.6	162.0	26	19	10	424	Atlantic and Gulf †..... Georgia.	7,717,971	—	.....	.....	3,479,677	3,526,700	353,429	—	345.6	683,918	97,227	.....	1,005,947	267,886	—	100	....
Sept. 30, 1873	405.0	20.0	40.0	100.0	84	29	20	1,015	Atlantic, Mississippi and Ohio†.. Virginia.	19,038,905	*	9,167,338	1,215,021	6,921,900	14,188,000	5,860,427	2,435,934	428.0	1,498,803	245,629	627,639	2,193,757	914,035	—	100	....
Dec. 31, 1873	95.0	—	9.0	—	9	12	6	78	Atlantic and North Carolina †..N. Carolina.	2,200,000	*	—	.....	1,600,000	200,000	.....	—	95.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	328.0	4.0	32.8	—	135	74	84	2,842	*Atlantic and Pacific* †. Missouri & Ind. Ter.	36,572,728	*	4,135,500	141,411	19,780,300	16,792,438	1,677,522	.....	814.7	.....	.....	.....	5,529,102	2,218,876	—	100	....
Dec. 31, 1873	149.5	1.5	16.9	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,089	—	—	.....	4,388,800	3,484,000	.....	—	—	.....	.....	.....	.....	74,752	4	100	....
Nov. 30, 1873	53.0	—	4.8	—	—	—	—	—	Augusta and Savannah (C. of Ga.).... Ga.	1,032,200	—	—	.....	733,700	129,000	.....	—	—	.....	.....	.....	.....	73,000	8	100	....
Oct. 31, 1873	51.2	2.5	5.5	—	—	—	—	—	Bald Eagle Valley ..... Pennsylvania.	1,05 0,000	—	10,000	—	550,000	454,900	.....	—	—	.....	.....	.....	.....	81,222	7	50	....
Sept. 30, 1873	379.6	42.8	439.0	—	478	205	56	10229	Baltimore and Ohio †.... Md. & W. Va.	33,975,584	10,682,286	18,857,396	2,926,765	16,719,862	19,866,733	822,298	29,033,131	497.4	10,292,259	.....	.....	12,252,844	4,099,043	10	100	177
Sept. 30, 1873	103.5	—	11.4	—	—	—	—	—	Washington branch † ..... Maryland.	10,000,000	—	—	—	5,680,685	—	—	—	103.5	.....	.....	.....	947,729	116,067	10	—	175
Sept. 30, 1873	30.0	—	41.6	—	—	—	—	—	Parkersburg Branch.. .... W. Virginia.	1,650,000	—	—	757,652	1,650,000	20,000	—	737,665	30.0	—	.....	.....	440,778	284,014	—	100	60
Dec. 31, 1873	68.0	—	3.2	—	—	—	—	—	Baltimore, Pittsburg and Chicago..... O.	3,000,000	—	—	.....	500,000	2,500,000	.....	—	45.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	73.1	19.2	6.1	—	26	47	8	319	Baltimore and Potomac..... Maryland.	3,136,010	654,991	.....	116,915	3,503,900	4,500,000	884,837	19,180	—	.....	.....	.....	281,537	70	—	100	....
Dec. 31, 1873	48.2	—	2.5	—	4	2	2	68	Bangor and Piscataquis †..... Me.	1,207,202	110,200	.....	6,257	357,870	922,000	48,789	—	48.2	64,758	36,450	29,698	113,746	30,441	—	100	....
Oct. 31, 1873	16.0	—	6.0	—	5	2	1	367	Barclay (Towanda Coal Co.)..... Pa.	1,200,000	—	—	—	1,000,000	79,000	—	—	16.0	58,668	25,547	344,908	996	Loss.	7	50	....
Dec. 31, 1873	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake (Me. C.). Me.	900,000	—	—	—	750,000	150,000	7,000	—	—	.....	.....	.....	.....	36,000	—	50	....
Dec. 31, 1873	54.0	—	13.0	76.0	—	—	—	—	Belleville and Southern Illinois ..... Ill.	2,780,000	—	.....	.....	1,680,000	1,100,000	.....	—	—	.....	.....	.....	.....	40 p.c.	—	100	....
Dec. 31, 1873	67.0	—	6.7	—	—	—	—	—	Belvidere Delaware (Penn. R. R.)... N. J.	4,034,829	—	—	571,587	995,800	2,244,500	1,238,838	—	80.0	.....	397,153	1,444,573	1,148,223	153,700	—	100	....
Sept. 30, 1873	22.0	—	2.0	—	—	—	—	—	Berkshire (Housatonic) ..... Mass.	600,000	—	6,000	7,600	600,000	—	7,245	6,355	—	.....	.....	.....	42,610	35,407	7	100	....
Sept. 30, 1873	201.6	48.0	324.7	—	231	188	52	5,051	Boston and Albany.... Mass. & N. York.	21,876,749	4,453,046	2,316,185	1,067,840	19,864,100	4,319,000	2,266,820	3,263,900	283.9	5,661,554	5,757,624	2,884,520	9,798,033	2,199,873	10	100	131
Sept. 30, 1873	26.2	—	2.1	9.8	5	6	2	88	Boston, Barre and Gardner..... Mass.	915,537	141,656	40,118	65,899	926,627	4,400	319,013	13,169	26.2	87,304	116,093	29,340	97,046	16,511	—	100	....
Sept. 30, 1873	41.4	1.5	12.2	—	23	24	13	511	Boston, Clinton and Fitchburg ..... Mass.	1,379,111	715,820	259,288	110,779	872,600	1,249,600	224,162	118,836	90.2	489,497	487,274	407,072	677,432	116,973	—	100	60
Jan. 30, 1874	144.3	9.0	11.2	—	24	22	13	585	Boston, Concord and Montreal ..... N. H.	3,800,000	*	319,567	250,575	1,800,000	2,116,400	13,162	540,480	153.5	523,362	174,725	99,909	687,128	136,147	—	100	....
Sept. 30, 1873	26.8	16.0	45.7	—	40	62	....	953	Boston and Lowell..... Mass.	2,476,831	343,634	2,608,971	799,188	2,993,000	1,199,500	1,338,660	527,464	125.5	826,231	2,086,979	605,617	1,464,942	387,116	8	500	94
Sept. 30, 1873	115.5	8.5	100.6	—	69	143	....	1,636	Boston and Maine..... Mass., N. H. & Me.	8,817,444	1,335,401	820,083	114,822	6,921,274	2,857,199	805,039	1,342,229	189.5	1,458,963	5,008,074	542,004	2,300,094	680,566	8	100	110
Sept. 30, 1874	44.0	18.5	66.0	—	41	71	11	627	Boston and Providence..... Mass. & R. I.	4,000,000	*	1,873,986	352,967	4,000,000	500,000	1,267,076	464,278	66.5	789,468	3,486,280	738,668	1,687,279	403,176	10	100	148
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany†..... Georgia.	10,548,000	*	(Sold Oct. 15 1873.)		—	5,980,000	.....	—	172.0	(Operated by Receiver—No returns.)			.....	.....	—	100	....
Sept. 30, 1873	25.5	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg.. New York.	2,869,000	—	44,080	.....	2,286,000	583,000	.....	—	—	.....	.....	.....	.....	40,600	—	100	....
Sept. 30, 1873	43.2	—	6.8	50.0	8	7	3	72	Buff., Corry and Pittsb.... N. Y. & Penn.	1,561,930	*	.....	.....	500,000	1,000,000	350,000	—	43.2	1,348,729	65,542	109,325	169,989	Loss.	—	100	....
Sept. 30, 1873	141.5	—	13.7	—	—	—	—	—	Buffalo, New York & Erie...N.Y. & Penn.	3,330,000	—	.....	.....	950,000	2,380,000	.....	—	—	.....	.....	.....	.....	233,100	7	100	....
Oct. 31, 1873	129.6	—	13.6	—	18	13	4	604	Buff., New York and Phila. N.Y. & Penn.	4,621,324	764,607	306,000	.....	1,615,060	2,577,500	1,233,944	—	120.6	261,900	234,760	158,836	398,763	48,546	—	100	....
Dec. 31, 1873	371.0	81.0	28.1	—	28	22	9	702	Burl., Cedar Rapids and Minnesota. Iowa.	16,200,000	*	—	.....	5,510,000	8,265,000	1,973,197	—	402.0	.....	.....	.....	1,078,310	301,306	—	500	....
Dec. 31, 1873	190.7	48.6	20.8	—	14	12	7	314	Burlington and Missouri River..... Neb.	7,300,000	500,000	476,356	145,904	853,780	7,277,943	118,228	278,126	239.3	392,234	81,217	126,120	628,429	284,214	—	100	88
Dec. 31, 1873	130.0	20.0	10.9	461.0	8	7	4	218	Burlington and Southwestern. Iowa & Mo.	6,102,510	601,315	.....	.....	1,976,319	3,820,000	729,954	—	150.0	.....	.....	.....	862,719	Loss.	—	100	....
Dec. 31, 1873	71.0	—	2.1	—	4	6	...	50	Cairo, Arkansas and Texas..... Mo.	3,500,000	*	.....	.....	2,000,000	1,500,000	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	301.0	—	19.7	—	27	17	8	710	*Cairo and Fulton*..... Arkansas.	20,000,000	*	—	.....	12,000,000	8,000,000	.....	—	202.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1873	53.4	0.6	3.3	15.6	8	4	..	292	Cairo and St Louis (narrow)..... Ill	2,978,000	—	.....	.....	478,000	2,500,000	.....	—	54.0	31,780	10,221	5,000	18,286	15weeks	—	100	....
Jun. 30, 1873	156.6	—	7.8	—	10	8	4	161	Cairo and Vincennes..... Illinois.	6,935,400	*	—	125,236	3,503,636	3,500,000	57,000	—	156.6	113,557	8,418	21,824	72,234	.....	—	100	....
Dec. 31, 1873	60.0	7.0	6.1	—	9	62	9	119	Camden and Atlantic..... New Jersey.	1,842,888	488,692	143,921	42,868	1,215,869	1,076,151	107,096	88,702	....	216,246	463,708	104,541	508,996	210,587	—	50	72
Dec. 31, 1873	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	715,362	—	—	—	381,925	350,000	.....	—	—	.....	.....	.....	.....	45,415	6	100	....
Dec. 31, 1873	41.8	—	5.1	—	3	12	—	—	Cape May and Millville (W. N. Jer.). N.J.	979,282	—	—	—	500,000	400,000	79,282	—	—	.....	.....	.....	.....	60,000	6	100	....
June 30, 1873	16.0	0.5	1.2	—	.....	.....	.....	.....	Carbondale and Shawneetown.... Illinois.	550,000	*	—	—	350,000	200,000	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	94.0	4.5	19.8	—	—	—	—	—	Catawissa (Phila. and Reading)..... Penn.	6,126,500	—	.....	.....	4,359,500	1,740,350	.....	—	98.5	.....	.....	.....	.....	190,000	—	50	38
Sept. 30, 1873	34.6	—	6.0	—	—	—	—	—	Cayuga & Susquehanna (D.L. & W.). N.Y.	589,110	—	—	—	589,110	—	.....	—	—	.....	.....	.....	.....	53,020	9	100	....
Dec. 31, 1873	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	.....	—	—	.....	.....	.....	137,052	113,676	—	100	....
May 31, 1874	271.6	2.4	14.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C. & N.W.). Ia.	11,234,000	*	—	—	7,620,000	3,614,000	.....	—	—	.....	.....	.....	584,772	584,772	6	100	80
Nov. 30, 1873	294.5	—	42.9	—	108	84	66	1,584	Central of Georgia..... Georgia.	7,500,000	*	1,904,144	5,141,594	7,500,000	3,116,000	3,817,530	112,208	708.5	.....	131,404	.....	3,489,398	379,388	—	100	....
Dec. 31, 1873	189.0	—	16.9	29.3	26	10	8	512	Central of Iowa..... Iowa.	10,000,000	*	.....	.....	6,000,000	4,625,000	950,000	—	189.6	.....	.....	.....	656,104	139,889	—	100	....
Dec. 31, 1873	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey..... New Jersey.	15,293,003	2,793,445	18,000,000	.....	20,000,000	9,386,700	6,729,046	—	80.7	.....	.....	.....	5,389,013	2,507,253	8	100	107
Dec. 31, 1873	137.1	—	31.7	—	37	41	....	2,353	Central Ohio (B. & O.)..... Ohio.	5,349,500	*	—	—	2,949,500	2,500,000	.....	—	137.2	.....	.....	.....	1,046,435	385,492	6	50	90
Dec. 31, 1873	864.9	386.0	140.9	203.0	188	167	43	3,594	*Central Pacific*†..... Cal. Nev. & Utah.	121,419,110	6,186,746	5,809,536	3,251,449	54,275,500	92,855,660	767,568	9,339,152	1,218.9	5,010,962	3,708,171	1,028,602	12,863,953	7,894,681	3	100	....
May 31, 1873	118.6	—	108.0	—	170	125	515	189	Central Vermont..... Vt.	11,500,000	*	.....	.....	5,000,000	6,500,000	.....	—	773.0	.....	.....	.....	.....	.....	—	100	....
June 30, 1873	100.0	—	15.0	100.0	6	6	8	128	*Central Br. of Union Pacific*..... Kan.	3,723,700	*	.....	.....	980,600	2,200,000	303,058	—	100.0	.....	.....	.....	119,663	.....	—	100	....
Dec. 31, 1873	195.0	—	12.0	—	21	10	12	221	Charlotte, Columbia & Augusta.... S.Car.	5,017,880	*	97,954	112,253	2,578,000	1,300,000	681,088	669,106	195.0	.....	.....	.....	686,432	291,064	—	100	....
Dec. 31, 1873	22.5	—	2.5	—	—	—	—	—	Chartiers (Penn.)..... Pennsylvania.	1,128,690	—	.....	.....	604,110	500,000	4,298	—	22.8	39,119	107,209	214,612	61,293	18,029	—	50	....
Sept. 30, 1873	17.4	—	2.8	—	—	—	—	—	Chemung (N. Central)..... New York.	400,000	—	—	—	380,000	—	—	—	—	—	—	—	—	30,000	6	100	....
Sept. 30, 1873	20.9	—	0.9	—	—	—	—	—	Cherry V. Shar. & Alb. (D. & H. Can.) N.Y.	600,000	—	—	—	281,350	307,000	21,000	—	—	—	—	—	—	—	—	100	....
Sept. 30, 1873	421.0	9.5	21.5	58.5	76	34	18	2,258	Chesapeake and Ohio..... Va. & W. Va.	41,137,773	*	3,738,067	450,682	15,898,408	22,026,500	7,405,620	—	421.0	1,087,217	220,601	248,226	1,210,609	330,809	—	100	....
Sept. 30, 1873	58.4	—	11.9	—	28	22	10	429	Cheshire..... N. H. & Mass.	2,362,707	326,600	381,259	127,564	2,153,300	808,400	27,228	159,193	88.1	663,014	194,517	456,358	849,036	1,877,575	5	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Jun. 30, 1873	111.0		5.5		8	6	4	310	Gilmen, Clinton & Springfield.....Illinois.	4,056,167	380,630	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	.....	109,568	237,006	(Deficit)	—	100	...
Sept. 30, 1873	14.8	....	0.6	—					Goshen and Deckertown(Erie).New York.	290,901				105,000	246,500	22,108										
Jun. 30, 1874	331.0	—	26.0	—	58	15	16	1,127	*Grand Rapids and Indiana*...Mich. & Ind.	10,984,050	*	96,089	183,960	2,800,000	8,000 000	471,099		448.5	1,066,389	456,140	363,478	1,129,402	393,850	—	100	...
Dec. 31, 1873	36.0	—	3.8	—	5	3	2	225	Grand Rapids, Newago & L. Shore. Mich.	143,372	216,626			352,150	576,000	188,163		36.0				182,772	63,248	—	100	...
May 31, 1874	94.0	—	7.1	—					Grand River Valley (M. C.).....Michigan.	2,000,000				500,000	1,500,000											
Jun. 30, 1873	24.2	—	6.8	—	6	2	1	345	Grand Tower and Carbondale.....Ill.	621,960	*	(Owned	by G. T.	Min. Man	ufg & Trans.	Co. B	ankrupt.)						144,000	5	100	...
Dec. 31, 1873	929.0	—	379.0	—	422	274	84	5,575	Grand Trunk † .....Canada.	145,663,776	*			3,600,085	54,942,945	93,720,911		24.2			277,640	65,218	(Deficit)	—	100	...
Jan. 31, 1873	229.0	241.8	94.8	—	177	146	39	2,929	Great Western †.....Canada.	29,137,596	*	4,804,078	541,793	23,667,4-7	716,000	.....		1,383.0	7,088,594	1,834,945	1,608,584	9,799,486	603,905	—	100	...
Mar. 31, 1874	66.0	—	4.0	—	5	3	2	55	Gulf, Western Texas and Pacific†..Texas	1,492,000	*	.....	.....	457,000	900,000	.....		470.8	4,416,442	1,017,803	1,337,289	5,732,867	2,203,120	3½	100	...
Jun. 30, 1873	46.0	6.0	2.8	—					Hannibal and Naples (T. W. & W.)...Ill.	1,357,000					10 990,000	.....		66.0				289,768	134,979	—	100	...
Aug. 31, 1872	206.0	90.5	29.2	81.0	79	61	62	1,592	*Hannibal and St. Joseph* †.....Missouri.	23,297,728	*	821,792	.....	14,250,828	9,146,900	.....		52.0	721,908	.....	78,900	116,170	(Deficit)	—	100	...
Oct. 31, 1873	36.0	—	18.0	—					Harrisburg and Lancaster (Pa.).....Pa.	1,882,530				1,182,550	700,000			274.5	1,648,638	320,838	415,563	2,484,671	670,530	—	100	25½
Sept. 30, 1873	122.4	0.8	18.0	70.0	30	36	16	368	Hartford, Prov. & Fishkill †....Ct. & R. I.	4,704,866	*	277,087	.....	2,037,910	2,055,500	600,000						124,778	7	50	...
Sept. 30, 1873	74.0	—	7.0	—	17	16	6	389	Housatonic .....Connecticut.	2,014,871	340,687	.....	.....	2,000,000	541,000	313,981		133.5	.....	1,306,389	298,558	1,064,940	175,132	—	100	...
Dec. 31, 1873	45.0	13.8	16.7	—	23	6	...	116	Huntingdon and Broad Top Mt.....Penn.	4,169,956	*	616,500	78,198	1,870,000	2,161,500	833,153		127.8	264,881	167,628	221,100	454,963	144,284	—	100	...
Dec. 31, 1873	705.5	—	134.6	—	197	119	47	4,650	*Illinois Central* .....Illinois.	34,726,589	*	779,127	1,609,294	27,250,000	5,339,000	.....	4,526,009	1,108.9	5,961,325	1,473,507	1,121,353	8,268,325	2,860,741	10	100	98
Jun. 30, 1873	84.9	—	2.6	67.1	6	4	6	250	Indiana and Illinois Central....Ind. & Ill.	3,293,605	312,797	351,448	.....	1,896,000	1,079,000	789,250	.....	84.9	.....	.....	.....	.....	.....	—	100	...
Jun. 30, 1873	202.5	—	26.8	217.0	66	28	13	1,310	Ind., Bloomington & Western...Ind. & Ill.	13,440,785	*	.....	.....	5,003.700	6,500,000	72,426		210.9	1,634,198	.....	404,336	1,469,807	632,819	—	100	...
Jun. 30, 1874	179.0	—	29.4	—	57	43	12	1,178	Indianapolis, Cinc. & Lafayette.. Indiana.	12,312,101	2,450,950	198,099	291,119	5,668,697	10 346,0-0	1,217,572		179.0	1,432,467	565,467	624,679	1,859,475	661,464	—	50	12½
Dec. 31, 1873	72.0	—	16.2	—	55	34	16	1,352	Indianapolis and St. Louis.....Illinois.	4,095,227	*	801,690	.....	600,000	3,378,000	918,918		265.0	.....	.....	.....	2,097,528	690,909	—	100	...
Dec. 31, 1873	117.0	—	18.5	—	8	7	3	197	Indianapolis and Vincennes (Penn.)..Ill.	4,452,729	195,125	.....	85,937	1,402,000	3,150,000	453,296		117.0	.....	.....	.....	253,784	62,137	—	100	...
Nov. 30, 1873	383.0	18.0	20.5	150.0	40	23	6	667	International & Great Northern †....Tex.	16,014,000	*	.....	.....	5,500,000	10,514,000	.....		341.0	.....	.....	107,636	1,066.245	530,035	—	100	...
Dec. 31, 1873	183.7	—	6.2	—					*Iowa Falls and Sioux City* (Ill. C.).....Ia.	7,585,000				4,625,000	2 960,000											
Jun. 30, 1874	68.8	—	4.7	....					Iowa Midland (C. & N. W.).....Iowa.	1,479,039				44,947	1,350,000	84,092		68.8				433,907	151,867	6	100	...
Sept. 30, 1873	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,275,472	*	.....	.....	494,162	600,000	188,114		35.6	127,238	24,401	158,125	152,306	70,501	—	100	...
May 31, 1873	212.0	—	7.9	—					*Jackson, Lansing and Saginaw*..Michigan.	7,000,000				2,000,000	5,000,000											
Jun. 30, 1873	30.7	—	2.1	94.3	2	1	2	27	Jacksonville (N. W. & S. E.).....Ill.	923,200	*	.....	.....	313,200	610,000	.....		30.7	.....	.....	.....	.....	470,000	3½	100	...
Dec. 31, 1873	151.2	25.1	9.7	110.0	14	6	4	158	*Jacksonville, Pensacola and Mobile* †...Fla.	6,000,000	*	.....	.....	0,000,000	4,000,000	.....		215.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1873	61.1	1.5	16.2	—					Jamestown and Franklin (L.S.& M.S.)Pa.	2,616,743		.....	.....	606,000	1,000,000	964,743		51.0	.....	.....	.....	.....	118,186	—	50	...
Dec. 31, 1873	36.5	9.0	8.6	—					Jefferson (Erie).....Pennsylvania.	5,237,978		.....	.....	2,095,700	2,300,000	942,978							225,000	—	50	...
Dec. 31, 1873	110.0	116.0	36.7	—	45	56	...	987	Jeffersonville, Madison and Ind..Indiana.	6,392,316	*	1,239,310	.....	2,000,000	4,871,000	760,617		226.0	.....	.....	.....	1,379,791	446,200	7	100	...
Dec. 31, 1873	37.7	—	4.2	—					Joliet and Chicago (C & A.).....Illinois.	2,000,000		164,000	.....	1,500,000	500,000	.....							163,127	7	100	98½
May 31, 1874	44.0	—	8.2	—					Joliet and N. Indian (M. C.)..Ill. & Ind.	1,100,000				300,000	800,000								88,000	8	100	...
Dec. 31, 1873	57.6	—	6.7	—					K'm'zoo, Allg'n & G d Rap.(L S&MS).Mich.	1,450,000				610,000	840,000								103,800	6	100	...
Dec. 31, 1873	56.0	—	1.7	491.5	3	2	2	89	Kansas Central (? ....Kas.	755,229	75,765	394,953		840,000												
Mar. 31, 1874	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Jose ... Ba. M. & ...	8,567,729	1,003,410	.....	634,775	2,789,414	6.826,500	.....		260.7	(Returns for 1872-'73.)			1,287,813	418,213	—	100	...
Dec 31, 1873	31.2	—	1.8	—					Kansas City & Santa Fe (L.L. & G.).Kan.					720,000	720,000	.....		31.9	(Refused.)							
Dec. 31, 1873	839.0	34.0	48.0	—	88	55	18	1,316	Kansas Pacific.....Kansas & Col.	35,219,018	*	3,722,901	.....	9,689,950	26,015,600	2,917,350	.....	639.0	1,441,229	173,651	278,405	3,863,299	1,446,509	—	100	...
Dec. 31, 1873	99.0	—	11.2	—	17	15	6	312	Kentucky Central... .....Ky.						1,081,000			99.0	(All refused.)							
Mar. 31, 1874	162.0	—	14.0	—	16	10	5	269	Keokuk and Des M nes .....Iowa.	6,078,320	*			3,924,500	2.153,720			162.0	(Re-organized January 1, 1874.)						100	...
Dec. 31, 1873	49.0	—	2.4	—	5	11	3	58	Knox and Lincoln .. ..Maine.	2,707,573	*	72 900	11.762	363,835	2,395,000	34,000		49.0	96,715	91,795	13,392	141,720	68,082	—	100	...
Jun. 30, 1874	29.0	—	3.6	—					La Crosse, Tremp. & ...rea. (C.&N W) Wis.	1,376,774				1,000	1,000,000	375,774		29.0	.....	.....	.....	222.521	133,136	—	100	...
Jun. 30, 1873	80.0	—	3.5	—					Laf., Bloom'ton & Mtss. (T.W.&W.)..Ill.	2,300,000					1,300,000			80.0	199,672	.....	100,965	157,131	34,926	—	100	...
Dec. 31, 1873	36.0	—	1.9	79.0					Laf., Muncie & Bloom'ton(T.W.&W.).Ill.					1,000,000				36.0	(Refused.)							
Jun. 30, 1874	87.7	—	3.8	92.3	6	4	3	82	Lake Erie and Louisville.....Ohio.	2,508,483	*	83,900	20,140	117,073	666,000	.....		87.7	138,744	82,940	53,220	120,026	8,146	—	100	...
Sept 30, 1873	51.3	6.0	5.4	83.7	6	8	2	201	Lake Ontario Shore Line.....New York.	2,792,081	*	.....	.....	1,115,550	890,000	606,873		57.3	50.128	69,122	37,234	55,785	2,082	—	100	...
Dec. 31, 1873	540.4	610.4	618.6	—	462	171	83	9,843	Lake Shore & Mich. S.N.Y.P.,O. Ind.& Ill.	66,724,377	12,380,689	8,018,907	1,476,135	50,000,000	31,719,000	6,654,422	1,428,675	1,180.7	15,421,163	2,845,163	5,511,918	19,414,509	5,408,998	4	100	80½
Jun. 30, 1874	93.1	8.0	22.6	—	15	6	2	328	Lake Shore and Tuscarawas Valley.Ohio.	4,585,170	*	64,303	587,978	2,024,295	2,876,000	283,950	153,300	101.1	.....	162,604	283,109	340,089	136,037	—	100	...
Aug. 31, 1873	156.0	—	13.4	—	11	10	4	343	Lake Superior and Mississippi.....Minn.	7,081,000				5,125,000	7.647,000	15.000		211.0	.....	81,559	.....	484,811	.....	—	100	...
Dec. 31, 1873	17.8	3.0	12.2	—					Lawrence (P. F. W. & C.) .....Pa.	715,128		39,548	.....	360,200	355,000	9,458		20.8	.....	.....	.....	189,382	75,783	10	100	...
Dec. 31, 1873	21.5	—	2.2	—					Leav'worth, Atchison & Nthw. (Pac.).Ks.	1,000,000				600,500	500,000								42,000	—	100	...
Apr. 30, 1873	144.1	1.8	9.2	—	20	14	9	255	*Leavenworth, Lawrence & Galveston* ...Ks.	5,378,157	604,364	5,560,061	125,119	5,000,000	5,800,000	867,695		208.6	.....	.....	.....	479.756	86,668	—	100	...
Dec. 31, 1873	15.0	—	1.5	21.0					Lehigh and Lackawanna (L. & S.)....Pa.	675,100				375,100	300,000			15.0	.....	20,675	44,107	42 387	13,676	—	50	...
Dec. 31, 1873	105.0	32.3	100.0	—	92	14	12	7,762	Lehigh and Susquehanna (C. of N. J.).Pa.	12,787,895	*		(Owned	by Lehig	h Coal &	Nav. C	ompany.)	174.0	1,924,045	511,501	3,403,372	3,447,817	2,106,566	10	50	...
Nov. 30, 1873	101.0	132.4	228.7	—	194	44	29	9,726	Lehigh Valley.....Pa.	19,750,425	*	15,384,664	.....	23,222,446	10,875,000	1 837,643		238.4	.....	1,096,820	6,373,196	7,424.895	3,540,035	10	50	124½
Dec. 31, 1873	120.0	76.0	63.5	—	53	38	24	659	Little Miami & Col. Xenia (P.C.&S.L.)O.	6,789,473	*	260,964	44,919	4,808,250	1,590,000	.....		196.0	.....	.....	.....	1,401,648	162.018	8	100	...
Dec. 31, 1873	100.0	—	2.0	60.0	7	4	1	60	*Little Rock and Fort Smith* †.....Ark.	9,350,000	*	.....	.....	4,675,000	4,675,000	.....		100.0	.....	.....	.....	90,880	Loss.	—	100	...
Apr. 30, 1874	70.0	—	....	50.0	2	1	1	12	Little Rock, Pine Bluff & N. O. † (nar.)Pa.	1,400,000	*	.....	.....	700,000	700,000	.....		....	(Operations not reported.)							
Nov. 30, 1873	28.3	3.0	19.9	—					Little Schuylkill (P. & R.). .....Pa.	1,416,188		10,000		2,646,100	759,500			115.0	(Operations not reported.)			214,839	209,669	7	50	98
May 31, 1873	93.0	2.0	5.0	—	9	5	3	245	Loganasport, Crawfordsville & S. W..Ind.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....										
Dec. 31, 1873	9.0	—	—	—					Long Branch and Sea Shore (S.N.J.).N. J.	398,863				171,800	200,000								12,000	—	100	...
Sept. 30, 1873	94.0	64.0	17.1	—	22	43	9	249	Long Island † .....N. Y.	5,226,902	*	.....	.....	3,300,000	1,500,000	205,000		158.0	.....	.....	.....	895,716	473,159	4	100	...
Dec. 31, 1873	101.1	—	9.2	—					Louisiana & Missouri River(C.&A.)..Mo.	5,902,440	*	.....	.....	1,516,500	1,516,500	1,588,343							138,370	—	100	...
July 1, 1873	93 5	81.4	23.1	23.0	42	26	13	379	Louisville, Cincinnati and Lexington..Ky.	7,981,305	*	.....	.....	2,474,483	4,234,519	1,709,147		174.9	.....	.....	.....	1,210,382	301,719	—	100	...
Dec. 1, 1873	288.0	—	17.0	—	36	15	10	479	Louisv., New Albany and Chicago...Ind.	(nominal.)		.....	.....	3,000,000	.....	.....		288.0	(No returns furnished.)				.....	—	100	...
Dec. 31, 1873	31.0	—	2.1	124.0	3	1	—	14	Louisv., N. Alb. & St. L. A. L..Ind.& Ill.	2,549,222	44,105	242,677	.....	1,564,073	780,000	184,517		31.0	.....	.....	.....	11,764	917	—	100	...
Jun. 30, 1874	185.0	420.8	63.9	—	184	59	46	8,102	Louisv., Nashv. & Gt. So. †..Ky. & Tenn.	25,691,299	*	4,370,467	1,171,996	8,084,601	14,767,000	2,001,128	2,484,033	919.9	.....	.....	.....	5,510,695	1,565,382	—	100	30½
Sept. 30, 1873	12.4	—	2.3	—					Lowell and Lawrence (B. & L.). ...Mass.	363.158			13,032	200,000	54,700	10,532	110,708					21.786	18,815	6	100	...
Mar. 31, 1873	78.0	—	3.9	—					Macon and Augusta (Ga.).....Ga.	2,506,170				1,631 900	770,000	104,270		78.0	.....	.....	.....	120,758	7.491	—	100	...
Dec. 31, 1873	187.0	10.0	5.6	—	12	19	4	170	Macon and Brunswick †.....Ga.	5,750,000	*	.....	.....	3,500,000	2,250,000	.....		197.0	.....	.....	.....	437,298	148,333	—	100	...
Jan. 30, 1873	39.0	—	6.0	—					Mahoning Coal (L. S. & M. S.).....Ohio.	2,199,833				1,075,000	1,075,000	98,179									100	...

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p c
Dec. 31, 1873	354.9	69.0	554.9	—	878	385	136	17589	Pennsylvania.....Pennsylvania	48,571,808	*	97,782,380	4,371,449	68,144,475	43,145,785	23,592,815	6,842,563	869.4	.....	5,879,684	9,998,794	24,886,009	9,044,978	10	50	105½
Dec. 31, 1873	47.0	15.8	57.0	—	23	8	—	1,300	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	3,052,500	.....	2,000,000	487,500	565,000	.....	47.0	.....	3,970	1,391,454	28,501	.....	20	50	245
Dec. 31, 1873	41.5	—	1.4	—	—	—	—	—	Pennsylvania and Delaware (Penn.)..Pa.	2,502,000	—	—	—	900,000	1,602,000	71,346	—	—	(Opened July 1, 1873.)	—	—	—	—	—	50	....
Nov. 30, 1873	104.6	22.6	21.2	—	18	2	—	992	Pennsylvania and N. York.N.Y. & Penn.	5,351,750	791,077	.....	.....	4,061,700	3,000,000	74,017	.....	127.2	752,452	191,584	1,338,081	1,485,806	403,405	24	50	....
Nov. 30, 1873	25.8	—	3.1	12.7	—	—	—	—	Perkiomen (P. & R.).....Pa.	1,388,700	—	18,529	.....	38,040	1,821,800	20,478	—	—	—	—	—	—	—	—	50	....
Dec. 31, 1873	45.2	—	2.0	—	4	4	1	53	Pensacola and Louisville ¶.....Fla.	455,327	64,300	150,000	.....	450,000	—	219,627	—	45.2	76,850	16,690	.....	88,930	35,357	—	100	....
Dec. 31, 1870	—	—	—	76.0	—	—	—	—	Peoria, Atlanta and Decatur.....Ill.	800,000	—	—	.....	600,000	300,000	—	—	—	—	(Under construction.)	—	—	—	—	100	....
Dec. 31, 1873	47.0	—	7.4	—	—	—	—	—	Peoria and Bureau Valley (C.R.I.&P.).Ill.	1,566,000	—	—	—	1,266,000	300,000	—	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1873	83.0	—	11.5	—	12	7	4	171	Peoria, Pekin and Jacksonville...Illinois.	2,260,361	345,797	45,000	.....	1,239,700	2,000,000	411,448	—	83.0	280,562	.....	135,465	319,168	30,952	—	50	....
Jun. 30, 1873	91.0	—	4.0	—	8	5	2	163	Peoria and Rock Island.....Ill.	3,772,327	*	.....	.....	1,858,950	1,650,000	49,639	—	9.0	276,058	70,500	194,348	300,045	105,368	—	100	....
Dec. 31, 1873	64.0	18.0	8.0	—	12	9	5	121	Petersburg ¶.....Virginia	1,817,985	*	.....	.....	1,324,200	500,000	356,112	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1873	46.0	—	6.5	—	10	8	3	96	Philadelphia and Balt. Cent. Penn. & Md.	1,811.107	177,744	.....	.....	220,606	1,500,000	46,945	—	57.0	182,886	309,498	138,262	303,221	78,339	—	50	....
Dec. 31, 1873	287.6	—	121.7	—	—	—	—	—	Philadelphia and Erie ¶ (Penn.).....Pa.	23,777,743	*	2,241,800	16,866	8,448,700	16,625,000	1,335,709	—	287.6	2,912,361	777,278	2,164,246	3,842,067	428,756	—	50	33
Dec. 31, 1873	3.0	—	—	24.2	—	—	—	—	Phila., Newtown and New York.....Pa.	440,400	—	—	.....	199,360	164,000	57,000	—	32.3	.....	.....	.....	281,923	269,791	12	50	182
Sept. 30, 1873	98.4	228.6	432.2	—	400	220	60	19018	Philadelphia and Reading..Pennsylvania.	28,260,889	7,480,719	48,349,053	1,741,889	34,269,575	44,188,715	4,876,055	2,498,206	725 3	8,851,682	6,790,088	9,847,747	14,932,661	5,857,766	10	50	105½
Dec. 31, 1873	26.6	—	39.7	—	—	—	—	—	Philadelphia and Trenton (Penn.).....Pa.	1,534,479	*	—	—	1,259,190	—	—	—	36.8	882,160	1,747,216	1,400,983	1,995,606	448,574	10	100	123
Oct. 31, 1873	95.3	14.8	121.6	—	70	160	...	1,240	Phila., Wilm. and Baltimore. Pa. D.& Md.	11,814,764	*	2,103,296	840,363	11,507,750	1,900,000	279,120	743,053	111 8	1,437,207	853,937	836,979	3,074,881	1,095,265	8	50	113½
Nov. 30, 1873	11.3	—	43.0	—	—	—	—	—	Pickering Valley (P. & R.).....Pa.	474,551	—	—	—	92,875	332,300	161,363	—	—	—	—	—	—	4,751	—	50	....
Dec. 31, 1873	193.0	8.0	50.8	—	104	34	19	1,648	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	19,682,344	*	3,496 277	—	8,433,750	15,010,586	3,854,872	—	201.0	.....	.....	.....	3,841,214	478,298	—	50	....
Dec. 31, 1873	468 3	—	180.0	—	269	133	54	9,782	Pittsburg, Ft. W. and Chic..P., O., I. & I.	37,368,286	*	—	—	23,814,286	14,554,000	14,230	—	560.6	7,878,666	2,134,653	2,365,846	9,619,074	3,522,082	7	100	94½
Dec. 31, 1873	90.0	—	4.9	150.0	4	6	3	66	Pitt'sbg, Virg. & Charleston..Pa. & W.Va.	1,106,167	37,226	556,038	.....	673,264	700,000	244,672	—	30.0	57,900	140,188	4,828	67,137	16,941	—	50	....
Oct. 31, 1874	149.6	1.9	38.2	4.6	31	15	8	421	Pittsburg, Washington & Balt...Pa. & Md.	12,301,712	811,219	101,309	.....	1,960,682	9,500,000	2,192,417	—	160.2	.....	.....	.....	1,564,993	8,546	—	50	....
Sept. 30, 1873	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,685	—	—	.....	450,000	—	—	—	—	—	—	—	—	27,000	6	100	....
Nov. 30, 1873	71.3	—	3.6	38.7	6	15	5	117	Portland and Ogdensburg....Me. & N. H.	2,502,115	*	125,862	200,937	1,045,270	1,384,000	321,710	77,934	65.3	147,741	73,908	46,045	144,982	49,078	—	100	....
Aug. 31, 1874	52.5	—	5.5	—	6	7	4	139	Portland and Rochester.....Me. & N. H.	1,941,396	*	254,897	13,729	636,112	1,446,500	107,410	—	52.5	139,799	156 332	66,065	158,389	47,288	—	100	....
Sept. 30, 1873	52.0	—	8.1	—	19	—	7	167	Portland, Saco and Portsmouth (Etn.).Me.	1,500,000	*	—	—	1,500,000	—	—	—	—	—	—	—	—	—	—	100	....
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	130	Port Royal ¶ (Ga.).....South Carolina.	5,500,000	*	—	.....	3,000,000	2,500,000	.....	—	—	—	—	—	—	150,000	10	100	111
Sept. 30, 1873	71.4	—	4.9	—	—	—	—	—	Portsm'th, Gt. Falls & Conway (Etn.).Me.	1,229,689	—	—	.....	767,200	462,489	.....	—	—	—	—	—	—	—	—	25	....
Sept. 30, 1873	41.9	—	2.6	4.8	4	5	...	91	Poughkeepsie and Eastern....New York.	1,475,430	*	—	.....	524,464	722,500	479,689	—	—	—	—	—	—	—	—	6	100	35
Sept. 30, 1873	22.8	—	2.0	48.9	2	3	1	65	Providence and Springfield..R. I. & Mass.	933,408	*	—	.....	472,890	414,000	47,518	—	46.1	95,055	82,180	44,508	86,213	14,241	—	100	....
Sept. 30, 1873	13.6	—	—	—	4	10	...	20	Providence, Warren and Bristol.....R. I.	526,515	*	—	.....	437,917	50,000	38,597	—	22.8	.....	32,512	5,653	18,418	9,543	—	100	....
Sept. 30, 1873	43.4	1.0	45.2	—	29	40	...	692	Providence and Worcester..R. I. & Mass.	1,976,025	735,748	.....	271,267	2,000,000	500,000	387,810	95,220	13.6	.....	379,227	20,504	113,505	9,263	—	100	....
Dec. 31, 1873	36.0	—	2.0	—	4	3	2	—	Queen Anne and Kent ¶.....Del. & Md.	351,000	*	.....	.....	260,000	269,000	2,600	—	—	526,128	1,785,067	530,620	903,345	257,103	10	100	....
Jun. 30, 1873	42.0	—	4.0	—	1	2	2	44	Quincy, Alton and St. Louis.....Ill.	1,832,100	*	.....	32,200	780,000	1,000,000	52,000	—	36.0	35,850	12,560	38,231	27,437	9,990	—	50	....
Dec. 31, 1873	70.0	—	1.7	160.0	...	...	...	...	Quincy, Missouri and Pacific.....Mo.	2,000,000	—	—	.....	700,000	20,000p.m	.....	—	42.0	56,000	.....	.....	68,989	(Deficit)	—	100	....
May 31, 1873	44.0	—	3.0	62.0	2	3	3	50	Raleigh and Augusta Air-Line ¶..N. Car.	1,134,221	89,785	.....	.....	876,000	.....	.....	—	....	(Under construction.)	—	—	—	—	—	100	....
May 31, 1873	97.0	—	5.0	—	16	10	4	134	Raleigh and Gaston.....North Carolina.	1,500,000	*	155.300	102,936	1,500,000	.....	92,150	166,085	44.0	.....	.....	.....	73,474	28,543	—	100	....
Nov. 30, 1873	40.0	8.0	8.1	10.7	8	7	1	29	Reading and Columbia (P. & R.).....Pa.	2,072,939	220,041	62,566	.....	508,268	1,000,000	1,215,911	—	97.0	.....	47,069	98,052	369,646	178,652	—	100	....
Sept. 30, 1873	101.5	80.9	47.9	—	42	52	17	1,262	Rensselaer and Saratoga (D.& H.)..N. Y.	8,328,362	*	.....	.....	6,000,000	2,000,000	.....	—	48.0	242,123	138,771	352,399	310,617	92,179	—	50	....
Sept. 30, 1873	169.0	6.9	16.8	—	35	20	9	462	Richmond and Danville ¶.....Virginia.	5,729,729	*	2,100,482	234,278	4,000,000	2,485,411	1,435,905	143,372	182.4	820,468	1,037,327	616,634	1,966,857	903,072	8	100	112
Sept. 30, 1873	86.0	—	6.7	—	18	21	16	134	Richmond, Fred'burg and Potomac ¶..Va	2,727,840	*	131,596	254,875	1,509,829	889,668	82,639	632,148	86.0	199,825	173,985	45,677	496,744	231,136	2	100	....
Sept. 30, 1873	22.5	2.7	4.2	—	8	9	4	164	Richmond and Petersburg ¶.....Va.	1,215,404	*	48,483	30,119	847,100	326,296	81,527	49,188	46.7	110,712	126,947	91,887	160,227	36,685	—	100	....
Sept. 30, 1873	38.3	—	2.2	26.0	3	3	2	42	Richmond, York Riv. & Chesapeake ¶..Va.	1,257,640	*	.....	.....	650,000	607,640	.....	—	38.3	.....	(No report supplied.)	—	—	—	—	100	....
Dec. 31, 1873	18.5	—	1.8	—	—	—	—	—	Rochester & Genesee Valley (Erie).N. Y.	671,203	—	—	.....	557,660	—	—	—	—	(Rental 18 p. c. of earnings.)	—	—	—	34,012	...	100	....
Sept. 30, 1873	—	—	—	105.0	—	—	—	—	Rochester and State Line.....N. Y.	736,649	*	183,649	.....	24,000	894,000	90,000	—	—	—	—	—	—	—	—	100	....
Sept. 30, 1873	10.0	—	—	140.0	—	—	—	—	Rochester, Nunda & Penn. (3 ft.)..N. Y.	716,327	*	.....	.....	625,000	—	58,200	—	—	—	—	—	—	—	—	100	....
Apr. 30, 1874	258.6	25.0	26.7	—	31	14	6	932	Rockford, Rock Island and St. Louis..Ill.	16,095,311	*	18,007	178,951	6,495,579	9,000,000	484,488	303,402	318.9	.....	.....	...[22 mos.	1,696,124	360,708	—	100	....
Dec. 31, 1873	141.1	48.6	28.4	—	42	32	16	909	Rome, Watertown and Ogdensburg.N. Y.	4,789,198	*	147,969	305,486	3,146,800	1,908,249	44,979	142,625	218.2	.....	.....	.....	1,230,555	350,488	7	100	77½
Dec. 31, 1873	120.0	—	18.0	—	—	—	—	—	Rutland (C. V.).....Vermont.	9,129,946	*	143,947	92,617	6,649,400	1,972,800	745,700	—	239.0	.....	.....	.....	970,239	492,400	2	100	....
Dec. 31, 1873	84.0	—	2.7	—	4	2	...	52	Saginaw Valley and St. Louis.....Mich.	525,716	87,854	.....	4,173	121,775	346,000	149,968	—	34.0	58,650	.....	.....	134,620	79,810	—	100	....
Dec. 31, 1873	22.0	—	6.5	—	5	6	...	230	St. Croix and Penobscot ¶.....Me.	364,000	*	.....	20,603	100,000	227,700	7,000	—	22.0	.....	.....	.....	70,952	28,861	3	50	....
Aug. 31, 1873	187.0	—	20.0	38.0	19	...	...	...	St. Joseph and Denver City..Kan. & Neb.	11,221,764	420,925	245,000	3,803	4,000,000	7,000,000	734,426	157,067	187.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	197.0	18.0	21.0	—	13	11	4	590	St. Louis, Alton and Terre Haute.Illinois.	11,768,400	*	.....	241,609	4,768,400	7,000,000	241,809	—	265.0	.....	.....	.....	.....	.....	—	100	....
Jun. 31, 1874	43 3	—	2.2	—	—	—	—	—	St. Louis & C. Rapids (St.L.,K.C.&N.).Ia.	—	(Statements not received.)	—	—	—	—	—	—	—	—	—	—	1,042,808	593,849	—	100	11
Dec. 31, 1873	195.5	15.3	39.7	—	85	23	15	1,618	*St. Louis and Iron Mountain* ¶...Missouri.	19,103,348	*	247,884	.....	10,000,000	8,622,000	431,149	298,083	210.8	947,849	537,276	682,903	1,964,281	596,426	3	100	27
Jun. 30, 1873	310.0	49.0	25.0	—	46	27	12	1,175	St. Louis & S. Eastern...Ill., Ky. & Tenn.	8,828,400	*	.....	.....	4,628,400	3,200,000	.....	—	—	524,786	70,531	515,719	661,753	265,882	—	100	....
Dec. 31, 1873	76.5	—	2.1	—	—	—	—	—	St. Louis & St. Jos. (St.L.,K.C.& N.).Mo.	2,000,000	—	—	—	—	1,000,000	(Sold under foreclosure Feb. 18, 1874 for $1 00,000.)	—	—	—	—	(Rental.)	—	100	....
Dec. 31, 1873	41.5	—	2.3	138.5	—	—	—	—	St. L., C. Bluffs & Omaha (St.L.K.C&N.).M.	2,200,000	—	—	—	1,100,000	16,000p m	.....	—	—	—	—	—	—	65,000	—	100	....
Dec. 31, 1873	160.6	—	11.6	—	—	—	—	—	St. Louis, Jacksonv. & Chic.(C. & A.).Ill.	5,078,600	—	—	—	2,348,600	2,725,000	—	—	—	—	—	—	—	240,000	—	100	....
Jan. 31, 1874	265.5	87.5	24.8	27.3	91	33	18	1,529	St. L., Kansas City & Northern.....Mo	30,152,381	*	350,000	569,474	24,000,000	6,000,000	1,071,854	—	581.7	.....	435,326	501,595	2,755,194	204,762	—	100	....
Dec. 31, 1873	157.8	—	24.4	—	32	14	8	841	St. Louis, Vandalia & T. H. (T.H&I).Ill.	8,266,256	*	226,930	.....	2,378,158	5,490,000	467,325	—	157.8	.....	.....	.....	1,130,813	337,768	—	100	....
Aug. 31, 1873	108.5	—	4.7	161.0	—	—	—	—	*St. Paul and Pacific*.....Minn.	11,260,000	—	.....	.....	—	10,500,000	750,000	—	35.0	25,256	16,417	15,736	32,345	209	—	100	....
Aug. 31, 1873	207.0	76.0	19.4	—	28	20	6	374	*St. Paul and Pacific* (1st Div.).Minnesota.	17,214,350	*	.....	.....	1,968,600	15,245,750	472,942	—	283.0	.....	.....	.....	768,805	165,964	—	100	....
Aug. 31, 1873	121.3	—	10.0	—	14	6	4	265	St. Paul and Sioux City.....Minn.	4,628,778	*	.....	.....	2,400,000	1,851,500	316,227	—	121.3	244,766	77,755	.....	509,443	40,172	—	100	....
Aug 31, 1873	17.0	3.2	1.0	—	2	2	1	40	St. Paul, Stillw. & Taylor's Falls...Minn.	780,817	*	.....	.....	277,500	450,000	37,000	—	20.8	29,280	22,800	.....	63,718	31,863	—	100	....
Sept. 30, 1873	16.0	—	2.6	—	—	—	—	—	Salem and Lowell (B. & L.).....Mass.	481,499	—	—	.....	243,300	226,900	13,978	—	—	—	—	—	—	17,500	—	100	....
Jun. 30, 1874	116.3	—	17.1	—	23	10	9	236	Sandusky, Mans. & Newark (B. & O.)..O.	3,368,620	*	—	2,714	1,037,558	2,306,500	5,181	69,216	116.3	970,912	179,279	466,410	717,251	45,794	—	100	....
Dec. 31, 1873	104.0	—	4.9	5.0	10	9	5	80	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	—	50,430	1,000,000	1,427,800	.....	—	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	11.0	—	21.5	—	—	—	—	—	Schuylkill Valley (P. & R.).....Penn.	576,050	—	—	—	576,050	—	—	—	—	—	—	—	—	—	—	100	....
Mar. 31, 1874	80.0	—	6.0	—	16	4	6	280	Seaboard and Roanoke.Va. & N. Carolina.	2,058,152	*	568,669	.....	1,365,000	210,000	.....	—	80.0	.....	34,867	.....	609,678	198,004	8	100	....

Apr. 30, 1872	237.0	—	11.0	—	39	19	7	411	*Selma, Rome and Dalton* ¶..Ala.Ga.& Tenn.	12,980,000	*	.....	.....	3,750,000	9,230,000	.....	—	237.0	[(No	statement	furnished)				100	....
Dec. 31, 1873	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville(N.C.).Pa.	1,208,000	—	1,655,400	.....	869,450	1,994,000	.....	—	28.0	170,975	47,885	760,305	350,487	157,172	6	50	....
Dec. 31, 1873	78.5	—	5.6	—	5	5	3	172	Sheboygan and Fond du Lac..Wisconsin.	2,622,881	*	.....	.....	1,276,000	1,509,000	86,689	—	78.5	131,140	62,214	59,188	135,777	3,687	—	100	....
Nov. 30, 1873	31.1	—	5.2	—	7	4	1	211	Shenango and Allegheny (A.& Gt.W.).Pa.	1,091,747	86,355	.....	.....	199,600	800,000	124,315	—	31.1	101,065	26,584	166,350	157,301	59,005	—	50	....
Sept. 30, 1873	32.3	—	1.0	—	2	2	1	24	Shepaug Valley.....Conn.	241,300	*	.....	.....	239,850	.....	817	—	32.3	12,770	9,468	3,998	13,499	233	—	100	....
Sept. 30, 1873	50.0	—	5.1	—	—	—	—	—	Shore Line (N. Y., N. H. and H.)..Conn.	1,200,000	—	.....	.....	1,000,000	200,000	.....	—	50.0	.....	.....	.....	413,081	92,658	7	100	....
Aug. 31, 1873	—	—	—	—	—	—	—	—	*Sioux City and Pacific*.....Neb. & Iowa.	.....	*	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1873	122.4	—	7.4	—	11	6	3	386	Sioux C. and St. P.(St.P.&S.C.)Ia.& Minn.	4,803,936	*	.....	.....	2,800,000	1,740,000	.....	—	147.4	56,414	10,766	.....	73,996	52,386	—	100	....
Sept. 30, 1873	35.0	—	2.0	—	3	2	1	81	Sodus Point and Southern.....N. Y.	1,479,000	*	.....	.....	715,967	1,200,000	.....	(8½ mos	35.0	37,753	41,941	15,172	27,710	986	—	100	....
Jan. 30, 1874	182.0	—	16.1	—	—	—	—	—	South and North Ala. (L.N.&Gt.S...)Ala.	5,829,001	—	.....	.....	4,100,000	5,726,000	1,729,001	—	182.0	.....	.....	.....	561,275	96,589	—	100	....
Dec. 31, 1873	137.0	106.0	33.7	—	42	49	...	630	South Carolina ¶.....South Carolina.	8,057,938	886,635	2,931,159	141,584	5,819,275	4,668,845	1,568,843	160,453	243.0	897,530	188,607	294,784	1,491,016	576,465	—	100	....
Sept. 30, 1873	11.6	—	2.1	—	3	12	2	15	South Shore.....Mass.	501,593	*	126,500	25,078	259,685	275,000	10,920	107,557	11.6	57,703	394,360	36,596	94,788	17,381	—	100	....
Sept. 30, 1873	57.0	1.3	20.6	11.0	20	50	5	117	South Side (L. I.).....New York	4,581,734	*	.....	.....	1,000,000	3,250,000	967,658	—	73.3	340,266	679,055	65,663	488,410	192,742	—	100	....
Sept. 30, 1873	116.0	—	14.0	—	14	7	5	401	Southern Central.....N. Y. & Pa.	6,847,290	355,390	.....	1,702	1,784,080	2,264,730	145,563	—	116.0	391,070	209,778	237,304	445,317	160,815	—	100	....
Apr. 30, 1873	—	—	—	80.0	.....	.....	.....	.....	Southern Maryland.....Md.	(Under construction.)				1,000,000	2,200,000	.....	—	—	—	(No part	completed.)				100	....
Dec. 31, 1873	167.5	—	10.3	—	12	7	3	269	Southern Minnesota .....Minnesota	9,328,446	*	.....	127,883	3,825,000	4,592,000	1,089,329	—	167.5	355,868	42,444	144,175	663,233	187,039	—	100	....
Jun. 30, 1873	202.0	—	16.1	828.0	19	25	8	371	Southern Pacific.....California.	10,156,408	663,577	9,306,402	204,665	12,210,200	8,050,000	.....	50,842	152.0	463,264	350,000	182,661	1,035,312	576,672	—	100	....
Nov. 30, 1873	143.0	162.5	22.9	12.5	34	28	7	353	Southwestern (Cent. of Ga.).....Georgia.	4,587,318	*	.....	.....	4,211,000	691,000	.....	—	—	.....	.....	.....	.....	371,516	7	100	....
Sept. 30, 1873	47.1	—	1.5	—	4	2	1	25	Springfield, Athol and Northeastern.Mass.	1,217,860	38,487	78,400	305	809,700	345,000	170,155	5,123	47.1	66,900	36,246	16,558	52,312	10,556	—	100	....
Jun. 30, 1873	221.4	—	11.5	—	12	10	6	204	Springfield & Ill. Sd. Eastern.....Illinois.	7,610,251	300,379	6,993	205,492	3,784,500	3,866,000	260,154	212,461	221.4	430,016	.....	.....	371,220	(Deficit)	—	100	....
Sept. 30, 1873	22.0	—	3.2	—	—	—	—	—	Stockbridge and Pittsfield (H.).....Mass.	448,700	—	2,550	538	448,700	—	3,067	19	—	—	—	—	183,500	26,485	6	100	....
Sept. 30, 1873	13.2	—	0.9	—	—	—	—	—	Stony Brook (N. and L.).....Mass.	276,601	—	23,402	4,660	300,000	—	1,089	3,664	—	—	—	—	18,300	18,117	6	100	....
Dec. 31, 1873	24.0	—	1.5	—	—	—	—	—	Sullivan and Erie (P. and N. Y.).....Pa.	1,597,716	—	1,000,000	.....	1,500,000	1,000,000	196,992	—	—	—	—	—	—	18,045	—	100	....
Dec. 31, 1873	43.5	—	3.3	—	—	—	—	—	Sunbury and Lewiston (Penn.).....Penn.	1,900,000	—	.....	.....	1,400,000	1,400,000	.....	—	—	—	—	—	—	—	—	50	....
Dec. 31, 1873	17.0	—	0.3	83.0	2	1	—	2	Susq., Gettysburg and Corwin.....Pa.	161,000	*	1,319,000	.....	1,500,000	.....	.....	21,406	—	45,126	9,054	18,367	31,079	7,109	—	50	....
Dec. 31, 1873	28.0	7.0	2.9	—	.....	.....	.....	.....	Sussex.....New Jersey.	1,873,000	*	.....	.....	1,638,000	235,000	.....	11,421	35.0	90,000	.....	.....	129,165	42,931	2	100	....
Sept. 30, 1873	51.0	—	18.3	—	11	10	2	369	Syracuse, Bing. and N. Y.(DL&W.).N.Y.	4,036,139	*	.....	.....	2,400,000	1,670,000	198,422	—	81.0	474,718	192,589	616,990	769,652	$281,919	6	100	....
Sept. 30, 1872	26.0	1.0	2.1	16.0	3	6	2	40	Syr. and Chenango (re-org Aug.1,'73).N.Y.	1,227,047	*	.....	.....	1,063,400	500,000	229,995	—	26.0	23,528	49,219	29,914	23,199	(Defi.it)	—	100	....
Sept. 30, 1873	45.0	—	3.8	—	5	6	4	65	Syracuse Northern.....New York.	1,841,417	*	.....	.....	1,179,600	1,100,000	.....	—	45.0	112,320	128,892	40,566	139,328	20,479	—	100	....
Nov. 30, 1873	79.7	29.6	32.2	—	40	21	14	1,070	Terre Haute and Indianapolis....Indiana.	3,081,378	*	1,372,134	660,428	1,988,150	1,316,000	604,037	1,205,753	109.3	860,341	226,745	285,607	1,107,259	282,183	11	100	....
Dec. 31, 1873	320.9	—	20.0	1,452	28	11	...	231	Texas and Pacific ¶.....Texas.	12,800,000	*	(In progress.)		2,000,000	10,000,000	500,000	—	320.0	.....	.....	.....	346,010	106,008	—	100	....
Dec. 31, 1873	30.6	—	8.8	—	14	6	1	482	Tioga.....Pa.	899,286	455,015	125,000	.....	580,000	239,500	.....	—	98.0	267,265	107,885	927,476	506,119	219,298	—	53	....
Jun. 30, 1873	43.0	—	2.5	14.0	.....	.....	.....	.....	Toledo, Can. Southern and Det. Mich.&O.	1,925,000	*	300,000	.....	1,370,000	855,000	.....	—	—	—	—	—	—	—	—	100	....
July 31, 1873	220.8	10.0	26.0	—	45	13	9	1,655	Toledo, Peoria and Warsaw.....Illinois.	12,585,523	*	.....	.....	5,700,000	6,450,000	446,723	—	230.3	997,155	175,784	517,596	1,262,266	219,529	—	100	....
Dec. 31, 1873	452.1	155.2	58.9	—	188	71	43	4,419	Toledo, Wabash and Western..O. I. & Ill.	35,368,855	*	255,677	2,218,641	18,000,000	19,800,000	1,446,579	596,594	627.5	5,567,626	629,729	1,442,963	5,738,808	1,331,429	—	100	28½
Tol., Tiffin and Eastern (M.C.& L.M.)..O	1,555,077	—	—	—	—	—	—	—	—	—	—	—	—	273,512	850,000	436,565	—	—	14,122	4,389	2,951	8,797	1,421	—	100	....
Jun. 30, 1873	42.0	—	3.1	—	—	—	—	—	Troy and Boston.....New York.	2,389,482	*	.....	.....	1,599,000	1,919,000	112,113	—	55.3	186,682	295,775	202,808	552,106	272,270	4	100	....
Sept. 30, 1873	34.9	—	9.9	—	13	17	6	247	Troy and Greenbush(N.Y.C.&H.R.)N.Y.	294,908	—	.....	.....	274,900	.....	.....	—	—	.....	.....	.....	.....	16,464	6	100	....
Sept. 30, 1873	6.6	—	6.0	—	—	—	—	—	Troy Union and Depot.....New York.	783,985	—	.....	.....	30,000	680,000	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1873	2.1	—	2.1	—	—	—	—	—	Tyrone and Clearfield (Pa.).....Pa.	823,567	—	.....	.....	510,000	332,360	318,566	—	52.5	.....	.....	.....	.....	.....	2	50	....
Dec. 31, 1873	40.8	11.7	9.0	—	—	—	—	—	*Union Pacific*.....Nebr. Wy. & Utah.	119,259,336	—	4,470,716	.....	36,762,300	75,427,512	4,540,240	—	1,032.0	.....	174,894	622,120	10,266,104	5,291,243	—	100	35½
Dec. 31, 1873	1,032	—	103.0	—	151	99	36	2,501	United Companies of New Jersey..N. Jer.	33,568,063	*	7,049,845	.....	19,290,627	17,615,608	.....	—	273.0	.....	8,003,043	3,051,577	8,516,740	1,724,552	10	100	129½
Dec. 31, 1873	165.0	—	20.0	—	242	281	38	1,762	Utica and Black River.....New York.	2,788,620	*	.....	.....	1,769,620	1,019,000	.....	—	113.0	205,226	209,589	106,954	423,564	223,571	6	100	....
Sept. 30, 1873	87.0	—	6.9	—	14	15	8	124	Utica, Chen. and Susq. Val.(DL&W)N.Y.	3,946,501	*	.....	.....	3,788,700	.....	.....	—	99.0	277,202	252,774	278,053	458,660	95,755	5	100	....
Sept. 30, 1873	76.0	22.0	17.0	—	17	14	7	1,062	Utica, Ithaca and Elmira.....New York.	1,700,000	*	.....	.....	381,360	25,000p.m.	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Apr. 30, 1873	51.0	—	3.9	61.0	8	7	4	42	Vermont and Canada (C.V.).....Vt.	3,000,000	—	.....	.....	3,000,000	.....	.....	—	—	.....	.....	.....	.....	240,000	8	100	37½
May 31, 1873	47.0	25.5	9.3	—	—	—	—	—	Vermont and Massachusetts...Mass. & Vt.	3,288,328	261,234	380,640	12,631	2,860,000	900,000	115,521	67,312	66.5	245,641	317,561	129,376	555,234	91,269	4	100	87½
Sept. 30, 1873	56.0	24.1	11.0	—	13	19	7	276	Vermont Valley.....Vermont.	1,221,886	*	.....	.....	516,104	783,200	.....	—	—	.....	.....	.....	.....	65,000	—	100	....
Mar. 31, 1873	23.7	—	2.9	—	4	—	—	—	Vicksburg and Meridian.....Miss.	3,168,427	—	.....	1,283,929	1,205,094	3,149,033	98,228	—	142.0	240,264	93,670	46,746	517,174	148,269	—	100	....
Feb. 28, 1874	140.0	2.0	9.0	—	19	10	5	125	Ware River (B. and A.).....Mass.	971,738	—	.....	3,442	750,000	.....	210,848	14,331	—	.....	.....	.....	.....	14,331	—	100	....
Sept. 30, 1873	49.3	—	2.0	—	—	—	—	—	Warren (D. L. and W.) .....New Jersey.	3,102,220	—	.....	.....	1,800,000	1,261,400	40,820	—	—	.....	.....	.....	757,642	16,137	7	100	85
Sept. 30, 1873	18.3	—	0.0	—	—	—	—	—	Washington and Ohio .....Virginia.	1,806,194	132,028	474,187	15,401	1,918,478	169,05[illegible]	360,274	—	44.5	83,716	.....	.....	92,883	27,787	—	100	....
Sept. 30, 1873	44.5	—	2.3	280.6	4	7	3	66	Wash. City, Va.Mid. & Gt. Southern. Va.	9,150,624	*	.....	.....	2,692,540	5,622,664	865,430	—	292.6	713,252	196,394	161,434	988,371	408,598	—	100	....
Sept. 30, 1872	282.6	10.0	9.0	61.0	25	21	12	38	West Chester and Philadelphia .....Pa.	1,503,969	190,963	397,700	150,704	823,950	1,168,012	251,376	—	35.5	234,692	.....	.....	354,448	140,093	4	100	....
Oct. 31, 1873	26.5	—	5.0	—	10	19	4	69	Western of Alabama ¶.....Alabama.	4,832,628	544,555	315,048	586,758	2,008,324	3,162,400	348,341	650,916	160.0	.....	218,808	.....	659,916	165,623	—	100	....
Aug. 31, 1872	112.0	28.0	15.5	—	33	16	5	246	Western and Atlantic ¶....Ga. and Tenn.	(Owned by State of Georgia.)					5,000,000	.....	—	138.0	.....	.....	.....	.....	300,000	—	100	....
Dec. 31, 1873	183.0	—	11.9	—	58	19	12	952	Western Maryland ¶.....Maryland.	4,272,459	*	30,000	318,860	683,243	3,675,000	263,136	—	90.4	.....	255,392	.....	297,792	83,350	—	100	....
Sept. 30, 1874	90.4	—	3.7	—	10	10	5	171	Western North Carolina (E. D.) ¶...N. C.	7,125,000	*	.....	.....	6,000,000	850,000	275,000	—	—	(In bankruptcy—		No returns.)			—	50	....
Mar. 31, 1874	111.0	3.0	1.6	31.0	5	6	3	9	Western Pennsylvania (Penn.) .....Pa.	3,950,872	—	135,170	.....	1,022,450	3,000,000	.....	—	—	.....	.....	.....	.....	.....	—	50	....
Dec. 30, 1873	57.1	27.5	23.8	—	—	—	—	—	Western Union (M. and St. P.).Wis.& Ill.	7,905,246	*	.....	.....	4,000,000	3,500,000	371,269	—	212.5	.....	.....	.....	1,137,634	259,373	—	100	....
Dec. 31, 1873	191.7	20.8	21.8	—	30	14	12	519	West Feliciana .....La. and Miss.	745,315	*	110,329	16,811	760,000	110,000	1,845	—	27.0	15,922	.....	.....	68,129	39,710	—	100	....
Dec. 31, 1873	27.0	—	1.6	—	2	2	1	16	West Jersey.....New Jersey.	3,878,266	*	111,037	158,082	2,133,660	3,100,000	413,625	65,314	123.2	.....	.....	.....	680,586	237,007	8	50	....
Dec. 31, 1873	128.2	—	16.6	—	18	47	9	221	West Wisconsin.....Wisc.	8,640,000	*	.....	.....	4,000,000	4,640,000	.....	—	165.0	.....	.....	.....	549,645	265,829	—	100	....
Mar. 31, 1873	197.0	—	10.0	—	26	14	10	660	Wheeling, Pbg. & Balt(B&O). W.Va.& Pa.	579,642	—	.....	.....	500,000	.....	79,642	—	32.0	.....	.....	.....	47,365	710	—	50	....
Dec. 31, 1873	32.0	—	2.1	29.0	3	5	2	24	White (Ohio.) Water Valley.....Ind.	1,250,855	142,719	16,291	95,821	370,025	944,000	172,319	19,162	69.9	131,918	63,929	101,201	241,716	116,201	—	100	....
Apr. 30, 1873	62.4	—	4.2	—	6	6	2	127	Wico-Mico and Pocomoke.....Md.	380,000	*	.....	.....	160,000	200,000	20,000	—	37.0	.....	.....	.....	33,966	14,200	—	25	....
Apr. 30, 1873	23.0	—	2.0	—	3	5	1	37	Wilm., Colum. and Augusta.N. C. & S. C.	4,863,431	—	29,874	187,890	300,000	3,800,000	861,278	119,916	189.0	690,528	80,595	116,918	722,124	284,886	—	100	....
Sept. 30, 1873	189.0	—	9.0	—	33	12	6	392	Wilmington and Reading ..Pennsylvania.	2,681,102	261,391	169,211	142,827	759,928	2,371,900	121,703	—	....	241,711	147,122	310,717	257,301	39,018	—	50	....
Oct. 31, 1873	63.6	—	9.7	9.2	11	6	5	142	Wilmington and Weldon ¶ (WC&A).N.C.	3,004,044	*	.....	.....	1,456,200	1,619,100	.....	—	181.0	.....	.....	.....	739,678	280,720	5½	100	....
Sept. 30, 1873	162.0	19.0	13.2	—	22	31	...	324	Wilmington and Western.....Del. & Pa.	720,207	76,310	45,038	.....	248,807	500,000	91,599	—	19.9	38,868	39,308	20,030	35,219	Less.	—	100	....
Oct. 31, 1873	19.9	—	2.4	15.1	3	3	2	60	Wilton (N. and L.).....N. H.	234 600	—	.....	91	214,600	.....	.....	20,091	—	.....	.....	.....	.....	14 052	6½	100	....
Mar. 31, 1873	15.5	—	2.3	—	—	—	—	—	*Winona and St. Peter* (C. & N.W.).Minn.	10,635,039	*	.....	.....	410,080	8,775,000	1,440,009	—	327.0	.....	.....	.....	790,003	315,738	—	100	....
May 31, 1874	327.0	—	20.7	—	31	7	4	1,136	Wisconsin Central .....Wisconsin.	12,800,000	*	.....	.....	6,400,000	6,400,000	.....	—	165.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	228.0	26.0	7.0	—	15	8	3	309	Worcester and Nashua.....N.H.& Mass.	1,993,829	326,133	80,925	204,389	1,706,700	500,000	94,485	304,041	46.7	364,347	375,083	386,030	580,666	208,462	10	100	122
Sept. 30, 1873	45.7	—	27.7	—	17	17	5	367																			
									CANALS, &c.																		
May 31, 1874	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	.....	396,107	.....	1,880,800	1,922,307	.....	—	12.5	.....	.....	.....	427,309	271,618	7	50	....
Dec. 31, 1873	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal ¶...Md. & Va.	10,506,309	.....	.....	.....	8,229,594	8,065,500	.....	—	184.5	.....	.....	.....	.....	.....	—	25	....
Dec. 31, 1873	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	.....	.....	.....	1,632,350	800,000	.....	—	—	(Leased	to Lehigh	Co.)	188,701	188,701	8	50	84
Dec. 31, 1873	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,339,210	.....	28,470,046	.....	19,529,485	13,930,385	143,414	2,196,971	108.0	.....	.....	.....	1,228,707	2,020,606	20	100	116
Dec. 31, 1873	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,748	.....	35,101,318	427,837	18,990,900	18,758,967	984,908	—	65.5	.....	.....	2,756,837	1,590,100	706,778	10	100	....
Dec. 31, 1873	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	.....	20,097,506	.....	8,784,850	15,767,666	.....	—	108.0	.....	.....	1,041,891	506,060	43,789	—	50	96½
Dec. 31, 1873	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,146,040	.....	.....	.....	1,004,150	110,000	8,064	—	85.0	.....	.....	.....	196,149	123,514	9	50	....
Dec. 31, 1873	108.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,432,474	.....	.....	.....	2,200,000	1,125,129	.....	—	103.0	.....	.....	.....	323,654	78,173	4	50	50
Dec. 31, 1873	358.0	64.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	20,000,000	.....	.....	.....	4,457,150	2,588,000	1,048,200	—	470.0	.....	.....	870,121	644,625	317,745	—	50	24
Dec. 31, 1873	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	.....	2,557,040	.....	4,385,798	8,576,332	287,198	91,157	108.3	.....	.....	.....	649,351	634,183	1	50	18
Dec. 31, 1873	46.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,106	.....	.....	.....	2,002,706	2,757,311	165,810	—	45.0	(Lease to	Ph.& R'g.)	426,393	99,151	loss.	—	50	12
Dec. 31, 1873	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	35,000	—	84.6	(Lease to	Ph.& R'g.)	124,961	44,862	loss.	—	50	....
Dec. 31, 1873	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	3,030,344	.....	.....	.....	1,100,000	748,000	295,219	—	—	(Leased	to Pennsylvania Co.)	.....	.....	.....	—	50	....

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
	$	p c	p c	p. c.
RAILROAD STOCKS:				
Atlantic and Great Western, pref...	10,000,000	7	...	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	...	....
" " " guar.	276,200	7	...	....
Atlantic and Pacific, preferred	10,000,000	7	...	16½
Atlantic and St. Lawrence,* guar...	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,552,800	6	5	105
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	..
Catawissa,* pref. and guar.....	1,159,500	7	7	80
Camden and Amboy,* guaranteed..	5,847,800	10	10	129½
Camden and Atlantic, preferred.....	763,549	7	7	87
Cayuga and Susquehanna,* guar....	889,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,600	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	107½
Central Ohio,* preferred	411,550	6	6	88
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,133,200	7	5	70
Chicago and Alton, † preferred.....	2,425,400	...	10	109
Chicago, Iowa & Nebraska,* guar..	3,916,300	...	8	89½
Chicago and North-Western, pref...	21,484,113	7	7	61
Cinc., Sand. and Cleveland, pref....	429,000	6	6	25
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	88½
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred....	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	...	....
Dubuque and Sioux City,* guar....	5,000,000	...	3	60½
Dubuque South-Western, pref.....	590,315	8	...	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	45
Elmira, Jeff. and Canad. * guar....	500,000	5	5	....
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	76
" " com.& *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,538,910	7	7	43
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	...	...	....
Hannibal and St. Joseph, pref.....	2,167,700	7	7	34
Harrisburg and Lancaster,* guar....	1,182,550	7	7	97
Housatonic, preferred.....	1,180,000	8	8	96
Huntington & Broad Top Mtn, pref.	190,750	7	...	25½
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	98½
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref...	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	3,101,650	6	...	16
" " 2d pref....	4,436,250	6	...	8
Mich. Southern, (Lake Shore) guar..	533,500	10	10	....
Mill Creek,* guaranteed.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	12,274,483	7	7	56¾
Mine Hill,* guaranteed.....	3,856,450	8	8	107
Montclair,* guaranteed.....	2,000,000	7	...	....
Morris and Essex,* guar.....	15,000,000	7	7	96½
Nesquehoning Valley,* guar.....	2,000,000	10	10	110
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,295,200	10	10	129
New London Northern,* guar.....	971,400	10	10	105
New York & Harlem,* pref. & guar.	1,500,000	8	8	127
" " *com.& guar.	8,500,000	8	8	131
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred.....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	122
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	44½
" " pf.& *guar.	2,000,000	8	8	87
Ohio and Mississippi, preferred.....	4,080,000	7	7	63
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama, guaranteed.....	7,000,000	12	12	116
Paterson and Hudson,* guar.....	650,000	—	8½	...
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred..	2,400,000	...	...	....
Phila., Germant'n & Norristn,*guar.	2,231,900	12	12	182
Philadelphia and Reading, † pref....	1,551,687	—	10	110½
Philadelphia and Trenton,* guar....	1,259,100	10	10	128
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	94½
Pittsfield and North Adams,* guar.	450 000	5	6	86
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	111
Rochester & Genesee Valley,* guar.	557,580	...	...	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	17
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	...	26½
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	...	....
St. Louis, Kansas City & Nor., pref..	12,000,000	—	—	25½
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	...	....
" " 2d pref..	1,000,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	41
Warren,* guaranteed.....	1,800,000	7	7	85
CANAL STOCKS.				
Delaware Division,* guar.....	1,633,350	8	8	....
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	125
" com. and * guar.....	1,696,000	4	4	50
Schuylkill Navigation preferred....	2,808,977	6	6	26½

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 16.

	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.	W.16.
Atlantic & Pacific pref..	16¾	17¼	16¾	16¾	....	....
Central Pacific 6s.....	95¾	96	96	96¼	95¾	96
Central of N. Jersey....	106¾	107¼	107¾	....	107¾	107¼
" 1st mort.....	....	....	....	....	109¾	....
" 7s, consol...102	....	102	102	102	102	102¼
Chesapeake & Ohio 1 m.....	....	....	....	50	....	....
Chicago & Alton.....	103¾	104¼	104¾	....	105	
" pref.....	....	....	....	....	....	....
" 1 M.....	....	....	....	....	....	....
" S. F.....	....	....	....	....	....	....
" Inc. bds.....	....	....	....	....	....	....
Chicago, Burl. & Q.....107	....	106	108	107¾	....	
" 8s, 1883 113	....	....	....	113¾	....	
Chic. & Northwestern.. 47¼	47	47	47¼	46¾	46¾	
" pref..... 61¾	62	61¼	61¼	61	61	
" 1st M.....	....	....	....	....	....	
" S. F.....	102¼	....	....	....	102¼	
" Consol.....	89	89	89	....	....	
" " gold.. 81¼	81¼	81¾	82¼	81¼	82	
Chic., Rock Isl. & Pac...102	101¼	101¼	101¼	101¼	101¼	
" 7s,1896..109¼	....	....	....	....	108	
Clev., Col., C. and Ind.. 60¼	....	....	....	....	....	
Clev.& Pittsburg guar.....	88	87¾	88¼	....	88¼	
" 2 M.....	....	....	....	....	....	
" 3 M.....	....	....	....	....	....	
" 4 M..... 97	....	....	....	....	....	
Clev. and Toledo.....	....	....	....	....	....	
" S. F. 7s.....	106	....	....	....	....	
Col., Chi., & Ind C..... 9¼	9¼	9¼	9¼	9¼	9¼	
" 1 M..... 69	69	....	68¼	68¼	....	
" 2 M.....	....	....	....	....	....	
Del. & Hudson Canal ..116	....	....	116¼	....	116	
Del. Lack. & Western.. 108¾	108¾	108¾	108¾	108¼	108	
" 1 M. 7s.....	....	....	....	....	....	
" 2 M 7s.....	105	....	....	....	....	
Erie Railway..... 27¼	27¼	27¼	27¼	27¼	27¼	
" pref.....	43	....	....	....	....	
" 1 M.7s, 1897.....	....	103¼	103	....	....	
" 2 M. 7s, 1879.....	....	....	....	....	....	
" 3 M. 7s, 1883.....	....	100	....	....	....	
" 4 M. 7s, 1880.....	....	....	....	97¼	....	
" 5 M. 7s, 1888.....	....	....	....	....	....	
" 7s, con. gold.....	....	....	....	....	....	
Great Western 2d mort.....	....	....	....	....	....	
Hannibal & St. Joseph.....	26	....	25¼	25¼	....	
" pref.....	....	....	....	34	....	
" 8s, conv. 88	89	....	88¼	89¼	....	
Hudson River.....	....	....	....	....	....	
" 2 M. S. F.....	....	....	....	....	....	
Illinois Central 98	....	98	....	....	....	
" 7s	....	....	....	....	....	
Lake Shore & Mich.S'th. 80¼	80¼	80¼	80¾	80	80¼	
" Consol. 7s.....	102	....	....	....	....	
" " reg.....	....	....	....	....	....	
" 2d consol.....	....	....	....	....	....	
Michigan Central..... 82¾	82¼	82¼	82	81¼	81¼	
" S.F. 8s,1882.....	....	....	....	....	....	
" 7s, 1902.....101¾	101¼	....	....	101¼	101¼	
M. S. and N. I. 1 M. S. F.....	....	....	....	....	....	
" 2 M.....	100	100	....	....	....	
Milw. and St. Paul..... 38¾	38¾	38¼	38	37¾	37¾	
" pref..... 57¼	....	....	....	56¼	56	
" 1st mort.....	....	....	....	....	....	
" 2d mort.....	....	....	....	77	....	
" 8s.....108	....	....	108	....	....	
" 7 3-10s con.....	....	....	....	....	....	
" 7s, gold.....	....	....	55	....	....	
Morris and Essex..... 99¼	....	96¼	96¼	96¼	96¼	
" 1st mort....108	....	....	....	108¼	108¼	
" 2d mort.....	....	....	103¼	....	....	
N. Y. Cen. & Hud. Riv.102¼	102	102	101	100¾	100¼	
" 7s, S.F.1876.102¾	....	....	102¼	....	....	
" 6s, S.F. 1883 98	98	....	98	....	....	
" 6s, S.F. 1887.....	....	101	....	97¾	97	
" 1st mort..... 112¾	112¼	112¼	113	....		
" " reg.....	....	....	....	112	....	
N. York and Harlem...131	131	....	131	131	....	
" pref.....	....	....	....	....	....	
" 1st Mort..... 107¾	....	....	....	....	105	
" " reg.....	....	....	....	....	....	
N. York. N. Hav. & Hart.....	....	....	132¾	....	....	
Ohio and Miss..... 31¾	31	31¼	30¾	30¼	30¾	
" pref..... 63¾	....	63¼	....	63	63	
" 2d M.....	....	80	79¼	....	....	
" Consol. 7s.. 96¼	....	....	....	96	....	
" " S. F.....	97¼	....	98	97¾	....	
Pacific Mail S. S. Co.... 40¼	39¾	39¾	39	38¾	39¼	
Pacific R. R. of Mo.....	....	47¼	47¼	....	....	
Panama 115	116	116	....	....	....	
Pitts., Ft. W. & Chi. gtd. 94¾	....	....	....	....	....	
" 1 M.....	....	....	....	111	111	
" 2 M.....	....	....	....	....	....	
" 3 M.....	....	....	....	....	....	
Quicksilver Mining Co.....	32	....	....	34¼	34¼	
St. L., Alton & T. H.....	....	....	....	....	....	
" pref.....	....	....	....	....	....	
" 1 M.....	....	....	....	....	....	
" 2 M. pref.....	....	....	90	....	....	
" Income bds	....	....	....	....	....	
Tol., Wab. & Western.. 30¾	30¼	29¾	29¼	28¾	29¾	
" pref.....	....	....	....	....	....	
" 1 M..... 92¼	....	92¼	....	....	....	
" 2 M.....	74	73¼	....	....	....	
" Equipment.....	....	....	....	....	....	
" St. Lou. Div. 73¼	....	....	....	....	....	
Union Pacific..... 36	35¾	35¾	35¼	35	35¼	
" 1st mort... 92	92¼	....	92	92	92¼	
" L. Gt. 7s.....	89¼	....	89¼	88¾	89	
" S. F. 8s.... 77¾	77¼	....	77¼	77¼	....	
Western Union Tel..... 83	82¼	82¼	82¼	82¼	82¾	
" 7s.	....	....	....	....	99¼	

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 16.

	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.	W.16.
FEDERAL STOCKS:—						
U. S. 5s, 10-40s, reg...113	....	113	....	113¼	113¼	
U. S. 5s, 10-40s, coup...113¼	....	....	....	....	....	
U. S. 5s, 1881, reg.....112¼	112¼	112¼	....	112¼	....	
U. S. 5s, 1881, coup...112¾	....	....	....	113	113¼	
U. S. 6s, 1881, reg.....	....	....	....	....	117	
U. S. 6s, 1881, coup....119¼	....	....	120¼	120¾	....	
U. S. 6s, 5-20s, reg. '62.112¾	....	....	....	113¼	....	
U. S. 6s, 5-20s, c. 1862..112¾	....	....	....	....	113	
U. S. 6s, 5-20s, reg. '64.....	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1864.....	....	....	....	....	....	
U. S. 6s, 5-20s, reg. '65.....	....	....	116	....	116¼	
U. S. 6s, 5-20s, c. 1865.116¾	....	....	....	116¾	117¼	
U. S. 6s, 5-20s, r. n. '65.115¼	....	....	115¾	115¼	115¾	
U. S. 6s, 5-20s, c. n '65.118¾	118¾	118¾	118¾	118¼	....	
U. S. 6s, 5-20s, reg. '67.116	116	....	116¼	116¼	116¼	
U. S. 6s, 5-20s, c. 1867.119¾	....	....	120	120¼	120¼	
U. S. 6s, 5-20s, reg. '68.....	....	....	116¼	....	....	
U. S. 6s, 5-20s, c. '68.....	....	....	119¾	120	120¼	
U. S. 6s, Pac.R.R.issue.116¾	....	....	....	116¼	....	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 15.

	W. 9.	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.
Catawissa preferred	....	....	....	40	....	....
" 7s, new	....	....	....	....	....	....
Camden and Amboy.....	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883 95	....	....	....	....	....	....
" 6s, 1889	....	....	....	91a	....	....
" mort.6s, '89.102	101¼	102	....	....	....	....
Elmira & Williamsport.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
" 7s.....	....	....	....	....	....	....
Lehigh Navigation..... 48¼	48¼	48¼	48¼	48¼	48¼	
" 6s, 1884 99	....	....	99	....	100	
" Gold L.....100¼	100¼	....	....	....	98a	
" R. R. L.....	....	....	....	....	....	
" Conv. G. L.....	....	102¼	....	103	....	
Lehigh Valley R. R..... 62¼	62¼	62¼	62¼	62¼	62¼	
" 6s new coup.....	....	....	101¼	....	....	
" 6s new reg.....	....	102	102	102	....	
" 7s.....	....	....	....	....	106¼	
Little Schuylkill R.R.....	....	....	....	....	49	
" 7s.....	....	....	....	....	....	
Minehill	....	53¼	....	....	....	
Morris Canal.....	....	....	....	....	....	
" pref.....	....	....	....	....	....	
North Pennsylvania	....	....	....	....	51¼	
" 6s, 1885	....	103¼	....	....	....	
" 7s.....	....	....	103	....	103¼	
" 10s, 1887	....	....	....	....	....	
Northern Central 31¾	33	33¾	34¼	35	35¼	
Oil Creek & Alleg. Riv. 8¼	8¼	8¼	8¾	8¼	8¼	
" 7s..... 54¼	....	....	54¼	55	55	
Pennsylvania R. R..... 52¾	52¾	52¾	52¾	52¾	52¾	
" 1st M.....	103¼	....	....	....	....	
" 2d M.....	....	....	....	101	....	
" Gen. mort.. 96¼	97	....	....	....	97¼	
" " reg.....	96¼	....	76¼	....	....	
Penn. State 6s, 2d series.....	....	....	....	....	....	
" 6s, 3d series.....	112¼	....	....	....	....	
Philadelphia City, 6s.....	....	....	....	....	101	
" new 103¼	103¼	103¼	103¾	103¼	103¼	
Philad., Germ. & Nor.....	....	....	....	....	91	....
Phila. & Reading 55	55	55	55	55	54¼	
Philadelphia and Erie... 16¼	....	16¼	....	....	16¼	
" 6s.....	....	....	....	....	....	
" 7s..... 86	....	....	86	....	....	
Phila., Wilm. & Balt.....	....	....	....	....	....	
Schuylkill Navigation.....	....	....	....	....	....	
" pref..... 13¼	....	....	....	13¾	13¾	
" 6s, 1882	....	....	....	79¾	80	
" 6s, 1876	....	....	....	....	....	
" 6s, 1873	....	....	....	....	....	
United Co. of N. Jersey.....	129¼	....	....	....	....	
Hestonville, (Horse).....	....	....	....	19	18¾	
Chestnut & Wal.	....	....	72	....	72	
Green and Coates	....	....	....	....	....	
2d and 3d streets	....	....	....	67	....	
Spruce and Pine 25¼	....	25¼	....	....	....	
13th and 15th sts.	51	....	51	....	51	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 15.

	W. 9.	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.
Baltimore City 6s, 1875.....	....	....	....	....	102	....
" 1886	....	....	....	....	....	102¼
" 1890	102¼	101¼	101	....	....	101¼
" 1884 .....102¼	....	....	....	....	....	....
" 1900 .....102¼	....	....	....	....	....	102¾
Balt and Ohio.....	....	....	....	180¼	....	....
" bonds, 1875.....	....	....	....	....	....	....
" " 1880.....	....	....	102¾	....	102¾	102¾
" " 1885.101¼	....	....	....	....	....	....
Central Ohio.....	....	....	....	....	....	....
" 1st mort.....	....	....	....	....	....	94
Marietta & Cin. 1st M..104¼	....	104¼	104¼	104¾	104¼	
" 2d M.....	....	....	....	....	....	93¼
" 3d M. 8s.....	82	....	82	....	....	81
Northern Central.....	33	33¼	34	34¼	35¼	
" bonds, 1885.....	....	....	....	....	....	....
" " 1900.....	....	....	....	....	....	....
" G. B. 1900.....	....	92¼	....	....	....	....
Pittsb. & Connellsv. 7s. 86	....	86	....	85¾	....	
N. W. Va. 3d mort.....	....	....	....	....	....	....
Virginia 6s, Consol.....	....	....	....	....	....	....
" Defer. Certif.....	....	....	....	....	....	....
City Passenger R. R.....	....	....	....	25	25¼	

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 16.

	Th.10.	F 11	Sat.12	M.14.	Tu.15.	W.16.
Boston and Albany	131	131¼	....	131¼	131	131¼
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	110¾	....	110¾	110¾	....	110¾
Boston and Providence	....	....	....	....	....	148
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s	22¾	22¾	23	24	23¾	23¾
Cheshire, pref.	....	....	....	....	....	....
Chi., Burl. and Quincy	107	108	....	107¼	107¼	
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	53¼	54¼	55	55¼	57	55
Fitchburg	123¼	....	....	....	....	120x
Manchester & Lawr'ce.	140	....	....	....	....	....
Michigan Central	83	83¼	85	82¼	81¾	82¼
Northern, N. H.	....	....	....	....	....	....
Ogdens. & Lake Champ	44¼	....	44¼	....	....	....
" pref.	....	86	....	....	....	86
Old Colony	108¼	108¾	....	108¾	....	108¾
Ph., Wil. & Baltimore	56¾	....	56¾	56¾	57	56¾
Portl'd, Saco & Ports.	111	....	....	....	....	....
Union Pacific	....	....	....	....	....	....
" 6s	89¾	....	....	....	....	....
" Land Grant 7s	87¼	....	....	....	....	....
" S. F. 6s	75	75¼	....	....	75	74¾
Vermont and Canada	....	....	....	....	37¼	....
Vermont and Mass.	87¼	87¼	87¼	....	87¼	
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	100¼	....	....
Metropolitan	....	....	....	....	46¾	....
Middlesex	....	....	....	....	....	....
Central Mining Co.	26	....	....	26	....	27
Calumet and Hecla	139	....	138¾	....	....	138
Copper Falls	....	10¾	....	11	....	....
Franklin	....	6¾	....	....	....	....
Quincy	....	44	45	44¾	45¼	....	45¾

American Railroad Journal.

Saturday, December 19, 1874.

Stock Exchange and Money Market.

In financial and commercial circles, business has shown less activity; and the consequent inquiries for Money for the requirements of operators in the local markets have been less urgent; while the demand from the interior has been fair. Rates have been comparatively steady, closing more favorable for the leading borrowers, with call loans quoted at from 2@5, generally at 3@4 and best mercantile credits at 5½@7 per cent per annum. The City Bank averages, on the last weekly exhibit, all indicated a further falling off, the most important changes having been the decrease in the legal tender reserve, partly through the outflow of currency to the interior. The Sub Treasury is also a loser, in the line of cash balances, as the result of the week's operations; the alteration against the office being most notable in the line of specie, due, in good part, to the export drain. The City banks last week further reduced their reserve of legal tender notes $751,400, and their deposit item $1,224,100, while also diminishing their specie average $248,400. They report an increase of $1,159,700 in the loans and discounts, and $208,300 in their circulation. The U. S. Sub-Treasury in this city closed the week with a currency balance of $47,182,528 against $47,401,936, the preceding week; and a coin hoard of $52,784,729 against $55,034,032, on the previous return. The City bank exchanges, during the week, were $464,782,336, or a daily average of $77,463,722. The customs revenue of the port, during the week, was $1,608,000. The City banks reported their average of gold last week at $14,218,800, and their greenback average at $49,470,300. Their deposits stood at $218,408,000. The loan item was $284,903,300. The circulation was $24,804,300.

The City Bank net reserve of specie and legal tender notes now shows an excess, over the legal requirement of reserve, to liabilities, of $9,087,100.

The aggregate of the outstanding U. S. currency, of all denominations, Dec. 1, was $429,987,811. The outstanding amount of legal tender notes is 382 millions. The National bank circulation is now about 347 millions.

The U. S. Treasury balances at the opening of business on Wednesday were as follows: Currency, $14,820,000; special deposit of legal tenders for redemption of certificates of deposit, $48,305,000; coin, (including $22,000,000 in coin certificates,) $77,500,000.

The income of the Government, from internal revenues, thus far, in the fiscal year, commencing with July 1, 1874, has been over 49 millions.

Gold has been more active, and, toward the close, quoted stronger. The speculative inquiry has been more confident, in view of the free export movement. The customs drain has been moderate for the season. The extremes of the week have been 110¾@111¾, closing on Wednesday at 111⅜@111½, as against 110⅞ on Wednesday of the preceding week. The specie outflow last week was $2,774,900. The imports of specie at this port since Jan. 1. have been $5,523,912, against $18,520,688 same time last year. The customs demand for Gold last week averaged $267,167 a day. Foreign Exchange has been comparatively slow of sale, with Bankers' sixty day bills on London closing on Wednesday at $4 84½@$4 85; sight bills on London at 4 90 @$4 90½ to the £ sterling. The week's exports of Domestic Produce have been to the currency value of $6,541,818. The exports for the corresponding week of last year were $5,375,915, and for 1872, $5,703,541. The total exports since January 1, this year are $275,863,773 against $287,725,620 last year and $231,293,588 in 1868.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $5,531,358.

Government Securities have been more freely dealt in, and quoted higher, closing buoyantly. The demand has been mainly on investment account.

U. S sixes of 1881 closed on Wednesday of this week at 120½@120¾; U. S. Five-Twenties of 1862, at 113@113⅛; U. S. Five-Twenties of 1864 at 114¾@115; U. S. Five-Twenties of 1865 116⅞@117⅛; U. S. Five-Twenties of 1865 consolidated, 119@119⅛; U. S. Five-Twenties of 1867, 120⅛@120⅜; U. S. Five-Twenties of 1868, 120⅛@120⅜; U. S. Ten-forties at 114¼@114½; U. S. Fives of 1881, (Funding Loan) 113@113⅛; Six per cent. currency Sixes from 116⅜@116⅞.

At the Stock Exchange, the week has been comparatively tame, and values on the restricted speculative dealings, have been unsettled, closing weak. The demand for State and Railway bonds has been moderate and prices have been quoted easier in several instances. Railway and miscellaneous share property has been in much less request, and has been quite variable as to values, closing heavily.

General business, has been on a moderate scale, in the leading kinds of produce and merchandise. Breadstuffs have been less freely dealt in, and, at the close, quoted easier in price. Provisions and Cotton also lower, on a restricted movement. Groceries and Tobacco, in less demand, and less buoyant as to values. Wool has been more sought after, and held very firmly. Hides and Skins tamer; Leather, brisker; Petroleum, and Naval Stores, dull. Dry Goods, and Hardware, comparatively quiet. The Metal trade has been devoid of animation, though, in most instances, buyers have had the advantage. The most important transactions in Pig Iron have been sales of 7,000 tons No. 1 Extra Thomas, deliverable next season on p. t. And in Wrought Scrap Iron, 500 tons at $28. Eglinton Pig Iron quoted from yard at $35 50@$36; Glengarnock, $37@$38; No. 1 American Pig at $25@$26; No. 2 do. at $22@$24; Forge, $19@$23; English Rails at $47 50@$50, gold; American Rails at works, $50@$55; Old Rails, $30. Wrought Scrap, $28@$30. Ocean freights have been moderately active closing less firmly.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Central Pacific R. R., San Joaquin Val. Div., 6s, gold, 83¼; Albany and Susquehanna 1st mort., 107½; Morris and Essex 7s, 1871, 99¾; North Missouri 1st mort., 86⅝; Pacific R. R. of Mo., 1st mort., 90; do. 2d mort., 83; St. Louis and Iron Mt. 1st mort., 90; West Pacific bonds, 88; Gt. Western 1st mort. 1888, 84; Boston, Hartford and Erie 1st mort., 23¾; Am. Dock and Imp. 7s, 103; Galena and Chicago 2d mort., 101; Del., Lack. and Western 7s, conv., 105¼; Lake Shore div. bonds, 100; Cleveland and Toledo 7s, new, 100; Cleveland and Pittsburg 7s, consol, 103; Louisiana and Missouri 1st mort., 86; Buffalo, New York and Erie 1st mort., 86½; Mil. and St. Paul 1st mort. I. and M. div., 80; Long Dock bonds, 100⅜; Chicago and Northwestern Interest bonds 97¼; Iowa Midland 1st mort., 8s, 86; Cedar Falls and Minnesota 1st mort., 85; Toledo, Peoria and Warsaw 1st mort. E. D. 80¾; Quincy and Toledo 1st mort., 72; Rensselaer and Saratoga 1st mort., 105; N. Y. and N. H. 6s, 100⅜; Canada Southern 1st mort., 64; St. Louis, Iron Mt. and Southern R. R., 27; Louisville and Nashville R. R., 39¾; do. 7s, consol., 1898, 88; Mar. and Cin. 2d pref., 8; St. Louis, Kansas City and Northern pref., 25½; Consol. Coal, 48; Pennsylvania Coal, 243; Spring Mt. Coal, 68; Wells-Fargo Exp., 82; U. S. Exp., 64¾; Am. Exp., 62; Adams Exp., 115; At. and Pacific Tel., 18; Quicksilver pref., 45; Mariposa Mining, 3½; N. Y. Gas, 136; Canton Co., 59¾; Missouri 6s, long bonds, 97½; do. 6s, H. and St. J. issue, 1887, 97; do. 1877, 99; do. 1876, 100; do. 1875, 102; Tennessee 6s, old, ex-coupon, 58½; do. new, do., 58; do. 6s, n. s., 58¼; Georgia 6s, 79; South Carolina 6s, old, 30½; do. new, Jan. and July, 25; do. 6s, new, non. f., 6½; Virginia 6s, consol., 58; Alabama 8s, 1886, 50½; Brooklyn 6s, W. L., 99.

Philadelphia.—Pennsylvania div. scrip, 105½; Catawissa R. R., 15½; do. new, pref., 32; Fifth and Sixth Sts. R. R., 58; Camden and Atlantic pref., 43½; Philadelphia and Reading 7s, new, conv., 105; do. Gen'l mort. 7s, coupon, 104; do. deben. bonds, 80; Connecting R. R. bonds, 90½; Pittsburg, Cincinnati and St Louis 7s, 74½; Pennsylvania and New York 7s, 104; Schuylkill Nav. 6s, 1895, 78½; do. 7s, B. L., 88½; Huntingdon and Broad Top Mt. 1st mort., 104; do. 2d mort., 98½; Northern Pacific 7-30s, 27¾; Lake Superior and Miss. 1st mort., 43¼; Belvi-

dere Delaware 2d mort., 88; Allegheny Valley 7s, 83; do. 7 3-10s, 91; Philadelphia and Reading C. and I. mort., 90; do. deben. bonds, 81; West Pennsylvania R. R 6s, 76; Susq. Canal 6s, 74; Shamokin Valley and Pottsville 7s, 91. The latest quotations are: City 6s, 100¾@101¼; do. free of tax, 103⅛@103⅜; Pennsylvania State 6s, 2d series, 108@108¼; do. 3d series, 112¼@112¾; Philadelphia and Reading, 54⅞@55; do. Gen'l mort. 7s, coup., 103⅛@104¼; do. reg., 104⅛@—; do. mort. 6s, 1880, 101@—; do. new, conv., 105@105¼; do. 7s, 1893, 104¾@105¼; United New Jersey R. R. and Canal Co., 129¼@129¾; Camden and Amboy mort. 6s, 1889, 101@102; Pennsylvania R. R., 52¾@52¾; do. div. scrip, 105⅛@105¾; do. 1st mort., 101@105; do. 2d mort., 100⅛@101¼; do general mort. coupon, 97¼@97¾; do. reg., 96¾@97; Little Schuylkill R. R., 48¾@49¼; Morris Canal, 50½@51; do. pref., 125@130; do. 6s, 98@100¼; Susquehanna Canal, 6@10 do. 6s, 74@76; Schuylkill Nav., 6½@6¾; do. pref., 13¼@13½; do. 6s,1882, 79⅞@80¼; do. 1872, 91@92; Elmira and Williamsport pref., 35@38; do. 7s, 1878, 99⅛@99¾; do. 5s, 55@63; Lehigh Coal and Navigation, 48⅛@48⅜; do. 6s, 1884, 99¾@100¼; do. R. R. Loan, 99@99; do. Gold Loan, 97½@98; North Pennsylvania, 51½@52; do 6s, 103@103¾; do., 7s, 103¼@103¾; do. Chattle 10s, 105@105¾; Philadelphia and Erie, 16½@16⅝; do. 6s, 92@92; do. 7s, 86@86½; Minehill, 53¼@53¾; Catawissa, 15@15½; do. pref., 39⅞@41; do. new pref., 31¾@32¼; do. 7s, 1900, 104@105½; Lehigh Valley, 62@62⅛; do. 6s new coupon, 101@101; do. reg., 101¼@10¼; do. 7s, 106¼@106¾; Fifth and Sixth streets (horse), 57¾@58¼; Second and Third, 65@67; Thirteenth and Fifteenth, 25@25½; Spruce and Pine, 30⅞@31½; Green and Coates, 49@50¼; Chestnut and Walnut, 71¾@72¼; Hestonville, 18¼@18½; Germantown 36@45.

Boston.—Illinois Grand Trunk 8s, 101; Burlington and Missouri River R. R. in Nebraska, 53¼; do. 8s, old, 98¼; Indianapolis and Cincinnati 7s, 34; do. 10s, 83½; Nashua and Rochester 6s, 92½; New Bedford R. R. 7s, 103½; Chicago, Burlington and Quincy 7s, 101; Vermont Central 8s, 1891, guar., 61¼; Agricultural Branch 6s, 1884, 84¾; Vt. and Mass. 7s, 1885, 103⅜; do. 1879, 103½; Eastern R. R. 7s, 1882, 90¾; Boston and Maine 7s, 1894, 105; Chicago, Dubuque and Minnesota 8s, 40; Old Colony 7s, 1877, 101¾; do. 1894, 105; Little Rock and Ft. Smith 7s, 9; Boston, Clinton and Fitchburg 8s, 1883, 91¾; Boston, Concord and Montreal 7s, 1893, 103; Cincinnati, Sandusky and Cleveland R. R., 8½; Rutland pref., 17; do. scrip No. 4, 64½; do. No. 6, 25; Worcester and Nashua R. R., 122; Summit Br., 34¾; Burlington and Missouri River R.R. in Iowa, 104; do. Creston Br., 100; Ind., Cin. and Lafayette R. R., 6¼; Conn. and Pass. Rivers R R. pref., 70; do. 7s, 1876, 97; Boston Water Power, 10⅜; Pullman Palace Car, 95; Quincy R. R. Bridge, 112½; Cary Imp., 5; New Hampshire 6s, 101½; Maine 6s, 1889, 101⅞; Chicago 7s, 100; St. Louis County 7s, 1877, 100; Toledo 7s, 1879, 96¼; Boston 6s, 1875, currency, 100⅜; do. 5s, 1875, gold, 110⅞; Cook Co., Ills., 7s, 99⅝; Cincinnati 6s, 1884@1890, 92⅞; Providence 5s, 1900, gold, 93⅛; St. Louis City 6s, 1891, 92⅞; Petherick, 1¼; Pewabic, 7⅛; Superior, 30c.

Baltimore.—Virginia consols, ex-coupon, 55; Virginia consols, coupons, 89; Virginia 6s, old, reg., 47; Orange and Alexandria 4th mort., 68¾; Orange, Alex. and Manassas 7s, 80¾; Richmond and Danville 1st mort., 68; Western Maryland 1st mort, unendorsed, 83⅞; Chesapeake and Ohio 6s, 50; Santa Clara bonds, 30½; Atlantic Coal, 2 20. The latest quotations are: Richmond and Danville 1st mort. 68@69; Pittsburg and Connellsville 7s, 1898, 85¼@86; Baltimore and Ohio, 180@183; do. 6s, 1875, 102@102½; do. 1880, 102¾@103; do., 1885, 101⅛@102; Washington Branch, —@175; Northern Central, 85⅜@86; do. 6s, 1885, 95¾@96¼; do. 6s, 1877, 95@—; do. 1900, 87½@90; do. 6s, 1900 gold, 92⅞@95; N. W. Va. 3d mort., 1885, 95@—; Marietta and Cincinnati 1st pref., 15@19; do. 2d pref., 8@10; do. 1st mort. 7s, 1892, 104½@104¾; do. 2d mort., 7s, 93¼@93½; do., 3d mort. 8s, 82@82¾; Central Ohio, 43@47; do. 1st mort., 93⅞@94¼; Western Maryland, 1st mort. 6s, 1890, 83⅞@—; do. 1st mort. guar., 100@102; do. 2d mort. guar., 98@100; do. 3d mort., guar., 101@102; do. 2d mort. pref., 60@70; do., 2d mort. guar. by Washington Co., 92½@98; Virginia and Tennessee 2d mort. 6s, 70@74; do. 3d mort. 8s, 77@80; Orange and Alexandria 1st mort. 6s, 85@90; do., 2d mort. 6s, 81@84; do., 3d mort. 8s, 75@79; do., 4th mort. 8s, 68@69; Orange, Alex. and Manassas 7s, 80@82; Baltimore 6s, 1875, 102¼@102½; do., 1884, 100½@101¼; do. 1886, 101@102; do. 1890, 101½@101¾; do., 1900, 101@102; do. 1902, 101@102; do., 6s, exempt, 108@—; do. 5s, 80@90; Memphis City 6s, 35@42; Maryland Defense 6s, 1883, 105@—; do. 6s, 1890, 101@103; do. 6s, exempt, 105@—; do. 5s, 83@90; Virginia coupon 6s, old, 38½@40; do. new, 38½@41; do. consol. 6s, 55@55⅝; do. coupons, 85@89; West Virginia, 10¾@11; City Passenger R. R., 24@25¼; George's Creek Coal, 140@147; Atlantic Coal, 2.15@2.20; Santa Clara, 6.00@10.00; do. bonds, 30½@31½; Canton Co., 50@70.

Illinois Central Railroad.

During the month of November, 1874, 5,504.44 acres of Land were sold for $27,783 47.

The Cash collected on Land Contracts during the same time was $34,997 09.

The Traffic on the Main Line in Illinois, in November, 1874, was $490,093 50, against $484,207 32 in November, 1873.

The Traffic of the Iowa Lines, (leased at 35 per cent of gross receipts) was $152,144 50 in November, 1874, against $151,832 15 in November 1873.

The total traffic on the main Line in Illinois, and on the Iowa Lines, in November, 1874, were $642,238, against $636,039 47 in November, 1873—an increase of $6,198 53.

☞ A survey is now being made between Gloucester City, N. J., and Woodbury, with a view to the feasibility of continuing the narrow gauge railway from the former to the latter city.

☞ John W. Garrett, Esq., has been unanimously elected President of the Baltimore and Ohio Railroad Co., for a seventeenth term.

☞ The completion and opening to public travel of the Nashua and Rochester Railroad was celebrated in Nashua, N. H., on the 16th inst.

The Coal Trade.

The supply of anthracite coal from all the regions for the week ending December 5, is stated by the Philadelphia *Ledger* at 294,195 tons, and of bituminous 58,355 tons, making an aggregate of 352,550 tons. The supply of coal sent from all the regions so far this year is 20,939,215 tons against 21,751,151 tons to corresponding period last year, showing a decrease of 811,933 tons, of which decrease 785,261 tons are anthracite. The coal and coke tonnage of the Pennsylvania Railroad last week was 97,695 tons, and for the year 3,143,612. Of anthracite and bituminous there were 3,191,188 tons, and of coke 453,408 tons. This includes the tonnage of coal both east and west. The anthracite coal trade from the Pennsylvania coal mines is pretty well over for the current calendar year, except for the line supply of coal.

☞ The McConnelsville and Ohio River Railroad Company, with a capital stock of $500,000, has filed a certificate of incorporation with the Secretary of State of Ohio. The line is to extend from McConnelsville through Morgan, Noble, Guernsey and Belmont counties, to a point on the Ohio river near Powhatan. The corporators are F. M. Atkinson, R. C. Miles, W. H. Atkinson, G. R. Atkinson, J. H. Israel and Nicholas Gallagher.

☞ The coupons of the Preferred Construction bonds of the Chesapeake and Ohio Canal Company, due July, 1861, will be paid at the banking house of Alex. Brown & Sons, Baltimore, on and after the 23d inst.

☞ The Third Mortgage bonds of the Cleveland and Pittsburg Railroad Co., maturing May 1, 1875, will be paid at any time before maturity at the Farmers' Loan and Trust Co., New York, with accrued interest to date of presentation.

☞ The Missouri, Kansas and Texas Railroad Company have notified the New York Stock Exchange of their intention to issue $7,000,000 of preferred stock in shares of $100 each.

☞ The stockholders of the Franklin Telegraph Company have confirmed the late lease of the line to the Atlantic and Pacific Telegraph Company.

Railroad Earnings.

The earnings of the Central Pacific Railroad in November, 1874, were $1,314,000, against $1,228,751 in November, 1873, and $1,293,957 in November, 1872. For the eleven months ending November 30, 1874, the earnings were $13,138,903, against $12,803,027 for the first eleven months in 1873, and $11,886,969 for the first eleven months in 1872.

The earnings of the Cincinnati, Sandusky and Cleveland Railroad for November, 1874, were $61,033 33, the expenses $40,000, and the net earnings $21,033 33. In November, 1873, the earnings were $51,739 99, the expenses $46,697, and the net earnings $5,042 99—an increase over the previous year of $15,990 34.

The earnings of the Burlington, Cedar Rapids and Minnesota Railroad in November, 1874, were $109,536, against $105,430, in November, 1873, an increase of $4,106. From January 1 to November 30, 1874, $1,120,174, against $1,061,876 during same time last year, an increase of $58,798.

The Chicago, Danville and Vincennes Railroad earned in November, 1874, $71,193, against $64,230, in November, 1873, an increase of $6,963.

The St. Louis, Alton and Terre Haute Railroad (Main Line and Branches) earned in November, 1874, $158,432, and in November, 1873, $131,886, an increase of $26,546. For the year to that date the earnings were: in 1874, $1,646,350; in 1873, $1,806,579—decrease, $1,602 29.

The earnings of the Denver and Rio Grande Railroad for the week ending November 30, 1874, more $843,798; same week last year, $538,738—increase, (56.6 per cent) $305,060.

The earnings of the Midland Railway of Canada for the week ending Nov. 30, 1874, were $3,658 84; and for the year to that date $288,152 58, against $303,129 51—a decrease of $14,976 93.

The earnings of the St. Louis, Iron Mountain and Southern Railroad Company for the first week in December were $84,200; same week in 1873, $51,001 58; increase, $33,198 42.

Meeting of Pig Iron Manufacturers.

A convention of manufacturers of pig iron was held in Philadelphia on the 10th inst., in pursuance of a call issued by the committee of seven appointed for the purpose at that meeting held on the 24th ult. After reading the call for the meeting, and the resolutions adopted at the previous meeting, the committee reported the following agreement, which was almost unanimously adopted:

The undersigned, pig iron manufacturers, believing that the greatly decreased demand in the consumption of pig iron imperatively demands a corresponding decrease in the amount produced; and believing also that through over production a crisis now exists in the pig iron business which requires prompt and energetic action to save it from threatened bankruptcy and ruin; and believing also the proper and most effective remedy is to be found in a decrease of production to correspond with the demand for consumption we, the undersigned furnace owners, in person and by their representatives, hereby agree, each with the other, that we will severally decrease the production at our respective works to a quantity not exceeding one half the capacity of our several furnaces and to faithfully continue and maintain such decrease of production for and during the whole of the year 1875, provided that this agreement shall not be binding until signed by the representatives of at least two thirds of the furnaces, exclusive of charcoal, in the United States; and provided further, that the signers to this agreement may withdraw and be released from the same on giving two months' written notice to the Secretary of the American Iron and Steel Association of their desire and intention to do so.

The following resolutions, offered by Col. Kauffman, of Lancaster, Pa., were adopted:

Resolved, That in our judgment it would be disastrous to the manufacturing and commercial interests of the country to attempt the resumption of specie payments in the near future, and that if attempted it would only be a failure.

Resolved, That the only way to resume is to get the business of the country in such condition by the regulating of the tariff on imports as will keep the balance of trade in our favor, and by that means keep our specie from going out of the country.

Resolved, That we heartily approve of the 3-65 bill of Judge Kelley, and ask our representatives in Congress to use all honorable means for its passage.

Mr. Whittaker, of Hellertown, Pa., presented the following resolution, which was adopted:

Resolved, That this Convention, representing the pig iron manufacturers of this country, earnestly protest against the ratification of the proposed reciprocity treaty with Canada, believing that such treaty, if ratified, would result in completely breaking down the barriers which now exist against the introduction to our markets of the products of low priced European labor; in disastrously impairing the revenues of the Government; in preventing the payment of the interest on our national debt, and in continuing indefinitely the general distress which now prevails.

On motion of Mr. Ainey, an Executive Committee of five was appointed to carry out the plan of curtailing production. The committee is as follows:

Messrs. Wm. H. Ainey, Allentown; J. B. Moorhead, Philadelphia; W. H. H. Gere, Geddes, New York; James I. Bennett, of Pittsburgh and H. L. Brooke, of Baltimore.

The meeting then adjourned.

Erie Railway.

At a meeting of the directors of this company, held on the 10th inst., the President submitted a statement of which the following is an abstract:

The earnings of the road for the year ending September 30, 1874, were: passengers $3,705,574 06, freight $9,714,110 92, coal $4,025,931 52, mails and express $915,493 54, and miscellaneous $237,788 72—total, $18,598,898 76. Against which are charged: general expenses $936,820 23, transportation department $6,663,826, road department $3,485,662 20, rolling stock department $2,477,429 89—total, $13,563,738 32; leaving a net revenue over working expenses of $5,035,160 44.

Compared with the previous year the earnings show a decrease of $1,413,707 75, with a decrease in working expenses of $76,904, making a decrease in the net earnings of $1,336,803 75.

The entire interest and rentals payable by the company for the year ending Sept. 30, 1874, exclusive of that payable on account of the $15,000,000 of Second Consolidated Mortgage Bonds, (the final disposition of which was made by Mr. Gray, while in London,) amounted to $4,005,900 per annum, in currency, equal to $333,825 per month For the ensuing year there will have to be added to the above amount the interest on these $15,000,000 of bonds.

On the 1st of July the floating debt of the company was $2,344,298 74. On the 1st of the present month it was $1,521,015 02, showing a reduction, by payments to that date out of the earnings, of $823,283 72, which has since been further reduced in the sum of $100,000, leaving as the present debt the sum of $1,421,015 02 only.

A comparative statement is given showing that the earnings of the road for the months of July, August, September and October, 1874, were $6,274,688 99, the expenses $4,301,764 03, and the net earnings $2,072,924 96. For the corresponding months of 1873, the earnings were $7,311,043,05, the expenses $5,096,486 15, and the net earnings $2,214,556 90—being a decrease in earnings of $936,354 06, in expenses of $794,722 12, and in net earnings of $141,631 94.

A comparative statement of the transactions of the supply department is also given showing that the purchases during the four months named were: in 1874, $526,806 25; and in 1873, $1,364,641 91—a difference in favor of 1874 of $837,835 66.

The earnings for the first week in December, 1874, are given at $526,774 57, against $496,878 46 for the first week in December, 1873.

With the earnings at $22,000,000 per annum, and the expenses not reduced below 62 per cent, a net revenue of $8,360,000 would be the result, an amount sufficient to discharge the entire interest and rental accounts and leave a balance of $3,199,100 to be applied in such a way as the directors, or stockholders might direct.

With reference to the use of steel rails, the President says: "Believing that there is great economy in the use of steel rails instead of iron, I have, since this Board took charge of the property of the company, purchased 6,000 tons thereof, using iron only so far as necessary to exhaust that on hand and to keep the track in repair but steel entirely for renewals. I believe this to be sound policy, and hope it will have the approval of the Board. The roadway and equipment is daily being improved."

Atlantic and Gt. Western Railway.

At the annual meeting of the stockholders of this company, held on the 14th inst., the following gentlemen were elected directors: J. H. Devereux, William H. Upson, New York; C. Otis, Reuben Hitchcock, Henry E. Parsons, Sobieski Ross, A. Hegewisch, Thomas Warnock, John Tod, James H. Fay, George T. Perkins, James F. Clarke and John Clinton Gray. At a meeting of the new board held subsequently an organization was effected with J. H. Devereux as President, F. E. Rittman, of Meadville, Penn., as Vice President, and Mr. Warnock, of Meadville, as Secretary. Mr. Devereux then made the following appointment of officers, acting under his authority as Receiver of the company: P. D. Cooper, General Superintendent, Cincinnati, Ohio; F. E. Rittman, Treasurer; Thomas Warnock, Auditor; Charles Latimer, Chief Engineer, Meadville; W. B. Shattuck, General Passenger Agent, and G. G. Cochran, Assistant General Freight Agent, Cincinnati, Ohio. A statement of the operations of the road for the fiscal years ending September 30, 1873 and 1874, was presented, of which the following is an abstract:

Statement showing the cost of road, equipment and appurtenances as effected by the trustees of reorganization, and the securities of this company used by them for the purpose of obtaining possession of the road and its franchises, together with sundry credits arising from sales of securities from sale of material and from claims collected belonging to the property so obtained.

Atlantic and Great Western first mortgage bonds		$12,903,825 00
Atlantic and Great Western second mortgage bonds		8,526,679 69
Atlantic and Great Western third mortgage bonds		27,983,000 00
Atlantic and Great Western preferred stock		9,876,250 00
Atlantic and Great Western common stock	$16,246,898 60	
Atlantic and Great Western less returned	1,458,250 00	
		14,788,648 60
Atlantic and Great Western fractional certificates issued		5,213 12
Atlantic and Great Western reorganization stock outstanding		655,500 00
Ohio division first mortgage bonds outstanding		2,416,300 00
Erie and New York Central Railroad bonds outstanding		14,000 00
Total		$77,169,416 41

CREDITS.

By cash and supplies furnished by the trustees out of above Atlantic & Gt. Western securities and from claims collected	$1,281,184 66	
By cash received in exchanging a bond for fractional certificates	50	
By material sold out track	634,540 25	
		1,915,725 41
Net cost		$75,253,691 00

Comparative statement of earnings and operating expenses for fiscal years ending 30th September, 1873 and 1874, with a note giving an analytic comparison of operating expenses between the years named:

	1873.	1874.
Gross earnings	$5,315,489 18	$4,838,257 08
Operating expenses	3,479,532 03	3,629,315 84
Net earnings	$1,835,957 10	$1,208,941 24
Cost of operating	65.46 p. c.	75 p. c.

NOTE.

The operating expenses for the year ending Sept. 30, 1874, were	$3,629,315 84
In which was included the cost of all track material used in that year, but if as in 1873 it had been charged to construction, it would have reduced the expenses by	311,386 00
And have made the operating exps.	$3,317,919 84
And have made the cost of operating 68 58 per cent against 75 per cent as shown above.	
The operating expenses for the year ending Sept. 30, 1873, were	$3,479,532 03
To which if a like cost of materials used in track in 1874, as shown above, be added	311,386 00
It would make the operating expenses for 1873	$3,790,918 03
And the cost of operating 71.32 per cent against 75 per cent in 1874.	
If to the operating expenses of the year ending 30th Sept., 1873	$3,479,532 02
There be added the total cost of the material used in track in that year, but which was charged to construction	671,302 22
It would make the total operating expenses	$4,150,834 25
And the cost of operating 78.59 per cent against 75 per cent in 1874.	
If in the fiscal year ending 30th September, 1874, the same rates for passengers and for freight had been received as were received in 1873, and had the total cost of materials used in track in 1874 been charged to construction, the result would have been as follows:	
There would have been earned additional for passengers	$111,771 77
There would have been earned additional for freight	504,262 84
Total additional earnings	$616,034 61
To which add the actual earnings of 1874	4,838,257 08
And the total earni'gs for 1874 would have been	$5,454,291 69
And this would have reduced the cost of operating to 60.83 per cent against 65.46 per cent in 1874.	

Statement of loss incurred since September 1, 1871:

Accrued interest on bonded debt for year ending September 30, 1872, viz:—Estimated—

On first mortgage bonds from Jan. 1 to Sept. 30, 1872	$852,035 88	
On second mort. bonds from March 1 to Sept. 30, 1872	401,663 21	
On reorganizati'n stock from Sept. 1, 1871, to August 31, 1872	181,103 04	
On bonds of Erie and New York Central R. R. from Mar. 1, 1872, to Sept. 30, 1872	571 66	
On first mort. Ohio Division from April 1, 1872, to Sept. 30, '72	83,517 00	
Total	$1,518,890 79	
Less balance to credit of income account for same period	855,670 25	
		$663,220 54

Accrued interest on bonded debt for year ending Sept. 30, 1873, viz:—Estimated—

On first mort. bonds from Oct. 1, '72, to Sept. 30, 1873	$1,159,830 20	
On second mort. bonds from Oct. 1, 1872, to Sept. 30, 1873	698,414 22	
On reorganizat'n stock from Sept. 1, 1872, to August 31, 1873.	51,156 67	
On bonds of Erie and New York Central R. R. from Oct. 1, 1872, to Sept. 30, 1873	980 00	
On first mort. Ohio Division from Oct. 1, 1872, to Sept. 30, '73	178,003 00	
Total	$2,088,384 09	
Less balance to credit of income acco'nt for same period	129,162 82	
		1,959,221 27

Accrued interest on bonded debt for year ending September 30, 1874, viz:—Estimated—

On first mort. bonds from Oct. 1, '73, to Sept. 30, 1874	$1,176,000 00	
On second mort. bonds from Oct. 1, 1873, to Sept. 30, 1874	710,000 00	
On reorganizat'n stock from Sept. 1, 1873, to Sept. 30, 1874	44,289 20	
On bonds of Erie and New York Central R. R. from Oct. 1, 1873, to March 1, 1874	402 51	
On first mort. Ohio Division from Oct. 1, to Sept. 30, 1874	168,000 00	
Total	$2,098,691 71	
On leased lines rental trust bonds, 1872, from Jan. 1 1874, to Sept. 30, 1874	311,957 75	
On leased lines rental trust bonds, 1873, from Jan. 1, 1874, to Sept. 30, 1874	184,868 30	
*On Western extension certificates from Jan. 1, '74, to Sept. 30, '74	131,050 43	
		2,726,568 19
Balance to debit of income account as per table No. 11		590,094 07
Total as per balance sheet		$5,939,104 07

* NOTE.—There will be a credit to "accrued interest" on Western extension certificates arising from dividends on stock of C. C. C. and I. R. R., when trustees' account will be entered on the books.

Statement showing the total cash received by the Treasurer, the sources from which it was received and on what account it was expended, for the twelve months ending September 30, 1874:

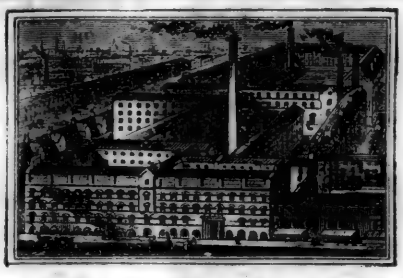
RECEIPTS.

To balance from Sept. 30, 1873	$116,347 18
Agents and conductors on account of traffic	5,587,512 32
Accounts against other roads and individuals	256,992 58
Western Union Telegraph Co., for our proportion of receipts	6,207 25
United States Express Co., for express service	77,645 78
Adams Express Co., for express service	964 94
Other companies, for ticket balances	54,393 49
United States Post Office Departm't.	45,577 81
Other companies for mileage of cars	152,548 34
Bills payable	102,058 86
Sundry individuals—Recoveries	761 01
Advances on bonds through New York office	916,817 65
Bills receivable	29,386 93
Town and city subscriptions	946 10
Sales of old rails	4,662 29
Chenango and Allegheny R. R. Co.	68,807 23
Mercer Mining and Manufacturing Co.	11,615 45
Pennsylvania Petroleum R. R. Co.	6 80
Interest collected	522 99
Total	$7,433,274 50

PAYMENTS.

Agents for advance charges on freight	$522,531 99
Construction vouchers	29,582 71
Payrolls	2,385,617 12
General office and station expenses.	31,805 13
Loss and damage	50,530 92
Taxes—State and county	123,550 92
Legal expenses	19,211 00
Foreign agencies and advertising	32,149 65
Rents docks and lots	10,073 43
Supplies for all departments	1,395,490 02
Rent of Cleveland and Mahoning Valley Railway	205,161 82
Other companies and individuals for bills against this company and for claims to be re-collected	493,120 67
Repayments from freight and passenger earnings	117,045 60
Other companies ticket balances	37,382 59
Other companies mileage balances.	512,088 68
Rent of Cincinnati, Hamilton and Dayton Railroad	165,000 00
Bills receivable	27,911 93
Bills payable	71,651 19
Interest on first mortgage bonds	1,296 61
Interest on second mortgage bonds.	540,689 33
Interest on first mortgage bonds, Ohio division	175,303 27
Interest on Erie and New York Central Railroad bonds	974 17
Interest on reorganization stock	25,598 63
Bonds of Erie and New York Central Railroad, matured	14,000 00
Rent of Sharon Branch	3,750 00
For real estate	3,800 00
Expenses paying coupons	4,132 65
General interest and exchange	7,126 32
General expenses	3,324 08
Chenango and Allegheny R. R. Co.	136,821 81
Mercer Mining and Manufacturing Co.	10,000 00
Pennsylvania Petroleum R. R. Co.	13,952 21
Pithole Valley Railway Co.	2,861 34
On account of cost of road	6 50
W. B. Shattuck, General Passenger Agent	13,695 00
J. M. Osborn, General Freight Agent	1,000 00
McHenry House	2 500 00
Andrews Coal Co.	5,738 56
United States Rolling Stock Co., loan account	54,940 00
Packard, Goff & Co.	6,316 48
American Corrugated Iron Co	982 86
Erie and Pacific Despatch Co., on	

account	10 000 00
On account stock C., C., C. & I. R.R.	2,267 00
Duncan, Sherman & Co	364 41
Interest on L. H. bonds, 1872	195 84
Indemnity account	1,000 00
By balance to October 1, 1874	158,847 52
Total	$7,438,274 50



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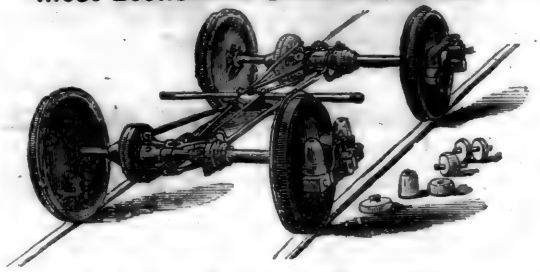
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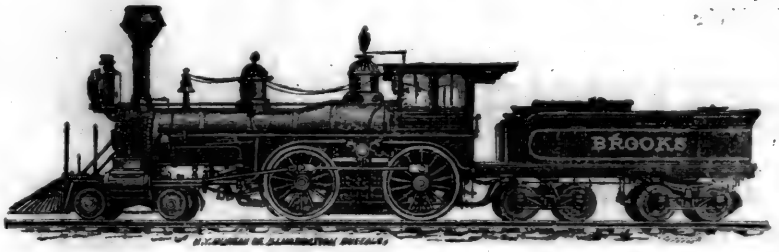
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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SECOND QUARTO SERIES, VOL. XXX., No. 52.] SATURDAY, DECEMBER 26, 1874. [WHOLE No. 2,018 VOL. XLVII.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, December 26, 1874.

Miller's Platforms, Buffers and Couplers.

WONDERFUL SUCCESS OF A MOST VALUABLE INVENTION.

In the United States and Canadas there are 697 Railroads; and of this number 587 are now using the above Improvements, leaving only 110—mostly small roads having only from 2 to 5 cars—still using the old style of platform and coupler. On these 587 roads there has been no case of telescoping of cars, no lives lost or injuries sustained in coupling cars, nor has any person or persons fallen between the platforms since the cars were changed. The violent side swaying of cars when running at a speed of 20 miles or more per hour, is prevented on these roads by the above Improvements, and consequently the breaking of rails under passenger trains has also ceased on said roads. On each and every one of these roads, it is admitted by the Managers that these Improvements have made an annual saving equal to their cost, and that cars are not as safe without as with them.

A trial of seven years on the great trunk lines has established the truth of the above, and proved the accuracy of the inventor's predictions as made public in a printed circular published six years ago, and noticed in these columns. In that circular the statement was also made that the Improvements were *perfect* at that date, which time and use have proved to be true. There has been no change made in them since their first introduction, not even the slightest. The hook-head was modified from the first model filed with the first application in the patent office, so as to admit of the old style link and pin coupling, which was required in introducing the Improvements, but when the old system is entirely done away with, hooks may be made in the original form and of cast iron, reducing their cost below that of the link and pin draw head and coupling. That this time will come, ere long, is beyond question, as the annual increase of roads using the Improvements plainly shows, and their value as a means of economy and safety is daily becoming better known to Railroad Managers. This is a conclusion to which foreign Railway Managers readily arrive when inspecting the American system of Railroads, and as a natural consequence the Improvements are now being placed upon several roads in Great Britain, Germany, Russia, South America and every country to which the products of American Mechanism are called.

The above facts were obtained by our reporter from Col. Miller's office records and statistics through the kindness of his clerks—the Col. being out of town.

With the foregoing statement before us a slight indulgence in figures will be excused by our readers. Taking it for granted that an average of five persons were killed on each road in coupling cars or in the various dangers arising from low platforms and slack couplings, on the 587 roads now using the Improvements, and we have 2,935 as the number of human lives annually saved by the use of these Improvements.

Then, again, if ten persons are more or less maimed each year by the same causes, we have the round sum of 5,870 saved from injuries. If each person killed by accident costs the Railroad Company $5000 (the limit by statute) the aggregate saving in this particular is $14,675,000 annually; quite a little item and of some comfort to the Accident Insurance Companies for whom there could be added a large figure (more than half a million) saved by prevention of lesser injuries. Finally the case is summed up as follows: Under this system of making up and running trains—

Telescoping is impossible;

Oscillation is prevented, and consequently broken rail accidents do not occur;

In coupling cars, no lives are lost or injuries sustained;

Falling between or under the cars is utterly impossible; and, in brief, no Railroad Company can afford to run trains without them. Under the old system 20 miles per hour is the maximum of *safe speed!* Under the new 60, and more miles may be run per hour with greater safety as the Compression Buffers keep the train steady under the most rapid motion. Then why may not trains equipped with these Improvements be safely run from New York to Chicago in 18 hours including stops? and from New York to San Francisco inside of 4 days including stops? What say you, managers of the "*big lines?*" Shall we carry the Great Mail from New York to Chicago inside of 24 hours next season? Echo answers—"We expect to do it!!"

Carolina Central Railroad.

This road was completed on the 15th inst., the last rail having been laid and the last spike driven on that day. The first train from Charlotte reached Wilmington on the 15th inst., and on the 19th an official excursion to Wilmington from Charlotte took place. Trains are now running regularly between Charlotte and Wilmington, a distance of 188 miles. The Charlotte *Democrat* says:

To the great energy and perseverance of Messrs. Edward Matthews and Watson Matthews, of New York, and President Roberts and Superintendents Fremont and Johnson, and Col. Ames, the contractor, are our people indebted for the completion of this road. Mr. Edward Matthews, by hard work and surmounting many difficulties, has furnished most of the money to finish the work, and certainly deserves credit for the enterprise displayed in the matter.

The Carolina Central Railroad Company is a reorganization of the Wilmington, Charlotte and Rutherford Railroad Company, the property and franchises of the latter company having been sold in 1873 under foreclosure of the first mortgage and purchased by some of the bondholders who organized under the above title. The work of

building the road from the Pedee River to Charlotte, a distance of fifty miles, was then commenced, and, as stated above, has just been finished. The road is completed west from Charlotte to Cherryville, a distance of about 43 miles, and will, at some future time be extended to the Tennessee River. S. L. Fremont, Esq., is Chief Engineer.

New York, Providence and Boston Railroad.

The business of this company for the years ending August 31, 1873 and 1874, has been as follows:

Receipts:	1873.	1874.
From passengers	$480,696 17	$457,986 24
" freight	355,077 40	369,168 92
" mail service	7,968 76	9,243 75
" rents, etc.	1,886 48	13,955 01
" dividend Stonington Steamb't Co.	82,984 00	82,984 00
Interest account	5,018 49	14,071 94
	$933,631 30	$947,359 86
Expenditures:		
Repairs of road	$135,102 15	$126,920 81
" engines	27,293 46	21,083 86
" cars	49,097 04	42,471 33
" bridges	12,409 17	19,696 09
" depots	14,440 14	5,500 69
Ferry	27,952 77	21,905 42
General expenses	25,278 10	25,583 87
Salaries	15,410 08	15,460 08
Services	141,676 62	152,761 26
Fuel	64,921 76	93,631 16
Insurance	3,410 45	4,263 01
Taxes	22,245 19	23,987 13
Fire damage	.....	114 77
Gas	1,979 88	.....
Oil and waste	9,100 04	10,894 80
	$550,311 35	$563,723 28
Net earnings	$383,319 95	$383,636 58
From which deduct—		
Dividends paid	$231,090 00	
Interest on 6 pr. ct. bonds	4,560 00	
Interest on Extension road bonds	15,000 00	
Interest on Improvement bonds	7,000 00	
Interest on 7 pr. ct. bonds issued 1869	56,140 00	
		313,790 00
Surplus		$69,846 58

Compared with the previous year the receipts of 1874 show an increase of $13,728 56, with an increase in expenditures of $13,411 93, making an increase in net receipts of $316 63. The president in his report says:

Notwithstanding the depressed state of business generally, since the panic of September last, the receipts are about $14,000 in excess of the previous year, the net earnings also being slightly increased.

The old track has received the usual repairs; 27,000 new ties, 500 tons new rails, have been laid; and over 5,000 old rails repaired at company's shop and relaid.

Number of miles run by regular passenger and freight trains, 471,415; construction trains, 15,015; total miles, 486,430; at a cost for fuel of 14 cents per mile.

The second track has been completed from Kingston to Stonington, and on July 1st trains commenced running over it for the entire distance of 50 miles between the latter place and Providence, adding very materially to the regularity of our trains, and to the capacity of the road for both passenger and freighting business.

This has involved the rebuilding of 8 bridges where the road crosses the Pawcatuck River between Kingston and Westerly, the original bridges having been built for a single track only. In addition to this expensive work, 8 highway and 4 single truss bridges have been built, and 8 more highway bridges extensively repaired. With the exception of the one at Apponaug, which will require two new trusses, almost every bridge for the entire length of the road had been rebuilt during the past two years.

In every case the cost of the work, when done to accommodate the old track, has been charged to repairs; but when done for the second track, it has been charged to construction account.

The completion of the second track has also made necessary, in some cases, the removal to another point, or rebuilding, of the station houses and platforms, all of which have been completed except at Kingston. At this point, owing to the difficulty of procuring the necessary land in the neighborhood of the old station, authority was obtained from the General Assembly to move the depot about three quarters of a mile farther south, where several acres of land have been conveyed to the company at a nominal cost. The necessary roads leading to the station have been laid out by the proper authorities, and on the completion of the new station houses, (to be immediately commenced,) it is believed a village will rapidly spring up, thus adding largely to the business of the road, and to the interests of the community generally.

The policy of running short local trains out of Providence, inaugurated two years since, has been continued, and the number of trains increased the past year. We believe, that when the public are fully convinced that they can rely on having frequent and cheap communication, the country adjoining the road, within a reasonable distance, will be rapidly filled up by a class of people doing business in the city; and within a very few years the receipts from this daily travel will probably form a large and constantly increasing source of revenue.

Application having been made by the Warwick Railroad Company for permission to make a connection with our track at "Auburn Station," such permission has been granted, and an arrangement entered into by which, on completion of said road, this company will stock and run it for one year, at actual cost, including wear and tear, any deficiency in receipts to be made good by said Warwick Railroad Company.

The Wood River Branch Railroad, in which, as you were informed last year, this company has an interest, was put in operation about 1st July. We are informed that the business has fully equaled the expectations of its projectors, and that the prospects for the future are encouraging.

The value of fuel and materials is $110,648, being $31,737 in excess of previous year.

The increase of capital stock, of which 20 per cent was called in just before the close of the last fiscal year, was completed in October, excepting 720 shares, which were disposed of by public auction, in April, at 125, and the premium obtained, amounting to $18,000, was divided pro rata among the parties entitled thereto.

The company holds $178,000 of the seven per cent bonds of the issue of 1869. $76,000 will be held to retire the six per cent bonds due in 1878, and the balance will be available for future improvements.

The number of passengers carried over the road the past two years is as follows:

	1873.	1874.
Through passengers	178,044	166,874
Local "	377,315	371,644
Commuters	106,192	99,742
	656,551	637,760

The amount of freight transported over the road the past two years is as follows:

	1873. Tons.	1974. Tons.
Through freight	188,065	189,950
Local "	59,689	64,160
	247,754	254,110

Capital stock		$2,500,000 0
Six per cent bonds due 1878		76,000 0
Seven per cent bonds due 1899—		
Sold to cover interest in Steamboat Co	$425,000	
Sold on account of construction	234,000	
Issued in exchange for 6 per cent bonds	118,000	
Sold this last year on acc't construction	50,000	
		827,000 00
Seven per cent improvement bonds.		100,000 00
Extension Road Bonds—		
Six per ct. bonds due 1878	$200,000	
" " " 1881	50,000	
		250,000 00
Total stock and bonds		$3,753,000 00
Construction Account.		
New engine, Rhode Island		$9,881 50
" on account J. L. Prouty.		870 80
Second track		288,439 00
Real estate		187 00
New cars		11,251 20
Greenwich improvement		72 43
Stony Lane bridge		5,058 48
Broad street "		12,089 46
Austin's "		5,930 82
Auburn Depot		1,812 16
		$335,092 35
Expenses Extraordinary.		
Richmond switch accident		$1,410 77
General Balance Sheet.		
Balance cash assets from last annual report		$29,066 07
Receipts		947,359 86
Bonds sold on account construction		50,000 00
Stockholders for new stock		452,140 00
Premium received on new stock		2,189 50
		$1,480,705 43
Expenses		$563,723 28
Dividends		231,090 00
Interest		82,700 00
Extra expenses		1,410 77
Construction account		335,092 35
Bonds of 1873, due and paid		7,000 00
Wood River Branch Railroad stock.		20,000 00
Balance Cash Assets carried to New Account—		
Cash in Stonington	$26,610 31	
Due from Connecting Roads	82,000 00	
Due from Stonington Steamboat Co	161,194 98	
Due from Post Office Department	3,462 38	
Due from M. Morgan's Sons	16,421 36	
		289,689 03
		$1,480,705 43

President.—Samuel D. Babcock.

Vice President.—D. S. Babcock.

Directors.—Samuel D. Babcock, Henry Morgan, William F. Cary, Jr., J. Boorman Johnston, D. S. Babcock, Geo. M. Miller, New York City; Henry Howard, Coventry, R. I.; Charles H. Salesbury, Providence, R. I.; Nathan F. Dixon, Westerly R. I.; John A. Burnham, Boston, Mass.; A. S. Matthews, Stonington, Conn.

Superintendent.—A. S. Matthews.

Assistant Sup't.—J. B. Gardiner.

Treasurer.—Henry Morgan.

Secretary.—F. B. Noyes.

☞ The Montclair Railroad has been sold under foreclosure of the second mortgage bond of $780,000, for $3,000, and bought by Abram S. Hewitt, trustee, for the account of the bondholders.

New Corporations.

Certificates of incorporation of the following companies have been filed with the Secretary of State of Ohio:

The Springfield, Jackson and Pomeroy (Narrow Gauge) Railroad Company, with a capital stock of $2,000,000. Route, from Springfield through Clarke, Madison, Fayette, Highland, Ross, Pike, Jackson, Vinton and Meigs counties to Pomeroy—passing through the towns of South Charleston, Jeffersonville, Washington C. H., Greenfield, Bainbridge, Waverly and Jackson C. H. The corporators are George H. Frye, J. H. Thomas, J. T. Warder, A. P. Gatch, George W. Jones, James Pursell, Madison Pavey, William W. Bell, George I. Rucker, R. R. Seymour, Elijah C. Rockhold, James Emmitt, W. S. Jones, John C. H. Cobb, Horace L. Chapman, John L. Long and Henry F. Austin.

The Van Wert, Paulding and Michigan Railroad Company, with a capital stock of $50,000. Route, from Paulding to and intersecting with the Toledo, Wabash and Western Railroad. The corporators are Alonzo H. Selden, V. V. Pursel, David C. Carey, J. P. Gassen and Warren Baldwin.

The Scovill Avenue Railroad Company, of Cleveland, Ohio, with a capital stock of $150,000. The corporators are Horace Wilkins, J. H. Hardy, John Coon, John Wilkins and Henry Wilkins.

The Butte Silver Mining Company of Big and Little Cottonwood Districts, Utah, with a capital stock of $300,000, in shares of $100 each. Principal office in Marietta, Ohio. The corporators are John C. Paxton, Daniel F. Sayre, A. B. Waters, W. L. Robertson and J. R. Waters.

The Occidental and Orient Steamship Company, of San Francisco, has been incorporated. The directors are Leland Standford, Charles Crooker, David D. Colton, Lloyd Tevis and Mark Hopkins. The capital is $10,000,000 in 100,000 shares of $100 each.

Articles of incorporation have been filed in the office of the Secretary of State of Minnesota, of the "Taylor's Falls Copper Mining Company."

The books for the Miami Valley Narrow gauge Railroad were recently opened at Lebanon, Ohio, and in one hour's time $26,000 were subscribed.

Boston and Northwestern Railroad.

Upon inquiry, we learn that the subscriptions to the stock of the Boston and Northwestern Railroad are tolerably well advanced toward the sum necessary to secure a charter from the harbor line in South Boston into the town at Weston, at the point selected for a convenient junction with the Fitchburg and Massachusetts Central Railroads.

While the subscriptions have been going on the surveys have been pushed with the utmost vigor, and both the construction of the line and the grades appear more fit and ready than they did at the beginning. Seven tenths of the line will be absolutely straight. The curves upon the remainder are none of them sharp. Five-tenths of the way is upon a perfectly level grade; thirty-five per cent of the remainder is upon an up grade of 26 4-10 feet to the mile going West. The 15 per cent is upon a grade nowhere exceeding 40 feet to the mile going West. This grade of 40 feet is 13 feet better and easier than the promoters originally expected. There is no up grade coming East, the way in which the heavy traffic mostly comes, exceeding 26½ feet to the mile.

It has been alleged, in opposition to this railroad, that it crosses many of the main lines of railroad with which it was intended to form a junction at grade. This is not so. There is no grade crossing on any railroad on the way, and there will be but three highways which it will be proposed to cross at grade, each of which is of small importance and none within the limits of the city of Boston.—*Boston Journal.*

Central Railroad of New Jersey.

The Central Railroad Company of New Jersey, wishing to establish a fund from which to draw from time to time, as the necessities of the company may require, have executed a consolidated mortgage on all their railroads, whether main line or branches, terminal stations, station houses, shops, equipment of all sorts and all the appurtenances of the railway, to secure bonds amounting in the whole to not over $25,000,000. Of these bonds a sufficient amount will be reserved to exchange or pay at maturity the existing $5,000,000 first mortgage bonds, the $600,000 Newark branch bonds assumed by this Company, the $175,000 bonds outstanding of the issue due 1875, and also so many of the $5,000,000 convertible bonds as may not be converted into stock when that privilege comes into operation in 1875. The remainder of the bonds will be created from time to time as required.

The proceeds of the loan are required for the following purposes:—

Payments for coal interests, now appearing as part of indebtedness	$1,000,000
Steel rails to complete relaying the main tracks	750,000
New shops	500,000
Coal wharves and new dumping facilities at Port Johnston	400,000
Advances for new branches, second track, etc., on Lehigh and Susquehanna division	500,000
Improvements on Central road, new station houses, new tracks, filling Bay bridge	250,000
Bulkheads, filling, etc., at Communipaw, including settlement of riparian rights with State of New Jersey	600,000
Additional equipment	500,000
Total	$4,500,000

The new security is called "Central Railroad of New Jersey First Consolidated Bonds." They are coupon bonds of $1,000 each, dated September 1, 1874, due July 1, 1899. Interest seven per cent, quarterly, January, April, July and October. Trustee—The New York Guaranty and Indemnity Company. Five million of these bonds, Nos. 1 to 5,000, have been placed on the list of the New York Stock Exchange. The length of road owned and operated by the Company is as follows:

	Miles.
Main line, double track, 74 miles	146.80
Main line, three and four tracks & sidings	86.21
Newark branch, double track	11.20
Perth Amboy branch, single track	17.61
Other branches, sidings, etc.	5.18
Total single track	267.00
Leased roads:	
Lehigh and Susquehanna Railroad	122
Lehigh and Susquehanna branches	53
South Branch Railroad	15
Total	190

The balance sheet of the company states the capital stock at $20,000,000; bonded and other debts, $16,014,456; undivided profits, $671,510; total, $36,687,256. This is represented by 267 miles of single track road, valued at $12,304,616; station houses, shops, etc., $3,284,386; ferry boats, $524,046; equipment, $8,094,580; Wilkesbarre coal stock, $4,953,169; other property and bills receivable, $7,526,457. The gross earnings in 1873 were $8,881,366, the expenses $4,215,584, and the net earnings $4,665,782.

Finances of Alabama.

The following act has been approved by the Governor:

Section 1. Be it enacted by the General Assembly of Alabama, that the Governor of this State be, and he is hereby authorized, by and with the advice and consent of the Senate, to appoint two citizens of this State who shall constitute a Board of Commissioners, who shall hold their office for the term of two years from the date of their appointment, unless the duties hereby confided shall be sooner performed. The Governor of the State shall, ex-officio, also be a member of said Board of Commissioners.

Sec. 2. Be it further enacted, that it shall be the duty of said Commissioners, and they are hereby authorized and empowered to take charge and ascertain, liquidate, and adjust, the subsisting legal liabilities of the State of Alabama on the bonds issued, and the bonds indorsed by the State of Alabama, and the coupons on the same, in such manner as the interests of the State may require, and by negotiation to provide for the payment of such amount of the said several legal liabilities, as may be arranged for under the powers hereby conferred, and the interest that may be agreed to be paid upon the principal so negotiated, in such a manner and at such times as to them may seem advisable, and for this purpose said Commissioners shall, by advertisement or otherwise, at as early a day as practicable, require the presentation of all claims of the character aforesaid to them, with the amount claimed, and may inquire into the consideration alleged to have been paid or given to the State therefor, or that is alleged in support of the liability claimed against the State; provided, however, that no adjustment of said alleged liabilities or any part thereof, or an arrangement for the payment of any sum in discharge thereof, shall be binding on the State unless and until approved and ratified by the General Assembly thereof.

Sec. 3. Be it further enacted that said Commissioners be and they are hereby required to report their action in the premises to the Governor, who shall at each session of the General Assembly during the continuance of said commission, communicate the same or so much thereof as may not be incompatible with the public interest to the General Assembly of the State of Alabama.

The Governor has appointed L. W. Lawler, of Talledega, and T. B. Bethea, of Montgomery, as Commissioners. They are men of great financial ability.

Richmond and Danville Railroad.

At the annual meeting of the stockholders of this company held in Richmond on the 16th inst., Col. A. S. Buford was re-elected president, with Messrs. A. Y. Stokes, W. T. Sutherlin, W. L. Owen, Strickland Kneass and H. Haupt directors. The two latter are of Pennsylvania.

The Report of the President, which was presented, shows that the gross earnings of the road for the year (including the Piedmont railroad,) were $925,798 99; total expenses of operation for the year, $597,682 70; surplus of earnings over expenses, $328,116 29. Ratio of expenses, 64.55 per cent. Compared with last year the earnings are $31,330 43 less; the expenses $87,922 76 more.

Under authority heretofore given the company is about to sell to the Pennsylvania Company $1,600,000 of its bonds at a price that realizes 80 per cent. on the par value. This arrangement, it is asserted, will enable the company to satisfy nearly the whole of its indebtedness on bills payable. This is part of the $6,000,000 six per cent. gold bonds heretofore authorized.

Erie Railway and its Connections.

CAPTAIN TYLER'S REPORT.

(Continued from page 1603.)

The population of St. Louis is upwards of 400,000, and it is the great commercial city of the southwest. It owed its importance originally to the transfer at it of cargoes of steamers passing between the Upper and the Lower Mississippi; and afterwards to the radiation of railways from it towards the north, south, east, and west. Next to Chicago and Cincinnati it is the third city of importance as regards packed meats and pork curing; and it is the principal city for the manufacture of flour in the west. In consequence of friendly relations between the Atlantic and Great Western and the Ohio and Mississippi railroads, the former Company obtains as much traffic from St. Louis as from Cincinnati. The Ohio and Mississippi Railway Company changed their gauge from 6ft. to 4ft. 8½in. four years ago for a length of 340 miles between St. Louis and Cincinnati; and since that time the break of gauge at Cincinnati has to some extent operated against the increase of traffic by that route, a larger proportion of traffic having passed since that time over the Baltimore and Ohio railroads. Negotiations are, however, in progress with a view, until a change of gauge can be effected on the Atlantic and Great Western railroad, of changing the trucks of the cars at Cincinnati, so as to run the cars through between St. Louis and New York, and perhaps other places.

WAY and WORKS.

The right of way of the Atlantic and Great Western railroad is commonly 60ft. wide in the State of New York, the same in Pennsylvania, and 100ft. in Ohio, varying where greater width was occasionally required for heavy embankments or cuttings, or where the cost of land was excessive.

PERMANENT WAY.

The track is laid with rails of a flat footed section, varying from 56 to 68 lbs. to the lineal yard. Rather more than 100 miles are laid with steel rails, 32 miles with steel topped rails, and 36 miles with 56lb. English iron rails, 100 miles with 60lb. American iron rails, and the remainder with 68lb. American rails, making in all 550 miles on the main line and Mahoning divisions. The Shenango and Allegheny branch is laid for 33 miles with 56lb. rails, and the Pithole Valley, and the Silver Creek branches with 56 lb. rails. Between Salamanca and Dayton, 350 out of the 389 miles of rails are fished at the joints, whilst the remaining 39 miles have wrought iron lip chairs at the joints. All these rails are fastened on the usual American plan, by wrought iron spikes to the ties or sleepers. The estimates for the year 1874 for the track department, amounting to $1,724,230, comprise $250,425 for 7,155 tons of iron rails re-rolled and laid, and $903,500 for 9,035 tons of new steel rails. It is not desirable that any but steel rails should in future be employed in the 1st and 2nd and Mahoning divisions, on which there are running respectively 3,500,000 tons, 4,000,000 tons, and 4,000,000 tons of gross traffic annually; though iron rails may, if they can be obtained of good quality, be considered sufficient with the present traffic on the 3rd and 4th divisions, on which there are respectively 3,000,000 and 2,500,000 tons of gross traffic annually. There are already 32 miles in the 1st division, 28½ in the 2nd division, 13 on the Franklin branch, 28 on the Mahoning division, making a total of 101½ miles of steel rails. To maintain the track in good repair, it is desirable to provide further for 20 miles of steel rails for the 1st division, 10 miles for the 2nd division, and 20 miles for the Mahoning division; and 20 miles of iron rails should be provided for the other divisions. In order to lay the divisions above referred to entirely in steel, 20,000 tons would be required; but this work might be spread over three or four years, according to the severity of the winters and the increase of the traffic, these being the most important elements for consideration in regard to the renewal of rails.

SHARON BRANCH.

Of all the branches or improvements for the Atlantic and Great Western Railroad Company, none is perhaps more important to its interests, and none requires more speedy attention, than the branch to connect the main line, from a point 2 9-10ths miles west of Shenango, through the thriving town of Sharpesburg, with the Mahoning division at Sharon, Pennsylvania, a distance of rather more than 13 miles. By building this link, 12 blast furnaces and two rolling mills, besides a vast coal field (new), would be reached, opening a traffic from Cleveland estimated by Mr. Ferris (superintendent of the Mahoning division) at 100,000 tons of ore, or 10,000 car loads per annum, besides the production of these works and mines, and other supplies, with extensive passenger traffic, much of which would pass over the Atlantic and Great Western and Erie roads.

PETROLEUM.

The following statistics in regard to the district have been kindly forwarded to me by Mr. McKelvy:

Statistics of the Pennsylvania District. Compiled July 10, 1874, for Captain H. W. Tyler.

Year.	Total Annual Production in Barrels.	Average Price per barrel at the Wells.
1859	82,000	....
1860	500 000	....
1861	2,113,600	$2 79
1862	3,056,606	1 42
1863	2,611,359	3 65
1864	2,116,182	7 85
1865	2,497,712	6 48
1866	3,597,527	3 78
1867	3,347,306	2 54
1868	3,715,741	3 95
1869	4,210,720	5 12
1870	5,673,195	3 45
1871	5,715,900	4 15
1872	6,531,675	3 75
1873	9,884,719	1 72

As will be seen from the foregoing facts, the city of Titusville and its neighborhood forms a great central position of oil traffic, and it is likely much to increase in importance in that respect during the next few years. Its natural advantages in this respect have had their effect in attracting the various competing railway Companies.

CLEVELAND.

An important point to be noted in reference to the refining and transportation of oil is the situation of Cleveland and its connection with the Atlantic and Great Western system. Cleveland is one of the principal points for refining oil in the United States. The Atlantic and Great Western Company, with the improvements already referred to, will be able to control the mass of the traffic between the oil district of Cleveland. The oil refined at Cleveland is in an admirable position for reaching both eastern and western markets. During seven months of the year it has communication by water as well as by railway with New York; and it is in a first rate position for sending refined oil to St Louis, Cincinnati, and Chicago, which are the great centres for distribution of oil in the west and south. The Atlantic and Great Western and Erie system may therefore fairly be expected in the future to derive largely increased revenues from the transportation of crude and refined oil eastward and westward. The Atlantic and Great Western Company have the advantage of possessing, under their lease with the Cleveland and Mahoning Company, a river frontage from the foot of Cedar street past the Willow street bridge to State street, 2,300 feet in length, all of which is owned in fee by the Mahoning Company, and about 850 feet of further frontage continuously from the previous lot owned by the Atlantic and Great Western Company standing in the name of the late receiver, Mr. Potter. This frontage is used principally for iron ore, but one end of it, east of the Willow street bridge, for coals either exported from the Mahoning Valley or delivered to the steamers as fuel. It is possible to handle 800,000 gross tons of iron ore per annum on this wharf with present facilities, and this amount might be very much increased by further improvement. There is 14 feet of water opposite the wharves. In West River street, on the opposite side of the river to the freight shed and machine shops of the Cleveland, Columbus, Cincinnati, and Indianapolis Company, there is a further frontage of about 800 feet owned in fee by the Mahoning Company, and included in their lease to the Atlantic and Great Western Company, and about 500 feet more, in continuation, leased by the Atlantic and Great Western Company from private parties. Further on again for 800 feet the frontage belongs to the Mahoning Company, and is part of their lease, and the portion on the opposite side of the railway at that point is leased by private parties. This wharfage is entirely employed for the shipment of coal from the Mahoning Valley into lake steamers or other vessels for export to American or Canadian ports. The capacity of this wharf is about 350,000 tons per annum, working for only eight months in the year, while navigation is open. There is 13 feet of water opposite these wharves, and no vessels drawing more than 14 feet can enter Cleveland harbor. Further up the river there is a frontage of about 2,100 feet leased from private parties, for terms of twenty years, with only about 300 feet of wharfage constructed on it, and about 1,700 feet of frontage in extension of the above is owned in fee by the Mahoning Company, and leased to the Atlantic and Great Western Company, as well as the land for about 900 feet eastward, on which the engine shed and shops are erected. There is about 12 feet of water in the river opposite this frontage, which is being increased by dredging. As the numbers of cars both ways is already 800 daily, the space occupied by these latter buildings is much required for the improvement and rearrangement of the station yard, and with a view to the economical working of the traffic; and for this reason it is proposed, as described under the head "Locomotive Department," to remove the machine shops and engine shed to a point further eastward.

CLEVELAND, COLUMBUS CINCINNATI, AND INDIANAPOLIS RAILROAD.

The total length of the Cleveland, Columbus, Cincinnati, and Indianapolis Railroad is 471¼ miles, including the original main line between Cleveland and Columbus, 138 miles long, which was opened in February, 1851, and was the first through railroad built in the State of Ohio; the Bellefontaine or Indianapolis Division, between Galion and Indianapolis, 203 miles long; and the Springfield branch, between Delaware and Springfield, 50 miles long; all these being the property of the Company. There is also included in the 471 miles the leased line between Springfield and Dayton, 24 miles long, leased from the Cincinnati, Sandusky, and Cleveland Railroad Company; as well as the line between Dayton and Cincinnati, 48 miles long, which is leased from the Cincinnati and Springfield Company. There are also leased six miles from the Marietta and Cincinnati Company, and two miles, by which access is obtained to the Company's property in Cincinnati, from the Indianapolis and Cincinnati Company. In the two latter cases running arrangements only exist, though for long periods; but the other portions of railway leased are maintained and worked by the Cleveland, Columbus, Cincinnati, and Indianapolis Company. The Cleveland, Columbus, Cincinnati, and Indianapolis Company also own half of the line, 262 miles long, between Indianapolis and St. Louis; the other half being owned by the Pennsylvania Railroad Company, as referred to elsewhere. The steepest gradients on this line are 40 feet to the mile. The curves have mostly more than a mile radius; the sharpest curve, on the Indianapolis division, having a radius of 14 chains. The whole of these lines are single with the exception of the loops at the stations and 18 miles of second track, of which 13 miles are between Cleveland and Berea, and five are between Crestline and Galion. There are also 32 miles of second track, graded, and with first class masonry, completed for bridges, culverts, and cattle guards,

between Berea and Galion. The total length of sidings is equivalent to about 22 per cent. of the main line. Between Cleveland and Indianapolis there are altogether, though not consecutively, 160 miles laid with steel rails, and fished at the joints. Between Dayton and Cincinnati there are 48 miles laid with steel rails and fish jointed. The remainder of the line is laid with iron rails, and they have been fish jointed, excepting 55 miles, as the rails have been renewed from time to time. These 55 miles, occurring at different parts of the line, represent only those portions which it has not been found necessary to relay as yet with fish jointed iron or steel. The steel rails on the 48 miles on the south of Dayton weighs 57lbs. to the yard, but in all other cases, the rails, whether of iron or steel, weigh 60lbs. to the yard, and they are all of the usual American section, and secured to the sleepers by dog spikes. The sleepers are nearly all of them of white oak, while a few of them are of cherry, and there are 3,000 of them to the mile. The road is ballasted throughout with gravel, which varies in thickness from 6 to 15 inches. The Company are fortunate in possessing excellent gravel pits on their line, except on the Columbus Division, and the track is efficiently maintained, though new iron is required on certain portions of it here and there. There are seven stone viaducts on the Columbus Division (188 miles), 30 to 250ft. long, and two on the Indianapolis Division from 30 to 90ft. long. The greater part of the wooden bridges, which are not numerous in proportion to the length of the line, have been renewed within the last five years, and all of them within ten years. There are six bridges of iron, and they are, as well as the principal wooden bridges, on masonry abutments. In order to maintain the wooden bridges in thoroughly efficient condition, it is proposed to renew three of them during the present year; one on the Columbus Division, where a masonry arch is to be substituted for a timber girder of 45ft. a span; a second on the leased line north of Dayton, where it is proposed to renew in timber a bridge of 70ft. span; and a third is on the Indianapolis division, where either an iron or a new timber bridge will be substituted for the existing timber bridge, containing two spans of 50ft. each. At Cleveland the line of the Cleveland, Columbus, Cincinnati and Indianapolis Company runs into the Union Passenger Depot, which they own in connection with the Lake Shore and Cleveland and Pittsburg lines. This is a large stone building, with a roof covering six lines of rails and two platforms. There is also a commodious freight shed of brick on the property of the Cleveland, Columbus, Cincinnati, and Indianapolis Company, but jointly owned by that Company and the Lake Shore Company, with a wooden building, originally used, at the end of it. The above buildings are in a good situation on the northern part of the city, and on the shore of Lake Erie. In a central part of the city there is another large brick freight house, having a valuable frontage on the river. This is more than is required for the present freight wants of the Company, and is also used partly as a store shed. Near are extensive buildings, for the most part in brick with slated roofs, containing the machine shops, engine shops and other buildings.

On the south side of the main part of the city the company have lately acquired 35 acres of land, which will, no doubt, be very valuable when it is laid out, as contemplated, for the purposes of coal traffic and for heavy traffic of other descriptions. It affords river frontage 2,200 feet in length, besides a slip which has been constructed by the company 650 feet long, and affording 1,300 feet additional water frontage. This will again be largely increased by the construction of additional slips. At Columbus a large brick building is in course of construction, and is three parts completed, for the accommodation of the passenger traffic of seven different companies, and the Cleveland, Columbus, Cincinnati, and Indianapolis Company possess extensive grounds for all necessary station purposes. At Cincinnati the Company possess the freehold of 10 acres of valuable property in the heart of the city. Their freight shed will shortly require to be increased in size. They occupy the passenger depot of the Indianapolis and Cincinnati Railroad under the terms of their lease above referred to. At Indianapolis they are joint owners with other companies of the Union Passenger Depot. They have ample grounds at that station, but the buildings upon them require to be increased. Negotiations are in progress with parties owning adjacent properties, who propose to present the company with twenty five acres of land on which to erect new shops and other buildings for the locomotive and car departments, to be used in place of the existing building of that description, which, though sufficient for the present necessities of the company, are so located as to hinder the extension of the station yard and its better adaptation to freight purposes. The interested parties propose to make a further donation of 75 acres to the company by way of compensation for the expense of the removal, they being proprietors of considerable tracts of land in the vicinity, and their object being, by the alteration, to increase the value of their respective properties. These proposals will, if carried out, result in a very great advantage to the company. As a general rule, the company possesses sufficient land and facilities at their other station for carrying on their business, but there are some points at which improvements will require from time to time to be effected. The water accommodation in the way of tanks, &c., over the line has of late been largely increased, and is considered now to be sufficient for present necessities. The whole of the lines of this compano above mentioned run through a rich agricultural country, and reasonable rates having always been charged for local traffic, they have this advantage, that even when through rates are reduced by the competition of other lines, as they are at times, to considerably less than 1 cent per mile, the local traffic, which is principally dependent upon the results of the harvest, is not liable to have its rates further decreased in the same way by the competition of the other lines.

The financial position of the Cleveland, Columbus, Cincinnati and Indianapolis Railway appears to be exceptionally good. Its total liabilities, including 15,000,000 dollars of capital stock, amount to little more than 20,000,000 dollars. Its receipts for the year 1873 were 4,887,448 dollars, and its revenue expenditure, including taxes and interest on bonds, 3,779,809 dollars, leaving 1,107,638 dollars applicable to dividends. This company appears to have earned and paid, for twenty three years, regular semi annual dividends of 7 per cent or upwards, on the average. The dividend was unpaid for the first time in February last, owing to certain legal and financial complications in connection with the purchase and control of its stock by parties in the interest of the Atlantic and Great Western Railway. The earnings were, therefore, devoted to payments on account of construction and improvements. The coal traffic, which has been entirely developed within the last three years, and which, during 1873, amounted to nearly 300,000 tons, has, during the present season, been almost annihilated, from the general disturbed financial condition of the country. There has been one cause which has seriously affected the earnings of the present year. The properties above described at Cleveland, and the general improvements which have been made on the line, will place the company in a good position to take advantage of the increased traffic which must come upon the line when the present exceptional and depressed condition of this as well as other parts of the country has passed away.

Indianapolis and St. Louis Railway.

This railway is 262 miles long between Indianapolis and St. Louis, with one branch four miles long to Alton, and another, a coal branch, also about four miles long. The portion from Indianapolis to Terre Haute, 72 miles long, was completed five years ago, and is, as chartered, the Indianapolis and St. Louis railway proper, and the Company owning this line before completing it leased the line, 192 miles long, from Terre Haute to St. Louis for 99 years. The stock of the Indianapolis and St. Louis railway is owned jointly, in equal portions, by the Cleveland, Columbus, Cincinnati and Indianapolis Company, and the Pittsburg, Fort Wayne and Chicago Company, which is under lease to the Pennsylvania Railway Company. The Indianapolis and St. Louis Company pay for the leased portion of its road above referred to an annual rental of $450,000, and it has a bonded debt of $3,500,000. Its capital stock is $600,000, of which, as above stated, $300,000 is owned by the Cleveland, Columbus, Cincinnati and Indianapolis Company, and $300,000 by the Pittsburg, Fort Wayne and Chicago Company. The line is single throughout from Indianapolis to St. Louis, with sidings at the stations. It is laid with rails of the usual American section, weighing 60 lbs. to the lineal yard. One mile of the line is laid with steel, and the remainder with iron. The joints of the rails for about nine-tenths of its lengths are fished. The line runs for the most part through prairie land of rich agricultural character, and it depends mainly upon agricultural produce for its traffic. It competes for through traffic between St. Louis and the Atlantic with the Vandalia line, also running between St. Louis and Indianapolis, and belonging mainly to the Pennsylvania Company, as well as with the Ohio and Mississippi, running from St. Louis to Cincinnati, and the Toledo, Wabash and Western railway between St. Louis and Toledo. Besides Indianapolis with 70,000, and St. Louis with 400,000 inhabitants, there are intermediate stations on the line, the principal of which is Terre Haute, with 257,000 inhabitants, and eleven others, which contain from 2,000 to 5,000 inhabitants. By means of the magnificent bridge now completed over the Mississippi river at St. Louis, at a cost of $10,000,000, this line will be placed in direct communication with the railways on the west of the river. The earnings of this line are not sufficient to do more at present than to pay the rental, the interest on the bonds above referred to, and the operating expenses; but it is expected that, as the country progresses further in the rapid way in which it has hitherto grown, the business of this road will also increase. Coal of good quality is already being worked at eleven points in the neighborhood of the line in Clay County, about 55 miles from Indianapolis, is already a source of profitable traffic, and must become in future a source of large revenue to the Company.

Tucson and Guaymas Railroad.

Cyrus Strong, T. R. Morgan, J. C. Truman and D. B. Blair, of Binghamton, New York, have incorporated at that place the "Mexican Land Improvement Company of Sonora." The capital stock of the company is $15,000,000, and the principal place of business is at the town above named. The company contemplate extensive mining operations in Sonora and Arizona, but their principal object is to construct a railroad from Tucson, Arizona, to the city of Guaymas, Sonora, or El Paso. Blair is in the city of Mexico now for the purpose of obtaining from the Central Government a confirmation of the grants and privileges extended to the company by the State of Sonora. This incorporation closes the controversy which has existed for two years past about the enterprise, between Posten and Eldridge, of New York and Europe. It is a consolidation of their interests. Whenever the confirmation of the Acts of the Legislature of Sonora is obtained from the Mexican Congress, now in session, the incorporators say, the work will be commenced and pushed vigorously to completion.—*Sacramento Record.*

☞ The directors of the Kent County (Md.) Railroad Company have accepted the proposition of Mr. Hood, former superintendent of the Queen Anne's and Kent Railroad, to run regular daily trains from Chestertown to Massey's, and to supply the road with sufficient rolling stock to do the business until the road is sold.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic & Pacific:													
1873	319,648	354,941	472,838	432,217	418,546	374,769	383,965	451,528	502,087	468,671	397,485	397,729	4,948,672
1874	341,995	323,055	396,286	398,308	423,685	404,560	395,893	459,854	498,413	539,400	406,900	.....	.....
Central Pacific:													
1867	38,160	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,833	262,770	296,423	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556,080	532,657	511,854	609,788	579,643	535,360	467,659	5,670,882
1870	413,104	394,176	488,333	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720,929	892,341	795,176	869,297	1,006,373	995,923	981,006	897,234	672,358	9,467,072
1872	592,223	571,836	875,762	949,568	1,380,923	1,138,273	1,272,510	1,271,628	1,254,689	1,285,567	1,293,957	1,037,992	12,734,729
1873	852,860	694,015	939,778	1,129,469	1,373,675	1,301,302	1,214,551	1,251,622	1,392,125	1,375,470	1,228,751	1,072,750	13,938,969
1874	848,558	794,000	867,666	1,132,000	1,360,000	1,380,000	1,258,000	1,301,000	1,406,000	1,507,000	1,314,000	.....	.....
Chicago and Alton:													
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,364	4,849,405
1871	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	371,709	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,315	352,604	5,156,326
1873	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
Chicago and Northwestern:													
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,234	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873	753,469	765,249	967,258	1,034,023	1,256,972	1,309,579	1,249,445	1,316,337	1,520,638	1,516,583	1,075,908	1,052,915	13,816,465
1874	1,014,514	900,765	1,024,061	1,080,193	1,290,596	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,103	801,195	496,566	7,250,069
1870	396,171	382,823	377,571	443,133	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	596,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,986	387,565	426,223	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702,838	513,787	6,957,771
1873	334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046,124
1874	654,400	657,500	576,620	742,050	964,800	886,900	749,200	704,300	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,819
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,462,625
1873	363,921	413 043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448
1874	363,053	276,09[illegible]	318,976	342,247	306,778	330,754	327,384	403,175	369,334	339,445	336,748	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,372	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18 694,096
1873	1,326,505	1,329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,784,893	1,820,755	1,879,763	1,825,629	1,560,023	1,625,129	19,631,781
1874	1,462,650	1,273,775	1,413,223	1,465,550	1,687,772	1,577,945	1,545,379	1,546,174	1,605,138	1,667,995	.....	.....	.....
Illinois Central:													
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,432
1870	623 383	661,789	601,326	555,087	684,539	712,647	627,216	899 053	901,235	903,225	811,708	697,751	8,678,959
1871	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,723	881,693	696,475	698 063	8,026,754
1873	602,241	597,429	660,759	553,912	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874	611,491	538,668	567,554	580,921	647,892	678,728	624,191	708,808	763,106	804,097	642,238	.....	.....
Kansas Pacific:													
1871	133,673	152,264	267,411	303,915	306,944	266,086	292,723	332,555	365,446	387,999	303,305	210,197	3,321,518
1872	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265,217	201,492	3,498,160
1874	170,349	178,429	245,774	292,143	316,647	316,379	293,247	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1871	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1,368,948	1,402,597	1,345,316	1,235,285	14,797,975
1872	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459,360	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873	1,412,368	1,549,285	1,735,736	1,694,543	1,680,968	1,585,368	1,451,762	1,582,531	1,776,420	1,742,516	1,375,556	1,546,983	19,134,136
1874	1,519,249	1,305,132	1,371,545	1,593,827	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta & Cincinnati:													
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873	169,843	161,132	178,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	151,793	150,301	2,126,875
1874	171,028	144,215	161,031	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1870	337,993	329,128	384,431	412,030	406,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,963
1871	418,755	442,665	486,980	470,703	480,847	427,096	422,015	529,890	628,660	582,082	587,434	507,050	5,940,109
1872	411,113	384,058	449,453	485,550	487,283	398,300	402,084	460,101	536,603	641,807	497,603	464,163	5,608,117
1873	379,836	440,261	567,314	556,180	542,058	480,028	457,853	452,330	617,291	537,031	506,804	552,548	6,089,534
Mo., Kan. & Texas:													
1873	200,639	224,393	256,719	258,871	250,935	249,343	301,318	336,823	399,939	370,710	309,028	285,603	3,444,321
1874	266,333	230,371	262,801	214,011	224,589	237,425	245,595	288,999	313,500	.....	.....	.....	.....
Ohio and Mississippi:													
1872	272,472	239,733	290 710	276,290	280,523	263,290	232,286	304,083	356,194	408,254	319,024	283,836	3,526,695
1873	283,605	291,630	338,725	338,709	307,520	290,470	271,314	300,895	379,105	322,532	265,242	264,920	3,654,667
1874	266,039	243,167	304,842	298,665	268,807	292,546	282,640	323,963	364,374	381,021	309,597	.....	.....
Philadelphia and Reading:													
1871	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,378	837,060	12,500,664
1873	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,748
1873	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	.....	.....
St. Louis, I. Mt. & South'n:													
1873	145,834	152,054	224,449	207,627	254,927	216,223	200,575	223,714	244,967	238,198	209,622	221,348	2,539,538
1874	243,915	211,409	226,283	214,620	251,569	238,608	235,250	254,230	292,216	358,776	250,860	.....	.....
Toledo, Wab. & Western:													
1871	365,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,935	5,736,666
1872	439,780	431,949	460,646	447,313	510,792	462,868	432,056	614,175	565,811	621,351	489,341	532,895	6,008,978
1873	403.487	427,097	437,835	423.517	459,506	537,819	488,911	647,080	593,810	528,844	369,605	431,296	5,738,908
1874	423,343	400,984	404,699	447,855	420,719	388,535	440,587	478,475	459,894	475,127	403,319	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,585	758,467	999,665	837,388	716,829	5,709,193
1870	528,529	500,139	539,238	706,603	802,586	746,450	643,058	664,051	728,531	719,698	570,168	505,053	7,654,094
1871	479,573	373,925	499,899	584,540	724,466	728,174	673,693	681,865	800,403	777,362	708,142	469,932	7,521,689
1872	273,936	534,115	565,861	741,802	890,442	835,459	743,382	789,567	863,754	980,706	915,727	757,851	8,892,606
1873	523,975	491,784	708,256	881,266	1,007,831	969,863	876,833	837,277	1,068,937	1,170,586	970,660	758,833	10,266,104
1874	620,715	607,990	687,026	834,954	910,065	902,881	850 142	1,042,516	1,063,993	1,141,938	.....	.....	.....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	13 280,000	J. & J.	July '74 3½
Allegheny Valley 50	2,2 6 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '74 4
Atlantic and Gulf 100	8,693,200	— & —	.....
" " guar.100	786,476	M. & N.	Nov. '73 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Sept. '78 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Genesee & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N.	Nov. '74 5
Washington Br.....100	1,651,000	A. & O.	Oct. '74 5
Parkersburg Br. pref...50	5,680,685	— & —	.....
Berkshire*.....100	600,000	J. A J. & O.	Oct. '74 0
Bloomsburg & Corning.*..50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N	Nov. '74 5
Bos., Clin. & Fitchb. pref.100	635,200	— & —	.....
Agricultural Br guar...100	60,000	J. & D	Dec. '74 3
Bost., Conc. & Mont.* pref.100	800,000	M. & N.	Nov. '74 3
Boston and Lowell.....300	2,852,900	J. & J.	Jan. '75 3
Boston and Maine.....100	9,816,807	M & N	Nov. '74 4
Boston and Providence..100	4,000,000	M & N	Nov '74 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A	Feb '74 2½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Sept. '74 5
" " pref.100	1,435,900	M & S.	Sept. '74 5
Camden and Amboy* ...100	5,847,800	J. A J. O.	Jan. '75 2½
Camden and Atlantic.... 50	451,701	— & —	Oct. '74 2½
" " pref. 50	763,549	— & —	Oct. '74 7
Cape Cod 50	1,020,330	J & J.	Jan. '72 2½
Cape May and Millville* 50	447,000	J & D.	Dec. '74 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa*.....50	1,189,500	— & —	.....
" pref. 50	2,200,000	M. & N.	Nov. '74 2½
Cayuga and Susq.*..... 50	539,110	J. & J.	July '74 5
Cedar Rapids & Mo. R.*100	3,350,400	M. & N	Nov. '74 1
" " pref.100	769,600	F. & A	Aug. '74 3½
Central of Georgia.....100	4,666,800	J & J.	July '73 5
Central of New Jersey..100	20,000,000	J. A J. O.	Jan. '75 2½
Central Ohio*..... 50	2,426,000	J & D.	Dec. '74 3
" pref..... 50	400,000	J. & D.	Dec. '74 3
Central Pacific 100	54,275,500	.....	Aug. '74 5g
Chemung*.....100	880,000	J.A.J&O	Oct. '72 1½
Cheshire, prefdured 100	2 100,000	J. & J.	July '74 2
Chicago and Alton.....100	8 929,900	M. & S.	Sept. '74 5
" " pref....100	2,425,400	M. & S.	Sept. '74 5
Chicago, Burl. & Quincy.100	19,897,000	M. & S.	Sept. '74 3
Chicago, Iowa & Nebras*100	3,916 300	J. & J.	Jan. '75 4
Chicago & N. Western..100	14,923,060	J. & D.	Dec. '74 3
" pref.100	21,484,113	J. & J.	July '75 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Oct. '74 4
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.* .. 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	429,048	M. & N	Nov. '74 2
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Aug. '74 4
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '74 3½
Cleveland & Pittsburg*.. 50	11,236,150	F.M.A.N	Nov. '74 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*.... 50	1,788,800	M.J.S.D.	June '74 2
Colum. & Hocking Val.100	2,500,000	F. & A	Feb. '74 5
Concord 50	1,500,000	M. & N.	Nov. '74 5
Concord and Ports.*.....100	350,000	J. & J.	July '74 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A	Aug. '74 3
Connecticut River..... 100	1,993,000	J. & J.	July '74 5
Cumberland Valley..... 100	1,494,250	A. & O.	Apl. '74 4
Danbury and Norwalk .. 50	600,000	.....	Dec '74 1½
Delaware*..... 50	1,230,941	J. & J.	July '74 3
Del., Lackaw. & Westn. 50	23,500,000	J.A.J. O.	Oct '74 2½
Detroit & Milwaukee *.. 50	822,140	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	A. & O.	Oct. '74 2
East Pennsylvania* 50	1,309,200	J. & J.	July '74 3
East Mahanoy * 50	392,950	J. & J.	July '74 3
Eastern (Mass.) 100	4,262,600	J. & J.	July '73 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*.100	500,000	F. & A.	Feb. '74 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '74 2½
" " pref. 50	500,000	J. & J.	July '74 3½
Erie Railway 100	78,000,000	.....	Oct. '73 1
" pref.....100	8,536,916	.....	Oct. '73 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Mar. '74 1½
Fitchburg 100	4,000,000	J. & J.	Jan. '75 4
Georgia 100	4,156,000	J. & J.	Apl. '74 4
Grand River Val.* guar.100	1,000,000	— & —	.....
Grand Trunk, (Ca.) 100	14,367,946	— & —	.....
Great Western, (Ca.)... 100	19,287,404	A. & O.	Apl. '74 1½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug. '70 3½
" " pref. 100	5,078,224	Annual.	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	May '74 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '74 3½
Housatonic, pref. 100	1,180,000	J. & J.	July '74 4
Huntingdon & B'd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. @ J.	July '68 3½
Illinois Central 100	25,280,510	F. & A.	Feb. '75 4
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	J. & J.	July '74 2
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	July '74 1½
Joliet & North. Indiana*100	300,000	J. & J.	July '74 4
Lake Shore & Mich. So..100	40,466,500	F. & A.	Aug. '73 4
" " (guar.).100	533,500	F. & A.	Feb. '74 5
Lawrence*..... 50	280,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	3,739,800	M. & N.	May '67 5
Lehigh Valley 50	21,916,850	J. A. J. O.	Oct. '74 2½
Little Miami*..... 50	5,871,450	J. A. J. O.	Apl. '74 3
Little Schuylkill*..... 50	2,646,100	J. & J.	July '74 5
Long Island 50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,628,489	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '74 4½
Louisville & Nashville...100	8,980,600	F. & A.	Feb. '74 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200,000	A. & O.	Oct. '74 3
Lykens Valley 100	600,000	F.M.A.N	Feb. '75 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 0
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	Nov. '74 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	3,150,719	M. & S	Sep. '66 3s
" " 2d pref. 50	4,480,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Aug. '74 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	18,738,204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	328,375	J. & J.	July '74 5
Milwaukee and St. Paul..100	15,399,261	J. & J	Dec. '70 7s
" " pref.....100	12 274,483	F. & A	Aug '74 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '74 3½
Morris and Essex* 50	14,008,100	J. & J	Jan. '75 3½
Nashua and Lowell.....100	800,000	M. & N.	Nov. '74 4
Naugatuck 100	1,881 900	F. & A.	Aug. '74 6½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept. '74 5
Newark and N. York*...100	977,400	J. & J.	Jan. '74 3½
N. Bedford 100	1,618,560	M. & N.	Nov. '74 4
N. Castle & Beaver Val.* 50	1,800,000	J. A. J. O.	Apl. '74 2½
N Haven & Northamp...100	605,000	J.A. J.O.	Sept '72 3
New Jersey*.....100	7,295,200	J.A. J.O	Jan. '75 2½
New London Northern*100	1,418,800	J.A.J. O.	Oct. '74 2
N.Y. Cen. & Hudson R...100	89,428,330	J.A.J. O.	Jan. '75 2
New York and Harlem..100	8,500,000	J. & J.	Jan. '75 4
" " pref.100	1,500,000	J. & J.	Jan. '75 4
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	July '74 5
N. Y., Provid. & Boston.100	2,000,000	J. A. J. O.	Oct. '74 2½
Nrg Bridge & Canand*100	1,000,000	J. & J.	July '74 3
North Carolina*.....100	4,000,000	irregular.	Jan. '73 5
N. Eastern (N C.) pref...100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3,473,500	January.	Jan. '74 5s
Northern Central 50	5,843 000	M. & N	July '74 3½
Northern N. Hampsh....100	3,068,400	J. & D.	Dec. '74 3½
Northern New Jersey*...100	1,000,000	J. & J.	July '74 4
Norwich & Worcester*..100	2,823,400	J. & J.	July '74 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	July '74 3
" " pref.100	2,000,000	A. & O.	Oct. '74 4
Ohio and Mississippi....100	20,000,000	J. A. J. O.	.....
" " pref.100	4,080,000	J. & D.	Dec '72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	Jan. '74 3
Old Colony & Newport..100	8,297,900	J. & J.	Jan. '75 3½
Oswego and Syracuse*..100	452,400	F. & A.	Feb '74 4
Pacific of Missouri.....100	3,635,750	J.A. J.O.	Oct. '74 1½
Panama.....100	7,000,000	J.A. J.O.	Jan. '75 3
Paterson and Hudson*...100	630,000	J & J.	July '74 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	243,000	J. & J.	Jan. '74 4
Pember. & Hightstown*. 50	242,150	J. & J.	Jan. '74 3
Pennsylvania 50	68,144,478	M. & N.	Nov. '74 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '74 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	July '74 4
Phil., Ger. & Norristown* 50	1,626,250	M.J.S.D	Sept. '74 3
Philadelphia & Reading 50	32,684,375	J. A. J. O.	Jan. '75 2½
" " pref. 50	1,551,800	J. A. J. O.	Jan. '75 2½
Phila. and Trenton*.....100	1,359,100	J. A. J. O.	Jan. '75 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	Jan. '75 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J. A. J. O.	Jan. '75 1½
" Special Imp.100	2,000 000	J. A. J. O.	Jan. '75 1½
Pittsfield & N. Adams..100	400,000	J. & J.	July '74 3
Portland and Kennebec.100	616,700	J. & J.	July '74 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '75 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '75 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '75 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '74 4
Roch. & Genesse Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	Jan. '75 3½
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Aug '74 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,040,000	July.	July '74 3
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '74 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" " pref.100	12,000,000	.....	Nov. '72 4
Saratoga and Schenec.*..100	300,000	A. & O.	Apl. '74 3½
Schuylkill Valley* 50	576,050	J. & J.	July '74 2½
Seaboard and Roanoke..100	1,151,400	M & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '74 3
Shore Line* 100	996,800	J. & J.	July '74 3½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb. '73 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	448,700	J. & J.	July '74 3½
Stony Brook*.....100	267,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '74 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,189	— & —	Dec. '73 3
Taunton Branch 100	500,000	J. & J.	Jan. '74 5
Terre Haute & Indiana.100	1,988,150	F. & A.	Aug. '74 5
Tol., Peo. & War. 1st pref..100	1,700,000	— & —	Jn. '70 11-4
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '74 3½
Troy and Greenbush*....100	274,400	J. & D.	Dec. '71 3½
Union and Black River....100	1,666,000	J. & J.	Jan. '73 3
Vermont & Canada*....100	2,500,000	J. & D.	Dec. '72 3
Vermont and Mass 100	$2,800,000	A. & O.	Oct. '74 2
Warren (N. J.).....100	1,800,000	J. & D	Dec. '73 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,559,750	F. & A.	Feb. '74 4
Winchester & Potomac*100	180,000	J. & J.	July '74 3
Winchester & Strasburg*100	500,000	J. & J.	July '74 3½
Worcester and Nashua.. 76	1,400,555	J. & J.	Jan. '75 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	..... 2½
Baltimore City 25	800,000	— & —	Feb '75 0
Bleecker st. & F Fy. (NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Oct. '74 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Apl. '73 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jun. '70
Brooklyn City 100	1,500,000	F.M.A.N	Aug. '74 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica....100	486 100	— & —	.....
Bushwick (Brooklyn).....100	302,000	J. & J.	July '71 2½
Cambridge.....100	727,800	A. & O.	Oct. '74 2½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	600,000	J. & J.	July '74 2
Citizens' (Pbg.) 50	200,000	M. & S.	Nov. '71 7
Coney Island & Brookl..100	500,000	— & —	.....
D. Dock. R. B'dw. & Bat..100	1,200,000	F.M.A.N	Feb. '74 2
Eighth Avenue (N.Y.)....100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark....100	200,000	— & —	 3
42nd St. & G. St. Ferry....100	748,000	J. & J.	July '74 3½
Frankf. & Southw. (Ph.) 50	491,750	J. & J.	July '74 5
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '74 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '74 4
Hoston, Mantau & Fairm. 50	2,050 000	J. & J.	July '74 1½
Lomb. & South Sts. (Ph.) 25	165,000	A. & O	Oct. '71 4
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	M. & N.	July '74 3½
Middlesex (Boston) 100	400,000	M. & N.	Nov. '74 3
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark 100	282,505	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '74 5
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,776	J. & J.	July '74 2½
Pbg. Allegh. & Manchester 50	200,000	M. & N.	Nov. '69 3
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	Oct. '73 2
Second & Third St. (Ph.) 50	982,100	J. & J.	July '74 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '74 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '74 1½
Somerville (Boston) 100	75,000	M. & N.	Nov. '74 3
South Boston 100	400,000	J.A. J.O.	Oct. '74 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	July '74 3
West Philadelphia..... 50	400,000	J. & J.	July '74 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '73 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug. '74 4
Delaware and Hudson....100	15 000,000	F. & A	Aug. '74 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	Jan. '75 2½
Erie of Pennsylvania.... 50	64,600	— & —	.....
Lehigh Coal & Navigat.. 50	9 890,350	J.S D.M.	Nov. '74 2
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,837,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	July '74 30s
" " (pref.) 50	2,838,977	F. & A.	July '74 60s
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 —
MISCELLANEOUS.			
Adams Express..... 100	12,000,000	M.J. S.D.	Dec. '74 2
American Coal..... 25	1,500,000	M. & S.	Mar. '74 4
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '75 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec '69 85c
Canton..... .....16½	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & J.	Jan. '75 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,800	— & —	.....
" pref.....100	8,698,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamship..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Nov. '74 5
Pullman Palace Car..... 100	4,000,000	F.M.A.N	Nov. '74 3
Quicksilver, common 100	5,700,000	— & —	.....
" preferred 100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & D.	Dec. '74 5
Spruce Hill Coal 10	1,000,000	— & —	.....
United States Express....100	6,000,000	F.M.A.N	Nov. '74 2
United States Trust 100	1,500,000	J. & J.	July '71 8
Wells-Fargo & Co. Exp.100	5,000,000	J. & J.	Jan. '75 4
West. Union Telegraph.100	35,000,000	J.A. J.O.	Jan. '75 2
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal .100	1,250,000	F. & A	Aug '66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Dec. 1, 1874.					
Loan of June 14, 1858 ..... registered	$260,000	5	Jan. & July.	1874	....
Loan of February 8, 1861 ..... registered	18,783,000	6	Jan. & July.	1880	117¼
.. .. coupon	4,632,000	6	" "	1880	121¼
Oregon War Bonds of March 2, 1861 ... coupon	945 000	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861 ... registered	125,829,150	6	Jan. & July	1881	117¼
.. .. coupon	63,492,200	6	" "	1881	121¼
Loan of Feb. 25, 1862 (5-20s) ..... registered	7,818,950	6	May & Nov.	1882	113¼
.. .. .. (5-20s) ..... coupon	13,487,400	6	" "	1882	113¾
Loan of March 3, 1863 ..... registered	53,643,300	6	Jan. & July.	1881	117¼
.. .. coupon	21,966,700	6	" "	1881	121¼
Loan of March 3, 1864 (5-20s) ..... registered	946,600	6	May & Nov.	1884	110¾
Loan of June 30, 1864 (5-20s) ..... registered	28,037,750	6	" "	1884	110¾
.. .. .. (5-20s) ..... coupon	33,008,450	6	" "	1884	115¾
Loan of March 3, 1865 (5-20s) ..... registered	83,759,300	6	May & Nov.	1885	116¼
.. .. .. (5-20s) ..... coupon	118,776,050	6	" "	1885	117¼
.. .. 2d series (5-20s) ..... registered	57,120 000	6	Jan. & July.	1885	115¾
.. .. .. (5-20s) ..... coupon	145,543,100	6	" "	1885	119¼
.. .. 3d series (5-20s) ..... registered	88,061,000	6	Jan. & July.	1887	117
.. .. .. (5-20s) ..... coupon	222,570,850	6	" "	1887	120¾
.. .. 4th series (5-20s) ..... registered	14,002,500	6	Jan. & July.	1888	116¼
.. .. .. (5-20s) ..... coupon	23,471,500	6	" "	1888	120¾
Loan of March 3, 1864, (10-40s) ..... registered	141,262,150	5	Mar. & Sept.	1904	114
.. .. .. (10-40s) ..... coupon	86,305,150	5	" "	1904	114¼
Consols of July 14, '70 & Jan. 20, '71. registered	193,017,700	5	F. M. A. & N.	1881	113¼
.. .. coupon	184,687,200	5	" "	1881	118¼
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. coupon	.....	4	" "	1901	....
Debt matured and without interest ..... (var.)	18,446,036	...	.....	Due.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,623,512	6	Jan. & July.	'95-'99	117¼
United States Notes	382,075,267	not.	.....	.....	...
Fractional Currency	47,385,698	"	.....	.....	....
State Securities, latest dates.					
Alabama—($11,258,836):					
.. Bonds (old and extended), 1866 and '72 ...	3,230,800	5	May & Nov.	'86-'92	36
.. Bonds (new), 1868, '68 '72 and '73	2,477,700	8	Jan. & July.	'86-'93	52
.. State Bonds for Railroads	2,300,200	8	" "	'90-'91	....
.. Railroad endorsements	16,386,000	8	" "	'90-'91	....
Arkansas—($ 0,885,0.0):					
.. Funded Bonds, ($4,400,000) 1869 and 70.	2,850,000	6	Jan. & July.	'99-'00	20
.. Levee Bonds, 1871	2,200,000	7	" "	1891	...
.. Deficiency Bonds, 1872	300,000	7	" "	1892	....
.. Railroad Aid Bonds 1869 to '73	5,350,000	7	April & Oct.	'99-'00	7
California—($3,796,500):					
.. Civil Bonds 1857 and '60	1,699,000	7	Jan. & July.	'77-'80	114
.. Relief Fund Bonds, 1863	110,000	7	" "	'83-'85	....
.. State Capitol Bonds, 1871 and '7	500,000	7	" "	'91-'92	....
.. Funded Debt of 1873	1,497,500	6	" "	1893	....
Connecticut—($5,095,900):					
.. War Loan, (10-30 yrs) of July 1, 1861 ...	532,800	6	Jan. & July.	1881	103¼
.. War Loan, (20 yrs) of Jan. 1863 and '64.	2,232,500	6	" "	'83-'84	....
.. War Loan, (10-30 yrs) of Oct. 1, 1864	589,500	6	April & Oct.	1894	....
.. War Loan, (20 yrs) tax free, of Oct. 1, '64	1,741,100	6	" "	1885	....
Delaware—($1,231,000):					
.. State War Debt	879,000	6	Jan. & July.	1885	....
.. Railroad Aid (J. and Breakwater R. R..	352,000	6	" "	1885	....
District of Columbia—($4,790,000):					
.. Improvement (gold) bonds	4,000,000	6	Jan. & July.	1902	....
.. Improvement (cur.) bonds	790,000	7	" "	1902	....
Florida—($6,645,763):					
.. Bonds of 1871, and 1873	957,000	7	Jan. & July.	var.	....
.. Railroad Loan (gold) of 1870	4,000,000	8	" "	1890	....
.. Consolidated (gold) Bonds of 1873	1,000,000	6	" "	1903	....
Georgia—($14,871,084):					
.. Bonds for Western & Atlantic R. R.	784,700	6	May & Nov.	1874	79
.. Bonds for Western & Atlantic R. R.	172,500	7	" "	1874	....
.. Bonds for Atlantic and Gulf R. R.	800,000	6	Feb. & Aug	'78-'86	....
.. Bonds of March 12, 1866	3,900,'00	7	Jan. & July.	1886	91
.. Bonds (gold) of Sept. 1870	2,098,000	7	April & Oct.	1890	78
.. Bonds of Feb. 19, 1873	1,200,000	8	" "	'75-'86	....
.. Railroad endorsements	7,923,000	var	Various.	var.	83
Illinois—($2,080,150):					
.. New Internal Improvement Bonds, 1847	962,445	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	320,000	6	" "	'77-'78	....
.. War Loan Bonds, 1861	367,000	6	" "	1880	....
.. Chicago Relief Bonds 1871	250,000	6	" "	1881	....
Indiana—($4,898,815):					
.. War Loan Bonds, of 1863	139,000	6	May & Nov.	1866	....
.. Temporary Loan Bonds, 1873	710,000	7	Jan. & July.	'75-'76	....
Iowa—($543,056):					
.. War and Defense Fund Bonds, 1861	300,000	7	Jan. & July.	.....	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864	101.175	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869	1,235,500	7	" "	'76-'89	....
Louisiana—($22,308,800):					
.. State Bonds, to R. R. Companies	2,436,000	6	Various.	'70-'06	28
.. Relief (Treasury) Bonds 1853	5,750,000	6	May & Nov.	'86-'07	....
.. Levee Bonds 1865	1,000,000	8	Various.	1886	....
.. Levee Bonds, 1867	4,000,000	6	May & Nov.	1907	....
.. Past due coupons 1865	978,800	6	Jan. & July.	'86-'07	....
.. Levee Bonds, 1870	2,960,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	2,960,000	6	May & Nov.	1910	....
.. State Penitentiary Bonds, 1869	500,000	7	Mar. & Sept.	1899	....
.. Bonds for Railroad stocks (var.)	2,436,000	6	Various.	'67-'11	....
.. Bonds for Railroads (var.)	5,202,000	8	Various.	'99-'10	....
.. Miss. & Mex. Gulf Ship Canal Bonds ...	480,000	7.3	Mar. & Sept.	1889	....
Michigan—($1,622,134):					
.. Sault Ste Marie Canal Bonds	61,000	6	Jan. & July.	1879	102
.. Renewal Loan Bonds, 1868	105.000	6	" "	1878	103¼
.. Two Million Loan, 1863	1,032,000	6	" "	'73-'83	....
.. War Bounty Bonds, 1865	366,000	7	May & Nov.	1890	....
Maine—($7,138,400):					
.. Civil Loan Bonds, 1858-'61	222,000	6	Various.	'74-'78	....
.. War and Bounty Bonds, 1863 and '64 ..	3,832,500	6	Various.	'80-'89	102
.. War (Municipal Equalization)	3,088,900	6	April & Oct.	1880	....
Maryland—($10,741,215):					
.. Bonds to R. R. and Canals	5,709,639	5	J. A. J. & O.	1890	86
.. Bonds to R. R. and Canals	828,222	6	" "	1890	102
.. Bonds to Balt. & Susq. R. R.	269,000	3	" "	1890	...
.. Defense and Bounty Bonds	3,072,933	6	Jan. & July.	1883	106
.. State Loans, 1870 and 1872	799,056	6	" "	'85-'87	....
Massachusetts—($28,477,804):					
.. State (public works) scrip	750,000	5	Various.	'74-'80	....
.. Union Fund Loan, 1861	2,758,000	6	Jan. & July.	'74-'76	109¼
.. Union Fund Loan, 1862	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863	888,000	5	" "	1883	....
.. Bounty Loan Bonds, 1863 and 1864	8,578,244	5	May & Nov.	'83-'94	101¼
.. War Loan (currency)	999,944	5	Mar. & Sept.	1888	102¼
.. Railroad and Tunnel Bonds	10,305,532	5	April & Oct.	'88-'93	....
.. Norwich and Worcester R. R. Bonds...	400,000	6	Jan. & July.	1877	....
.. B., H. & Erie R. R. Bonds	3,599,024	5	" "	1900	....
Minnesota—($250,000):					
.. State Buildings Loan 1867 and 1869	250,000	7	Jan. & July.	'77-'79	....
Missouri—($18,747,000):					
.. State Bonds, proper, 1865-'68	489,000	6	Jan. & July.	'82-'90	97¼
.. State (funding) Bonds, 1867-68	2,727,000	6	" "	'87-'88	....
.. Railroad Loan Bonds, 1854-'66	12,801,000	6	" "	'74-'88	....
.. Railroad Bonds, guaranteed 1856-'66	1,589,000	7	" "	'76-'91	101¼
.. State Institutions Loans	1,301,000	6	" "	var.	93¾
New Hampshire—($3,914,165):					
.. War Loan Bonds, of 1861	614,000	6	Jan. & July.	'69-'78	....
.. War Loan Bonds, of 1864	600,000	6	Mar. & Sept.	'84-'89	101¼
.. War Loan Bonds, of 1866	454,600	6	April & Oct.	'78-'74	....
New Jersey—($2,696,300):					
.. War Loan Bonds, 1861-'64, tax free	2,690,000	6	Jan. & July.	'74-'02	105¼
New York—($36,530,406):					
.. State Stock of 1827 and 1832	561,500	5	J. A. J. & O.	pleas.	....
.. State (Deficiency) Stock of 1838	900,000	5	" "	1875	110
.. State (Deficiency) Stock of 1838	800,000	6	" "	1878	....
.. State (Deficiency) Stock of 1838	348,107	5	" "	pleas.	....
.. State (Deficiency) Stock of 1838	1,189,781	6	" "	pleas.	....
.. Canal Stock	1,105,420	5	" "	1874	....
.. Canal Stock	111,200	4	" "	'72-'78	....
.. Canal Stock	10,135,260	6	" "	'74-'77	....
.. Bounty Loan registered	19,861,000	7	Jan. & July.	1877	108¼
.. Bounty Loan coupon	1,200,000	7	" "	1877	108¼
North Carolina—($29,547,045):					
.. Old or Ante-War Debt	4,788,800	6	Jan. & July.	'72-'92	25
.. Old or Ante-War Debt	3,639,400	6	April & Oct.	'72-'92	30¼
.. Bonds issued since the war	3,009,045	6	Jan. & July.	'92-'98	21
.. Bonds issued since the war	1,859,000	6	April & Oct.	'92-'98	12¼
.. Bonds issued for funding	2,417,400	6	Jan. & July.	'78-'00	....
.. Bonds issued for funding	1,721,400	6	April & Oct.	'78-'00	17
.. Special Tax Bonds	11,407,000	6	" "	'98-'99	7¾
Ohio—($8,211,062):					
.. Loan of 1860, sinking fund	147,180	6	Jan. & July.	1870	....
.. Loan of 1860, sinking fund	1,585,900	6	" "	1875	....
.. Loan of 1860, sinking fund	4,074,817	6	" "	1881	106
.. Loan of 1856, sinking fund	2,400,000	6	" "	1886	106
Oregon—($290,477):					
.. Bounty and Relief Bonds	90,477	7	Jan. & July.	'74-'84	....
.. Willamette Canal Bonds	200,000	7	" "	1890	....
Pennsylvania—($24,999,785):					
.. Inclined Plane Loan, of 1849	400,000	6	April & Oct.	1879	....
.. Loan of April 1852, reg. and coup	483,000	5	Jan. & July.	1882	103¼
.. Loan of May 1852, reg. and coup	2,637,500	5	Feb. & Aug.	1877	....
.. Loan of April 1853, coupon	238,000	5	" "	1878	....
.. Loan of April 1861, registered	35,000	6	" "	1878	....
.. Loan of Feb. 1867, reg. and coup	907,200	5	" "	'74-'82	....
.. Loan of Feb. 1867, reg. and coup	18,798,950	6	" "	'74-'82	....
.. Chambersburg certificates, registered...	83,032	6	June & Dec.	1876	....
.. Loans of April 1872	500,000	6	April & Oct.	1876	....
Rhode Island—($2,638,500):					
.. War Bonds of 1862	1,018,000	6	Mar. & Sept.	1882	....
.. .. of 1863	206,000	6	April & Oct.	1883	....
.. .. of 1863	668,000	6	Jan. & July.	1893	....
.. .. of 1864	746,000	6	Feb. & Aug.	1894	....
South Carolina—($20,650,235):					
.. State House, Stock and Bonds '56-'63 ..	953,488	6	Jan. & July.	pleas.	27
.. Fire Loan Stock of 1838	305,344	6	J. A. J. & O.	1870	....
.. Funding Stocks 1866 and 1869	143,114	6	Jan. & July.	'77-'90	....
.. Fire Loan Bonds of 1838	481,944	5	" "	1868	....
.. New State House Bonds 1853-'66	298,000	6	" "	'71-'86	....
.. Blue Ridge R. R. Bonds 1854	966,000	6	" "	'74-'78	....
.. Funding Bonds, 1868	930,000	6	" "	'87-'97	....
.. .. 1869	1,681,000	6	April & Oct.	1888	....
.. .. 1869	1,189,400	6	Jan. & July.	1888	25
.. .. 1869	2,030,000	7	" "	1888	....
.. Conversion Bonds 1869	7,666,500	6	" "	1888	....
.. .. .. 1870	343,000	6	April & Oct.	1889	....
.. Railroad Aid Bonds	4,797,608	6	Various.	'69-'89	....
Tennessee—($20,966,352):					
.. Railroad, &c., Bonds	15,767,922	6	Jan. & July.	'92-'00	75¼
.. State Bonds (direct)	4,819,544	6	April & Oct.	'69-'99	....
.. State Endorsements	2,197,000	6	Jan. & July.	1900	....
.. Funded Interest Bonds	4,598,035	6	" "	1914	76¼
Texas—($3,715,970):					
.. Frontier Protection (gold) Bonds, 1870..	700,000	7	Mar. & Sept.	'90-'10	....
.. Deficiency Bonds, 1871	357,000	10	" "	1876	76
.. State Bonds	197,000	6	Jan. & July.	'76-'91	....
.. Railroad Aid Bonds	1,763,817	6	" "	var.	....
Vermont—($225,500):					
.. War Loans of 1861, '66 and '68	225,500	6	June & Dec.	'74-'78	....
Virginia—($45,718,112):					
.. Funded under act of 1871	20,278,750	6	Jan. & July.	long.	39
.. Funded under act of 1872	1,764,747	6	" "	"	....
.. Sterling Bonds	2,727,562	5	" "	"	....
.. Deferred (W. Va.) certificates	16,289,370	6	" "	"	13

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1889	....
2d Mortgage	2,673,000	8	" "	" "	1889	
Receiver's Bonds for $1,200,000.	450,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	107½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	102½
3d Mortgage	434,000	7	May & Nov.	" "	1891	106
Albany Loan	933,000	6	" "	" "	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1906	....
Allegheny Valley:						
General Mortgage	3,889,000	7.3	Jan. & July.	New York.	1896	91½
Special Mortgage to Penn.	3.500,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	6,000,000	7	April & Oct.	Phil. or Lond.	1900	83
American Central:						
1st Mort., guar. by C., B. & Q.	736,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage ($12,000 p. m.)	620,000	8*	Jan. & July.	Lond. or Ams.	1891	....
2d Mortgage for $1,200,000	700,000	7*	April & Oct.	New York.	1893	....
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
Atchison and Nebraska:						
1st Mortgage	3,750,000	8	March & Sept.	Boston.	1896	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,042,500	7*	Jan. & July.	New York.	1899	61½
Land Grant Mortgage (gold)	3,521,000	7*	April & Oct.	Boston.	1900	64½
1st Mort. (Wichita Branch) guar.	412,000	7*	Jan. & July.	"	1902	....
Consolidated Mortgage (gold)	976,000	7*	April & Oct.	N. Y. or Bost.	1903	25
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Georgia)	4,240,000	8	Jan. & July.	New York.	1900	64
Atlantic and Great Western:						
1st Mortgage (gold)	14,414,980	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	8,707,200	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,790,214	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated (280 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1887	....
Sectional (S.A. & G.R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80)	4,000,000	....	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,836,500	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	1,958,500	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R.R.) assumed	7,189,000	6*	Jan & July.	" "	1888	....
1st Mort. (Central Div.) gold	1,189,500	6*	May & Nov.	" "	1891	....
Equipment Bonds	674,000	10	June & Dec.	" "	1883	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853	484,000	6*	May & Nov.	London	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	718,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., a. l.	787,000	6	" "	Portland.	1886	....
Augusta and Savannah:						
1st Mortgage	129,500	7	.....	Savannah.	....	....
Avon, Geneseo & Mt. Morris (Erie):						
1st Mortgage	20,000	7	Jan. & July.	New York.	1883	....
Bald Eagle Valley:						
1st Mortgage	350,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1853-'75	857,250	6	Jan. & July.	Baltimore.	1875	102½
Loan of 1850-'80	579,500	6	" "	"	1880	102½
Loan of 1853-'95	1,710,500	6	April & Oct.	"	1885	101½
Loan of 1855-'90 (Balt.) skg fd.	3,461,146	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,620,320	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,498,016	6*	" "	"	1902	....
3d Mort. (N.W. Va. R.R.) assumed	140,000	6	Jan. & July.	Baltimore.	1885	96
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	90,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	96
Beloit and Madison (C. & N.W.):						
1st Mortgage (guaranteed)	306,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Philadelphia.	1885	88
3d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	85½
Bingham Canyon & Camp Floyd:						
1st Mortgage	240,000	8*	Jan. & July.	.....	1908	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Albany loans (Alb. & W. Stk bge.)	106,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds (Western R. R.)	666,000	6	April & Oct.	"	1876	99½
Currency bonds of Feb. 1, 1872	5,000,000	7	Feb. and Aug.	"	1892	106
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	84½
1st Mortgage (Equalization)	248,000	7	" "	"	1888	....
1st Mortgage (Consolidation)	168,000	7	" "	"	1890	....
Equipment Mortgage	350,000	8	Apr. and Oct.	"	1881	91½
Boston, Concord and Montreal:						
Sinking Fund Mortgage	624,000	6a7	Jan. and July.	Boston.	1889	....
1st Mortgage (22½ m.) convertible	150,000	6	" "	"	1875	....
1st Mortgage (22½ m.) "	200,000	6	" "	New York.	1879	....
Consol. Mortgage for $2,000,000.	986,400	7	Apr. and Oct.	Boston.	1893	103
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	24½
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	40
Mass. L. (secr'd by $4,000,000 Ber.)	3,600,000	7*	" "	Boston.	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1892	104½
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	2,000,000	7	May and Nov.	Boston.	1893	105
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500,000	7	May and Nov.	Boston.	1893	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,430,000	6*	Apr. and Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,380,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1886	....
Buffalo and Erie:						
Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" ")	3,000,000	7	Apr. and Oct.	" "	1898	100
Buffalo, New York and Erie:						
1st Mortgage (assumed by Erie)	2,000,000	7	June & Dec.	New York.	1877	86½
Buffalo, New York & Phila.:						
1st Mortgage	2,296,000	6	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	281,500	10	.....	" "	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage, stg., skg. fund	5,470,000	7*	May & Nov.	N. Y. & Lond.	1919	50
1st Mort., (gold) Mil. Div.	2,200,000	7*	Feb. and Aug.	" "	1902	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,898,350	7	April & Oct.	N. Y. & Bost.	1888	101½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	Boston.	1875	100½
Stock Bonds pref. 3d lien	566,000	8	" "	"	1878	....
Stock (common) Bonds	340,000	8	April & Oct.	N. Y. & Bost.	1879	104
Stock (common) Bonds	356,500	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	430,500	8	" "	" "	1889	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,715,000	8	Jan. & July.	N. Y. & Bost.	1894	90
Bonds convertible until 1882	528,947	8	" "	Boston.	1883	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov.	Boston.	1896	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S.F.	8,000,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1895	....
California and Oregon (Cen. Pac.):						
1st Mortgage (gold)	6,000,000	6*	Jan. & July.	New York.	'80-'91	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1880	....
2d Mortgage (end. by Cen. Pac.)	1,600,000	6*	June & Dec.	" "	....	....
Camden and Amboy:						
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	100½
Loan of 1883	1,700,000	6	Feb. & Aug.	"	1883	95
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	91
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	101½
Sterling Loan, S. F. (£262,000)	1,286,980	6*	Feb. & Aug.	London.	1880	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	105
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	100½
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	90
Canada Southern:						
1st Mort. (skg fd) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1905	64
Cape Girardeau and State Line:						
1st Mortgage (gold)	1,000,000	7	Jan. & July.	Cape Gir'deau	1891	....
Cape May and Millville:						
2d Mort. guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	....
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	1,500,000	6*	Jan. & July.	New York.	1923	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	600,000	8	May & Nov.	New York.	1879	98½
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	102
Chattel Mortgage	209,850	5	May and Nov.	"	'88-'89	....
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	198,000	7	April & Oct.	New York.	1884	95
1st Mort. (W. to Minn. Line)	1,334,000	7	Jan. & July.	" "	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	....
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	....
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage.....	993,000	7	March & Sept.	New York.	1875	....
General Mort. for $5,000,000....	1,672,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	160,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July	New York.	1899	....
2d Mortgage, gold, $4,000 p. m..	925,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
Convertible bonds of 1872.....	3,612 700	7	May & Nov.	New York.	1902	103½
1st Mort (New)for $5,000,000....	5,000,000	7	Feb. & Aug.	" "	1890	109½
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....
Loan of Leh.C. & Nav.Co.(asu'd)	2,340,000	6	J. A. J. & O	Philadelphia.	1897	....
Consol. Mort. for $25,000,000....	5,000,000	7	" "	New York.	1899	102½
Central Ohio (B. and O.):						
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	94
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'99	95½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	....
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	101
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury.	'95 '99	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York.	899	87½
1st Mort. (Calif. & Oregon) gold	7,066,000	6*	" "	" "	892	84½
1st Mort. (S. Fr., Okld & Ala.)..	500,000	8*	" "	San Francisco	890	....
1st Mort.(San Joaquin V.D.)gold	6,040,000	6*	April & Oct.	New York.	1900	83
Land bonds (Cen. Pac. Co.) gold	9,158,000	6*	" "	" "	1890	....
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	15½
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
1st Mort. (Stan., Sheff. and Ch.	444,100	7	Jan. & July.	"	1887	62
Income and Extension Bonds..	1,008,600	8	May & Nov.	"	1902	....
Equipment Mort. (Vt Central).	1,000 000	8	" "	"	'76-'77	56
Equipment Mort. (").	1,000,000	8	" "	"	1889	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	" "	"	1891	61½
Missisquoi R.R.(" ")	500,000	7	Jan. & July.	"	1891	39
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1.04	....
Charleston and Savannah:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	...
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M.(gold) skg fd for $15,000,000	15,000,000	6*	May & Nov.	New York.	1899	51½
1st Mort. Extension.(cou. or reg)	2,124,000	7*	Jan. & July.	" "	1902	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "	" "	1880	....
2d Mort. (")coupon....	918,000	6	" "	" "	1884	....
Income (")coupon....	300,000	8	" "	" "	1876	....
Funded Interest, coupon.....	160,557	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.).....	807,000	6	Jan. & July.	Boston.	'75-'80	93½
Chester Creek (Phil. & Balt.Cent.):						
1st Mort., guar. by P., W. & B..	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	1 0,000	7	May & Nov.	New York.	1877	....
1st Mortgage.....	2,400,000	7	Jan. & July.	" "	1893	111
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	100½
Consol. Bonds (£200 stg. each).	1,149,950	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	97
2d Mort. (") "	188,600	7	Jan. & July.	" "	1898	....
1st Mort. (Louisiana and Mo.)..	4,200,000	7	Feb. & Aug.	" "	1900	83
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,592,000	8	Jan & July.	New York.	1883	114
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....
Loan of 1872.....	7,029,875	7	Jan. & July.	Boston.	1896	101
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Car. and Burl.) guar..	600,000	8	May & Nov.	" "	1879	98½
1st Mort. (Dix., Peo. & Han)guar.	800,000	8	Jan. & July.	" "	1889	....
1st Mort. (Ill. Gr. Trunk) guar..	960,000	6	April & Oct.	Boston.	1890	101
1st Mort. (Keok. & St.Paul)guar.	1,000,000	8	" "	"	1879	....
1st Mort. (O., O. & Fox Rv.)guar.	1,241,000	8	Jan. & July.	N.Y. & Bost.	1900	99
1st Mort. (Peo. and Han.) guar..	600,000	8	" "	New York.	1878	....
1st Mort. (Quincy & War.) guar.	800,000	8	" "	N.Y. & Bost.	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	" "	Frankfort.	1890	....
Chicago and Canada Southern:						
1st Mortgage.....	2,500,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton and Dubuque						
1st Mort. guar. C., B. and Q....	1,500,000	8	June & Dec.	Boston.	1896	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold....	2,500,000	7*	Apr. and Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold...	825,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p.m.	4,425,000	8	June & Dec.	Boston.	1896	40
Chicago and Iowa:						
1st Mortgage for $2,200,000.....	1,750,000	8	Jan. & July.	N.Y. & Bost.	1901	90
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar.C&NW	568,200	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar.C.&NW	211,500	7	Feb & Aug.	New York.	1892	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago and Milwaukee Railway:	$					
1st Mort., guar. by C. and N.W.	1,642,000	7	Jan. & July.	New York.	1898	93½
Chicago and Mich. Lake Shore:						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1889	....
1st Mortgage.....	2,500,000	8	Jan. & July.	Boston.	1890	....
1st Mortgage.....	1,350,000	8	May & Nov	"	1891	....
1st Mortgage (on Bran'h).....	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (Mil. and St. Paul R'y)	5,527,000	7	Jan. & July.	New York.	1893	....
2d Mort. (" ")	1,191,005	7	April & Oct.	" "	1884	77
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	....	...
1st Mort. (East. Div. Palmer.)	781,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1897	80
1st Mort. (Minnesota Central.)	190,000	7	" "	" "	1870	...
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	85
1st Mort. (Iowa and Dak. Div.)	1 000,000	7	" "	" "	1870	72½
1st Mort. (Prairie duChien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	108
2d Mort. (" ")	1,315,000	7 3	" "	" "	1898	93
1st Mort. (Ills. and Iowa Div.)	37,000	7	Jan. & July.	" "	....	...
1st Mort. (East. and Dak. Div.)	1,250,000	7	" "	" "	....	72
Income bonds(Mil. and St.Paul)	20,0 0	7	April & Oct.	" "	....	....
Milwaukee City Loan.....	230,500	7	March & Sept.	" "	1873	....
1st Mort. (Mil. and Western)...	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148.500	7	" "	" "	....	....
Equipment and Bridge Bonds..	248,000	10	June & Dec.	" "	1883	....
Consol. Mort. for $35,000,000....	.....	7	Jan. & July.	" "	1904	.
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1 242.700	7	Feb. & Aug	New York.	1885	103½
General 1st Mortgage (193 m.) ..	3 568,000	7	" "	" "	1885	99
Funded coupons (193 m.).....	743,300	7	May & Nov	" "	1883	98
Appleton Ext. (23 m.& 76,000 ac.)	147,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	282 000	7	" "	" "	1885	...
1st Mort. (Gal. & Chi. U.) 248 m.	1,693,000	7	" "	" "	1882	104
2d Mort. (Gal. & Chi. U) 248 m.	854,000	7	May & Nov.	" "	1875	101
Elgin and State Line.....	128.000	6	Jan. & July.	" "	1878	....
Mississippi River Bridge	190,000	7	" "	" "	1884	....
1st Mortgage (Peninsula).....	331,000	7	March & Sept	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	3,280,000	7	F. M. A. & N.	" "	1915	89
General Consol. Gold Bonds ...	8,995,000	7*	June & Dec.	" "	1902	81½
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	...
1st Mort. S.F.(Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
2d Mort. (Mil. & Chi.R. R) guar.	97 500	7	" "	" "	1898	....
1st Mort. (Chic.& Mil.R.W.)guar	1,642,000	7	Jan. & July.	" "	1898	93½
1st Mort. (Bel.& Mad. R.R.)guar	306,000	7	" "	" "	1888	....
Chicago, Portage and Superior:						
1st M.s.f.(Chi. & N. Pac. Air-L.)	25,000pm	7*	June & Dec	New York.	1902	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $3,000,000.....	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	. ..
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	...
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund.....	9,000,000	7	Jan. & July.	New York.	1896	108½
Chi. & Southwes'n(C.,R.I.& Pac.):						
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago, Wisconsin & Canada:						
1st Mort. gold, skg fd for $410,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	800,000	7*	April & Oct.	New York.	1900	....
1st Mortgage (gold) for $5,000,000	.....	7*	Jan. & July.	" "	1902	....
Chillicothe and Brunswick:						
1st Mort , guar.by St.L.,K.C.&N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863.....	1,250,000	7	May & Nov	New York.	1890	....
2d Mortgage of 1865.....	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867.....	400,000	8	June & Dec.	" "	1877	....
Cincinnati,Ham.&Ind.(C.,H.&D.):						
1st Mort., guar. for $2,500,000...	1,846,000	7	Jan. and July.	New York.	1903	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	....
Cincinnati and Martinsville:						
1st Mort., guar. by I.,C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	.. .
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560.000	7	Jan. and July.	New York.	1905	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich.& Ft.Wayne(G.R.&I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	98½
1st Mort. (San., Day. & Cin.)S.F.	990,000	6	Feb. & Aug	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1877	....
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	....
Cincinnati and Springfield:						
1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	....
2d Mortgage.....	411,000	7	.....	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m...	2,000,000	7*	Jan. and July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,700,000	7	May & Nov.	New York.	1899	104½
1st Mort. (C., C. and C. R. R.)..	271,000	7	June & Dec.	" "	'74 '84	....
1st Mort. (Bell. and Ind. R.R.)..	453,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500,000.	.....	7	.....	" "	....	....
Clev.& Mahoning V.(A.& Gt.W.):						
3d (new 2d)Mort.(skg fund) 1856	487,900	7	March & Sept.	New York.	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Cleveland and Pittsburg (Pa.Co.):						
3d (now 2d) Mortgage guar.....	1,252,000	7	May & Nov.	New York.	1875	103½
4th (now 3d) Mortgage guar.....	1,096,000	6	Jan. and July	" "	1892	97
Consol. sinking fund guar.....	1,499,000	7	May & Nov.	" "	1900	103

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Mt. Vernon and Delaware:	$					
1st Mortgage gold	1,300,000	7*	Jan. & July.	New York.	1900	....
2d Mortgage	1,000,000	7	" "	" "	1902	....
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	101
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York	1885	106
2d Mortgage (" ")	860,000	7	April & Oct.	" "	1886	100
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. s.kg fund..	10,333,000	7	April & Oct.	New York.	1903	68½
2d Mortgage s.kg fund	3,747,000	7	Feb. & Aug.	" "	1900	28
1st Mort. (Chic. and Gt.Eastern)	461,000	7	April & Oct.	" "	'93–'95	68
2d Mort. (" ")	244,400	7	Jan. & July.	" "	....	....
Income conv. (" ")...	2,554 000	7	Feb. & Aug.	" "	1890	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	" "	" "	1890	....
1st M., s.f.(" ")	89,650	7	May & Nov.	" "	1846	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	109,500	7	Jan. & July.	" "	1883	....
2d Mortgage (Ind. Central).....	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Loganspt & Bur.)	554,500	7	Feb. & Aug.	" "	1884	....
Income (" ")	74.024	7	" "	" "	....	....
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	" "	1905	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage s.kg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	469,100	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000....	692,500	7	April & Oct.	Boston.	1893	96
1st Mortgage sinking fund.....	296,500	6	June & Dec.	"	1876	....
Coupon Notes	624,000	7	" "	"	'76–81	97
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	90
Connecticut River:						
1st Mortgage s.kg fund	250,000	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free	2,674,000	7	Jan. & July.	N. Y. & Bost.	1900	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	921,000	6	March & Sept.	Philadelphia.	1894	90½
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	95,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	100,000	7	May & Nov.	" "	1892	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	" "	"	1884	....
Danbury and Norwalk:						
Mortgage Bonds of 1870	100,000	7	Jan. & July.	New York.	1890	....
Mortgage Bonds of 1 '70–'72....	400,000	7	" "	" "	'90–'92	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	....
2d Mortgage	308,000	7	" "	"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage	2,000,000	7*	April & Oct.	New York.	1909	....
Davenport and St. Paul:						
1st Mort. gold s.kg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,585,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar	441,000	7	March & Sept.	"	1887	....
3d Mortgage, guar	358,000	7	April & Oct	"	1888	....
Toledo Depot bonds guar	105,500	7	March & Sept.	"	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	"	1879	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R.):						
1st Mortgage (assumed)	189,000	7	Jan. & July.	New York.	1895	....
1st Mortgage (")	463,000	6	" "	"	1895	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. and Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	Apr. and Oct.	New York.	1875	103
2d Mortgage	1,633,000	7	March & Sept.	" "	1881	106
Convertible Bonds	5,000,000	7	June & Dec.	" "	1892	105½
2d Mort. (Lack. & Bloomsburg)	500,000	7	Apr. and Oct.	" "	1880	....
1st M. Ext.(" ")	400,000	7	March & Sept.	" "	1885	....
2d M. Ext. (" ")	200,000	7	May & Nov.	" "	1890	....
Denver & Boulder Val.(Den. Pac):						
1st Mortgage	550,000	7*	May & Nov.	Kansas City	1900	....
Denver Pacific:						
1st Mortgage gold, land grant...	2,493,000	7*	May & Nov.	New York	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, s.kg fund tax free.	3,024,500	7*	May & Nov.	N.Y.L.&Ams.	1900	....
Des Moines and Ft. Dodge:						
1st Mortgage (coupon)	2,400,000	8	Jan. & July.	New York.	1904	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.)	2,330,000	8	May and Nov.	New York.	1902	....
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m....	1,826,000	8	Jan. & July.	New York.	1901	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1890	....
2d Mortgage, (coupon) guar....	300,000	8	Jan. & July.	" "	1881	....
Detroit, Lansing and Lake Mich.:						
1st Mortgage	3,219,000	8	April & Oct.	Boston.	1896	....
1st Mortgage (on Branches)....	575,000	8	June & Dec.	"	1897	....
2d Mortgage	1,359,000	8	Feb. & Aug.	"	1893	....
1st Mort. (Ionia and Lansing)...	770,000	8	Jan. & July.	New York.	1889	....
2d Mort. (" ")...	81,000	8	May & Nov.	" "	1880	....
Detroit & Milwaukee(Gt.W.of Ca.):						
1st Mortgage, (D.& M.R.'y).....	2,500,000	7	May & Nov.	New York	1875	....
2d Mortgage (").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	May & Nov.	" "	1875	....
1st Mort. (Detr. & Pontiac R.R.)	150.000	7	April & Oct.	" "	1878	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1878	....
3d Mort. (" ")	250.000	8	Feb. & Aug.	" "	1886	....
Bonds of Sept. 1, 1866	110,000	7	March & Sept.	" "	1886	....
Bonds of June 30, 1866	1 702,317	6–7	Jan. & July.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.& M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1878	100½
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	800,000	8	Jan. & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage tax free	882,000	7	Jan. & July.	New York.	1893	....
Dubuque Southwestern:						
1st Mortgage	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred	78,560	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold)	1,200,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July	Philadelphia.	1885	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,900	7	March & Sept	Philadelphia.	1888	102
East Tennessee, Virginia & Ga.:						
1st Mort., s.kg fund for $3,500,000	2,999,000	7	Jan. & July.	New York.	1900	89½
2d Mortgage	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Company Bonds (E.T.&Ga.,old)	635,000	6	Jan. and July.	" "	'80–'85	....
Company Bonds (" new)	135,400	6	" "	" "	1876	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194.400	6	Jan. & July.	Boston.	1878	....
Loan of 1865–'85	160,000	6	April & Oct.	"	1885	....
Loan of 1867–'87	890,000	7	March & Sept.	"	1887	92½
Loan of 1868–'88	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869–'89	500,000	6	May & Nov.	"	1889	....
Loan of 1872–'82	1,658,000	7	various.	"	1882	90½
Loan of 1873–'93	878,900	6	March & Sept.	"	1893	....
New Bonds	1,000,000	7	—— & ——	"	1892	....
Sterling Sink. Fd. Bonds	3,000,000	6*	March & Sept.	London.	1893	....
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1890	....
2d Mortgage	200,000	6	April & Oct.	"	1896	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1900	....
Elmira and Williamsport(N. Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1890	99
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	2862	....
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York	1897	103
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	101
3d Mortgage	4,582,000	7	" "	" "	1883	100
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1886	97
5th Mortgage convertible	709.500	7	June and Dec.	" "	1888	96
Buffalo Branch, 1st mortgage	182,500	7	Jan. & July.	" "	1891	....
Sterling loan (£1,000,000) conv.	4,580,000	6*	March & Sept.	London.	1875	....
1st Consol Mort. for $30,000,000.	12,076,000	7*	" "	NY & London.	1920	....
2d Consol. Mort. for $40,000,000.	15.000,000	7*	June and Dec.	London.	1894	....
Long Dock Co's. Mortgage	3,000 000	7	" "	New York.	1893	100
Convertible bonds	10,000,000	7*	April & Oct.	London.	1903	....
Erie and Pittsburg (Penn.):						
1st Mortgage	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,800	7	April & Oct.	" "	1880	....
Consolidated Mortgage	2,192,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	750,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6*	Jan. & July.	N.Y. & Lond.	1894	....
1st L.M.(& 1st on 50, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	....
New Mortgage for $6,000,000....	.....	...	.....	.....	.....	....
Evansville and Crawfordsville:						
1st Mortgage (51 miles)s.kg. fund	302,000	7	Jan. & July.	New York	1887	....
1st Mortgage (109 m.) "	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1840	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	775,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Prov.(B&P):						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Fitchburg:						
Bonds of 1874 for $500,000....	.....	7	.....	Boston.	1894	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)..	2,210,000	8	March & Sept.	New York.	1888	....
Flint & Holly S. F. ($25,000 p.y.)	425,000	10	May & Nov.	" "	1888	....
1st Mort.(Bay C. & E.Sag.)guar.	100,000	10	Jan. & July.	Newark.	1892	....
Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York.	1887	....
1st Mort. s.kg.fd.(Fl., W.& Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
Consolidated Sinking Fund....	1,771,000	8	May & Nov.	" "	1902	....
Construction Loan	280,405	6	Jan. & July.	" "	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida:	$					
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....
Flushing, North Side and Central:						
1st Mort. (Flush'g and N. Side.)	1,825,000	7	May & Nov.	New York.	1901	....
1st Mort. (Central of L. I.)	1,000,000	7	.....	" "	....	....
1st Mort. (Cent. B. R. Exten.)	200,000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	136,000	7	Feb. & Aug.	" "	1887	....
Sterling Loan	1,500,000	6*	.....	London.	....	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee	1 500,000	8	Jan. & July.	New York.	1889	...
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	" "	" "	1896	....
Framingham and Lowell:						
1st Mortgage	500,000	7	May & Nov.	Boston.	1891	89½
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremont, Elkhorn & Mo. (SC&P):						
1st Mortgage	600,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	104
2d Mortgage	948,000	7	May & Nov.	" "	1875	101
Galv., Harrisburg & San Antonio:						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	....
Geneva, Ithaca and Athens:						
1st Mortgage, skg. fd., guar.	600,000	7*	June & Dec.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	608,000	7	Jan. & July.	Augusta	'74-'90	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,224,000	7*	April & Oct.	" "	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	91½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3.218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327.808	11,639,040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,600	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	....
Mortgage Bonds £547,000	2,735,000	5½	April & Oct.	"	'77-'78	....
New Bonds £1 000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	84
2d Mort., " "	2,500,000	7	May & Nov.	" "	1893	62½
Green Bay and Minnesota:						
1st Mortgage	2,400,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	876,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,386,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples (T. W. & W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo. (T. W. & W.)						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	....
2d Mortgage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'77-'94	....
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Fifteen years' bonds (277 m.)	2,714,000	8	March & Sept.	" "	1885	89
1st Mort. (Q. & Palm. R. R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R R 55m)	1,200,000	10	Jan. & July.	" "	1886	....
General Land Mortgage (277 m.)	642,000	7	April & Oct.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	101½
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f'd.	1,674,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	New York.	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	Brpt. & Bost.	1889	....
Equipment Bonds	150,000	7	.....	Bridgeport.	1883	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	7,479,000	7*	Jan. & July.	New York.	1891	....
1st Mortgage (Western Div.)	2 500,000	7*	" "	" "	1903	....
Consolidated Mortgage	2,700,000	8	April & Oct.	" "	1912	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage, sinking fund	1,794,000	7	June & Dec.	New York.	1885	105
3d Mortgage	159,000	7	May & Nov.	" "	1876	99½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	104
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	98½
Consolidated Mortgage	1,378,000	7	April & Oct.	"	1895	45
Illinois Central:						
Construction bonds, cur. skg f'd.	2,742,000	7	April & Oct.	New York.	1875	100½
Construction bonds, coin	332,000	6*	" "	N. Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Sterling Bonds, Sinking Fund	5,000,000	5*	" "	"	1903	....
Illinois Grand Trunk (C., B. & Q.):						
1st Mortgage guaranteed	960,000	8	April & Oct.	Boston.	1890	101
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mort. (Nor. Div.) $32,000 p.m.	1,700,000	7*	March & Sept.	New York.	1908	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1900	50
1st Mortgage Extension gold	2,000,000	7*	Jan. & July.	" "	1912	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis and Madison:						
1st Mort. assumed by J., M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage s.f. (Intern. R. R.)	3,040 000	7*	April & Oct.	New York.	1911	70
Convertible B'ds (")	1,473,000	6	Feb. & Aug.	" "	1892	....
1st Mortgage (Hous. & Gt. N. RR.)	4,211,000	7*	Jan. & July.	" "	1900	....
Convert. B'ds (" ")	1,677,000	6	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) of 1858	1,600 000	7	April & Oct.	New York.	1868	....
1st Mortgage (I. C. & L. F.) of 1867	2,792,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (" ") of 1869	1,701,000	7	June & Dec.	" "	1899	....
1st Mortgage (Cin. & Indiana.)	499,000	7	" "	" "	1882	....
2d Mort. guar. (" ")	1,496,000	7	Jan. & July.	" "	'77-'87	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1919	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	378,000	10	Jan. & July.	" "	1881	81
Ionia and Lansing (D., L. & L.M.):						
1st Mortgage traffic guar.	770.000	8	Jan. & July.	New York.	1889	....
2d Mortgage "	81,000	8	May & Nov.	" "	1886	....
Iowa Falls and Sioux City:						
1st Mortgage	2,960,000	7	April & Oct.	New York.	1917	...
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,350.000	8	April & Oct.	New York.	1900	86
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw (MC):						
1st Mortgage guar.	1,450,000	8	Jan. & July.	New York.	1885	93½
1st Mort. (Northern Ext.) guar.	848,000	8	May & Nov.	" "	1890	....
2d Mortgage guar.	289,000	8	March & Sept.	" "	1878	....
Consolidated Mortgage (236 m.)	18,000pm	8	" "	" "	1891	94½
Jacksonville, South West & S. East:						
1st Mortgage	610,000	7*	Jan. & July	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	3,000,000	8	" "	" "	1899	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	468,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	84,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1908	....
2d Mortgage consol	3,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	.....	7*	Jan. & July.	New York.	1913	....
1st Mortgage (Ridgefield Park)	300,000	7	May & Nov.	" "	1912	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	336,000	8	Jan. & July.	New York.	1882	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	94½
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	99
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1888	94½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1889	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. and July.	N. Y. & Bost.	1890	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort. (St. Jo. & CB. 78 m) conv.	1,400,000	10	March & Sept.	" "	1892	....
1st Mort. (Mo. Valley 120 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.) conv.	887,000	8	March & Sept.	" "	1896	....
New Consol. Mort. for $8,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (L.L.&G)						
1st Mortgage for $2,000,000	720,000	10	May & Nov.	Boston.	1900	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	....
1st Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June & Dec.	" "	1896	....
1st M.(3dD.244.66m.& 3,000,000a)	6,432,000	7*	May & Nov.	N. Y. L. & F.	1899	....
1st Mort. (1,000,000 acres).....	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mort. (2,000,000 acres)gold...	1,751,750	7*	Jan. & July.	N. Y., L. & F.	1880	....
2d Mort. (")gold...	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	....
Kent County (Del.)						
1st Mortgage for $300,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Kentucky and Great Eastern:						
Bonds for $2,200,000....	15,000pm	7*	Feb. & Aug.	New York.	1892	....
Keokuk and Des Moines:						
1st Mortgage.....	1,895,000	7	April & Oct.	New York.	1904	...
Funded Interest.....	258,720	8	" "	" "	1884	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	1,000,000	8	April & Oct.	Boston.	1879	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1877	....
Laf., Blooming. & Miss.(T.W.& W):						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(T.W.& W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Erie and Louisville:						
1st Mortgage.....	300,000	7	April & Oct.	New York.	1892	...
2d Mortgage.....	560,000	7	Jan. & July.	" "	1902	....
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	1,600,000	7	April & Oct.	New York.	1879	....
Consol. Mort., S.F., Registered.	4,280,007	7	J. A. J. & O.	" "	1900	99½
Consol. Mort., S.F., Coupon....	1,202,000	7	Jan. & July.	" "	1900	102
2d Consol. Mort. for $25,000,000.	.....	7	June & Dec.	" "	1903	91½
Bonds of 1892 (Reg. & Coupon)	5,206,000	7	April & Oct.	" "	1892	....
Lake Shore Dividend Bonds....	1,498,000	7	" "	" "	1899	100
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	" "	1880	101
3d Mort. (" ")	1,000,000	7	April & Oct.	" "	1892	....
1st Mort. (Mich. So. & Nor. Ind.)	5,256,000	7	May & Nov.	" "	1885	105½
2d Mort. (" ")	2,692,000	7	" "	" "	1877	100½
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	106
2d Mort. (" ")	860,000	7	April & Oct.	" "	1886	100
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" ")	3,000,000	7	April & Oct.	" "	1898	100
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1876	100½
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1858	94½
1st M. (Jamestown & Franklin)	468,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage.....	696,000	7	.....	" "	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	NY.-Bost.-Ph	1900	43½
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,147,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct	New York.	1890	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold..	3,000,000	10	Jan. & July.	N. Y. & Bost.	1899	....
1st Mort.(K. O. & San. Fe)guar.	720,000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (new loan).....	4,875,000	6	June & Dec.	Philadelphia.	1898	101½
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	106½
General Mort. for $40,000,000...	5,000,000	6*	June & Dec.	London.	1923	....
Lewisb. Centre & Spruce C.(Pa R):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A.&P.):						
1st Mortgage gold	1,000,000	6*	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds.....	500.000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	....
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	10
Land Grant sinking fund.....	3,780,000	7	April & Oct.	" "	1900	9½
Little Rock, Pine Bl. & N. Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	4
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Skg. Fd.....	759,500	7	Apr. and Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	90
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)....	150,000	6	May & Nov.	"	1893	....
General Mortgage.....	775,000	7	" "	New York.	1899	....
Louisiana & Mo. Riv. (Ch. & Al):						
1st Mortgage.....	4,300,000	7	Feb. & Aug	New York.	1900	90
Louisville, Paducah and S. W.:						
1st Mortgage.....	3,000,000	8	March & Sept	New York.	1890	....
2d Mortgage.....	900,000	7	May & Nov.	" "	1893	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Bonds to State of Kentucky....	74,519	6	Jan. & July.	New York.	Perp.	....
1st Mortgage for Cincinnati Br..	3,000,000	7	" "	" "	1897	....
2d Mortgage for $1,000,000.....	878,000	8	April & Oct.	" "	1900	....
Louisville Loan.....	100,000	6	Jan. & July.	" "	1881	....
1st Mort. (Louisville & Frankf't)	39,000	6	" "	" "	'73-'78	....
1st Mort. (Louis., Cin. and Lex.)	21,000	8	April & Oct.	" "	1902	....
1st Mortgage (Shelby R. R.)....	88,500	8	June & Dec.	" "	1881	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.).	326,000	7	Jan. & July.	New York.	1876	....
1st Mortgage (Memp Br.46.37m.)	96,000	7	May & Nov.	Louisville.	1875	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	"	'80-'85	....
1st Mort. (Memphis and Ohio)..	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,425,000	6*	Feb. & Aug.	" "	1902	....
Consol. M. for $5,000,000(392 m.).	6,814,000	7	April & Oct.	" "	1898	87
Louisville Loan..... ...	849,000	6	" "	" "	'86-'87	....
Louisville Loan (Lebanon Br.).	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	...
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1892	....
Macon and Augusta:						
1st Mortgage end.by Ga. R. R..	300,000	7	Jan. & July.	New York.	1877	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1887	....
Construct. Mort. end. by Ga. RR.	370,000	7	" "	" "	1879	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1899	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7*	April & Oct.	New York.	1899	...
Maine Central:						
Consolidated Mortgage.....	545,800	7*	April & Oct.	Boston.	1912	....
$1,100,000 Loan, tax free.....	756,860	7*	Jan. & July.	"	1898	91
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150,000	6*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
1st Mortgage (Ken. & Portland.)	217,300	6	April & Oct.	Augusta.	1885	....
Consol. (Port. & Kennebec.) Loan	1,166,700	6	" "	Boston.	1585	....
2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	...
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	85
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	104½
2d Mortgage Dollar.....	2,500.000	7	May & Nov.	"	1896	94½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	82½
4th Mortgage.....	2,004,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.).	800,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	....
Marquette, Houghton & Ontonagon:						
Income Bonds (Marq. & Ont.)..	150,000	8	Jun. & Dec.	New York.	1875	....
1st Mortgage (")..	1,760,000	8	" "	" "	1892	....
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1892	....
Consolidated Mortgage.....	1,454,000	8-10	Various.	" "	92-'03	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400,000	6	Jan. & July.	Boston.	1889	90
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	...
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	...
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	...
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1886	....
Tennessee State Loan.....	1,314,142	6	" "	" "	....	....
Income Bonds.....	600,000	10	March & Sept.	" "	'73-'76	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
2d Mortgage.....	1,000,000	8	.....	" "	....	....
Michigan Air Line (Mich. Cent.):						
1st Mort. (E. Div.) assumed....	200,000	8	May and Nov.	New York.	1890	98
Michigan Central:						
1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	114
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	101
1st Mort. (M. Air L. W.D.)assu'd	1,900,000	8	Jan. & July.	" "	1890	102½
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S.& M.S.	5,253,000	7	May & Nov.	New York.	1885	105½
2d Mort. " "	2,692,000	7	" "	" "	1877	100½
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee and St. Paul—						
See Chicago, Mil. & St. Paul.						
Milwaukee, Lake Sh. & Western:						
1st Mortgage.....	3,000,000	7	June & Dec.	New York.	1902	....
Milwaukee and Northern:						
1st Mortgage.....	1,625,000	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage.....	320,000	10	Jan. & July.	Detroit.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed..	400,000	7*	Apr. and Oct.	New York.	1911	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St.L. (L.Sup.& M.):	$					
1st Mortgage gold, guaranteed..	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	Detroit.	1890	....
Mississippi Cent.(N.O.St.L.&Chi.):						
1st Mortgage.....	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,708,500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold.....	2,040,000	7*	Jan. & July.	.....	1900	....
Mississippi and Tennessee:						
1st Mortgage.....	660,000	7	April & Oct.	Memphis.	1876	....
Consolidated Mortgage.....	1,754,000	8	Jan. & July.	"	'81-'93	....
Tennessee State Loan.....	430,547	6	.....	"	....	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.....	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	3,220,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S.F..	362,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904.	....
Additional Consol. Mort.....	2,500,000	7	" "	" "	1905	....
Further Add. Consol. Mort.....	600,000	7	" "	" "	1906	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	50
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mortgage.....	300,000	8	" "	New York.	1889	....
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	...
2d Mortgage.....	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage Sterling.....	5,732,000	6* 8*	May & Nov.	Mob. & Lond.	1883	....
Interest bonds	1,532,000	8	" "	Mobile.	'76-'83	....
Sterling Interest bonds.....	769,920	6*	" "	London.	1883	....
Tennessee Subsidy Bonds.....	1,685,000	7*	Jan. & July.	N.Y. & Lond.	1901	....
Special Mort. (Gainesville Br'h)	53,000	8	May & Nov.	Mobile.	....	....
2d Mortgage.....	1,453,868	8	March.	"	1877	....
Consol. Mort. for $15,000,000....	.....	7*	Jan. & July.	N.Y. & Lond.	1904	....
Convertible 9 per cent. bonds...	847,975	8	M. J. S. & D.	New York.	....	....
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.....	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage.....	780,000	7	.....	" "	....	....
Income Mortgage.....	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage.....	127,000	7	May & Nov.	New York.	1888	....
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....
1st Mortgage not endorsed	330,000	8	June and Dec.	"	1900	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	108¼
2d Mortgage guar.....	3,000,000	7	Feb. & Aug	" "	1891	103¼
Convertible bonds.....	383,000	7	Jan. & July.	" "	1900	95
Construction bonds of 1871.....	640,000	7	April & Oct.	" "	1889	100
General Mortgage.....	2,975,000	7	" "	" "	1901	....
Special "	1,029,000	7	.....	" "	....	....
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn....	1,450,000	6	Jan. & July.	New York.	'74-'83	87½
2d Mort. (Government Subsidy)	1,000,000	4	" "	"	'81-'91	....
New Mortgage.....	5,800,000	7	" "	"	1913	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage.....	103,000	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (C. of N.J.):						
1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold.....	800,000	7*	May & Nov.	New York.	1889	....
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston	1881	....
New Issue for $360,000.....	285,000	7	" "	"	1891	103½
Newburyport:						
1st Mortgage.....	300,000	....	.....	.....	....	....
New Haven and Derby:						
1st Mortgage.....	525,000	7	Various.	New Haven.	'98-'00	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg).....	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage.....	880,000	7	.....	" "	1881	....
New Haven and Northampton:						
1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1890	....
Convertible bonds, tax free.....	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfie'd bonds..	200,000	7	" "	" "	1891	....
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.....	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage.....	1,500,000	7	" "	"	1881	....
New Jersey and New York:						
1st Mortgage.....	500,000	7*	March & Sept.	N.Y. or Lond.	1893	....
New Jersey Southern:						
1st Mortgage.....	2,000,000	7	May & Nov.	New York.	1889	....
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1888	....
2d Mortgage.....	1,000,000	7	March & Sept.	"	1881	....
Consol. Mort. for $7,000,000....	5,300,000	7	April & Oct.	"	1903	....
Income Mortgage.....	750,000	7	" "	"	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000....	3,000,000	7*	May & Nov.	New York.	1900	....
New London Northern(Cen. Vt.):						
1st Mortgage.....	300,000	6	April & Oct.	New York.	1895	....
2d Mortgage.....	500,000	7	June and Dec.	"	1892	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
N.O.,Jack.& Gt.N. (N.O.St.L.& C.):	$					
1st Mortgage.....	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000.....	1,500,000	8	April & Oct.	" "	1890	....
Consol. Mort. for $8,000,000.....	3,000,000	7*	Jan. & July.	" "	1912	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,825,000	8	" "	" "	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12 250,000.....	6,617,500	7*	Feb. & Aug.	N.Y. or Lond.	1903	....
New York & Canada (D.& H.C.):						
1st Mort. for £800,000, guar.....	4,000,000	6*	May & Nov.	London.	1904	...
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	5,936,626	6	May & Nov.	New York.	1883	98
Bonds for debts assm'd (N.Y.C.)	1,514,000	7	Feb. & Aug.	" "	1876	102½
Bonds for B.& N.F. stk (")	74,500	6	May & Nov.	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	94
Bonds for Real Estate (")	162,000	6	" "	" "	1883	98½
Bonds of 1854 renewed (")	2,431,000	6	June & Dec.	" "	1887	97
2d Mort. (Hudson River) S. F..	1,794,000	7	" "	" "	1885	108
3d Mort. (").....	159,000	7	May & Nov.	" "	1875	....
Bonds of 1871, tax free.....	1,960,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $30,000,000	3,904,000	7	Jan. & July.	" "	1903	114
1st Mort., reg'd }		7	" "	" "	1903	112
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York and Harlem:						
Consolidated Mortgage of 1863..	103,000	6	Feb. & Aug.	New York.	1893	....
Sinking Fund Mortgage of 1861.	108,899	7	Jan. & July.	" "	1881	....
Consolidated Mort. of 1872.....	6,822,000	7	May & Nov.	" "	1900	108
N. York, Housatonic & Northern:						
1st Mortgage.....	249,000	7*	April & Oct.	New York.	1902	....
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000..	2,500,000	7*	Jan. & July.	New York	1902	....
New York, N. Haven & Hartford:						
1st Mort. (N. Y. and N. Haven)	1,059,500	6	April & Oct.	New York.	1875	100
1st Mort.(Harlem & Portchester)	1,000,000	7	.....	" "	1903	....
New York and Oswego Midland:						
1st Mortgage gold, tax free.....	8,000,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible ...	1,500,000	7	" "	"	1896	....
3d Mort., Equipment.....	3,800,000	7	.....	"	....	....
1st Mort., (West. Extension)...	2,425,000	7	.....	"	....	....
Consolidated Mortgage.....	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
1st Mortgage.....	76,000	6	Feb. & Aug.	New York.	1878	....
Improvement Bonds.....	100,000	7	Jan. & July.	"	1876	....
Extension Bonds.....	250,000	6	May & Nov.	"	'78-'81	....
General Mort. for $1,000,000....	827,000	7	Jan. & July.	"	1899	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage.....	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage.....	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Carolina:						
1st Mortgage	375,000	8	May & Nov.	Co's Shops, NC.	1878	....
North Eastern (S. Car.):						
1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage.....	225,500	8	" "	"	1899	....
North Missouri (St.L.,K.C. & N.):						
1st Mortgage.....	6,000,000	7	Jan. & July.	New York.	1895	86
North Pennsylvania:						
1st Mortgage.....	2,159,500	6	Jan. & July.	Philadelphia.	1885	103
2d Mortgage.....	1,500,000	7	May & Nov.	"	1896	104½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	105½
General Mortgage	436,500	7	Jan. & July.	"	1903	....
North Shore (Flush.,N.S. & Cent):						
1st Mortgage.....	155,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage Coupon.....	2,500,000	6	Jan. & July.	Baltimore.	1885	95½
3d Mortgage Coupon.....	1,223,000	6	April & Oct.	Phila. & Balt.	1900	87
3d Mort. (York & Cumb.) guar.	500,000	6	Jan. & July.	Baltimore.	1877	....
Income Mortgage conv.....	1,000 000	7	April & Oct.	Harrisburg.	1880	....
Income Mort. coupon.....	3,000,000	7	Jan. & July.	"	1922	....
Consol. Mort. coupon.....	2,520,060	6*	" "	Baltimore.	1900	94½
Consol. Mort. registered.....	205,000	6*	April & Oct.	"	1900	....
Consol. Mort. S. F.....	2,000,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	Jersey City.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands gold..	30,000,000	7.3*	Jan. & July.	New York.	1900	27½
Northwestern Virginia:						
3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	....
Northwestern Union (C. & N.W.):						
1st Mortgage.....	3,500,000	7*	.....	New York.	....	....
Norwich & Worcester(B.H.& K.):						
1st Mort. Mass. Loan, skg. fd...	400,000	6	Jan. & July.	Boston.	1877	....
Construction Bonds.....	150,000	7	" "	"	1877	....
Nyack and Northern:						
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	88½
Sinking Fund Bonds.....	468,000	8	March & Sept.		1890	....
Ohio and Mississippi:						
Consolidated Mort. Bonds.....	3,067,000	7	Jan. & July.	New York.	1898	97
Consolidated S. F. Mortgage....	3,556,000	7	" "	" "	1898	97½
Consolidated Mort., Sterling....	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,672,000	7	April & Oct.	New York.	1911	80½
Income and Funded Debt Bonds	174,000	7	" "	New York.	1882	....
Debenture Sinking Fund Bonds	180,000	7	May & Nov.	New York.	1883	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R).....	550,000	7	Feb. & Aug.	Philadelphia.	1896	70
1st Mort. (Warren & Franklin).	1,500,000	7	April & Oct.	" "	1882	....
1st Mort. (Union & Titusville).	500,000	7	Jan. & July.	" "	1890	....
Consolidated Mortgage.....	1,100,000	7	May & Nov.	" "	1896	90

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Old Colony:	$					
Plain Bonds	1,000,000	4	March & Sept.	Boston.	1876	99¾
Plain Bonds	32,000	5	" "	"	1884	....
Plain Bonds	458,000	6	April & Oct.	"	1875	100¾
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101¼
New Bonds for $3,000,000	1,192,000	7	March & Sept.	"	1894	105
Cape Cod Railroad Bonds	265,500	7	Feb. and Aug.	"	1881	...
Omaha and Northwestern:						
1st Mort. Land Grant, Gold	16,000 p m	7.3*	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,034,000	8	June & Dec.	Boston.	1896	85
Orange, Alex. and Manassas— See Wash. C., Va Mid. & Gt. So						
Oregon and California:						
1st Mortgage gold	10,950,000	7*	April & Oct.	New York.	...	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (C.,M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L.& W.):						
1st Mortgage, guaranteed	201,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by C.,B.& Q.	1,241,000	8	Jan. & July.	N.Y. & Bost.	1900	99
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	1,500,000	8	Feb. & Aug.	New York.	1892	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	90
2d Mortgage sinking fund	2,878,000	7	Jan. & July.	" "	1891	81¼
Income Bonds	1,154,600	7	" "	" "	1892	....
St. Louis County Debt	700,000	7	Monthly.	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	500,000	6*	April & Oct.	" "	1893	72
1st Mort. (Leav., Atch. & N.W.)	500,000	7	" "	" "	1889	....
1st Mort. (Lex. & St. Louis) gold	900,000	6*	Jan. & July.	" "	1887	....
Paducah and Memphis:						
1st Mortgage gold for $2,506,000	1,541,000	7*	Feb. & Aug.	New York.	1902	....
Panama:						
General Mortgage, stg £597,800	2,889,330	7*	April & Oct.	London.	1897	....
Paris and Decatur:						
1st Mortgage gold, S. F.	1,800,000	7*	Jan. & July.	N. Y. & Lond.	1892	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	800,000	7	Jan. & July.	New York.	1878	....
Pekin, Lasc. & Decatur (TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	....
Pemberton & Highta. (UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Peninsular (Mich.) Railway:						
1st Mortgage gold (S.F.) 1st series	1,800,000	7*	May & Nov.	N.Y. or Lond.	1899	...
1st Mortgage gold (S.F.) 2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mort. (Harrisb'g to Pittsb'g)	4,970,000	7	Jan. & July.	Philadelphia.	1880	104
2d Mort (" ")	2,583,600	6	April & Oct.	"	1875	101
2d M. stg (" ")	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	19,558,760	6	J. A. J. & O.	Philadelphia.	1910	98
Consolidated Mortgage	8,245,000	6*	Jan. & July.	London	1905	....
State lien for $7,500,000, stg Fd	5,401,675	5	April & Oct.	Philadelphia.	'74-'90	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	300,000	7	April & Oct.	"	1891	....
Pennsylvania & New York (L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	103½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val (C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	....
2d Mortgage	150,000	10	Jan. & July.	New York.	1900	....
Perkiomen (Phila. and Rdg):						
1st Mortgage, guaranteed	619,000	6	April & Oct.	Philadelphia.	1897	84
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'93	....
2d Mortgage	500,000	8	" "	" "	1902	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¾ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9¼ m.)	300,000	6	" "	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	....
1st Mortgage	5,000,000	6	" "	"	1881	91¼
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	86¼
General Mort. for $20,000,000	7,252,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Loan of 1868	1,138,900	6	Jan. & July.	Philadelphia.	1893	80
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	"	"	1880	101¼
Mortgage Loan of 1868	2,700,000	7	Apr. and Oct.	"	1893	105
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	105
Consolidated Mortgage June 1, 1871. — Dollar registered	3,414,000	7	" "	"	1911	105¼
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	....
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	668,000	6*	" "	" "	1911	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	332,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv	6,600,985	7	Jan. & July.	"	1893	105¼
New Improvement Mort. Loan.	6,631,615	6*	Apr. and Oct.	Phil. or Lond.	1897	....
Gen'l Mort. stg. S.F. ($60,000,000)	10,000,000	6*	" "	" "	1899	....
Mort. (Coal and Iron Co.) guar.	13,418,500	7	May and Nov.	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Philadelphia, Wilmington & Balt.:	$					
Mortgage Loan, convertible	318,500	6	Jan. & July.	Phila. & Bost.	1884	96¾
Loan of 1866	400,000	6	April & Oct.	" "	1876	....
Loan of 1867	1,000,000	6	" "	" "	1887	....
Loan of 1872	500,000	6	" "	" "	1892	....
Pickering Valley (Phila. & Rdg)						
1st Mortgage, guaranteed	331,800	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	776,000	7	Jan. & July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	74¼
2d Mortgage	5,000,000	7	April & Oct.	Philadelphia.	1913	....
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	"	1900	74
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	878,000	7	Jan. & July.	New York.	1912	110¼
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	103
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	100
Bridge (O. & P. R. R.) bonds	111,000	7	May & Nov.	Philadelphia.	1876	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	New York.	1877	....
Equipment bonds	1,000,000	8	March & Sept.	"	1879	....
Pittsburg, Va. and Charleston:						
1st Mortgage	700,000	7	April & Oct.	New York.	1902	....
Pittsburg, Wash'gton & Baltimore:						
1st Mort. (Pittsb. & Conn'lsville)	4,000,000	7	Jan. & July.	Baltimore.	1896	86¾
2d Mort. do: (Balt. Loan)	5,000,000	6	May & Nov.	"	1902	....
1st Mort. (Turtle Cr. Div. 10¼ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Real Estate Mortgage	100,000	6	.....	Baltimore.	1883	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	20,000 pm	7*	Jan. & July.	New York.	1901	....
Port Huron and Lake Michigan:						
1st Mortgage gold, for $1,800,000	1,800,000	7	May & Nov.	New York.	1890	....
Portland & Ogdensb. (Me. & N.H.):						
1st Mort. (Maine Section) gold	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	3,300,000	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	2,300,000	6*	May & Nov.	N.Y. & Bost.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1868	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort. (Portland Loan) skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien)	357,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan)	350,000	7	Mar. & Sept.	"	1891	...
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N.Y. & Lond.	1880	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	" "	1880	....
Portsmouth, Gt. Falls & Conway:						
1st Mort., guar. by Eastern R.R.	470,000	7	May & Nov.	Boston.	1893	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	644,500	7*	Jan. & July.	New York.	1910	....
2d Mortgage	78,000	7	" "	" "	....	....
Providence and Worcester:						
1st Mortgage	800,000	6	Jan. & July.	Providence.	1880	....
Stoughton Branch bonds	1,000,000	6	" "	"	....	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	1,000,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Palmyra:						
1st Mort. assumed by H. & St Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	72
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	....
Reading and Columbia (P. & R.):						
1st Mort., Coupon, guaranteed	650,000	7	March & Sept.	New York.	1882	....
2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
2d Mortgage	300,000	7	Jan. & July.	Troy.	1880	105
3d Mortgage	150,000	7	" "	"	1887	....
1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	....
1st Mort. (Troy, Salem & Rutl.)	600,000	7	May and Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Consol. Mort. for $2,000,000	1,925,000	7	May and Nov.	" "	1921	....
Richmond and Danville:						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	1880	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
1st Mort. (Peidmont Branch)	503,000	8	.....	"	1888	....
1st Mort. (Northwestern, N.C.)	503,000	6.7	April & Oct.	N.Y. or Rich.	....	....
Consolidated Mortgage	1,766,000	6	May and Nov.	New York.	75-'90	68
Rich., Fredericksburg & Potomac:						
Sterling Loan	97,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	176,428	7	" "	Richmond.	1875	....
Dollar Loan, Coupon	295,500	8	" "	"	1881	....
Dollar Loan	124,439	6	various.	"	1875	....
Richmond and Petersburg:						
1st Mort. (Coup. and Register'd)	130,500	7	June & Dec.	Richmond.	1875	....
2d Mortgage (Coupon)	175,000	8	Apr. and Oct.	"	'80-'86	....
Rockford, R. Island & St. Louis:						
1st Mortgage tax free	9,000,000	7*	Feb. & Aug.	N.Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, (W. & R.) Skg Fund	799,990	7	March & Sept.	New York.	1890	....
2d Mortgage	460,000	7	Jan. & July.	" "	1902	....
General Mort. S. F.	1,050,500	7	June & Dec	" "	1891	....
Consol. Mort. conv. till 1879	2,000,000	7	Apr. and Oct.	" "	1904	....
Rutland (Con. Vt. & Vt. & Can.):						
Equipment Mortgage, tax free	600,000	7	May and Nov.	Boston.	1880	....
Equipment Mortgage	500,000	8	March & Sept.	"	1880	92½
General Mort.	1,500,000	8	May and Nov.	"	1902	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st Mortgage	245,000	8	May & Nov.	Saginaw.	1892	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	6	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	103
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	90
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	73½
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	98
2d Mort. (" ")	4 622,000	7*	May & Nov.	" "	1897	71
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1895	....
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	....
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,029,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	86½
New Mortgage	3,000,000	7	March & Sept.	" "	1899	....
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,207,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen. & Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St. Louis, Van. & T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	1,000,000	7	March 1.	Pittsburg.	1901	....
St. Paul and Iowa Southwestern:						
1st Mortgage	4,500,000	7*	May & Nov.	.....	1903	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. P. to Sauk Rap.) 80m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N. Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
1st M. (W.Line) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (W.Line) R. R. & Lands.	9,000,000	7*	" "	"	....	....
1st Mort. (St. Paul and Pac.) l.g.	15,000,000	7*	.....	"	....	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	....
Sand., Manafield & Newark (B&O.)						
1st Mortgage guaranteed	2,309,743	7	Jan. & July.	New York.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A & G):						
Sectional Mort.	310,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav. & Char.)	500.000	7	Jan. & July.	New York.	1889	....
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar.	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	...
Schenectady & Susq. (D. & H. Can.):						
1st Mortgage gold, tax free	400,000	7*	Jan. & July.	New York.	1900	....
Schoolcraft & Three R. (LS & MS):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,588,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala.	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	...
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv. (N.C.):						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	91
Sheboygan and Fond du Lac:						
1st Mortgage	720,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	705,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.).						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y., N. H. & Hart.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	....
Sioux City and Pacific:						
1st Mortgage gold	1,628,000	6*	Jan. & July.	Boston.	1898	....
2d Mort. (Gov. Subsidy)	1,628,200	6	" "	U.S. Treasury.	1898	....
Somerset & Kennebec (Me. Cent.):						
1st Mortgage gold	260,000	7*	June & Dec.	Boston.	1876	....

Description of Bonds.	Amount.		Interest Payable. When.	Interest Payable. Where.	Due.	Price.
South Carolina:	$					
1st Mortgage Sterling	1,486,333	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	857,000	7	" "	New York.	'82-'88	....
2d Mort. for $3,000,000	615,500	7	April & Oct.	" "	1902	....
Domestic (G) Bonds	111,000	6	Jan. & July.	Charleston.	1874	....
Domestic (I) Bonds	1,296,500	7	April & Oct.	"	1891	....
Domestic (K) Bonds	76,000	6	Jan. & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	" "	1889	....
South Mountain Iron (Cumb. Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1883	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,100,000	...	May & Nov.	London.	.....	....
South Pacific (Atl. and Pac.):						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	175,000	6	April & Oct.	Boston.	'80-'81	....
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	621,000	6	" "	" "	'84-'90	....
3d preferred bonds	452,800	6	" "	" "	'84-'90	....
Southern Central (N.Y.):						
1st Mortgage, skg fund conv.	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage	600,000	7	March & Sept.	"	1882	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
1st Mort., Sink. Fund	1,500,000	7	May & Nov.	"	.....	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,240,000	8	Apl. & Oct.	New York.	'78-'83	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	10,040,000	6*	April & Oct.	New York.	.....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'88	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72'-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	345,000	7	Jan. & July.	Boston.	'83-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	600,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	444,100	7	Jan. & July.	Boston.	1887	....
Sullivan (Central Verm.):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1881	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	600,000	7	Jan. & July.	Philadelphia.	1904	85
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	.....	.....	New York.	....
Swedesboro (West Jersey):						
1st Mortgage, guaranteed	200,000	6	June & Dec.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L.&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	"	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1873 for $1,600,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage S. F. Gold	40,000pm	6*	June & Dec.	N.Y. or Lond.	1912	....
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,000,000	7	June & Dec.	New York.	1890	81
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	69
2d Mort. conv. (" ")	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $6,200,000	1,500,000	7	May & Nov.	" "	1910	40
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	50
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	....
1st Mort. (L. Erie, Wab. & St. L.)	2,500,000	7	" "	" "	1890	85½
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1888	84
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	72
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1882	....
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	67½
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	" "	1878	67½
2d Mort. (Wabash & Western)	1,500,000	7	" "	" "	1878	....
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	62½
Equipment (Toledo & Wabash)	600,000	7	" "	" "	1883	....
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	" "	1907	46
Consol. 2d mort. gold	2,186,000	7*	Feb and Aug.	" "	1893	....
Traverse City (Gr. Rap. and Ind.):						
1st Mortgage	250,000	7	Feb. and Aug.	New York.	1902	....

AMERICAN RAILROAD BOND LIST.

The Letter (g) affixed to Rate of Interest Signifies "Payable in GOLD."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Troy & Bennington (T. & B.):	$					
1st Mortgage skg fund, guar.	89,700	7	Jan & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	680,000	6	Jan. & July.	New York.	1878	....
Tuckerton:						
1st Mortgage	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,213,000	6g	Jan. & July.	N. Y. & Bost.	'96-'99	92¼
1st Mort. Land Grant	8,578,000	7	Apr. and Oct.	" "	1887	89¼
2d Mortgage (Gov. subsidy)	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund	10,000,000	8	March & Sept.	New York.	1894	77¼
Omaha Bridge B'ds, stg.£500,000	2,500,000	8g	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6g	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July	U.S.Treasury.	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,220,000	6g	Jan. & July.	New York.	1890	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan'e)	3,000,000	6	March & Sept.	Philadelphia.	1901	....
Sterling Loan £360,200 (U. Co's)	1,846,000	5g	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6g	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1888 (United Compa'e)	154,000	6	Feb. and Aug.	"	1888	....
Bond to State of N. Jer.(U.Co's)	500,000	7	(Due 90 days	after demand.)		....
Loan of 1875 (Joint Companies)	675,000	6	Apr. and Oct.	Philadelphia.	1875	100¼
Steri'g S.F. £262,000 (C. &Am.	1,310,000	6g	Feb. and Aug.	London.	1880	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	95
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	91
Mortg. Loan (" " ")	5,000,000	6	May and Nov.	Philadelphia.	1889	101¼
Loan of '75 (N.J. R.R. &T. Co.)	300,000	6	Feb. and Aug.	New York.	1875	....
Loan of '78 (" " ")	450,000	6	" "	" "	1878	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage	1,000,000	6	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage	660,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage	200,000	7	Jan. & July.	N. Y.& Utica.	1878	....
Bonds of 1871 (2d issue)	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000pm	7g	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. and July.	Boston.	1883	96¾
Convertible bonds, tax free	200,000	7	" "	"	1879	103¼
Convertible bonds	150,000	7	" "	"	1885	103¼
Vicksburg and Meridian:						
General Mortgage 1st series (red)	717,500	7	Jan. and July.	Philadelphia.	1890	....
General Mortgage 2d series (blue)	350,000	7	" "	"	1890	....
General Mortgage 3d series (black)	138,000	7	" "	"	1890	....
General Mortgage 4th series (not end.)	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871	213,000	6	Jan. and July.	"	1890	....
Vineland:						
1st Mortgage tax free	750,000	7	Apr. and Oct.	New York.	1890	...
Virginia & Tennessee(A.M.& O.):						
Enlarged Mortgage	990,000	6	Jan. and July.	N.Y.&Lynch.	1884	80
4th Mortgage	870,000	8	March & Sept.	" "	1900	78
Registered Certificates	118,295	8	Jan. and July.	" "	1875	....
Funded Interest	226,300	8	" "	" "	1880	....
Income Mortgage (fundable)	93,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	810,500	7g	Apr. and Oct.	New York.	1901	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May and Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	1,500,000	7	Apr. and Oct.	Philadelphia.	1882	....
Warwick Valley (Erie):						
1st Mortgage	60,000	7	Apr. and Oct.	New York.	1880	....
Wasatch and Jordan Valley:						
1st Mortgage	150,000	9g	May and Nov.	New York.	1893	....
Wash'gton City,Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. &Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	82
2d Mort. (" ")	350,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	88¼
2d Mort. (" ")	1,200,000	6	Jan. and July.	"	1875	....
3d Mort. (" ")	600,000	8	May and Nov.	"	1873	76
4th Mort. (" ")	700,000	8	March & Sept.	"	1880	68
Funded Coupons (do.)	722,664	...	.....	"	....	....
1st Mort. (Lynchb'g & Danville)	521,000	...	Apr. and Oct.	"	1896	....
Virginia State Loan	249,962	7	Jan. and July.	"	'92-'93	....
Washington and Ohio:						
1st Mort. (Alex., Lou. & Ham.)	47,000	7	May and Nov.	New York.	1898	....
1st Mortgage for $9,000,000	208,000	7g	Apr. and Oct.	" "	1901	....
Westchester and Philadelphia:						
General Mortgage, tax free	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	105
Western North Carolina:						
1st Mortgage	850,000	8	Jan. and July.	.....	1890	....
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,158,000	8	" "	" "	1900	....
Income Mortgage	602,900	8	Various.	" "	Var.	....
Western Pennsylvania (Penn.):						
1st Mortgage	500,000	6	Apr. and Oct.	Philadelphia.	1893	76
1st Mortgage (Pittsbg. Branch)	1,000,000	6	Jan. and July.	"	1896	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:	$					
1st Mortgage, unendorsed	400,000	6	Jan. and July.	Baltimore.	1890	83¼
1st Mort. endor. by Balt.	200,000	6	" "	"	1890	....
2d Mort.	300,000	6	" "	"	1890	....
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	92
2d Mortgage preferred	600,000	6	" "	"	1895	....
3d Mortgage endor. by Balt.	875,000	6	" "	"	1900	99
4th Mortgage	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed	2,735,000	6g	Jan. and July.	New York.	1899	87¼
Western Union (Chi.,M. & St. P.):						
1st Mortgage for $5,000,000	3,500,000	7	Jan. and July.	New York.	1898	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	85
1st Mortgage	1,000,000	6	Jan. and July.	"	1896	....
1st Mortgage (Salem) guar.	100,000	6	" "	Philadelphia.	1878	....
1st Mort. (Swedesboro') guar.	200,000	6	" "	Camden.	....	....
2d Mort. (Cape May & Millville)	400,000	7	Apr. and Oct.	"	....	....
Consolidated Mortgage	1,000,000	7	" "	"	1890	102¼
West Wisconsin:						
1st Mort. land gr., gold skg fund	3,900,000	7g	Jan. and July.	N.Y. or Lond.	1887	....
1st Mort. (Southern Extension)	640,000	7g	" "	" "	1902	....
White Water Valley:						
1st Mortgage	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	....
Wico Mico and Pocomoke:						
1st Mortgage	200,000	6	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,800,000	7	June & Dec.	Baltimore.	1900	66
Wilmington and Reading:						
1st Mortgage	1,250,000	7	Apr. and Oct.	Philadelphia.	1900	63¼
2d Mortgage coupon or regis.	1,560,000	7	Jan. and July.	"	1902	17
Wilmington and Weldon:						
Sterling Bonds	648,700	6g	Jan. and July.	London.	1881	....
Sterling Bonds	221,400	7g	May and Nov.	"	1886	....
Sinking Fund gold, Bonds	749,000	7g	Jan. and July.	New York.	1896	95
Wilmington and Western (Del.):						
1st Mortgage	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.	2,750,000	7	Jan. and July.	New York.	1890	....
2d Mortgage $12,000 p. m.	1,145,000	7	May and Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7g	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G. gold S. F.$25,000pm	2,931,000	7g	Jan. and July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1881	....
Plain Bonds	75,000	6	" "	"	1851	....
Plain Bonds	150,000	6	May and Nov.	"	1887	....
Plain Bonds	150,000	7	Apr. and Oct.	"	1893	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,993,750	6	Jan. and July.	Philadelphia.	1886	....
Chesapeake and Ohio:						
Sterling Loan guaranteed	4,375,000	5g	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mort. 1st series, Nov. 1, '67	1,500,000	7	May and Nov.	New York.	1877	....
1st Mort. registered 2d series, July 1, 1869	3,500,000	7	Jan. and July.	" "	1894	107
1st Mort. registered 3d series, Jan. 1, 1871	3,500,000	7	" "	" "	1891	107
Debentures Sterling	3,000,000	6g	" "	London.	1875	....
Debentures	850,000	7	Apr. and Oct.	New York.	1878	....
Lehigh Coal and Navigation:						
Mortgage Loan of 1877	762,779	6	June & Dec.	Philadelphia.	1877	92¼
Convertible Bonds	692,100	6	" "	"	1882	....
Convertible Loan, gold	856,000	6g	March & Sept.	"	1894	103¼
1st Mortgage, registered	5,566,277	6	J. A. J. & O.	"	1884	100
1st Mortgage, reg. (E. R.)	2,460,000	6	F. M. A. & N.	"	1897	98¼
Mortgage (equip.) Loan, gold	4,916,500	6g	June & Dec.	"	1897	97¼
Consolidated Mortgage	199,000	6	.....	"	1911	....
Greenwood Mortgage Loan	796,000	6	Feb. and Aug.	"	1892	....
Greenwood Mortgage Loan	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. and July.	New York.	188	....
Morris (and Banking):						
1st Mortgage	500,000	6	Apr. and Oct.	Philadelphia.	1876	100
2d Mortgage	285,000	6	Feb. and Aug.	"	1876	....
Boat Loan, sinking fund	236,965	7	Apr. and Oct.	"	1899	101
Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,805,000	6	Jan. and July.	Philadelphia.	1910	72
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,714,390	6	March & Sept.	Philadelphia.	'82-'97	80
2d Mortgage	3,990,392	6	Jan. and July.	"	'82-'97	....
Plain Bonds	47,133	6	" "	"	1876	....
Improvement bonds	260,000	6	May and Nov.	"	1880	57
Boat and Car Loan	756,650	6	" "	"	1913	....
Boat and Car Loan	621,000	7	" "	"	1916	88¼
Coupon Bonds	1,200,000	6	Jan. and July.	"	1896	78¼
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)	1,000,000	6	Jan. and July.	Phila. & Balt.	1885	73¼
3d Mortgage (Susqueh. Canal)	1,311,000	6	" "	" "	1878	....
Pref. Int. B'ds (" ")	324,810	6	" "	" "	1894	....
Union:						
1st Mortgage	3,000,000	6	May and Nov.	Philadelphia.	1893	....
West Branch & Susque. (Penn.):						
1st Mortgage	450,000	6	Jan. and July.	Philadelphia.	1878	....
2d Mortgage	298,000	6	" "	"	188	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. M. in Line.	Branch Line.	Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	F. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends. Per.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$ pc.
Sept. 30, 1873	60.0	—	2.5	125.0	3	4	3	56	Adirondack ..... New York.	3,113,516	*	3,543,241	.....	3,763,000	940,000	1,963,756	—	60.0	71,936	29,902	30,012	160,425	22,801	—	100 ....
Sept. 30, 1873	31.8	—	5.8	—	13	10	2	118	Alabama Central †..... Alabama.	3,600,000	*	—	.....	2,000,000	1,600,000	.....	—	92.8	.....	.....	.....	350,000	95,000	—	100 ....
Dec. 31, 1873	296.0	—	14.8	—	20	20	5	600	Alabama and Chattanooga..... Alabama.	10,500,000	*	—	.....	2,700,000	5,500,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100 ....
Sept. 30, 1873	142.0	—	165.7	—	68	33	12	1,890	Albany and Susq. †(D. & H.)..New York.	10,317,910	*	—	.....	5,000,000	4,621,000	706,519	.....	142.0	810,519	371,410	631,917	1,672,319	410,877	7	100 99
Dec. 31, 1873	132.0	130.5	16.7	—	78	29	10	1,969	Allegheny Valley †..... Pennsylvania.	12,332,709	*	.....	.....	2,256,400	7,434,000	1,280,691	—	132.0	.....	861,239	1,776,638	2,623,471	784,026	—	100 ....
Oct. 31, 1873	4.5	—	0.3	31.5	—	—	—	—	Allentown (P. & R.)..... Pennsylvania.	1,076,439	—	—	—	568,744	—	649,132	—	—	—	—	—	—	—	—	50 ....
Dec. 31, 1873	99.0	—	3.7	—	13	3	...	96	Arkansas Branch (St. L. & Iron Mt.). Mo.	5,351,250	*	19,971	66,432	2,499,000	2,500,000	438,659	—	99.0	153,190	.....	.....	259,293	98,598	—	50 ....
Dec. 31, 1873	62.5	—	6.9	—	—	—	—	—	Ashtab. Youngst'wn & Pitts. (Pa. Co.).O.	3,300,000	—	—	—	1,800,000	1,500,000	—	—	—	—	—	—	—	—	—	100 ....
Dec. 31, 1873	150.0	—	8.1	—	5	6	...	64	Atchison and Nebraska..... Kan. & Neb.	7,500,000	*	.....	114,000	3,750,000	3,750,000	114,000	—	150.0	.....	.....	.....	385,237	139,955	—	100 ....
Mar. 31, 1873	469.3	27.5	30.9	—	35	23	7	778	Atchison, Topeka & Santa Fe..... Kansas.	20,593,235	1,214,307	1,481,420	1,023,087	8,615,000	10,096,500	3,814,785	222,545	282.9	.....	.....	.....	1,172,013	423,803	—	100 81
Feb. 28, 1874	266.5	—	9.7	—	10	8	3	161	Atlanta & Rich'd Air Line †. Ga. N.C. & S.C.	11,748,000	*	.....	.....	7,500,000	4,248,000	.....	—	192.0	.....	.....	.....	.....	.....	—	100 ....
June 30, 1874	81.0	—	7.9	—	21	6	5	165	Atlanta and West Point ..... Georgia.	1,197,635	*	153,132	463,446	1,282,200	83,000	330,577	68,446	87.0	.....	54,361	62,485	314,283	69,553	8	100 ....
June 30, 1874	387.5	35.8	83.8	—	170	39	25	2,749	Atlantic and Great West. N.Y. Penn. & O.	83,816,243	*	19,545,999	2,906,967	34,671,548	66,858,150	4,739,481	—	604.8	5,576,446	1,030,722	2,852,036	5,099,674	1,138,886	—	100 ....
Dec. 31, 1873	286.0	109.0	15.6	162.0	26	19	10	424	Atlantic and Gulf †..... Georgia.	7,717,971	—	—	—	3,479,677	3,526,700	353,429	—	345.6	683,918	97,227	.....	1,005,947	267,886	—	100 ....
Sept. 30, 1873	405.0	20.0	40 0	160.0	84	29	20	1,015	Atlantic, Mississippi and Ohio †.. Virginia.	19,038,905	*	9,157,335	1,215,021	6,921,900	14,183,000	5,860,427	2,436,934	428.0	1,498,803	245,629	627,639	2,193,757	914,035	—	100 ....
Dec. 31, 1873	95.0	—	9.0	—	9	12	6	78	Atlantic and North Carolina †. N. Carolina.	2,200,000	—	—	—	1,600,000	200,000	—	—	95.0	—	—	—	—	—	—	100 ....
Dec. 31, 1873	328.0	4.0	32.8	—	135	74	34	2,842	*Atlantic and Pacific* †. Missouri & Ind. Ter.	36,572,728	*	4,135,500	141,411	19,780,300	16,792,438	1,577,522	—	314.7	.....	.....	.....	5,529,102	2,218,876	—	100 ....
Dec. 31, 1873	149.5	1.5	16.9	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,089	—	.....	.....	4,388,800	3,484,000	.....	.....	—	—	—	—	—	174,752	4	100 ....
Nov. 30, 1873	53.0	—	4.8	—	—	—	—	—	Augusta and Savannah (C. of Ga.)..... Ga.	1,032,200	—	—	—	733,700	129,000	.....	.....	—	—	—	—	—	73,000	8	100 ....
Oct. 31, 1873	51.2	2.5	5.5	—	—	—	—	—	Bald Eagle Valley ..... Pennsylvania.	1,05 0,000	—	10,000	.....	550,000	454,900	.....	.....	—	—	—	—	—	81,222	7	50 ....
Sept. 30, 1873	379.6	42.8	439.0	—	473	205	56	16239	Baltimore and Ohio †..... Md. & W. Va.	33,975,584	10,682,289	18,567,895	2,926,766	16,719,862	19,866,733	822,298	20,033,131	497.4	10,282,259	.....	.....	12,262,844	4,099,043	10	100 182
Sept. 30, 1873	108.5	—	11.4	—	—	—	—	—	Washington Branch † ..... Maryland.	10,000,000	—	—	—	5,680,685	—	—	—	108.5	—	—	—	947,729	116,067	10	— 175
Sept. 30, 1873	30.0	—	41.0	—	—	—	—	—	Parkersburg Branch.. .... W. Virginia.	1,650,000	—	—	757,653	1,650,000	20,000	—	737,653	30.0	—	—	—	440,778	284,014	—	100 60
Dec. 31, 1873	63.0	—	3.2	—	—	—	—	—	Baltimore, Pittsburg and Chicago..... O.	3,000,000	—	.....	.....	500,000	2,500,000	.....	—	—	—	—	—	—	—	—	100 ....
Dec. 31, 1873	78.1	19.2	6.1	—	26	47	8	319	Baltimore and Potomac..... Maryland.	8,136,010	654,991	.....	116,915	3,503,900	4,500,000	884,837	19,180	43.0	.....	.....	.....	281,537	70	—	100 ....
Dec. 31, 1873	48.2	—	2.5	—	4	2	2	68	Bangor and Piscataquis †..... Me.	1,207,202	110,200	.....	6,257	357,870	922,000	43,789	—	48.2	64,758	36,450	29,606	113,746	30,441	—	100 ....
Oct. 31, 1873	16.0	—	6.0	—	5	2	1	367	Barclay (Towanda Coal Co.)..... Pa.	1,200,000	—	—	—	1,000,000	70,000	—	—	16.0	58,668	26,847	344,908	996	Loss.	7	50 ....
Dec. 31, 1873	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake (Me. C.). Me.	900,000	—	—	—	750,000	150,000	7,000	—	—	—	—	—	—	36,000	—	50 ....
Dec. 31, 1873	54.0	—	13.0	76.0	—	—	—	—	Belleville and Southern Illinois ..... Ill.	2,780,000	—	.....	.....	1,680,000	1,100,000	.....	—	—	—	—	—	—	40 p.c.	—	100 ....
Dec. 31, 1873	67.0	—	6.7	—	—	—	—	—	Belvidere Delaware (Penn. R. R.)....N. J.	4,084,829	—	—	571,587	995,800	2,244,500	1,238,838	—	80.0	—	397,153	1,444,573	1,148,223	153,700	—	100 ....
Sept. 30, 1873	22.0	—	2.0	—	—	—	—	—	Berkshire (Housatonic) ..... Mass.	600,000	—	6,000	7,600	600,000	—	7,246	6,355	—	—	—	—	42,610	35,407	7	100 ....
Sept. 30, 1873	201.6	48.0	324.7	—	231	183	52	5,051	Boston and Albany..... Mass. & N. York.	31,876,749	4,453,046	2,816,185	1,067,840	19,864,100	4,319,000	2,266,820	3,263,900	283.9	5,661,554	5,757,624	2,884,520	9,798,033	2,199,873	10	100 131
Sept. 30, 1873	26.2	—	2.1	9.8	5	6	2	88	Boston, Barre and Gardner..... Mass.	915,537	141,656	40,118	65,899	826,627	4,400	319,013	13,169	26.2	87,304	116,098	29,340	97,046	16,511	—	100 ....
Sept. 30, 1873	41.4	1.5	12.2	—	23	24	13	511	Boston, Clinton and Fitchburg ..... Mass.	1,379,111	715,820	259,288	110,779	872,600	1,249,500	224,162	118,636	90.2	489,497	487,274	407,072	677,439	116,973	—	100 60
Jun. 30, 1874	144.3	9.0	11.2	—	24	22	12	585	Boston, Concord and Montreal ..... N. H.	3,800,000	*	319,567	250,575	1,800,000	2,116,400	15,162	540,480	153.8	523,362	174,725	99,909	687,128	136,147	—	100 ....
Sept. 30, 1873	26.8	16.0	45.7	—	40	62	...	993	Boston and Lowell..... Mass.	2,476,831	343,634	2,508,971	799,188	2,993,000	1,199,500	1,338,660	597,464	125.5	826,231	2,086,979	605,617	1,464,942	387,116	8	500 901
Sept. 30, 1873	115.5	8.5	100.6	—	69	143	...	1,636	Boston and Maine..... Mass., N. H. & Me.	8,817,444	1,335,401	820,083	114,822	6,921,274	2,857,199	305,039	1,342,229	189.5	1,458,963	5,008,074	542,004	2,300,094	680,566	8	100 110
Sept. 30, 1874	44.0	18.5	66.0	—	41	71	11	627	Boston and Providence..... Mass. & R. I.	4,000,000	*	1,873,986	352,967	4,000,000	500,000	1,267,676	464,278	66.5	789,468	3,486,280	738,668	1,687,279	403,176	10	100 148
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany †..... Georgia.	10,648,000	*	(Sold Oct. 15 1873.)		—	5,980,000	.....	—	172.0	(Operated by Receiver—No returns.)						100 ....
Sept. 30, 1873	26.5	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,000	—	44,080	.....	2,286,000	583,000	.....	—	—	—	—	—	—	40,600	—	100 ....
Sept. 30, 1873	43.2	—	6.8	50.0	8	7	3	72	Buff., Corry and Pittsb.... N. Y. & Penn.	1,581,930	*	.....	.....	500,000	1,000,000	350,000	—	43.2	1,343,729	65,542	109,325	169,969	Loss.	—	100 ....
Sept. 30, 1873	141.8	—	13.7	—	—	—	—	—	Buffalo, New York & Erie...N.Y. & Penn.	3,336,000	—	.....	.....	960,000	2,380,000	.....	—	—	—	—	—	—	233,100	7	100 ....
Oct. 31, 1873	120.6	—	13.6	—	18	13	4	604	Buff., New York and Phila. N.Y. & Penn.	4,021,324	784,607	305,000	.....	1,615,060	2,577,500	1,233,944	—	120.6	261,900	234,760	158,836	398,763	48,546	—	100 ....
Dec 31, 1873	371.0	51.0	23.1	—	28	22	9	702	Burl., Cedar Rapids and Minnesota. Iowa.	10,200,000	*	—	—	5,510,000	3,265,000	1,973,197	—	402.0	.....	.....	.....	1,078,310	301,306	—	500 ....
Dec. 31, 1873	190.7	48.6	20.8	—	14	12	7	314	Burlington and Missouri Riv'r..... Neb.	7,300,000	500,000	476,356	145,904	853,780	7,277,943	118,228	278,126	239.3	392,234	81,217	126,120	628,429	284,214	—	100 54
Dec. 31, 1873	130.0	20.0	10.9	401.0	8	7	4	218	Burlington and Southwestern. Iowa & Mo.	6,102,610	601,315	.....	.....	1,976,319	3,820,000	729,954	—	150.0	.....	.....	.....	362,719	Loss.	—	100 ....
Dec. 31, 1873	71.0	—	2.1	—	4	6	...	50	Cairo, Arkansas and Texas..... Mo.	3,600,000	—	—	—	2,000,000	1,500,000	—	—	—	—	—	—	—	—	—	100 ....
Dec. 31, 1873	301.0	—	19.7	—	27	17	5	710	*Cairo and Fulton*..... Arkansas.	20,000,000	*	—	—	12,000,000	8,000,000	.....	—	202.0	—	—	—	—	—	—	100 ....
Jun. 30, 1873	53.4	0.6	3.3	15.6	8	4	...	292	Cairo and St Louis (na row)..... Ill.	2,978,000	*	—	—	478,000	2,500,000	.....	—	54.0	31,780	10,221	5,000	18,286	15weeks	—	100 ....
Jun. 30, 1873	156.6	—	7.8	—	10	8	4	161	Cairo and Vincennes..... Illinois.	6,935,400	*	—	125,236	3,503,636	3,920,000	57,000	—	156.6	113,557	9,418	21,824	72,234	—	—	100 ....
Dec. 31, 1873	60.0	7.0	6.1	—	9	52	9	129	Camden and Atlantic..... New Jersey.	1,842,838	458,692	143,921	42,368	1,215,869	1,076,151	107,096	88,702	.....	216,246	463,708	104,541	508,996	210,587	—	50 72
Dec. 31, 1873	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	715,362	—	—	—	381,925	350,000	—	—	—	—	—	—	—	45,415	6	100 ....
Dec. 31, 1873	41.8	—	5.1	—	3	12	—	—	Cape May and Millville (W. N. Jer.). N. J.	979,282	—	—	—	500,000	400,000	79,282	—	—	—	—	—	—	60,000	6	100 ....
June 30, 1873	18.0	0.5	1.2	—	...	...	...	....	Carbondale and Shawneetown.... Illinois.	550,000	*	—	—	350,000	200,000	.....	—	—	—	—	—	—	—	—	100 ....
Dec. 31, 1873	94.0	4.5	19.8	—	—	—	—	—	Catawissa (Phila. and Reading)..... Penn.	6,126,500	—	.....	.....	4,359,500	1,740,350	—	—	98.5	—	—	—	—	190,000	—	50 52
Sept. 30, 1873	84.6	—	6.0	—	—	—	—	—	Cayuga & Susquehanna (D.L. & W.)..N.Y.	589,110	—	—	—	589,110	—	—	—	—	—	—	—	—	53,020	9	100 ....
Dec. 31, 1873	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	—	—	—	—	—	—	137,052	113,676	—	100 ....
May 31, 1874	271.6	2.4	14.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C. & N. W.). Ia.	11,234,000	*	—	—	7,620,000	3,614,000	—	—	—	—	—	—	584,772	584,772	6	100 80
Nov. 30, 1873	294.5	—	42.9	—	108	84	60	1,584	Central of Georgia..... Georgia.	7,500,000	*	1,904,144	5,141,594	7,500,000	3,116,000	3,817,530	112,208	708.5	.....	131,404	.....	3,489,398	379,388	—	100 ....
Dec. 31, 1873	189.0	—	16.9	29.3	26	10	8	512	Central of Iowa..... Iowa.	10,000,000	—	.....	.....	6,000,000	4,625,000	950,000	—	189.6	.....	.....	.....	656,104	139,889	—	100 ....
Dec. 31, 1873	76.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey..... New Jersey.	15,293,003	2,796,445	18,000,000	—	20,000,000	9,386,700	6,729,046	—	80.7	.....	.....	.....	5,369,013	2,507,253	8	100 108
Dec. 31, 1873	137.1	—	31.7	—	37	41	...	1,353	Central Ohio (B. & O.)..... Ohio.	5,349,500	*	—	—	2,849,500	2,500,000	—	—	137.2	.....	.....	.....	1,046,435	365,482	6	50 90
Dec. 31, 1873	864.9	336.6	140.9	203.0	158	167	43	3,594	*Central Pacific* †..... Cal. Nev. & Utah.	131,419,110	6,156,746	5,809,585	3,251,449	64,275,500	82,855,680	767,568	9,339,152	1,218.9	5,010,952	3,208,171	1,028,602	12,863,953	7,894,681	3	100 ....
May 31, 1873	118.0	—	108.0	—	170	125	51	5,189	Central Vermont..... Vt.	11,500,000	*	.....	.....	5,000,000	6,500,000	.....	—	773.0	.....	.....	.....	.....	.....	—	100 ....
June 30, 1873	100.0	—	15.0	100.0	6	6	3	128	*Central Br. of Union Pacific*..... Kan.	3,723,700	*	.....	.....	980,600	2,200,000	303,058	—	100.0	.....	.....	.....	119,663	.....	—	100 ....
Dec. 31, 1873	195.0	—	12.0	—	21	10	12	221	Charlotte, Columbia & Augusta.... S. Car.	5,017,880	*	97,954	112,353	2,578,000	1,300,000	681,083	669,106	195.0	.....	.....	.....	688,432	221,064	—	100 ....
Dec. 31, 1873	22.8	—	2.5	—	—	—	—	—	Chartiers (Penn.)..... Pennsylvania.	1,128,690	—	—	—	604,110	500,000	4,298	—	22.8	39,119	107,209	214,612	61,293	18,029	—	50 ....
Sept. 30, 1873	17.4	—	2.3	—	—	—	—	—	Chemung (N. Central)..... New York.	400,000	—	—	—	380,000	—	—	—	—	—	—	—	—	—	—	— ....
Sept. 30, 1873	20.9	—	0.9	—	—	—	—	—	Cherry V. Shar. & Alb. (D. & H. Can.) N.Y.	600,000	—	—	—	281,350	307,000	21,000	—	—	—	—	—	—	30,000	6	100 ....
Sept. 30, 1873	421.0	9.3	21.5	58.5	70	34	18	2,261	Chesapeake and Ohio..... Va. & W. Va.	41,137,773	*	3,788,067	450,682	15,898,408	22,026,500	7,405,920	—	421.0	1,087,217	220,601	248,226	1,210,509	330,809	—	100 ....
Sept. 30, 1873	53.6	—	11.9	—	28	22	10	419	Cheshire..... N. H. & Mass.	2,362,707	326,000	331,259	127,564	2,153,300	808,400	27,238	159,193	88.1	663,014	198,617	456,358	849,086	1,877,676	8	100 ....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Year ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Train Miles Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Jun. 30, 1873	111.0	—	5.5	—	8	6	4	310	Gilmen, Clinton & Springfield.....Illinois.	4,056,167	380,630	327,226	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	.....	109,568	237,006	(Deficit)	—	100	....
Sept. 30, 1873	14.8	....	0.6	—	—	—	—	—	Goshen and Deckertown(Erie).New York.	290,901	—	.....	.....	105,000	246,500	22,108	—	—	—	—	—	—	—	—	—	—
Jun. 30, 1874	331.0	—	25.0	—	38	15	10	1,127	*Grand Rapids and Indiana*...Mich. & Ind.	10,984,050	*	95,089	188,960	2,800,000	8,000 000	471,099	—	448.5	1,066,389	456,140	363,478	1,129,402	393,850	—	100	....
Dec. 31, 1873	36.0	—	3.6	—	5	3	2	225	Grand Rapids, Newago & L. Shore..Mich.	143,372	216,626	—	—	—	—	—	—	36.0	.....	.....	.....	182,772	63,248	—	100	....
May 31, 1874	94.0	—	7.1	—	—	—	—	—	Grand River Valley (M. C.).....Michigan.	2,000,000	—	—	—	352,150	576,000	188,163	—	—	—	—	—	—	—	—	—	—
Jun. 30, 1873	24.2	—	6.8	—	9	2	1	346	Grand Tower and Carbondale.....Ill.	621,960	*	(Owned	by G. T.	Min. Man	uf. & Tra	ns. Co. B	ankrupt.)	24.2	.....	.....	277,640	65,213	(Deficit)	—	100	....
Dec. 31, 1873	929.0	—	379.0	—	422	274	84	5,575	Grand Trunk ¶.....Canada.	145,663,770	*	—	8,600,085	54,942,945	93,720,911	.....	—	1,388.0	7,088,594	1,854,945	1,608,684	9,799,486	608,905	—	100	....
Jan. 31, 1873	229.0	241.8	94.8	—	177	146	39	2,929	Great Western ¶.....Canada.	29,137,596	*	4,864,078	541,798	23,667,467	716,000	.....	—	470.8	4,416,442	1,017,808	1,337,289	5,732,867	2,203,120	8	100	....
Mar. 31, 1874	66.0	—	4.0	—	5	3	2	65	Gulf, Western Texas and Pacific..Texas	1,492,000	—	.....	.....	500,000	10 990,000	.....	—	66.0	.....	.....	.....	289,768	134,979	—	100	....
Jun. 30, 1873	46.0	6.0	2.8	—	—	—	—	—	Hannibal and Naples (T. W. & W.)...Ill.	1,357,000	—	.....	.....	457,000	900,000	.....	—	52.0	721,908	.....	78,900	116,170	(Deficit)	—	100	....
Aug. 31, 1872	206.0	90.5	29.2	81.0	79	61	62	1,692	*Hannibal and St. Joseph* ¶.....Missouri.	23,397,728	*	821,792	.....	14,256,828	9,146,900	.....	—	274.5	1,648,638	320,838	415,563	2,484,671	670,530	—	100	25½
Oct. 31, 1873	36.0	—	18.0	—	—	—	—	—	Harrisburg and Lancaster (Pa.).....Pa.	1,882,590	*	.....	.....	1,182,550	700,000	.....	—	—	.....	.....	.....	124,778	7	50	102
Sept. 30, 1873	122.4	0.8	18.0	70.0	30	36	16	388	Hartford, Prov. & Fishkill ¶....Ct. & R. I.	4,704,866	*	277,087	.....	2,037,940	2,055,500	600,000	—	133.5	.....	1,306,389	298,558	1,064,940	175,132	—	100	....
Sept. 30, 1873	74.0	—	7.0	—	17	16	8	389	Housatonic .....Connecticut.	2,014,871	340,687	.....	.....	2,000,000	541,000	313,981	—	127.8	264,581	167,628	221,100	454,963	144,284	—	100	....
Dec. 31, 1873	45.0	13.8	15.7	—	23	6	...	110	Huntingdon and Broad Top Mt.....Penn.	4,169,956	*	616,500	78,198	1,870,000	2,161,500	883,153	—	58.8	.....	71,869	617,237	431,107	190,004	—	50	14
Dec. 31, 1873	705.5	—	134.6	—	197	119	47	4,660	*Illinois Central* .....Illinois.	34,726,588	*	779.127	1,609,294	27,250,000	5,389,000	—	4,526,009	1,108.9	5,961,325	1,473,507	1,121,363	8,268,325	2,860,741	10	100	98½
Jan. 30, 1873	84.9	—	2.6	67.1	6	4	6	250	Indiana and Illinois Central....Ind. & Ill.	3,293,605	312,797	351,448	.....	1,896,000	1,079,000	739,250	—	84.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1873	202.5	—	26.8	217.0	65	23	13	1,310	Ind., Bloomington & Western..Ind. & Ill.	13,440,785	*	.....	.....	5,003,700	6,500,000	72,425	—	210.9	1,634,198	.....	404,336	1,469,807	632,619	—	100	....
Jun. 30, 1874	179.0	—	29.4	—	57	43	12	1,178	Indianapolis, Cinc. & Lafayette..Indiana.	12,312,101	2,450,950	198,099	291,119	5,668,697	10 366,000	1,217,572	—	179.0	1,432,467	565,467	624,679	1,859,475	661,464	—	50	112½
Dec. 31, 1873	72.0	—	16.2	—	55	34	16	1,352	Indianapolis and St. Louis.....Illinois.	4,096,227	*	801,600	.....	600,000	3,378,000	918,918	—	265.0	.....	.....	.....	2,097,528	690,909	—	100	....
Dec. 31, 1873	117.0	—	18.5	—	8	7	3	197	Indianapolis and Vincennes (Penn.)..Ill.	4,452,729	195,125	.....	85,987	1,402,000	3,150,000	453,296	—	117.0	.....	.....	.....	253,784	62,157	—	100	....
Nov. 30, 1873	383.0	18.0	20.5	150.0	40	23	6	667	International & Great Northern ¶....Tex.	16,014,000	*	.....	.....	5,500,000	10,514,000	.....	—	341.0	.....	.....	107,636	1,066,248	530,035	—	100	....
Dec. 31, 1873	183.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City* (Ill. C.).....Ia.	7,586,000	—	.....	.....	4,625,000	2,960,000	.....	—	—	.....	.....	.....	433,907	151,867	6	100	82
Jun. 30, 1874	68.8	—	4.7	....	—	—	—	—	Iowa Midland (C. & N. W.).....Iowa.	1,479,089	—	.....	.....	44,947	1,350,000	84,092	—	68.8	.....	.....	.....	98,024	22,321	—	100	....
Sept. 30, 1873	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,275,472	*	.....	.....	494,162	600,000	188,114	—	35.6	127,288	24,401	158,125	152,308	70,501	—	100	....
May 31, 1873	212.0	—	7.9	—	—	—	—	—	*Jackson, Lansing and Saginaw*...Michigan.	7,000,000	—	—	—	2,000,000	5,000,000	—	—	—	—	—	—	—	—	—	—	—
Jun. 30, 1873	30.7	—	2.1	94.3	2	1	2	27	Jacksonville (N. W. & S. E.).....Ill.	922,200	*	.....	.....	313,200	610,000	.....	—	30.7	.....	.....	.....	.....	470,000	3½	100	....
Dec. 31, 1873	151.2	25.1	9.7	110.0	14	6	4	155	*Jacksonville, Pensacola and Mobile* ¶....Fla.	6,000,000	*	.....	.....	6,000,000	4,000,000	.....	—	215.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	51.1	1.5	16.2	—	—	—	—	—	Jamestown and Franklin (L.S.& M.S.)Pa.	2,616,743	—	.....	.....	606,000	1,000,000	964,743	—	51.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	36.5	9.0	3.6	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	5,237,978	—	.....	.....	2,095,700	2,300,000	942,978	—	—	.....	.....	.....	.....	113,186	—	50	....
Dec. 31, 1873	110.0	116.0	36.7	—	45	56	...	987	Jeffersonville, Madison and Ind..Indiana.	6,392,316	*	1,239,310	.....	2,000,000	4,871,000	760,617	—	226.0	.....	.....	.....	1,379,791	446,200	7	100	....
Dec. 31, 1873	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	164,000	.....	1,500,000	500,000	.....	—	—	.....	.....	.....	.....	225,000	—	50	....
May 31, 1874	44.0	—	8.2	—	—	—	—	—	Joliet and N. Indian (M. C.)..Ill. & Ind.	1,100,000	—	.....	.....	300,000	800,000	.....	—	—	.....	.....	.....	.....	168,127	7	100	98½
Dec. 31, 1873	57.6	—	6.7	—	—	—	—	—	K'm'zoo, Allg'n & G[illegible]dap.(L.S.&M.S).Mich.	1,450,000	—	.....	.....	610,000	840,000	.....	—	—	.....	.....	.....	.....	88,000	8	100	....
Dec. 31, 1872	56.0	—	1.7	491.5	3	2	2	89	Kansas Central (P[illegible] .....Kas.	755,225	75,765	394,963	.....	840,000	.....	.....	—	—	.....	.....	.....	.....	103,800	6	100	....
Mar. 31, 1874	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Jose [illegible] & [illegible]	8,567,729	1,003,410	.....	624,775	2,789,414	6,826,500	.....	—	260.7	(Returns for 1872–'73.)	.....	.....	1,237,813	418,213	—	100	....
Dec. 31, 1873	31.9	—	1.8	—	—	—	—	—	Kansas City & Santa Fe (L. L. & G.).Kan.	.....	—	.....	.....	720,000	720,000	.....	—	31.9	(Refused.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	639.0	34.0	48.0	—	88	56	18	1,316	Kansas Pacific.....Kansas & Col.	35,219,618	*	3,722,901	.....	9,689,950	26,015,600	2,917,359	—	639.0	1,441,229	283,651	273,405	3,563,299	1,446,309	—	100	....
Dec. 31, 1873	99.0	—	11.2	—	17	15	6	312	Kentucky Central.....Ky.	.....	—	.....	.....	.....	.....	.....	—	99.0	(All refused.)	.....	.....	.....	.....	—	100	....
Mar. 31 1874	162.0	—	14.0	—	16	10	5	259	Keokuk and Des M[illegible] .....Iowa.	6,078,320	*	.....	.....	.....	1,081,000	.....	—	162.0	(Re-organized January 1, 1874.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	49.0	—	2.4	—	5	11	3	58	Knox and Lincoln .....Maine.	2,707,573	*	72,900	11,762	368,335	2,395,000	34,000	—	49.0	96,715	21,795	13,392	141,720	68,082	—	100	....
Jun. 30, 1874	29.0	—	3.6	—	—	—	—	—	La Crosse, Tremp. & [illegible]res. (C.&N.W.)Wis.	1,376,774	—	.....	.....	1,000	1,000,000	375,774	—	29.0	.....	.....	.....	222,521	133,136	—	100	....
Jun. 30, 1873	80.0	—	3.5	—	—	—	—	—	Lat., Bloom'ton & Miss. (T.W.& W.)..Ill.	2,300,000	—	.....	.....	1,000,000	1,300,000	.....	—	30.0	199,672	.....	100,965	157,131	34,926	—	100	....
Dec. 31, 1873	36.0	—	1.9	79.0	—	—	—	—	Lat., Muncie & Bloom'ton(T.W.& W.)..Ill.	.....	—	.....	.....	117,073	666,000	.....	—	36.0	(Refused.)	.....	.....	.....	.....	—	100	....
Jun. 30, 1874	87.7	—	3.8	92.3	6	4	3	82	Lake Erie and Louisville.....Ohio.	2,508,483	*	83,900	20,140	1,115,650	890,000	606,873	—	87.7	138,744	82,940	53,220	126,026	8,146	—	100	....
Sept 30, 1873	51.3	6.0	5.4	83.7	6	8	2	201	Lake Ontario Shore Line.....New York.	2,792,081	—	.....	.....	1,857,106	1,488,200	268,769	—	57.3	50,128	69,122	37,234	55,785	2,082	—	100	....
Dec. 31, 1873	640.4	640.4	618.6	—	462	171	83	9,843	Lake Shore & Mich. S.N.Y.P.O. Ind.& Ill.	66,734,377	13,586,689	8,018,907	1,476,185	50,000,000	31,719,000	6,654,422	1,428,675	1,180.7	15,421,103	2,845,163	5,511,918	19,414,509	5,408,998	4	100	90½
Jun. 30, 1874	93.1	8.0	22.6	—	15	6	2	328	Lake Shore and Tuscarawas Valley..Ohio.	4,585,170	*	64,303	587,978	2,024,296	2,876,000	283,956	153,300	101.1	.....	152,604	283,109	340,089	136,087	—	100	....
Aug. 31, 1873	156.0	—	13.4	—	11	10	4	343	Lake Superior and Mississippi.....Minn.	7,081,000	—	.....	.....	5,125,000	7,647,000	15,000	—	211.0	.....	81,559	.....	484,811	.....	—	100	....
Dec. 31, 1873	17.8	3.0	12.2	—	—	—	—	—	Lawrence (P. F. W. & C.) .....Pa.	715,126	—	39,548	.....	360,200	355,000	9,458	—	20.8	.....	.....	.....	189,382	75,758	10	100	....
Dec. 31, 1873	21.5	—	2.2	—	—	—	—	—	Leav'worth, Atchison & Nthw. (Pac.).Ks.	1,000,000	—	.....	.....	600,500	500,000	.....	—	—	.....	.....	.....	.....	42,000	—	100	....
Apr. 30, 1873	144.1	1.8	9.2	—	20	14	9	255	*Leavenworth, Lawrence & Galveston* ...Ks.	5,378,157	604,364	5,560,061	125,119	5,000,000	5,980,000	867,695	—	208.6	.....	.....	.....	479,756	96,668	—	100	....
Dec. 31, 1873	15.0	—	1.5	21.0	—	—	—	—	Lehigh and Lackawanna (L. & S.)....Pa.	675,100	—	.....	.....	375,100	300,000	.....	—	15.0	.....	20,675	44,107	42,387	18,676	—	50	....
Dec. 31, 1873	105.0	32.3	100.0	—	92	14	12	7,762	Lehigh and Susquehanna (C. of N. J.).Pa.	12,757,395	*	.....	.....	(Owned	by Lehig	h Coal &	Nav. C	ompany.)	174.0	1,924,045	511,501	3,403,372	3,447,817	2,106,566	10	60	....
Nov. 30, 1873	101.0	132.4	228.7	—	194	44	29	9,726	Lehigh Valley.....Pa.	19,750,425	*	15,384,664	.....	23,222,446	10,875,000	1,837,643	—	233.4	.....	1,096,820	6,373,196	7,424,895	3,540,035	10	60	124
Dec. 31, 1873	120.0	76.0	63.5	—	53	38	24	659	Little Miami & Col. Xenia (P.C.&S.L.)O.	6,789,473	*	260,964	44,910	4,608,250	1,590,000	.....	—	196.0	.....	.....	.....	1,401,548	162,018	8	100	....
Dec. 31, 1873	100.0	—	2.0	60.0	7	4	1	60	*Little Rock and Fort Smith* ¶.....Ark.	9,350,000	*	.....	.....	4,675,000	4,675,000	.....	—	100.0	.....	.....	.....	90,880	Loss.	—	100	....
Apr. 30, 1874	70.0	—	....	50.0	2	1	1	12	Little Rock, Pine Bluff & N. O. ¶ (nar.)Pa.	1,400,000	*	.....	.....	700,000	700,000	.....	—	.....	(Operations not reported.)	.....	.....	.....	.....	—	100	....
Nov. 30, 1873	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill (P. & R.). .....Pa.	1,416,188	—	10,000	.....	2,646,100	759,500	.....	—	—	.....	.....	.....	214,839	209,669	7	50	98
May 31, 1873	93.0	2.0	5.0	—	9	5	3	245	Logansport, Crawfordsville & S. W..Ind.	8,500,000	*	.....	.....	1,500,000	2,000,000	.....	—	118.0	(Operations not reported.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	9.0	—	—	—	—	—	—	—	Long Branch and Sea Shore (S.N.J.).N. J.	398,863	—	.....	.....	171,800	200,000	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1873	94.0	64.0	17.1	—	22	48	9	249	Long Island ¶.....N. Y.	5,226,902	*	.....	.....	3,300,000	1,500,000	205,000	—	168.0	.....	.....	.....	895,716	473,159	4	100	....
Dec. 31, 1873	101.1	—	9.2	—	—	—	—	—	Louisiana & Missouri River (C.&A.)..Mo.	5,902,440	—	.....	.....	1,516,500	1,516,500	1,588,343	—	—	.....	.....	.....	.....	12,000	—	100	....
July 1, 1873	93.5	81.4	23.1	23.0	42	26	13	379	Louisville, Cincinnati and Lexington..Ky.	7,961,305	*	.....	.....	2,474,483	4,234,519	1,709,147	—	174.9	.....	.....	.....	1,210,382	138,370	—	100	....
Dec. 1, 1873	288.0	—	17.0	—	36	15	10	479	Louisv., New Albany and Chicago...Ind.	(nominal.)	—	.....	.....	3,000,000	—	.....	—	—	.....	.....	.....	.....	301,719	—	100	....
Dec. 31, 1873	31.0	—	2.1	124.0	3	1	—	14	Louisv., N. Alb. & St. L. A. L..Ind.& Ill.	2,549,222	44,105	243,677	.....	1,562,073	780,000	184,517	—	288.0	(No returns furnished.)	.....	.....	.....	.....	—	100	....
Jun. 30, 1874	188.0	420.8	63.9	—	184	59	46	3,102	Louisv., Nashv. & Gt. So. ¶..Ky. & Tenn.	23,691,299	*	4,370,467	1,171,996	8,084,601	14,767,000	2,001,128	2,484,033	31.0	.....	.....	.....	11,764	917	—	100	....
Sept. 30, 1873	12.4	—	2.3	—	—	—	—	—	Lowell and Lawrence (B. & L.).....Mass.	363,158	—	.....	13,032	200,000	54,700	10,532	110,768	919.9	.....	.....	.....	5,510,695	1,565,382	—	100	39½
Mar. 31, 1873	78.0	—	3.9	—	—	—	—	—	Macon and Augusta (Ga.).....Ga.	2,506,170	—	.....	.....	1,631 900	770,000	104,270	—	—	.....	.....	.....	21.786	18,815	6	100	....
Dec. 31, 1873	187.0	10.0	5.6	—	12	19	4	170	Macon and Brunswick ¶.....Ga.	5,750,000	*	.....	.....	3,500,000	2,250,000	.....	—	78.0	.....	.....	.....	120,758	7,491	—	100	....
Jun. 30, 1873	38.0	—	6.0	—	—	—	—	—	Mahoning Coal (L. S. & M. S.).....Ohio.	2,199,838	—	.....	.....	1,075,000	1,075,000	98,179	—	197.0	.....	.....	.....	437,298	148,338	—	100	....

Dec. 31, 1873	129.0	18.1	25.0	—	60	56	44	1,460	Maine Central ¶	Maine.	11,100,270	1,052,313	163,723	314,399	4,412,920	6,394,183	1,397,646	445,956	357.0	1,279,522	719,760	401,904	2,268,077	683,576	—	100	49	
Mar. 31 1874	22.4	—	3.1	—	...	...	...	....	Manchester and Lawrence	N.H.& Mass.	825,000	175,000	72,124	52,902	1,000,000	—	85,920	89,106	26.0	77,940	160,909	72,314	190,037	100,722	10	100	....	
Sept. 30, 1873	21 3	—	4.7	—	—	—	—	—	Mans'fd, C'd Water & L.M.(Pa.)O.& Mich.		813,909	—	1,666	—	474,644	206,949	133,882	—	37.0	23,080	4,136	3,014	8,803	475,062	—	100	....	
Jun. 30, 1873	44.0	—	1.8	179.0	—	—	—	—	Mansfield & Framingham(B.C.&F.)	Mass.	768,569	—	—	—	300,000	470,000	—	—	21.3	—	—	—	188,246	—	—	100	....	
Dec. 31, 1873	191.0	86.0	64.0	—	84	27	16	1,231	Marietta and Cincinnati	Ohio.	23,112,721	*	1,399,964	4,389,858	13,999,955	11,307,903	3,594,640	—	284.0	2,745,600	564,457	379,167	2,126,878	482,539	—	100	....	
Jun. 30, 1874	97.0	5.5	6.5	—	6	6	2	114	Marietta, Pittsburg and Cleveland	Ohio.	3,413,749	*	—	151,035	1,473,393	1,530,000	498,264	63,121	102.5	—	74,932	57,349	115,413	—	—	100	....	
Dec. 31, 1873	62.8	20.6	17.8	66.0	30	5	3	1,796	*Marquette Hough. & Ontonagon*	Mich.	7,088,149	1,077,421	160,982	142,138	2,306,600	5,364,000	638,987	159,055	83.4	668,280	174,955	744,800	1,059,673	417,027	—	100	....	
Dec. 31, 1873	54.0	—	2.0	—	3	3	1	16	Maryland and Del. (N.J.S.)	Md. and Del.	1,500,000	*	—	—	500,000	1,000,000	—	—	54.0	96,560	—	—	—	—	—	100	....	
Jun. 30, 1873	271.0	19.0	25.0	—	48	34	10	762	Mem. & Char. (S.R.S.Co.)	T., M. & Ala.	8,770,962	*	1,081,310	—	5,312,725	4,017,142	586,180	—	290.0	991,536	290,380	—	1,402,116	453,724	—	100	....	
Jun. 30, 1873	131.0	—	2.5	—	14	8	3	127	Memphis and Little Rock ¶	Arkansas.	(New company not yet reporting.)								131.0	—	—	—	557,609	245,258	—	100	....	
Dec. 31, 1873	9.8	—	1.1	12.7	—	—	—	—	Mercer & Somerset(U.Co's of N. J.)	N.J.	735,218	—	—	—	270,900	471,000	—	—	—	—	—	—	—	51,943	7	100	....	
May 31, 1874	108.0	—	11.8	—	—	—	—	—	Michigan Air Line (M. C.)	Mich. & Ind.	2,698,847	—	—	—	—	1,900,000	554,531	—	—	—	—	—	—	162,000	—	100	....	
May 31, 1874	285.0	108.0	191.6	—	210	168	51	4,259	Michigan Central	Mich., Ind. & Ill.	26,992,518	*	5,548,870	1,600,389	18,738,204	12,635,000	1,186,259	1,582,264	788.0	5,116,035	877,446	1,593,954	6,196,706	1,976,761	—	100	80½	
Dec. 31, 1872	57.5	11.0	3.6	—	5	4	2	4	Michigan Lake Shore (Pa.)	Michigan.	1,349,125	*	—	70,100	450,000	880,000	80,324	—	68.5	620,742	112,122	55,314	117,744	26,401	—	100	....	
Dec. 31, 1873	86.0	23.0	5.1	39.0	7	7	2	392	Midland	Canada.	3,186,792	378,246	68,096	22,208	834,782	1,630,333	431,278	758,949	86.0	—	—	—	318,160	137,984	—	100	....	
Dec. 31, 1872	84.0	—	5.0	—	5	3	2	100	Midland Pacific	Nebraska.	3,200,000	*	—	—	1,600,000	1,600,000	—	—	84.0	—	—	—	—	—	—	100	....	
Nov. 30, 1873	39.0	—	1.4	—	—	—	—	—	Milledgville & Eatonton (C. of Ca.)	Ga.	600,000	—	—	—	200,000	—	—	—	—	—	—	—	—	14,000	7	100	....	
Dec. 31, 1872	110.0	16.7	4.9	—	8	8	3	160	Milwaukee and Northern (W. C.)	Wis.	3,249,050	*	—	—	1,630,000	1,625,000	—	—	132.0	64,784	40,928	25,141	120,840	74,561	—	100	....	
Mar. 31, 1873	90.0	45.0	2.1	—	7	—	—	125	Milwaukee L. Shore and Western	Wis.	4,200,000	*	—	—	1,500,000	2,700,000	—	—	119.7	—	—	—	—	—	—	100	....	
Dec. 31, 1873	52.8	—	85.6	—	—	—	—	—	Mine Hill and Schuy'l Haven(P.&R.)	Pa.	3,969,100	—	76,498	—	3,969,100	—	—	—	—	—	—	—	—	294,271	7½	100	108	
Dec. 31, 1873	12.5	—	1.3	87.5	2	2	—	12	Mineral Range	Michigan.	348,000	—	—	—	99,655	161,800	88,728	7,976	12.5	(3 mos.)	12,008	6,378	19,422	7,973	—	100	....	
Dec. 31, 1873	27.5	—	2.7	—	—	—	—	—	Missisquoi (C. V.)	Vt.	742,697	—	—	—	243,500	500,000	—	—	—	—	—	—	—	—	—	100	....	
Dec. 31, 1873	349.1	—	40.7	—	63	28	13	867	Mississippi Cen. ¶ (E.R.As.)	M.K.& Tenn.	17,266,837	*	—	—	5,425,535	8,000,000	3,831,302	—	237.0	—	—	—	1,442,525	619,194	—	100	....	
Sept. 30, 1873	100.0	—	6.2	—	12	12	4	144	Mississippi and Tennessee ¶	Miss. & Tenn.	3,833,393	*	—	—	825,407	2,211,214	186,121	—	100.0	273,595	—	—	560,651	240,929	—	100	....	
Dec. 31, 1873	42.0	—	4.8	225.0	4	5	4	152	Mississippi Valley and Western	Mo.	1,600,000	*	—	—	800,000	800,000	—	—	—	—	—	—	—	—	—	100	....	
Dec. 31, 1873	85.0	—	4.2	200.0	5	2	3	96	Missouri, Iowa and Nebraska	Mo. & Ia.	2,800,000	*	700,000	—	1,500,000	2,000,000	—	—	—	—	—	—	—	—	—	100	....	
Mar. 31, 1874	575.5	210.5	47.5	—	66	35	28	1,170	Missouri, Kansas and Texas	M.K.& Tex.	40,761,594	2,016,176	1,237,205	412,877	21,405,000	17,874,000	5,148,852	—	786.0	1,872,185	168,608	329,712	3,522,074	1,642,714	—	100	10	
Dec. 31, 1873	160.0	—	8.9	—	21	14	7	792	Missouri River, Ft. Scott & Gulf	Kansas.	13,722,919	*	168,922	79,108	5,947,000	6,993,000	504,702	—	160.0	—	—	—	711,410	291,302	—	100	....	
May 31, 1874	84.0	—	6.5	144.0	4	5	2	67	*Mobile and Girard* ¶	Alabama.	1,715,521	294,871	105,601	17,675	1,279,933	711,000	143,635	—	84.0	—	29,410	—	135,968	4,241	—	100	....	
Apl. 30, 1873	164.0	14.0	6.9	—	31	13	9	328	Mobile and Montgomery ¶	Alabama.	5,474,554	724,590	191,308	429,703	2,034,800	2,596,500	769,046	—	168.0	—	—	—	691,277	162,518	—	100	....	
Dec. 31, 1873	472.0	50.1	47.8	—	121	38	17	1,006	*Mobile and Ohio*	Ala., Miss., Tenn. & Ky.	18,123,012	*	3,612,679	331,907	5,320,600	12,073,958	1,451,648	25,263	517.6	1,507,021	389,636	347,588	2,801,127	904,863	—	100	....	
Oct. 31, 1873	80.0	—	4.0	—	5	5	2	69	Montg'y and Eufaula ¶	(L.N.& Gt.S.) Ala.	3,417,920	*	—	197,311	1,149,360	1,810,000	429,716	91,702	80.0	—	—	—	—	—	—	100	....	
Sept. 30, 1873	23.8	—	4.3	—	—	—	—	—	Monticello and Port Jervis (Erie)	N. Y.	1,122,311	—	—	—	418,995	650,000	59 200	—	23.8	24,711	30,107	27,319	56,211	17,201	—	100	....	
Dec. 31, 1873	84.0	34.0	144.0	—	30	21	10	757	Morris and Essex (D. I.&W.)	N. Jersey.	17,159,461	12,170,560	—	—	14,165,450	13,796,000	1,368,571	—	118.0	—	—	—	4,214,846	1,193,840	7	100	96	
Sept. 30, 1873	20.2	—	1.9	—	—	—	—	—	Nashua, Acton & B (Fitchb.)	N.H.& Mass.	679,960	—	140	5,880	253,700	142,000	280,150	(3 mos.	20.2	14,931	16,518	3,961	10,601	5,750	—	100	....	
Sept 30, 1873	14.5	—	18.5	—	18	21	8	422	Nashua and Lowell (B.& L.)	N.H.& Mass.	881,597	155,659	99,620	105,696	800,000	105,535	120,828	216,109	43.2	371,205	937,628	272,088	615,846	83,452	10	100	115½	
Sept. 30, 1873	122.0	12.5	8.6	—	22	9	6	177	Nashv. & Decatur ¶	(L.N.&Gt.S.) T.& Ala.	3,837,619	433,218	655,704	99,108	1,511,807	2,624,000	518,853	327,120	134.5	328,629	108,179	48,583	453,012	160,686	—	100	....	
Jun. 30, 1873	321.0	20.0	30.0	92.0	83	26	10	1,115	Nashv., Chattanooga & St. Louis ¶	T.& Ala.	13,286,049	*	342,594	348,252	6,486,049	2,812,165	2,987,663	1,694,018	341.0	1,218,663	166,084	384,240	1,655,519	471,731	—	100	....	
Sept. 30, 1873	57.0	4.5	4.9	—	12	14	4	281	Naugatuck	Connecticut.	2,056,852	*	146,087	61,681	1,881,900	103,000	46,146	233,581	61.5	—	—	—	543,937	201,890	10	100	....	
Dec. 31, 1873	5.5	—	—	—	—	—	—	—	Newark and Hudson (Erie)	N. J.	286,000	—	—	—	250,000	250,000	—	—	—	—	—	—	—	41,500	7	100	....	
Dec. 31, 1873	8.0	—	10.0	—	—	—	—	—	Newark and New York (C. of N.J.)	N. J.	2,443,032	—	—	—	977,500	600,000	882,675	—	—	—	—	—	—	175,000	7	100	....	
Jun. 30, 1873	43.7	1.2	3.8	—	—	—	—	—	Newark, Som'rst & Str'sv'le	(S.M.&N.) O.	1,728,000	—	20,754	—	873,650	800,000	75,100	—	44.9	—	30,051	—	148,591	29,601	—	100	....	
Sept. 30, 1873	21.5	16.1	8.2	—	9	22	11	157	New Bedford	Mass.	977,418	241,544	25,500	48,040	1,010,100	171,500	52,405	58,492	37.6	126,156	351,627	159,911	292,307	62,481	8	100	105½	
Sept. 30, 1873	8.3	—	0.4	—	2	1	—	—	New Canaan	Conn.	230,747	26,343	—	—	164,050	86,000	9,860	—	8.3	21,021	37,738	5,423	18,491	Loss.	—	50	....	
Dec. 31, 1873	14.9	—	3.2	—	—	—	—	—	Newcastle& Beaver Val.	(P.Ft.W.&C.) Pa.	809,701	—	—	—	605,000	24,200	—	—	14.9	—	—	—	351,089	140,436	10	100	....	
Sept. 30, 1873	13.0	—	1.3	—	3	4	2	27	New Haven and Derby	Conn.	1,132,460	*	—	—	455,000	550,000	—	—	13.0	44,172	139,728	13,911	83,820	26,976	—	50	....	
Sept. 30, 1873	52.0	—	5.0	—	4	8	2	112	N. Hav., Middlet'n & Willimantic	Conn.	5,987,500	*	—	—	677,500	4,000,000	1,268,750	—	52.0	—	—	—	—	—	—	100	....	
Sept. 30, 1873	33.9	25.4	20.7	—	20	17	7	404	New Haven and Northamp.	Conn. & Mass.	3,669,786	783,012	194,174	67,906	2,459,850	1,900,000	286,024	69,004	109.3	449,429	390,220	298,888	660,057	190,122	3	100	....	
Dec. 31, 1873	74.0	—	6.8	—	18	20	6	189	New Jersey Midland	New Jersey.	8,795,859	*	—	—	3,000,000	5,000,000	1,000,000	—	74.0	—	—	—	—	—	—	100	....	
Dec. 31, 1873	70.5	45.0	12.0	—	22	62	7	381	New Jersey Southern	New Jersey.	9,820,000	*	—	—	5,000,000	4,820,000	—	—	115.5	—	—	—	745,794	39,607	—	100	3	
Sept. 30, 1873	100.0	—	2.8	—	21	15	8	266	N. London Northern (C.V.)	Conn.& Mass.	1,651,126	187,443	110,074	25,671	1,428,800	380,000	123,978	31,525	100.0	523,988	324,472	206,005	606,956	150 000	10	100	105	
Dec. 31, 1873	206.0	43.0	35.0	—	57	31	15	993	N. Orleans, Jack. and Gt. North. ¶	L. & M.	15,279,042	*	—	1,658,368	4,784,000	8,000,000	1,176,020	3,037,390	206.0	—	—	—	1,790,489	803,261	—	100	....	
Dec. 31, 1872	203.0	—	....	532.0	....	....	....	....	N. O., Mobile and Texas ¶	Ala.M.& La.	6,500,000	*	(No account can be obtained.)															
Sept. 30, 1873	130.8	4.6	45.5	—	39	79	39	838	N. York and Harlem	(N.Y.C.&H.R.) N.Y.	14,486,514	1,549,945	2,366,082	—	9,000,000	7,038,069	667,375	1,566,725	161.8	911,879	1,962,970	430,055	3,369,169	1,440,810	8	100	127½	
Sept. 30, 1873	85.8	53.2	30.7	71.0	30	39	17	418	New York and New England	M.& Conn.	22,500,000	633,200	—	—	20,000,000	2,500,000	—	—	139.0	637,516	1,723,337	363,784	728,568	128,546	—	100	....	
Feb. 28, 1873	248.0	131.0	66.0	120.0	84	51	30	1,683	New York and Oswego Midland	N.Y.	17,896,236	2,241,918	979,159	—	7,183,082	10,464,655	3,256,662	368,012	551.0	—	—	—	—	—	—	100	....	
Sept. 30, 1873	441.8	298.4	851.8	—	519	421	177	13745	New York Central & Hudson River	N.Y.	78,014,954	*	39,140,046	—	89,428,300	27,725,533	1,167	—	858.8	17,359,361	7,630,741	5,522,724	29,126,851	10,741,480	6	100	101	
Sept. 30, 1873	75.0	—	4.8	76.0	7	9	3	121	New York, Kingston and Syracuse	N.Y.	3,245,000	*	—	—	2,662,922	2,000,000	92,692	—	75.0	—	(No returns.)						100	....	
Sept. 30, 1873	124.3	16.7	167.6	—	88	171	59	1,324	N. Y., N. H. & Hartford	N.Y. C.& Mass.	12,577,627	2,075,711	1,593,610	2,023,516	15,500,000	1,126,500	1,089,669	1,554,395	141.0	1,848,201	3,892,674	895,985	4,701,236	1,846,972	10	100	132	
Aug. 31, 1874	62.5	1.3	57.0	—	24	25	8	238	N. Y., Providence & Boston	Conn.& R.I.	2,903,092	*	—	—	2,500,000	1,253,000	—	—	63.8	486,430	637,760	254,110	947,360	383,637	10	100	....	
Sept. 30, 1873	99.0	—	3.6	—	—	—	—	—	Niag. F. & Canandaigua (N. Y. C.)	N.Y.	3,210,616	*	—	—	1,000,000	—	—	—	—	—	—	—	—	60,000	6	100	....	
May 31, 1874	223.0	—	11.7	—	24	18	10	286	North Carolina ¶ (R. & D.)	N.C.	4,942,261	*	366,200	101,861	4,000,000	418,500	178,889	812,933	—	—	—	—	266,478	234,393	2½	100	....	
Feb. 28, 1874	102.0	—	9.0	—	14	14	5	187	Northeastern ¶	S. C.	2,176,323	*	64,184	44,507	996,350	1,185,528	93,498	—	102.0	279,076	68,922	—	403,351	145,216	—	50	....	
Dec. 31, 1873	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.	—	—	—	—	—	—	—	—	72.0	—	—	—	—	—	—	100	....	
Oct. 31, 1873	55.6	12.1	48.5	—	42	42	21	908	North Pennsylvania	Pa.	7,174,125	1,285,461	1,567,582	—	3,596,500	4,456,600	252,985	—	75.0	709,286	984,723	996,213	1,477,540	498,878	5a	50	103	
Jun. 30, 1874	62.6	—	3.8	—	—	—	—	—	Northwestern Union (C. & N. W.)	Wis.	3,500,000	—	—	—	—	3,500,000	—	—	62.6	—	—	—	165,049	108,383	—	100	....	
Jun. 30, 1873	23.0	—	1.0	115.0	2	2	4	16	North and South Georgia ¶	Ga.	666,000	24,197	—	33,901	472,523	240,000	61,573	—	—	—	—	—	—	—	—	100	....	
Dec. 31, 1873	138.0	4.0	129.5	—	141	69	42	6,284	Northern Central ¶	Md. & Pa.	11,959,069	3,470,815	3,000,000	895,882	5,842,000	11,419,756	1,599,924	464,086	357 0	—	—	—	5,081,365	1,152,704	—	50	66	
Mar. 31, 1874	69.2	13.4	17.6	—	29	16	7	518	Northern New Hampshire	N. H.	3,868,400	*	499,300	455,828	3,068,400	102,000	346,938	506,190	82.6	477,456	199,066	382,947	707,760	234,284	8	100	96½	
Dec. 31, 1873	21.3	—	4.6	—	—	—	—	—	Northern New Jersey (Erie)	N. J.	527,452	—	872,548	—	1,000,000	400,000	—	—	—	—	—	—	—	108,200	8	100	....	
Aug. 31, 1873	491.3	—	9.3	512.0	79	24	24	1,679	*Northern Pacific*	Minn.,Dak.,Wash.&c.	26,285,114	*	1,569,676	1,390,283	18,239,300	24,841,046	6,961,000	—	211.0	—	33,786	—	354,635	—	—	100	....	
Sept. 30, 1873	59.4	7.0	14.0	—	21	15	7	523	Norwich and Worcester ¶	Conn.& Mass.	3,395,160	*	833,739	78,016	2,823,400	609,000	443,067	431,459	66.4	403,993	377,588	329,624	853,947	281,101	10	100	122	
Sept. 30, 1873	118.0	4.0	18.0	—	34	19	4	1,026	Ogdensburg & L. Champlain	(C.V.) N.Y.	5,796,921	*	—	—	5,077,000	1,012,000	—	—	—	—	—	—	—	456,350	7	100	43½	
Jun. 30, 1874	340.0	55.0	39.1	—	114	68	34	2,588	Ohio and Mississippi	O., Ind. & Ill.	35,527,563	*	—	518,715	24,030,000	10,863,000	603,905	—	395.0	3,020,602	469,180	931,465	3,478,074	931,193	—	100	31	
Dec. 31, 1873	95.0	28.0	55.5	—	32	19	5	315	Oil Creek and Allegheny Valley	Pa.	8,615,633	1,008,331	50,000	—	4,959,450	3,680,000	249,105	—	123.0	663,296	445,707	556,546	1,067,734	342,738	6	50	17½	
Sept. 30, 1874	217.1	39.9	63.4	—	62	137	25	1,224	Old Colony	Mass.	10,519,176	—	1,532,308	699,490	6,741,339	4,488,000	926,549	645,085	256.9	1,377,379	4,375,316	633,727	2,390,810	475,101	7	100	105	
Dec. 31, 1873	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	N. Y.	950,953	—	—	—	300,000	550,000	—	—	—	—	—	—	—	62,500	8	100	....	
Sept. 30, 1873	35.0	—	57.9	—	11	12	4	258	Oswego and Syracuse (D. L. & W.)	N.Y.	1,445,114	*	—	—	1,144,400	180,000	—	—	—	—	—	—	—	115,596	9	100	....	
Dec. 31, 1873	283.5	15.5	....	—	—	—	—	—	*Pacific* (A. and P.)	Mo.	20,500,000	*	—	—	7,000,000	13,500,000	—	—	486.7	—	—	—	1,408,500	1,383,500	5	100	47	
Dec 31, 1873	115.6	—	4.9	50.4	8	4	2	97	Paducah and Memphis	Ky. and Tenn.	4,124,108	206,103	579,597	233,616	2,924,150	1,541,000	610,062	68,212	90.0	—	—	—	1,408,500	1,383,500	5	100	....	
Jun. 30, 1873	11.0	—	0.7	53.4	4	1	1	46	Painesville and Youngstown	O.	570,892	*	—	—	571,000	—	—	—	11.0	—	23,251	2,849	13,029	—	—	100	....	
Jun. 30, 1873	34.0	—	0.9	—	—	—	—	—	Paris and Danville	Ill.	1,360,000	—	—	—	160,000	1,190,000	10,000	—	34.0	27,456	19,819	—	33,917	(Deficit)	—	100	....	
Jun. 30, 1873	72.0	—	6.0	—	7	5	3	127	Paris and Decatur	Ill.	2,800,000	*	—	—	1,600,000	1,200,000	150,000	—	94.0	—	—	—	24,949	(Deficit)	—	100	....	
Dec. 31, 1873	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson (Erie)	N. J.	630,000	—	—	—	630,000	—	—	—	—	—	—	—	—	53,400	8½	100	....	
Dec. 31, 1873	12.0	—	2.6	—	—	—	—	—	Paterson and Newark (Erie)	N. J.	866,162	—	—	—	250,000	500,000	—	—	—	—	—	—	—	35 p. c.	—	100	....	
Dec. 31, 1873	16.1	—	16.1	—	—	—	—	—	Paterson and Ramapo (Erie)	N. J.	350,000	—	—	—	248,000	100,000	—	—	—	—	—	—	—	25,500	7	100	....	
Jun. 30, 1873	67.2	—	3.0	—	—	—	—	—	Pekin, Lincoln and Decatur	Ill.	2,576,000	*	—	—	1,500,000	1,076,000	—	—	67.2	119,608	47,627	98,848	141,261	38,[illegible]	—	100	....	
Dec. 31, 1872	119.0	—	5.0	86.0	4	3	2	46	Peninsular (C. and L. H.)	Ind. & Mich.	6,716,351	*	—	—	1,995,000	4,340,000	381,351	—	119.0	—	—	—	46,333	109,913	Loss.	—	100	....	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	
Dec. 31, 1873	354.9	69.0	554.9	—	878	385	136	17589	Pennsylvania.....Pennsylvania	48,571,808	*	97,782,380	4,371,449	68,144,475	43,145,785	22,592,815	6,842,563	869.4	.....	5,879,684	9,998,794	24,886,009	9,044,978	10	50	105
Dec. 31, 1873	47.0	15.8	67.0	—	23	8	—	1,300	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	3,052,500	.....	4,000,000	487,500	565,000	.....	47.0	.....	3,970	1,391,454	28,501	.....	20	50	243
Dec. 31, 1873	41.5	—	1.4	—	—	—	—	—	Pennsylvania and Delaware (Penn.)..Pa.	2,502,000	—	—	—	900,000	1,602,000	71,346	—	—	(Opened July 1, 1873.)			—	—	—	50	.....
Nov. 30, 1873	104.6	22.6	21.2	—	18	2	—	992	Pennsylvania and N. York..N.Y. & Penn.	5,351,750	791,077	.....	.....	4,061,700	3,000,000	74,017	—	127.2	752,452	191,584	1,338,081	1,485,806	403,405	2½	50	.....
Nov. 30, 1873	73.8	—	3.1	12.7	—	—	—	—	Perkiomen (P. & R.).....Pa.	1,388,700	—	18,529	.....	33,040	1,321,800	20,478	—	—	—	—	—	—	—	—	50	.....
Dec. 31, 1873	45.2	—	2.0	—	4	4	1	53	Pensacola and Louisville ¶.....Fla.	455,327	64,300	150,000	.....	450,000	—	219,627	—	45.2	76,850	16,690	.....	88,930	35,357	—	100	.....
Dec. 31, 1870	—	—	—	76.0	—	—	—	—	Peoria, Atlanta and Decatur.....Ill.	800,000	—	—	—	600,000	300,000	—	—	—	—	(Under construction.)		—	—	—	100	.....
Dec. 31, 1873	47.0	—	7.4	—	—	—	—	—	Peoria and Bureau Valley (C.R.I.&P.).Ill.	1,566,000	—	—	—	1,266,000	300,000	—	—	—	—	—	—	—	—	—	100	.....
Jan. 30, 1873	83.0	—	11.5	—	12	7	4	171	Peoria, Pekin and Jacksonville...Illinois.	5,260,351	845,797	45,000	.....	1,239,700	2,000,000	411,448	—	83.0	280,562	.....	135,465	319,168	30,952	—	50	.....
Jan. 30, 1873	91.0	—	4.0	—	8	5	2	163	Peoria and Rock Island.....Ill.	3,772,327	*	.....	.....	1,858,950	1,650,000	49,639	—	9.0	276,058	70,500	194,348	300,045	105,368	—	100	.....
Dec. 31, 1873	64.0	18.0	8.0	—	12	9	5	121	Petersburg ¶.....Virginia	1,817,985	*	.....	.....	1,324,200	500,000	356,112	—	—	—	—	—	—	—	—	100	.....
Oct. 31, 1873	46.0	—	6.5	—	10	8	3	95	Philadelphia and Balt. Cent. Penn. & Md.	1,811,107	177,744	.....	.....	220,606	1,500,000	46,945	—	57.0	182,886	309,498	138,262	303,221	78,339	—	50	.....
Dec. 31, 1873	287.6	—	121.7	—	—	—	—	—	Philadelphia and Erie ¶ (Penn.).....Pa.	23,777,743	—	2,241,800	16,866	8,448,700	16,625,000	1,385,709	—	287.6	2,912,351	777,273	2,164,246	3,842,067	428,756	—	50	33½
Dec. 31, 1873	3.0	—	—	24.2	—	—	—	—	Phila., Newtown and New York.....Pa.	1,146,638	368,262	500,793	.....	2,231,900	—	—	—	32.3	.....	.....	.....	281,623	269,791	12	50	182
Sept. 30, 1873	98.4	228.6	432.2	—	400	220	60	19018	Philadelphia and Reading..Pennsylvania.	440,400	—	—	—	199,300	164,000	57,000	—	—	—	—	—	—	—	—	50	.....
Dec. 31, 1873	26.6	—	39.7	—	—	—	—	—	Philadelphia and Trenton (Penn.).....Pa.	28,260,889	7,480,719	48,349,053	1,741,889	34,269,575	44,188,715	4,876,055	2,498,205	725 3	8,861,682	6,790,088	9,847,747	14,832,661	5,357,766	10	50	110
Oct. 31, 1873	95.3	14.8	121.6	—	70	160	...	1,240	Phila., Wilm. and Baltimore..Pa. D.& Md.	1,534,479	—	—	—	1,259,100	—	—	—	36.6	882,160	1,747,216	1,400,983	1,995,606	448,574	10	100	128
Nov. 30, 1873	11.3	—	43.0	—	—	—	—	—	Pickering Valley (P. & R.).....Pa.	11,814,764	*	2,108,295	840,363	11,507,750	1,900,000	279,120	743,053	111 8	1,457,207	853,937	836,979	3,074,881	1,095,265	8	50	118½
Dec. 31, 1873	193.0	8.0	50.8	—	104	34	19	1,648	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	474,551	—	—	—	92,875	332,300	161,363	—	—	—	—	—	—	4,751	—	50	.....
Dec. 31, 1873	468.3	—	180.0	—	269	133	54	9,789	Pittsburg, Ft. W. and Chic..P., O., J. & I.	19,682,344	*	3,496 277	.....	8,433,750	15,010,586	3,854,872	—	201.0	.....	.....	.....	3,841,214	478,298	—	50	.....
Dec. 31, 1873	80.0	—	4.9	150.0	4	6	3	65	Pittsbg, Virg. & Charleston..Pa.& W.Va.	37,368,286	*	.....	.....	23,814,286	14,554,000	14,230	—	500.6	7,878,666	2,134,653	2,365,846	9,619,078	3,522,032	7	100	94½
Oct. 31, 1874	149.6	1.9	38.2	4.6	31	15	8	421	Pittsburg, Washington & Balt...Pa.& Md.	1,106,167	37,226	556,038	.....	673,264	700,000	244,672	—	30.0	57,900	140,188	4,828	67,137	16,941	—	50	.....
Sept. 30, 1873	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	12,301,712	811,219	101,309	.....	1,960,682	9,500,000	2,192,417	—	169.2	.....	.....	.....	1,564,998	8,546	—	50	.....
Nov. 30, 1873	71.3	—	3.6	38.7	6	15	5	117	Portland and Ogdensburg....Me. & N. H.	443,685	—	—	6,315	450,000	—	—	—	—	—	—	—	—	—	—	6	100	35
Aug 31, 1874	52.5	—	5.5	—	6	7	4	139	Portland and Rochester.....Me. & N. H.	2,502,115	*	125,862	200,937	1,045,270	1,384,000	321,710	77,934	65.3	147,741	73,908	46,045	144,962	27,000	6	100	.....
Sept. 30, 1873	52.0	—	8.1	—	19	—	7	167	Portland, Saco and Portsmouth (Etn.).Me.	1,941,396	*	234,897	13,729	636,112	1,446,500	107,410	—	52.5	139,799	156 332	66,065	158,389	49,075	—	100	.....
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	130	Port Royal ¶ (Ga.).....South Carolina.	1,500,000	*	.....	.....	1,500,000	—	—	—	—	—	—	—	—	47,288	—	100	.....
Sept. 30, 1873	71.4	—	4.9	—	—	—	—	—	Portsm'th, Gt. Falls & Conway (Etn.).Me.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	—	—	—	—	—	—	150,000	10	100	111
Sept. 30, 1873	41.9	—	2.5	4.8	4	5	...	91	Poughkeepsie and Eastern....New York.	1,229,689	*	.....	.....	767,200	462,489	.....	—	—	—	—	—	—	—	—	25	.....
Sept. 30, 1873	22.8	—	2.0	48.9	2	3	1	65	Providence and Springfield..R.I. & Mass.	1,475,430	*	.....	.....	524,464	722,500	479,689	—	46.1	95,055	82,180	44,508	86,213	14,241	—	100	35
Sept. 30, 1873	13.6	—	—	—	4	10	...	20	Providence and Springfield..R.I. & Mass.	933,408	*	.....	.....	472,890	414,000	47,518	—	22.8	.....	32,512	5,668	18,418	9,543	—	100	.....
Sept. 30, 1873	43.4	1.0	45.2	—	29	40	...	692	Providence, Warren and Bristol.....R.I.	526,515	*	.....	.....	437,917	50,000	38,597	—	13.6	.....	379,227	20,504	113,505	9,262	—	100	.....
Dec. 31, 1873	36.0	—	2.0	—	4	3	2	—	Providence and Worcester..R. I. & Mass.	1,976,025	735,748	.....	271,267	2,000,000	500,000	387,810	96,230	—	526,128	1,785,067	530,620	963,345	257,103	10	100	.....
Jan. 30, 1873	42.0	—	4.0	—	1	2	2	44	Queen Anne and Kent ¶.....Del.& Md.	351,000	*	.....	.....	280,000	269,000	2,600	—	36.0	35,850	12,560	38,231	27,437	9,990	—	50	.....
Dec. 31, 1873	70.0	—	1.7	160.0	—	—	—	—	Quincy, Alton and St. Louis.....Ill.	1,832,100	—	.....	32,200	780,000	1,000,000	52,000	—	42.0	56,000	.....	.....	68,939	(Deficit)	—	100	.....
May 31, 1873	44.0	—	3.0	62.0	3	3	3	50	Quincy, Missouri and Pacific.....Mo.	2,000,000	—	.....	.....	700,000	20,000 p.m	.....	—	....	(Under construction.)			.....	.....	—	100	.....
May 31, 1873	97.0	—	5.0	—	16	10	4	134	Raleigh and Augusta Air-Line ¶..N. Car.	1,134,221	89,785	.....	.....	876,000	—	—	—	44.0	.....	.....	.....	73,474	28,543	—	100	.....
Nov. 30, 1873	40.0	8.0	8.1	10.7	8	7	1	29	Raleigh and Gaston.....North Carolina.	1,500,000	*	155.300	102,935	1,500,000	—	92,150	165,085	97.0	.....	47,069	98,052	369,646	178,652	—	100	.....
Dec. 31, 1873	101.5	80.9	47.9	—	42	52	17	1,262	Reading and Columbia (P. & R.).....Pa.	2,072,989	220,041	62,566	.....	508,268	1,000,006	1,215,911	—	48.0	242,123	138,771	382,399	310,517	92,179	—	50	.....
Sept. 30, 1873	189.0	6.9	16.8	—	36	20	9	462	Rensselaer and Saratoga (D.& H.)..N. Y.	8,328,362	*	.....	.....	6,000,000	2,000,000	.....	—	182.4	820,468	1,037,327	616,634	1,966,857	903,072	8	100	112
Sept. 30, 1873	86.0	—	6.7	—	13	21	16	134	Richmond and Danville ¶.....Virginia.	5,729,729	*	2,100,682	234,278	4,000,000	2,485,411	1,485,205	143,372	195.9	598,792	141,767	227,729	957,129	447,369	...	100	...
Sept. 30, 1873	22.5	2.7	4.2	—	8	9	4	164	Richmond and Fredr'burg and Potomac ¶..Va	2,727,840	*	131,596	254,875	1,509,829	889,696	82,639	632,148	86.0	199,825	173,985	45,677	496,744	231,136	2	100	...
Sept. 30, 1873	38.3	—	2.2	26.0	3	3	2	42	Richmond and Petersburg ¶.....Va.	1,215,404	*	48,488	30,119	847,100	326,296	81,527	49,188	46.7	110,712	126,947	91,887	160,227	36,685	—	100	.....
Dec. 31, 1873	18.5	—	1.8	—	—	—	—	—	Richmond, York Riv.& Chesapeake ¶..Va.	1,257,640	—	.....	.....	650,000	607,640	.....	—	38.3	.....	(No report supplied.)		.....	.....	—	100	.....
Sept. 30, 1873	—	—	—	105.0	—	—	—	—	Rochester & Genesee Valley (Erie).N. Y.	671,263	—	.....	.....	567,560	—	.....	—	—	(Rental 48 p. c. of earnings.)			—	—	—	100	.....
Sept. 30, 1873	10.0	—	—	140.0	—	—	—	—	Rochester and State Line.....N. Y.	735,649	—	183,649	.....	24,000	894,000	90,000	—	—				—	34,012	...	100	.....
Apl. 30, 1874	253.6	25.0	26.7	—	31	14	6	932	Rochester, Nunda & Penn. (3 ft.)...N. Y.	716.327	*	.....	.....	625,600	—	58,200	—	—	—	—	—	—	—	—	100	.....
Dec. 31, 1873	141.1	48.6	28.4	—	42	32	16	909	Rockford, Rock Island and St. Louis..Ill.	16,095,311	*	18,007	178,951	6,493,579	9,000,000	484,488	303,402	318.9	.....	.....	...[22 mos.	1,696,124	369,703	—	100	.....
Dec. 31, 1873	120.0	—	18.0	—	—	—	—	—	Rome, Watertown and Ogdensburg.N. Y.	4,789,198	*	147,960	305,486	3,146,800	1,908,249	44,979	142,625	218.2	.....	.....	.....	1,230,555	360,488	7	100	77½
Dec. 31, 1873	34.0	—	2.7	—	4	2	...	52	Rutland (C. V.).....Vermont.	9,129,946	*	143,947	92,617	6,648,400	1,972,800	745,700	—	239.0	.....	.....	.....	970,239	492,400	2	100	...
Dec. 31, 1873	22.0	—	6.5	—	6	8	...	230	Saginaw Valley and St. Louis.....Mich.	525,716	87,854	.....	4,173	121,775	346,000	149,988	—	34.0	58,650	.....	.....	134,620	79,810	—	100	...
Aug. 31, 1873	187.0	—	20.0	39.0	19	.....	.....	.....	St. Croix and Penobscot ¶.....Me.	364,000	*	.....	20,603	100,000	227,700	7,000	—	22.0	.....	.....	.....	79,952	28,861	3	50	.....
Dec. 31, 1873	197.0	18.0	21.0	—	13	11	4	590	St. Joseph and Denver City..Kan.& Neb.	11,221,764	420,925	245,000	3,803	4,000,000	7,000,000	734,425	157,067	187.0	.....	.....	.....	.....	.....	—	100	.....
Jan. 31, 1874	43 3	—	2.2	—	—	—	—	—	St. Louis, Alton and Terre Haute.Illinois.	11,768,400	*	.....	241,609	4,768,400	7,000,000	241,609	—	265.0	.....	.....	.....	1,042,808	593,849	—	100	11
Dec. 31, 1873	195.5	15.8	39.7	—	85	23	15	1,618	St. Louis & C. Rapids (St.L.,K.C.&N.).Ia.	(Statements not received.)																
Jun. 30, 1873	310.0	48.0	25.0	—	46	27	12	1,175	*St. Louis and Iron Mountain* ¶...Missouri.	19,103,348	*	247,884	—	10,000,000	8,622,000	431,149	298,083	210.8	947,849	537,276	682,903	1,964,281	596,426	3	100	27
Dec. 31, 1873	76.5	—	2.1	—	—	—	—	—	St. Louis & S. Eastern...Ill., Ky. & Tenn.	8,828,400	*	.....	.....	4,628,400	3,200,000	.....	—	—	524,786	70,531	515,719	661,753	265,882	—	100	.....
Dec. 31, 1873	41.5	—	2.3	138.5	—	—	—	—	St. Louis & St. Jos. (St.L.,K.C.& N.).Mo.	2,000,000	—	.....	.....	.....	1,000,000	(Sold under foreclosure Feb. 18, 1874 for $1 00,000.)		—	—	—	—	—	—	—	100	.....
Dec. 31, 1873	150.0	—	11.6	—	—	—	—	—	St. L., C. Bluffs & Omaha (St.LKC&N.)M.	2,200,000	—	.....	.....	1,100,000	16,000p m	.....	—	—	—	—	—	(Rental.)	65,000	—	100	.....
Jan. 31, 1874	265.5	87.5	24.8	27.3	91	33	15	1,529	St. Louis, Jacksonv. & Chic.(C. & A.).Ill.	5,073,600	—	.....	.....	2,348,600	2,725,000	.....	—	—	—	—	—	—	246,000	—	100	.....
Dec. 31, 1873	157.8	—	24.4	—	32	14	8	841	St. L., Kansas City & Northern.....Mo	30,152,381	*	350,000	560,474	24,000,666	6,000,000	1,071,854	—	581.7	.....	435,826	501,596	2,755,194	204,762	—	100	.....
Aug. 31, 1873	108.5	—	4.7	161.0	—	—	—	—	St. Louis, Vandalia & T. H. (T.H&I).Ill.	8,256,255	*	226,930	.....	2,378,158	5,499,000	467,325	—	157 8	.....	.....	.....	1,130,813	337,768	—	100	.....
Aug. 31, 1873	207.0	76.0	19.4	—	28	20	6	374	*St. Paul and Pacific*.....Minn.	11,250,000	—	.....	.....	.....	10,500,000	750,000	—	35.0	25,256	16,417	15,786	32,345	509	—	100	.....
Aug. 31, 1873	121.3	—	10.0	—	14	6	4	255	*St. Paul and Pacific* (1st Div.).Minnesota.	17,214,350	*	.....	.....	1,968,000	15,245,750	472,942	—	283.0	.....	.....	.....	763,805	165,964	—	100	.....
Aug. 31, 1873	17.6	3.2	1.0	—	2	2	1	40	St. Paul and Sioux City.....Minn.	4,628,778	*	.....	.....	2,400,000	1,851,500	216,227	—	121.8	246,766	77,755	.....	509,443	40,172	—	100	.....
Sept. 30, 1873	16.9	—	2.6	—	—	—	—	—	St. Paul, Stillw. & Taylor's Falls...Minn.	780,317	—	.....	.....	277,500	450,000	37,000	—	20.8	29,280	22,800	.....	63,718	31,863	—	100	.....
Jun. 30, 1874	116.3	—	17.1	—	23	10	9	286	Salem and Lowell (B. & L.).....Mass.	481,469	—	—	2,714	243,305	226,960	13,978	—	—	—	—	—	17,500	16,784	1	100	.....
Dec. 31, 1873	104.0	—	4.9	5.0	10	9	8	80	Sandusky, Mans. & Newark (B. & O.)..O.	3,368,630	*	.....	50,430	1,637,553	2,306,500	5,181	69,216	116.3	970,912	179,279	466,410	717,251	45,794	—	100	.....
Dec. 31, 1873	11.0	—	21.5	—	—	—	—	—	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	.....	.....	1,000,000	1,427,800	.....	—	104.0	.....	.....	.....	.....	.....	—	100	.....
Mar. 31, 1874	90.0	—	8.0	—	16	4	0	250	Schuylkill Valley (P. & R.).....Penn.	576,050	—	—	—	576,050	—	—	—	—	—	—	—	—	28,803	5	50	.....
									Seaboard and Roanoke.Va. & N. Carolina.	2,068,152	*	568,869	.....	1,365,000	220,000	.....	—	80.0	.....	34,867	.....	609,678	198,004	3	100	.....

Apr. 30, 1872	237.0	—	11.9	—	39	19	7	411	*Selma, Rome and Dalton* ¶..Ala.Ga.& Tenn.	12,980,000	*				3,750,000	9,230,000			237.0	(No	statement	furnished)				—	100	....
Dec. 31, 1873	28.0	—	4.5	—					Shamokin Valley and Pottsville(N.C.).Pa.	1,298,050	—	1,655,400			869,450	1,994,000			28.0	170,978	47,865	760,305	350,487	157,172	6	50	....
Dec. 31, 1873	78.5	—	5.6	—	5	5	3	172	Sheboygan and Fond du Lac..Wisconsin.	2,622,861	*				1,276,000	1,509,000	86,689		78.5	131,140	62,214	59,188	135,777	3,687	—	100	....
Nov. 30, 1873	31.1	—	5.2	—	7	4	1	211	Shenango and Allegheny (A.& Gt.W.).Pa.	1,091,747	86,355				199,000	800,000	124,315		31.1	101,065	26,584	166,350	157,301	59,005	—	50	....
Sept. 30, 1873	32.3	—	1.0	—	2	2	1	24	Shepaug Valley.....Conn.	241,300	*				239,850		817		32.3	12,770	9,469	3,998	18,499	238	—	100	....
Sept. 30, 1873	50.0	—	5.1	—					Shore Line (N. Y., N. H. and H.)..Conn.	1,200,000					1,000,000	200,000			50.0	.....	.....	.....	413,081	92,668	7	100	....
Aug. 31, 1873									*Sioux City and Pacific*.....Neb. & Iowa.	.....	*															100	....
Aug. 31, 1873	122.4	—	7.4	—	11	6	3	386	Sioux C. and St. P.(St.P.&S.C.)Ia.& Minn.	4,803,936	*				2,800,000	1,740,000			147.4	56,414	10,766	.....	73,996	52,386	—	100	....
Sept. 30, 1873	35.0	—	2.0	—	3	2	1	81	Sodus Point and Southern.....N. Y.	1,479,000	*				715,967	1,200,000		[8½ mos	35.0	37,753	41,941	15,172	27,710	986	—	100	....
Jun. 30, 1874	182.0	—	16.2	—					South and North Ala.(L.N.&Gt.S...)Ala.	5,829,001					4,100,000	5,726,000	1,729,001		182.0	.....	.....	.....	561,275	95,589	—	100	....
Dec. 31, 1873	137.0	106.0	33.7	—	42	49	...	530	South Carolina ¶.....South Carolina.	8,057,935	886,535	2,931,159	141,584		5,819,275	4,668,645	1,588,843	160,453	243.0	897,530	188,607	294,784	1,491,016	576,465	—	100	....
Sept. 20, 1873	11.6	—	2.1	—	3	12	2	15	South Shore.....Mass.	501,598	*	126,500	25,078		259,685	275,000	10,920	107,557	11.6	57,703	394,360	36,596	94,788	17,381	—	100	....
Sept. 30, 1873	57.0	1.3	20.6	11.0	20	50	5	117	South Side (L. I.).....New York.	4,531,734	*				1,000,000	3,250,000	967,658		73.3	340,266	679,055	65,663	488,410	102,742	—	100	....
Sept. 30, 1873	116.0	—	14.0	—	14	7	5	401	Southern Central.....N. Y. & Pa.	6,837,290	355,390	.....	1,702		1,784,080	2,264,739	145,563		116.0	391,070	209,778	287,304	445,317	160,815	—	100	....
Apr. 30, 1873	—	—	—	80.0	—	—	—	....	Southern Maryland.....Md.	(Under	const	ruction.)			1,000,000	2,200,000					(No part	completed.)					100	....
Dec. 31, 1873	167.5	—	10.3	—	12	7	3	269	Southern Minnesota.....Minnesota.	9,328,446	*		127,883		3,825,000	4,592,000	1,089,329		167.5	355,868	42,444	144,176	663,238	187,039	—	100	....
Jun. 30, 1873	202.0	—	10.1	828.0	19	25	8	371	Southern Pacific.....California.	10,156,408	663,577	9,206,402	204,655		12,210,200	8,050,000		50,842	162.0	460,254	330,000	162,661	1,035,812	576,572	—	100	....
Nov. 30, 1873	143.0	162.5	22.9	12.5	34	28	7	338	Southwestern (Cent. of Ga.).....Georgia.	4,587,313	*				4,211,800	691,000									371,516	7	100	....
Sept. 30, 1873	47.1	—	1.5	—	4	2	1	25	Springfield, Athol and Northeastern Mass.	1,217,850	38,487	73,400	305		809,760	345,000	170,155	5,128	47.1	66,900	36,246	16,558	52,312	10,556	—	100	....
Jun. 30, 1873	221.4	—	11.5	—	12	16	6	204	Springfield & Ill. So. Eastern.....Illinois.	7,610,251	300,379	6,993	205,492		3,784,500	3,866,000	260,154	212,461	221.4	430,016	.....	.....	371,220	(Deficit)	—	100	....
Sept. 30, 1873	22.0	—	3.2	—					Stockbridge and Pittsfield (H.).....Mass.	448,700	—	2,550	536		448,700	—	3,067	19	—	—	—	—	183,500	26,485	6	100	....
Sept. 30, 1873	13.2	—	0.9	—					Stony Brook (N. and L.).....Mass.	276,601	—	23,492	4,660		300,000	—	1,089	3,664	—	—	—	—	18,300	18,117	6	100	....
Dec. 31, 1873	24.0	—	1.5	—					Sullivan and Erie (P. and N. Y.).....Pa.	1,597,718	—	1,000,000	.....		1,500,000	1,000,000	196,992		—	—	—	—	—	18,045	—	100	....
Dec. 31, 1873	43.5	—	3.3	—					Sunbury and Lewiston (Penn.).....Penn.	1,900,000	—				1,400,000	1,400,000			—	—	—	—	—	—	—	50	....
Dec. 31, 1873	17.0	—	0.3	83.0	2	1	—	2	Susq., Gettysburg and Corwin.....Pa.	181,000	*	1,319,000	.....		1,500,000	—	—	21,406	—	45,126	9,054	18,367	31,079	7,109	—	50	....
Dec. 31, 1873	28.0	7.0	2.9	—					Sussex.....New Jersey.	1,873,600	*				1,638,600	235,000	.....	11,421	38.0	90,000	.....	.....	129,165	42,931	2	100	....
Sept. 30, 1873	81.0	—	18.3	—	11	10	2	360	Syracuse, Bing. and N. Y.(DL&W.).N.Y.	4,036,139	*				2,400,000	1,670,000	198,422		81.0	474,718	192,539	616,990	769,652	281,919	6	100	....
Sept. 30, 1873	26.0	1.0	2.1	16.0	3	6	2	40	Syr. and Chenango (re-org. Aug.1,'73)N.Y.	1,227,047	*				1,063,400	500,000	229,998		26.0	23,528	49,219	29,914	23,199	(Deficit)	—	100	....
Sept. 30, 1873	45.0	—	3.8	—	5	6	4	65	Syracuse Northern.....New York.	1,841,417	*				1,179,600	1,100,000			45.0	112,320	128,892	40,566	139,328	20,479	—	100	....
Nov. 30, 1873	79.7	29.6	32.2	—	40	21	14	1,070	Terre Haute and Indianapolis....Indiana.	3,081,378	*	1,372,184	660,428		1,988,150	1,316,000	604,037	1,205,753	109.3	860,344	226,745	286,607	1,107,259	282,183	11	100	....
Dec. 31, 1873	320.0	—	20.0	1,452	28	11	...	231	Texas and Pacific ¶.....Texas.	12,800,000	*	(In pro	gress.)		2,000,000	10,000,000	500,000		320.0	.....	.....	.....	346,010	106,008	—	100	....
Dec. 31, 1873	30.6	—	8.8	—	14	6	1	482	Tioga.....Pa.	899,286	455,015	125,000	.....		580,000	289,500			96.0	267,265	107,885	927,476	506,119	219,293	—	50	....
Jun. 30, 1873	48.0	—	2.8	14.0	—	—	—	—	Toledo, Can. Southern and Det. Mich.&O.	1,925,000	—	300,000	.....		1,370,000	855,000	.....		—	—	—	—	—	—	—	100	....
July 31, 1873	220.8	10.0	26.0	—	45	13	9	1,655	Toledo, Peoria and Warsaw.....Illinois.	12,585,523	*	.....	.....		5,700,000	6,450,000	446,723		230.3	997,155	175,784	517,996	1,262,266	219,829	—	100	....
Dec. 31, 1873	452.1	155.2	58.9	—	188	71	43	4,419	Toledo, Wabash and Western.O. I. & Ill.	35,368,855	*	255,677	2,218,641		16,000,000	19,800,000	1,446,579	596,594	627.5	5,587,626	629,729	1,442,963	5,788,808	1,381,429	—	100	23½
Jun. 30, 1873	42.0	—	3.1	—	—	—	—	—	Tol., Tiffin and Eastern (M.C.& L.M.)..O.	1,555,077	—	—	—		273,512	850,000	436,565		—	14,122	4,369	2,951	8,797	1,421	—	100	....
Sept. 30, 1873	34.9	—	9.9	—	18	17	6	247	Troy and Boston.....New York.	2,389,483	*	.....	.....		1,599,000	1,919,000	113,113		55.3	156,882	295,775	202,808	552,106	272,270	4	100	....
Sept. 30, 1873	6.0	—	6.0	—					Troy and Greenbush(N.Y.C.&H.R.)N.Y.	294,908	—	—	—		274,900	—	—		—	—	—	—	—	16,464	6	100	....
Sept. 30, 1873	2.1	—	2.1	—					Troy Union and Depot.....New York.	783,985	—	—	—		30,000	680,000	—		—	—	—	—	—	—	—	100	....
Dec. 31, 1873	40.8	11.7	9.0	—					Tyrone and Clearfield (Pa.).....Pa.	823,567	—	—	—		510,000	332,360	313,566		52.5	—	—	—	—	—	2	50	....
Dec. 31, 1873	1,032	—	103.0	—	151	99	36	2,601	*Union Pacific*.....Nebr. Wy. & Utah.	112,259,336	—	4,470,716	.....		36,762,300	75,427,512	4,540,240		1,032.0	.....	174,894	622,120	10,266,104	5,291,243	—	100	35
Dec. 31, 1873	165.0	—	20.0	—	242	281	38	1,762	United Companies of New Jersey..N. Jer.	33,568,053	*	7,049,845	.....		19,290,627	17,615,608	.....	.....	273.0	.....	8,003,043	3,051,577	8,516,740	1,724,552	10	100	129½
Sept 30, 1873	87.0	—	6.9	—	14	15	8	124	Utica and Black River.....New York.	2,788,620	*	.....	.....		1,769,620	1,019,000	.....	.....	113.0	205,226	209,589	106,954	423,564	223,571	6	100	....
Sept. 30, 1873	76.0	22.0	17.0	—	17	14	7	1,062	Utica, Chen. and Susq. Val.(DL&W)N.Y.	3,946,501	*	.....	.....		5,783,700	.....	.....	.....	99.0	277,202	252,774	278,063	458,660	95,755	5	100	....
Apr. 30, 1873	51.0	—	8.0	61.0	8	7	4	42	Utica, Ithaca and Elmira.....New York.	1,700,000	—	—	—		381,360	25,000p.m.	.....		—	—	—	—	—	—	—	100	....
May 31, 1873	47.0	25.5	9.3	—					Vermont and Canada (C.V.).....Vt.	3,000,000	—	—	—		3,000,000	—	—		—	—	—	—	—	240,000	8	100	37½
Sept. 30, 1873	56.0	24.1	11.0	—	13	19	7	276	Vermont and Massachusetts..Mass. & Vt.	3,288,328	261,234	380,640	12,631		2,860,000	900,000	115,521	67,312	66.5	246,641	317,561	139,376	555,234	91,269	4	100	87½
Mar. 31, 1873	28.7	—	2.9	—	4	—	—	—	Vermont Valley.....Vermont.	1,221,886	*	—	—		516,104	783,200	.....		—	—	—	—	—	65,000	—	100	....
Feb. 28, 1874	140.0	2.0	9.0	—	19	10	5	125	Vicksburg and Meridian.....Miss.	3,168,427	*	—	1,283,929		1,205,994	3,149,033	98,228		142.0	240,264	96,670	46,746	517,174	148,269	—	100	....
Sept. 30, 1873	49.3	—	2.0	—	—	—	—	—	Ware River (B. and A.).....Mass.	971,788	—	—	3,442		750,000	—	210,848	14,381	—	—	—	—	—	14,331	—	100	....
Sept 30, 1873	18.3	—	6.0	—	—	—	—	—	Warren (D. L. and W.) .....New Jersey.	3,102,220	—	—	—		1,800,000	1,261,400	40,820		—	—	—	—	—	757,642	16,137	7	100	90
Sept. 30, 1873	44 5	—	2.3	280.5	4	7	3	65	Washington and Ohio .....Virginia.	1,806,194	132,028	474,187	15,401		1,918,478	159 058	350,274		44.5	83,716	.....	.....	92,883	27,787	—	100	....
Sept. 30, 1872	282.6	10.0	9.0	81.0	25	21	12	384	Wash. City, Va.Mid. & Gt.Southern. Va.	9,180,634	*	.....	.....		2,692,540	5,622,664	865,430		292.6	713,252	196,394	161,434	988,371	408,598	—	100	....
Oct. 31, 1873	26.5	—	5.0	—	10	19	4	69	West Chester and Philadelphia.....Pa.	1,503,969	190,963	397,700	150,704		823,950	1,168,012	251,375		35.5	234,692	.....	.....	354,448	140,093	4	100	58
Aug. 31, 1872	112.0	26.0	15.5	—	33	16	5	248	Western of Alabama ¶.....Alabama.	4,382,628	544,555	315,048	586,758		2,008,324	3,162,400	348,341	669,916	160.0	.....	218,808	.....	669,916	165,623	—	100	....
Dec. 31, 1873	183.0	—	11.9	—	58	19	12	952	Western and Atlantic ¶....Ga. and Tenn.	(Owned by	State	of Georgia.)				5,000,000			138.0	.....	.....	.....	.....	300,000	—	100	....
Sept. 30, 1874	90.4	—	3.7	—	10	10	5	171	Western Maryland ¶.....Maryland.	4,272,459	*	30,000	318,860		688,243	3,675,000	268,136		90.4	.....	255,392	.....	297,792	83,350	—	100	....
Mar. 31, 1874	111.0	3.0	1.6	31.0	5	6	3	9	Western North Carolina (E. D.) ¶...N. C.	7,125,000	*	.....	.....		6,000,000	850,000	275,000			(In ban	kruptcy—	No return	s.)			—	100	....
Dec. 30, 1873	57.1	27.5	23.8	—					Western Pennsylvania (Penn.) .....Pa.	3,950,872	—	135,179	.....		1,022,450	3,000,000										50	....
Dec. 31, 1873	191.7	20.8	21.8	—	30	14	12	519	Western Union (M. and St. P.). Wis.& Ill.	7,905,246	*	.....	.....		4,000,000	3,500,000	371,269		212.5	.....	.....	.....	1,137,634	269,378	—	100	....
Dec. 31, 1873	27.0	—	1.6	—	2	2	1	16	West Feliciana .....La. and Miss.	745,315	*	110,326	16,811		760,600	110,000	1,845		27.0	13,922	.....	.....	68,129	39,710	—	100	....
Dec. 31, 1873	128.2	—	16.6	—	18	47	9	221	West Jersey.....New Jersey.	3,878,266	*	111,037	158,082		2,138,660	3,100,000	413,625	65,314	128.2	.....	.....	.....	680,586	237,607	8	50	....
Mar. 31, 1873	197.0	—	10.0	—	26	14	10	660	West Wisconsin.....Wisc.	8,640,000	*	.....	.....		4,000,000	4,640,000	.....		165.0	.....	.....	.....	549,645	263,829	—	100	....
Dec. 31, 1873	32.0	—	2.1	29.0	3	5	2	24	Wheeling, Pbg. & Balt(B&O). W.Va.&Pa.	579,642	*	.....	.....		500,000	—	79,642		32.0	—	—	—	47,365	710	—	50	....
Apr. 30, 1873	62.4	—	4.2	—	6	6	2	127	White (Cinc.) Water Valley.....Ind.	1,250,855	142,719	16,291	95,821		370,025	944,000	172,319	19,162	69.9	131,918	63,929	101,201	241,716	116,201	—	100	....
Apr. 30, 1873	23.0	—	2.0	—	3	5	1	37	Wico-Mico and Pocomoke.....Md.	380,000	*	.....	.....		160,000	200,000	20,000		37.0	.....	.....	.....	38,966	14,200	—	25	....
Sept 30, 1873	189.6	—	9.0	—	33	12	6	392	Wilm., Colum. and Augusta.N. C. & S. C.	4,863,431	*	29,874	187,890		300,000	3,800,000	861,278	119,916	189.0	690,528	80,595	116,918	722,124	284,886	—	100	....
Oct. 31, 1873	63.6	—	9.7	9.2	11	6	5	142	Wilmington and Reading ..Pennsylvania.	2,681,102	261,201	169,211	142,827		759,928	2,371,900	121,703		....	241,711	147,122	310,717	257,301	39,018	—	50	....
Sept. 30, 1873	162.0	19.0	13.2	—	22	31	...	324	Wilmington and Weldon ¶(WC&A).N.C.	3,004,044	*	.....	.....		1,456,200	1,619,100	.....	.....	181.0	.....	.....	.....	739,678	280,720	5½	100	....
Oct. 31, 1873	19.9	—	2.4	15.1	3	3	2	80	Wilmington and Western.....Del. & Pa.	720,207	76,310	45,088	.....		248,807	500,000	91,599		19.9	38,868	39,308	29,080	35,219	Loss.	—	50	....
Mar. 31, 1873	15.5	—	2.3	—					Wilton (N. and L.).....N. H.	234,600	—	—	91		214,600	—	—	20,091	—	—	—	—	—	14,052	6½	100	....
May 31, 1874	327.0	—	20.7	—	81	7	4	1,136	*Winona and St. Peter* (C. & N.W.).Minn.	10,625,039	*	.....	.....		410,080	8,775,000	1,440,009		327.0	.....	.....	.....	790,008	315,788	—	100	....
Dec. 31, 1873	228.0	26.0	7.0	—	15	8	3	309	Wisconsin Central .....Wisconsin.	12,800,000	*	.....	.....		6,400,000	6,400,000	.....		165.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1873	45.7	—	27.7	—	17	17	5	367	Worcester and Nashua.....N.H.& Mass.	1,993,329	326,133	80,925	204,389		1,706,700	500,000	94,485	304,041	45.7	864,347	375,033	386,030	580,666	208,462	10	100	122
									CANALS, &c.																					
May 31, 1874	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	.....	396,107	.....		1,850,800	1,922,307	.....		12.5	.....	.....	.....	427,209	271,618	7	50	....
Dec. 31, 1873	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal ¶..Md. & Va.	10,505,309	.....	.....	.....		8,229,594	8,065,500	.....		184.5	.....	.....	.....	.....	.....	—	25	....
Dec. 31, 1873	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	.....	.....	.....		1,633,350	800,000	.....		—	(Leased	to Lehigh	Co.)	188,701	188,701	8	50	104
Dec. 31, 1873	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,339,210	.....	38,470,046	.....		19,589,485	13,930,385	143,414	2,196,971	108.0	.....	.....	.....	12,228,707	2,020,606	20	100	116
Dec. 31, 1873	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,748	.....	35,101,313	427,837		18,990,900	15,758,967	954,903		65.5	.....	.....	2,756,837	1,590,100	706,778	10	100	....
Dec. 31, 1873	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,456,000	.....	20,097,506	.....		8,784,850	15,767,656	.....		108.0	.....	.....	1,041,891	506,060	43,789	—	50	96½
Dec. 31, 1873	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal.....Penn.	1,146,040	.....	.....	.....		1,004,150	110,000	8,054		85.0	.....	.....	.....	196,149	123,514	9	50	....
Dec 31, 1873	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,432,474	.....	.....	.....		2,200,000	1,125,129	.....		103.0	.....	.....	.....	323,654	78,173	4	50	50
Dec. 31, 1873	358.0	64.6	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	20,000,000	.....	.....	.....		4,457,150	2,588,000	1,048,200		470.0	.....	.....	870,121	544,628	317,745	—	50	75½
Dec. 31, 1873	103.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	.....	2,557,040	.....		4,385,798	8,576,382	267,198	91,187	103.3	.....	.....	.....	649,351	634,183	1	50	13
Dec. 31, 1873	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	.....	.....	.....		2,002,706	2,757,311	165,810		45.0	(Leas.to	Ph.&R'g.)	426,393	99,151	loss.	—	50	12
Dec. 31, 1873	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....		2,907,850	3,000,000	35,000		84.6	(Leas.to	Ph.&R'g.)	124,961	44,862	loss.	—	50	....
Dec 31, 1873	123.6	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	3,030,344	.....	.....	.....		1,100,000	748,000	295,219		—	(Leased	to Pennsy	lvania Co.)	.....	.....	.....	—	50	....

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:	$	p c	p c	p. c.
Atlantic and Great Western, pref...	10,000,000	7	...	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	...	....
" " " guar.	276,200	7	...	....
Atlantic and Pacific, preferred	10,000,000	7	...	16
Atlantic and St. Lawrence,* guar....	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,552,800	6	5	105
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar.....	1,159,500	7	7	80
Camden and Amboy,* guaranteed..	5,847,800	10	10	129½
Camden and Atlantic, preferred.....	763,549	7	7	97½
Cayuga and Susquehanna,* guar....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,600	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	108
Central Ohio,* preferred	411,550	6	6	88
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	70
Chicago and Alton, † preferred.....	2,425,400	...	10	109
Chicago, Iowa & Nebraska,* guar..	3,916,300	...	8	89½
Chicago and North-Western, pref...	21,484,118	7	7	60½
Cinc., Sand. and Cleveland, pref....	429,000	6	6	25
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	88½
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred....	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	...	....
Dubuque and Sioux City,* guar....	5,000,000	...	3	60½
Dubuque South-Western, pref.....	590,315	8	...	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	45
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	76
" " com.& *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	43
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	....	....	....
Hannibal and St. Joseph, pref.....	2,167,700	7	7	34
Harrisburg and Lancaster,* guar....	1,182,550	7	7	102
Housatonic, preferred.....	1,180,000	8	8	96
Huntington & Broad Top Mtn, pref.	190,750	7	...	25½
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	98½
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref....	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	3,101,650	6	...	16
" " 2d pref.....	4,436,250	6	...	8
Mich. Southern, (Lake Shore) guar..	533,500	10	10	....
Mill Creek,* guaranteed.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	12,274,483	7	7	56½
Mine Hill,* guaranteed.....	3,856,450	8	8	108
Montclair,* guaranteed.....	2,000,000	7	...	....
Morris and Essex,* guar.....	15,000,000	7	7	96
Nesquehoning Valley,* guar....	2,000,000	10	10	110½
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	606,000	10	10	....
New Jersey,* guaranteed.....	7,295,200	10	10	130
New London Northern,* guar.....	971,400	10	10	105
New York & Harlem,* pref. & guar.	1,500,000	8	8	127
" " *com.& guar.	8,500,000	8	8	127½
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred.....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	122
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	43
" " pf.& *guar.	2,000,000	8	8	87
Ohio and Mississippi, preferred.....	4,030,000	7	7	64
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama, guaranteed.....	7,000,000	12	12	114
Paterson and Hudson,* guar.....	630,000	—	½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	...	...	....
Phila., Germant'n & Norrist'n,*guar.	2,231,900	12	12	122
Philadelphia and Reading, † pref....	1,551,687	—	10	110½
Philadelphia and Trenton,* guar....	1,259,100	10	10	128
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,286	7	7	94½
Pittsfield and North Adams,* guar.	450,000	6	6	86
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	111
Rochester & Genesee Valley,* guar.	557,560	...	...	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	20
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	...	27
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	—	....
St. Louis, Kansas City & Nor., pref..	12,000,000	...	—	25½
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	—	....
" " 2d pref..	1,000,000	7	—	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	....
Warren,* guaranteed.....	1,800,000	7	7	91
Canal Stocks.				
Delaware Division,* guar.....	1,633,350	8	8	....
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	125
" com. and * guar.....	1,695,000	4	4	50
Schuylkill Navigation preferred....	3,806,977	6	6	26½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $5; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	40 — @ — —	
Gartsherrie		— — @ — —	
Summerlee		— — @ — —	
Carnbroe		— — @ — —	
Langloan		— — @ — —	
Glengarnock		37 — @ 38 —	
Eglinton		35 50 @ 36 —	
Pig, American, No. 1		25 — @ 26 —	
Pig, American, No. 2		22 — @ 24 —	
Pig, American, Forge		21 — @ 23 —	
Bar .Refined, English and American		— — @ — —	
Bar, Swedes, assorted sizes	(gold).	115 — @120 —	
		—Store Prices.—	
Bar, Swedes, ordinary sizes		130 — @140 —	
Bar, Swedes, Plow sizes		145 — @ — —	
Bar, Refined, ¾ to 2 in. rd. & sq. 1 to 6 inch x ¾ to 1 in		65 — @ — —	
Bar Refined, 1½ to 6 by ¾ & 5-16 in		70 — @ — —	
Bar Refined, 1 & 1½ by ¾ & 5-16		70 — @ — —	
Large Rounds, 2¼@2½ to 3¼ @4 in		72 50 @ 87 50	
Scroll		80 — @125 —	
Ovals and Half-round		82 50 @ 92 50	
Band, 1 to 6 in. by 3-16 to No. 12		80 — @ — —	
Horse Shoe		95 — @ — —	
Rods, ¾@1-16 inch		67 50 @120 —	
Hoop, ¾ by No. 22 to 1 & 1½ by 13 & 14		87 50 @135 —	
Nail Rod	per lb.	— 7 @ — 8	
Sheet Russia, as to assortment	(gold)	— — @ — 14½	
Sheet, Single, D. and T. Common		— 4½@ — 5	
Sheet, Doubles and Trebles, Charcoal		— 5 @ — 5½	
Sheet Galvanized 1st and 2d quality..	List 20@35 p ct. disc.		
Rails, English	(gold) per ton.	48 — @ 49 —	
Rails, American, at Works in Penna..c'y.		50 — @ — —	
STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)			
English, Cast, (2d and 1st quality)..	per lb.	— 16 @ — 17½	
English Spring (2d and 1st quality)		— 6½@ — 8½	
English Blister (2d and 1st quality)		— 10 @ — 14	
English Machinery		— 11 @ — 11½	
English German (2d and 1st quality)		— 11 @ — 11½	
American Blister		— — @ — 9	
American, Cast, Tool		— — @ — 16	
American, Cast Spring		— — @ — 10	
American Machinery		— — @ — 11	
American German Spring		— — @ — —	
NAILS—Duty: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.			
10d. to 60d. Com. Fence. & Sheath per keg.		3 40 @ 3 50	
8d. and 9d. "		— — @ 3 85	
6d. and 7d. "		— — @ 4 10	
4d. and 5d. "		— — @ 4 40	
3d. and 4d. Light		— — @ 5 10	
3d. Fine		— — @ 5 85	
2d		— — @ 6 60	
Cut Spikes, all sizes		— — @ 3 85	
TIN—Duty: Pig, Bars and Block, free; Plate and Sheets and Terne Plates, 15 per cent. ad val.			
Bianca	(gold) per lb.	— — @ — 26	
Straits	(gold).	— 22½@ — 22½	
English, L. & F	(gold).	— 21½@ — —	
English, Refined	(gold).	— 22 @ — —	
Plates—Fair to good brands.		Gold.	
I. C. Charcoal	per box.	9 62½@ 10 —	
I. C. Coke		7 75 @ 8 —	
Coke Terne		6 — @ 7 50	
Charcoal Terne		8 50 @ 8 75	
PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.			
Crude 40@48 gravity (in bulk)		— 5½@ — 5¾	
Crude 40@47 gravity (in shipping order)		— 8½@ — 9	
Refined, Standard White (in ship'g order)		— 11½@ — 11¾	
Refined, S. W. (in jobbing lots)		— 11½@ — 14	
Refined, S. W. (in tin)		— 16½@ — 18	
Naptha, Refined (66@78 gravity)		— 9½@ — 10½	
Residuum....(in shipping order)	per gall.	— 6½@ — 7	
COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.			
Copper, New Sheathing, (over 12 oz.)	per lb.	— — @— 28	
Copper, Bolts		— — @— 30	
Copper, Braziers' (over 16 oz.)		— — @— 30	
Copper, Nails		— 37 @— 38	
Copper, Old Sheathing, &c., mixed lots		— — @— 23	
Copper, American Ingot Lake		— 23½@— 23½	
Copper, English Pig		— — @— —	
Yellow Metal, New Sheathing & Bronze		— 21 @— 22	
Yellow Metal, Bolts		— — @— 28	
Yellow Metal, Nails, Sheathing & Slating		— — @— 22	
LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.			
Spanish Ordinary	(gold) per 100 lb.	6 75 @ 6 87½	
German Ordinary	(gold)	6 75 @ 6 87½	
English	(gold)	6 75 @ 6 87½	
Foreign Refined	(gold)	7 12½@ 7 25	
Domestic	(gold)	6 12½@ 6 20	
COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.			
Liverpool Gas Cannel		12 — @— —	
Liverpool House Cannel		18 — @— —	
Anthracite (by cargo)	per ton of 1,000 lb.	5 — @ 6 50	

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 23.

	Th. 17.	F. 18.	Sat. 19.	M. 21.	Tu. 22.	W. 23.
Atlantic & Pacific pref..	16½	16	15½	15½	15½	16
Central Pacific 6s.....	95½	....	95½	....	....	95½
Central of N. Jersey....	107½	108	107	107½	108½	108
" 1st mort.....	....	....	....	....	....	....
" 7s, consol...	102½	102½	102	102½	102½	102½
Chesapeake & Ohio 1 m....	....	....	....	....	....	....
Chicago & Alton.....	105	....	....	....	104	105
" pref.....	....	....	....	....	....	....
" I M.....	....	....	....	....	....	....
" S. F.....	....	....	....	....	....	....
" Inc. bds.....	....	....	....	....	....	100½
Chicago, Burl. & Q.....	107½	....	....	107½	107½	....
" 8s, 1885	....	114	114	113½	114	....
Chic. & Northwestern..	46½	45	43½	44½	46	46
" pref.....	61	59½	59½	59	59½	60½
" 1st M.....	....	....	....	....	....	....
" S. F.....	....	....	....	....	....	103½
" Consol.....	89	....	....	....	....	....
" .. gold..	82	81½	81½	81	....	81½
Chic., Rock Isl. & Pac..	101½	101	100½	101	101½	101½
" 7s, 1896..	108½	....	....	....	....	....
Clev., Col., C. and Ind.....	....	....	....	....	66	67
Clev. & Pittsburg guar.....	....	....	....	88½	....	....
" 2 M.....	....	....	....	....	....	....
" 3 M.....	....	....	....	....	....	....
" 4 M.....	....	....	....	....	....	....
Clev. and Toledo.....	....	....	....	....	....	....
" S. F. 7s.....	....	....	....	....	....	....
Col., Chi., & Ind C.....	9½	9½	9½	9½	9½	9½
" 1 M.....	68	67½	67	67	68½	68½
" 2 M.....	....	....	....	....	....	....
Del. & Hudson Canal ..	116	....	116	116	....	....
Del. Lack. & Western..	108½	108½	108½	....	109	....
" 1 M. 7s.....	....	....	....	....	....	....
" 2 M 7s.....	....	....	....	....	....	....
Erie Railway.....	27½	27	27½	27½	27½	27
" pref.....	....	....	....	....	43	....
" 1 M.7s, 1897.....	....	103	....	....	....	....
" 2 M. 7s, 1879.....	101	....	....	....	....	....
" 3 M. 7s, 1883.....	....	....	....	....	....	100
" 4 M. 7s, 1880 97½	97	....	....	....	....	....
" 5 M. 7s, 1888.....	....	....	....	....	....	....
" 7s, con. gold.....	....	....	....	....	....	....
Great Western 2d mort....	....	....	....	....	....	62½
Hannibal & St. Joseph.....	25	24½	24½	25½	....	....
" pref.....	....	34	....	34	....	....
" 8s, conv.....	89½	....	89	89	....	....
Hudson River.....	....	....	....	....	....	....
" 2 M. S. F.....	....	....	105a	....	....	....
Illinois Central	....	....	....	97½	98½	....
" 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th.	80	79½	79½	80½	80½	....
" Consol. 7s.....	....	....	....	....	....	102
" .. reg.....	....	....	....	99½	....	....
" 2d consol.....	....	91½	....	....	....	....
Michigan Central.....	81	80	....	80	80½	....
" S. F. 8s, 1882..	....	....	....	....	....	....
" 7s, 1902....	101½	101½	101½	101½	101½	....
M. S. and N. I. 1 M. S. F.	104½	....	....	104½	105½	....
" 2 M.....	100½	100½	100½	....	100½	....
Milw. and St. Paul.....	38	37	36½	36½	37½	37
" pref.....	57	56½	56	....	56½	....
" 1st mort.....	....	....	....	....	....	....
" 2d mort.....	....	....	....	....	....	....
" 8s.....	....	....	....	....	....	....
" 7 3-10s con.....	....	....	....	....	....	....
" 7s, gold.....	....	....	....	....	....	....
Morris and Essex.....	96½	....	95½	96	....	....
" 1st mort.....	....	....	....	108½	....	....
" 2d mort....	103	....	103½	....	....	....
N. Y. Cen. & Hud. Riv.	100½	100½	100½	100½	100½	101
" 7s, S.F. 1876.....	102½	....	....	....	....	....
" 6s, S.F. 1883.....	98½	....	....	....	....	98½
" 6s, S.F. 1887.....	....	....	....	....	....	....
" 1st mort.....	114	....	114	....	....	....
" .. reg.....	....	....	....	....	....	....
N. York and Harlem...	131	....	131½	....	....	127½a
" pref.....	....	....	....	....	....	....
" 1st Mort.....	....	....	....	....	107½	108
" .. reg..108	108	....	....	....	....	....
N. York. N. Hav. & Hart.....	....	....	....	....	....	....
Ohio and Miss.....	30½	30	30	30½	31½	31
" pref.....	63	63	....	....	64	....
" 2d M.....	80½	80½	....	....	....	....
" Consol. 7s..	96	96½	97	....	....	....
" .. S. F.....	....	....	....	....	....	....
Pacific Mail S. S. Co....	38½	38	36½	35	36½	37½
Pacific R. R. of Mo.....	....	47½	47½	....	47	....
Panama	116	....	....	114	114	....
Pitts., Ft. W. & Chi. gtd.	94½	....	....	....	....	....
" 1 M.....	....	110½	....	....	....	....
" 2 M.....	....	....	103	....	....	....
" 3 M.....	....	....	....	....	100	....
Quicksilver Mining Co..	34½	....	32½	33½	....	34½
St. L., Alton & T. H.....	....	....	....	....	....	....
" pref.....	....	27	....	....	....	....
" 1 M.....	....	....	....	....	....	....
" 2 M. pref.....	....	....	....	....	....	....
" Income bds	....	....	....	....	....	....
Tol., Wab. & Western..	27½	25½	22½	23½	24½	23½
" pref.....	....	....	....	....	....	....
" 1 M.....	87	83	....	86	85½	....
" 2 M.....	....	68	67½	....	....	....
" Equipment.....	....	....	....	....	....	....
" St. Lou. Div.....	....	67	67	67	67½	....
Union Pacific.....	35½	34½	34	34	35½	35
" 1st mort...	92½	92½	92½	92½	92½	92½
" L. Gt. 7s...	89	89½	89½	90	....	89½
" S. F. 8s....	77½	77½	77½	77½	77½	77½
Western Union Tel.....	82½	81½	82	79½	80½	79½
" 7s.	....	....	....	....	100	100

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 23.

	Th.17.	F.18.	Sat.19.	M.21.	Tu.22.	W.23.
FEDERAL STOCKS:—						
U. S. 5s, 10-40s, reg	113¾	....	....	....	....	114
U. S. 5s, 10-40s, coup	114¼	114¼	114¼	....	....	....
U. S. 5s, 1881, reg	113¼	113¼	113¾	....	....	....
U. S. 5s, 1881, coup	113¾	113¾	113¾	....	113¾	....
U. S. 6s, 1881, reg	116¾	117	....	....	117¼	....
U. S. 6s, 1881, coup	120¾	....	....	121¼	121¼	....
U. S. 6s, 5-20s, reg. '62	....	....	....	113¼	....	....
U. S. 6s, 5-20s, c. 1862	113¾	....	113¼	113¼	113¾	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	115¼	....	....	....	....	115¼
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	....	....	....	117¾	117¾	....
U. S. 6s, 5-20s, r. n. '65	116¾	....	....	....	....	....
U. S. 6s, 5-20s, c. n '65	....	119¼	119¾	119¾	....	....
U. S. 6s, 5-20s, reg. '67	116¾	....	117	....	....	....
U. S. 6s, 5-20s, c. 1867	120¼	120¾	120¾	....	....	120¾
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	120¼	....	120¾	120¾	120¼	....
U. S. 6s, Pac. R.R. issue	116¾	....	117¼	117¾	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 22.

	W.16.	Th.17.	F.18.	Sat.19.	M.21.	Tu.22.
Catawissa preferred	40	40	....	....	....	....
" 7s, new	104	104¼	....	....	....	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	....	....	....	101¾	....	....
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	48¼	48¾	48¾	48¼	48¼	48¾
" 6s, 1884	....	....	100	....	....	....
" Gold L	....	....	....	97¼	....	....
" R. R. L	....	....	....	....	....	....
" Conv. G. L	....	....	....	....	....	103¼
Lehigh Valley R. R	62	....	62	61¾	62	62
" 6s new coup	....	....	....	101¾	....	....
" 6s new reg.	101¾	....	101¾	....	....	101¾
" 7s	....	106¾	....	....	106¾	106¾
Little Schuylkill R.R	....	49	....	49	....	....
" 7s	....	....	....	....	....	....
Minehill	53¾	....	....	53¾	....	54
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
North Pennsylvania	51¼	....	51¼	....	....	....
" 6s, 1885	104	103¾	....	....	103	....
" 7s	....	....	104¼	....	104¼	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	35¾	35¾	34	32	33¾	33
Oil Creek & Alleg. Riv.	8¼	8¼	8¼	8¼	8¼	8¼
" 7s	....	....	....	55	55¼	55
Pennsylvania R. R	52¾	52¾	52¼	52¼	52¼	52¼
" 1st M	....	....	104	104	....	....
" 2d M	101	....	....	....	....	....
" Gen. mort	97¼	98	....	98	....	....
" " reg	....	....	....	....	....	....
Penn. State 6s, 2d series	....	....	....	....	....	108
" 6s, 3d series	113	112¼	....	....	....	113
Philadelphia City, 6s	....	....	....	....	101¼	....
" new	103¼	103¼	103¾	103¾	103¾	103¾
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	55	55	55	55	55	55
Philadelphia and Erie	16¼	16¼	....	16¾	16¼	16¾
" 6s	92¼	....	....	....	....	....
" 7s	....	....	....	....	86¼	....
Phila., Wilm. & Balt	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	13¾
" pref.	....	....	....	....	....	....
" 6s, 1882	80	....	....	....	77¼	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey	....	....	....	....	129¼	....
Westonville, (Horse)	18¾	18¼	17¾	17¼	....	17¾
Chestnut & Wal.	....	....	....	....	....	72
Green and Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	66	....
Spruce and Pine	....	....	31	....	....	....
13th and 15th sts.	25¼	....	....	....	25¼	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 22.

	W.16.	Th.17.	F.18.	Sat.19.	M.21.	Tu.22.
Baltimore City 6s, 1875	102¼	102¼	102¼	....	102¼	....
" 1886	....	....	....	....	....	....
" 1890	101¼	101¼	101¼	....	101¾	....
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	182	....	....	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	102¾	101¼	....	....	....	....
Central Ohio	....	45	....	....	....	....
" 1st mort	....	....	....	....	....	....
Marietta & Cin. 1st M	104¼	....	104¼	....	....	....
" 2d M	93¼	....	....	94	94¼	....
" 3d M. 8s	82¼	....	82¾	82¾	....	....
Northern Central	36	35¾	34¼	....	....	....
" bonds, 1885	96	....	....	....	....	....
" " 1900	....	....	....	....	....	....
" G. B. 1900	94	94	....	....	94¼	....
Pittsb. & Connellsv. 7s	....	....	....	....	80¾	....
N. W. Va. 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	....	....	....	....	....	....
" Defer. Certif	10¼	....	10	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 23.

	Th.17.	F.18.	Sat.19.	M.21.	Tu.22.	W.23.
Boston and Albany	131¼	....	131	131¼	131¾	....
Boston and Lowell	90	....	....	90	90	....
Boston and Maine	110¾	....	110¾	....	110¼	....
Boston and Providence	....	....	....	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s	23¾	24¼	23¾	24	....	....
Cheshire, pref	....	....	....	....	....	....
Chi., Burl. and Quincy	....	107¼	107¾	108	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	55¼	54	....	54	....	....
Fitchburg	....	....	....	121	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	80¾	80	80	79¾	80¾	....
Northern, N. H	95¼	....	....	....	....	....
Ogdens. & Lake Champ	43½	....	....	....	....	....
" pref	87	....	....	....	....	....
Old Colony	108¾	108¾	105	105	105	....
Ph., Wil. & Baltimore	56¼	54¼	....	56¼	....	....
Portl'd, Saco & Ports	....	....	....	....	....	....
Union Pacific	....	....	....	....	....	....
" 6s	....	....	....	89¼	....	....
" Land Grant 7s	....	....	....	....	87¾	....
" S. F. 8s	74¾	....	74¾	74¾	....	....
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	....	....	....	....	....	....
Middlesex	....	....	....	....	....	....
Central Mining Co	27	27	....	....	27	....
Calumet and Hecla	....	138¼	138	....	140	....
Copper Falls	12¼	12	12¼	12¼	13	....
Franklin	....	....	....	....	....	....
Quincy	45	44¼	44	....	....	....

London Stock Exchange.

	Closing Prices. Dec. 4.	Nov. 27.
Atlantic & Gt. W. 1st mort., $1,000	44 — 46	44 — 46
Do. 2d mort., $1,000	20 — 22	20 — 22
Do. 3d mort., $1,000	10 — 11	10 — 11
Do. Con. mort. B'nds Bisch'a Cert.	11 — 13	11 — 13
Do. Leas. Lines, Rental Bonds	60 — 65	60 — 65
Do. 1873	30 — 35	35 — 40
Do. 8 p. c. Scrip, West. Exten	— — —	— — —
Detroit & Milwaukee 1st mort. Bonds	60 — 65	60 — 65
Do. 2d do.	55 — 60	55 — 60
Erie shares 100 dol. all paid	24¾ — 25¼	24¼ — 24¾
Do. Convertible Gold Bonds	59 — 61	59 — 61
Do. 6 per cent Convertible Bonds	93 — 95	93 — 95
Cons. Mort. amount autho. to be issued for conv. of existing bonds	88 — 90	88 — 90
Illinois Central $100 shares all paid	88 — 90	88 — 90
Do. Redemption mort. bonds 6 p.c.	99 —101	99 —101
Illinois & St. Louis Bridge 1st mort.	98 —100	98 —100
Marietta and Cincinnati Rail. Bonds	96 — 99	96 — 99
Michigan Central 8s 1882, conv.	— — —	— — —
New York Central, 100 dols. shares	93 — 94	93 — 94
Panama General mort.	96 — 98	96 — 98
Pennsylvania, General mort.	101¾ —102¼	101 —102
Do. $50 shares	47¼ — 48¼	48 — 49
Philadelphia and Erie 1st mort.	94 — 96	94 — 96

American Railroad Journal.

Saturday, December 26, 1874.

Stock Exchange and Money Market.

The Money market has been moderately active. The main local inquiry for aid has been from speculative sources. Mercantile borrowers have not been urgent in their applications for accommodation. There has been a considerable outflow of currency noted to the interior, chiefly to the South, but this drain is not likely to continue very long. Preparations for the January interest and dividend disbursements have been making more notable progress, yet without leading to the usual serious, even if temporary, disturbance of the loan and discount market. Call loans have been quoted at from 3@5; and best commercial credits at 6@8 per cent per annum. The West is now returning currency to this point, which circumstance is favorable to the maintenance of the bank reserves. The City Banks, last week, reported diminished deposit, legal tender, and specie averages; with an increase in the loan and discount item. The Government office was also a loser of specie, while gaining slightly in the currency line. The financial and commercial position at the close of the year is, on the whole, much more satisfactory than had been anticipated some time since; and the new year is looked forward to much more hopefully. The City banks last week further reduced their reserve of legal tender notes $1,538,600, and their deposit item $2,700,200, while also diminishing their specie average $599,300. They report an increase of $506,500 in the loans and discounts, and a contraction of $72,700 in their circulation. The U. S. Sub-Treasury in this city closed the week with a currency balance of $47,425,008, against $47,182,528 the preceding week; and a coin board of $51,110,464 against $52,784,729, on the previous return. The City bank exchanges, during the week, were $452,850,413, or a daily average of $75,475,069. The customs revenue of the port, during the week, was $1,432,000. The City banks reported their average of gold last week at $13,619,500, and their greenback average at $47,931,700. Their deposits stood at $215,707,800. The loan item was $285,409,800. The circulation was $24,731,600.

The City Bank net reserve of specie and legal tender notes now shows an excess, over the legal requirement of reserve, to liabilities, of $7,264,250.

The aggregate of the outstanding U. S. currency, of all denominations, Dec. 1, was $429,987,311. The outstanding amount of legal tender notes is 382 millions. The National bank circulation is now about 347 millions.

The U. S. Treasury balances at the opening of business on Wednesday were as follows: Currency, $14,553,969; special deposit of legal tenders for redemption of certificates of deposit, $49,870,000; coin, (including $21,279,800 in coin certificates,) $73,624,870.

The income of the Government, from internal revenues, thus far, in the fiscal year, commencing with July 1, 1874, has been over 52 millions.

The Gold speculation has not been specially interesting, during the week. The dealings have been on a restricted scale, and the fluctuations in the price have not been important. The export movement has been liberal but has made no very decided impression on the course of the market. The customs drain has been light. The extremes of the week have been 111¼@111¾, closing on Wednesday at 111½, as against 111⅜ on Wednesday of the preceding week. The specie outflow last week was $2,849,386. The imports of specie at this port since Jan. 1, have been $5,537,590, against $18,520,688 same time last year. The customs demand for Gold last week averaged $238,667 a day. Foreign Exchange has been rather quiet, and weak as to price, influenced in part, by the more favorable financial advices from London. Bankers' sixty day bills on London closed on Wednesday at $4 84½@$4 85; sight bills on London at 4 89½@$4 90 to the £ sterling. The week's exports of Domestic Produce have been to the currency value of $6,508,850. The exports for the corresponding week of last year were $5,548,847. The total exports since January 1, this year are $281,672,623 against $293,273,871 last year.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $6,711,774.

Government Securities have been moderately active at generally well supported prices. The offerings of most issues have been restricted,

especially so of the later issues of Five Twenties, which have been in most favor with investment buyers.

U. S sixes of 1881 closed on Wednesday of this week at 121@121¼; U. S. Five-Twenties of 1862, at 113¼@113⅛; U. S. Five-Twenties of 1864 at 115⅛@115⅜; U. S. Five-Twenties of 1865 117⅛@117⅛; U. S. Five-Twenties of 1865 consolidated, 119⅝@119⅞; U. S. Five-Twenties of 1867, 120¾@121; U. S. Five-Twenties of 1868, 120¾@121; U. S. Ten-forties at 114¼@114½; U. S. Fives of 1881, (Funding Loan) 113@113¼; Six per cent. currency Sixes from 117⅛@117⅜.

Speculation at the Stock Exchange, has been excited and feverish. The course of values has been generally towards a lower range, under clique manipulations; but the later dealings indicated renewed firmness and buoyancy. Two or three failures in the Stock brokerage line; one of them resulting in the summary expulsion of the default ing operator. State and Railway bonds have been in moderate request and prices have been quoted about steady. Railway and miscellaneous share property has been variable, but, as already noted, closed stronger.

General business has been on a moderate scale, in most lines. Prices have not been seriously disturbed. Breadstuffs closed more firmly, on somewhat lighter offerings of stock, and a fair demand. Provisions have been less active, and hog products variable as to values; Beef, Butter and Cotton, about steady. There has been more animation in Cotton, but at lower figures; and in Petroleum, and Wool, at buoyant prices. Hides, steady, with more doing. Leather, in good demand. Tobacco, less sought after. Naval Stores, stronger on a moderate inquiry. Groceries, held with more confidence; Coffee, Teas, and Molasses in better request. Hardware and Dry Goods, quiet. The Metal trade has been generally inactive. The most important business has been in Steel Rails, of which some 18,000 tons have been sold for Chicago delivery at a price not made public. Iron and Copper quiet. Eglinton Pig Iron quoted from yard at $35 50@$36; Glengarnock, $37@$38; No. 1 American Pig at $24@$26; No. 2 do. at $22@$24; Forge, $21@$27; English Rails at $47 50@$50, gold; American Rails at works, $50@$52; Old Rails, $30. Wrought Scrap, $28@$30. Ocean freights have been quoted stronger, with more animation noted toward the close.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Boston, Hartford and Erie 1st mort., 24⅛; Louisiana and Missouri 1st mort., 90; St. Louis, Jacksonville and Chicago 1st mort., 97; St. Louis and Iron Mt. 1st mort., 93; Toledo, Peoria and Warsaw 1st mort. E. D. 81; db. W. D., 69; Toledo, Wabash and Western 7s, consol., 46; Central Pacific 1st mort. San Joaquin Val. Div., 83; do. California and Oregon Branch, 84½; Buffalo and Erie 7s, new, 100; Mil. and St. Paul 1st mort. LaC. div., 90; Belleville and Southern Ills. 1st mort., 96; Western Pacific bonds, 87½; Gt. Western 1st mort. 1888, 84; Pacific R. R. of Mo., 1st mort., 90; do. 2d mort., 81½; do. Carondelet Branch, 72; Chicago and Northwestern Interest bonds 98; Central of New Jersey conv., 108¼; Louisville and Nashville 7s, 1898, consol., 87; Am. Dock and Imp. 7s, 103; Morris and Essex 7s, 1871, 100; Pacific R. R. 7s, guar. by Mo., 101½; Long Island R. R. 1st mort., 90; Clev., Col., Cin. and Ind. 1st mort., 104½; Nashville Chat. and St. Louis 1st mort., 87½; North Missouri 1st mort., 86¾; St. Louis, Kansas City and Northern pref., 25¾; Warren R. R., 90; Joliet and Chicago R. R., 98½; Long Dock bonds, 100; New Jersey R. R. 180; St. Louis, Iron Mt. and Southern R. R., 27; Am. Exp., 62; U. S. Exp., 63; Wells-Fargo Exp., 82¾; Adams Exp., 116; Quicksilver Mining pref., 44; Consol. Coal, 44; Spring Mt. Coal, 68; Pennsylvania Coal, 246; At. and Pacific Tel., 19; Canton Co., 59½; Am. Dist. Tel., 40; South Carolina 6s, new, Jan. and July, 27; do. new, non. f., 7; Tennessee 6s, old, ex-coupon, 59; do. new, ex coupon, 60; do. 6s, n. s., 59½; North Carolina 6s, old, Jan. and July, 28; Missouri 6s, long bonds, 97¼; Alabama 8s, 1886, 52; Georgia 7s, gold, 78.

Philad'phia.—Camden and Atlantic pref., 43¾; Harrisburg and Lancaster R. R., 51; Pennsylvania R. R. div. scrip, 105¾; Catawissa R. R., 16; do. new, pref., 32; Nesquehoning Valley R. R., 55½; Delaware Division Canal, 52; Northern Pacific 7-30s, 27½; Junction R. R. 1st mort., 94½; do. 2d mort., 90; Philadelphia and Reading R. R. 7s, new, conv., 105½; do. Gen'l mort. 7s, reg., 105½; do. coupon, 105; do. deben. bonds, 80; Wilmington and Reading 1st mort., 63½; do. 2d mort., 17; Philadelphia and Reading Coal and Iron mort. reg., 89½; do. deben. bonds, 80⅝; Pennsylvania and New York 7s, 103⅞; Camden and Burlington Co. R. R. 6s, 90; Allegheny Valley 7 3-10s, 91½; Huntingdon and Broad Top Mt. 2d mort., 98½; Morris Canal Boat Loan, 101; Susq. Canal 6s, 78½; West Chester and Philadelphia R. R., 53; do. 7s, 105. The latest quotations are: City 6s, 101@101¾; do. free of tax, 103¾@104; Pennsylvania State 6s, 2d series, 107¾@108¼; do. 3d series, 112¾@113¼; Philadelphia and Reading, 55@55⅛; do. Gen'l mort. 7s, coup., 104¼@104¾; do. reg., 105¼@105¾; do. mort. 6s, 1880, 101½@—; do. new conv., 104½@—; do. 7s, 1893, 105@—; United New Jersey R. R. and Canal Co., 127½@129; Camden and Amboy mort. 6s, 1889, 101@101½; Pennsylvania R. R., 52½@52⅝; do. div. scrip, 105¾@105¾; do. 1st mort., 103¾@104; do. 2d mort., 100⅜@101¼; do general mort. coupon, 97¾@98¼; do. reg., 97@97; Little Schuylkill R. R., 48½@49; Morris Canal, 49½@51; do. pref., 125¼@—; do. 6s, 99¾@100¼; Susq. Canal, 6@10; do. 6s, 73¼@75; Schuylkill Nav., 6⅝@6¾; do. pref., 13¼@13¾; do. 6s, 1882, 77½@80; do. 1872, 91@92; Elmira and Williamsport pref., 38@40; do. 7s, 1878, 100@—; do. 5s, 58@63; Lehigh Coal and Navigation, 48¼@48⅜; do. 6s, 1884, 100@100; do. R. R. Loan, 100@100¼; do. Gold Loan, 97@98; North Pennsylvania, 51½@51½; do 6s 103¾@104; do., 7s, 104@104½; do. Chattle 10s, 105⅝@105¾; Philadelphia and Erie, 16½@16¼; do. 6s, 92@92¼; do. 7s, 86½@86¾; Mine hill, 53¾@54¼; Catawissa, 15⅞@17; do. pref., 40@42; do. new pref., 32@32¼; do. 7s, 1900, 104@104¾; Lehigh Valley, 61⅞@62; do. 6s new coupon, 101@101¼; do. reg., 101⅜@101⅝; do. 7s, 106¼@108¾; Fifth and Sixth streets (horse), 58@58½; Second and Third, 65@66¼; Thirteenth and Fifteenth, 25@25½; Spruce and Pine, 31@31¼; Green and Coates, 49@50¼; Chestnut and Walnut, 71½@72½; Hestonville, 17½@18; Germantown 36@45.

Boston.—Burlington and Missouri River R. R. in Nebraska, 54¼; do. 8s, old, 99; Eastern (N. H.) R. R., 45; Cincinnati, Sandusky and Cleveland R. R., 8½; Summit Branch, 35; Norwich and Worcester R. R., 122; Rutland pref., 20; do. 8s, 62½; Iowa Falls and Sioux City R. R., 82; Eastern R. R. 7s, 1884, 90; Pottawattemie 7s, 92½; Burlington and Missouri River R. R. in Iowa, 104; do. Creston Br., 100; do. Land Grant, 101½; do. 7s, 1875, 100⅝; Boston and Albany 7s, 106; Indianapolis and Cincinnati R. R., 6½; do. 7s, funded debt, 85; do. 10s, 85; Atchison, Topeka and Santa Fe 1st mort. coupons, 24½; Boston and Maine 7s, 1894, 105; Old Colony 7s, 1894, 105; do. 1875, 99⅝; Vt. and Mass. 7s, 1883, 103½; Conn. and Pass. Rivers R. R. 7s, 1894, 96; Lowell and Andover 6s, 1894, 95⅞; Little Rock and Ft. Smith 7s, L. G., 9¾; do. 6s, gold, 10; Pullman Palace Car, 95¾; Cary Imp., 5⅛; Boston Water Power, 10⅜; Brookline Land, 4¼; Rhode Island 6s, 101; Boston 6s, 1880, currency, 101; Chicago 7s, 99¾; Pewabic Mining Co., 7½; Petherick, 1¼; Superior, 32½c.

Baltimore.—Orange and Alexandria 3d mort. 8s, 76; do. 4th mort. 8s, 68; Western Maryland 1st mort., unendorsed, 84; Orange, Alex. and Manassas 7s, 82; Virginia consols, ex-coupon, 54⅝; Virginia consols, coupons, 84½; Memphis City 6s, 28; Santa Clara bonds, 31. The latest quotations are: Richmond and Danville 1st mort. 68½@70; Pittsburg and Connellsville 7s, 1898, 85@86; Baltimore and Ohio, 180@185; do. 6s, 1875, 102⅞@103¼; do. 1880, 102¾@103; do., 1885, 101½@102; Washington Branch, —@175; Northern Central, 82@85; do. 6s, 1885, 96¼@96½; do. 6s, 1877, 95@—; do. 1900, 87¼@91; do. 6s, 1900 gold, 94⅛@94¼; N. W. Va. 3d mort., 1885, 95@—; Marietta and Cincinnati 1st pref., 15@19½; do. 2d pref., 8@12; do. 1st mort. 7s, 1892, 104½@105; do. 2d mort., 7s, 94@94½; do., 3d mort. 8s, 82¼@82½; Central Ohio, 44@48; do. 1st mort., 93½@94; Western Maryland, 1st mort. 6s, 1890, 84@—; do. 1st mort. guar., 101½@102; do. 2d mort. guar., 98@100; do. 3d mort., guar., 101⅝@102; do. 2d mort. pref., 60@70; do., 2d mort. guar. by Washington Co., 92@94; Virginia and Tennessee 2d mort. 6s, 70@75; do. 3d mort. 8s, 77@80; Orange and Alexandria 1st mort. 6s, 88@91; do., 2d mort. 6s, 81@84; do., 3d mort. 8s, 76@77; do., 4th mort. 8s, 68@69; Orange, Alex. and Manassas 7s, 81@82; Baltimore 6s, 1875, 102@102¼; do., 1884, 100@102; do. 1886, 101@102; do. 1890, 101⅝@101¾; do., 1900, 101@102; do. 1902, 101@102; do., 6s, exempt, 104@—; do. 5s, 80@90; Memphis City 6s, 35@43; Maryland Defense 6s, 1883, 105@108; do. 6s, 1890, 100@102; do. 6s, exempt, 105@108; do. 5s, 80@90; Virginia coupon 6s, old, 38½@40; do. new, 38½@41; do. consol. 6s, 54@55; do. coupons, 88½@90; West Virginia, 10½@12; City Passenger R.R., 25@26; George's Creek Coal, 140@147; Atlantic Coal, 2.20@2.30; Santa Clara, 5 00@10.00; do. bonds, 30⅝@32½; Canton Co., 50@70.

Progress of New Roads.

The completion and opening to public travel of the Nashua and Rochester Railroad was celebrated in Nashua, N. H., on the 16th instant.

The Carolina Central Railroad, connecting Wilmington and Charlotte, N. C., has been completed, and those cities are now connected by "hooks of steel."

The Utah Western Railroad is now completed for twelve miles west from Salt Lake City, and will be continued west to Stockholm as rapidly as possible.

The grading on the extension of the Utah Southern Railroad is completed to Payson.

The Lamoille Valley Railroad has been completed, and was formally opened on the 15th inst.

The completion of the Lowell and Andover Railroad was formally observed on the 17th inst.

The railroad between Eau Claire and Chippewa Falls, Wis., is completed.

The Eureka and Palisade Railroad in Nevada, is being built rapidly. It is now completed eight miles beyond Lodi, that is, twenty eight miles from Palisade, and the track is now being laid at the rate of a mile a day.

The survey of the proposed new route of the Vermont and Massachusetts division of the Fitchburg Railroad has been begun. It starts from a point near Wachusett station, thence through Westminster to Gardner. The object is to avoid the turn at Ashburnham Junction and to shorten the route.

The survey of the new railroad from Keene to Greenfield is twenty three miles.

The Iowa Southwestern Railroad will soon reach Iowa City. A large force is pushing it to completion between Clinton and Iowa City.

☞ The Philadelphia *Ledger* says that the Pennsylvania Railroad Company, after the payment of its semi annual cash dividend of five per cent, amounting to about $3,300,000 has a very handsome cash balance in excess. The current receipts of the company are quite large, and, with a steady retrenchment in every department, it is financially as easy as ever before. It is probable that the payment of its dividend scrip, due in March next, will be anticipated some time before maturity.

☞ The total bonded and coupon debt of the city of Memphis, Tenn., is stated at $4,582,897, in addition to which there is a floating debt of $2,000,000. The assets of the city are $1,317,680. The population of the city at present is 48,000, and the taxable wealth $29,539,714. Of the amount of its liabilities, $500,000 is passed due coupons, to meet which the city has $17,000 in its treasury.

☞ During the year ending November 30, 1874, these have been cancelled of the debt of Pennsylvania $1,280,186 57, as follows: $9,000 of 5 per cent bonds, $1,221,113 90 of 6 per cent bonds, $58 of "Relief" notes, and $19 67 of domestic creditor certificates.

☞ Orders have been given by the Southern Pacific Railroad, of California, to proceed at once with the construction of another section of 20 miles of the San Joaquin Valley line southward from Bakersfield, Cal. A force is already at work on the grading which is comparatively light.

Industrial Affairs.

About one thousand men are now employed in the Baldwin Locomotive Works, Philadelphia. Three locomotives for Brazil, and one for Cuba, will soon be completed and shipped. The firm have orders for sixteen first class engines from Brazil. They are also making six for the West Coast of South America, and a number for roads in different parts of the United States.

The National Locomotive Works at Connellsville, Pa., have closed a contract with the Cairo and St. Louis railway which will employ the establishment all winter.

The Cobourg Car Works, at Cobourg, Ont., and the Midland Manufacturing Company, at Port Hope, Ont., are each building two hundred and fifty cars for the Grand Trunk railway.

The Wason Car Manufacturing Company, Springfield, Mass., are about to begin work on their contract for cars for the New Jersey Central Railroad. They have also lately received an order from the same company for 1,000 pairs of car wheels and axles. These contracts furnish employment to about 400 men.

One thousand car wheels were recently shipped down the Housatonic Railroad by the Barnum-Richardson Company to the Pennsylvania Railroad Company.

The Sheffield steel works, at Windsor, Conn., have resumed operations, and are running mostly on cutlery stock, for which there is a good demand.

The Lochiel Iron Works, Harrisburg, Pa., started on full time on the 23d ult.

The Cheshire Iron works have started up again, with a force of 50 hands.

The Belfont furnace, at Ironton, Ohio. is preparing to go into blast next month.

Nearly all the Pittsburg glass works are in operation, some of them to full capacity.

☞ The Berks County Railroad, running from Reading to Slattington, Penn., 44½ miles in length, with a paid up capital of $93,000, has been sold for $500. This sale is subject to a lease of part of the road for 999 years to the Wilmington and Reading Railroad Company, and to a first mortgage for $1,500,000. The sale is the result of an agreement between the unsecured creditors of the road, whose claims amount to $500,000, and the mortgage bondholders. A new company is to be immediately organized to manage the road.

☞ The President of the Richmond and Danville Railroad Company, in his recent report, says that "the completion and opening in May last of the extension of the road of the Virginia Midland Company, between Lynchburg and Danville, has also instituted a local competition at the latter point, and to a material extent divides with the Danville road the business of that community."

☞ The Secretary of the Interior has decided that no lands shall be patented to the Union and Central Pacific Railroads under their Congressional grants until they pay the cost of the surveys of lands heretofore patented to them. This ruling is in accordance with a decision of the Supreme Court of the United States, that the Pacific Railroad Companies must pay the cost of survey prior to the issuance of patents.

The Coal Trade.

The supply of anthracite coal from all the regions for the week ending December 12, is stated by the Philadelphia *Ledger* at 239,945 tons, and of bituminous 51,805 tons, making an aggregate of 291,450 tons, an increase of about 75,000 tons on the corresponding time in December last year. The coal and coke tonnage of the Pennsylvania Railroad last week was 81,670 tons, and for the year 3,225,282. Of anthracite and bituminous there were 3,265,546 tons, and of coke 463,720 tons. This includes the tonnage of coal both east and west.

☞ Hon. B. T. Biggs has been re-elected President, and P. H. Irwin Treasurer, of the Queen Anne's and Kent (Md.) Railroad Company. P. H. Irwin will continue as Superintendent and Secretary.

☞ Trains on the Washington and Ohio Railroad now run to Round Hill, Loudoun County, only twenty five miles from Winchester, Va.

Sinking Funds.

Although it is a fallacy to suppose that a sinking fund can be contrived of such a nature that it shall of itself create any money, or (which is the same thing) that it shall of itself destroy debt, it by no means follows that a sinking fund may not be instituted and managed on such principles as to afford a most effective and useful machinery in the extinguishment of debt, and thereby facilitate the negotiation of loans for important public purposes. And by way of illustration we propose to recall the history of two of the earliest sinking funds known in the financial annals of Massachusetts; both of which, having fulfilled their functions, are now matters of the past, about which there can be no mistake of calculation.

1. By an act passed on the 4th of April, 1836, the legislature of Massachusetts authorized a subscription in the name of the Commonwealth for ten thousand shares in the Western Railroad Corporation. The cost of these shares was a million of dollars. In order to obtain this money, by an act passed on the 15th of April, 1837, the legislature authorized an issue of State scrip to that amount, bearing interest at the rate of five per cent. per annum, redeemable in twenty years; and further provided that—

The bonus or profit, if any, on the sales of the aforesaid scrip, together with all dividends of profits which may from time to time be declared on the railroad stock; and one half of all money which may be received from the future sales of the Commonwealth lands, with the interest thereon accruing, shall, until otherwise ordered by the legislature, constitute a sinking fund for the future purchase or final redemption of said scrip, and for the payment of interest on the State debt contracted by authority of this act; and if the same shall at any time be insufficient to the payment of such interest, the deficiency shall be paid from any money in the treasury not otherwise appropriated.

By a later act, passed in 1839, the appropriation of half the proceeds of sales of lands in Maine (which was at first to continue only "until otherwise ordered by the legislature") was made irrevocable. During the year 1837, scrip was issued to the amount of $238,000, and was sold at a premium of $11,650. The residue was issued from time to time during several years afterwards,

to an aggregate amount of $995,000, as assessments became due on the State subscription. Meanwhile, the sinking fund, starting with the premium of $11,650, and augmented by the proceeds of sales of land in Maine, gained in amount from year to year with such rapidity that seven years before the maturity of the scrip the fund was already large enough to cover the whole amount of the debt, so that it was no longer necessary to provide for further accumulation; and the legislature, by an act passed April 13, 1850, was able to provide that "the income of the Western Railroad stock sinking fund shall, after the present year, be paid into the treasury and be appropriated to the current expenses of the Commonwealth. On the 15th of July, 1857, when the debt became due, the fund amounted to $1,079,756 35, exceeding the debt by $184,756 35; the whole debt was thus readily extinguished, and there remained this handsome surplus, which was made the nucleus of another sinking fund for the extinguishment of other debts, into the history and operation of which we will not at present enter.

Of course it is obvious that the sinking fund did non *create* the million of dollars that were used to pay the debt; it was really the sales of lands in Maine which paid for the Western railroad shares. But it cannot be denied that the institution of the sinking fund provided a most convenient and effective *machinery* for the application of those sales to the purpose desired. Had the State treasurer proposed to borrow a million of dollars in 1837, on the engagement of the State to repay the money in instalments by applying in payment half the proceeds of the sales of lands to be made during the next fourteen years, nobody would have listened to him: a loan would have been impossible upon such terms.

2. A still more striking illustration is found in the history of the Western Railroad *loan* sinking fund. In the further pursuit of the policy of aiding the construction of the Western Railroad, the legislature by a series of acts passed in 1838, 1839 and 1841 authorized loans to that corporation amounting in the aggregate to four millions of dollars, by means of issues of State scrip to that amount, redeemable in thirty years; and to insure the ability of the corporation to meet the obligation at its maturity, provision was again made for the creation of a sinking fund. This *loan* sinking fund is to be distinguished from the *stock* sinking fund, which we have already described, being the property of the corporation, kept in the joint care of the treasurer of the Commonwealth and the treasurer of the corporation. Its creation was provided for in the following terms by the act of February 21, 1838, authorizing the first issue of scrip, which was substantially repeated in the later acts authorizing additional issues:

The premium of profits on the sales of said scrip or certificates of debt shall, when received, be paid by the treasurer of said corporation to the treasurer of the Commonwealth; and, after the said road shall be opened for use, a sum equal to one per cent on the amount of said scrip thus issued shall be annually set apart from the income of said road and paid to said treasurer; and the whole thereof shall be by him placed at interest, and the same with the interest annually accruing thereon shall constitute a sinking fund for the future purchase or final redemption of said scrip.

Sterling scrip was issued at various dates between April 1838, and July, 1841, falling due as follows:

Due April 1, 1868	£135,000
Due Oct. 1, 1868	337,500
Due Oct. 1, 1869	90,000
Due April 1, 1870	180,000
Due April 1, 1871	157,400
	£899,900

Being £100 less than £900,000, which at the rate of $4 44 was reckoned as the equivalent of $4,000,000.

The sinking fund which was designed to cancel this heavy indebtedness, after the lapse of thirty years, started with the modest sum of $55,550 35, on the 1st of January, 1839, the earlier issues of scrip having been sold at handsome premium. But the same advantage was not obtained in the sale of the subsequent issues. Moreover, as the annual payment to the fund of one per cent on the amount of the scrip did not begin, agreeably to the terms of the act, until after the road was opened for use, there were several years' delay before this chief resource became available—the first payment being made on the 31st of December, 1844. From that time forward, however, $40,000 was paid into the fund every year, and it was also augmented by its own accumulations.

From these and other causes, some of them growing out of the war, the fund would have been altogether inadequate to meet the full amount of the debt at maturity. But nevertheless the fund proved a most important auxiliary, and an effective instrument for the purpose for which it was designed. By the 1st of January, 1855, or ten years after the payments from the income of the railroad had begun, it fell but little short of $1,000,000. In 1868 the first portions of the debt, amounting to more than one half of the whole, became due, and were fully discharged.

The fund continued for three years longer. In pursuance of the provisions of an act passed by the legislature in 1868, scrip to the amount of £312,000 was issued the following year to the Boston and Albany Railroad corporation (upon which had been devolved the obligations of the Western Railroad in the matter) to assist it in meeting the payments of the original scrip; the corporation pledged this new scrip for moneys borrowed to redeem the original issue; but in the year 1870 the corporation paid the debt, and returned the new scrip to the treasurer of the Commonwealth, by whom it was canceled. By this means, and with the use of the residue of the sinking fund, the whole of the State indebtedness incurred in aid of the construction of the Western Railroad was extinguished by the 31st day of December, 1871, the commissioners remarking in their final report:—

"The fund is disbursed, the account closed, and the last dollar of liability of the Commonwealth on its bonds issued thirty years ago in aid of the Western Railroad Corporation is extinguished. No losses have occurred on any of the securities in which the fund was invested for the last twenty years, and but a very small amount before that time; nor has the fund ever been subjected to any expenses whatever for its management."

The facts stated in these closing words are certainly noteworthy; and while it is, of course, true that the sinking fund did not *create* any of the money with which the debt was extinguished, it is obvious that it afforded a convenient and potent process for discharging the debt; and it would be difficult, we think, for any person to show that any other method of dealing with such a subject would be more secure or more satisfactory to any of the parties interested.—*Boston Adv.*

☞ The Auditor of Virginia estimates the expenses of the government for the year ending September 30, 1875, at $1,289,750, not including the interest on the State debt. He believes no more than 4 per cent can be paid on the State debt, and no less would be accepted by her creditors; and estimating at that rate places the total of expenses and interest due January and July next at $3,381,297 40, of which $159,194 72 has been paid since October 1st, 1874, on account of overdue interest, and $86,263 56 on account of expenses of government. The Auditor thinks the present tax bill will produce sufficient revenue to meet government expenses and pay 4 per cent interest on the State debt; and that the prompt payment of 4 per cent will keep coupons so near par as to prevent speculation in them for the purpose of paying taxes.

☞ An effort is being made to secure the construction of the proposed Bay Ridge Railroad by the 1st of May next. The total cost it is estimated will not exceed $400,000, and operations will be commenced as soon as $100,000 shall have been subscribed, ten per cent. of which will be required to be paid down. The line will be as follows: Commencing on the bay of New York at or near Bay Ridge, in the town of New Utrecht, and running thence by the most direct route possible through Kings County and partly through Queens County and through the villages of East New York and Wood Haven, with branches to the village of Bath and to Coney Island. The entire length of the road will be about fifteen miles. A committee of prominent gentlemen are now engaged in obtaining subscriptions.

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